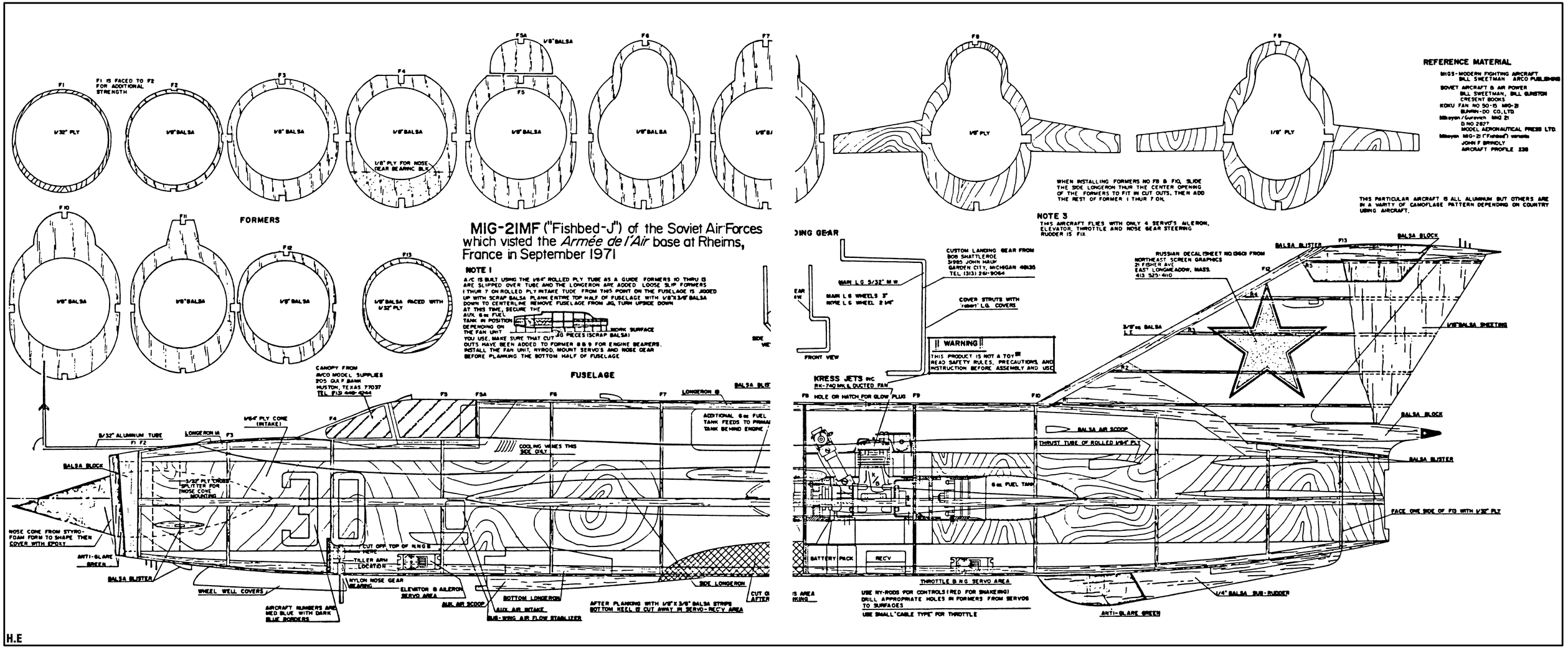
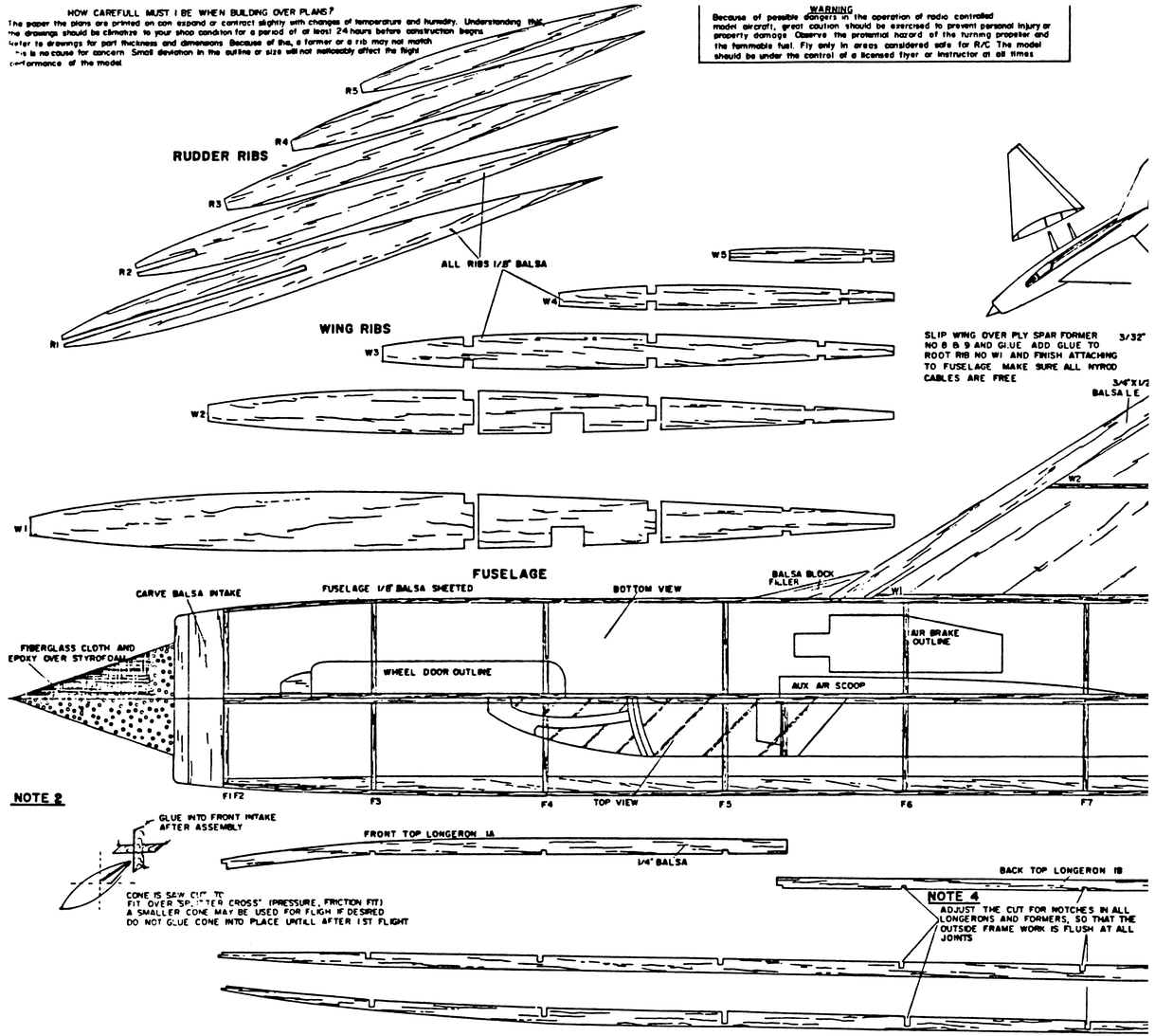

MIG-21MF ("Fishbed-J") of the Soviet Air Forces which visted the Armée de l'Air base at Rheims, France in September 1971
FORMERS
F1 IS FACED TO F2 FOR ADDITIONAL STRENGTH
1/32" PLY
1/8" BALSA
1/8" PLY FOR NOSE GEAR BEARING BLK.
1/8" PLY
NOTE 1
A/C IS BUILT USING THE 1/8" ROLLED PLY TUBE AS A GUIDE FORMERS 10 THRU 13 ARE SLIPPED OVER TUBE AND THE LONGERON ARE ADDED. LOOSE SLIP FORMERS 1 THUR 7 ON ROLLED PLY INTAKE TUBE FROM THIS POINT ON THE FUSELAGE IS BUILT UP WITH SCRAP BALSA. PLANK ENTIRE TOP HALF OF FUSELAGE WITH 1/8"X3/8" BALSA DOWN TO CENTERLINE. REMOVE FUSELAGE FROM JIG, TURN UPSIDE DOWN AT THIS TIME, SECURE THE AUX. 6 oz FUEL TANK IN POSITION DEPENDING ON THE FAN UNIT YOU USE. MAKE SURE THAT CUT OUTS HAVE BEEN ADDED TO FORMER 8 & 9 FOR ENGINE BEARERS. INSTALL THE FAN UNIT, AYROD, MOUNT SERVO'S AND NOSE GEAR BEFORE PLANKING THE BOTTOM HALF OF FUSELAGE
WORK SURFACE
JIG PIECES (SCRAP BALSA)
SIDE VIEW
WHEN INSTALLING FORMERS NO F8 & F10, SLIDE THE SIDE LONGERON THUR THE CENTER OPENING OF THE FORMERS TO FIT IN CUT OUTS. THEN ADD THE REST OF FORMER 1 THUR 7 ON.
