

SOVIET FIGHTER 1:144 SCALE PLASTIC KIT

DUAL COMBO!
SUPER44



intro

MiG-15 fighter aircraft has become one of the post-WW2 aircraft development symbols, especially the one of the communist block lead 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 built these engines was built also. Three type 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 begun. 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 twoseaters were built by Chinese also. Apart of the fighters more variants were built. The twoseater 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 underwent 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 singleseaters were coded Fagot A for MiG-15 and Fagot B for MiG-15bis. The twoseater UTI MiG-15 was known under the codename Midget.

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 OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRŽNOUTAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



PIĚCES



部品

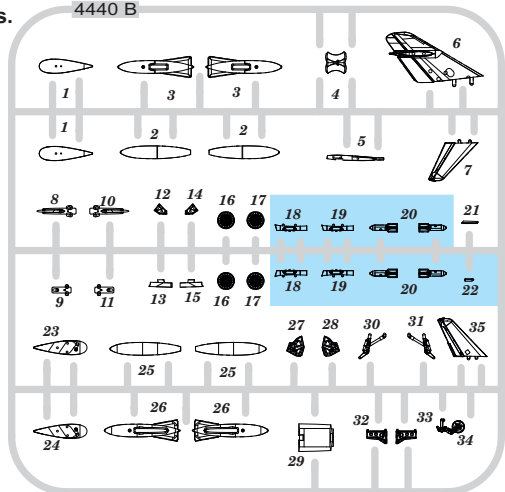
PLASTIC PARTS

A>
2 pcs.

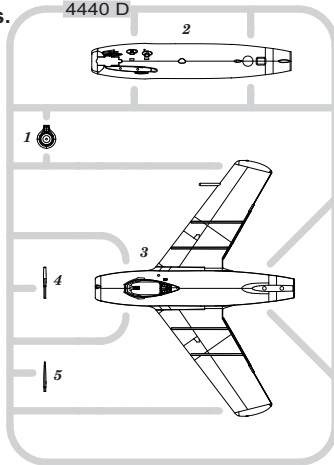
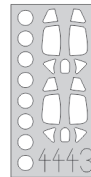
4440 A

B>
2 pcs.

4440 B

D>
2 pcs.

4440 D

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



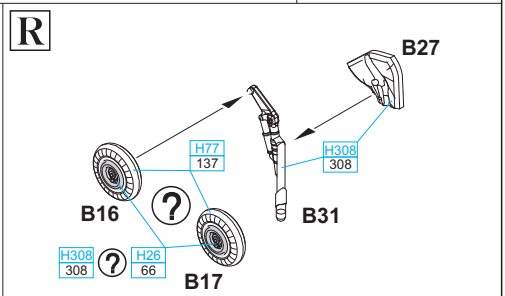
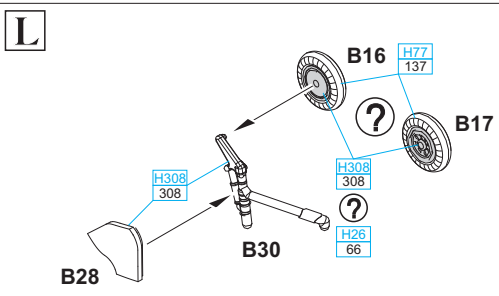
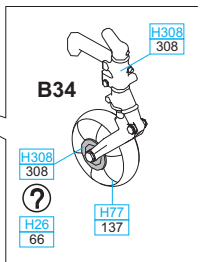
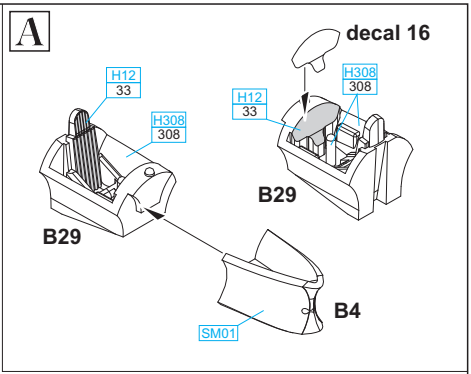
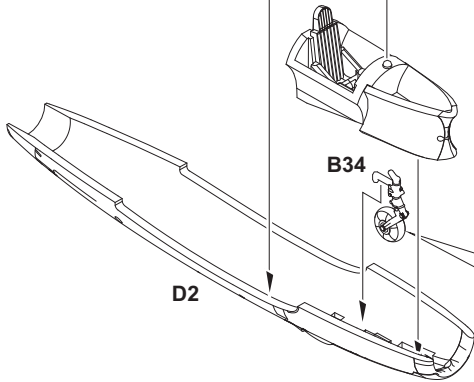
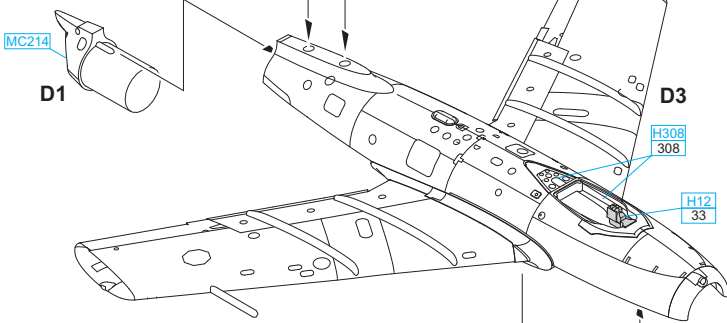
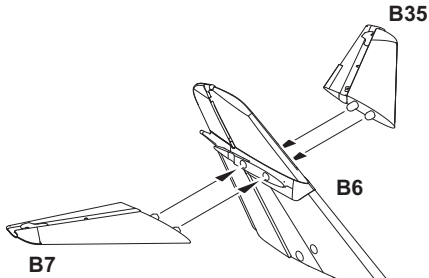
PEINTURE

