

AVIATION *USK*
602 Front St., Box 97
Usk, WA 99180



Kit No. AV-1006

Polikarpov I-15 "CHATO"

A limited run, injection molded kit for experienced modelers only!

1:72 Scale



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WWII Aircraft?

- AV-1001 — Ki-115
- AV-1002 — I-152
- AV-1003 — F1M2 "Pete"
- AV-1004 — VL Myrsky II
- AV-1005 — Hawker Typhoon IB

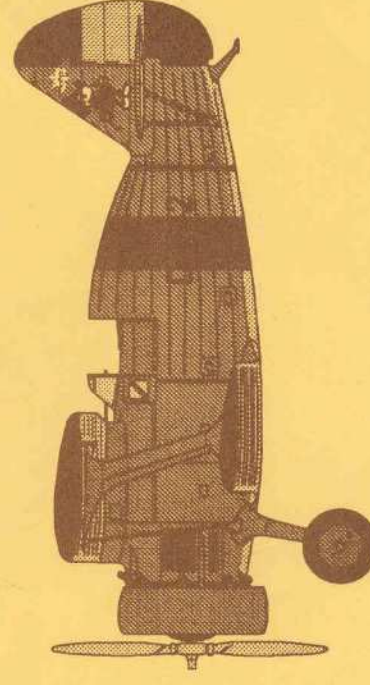
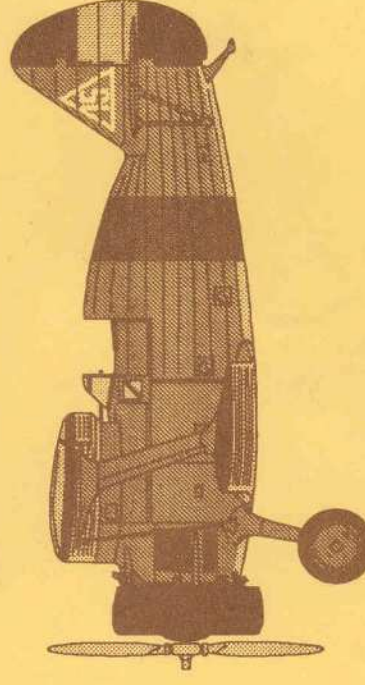
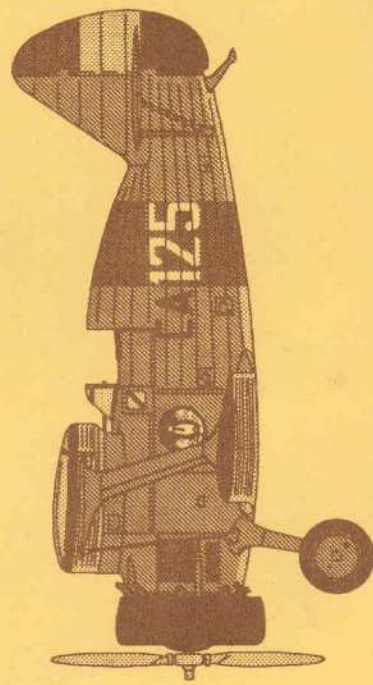
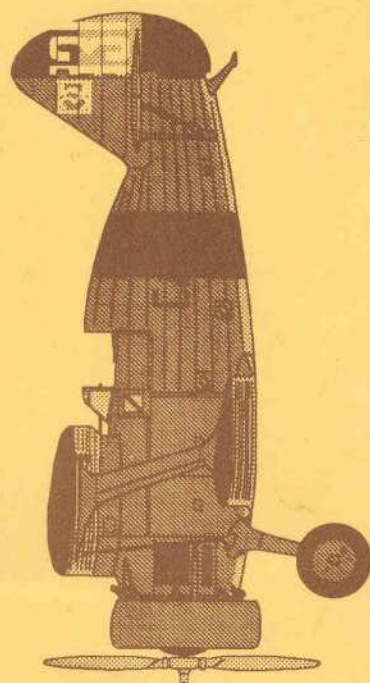
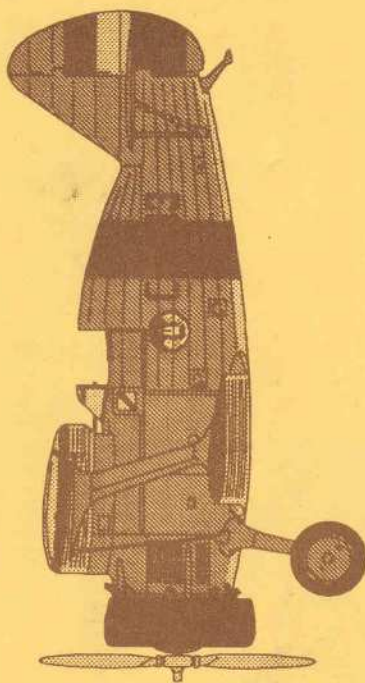
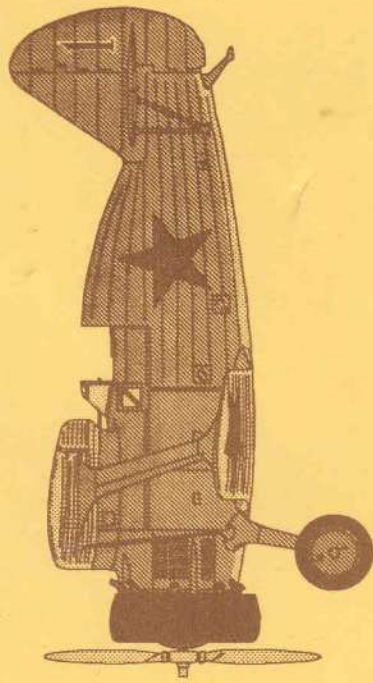
Arriving in early 1993

- AV-1007 — Kawasaki "Mary"
- AV-1008 — Heinkel HE-59

Polikarpov I-15 "CHATO"

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DECAL SHEET HAS OPTIONAL MARKING FOR TWELVE AIRCRAFT — INCLUDING THE SIX SHOWN BELOW.



