



MiG-15 was one of the most successful military aircraft in the world, and many experts, including western ones, agree that in its time the Mikoyan-Gurevich design was a real world-class fighter thanks to its flying characteristics, heavy armament, and affordability.

At the end of WWII, the 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 was the way for raising flying speeds, so the race began to deliver new, second-generation jets to get an upper hand on the opponents. Soviet Union was desperately seeking for such a fighter, as their first-generation jets like Yak-15 and 17 were just a "toe in the water" of new technology. But without a suitable engine it was rather an impossible task and USSR fell behind the world badly in this area...

Engine as a centerpoint

At this time the most advanced engines were produced in Great Britain, the Rolls-Royce Nene I engine developing 2270 kg of thrust was the benchmark of its era used in various designs. Soviet Union lagged behind in the development of jet engines, so it was decided in June 1946 that ten of these engines plus the same amount of smaller Derwent 5 ones 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 Nene I and Derwent V engines. Although the Britons agreed to sell limited number of engines, they were reluctant to provide information on the 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 Derwent 5 and 25 Nene I engines. The first of these 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 finally delivered in the more powerful Nene II version. As the VVS was in a great hurry for the new jet engines, a decision was made in February 1947 to put them into production immediately without negotiating a license and the Nene I engine 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 engine and the resulting unit became known as RD-45F. Thanks to a modified nozzle and higher temperatures on the turbine it offered take-off thrust of 22,3 kN. After it passed the military examination in December 1948, it was entered into production at plant No. 45.

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 servi-

ce 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 prototype took off to the skies for the very first time on December 30, 1947, and during the competition 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 and the state tests began on May 10, 1948. Even before the tests started, the decision was made to start 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: fighting 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

The Kuybyshev plant No. 1. was entrusted with the production of MiG-15. 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-15R-bis tactical reconnaissance and the MiG-15Sbis escort fighter were developed. For training purposes, the MiG-15UTI was also produced (NATO code name "Midget"). In Czechoslovakia many MiG-15 and MiG-15bis underwent the modification to the fighter-bomber versions MiG-15SB and 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 US 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 the 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.

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. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



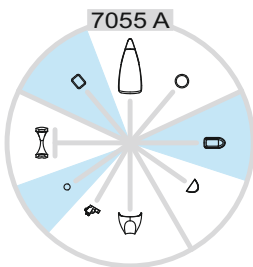
PIÈCES



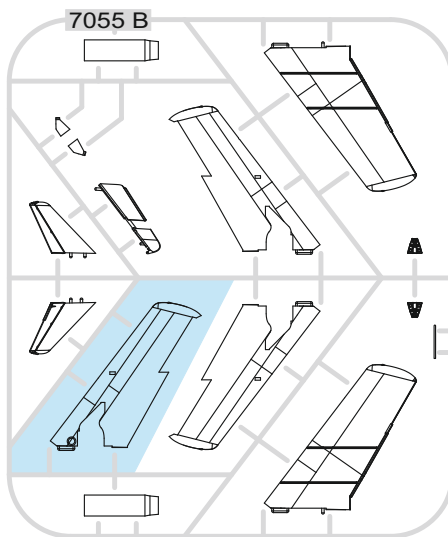
部品

PLASTIC PARTS

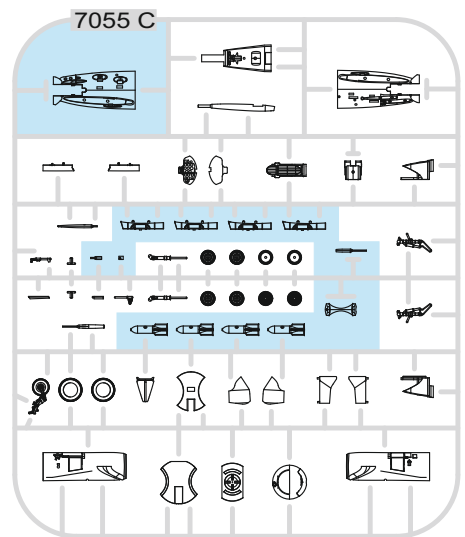
A>



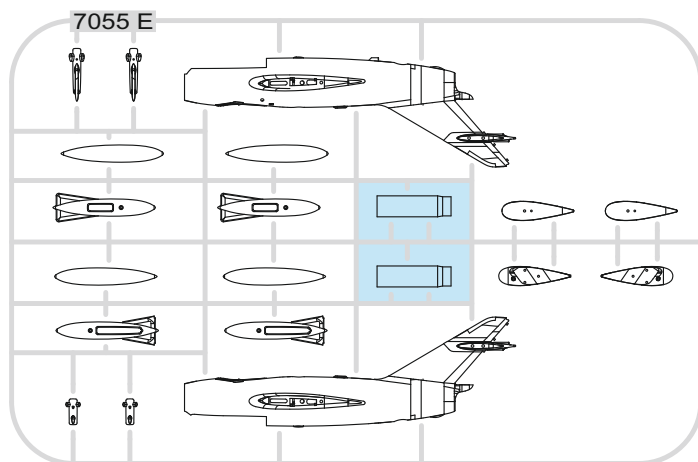
B>



C>



E>



-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



PEINTURE



色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H5	C5	MMP-048	BLUE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H26	C66		BRIGHT GREEN
H77	C137	MMP-040	TIRE BLACK
H308	C308	MMP-073	GRAY
H316	C316	MMP-104	WHITE
H328	C328		BLUE
H3	C3	MMP-003	RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H11	C62	MMP-001	FLAT WHITE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2
SM204			SUPER STAINLESS 2
SM206		MMC-001	SUPER CHROME SILVER 2



C45

E

MC214
MMM
001
DARK IRON

MC218
MMM
003
ALUMINIUM

MC214
MMM
001
DARK IRON

B1

B1

F

C8

H12 MMP
C33 047
FLAT BLACK

C7



H12 MMP
C33 047
FLAT BLACK

decal K5

B6

E3

H308 MMP
C308 104
GRAY

E

F

D

H308 MMP
C308 104
GRAY

H308 MMP
C308 104
GRAY

E14

⊘ - 0,6 mm

MARKINGS A;D ONLY

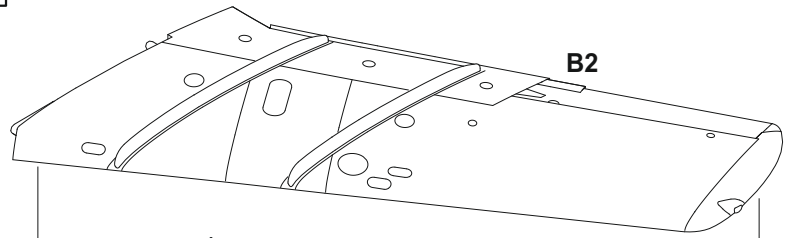
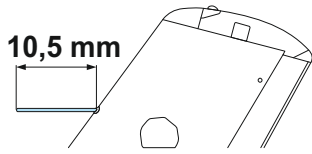


Don't forget
to add the nose
weight balance!

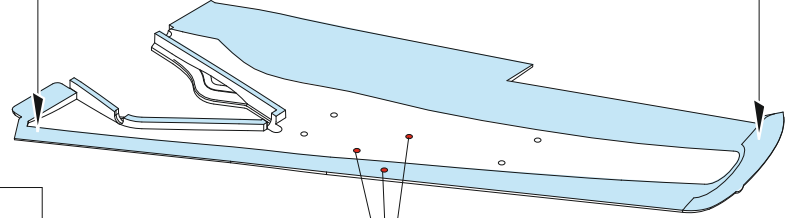
H308 MMP
C308 104
GRAY

G

10,5 mm



B2

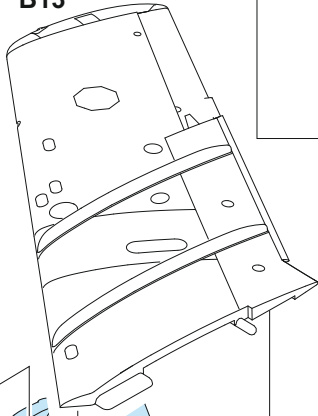


B11

 $\varnothing - 0,8 \text{ mm}$

EXTERNAL FUEL TANK

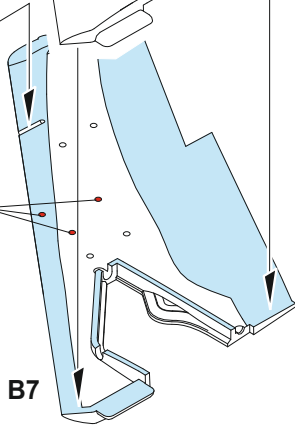
B13



B14

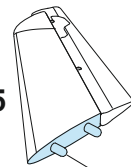

 $\varnothing - 0,8 \text{ mm}$

EXTERNAL FUEL TANK

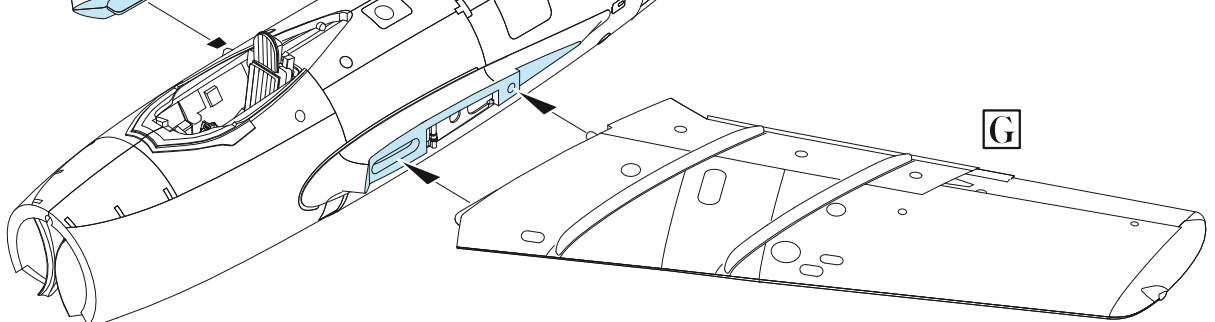
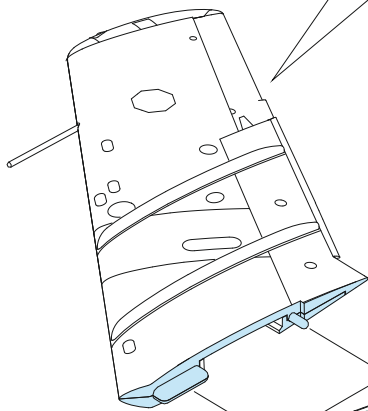
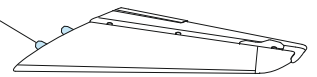


