

MiG-15bis

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 7059

The MiG-15 was one of the most successful jets of its era. Many experts, including Western ones, agree that it was a world-class fighter thanks to its flying characteristics, heavy armament and affordability.

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 like Yak-15 and 17 were just a "toe in the water" of new technology. But without suitable engine it was rather no-go task and USSR lacked behind the world badly in this area...

Engine as the centerpoint

As the most advanced engines might be found in Great Britain at the time with the Rolls-Royce Nene I engine developing 2270 kg of thrust. It was the benchmark of its era used in various designs. Soviet Union lacked behind the development of the jet engines, so it was decided in June 1956, 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 were 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 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 engine became known as RD-45F. Thanks to a 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 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 with 15,6 kN of static thrust (development of Derwent 5).

The I-310 took 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 clever with easy maintenance. So, 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 system of the NATO code names. The massive armament reflected the main task of MiG-15: fighting the enemy bombers. So, 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, but as there was extremely high demand for 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-15 UTI was also entered with the NATO code name Midget. In Czechoslovakia many of MiG-15 and MiG-15bis later underwent the modification to the fighter-bomber MiG-15SB and MiG-15bisSB version with four underwing pylons. The MiG-15 virtually spread all over the world and enjoyed 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 at the early stage of the War, the odds were only evened later with the arrival of the North American Sabre, especially when its wing was improved. 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.

This kit: MiG-15bis

When the new Soviet development of former RR Nene II was available, known as Klimov VK-1 with static thrust of 26.47 kN, it was used to further improve the MiG-15. Because of the larger diameter of the engine, a redesign of the rear detachable fuselage structure was necessary. Also, the fuel system was modified by reducing the volume of the rear fuel tank by 60 l (due to the larger diameter of the engine discharge tube). Braking flaps were redesigned, now they were larger and of trapezoidal shape and airframe construction was reinforced in accordance with the 1947 Soviet standards.

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 barv 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
BROUSIT

OPEN HOLE
VYVRTAT OTVOR

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

REMOVE
ODRÍZNOUT

REVERSE SIDE
OTOČIT

APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

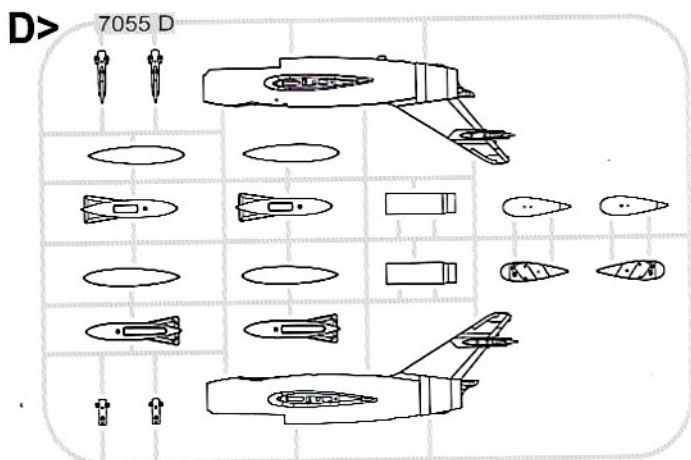
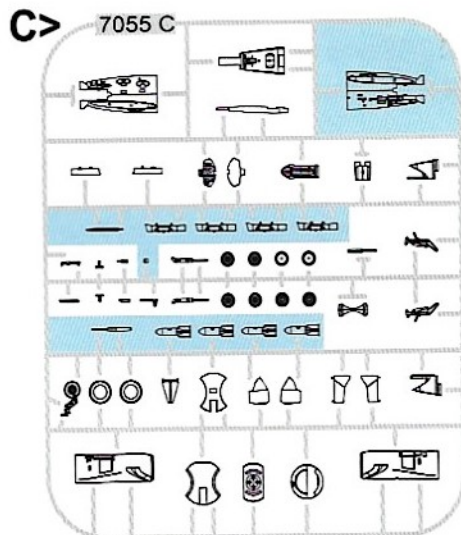
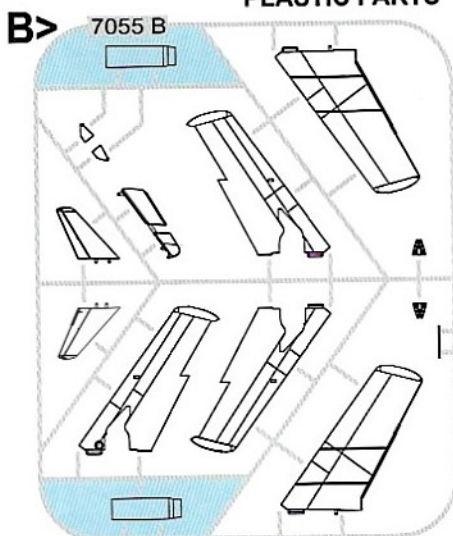
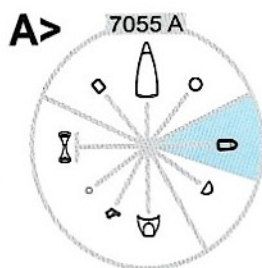
* DÍLY

* TEILE

* PIÈCES

* 部品

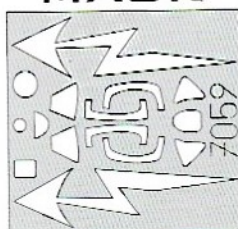
PLASTIC PARTS



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

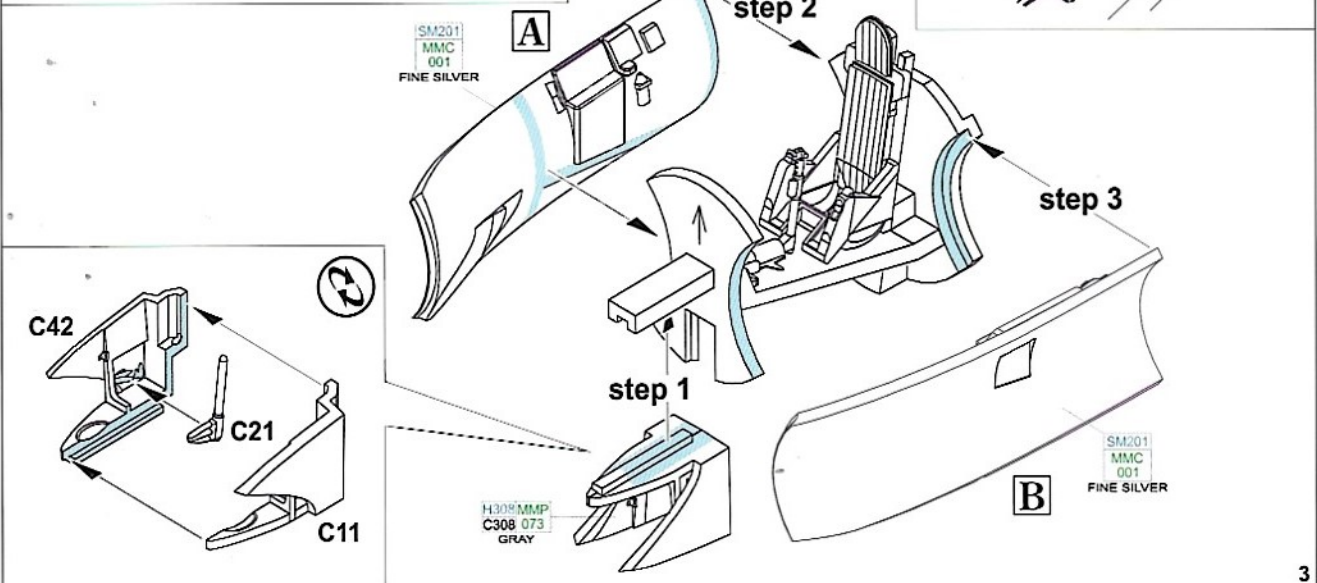
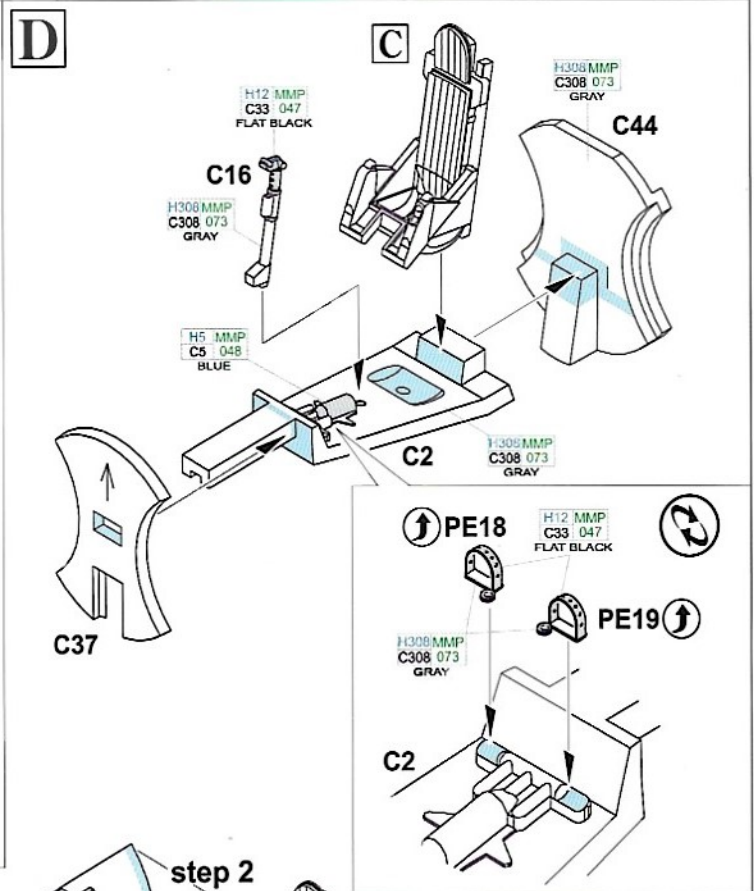
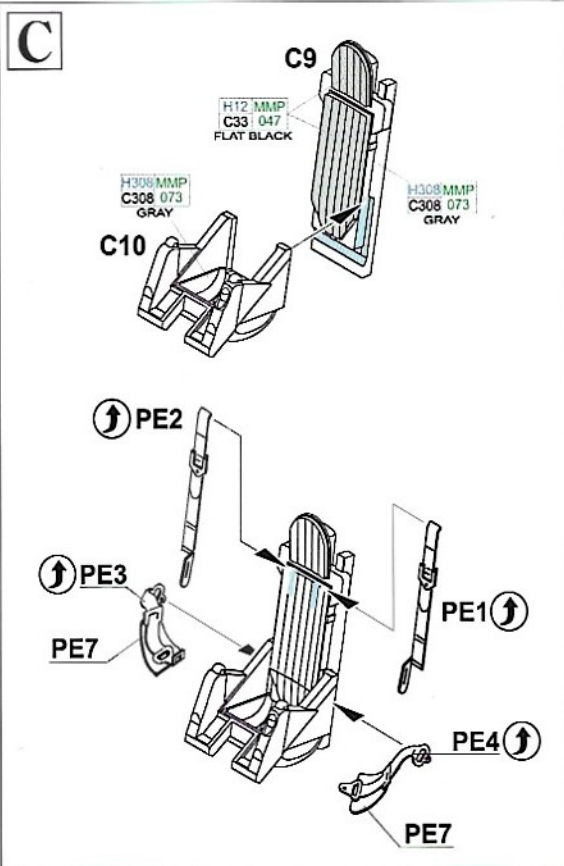
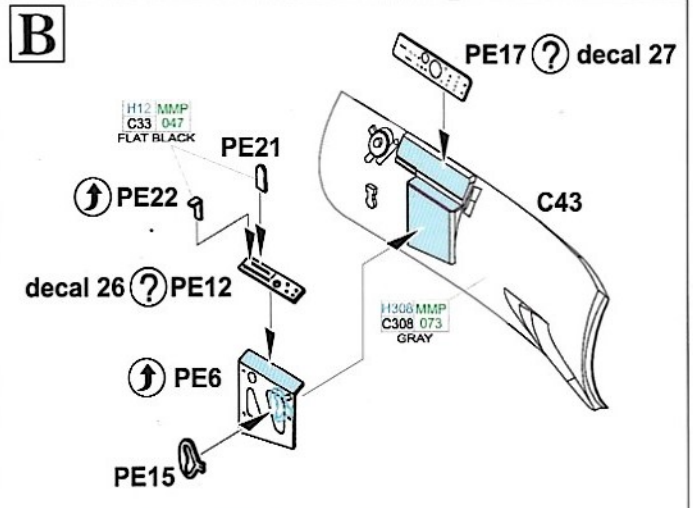
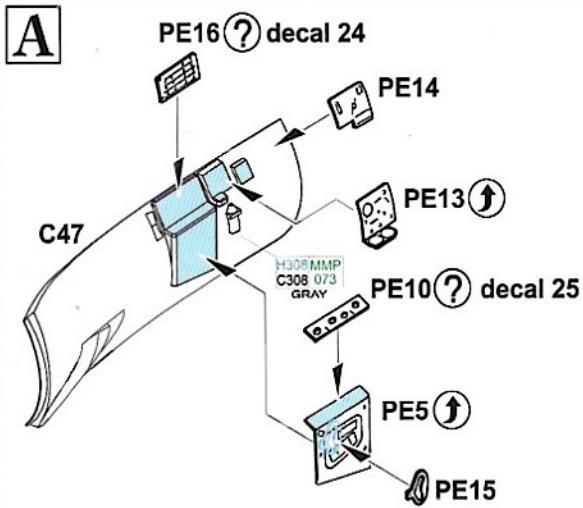
* FARBEN

