

SOVIET FIGHTER 1:144 SCALE PLASTIC KIT

DUAL COMBO! SUPER44



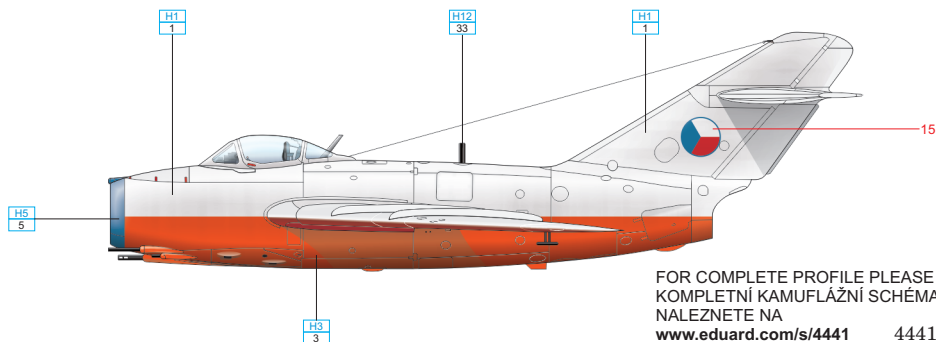
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intro

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 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 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 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.

G MiG-15bis, flown by Capt. Frantisek Garaja, 6th Fighter-Bomber Regiment, Sliac airbase, August, 29, 1964

Capt. Garaja, a member of 6th FBR, flew this MiG-15bis during the air show at Sliac airbase on August 29, 1964. The air show celebrated 20th anniversary of Slovak National Uprising and Sliac airbase (former Tri Duby airfield) played very important role as a main rebel's airbase. The horizontal stabilizer undersides could be red as well. The vintage newsreel footage that shows this aircraft in flight is not clear in this aspect. But the stabilizer surface seems to be quite light.



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KOMPLETNÍ KAMUFLÁŽNÍ SCHÉMA
NALEZNETE NA
www.eduard.com/s/4441 4441 - NAV1

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 vinyli 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



PIÈCES

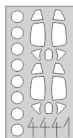


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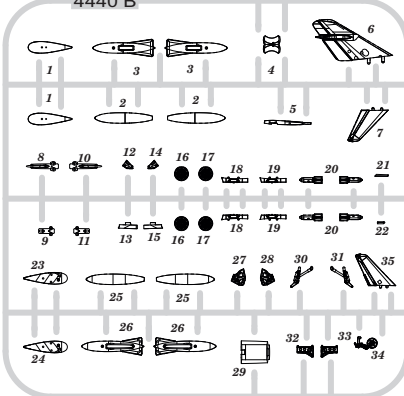
PLASTIC PARTS

A>
2 pcs.

4440 A

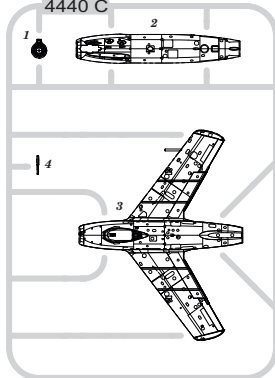
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MASKB>
2 pcs.

4440 B



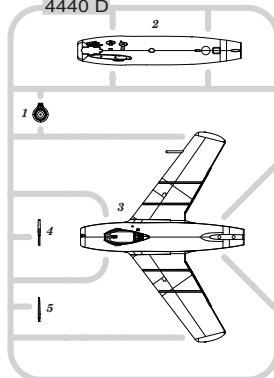
C>

4440 C



D>

4440 D



COLOURS



BARVY



FARBEN



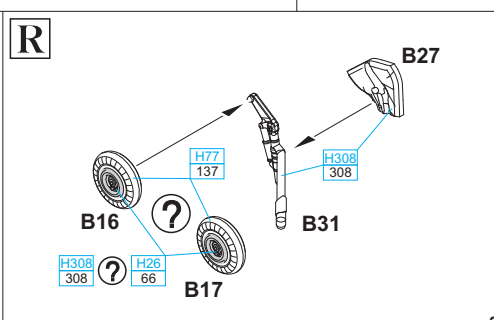
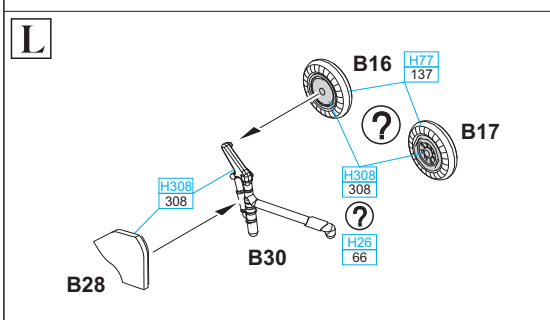
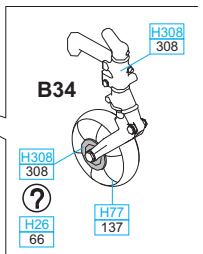
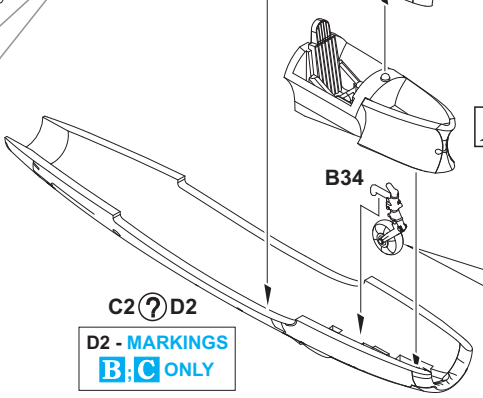
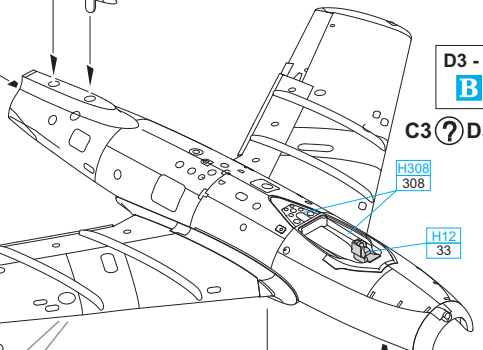
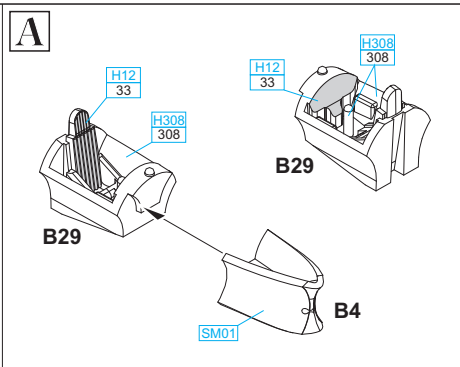
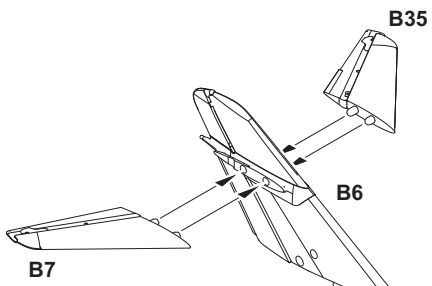
PEINTURE

