

# MiG-15bis

eduard

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 7059

**MiG-15 was one of the most successful designs in the world, and many experts, including Western ones, agree that at the time it was a world-class fighter thanks to its flying characteristics, heavy armament and affordability.**

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. The Soviet Union was desperately seeking for such a fighter, as their first-generation jets were only a "toe in the water" of the new technology. But without suitable engine it was rather no-go task.

#### Engine as a centerpoint

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

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

#### The way to the conqueror

The official specification for the second-generation jet fighter, which was to become the standard VVS fighter, was issued on March 11, 1947. According to this specification, a 1050 km/h speed at 5000 m and endurance of at least one hour were required. The new design was supposed for daylight service on normal conditions with limited ability to operate under bad weather conditions. More to it, the ease of production and maintenance was required together with flying characteristics suitable for average pilots. The required speed was to be achieved thanks to the swept wing. Its design relied heavily on previous German research.

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

The I-310 took off to the skies for the first time on the December 30, 1947, and during the competition tests it conducted 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 13 test flights during the trials. Performance was very promising, and the design offered 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 begin 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, which was intercepting of the enemy bombers. It consisted of one 37 mm cannon N-37 and two 23 mm cannons NS-23KM. Two 250kg bombs could be attached to two hardpoints, as well as external fuel tanks of 300 l volume.

#### All over the world

Production of the new jet was entrusted to the Kuybyshev plant No. 1. As there was extremely high demand for the new jet, it was gradually introduced into the production at nine plants in six versions between 1949 and 1951. Apart of basic MiG-15 and MiG-15bis 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 entered (NATO code name "Midget"). In Czechoslovakia, many of MiG-15 and MiG-15bis aircraft were modified to the fighter-bomber MiG-15SB and to the MiG-15bisSB with four underwing pylons.

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

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

#### 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. Braking flaps were redesigned and airframe was reinforced in accordance with the 1947 Soviet standards. Pilot could rely on the new ASP-3N type gunsight instead of the ASP-1N and on higher rate-of-fire cannons NR-23. External fuel tanks were enlarged (now 400 l) and their fitting changed. There were also numerous "invisible" changes to the systems and structures of the aircraft.

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 započetím 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  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE

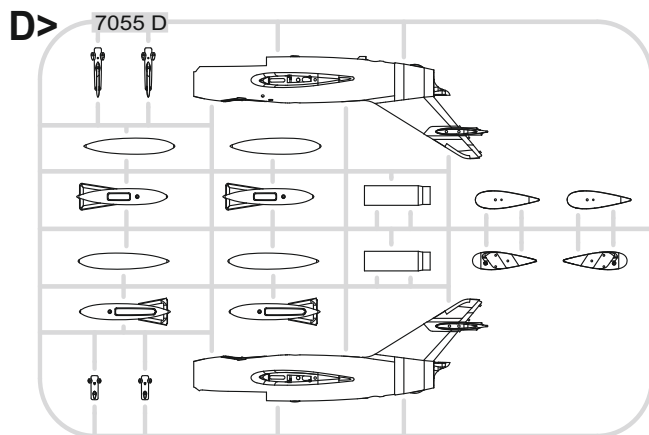
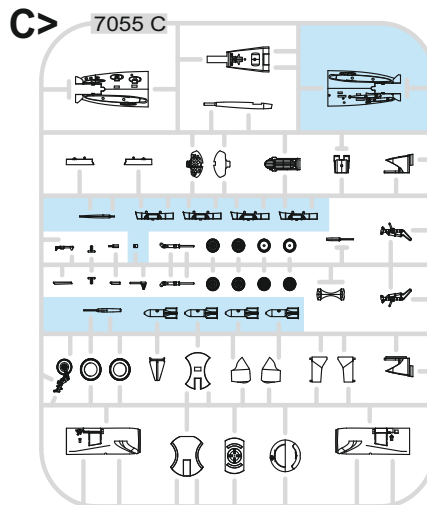
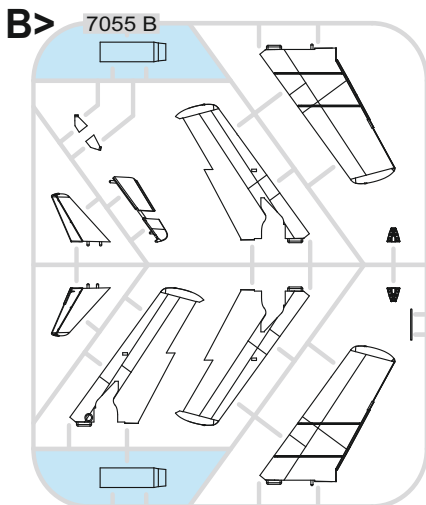
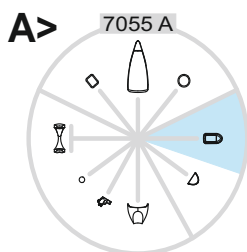


PIÈCES

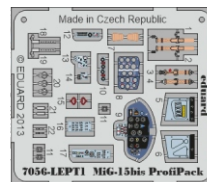
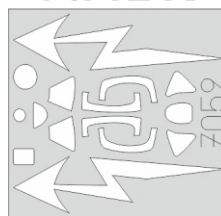


