

MiG-21MF interceptor

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 70141

The MiG-21 was the most-produced supersonic fighter in the world serving with more than fifty Air Forces over four continents. The MiG-21MF was the export version which was available in two sub-variants. As a fighter-bomber or an interceptor.

The MiG-21 was one of a long-list of Mikoyan-Gurevich designs 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 MiG-21 project reach back to the first half of the fifties. In 1954, when the preliminary design study Ye-1 came to its end and was quickly replaced by the reworked Ye-2 prototype. Both had a swept wing. The first MiG design to feature the delta wing was the Ye-4 prototype, which took to the air for the first time on June 16, 1955. It was also demonstrated a year later at the Moscow airfield Tushino.

The new aircraft with the MiG-21 designation was the first successful Soviet design integrating fighter and interceptor characteristics. It was also quite light Mach 2 aircraft, although the long-lasting development was adding weight gradually. The design featured sleek fuselage with the front air intake and shock cone. This feature later limited future development due to the very small space available for the radar.

Cold War warrior

The first of the new line to enter production was the MiG-21F, which together with the MiG-21P and MiG-21F-13 represented the first generation of this line. These versions were in production through the end of the fifties and the beginning of the sixties. Subsequent versions included the PF, FL, PFM and R with production of these peaking at the end of the sixties. The third generation started production in 1968 and included the most advanced versions of MiG-21 like the M, SM, MF, SMT or 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. The new aircraft 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. That counts 11,496 aircraft produced.

Over the course of the Cold War, the opponents of the MiG-21 included the likes of the Northrop F-5 Freedom Fighter or the Dassault Mirage III. NATO assigned it the reporting name "Fishbed", while the Soviet pilots called it "Balalaika" due to the shape resemblance with the Russian musical instrument.

Aces from Asia, Middle East or Africa

Outside of the Soviet Union, the type flew with a long list of nations on four continents (Europe, Asia, Africa, and South America)

and participated in many conflicts and wars. The most remarkable combat use includes the Vietnam war, the Indo-Pakistan wars, the Cuban participation in Angola and in the Arab world's attempts to eliminate Israel. It is no wonder there were many pilots achieving ace status flying one or more variants of MiG-21. Thanks to the high volume of use and intensive combat actions, the Vietnamese pilots are topping the list of aces of MiG-21. The top of the ladder is occupied by Nguyen Van Coc with nine kills with three eight-victory aces following: Mai Van Cuong, Nguyen Hong Nhi and Pham Thanh Ngan. Of the other nations the Syrian pilots Bassam Hamshun and Majid Zugbi both achieved seven kills flying MiG-21MF, while Adeeab Al-Jarf had the same score with MiG-21FL and Egyptian pilots Ali Vajai, Sami Marei and Sami Marei scored five times.

In the interceptor role the MiG-21 served with the Soviet Union and other nations of the Warsaw Pact into the eighties when it began to be replaced by the MiG-23 in seventies and MiG-29 Fulcrum in eighties.

This kit: MiG-21MF

This plastic model kit represents the MiG-21MF, an export version of the MiG-21SM where the "M" stands for "modernizovanniy" (upgraded) and the "F" "forsirovanniy" (with afterburner). The MiG-21MF lacked some of the "sensitive" avionics equipment of the SM version. On the other hand, it also sported some improvements to its export predecessor, the MiG-21M, in several aspects. It was powered by more powerful Tumansky R-13-300 engine with afterburner and carried the Safir-21/RP-22 radar instead of less effective RP-21MA of MiG-21M. The MiG-21MF type was identified as Izdelye (series) 96F in factory documentation. The production started in the Moscow factory No. 30, with first batch of 96 production aircraft in 1969 (it is believed these were shipped to Egypt). Starting from 1974 the production was shifted to the No. 21 factory in Gorkhyi, where 231 aircraft were built before the production shifted to the MiG-21bis version in 1976.

Although the MiG-21MF was export version, several aircraft saw service with 234. GvIAP (Guard Fighter Regiment) of VVS (Voenno Vozdushnie Sily - Air Force) located at the Kubinka air base. The reason was quite simple - the unit was tasked with flight demonstrations for foreigner customers and also with the official parade and display flights.

The armament consisted of the GS-23-2L 23mm cannon with 200 rounds. The underwing pylons could carry a combination of FAB bombs up to 500 kg caliber, UB-16-57 rocket pods, R-3S, Ch-66 or S-24 missiles, and R-60 air-to-air missile, including the R-60M. NATO assigned the MiG-21MF codename "Fishbed J".



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 započítím 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
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRŽNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

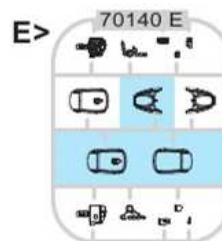
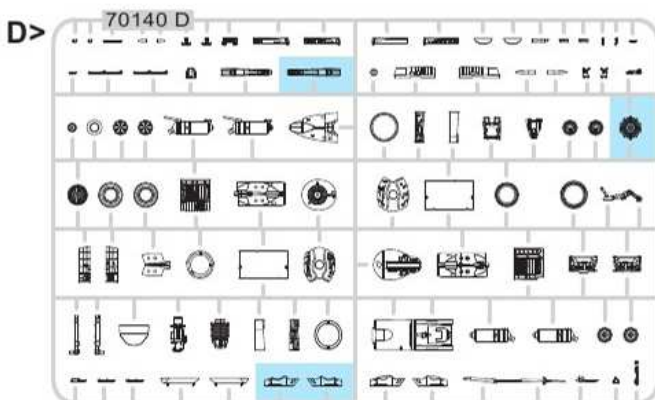
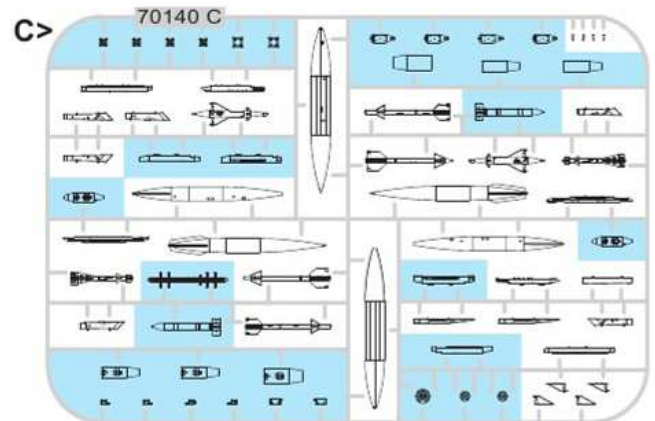
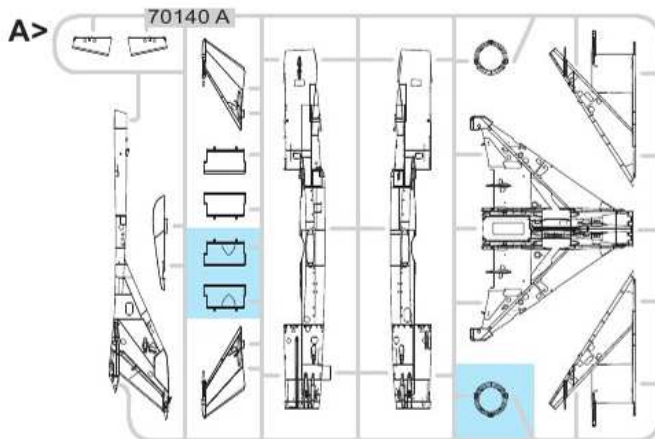
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* TEILE

* PIÈCES

* 部品

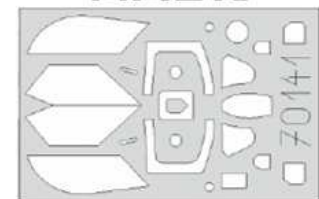
PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



eduard
MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS

* BARVY

* FARBEN

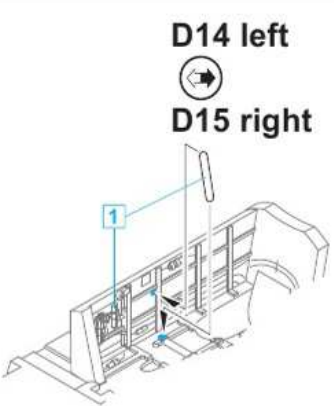
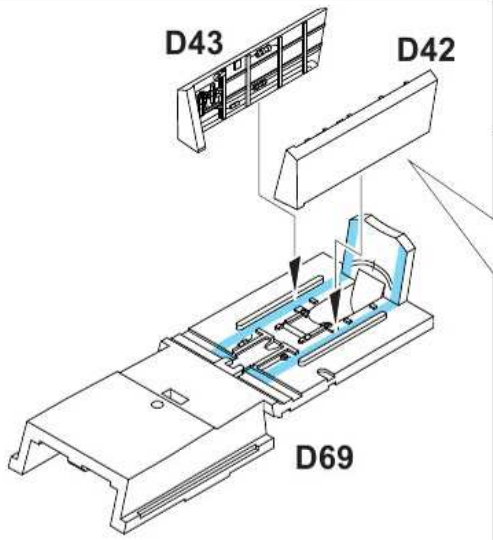
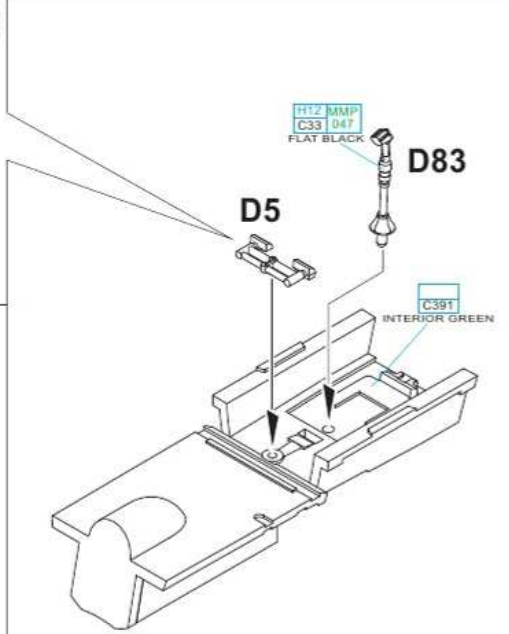
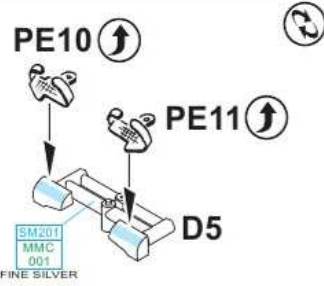
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* 色

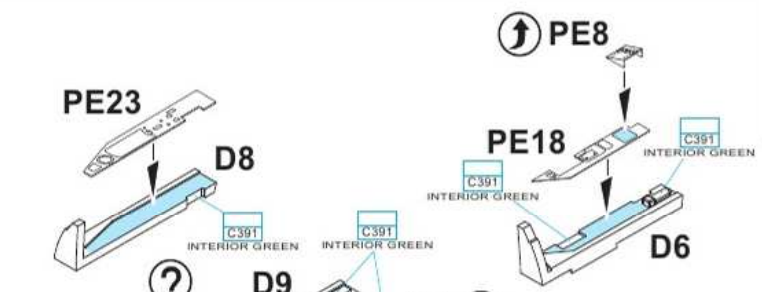
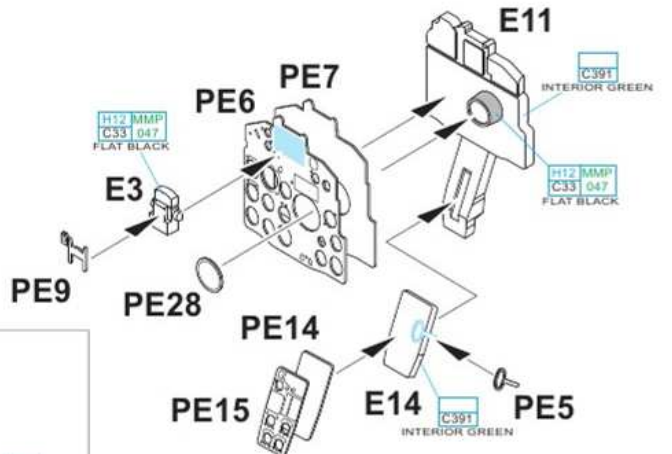
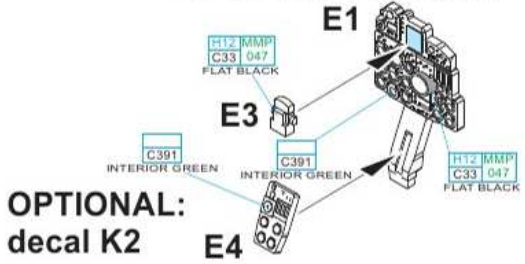
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H5	C5	MMP-048	BLUE
H7	C7	MMP-002	BROWN
H11	C82	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H16	C64		YELLOW GREEN
H26	C66		BRIGHT GREEN
H44	C51		FLESH
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H53	C13		NEUTRAL GRAY
H80	C18		GREEN
H70	C60	MMP-056	GRAY
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE DRAB

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H82	C31		DARK GRAY
H84	C42		MAHOGANY
H80	C47		CLEAR RED
H94	C138		CLEAR GREEN
H302	C302		GREEN
H310	C310	MMP-060	BROWN
H323	C323		LIGHT BLUE
H332	C332		LIGHT AIRCRAFT GRAY
H414	C114	MMP-003	RED
H417	C117	MMP-051	GRAY
	C35		SKY BLUE
	C391		INTERIOR GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC215		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2

- 1** =
- H51 MMP C11 063 GRAY - MARKINGS A;D**
 - H70 MMP C60 056 RLM 02 GRAY - MARKINGS B;E**
 - H47 MMP C117 051 RLM 76 LIGHT BLUE - MARKING C**

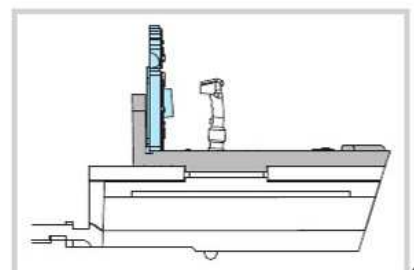
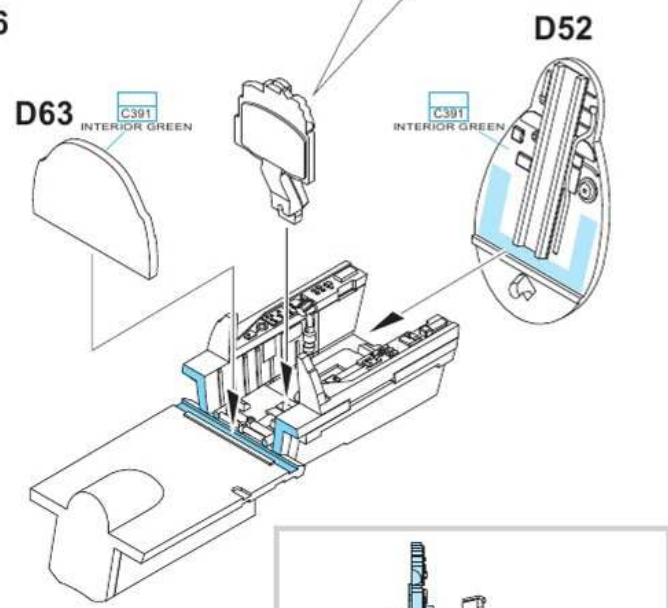
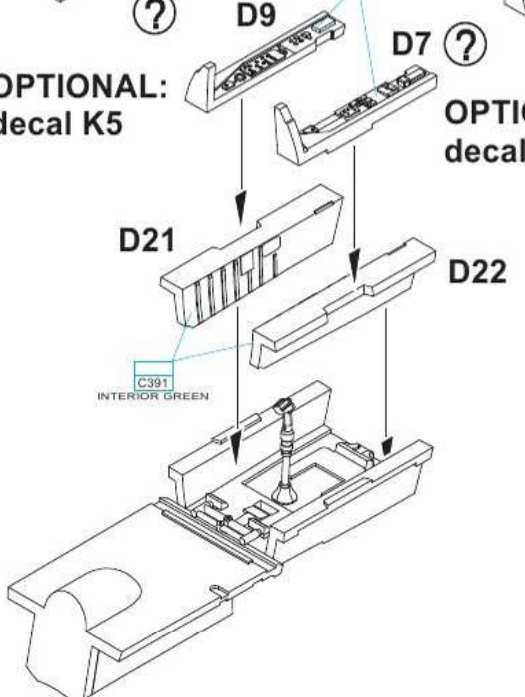