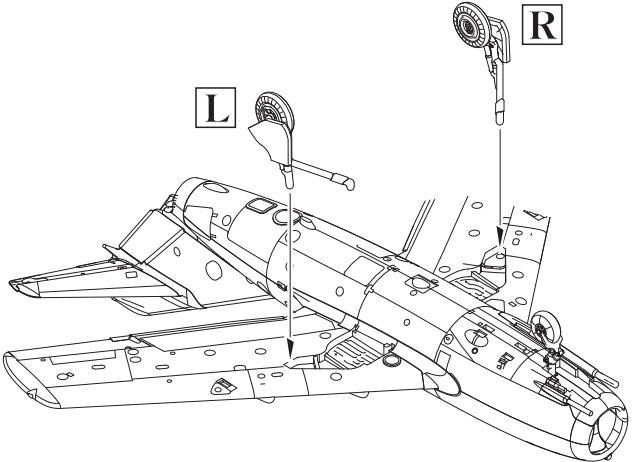
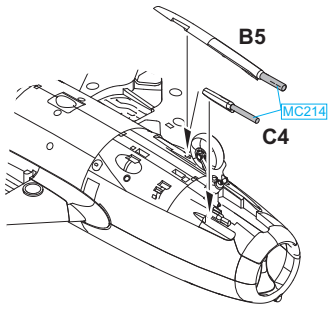


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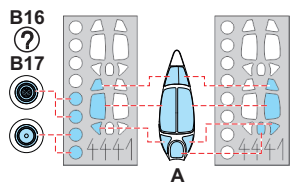
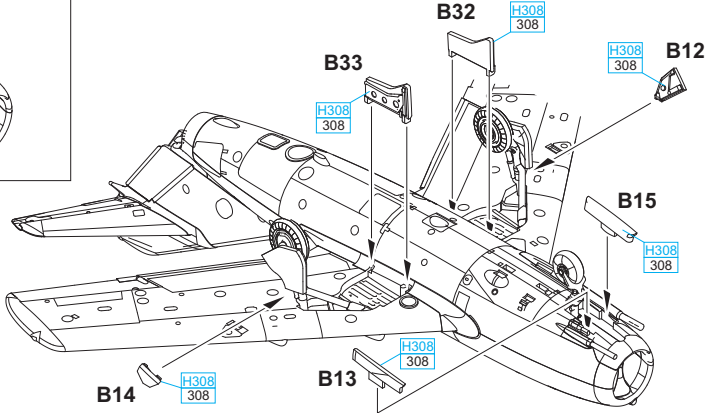
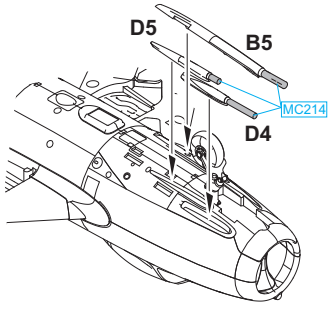
GSI Colors (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 1-1]	C1	WHITE
[H 1-3]	C3	RED
[H 1-4]	C4	YELLOW
[H 1-5]	C5	BLUE
[H 1-6]	C6	GREEN
[H 1-12]	C33	FLAT BLACK
[H 1-13]	C3	RED
[H 2-5]	C34	SKY BLUE
[H 2-6]	C66	BRIGHT GREEN

AQUEOUS	Mr.COLOR	
[H 7-2]	C137	TIRE BLACK
[H 1-11]	C85	KHAKI
[H 3-09]	C308	GRAY
Mr.COLOR SUPER METALLIC		
[SM01]		SUPER FINE SILVER
[SM04]		SUPER STAINLESS
[SM05]		SUPER TITANIUM
Mr.METAL COLOR		
[MC218]		DARK IRON
[MC218]		ALUMINIUM

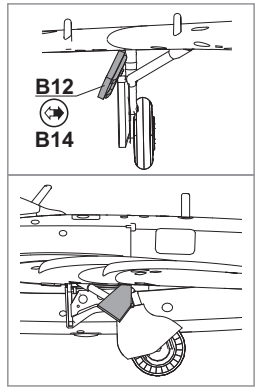
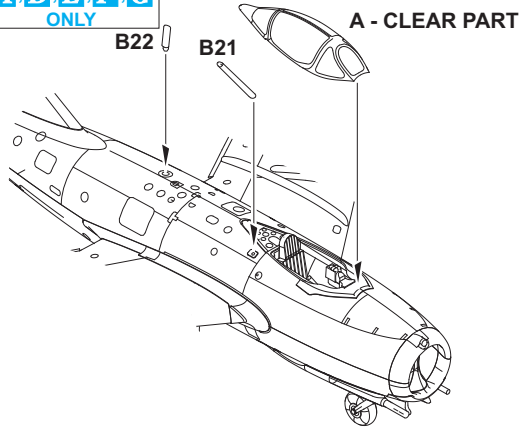


