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MiG 15, MiG 17 (Planes And Pilots)



Synopsis

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 The type was withdrawn from service in the USSR in the late sixties, however it had great success abroad.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).

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Customer Reviews

A very informative book with plenty of color side views (and a few top views) for modelers. The book begins with the R&D history and description of different models and configurations of both the MiG-15 and MiG-17, then proceeds alphabetically for each of the 36 countries that used the MiG-15 and -17 throughout its lengthy career. Generally, very informative and also educational, at least for me, about when each country started flying each aircraft, but I did find one glaring error on page 48 (North Korea) where the opening paragraph states, "In June 1950 the first ever fighting between jet

planes took place during the war between (North Korea) and (South Korea)". The Korean War, indeed, began in June 1950, but fighting between jets didn't take place until November 1950 when North Korean MiG-15s (flown by Russian pilots) and F-80s (flown by USAF pilots) first clashed. A minor point, and we all know what the author was trying to say, because on the back cover it more correctly says, "It was in 1950 at the start of the Korean War that the West discovered the MiG-15", but the error on page 48 should have been caught and amended by the editors, nonetheless. Despite this, I like the book very much. It was interesting to note that the Soviet Air Force (V-VS) only used the MiG-15 for about three years in its front line units until the MiG-17 came on the scene in 1952, and then its MiG-15s were relegated to secondary units. It was also interesting to learn that the V-VS had considered sending MiG-17s to Korea in 1953 but nixed the idea, a decision which was perhaps made by Stalin, himself...a very fortunate decision for our F-86, F-84, F9F and F2H pilots who would have found themselves hopelessly outfought over MiG Alley by the improved -17s. This is a great book. It has its minor problems, but it's a great book. A great addition to the Planes and Pilots series.

Interesting story about the development of the Mig 15 and Mig 17 jet fighters book has good profile view drawings of the jets with markings of USSR, Warsaw Pact and Soviet supplied jets to foreign air forces.

I am cleaning the cockpits of a Mig-15 and Mig-21. This book is my reference manual as I translate cockpit instrumentation.

This series keeps getting better and better. The artwork is outstanding, and many of the facts, figures and stories have not been available anywhere else.

excellent art work

The same very positive comments apply to this book as well. Although It is on a different airplane, the same thoroughness and completeness applies. Again, as I expected.

Item delivered on time, was as described

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