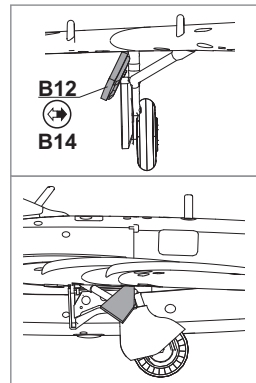
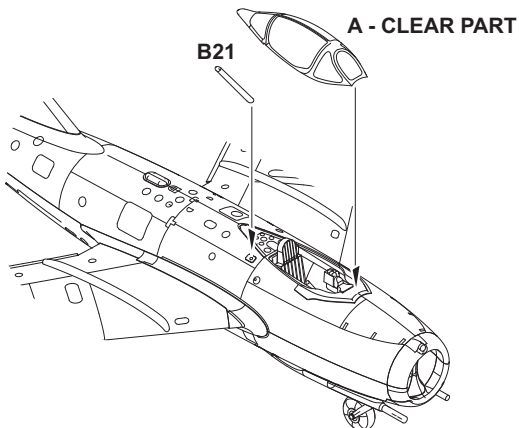
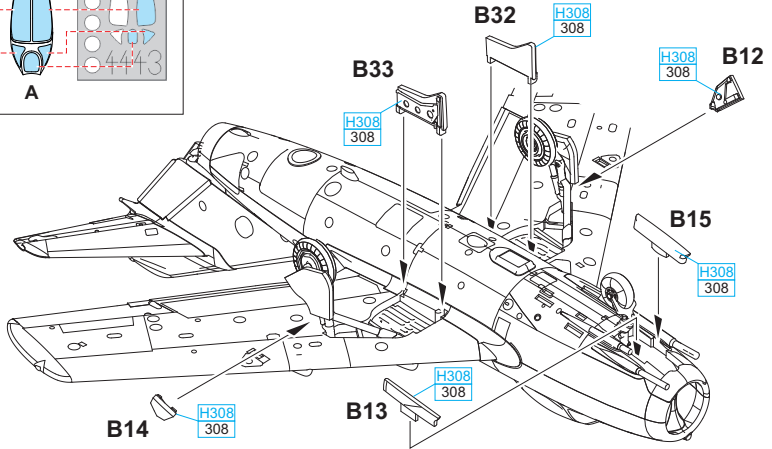
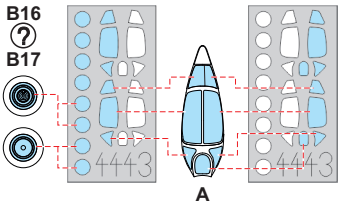
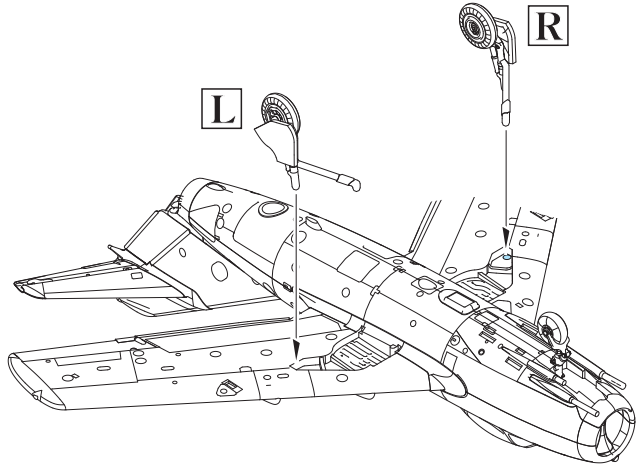
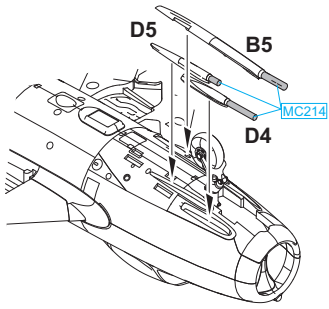


