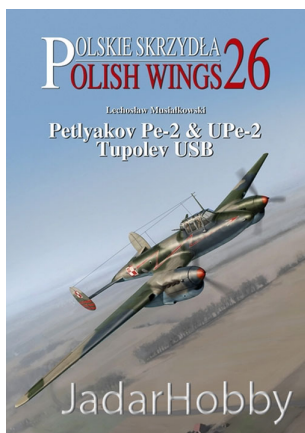


Stratus Polskie Skrzydła 26 - Petlyakov Pe-2 & UPe-2, Tupolev USB (z wkładką w j.polskim)



Cena :

69,00 PLN

Producent : **Stratus**

Dostępność : **Na zamówienie (Oczekiwanie: 2-4 tygodnie)**

Stan magazynowy : **bardzo wysoki**

Średnia ocena : **brak recenzji**

On individual order

Stratus - Polish Wings 26: Petlyakov Pe-2 & UPe-2, Tupolev USB

Petlyakov Pe-2 & UPe-2, Tupolev USB w lotnictwie polskim

- Autor Lechosław Musiałkowski
- Format A4, miękka oprawa 80 stron
- **Tekst w j.angielskim + wkładka z polskim tekstem 27 stron**
- Stratus 2019 r.

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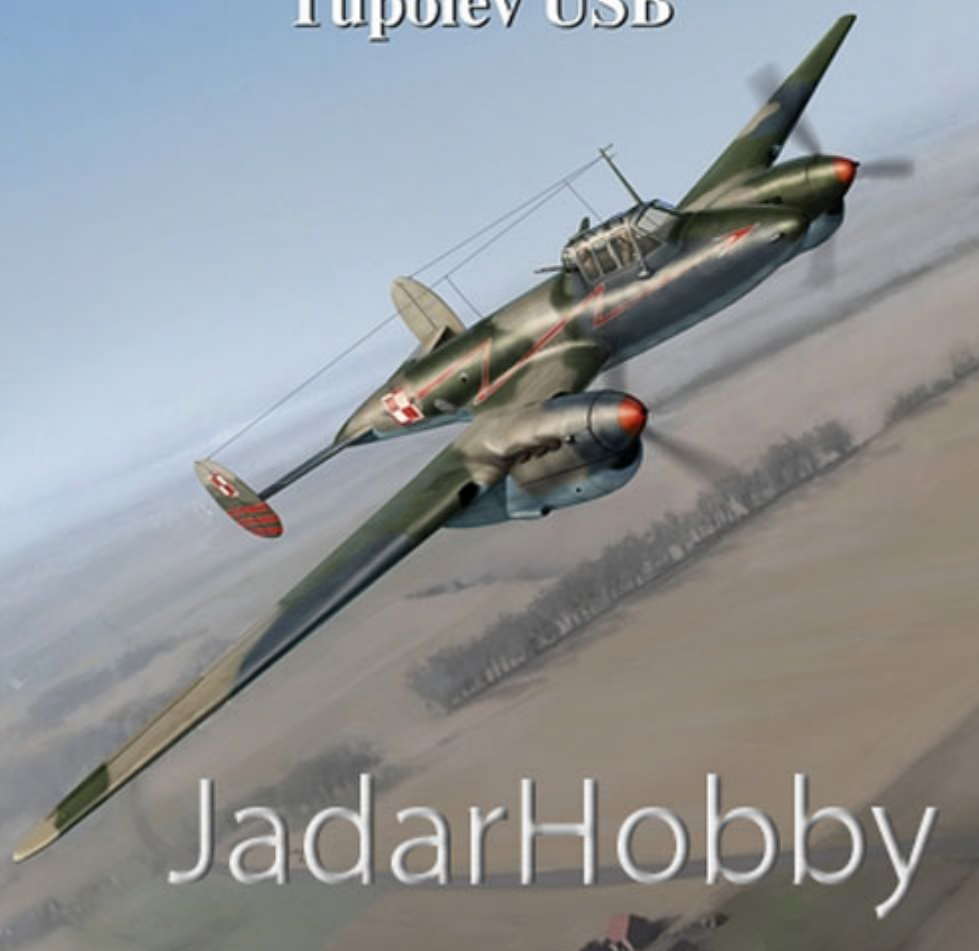
Polecamy modelarzom oraz wszystkim, którym bliska jest historia polskiego lotnictwa!