NEW AVESK Decals = "Modeler's Candy"

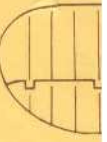
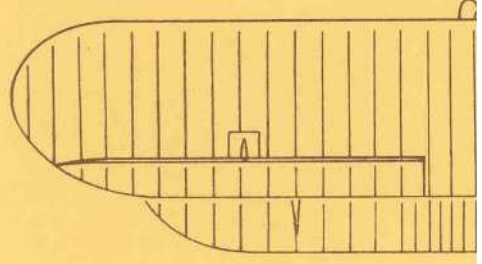
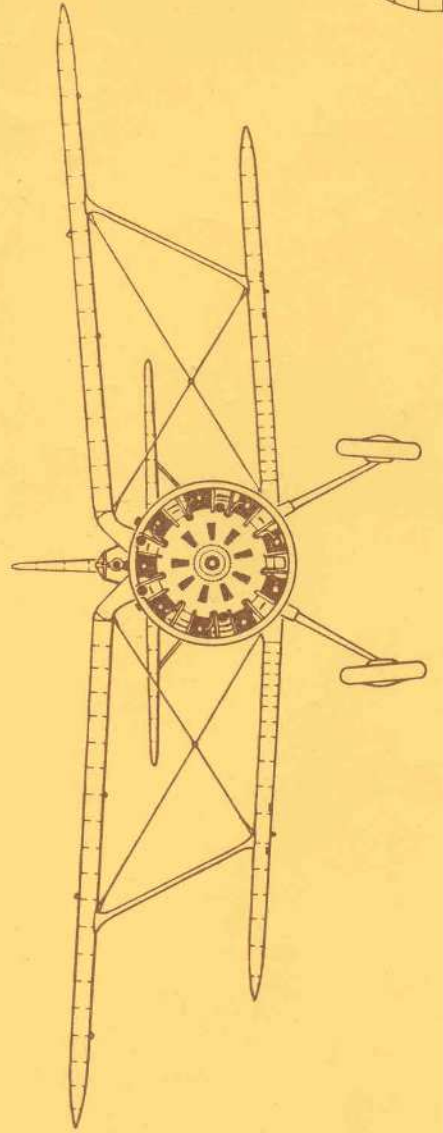
Dear Friends: Thanks again to our loyal customers! Your patience and continually encouraging attitude have helped give us the confidence to produce new and unusual products. As you may already have heard, our decals are now available and judging from the comments and repeat orders we are getting, they are apparently a success.

Below is a complete listing of available titles.

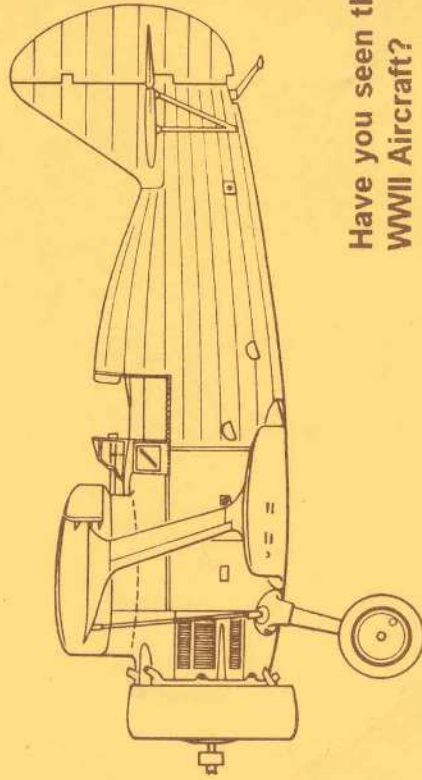
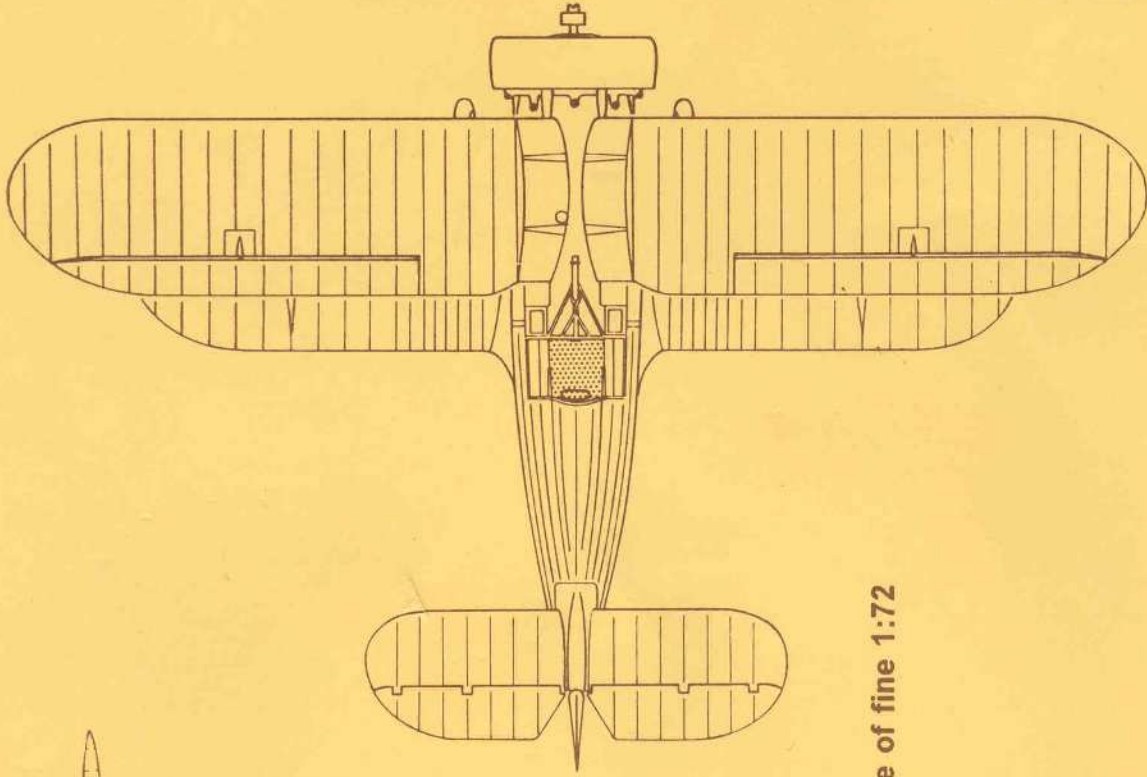
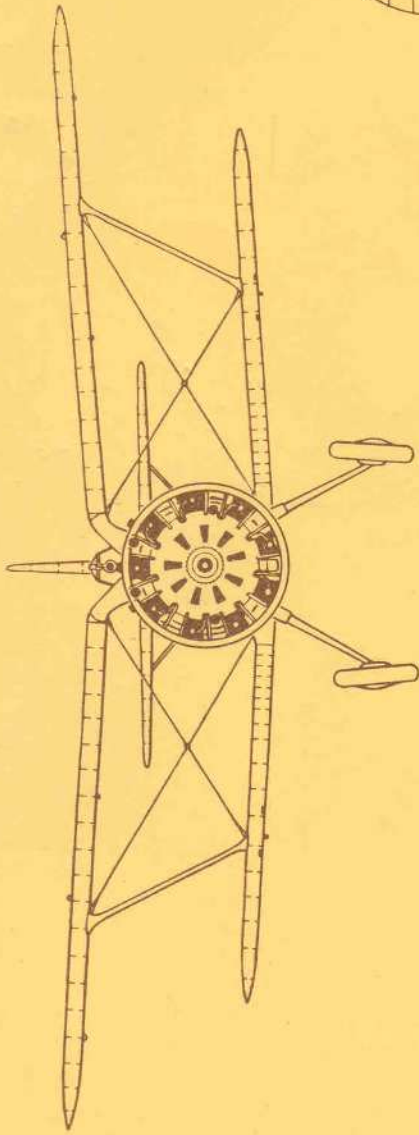
Sheet #		
7002	Canadian Spitfires: 2 MK IXs - one each from 421 sq. and 416 plus MK V from 401 sq.	1.95
7003	Finnish BF-109Gs Mt-213,214,215. These A/C were used by Aces Eino Luukkanen and Urho Lehtavara, etc.	1.95
7004	Finnish Curtiss Hawk 75A, CU-575 and CU-504	1.95
7005	Italian R.S.I. Bf-109Gs	1.95
7101	USAAF: 3 Eighth AF Mustangs - WD-B "The Duchess," ES-V "CroghanCruiser" & MC-R "Gentle Annie."	2

