



Dassault  
Breguet

# ATLANTIC 1

„MFG 3  
Anniversary“

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## Dassault Breguet ATLANTIC 1 „MFG3 Anniversary“

Als Ersatz für die veraltete Lockheed Neptun suchte die NATO 1958 in einer Ausschreibung nach einem geeigneten Nachfolger. Unter den 24 Projekten die von neun Ländern eingereicht wurden erhielt schließlich Breguet mit der Br1150 Atlantic den Zuschlag. Ein Grund für diese Entscheidung war auch die Tatsache das Breguet seinen Entwurf mit Rolls-Royce Tyne-Triebwerken ausgestattet hatte, die auch bei der zum gleichen Zeitpunkt angedachten Transall Verwendung finden sollten. An dem für den Bau der Atlantic verantwortlichen Konsortium waren neben Frankreich auch noch Deutschland, Holland, Belgien und Italien beteiligt. Nach dem Erstflug am 21. Oktober 1961 dauerte es weitere vier Jahre ehe die ersten Maschinen im Dezember 1965 an Frankreich und Deutschland ausgeliefert werden konnten. Die französische Aeronavale rüstete mit ihren 40 Maschinen die Flotilles No. 21F, 22F und 24F aus. Eine dieser Maschinen von der 24F, die als erste Einheit mit Atlantic ausgerüstet wurde, erinnerte 2005 mit besonderen Markierungen an dieses Ereignis. Sie kann aus dem REVELL-Bausatz gebaut werden. In Deutschland wurde die Atlantic beim Marineflieger-Geschwader 3 (MFG 3) in Nordholz eingesetzt. Der Dutch Marine Luchtvaartdienst ersetzte die Lockheed Neptun der 321.Squadron (auch diese Version ist im Bausatz enthalten) durch neun Atlantic. Als letzte NATO-Einheit erhielt die 41. Stormo der italienischen Marine mit ihrer 87. Und 88. Gruppo insgesamt 18 Maschinen. Nach 87 gebauten Maschinen wurde die Produktion der Atlantic 1974 eingestellt. Ähnlich wie bei der Transall ergab sich jedoch wenige Jahre später in Frankreich ein erneuter Bedarf. Mit zahlreichen Überarbeitungen und einer neuen Elektronik ging die Atlantic 2 1988 in Serie. Gebaut wurden bis 1997 weitere 28 Maschinen. Die Atlantic 2 kann neben dem im Waffenschacht untergebrachten Torpedos, Minen und Wasserbomben auch Exocet-Raketen zur Schiffsbekämpfung an Stationen unter der Tragfläche mitführen. Die Atlantic der ersten Serie wurden im Laufe ihrer Einsatzzeit ebenfalls ständig verbessert. So erhielten die Maschinen des MFG 3 statt der früher üblichen Tragflächen-Randbögen zusätzliche Behälter an der Tragflächenspitze. Außerdem wurde auf der Unterseite des hinteren Rumpfteils eine Abwurfanlage für Sonarbojen sowie ein zusätzlicher Radome eingebaut. Im Zuge der internationalen Verpflichtungen werden seit einigen Jahren auch Einheiten der Marineflieger mit Sea King und Atlantic am Horn von Afrika zur Überwachung der Schiffswege eingesetzt. Diese Atlantic tragen zum Teil große Markierungen an den Seitenleitwerken. Vier dieser Maschinen mit drei unterschiedlichen Zeichen können aus dem REVELL-Bausatz gebaut werden. Zu den Feiern „50 Jahre Bundeswehr“ die 2006 stattfinden wurde beim MFG 3 auch eine Atlantic mit einem außergewöhnlichen Sonderanstrich in den deutschen Farben versehen. Auch diese Maschine kann aus dem REVELL-Bausatz gebaut werden. Nach der In-Dienst-Stellung der Orion wurden einige ältere Atlantic aus dem Dienst genommen und an deutsche Museen abgegeben.

### Technische Daten:

Einsatzzweck	Langstrecken-Seeaufklärung und U-Bootbekämpfung
Spannweite	36.30 m
Spannweite mit Flügelpods	37.42 m
Länge	31.75 m
Höhe	11.33 m
Triebwerke	SNECMA (Rolls-Royce) Tyne RTy. 20 Mk. 21
Leistung	6 195 WPS
Leergewicht	24 000 kg
Startgewicht max	43 500 kg.
Höchstgeschwindigkeit	658 km/h
Reisegeschwindigkeit für max. Reichweite	320 km/h
Anfangssteigleistung	12,44 m /sec
Dienstgipfelhöhe	10 500 m
Flugdauer max	18 Stunden
Reichweite max. (mit Reserve)	7 970 km
Bewaffnung	4 x Zielsuch-Torpedos oder 9 Akustik-Torpedos sowie See-Minen und Wasserbomben
Besatzung	10 - 12 Mann

## Dassault Breguet ATLANTIC 1 „MFG3 Anniversary“

In 1958 NATO invited tenders for a suitable replacement for the ageing Lockheed Neptune. Finally out of twenty-four tenders from nine countries, Breguet with their Br1150 Atlantic were awarded the contract. One of the grounds for this decision was the use of Rolls Royce Tyne engines in the Breguet design as these engines were also planned for use in the Transall. Apart from France the design consortium also included members from Germany, Holland, Belgium and Italy. It took another four years after the maiden flight on 21 October 1961 before the first production aircraft were delivered to France and Germany in December 1965. The French Aeronavale, equipped Flotilla's No 21F, 22F and 24F with its forty aircraft. One of these aircraft from Flotilla 24F, the first to be equipped with the new Atlantic carried a special livery in 2005 to mark the occasion. A model of this aircraft can be constructed from the REVELL Kit. In Germany the Atlantic was deployed with Marineflieger-Geschwader 3 (MFG) – Naval Air Squadron No3 – based in Nordholz. The Dutch Marine Luchtvaartdienst replaced the Lockheed Neptune's of No321 Squadron with the new Atlantic, this model can also be constructed from the REVELL Kit. The Italian Navy's Gruppo 87 and 88 of the 41st Stormo were the last NATO Units to receive the Atlantic with a total of eighteen aircraft. Production of the Atlantic ended in 1974 after 87 aircraft had been built. In similar circumstances to the Transall however, France found a further requirement for more Atlantic's a couple of years later. The Atlantic 2 went into production in 1988 with many modifications and a new electronic fit. A further 28 aircraft were built up until 1997. Apart from weapons carried in the fuselage weapons bay such as torpedo's, mines and depth charges Exocet anti-ship missiles were also carried on under-wing pylons. Atlantics from the first production series were continuously modified during their career. Aircraft of the German MFG3 received extra pods on the wing-tips instead of the old round tip. A Sonar-Buoy dispenser and extra Radome were also attached below the rear fuselage. In accordance with international commitments Naval Units equipped with Sea King and Atlantic aircraft have been deployed to patrol the shipping lanes around the Horn of Africa for some years. Some of these aircraft carry large markings on their fins. Four of these aircraft with three different markings can be constructed from the REVELL Kit. An Atlantic belonging to MFG3 was given a very special livery containing the colours of the German Flag to mark the "50 Years Bundeswehr" celebrations in 2006. This aircraft can also be constructed from the REVELL Kit. Some older Atlantic's were de-commissioned after the introduction to service of the ORION and given to German Museum's.

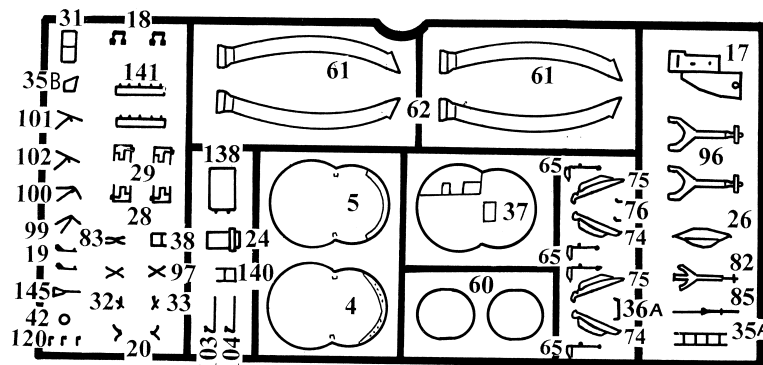
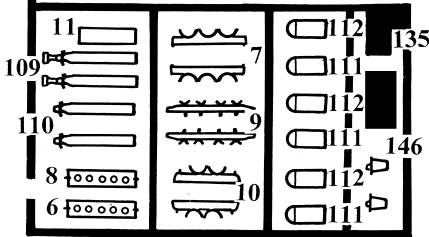
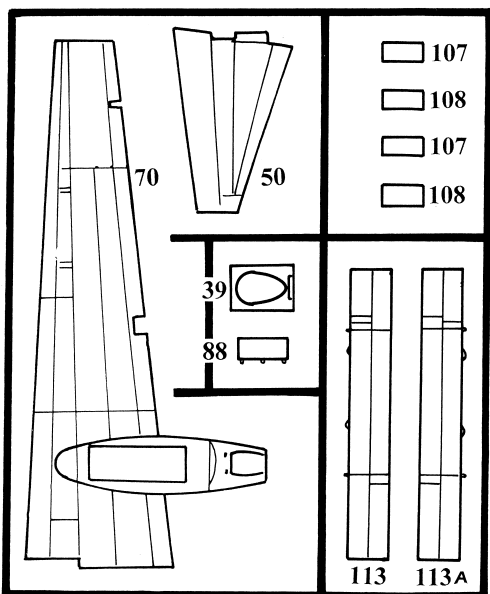
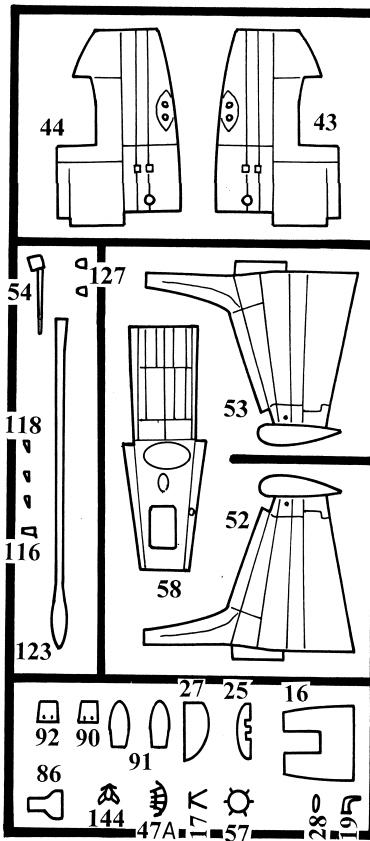
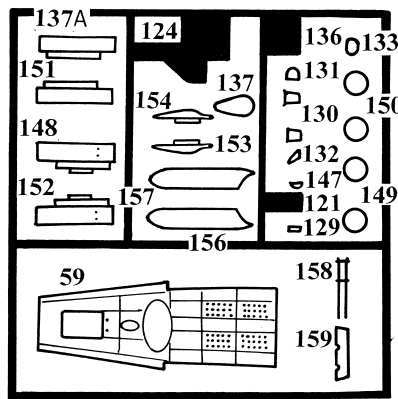
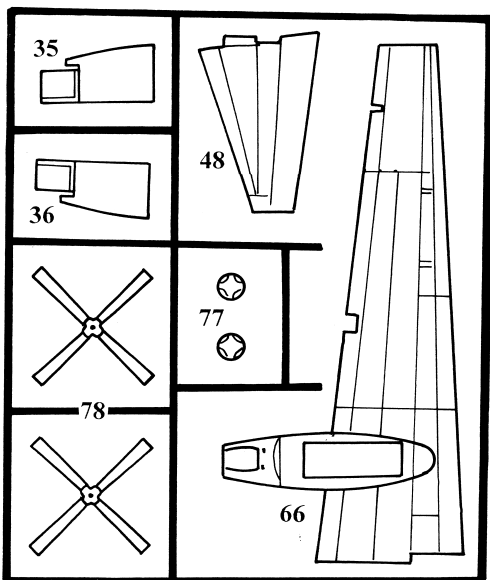
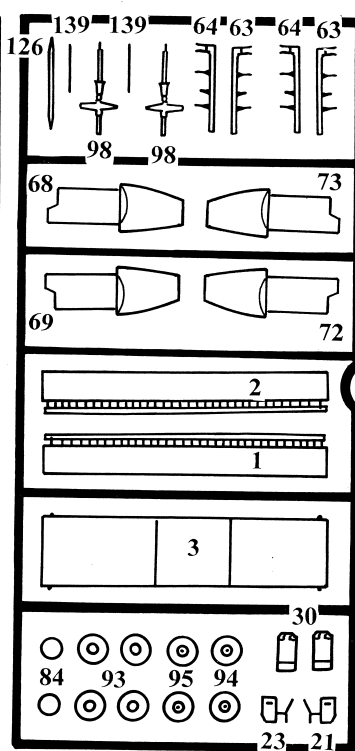
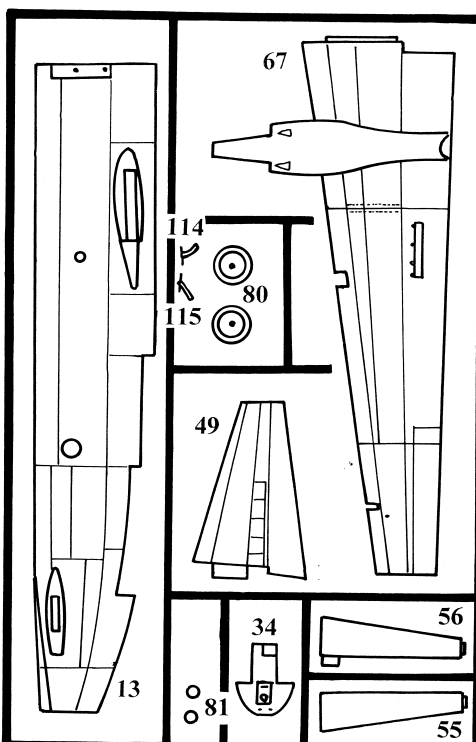
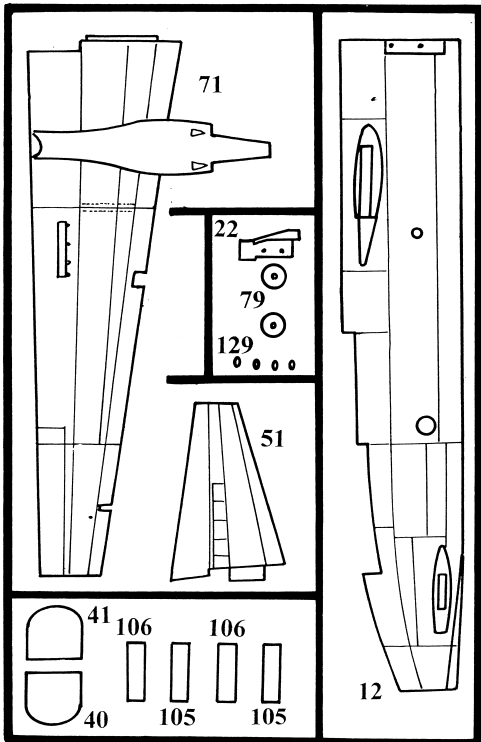
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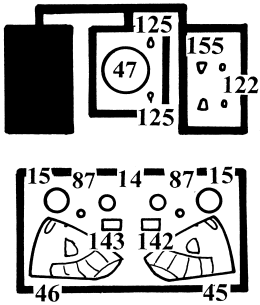
Role:	Long-range Maritime Reconnaissance and Anti-submarine warfare.
Wingspan:	36.30 m
Wingspan with tip pods:	37.42 m
Length:	31.75 m
Height:	11.33 m
Engines:	SNECMA (Rolls-Royce) Tyne RTy20 Mk.21
Power:	6195 WPS
Empty Weight:	24 000 kg
Maximum Take-off Weight:	43 500 kg.
Maximum Speed:	658 km/h
Cruising Speed for	
Maximum Range:	320 km/h
Initial Rate of Climb	12,44 m /sec
Service Ceiling:	10500 m
Maximum Flight Time	18 Hours
Maximum Range incl. Reserves	7970 km
Armament:	4 x Target Acquisition Torpedo's or 9 x Acoustic Torpedo's plus Mines und Depth Charges
Crew:	10 - 12 Persons



