

MiG-15 bis Fagot-B Korean War

米格-15比斯型战斗机(朝鲜战争)

1/48 SCALE



Mikoyan MiG-15 bis "Fagot-B"

The MiG-15bis is an improved version of the MiG-15 aircraft produced in the former Soviet Union. In view of the success of the MiG-15 aircraft design, the Mikoyan Design Bureau quickly improved it. The improvements include: increasing engine thrust; improving aircraft equipment and control systems; strengthening local aircraft structure to adapt to flight speeds The increase. The improved prototype flew for the first time in September 1949 and was put into production in 1952, named MiG-15bis. "Bis" is derived from Latin and means "again", which means "an improved version derived from the prototype". NATO uses the code name "Fagot".

The MiG-15 Bis and MiG-15 have little difference in the shape of the aircraft. However, the MiG-15bis aircraft produced after 1953 added the instruments and equipment required for night and complicated weather flights, so under their wings are equipped with black "π" antennas with radio altimeters. The presence or absence of this antenna can be used as one of the signs to distinguish the above two models.

In 1952, the Chinese People's Volunteer Army Air Force began to equip MiG-15 Bis aircraft. For this reason, the United States was forced to put its best F-86 Sabre fighter into the Korean battlefield. The brave Volunteer Air Force fighters, with their weapons in hand, inflicted heavy losses on the enemy aircraft. For example, Zhao Baotong shot down 7 enemy planes (3 of which were F-86) and damaged 2 enemy planes, setting a record for the People's Air Force to shoot down enemy planes. His squadron shot down and wounded 17 enemy planes. The Northeast Military Region awarded the title of "Hero Squadron"; Liu Yudi shot down and wounded 8 enemy aircraft, and also shot down 4 enemy aircraft in a battle; Wang Hai not only shot down and injured 9 enemy aircraft personally, but also the flight he led The brigade created a collective battle that shot down and wounded 29 enemy aircraft; Zhang Jihui killed Davis, the ace pilot of the US Air Force. There are many other heroes' achievements, together with the MiG-15bis planes they fly, which will always remain in people's hearts.

米高扬米格-15比斯“柴捆-B”

米格-15比斯是前苏联生产的米格-15飞机的改进型。鉴于米格-15飞机设计的成功，米高扬设计局很快地又对它进行改进设计，改进的内容包括：增大发动机推力；改善飞机设备和操纵系统；加强局部飞机结构，以适应飞行速度的增加。经改进后的原型机于1949年9月首次飞行，1952年投产，命名为米格-15比斯。“比斯”来源于拉丁文，是“再一次”的意思，在这里表示：“从原型机派生出来的改进型”。北约使用代号为“柴捆”(Fagot)。

米格-15比斯和米格-15在飞机外形上差别不大。但在1953年以后生产的米格-15比斯飞机上增加了夜间和复杂气象飞行所需要的仪表设备，因而在它们的机翼下方装有无线电高度表的黑色“π”形天线。有无这一天线，可以作为分辨上述两个机型的标志之一。

1952年，中国人民志愿军空军开始装备米格-15比斯型飞机。为此，美国被迫将它最好的F-86“佩刀”式战斗机投入朝鲜战场。勇敢的志愿军空军战士们，凭借着手中武器，给敌机以重创。如：赵宝桐共击落敌机7架（其中3架是F-86），击伤敌机2架，创我人民空军击落敌机最高纪录，他领导的中队共击落击伤敌机17架，被东北军区授予“英雄中队”称号；刘玉堤共击落、击伤敌机8架，还曾在一次战斗中击落敌机4架；王海不仅个人击落击伤敌机9架，而且他所领导的飞行大队创立了击落击伤敌机29架的集体战功；张积慧击毙美空军王牌飞行员戴维斯。还有很多其他英雄的业绩，连同他们驾驶的米格-15比斯飞机，永远留在人们心中。

ILLUSTRATION 图示说明:

CORRECT METHOD FOR APPLYING DECALS :
正确使用水贴纸的方法:

1. Clean model parts surface with wet cloth. 将需要贴水上贴之部位表面擦干净。
2. Cut out the decal parts and dip them in cold water for 15 ~20 seconds. 将所需之贴纸剪下泡在清水里约15至20秒。
3. Place it on correct position of the model kit. 将湿透之贴纸取出置放于正确之位置旁。
4. Slide off the decal from the base paper on to the model kit surface with a cotton stick. 用棉花棒轻推贴纸表面使其从底纸滑出至模型表面之正确位置。
5. When decal get dry then complete. 待其自然干透后即完成。

ICON INSTRUCTION: 图标说明:



Open Hole
钻孔



Remove
切除



Make 2 pics
同样的制作二组



Bend
曲折



Optional
可以选择采用



Apply Decal
贴水上贴纸



Instant Glue For Metal
瞬间接着剂,金属用



Fill Hole
把孔填平



Do not cement
不用粘合

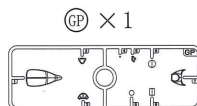
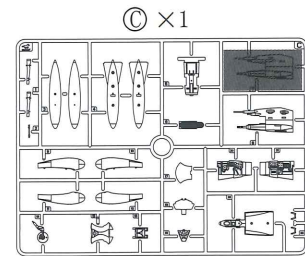
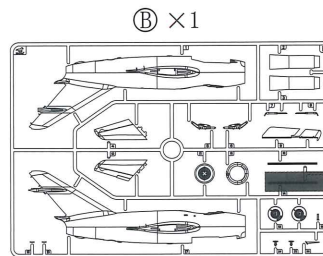
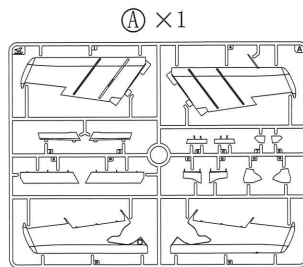
COLOR SUGGESTION: 涂装指引:

Color 涂料表	Hobby Color	MR. Hobby	Humbrol	Tamiya	
Red	红色	H-3	C-3	19	X-7
Silver	银色	H-8	C-8	11	X-11
Black	黑色	H-2	C-2	21	XF-1
Sand	沙色	H-66	C-119	/	/
Green	绿色	/	C-523	/	/
Brown	棕色	H-47	C-41	/	/
Gray	灰色	H-308	C-308	/	/
Blue Gray	蓝灰色	/	C-367	/	/
Tyre black	轮胎黑	H-77	C-137	85	/
Clear Green	透明绿	H-94	C-138	/	X-25
Clear Red	透明红	H-90	C-47	/	X-27
Clear Blue	透明蓝	H-93	C-50	/	X-23
Steel	黑铁色	H-18	C-28	53	/
Flat Black	消光黑	H-12	C-33	33	XF-1

READ BEFORE ASSEMBLING: 组装必读:

- Carefully Study instruction before assembling. 组装前请阅读清楚制作指引。
- Keep plastic model glue and tools away from children. 胶水,油漆及工具勿让小孩接触。
- Do not use cement or paint near open flame or sparks. 胶水及油漆勿接触火种。
- Do not work in closed room. 勿在密封地方制作模型。

