

# ARAB MiGs, Volume 1

Autori: Tom Cooper & David Nicolle

Izdavač: Harpia Publishing

ISBN 978-0-9825539-2-3

Jezik pisanja: engleski

Prilog: Miroslav D. Šljivić

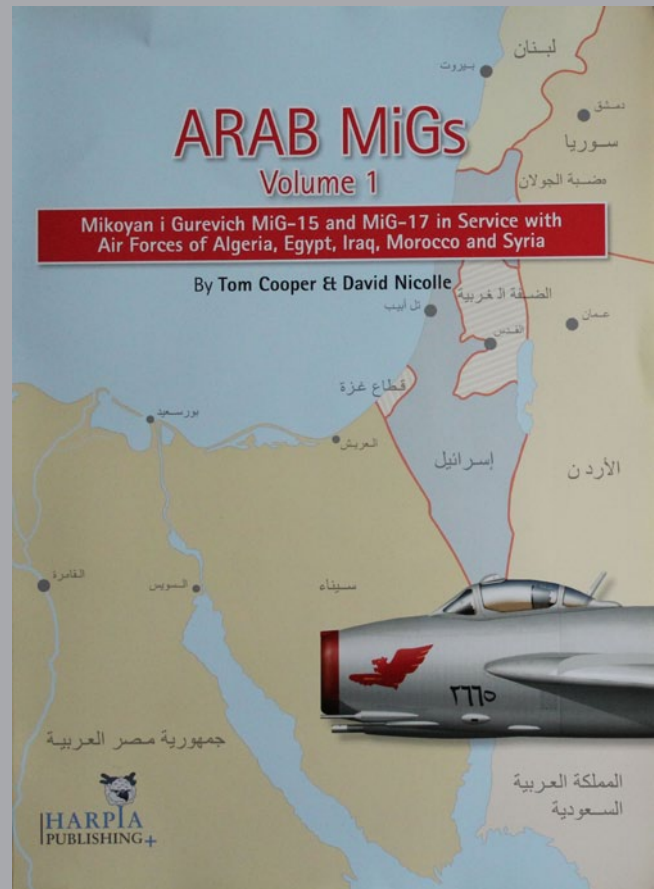
Arab MiGs Vol 1 je prva u seriji izdanja vezanih za temu upotrebe čuvenih lovačkih aparata konstrukci-onog biroa MiG u arapskim vazduhopovstvima. Do sada je HARPJA PUBLISHING izdala šest knjiga na ovu temu. Vol 1 pokriva period upotrebe MiGova 15 i 17 od 1955. do katastrofe u ratu 1967.

Tom Kuper i Dejvid Nikol, autori ove publikacije, svojski su se potrudili da na svetlo dana iznesu mnoge podatke do kojih su došli višegodišnjim istraživa-njima, obavljenim intervjuiima sa učesnicima opisanih događaja (pilotima, tehničarima, visokim oficirima). Iako autori predstavljaju „zapadnu istraživačku ekipu“ ni u jednom trenutku se nisu opredeljivali za bilo koju stranu već su, takav je utisak tokom čitanja, uspeali da objektivno sagledaju raspoložive podatke i na osno-vu njih rekonstruišu upotrebu 15-ica i 17-ica u vazdu-hoplovstvima Alžira, Egipta, Iraka, Maroka i Sirije.

Za sve knjige iz ove serije je karakteristično osetno prisustvo geopolitike koja se provlači kroz celu ispri-čanu storiju na vrlo čitljiv način počevši od razloga egipatskog okretanja ka Sovjetima i odbacivanje američke ponude, uticaja „Udruženja slobodnih oficira“ na čijem je čelu bio Gamal Abdel Nasser a svako- vredno pažnje je i vrlo lepo opisano izvođenje „Operacije 105“ te prvih letova iznad Egipta sa čehoslovačkim instruktorima.

Sa druge strane, autori su u potpunosti uspeali da predstave tehničko-tehnološke probleme sa kojima su se suočavali novi vlasnici ovih, za to vreme, vrlo modernih vazduhoplova. Takođe, s obzirom da su arapske zemlje do tada koristile velikim delom britan-sku tehniku iz Drugog svetskog rata ili mlaznu avijaci-ju prve generacije (Meteori, Vampiri), prelazak na istočnu tehniku a samim tim i novu „filozofiju“ upo-trebe je predstavljao vrlo zahtevno naprezanje.

