POLIKARPOV **I-16**

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A FEW WORDS FIRST

One of the most popular and best known Russian aircraft ever built was born in 1933. On the last day of that year, on December 31, the famous Soviet aviator Valerij Chcalov conducted the maiden flight of the new CKB-12 prototype. The CKB-12 was a very modern and revolutionary design at the time. The installed powerplant was a Shvetsov M-22 engine (a license built Bristol Jupiter) rated at 480 hp, instead of the anticipated Shvetsov M-25 engine giving 750 hp. That was a Soviet license built Wright 1820 Cyclone. Although the new aircraft was a bit underpowered, Chcalov was amazed with its flight capabilities and especially its sensitivity of control. The second prototype was outfitted with an imported original Wright Cyclone engine, and the aircraft performance greatly improved. After necessary development and improvements, serial production was ordered at Zavod 39 in Moscow and at Zavod 21 in Gorki under the VVS (Soviet Air Force) designation I-16. These aircraft were equipped with the M-22 engine, because the new M-25 powerplant was not yet available, and no weapons were installed. Maximum speed of these first I-16s was 362 km/h at sea level and 346 km/h at 3000 m. Fifty aircraft were manufactured at Zavod 39, known as I-16 without any additional suffix designation. Zavod 21 produced the first batch of I-16, though with some difficulties, because three other aircraft types were on their production lines. For this reason, Zavod 21´s I-16 were suffixed as „Type 4". In late summer, 1934, the first aircraft reached VVS units. Reception of the new aircraft was cool, to put it gently. The flight characteristics were very different from the operational biplanes then in service; control was overly sensitive, and the landing speed too high with a lack of frontal view due to the wide nose. The lack of landing flaps, compensated for by the downward deflection of the ailerons acting as flaps on landing, didn´t made the landing any easier. Accident rates soared to unacceptable levels, and reached the point where units couldn´t achieve operational status. At this time, five NII VVS (Air force research institute) pilots, Kokkinaki, Suprun, Preman, Evseev and Shevchenko, made a tour of air force bases. With their red painted I-16, they demonstrated the aircraft´s performance and potential. At about the same time, in late Spring, 1935, M-25 engine was finally available in sufficient quantities, and the development of the I-16 with its originally planned engine, was finally completed. The new engine received a new Watter type cowling, giving the I-16 its characteristic shape. The flight characteristics were unchanged, but the performance significantly improved. The maximum speed was now 390 km/h at sea level, and 445 km/h at 3 000m. The aircraft was now armed with two 7,62 mm ShKAS machine guns mounted in the wings. By January 1936, the Type 5 replaced the Type 4 on the production lines at Zavod 21, and in late spring entered service with VVS units. Still a fresh newcomer on the fighter scene, the I-16 Type 5 soon got the chance to show their stuff in a real fight. Two flights of I-16s were dispatched to Spain to help the Republican forces. During the Spanish Civil War, the I-16 built its great warrior reputation, named Mosca by Republican pilots, but it was their opponent's nickname that became better known, giving the I-16 the best known identifier - the „Rata". Until 1938, the Type 5 remained as the main version, marginally updated to the Type 6, but it is not certain if this was an official designation. Besides Spain, the Type 5 saw combat over China, where these aircraft were sent along with Soviet crews. By 1937, initial troubles were forgotten, but new critics were found. Problems with poor quality of the perplex canopy nagged on, and two machine guns became insufficient, especially in combat with modern bombers. Therefore, the new and improved Type 10 was introduced, instigating some significant changes. First, the new M-25V 750 hp engine was installed. The wing was re-designed to include landing flaps. Two 7,62 mm ShKAS machine guns were added on top of the engine, with two corresponding fairings on the engine cowling. The cockpit was improved, and the canopy was completely redesigned, with an all-glass single piece windscreen ahead of a now open cockpit. The Aldus OP-1 telescopic gun sight was replaced with new reflector type, the PAK-1. The wing was later modified to provide for retractable landing skis. Maximum speed was 390 km/h at sea level and 438 km/h at 3200 m. The Type 10´s production started at Gorki in March, 1938. The Type 10 reached Spain as well as China, and fought against the Japanese over Chalkin-Gol and Chasan Lake. They saw action in the Winter War against the Finns, and also fought in Poland in the Autumn of 1939. In June, 1941, when the USSR was attacked by Germany and the Great Patriotic began, the I-16 Type 10 remained, along with other I-16 versions, the main weapon of VVS fighter units.

The Type 10 formed the basis for the up-gunned Type 17. The wing machine guns were replaced by two 20 mm ShVAK cannon in late 1938, and production was set for October of the same year. Further I-16 development came in the form of new engine installation, when the M-62, rated at 800 hp was mated to the airframe. A new AV-1 propeller was also introduced, which required a new, remarkably wide, spinner. The maximum speed was increased to 411 km/h at sea level and 460 km/h at 3200 m. The next version was the Type 24. A modified M-63 engine of 930 hp was used, the radio was added as standard equipment, and the wing and undercarriage were strengthened as well. Thanks to a higher weight, maximum speed was now at 408 km/h (some sources indicate 440 km/h) and 460 km/h at 4700 m (489 km/h by some sources). The I-16 Type 24 entered service in November, 1939, and became the main production version in 1940. It is believed that most I-16s on the front lines in June, 1941, were Type 24s. The final version was the Type 29, in 1940. To reduce weight, the weapon load was reduced to three machine guns, when the two wing weapons were removed, and a third , in this case the 12,7 mm UBS, was mounted under the engine in the belly of the aircraft. The wing was completely redesigned, increasing the metal plated area to the full bottom surface of the wing. The bomb/external fuel tank racks were installed under the wing, and also rocket rails became standard. It seems that the future I-16 role was expected to be that of fighter-bomber, because new, modern fighters were ordered into service in early 1941. Nevertheless, during the early years of the Great Patriotic War, I-16s of all versions played their part extremely well. In 1942, they remained an important force. The early teething troubles were definitively over, and the I-16 took on the role of the 1934-era biplane fighters. The I-16 became well liked by pilots and crews alike, and were viewed as reliable types. Most I-16s were produced during the pre-war years, and the quality was much higher than of the new fighters, which were hampered by production under wartime conditions. Nevertheless, the time of the I-16 was over by late 1942, the technical and performance superiority of their opponents became too high, and the I-16 withdrawl from frontline service was just a question of time. But, they remained in service even as late as 1943. Although the nomenclature of the I-16 lineage looks as though the types were produced in a chronological order, it was quite different in reality. Production was mixed, and different types were on production lines together. Production of the Type 5 continued even when the Type 24 was being manufactured. In 1941, the types were also mixed within the front line units. Perhaps this is one of the reasons, why there is so much confusion surrounding the subtyping of the I-16. In total some 9450 I-16s of all versions were produced, most of them, to the tune of 8495, by Zavod 21 at Gorki.

TECHNICAL SPECIFICATIONS:

I-16 Type 10
Engine: M-25V 750 hp
Empty weight: 1339 kg
Loaded weight: 1730 kg
Maximum speed
at sea level: 398 km/h
at altitude: 448 km/h at 3200 m
Initial climb: 640 m/min
Time to height: 8,2 min to 5000 m
Service ceiling: 8250 m
Armament: 4x ShKAS 7,62mm

I-16 Type 17
Engine: M-25V 750 hp
Empty weight: 1428 kg
Loaded weight: 1814 kg
Maximum speed
at sea level: 385 km/h
at altitude: 426 km/h at 2500 m
Initial climb: 549 m/min
Time to height: 9,0 min to 5000 m
Service ceiling: 8250 m
Armament: 2x ShKAS 7,62mm
2x ShVAK 20 mm

I-16 Type 18
Engine: M-62 800 (920) hp
Empty weight: 1413 kg
Loaded weight: 1850 kg
Maximum speed
at sea level: 411 km/h
at altitude: 460 km/h at 3200 m
Initial climb: 1037 m/min
Time to height: 5,4 min to 5000 m
Service ceiling: 9450 m
Armament: 4x ShKAS 7,62mm

-16 Type 24
Engine: M-63 930 (1100) hp
Empty weight: 1440 kg
Loaded weight: 1882 kg
Maximum speed
at sea level: 408 km/h
at altitude: 460 km/h at 4700 m
Initial climb: 991 m/min
Time to height: 6,0 min to 5000 m
Service ceiling: 9700 m
Armament: 4x ShKAS 7,62mm

ATTENTION ✳ UPOZORNĚNÍ ✳ ACHTUNG ✳ ATTENTION ✳ 注意

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

Pøed zapoèetím stavby si peèlivì prostudujte stavební návod. Pøi používání barev a lepidel pracujte v dobøe vìtrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevøeného ohnì. Model není urèen malým dìtem, mohlo by dojít k požití drobných dílù.

Iire soigneusement la fiche d´instructions avant d´assembler. Ne pas utiliser de colle ou de peinture à proximité d´une flamme nue, et aérer la piece de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les piè ces, ou passer un sachet vinyl sur la tete.

Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.

組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUKTION SIGNS ✳ INSTR. SYMBOLY ✳ INSTRUKTION SINNBILDEN ✳ SYMBOLES ✳ 記号の説明

OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する

BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る

OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける

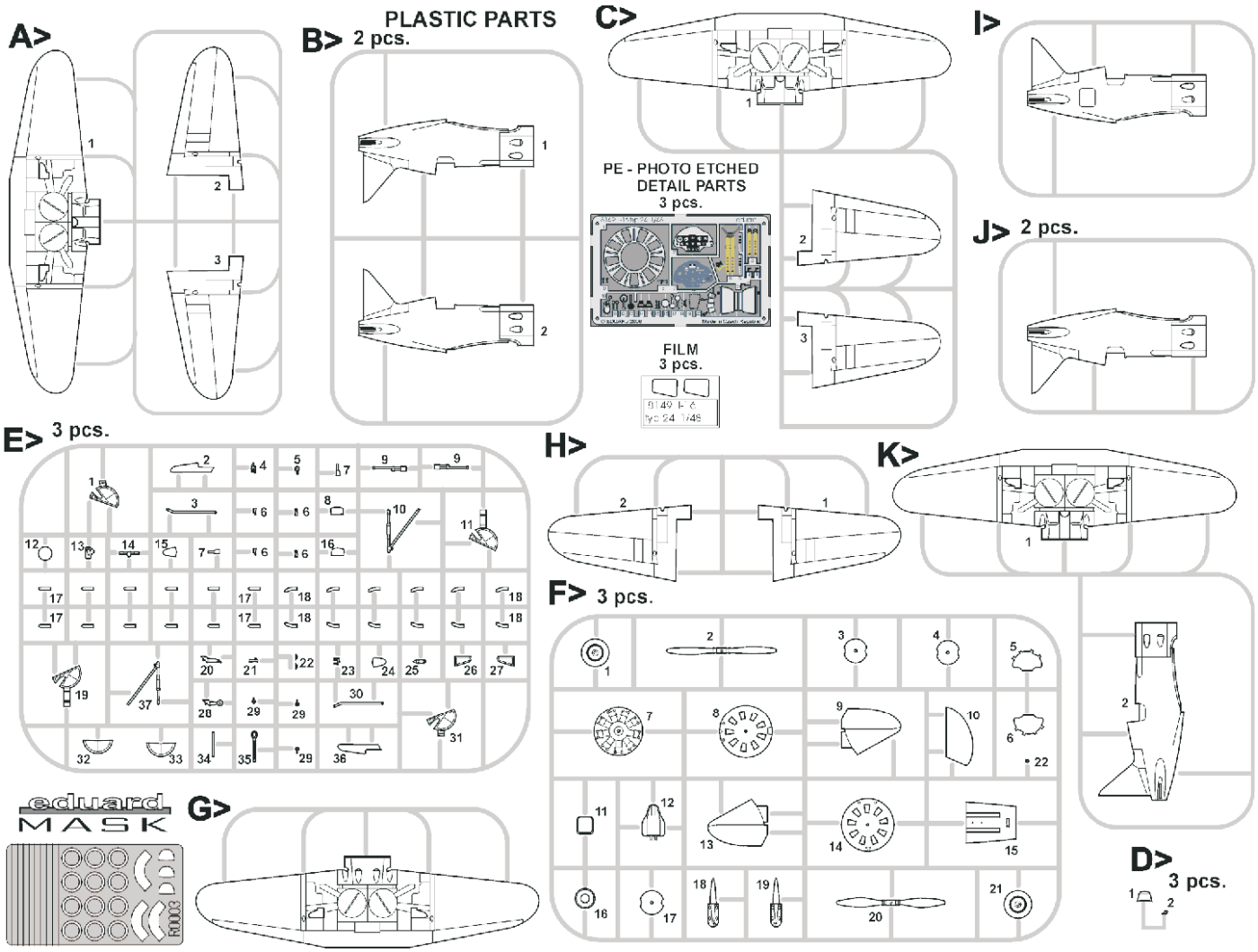
SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる

NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る

REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す

APPLY EXPRESS MASK
POUŽÍT EXPRESS MASK
NABARVIT PŘED SLEPENÍM
AND PAINT BEFORE
GLUING

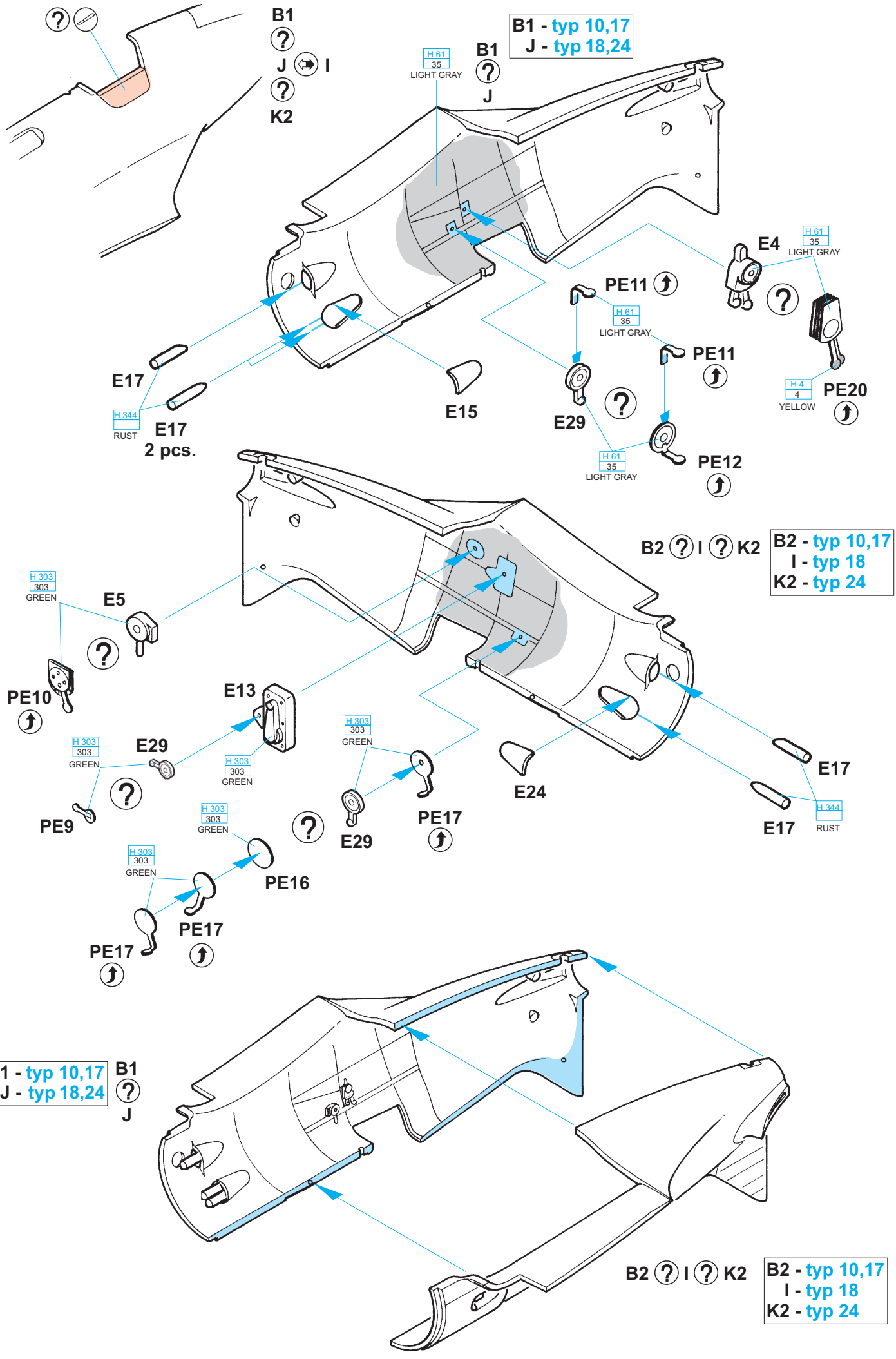
PARTS ✳ DÍLY ✳ TEILE ✳ PIÈCES ✳ 部品

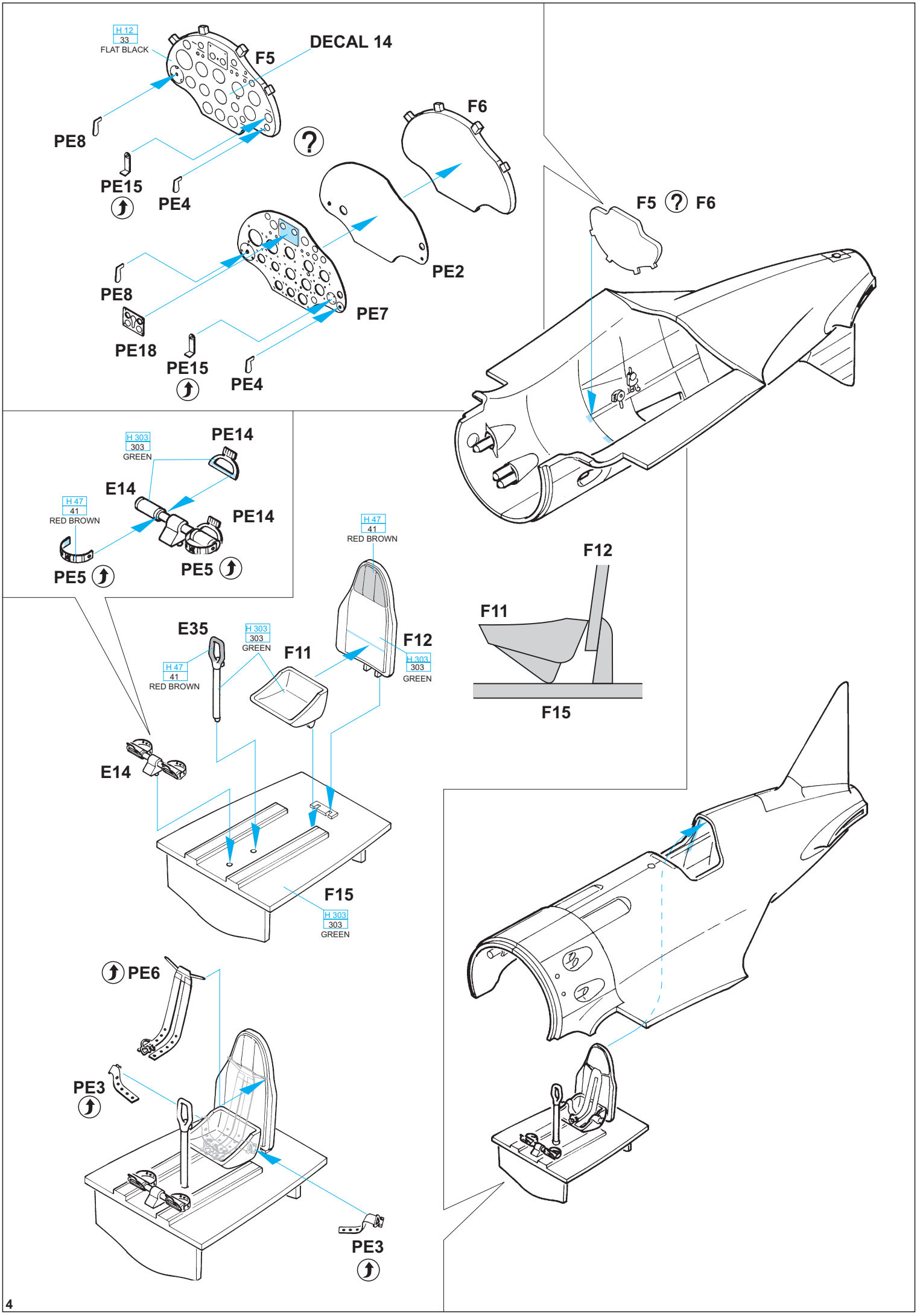


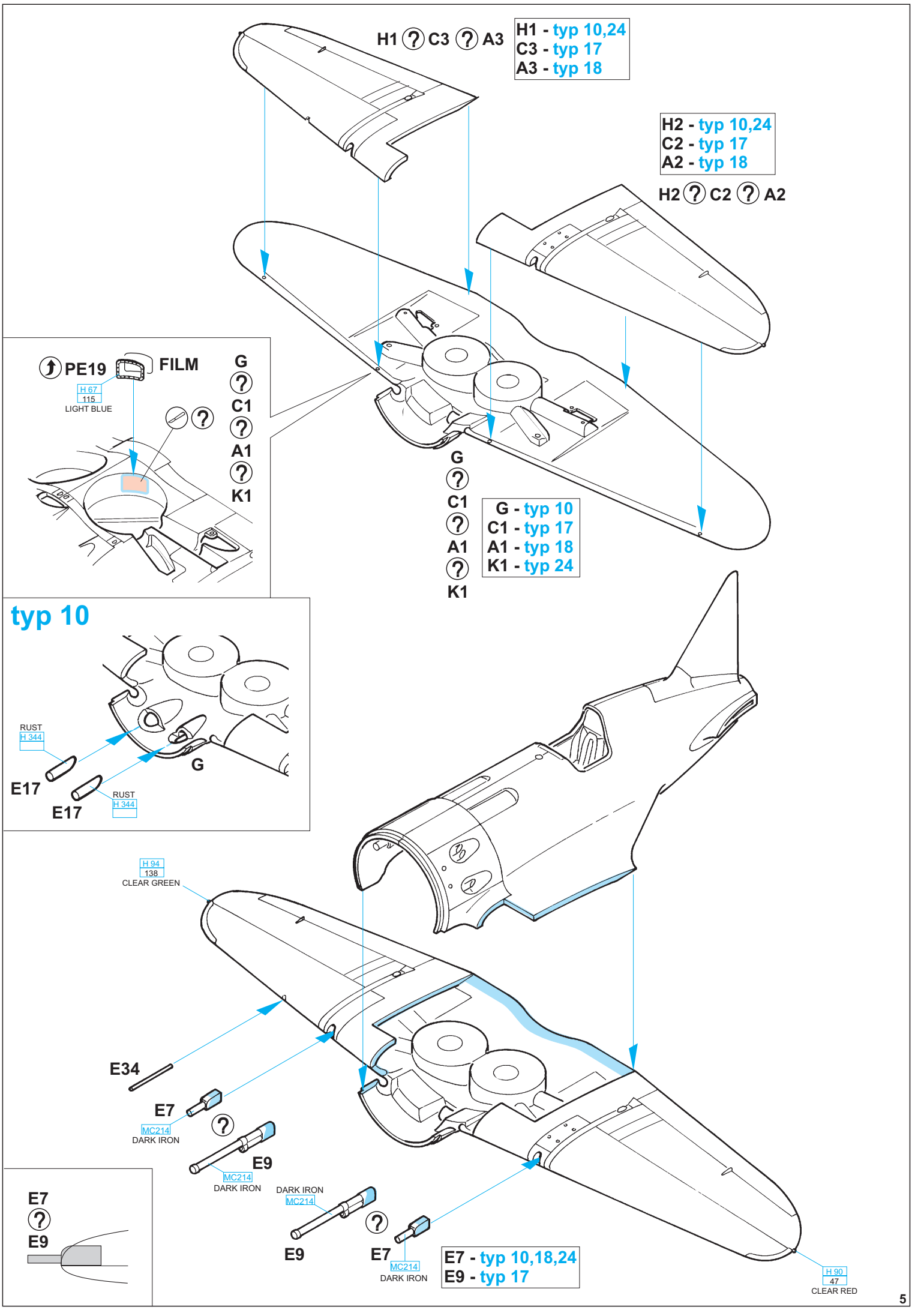
COLOURS ✳ BARVY ✳ FARBEN ✳ PEINTURE ✳ 色

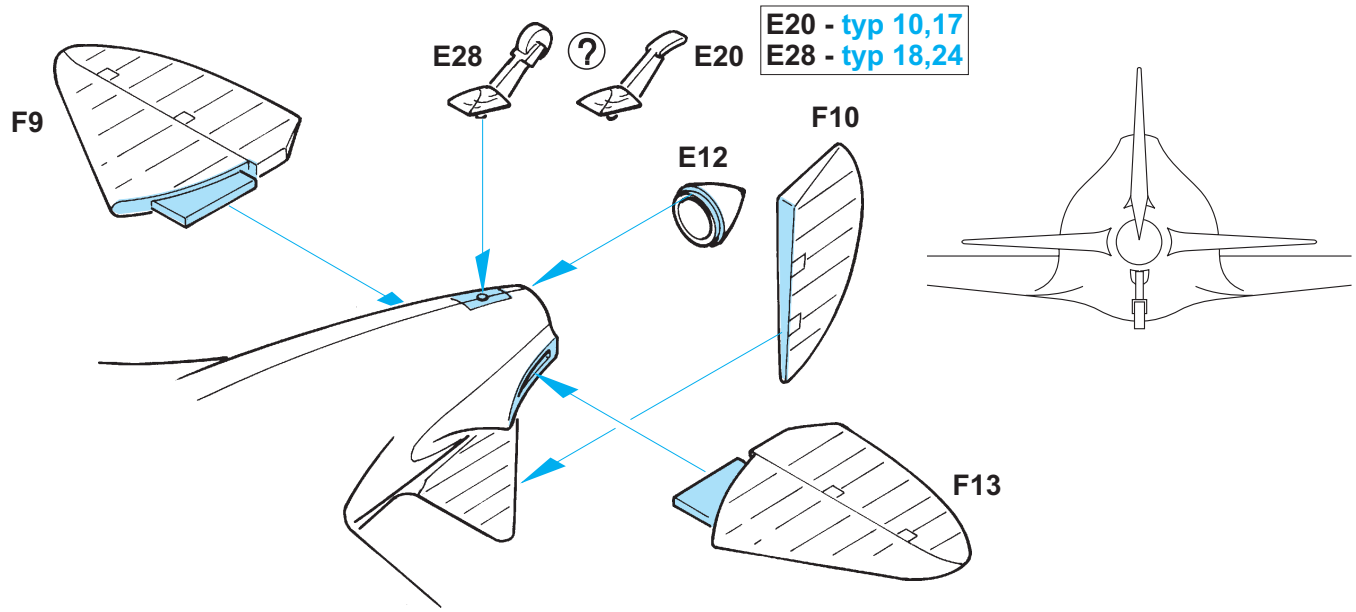
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	3	RED
H 4	4	YELLOW
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 39		PURPLE
H 47	41	RED BROWN
H 52	38	OLIVE DRAB
H 57	73	GRAY
H 61	35	LIGHT GRAY
H 66	19	SANDY BROWN
H 67	115	LIGHT BLUE

AQUEOUS	Mr.COLOR	
H 77		TIRE BLACK
H 90	47	CLEAR RED
H 94		CLEAR GREEN
H 303	303	GREEN
H 320		GREEN
H 344		RUST
	74	LIGH BLUE
	136	GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
SM06		CHROME SILVER


B1
J
I
K2
B1 - typ 10,17
J - typ 18,24
H 61
35
LIGHT GRAY
B1
J
E4
H 61
35
LIGHT GRAY
PE11
H 61
35
LIGHT GRAY
PE11
E17
H 344
RUST
E17
2 pcs.
E15
E29
H 4
4
YELLOW
PE20
H 61
35
LIGHT GRAY
PE12
B2
I
K2
B2 - typ 10,17
I - typ 18
K2 - typ 24
H 303
303
GREEN
E5
PE10
E13
H 303
303
GREEN
E29
H 303
303
GREEN
PE9
H 303
303
GREEN
H 303
303
GREEN
E29
PE17
E24
E17
E17
H 344
RUST
H 303
303
GREEN
PE16
H 303
303
GREEN
PE17
PE17
B1 - typ 10,17
J - typ 18,24
B1
J
B2
I
K2
B2 - typ 10,17
I - typ 18
K2 - typ 24


H 12
33
FLAT BLACK
F5
DECAL 14
PE8
PE15
PE4
F6
PE2
PE8
PE18
PE15
PE4
PE7
F5 ? F6
H 303
303
GREEN
PE14
E14
H 47
41
RED BROWN
PE14
PE5
PE5
H 47
41
RED BROWN
F12
F11
F15
E35
H 303
303
GREEN
F11
H 47
41
RED BROWN
F12
H 303
303
GREEN
E14
F15
H 303
303
GREEN
PE6
PE3
PE3