* PEINTURE



| GSI Creos (GUNZE) | | MISSION MODELS | |
|-------------------|----------|----------------|--------------|
| AQUEOUS | Mr.COLOR | PAINTS | |
| H3 | C3 | MMP-003 | RED |
| H5 | C5 | MMP-048 | BLUE |
| H6 | C6 | MMP-004 | GREEN |
| H12 | C33 | MMP-047 | FLAT BLACK |
| H18 | C28 | MMM-002 | STEEL |
| H25 | C34 | | SKY BLUE |
| H26 | C66 | | BRIGHT GREEN |
| H47 | C41 | MMP-012 | RED BROWN |
| H66 | C119 | MMP-119 | SANDY YELLOW |
| H67 | C115 | MMP-057 | LIGHT BLUE |
| H77 | C137 | MMP-040 | TIRE BLACK |
| H305 | C305 | MMP-084 | GRAY |

| GSI Creos (GUNZE) | | MISSION MODELS | |
|-------------------------|----------|----------------|-------------------|
| AQUEOUS | Mr.COLOR | PAINTS | |
| H308 | C308 | MMP-073 | GRAY |
| H340 | C340 | | FIELD GREEN |
| | C367 | MMM-061 | BLUE GRAY |
| | C523 | | GRASS COLOR |
| Mr METAL COLOR | | METALLICS | |
| | MC14 | MMM-001 | DARK IRON |
| | MC18 | MMM-003 | ALUMINIUM |
| Mr.COLOR SUPER METALLIC | | METALLICS | |
| | SM201 | MMC-001 | SUPER FINE SILVER |
| | SM204 | | SUPER STAINLESS |
| | SM206 | MMC-001 | CHROME SILVER |





C45

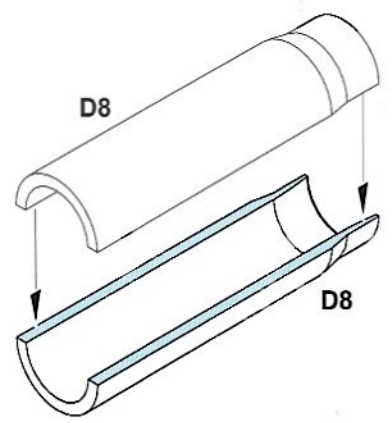
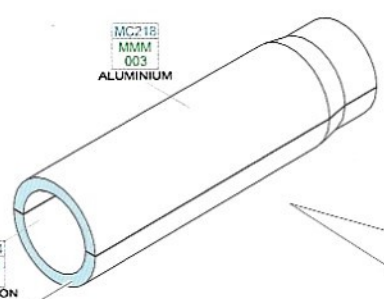
MC214
MMM
001
DARK IRON

E

MC218
MMM
003
ALUMINIUM

MC214
MMM
001
DARK IRON

C45



D8

D8

F

C8

H12 MMP
C33 047
FLAT BLACK

C7

H308 MMP
C308 073
GRAY



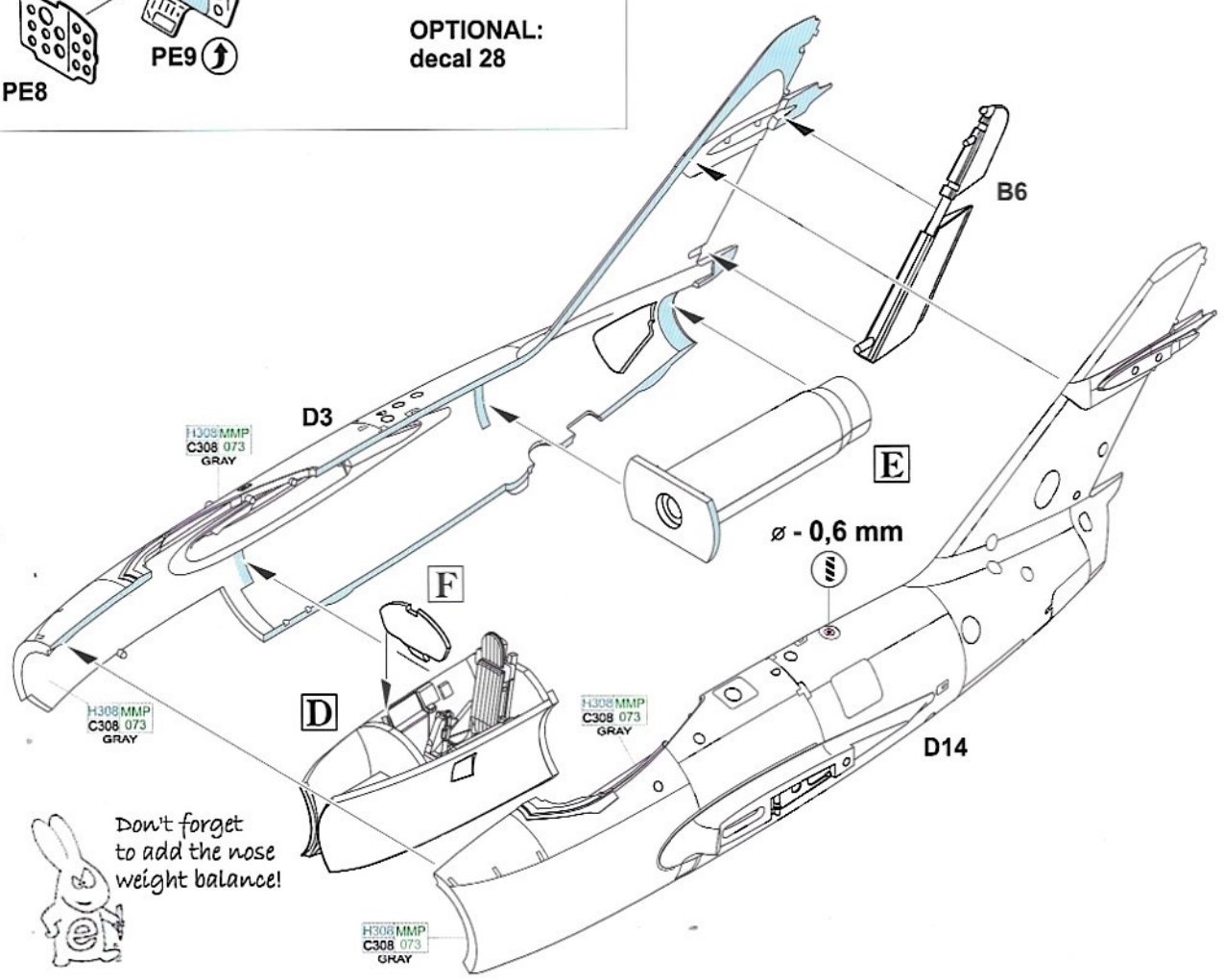
H12 MMP
C33 047
FLAT BLACK

OPTIONAL:
decal 28



PE8

PE9



H308 MMP
C308 073
GRAY

D3

B6

E

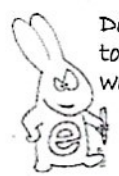
∅ - 0,6 mm

F

D

H308 MMP
C308 073
GRAY

D14

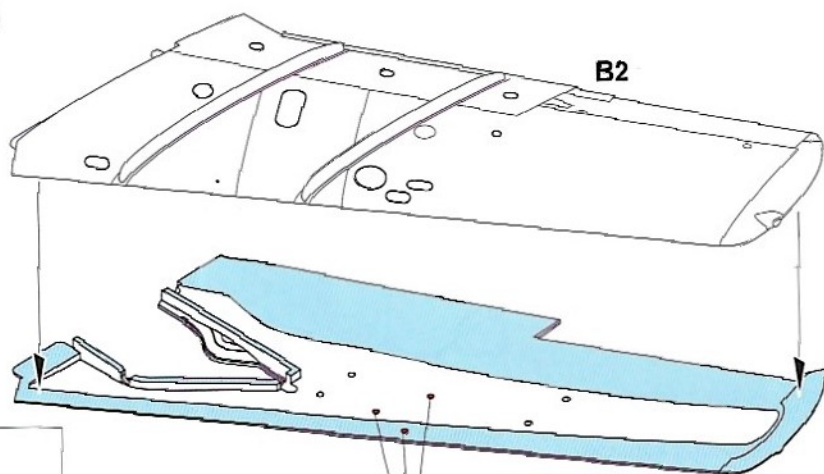
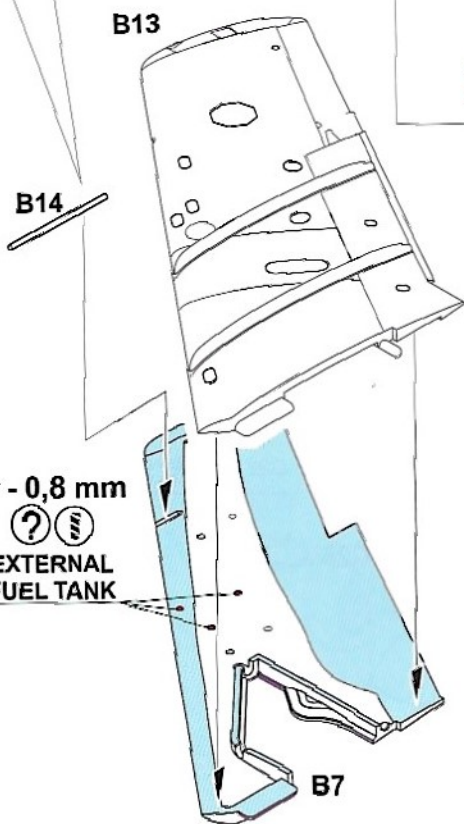


Don't forget
to add the nose
weight balance!

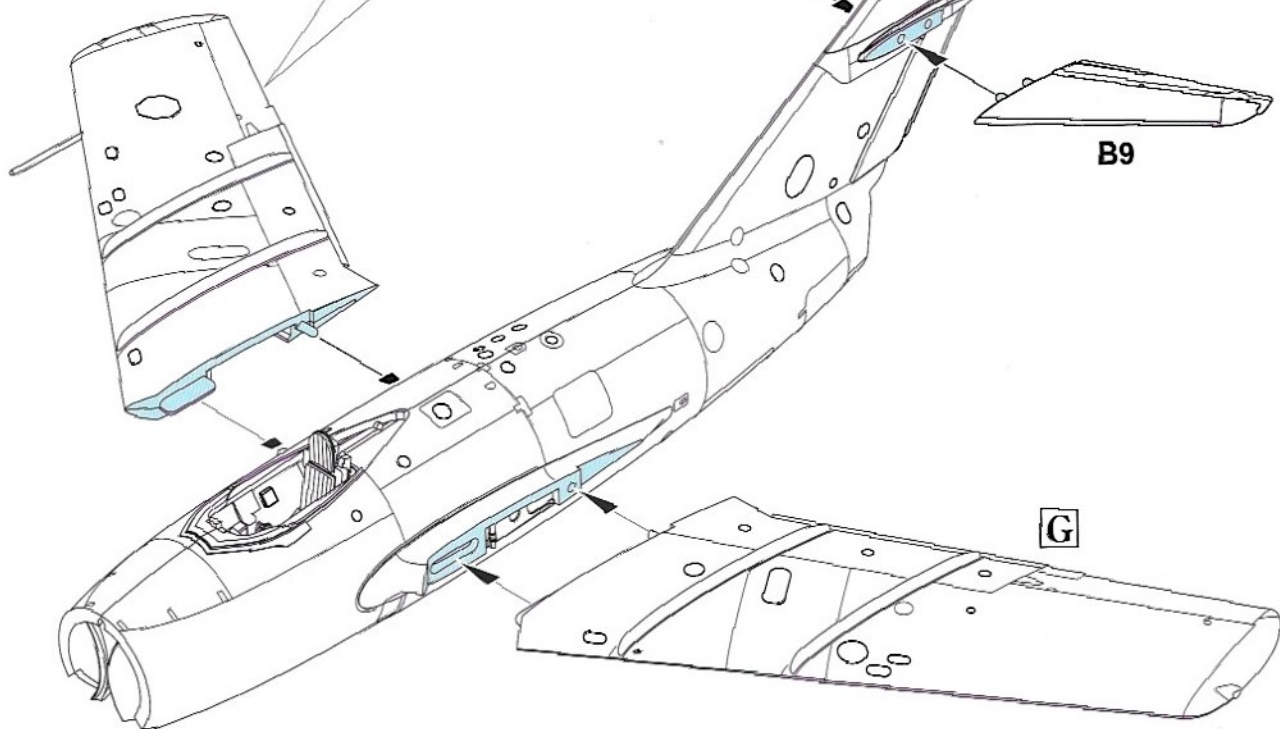
H308 MMP
C308 073
GRAY

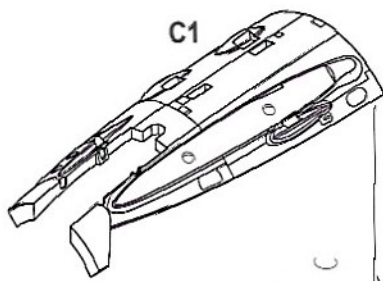
G

10,5 mm

B2

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

B10 **B11****B10 - MARKINGS B; C; D; E****B11 - MARKING A****B5****B9****G**



H77 MMP
C137 040
TIRE BLACK

H308MMP
C308 073
GRAY

?

