

Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg

Alexander Mladenov

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-23 Mf Krzysztof Barcz,Dariusz Warsaw,2010-01-05 *
Includes free decals and masking foil * Packed with color photos
The Mikoyan-Gurevich MiG-23 is a swing-wing fighter aircraft,
designed by the Mikoyan-Gurevich bureau in the Soviet Union. It is
considered to belong to the Soviet Third Generation aircraft
category along with similar-aged Russian-produced fighters such
as the MiG-25 Foxbat. It was the first Soviet fighter with a look-
down/shoot-down radar and beyond visual range missiles, and the
first MiG production fighter plane to have intakes at the sides of
the fuselage. Production started in 1970 and reached large
numbers with over 5,000 aircraft built. Today the MiG-23 remains
in limited service with various export customers. This album of
detailed photographs is invaluable for the modeler or enthusiast
alike. About the Series This is a classic series of highly illustrated
books on the best machines of war, with several hundred
photographs of each aircraft or vehicle. With close-up views of the
key features of each machine, including its variations, markings
and modifications, customizing and creating a model has never
been easier. Includes extra features such as decals and masking
foil.

The Mikoyan-Gurevich Mig-3 Vol. I Dariusz Paduch,2022-01-31
The MiG-3 fighter plane, like the history of the creation of the
Mikoyan and Gurevich (Микоян и Гуревич) design bureau, is
relatively well known to anyone interested in the history of Soviet
aviation. Many books and articles have been published about this
machine, but information about the circumstances of the birth of
the project and the conditions of its creation are very brief and
concise. MiG-1 and MiG-3 were the most numerous new generation
fighters in Soviet aviation at the time of the German invasion of
the USSR. They played a very important role in the first period of

the war. Until now, it has been assumed in the literature that this applies mainly to the use of these aircraft during the battle of Moscow, as well as capital's and Leningrad's air defense, but MiGs also took on a large weight of air combat at the front in 1941.

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).

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.

Mikoyan-Gurevich MiG-17 Yefim Gordon, 2002 During the 1950s, the Soviet Union produced and used around 9,000 MiG-17s. First flown in January 1950, it is an extensively upgraded MiG-15 with a redesigned scimitar wing and lengthened fuselage, and known to NATO as Fresco. The type was built under various

designations including the Polish Lim-5P and Lim-6bis and the Czech S-105, and served not only with the Soviet armed forces but with the military in other Warsaw Pact nations, and further afield including Afghanistan, Cuba, Egypt, Indonesia, Iraq, Morocco, North Korea, North Vietnam, and Syria. The Chinese built the MiG-17 as the Shenyang F-4. The type saw combat in the Middle East against Israel, in North Vietnam, and in Nigeria during the Biafran War. As the later MiG-19 (which will be covered in a forthcoming Aerofax volume) was introduced, the MiG-17 was relegated mostly to the ground-attack role, replacing the MiG-15.

The Mikoyan-Gurevich Mig-3 Vol. II Dariusz Paduch, 2022-04-30
The I-200 fighter project was a compromise between design office's capabilities, realities of the Soviet aviation industry, with its available technologies, and military requirements. According to the brief description of the MiG-3 from 1941, it was, in terms of its purpose, an interceptor, but, interestingly, it could also be used as... an attack aircraft, or a light, fast dive bomber. Both the I-200 prototypes and the later MiG-1 and MiG-3 were single-seat, single-engine, mixed-design low-wing aircraft. Front part of the fuselage, together with the center wing, up to the rear wall of the pilot's cockpit, was made of metal. Only the tail part of the fuselage and wing consoles were wooden. Vertical stabilizer, which was an integral part of the fuselage, was made of wood, too, but horizontal stabilizer was all-metal. Rudders and ailerons had a metal construction and canvas cover. Undercarriage was made of chromansil steel. In front part of the fuselage there was a pilot's cabin with a seat, instrument panel and controls, front fuel tank, main offensive armament, water cooler and other components. Center wing was attached to the front part of the fuselage at seven points, the rear part at four points, while the engine mount was supported by two.

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.