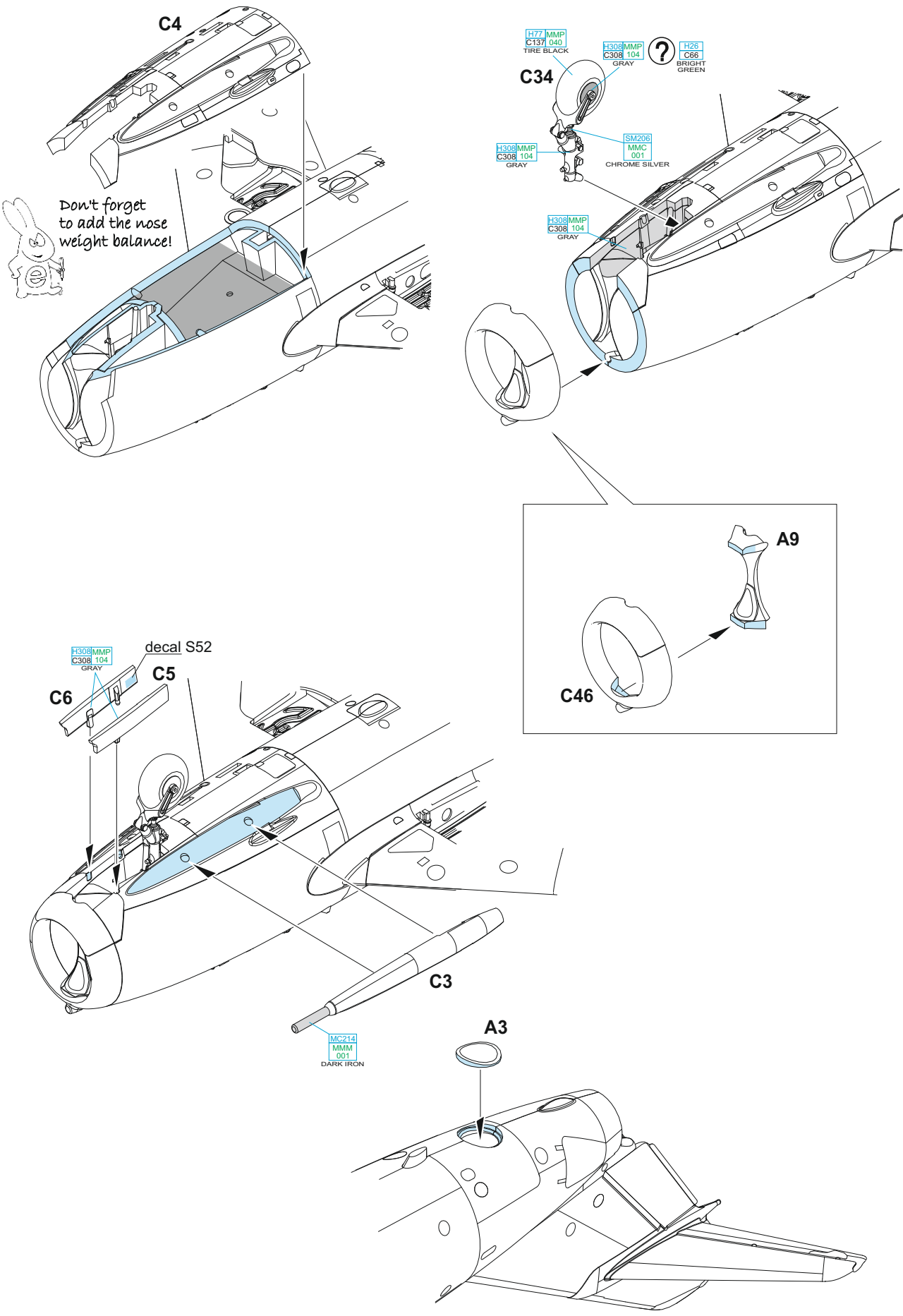
B7

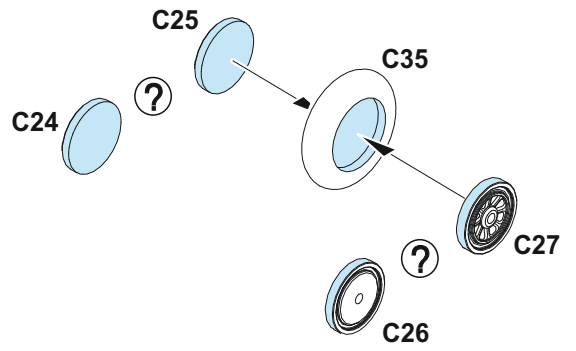
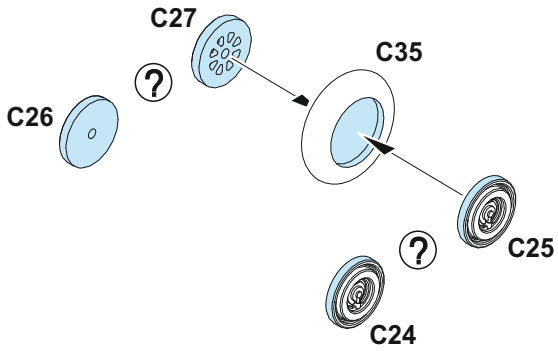
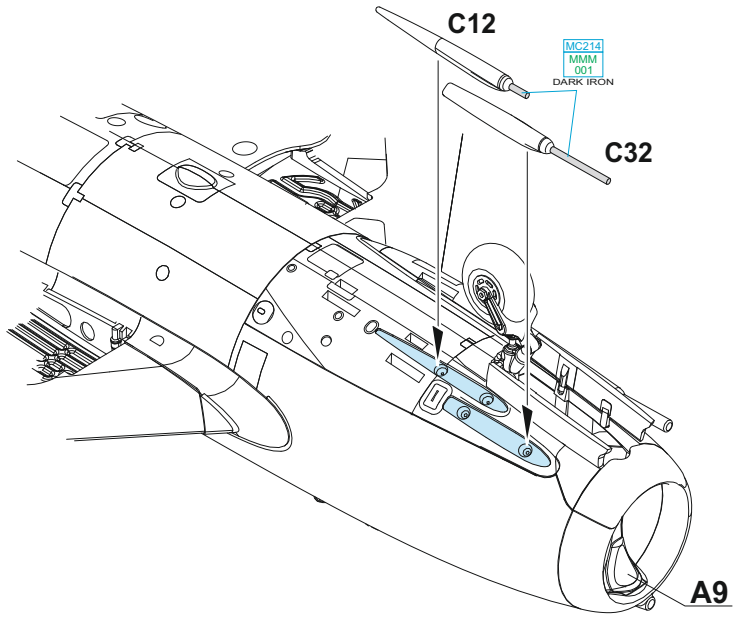
B5



