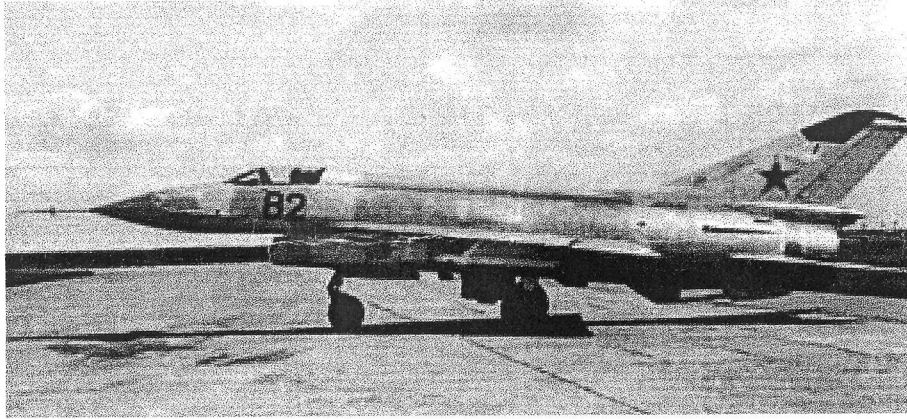


Mikoyan E-8 experimental aircraft brief history:



At the very beginning of 60th years of the last century USSR government ordered new improved fighter, a descendant of largely used MiG-21. This new fighter was considered to become a MiG-23, all weather day and night fighter capable to destroying any enemy aircraft with the help of new "Saphire" radar. Installation of this bulky radar asked new solution of all front part of fuselage, including air-inlet, different from anything used at anyone of still existing members of MiG family. The result was double canal air-intake with variable geometry under the front part of fuselage, similar to later F-16. On each side of the nose there were canard-style stabilisers with anti-flutter rods.

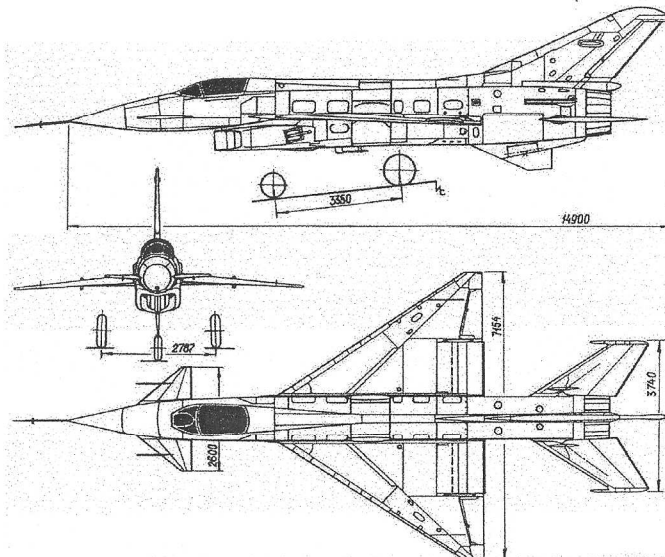
The first prototype (coded "red 81") flew for the first time on April 1962 with G.K. Mosolov at controls and was destroyed in September the same year. Pilot ejected but wounded seriously.

The second existing prototype (red 82) flew for the first time on June 29th 1962, piloted by A.V. Fedotov. Considered armament were two air-to-air missiles K-13 on underwing pylons but during the trials neither missiles nor radar were installed.

Because of a lot of engine faults this hopeful construction was abandoned and the development went to the real later MiG-23.

Sometimes you can see in West European literature the signification of the type Ye-8. Personally I think it is a result of a wrong transcription from Russian Cyrillic into Latin alphabet. Probably righted transcription into English is here used E-8 ("E" for "Experimental aircraft").

Colour scheme: Natural metal all over the surface, considered radar cone very light grey, green cover of aerials on the top of fin. Six red stars (without white outline) at usual positions, codes "red 82" on both sides under the canopy.



Assembly of parts:

