



MiG-15 was one of the most successful designs in the world, and many experts, including Western ones, agree that at the time it was a world-class fighter thanks to its flying characteristics, heavy armament and affordability. It proved all of its qualities in several wars and local conflicts, namely during the Korean war.

At the end of WWII, first generation of jet fighters (and even bombers) entered the service with RAF, Luftwaffe and USAF (which did not use them in combat). It was clear the jet technology is the way for raising the speeds and so the race began to deliver new, second-generation jets to get an upper hand on the opponents. Soviet Union was desperately seeking for such a fighter, as their first-generation jets were just a "toe in the water" of new technology. But without suitable engine it was rather no-go task.

Engine as a centerpoint

As the most advanced engines could be found in Great Britain at the time with the Rolls-Royce Nene I engine developing 22,3 kN of static thrust. It was the benchmark unit of its era. Soviet Union lacked behind the development of the jet engines, so it was decided in June 1956, ten of Nene Is and the same amount of smaller Derwent 5s would be bought from UK. Simultaneously a new design bureau OKB-117 was set to work on the development of jet engines. In December 1946 a Soviet delegation travelled to UK to negotiate the purchase of the engines. Although the Britons agreed to sell limited number of them, they were reluctant to provide production technology of individual components and the composition of the alloys from which they were made. Members of the Soviet delegation therefore stole a turbine blade for analysis during their visit to the factory. In the end, however, UK representatives agreed to supply 30 Derwent 5s and 25 Nene Is. The first of them arrived in the USSR on March 21, 1947. The entire contract was completed by June of the same year. However, the last five Nene engines were finally delivered as more powerful Nene II.

The VVS was in a great hurry for the new jet engines, so decision was made in February 1947 to put them into production immediately without negotiating a license and the Nene I was introduced under the designation RD-45 into the production in Moscow Plant No. 45. First engine was manufactured at the end of January 1948. Shortly thereafter, work began on a Soviet counterpart to the Nene II and the resulting engine became known as RD-45F. It developed maximum thrust of 22,3 kN.

The way to the conqueror

The official specification for the second-generation jet fighter, which was to become the standard VVS fighter, was issued on March 11, 1947. According to this specification, a 1050 km/h speed at 5000 m and endurance of at least one hour were required. The new design was supposed for daylight service on normal conditions with limited ability to operate under bad weather conditions. More to it, the ease of production and maintenance was required

together with flying characteristics suitable for average pilots. The required speed was to be achieved thanks to the swept wing. Its design relied heavily on previous German research.

There were two competitors to MiG bureau prototype I-310, the La-168 also swept-wing design and Yak-23 with straight wing and smaller RD-500 engine developing 15,6 kN of static thrust (development of Derwent 5).

The I-310 took off to the skies for the first time on the December 30, 1947, and during the competition tests it made a total of 38 test flights. The second prototype of the I-310, the S-2, differed in installation of the Nene II engine. The S-2 first took off on April 5, 1948 and made a total of 13 test flights during the trials. Performance was very promising, and the design offered easy maintenance. Due to that, the Mikoyan-Gurevich's I-310 was deemed a winner and the state tests begun on May 10, 1948. Even before the tests started, the decision was made to start serial production of what was to become MiG-15 and "Fagot" in the NATO coding. The armament reflected on the main task of MiG-15: fighting the enemy bombers. It consisted of one 37 mm cannon N-37 and two 23 mm cannons NS-23KM. Two 250kg bombs could be attached to two hardpoints, as well as external fuel tanks of 300 l volume.

All over the world

Production of new jet was entrusted to the Kuybyshev plant No. 1. As there was extremely high demand for the new jet, it was gradually introduced into the production at nine plants in six versions between 1949 and 1951. Apart of basic MiG-15 and MiG-15bis front-line fighters, the MiG-15Pbis interceptor, the MiG-15Rbis tactical reconnaissance and the MiG-15Sbis escort fighter were developed. For training purposes, the MiG-15UTI was also entered (NATO code name "Midget"). In Czechoslovakia, many of MiG-15 and MiG-15bis aircraft were modified to the fighter-bomber MiG-15SB and to the MiG-15bisSB version with four underwing pylons.

The MiG-15 virtually spread out all over the world with considerable success during the Korean War, when – at first secretly piloted by Soviet pilots – it inflicted significant losses of American bombers. The American Lockheed Thunderjet was no match for MiG-15, the odds were only evened later with the arrival of the North American Sabre. MiG-15s also took part in the Suez Crisis as well as in many local conflicts in Asia, Africa, Caribbean etc.

MiG-15s served with some air forces well into 70's as ground attack aircraft or as the fighter dedicated to pursuit slow targets. They are reportedly still in use by North Korean Air Force. The USSR production of MiG-15 counts for 11,000 units, another 7,000 were built under license mainly in Czechoslovakia and Poland.



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

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INSTR. SYMBOLY

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INSTRUKTION SINNBILDEN

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SYMBOLES

*

記号の説明

- OPTIONAL
VOLBA
- BEND
OHNOUT
- SAND
BROUST
- OPEN HOLE
VYVRTAT OTVOR
- SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- REMOVE
ODŘÍZNOUT
- REVERSE SIDE
OTOČIT
- APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

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DÍLY

*

TEILE

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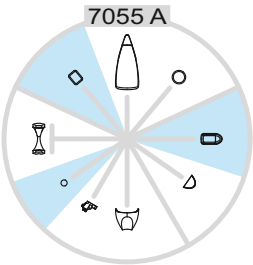
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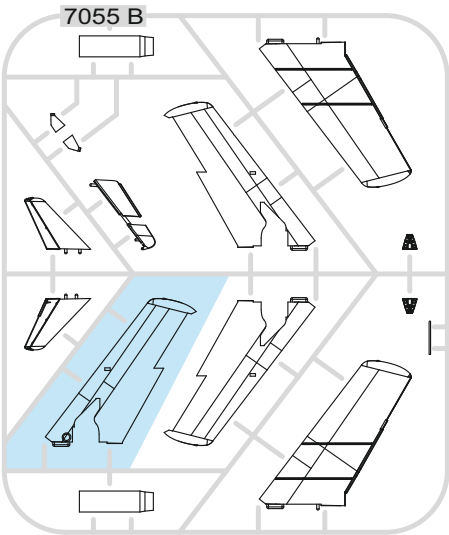
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PLASTIC PARTS

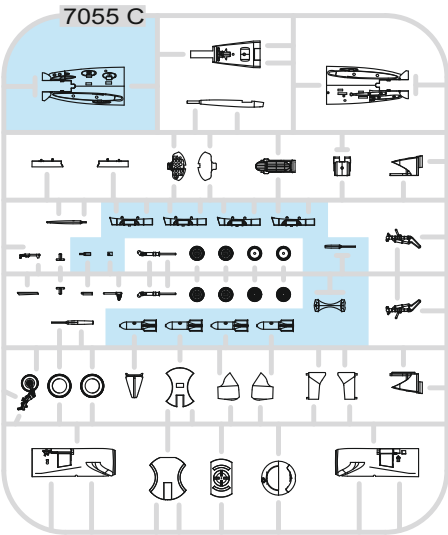
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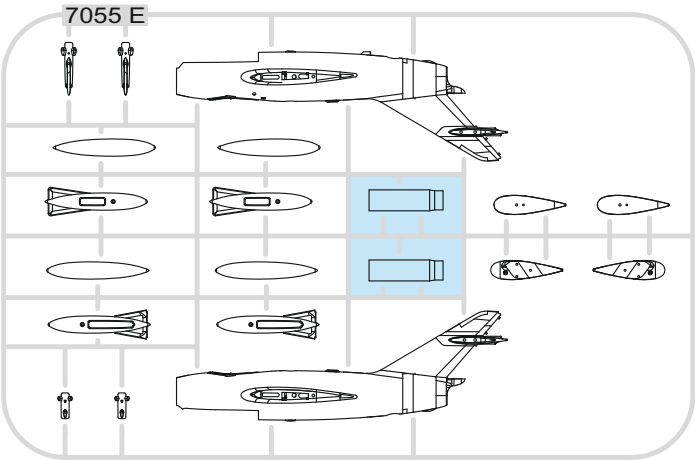
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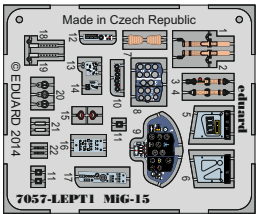
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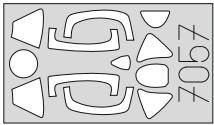
E>



PE - PHOTO ETCHED DETAIL PARTS



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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