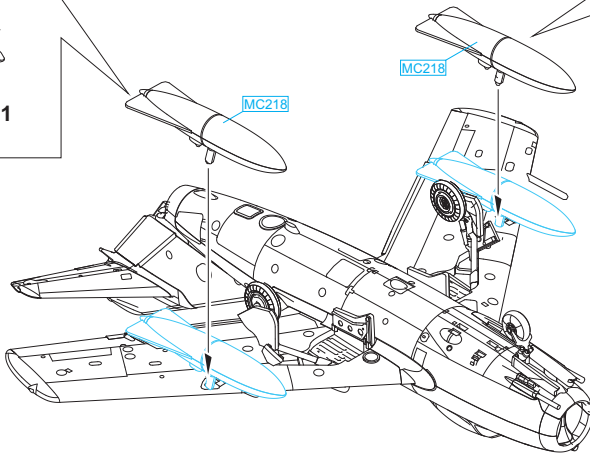
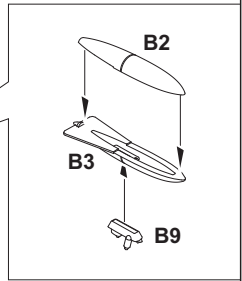
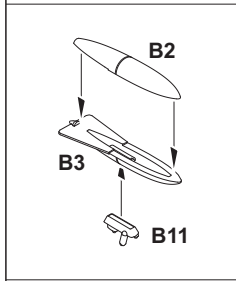
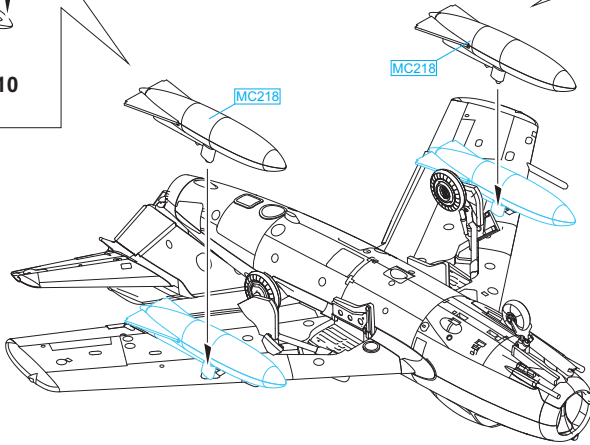
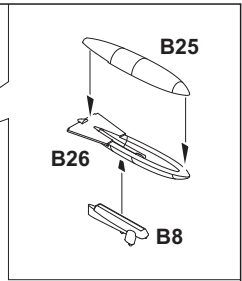
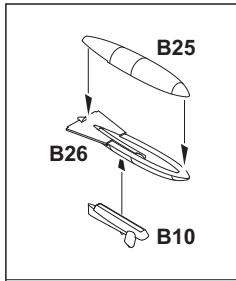


MARKINGS **B, C** ONLY

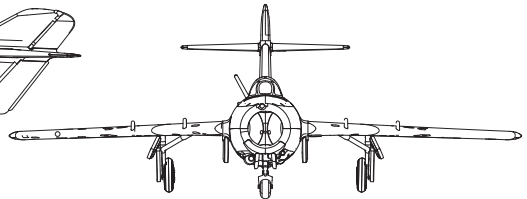
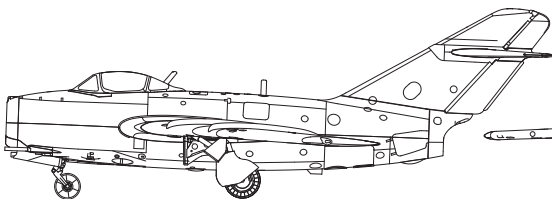


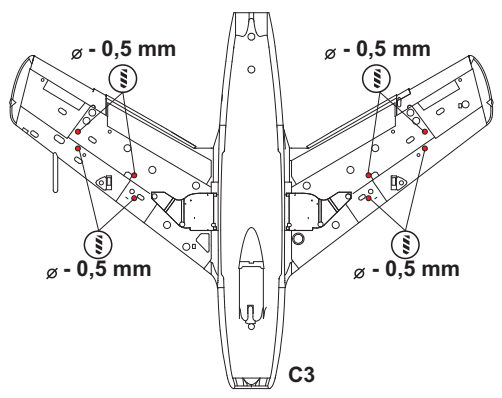
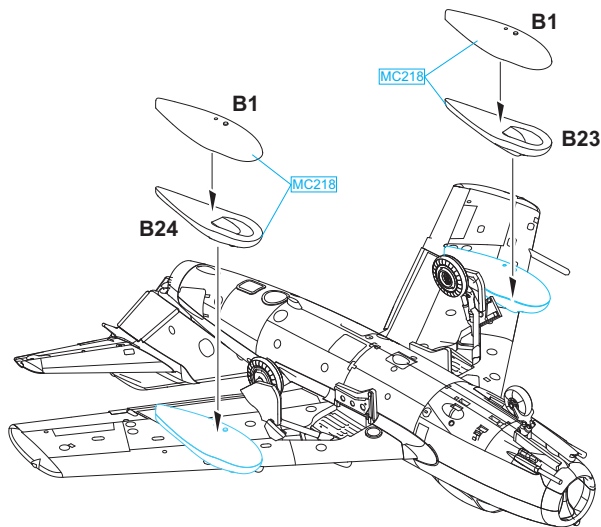
**B22 - MARKINGS
A, D, E, F, G
ONLY**