部品

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



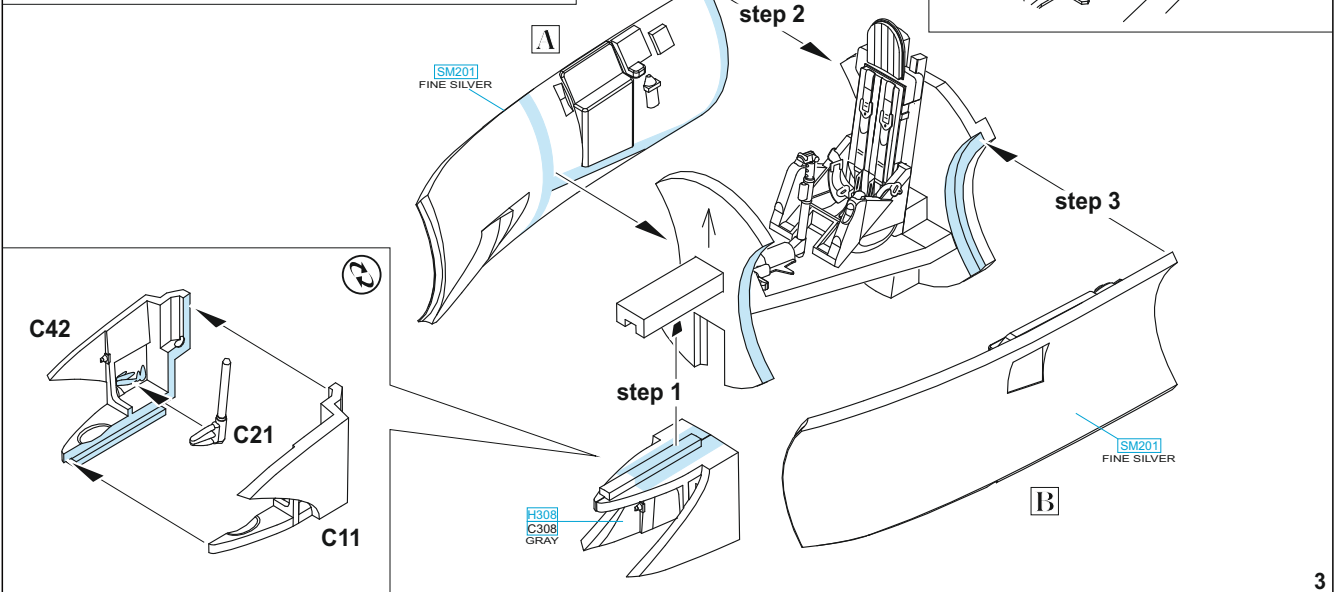
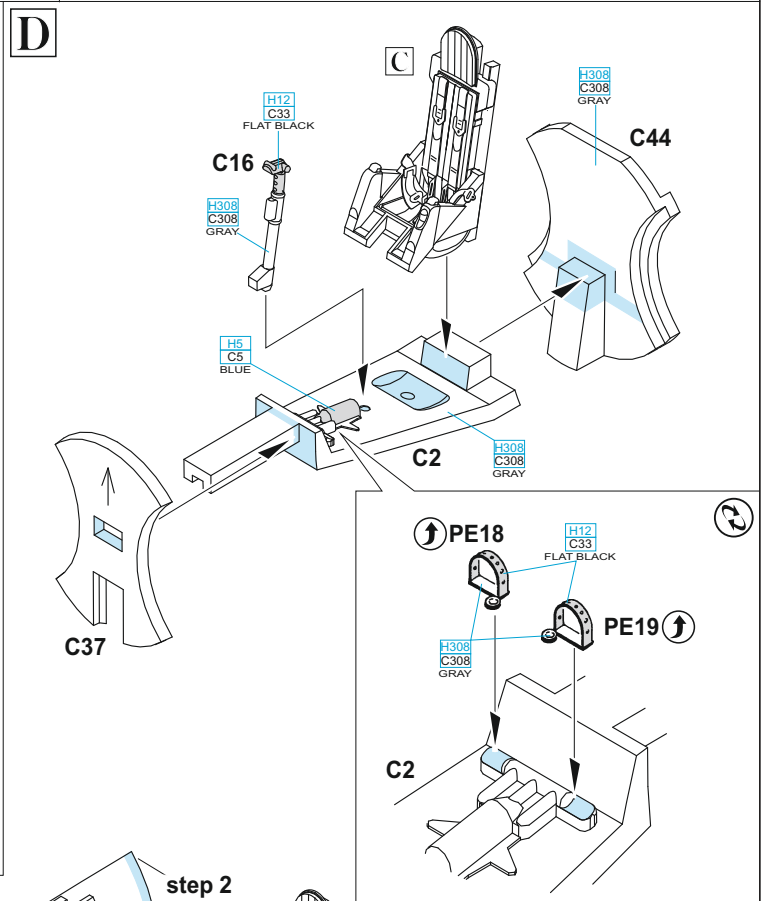
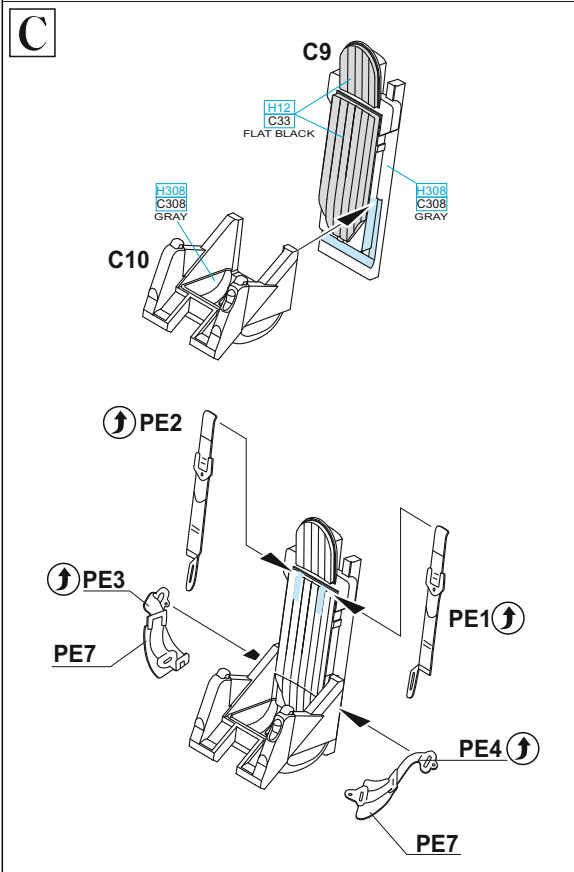
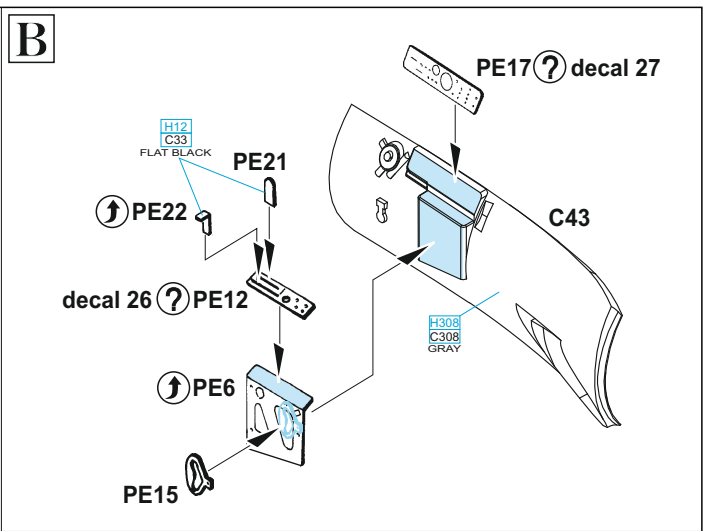
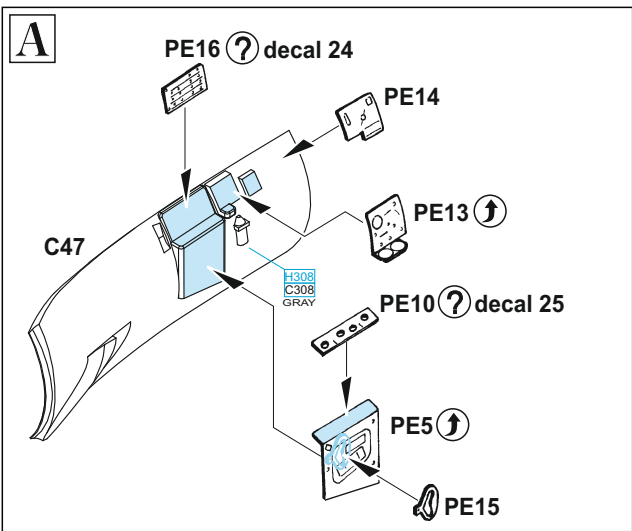
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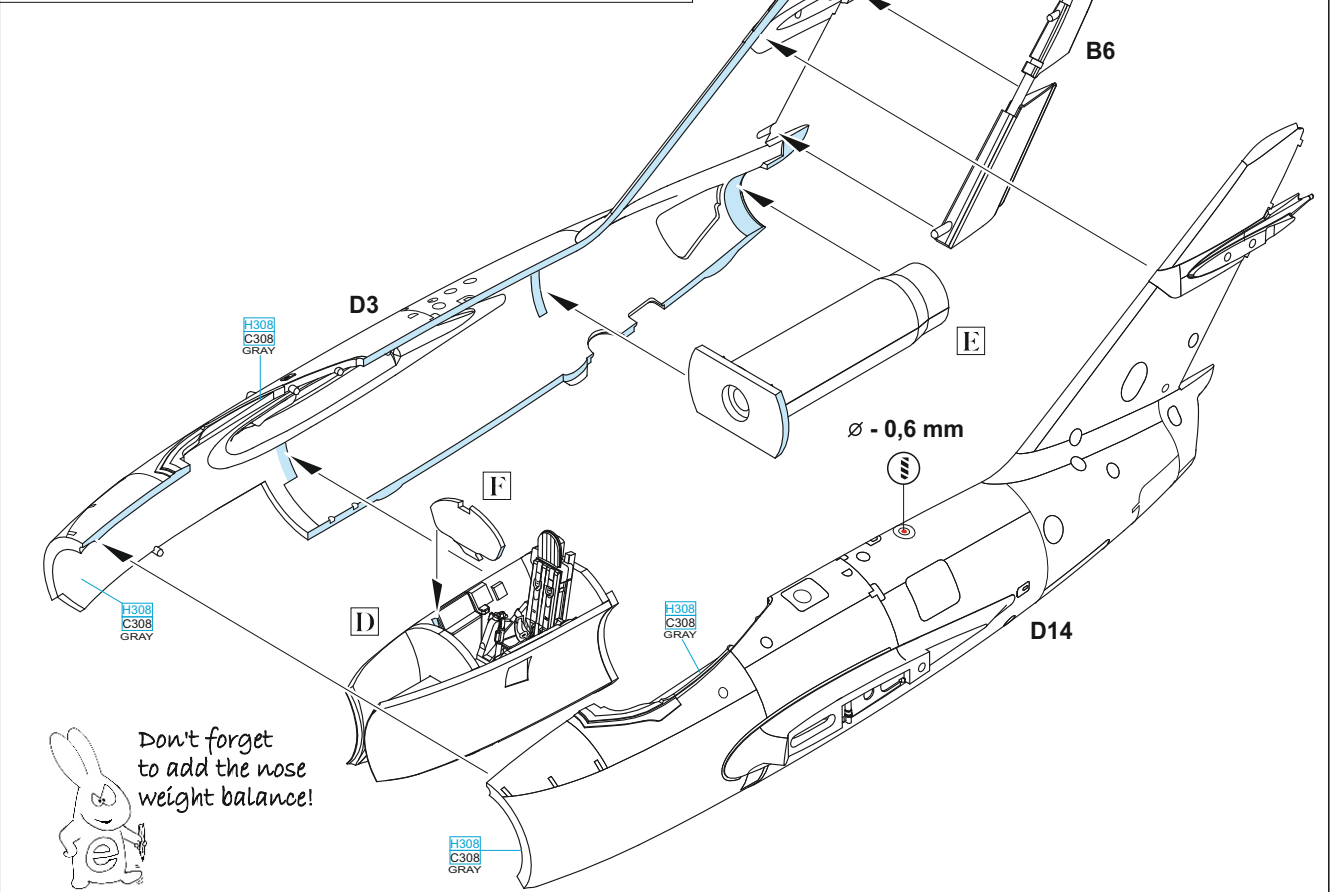
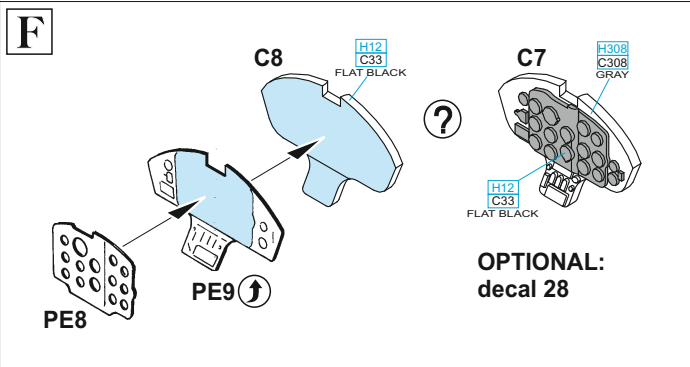
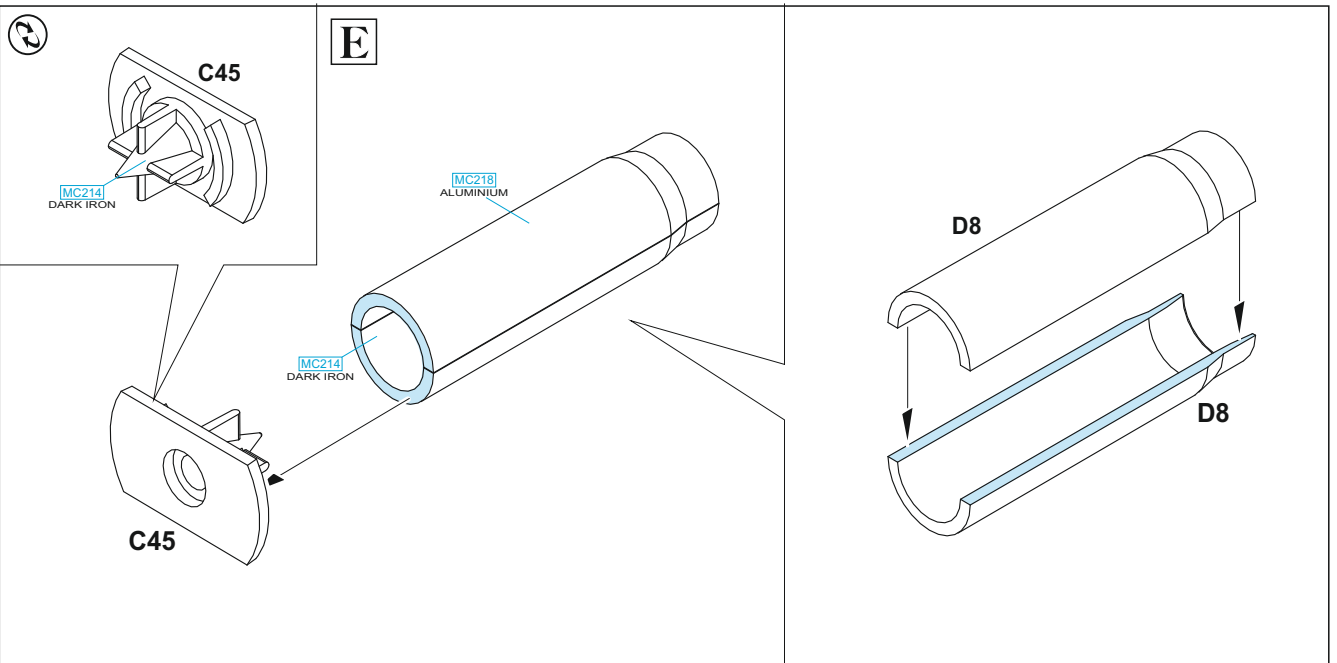


色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H5	C5	BLUE
H6	C6	GREEN
H12	C33	FLAT BLACK
H18	C28	STEEL
H25	C34	SKY BLUE
H26	C66	BRIGHT GREEN
H47	C41	RED BROWN
H66	C119	SANDY YELLOW
H67	C115	LIGHT BLUE
H77	C137	TIRE BLACK
H305	C305	GRAY

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H308	C308	GRAY
H340	C340	FIELD GREEN
	C367	BLUE GRAY
	C523	GRASS COLOR
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM204	SUPER STAINLESS
	SM206	CHROME SILVER

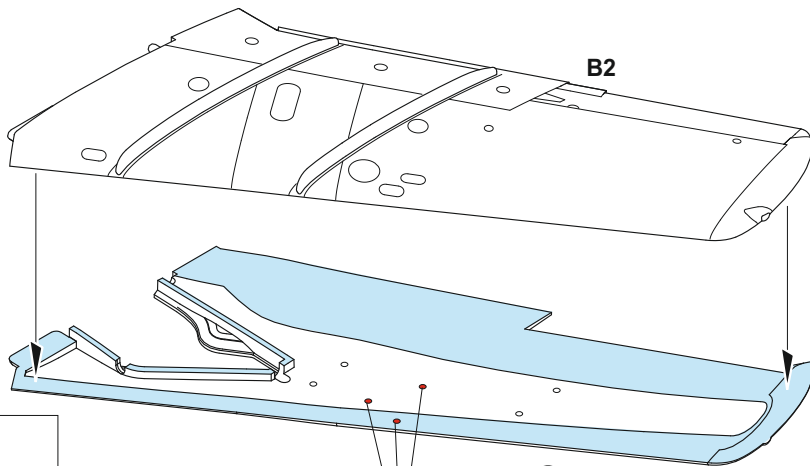




Don't forget  
to add the nose  
weight balance!

