

# Polikarpov I 153

Eino Astere Luukkanen

**Polikarpov I-15, I-16 and I-153 Aces** Mikhail Maslov, 2013-02-20 The I-15, I-16 and I-153 fighters were the world's first mass-produced fighters. Some 17,000 Polikarpovs had been manufactured by the time production ceased in 1941. They served with the Republicans in the Spain, the Chinese against Japan in 1937–38, and the Soviets against both Japan in the Nomonhan Incident and Finland during the Winter War. By 1941, more than 20 Soviet pilots had made ace in Polikarpovs, and many more attained that status during the first months of the German invasion. Though thoroughly outclassed, the Polikarpov was the backbone of the Soviet air force during the early months of the war in the east, and continued to serve, as training aircraft and as frontline fighters, some right through to 1945.

**Polikarpov I-153 In Profile & Scale** Erik Pilawskii, 2021-06-29 Volume № 11 of the Profile & Scale series covers the famous I-153 Chaika to an entirely new standard of authenticity. More than 65 I-153 examples are faithfully documented in full-colour profile, many appearing for the first time. Many pages of original and not previously published 1:48 scale line drawings reveal the development and complexity of the I-153 family as never before. These line drawings are the culmination of nearly 30 years' dedicated work on Polikarpov's biplane fighters, and should present the most complete, accurate and illuminating scale work regarding the aircraft at the present time. The book presents many development and variant detail facts about the I-153 which have been previously unclear. The scale drawings and profiles are complimented by photographs, diagrams, appendices and other documentary material to explain the technical and construction details of all of the production versions of the I-153, to include the TK supercharger equipped models. Many of the colour profiles represent examples which will be familiar to students of the Chaika, albeit completed to the utmost standard of accuracy. Several profiles will doubtless be new even to experienced readers, and it is hoped these will delight both the casual reader and the serious student, equally.

*Polikarpov's Biplane Fighters* Yefim Gordon, Keith Dexter, 2002 The Soviet Polikarpov design bureau is perhaps best known for the I-16 fighter, the world's first monoplane fighter to have a retractable undercarriage. This aircraft is covered in Volume 3 of the Red Star series. This book explores the development of Polikarpov's fighting biplanes from the 2I-N1 to his first aircraft to see production; to the I-3 and the I-5 created while the designer was in prison. This design paved the way for the I-15 which earned fame as the Chato during the Spanish Civil War and also saw action against the Japanese, and the I-15bis which owed its existence mainly to Soviet Air Force's prejudice against gull wings; and the famous I-153 Chaika, a gull-wing biplane with retractable-landing gear. Experimental versions of this aircraft are also included in the book. A detailed account of the combat role of these aircraft is given as are structural descriptions. The book also includes details of the ill-starred I-190 which was to have superseded the Chaika and of privately owned I-15bis and I-153s which have been restored to airworthy condition.

**King of Fighters -- Nikolay Polikarpov and His Aircraft Designs** Mikhail Maslov, 2021-01-19 In the century-long history of the conquest of the sky there have been a number of outstanding personalities. Among them is the name of designer Nikolay Polikarpov (1892-1944), which is inseparably associated with the best achievements of the Russian and Soviet aviation. His practical activity in the aircraft industry began upon graduation from the Petersburg Polytechnic Institute in 1916. Aged 25, Polikarpov was sent to the Russo-Baltic Wagon Factory (RBWF), where the four-engined Ilya Muromets bombers designed by Igor Sikorsky were being built at that time. Later, beginning from August 1918, he worked in Moscow at the Dux aircraft factory. For several years, he was engaged in improving products manufactured by the factory, and upgrading production aircraft to accommodate the available engines, equipment and materials. From 1922, Polikarpov focused his attention on fighter aircraft, creation of which was a priority for him during the following years. The first of them was the IL-400 monoplane, designated I-1 by the Air Force. The monoplane was followed by biplanes including the 2I-N1 (1925), the I-3 (1927), the D-2 (1928), and the I-6 (1929). It was specialization in fighter aircraft which, from then on, became his mission in life. At the peak of his career as a designer, Polikarpov was informally styled 'the King of Fighters', which was quite in line

