



DUAL COMBO!



intro

The MiG-21 was one of a long list of Mikoyan-Gurevich products to be integrated into the armed forces of the Soviet Union, the Warsaw Pact, and allied client states. Its predecessors included such notable types as the MiG-15, MiG-17 and the supersonic MiG-19. The roots of this project reach back to the first half of the fifties. In 1954, the Ye-1 project came to an end, and was quickly picked up by the Ye-2. Both had a swept wing. The first machine to feature the delta wing was the Ye-4, which first took to the air on June 16th, 1955. It was also demonstrated a year later at the Moscow airfield Tushino. The first of the new line to enter production was the MiG-21F, which together with the MiG-21P and F-13 represented the first generation of the MiG-21, and was in production through the end of the fifties and the beginning of the sixties. Subsequent versions included the PF, FL, PFM, R the production of which peaked at the end of the sixties. The third generation started production in 1968, which included such versions as M, SM, MF, SMT, bis among others. Simultaneously, two-seat training versions were also produced designated MiG-21U, UM and US. Production of the MiG-21 ended in 1985, and was put into service with some fifty nations. Over the course of the cold war, the opponents of the MiG-21 included the likes of the Northrop F-5 Freedom Fighter and the Dassault Mirage III. NATO assigned it the reporting name 'Fishbed'. It became the most produced supersonic fighter in terms of quantity. The new machines came off Soviet production lines in Moscow, Gorky and Tbilisi. The MiG-21F-13 was also built under license in Czechoslovakia and the MiG-21FL, M and bis in India by Hindustan Aeronautics Ltd. The Soviet Union produced 10,645 examples of all versions, 194 were built in Czechoslovakia and 657 in India. Outside of the Soviet Union, the type flew with a long list of nations on all continents with the exception of Australia. The MiG-21 participated in combat in Vietnam, the Indo-Pakistan wars, the Cuban participation in Angola and in the Arab world's attempt to eliminate Israel. Thanks to the high volume of use, the highest number of aces produced on the type was in Vietnam. The top of the ladder is occupied by Nguyen Van Coc with nine kills. The type serving as an interceptor served with the Soviet Union and other nations of the Warsaw Pact into the eighties, when it began to be displaced by the MiG-29 Fulcrum.

This kit allows for the building of a MiG-21MF of both production versions, either from the facility in Moscow between 1969 and 1974 (around 1300 units manufactured) or from Gorky between 1975 and 1976 (231 units). The Gorky produced aircraft differed in many details from those produced in Moscow. This was due to several reasons, and this facility also produced the MiG-21bis, and many components were standardized for installation in both versions. Manufacturing procedures were also updated sooner. Aircraft produced in Moscow were exported to all countries that flew the MiG-21MF, while Gorky produced items were exported only to East Germany, Poland, Czechoslovakia, Romania and Bulgaria. The MiG-21SM was externally identical to the MiG-21MF, but differed in the installation of a better RP-22 radar set. This version was only supplied to the forces of the Soviet Union and was never released for export.

MiG-21MFs were powered by Tumanskij R-13-300 turbojet engine with additional combustion chamber and carried an RP-21 radar. The armament constituted of a twin-barreled GSch-23-2L 23mm autocannon with 200 rounds of ammunition. The racks carried a combination of FAB bombs with 500kg warhead, UB-16-57U launchers and R-3S rockets, Ch-66, S-24, including R-60 air-to-air missile and its infrared homing variant R-60M. The NATO code for MiG-21MFs was "Fishbed-J"

úvodem

MiG-21 byl další konstrukcí kanceláře Mikojan-Gurjevič, která se zařadila do výzbroje Sovětského svazu, zemí Varšavské smlouvy a dalších ozbrojených sil. Jeho předchůdci byly tak významné typy jako MiG-15, MiG-17 či nadzvukový MiG-19. Kořeny vývoje letounu sahají do první poloviny 50. let minulého století. V roce 1954 byl dokončen projekt Je-1, velmi rychle nahrazený druhým prototypem Je-2. Oba měly šípové křídlo. Prvním strojem s delta křídlem byl prototyp Je-4, který se do vzduchu dostal poprvé 16. června 1955. Představil se také na letecké přehlídce, která se konala o rok později na moskevském letišti Tušino. Jako první se do sériové výroby dostala verze MiG-21F, která společně s MiG-21P a MiG-21F-13 reprezentovala první generaci tohoto typu, vyráběnou na přelomu 50. a 60. let minulého století. Následovaly další, pokročilejší verze – PF, FL, PFM, R, jejichž produkce vyvrcholila ve druhé polovině 60. let. Od roku 1968 probíhala výroba třetí generace, která zahrnovala například verze M, SM, MF, SMT, bis a další. Souběžně se stavěly také dvoumístné cvičné jednadvacítky MiG-21U, UM a US. Výroba MiGů-21 skončila v roce 1985 a do výzbroje je zařadilo okolo 50 zemí světa. MiG-21 měl během studené války své protějšky v typech Northrop F-5 Freedom Fighter či Dassault Mirage III. Vojska NATO dalo typu kódové označení Fishbed. Stal se v největších počtech vyráběným nadzvukovým letounem. Nové stroje v Sovětském svazu sjížděly z továrních linek v Moskvě, Gorkém a Tbilisi. V licenci se stavěla verze MiG-21F-13 v Československu a MiG-21FL, M a bis v Indii u Hindustan Aeronautics Ltd. V Sovětském svazu vzniklo 10 645 exemplářů všech verzí, v Československu 194 kusů a v Indii 657 strojů. Kromě ozbrojených sil Sovětského svazu létal s řadě zemí, s výjimkou Austrálie na všech kontinentech. Zúčastnil se řady válečných konfliktů, včetně války ve Vietnamu, indicko-pákistánských potyček, kubánského tažení v Angole či arabské snahy o zničení Izraele. Díky největšímu zapojení do bojových akcí se největší počet stíhacích es zrodil ve Vietnamu. Na čele žebříčku stojí Nguyen Van Coc s devíti sestřely. V roli přepadového stíhacího letounu sloužily MiGy-21 v Sovětském svazu a dalších zemích Varšavské smlouvy až do 80. let, kdy je jako plnohodnotná náhrada začaly z prvoliniové služby vytlačovat nové MiGy-29.

Z této stavebnice si můžete postavit modely letounu MiG-21MF v obou provedeních, buď z výroby v závodě v Moskvě v letech 1969 až 1974 (přibližně 1300 kusů) nebo v provedení ze závodu v Gorkém z let 1975 až 1976 (231 kusů). Provedení z Gorkého se v mnoha detailech odlišovalo od provedení z Moskevského závodu. To bylo dáno více faktory, tento závod produkoval MiGy-21bis a některé prvky tak byly unifikovány a také dřívějšími technologickými postupy zavedenými v tomto podniku. Pro své šedé zbarvení, odlišné od moskevských stříbrných nebo kamuflovaných strojů, si vysloužily přezdívku "šedivky", zatímco letadla z Moskevského závodu vycházela nejprve v barvě kovu, později kamuflovaná. Letadla ze závodu v Moskvě byla exportována do všech zemí, kde létaly MiGy-21MF, letadla ze závodu v Gorkém jen završila dodávky do Německé demokratické republiky, Polska, Československa, Rumunska a Bulharska. Verze MiG-21SM je z vnějšího pohledu zcela identická jako verze MiG-21MF, odlišuje se jen lepším radiolokátorem RP-22. Tato verze byla používána výhradně v Sovětském svazu a nebyla uvolněna pro export.

MiGy-21MF poháněl motor Tumanskij R-13-300 s přídatným spalováním a nesly radar RP-21. Výzbroj tvořil kanon GŠ-23-2L ráže 23 mm se zásobou 200 ran. Na závěsníky bylo možné podvěsit kombinaci pum FAB až do ráže 500 kg, raketnic UB-16-57U a raket R-3S, Ch-66, S-24, včetně rakety vzduch-vzduch R-60 a její infračerveně naváděné varianty R-60M. V kódu NATO nesly MiGy-21MF označení Fishbed J.

ATTENTION

* UPOZORNĚNÍ

* ACHTUNG

* ATTENTION

* 注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

* DÍLY

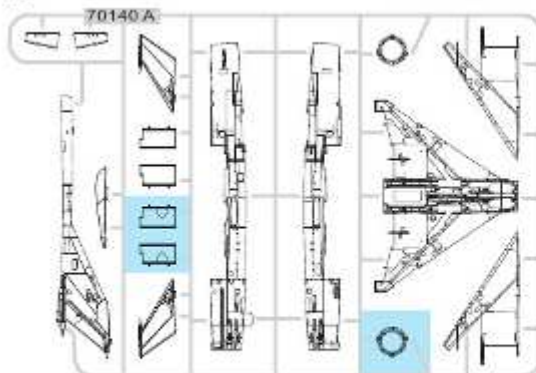
* TEILE

* PIĘCES

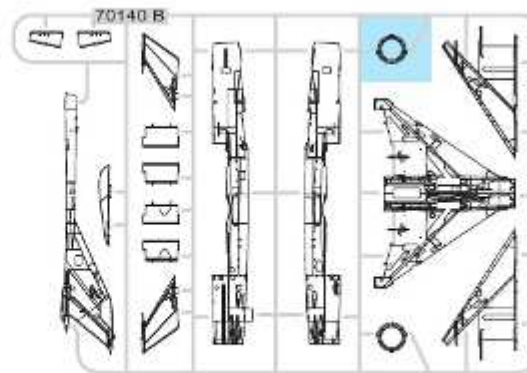
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A>

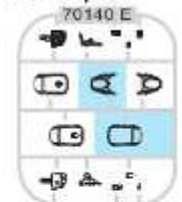
PLASTIC PARTS



B>



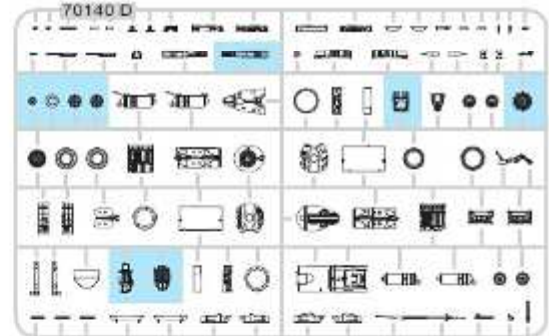
E> 2 pcs.



C> 2 pcs.



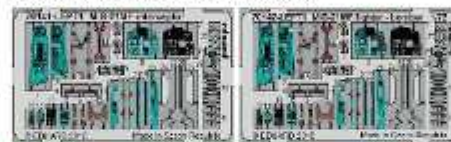
D> 2 pcs.



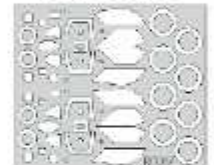
RP - RESIN PARTS

EDUARD
BRASSIN2 pcs.
R16R17
2 pcs.R21
2 pcs.R24
2 pcs.R25
2 pcs.

PE - PHOTO ETCHED DETAIL PARTS



2 pcs.

EDUARD
MASK

-Parts not for use - Těla werden nicht verwendet - Pířenos à ne pas utiliser - Tyto díly nepoužívejte při stavbě. - 500 L 45 050

COLOURS

* BARVY

* FARBEN

* PEINTURE

* 色

GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr. COLOR	PAINTS	
H1	C1	[MMP-001]	WHITE
H2	C3	[MMP-005]	RED
H3	C4	[MMP-007]	YELLOW
H4	C5	[MMP-048]	BLUE
H7	C7	[MMP-002]	BROWN
H11	C62	[MMP-003]	FLAT WHITE
H12	C33	[MMP-047]	FLAT BLACK
H14	C59	[MMP-009]	ORANGE
H26	C66		BRIGHT GREEN
H27	C44		TAN
H36	C80		COBALT BLUE
H37	C43		WOOD BROWN
H47	C41	[MMP-012]	RED BROWN
H51	C11	[MMP-363]	LIGHT GULL GRAY
H55	C13		NEUTRAL GRAY
H60	C16		GREEN
H67	C115	[MMP-057]	RLMS LIGHT BLUE
H70	C60	[MMP-056]	GRAY
H77	C137	[MMP-040]	TIRE BLACK
H78	C36		OLIVE GREEN
H87	C55	[MMP-023]	KHAKI
H92	C32		DARK GRAY
H95	C45		SAIL COLOR
H99	C47		CLEAR RED

GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr. COLOR	PAINTS	
H94	C138		CLEAR GREEN
H99	C303	[MMP-006]	GREEN
H105	C305	[MMP-004]	GRAY
H108	C308	[MMP-118]	MEDIUM GRAY
H111	C313		YELLOW
H112	C332		LIGHT AIRCRAFT GRAY
H124	C334	[MMP-102]	BARLEY GRAY
H117	C117	[MMP-051]	LIGHT BLUE
H118	C118	[MMP-055]	RLM78 LIGHT BLUE
H120	C120		OLIVE GREEN
	C34		SKY BLUE
	C135	[MMP-018]	RUSSIAN GREEN
	C136	[MMP-032]	RUSSIAN GREEN
Mr. METAL COLOR		METALLICS	
MC11	[MMP-005]		STEEL
MC14	[MMP-001]		DARK IRON
MC18	[MMP-003]		ALUMINIUM
Mr. COLOR SUPER METALLIC		METALLICS	
SM01	[MMP-007]		SUPER CHROME
SM02			SUPER GOLD
Mr. COLOR GX		METALLICS	
GX01			HERMANN RED
GX04			CHIARA YELLOW

INTERIOR COLOUR BARVA INTERIÉRU

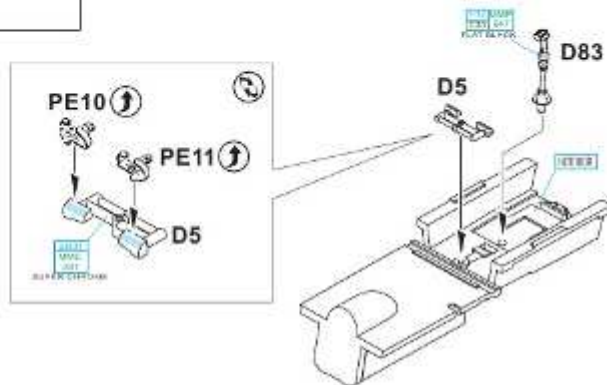
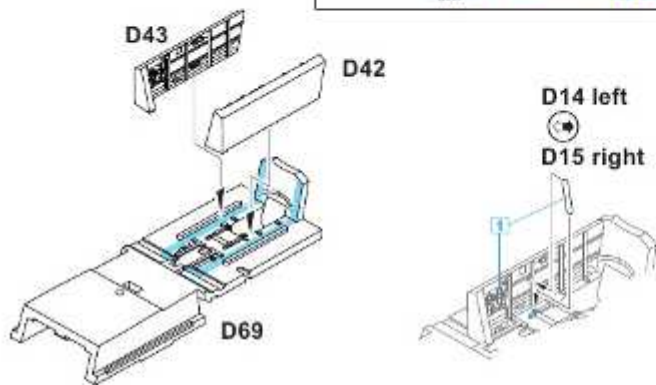
INTERIOR