7102	USAAF: 3 more Eighth AF Mustangs - G4-H "U'VE HAD IT," G4-H "Missouri Armada" and G4-J "Pops Firefly."	2.75
7103	Mitsubishi "Pete": Tail codes for 2 A/C and national mks.	2.75
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7114	Yugoslav Bf-109E, Fury, Hurricane, IK-2, IK-3	2.75
7115	Polish (RAF) Mustangs PK-H, UZ-W and SZ-B	2.75
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7118	Rumanian fighters, including Hurricane, PZL-24, BF-109E, IAR-80/81	2.75
7119	Finnish Hurricane HC-452 in 1940 & 1942 schemes	2.75
7201	RAF-B-17C	3.50
7202	HE-219: G9-TH, G9-DK and D5-CL	3.50
4001	P-51 E2-V "Croghan Cruiser"	1.95
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AV-1001 — KI-115

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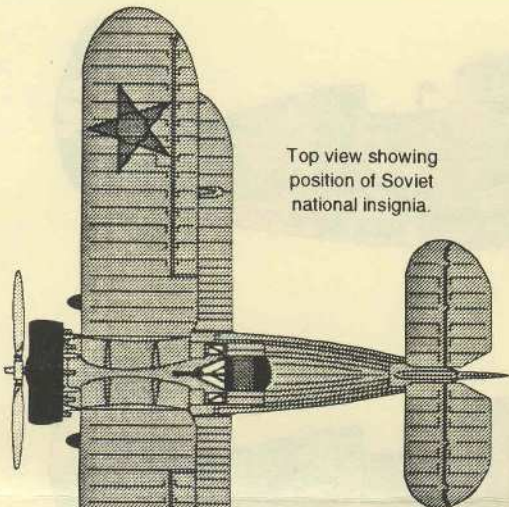
AV-1004 — VL Myrsky II

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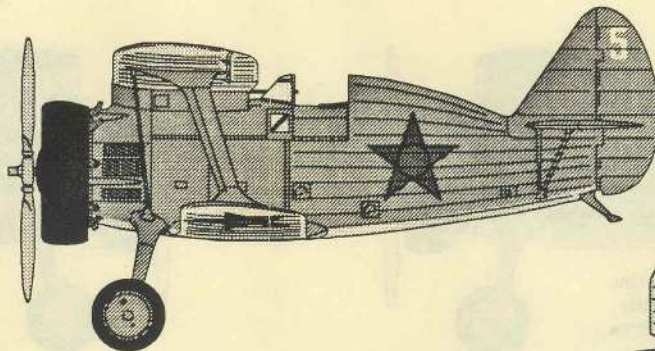
Arriving in early 1993

AV-1007 — Kawasaki "Mary"

