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SECURITY INFORMATION

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REPORT [redacted]
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COUNTRY Poland

DATE DISTR. 30 Sept. 53

SUBJECT Flight, Maintenance and Servicing Data on the MIG-15

NO. OF PAGES 12

PLACE ACQUIRED [redacted] 50X1

NO. OF ENCLS. (LISTED BELOW) 4

DATE ACQUIRED [redacted]

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION [redacted] 50X1

THIS IS UNEVALUATED INFORMATION

[redacted]

1. [redacted] differences [redacted] in the 6,000 series MIG instrument panel [redacted]
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a. The clock was removed from the center section of the instrument panel and was mounted above and to the right side of the panel. A turn and bank indicator was placed in the space formerly occupied by the clock.
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b. Also on the 6,000 series, the landing gear extension switch and the electrical gear operation switch were located on the upper left hand side of the instrument panel.

c. The electrical landing gear switch was placed in the place formerly occupied by the hydraulic gear lever.

2. [redacted] the Soviet Air Force was using 600-lit. wing tanks on MIG's. These tanks were the same shape as the 250- and 300-lit. tanks and were also attached to the aircraft in the same position and manner, i.e.,
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in the center and underneath the wings.

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Pilots in night fighter squadrons began by flying instrument training under the hood. Next they flew dual and solo in circuits on moonlight nights only, followed by dual on dark nights. Later they flew by themselves on dark nights and at the same time began cross-country night flying and zonal flying. At a later stage, they flew in formation at night with their aircraft navigation lights on, and when practicing interception flights both they and the targets used their wing lights. Cloud flying was done singly and in pairs. Minimum visibility for night flying was 200 m. (656 ft.) altitude and two kilometers (6,560 ft.). For other types, the minimum was 500 m. (1,640 ft.) altitude and six kilometers (19,700 ft.). If the visibility was below these minima, there was no flying and most pilots went to bed. There were no definite night fighter tactics. Pilots were directed to the targets by the ground control and were given the course and the height to fly; speed was varied by the ground control, which directed an increase or a decrease but not by any specific

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50X1 amount. Range to the targets was not given.

50X1 heights were normally accurate to within
50X1 500 m. (1,640 ft.). On one occasion, however, an
50X1 error of 3,000 m. (9,850 ft.). The standard of training of the
50X1 ground controllers was poor. The intercepting aircraft was
50X1 usually brought to within 200 m. (656 ft.) of the target air-
50X1 craft and then was told by ground control that the target was
50X1 in front of him.
50X1 the MIG-15 was the only type of aircraft inter-
50X1 cepted. This was usually done at 4,000 to 5,000 m. (13,120 to
50X1 14,760 ft.) with the target flying at an estimated 550 to 600
50X1 km. per hour (300 to 315 kn.) and the interceptor aircraft fly-
50X1 ing from 800 to 850 km. per hour (430 to 460 kn.). The target
50X1 and interceptor aircraft always flew in pairs. At night, they
flew a double wing span apart.
50X1 Visual means were used for locating the aircraft sometimes with
the aid of searchlights.

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50X1 The tires on all MIG series were normally good for 100 to 150
50X1 landings; some were good only for three landings. These figures
50X1 are based on the experience of various pilots.
50X1 When aircraft tires had been
50X1 used in 150 landings they were replaced.

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50X1 The switch marked BKL on the left console was used to turn on
the automatically-controlled dive brake system which provided
for the automatic extension of the dive brakes when the aircraft
50X1 exceeded Mach No. .92. This slowed down the aircraft and the
dive brakes were then automatically retracted. The use of this
system was optional.

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50X1 MIG-15 BIS type aircraft did not have IFF equipment or IFF
antenna.

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There were no changes in summer and winter maintenance procedures, tactics, or operations. Twice a year each aircraft was given a complete inspection by the ground crews. This usually lasted about three days and took place in March or April and again in September or October.

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When defects were noticed during a flight the pilots wrote them up on the aircraft's "Control List Book" which was kept by the ground crew of the aircraft.

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The special Soviet crew who assembled the newly-arrived aircraft at Malbork told friends that the craft came from Berlin. The engines were installed in the aircraft when they were shipped. no contact with Soviet Air Force personnel except on official business.

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The tower told pilots who had just landed where to park. At the end of the day the aircraft were all towed into hangars.

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The crew of each aircraft, assisted by the driver of the fuel truck, refueled their own aircraft.

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Visual inspection performed by two or three of the aircraft's crew.

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Soviet fuel tanks of unknown capacity. Two or three crew members assisted the fuel truck driver in the operation.

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Aircraft could be covered completely but this was not done since they were all put into the hangars at night.

