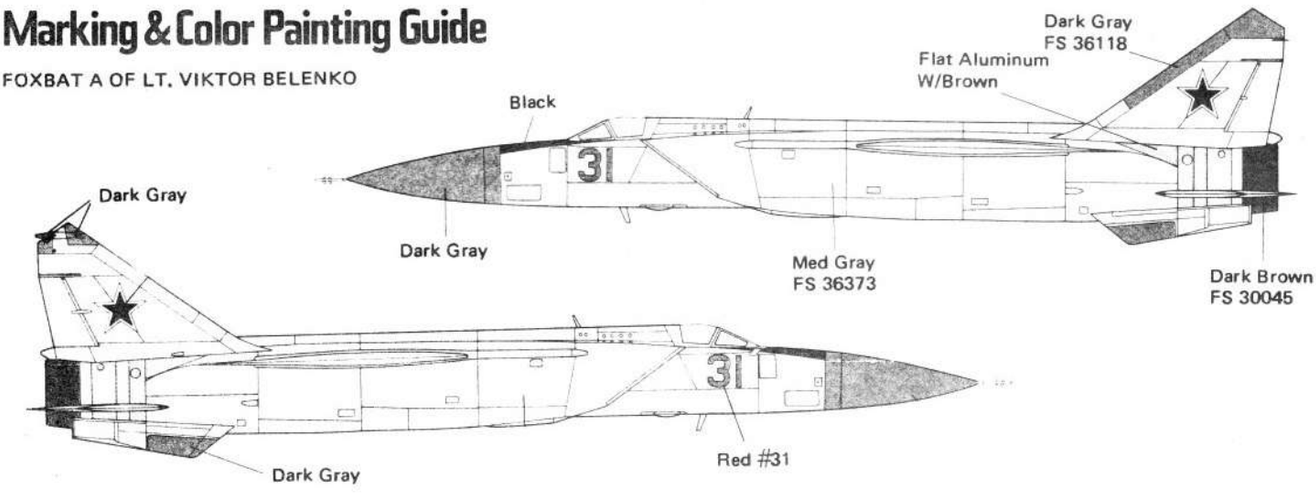
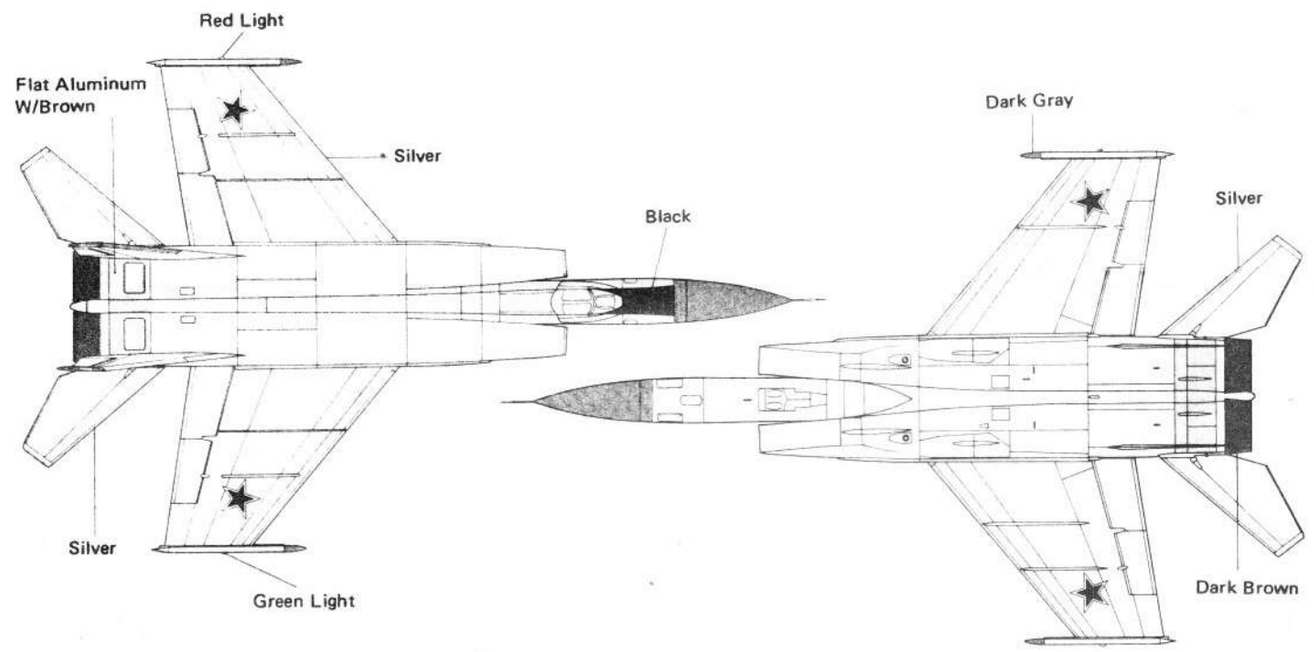
MIG-25 FOXBAT