Mikoyan-Gurevich MiG-21 Alexander Mladenov, 2014-06-17
The MiG-21, nicknamed 'Fishbed' by NATO, was the primary Soviet jet fighter from 1972 onward, opposing the F-15 Eagle and F-14 Tomcat worldwide in a variety of conflicts. The MiG-21 firmly holds the title of the world's most widely built and used jet fighter, with over 10,000 units rolling off the lines of three plants in the former

Soviet Union. The type was also built under license in India and Czechoslovakia, and without license in China until the late 2000s. Designed as a Mach-2 light tactical fighter, its original prototype, the Ye-6/1, was first flown in 1958. The first production variant of the type, designated the MiG-21F, appeared in 1960 and its improved sub-variant, the MiG-21F-13 (Type 74, NATO reporting name Fishbed-C), was made available for export by 1961. It was a simplified daytime short-range, clear-weather interceptor and tactical fighter. The MiG-21F-13 featured a relatively weak armament of just two R-3S air-to-air missiles (AA-2 Atoll, a slightly improved reverse-engineered copy of the AIM-9B Sidewinder heat-seeking AAM) with an effective range at low altitude of between 0.27nm/0.5km and 1.1nm/2km. According to its pilots, the MiG-21F-13 was an excellent clear-day interceptor though it had limited combat radius and poor night capability. The light and agile aircraft was designed from the outset to intercept transonic/supersonic bombers and tactical fighters at all altitudes, up to 66,000ft. The MiG-21bis was the last version of the type that took the air for the first time in 1969, with the first production examples rolling off the line in 1972. The MiG-21bis featured a strengthened fuselage, optimised for low-level air combat and ground attack. It was powered by the upgraded R-25-300 turbojet, rated at 40.2kN (9,038lb) dry and 69.65kN (15,653lb) with reheat, featuring a three-minute emergency reheat rating of 97 kN (21,790 lb) at low level. Pilots noted, however, that the heavier 'bis' was much less agile than the MiG-21PF/PFM, and that it behaved like a bull in the air while flying the MiG-21PFM was like riding a stallion. The MiG-21bis was a successful combination of a 1960s airframe and powerplant fitted with a 1970s-vintage analog avionics suite and modern dogfight missiles. By the mid-1980s, although it retained the principal shortcomings of its predecessors - limited operational radius and radar range, lack of beyond-visual-range missiles, poor pilot visibility, mediocre slow speed handling characteristics and high pilot workload, requiring hard training and

concentration during the entire sortie - it proved to be an inexpensive and widely popular combat aircraft.

Mikoyan Gurevitch Mig-17 Dariusz Karnas, 2015 12 pages of 1/72, 1/48 and 1/32 scale plans for all variants of the MiG-17, including the Polish-built versions in the Polish Air Force. The MiG-17 was a subsonic fighter aircraft produced in the USSR from 1952 and operated by numerous air forces in many variants.

The MiG-21 Holger Müller, Motorbuch, 2019-01-28 This book presents a detailed look at the design and development of the legendary MiG-21, including its powerplant, armament, upgrades, and variants. The Mikoyan-Gurevich MiG-21 was the standard fighter/interceptor aircraft of the Warsaw Pact and it stood up to its western counterparts for decades. This single-engine, supersonic jet fighter entered service in 1959, and in addition to the Soviet Union, almost every eastern European military operated the Mach 2 fighter, including East Germany (which flew more than 500 aircraft of this type), Poland, Romania, Yugoslavia, and others. With approximately 11,000 of all types built, the MiG-21 has been produced in greater numbers than almost any other combat aircraft in history, and has also seen combat with such countries as Vietnam, China, Syria, Iraq, Angola, and others.