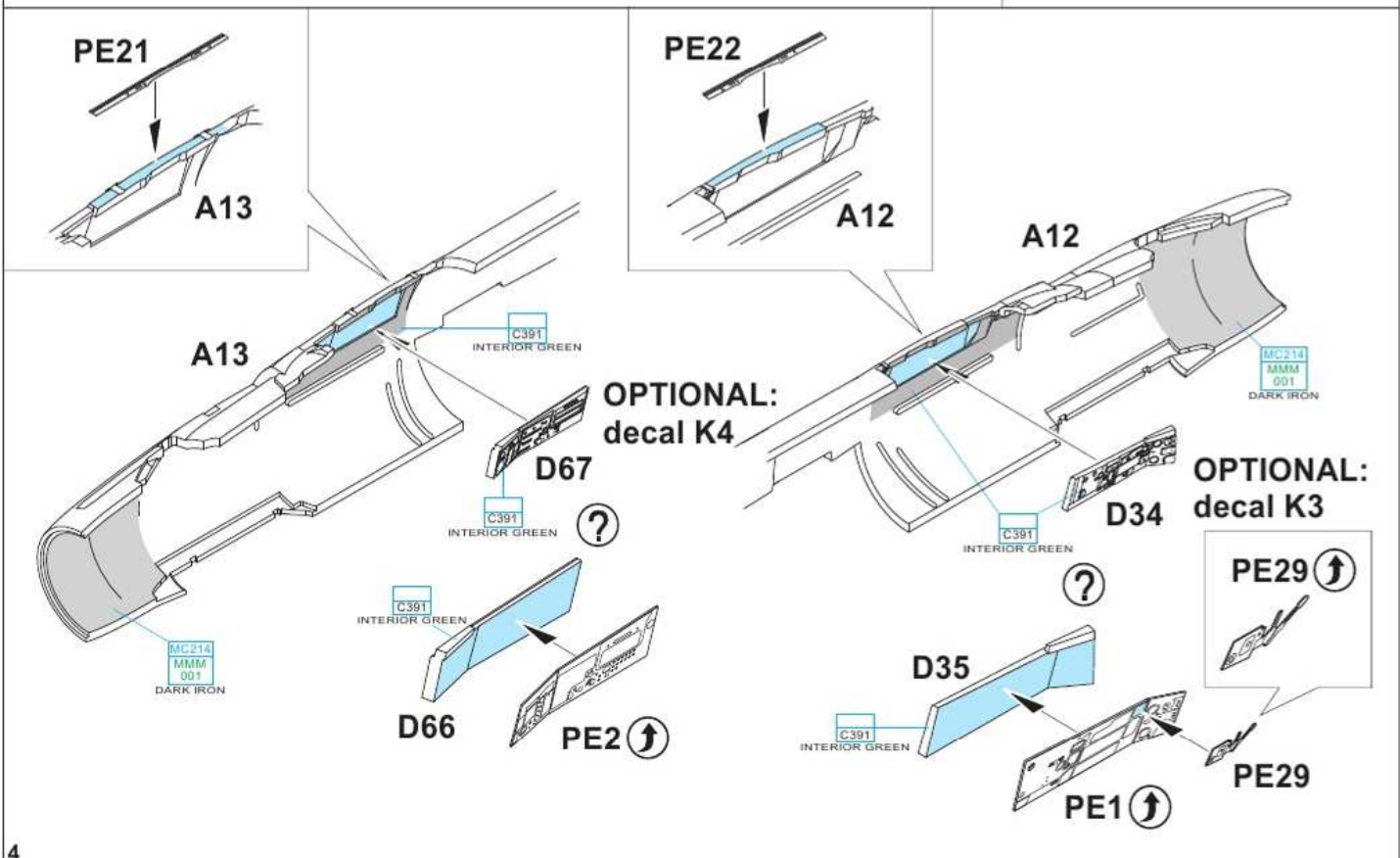
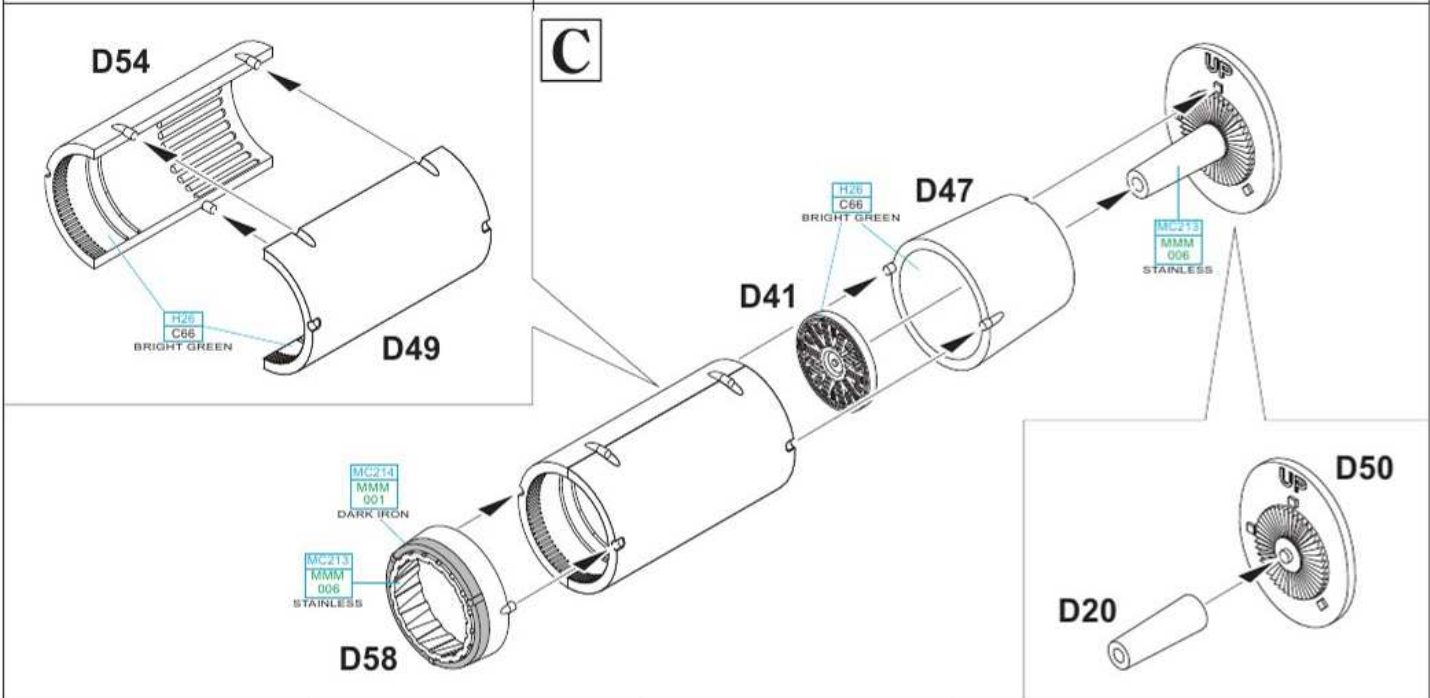
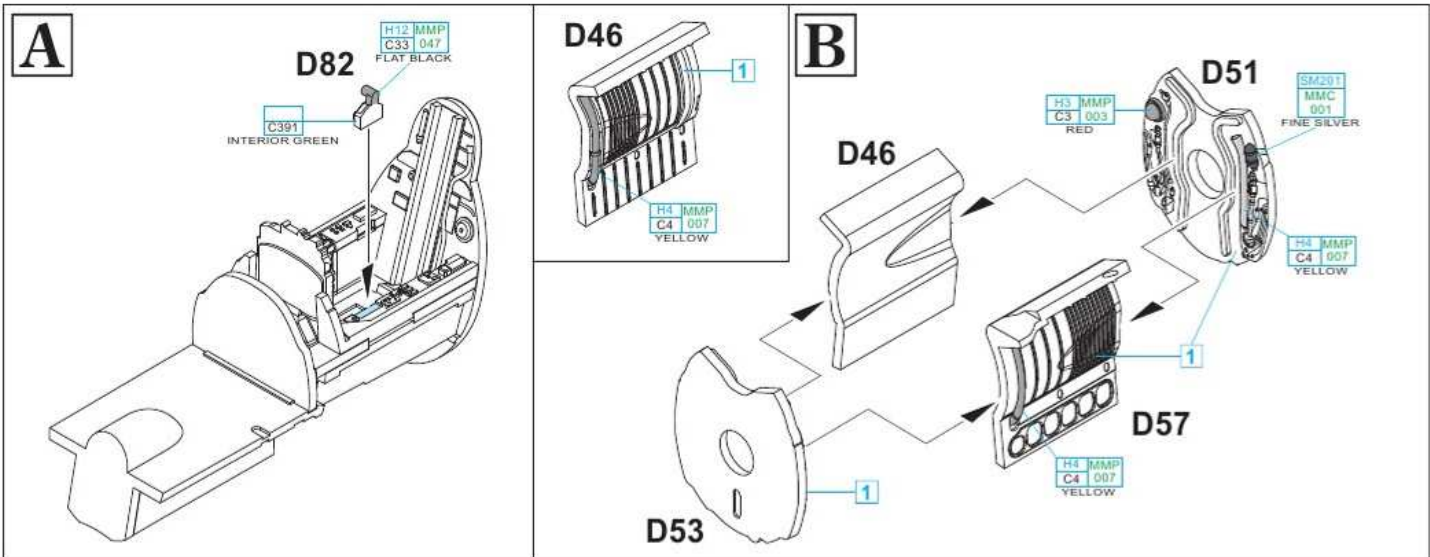
OPTIONAL: decal K1

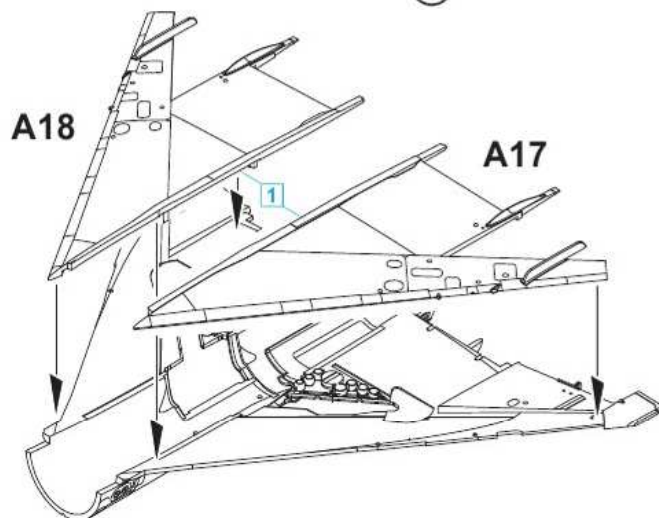
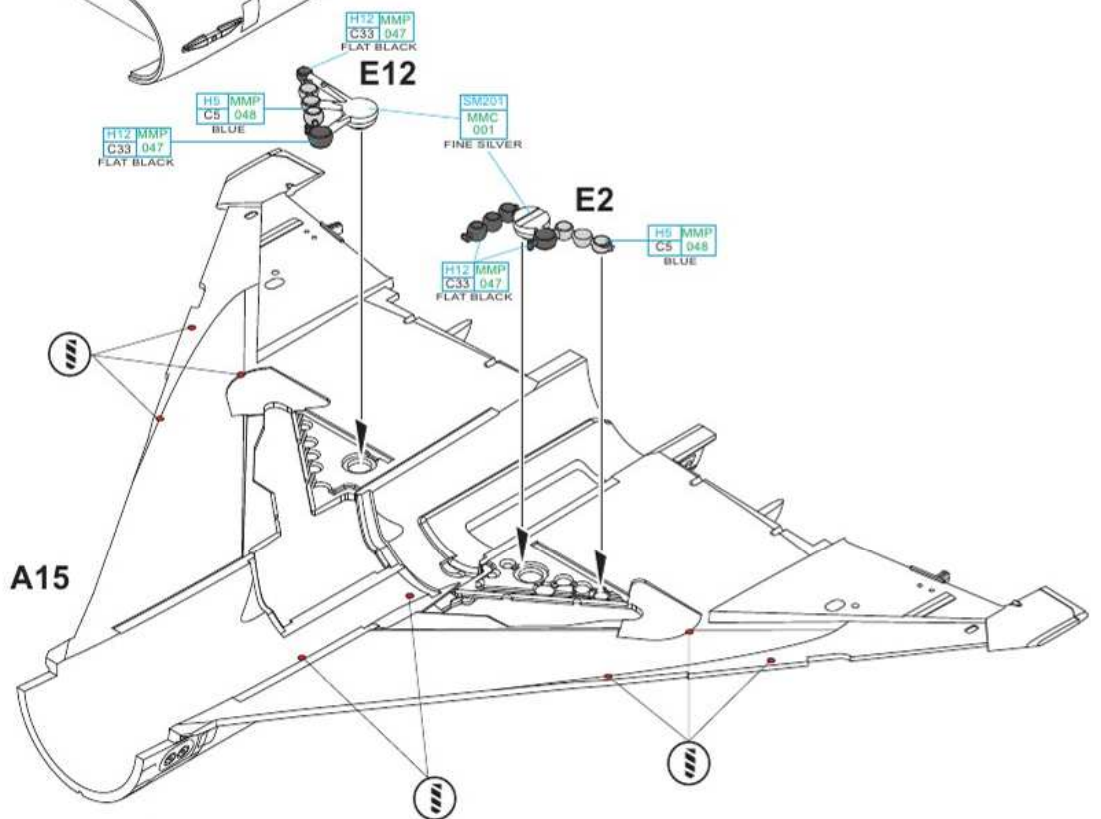
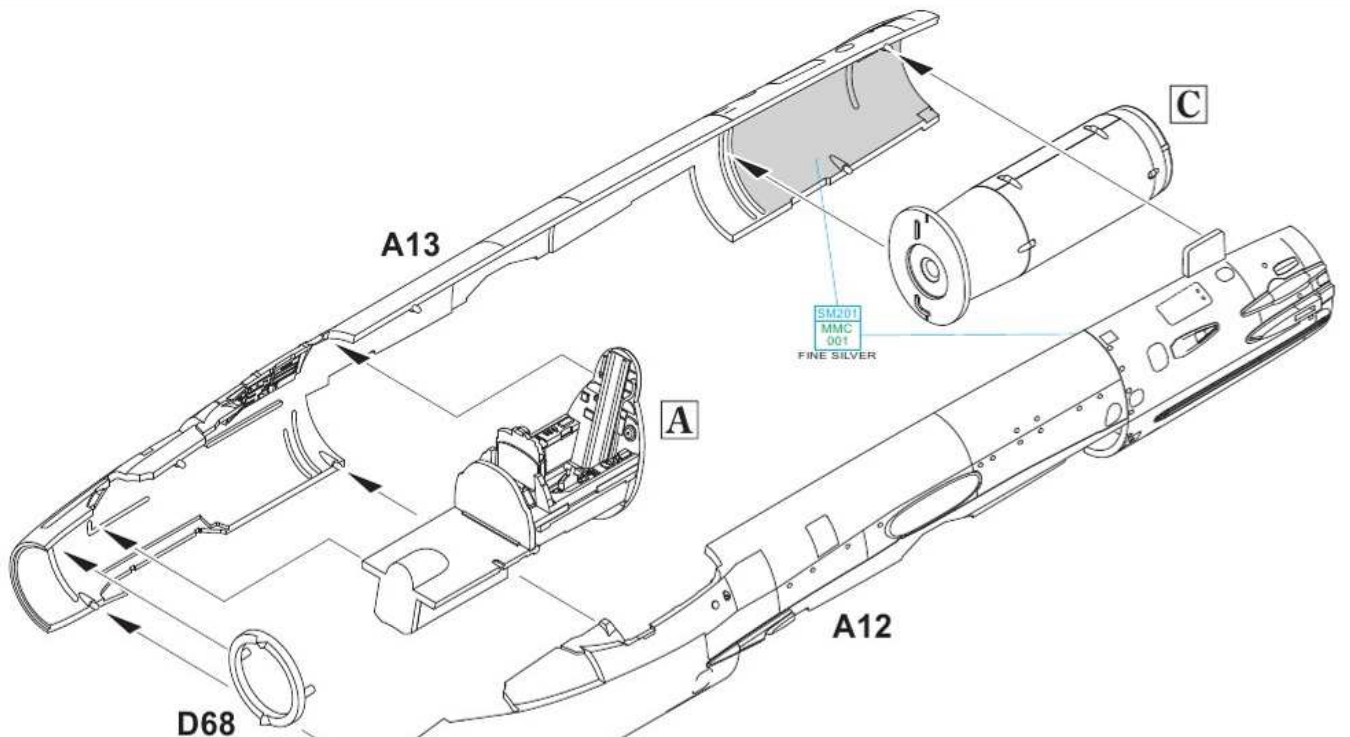