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50X1 Refueling never took more than 15 min. An engine change required 14 to 16 hrs.

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50X1 The braking action of the MIG-15 was good. No trouble was ever encountered.2.

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50X1 one wing dropped when the aircraft's speed approached Mach number 0.92. Recovery was made by applying low wing rudder and opposite aileron. I have

50X1 no other information.

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50. [redacted]

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50X1 The aircraft handled better without tanks.

51. [redacted]

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52. [redacted]

50X1 [redacted]

50X1 There was a clock on the seat on which the pilot set the delay for the automatic release from the ejection seat. The normal time set was three minutes.

53. [redacted]

54. [redacted]

The SOP was to turn the sight on while the plane was on the ground. After the sight was warmed up and was determined to be working properly it was turned off again. When needed in the air it was turned on and worked immediately.

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55. [redacted]

56. [redacted]

57. [redacted]

50X1 [redacted]

[redacted]

Enclosures:

50X1 A. [redacted] Sketch of Regiment Insignias

B. Sketch of Instrument Landing System

C. Sketch of Instrument Landing System

50X1 D. [redacted] Sketch of Tow Target and Attachments Used on MIG-15-BIS

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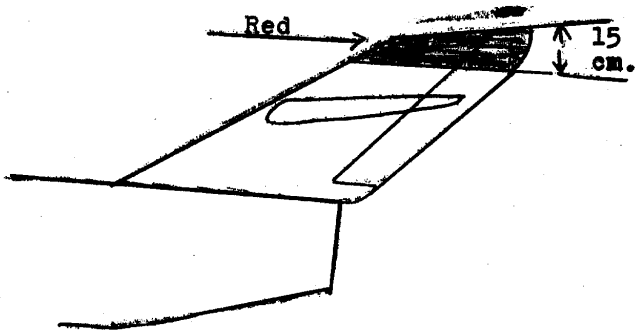
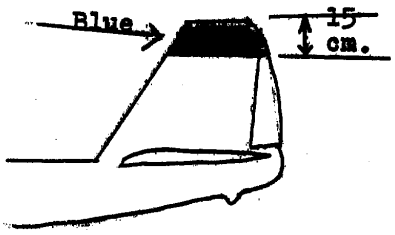
ENCLOSURE A: Sketch of Regiment Insignias

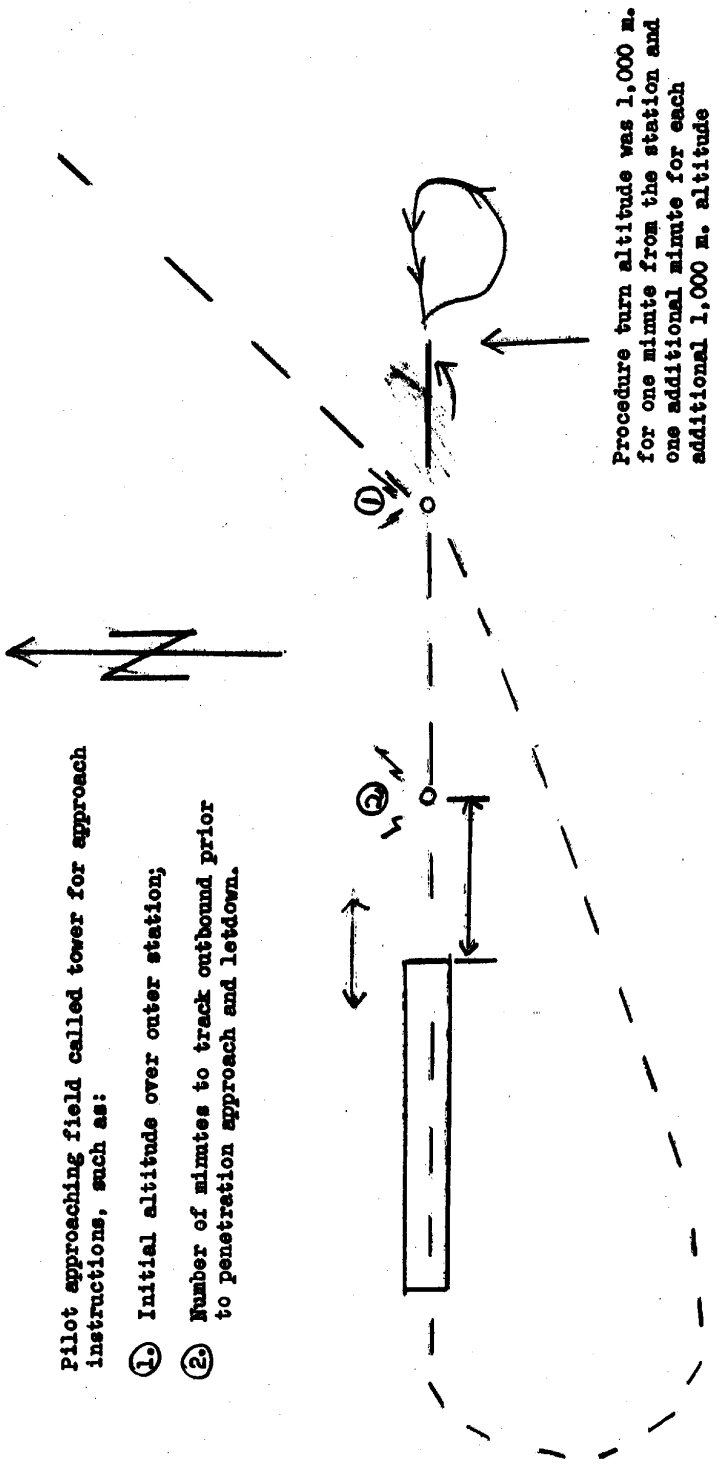
Vertical Stabilizer on
MIG-15 at Orneta,
29th Regt.



