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AMAYA LACI

[Soviet X-planes](#) Midland Publishing

Never before has there been a book published on the aircraft, units and exploits of the Israel Air Force in such depth. Interest in the IAF has always been high and seldom are its aircrew and aircraft out of the world's headlines. Previous books have failed to satisfy, either being sensationalist and low on factual content, or lacking in fundamental research. Bill Norton has trawled through thousands of documents, reports, and illustrations to produce a work that is staggering in its depth and knowledge. Those that think they know the IAF will find a wealth of new material and countless previously published 'facts' re-evaluated and righted. Detailed type-by-type coverage supported by a barrage of photographs of the IAF from the mixed bag of aircraft of its formative days, through the Suez Campaign, the Six Day War, Yom Kippur and on to be a sophisticated, well-equipped force, arguably the most experienced in the world. Included for the first time are all of the badges and heraldry of the units of the IAF, in full color.

Sukhoi Su-57-Op/HS Polish Wings

The MiG-21 provided the backbone of frontline Arab air combat strength for many years and remained the Arabs' only real hope of challenging Israeli air supremacy. This book provides a detailed history of the MiG-21 in Egyptian, Syrian and Iraqi service. It includes numerous photographs, most of

which have not been seen outside the Arab world and a large proportion of which have never previously been published anywhere. The material is drawn from official sources and from the private collections and recollections of men who flew, or met, these aircraft in combat.

[MiG-21 Fishbed](#) Osprey Publishing

The MiG-21 (NATO reporting name Fishbed) firmly holds the title of the world's most widely built and used jet fighter, with more than 10,000 units rolling off the lines of three plants in the former Soviet Union. The type was also built under license in India and Czechoslovakia, and without license in China until the late 2000s. Designed as a Mach-2 light tactical fighter, its original prototype, the Ye-6/1, was first flown in 1958. The first production variant of the type, designated the MiG-21F, appeared in 1960 and its improved sub-variant, the MiG-21F-13 (Type 74, NATO reporting name Fishbed-C), was made available for export by 1961. It was a simplified daytime short-range, clear-weather interceptor and tactical fighter.

Mikoyan-Gurevich MiG-21 Ian Allan Publishing

The MiG-21 originated with an official request from the Soviet authorities in 1954 for a light, high-performance (Mach 2 at 20 000 m) frontline fighter to protect military and production installations from potential raids by American bombers. Built for almost half a century in twenty or so different versions, in four successive generations, the "Fishbed" (its NATO codename) was not only the jet which was built in the largest numbers in the whole of aviation history, but also the aircraft which was built in greatest numbers since the end of the Second World War, all types and all countries included. Used by fifty or so air forces on four of the five continents, the MiG-21 took part in most of the major conflicts during the four last decades,

from the Six-Day War in 1967 to the Balkans in 1999. At the present time more than a thousand examples of this fighter, of which a large number were built in China (Shenyang F-7 and J-7) are still in service, with their career continuing thanks to modernization programs for the surviving aircraft which have enabled them to pass cheerfully into the 21st Century.

Mikoyan Gurevich MiG-15 MMP

A detailed history of the MiG-17 and MiG-19 units of the Vietnamese People's Air Force, packed with first-hand accounts and colour profiles. The erstwhile enemy of the USAF and US Navy during the nine years of American involvement in the Vietnam War, the Vietnamese Peoples' Air Force (VPAF) quickly grew from an ill-organised rabble of poorly trained pilots flying antiquated communist aircraft into a highly effective fighting force that more than held its own over the skies of North Vietnam. As this book explores, flying Soviet fighters like the MiG-17, and -19, the VPAF produced over a dozen aces, whilst the Americans managed just two pilots and three navigators in the same period.