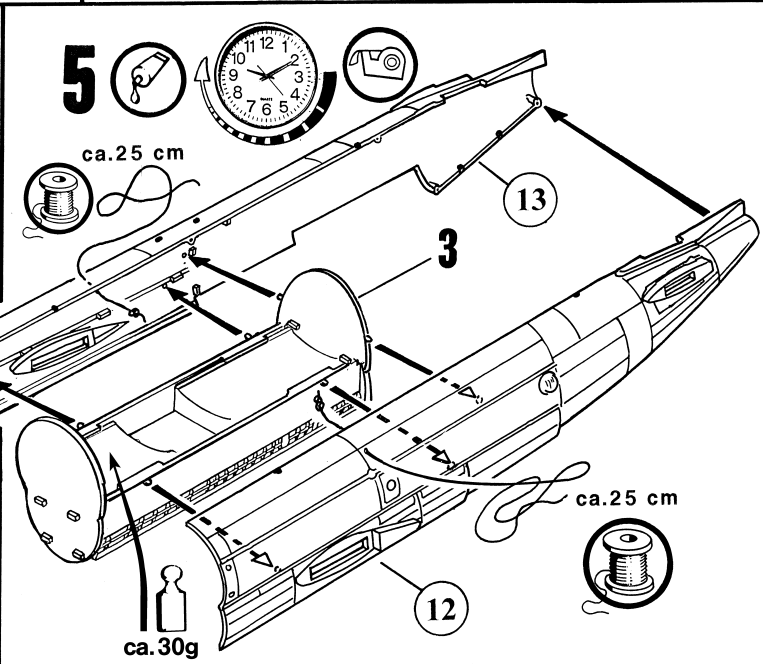
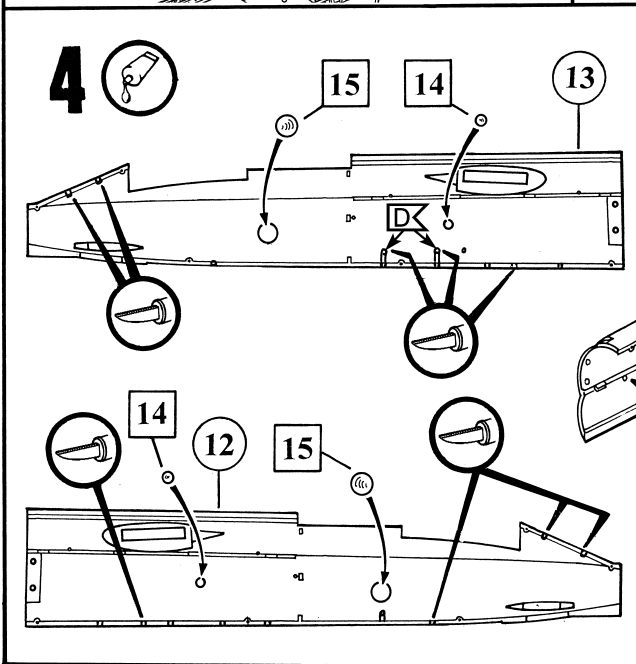
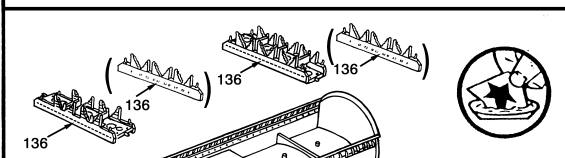
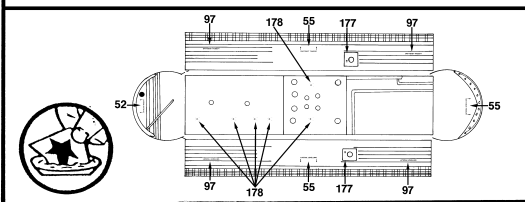
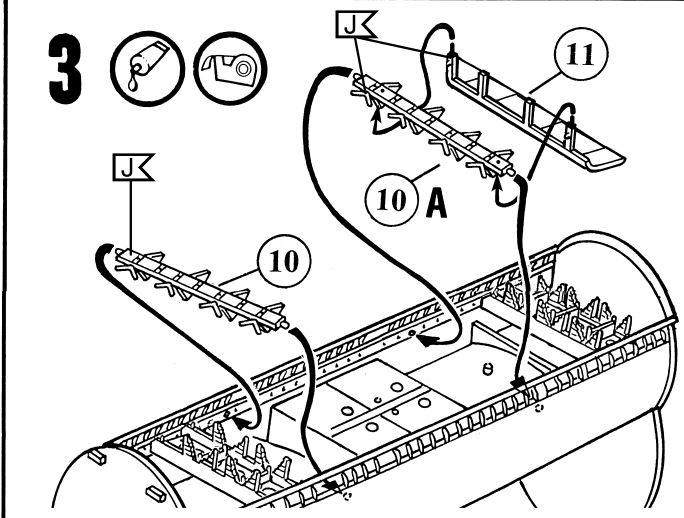
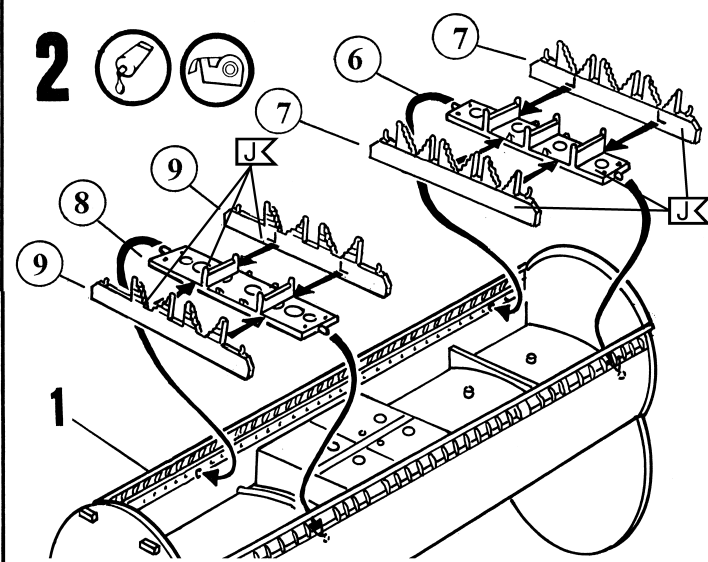
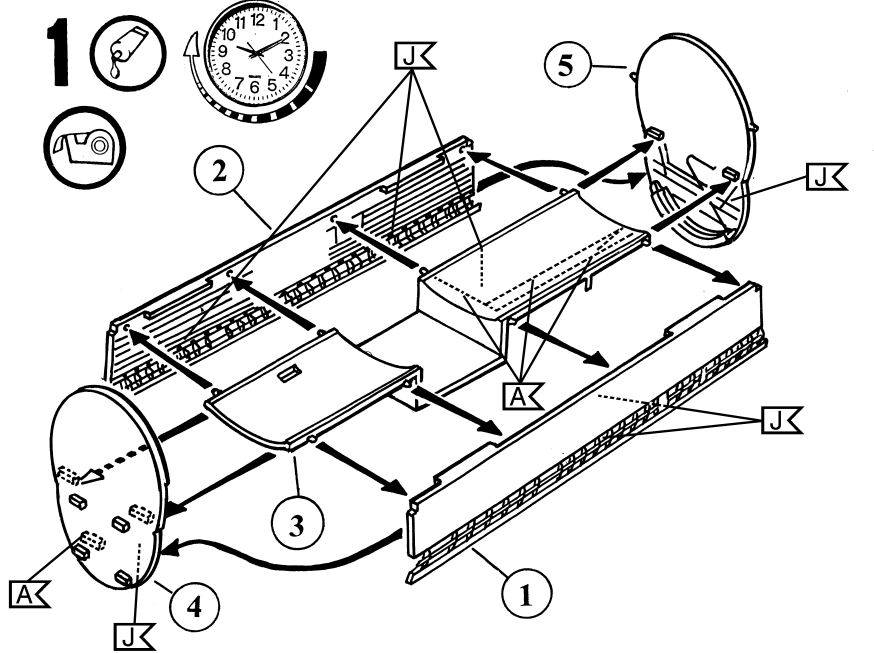


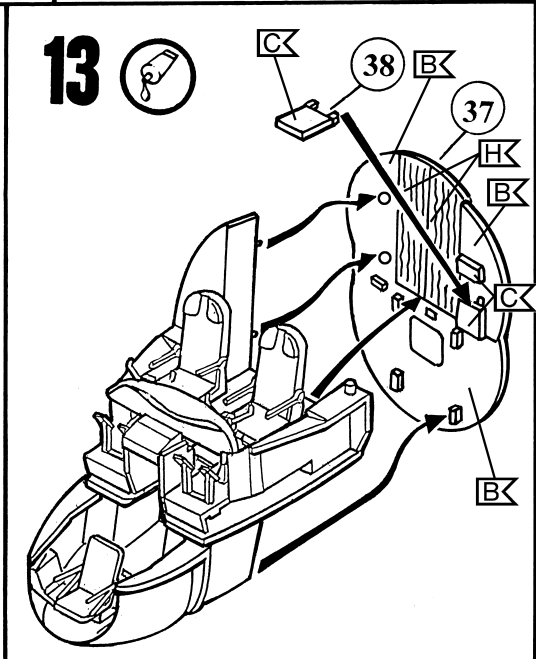
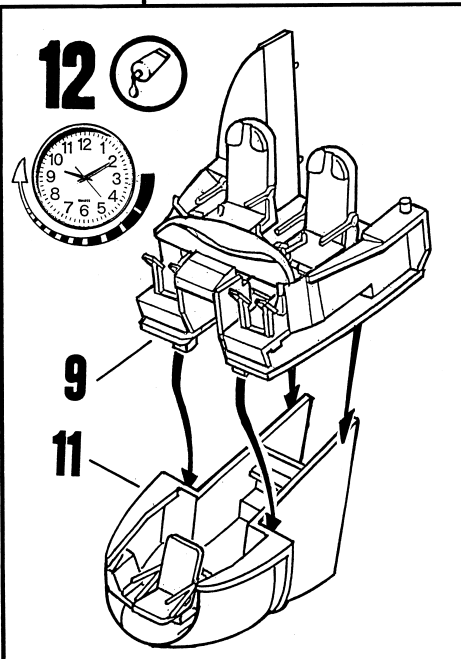
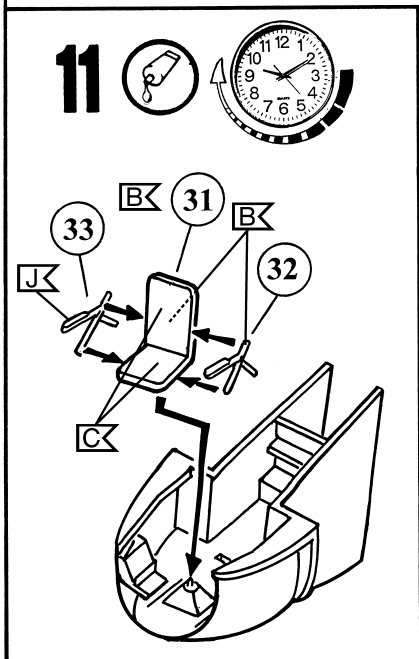
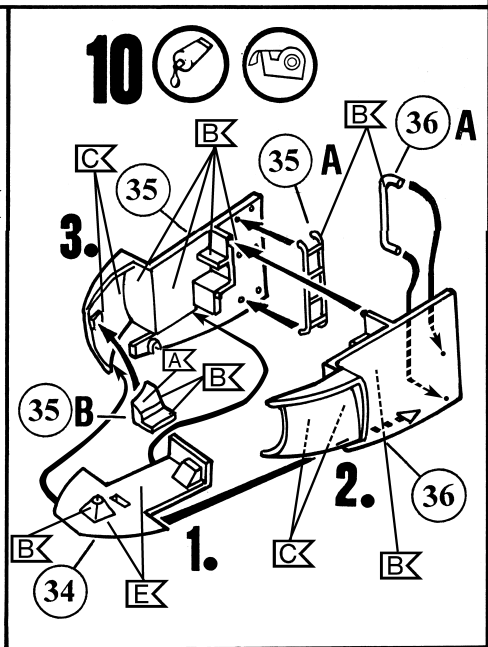
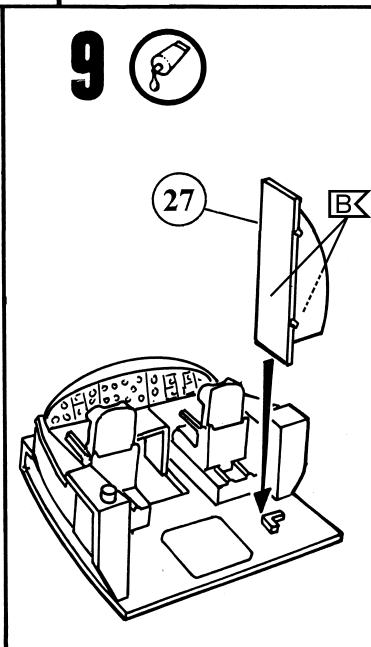
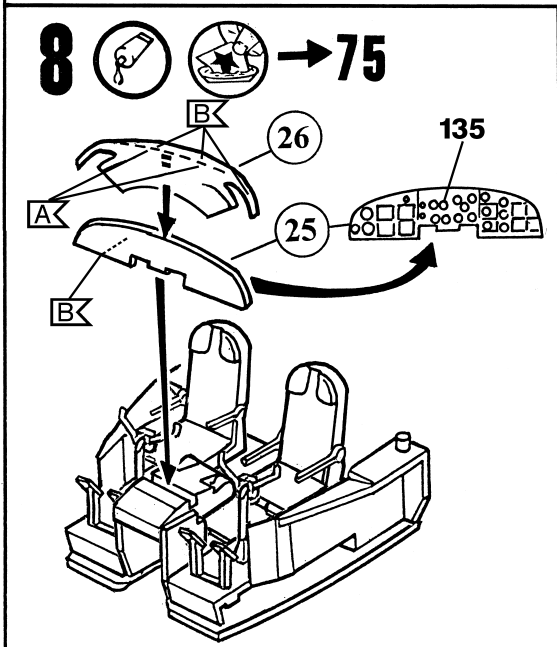
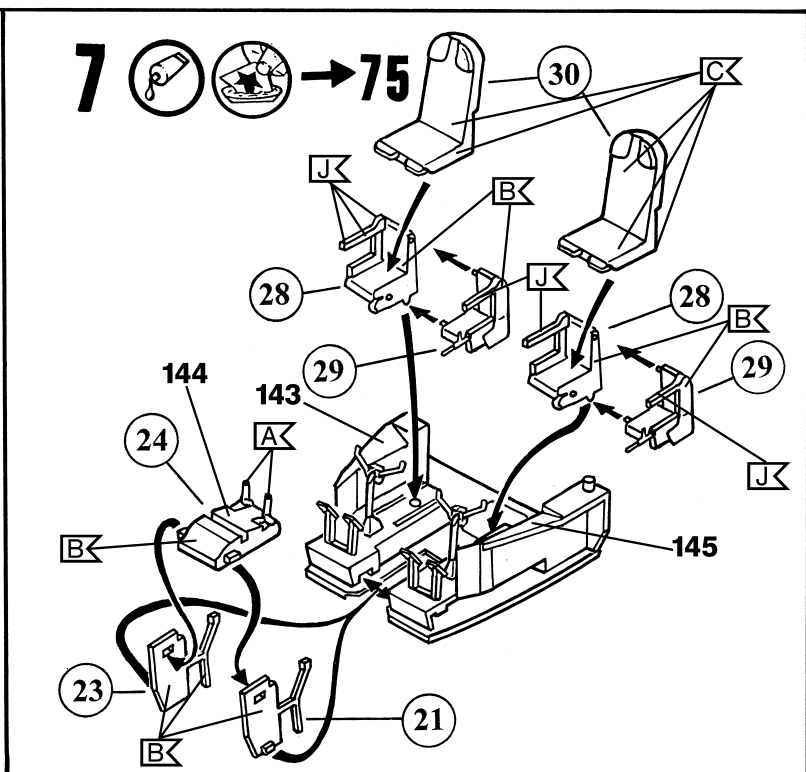
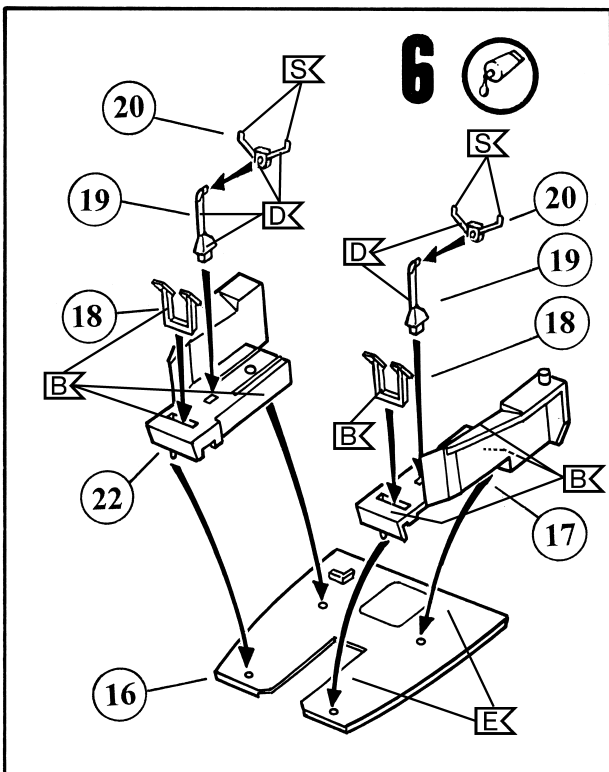