U knjizi su opisani mnogi vazdušni dueli sa izrael-skim kolegama pa nam je tako na uvid dato jedno sa-svim novo tumačenje događaja tih burnih zbivanja u bliskistočnom regionu. Opisi vrlo uspehli korišćenja mamaca tj. vrlo vernih drvenih maketa (naravno, u razmeri 1:1) koje su izradili vešti kairski stolari, pa opisi samog dejstva izraelskih aviona po arapskim aero-



dromima, odgovorima egipatskih i sirijskih dežurnih para, Suecki rat 1956, egipatska intervencija u Jemu-nu, Water War pa sve do Junskog rata 1967, čitaoca drže vrlo čvrsto vezanog za ovo štivo.

Posebno slatki zalogaji za maketare predstavljaju dodaci u drugom delu knjige. Tu su predstavljeni uporedno činovi u egipatskom i sirijskom vazduho-plovstvu tokom 50-ih i 60-ih godina, rekonstrukcija evidencijskih brojeva bezmalo svih egipatskih, sirijskih, iračkih i marokanskih MiGova 15 i 17 svih tipova i podtipova koji su korišćeni u arapskim vazduhoplovstvima sa tačnim fabričkim brojem, nazivom proizvođača tj. fabrike, datumom dolaska i ulaska u upotrebu kao i konačnom sudbinom vezanom za imena pilota.

Tu je i lista proverenih vazdušnih pobeda od strane arapskih pilota na 15-icama i 17-icama kao i lista gubitaka sa opisima akcija. Lista svih eskadrila arapskih vazduhoplovstava koje su koristile ove avione daje odličnu osnovu za dalje istraživanje.

Posebno zanimljiv za maketare je Dodatak VII u kojem su detaljno opisane šeme bojenja, fontovi serijskih brojeva i označavanje kao i eskadrilski amblemi alžirskih, egipatskih i iračkih MiGova 15 i 17 u periodu od 1956. do 1967. U ovom delu su i odlični profili u boji koje je uradio Tom Kuper sa detaljnim opisima pojedinih detalja i nazivima boja. Za kraj, Dodatak VIII čine spiskovi maketa po razmerama i setovi dekala koji mogu da se koriste za izradu arapskih MiGova.



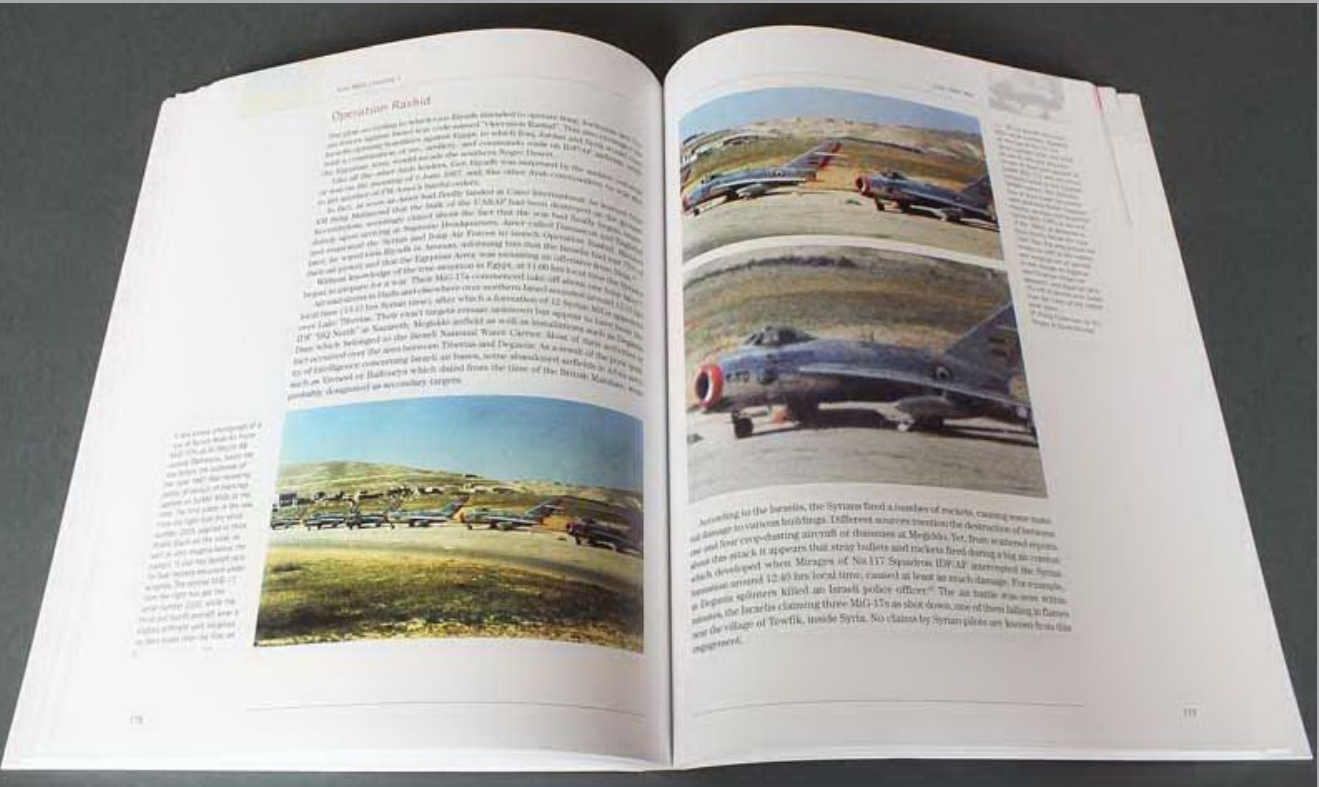
Entered a short period of rapid expansion for Hawker, and a steady stream of orders for the production of the Hawk. In early 1955, the RAF cancelled its order for 100 Hawk Mk 100s, replaced by the Hawker Siddeley Hawk Mk 100A, which was a development of the Hawk Mk 100. The Hawk Mk 100A was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the Hawk Mk 100. The Hawk Mk 100A was a development of the Hawk Mk 100, which was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the Hawk Mk 100.



