

## 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 in 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 of the second generation aircraft equipped with an onboard radar included the PF, FL, PFM and R, production of which peaked at the end of the sixties. The third generation started production in 1968, which included such versions as the M, SM, MF, SMT and 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 over the years was put into service with some fifty countries. 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. MiG-21 of various versions became famous also thanks to the wide use by the North Vietnamese AF during the Vietnam War. Thanks to the high volume of use, the highest number of fighter aces produced on the type was in Vietnam. The type was used as an interceptor with the Soviet Union and other members of the Warsaw Pact into the eighties, when it began to be displaced by the MiG-29 Fulcrum.

You can build the MiG-21PF from this kit, the second generation of the MiG-21. The first second generation type was the MiG-21P, introduced in 1960, followed by the MiG-21PF, produced from 1962 until 1968 at the Gorky and Moscow production plants. The MiG-21PF, as well as the MiG-21P, was developed as an air superiority fighter. Unlike the first generation MiG-21Fs, the second generation aircraft were equipped with an onboard TSD-30T (RP-21M Safir) radar. The cannon was removed, the only weapons being a pair of RS-2US or R-3S AA missiles. The design featured wider wheels, and rocket assisted take-off allowed operations from frontline airfields. Latter development led to the MiG-21PFM with modernized wing, simultaneously produced from 1963 until 1968. The NATO code name for the MiG-21PF was Fishbed D.

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 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  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRŽNOUTREVERSE SIDE  
OTOCITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



PIĚCES

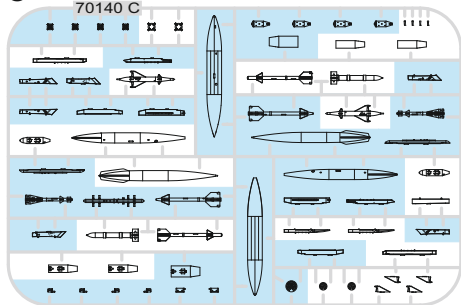


部品

## PLASTIC PARTS

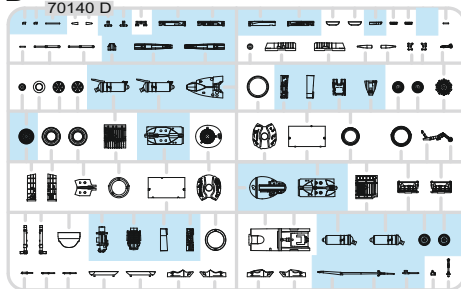
C&gt;

70140 C



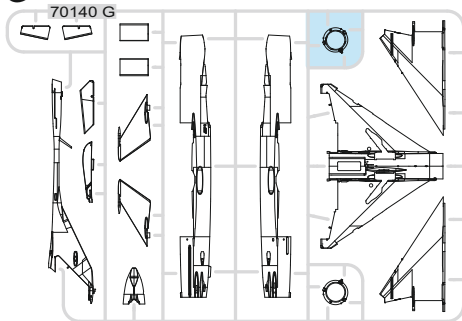
D&gt;

70140 D



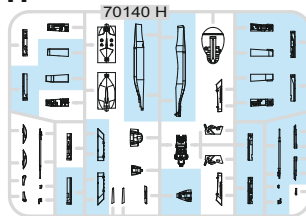
G&gt;

70140 G



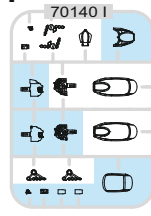
H&gt;

70140 H



I&gt;

70140 I



-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)		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
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H18	C66		BRIGHT GREEN
H22	C66		TAN
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H57	C115	MMP-057	LIGHT BLUE
H70	C60	MMP-056	GRAY
H77	C137	MMP-040	TIRE BLACK
H81	C55	MMP-023	KHAKI
H84	C42		MAHOGANY
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H105	C305	MMP-084	GRAY
H109	C308		GRAY
H113	C315		GRAY
H132	C332		LIGHT AIRCRAFT GRAY
H137	C337		GRAYISH BLUE
H122	C122	MMP-053	LIGHT GREEN
	C136	MMP-032	RUSSIAN GREEN
	C391		INTERIOR TURQUOISE GREEN
Mr.METAL COLOR		METALLICS	
	M213	MMM-006	STEEL
	M214	MMM-001	DARK IRON
	M216	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER

**1** = 

H70 MMP	- MARKING A
CB0 056	GRAY

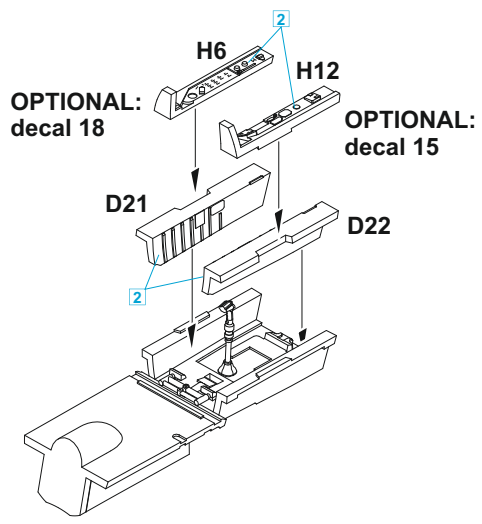
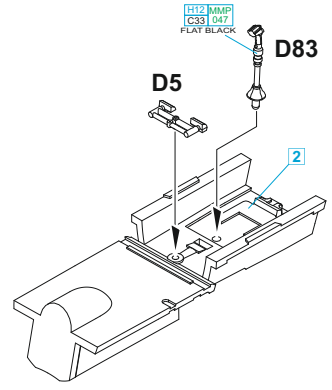
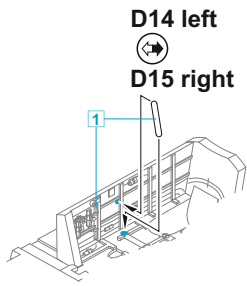
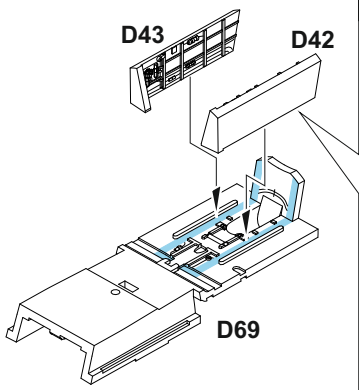
S3201	- MARKING B
MMC 001	FINE SILVER

