

SOVIET FIGHTER 1:72 SCALE PLASTIC KIT



eduard

ProfiPACK



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 were 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 MiGu-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 MiGu-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 uspokojující, 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. Nejpočetněji 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. SYMBOLY



INSTRUKTION SINNBILDEN



SYMBLES

記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



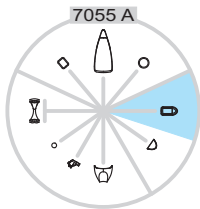
PIĚCES



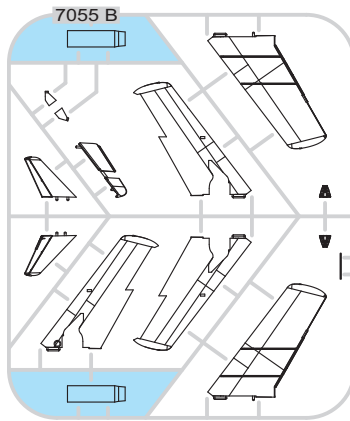
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PLASTIC PARTS

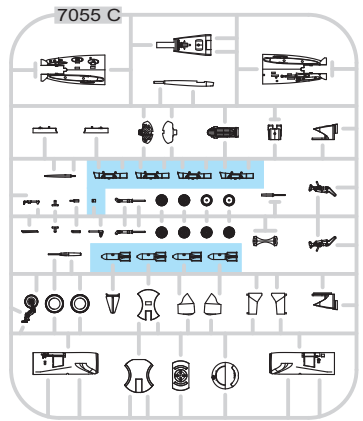
A>



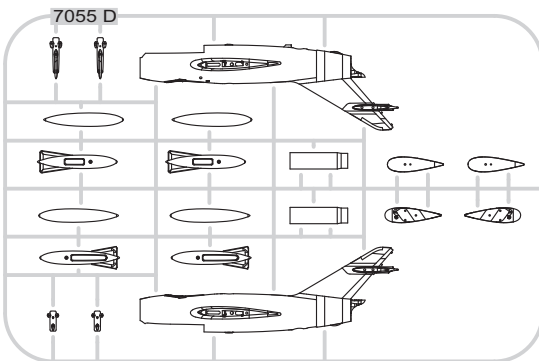
B>



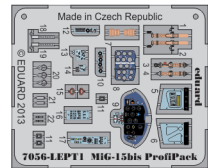
C>



D>



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



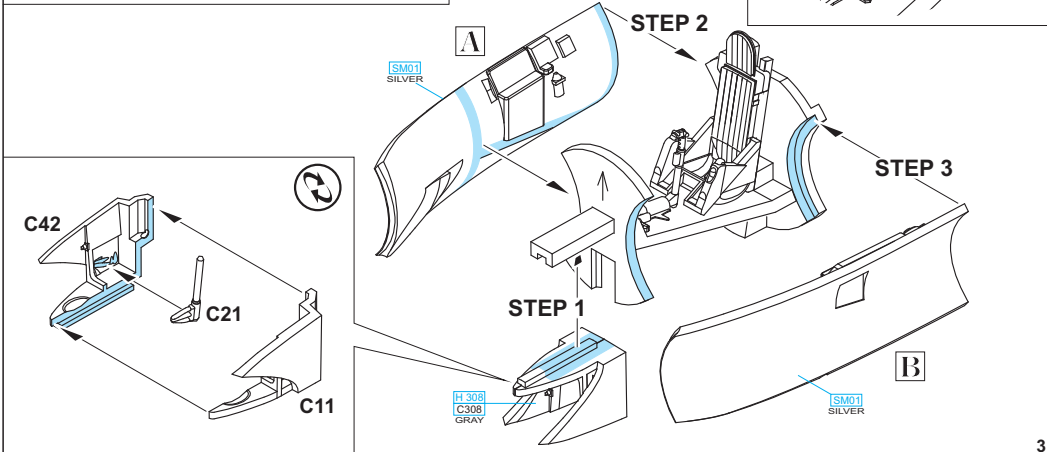
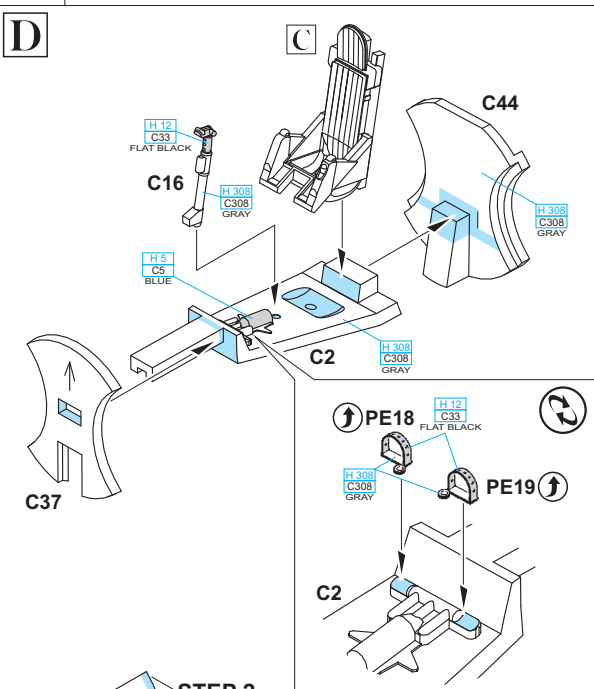
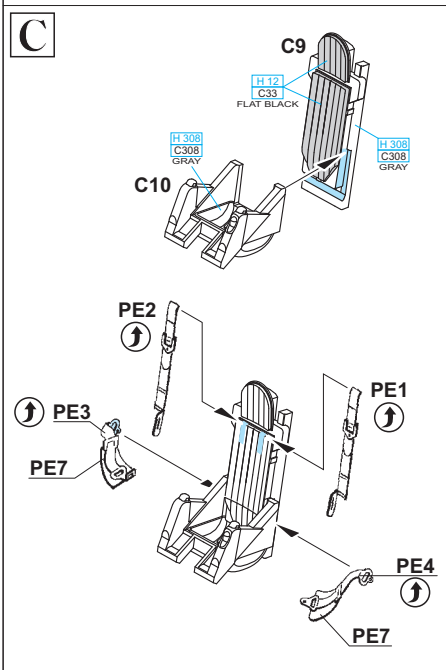
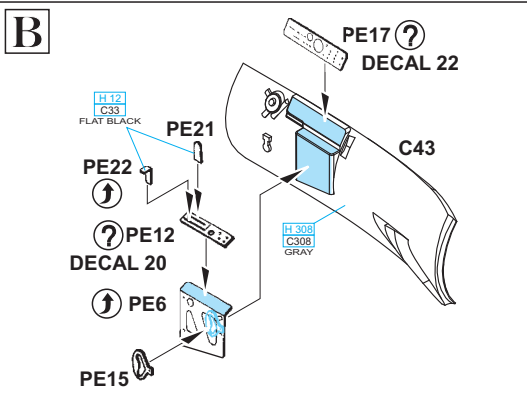
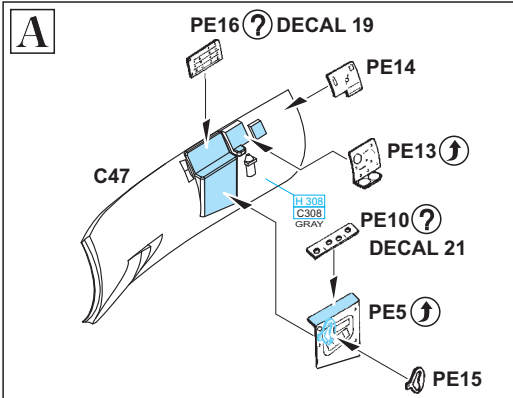
PEINTURE