60% + 20% + 20%

- MARKINGS **A L**
- MARKINGS **B C G**
- MARKINGS **D E F H K**
- MARKINGS **I J**

PHOTO ETCHED PARTS 70141-LEPT1 - MARKINGS **A B**

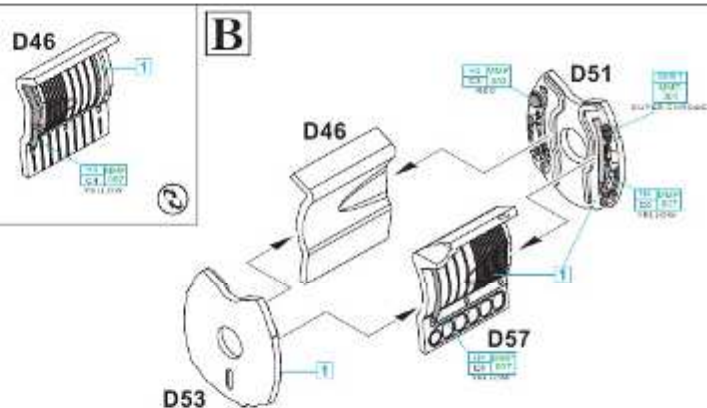
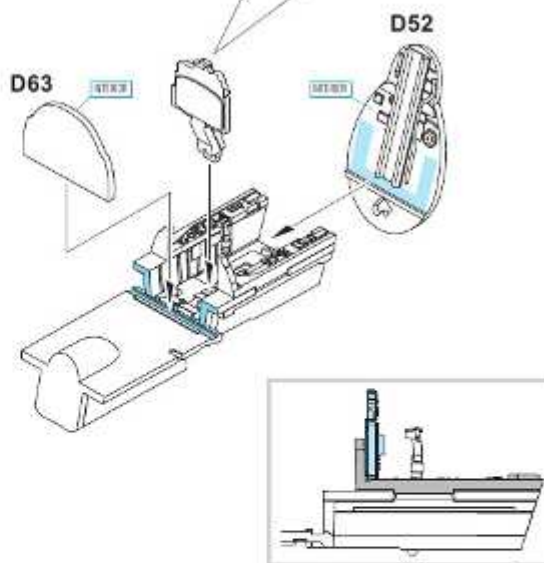
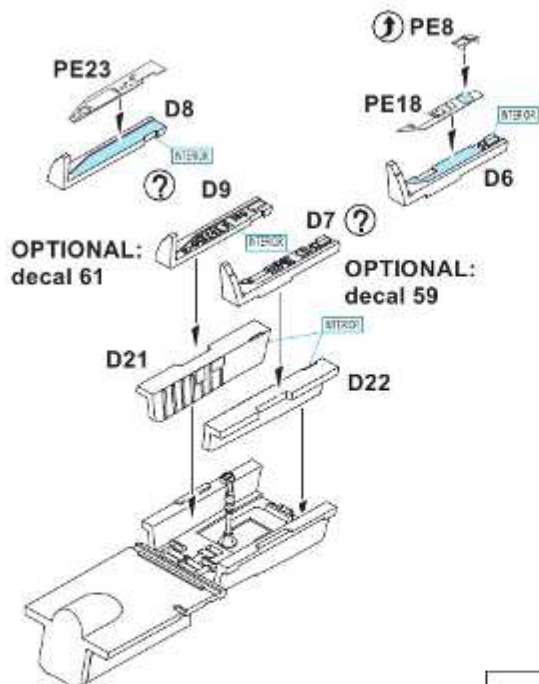
PHOTO ETCHED PARTS 70142-LEPT1 - MARKINGS **C L**

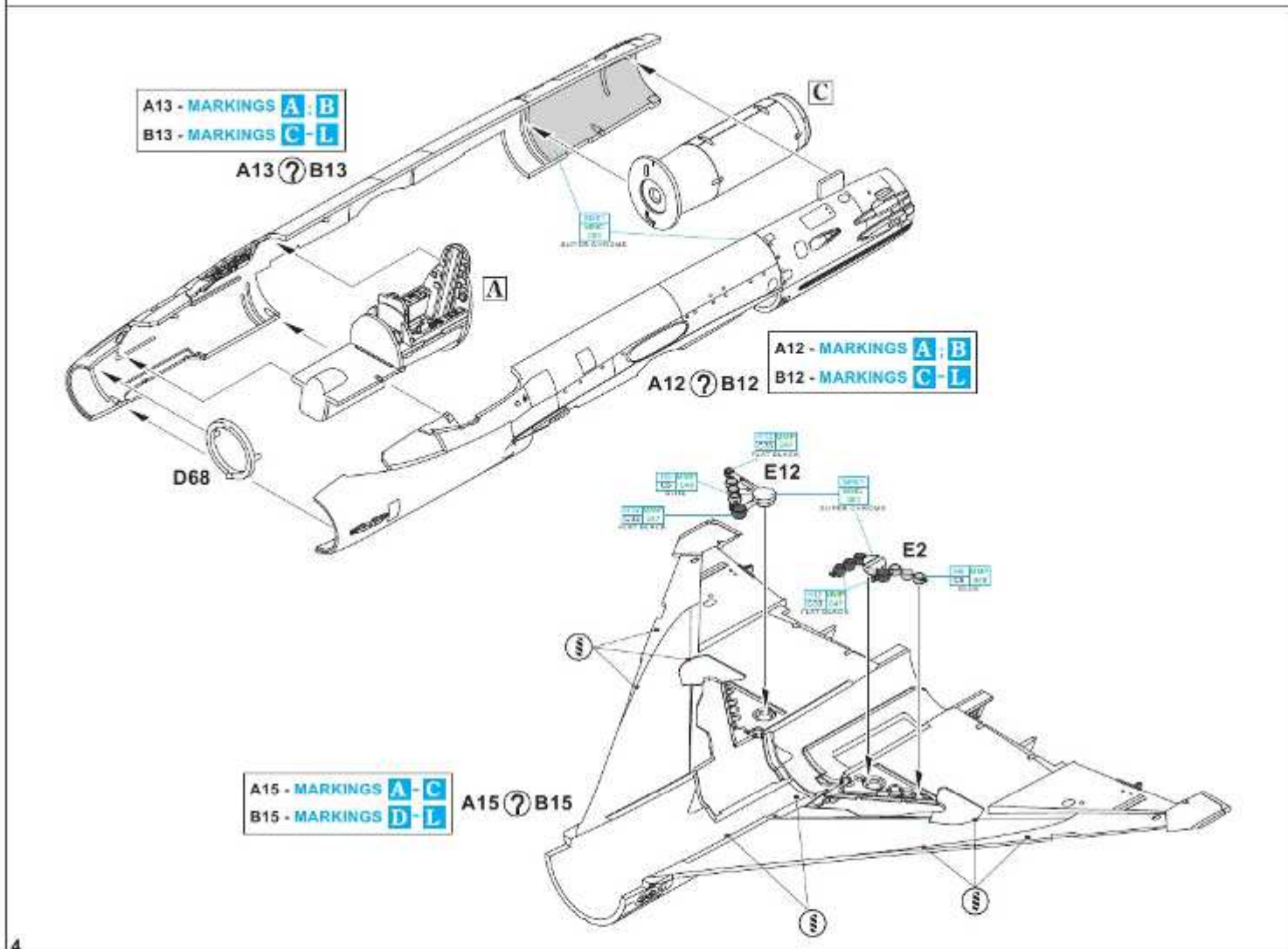
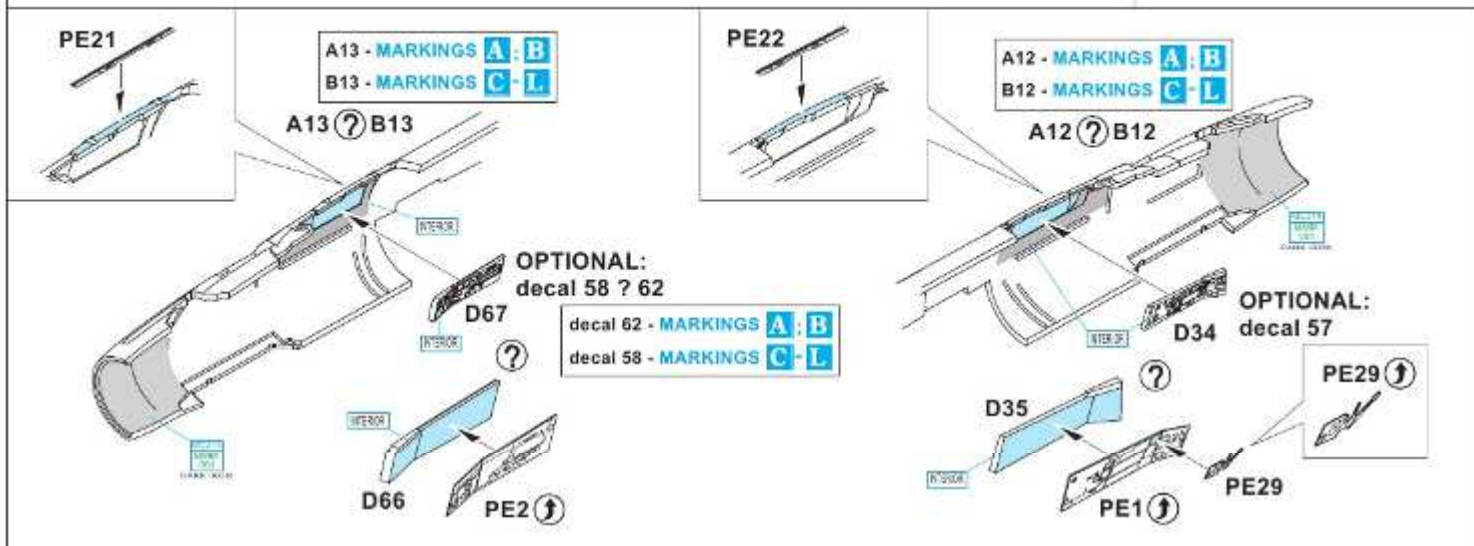
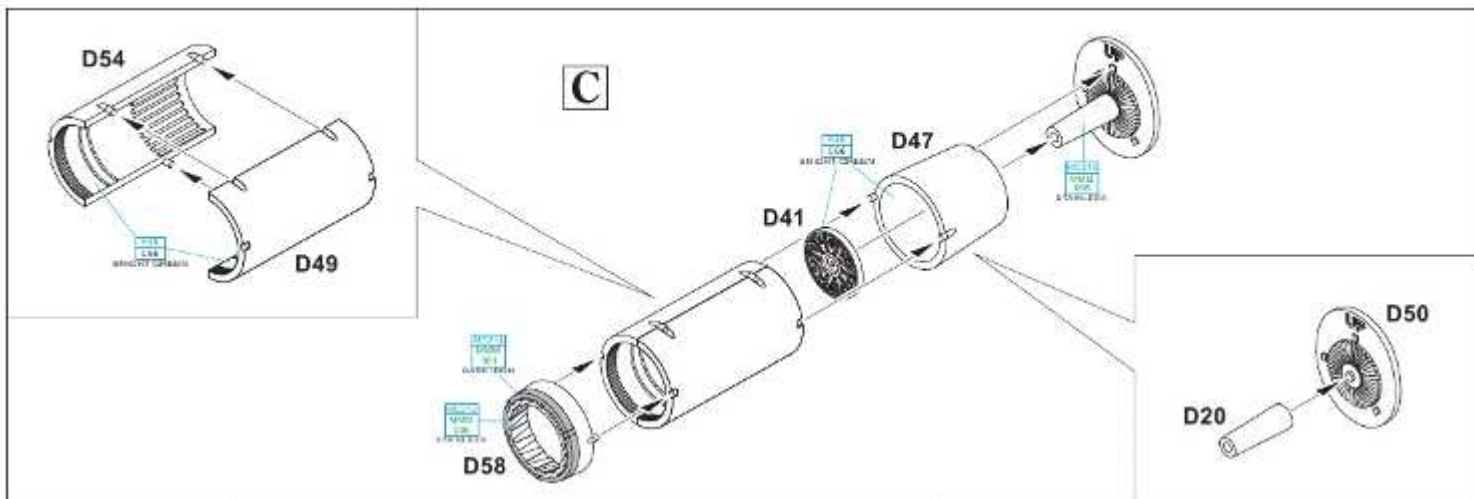


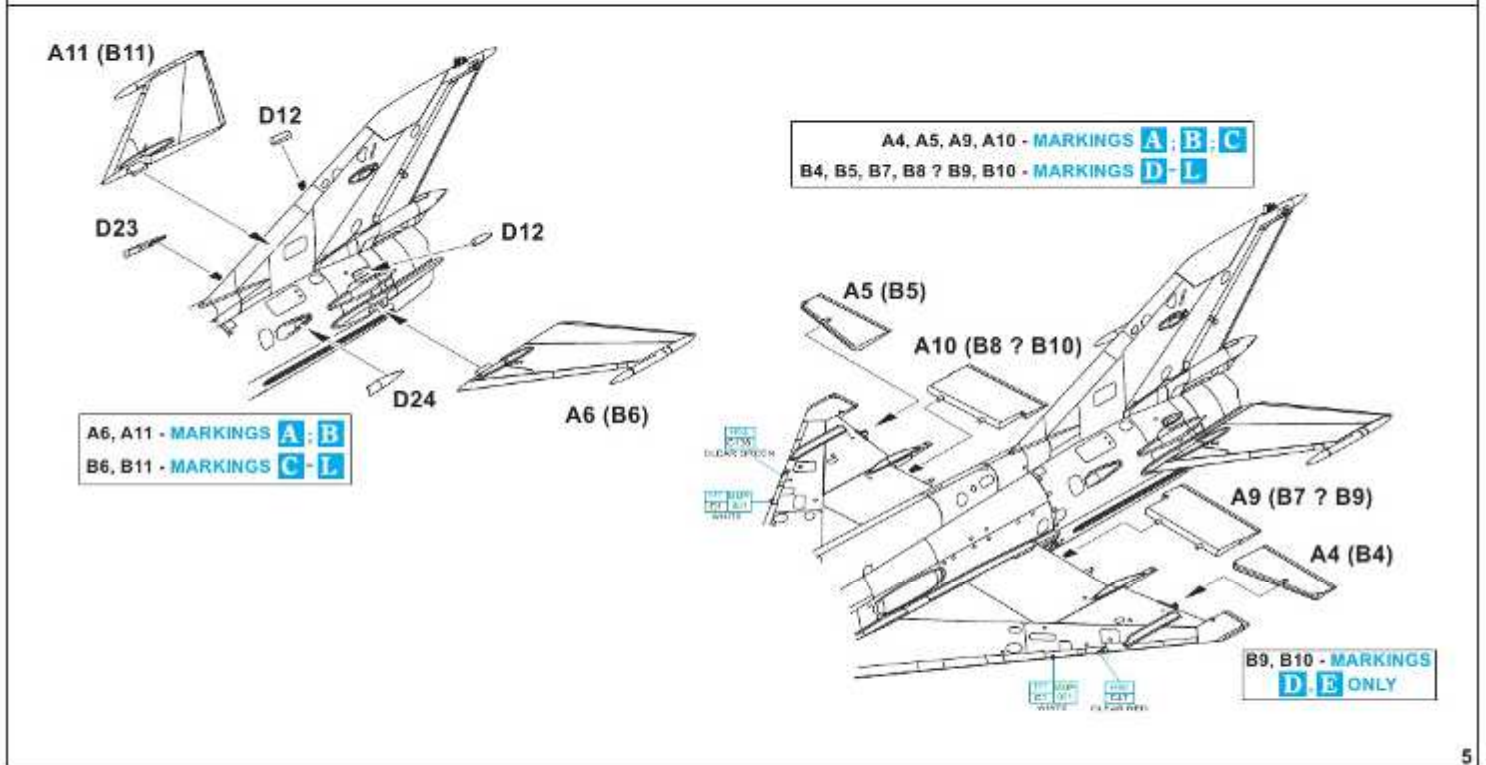
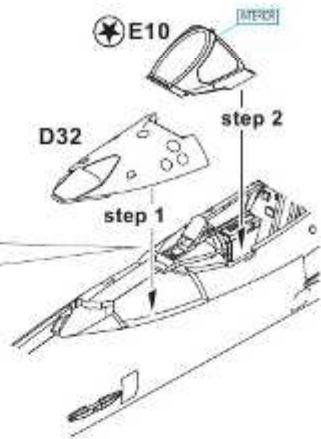
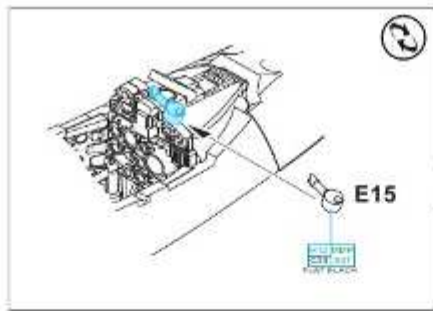
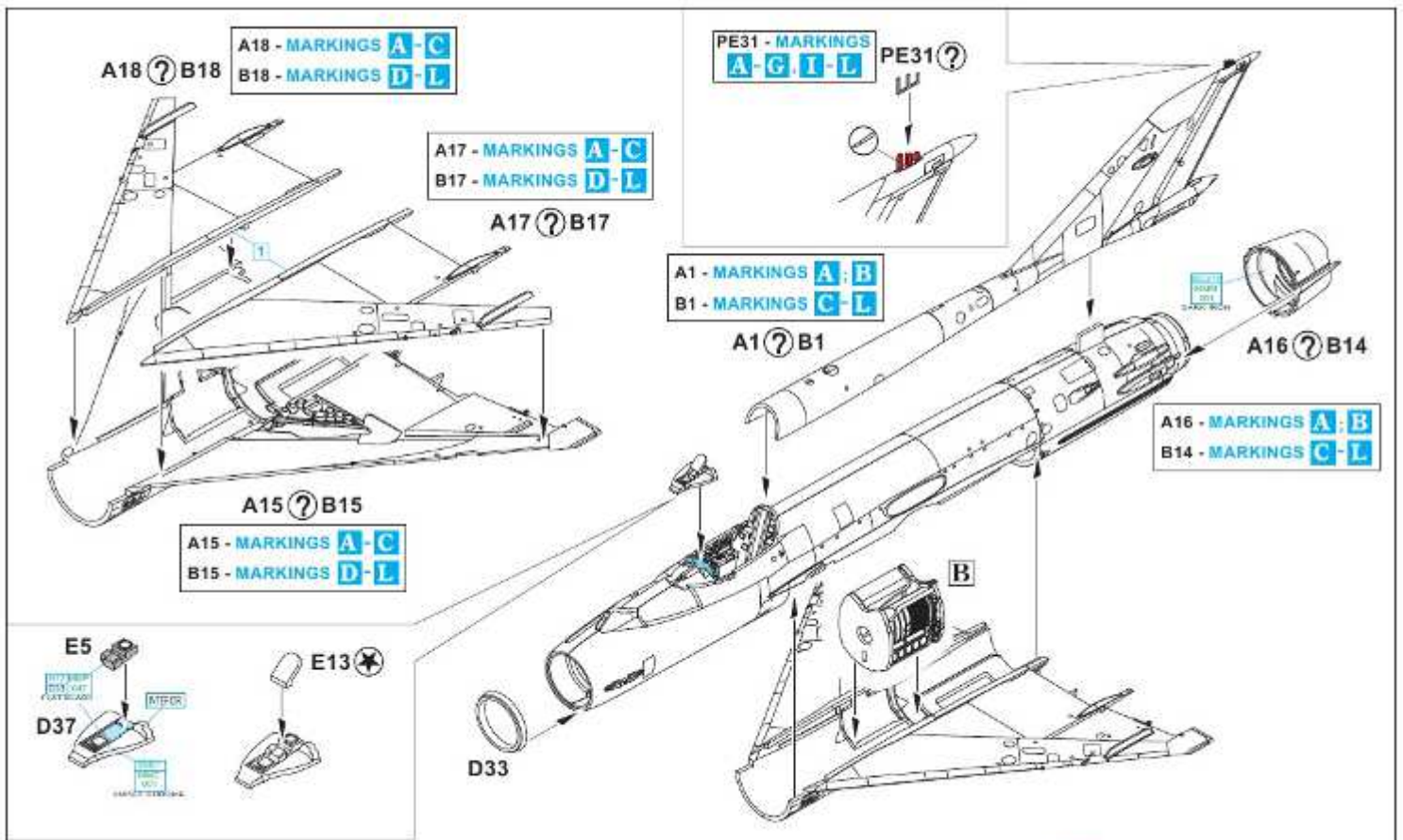
MARKINGS **A B** ONLY