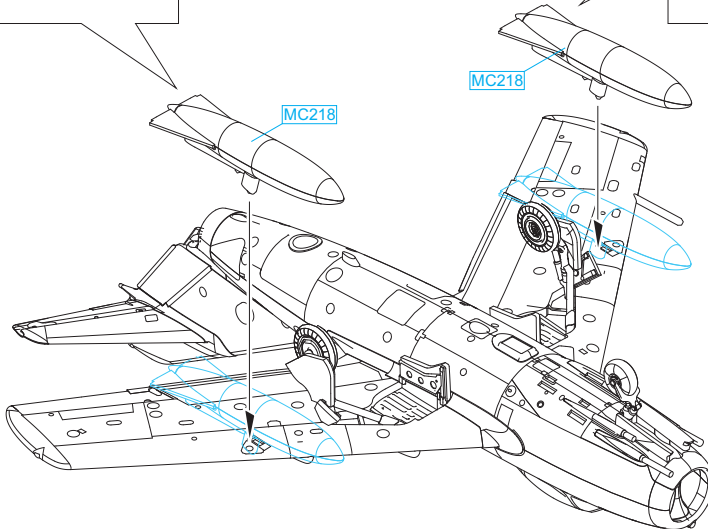
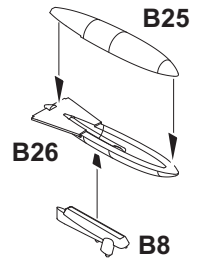
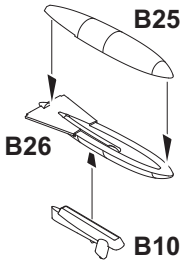
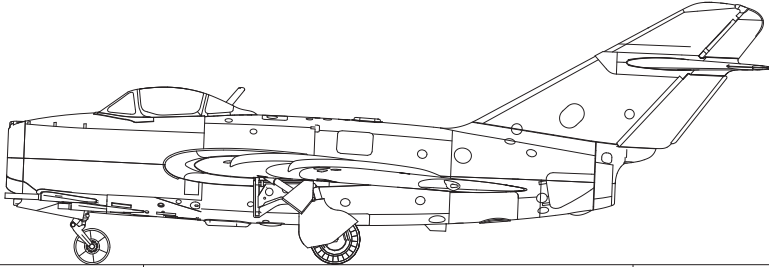
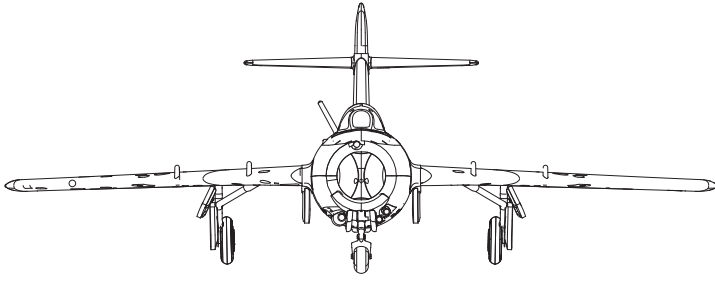
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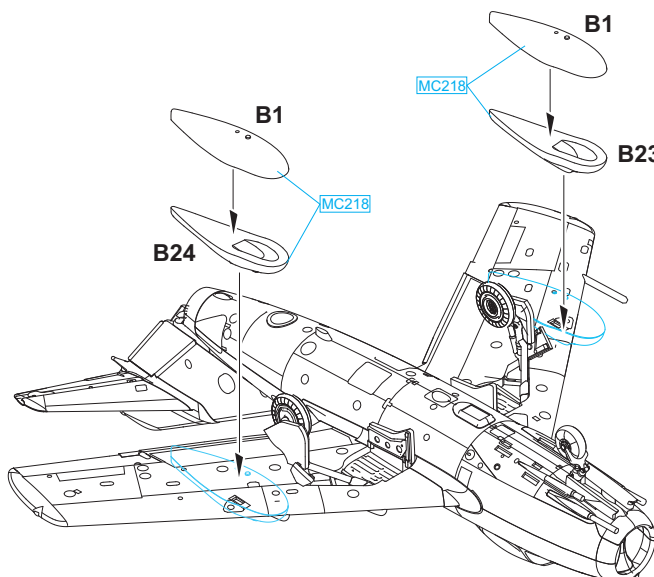
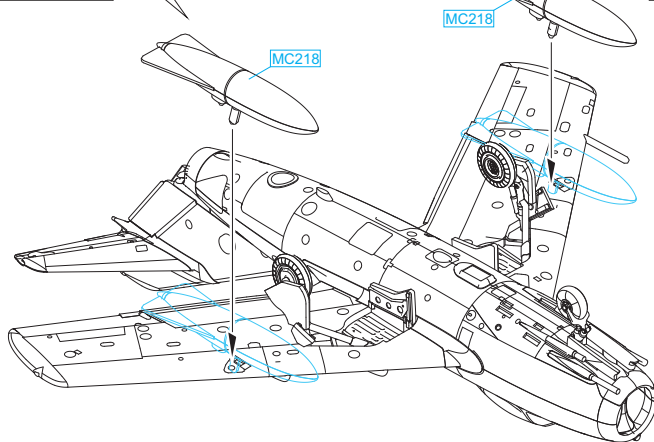
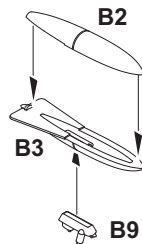
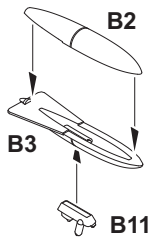
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 12]	C33	FLAT BLACK
[H 13]	C3	RED
[H 26]	C66	BRIGHT GREEN
[H 77]	C137	TIRE BLACK
[H 308]	C308	GRAY
[H 316]	C316	WHITE

