

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 7055

**MiG-15 was one of the most successful fighters in the world. It was clear from the very start, the training version would also be needed.**

At the end of WWII, first generation of jets entered service with RAF, Luftwaffe and USAAF (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 just a "toe in the water" of new technology. But without suitable engine it was rather no-go task.

#### Engine as a center point

As the most advanced engines could be found in the United Kingdom 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. Soviet Union lacked behind the development of the jet engines, so it was decided in June 1956, 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 the jet engines. In December 1946 a Soviet delegation travelled to the 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 therefore stole a turbine blade for analysis during their visit to the factory. In the end, however, UK representatives agreed to supply 30 Derwents 5 and 25 Nenes I. The first of them arrived in the Soviet Union on March 21, 1947. The entire contract was completed by June of the same year. However, the last five Nene engines were finally 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 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.

The I-310 took off to the skies for the first time on December 30, 1947, and during the 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 offered easy maintenance. Due to that the Mikoyan-Gurevich's I-310 was deemed a winner of the competition

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 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.

#### For proper training

Development of the two-seat version of the MiG-15 began in early November 1948, while the first two prototypes of the single-seat version were still under development. However, it was not until April 6, 1949, that the official contract was issued. The design team approached the task with maximum unification with the single-seat version in mind, so modifications were limited to the installation of a second cockpit. This, however, necessitated a reduction in the volume of the main fuel tank. Initially, a single cockpit canopy was intended, but in the end a three-part canopy consisting of a windshield, a hinged front canopy and a sliding rear one was introduced. Another significant change was armament reduction. It consisted of one 23 mm NR-23 cannon and one 12.7 mm UBK-E machine gun. Two 50 kg or 100 kg bombs could be fitted to the bomb racks. In addition, PTB-250 or PTB-300 external fuel tanks could be mounted on them instead.

The UTI MiG-15 prototype was manufactured at Kuybyshev Plant No. 1 by converting a production MiG-15 No. 104015. It was handed over for factory tests on May 23, 1949 and made its maiden flight on June 27. The factory tests were followed by tests at the Chkalovskaya base, where the State Test Institute of Military Aviation (GK NII VS) was located. The aircraft was evaluated with only minor remarks, the solutions were to be incorporated into the production aircraft. In October 1949, the prototype was handed over to the 324th Fighter Group at Kubinka Base for operational trials. These were completed on April 1, 1950 and the aircraft was then returned to the factory, where modifications were made based on the findings obtained during the tests.

#### This kit: UTI MiG-15

Two-seat UTI MiG-15s were gradually introduced into the production program of four plants: No. 1 in Kuybyshev, No. 153 in Novosibirsk, No. 135 in Kharkov and No. 99 in Ulan-Ude. In total, these four plants produced 3,434 "Midgets", as the two-seat UTI MiG-15 was designated in the NATO code, 2012 of them were also produced under license in Czechoslovakia between 1954 and 1961. The Soviet air force (VVS) adopted UTI MiG-15 in 1955 and these aircraft subsequently provided training not only for pilots of this type, but also of MiG-17 and MiG-19, for which two-seat modifications were not planned. Gradually, these aircraft spread to other countries that were using Soviet aviation equipment. Regarding the in-flight handling, the prototype did not differ much from the regular MiG-15, but it lagged slightly behind in terms of flight performance due to its higher weight, lower fuel supply and increased aerodynamic drag. Nevertheless, in most aspects it exceeded the requirements of the specification. For example, the maximum speed was 1010 km/h, while the requirement was 970 km/h. Only the climb ratio lacked a little behind requirements.



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 \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA



BEND  
OHNOUT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



NOTCH  
ZÁREZ



REMOVE  
ODŘÍZNOUT



APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARDS MASK  
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE



PIÈCES

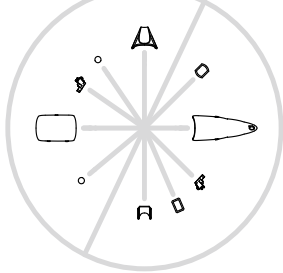


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## PLASTIC PARTS

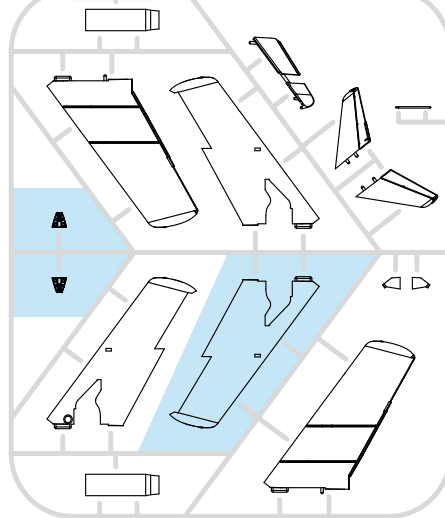
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7055 F



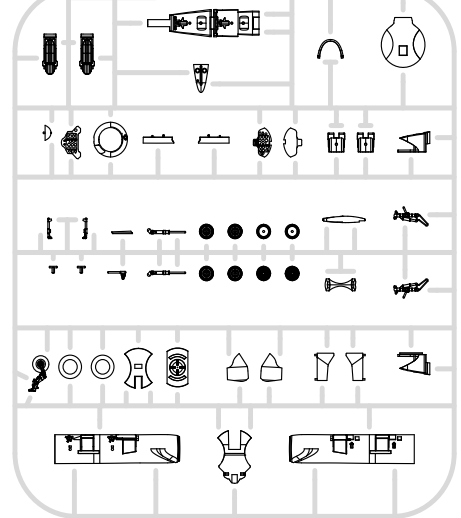
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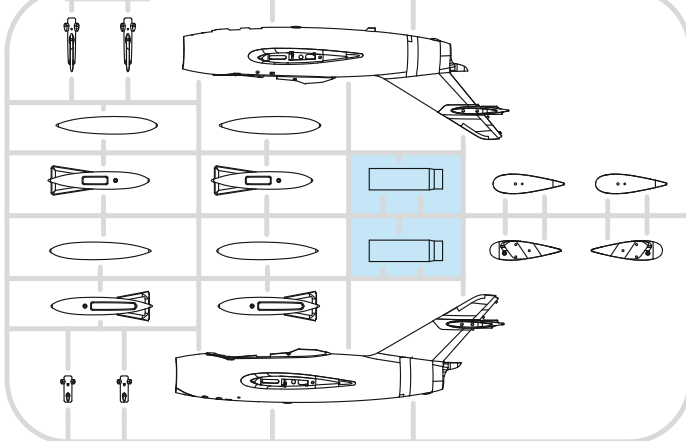
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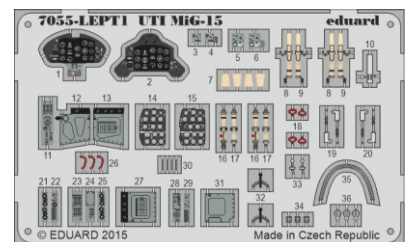


H&gt;

7055 H



## PE - PHOTO ETCHED DETAIL PARTS



eduard  
MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas'utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

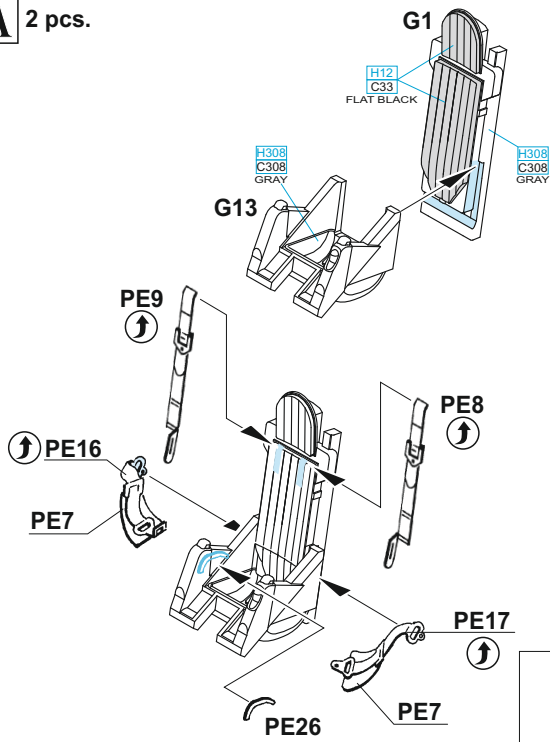


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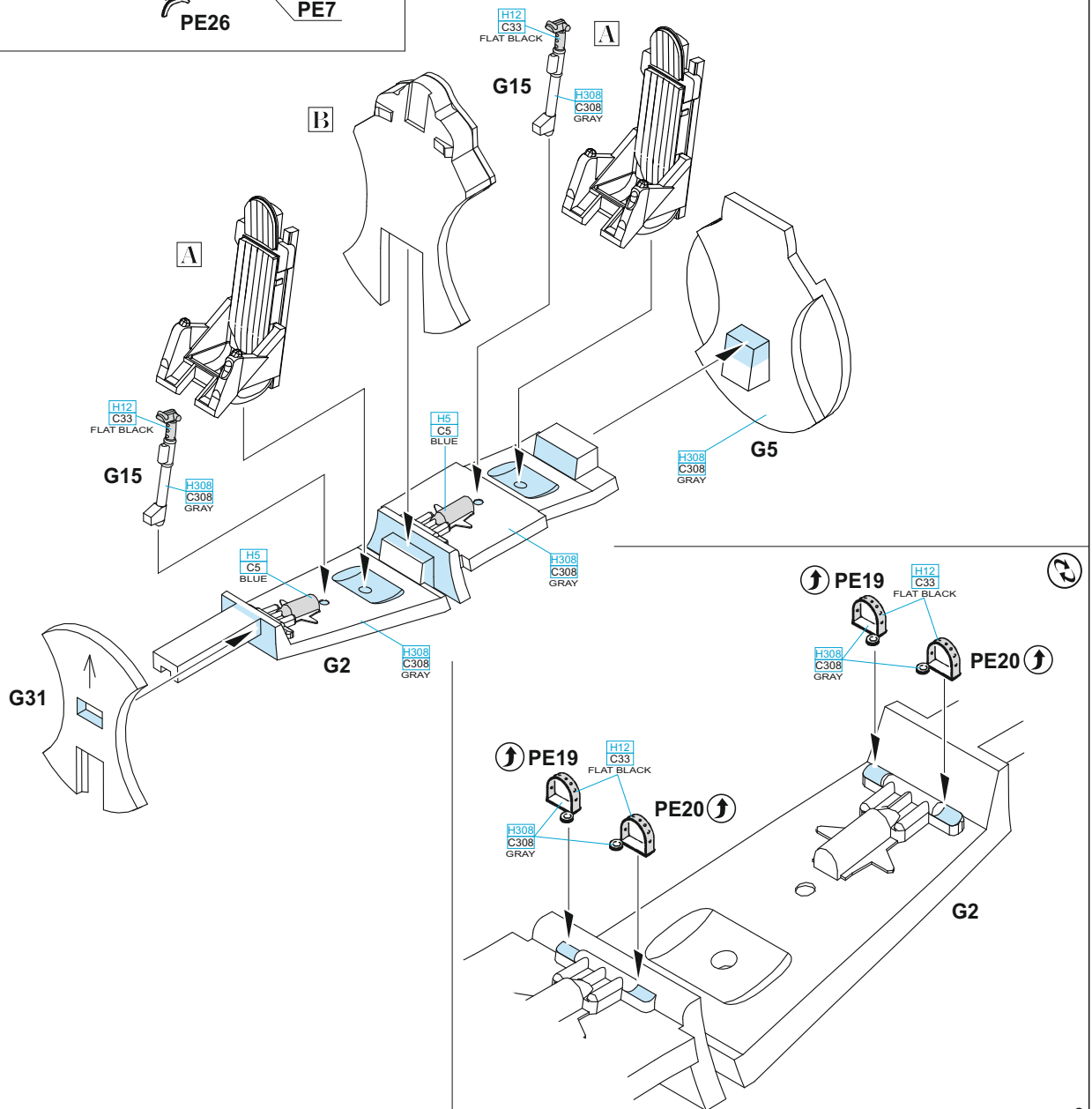
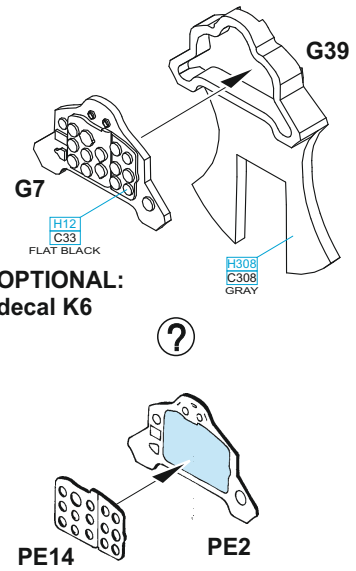
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H5	C5	BLUE
H8	C8	SILVER
H12	C33	FLAT BLACK
H25	C34	SKY BLUE
H26	C66	BRIGHT GREEN
H27	C44	TAN
H77	C137	TIRE BLACK
H80	C54	KHARI GREEN
H83	C32	DARK GRAY