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BARVY

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FARBEN

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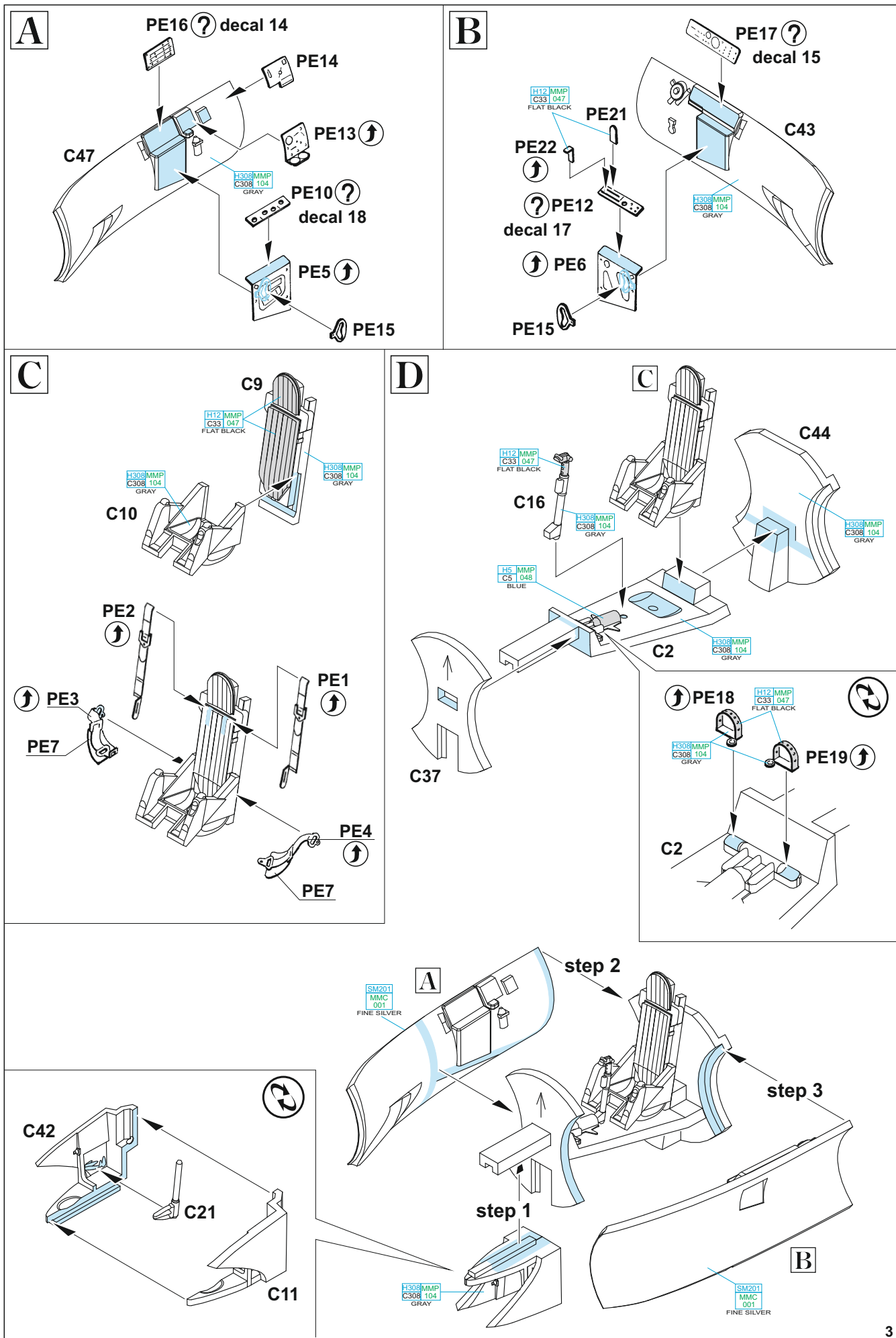
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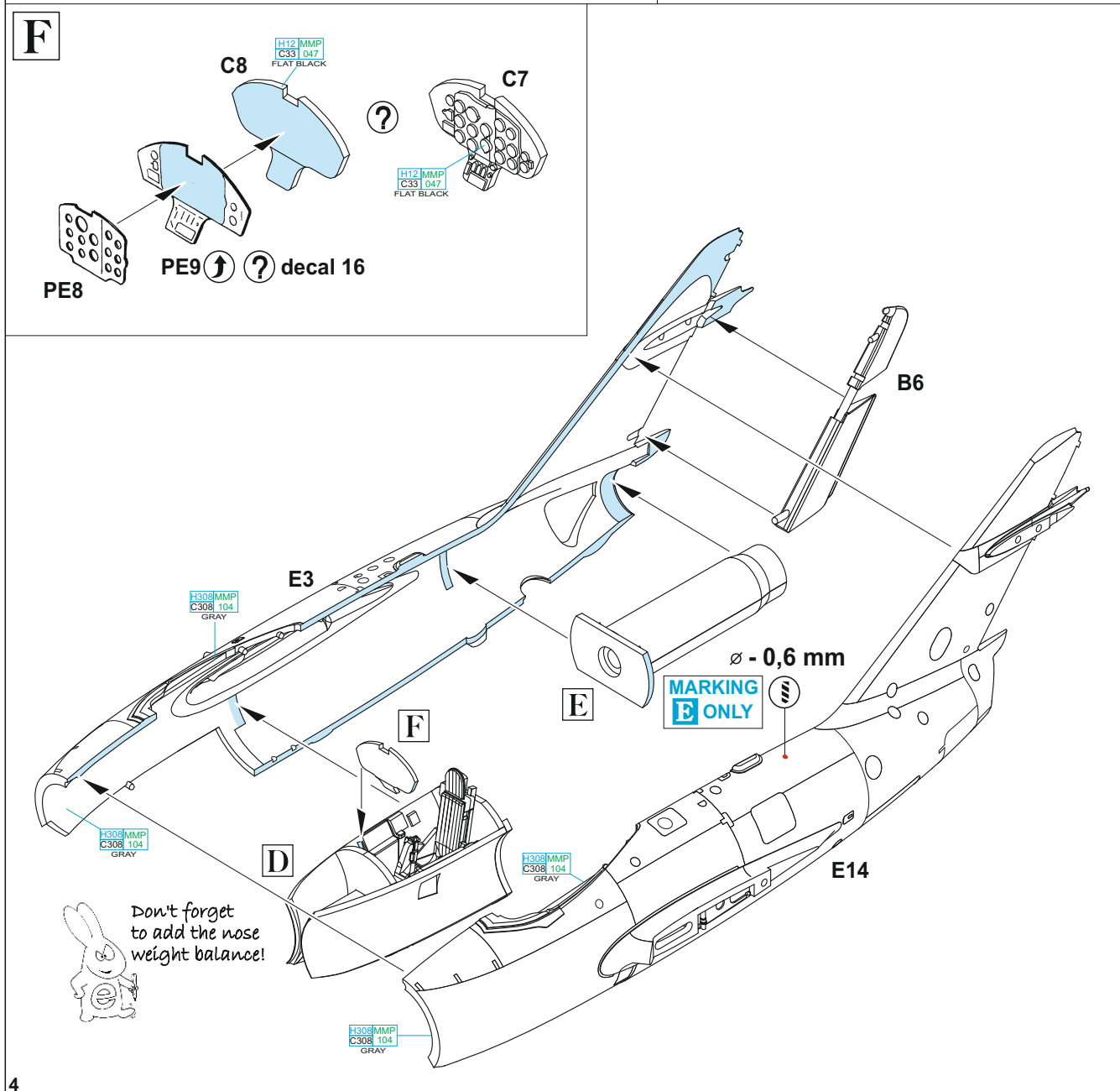
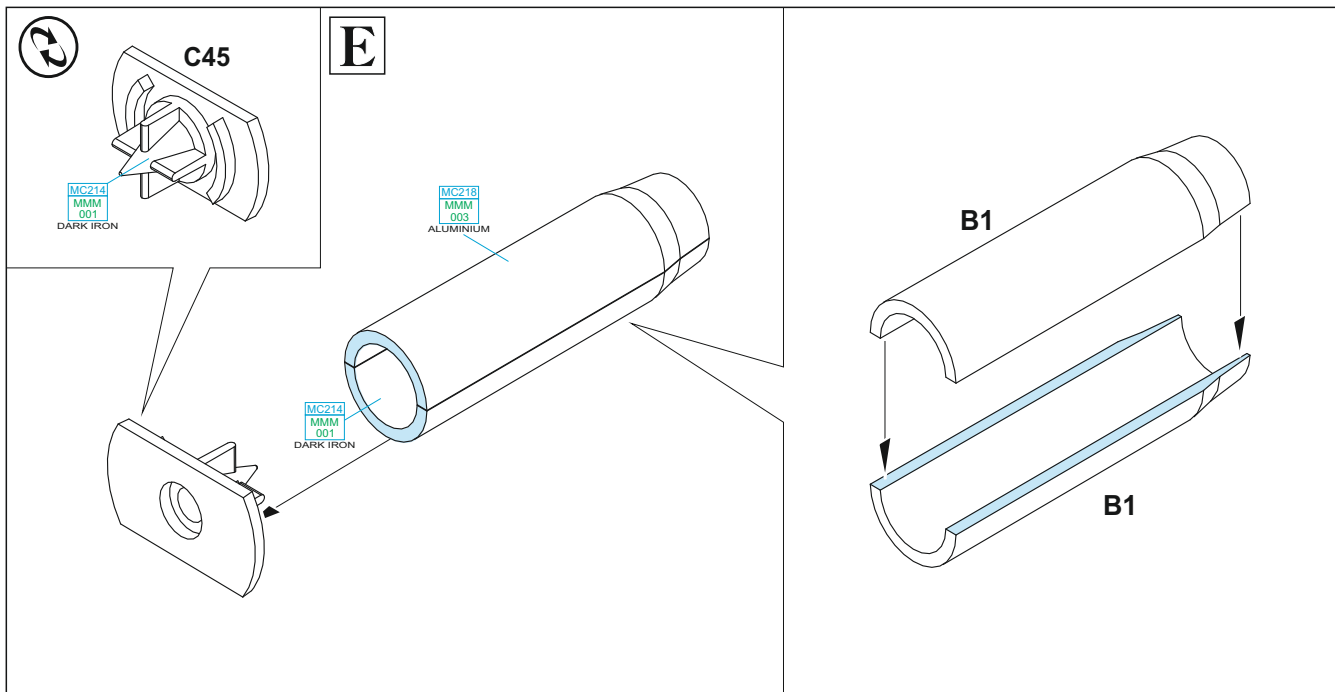
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色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H5	C5	MMP-048	BLUE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H26	C66		BRIGHT GREEN
H77	C137	MMP-040	TIRE BLACK
H308	C308	MMP-073	GRAY
H316	C316	MMP-104	WHITE
H328	C328		BLUE

Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2
SM204			SUPER STAINLESS 2
SM206		MMC-001	SUPER CHROME SILVER 2





G

10,5 mm

B2

B14

B13

Ø - 0,8 mm
EXTERNAL FUEL TANK

B11

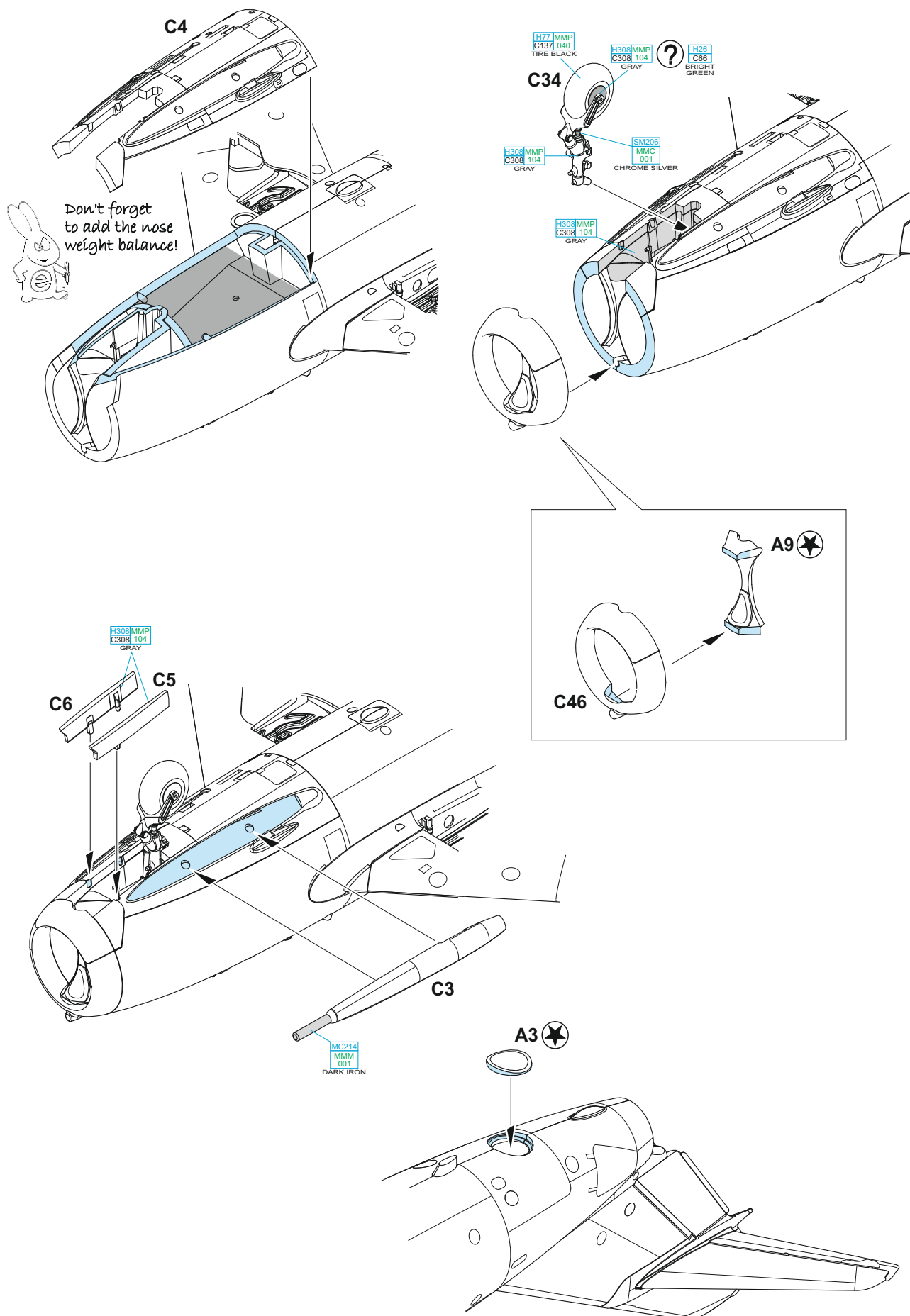
Ø - 0,8 mm
EXTERNAL FUEL TANK

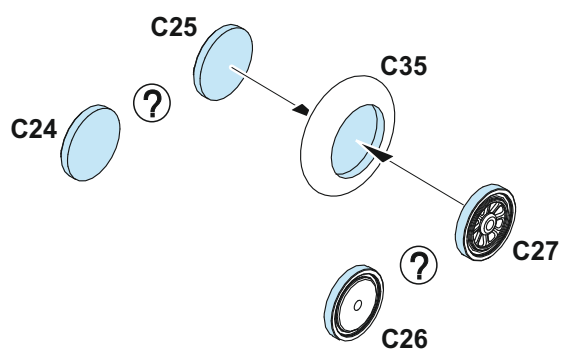
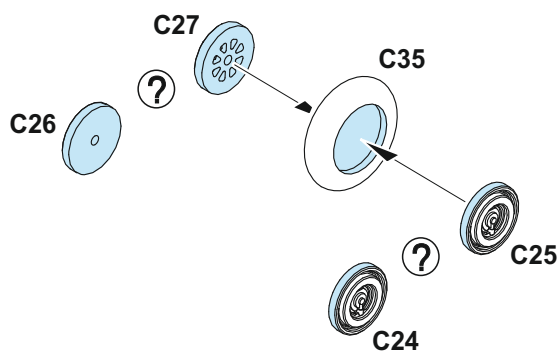
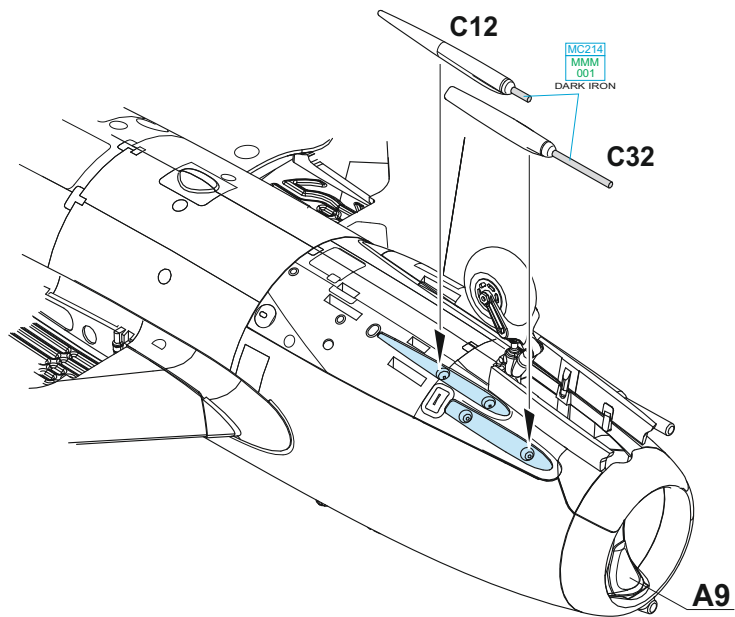
B7