H26
C66
BRIGHT GREEN

C34

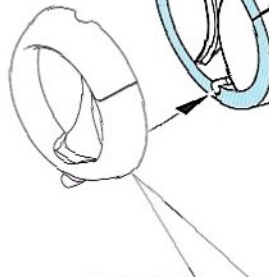
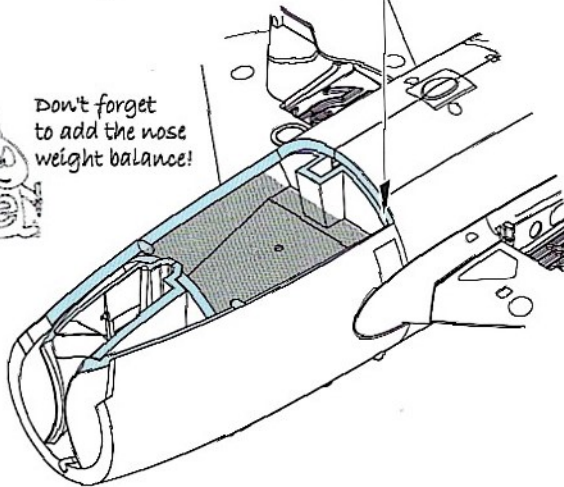
H308MMP
C308 073
GRAY

SM201
MMC
001
FINE SILVER

H308MMP
C308 073
GRAY



Don't forget
to add the nose
weight balance!



A9 - MARKINGS **A;C;**
C28 - MARKINGS **B;D;E**

H308MMP
C308 073
GRAY

C6

C5

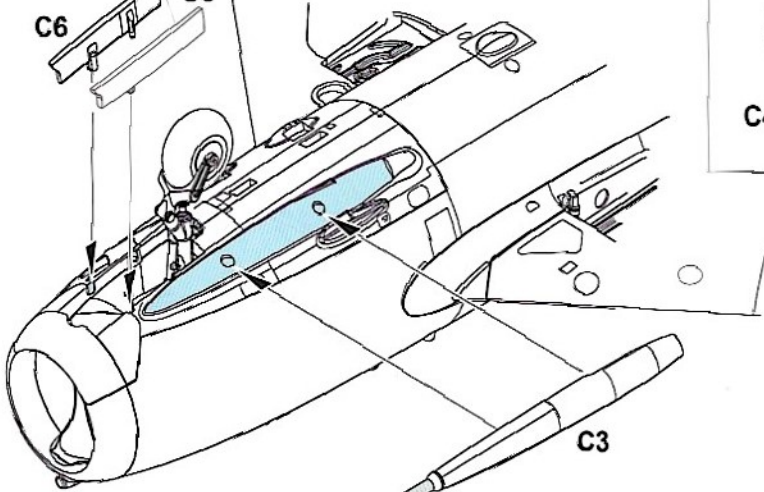
C28

?

SM206
MMC
001
CHROME SILVER

C46

A9

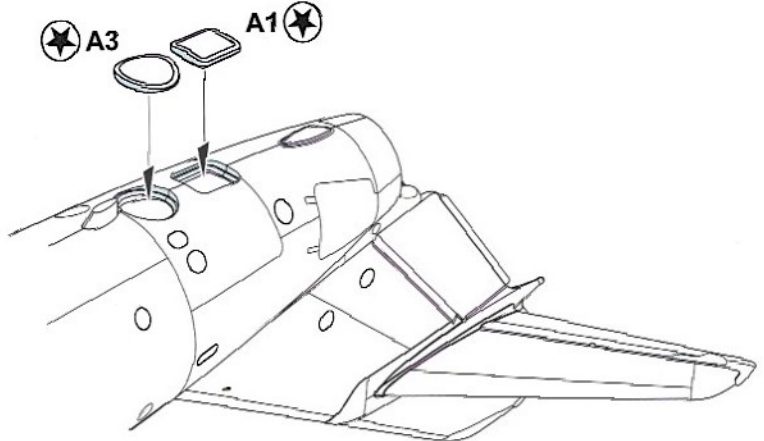


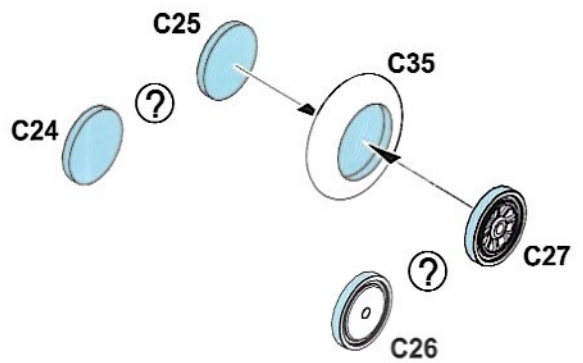
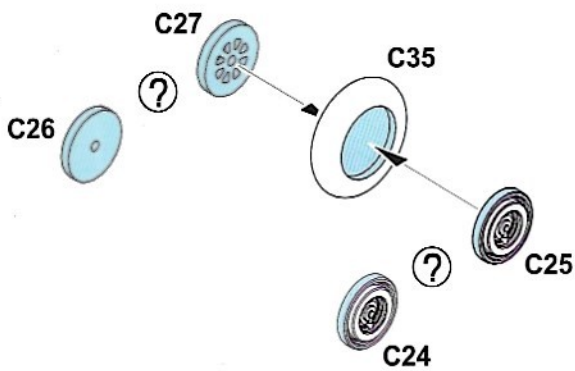
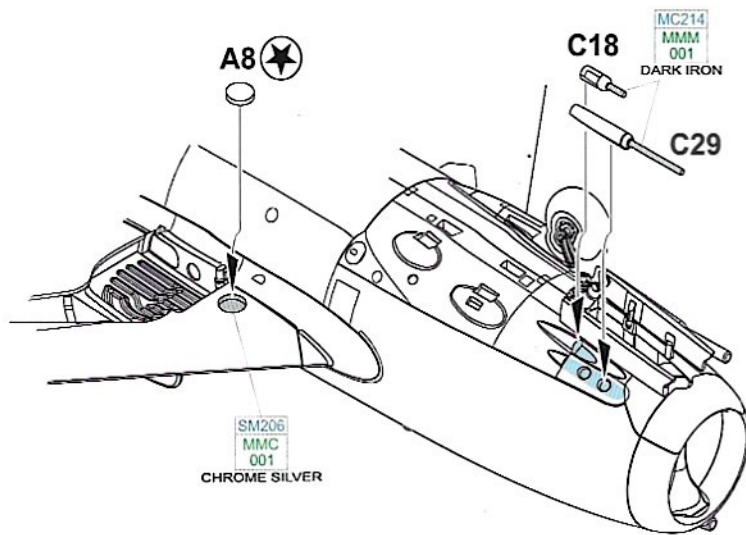
C3