OPTIONAL:
decals 122 ? 123

- decals 122 - MARKINGS **A B**
- decals 123 - MARKINGS **C L**







- MARKINGS **A B L**
- MARKINGS **C D E F H K**
- MARKING **G**
- MARKINGS **I J**

MARKING G ONLY

RP21

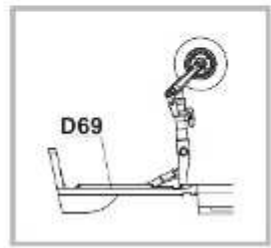
D

eduard BRASSIN

D27 **RP21** **D84**

PE31 - MARKINGS A-G-I-L

D75 **D1** **D10** **PE24** **PE24** **D10** **D74** **D69**



D48 CLOSED air brake

D55 OPEN air brake

A2 - MARKINGS A : B

B2 - MARKINGS C - L

A2 (B2)

D4 **D3** **D11** **D4** **D3**

D17 **D18**

L MARKING K ONLY

D39 **D44** **D71**

R MARKING K ONLY

D71 **D44** **D38**

D79 **D78**

28°

D77 **D79** **D26** **D61**

wire
 $\varnothing - 0,3 \text{ mm}$
 $l - 4,14 \text{ mm}$

RP24

eduard BRASSIN

D79 **D26**

D78 **D25**

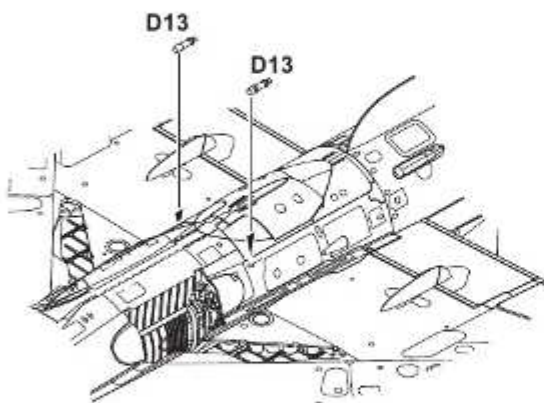
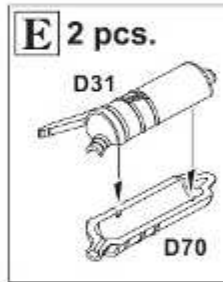
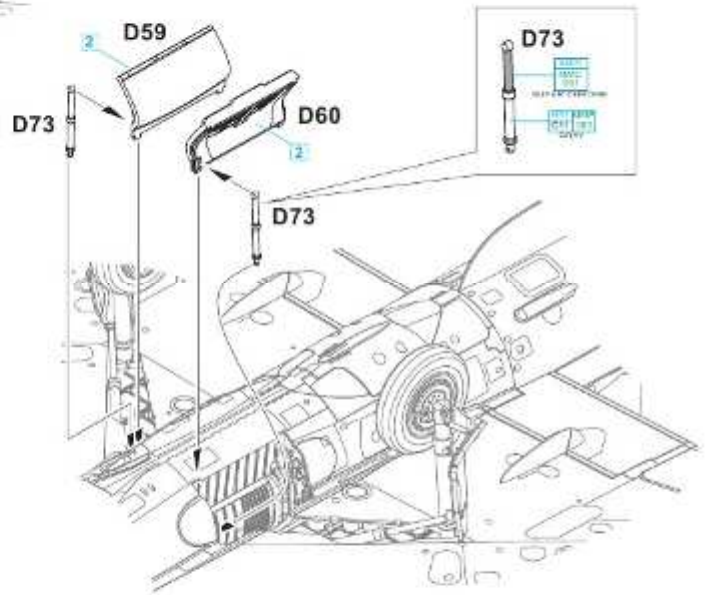
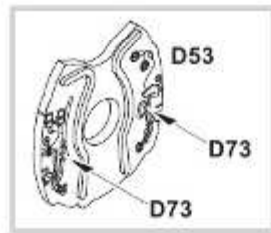
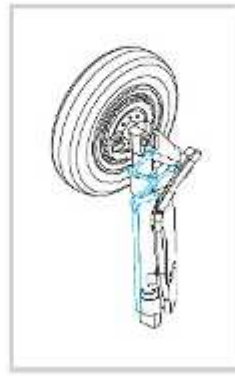
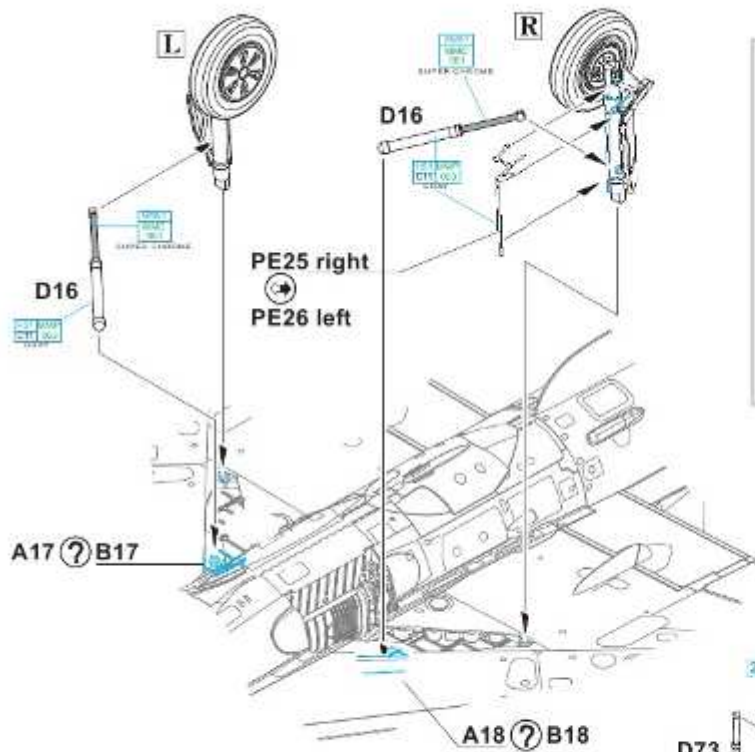
selected BRASSIN

RP25

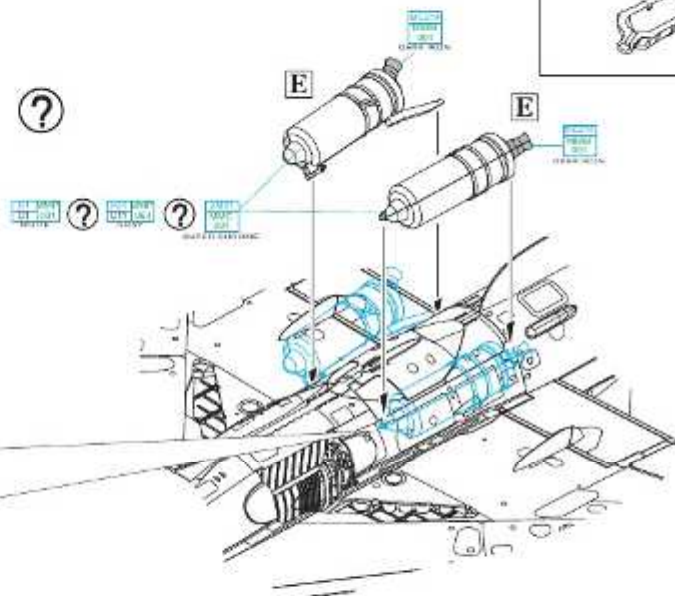
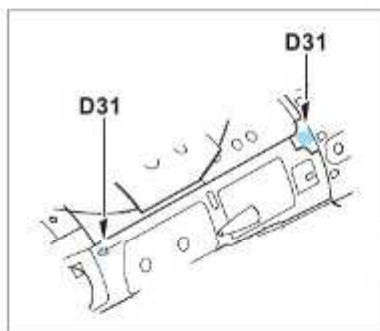
wire
 $\varnothing - 0,3 \text{ mm}$
 $l - 4,14 \text{ mm}$

D62 **D76** **D78**

IN CASE OF USE UB-32 ROCKET LAUNCHER ON INNER UNDERWINGS PODS, USE D76, D77 PART.
 V PŘÍPADĚ PODVĚŠENÍ RAKETNIC UB-32 NA VNITŘNÍCH PODKŘÍDELNÍCH ZÁVĚSNÍCÍCH POUŽIJ KRYTY D76 A D77.



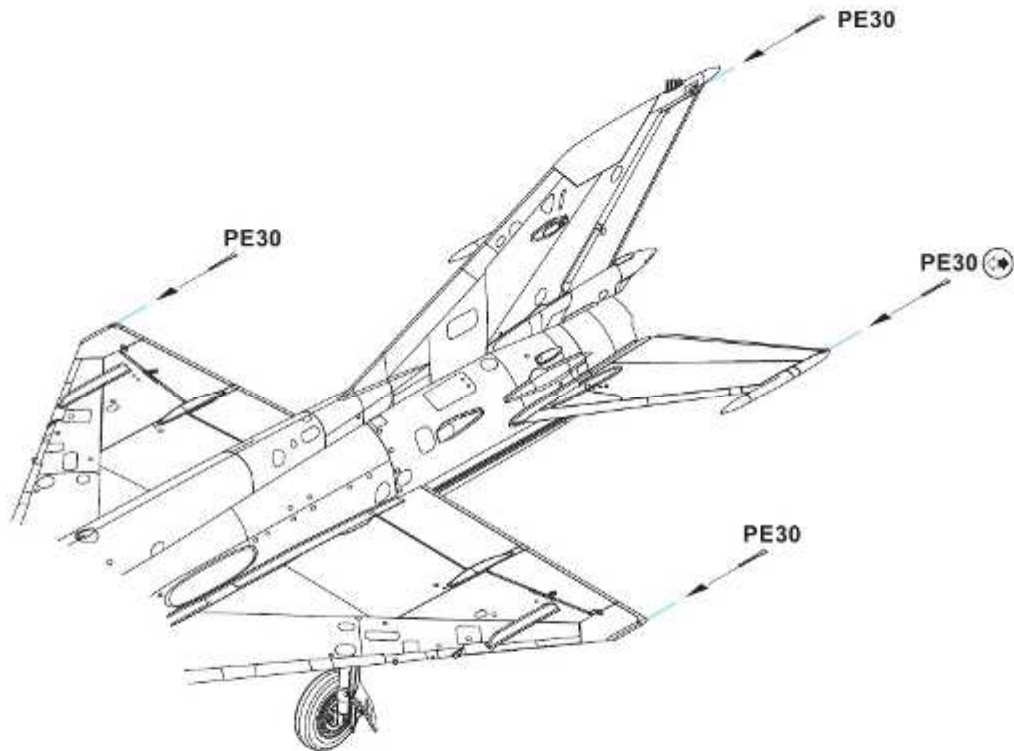
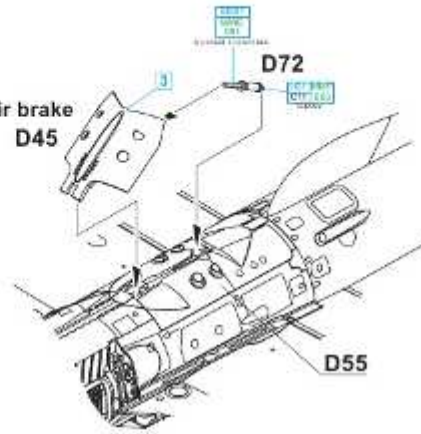
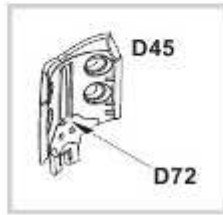
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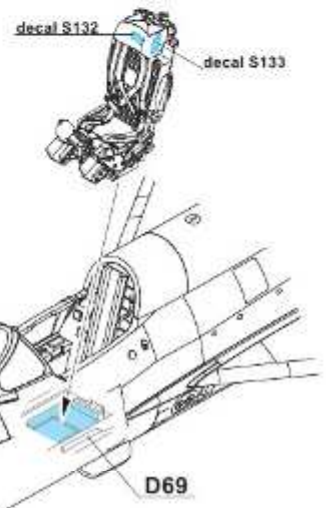
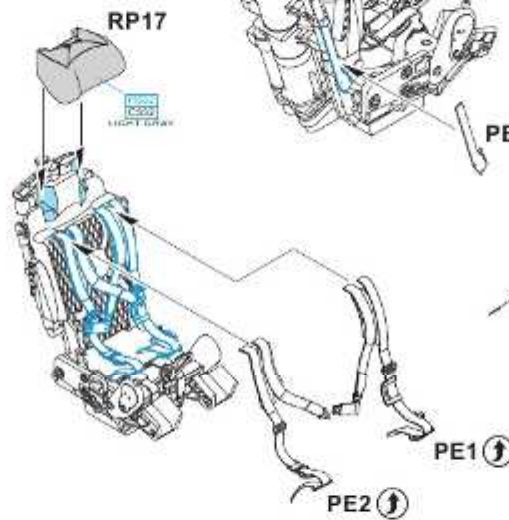
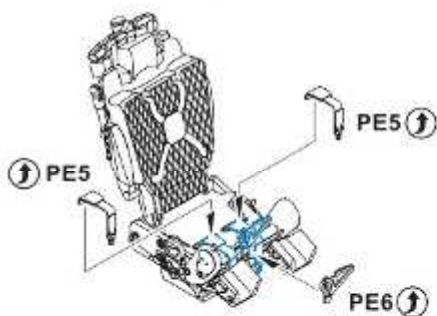
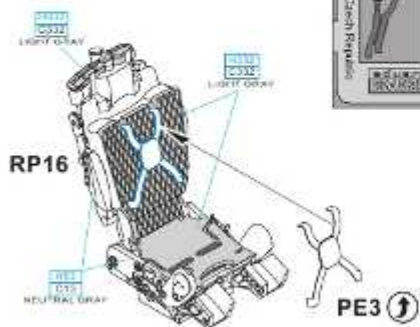
- 3
- MARKINGS **A, B, L**
 - MARKINGS **C, D, E, F, H, K**
 - MARKING **G**
 - MARKINGS **I, J**

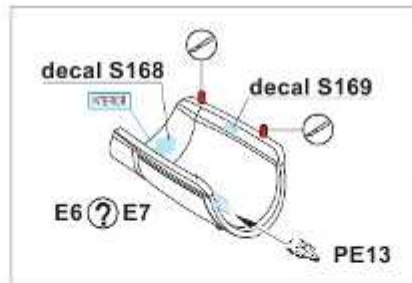
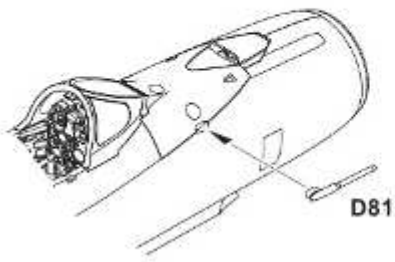
?

