



## Antonov An-124 „Ruslan“

Entwickelt wurde die Antonov AN-124 als ein strategischer Langstrecken Militär Transporter für die russischen Streitkräfte. Sie ist auch heute noch das größte in Serie gebaute Flugzeug der Welt. Übertroffen wird sie nur noch durch ihre mit sechs Triebwerken ausgerüstete gestreckte Version die unter der Bezeichnung AN-225 Mrija als Transporter für die russische Raumfähre Buran gedacht war, aber nicht in Serie gefertigt wurde. Seit ihrem Erstflug am 26. Dezember 1982 hat die AN-124 eine ganze Serie von neuen Nutzlast-Rekorden aufgestellt. Bereits der zweite Prototyp erhielt den Namen „Ruslan“ nach einer Figur eines Giganten aus einem Werk von Alexander Pushkin. Bemerkenswerte Konstruktionsmerkmale sind die nach oben aufklappbare Nase und die großen Ladetüren am Heck die eine gleichzeitige Beladung und Entladung ermöglichen. Um die Beladung durch den Bugbereich zu erleichtern kann die AN-124 über das Bugrad buchstäblich in die Knie gehen. Das mit 24 Metern ausgerüstete Fahrwerk ermöglicht auch Landungen auf weniger gut ausgebauten Landebahnen. Neben dem riesigen Laderaum verfügt die AN-124 im oberen Deck noch über eine Bestuhlungsmöglichkeit für den Transport von 88 Passagieren. Während nur wenige Exemplare direkt an die russische Luftwaffe geliefert wurden erhielt die damalige Aeroflot eine ganze Reihe von AN-124-100 für den zivilen Transport von Schwergütern. In erster Linie wurden sie jedoch für den Transport von militärischen Lasten im Auftrag der sowjetischen Streitkräfte eingesetzt. Nach der Auflösung der Sowjetunion und der Aufsplitterung in zahlreiche Republiken wurden auch die Flugzeuge der Aeroflot unter diesen neuen Ländern aufgeteilt. Während die meisten Maschinen nun von der neuen Aeroflot der Wolga-Dnepr und der Polet in Russland eingesetzt wurden, gingen einige Maschinen auch an das Antonov Design Bureau in der Ukraine. Da die AN-124 als Transportflugzeug nahezu konkurrenzlos ist besteht natürlich auch eine große Nachfrage durch westliche Unternehmen und westliche Streitkräfte- darunter auch der deutschen Bundeswehr. Dazu wurden zeitweise AN-124-100 im Auftrag anderer Airlines eingesetzt und erhielten dabei zusätzlich den Namen dieser Fluggesellschaften. Eine der ersten Airlines war die in England ansässige Heavy-Lift die selbst als Frachtfluggesellschaft operierte und unter anderem die Short Belfast für den Schwergut-Transport einsetzte. Eine der von Heavy-Lift gecharterten AN-124-100, die auch für humanitäre Aufgaben eingesetzt wurde, kann mit den beliebigen Abziehbildern gebaut werden. Eine andere Maschine des Abziehbilder-Satzes ist die AN-124-100 der Wolga-Dnepr die im Auftrage des Internationalen Roten Kreuzes in Genf eingesetzt wurde und daher auch das Zeichen dieser weltbekannten humanitären Organisation trägt. Die Maschinen der Aeroflot spielen im internationalen Schwergut-Luftverkehr heute nur noch eine untergeordnete Rolle. Neben einigen AN-124 der russischen Luftwaffe fliegen sie aber auch weiterhin Einsätze für das russische Militär.

### Technische Daten:

Spannweite	73.30 m
Länge	69.10 m
Höhe	20.78 m
Triebwerke	ZMBK Progress D-18T
Leistung	4 x 23 400 kg
Leergewicht	175 000 kg
Stargewicht max.	405 000 kg
Zuladung max.	150 000 kg
Reisegeschwindigkeit max.	865 km/h
Reisegeschwindigkeit normal	800 850 km/h
Reichweite mit max. Zuladung	4 500 km
Reichweite, max Treibstoff	16 500 km
Besatzung, normal	6 Mann

## Antonov An-124 „Ruslan“

The Antonov AN-124 was developed as a strategic long-range military transporter for the Soviet armed forces. It is the largest series-produced aircraft in the world today and is only exceeded by its six-engined stretched version "AN-225 Mriya" which had been designed as a carrier for the Soviet spaceshuttle Buran but never went into series production. Since its first flight on 26 December 1982, the AN-124 has established quite a series of records of payloads carried. Already the second prototype was designated "Ruslan" after a giant in one of Alexander Pushkin's works. Noteworthy construction characteristics are the nose which can be opened upwards and the large cargo doors in the rear, which enables the aircraft to be unloaded and loaded at the same time. In order to facilitate loading in the front, the nose wheel can literally "kneel down". The 24-wheel undercarriage allows the aircraft to use less well developed runways. In addition to the huge cargo section, the AN-124 provides optional seating for up to 88 passengers on the upper deck. While only few aircraft were delivered directly to the Soviet air force, the then Aeroflot airline received quite a number of AN-124-100s for the transport of heavy goods for civilian use. Mainly, however, they were used for the transport of military cargo for the Soviet armed forces. After the break-up of the Soviet Union and its division into numerous republics, Aeroflot's fleet, too, was shared up among these new states. While most aircraft are now being flown by the new Aeroflot Wolga-Dnepr and Russian Polet, some aircraft were delivered to the Antonov design bureau in Ukraine. With the AN-124 cargo aircraft being virtually without any competitors, there is also a great demand for it by western companies and armed forces, German Bundeswehr being one of them. Also, AN-124-100s flew for other airlines for some time, additionally carrying those airlines' names. One of the first airlines to use them was the England-based cargo airline "Heavy-Lift" which also used the Short Belfast for ferrying heavy goods. The transfers in this kit will make one of the AN-124-100s chartered by Heavy-Lift which also flew humanitarian missions, or the AN-124-100 of Wolga-Dnepr which was flown by order of the International Red Cross of Geneva, which is why it bears the sign of this humanitarian organization of world-wide acclaim. In the international heavy-goods air transport business, Aeroflot's aircraft meanwhile play only a minor part. However, along with some AN-124s of the Russian air force, they still fly missions for the Russian military.

### Specifications:

Wingspan	73.30m
Length	69.10m
Height	20.78m
Engines	ZMBK Progress D-18T
Performance	4 x 23,400 kg
Weight, empty	175,000 kg
Take-off weight, max.	405,000 kg
Payload, max.	150,000 kg
Cruising speed, max.	865 km/h
Usual cruising speed	800 to 850 km/h
Range with max. payload	4,500 km
Range with max. fuel	16,500 km
Usual Crew	6

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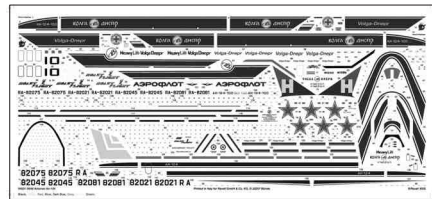
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## Verwendete Symbole/Used Symbols

Bitte beachten Sie folgende Symbole, die in den nachfolgenden Baustufen verwendet werden.  
**Veillez noter les symboles indiqués ci-dessous, qui sont utilisés dans les étapes suivantes du montage.**  
 Si vanse tener en cuenta los símbolos facilitados a continuación, a utilizar en las siguientes fases de construcción.  
**Si prega di fare attenzione ai seguenti simboli che vengono usati nei susseguenti stadi di costruzione.**  
 Huomioi seuraavat symbolit, jotta käytetään seuraavissa kokonaisuissa.  
**Legg merke til symbolene som benyttes i monteringstrinene som følger.**  
 Proszę zwracać na następujące symbole, które są używane w ponizszych etapach montażowych.  
**Daha sonraki montaj basamaklarında kullanılacak olan, aşağıdaki semboller lütfen dikkat edin.**  
 Kérjük, hogy a következő szimbólumokat, melyek az alábbi építési fokokban alkalmazásra kerülnek, vegyétek figyelembe.

Please note the following symbols, which are used in the following construction stages.  
**Neem a.u.b. de volgende symbolen in acht, die in de onderstaande bouwfasen worden gebruikt.**  
 Por favor, preste atención a los símbolos que siguen para os mesmos passos usados nas próximas etapas de montagem.  
**Observera: Nedanstående piktogram används i de följande arbetsmomenten.**  
 Læg ynlignst mærke til følgende symboler, som benyttes i de følgende byggestadier.  
 Пожалуйста, обратите внимание на следующие символы, которые используются в последующих операциях сборки.  
 Παρακάτω προσέξτε τα παρακάτω σύμβολα, τα οποία χρησιμοποιούνται στις παρακάτω βιβλιόδες συναρμολόγησης.  
**Дбете просим на дале уведенe символы, кeре се поузивају у наслeдјуиц конструцкиh ступниц.**  
 Prosimo za Vašu pozornost na sledeće simbole ki se uporabljajo v naslednjih korakih gradbe.



Kleben  
 Glue  
 Collier  
 Lijmen  
 Engomar  
 Colar  
 Incollare  
 Limmas  
 Liimaa  
 Kläbning  
 Lim  
 Клеить  
 Przykleić  
 κόλλημα  
 Yapıştırma  
 Lepení  
 ragasztani  
 Lepíti

Nicht kleben  
 Don't glue  
 Ne pas collier  
 Niet lijmten  
 No engomar  
 Não colar  
 Non incollare  
 Limmas ej  
 Älä liimaa  
 Må ikke kläbes  
 Ikke lim  
 Не клеить  
 Nie przyklejać  
 μη κολλάτε  
 Yapıştırılmayın  
 Nem szabad ragasztani  
 Ne lepíti

Anzahl der Arbeitsgänge  
 Number of working steps  
 Nombre d'étapes de travail  
 Het aantal bouwstappen  
 Número de operaciones de trabajo  
 Número de etapas de trabalho  
 Numero di passaggi  
 Antal arbetsmoment  
 Työvaiheiden lukumäärä  
 Antal arbeidsforløb  
 Antall arbeidstrinn  
 Количество операций  
 Liczba operacji  
 αριθμός των εργασιών  
 İş safhalarının sayısı  
 Počet pracovních operací  
 a munkafolyamatok száma  
 Številka koraka montaže

Klebeband  
 Adhesive tape  
 Dévidoir de ruban adhésif  
 Plakband  
 Cinta adhesiva  
 Fita adesiva  
 Nastro adesivo  
 Tejp  
 Teippi  
 Tape  
 Tape  
 Клейкая лента  
 Taśma klejąca  
 κολλητική ταινία  
 Yapıştırma bandı  
 Lepící páska  
 ragasztószalag  
 Traka z lepilom

Abziehbild in Wasser einweichen und anbringen  
 Soak and apply decals  
 Mouiller et appliquer les décalcomanies  
 Transfer in water even laten weken en aanbrengen  
 Remojar y aplicar las calcomanías  
 Pôr de molho em água e aplicar o decalque  
 Immergere in acqua ed applicare decalcomanie  
 Blöt och fäst dekalerna  
 Kostuta siirtokuvaa vedessä ja aseta paikalleen  
 Overførselsbilledet lægges i blød og anbringes  
 Dypp bildet i vann og sett det på  
 Переводную картинку намочить и нанести  
 Zmięczyć kalkomanie w wodzie a następnie nakleić  
 Βουτήξτε τη χαλκομανία στο νερό και τοποθετήστε την  
 Çikartmayı suda yumuşatın ve koyun  
 Obtisk namočiti ve vodě a umístit  
 a matricát vízben beáztatni és felhelyezni  
 Preslikac potopiti v vodo in zatem nanašati



# 1.



Bauteile trocknen lassen  
 Laisser sécher les pièces  
 Dejar secar las piezas  
 Deixar secar os componentes  
 La delene tørke  
 Allow the parts to dry  
 Ouderdelen laten drogen  
 Far asciugarsi i componenti  
 Anna osien kuivua  
 Låt byggedelarna torka  
 Lad komponenterne tørre  
 Czeski pozostawić do wyschnięcia  
 Yapı parçalarını kurumaya bırakınız  
 Jednotlivé díly nechte zaschnout  
 Αφήστε τα μέρη να στεγνώσουν  
 Alkatrészeket hagyja száradni  
 Pustite da sestavni deli posušijo  
 Дать деталям высохнуть

Anzahl der Arbeitsgänge  
 Number of working steps  
 Nombre d'étapes de travail  
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 Número de etapas de trabalho  
 Numero di passaggi  
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 Työvaiheiden lukumäärä  
 Antal arbeidsforløb  
 Antall arbeidstrinn  
 Количество операций  
 Liczba operacji  
 αριθμός των εργασιών  
 İş safhalarının sayısı  
 Počet pracovních operací  
 a munkafolyamatok száma  
 Številka koraka montaže

Wahlweise  
 Optional  
 Facultatif  
 Naar keuze  
 No engomar  
 Alternado  
 Facoltativo  
 Valfritt  
 Vaihtoehtoisesti  
 Etter valg  
 Valfritt  
 Не вобор  
 Do wyboru  
 εναλλακτικά  
 Seçimli  
 Kötünlü  
 tetszes szerint  
 Čin izbire

Klarsic/Netle  
 Clear/pls  
 Pieces transparentes  
 Trasparente onderdelen  
 Limpiar las piezas  
 Peça transparente  
 Parte transparente  
 Gennomsiktliga detaljer  
 Läpinäkyvät osat  
 Gennemsigtige dele  
 Gjennomsiktige deler  
 Прозрачные детали  
 Elementy przezroczyste  
 διαφανή εξαρτήματα  
 Šeffaf parçalar  
 Průzračné díly  
 áttetsző alkatrészek  
 Deli ki se jasno vide



zur besseren Ausbalancierung mit einem Gewicht beschweren  
 Add weight for improved stability  
 Pour une mise en place correcte allourdir  
 Voor evenwicht gewicht aanbrengen  
 Colocar un peso para obtener un mejor equilibrio  
 Utilizar um peso para melhor balanceamento  
 Per un migliore bilanciamento metterci su un peso  
 belasta med en vikt för bättre balansering  
 paremman tasapainon saavuttamiseksi kuormita painolla  
 Til bedre afbalancering vedhænges en vægt  
 For bedre avbalansering - belast med en vekt  
 для лучшего отбалансирования положить груз  
 dla lepszego wyrównoważenia obciążyc ciężarkiem  
 για την καλύτερη αντιστάθμιση τοποθετείστε ένα βάρος  
 Daha iyi dengelemek için bir ağırlık koyun  
 Za učelem lepšioho vyvážení zatížť závažím  
 a jobb kiegyenlítés érdekében egy nehezékkal ellátni  
 Zaradi boljše ravnoteže postaviti kontratežo z tegom

Nicht enthalten  
 Not included  
 Not fourni  
 Behoort niet tot de levering  
 No incluido  
 Non compresi  
 Não incluído  
 Ikke medsendt  
 Ingår ej  
 Ikke inkludert  
 Eivart sisáily  
 Δεν ονπεριλαμβάνεται  
 Не содержится  
 Nem tartalmazza  
 Nie zawiera  
 Ni vsebovano  
 İçerisinde bulunmamaktadır  
 Neni obsaženo



Gleichen Vorgang auf der gegenüberliegenden Seite wiederholen  
 Repeat same procedure on opposite side  
 Opérer de la même façon sur l'autre face  
 Dezelfde handeling herhalen aan de tegenoverliggende kant  
 Realizar el mismo procedimiento en el lado opuesto  
 Repetir o mesmo procedimento utilizado no lado oposto  
 Stessa procedura sul lato opposto  
 Upprepa proceduren på motsatta sidan  
 Toista sama toimenpide kuten viereisellä sivulla  
 Det samme arbejde gentages på den modsattiliggende side  
 Gjenta prosedyren på siden tvers overfor  
 Повторять такую же операцию на противоположной стороне  
 Taki sam przebieg czynności powtórzyc na stronie przeciwnej  
 επαναλάβετε την ίδια διαδικασία στην απέναντι πλευρά  
 Aynı işlemi karşı tarafta tekrarlayın  
 Stejný postup zopakovat na protilehlé straně  
 ugyanazt a folyamatot a szemben található oldalon megismételni  
 Isti postopek ponoviti in na suprotni strani

**D: Beiliegenden Sicherheitstext beachten und nachschlagebereit halten.**

E: Please note the enclosed safety advice and keep safe for later reference.

**F: Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.**

NL: Houddt u aan de bijgaande veiligheidsinstructies en hou deze steeds bij de hand.

**E: Observar y siempre tener a disposición este texto de seguridad adjunto.**

I. Seguire le avvertenze di sicurezza allegate e tenerle a portata di mano.

**P: Ter em atenção o texto de segurança anexo e guard-lo para consulta.**

S: Beakta bifogad säkerhetstext och håll den i beredskap.

**FIN: Huomioi ja säilytä oheiset varoitukset.**

DK: Overhold vedlagte sikkerhedsanvisninger og hav dem liggende i nærheden.

**N: Ha alltid vedlagt sikkerhetstekst klar til bruk.**

RUS: Соблюдать прилагаемый текст по технике безопасности, хранить его в легко доступном месте.

**PL: Stosować się do załączonych karty bezpieczeństwa i mieć ją stale do wglądu.**

GR: ροσέξτε τις συνημνικές υποδείξεις ασφάλειας και υλάξτε τις τσι ώστε να τις χτε πάντα σε ειαθ ση σασ.

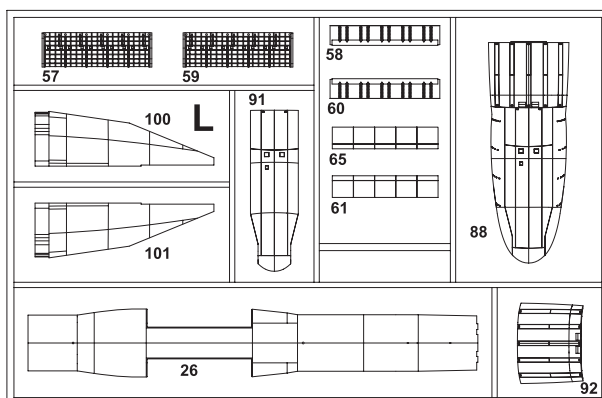
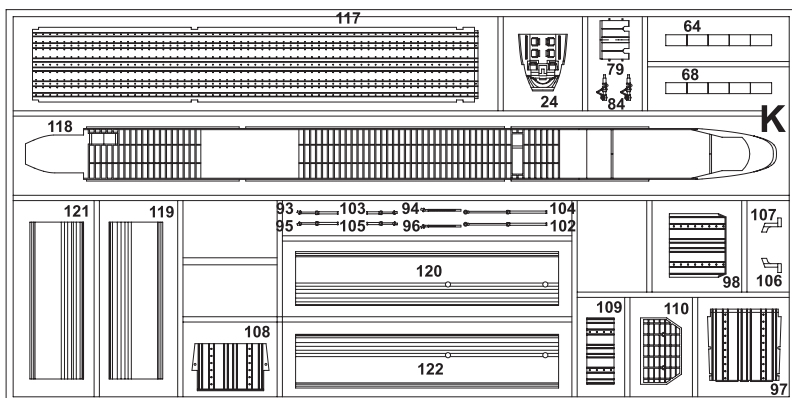
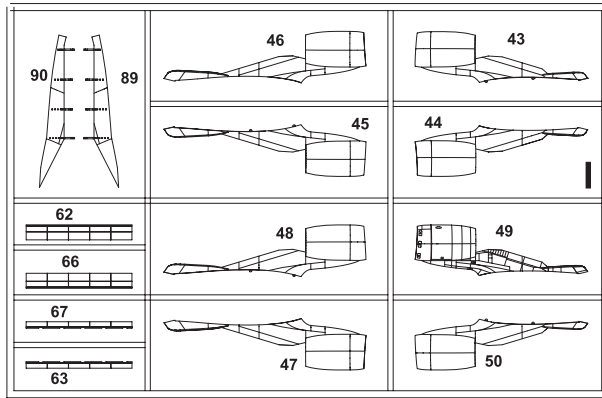
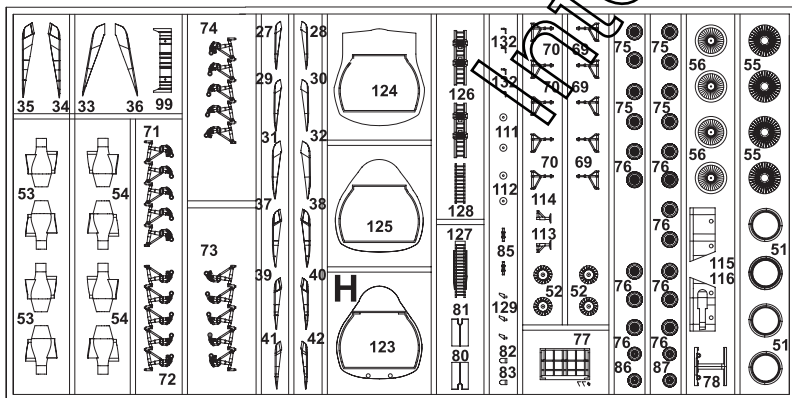
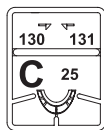
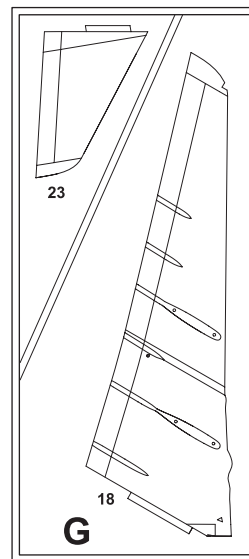
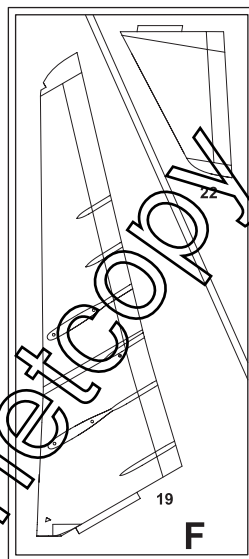
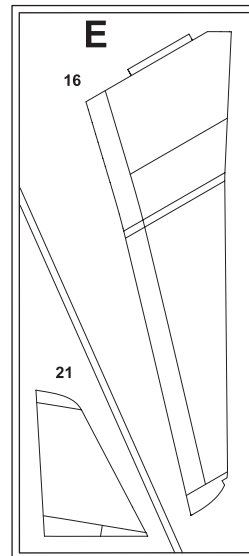
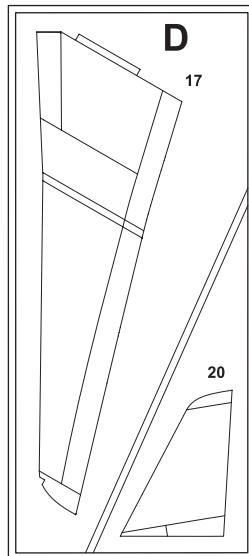
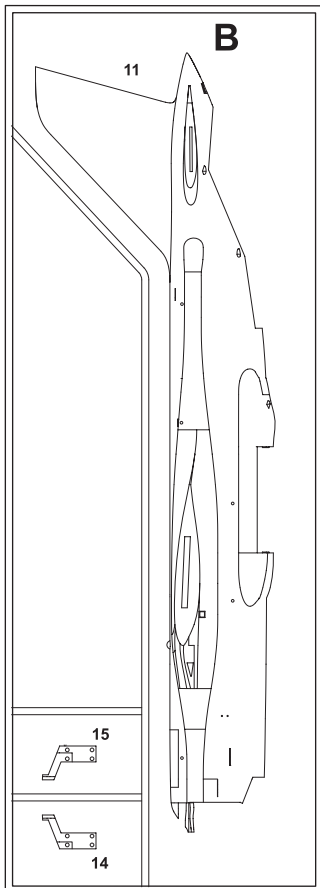
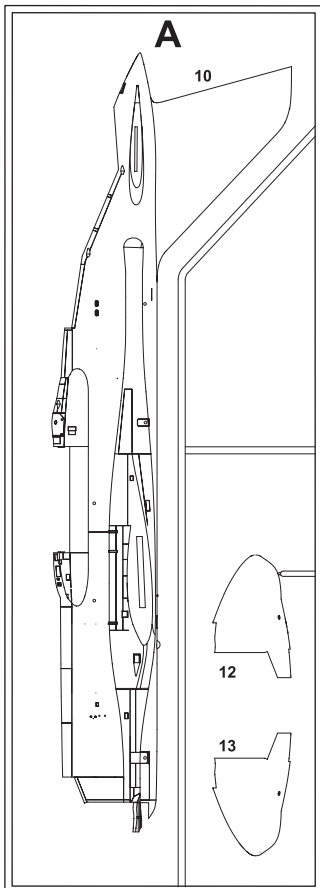
**TR: Ekteki güvenli talimatların dikkate alıp, bakabileceğiniz bir sekilde muafaza ediniz.**

CZ: Dbejte na příložených bezpečnostní text a mŕjte jej pŕiipravenŕ na dosah.