MC214
MMM
001
DARK IRON

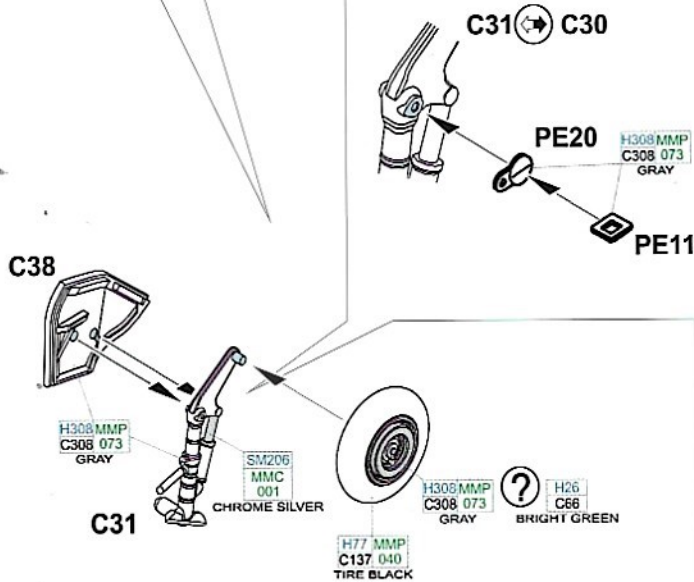
★ A3

★ A1

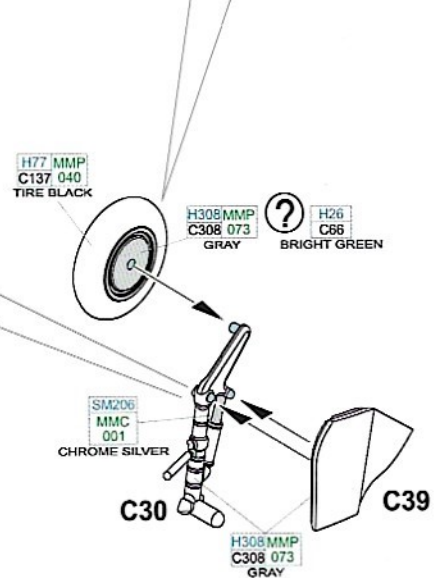


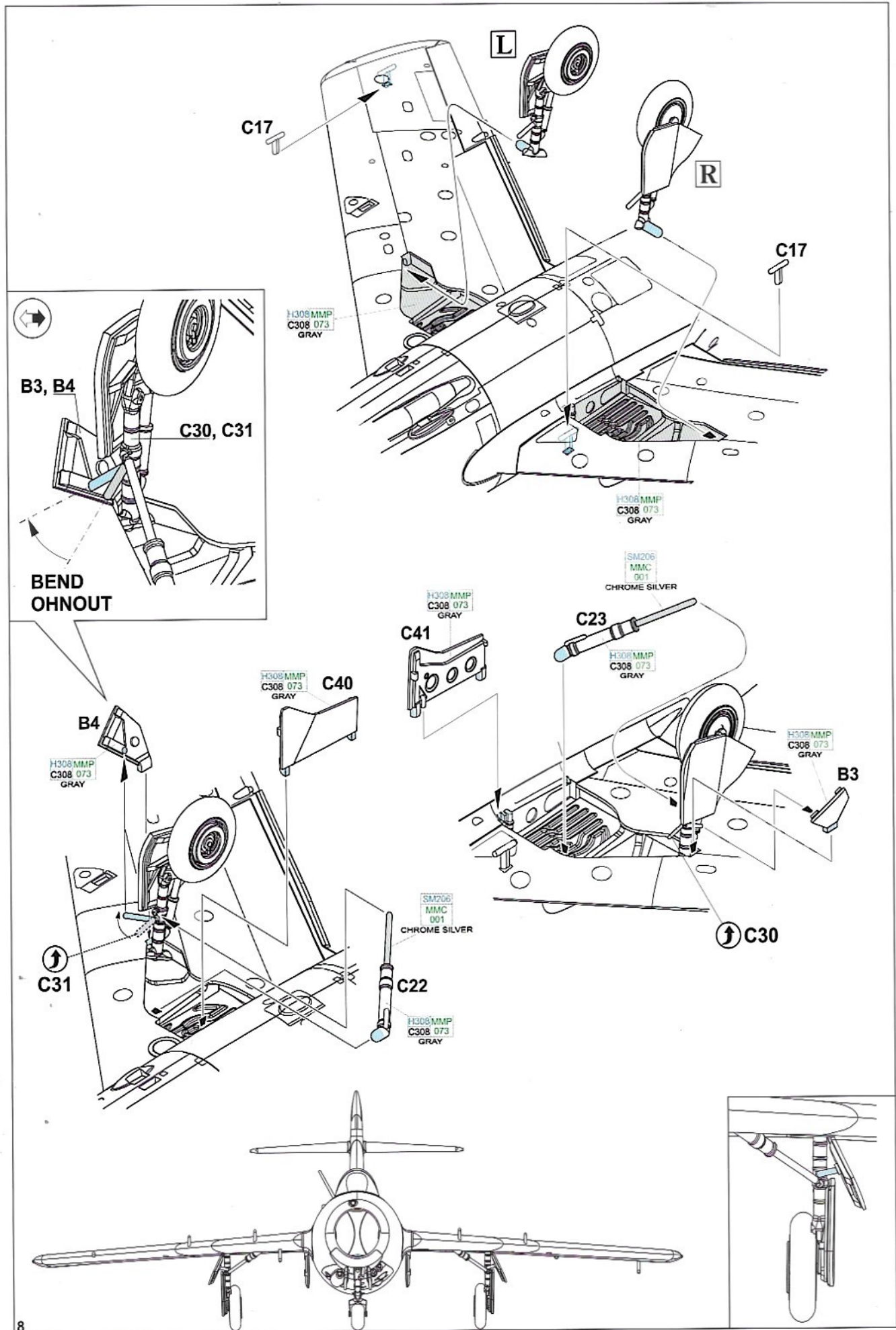


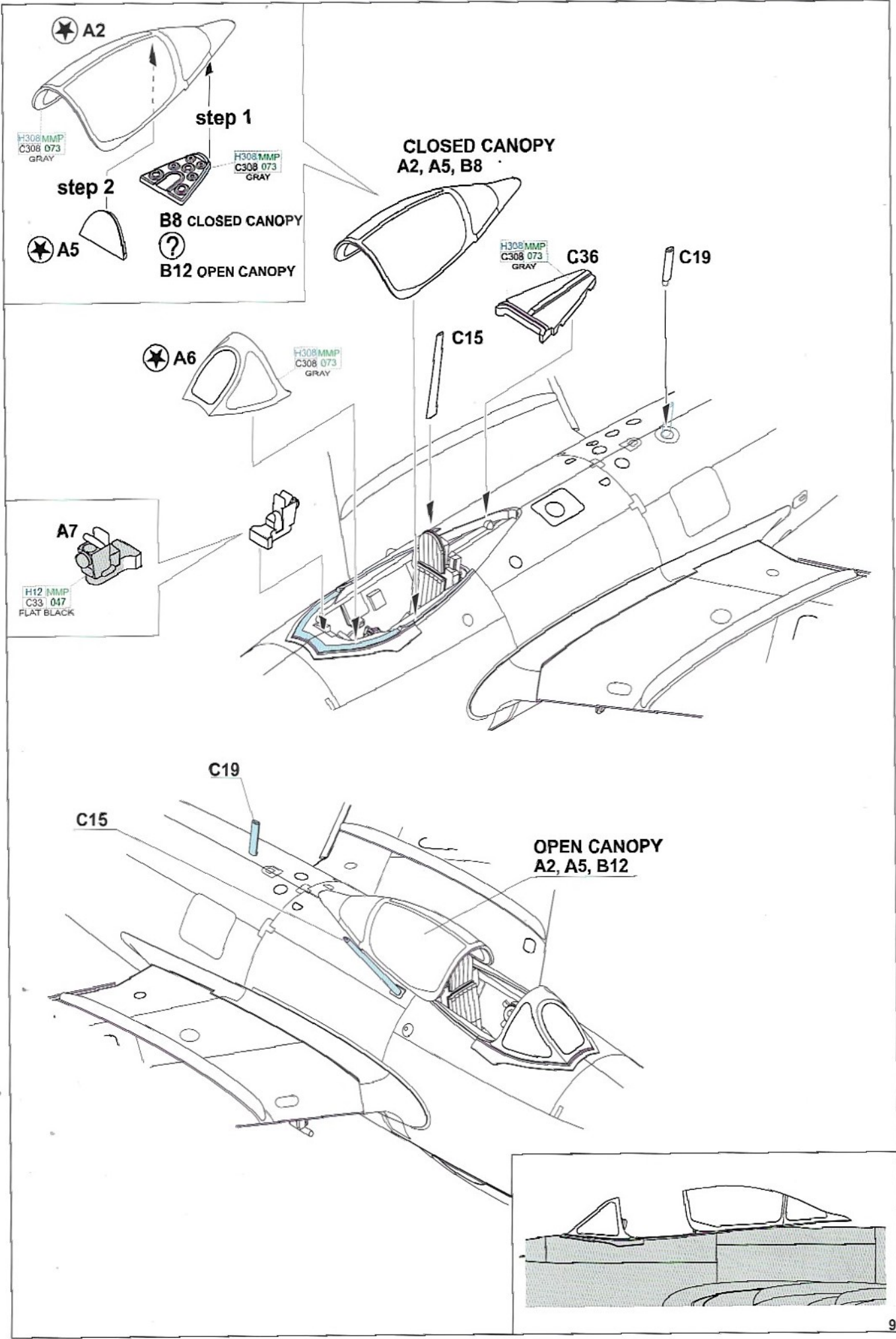
L



R







★ A2

H308 MMP
C308 073
GRAY

step 1

step 2

★ A5

B8 CLOSED CANOPY

?

B12 OPEN CANOPY

CLOSED CANOPY
A2, A5, B8

H308 MMP
C308 073
GRAY

C36

C19

★ A6

H308 MMP
C308 073
GRAY

C15

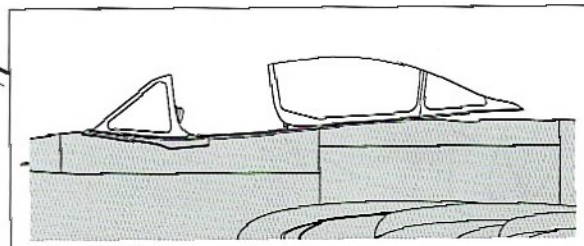
A7

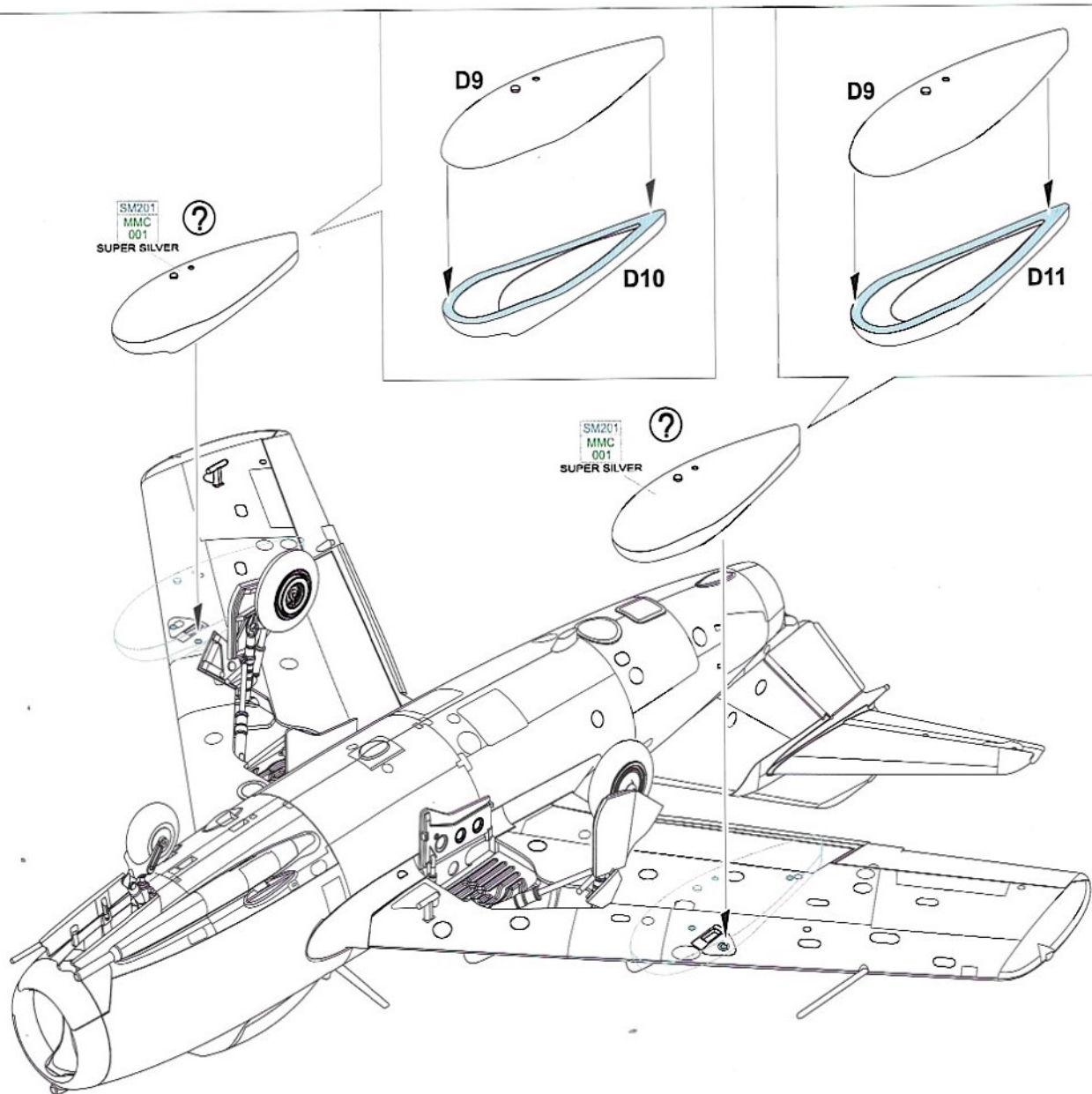
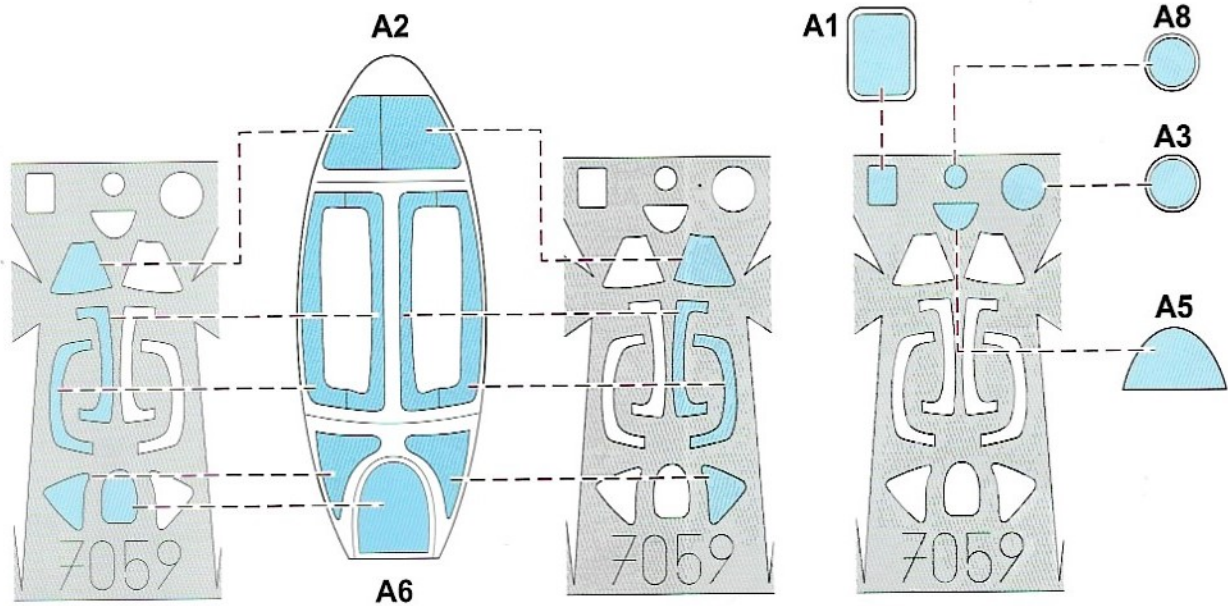
H12 MMP
C33 047
FLAT BLACK