OPEN air brake
D45



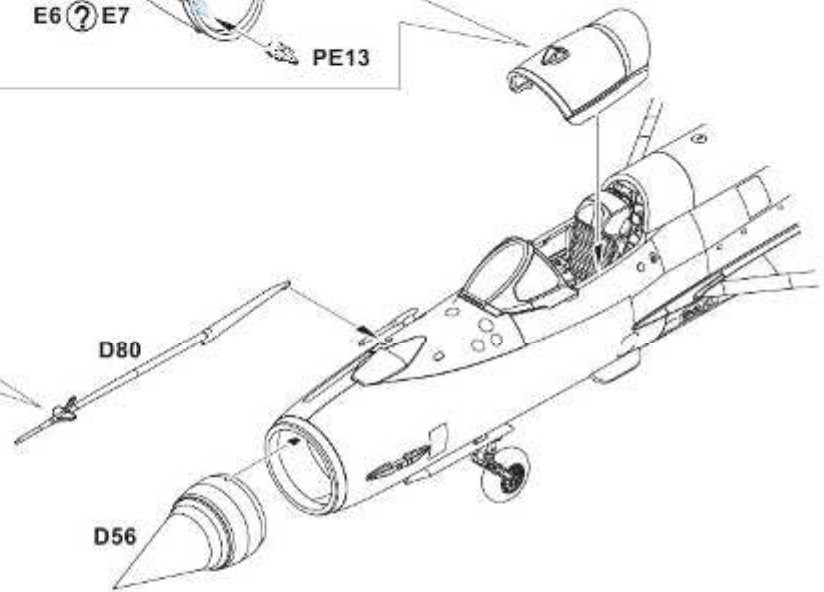
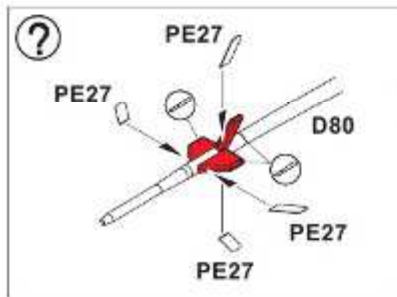
BRASSIN





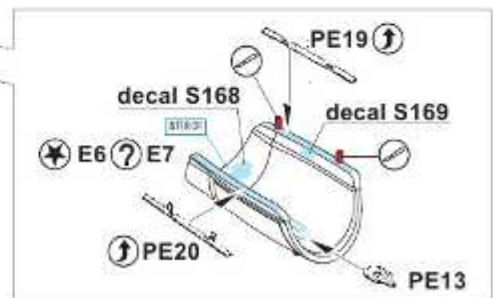
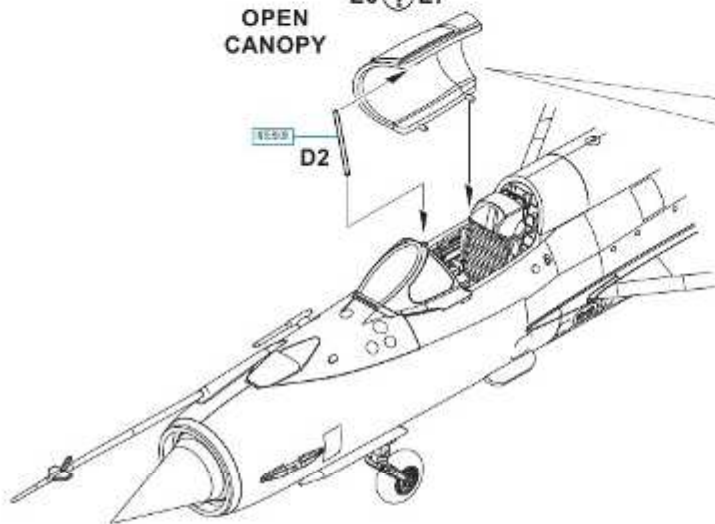
E6 - MARKINGS A-C
E7 - MARKINGS D-L

CLOSED
CANOPY
E6 ? E7

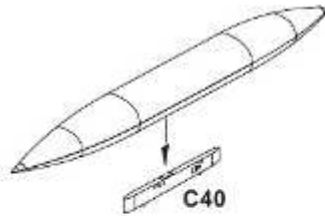
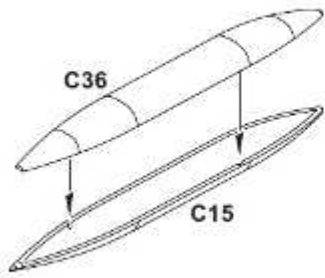


E6 - MARKINGS A-C
E7 - MARKINGS D-L

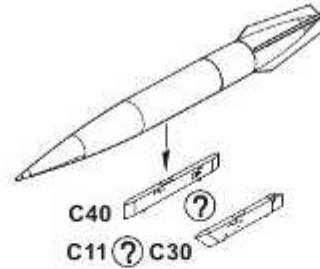
E6 ? E7
OPEN
CANOPY



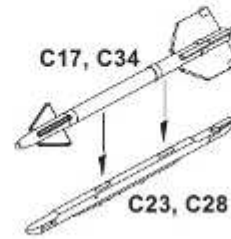
EXTERNAL FUEL TANK 800 I
PŘÍDAVNÁ NÁDRŽ 800 I



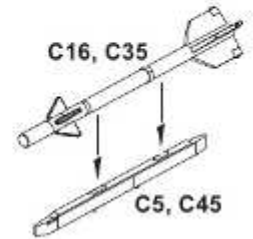
EXTERNAL FUEL TANK 490 I
PŘÍDAVNÁ NÁDRŽ 490 I
2 pcs.



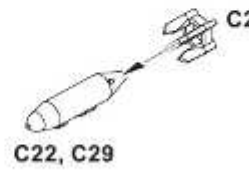
R-13
2 pcs.



R-3S
2 pcs.



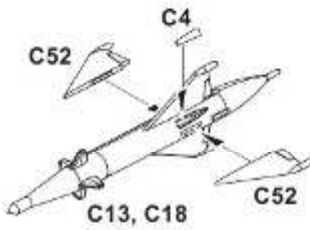
BOMB 250
2 pcs.



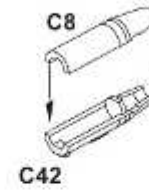
S24
4 pcs.



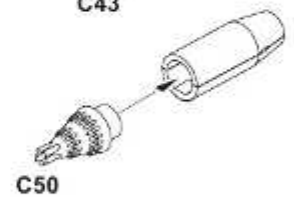
RS-2US
2 pcs.



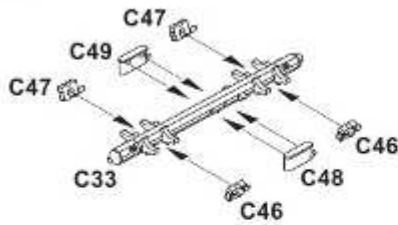
UB-16
2 pcs.



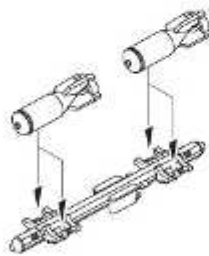
UB-32
2 pcs.



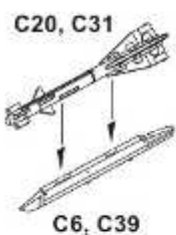
MBD
2 pcs.



BOMB 100
4 pcs.

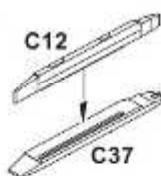


R-60
2 pcs.

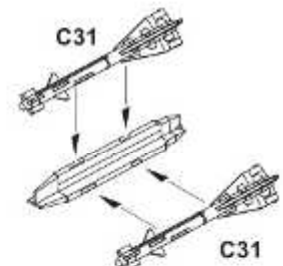
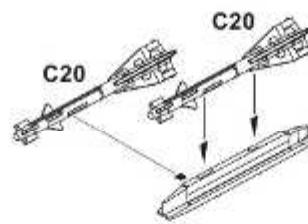


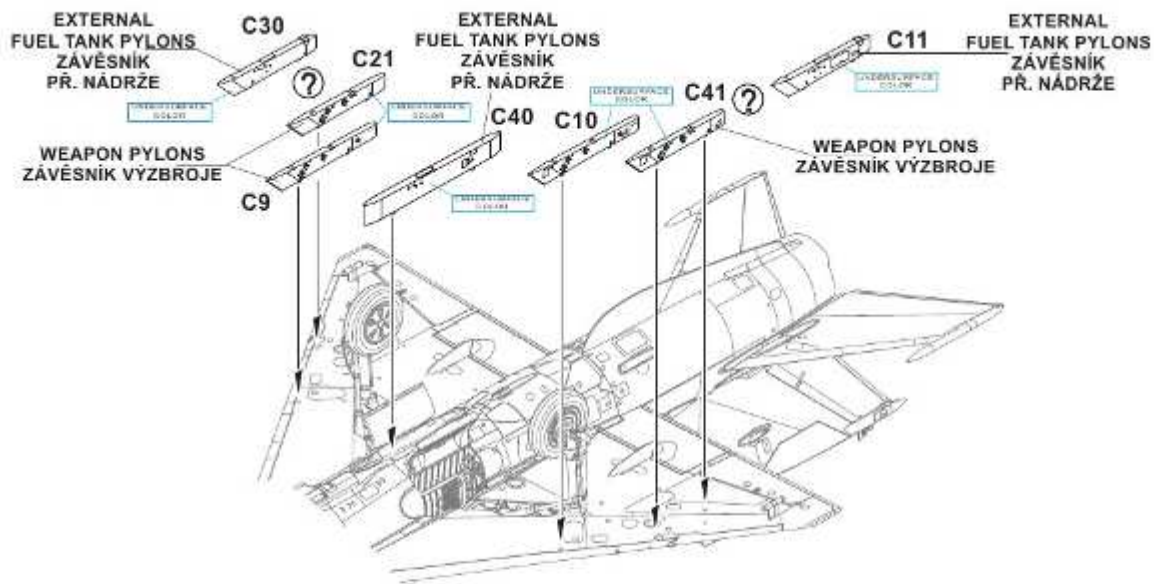
R-60
2 pcs.

LEFT

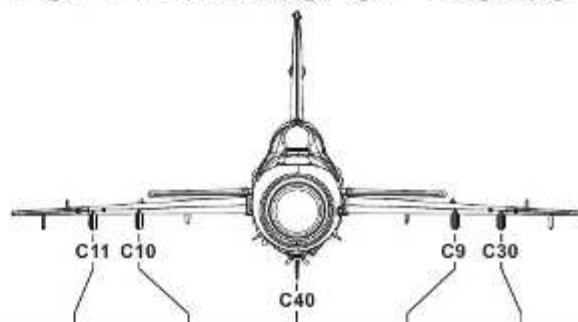


RIGHT

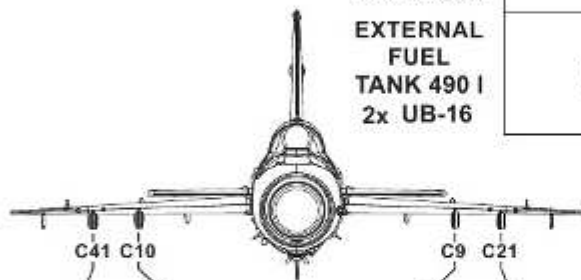
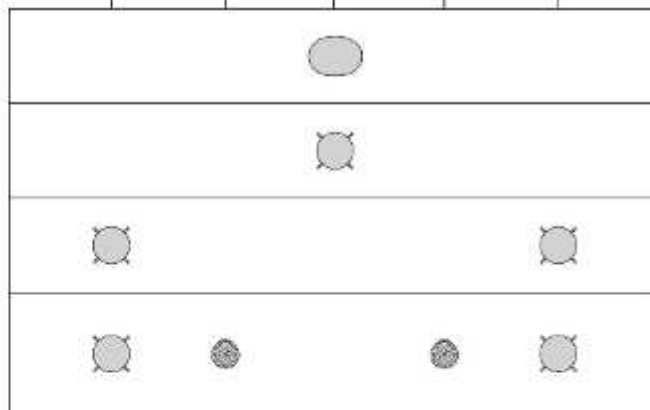