1/72 SCALE
130

Marking & Color Painting Guide

FOXBAT A OF LT. VIKTOR BELENKO





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MiG-25 FOXBAT HISTORY

The Western world first learned about Russia's huge new supersonic fighter on July 9, 1967, when four of the mysterious, boxlike interceptors flashed past the reviewing stands at the Moscow air show. Western military experts were astonished! An entirely different configuration was displayed by the unexpected design, and the plane immediately became the center of great speculation. The Russians maintained a cloud of secrecy around their new fighter and Western military men identified it as a MIG-23. The Allied code name "Foxbat" was assigned to the mystery plane, but it was soon learned the true designation was MIG-25.

Shortly after its public showing at the Moscow air show, it was learned that the Foxbat was related to a previously unidentified research craft used for establishing a series of speed and altitude records. Known only as "E-266", the new plane stunned western observers with its remarkable performance, verified by the official international records being credited to it. Aviation experts were so shaken by the clear advancements displayed by the Soviet designers that they began suffering from "Foxbat Shock". The direct result of this reaction was the rapid design and development of the American F-14 Tomcat and F-15 Eagle. Both of these planes were influenced by and intended to counter the Foxbat threat.

Gradually an air of invincibility grew around the Russian Fighter. Design engineers speculated on the types of metal used, engine power and radar effectiveness. The Foxbat's armament was also cause for concern. It was obvious that the plane was missile-armed, but what kind and how many?

Several times during recent outbreaks of fighting in the middle-east, Foxbats were picked up on radar as they roamed freely through the skies, thousands of feet above would-be interceptors.

On September 6, 1976, the shroud of mystery concerning the Foxbat was abruptly lifted. On this day, Lt. Viktor Belenko and two other Russian Air Force pilots took-off from Sakarova Air Force Base in Siberia for a routine training mission. Lt. Belenko was in the trailing position when he realized he could slip away from the other two planes unnoticed. He quickly pointed the nose of his MiG-25 toward Japan and raced to freedom. His original objective was the American facility at Chitose Air Base, Japan, but thick clouds covered the field. Lt. Belenko then noticed Hakodate Airport through breaks in the clouds and elected to land there; but the field was somewhat shorter than the normal landing roll of a Foxbat and the big fighter rolled off the runway. Within hours, the secrets of the mystery fighter were unveiled to Western technicians.

The Foxbat was dismantled and flown via a giant USAF C-5A Galaxy transport to Tokyo where a detailed study of the Russian fighter was undertaken. Here it was learned that the prize was a Foxbat A, high altitude interceptor. (A two-seat reconnaissance version, the Foxbat B, exists and makes daily flights over Western countries with impunity at 90,000 feet.)

Examination of the Foxbat has shown some of the speculation to be true. Each of the twin Tumansky RD 31 engines produces 22,000 pounds of thrust at take-off and with a water-methanol injection system would exceed 24,000 pounds at altitude. The engines burn so cleanly that no exhaust smoke is visible.

The Foxbat cockpit is very simple. The Mach meter has a top reading of Mach 3. A round radar scope is on the right side of center, the throttles are on the lower left side of the panel, and a head-up navigational display is mounted in the front. A standard ejection-type pilot seat is used in the MiG-25, but the seat is not equipped with a safety device to prevent accidental discharge of the system on the ground.

The electronics systems, or "Black Boxes", are quite advanced and apparently very similar to Western designs. Examinations of the radar gear indicates the device has a very limited ability for downward tracking and would not be very effective at locating enemy aircraft approaching at a lower altitude.

Weighing about 58,000 pounds, the MiG-25 is constructed largely of nickle steel. Some Titanium is used around the critical high temperature zones, such as the wing leading edges and around the engines. Duralumin is used in low-friction areas. The wings are used for fuel-stowage and, according to Belenko, the Foxbat has a fuel capacity of 28,000 pounds. This example of the MiG-25 does not have provision for aerial refueling. It does, however, have a self-starter for the engines, which indicated that it was intended to be used as an area-defender for high-altitude interception in which case long range would not be necessary. The main tires are four feet in diameter and carry low air pressures, clearly for operations from rough, unimproved fields.

