

MiG-21MF interceptor

eduard

SOVIET SUPERSONIC FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#70141



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 a 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 presents an opportunity for you to build a model of a MiG-21MF supersonic jet fighter in a way it was produced in Gorky factory, where the production of the MF variant was moved from Moscow factory after their start with MiG-23s. The design of the fighter planes made in Gorky differed in several details from the Moscow design. The first reason for that was the unification of some features with the previously made aircraft in Gorky, the MiG-21bis, and the second reason was the use of former technological procedures followed by Gorky factory. These fighter jets were exported to German Democratic Republic, Poland, Czechoslovakia, Romania and Bulgaria. Production of this version finished after two years.

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".



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. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT

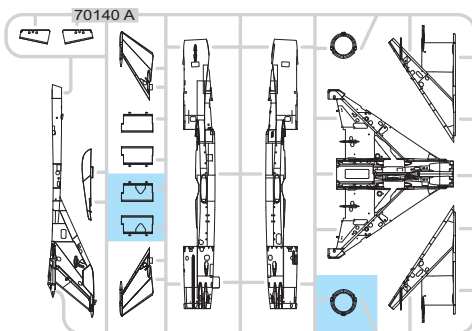


APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

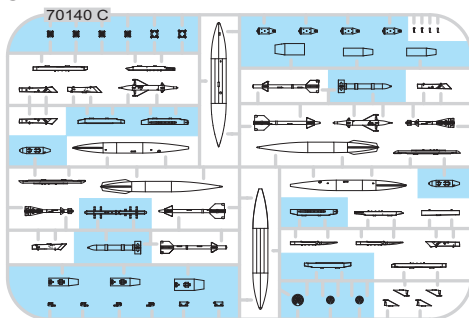
PARTS * DÍLY * TEILE * PIÈCES * 部品

PLASTIC PARTS

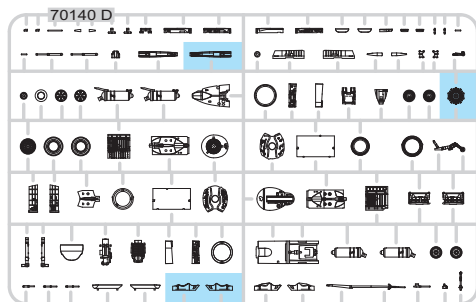
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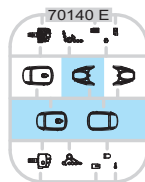
C>



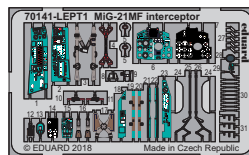
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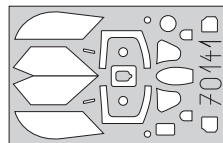
E>



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

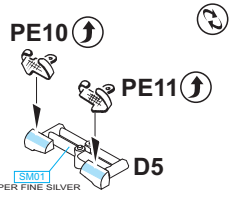
COLOURS * BARVY * FARBEN * PEINTURE * 色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H3	C3	RED
H4	C4	YELLOW
H5	C5	BLUE
H7	C7	BROWN
H11	C82	FLAT WHITE
H12	C33	BLACK
H16	C64	YELLOW GREEN
H25	C34	SKY BLUE
H26	C66	BRIGHT GREEN
H35	C80	COBALT BLUE
H44	C51	FLESH

AQUEOUS	Mr.COLOR	
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H53	C13	NEUTRAL GRAY
H60	C16	GREEN
H70	C60	GRAY
H77	C137	TIRE BLACK
H79	C38	OLIVE DRAB
H82	C32	DARK GRAY
H84	C42	MAHOGANY
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H302	C302	GREEN

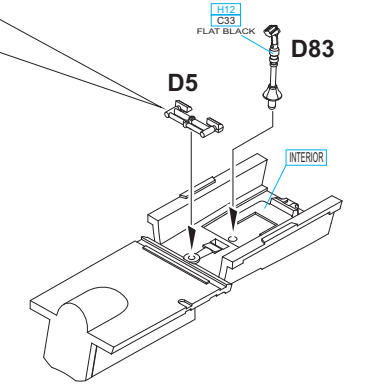
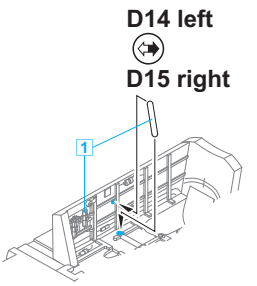
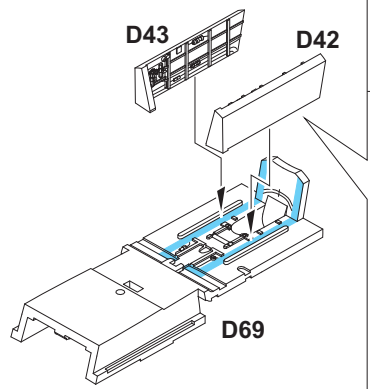
AQUEOUS	Mr.COLOR	
H310	C310	BROWN
H323	C323	LIGHT BLUE
H332	C332	LIGHT GRAY
H414	C114	RED
H417	C117	LIGHT BLUE
H435	C35	I/JN GRAY
Mr-METAL COLOR		
MC213		STAINLESS
MC216		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM01		SUPER FINE SILVER

- PE10
C11 - MARKINGS **A;D**
LIGHT GULL GRAY
- PE20
C60 - MARKINGS **B;E**
GRAY
- H417
C117 - MARKING **C**
LIGHT BLUE

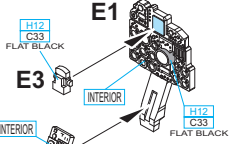


INTERIOR COLOUR BARVA INTERIÉRU

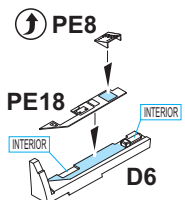
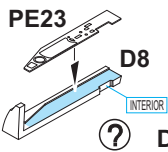
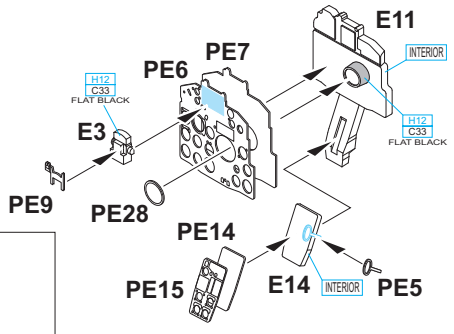
INTERIOR
60% C34 SKY BLUE + 20% C66 BRIGHT GREEN + 20% C80 COBALT BLUE



OPTIONAL: decal 14

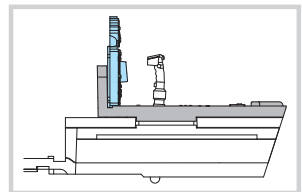
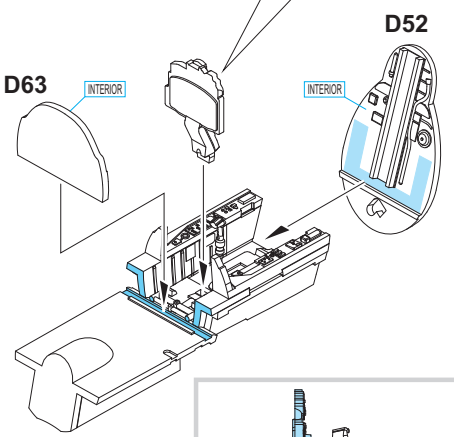
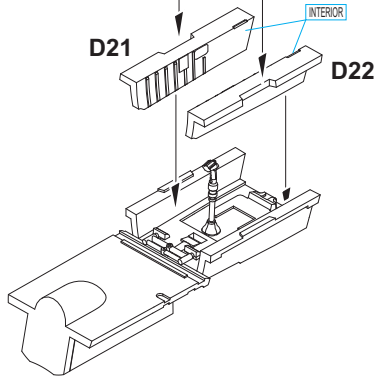