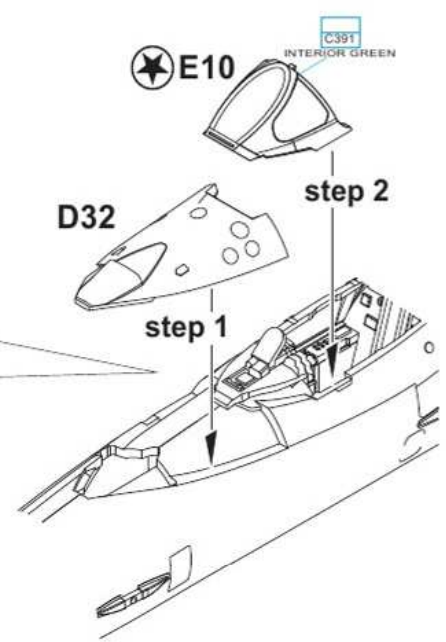
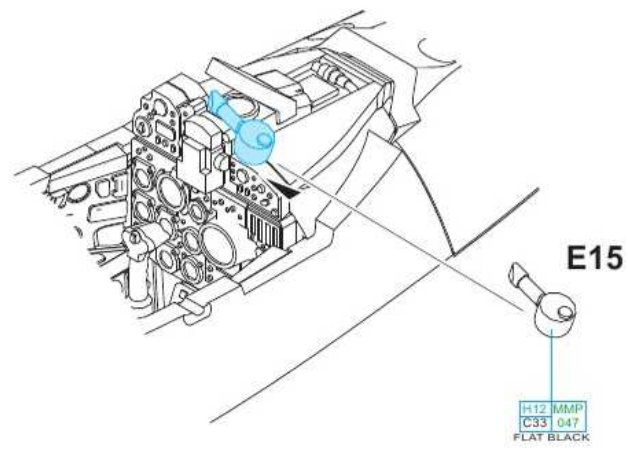
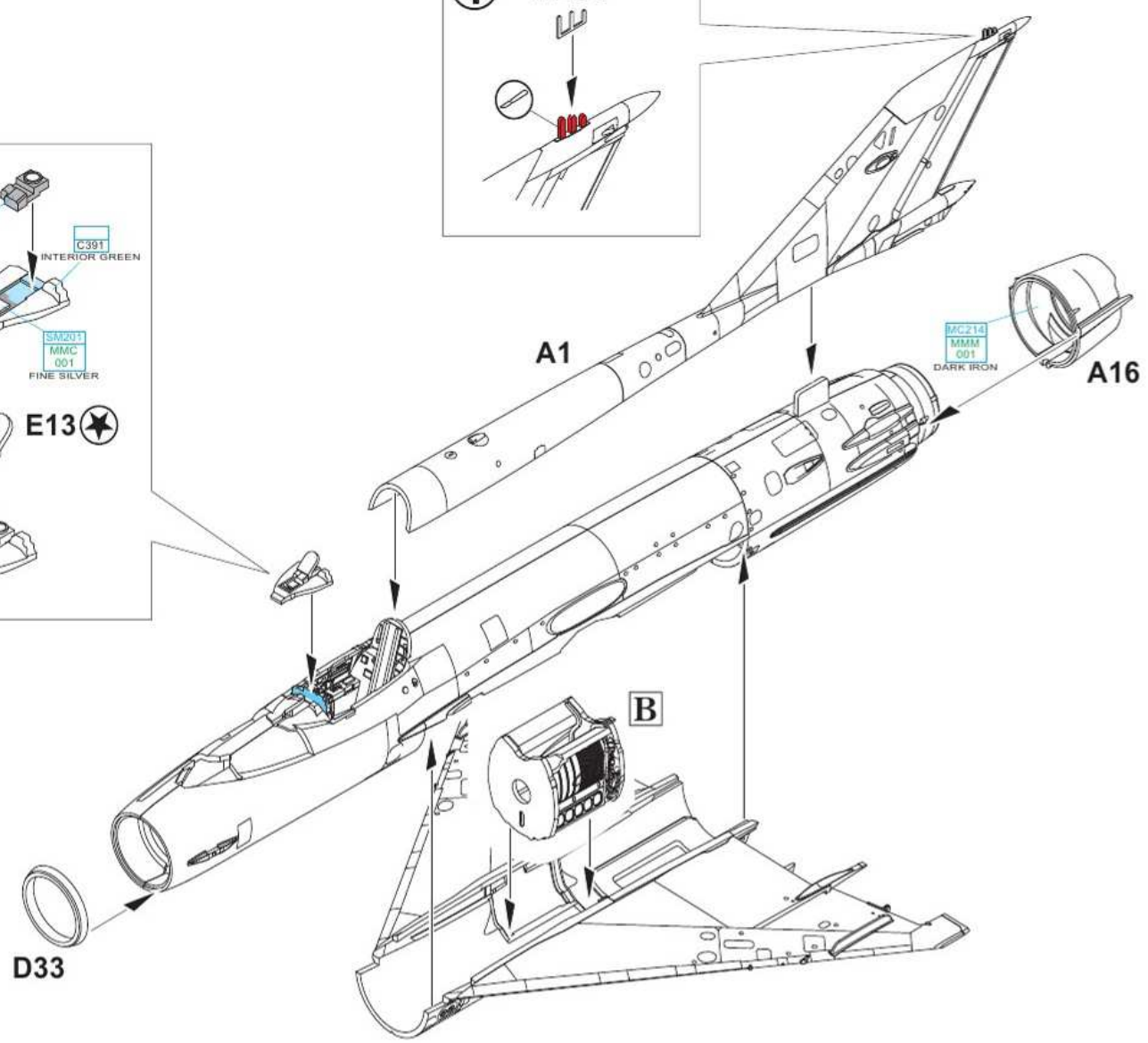
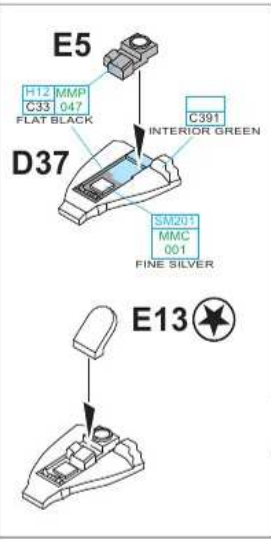
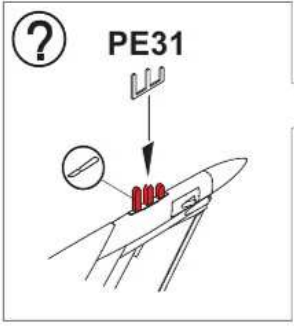
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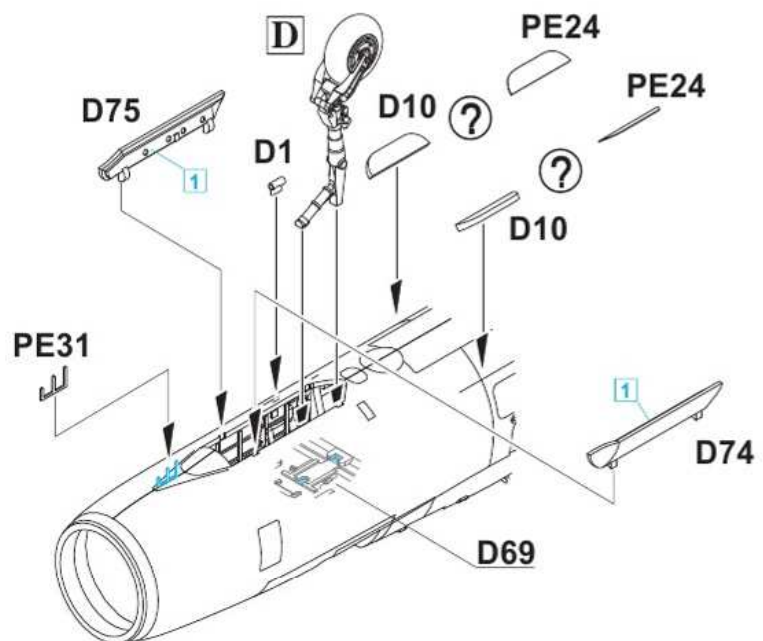
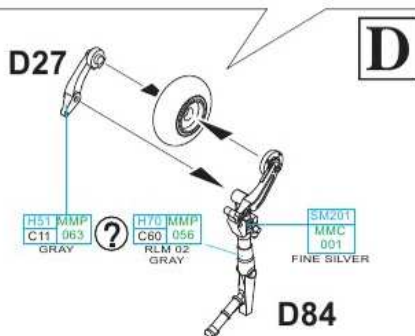
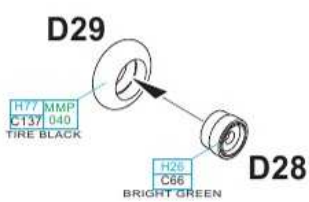
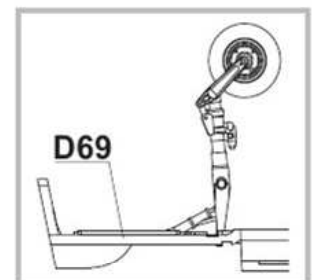
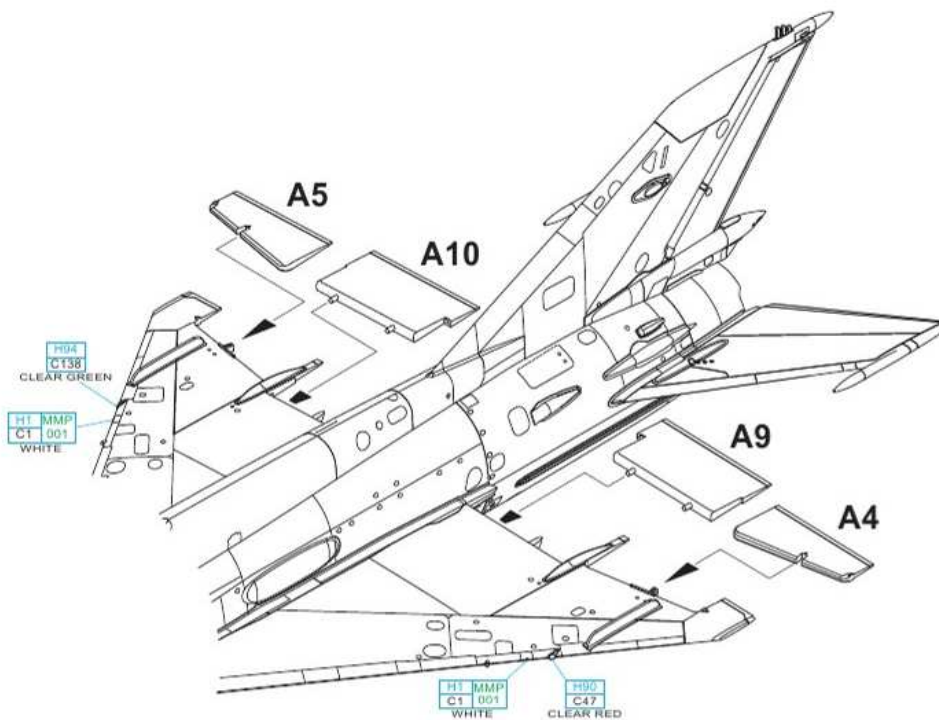
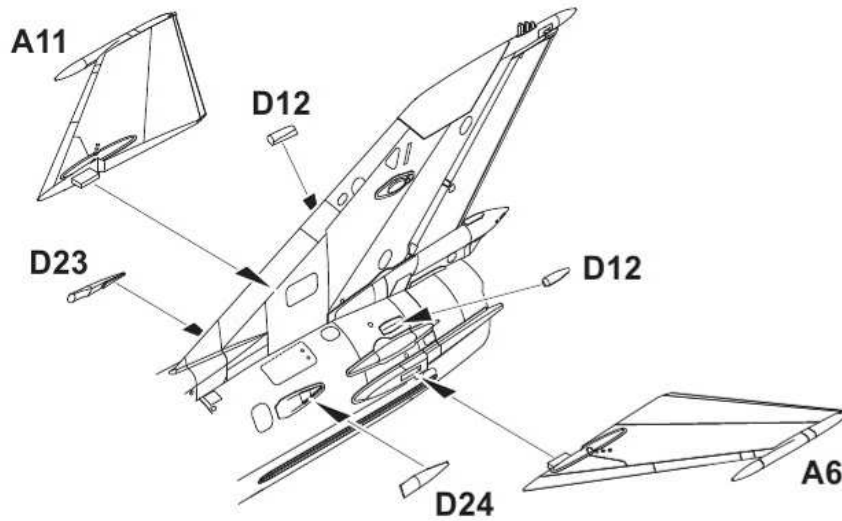
OPTIONAL: decal K6





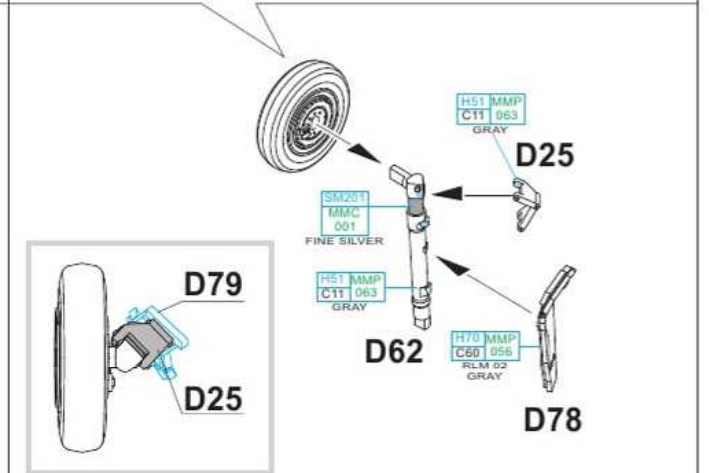
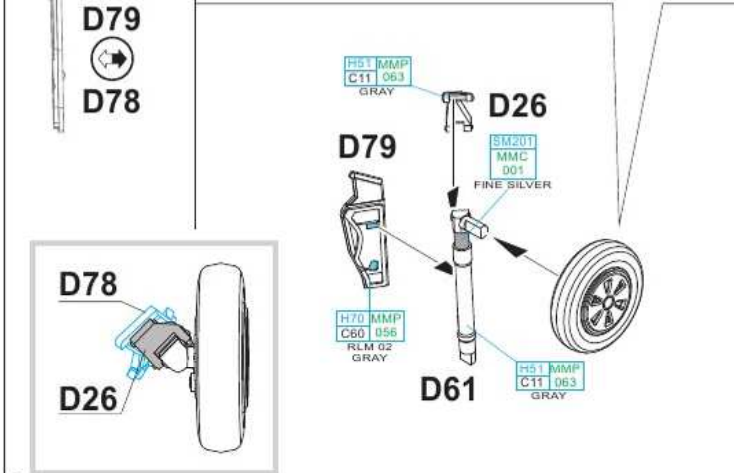
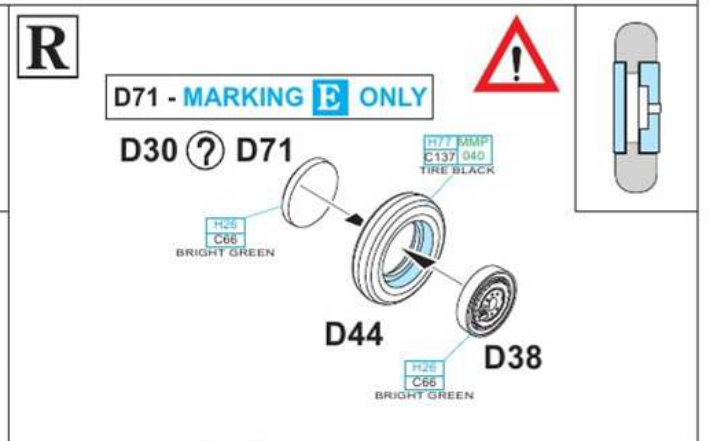
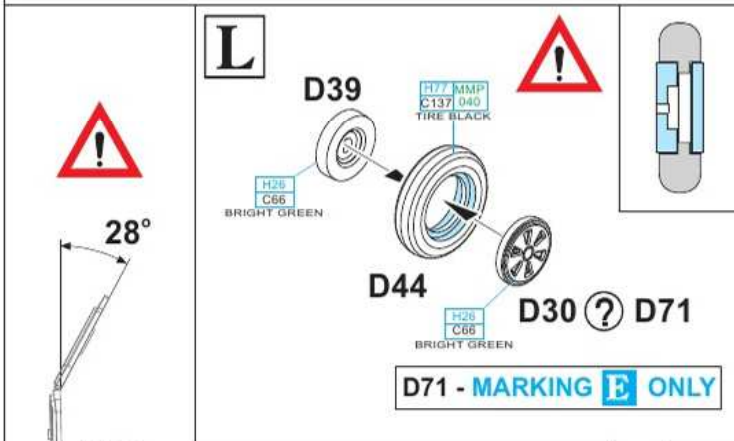
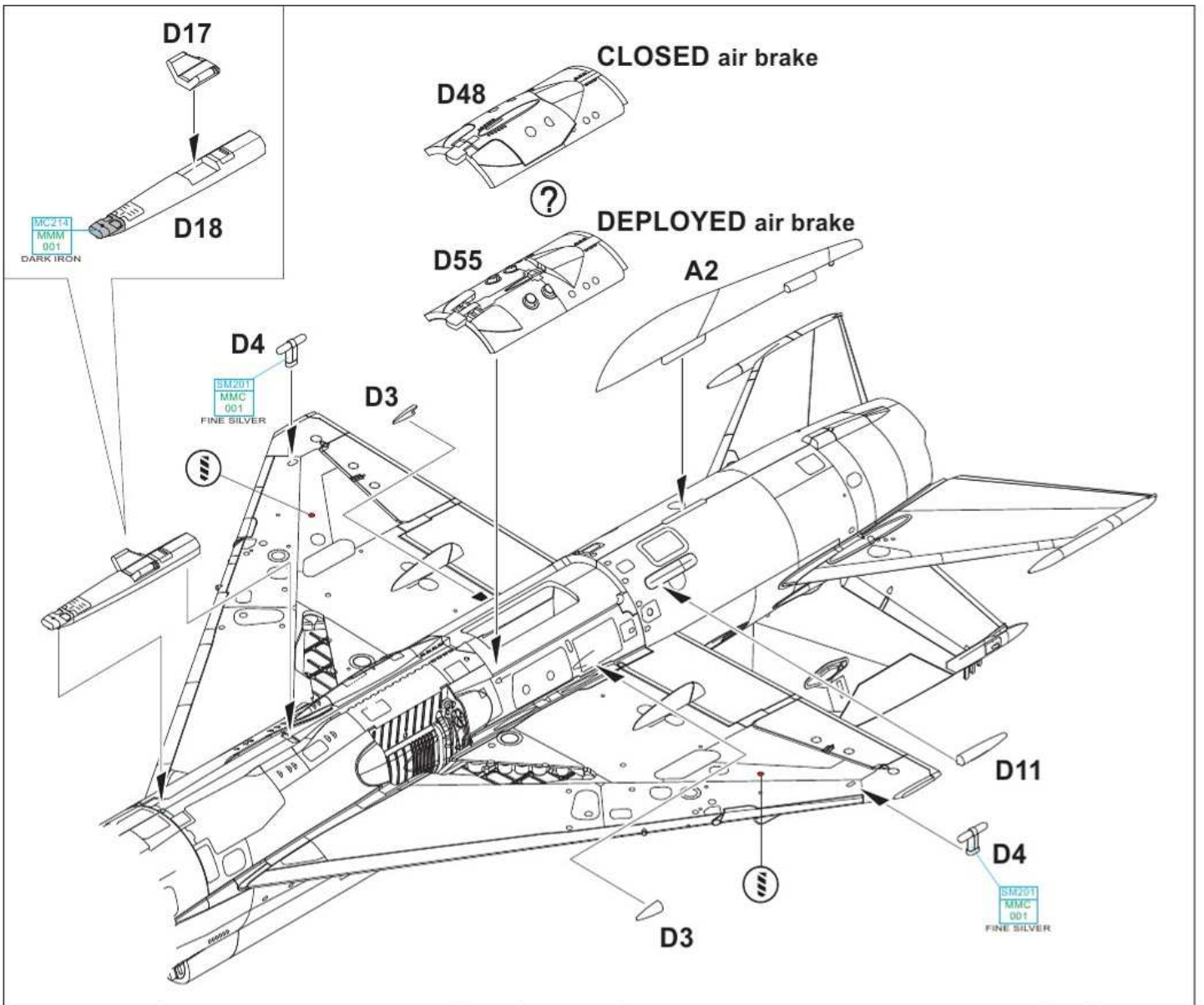