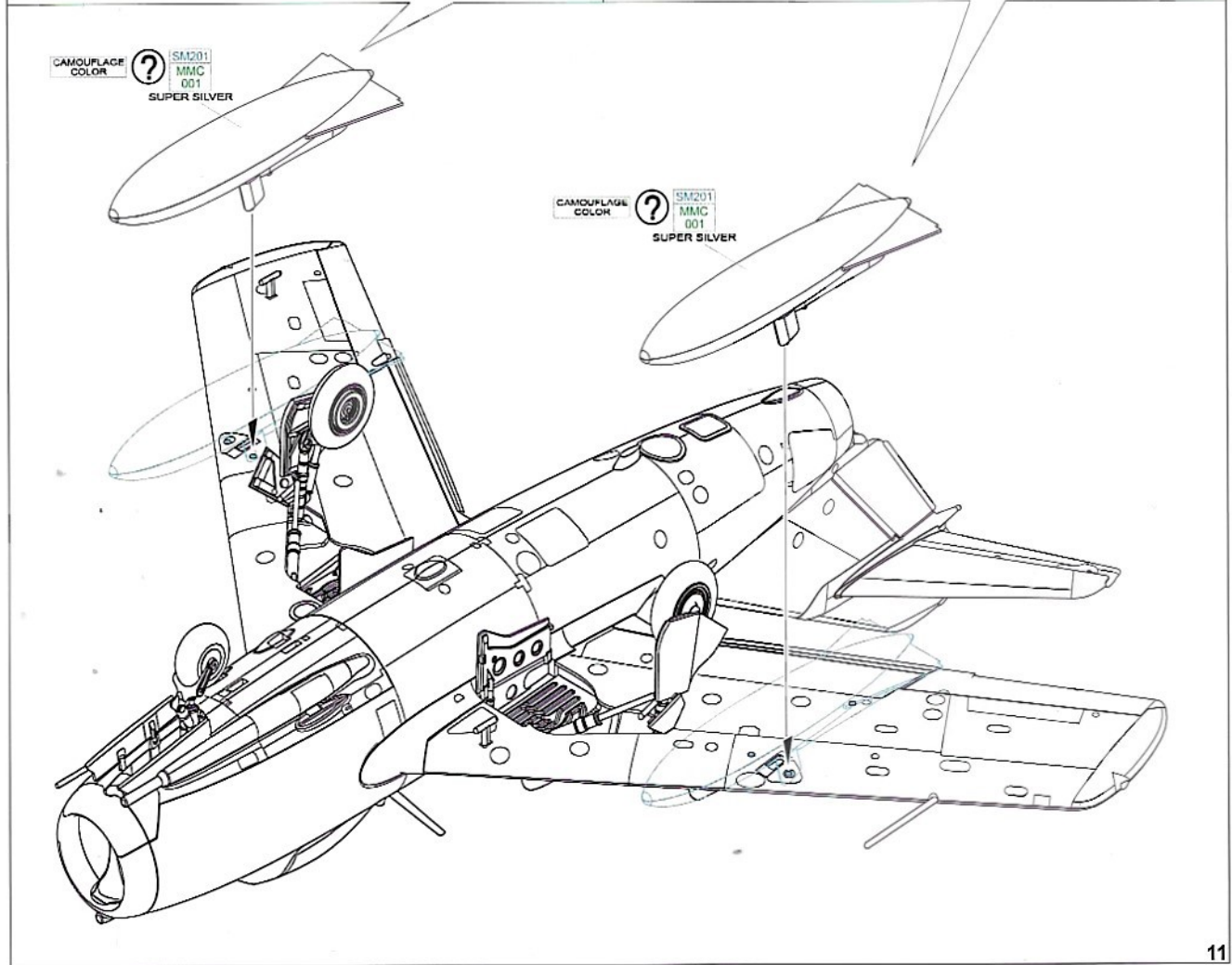
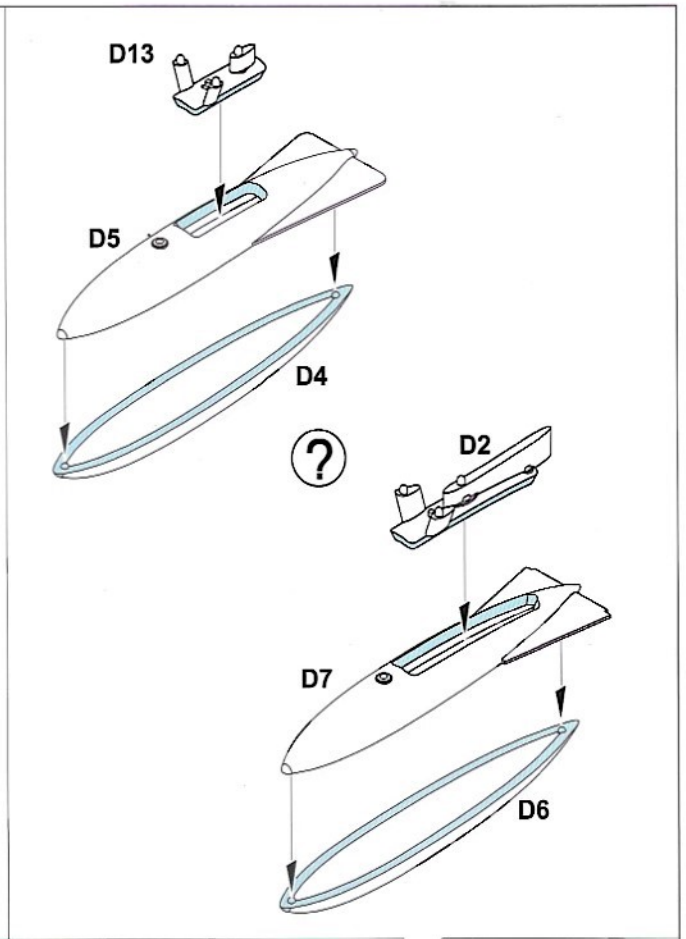
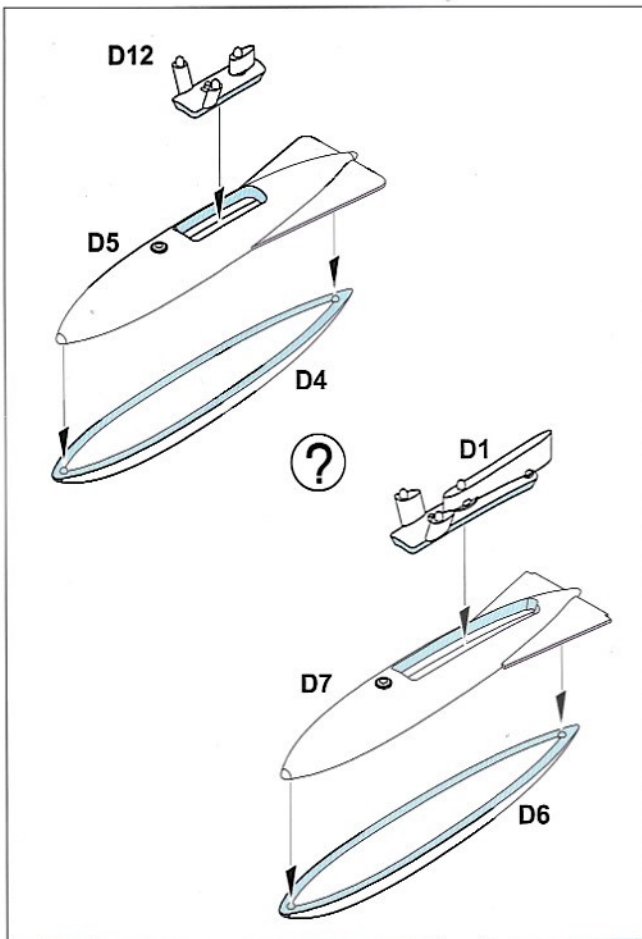
C19

C15

OPEN CANOPY
A2, A5, B12

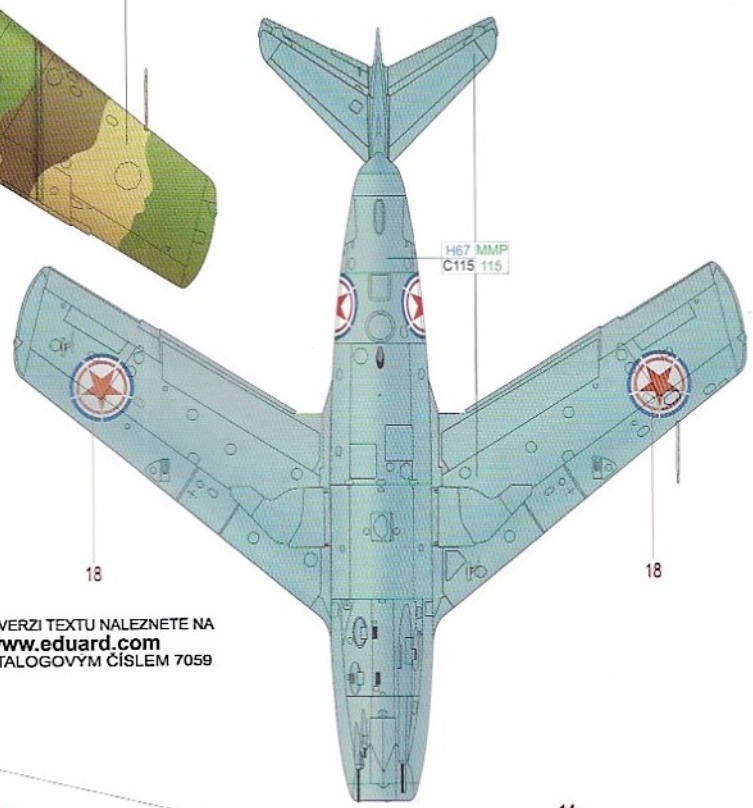
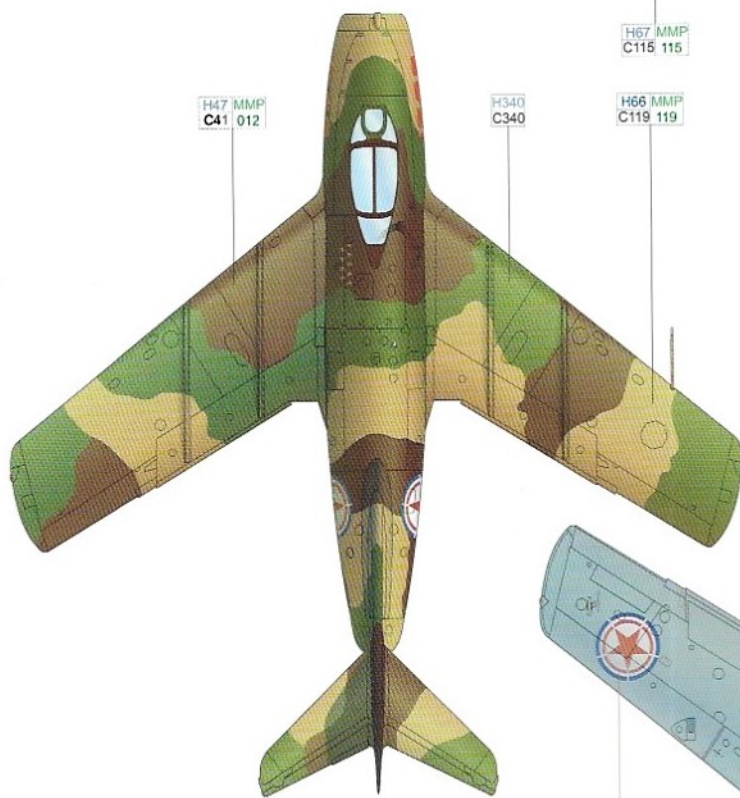
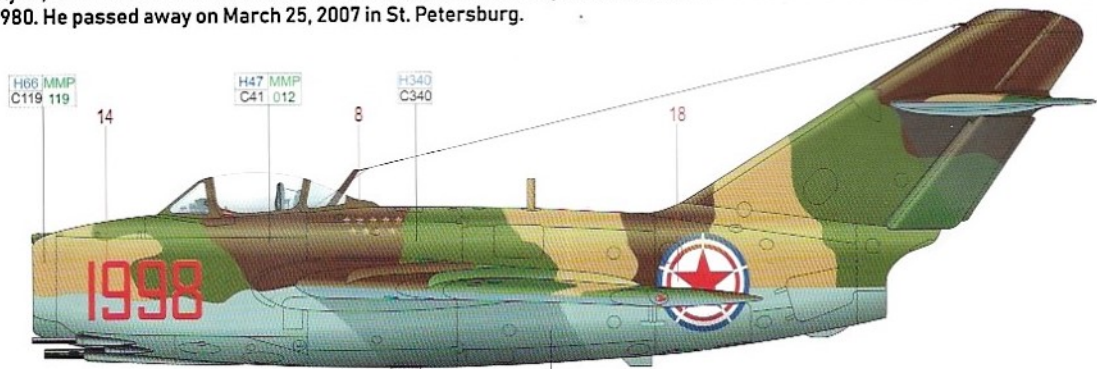




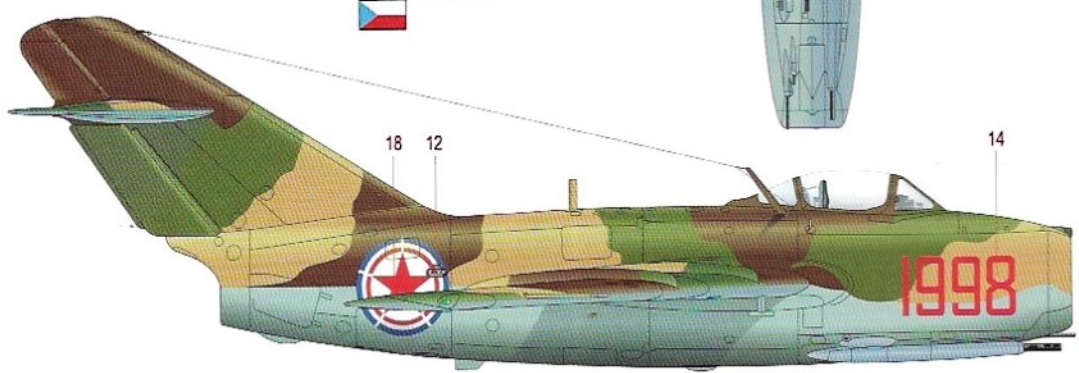


A flown by Maj. Mikhail Ivanovich Mikhin, 518th IAP, North Korea, May 1953

Mikhail Mikhin was born on October 25th, 1923 and right after the graduation from the high school he started his pilot training finishing it in the end of 1944. He did not manage to participate in any combat during the World War Two, however he participated in the air combat over Korea where he was deployed in July 1952 with the entire 518th IAP. The unit remained in the combat zone until the end of hostilities, Major Mikhin shot down 9 enemy aircraft in total (7 x F-86, 2 x F-84) for which accomplishment he was awarded the title Hero of the Soviet Union on July 14, 1953. He remained in the active service of the Red Army Air Force after the Korean War and retired with the rank of Major General in 1980. He passed away on March 25, 2007 in St. Petersburg.