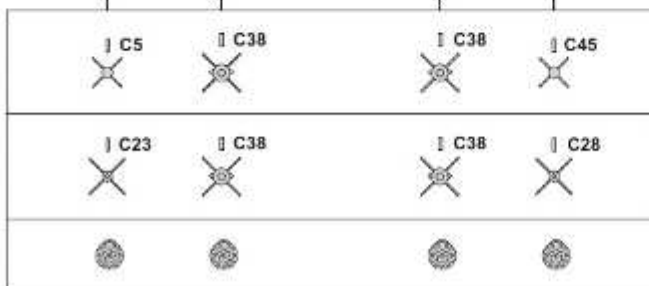
TYPICAL ARMAMENT AND FUEL TANKS OPTIONS



EXTERNAL FUEL TANK 800 l
 EXTERNAL FUEL TANK 490 l
 EXTERNAL FUEL TANK 490 l
 EXTERNAL FUEL TANK 490 l
 2x UB-16

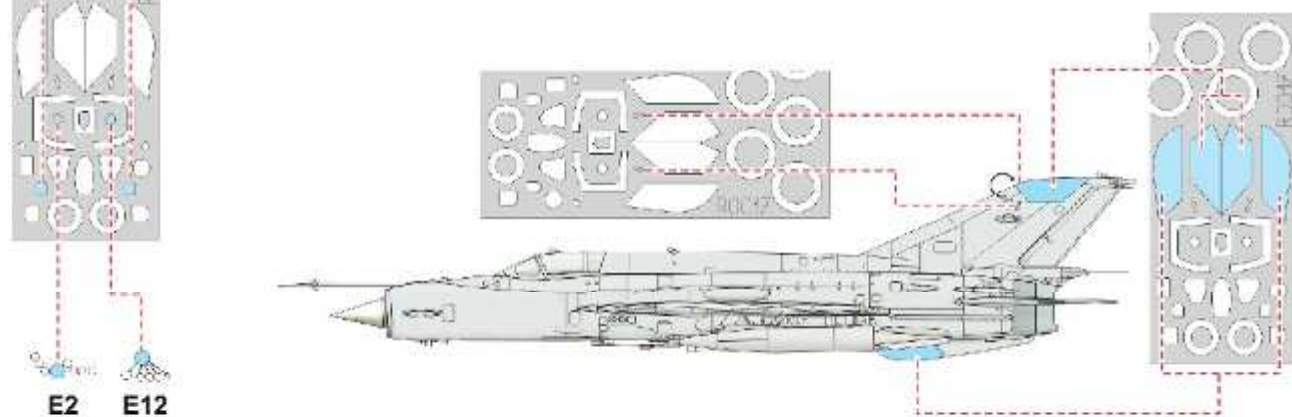
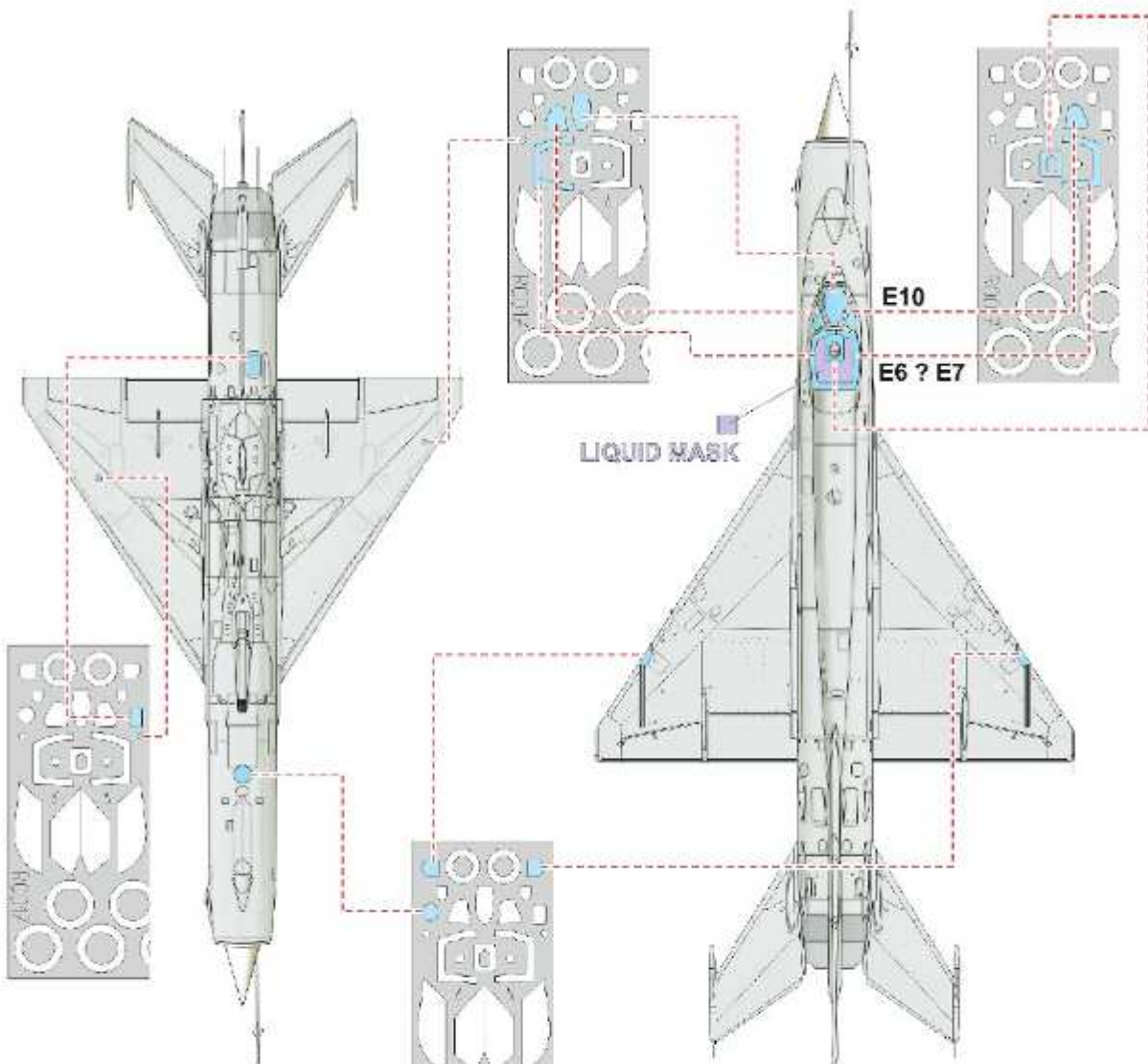
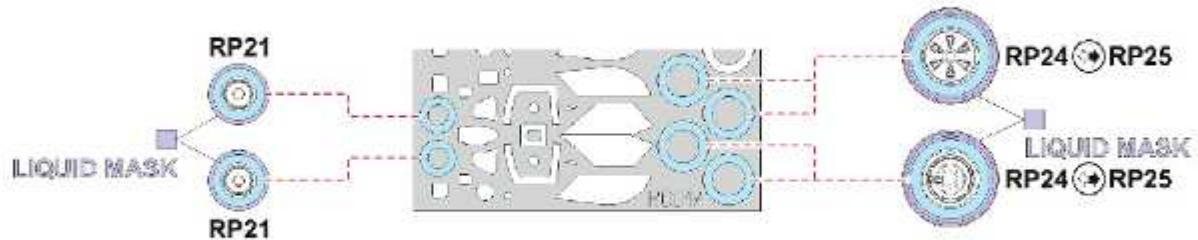


2x RS-2US
 2x R-3S
 2x RS-2US
 2x R-13
 4x UB-16



TO CHOOSE WEAPON AND EXTERNAL FUEL TANK OPTION PLEASE FOLLOW YOUR REFERENCE.

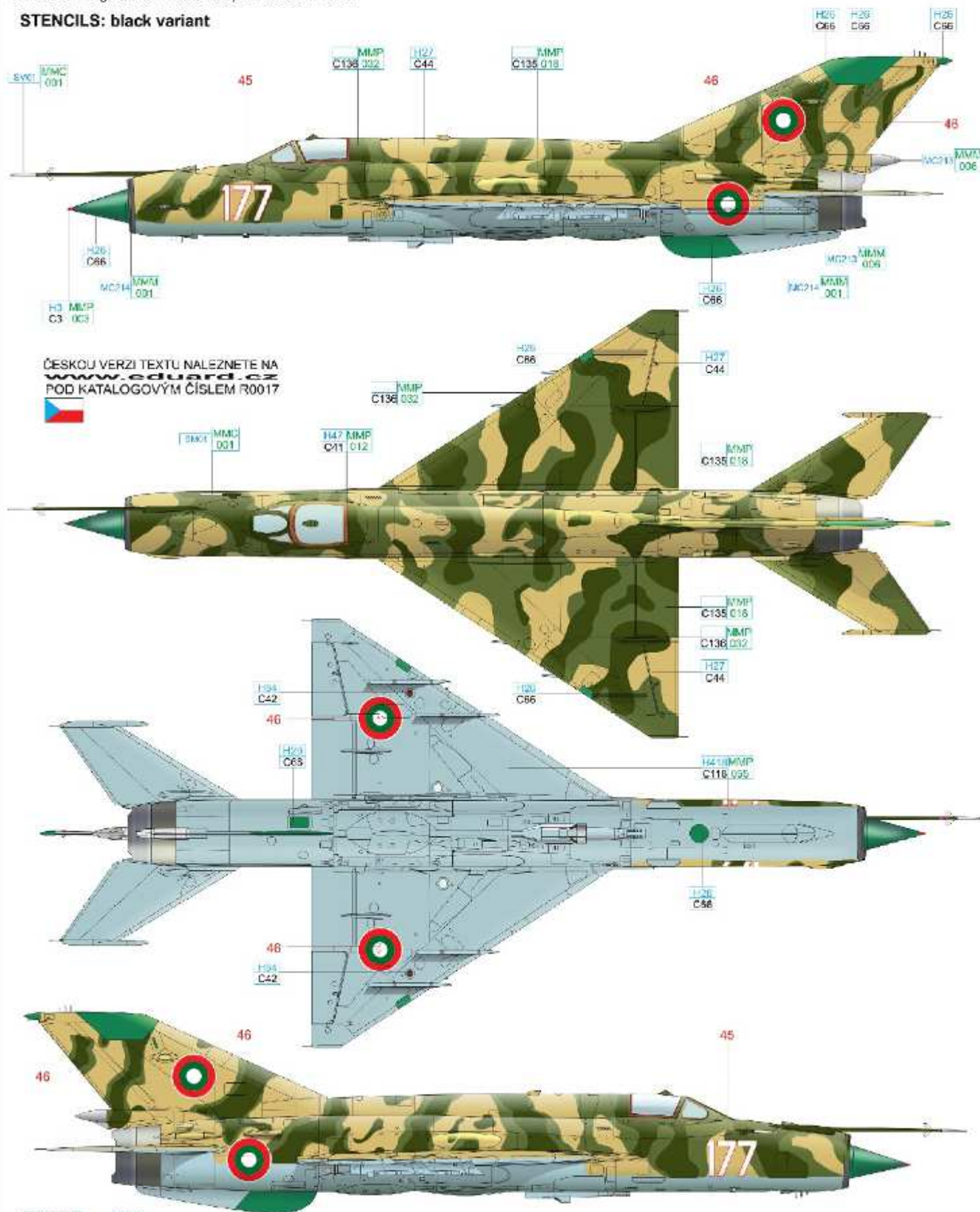
PRO VOLBU VÝZBROJE A PŘÍDAVNÝCH NÁDRŽÍ SE DRŽTE DOKUMENTACE KONKRÉTNÍHO STROJE.



B No. 177, 26th Reconnaissance Air Regiment, Dobrich, Bulgaria, early 90's

After accepting the MiG-21F-13, PF, PFM, R and M, Bulgaria took delivery of a total of twenty MiG-21MFs manufactured at Gorky's Factory no.21 between 1974 and 1975. In 1990, these were replaced by more modern aircraft and the MiG-21s were transferred to the 26th Reconnaissance Regiment where, during 1995 and 1996, they were finally rebuilt for the recon role. Bulgarian MiG-21s flew in a scheme consisting of several shades of green and brown. The type of national insignia shown here was put into use in 1992.

STENCILS: black variant



ČESKOU VERZI TEXTU NALEZNETE NA
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POD KATALOGOVÝM ČÍSLEM R0017



SUPER FINE SILVER	SM01	MMC 001	DARK GREEN	MMP C138 032	GREEN	MMP C136 018	MAHOGANY	H84 C42	BRIGHT GREEN	H26 C66
STEEL	MC214	MMM 006	LIGHT BROWN	H12 MMP C41 012	SAND	H27 C44	BLUE	H41 MMP C118 055	RED	H3 MMP C3 003

This aircraft served at the noted military institution in 1979, carrying the name of General Sergey M. Shtemenko, a former commander of Soviet Military Forces. This facility ensured the training of pilots of nations with friendly ties to the Soviet Union. These included pilots from Iraq, Cuba, Angola, Yemen and Vietnam. This is probably a Soviet SM version. This is supported by the code '03' and might also mean that this aircraft was sourced from a combat unit, since training units typically employed a three digit code.

STENCILS: blue variant



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM R0017

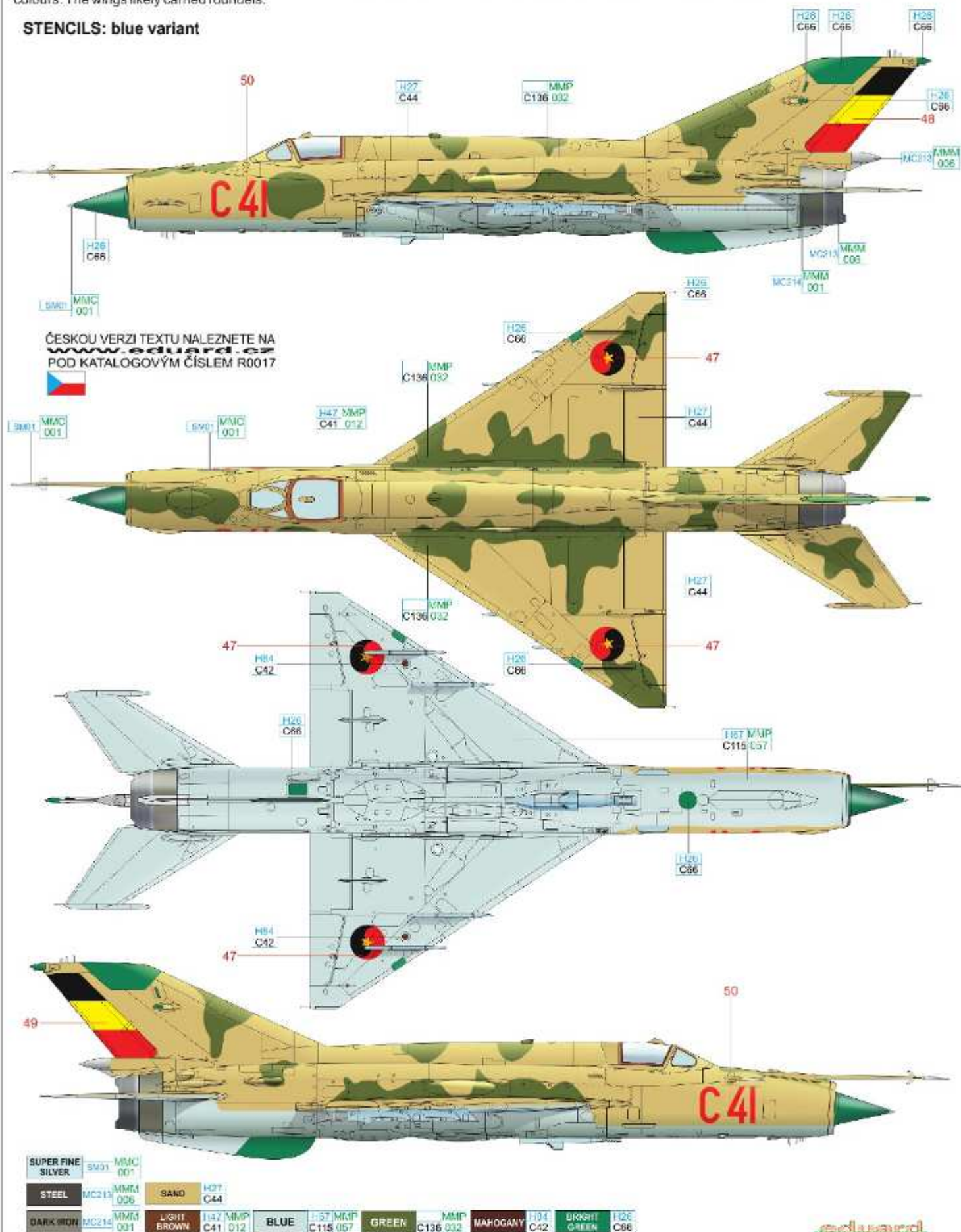


STEEL	MC214	MMM 006	BLUE	H67 MMP C115.057	GREEN	MMP C138.032
DARK IRON	MC214	MMM 001	LIGHT BROWN	H47 MMP C41.012	MAHOGANY	H84 C42
					BRIGHT GREEN	H26 C96
					SAND	H27 C44
					RED	H3 C3 003

D No. C 41, flown by Cuban General Rafael del Pino, Angola, 1976

During the Angolan Civil War, Cuban ground and air units served on the side of the local communists against UNITA forces supported by South Africa and the United States. The first MiG-21MFs flown by Cuban volunteers appeared in Angola at the beginning of 1976, and there were twelve MiG-21MFs supplied by the USSR the same year. This was followed by another dozen in 1980. The commanding officer of the Cuban Expeditionary Forces in Angola was General Rafael del Pino from 1975 to 1977, who was a later critic of the Cuban regime and who emigrated from Cuba to the United States in 1987. Camouflaged aircraft at the beginning of the conflict flew with red numerals prefixed with the letter 'C' (for Combat) and the rudder was painted with the Angolan national colours. The wings likely carried roundels.