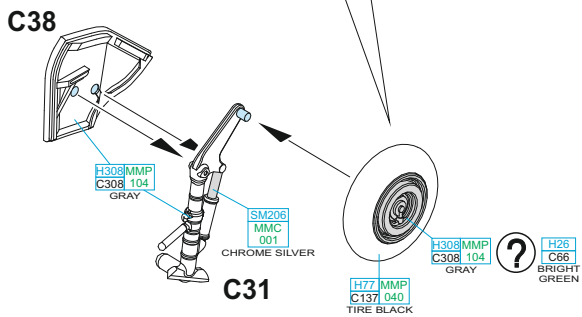
B9

**G**

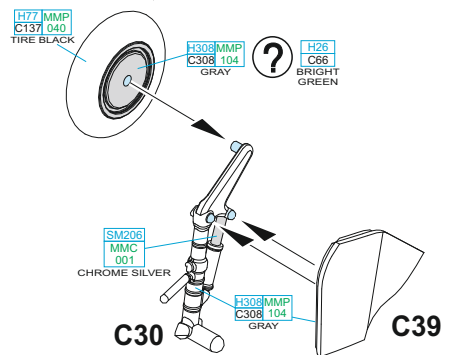


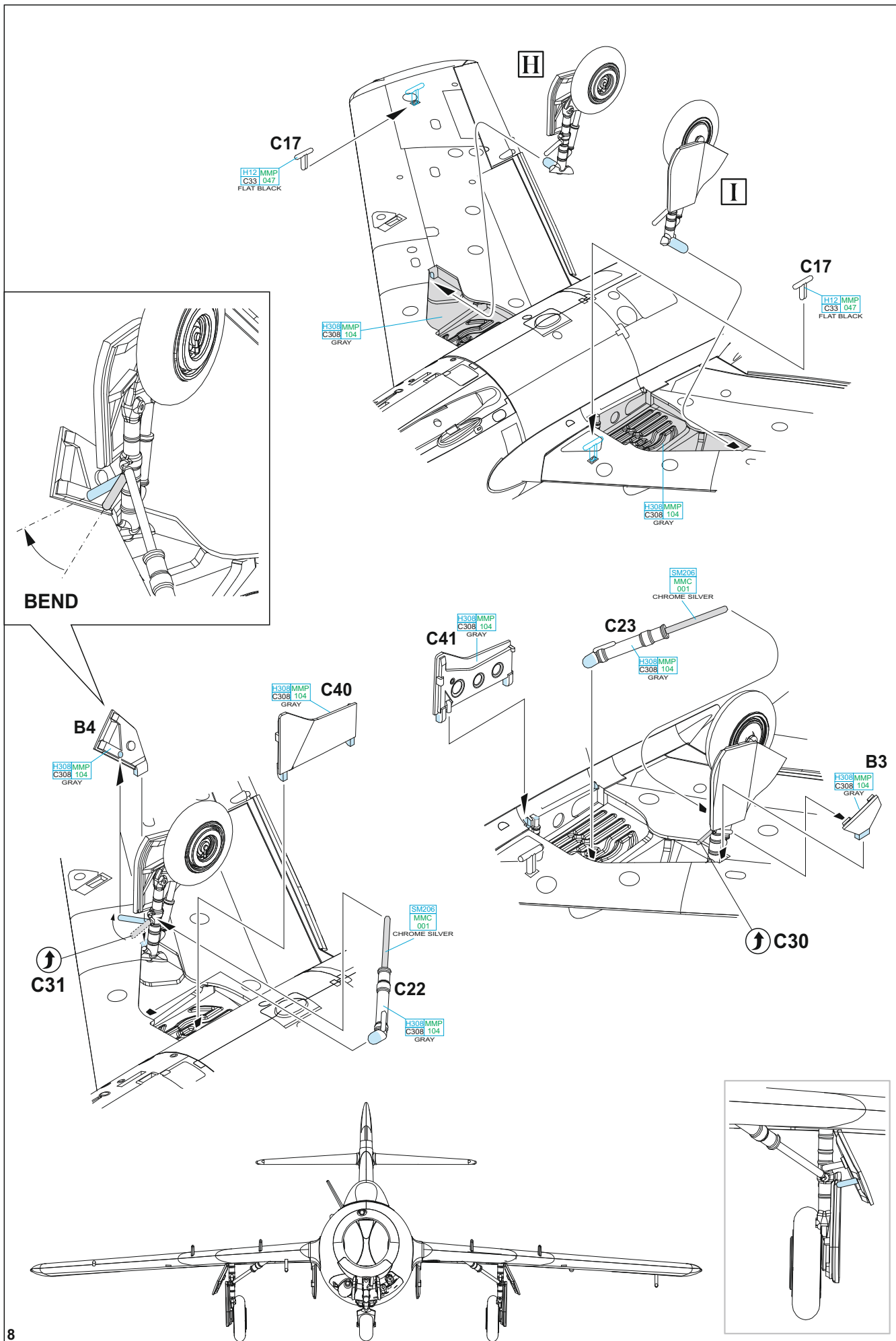


H

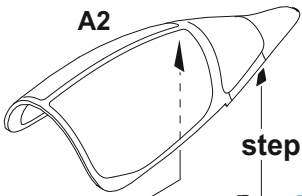


I



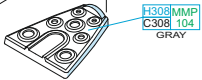


J



A2

step 1



H308 MMP
C308 104
GRAY

step 2

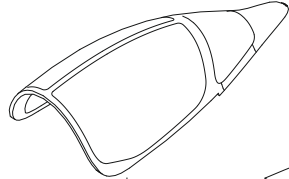
A5

B8 CLOSED CANOPY

?

B12 OPEN CANOPY

J CLOSED CANOPY
A2, A5, B8



H308 MMP
C308 104
GRAY

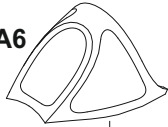
C36

C19 - MARKINGS A; D ONLY

C19 ?

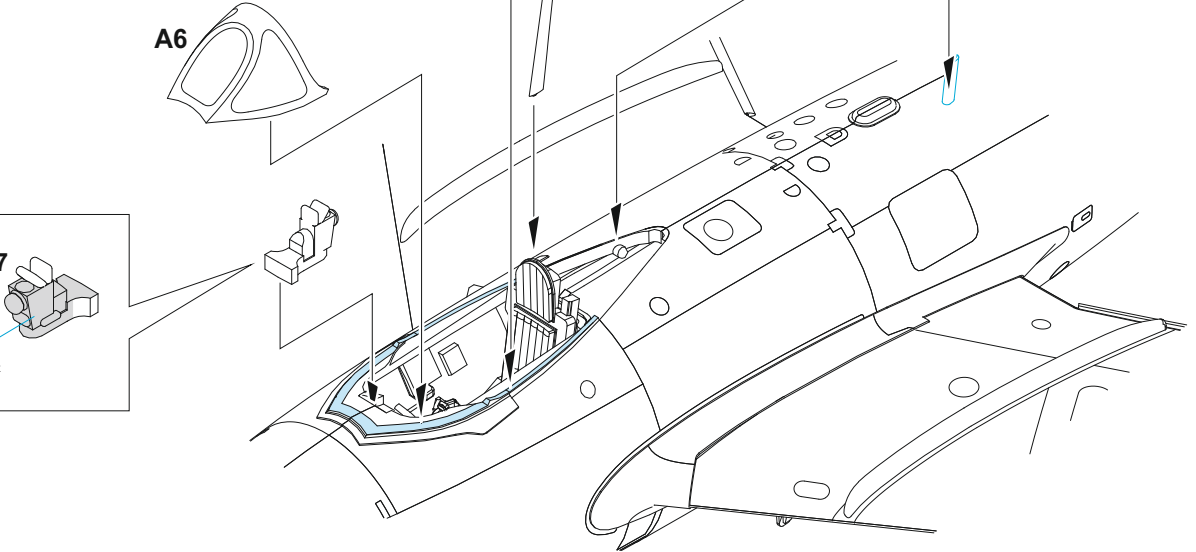
C15

A6



A7

H12 MMP
C33 047
FLAT BLACK

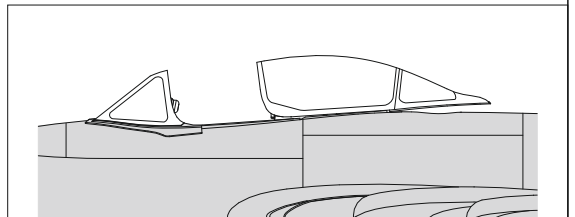
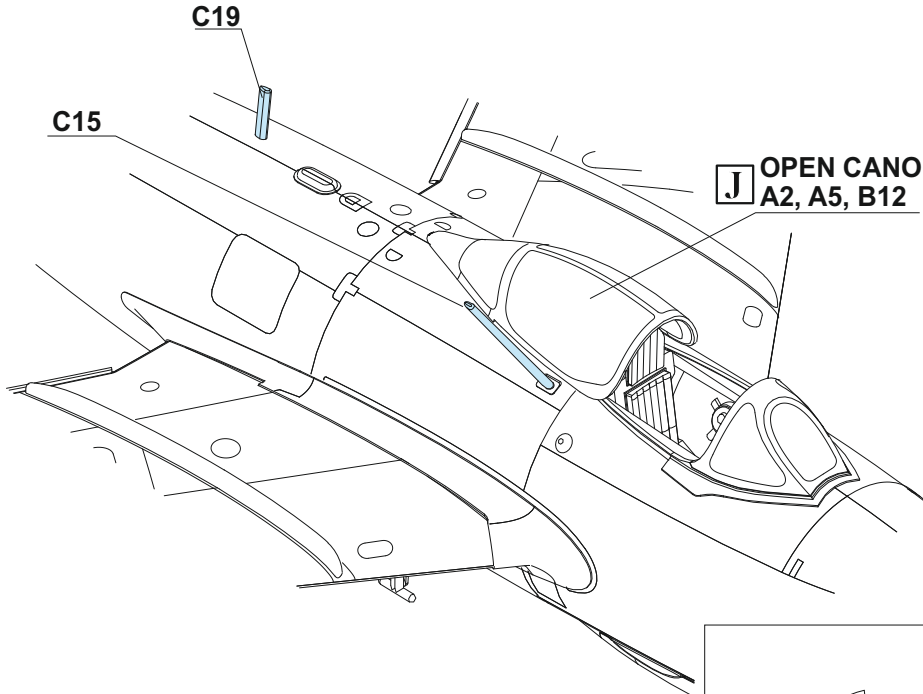


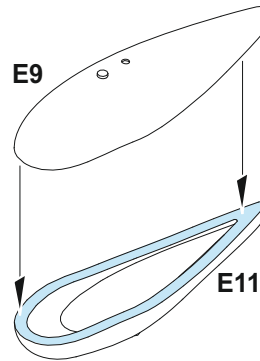
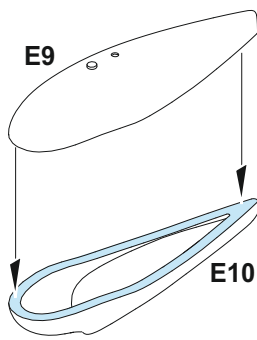
C19 - MARKINGS A; D ONLY