**H: A mellékelt biztonsági szöveget vegye figyelembe és tartsa fellapoz-sra készen!**

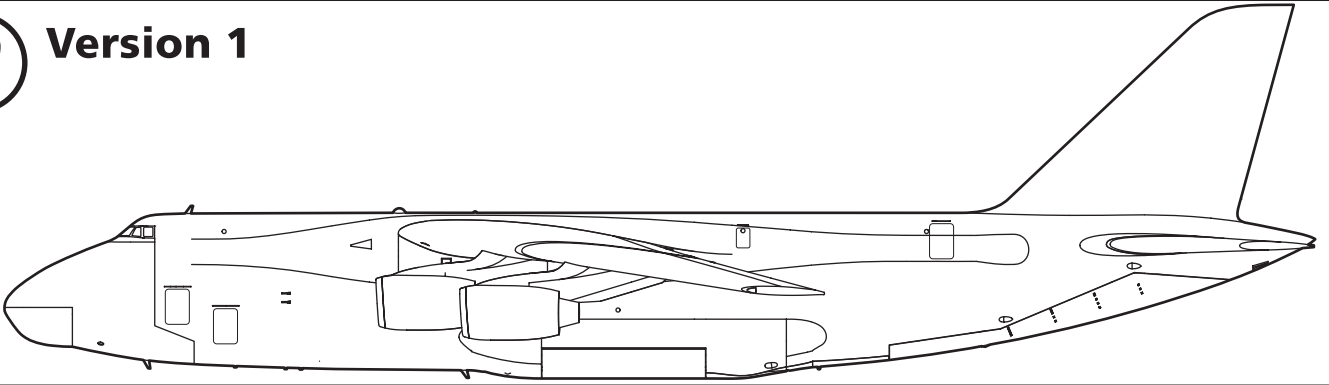
SLO: Priložena varnostna navodila izvajte in jih hranite na vsem dostopnem mestu.



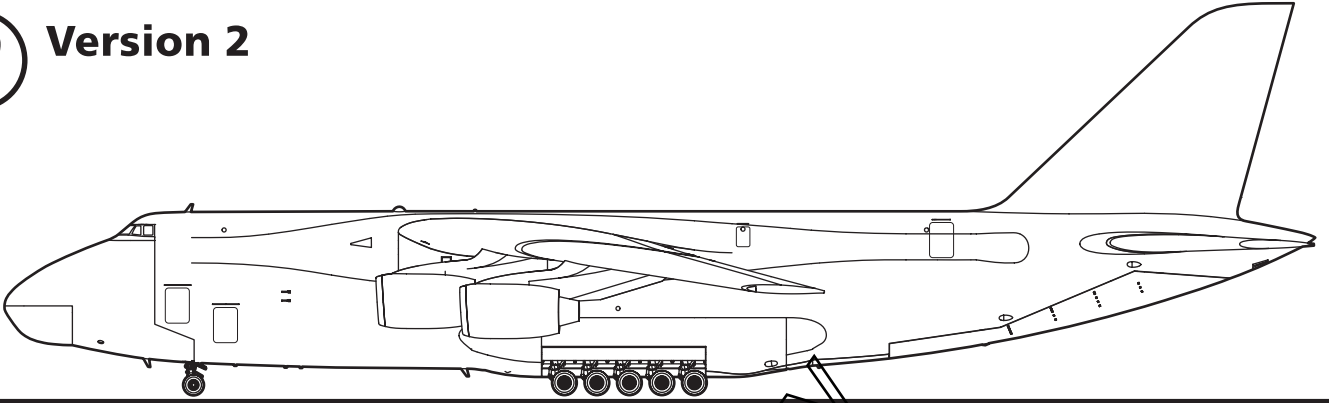




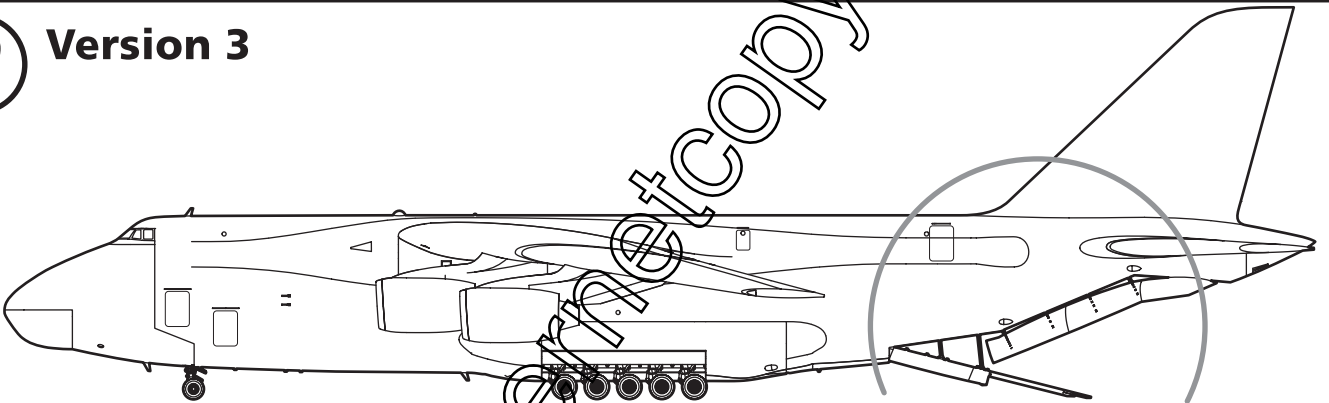
### Version 1



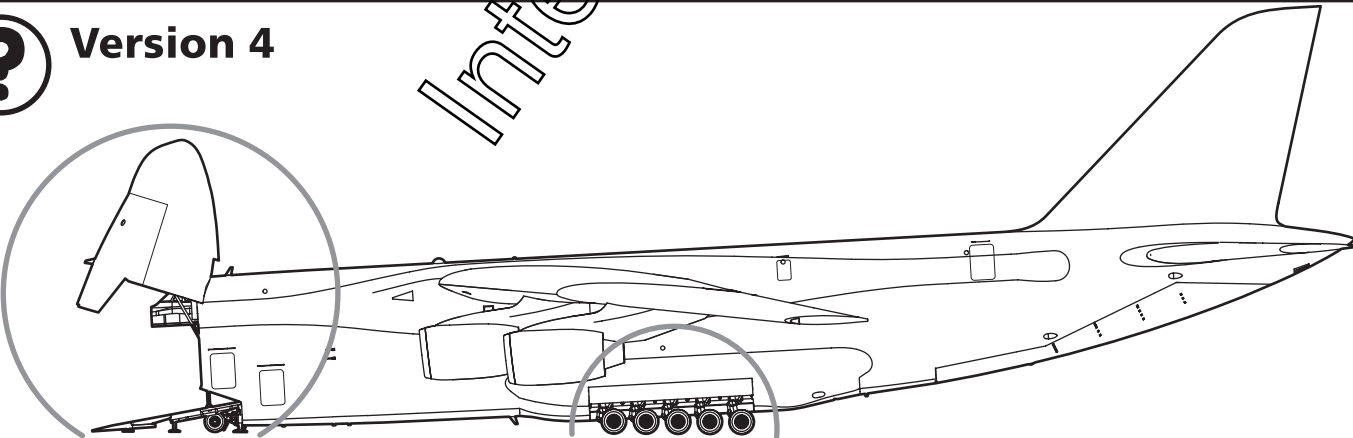
### Version 2



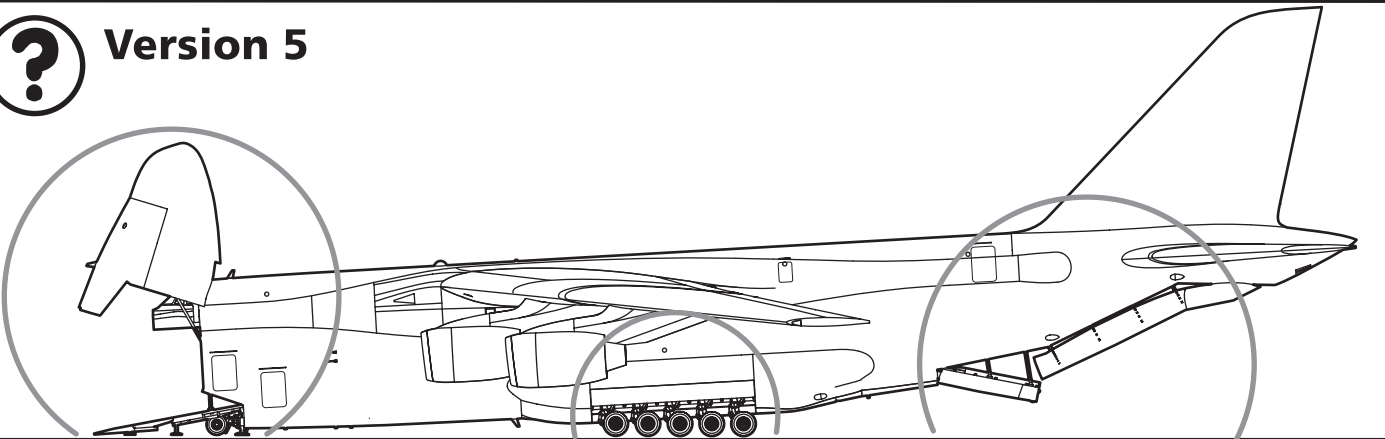
### Version 3



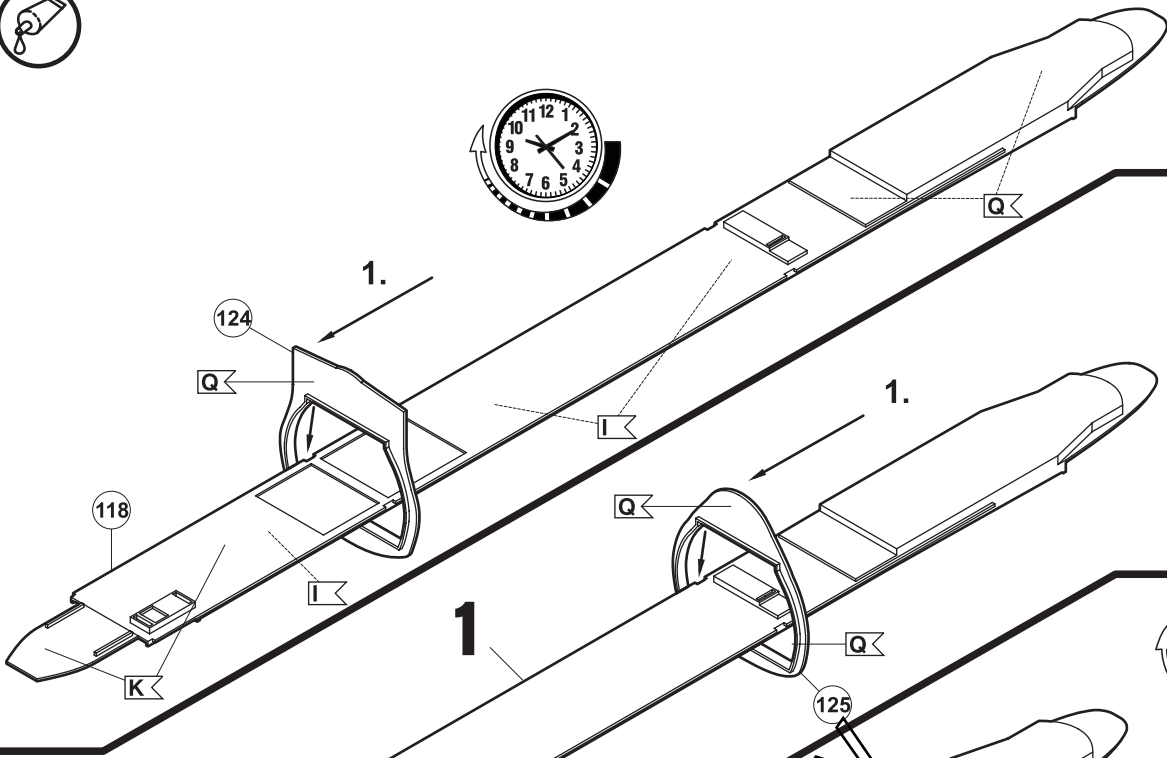
### Version 4



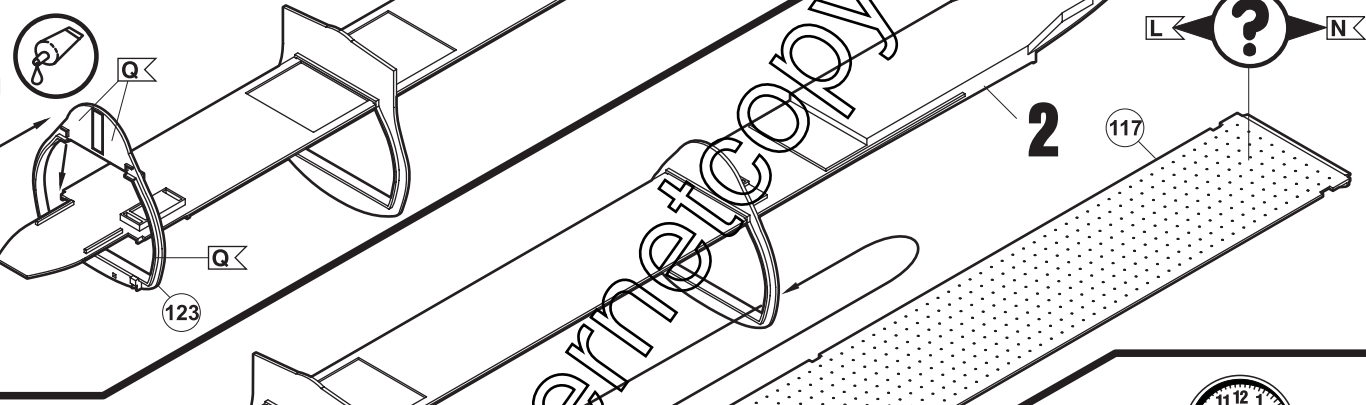
### Version 5



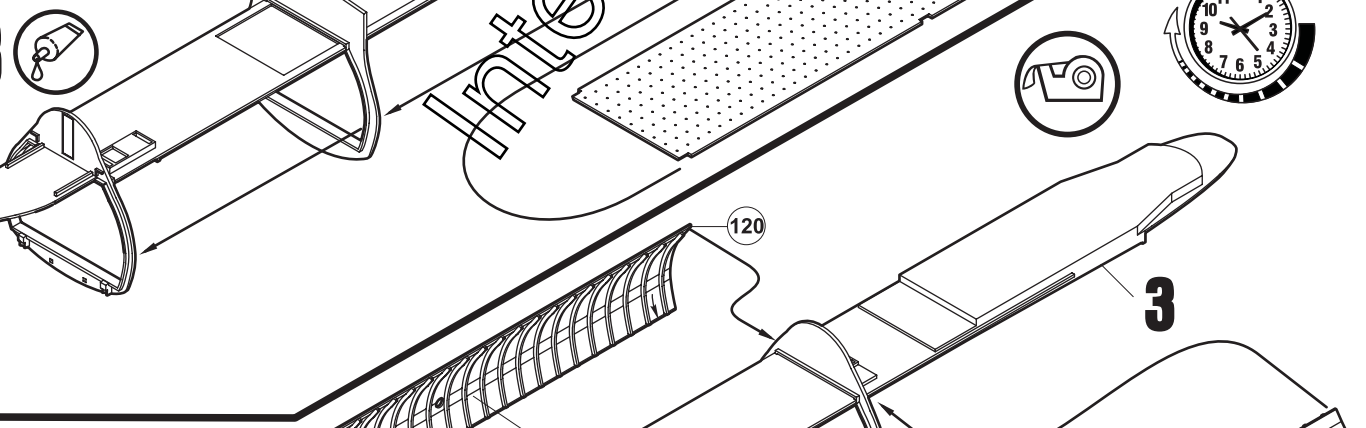
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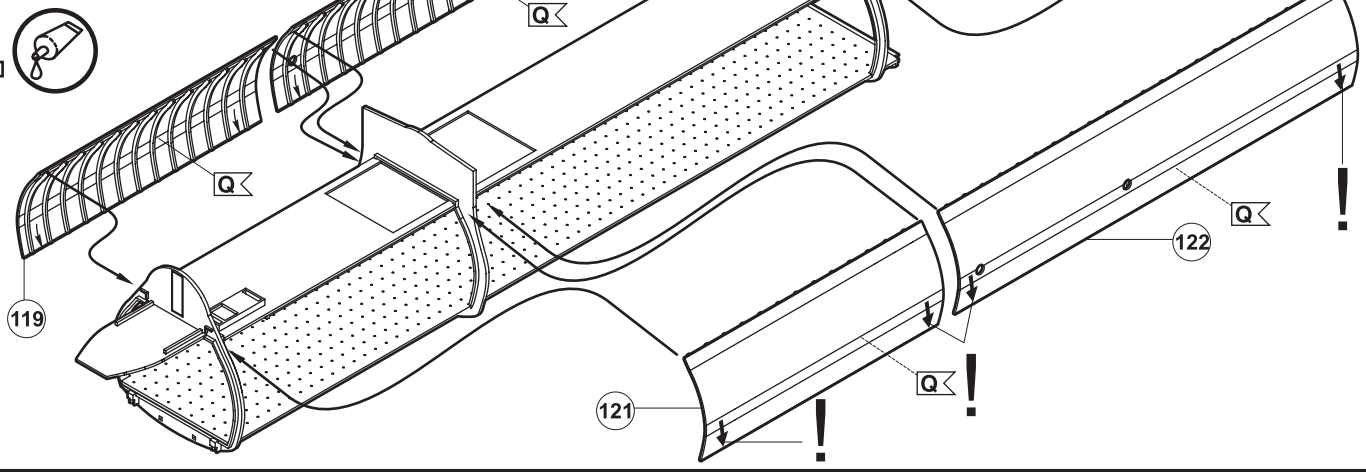
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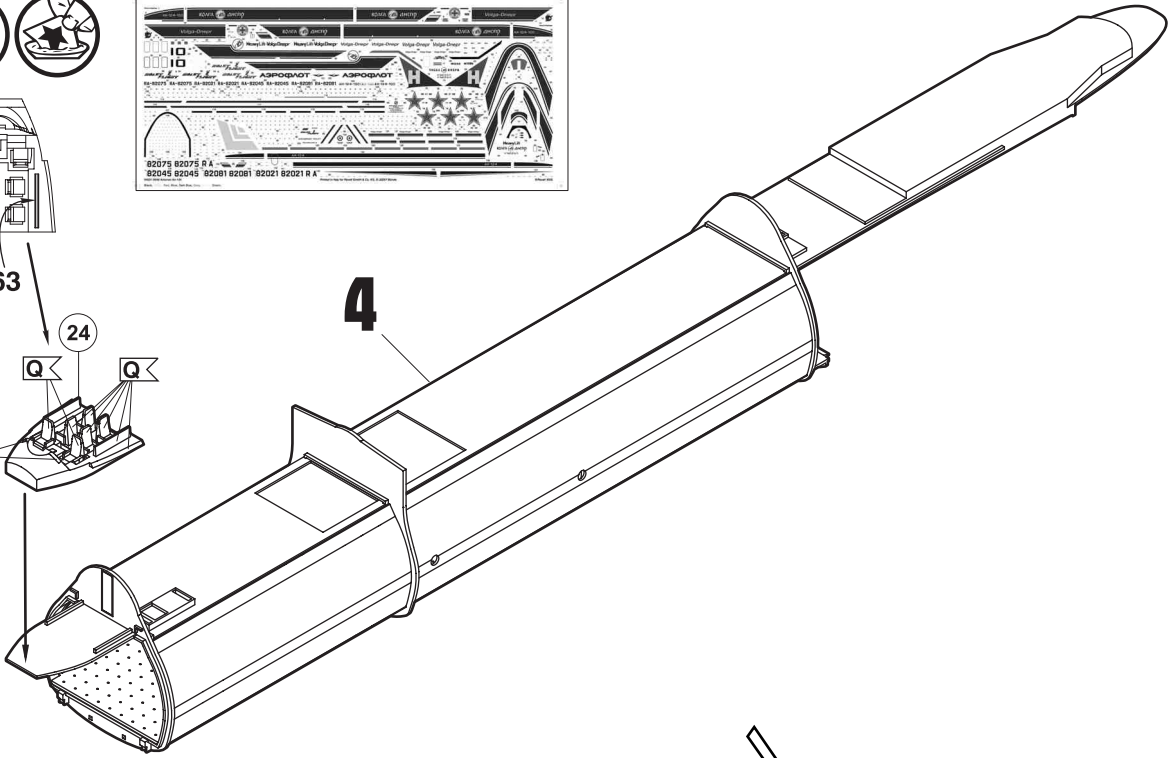
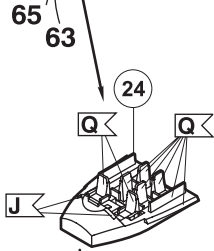
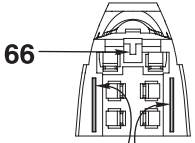
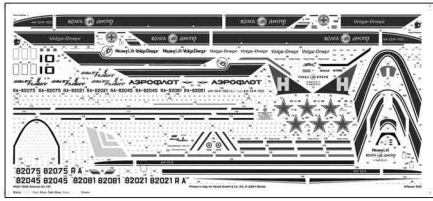


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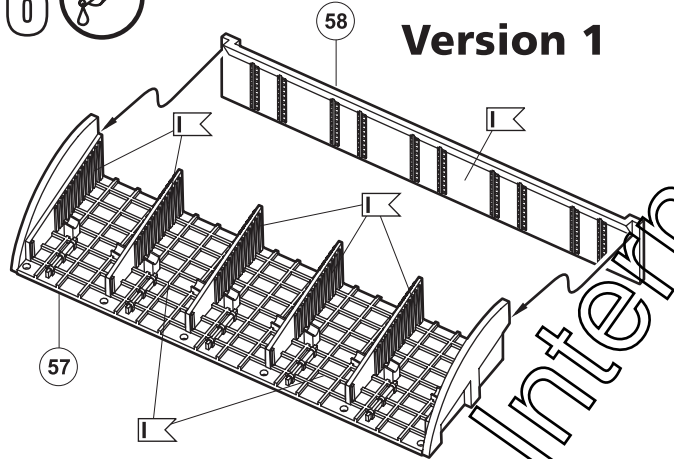