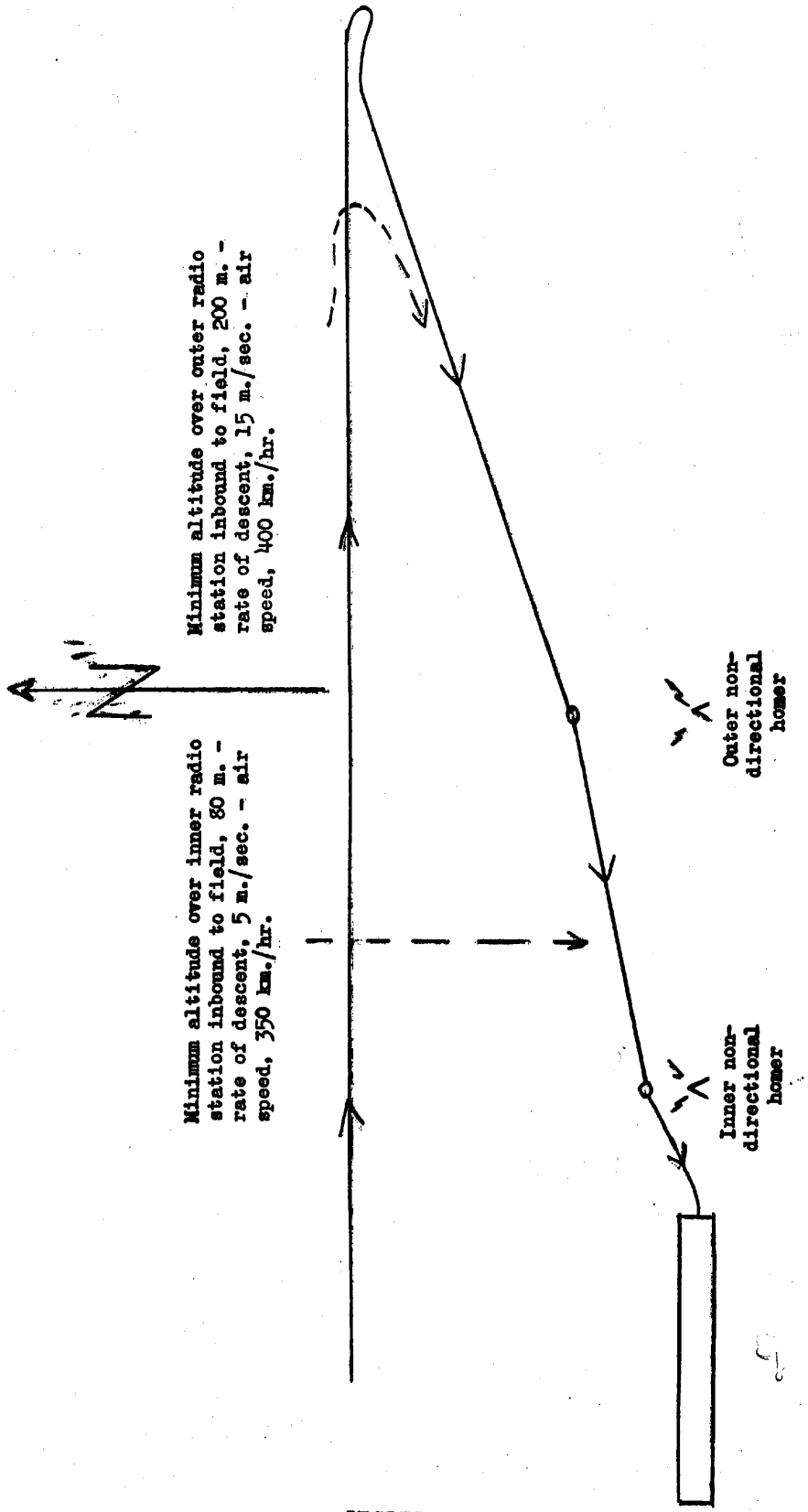
Vertical Stabilizer on
YAK-23 at Malbork,
26th Regt.