C19

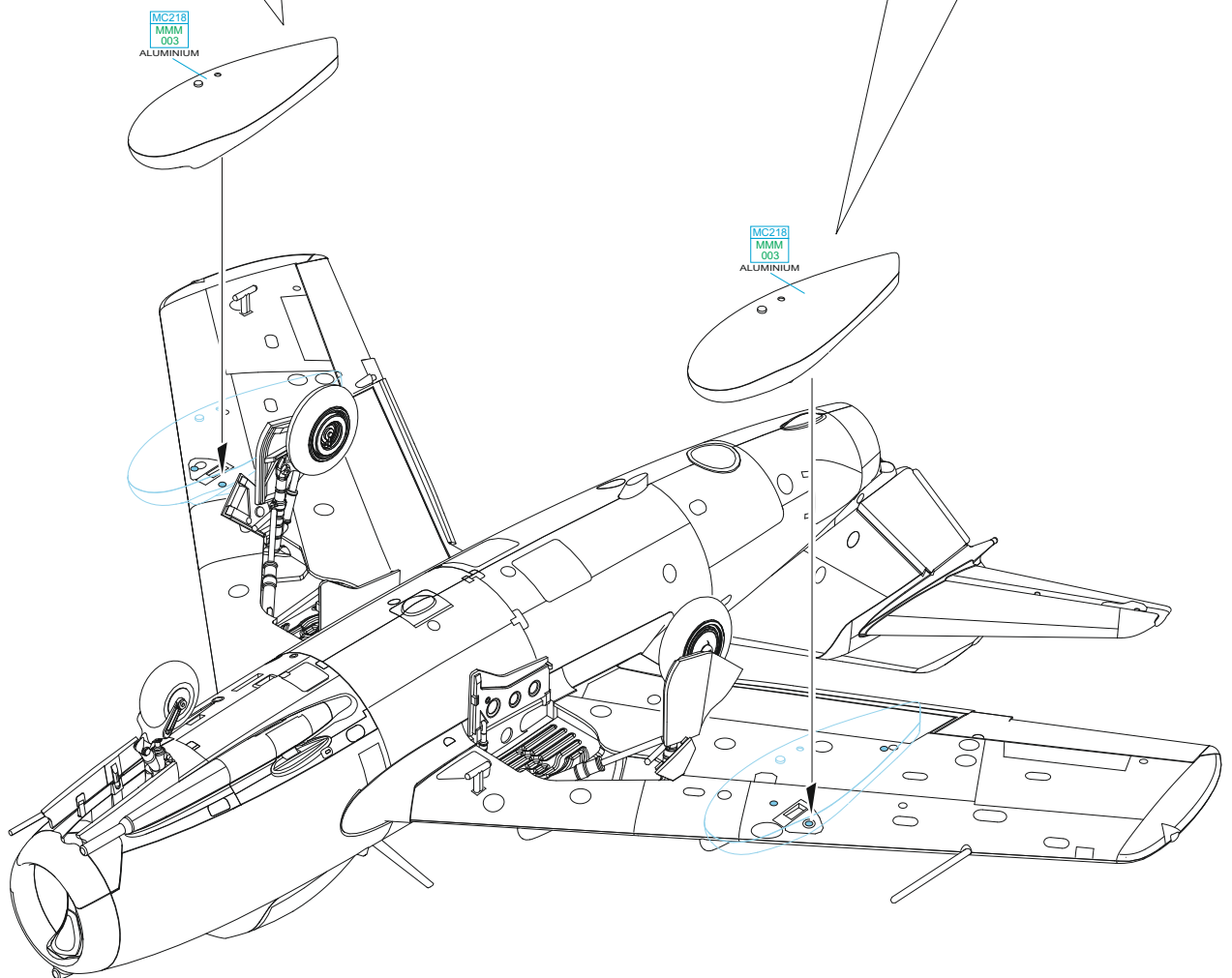
C15

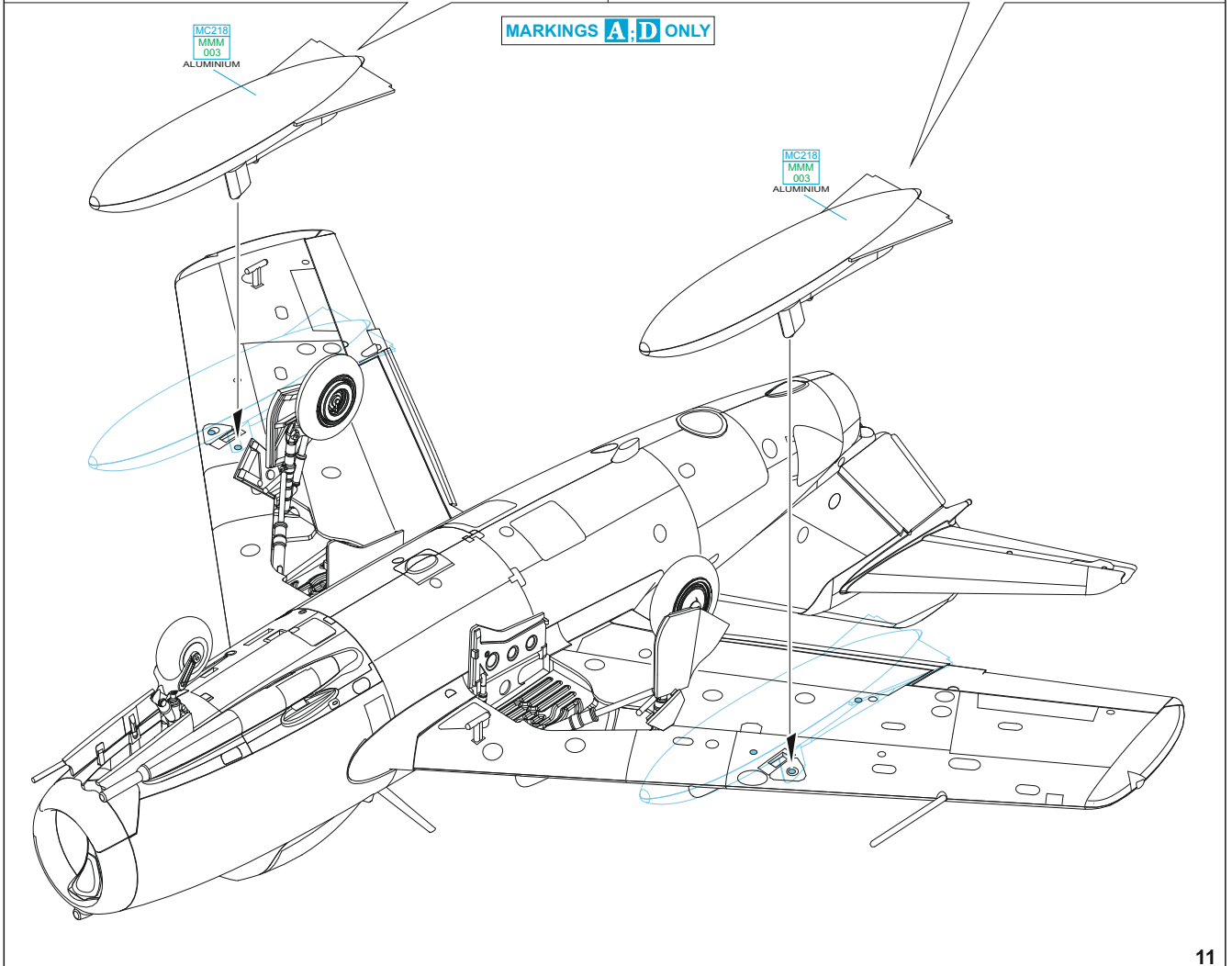
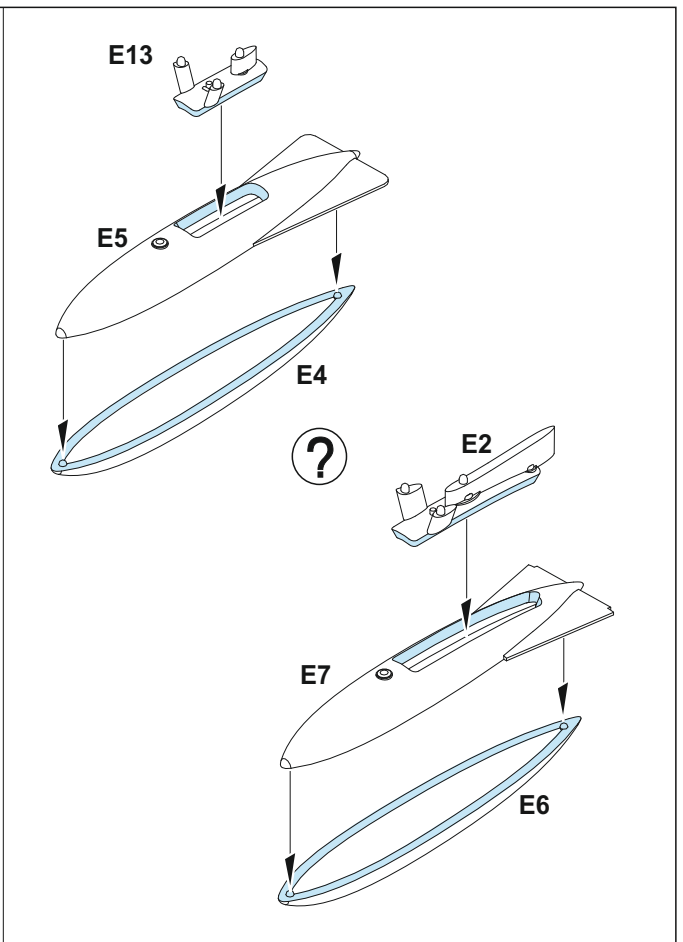
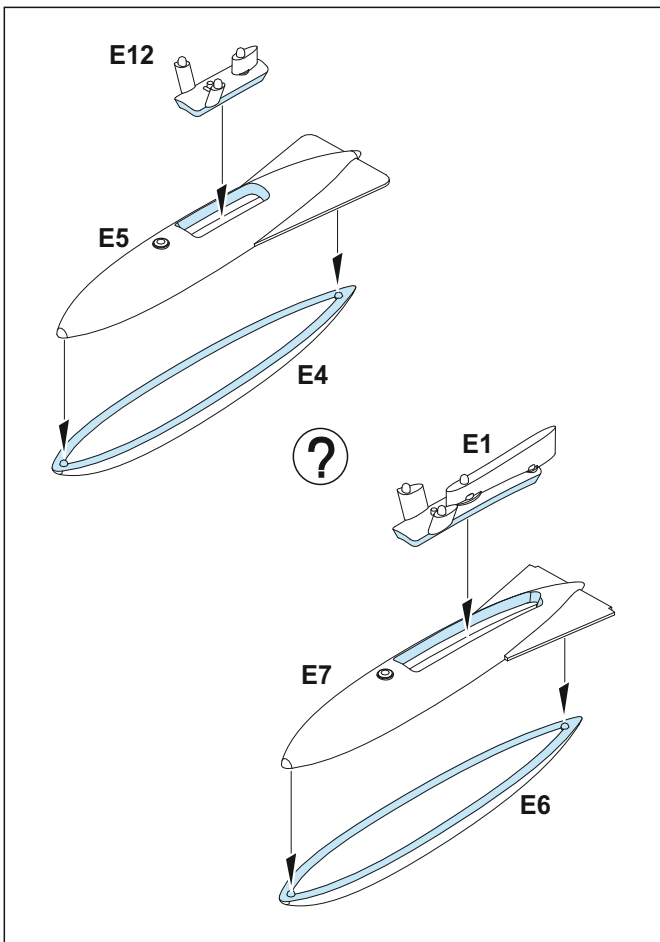
J OPEN CANOPY
A2, A5, B12