The MiG-19 was developed by the Soviet Union, and was a high-speed, high-altitude fighter. It was designed to be a replacement for the MiG-17, and was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the MiG-17.



Two photographs of Hawker Hawk Mk 100A, showing the aircraft in flight and on the ground. The aircraft was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the Hawk Mk 100.



### Operation Roshni

The first mission for the Israeli 'Operation Roshni' was a raid on a Syrian radar station. The mission was carried out by a formation of four MiG-19s, which were shot down by Syrian fighters. The mission was a success, as the radar station was destroyed and the Syrian fighters were scattered. The mission was a success, as the radar station was destroyed and the Syrian fighters were scattered. The mission was a success, as the radar station was destroyed and the Syrian fighters were scattered.

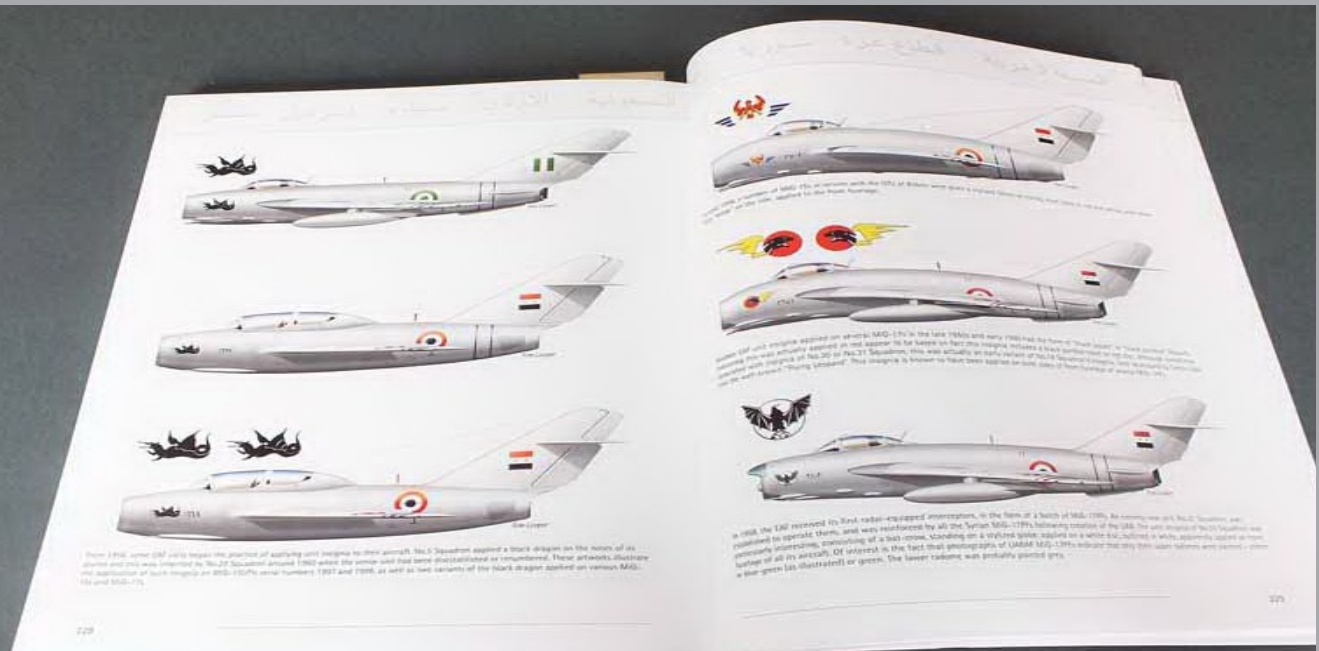


A color photograph of a MiG-19 fighter jet on a runway. The aircraft is a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the MiG-17.