with the level of his merits and achievements. In the 1930's, the TsKB-3 (I-15) and TsKB-12 (I-16) fighters were designed under Polikarpov's supervision. These aircraft were the designer's undoubtable success. They also were the main combat fighters in service with the Red Army Air Force. For the creation of the I-15 and the I-16 fighters, Polikarpov was awarded the Order of Lenin in 1935, and the Order of the Red Star a year later. In the 1930's, Nikolay Polikarpov devised a lot of aircraft of various designs, the majority of which can be described as 'advanced' and 'innovative'. In 1940, Polikarpov was granted the degree of the Doctor of Engineering and the title of the Chief Designer of the highest category. In the same year, he was awarded the title of the Hero of Socialist Labor. A year later, he became a recipient of the Stalin Prize. The gifted Soviet engineer was destined to live only 52 years. On 30 July 1944, Nikolay Polikarpov died of a rapidly evolving oncological disease. To venerate his memory, the U-2 trainer has ever since been designated the Po-2 (Polikarpov-2). The book which is presented to the reader describes all Polikarpov's original projects, both those put into reality and unimplemented ones. It took the author many years to prepare for the creation of the book. The author studied materials on the respective topics in all Russian archives, and made use of remembrances of Polikarpov's contemporaries and publications by other researchers. For purposes of clarity and in order to facilitate publication, the author split the book on Nikolai Polikarpov's aircraft into two parts - the 'Biplane Era' and the 'Monoplane Era'. Indeed, during the designer's activity from 1918 through to 1932, he devoted himself predominantly to creating biplanes. For the 1920's, the biplanes were a preferable option; they were more common, more reliable, better studied, and even more desirable for the Red Army Air Force. The first design of the IL-400 (I-1) monoplane fighter appeared as early as 1923; however, it was through its novelty and unpredictability that the aircraft failed to achieve the deserved success. It should be noted that the U-2 (Po-2) and the R-5 biplanes, which were created during that period, became one of the best Polikarpov aircraft, and brought him recognition as a reputed designer. In the 1930's, Nikolai Polikarpov's activity reached its pinnacle. It was during that period that he created his advanced monoplanes such as the I-16, the I-17, the VIT-2, and others. He continued his fruitful and quite successful activity in the area of creating modern aircraft during the war of 1941--45 as well.

**Fighter Over Finland** Eino Astere Luukkanen,1980

**King of Fighters** Mikhail Maslov,2019-07 Nikolay Polikarpov (1892-1944) is inseparably associated with the best achievements of Russian and Soviet aviation. His practical activity in the aircraft industry began upon graduation from the Petersburg Polytechnic Institute in 1916. In the 1930s, the TsKB-3 (I-15) and TsKB-12 (I-16) fighters were designed under Polikarpov's supervision. These

**LaGG & Lavochkin Aces of World War 2** George Mellinger,2012-10-20 This book examines the LaGG family of fighters, that were amongst the first modern piston-engined interceptors made available to the Red Air Forces in early 1941and proved far better fighters than their radial-engined predecessors. Despite technical maladies and political interference from Moscow, the LaGG-3 matured into an effective fighter when flown to its strengths at low level. Many early Soviet aces were weaned on the LaGG-3, and if they survived the early massacres of 1941-42, they went on to fly the Lavochkin family of fighters. Indeed, the Lavochkin La-3, -5 and -7 were the fighters of choice for Heroes of the Soviet Union such as Ivan Kozhedub, who claimed 62 kills.

**Soviet Hurricane Aces of World War 2** Yuriy Rybin,2012-08-20 Following the destruction wrought on the Red Army Air Forces during the first days of Operation Barbarossa in June 1941, the Soviet Union found itself desperately short of fighter aircraft. Premier Josef Stalin duly appealed directly to Prime Minister Winston Churchill for replacement aircraft, and in late 1941 the British delivered the first of 3360 Hurricanes that would be supplied to the Soviet Union under the Lend-Lease agreement. Specifically requested by the USSR, the Hurricanes were quickly thrown into action in early 1942 - the Soviet Air Forces' most difficult year in their opposition to the Luftwaffe. Virtually all the Hurricanes were issued to Soviet fighter regiments in the northern sector of the front, where pilots were initially trained to fly the aircraft by RAF personnel that had accompanied the early Hawker fighters to the USSR. The Hurricane proved to be an easy aircraft to master, even for the

poorly trained young Soviet pilots, allowing the Red Army to form a large number of new fighter regiments quickly in the polar area. In spite of a relatively poor top speed, and only a modest rate-of-climb, the Hurricane was the mount of at least 17 Soviet aces.

