

SOVIET FIGHTER 1:144 SCALE PLASTIC KIT

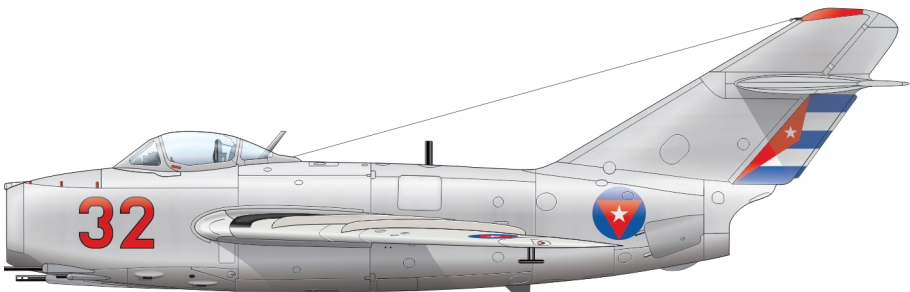
DUAL COMBO!
SUPER44



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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 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 stabilizator. 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 OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



PIĚCES

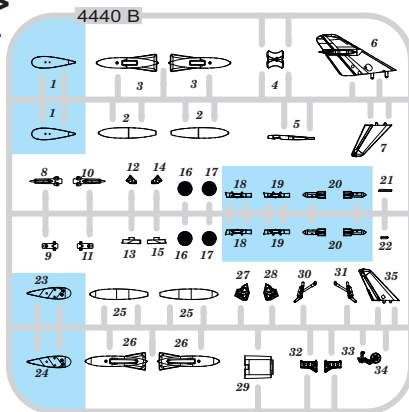


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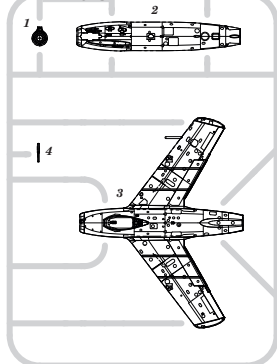
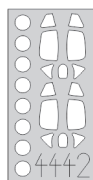
PLASTIC PARTS

A>
2 pcs.

4440 A

B>
2 pcs.C>
2 pcs.