Arab MiG-19 & MiG-21 Units in Combat Atlasbooks Distribution

Following naturally on from the MiG-15 and MiG-17 in the series, the MiG-19 'Farmer' now receives the full Aerofax treatment. Appearing in the 1950s, the MiG-19 represented a major technological leap for the VVS, as it was one of their first fighters capable of accommodating air-to-air missiles, ground color intercept system and other advances. By the end of the 1950s it had become the standard VVS fighter and was integrated into the inventories of most Warsaw Pact countries and other Soviet allies. It was produced in many thousands in the USSR, Czechoslovakia and China (as the J-6, JI-6 and X-5 Fantan); a significant number of export customers included Cuba, Egypt, Albania, Vietnam and Pakistan. As usual, Yefim Gordon has come up with a mass of previously unpublished information and photos from original Russian resources. Dimensions: 8-1/2 x 11inches # of color photographs: Approximately 200 black & white and color photos

Airworthiness Certification of Aircraft and Related Products Bloomsbury Publishing

This study explains how the armies of North and South Vietnam, newly equipped with the most modern Soviet and US tanks and weaponry, fought the decisive armored battles of the Easter Offensive. Wearing years of fighting against Viet Cong guerillas and North Vietnamese regulars, the United States had almost completely withdrawn its forces from Vietnam by early 1972. Determined to halt the expansion and improvement of South Vietnamese forces under the U.S. "Vietnamization" program, North Vietnam launched a major fourteen-division attack in March 1972 against the South that became known as the "Easter Offensive." Hanoi's assault was spearheaded by 1,200 tanks and was counteracted on the opposite side by Saigon's newly equipped armored force using U.S. medium tanks. The result was ferocious fighting between major Cold War-era U.S. and Soviet tanks and mechanized equipment, pitting M-48 medium and M-41 light tanks against their T-54 and PT-76 rivals in a variety of combat environments ranging from dense jungle to urban terrain. Both sides employed cutting-edge weaponry for the first time, including the U.S. TOW and Soviet 9M14 Malyutk wire-guided anti-tank missiles. This volume examines the tanks, armored forces and weapons that clashed in this little-known campaign in detail, using after-action reports from the battlefield and other primary sources to analyze the technical and organizational factors that shaped the outcome. Despite the ARVN's defensive success in October 1972, North Vietnam massively expanded its armor forces over the next two years while U.S. support waned. This imbalance with key strategic misjudgments by the South Vietnamese President led to the stunning defeat of the South in 1975 when T54 tanks crashed through the fence surrounding the Presidential palace and took Saigon on 30 April 1975.

The MiG-21 Midland Publishing

The Mikoyan i Gurevich MiG-21 has been built in greater numbers than any other combat aircraft since 1945. It also saw service with more air forces than any other type manufactured over the last 70 years. Locally designated the 'L' (for Lovac or fighter), for more than half a century over 260 MiG-21s in 12 different versions and sub-variants formed the backbone of the Yugoslav Air Force and Air Defence Force (JRV i PVO) and later the Serbian Air Force (RV i PVO). Entering service at the peak of the Cold War, the MiG-21 quickly replaced the US-supplied North American F-86E and F-86D Sabres in the Yugoslav inventory. The first version, MiG-21F-13, was followed by the MiG-21PFM in 1967, and MiG-21M/MF in 1970. Serving with the 204th Fighter Regiment, the task of these fighters was the air defence of Belgrade, capital of Yugoslavia. Whenever a new and more advanced variant became available, older types were handed over to other units. This is how the 117th Fighter Regiment came into being, based at the famous underground air base outside the town of Bihac. The Pristina-based 83rd Fighter Regiment followed in 1972. In Tito's Yugoslavia, the MiG-21 was also deployed for strategic reconnaissance. In 1968-1969, the JRV i PVO introduced the MiG-21R to service, which became the primary photo- and electronic reconnaissance platform of the entire military. The importance of the fleet was further increased in 1984, when US-made Fairchild KA-112 LORAP containers were added to their arsenal. The final and most widely used version became the MiG-21bis, delivered to Yugoslavia in the 1977-1983 period. By the time of the dissolution of the country, in 1991-1992, it formed the backbone of the fleet and saw intensive combat service as a fighter-bomber during the conflicts in Slovenia, Croatia, and Bosnia and Herzegovina. Of particular interest during this period was the widespread use of diverse ordnance of native and NATO-origins. While operated by the RV i PVO, MiG-21s did not fly any combat sorties during NATO's campaign against the Federal Republic of Yugoslavia of 1999 - better known as the 'Kosovo War'. Nevertheless, it was intensively targeted by NATO's air power, resulting in destruction of nearly half the fleet. Although subsequently considered 'obsolete', and operated in continuously declining numbers, the MiG-21bis continued soldiering on with the RV i PVO, and even maintained quick reaction alert duty until late 2015, when officially retired. The final handful of two-seat conversion trainers is still in service as this volume is prepared. The book is based upon the author's extensive research in Serbian and Croatian archives, museums and interviews with veterans that flew this type. Most of the photos in this volume have never been published before.