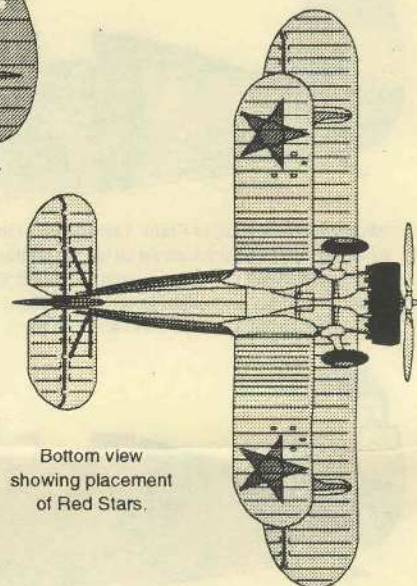
AV-1008 — Heinkel HE-59



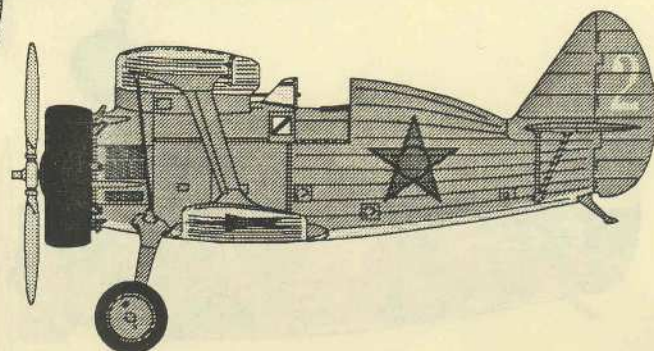
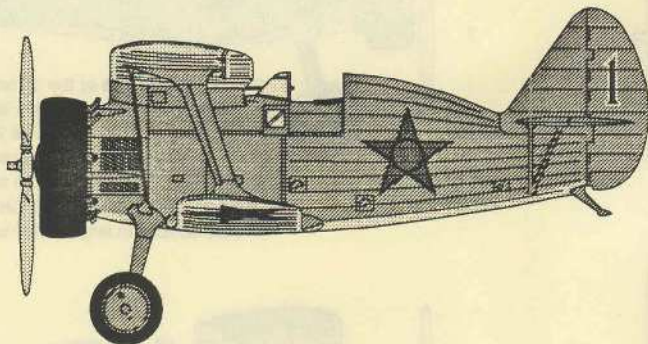
Top view showing position of Soviet national insignia.



Unfortunately there is little information on Red Air Force units of this period. The numbers provided appear on the rudder, as shown, but we haven't the foggiest where or with which units these aircraft operated. More information would be welcome.

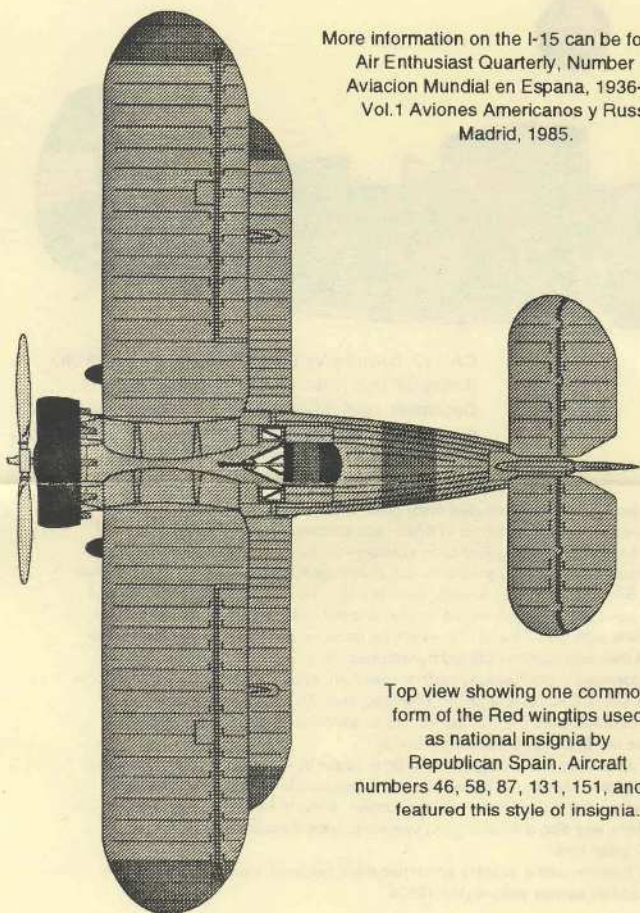


Bottom view showing placement of Red Stars.



Standard scheme for I-15s in both Spanish and Soviet service was Dark Green upper surfaces and Light Blue undersides, with (usually) a Black cowling. The cover for the engine cylinders was Dark Green, as were the undercarriage struts, rudder, and interplane struts.

More information on the I-15 can be found in Air Enthusiast Quarterly, Number 11, Avionics Mundial en Espana, 1936-39, Vol.1 Aviones Americanos y Russos, Madrid, 1985.



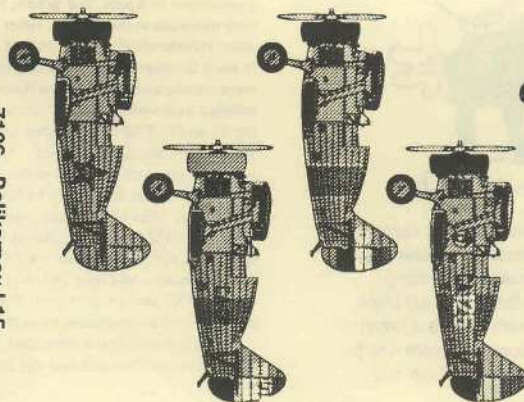
Top view showing one common form of the Red wingtips used as national insignia by Republican Spain. Aircraft numbers 46, 58, 87, 131, 151, and 142 featured this style of insignia.