Mr.COLOR SUPER METALLIC		
[SM01]		SUPER FINE SILVER
[SM04]		SUPER STAINLESS
[SM05]		SUPER TITANIUM
Mr.METAL COLOR		
[MC216]		DARK IRON
[MC218]		ALUMINIUM

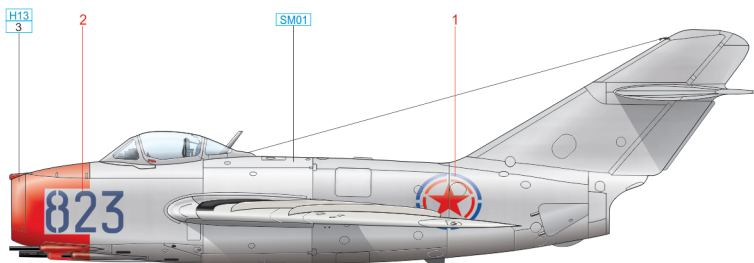




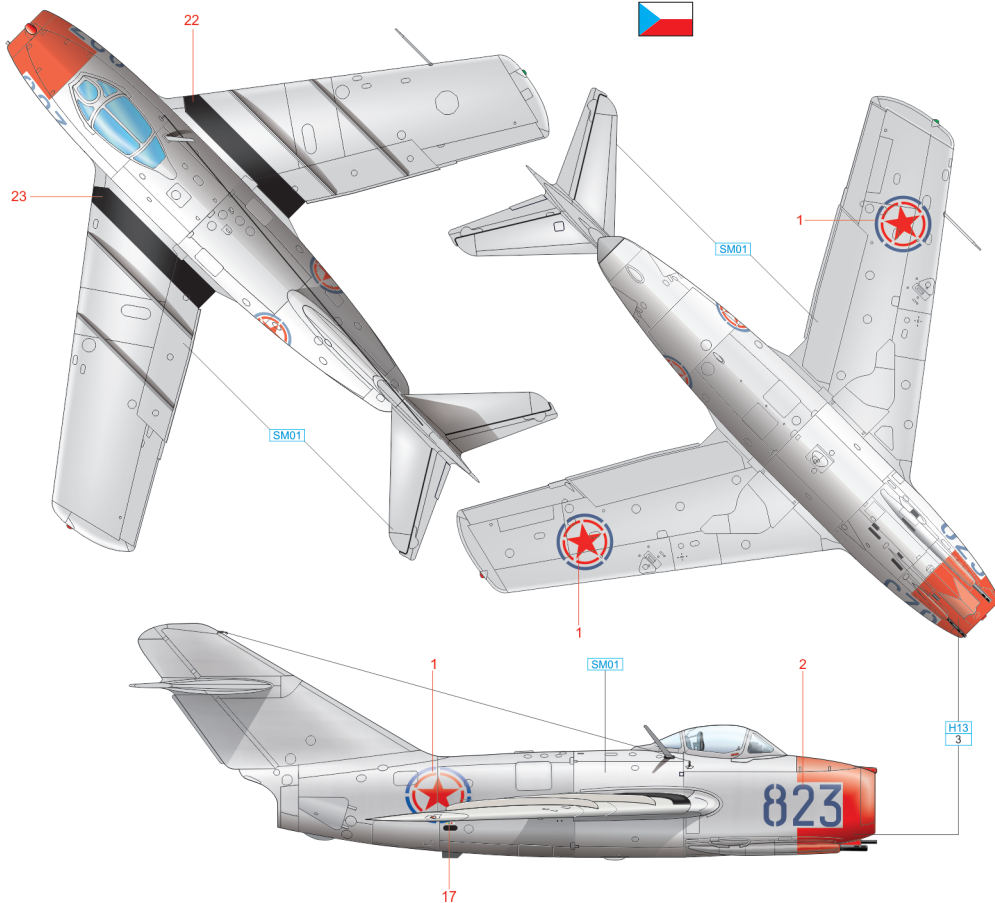




This aircraft took part in the air battle on April 12, 1951. The photo of this aircraft with no wings and upper part of the tail was taken shortly after the battle. Soviet pilots managed to shoot down three B-29 bombers at the cost of five MiG-15 fighters damaged. „823” was one of them. The distinctive 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.