The examination of Belenko's plane also showed there were no provisions for guns. The pylons under each wing can carry several types of missiles, reportedly four AA6 Acrid air-to-air types, or two Anob plus two Atoll missiles. These are infra-red or radar homing weapons. No flight testing was done with the defected MiG-25. The detailed study of the plane provided sufficient technical material to enable engineers to accurately project its performance characteristics.

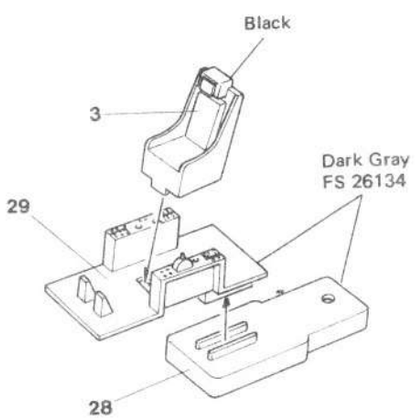
Most of the data obtained from Lt. Belenko's Foxbat has not been disclosed to the public. However, the technical details are even now being used to help Western engineers develop an effective defense against any possible use of the Foxbat contrary to the safety of the free world.

When the examination of the Foxbat was completed, the disassembled fighter was crated for shipment and returned to Russia on a Soviet freighter.

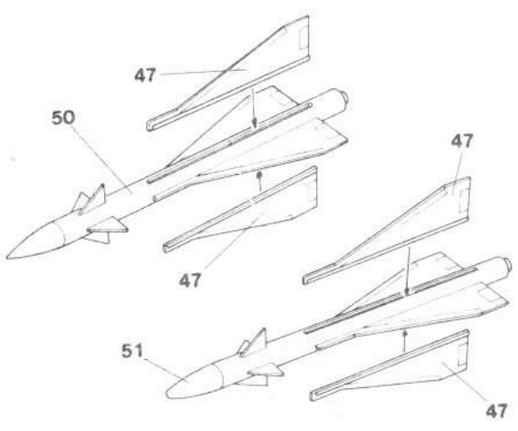
Within hours of it's surprise appearance over Hakodate Airport, the MiG-25 data was the subject of intense examination by the engineers at HASEGAWA. Videotapes of the aircraft examination and measurements taken from the big fighter were checked against all previously collected photographs and drawings. Satisfied as to the accuracy and completeness of their data, tooling proceeded simultaneously with individual part and sub-assembly drawings. Working 24 hours a day, seven days a week, engineering, tooling and mold testing required exactly 100 days for completion.

Now the scale modeler can add an authentic replica of one of the most exciting aircraft of the decade to his collection.

1 Cement 3 to 29, then cement the box on the bottom of 29 over the ribs on 28.

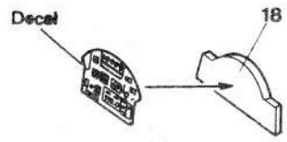


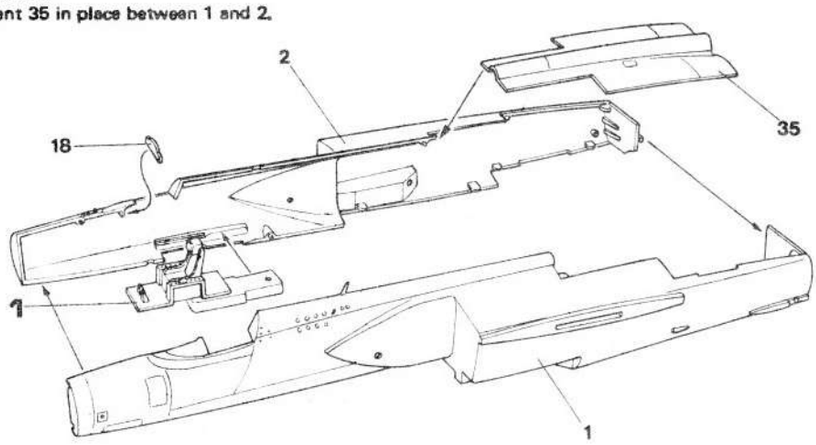
2 Make four missiles by cementing two 47's to each 50 and 51.