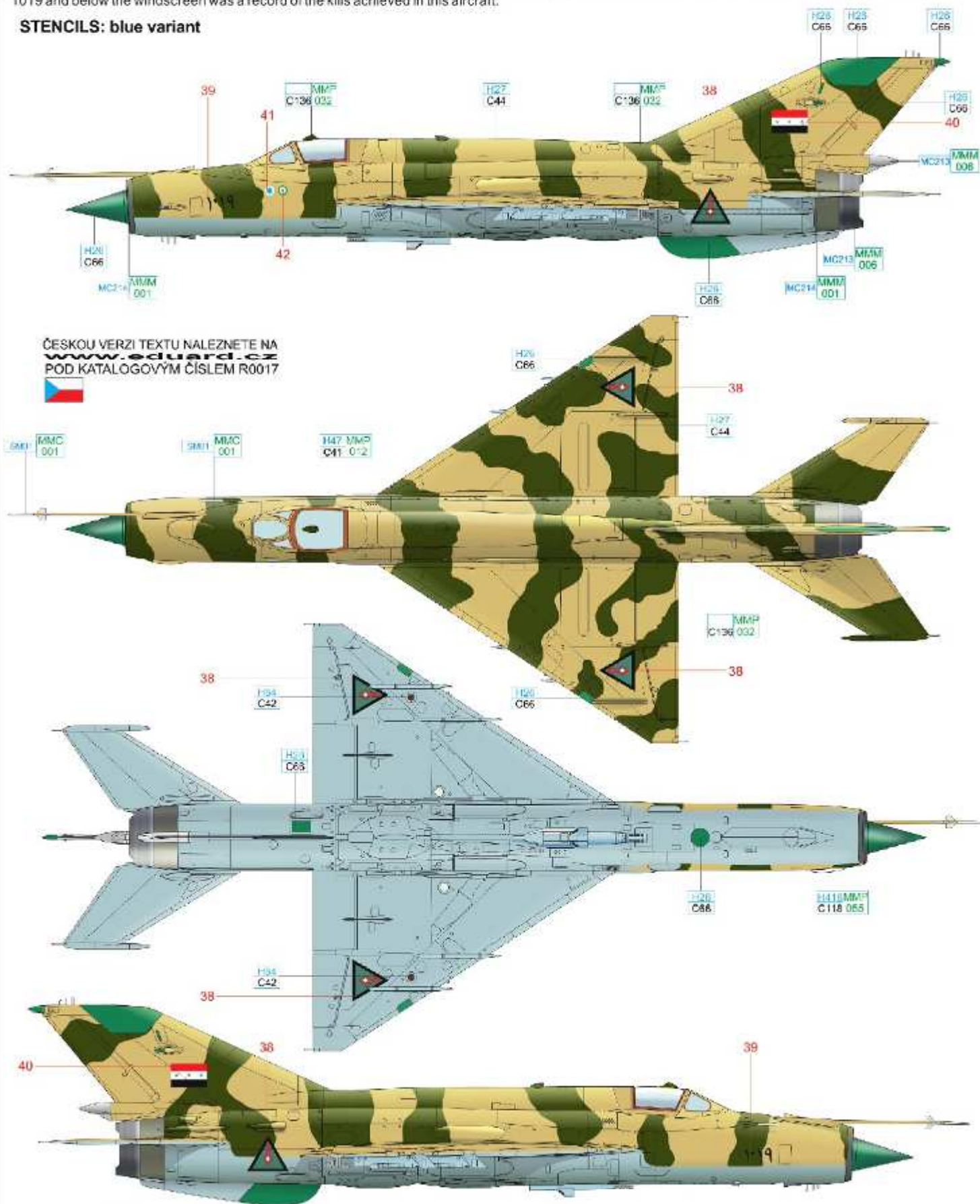
STENCILS: blue variant



SUPER FINE SILVER	SM01	MMC 001	SAND	H27	C44	BLUE	H27 MMP C115 057	GREEN	MMP C136 032	MAHOGANY	H04	BRIGHT GREEN	H26	C86
STEEL	MC213	MMM 006	LIGHT BROWN	H27 MMP C41 012	DARK IRON	MC214	MMM 001							

MiG-21MF numbered 1019 took part in the Yom Kippur War when it served as part of the expeditionary force with No.11 Squadron when it was sent to Syria. On October 22nd, 1973, according to Arab sources unconfirmed by Israeli ones, Namiq Saadallah shot down an Israeli Mirage III. Seven years later, in the war with Iran, 1st Lt. Sadik shot down an Iranian F-4E Phantom II with an R-13M missile flying this airplane. The front of the aircraft carried the Arabic numerals 1019 and below the windscreen was a record of the kills achieved in this aircraft.

STENCILS: blue variant



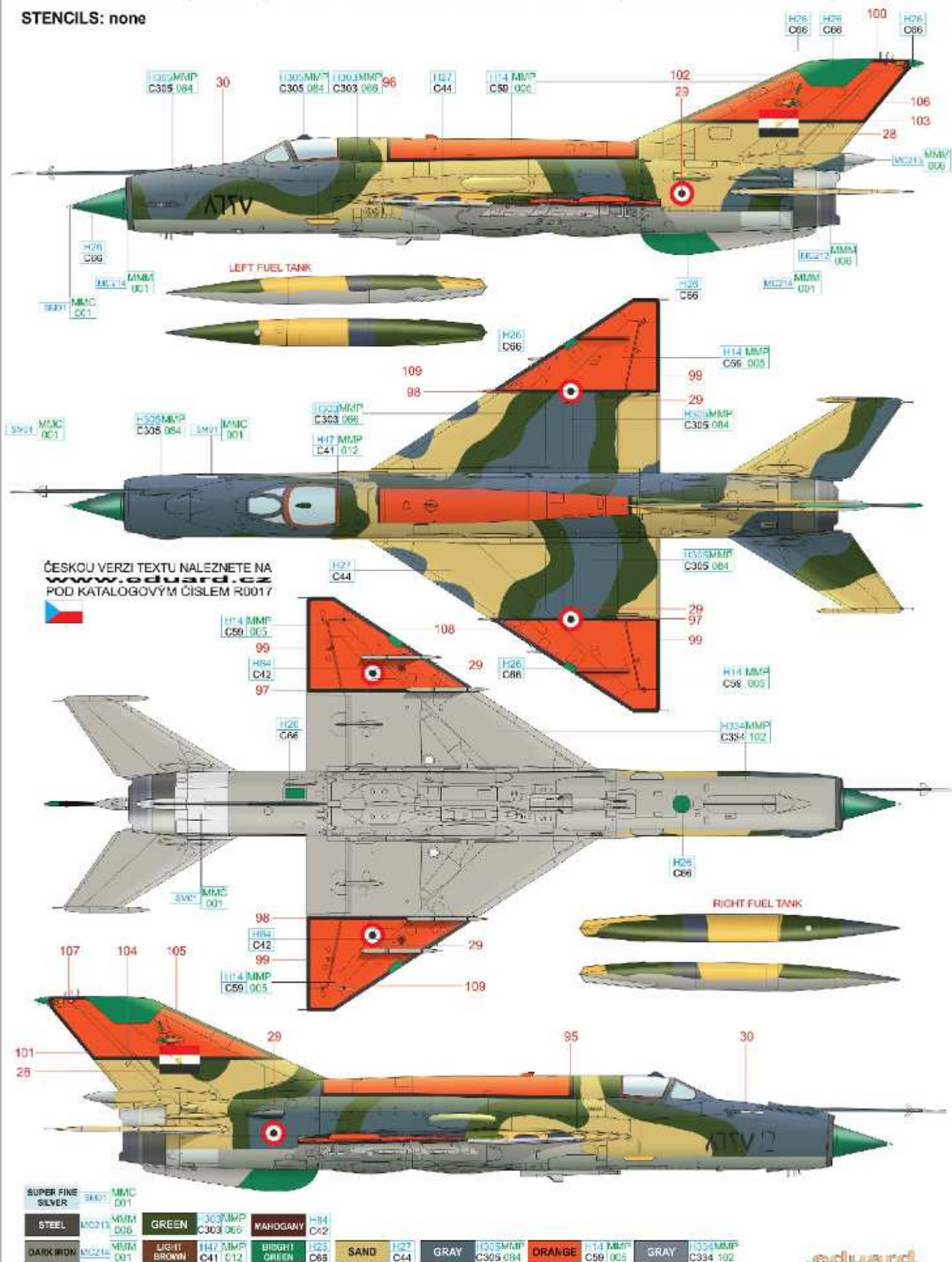
ČESKOU VERZI TEXTU NALEZNETE NA
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SUPER FINE SILVER	H4X1	AMC C01	GREEN	MMP C136 032	SAND	H27 C44
STEEL	MC213	MMY C06	LIGHT BROWN	H17 MMP C41 012	MAHOGANY	H28 C66
DARK IRON	MC214	MMY C01				BRIGHT GREEN
						BLUE

Aircraft numbered 7628 was representative of Egyptian military aircraft which is known to today. The striking orange outlined in black fields appeared on Egyptian aircraft at the end of the seventies and were also carried on other types, including the MiG-19, F-4 Phantom II and the Mirage III. There were political reasons for this during the warming of ties with the United States and for identification of friendly aircraft in combat with those of Libya.

STENCILS: none

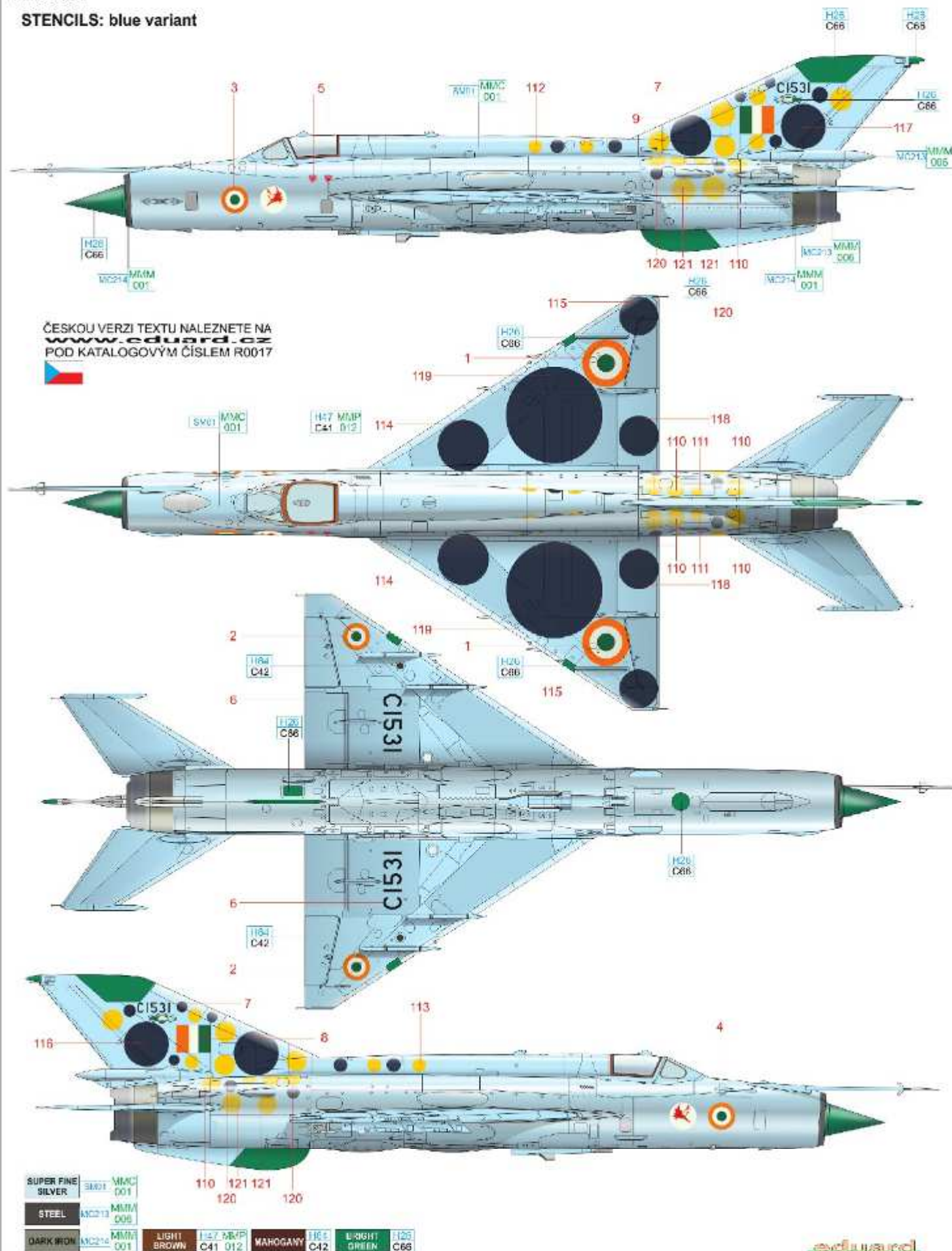


SUPER FINE SILVER	SK01	MMC 001	GREEN	I303MMP C303 006	MAHOGANY	H34 C42	BRIGHT GREEN	H23 C66	SAND	H27 C44	GRAY	I305MMP C305 084	ORANGE	H14 MMP C59 005	GRAY	I334MMP C334 102
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H No. C1531, No. 101 Squadron „Falcons“, Sirsa AB, India, early 90's

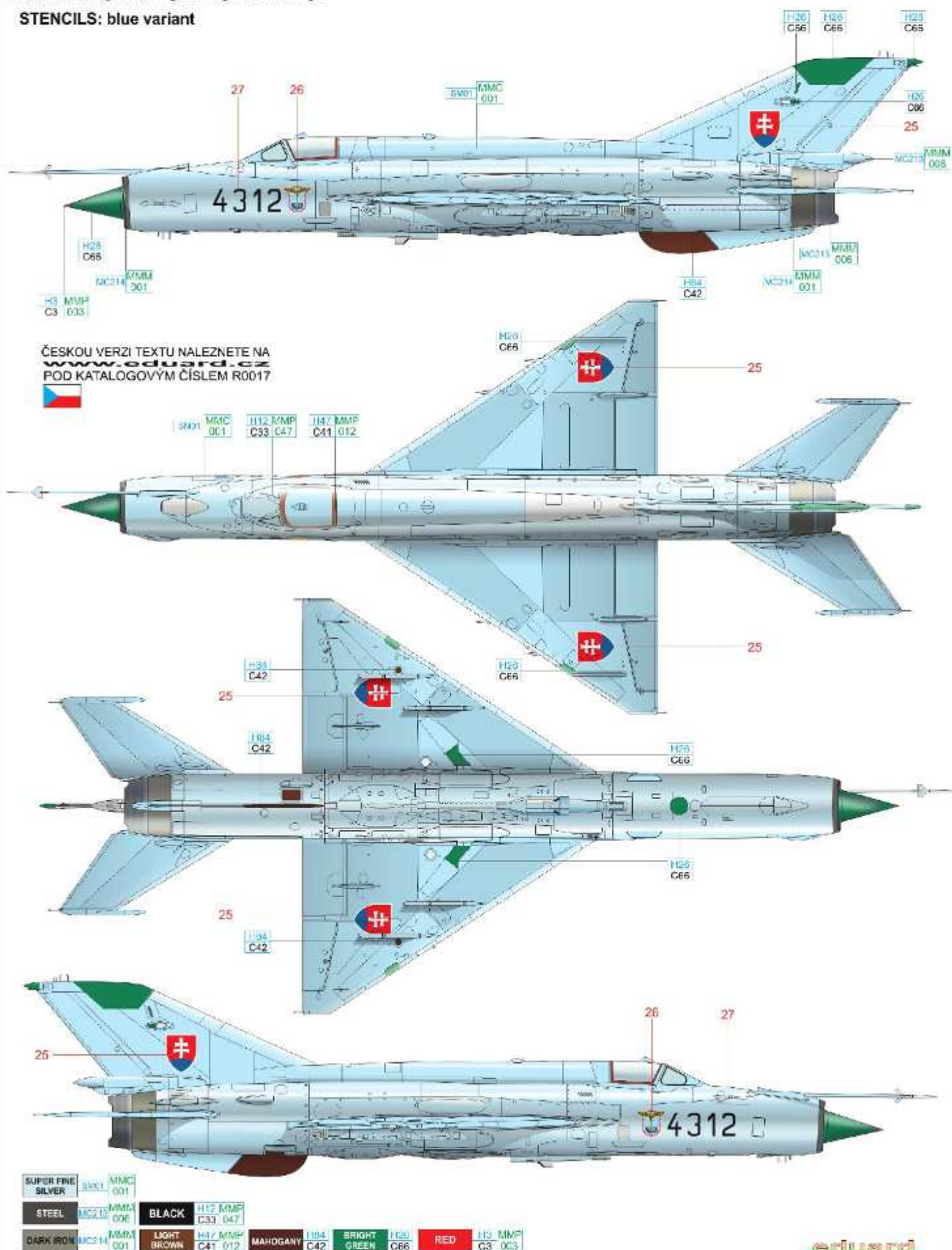
Indian MiG-21s are well known for their striking colour schemes. These served as quick identification aids of specific aircraft during mock dogfights. No.101 Squadron received their first MiG-21s in 1974 when they replaced the Su-7. From 1981 till today, the unit is based at Sirsa, northeast of Delhi. This aircraft in the original natural metal scheme carried on its wings and rear fuselage, to include the fin, blue and yellow rings. The unit marking appears below the windscreen.