The Polikarpov I-15 evolved from the I-5 and first flew in 1933. It was designed around the Wright Cyclone SGR-1820-F3, to that time the most powerful aircraft engine available to the Soviets, who began negotiations for licence production. However the Cyclone did not enter production until 1936, by which time 404 aircraft had been built, powered by the lower-rated M-22, a licenced Jupiter. In any case, the I-15 was an exceptional design, fast, sturdy, and very maneuverable, and for its time was probably the best fighter in the world.

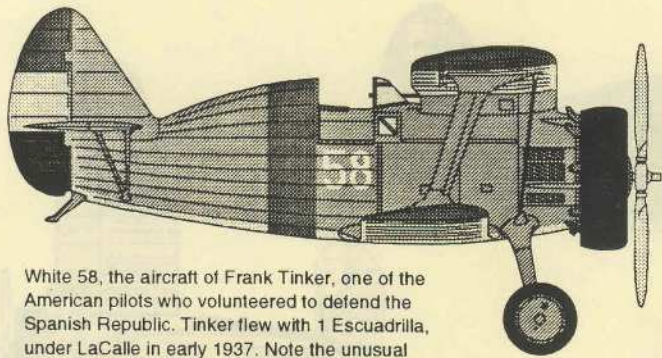
A total of 733 Chaikas were built, 404 with the M-22, 270 with the M-25 (licenced cyclone), and 59 with imported American engines. Another 80 or so were built in Spain, powered by engines scrounged from various sources. In Soviet service, the I-15 was largely supplanted by the I-152 and I-153 before 1941, but in Spanish service the type was to soldier on until the 1950s. The Soviets supplied 155 to Spain, where the Chato, as it was known there, served with both sides during the Civil War.

Suggested kit:
Aviation Usk AV-1007

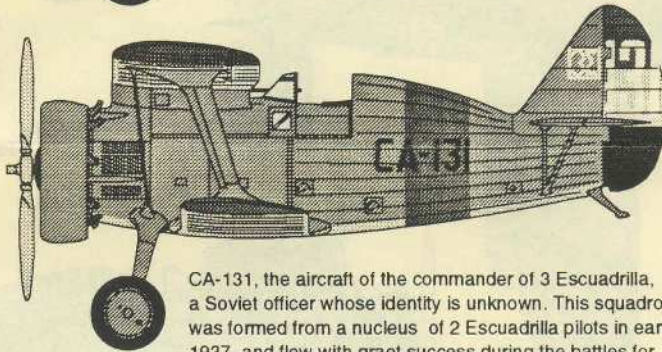
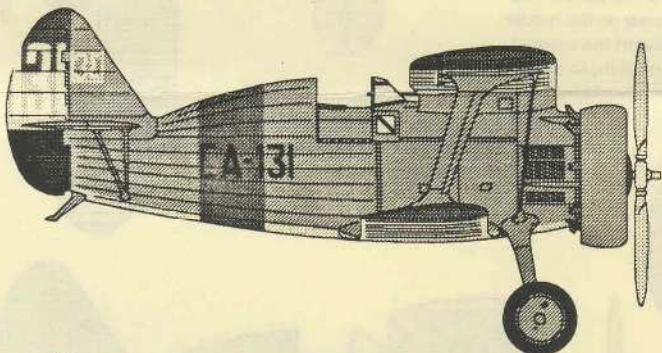
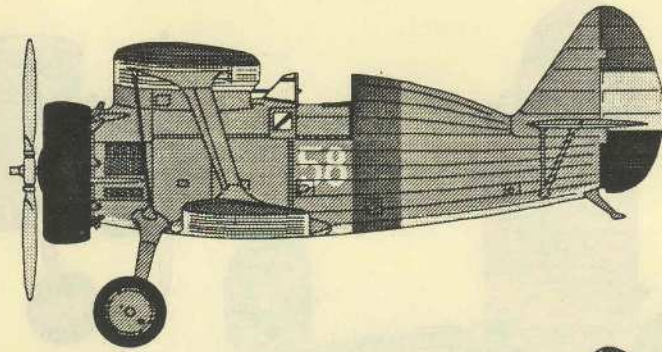
7106 - Polikarpov I-15
Republican Spain 9 aircraft
USSR 3 aircraft



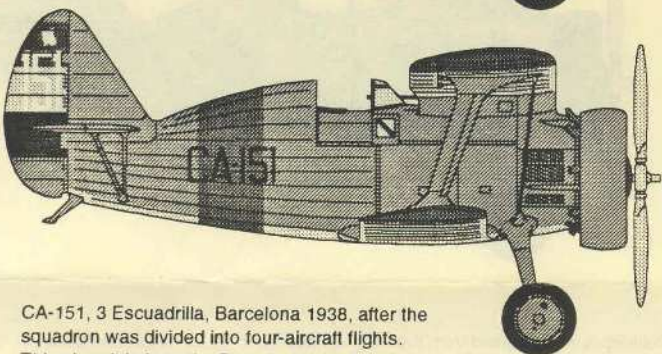
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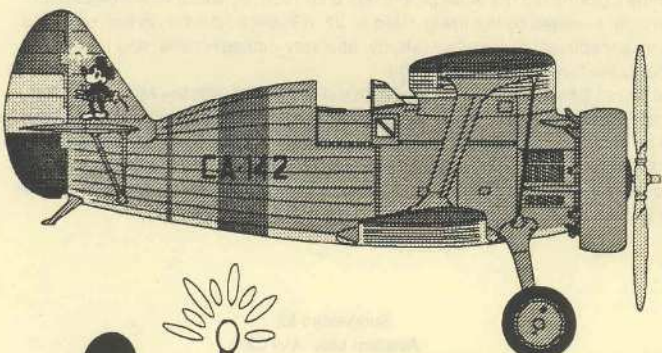
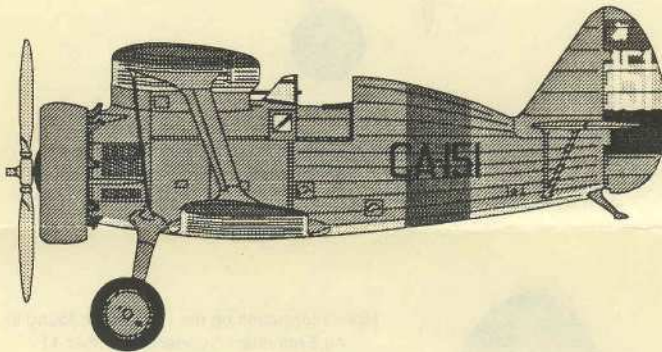
White 58, the aircraft of Frank Tinker, one of the American pilots who volunteered to defend the Spanish Republic. Tinker flew with 1 Escuadrilla, under LaCalle in early 1937. Note the unusual placement of the fuselage band and number.