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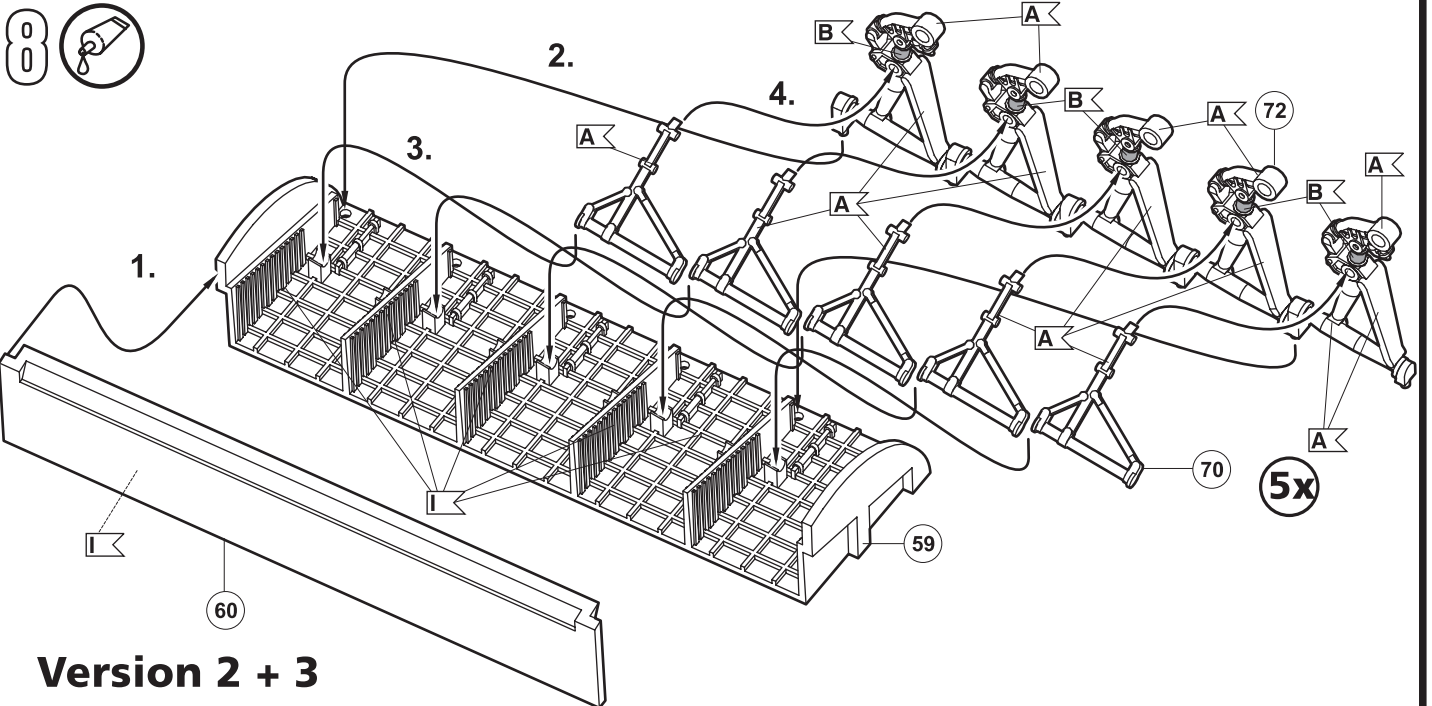
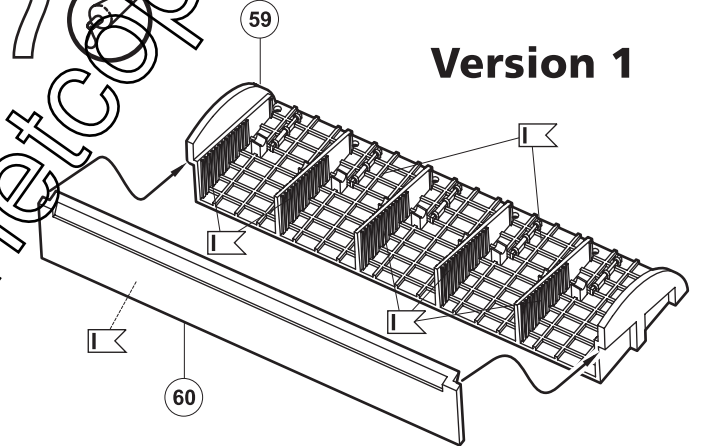




Version 1



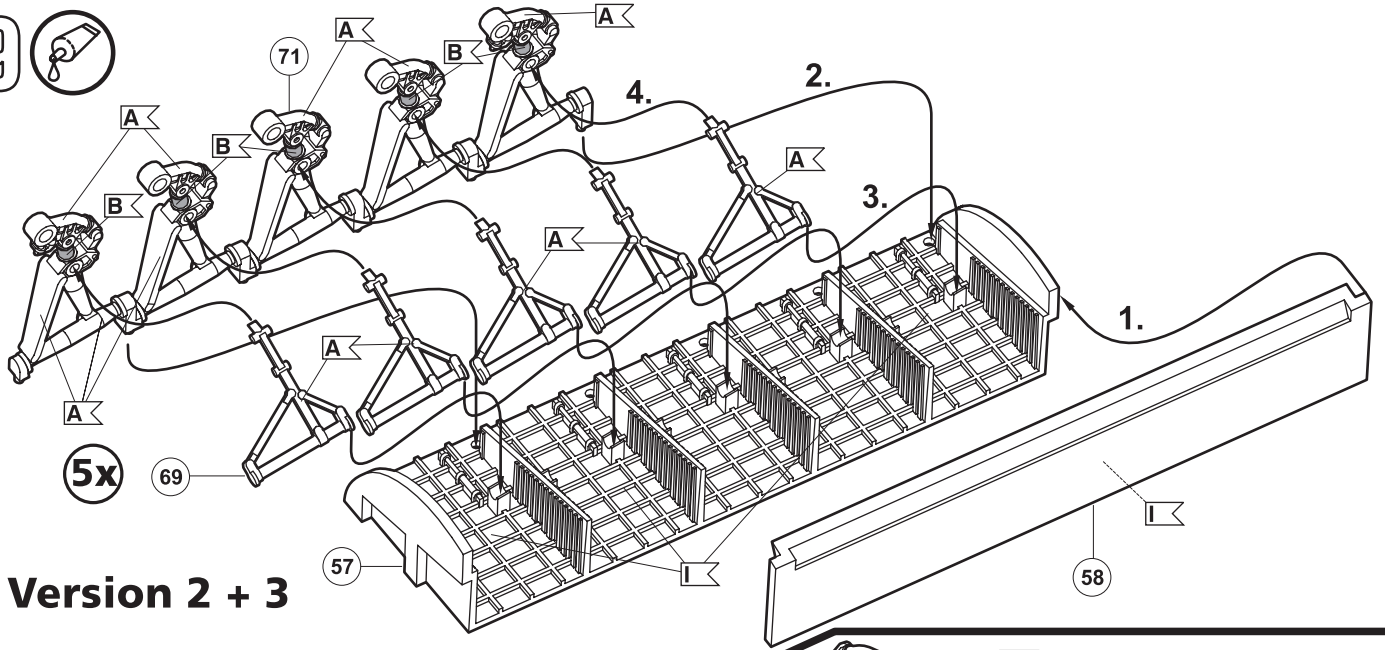
Version 1



Version 2 + 3

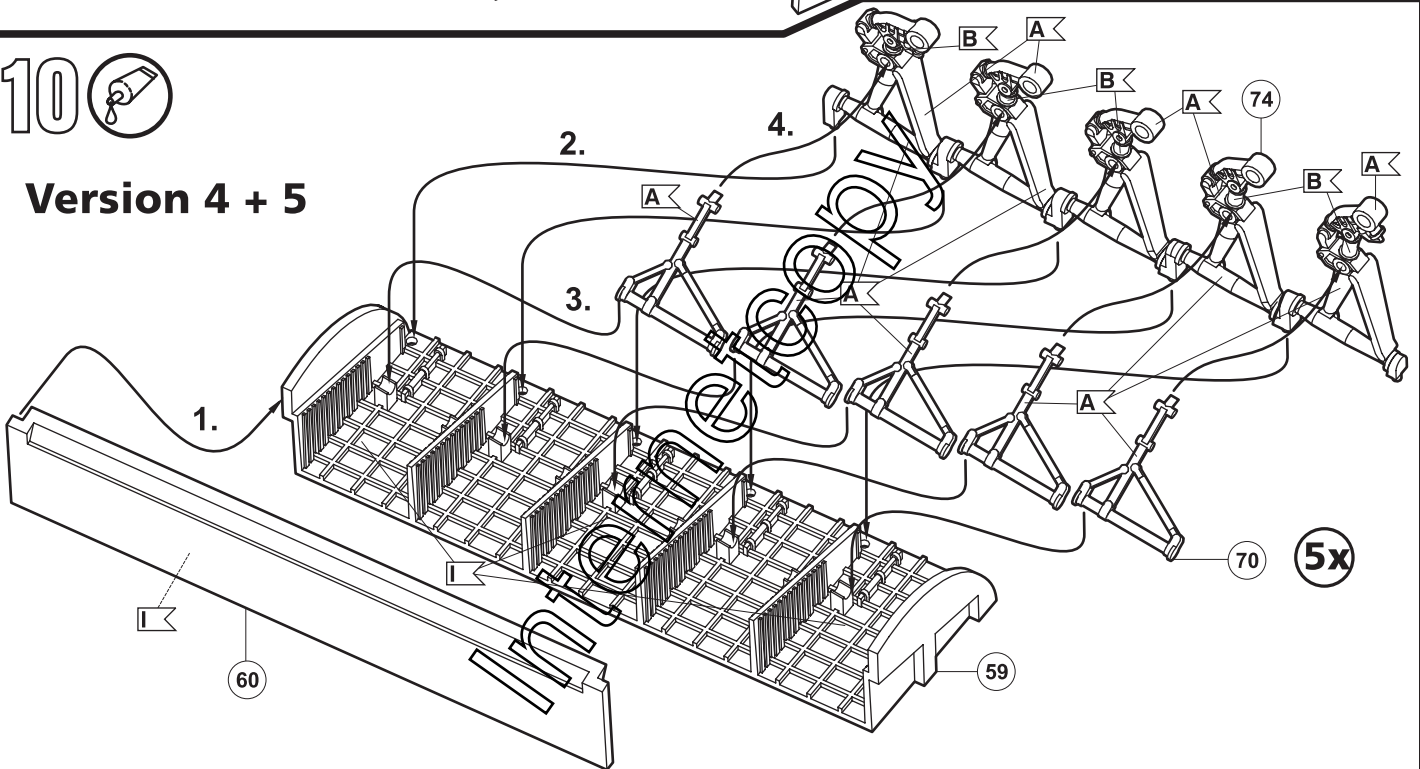


9



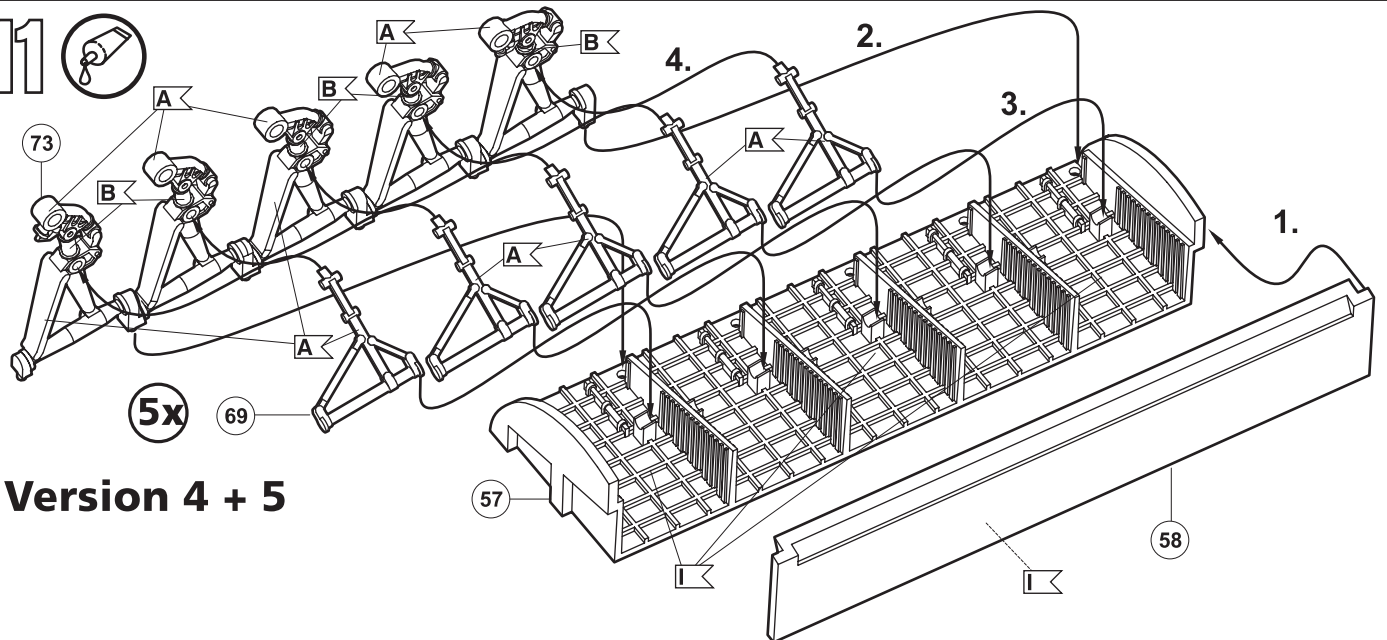
Version 2 + 3

10



Version 4 + 5

11



Version 4 + 5

12 

7/8/10

6/9/11

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5

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91

Version 3 + 5

12

13 

Internetcopy

?

128

126

127

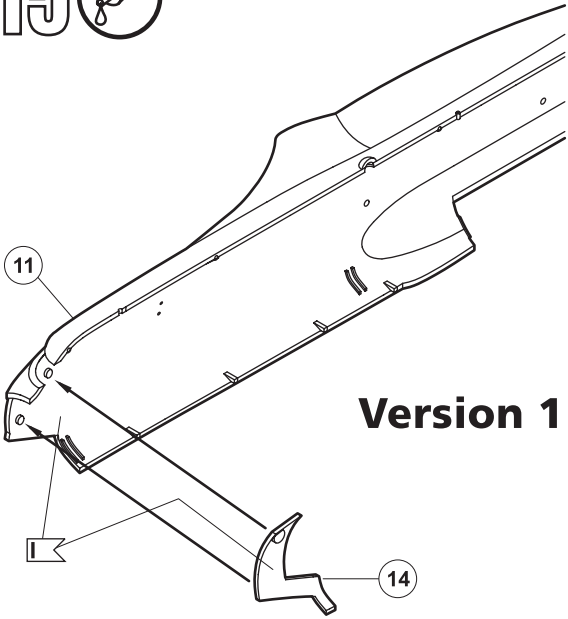
Q

14 

Version 3 + 5

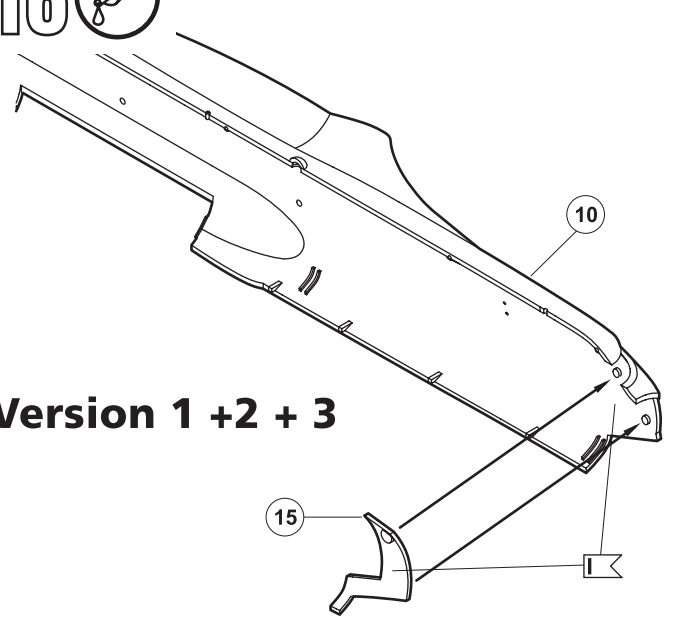
13

15 



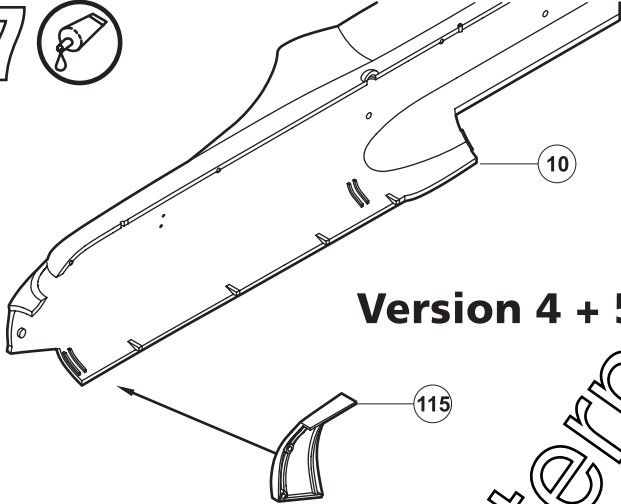
**Version 1 +2 +3**

16 



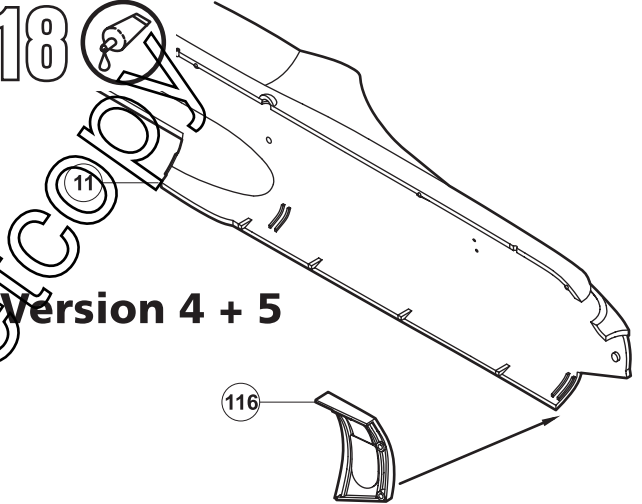
**Version 1 +2 +3**

17 



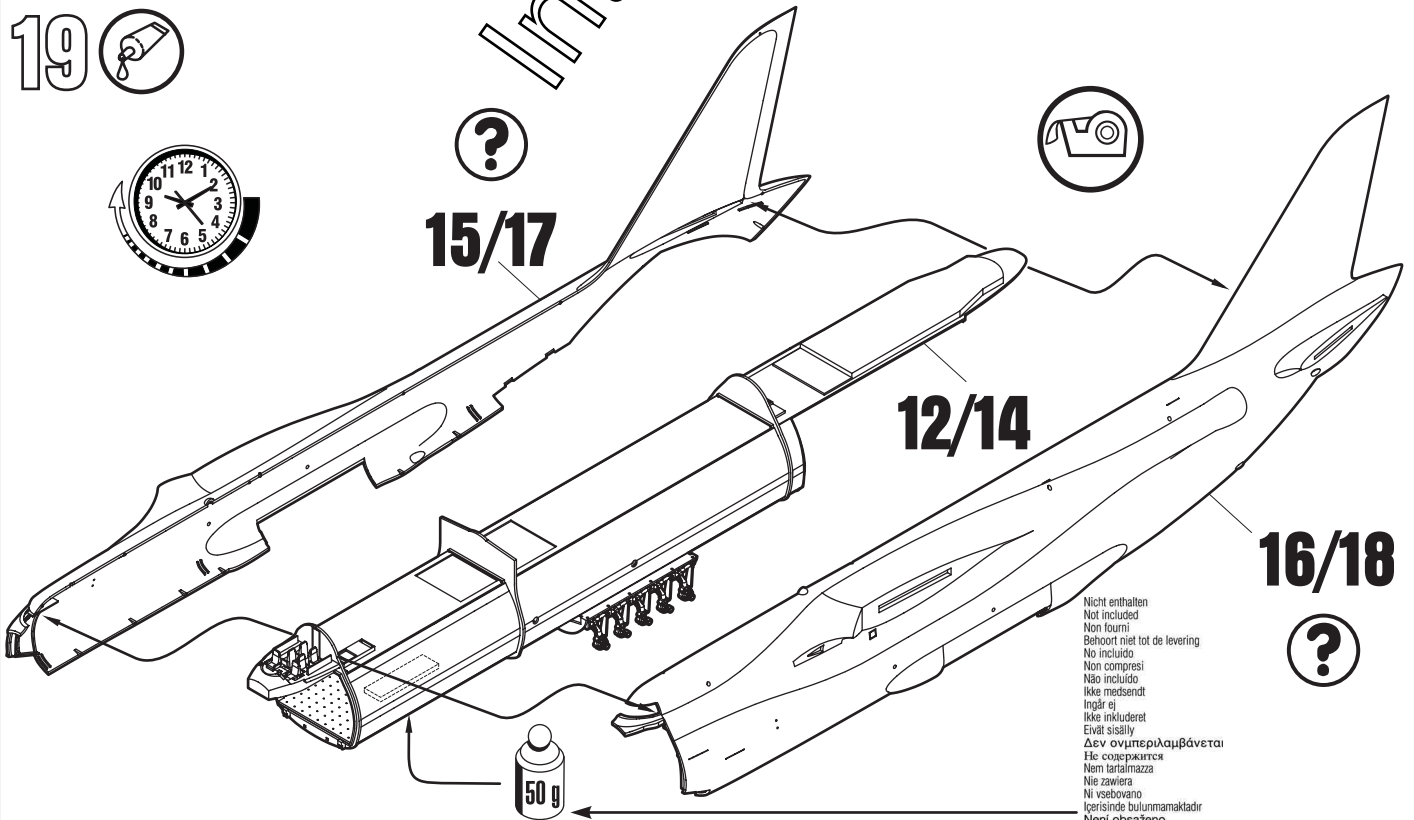
**Version 4 + 5**

18 



**Version 4 + 5**

19 



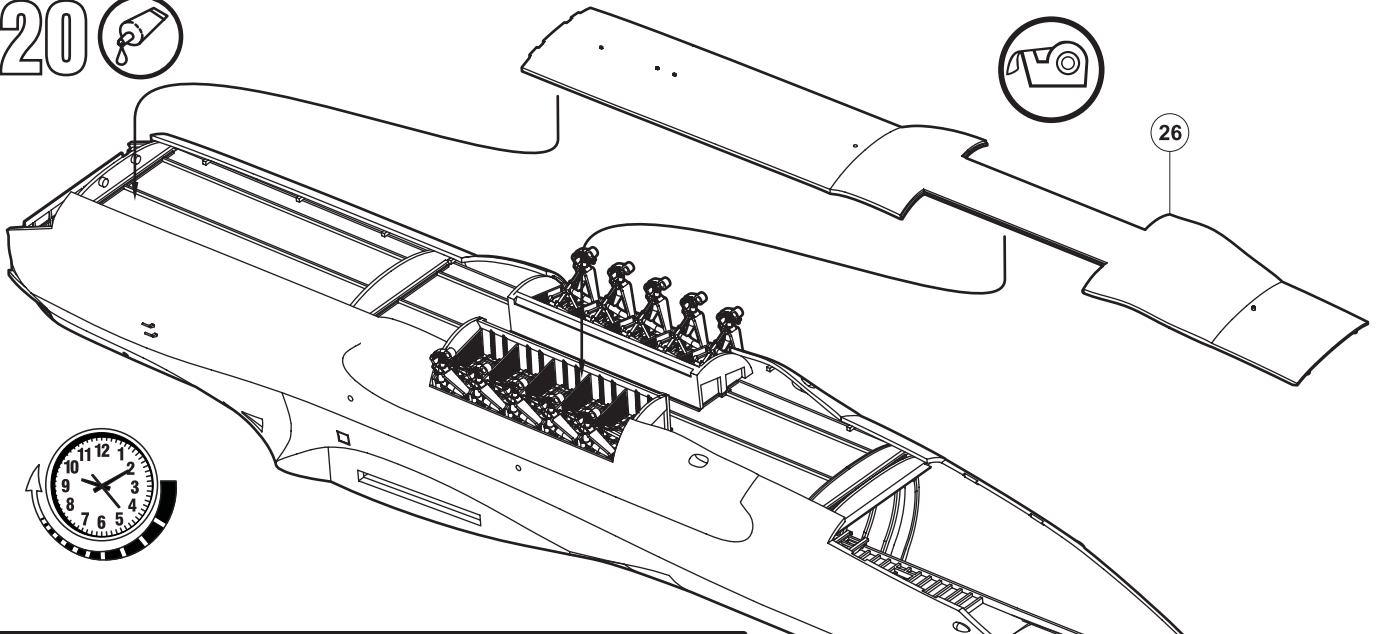
**15/17**

**12/14**

**16/18**

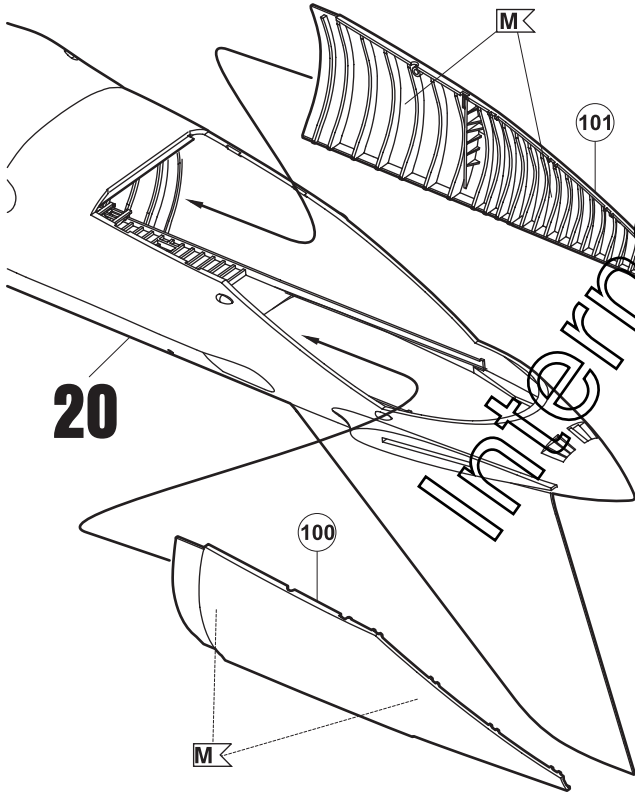
Nicht enthalten  
Not included  
Non fourni  
Behoort niet tot de levering  
No included  
Non compresi  
Nao incluido  
Ikke medsendt  
Ingår ej  
Ikke inkluderet  
Eivät sisälly  
Δεν συμπεριλαμβάνεται  
Не содержится  
Nem tartalmazza  
Nie zawiera  
Ni vsebovano  
İçerisinde bulunmamaktadır  
Neni obsaženo