Mikoyan MiG-25 Foxbat MMP

This is the first book to collect stories of the most important Soviet aircraft, including experimental machines from the early 1900s through to the latest Russian prototypes of today. About 150 types are described, each with data and many with extensive drawings.

Polish Wings No. 32. Mikoyan Gurevich MiG-21MF Hikoki Publications Limited

The MiG-21 was the first supersonic fighter from the Soviet Union. It was first built in the mid-1950s, around the same time as the US Century Series jet fighters, the F-100, F-101, F-102, F-104, F-105, and F-106. However, the MiG 21 would outlive all those fighters. The three largest MiG factories in

the USSR manufactured the MiG-21s in many variants. The Moscow Gorki plant (no.21) saw the most extensive production; 5,278 units. The second facility, also in Moscow, was the 'Znamya Truda' (Moscow Aircraft Production Association) plant, which produced 3,203 units, and the no. 31 plant in Tbilisi, Georgia, built 1,677 units. Production lasted 27 years, from 1959 until 1986. MiG fighters for internal and export use totaled an amazing 10,158 MiG-21s built, including the last of a great breed, 2,030 MiG-21bis fighters, and 1,133 MiG-21 UM 'Mongol' training versions. It was the most mass-produced supersonic fighter aircraft in aviation history, and it still holds that title. Although the MiG-21 was an excellent jet fighter, one aircraft had its measure, the McDonnell Douglas F-4 Phantom. The air battles that took place between the two rival jets during the long Vietnam conflict are legendary. This book devotes a section on the MiG's operations in the Vietnam War.

Mikoyan Gurevich MiG-19P & PM, MiG-21F-13 Schiffer Military History

The MiG-21 resulted from a 1953 Soviet Air Force specification. The MiG-21 began production in 1959 and would continue in production until 1985, making it not only the most produced supersonic jet aircraft ever, but also the longest production run of any combat aircraft. It has been in use with nearly fifty different countries around the world and remains in use by some countries even today. This title includes inside and out coverage of the MiG-21 SM/M (Fishbed J), M/SM (Modified) (Fishbed JJ), MF (Fishbed JJ), bis Lazur (Fishbed L), and bis SAU (Fishbed N) variants: with details on the airframes, cockpits, landing gear, engines and weapons. Illustrated with over 123 b/w and 97 color photos, 12 color drawings, 11 b/w drawings.

Mikoyan-Gurevich MiG-21 Middle East@War

Originally conceived as a replacement for the famous MiG-21, changing priorities turned the MiG-23 into a STOL fighter with variable-geometry wings that first flew in June 1967. After two years of testing, the aircraft, codename Flogger, entered service in 1969. From then on development of the Flogger proceeded along two parallel lines originally as a fighter/interceptor with a two-seat trainer variant and later as a fighter/bomber which evolved into the MiG-27 used by the Soviet Air Force. This, in turn, was progressively improved as the MiG-27D/MiG-27M and the MiG-27K. The MiG-23 family was widely exported. New aircraft were supplied to the Soviet Union's Warsaw Pact allies and selected nations in the Middle East, Africa and Asia. Later, second-hand machines were sold from CIS stocks to various parts of the world, which allowed the MiG-23 to remain active abroad longer than in Russia where single-engined combat jets had been phased out in 1997. The Flogger saw a good deal of action. Soviet MiG-23MLDs were actively used in the Afghan War; elsewhere, the fighter variants saw action in Syria (both in against Israel in the 1970s and in the Syrian Civil War), Libya, Iraq, Angola and Sudan. The fighter-bombers also fought in Afghanistan, Iraq, Libya and Sri Lanka. This comprehensive book describes the development and service history of all variants of these aircraft, featuring fleet lists and numerous rare photos and color profiles.