4440 C

eduard
MASK

COLOURS



BARVY



FARBEN



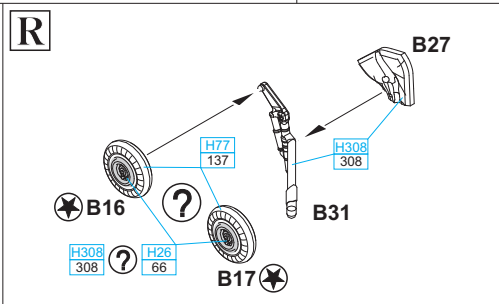
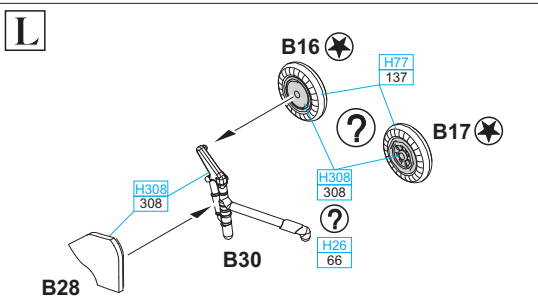
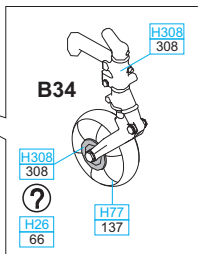
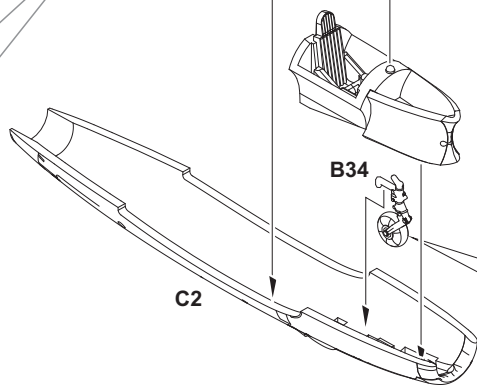
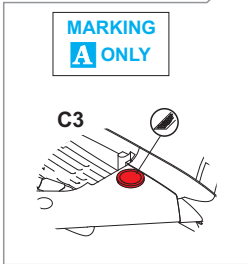
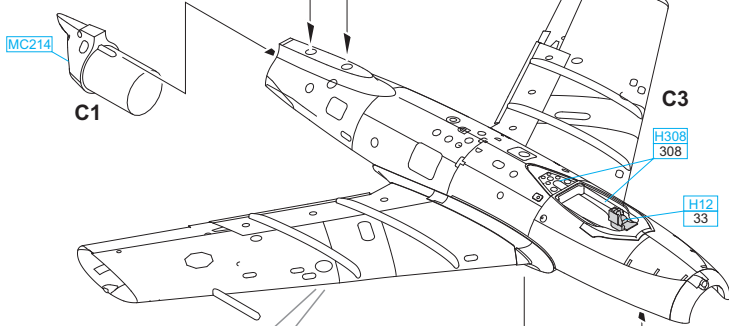
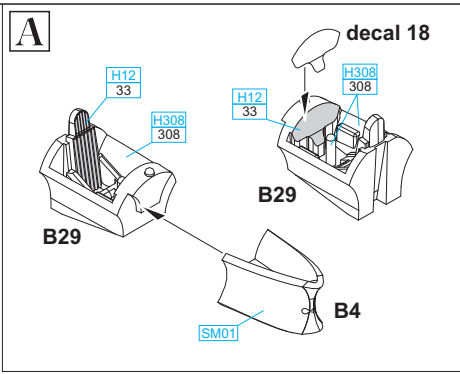
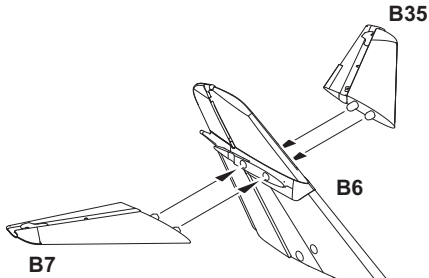
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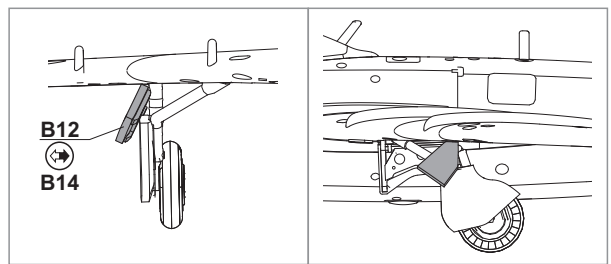
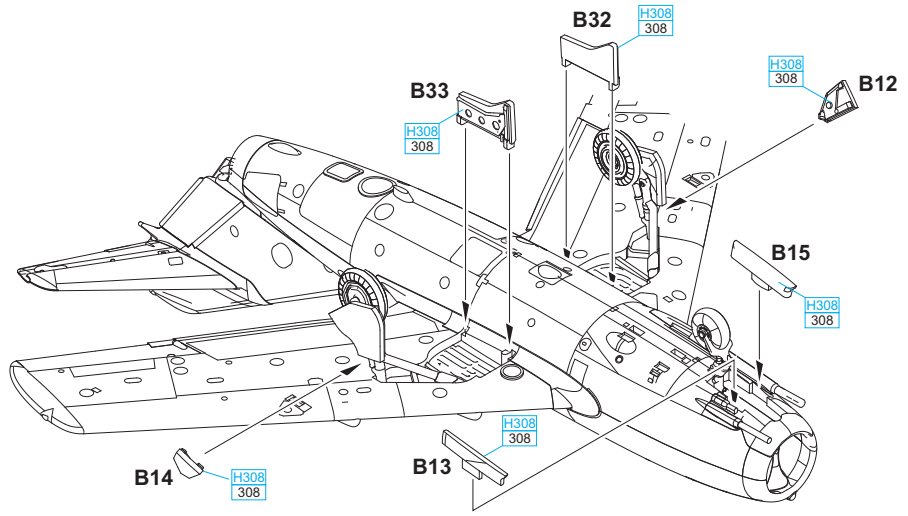
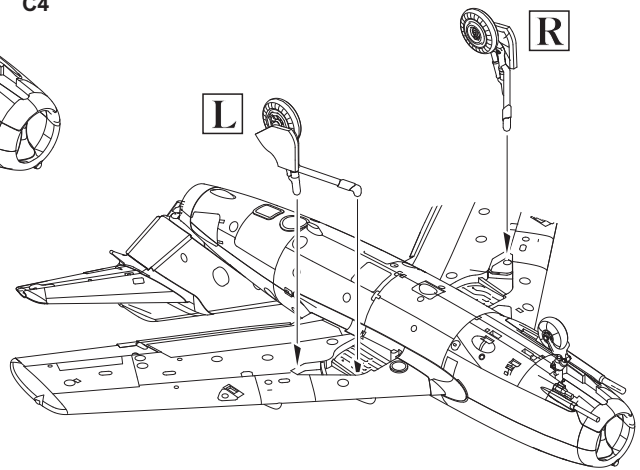
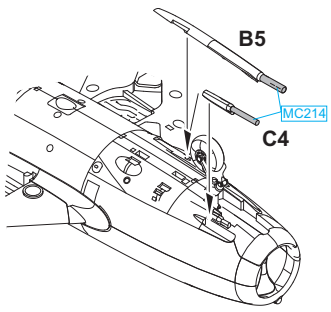


