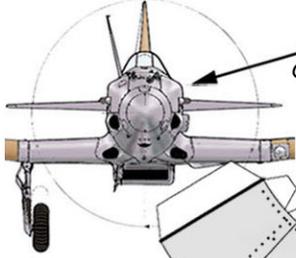
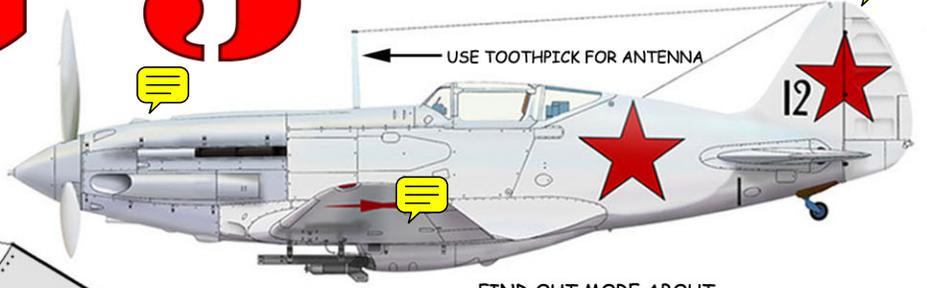


MIG-3

During the summer and fall of 1941, Zavod 1 was producing Mig-3s at a rate of about 500 units per month; the aircraft was widely diffused in VVS units. The production was reduced after October of 1941 due to moving the factory from Vnukovo- near Moscow, to Kuybyshev- in the Urals. This was to save it from air raids and from a possible occupation b

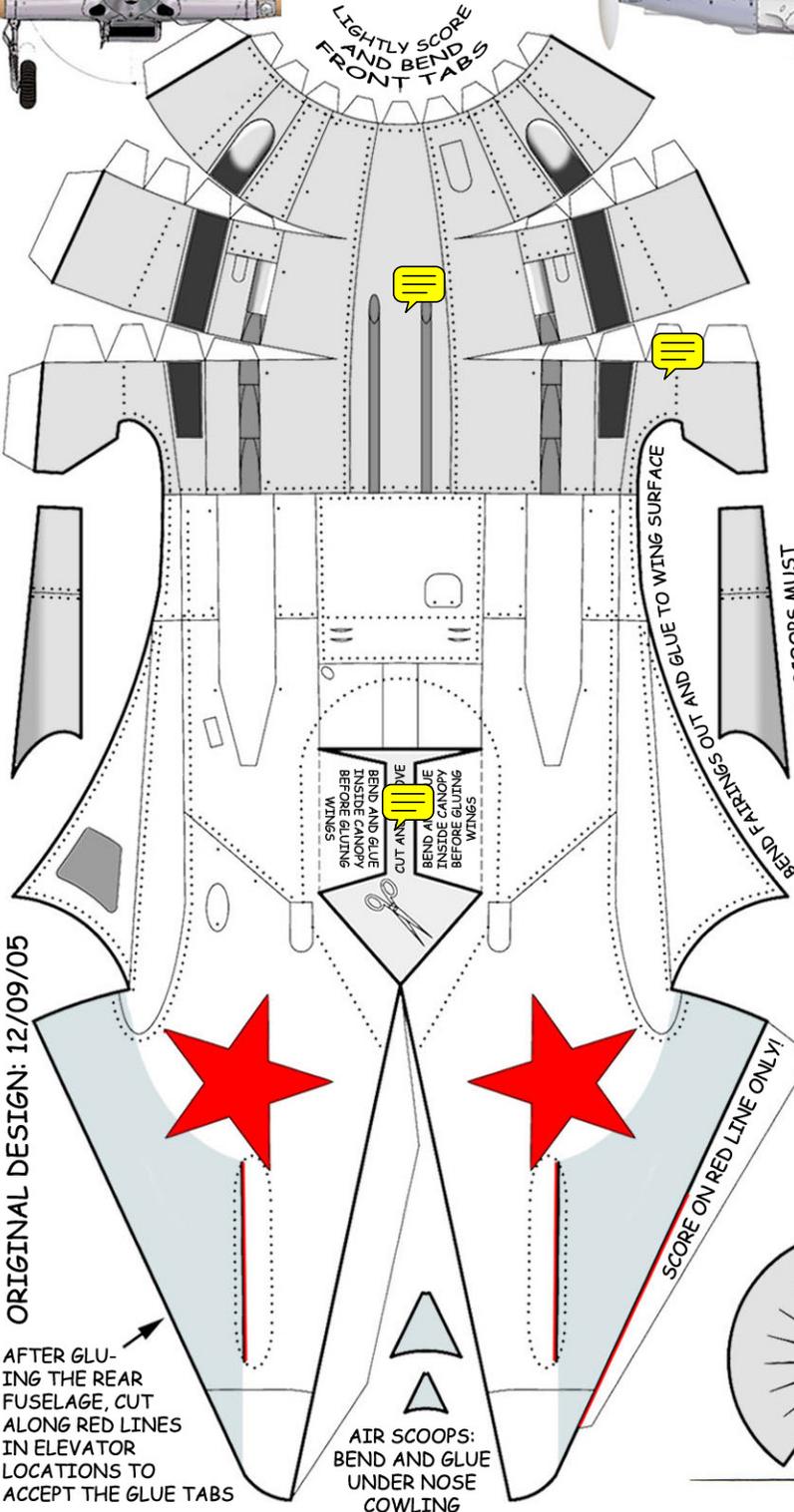


APPROXIMATE PROFILE OF FRONT NOSE SECTION



USE TOOTHPICK FOR ANTENNA

FIND OUT MORE ABOUT THE INCREDIBLE MIG-3 AT:
<http://mig3.sovietwarplanes.com/mig3/mig3.html#operative>



LIGHTLY SCORE AND BEND FRONT TABS

AIR SCOOPS MUST BE BENT TO SHAPE!

BEND AND GLUE INSIDE CANOPY BEFORE GLUING WINGS
 CUT ANGLE
 BEND AND GLUE INSIDE CANOPY BEFORE GLUING WINGS

SCORE ON RED LINE ONLY!

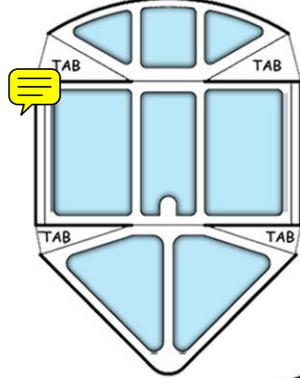
AIR SCOOPS: BEND AND GLUE UNDER NOSE COWLING

ORIGINAL DESIGN: 12/09/05

AFTER GLUING THE REAR FUSELAGE, CUT ALONG RED LINES IN ELEVATOR LOCATIONS TO ACCEPT THE GLUE TABS

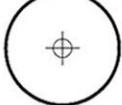
DO NOT GLUE BOTTOM CORNER OF RUDDER UNTIL ATTACHING TO REAR FUSELAGE!

CUT INTO THE CANOPY ONLY ALONG THE DARK LINES

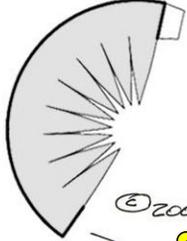


GLUE ONLY REAR EDGE

FRONT OF COWLING



SPINNER



GLUE INTO FUSELAGE

DO NOT SCORE LEADING EDGE OF ELEVATORS OR RUDDER!