**2** = 

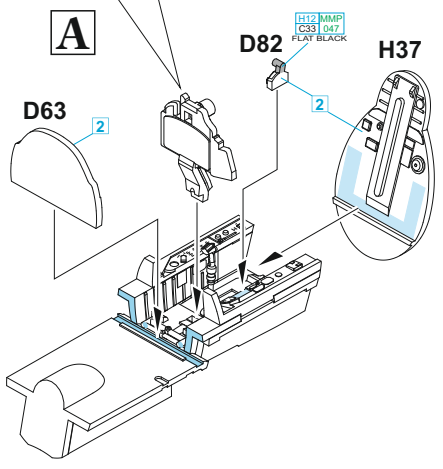
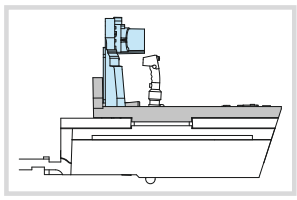
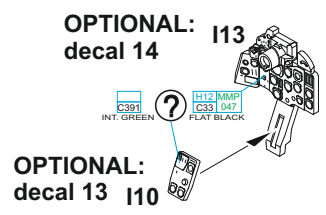
C391	- MARKING A
INT. GREEN	

H12 MMP	- MARKING B
C33 047	FLAT BLACK

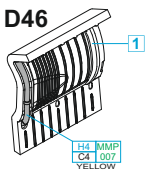


C391	- MARKING A ONLY
INT. GREEN	

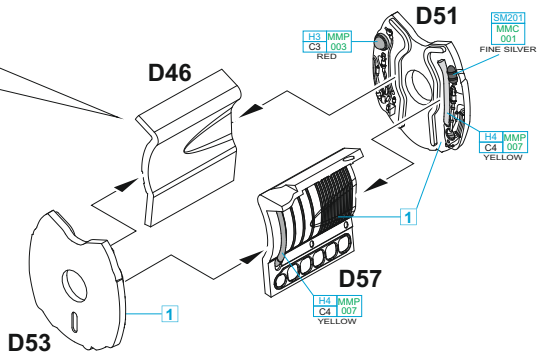




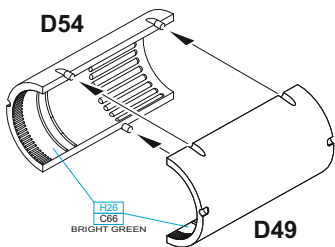
D46