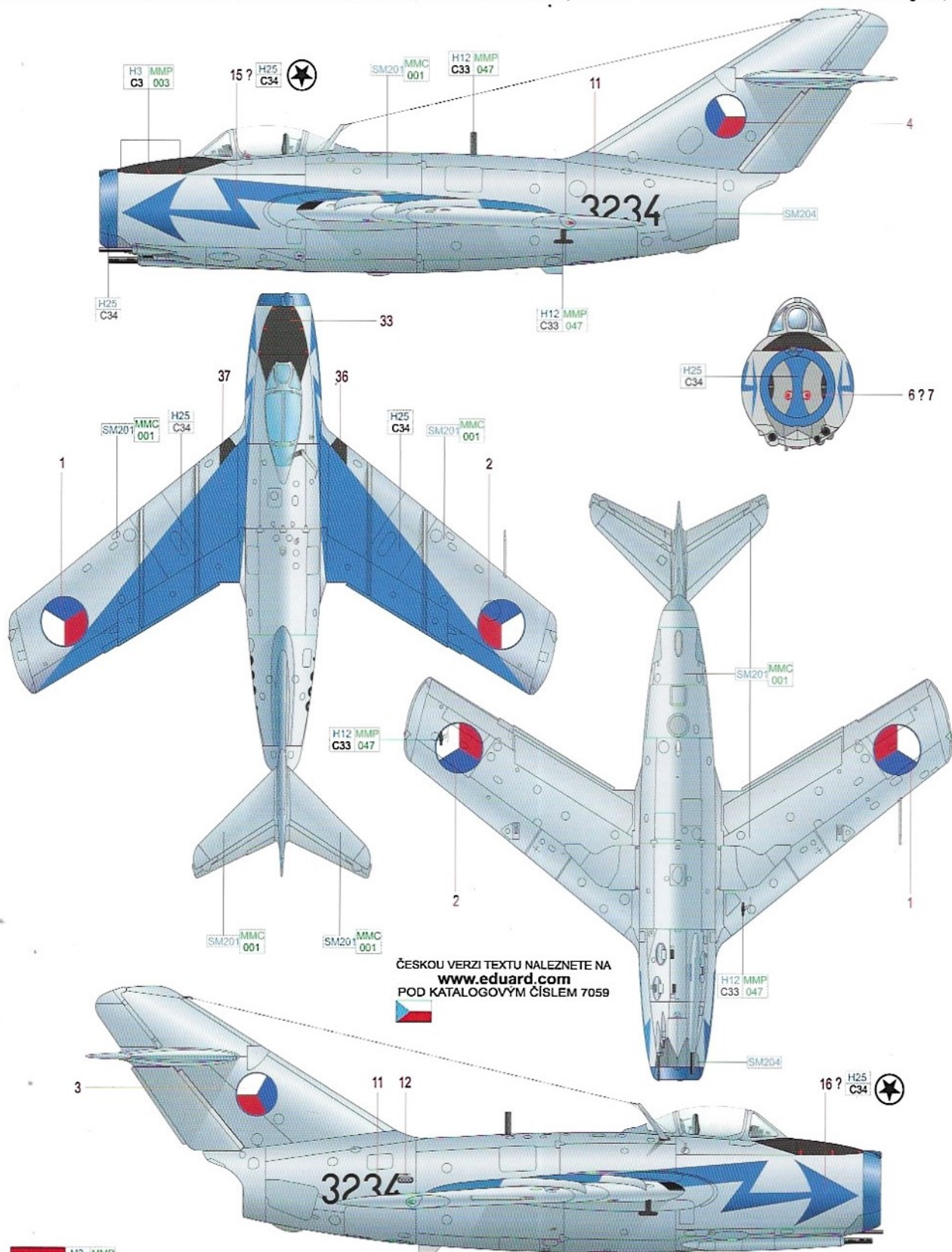
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- BROWN H47 MMP C41 012
- GREEN H340 C340
- SAND H66 MMP C119 119
- BLUE H67 MMP C115 115

B c/n 613234, kpt. Oldřich Paldus, 15th Fighter Regiment, Czechoslovak Air Force, Cottbus Airfield, German Democratic Republic, August 30, 1957

A group of three MiG-15bis of 15 Fighter Regiment from Žatec Air Base took part in the 2nd Cultural and Sport Celebration organized in Cottbus, German Democratic Republic from late August to early September 1957. The distinctive blue marking was applied on these aircraft especially for this event. During the display two aircraft, this No. 3234, and another MiG-15bis No. 3233 collided. No. 3234 lost the tip of its left horizontal stabilizer, but the pilot managed to keep control of the aircraft and was able to land safely. After the 15th FR was disbanded, two pilots of its display team, Oldřich Paldus and Václav Polášek were transferred to 11 FR in 1958. Capt. Jaromír Palečný joined them in 1959 and as all of them were not tall at all, the display team was unofficially dubbed "Trio Prckos" ("The Three Shorties" in English).



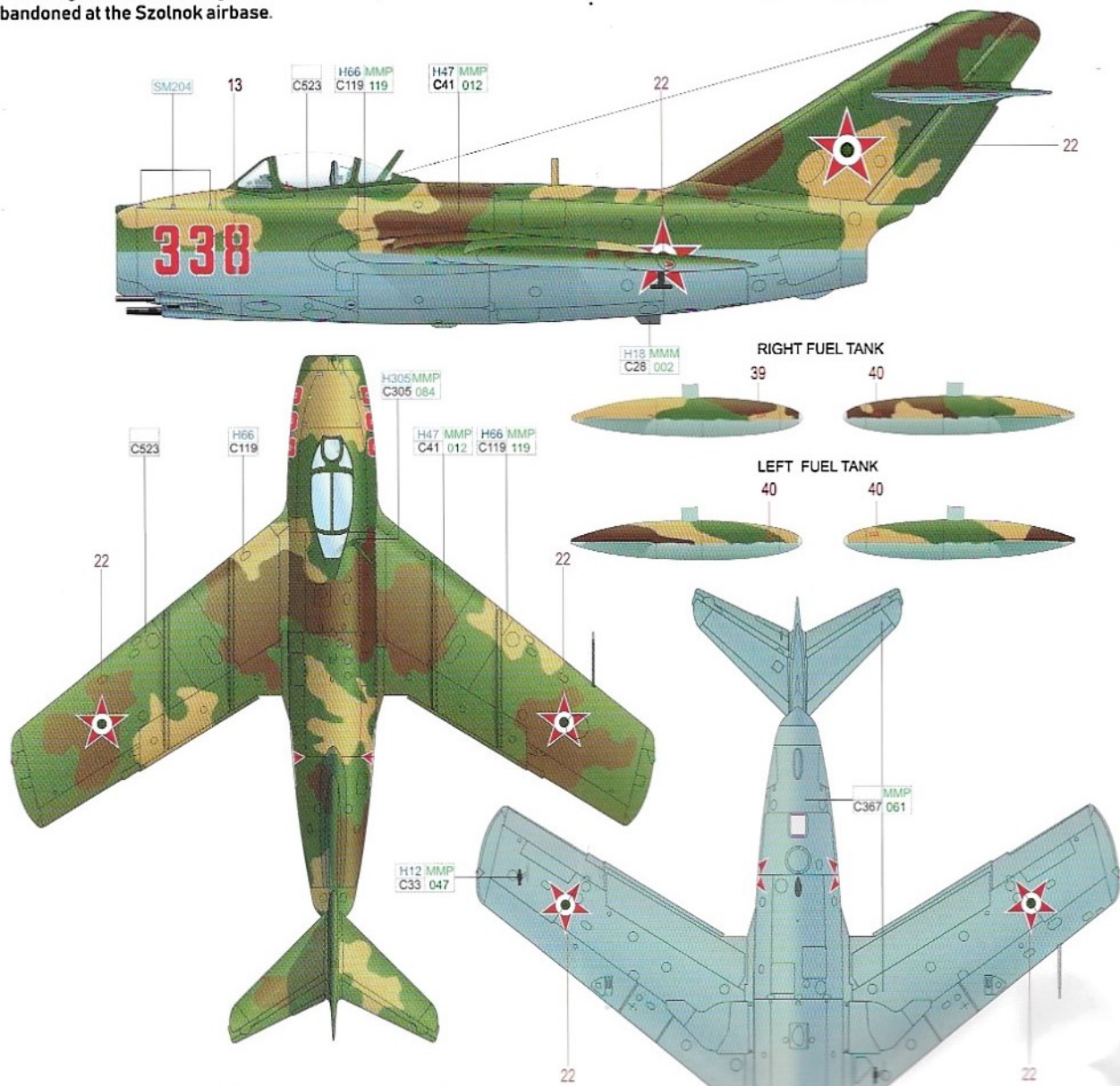
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 POD KATALOGOVÝM ČÍSLEM 7059



| | | | | | | | | | |
|------|---------------|-------|-----------------|-----------------|-------|-------------------|-------|-----|-----|
| RED | H3 MMP C3 003 | BLACK | H12 MMP C33 047 | SUPER STAINLESS | SM204 | SUPER FINE SILVER | SM201 | MMC | 001 |
| BLUE | H25 C34 | | | | | | | | |

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This MiG was delivered together with another 29 aircraft in April 1962. These originally served with the Soviet Air Force and after the overhaul were supplied in the natural metal finish to Hungary. During the overhaul the aircraft c/n 0320138 had the upgraded wing installed featuring the landing light located at the left wheel well. The light was later covered with a sheet aluminum. In August 1968 this particular airplane participated in the Warsaw Pact armed forces invasion (except Romania and Albania) to, at that time, Czechoslovakia. Before the invasion it was marked with the red stripes which were later deleted. In March 1970 the aircraft was overpainted in the camouflage colors including all stencils. In September 1975 the airframe was struck off charge having logged 1535 flight hours and was abandoned at the Szolnok airbase.



RESEARCH GABOR SZEKERES

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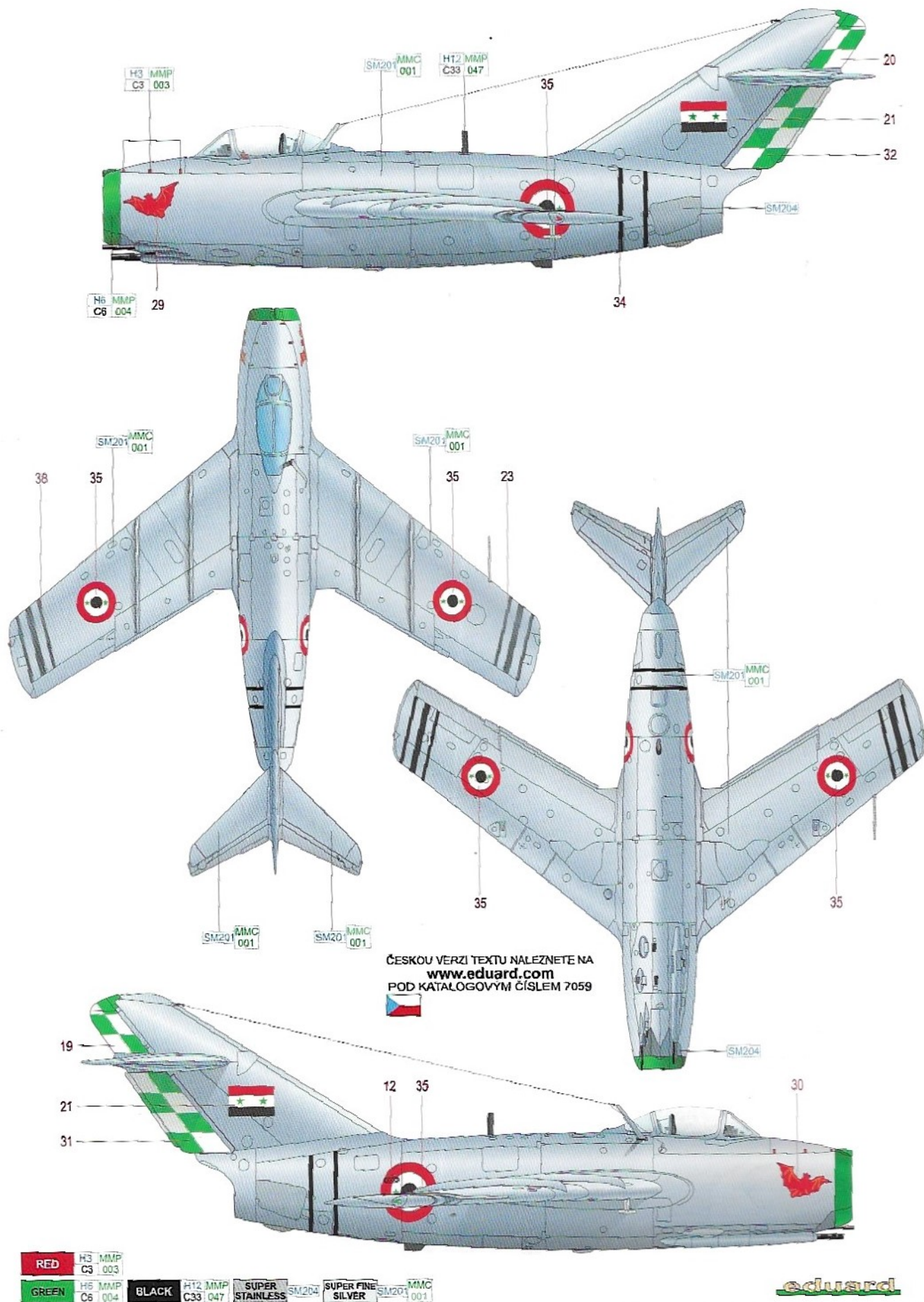


| | | | | | | | | | | | |
|-------|--------------------|--------------------|--------------------|-------|------|------|---------------------|--------------|-----------------|------|---------------------|
| STEEL | H18 MMM C28 002 | SUPER STAINLESS | SM204 | | | | | | | | |
| BLACK | H12 MMP C33 047 | BROWN | H47 MMP C41 012 | GREEN | C523 | SAND | H66 MMP C119 119 | BLUE GRAY | MMP C367 061 | GRAY | H305MMP C305 084 |