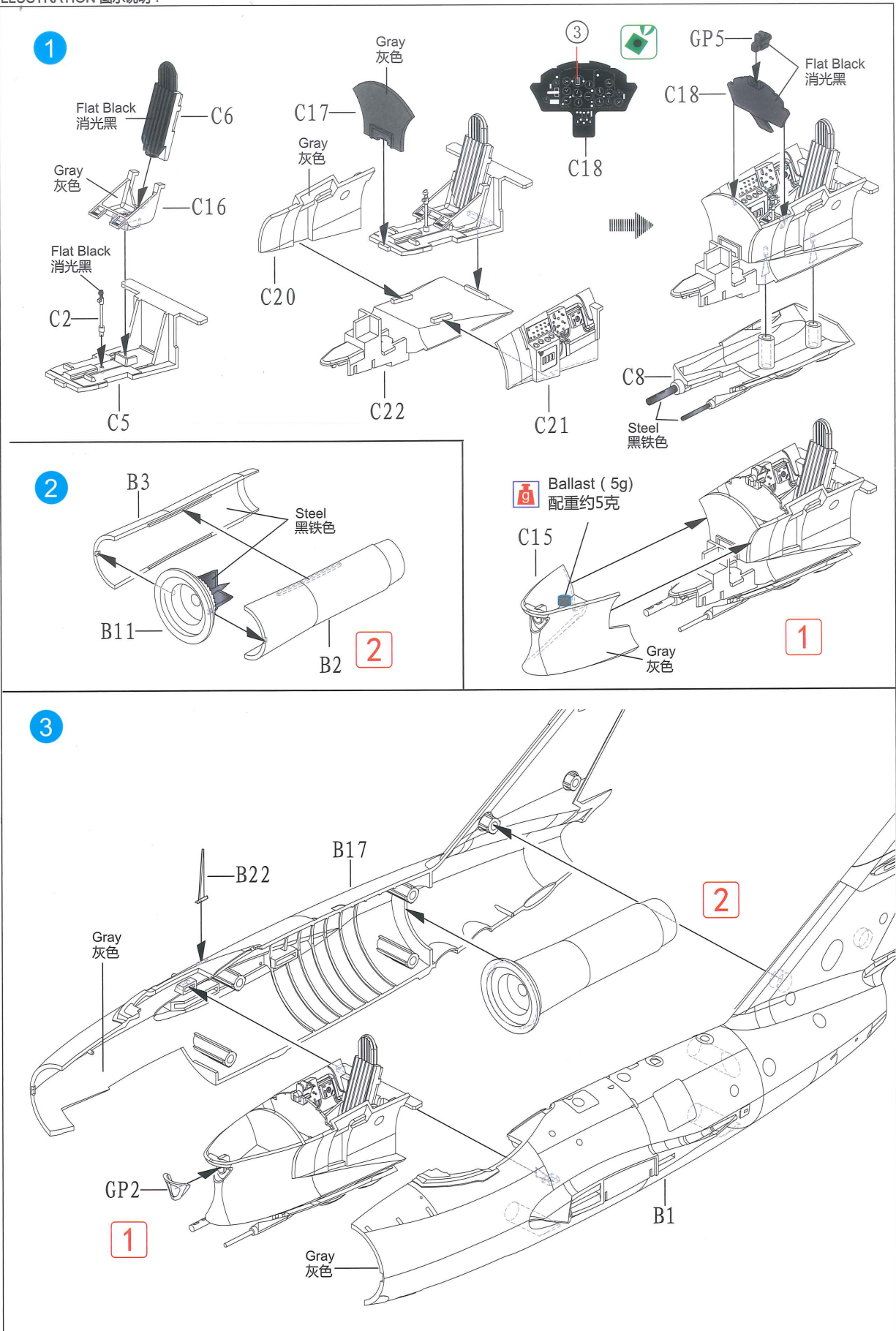
PARTS LIST 零件指示表:



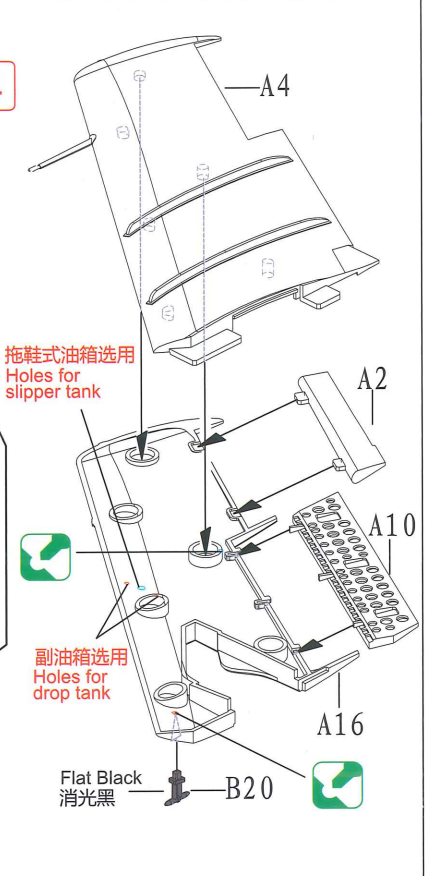
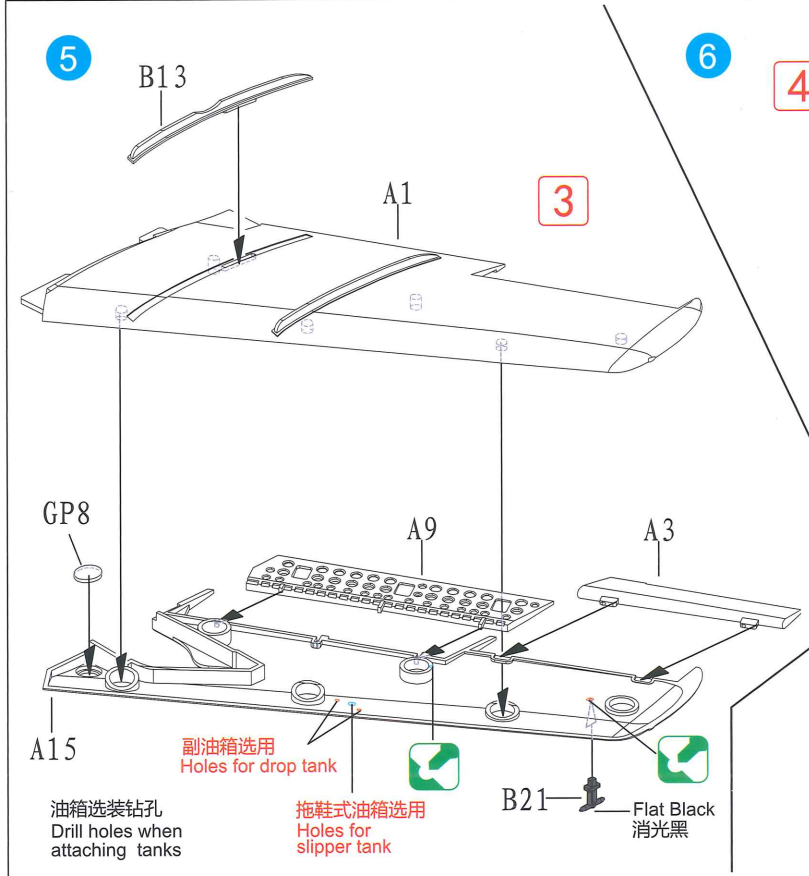
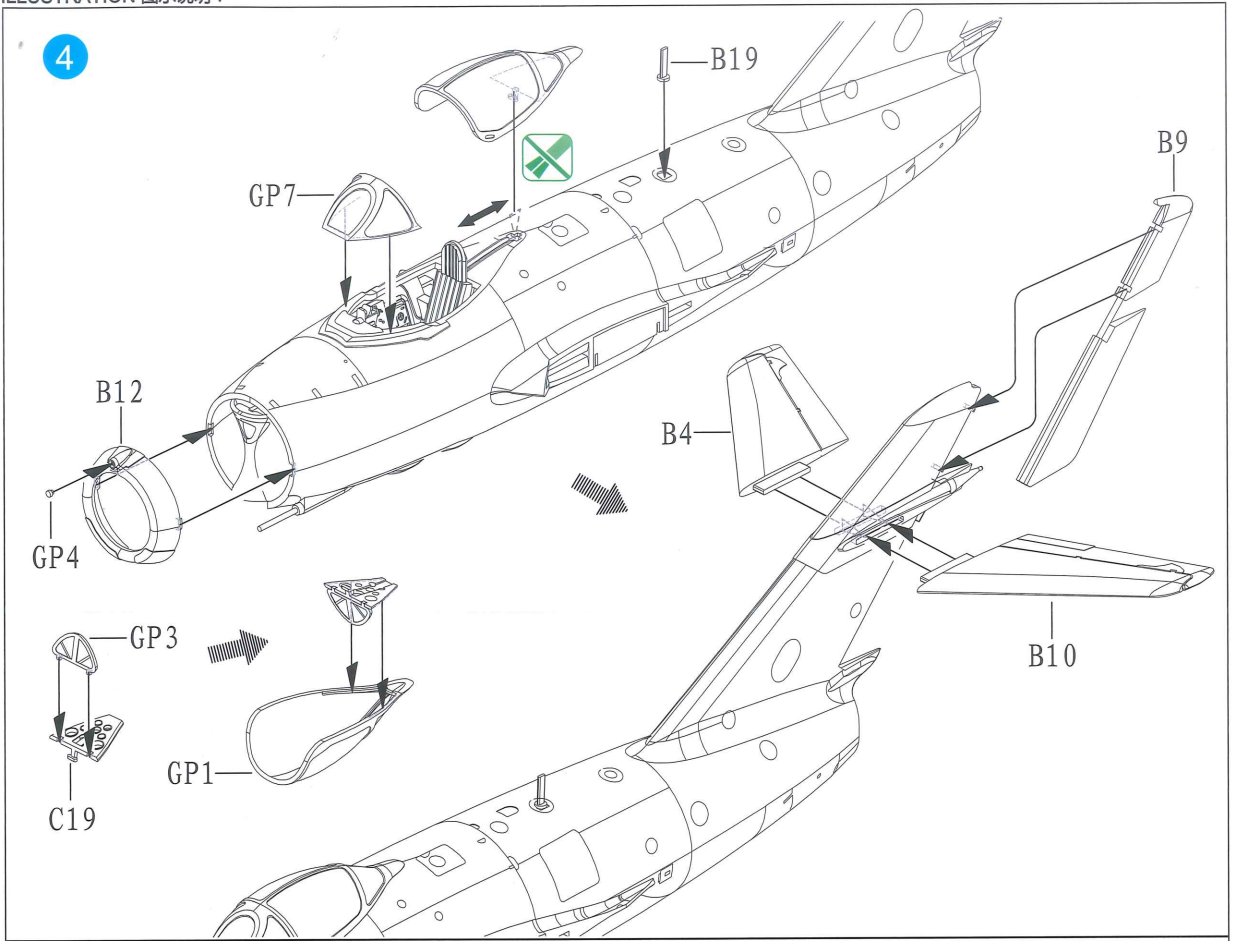
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ILLUSTRATION 图示说明：

