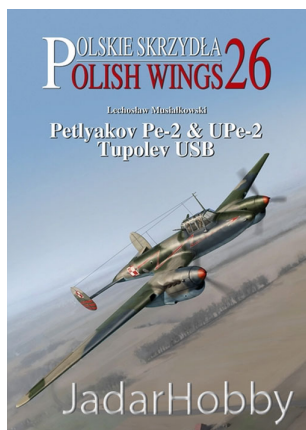


Stratus Polskie Skrzydła 26 - Petlyakov Pe-2 & UPe-2, Tupolev USB (z wkładką w j.polskim)



Cena :

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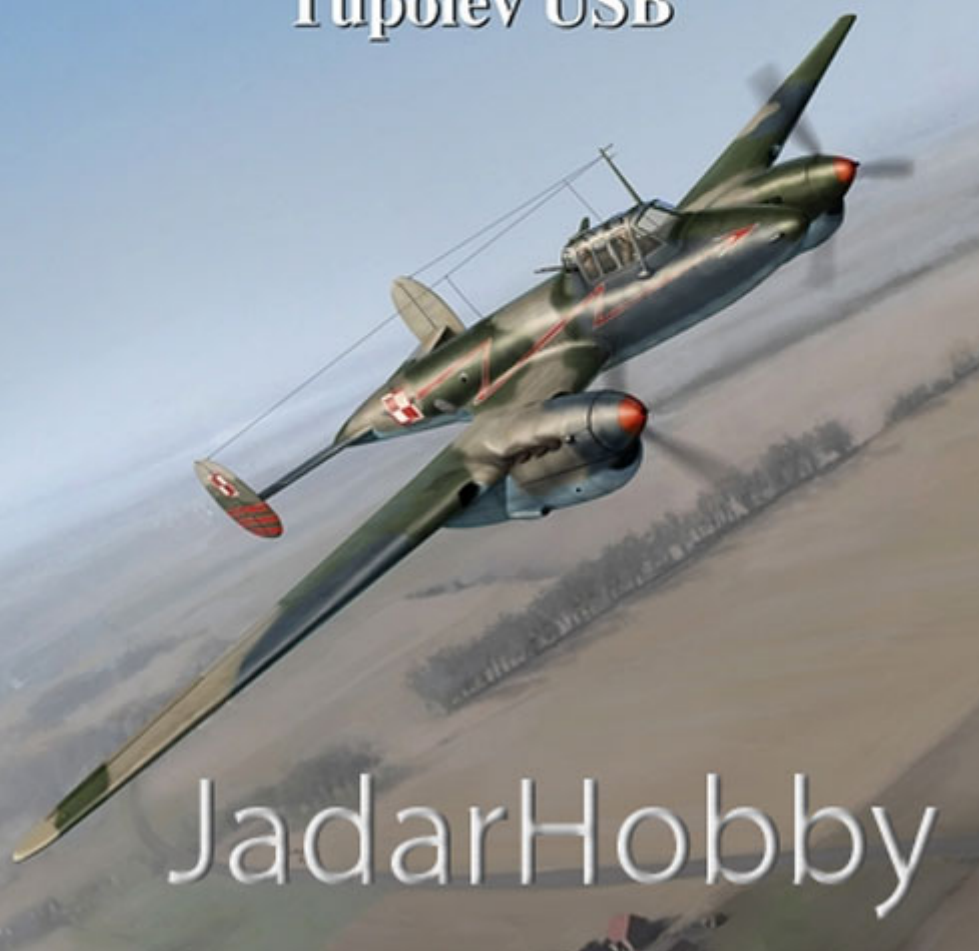
Polecamy modelarzom oraz wszystkim, którym bliska jest historia polskiego lotnictwa!

Wydawca: **Wydawnictwo Stratus**

POLSKIE SKRZYDŁA POLISH WINGS 26

Lechosław Musiałkowski

Petlyakov Pe-2 & UPe-2
Tupolev USB



JadarHobby

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-Iskalyvatskiy Institut Sposobi - Vokobuchnyy M)



(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.



Lower Avionics - Red Army Air Force Scientific and Research Institute. The subject was assigned to 91st Combat Training Flight Regiment. Parts of the dual controls, made of soft iron components with steel duralumin wire frame, were quickly replaced with steel duralumin wire frame. Quickly wearing duralumin parts were replaced with steel ones. The instrument layout on the star-

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.



(116-119) UPe-2 aircraft operated by the Officer Flying School at 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.



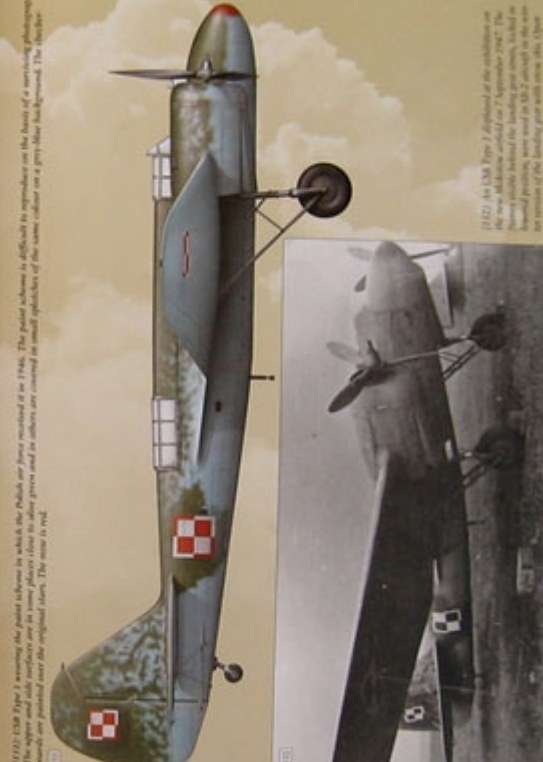
(118) USR Type 1 of the Officer Flying School at Dłubin. Upper surfaces are olive green and lower surfaces are light blue. The individual nose pylon position without armament is covered with camouflage, adding fitting. The nose is red.



(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.

(143) 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 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.

(111) USR Type 1 depicted at the exhibition on the new aviation school on 7 September 1947. 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.

[72] *Prichodas* Pz-2 of the deputy commander of the 3. PŁB, Subieczone 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 3. PŁB, worked with a yellow arrow with white outline and light blue (AMT-7) under surfaces. The aircraft was painted in a pattern similar to typical for that period. Subieczone PŁB, comment from 1947.

[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 red fuselage from tail. The blackboards have very thin outlines.



[76] *Prichodas* Pz-2 of the deputy commander of the 7. SPLBN, working with a red arrow with white outline, yellow spinner tips, three vertical red stripes on the tail fin. The blackboards have very thin outlines. The photograph was taken probably before the air parade over Budapest on 1 September 1946.



[21] Aces 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 aces 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 aces, 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 Lubuszyn. Then the Pz-2 and all the regiments' 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



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

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 Ławica air base the 7. PŁB was redeployed to Malbork during 20-24 October 1950. At Ławica 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 Dudałak was the navigator. The crew's task was to make a cross-country flight, take photographs of Ławica railway station and then drop two 75 kg bombs on target at a bombing range. Short of Ławica, 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