**B**

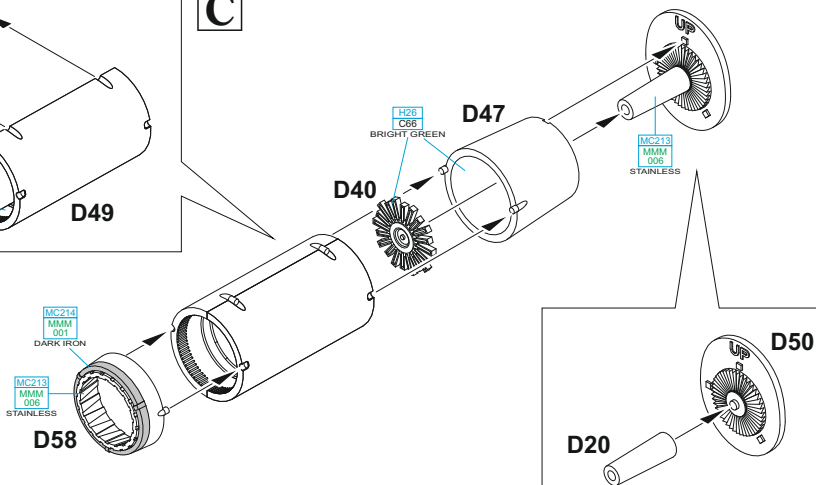


D54



D49

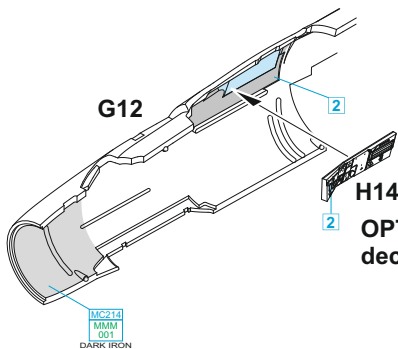
**C**



D20

D50

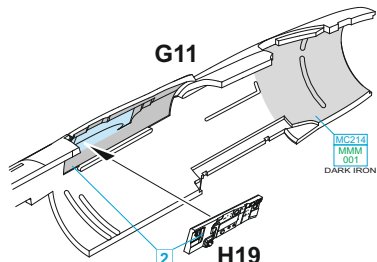
G12



H14

**OPTIONAL:  
decal 17**

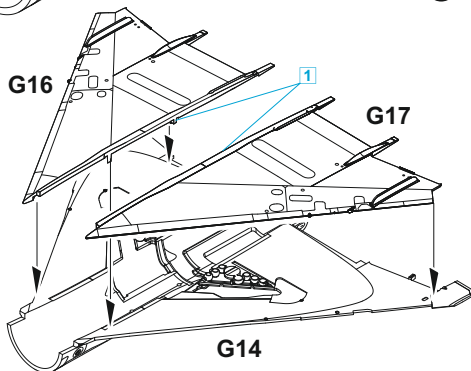
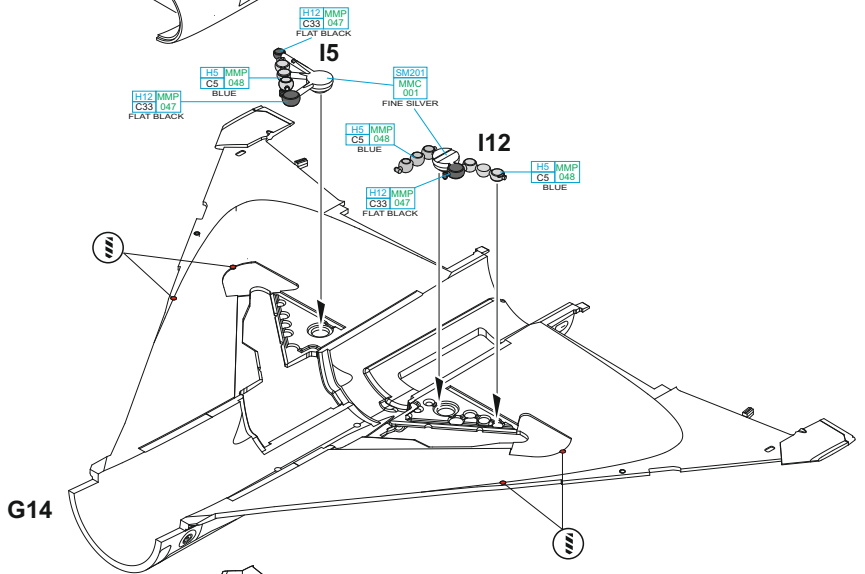
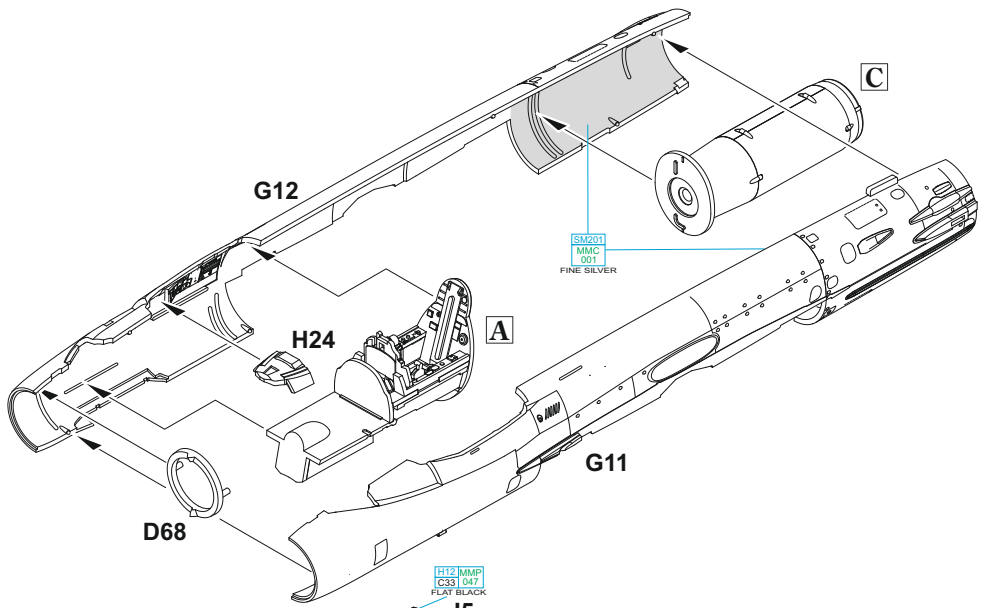
G11

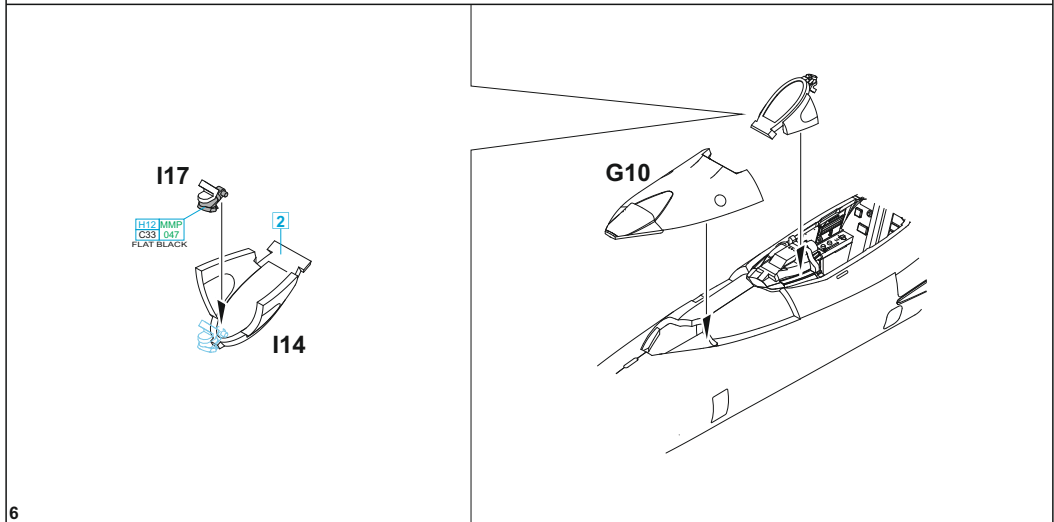
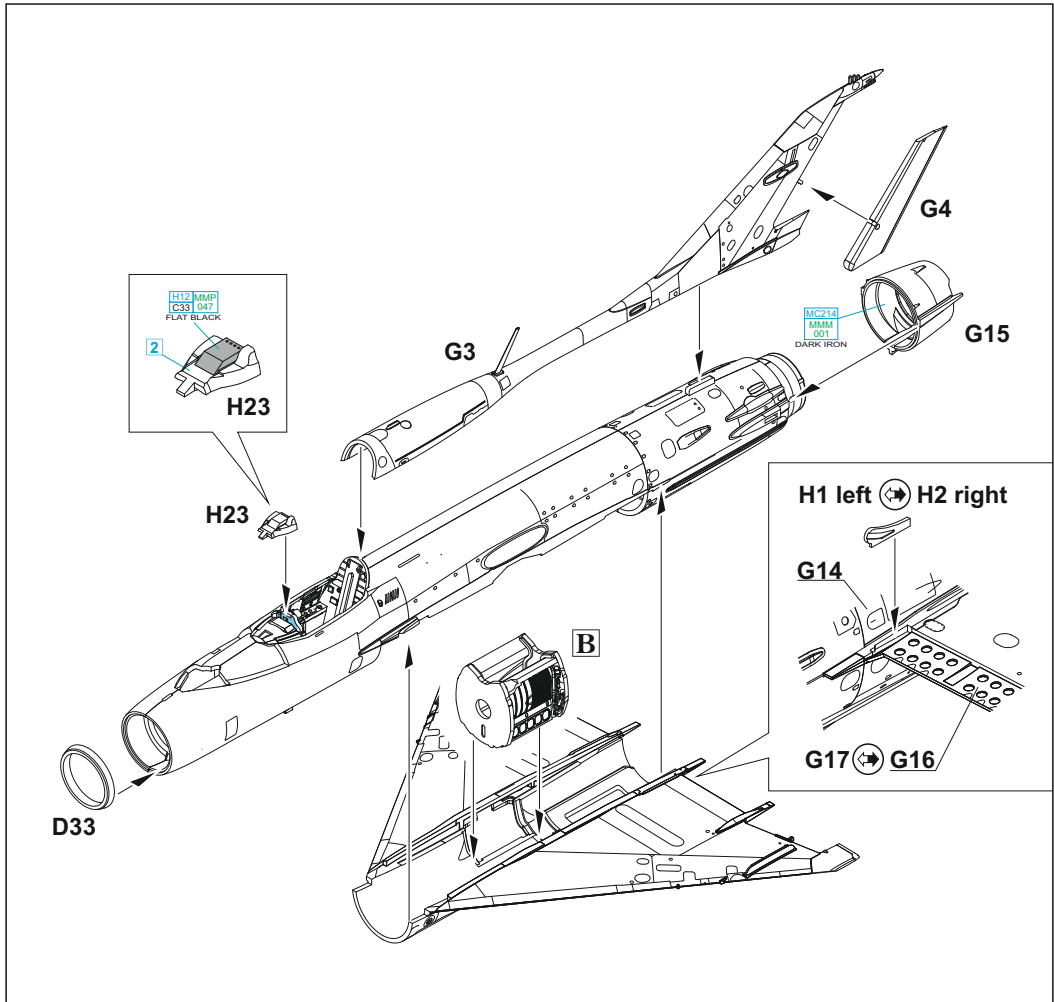