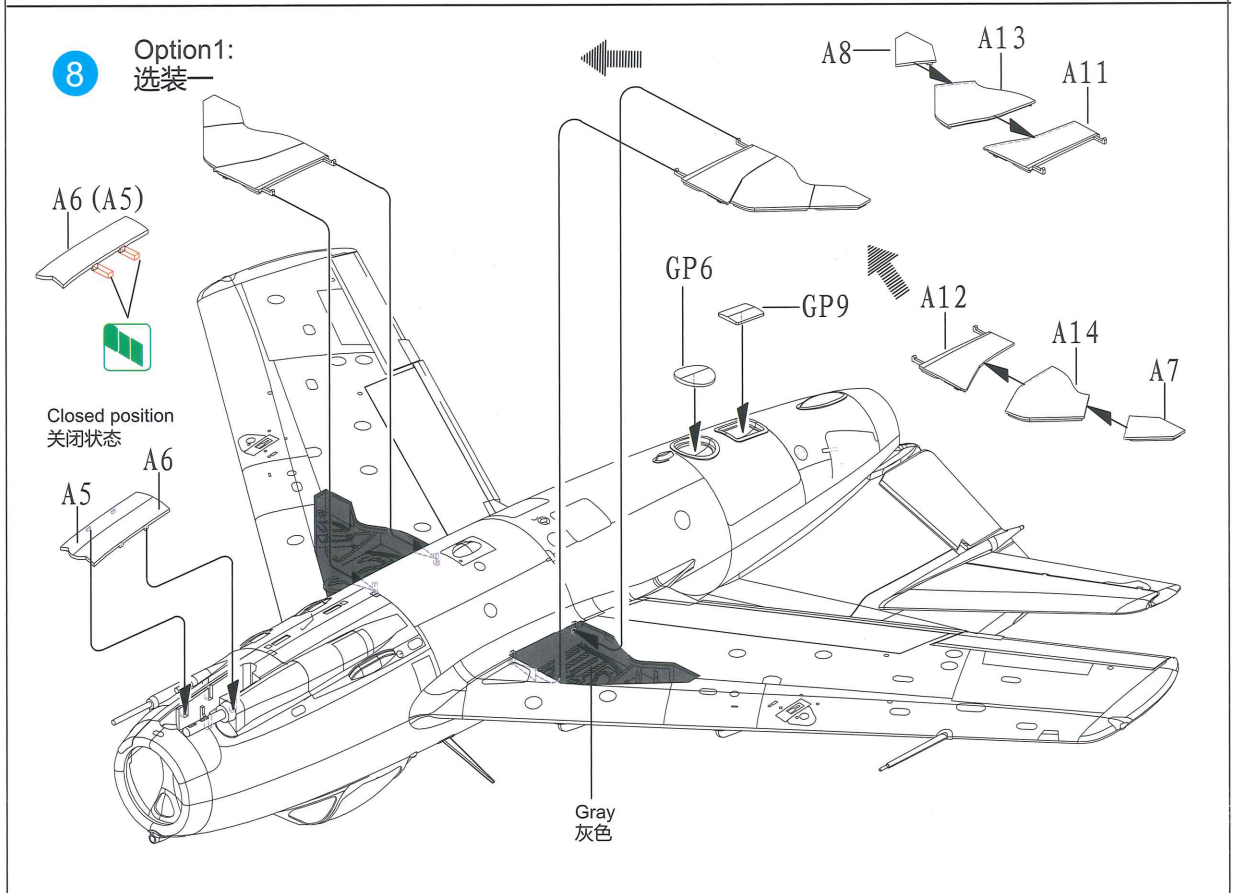
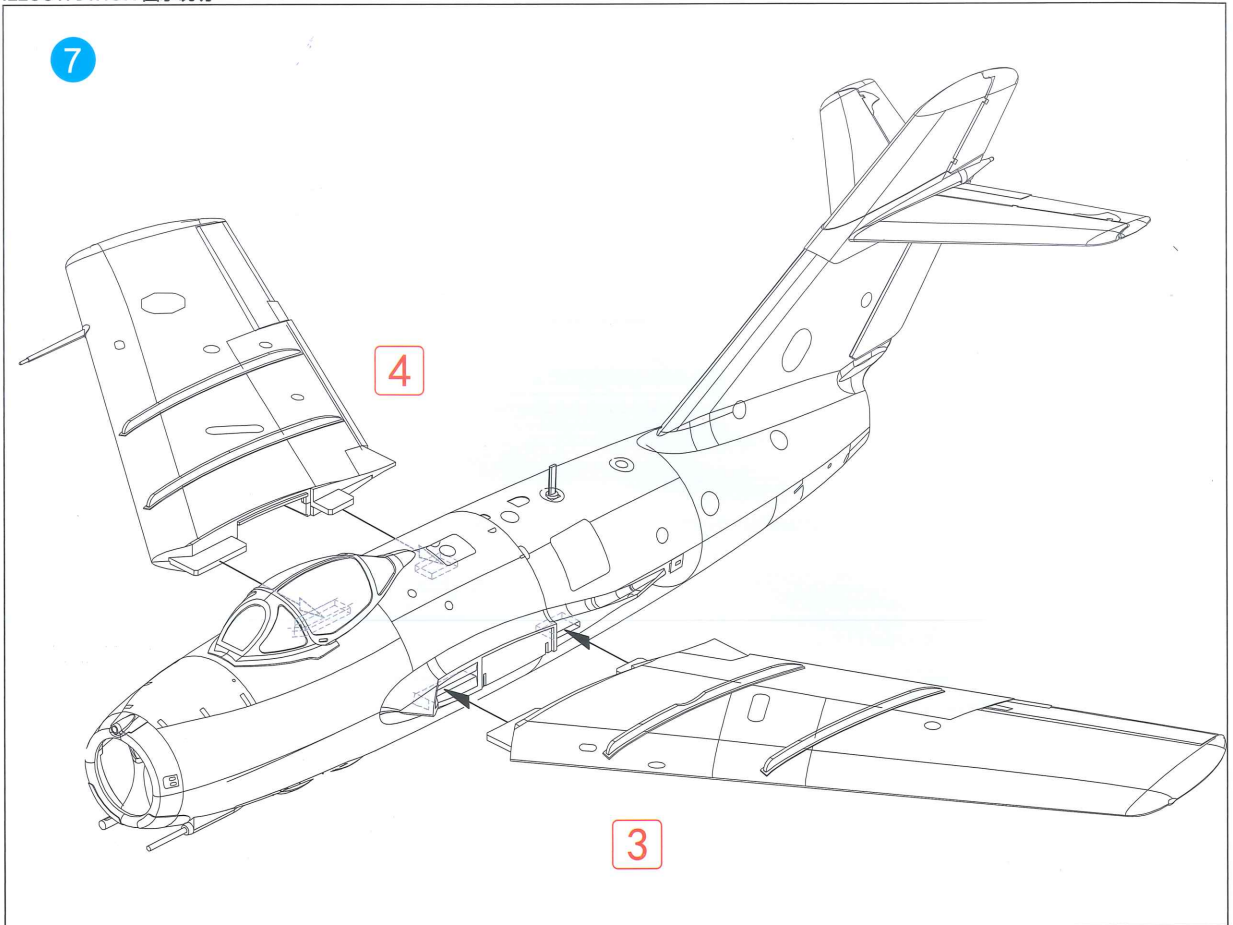