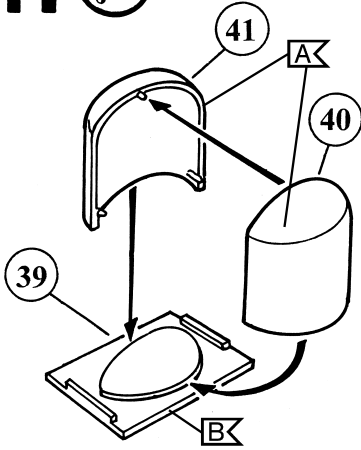


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 Inte använda delar  
 Tarpeittomat osat  
 Ikke nødvendige dele  
 Deler som ikke er nødvendige  
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 Elementy niepotrzebne  
 μη χρησιμοποιούμενα εξαρτήματα  
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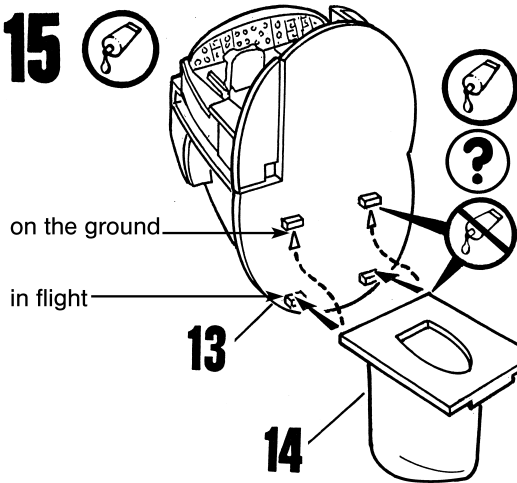




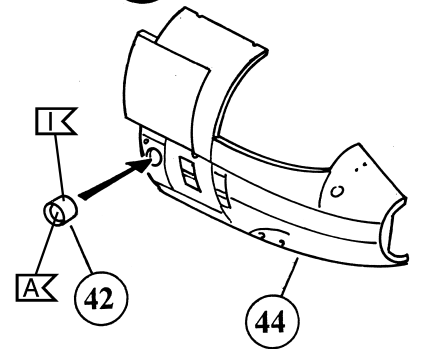
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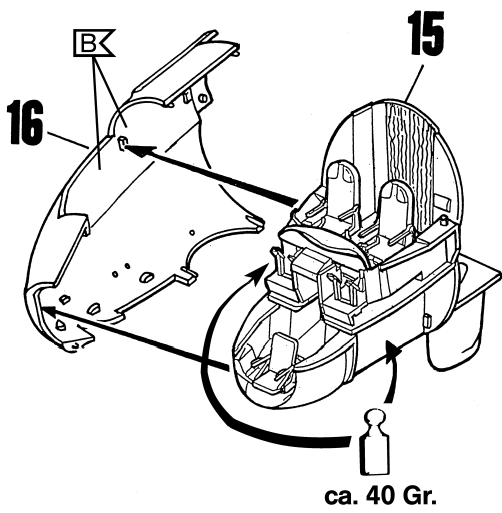
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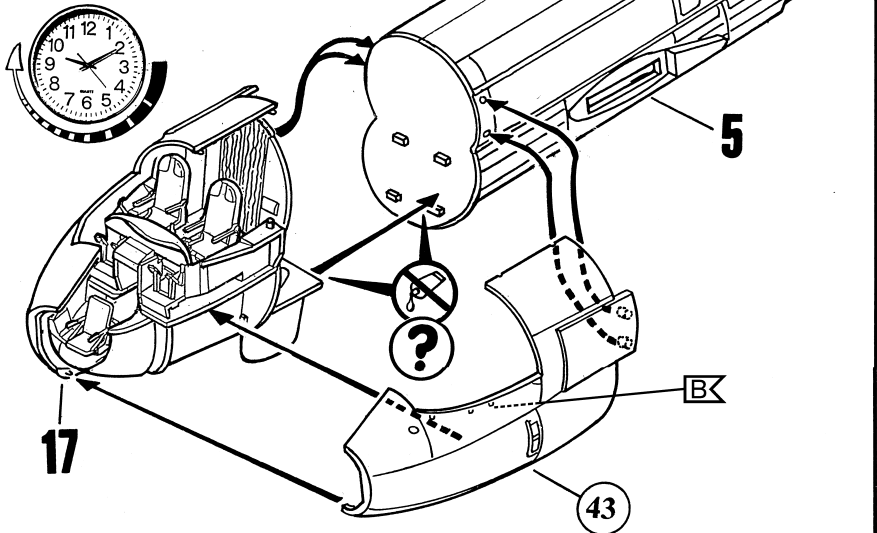
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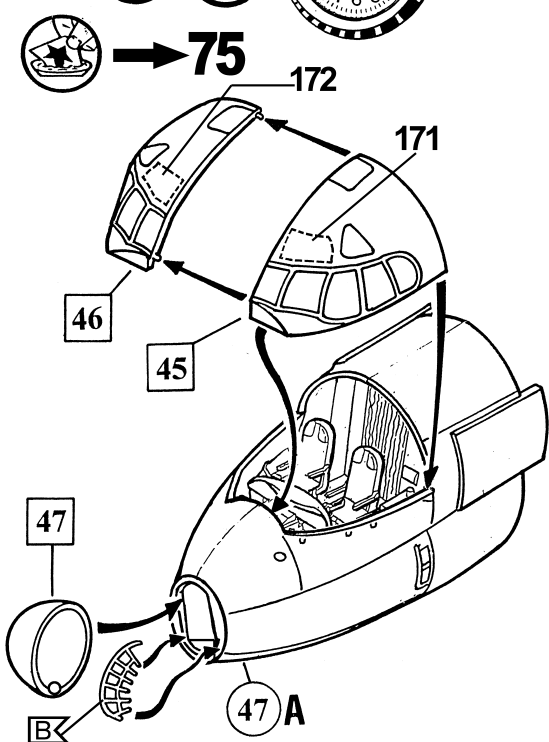
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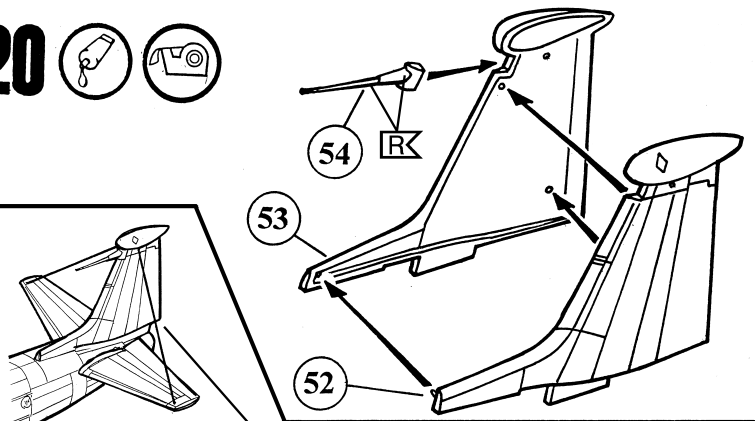
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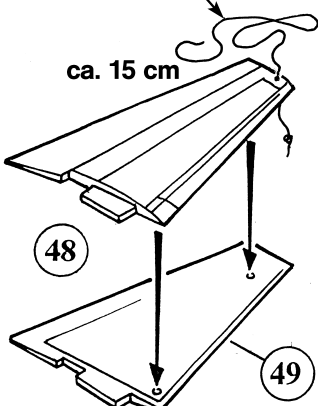
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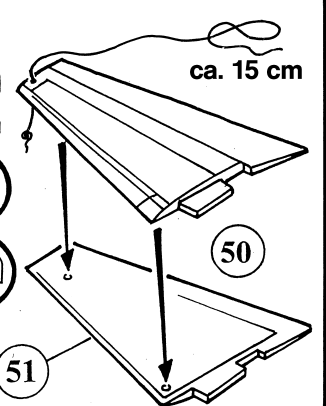
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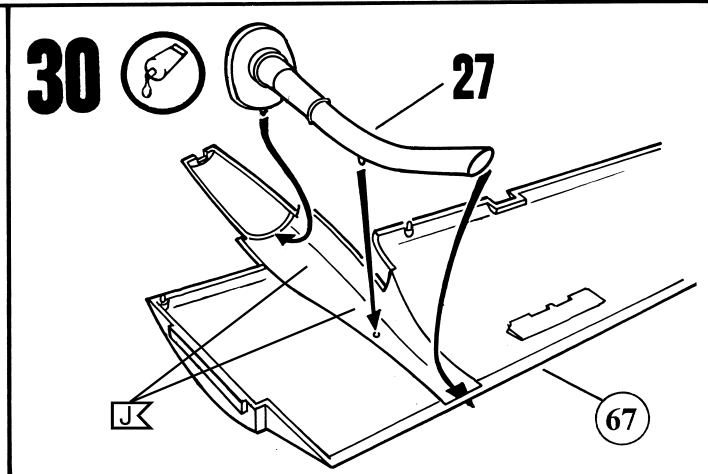
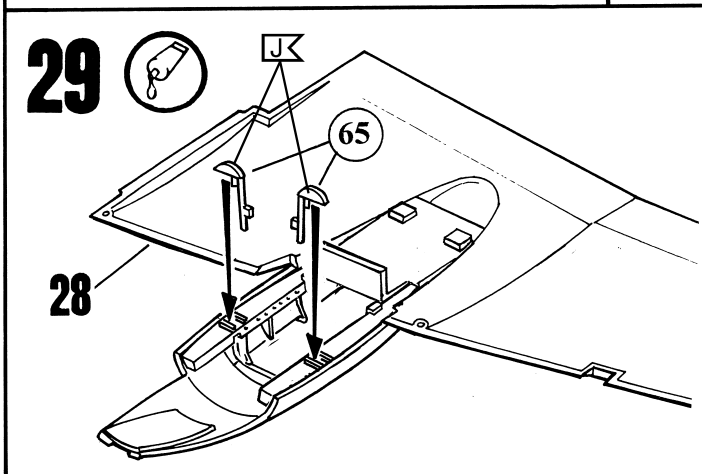
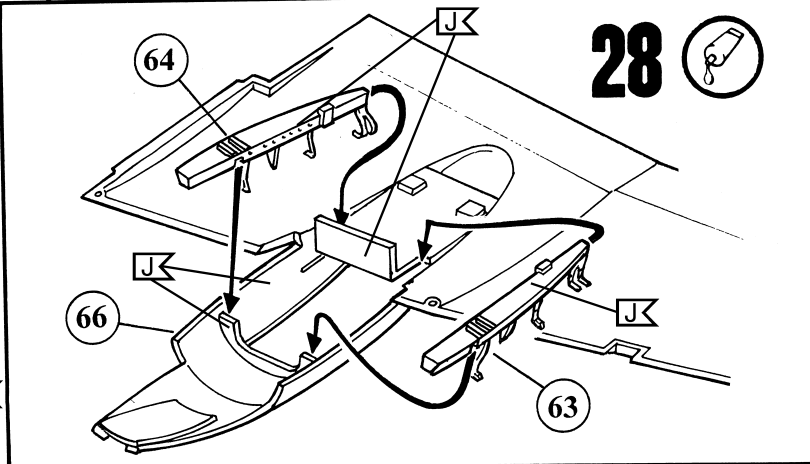
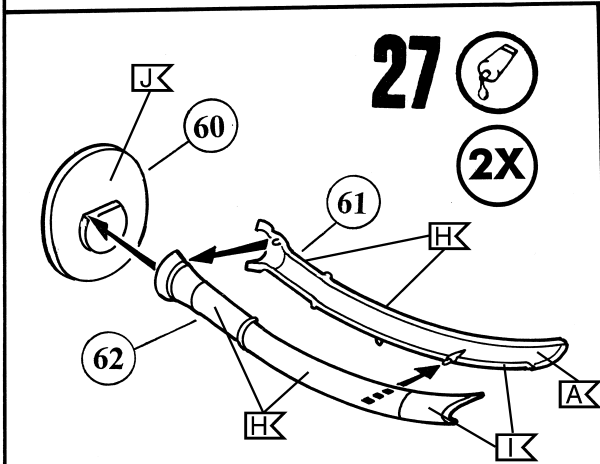
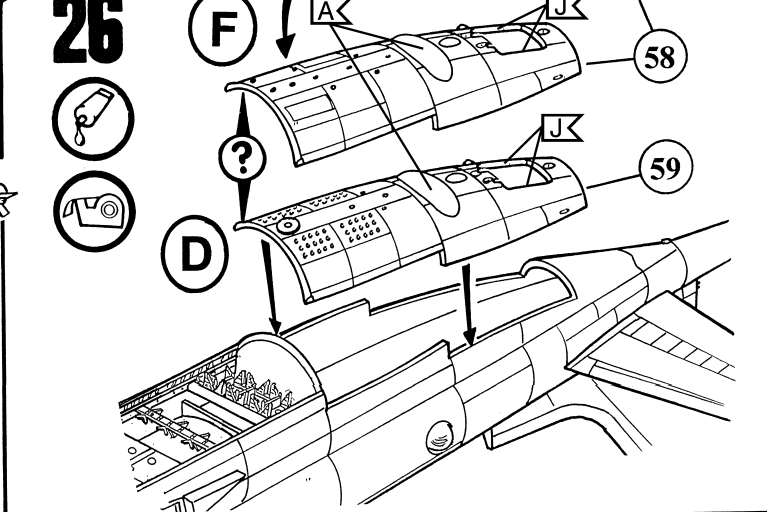
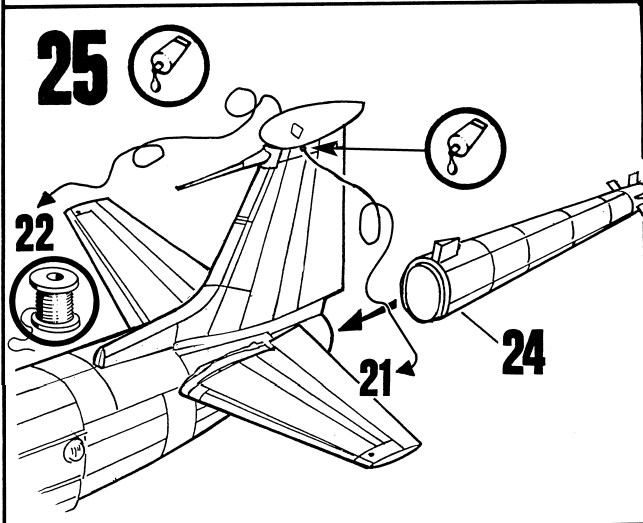
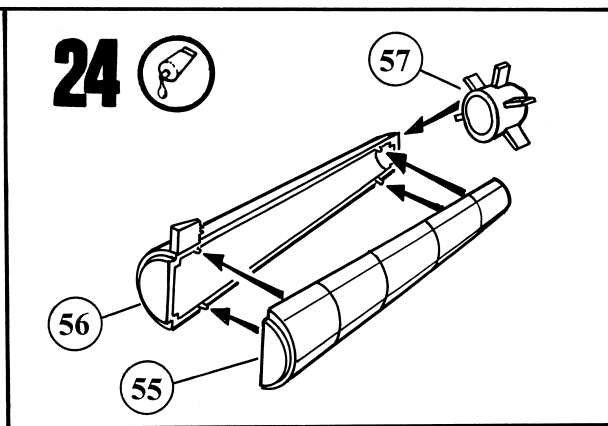
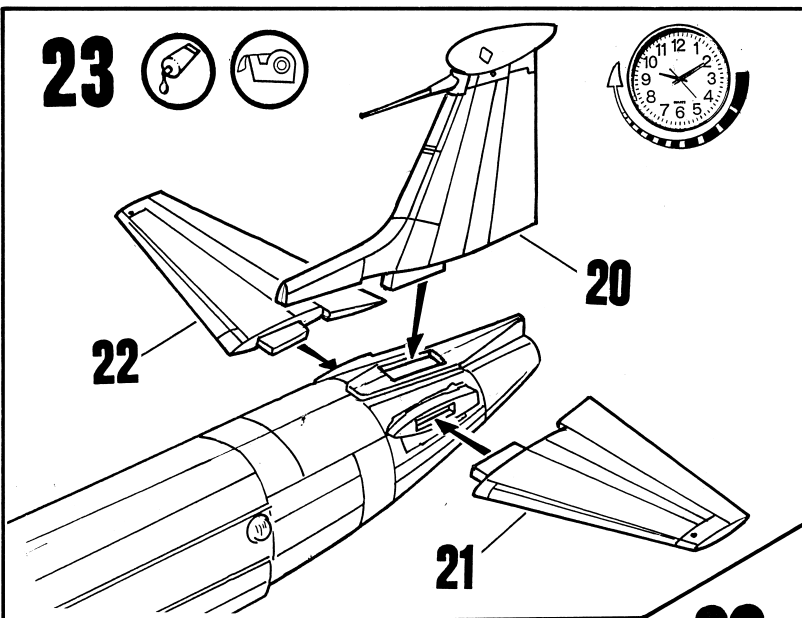
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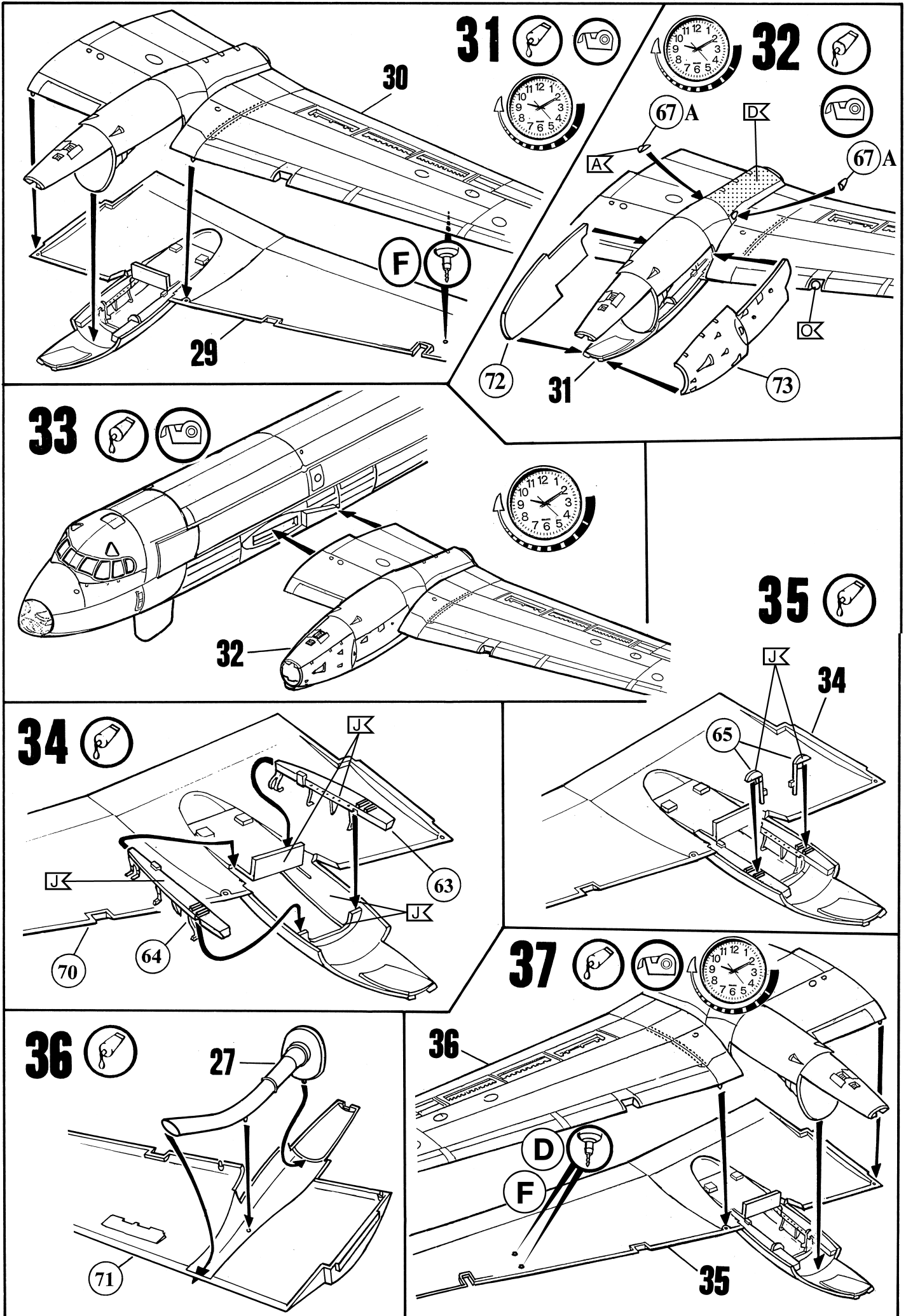