**G**

10,5 mm



B10 ? B11

⊘ - 0,8 mm

EXTERNAL FUEL TANK

B10 - MARKINGS **B;C;D;E**

B11 - MARKING **A**

B13

B14

⊘ - 0,8 mm

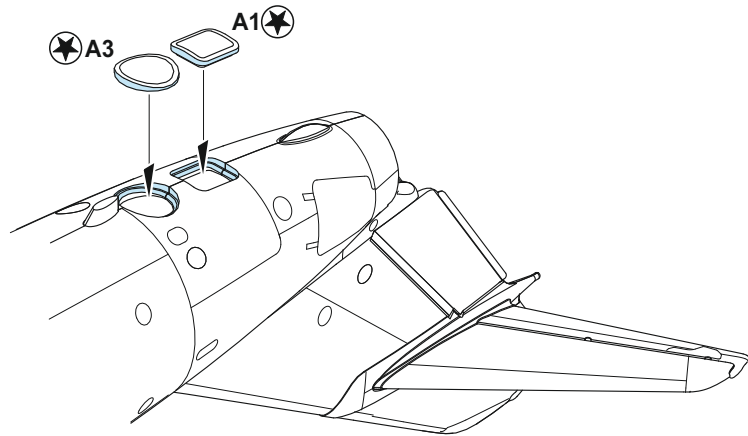
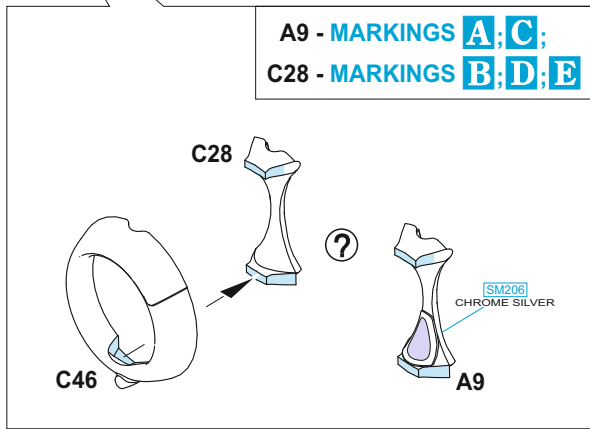
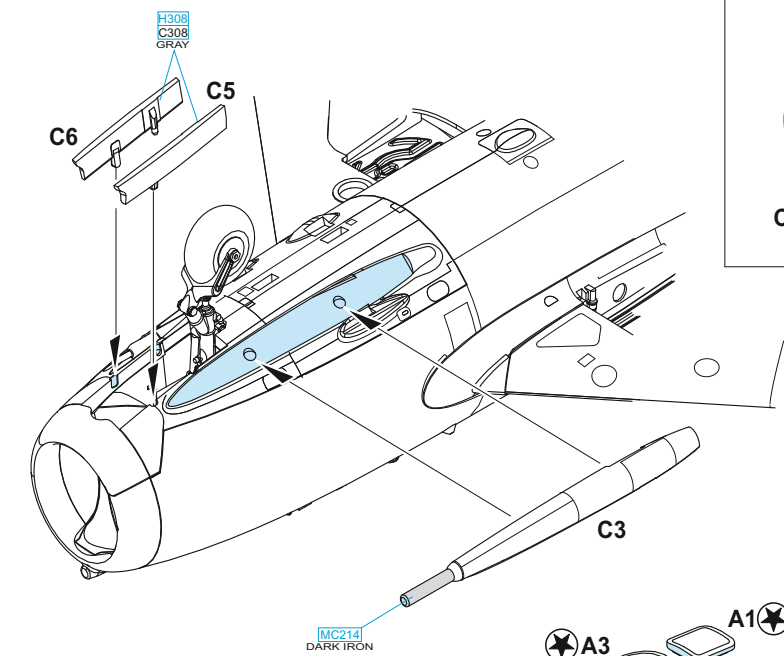
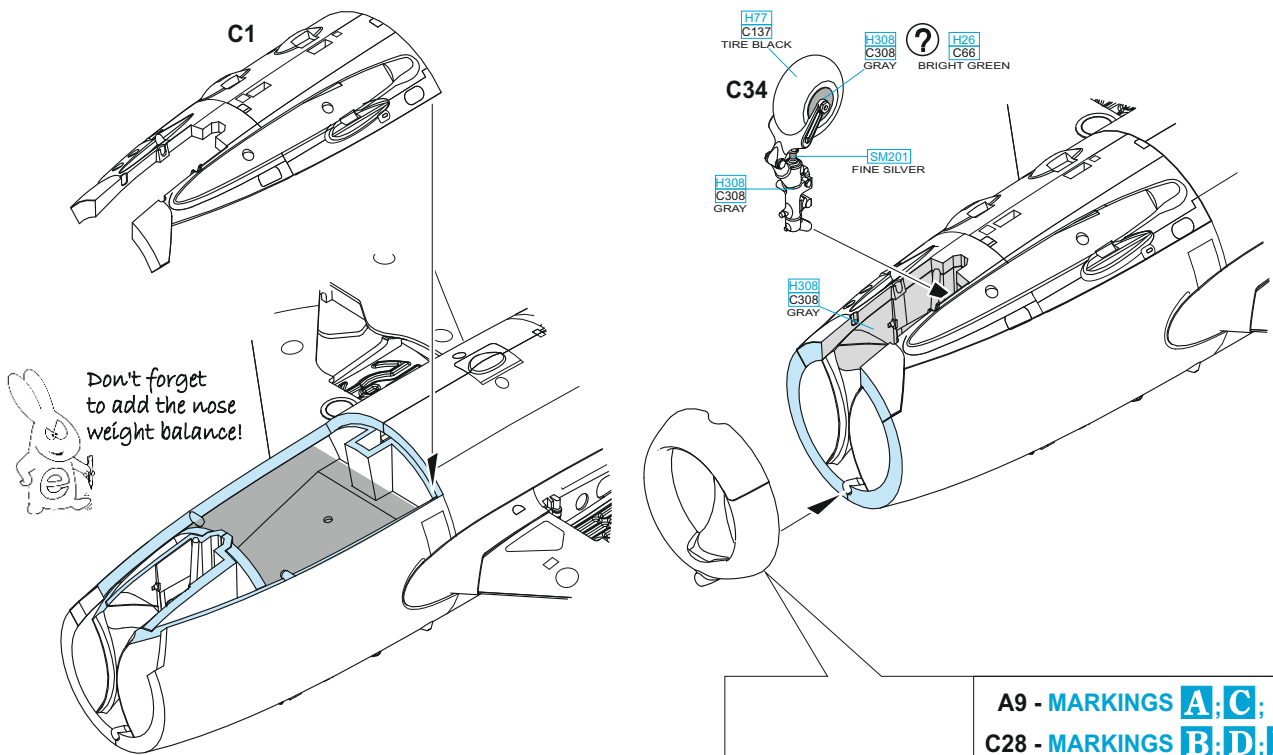
EXTERNAL FUEL TANK

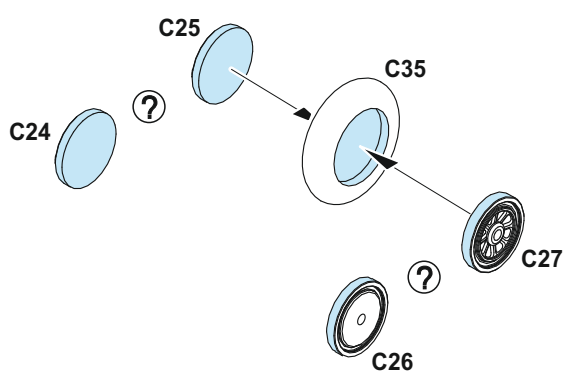
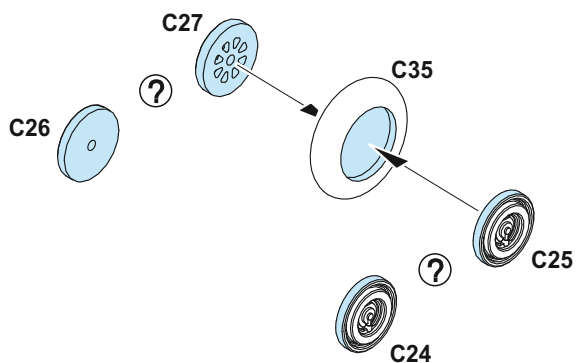
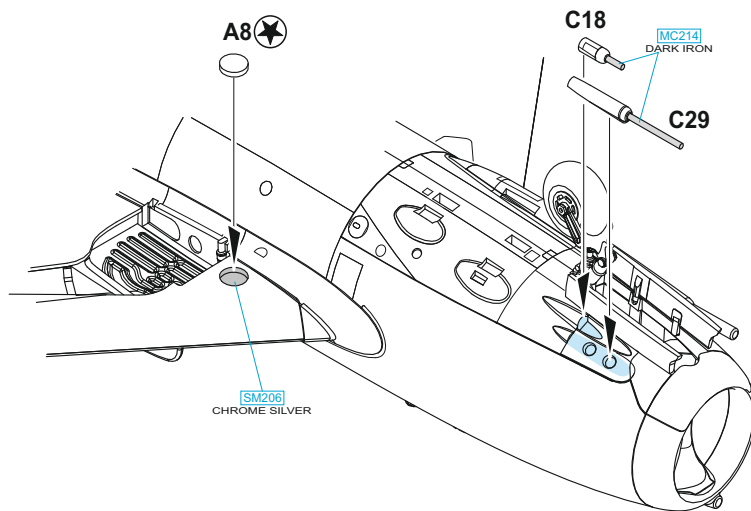
B7

B5

B9

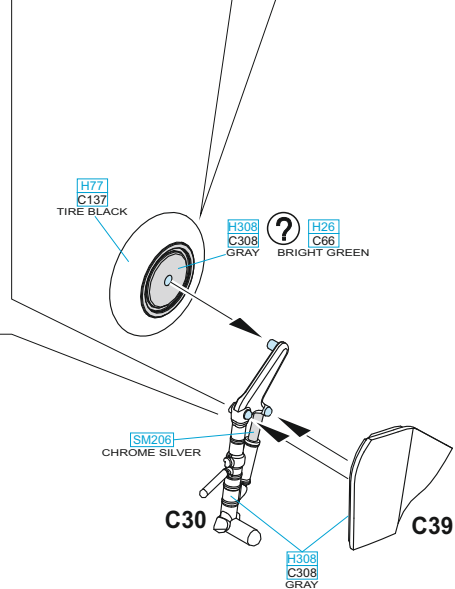
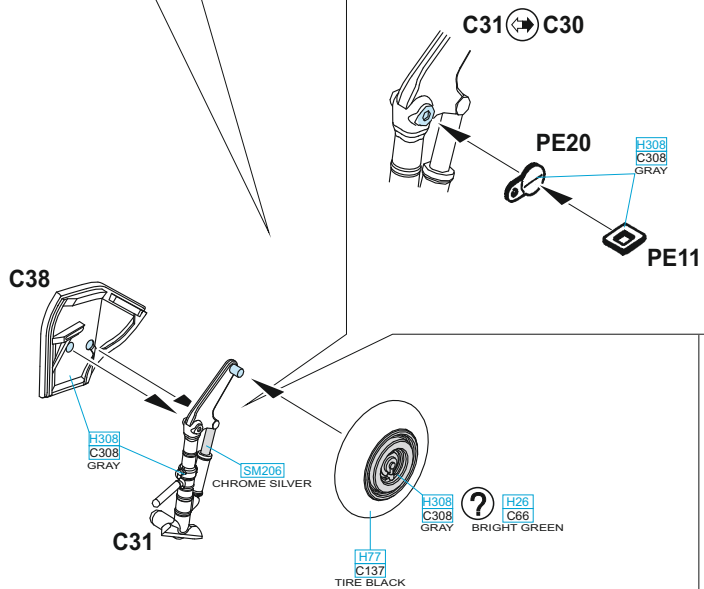
**G**