B5

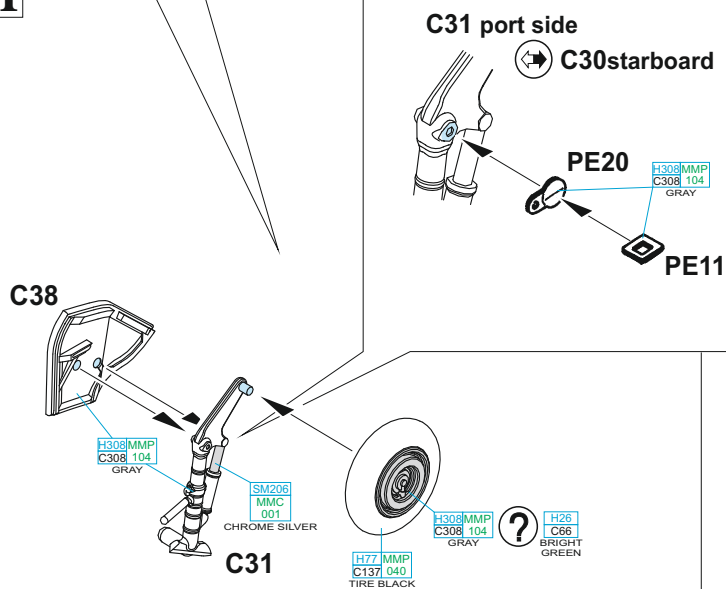
B9

G

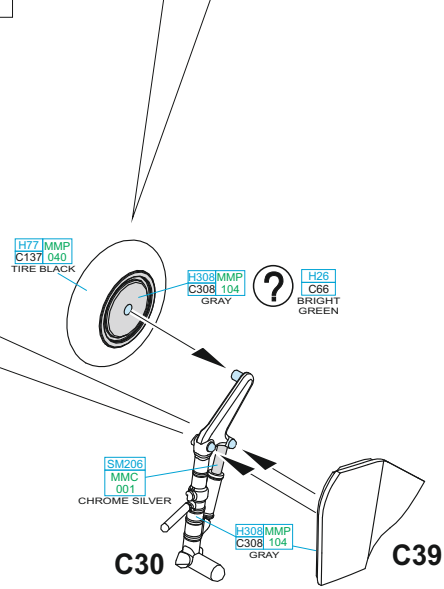


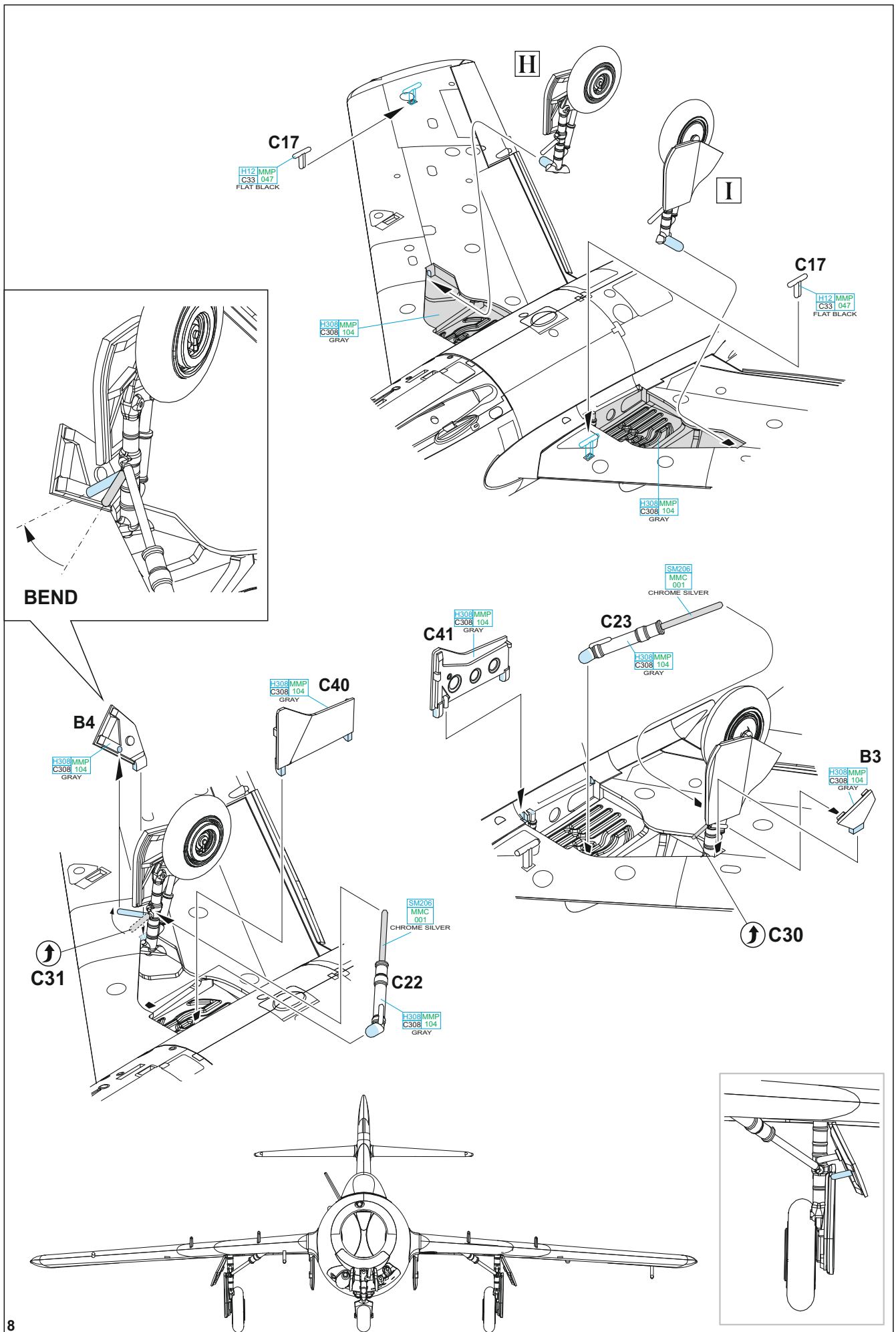


H

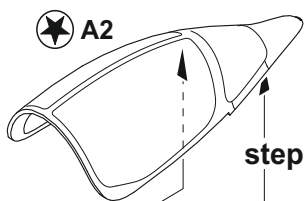


I





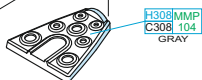
J



step 1

step 2

★ A5

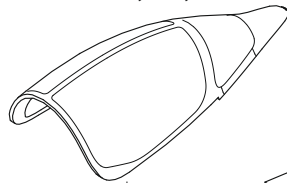


B8 CLOSED CANOPY

?

B12 OPEN CANOPY

J CLOSED CANOPY
A2, A5, B8



H308MMP
C308 104
GRAY

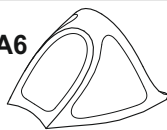
C36

C15

C19 - MARKING
E ONLY

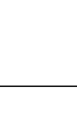
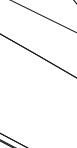
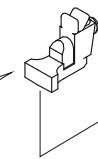
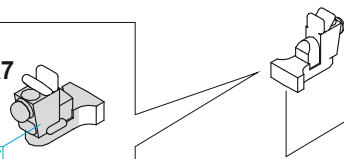
C19

★ A6



A7

H12 MMP
C33 047
FLAT BLACK



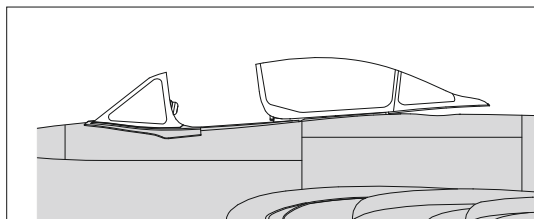
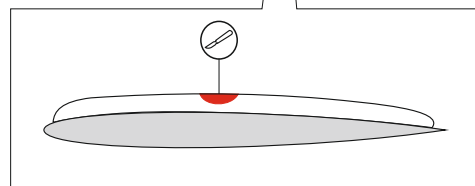
MARKINGS
D, E ONLY

C19 - MARKING
E ONLY

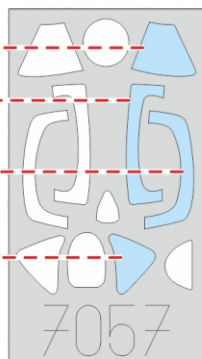
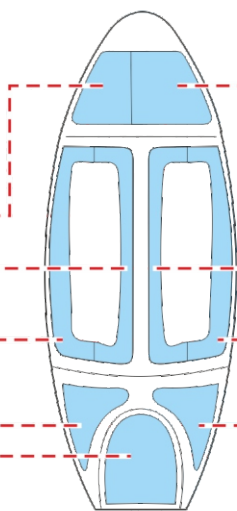
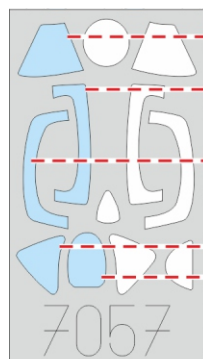
C19

C15

J OPEN CANOPY
A2, A5, B12

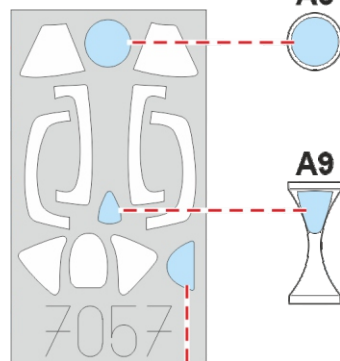


A2

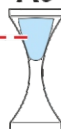


A6

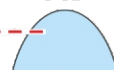
A3



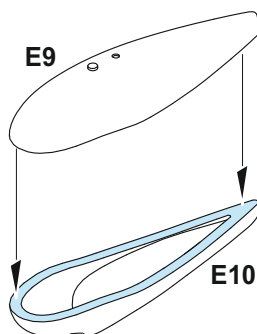
A9



A5

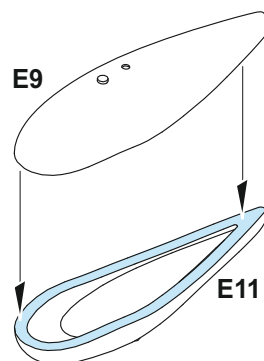


E9



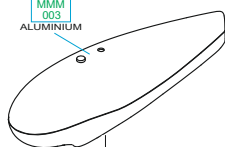
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E9

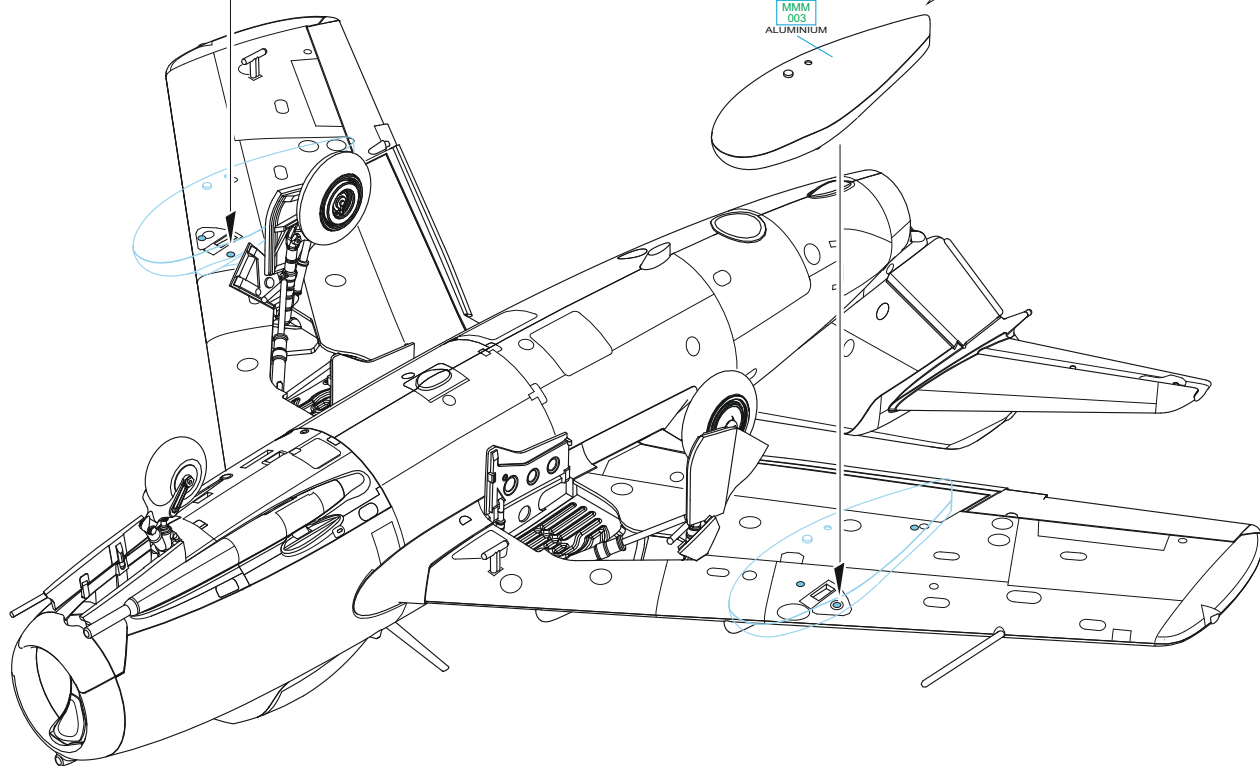
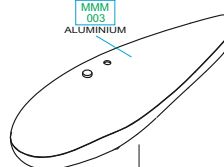