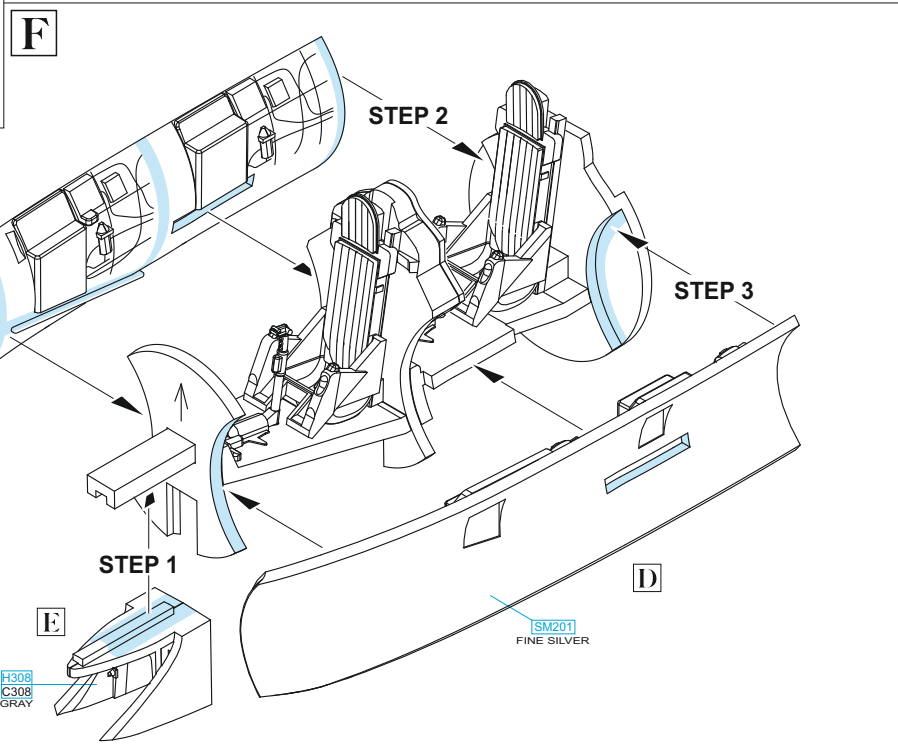
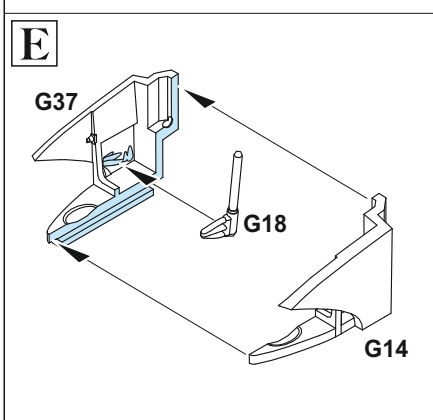
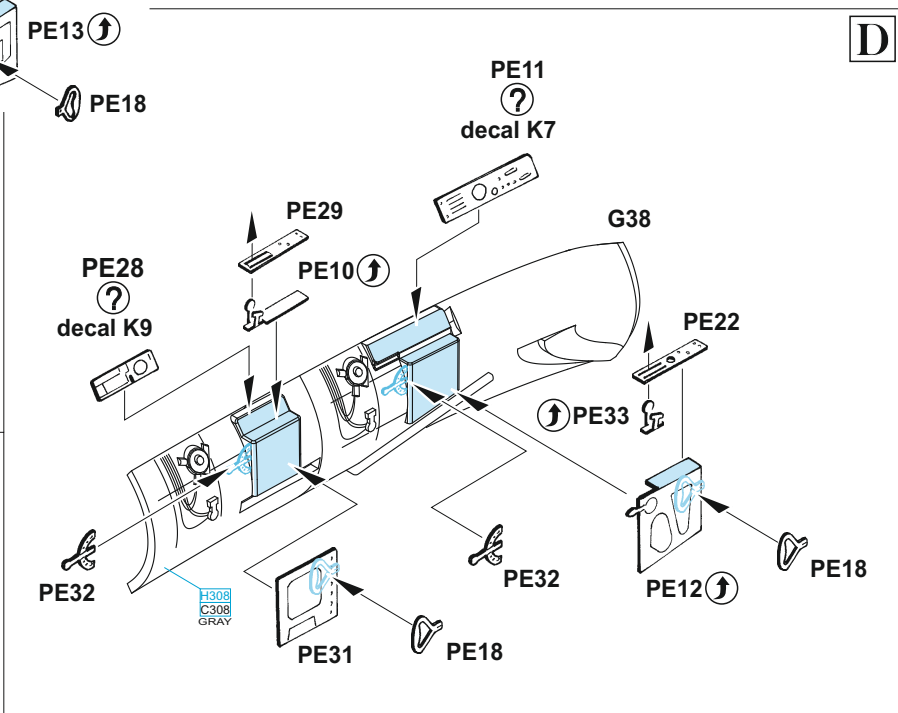
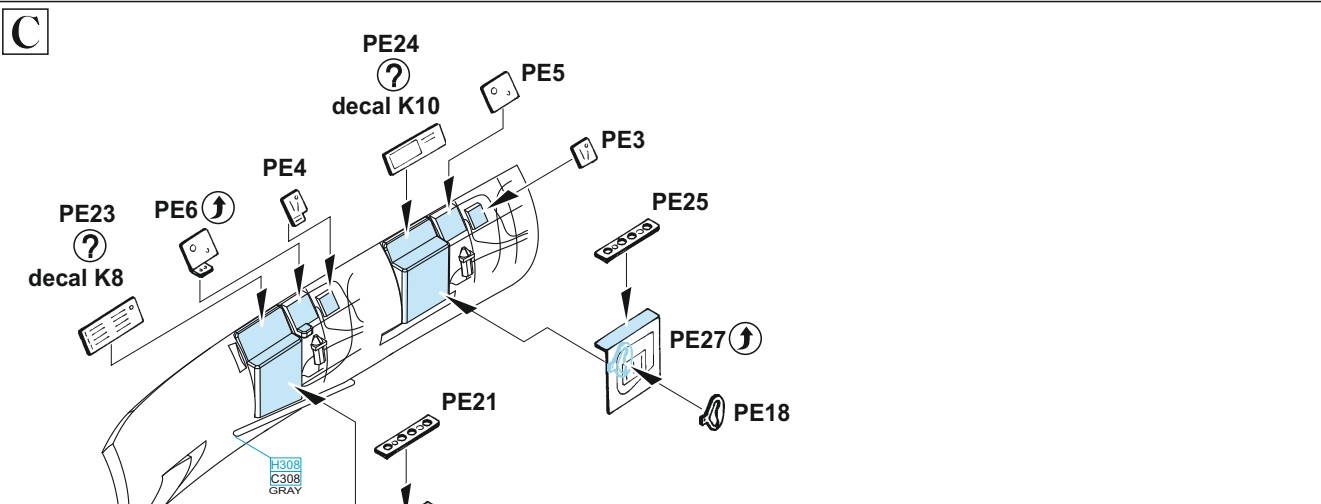
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H308	C308	GRAY
H323	C323	LIGHT BLUE
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM206		CHROME SILVER