20 



21 

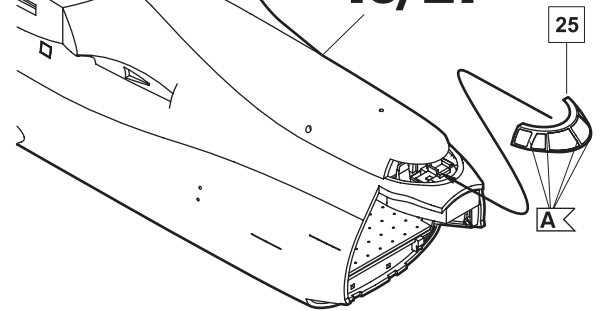
Version 3 + 5



19

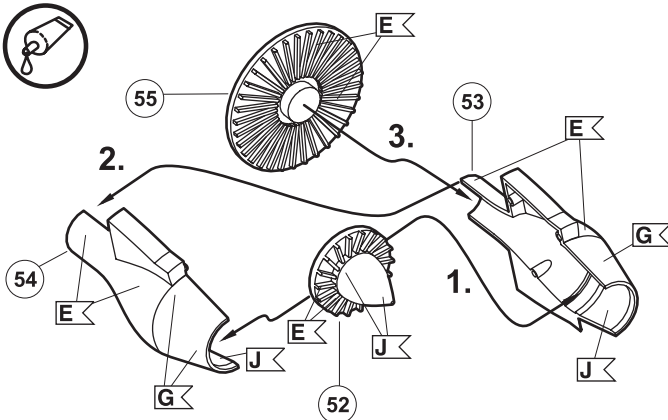
22 

19/21



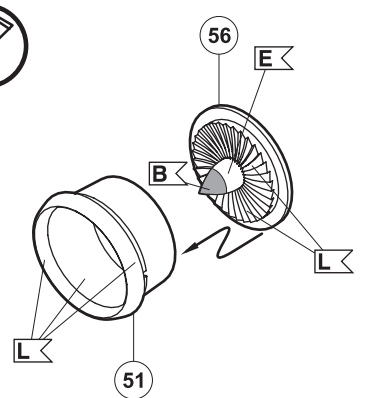
23 

4x

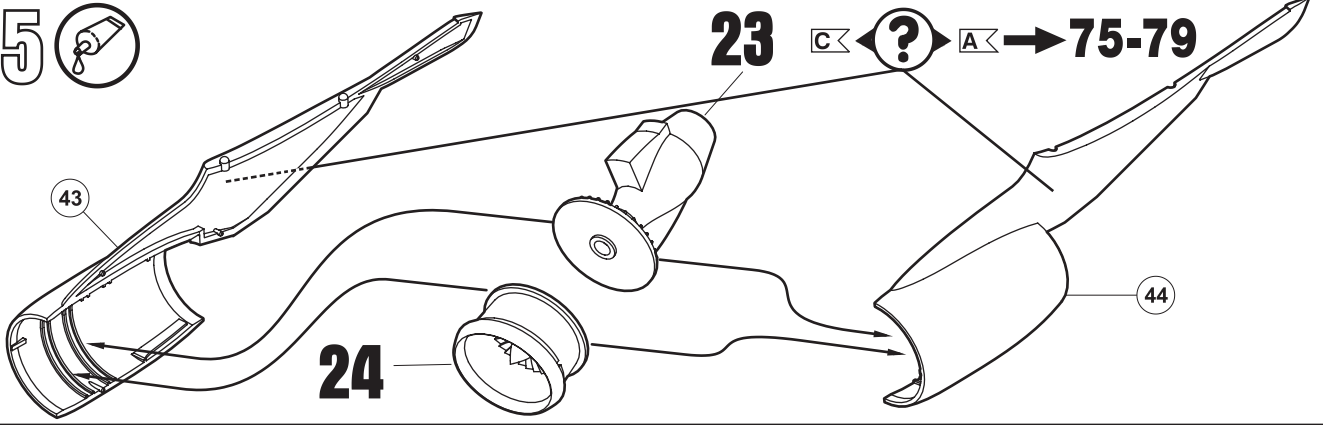


24 

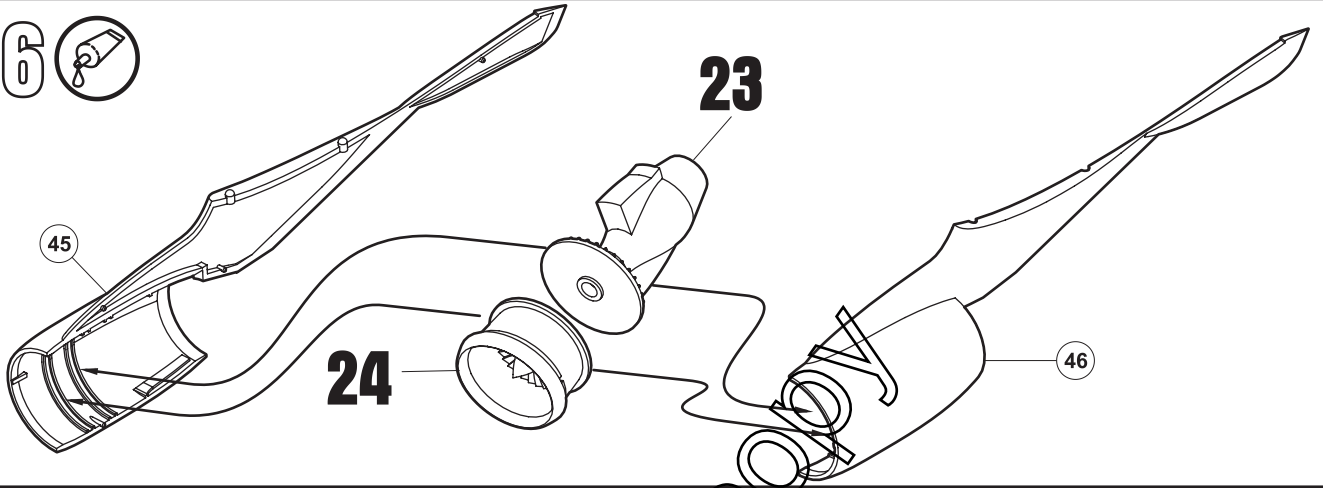
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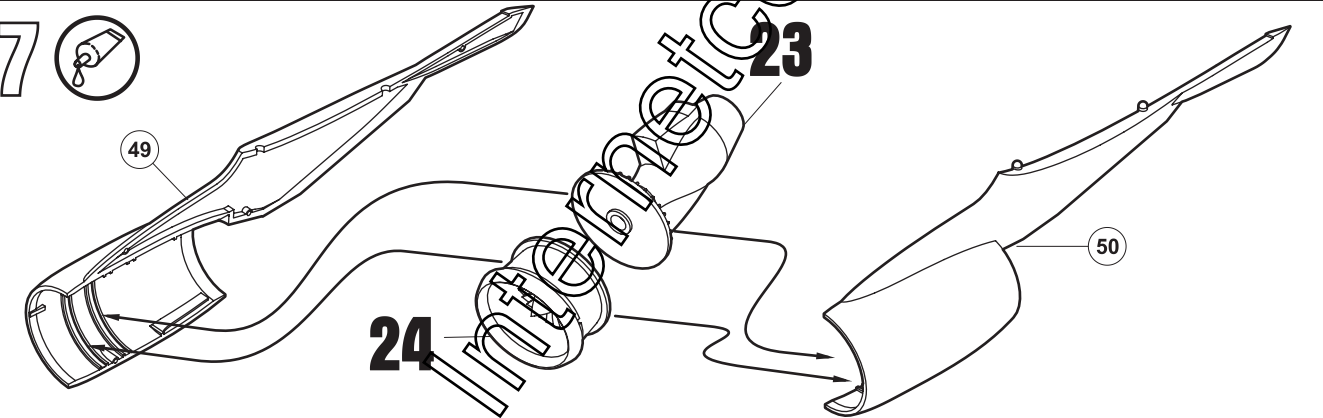
25 



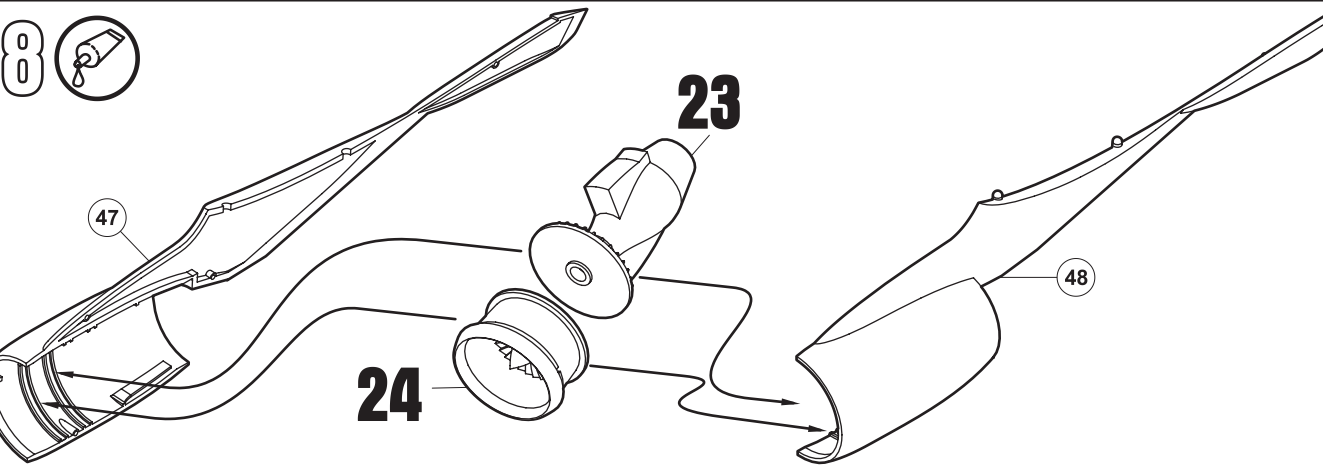
26 



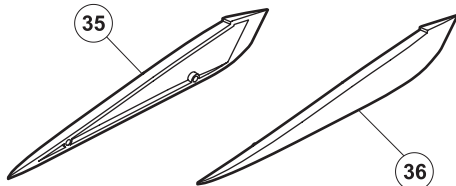
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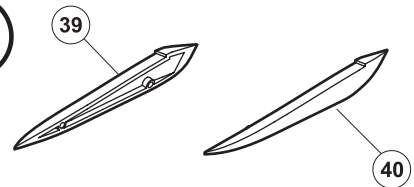
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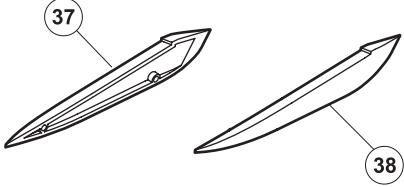
29 



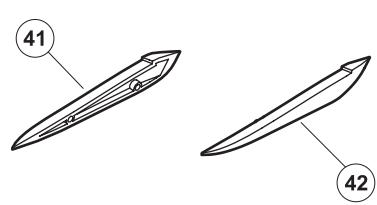
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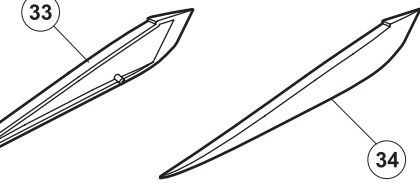
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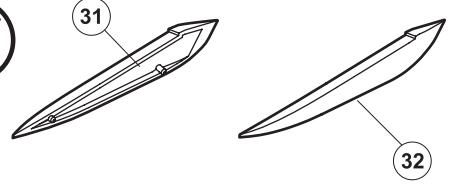
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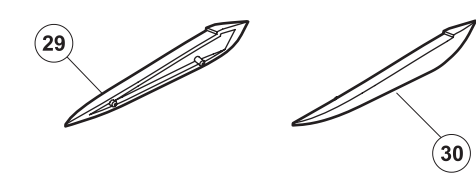
33 



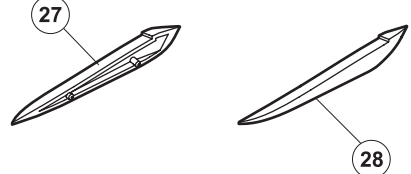
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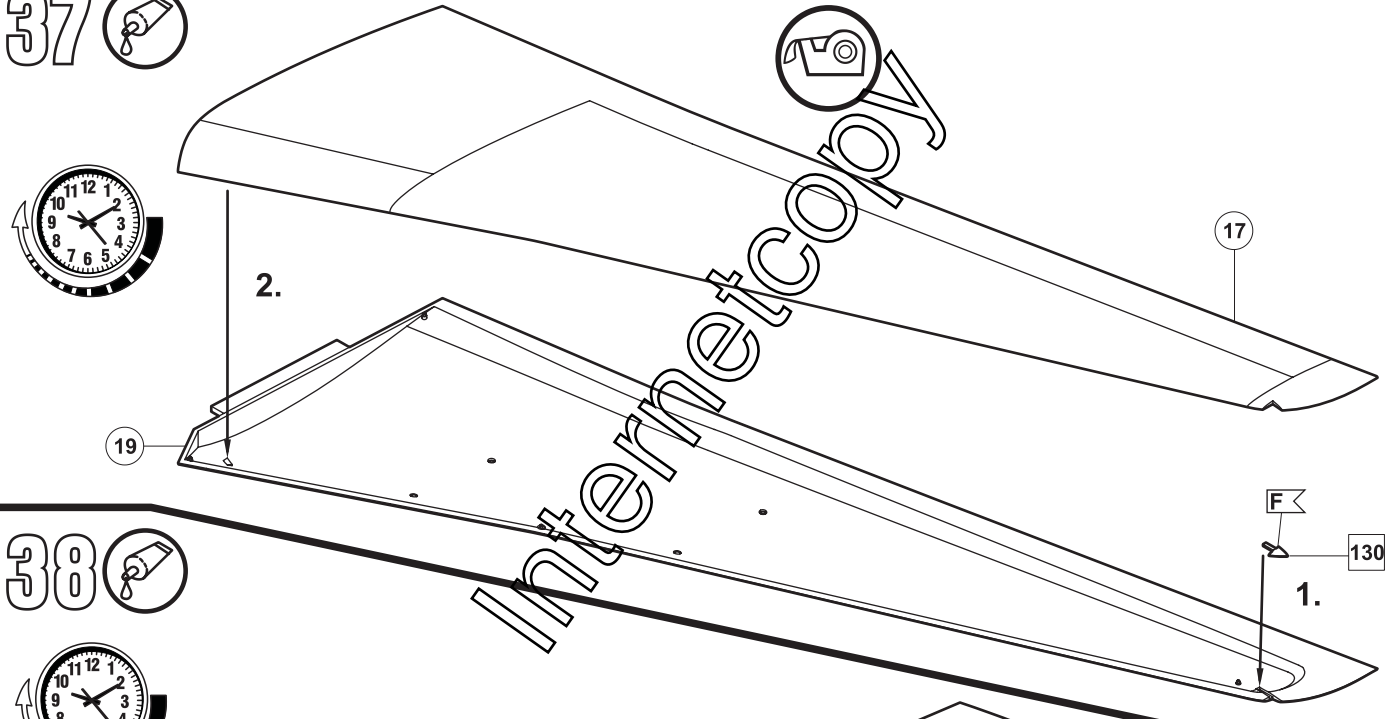
35 