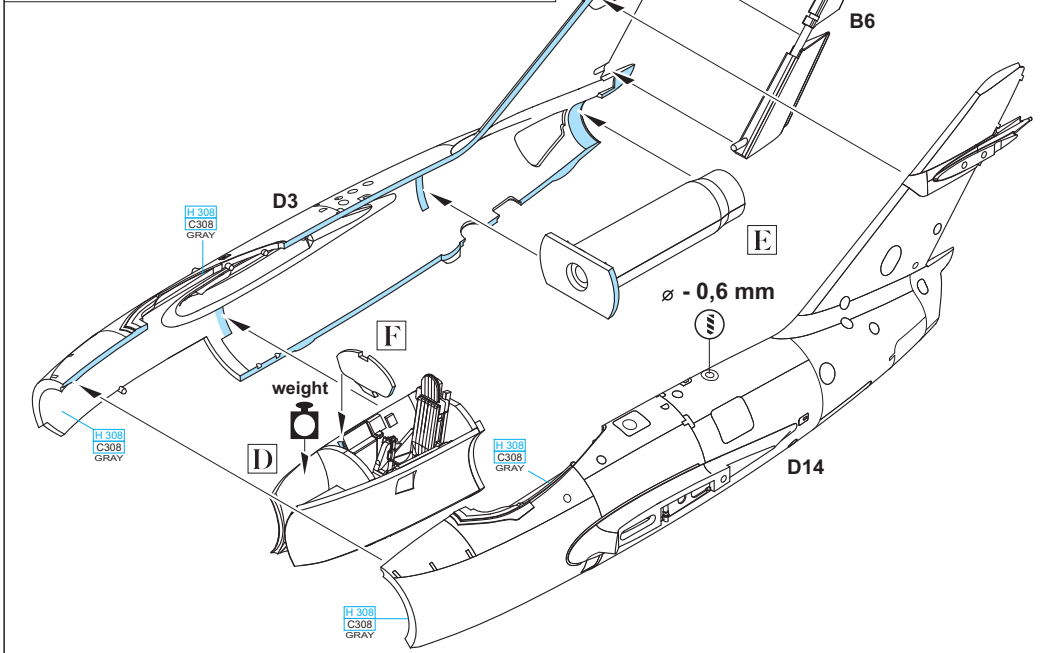
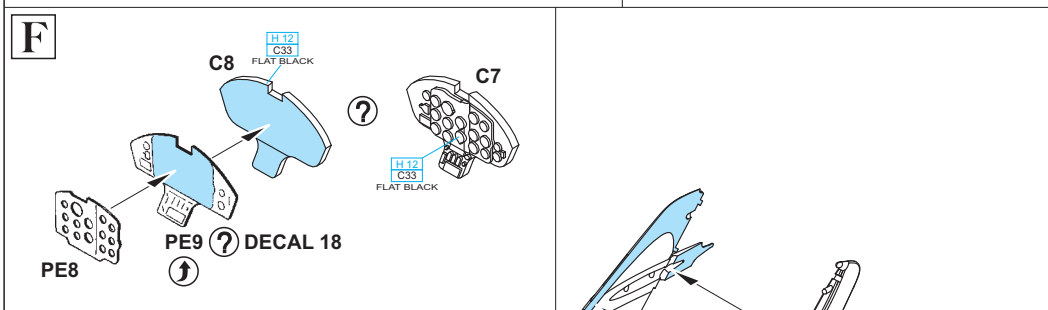
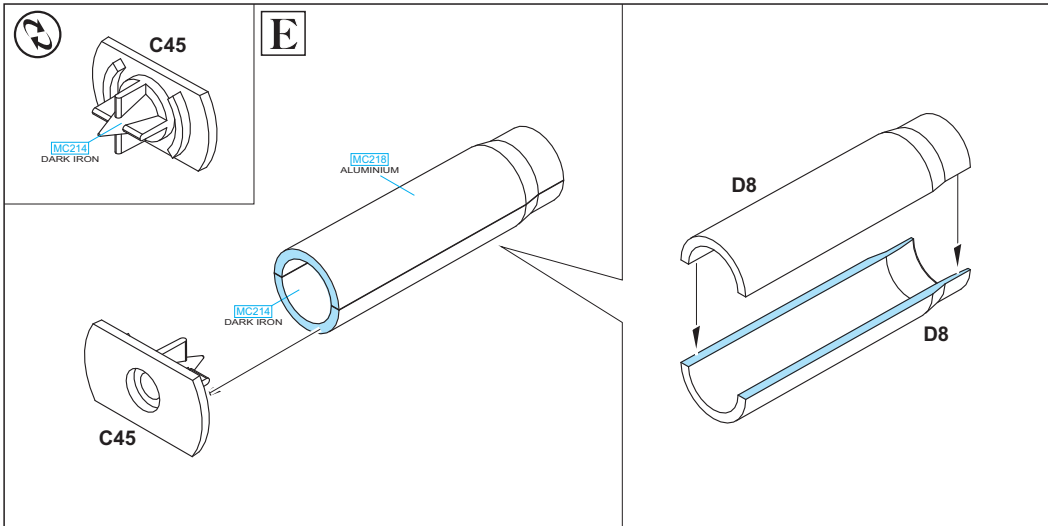


色

| GSI Creos (GUNZE) | | |
|-----------------------|----------------------|--------------|
| AQUEOUS | Mr.COLOR | |
| H.5 | C005 | BLUE |
| H.12 | C018 | FLAT BLACK |
| H.13 | C003 | RED |
| H.26 | C066 | BRIGHT GREEN |
| H.77 | C137 | TIRE BLACK |
| H.308 | C308 | GRAY |

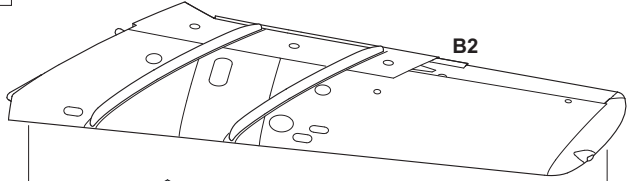
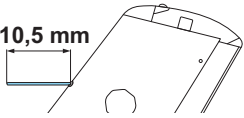
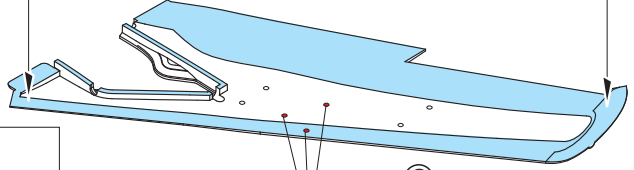
| Mr.COLOR SUPER METALLIC | | |
|-------------------------|--|-------------------|
| SM01 | | SUPER FINE SILVER |
| SM04 | | SUPER STAINLESS |
| SM06 | | CHROME SILVER |
| Mr.METAL COLOR | | |
| MC214 | | DARK IRON |
| MC218 | | ALUMINIUM |