STENCILS: blue variant



From 1971, this aircraft served with 4th Fighter Regiment in Pardubice. In 1973, it was transferred to Bechyne to the 9th Fighter Regiment. During the breakup of Czechoslovakia, it was assigned to the Slovak side where it first flew with the 81st Fighter Independent Squadron at Sliac, and later with the 3rd Fighter-Bomber Regiment at Malacky. By 1994, it found its way back to Sliac where it was retired in 1997. During its entire service life in Slovakia, it retained its original 9th Fighter Regiment markings.

STENCILS: blue variant

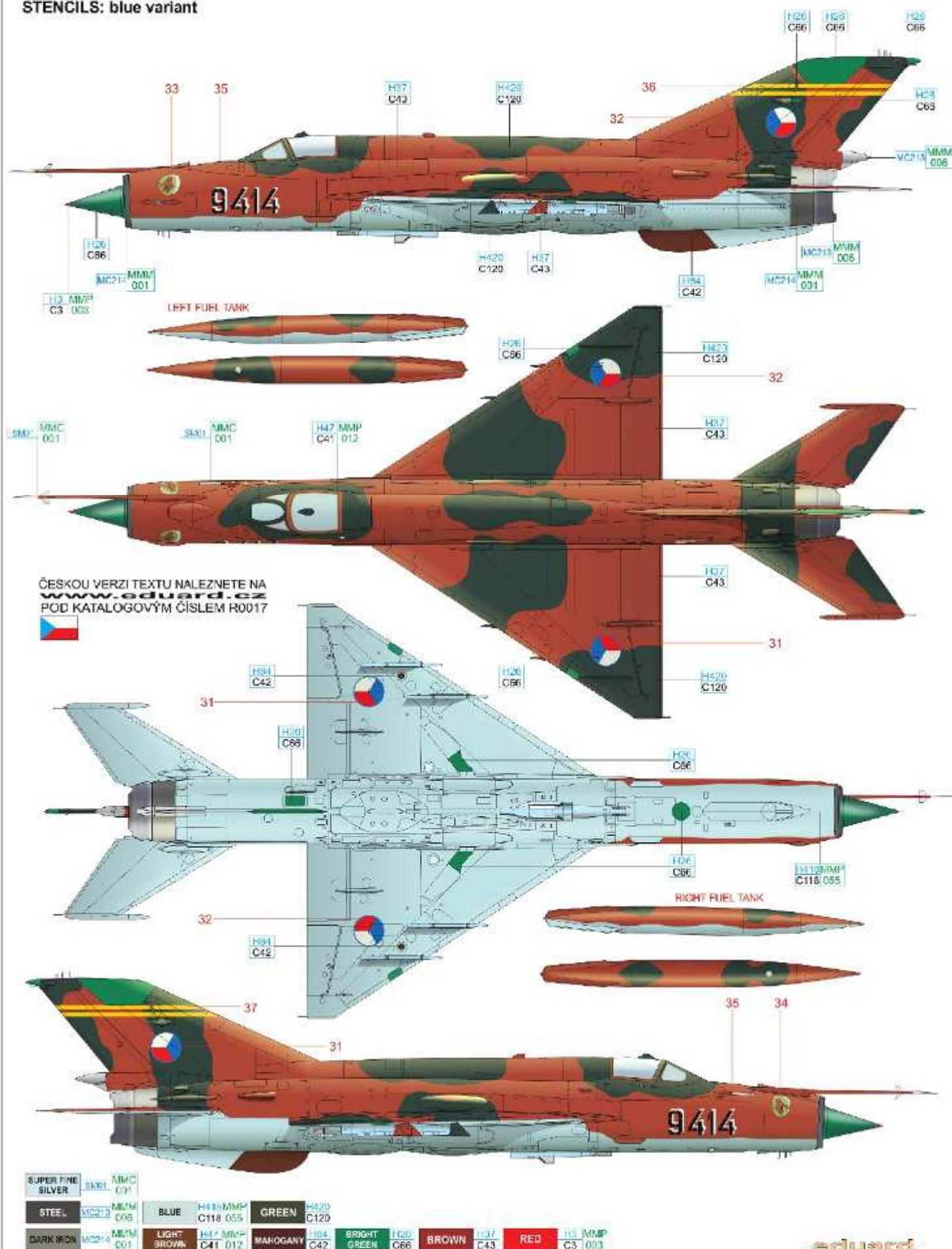


SUPER FINE SILVER	SWX1	MMC 001	BLACK	H12 MMP C33 C47	MAHOGANY	H84 C42	BRIGHT GREEN	H25 C66	RED	H3 MMP C3 C03
STEEL	MC210	MMC 006	LIGHT BROWN	H17 MMP C41 C12						
DARK IRON	MC214	MMC 001								

J No. 9414, 43rd fighter squadron, Čáslav, Czech Republic, 1996

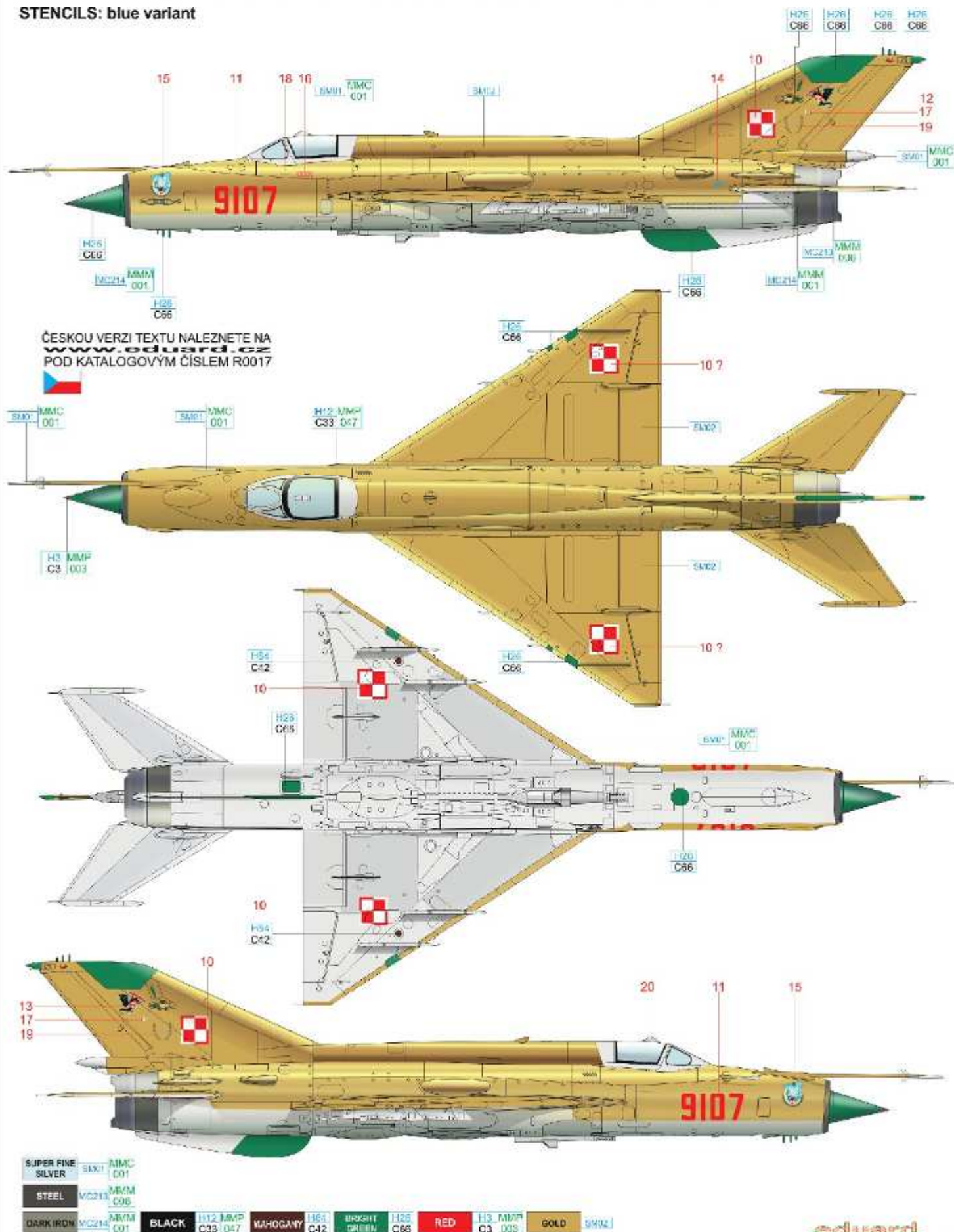
Aircraft with the bort number 9414 was one of the last MiG-21MFs to receive the green and brown scheme during general overhaul and consequently, one of the last such camouflaged MiG-21MFs in Czech Republic Air Force inventory. It was retired in 2004. Throughout its service career it served with the 6th Fighter-Bomber Regiment and the 1st Air School Regiment in Prerov, and from 1993 with the 43rd Fighter Squadron in Caslav.

STENCILS: blue variant



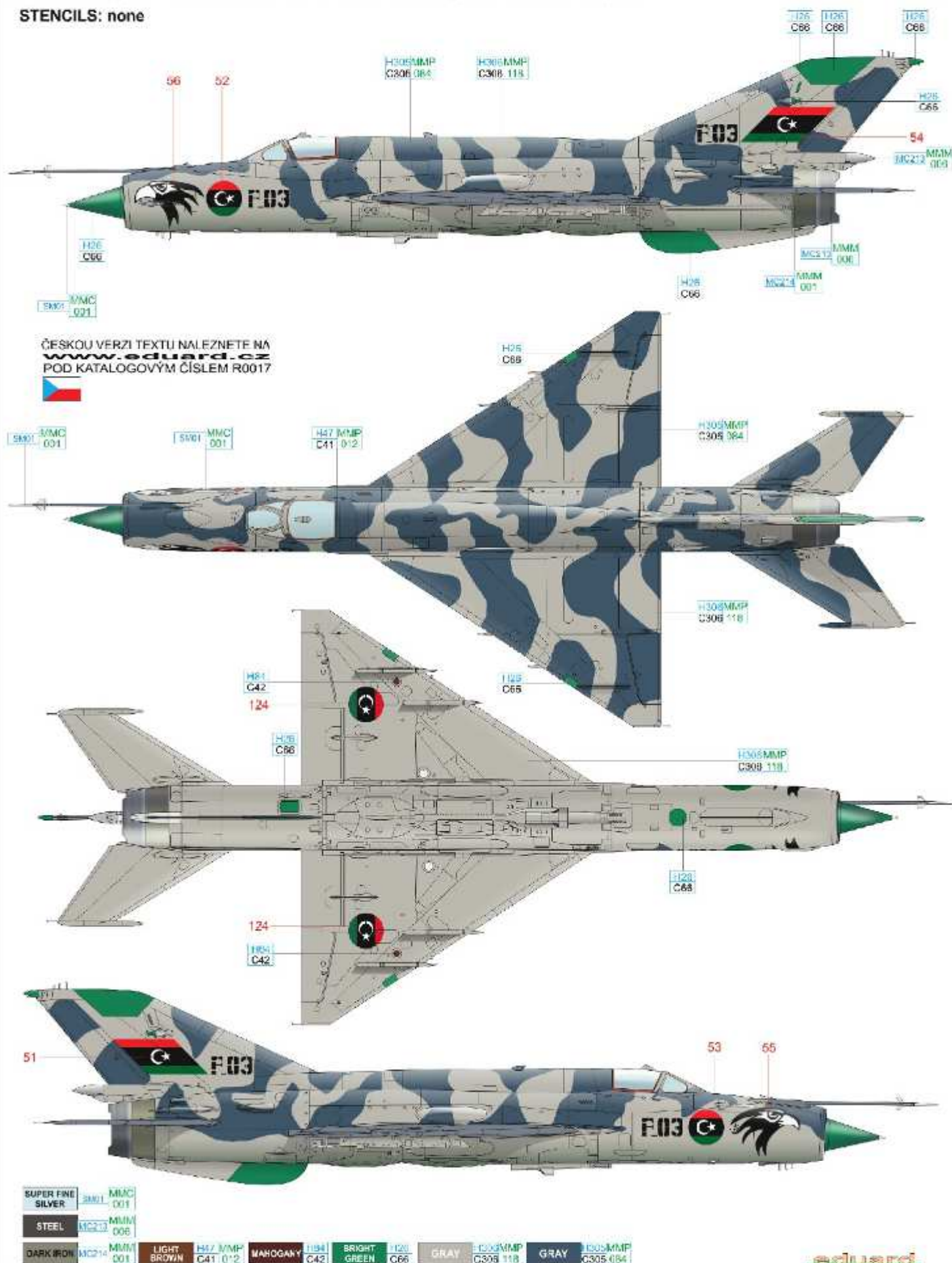
On May 7th, 1974, MiG-21MF, Serial Number 969107, was handed over to the Polish Air Force, along with another example. Up until January 9th, 1990, it served with the 41st PLM, after which it served with the 10th PLM. On the occasion of the fifty-fifth anniversary of the end of the Second World War, the upper and side surfaces were painted in gold. The author of this scheme was the crewchief, st. chor. Piotr Polt. In 2007, the aircraft was transferred to the Polish Air Force museum in Krakow. The gold paint on the upper and side surfaces was complimented by a commemoration of the anniversary together with the 1st Squadron unit marking, and the emblem of the 10th PLM on the nose. The lower surfaces remained in natural metal.

STENCILS: blue variant



The Libyan Air Force, under the command of General Chalif Haftar, obtained no less than five MiG-21MFs from Egypt. These aircraft, along with several originally Libyan MiGs, obtained new camouflage schemes at Tobruk in 2017. This scheme was composed of two greys. At the same time, they received an 'F' and a two digit number code. The front of the aircraft carries a painting of the head of a predatory bird.