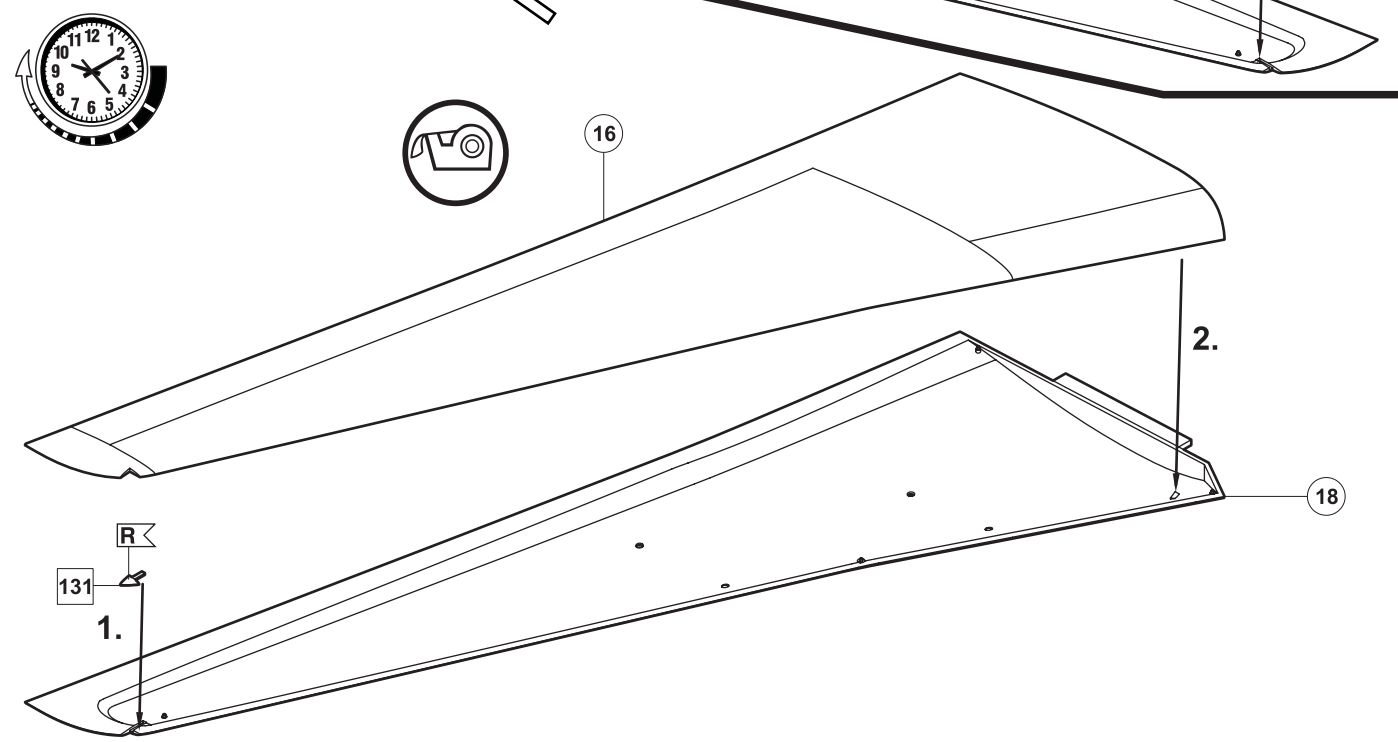
36 



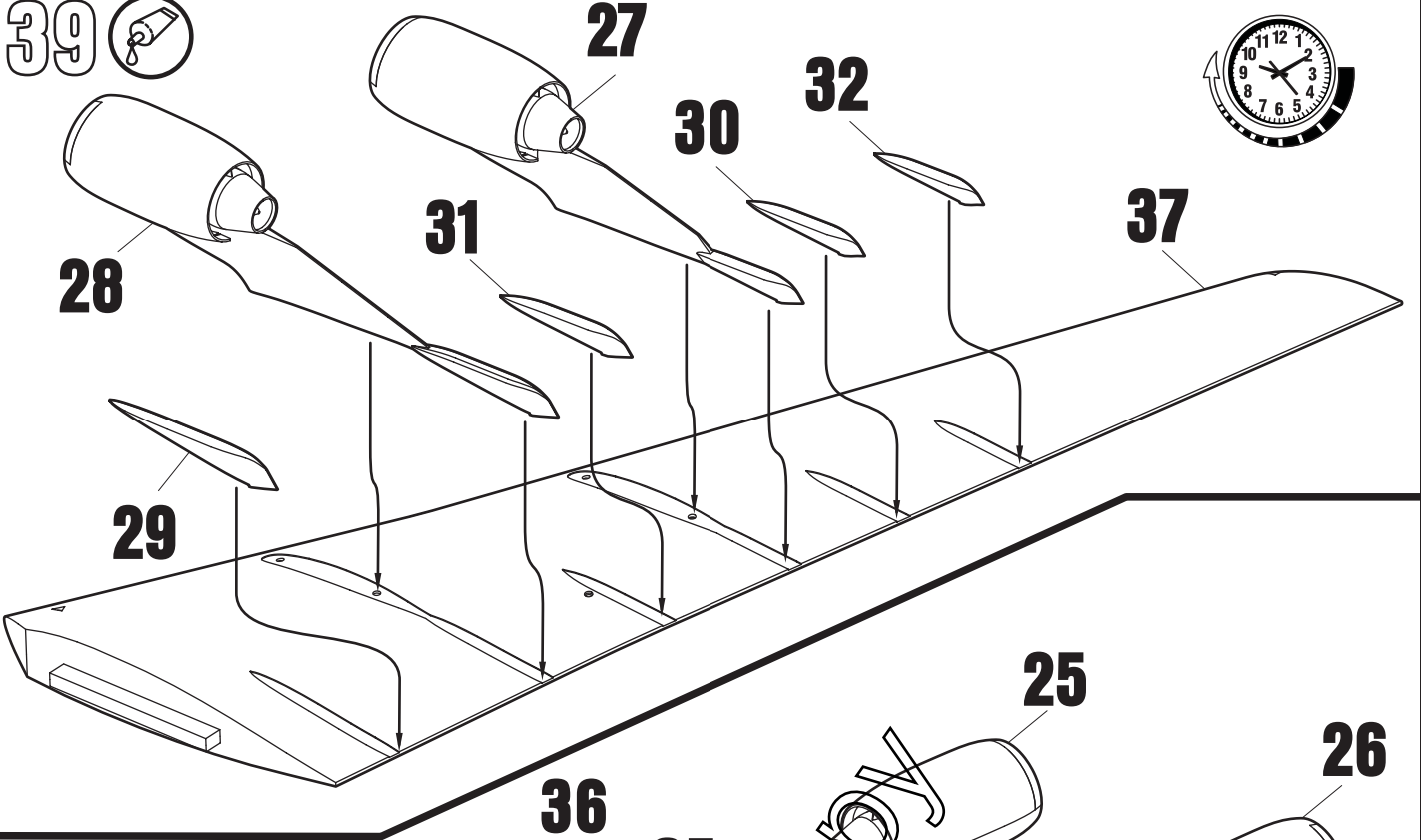
37 



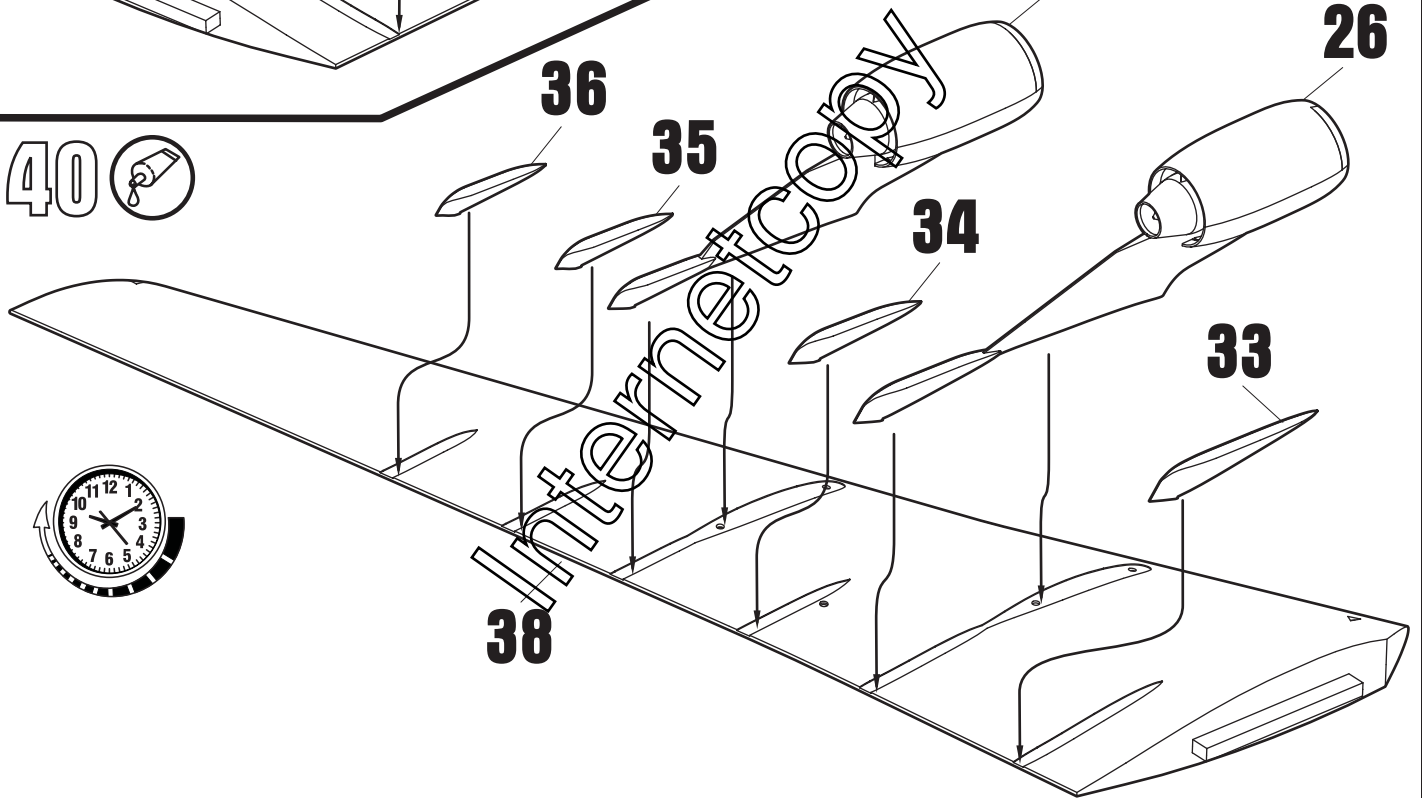
38 



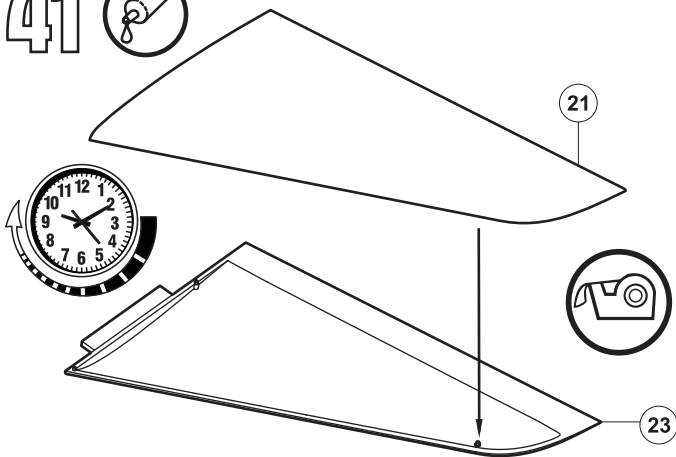
39 



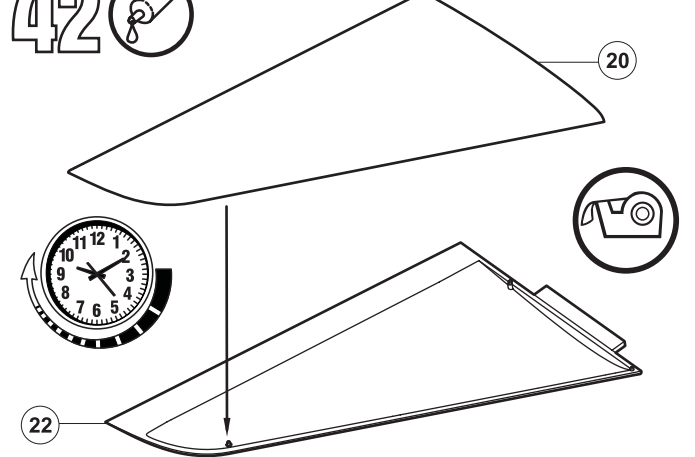
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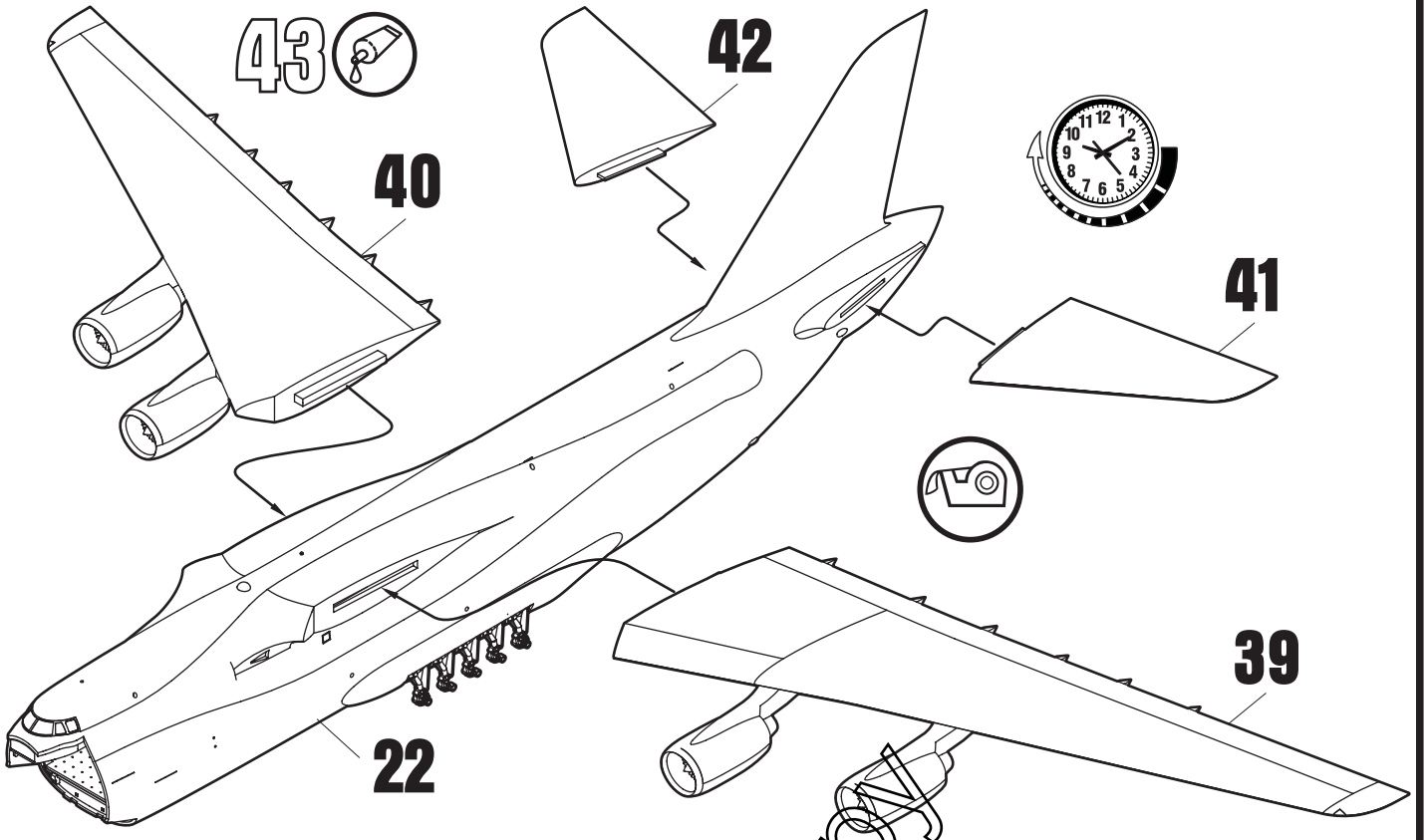