H1 ? C3 ? A3
H1 - typ 10,24
C3 - typ 17
A3 - typ 18
H2 - typ 10,24
C2 - typ 17
A2 - typ 18
H2 ? C2 ? A2
PE19
FILM
H 67
115
LIGHT BLUE
G
?
C1
?
A1
?
K1
G - typ 10
C1 - typ 17
A1 - typ 18
K1 - typ 24
typ 10
RUST
H 344
E17
G
RUST
H 344
E17
H 94
138
CLEAR GREEN
E34
E7
MC214
DARK IRON
E9
MC214
DARK IRON
DARK IRON
MC214
E9
E7
MC214
DARK IRON
E7 - typ 10,18,24
E9 - typ 17
H 90
47
CLEAR RED
E7
?
E9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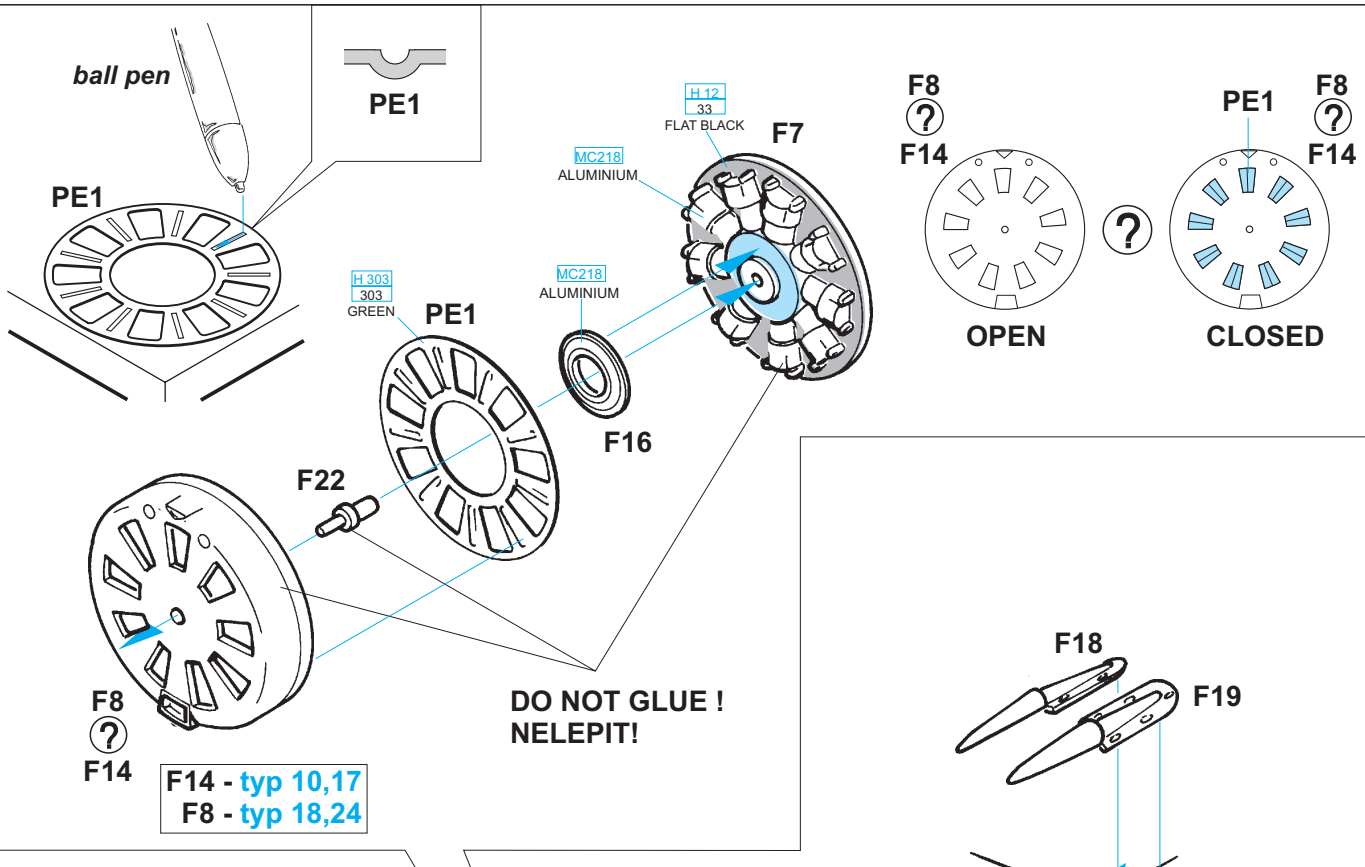
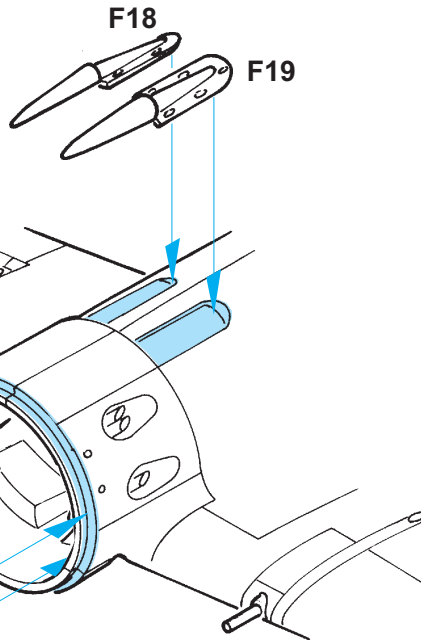
E20
E20 - typ 10,17
E28 - typ 18,24
F9
F10
E12
F13


ball pen
PE1
PE1
H 12
33
FLAT BLACK
F7
MC218
ALUMINIUM
H 303
303
GREEN
PE1
MC218
ALUMINIUM
F16
F22
F8
F14
F8
F14
OPEN
PE1
F8
F14
CLOSED
DO NOT GLUE !
NELEPIT!
F14 - typ 10,17
F8 - typ 18,24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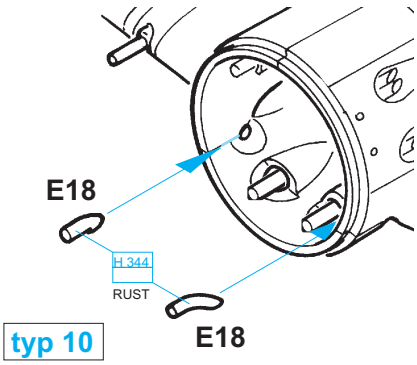
F19
H 344
RUST
2 pcs.
E18
E18 2 pcs.
H 344
RUST
typ 17,18,24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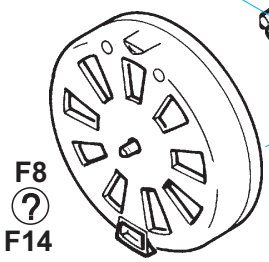
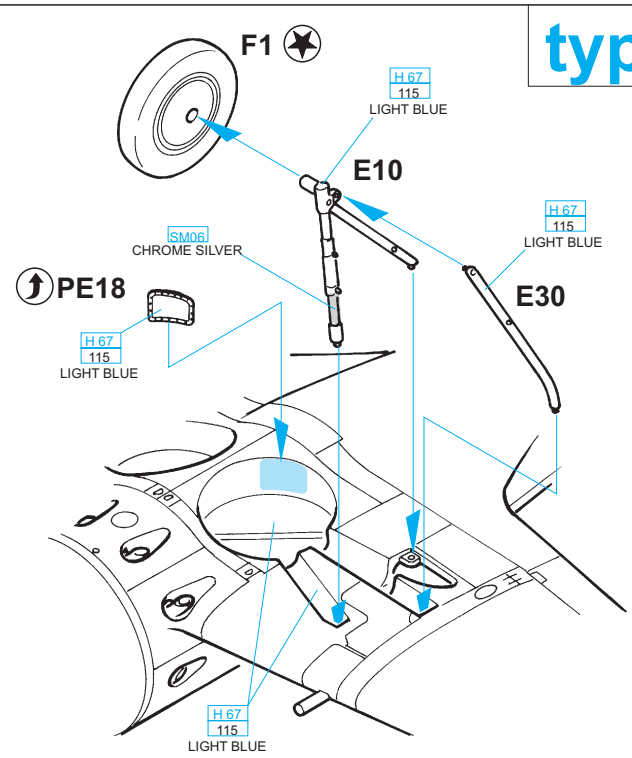
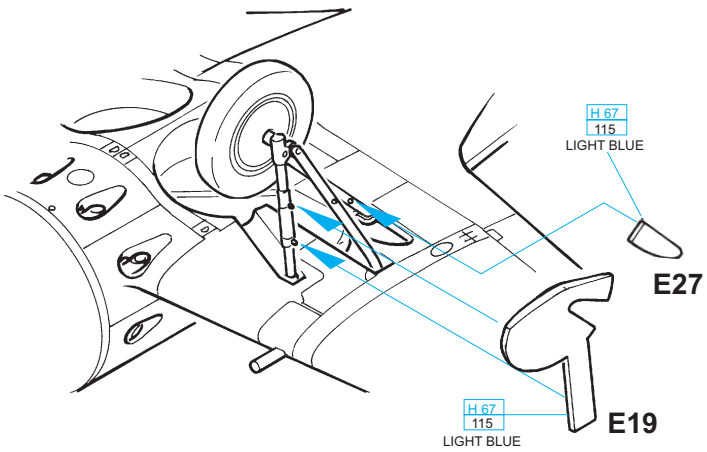
H 344
RUST
E18
typ 10


F8
F14

typ 10,17


F1
H 67
115
LIGHT BLUE
E10
H 67
115
LIGHT BLUE
SM06
CHROME SILVER
E30
PE18
H 67
115
LIGHT BLUE
H 67
115
LIGHT BLUE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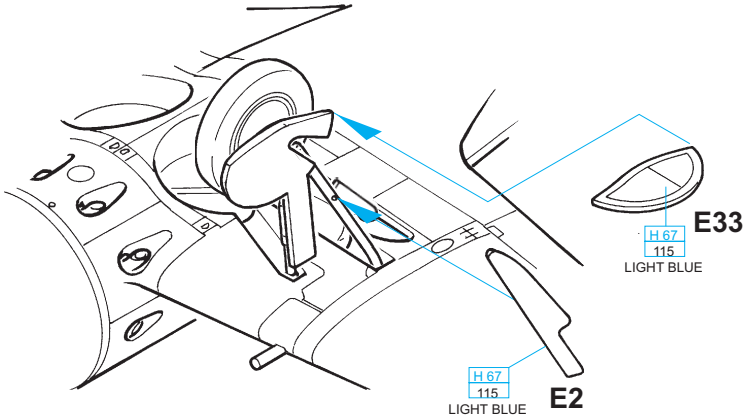
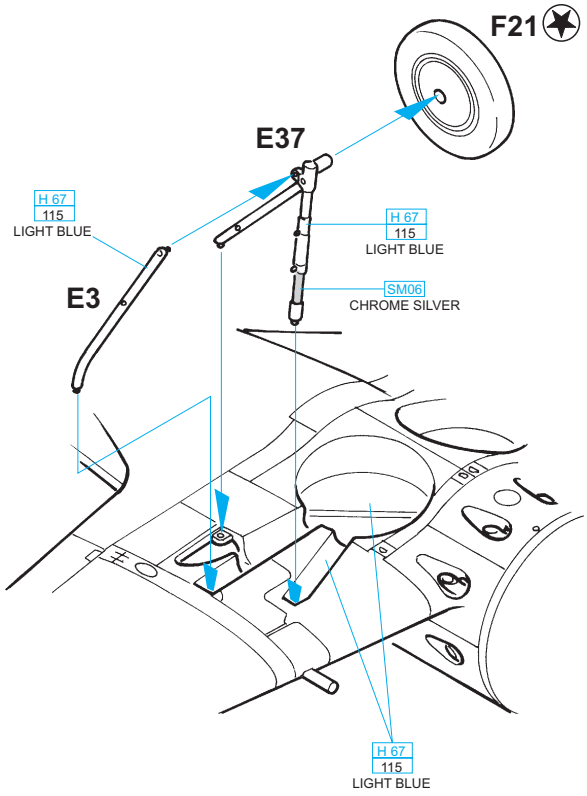
115
LIGHT BLUE
E27
H 67
115
LIGHT BLUE
E19


H 67
115
LIGHT BLUE
E33
H 67
115
LIGHT BLUE
E2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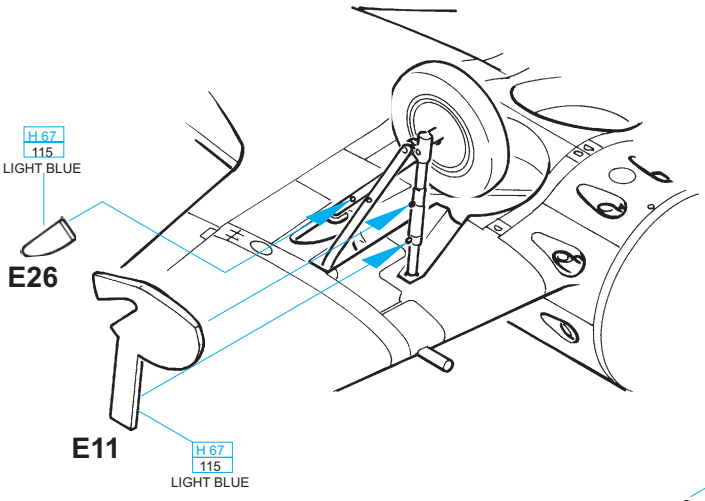
115
LIGHT BLUE
H 67
115
LIGHT BLUE
E3
SM06
CHROME SILVER
H 67
115
LIGHT BLUE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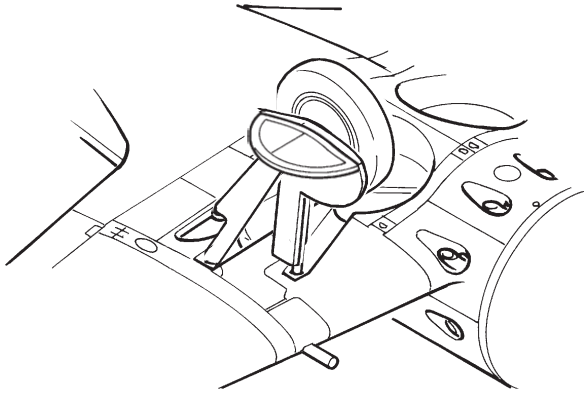
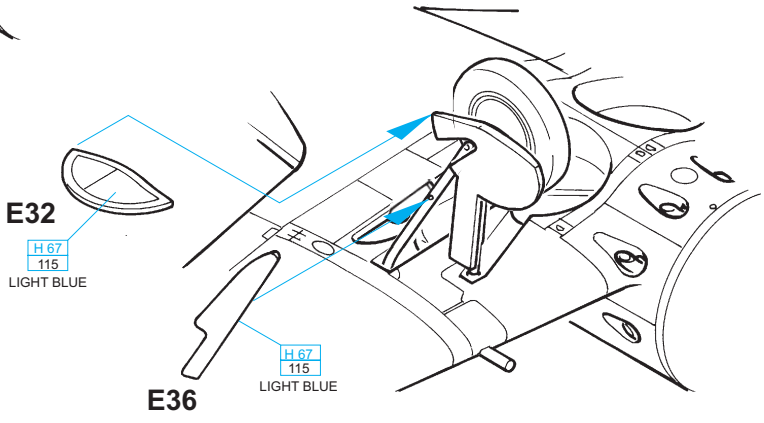
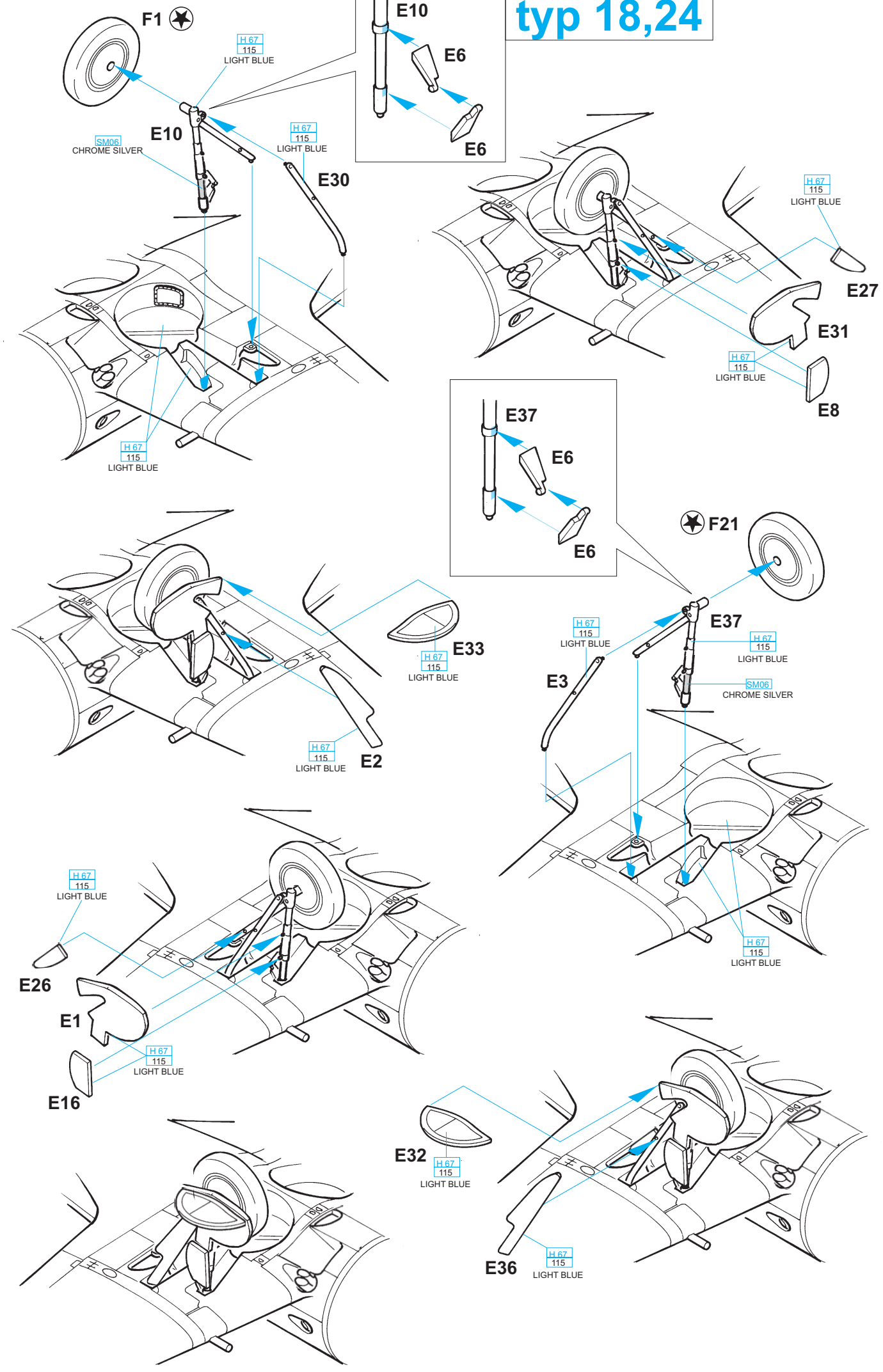
E26
E11
H 67
115
LIGHT BLUE