**A** 2 pcs.

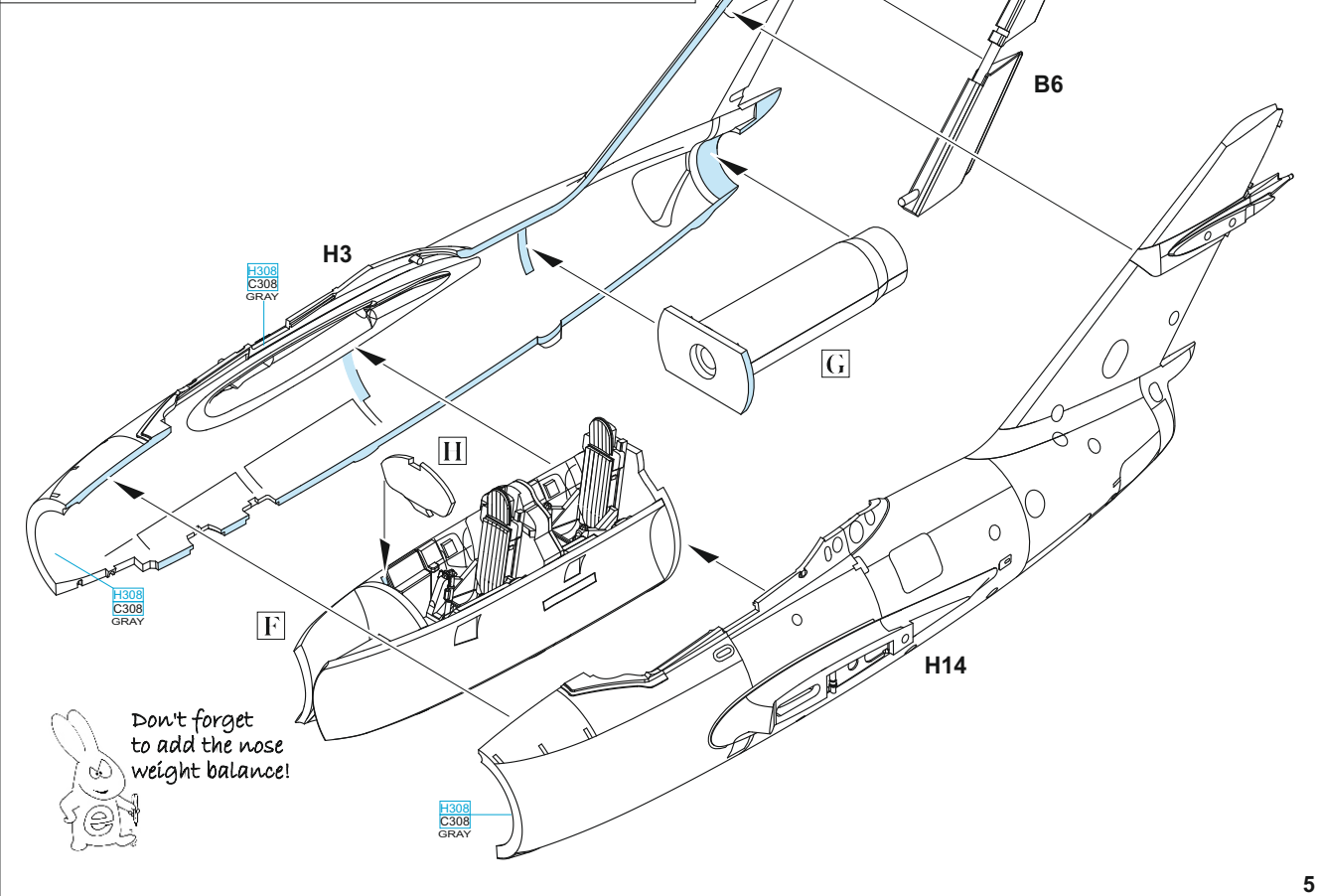
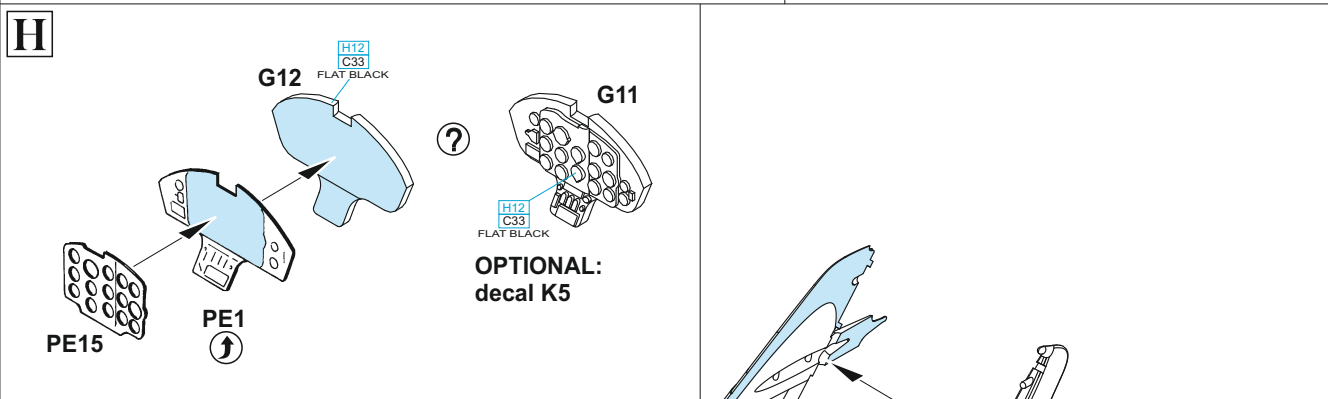
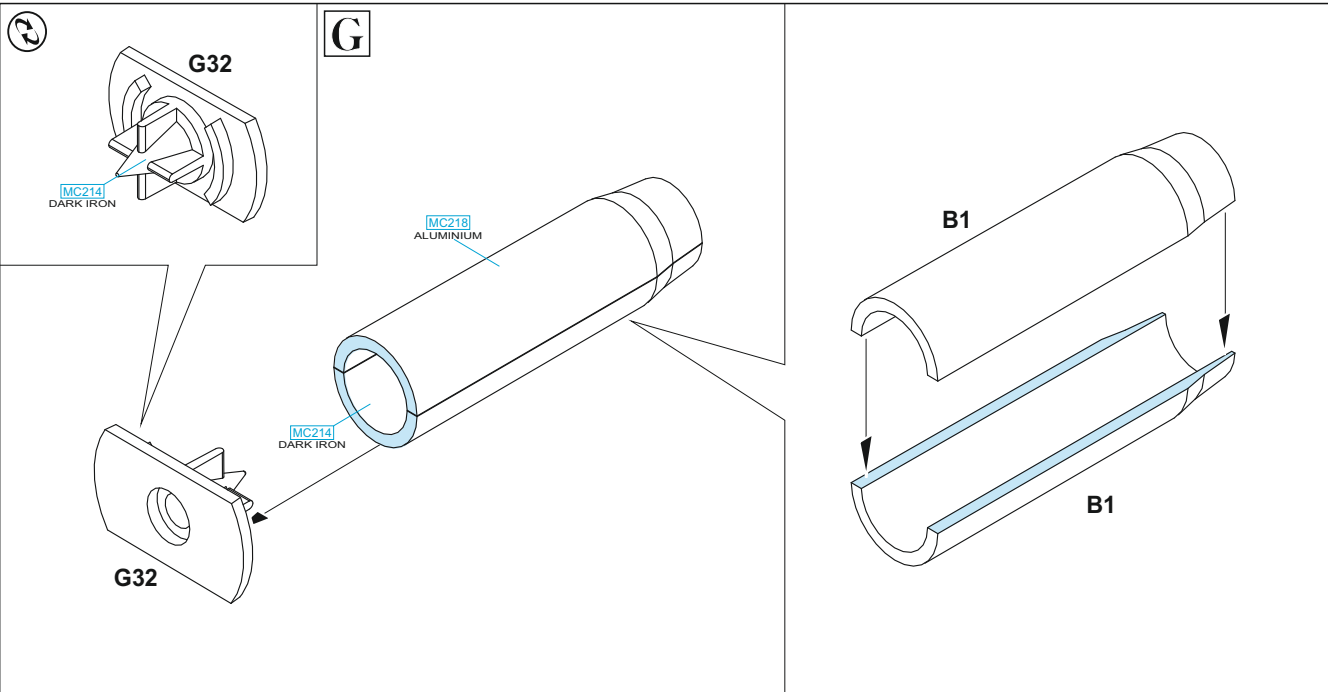


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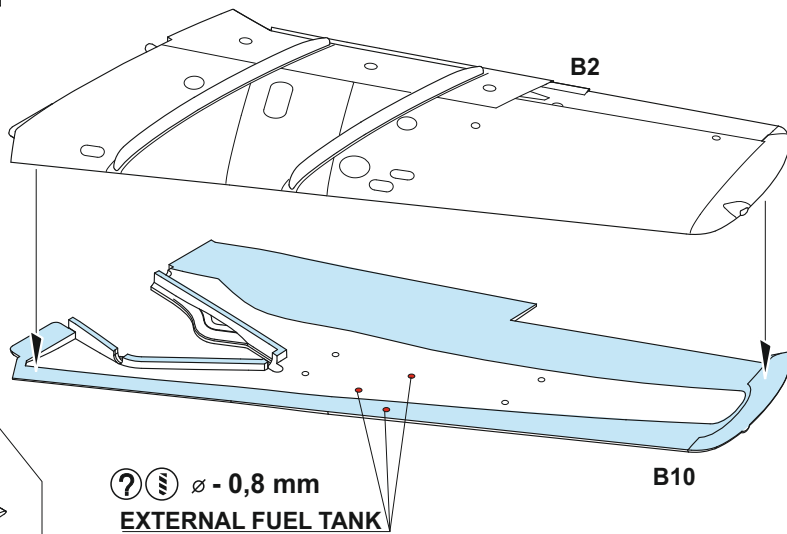




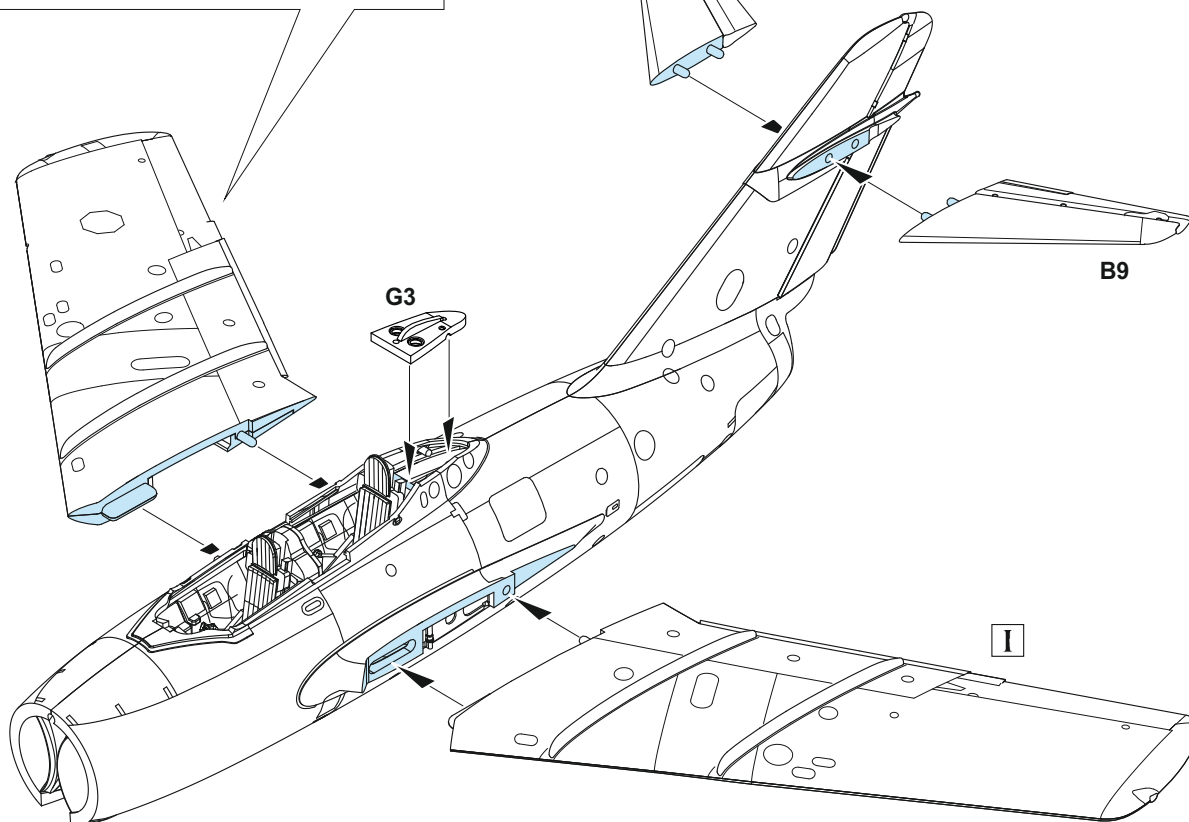
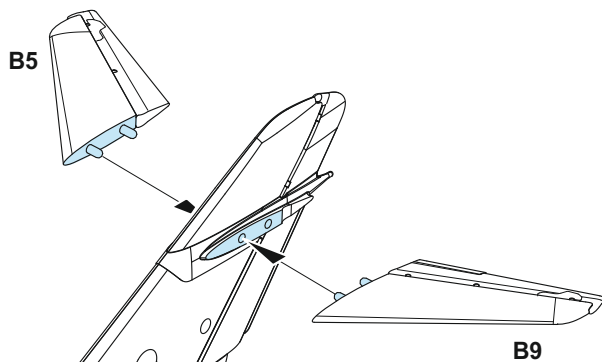
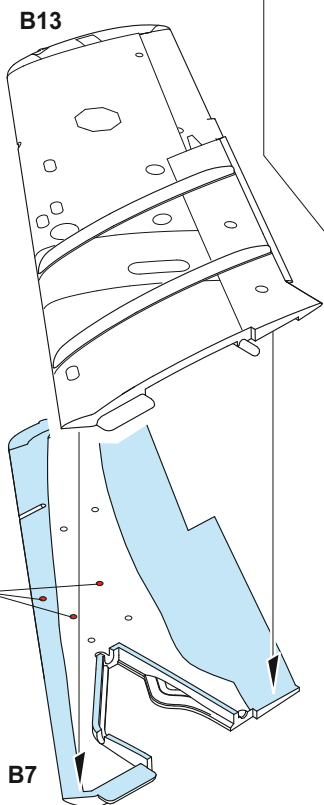