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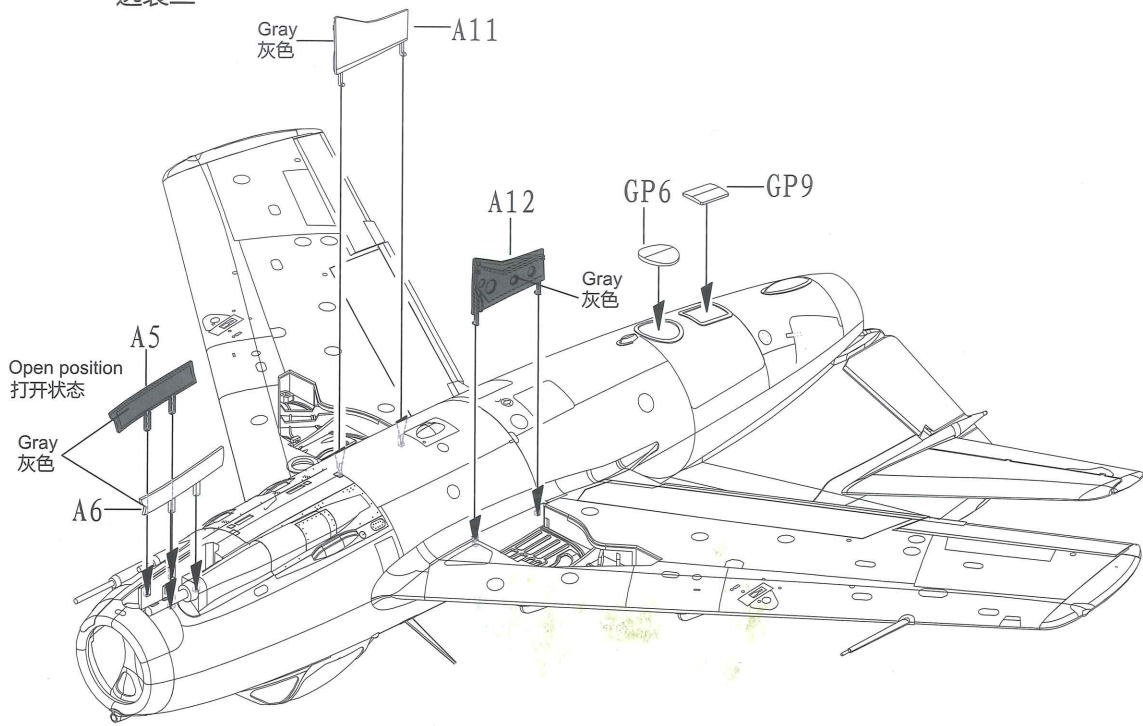


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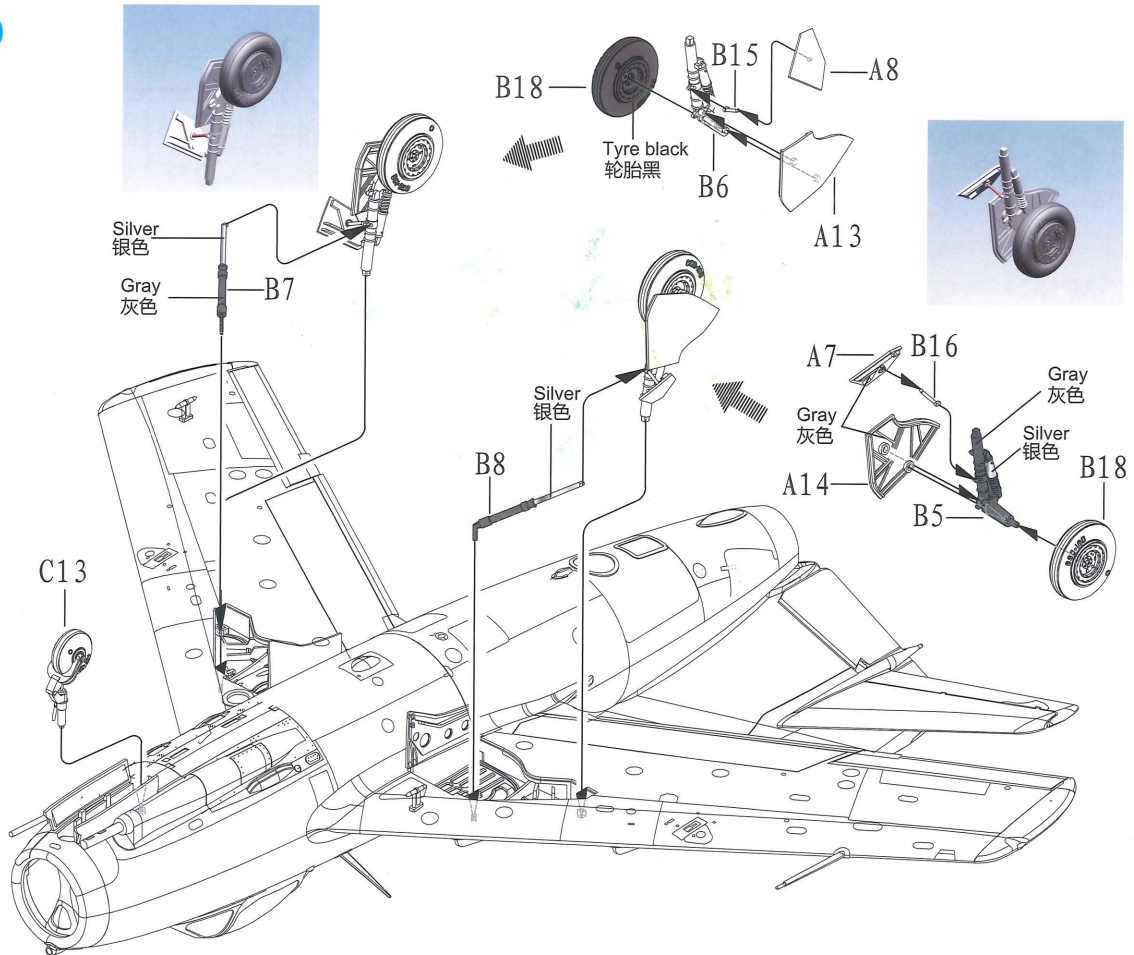