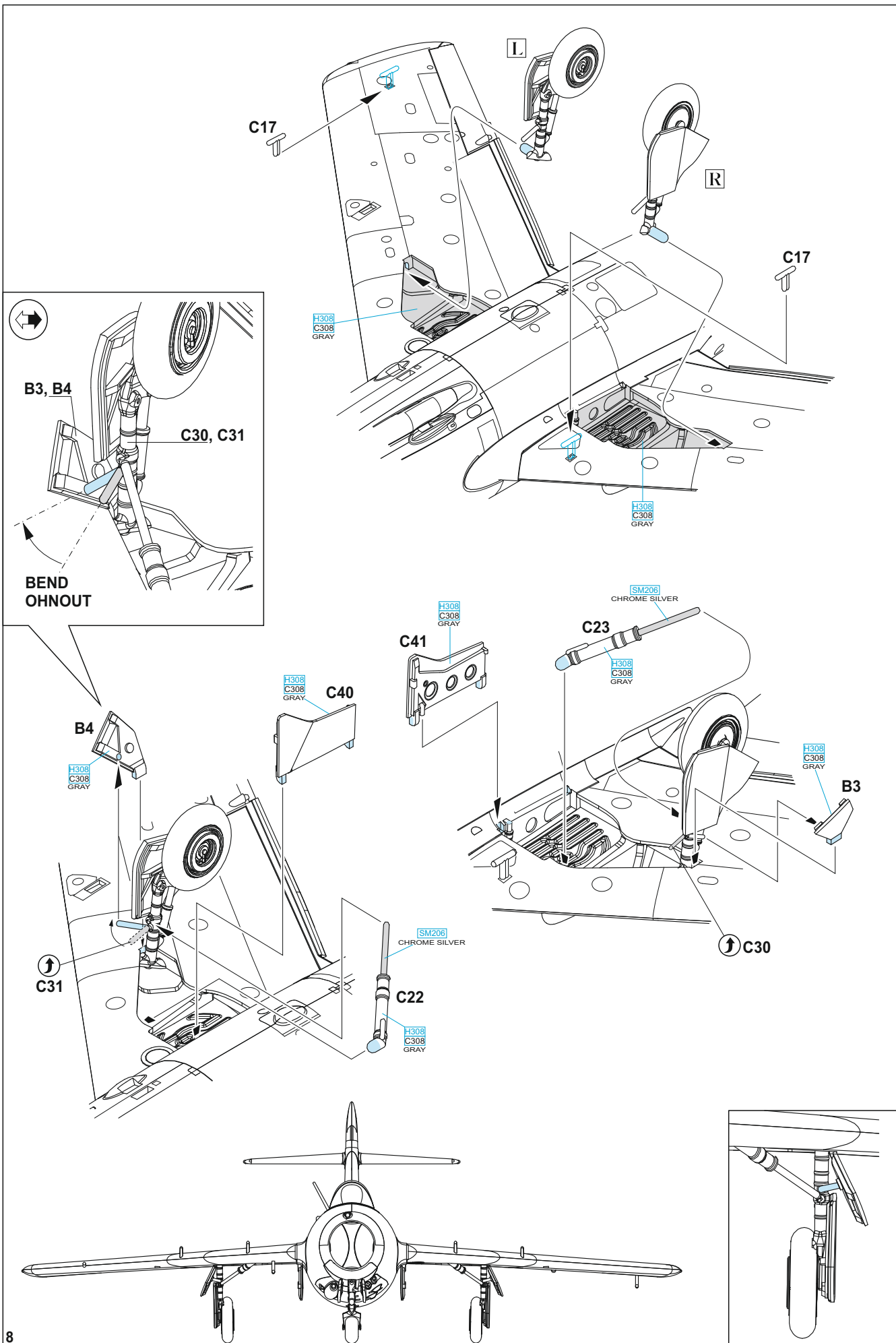




**L**

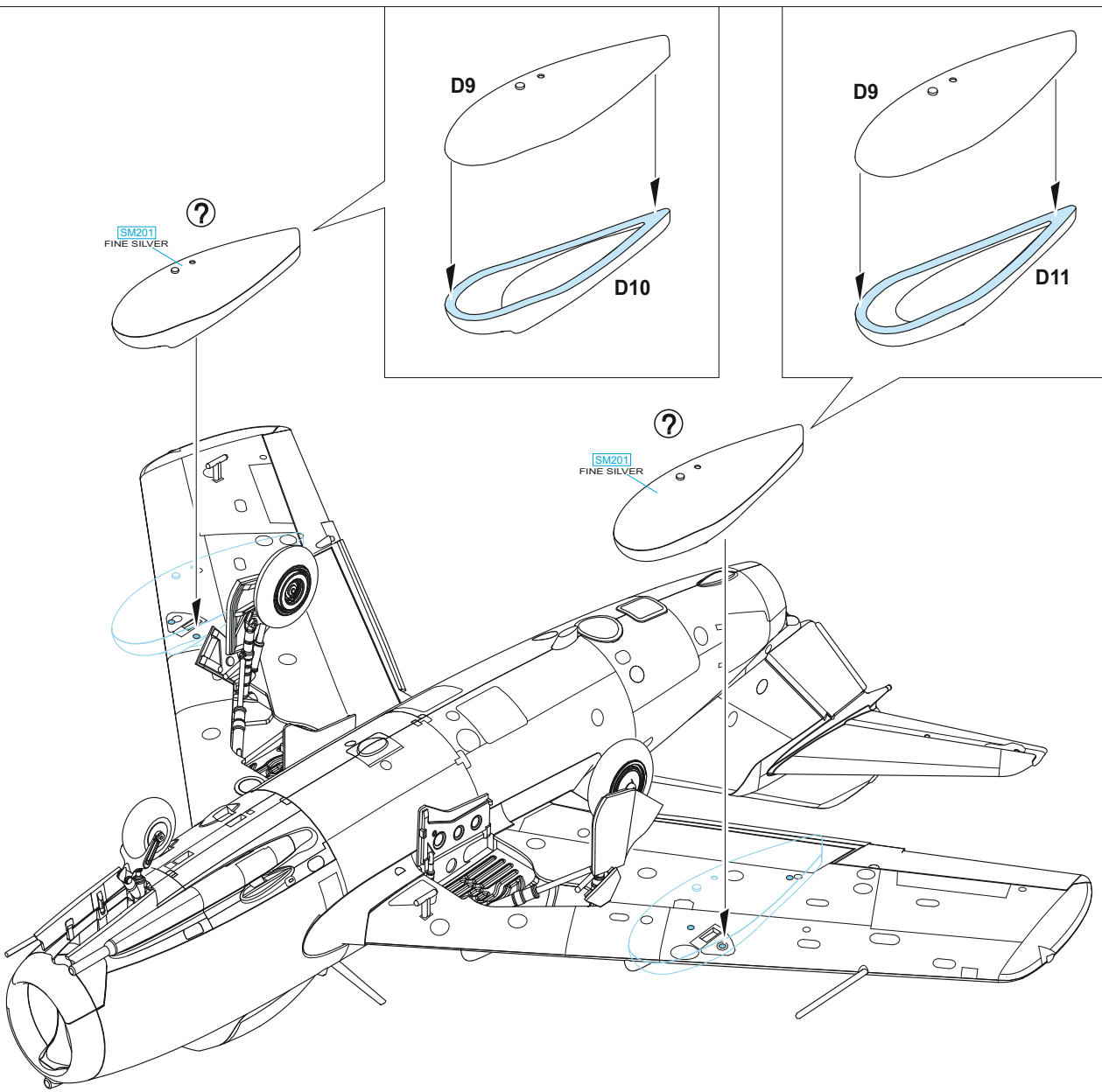
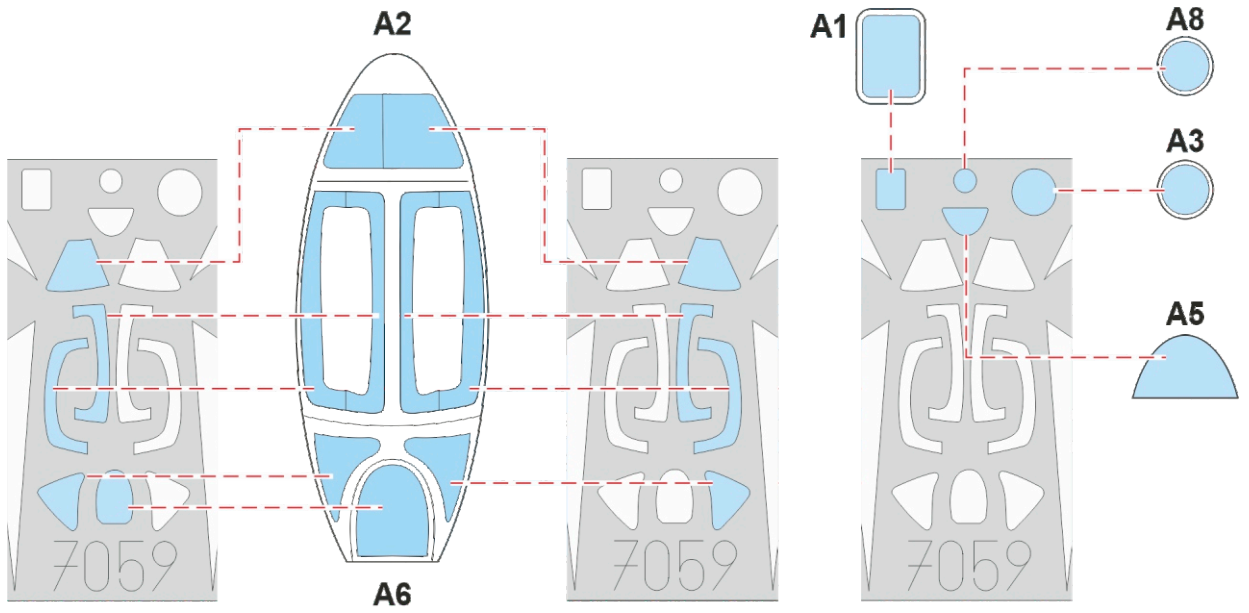
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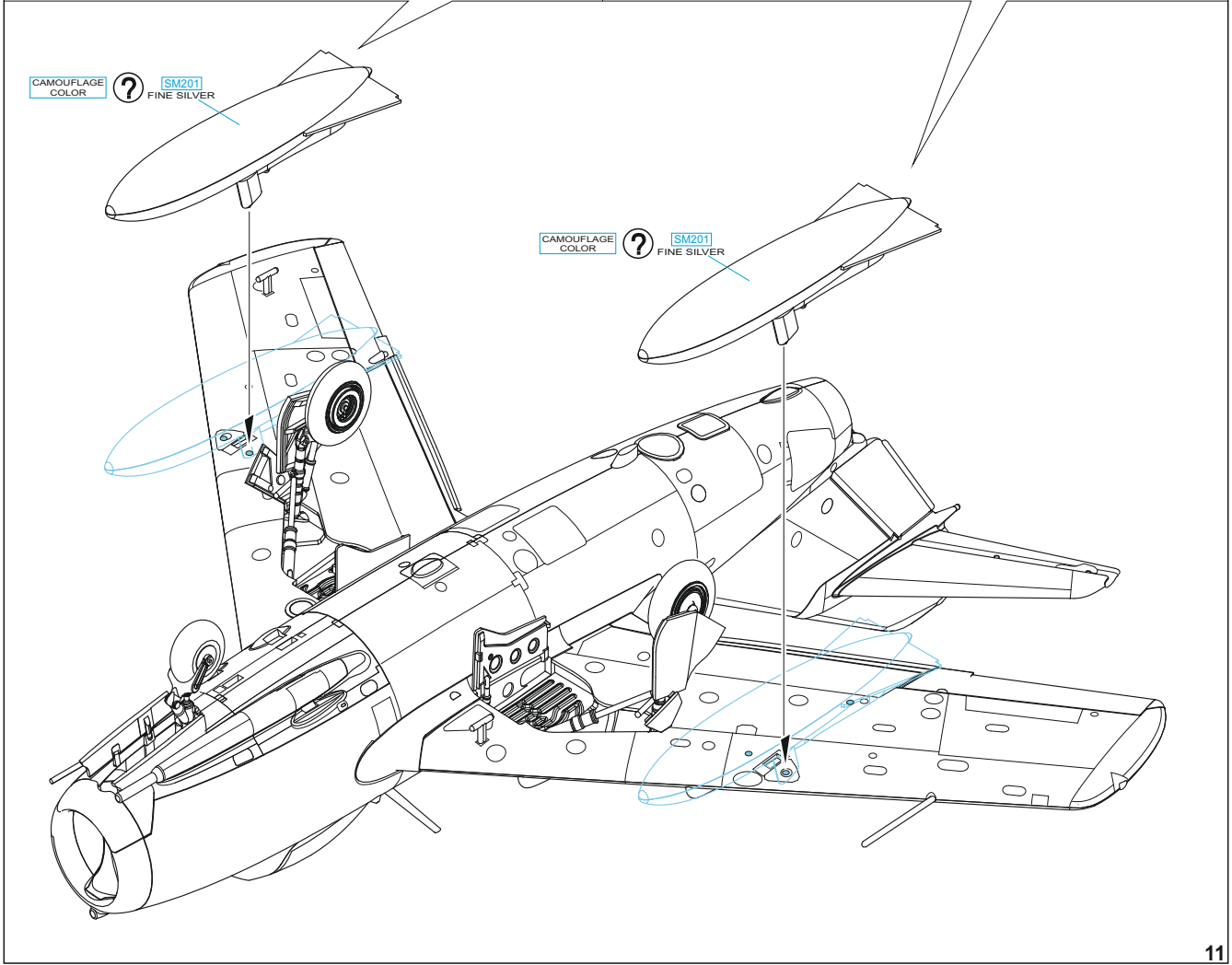
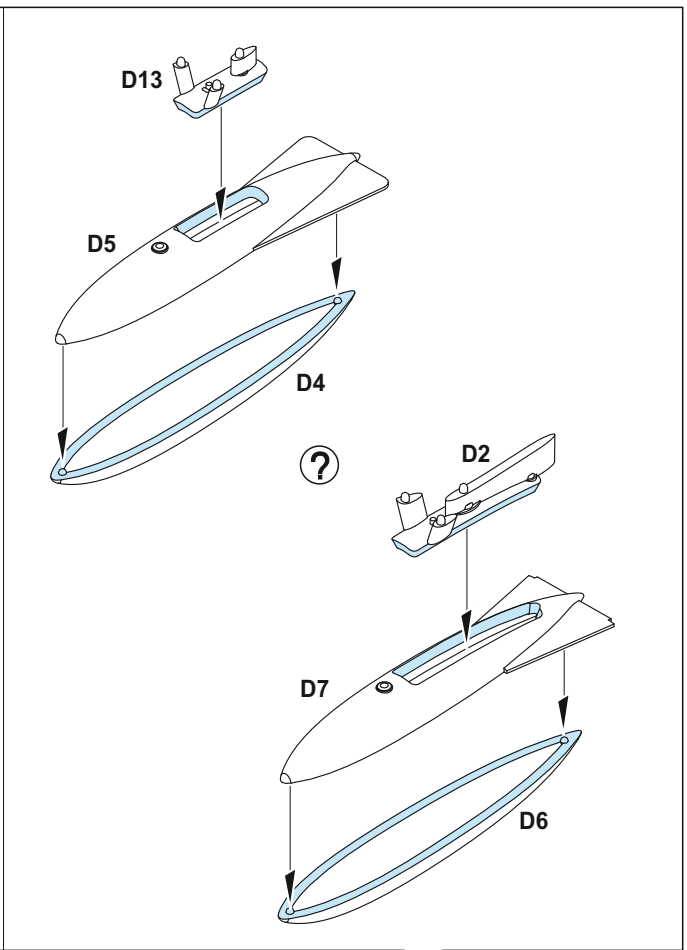
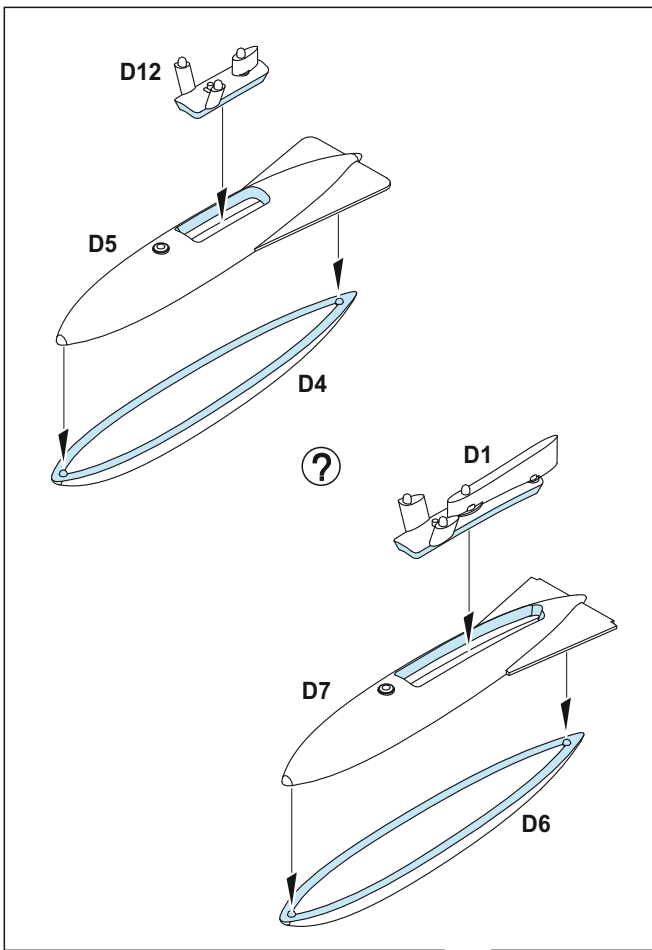