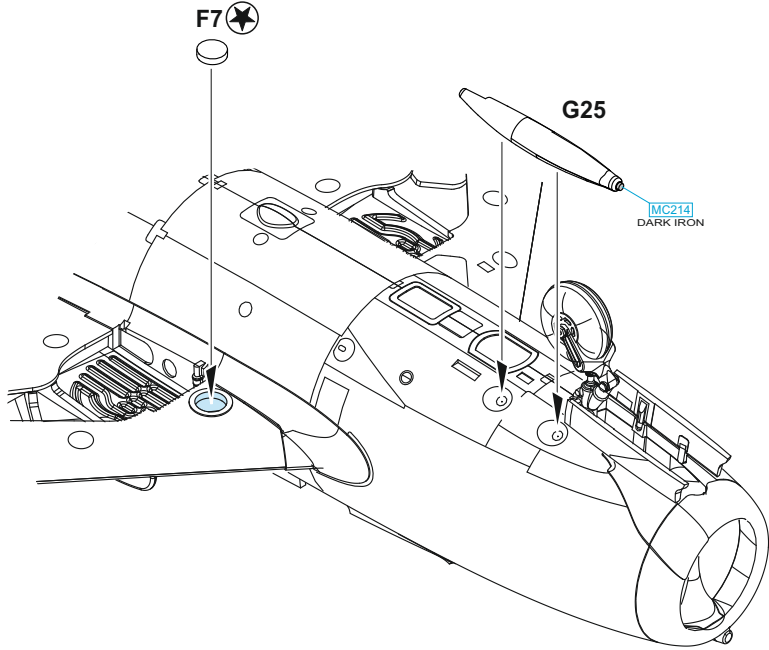
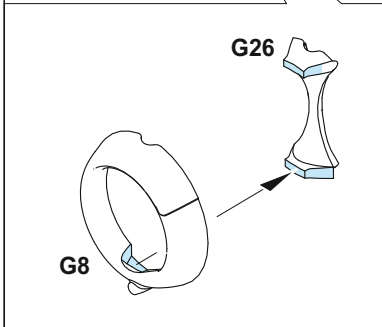
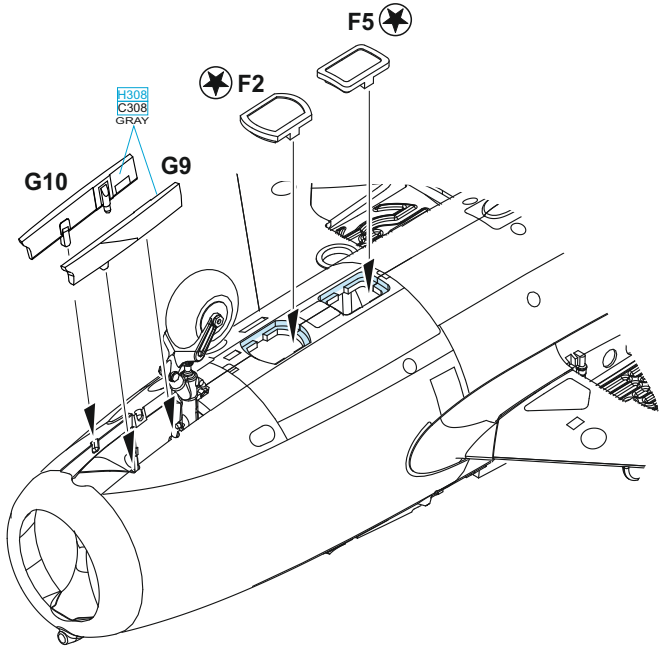
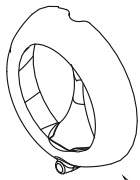
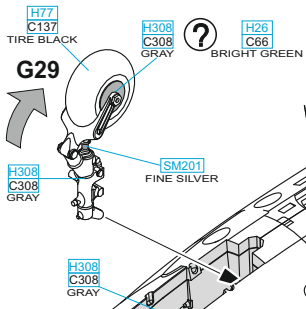


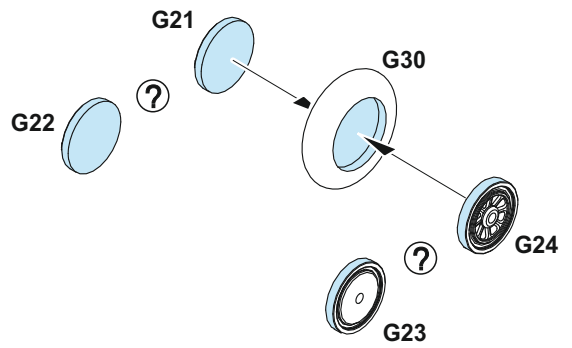
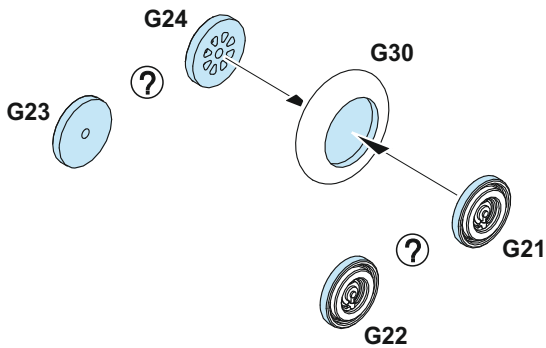
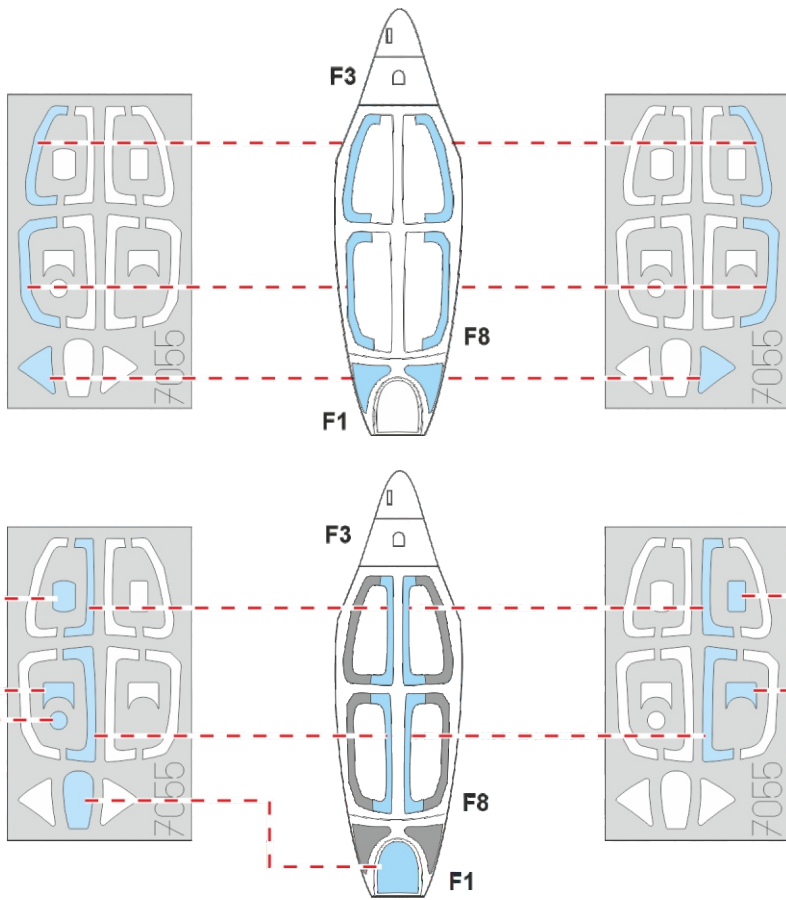
**I**



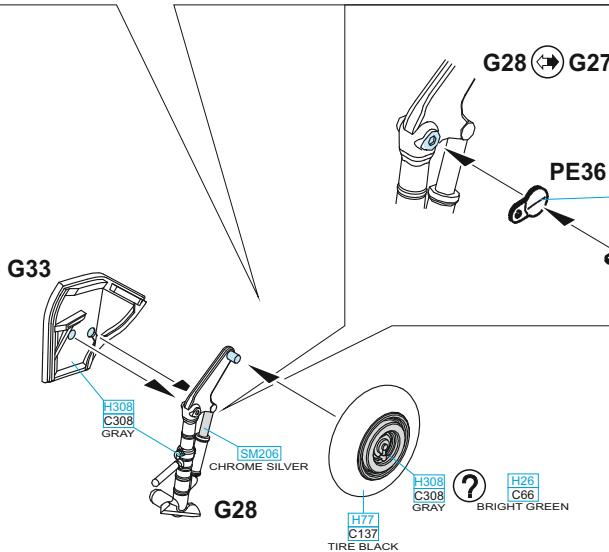
∅ - 0,8 mm  
⊕ ⊗  
**EXTERNAL FUEL TANK**