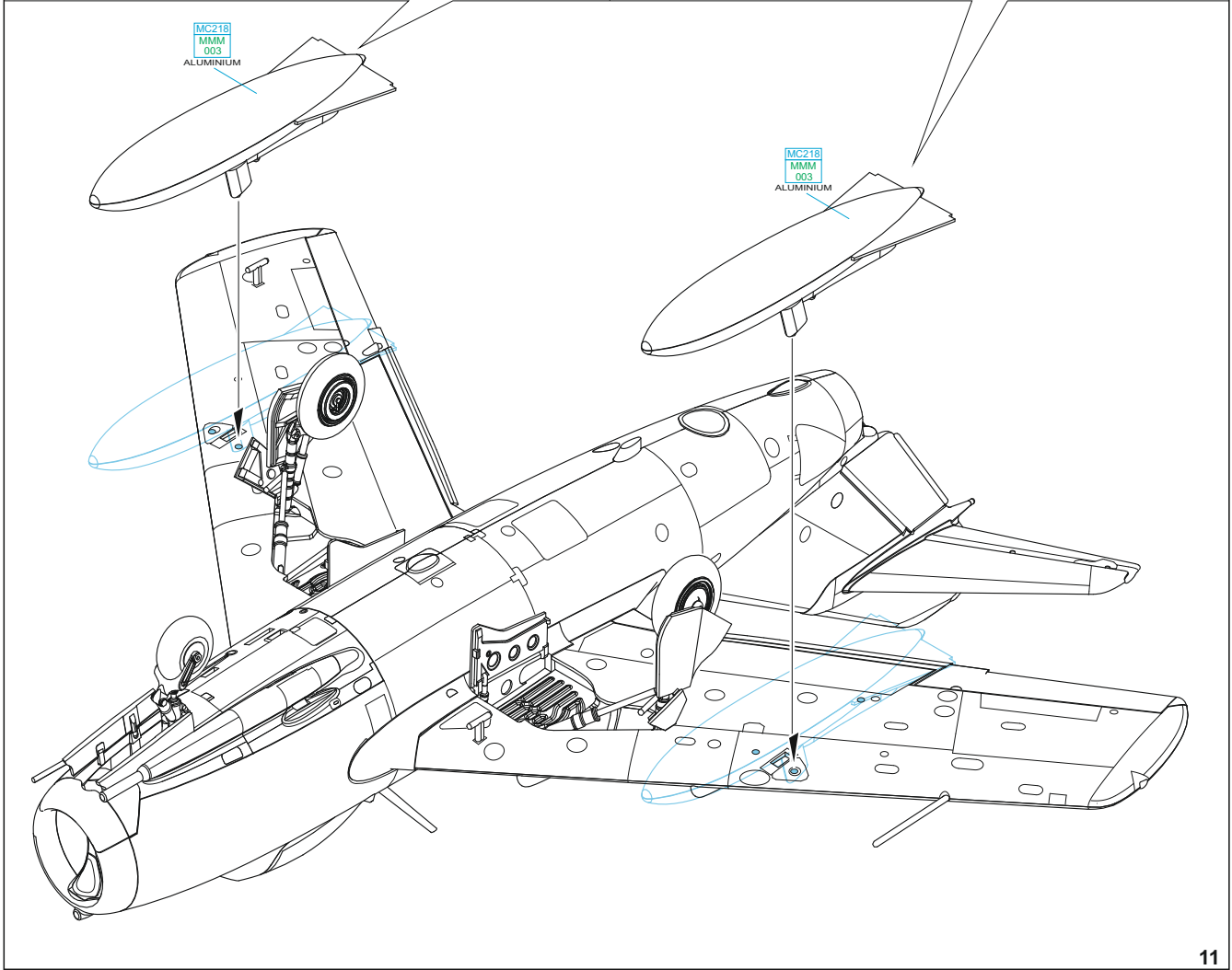
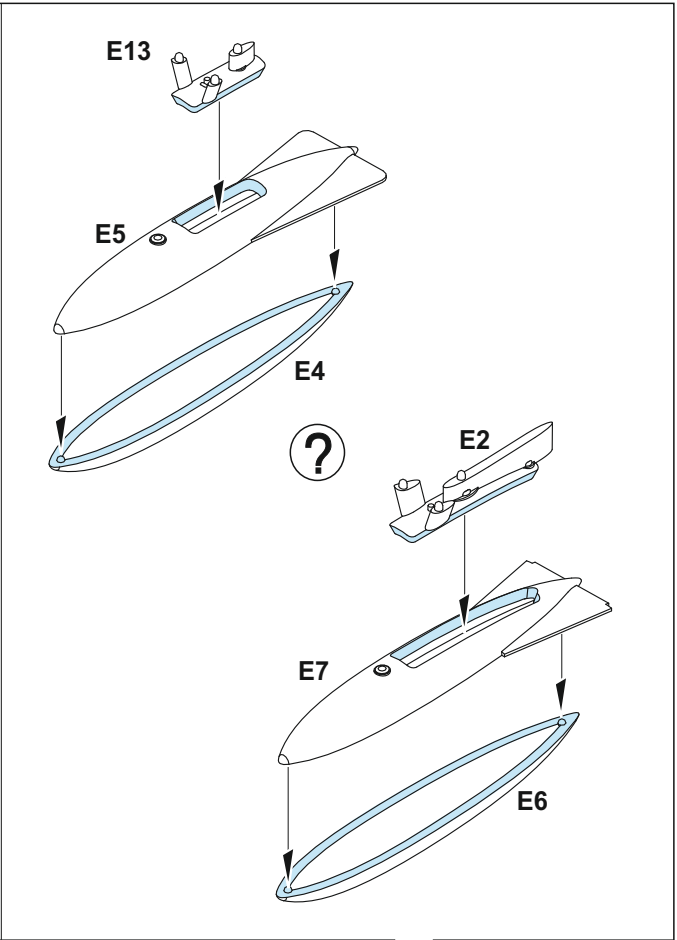
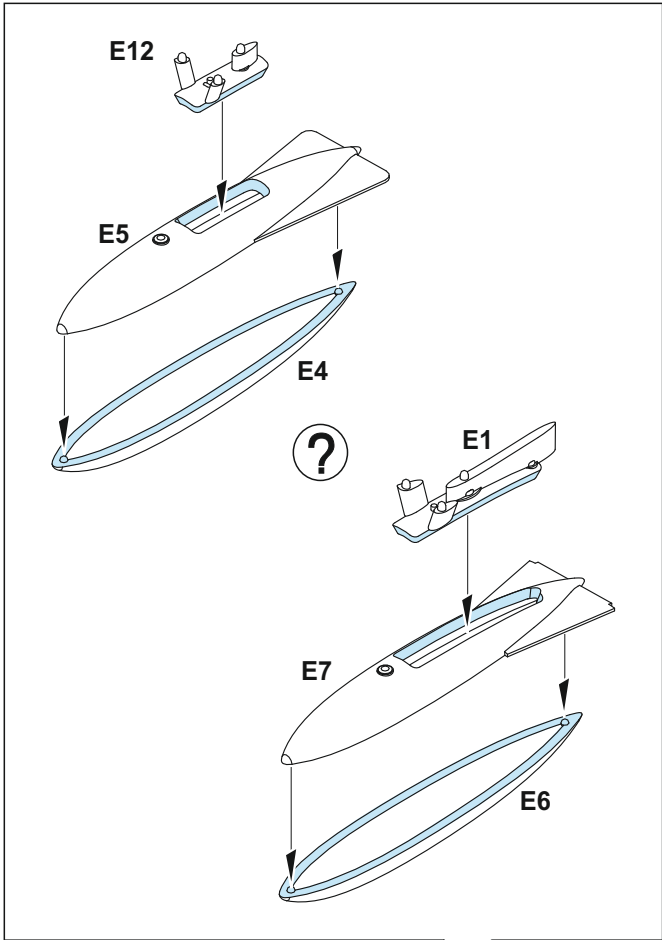
E11

MC218
MMM
003
ALUMINIUM



MC218
MMM
003
ALUMINIUM



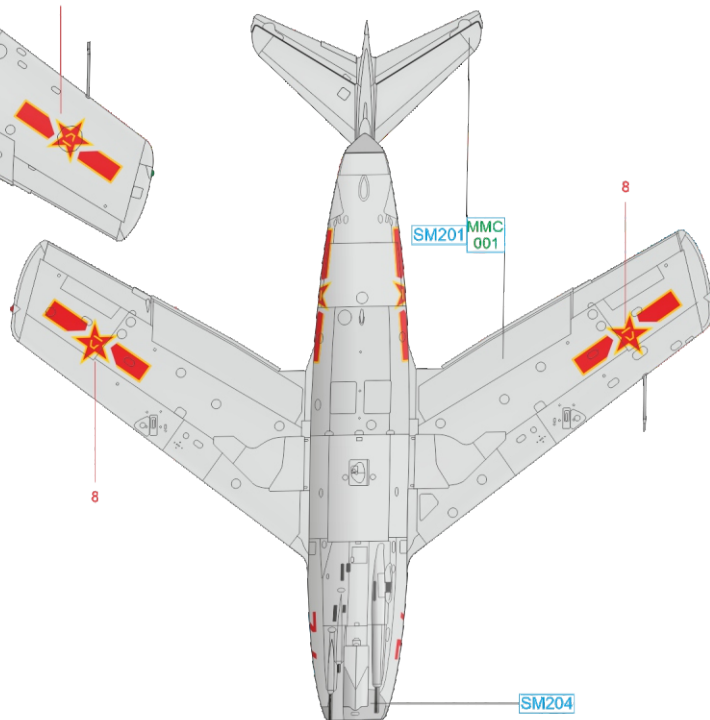
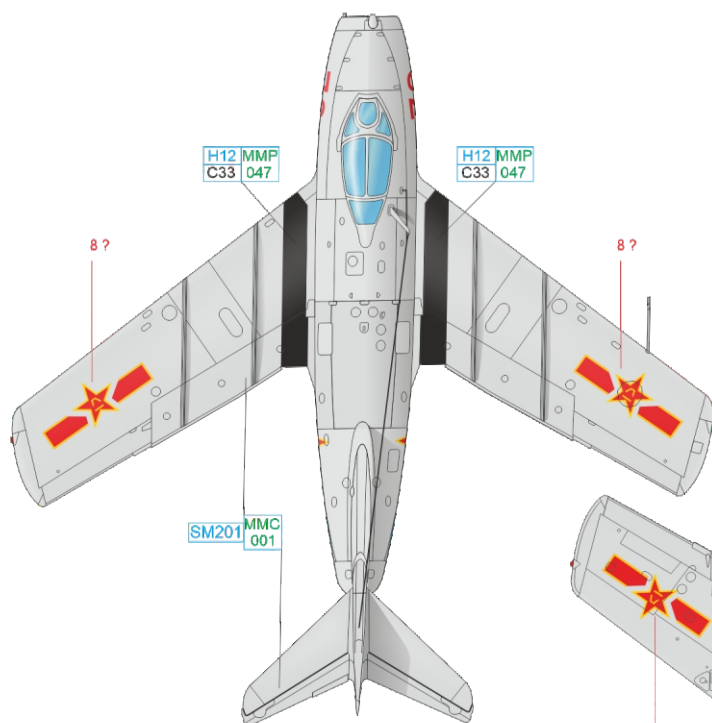


A MiG-15, c/n 108023, 176th IAP, Antung Air Base, Korea, April 1951

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 recce 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.