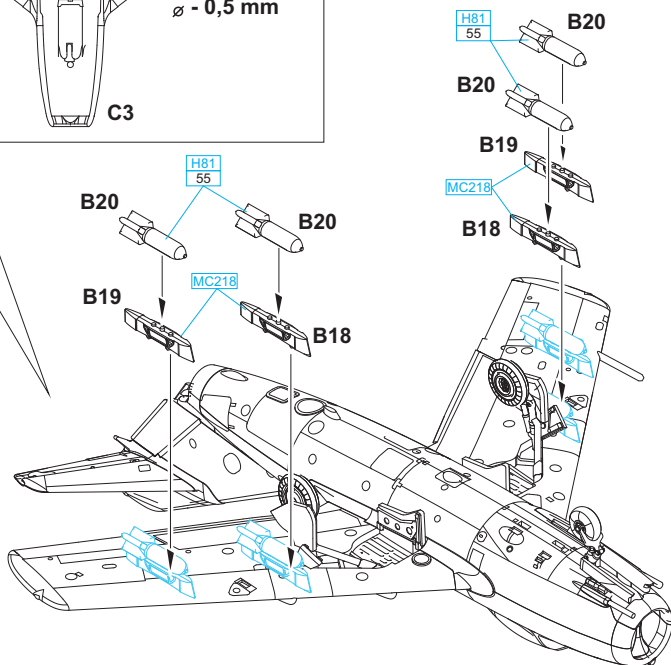


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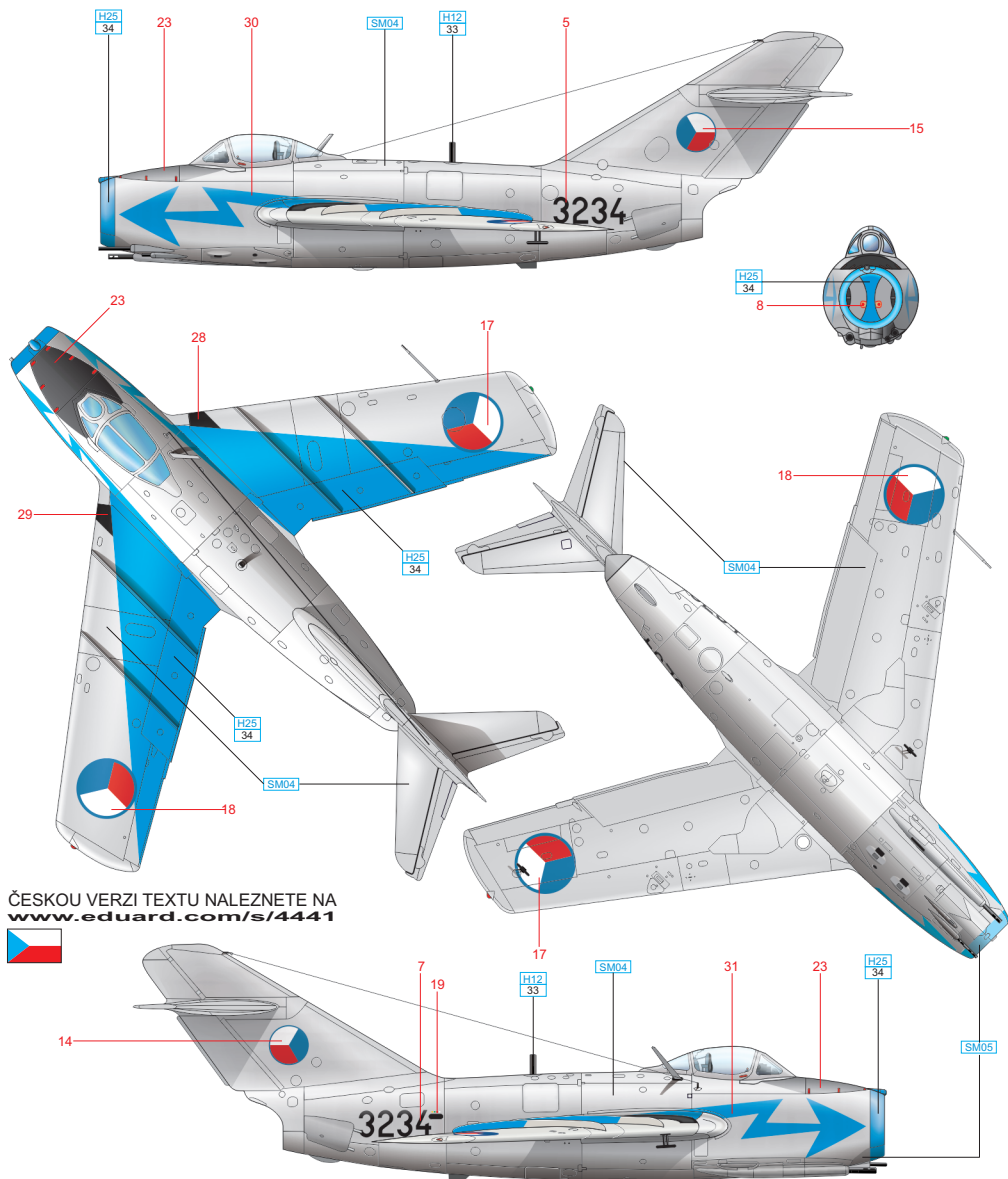


MARKING F ONLY



A MiG-15bis, s/n 613234, flown by Capt. Oldrich Paldus, 15th Fighter Regiment, Cottbus AB, German Democratic Republic, August 30 to September 1, 1957

A group of three MiG-15bis from 15th FR, Zatec Air Base, took part in the 2nd Cultural and Sport Celebration that was organized in Cottbus, German Democratic Republic in late August, early September, 1957. The distinctive blue marking was applied on these aircraft especially for this event. During the display, a tragedy nearly occurred when MiGs 3234 and 3233 collided in mid-air. 3234 lost the tip of its left horizontal stabilizer, but the pilot managed to maintain control over the aircraft till he could set it down. Two of pilots of this display team, Oldrich Paldus and Vaclav Polasek headed to 11th FR in 1958, when 15th FR was disbanded. In 1959 Capt. Jaromir Palecny joined them – all three pilots were not tall at all, so the team was unofficially dubbed 'Trio Prckos' ('The Three Squirrels' in English').