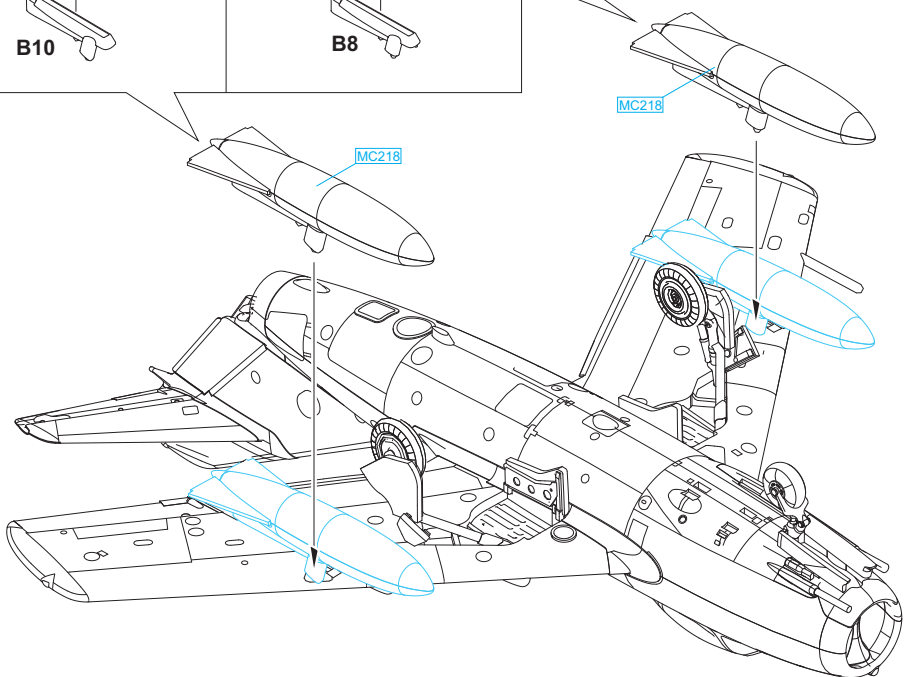
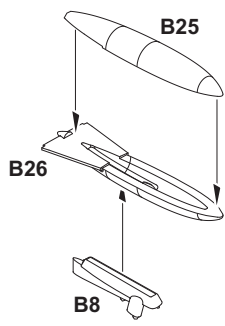
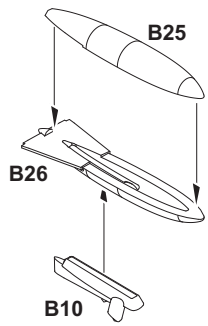
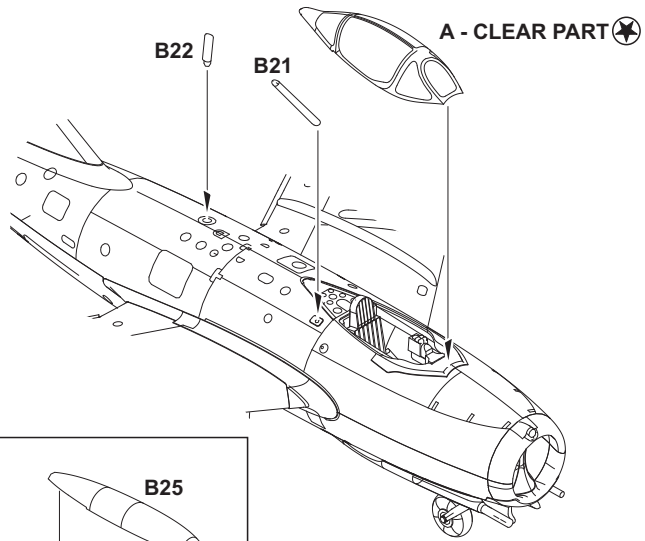
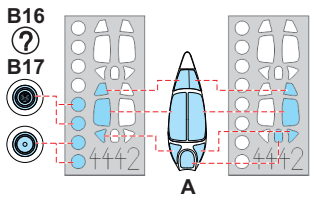
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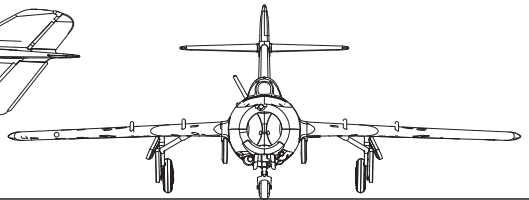
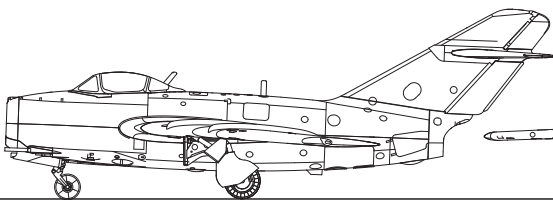
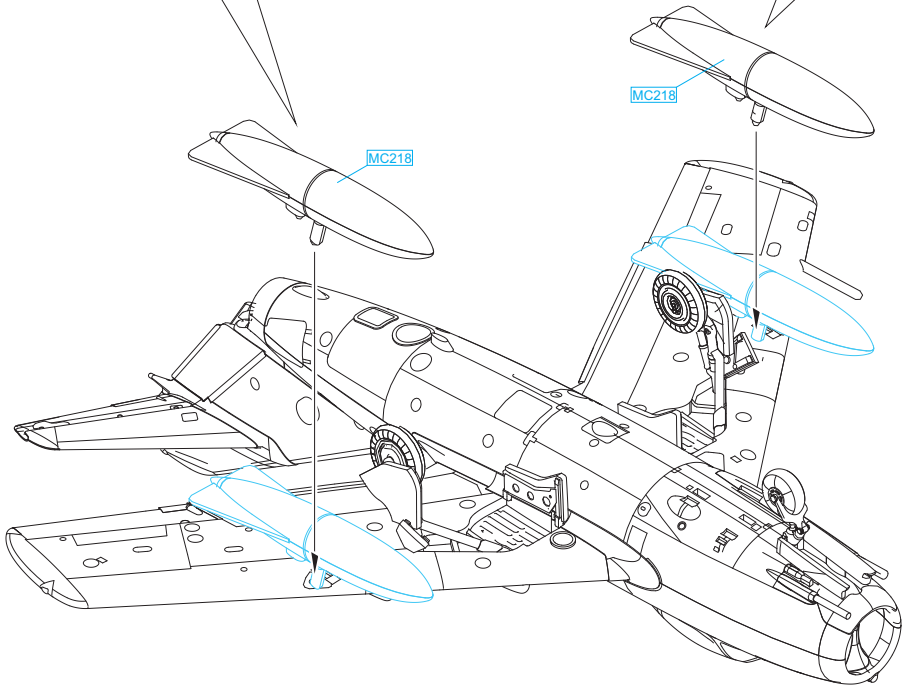
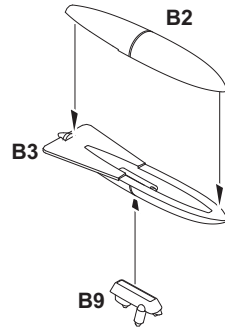
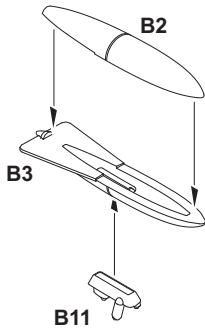
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 12	C33	FLAT BLACK
H 13	C3	RED
H 26	C66	BRIGHT GREEN
H 77	C137	TIRE BLACK
H 308	C308	GRAY