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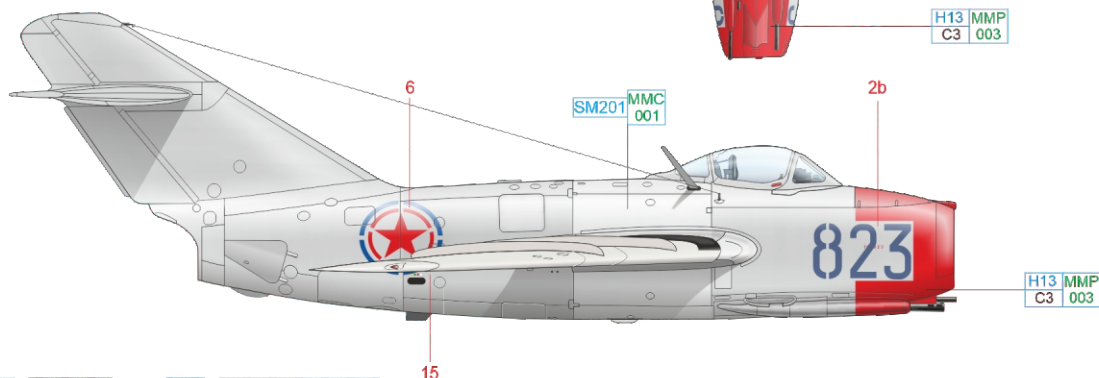
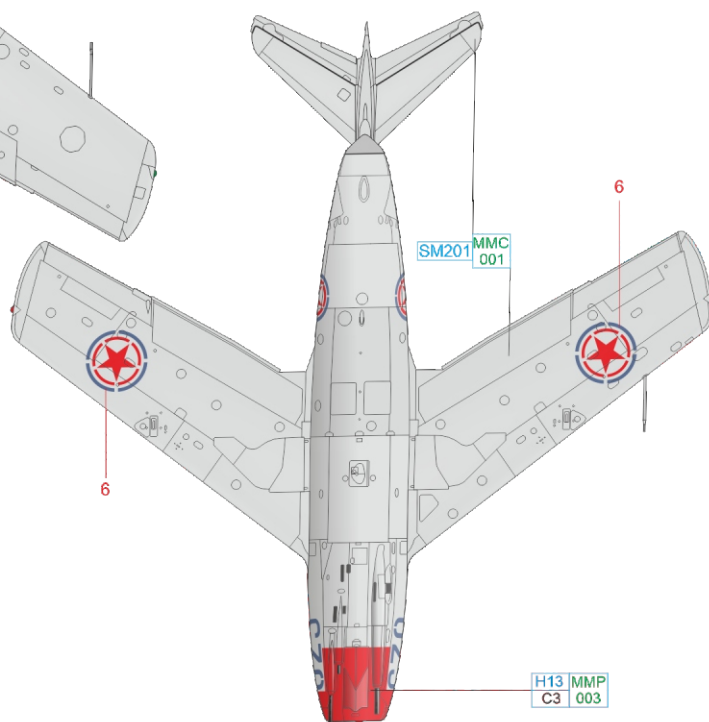
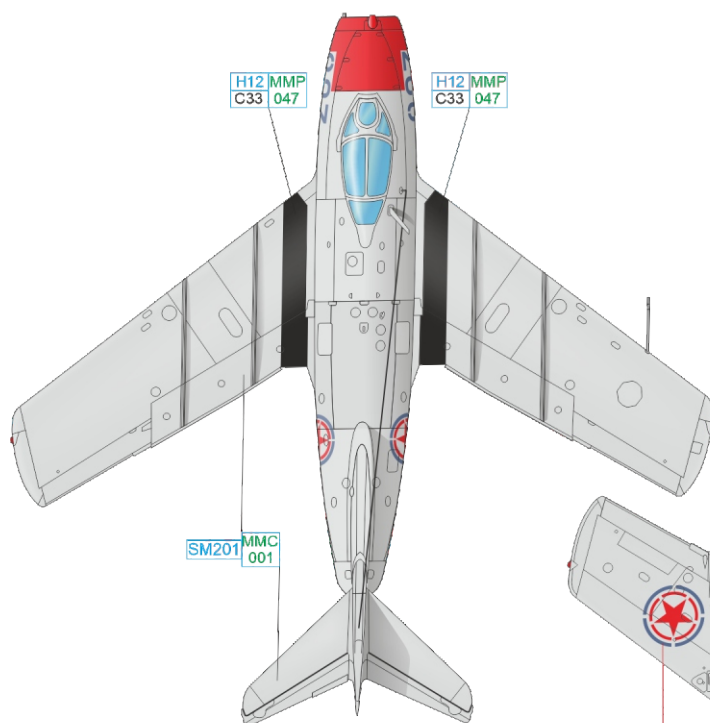
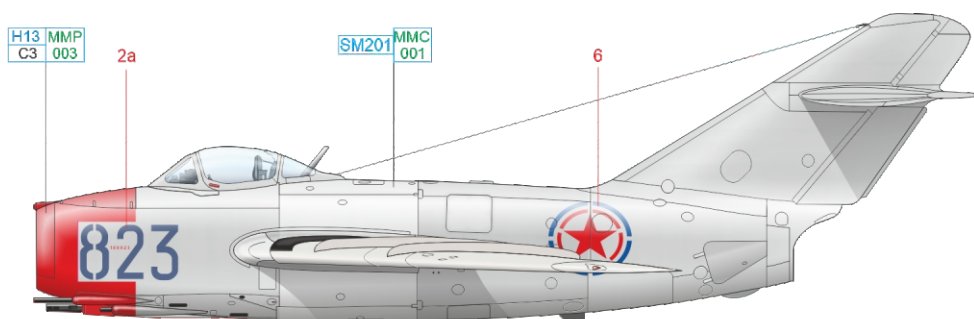


WHITE H316 MMP C316 104 SUPER STAINLESS 2 SM204 SUPER FINE SILVER SM201 MMC 001 BLACK H12 MMP C33 047

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B MiG-15, c/n 108023, 176th IAP, Antung Air Base, Korea, April 1951

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.



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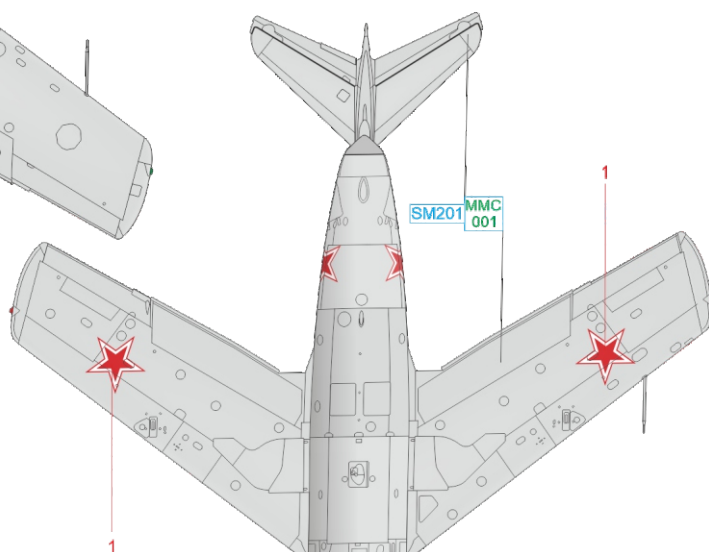
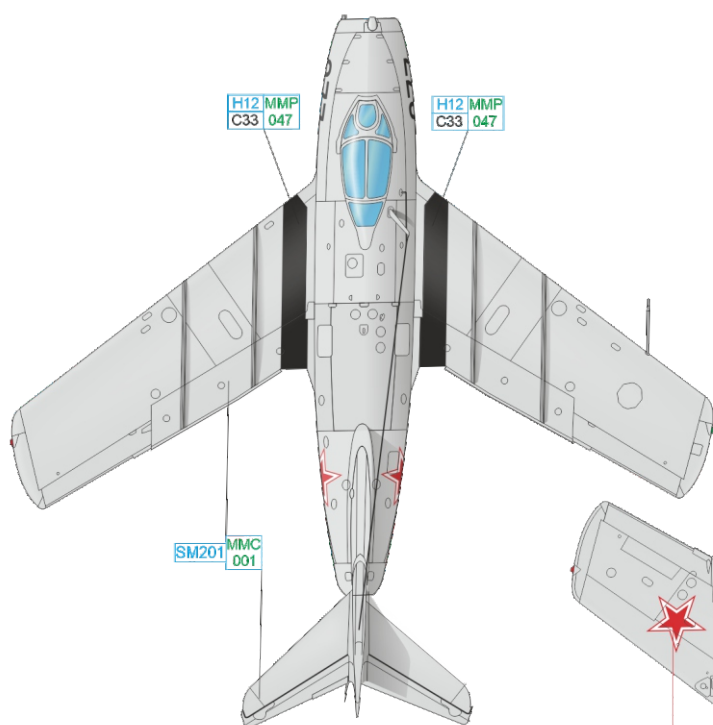
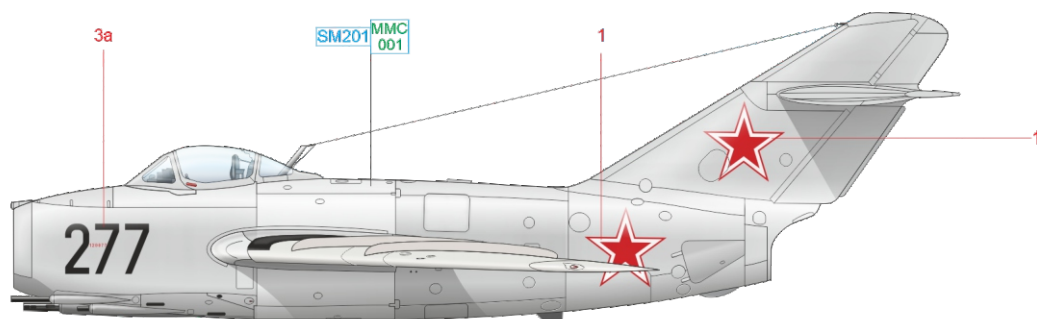