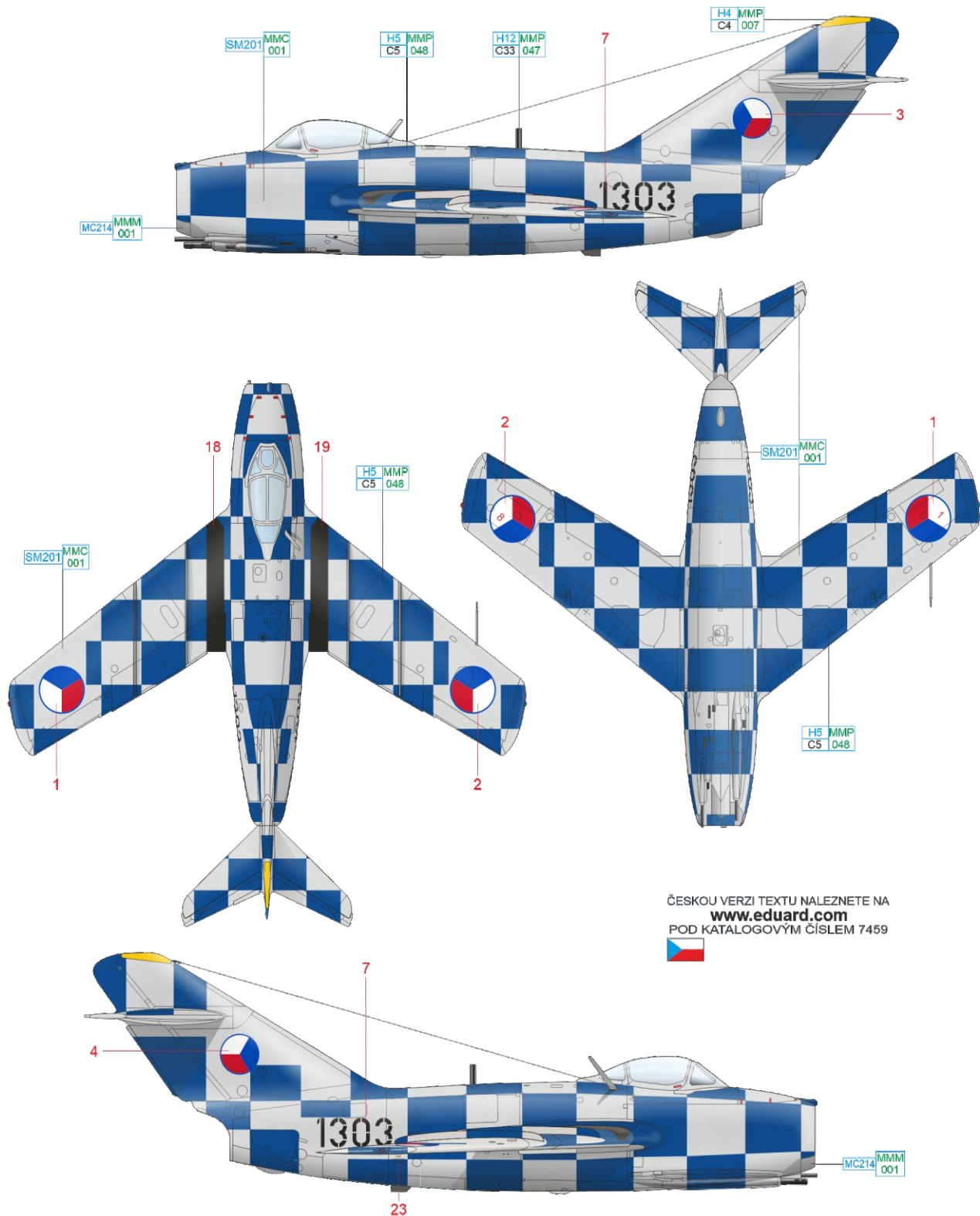
MARKING **B** ONLY





A MiG-15, s/n 141303, 3 Fighter Air Regiment, Brno-Tuřany, Czechoslovakia, ca. 1958

One of the most spectacularly painted Czechoslovak MiG-15s flew in this form for some time as a target plane for anti-aircraft artillery training. Czechoslovak army received this aircraft on November 4, 1954. Starting from November 1955 as the latest it was assigned to the 1 Squadron of the 3 Fighter Air Regiment in Brno. The aircraft bore the code FZ-11 initially, but it was changed to FZ-17 in February 1957. Later that year, probably in June or July, the designation was changed again, now to 1303 in accordance with the new system using the last four digits of the serial number. The aircraft got its optically distinctive livery probably during 1958. The blue color of the squares is probable but not confirmed. It is also not known when the painting was removed. The aircraft was later converted to the MiG-15bisSB version and flew with the 18th Fighter-Bomber Air Regiment. It was destroyed in a catastrophic crash of three aircraft on February 17, 1964, which occurred near to Sezemice town. In the aircraft coded 1554 and 0526 pilots Maj. Jan Jeřábek and 2nd Lt. Jaroslav Píkal died, while Capt. Jurečka ejected from 1303 and escaped the crash with injuries.



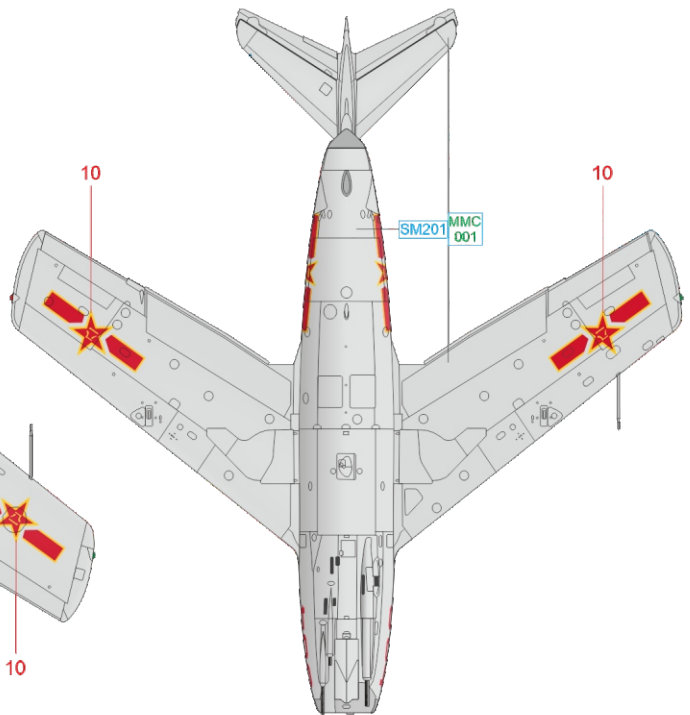
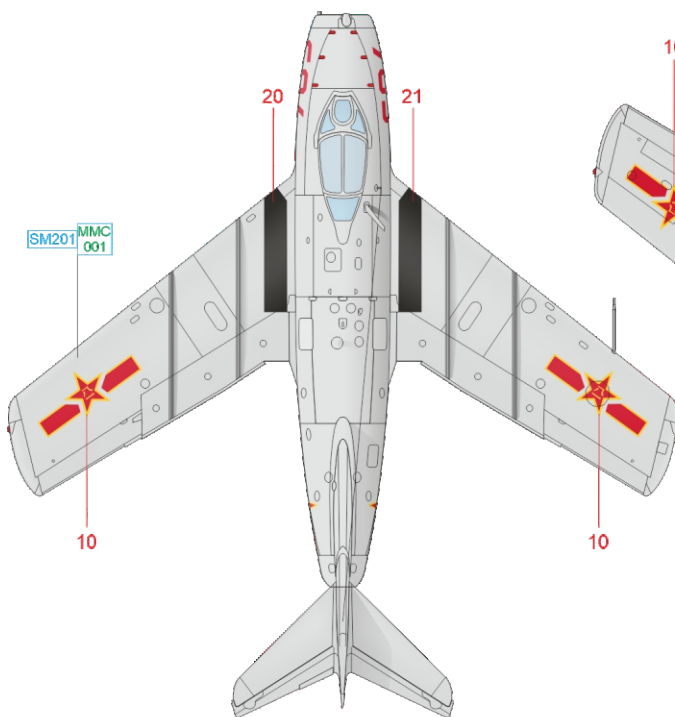
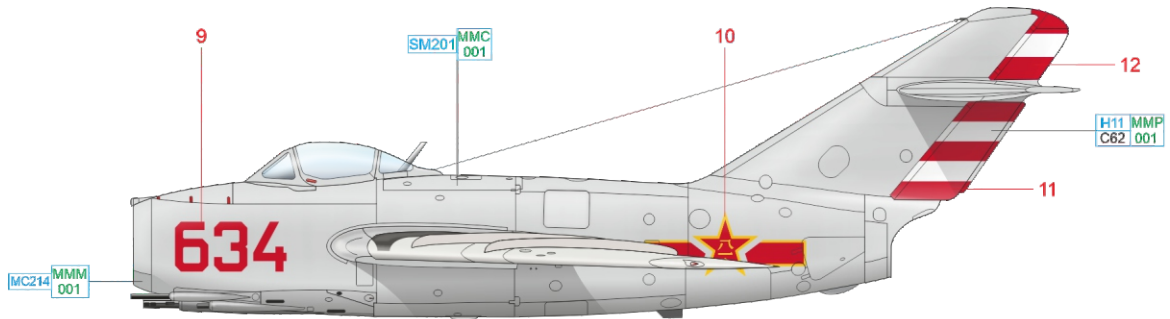
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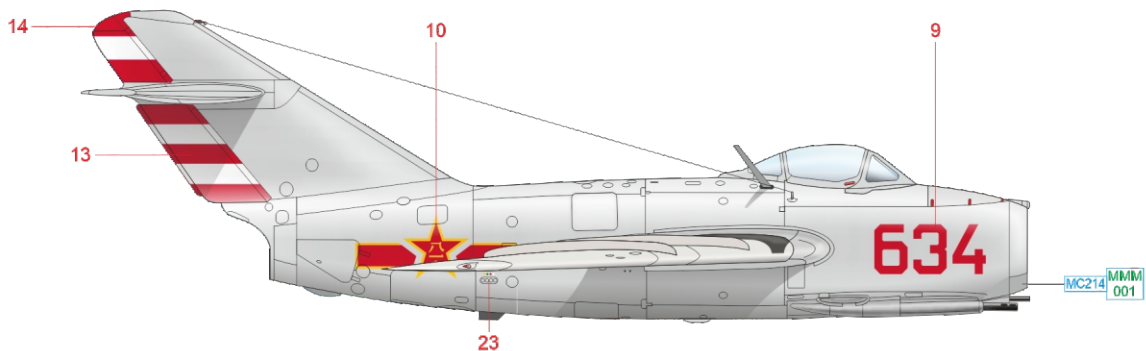
SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 YELLOW H4 MMP C4 007 BLACK H12 MMP C33 047 BLUE H5 MMP C5 048