CA-131, the aircraft of the commander of 3 Escuadrilla, a Soviet officer whose identity is unknown. This squadron was formed from a nucleus of 2 Escuadrilla pilots in early 1937, and flew with great success during the battles for Jarama and Guadalajara. The squadron identifier was a white square on the fin, and this unit also carried the aircraft number in large white numerals on the rudder.



CA-151, 3 Escuadrilla, Barcelona 1938, after the squadron was divided into four-aircraft flights. This aircraft is from the Patrulla de los Toros, and carries a small bull's head on the rudder.



CA-142, flown by Vicente Castillo of 1 Escuadrilla, during the final Nationalist assault on Catalonia, December 1938. Note the cowling is green, and there is a thin red band around the rear of the fuselage, perhaps denoting the commander's aircraft.

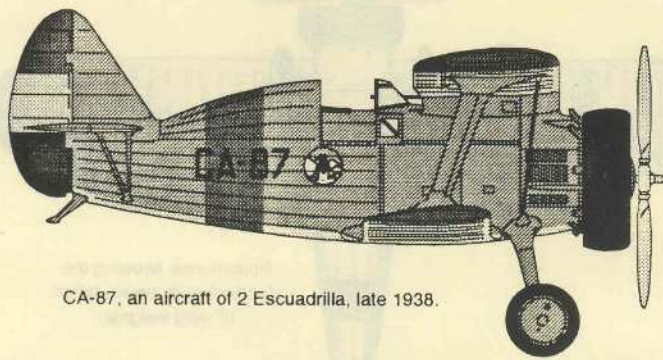


Many Republican aircraft carried American cartoon characters as personal insignia, including Popeye, Betty Boop, Donald Duck, and many others. This is a detail of the Micky Mouse emblem which appeared on the tail of CA-142.

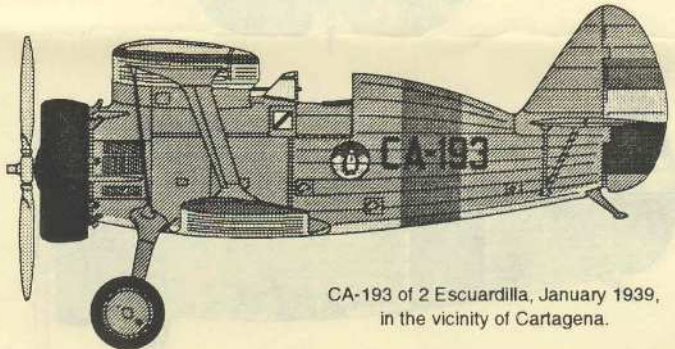
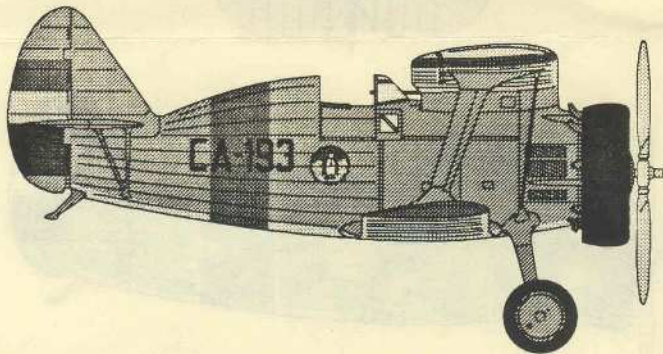
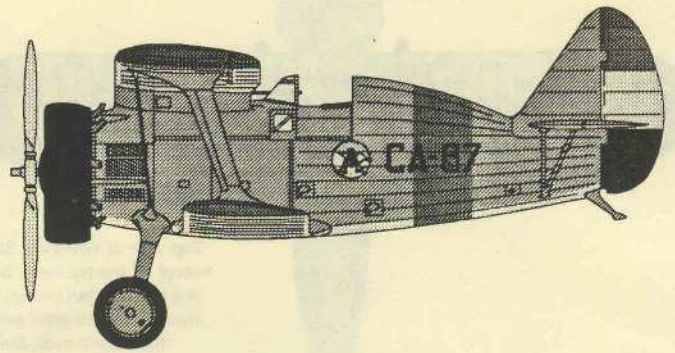
The Spanish Civil War began on 18 July 1936, when Francisco Franco led a group of disaffected Army officers in a coup against the duly-elected government of Spain. The British, French, and Americans promptly declared an embargo of arms to Spain, and outlawed the participation of any of their nationals in the conflict. Hitler and Mussolini agreed to supply arms and "volunteers" to Franco in exchange for future mineral concessions and other inducements, and at the end of August 1936, Stalin offered assistance to the Spanish government in exchange for \$400,000,000 in gold bullion. In early October the first aircraft arrived, consisting of the equivalent of a Soviet regiment (31 aircraft) each of I-15, I-16, P-5, and SB-2 types. These were initially commanded and flown by regular Soviet army officers, who used aliases which fooled no one, and the aircraft were at first mistakenly labelled as American types, "Curtiss" fighters and "Martin" bombers. In 1936 both the I-15 and I-16 were truly revolutionary designs, outclassing the He-51 and C.R.32 fighters flown by the Nationalists in every respect, and their introduction radically transformed the air war. Initially there were two 15-aircraft Escuadrilla formed in the south, and a second smaller group operated in the Basque region to the north. Known as the Chato in Spain, the I-15 entered combat on November 4, promptly racking up a score of 2 Ju-52s, 4 C.R.32s and an Ro.37 without loss. The air strength of the Republicans was decisive in halting the Nationalist drive on Madrid, and from that point the war settled into an attritional struggle until 1939. The USSR sent 155 I-15s to Spain, most powered by the M-22, and in addition the Spanish built about 85 aircraft.

