

MiG-15bis

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item No. 7461

MiG-15 was one of the most successful military aircraft in the world, and many experts, including western ones, agree that in its time the Mikoyan-Gurevich design was a real world-class fighter thanks to its flying characteristics, heavy armament, and affordability.

At the end of WWII, the 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 was the way for raising flying speeds, 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 like Yak-15 and 17 were just a "toe in the water" of new technology. But without a suitable engine it was rather an impossible task and USSR fell behind the world badly in this area...

Engine as a centerpoint

At this time the most advanced engines were produced in Great Britain, the Rolls-Royce Nene I engine developing 2270 kg of thrust was the benchmark of its era used in various designs. Soviet Union lagged behind in the development of jet engines, so it was decided in June 1956 that ten of these engines plus the same amount of smaller Derwent 5 ones 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 Nene I and Derwent V engines. Although the Britons agreed to sell limited number of engines, they were reluctant to provide information on the 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 5 and 25 Nene I engines. The first of these 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 in the more powerful Nene II version. As the VVS was in a great hurry for the new jet engines, a decision was made in February 1947 to put them into production immediately without negotiating a license and the Nene I engine 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 engine and the resulting unit became known as RD-45F. Thanks to modified nozzle and higher temperatures on the turbine it offered take-off thrust of 22,3 kN. After it passed the military examination in December 1948, it was entered into production at plant No. 45.

The way to the conqueror

The official specification for the second-generation jet fighter, which was to become the standard VVS fighter for the next few years, was issued on March 11, 1947. According to this specification, a 1050 km/h at 5000 m and endurance of at least one hour were required. The new design was supposed for daylight servi-

ce 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 prototype took off to the skies for the very first time on 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 began 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

The Kuybyshev plant No. 1. was entrusted with the production of MiG-15. 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 frontline 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 produced (NATO code name "Midget"). In Czechoslovakia many MiG-15 and MiG-15bis underwent the modification to the fighter-bomber versions MiG-15SB and MiG-15bisSB 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 US 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 the 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 * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



SAND
BROUST



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

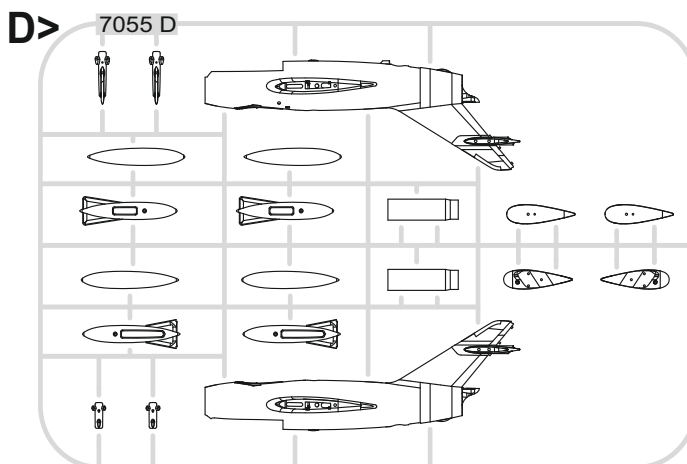
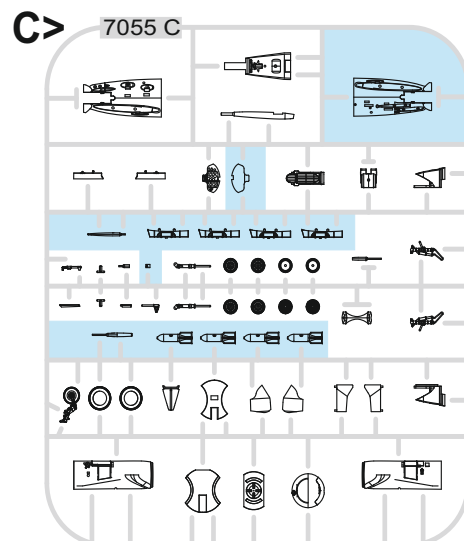
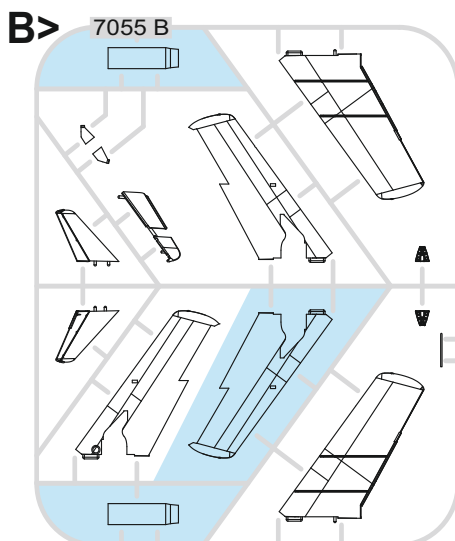
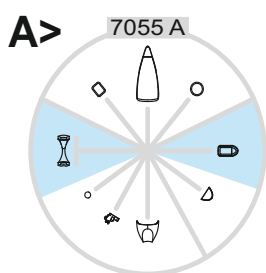


PIÈCES



部品

PLASTIC PARTS



-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



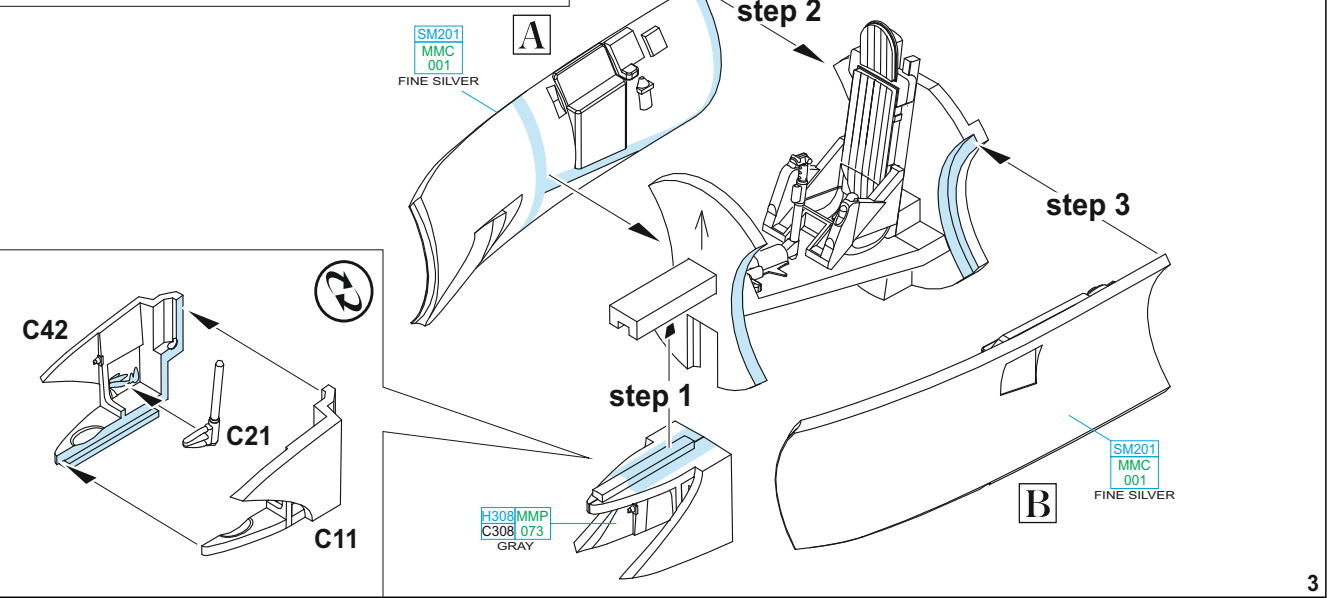
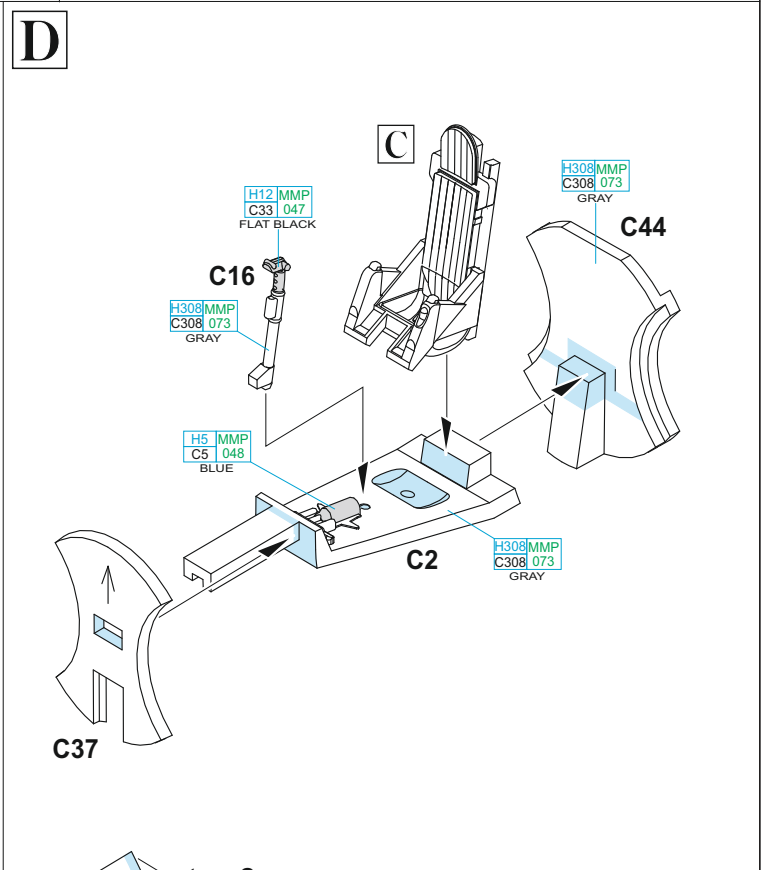
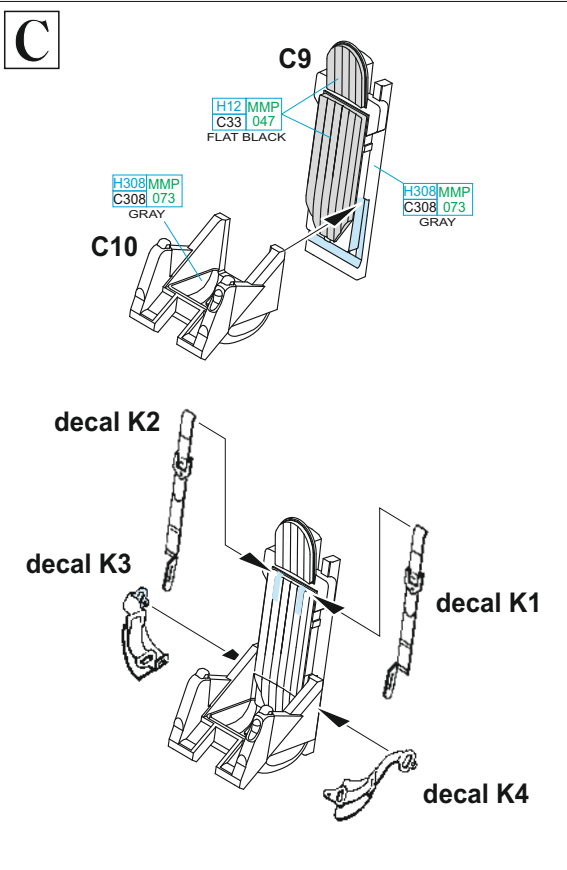
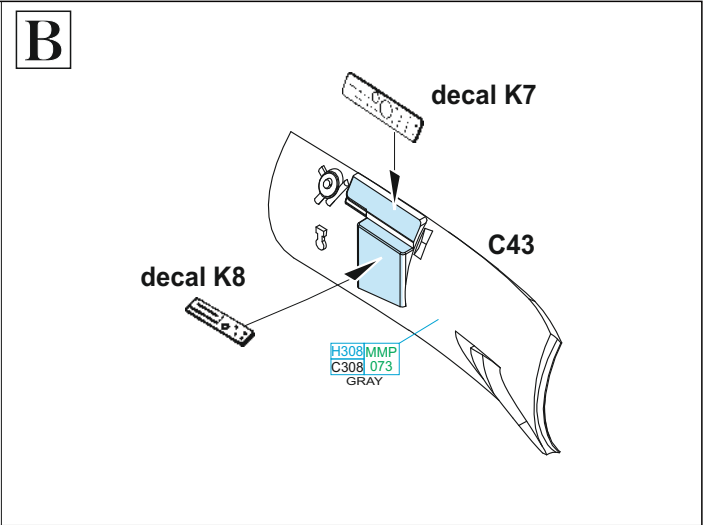
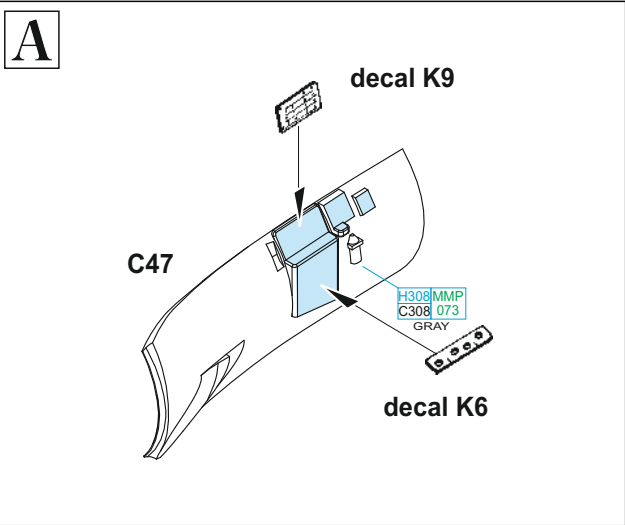
PEINTURE