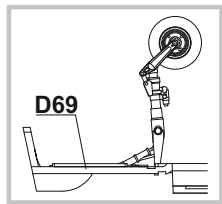
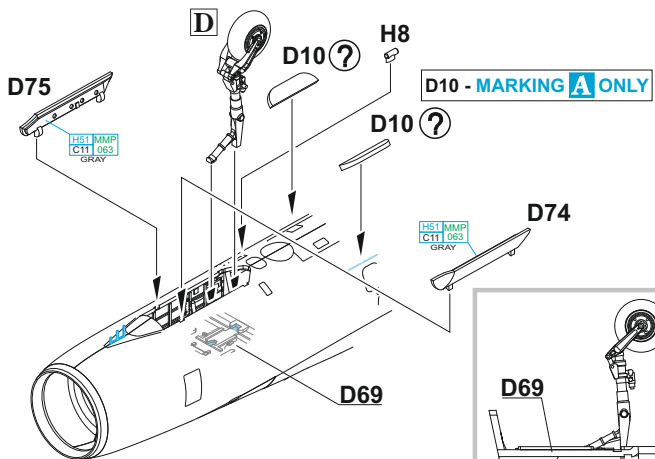
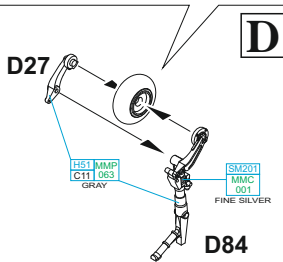
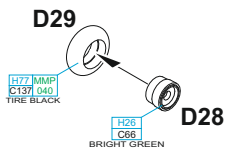
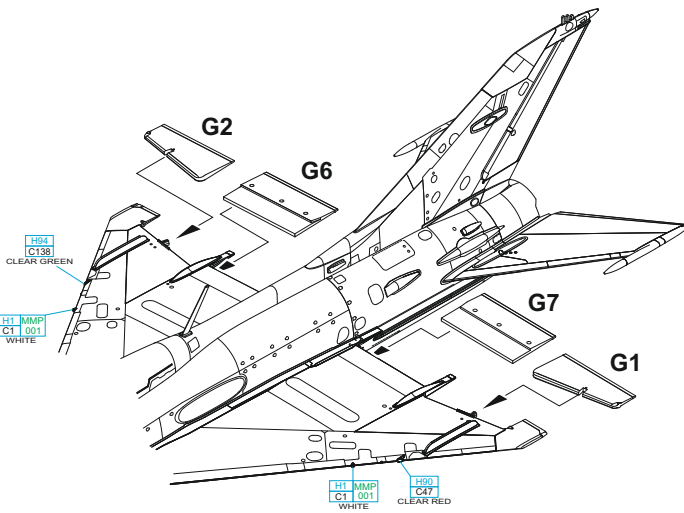
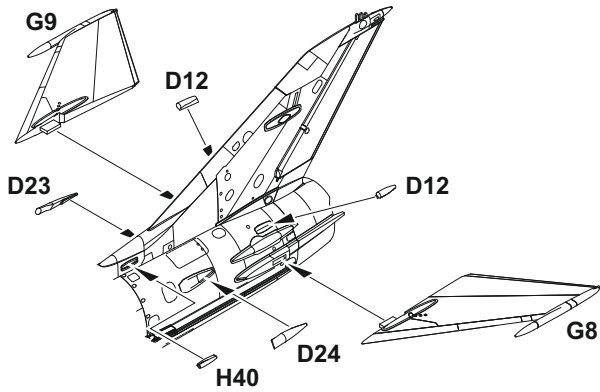
H19

**OPTIONAL:  
decal 16**





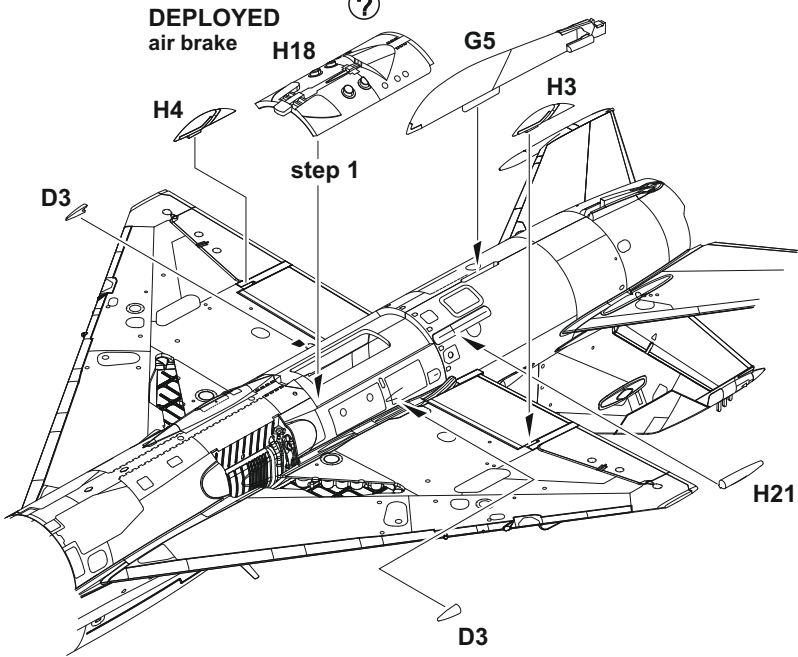
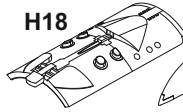




