

# Wwii Polikarpov I 16 Soviet Fighter Free Aircraft Paper Model Download

Bart Hendrickx,Bert Vis

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.

*Polikarpov I-16* Dariusz Karnas, 2014 Scale plans in 1/72 1/48 and 1/32 of I-16 Soviet fighter. Versions: Type 10 Type 24 Plans in 1/72, 1/48 & 1/32 scales.

*Polikarpov's I-16 Fighter* Yefim Gordon, Keith Dexter, 2001 Aviation historians often dismiss the Polyikarpov I-16 because it did not fare well against its more modern adversaries in WWII. It was often referred to in the West by the disparaging nickname of Rata, the Russian word for rat! Nikolay Polyikarpov's I-16 was nevertheless an outstanding fighter in its day--among other things, because it was the world's first monoplane fighter with a retractable undercarriage. Its capabilities were demonstrated effectively during the Spanish Civil War and it was still in front line service when the German armed forces fell on the Soviet Union in 1941. This book details every variant of this diminutive fighter, including development aircraft and unbuilt projects. An account is also given of Polyikarpov's early monoplane fighters that presaged the I-16 and of the later designs that evolved from it. Details are given of all surviving examples including the six aircraft that were restored to airworthy condition in Russia in the 1990s.

*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.

**Vakhmistrov's Circus** Mikhail Maslov, 2017 The purpose of this publication is to provide readers with most complete history of combined aircraft designs created by Vladimir Vakhmistrov. The designer himself referred to his projects as 'Zveno Aircraft' (where the Russian word 'Zveno' stands for 'Chain link' or 'Flight' combat unit), adding the names of aircraft which were included in each configuration. Vakhmistrov was among the world's pioneers in devising and implementing the attachment of small fighters under heavy bombers. The larger aircraft were thus able to carry the smaller ones to the target area, whereas the fighters, in their turn, after the separation from their 'motherships', acted as guards for the slow-speed giants. During the period from 1931 thru 1941, several configurations of this concept were created involving mass-produced TB-1 and TB-3 bombers, and I-4, I-5, I-Zet, and I-16 fighters, which were modified correspondingly in order to fit the task. Basing on Vakhmistrov's projects there were carried out the first in the world air connections of fighters under their bomber carriers. The most successful variant among all the created Zveno aircraft consisted of a four-engined Tupolev TB-3 bomber and two Polikarpov I-16 fighters attached under the bomber's wing. The fighters carried two 250-kg bombs each and acted as a high-speed dive bombers after disconnection from the carrier plane. Several such aircraft, referred to as Zveno-SPB, were used operationally during the war by the Black Sea Fleet Air Force. Initially, three TB-3s with AM-34RN engines were allocated for re-equipment into Zveno-SPB which were taken into service by the 2nd Special Squadron of the 32nd Fighter Regiment, 62nd Aviation Brigade of the Black Sea Fleet Air Force stationed in Eupatoria. The order to begin combat application of the 32nd Regiment's combined aircraft was given on 22 July 1941, while the first air raid on port structures in Romania, the German ally, was made on 26 July. More than thirty combat missions were carried out till October 1941, and became one of the most successful operations of the Soviet aviation during the Great Patriotic War. Meanwhile, Vakhmistrov had a large number of other interesting projects and many of them remained on the designer's drawing board. More than 20 years were spent by the author on the historical research of the subject in the Russian archives. The book is extensively illustrated by the pictures

from the author's archive, aircraft test reports, as well as specially prepared scale drawings and color side views.

**German Aircraft in the Soviet Union and Russia** Yefim Gordon, Sergey Komissarov, 2008 Aviation.

**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.

**Soviet Air Force fighters** William Green, Frederick Gordon Swanborough, 1977

**The Lavochkin La-7** Dariusz Paduch, 2022-09-30 La-7 Soviet single-engine, single-seat fighter aircraft of the World War II period. Developed in the design bureau of S. A. Lavochkin as a successor to the La-5FN aircraft. The La-7 was a development of the La-5 design. Both the sizes and shapes of the two aircraft models differed slightly.

**The Mikoyan-Gurevich Mig-3 Vol. I** Dariusz Paduch, 2022-01-31 The MiG-3 fighter plane, like the history of the creation of the Mikoyan and Gurevich (Микоян и Гуревич) design bureau, is relatively well known to anyone interested in the history of Soviet aviation. Many books and articles have been published about this machine, but information about the circumstances of the birth of the project and the conditions of its creation are very brief and concise. MiG-1 and MiG-3 were the most numerous new generation fighters in Soviet aviation at the time of the German invasion of the USSR. They played a very important role in the first period of the war. Until now, it has been assumed in the literature that this applies mainly to the use of these aircraft during the battle of Moscow, as well as capital's and Leningrad's air defense, but MiGs also took on a large weight of air combat at the front in 1941.

Airacobra Advantage Rick Mitchell, 1992-01-01

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.

**Russia's Air Power at the Crossroads** Benjamin S. Lambeth, 1996 This report assesses trends and prospects in Russian military aviation, drawing on the extensive reportage on air power in the Russian defense literature since the onset of glasnost in 1986.