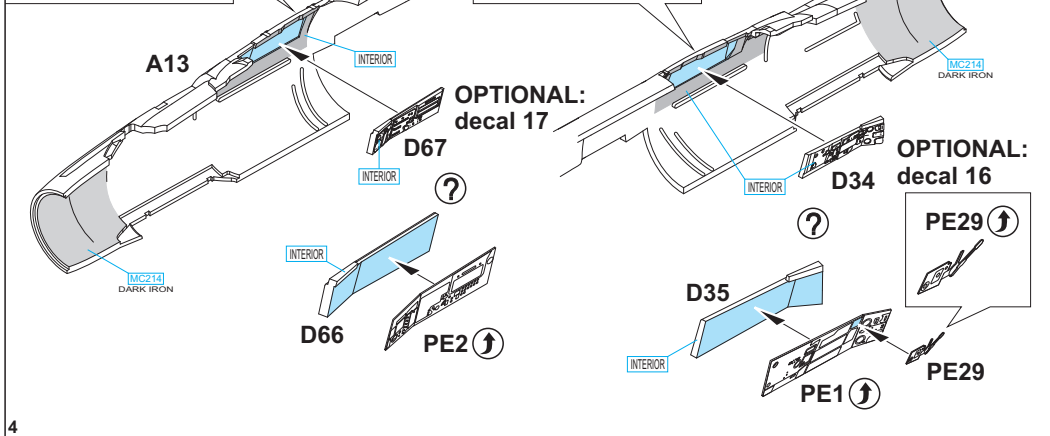
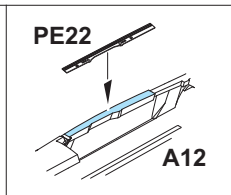
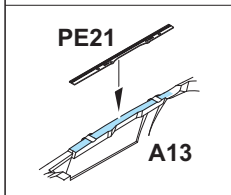
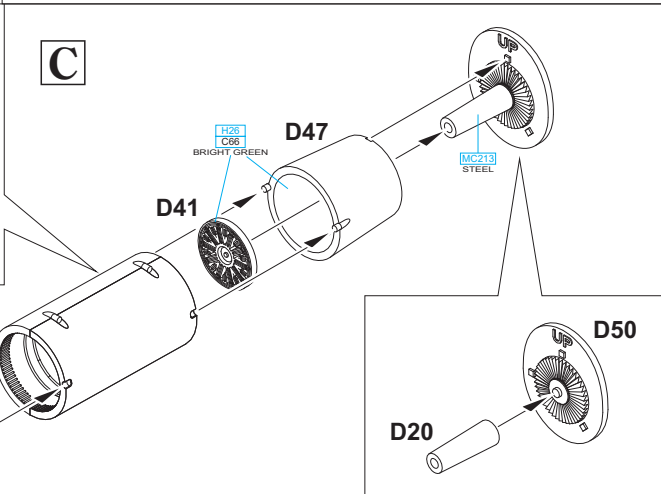
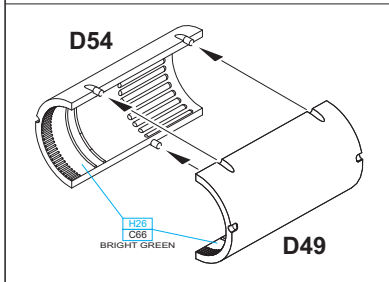
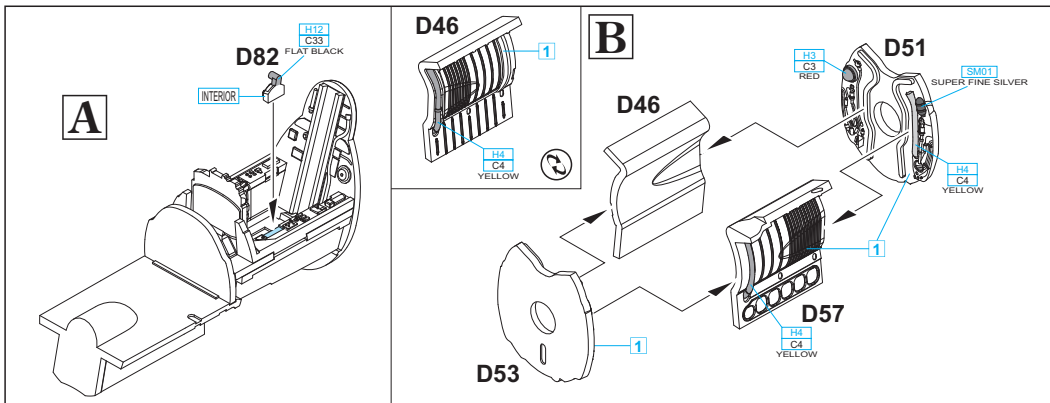
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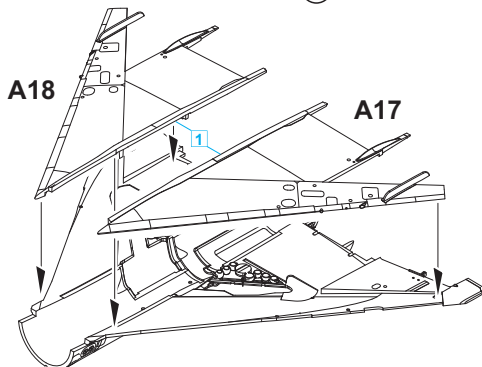
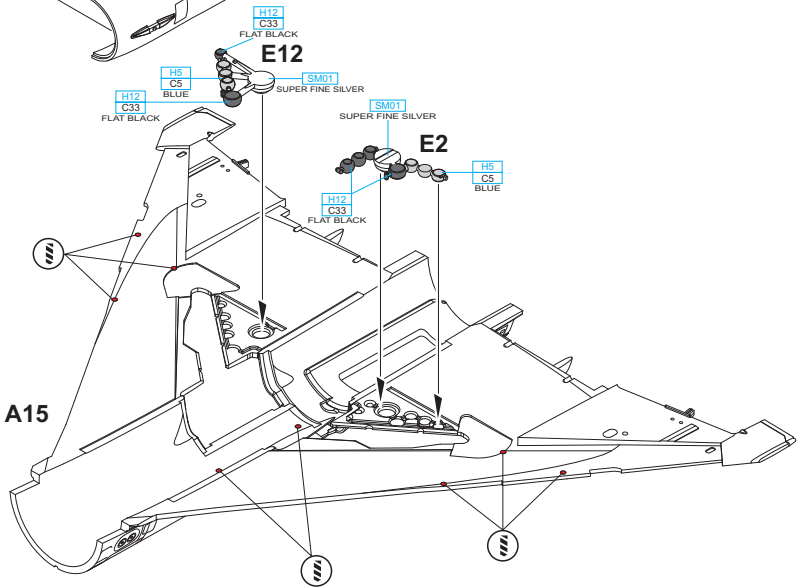
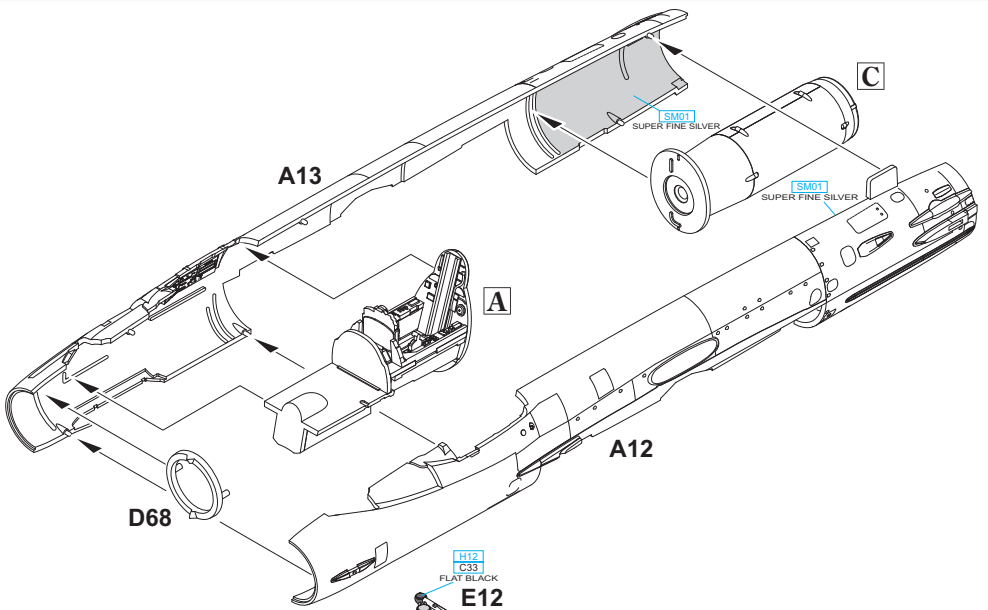


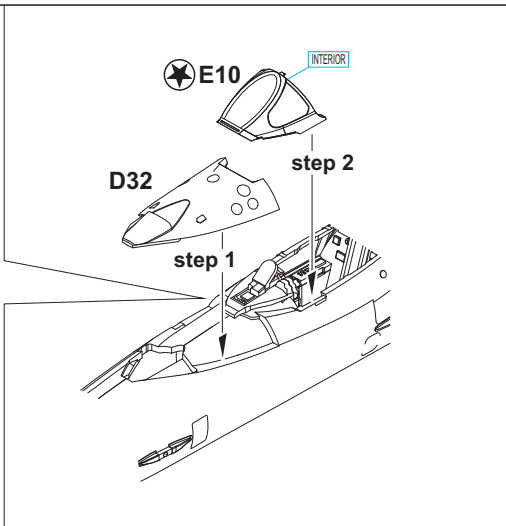
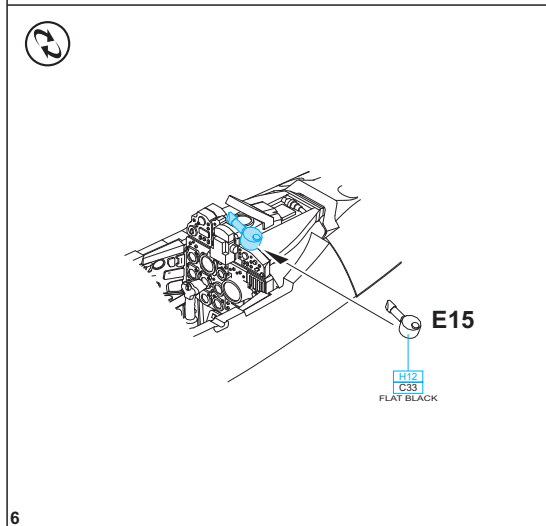
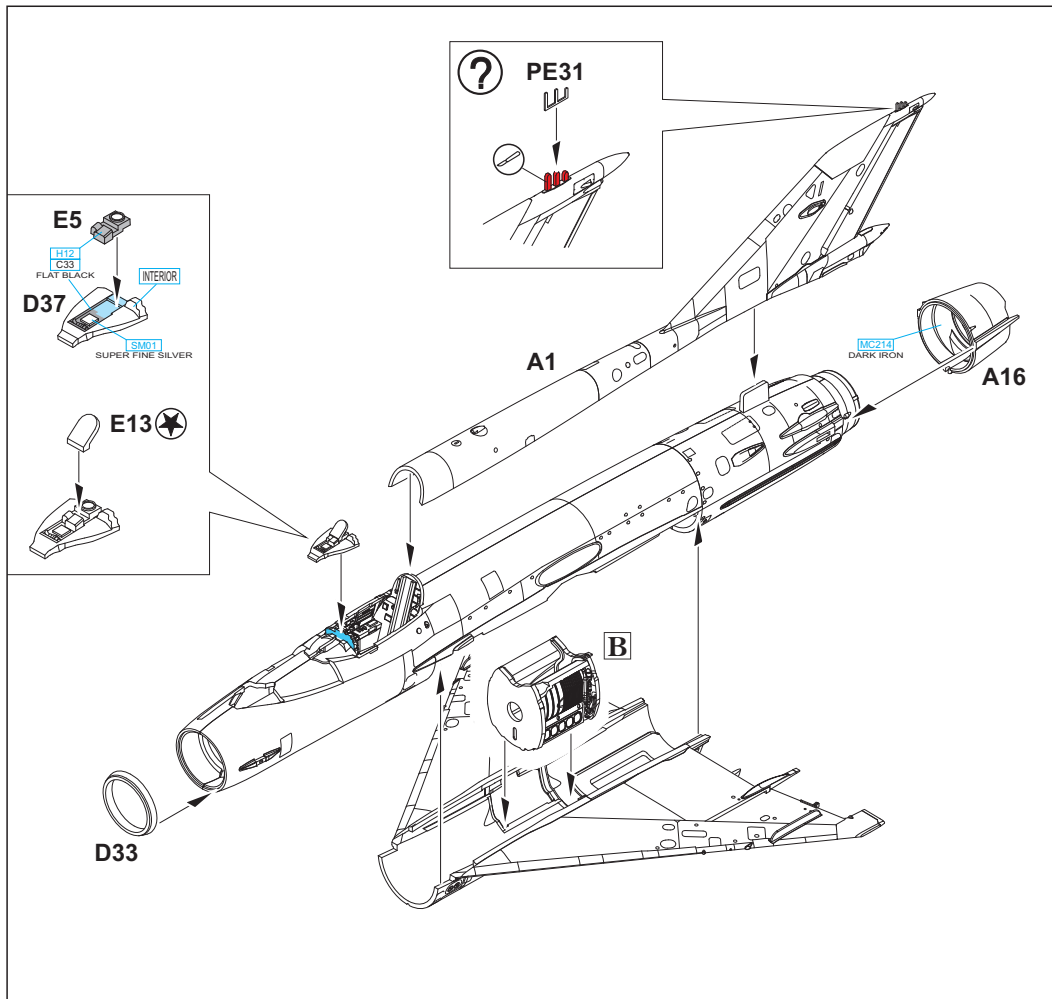
OPTIONAL: decal 18