E32
H 67
115
LIGHT BLUE
H 67
115
LIGHT BLUE
E36

typ 18,24


F1
H 67
115
LIGHT BLUE
E10
SM06
CHROME SILVER
E30
E6
E27
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E8
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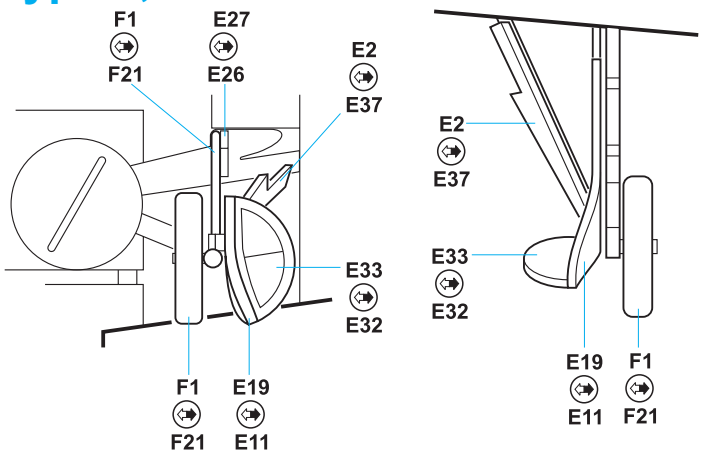
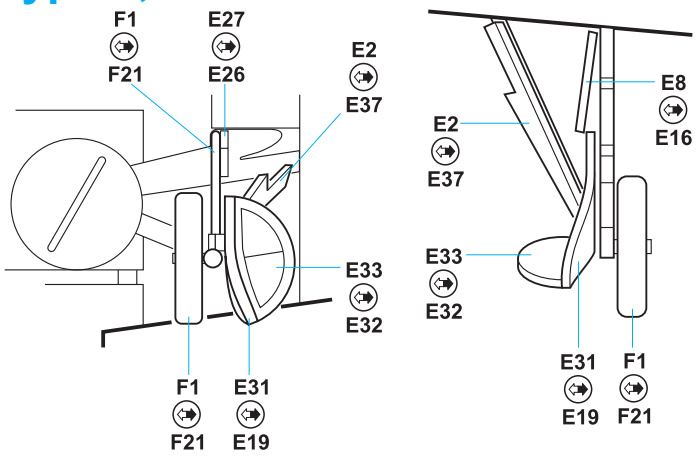
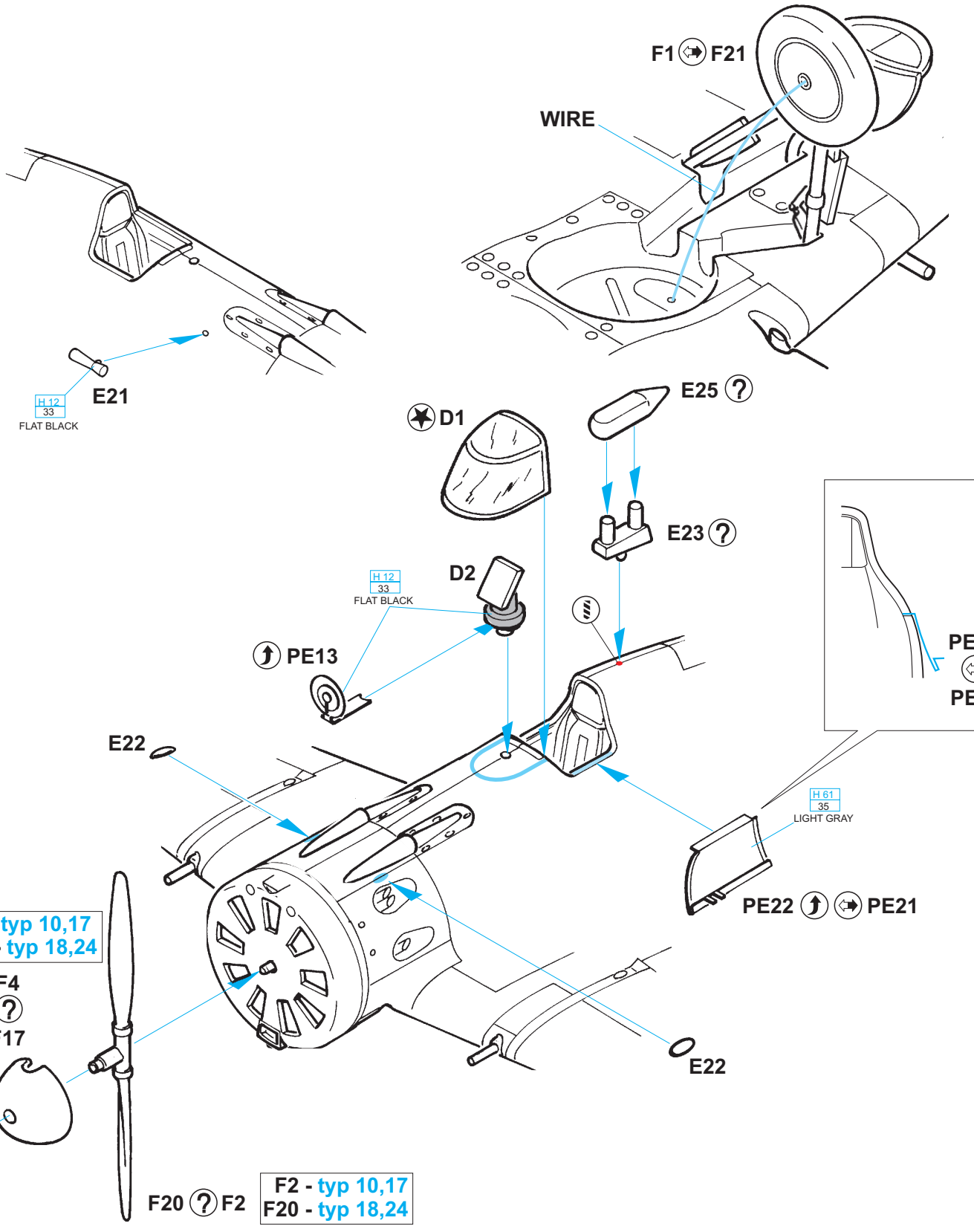
E3
E26
E1
E16
E32
E36

typ 10,17



typ 18,24

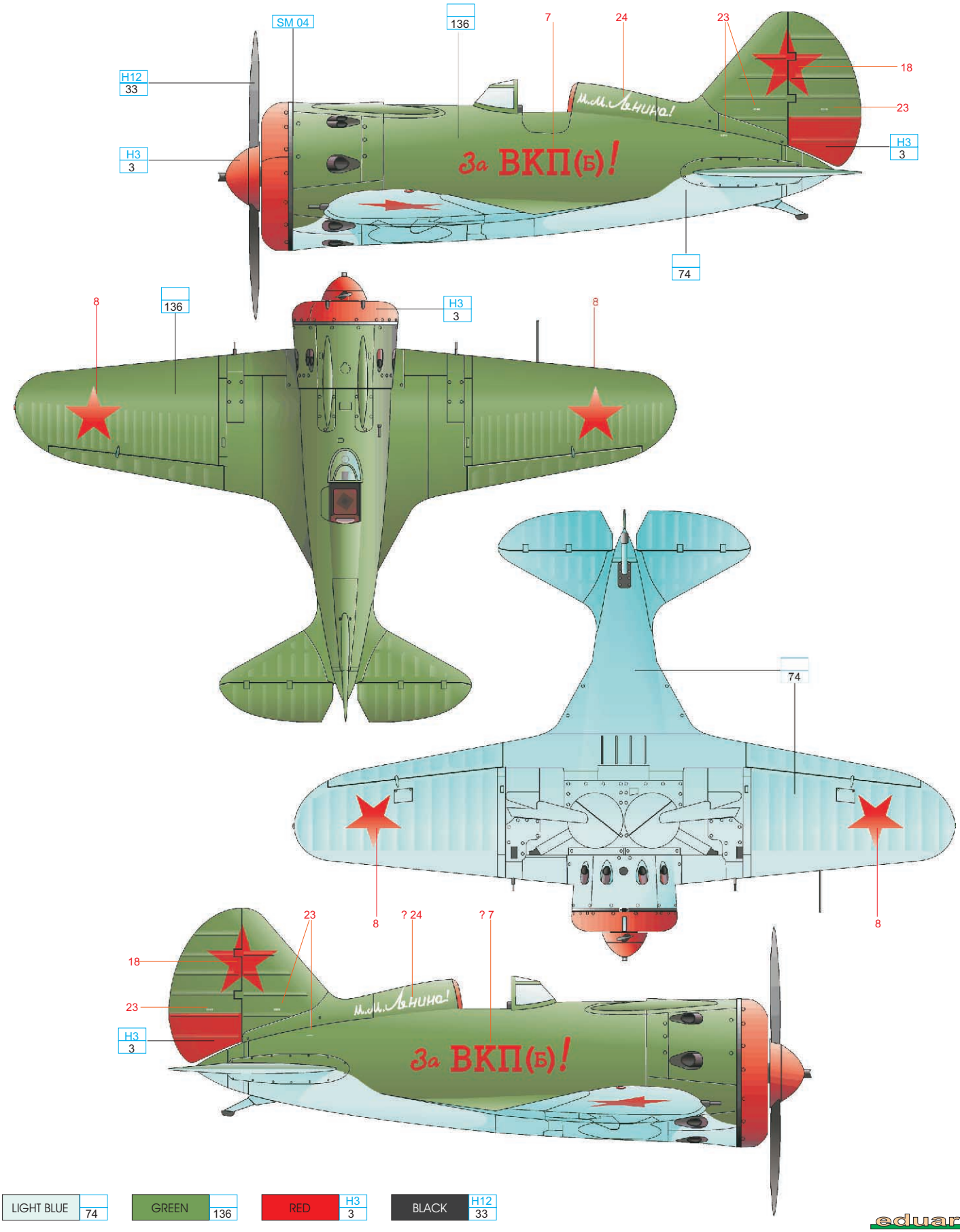




A - I-16 type 10,VVS,Generalmajor Ivan A. Lakeyev, 1941

Ivan Alexeyevitch Lakeyev was member of the first group of the Soviet pilots, arriving to Spain in November 1936. Flying I-16 type 5, he became one of the highest scoring aces in Spanish Civil War, when 10 individual kills are reported on his score. However, some sources say about 12 individual and 16 group kills in Spain. Leaving Spain in August 1937, he was awarded by Gold Star of the Hero of the Soviet Union. He scored again over Chalkin-Gol, shooting down at least one Japanese aircraft. Again, some sources (PKR 44/95) know about four kills. Another three individual and four group victories are mentioned during Great Patriotic War, once again it is unsure, as just one kill is reported in other sources. Lakeyev's I-16 type 10 is nice example of high rank officer aircraft, in typical early 40's camouflage with AII Green on upper surface and AII Blue on the lower surface with distinctive red nose, highly polished steel cowling band and an ideological slogan on the fuselage. It is not know if the description was on both sides of the fuselage – most probably not. This aircraft was based with 46th IAP at Vasilkov airfield. Note this was a VIP aircraft, very carefully maintained, kept clean and polished, in perfect condition. It should be a disappointment for heavy weathering lowers, but be careful with pre-shading and other weathering tricks, guys.

Ivan Alexejevič Lakejev byl členem první skupiny sovětských letců, která dorazila do Španělska v listopadu 1936. Na svém I-16 typ 5 se stal s 10 sestřely jedním z nejúspěšnějších stíhačů Španělské občanské války. Některé zdroje ovšem udávají 12 sestřelů individuálních a dalších 16 ve skupině. Lakejev odjel ze Španělska v srpnu 1937, a byl vyznamenán Zlatou hvězdou Hrdiny SSSR. Později bojoval nad Chalkin-Golem, kde je mu připisován další sestřel. Některé zdroje ovšem uvádějí sestřely čtyři, jiné žádné sestřely v sovětsko-japonském konfliktu neuvádějí. Během Velké Vlastenecké Války dosáhl dalších tří individuálních a čtyř skupinových sestřelů. Opět, již tradičně, jsou v podkladech rozpory, a bývá uváděn jen jeden sestřel během VVV. Lakejevův I-16 typ 10 je pěknou ukázkou osobního stroje vysokého důstojníka VVS. Typická sovětská kamufláž ranných čtyřicátých let s horními plochami v AII zelené a spodními v AII modré je doplněna červenými doplňky, vysoce vyleštěným ocelovým páskem kapoty motoru a ideologickými hesly na bocích trupu. Není jisté, zda tato hesla byla i na druhé straně trupu – pravděpodobně ne. Stroj byl ve stavu 46.IAP na letišti Vasilkov. Byl velmi pečlivě ošetřován a udržován v perfektním stavu. To bude možná zklamáním pro milovníky výrazné patiny – nicméně je to naleštěný generálský stroj, proto buďte opatrní s preshadingem a dalšími patinovacími triky, pánové.



