

Mig 15

Leonid Krylov, Yuriy Tepsurkaev

A MiG-15 to Freedom No Kum-Sok, J. Roger Osterholm, 2007-04-25 On September 21, 1953, U.S. airmen at Kimpo Air Base near Seoul, Korea, were startled to see landing a MiG-15, the most advanced Soviet-built fighter plane of the era, piloted by Senior Lieutenant No Kum-Sok, a 21-year-old North Korean Air Force officer. Once he landed, Lieutenant No found that his mother had escaped to the South two years earlier, and they were soon reunited. At his request, No came to the United States and became a U.S. citizen. His story provides a unique insight into how North Korea conducted the Korean War and how he came to the decision to leave his homeland.

MiG-15 Fagot Hans-Heiri Stapfer, Don Greer, 2005 In late 1947 the prototype of the MiG-15 took to the air. The MiG-15 was intended to be a heavily armed, fast climbing interceptor of US bombers attacking the USSR. In 1950 the MiG-15 was employed in the conflict in Korea, showing more than a match for the allied fighters in theater (F-80s, Meteors, F-51s, etc.). It was only when the USAF brought in the F-86 Sabre that the MiG-15 had an equal adversary. It was with the success of the Mig-15 and other winning designs from the MiG Design Bureau, that the term MiG became synonymous with Soviet Fighter. This title includes inside and out coverage of the MiG-15 Fagot-A.

Famous Russian Aircraft Yefim Gordon, Dmitriï Sergeevich Komissarov, 2011-01-04 When the Mikoyan Gurevich MiG-15 first appeared in combat against the Western powers during the Korean War it caused consternation amongst its opposition. Its performance far outstripped any jet fighter aircraft produced by the West at the time and its duels with the US F86 Sabre have entered into aviation legend. The success of the MiG-15 was such that it went on to become the most widely produced jet fighter aircraft in history, and although figures vary it is believed over 12,000 were built plus another 6,000 under licence. The prototype of the distinctive fighter, built by the Mikoyan design bureau,

with its high swept wing and tailplane and nose intake first flew in 1947, and was first deployed in the Korean War at the start of the 1950s. Although it suffered from handling problems when involved in dogfights with the F86, and a number were shot down, it had been built primarily with the role of interceptor in mind and was highly effective against the US heavy bombers. The MiG-15 was produced in a number of variants, both in single seat and two-seat versions and remained in service as a trainer aircraft for Warsaw Pact countries into the 1970s. Its improved successors, the MiG-17 and MiG-19 became the standard Soviet jet fighters of the early Cold War, including the Vietnam War. The MiG-15 was also produced in Czechoslovakia, Poland and China and aircraft were exported throughout the world. Its rugged build has ensured that a number survive in flying condition today. This book is a worthy addition to the acclaimed 'Famous Russian Aircraft' series, with a comprehensive history of the aircraft's development, design history and use, throughout the world. The comprehensive text is supported by almost 1000 photographs and line drawings as well as over a 100 detailed colour profiles. This will be the definitive book on the market of this historic Soviet jet fighter.

Soviet MiG-15 Aces of the Korean War Leonid

Krylov, Yuriy Tepsurkaev, 2012-12-20 The Soviet Union began assisting the People's Republic of China in its establishment of a modern air force in 1950, when Soviet Air Force regiments were sent to train local pilots. China's involvement in the Korean War in late October 1950 inevitably drew Soviet pilots into the war, with a total of 52 Soviet pilots scoring five or more victories there. The history of these covert actions has been a long-buried secret and this book is the first English publication to detail the only instance when the Cold War became 'hot'. This book uncovers Soviet combat experiences during the Korean War from detailed unit histories and rare first-hand account. With access to extensive Russian archives, the authors offer an enthralling

insight into an air war that has been largely covered up and neglected. Illustrated with previously unpublished photographs and detailed full colour profiles, this book is a unique opportunity to read about an often-forgotten aspect of the Cold War.

F-86 Sabre vs MiG-15 Douglas C. Dildy, Warren

Thompson, 2013-05-20 As the routed North Korean People's Army (NKPA) withdrew into the mountainous reaches of their country and the People's Republic of China (PRC) funneled in its massive infantry formations in preparation for a momentous counter-offensive, both lacked adequate air power to challenge US and UN. Reluctantly, Josef Stalin agreed to provide the requisite air cover, introducing the superior swept-wing MiG-15 to counter the American's straight-wing F-80 jets. This in turn prompted the USAF to deploy its very best - the F-86A Sabre - to counter this threat. Thus began a two-and-a-half-year struggle in the skies known as "MiG Alley." In this period, the unrelenting campaign for aerial superiority witnessed the introduction of successive models of these two revolutionary jets into combat. This meticulously researched study not only provides technical descriptions of the two types and their improved variants, complete with a "fighter pilot's assessment" of these aircraft, but also chronicles the entire scope of their aerial duel in "MiG Alley" by employing the recollections of the surviving combatants - including Russian, Chinese, and North Korean pilots - who participated.