**CLOSED**  
air brake H15



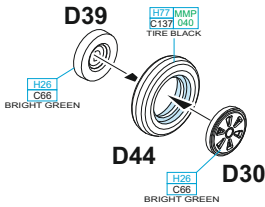
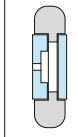
**DEPLOYED**  
air brake H18



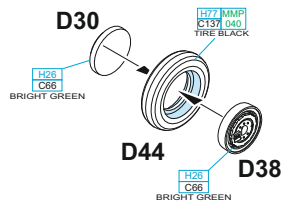
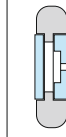
28°



**L**

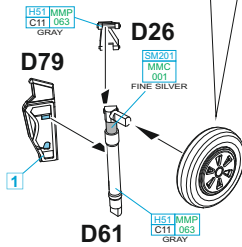


**R**



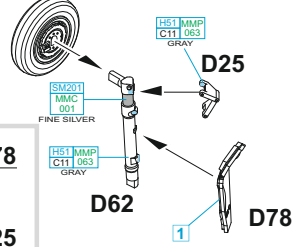
D79

D26



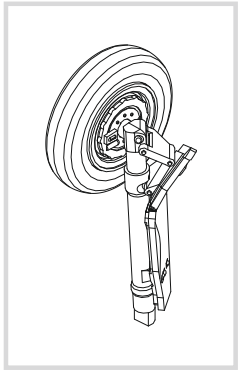
D78

D25



**L**

**R**



**D16**  
SM2011  
MMC  
001  
FINE SILVER

H51 MMP  
C11 063  
GRAY

**D16**  
SM2011  
MMC  
001  
FINE SILVER

H51 MMP  
C11 063  
GRAY

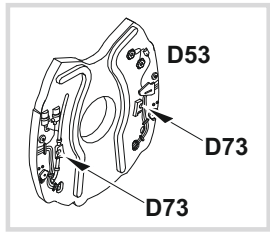
**G17**

**G16**

**D59**  
**D73**  
**D60**  
**D73**

**D73**  
SM2011  
MMC  
001  
FINE SILVER

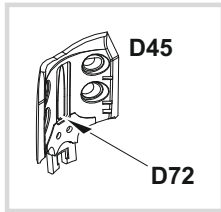
H51 MMP  
C11 063  
GRAY



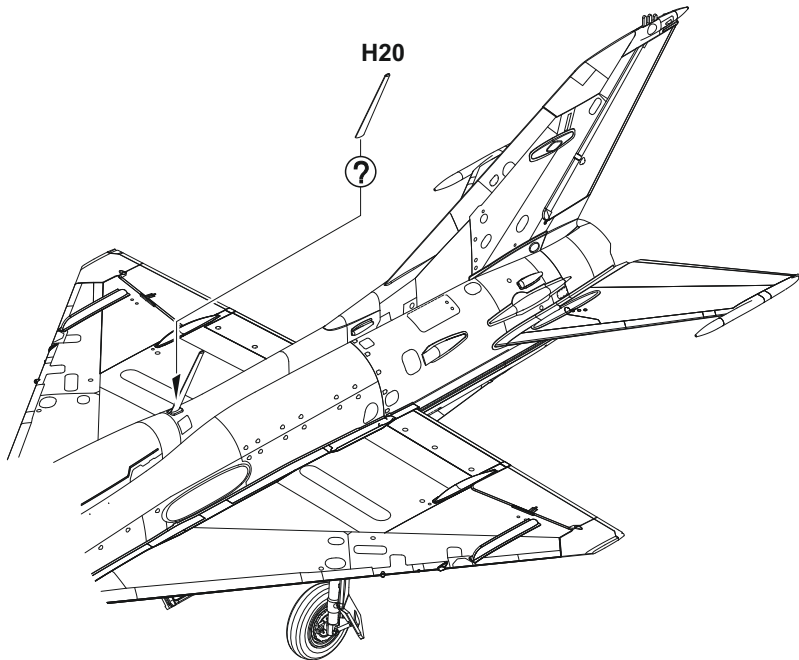
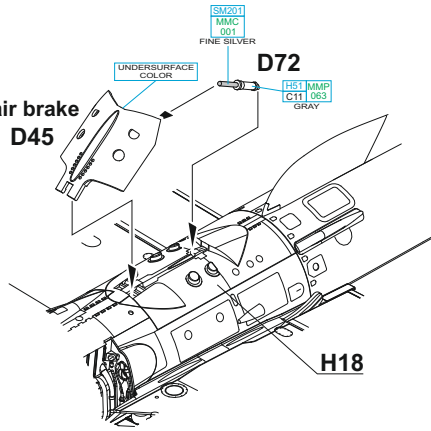
**D53**

**D73**

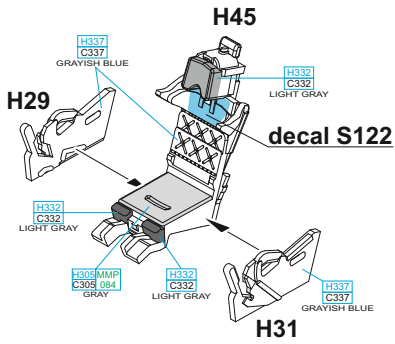
**D73**



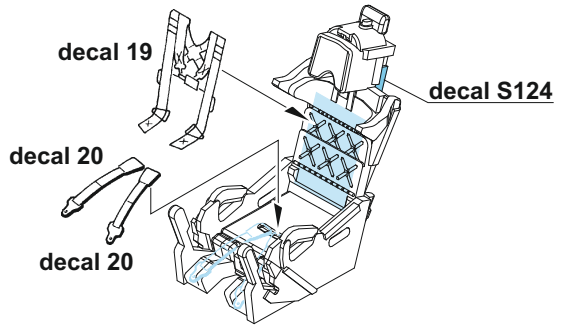
**DEPLOYED** air brake  
**D45**



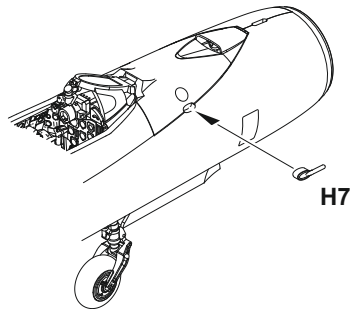
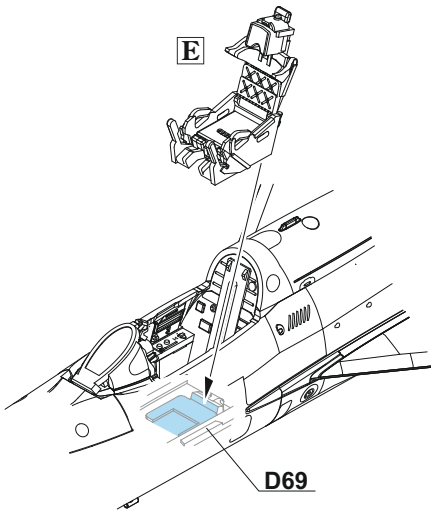
**E**