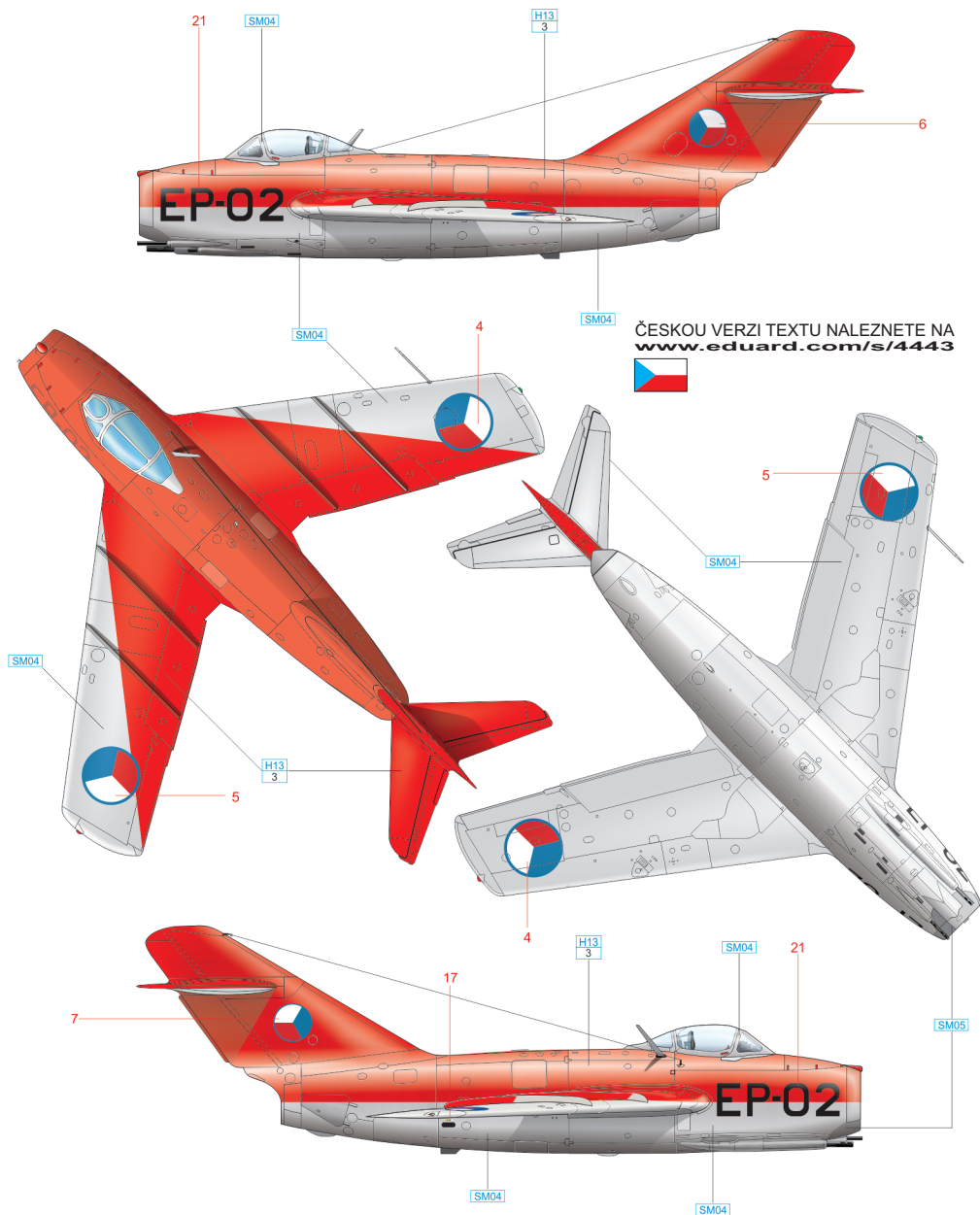


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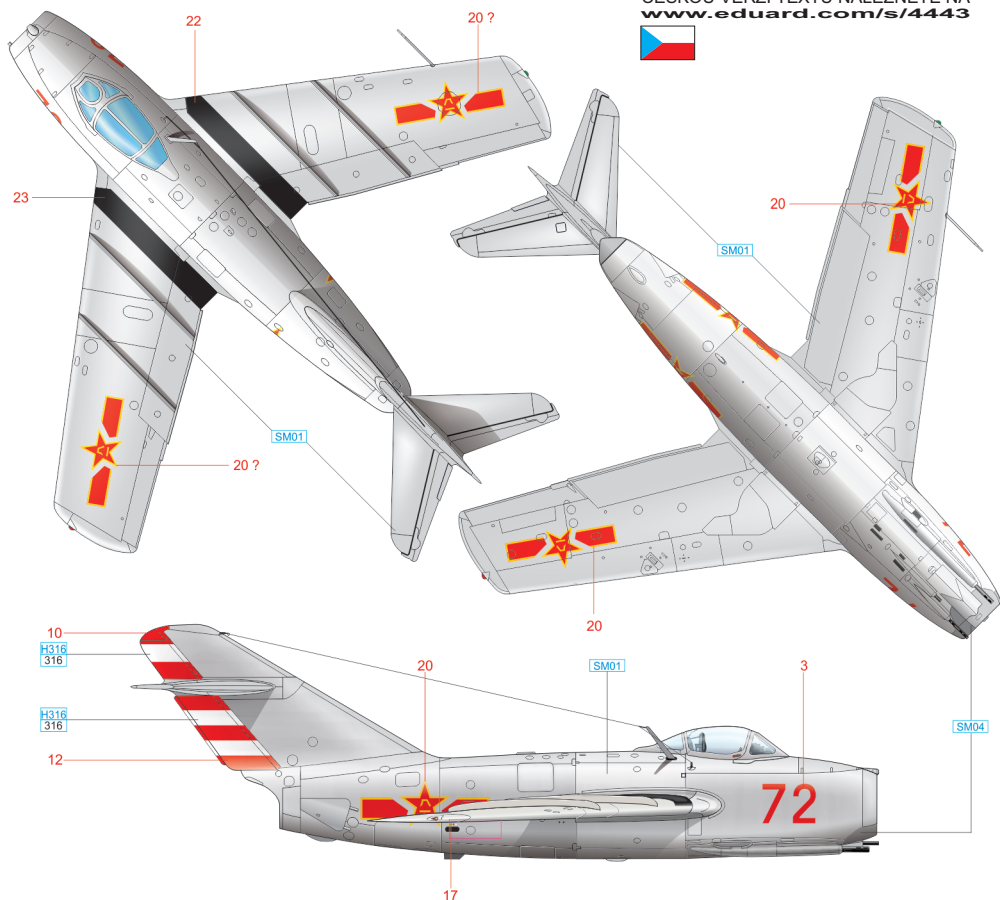
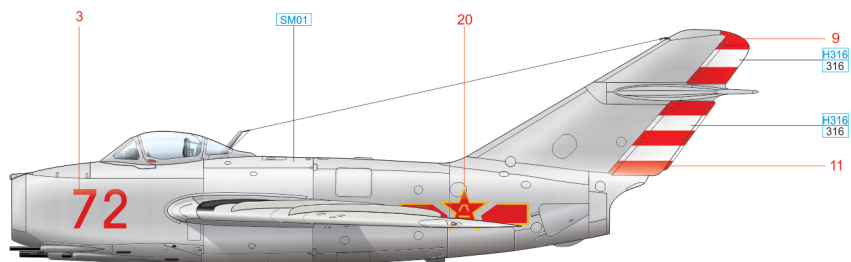
SILVER SM01 RED H13 3