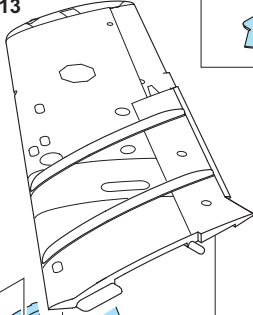


G

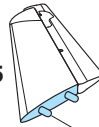
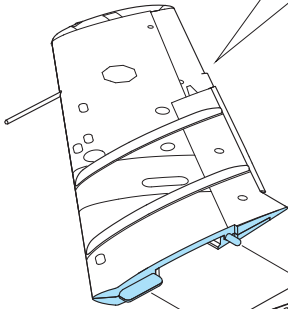
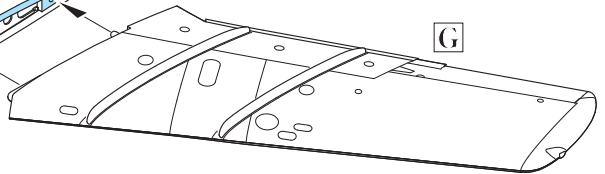
10,5 mm

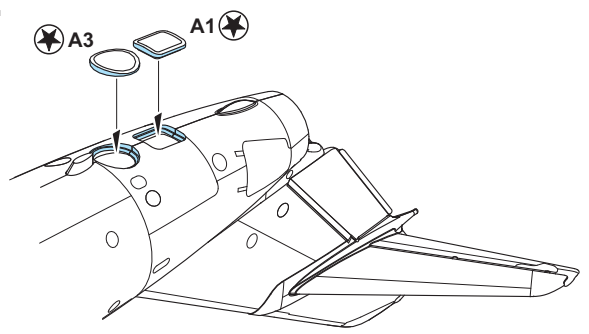
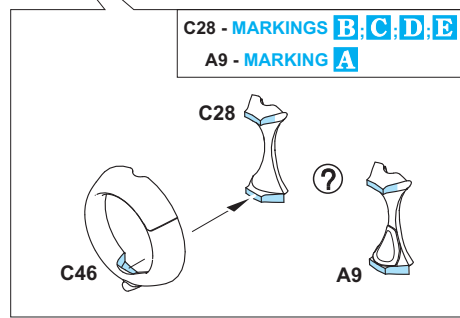
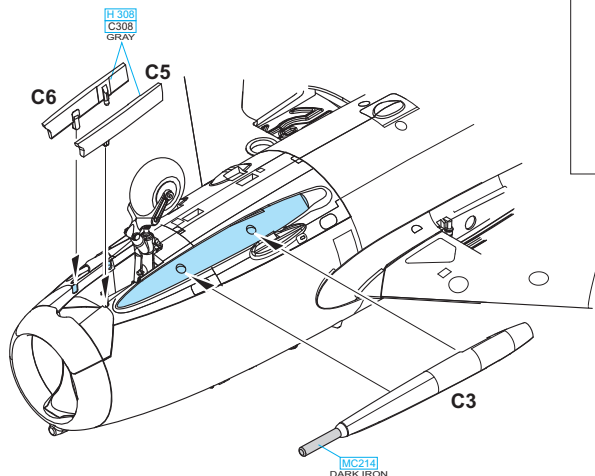
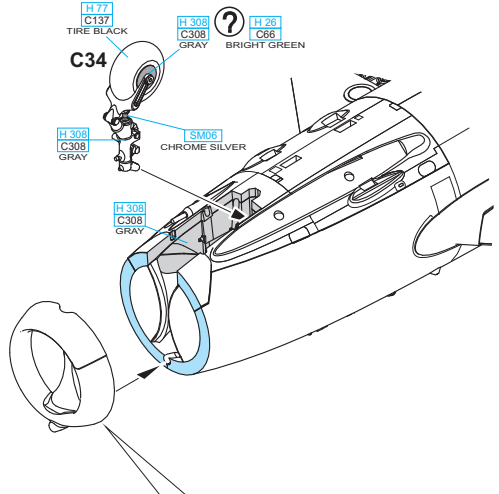
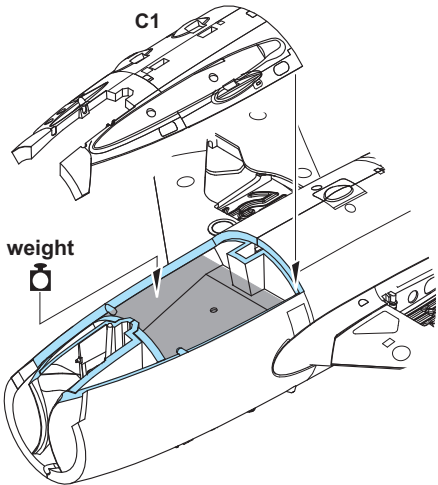
**B2**

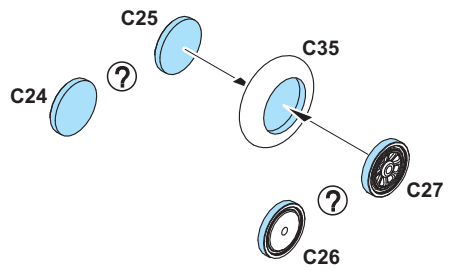
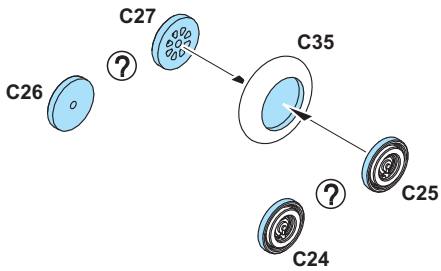
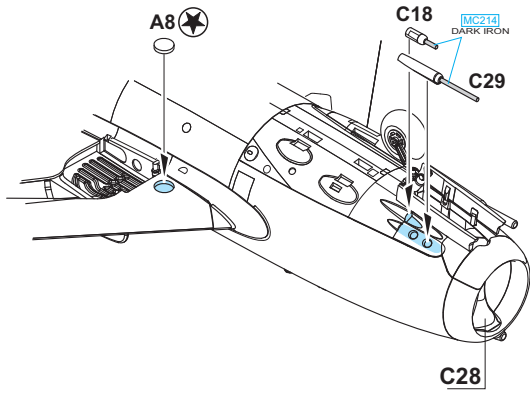

 $\varnothing - 0,8 \text{ mm}$
 EXTERNAL FUEL TANK

B10  **B11****B10** - MARKINGS **B**; **C**; **D**; **E****B11** - MARKING **A****B13****B14** $\varnothing - 0,8 \text{ mm}$