B MiG-15, s/n 0615334, Maj. V. I. Kolyadin, 28 GIAP, 151 GIAD, 64 IAK, Mukden, China, December 1950

Viktor Ivanovich Kolyadin fought in World War II from June 1941. He started as a pilot of the 289 Assault Aviation Regiment from June 1941, later he moved to the 597 Night Light Bomber Regiment, where he flew the Po-2 biplanes. He fought there until 1943, when he was promoted to lieutenant and started his training as a fighter pilot. In June 1944, he joined the 68 Guards Fighter Air Regiment (GIAP), where he remained until the end of the war and scored 15 kills. On June 29, 1945 he was awarded the title Hero of the Soviet Union. After the war, he continued to serve with the 28 GIAP, first as deputy commander and then as commander. He moved with this unit to China after the outbreak of the Korean War. In Mukden, the 151 Guards Fighter Division (GIAD) established itself at two local airfields, Anshan and Liaoyang. Kolyadin continued his successful career as a fighter pilot there and became the second ace of the entire 64 Fighter Air Wing. Between November 1950 and the end of March 1951, he flew some 40 sorties, participated in some twenty combats, and shot down six enemy aircraft. Kolyadin was later appointed deputy commander of the 4 Army Air Defense Force and retired as a major general in 1973. He died on November 6, 2008 in Sevastopol.



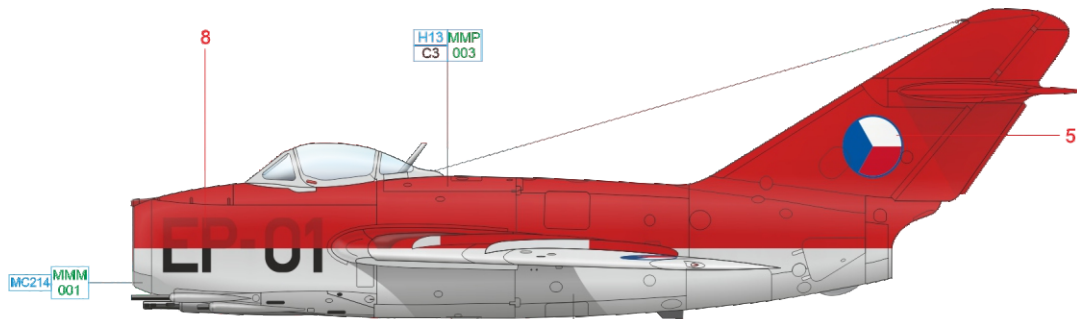
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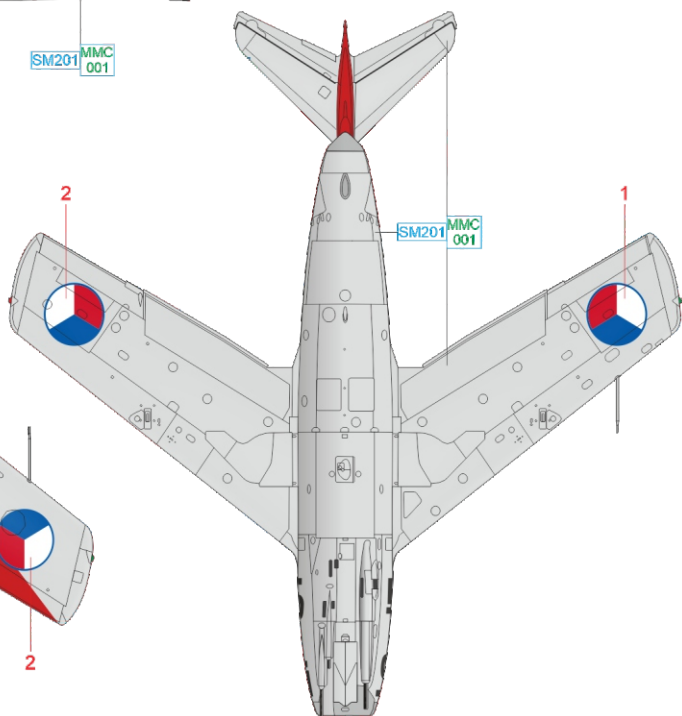
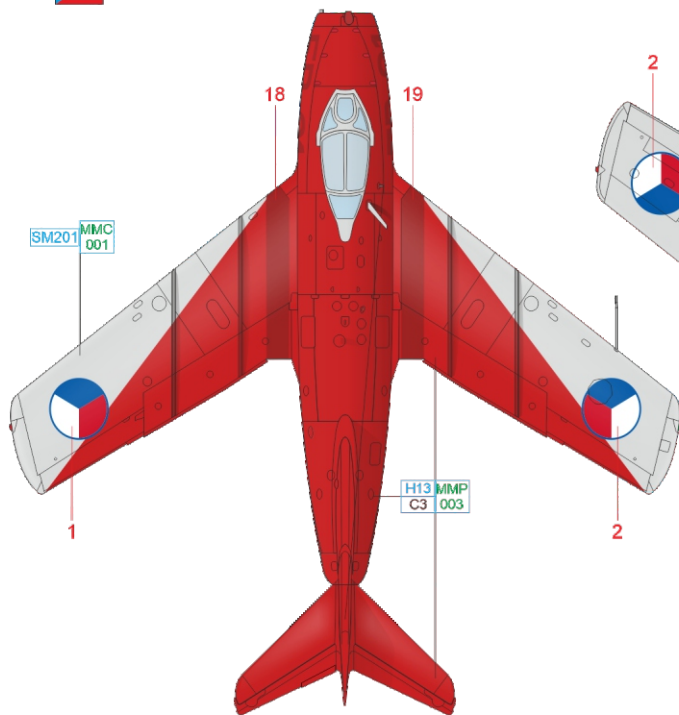
SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 BLACK H12 MMP C33 047 WHITE H11 MMP C62 001

RECOMMENDATION FOR PAINTING
 STEP 3 - Overspray with thin red layer to keep the code and walkways partly visible
 September 4, 1955

The EP-01 was flown by Lieutenant Colonel Jozef Kúkel, leader of the five-man aerobatic group of the 1 Fighter Air Division, who later became commander of the 10 Air Force Army. He became the last general of Czechoslovak air force with combat experience from World War II. During the war, he served in the ranks of the Slovak State air force, but after the outbreak of the Slovak National Uprising, he joined the Combined Squadron at Tri Duby airbase as a Š-328 biplane pilot. After moving to the liberated Polish territory, he joined the 1 Czechoslovak Army Corps and fought in the ranks of 1 Combined Air Division. He took part in combat operations in the Ostrava region with 3 Assault Air Regiment. After the invasion of the Warsaw Pact forces into Czechoslovakia in 1968, he was deprived of his command of 10 Air Force Army because of his negative attitude to the occupation. At the end of the year, he suffered a serious injury in a car accident and was left in a wheelchair. At the end of 1980's he was fully politically rehabilitated, but died shortly after on June 16, 1994, in Hradec Králové. The aircraft of his aerobatic group were painted with red on the upper surfaces to enhance the performance of the group during the airshow in September 1955 at Ruzyně Airport. Under the thin red paint, the code of the aircraft and the "walkways" on the wing were clearly visible. Another interesting feature of the EP-01 is the older type of insignia on the rudder with a larger diameter.