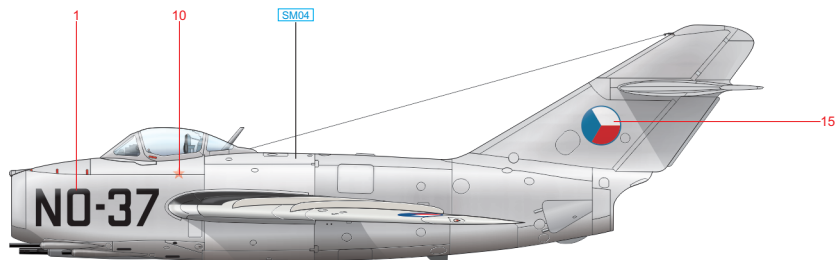
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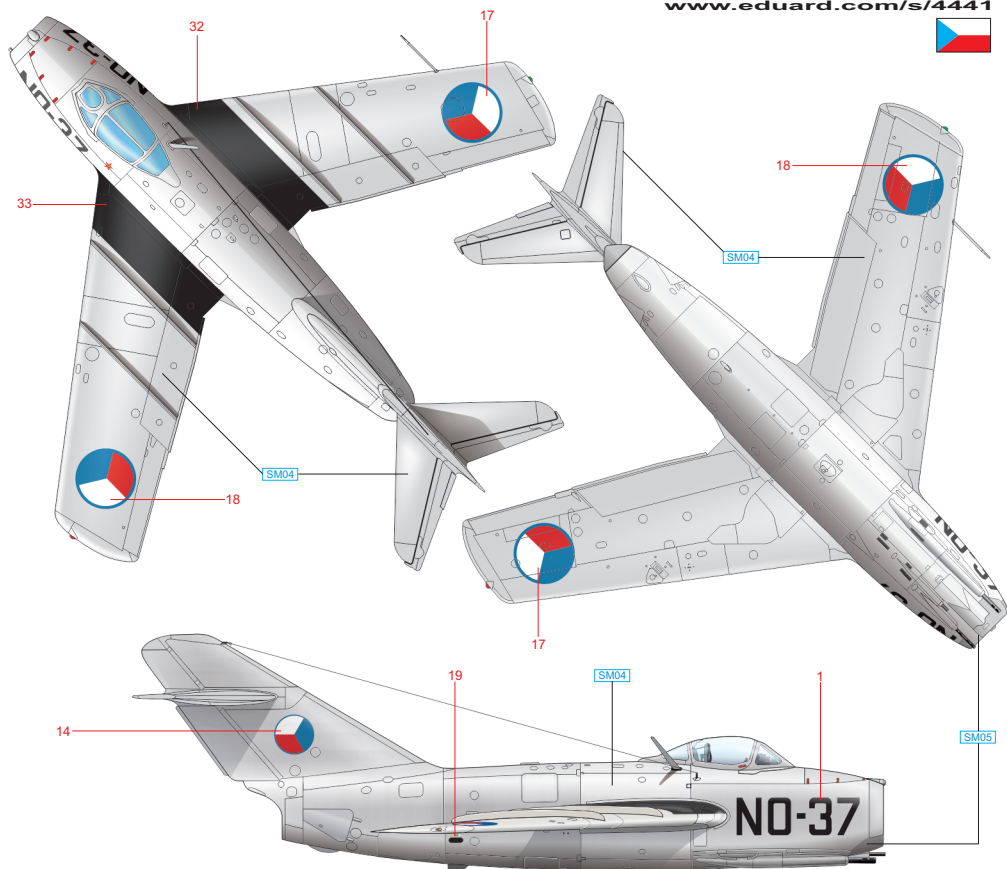
ALUMINIUM SM04 STEEL SM05 BLUE H25 34 BLACK H12 33

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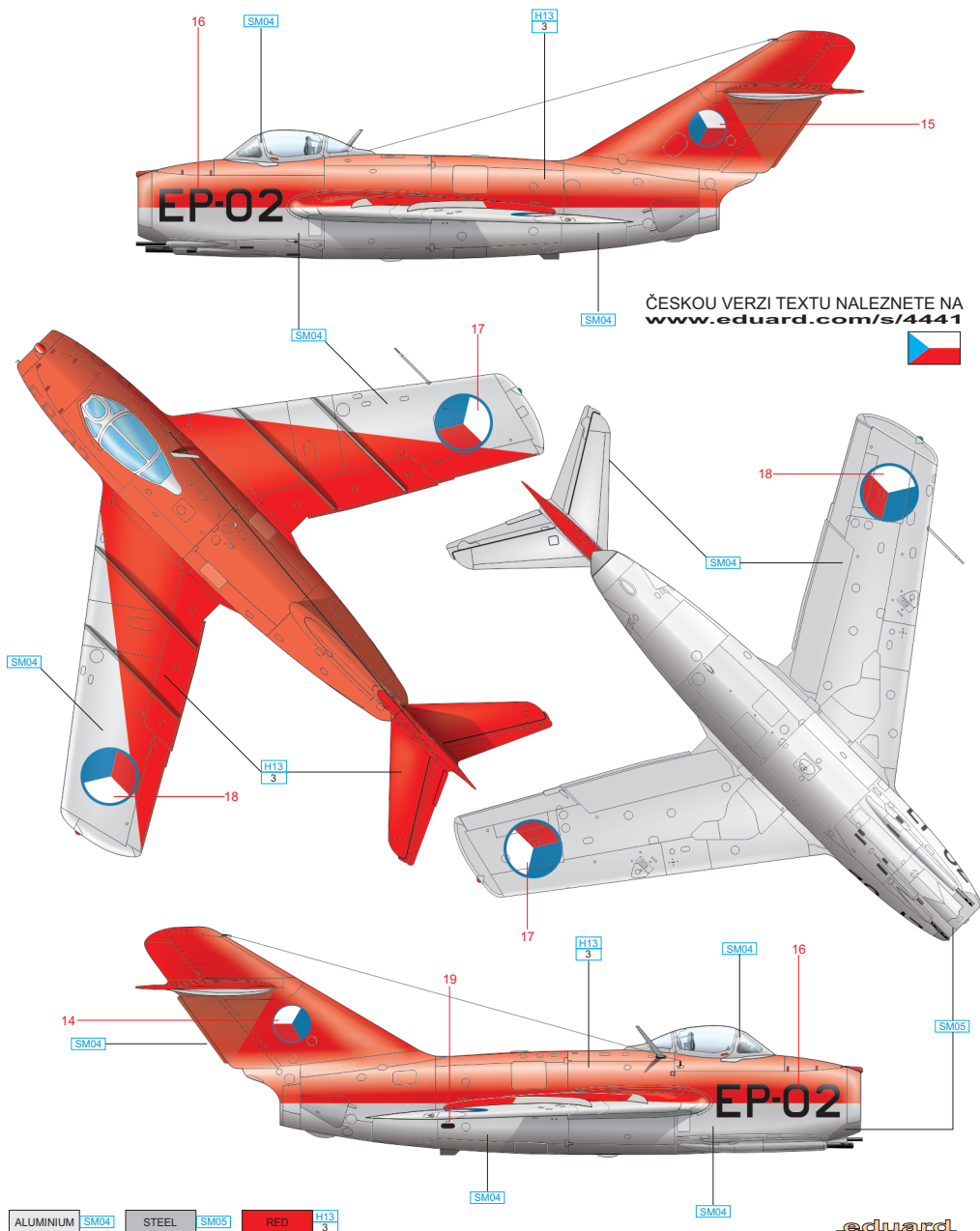
Lt. Jaroslav Sramek left a significant mark on post-war Czechoslovak Air Force history, shooting down a USAF F-84 Thunderjet belonging to the 36th FBG. He was vectored to the target that (probably) crossed the border on March 10, 1953 and gained the kill. The US pilot, 1st Lt. Warren G. A. Brown, took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



