



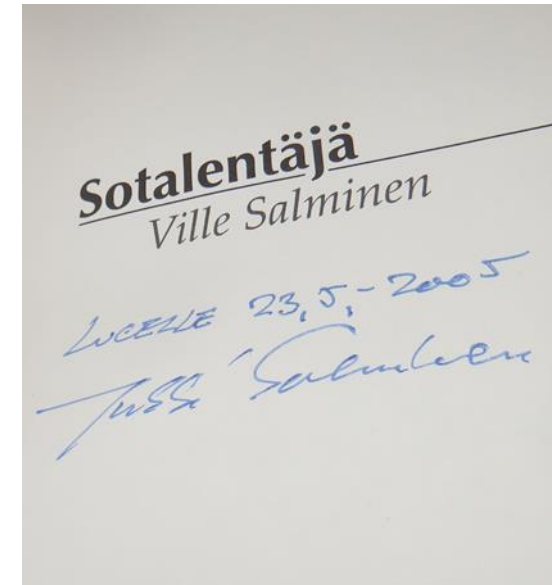
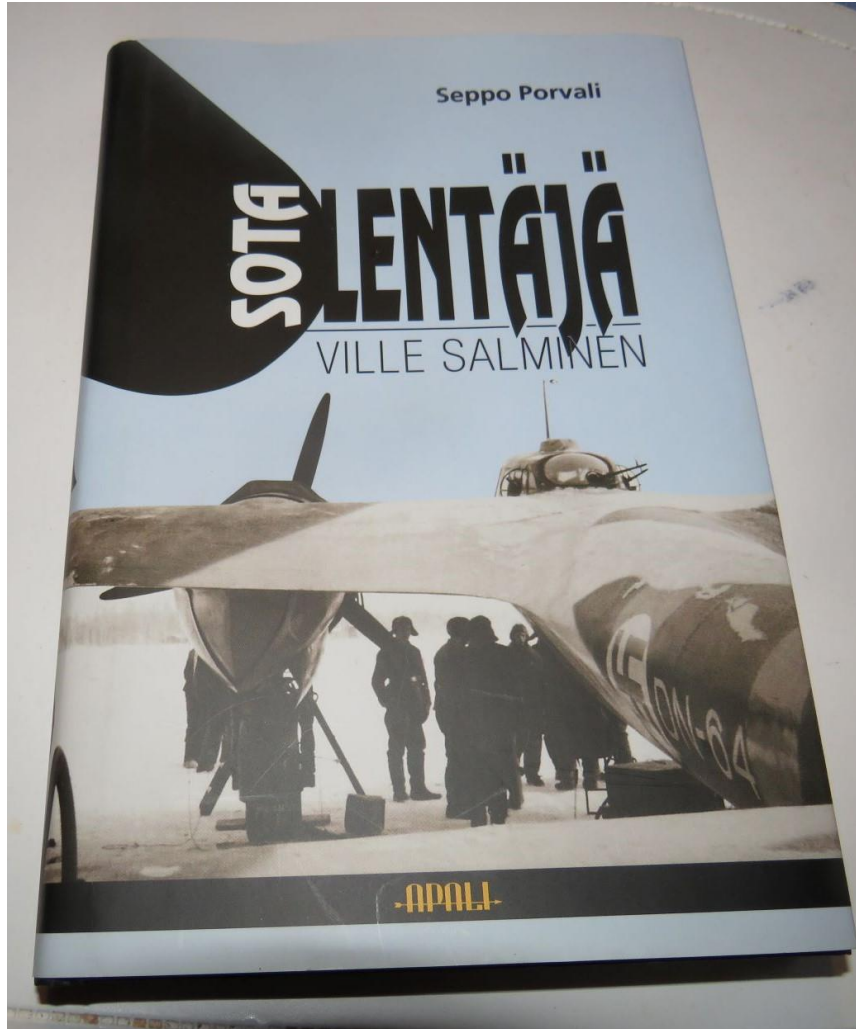
Ilmailumuseoyhdistys ry  
Aviation Museum Society, Finland



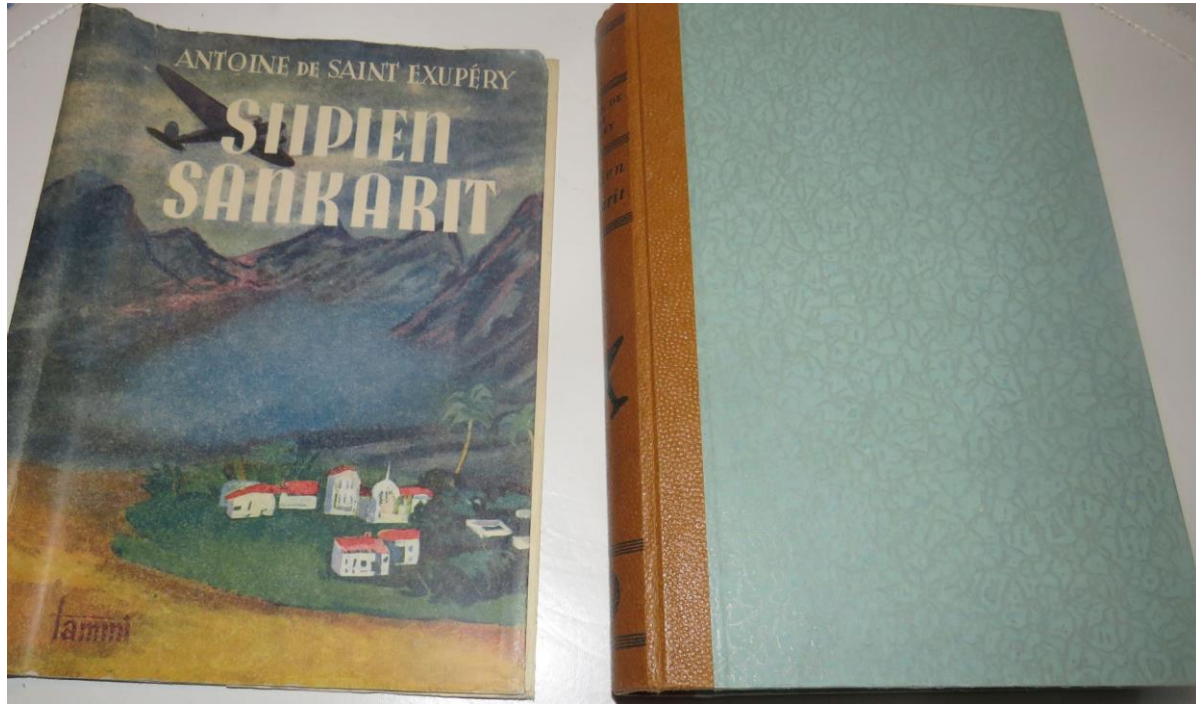
# Huutokauppakuvasto

9.4.2022 Suomen Ilmailumuseo

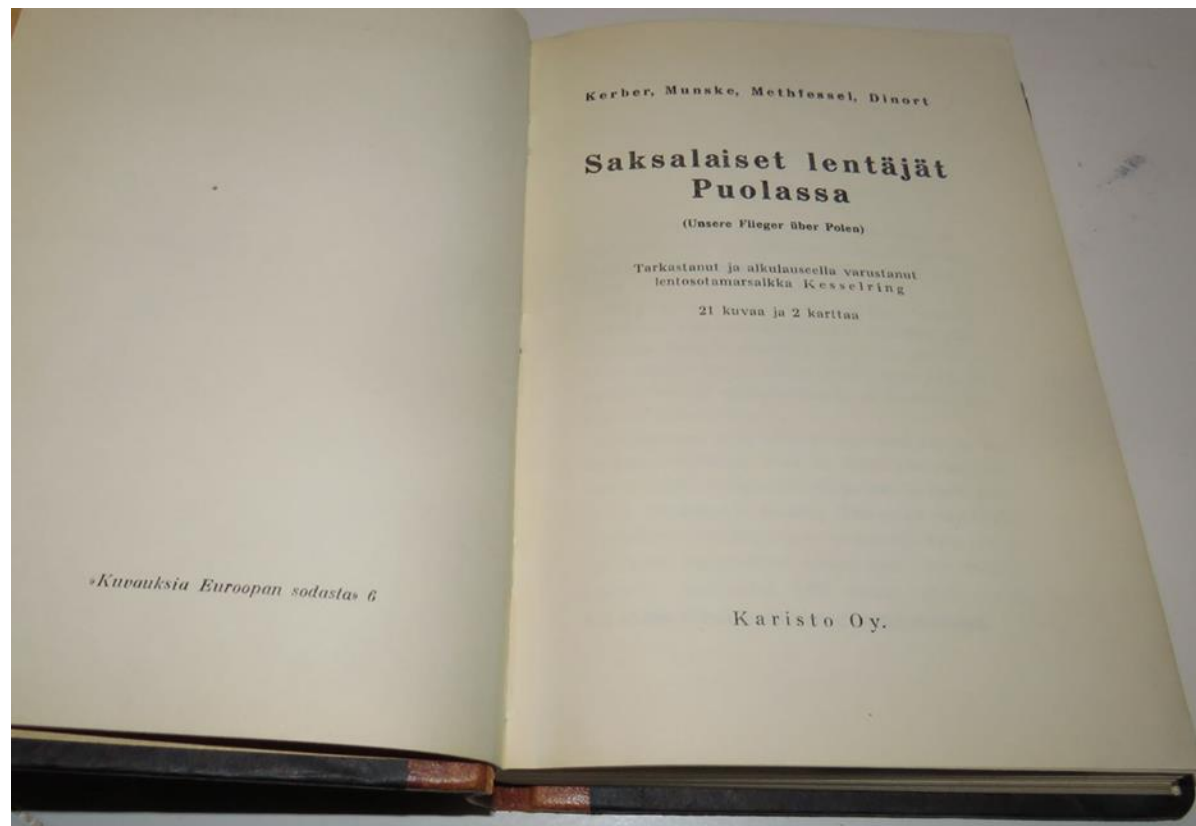
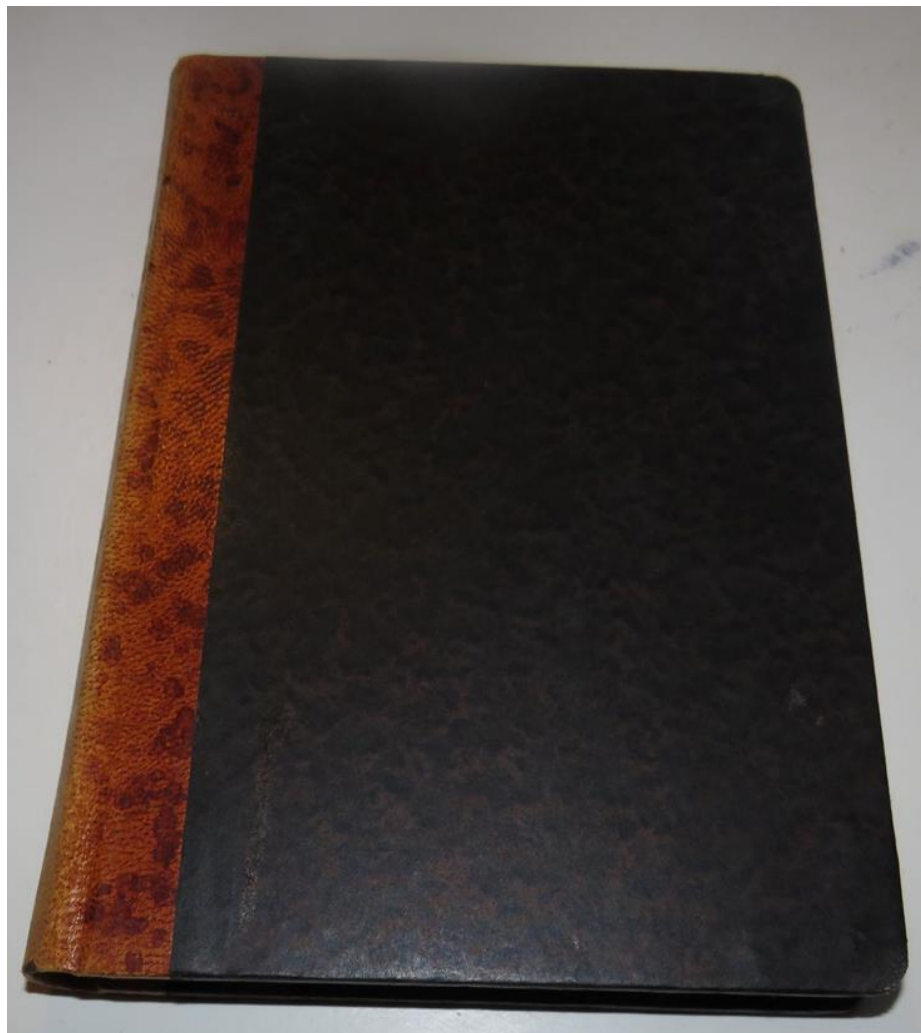
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2



3



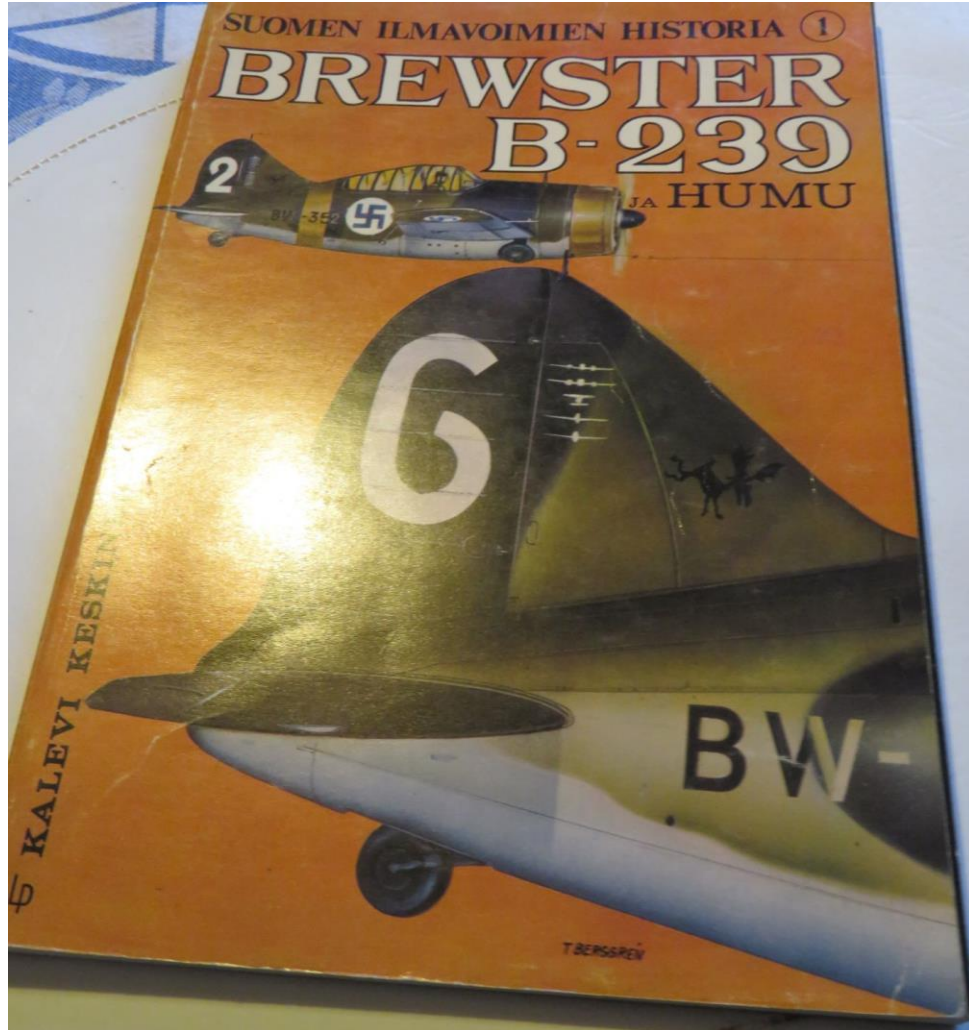


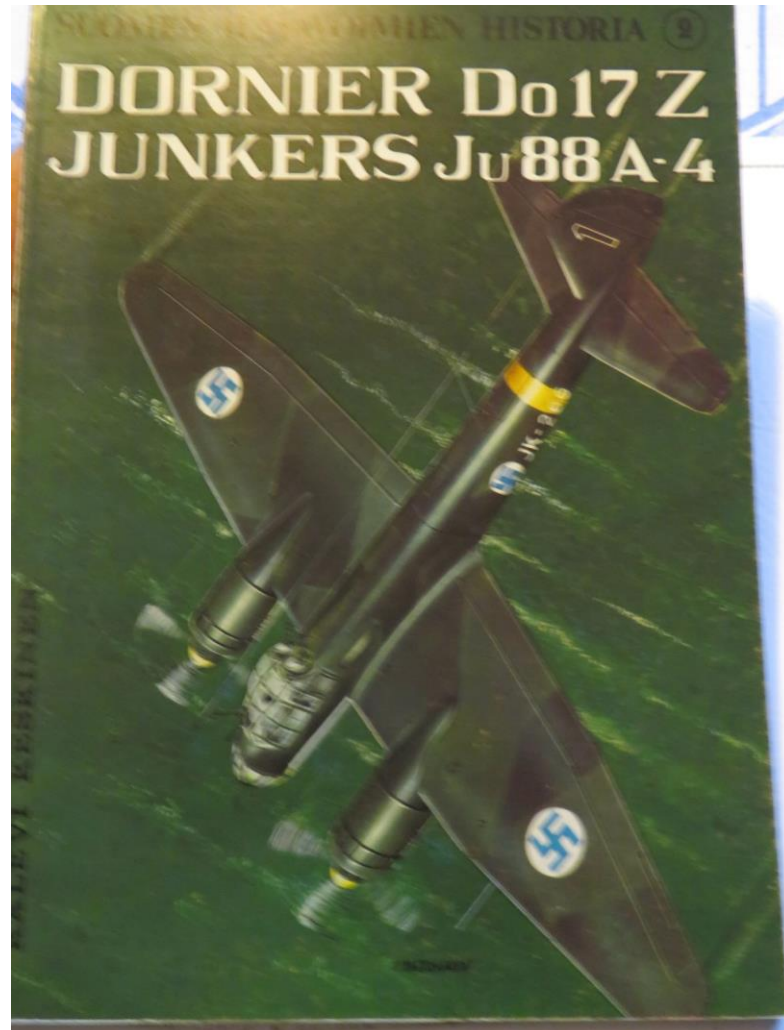


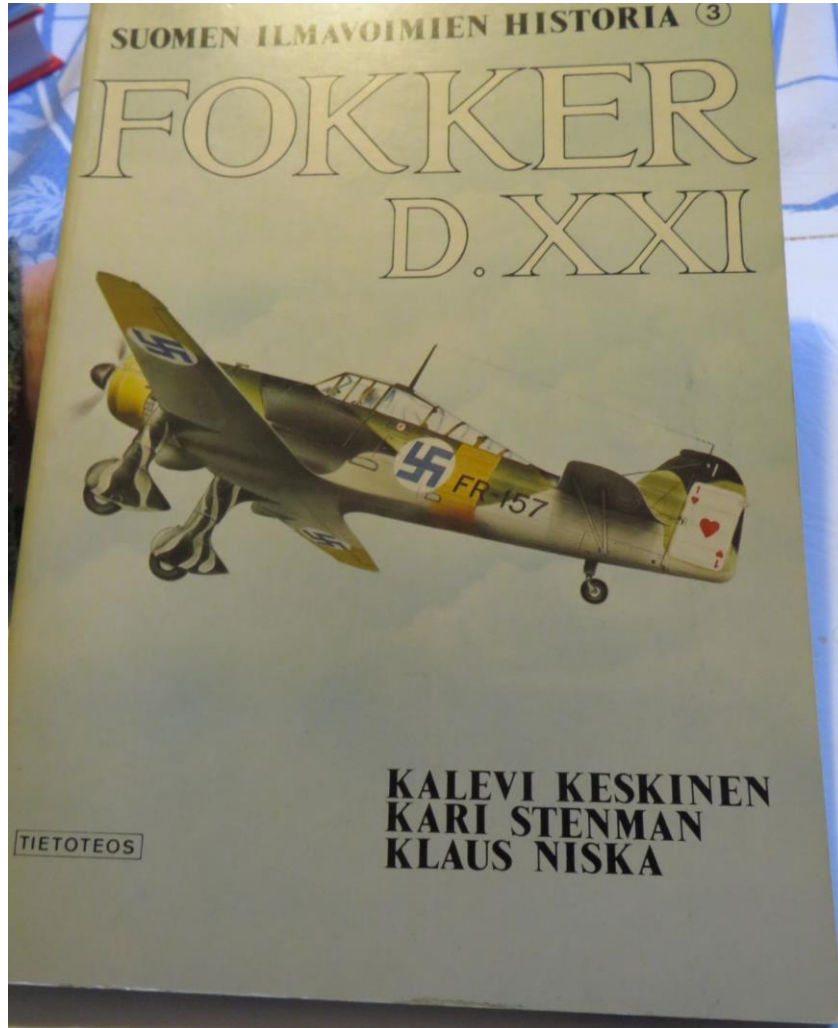




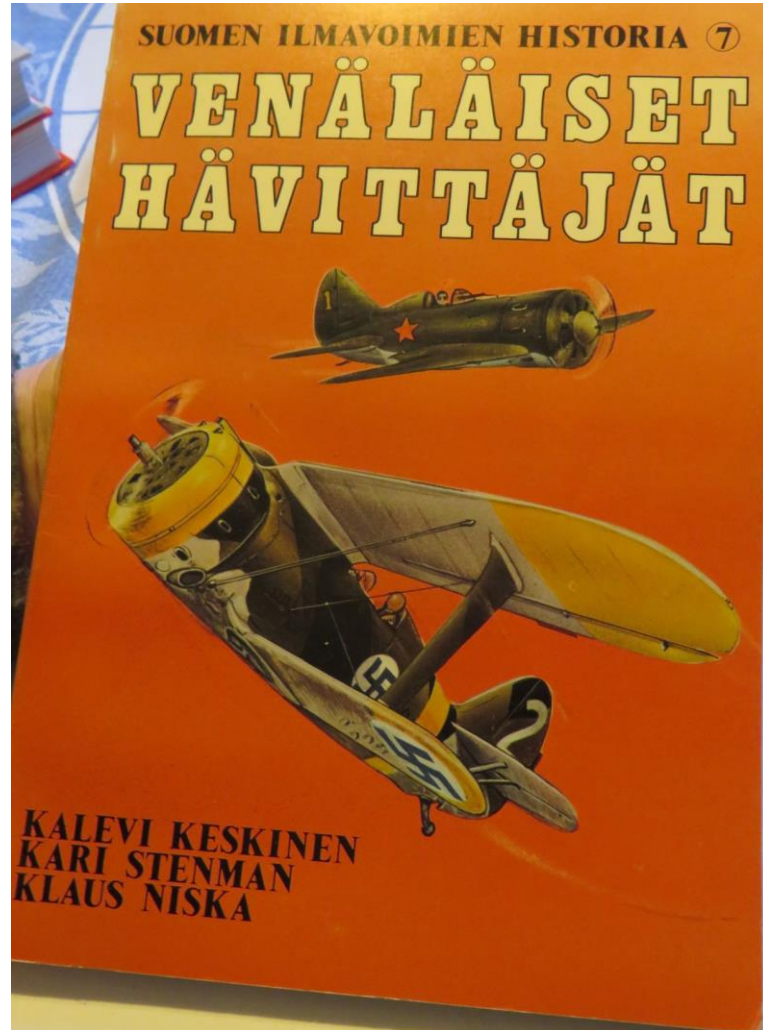




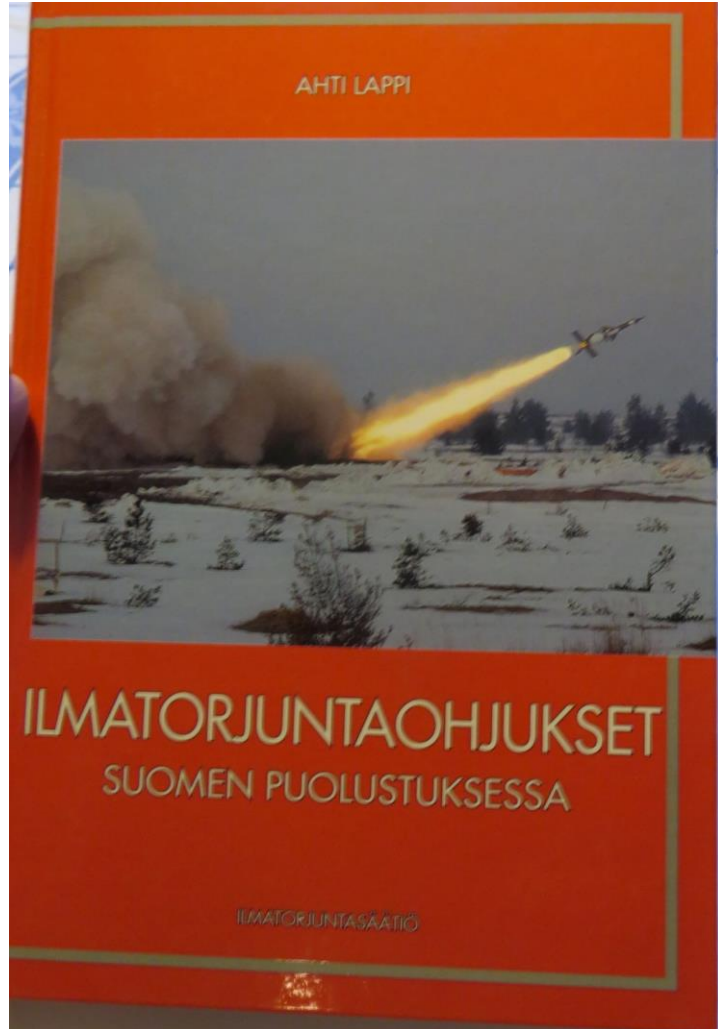










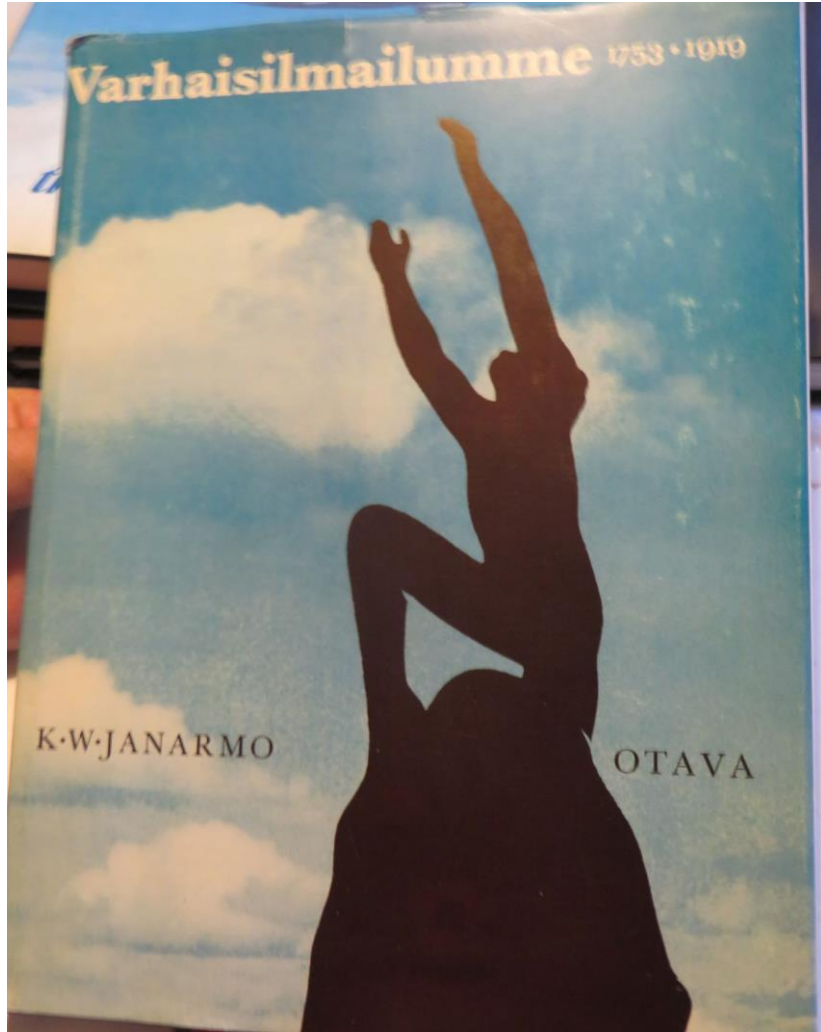




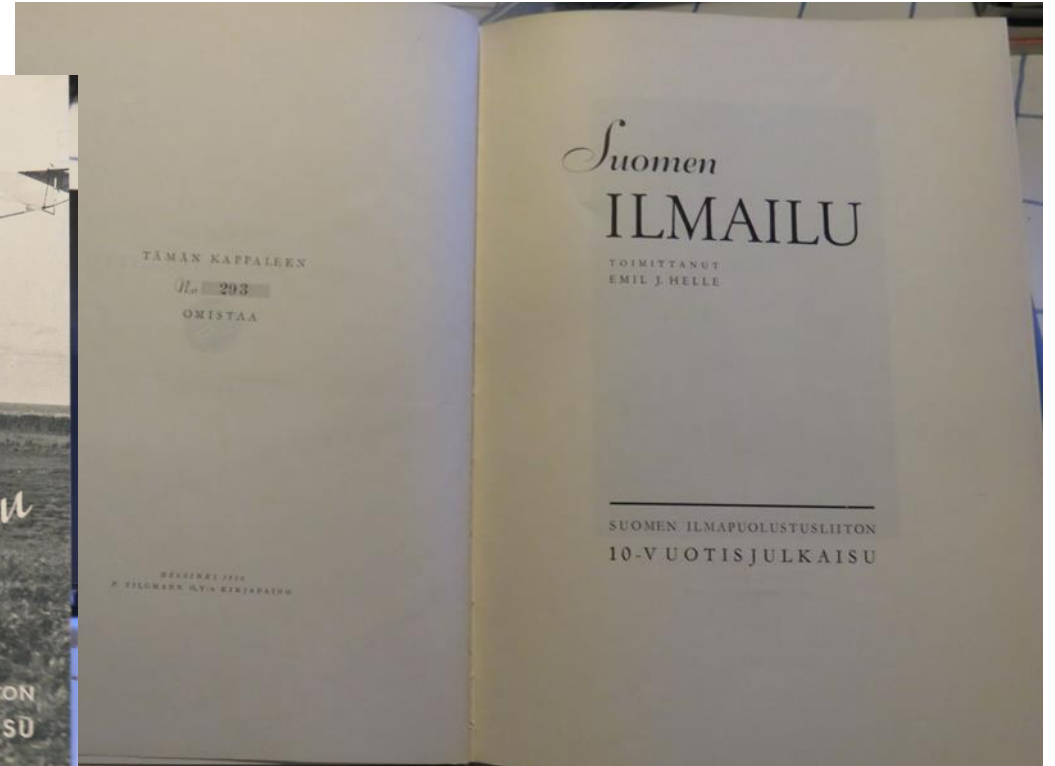
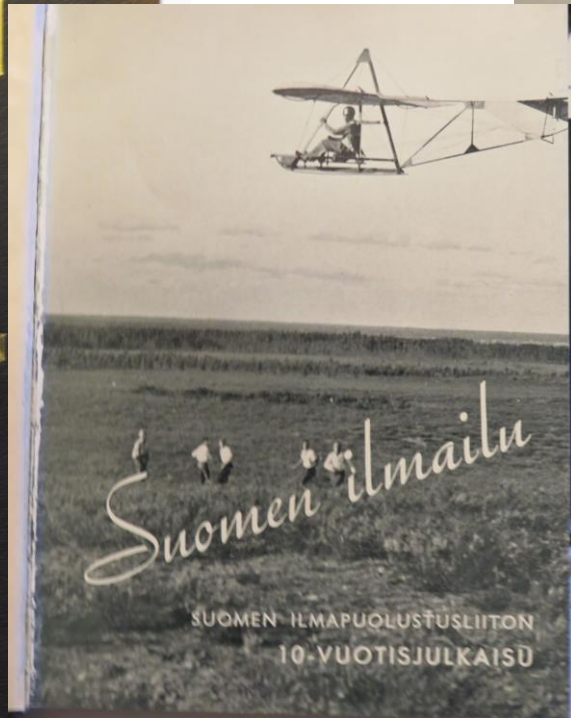
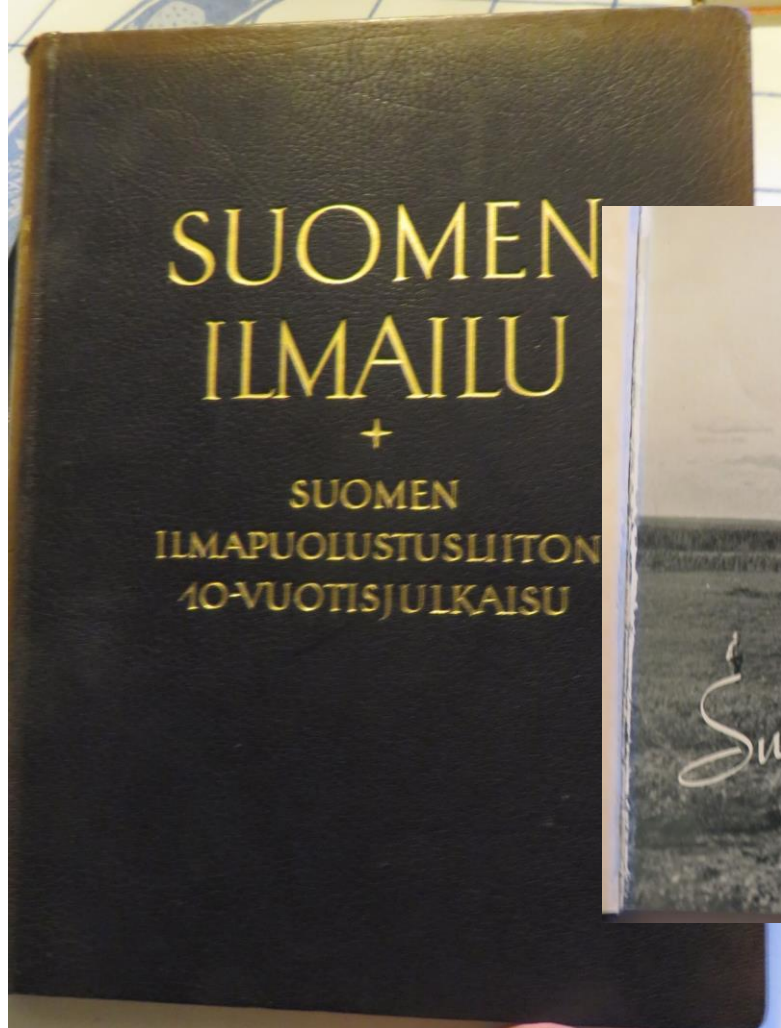






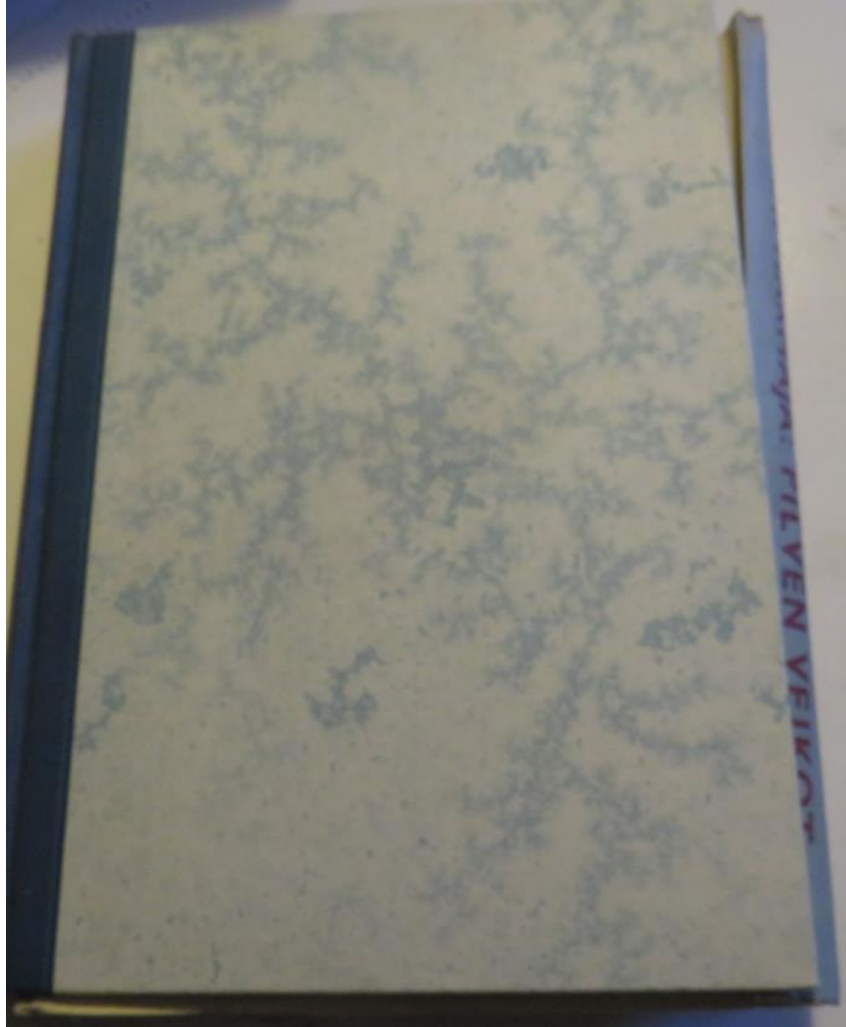








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## PILVEN VEIKOT

Tapani Harmaja, joka löysi varhaisen kuolemansa talvisodassa suistuen koneineen alas erään ilmataisteluun aikana, oli koko sydämeästään antautunut ilmailulle. Sitä hän tutki ja siitä kirjoitti tämän ainoan teoksensa, kuvasarjan edellisen maailmansodan hävittäjälentäjistä. Kun kirjan ensimmäinen painos syysyllä 1938 ilmestyi, otettiin se kaikkialla suosiollisesti vastaan.

*»Tapani Harmajan kertomatapa on jännittävää ja elävää, jopa toisinaan niin mukaansatempaavaa, että tuntemme kuin istuisimme näiden lentäjävankarien koneissa sodan kauhujen keskellä.»* (Karjala)

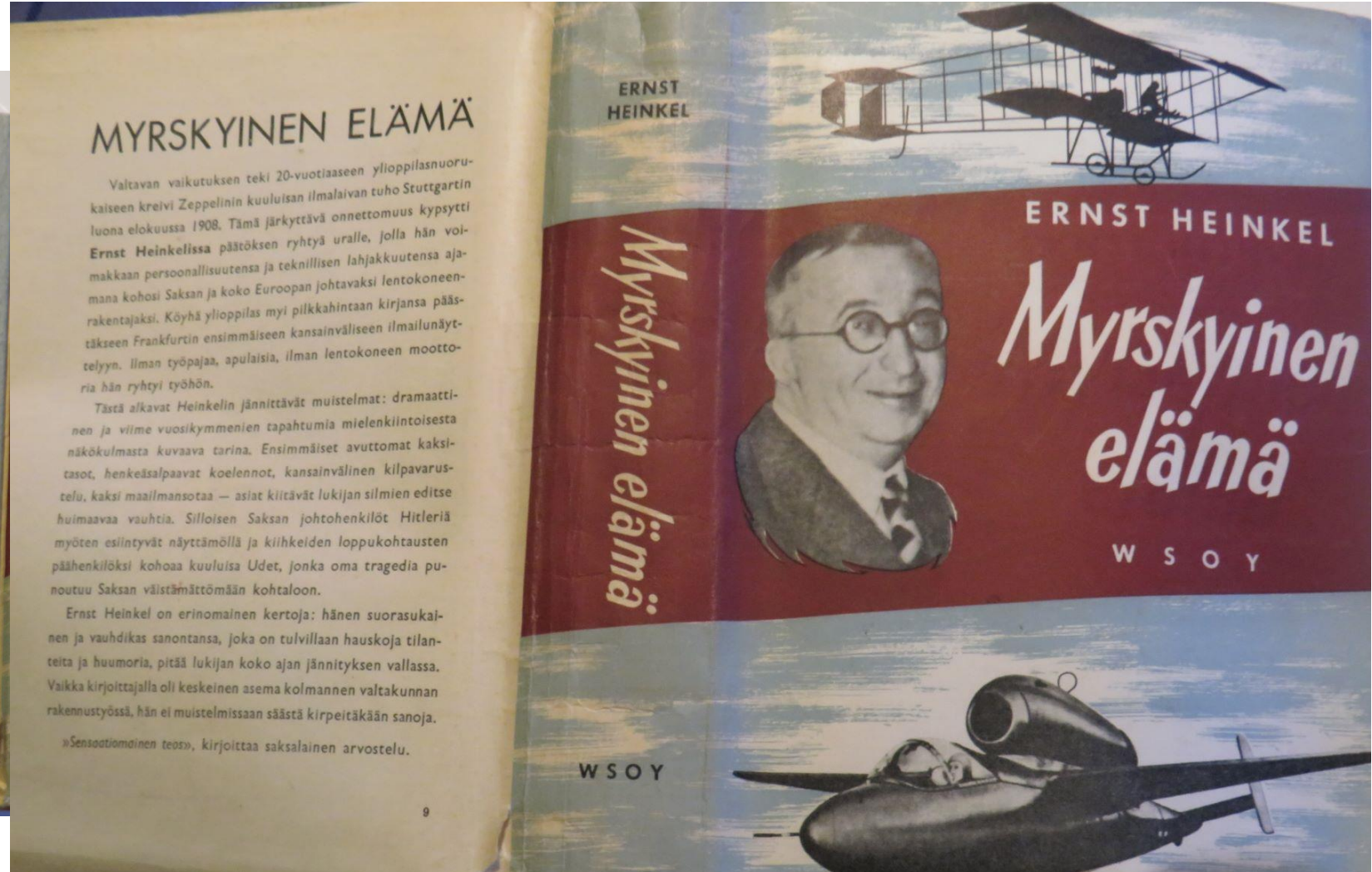
*»Eloisa kuvaukseta ghdessä runsaan ja valaisevan kuvituksen kanssa tekevät tästä kirjasta herrassaan mukapalan.»* (Lounai-Suomi)

*»Huikean jännittävää — alusta loppuun mitä ihmeellisin sankaritarina todellisista miehistä.»* (Vaasa)

*»Jännittävää, innostavaa ja mielenkiintoista luettavaa. Noissa lentäjäkuvauksissa on vöiriä ja juonta.»* (Ylioppilaslehti)

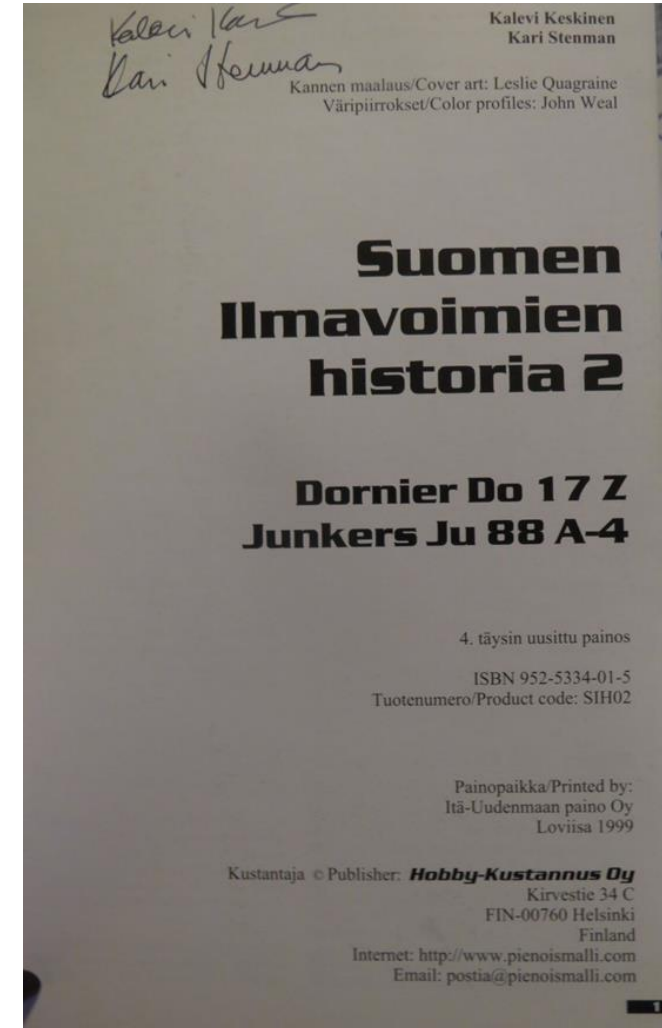
Kolmas painos

9

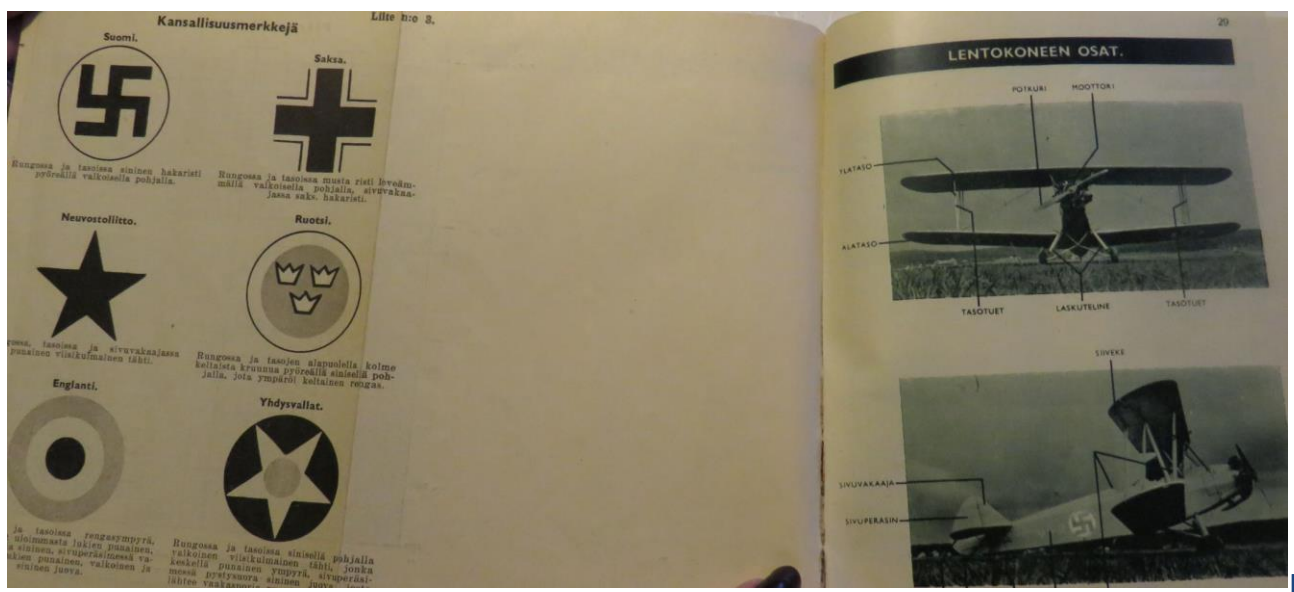
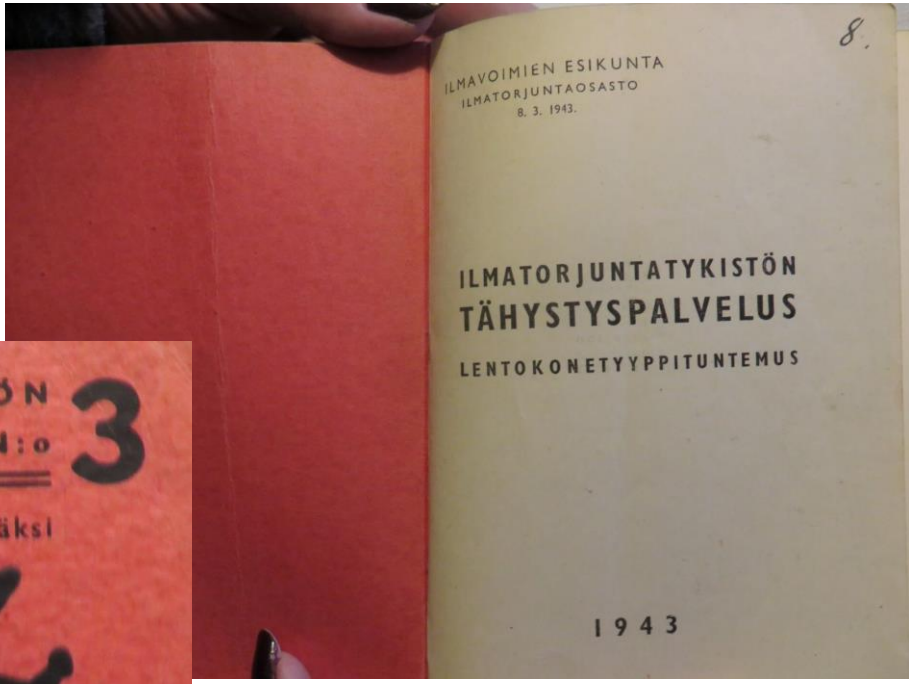
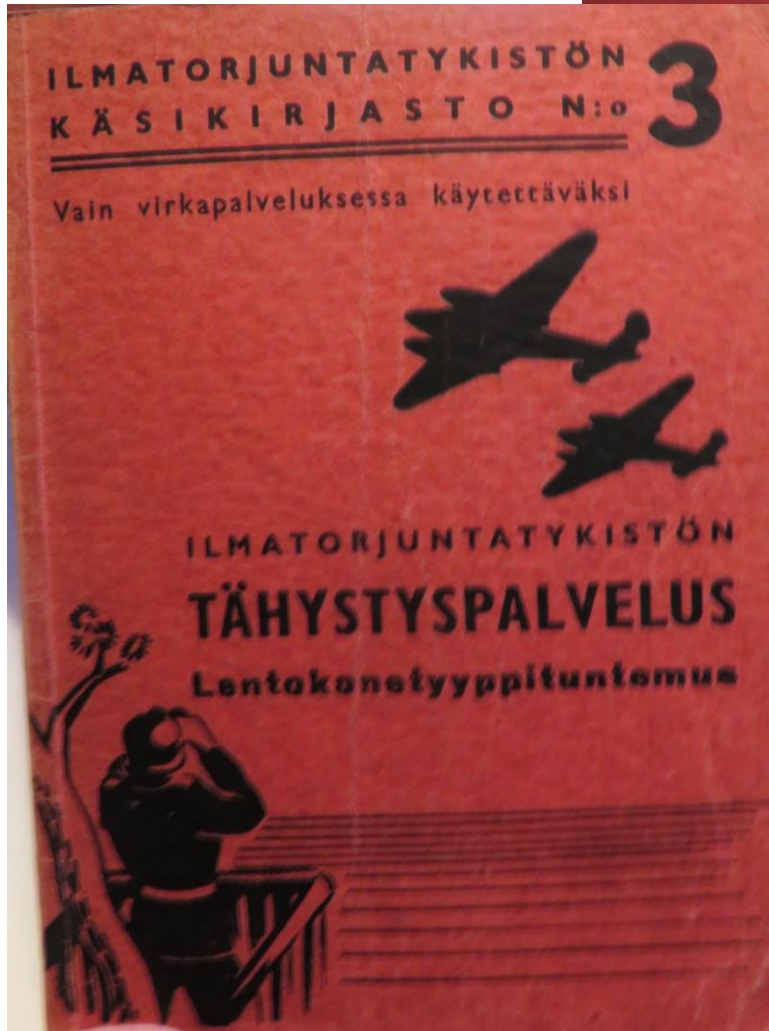


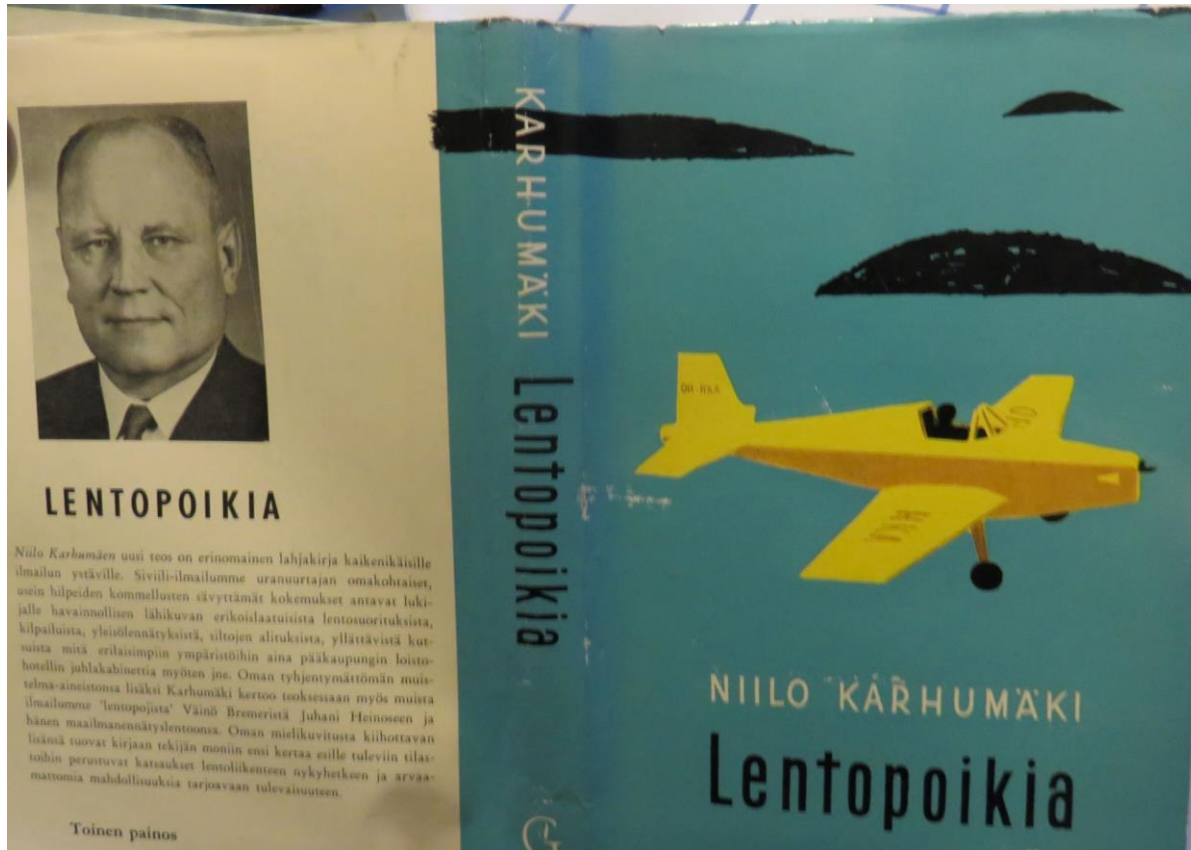


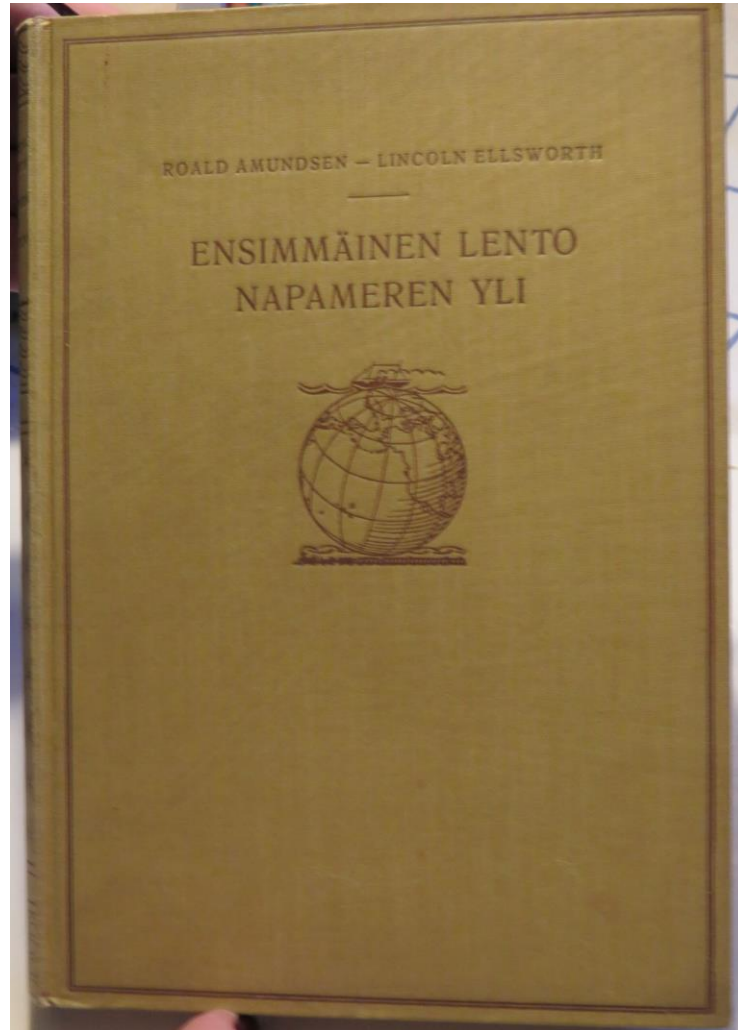




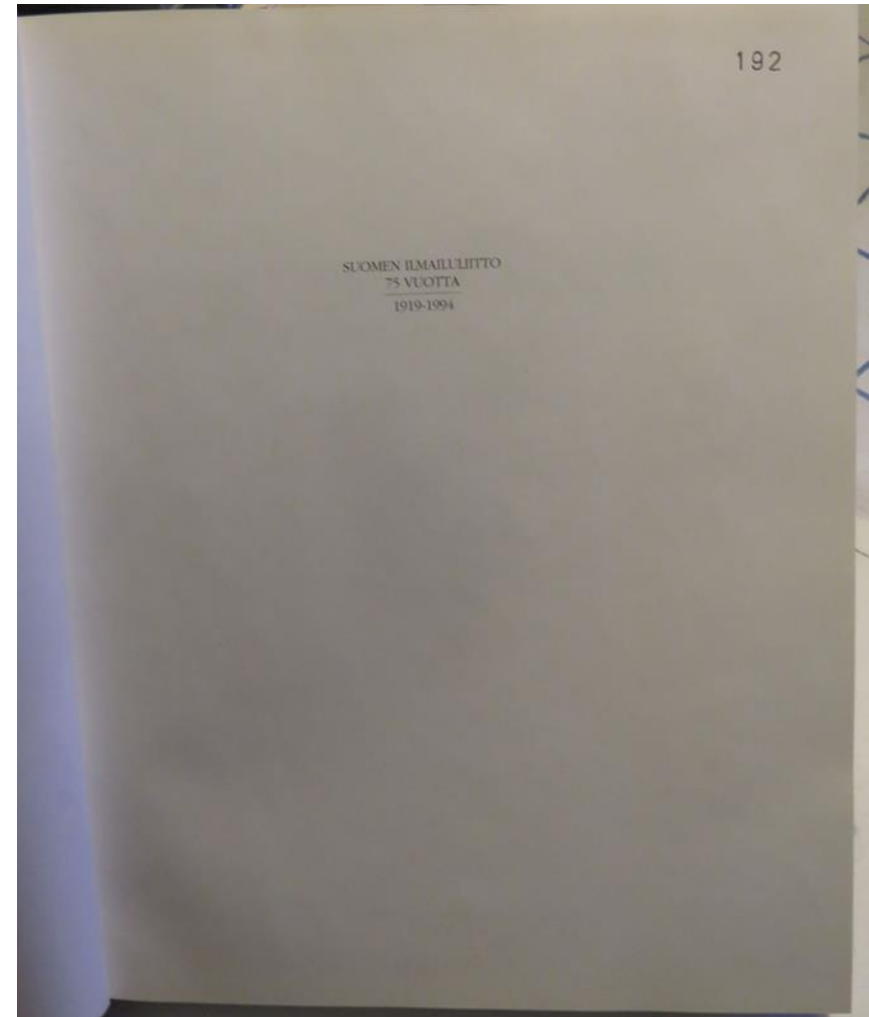
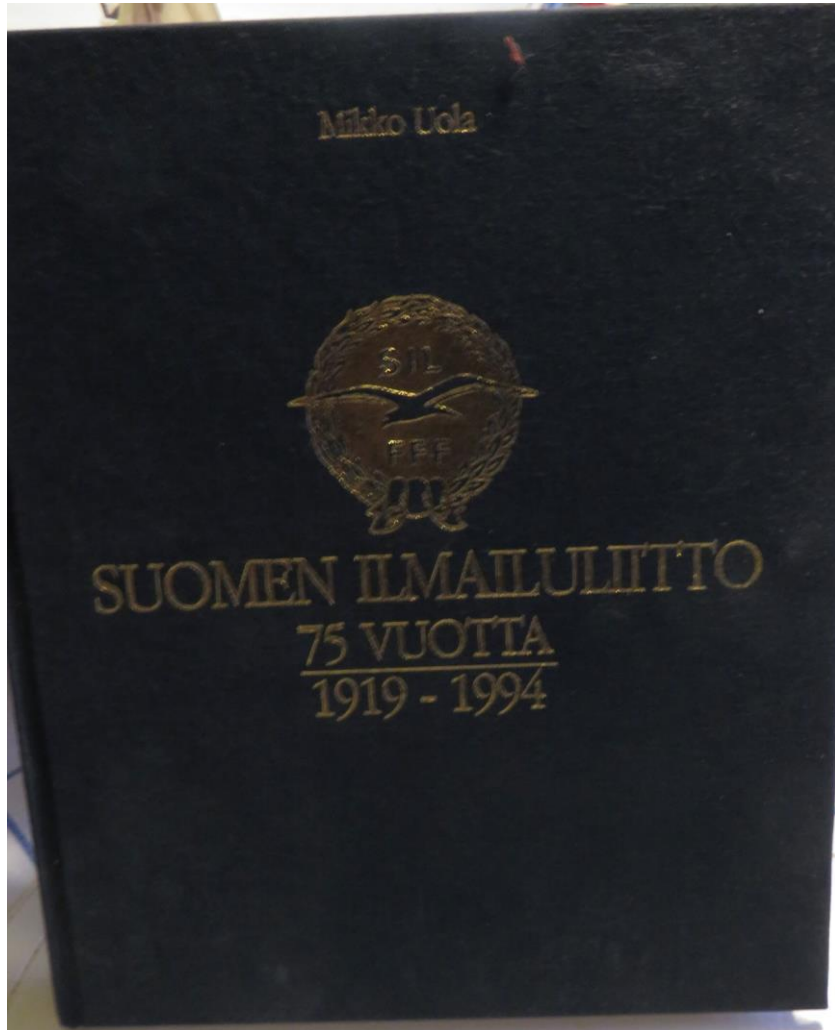
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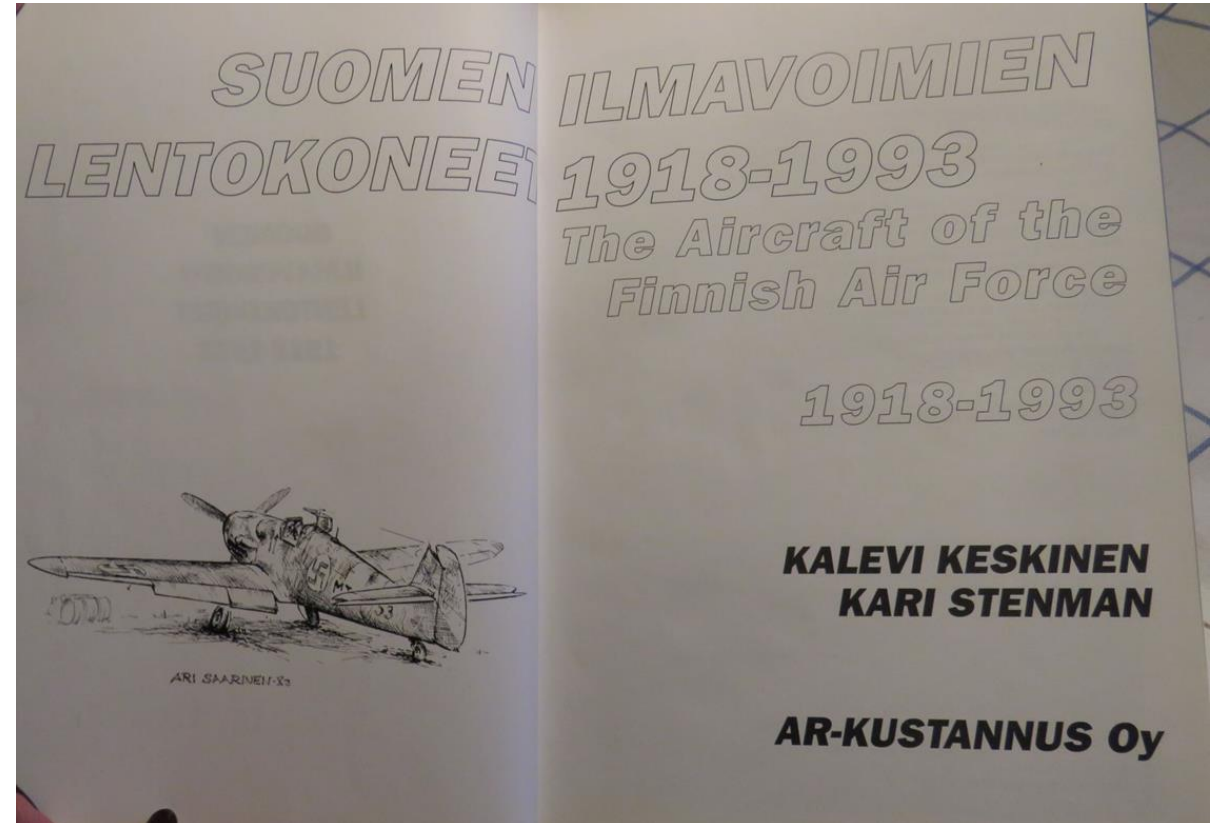


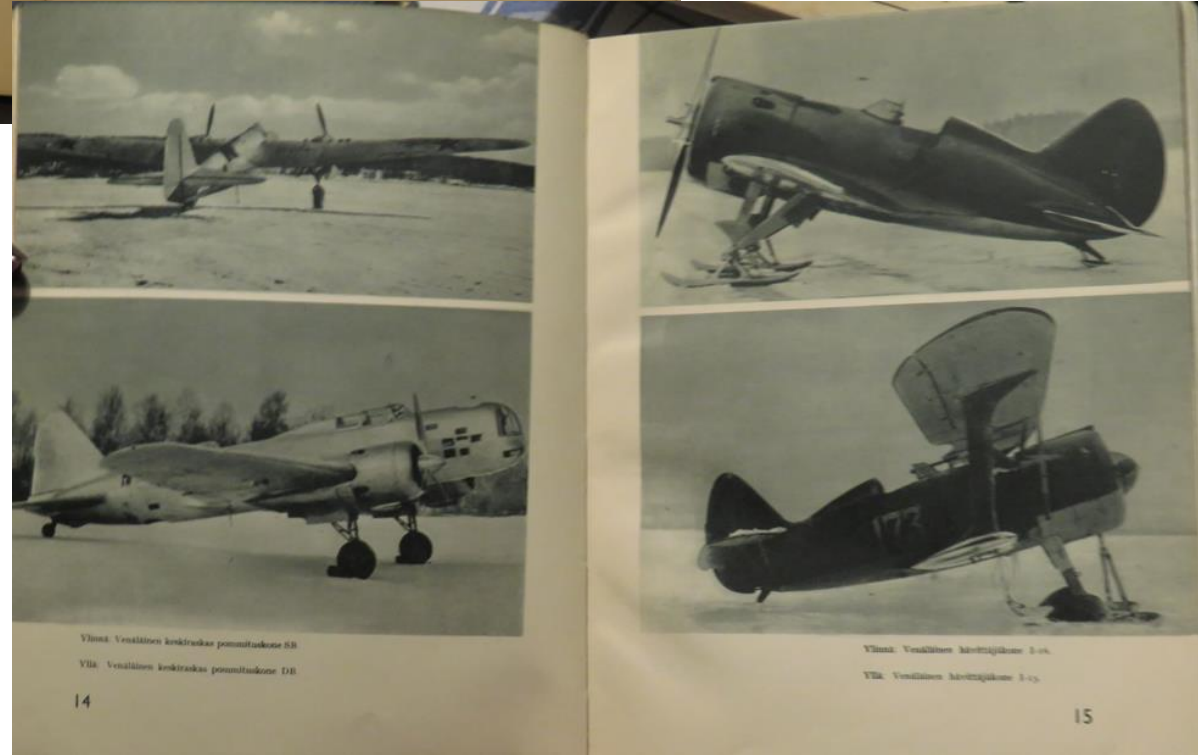
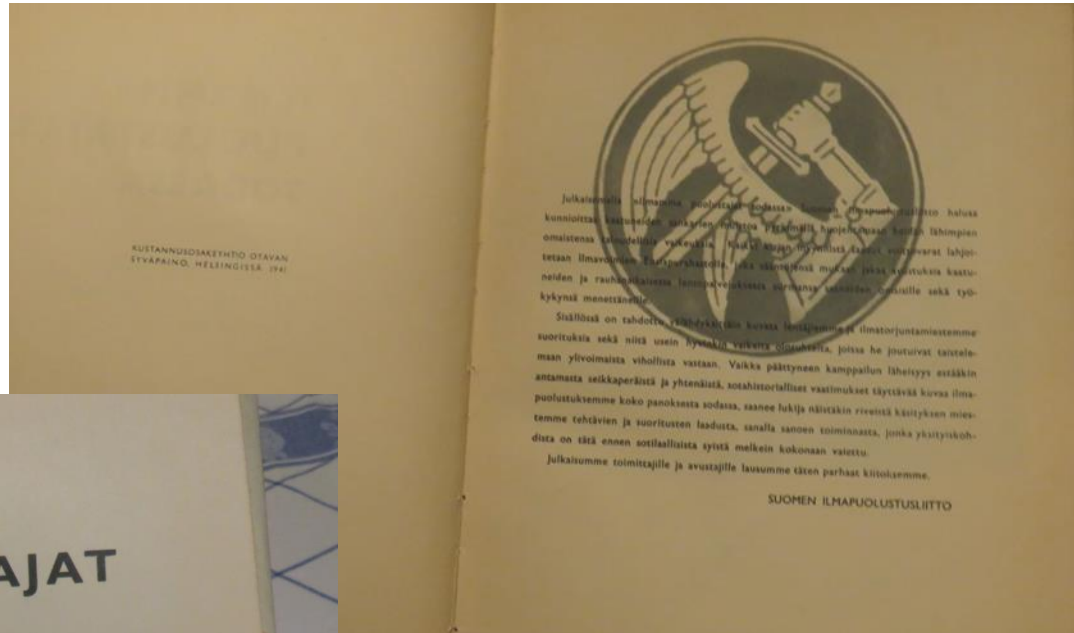
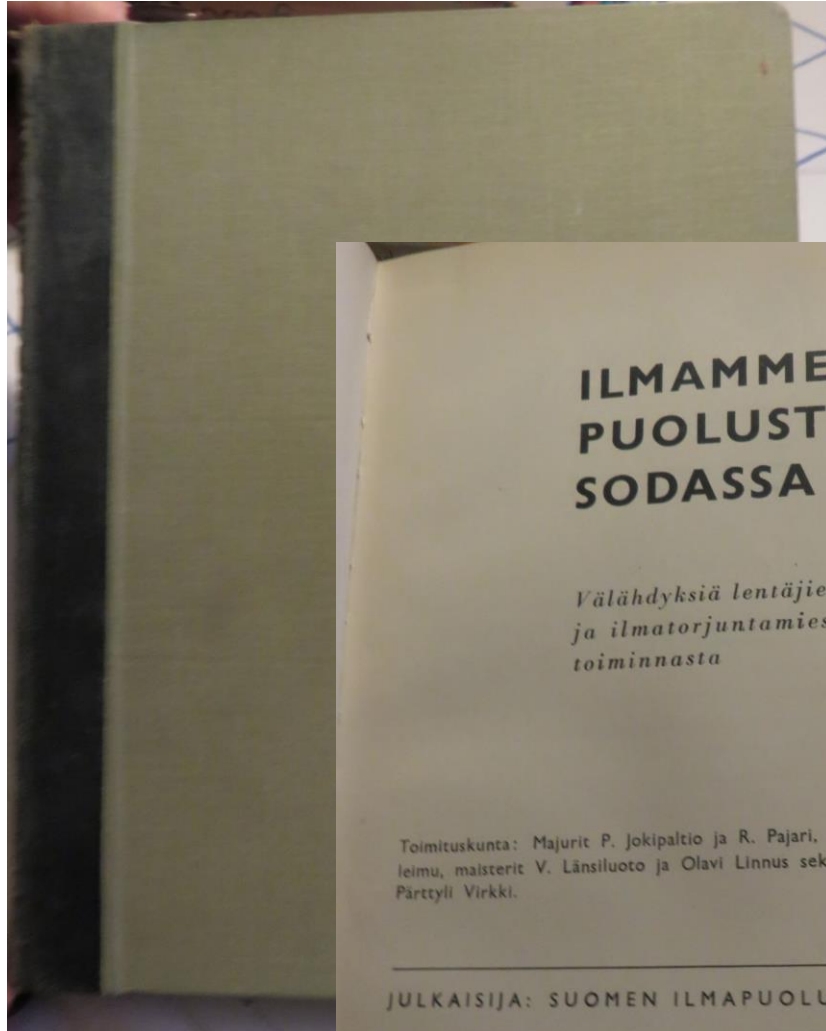




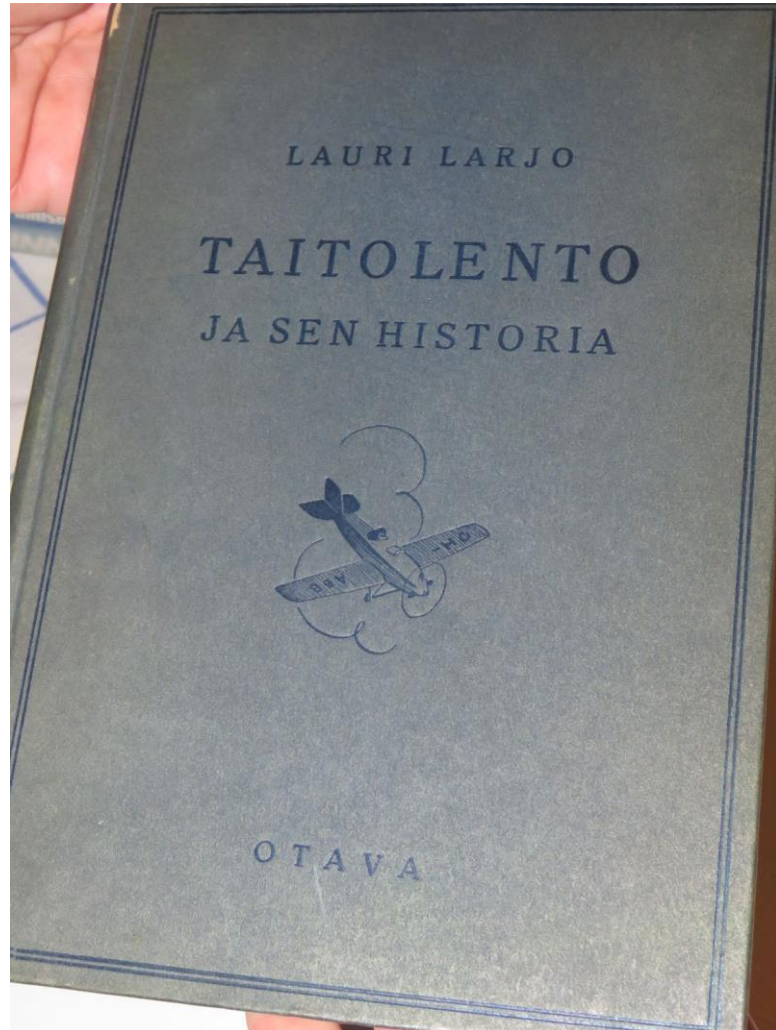
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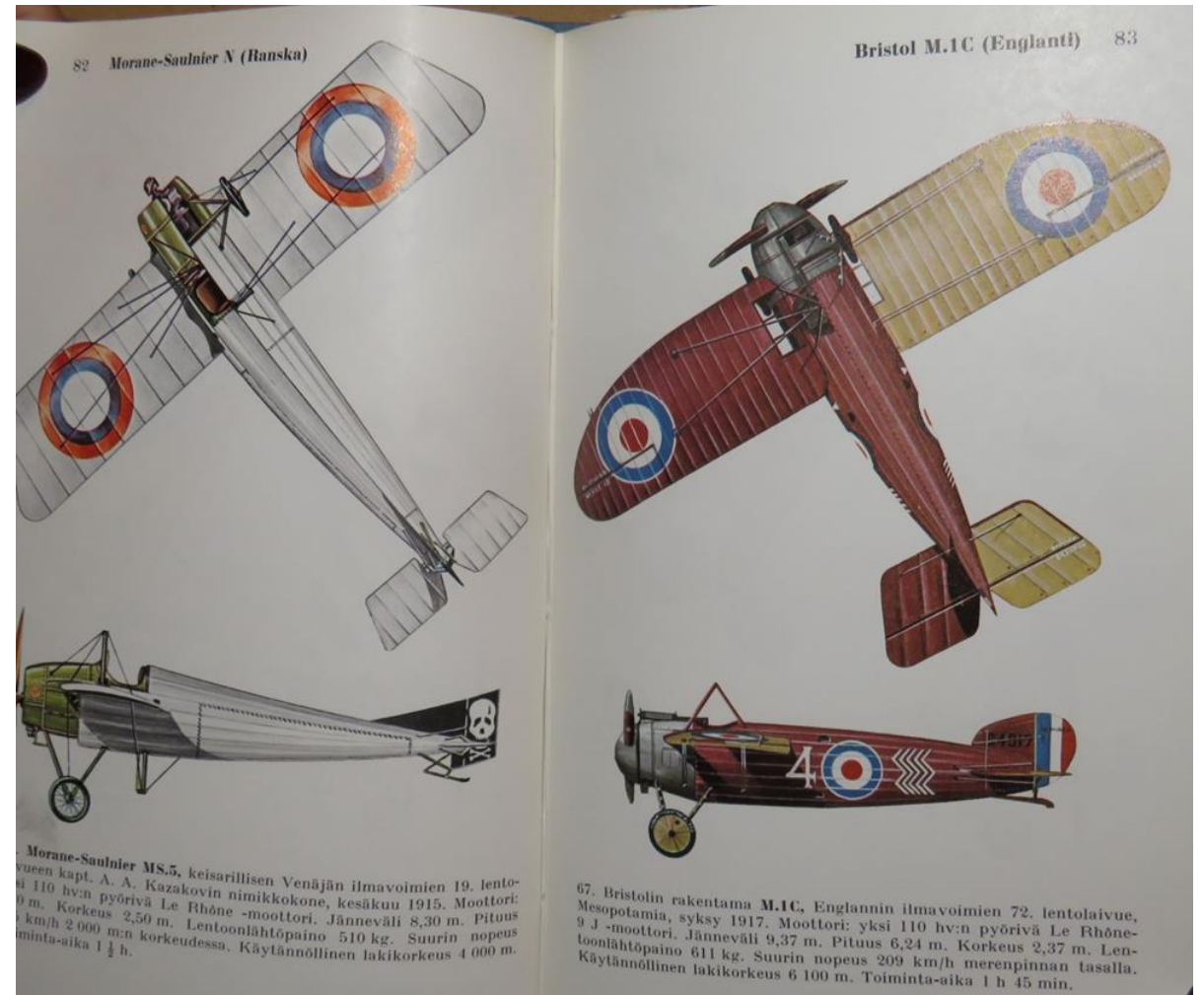


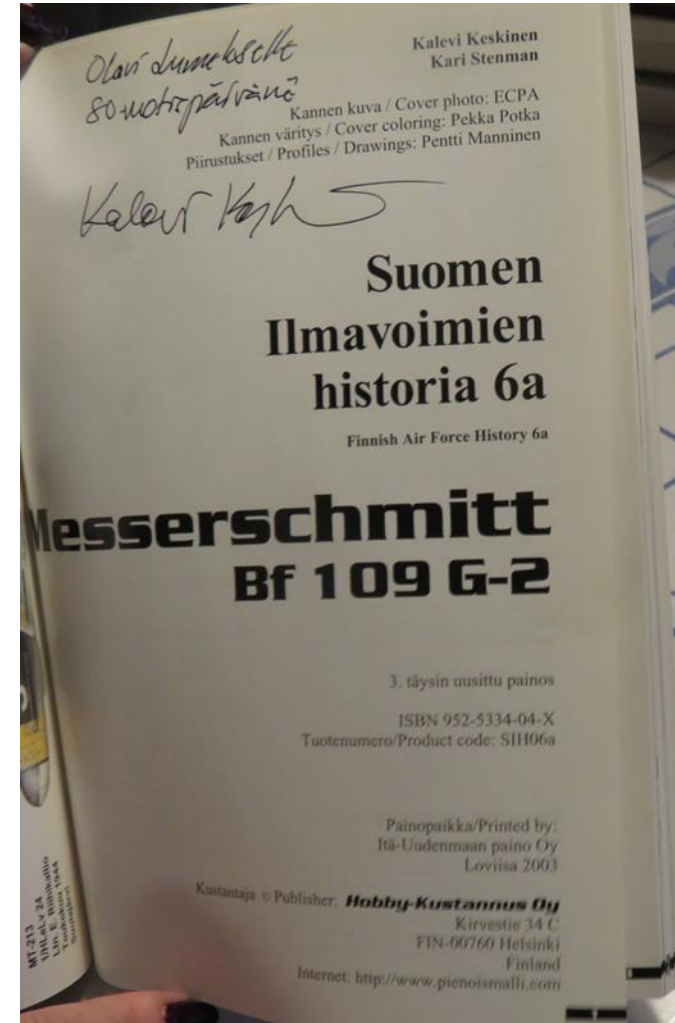






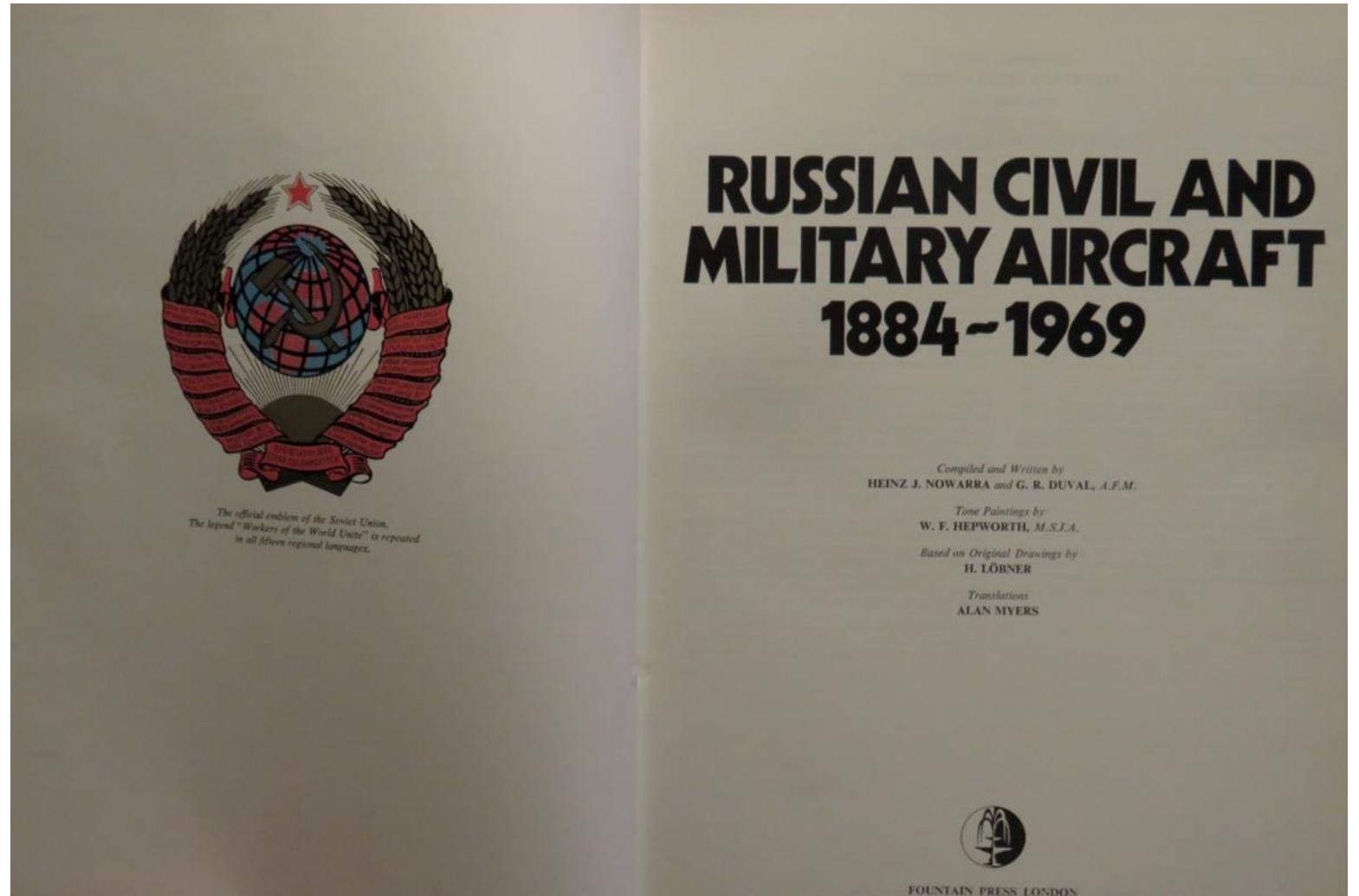
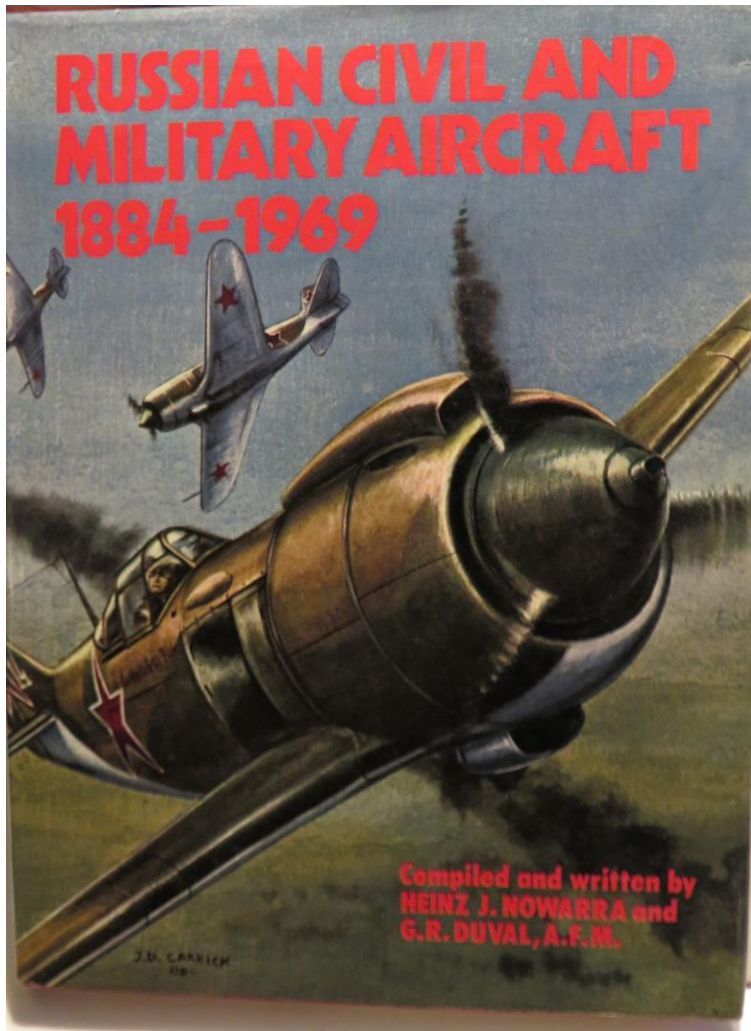


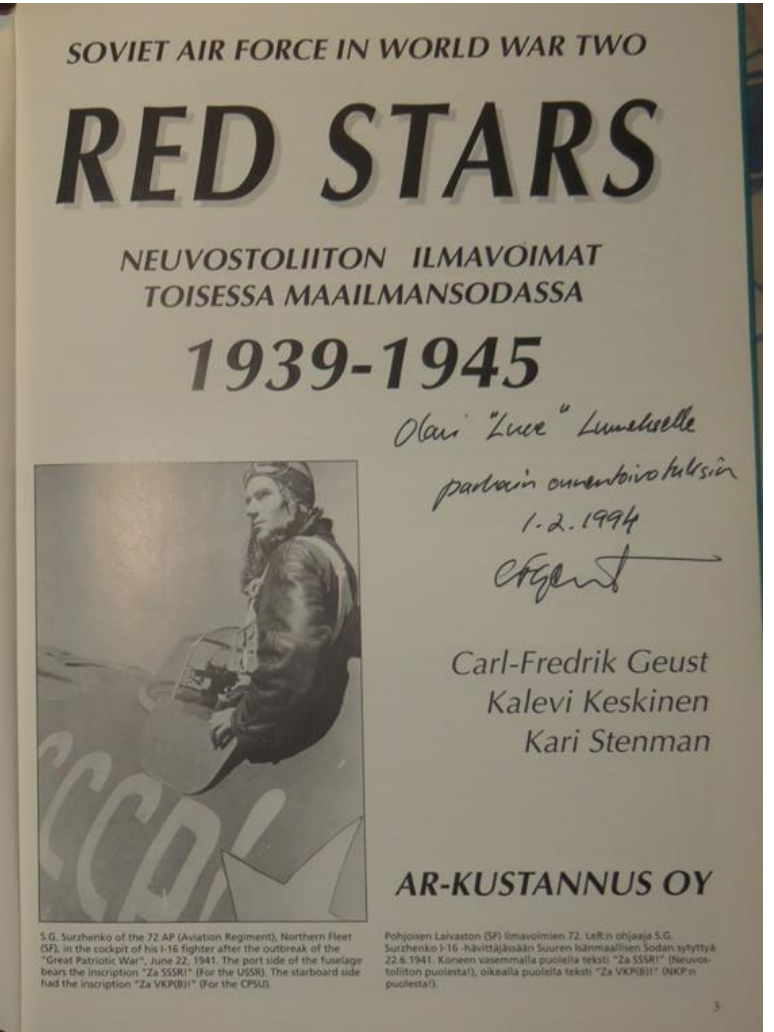
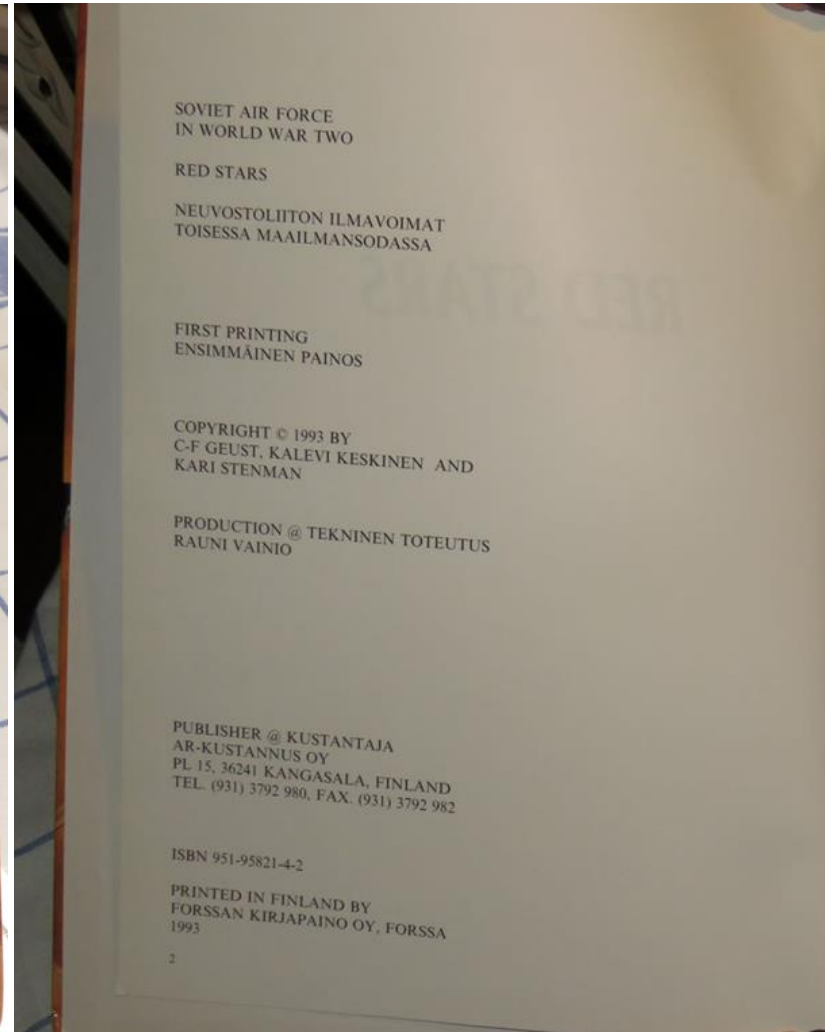
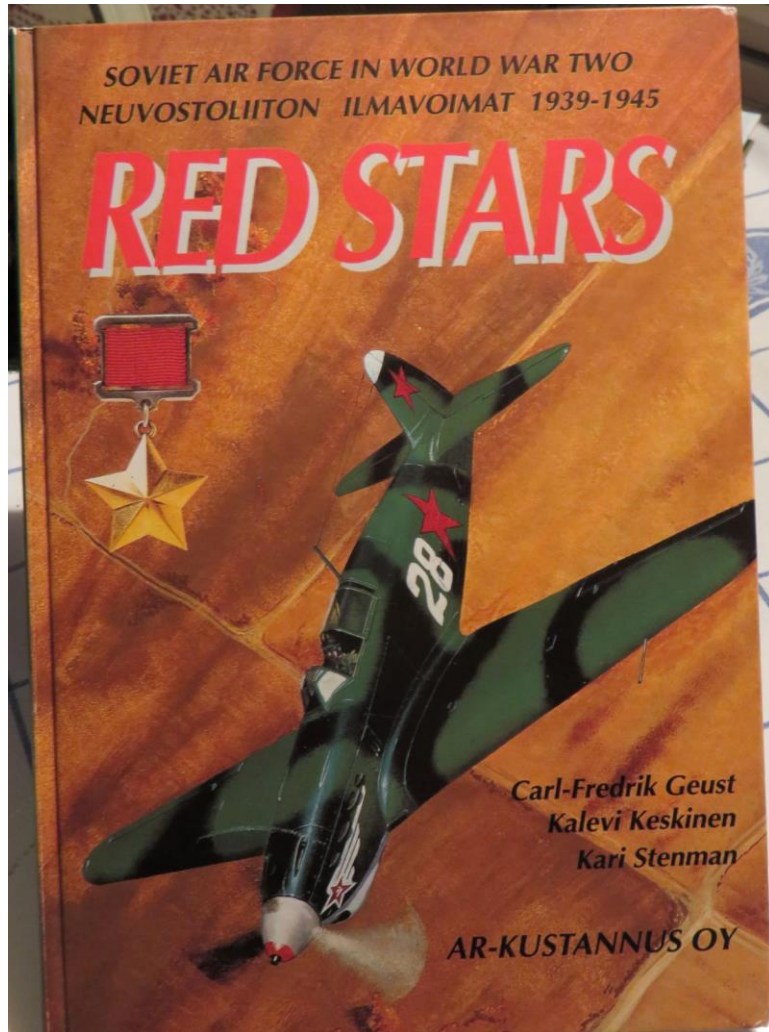


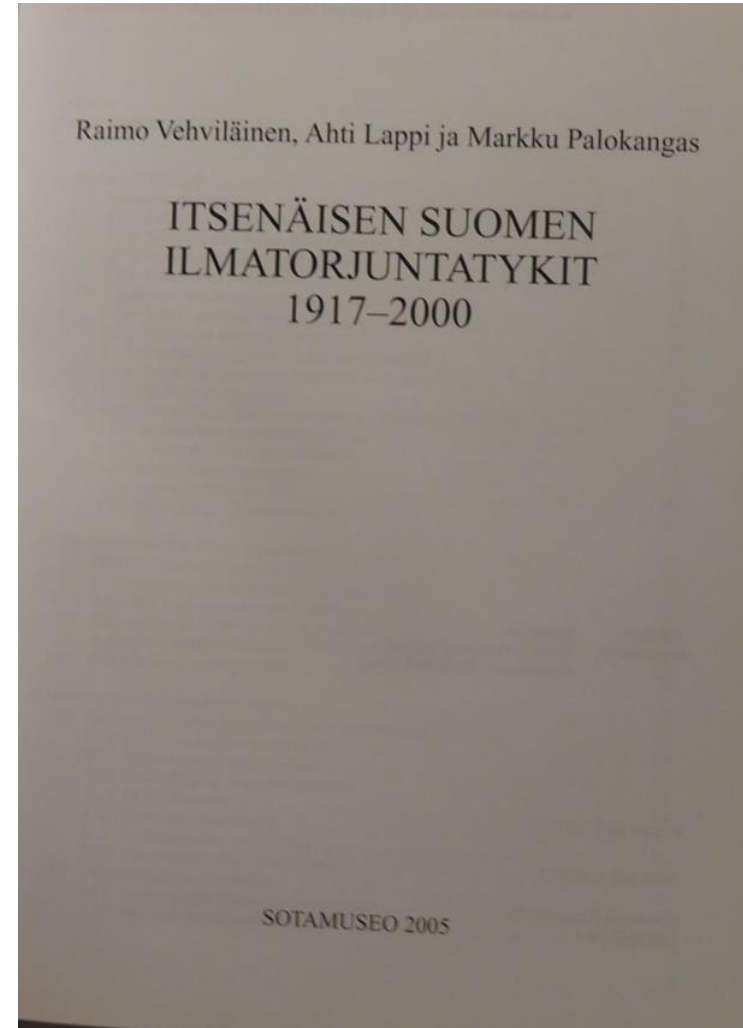






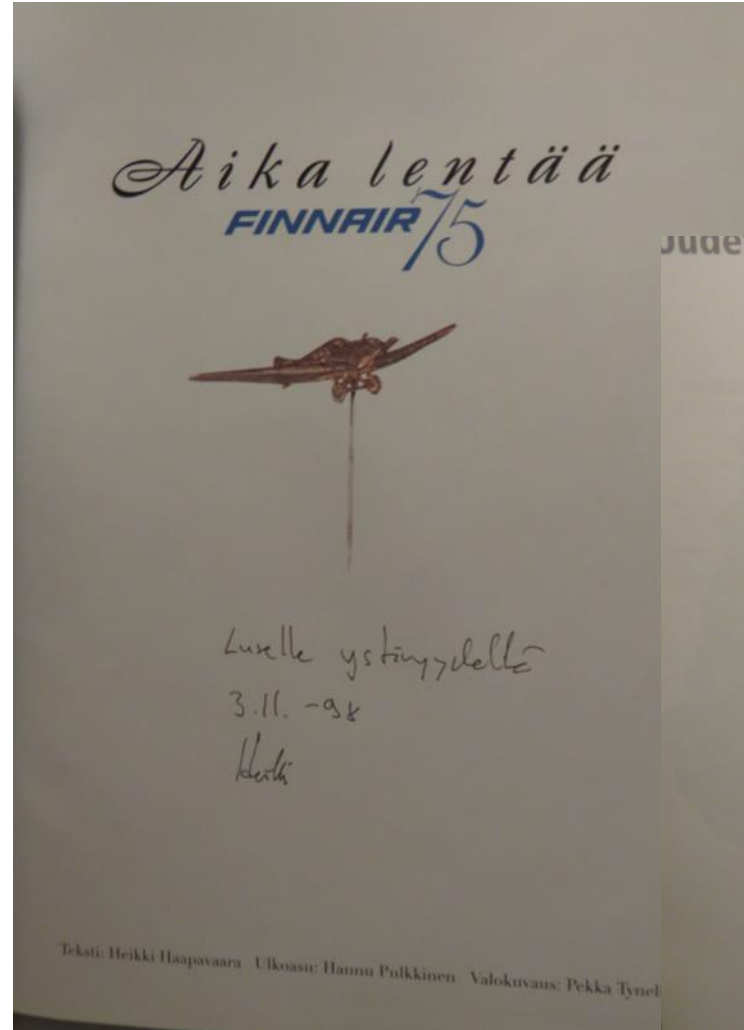




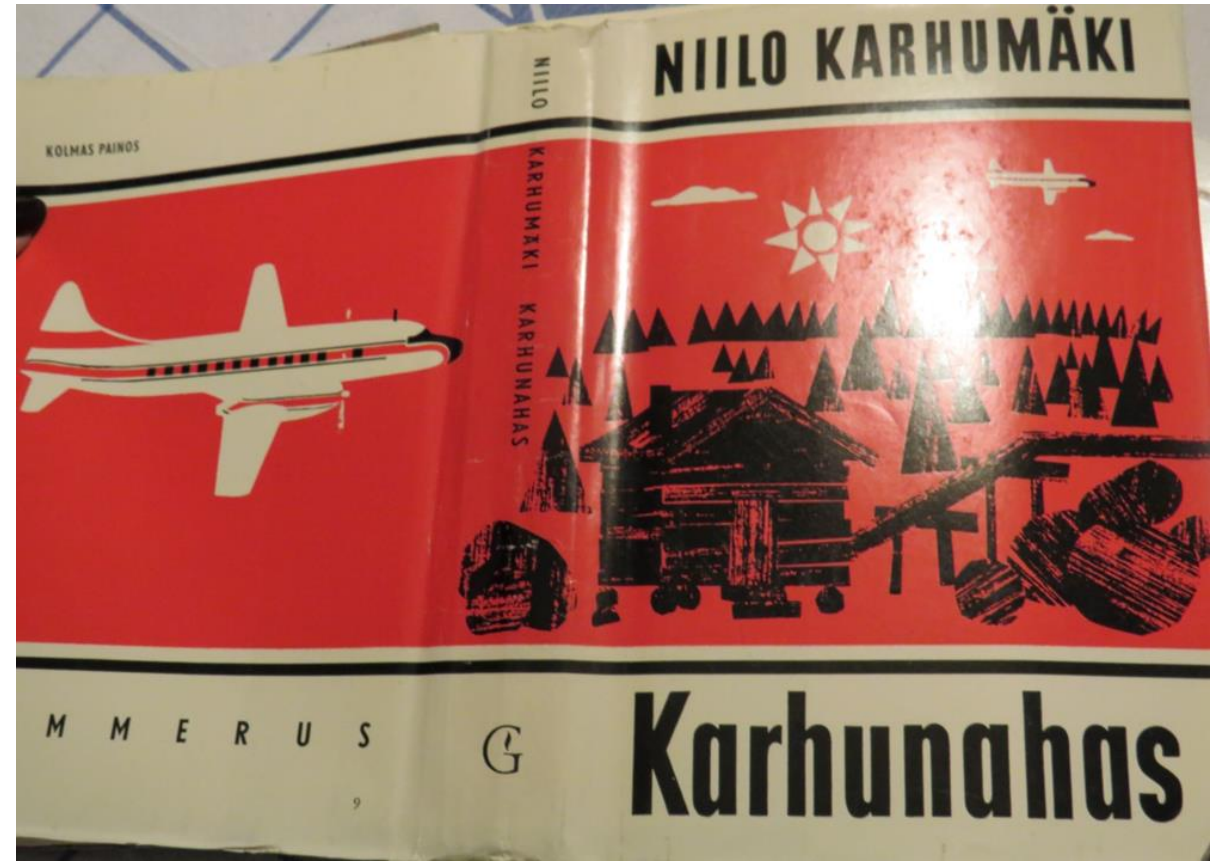
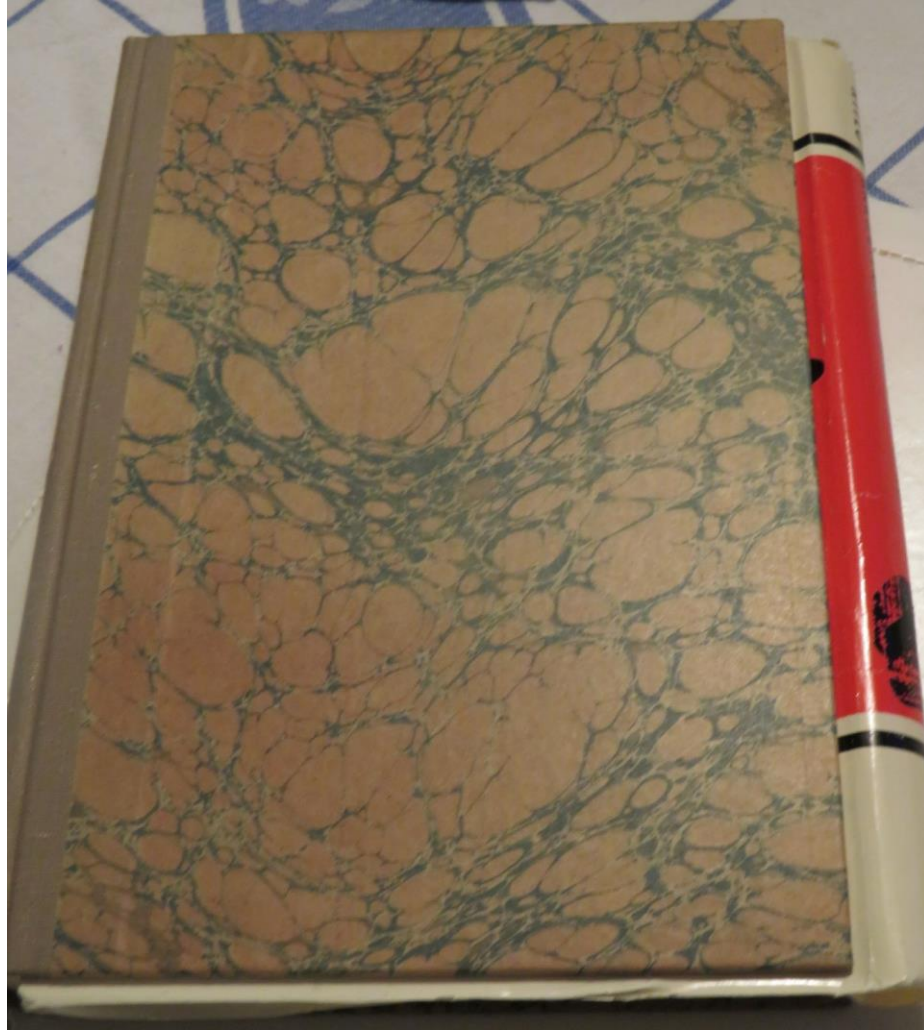




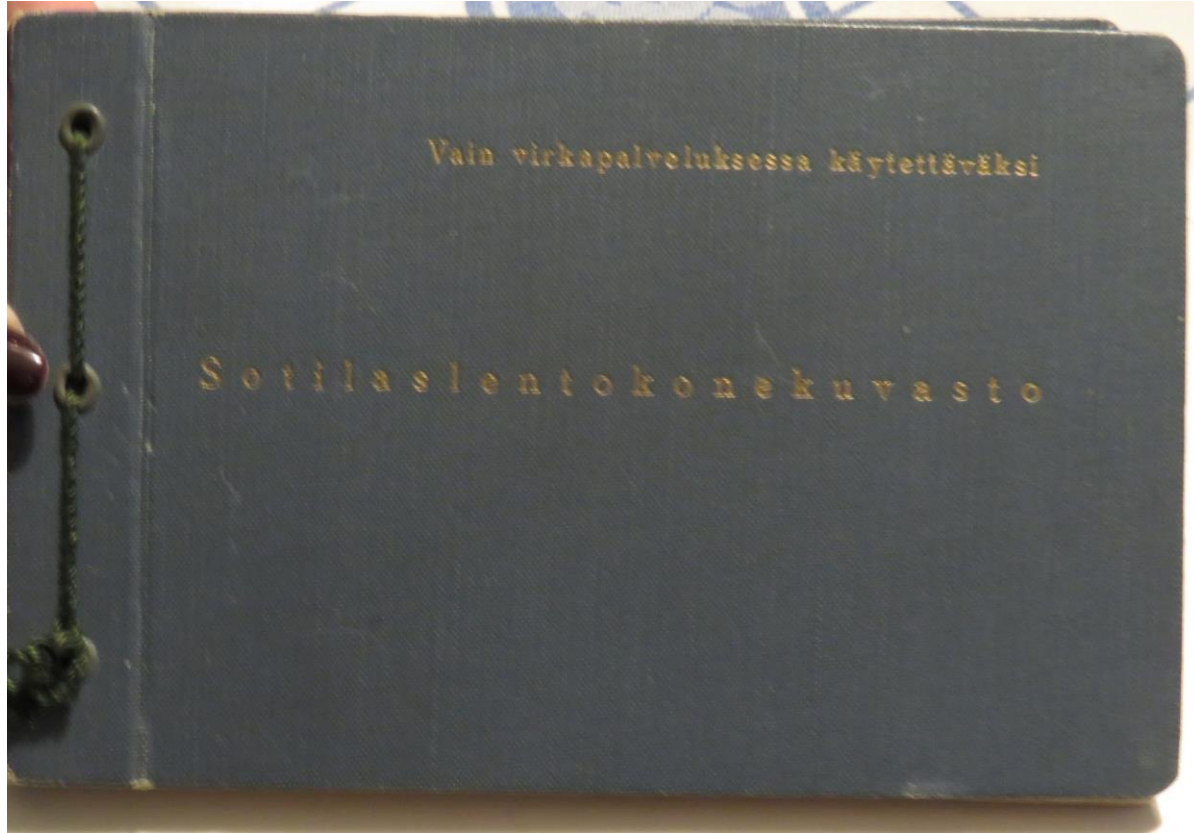




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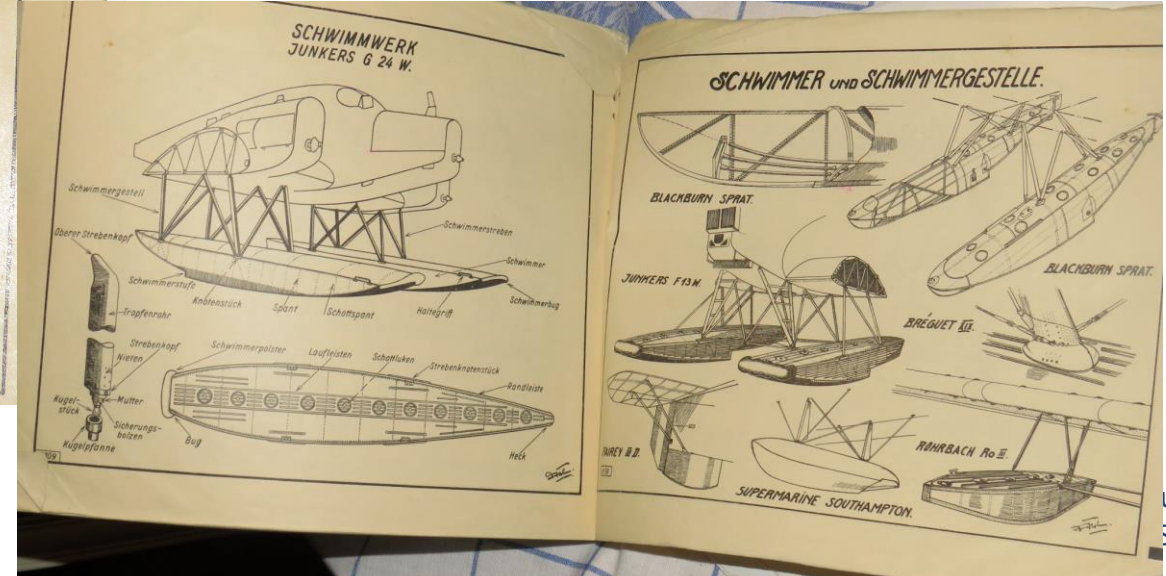
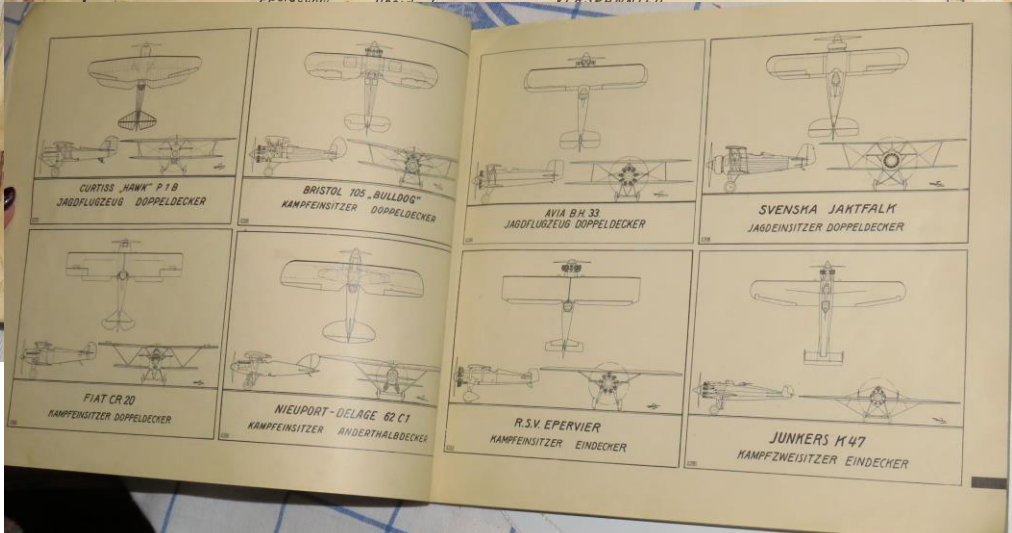
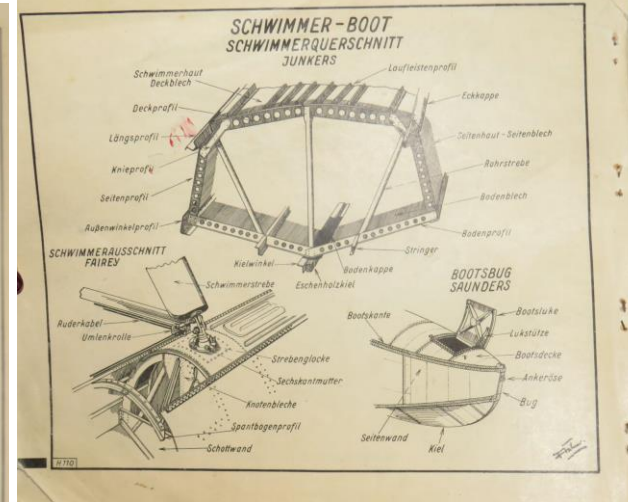
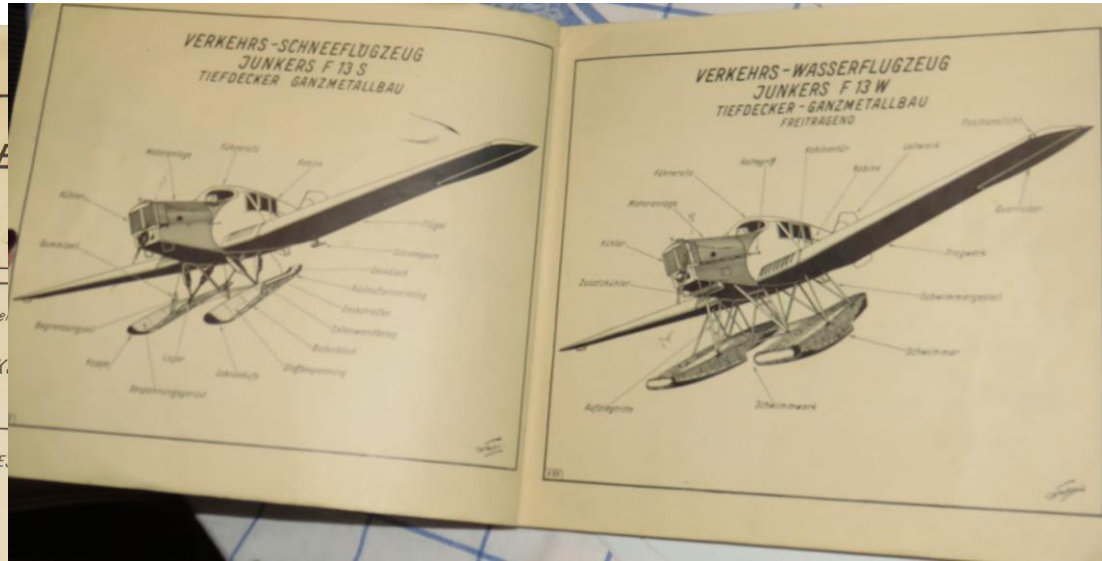
## A. Sotilaslentokoneet.

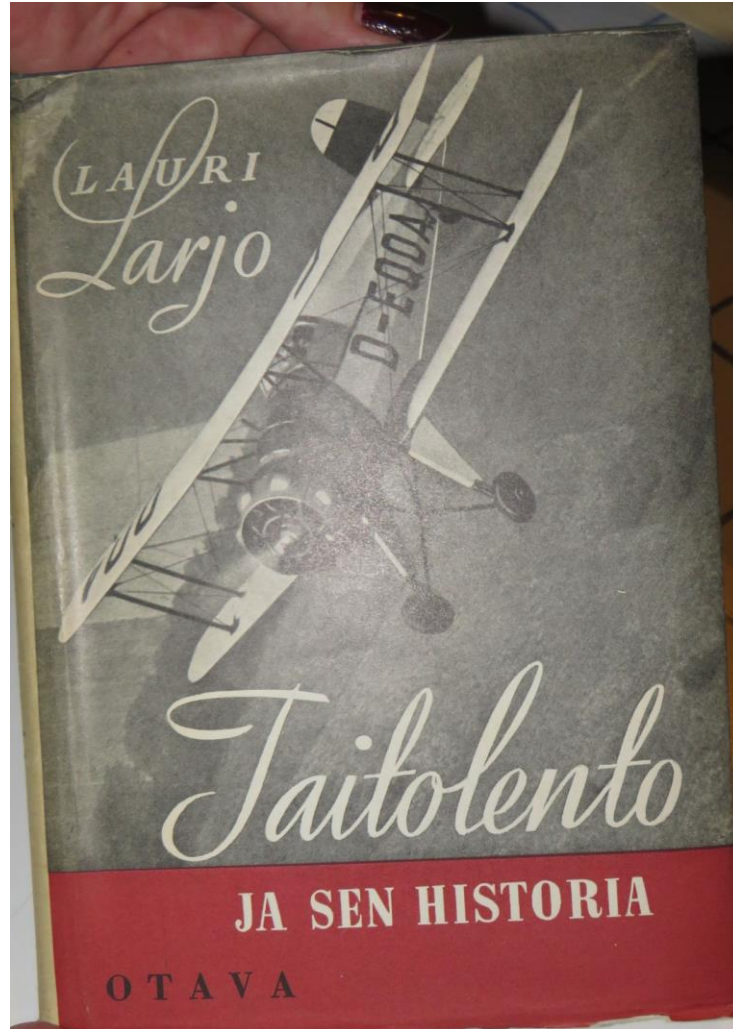
### I. Jakaantuminen.

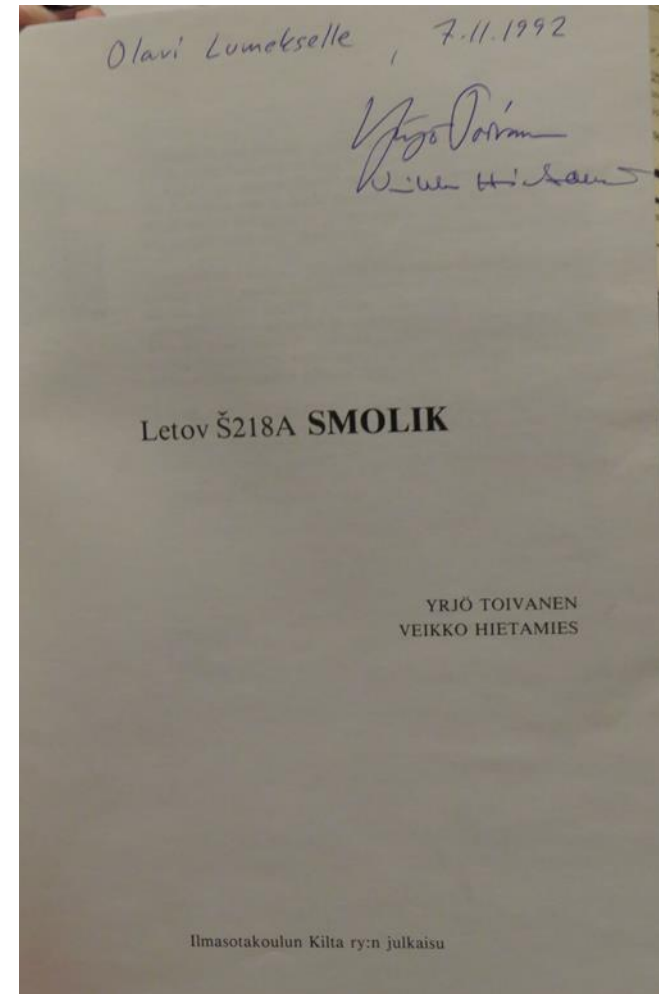
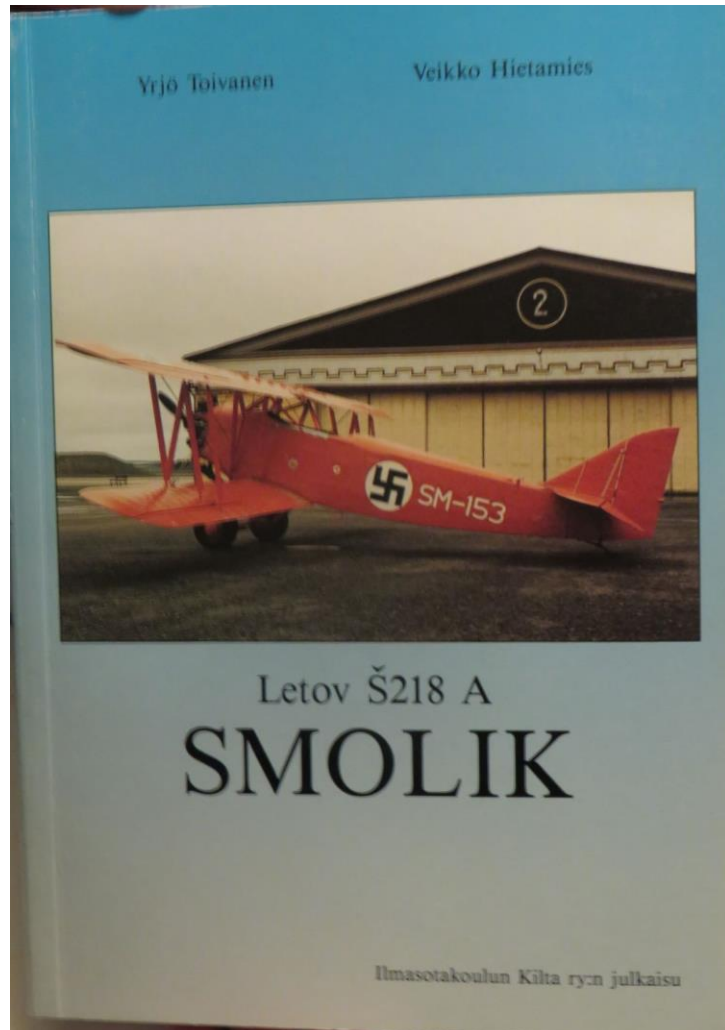
Ilmavoimien toiminta-alaan kuuluvat, luonteeltaan erilaiset tehtävät asettavat myös niissä käytettäville lentokoneille erilaisia vaatimuksia varsinkin kuorman, lentosuorituksen ja lento-ominaisuuksien suhteen. Näitä ominaisuuksia ei useinkaan ole mahdollista yhdistää samaan koneeseen. Sen takia sotilaslentokoneet ovatkin jakaantuneet erilaisiin lentokonetyppeihin, joista tärkeimmät ovat seuraavat:

1. Hävittäjät (H):
  - a. Yksipaikkainen hävittäjä.
  - b. Kaksipaikkainen hävittäjä.
2. Yhteistoimintakoneet (Y):
  - a. Maayhteistoimintakone.
  - b. Meriyhteistoimintakone.
3. Pommikoneet (P):
  - a. Kevyt pommikone.
  - b. Keskiraskas pommikone.
  - c. Raskas pommikone.

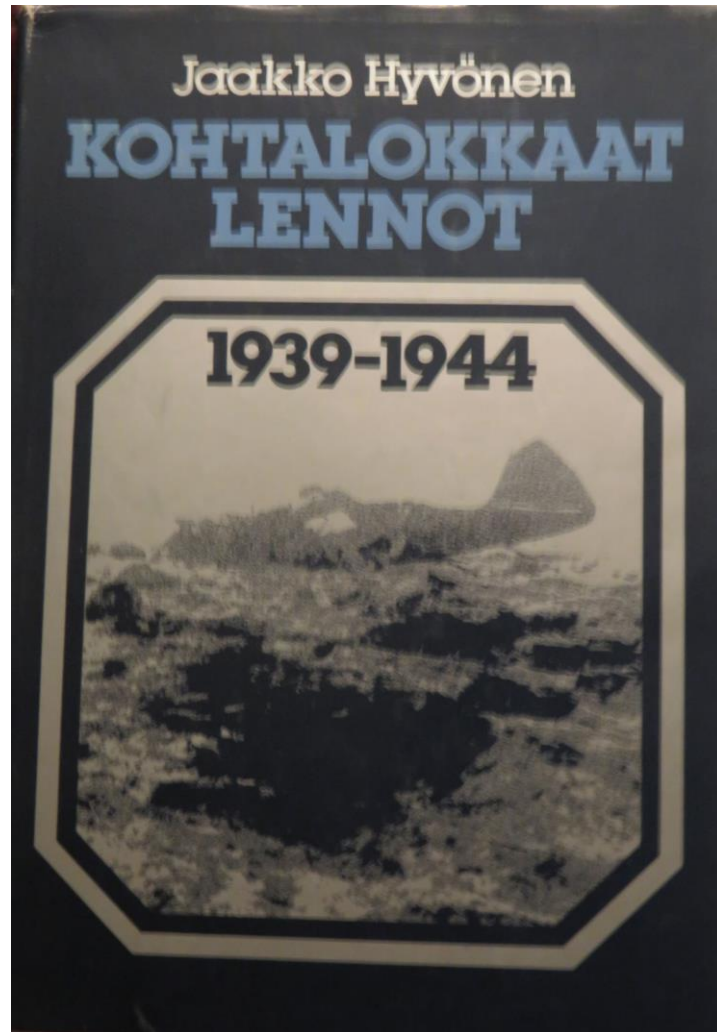
VARJOKUVAT	RIPON II	SUOMI	Y
	<p>Kaksitasoinen ilmajäähdytysmoottorilla varustettu 2-paikkainen meriyhteistoimintakone.</p>		
	<p><b>Mitat:</b></p> <p>Pituus 11,2 m Leveys 13,8 m Korkeus 4,0 m</p>	<p><b>Ominaisuudet:</b></p> <p>Nopeus 200 km/t Lentoaika 5 t Aseistus 1 + 2 kk.</p>	
	<p><b>Huom.</b> Vuodenajasta ja käyttötarkoituksesta riippuen voi olla varustettu joko kellukkeilla, pyörillä tai sukilla.</p>		

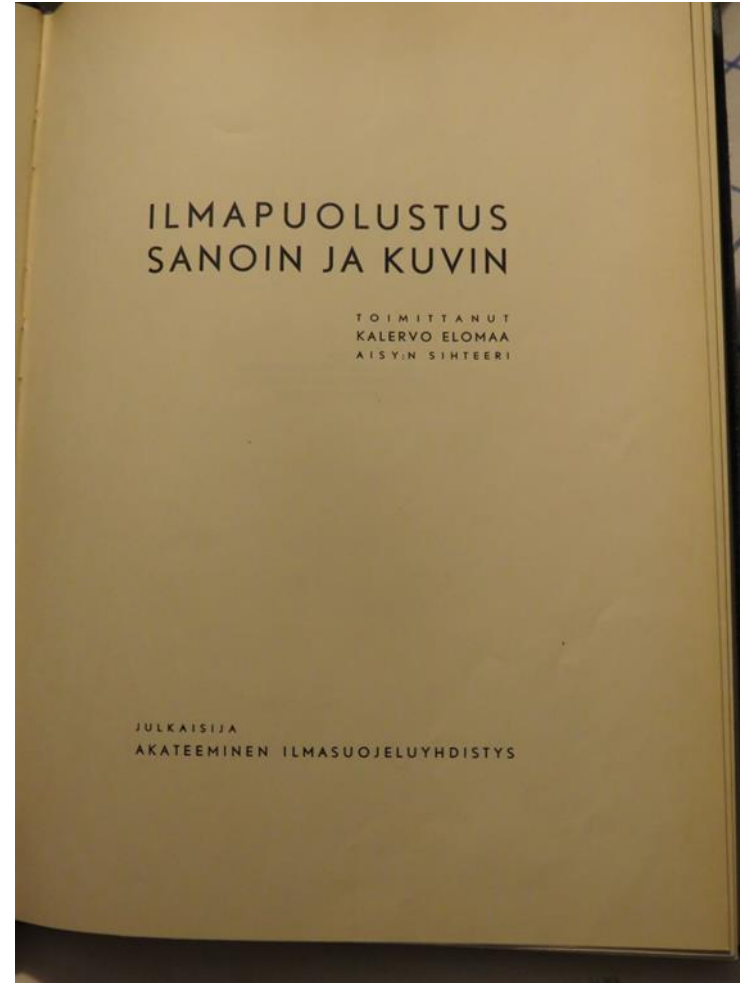
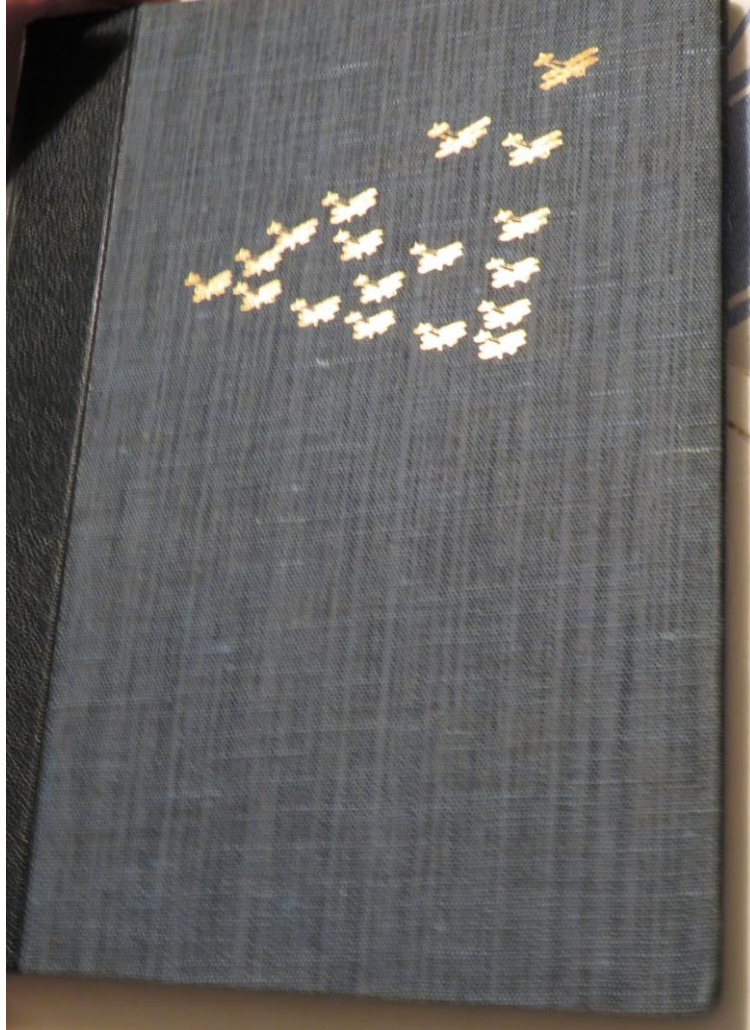


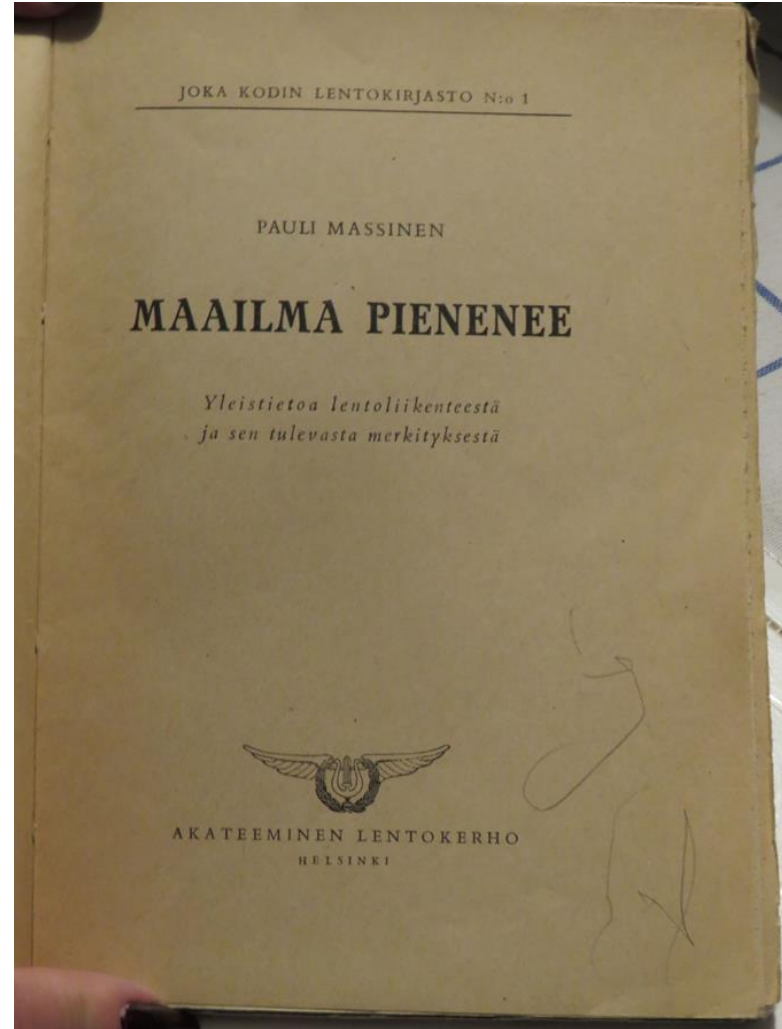
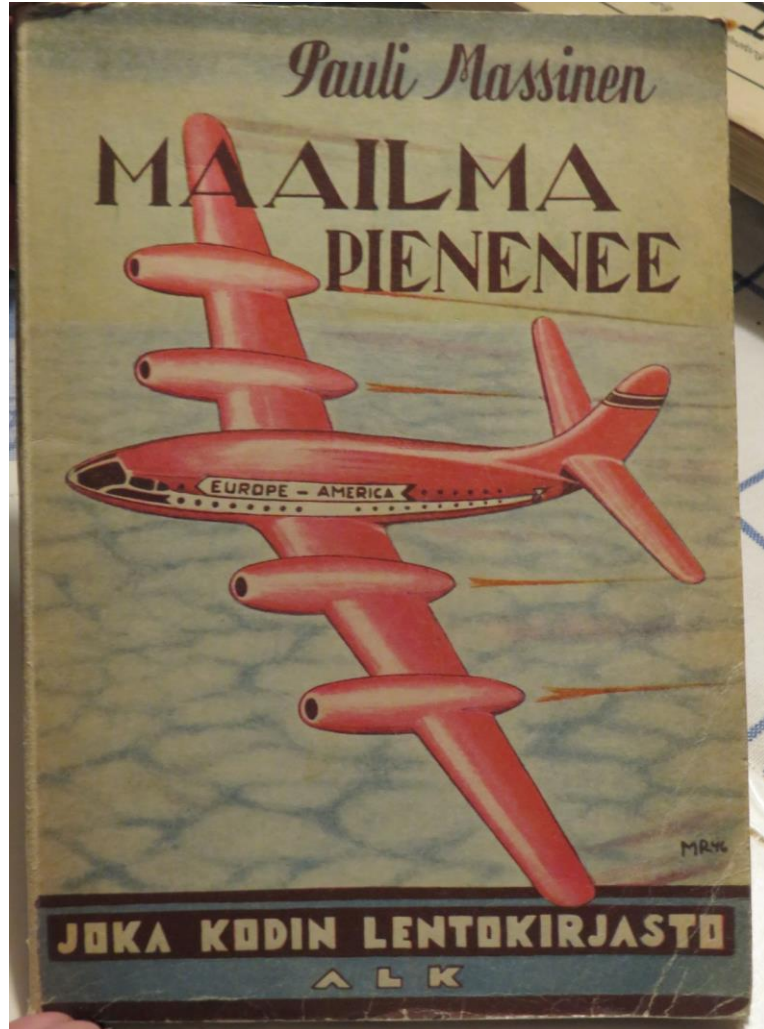


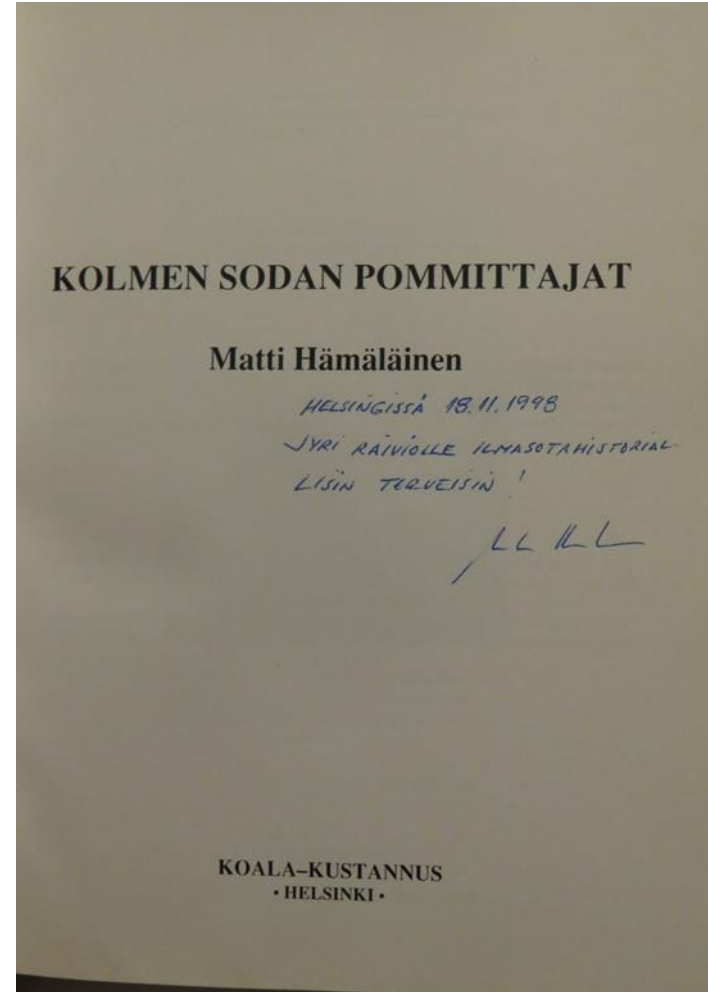


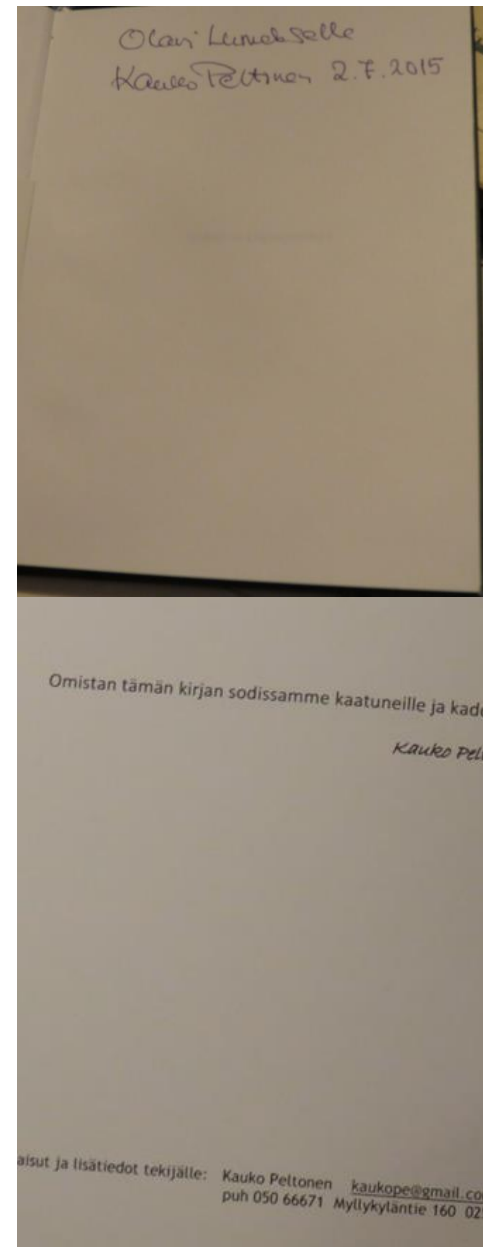
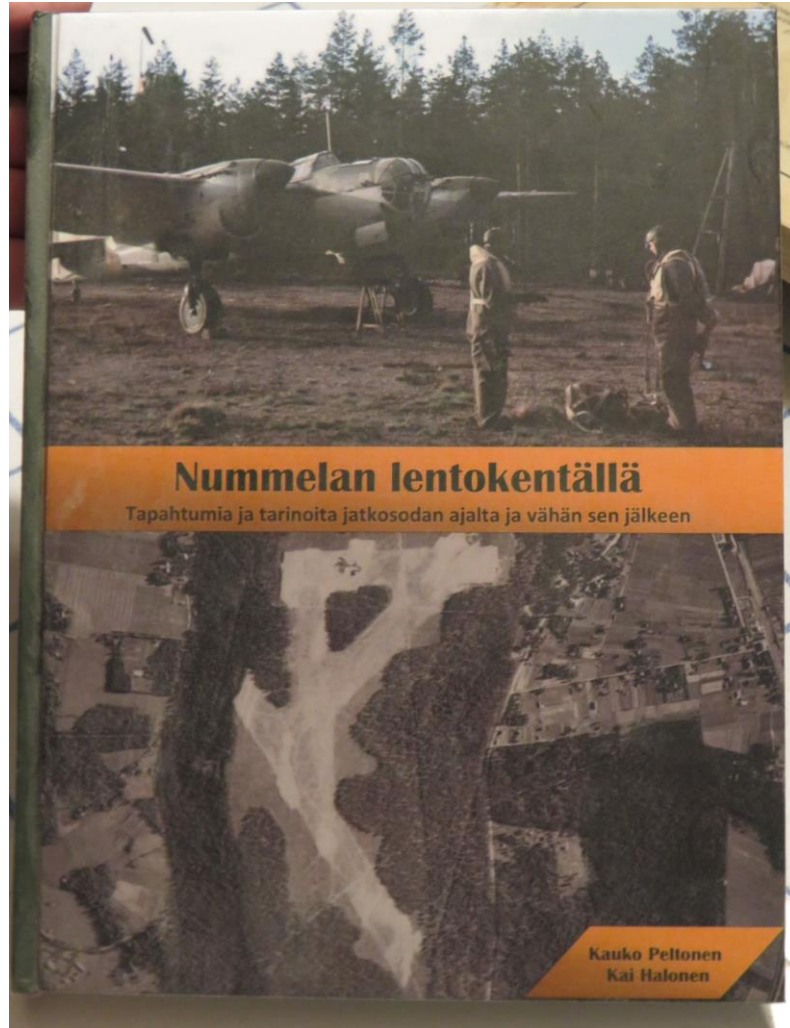








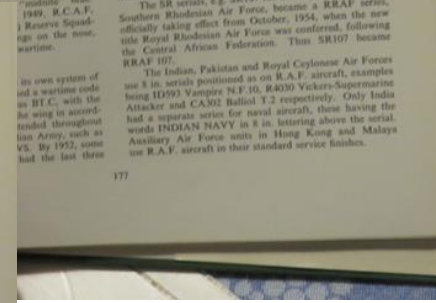
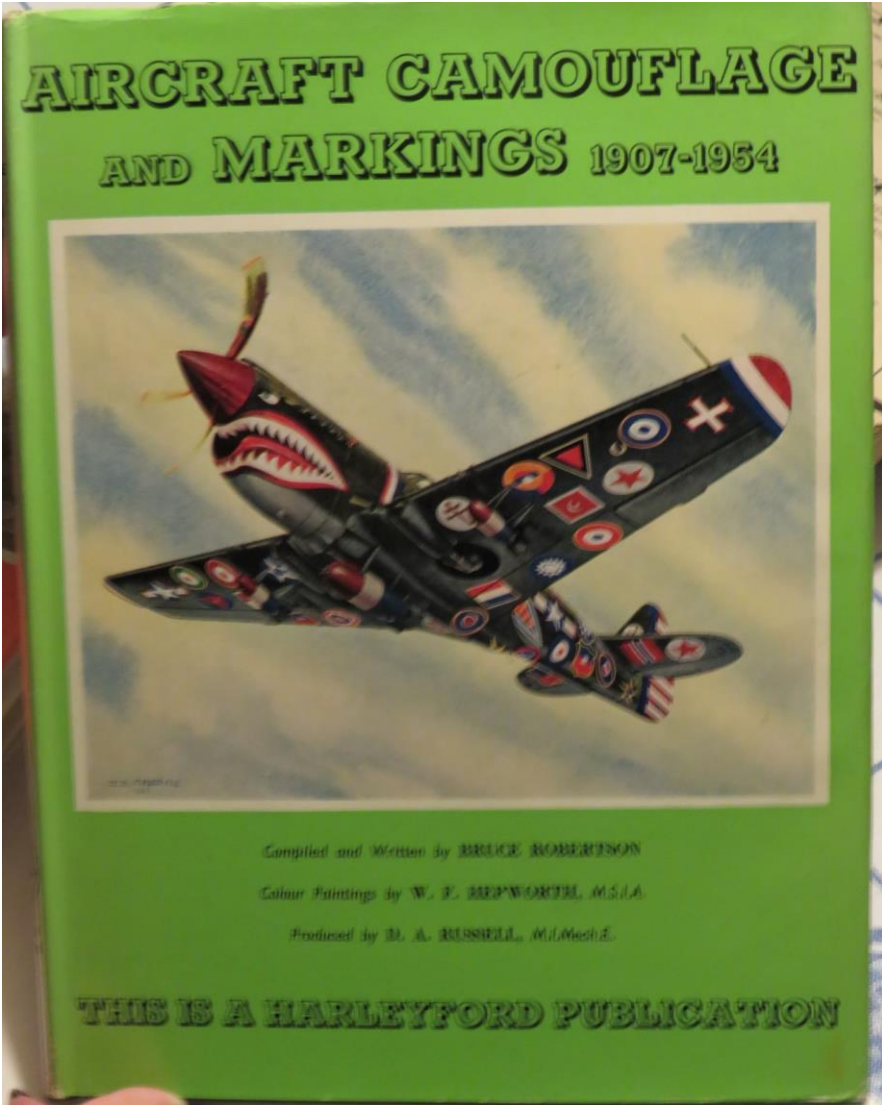




Kauko Peltonen  
Kai Halonen

## Nummelan lentokentällä

Tarinoita ja tapahtumia jatkosodan ajalta  
ja vähän sen jälkeen



CHAPTER FIVE

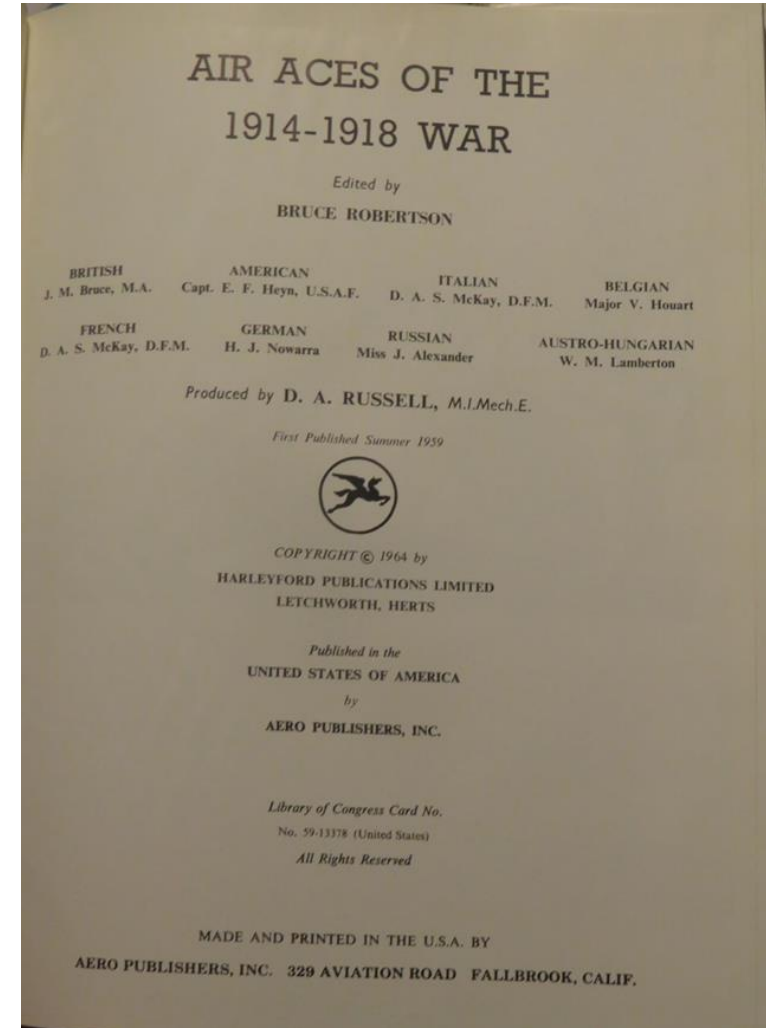
...the serial number for individual identity, e.g. a CF100 MK. 3, No. 18134 bore SA\*134 on the fuselage side, SA being No. 445 Squadron. Almost conversely, other aircraft, such as a Chipmunk T.30 bore the call-sign VC\*GPV on the fuselage side and in the normal full serial position over the fin flash was 185 (for 18185). Undoubtedly, this was a transitional period for R.C.A.F. markings.

Code letter or numbers were not usual in the Royal Australian Air Force, identification being purely by serial number, which has varied only by the allocation of blocks of numbers, instead of invariably starting at No. 1 after the 'A Number' prefix, e.g. Mustang B.16s were numbered from A52-601 although A52-1 to A52-600 had not been fully allocated. New Zealand followed her same serialing system and used unit codes, KW being No. 5 (Maritime) Squadron equipped with Sunderland M.R.5s. The same applied in South Africa where a Sunderland was coded RB in a S.A.A.F. unit. With the latter Force however, the serialing system re-started circa 1950. Under the old system Harvard 7636, 7637 and 7642 were some of the highest numbers recorded. They were incidentally consecutive - literally! At the Rhodes Contrary Air Display in 1953, they gave a performance of aerobatics, linked together by cord. In the new system blocks of three digit numbers were initially allotted, e.g. Vampire F.B.5s were numbered from 201.

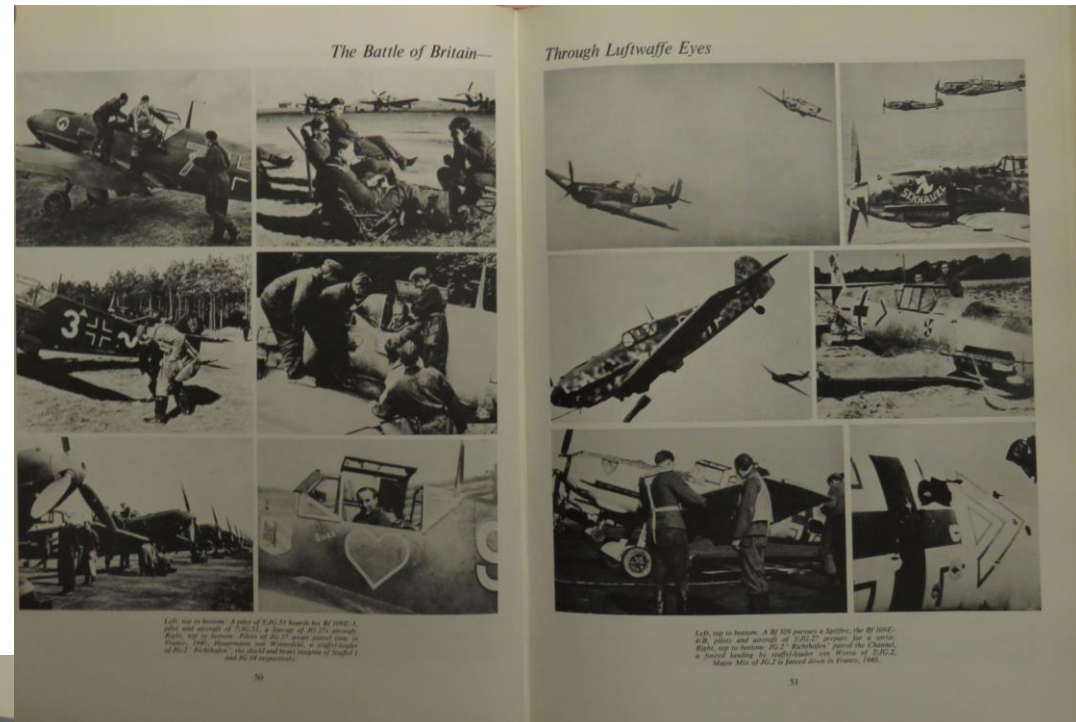
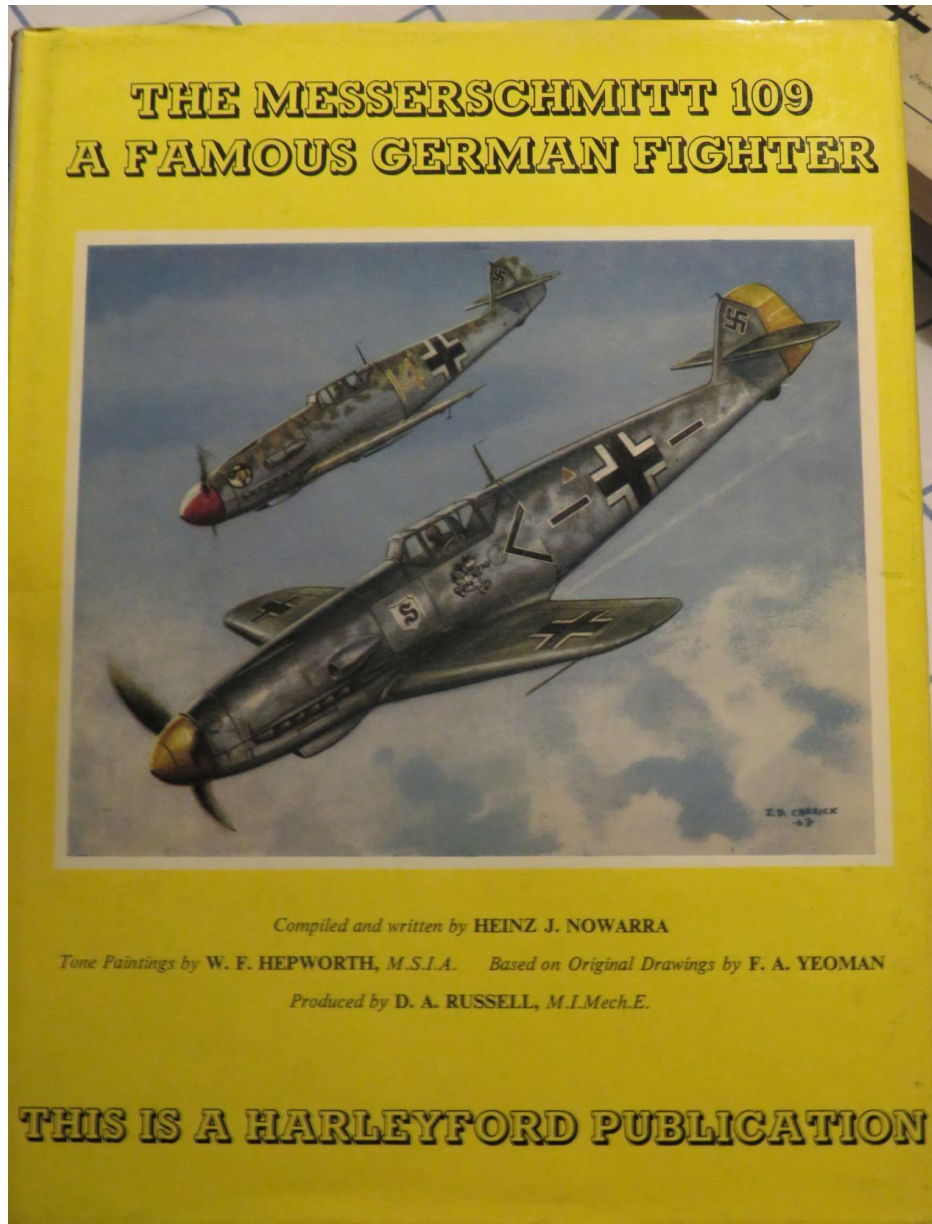
The SR series, e.g. SR107 for a Vampire F.B.9 in the Southern Rhodesian Air Force, became a RRAF series, officially taking effect from October, 1954, when the new title Royal Rhodesian Air Force was conferred, following the Central African Federation. This SR107 became RRAF 107.

The Indian, Pakistan and Royal Ceylonese Air Forces use 8 in. serials positioned as on R.A.F. aircraft, examples being DD93 Vampire NF.10, R4030 Vickers-Supermarine Attacker and CA303 Balliol T.2 respectively. Only India had a separate series for naval aircraft, these having the words INDIAN NAVY in 8 in. lettering above the serial. Auxiliary Air Force units in Hong Kong and Malaya use R.A.F. aircraft in their standard service finishes.