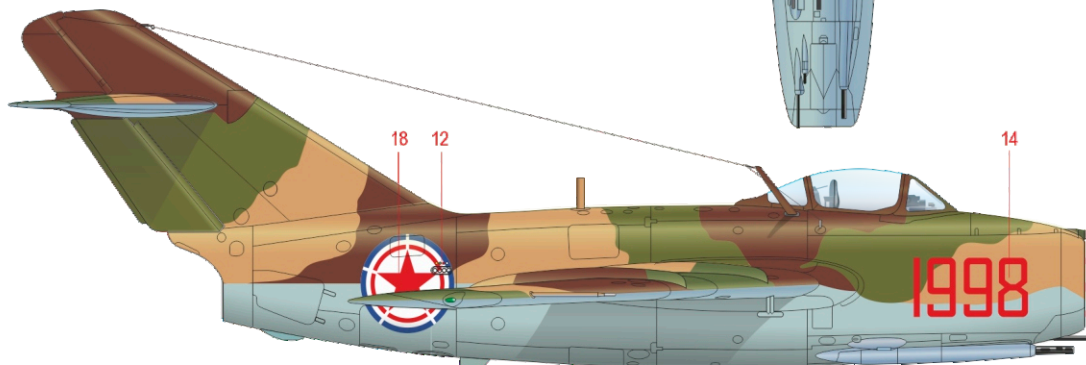
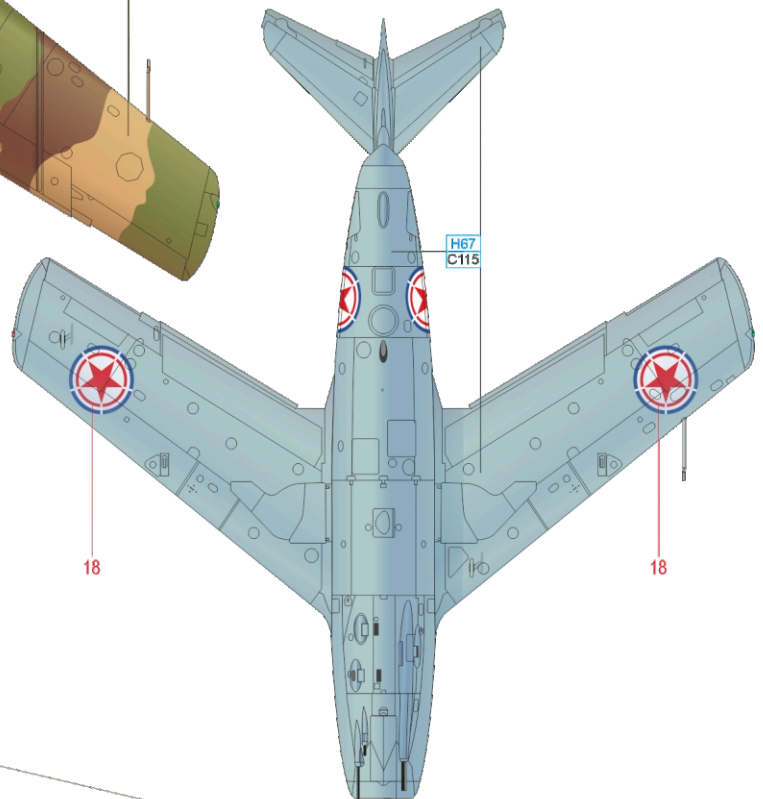
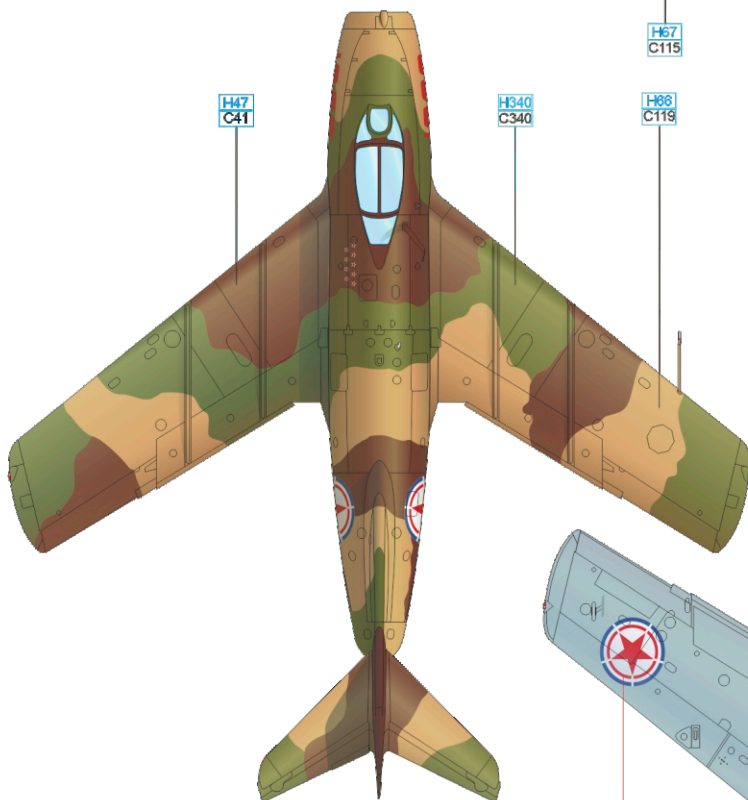
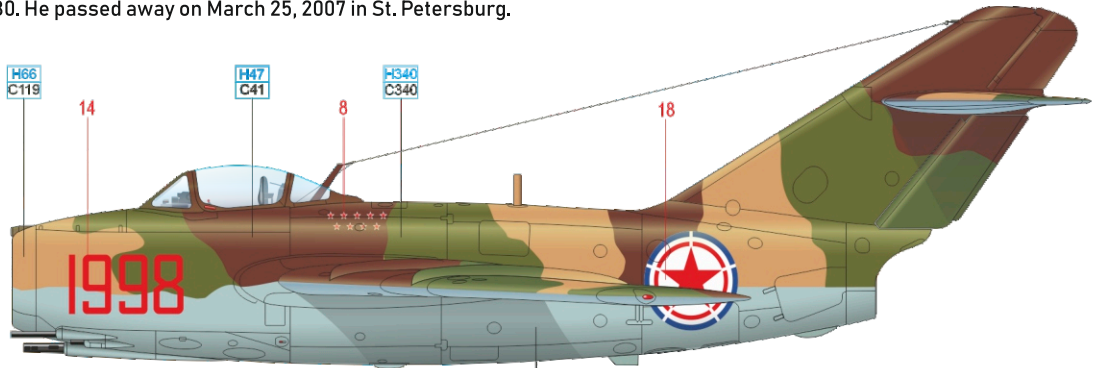






# A Maj. Mikhail Ivanovich Mikhin, 518 IAP, North Korea, May 1953

Mikhail Mikhin was born on October 25, 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 518 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.