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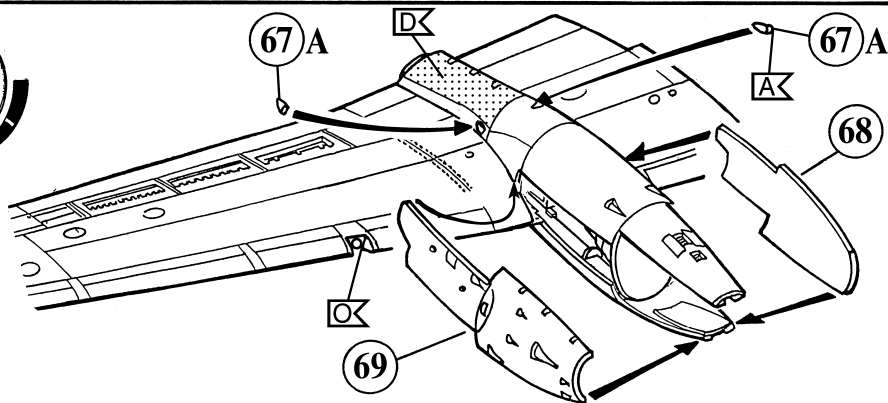




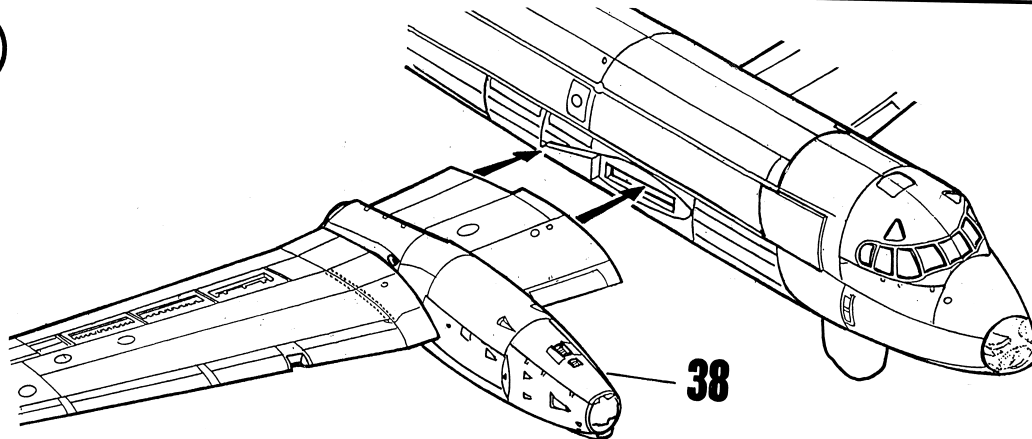




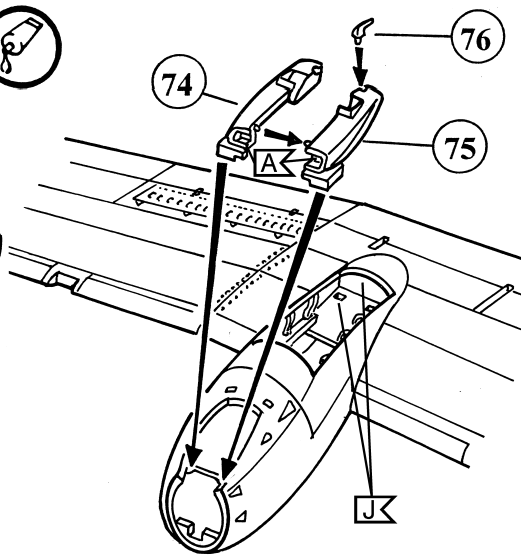
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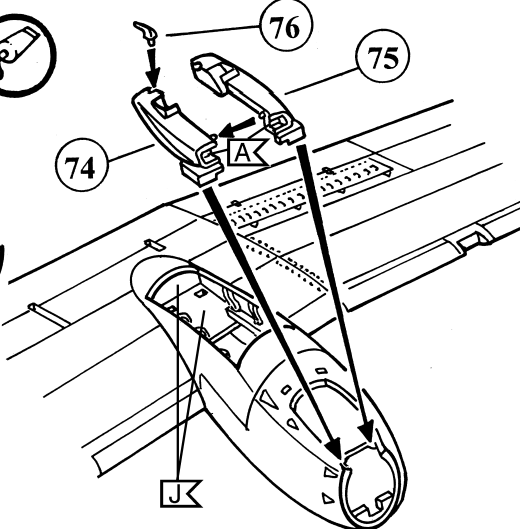
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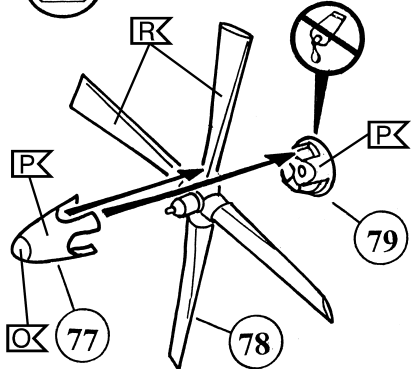
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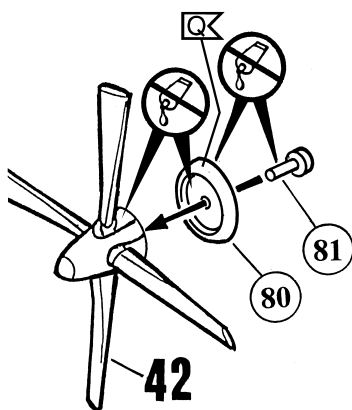
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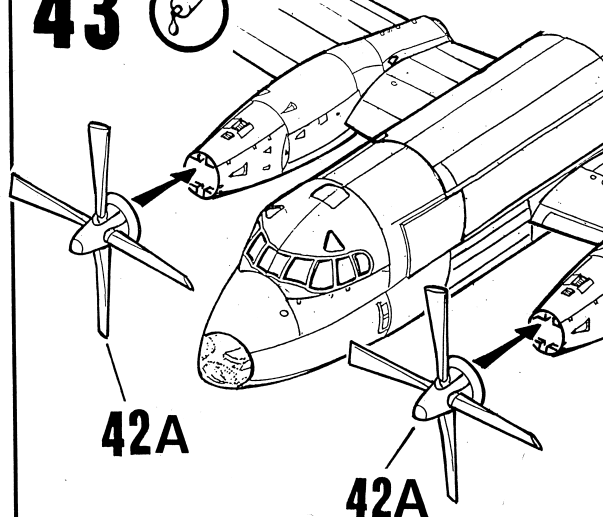
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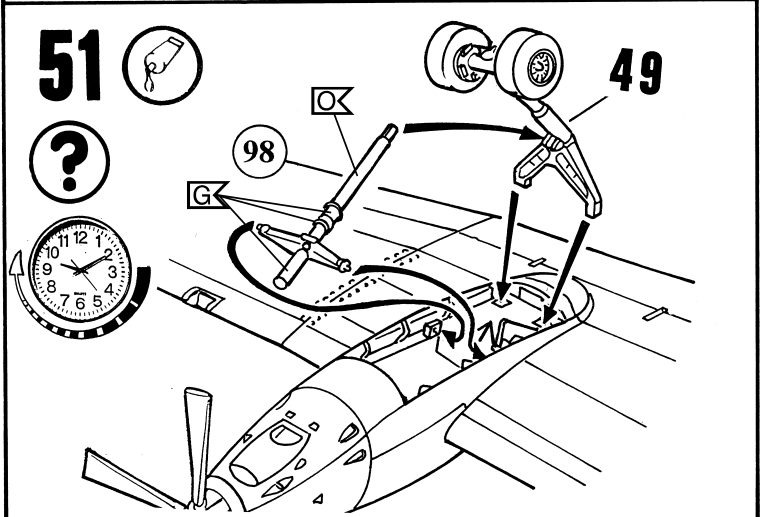
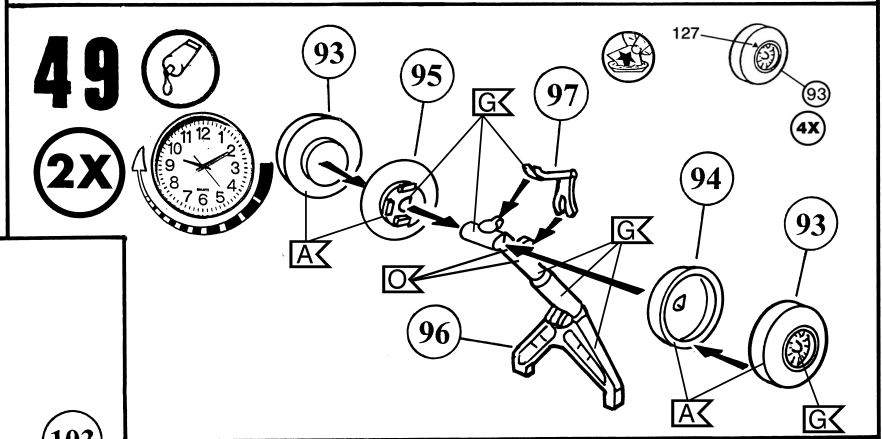
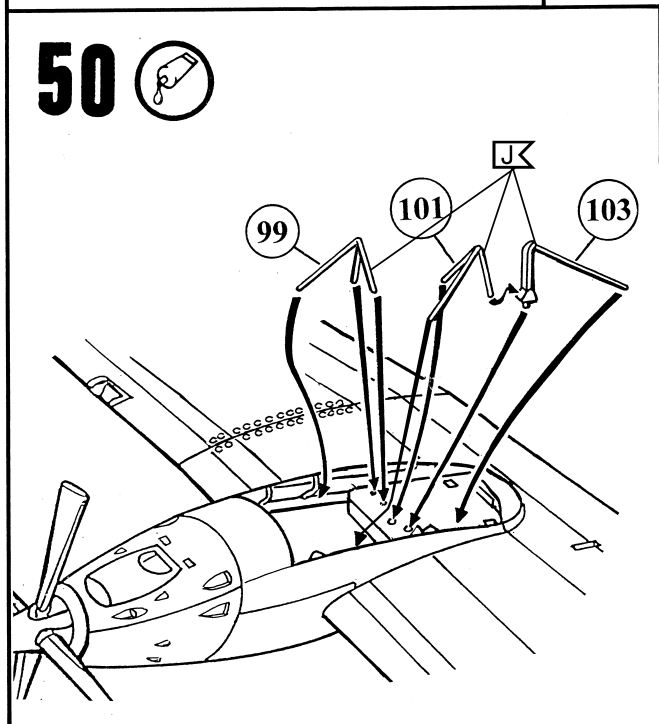
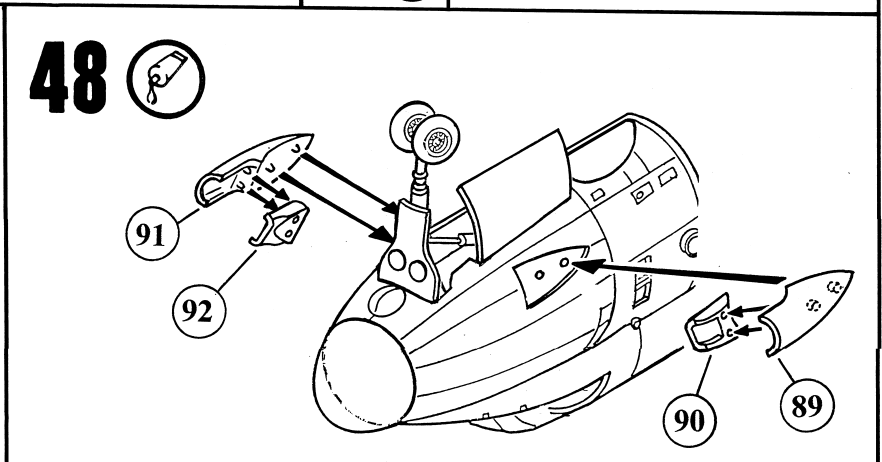
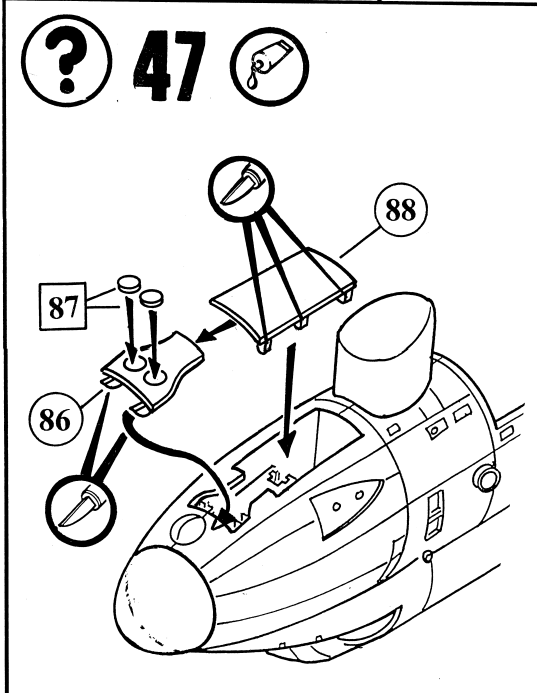
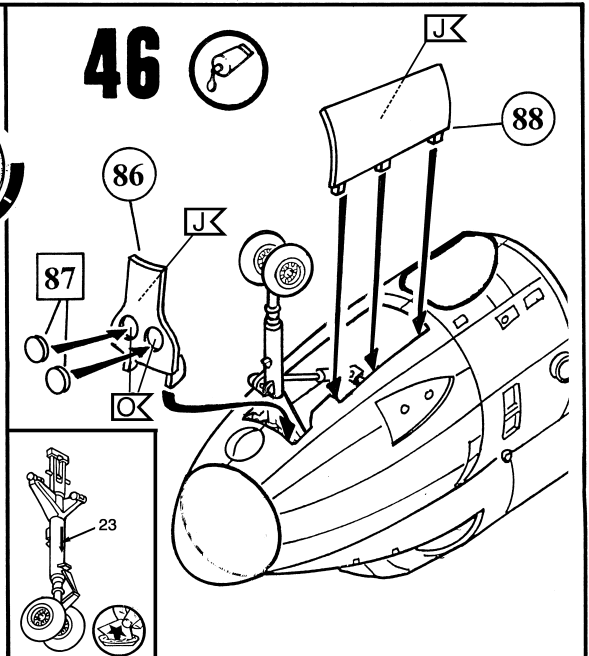
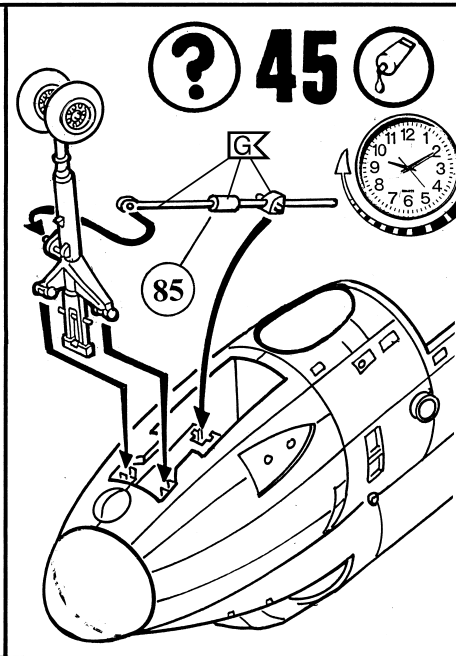
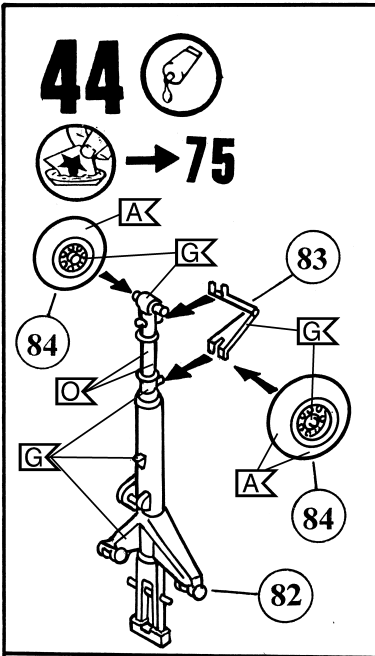