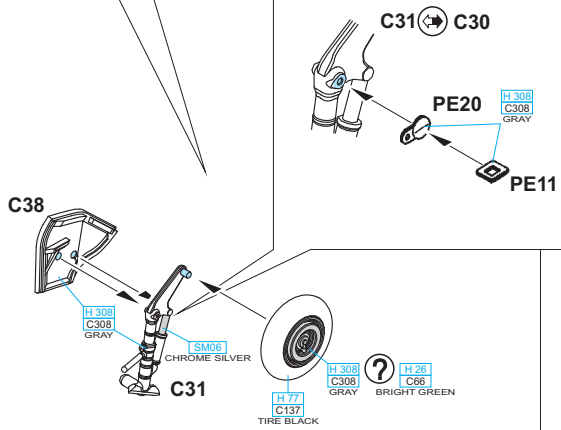

 EXTERNAL
 FUEL TANK

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

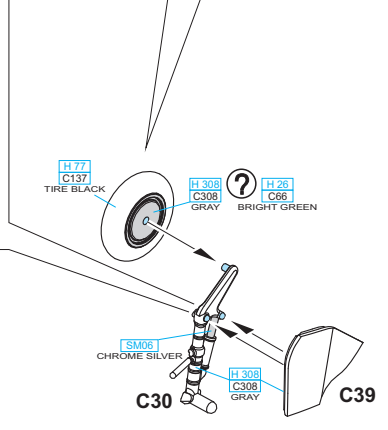


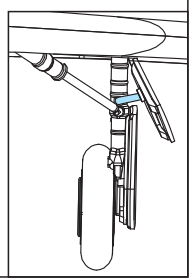
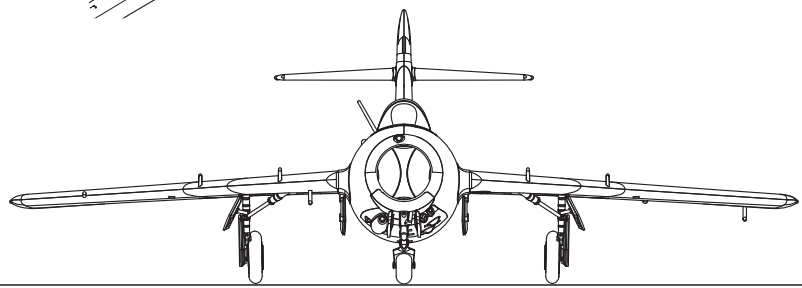
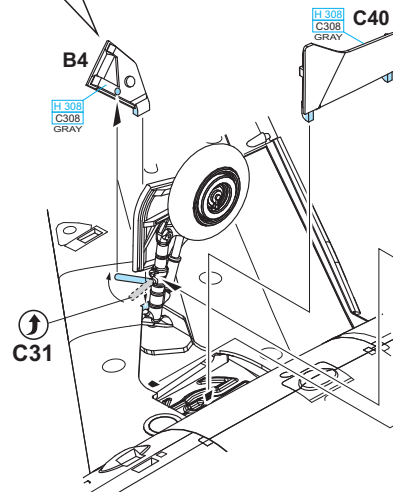
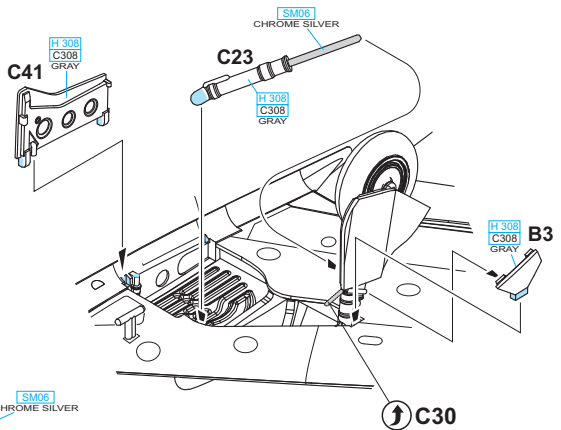
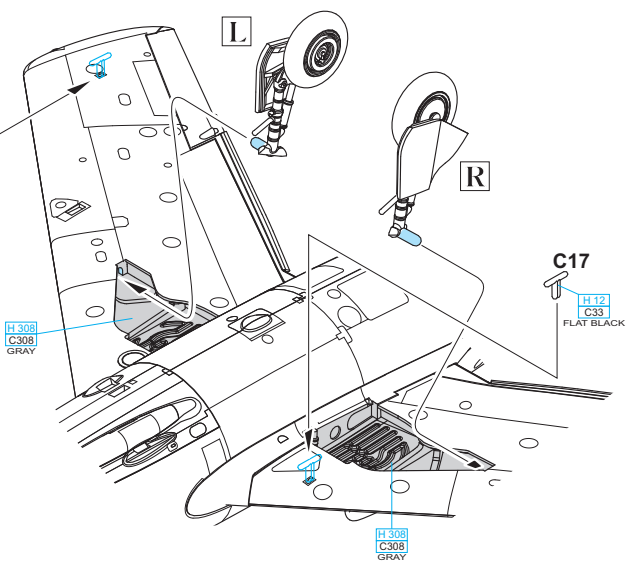
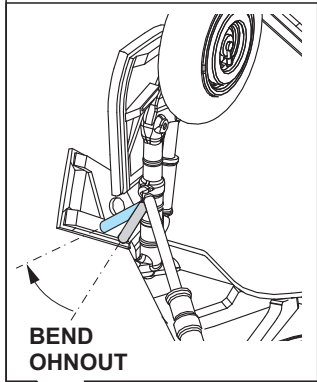


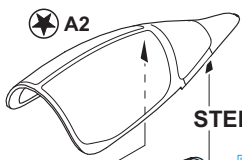
L



R

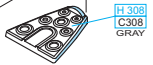






A2

STEP 1



H 308
C308
GRAY

STEP 2

A5

B8 CLOSED CANOPY



B12 OPEN CANOPY

CLOSED
A2, A5, B8



H 308
C308
GRAY

C36

C19

A6



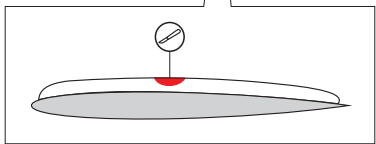
C15

A7

H 12
C33
FLAT BLACK



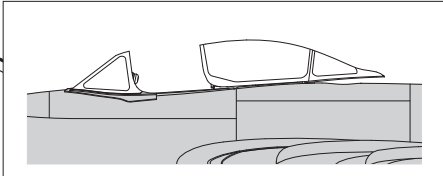
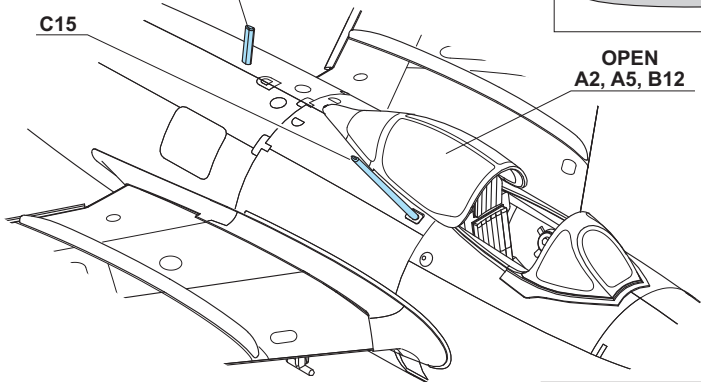
MARKING
C ONLY