41 

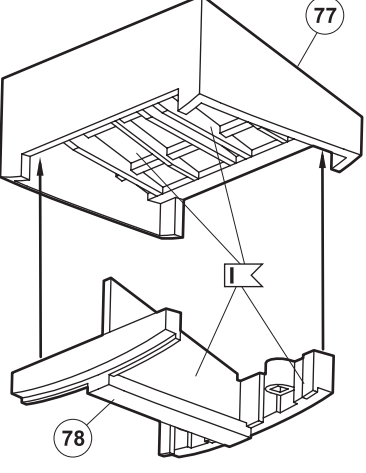


42 

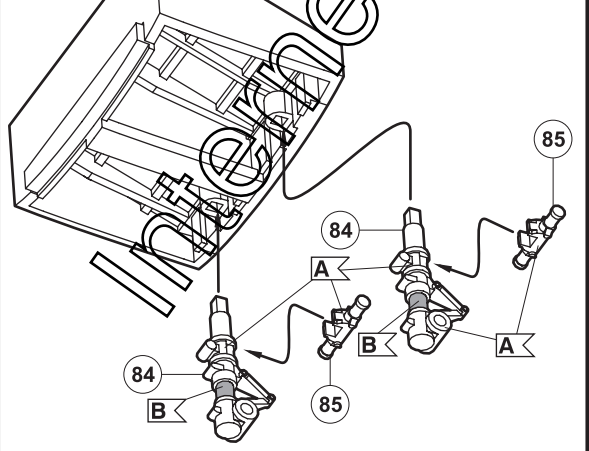




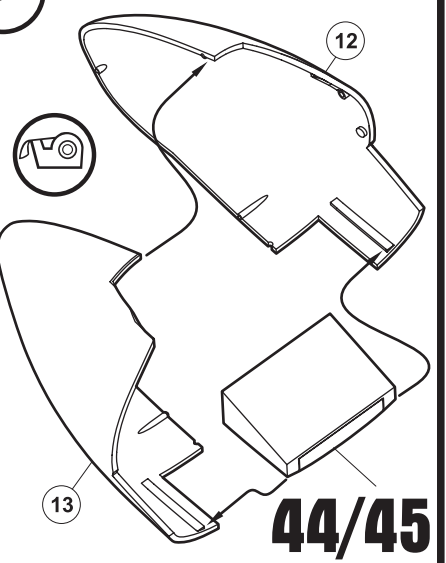
**44** **Version 1 + 2 + 3**



**45** **44** **46** **Version 2 + 3**

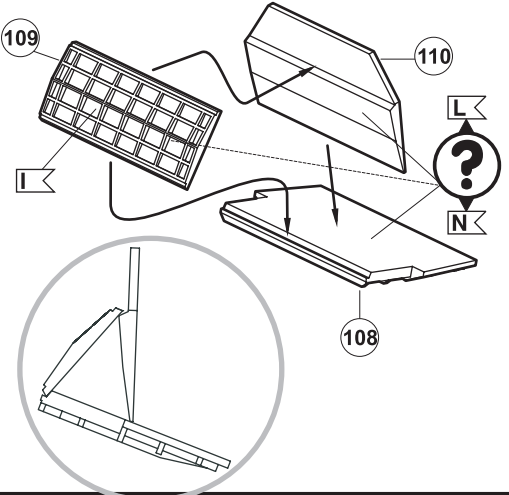


**Version 1 + 2 + 3**

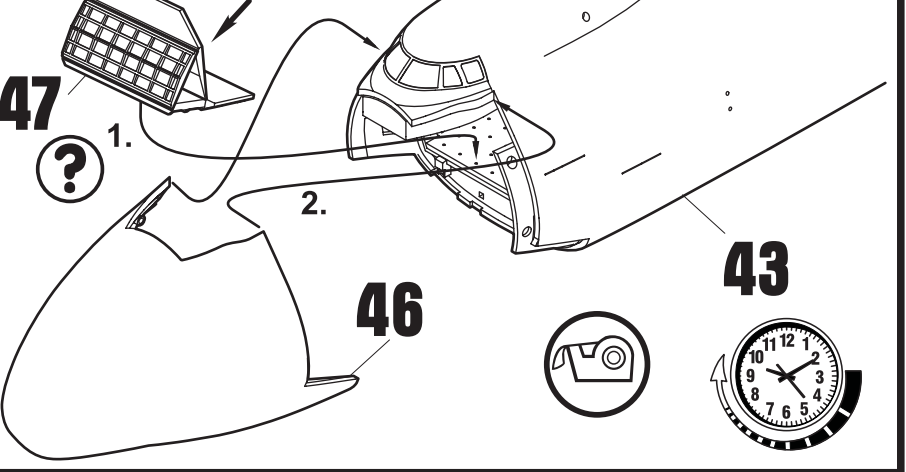


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**47** **Version 3**



**48** **Version 1 + 2 + 3**  
**Version 3**

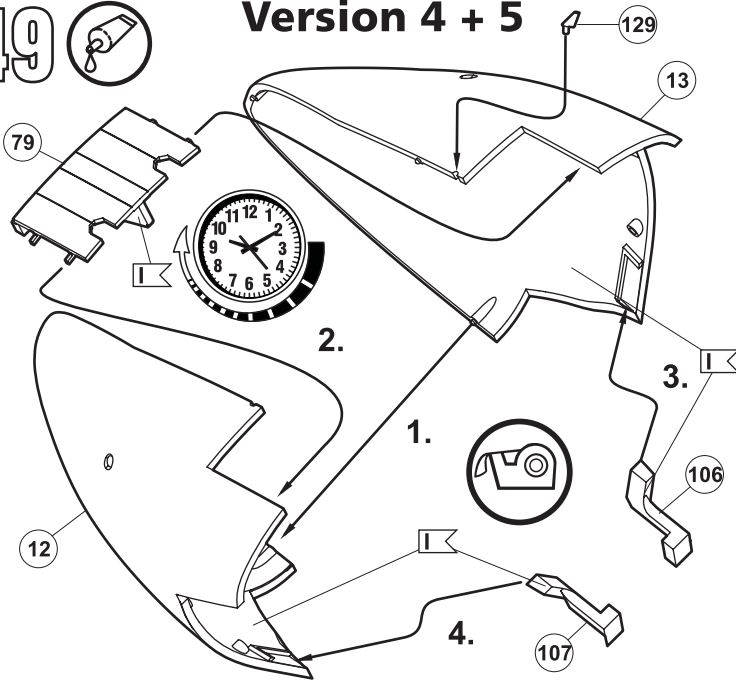


**43**



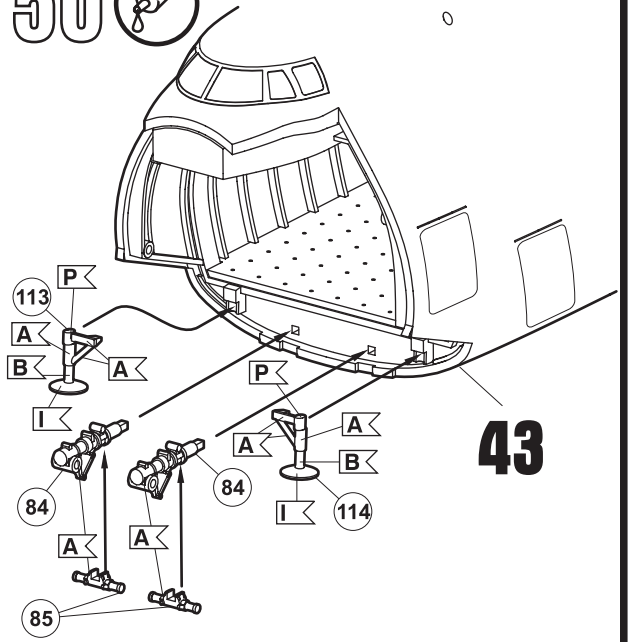
49

Version 4 + 5



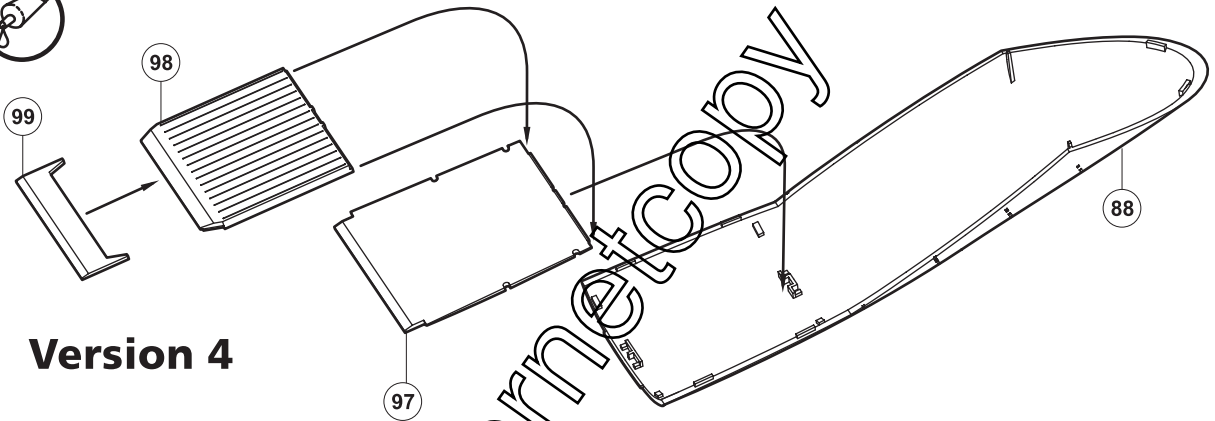
50

Version 4 + 5



51

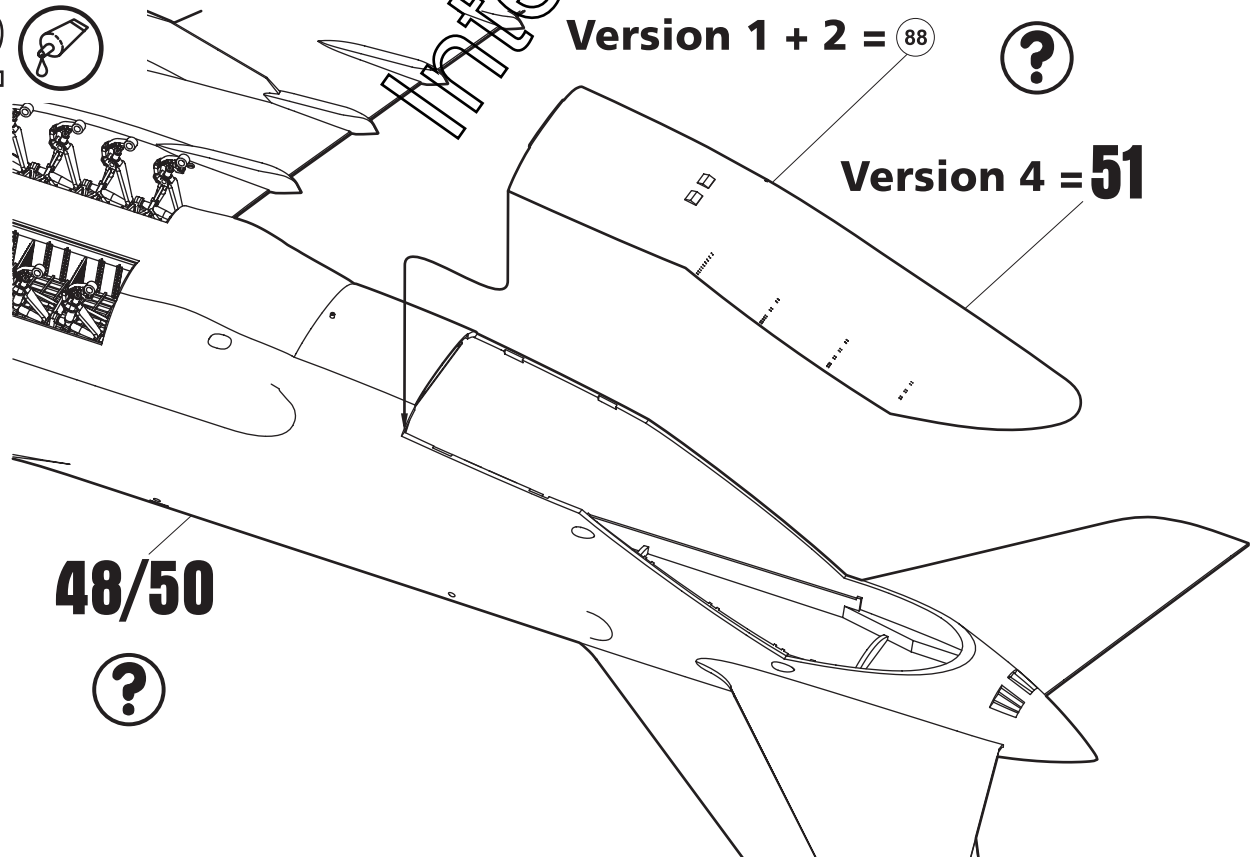
Version 4



52

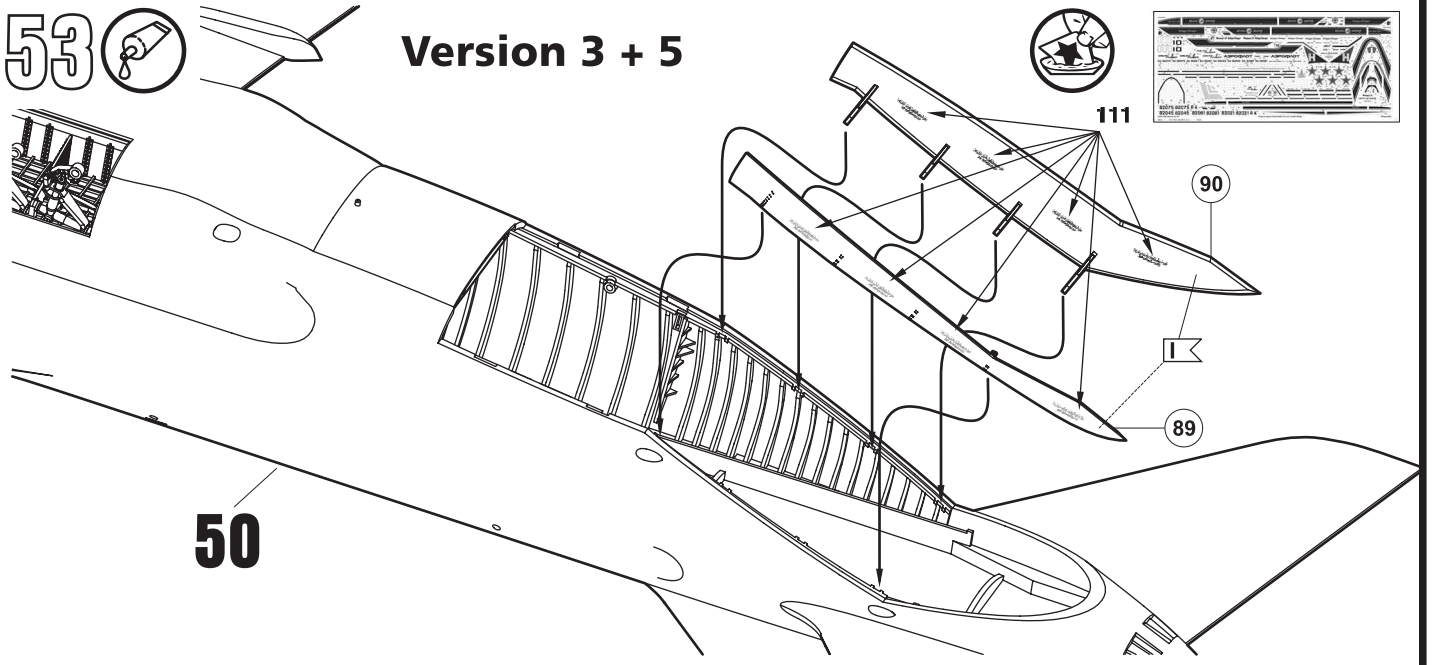
Version 1 + 2 = 88

Version 4 = 51



53 

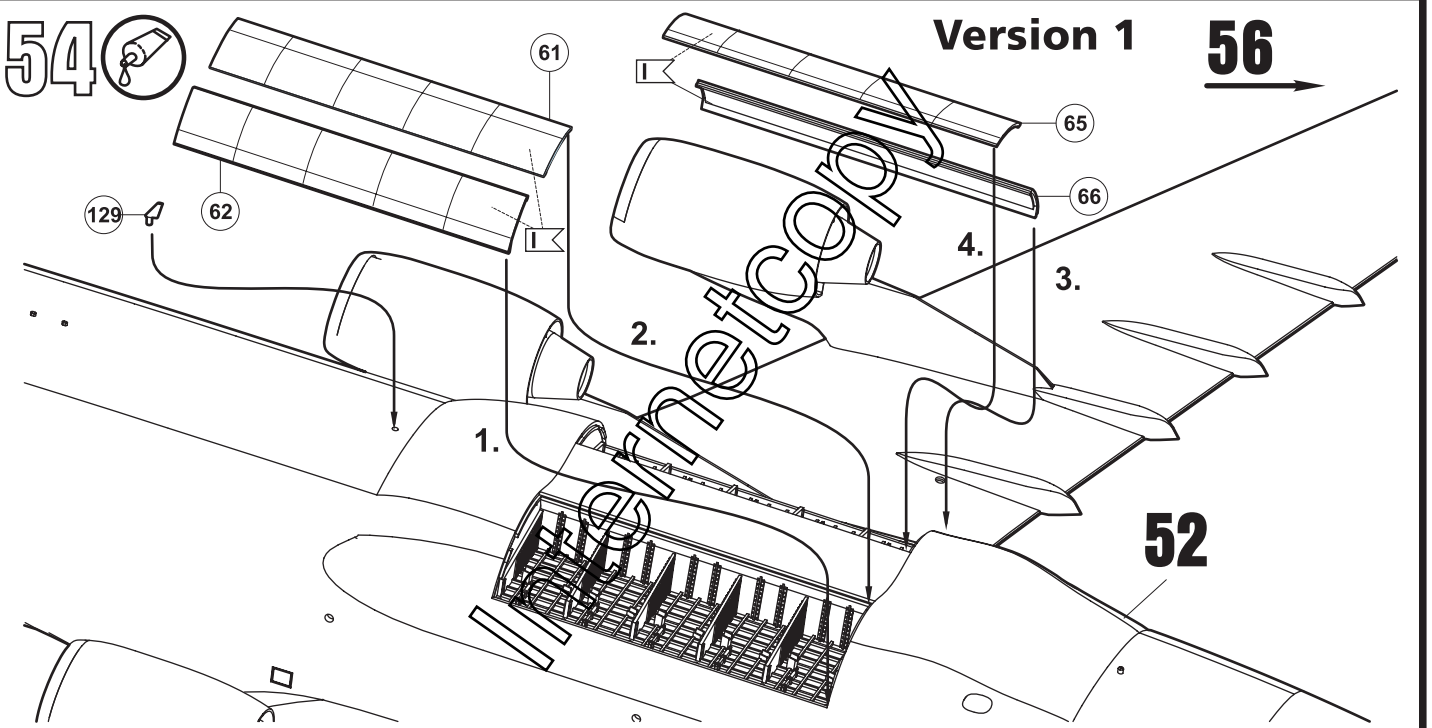
Version 3 + 5



54 

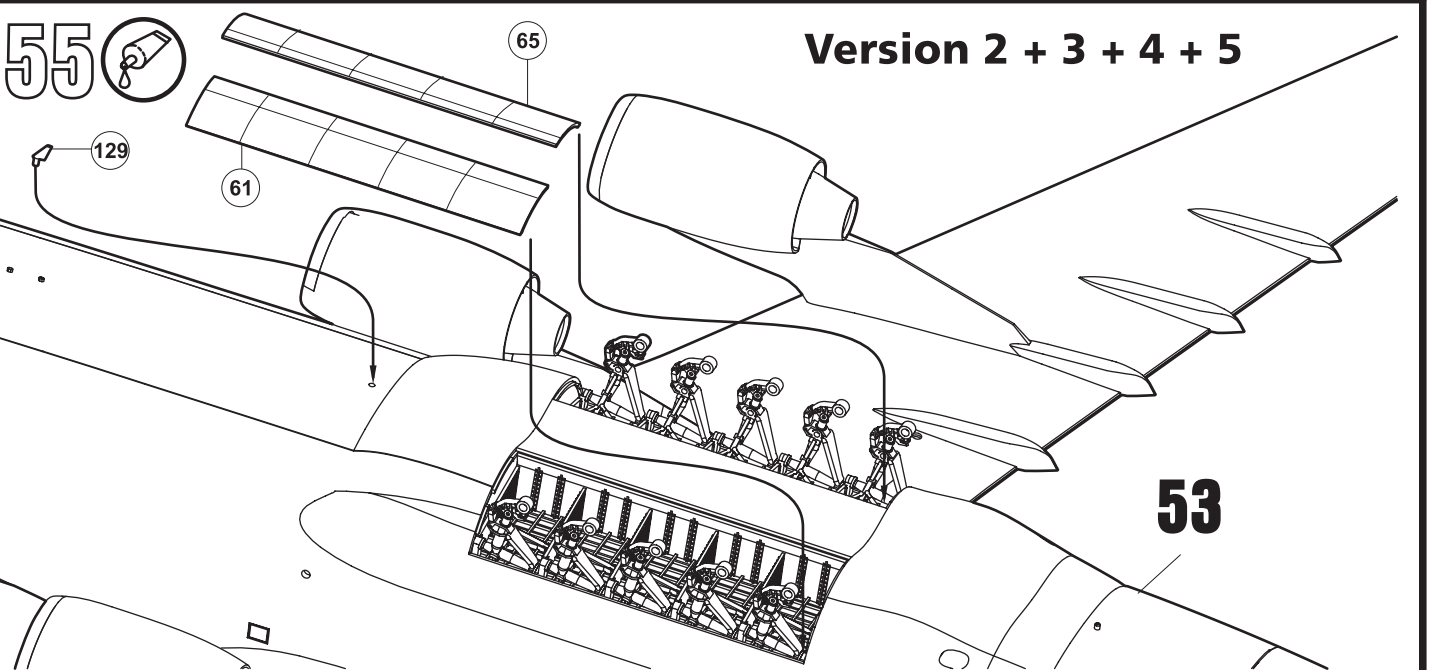
Version 1

56 



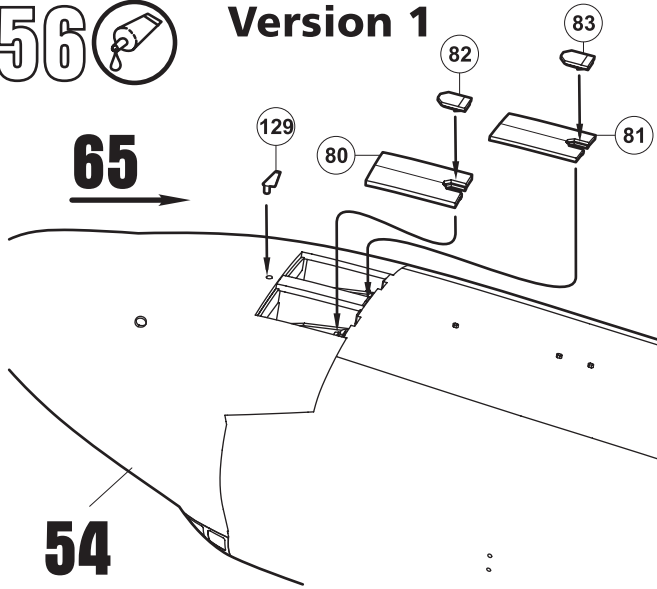
55 

Version 2 + 3 + 4 + 5



56

Version 1

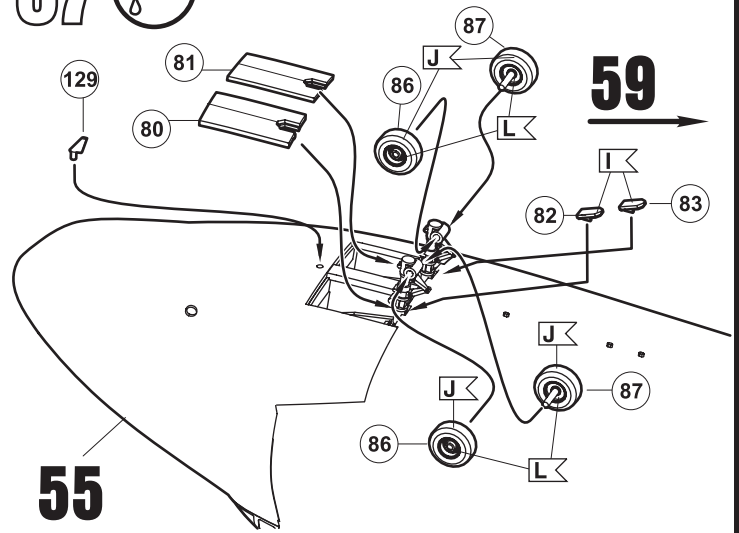


65

54

57

Version 2 + 3

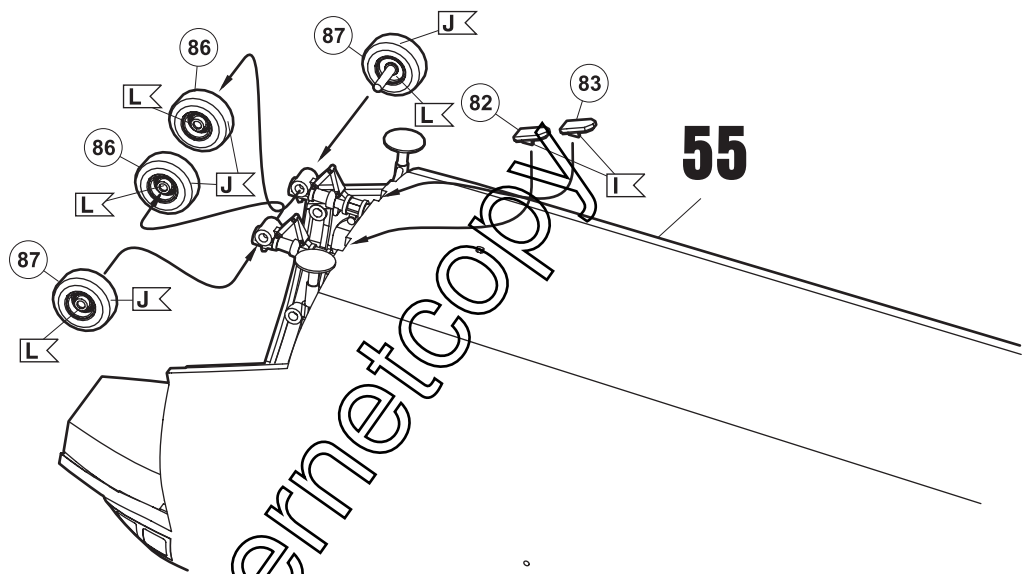


59

55

58

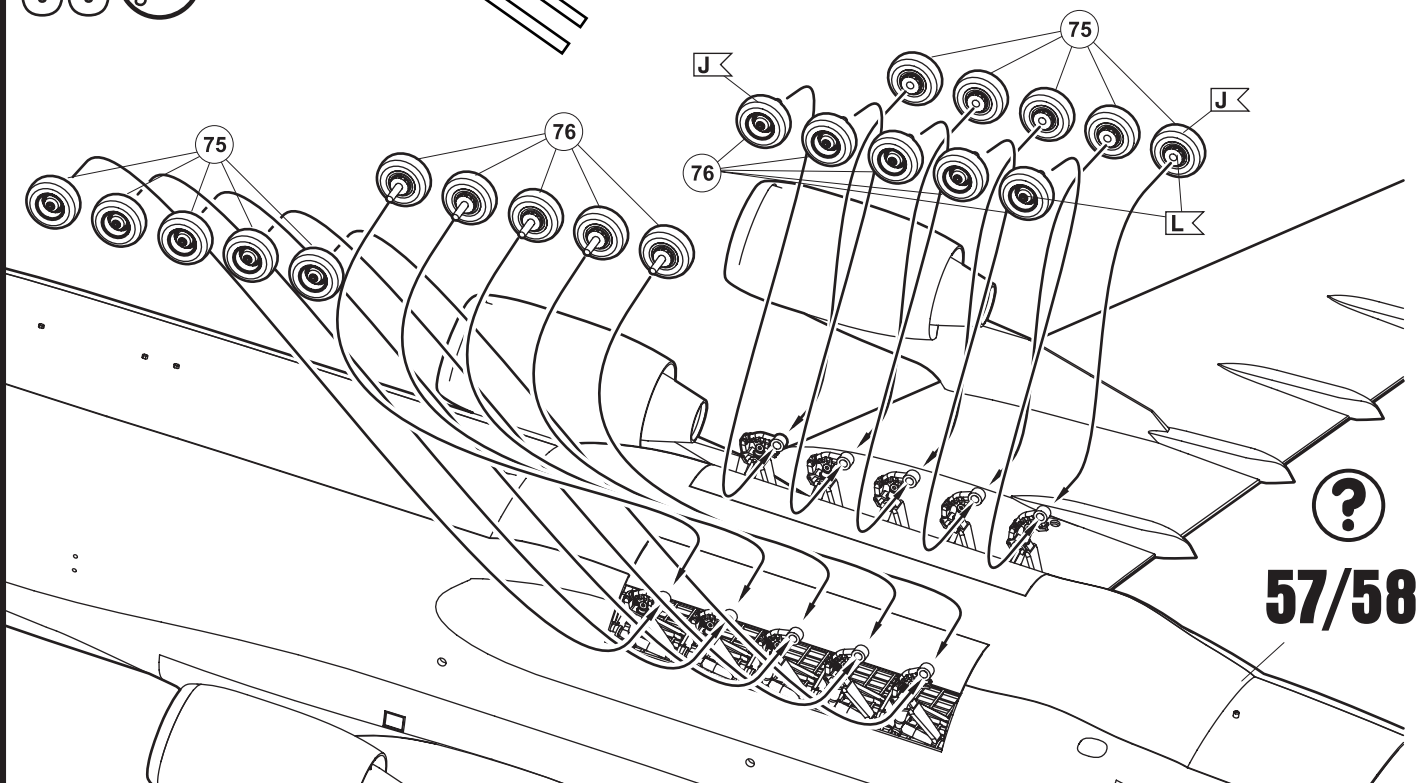
Version 4 + 5



55

59

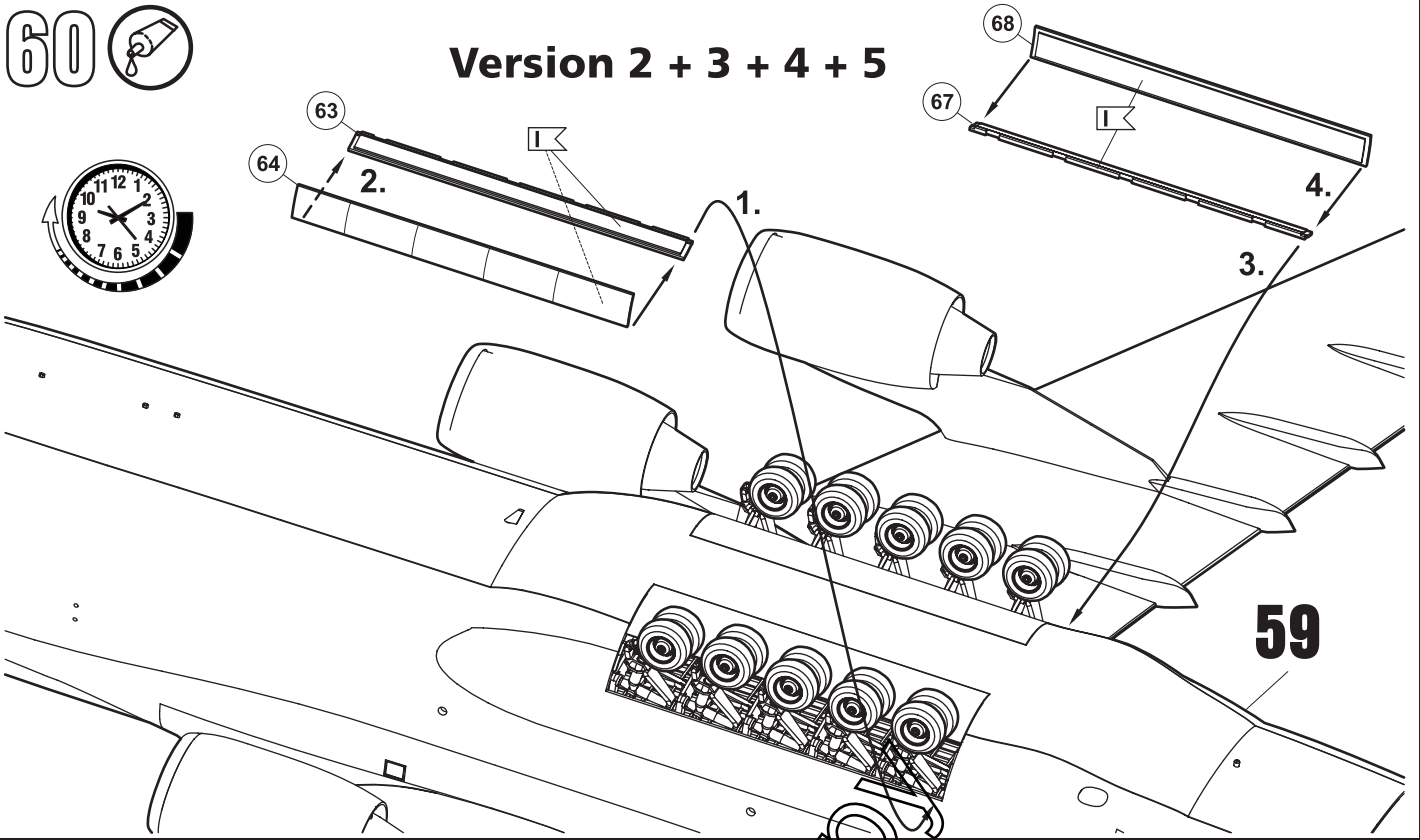
Version 2 + 3 + 4 + 5



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60 

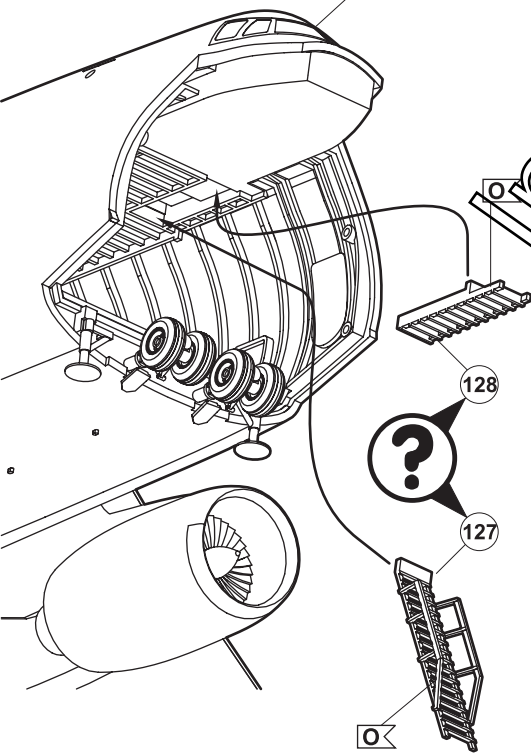
### Version 2 + 3 + 4 + 5



61 

### Version 4 + 5

60

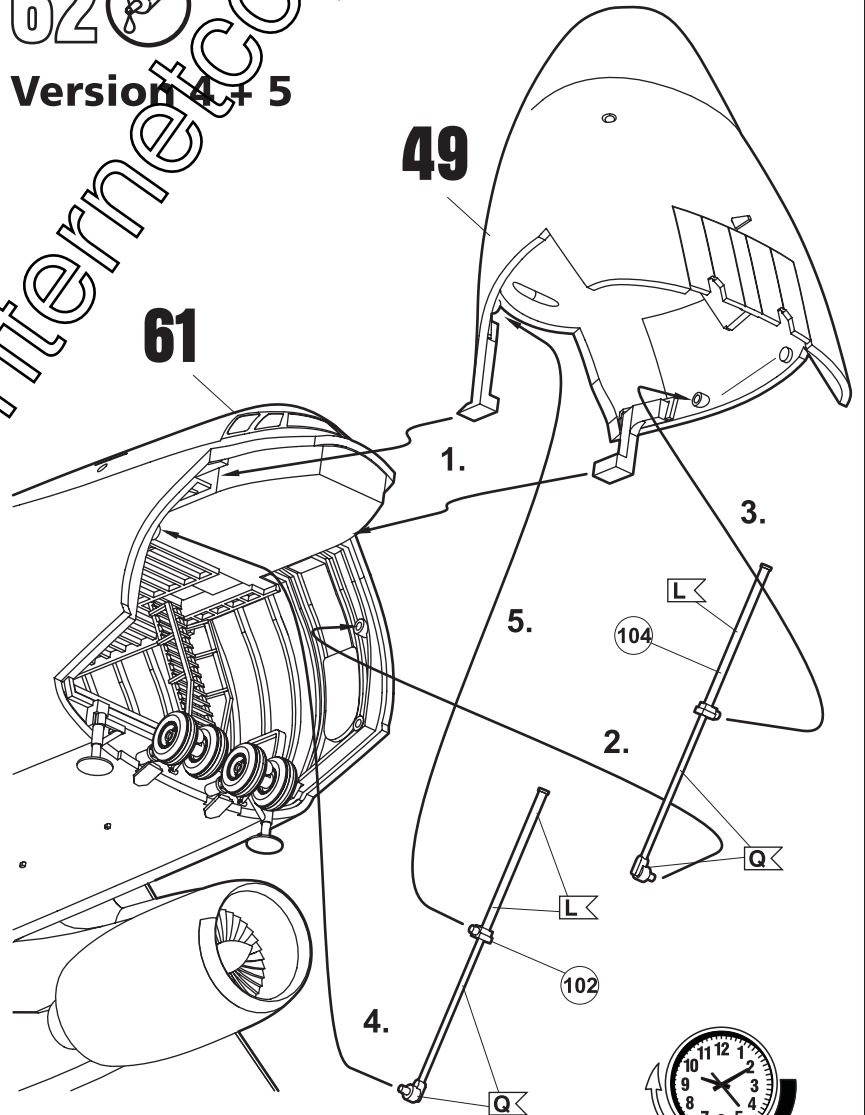


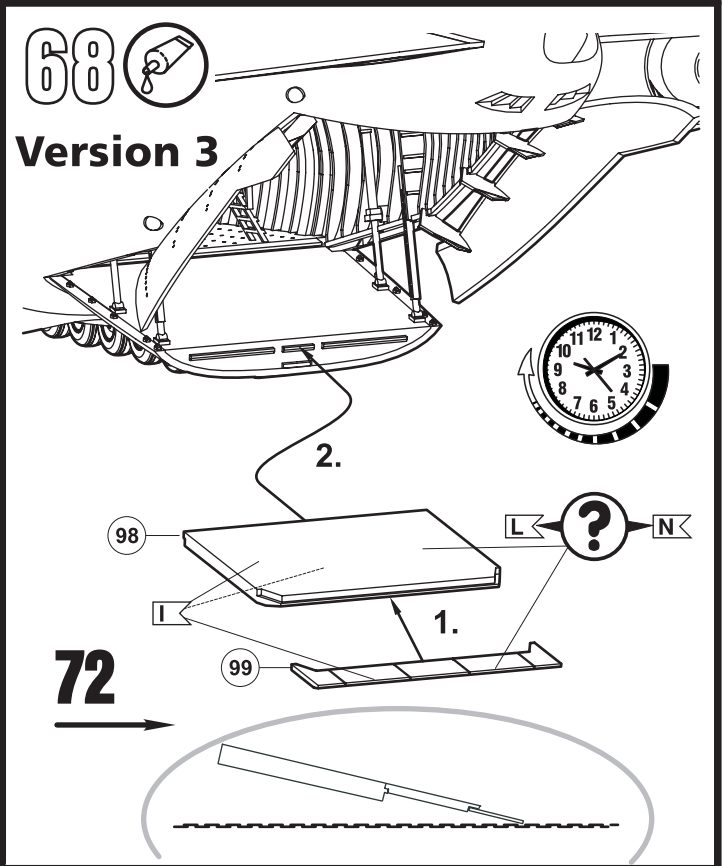
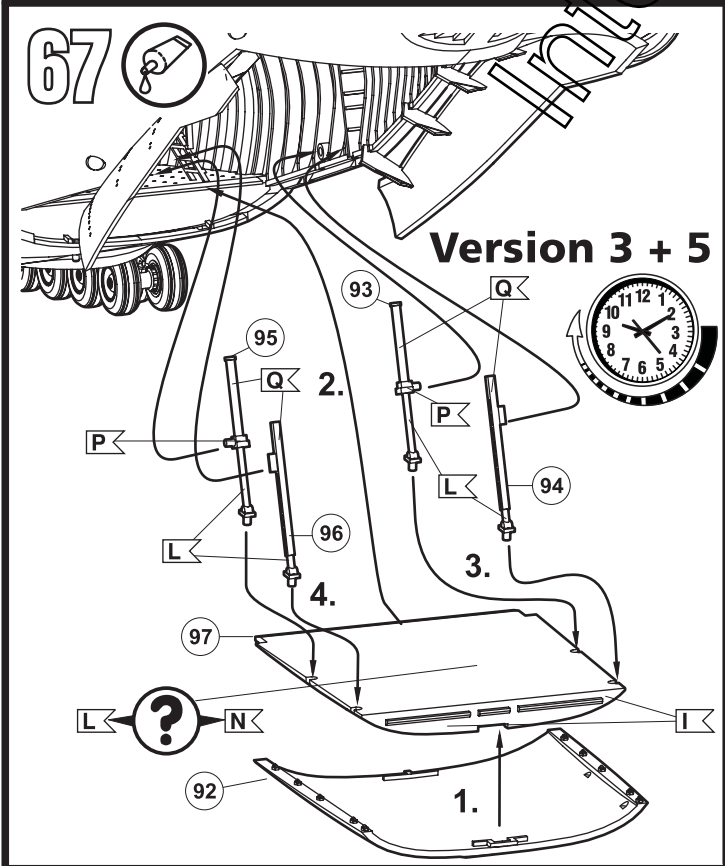
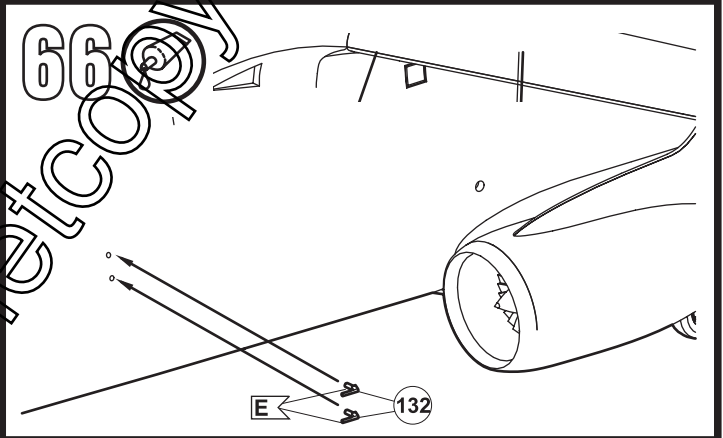