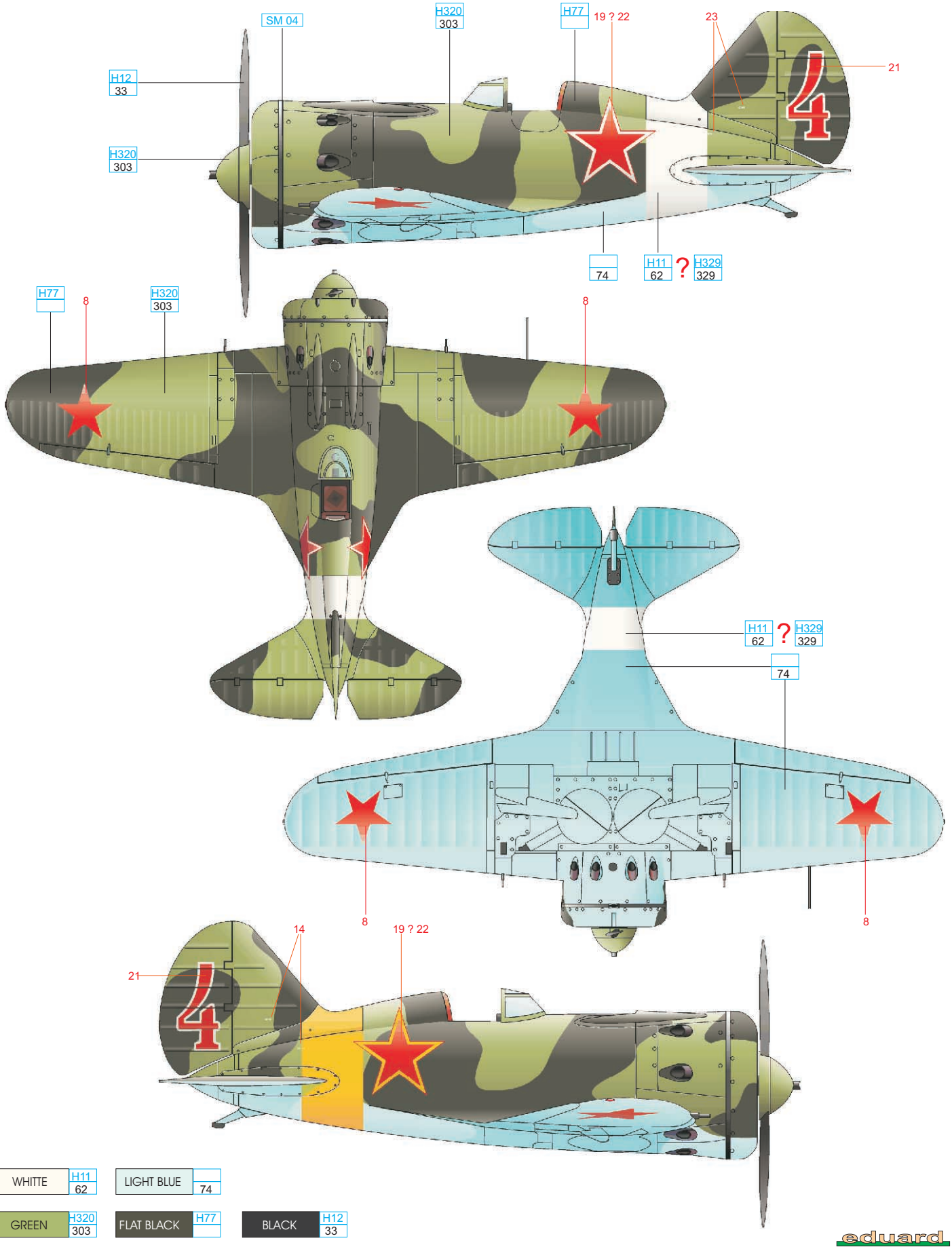
LIGHT BLUE	74	GREEN	136	RED	H3 3	BLACK	H12 33

eduard

B - I-16 type 10, VVS, an unknown unit, Leningrad area, 1944

Some I-16 survived amazingly long time, like this red four. This is a bit enigmatic aircraft, not so much is know about its curriculum vitae or its pilot. It is know what it served as a squadron hack with unknown unit somewhere on the north sector of the front. The aircraft wore typical early GPW camouflage scheme with AII Green and AII Black (AMT-6) on upper surface and AII Blue on lower surface. The marking is sometimes reported as yellow strip and yellow bordered red stars. It is possible, but uncertain. More likely the strip was somewhat faded white, as well as the star border.

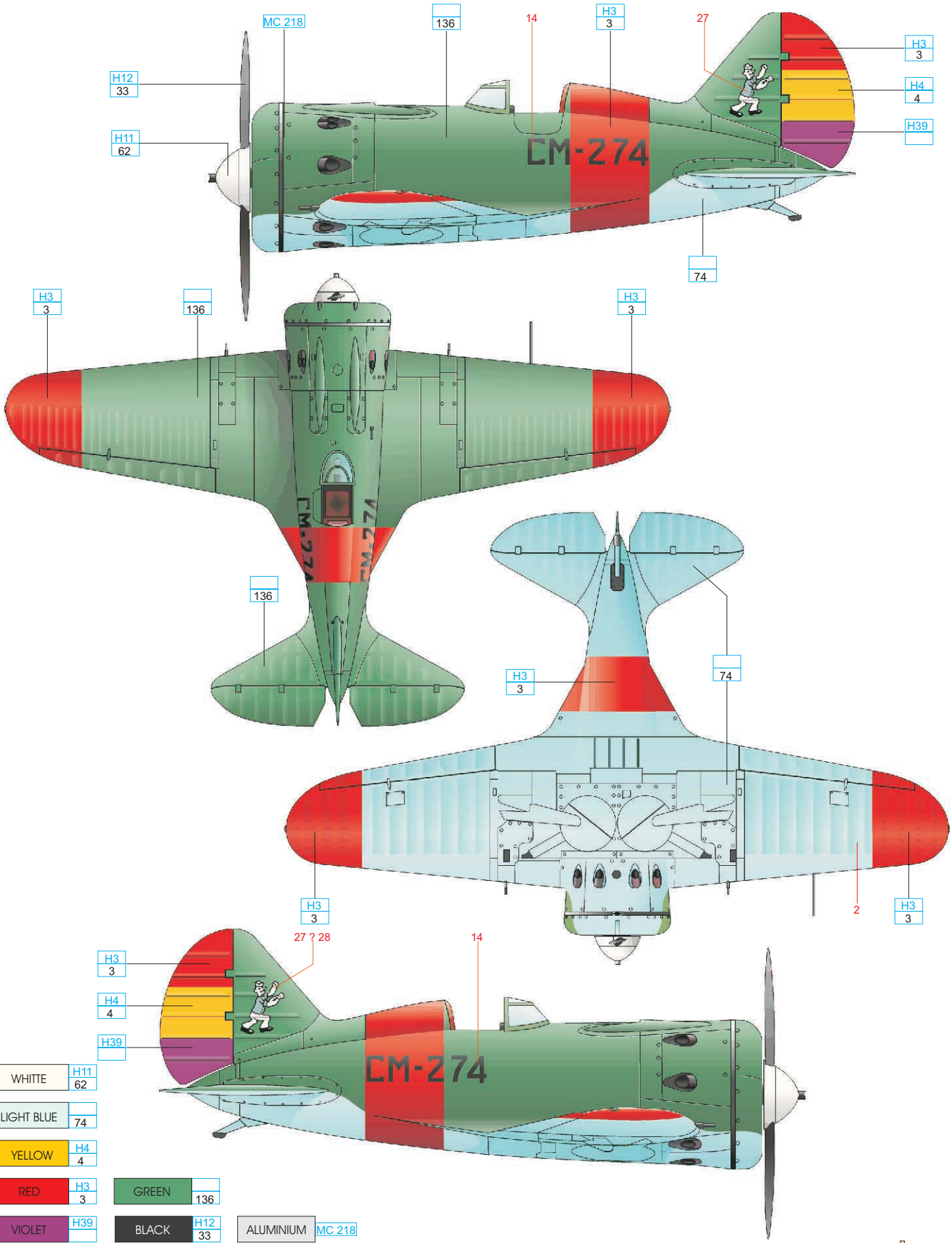
Některé I-16 přežily překvapivě dlouho, jako tato červená čtyřka. Je to poněkud záhadný letoun, nesou o něm známé žádné podrobnosti. Předpokládá se, že sloužil jako spojovací stroj, nebo stroj pro kondiční létání, u některé jednotky v severním sektoru fronty v roce 1944. Zbarvení je typické pro první polovinu Velké Vlastenecké Války, horní plochy jsou v AII zelené a AII černé (AMT-6), spodní v AII modré. Pruh před ocasem je někdy udáván jako žlutý, stejně jako lem rudých hvězd na trupu. Je to možné, ale krajně nejisté. Pravděpodobnější je interpretace pruhu i lemu hvězd v poněkud zašlé bílé barvě.



C - I-16 type 10, Spanish Republican Air Force, 1938

The I-16 became famous thanks mainly due to its important contribution in Spanish Republican service during the Spanish Civil War of 1936-1939. First I-16 Types 5s, so-called Moscas, were supplied from the USSR as early as 1937. More modern and heavier armed Type 10s were received in late 1938. CM-274 was assigned to the 4th Escadrille. The aircraft wears the typical Republican camouflage and markings of Russian green, with red stripes and tricolor bands on the rudder.

I-16 se proslavila díky svému nasazení ve službách Španělského republikánského letectva během Španělské občanské války v letech 1936-1939. První I-16 typ 5 dorazily do Španělska již v roce 1937. Modernější a lépe vyzbrojené I-16 typ 10 byly dodány ve druhé polovině roku 1938. Tato CM-274 sloužila u 4. escadrilly Republikánského letectva. Stroj nese typické zbarvení zelenou barvou, s červenými pruhy na trupu a křídlech a trikolórou na směrovém kormidle.

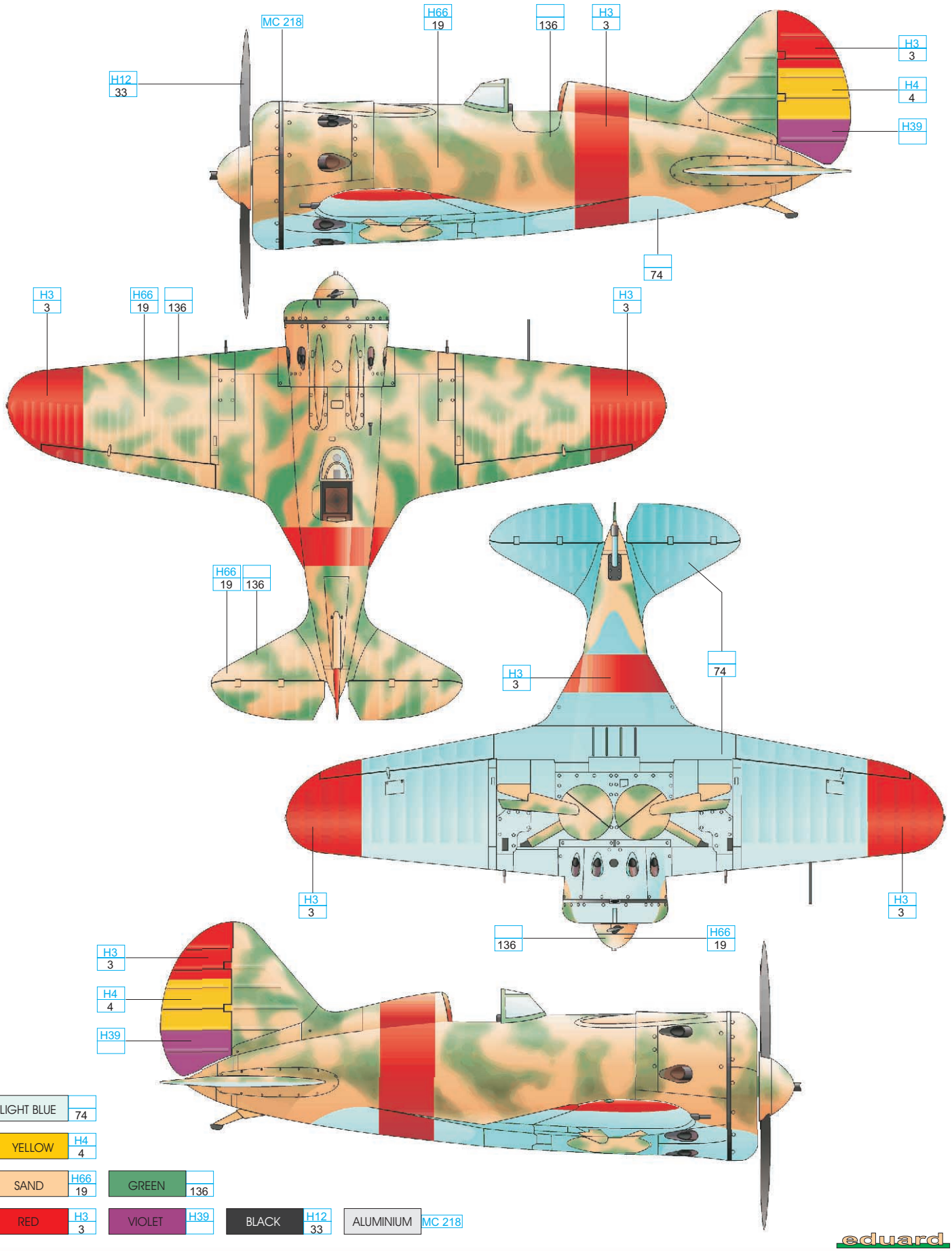


eduard

D - I-16 type 10, Spain, late 40's

Although this I-16 wore Republican markings, we suspect it belonged to the Fighter School in Moron long after the civil war, in the late forties, and it was used to portray enemy aircraft in a movie about the civil war. The aircraft wears the sand camouflage with green spots on the upper surfaces and undercarriage covers, blue on the bottom surfaces. The red fuselage stripe is of a non-standard dimension, and no service number is seen.

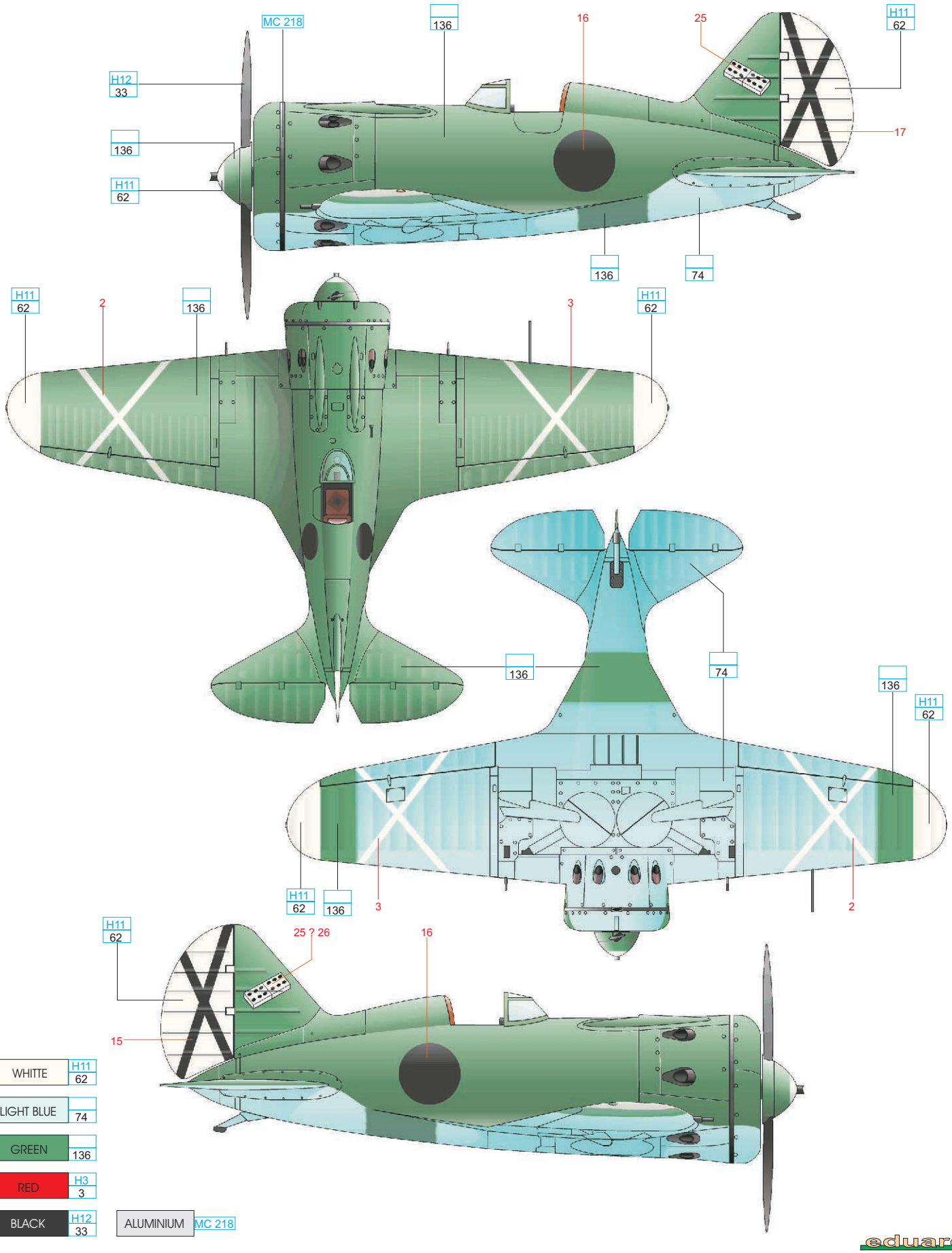
Ačkoli tento stroj nese prvky označení republikánských letadel, předpokládáme, že patřil k výzbroji Stíhací školy v Moronu ve čtyřicátých letech, dlouho po skončení občanské války. Byl pravděpodobně použit při natáčení filmu o občanské válce v roli nepřátelského stroje. Stroj nese kamufláž pískovou barvou, se zelenými skvrnami na horních plochách a podvozkových krytech, modrou zespoda. Rudý pruh na trupu má nestandardní rozměry, na trupu není ani v republikánském letectvu obvyklé trupové číslo.