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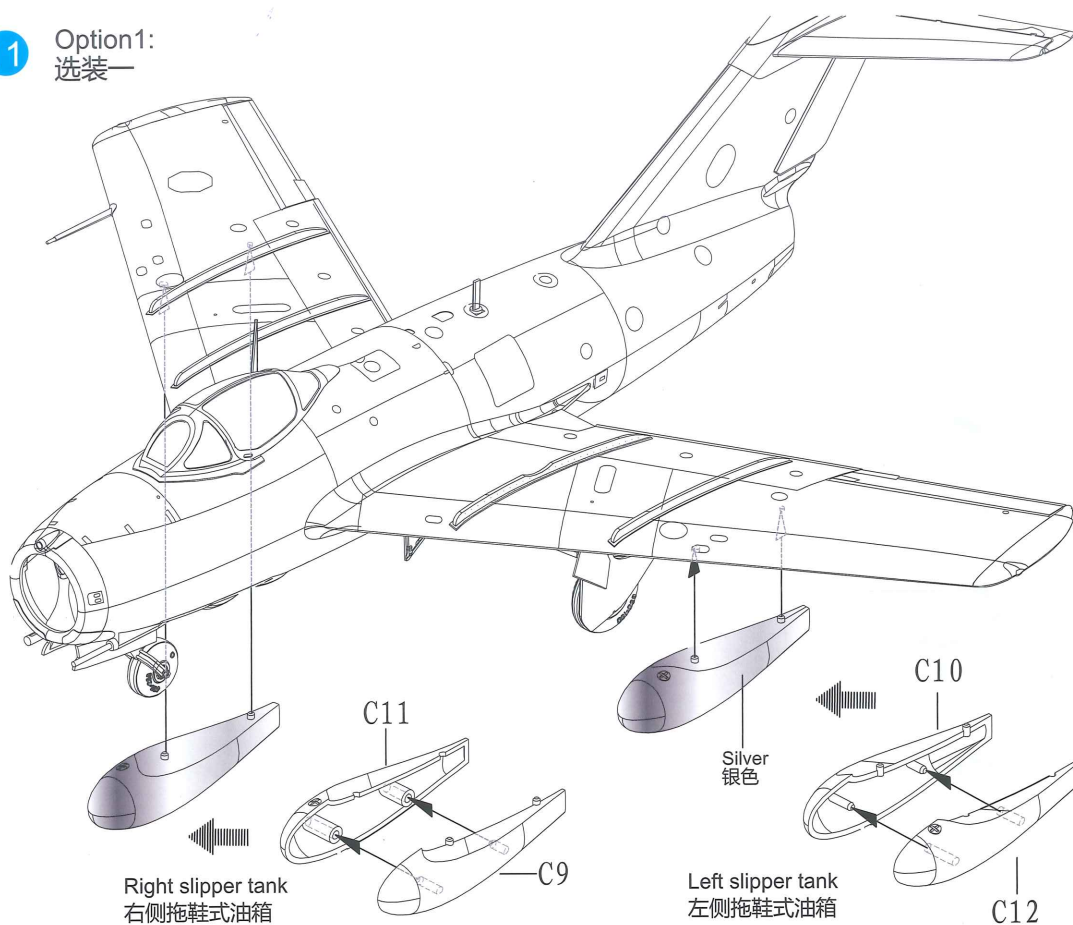
Option2:
选装二



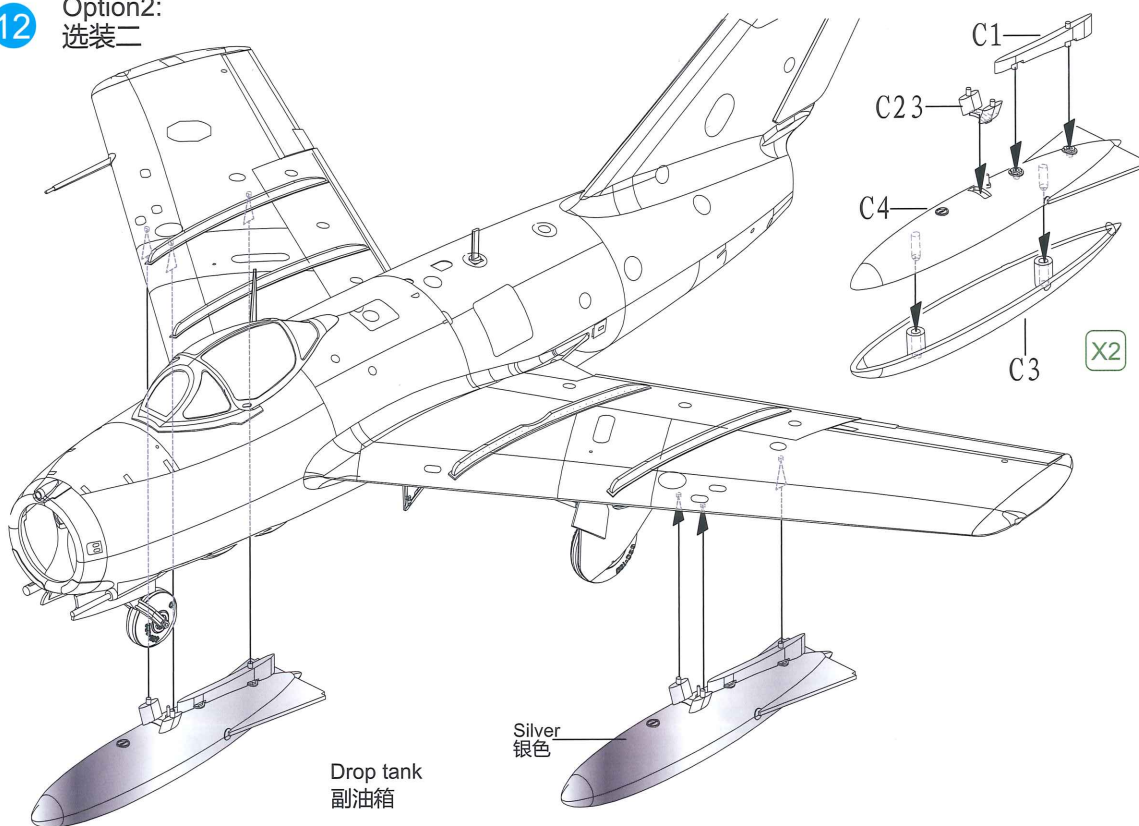
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11 Option1:
选装一