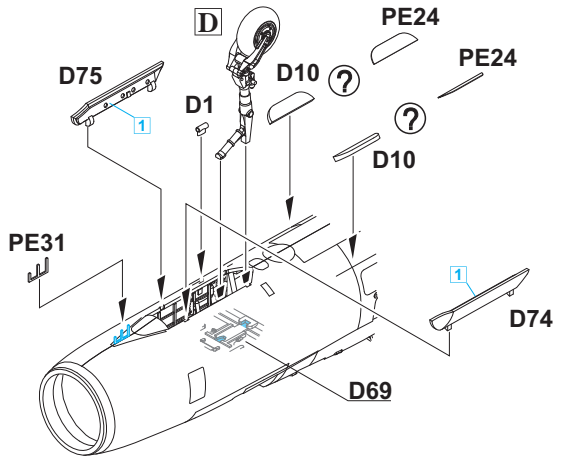
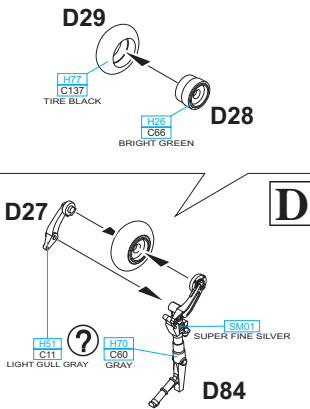
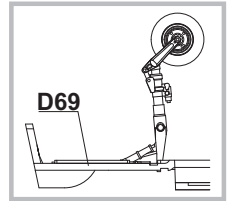
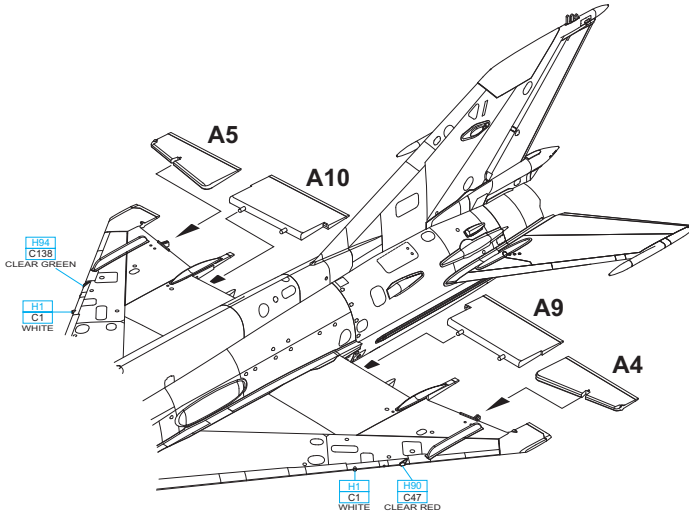
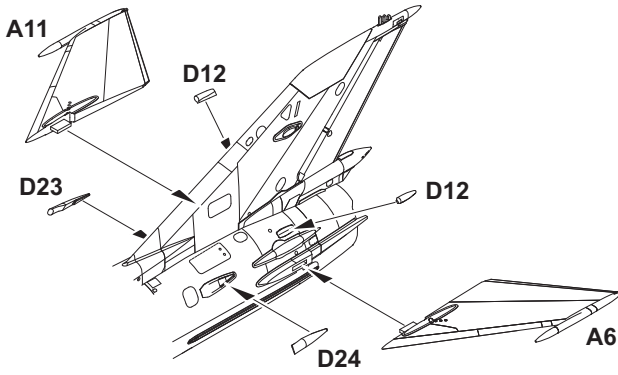
OPTIONAL: decal 19



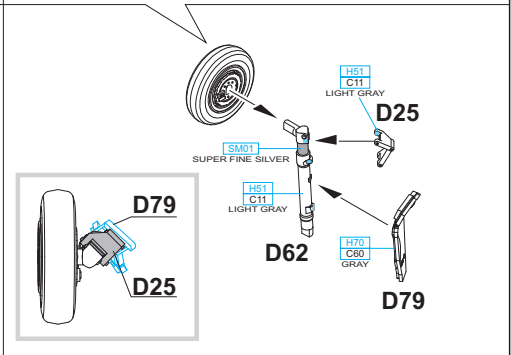
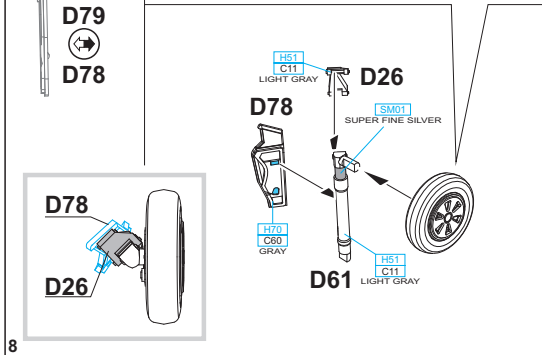
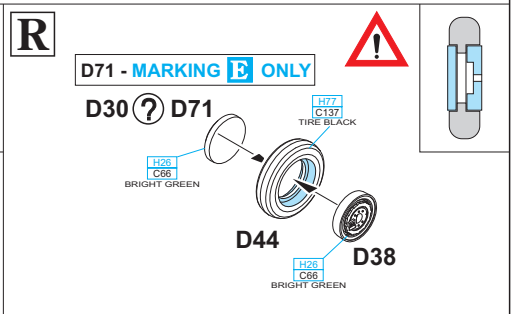
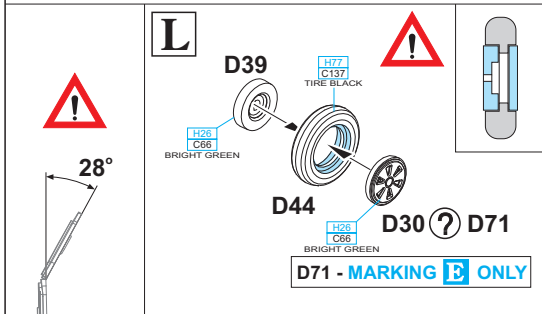
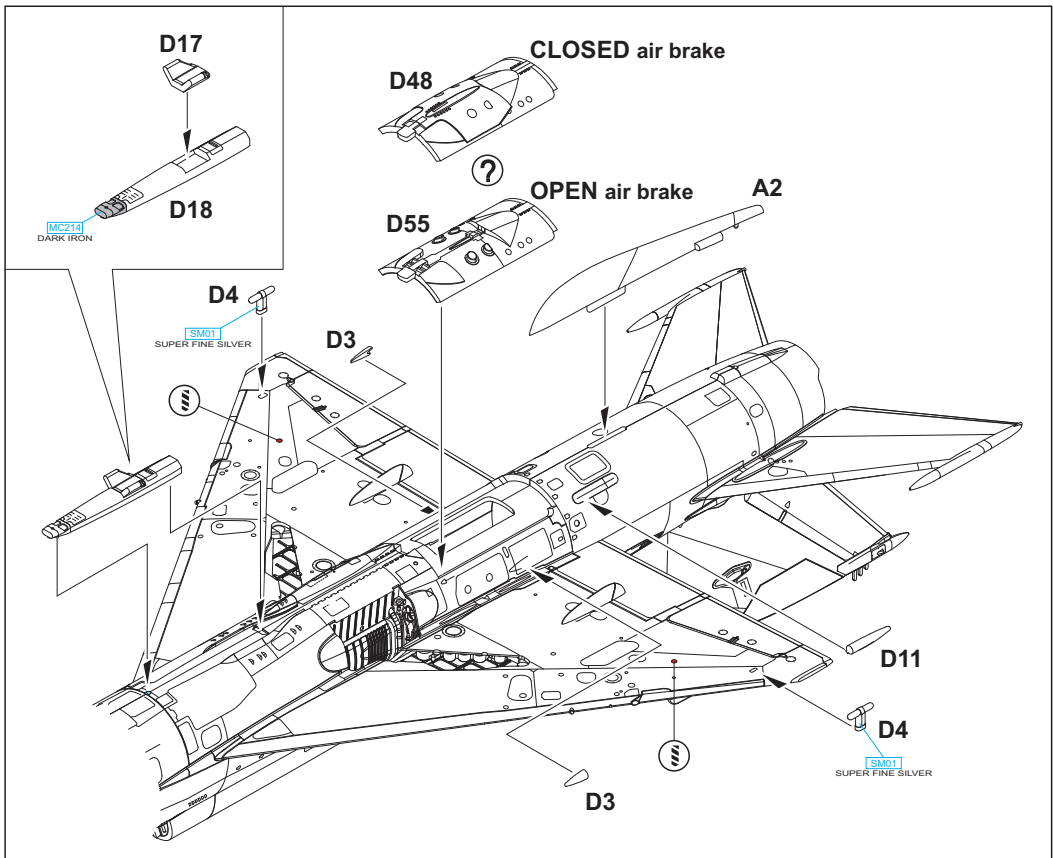


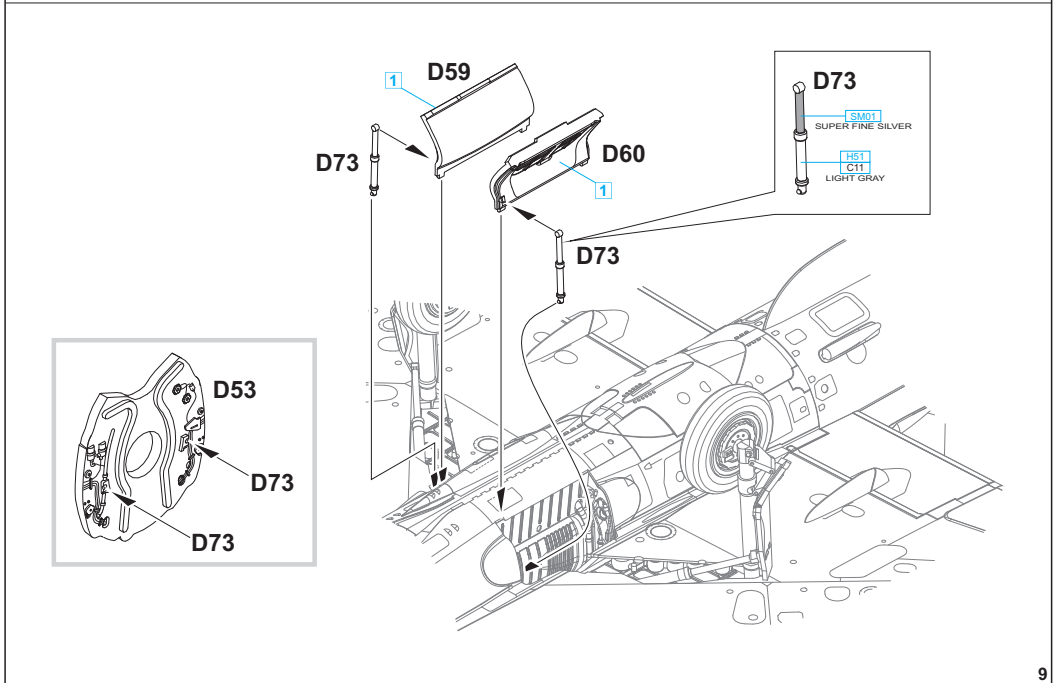
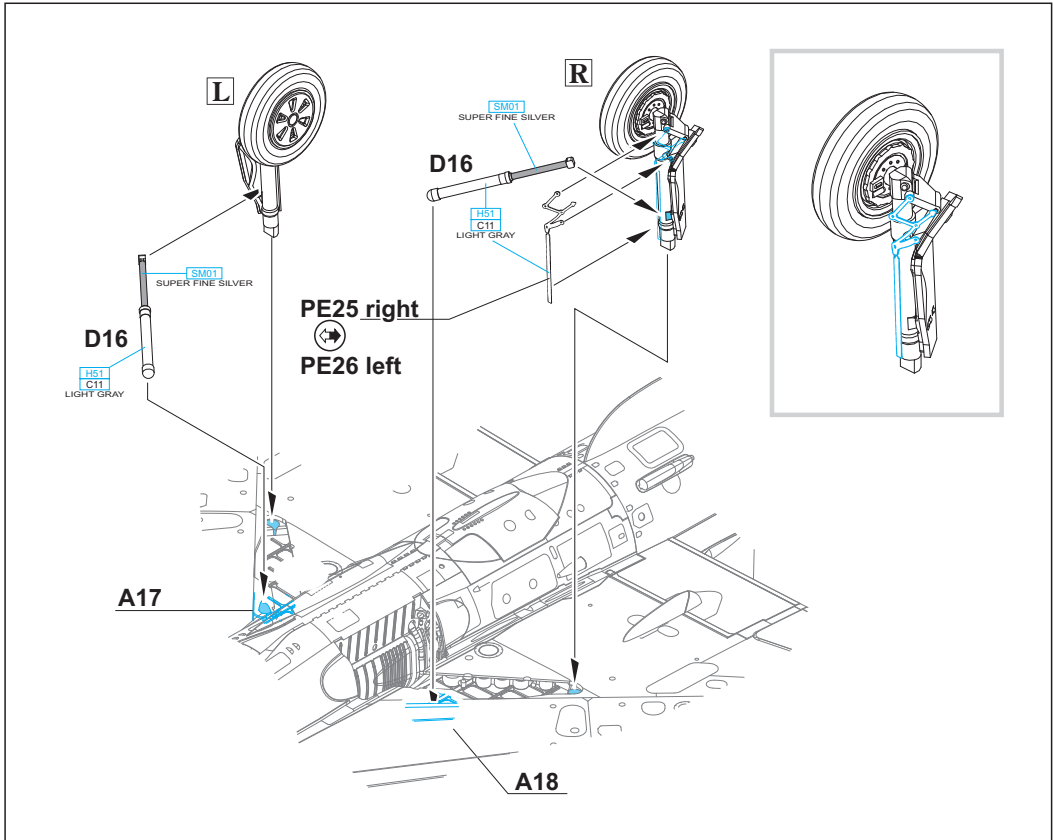