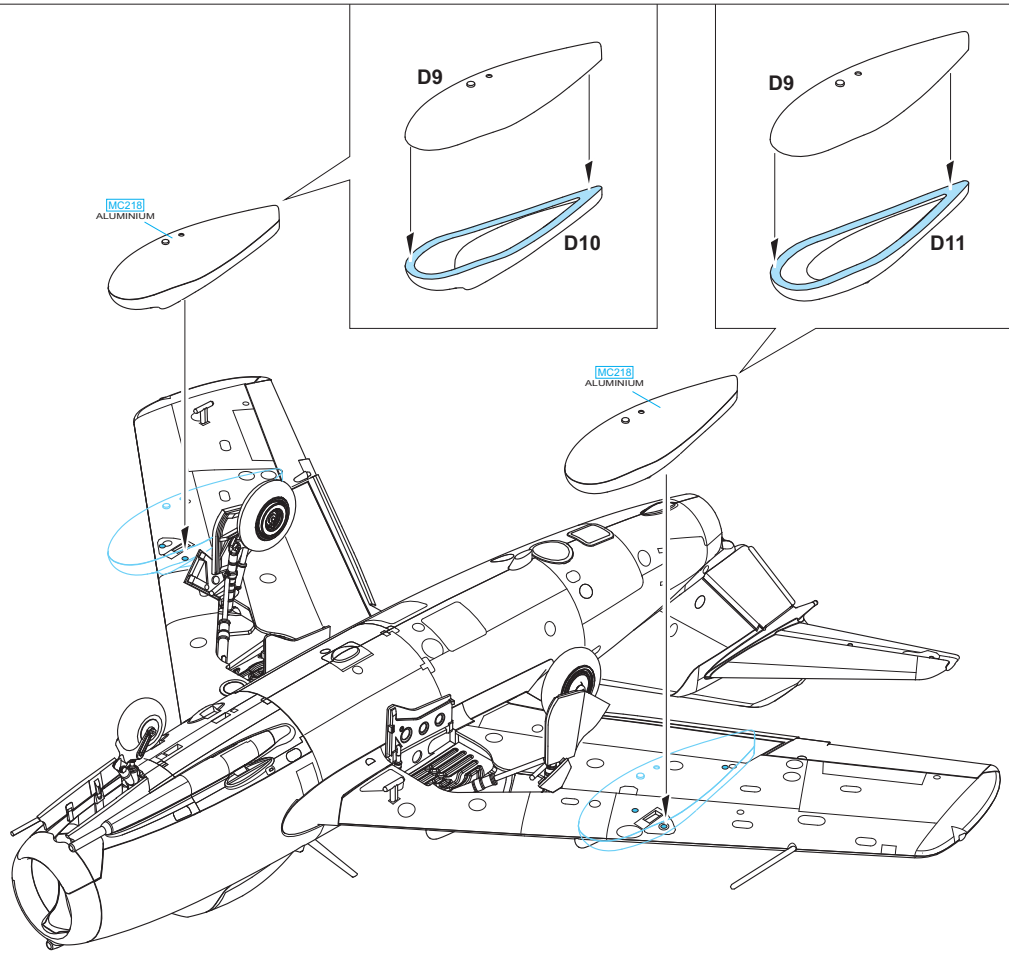
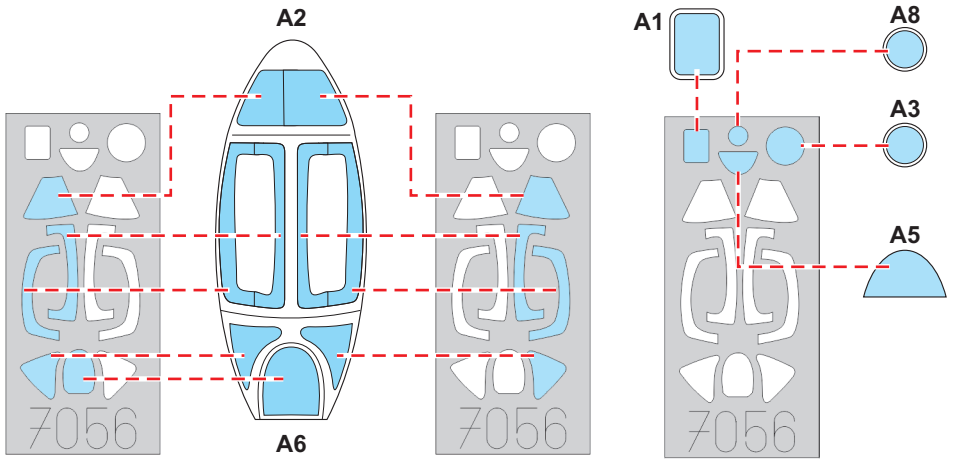