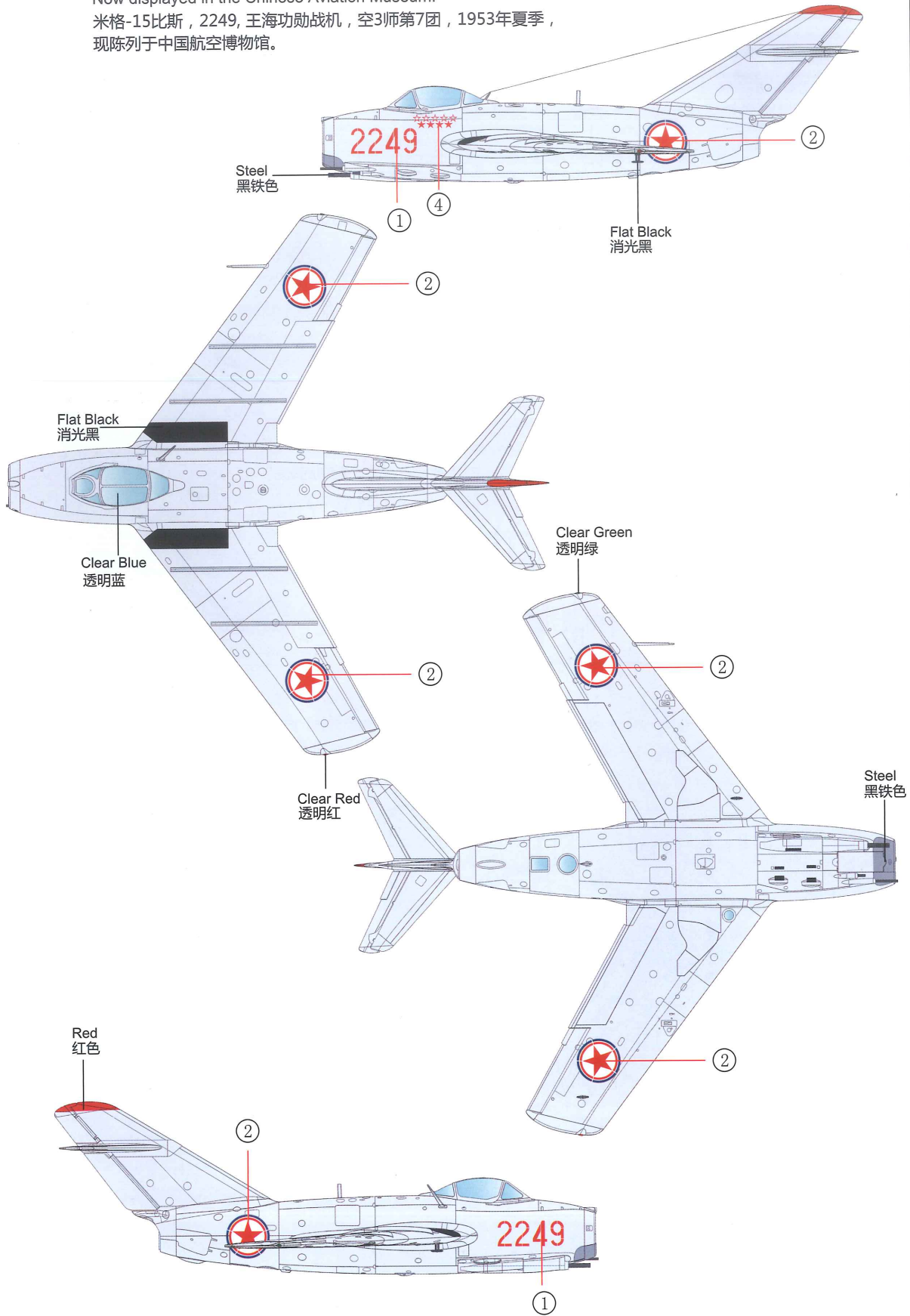


12 Option2:
选装二



DECAL&COLOUR GUIDE 水贴及涂色指示 :

Option1: MiG-15bis, 2249, 7th air regiment, 3rd air division, Chinese pilot Wang Hai ,in Summer 1953.
 Now displayed in the Chinese Aviation Museum.
 米格-15比斯, 2249, 王海功勋战机, 空3师第7团, 1953年夏季,
 现陈列于中国航空博物馆。