MiG-15 coded EP-02 belonged to the five-aircraft display group that participated in the air show that took place at Prague - Ruzyně airport in September, 1955. Specifically for this event, all of the group's MiGs received the topside red color. Only the canopy frame remained in the natural metal finish. Some sources claim that the upper part of the aircraft code (EP-02) was lightly oversprayed with red paint, but the code is nevertheless clearly visible in the photos.



STAINLESS SM04 TITANIUM SM05 RED H13 3

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.



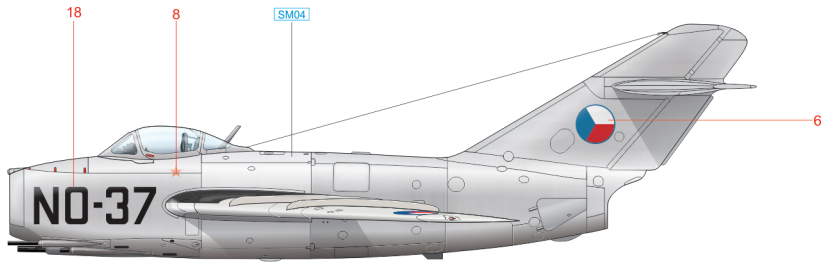
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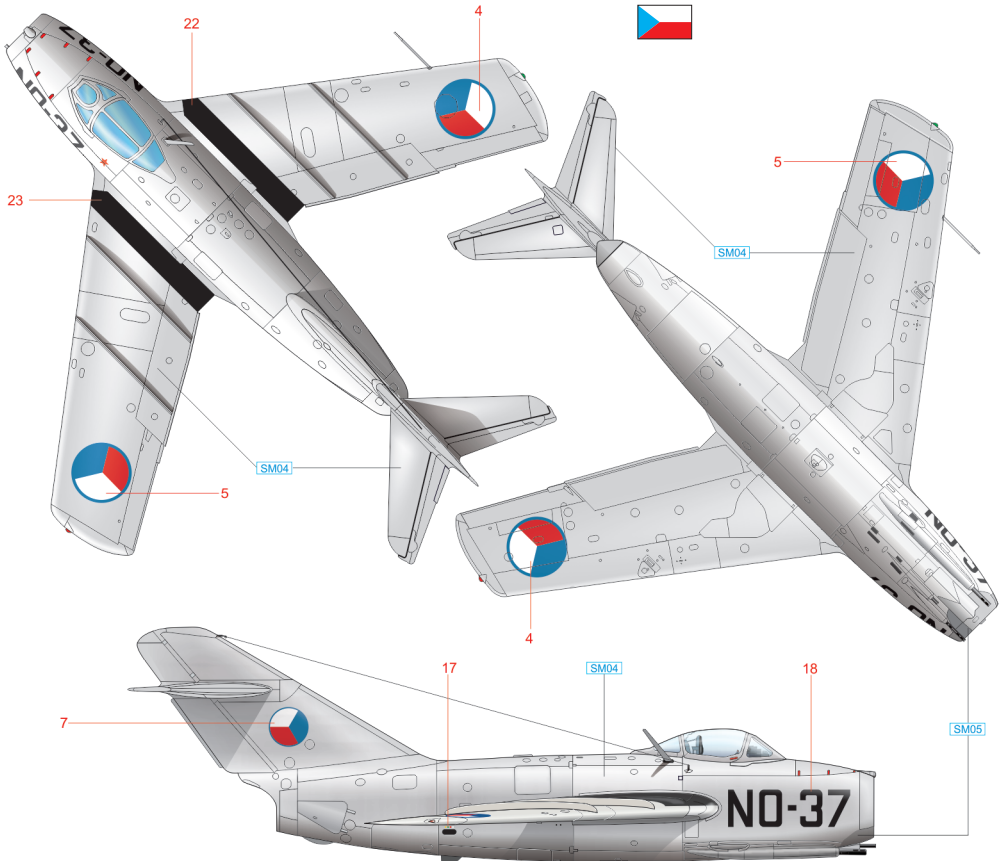
WHITE H316 316 SILVER SM01 STAINLESS SM04