E - I-16 type 10, Spanish Nationalist Force, February,1939

The I-16 Type 10 served with the Republican Air Force for a short period of time, amounting to a couple of months. A much longer career was made in the services of the Nationalist, and later Spanish, Air Force - Ejercito del Aire. This example was captured as early as in February, 1939, a month before the end of the civil war. Originally, it belonged to the 3rd Escadrille of the Republican Air Force based at Vilajuiga. The red Republican marking stripes were repainted in green, and the Nationalist insignia was added. The tail tricolor band was replaced by Spanish national insignia, used up to the present day.

I-16 typ 10 sloužily v republikánském letectvu jen krátký čas, několik měsíců. Mnohem delší kariéra je čekala v nacionalistickém, později Španělském letectvu – Ejercito del Aire. Tento stroj byl ukořistěn již v únoru 1939, zhruba měsíc před ukončením bojů. Původně patřil ke 3. escadrille na základně v Vilajuiga. Rudý republikánský marking byl přetřen zeleně, bylo doplněno nacionalistické výsostné označení a trikolóra na směrovce byla nahrazena dodnes používaným výsostným označením.



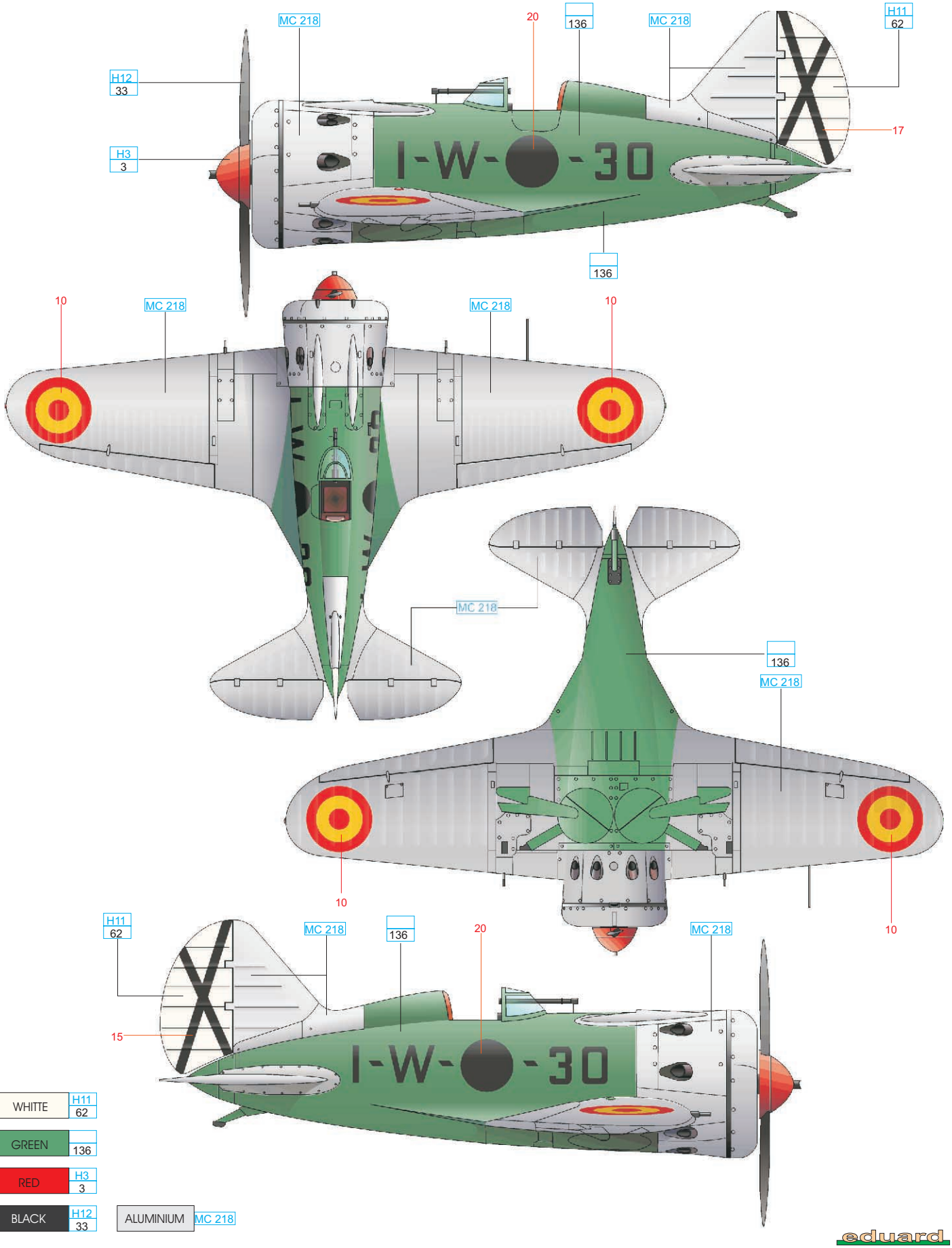
WHITE	H11	62
LIGHT BLUE		74
GREEN		136
RED	H3	3
BLACK	H12	33
ALUMINIUM	MC 218	

eduard

F - I-16 type 10, Spanisch Air Force, 1945

Many, perhaps most, I-16 Type 10s survived the civil war, and served in the Spanish Air Force for an extraordinarily long time, up to the early fifties. This colorful aircraft was flown by the 26th Grupo in 1944-1945. The lighter areas engine cowling and the tail unit, were probably matt silver, perhaps grey. The wings may have been in the same shade, or green, consistent with the fuselage.

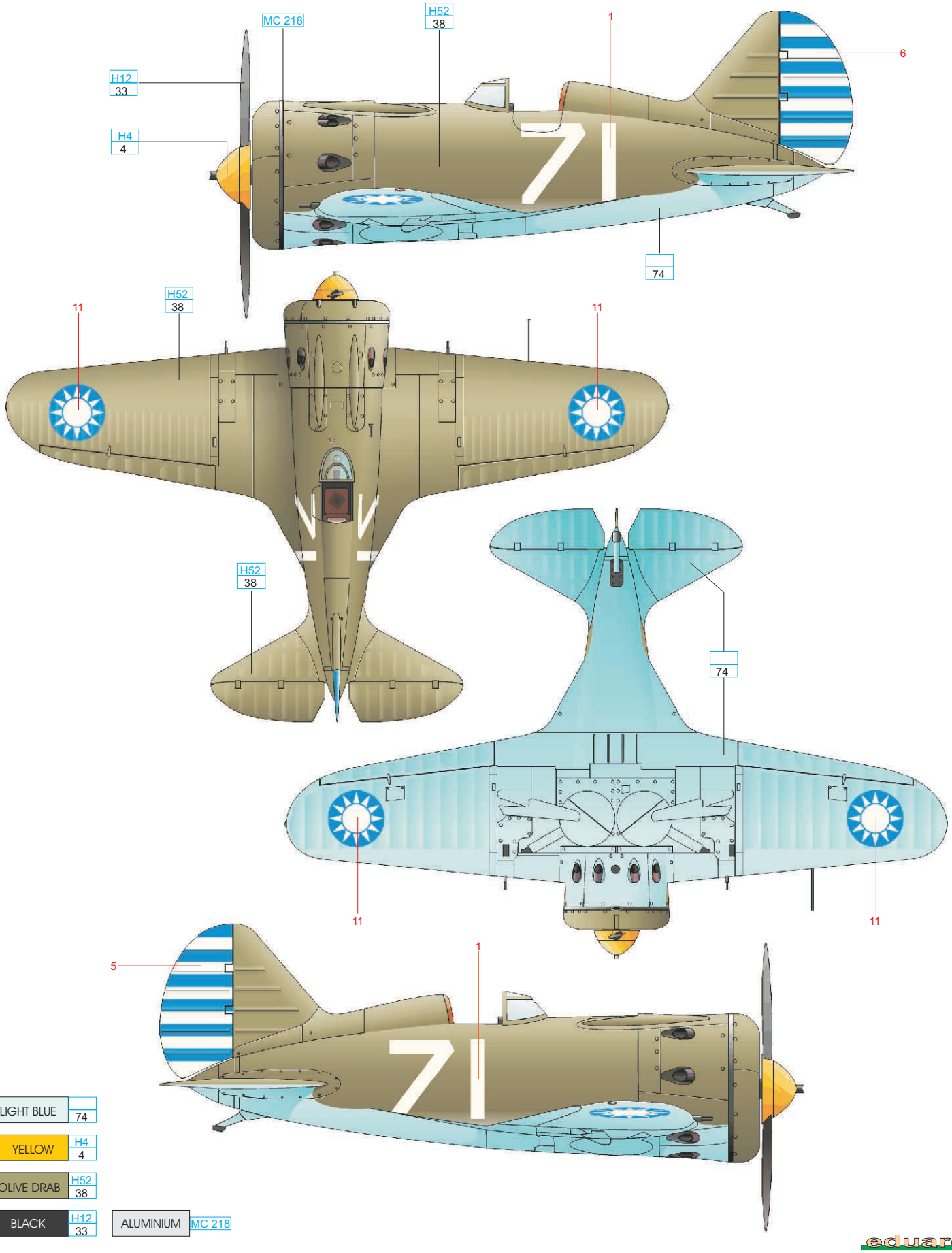
Mnoho, možná je lépe říci většina, I-16 typ 10 přežila občanskou válku a sloužila ve španělském letectvu až neuvěřitelně dlouhou dobu, do ranných 50. let. Tento velmi pestře zbarvený stroj sloužil u 26.skupiny v letech 1944-1945. Světlé plochy na trupu – motorový kryt a ocasní plochy, byly pravděpodobně stříbrné, možná ale také světle šedé. Rovněž tak křídlo, které ovšem mohlo být i zelené, stejně jako zbývající plochy trupu.



G - I-16 type 10, Chines Air Force,1939

Another country, to which the I-16 was supplied, was China. The USSR supplied a lot of military material to China in the late thirties. Along with such war material, the Soviets also supplied army and air force specialists, and as such, many Chinese I-16s were flown by Russians.

Další zemí, do které byly dodány I-16, byla Čína, do které ve třicátých letech směřovala rozsáhlá sovětská vojenská pomoc. Spolu se stroji přišli do Číny i sovětští vojenští odborníci, takže mnoho čínských I-16 i jiných letadel bylo pilotováno ruskými piloty.



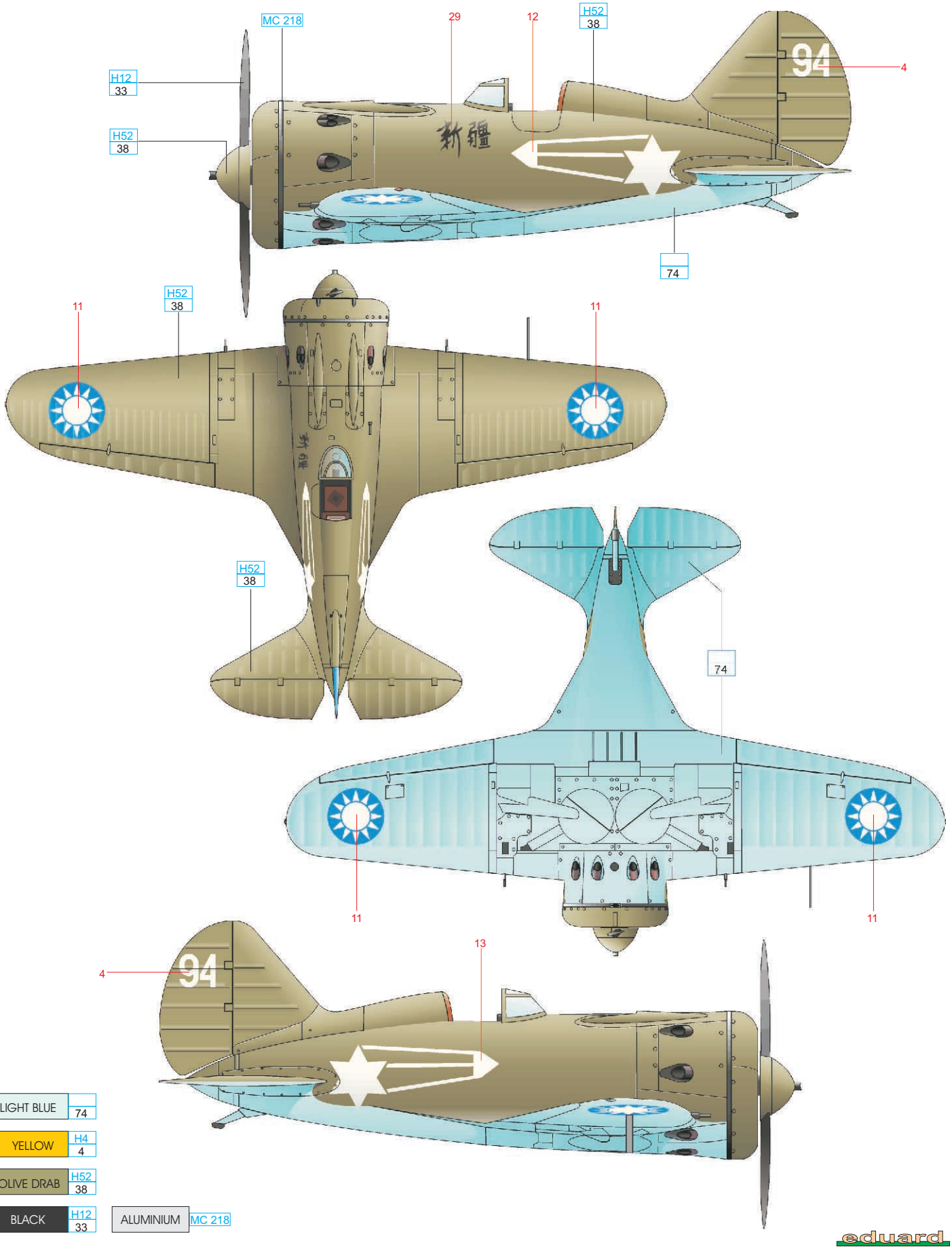
LIGHT BLUE		74
YELLOW	H4	4
OLIVE DRAB	H52	38
BLACK	H12	33
ALUMINIUM	MC 218	

eduard

H - I-16 type 10, China, 1941

Another Chinese I-16 wore the markings of the forces of Sheng Shin-tsai, a warlord and Soviet follower in the Eearly forties. His forces operated in Hsinkiang province, close to the Kazakh border.