**MIG Alley: The Fight For Air Superiority [Illustrated Edition]** William Y'Blood, 2014-08-15 Includes more than 20 photo illustrations The fight for air superiority began the day the Korean War started and only ended with the armistice three years later. Once the shock of the North Koreans' invasion wore off, it did not take long for the United States Air Force, assisted by other United Nations air forces, to destroy the North Korean Air Force. The arrival of the MiG-15 in November 1950, often flown by Soviet pilots, changed things considerably however. For the remainder of the war, bitterly contested air battles were fought almost daily. Yet despite a decided numerical superiority in jet fighters, the Communists were never able to gain air superiority, testament to the skill and training of the UN fighter pilots, primarily those U.S. Air Force airmen flying the magnificent F-86 Sabre.

*The Chinese Air Force* Richard P. Hallion, Roger Cliff, Phillip C. Saunders, Center for the Study of Chinese Military Affairs (National Defense University), 2012-10-03 Presents revised and edited papers from a October 2010 conference held in Taipei on the Chinese Air Force. The conference was jointly organized by Taiwan's Council for Advanced Policy Studies, the Carnegie Endowment for International Peace, the U.S. National Defense University, and the RAND Corporation. This book offers a complete picture of where the Chinese air force is today, where it has come from, and most importantly, where it is headed.

Energiya-Buran Bart Hendrickx, Bert Vis, 2007-12-05 This absorbing book describes the long development of the Soviet space shuttle system, its infrastructure and the space agency's plans to follow up the first historic unmanned mission. The book includes comparisons with the American shuttle system and offers accounts of the Soviet test pilots chosen for training to fly the system, and the operational, political and engineering problems that finally sealed the fate of Buran and ultimately of NASA's Shuttle fleet.

*The Chief Culprit* Viktor Suvorov, 2013-03-15 Bestselling author Victor Suvorov probes newly released Soviet documents and reevaluates existing material to analyze Stalin's strategic design to conquer Europe and the reasons behind his controversial support for Nazi Germany. A former Soviet army intelligence officer, the author explains that Stalin's strategy leading up to World War II grew from Vladimir Lenin's belief that if World War I did not ignite the worldwide Communist revolution, then a second world war would be needed to achieve it. Stalin saw Nazi Germany as the power that would fight and weaken capitalist countries so that Soviet armies could then sweep across Europe. Suvorov reveals how Stalin conspired with German leaders to bypass the Versailles Treaty, which forbade German rearmament, and secretly trained German engineers and officers and provided bases and factories for war. He also calls attention to the 1939 nonaggression pact between the Soviet Union and Germany that allowed Hitler to proceed with his plans to invade Poland, fomenting war in Europe. Suvorov debunks the theory that Stalin was duped by Hitler and that the Soviet Union was a victim of Nazi aggression. Instead, he makes the case that Stalin neither feared Hitler nor mistakenly trusted him. Suvorov maintains that after Germany occupied Poland, defeated France, and started to prepare for an invasion of Great Britain, Hitler's intelligence services detected the Soviet Union's preparations for a major war against Germany. This detection, he argues, led to Germany's preemptive war plan and the launch of an invasion of the USSR. Stalin emerges from the pages of this book as a diabolical genius consumed by visions of a worldwide Communist revolution at any cost—a leader who wooed Hitler and Germany in his own effort to conquer the world. In contradicting traditional theories about Soviet planning,

the book is certain to provoke debate among historians throughout the world.

- This Week in Defense** Government Reports Office,1941
- Korean War Aces* Robert F Dorr,2013-01-20 The first virtually all-jet war, the conflict in Korea saw F-86 Sabres of the USAF take on MiG-15s of the North Korean and Chinese air forces. Although the Allied pilots were initially taken aback by the ability of the communist fighter in combat, sound training and skilful leadership soon enabled Sabre pilots to dominate the dogfights over the Yalu River. In all 39 F-86 pilots achieved ace status, and a number of these are profiled in this volume, as are notable pilots from the US Navy, Marine Corps and Royal Navy and, for the first time, the handful of MiG-15 aces.
- The Korean War* Stanley Sandler,2021-09-15 The Korean War has been termed The Forgotten War or the Unknown War. It is a conflict which never assumed the mythic character of the American Civil War or World War II. However, this book asserts, it would be impossible to understand the Cold War and indeed post 1945 global history without knowledge of the Korean War. Providing a history of the Korean peninsula before the war and including a detailed analysis of the fighting itself, The Korean War goes beyond the battlefield to deal with the war in the air, ground attack, and air evacuation. The study also evaluates the contributions of the UN naval forces, the impact of the war on various homefronts and issues such as defectors, opposition to the war, racial segregation and integration, POWs and the media. Recently-released Soviet documents are used to assess the role of China, the Soviet Union, North and South Korea and the allied forces in the conflict. This fascinating work offers a unique analysis of the Korean War and will be invaluable to students of twentieth-century history, particularly those concerned with American and Pacific history.

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