NOTE 3
THIS AIRCRAFT FLIES WITH ONLY 4 SERVO'S AILERON, ELEVATOR, THROTTLE AND NOSE GEAR STEERING RUDDER IS FIX
REFERENCE MATERIAL
MIGS-MODERN FIGHTING AIRCRAFT BILL SWEETMAN ARCO PUBLISHING
SOVIET AIRCRAFT & AIR POWER BILL SWEETMAN, BILL GUNSTON CRESCENT BOOKS
KOKU FAN NO 50-15 MIG-21 SUMMA-DO CO.,LTD
Mikoyan/Gurevich MIG 21 D NO 2827 MODEL AERONAUTICAL PRESS LTD.
Mikoyan MIG-21 ("Fishbed") variants JOHN F BRINDLY AIRCRAFT PROFILE 238
THIS PARTICULAR AIRCRAFT IS ALL ALUMINUM BUT OTHERS ARE IN A VARITY OF CAMOFLAGE PATTERN DEPENDING ON COUNTRY USING AIRCRAFT.
LANDING GEAR
MAIN L.G. 3/32" M.W.
MAIN L.G. WHEELS 3"
NOSE L.G. WHEEL 2 1/4"
FRONT VIEW
CUSTOM LANDING GEAR FROM BOB SHATTLEROE 31985 JOHN HAUP GARDEN CITY, MICHIGAN 48135 TEL (313) 261-9064
COVER STRUTS WITH robart L.G. COVERS
WARNING
THIS PRODUCT IS NOT A TOY READ SAFETY RULES, PRECAUTIONS, AND INSTRUCTION BEFORE ASSEMBLY AND USE
RUSSIAN DECAL (SHEET NO 3960) FROM NORTHEAST SCREEN GRAPHICS 21 FISHER AVE EAST LONGMEADOW, MASS. 413 525-4110
FUSELAGE
CANOPY FROM AVCO MODEL SUPPLIES 205 GUY F. BANK MUSTON, TEXAS 77037 TEL 713 448-4244
KRESS JETS INC RK-740 MK 6 DUCTED FAN
HOLE OR HATCH FOR GLOW PLUG
LONGERON B
BALSA BLISTER
1/64" PLY CONE (INTAKE)
3/32" ALUMINUM TUBE
LONGERON A
COOLING VANES THIS SIDE ONLY
ADDITIONAL 6 oz FUEL TANK FEEDS TO PRIMARY TANK BEHIND ENGINE
BALSA BLOCK
3/32" PLY CROSS SPLITTER FOR NOSE CONE MOUNTING
NOSE CONE FROM STYRO-FOAM FORM TO SHAPE THEN COVER WITH EPOXY
ANTI-GLARE GREEN
CUT OFF TOP OF WING B HERE
TILLER ARM LOCATION
NYLON NOSE GEAR BEARING
ELEVATOR & AILERON SERVO AREA