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

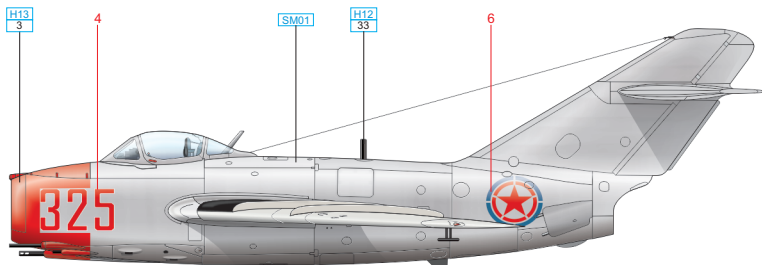




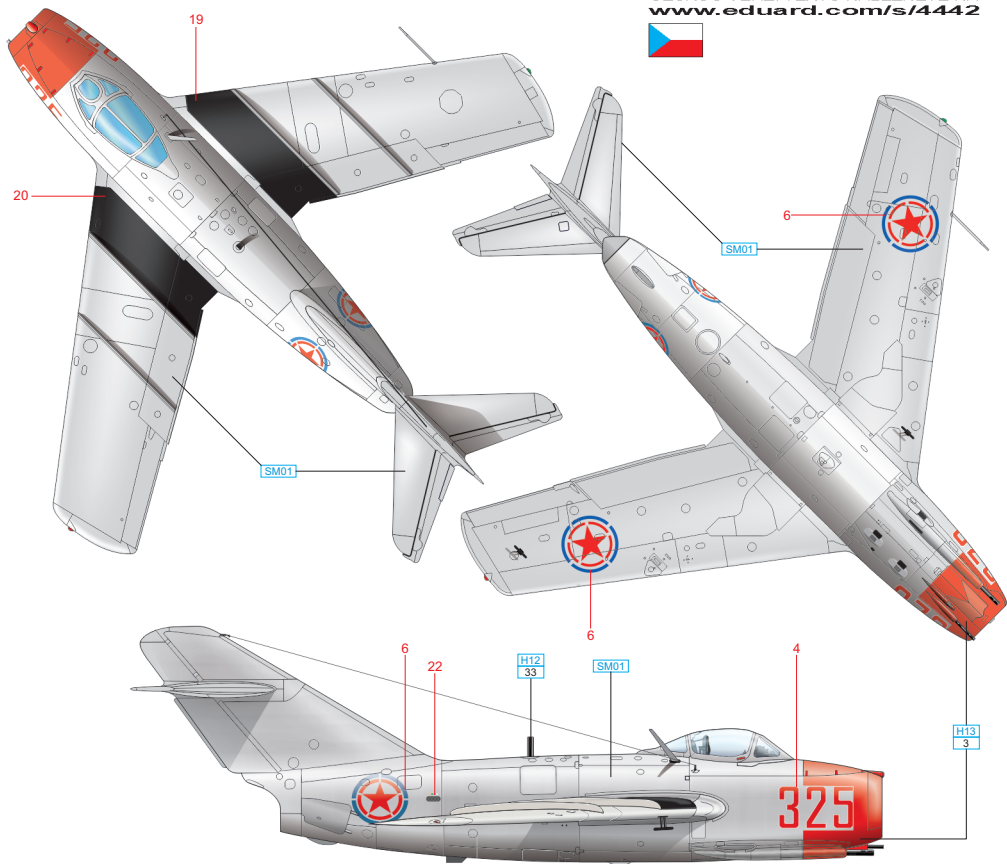




Col. Yevgeniy G. Pepelyayev piloting this MiG-15bis shot down an F-86A Sabre from 334th FIS / 4th FIW on October 6, 1951. The relatively intact wreck of the Sabre was recovered by the Soviets. Pepelyayev was credited with 19 confirmed kills and 4 probables in the Korea War. This Sabre was his seventeenth victim. He was awarded the Hero of Soviet Union for his service in Korea. Later, this aircraft was flown by Capt. A. M. Karelin (6 confirmed kills in Korea), deputy CO of 351st IAP. Flying this MiG, he managed to destroy two B-29 bombers and damage another on the night of June 10, 1952. The red paint on the MiG's nose was a quick identification feature. The red nose was typical for 324th IAD aircraft, and the 303rd IAD aircraft had the upper half of the vertical stabilizer in red in addition.



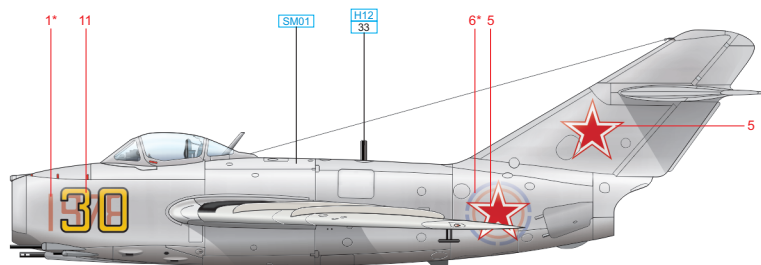
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www.eduard.com/s/4442