色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H5	C5	MMP-048	BLUE
H12	C33	MMP-047	FLAT BLACK
H26	C66		BRIGHT GREEN
H77	C137	MMP-040	TIRE BLACK
H308	C308	MMP-073	GRAY
H328	C328		BLUE

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H340	C340		FIELD GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
SM206		MMC-001	CHROME SILVER





C45

E

MC214
MMM
001
DARK IRON

MC218
MMM
003
ALUMINIUM

MC214
MMM
001
DARK IRON

C45

D8

D8

F

C7

H308MMP
C308 073
GRAY

H12MMP
C33 047
FLAT BLACK

OPTIONAL:
decal K5

B6

D3

H308MMP
C308 073
GRAY

E

∅ - 0,6 mm

F

H308MMP
C308 073
GRAY

D

H308MMP
C308 073
GRAY

D14

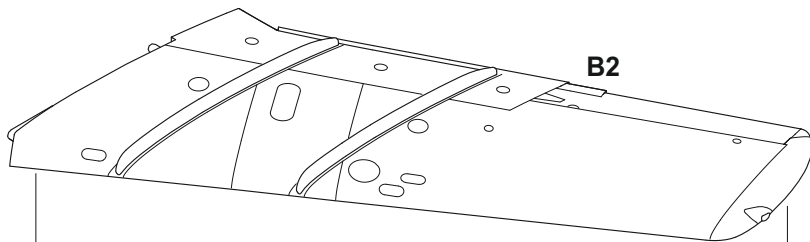
Don't forget
to add the nose
weight balance!



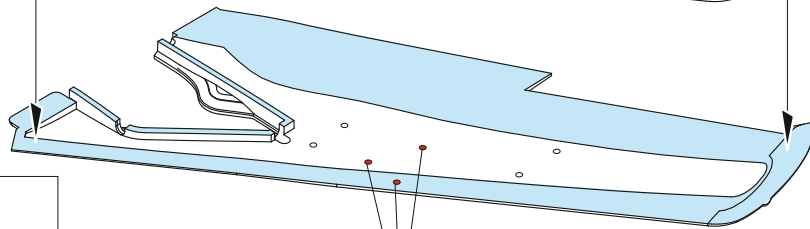
H308MMP
C308 073
GRAY

G

10,5 mm



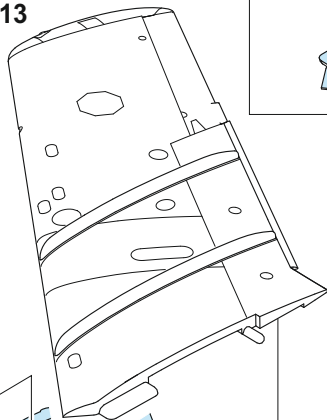
B2



⊕ ⊖ ∅ - 0,8 mm
EXTERNAL FUEL TANK

B10

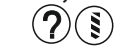
B13



B14

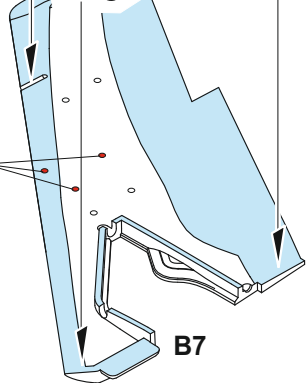


∅ - 0,8 mm

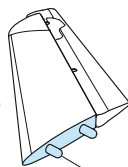


EXTERNAL FUEL TANK

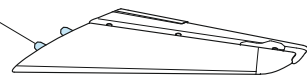
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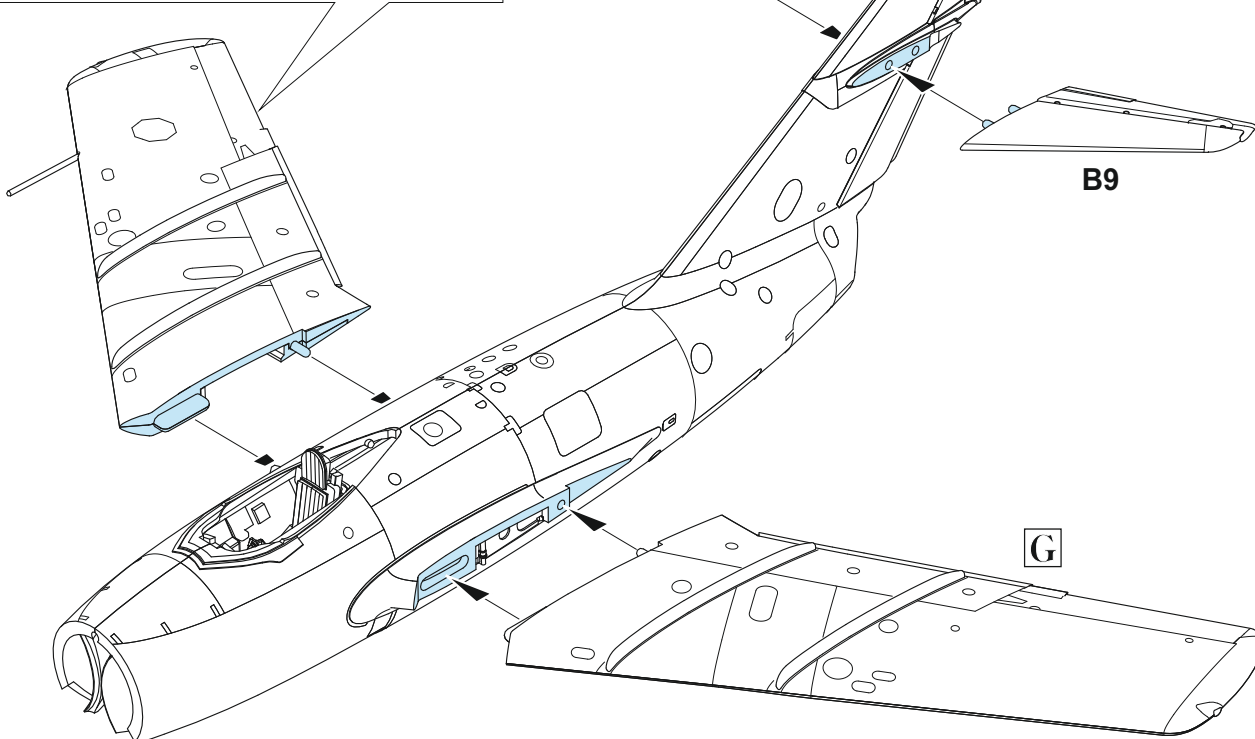
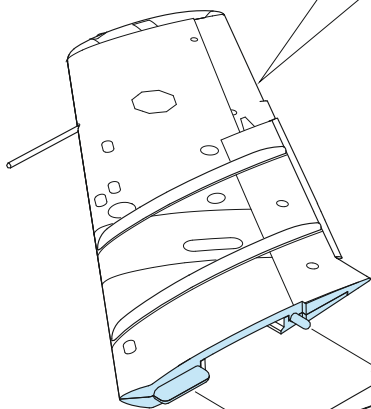
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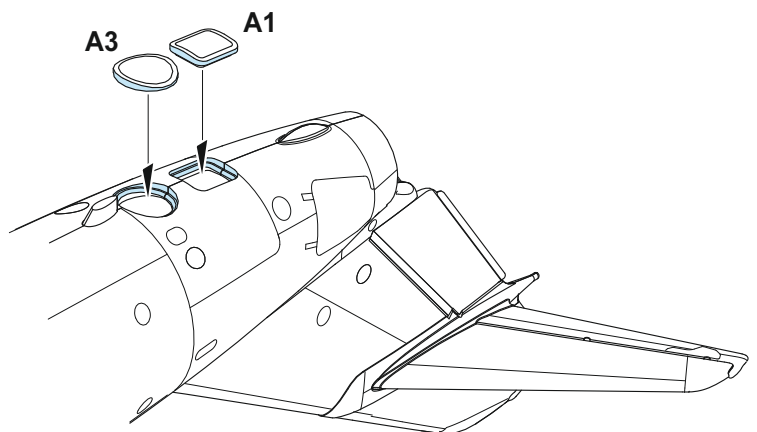
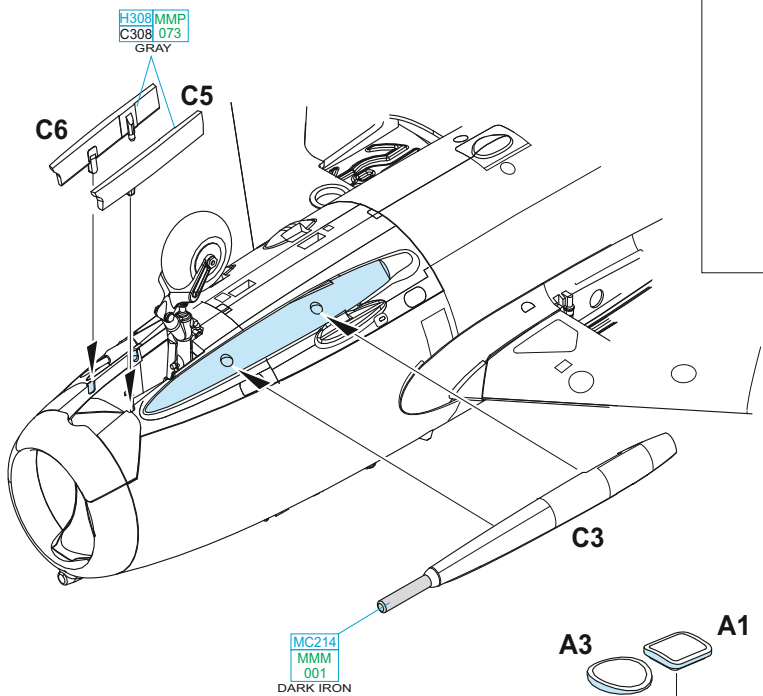
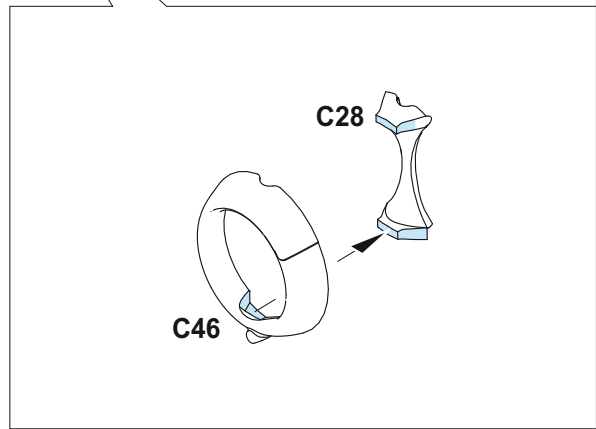
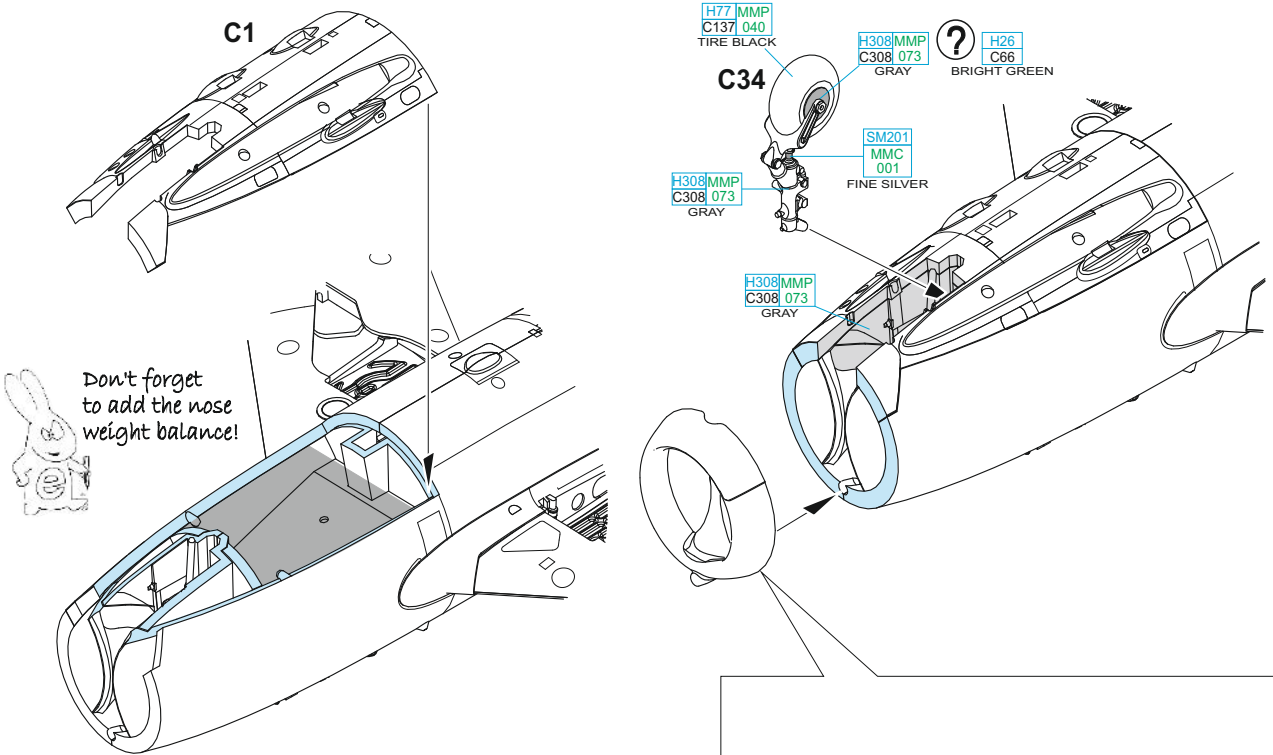