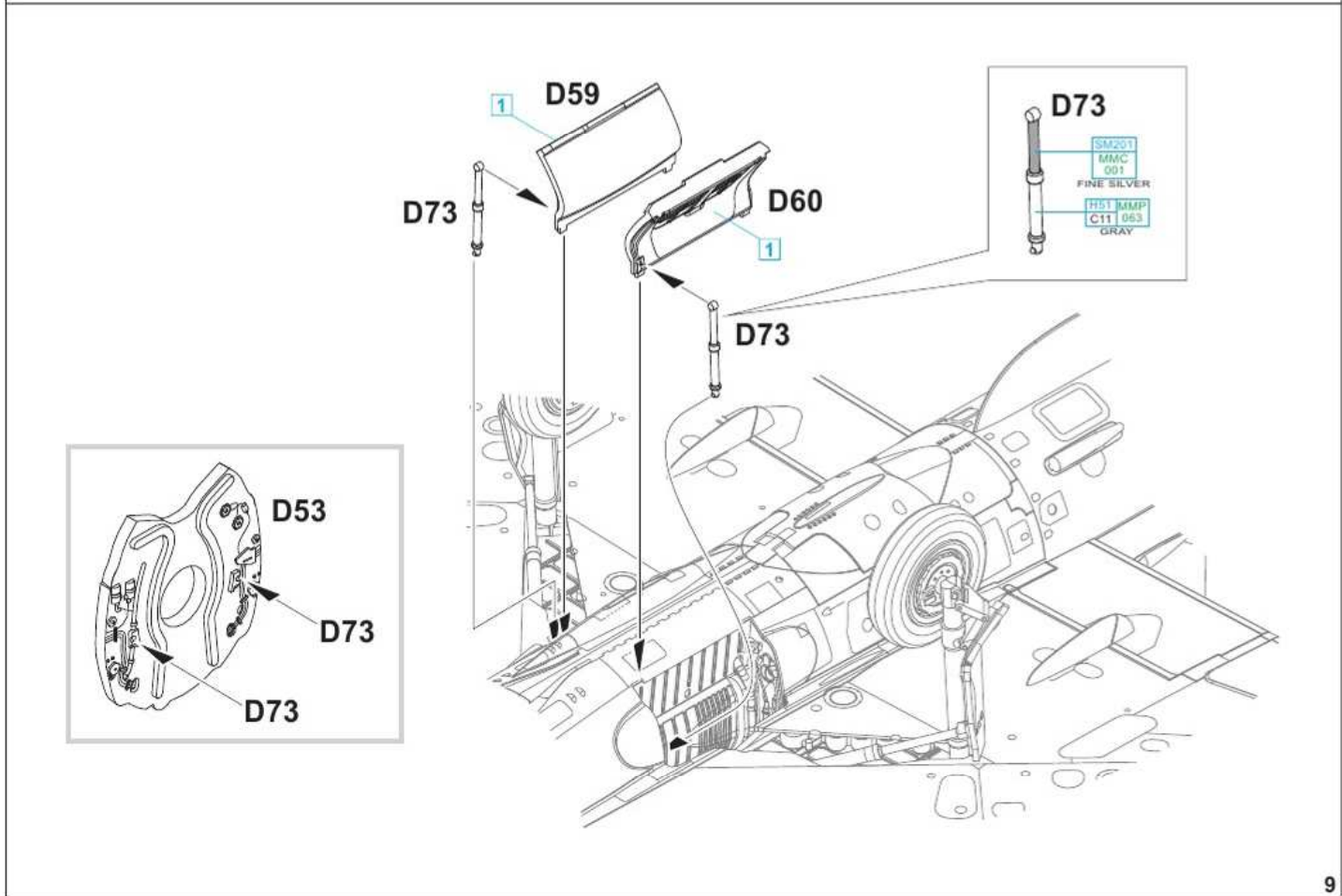
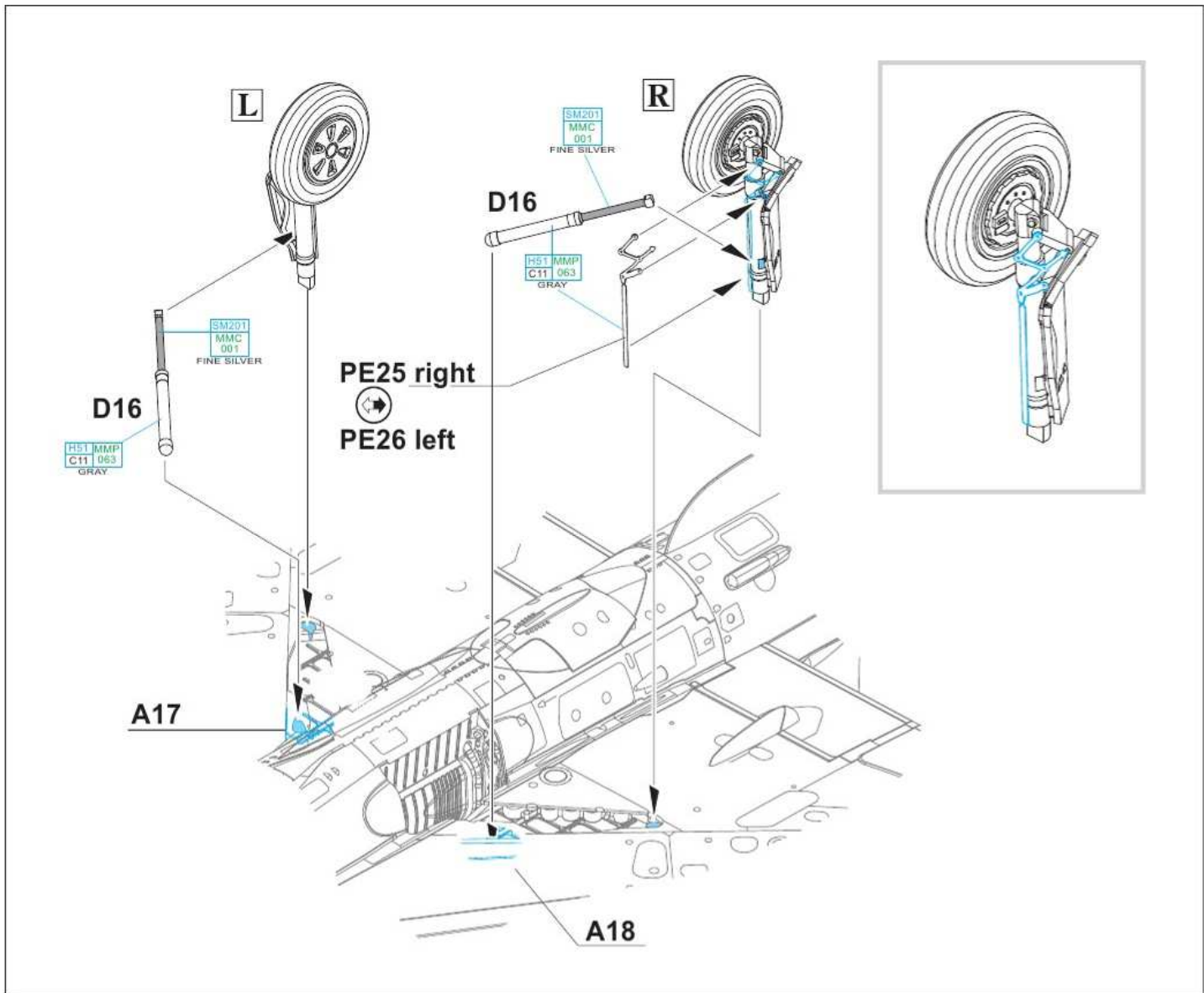




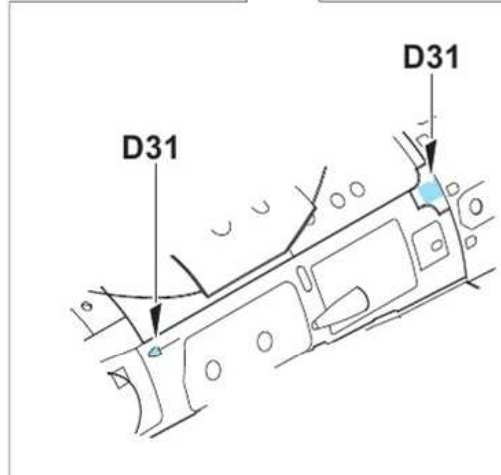
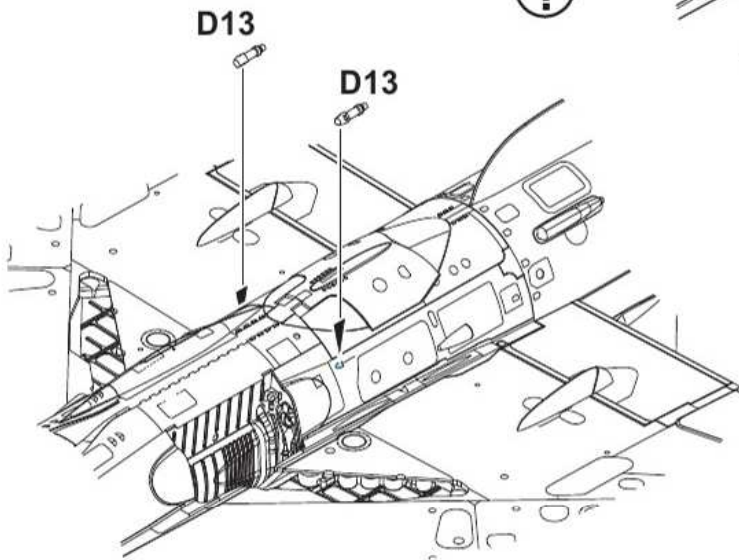
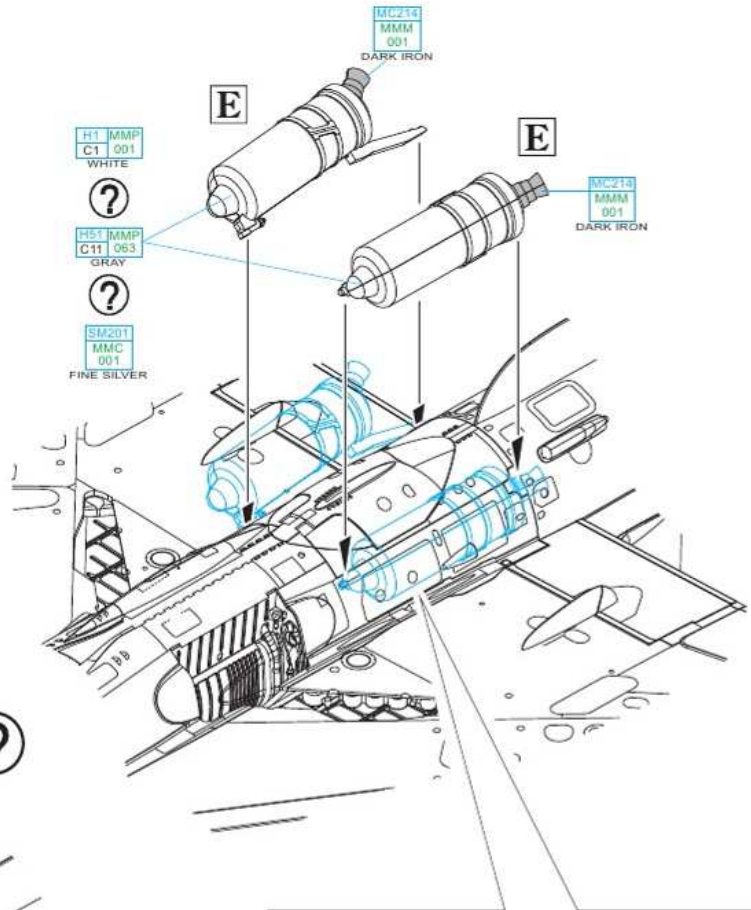
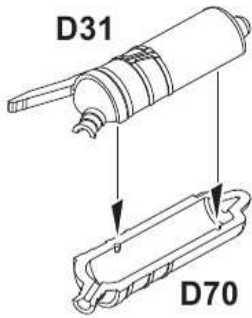
H51 MMP C11 063 GRAY - MARKINGS **A; D**

H70 MMP C60 056 RLM 02 GRAY - MARKINGS **B; C; E**





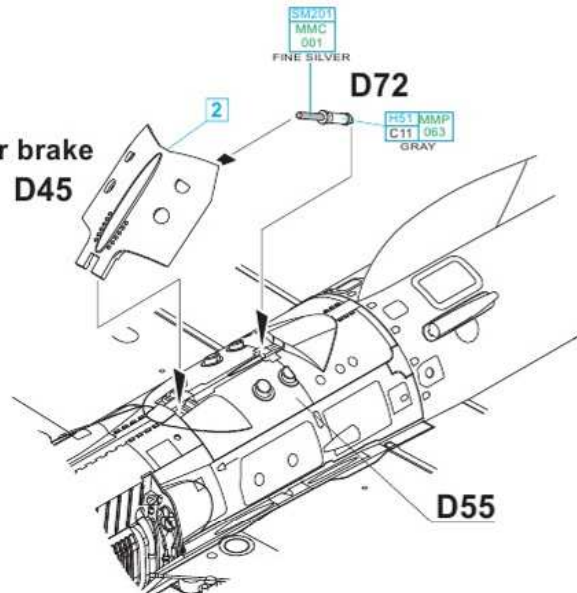
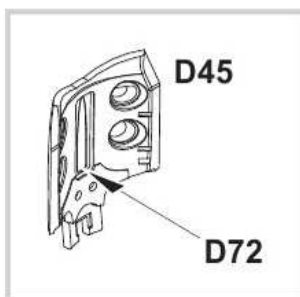
E 2 pcs.

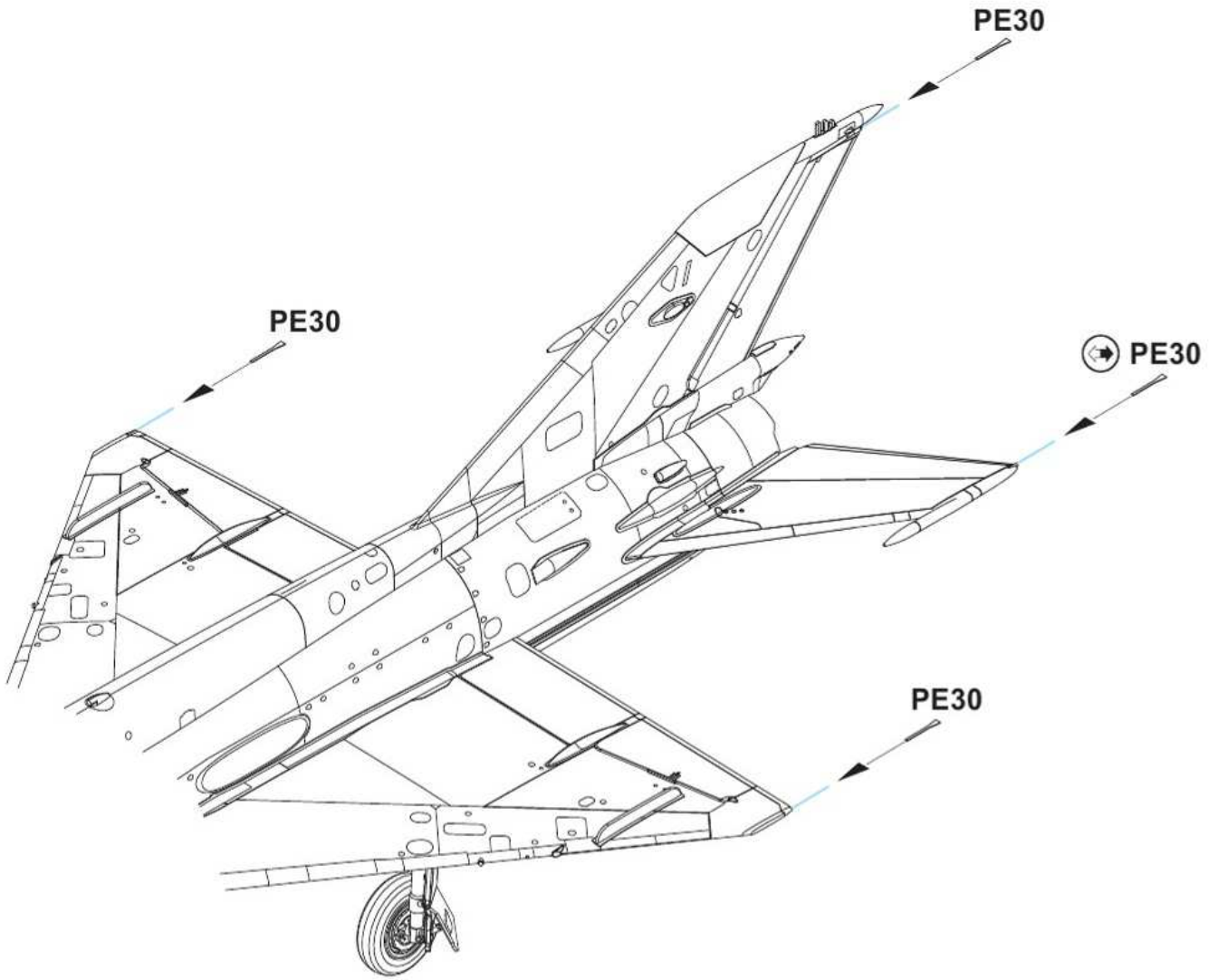


- 2** =
- H51 MMP C11 063 GRAY - MARKINGS **A;D**
 - H4 MMP C4 007 YELLOW - MARKINGS **B;E**
 - H412 MMP C117 051 RLM 76 LIGHT BLUE - MARKING **C**