Wydawca: **Wydawnictwo Stratus**

POLSKIE SKRZYDŁA POLISH WINGS 26

Lechosław Musiałkowski

Petlyakov Pe-2 & UPe-2
Tupolev USB



Petlyakov UPe-2

From the beginning of Pe-2 bomber service it was noticed that their take-off and landing characteristics differed significantly from the widely used and easy to fly Tupolev SB aircraft. Therefore development of a dual control trainer version of the new five bomber was necessary. The origin of the trainer ver-

sion of the Pe-2 bomber dates back to February 1941. Then in factory No. 22 two Pe-2 aircraft from the second production batch were fitted with dual controls in the navigator's compartment. One was handed over for evaluation to 508 SVS (Naukowo-Iskowlowy Instytut Wojskowy - Wojskowy Instytut Naukowy) - Red Army Air Force Scientific and Research Institute. The other one was assigned to 91st Combat Training



(113-114) UPe-2 aircraft of the Officer Flying School at Dłubin airfield in 1946. The large checkerboard on the nose is the remains of the wartime marking, denoting the aircraft's assignment to the 1st Bomber Aviation Division.



regiment. The subject was assigned to 91st Combat Training regiment. The subject was assigned to 91st Combat Training

board instrument panel was changed and the navigator's seat was raised. These changes did little since the pilot's seat still allocated instructor's forward-left and forward-right views. During the aircraft from instructor's position, it was impossible to land it on the runway. After repeated evaluation of the Pe-2 control mechanisms. Quickly wearing duralumin parts were replaced with steel ones. The instrument layout on the star-



(115) An UPe-2 with engines differing from each other in the exhaust systems. The starboard engine has exhaust manifold, while the port one had individual exhaust stacks.



(116-117) UPe-2 aircraft operated by the Officer Flying School in Dłubin, from production batches earlier than the 129th, bomber powered by engines with exhaust manifolds. The photo with a group of cadet officers was taken in 1947, after they completed navigator air training.



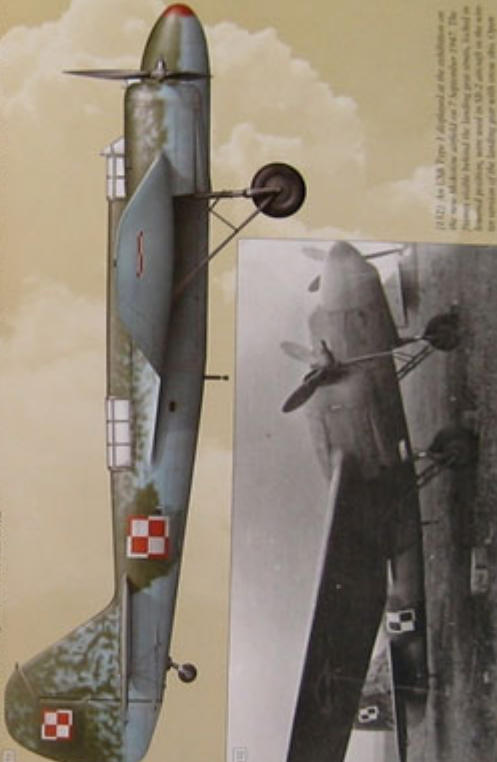
(118) USR Type 1 of the Officer Flying School in Dłubin. Upper surfaces are olive green and lower surfaces are light blue. The individual nose pylon position without armament is covered with camouflage, adding fitting. The nose is red.



(119) A model of a USR Type 1. USR aircraft used 8 such models in their "open judge". Probably this is one of two USR aircraft destroyed by a hurricane at Dłubin airfield.

(140) Tail section of an USR Type 1 standing at Dłubin airfield.

(110) USR Type 1 wearing the paint scheme in which the Polish air force received it in 1946. The paint scheme is difficult to reproduce on the basis of a surviving photograph. The checkerboard markings on the nose are olive green and in others are covered in small plaques of the same colour on a grey-blue background. The checkerboards are painted over the original ones. The nose is red.



(112) An USR Type 1 depicted at the exhibition on the new aviation school on 7 September 1947. The checkerboard markings on the nose and tail are olive green and in others are covered in small plaques of the same colour on a grey-blue background. The checkerboards are painted over the original ones. The nose is red.

[72] *Prhodus* Pz-2 of the deputy commander of the 7. PŁB, Sławomir Półka. Aircraft in wartime paint scheme consisting of dark green (AMT-21) and light grey (AMT-12) splashes on upper surfaces and light blue (AMT-7) under surfaces. Yellow arrow with white outline, yellow spinner tips, three vertical red stripes on the tail fin. Red fuselage from tail.