Mikoyan-Gurevitch MIG 15 & 17 Gérard Paloque, 2014 At the beginning of the Korean War, the west discovered the MiG-15, the first mass-produced jet fighter built in the Soviet Union. This small device entered service at the end of 1950 in its improved version, the MiG-15bis, and in turn was quickly deployed to Korea where, with its powerful armament and handling, it was an unpleasant surprise for the forces of the United Nations, after finding their air superiority with the arrival of the latest version of the famous F-86 Sabre. While the bundle - a nickname given by

NATO to the MiG-15 - was barely in use, MiG conceived its successor, the more efficient and wing modified MiG-17 (Fresco). The type was withdrawn from service in the USSR in the late sixties, however it had great success abroad. The Fresco was the most exported Soviet fighter until the arrival of its indirect successor, MiG-21 (see Planes & Pilots No. 12).

Soviet MiG-15 Aces of the Korean War Leonid Krylov, Yuriy Tepsurkaev, 2012-12-20 The Soviet Union began assisting the People's Republic of China in its establishment of a modern air force in 1950, when Soviet Air Force regiments were sent to train local pilots. China's involvement in the Korean War in late October 1950 inevitably drew Soviet pilots into the war, with a total of 52 Soviet pilots scoring five or more victories there. The history of these covert actions has been a long-buried secret and this book is the first English publication to detail the only instance when the Cold War became 'hot'. This book uncovers Soviet combat experiences during the Korean War from detailed unit histories and rare first-hand account. With access to extensive Russian archives, the authors offer an enthralling insight into an air war that has been largely covered up and neglected. Illustrated with previously unpublished photographs and detailed full colour profiles, this book is a unique opportunity to read about an often-forgotten aspect of the Cold War.

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MiG-15 in Action Hans-Heiri Stapfer, Don Greer, 1991

F-86E Sabre vs. Russian MiG-15: Some Korean Air-to-Air War Tales Revisited Lt. Colonel Joseph R. Clark, 2020-01-30 *F-86E Sabre vs. Russian MiG-15 Some Korean Air-to-Air War Tales Revisited* By: Lt. Colonel Joseph R. Clark Since the Korean War ended in 1953, several books and articles have been published about the air-to-air battles between the American F-86s and Russian MiGs in the skies over North Korea and China. Some parts of some of the stories that appear in those publications are true, but many of them contain fantasies, exaggerations, and lies that are both preposterous and demeaning to the Air Force. Unfortunately, much of what survives in the west as the history of those epic air battles is found in those partially flawed publications.

Mikoyan Gurevich MiG-15 Dariusz Karnas, 2014-03-06 1/48 and 1/32 scale plans of following aircraft: MiG-15 MiG-15bis UTI MiG-15 all Polish Variants

MiG-15 Fagot Yefim Gordon, Peter Davison, 2005-02-10 In the years following World War II, many nations made use of captured German technology, and given the pressures of the incipient Cold War, Soviet engineers often had very little time to produce an answer to the West. As a result, the MiG-15's designers made use of German technologies and a British powerplant, which served to accelerate the fighter's development. The MiG-15 had a long

service career and was built in huge numbers both within and outside the Soviet Union. The main factors in the MiG-15's success were a turbojet rated at over 2,000 kg (4,409 lb) of thrust, a new configuration with swept wings and empennage, and new pilot survival aids including an ejection seat. These, together with heavy armament and ease of manufacture and operation, made the MiG-15 a superb fighter jet. In fact, it paved the way for Soviet fighter design for the next decade.

WarbirdTech Volume 40.

Mikoyan-Gurevich MiG-15 Yefim Gordon, E. Gordon, 2001

The Soviet Union's swept-swept-wing fighter, controversially powered by a copied Rolls-Royce Nene jet engine, caused a sensation and more than a few problems for its opponents when it was introduced in the Korean War in 1950. This book is compiled from a wealth of first-hand Russian sources and includes a comprehensive history of the design and its service. Includes extensive and detailed photo coverage from Russian sources, almost all of which have never-before been seen. For military enthusiasts and modelers.