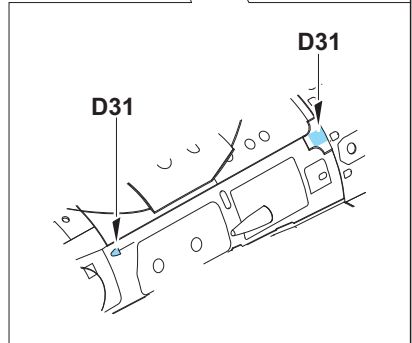
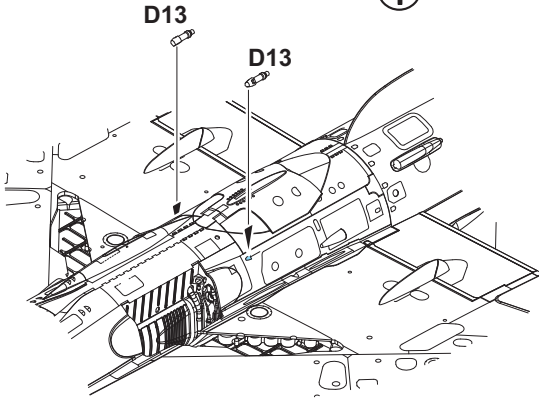
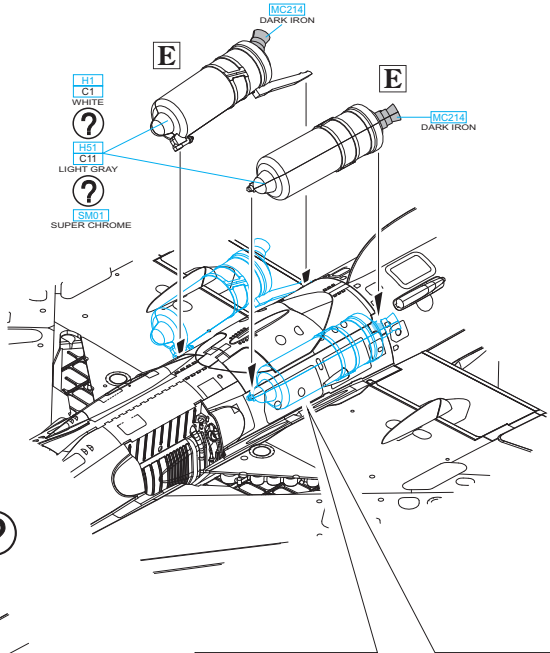
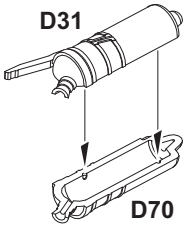


- H51
C11
LIGHT GULL GRAY
- MARKINGS **A;D**
- H70
C80
GRAY
- MARKINGS **B;C;E**

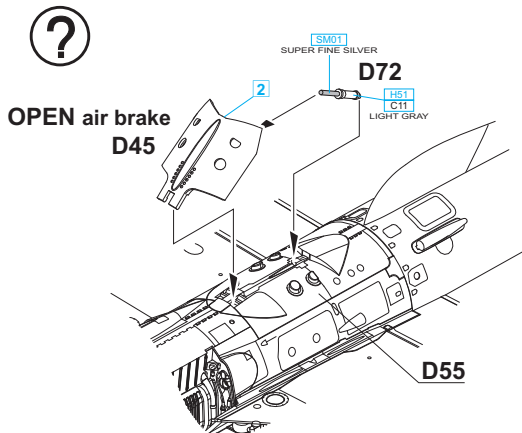
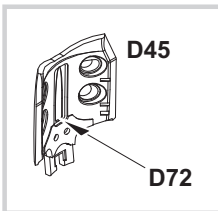


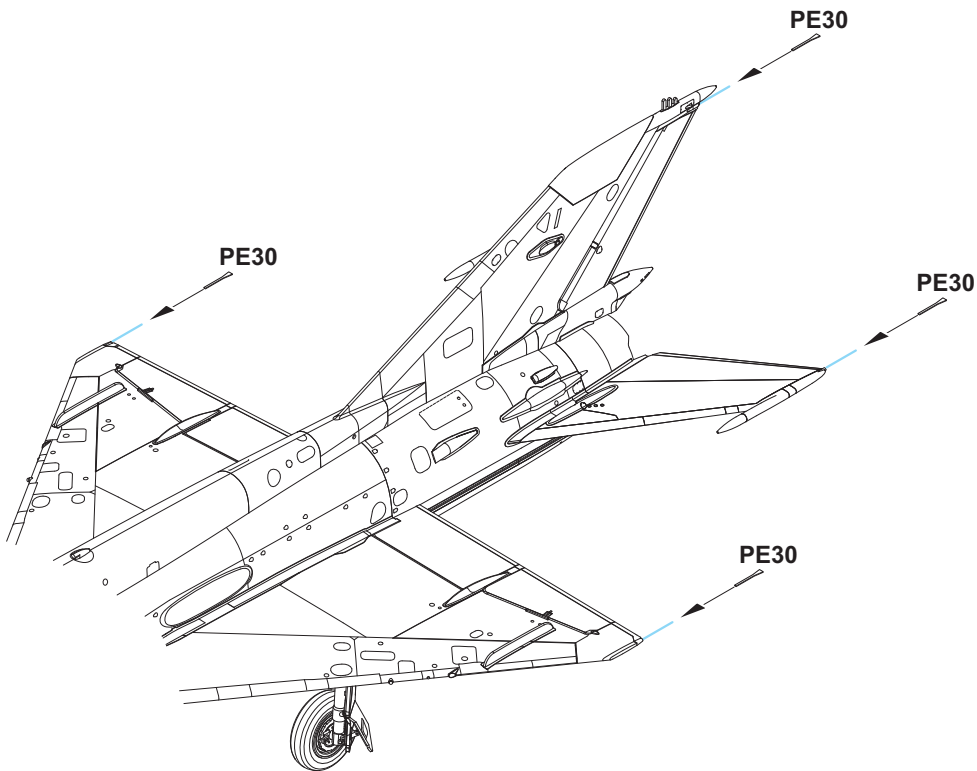


E 2 pcs.

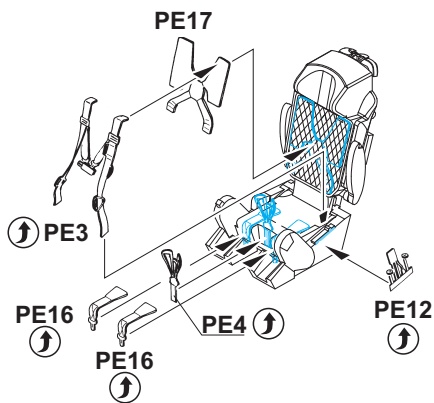
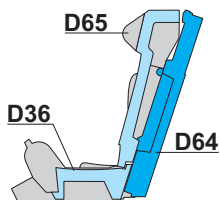
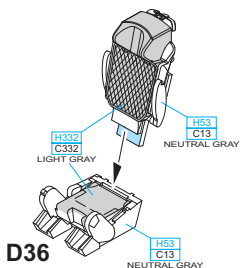
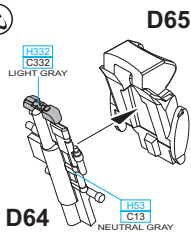


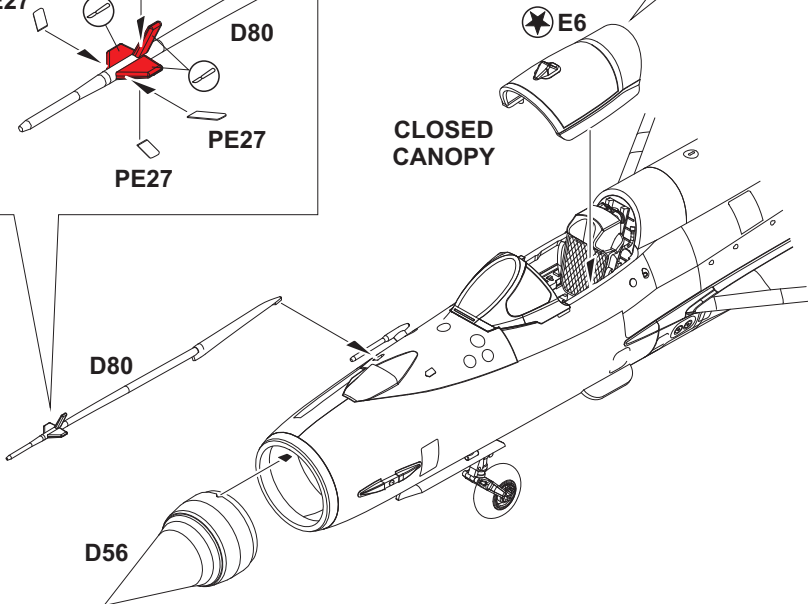
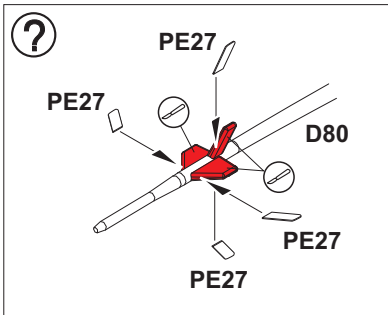
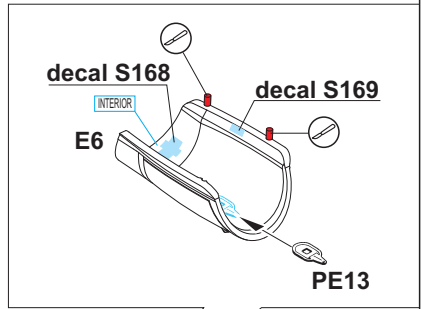
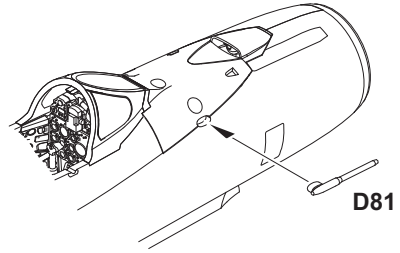
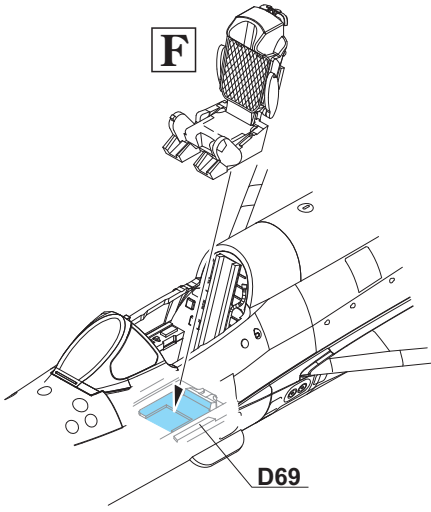
- 2** =
- H51
C11 - MARKINGS **A;D**
LIGHT GULL GRAY
 - H4
C4 - MARKINGS **B;E**
YELLOW
 - H417
C117 - MARKING **C**
LIGHT BLUE