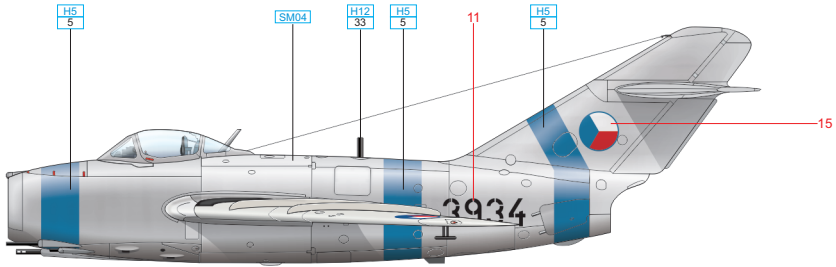
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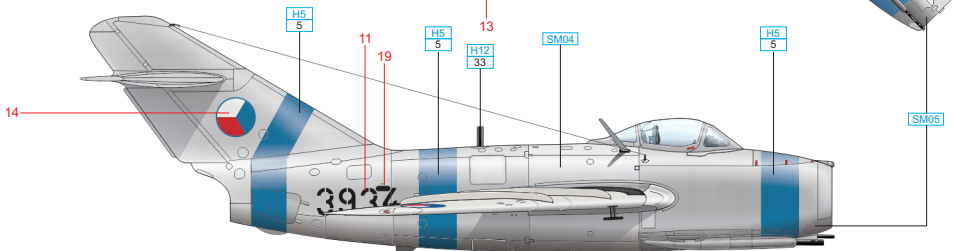
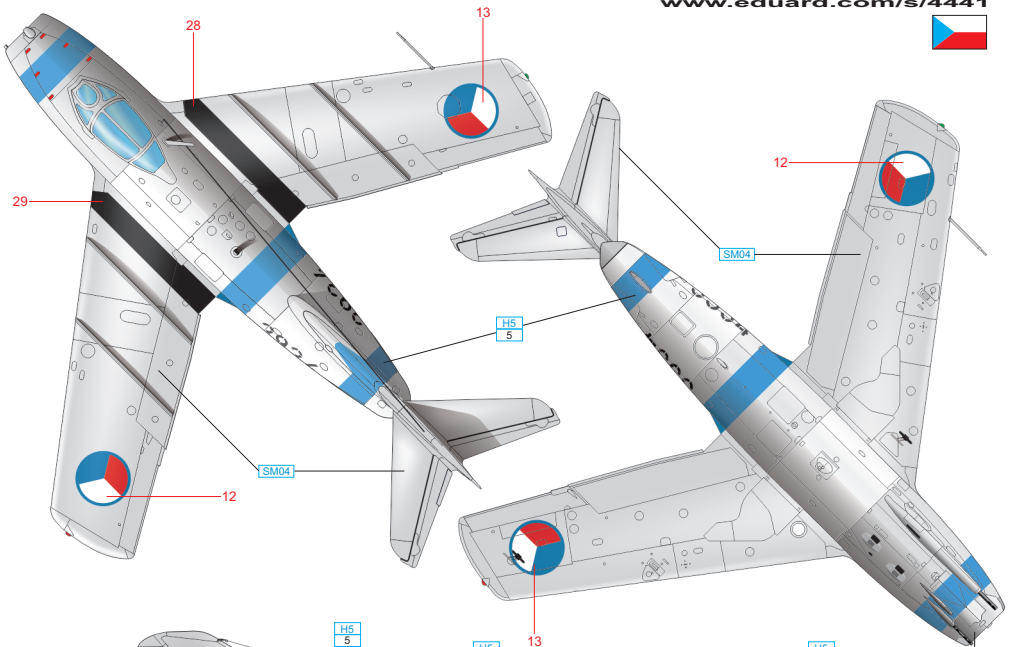
MiG-15 coded EP-02 belonged to the five-aircraft display group that participated in the air show that took place at Prague - Ruzyně airport in September, 1955. Specifically for this event, all of the group's MiGs received the topside red color. Only the canopy frame remained in the natural metal finish. 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.



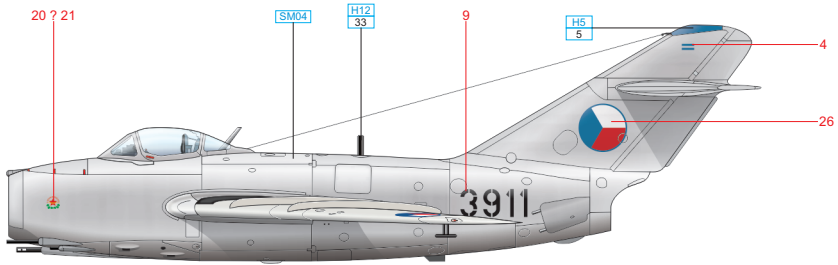
This rare marking was applied to this MiG-15bis during one of the exercises in the late fifties. The blue stripes identified one of the competing sides. The whole aircraft nose, likely with the old-style code, was repainted with fresh aluminium paint.