STENCILS: none



SUPER FINE SILVER	SM01	MMC 001	LIGHT BROWN	H47 MMP C41 012	MAHOGANY	H84 C42	BRIGHT GREEN	H26 C66	GRAY	H305MMP C305 118	GRAY	H305MMP C305 084
STEEL	MC213	MMM 008	DARK IRON	MC214	MMM 001	H84 C42	H26 C66	H26 C66	H26 C66	H26 C66	H26 C66	H26 C66

LEVÝ VNĚJŠÍ PALIVOVÝ PYLON
LEFT OUTSIDE UNDERWING TANK PYLON

C30

S107 SN

SN - SERIAL NUMBER
MALÉ NA DRÁK LETOUPNU
STŘEDNÍ NA ZÁVĚSNIKY
VELKÉ NA RAKETNICE

C40

PODTRUPOVÝ PYLON
FUSELAGE PYLON

SN S105

SN - SERIAL NUMBER
SMALL TO AIRFRAME
MEDIUM TO PYLONS
LARGE TO ROCKET LAUNCHERS

S106

PRÁVÝ VNĚJŠÍ PALIVOVÝ PYLON
RIGHT OUTSIDE UNDERWING TANK PYLON

C11

SN S108

LEVÝ VNĚJŠÍ PYLON
LEFT OUTSIDE PYLON

C21

S17 ? S33 S109 SN

S110

PRÁVÝ VNĚJŠÍ PYLON
RIGHT OUTSIDE PYLON

C41

S110 SN S120 S17 ? S33

LEVÝ VNITŘNÍ PYLON
LEFT INSIDE PYLON

C9

S17 ? S33 S111 SN

S112

PRÁVÝ VNITŘNÍ PYLON
RIGHT INSIDE PYLON

C10

S118 SN S119 S17 ? S33

C38
APU-7

S113 S116 S115 S117 S123

S123 S117 SN S115 S116 S114

C5, C45
APU-13

S130 S121 SN S129 S130

S122 SN S130 S131 S121 S130

C23, C28
APU-13MT

S130 S121 SN S129 S130

S122 SN S130 S131 S121 S130

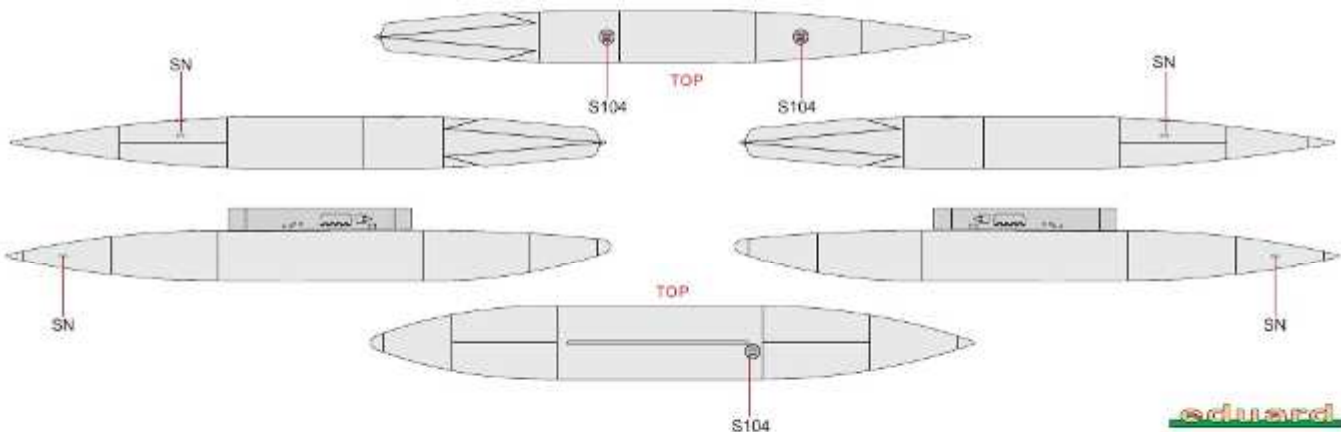
C12, C14, C37, C44
APU 2xR60

S154

S155

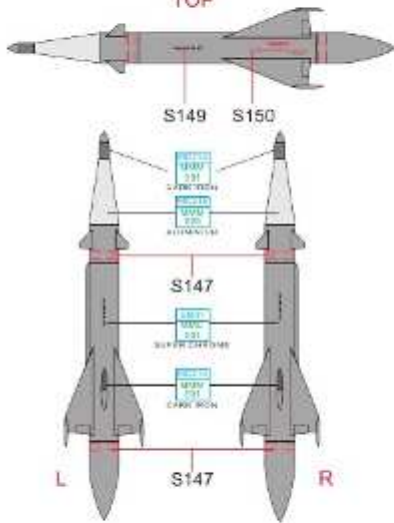
C6, C39
APU FOR R-60

S144 S145 S145 S143



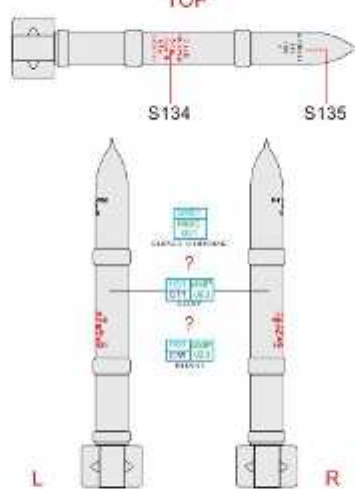
RS-2US

TOP



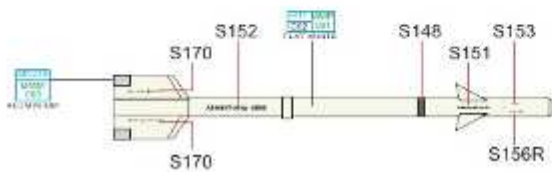
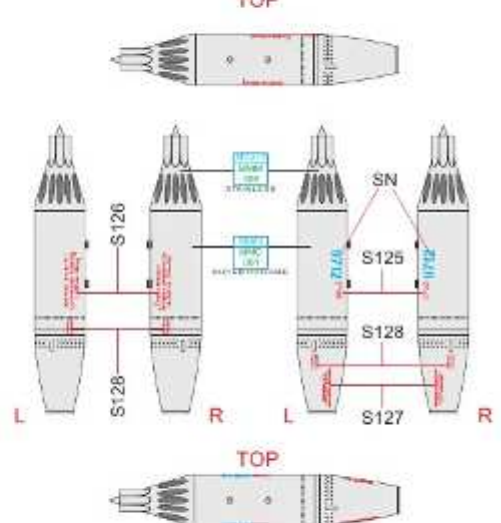
S-24

TOP

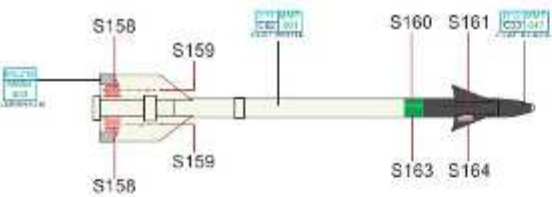
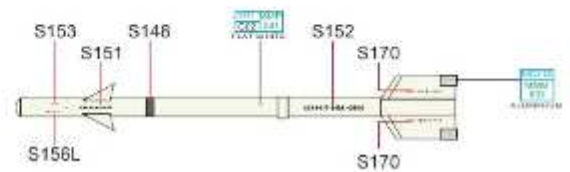


UB-16

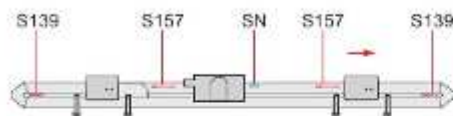
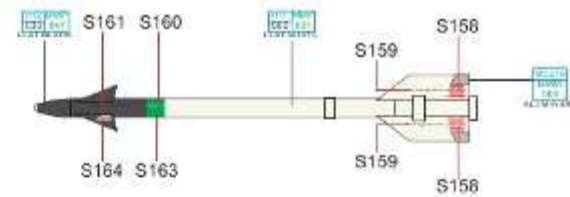
TOP



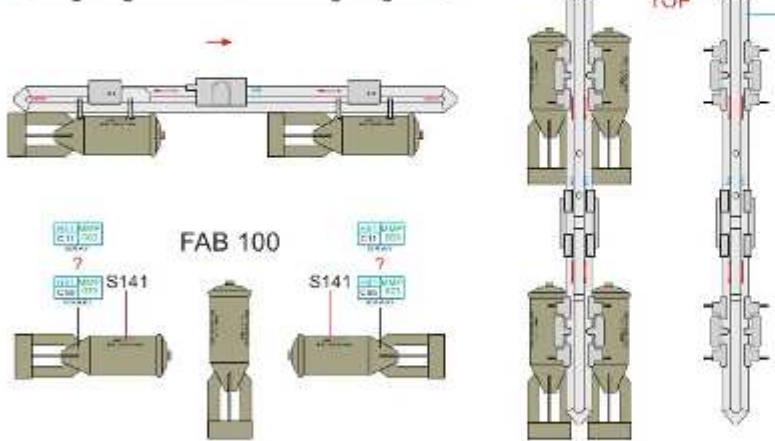
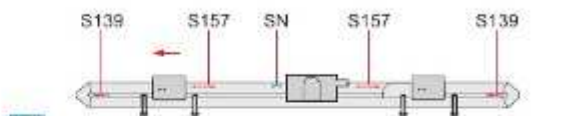
R-3S



R-13

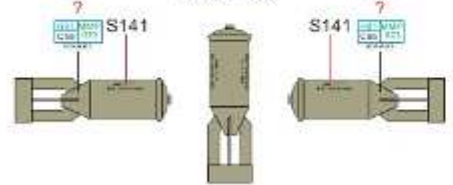


R-60

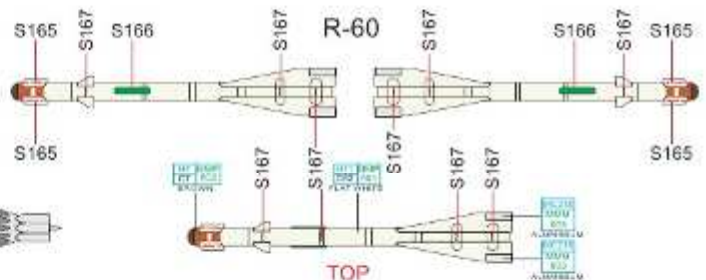
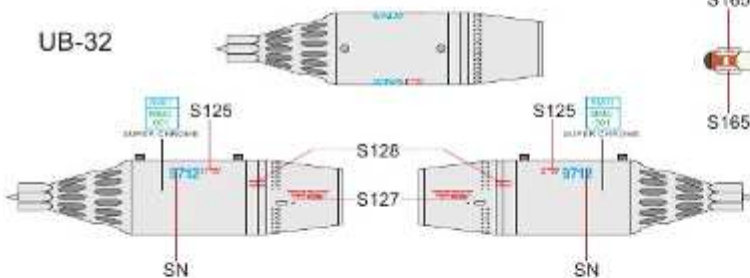


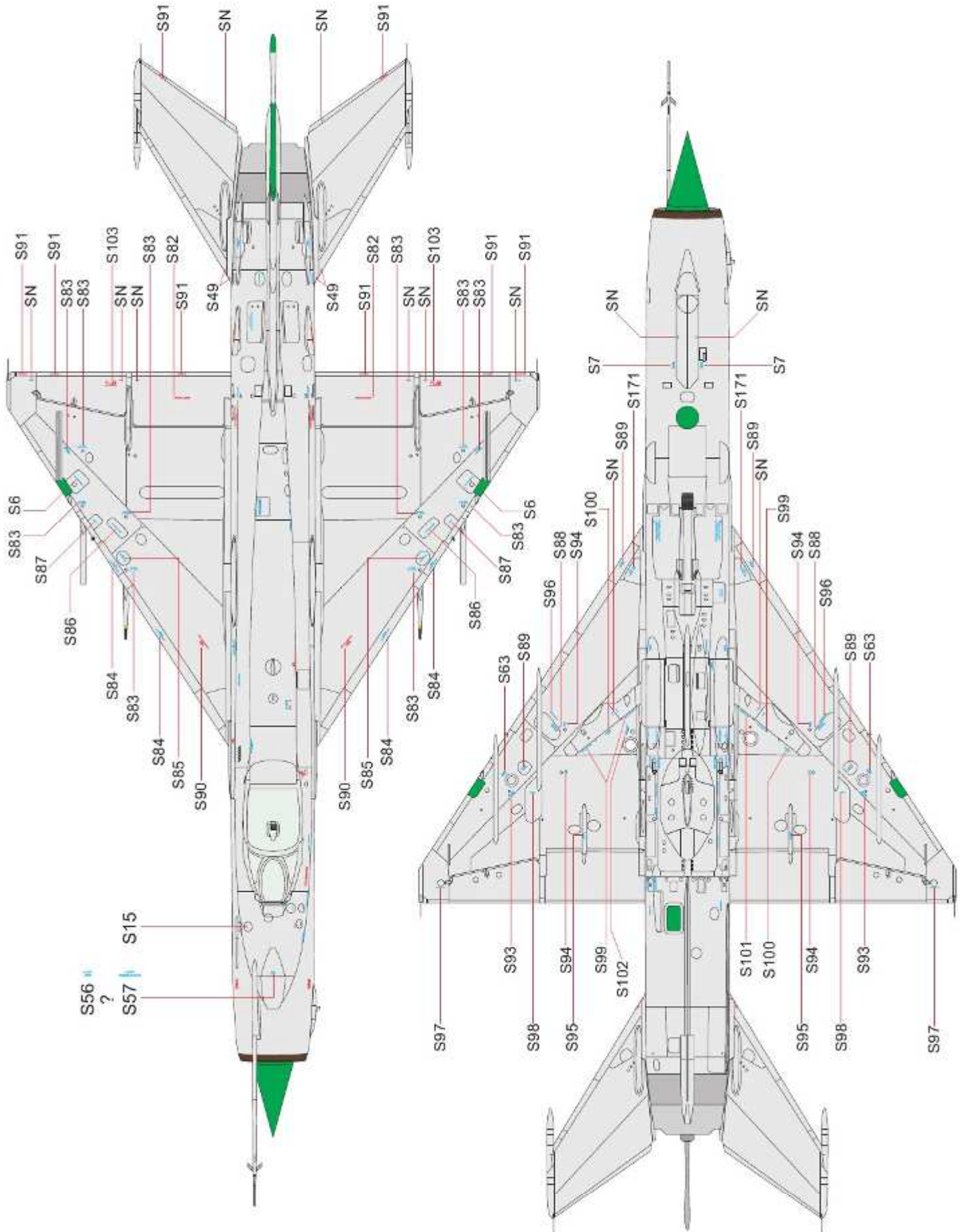
FAB 250

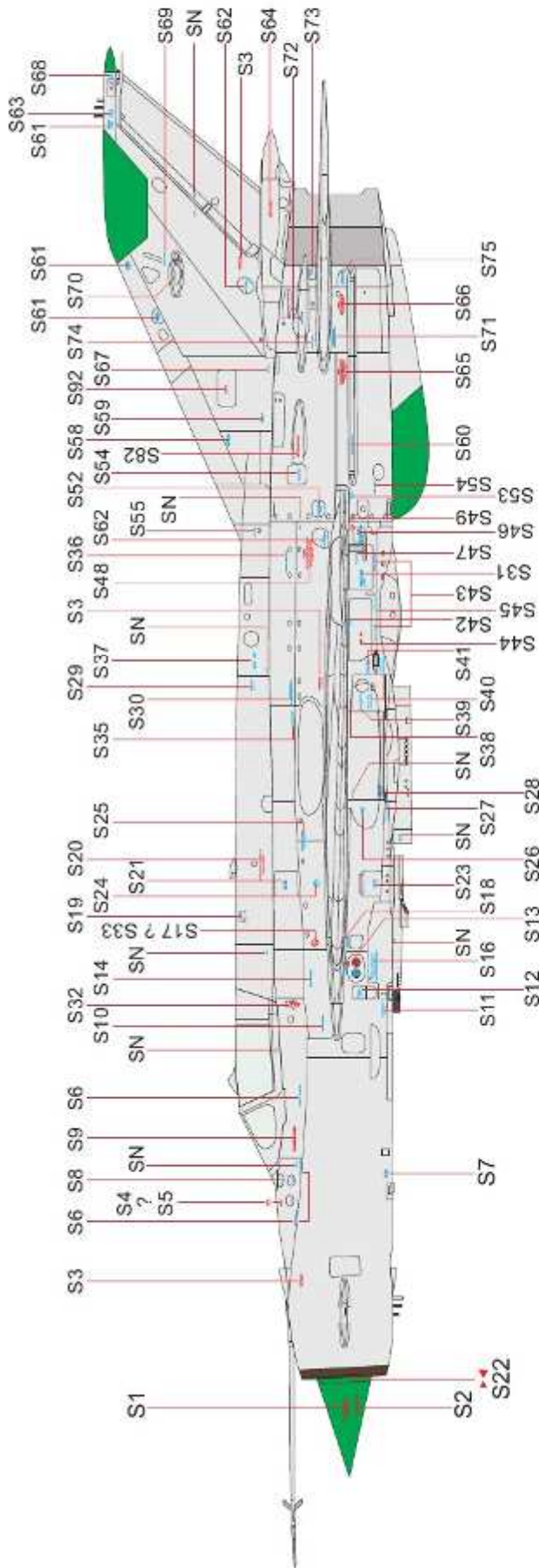
FAB 100



UB-32







SN - SERIAL NUMBER

SMAL TO AIRFRAME

MEDIUM TO PYLONS

LARGE TO ROCKET LAUNCHERS

SN - SERIAL NUMBER

MALE NA DRÁK LETOUNU

STŘEDNÍ NA ZÁVĚSNÍKY

VELKÉ NA RAKETNICE