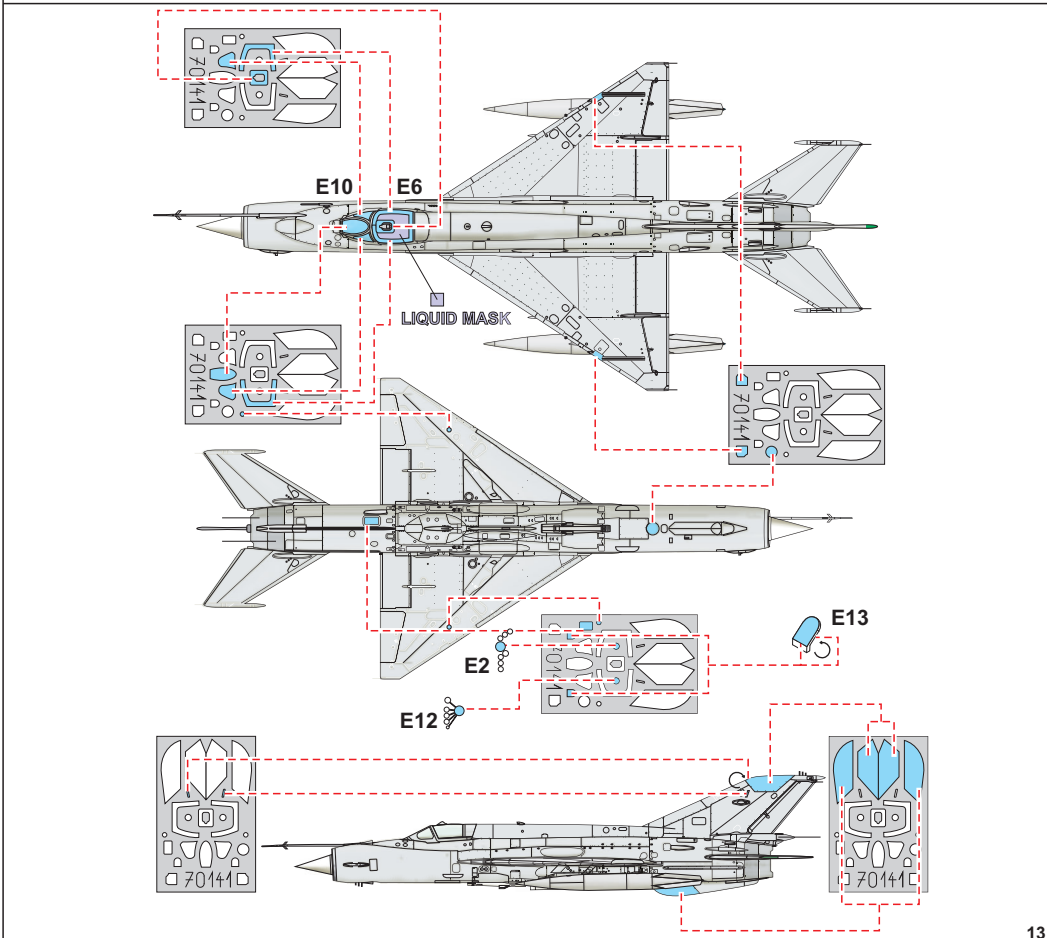
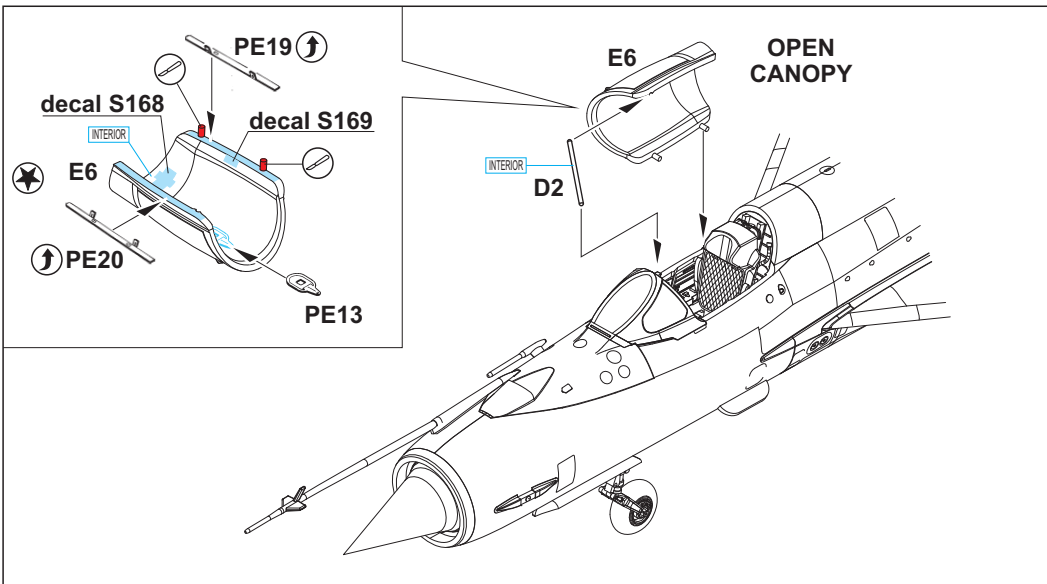




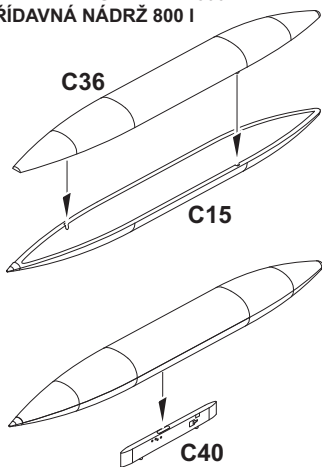
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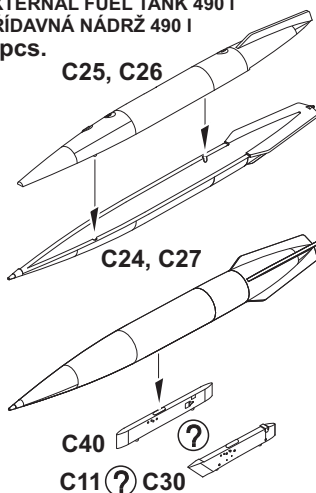




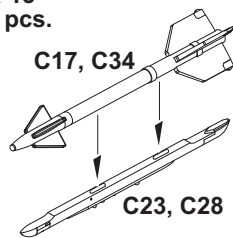
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PŘÍDAVNÁ NÁDRŽ 800 I



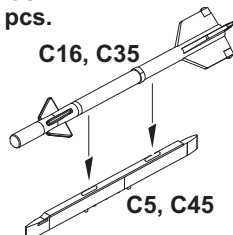
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PŘÍDAVNÁ NÁDRŽ 490 I
2 pcs.



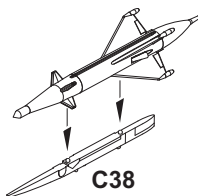
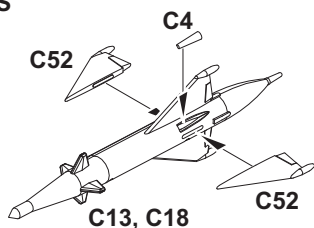
R-13
2 pcs.



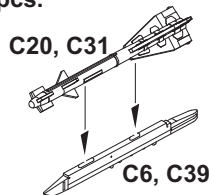
R-3S
2 pcs.



RS-2US
2 pcs.



R-60
2 pcs.



EXTERNAL FUEL TANK PYLONS
ZÁVĚSNÍK
PŘ. NÁDRŽE
C30

UNDERSURFACE COLOR



EXTERNAL FUEL TANK PYLONS
ZÁVĚSNÍK
PŘ. NÁDRŽE

UNDERSURFACE COLOR



UNDERSURFACE COLOR



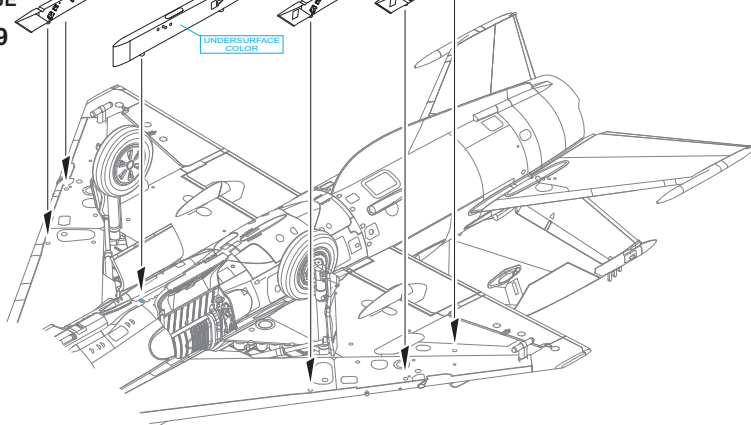
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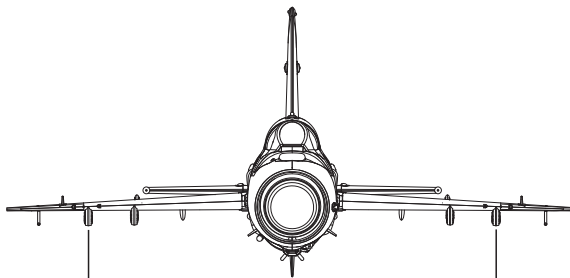