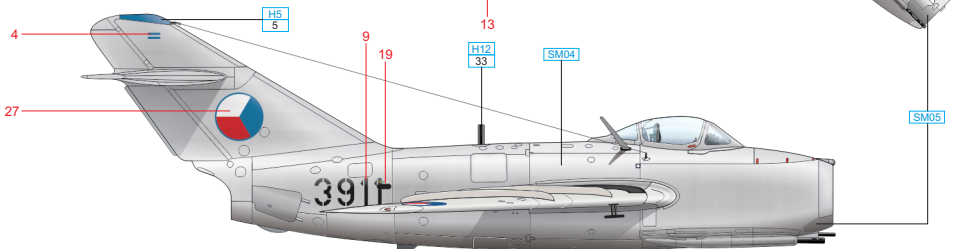
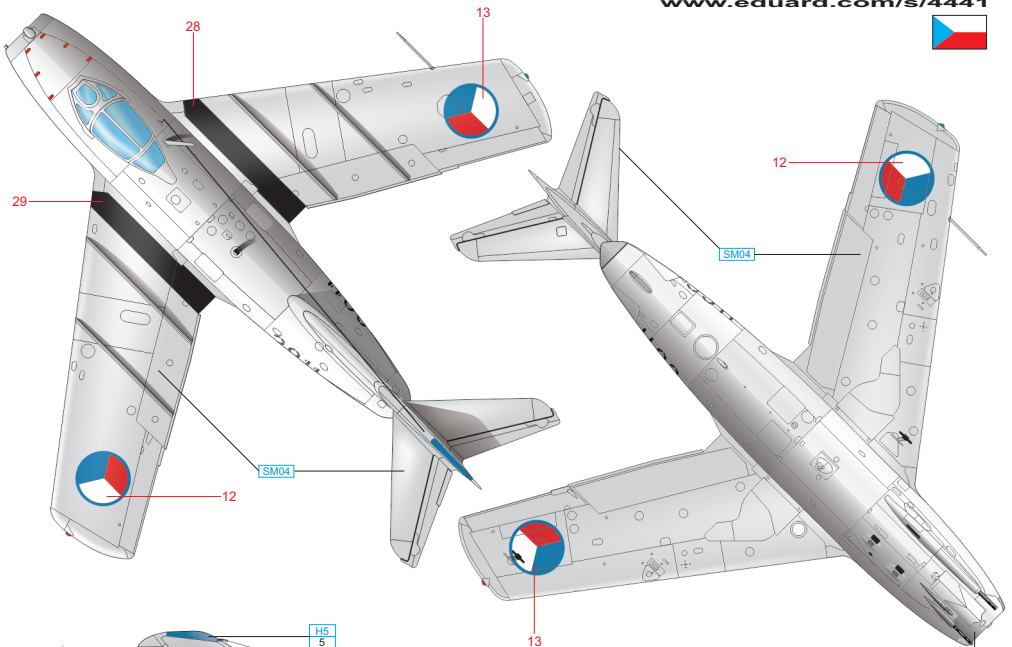
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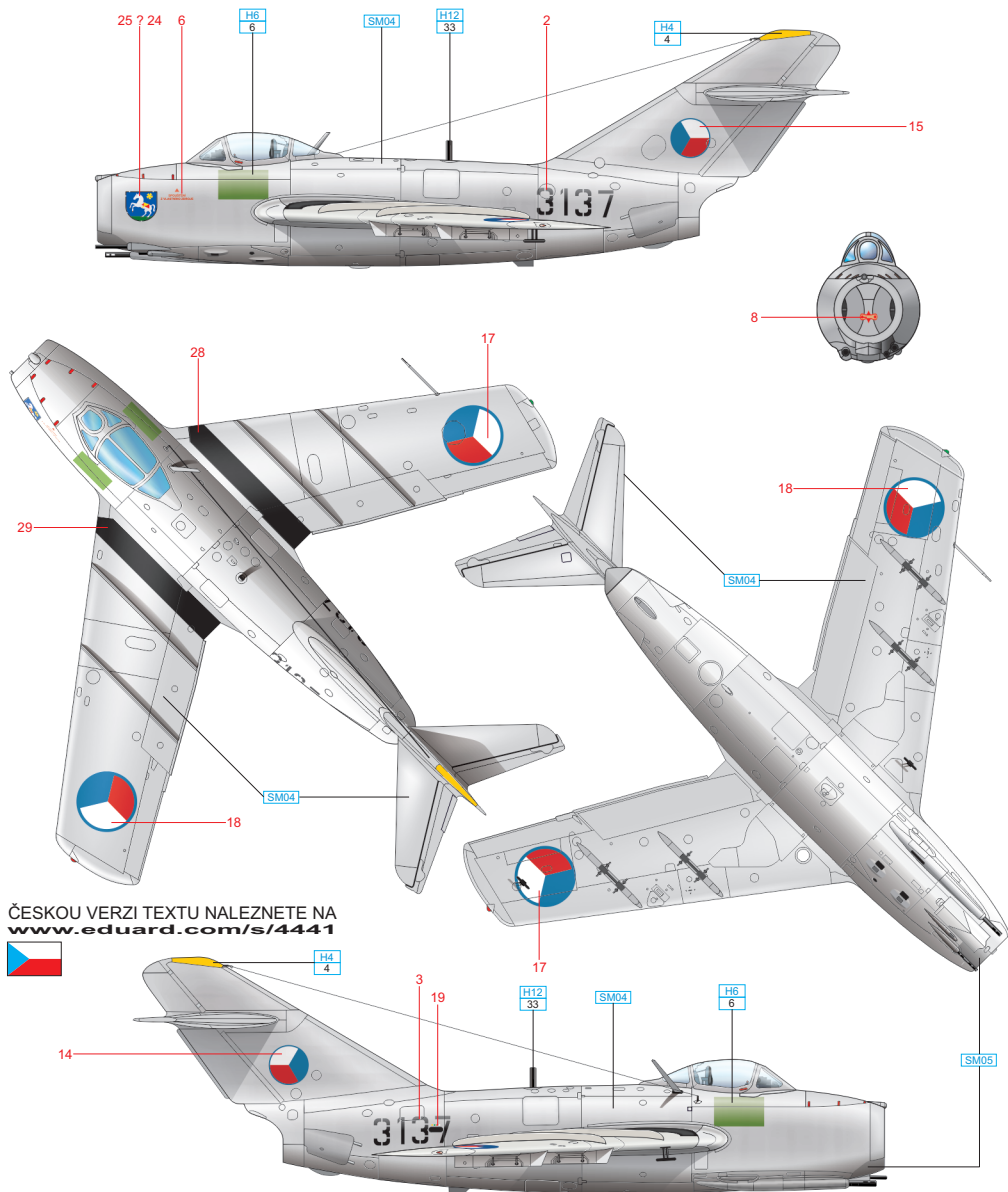
Czechoslovak aircraft wore a fairly unified color scheme, with colorful exceptions being offered up by the occasions of military maneuvers. On these occasions, various badges and motifs were seen. One of the exceptions was this "V socialisticke peci" badge (Under Socialistic Care) on the left side on the nose. This badge meant that the ground crew maintained a standard, and for free, while servicing this particular aircraft.