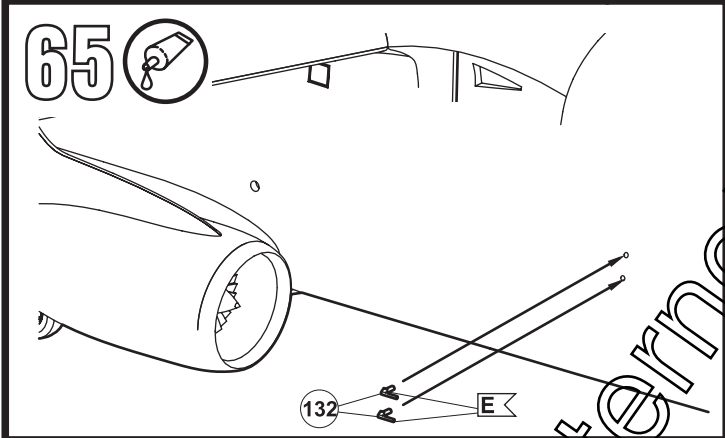
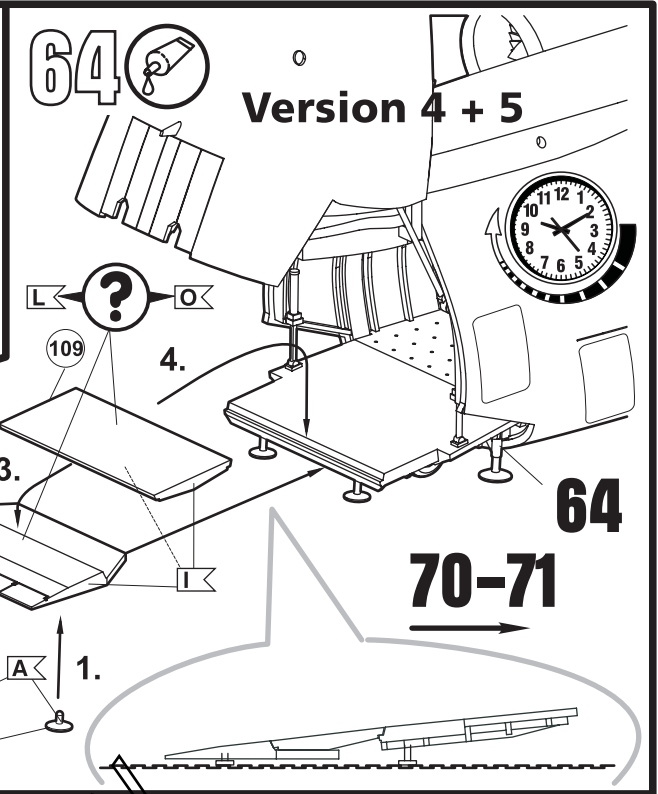
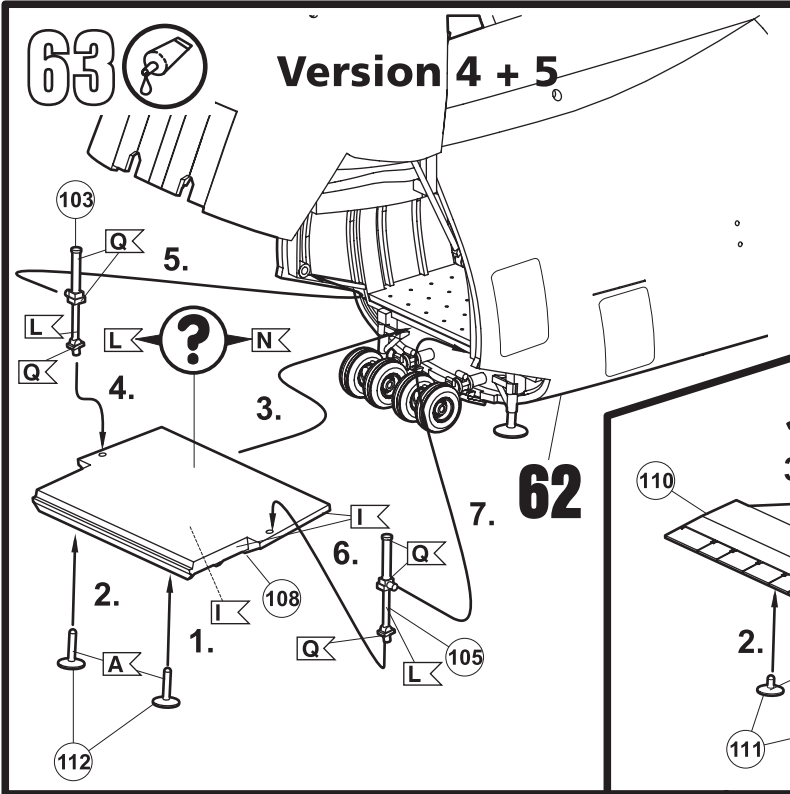
62 

### Version 4 + 5

61

49

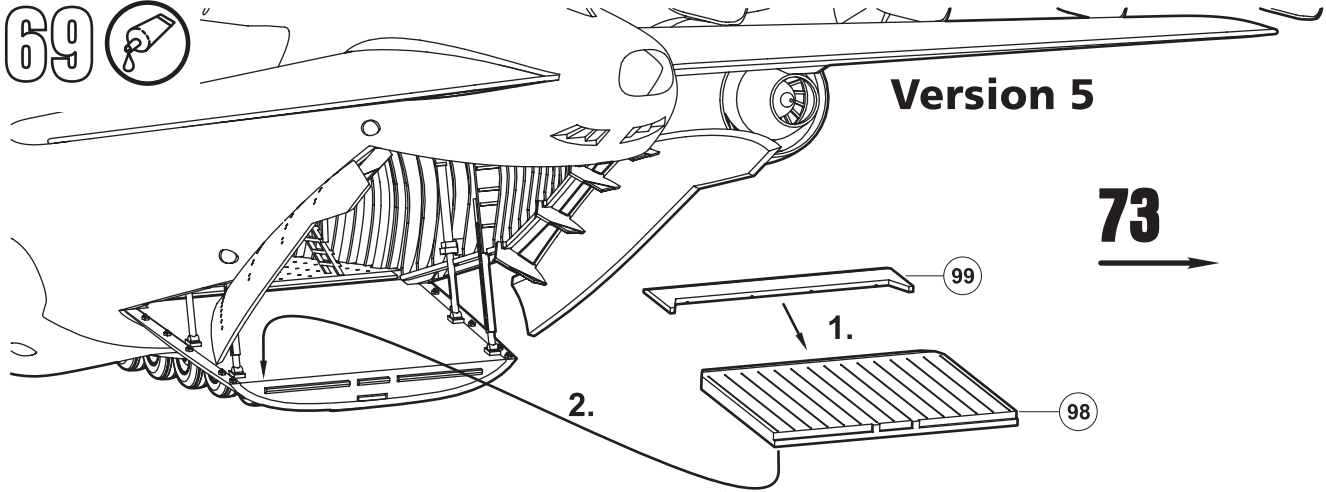




69 

Version 5

73

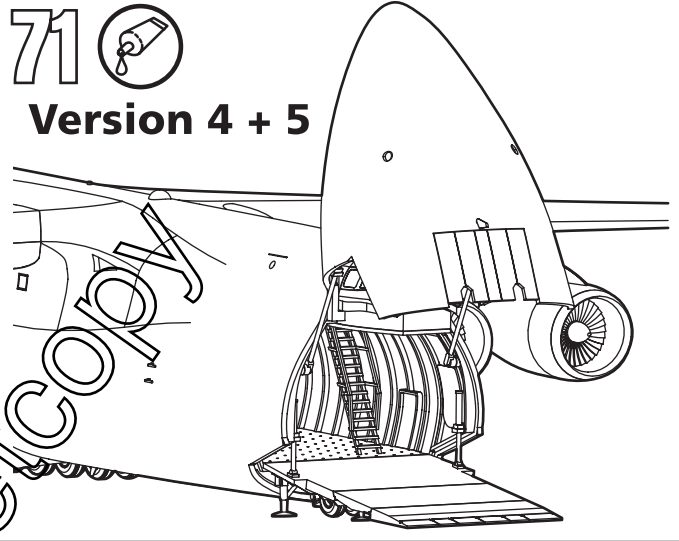
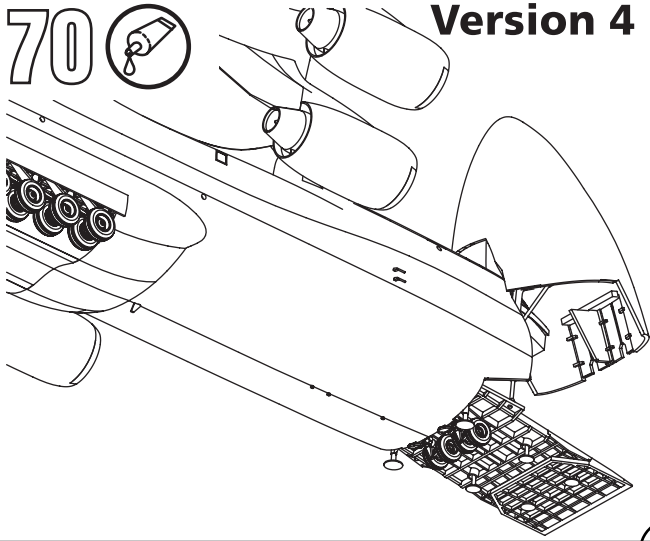


70 

Version 4 + 5

71 

Version 4 + 5

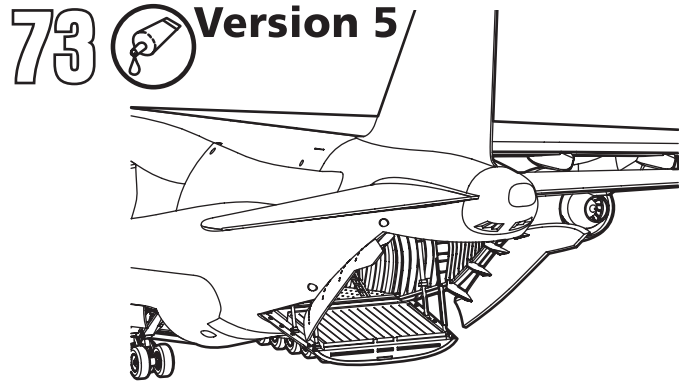
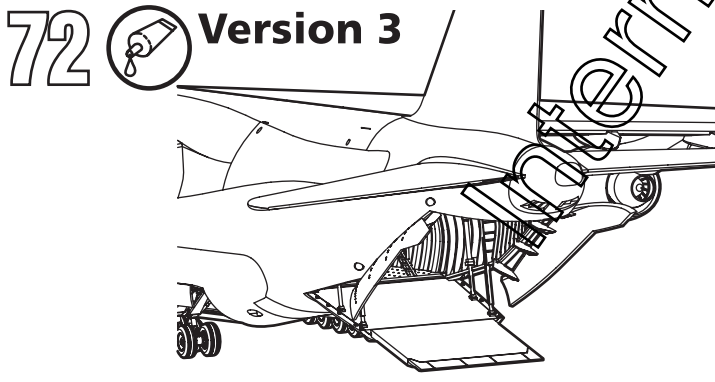


72 

Version 3

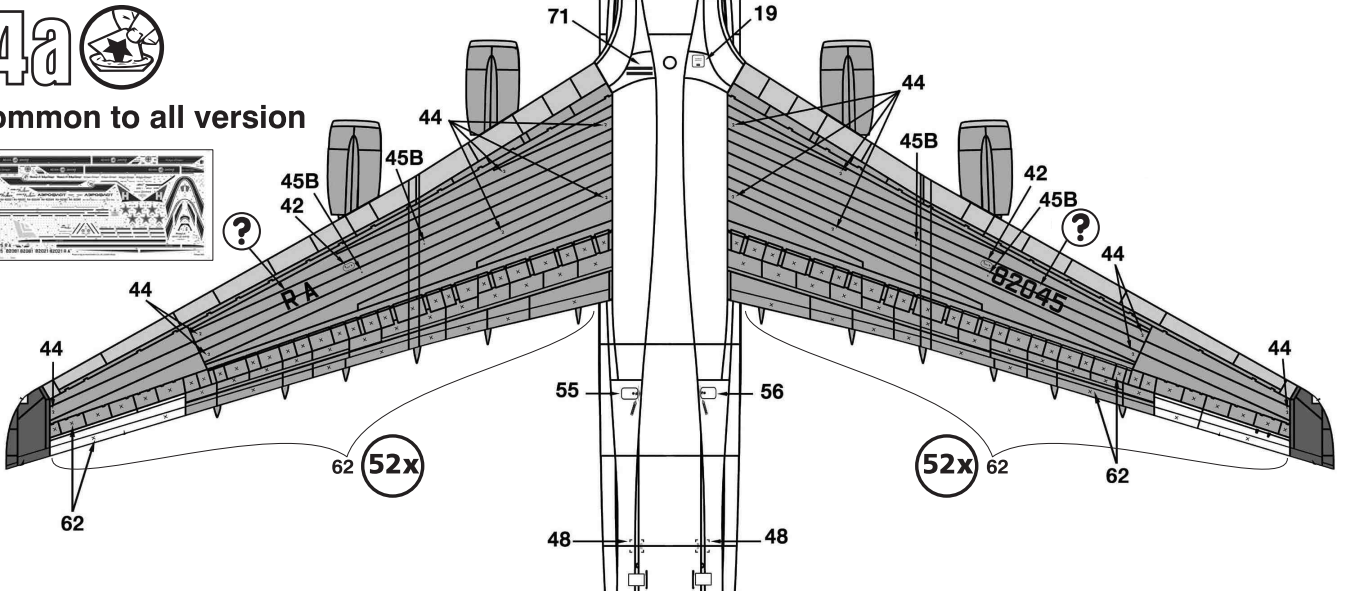
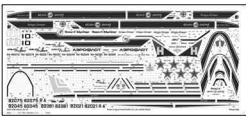
73 

Version 5



74a 

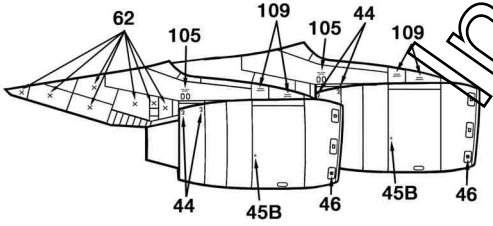
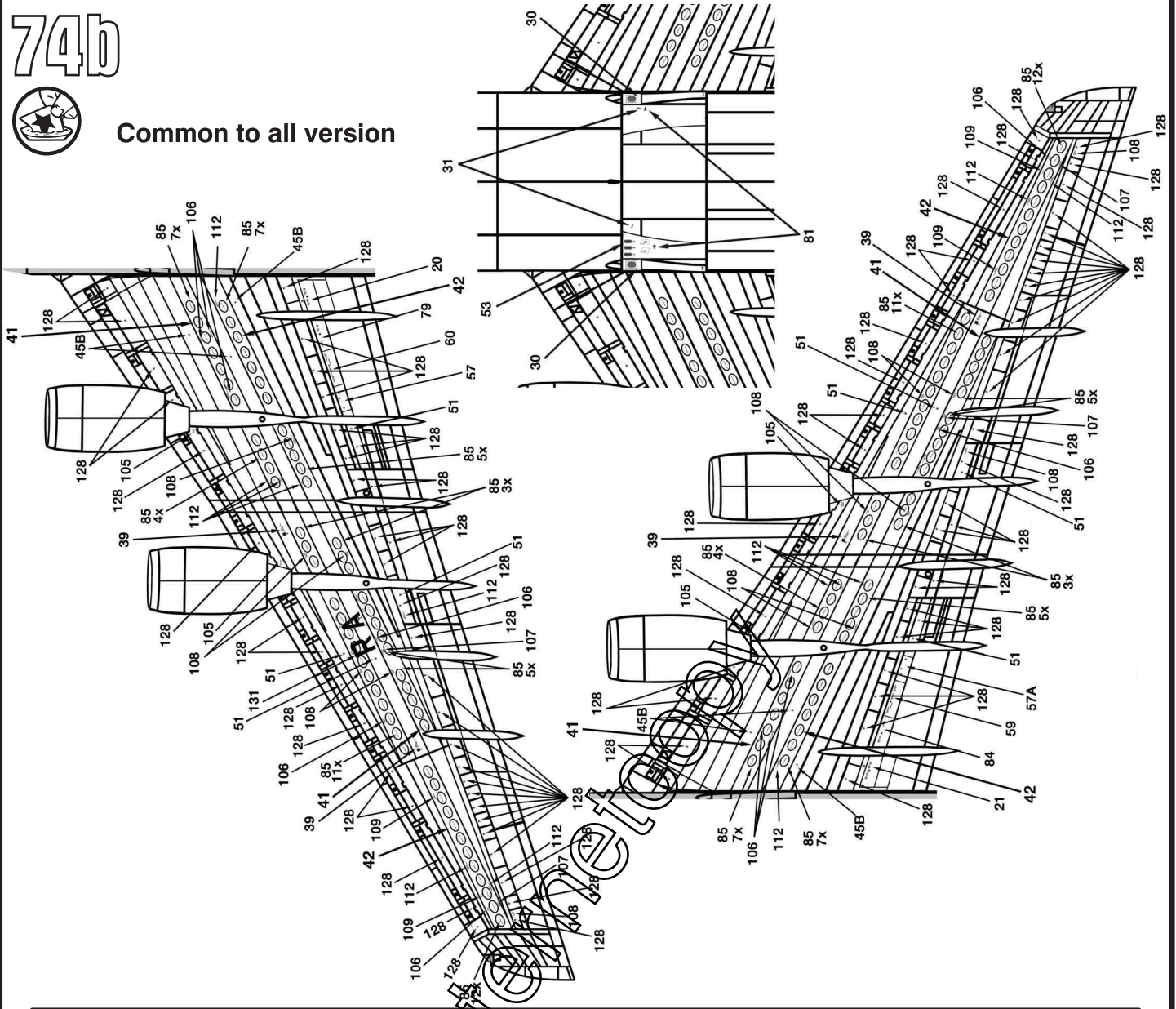
Common to all version



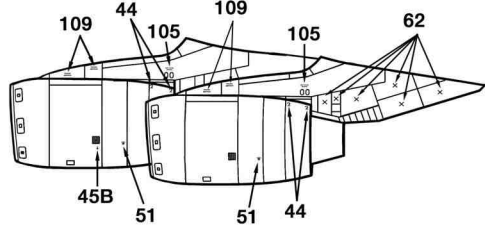
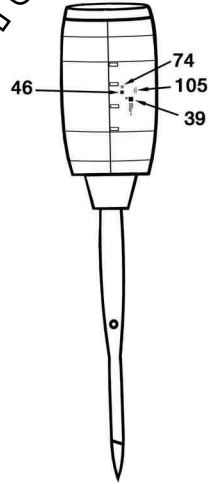
# 74b



**Common to all version**



**Engine pods  
- right side -**



**Engine pods  
- left side -**

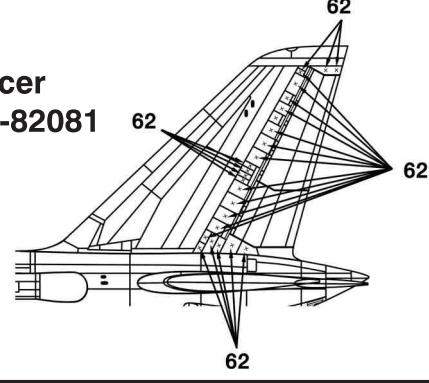
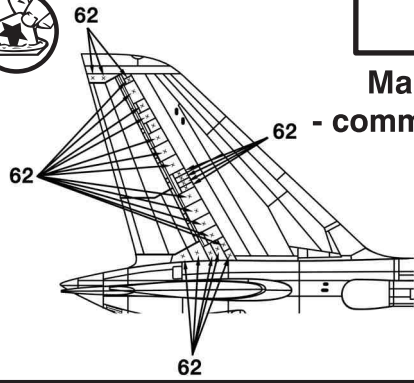
**Common to all version**

# 75a



### Markings on vertical stabilizer

**62 - common to RA-82045 and RA-82081**



# 75b



## Antonov AN-124-100 on Flights for the International Red Cross Geneva, Switzerland 2003, RA - 82045 and RA - 82081



2 Version Volga dnepr  
Placement Sequence for both sides

RA-82081 only



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4 / 16 / 11 / 22

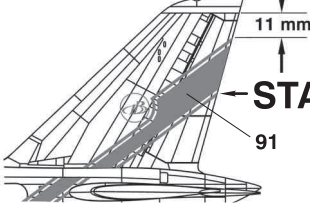


4.

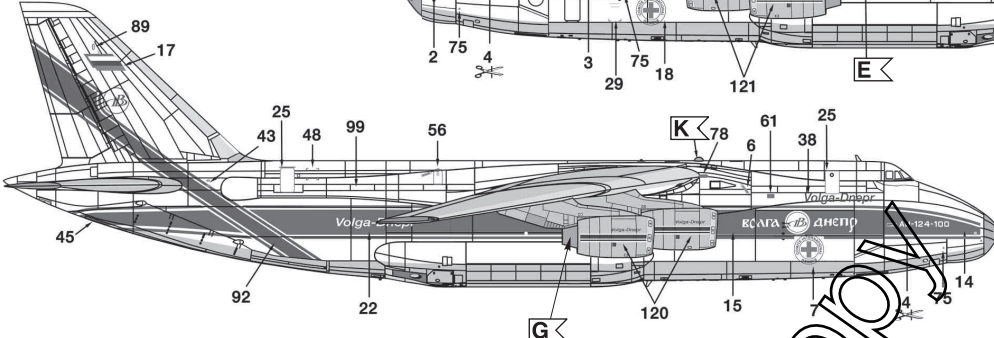
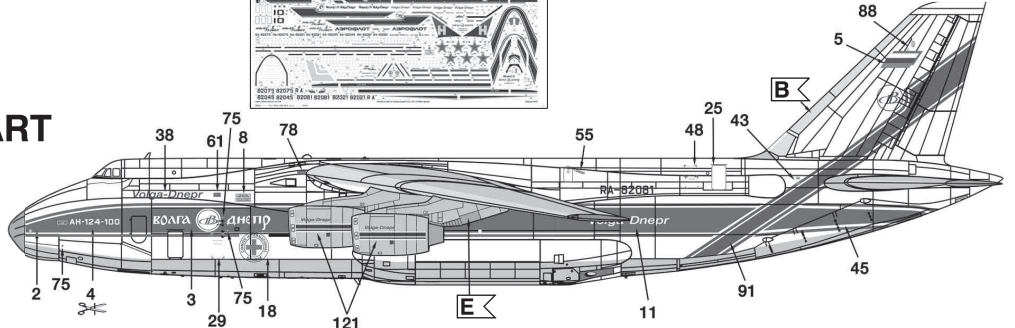
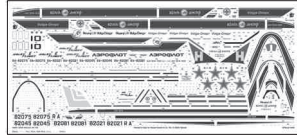
91 / 92

1.

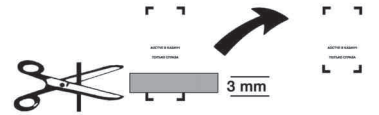
Attention!  
Place Decal No. 91 and 92 first!