WEAPON PYLONS
ZÁVĚSNÍK VÝZBROJE

C9

WEAPON PYLONS
ZÁVĚSNÍK VÝZBROJE





**EXTERNAL
FUEL
TANK 800 l**

|| C40



**EXTERNAL
FUEL
TANK 490 l**

|| C40



**EXTERNAL
FUEL
TANK 490 l**

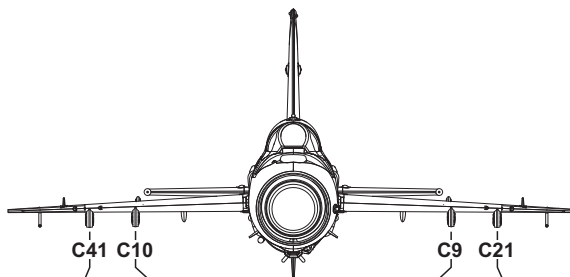
|| C11



|| C30



TYPICAL ARMAMENT FOR QUICK REACTION ALERT DUTY



2x RS-2US

|| C5



|| C38



|| C38



|| C45



2x R-3S

2x RS-2US

|| C23



|| C38



|| C38



|| C28



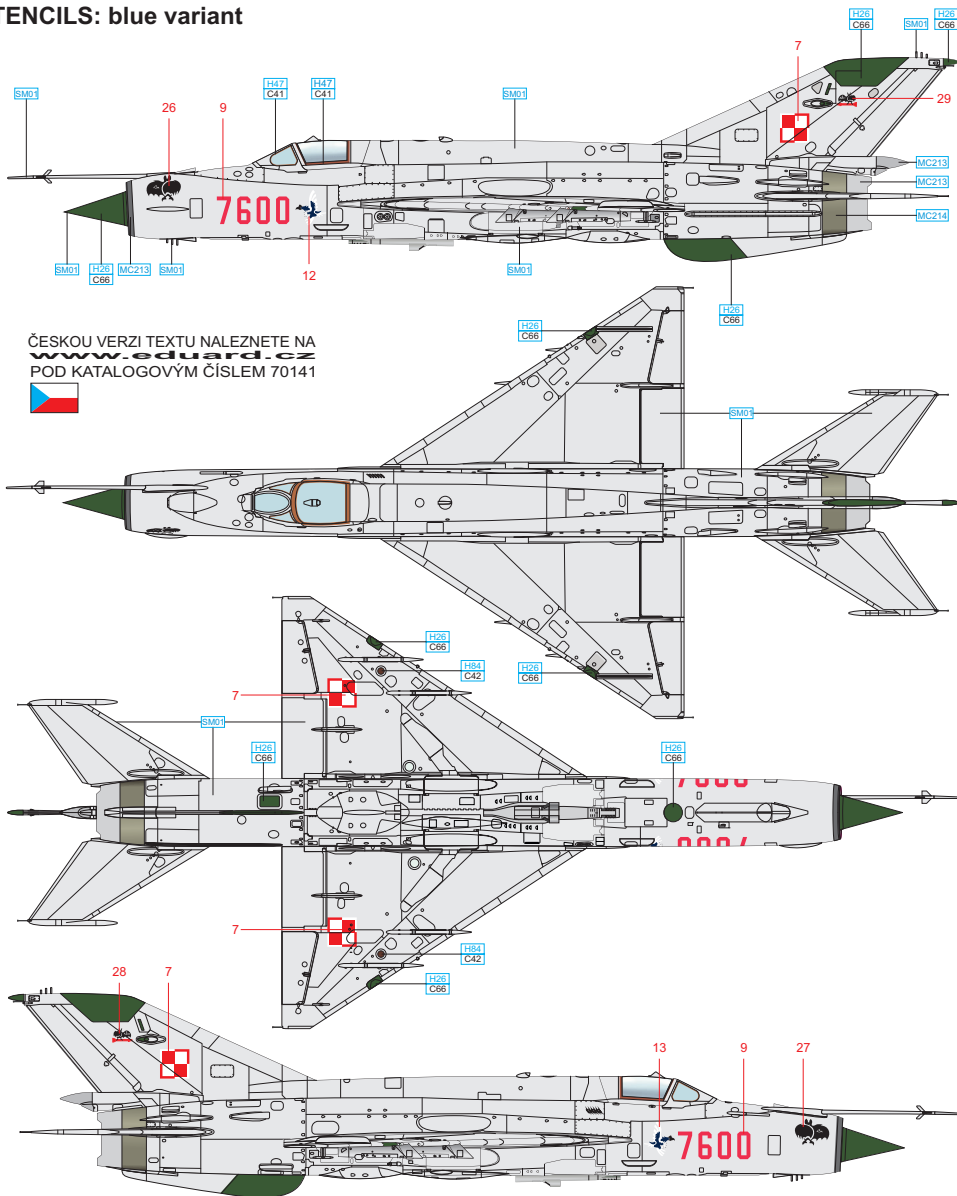
2x R-13

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

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

The aircraft with a production number 96007600 was handed over to the Polish Air Force in December 1975, it was then sent to the 34th Pułk Lotnictwa Myśliwskiego at Gdynia-Babie Doły Base. It then served by other squadrons. From May 13th, 1989 it was used by 2nd Eskadra Lotnictwa Myśliwskiego, located at Mierzęcice Air Base. The 2nd ELM used the plane until October 1998. In 1999, the aircraft was sold to the USA, where it could have been seen until its heavy damage caused by the hurricane in the autumn 2008 in Texas Lone Star Flight Museum in Galveston. MiG-21MF No. 7600 was painted in aluminium paint with Polish national insignia on the aft surfaces and on the undersides of the wing. The nose of the aircraft had a 2nd ELM sign; its smaller version was painted on the vertical stabilizer. There is an 11th PLM sign behind the red number 7600.

STENCILS: blue variant

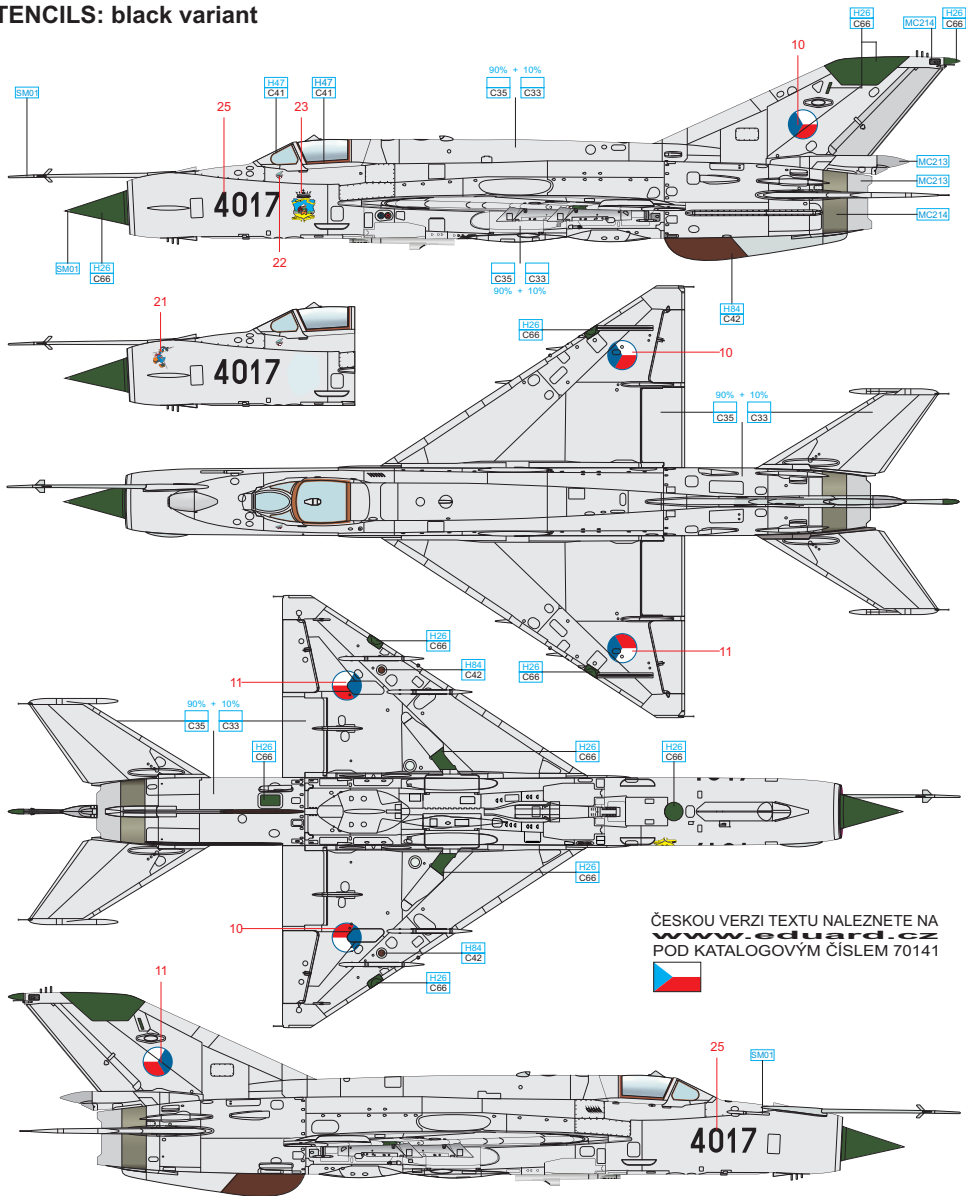


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This MiG-21MF from České Budějovice (1. slp – 1st Fighter Air Regiment) was handed over to 9. slp (9th Fighter Air Regiment) in Bechyně in 1988. The technician, Vladimír Daňo, painted a sign portraying a squirrel onto the aircraft. He did the same to other aircraft in his care (4x MiG-21MF, 1x MiG-21UM and 1x L-29). After the command ordering him to remove the squirrel sign, the sign was covered by gray colour and the nose of the aircraft got another sign, this time a duck with a sword. An aircraft bearing this kind of sign was handed over from 1st Squadron of 9. sbolp (9th Fighter-Bomber Air Regiment) to 82. ssit (82nd Independent Fighter Squadron) in Ostrava Mošnov. After a short stay there, the plane was deposited to LOZ Líně. In 1999 it was upgraded to an MFN standard and put back into operation again.