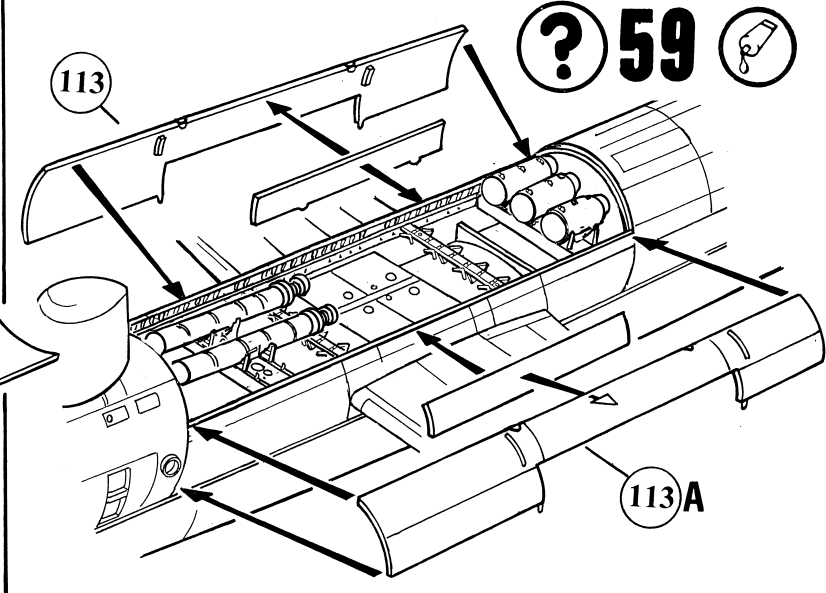
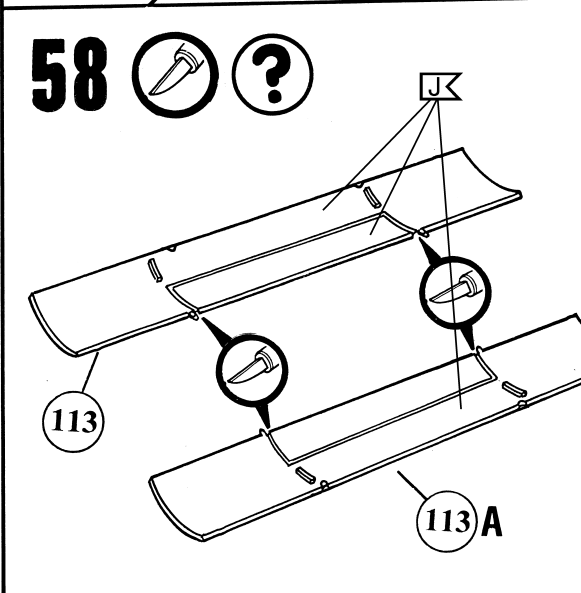
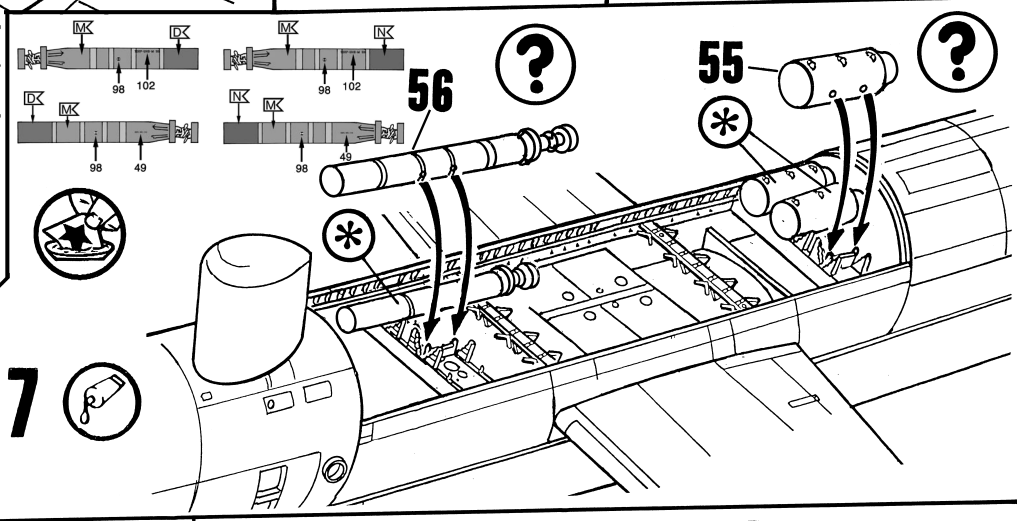
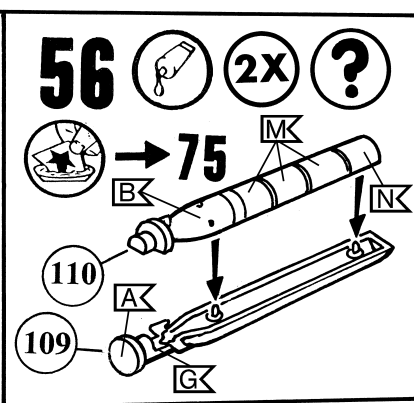
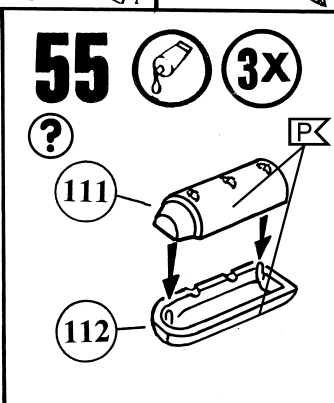
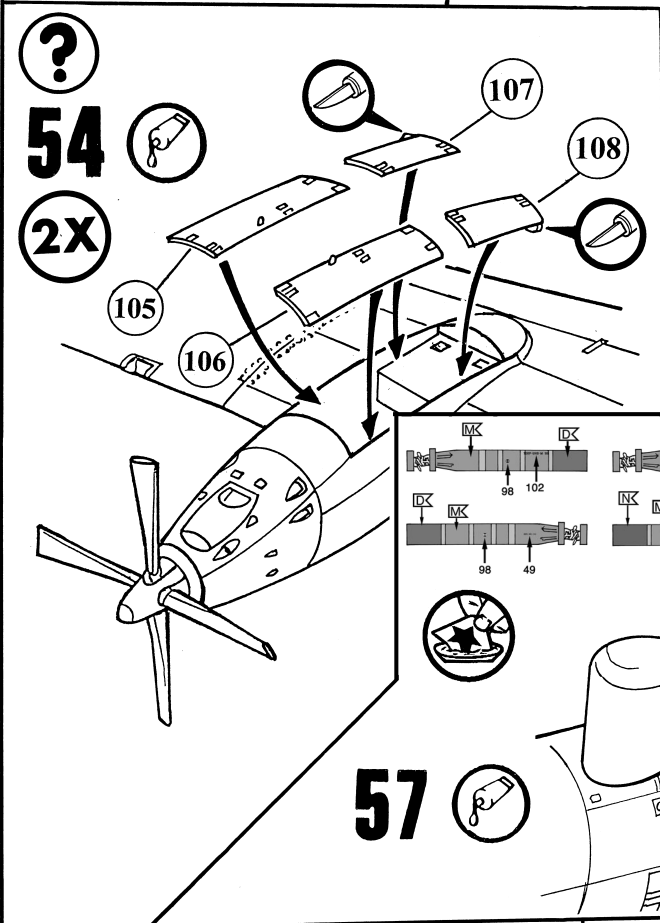
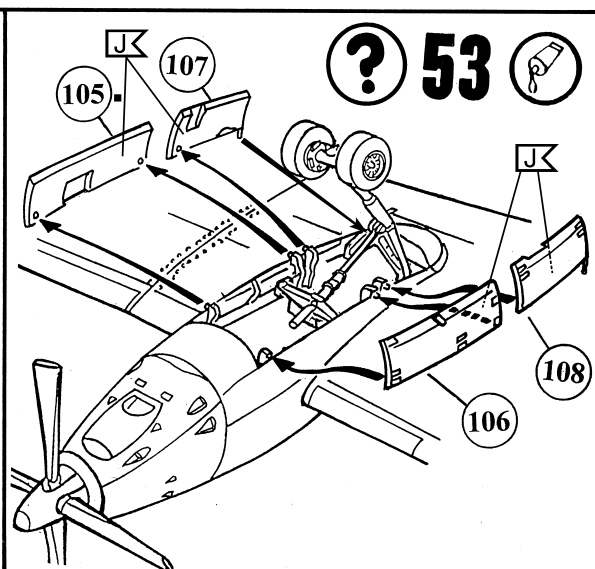
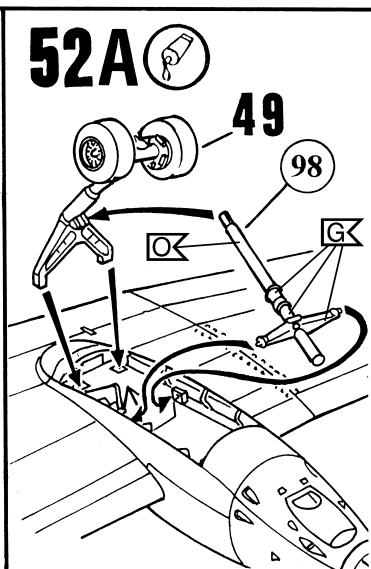
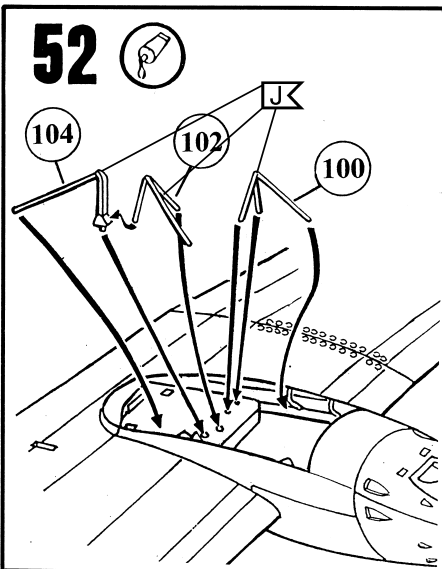
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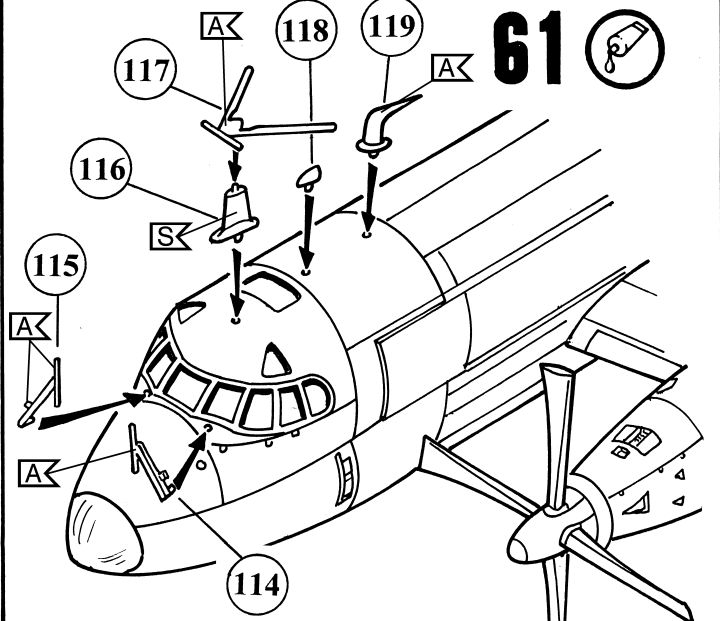
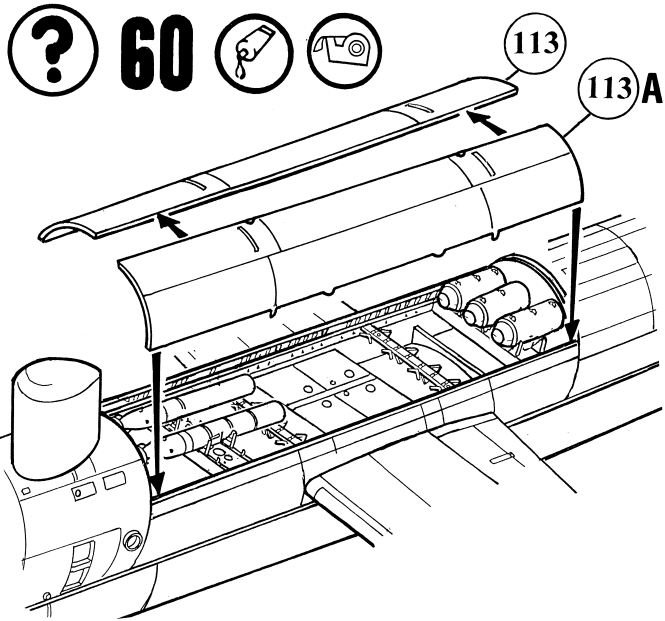