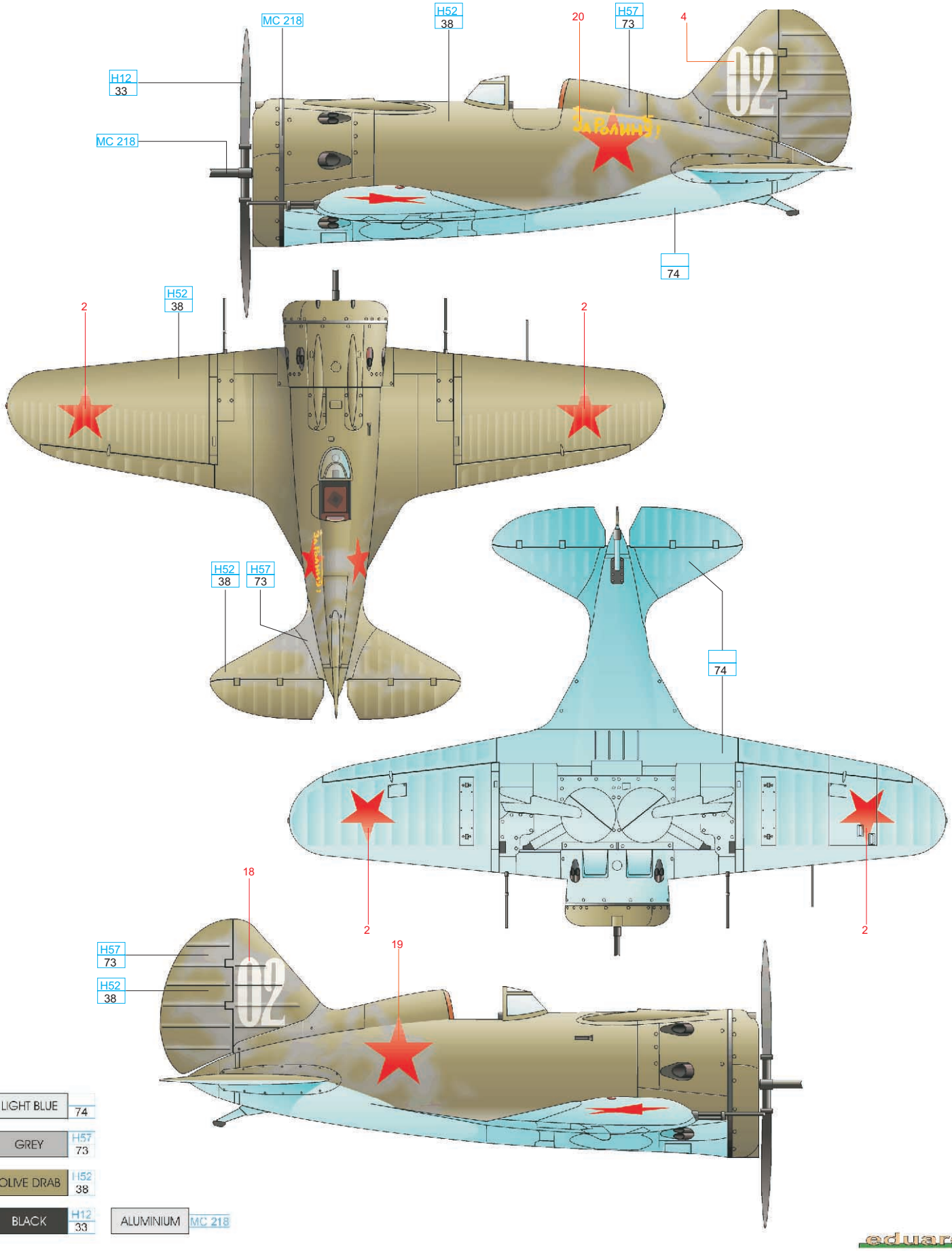
Další čínská I-16 nese marking jednotek válečného barona Šeng Šin-caje, na začátku 40. let sovětského spojence. Jeho jednotky operovaly v oblasti poblíž Kazachstánských hranic.



I - I-16 type 17,VVS, 84, IAP, South Caucasus, 1942

This cannon armed Type 17 wore an interesting camouflage scheme, incorporating sprayed on white or light grey snakelines on the basic standard green upper camouflage color. The light snakelines are seen just on the rear fuselage. It is believed this aircraft was flown by A.Khudiakov of the 84.IAP (Fighter Air Regiment) in the South Caucasus area in 1942. An interesting detail is, that there were two 84th IAPs in the VVS. The 84.IAP was equipped with I-153 Chaika biplanes, and it was decomissioned in December, 1942. The 84 “A” IAP came later, and was renamed 101.GIAP (Guard Fighter Air Regiment) on July 17, 1943. This regiment used I-16s of various versions up to 1943.

Tato I-16 typ 17 s kanónovou výzbrojí nese zajímavou kamufláž, tvořenou světlými, zřejmě bílými nebo šedými hady, nastříkanými na standardní zelený nátěr horních ploch. Hadovitá kamufláž je patrná jen na zadní části trupu. Předpokládá se, že tento stroj pilotoval A. Kudjakov, příslušník 84. IAP (Stíhací letecký pluk) v oblasti Jižního Kavkazu v roce 1942. Zajímavým detailem je, že existovaly dva pluky tohoto čísla. Původní 84. IAP byl vyzbrojen dvouplošníky I-153 Čajka, a byl zrušen v prosinci 1942. 84 „A“ IAP byl později, 17. července 1943, přejmenován na 101. GIAP (Gardový stíhací letecký pluk). Tento pluk používal I-16 různých verzí až do roku 1943.

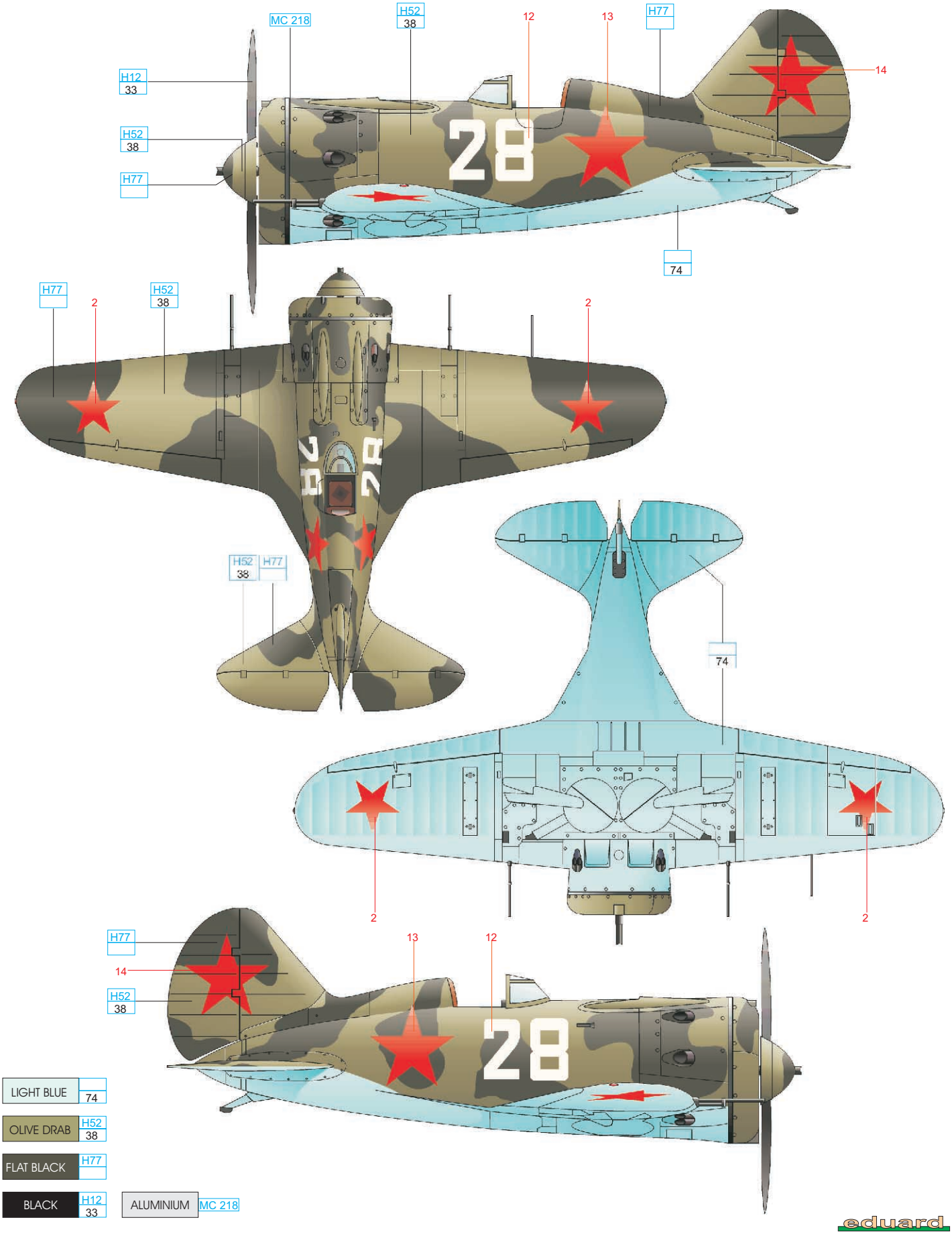


eduard

J - I-16 type 17, VVS, 4.GIAP KBF, Spring 1942

This cannon armed Type 17 wore the standard 1942/43 two tone camouflage scheme on the upper surfaces. A large, white fuselage number was often seen in the Leningrad area in 1942. It is assumed that this aircraft was flown by 2nd Lieutenant Mikhail J. Vasiliev, a member of the 4. GIAP KBF (Guards Fighter Air Regiment, Baltic Fleet) in the spring of 1942. M. J. Vasiliev was credited with 22 kills (6+16 shared).

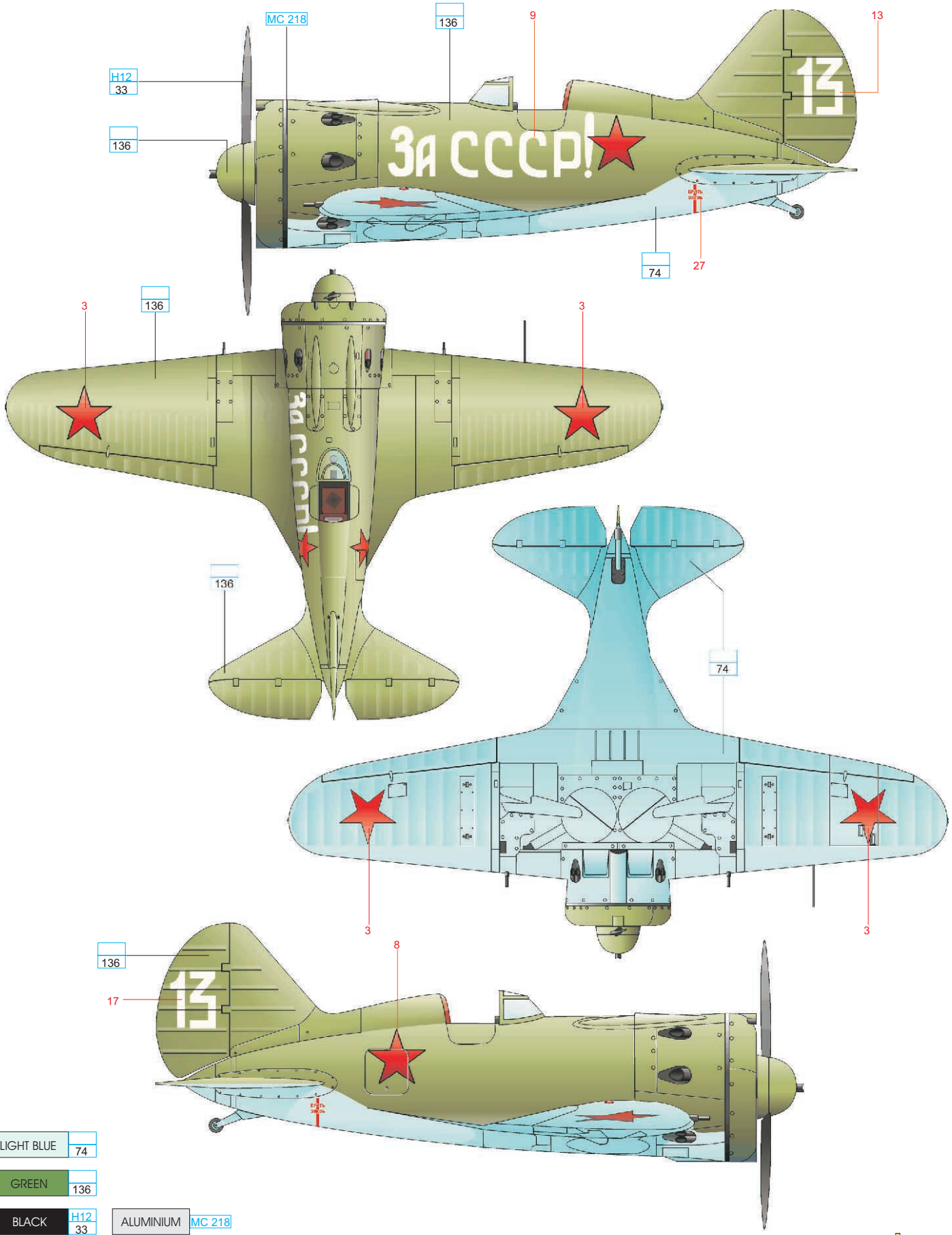
Tato I-16 typ 17 s kanónovou výzbrojí nese standardní dvoutónovou kamufláž let 1942-1943. Velké trupové číslo bylo obvyklé v roce 1942 v oblasti Leningradu. Předpokládáme, že tento stroj pilotoval poručík Michal J.Vasiljev, příslušník 4. GIAP KBF (4. Gardový stíhací letecký pluk Baltické Flotily) na jaře 1942. M. J. Vasiljev měl na svém kontě 22 sestřelů (6+16 ve skupině).



K - I-16 type 18, VVS, 72.SAP, Northern Fleet, Summer, 1941

There were a couple of I-16s with interesting fuselage inscriptions within 72.SAP (Mixed Air Regiment) service in the summer of 1941. The 72.SAP protected the northern sea route to the USSR, which was extremely important for future British and US lend-lease supplements to the country. The 72.SAP was commanded by famous Soviet naval ace Boris F. Safonov. It is often written, that this aircraft was flown by Lieutenant or Sergeant S. G. Surzhenko, but no pilot with this name has yet been identified.

U 72. SAP (Smíšený letecký pluk) Severní flotily sloužilo v létě 1941 několik I-16 s vlasteneckými nápisy na bocích trupů. Úkolem 72. SAP byla ochrana severních námořních cest a přístupů do severních přístavů, což bylo velice důležité pro budoucí dodávky materiálu z Velké Británie a USA. Velitelem pluku byl slavný sovětský námořní pilot Boris F. Safonov. V literatuře se lze často dočíst, že pilotem tohoto stroje byl poručík nebo seržant S. G. Surženko. Není ale jisté, zda pilot s podobným jménem vůbec existoval.

