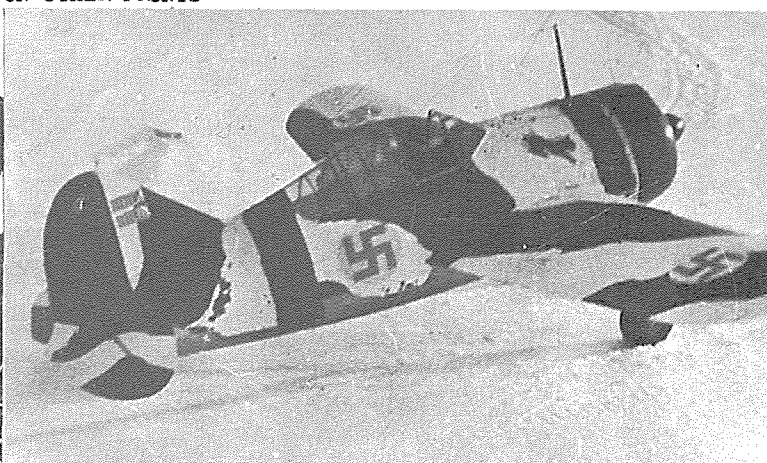
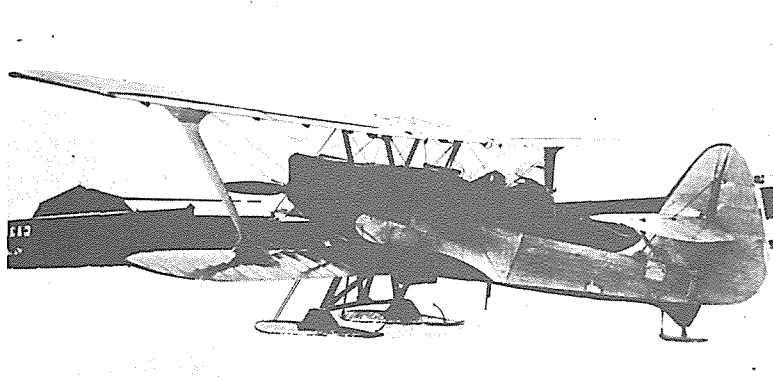




Sukhoi SU-2 (U.S.S.R.)



Brewster "Buffalo" (Finland)



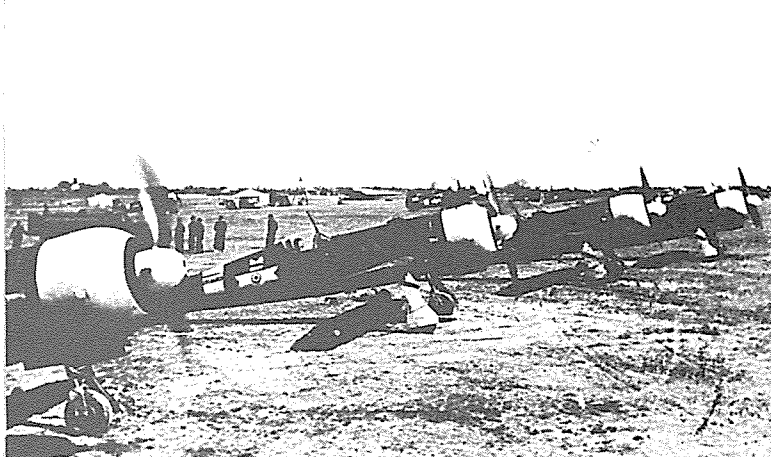
LR (U.S.S.R.)