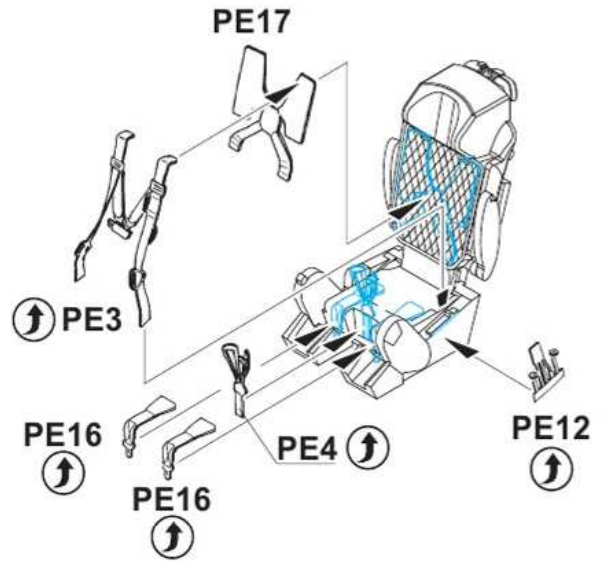
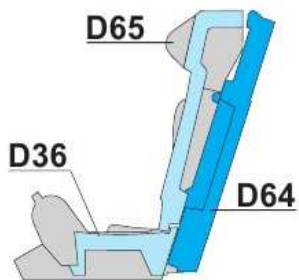
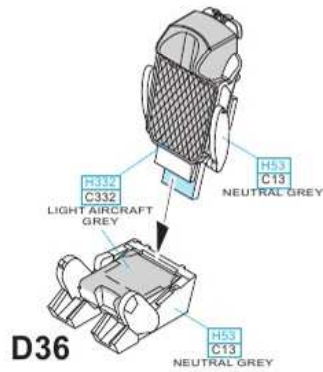
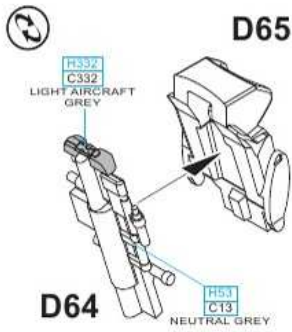
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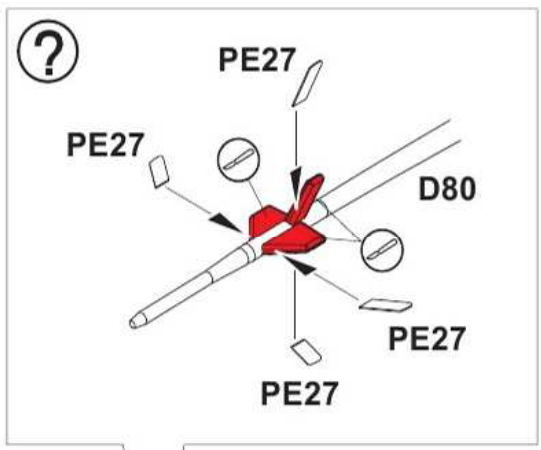
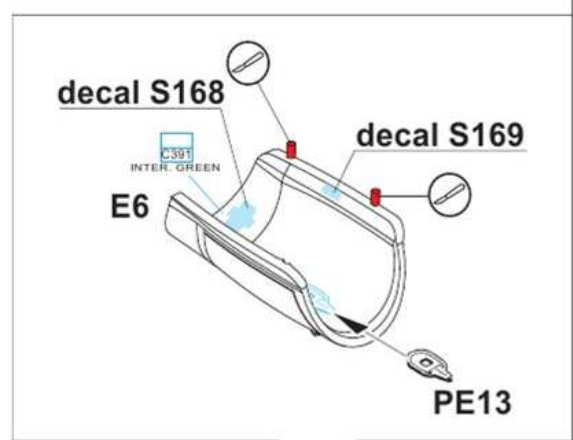
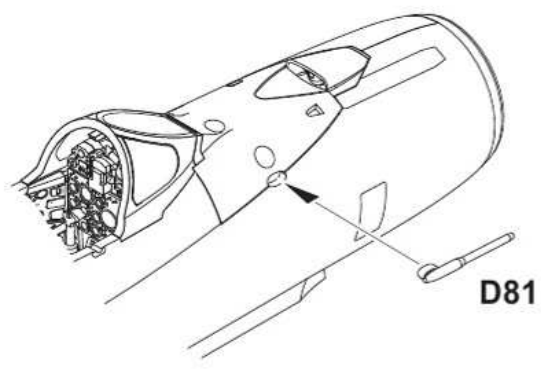
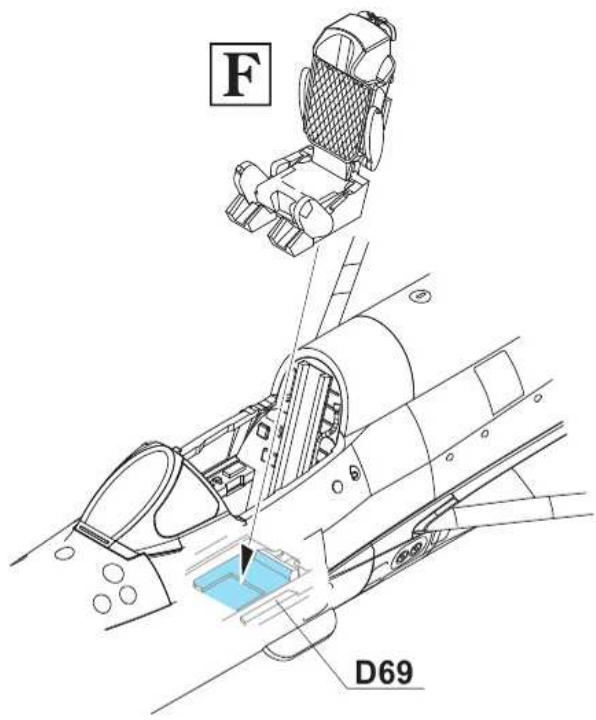
OPEN air brake D45



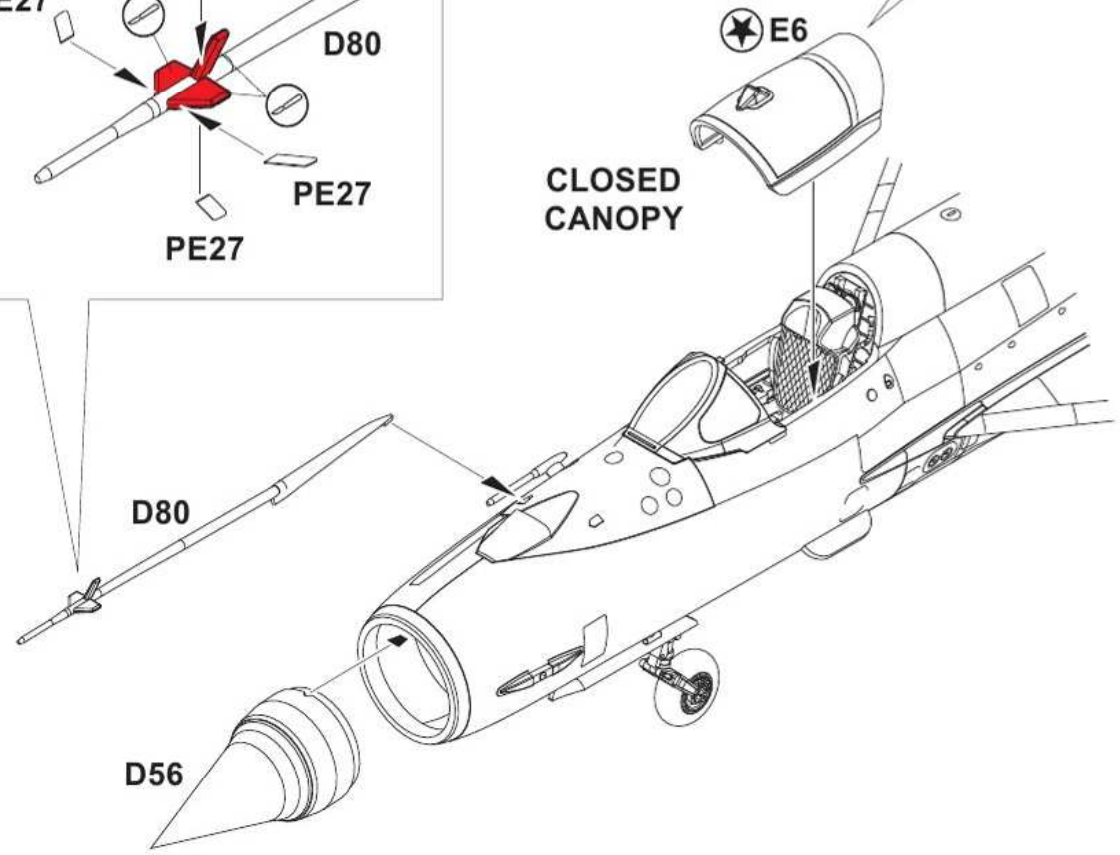


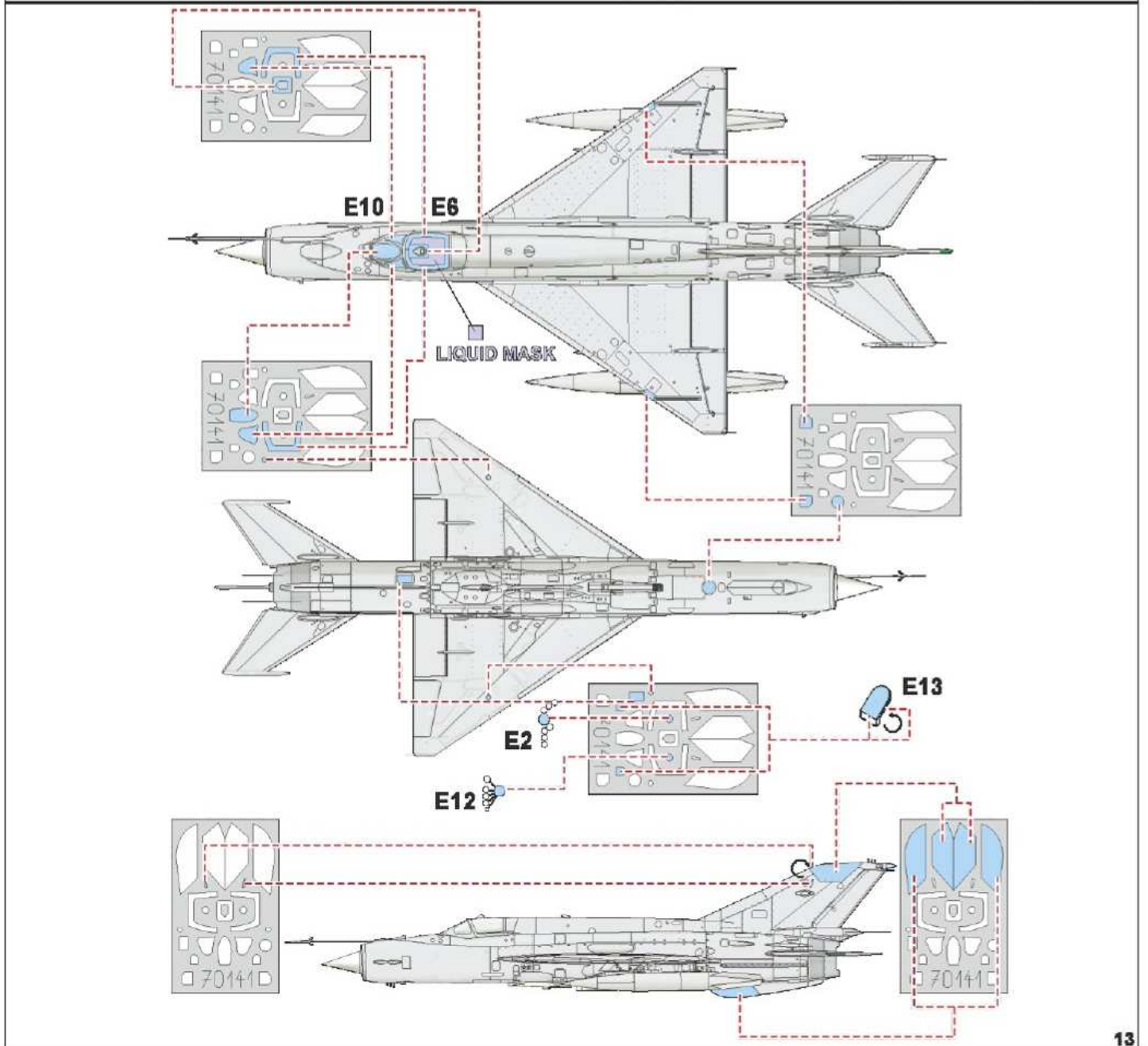
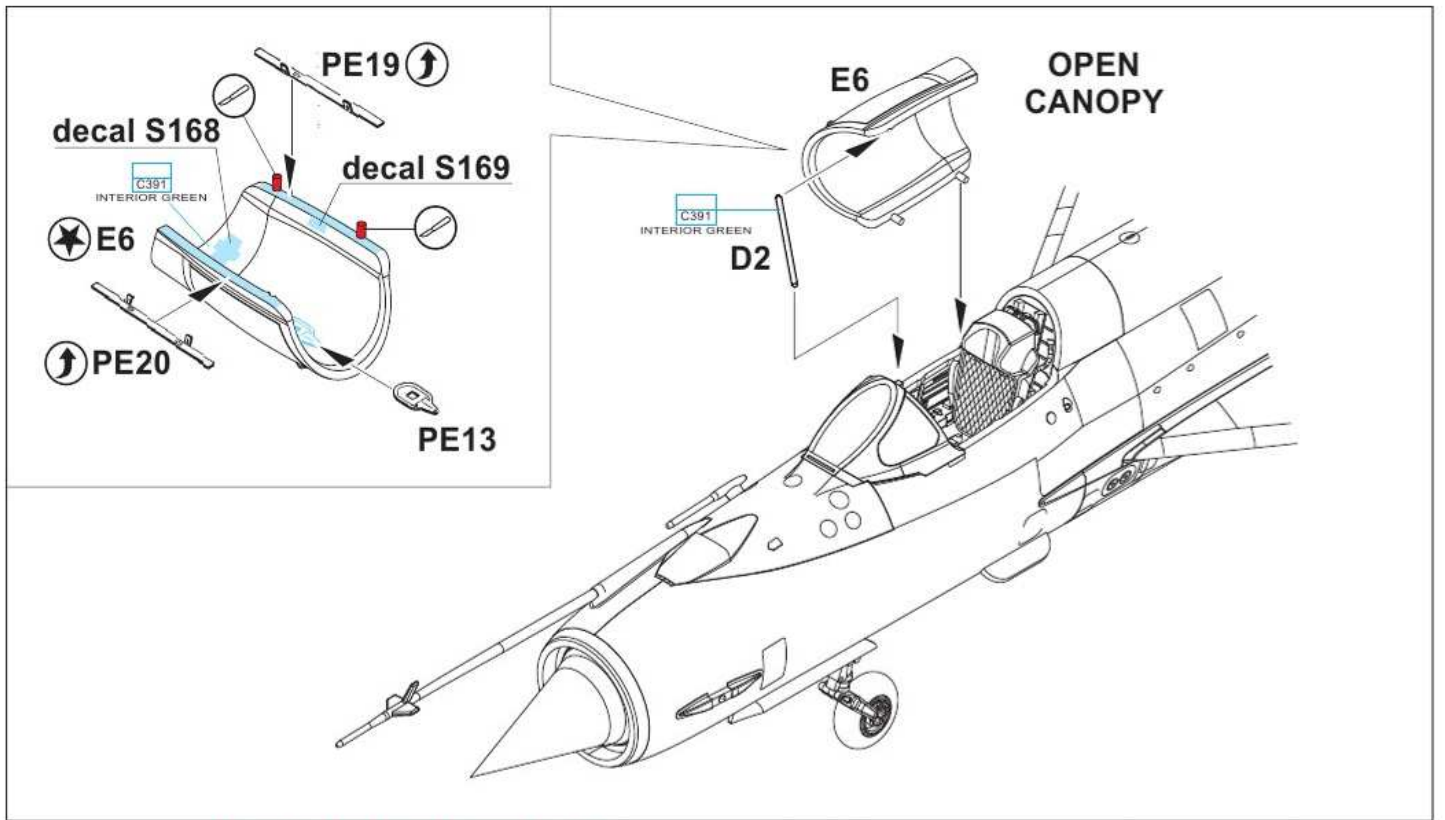
F



