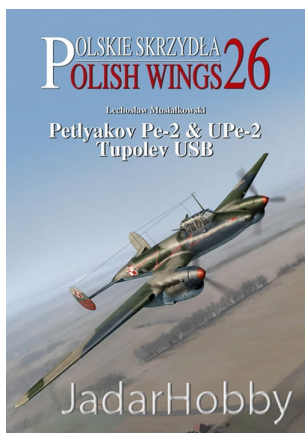


Stratus Polskie Skrzydła 26 - Petlyakov Pe-2 & UPe-2, Tupolev USB (z wkładką w j.polskim)



Cena :

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

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

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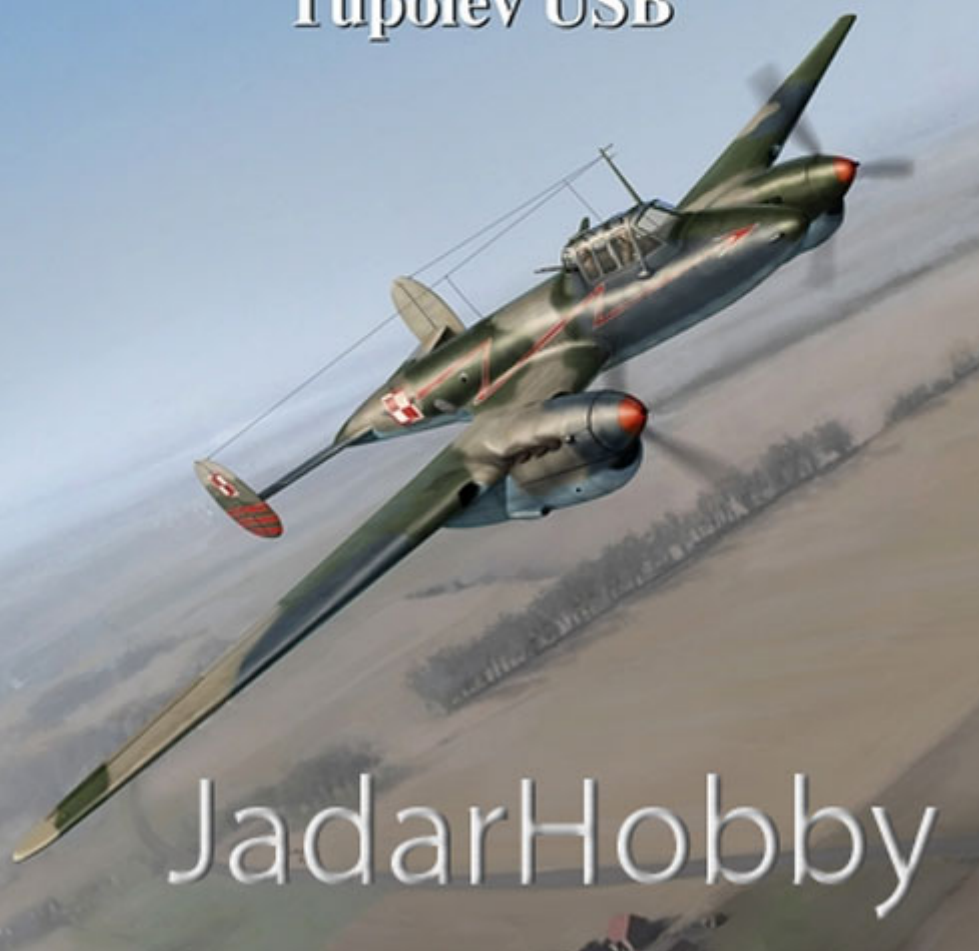
Polecamy modelarzom oraz wszystkim, którym bliska jest historia polskiego lotnictwa!

Wydawca: **Wydawnictwo Stratus**

POLSKIE SKRZYDŁA POLISH WINGS 26

Lechosław Musiałkowski

Petlyakov Pe-2 & UPe-2
Tupolev USB



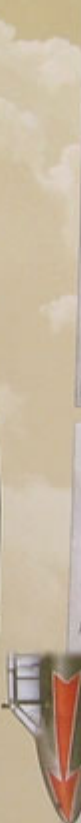
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[72] *Prichodas* Pz-2 of the deputy commander of the 7. PŁB, Submarine PŁB, aircraft in wartime paint scheme consisting of dark green (AMT-21) and light grey (AMT-12) splashes on upper surfaces and light blue (AMT-7) under surfaces. Yellow arrow with 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 and light blue (AMT-7) under surfaces. The aircraft was painted in a postwar color scheme typical for this period. Submarine PŁB, comment from: *Prichodas*.

[75] *Prichodas* Pz-2 with markings of the 7. SPLBN, Middle, September 1946. Aircraft in wartime paint scheme. Red arrow with white outline, and spinner tips, three vertical red stripes on the tail fin and radiator from tail. The checkeredboard from very first markings.



[76] Redefining of a Pz-2 from a ZS-15 between. The arrow and spinner tips are of standard scheme.

[77] A late war Pz-2 of the 7. SPLBN, Middle, September 1946. Aircraft in wartime paint scheme. Red arrow with white outline, and spinner tips, three vertical red stripes on the tail fin and radiator from tail. The checkeredboard from very first markings. The photograph was taken probably before the air parade over Budapest on 1 September 1946.



[21] Aircrew of the 7. SPLBN posing on 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. PBN 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. PBN, but it did not change the situation of the regiment much, since the primary type was still the Pz-2. During February-May 1950 several aircraft were transferred from the 7. PBN 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. PBN did not last long because, along with the departing aircrew, the regiment's inventory was reduced by two Tu-25 aircraft and the sixth U-2, which was transferred to the naval squadron. At the end of 1950 early 1951 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.

On 1 May 1950 the participation of the regiment's aircraft in the air parade over Warsaw was planned. The parade formation was assembled at Krzeszów airfield near Zabrzeżec. Then the Pz-2 and all the regiment's Tu-25 aircraft were heard during the preparation and training for the parade for the summer training during 24 May-7 June 1950 the regiment's aircraft were deployed to the other Polish air base, Krzeszów, taking other extensive training was practiced at Radziszka range near Poznań. On 11 July 1950 the regiment obtained

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 range 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 range 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.



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