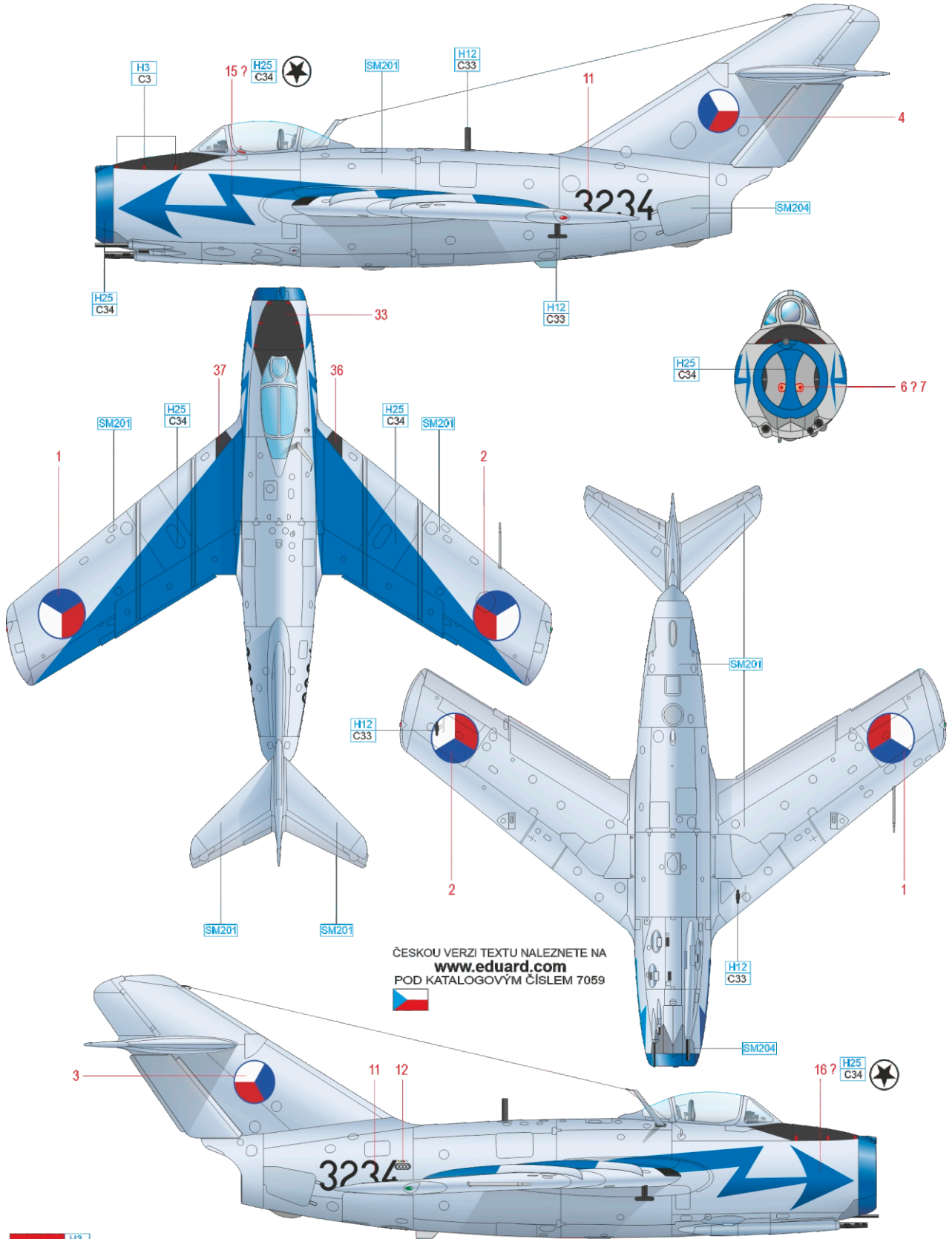


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# B c/n 613234, kpt. Oldřich Paldus, 15 Fighter Regiment, Czechoslovak Air Force, Cottbus Airfield, German Democratic Republic, August 1957

A group of three MiGs-15bis of 15 Fighter Regiment from Žatec Air Base took part in the 2<sup>nd</sup> 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 15 FR was disbanded, two pilots of its display team, Oldřich Paldus and Václav Polášek were transferred to 11 FR in 1958. Kpt. 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).

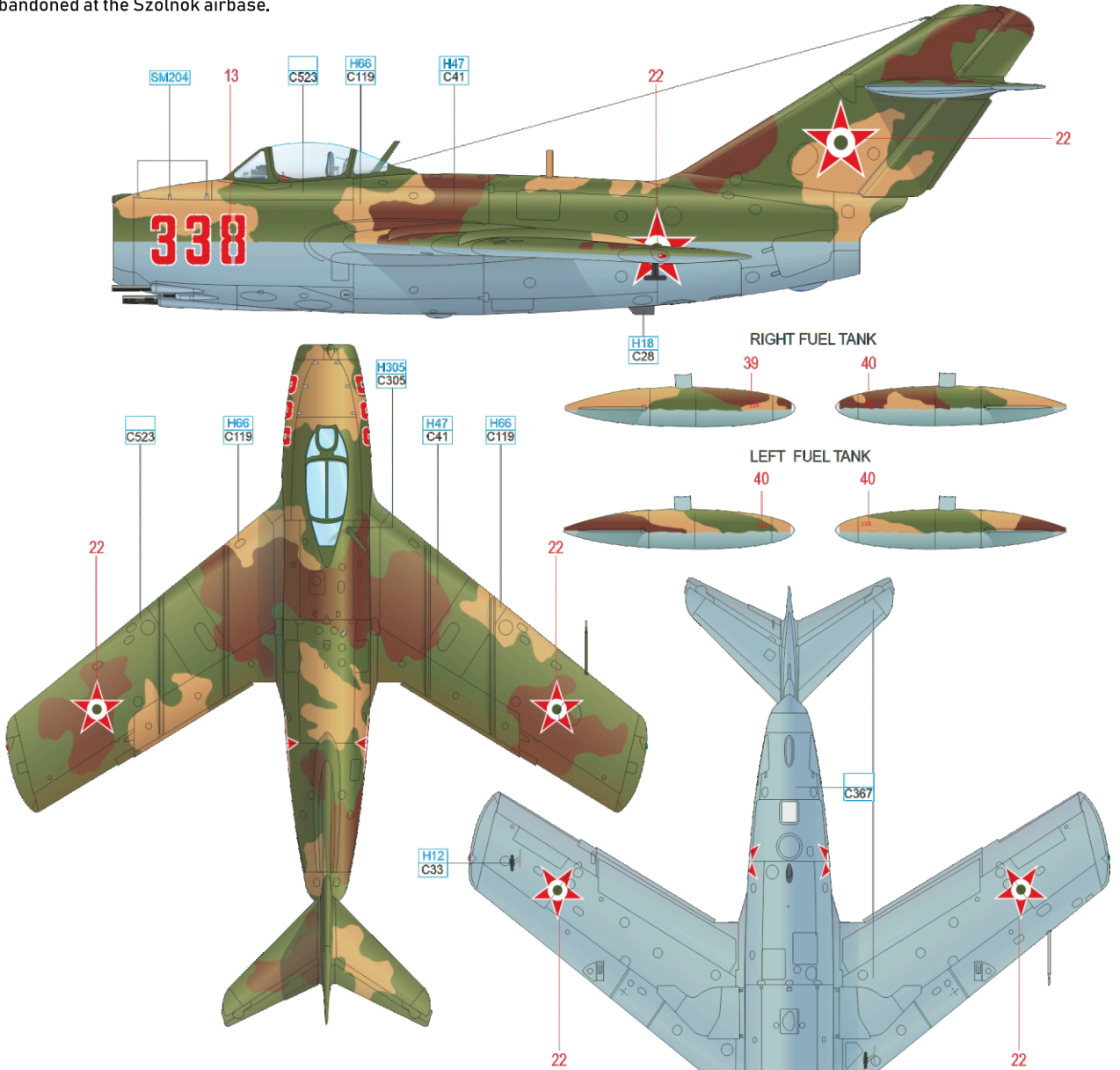


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RED	H3 C3	BLACK	H12 C33	SUPER STAINLESS	SM204	SUPER FINE SILVER	SM201
BLUE	H25 C34						

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**

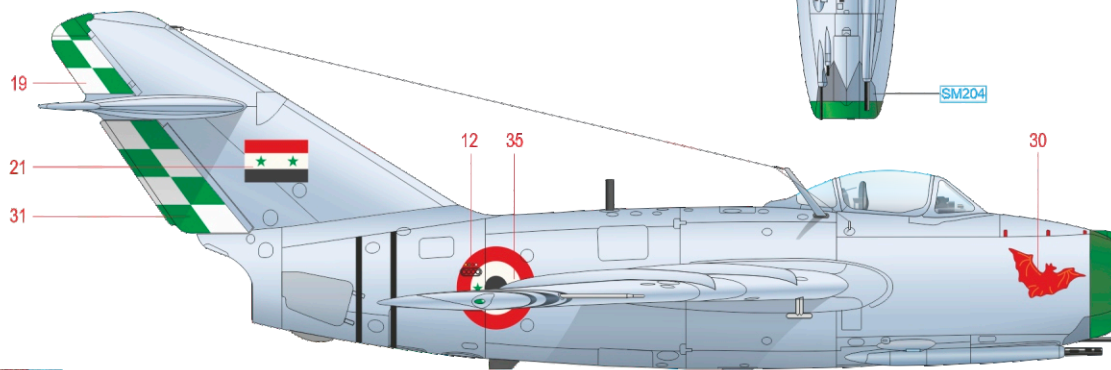
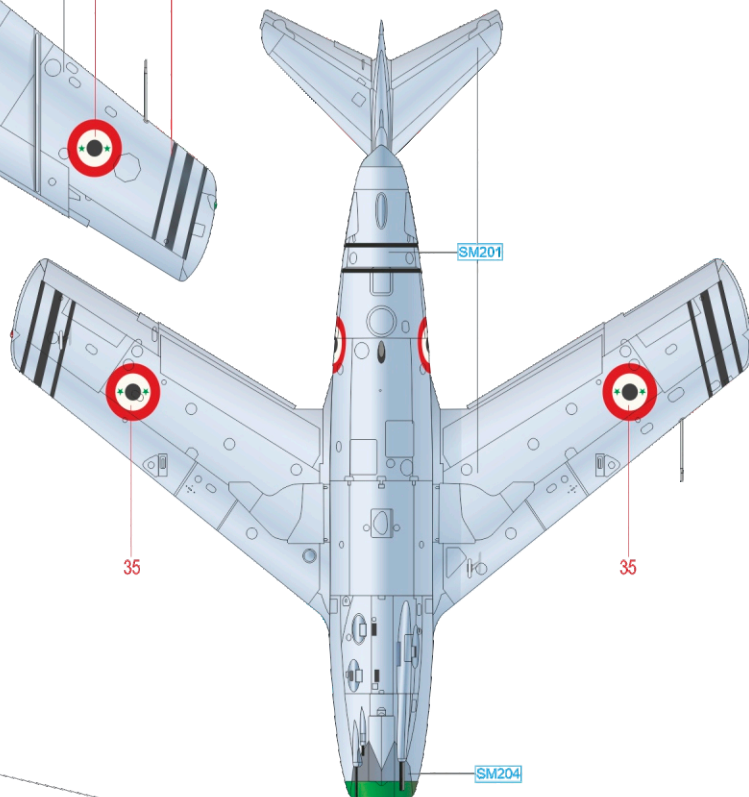
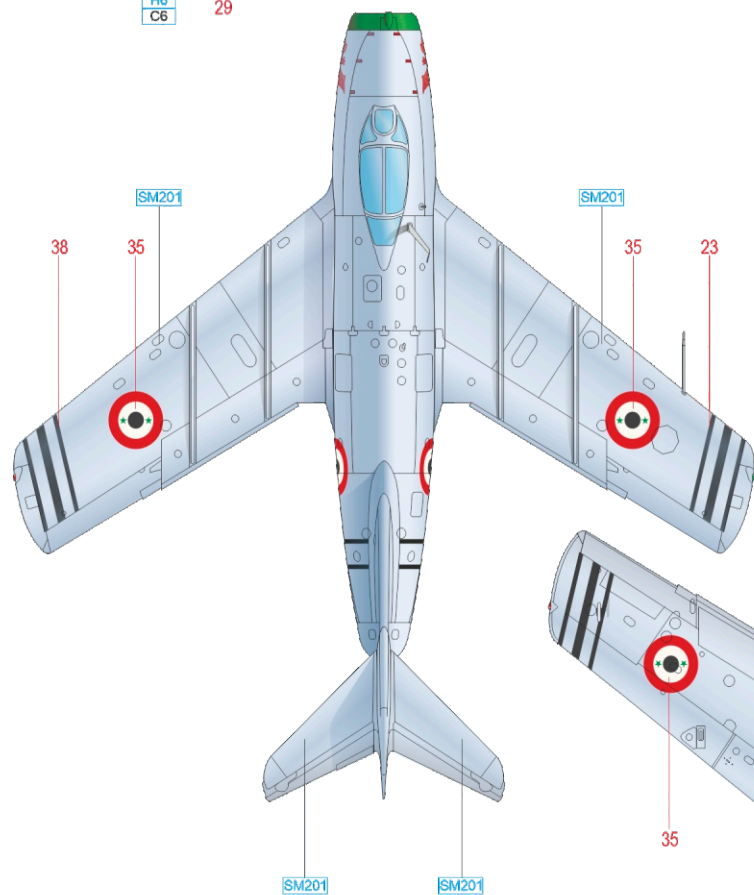
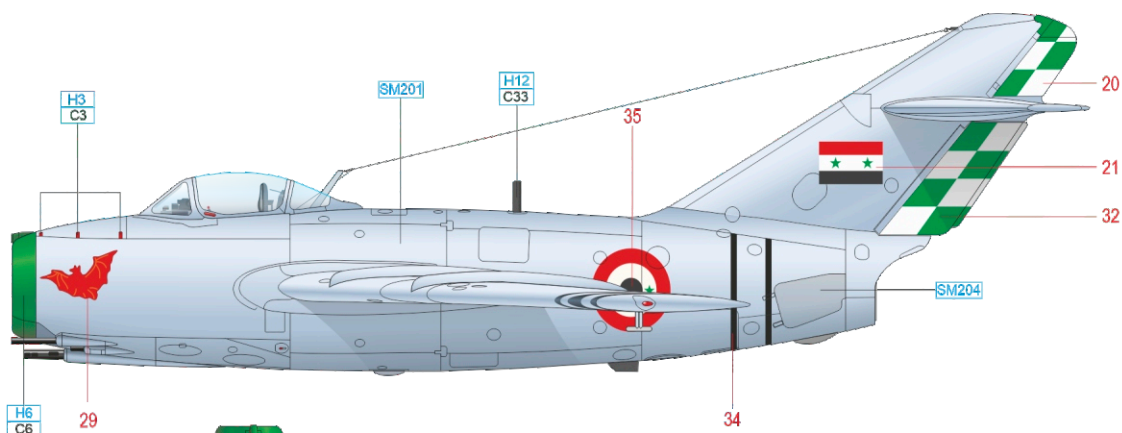
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STEEL	H18 C28	SUPER STAINLESS	SM204	BROWN	H47 C41	GREEN	C523	SAND	H66 C119	BLUE GRAY	C367	GRAY	H305 C305
BLACK	H12 C33												