Mikoyan-Gurevich MiG 21 Midland Publishing

Designed as a mass-produced and relatively cheap light tactical fighter, the MiG-29 first flew on October 6, 1977. After extensive flight testing, it entered production in 1982 and deliveries to the Soviet Air Force began in 1983. In addition to its main counter-air role, the aircraft had a useful air-to-ground capability, carrying free-fall bombs and unguided rockets. From the outset the MiG-29 had been steadily developed beyond the fourth generation with changes to the airframe, avionics and weapons systems and new variants were produced in the early 2000s. The MiG-29 known as the Fulcrum in the west, became both one of the Soviet Air Force's main fighter types and a successful Soviet export with nearly a third of the 1,500 first-generation Fulcrums built up to 1996 being exported. It saw service with 25 nations around the globe. Apart from the (former) Warsaw Pact nations, notable customers include India, Malaysia, Iraq, Yemen, Eritrea, Cuba and Peru. This revised and expanded edition of the definitive history of the aircraft charts in detail the MiG-29's evolution from the earliest design studies to the latest multi-role versions. It includes an enormous amount of new information, a listing of known operators and production lists together with a magnificent collection of previously unpublished photos.

Mikoyan Mig-29 and Mig-35 Harper Collins

The Mikoyan-Gurevich MiG-21 is known in NATO circles as the *ıFishbedı*. Designed as a Mach 2.0 interceptor, the plane holds the distinction of being produced in greater numbers than any other jet aircraft. The Fishbed flew in combat in Vietnam, where it held its own against the F-105 Thunderchief. During the 1973 Arab-Israeli War, 17 Israeli aircraft were shot down, for a loss of six Egyptian MiG-21s. The plane also flew in combat in the Indo-Pakistani War of 1971, during the Soviet invasion of Afghanistan, and in Yugoslavia. Today, over 28 of the world's air forces continue to fly MiG-21s. Originally printed by NATO, this English-language handbook provides a glimpse inside the cockpit of this incredible plane. The manual was recently declassified and is here reprinted in book form. Care has been taken to preserve the integrity of the text

Foxbat Tales Simon and Schuster

The photos in this edition are black and white. The Mikoyan-Gurevich MiG-21 Fishbed, a lightweight air-combat fighter, is one of the most famous military aircraft in the world. No other warplane has been manufactured in such large numbers (over 10,000 in the Soviet Union and about 2,000 in China and India) since World War II. Nor has any other fighter served with so many air forces (the current count is 56). This global success was the MiG design bureau's fourth in succession in the immediate postwar era. Powered by one Tumansky R-11F-300 rated at 12,675 lb (w/ afterburner), the MiG-21 was easy to maintain, tough in the harshest environments, and very affordable. It was designed to climb fast to high altitudes, at all heights, and to excel in close combat. This book covers all MiG-21 upgrades and variants, as well as combat and armament specifications. Over 300 photos are used to illustrate the story of the MiG-21. It features technical diagrams and gives a comprehensive development history. Other topics include design, development, structural detail, international production, trials, comparisons, and much more.

Mikoyan MiG-23 and MiG-27: Famous Russian Aircraft Osprey Publishing

The establishment of NATO posed the need for the Soviet war machine to create a fast jet bomber capable of reaching targets throughout Western Europe and combatting the carrier task forces with which the US Navy could throw its weight around the world. The basic Tu-16 which first flew in the mid-1950s was developed into nearly 50 versions adopted for various roles, including nuclear-capable bombers, anti-shipping missile strike aircraft, torpedo-bombers and minelayers, numerous reconnaissance and ECM variants, assorted development aircraft for testing new engines, avionics and systems. The Tu-16 even found civil uses as a fast mailplane and a weather research/rainmaking aircraft! The Badger, as the bomber was known to the West, served as the basis for the Soviet Union's first jet airliner, the Tu-104. The nearly 1,500 Tu-16s built in the Soviet Union were an important factor in preventing all-out military confrontation between the East and the West. Since the mid-1950s and until the 1980s the Badger has been a