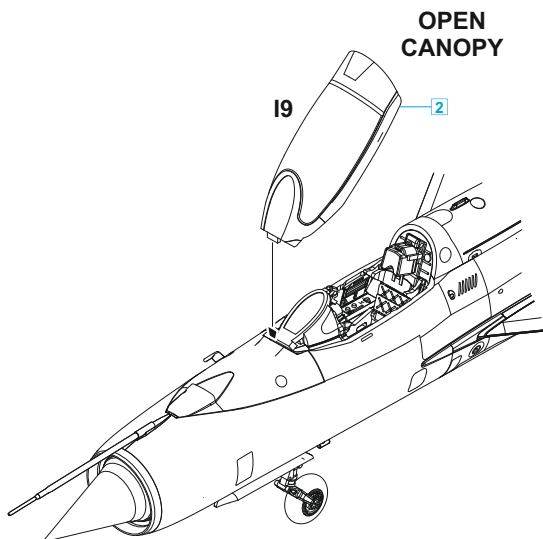
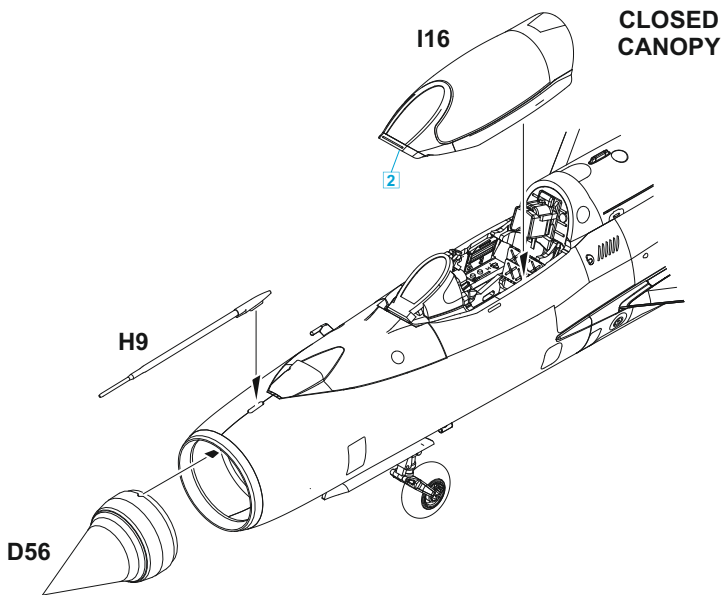


**decal S123**



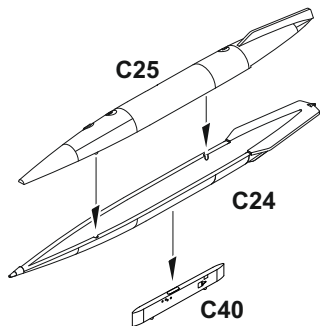
**E**



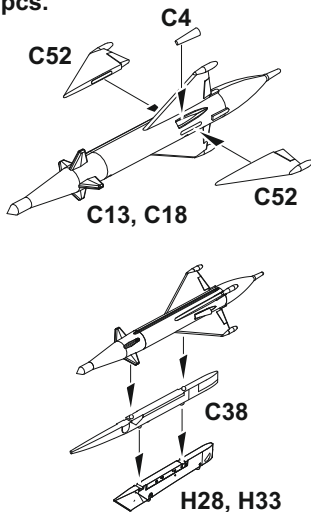




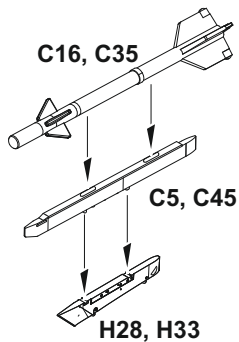
**EXTERNAL FUEL TANK 490 I**  
**PRÍDAVNÁ NÁDRŽ 490 I**



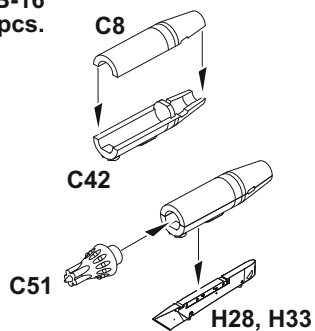
**RS-2US**  
**2 pcs.**



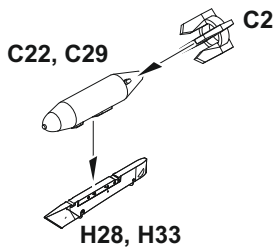
**R-3S**  
**2 pcs.**



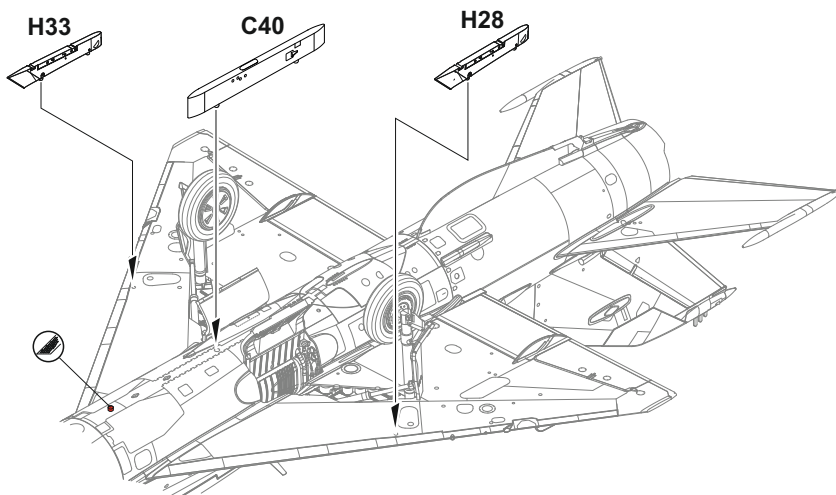
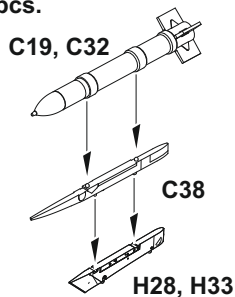
**UB-16**  
**2 pcs.**