D MiG-15, flown by Lt. Jaroslav Sramek, 2nd Squadron, 5th Fighter Regiment, Plzen-Line AB, Late March, 1953

Lt. Jaroslav Sramek left a significant mark on post-war Czechoslovak Air Force history, shooting down a USAF F-84 Thunderjet belonging to the 36th FBG. He was vectored to the target that (probably) crossed the border on March 10, 1953 and gained the kill. The US pilot, 1st Lt. Warren G. A. Brown, took to his parachute. The small red star under the cockpit symbolizes Sramek's victory.



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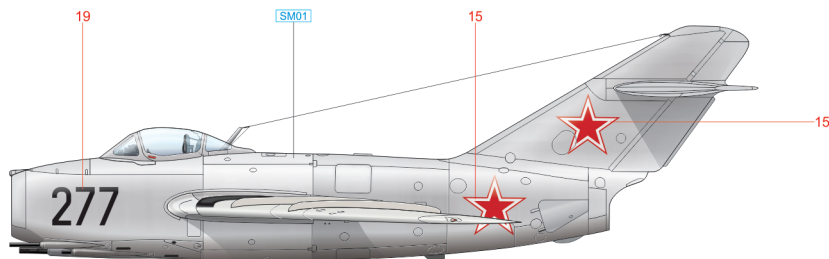


STAINLESS SM04 TITANIUM SM05

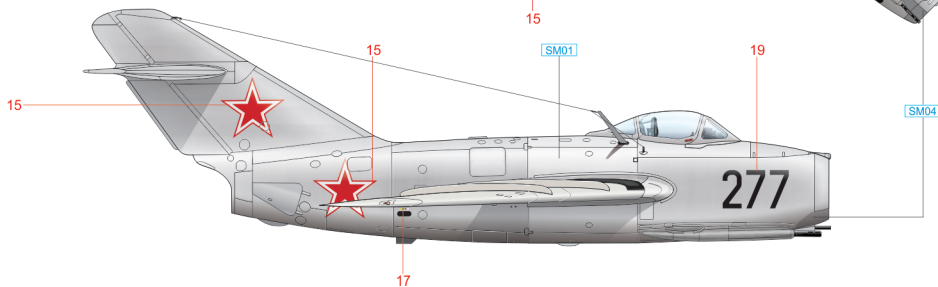
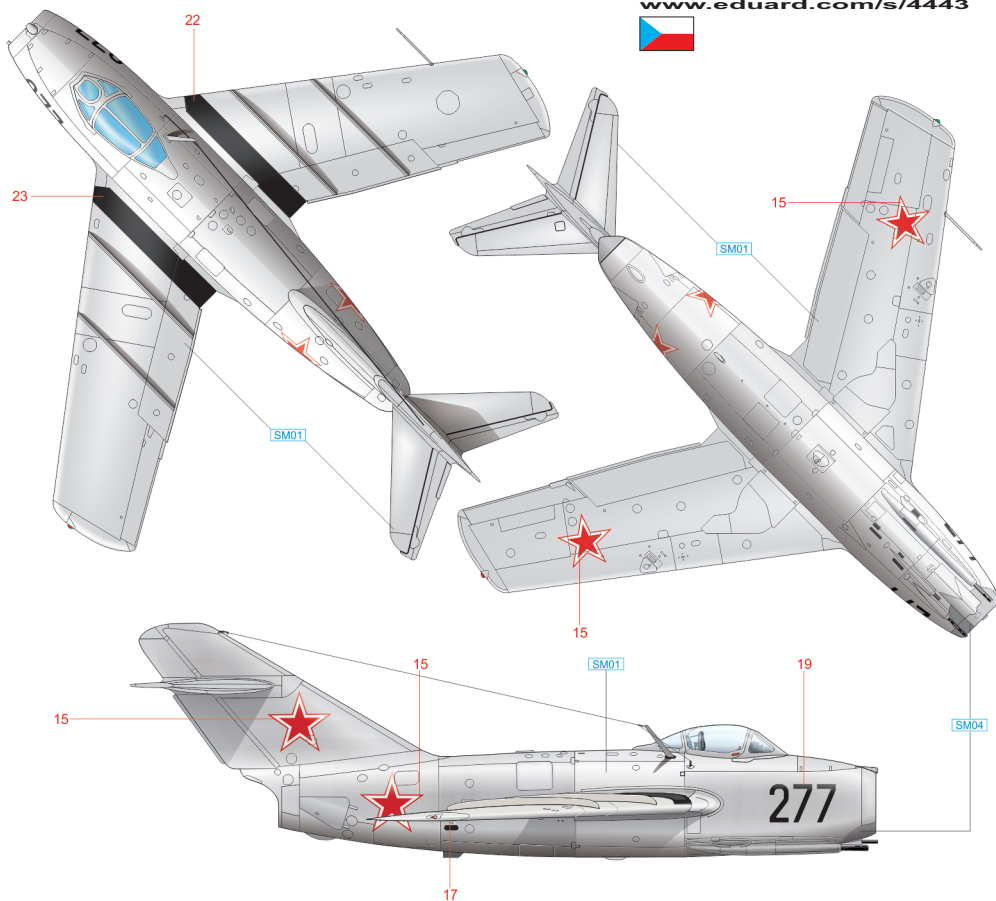
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E MiG-15, c/n 120077, flown by Major Alexei A. Mikoyan, the Deputy CO of 274th IAP, Kubinka Air Base, early 50ties