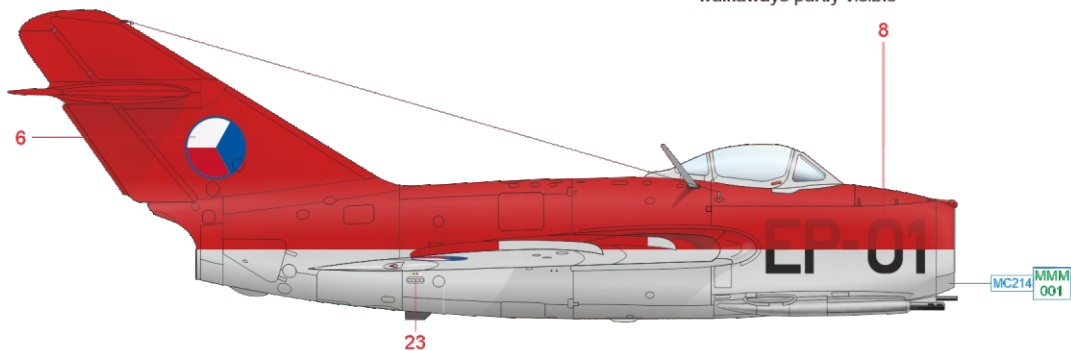


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RECOMMENDATION FOR PAINTING

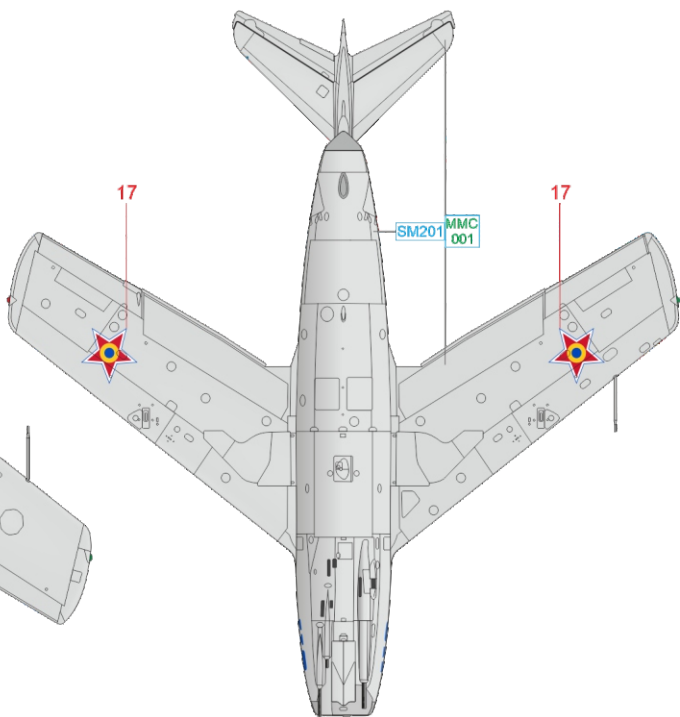
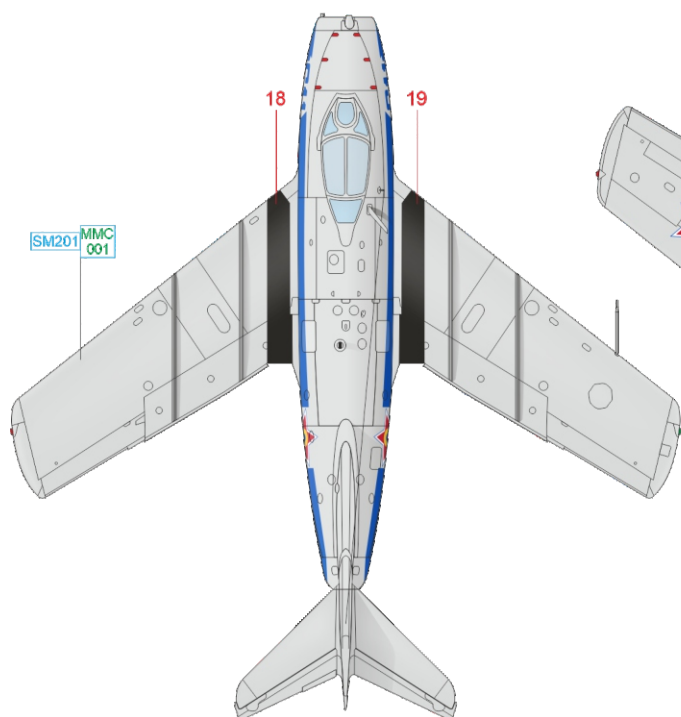
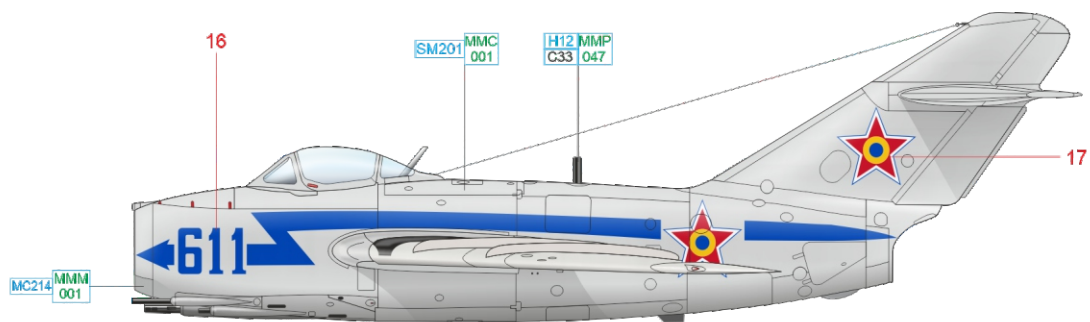
- STEP 1 - Paint silver as a first layer
- STEP 2 - Apply decals
- STEP 3 - Overspray with thin red layer to keep the code and walkways partly visible



SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 RED H13 MMP C3 003 BLACK H12 MMP C33 047

D MiG-15, s/n 231611, Romanian Air Force, Late 1950s

This aircraft was manufactured in Czechoslovakia and delivered to the Romanian Air Force on September 23, 1953. Romania first took delivery of 58 MiG-15 aircraft in 1952 directly from the Soviet Union, then deliveries from Czechoslovakia began and continued from 1952 to 1954. In total, Romania took delivery of 204 licensed MiG-15s. The aircraft shown here was one of those that received a blue lightning bolt on the fuselage during the filming of a movie.

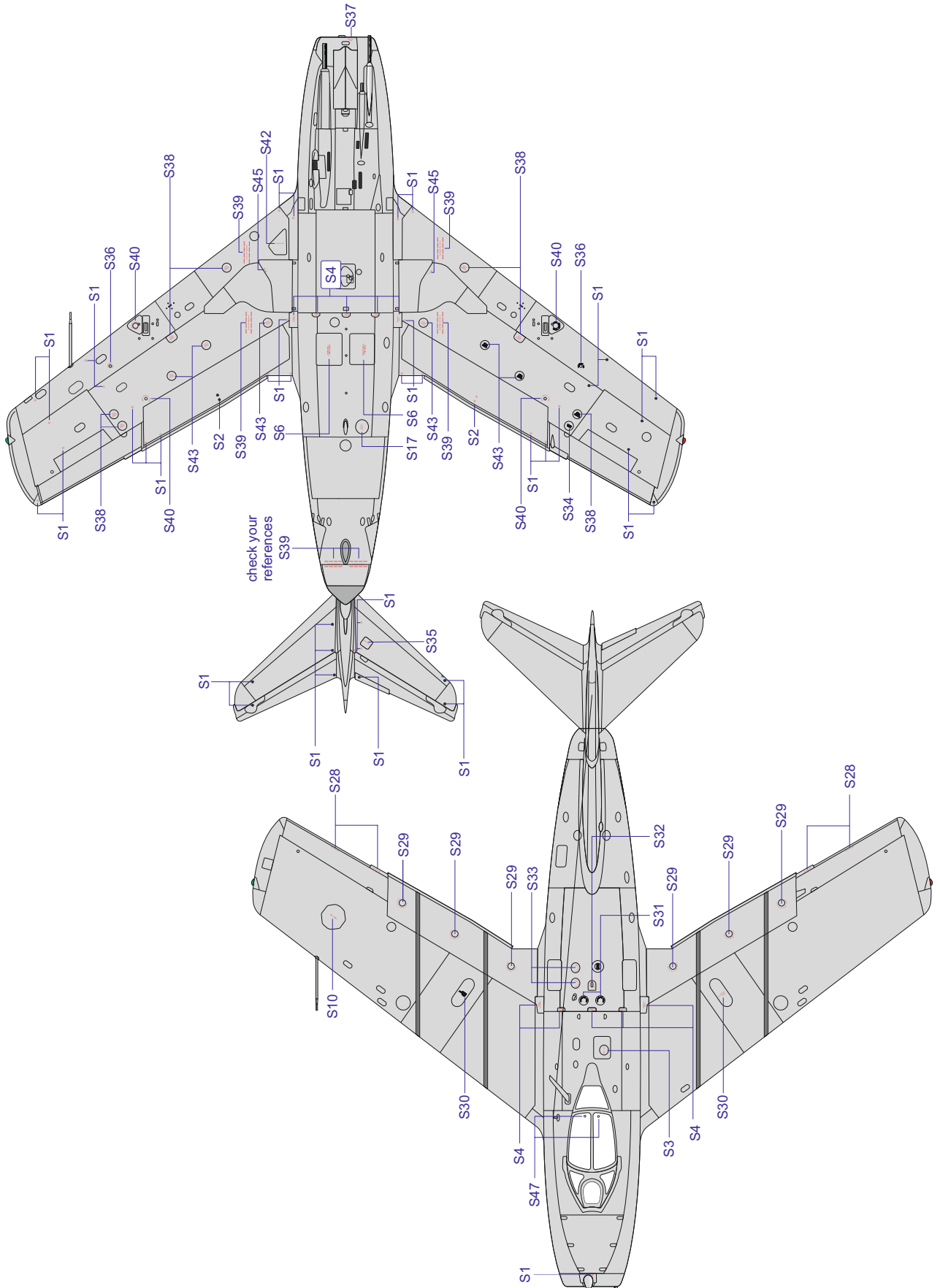


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 POD KATALOGOVÝM ČÍSLEM 7459