**FAB 250**  
**2 pcs.**

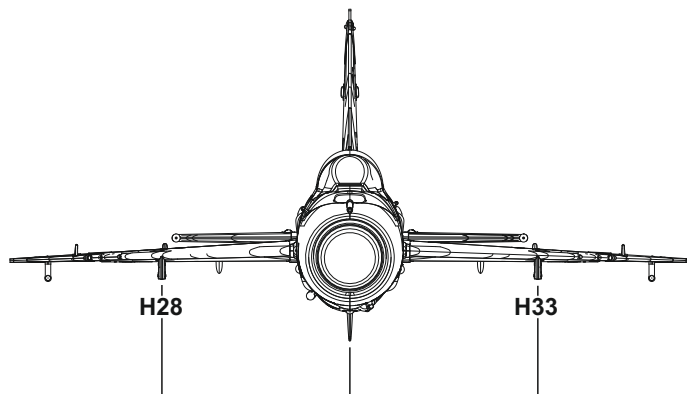


**S-24**  
**2 pcs.**



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

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



**EXTERNAL  
FUEL  
TANK 490 I**

**|| C40**



**2x RS-2US**

**|| C38**



**|| C38**



**2x R-3S**

**|| C5**



**|| C45**



**2x S-24**

**|| C38**



**|| C38**



**2x FAB 250**

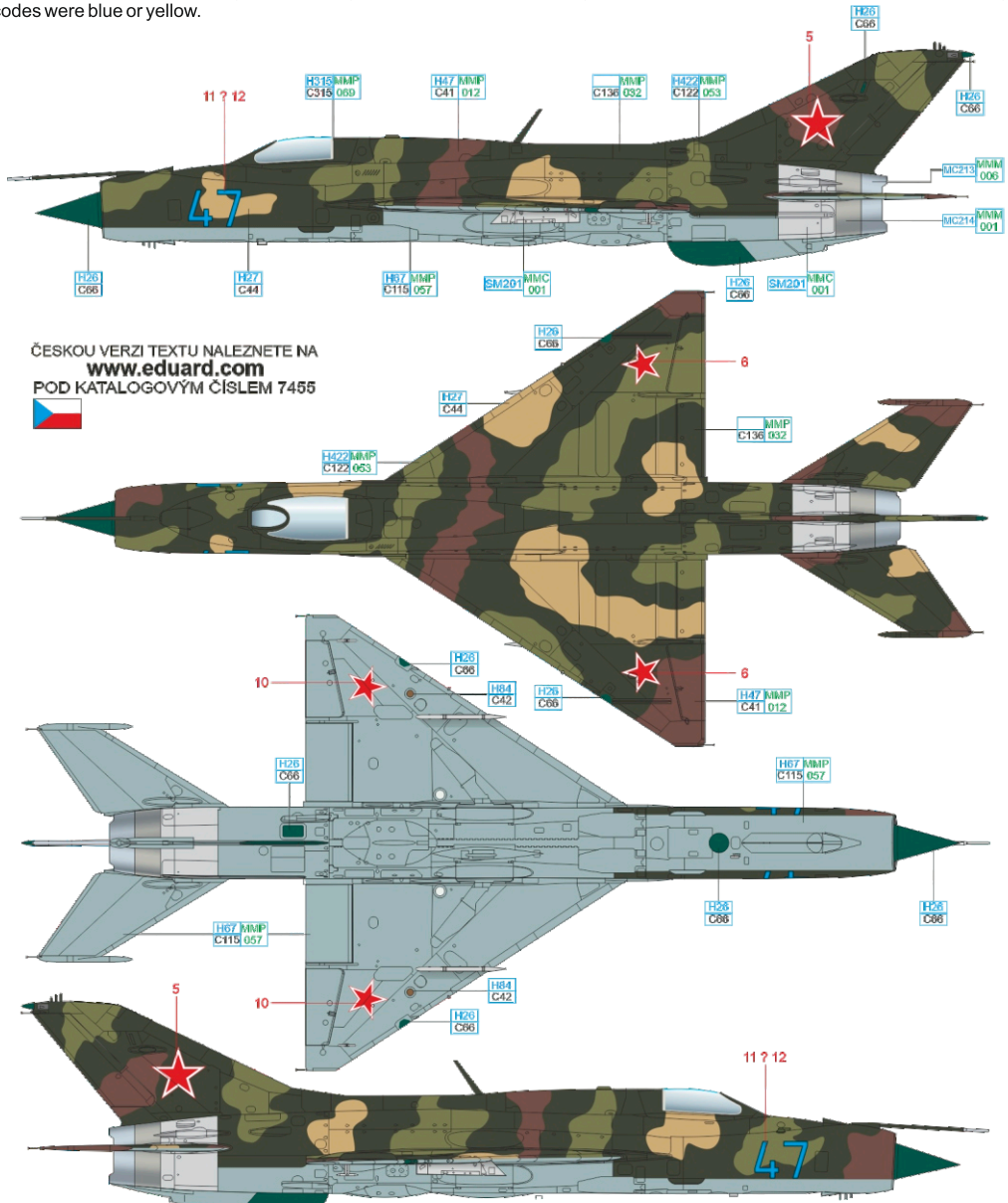


**2x UB-16**



# A Kacha Higher Military Aviation School of Pilots, Kotelnikovo air base, Soviet Union, 1979

The history of this school goes back to 1910, when a Flight Officer Academy was established at Sevastopol. It continued to function after the socialist revolution, and in 1925 acquired the name of an Armenian Bolshevik revolutionary, Alexander Fyodorovich Myasnikov (also known by the Armenian Myasnikian), who died tragically in March 1925, in a crash of a Junkers F.13. During the course of the Second World War, the school was moved to the Saratov Region to avoid the approaching front, and in 1954, it moved to Stalingrad (known as Volgograd from 1961). It was disbanded in 1998. This MiG-21, used by the Kachinsky Pilot School, was camouflaged in 1979 in two shades of green and two shades of brown on the upper surfaces, while the lower surfaces were in a light blue. Going from black and white photographs, it can not be determined whether the fuselage codes were blue or yellow.