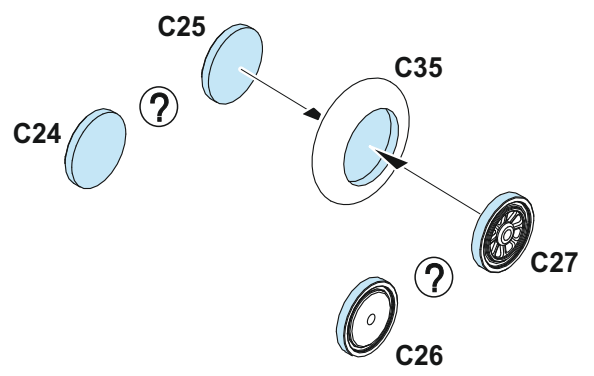
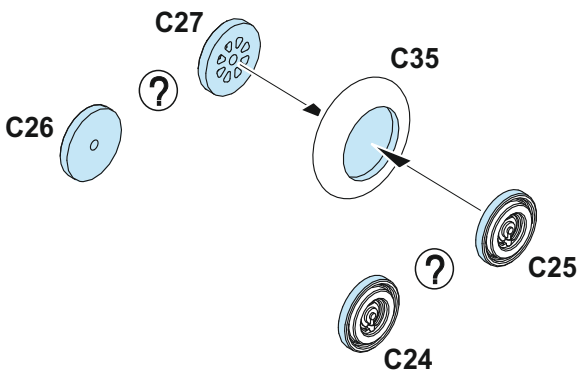
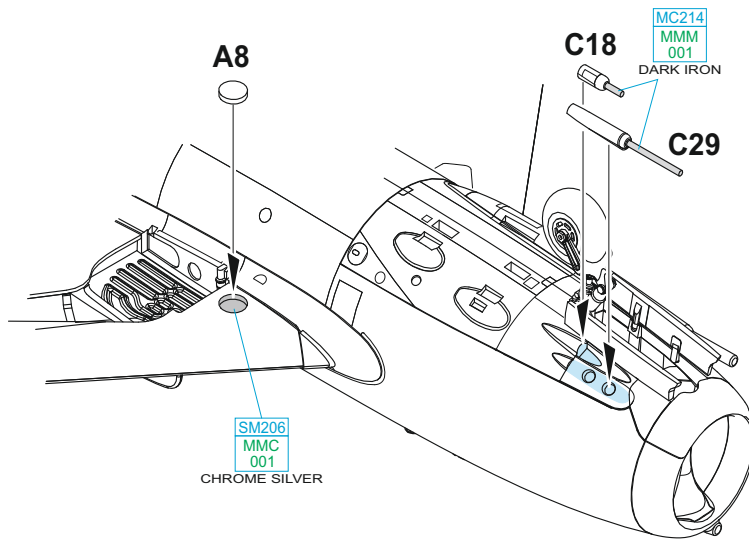
B9



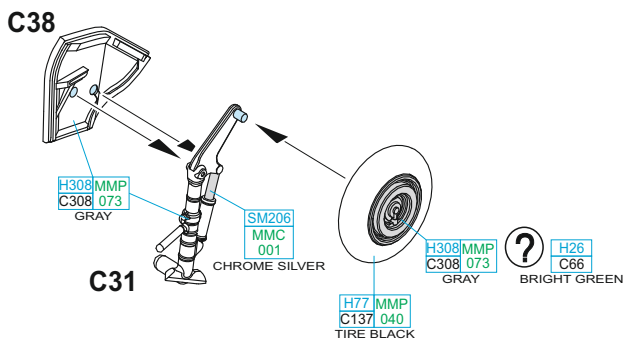
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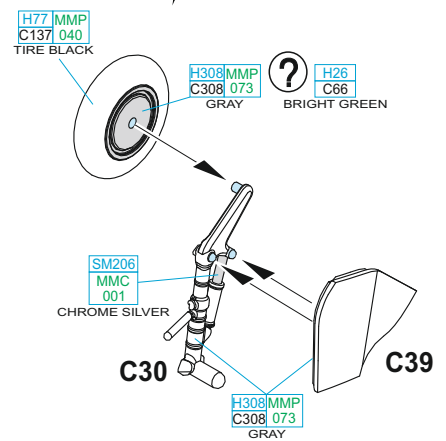


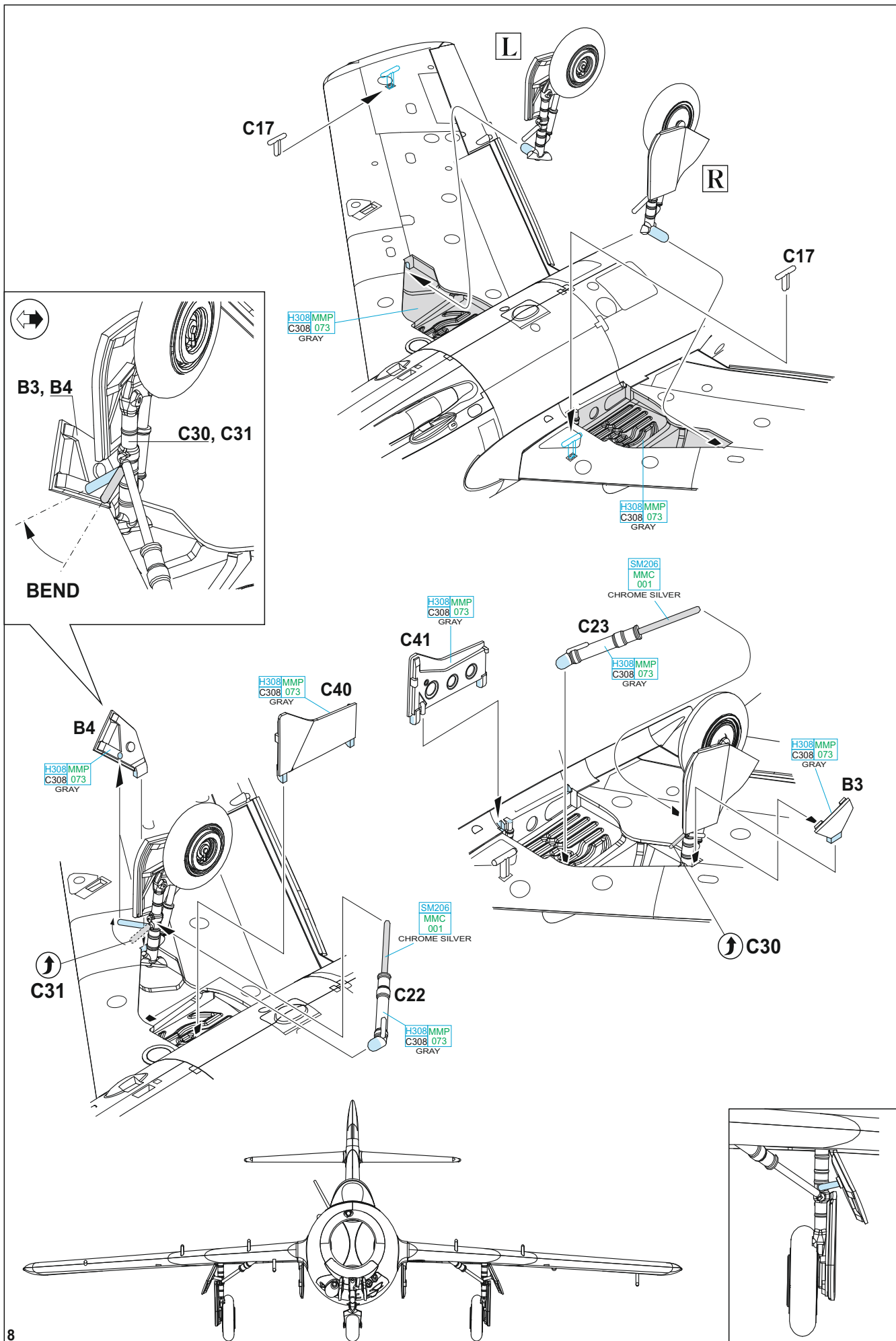


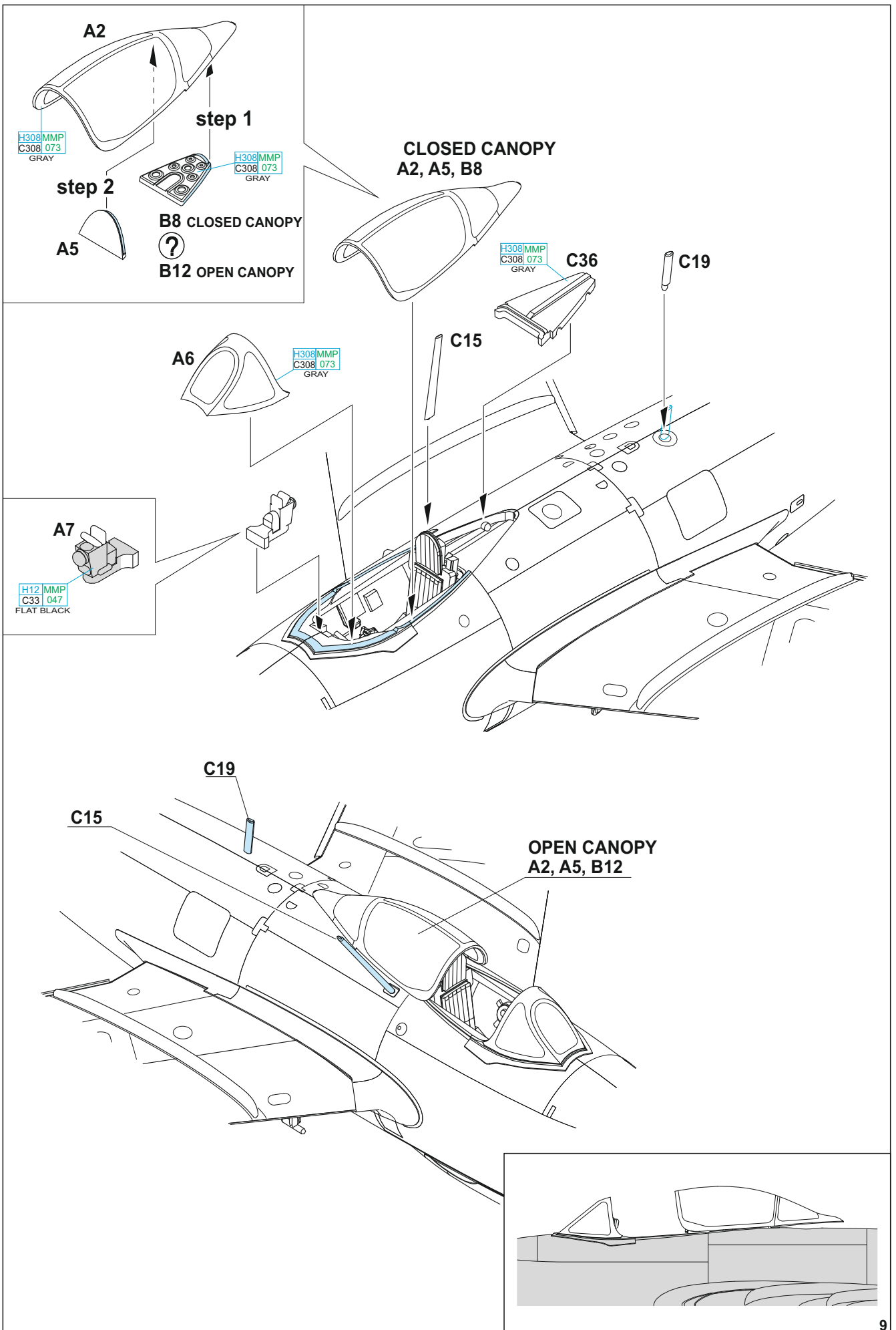
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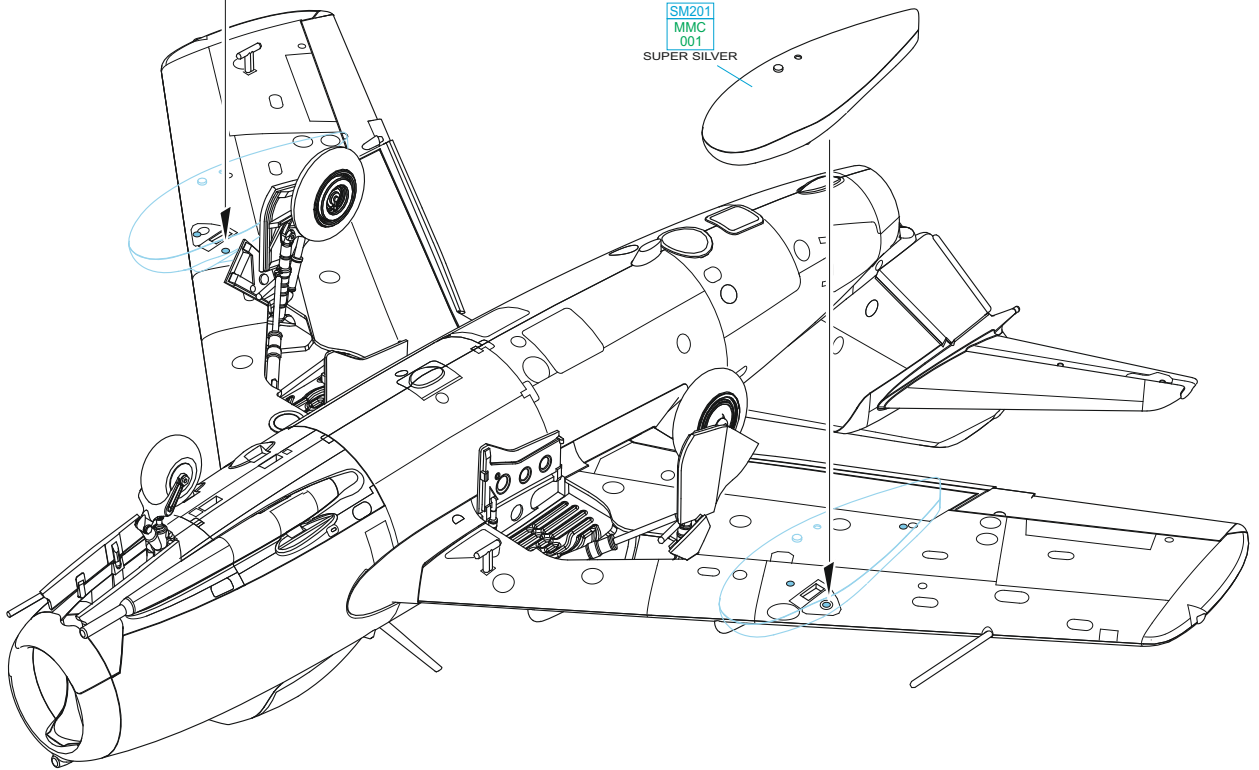
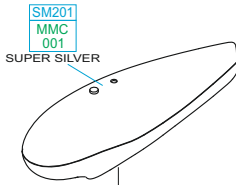
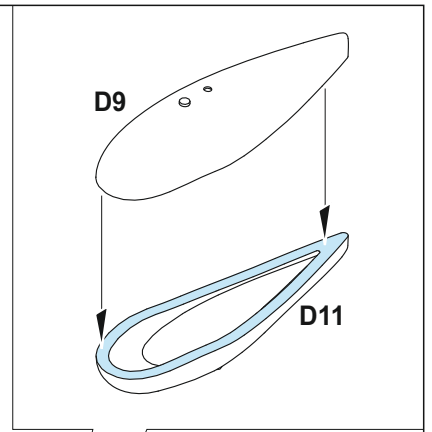
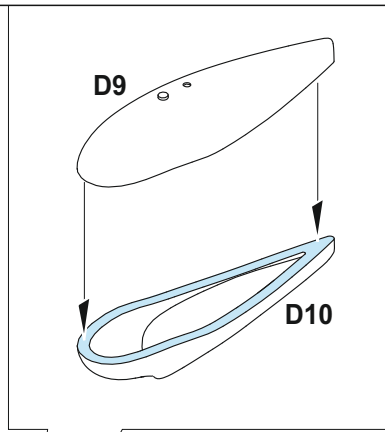


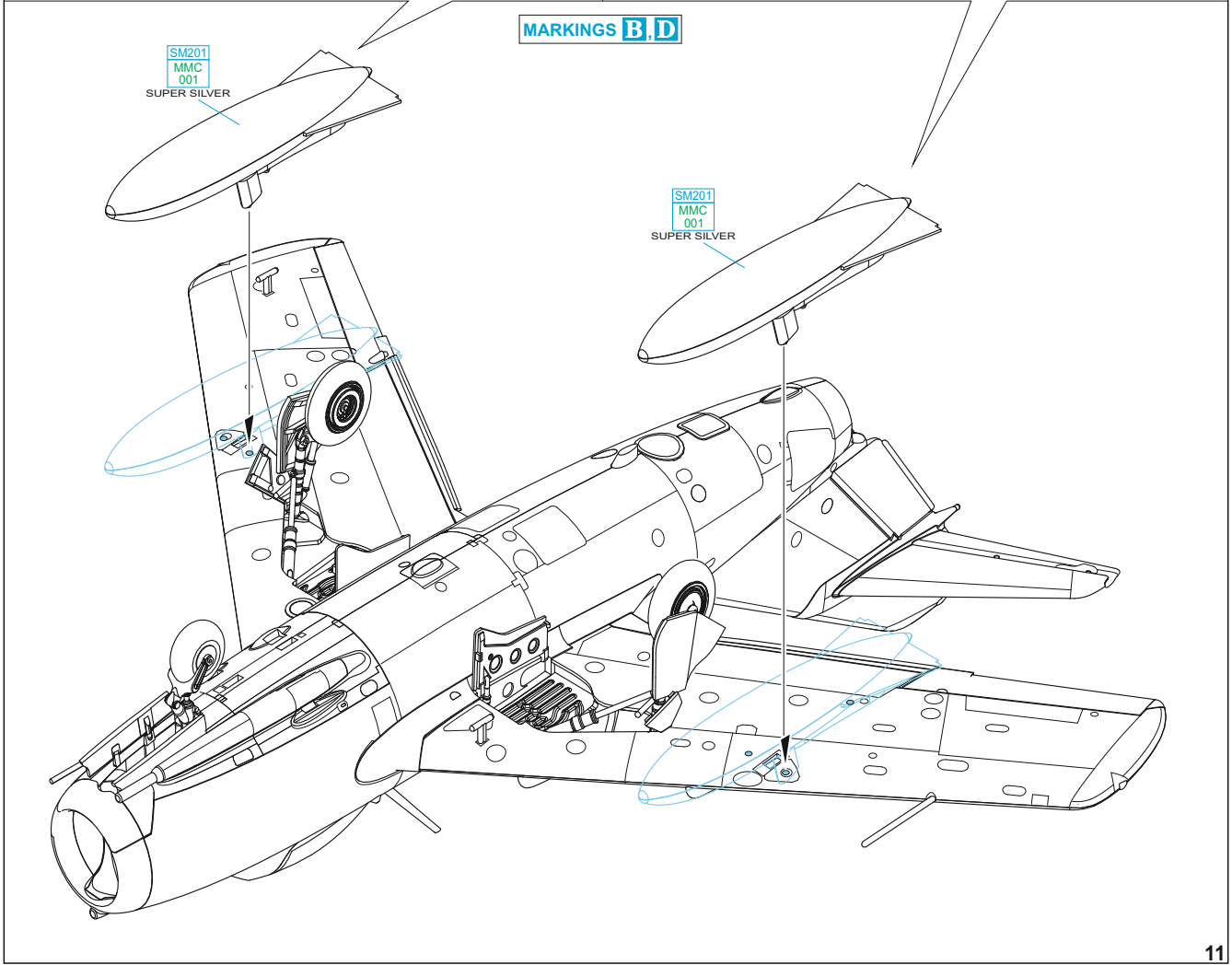
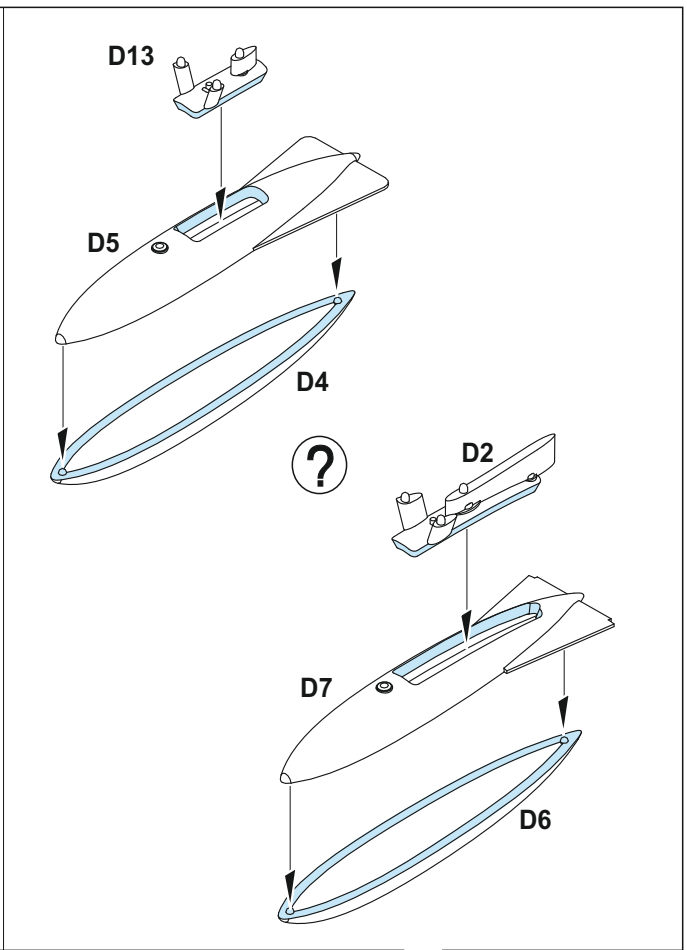
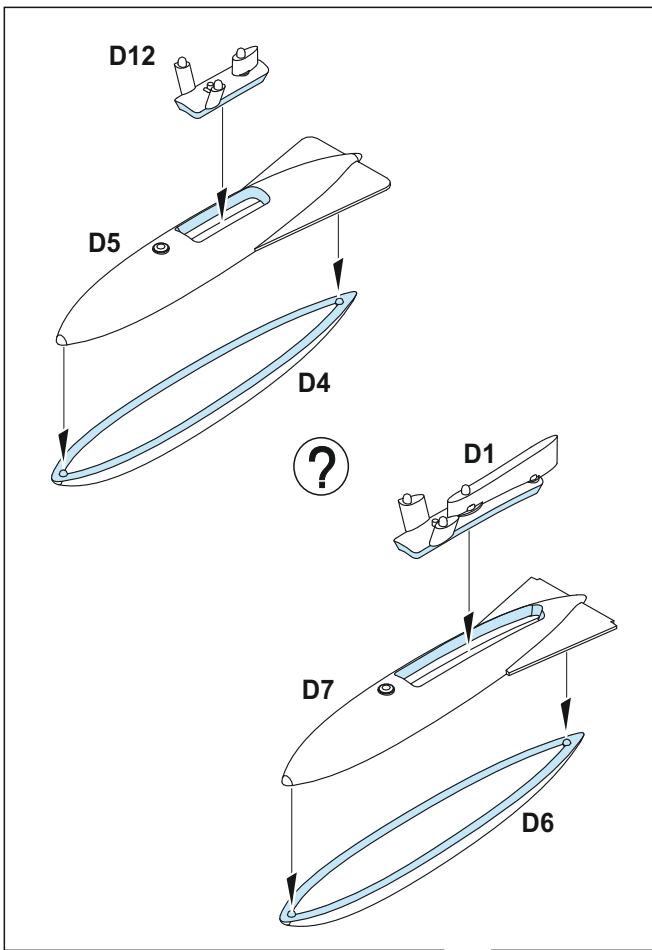
R