Two photographs of MiG-19s on a runway. The aircraft are two-seater, high-altitude, high-speed fighters, which were designed to be a replacement for the MiG-17.

According to the Israelis, the Syrians fired a number of rockets, causing some damage to various buildings. Different sources mention the destruction of buildings and the loss of several MiG-19s. The mission was a success, as the radar station was destroyed and the Syrian fighters were scattered.



From 1968, some MiG-19s were repainted in the pattern of the MiG-17. This was done to avoid detection by the Israelis. The MiG-19s were repainted in the pattern of the MiG-17, which was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the MiG-17.

In 1968, the IAF received its first radar-equipped interceptors, in the form of a batch of MiG-19s. The aircraft were repainted in the pattern of the MiG-17, which was a two-seater, high-altitude, high-speed fighter, which was designed to be a replacement for the MiG-17.



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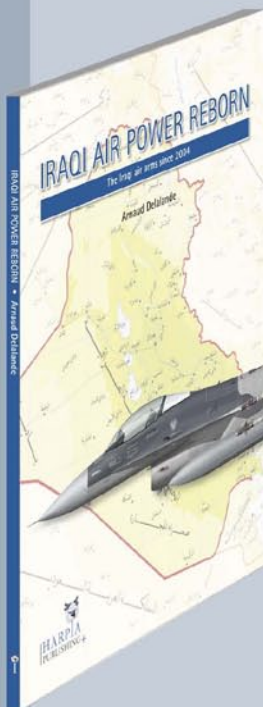
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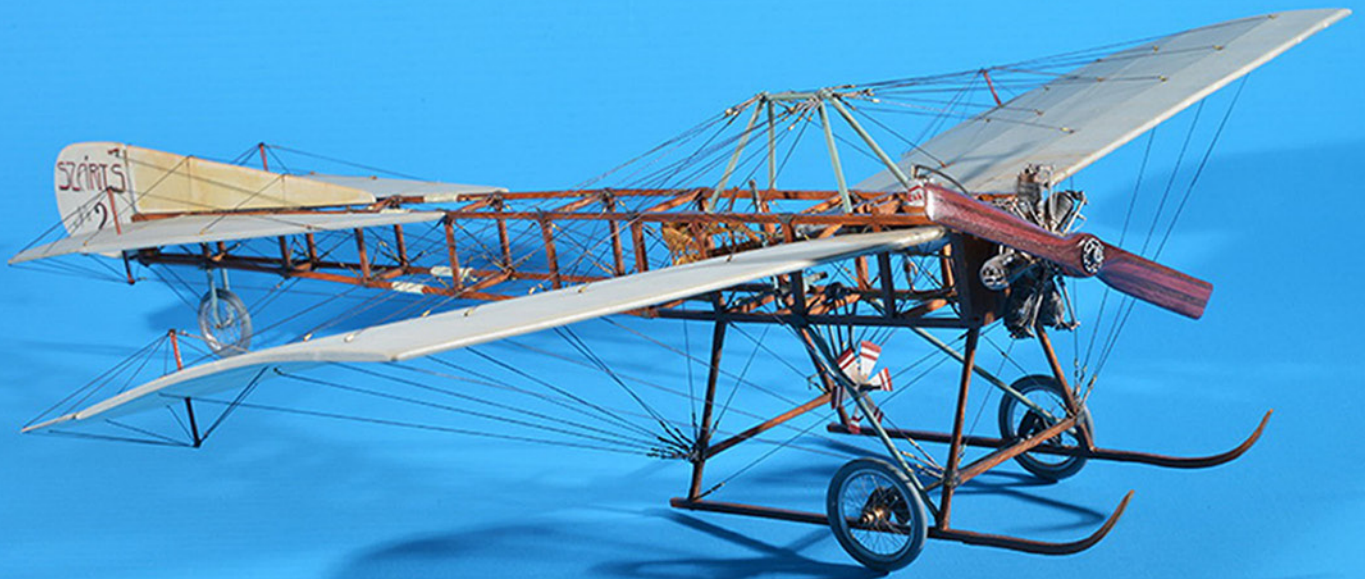
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