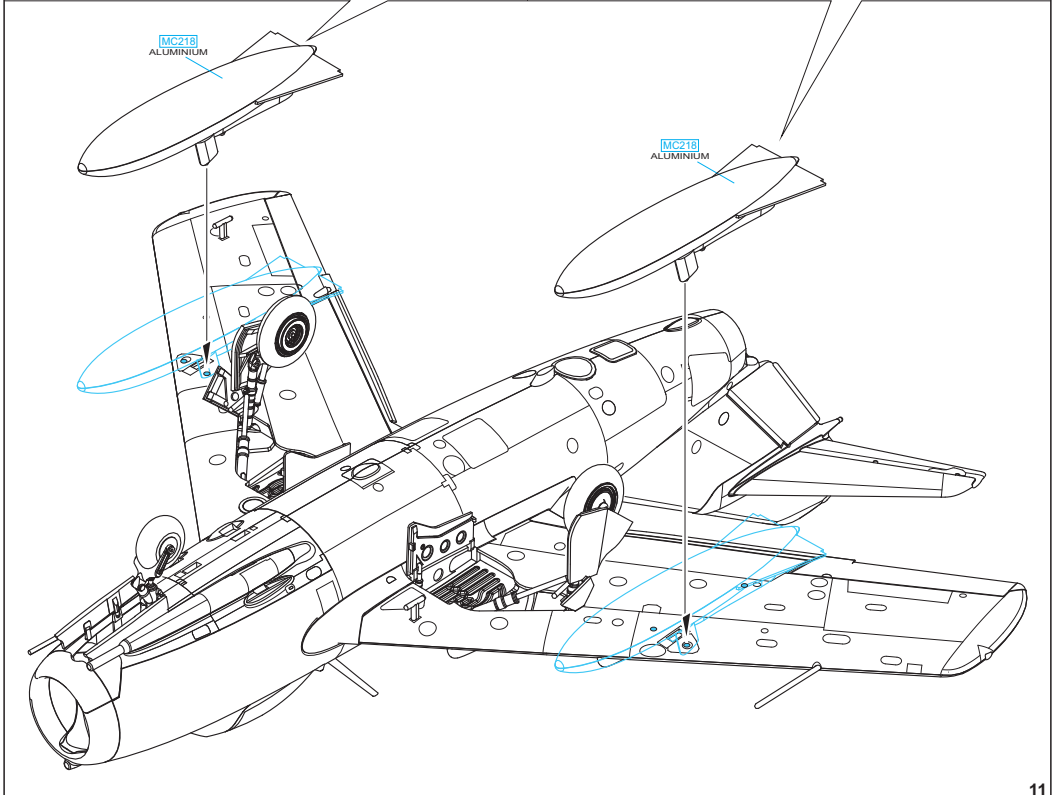
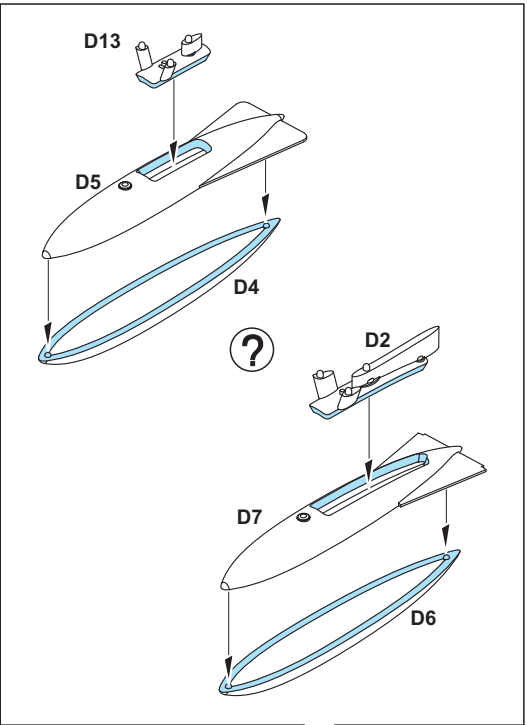
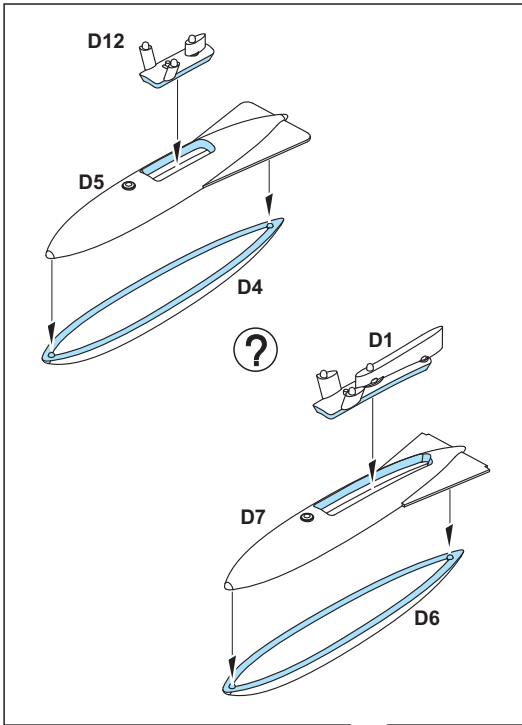
C19

C15

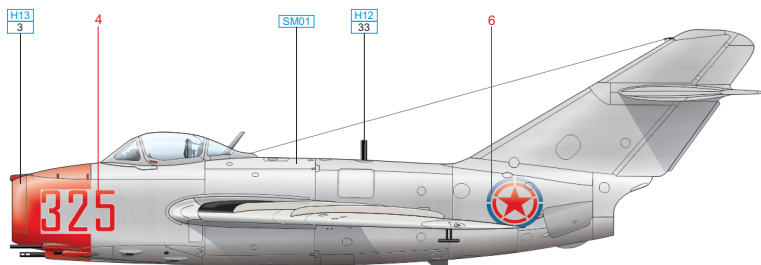
OPEN
A2, A5, B12



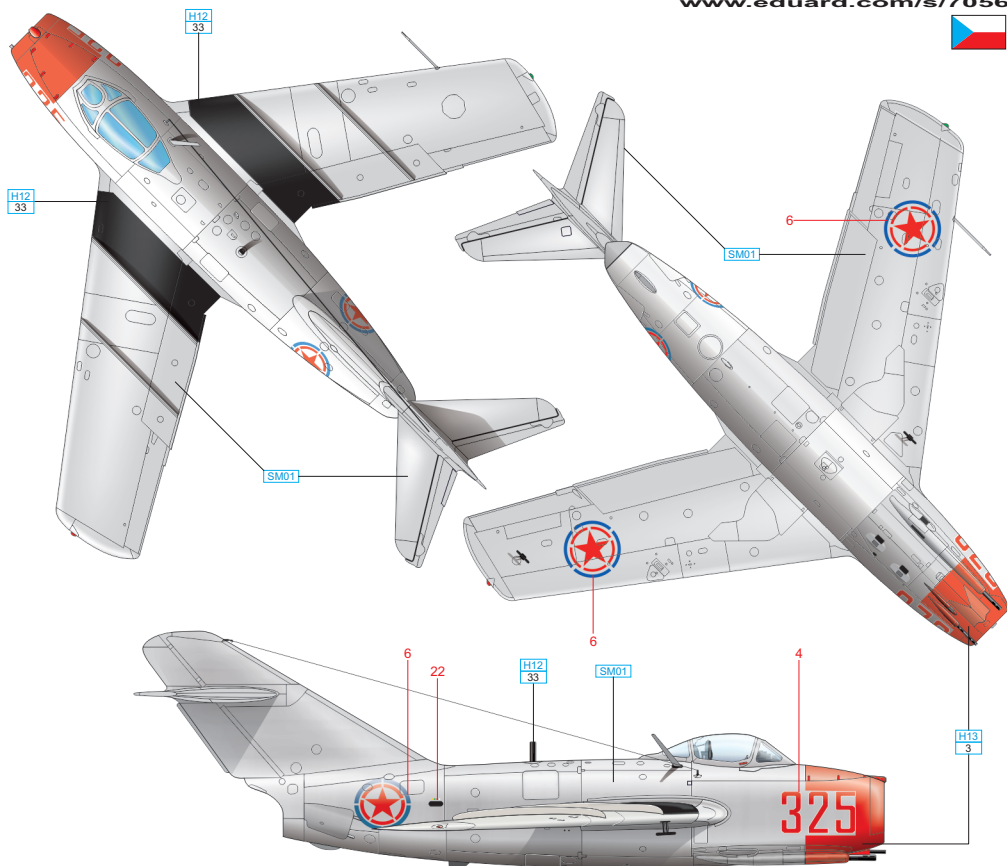




Col. Yevgeniy G. Pepelyayev piloting this MiG-15bis shot down an F-86A Sabre from 334th FIS / 4th FIW on October 6, 1951. The relatively intact wreck of the Sabre was recovered by the Soviets. Pepelyayev was credited with 19 confirmed kills and 4 probables in the Korea War. This Sabre was his seventeenth victim. He was awarded the Hero of Soviet Union for his service in Korea. Later, this aircraft was flown by Capt. A. M. Karelin (6 confirmed kills in Korea), deputy CO of 351st IAP. Flying this MiG, he managed to destroy two B-29 bombers and damage another on the night of June 10, 1952. The red paint on the MiG's nose was a quick identification feature. The red nose was typical for 324th IAD aircraft, and the 303rd IAD aircraft had the upper half of the vertical stabilizer in red in addition.