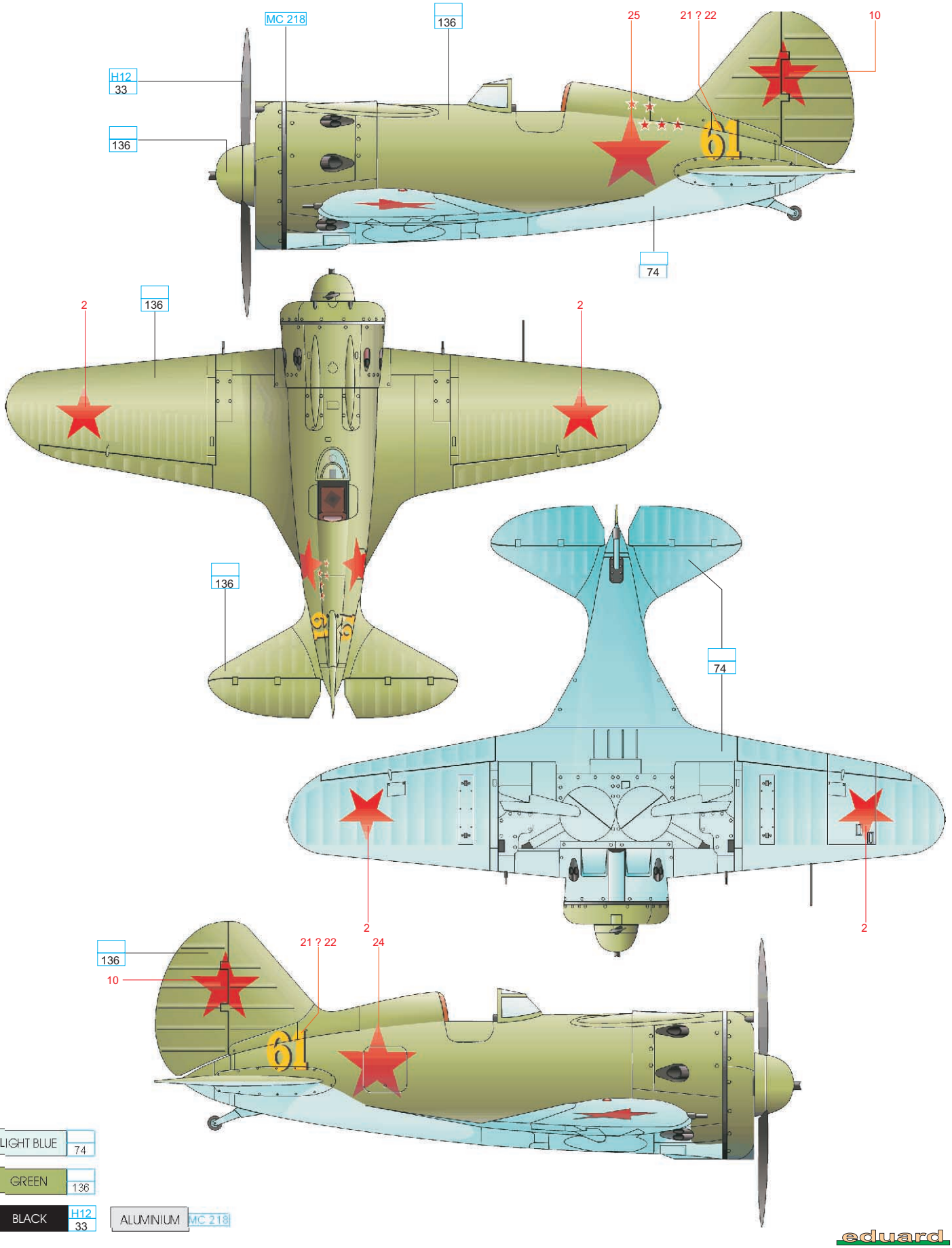


eduard

L - I-16 type 18,VVS, 286.IAP, Leningrad area, Spring 1942

This I-16 Type 18 served with the 286.IAP (Fighter Air Regiment) in the Leningrad area in the spring of 1942. The aircraft was flown by 2nd Lieutenant Alexey Gerasimovith Tatarchuk. A.G.Tatarchuk was an ace with 9 kills (7+2 shared). He was later a member of the 11.GIAP (Guard Fighter Air Regiment), when the 286.IAP was withdrawn from the list of the VVS units for heavy loses.

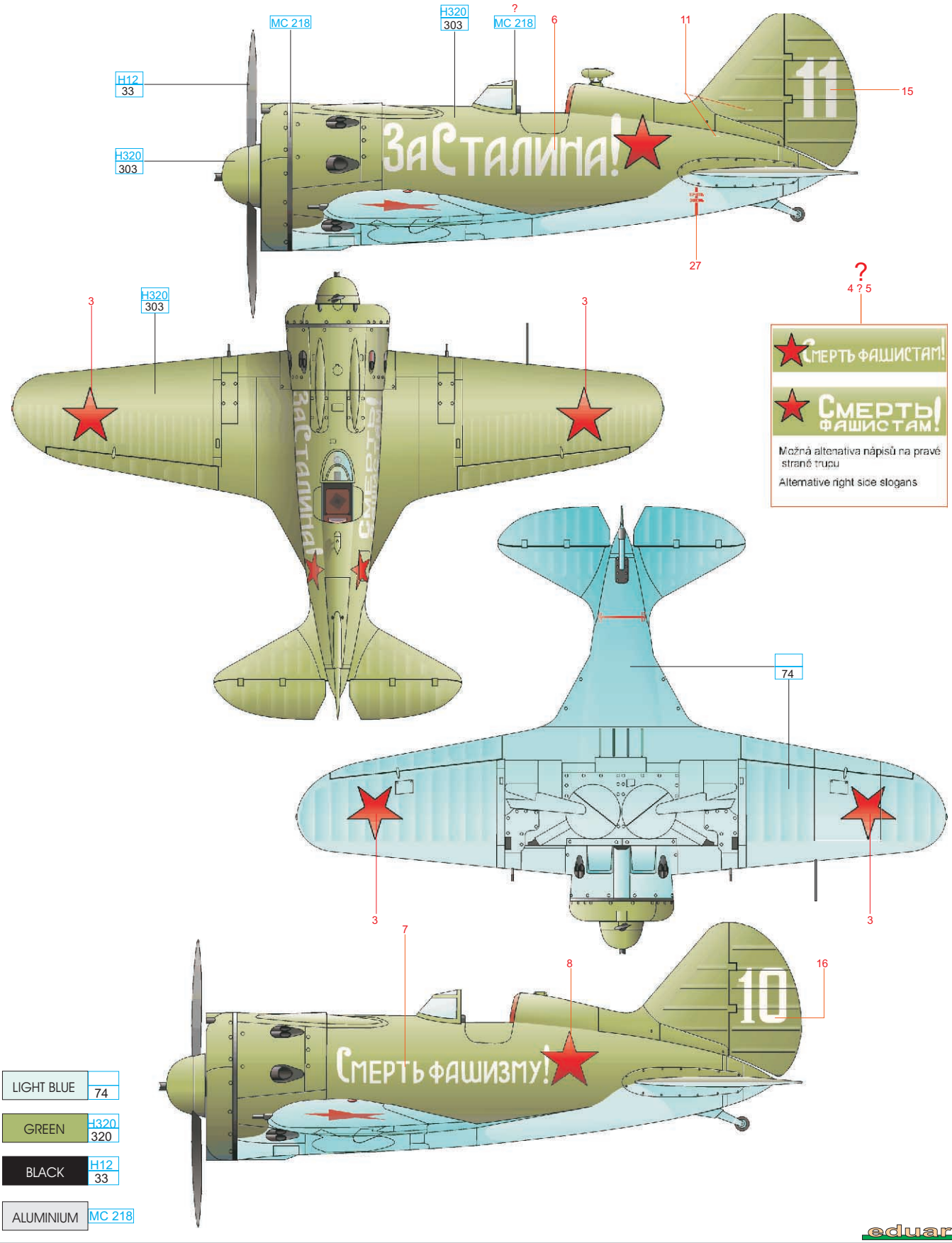
Tato I-16 typ 18 sloužila na jaře 1942 u 286. IAP (Stíhací letecký pluk) v oblasti Leningradu. Pilotem byl poručík Alexej Gerasimovič Tatarčuk. A. G. Tatarčuk byl esem s devíti sestřely na kontě (7+2 ve skupině). Později byl příslušníkem 11 .GIAP (Gardový stíhací letecký pluk). 286. IAP byl v roce 1942 po utrpěných vysokých ztrátách v bojích na obranu obklíčeného Leningradu zrušen.



M - I-16 type 24, VVS, 72.SAP, Northern Fleet, Summer, 1941

Boris F. Safonov was the first pilot serving with the Soviet Navy awarded the Gold Star of the Hero of the Soviet Union during the Great Patriotic War (Sept. 16, 1941). Although this aircraft was on many occasions depicted in various books, it remains a mystery. The left side is quite clear, but the right side has been described to varying degrees. We offer you two versions of the right side slogan. However, the corresponding left side slogan, in this case, is perhaps a simple and erroneous eyewitness flashback. In our mind, there was nothing on the right side except the red star on the fuselage and the number 11 on the rudder. The mysterious slogan “SMERT FASIZMU” was actually painted on the left side of another aircraft, No. 10, which is also noted to have been flown by Safonov. There was also a third aircraft with a patriotic slogan, No. 13 “ZA SSSR!” So with that, some of the interpretation will have to be up to you.

Boris F. Safonov byl prvním pilotem Sovětského námořnictva, vyznamenaným v době Velké Vlastenecké Války Zlatou Hvězdou Hrdiny Sovětského svazu (16. září 1941). Přestože je tento stroj často zobrazován v různých publikacích, je kolem jeho podoby mnoho nejasností. Ty se týkají výhradně pravé strany trupu, kde se traduje další heslo, Smerť fašizmu! nebo Smerť fašistam! Nabízíme vám dvě varianty tohoto záhadného nápisu. Ale možná jde v tomto případě prostě o chybnou interpretaci vzpomínek pamětníků. Podle našeho názoru na pravé straně trupu nebylo nic, kromě rudé hvězdy a čísla 11 na směrovce. Nápis „SMERŤ FAŠIZMU“ byl namalován na jiném stroji, číslo 10, který měl být také pilotován B. Safonovem. Celkem jsou u této jednotky známy tři stroje s vlasteneckými hesly na boku, č. 10 SMERŤ FAŠIZMU!, č. 11 ZA STALINA!, a č. 13 ZA SSSR! Je jen na vás, pro kterou z variant se rozhodnete.

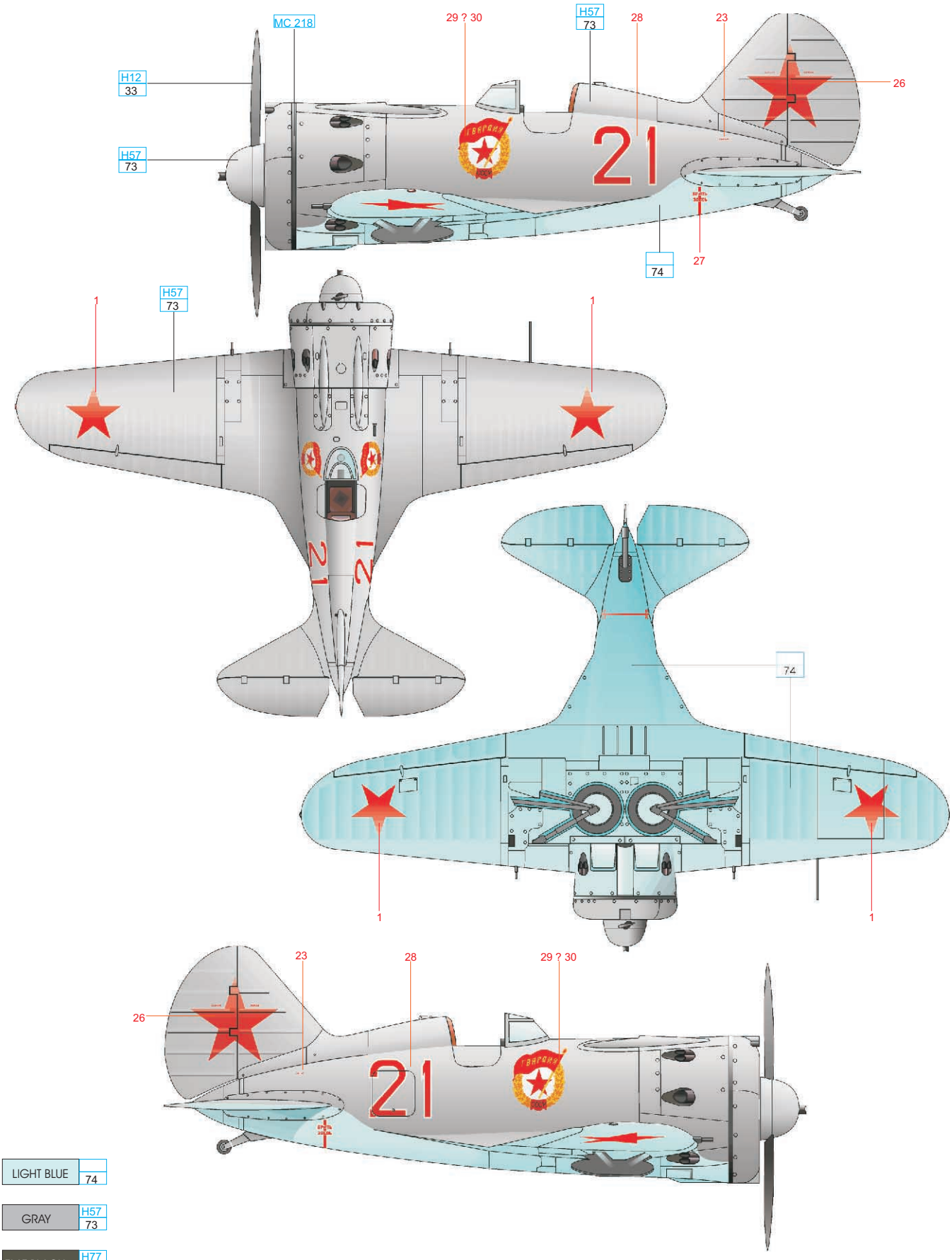


eduard

N - I-16 type 24, VVS, 4.GIAP, Baltic Fleet, Lake Ladoga, April 1941

Captain Genadij Tsokolayev is another Navy ace with 17 individual and 11 shared victories. He was awarded the Gold Star of the Hero of the Soviet Union on June 14, 1942. It is not certain, if the Guards badge was in reality painted on both sides of the fuselage. Also, the blue bottom surfaces are not definitely ascertained; it is possible the aircraft was light gray overall. Note missing undercarriage doors.

Kapitán Genadij Čokolajev je dalším námořním esem s celkem 17 samostatnými sestřely a 11 sestřely, dosaženými ve skupině. 14. června 1942 byl vyznamenán Zlatou hvězdou Hrdiny Sovětského svazu. Není úplně jisté, zda byl gardový znak namalován i na levé straně trupu. Rovněž není jisté, zda byly spodní plochy skutečně modré, je možné, že stroj byl natřen světlou šedou na všech plochách. Všimněte si chybějících krytů podvozku.



LIGHT BLUE	74
GRAY	H57 73
FLAT BLACK	H77

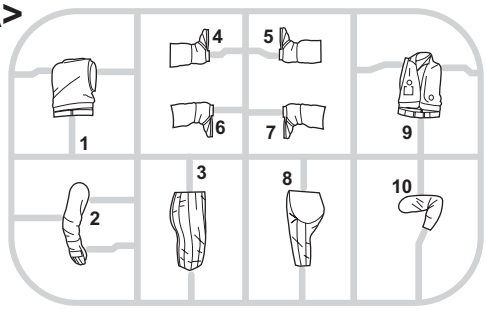
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 2	2	BLACK
H 8	8	SILVVER
H 11	62	FLAT WHITE
H 17	12	BROWN

AQUEOUS	Mr.COLOR	
H 27	44	TAN
H 44	51	FLESH
H 54	14	NAVY BLUE
H 78	12	OLIVE DRAB
H 79	39	DARK YELLOW

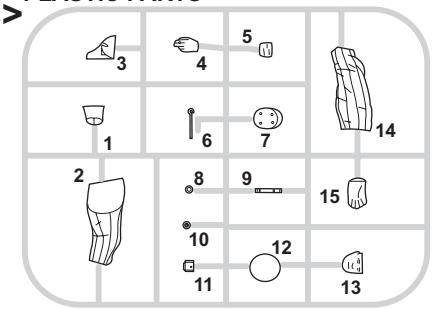
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

A>



B>

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS