

SOVIET FIGHTER 1:72 SCALE PLASTIC KIT

ProfiPACK



eduard

intro

MiG-15 fighter aircraft has become one of the post-WW2 aircraft development symbols, especially the one of the communist block led by Soviet Union. It played crucial role in the Korean War, took part of the Suez Crisis as well as in other less important conflicts in Asia, Africa, Caribbean etc. The key part of the aircraft – the engine and the swept wing – were not developed in Soviet Union but in other countries. The swept wing was elaborated by German researchers and found its way to Soviet Union as a part of the war prize. The engine, under licence built Rolls Royce Nene, was created by British engineers. The specifications that led to the MiG-15 birth were issued in 1947. Temporary Soviet attempts to develop their own jet engine failed and captured German Jumo 004 and BMW 003 jet engines became obsolete. Under such a situation Soviet Union decided to buy few tens of British Nene I, Nene II and Derwent V engines. The licence to build these engines was built also. Three types of the fighter airplanes were built using these engines. The Derwent was the heart of Yak-23 with straight wing and Nene found its way to Lavochkin 168 and MiG-15, both with the swept wing and horizontal stabilizer. Soviets believed that at least one of two different wing designs will fulfil the requirements. Finally Yak-23 and MiG-15 entered the serial production but only the latter became world-wide known thanks to its performance and high numbers of airplanes manufactured. The first prototype under I-301 designation was finished on December 19 and made its maiden flight on December 30, 1947. The second prototype powered by more powerful Nene II engine flew for the first time on May 27, 1948. The third prototype joined previous two ones afterwards but test flight was so satisfying that serial production of the aircraft under designation MiG-15 was ordered on July 17, 1948. The first production aircraft was assembled in June, 1949 and the serial production was step by step launched in many facilities across the Soviet Union. The production MiG-15 was powered by RD-45F engine and armed with two 23mm cannons NS-23KM and one 37mm cannon N-37. The various bombs and unguided air-to-ground missiles (LR-130 and S-21) could be attached to the hardpoints on the wing undersurface. A bit later, in 1950 – 1951 the production of MiG-15bis began. Powered by VK-1 engine with the higher output these were easily recognizable thanks to the modified aerial brakes on the tail. The „bises“ were produced till 1953 when the MiG-17 replaced them on the assembly lines. The Fifteens were manufactured outside the Soviet Union. The Aero and Let facilities in Czechoslovakia and PZL Mielec in Poland built them in relatively high numbers. The two-seaters were built by Chinese also. Apart of the fighters more variants were built. The two-seater UTI MiG-15 was flown as a training aircraft. The majority of them left the production line in Czechoslovakia. In Czechoslovakia many MiG-15s and bises were under the modification to the fighter-bomber MiG-15SB and MiG-15bisSB version with four underwing pylons. The MiG-15R / MiG-15bisR was the recon version with cameras and MiG-15T served as a target-towing aircraft. The Fifteens were given with the NATO code designation. The single-seaters were coded Fagot A for MiG-15 and Fagot B for MiG-15bis. The two-seater UTI MiG-15 was known under the codename Midget.

úvodem

Stíhací letoun MiG-15 se stal jedním z symbolů rozmachu poválečného letectví, zejména pak vývoje techniky na straně vojenského bloku pod kuratelou Sovětského svazu. Zásadní roli hrál ve válce v Koreji, účastnil se bojů během Suezské krize a řady dalších více, či méně významných konfliktů. Za klíčové součásti letounu – motor a šípové křídlo – však Sověti vděčí jiným národům. Šípové křídlo vzniklo na základě výzkumných prací německých konstruktérů a do Sovětského svazu putovaly jako válečná kořist. Motor, licenční Rolls Royce Nene, pak vznikl na půdě Velké Británie. Zadání směřující k MiG-15 se datuje do roku 1947. Dosavadní pokusy s proudovými motory domácí provenience skončily neúspěchem a kořistní německé Jumo 004 a BMW 003 svými výkony již nestačily. Proto se Sovětský svaz odhodlal k nákupu britské licence na výrobu motorů Nene a Derwent a několika desítek již hotových kusů motorů Nene I, Nene II a Derwent V. Zatímco okolo Derwentu byl postaven Jak-23 s přímým křídlem, okolo Nene vznikly Lavochkin 168 a MiG-15 se šípovými křídly a ocasními plochami. Rozdílné pojetí konstrukcí mělo zajistit, že v případě neúspěchu jedné bude možné využívat druhou. Nakonec se do sériové výroby dostal Jak-23 a MiG-15, ale MiG-15 svého konkurenta zcela zastínil. Jak počtem vyrobených kusů, tak celosvětovou slávou. Prototyp MiG-15 pod značením I-301 byl dokončen 19. prosince 1947 a poprvé se vznesl do vzduchu 30. prosince téhož roku. Druhý prototyp již dostal výkonnější motor Nene II a první let vykonal 27. května 1948. Záhy je doplnil ještě třetí prototyp, ale zkoušky probíhaly natolik uspokojujivě, že již 17. července 1948 padlo rozhodnutí o sériové výrobě typu pod označením MiG-15. První sériový letoun byl dokončen v červnu 1949 a postupně se rozeběhla výroba v několika továrnách po celém Sovětském svazu. MiG-15 poháněl motor RD-45F, což byl licenční Nene II. Výzbroj tvořila dvojice 23mm kanonů NS-23KM a jeden 37mm kanon N-37. Pod křídlo bylo možné podvěsit pumy a neřízené protizemní rakety (LR-130 a S-21). Záhy, již v letech 1950 – 1951 začaly z montážních linek sjíždět MiGy-15bis. Poháněl je výkonnější motor VK-1 a vizuálně se odlišovaly mj. jiným tvarem aerodynamických brzd na zádi trupu. Výroba bisů probíhala až do roku 1953, kdy je nahradily MiGy-17. Produkci patnáctek se zabývaly i továrny mimo Sovětský svaz. Jednalo se o československé závody Let a Aero, polský PZL Mielec a dvoumístná verze byla stavěna také v Číně. Vznikla řada verzí a variant. Nejpokročněji zastoupený byl cvičný dvoumístný UTI MiG-15. Vyráběly se zejména v Československu. V této zemi vynikla také stíhací bombardovací verze MiG-15SB a MiG-15bisSB se čtyřmi závěsníky pod křídlem. Vyráběly se též průzkumné MiGy-15R / MiG-15bisR a pro tahání cvičných terčů určené MiG-15T. Typ dostal v systému kódových označení NATO jména Fagot A a Fagot B pro MiG-15 a MiG-15bis. Označení Midget patřilo dvoumístnému UTI MiG-15.

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.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRÍZNOUAPPLY EDUARD MASK
AND PAINT
POUŽÍ EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



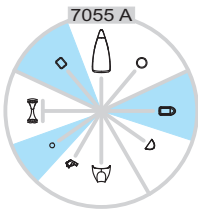
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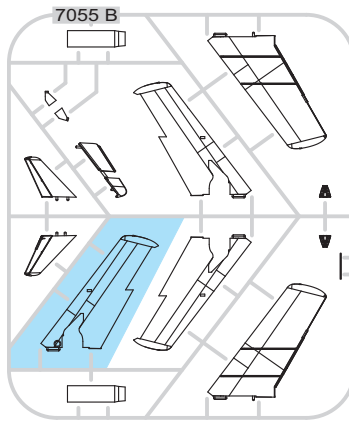
部品

PLASTIC PARTS

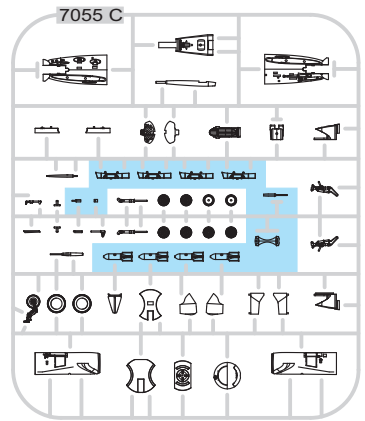
A>



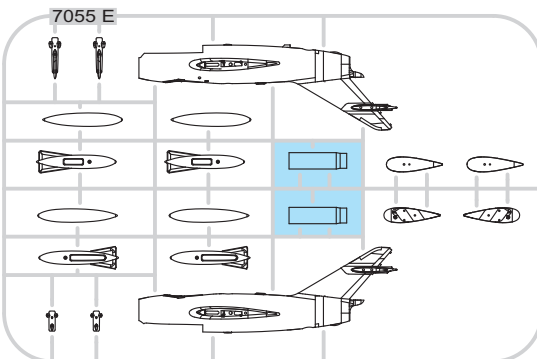
B>



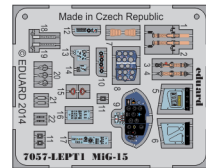
C>



E>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



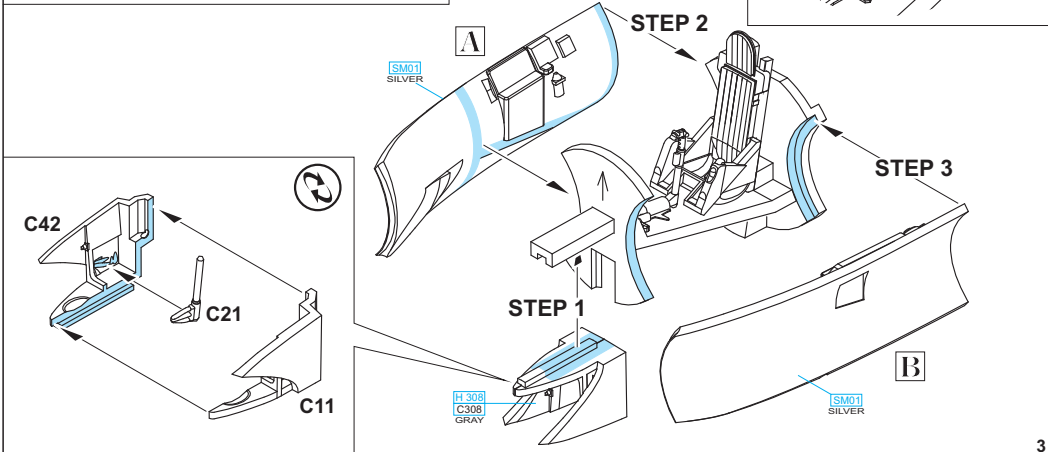
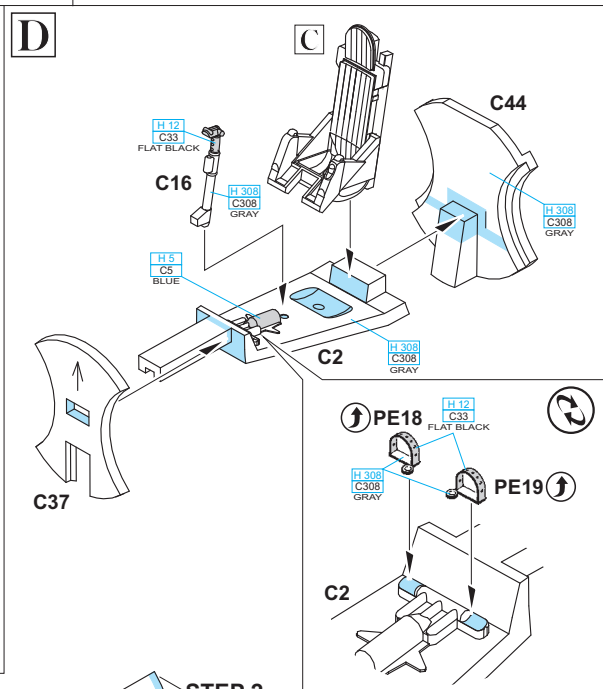
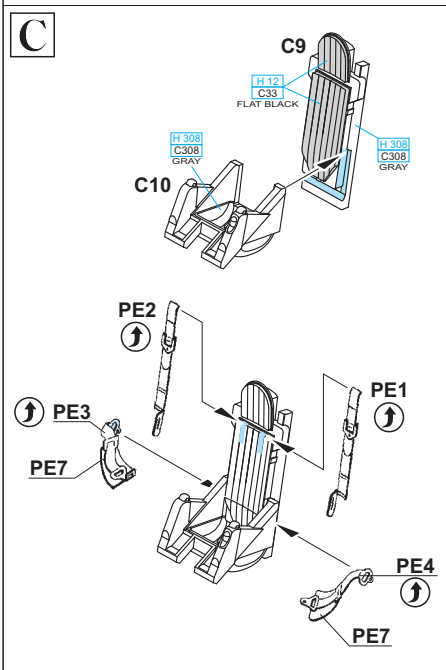
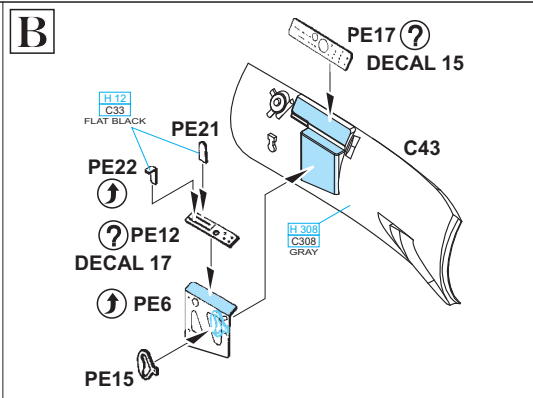
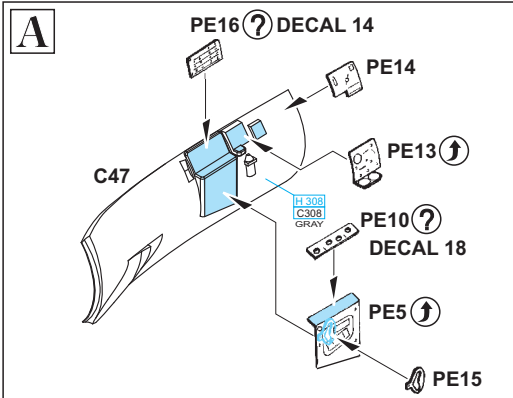
PEINTURE

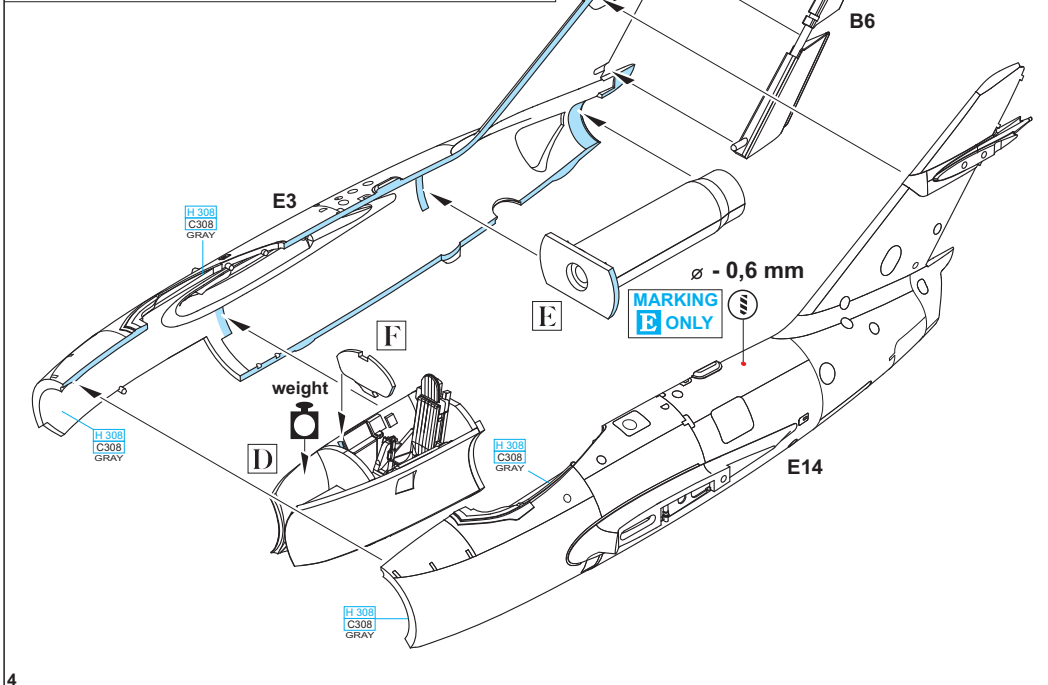
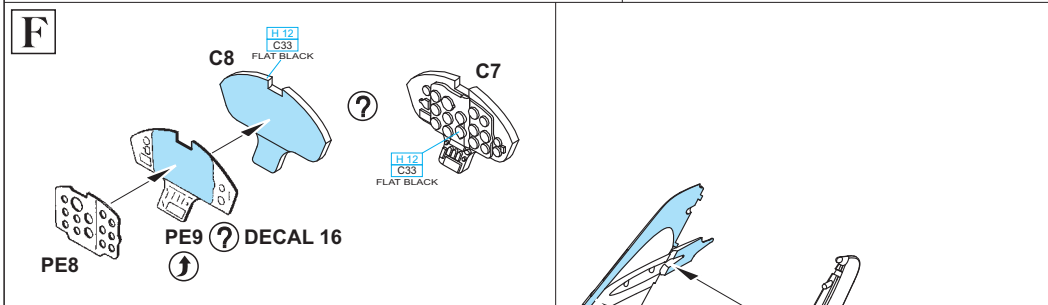
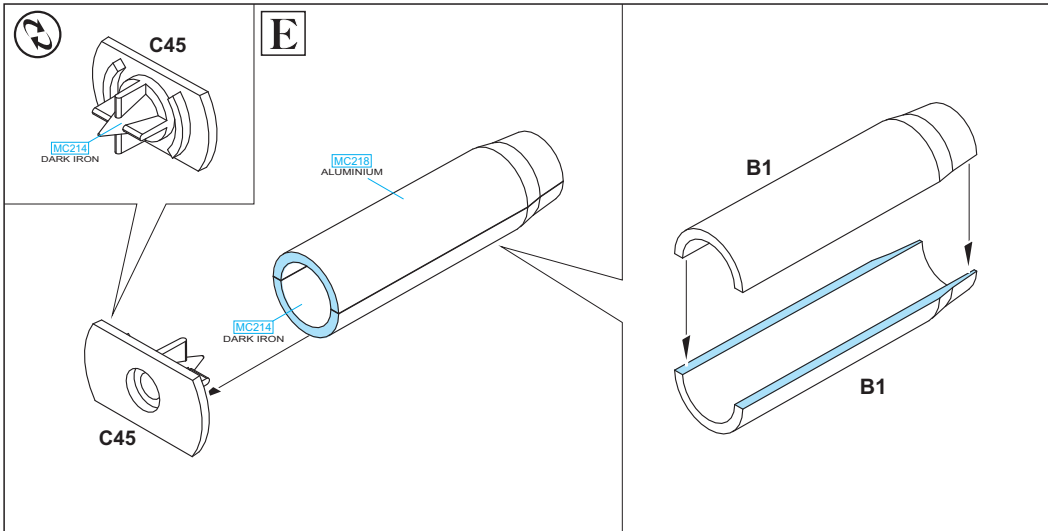


色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H15	C006	BLUE
H132	C018	FLAT BLACK
H113	C003	RED
H125	C066	BRIGHT GREEN
H177	C137	TIRE BLACK
H1309	C308	GRAY
H1316	C316	WHITE

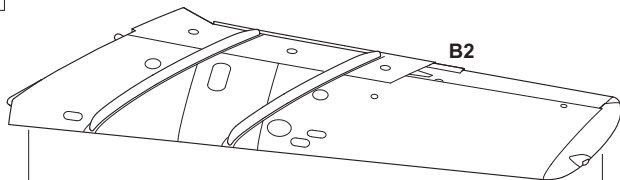
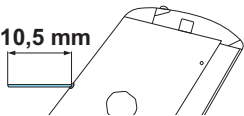
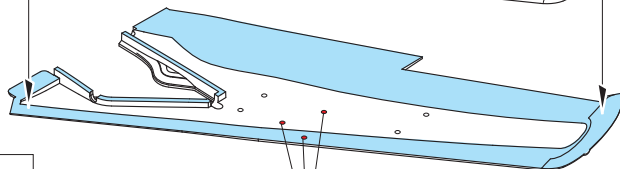
AQUEOUS	Mr.COLOR	
B328	C328	BLUE
Mr.COLOR SUPER METALLIC		
S1011		SUPER FINE SILVER
S1014		SUPER STAINLESS
S1016		CHROME SILVER
Mr.METAL COLOR		
M0214		DARK IRON
M0218		ALUMINIUM



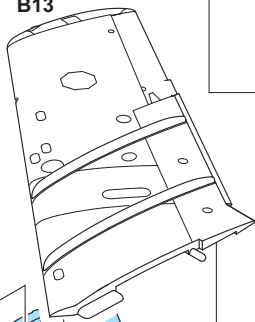


G

10,5 mm

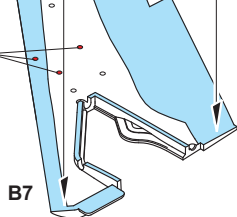
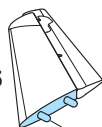
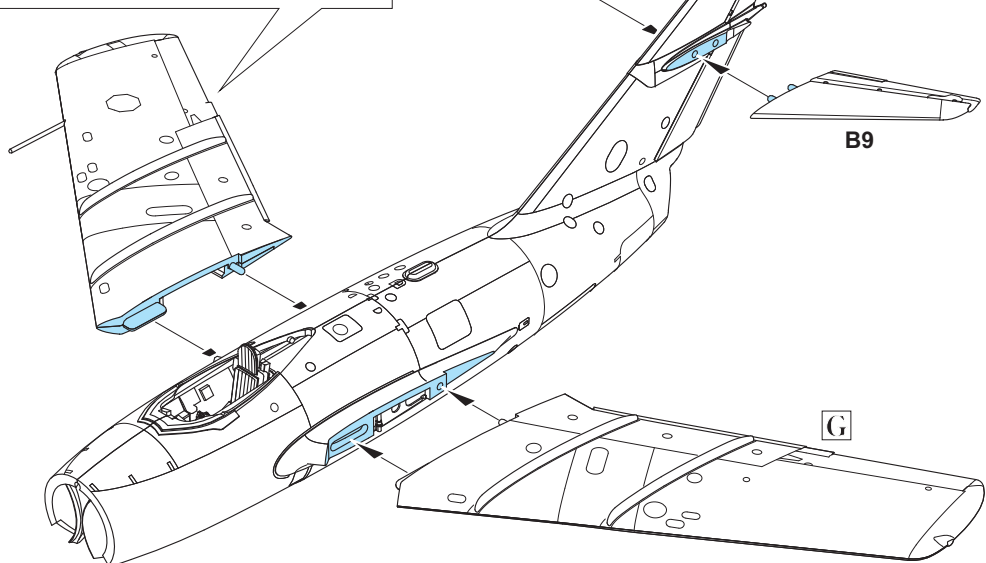
**B2****B11**

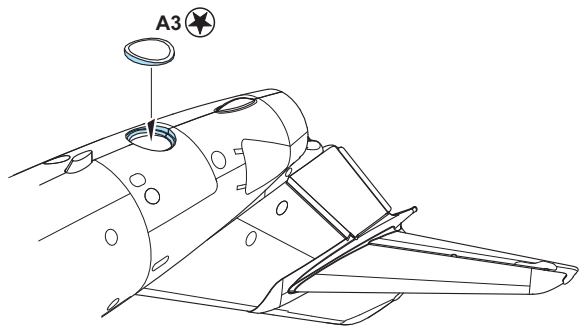
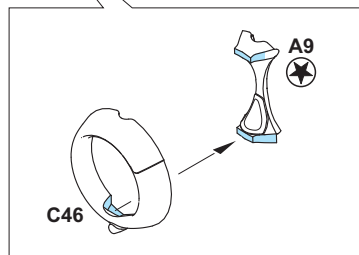
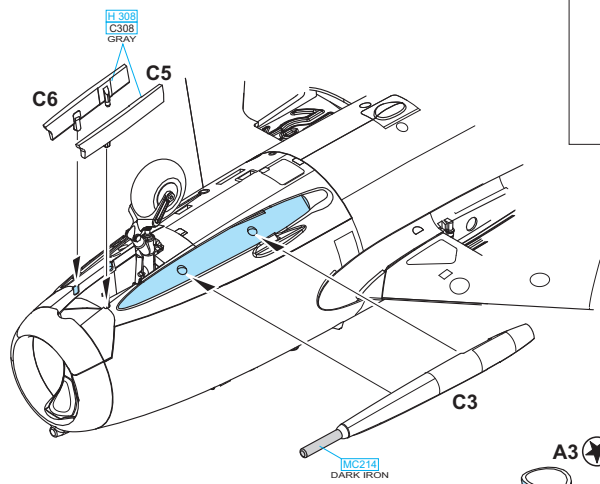
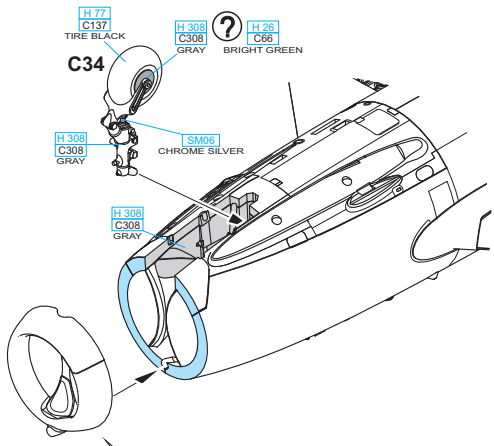
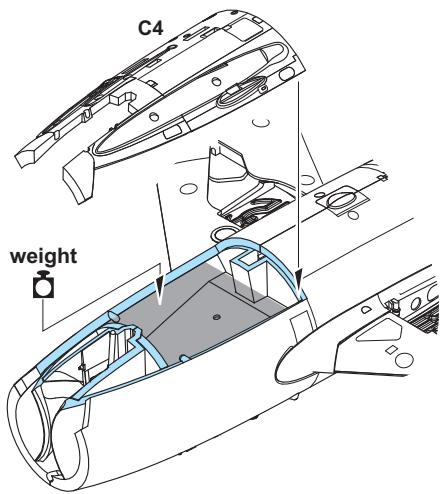
∅ - 0,8 mm

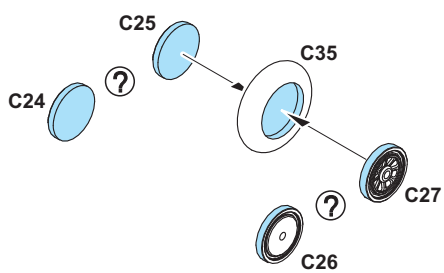
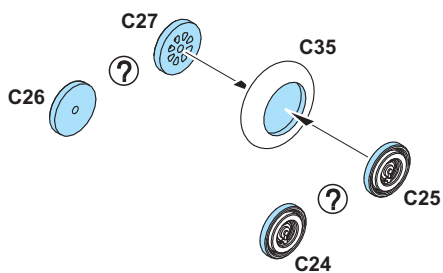
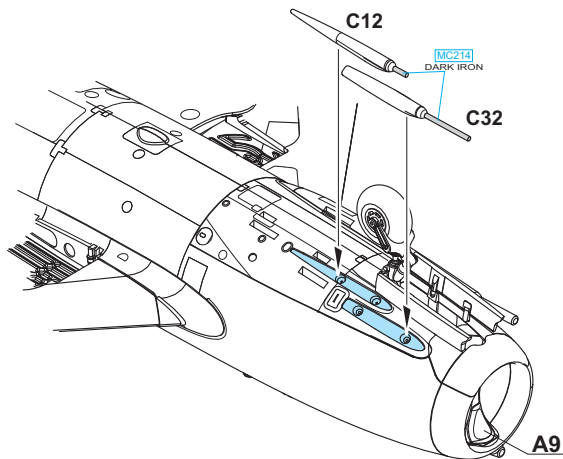
EXTERNAL FUEL TANK**B13****B14**

∅ - 0,8 mm

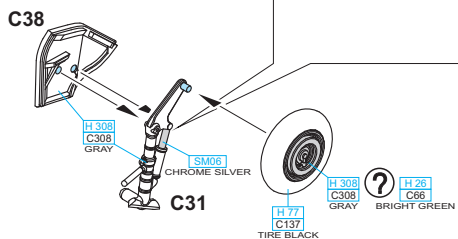
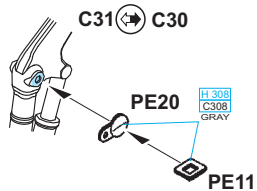
EXTERNAL FUEL TANK

B7**B5****B9****G**

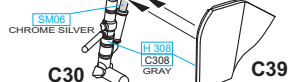
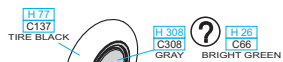


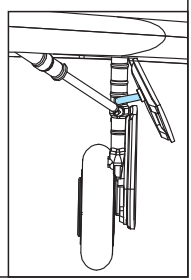
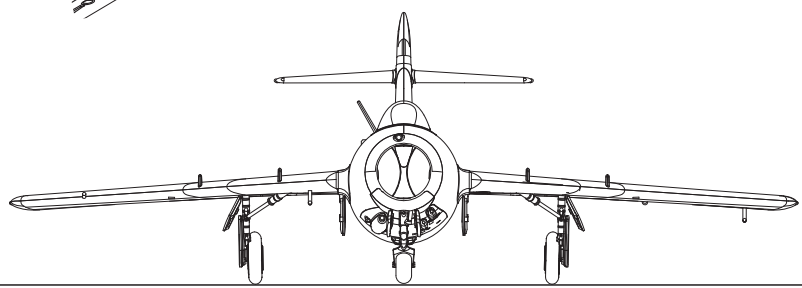
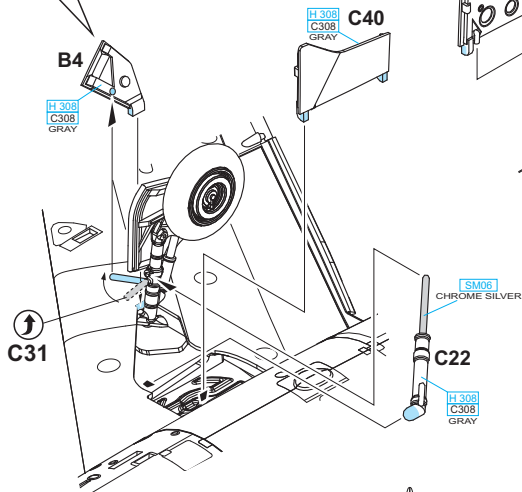
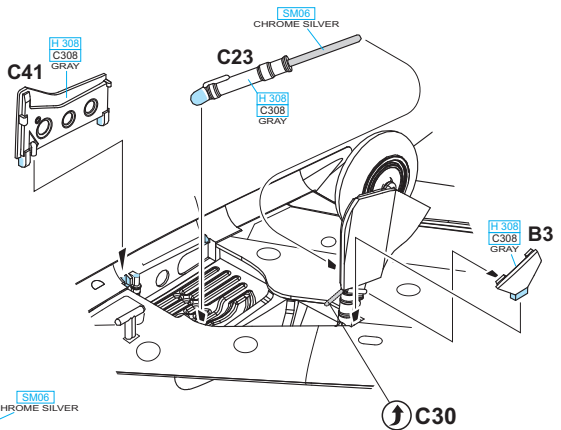
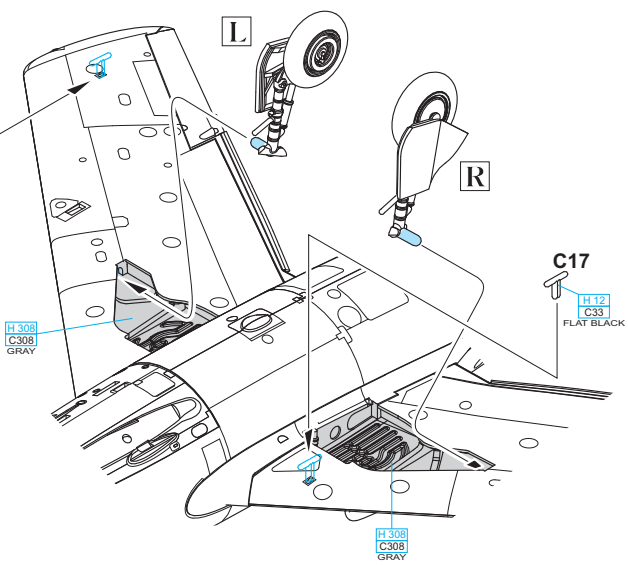
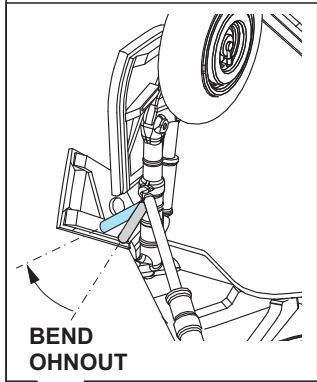


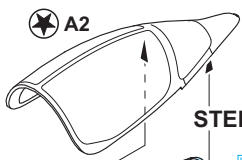
L



R







A2

STEP 1



H 308
C308
GRAY

STEP 2

A5

B8 CLOSED CANOPY



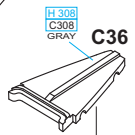
B12 OPEN CANOPY

CLOSED
A2, A5, B8



C19 - MARKING
E ONLY

C19



H 308
C308
GRAY

C36

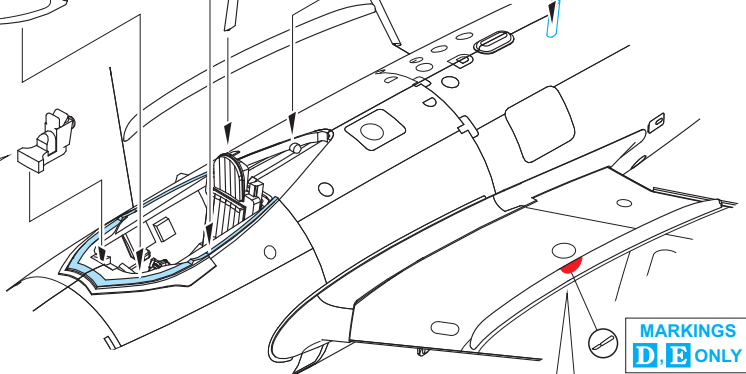
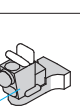
C15

A6



A7

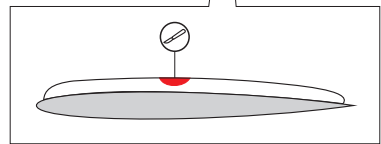
H 12
C33
FLAT BLACK



MARKINGS
D, E ONLY

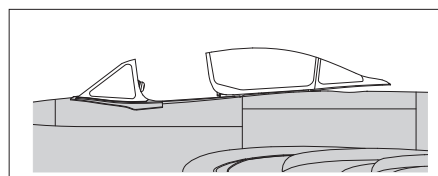
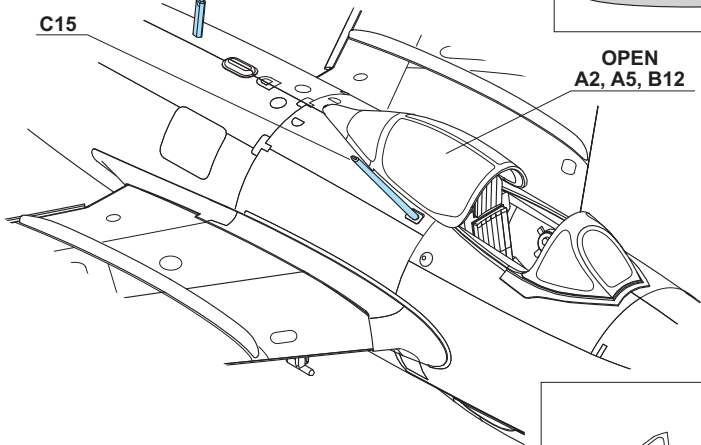
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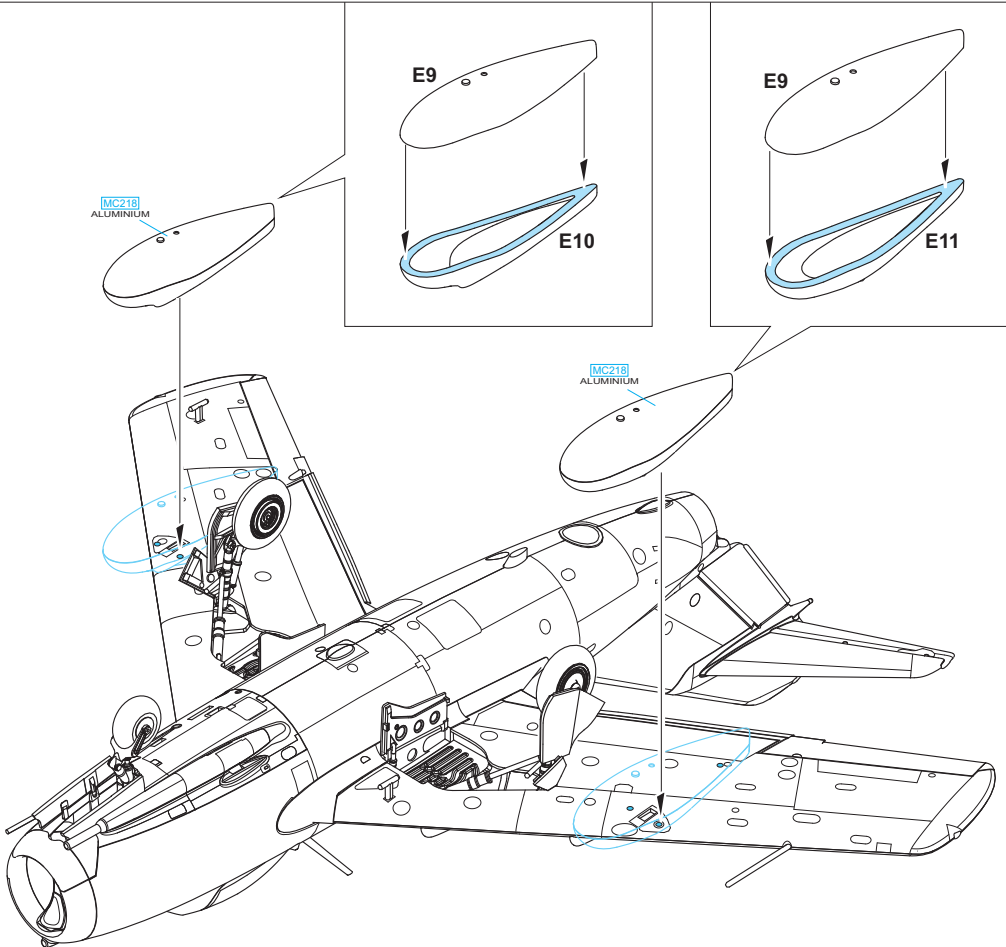
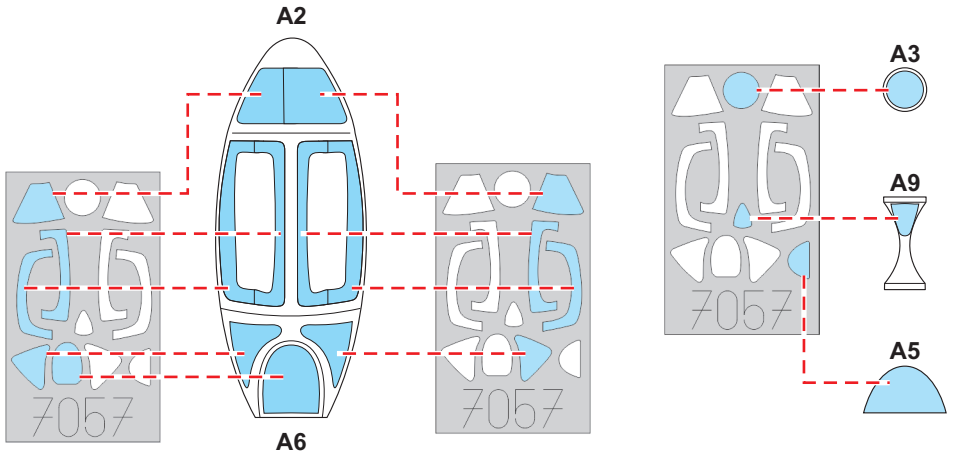
C19

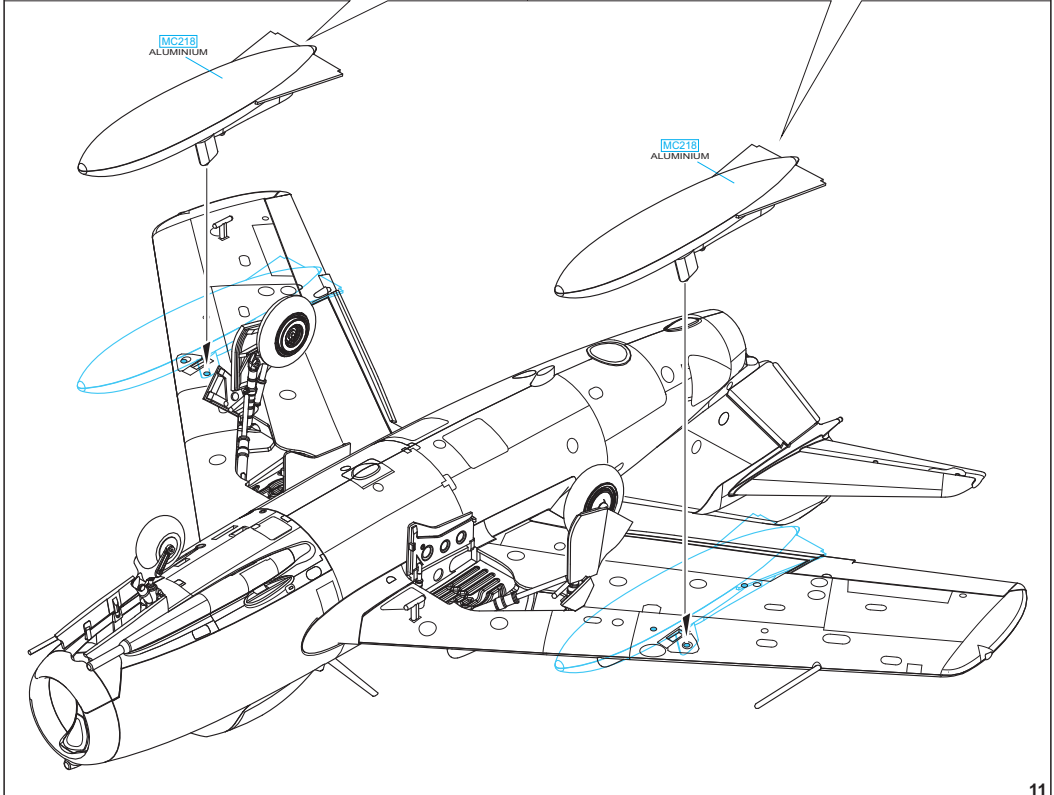
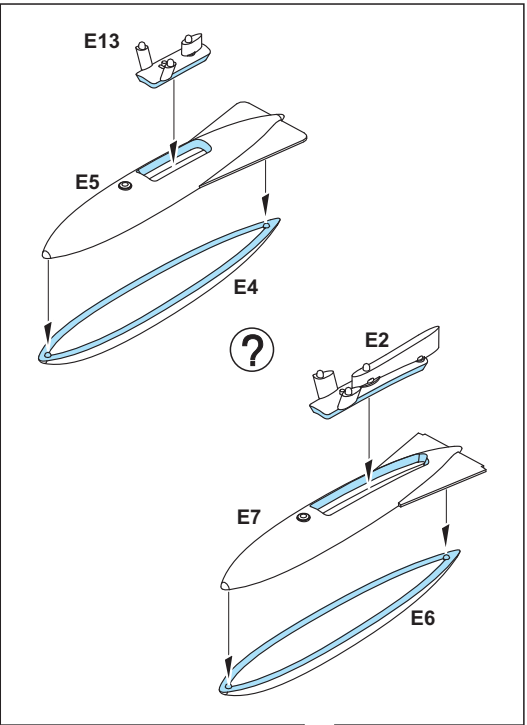
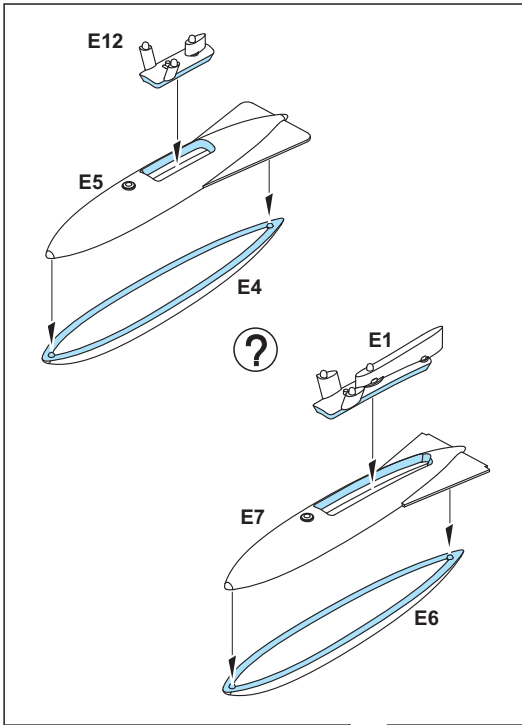


C15

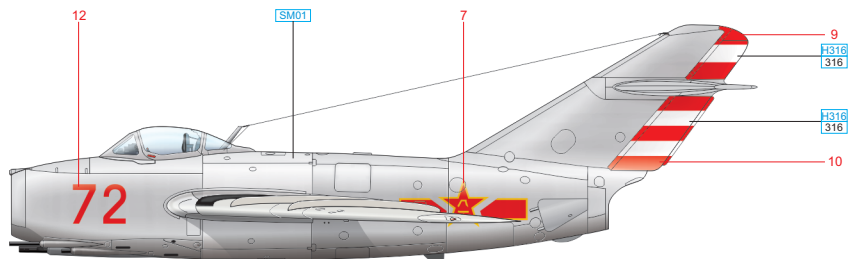
OPEN
A2, A5, B12



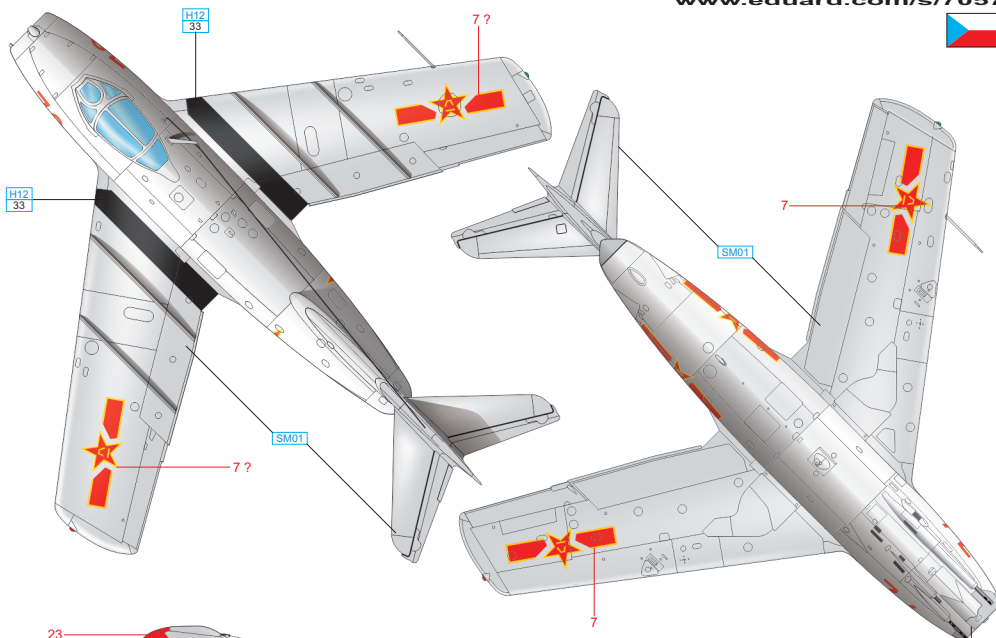




29th GIAP (Guards Fighter Air regiment) moved from Soviet Union to Shanghai in spring 1950. Soviet pilots helped to protect Chinese town from the Taiwanese aircraft and to prevent Taiwanese ships from entering the Yang-tze river delta. The Dachang was selected as a their homebase. The regiment was active in China from April to October 1951 and MiG jockeys downed two enemy aircraft in this period – F-5E Lightning reconnaissance airplane and B-24 bomber. The Chinese national insignia were painted on the 29th GIAP MiGs and all of them were overhanded to the Chinese armed forces when the Soviet unit moved back to its homeland in October 1950. From November 1950 to early February 1951 the 29th GIAP fought in Korean War. The upper part of the wings is not visible in the photos, we suppose that the national insignia was not painted here.



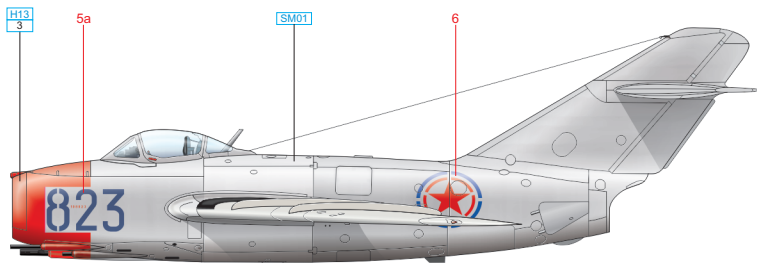
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/7057



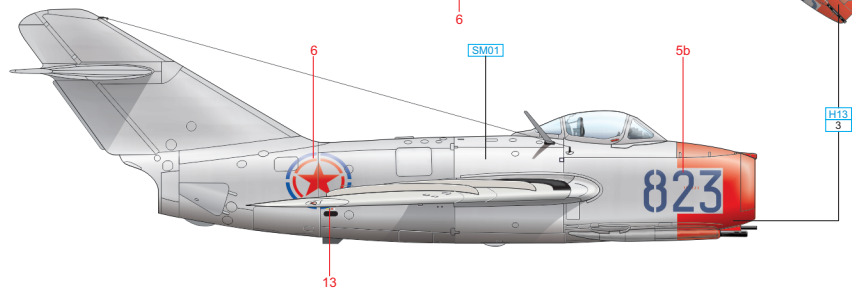
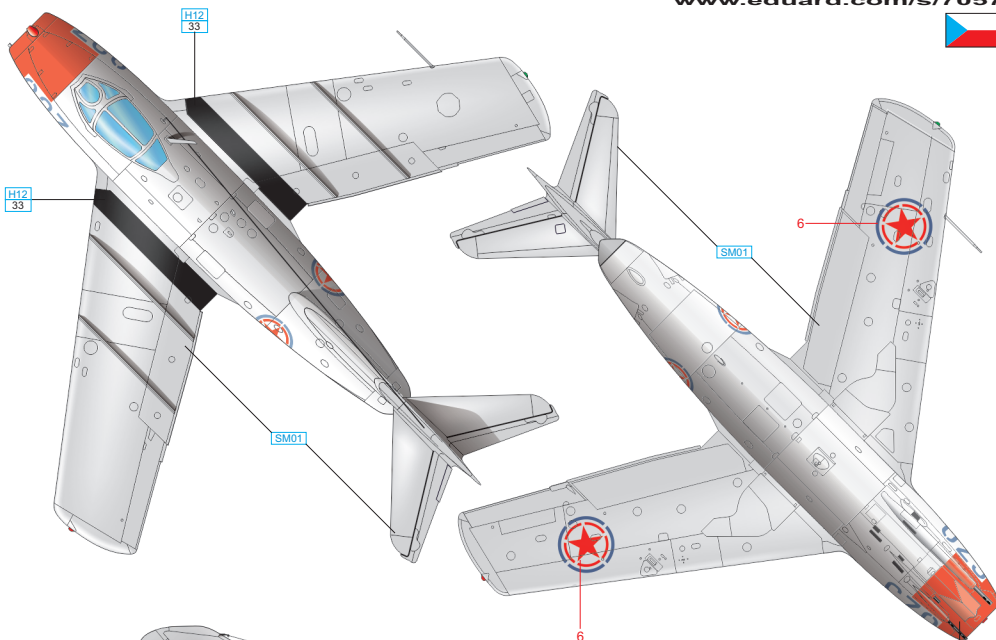
WHITE H316 316 SILVER SM01 STAINLESS SM04 BLACK H12 33

eduard

This aircraft took part in the air battle on April 12, 1951. The photo of this aircraft with no wings and upper part of the tail was taken shortly after the battle. Soviet pilots managed to shoot down three B-29 bombers at the cost of five MiG-15 fighters damaged. „823“ was one of them. The distinctive red nose wore the MiGs from 324th IAD (Fighter Air Division). The 176th IAP (Fighter Air Regiment) was a part of this division that was based in Korea from early April 1951 till the end of January 1952. The famous WW2 fighter ace Ivan N. Kozhedub (64 victories) was appointed the CO of the 324th IAD.



ČESKOU VERZI TEXTU NALEZNETE NA
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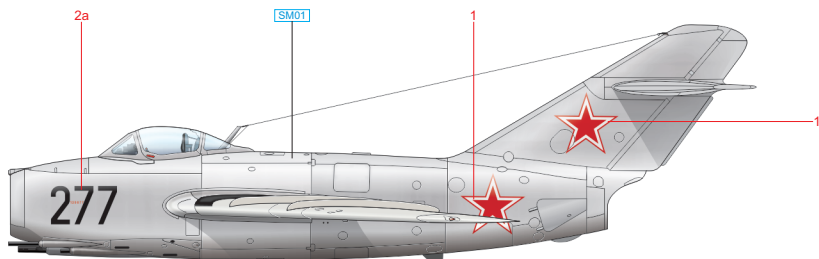


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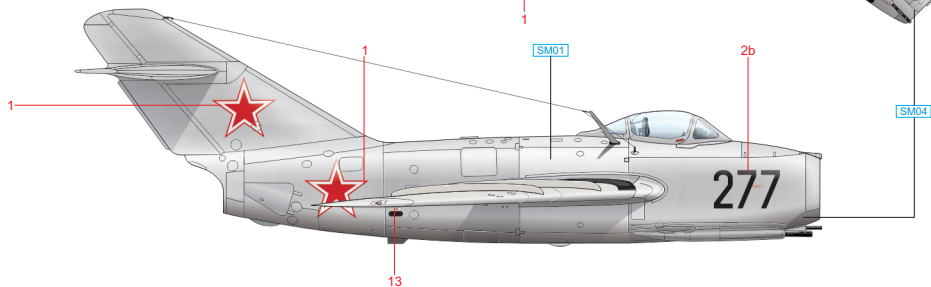
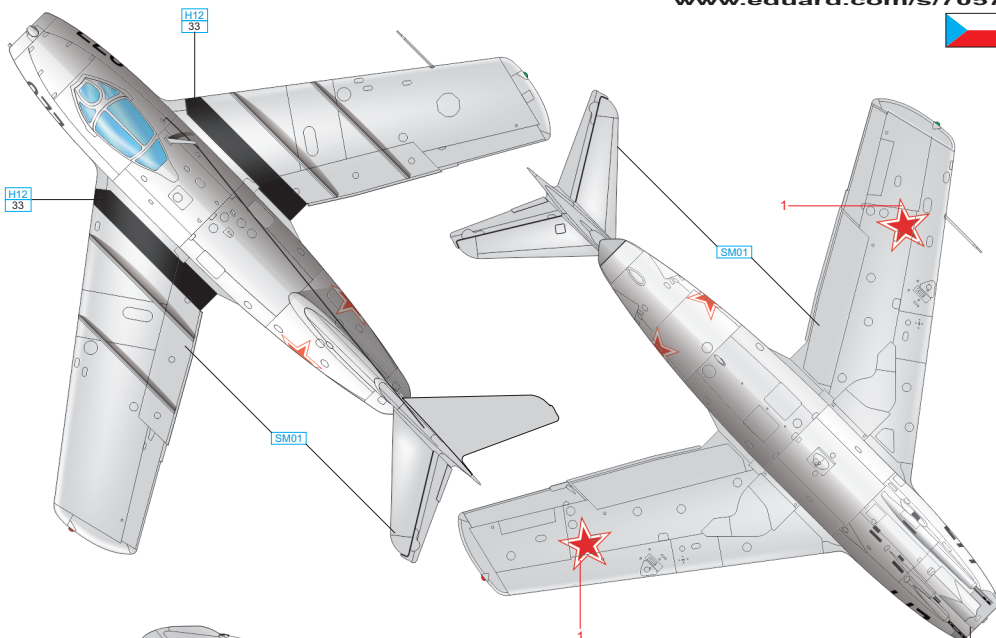
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C MiG-15, c/n 120077, flown by Major Alexei A. Mikoyan, the Deputy CO of 274th IAP, Kubinka Air Base, early 50ties

This aircraft was flown by Maj. Alexei A. Mikoyan who was appointed the CO of the 274th IAP in 1951. This unit was established in this year and former Deputy CO Mikoyan became its second CO in succession. Alexei Mikoyan was a member of the elite communist family. His father Anastas I. Mikoyan was one of the top leader of the Soviet communist political party. Beside other posts he was the chairman of the Presidium of the Supreme Soviet in mid 60ties, de jure the head of the Soviet Union. Alexei's uncle Artem I. Mikoyan lead the aircraft design bureau MiG, where many famous aircraft were developed – MiG-15 among others. Thus Alexei flew the aircraft developed by his uncle's team.



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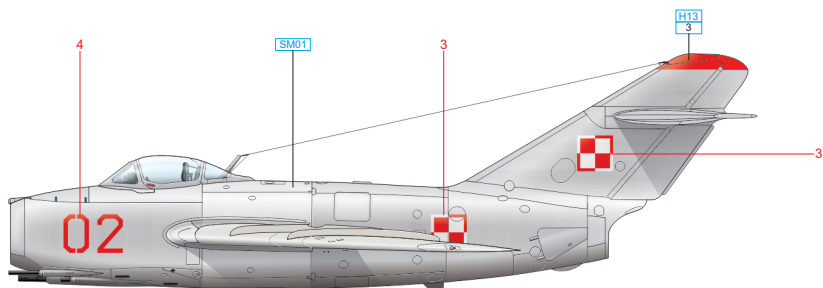


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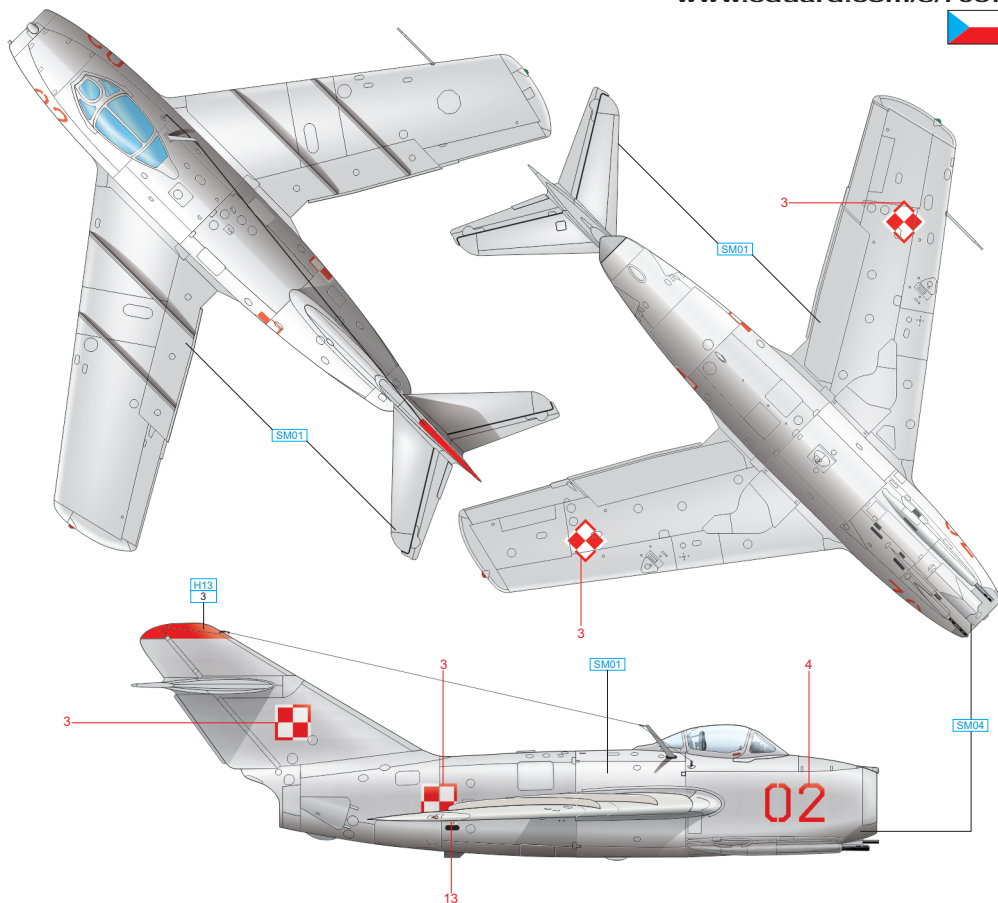
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D MiG-15, Polish Air Force, 1st PLM, Warsaw - Babice Air Base, 1951

This aircraft was flown by 1st PLM (Fighter Air Regiment) and was one of the very first five MiG-15s delivered to Polish Air Force. All five aircraft were manufactured in Soviet Union in 1949. They were transferred from one of the airfields near Berlin, Germany to the Babice (Bemowo) air base near Warsaw on July 19, 1951. Polish MiG-15s were shown to the public for the first time on August 26, 1951 at a military parade over Warsaw – Okecie international airport. Note the wings with no walkways.



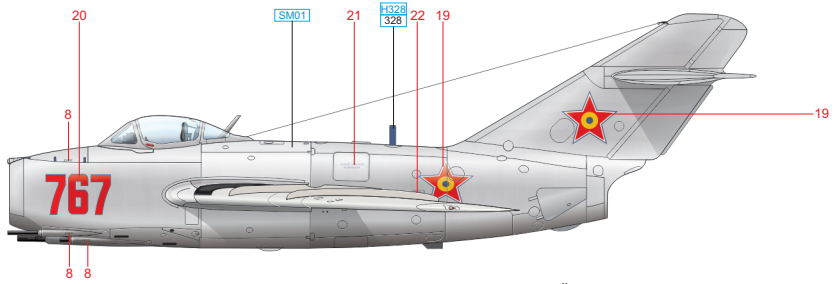
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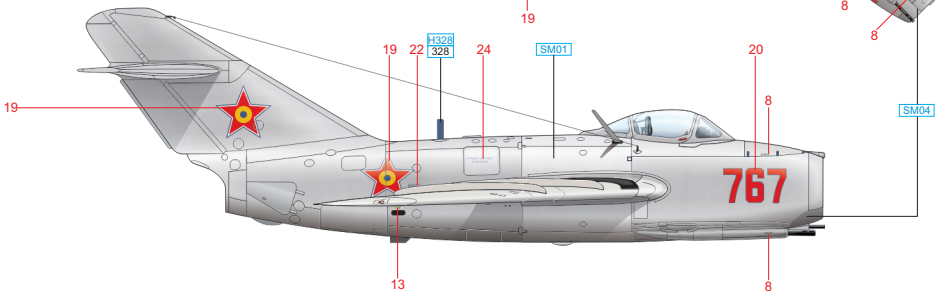
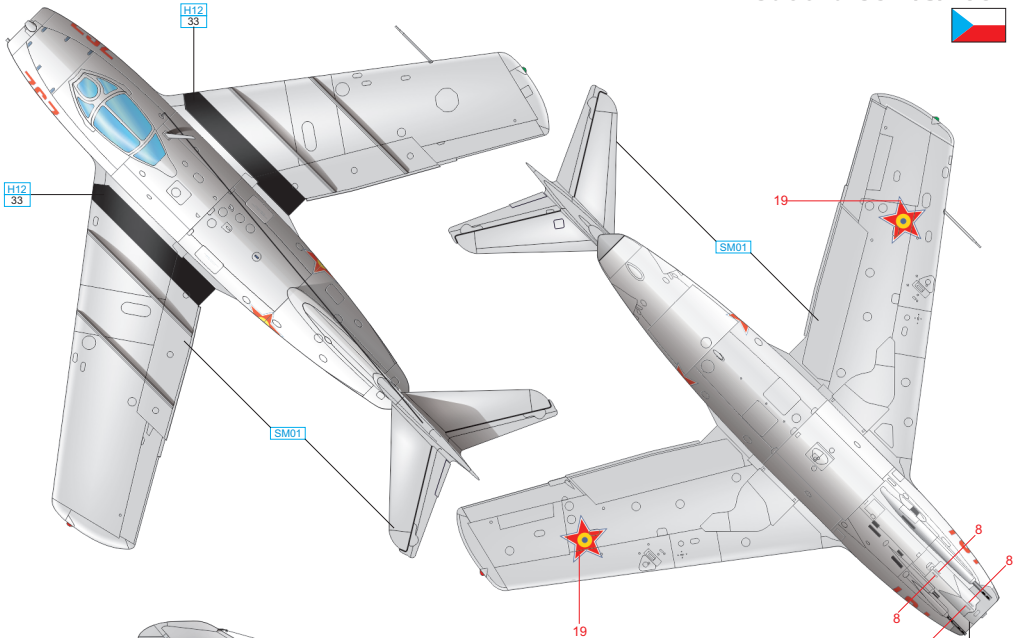
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The total of 204 MiG-15s was flown by Romanian air force. These were manufactured in Czechoslovakia and overhanded to Romania in the period from December 1952 to September 1954. Romania became the most significant user of MiG-15s produced by Czechoslovak Aero Vodochody factory. This particular aircraft was a part of the batch of 34 „fifteens” delivered to Romania on March 24, 1954. The national insignia in the form of the five-pointed star was used from 1949 to 1985.



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