*MiG-3 Aces of World War 2* Dmitriy Khazanov,2013-05-20 The MiG-1/3 family of fighters was built to satisfy a Soviet Air Force requirement for an advanced, fast, high-altitude fighter. Entering service in the spring of 1941, the problematic MiG-1 had its handling issues rectified with the hasty production of the MiG-3. Many of these were destroyed on the ground when the Germans launched Operation Barbarossa. Nevertheless, enough examples survived to allow pilots such as Stepan Suprun and Aleksandr Pokryshkin to claim a number of victories in the type. This book tells the complete story of the men who made ace in the first examples of the famous MiG fighter.

**I-16 Rata** Oleg Pototskiy,2021-08-31 This book introduces the reader to a remarkable fighter aircraft, that which had a great influence on both the pre-war development of Soviet aircraft, and the military developments that occurred in the first few months of the war between Germany and the USSR.

**World War II Fighter Planes Spotter's Guide** Tony Holmes,2021-02-04 World War II saw pilots from around the world battling in the skies over Europe, Asia and Africa, with victory resting upon their nerve, skill and the capabilities of some of history's most iconic aircraft. In the chaos of battle, it was vital that they could quickly identify friend from foe. But do you know your Hurricane from your Bf 109, or what the legendary P-51 Mustang looks like? Do you know the wingspan of the A6M Zero-sen, or how fast it could fly? THE WORLD WAR II FIGHTER PLANES SPOTTER'S GUIDE answers all of these questions and more, providing essential information on over 90 legendary aircraft, from the celebrated Spitfire to the jet-powered Me 262. Featuring full-colour artwork to aid recognition, as well as all the details you need to assess their performance, this is the perfect pocket guide to the Allied and Axis fighters of World War II.

Library of Congress Subject Headings Library of Congress,Library of Congress. Subject Cataloging Division,Library of Congress. Office for Subject Cataloging Policy,2013

**Soviet Air Force Fighter Colours 1941-1945** Erik Pilawskii,2003 This book represents probably the most detailed study published in the English language of the camouflage and markings of the fighter aircraft of the Soviet Air Force during World War II. Erik Pilawskii is a scholar of the Soviet Air Force in World War II and has undertaken several years of research to produce this ground-breaking book. With information drawn from previously inaccessible Soviet archives, the author first presents a detailed analysis of the developments, trends, patterns and irregularities of the color systems seen on Russian fighters and offers a fascinating insight into the workings of the Soviet manufacturing system responsible for this task. He then brings readers a technical study of each of the main fighter aircraft and variants, and each description is followed by coverage of camouflage and markings, factory-applied, field variations and seasonal. The text is supported by hundreds of rare and previously unpublished photographs and more than 40 commissioned full color artworks. Furthermore, hundreds of color illustrations portray the immense variety of patterns related to this fascinating subject. This book will be a must-have for all students of Soviet air power and Russian aircraft modelers.

**The Hush-Kit Book of Warplanes** Joe Coles,2022-12-08 'Irresistible . . . My aviation title of the year' Rowland White 'Stupendously brilliant . . . Completely addictive' James Holland 'The most explosive book about aircraft ever' Jim Moir, aka Vic Reeves From the terror and exhilaration of First World War dogfighting to the dark arts of modern air combat, here is an enthralling ode to that most brutally exciting of machines: the warplane. The Hush-Kit Book of Warplanes is a beautifully designed, highly illustrated collection of the very best articles from Hush-Kit – the world's leading alternative aviation online magazine – combined with a heavy punch of new and exclusive pieces. It contains a wealth of brilliant material, from Top 10 lists and historical deep-dives to interviews with legendary fighter pilots and expert analysis of weapons, tactics and technology. This knowledge and impeccable research is balanced throughout with the irreverent attitude, wicked satire and sharp eye for the absurdities of the aeronautical world that have made the magazine so popular with its readers. The book itself is also a stunning object, featuring first-rate photography alongside original, specially

commissioned artwork. Inside it you will find: Interviews with pilots of the F-14 Tomcat, the Mirage, the MiG-25, the English Electric Lightning, the Rafale and the B-52 among others. Comprehensive surveys including 'The Ultimate Biplane Fighters', '10 Incredible Cancelled Military Aircraft' and 'Aviation Myths You Shouldn't Believe'. Fascinating insights into obscure and overlooked warplanes. Unbelievable accounts of the most bizarre moments in aviation history. And much, much more.