RED H13 MMP C3 003 SUPER FINE SILVER SM201 MMC 001 BLACK H12 MMP C33 047

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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 leaders 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 led 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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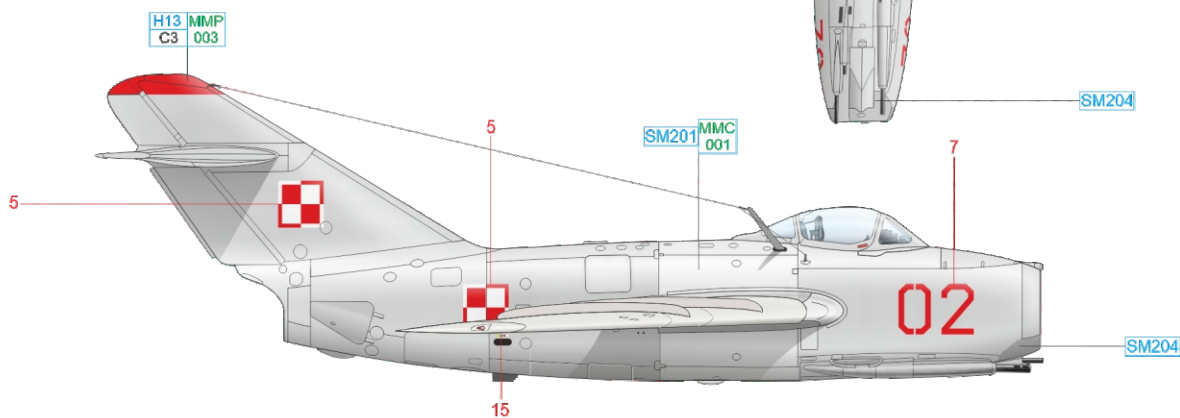
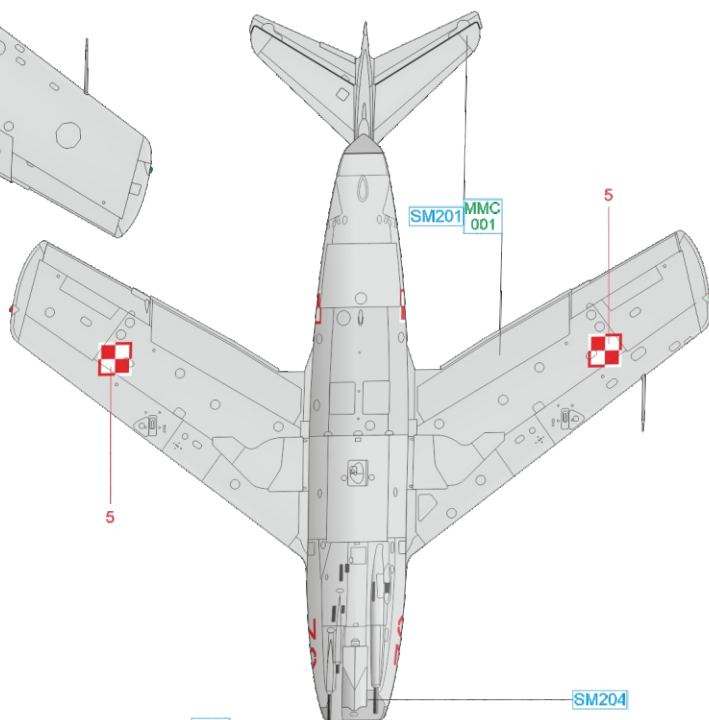
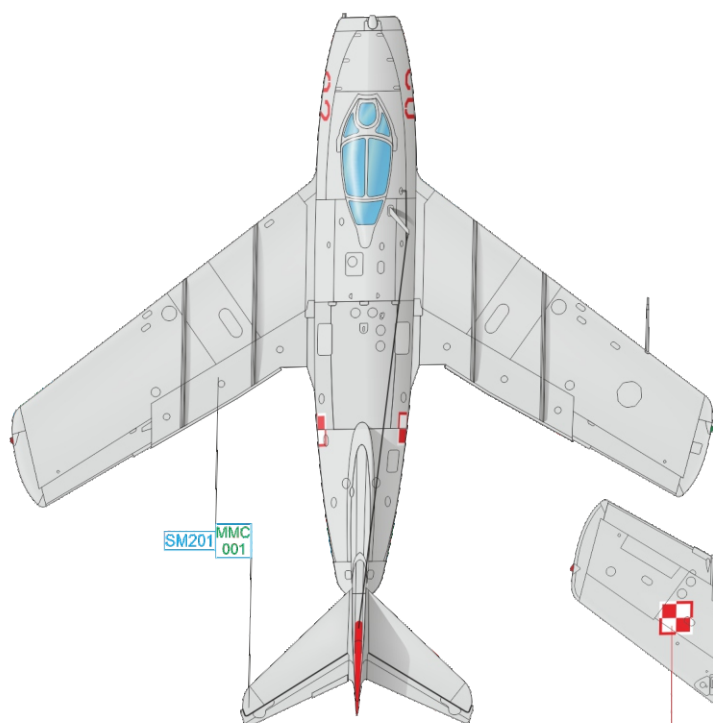
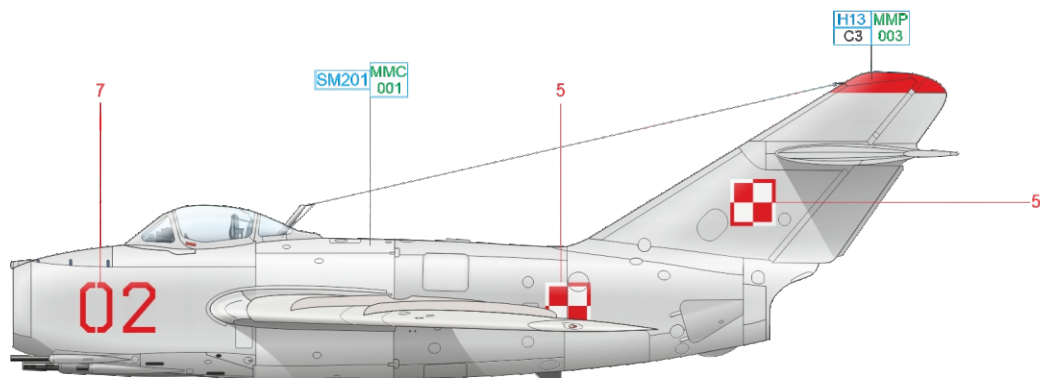
STAINLESS SM204 SUPER FINE SILVER SM201 MMC 001 BLACK H12 MMP C33 047

15

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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 an military parade over Warsaw - Okecie international airport. Note the wings with no walkways.



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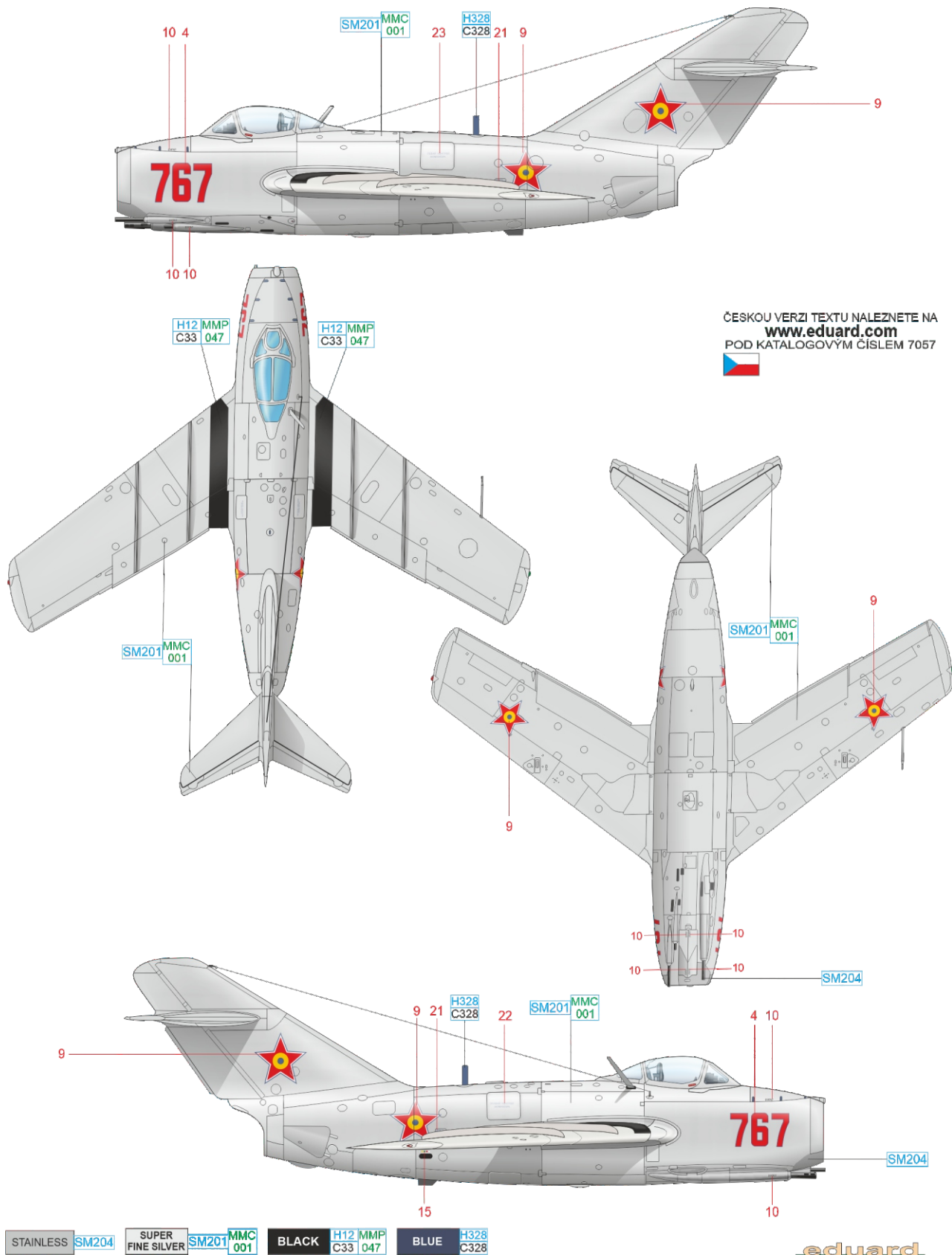