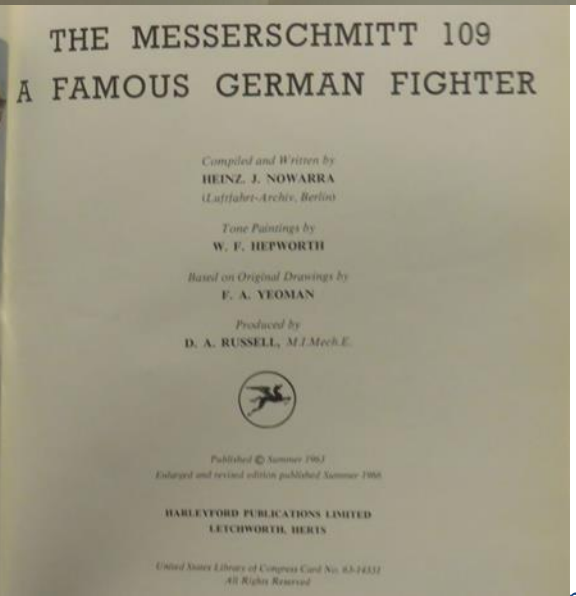
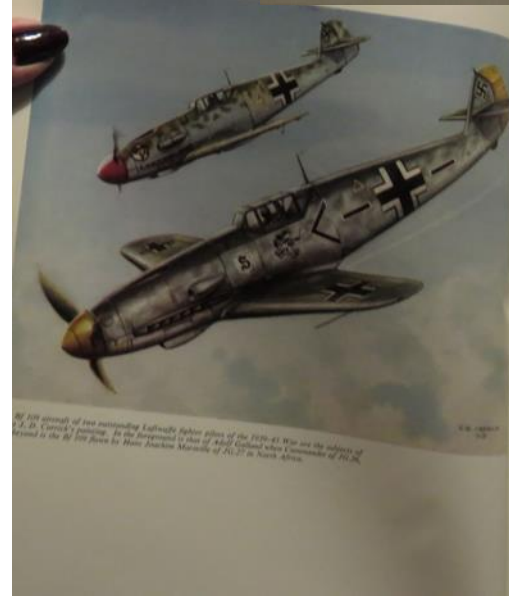
177



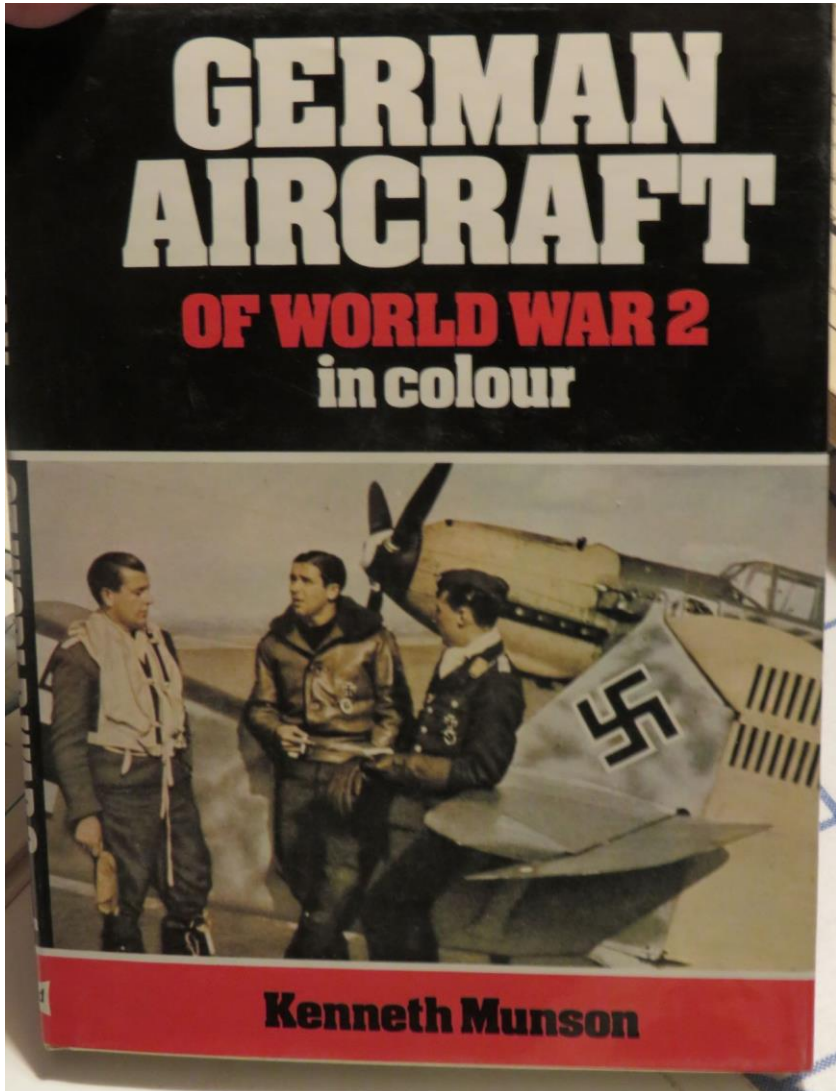
55



Two German Aces







Heinkel He 114A-2 (IV + YK) two-seat reconnaissance floatplane

**HEINKEL He 114**

The He 114 was the less successful of two intended replacements for the He 60 shipboard reconnaissance aircraft, the other being the Ar 196. There were five variously engined prototypes (first flight spring 1936), and 10 He 114A-os (880 hp BMW 132Dc) based on the V5. Weser then built 33 BMW 132N-engined A-1s for training and a small batch of operational A-2s. These had uprated BMW 132Ks, one MG 17 (front) and one MG 15 (rear) guns, and could carry two

50 kg bombs. Flying and water handling qualities were poor; as a result the He 60 continued in service, Weser refurbishing most He 114A-2s pre-war for export to Sweden (14 as He 114B-1s) and Romania (12 as B-2s). Fourteen C-1s, with an extra MG 17 in front, were delivered to the Luftwaffe but released later to Romania, and four C-2s (unarmed A-2s) were exported, probably to Spain. The He 114's limited Luftwaffe service was mostly in the eastern Mediterranean and Black Sea areas. *Data: page 147.*

Aircraft type		He 115C-1	
Power plant		2 x 960 hp BMW 132K	
Accommodation		3	
Wing span	m ft in	22 28	73 1 2
Length overall	m ft in	17 30	56 9 1
Height overall	m ft in	6 62	21 8 6
Wing area	m <sup>2</sup> sq ft	86 70	933 23
Weight empty equipped	kg lb	6 670	16 146
Weight loaded (max)	kg lb	10 680	23 545
Max wing loading	kg/m <sup>2</sup> lb/sq ft	123 18	28 22
Max power loading	kg/hp lb/hp	5 58	12 26
Max level speed	km/h mph	300	186
at (height)	m ft	1 000	3 280
Cruising speed (max)	km/h mph	280	180
at (height)	m ft	2 000	6 560
Time to 3 000 m (9 845 ft)		22 3 min	
Service ceiling	m ft	5 200	16 950
Range (normal)	km miles	2 480	1 550



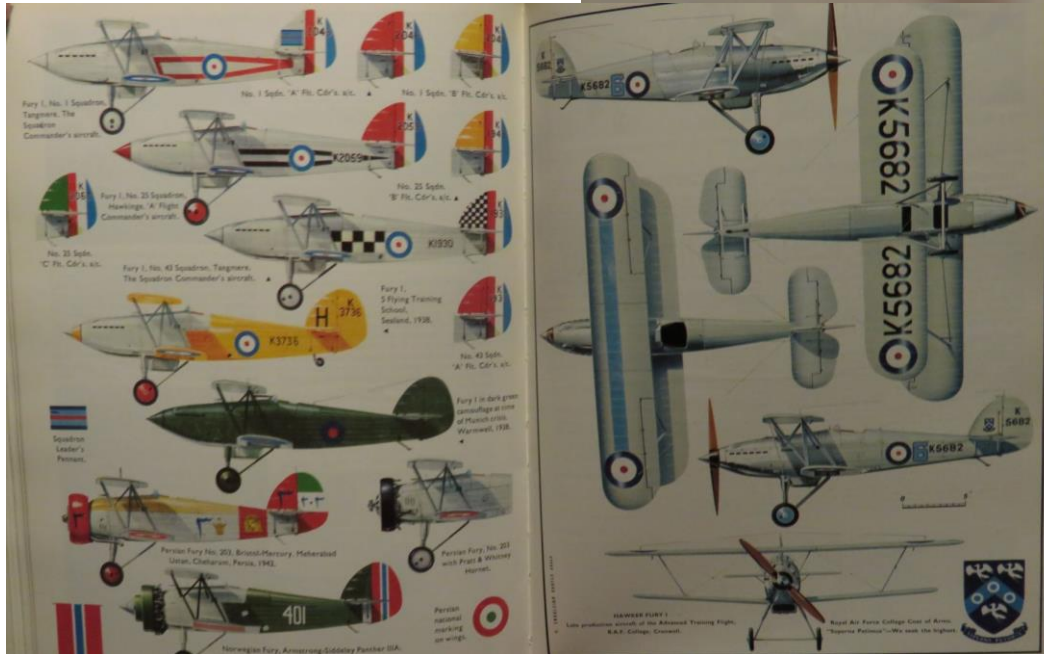
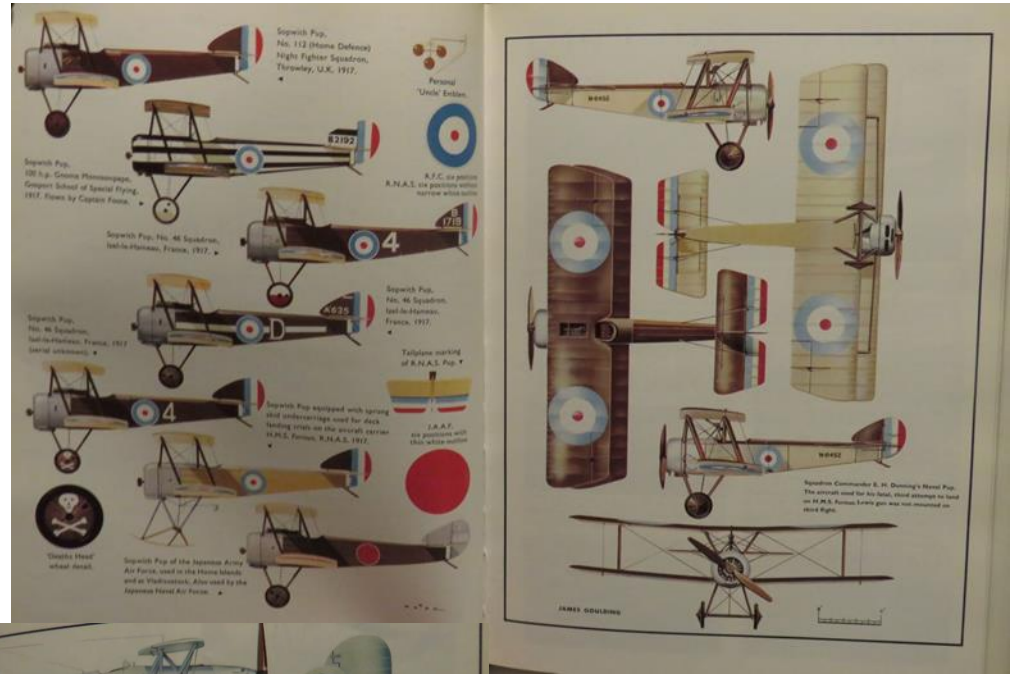
Above and below: Heinkel He 115B-1 (SL + LH) of 1. Kü Fl Gr 406, Norway, winter 1942/43

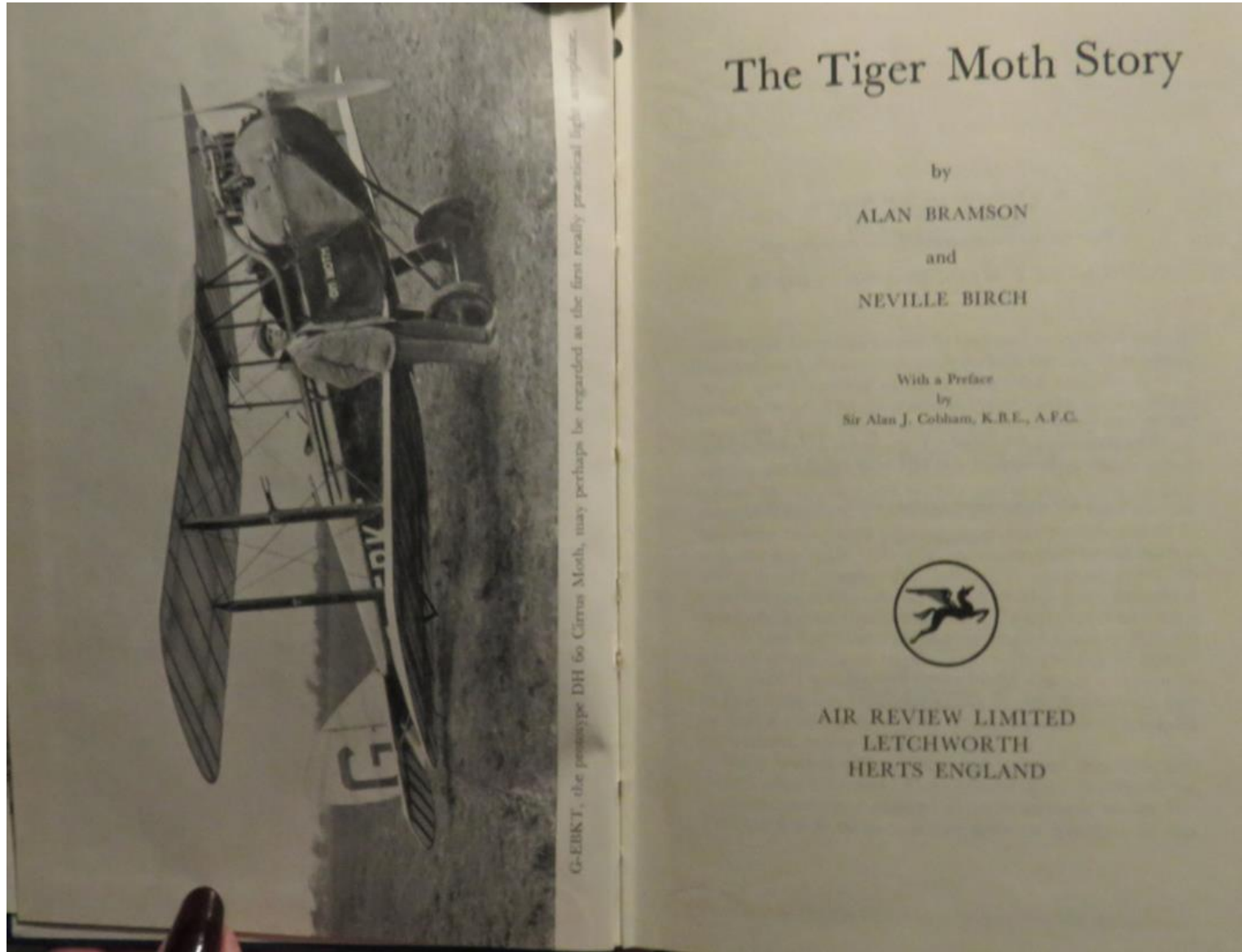
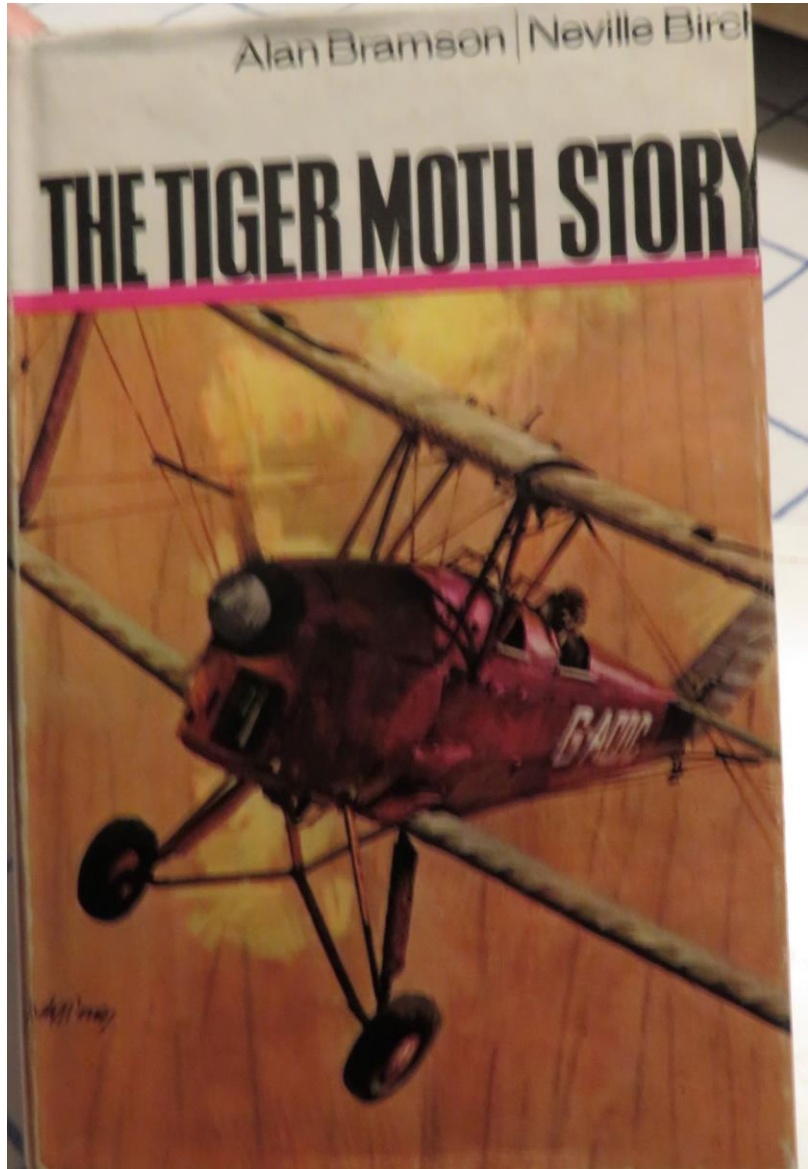
Staffel emblem of 2. Kü Fl Gr 506, used also by 1. Kü Fl Gr 406

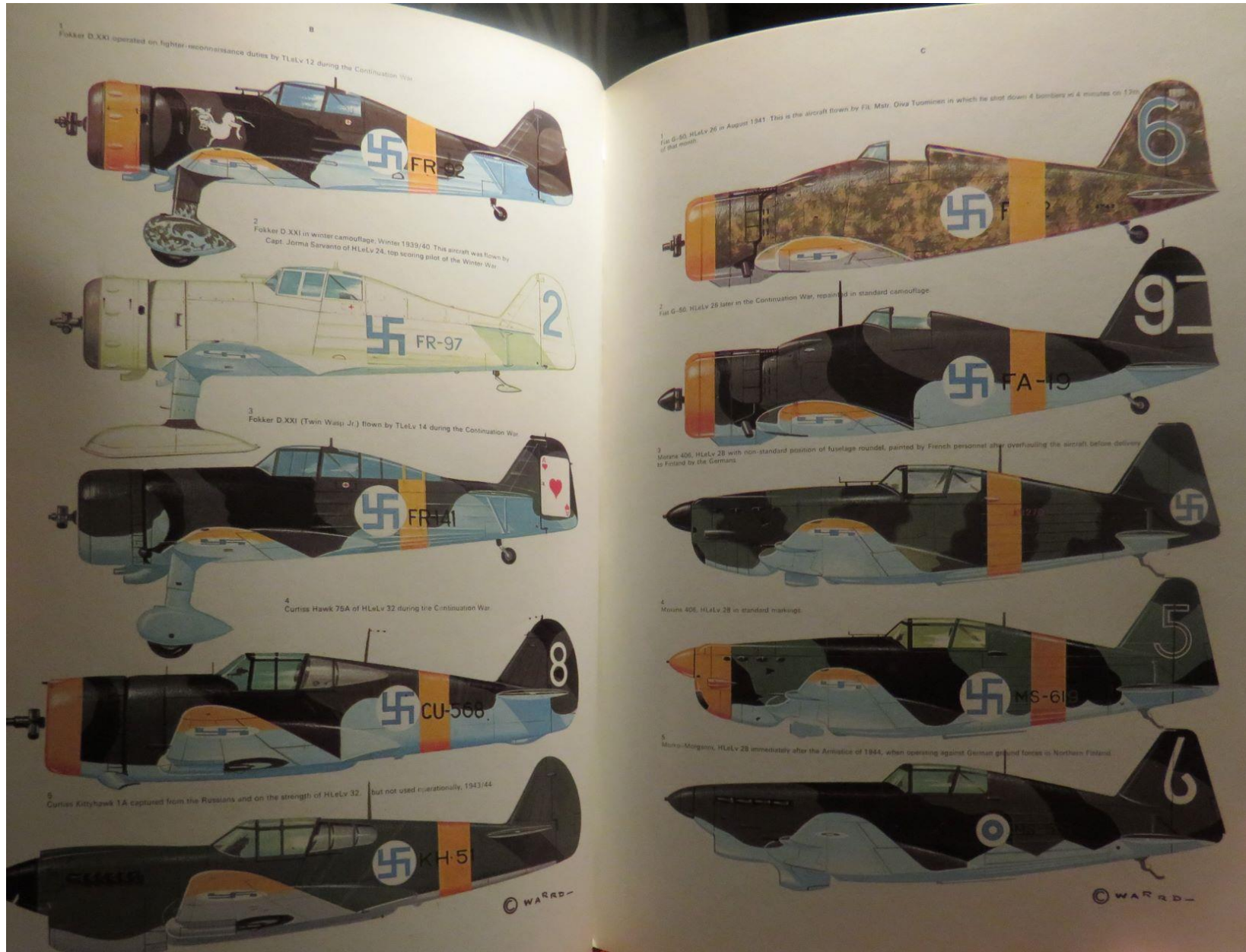
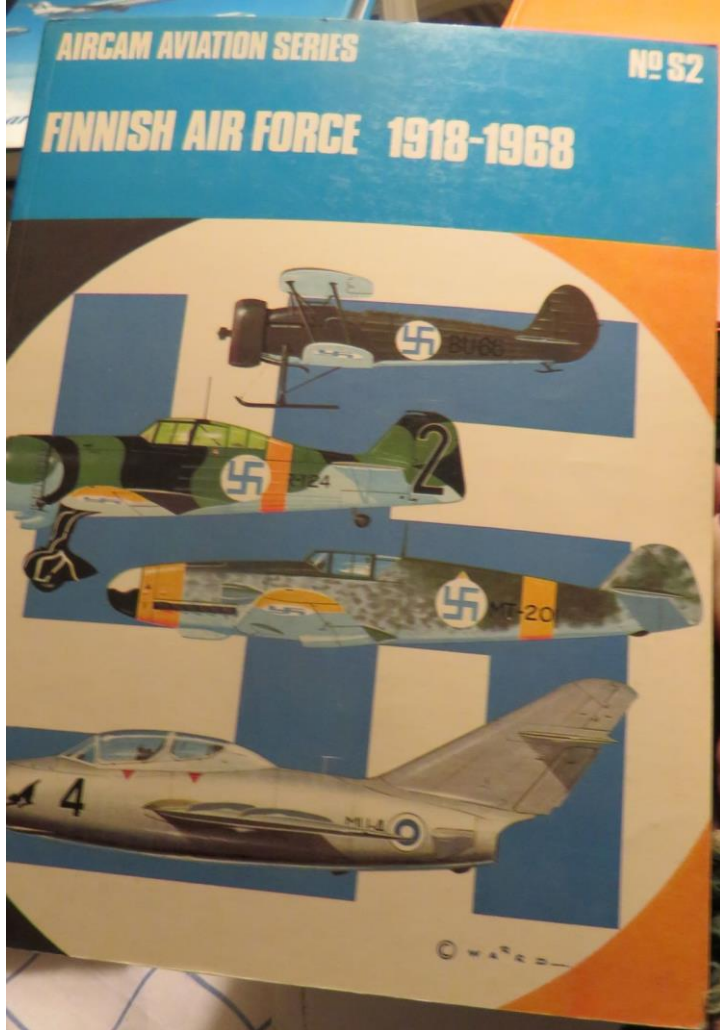


Staffel emblem of 1. Kü Fl Gr 706











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