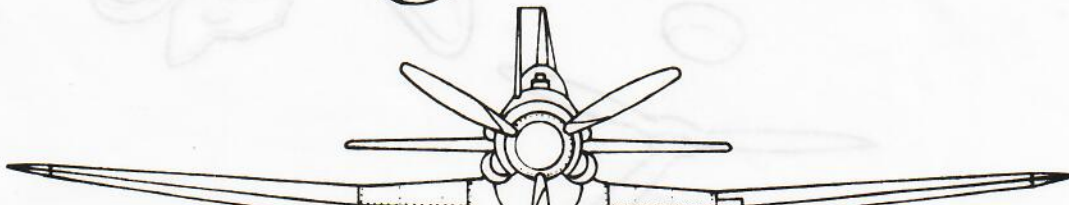
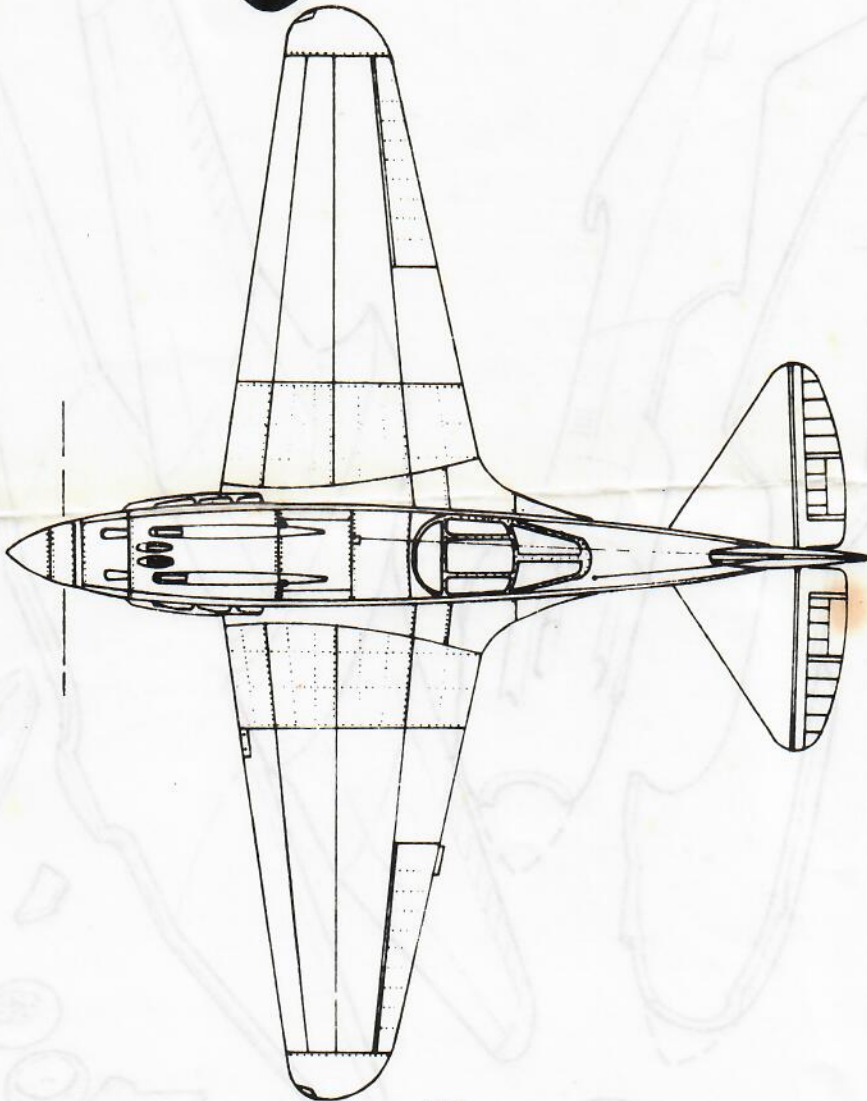
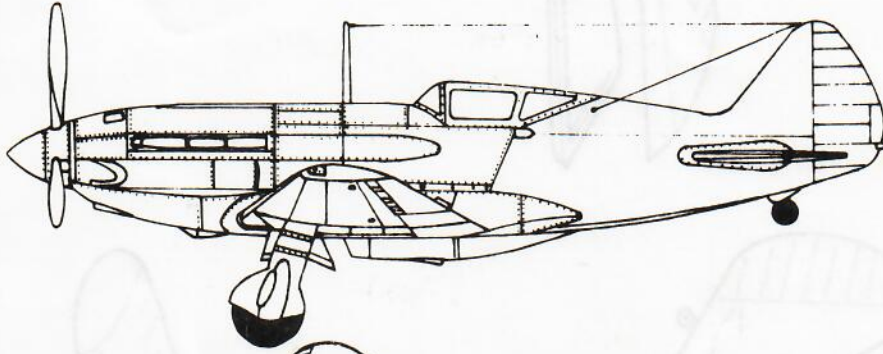


# MiG 3



**MIG 3**



## FORMAPLANE

### MiG III

#### HISTORY:

The MiG III was developed from the earlier I-200 and MiG 1 designs for a high altitude fighter. Of mixed metal and wood construction the MiG III prototype was first flown in 1941 fitted with a Mikulin AM-35A 1,350 h.p. engine. Various modifications had been incorporated in an attempt to improve the performance, the original open cockpit was replaced with a sliding canopy which improved the rearward vision for the pilot, the radiator was enlarged and re-positioned further forward beneath the fuselage, extra internal tankage for fuel added, an improved VISH-61 Sh airscrew fitted, and the dihedral angle was increased on the outer wing panels. Armament consisted of one 12.7mm and two 7.62mm machine guns, provision being made for under-wing bomb and rocket missiles to be carried also. The MiG III began operational service in mid 1941 and whilst having an excellent high-altitude performance the machine was much less effective at the normal combat altitudes. Although fast and manoeuvrable the armament was found to be inadequate, resulting in an extra 12.7mm machine gun being fitted beneath each wing in an attempt to improve fire-power. Gradually the MiG III was relegated to the high-speed reconnaissance role and at the end of 1941 production of the model ceased, together with the Mikulin engine. Altogether a total of some 2,100 MiG I and III aircraft were built in The Soviet Union, being the fore-runners of the famous series in service today.