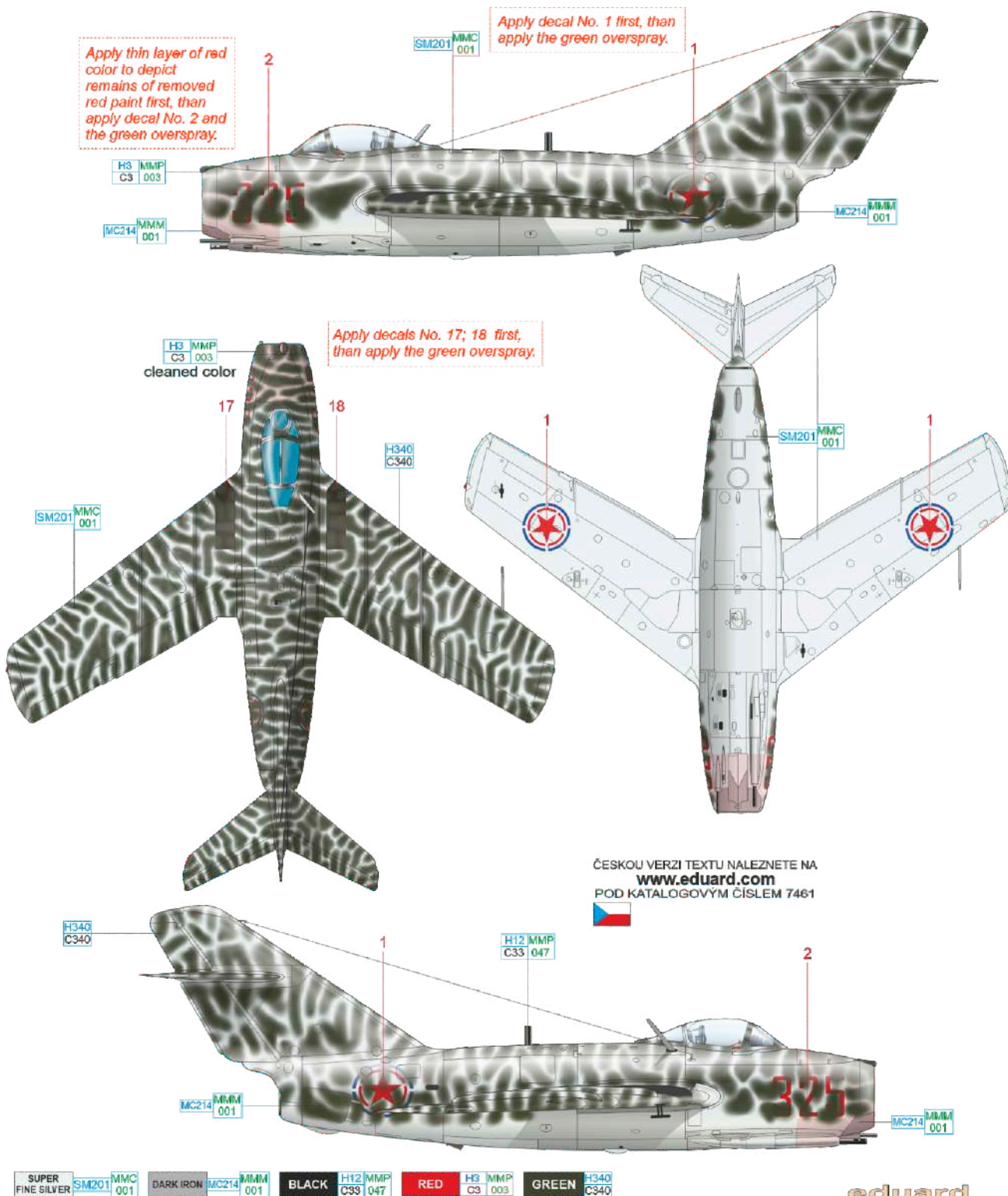






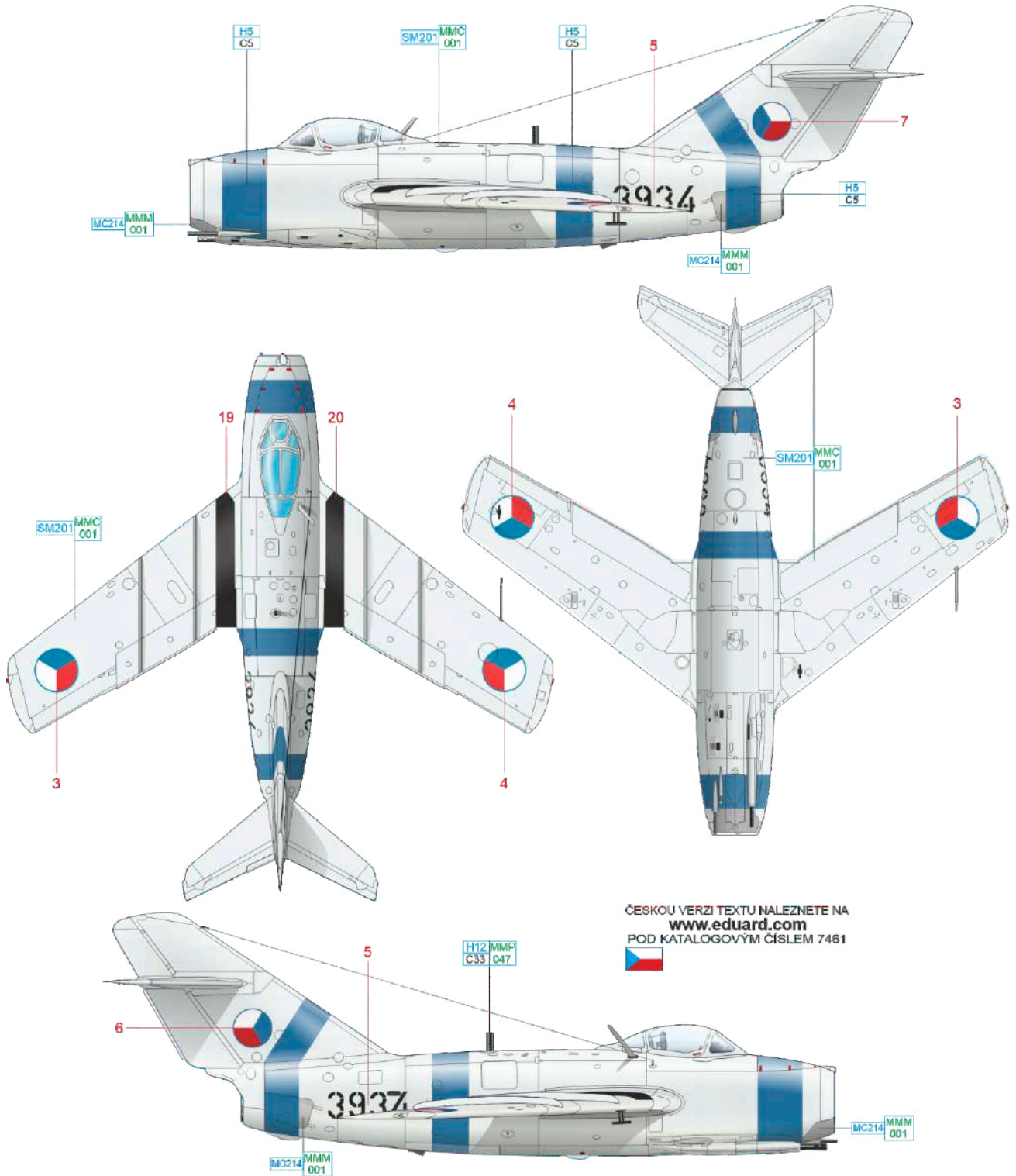


Anatoly Mikhailovich Karelin was born on July 16, 1922. He attended flight school in Krasnodar in 1941, and from December 31, 1944, he flew combat missions as a pilot of the 203 Independent Air Reconnaissance Regiment. In October 1946, he was named Section CO with the 89 Guards Fighter Regiment (GIAP) and in April 1948, he was reassigned to the 304 IAP in the Far East. On June 9, 1951, he was named Deputy Commander of the 351 IAP (106 IAD, 64 IAK). By this time, he was actively engaged in combat over Korea and remained there until February 1953. He flew some fifty missions and saw combat on ten occasions, shooting down six aircraft and damaging two in the process. His victims were solely B-29 and RB-29 aircraft. For his accomplishments, Karelin was awarded the Hero of the Soviet Union medal on July 14, 1953. On his return from China, he held several high-profile posts, the last of which was commander of the 14 Air Defence Division. He retired in March 1970, and died three years later in Leningrad (St. Petersburg nowadays). His MiG-15bis, coded 325, was inherited from the commander of the 196 IAP, E. G. Pepelyayev, who used it to achieve eighteen confirmed kills. Karelin added another pair on the night of 9/10 July, 1952, when he shot down two B-29s. By this time, the MiG had the red nose paint removed (though its remnants were evident). The red outlined in white code number was preserved, as was oversprayed by irregular pattern of grey color as well as the insignia. It is possible the patches were of more colors (green, sand and brown possibly).



B No. 3934, 20 slp (Fighter Air Regiment), Čáslav, Czechoslovakia, 1957–1958

This aircraft was produced in December 1956 and on January 11, 1957 was delivered to the 18 slp in Pardubice, only to be passed on to the 2 lšp (Training Air Regiment) for use during the "A-105" operation, which was a training of Egyptian pilots onto the type. On March 21, the aircraft was damaged by Lt. Samir Abed Elrazek in a taxiing mishap involving a collision with MiG-15UTI coded 2045. At the end of the year (probably), the aircraft was transferred to the 20 slp. The standard guise of the Czechoslovak MiGs was in this case supplemented by blue bands on 3934 sometime in 1958. These were used to identify the aircraft as a foe during military exercises. The aircraft was retired in 1972, flying with the 30 sbolp (Fighter-Bomber Regiment) in Hradec Králové at the end of its service. However, it was never brought to the attack MiG-15bisSB standard suited to the regiment's function. After its retirement, the airplane was displayed in the Josefodol village, and was later bought privately in Chotusice town. There, the airplane gradually degraded until it was picked up by a collector in Znojmo. Currently, the aircraft is on display there in the local transportation museum, but with a non-original code of 4393. Apparently, the previous owner painted this code on the aircraft, but no MiG-15 or MiG-15bis served in the Czechoslovak Air Force coded 4393.

