

## MiG-15 UTI *Midget* (Shenyang JJ-2)

1954

### General History

#### MiGs in Korea

The Soviets used captured German World War II jet aircraft data to produce the MiG-15. This same type of information, appropriated after victory in Europe, also helped the United States create the F-86 *Sabre* jet. The first production MiG-15 flew on December 30, 1947. Over Korea less than two years later, United Nations pilots began to encounter the menacing MiG fighters, flown by North Korean pilots.

On November 8, 1950, a U.S. Air Force F-80 flown by Lt. Russell Brown encountered a MiG-15 near the Yalu River. Brown put his outclassed fighter to the test, diving at the MiG and shooting it down. This is believed to be the first confirmed victory in an all-jet dogfight.

Soon after, U.S.-made F-86s and Soviet-made MiG-15s clashed regularly over what became known as “MiG Alley” over Northwest Korea. The MiGs seemed to fly in packs, and were believed to be a better aircraft at high altitudes (where much of the fighting took place). Though frequently outnumbered, F-86 pilots scored a nearly twelve to one victory ratio over the MiG-15. They credited their domination over the MiGs to better training, and more discipline and aggressiveness than their North Korean counterparts.

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#### Chinese MiGs

In early 1950, with the threat of war in Korea on the horizon, China rushed to build a modern aircraft industry. To construct a fighter that could hold its own against the jet-powered machines of the West, China had to employ Soviet technology under the guidance of Soviet experts. By October of 1951, with the Korean War underway, the U.S.S.R. sent 847 MiG-15 engineers and specialists to China to begin construction of the fighters.

The Chinese aircraft industry built trainer versions of the MiG-15, known as JJ-2s, but never constructed any single-seat fighter versions of the aircraft. Instead, the facilities repaired and maintained Soviet-built airplanes. The first Chinese-built jet fighter to enter service were license-built copies of the MiG-15's successor, the MiG-17 *Fresco*.

Designated the J-5, the Chinese version of the MiG-17 first flew on August 2, 1956. Trainer aircraft, designated JJ-5s, appeared nearly ten years later. In all, 767 J-5 fighters and 1,061 JJ-5 trainers were built in China.

### About This Aircraft

This MiG-15 UTI was built in China. The Shenyang Aircraft Factory repaired 534 battle-damaged, Soviet-built MiG-15 fighters during the Korean War, and began constructing their own two-seat MiG-15 UTIs. Designated JJ-2s, the planes were used in China as jet trainers into the early 1970s. Versions of the plane were exported to Albania, Bangladesh, North Korea, North Vietnam, Pakistan, and Tanzania under the designation FT-2.

Little is known about this aircraft's flight record before it was obtained by Aviation Classics Limited of Reno, Nevada in the late 1980s. Sold to Evergreen in 1992, this airplane is a rare example of one of the first Soviet jet fighters.



### Specifications

<b>Type:</b>	<b>Military Fighter/Trainer</b>
<b>First Flight:</b>	<b>Project S prototype, S-01 flown on December 30, 1947</b>
<b>Wingspan:</b>	<b>33 feet 2 inches</b>
<b>Length:</b>	<b>36 feet 4 inches</b>
<b>Height:</b>	<b>11 feet 2 inches</b>
<b>Wing Area:</b>	<b>221 square feet</b>
<b>Weight, Empty:</b>	<b>8,320 pounds</b>
<b>Weight, Loaded:</b>	<b>11,270 pounds</b>
<b>Power:</b>	<b>One Klimov RD-45, 5,450 pounds static thrust engine</b>
<b>Normal Crew:</b>	<b>Two</b>
<b>Typical Armament:</b>	<b>One 12.7 mm machine gun or one 23 mm cannon on armed versions</b>

### Performance

<b>Stall Speed:</b>	<b>109 miles per hour</b>
<b>Top Speed:</b>	<b>670 miles per hour</b>
<b>Range:</b>	<b>855 miles</b>
<b>Service Ceiling:</b>	<b>51,000 feet</b>