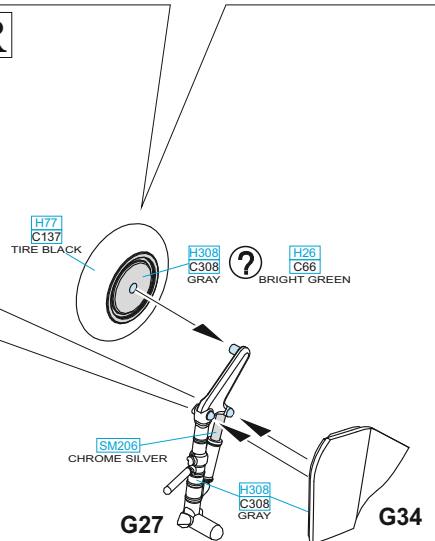




L

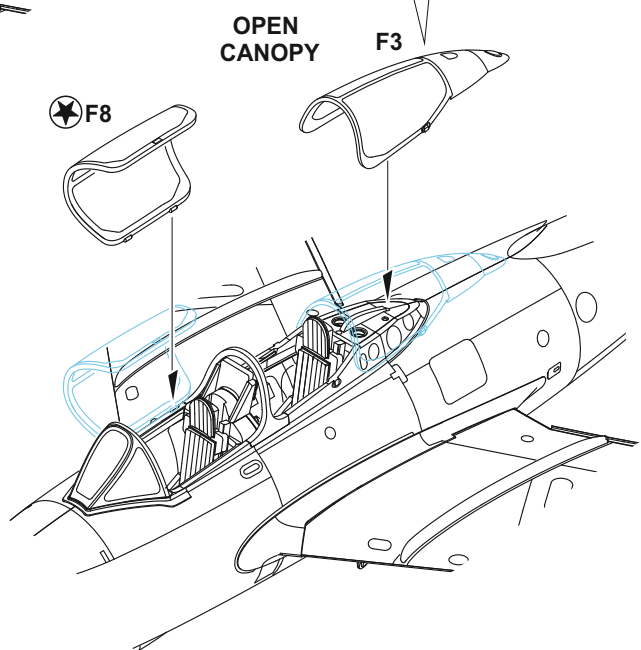
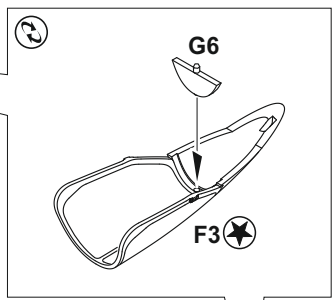
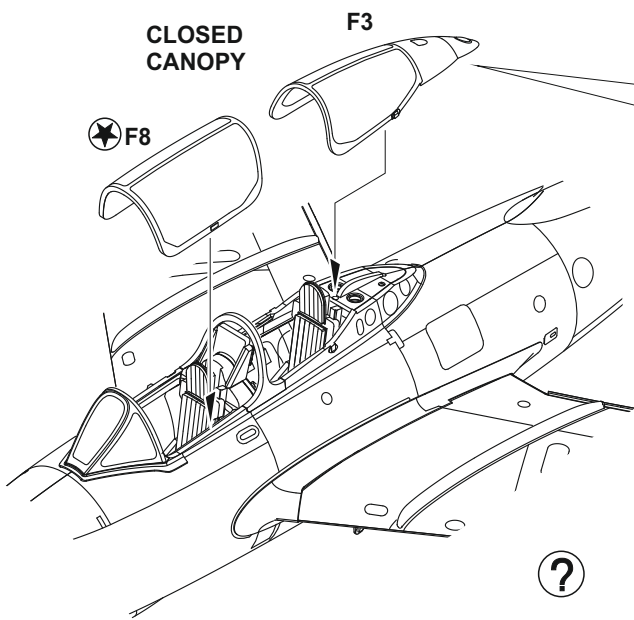
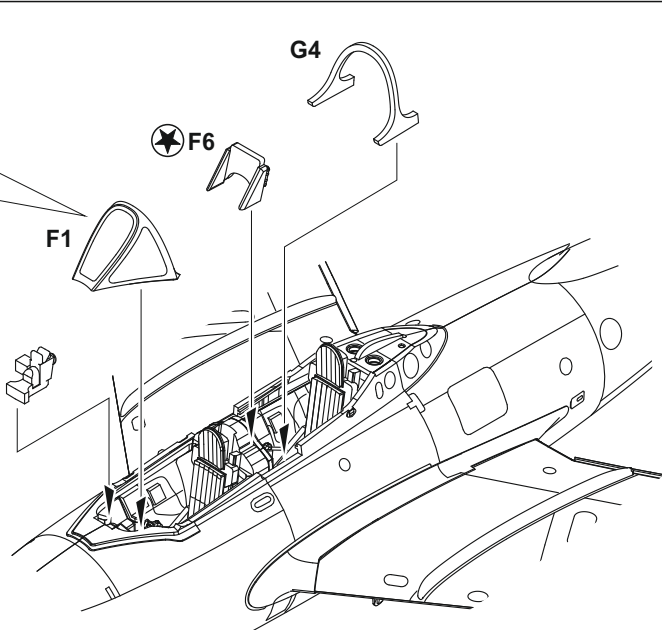
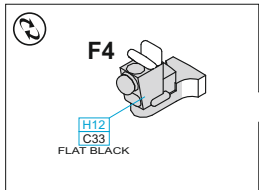
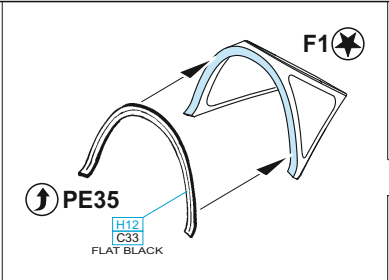


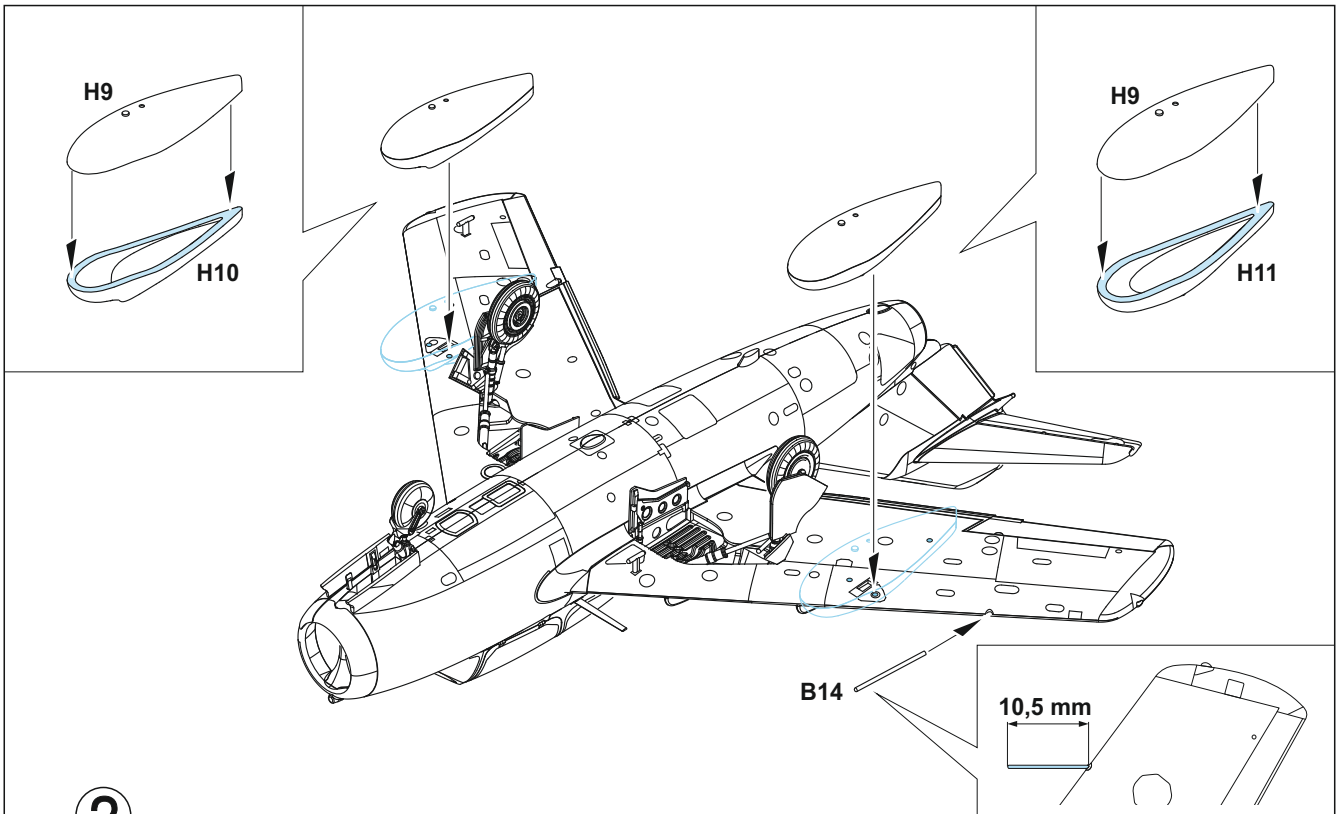
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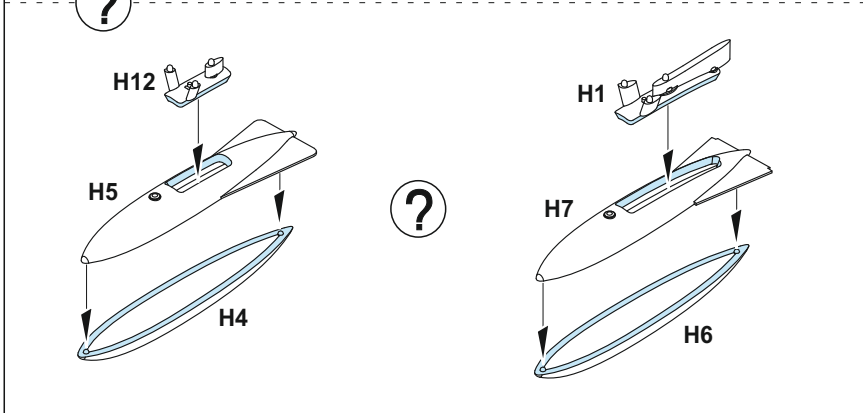




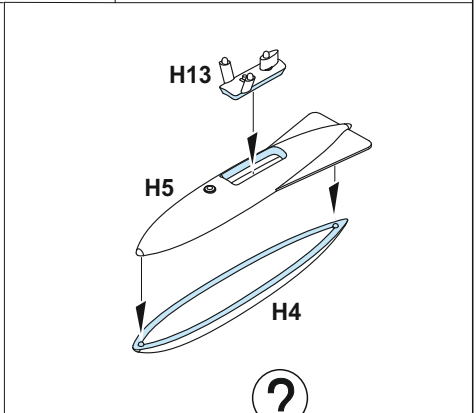




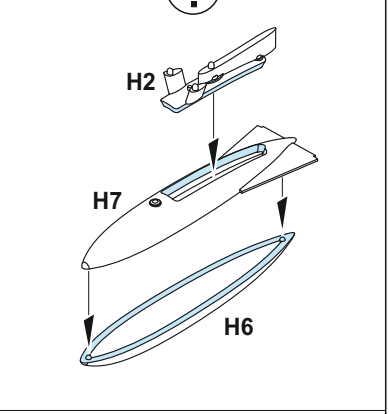
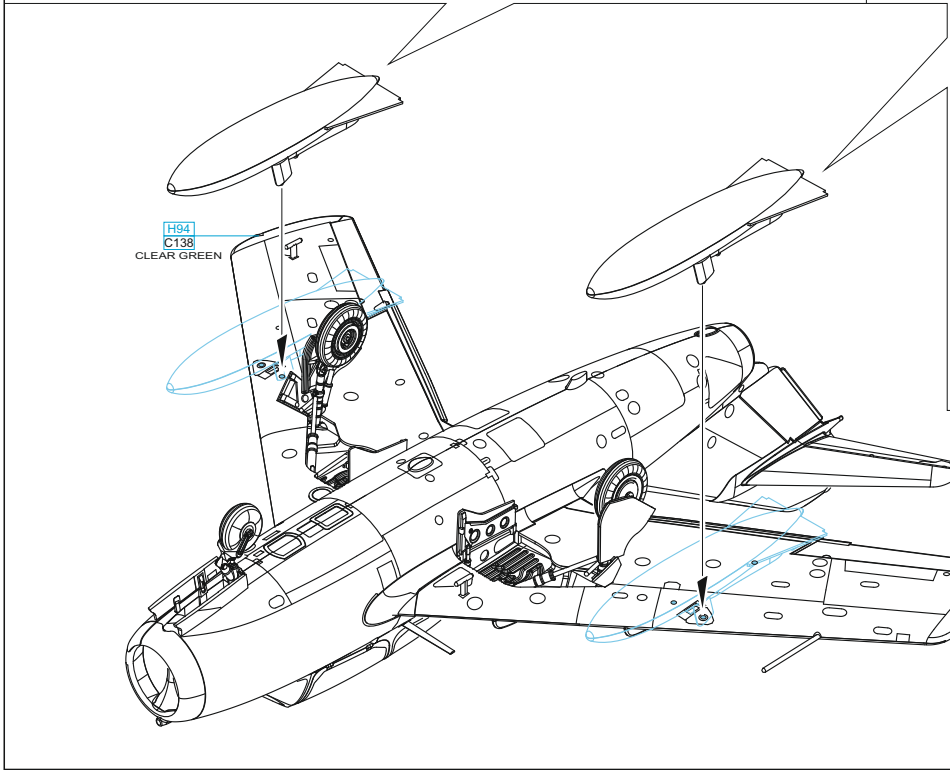
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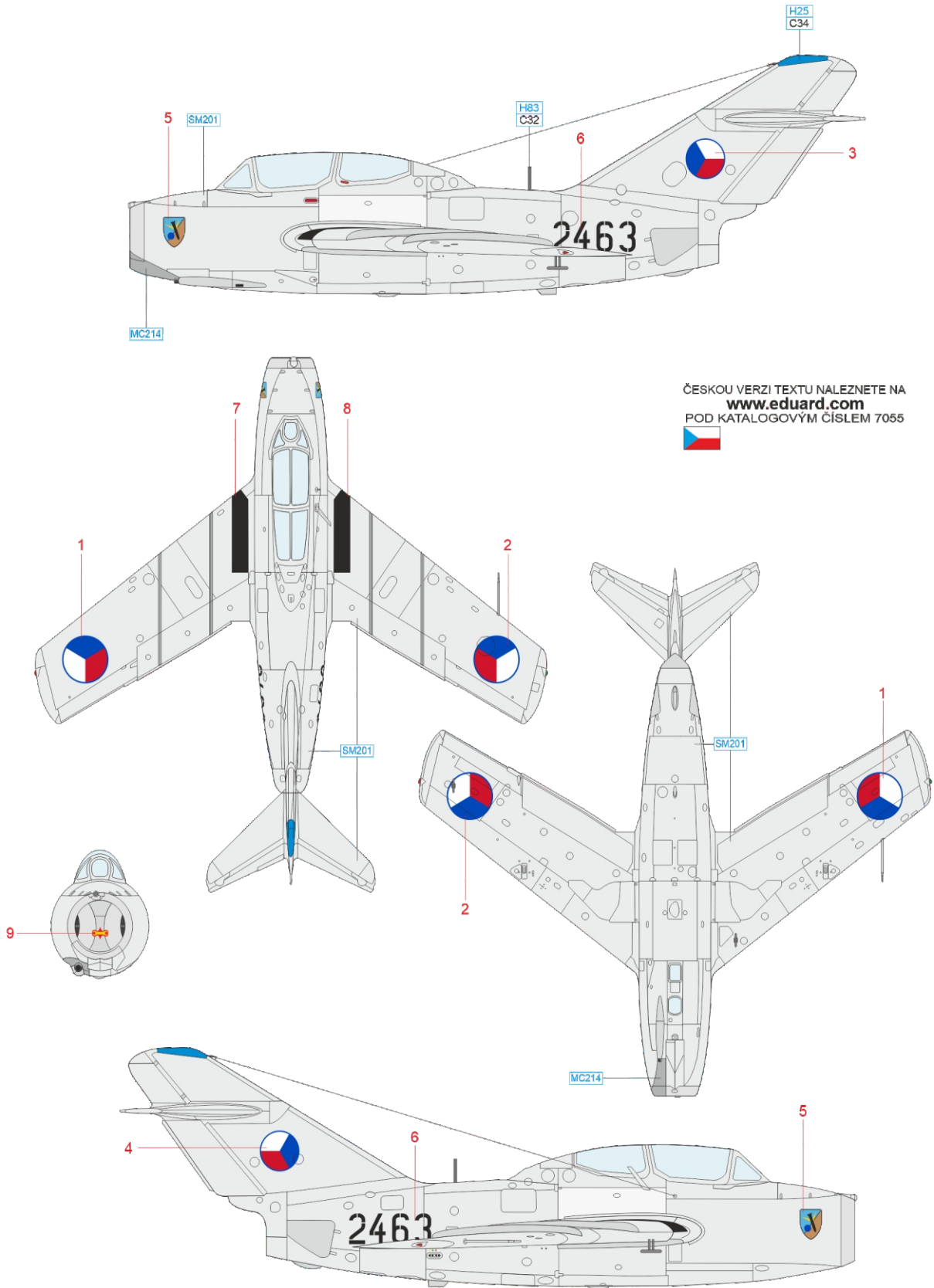