In early 1937 a third Escuadrilla was formed, and during the battles for Jarama and Guadalajara the Chatos began flying ground-attack sorties, with great success. By then the I-15 had become less effective as an interceptor, lacking the speed to catch the newer Do-17 and He-111 which the Nationalists had received, and from that point the Chato squadrons were used increasingly for close support. A fourth Escuadrilla was formed in late 1937, and a night-fighter flight was also equipped with the type. There was also a smaller group operating in the Basque region to the North although there were never more than fifty or so aircraft on strength at any given time.

After the Republicans collapsed, in March 1939, the remaining Chatos, together with a quantity which had been captured, were marked with the red and yellow roundels and the Cross of St. Andrew, and continued in Spanish service well into the 1950s.



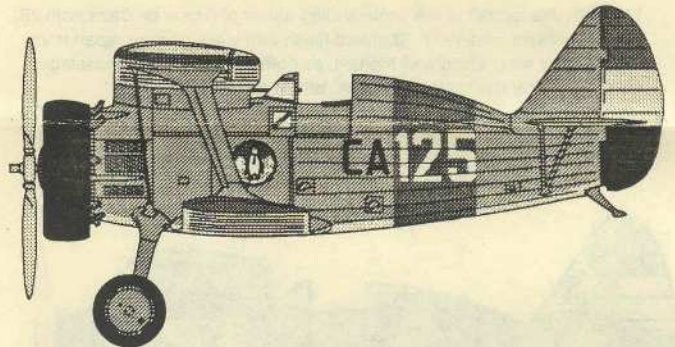
CA-87, an aircraft of 2 Escuadrilla, late 1938.



CA-193 of 2 Escuadrilla, January 1939, in the vicinity of Cartagena.



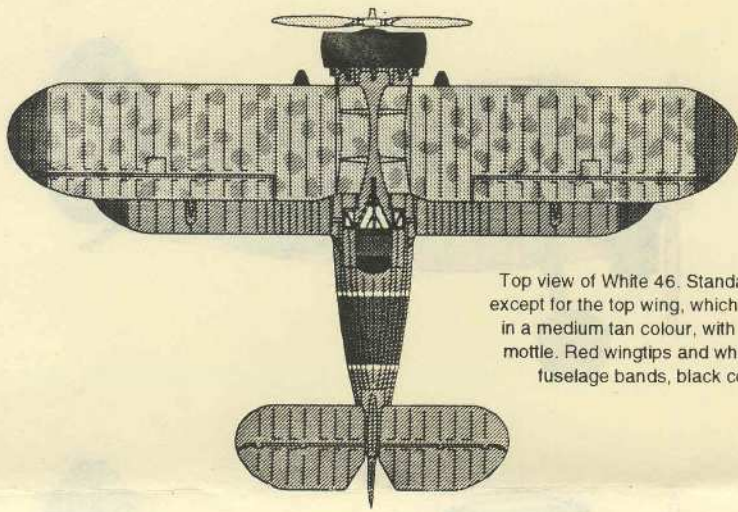
CA-125 of 2 Escuadrilla, operated around Cartagena, March 1939. The white fuselage number is unusual. The larger badge is carried on the fuselage, forward of the cockpit.



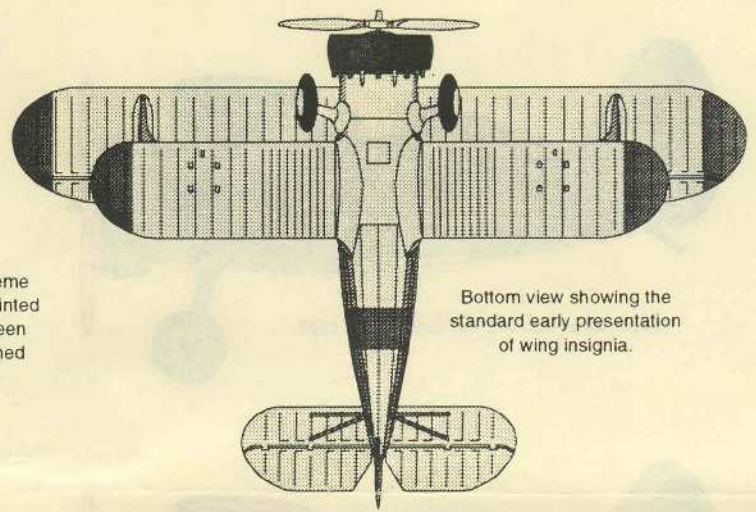
Two variations of the penguin badge used by 2 Escuadrilla. Colours are (right) Black bird with yellow feet on a white background, with light blue sky, and (left) Black bird against light blue and white mountains, with red sky.