How To Steal A MIG-15 AIR TECHNICAL INTELLIGENCE

CENTER, 1955-04-26 The Infamous 'How to Steal a MIG' manual This fascinating Air Force technical report is specifically focused on how a pilot, behind the Iron curtain or enemy lines, could know just enough to start up and fly home a stolen MIG-15 fighter. Finally declassified in 1988, and only released to the public in 2015 via a FOIA request by Governmentattic.org, this unique look at Cold War Air Force intelligence product is a must-read for student's of Soviet era aviation. Informally as the How to Steal a MIG manual, it was interestingly, published by the Air Technical Intelligence Center at Wright-Patterson AFB in 1955, a mere two years after the U.S. obtained a functioning Mig-15 from N. Korean defector No Kum-Sok who defected to Kimpo Air Base on 21 September 1953. His MiG-15 was minutely inspected and was test flown by several test pilots, including Chuck Yeager. It is

now in the collection of the National Museum of the United States Air Force near Dayton, Ohio. "This manual has been prepared specifically for the purpose of providing USAF personnel with operating information on the MiG-15." "Only the information the pilot must know is presented," "Some procedures which might be considered unorthodox for operational flying of this airplane are recommended because they represent the simplest means of assuring safe flight."

ARAB MIGS VOL. 1 Tom Cooper, David Nicolle, 2009-11-19 Starting in 1955, and for the following 20 years, MiG-15 and MiG-17 formed the backbone of several Arab air forces. They played a prominent role in four major wars and dozens of minor incidents. Covering the first decade of this period, this study - Arab MiGs, Volume 1, the first in a series of publications - provides a unique and previously unavailable insight into the service history of both types with five Arab air forces. Even more so, it tells the story of people that flew MiG-15s and MiG-17s in Algeria, Egypt, Iraq and Syria. Several of whom became dominant political figures in most recent history of these countries. The reason why Arab countries began purchasing MiGs and thus became embroiled in the Cold War is approached and discussed from an entirely new and original - Arab - point of view. Details about combat operations during three major wars between Arabs and Israel, as well as the war in Yemen of the 1960s, are reconstructed on basis of primary evidence, foremost in form of original documents and participants' recollections.

Mr. MiG Paul Entrekin, 2022-11 The Soviet-built MiG-15 swept-wing fighter startled the world when it was introduced into combat during the Korean War in the early 1950s. The West had no idea that Russia could produce such a capable fighter. Some 35 years later, former Marine aviator Paul Entrekin burst onto the North American Air Show circuit with the first civilian-owned MiG-15. His story tells of the myriad of challenges in obtaining, test-flying, licensing this first-of-its-kind air show aircraft. It's a

walk down memory lane that includes some of the most well-known names in aviation and shares the ups and downs, joys, triumphs, and also the tragedies and bitter losses of friends and fellow aviators. Mr. MiG is an engaging, informative, and entertaining story that any aviation aficionado will enjoy.

Mr. MiG Paul T. Entrekin, 2022-11-07 The Soviet-built MiG-15 swept-wing fighter startled the world when it was introduced into combat during the Korean War in the early 1950s. The West had no idea that Russia could produce such a capable fighter. Some 35 years later, former Marine aviator Paul Entrekin burst onto the North American Air Show circuit with the first civilian-owned MiG-15. His story tells of the myriad of challenges in obtaining, test-flying, licensing this first-of-its-kind air show aircraft. It's a walk down memory lane that includes some of the most well-known names in aviation and shares the ups and downs, joys, triumphs, and also the tragedies and bitter losses of friends and fellow aviators. Mr. MiG is an engaging, informative, and entertaining story that any aviation aficionado will enjoy.

The Last War of the Superfortresses Leonid Krylov, Yuriy Tepsurkaev, Ilya Tepsurkaev, 2016 This work is an attempt by the authors to give as full and detailed a history as possible of the confrontation between Soviet fighters and the principal strike force of the United States Far East Air Force - the B-29 'Superfortress' bombers during the course of the Korean War between 1950-1953. Military documents, which the authors have studied over many years of work in the Central Archive of the Ministry of Defense of the Russian Federation in Podolsk - as well as published Western sources - form the basis of this book. The recollections of pilots who served in the 64th Fighter Air Corps, and who participated personally in the events described, are also widely used. Almost all the battles that took place between Soviet fighters and the 'Superfortresses' are analyzed in detail; the authors have, on the basis of a comparison of Soviet archive documents and data from published Western sources, attempted