**Messerschmitt Bf 109 A-D series** Robert Jackson, 2015-01-20 From the nascent days of the Spanish Civil War to the desperate, final defence of the stricken Reich, the Messerschmitt Bf 109 was the Luftwaffe's signature fighter. From the very beginning of its combat career it came to symbolize what could be achieved with a modern monoplane fighter aircraft, instilling fear and respect into Allied pilots wherever it was encountered. 35,000 of the ubiquitous Messerschmitts were eventually built, making it the most-produced fighter in history. This is the first Air Vanguard volume to cover the Bf 109, detailing models A-D. Featuring stunning aerial photos the title explores in depth the technical characteristics and combat performance of the early Bf 109s, including their combat debut in the Spanish Civil War, their employment in the invasion of Poland and showing how the type became one of the most famous names in aviation history.

**Soviet Fighters of the Second World War** Jason Nicholas Moore, 2021-07-30 The Red Air Force had just started to re-equip with modern monoplane fighters when the Germans opened Operation Barbarossa, the invasion of the Soviet Union. Hundreds of fighters were destroyed in the first few days, but many of these were obsolete biplanes. Soviet Fighters of the Second World War details fighter development from the dark days of Barbarossa to eventual triumph over Berlin. Starting with outdated aircraft such as the Polikarpov Po-2 biplane and monoplane fighters, the Soviets then settled on two main lines of development: the inline-engine LaGG-3 and its radial-engine derivatives, the La-5 and La-7, and the inline-engine Yakovlev fighters, which were produced in greater numbers than any other series of fighters. Not only are these aircraft accurately described, but experimental fighters are also dealt with. In addition, colour profiles illustrate these aircraft in terms of design, camouflage and markings. From the I-15bis biplane of the late 1930s to the superb La-7 and Yak-3 fighters of the last year of the war, all Red Air Force fighters are covered in this comprehensive volume.

**I Was a P-51 Fighter Pilot in WWII** James Neel White, 2003 SOME OF THE 150 STORIES IN THIS BOOK: · What WWII was all about · How the German Luftwaffe began and ended · Adolph Hitler's Nazi party and the Waffen SS · 8th Air Force raids over Europe · P-51 Mustang battles with Me-109 · 1093's Cleveland Air Races · Wright Brother's flight in 1903 · WWI Bi-planes in France · P-40s in the Flying Tigers · D-Day and P-47 Thunderbolts · Winter War in Finland · Barbarossa and airplane battles · Zeros in Southeast Asia · P-39 Airacobras fight for Russia · War-Booty in WWII · Hitler robs art treasures · How P-51 Mustangs stopped the Luftwaffe · How the Nazi Gestapo operated · The author's personal observations of WWII This book is dedicated to Orville and Wilbur Wright who discovered flight in 1903 You may purchase this book ISBN 0-595-28235-0 from [www.iuniverse.com](http://www.iuniverse.com)

**Russian Airplanes Coloring Book for Adults 1 & 2** Nick Snels, 2021-03-23 When you buy this book you get an electronic version (PDF file) of the interior of this book. 80 coloring pages filled with sideviews of airplanes used in Russia. Perfect for all airplane or aircraft lovers. The book features the following airplane models: Ansaldo A.1 Antonov An-12 Antonov An-22 Ante Antonov An-225 Mriya Antonov An-24 Antonov An-26 Antonov An-26RT Antonov An-28 Cash, Pzl M28 Skytruck Antonov An-2 Antonov An-72 Antonov An-8 Bell P-39 Airacobra Bell P-63A-C Kingcobra Bell P-63D-E Kingcobra Bell RP-63C Beriev A-50 Beriev Be-10 Beriev Be-12 Chayka Boeing B-29 Superfortress Convair F-102 Delta Dagger Curtiss P-40 Warhawk Douglas C-47 Skytrain Gloster Gladiator Handley Page Hampden Heinkel He 111 Ilyushin Il-2 Shturmovik Ilyushin Il-38 Dolphin Ilyushin Il-4 Ilyushin Il-76 Lavochkin La-5 Lavochkin La-7 LVG C.VI Mikoyan MiG-27K Mikoyan MiG-29 Mikoyan MiG-31 Mikoyan-Gurevich MiG-17 Mikoyan-Gurevich MiG-19 Mikoyan-Gurevich MiG-23 Mikoyan-Gurevich MiG-25 Ye-155P-1 Mikoyan-Gurevich MiG-25R Mikoyan-Gurevich MiG-25RB Mikoyan-Gurevich MiG-9 Morane-Saulnier Al Morane-Saulnier N Nieuport 17 Petlyakov Pe-2 Petlyakov Pe-8 Polikarpov I-153 Chaika Polikarpov I-15 Polikarpov I-15bis PZL P.11 PZL P.7 PZL.37 Los Sopwith Camel SPAD S.VII Sukhoi Su-15 Sukhoi Su-17 Sukhoi Su-24 Sukhoi Su-24m Sukhoi Su-25 Grach Sukhoi Su-27 Flanker Sukhoi Su-27 T-10 Flanker A