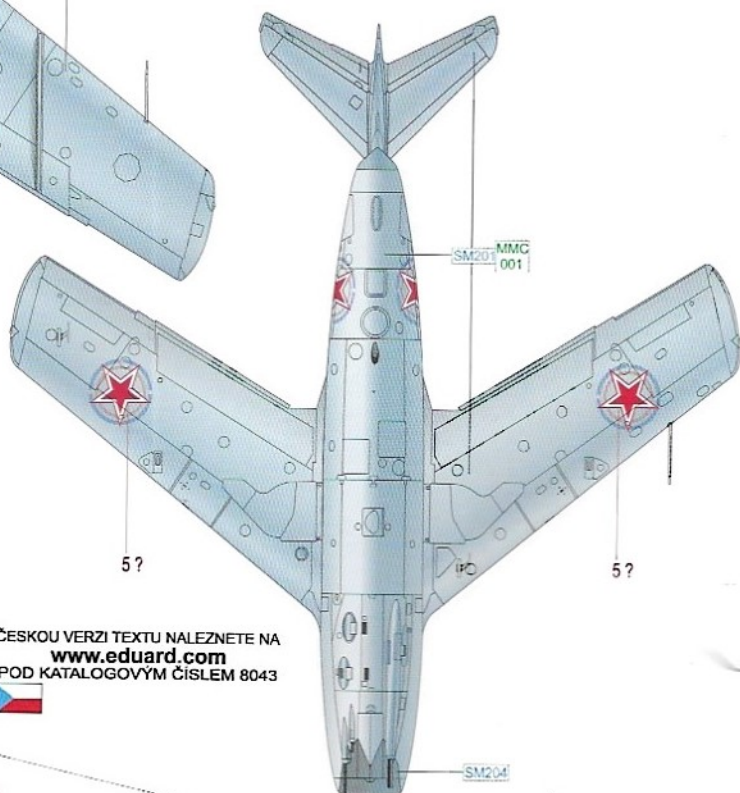
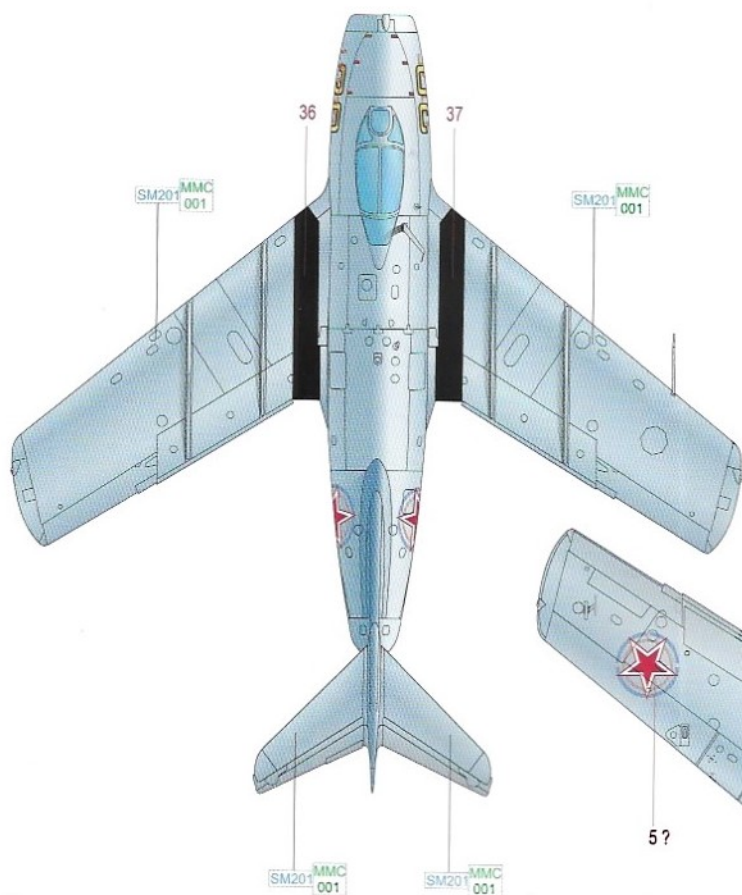
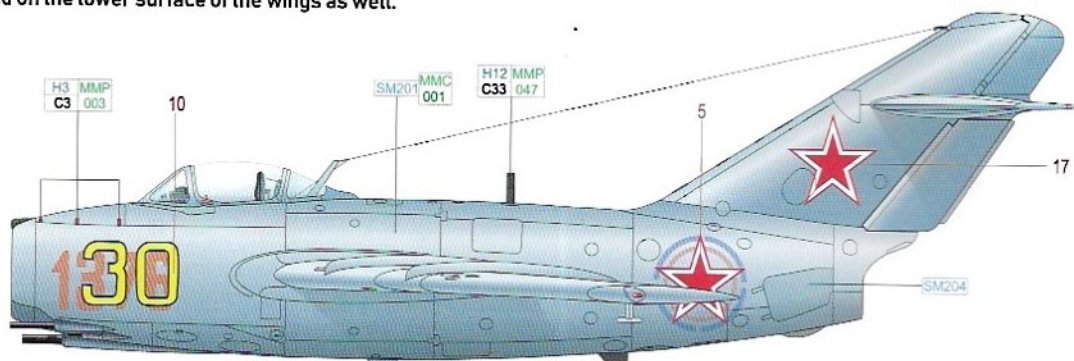
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D No. 20 Squadron, Egypt, Late 1950s / Early 1960s

Egypt purchased a total of 110 MiG-15bis aircraft from Czechoslovakia. This particular one served with No. 20 Squadron of the United Arab Republic Air Force. The United Arab republic was a federation of Egypt and Syria that lasted from 1958 to 1961. Egypt kept this name until 1971. No. 20 Squadron was based at Deversoir, Et Qabrit and Inshas air bases.



This aircraft took part in the Korean War – the communist attempt to occupy the entire Korean peninsula. At the time it was marked with red number 1976 on its fuselage. Back in the USSR, the number was simply overpainted with the yellow 30, as well as the fading North Korean insignia was freshly overpainted. As 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, only these circles (rather faded) were visible. The original star was simply overpainted with fresh outlined one. Based on photographic evidence, the insignia was applied on the fuselage only, but it is possible these were painted on the lower surface of the wings as well.



ČESKOU VERZI TEXTU NALEZNETE NA
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RED H3 MMP C3 003

BLACK H12 MMP C33 047

SUPER STAINLESS SM204

SUPER FINE SILVER SM201 MMC 001

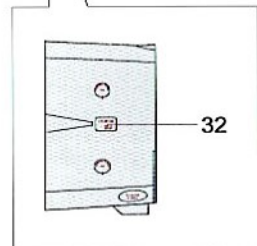
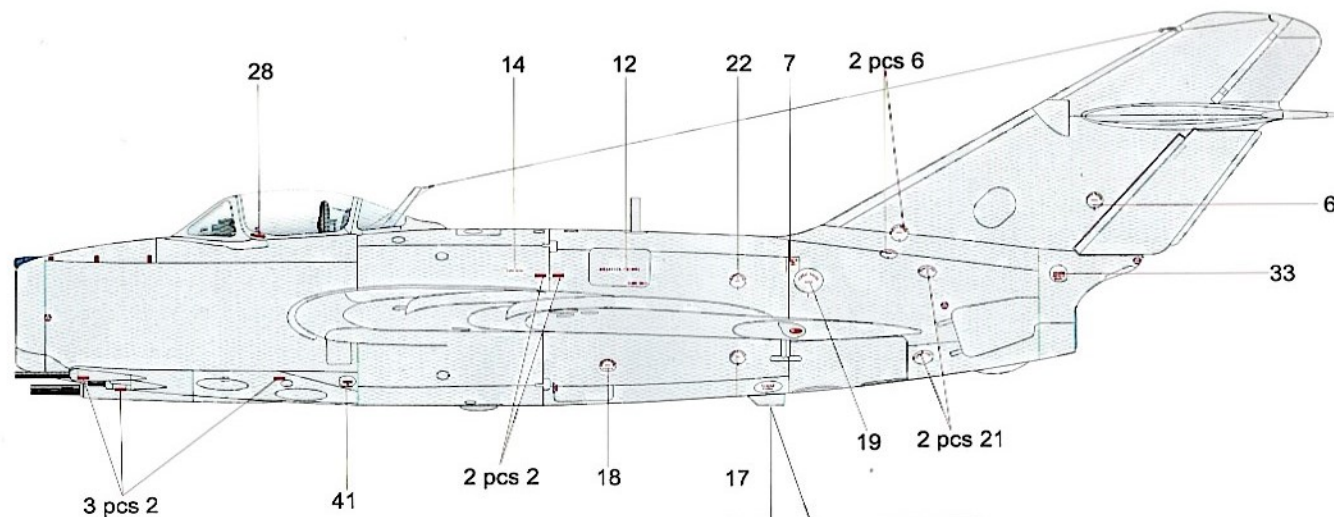
MARKING **B** ONLY