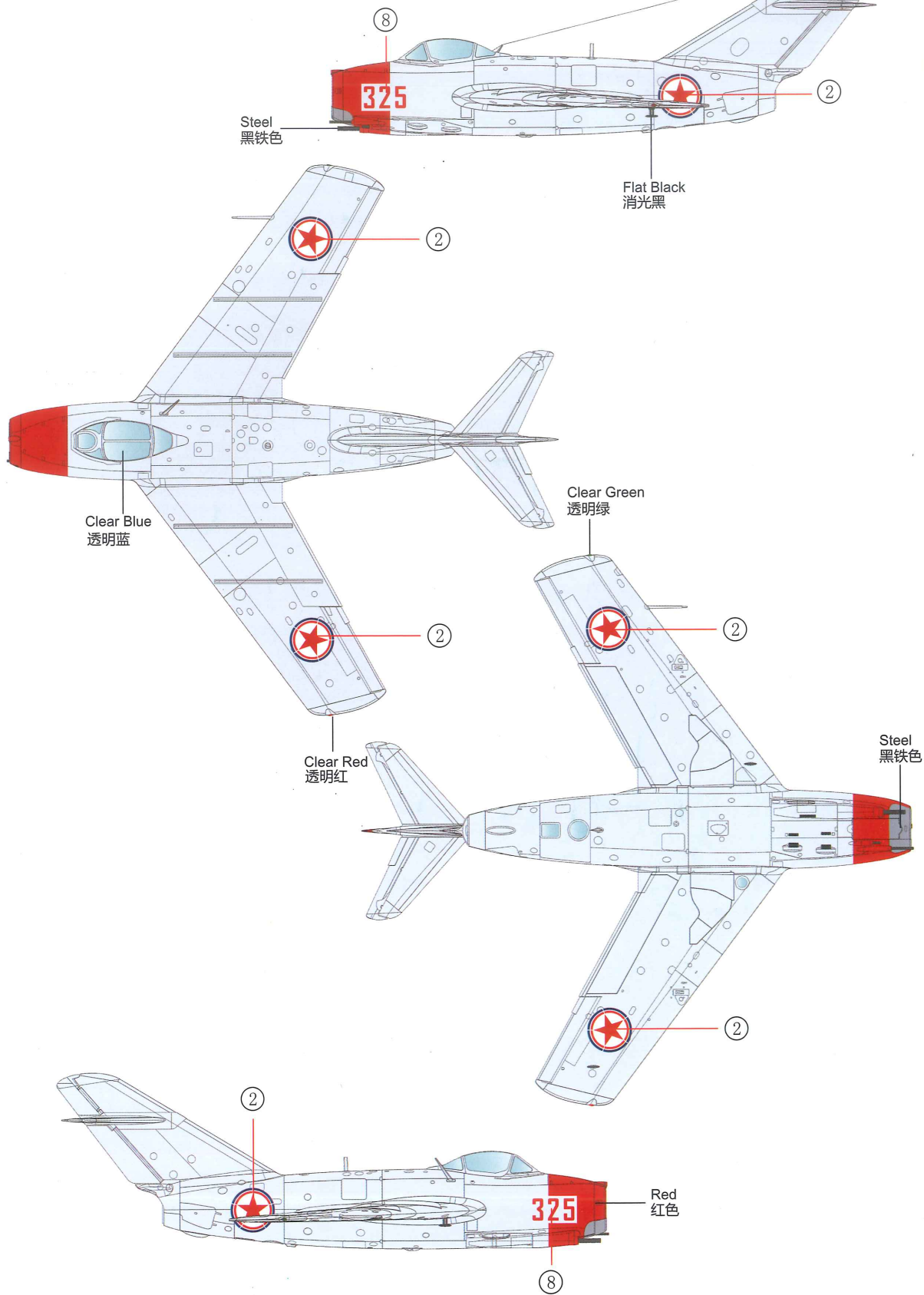


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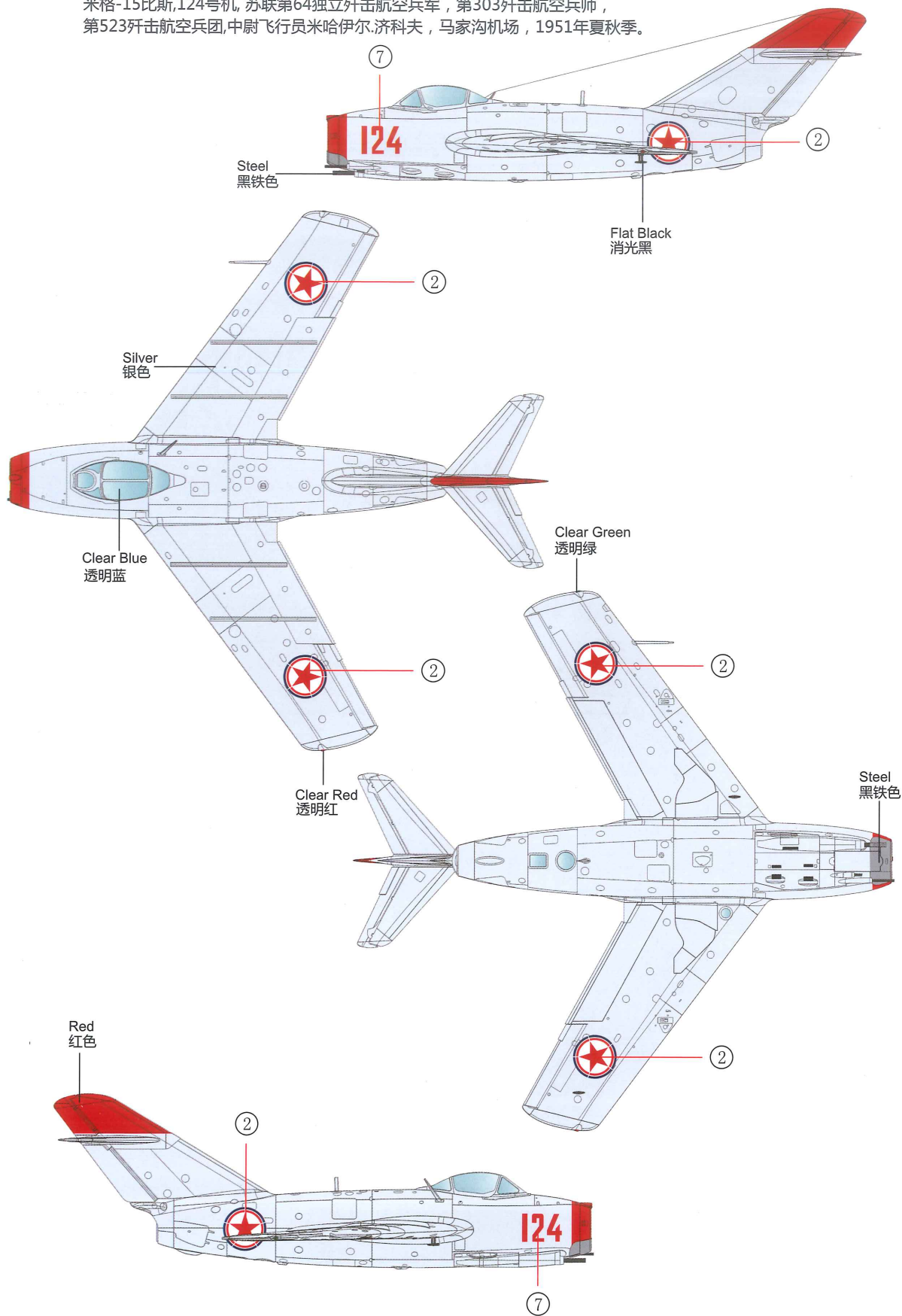


Option1: MiG-15bis, 325, Soviet Air Force 196th IAP, 324th IAD, 64th IAK, Yevgeyi Pepelyayev, Antung, China, 1952.
 米格-15比斯, 325, 苏联第64独立歼击航空兵军, 第324歼击航空兵师, 第196歼击航空兵团,
 上校飞行员叶甫根尼.佩佩利亚耶夫, 朝鲜战争苏军二号王牌, 中国丹东, 1952年。



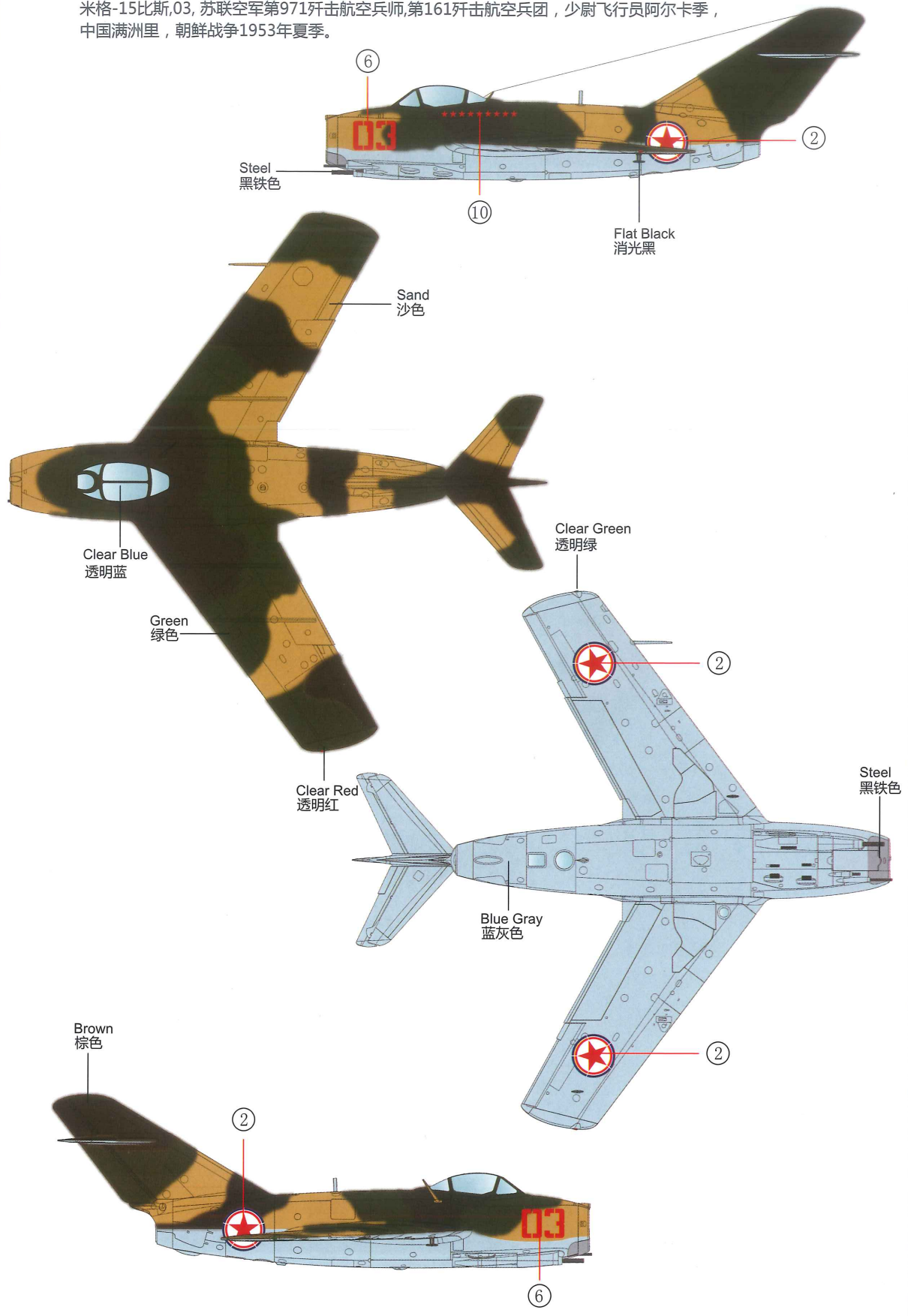
Option 2: MiG-15bis, 124, Soviet Air Force 523rd IAP, 303rd IAD, Lt. Mikhail Zikov, Mjaogou airfield, Summer-Autumn 1951.

米格-15比斯, 124号机, 苏联第64独立歼击航空兵军, 第303歼击航空兵师, 第523歼击航空兵团, 中尉飞行员米哈伊尔·济科夫, 马家沟机场, 1951年夏秋季。



Option3:MiG-15bis, 03, Soviet Air Force 161st IAP, 971st IAD, Maj. Arkady Boitsow. Manchuria, Summer 1953.