Mikoyan-Gurevich MiG-19 E. Gordon, Yefim Gordon, 2003 Following naturally on from the MiG-15 and MiG-17 in the series, the MiG-19 'Farmer' now receives the full Aerofax treatment. Appearing in the 1950s, the MiG-19 represented a major technological leap for the VVS, as it was one of their first fighters capable of accommodating air-to-air missiles, ground color intercept system and other advances. By the end of the 1950s it had become the standard VVS fighter and was integrated into the inventories of most Warsaw Pact countries and other Soviet allies. It was produced in many thousands in the USSR, Czechoslovakia and China (as the J-6, JJ-6 and X-5 Fantan); a significant number of export customers included Cuba, Egypt, Albania, Vietnam and Pakistan. As usual, Yefim Gordon has come up with a mass of

previously unpublished information and photos from original Russian resources. Dimensions: 8-1/2 x 11 inches # of color photographs: Approximately 200 black & white and color photos

Mikoyan Gurevich MiG-29 Fulcrum Yefim Gordon, Peter Davison, 2005 In the late 1960s the Soviet Union was working on a fourth-generation jet fighter concept. These aircraft would form the backbone of Warsaw Pact air forces in the next decade. The Soviet aerospace industry began considering enhancing combat capabilities with new air-to-air missiles and a sophisticated weapons control system. Thus the MiG-29 was born. High maneuverability, a high thrust-to-weight ratio, a wide speed range, and special short-range missiles are just a few of the MiG-29's special characteristics. This book extensively covers the concept, variants, upgrades, carrier trials, service, sales, and what the future holds for the MiG-29. Find out how the MiG-29 paved the way for aerodynamic refinements, improved handling, stability, and technological changes that simplified the building process. Learn details on the MiG-29's engine and controls. Powered by two Klimov NPP (Izotov) RD-33 afterburning turbofans rated at 5,040 kgp (11,111 lb st) at full military power, and armed with an internal gun, short- and medium-range air-to-air missiles, unguided rockets, and free-fall bombs, the MiG-29 is truly a marvel in military aircraft. Authors Yefim Gordon and Peter Davison use over 300 photos to illustrate the story of the MiG-29. Topics covered include design, development, structural detail, international production, trials, comparisons, overseas sales, and much more. This book is a must have for all aircraft enthusiasts!

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.

Soviet Fighters of the Second World War Jason Nicholas Moore, 2021-07-30 The Red Air Force had just started to re-equip with modern monoplane fighters when the Germans opened Operation Barbarossa, the invasion of the Soviet Union. Hundreds of fighters were destroyed in the first few days, but many of these were obsolete biplanes. Soviet Fighters of the Second World War details fighter development from the dark days of Barbarossa to eventual triumph over Berlin. Starting with outdated aircraft such as the Polikarpov Po-2 biplane and monoplane fighters, the Soviets then settled on two main lines of development: the inline-engine LaGG-3 and its radial-engine derivatives, the La-5 and La-7, and the inline-engine Yakovlev fighters, which were produced in greater numbers than any other series of fighters. Not only are these aircraft accurately described, but experimental fighters are also dealt with. In addition, colour profiles illustrate these aircraft in terms of design, camouflage and markings. From the I-15bis biplane of the late 1930s to the superb La-7 and Yak-3 fighters of the last year of the war, all Red Air Force fighters are covered in this comprehensive volume.

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.

Focke Wulf Jet Fighters Justo Miranda, 2017-12-14 The biggest success of the Focke Wulf company during the Second World War was the choice of a radial engine for the Fw 190 fighter, in this way avoiding to compete against Messerschmitt for the in line engines. The decision of the Oberkommando der Luftwaffe to assign the few turbojets available to the Messerschmitt and Arado firms and the discovery of the terrible aerodynamic effect known as compressibility buffeting by mid-1942, made the life of fighter designers of the time very interesting. The Kurt Tank team proposed to install a centrifugal turbojet of his design in the nose of an Fw 190 A/3 with the intention of replacing it with a Jumo 004 B when available in 1943. Several designs followed that were able to use all turbojets, turboprops, ramjets and rocket engines, either projected or at their disposal. They constitute the documental foundation of this book. After failing in the TL Jagdfleugzeug contests in March 1943, Volksflugzeug in September 1944 and Hochleistungs Nachtjäger in January 1945, Focke Wulf could finally overcome its competitors with the great Jägernotprogramm design Ta 183. Although it was too late to intervene in the Second World War, it served as inspiration for numerous designs of other countries during the first years of the Cold War.