ENCLOSURE B: Sketch of Instrument Landing System



ENCLOSURE C: Sketch of Instrument Landing System



ENCLOSURE D: [redacted] Sketch of Tow Target and Attachments Used on MIG-15-BIS

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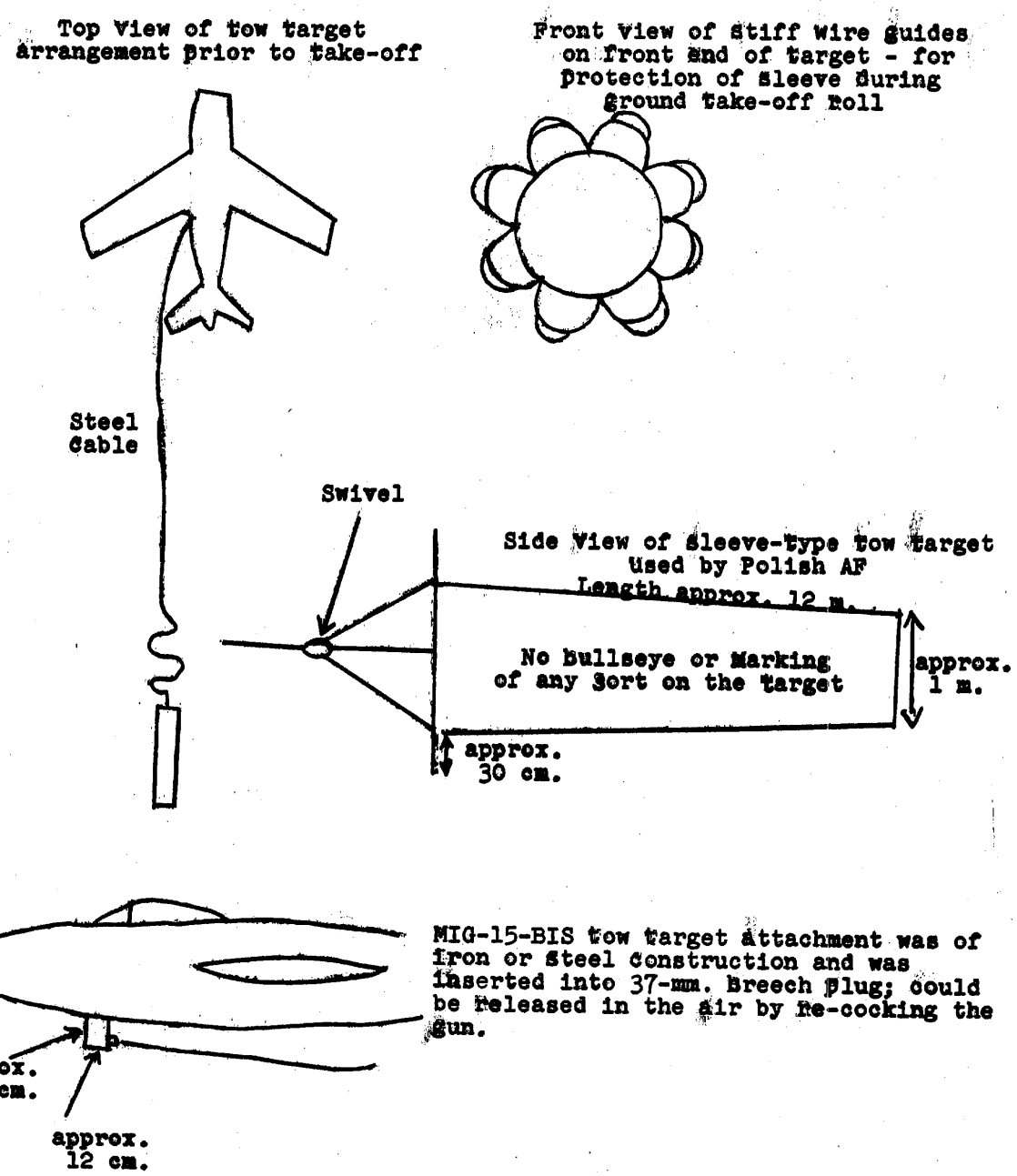

MIG-15-BIS tow target attachment was of iron or steel construction and was inserted into 37-mm. breech plug; could be released in the air by re-cocking the gun.