3

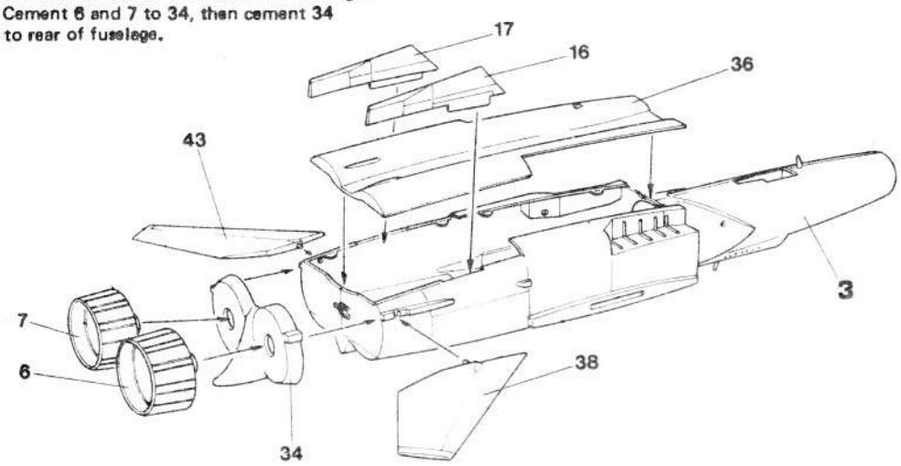
Apply decal instrument panel to 18, then cement 18 to lip on 2 as shown.
Cement cockpit assembly from Step 1 to pad in 2, then cement 1 and 2 together.
Cement 35 in place between 1 and 2.

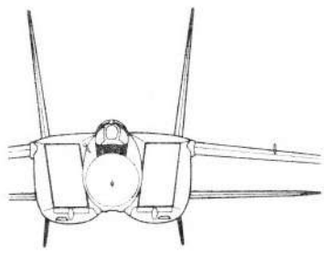




4

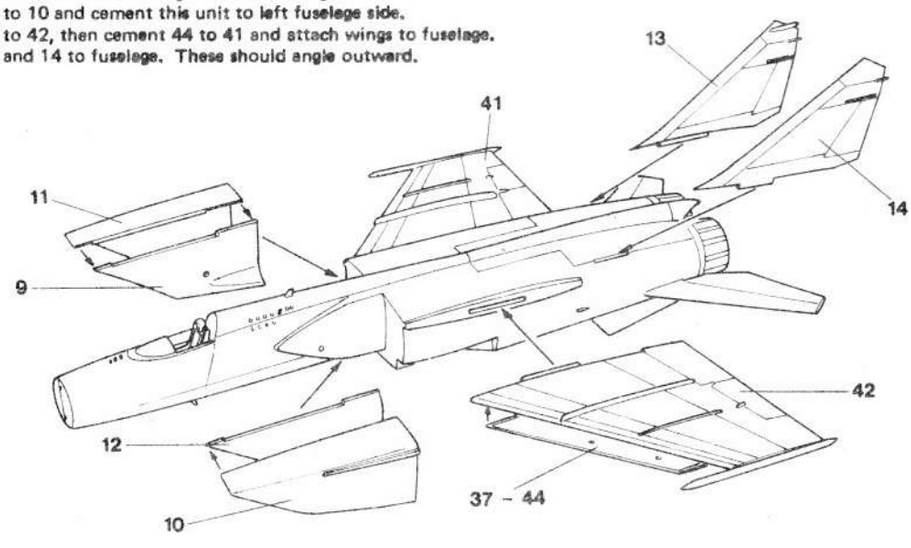
Cement 36 to fuselage bottom.
Cement 16 and 17 into slots as shown. They should angle outward.
Cement 38 and 43 to each side of fuselage.
Cement 6 and 7 to 34, then cement 34 to rear of fuselage.





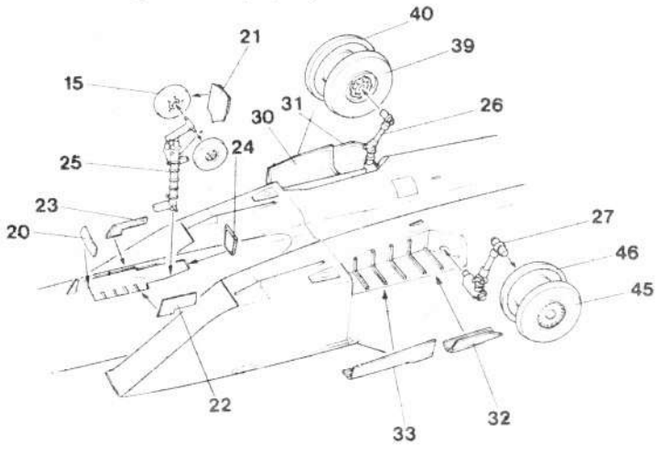
5

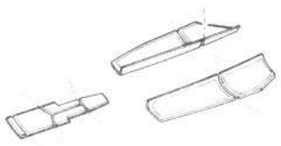
Cement 9 to 11 and attach to right side of fuselage.
Cement 12 to 10 and cement this unit to left fuselage side.
Cement 37 to 42, then cement 44 to 41 and attach wings to fuselage.
Cement 13 and 14 to fuselage. These should angle outward.