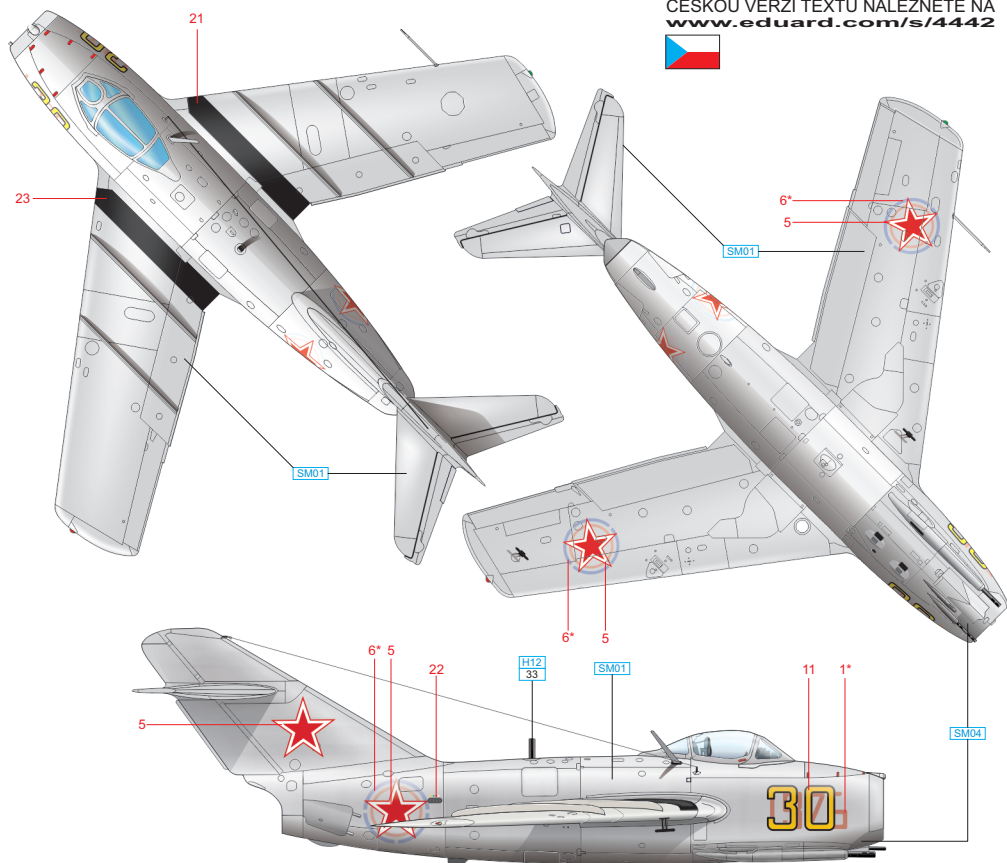
SILVER SM01 RED H13 3 BLACK H12 33

B MiG-15bis, c/n 1315376, ex- 64th IAK, Soviet Union, mid Fifties

This MiG formerly took part in the Korean War – the communist attempt to occupy the entire Korean peninsula. It wore the red number '1976' on its fuselage. Back in the USSR, it was simply overpainted with the yellow 30, as well as replacing the North Korean national insignia. 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. Based on photographic evidence, the insignia was applied on the fuselage only. It is possible these were painted on the lower surfaces of the wings as well.



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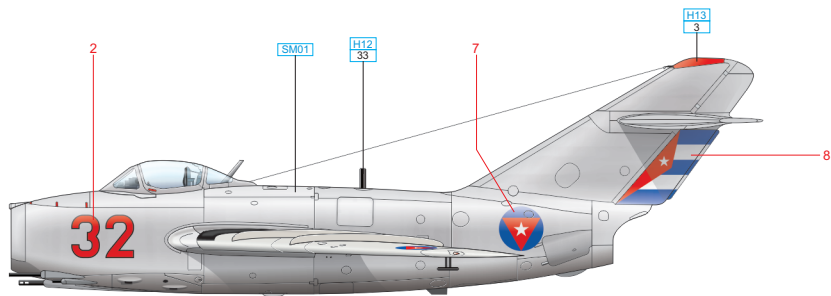
* Obtisk lehce přestříkat aluminiovou barvou / Thin layer of the aluminium color over the decal