STENCILS: black variant



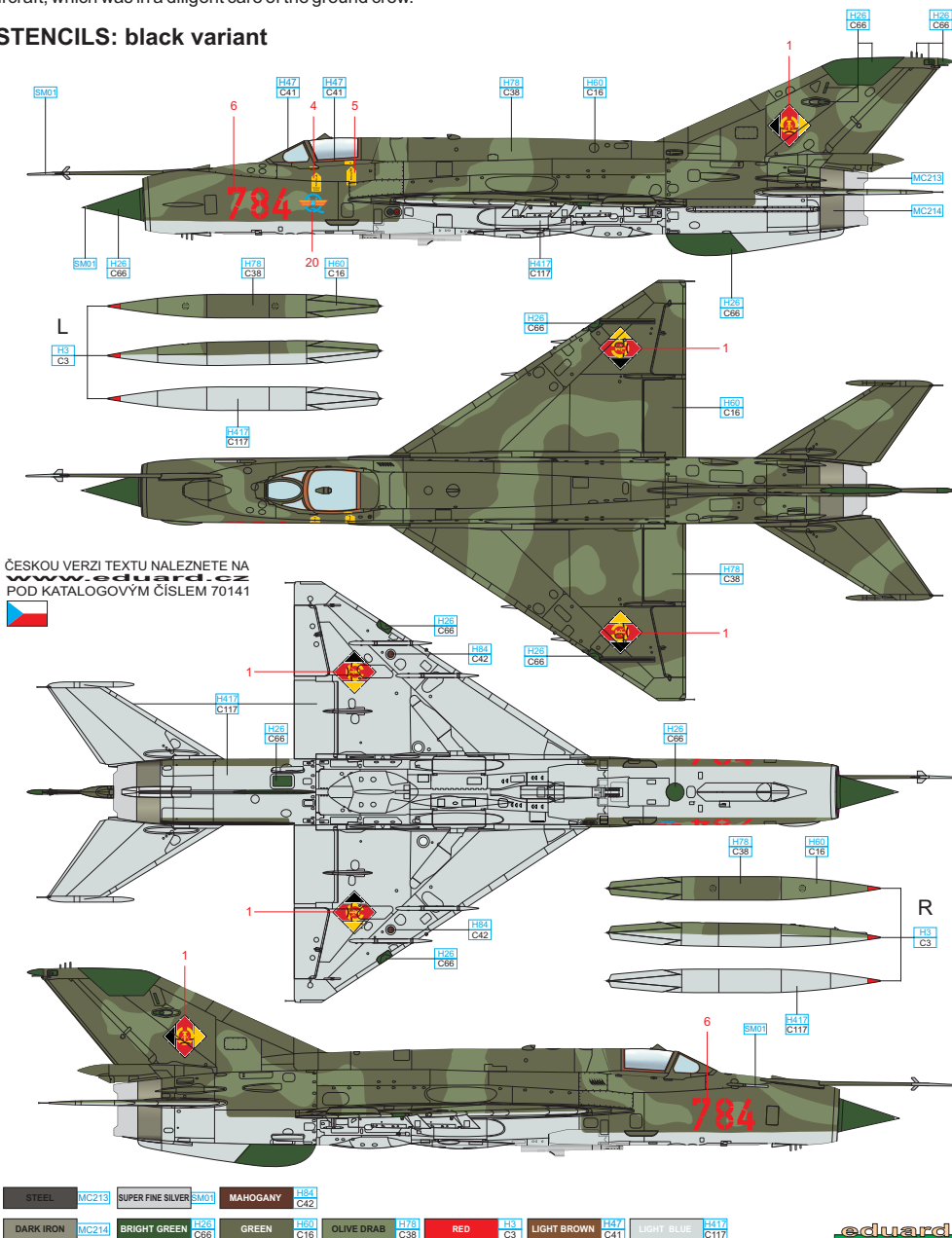
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|-------|-------|--------------|---------|------------|-----|-------|-----|-------------------|------|-----------|---------|-------------|---------|
| STEEL | MC213 | BRIGHT GREEN | H26/C66 | LIGHT GRAY | C35 | BLACK | C33 | SUPER FINE SILVER | SM01 | MAHOAGANY | H64/C42 | LIGHT BROWN | H47/C41 |
|-------|-------|--------------|---------|------------|-----|-------|-----|-------------------|------|-----------|---------|-------------|---------|

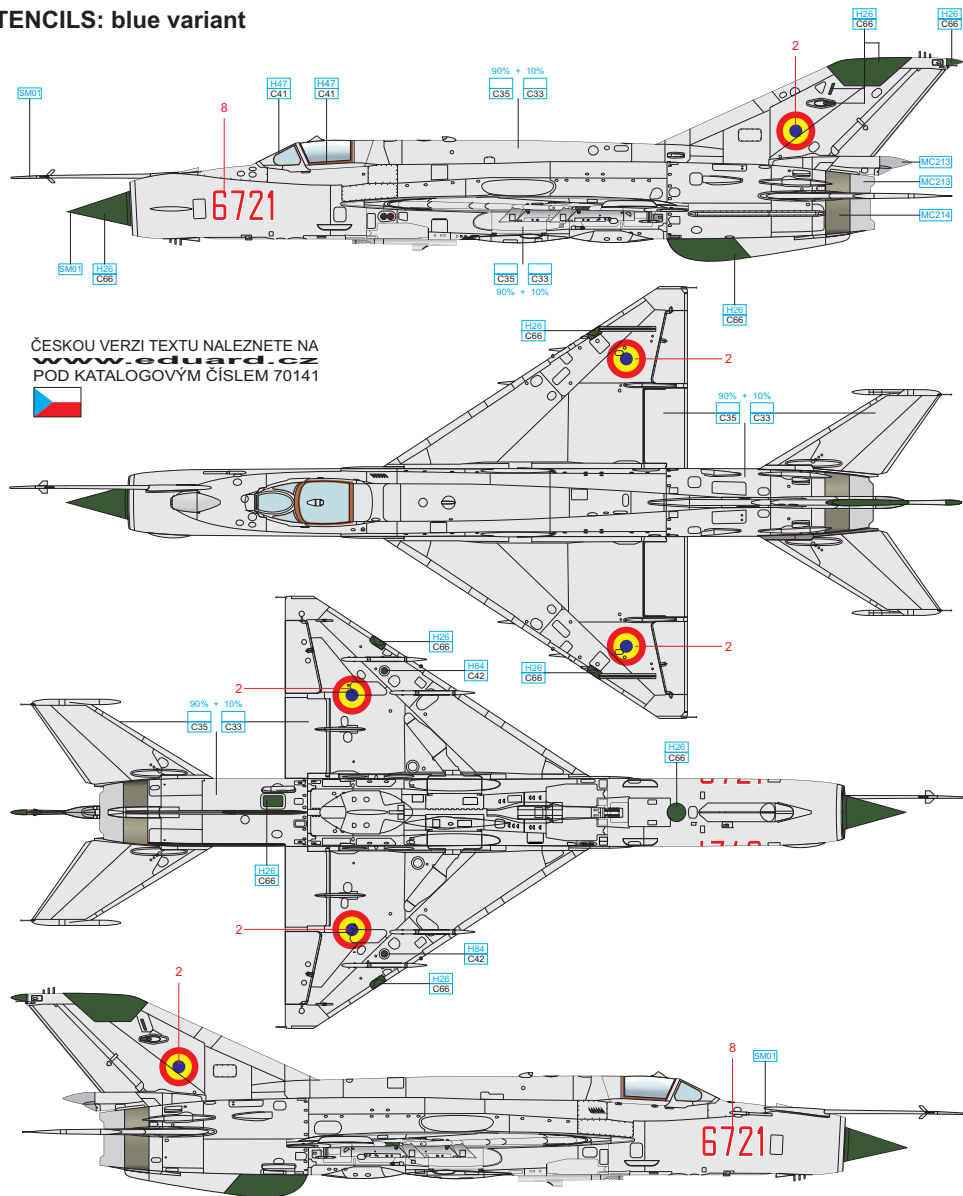
On December 14th, 1954 the 3rd Kommando of the 1st Aeroklub was established in Cottbus; on August 24th 1956, it was renamed to Fliegergeschwader 3. The same year, following the use of training aircraft, Yak-11 and 18, it was equipped with MiG-15s. The first MiG-21s in an F-13 variant went to the first military unit in 1962. On March 1st, 1971 this unit was bestowed on the honorary name after Russian astronaut, Wladimir Komarow, who died in 1967 while performing an emergency landing of a spacecraft. In 1988, a scheduled change of the then used MiG-21MFs for MiG-29s that were substituted by "21s" took place at two out of three Staffels. The camouflage of the Eastern German Aircraft No. 784 is formed by two shades of green on the upper surfaces; the undersides are camouflaged by light blue. Underneath the cockpit there is a so-called Q-mark, a marking of the aircraft, which was in a diligent care of the ground crew.

STENCILS: black variant



The first aircraft 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-21 and MiG-15, which they consequently substituted. From 1975, the aircraft produced in plant No. 21 in Gorky were supplied to Escadriila de Aviație Vânătoare, which was renamed to Regimentul 71 Aviație Vânătoare on June 30th, 1986. On June 9th, 1987 this unit was transferred from Devesel Base to Câmpia Turzii Base from where the aircraft has been taking off till nowadays. On November 22nd, 2006 Cpt. Cdr. Dan Ghica, crashed with this aircraft near to the town of Beliu, he did not survive the crash. Like other aircraft produced in Plant 21 in Gorky, this aircraft was supplied in gray colour on all surfaces. There were Romanian national insignia on traditional six positions on the aircraft accompanied by the last four digits of the production number, in red colour, placed on the nose of the aircraft.

STENCILS: blue variant



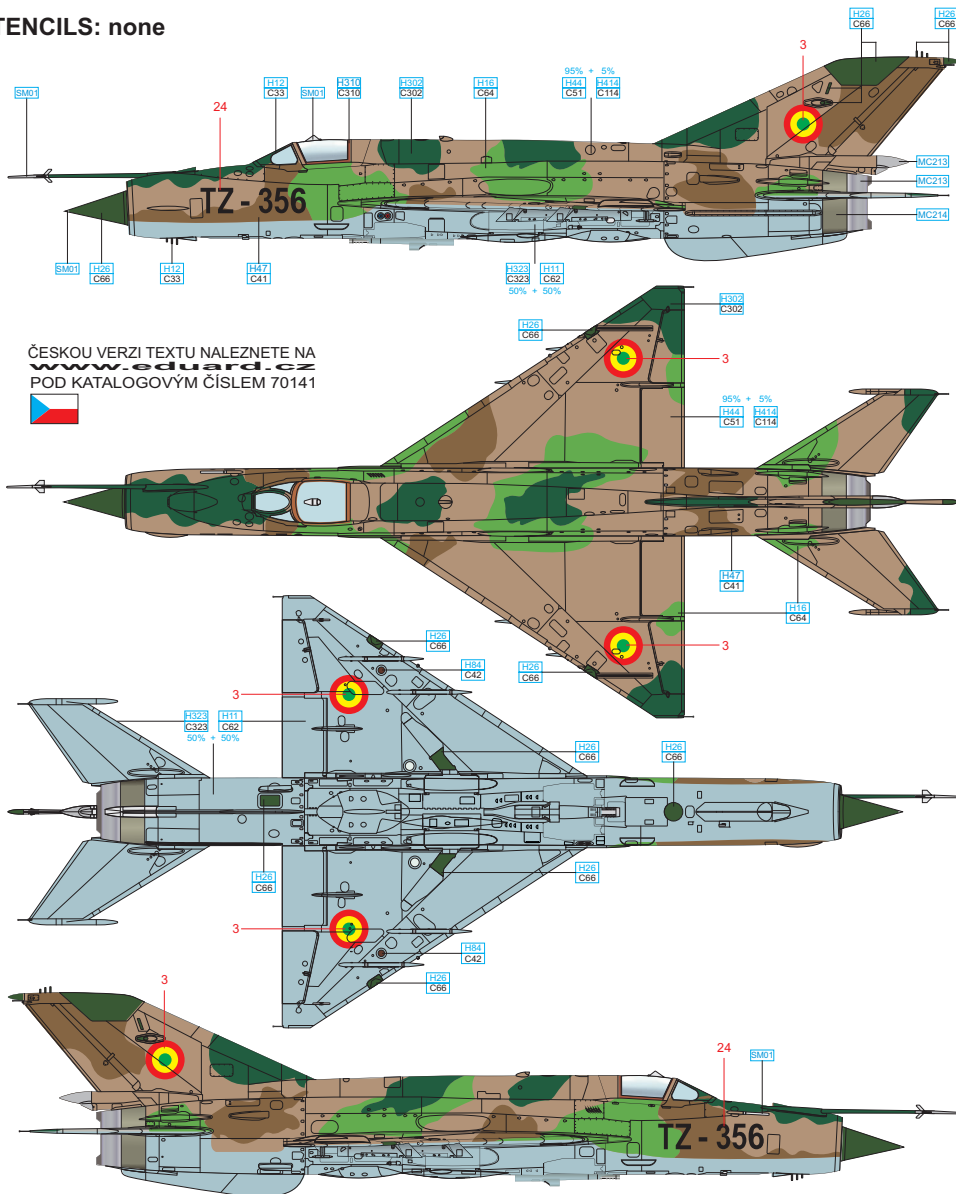
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STEEL	MC213	DARK IRON	MC214	BRIGHT GREEN	H26 C66	LIGHT GRAY	C35	BLACK	C33	SUPER FINE SILVER	SM01	MAHOGANY	H184 C42	LIGHT BROWN	H47 C41
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Following the write off of the MiG-21s from the Czech Air Force in the mid 2005, the MiG-21MFs No. 5508 and 5512, along with the MiG-21UM No. 9341, were purchased by The Republic of Mali. After the transfer of the aircraft to the Senou Airbase, all three fighter planes were assembled by a group of Czech specialists encompassing two pilots, and then there were test flights performed and the planes were handed over to Malian Air Force. The final phase of the mission included the fly-by of TZ-356 MiG piloted by Malian pilot above the capital city of Bamako. The TZ-356 aircraft, as the aircraft No. 5512 was marked, had a camouflage in a form of two shades of green and two shades of brown colour on the upper surfaces and the sides. The undersides were painted blue. The usual six positions of the MiG aircraft bore the Malian national insignia.