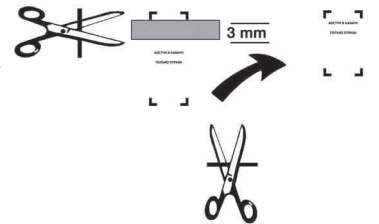
START



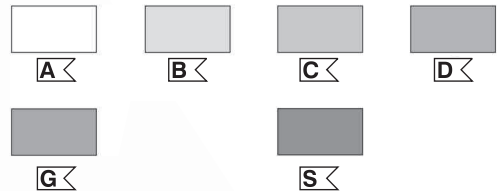
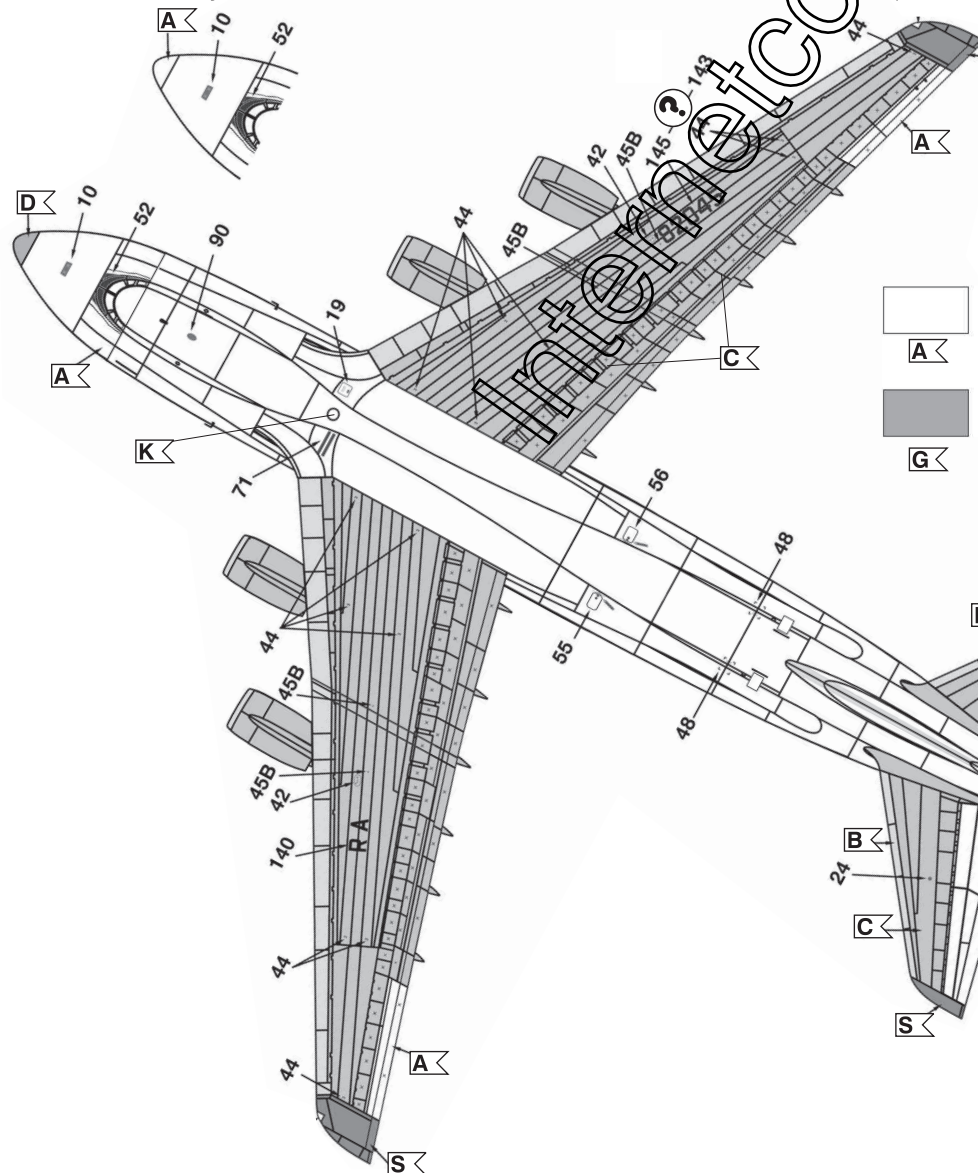
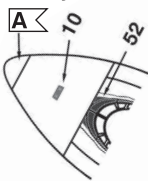
Cut Decal No. 29 to fit RA-82045 only



Cut Decal No. 29 to fit RA-82021, 8245 and 82075

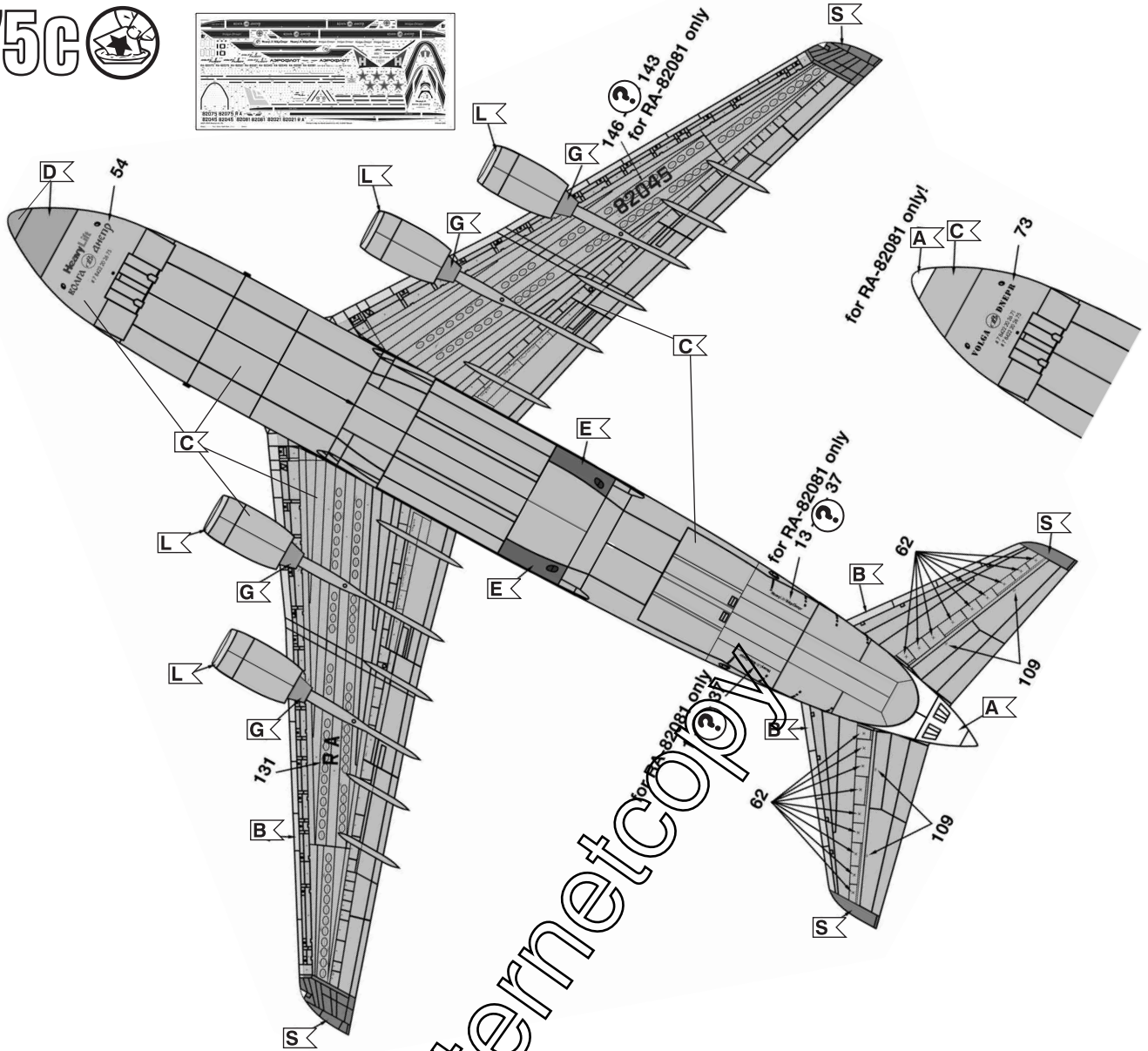
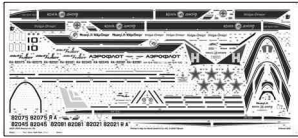


for RA-82081 only



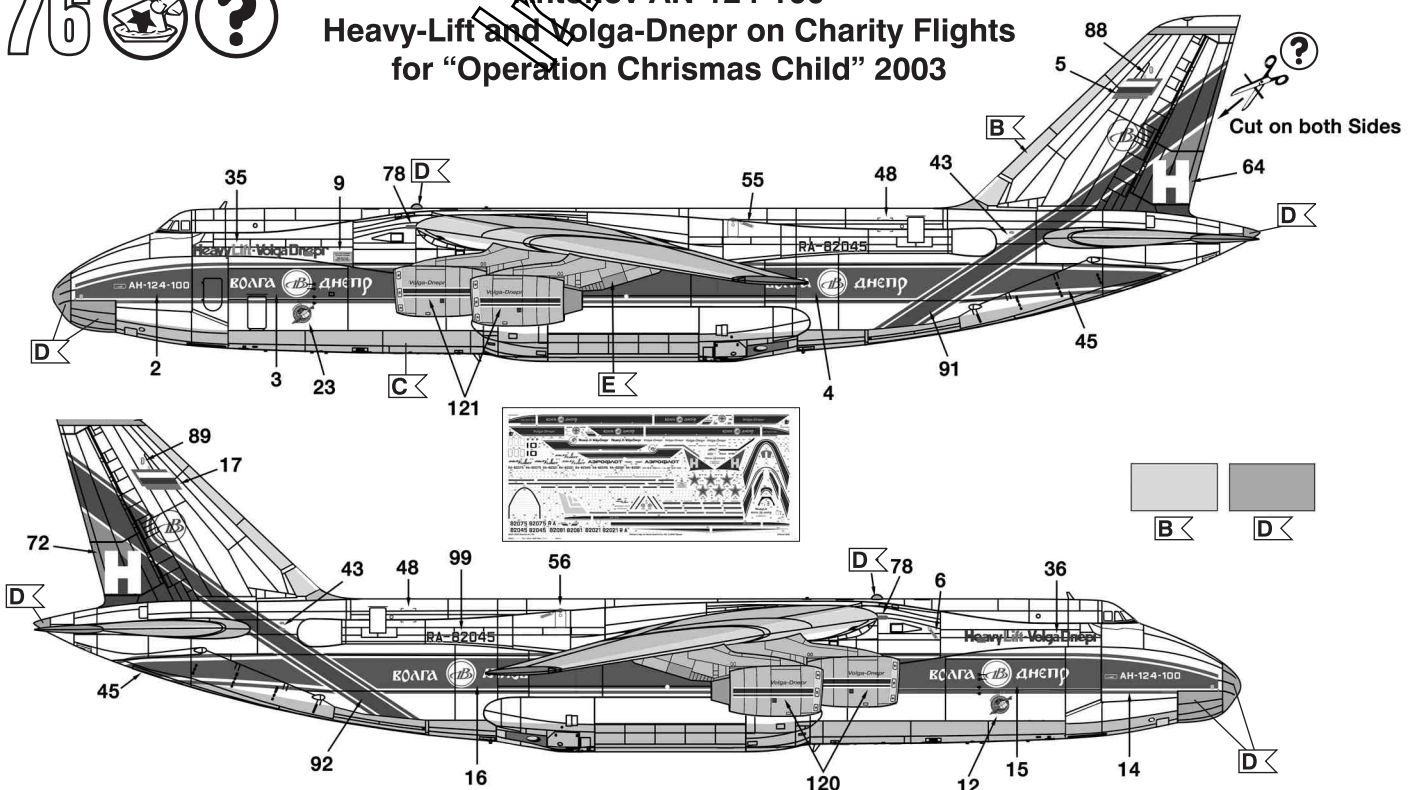


75c



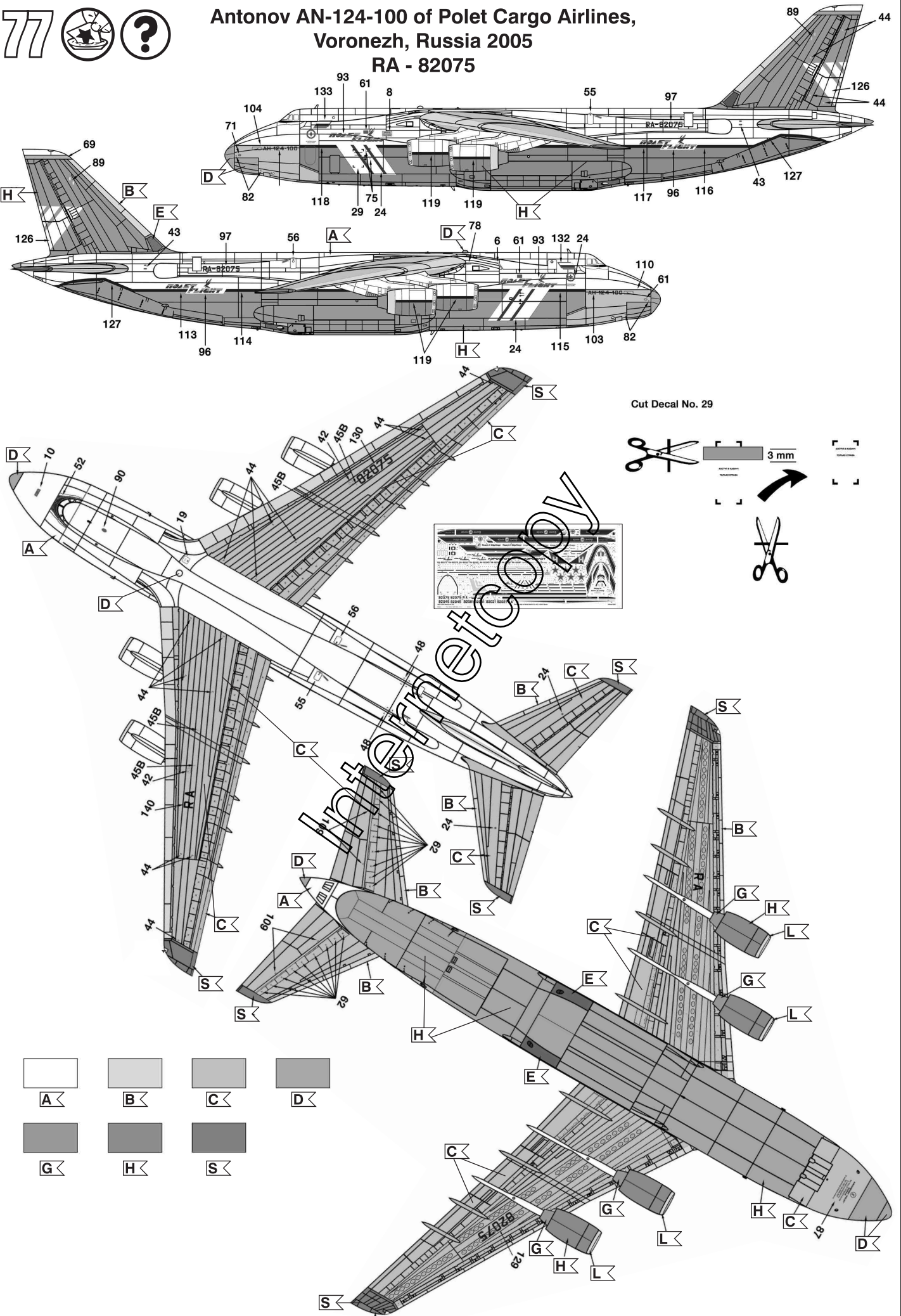
76

Antonov AN-124-100  
Heavy-Lift and Volga-Dnepr on Charity Flights  
for "Operation Christmas Child" 2003

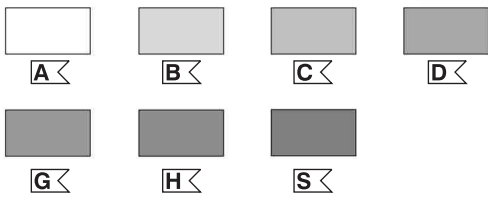
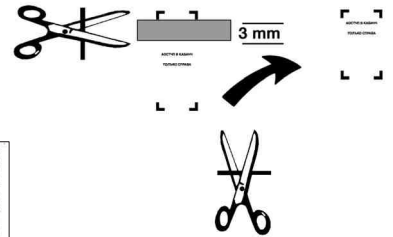




# Antonov AN-124-100 of Polet Cargo Airlines, Voronezh, Russia 2005 RA - 82075

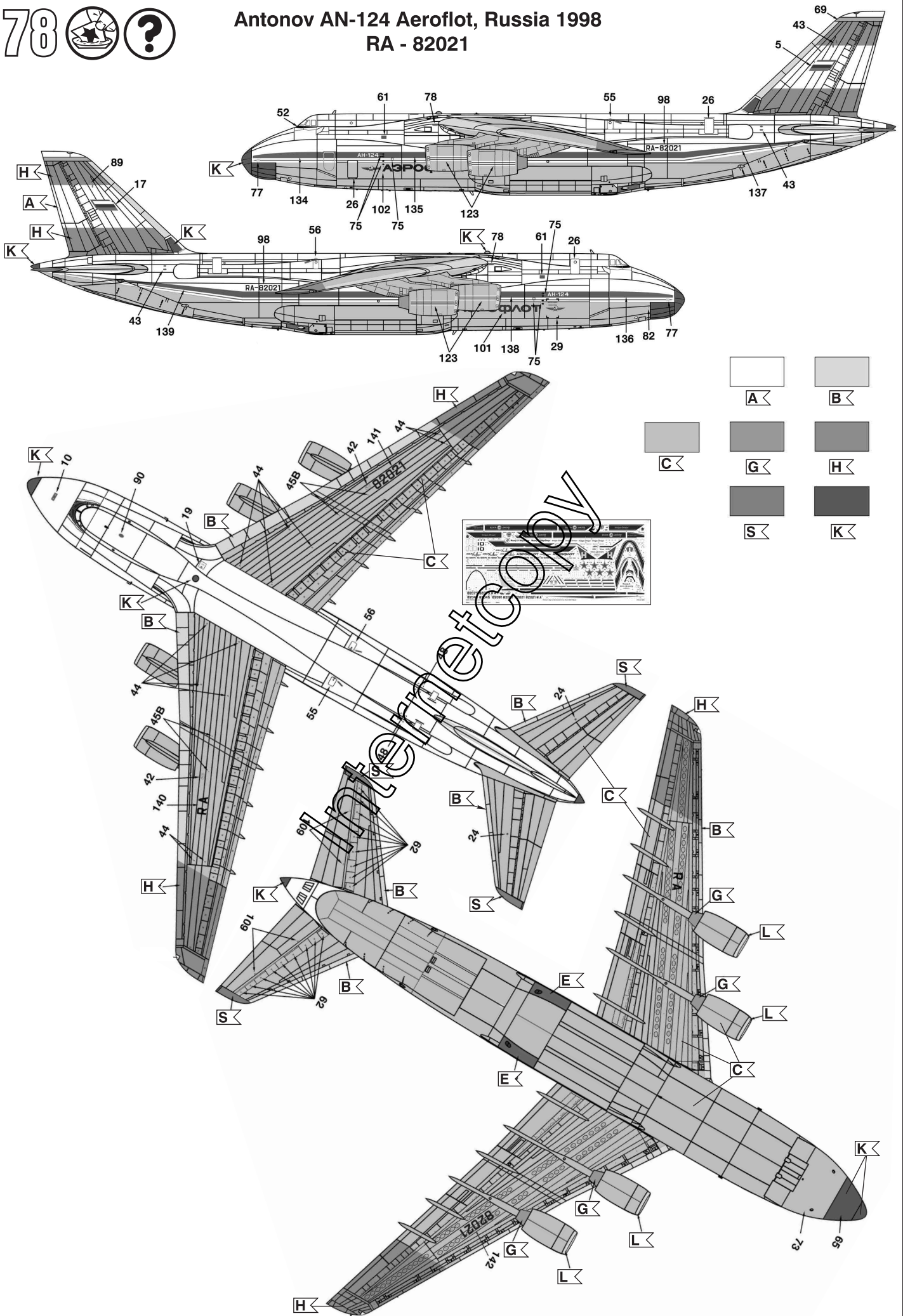


Cut Decal No. 29





# Antonov AN-124 Aeroflot, Russia 1998 RA - 82021

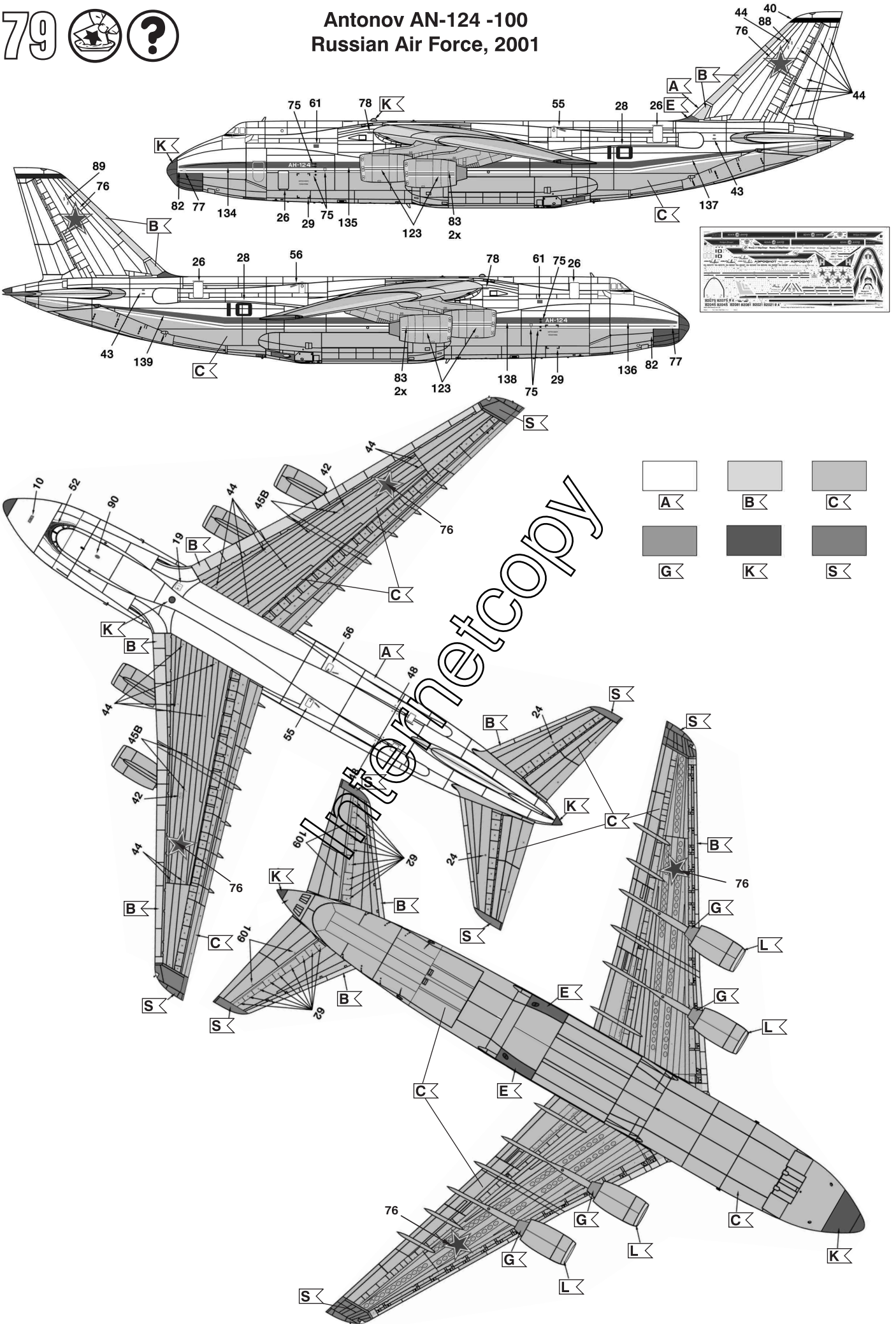


<b>A</b> <	<b>B</b> <
<b>C</b> <	<b>G</b> <
<b>S</b> <	<b>H</b> <
	<b>K</b> <

79



# Antonov AN-124 -100 Russian Air Force, 2001



<b>A</b>	<b>B</b>	<b>C</b>
<b>G</b>	<b>K</b>	<b>S</b>