# 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, El Gabrit and Inshas air bases.



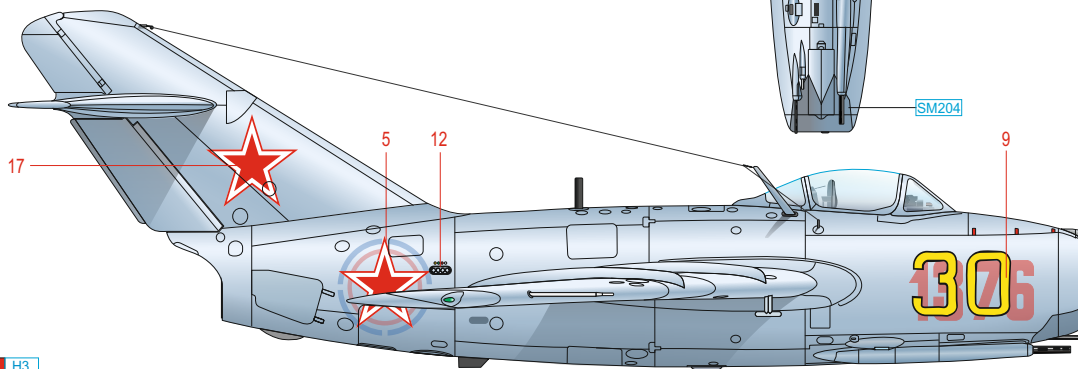
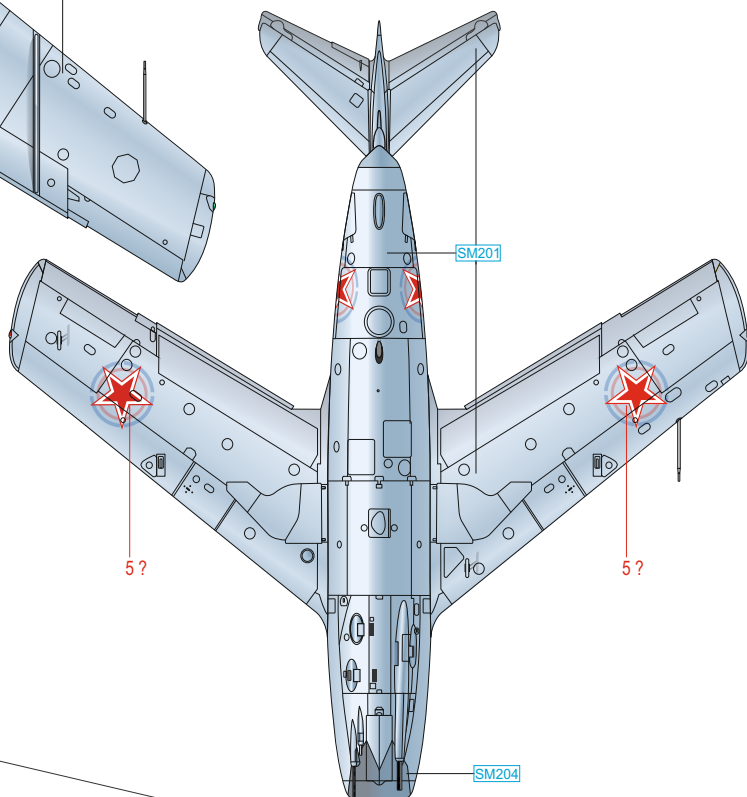
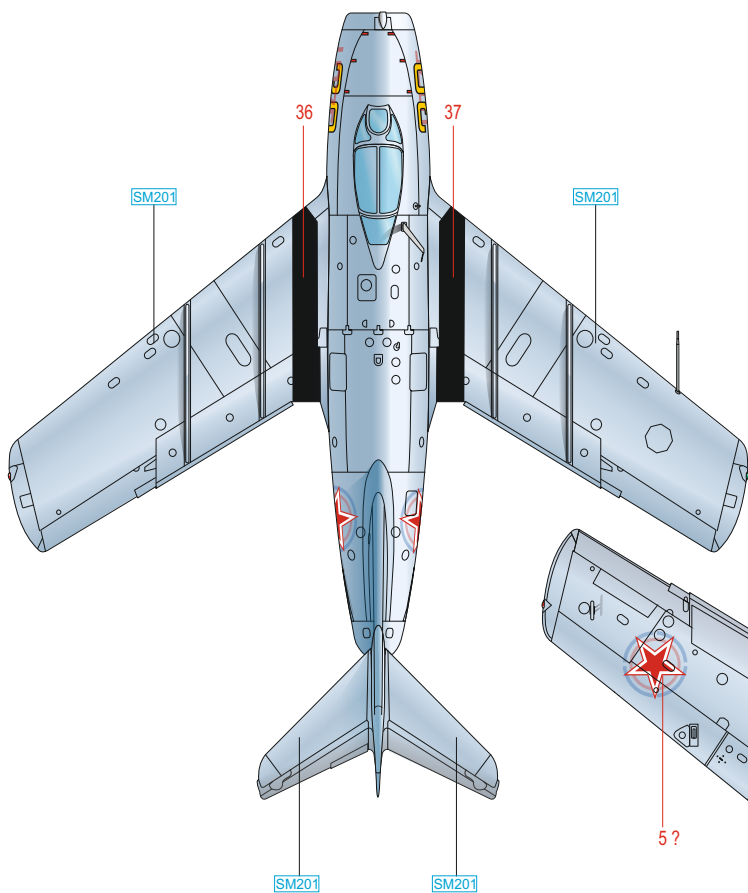
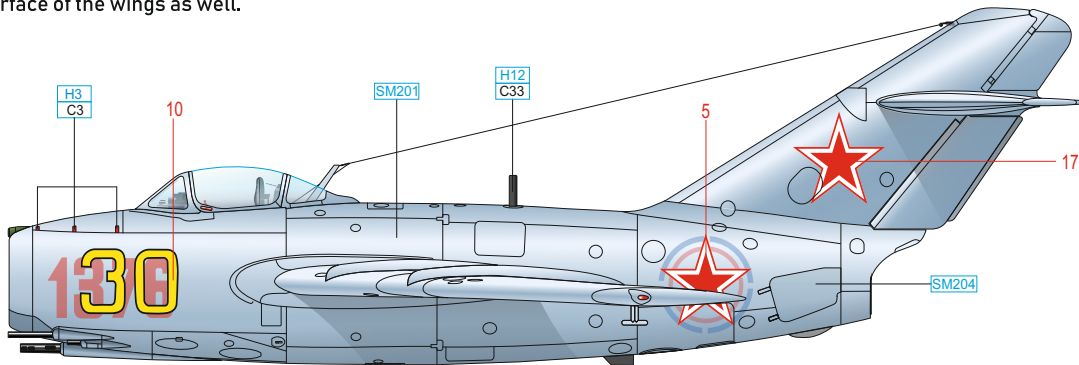
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RED	H3 C3	BLACK	H12 C33	SUPER STAINLESS	SM204	SUPER FINE SILVER	SM201
GREEN	H6 C6						

# E c/n 1315376, ex 64 IAK, Soviet Union, Mid 1950s

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.



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RED H3 C3

BLACK H12 C33

SUPER STAINLESS SM204

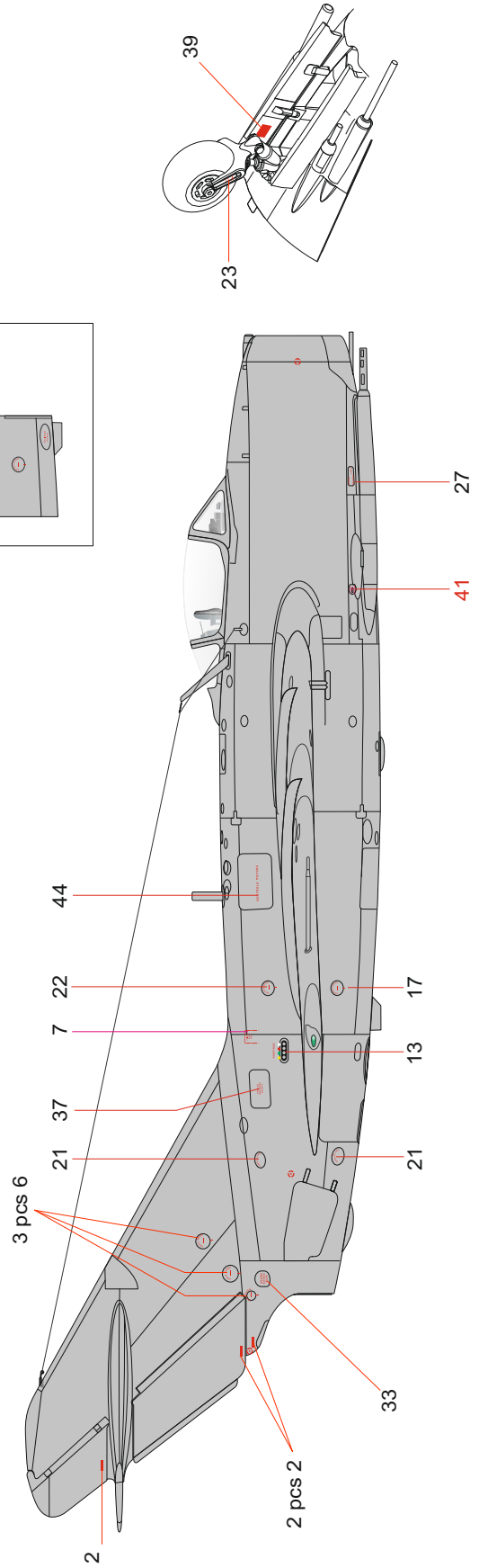
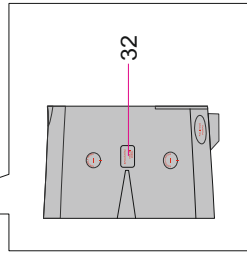
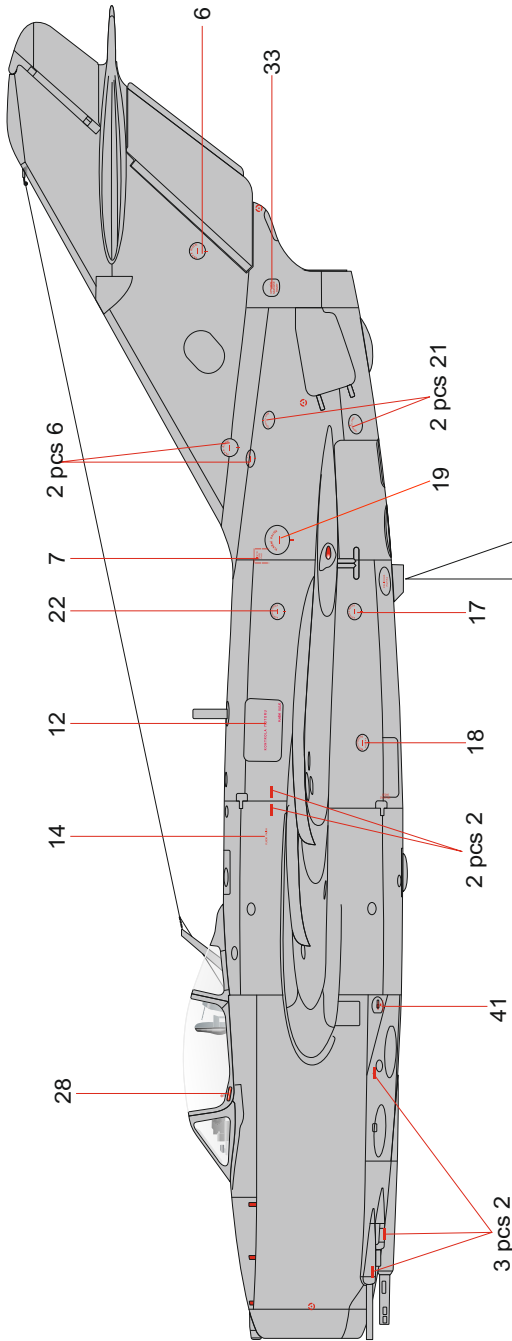
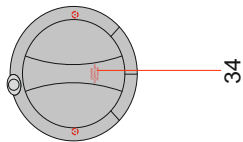
SUPER FINE SILVER SM201