STENCILS: none



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STEEL	MC213	SUPER FINE SILVER	SM01	MAHOGANY	H184 C42	RED BROWN	H474 C41	BROWN	H310 C310	LIGHT BLUE	H302 C323	FLESH	H444 C51
DARK IRON	MC214	BRIGHT GREEN	H201 C66	GREEN	H202 C602	YELLOW GREEN	H113 C61	BLACK	H112 C33	WHITE	H111 C62	RED	H414 C114



LEVÝ VNĚJŠÍ PALIVOVÝ PYLON
LEFT OUTSIDE UNDERWING TANK PYLON

C30

S107 SN

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

PODTRUPOVÝ PYLON
FUSELAGE PYLON

C40

SN S105

SN - SERIAL NUMBER
SMAL 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

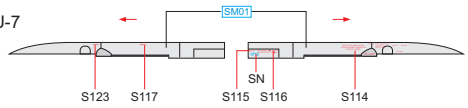
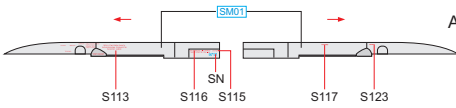
PRÁVÝ VNITŘNÍ PYLON
RIGHT INSIDE PYLON

C10

S118 SN S119 S17 ? S33

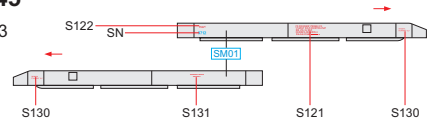
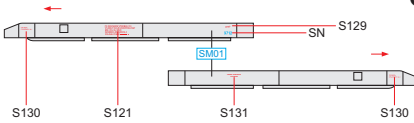
C38

APU-7



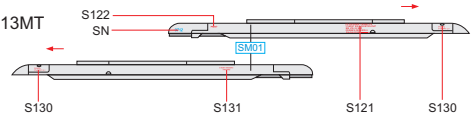
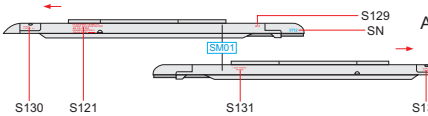
C5, C45

APU-13



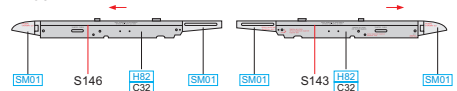
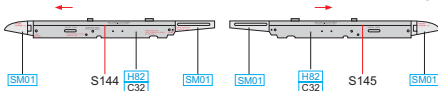
C23, C28

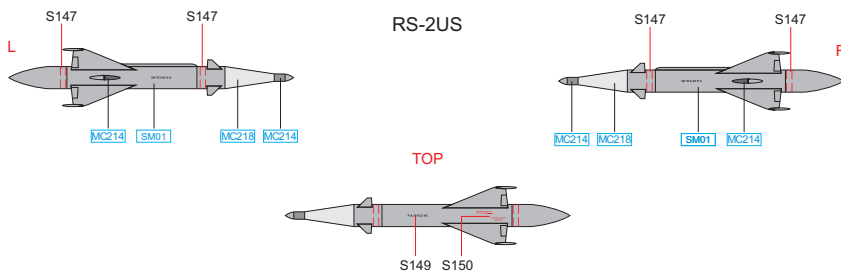
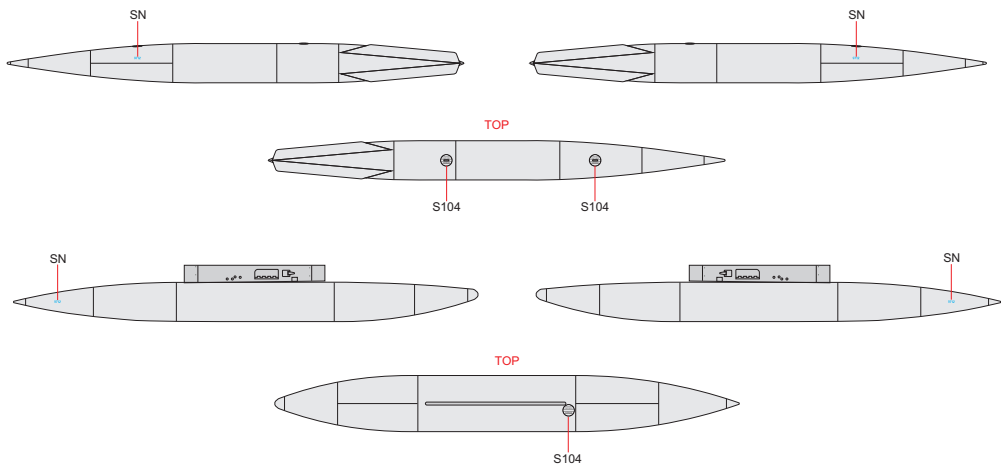
APU-13MT

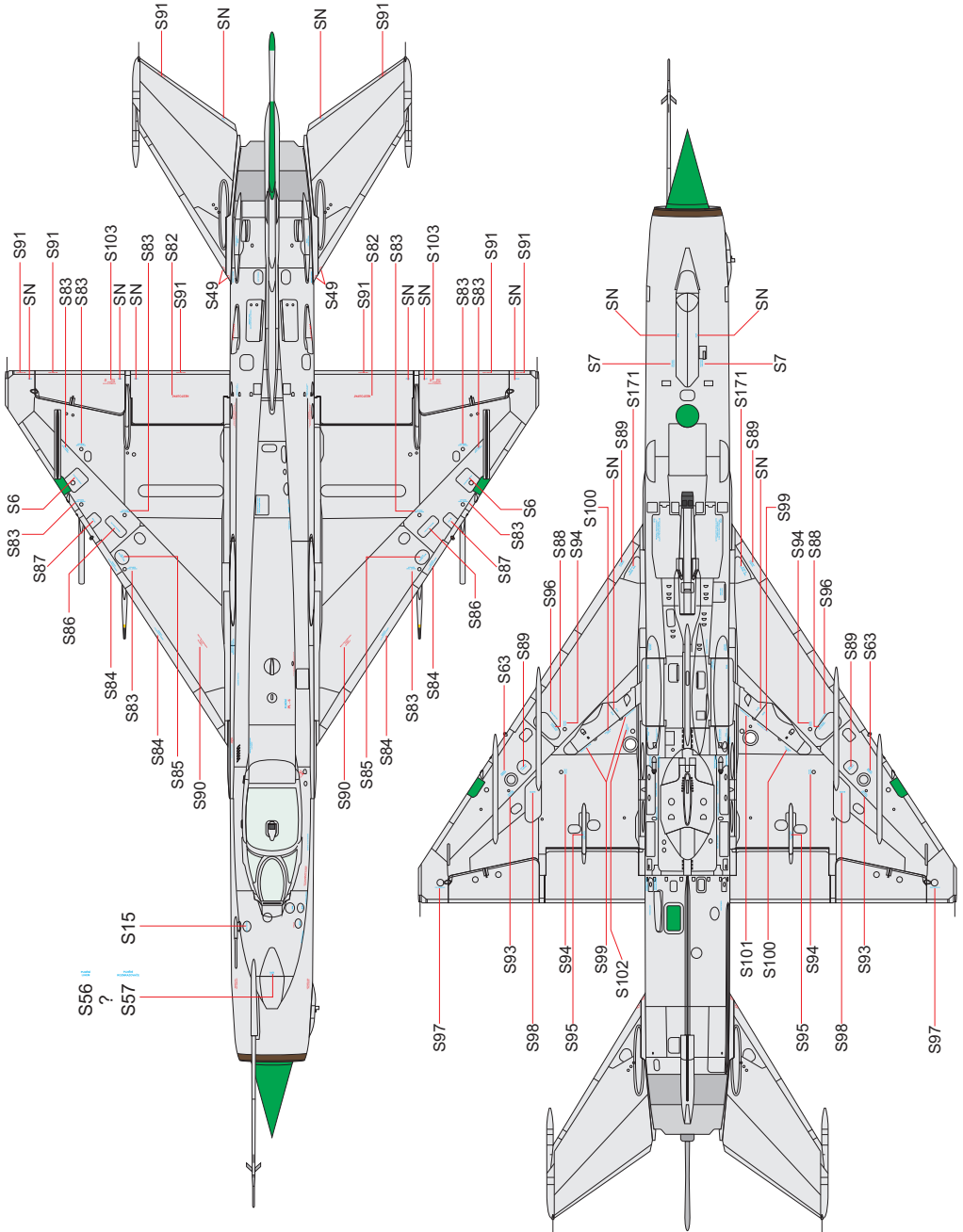


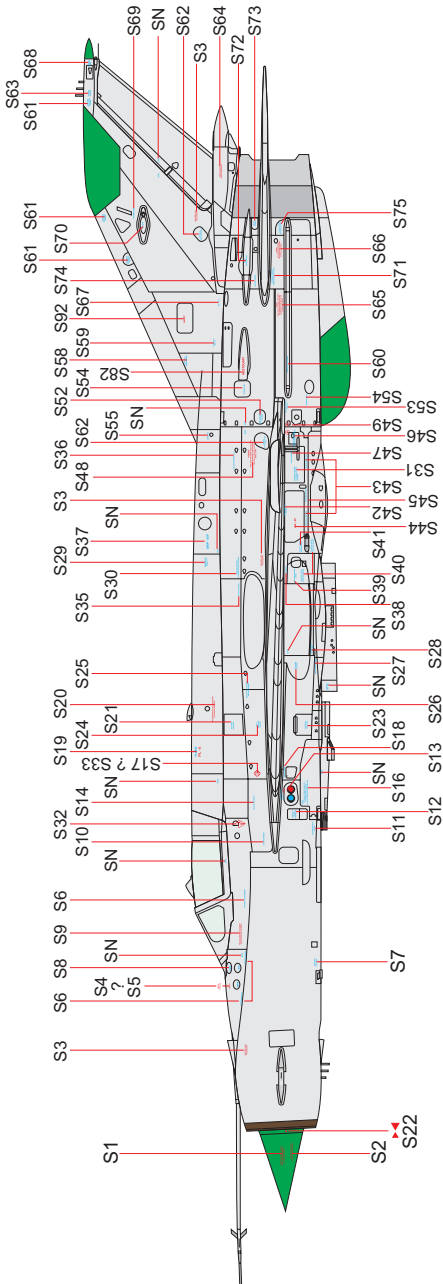
C6, C39

APU FOR R-60









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

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