43

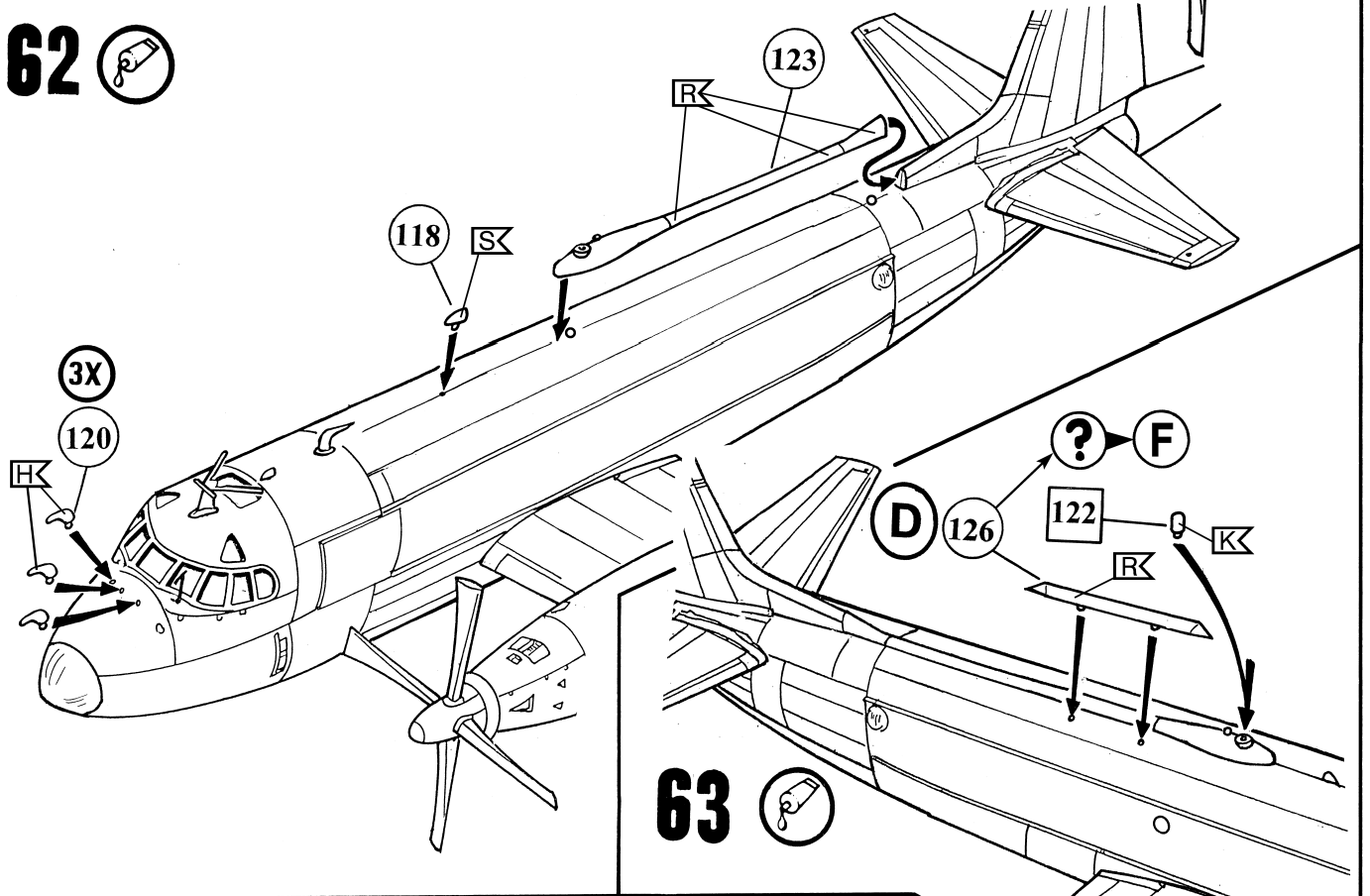




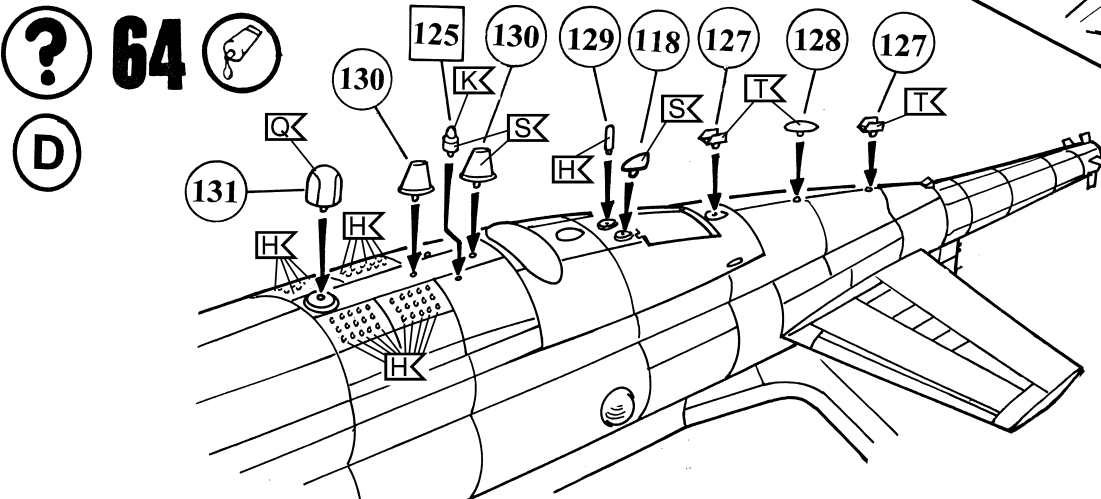


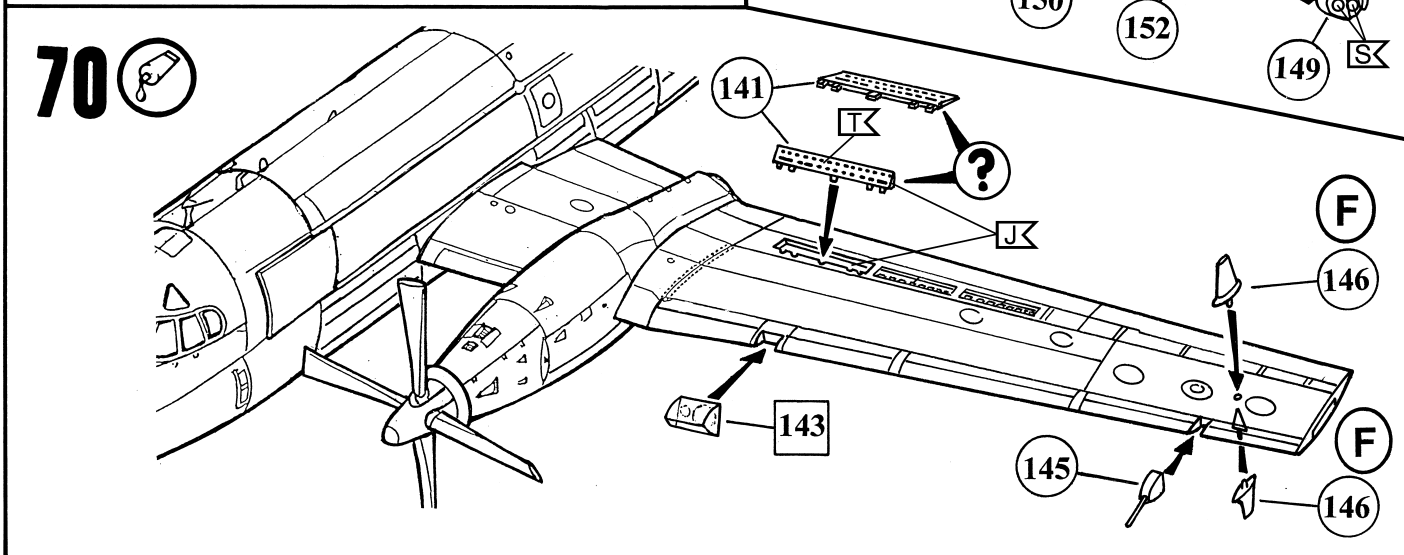
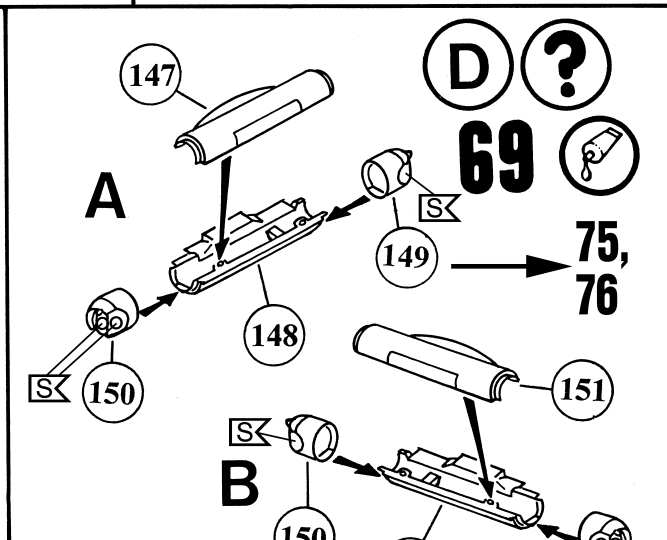
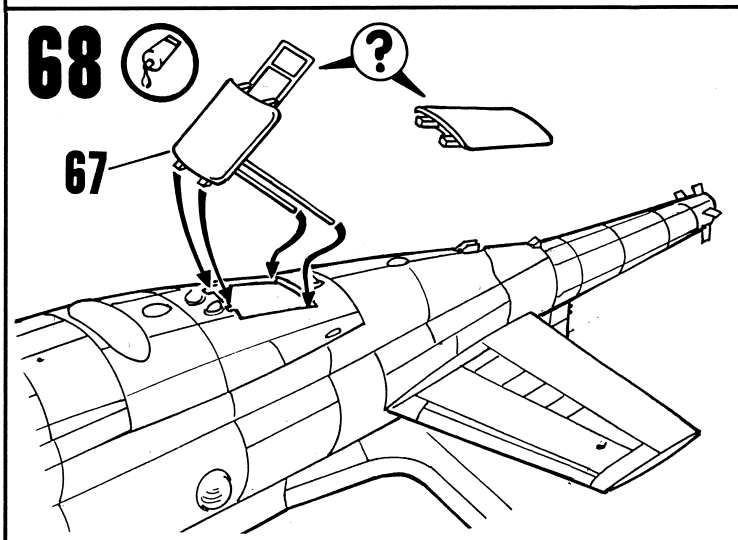
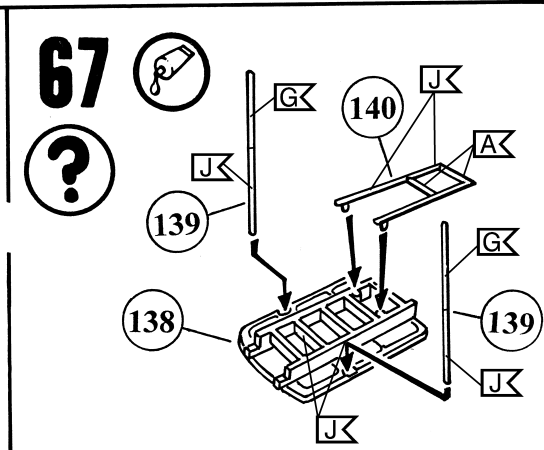
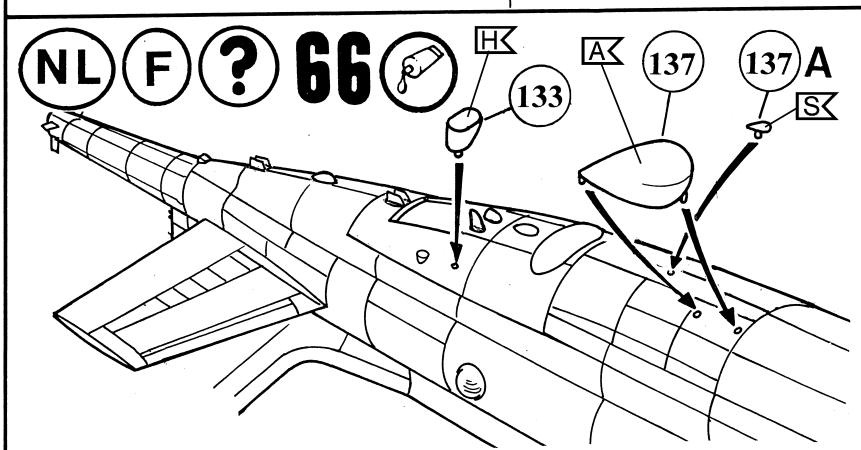
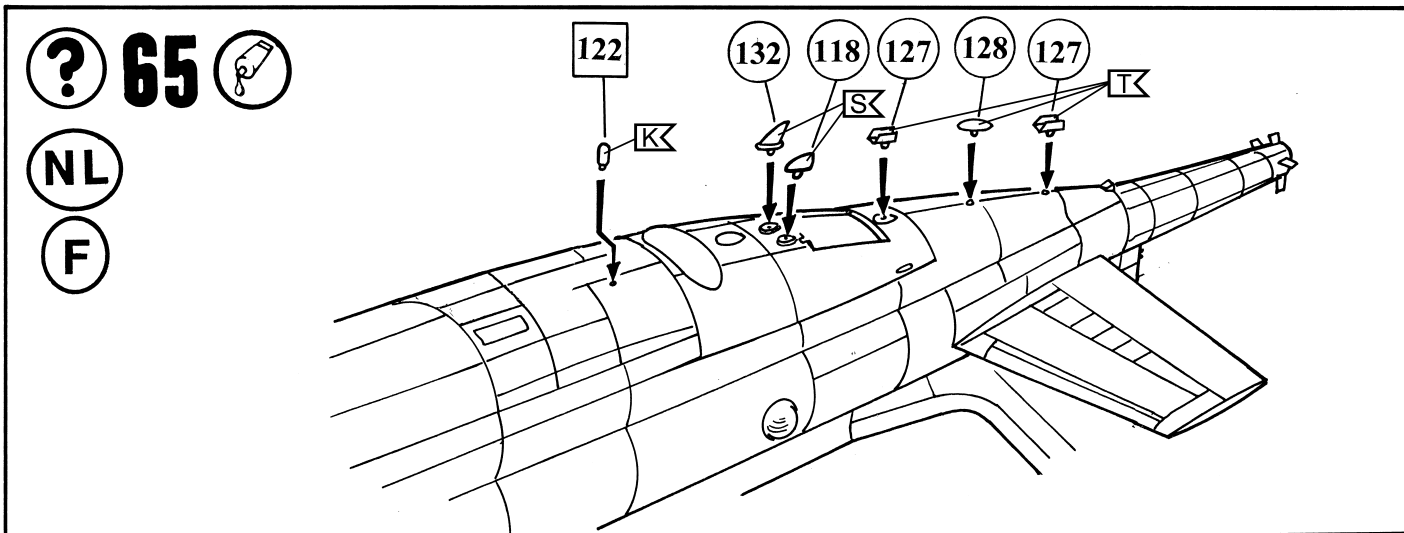