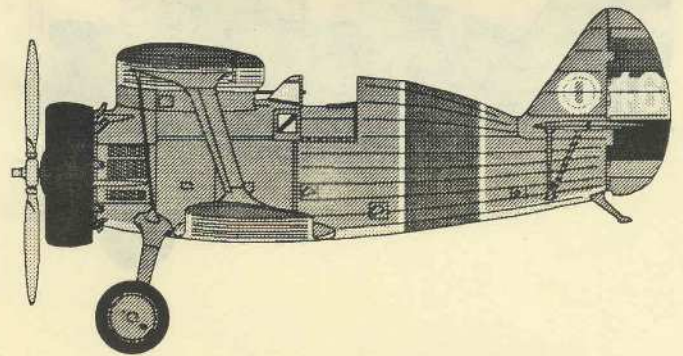
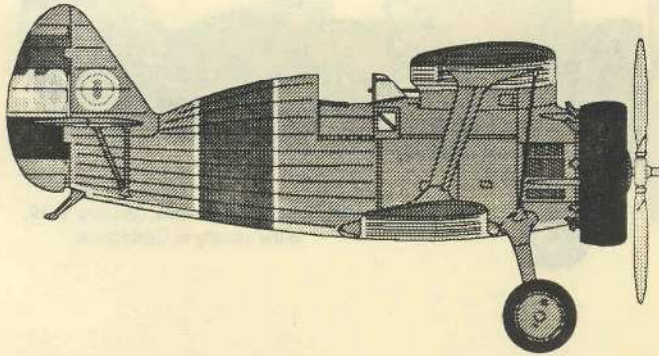
Soviet aircraft were delivered in a scheme of Dark Green and Light Blue, with Spanish markings added as the aircraft were assembled. These markings consisted of a red fuselage band and red wingtips initially, although later aircraft had a one-meter red band painted around the top wing (a few aircraft had both). The rudder was painted in the colours of the Republican flag, red (top), yellow, and purple. Aircraft serials were usually black, and appeared centrally on the fuselage. Individual aircraft numbers and squadron symbols were white, and generally appeared on the vertical stabilizer or rudder. Some aircraft had additional bands painted on the rear fuselage, particularly those flown by unit commanders. There was much variation in the size and position of markings.



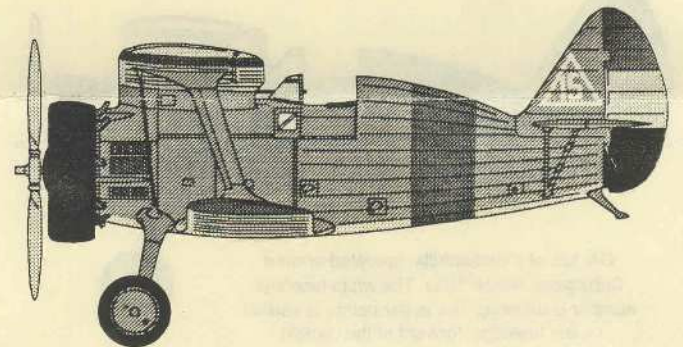
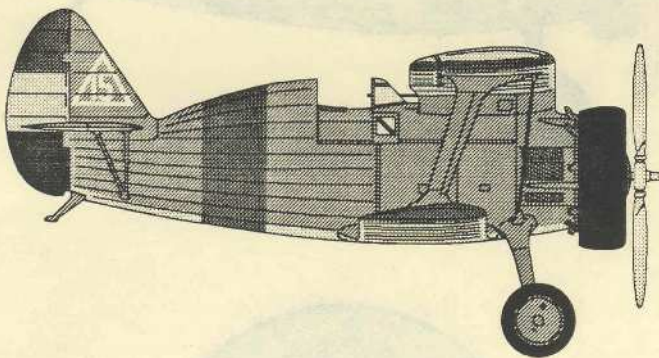
Top view of White 46. Standard scheme except for the top wing, which was painted in a medium tan colour, with dark green mottle. Red wingtips and white-outlined fuselage bands, black cowling.



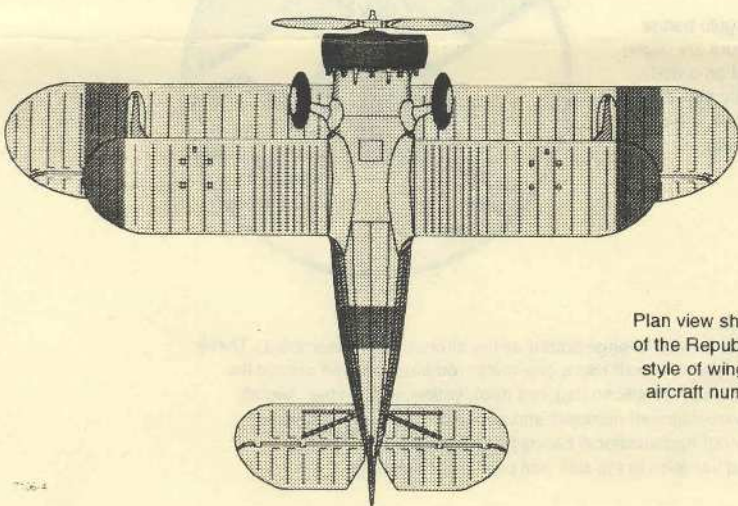
Bottom view showing the standard early presentation of wing insignia.



White 46, the aircraft of the commanding officer of Grupo de Caza num 26, Estado Mayor, mid-1937. Standard finish with black cowling, apart from the upper wing which was mottled, as noted above. Note the fuselage band is outlined in white, and is wider than normal.



White 15, flown by Leopold Morquillas, commander of the 2 Escuadrilla during 1938. The aircraft number was carried within a white triangle, which was the symbol used to designate 2 Escuadrilla. Other symbols used were a circle, for 1 Escuadrilla, a square for 3 Escuadrilla, and a diamond for 4 Escuadrilla. A double circle was used by command echelons.



Plan view showing the later variation of the Republican wing insignia. This style of wing marking was used on aircraft number 15, 125, and 193.