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During the closing days of MiG-15's career in the Czechoslovak Air Force it was used primarily by the fighter-bomber regiments. This airplane belonged to the 30th FBR, carrying the name of Ostrava city. The name is symbolized by the Ostrava city crest on the left side of the nose. The 30th FBR MiGs were detached to Ceske Budejovice Air Base between October 1975 and April 1983. They served as part of the 1st Fighter Regiment and flew against low-speed enemy aircraft. One of these MiGs forced an Austrian Augusta Bell AB 204.B chopper to land that crossed the Czechoslovak border without permission.

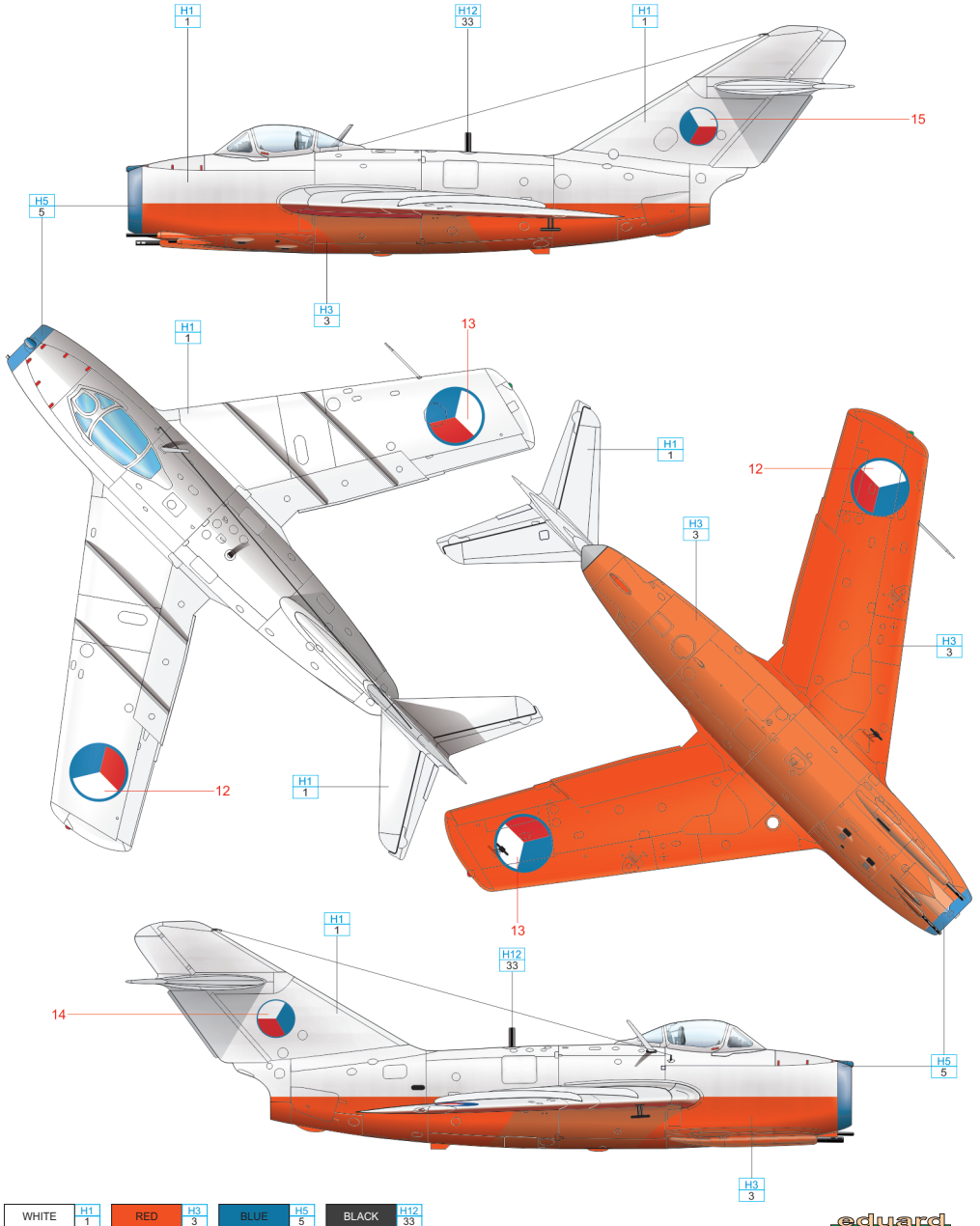


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G MiG-15bis, flown by Capt. Frantisek Garaja, 6th Fighter-Bomber Regiment, Sliac airbase, August, 29, 1964

Capt. Garaja, a member of 6th FBR, flew this MiG-15bis during the air show at Sliac airbase on August 29, 1964. The air show celebrated 20th anniversary of Slovak National Uprising and Sliac airbase (former Tri Duby airfield) played very important role as a main rebel's airbase. The horizontal stabilizer undersides could be red as well. The vintage newsreel footage that shows this aircraft in flight is not clear in this aspect. But the stabilizer surface seems to be quite light.



WHITE	H1 1	RED	H3 3	BLUE	H5 5	BLACK	H12 33
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