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**Intelligence Images from the Eastern Front** Roy M Stanley, 2016-11-30 Despite the Luftwaffe  
 being ordered to destroy millions of aerial photos in 1945, the Allies found no less than twenty tons of  
 photos in eleven locations, including a hoard in a Bavarian barn. These together with vast numbers of  
 photographs taken by German soldiers used for Intelligence analysis were put into classified Allied  
 Intelligence files at a time when USAAF and RAF imagery was being destroyed. Covering Iron Curtain  
 countries they were valuable for cartography and target intelligence during the Cold War. The  
 captured German imagery (called GX) in this book show what the German Army knew about the  
 Soviet Union before and during Operation Barbarossa. Examples show Eastern Front landforms, key  
 cities such as Stalingrad, Moscow, Sevastopol, Leningrad and factories. They are accompanied by  
 helpful comments from a skilled photo interpreter. This unique and diverse collection, some taken  
 from 28,000 feet overhead, others taken by soldiers on the ground, reveal the war on the Eastern  
 Front as it has never been seen before.

**Combat Biplanes of World War II** Peter C. Smith, 2015-09-30 The era of the combat biplane is  
 usually thought to have been between 1914 and 1938. By the outbreak of World War II, most of the  
 advanced air forces of the world had moved on to monoplane aircraft for their front-line battle forces,  
 both in bomber and fighter capacities. Yet despite this, many biplanes did still survive, both in front-  
 line service and in numerous subsidiary roles, and not just as training machines but as fully  
 operational warplanes. Thus in 1939 the majority of major European powers still retained some, albeit  
 few, biplane aircraft. Sadly, and as an indictment of failed British Government defence policies, it was  
 Great Britain who still had the bulk of such obsolescent combat aircraft, machines like the Gladiator,  
 Swordfish, Walrus, Vildebeeste and Audax for example, while the inferior Albacore, meant to replace  
 the Swordfish, was still yet to enter service! Germany had relegated most of her biplane designs to  
 secondary roles, but they still managed to conduct missions in which biplanes like the He.50, He.51  
 and Hs.120 excelled. Both France and Italy had biplanes in active service, Mussolini's Regia  
 Aeronautica attaching great importance to the type as a fighter aircraft as late as 1941, while the  
 Soviet Union also retained some machines like the Po-2 in front-line service right through the war and  
 beyond. In addition, a whole range of smaller nations utilised biplanes built for larger combatants in  
 their own air forces. By the time Japan and the United States entered the war two years later, they  
 had mainly rid themselves of biplanes but, even here, a few specialised types lingered on. This book  
 describes a selection of these gallant old warriors of all nations. They represent the author's own  
 personal selection from a surprisingly large range of aircraft that, despite all predictions, fought hard  
 and well in World War II.

Unveiling the Magic of Words: A Review of "**Polikarpov I 153**"

In a world defined by information and interconnectivity, the enchanting power of words has acquired unparalleled significance. Their ability to kindle emotions, provoke contemplation, and ignite transformative change is really awe-inspiring. Enter the realm of "**Polikarpov I 153**," a mesmerizing literary masterpiece penned with a distinguished author, guiding readers on a profound journey to unravel the secrets and potential hidden within every word. In this critique, we shall delve into the book's central themes, examine its distinctive writing style, and assess its profound affect on the souls of its readers.

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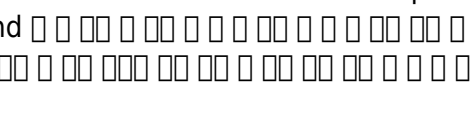
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