AUX. AIR SCOOP
AUX. AIR INTAKE
BOTTOM LONGERON
SUB-WING AIR FLOW STABILIZER
SIDE LONGERON
WHEEL WELL COVERS
AIRCRAFT NUMBERS ARE MED BLUE WITH DARK BLUE BORDERS
AFTER PLANKING WITH 1/8"X3/8" BALSA STRIPS BOTTOM KEEL IS CUT AWAY IN SERVO-REC'V AREA
BALSA AIR SCOOP
THRUST TUBE OF ROLLED 1/64" PLY
6 oz FUEL TANK
BATTERY PACK
REC'V
THROTTLE & NG SERVO AREA
USE RY-RODS FOR CONTROLS (RED FOR SHAKERING) DRILL APPROPRIATE HOLES IN FORMERS FROM SERVOS TO SURFACES
USE SMALL "CABLE TYPE" FOR THROTTLE
1/4" BALSA SUB-RUDDER
ANTI-GLARE GREEN
BALSA BLISTER
BALSA BLOCK
1/8" BALSA SHEETING
3/8" oz BALSA
FACE ONE SIDE OF F13 WITH 1/32" PLY
H.E

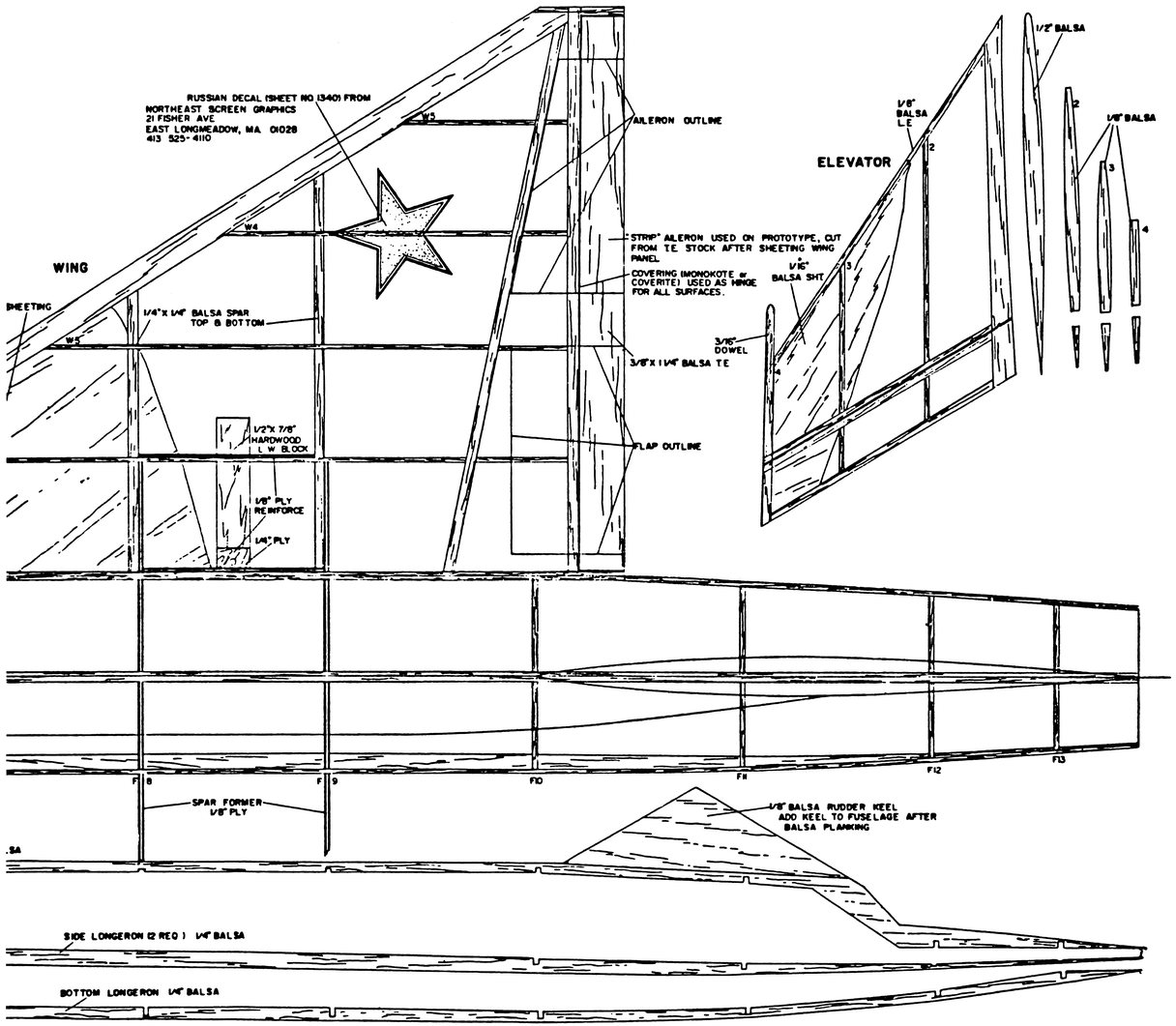
HOW CAREFULL MUST I BE WHEN BUILDING OVER PLANS?

The paper the plans are printed on can expand or contract slightly with changes of temperature and humidity. Understanding this, the drawings should be climatize to your shop condition for a period of at least 24 hours before construction begins.
Refer to drawings for part thickness and dimensions. Because of this, a former or a rib may not match. This is no cause for concern. Small deviation in the outline or size will not noticeably affect the flight performance of the model.

WARNING

Because of possible dangers in the operation of radio controlled model aircraft, great caution should be exercised to prevent personal injury or property damage. Observe the prosential hazard of the turning propeller and the flammable fuel. Fly only in areas considered safe for R/C. The model should be under the control of a licensed flyer or instructor at all times.





H.E