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# A 6 Fighter-Bomber Air Regiment, Přeřov Air Base, Czechoslovakia, summer 1974

The unit emblem on the nose hints the aircraft belonged to 6. sbolp (6 Fighter-Bomber Air Regiment), but it is unclear which squadron flew it. It might be the Squadron 2, and thus the top of the fin and the dot in the unit crest were blue. Aircraft flown by the Squadron 1 had these parts painted in red while the Squadron 3 yellow.

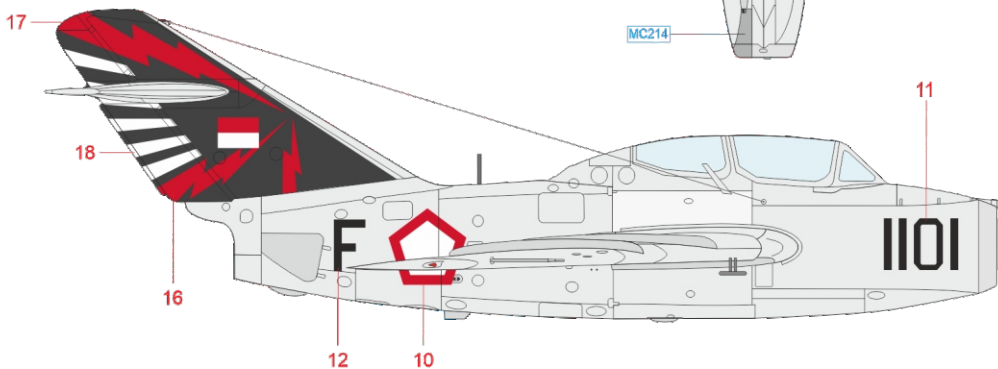
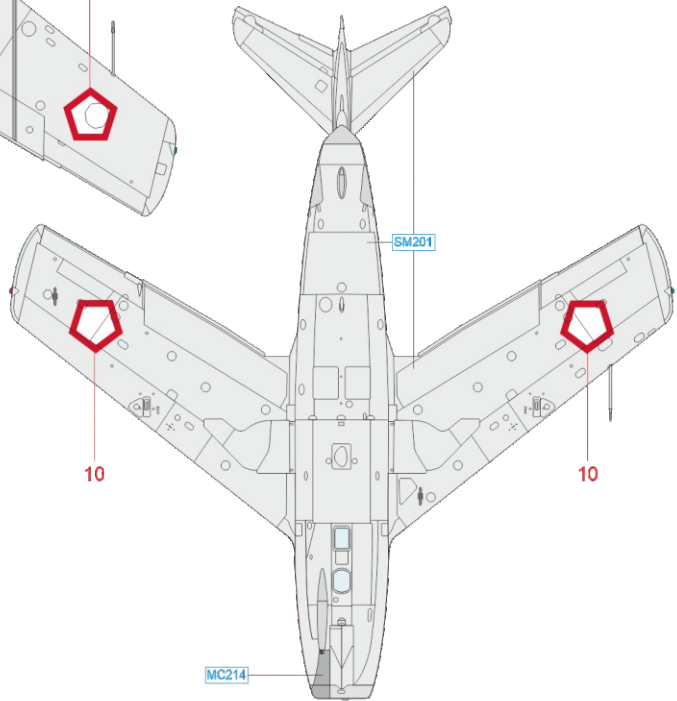
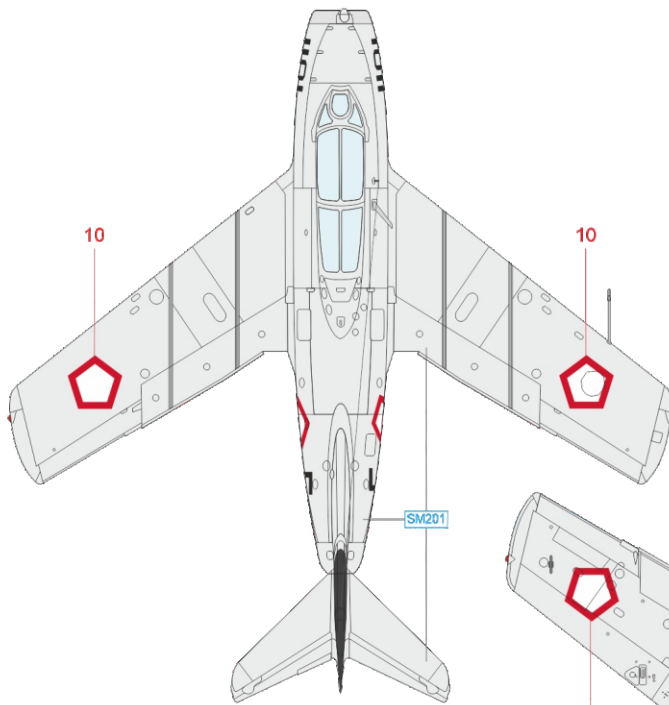
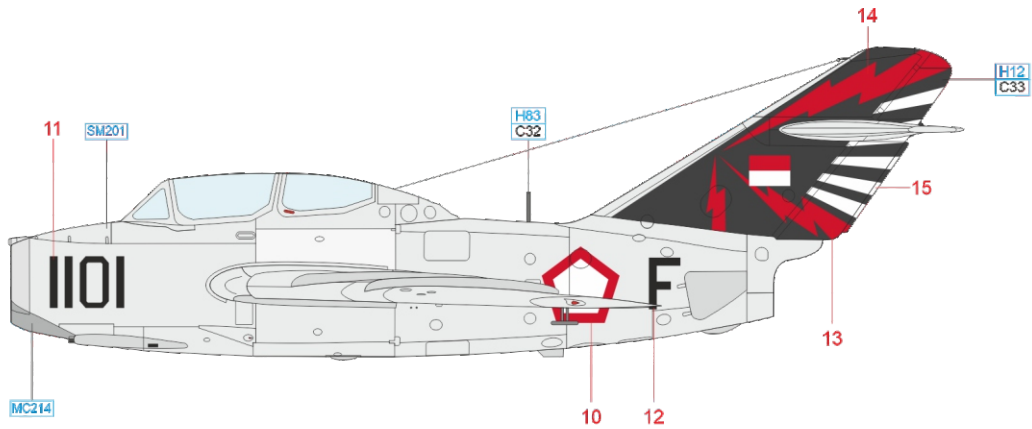


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# B Indonesian Air Force, Jakarta-Kemajoran Air Base, Indonesia, 1960s

A total of fifteen Czechoslovak-built UTI MiG-15s was delivered to Indonesia during the late fifties. All were taken out of inventory in 1973 when the T-33A Shooting Stars replaced them. The colorful tail appeared on Indonesian MiG-17s and MiG-21s as well.



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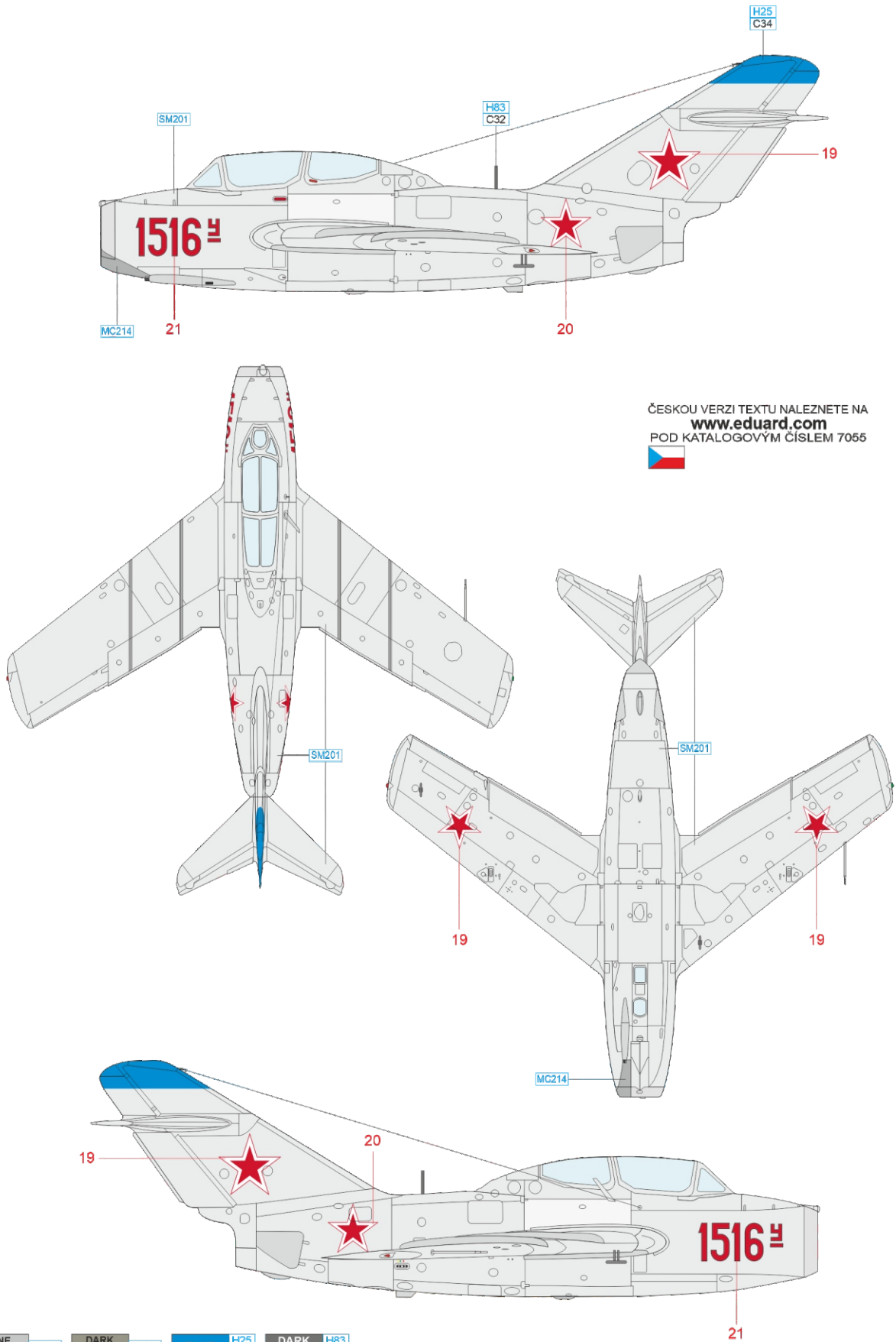