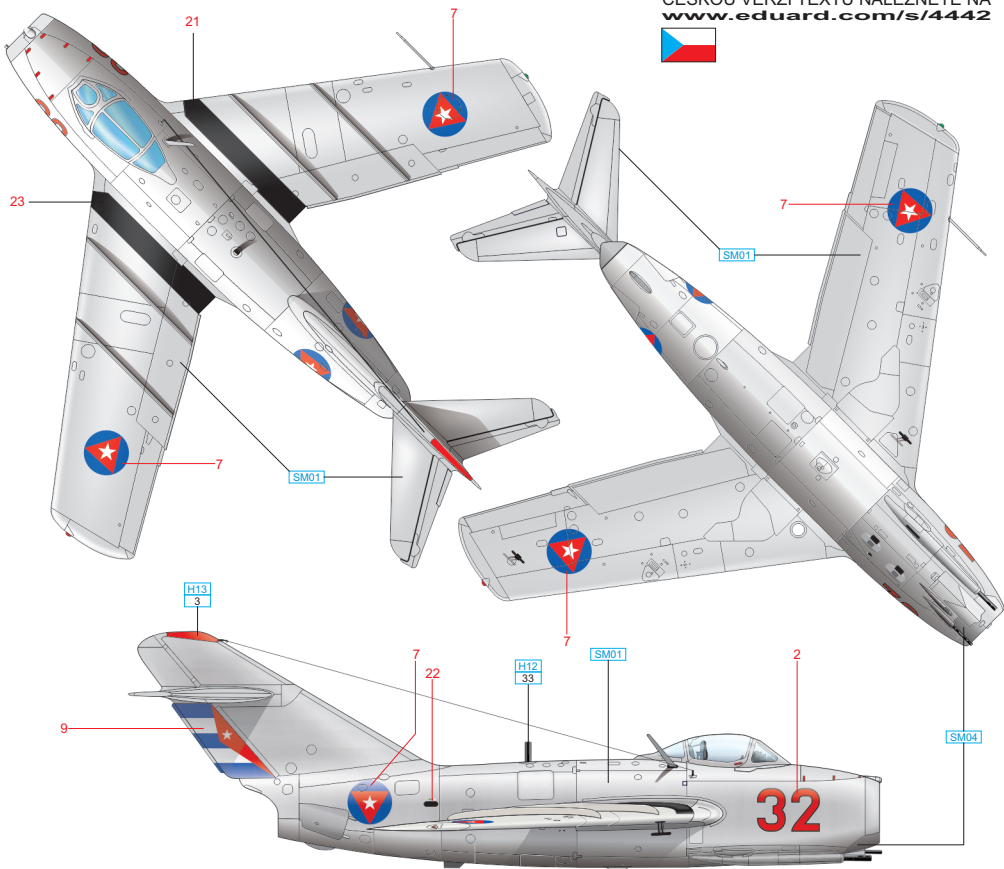
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C MiG-15bis, flown by Henry Perez, Cuba, 1960s

Being the first Cuban jets, MiG-15bis aircraft were delivered to Cuba in May, 1961, a month after the Bay of Pigs invasion. As a result, these jets took no part in the defence against the unsuccessful attempt to overthrow Fidel Castro's communist regime. This bird was flown by Henry Perez, the author of the autobiographical book 'Piloto Maestro' and was one of the most experienced and decorated pilots. Afterwards, he became a member of the Cuban armed forces deployed to Angola in the eighties. He was shot down by AA-fire while flying a MiG-21 over the town of Luau on October 30, 1983.