**62** 

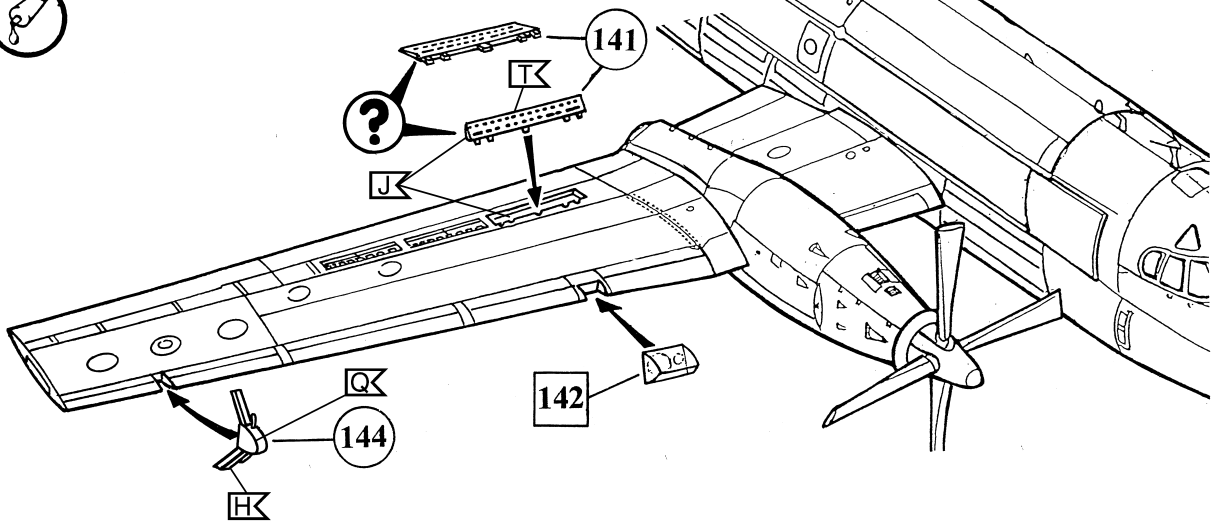


**63** 

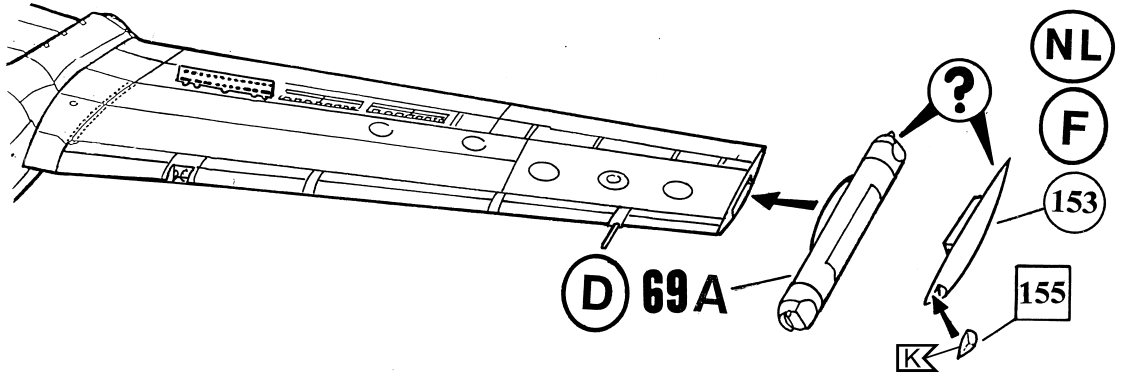




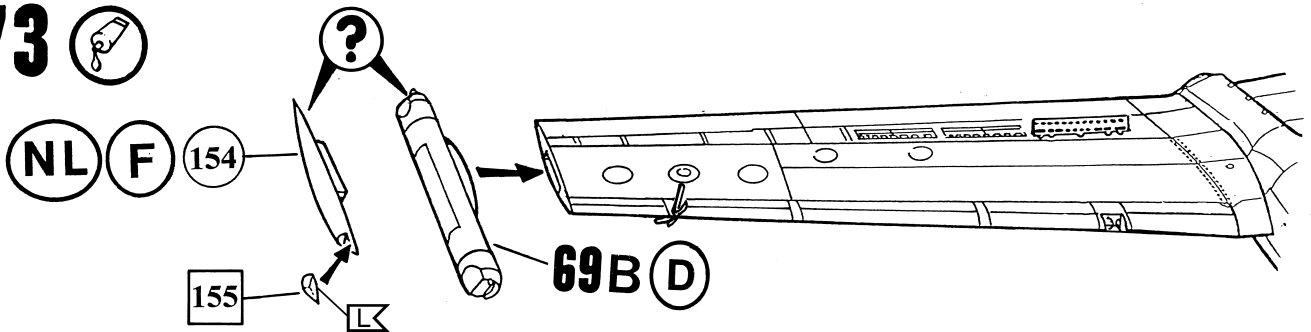
# 71



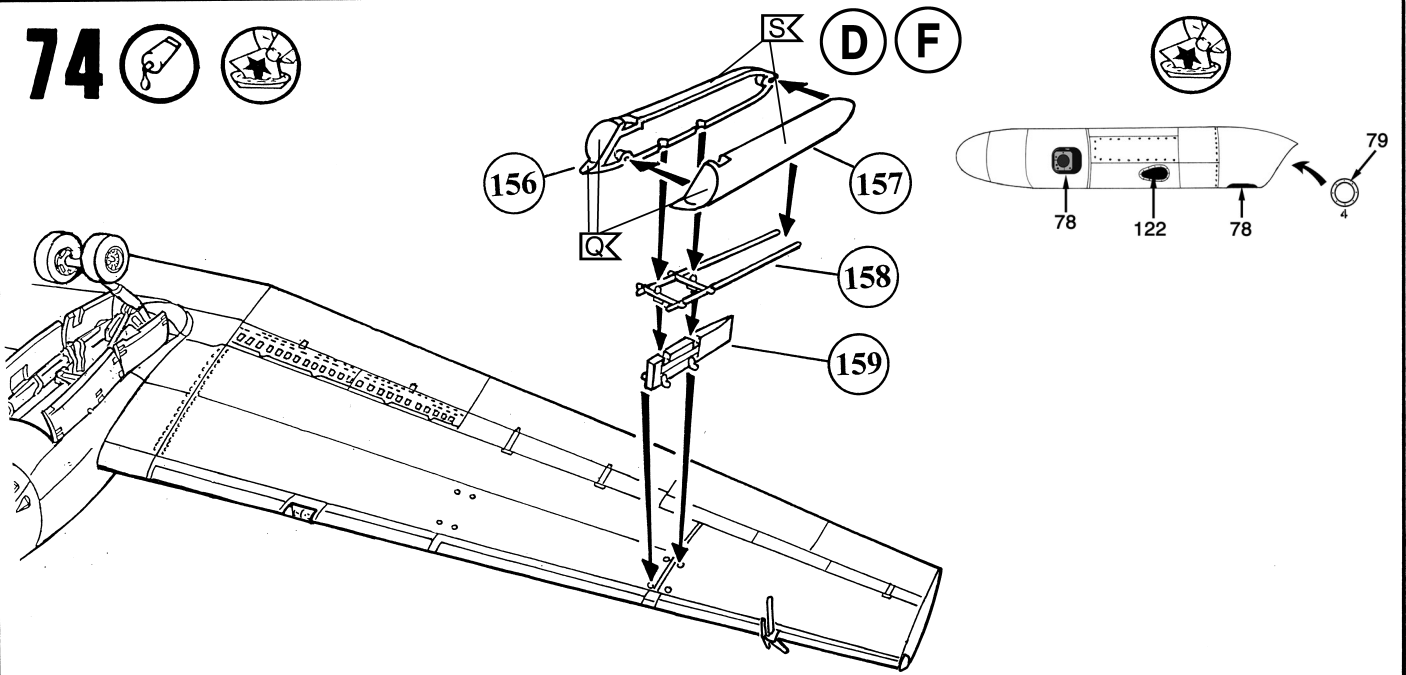
# 72



# 73



# 74

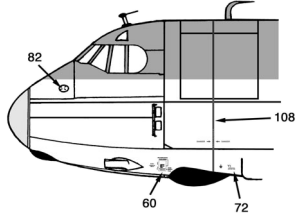
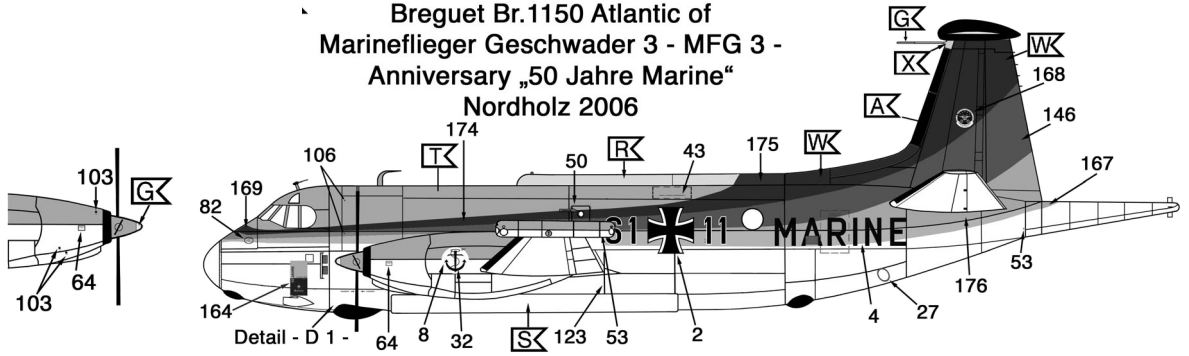




# 75



Breguet Br.1150 Atlantic of  
 Marineflieger Geschwader 3 - MFG 3 -  
 Anniversary „50 Jahre Marine“  
 Nordholz 2006



157 = 17  
 156 = ? 153 = 05  
 152 = 04



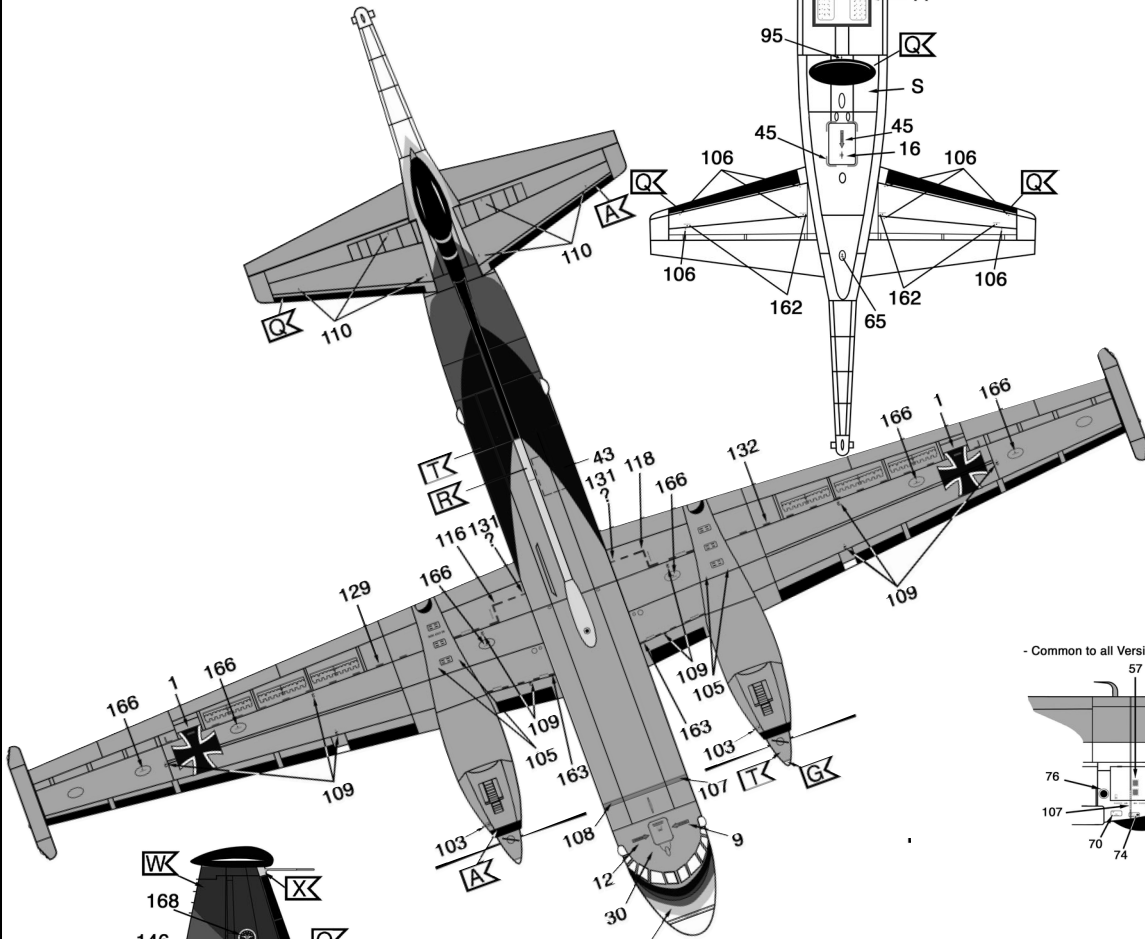
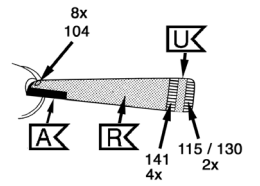
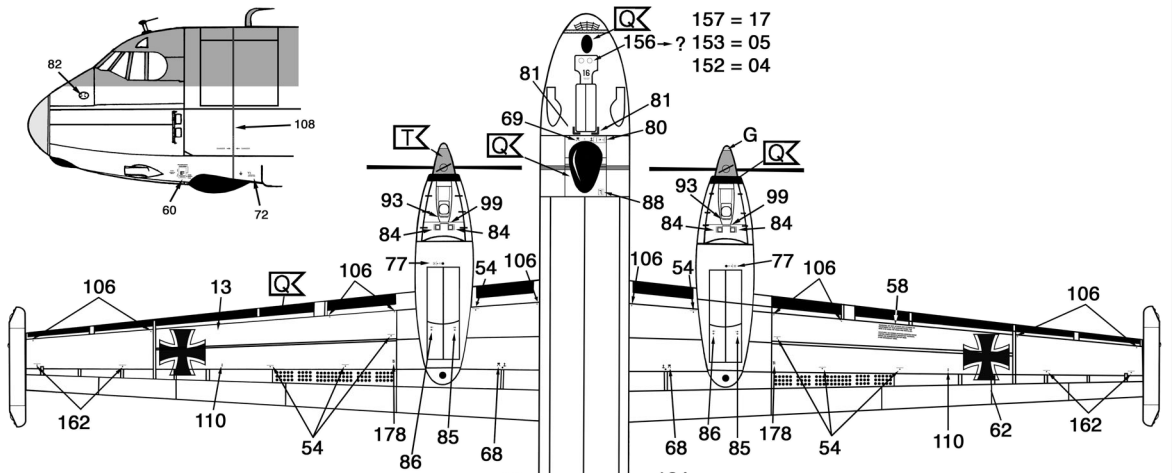
SK



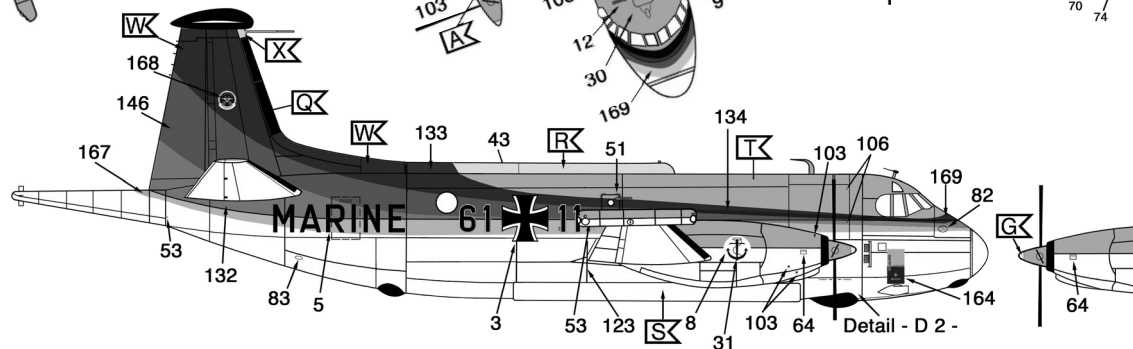
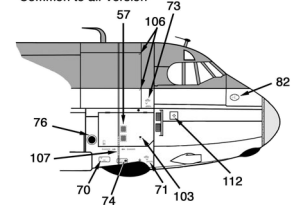
RK