Leveling points

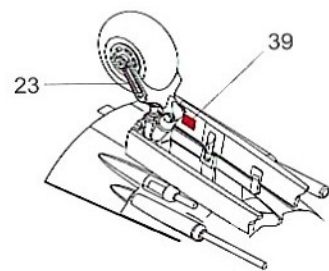
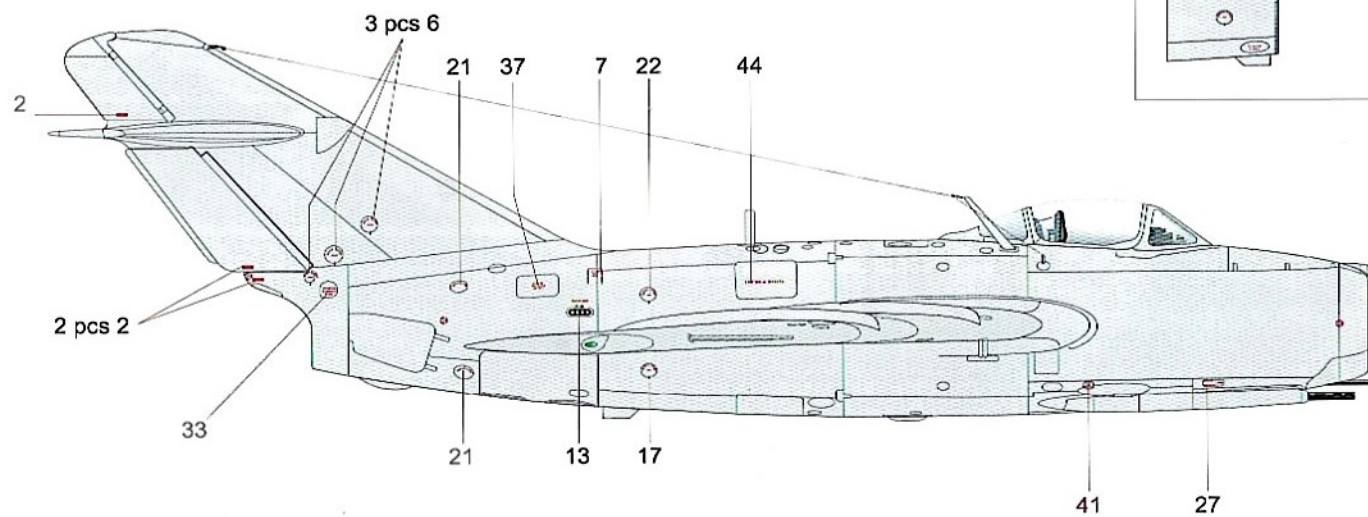
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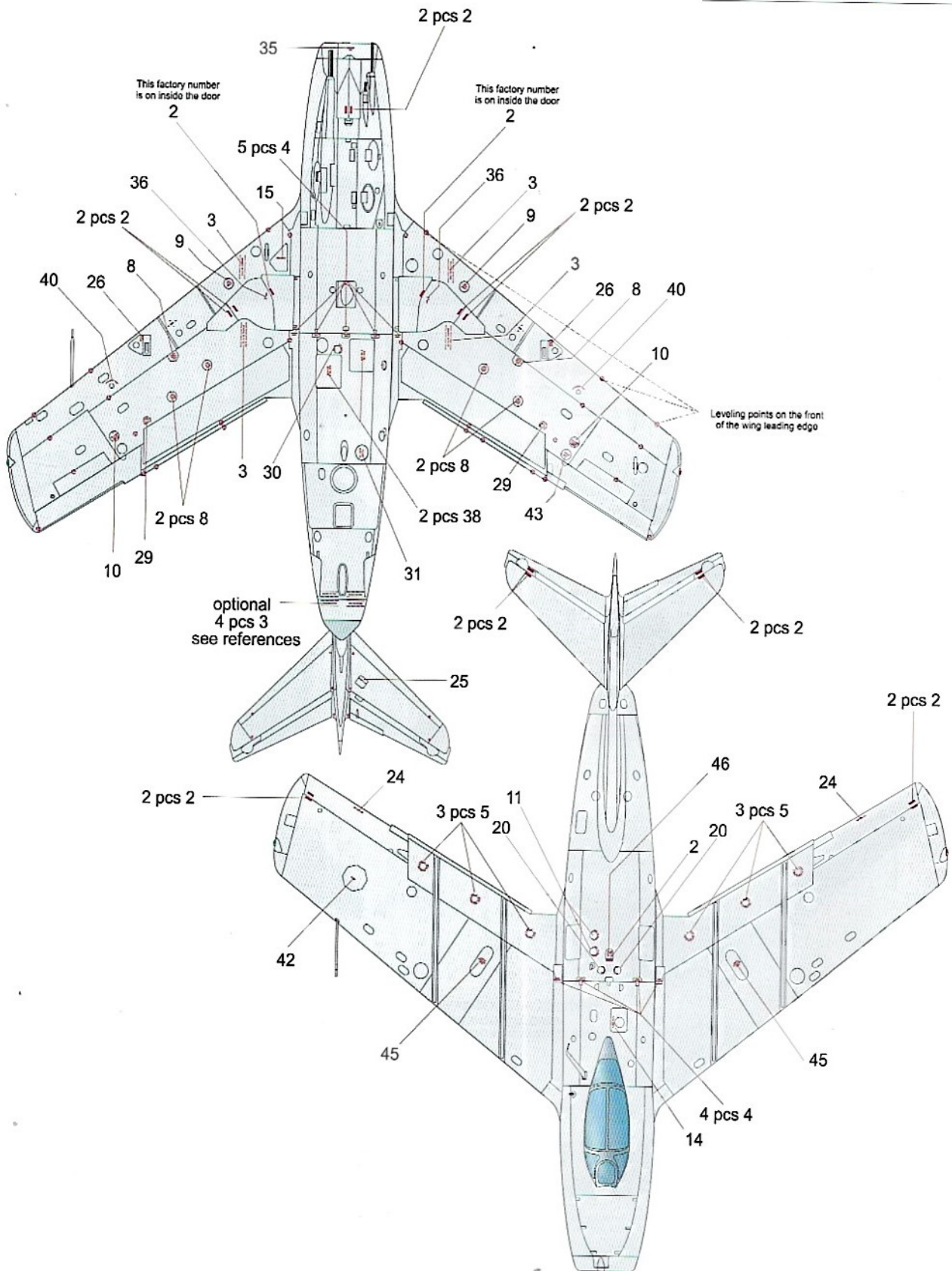
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MIG-15bis

STENCILING POSITIONS

MARKING **B** ONLY



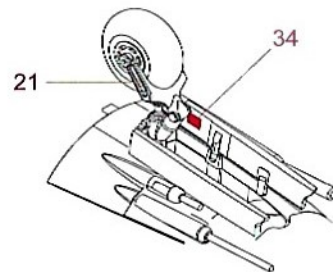
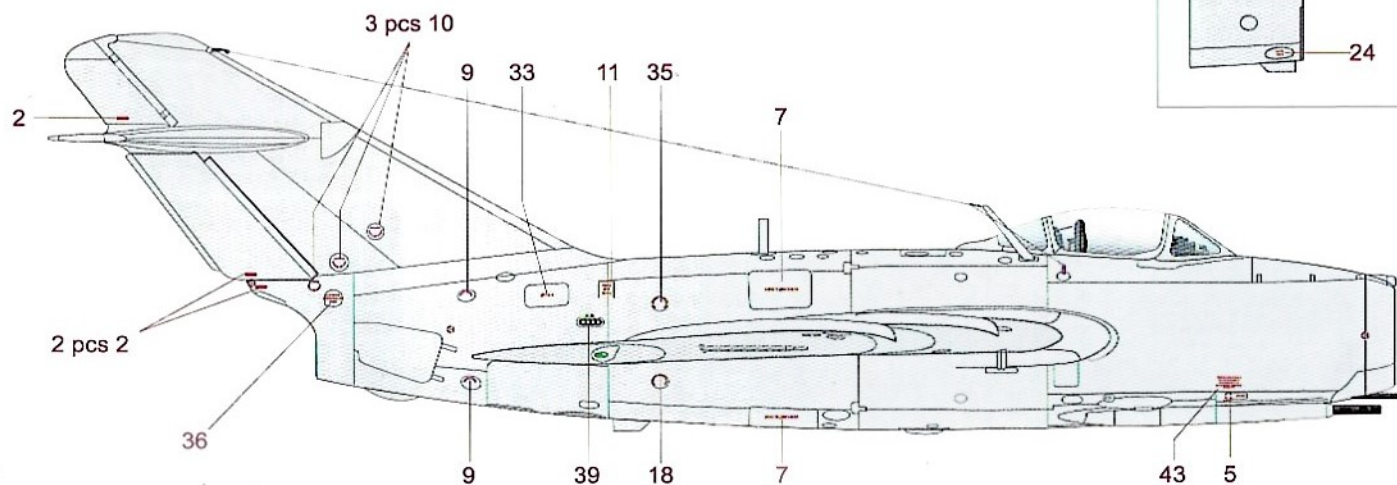
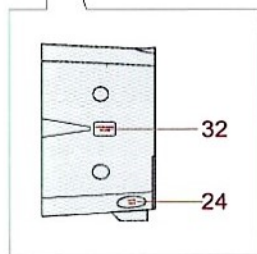
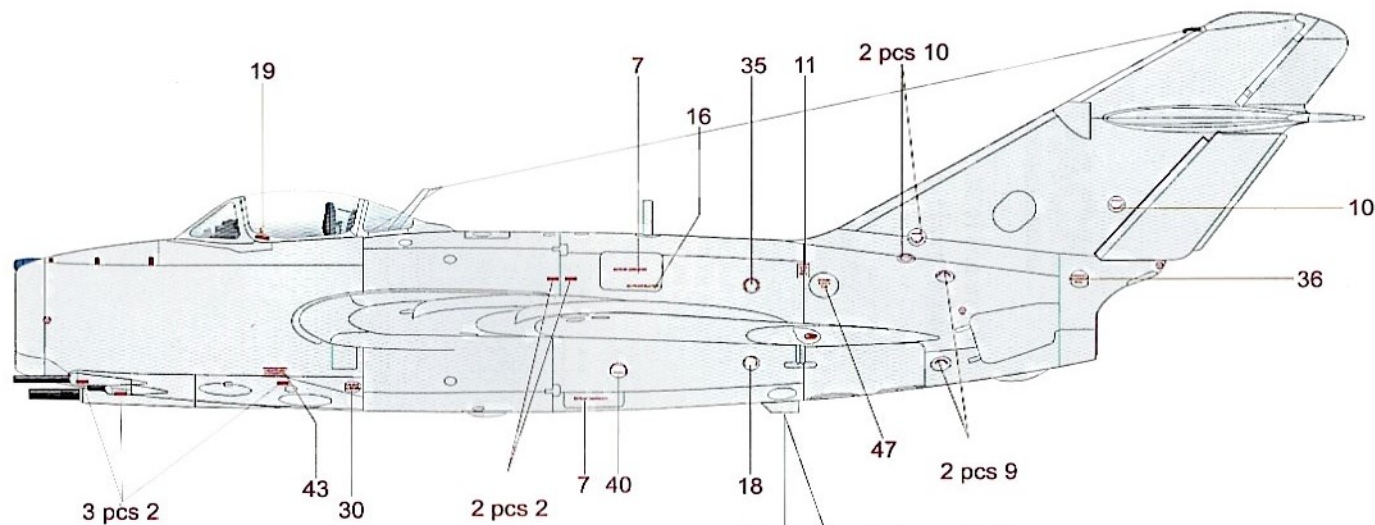
MARKING **E** ONLY

Leveling points

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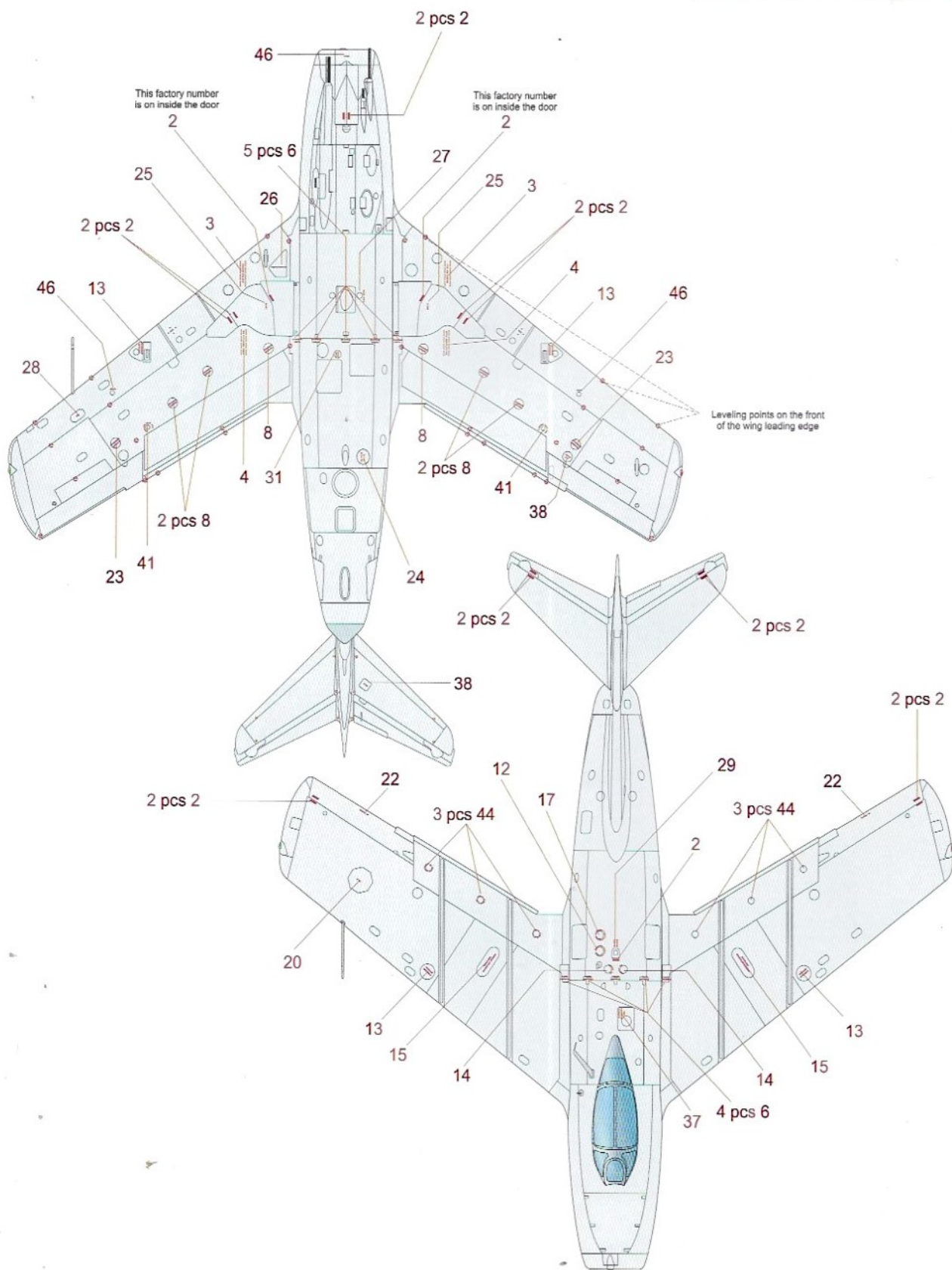
42 42



MiG-15bis

STENCILING POSITIONS

MARKING  ONLY



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MiG-15bis

scale **1/72**