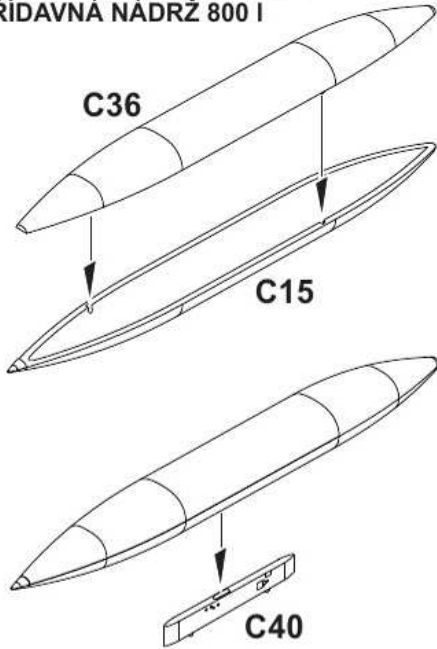


CLOSED CANOPY

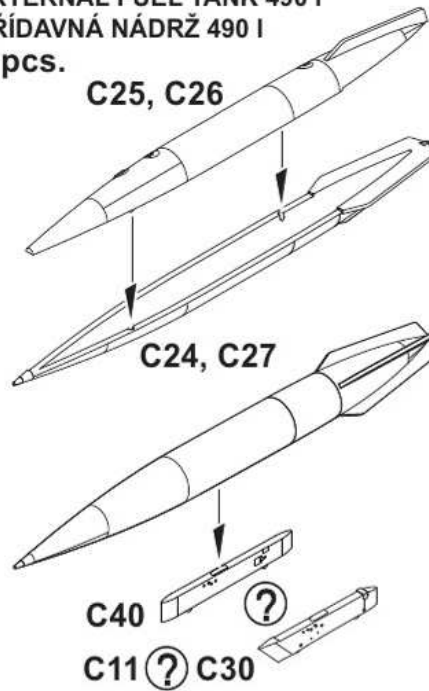




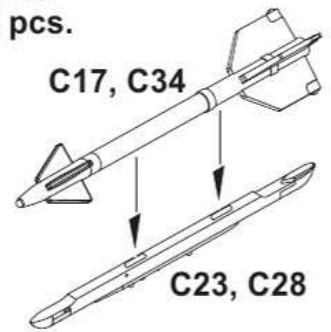
**EXTERNAL FUEL TANK 800 I
PŘÍDAVNÁ NÁDRŽ 800 I**



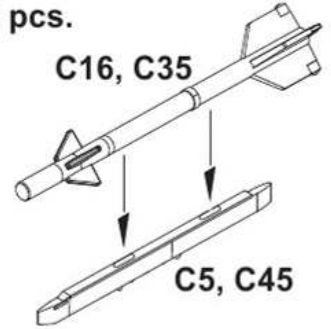
**EXTERNAL FUEL TANK 490 I
PŘÍDAVNÁ NÁDRŽ 490 I
2 pcs.**



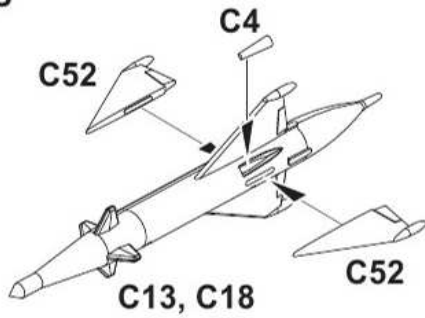
**R-13
2 pcs.**



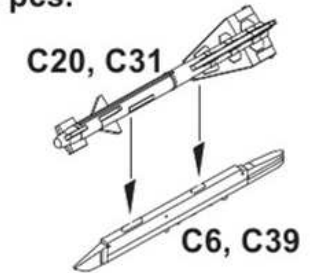
**R-3S
2 pcs.**



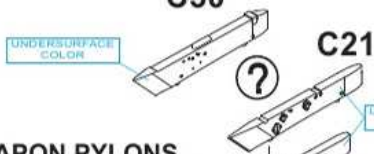
**RS-2US
2 pcs.**



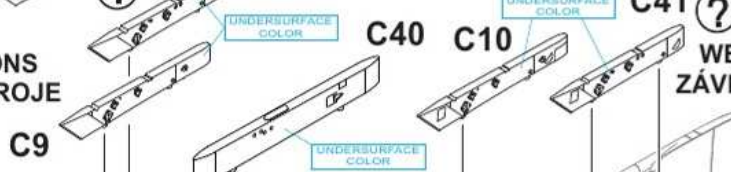
**R-60
2 pcs.**



**EXTERNAL FUEL TANK PYLONS
ZÁVĚSNÍK
PŘ. NÁDRŽE
C30**



**EXTERNAL FUEL TANK PYLONS
ZÁVĚSNÍK
PŘ. NÁDRŽE
C40 C10**

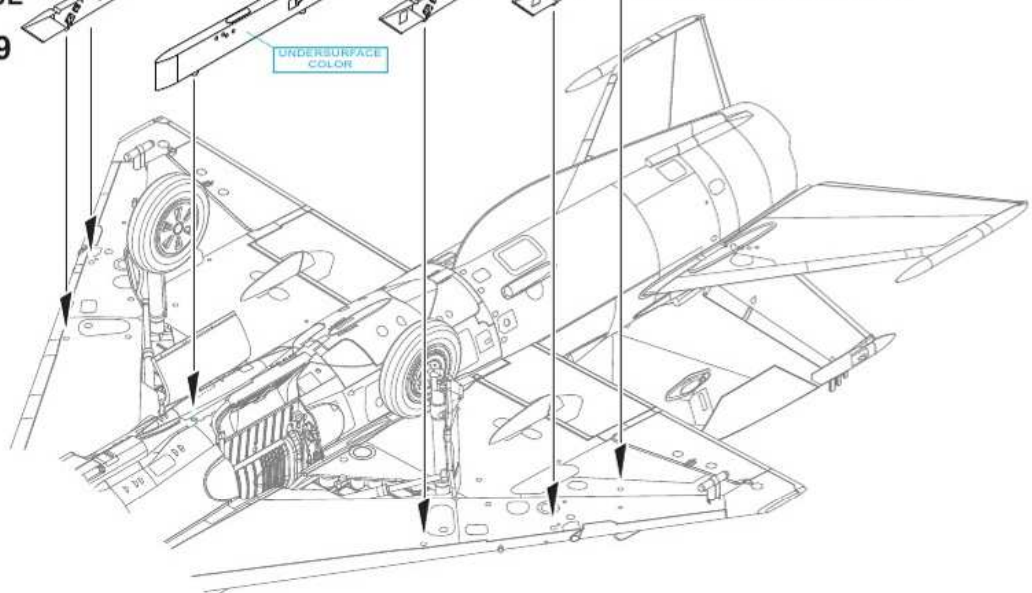


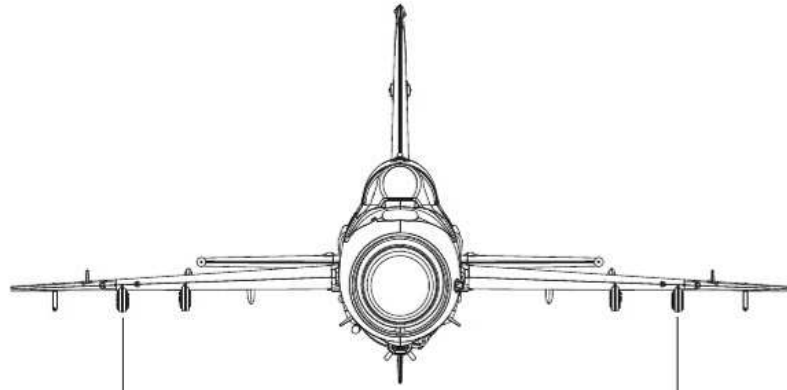
**EXTERNAL FUEL TANK PYLONS
ZÁVĚSNÍK
PŘ. NÁDRŽE
C11**



**WEAPON PYLONS
ZÁVĚSNÍK VÝZBROJE
C9**

**WEAPON PYLONS
ZÁVĚSNÍK VÝZBROJE**

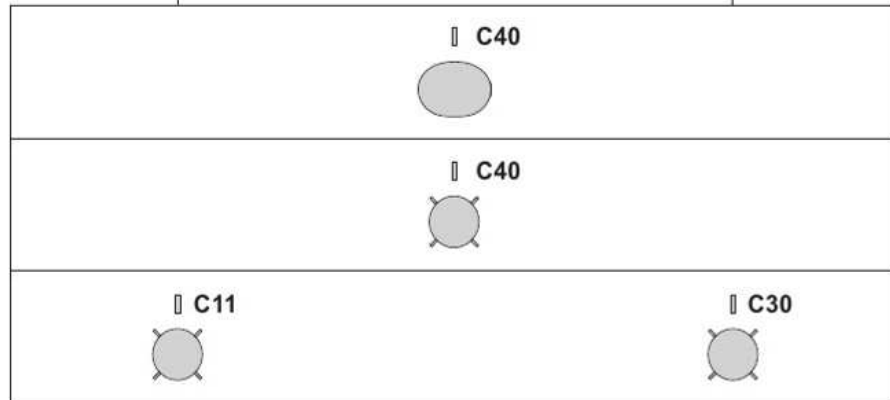




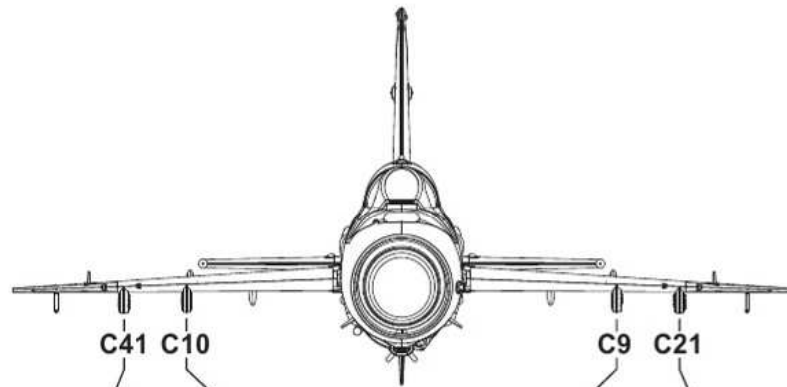
EXTERNAL
FUEL
TANK 800 l

EXTERNAL
FUEL
TANK 490 l

EXTERNAL
FUEL
TANK 490 l



TYPICAL ARMAMENT FOR QUICK REACTION ALERT DUTY



2x RS-2US

2x R-3S

2x RS-2US

2x R-13



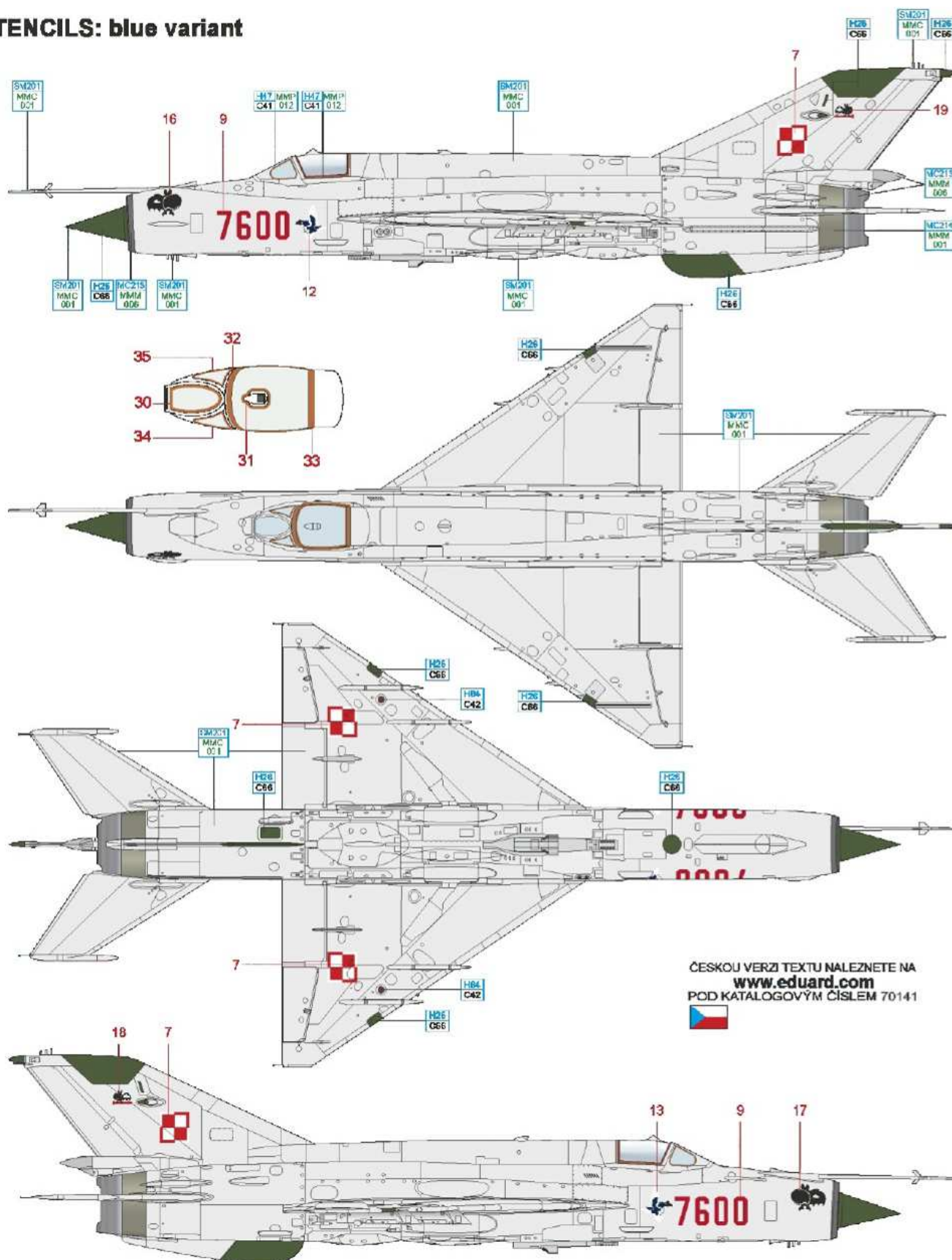
**TO CHOOSE WEAPON AND EXTERNAL FUEL TANK
OPTION PLEASE FOLLOW YOUR REFERENCE.**

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

A C/n 96007600, No. 7600, 11. Pułk Lotnictwa Myśliwskiego, Mierzęcice, Poland, early 90'

The aircraft with a production number 96007600 was handed over to the Polish Air Force in December 1975. Consecutively, it was sent to the 34 Pułk Lotnictwa Myśliwskiego (Air Fighter Regiment) at Gdynia-Babie Doły Base. The aircraft later served with several other units. From May 13, 1989 to October 1998 it was used by 2 Eskadra Lotnictwa Myśliwskiego, located at Mierzęcice Air Base. After that, the aircraft was sold to the USA in 1999, where it could have been seen in Texas Lone Star Flight Museum in Galveston until its heavy damage caused by the hurricane in the autumn 2008. MiG-21MF No. 7600 was painted in aluminum paint with Polish national insignia on the aft surfaces and on the undersides of the wing. There was a symbol of the 2 ELM painted on the nose of the aircraft and its smaller version was repeated on the vertical stabilizer. There was an 11 PLM symbol as well, painted behind the red number 7600.

STENCILS: blue variant



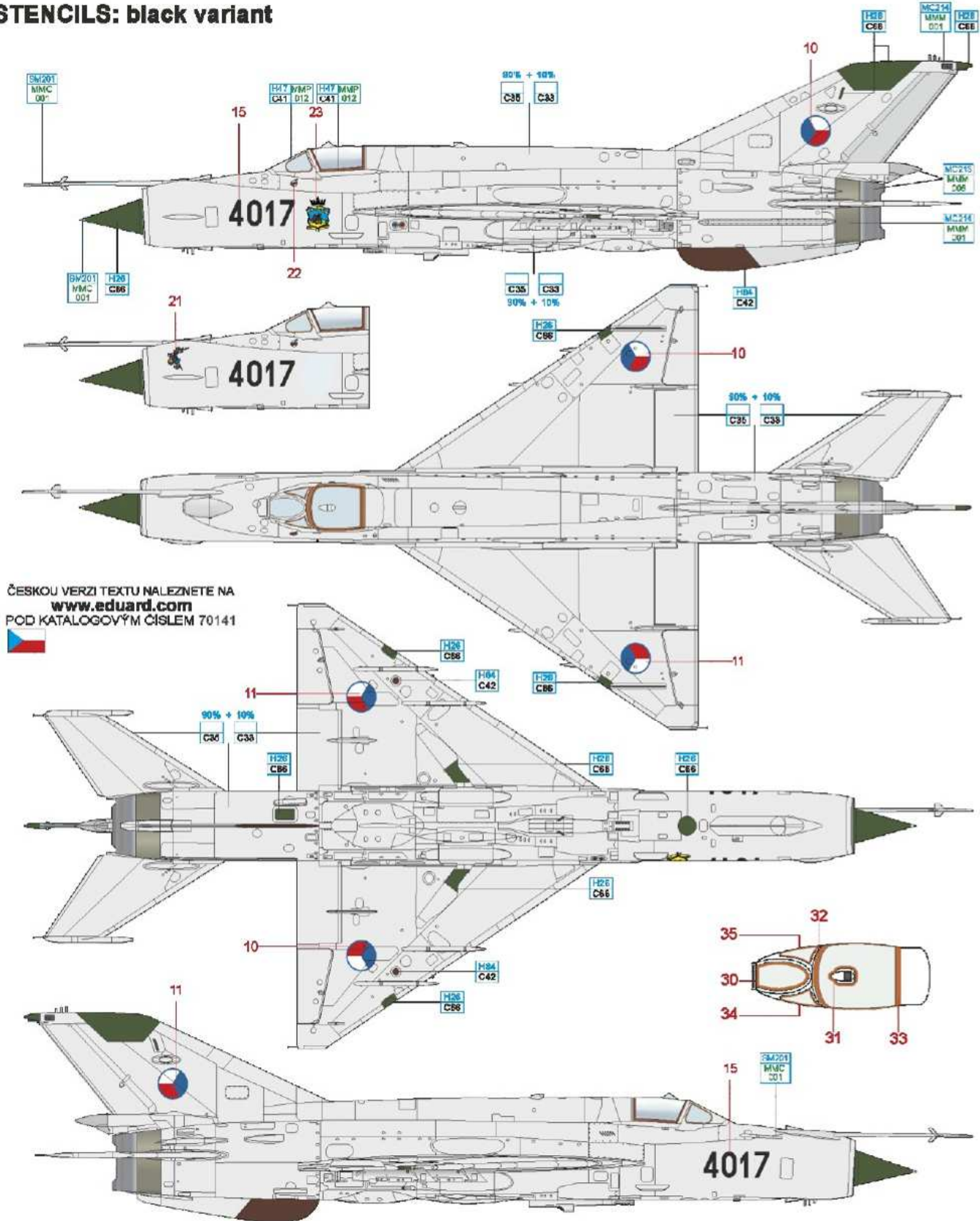
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 70141



B C/n 96004017, No. 4017, 9 slp/ 9 sbolp, Bechyně, Czechoslovakia, early 90'

This MiG-21MF of 1 slp (1st Fighter Air Regiment) based at the České Budějovice airbase was handed over to 9 slp operating form nearby Bechyně airbase in 1988. The aircraft technician Vladimír Daňo painted an emblem of the squirrel onto the aircraft, as he did to the other aircraft, he was servicing (four MiG-21MFs, one MiG-21UM and L-29), but it did not win too much favor with the HQ of the unit. After the order to remove the painting, it was oversprayed by gray color, but the nose of the aircraft got another emblem, this time a duck with a sword. With this decoration, the aircraft was handed over from No. 1 Squadron of 9 sbolp (9th Fighter-Bomber Air Regiment) to 82 sslt (82nd Independent Fighter Squadron) based at the Ostrava Mošnov airbase. After a short stay there, the plane was deposited to LOZ (Aviation Repair Facility) Líně. In 1999 it was upgraded to MiG-21MFN version and put back into operation service again.