FINE SILVER SM201 DARK IRON MC214 BLACK H12 C33 DARK GRAY H83 C32

eduard

# C Soviet Union, 1960s through the 1970s

Many Soviet two-seater UTI MiG-15s wore the underlined letter "U" in Cyrillic along with the fuselage number. It was the abbreviation of the term "uchobnyi", meaning "training". Black walkways are not visible in the photo of this aircraft.



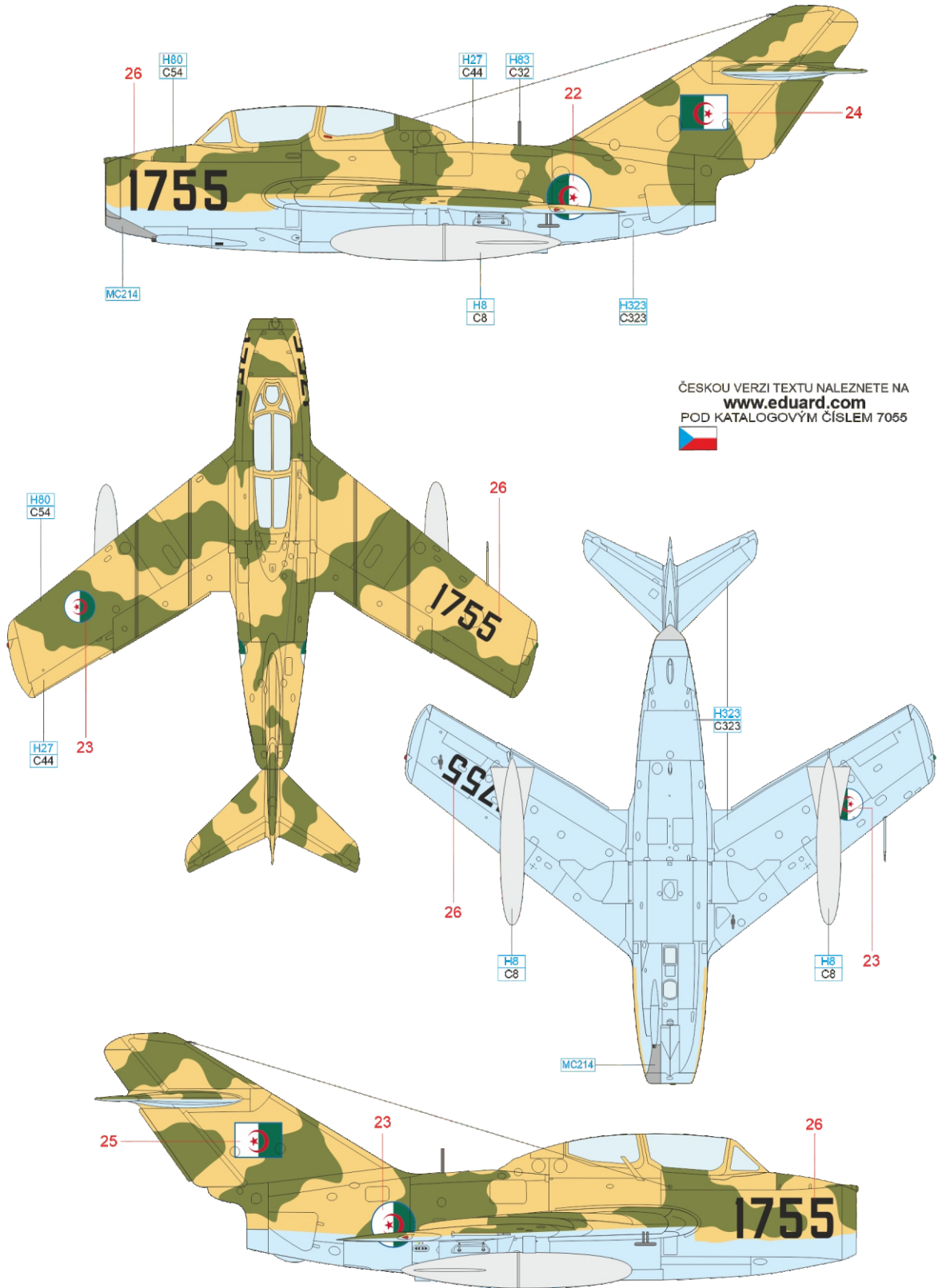
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# D Algerian Air Force, 1960s through the 1980s

The Algerian Air Force obtained its first examples of the MiG-15 in the mid-sixties. Twenty of them were still in service in 1984. The presence of the national insignia on the upper starboard and lower port wings is unclear. Current Algerian aircraft repeat the fuselage codes in these locations.



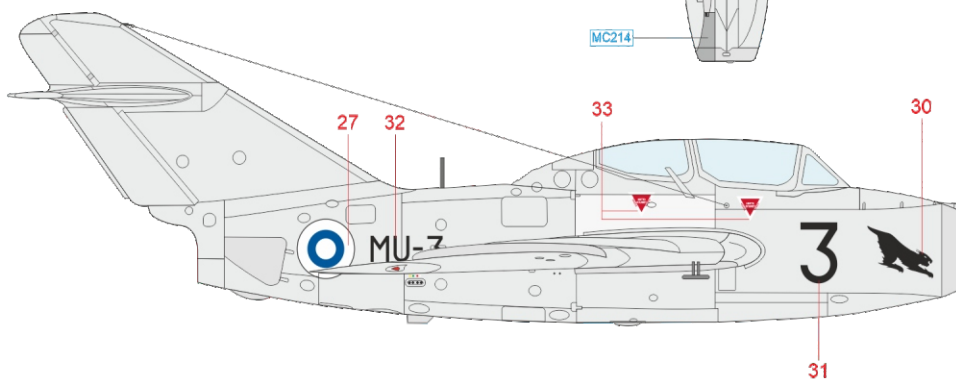
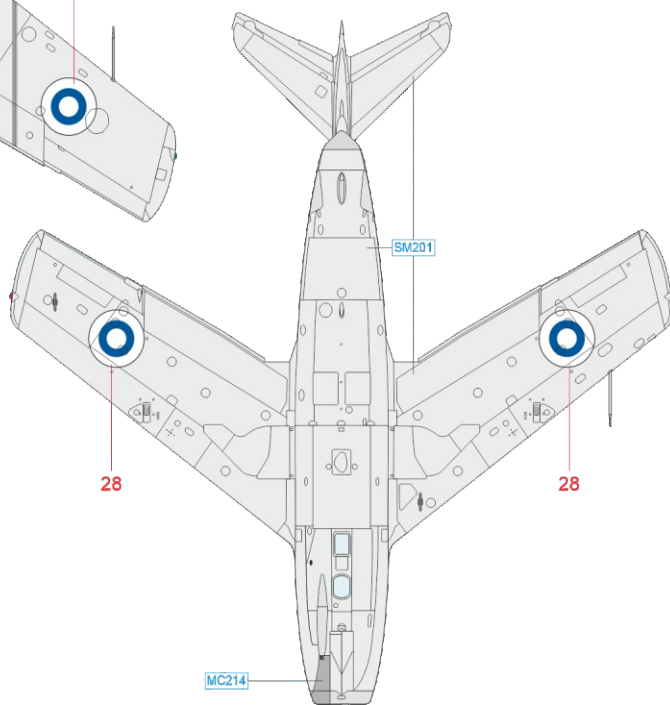
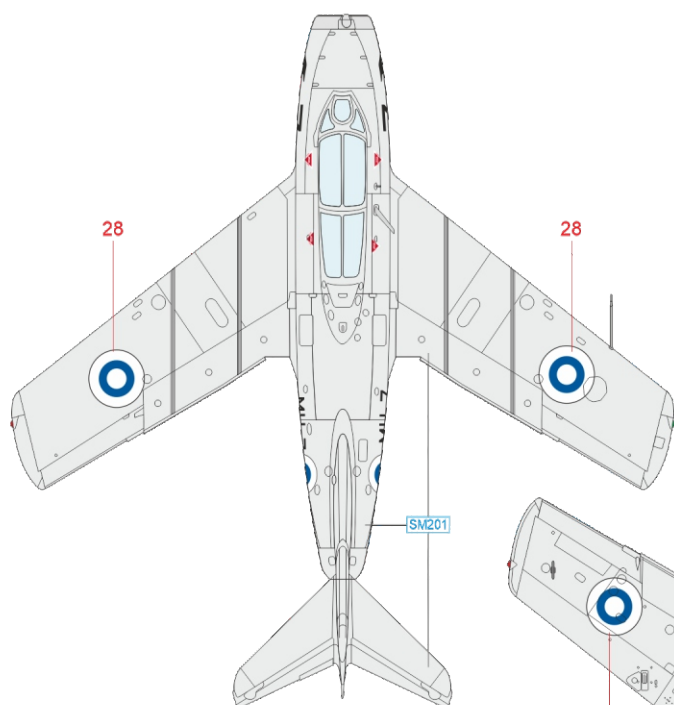
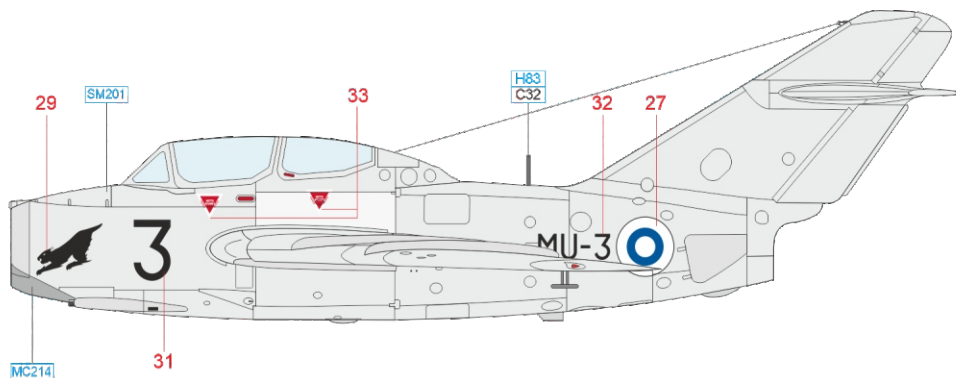
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SILVER	H8 C8	DARK IRON	MC214	TAN	H27 C44	BLUE	H323 C323	GREEN	H80 C54	DARK GRAY	H83 C32
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# E c/n 922226, Hävittäjälentolaivue 31, Rissala Air Base, Finland, late 1960s