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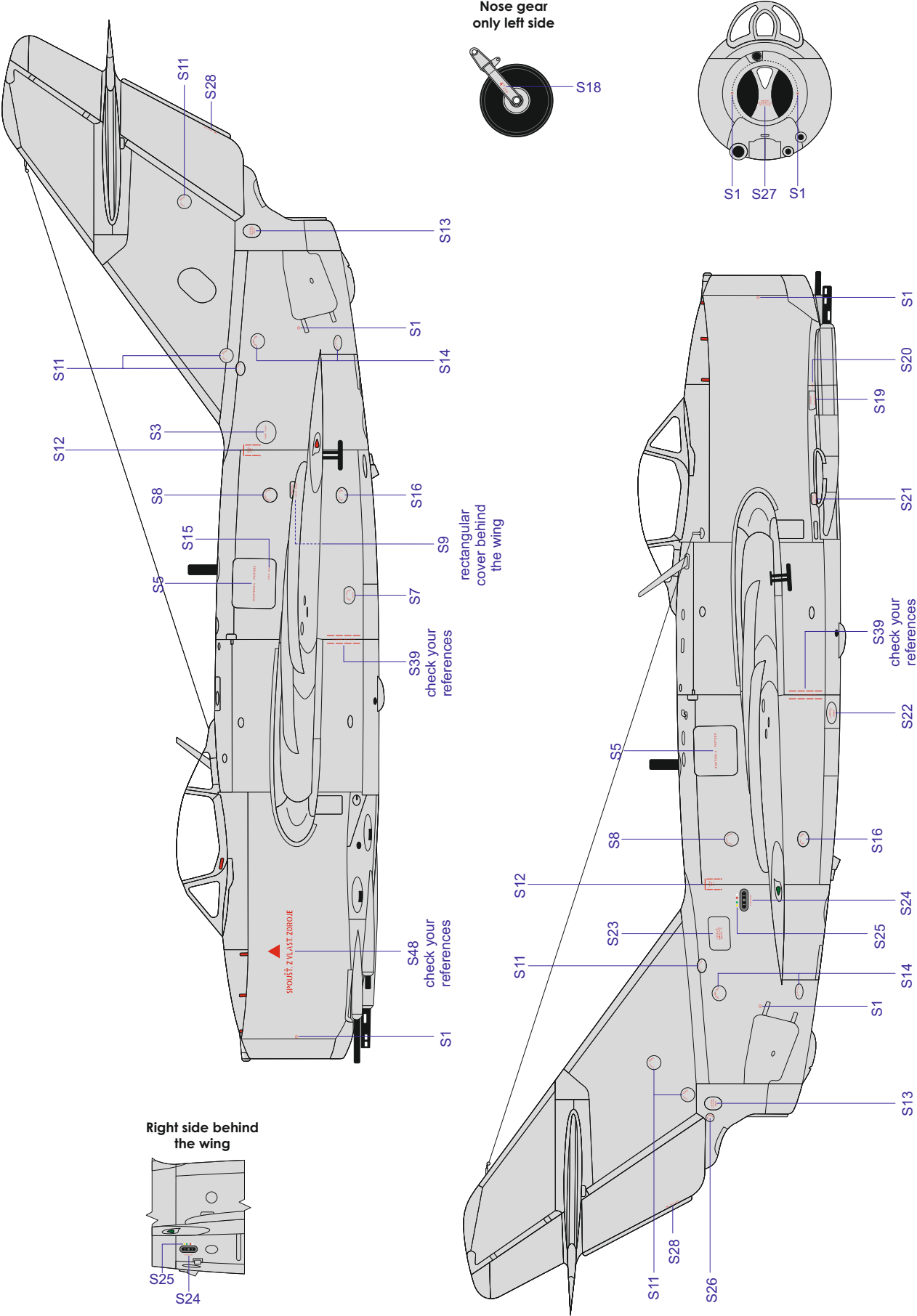
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E MiG-15, c/n 231767, Romanian Air Force, Deveselu Air Base, 1962

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.



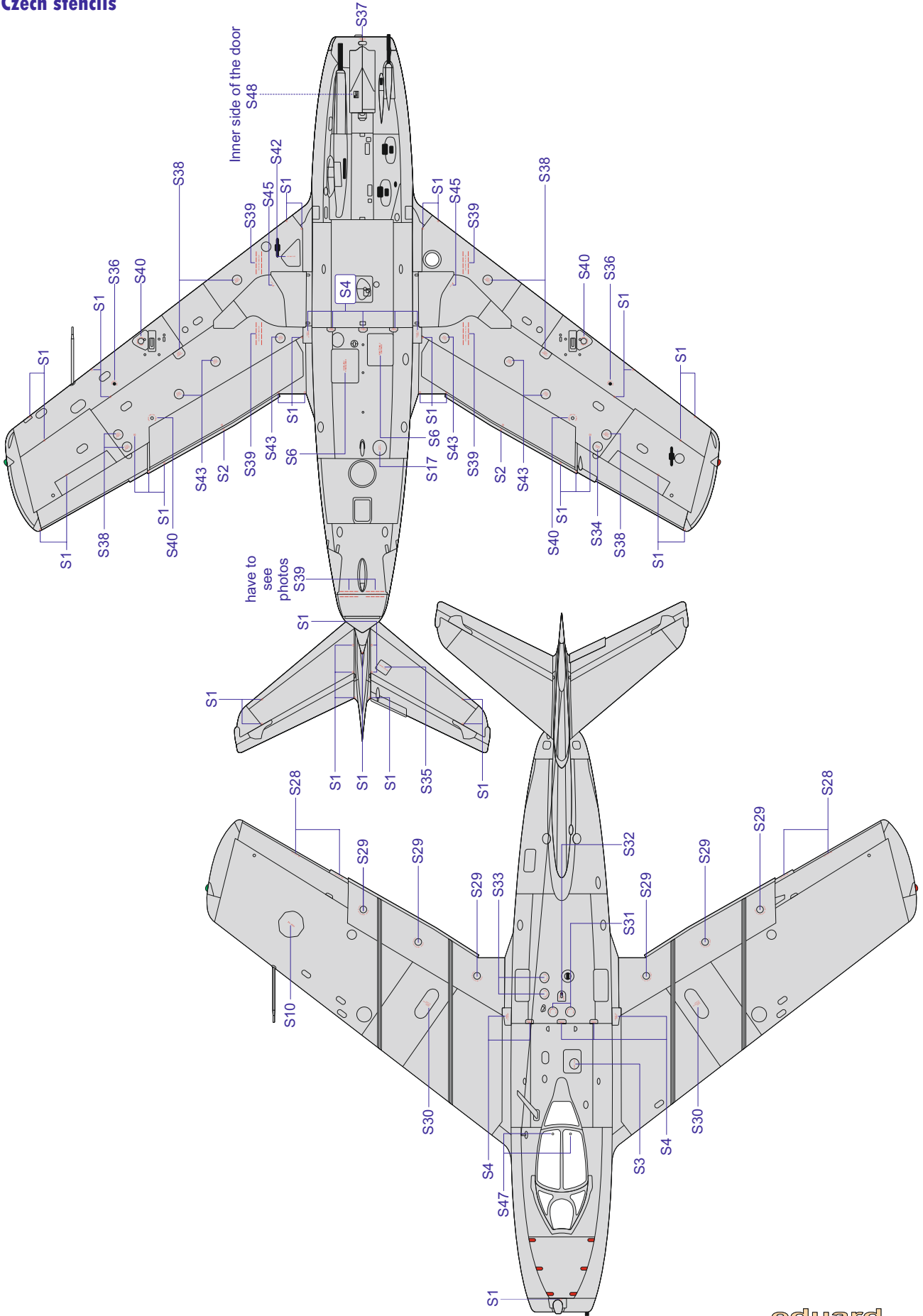
Czech stencils



MiG-15

STENCILING POSITIONS

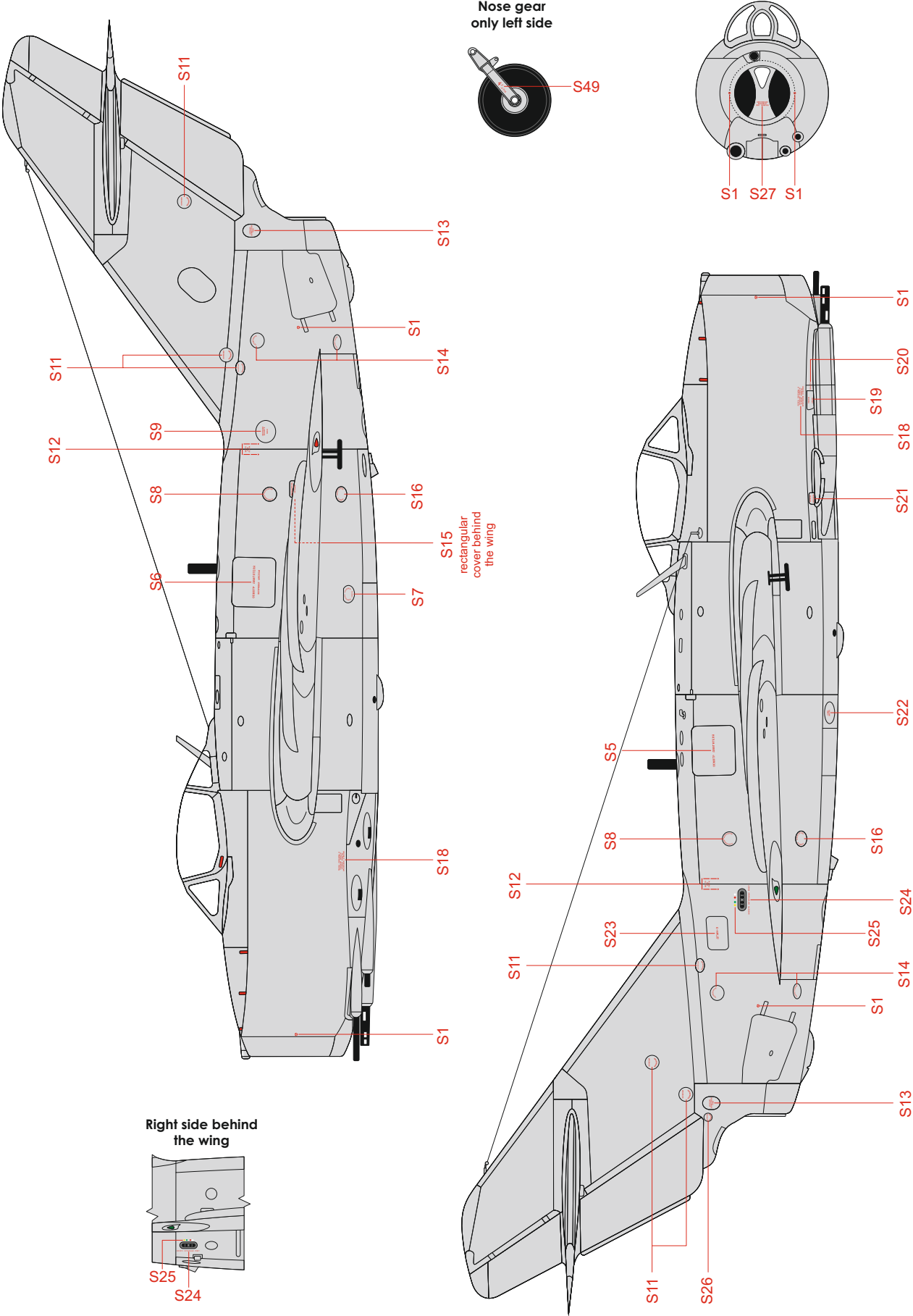
Czech stencils



MiG-15

STENCILING POSITIONS

Russian stencils



MiG-15

STENCILING POSITIONS

Russian stencils