TK



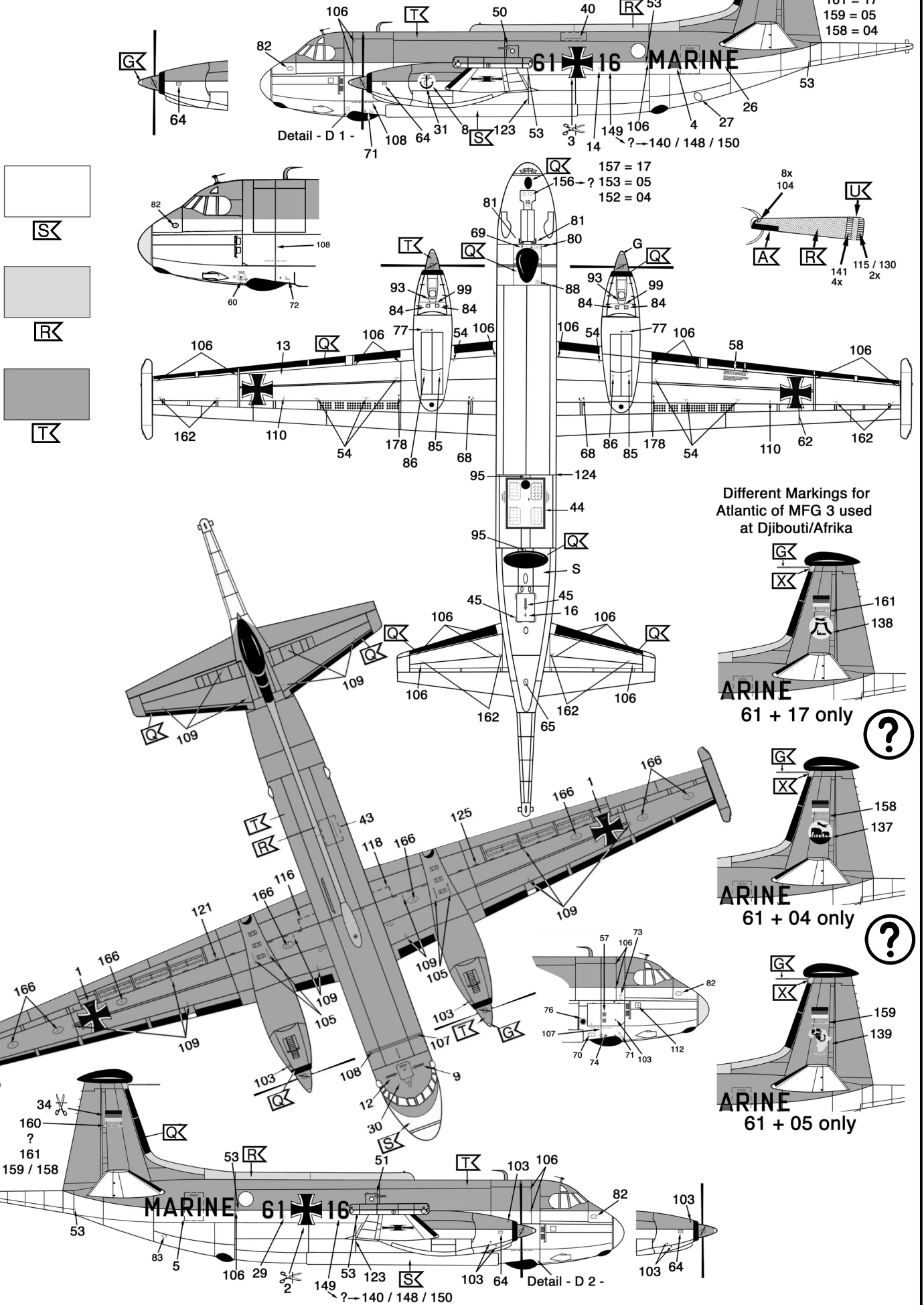
- Common to all Version -



# 76



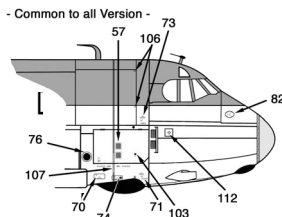
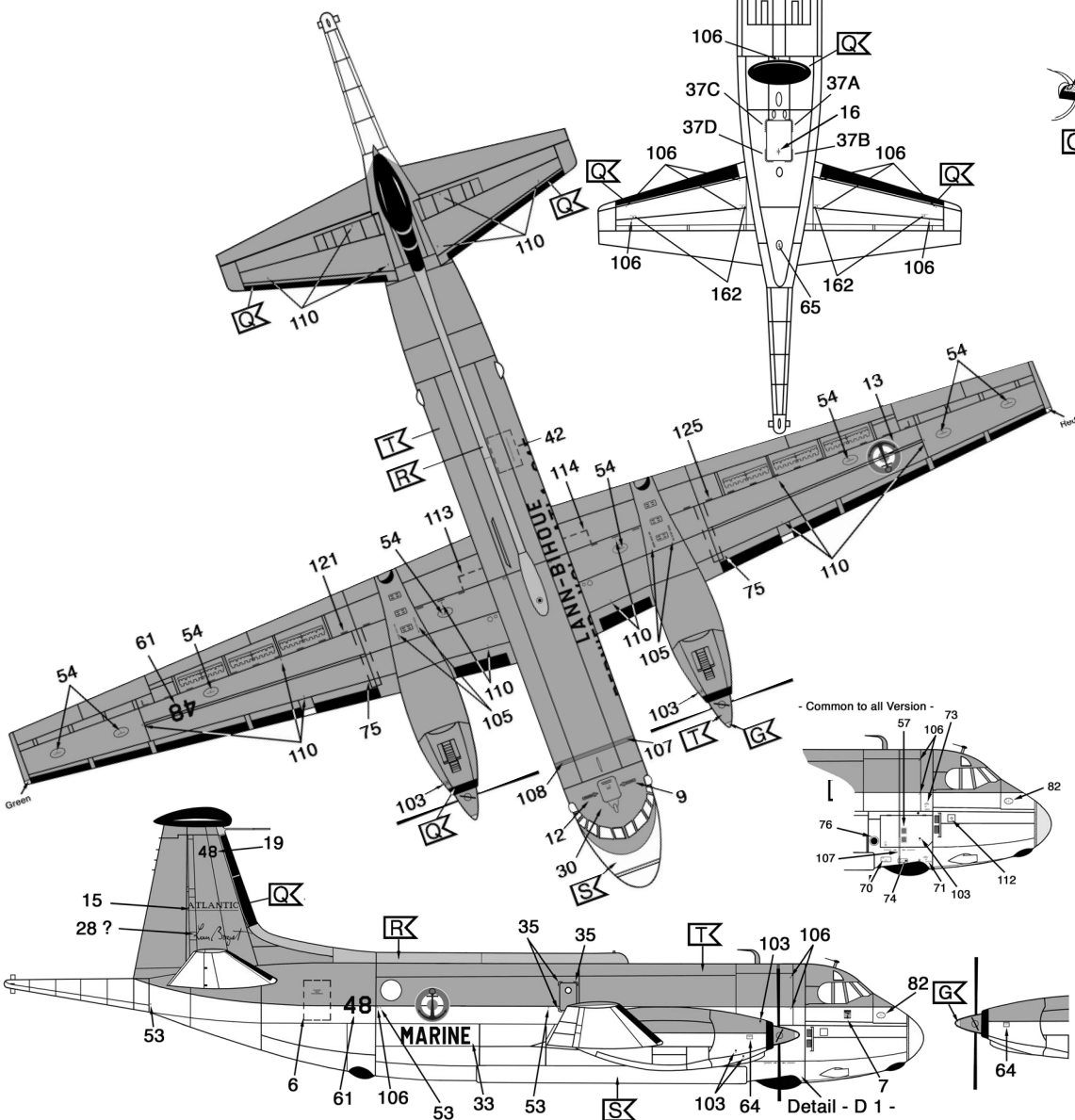
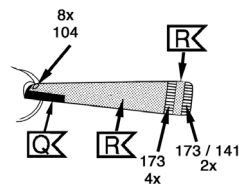
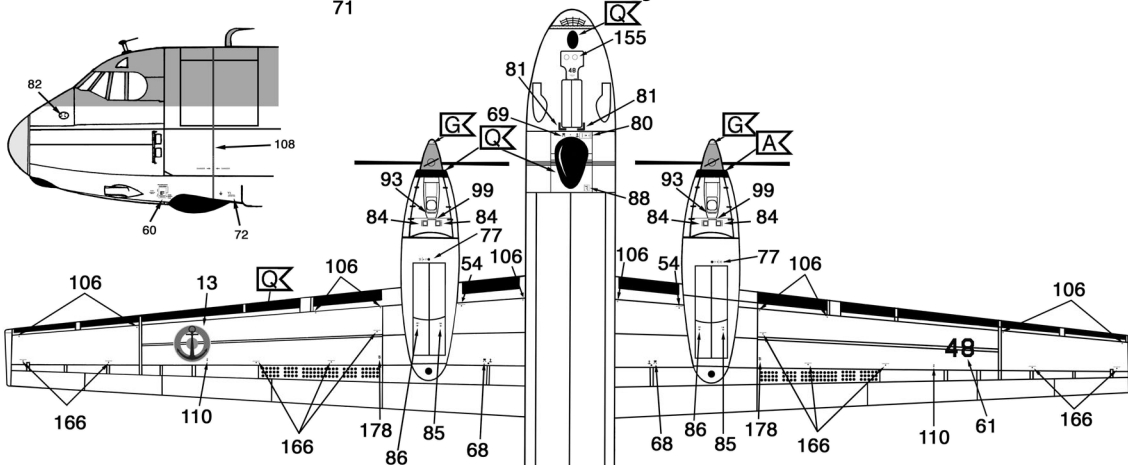
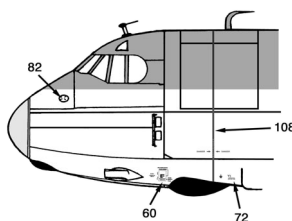
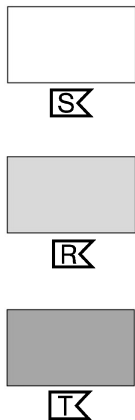
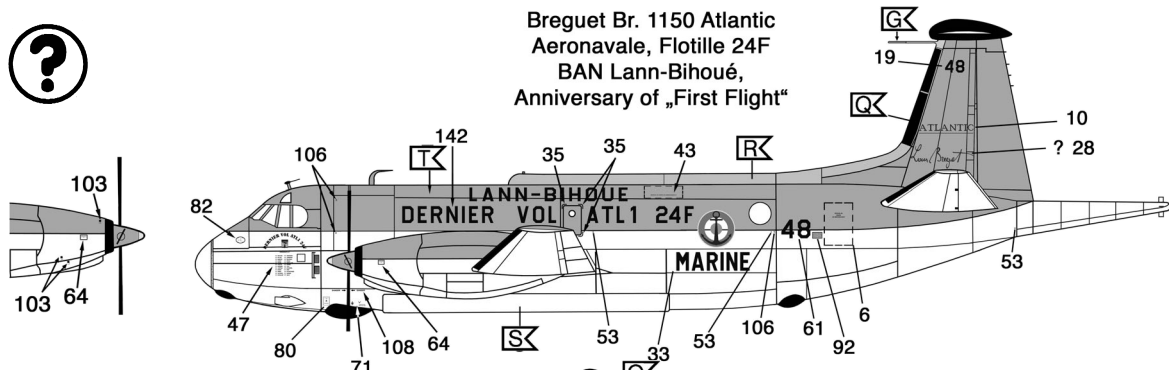
Breguet Br.1150 Atlantic of  
Marineflieger Geschwader 3 - MFG 3 -  
at Nordholz, May 1985



# 77



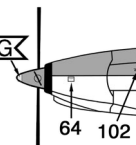
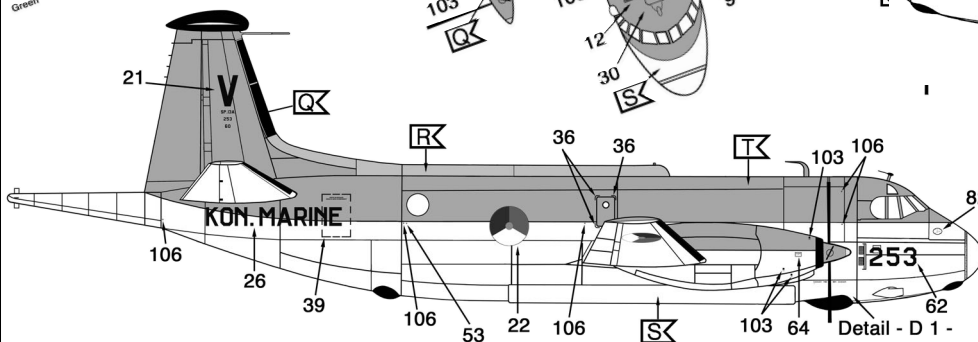
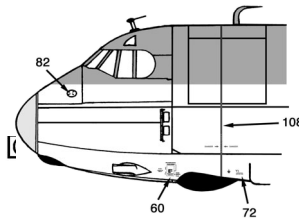
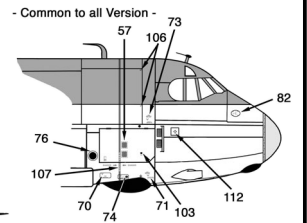
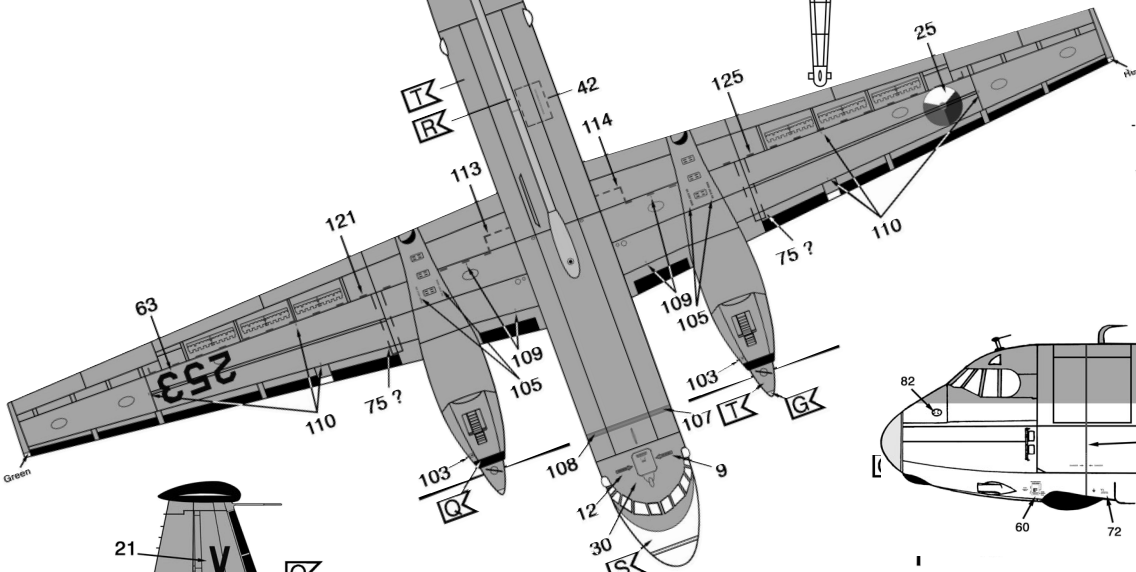
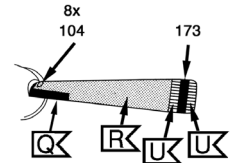
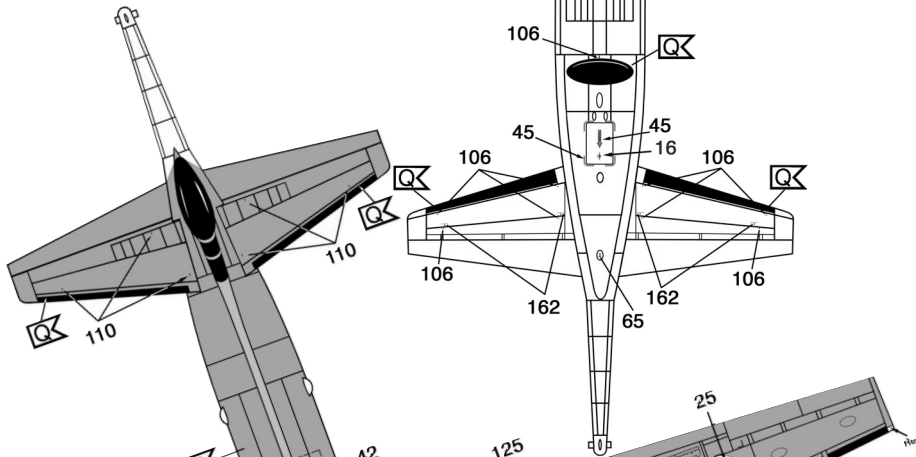
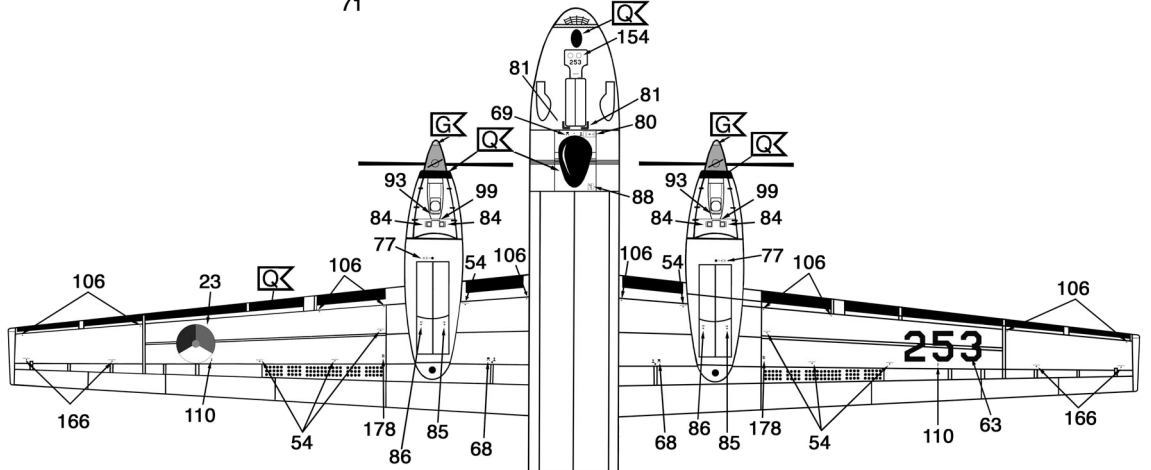
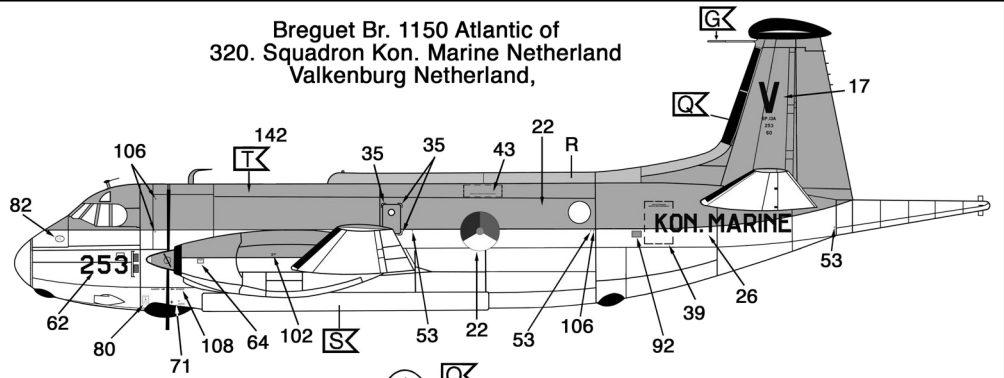
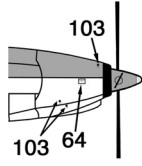
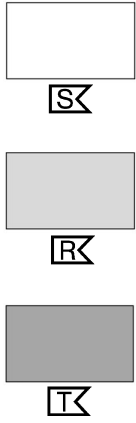
Breguet Br. 1150 Atlantic  
 Aeronavale, Flotille 24F  
 BAN Lann-Bihoué,  
 Anniversary of „First Flight“



# 78



Breguet Br. 1150 Atlantic of  
320. Squadron Kon. Marine Netherland  
Valkenburg Netherland,



Detail - D 1 -