[73] The Pz-2 of the deputy commander of the 7. PŁB, worked with a yellow arrow with white outline on the fuselage and a black cross on the tail. The aircraft was painted in a pattern similar to that of a Pz-2, with only one red stripe on the fuselage. Comment from: a personal communication from the author, Sławomir Półka, 1987.

[75] *Prhodus* Pz-2 with markings of the 7. SPLBN, Mieczysław Półka, September 1916. Aircraft in wartime paint scheme. Red arrow with white outline, and spinner tips, three vertical red stripes on the tail fin and red fuselage from tail. The blackboards have very thin outlines.



[76] A photograph of the Pz-2 of the deputy commander of the 7. SPLBN, working with a red arrow with white outline on the fuselage and three vertical red stripes on the tail. The blackboards have very thin outlines and three vertical red stripes on the tail. The aircraft was painted in a pattern similar to that of a Pz-2, with only one red stripe on the fuselage. Comment from: a personal communication from the author, Sławomir Półka, 1987.



[21] Aircraft of the 7. SPLBN being hoisted in and in front of a Pz-2 aircraft. Standing third from left is 2nd Lt Kazimierz Wierzbicki. The aircraft was previously operated by the 8. PŁB, hence the blue spinner tips.

The condition of 7. PŁB was deteriorating not only because of the lack of engine and spare parts supplies, but also due to limitation of new units using its personnel and aircraft. On 12 October 1941 eight Tu-25 bombers were delivered to the 7. PŁB, but it did not change the situation of the regiment much, since the primary type was still the Pz-2. During February-May 1930 several aircraft were transferred from the 7. PŁB to newly-formed Long Range Reconnaissance Squadron (including Capt. S. Tanczyński, who was appointed commander of the 30th Naval Air Regiment). The operation of eight Tu-25 aircraft by 7. PŁB did not last long because, along with the departing aircraft, the regiment's inventory was reduced by two Tu-25 aircraft and the 10th U-2, which was transferred to the naval squadron. At the end of 1930/early 1931 further changes in the post-war organization of the Air Force were introduced. It was caused among other things by the Korean War, which could have ended into a world conflict. The 13th Bombardment Division was established by the order of 7 April 1950 from the cadre of the 7th Bomber Aviation Regiment based at Malbork.

A new organizational structure and two months later was renamed 7th Bomber Aviation Regiment (7. PŁB). For the exercise at the end of the summer 7. PŁB was deployed to Leśnica Wielka air base. Operating from this base the entire regiment performed bombing at a target near Dąbłin. The first to drop bombs were the crews of the Tu-25 aircraft, which had better navigation equipment than wartime Pz-2 bombers. During the flight to the target one Pz-2 crew had to jettison unarmored bombs and make an emergency belly landing due to engine failure. The aircraft was damaged, but the crew survived. After more than a three year long stay at Leśnica air base the 7. PŁB was redeployed to Malbork during 20-24 October 1950. At Leśnica air base only the component detached from the 3rd Squadron of 7. PŁB with Pz-2 aircraft remained, in the core for forming a squadron of the future 21st Reconnaissance Aviation Regiment. Some shortages of spare parts and wear of Pz-2 aircraft meant that on 17 April 1951 in the inventory of 7. PŁB were 29 airplanes of various types, including 14 Pz-2, 2 U-2, 5 Tu-25, 1 U-2B and 7 Pz-2. On 15 May 1951 a Pz-2 piloted by 2nd Lt Józef Łukaszewicz took off from Malbork air base. 2nd Lt Henryk Dąbłak was the navigator. The crew's task was to make a cross-country flight, take photographs of Bawia railway station and then drop two 75 kg bombs on target at a bombing range. Short of Bawia, at an altitude of 2,000 m, the gunner noticed a leak from the starboard engine. It turned out soon that the cylinder from the starboard engine was leaking. The position of the cockpit



[22] Pz-2 aircraft of the 7. SPLBN a few days before the redeployment from Leśnica Wielka to Leśnica. 2nd Lt Jan Wilkosz (left) is talking to a superior Leśnica Wielka, April 1947.



[23] 2nd Lt Kazimierz Wierzbicki (left) and 1st Lt Tadeusz Rankof standing next to a Pz-2 bomber, Leśnica Wielka 1947.



[24] 1st Lt Wierzbicki (center) with his crew before a sortie.