6

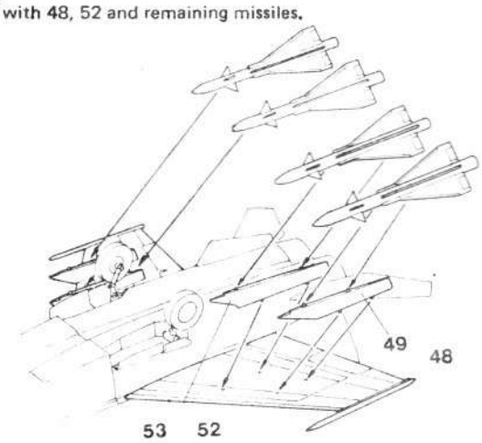
The landing gear door units are molded in one piece and must be cut apart as shown by dotted lines.
Cement two 15's to 25 and cement 25 into nose gear well.
Refer to inset drawing of nose gear and cement 20, 21, 22, 23 and 24 in place as shown.
Cement 45 and 46 together, then cement to 27.
Cement 27 into right wheel well, then cement 32 and 33 in place as shown.
Repeat for left main gear with 26, 30, 31, 39 and 40.

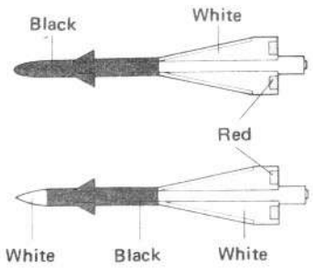




7

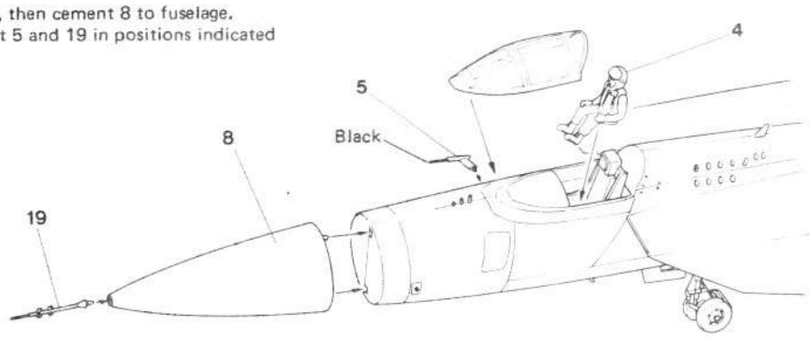
Cement 53 and 49 to underside of right wing as shown, then cement two missiles in place.
Repeat on left wing with 48, 52 and remaining missiles.





8

Place 1/4 ounce of weight in part 8, then cement 8 to fuselage.
Cement 4 into cockpit, then cement 5 and 19 in positions indicated and cement canopy in place.



PARTS LIST

1. Fuselage half (L)
2. Fuselage half (R)
3. Ejection seat
4. Pilot
5. Pitot tube
6. Afterburner (L)
7. Afterburner (R)
8. Nose
9. Inlet wall (R)
10. Engine inlet (L)
11. Engine inlet (R)
12. Inlet wall (L)
13. Vertical Stabilizer (R)
14. Vertical Stabilizer (L)
15. Nose wheel (2)
16. Ventral fin (L)
17. Ventral fin (R)
18. Instrument panel
19. Nose probe
20. Front nose door
21. Center nose door
22. Side nose door (R)
23. Side nose door (L)
24. Rear nose door
25. Nose strut
26. Main strut (L)
27. Main strut (R)
28. Nose gear well
29. Cockpit floor
30. Main gear door (L)
31. Main gear door (L)
32. Main gear door (R)
33. Main gear door (R)
34. Rear fuselage fairing
35. Top fuselage decking
36. Fuselage bottom
37. Wing bottom (L)
38. Stabilator (L)
39. Main wheel (L)
40. Main wheel (L)
41. Wing top (R)
42. Wing top (L)
43. Stabilator (R)
44. Wing bottom (R)
45. Main wheel (R)
46. Main wheel (R)
47. Missile fins (4)
48. Missile pylon
49. Missile pylon
50. Acrid Missile body
51. Acrid Missile body
52. Missile pylon
53. Missile pylon

Clear canopy

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