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 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.



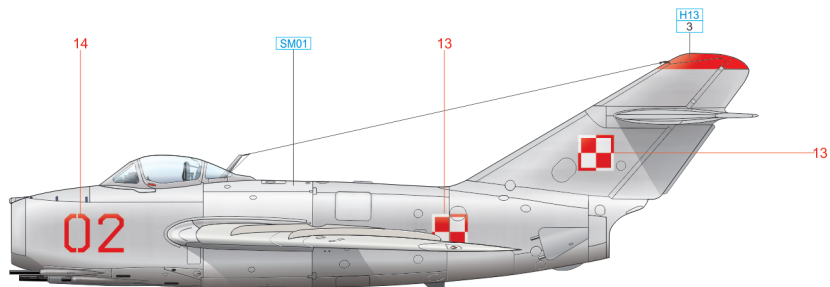
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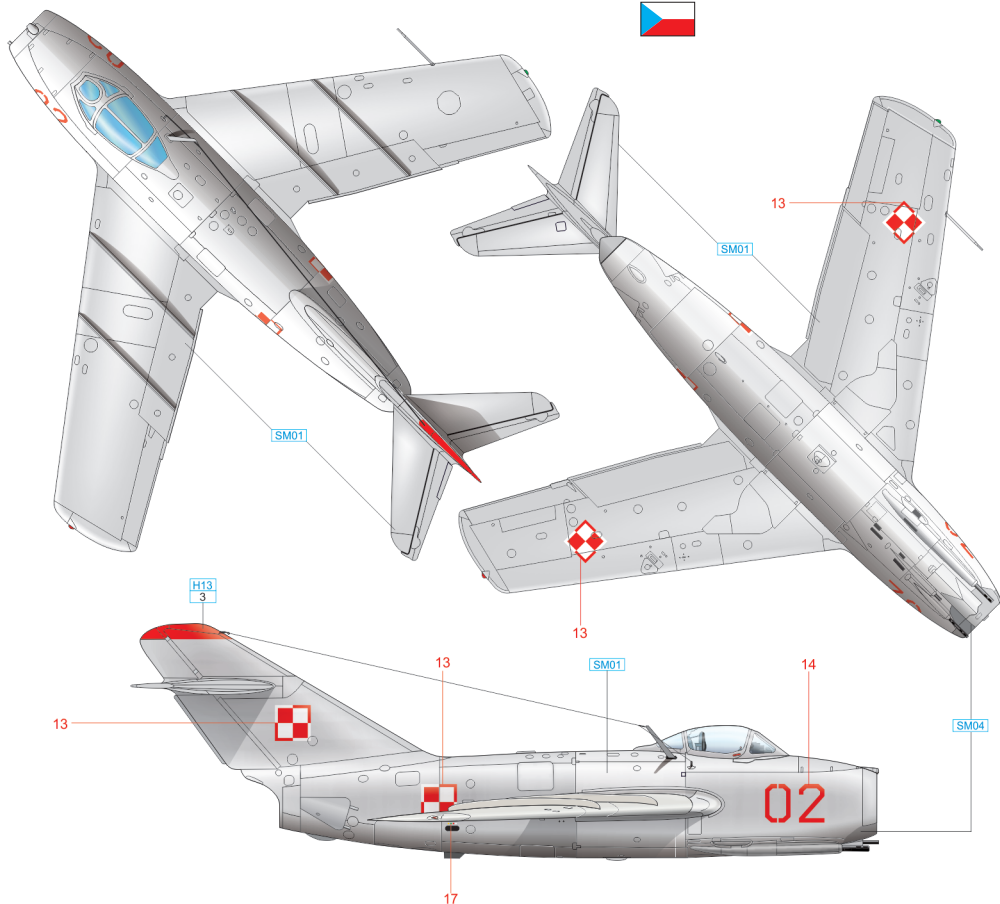
SILVER SM01 STAINLESS SM04

F 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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SILVER SM01 STAINLESS SM04 RED H13 3