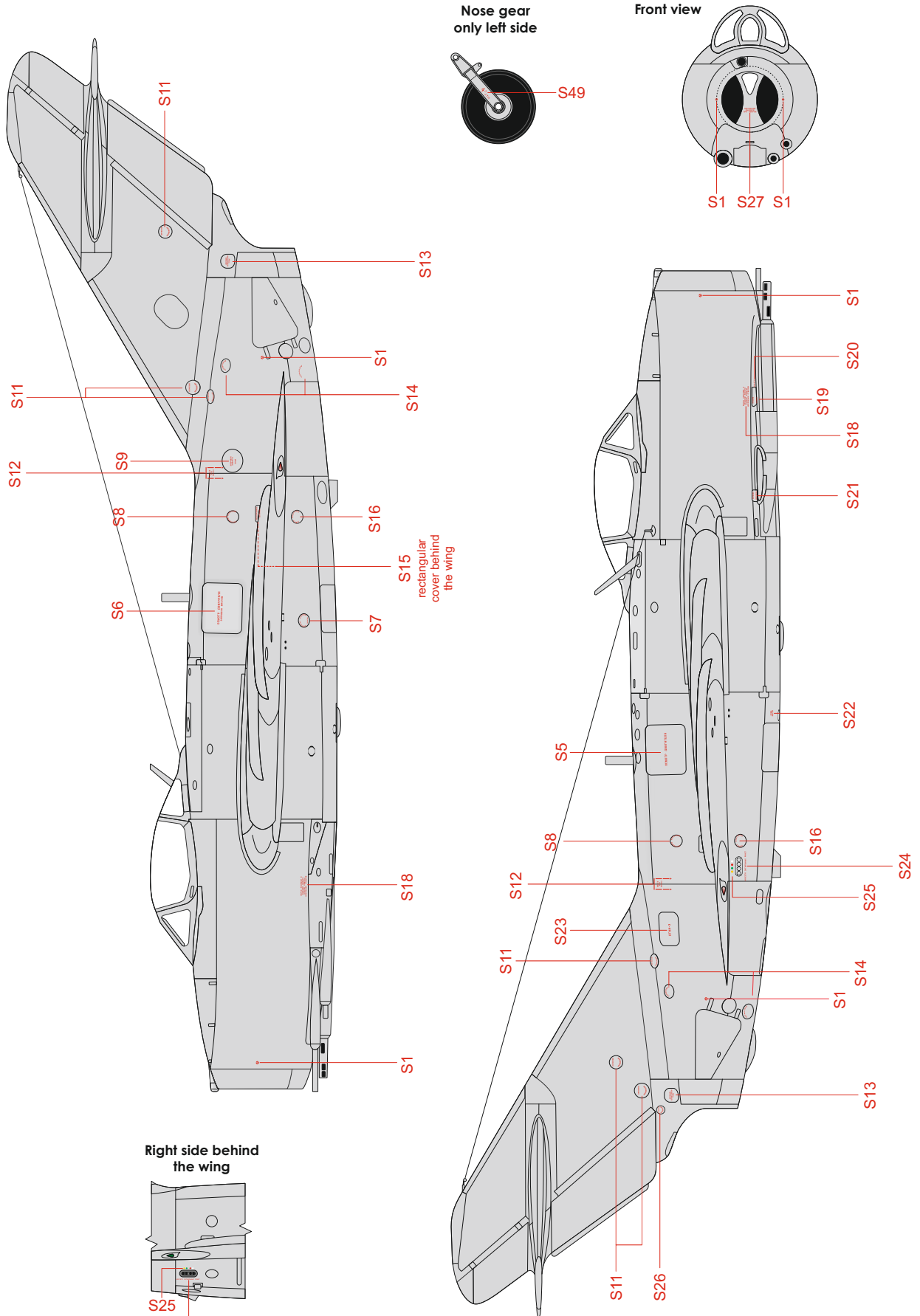


SUPER FINE SILVER SM201 MMC 001 DARK IRON MC214 MMM 001 BLACK H12 MMP C33 047

Czech stencils



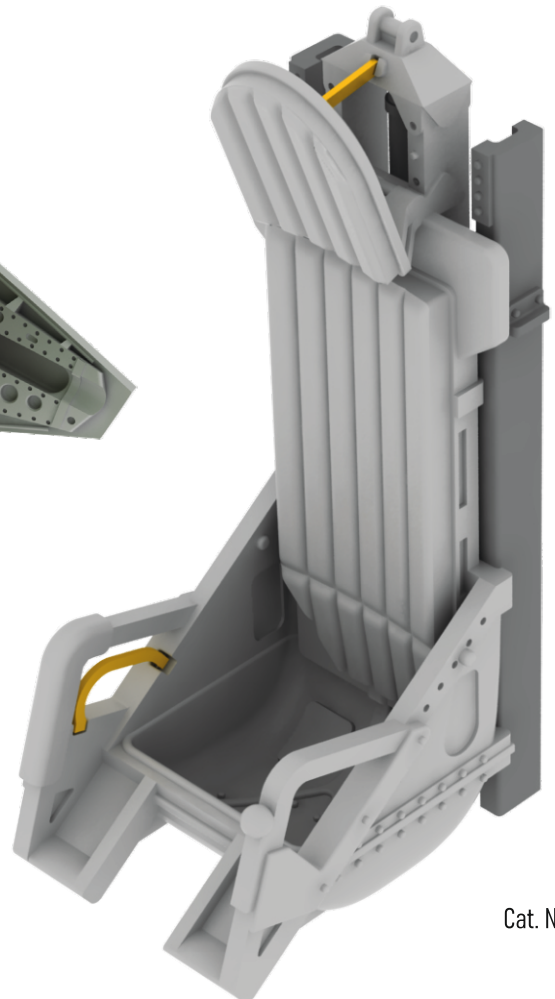
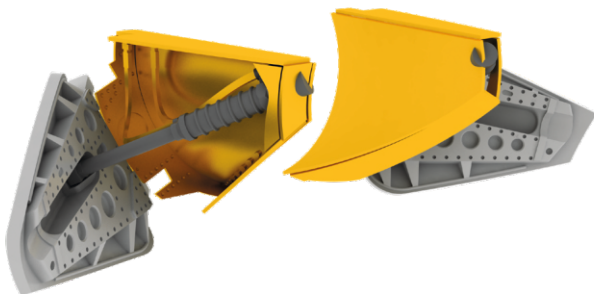
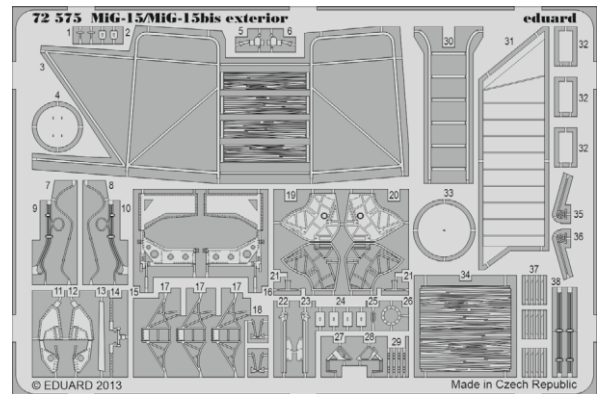
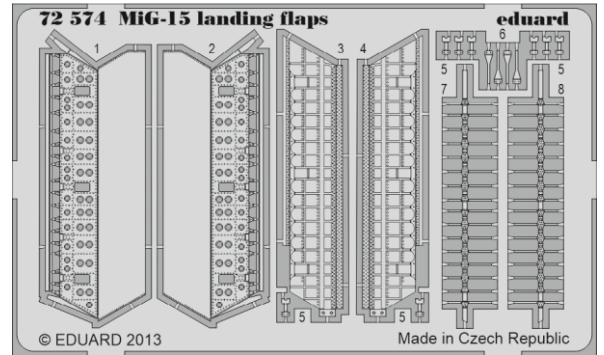
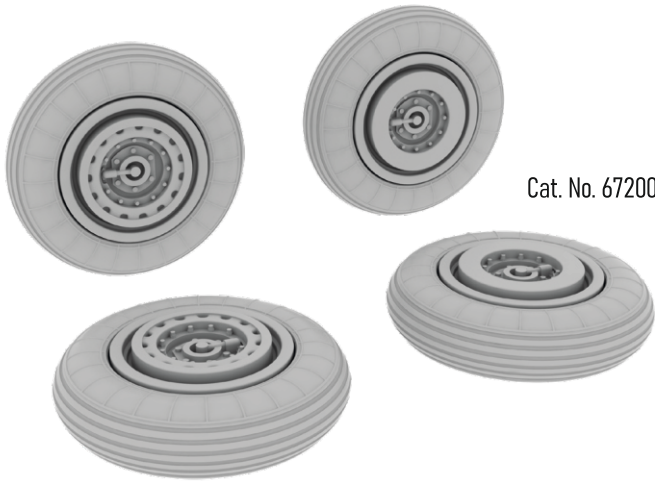
Russian stencils



Eduard goodies for

MiG-15 1/72

- 72574 MiG-15 landing flaps (PE-Set)
- 72575 MiG-15/MiG-15bis exterior (PE-Set)
- 672007 MiG-15 wheels (Brassin)
- 672008 MiG-15 ejection seat (Brassin)
- 672021 MiG-15 airbrakes (Brassin)
- D72007 MiG-15 / MiG-15bis stencils (Decal Set)



Cat. No. 672008