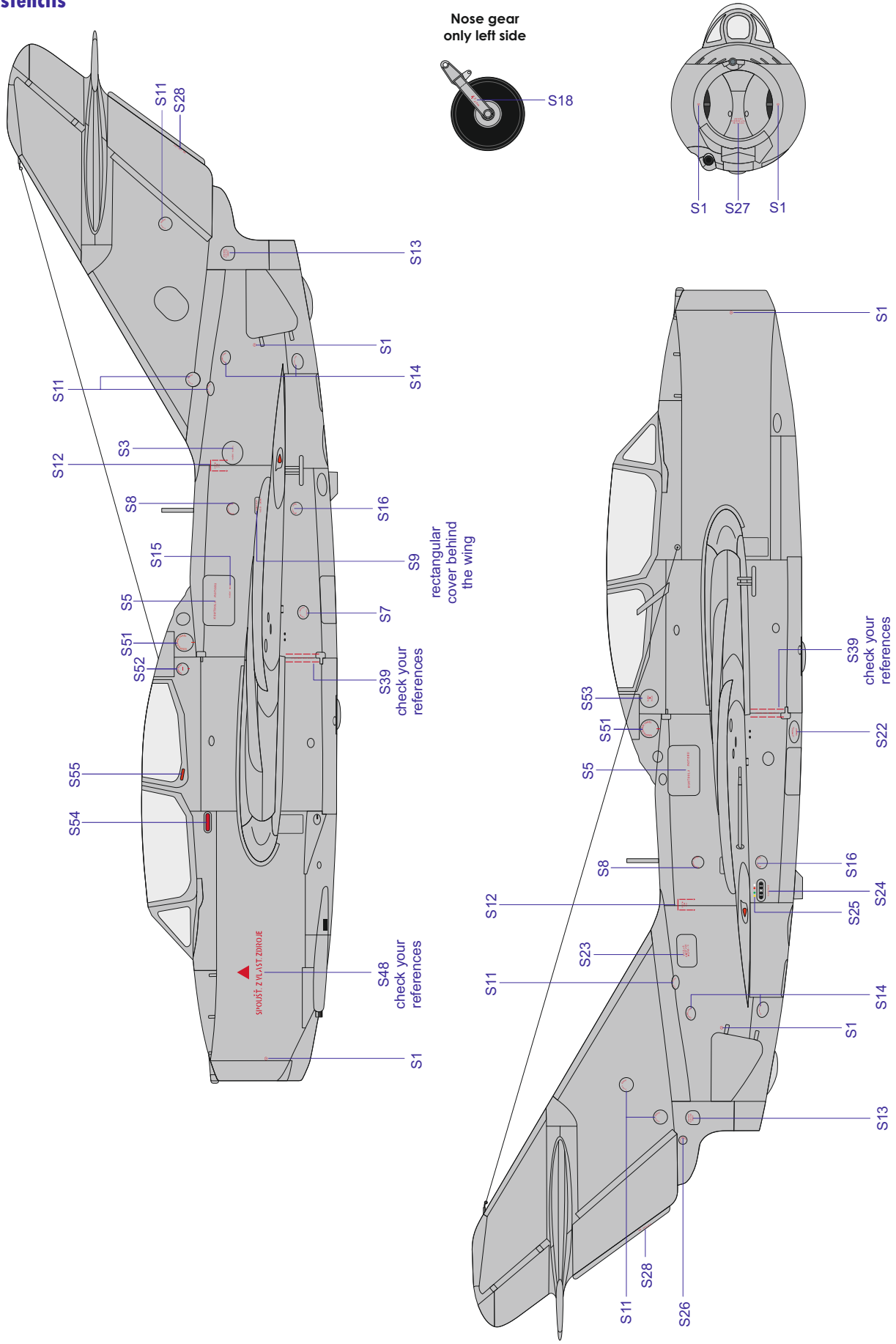
This aircraft was sold to Finland on November 10, 1962. It crashed on November 27, 1970 and was written off. During the fall of 1969, it escorted Czechoslovak Il-18 with president Ludvík Svoboda on board during his visit to Finland. The lynx silhouette places this aircraft with Hävittäjälentolaivue 31 (Fighter Squadron 31).



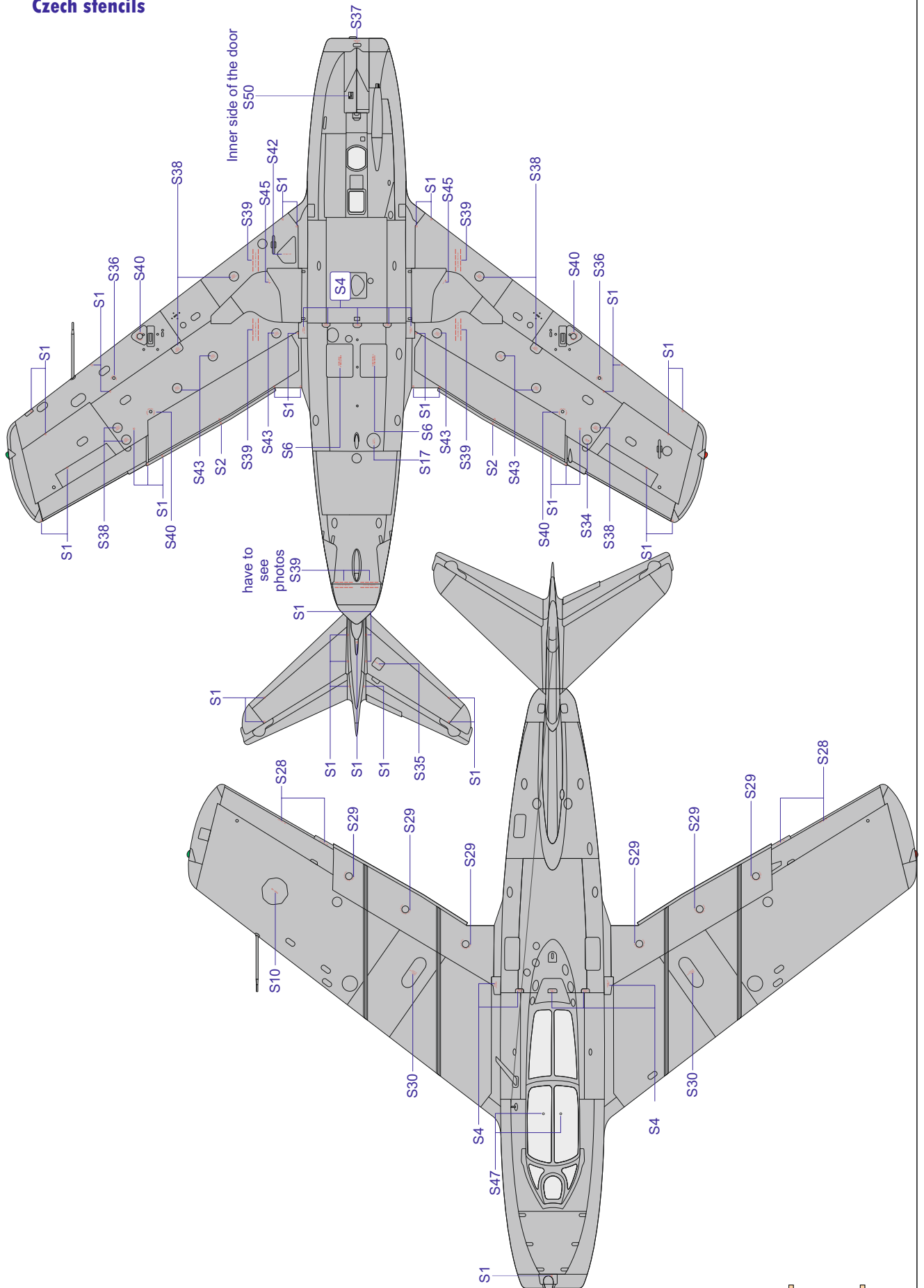
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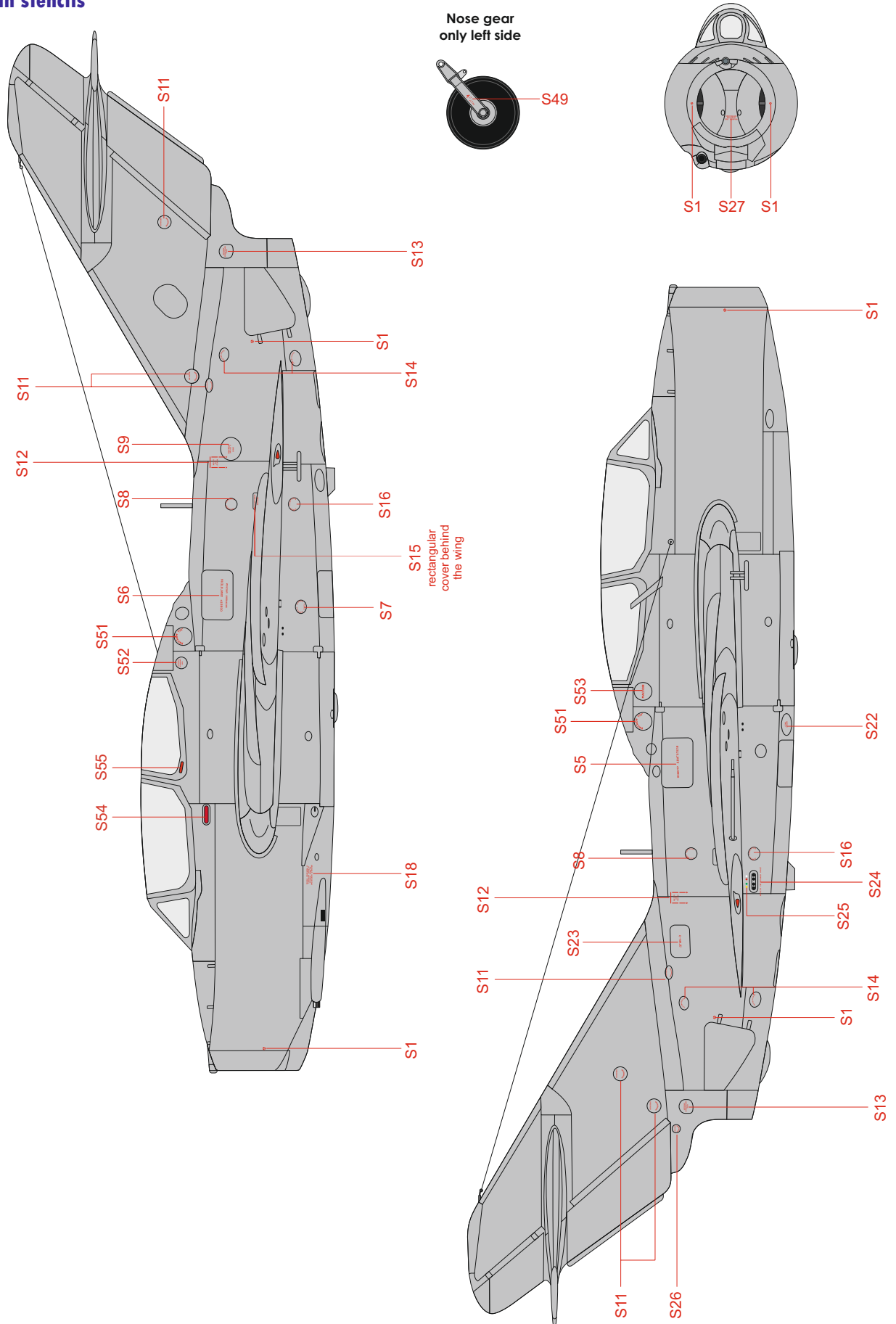
## Czech stencils



## Czech stencils



## Russian stencils





## Russian stencils