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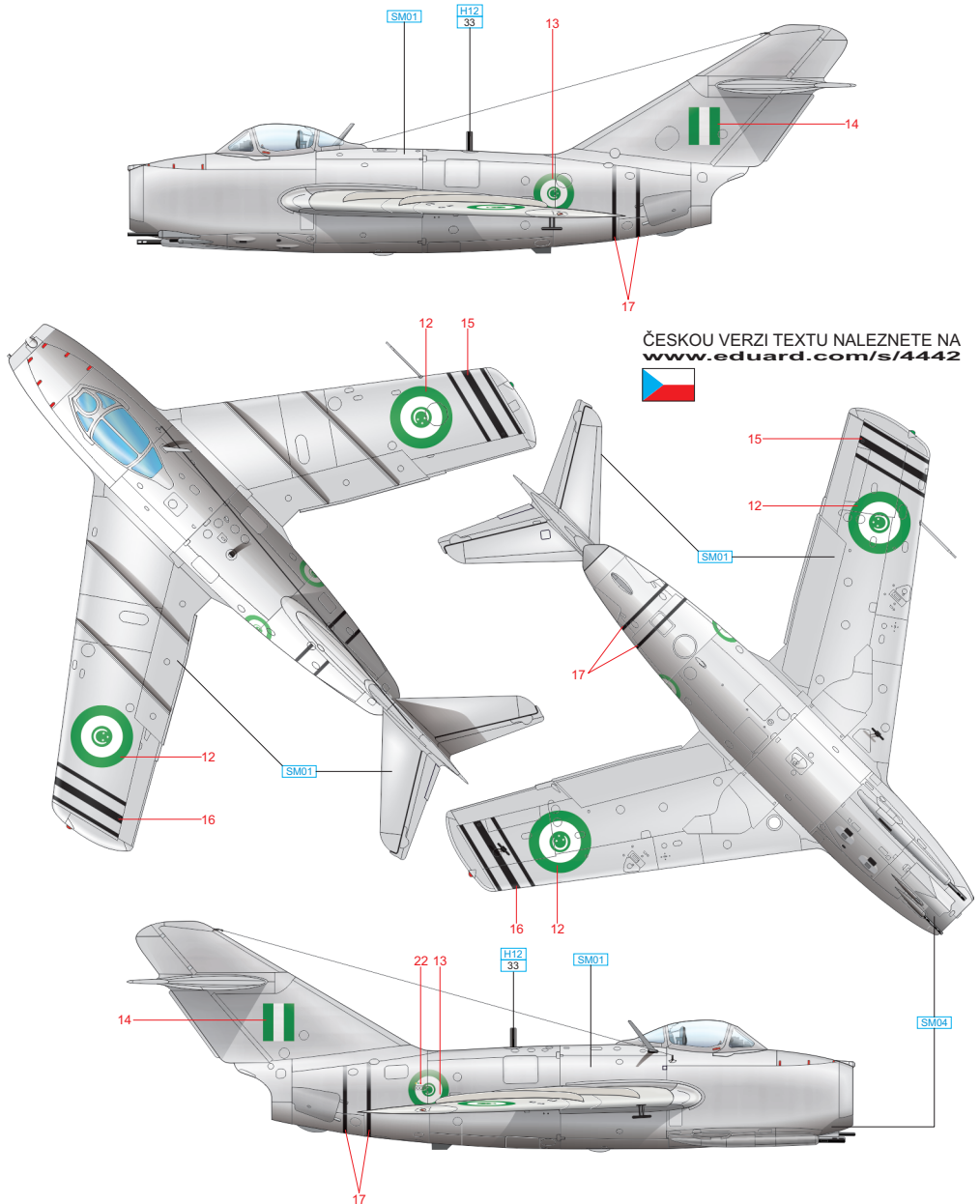