米格-15比斯,03, 苏联空军第971歼击航空兵师,第161歼击航空兵团, 少尉飞行员阿尔卡季, 中国满洲里, 朝鲜战争1953年夏季。

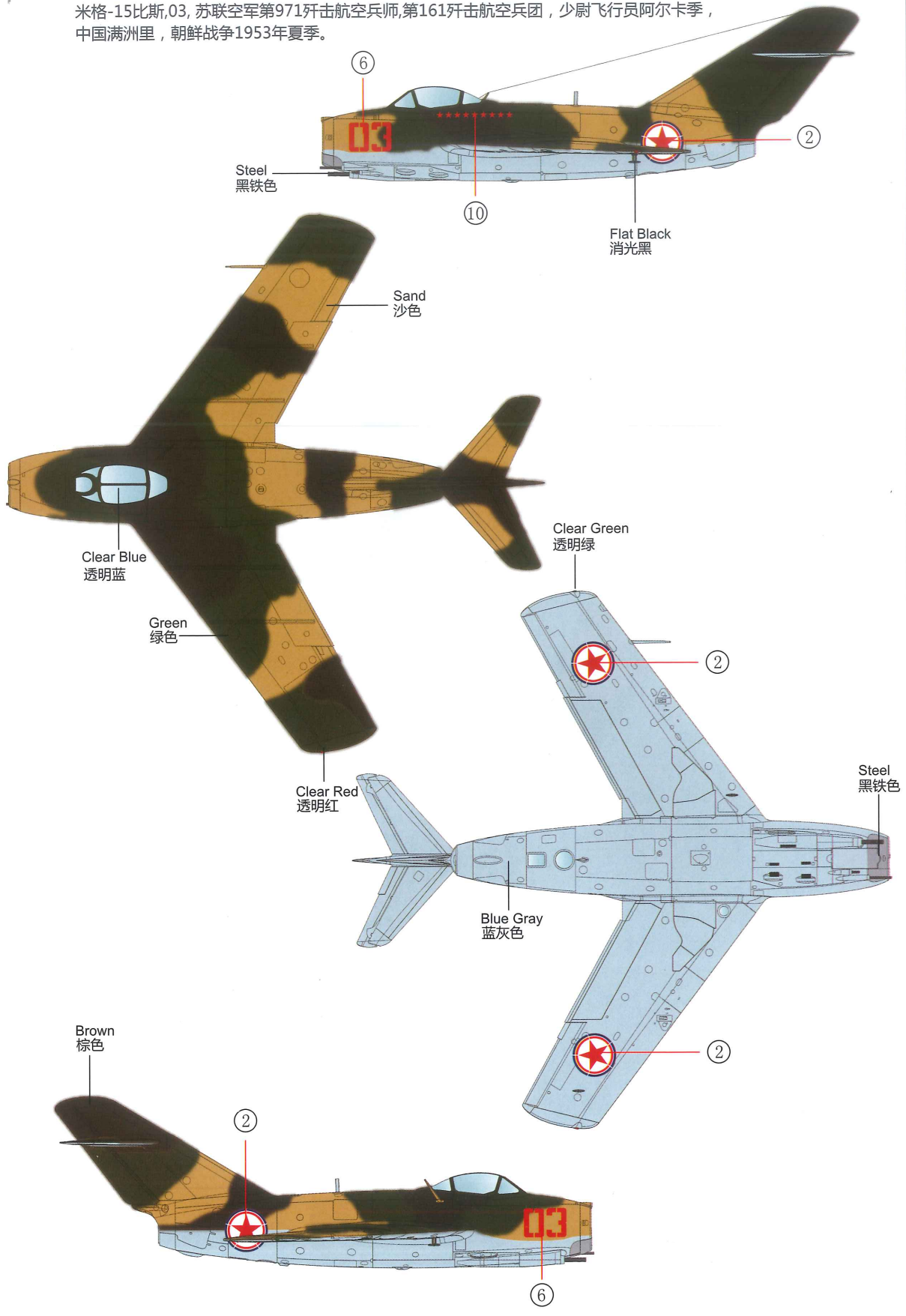


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Option3:MiG-15bis, 03, Soviet Air Force 161st IAP, 971st IAD, Maj. Arkady Boitsow. Manchuria, Summer 1953.

米格-15比斯,03, 苏联空军第971歼击航空兵师,第161歼击航空兵团, 少尉飞行员阿尔卡季, 中国满洲里, 朝鲜战争1953年夏季。

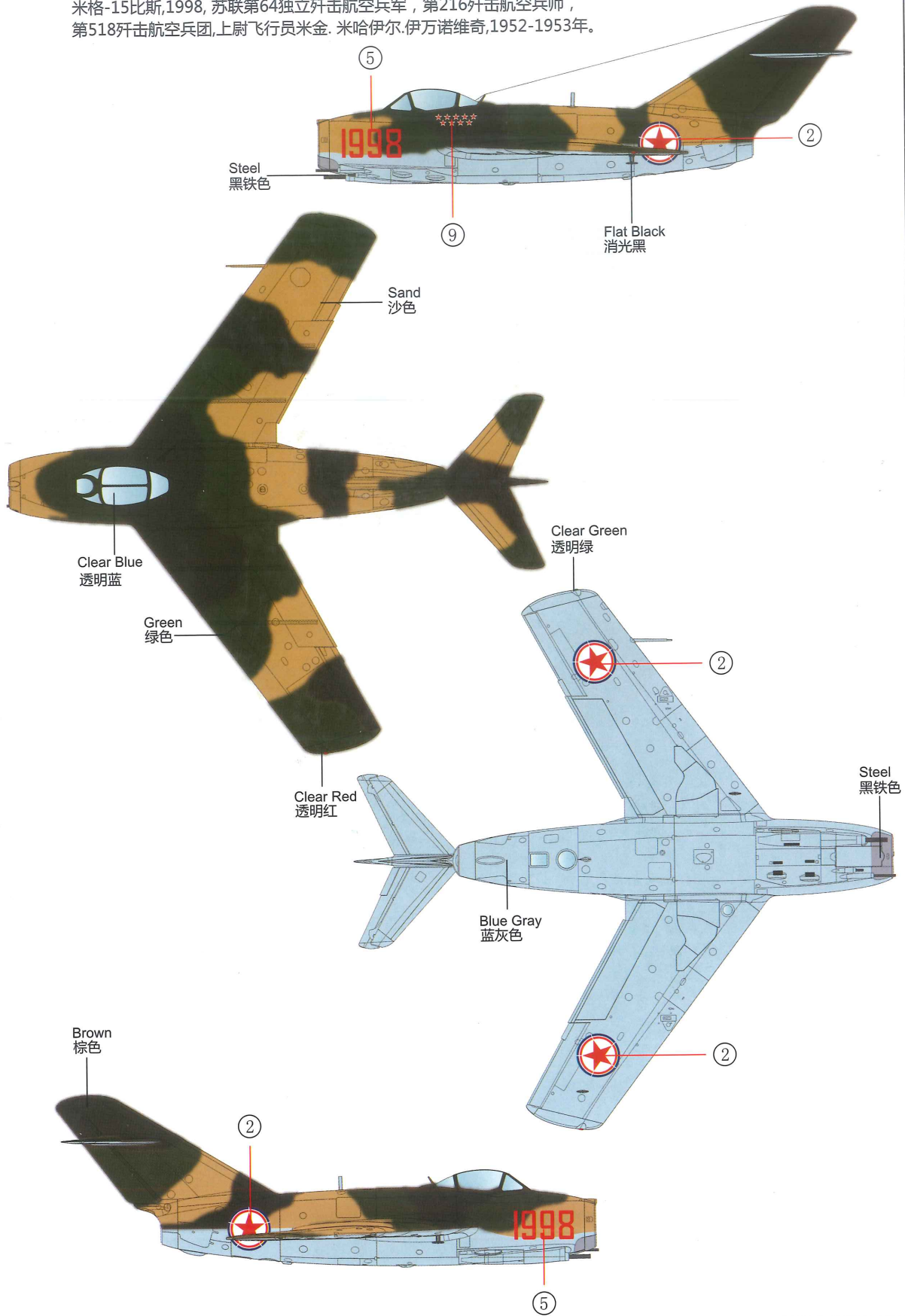


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DECAL&COLOUR GUIDE 水贴及涂色指示 :

Option4: MiG-15bis, 1998, Soviet Air Force 518th IAP, 216th IAD, 64th IAK, Captain Mikhin Mikhail Ivanovich, In 1952-1953.
 米格-15bis, 1998, 苏联第64独立歼击航空兵军, 第216歼击航空兵师, 第518歼击航空兵团, 上尉飞行员米金·米哈伊尔·伊万诺维奇, 1952-1953年。



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