TSR2 Precision Attack to Tornado John Forbat, 2012-05-30 Included are details on the ground-breaking navigation and attack system, its Cold War context, its requirements and the development of ATF (advanced terrain following), and in-depth

analysis of automatic flight control systems, analogue and digital simulations at Weybridge and the reconnaissance pack for mapping enemy territory. It finishes with a look at the final throes of TSR2's cancellation by the Labour government in 1965.

Complete Book of World War II Combat Aircraft Enzo Angelucci, Paolo Matricardi, 2001 This is a large format A-Z encyclopedia of every Allied and Axis fighting plane from 1933-1945 - from the famous to the lesser known - in all theatres of war from Europe to Asia and the Pacific.

MiG Alley Thomas McKelvey Cleaver, 2021-02-23 Titled after the wartime nickname for the part of North Korea that was the epicentre of a bitter struggle for air superiority over the Korean Peninsula, MiG Alley offers an in-depth analysis of the US Air Force's war in Korea, packed with interesting and exciting personal stories based on first-person testimony from both American and Soviet sources. Following the end of the Korean War, the prevailing myth in the West was that of the absolute supremacy of US Air Force pilots and aircraft over their Soviet-supplied opponents. The claims of the 10:1 victory-loss ratio achieved by the US Air Force fighter pilots flying the North American F-86 Sabre against their communist adversaries, among other such fabrications, went unchallenged until the end of the Cold War, when Soviet records of the conflict were finally opened. Packed with first-hand accounts and covering the full range of US Air Force activities over Korea, MiG Alley brings the war vividly to life and the record is finally set straight on a number of popular fabrications. Thomas McKelvey Cleaver expertly threads together US and Russian sources to reveal the complete story of this bitter struggle in the Eastern skies.

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Table of Contents


Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg

1. Understanding the eBook Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
 - The Rise of Digital Reading Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
2. Identifying Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
 - Advantages of eBooks Over Traditional Books
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an eBook Platform
 - User-Friendly Interface
4. Exploring eBook Recommendations from

Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper

Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	Bestsell er Lists	Model.jpg ption
<ul style="list-style-type: none"> Persona lized Recom mendati ons Soviet Mikoyan Gurevic h MiG 15bis Fighter Aircraft Paper Model.jp g User Reviews and Ratings Soviet Mikoyan Gurevic h MiG 15bis Fighter Aircraft Paper Model.jp g and 	<p>5. Accessing Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg Free and Paid eBooks</p> <ul style="list-style-type: none"> Soviet Mikoyan Gurevic h MiG 15bis Fighter Aircraft Paper Model.jp g Public Domain eBooks Soviet Mikoyan Gurevic h MiG 15bis Fighter Aircraft Paper Model.jp g eBook Subscri 	<p>Services</p> <ul style="list-style-type: none"> Soviet Mikoyan Gurevic h MiG 15bis Fighter Aircraft Paper Model.jp g Budget- Friendly Options <p>6. Navigating Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg eBook Formats</p> <ul style="list-style-type: none"> ePub, PDF, MOBI, and More Soviet Mikoyan Gurevic h MiG 15bis

Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper

	Fighter Aircraft Paper Model.jpg	Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	
	◦ Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	◦ Highlighting and Note-Taking Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	8. Staying Engaged with Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
	◦ Enhanced eBook Features	◦ Interactive Elements Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper	◦ Joining Online Reading Communities
7. Enhancing Your Reading Experience	◦ Adjustable Fonts and Text Sizes of Soviet		◦ Participating in Virtual Book Clubs
			◦ Following Authors and Publishers Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper

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Model.jpg		Model.jpg
g	◦ Dealing with Digital Eye Strain	◦ Carving Out Dedicated Reading Time
9. Balancing eBooks and Physical Books Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	◦ Minimizing Distractions	12. Sourcing Reliable Information of Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
◦ Benefits of a Digital Library	◦ Managing Screen Time	◦ Fact-checking eBook Content of Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
◦ Creating a Diverse Reading Collection Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	11. Cultivating a Reading Routine Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	◦ Setting Reading Goals Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg
10. Overcoming Reading Challenges	◦ Setting Reading Goals Soviet Mikoyan Gurevich MiG 15bis Fighter Aircraft Paper Model.jpg	◦ Distinguishing Credible

Sources	Model.jpg	Model.jpg
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