SILVER SM01 STAINLESS SM04 BLACK H12 33 RED H13 3

eduard

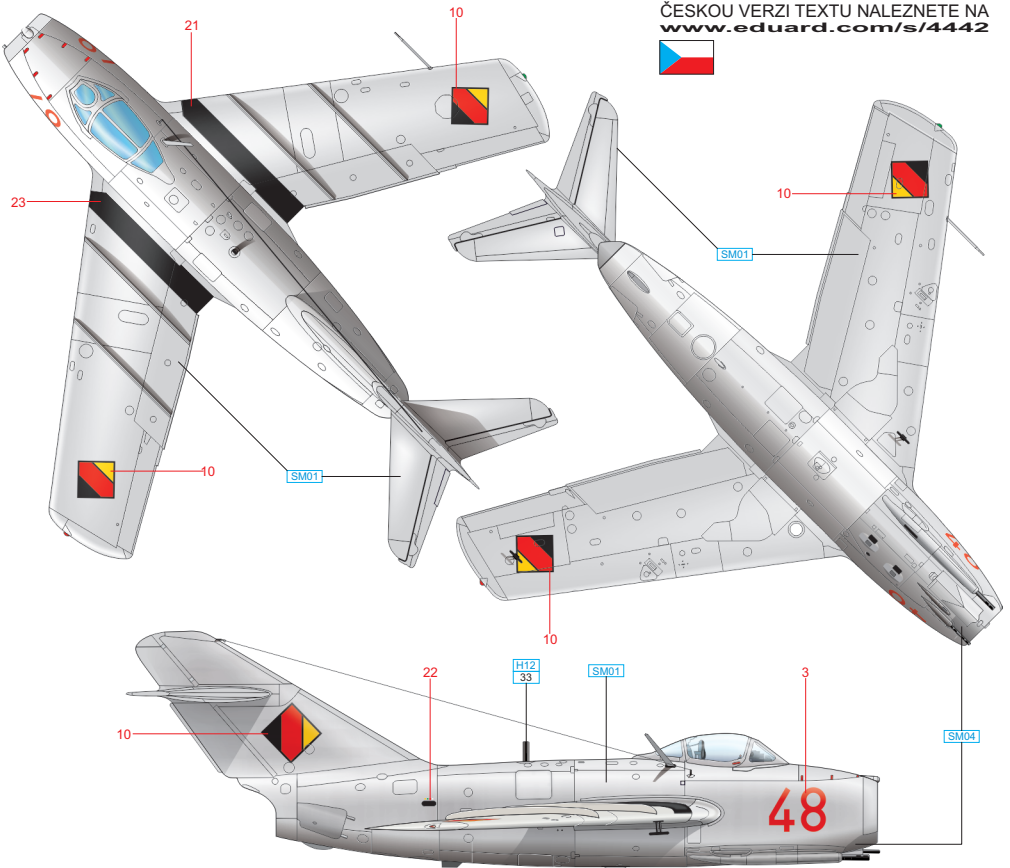
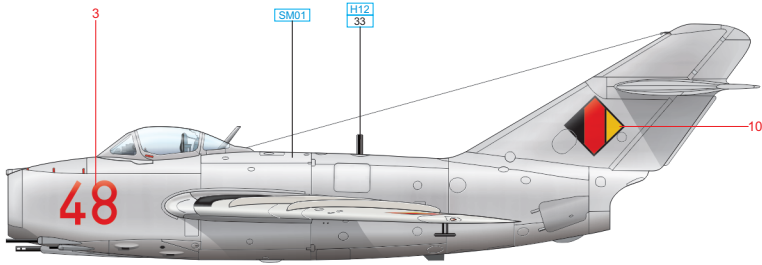
D MiG-15bis, Egyptian Air Force, October, 1956

This MiG-15bis was damaged in combat with Israeli Mystères of No. 101 Squadron flown by deputy CO Jaakov Nevo. The Egyptian pilot had to make a forced landing in Bordavil, in the Sinai Peninsula due to the damage sustained, and the abandoned aircraft was captured by the Israelis. This MiG is one of the three Egyptian MiG-15bis aircraft shot down during the so-called Suez Crisis. The aircraft was built in Czechoslovakia. Note the quick identification black stripes on the fuselage and wings. The green national insignia was used till 1958.



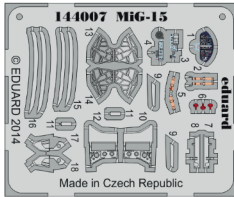
E MiG-15bis, JAG 11, Bautzen AB, East Germany, ca 1956

JAG 11 (Jagdfliegerausbildungsgeschwader) was one of the school units that flew MiG-15bis aircraft during the late sixties. This aircraft was manufactured in Czechoslovakia by Aero. Note the early style of East German national insignia with no hammer and compass within the badge, used till 1956.



SILVER SM01 STAINLESS SM04 BLACK H12 33

MiG-15 PHOTO-ETCHED SET & PLASTIC KIT

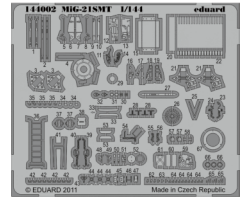


Cat. No. 144007



Cat. No. 4441

PHOTO-ETCHED SETS **MiG-21**



MiG-21MF Cat. No. 144001
 MiG-21SMT Cat. No. 144002
 MiG-21BIS Cat. No. 144003

MiG-21 PLASTIC KITS



Cat. No. 4426



Cat. No. 4425



Cat. No. 4427

Ju 52 & Ju 87 PLASTIC KITS



Cat. No. 4423



Cat. No. 4424



Cat. No. 4431



Cat. No. 4430

Spitfire Mk.IX PLASTIC KITS



Cat. No. 4429

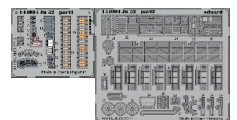


Cat. No. 4428

PHOTO-ETCHED SETS **Ju 52**



Cat. No. 144005



Cat. No. 144004