STENCILS: black variant



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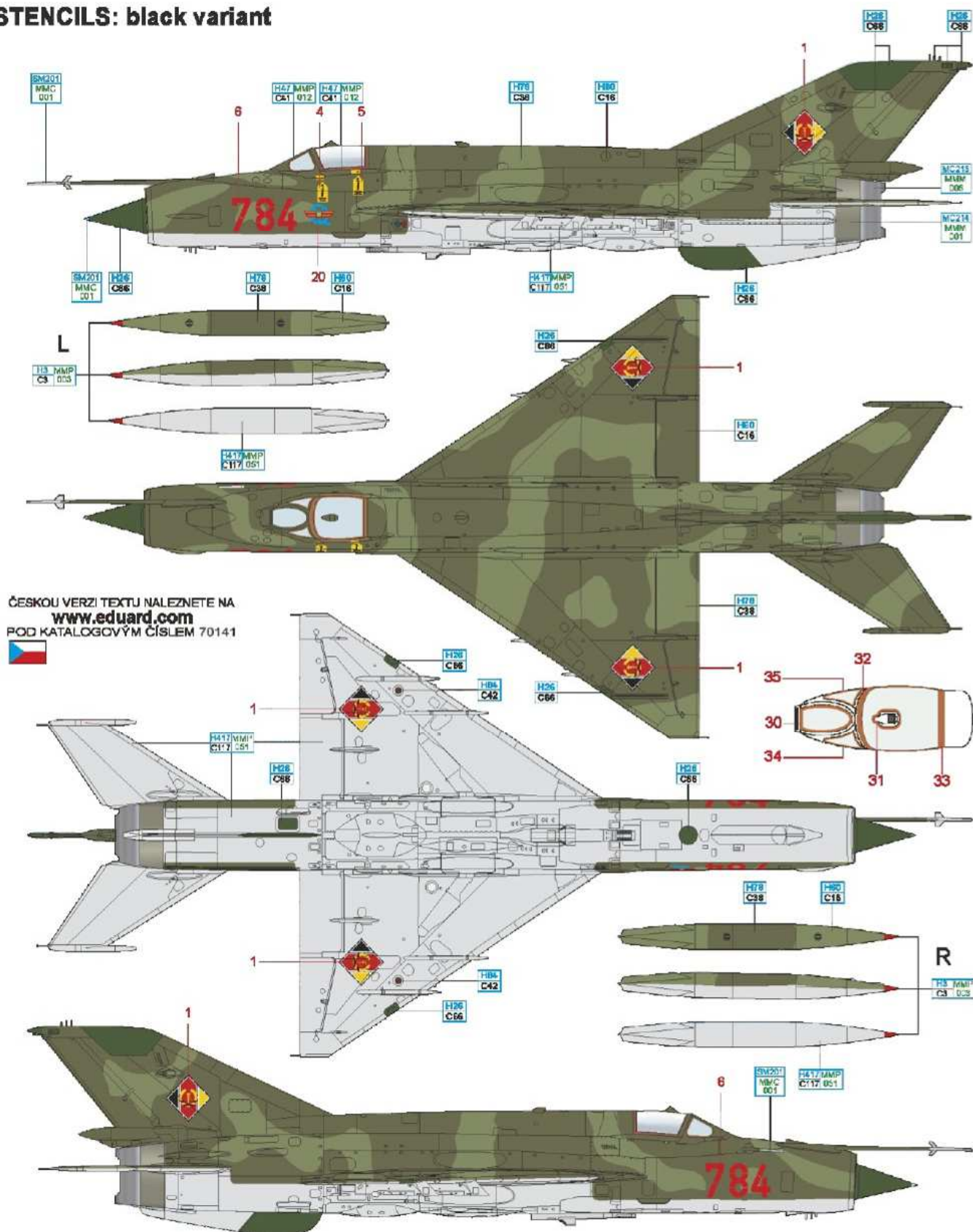


DARK IRON	MC214	MMM DC1	MAHOGANY	H86
STEEL	MC213	MMM DC8	BRIGHT GREEN	H28
			LIGHT GRAY	C35
			BLACK	C33
			SUPER FINE SILVER	SM201
				MMC DC1
			LIGHT BROWN	H47
				MMP C41 012

C C/n 96002170, No. 784, Jagdfliegergeschwader 3, Preschen, German Democratic Republic, late 80'

On December 14, 1954, the 3rd Kommando of the 1st Aeroklub was established in Cottbus; on August 24, 1956, it was renamed Fliegergeschwader No. 3. The same year the unit changed their training aircraft Yak-11 and Yak-18 for MiG-15 jets. The first MiG-21s were delivered to the unit in 1962 as the F-13 variant. On March 1, 1971, this unit was bestowed on the honorary name after Russian cosmonaut Vladimir Komarov, who died in the crash of the spacecraft Soyuz 1 in 1967 when returning from space. A scheduled change of MiG-21MFs for MiG-29s was scheduled for 1988, but only two of three Staffeln did so. The camouflage of the Eastern German aircraft No. 784 consisted of two shades of green on the upper surfaces, the undersides were in light blue. Underneath the cockpit there was so-called Q-mark painted. It was a marking of the aircraft, which was in a diligent care of the ground crew.

STENCILS: black variant



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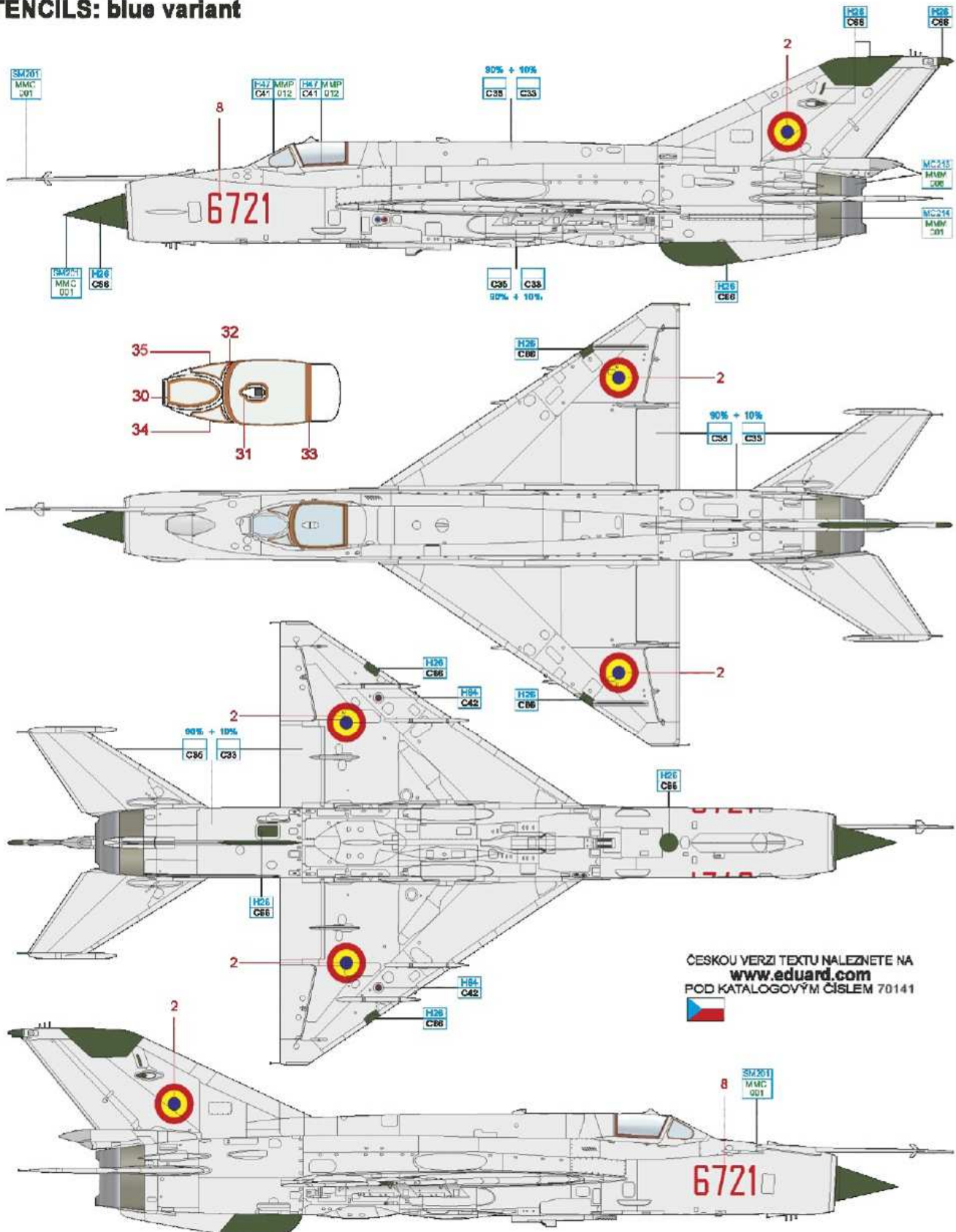


DARK IRON	MC212	MMM D01	RED	H3 C3	MM3 C03	BRIGHT GREEN	H26 C86	OLIVE DRAB	H79 C38			
STEEL	MC213	MMM C08	LIGHT BROWN	H47 MMP C41	H47 MMP C12	GREEN	H80 C16	MAHOGANY	H84 C42			
								SUPER FINE SILVER	SM201	MMC D01	LIGHT BLUE	H47 MMP C117 D51

D C/n 96006721, No. 6721, Regimentul 71 Aviație Vânătoare, Câmpia Turzii Airbase, Romania, 90'

The first MiG-21s of the MF version were supplied to then Socialistic Republic of Romania in 1972. These aircraft first served along with the older versions of MiG-21s and MiG-15s, which were gradually replaced by MiG-21s. From 1975, the aircraft produced in plant No. 21 in Gorky were supplied to Escadrila de Aviație Vânătoare, which was renamed to Regimentul 71 Aviație Vânătoare on June 30, 1986. On June 9, 1987, this unit was transferred from Devesel Base to Câmpia Turzii Base from where the unit operates until today. On November 22, 2006, Cpt. Cdr. Dan Ghica, crashed this aircraft near the town of Beliu and died in the crash. Like other aircraft produced in the Gorky Plant 21, this aircraft was finished on all surfaces in gray color. The Romanian national insignia were placed on traditional six positions on the aircraft and were accompanied by the last four digits of the production number painted in red on the nose of the aircraft.

STENCILS: blue variant



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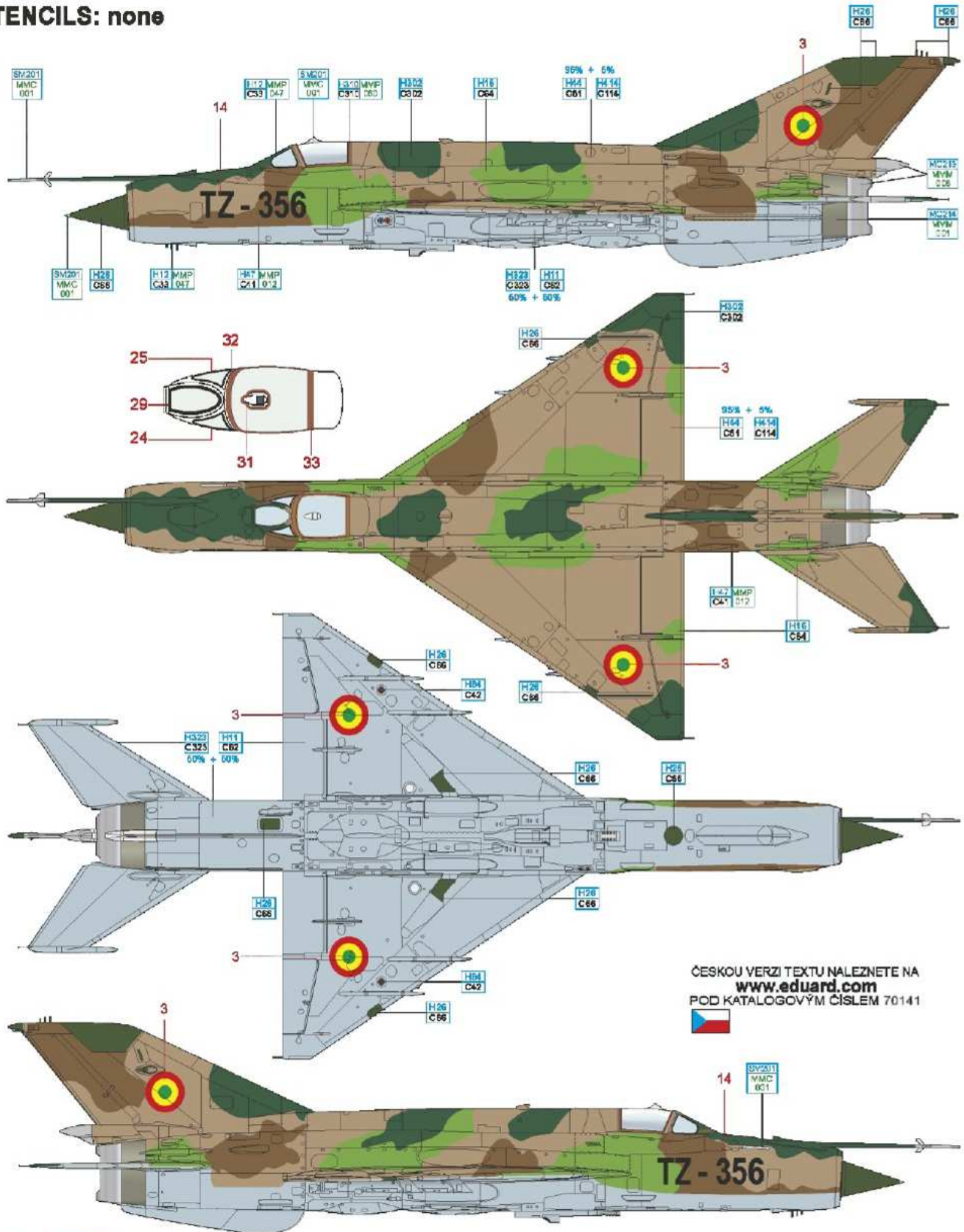


DARK IRON	MC214	MMN DC1	MAHOGANY	H84 C42
STEEL	MC213	MMN DC3	BRIGHT GREEN	H26 C86
			LIGHT GRAY	C35
			BLACK	C33
			SUPER FINE SILVER	SM201
				MMN DC1
			LIGHT BROWN	H47
				MMN DC1 012

E C/n 96005512, No. TZ-356, Senou Airbase, the Republic of Mali, 2006

Following the elimination of the MiG-21s from the Czech Air Force in the mid-2005, the MiG-21MFs Nos. 5508 and 5512 were purchased by The Republic of Mali along with the MiG-21UM No. 9341. After the transfer of the aircraft to the Senou Airbase, all three fighter planes were assembled and readied by a group of Czech technicians and two pilots. After the check-flights were these aircraft handed over to Malian Air Force. The final phase of the handover mission included the fly-by of TZ-356 MiG-21MF flown by Malian pilot above the capital city of Bamako. The TZ-356 aircraft, as the MiG-21MF No. 5512 was remarked, was painted in a camouflage consisting of two shades of green and two shades of brown colors on the upper surfaces and on the sides of the fuselage. The undersides were painted blue. The Malian national insignia were painted in six positions.