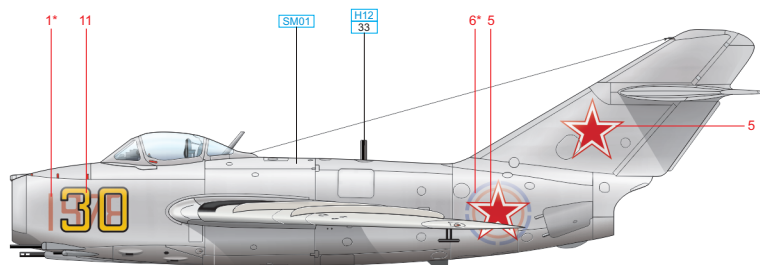
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/7056



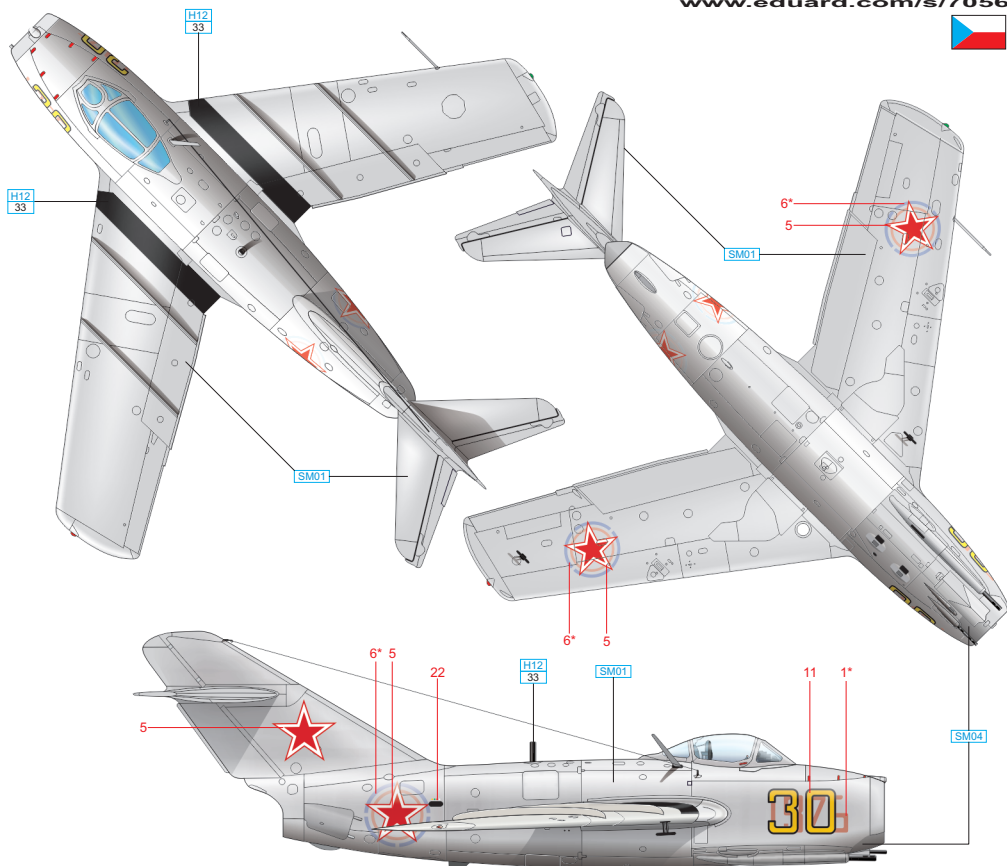
SILVER SM01 RED H13 3 BLACK H12 33

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This MiG formerly took part in the Korean War – the communist attempt to occupy the entire Korean peninsula. It wore the red number '1976' on its fuselage. Back in the USSR, it was simply overpainted with the yellow 30, as well as replacing the North Korean national insignia. The North Korean national insignia was simply an extension of the Soviet red star, removing the white outline and adding the red and blue circles. Based on photographic evidence, the insignia was applied on the fuselage only. It is possible these were painted on the lower surfaces of the wings as well.



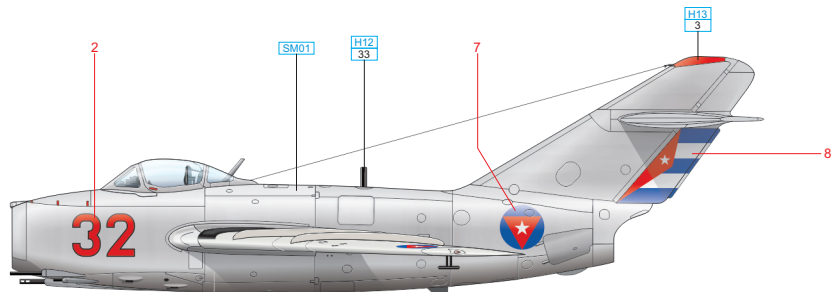
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www.eduard.com/s/7056



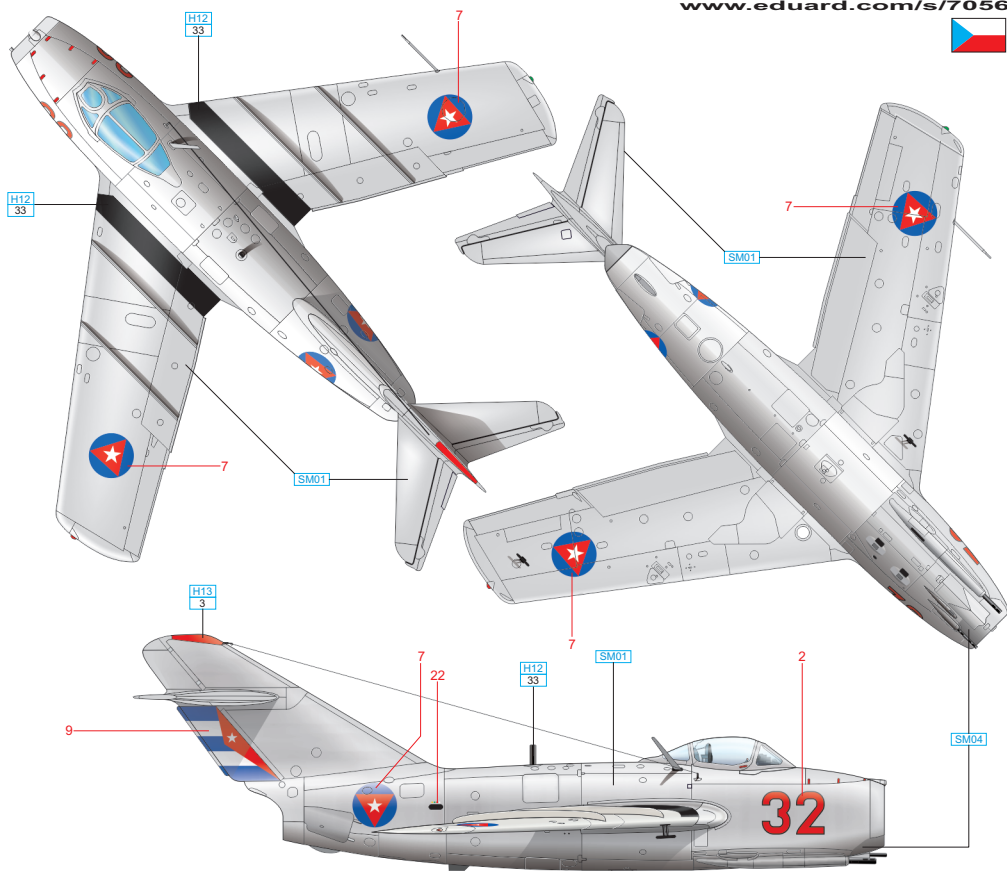
* Obtisk lehce přestříkat aluminiovou barvou / Thin layer of the aluminium color over the decal