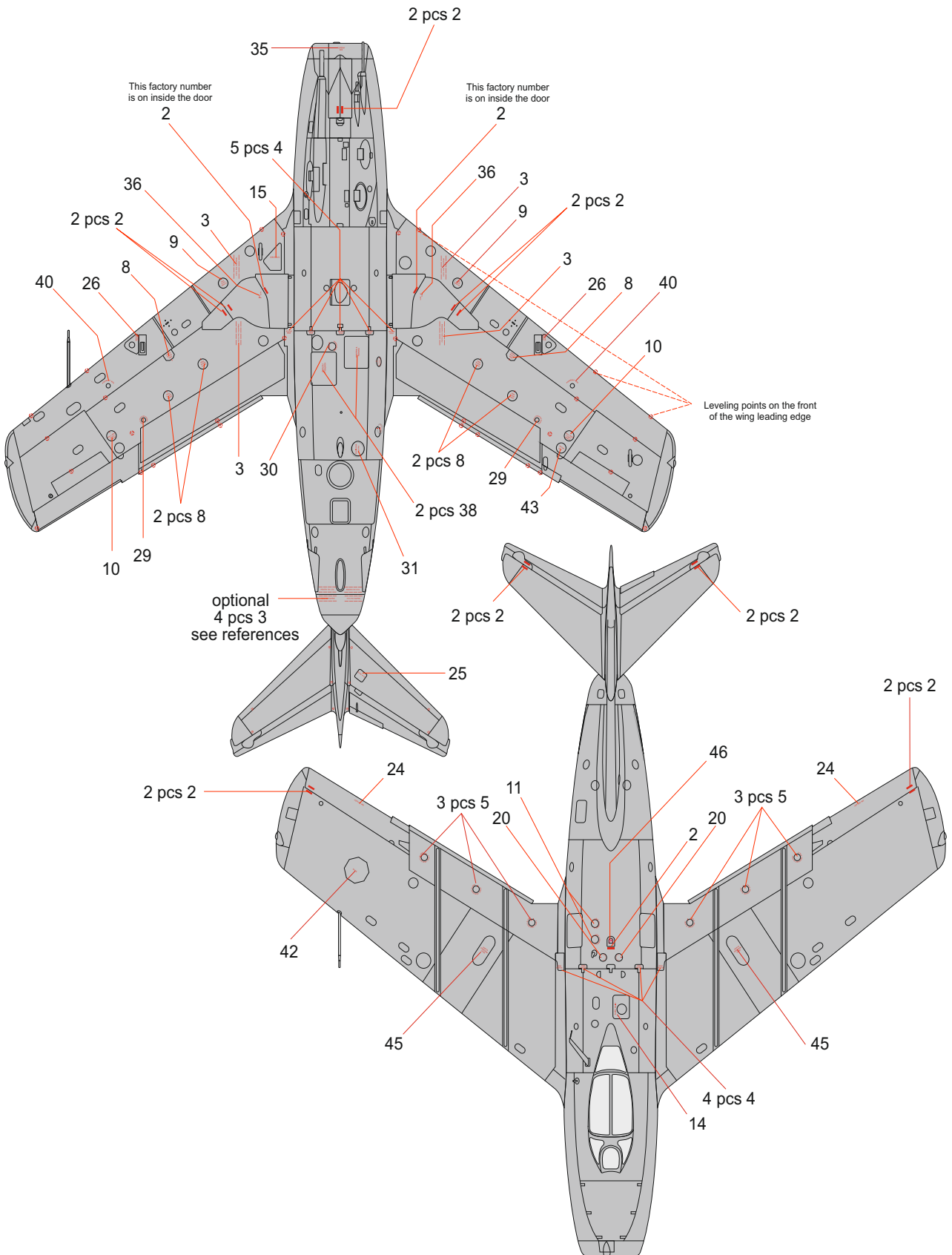
**MARKING B ONLY**

Leveling points

1 



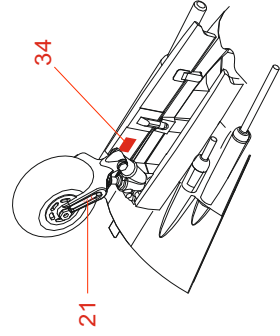
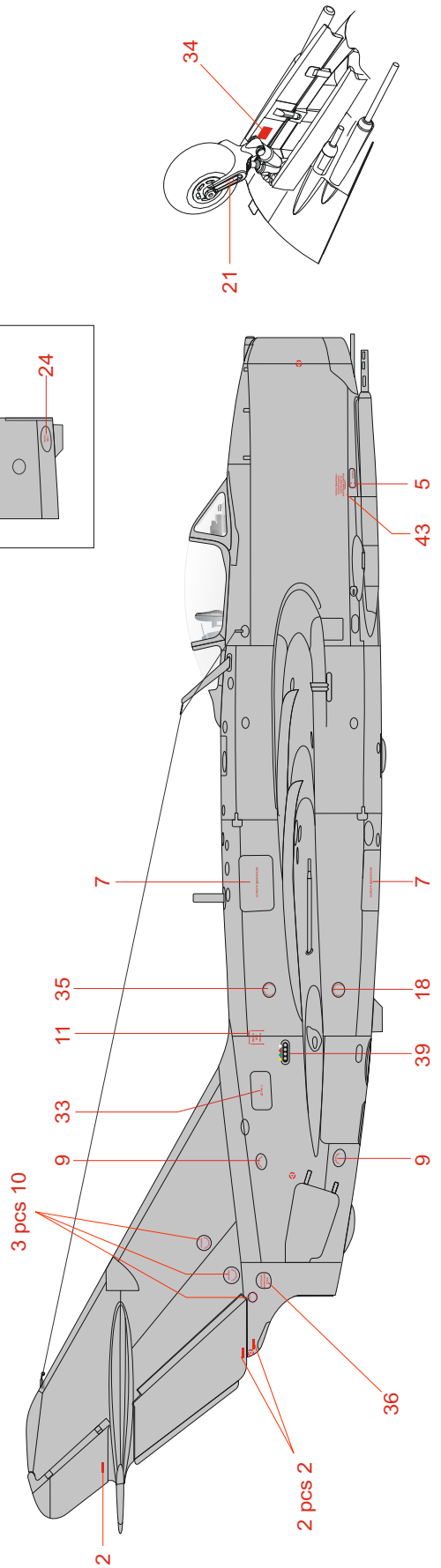
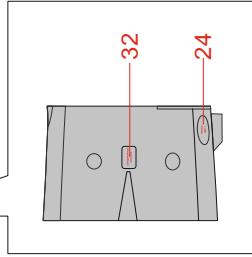
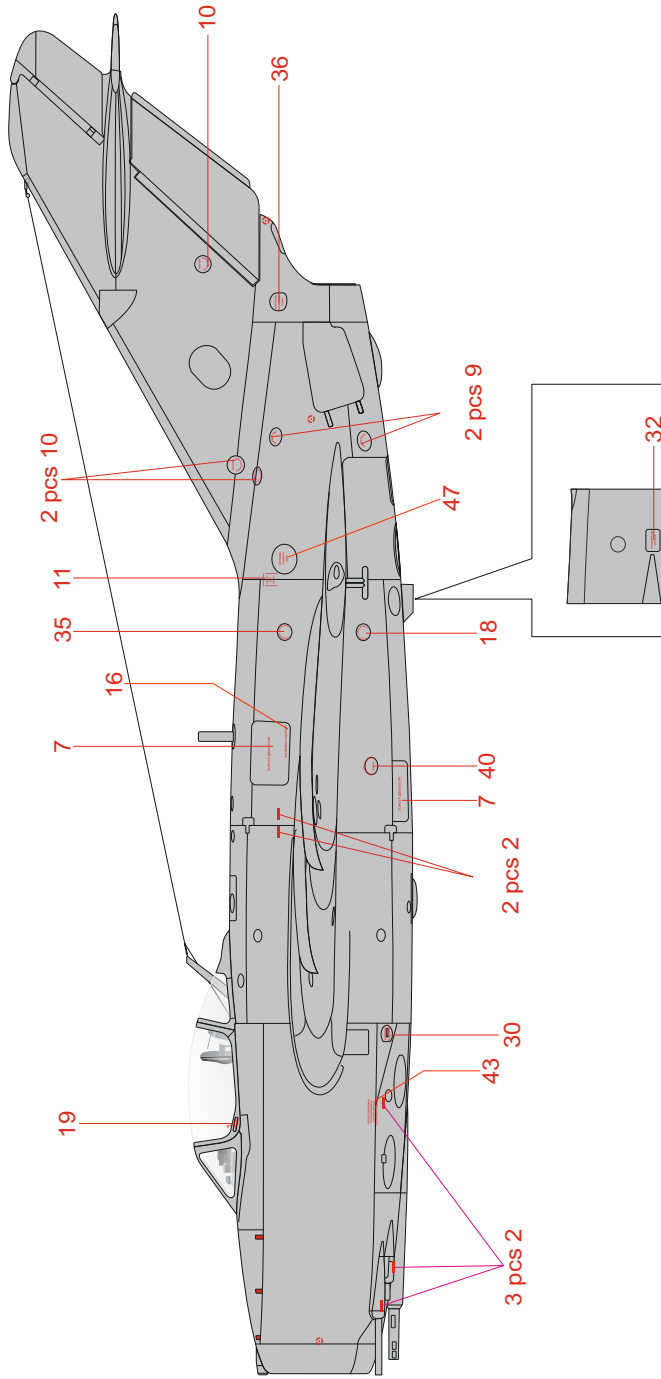
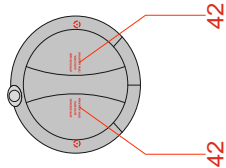
MARKING **B** ONLY



**MARKING ONLY**

Leveling points

1



MARKING  ONLY