STENCILS: none



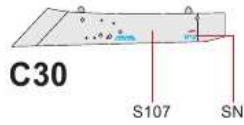
ČESKOU VERZI TEXTU NALEZNETE NA
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SUPER FINE SILVER: SM201 MMC 001	WHITE: H11 MMP C62 001	LIGHT BROWN: H47 MMP C41 012	YELLOW GREEN: H16 C84	FLESH: H44 C81	RED: H414 MMP C114 0803
DARK IRON: MC213 MMC 001	BLACK: H12 MMP C33 D47	BROWN: H310 MMP C310 080	BRIGHT GREEN: H26 C66	MAHOGANY: H84 C42	GREEN: H302 C302
STEEL: MC213 MMC 008					LIGHT BLUE: H325 C325

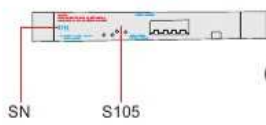


LEVÝ VNĚJŠÍ PALIVOVÝ PYLON
LEFT OUTSIDE UNDERWING TANK PYLON

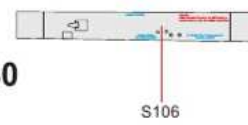


SN - SERIAL NUMBER
MALÉ NA DRAK LETOUNU
STŘEDNÍ NA ZÁVĚSNÍKY
VELKÉ NA RAKETNICE

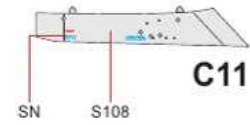
PODTRUPOVÝ PYLON
FUSELAGE PYLON



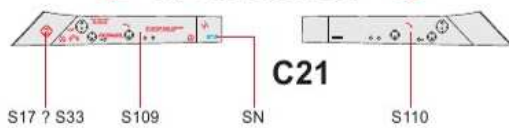
SN - SERIAL NUMBER
SMAL TO AIRFRAME
MEDIUM TO PYLONS
LARGE TO ROCKET LAUNCHERS



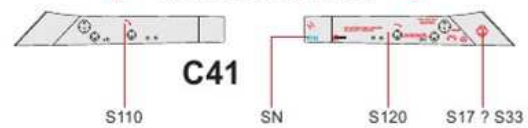
PRAVÝ VNĚJŠÍ PALIVOVÝ PYLON
RIGHT OUTSIDE UNDERWING TANK PYLON



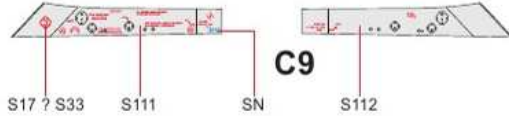
LEVÝ VNĚJŠÍ PYLON
LEFT OUTSIDE PYLON



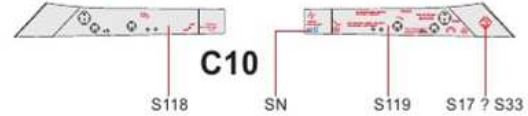
PRAVÝ VNĚJŠÍ PYLON
RIGHT OUTSIDE PYLON



LEVÝ VNITŘNÍ PYLON
LEFT INSIDE PYLON

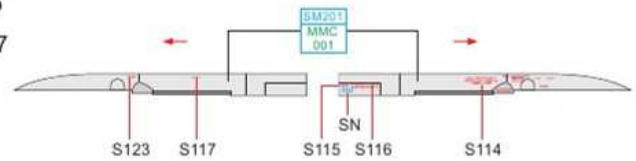
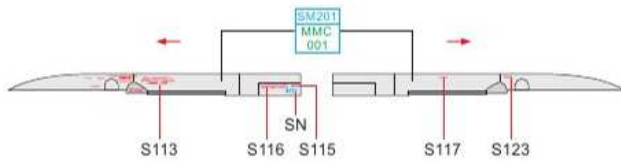


PRAVÝ VNITŘNÍ PYLON
RIGHT INSIDE PYLON



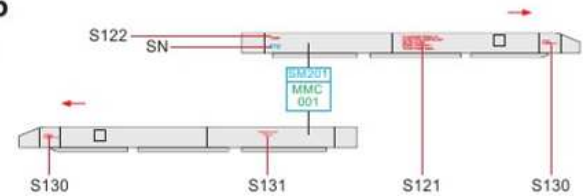
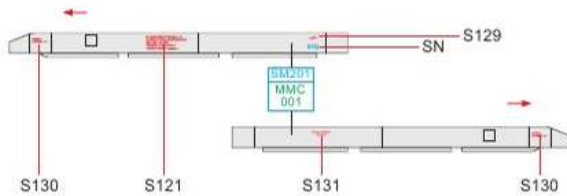
C38

APU-7



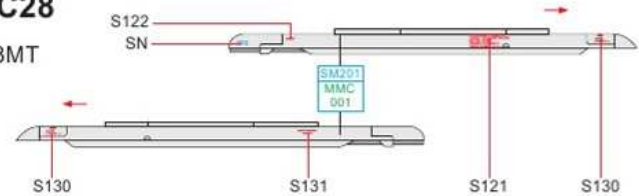
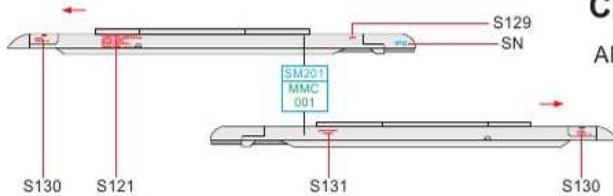
C5, C45

APU-13



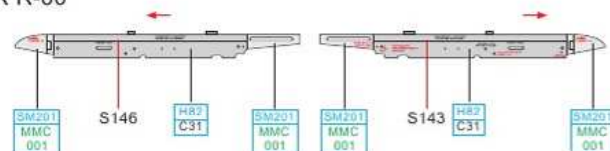
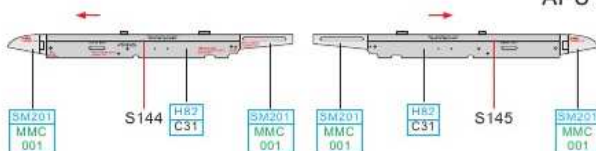
C23, C28

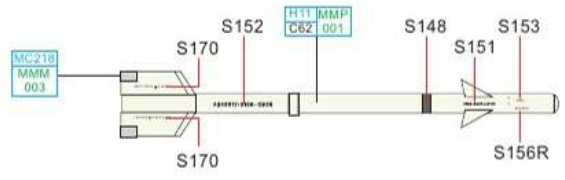
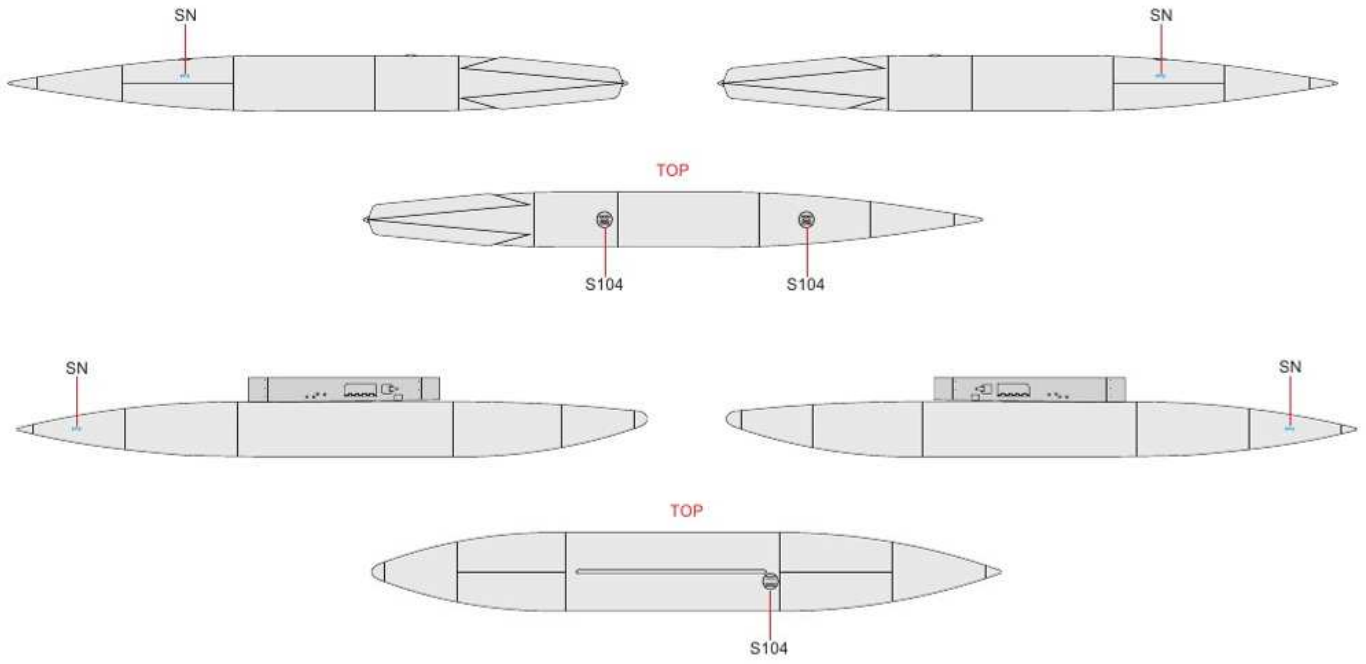
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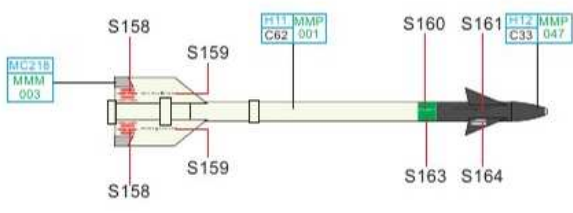
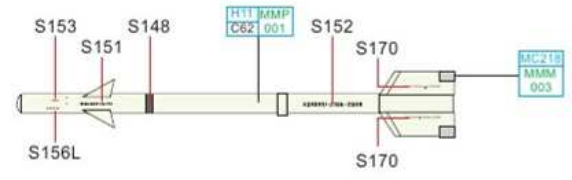
C6, C39

APU FOR R-60

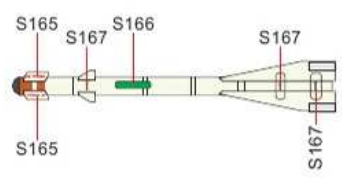
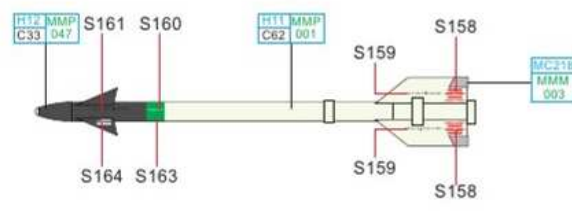




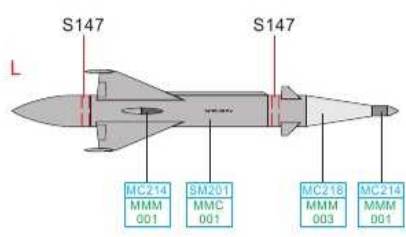
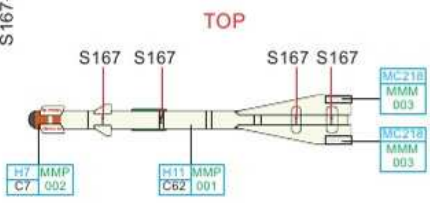
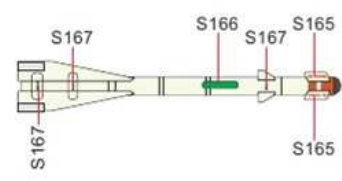
R-3S



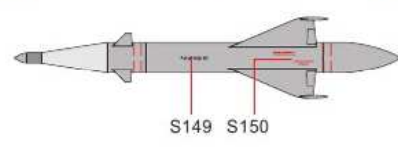
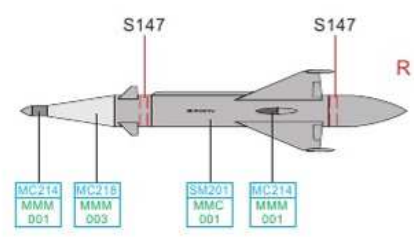
R-13



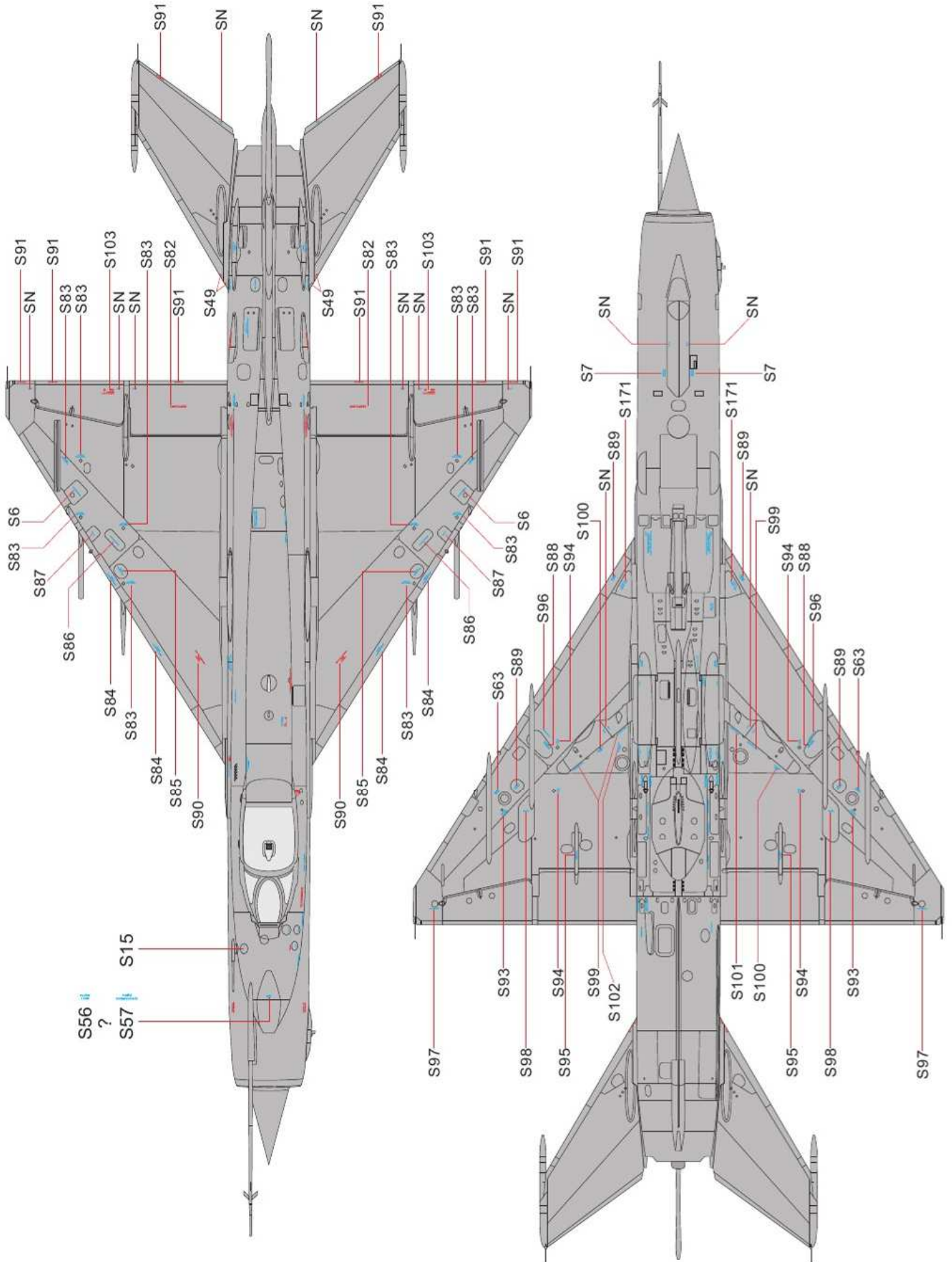
R-60

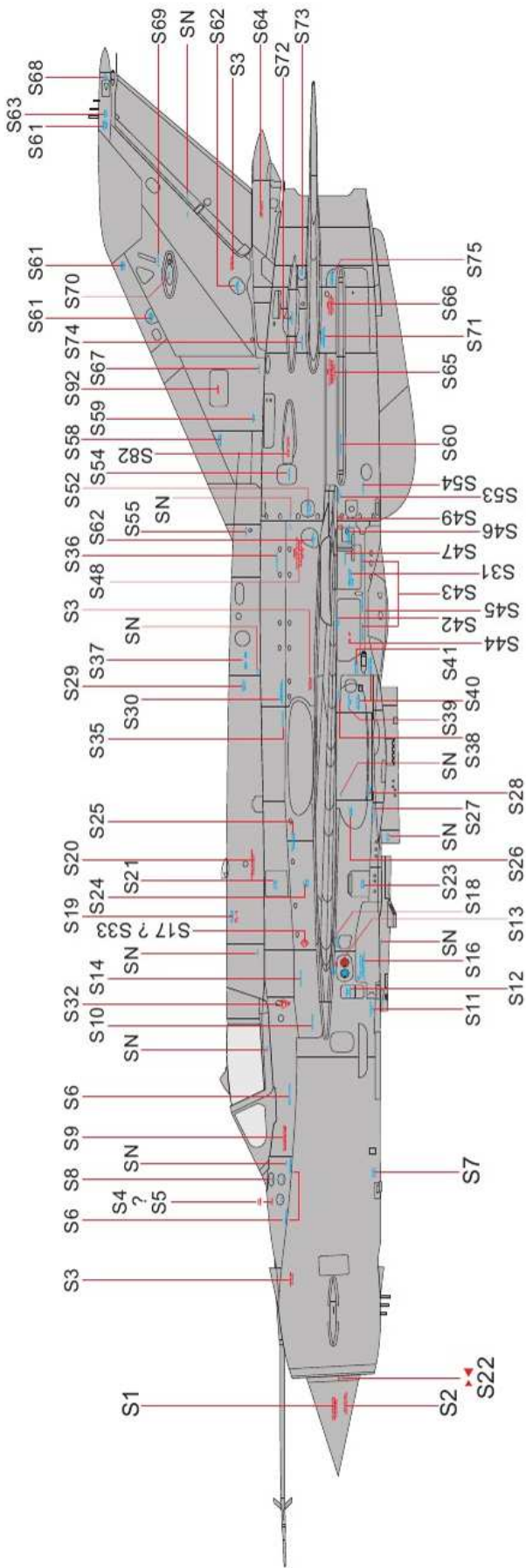


RS-2US



TOP





SN - SERIAL NUMBER
 SN - SERIAL NUMBER
 MALÉ NA DRÁK LETOUNU
 STŘEDNÍ NA ZÁVĚSNÍKY
 VELKÉ NA RAKETNICE

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