to clarify the actual losses on both sides in these battles. Particular attention has been paid to key events in the history of the confrontation between the MiG-15 and B-29 such as the air battles of April and October 1951, which had a significant impact on the course of the Korean War and influenced the development of military aviation in both the USSR and the USA. Following the encounters on the approaches to the bridges at Andung of 12 April 1951 Strategic Air Command decided against using 'Superfortresses' close to the area around the MiG bases. The outcome of a series of air battles from 22 to 27 October 1951 - the most famous of which was the battle between MiGs and B-29s in the area close to the airfield at Namsi on 23 October ('Black Tuesday') was a ban by Strategic Air Command on daylight operations by 'Superfortresses' in the Soviet fighter's zone of operation. These battles also influenced the technical policy of the United States Air Force in relation to strategic bombers. Extensive losses in combat with the MiGs served as one of the most influential arguments for curtailing the piston engine B-36 and B-50 bomber programs and boosting development of one of the most famous aircraft in the history of global aviation - the B-52 'Stratofortress'. Night operations, to which the B-29s and subsequently Soviet fighters were transferred, are also analyzed in detail in this book. These nocturnal operations culminated in the air battles of December 1952 and January 1953. After sustaining losses in these battles that were comparable to those of October 1951 the 'Superfortresses' would subsequently only carry out nocturnal sorties to the MiGs' zone of operation in poor weather conditions. In this work, the authors have analyzed the advantages and the disadvantages of the La-11 and the MiG-15bis - the principal fighters of the 64th Fighter Air Corps - from the point of view of their ability to intercept the B-29s. Attention has been paid to the tactics of the opposing sides, and to how these changed over the course of the war. The technical aspects of the confrontation between Soviet fighters and 'Superfortresses' have

been examined, and the reasons behind the different periods of success or failure in terms of performance in combat have been identified. A great deal of statistical material has been provided in this book, which characterizes combat operations carried out by the B-29s and the fighters of the 64th Fighter Air Corps, both within the text itself and in the form of easy-to-use tables. The book is illustrated with photographs obtained both from the personal archives of veterans of the 64th Fighter Air Corps; from the Central Archive of the Ministry of Defense of the Russian Federation; and US National Archives. Color profiles showing camouflage & markings are also included.

MIG Alley: The Fight For Air Superiority [Illustrated Edition] William Y'Blood, 2014-08-15 Includes more than 20 photo illustrations The fight for air superiority began the day the Korean War started and only ended with the armistice three years later. Once the shock of the North Koreans' invasion wore off, it did not take long for the United States Air Force, assisted by other United Nations air forces, to destroy the North Korean Air Force. The arrival of the MiG-15 in November 1950, often flown by Soviet pilots, changed things considerably however. For the remainder of the war, bitterly contested air battles were fought almost daily. Yet despite a decided numerical superiority in jet fighters, the Communists were never able to gain air superiority, testament to the skill and training of the UN fighter pilots, primarily those U.S. Air Force airmen flying the magnificent F-86 Sabre.

Soviet MiG-15 Aces of the Korean War Leonid Krylov, Yuriy Tepsurkaev, 2008-05-20 The Soviet Union began assisting the People's Republic of China in its establishment of a modern air force in 1950, when Soviet Air Force regiments were sent to train local pilots. China's involvement in the Korean War in late October 1950 inevitably drew Soviet pilots into the war. A total of 52 Soviet pilots scored five or more victories in the Korean War. The history of these covert actions has been a long-

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Table of Contents
Mig 15

1. Understanding the eBook Mig 15	ges of eBooks Over Traditional Books	Genres
◦ The Rise of Digital Reading Mig 15		◦ Considering Fiction vs. Non-Fiction
◦ Advanta	2. Identifying Mig 15	◦ Determining Your Reading Goals
	◦ Exploring Differences	
		3. Choosing the

Right eBook Platform	er Lists	Enhanc
◦ Popular eBook Platform	5. Accessing Mig 15 Free and Paid eBooks	ed eBook Features
ms	◦ Mig 15 Public Domain eBooks	7. Enhancing Your Reading Experience
◦ Features to Look for in an Mig 15	◦ Mig 15 eBook Subscription Service	◦ Adjustable Fonts and Text Sizes of Mig 15
◦ User-Friendly Interface	◦ Mig 15 Budget-Friendly Options	◦ Highlighting and Note-Taking Mig 15
4. Exploring eBook Recommendations from Mig 15	6. Navigating Mig 15 eBook Formats	◦ Interactive Elements Mig 15
◦ Personalized Recommendations	◦ ePub, PDF, MOBI, and More	8. Staying Engaged with Mig 15
◦ Mig 15 User Reviews and Ratings	◦ Mig 15 Compatibility with Devices	◦ Joining Online Reading Communities
◦ Mig 15 and Bestseller	◦ Mig 15	

- Participating in Virtual Book Clubs
 - Following Authors and Publishers Mig 15
- 9. Balancing eBooks and Physical Books Mig 15
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Mig 15
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Mig 15
 - Setting Reading Goals Mig 15
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Mig 15
 - Fact-checking eBook Content of Mig 15
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

Mig 15 Introduction

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