Being the first Cuban jets, MiG-15bis aircraft were delivered to Cuba in May, 1961, a month after the Bay of Pigs invasion. As a result, these jets took no part in the defence against the unsuccessful attempt to overthrow Fidel Castro's communist regime. This bird was flown by Henry Perez, the author of the autobiographical book 'Piloto Maestro' and was one of the most experienced and decorated pilots. Afterwards, he became a member of the Cuban armed forces deployed to Angola in the eighties. He was shot down by AA-fire while flying a MiG-21 over the town of Luau on October 30, 1983.



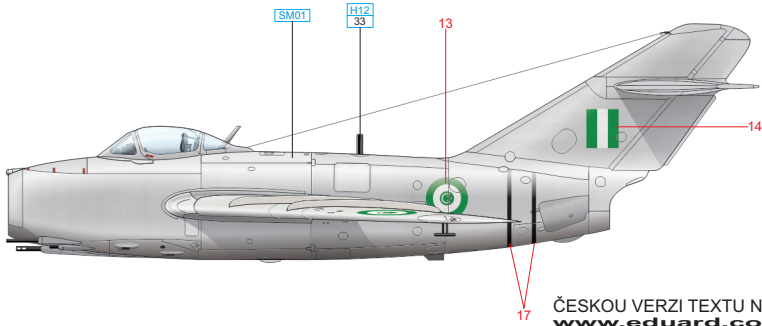
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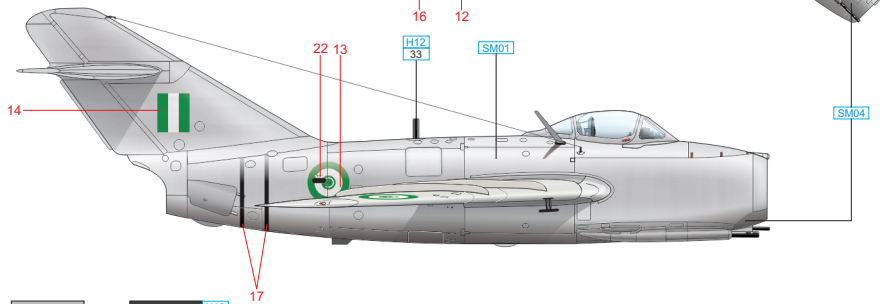
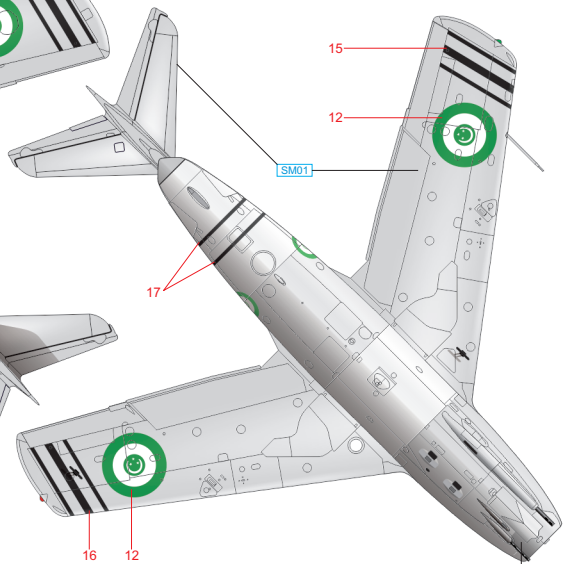
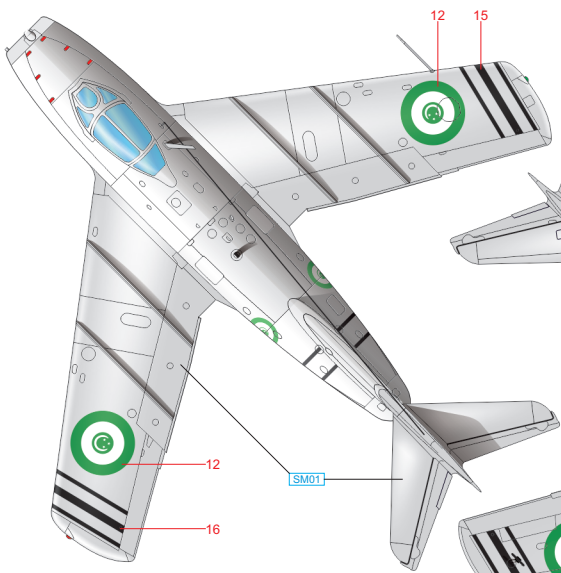
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This MiG-15bis was damaged in combat with Israeli Mystères of No. 101 Squadron flown by deputy CO Jaakov Nevo. The Egyptian pilot had to make a forced landing in Bordavil, in the Sinai Peninsula due to the damage sustained, and the abandoned aircraft was captured by the Israelis. This MiG is one of the three Egyptian MiG-15bis aircraft shot down during the so-called Suez Crisis. The aircraft was built in Czechoslovakia. Note the quick identification black stripes on the fuselage and wings. The green national insignia was used till 1958.

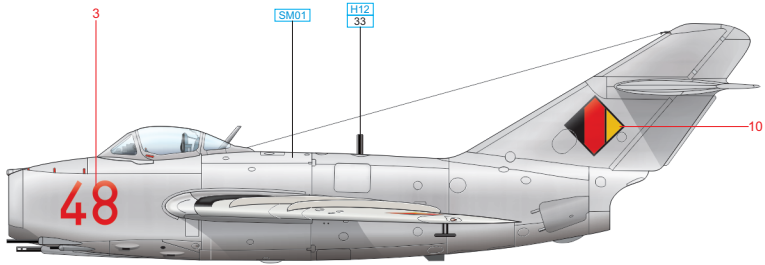


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JAG 11 (Jagdfliegerausbildungsgeschwader) was one of the school units that flew MiG-15bis aircraft during the late sixties. This aircraft was manufactured in Czechoslovakia by Aero. Note the early style of East German national insignia with no hammer and compass within the badge, used till 1956.



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