regular picture on the pages of the Western press, snooping around Western naval groups every now and then. The type also had its share of 'hot' wars, getting its baptism of fire in the Six-Day War of 1967. Apart from three factories in the USSR, the Tu-16 was built under license in China as the H-6 and remains in service with the People's Liberation Army Air Force. Other foreign users were Egypt, Indonesia and Iraq. All known versions are described and a full account is given of the Tu-16's operational career in the USSR and abroad during the Cold War and in the days after that when many of the surviving Badgers were used as target drones. The book features many previously unpublished photos and a detailed production list.

MiG-15 Fagot Bloomsbury Publishing

As early as 1965, when the MiG-25 interceptor was in the midst of its test program, the Mikoyan Design Bureau started work on an even more capable two-seat interceptor meant to provide adequate protection for the huge expanses of Siberia and the Soviet Far East. Though superficially resembling a MiG-25 with tandem cockpits, the aircraft was soon designated the MiG-31. Initially dubbed Super Foxbat in the West but soon renamed Foxhound, the MiG-31 first flew on 16 September 1975 and, after a five-year trials program, achieved initial operational capability in 1980. Full-scale deliveries began in 1982 to units covering the Moscow Air Defense Zone, the Arctic and the Far East. One of the effects was that the SR-71s now stayed away from the Soviet borders. Efforts to improve the Foxhound began right away. In-flight refueling capability was added in 1989 to overcome the problem of inadequate range. Next, the MiG-31B, featuring upgraded avionics and better weapons, entered production in 1990; existing MiG-31s were brought up to the new standard (except for IFR capability) as the MiG-31BS. The radically improved 'Generation 4+' MiG-31M featuring a new WCS and new R-37 ultra-long-range AAMs first flew in 1985 but never entered production because of funding shortages. Today, the MiG-31s remains one of modern Russia's key air defense assets, and new versions keep appearing. The book gives the complete development and service history of this remarkable aircraft and is richly illustrated with color photos and color artwork throughout.

Tanks in the Easter Offensive 1972 Ian Allan Publishing

The supersonic fighter in the Polish Air Force of the MiG-21MF is described in unparalleled detail. Includes many unpublished photos from the private collections. Color schemes and markings are described and illustrated in a series of specially commissioned color profiles.

Mikoyan MiG-21 Bloomsbury Publishing

This book presents a detailed look at the design and development of the legendary MiG-21, including its powerplant, armament, upgrades, and variants. The Mikoyan-Gurevich MiG-21 was the standard fighter/interceptor aircraft of the Warsaw Pact and it stood up to its western counterparts for decades. This single-engine, supersonic jet fighter entered service in 1959, and in addition to the Soviet Union, almost every eastern European military operated the Mach 2 fighter, including East Germany (which flew more than 500 aircraft of this type), Poland, Romania, Yugoslavia, and others. With approximately 11,000 of all types built, the MiG-21 has been produced in greater numbers than almost any other combat aircraft in history, and has also seen combat with such countries as Vietnam, China, Syria, Iraq, Angola, and others.

Mikoyan MiG-31: Famous Russian Aircraft Specialty Press (MN)

From the late 1960s until the end of the Cold War, the United States Air Force acquired and flew Russian-made MiG jets, culminating in a secret squadron dedicated to exposing American fighter pilots to enemy technology and tactics. Red Eagles tells the story of this squadron from the first tests of MiGs following the Vietnam War when the USAF had been woefully under-prepared in aerial combat. These initial flights would develop into the "black" or classified program known internally as Constant Peg. At a secret air base in Nevada, ace American fighter pilots were presented with a range of different MiG jets with a simple remit: to expose "the threat" to as many of their brethren as possible. Maintaining and flying these "assets" without without spare parts or manuals was an almost impossible task, putting those flying the MiGs in mortal danger on every flight. Despite these challenges, in all more than 5,900 American aircrews would train against America's secret MiGs, giving them the skills they needed to face the enemy in real combat situations. For the first time, this book tells the story of Constant Peg and the 4477th Red Eagles Squadron in the words of the men who made it possible.