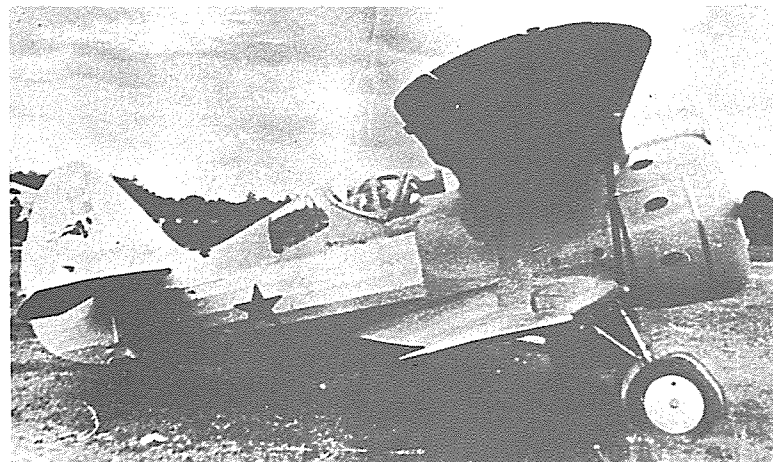
D.I.6 (U.S.S.R.)



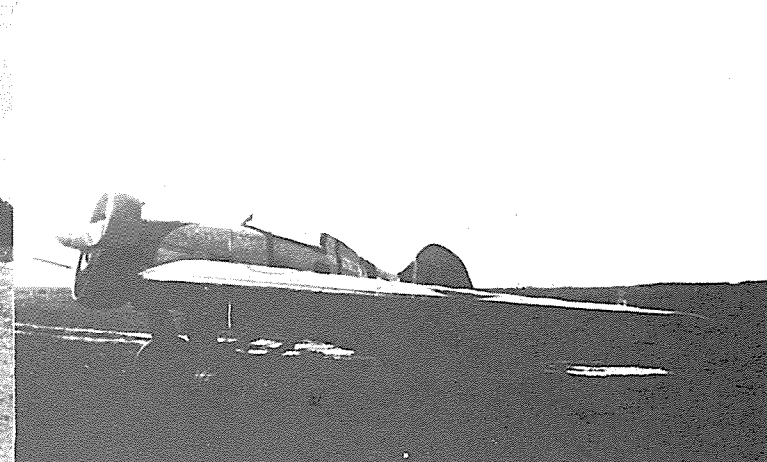
P.Z.L. 24 (Greece)



I.A.R. 80 (Romania)



I-153 (U.S.S.R.)



B.O.K.5 (German)

All photos by Heinz Nowarra

WORLD WAR II ON OTHER FRONTS

by

Heinz J. Nowarra*

Heinz Nowarra has kindly sent the Society a dozen photographs dealing with aircraft from the World War II and eight of them appear on the page to the left. Those members with World War II aircraft photograph collections are invited and encouraged to send in their own shots, particularly those rare ones taken in the field.

No. 1: Sukhoi SU-2. This Soviet plane was used for reconnaissance and light bombing. The plane in the photograph was found by German troops at the border of a captured Russian airfield near Briansk in 1941.

No. 2: Brewster "Buffalo" of the Finnish Air Force. The type itself is well known, but this aircraft here is remarkable for its "victory stripes" on the tail. The pilot has apparently scored 14 kills.

No. 3: USSR LR. Soviet reconnaissance-bomber type LR of 1933. It is a design of S. A. Kotscherigin.

No. 4: USSR D.I.6. This plane, also designed by Kotscherigin, was a development of the LR with a stronger engine. It is a two-seater fighter.

No. 5: Greece PZL 24. A Greek fighter captured by the Germans on a field near Athens. It is the Polish type PZL 24 of the firm Panstwowe Zaklady Lotnicze.

No. 6: I.A.R. 80 of Roumania. This is a Roumanian fighter squadron fitted with single seaters of the Industria Aeronautica Romana type I.A.R. 80.

No. 7: USSR I-153. The latest step in the development of the famous design I-15 of Prof. Polidarpoff was the I-153. All design work for this model was done by A. J. Shtshorbakov. The plane came into service in 1939.

No. 8: B.O.K. 5. Of this tailless monoplane I could only learn the designation B.O.K. 5. Just before the outbreak of World War II the German magazine Luftwehr published an article on the development of the airplane. It was twin-engined with one machine gun turret in front and one behind. I never could find any more information on the plane. (Ed. note: Any help here?)

*For further information on Mr. Nowarra see Colonel Flanagan's article on pages 229-233 and the introductory sketch of Nowarra on page 270.