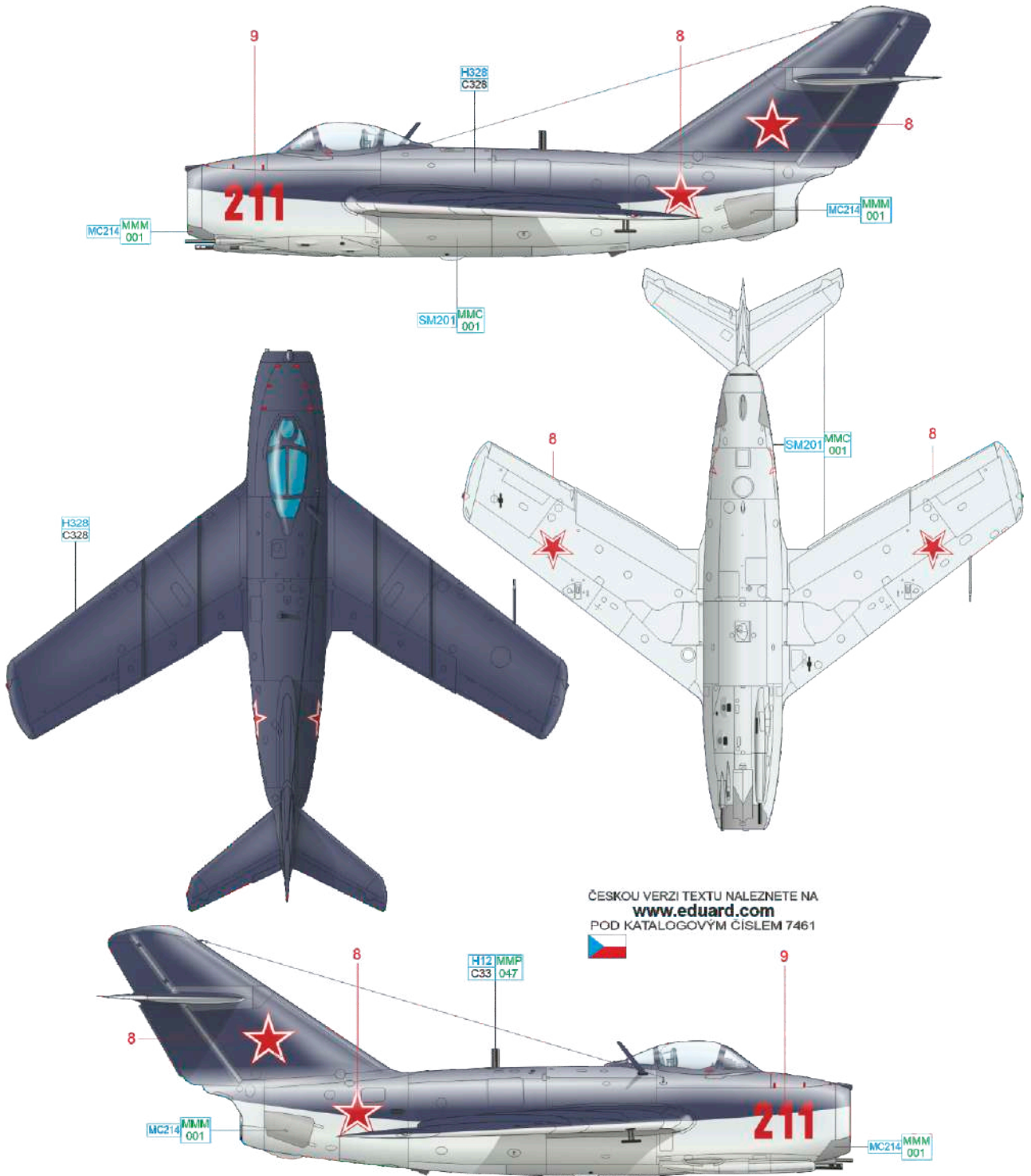


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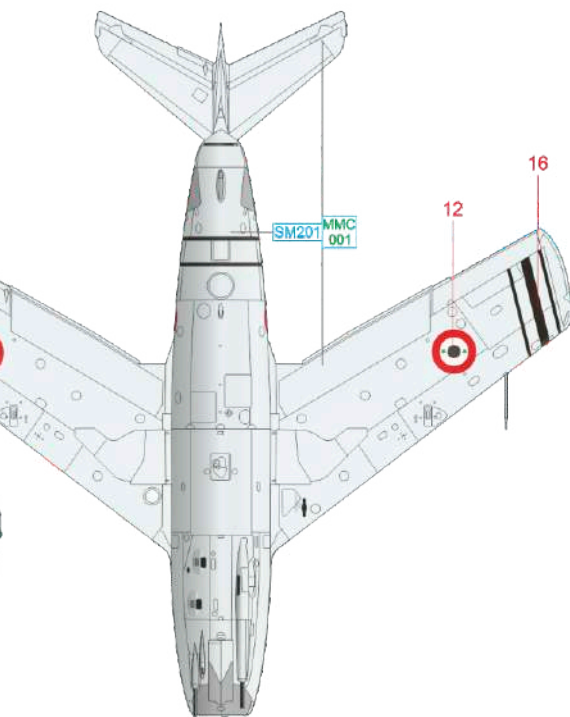
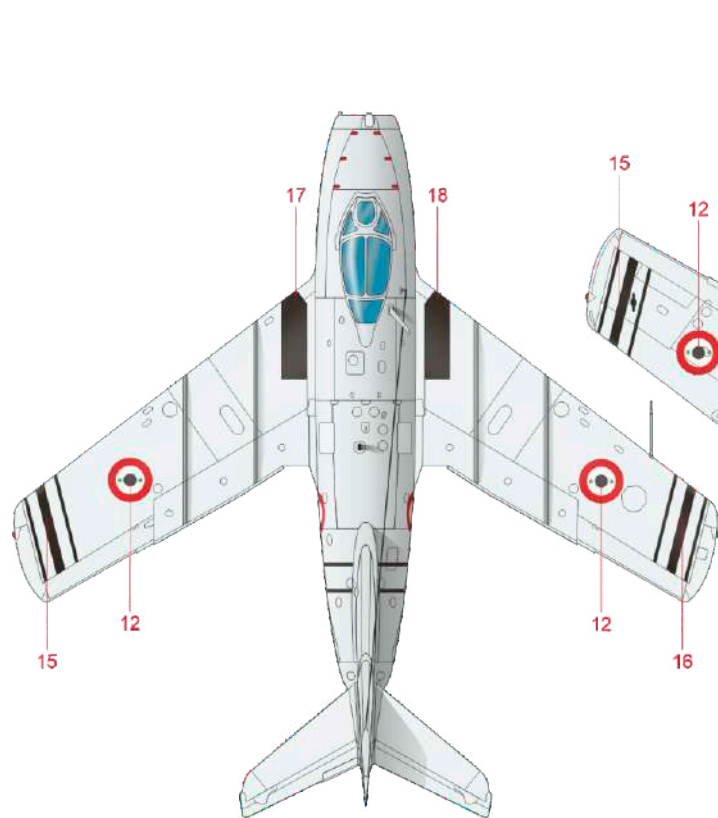
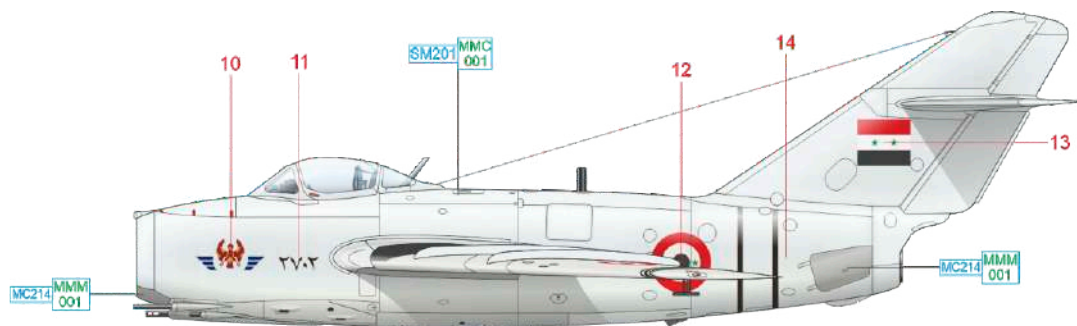
SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 BLACK H12 MMP C33 047 BLUE H5 C5

Several display teams flew in the former Soviet Union, which tended to show off formation flying rather than aerobatics. Most of the teams weren't even named. A team from Kubinka, manned by pilots of the 234 Guards Fighter Regiment (Special Pilotage Unit), was one of the exceptions. This group was named in honor of a display team flying red I-16s that was known as the "Red Five" in 1930's. At the time when it flew MiG-15s, it was also known as the "Babayev Group", named after its then commander, Col. A. I. Babayev. But the blue upper and side colored aircraft did not belong to the group, and it was actually one of two aircraft that were used for displays being flown by Maj. V. S. Lapshin and Maj. V. M. Fokin. Lapshin generally soloed first, showing off the airplane's aerobatic capabilities, but for the program for Soviet Aviation Day festivities held at Tushino in 1950, he had prepared a duo display with E. G. Pepelyayev, a future Korean War ace. However, the display could not be held due to inclement weather, and a year later, the duo display was realized with Fokin, as Pepelyayev was already in China with the 196 IAP. This pair would fly together until 1953. The codes on the aircraft changed, and during displays in 1951, Lapshin's plane was coded 11 and had red upper surfaces, while Fokin's 211 was dark blue on the topsides. A year later, they led three-plane formations each at Tushino (Fokin led the blue group and Lapshin the red one), that demonstrated precision formation flying interspaced with group aerobatics.



D No. 272, No. 18 Squadron UARAF, Abu Sueir, Egypt 1958

Besides the war in Korea, the MiG-15 would see a lot of action in the Middle East. Egypt purchased a total of 110 MiG-15bis of Czechoslovak manufacture (originally, the number was to have been 80), as part of the A-105 operation. The first eighty plane delivery reached Egypt at the end of 1955 on board the merchant vessel "Stalingrad", and the Egyptians first used them operationally during the Suez Crisis of 1956. In all, six squadrons used the MiG-15 (Nos. 1, 5, 18, 20, 24 and 30). By the end of the year, 108 aircraft were delivered, but only about sixty were airworthy at the time. During the Suez Crisis, the Egyptians lost some sixteen aircraft, several others were lost to accidents, and some were taken out of service due to technical issues. The majority of the remaining Egyptian MiG-15bis aircraft were destroyed on the ground during the Six Days War with Israel in 1967. In 1958, there was a unification of Egypt and Syria, coming together as the United Arab Republic, and this brought about a renaming of the combined air force as the United Arab Republic Air Force. The national markings went from green and white to black, red, and white, and the air assets gained new Arabic numerals, apparently governed by the last four digits of the serial number. The nose of the aircraft carried the No. 18 Squadron emblem on both sides. The ID stripes around the fuselage and wings were black.



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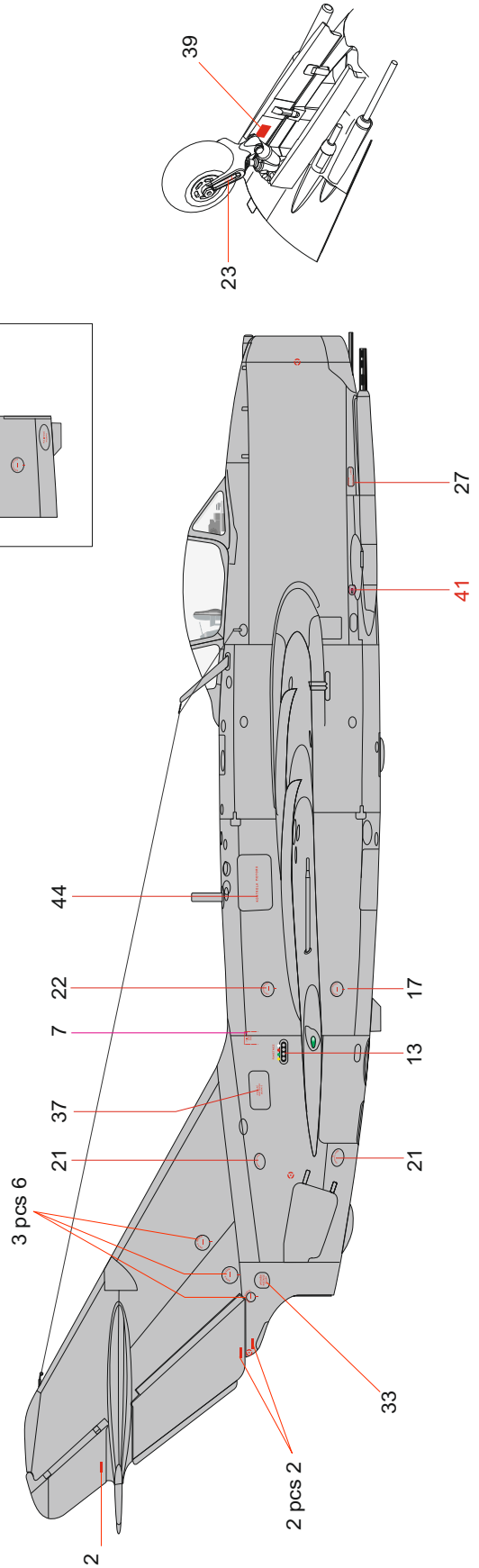
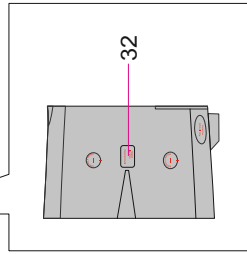
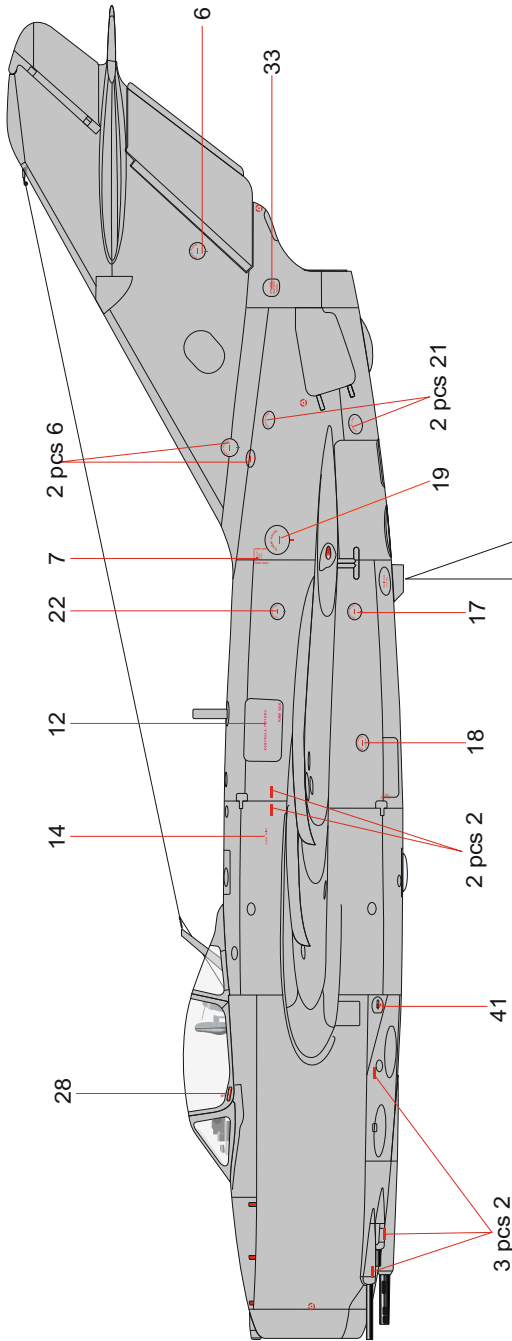
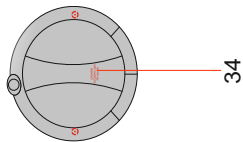


SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 BLACK H12 MMP C33 047

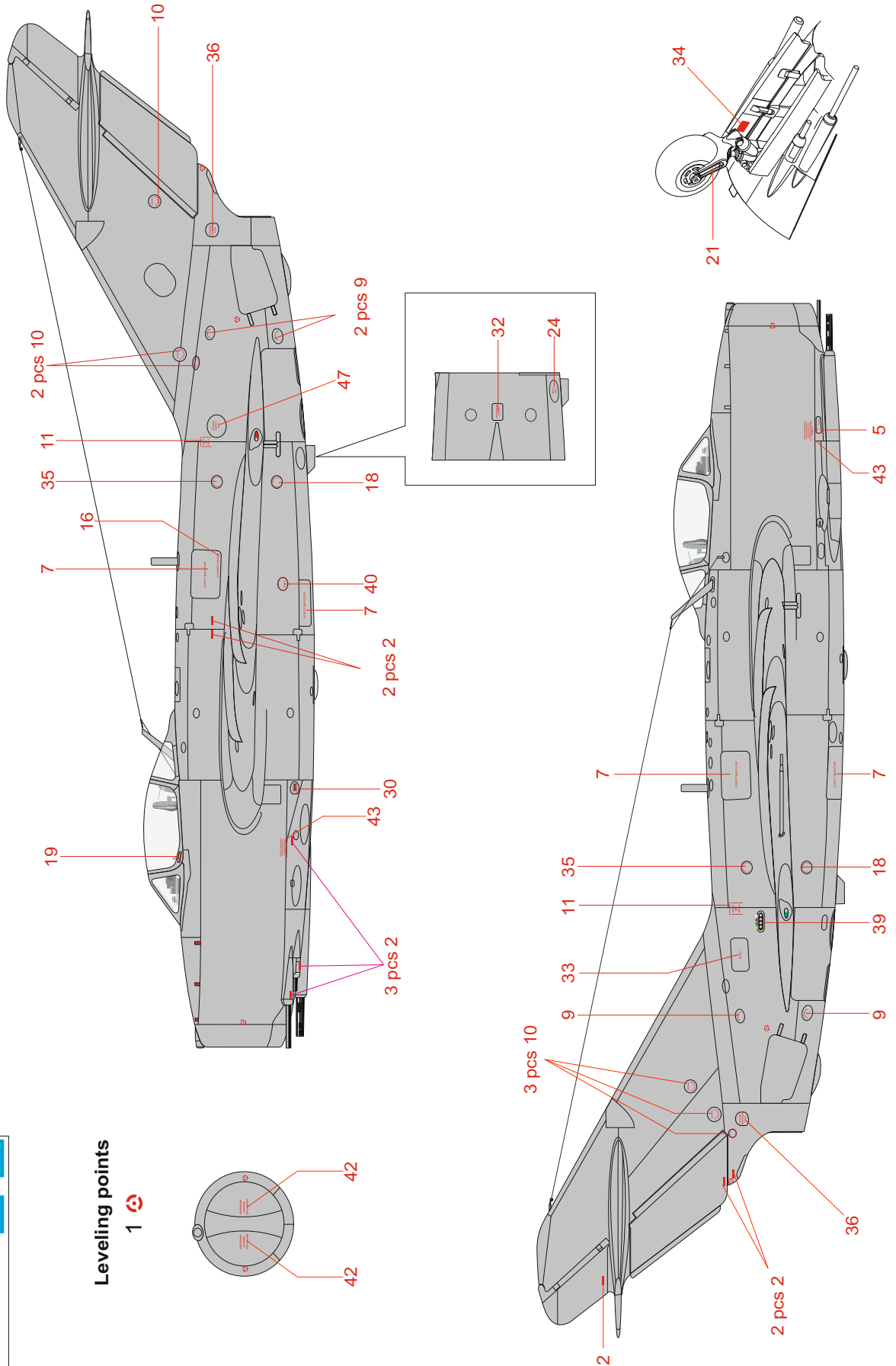
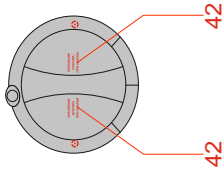
eduard

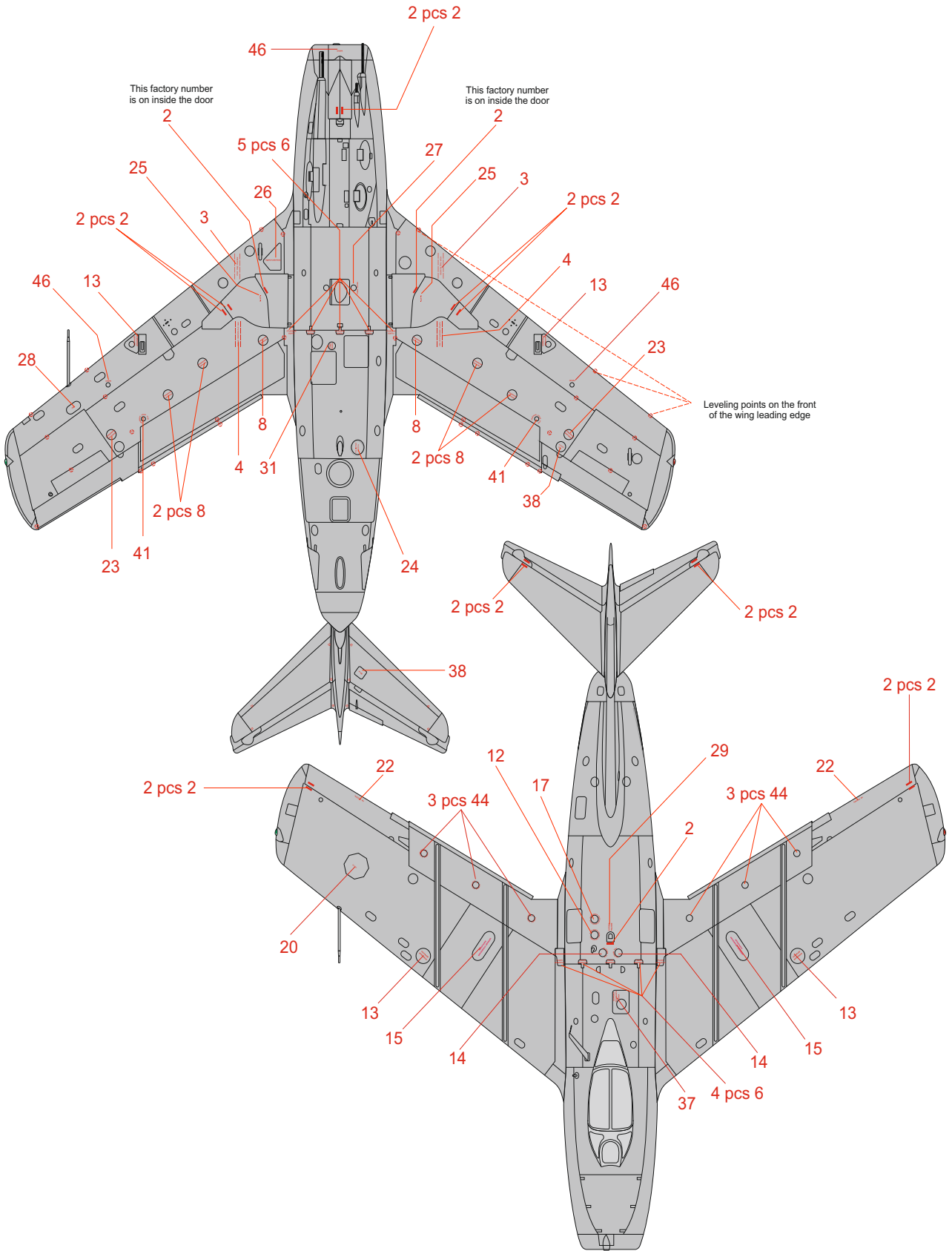
MARKINGS B, D

Leveling points
1



Leveling points
1

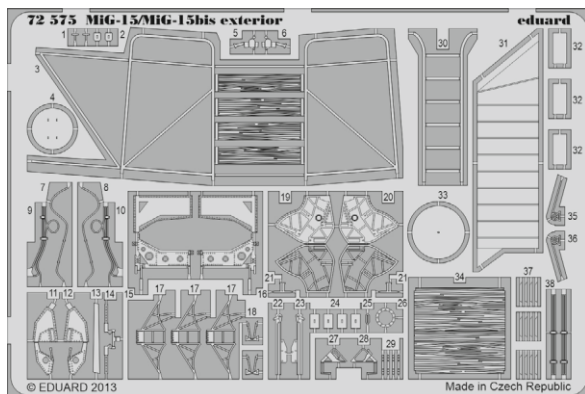
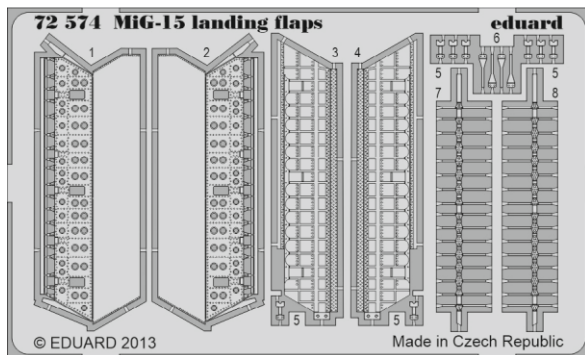




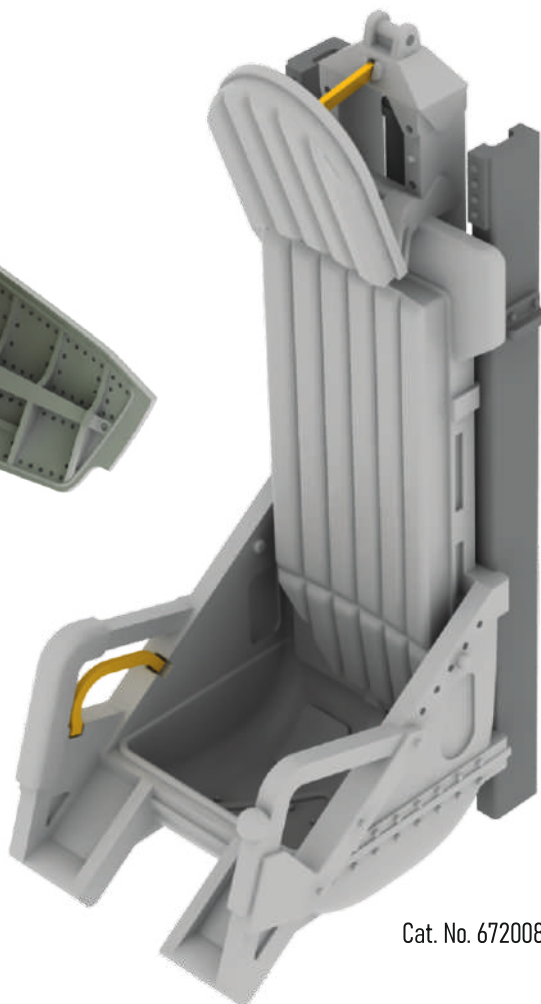
Eduard goodies for

MiG-15bis 1/72

- 672007 MiG-15 wheels (Brassin)
- 672008 MiG-15 ejection seat (Brassin)
- 672020 MiG-15bis airbrakes (Brassin)
- 672024 MiG-15bis cockpit (Brassin)
- 72574 MiG-15 landing flaps (PE-set)
- 72575 MiG-15/MiG-15bis exterior (PE-set)
- D72007 MiG-15/MiG-15bis stencils (Decal set)



Cat. No. 672020



Cat. No. 672008