ČESKOU VERZÍ TEXTU NALEZNETE NA  
**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 7455

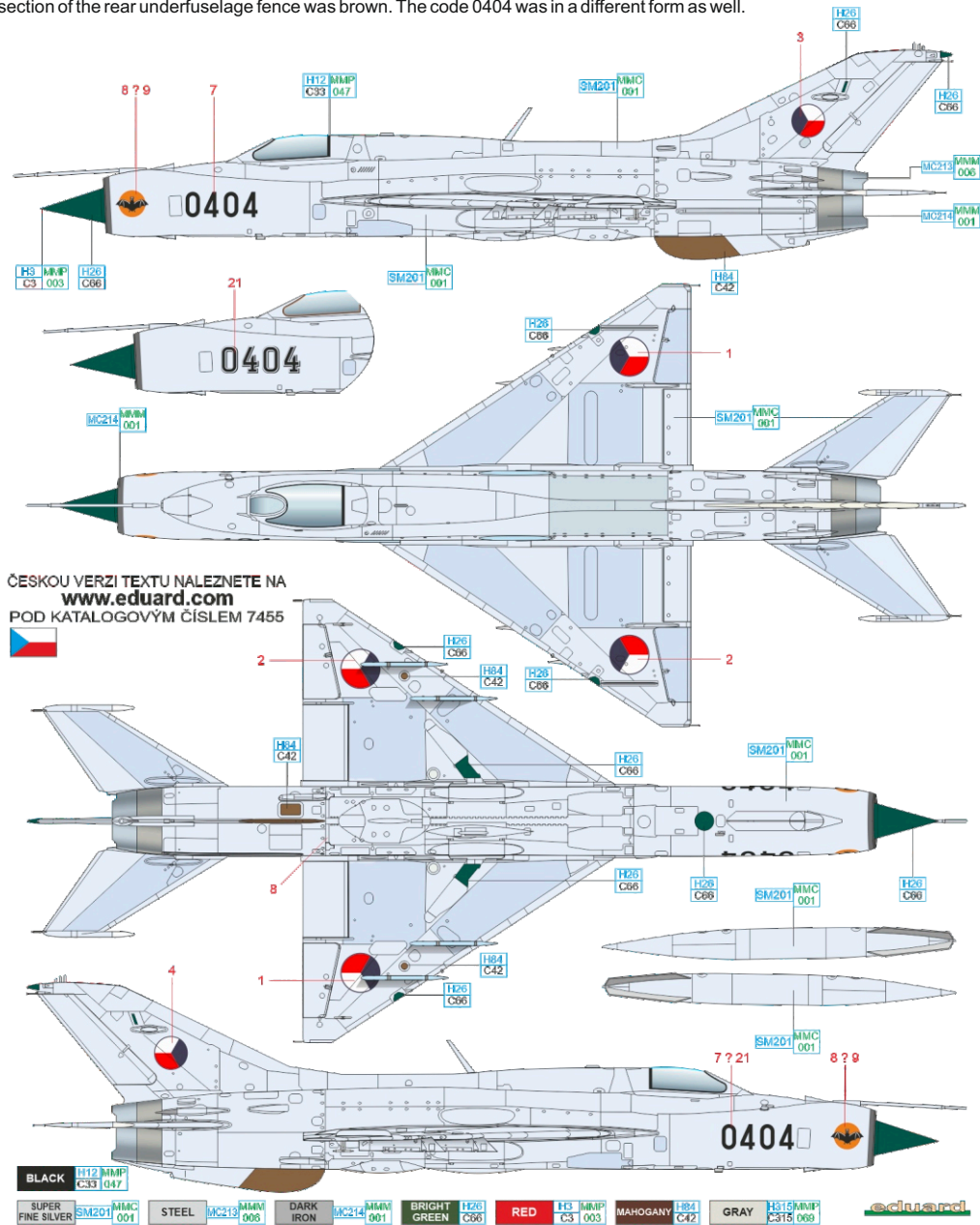


RED BROWN	H47 MMP C41 012	LIGHT GREEN	H422 MMP C122 053	GREEN	MMP C136 032	TAN	H27 C44
SUPER FINE SILVER	SM201 MMC 001	STEEL	MC213 MVM 006	DARK IRON	MC212 MVM 001	BRIGHT GREEN	H26 C66
						MAHOGANY	H84 C42
						GRAY	H315 MMP C315 069
						BLUE	H67 MMP C115 057



# B 2nd Squadron, 1st Fighter Air Regiment, Planá at České Budějovice, Czechoslovakia, 2nd half of 1968 – 1st half of 1969

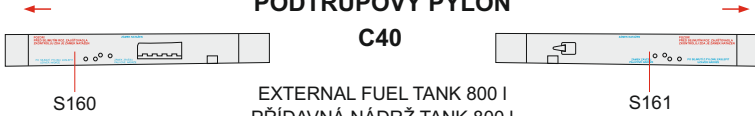
In 1964, the 1st slp (Fighter Regiment) traded in its MiG-19PM and S models for the newer MiG-21PF. In the summer of 1968, the groundcrews placed the insignia consisting of a bat over an orange disc on the fronts of the aircraft. This aircraft was one of a group of MiG-21PFs with which Czechoslovak pilots took off for live fire exercises in the Soviet Union. In the summer of 1969, the 2nd Squadron unit insignia that was the bat was replaced by a devil, and the orange disc remained. This guise of the unit marking also remained on the aircraft for only a year, and unit insignias were ordered removed from all aircraft in August 1970. Besides allowing the building of this aircraft as it appeared in the 1968/69 period, we offer the possibility of modelling it from the 2nd Squadron of the 9th slp in Bechyne, to where it was transferred in September 1985, and where it remained until retirement in the spring of 1989. By this time, the aircraft had a turquoise interior, and the wells were sprayed green-grey, while the front section of the rear underfuselage fence was brown. The code 0404 was in a different form as well.



FUSELAGE PYLON  
PODTRUPOVÝ PYLON

C40

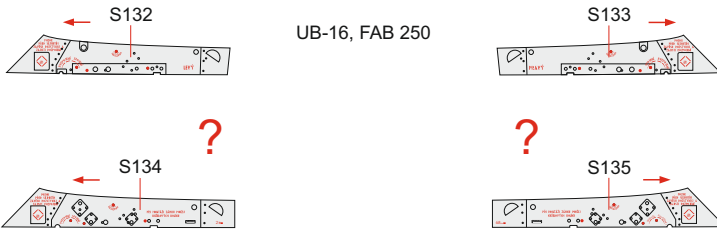
EXTERNAL FUEL TANK 800 l  
PŘÍDAVNÁ NÁDRŽ TANK 800 l



LEFT PYLON  
LEVÝ PYLON

RIGHT PYLON  
PRAVÝ PYLON

UB-16, FAB 250

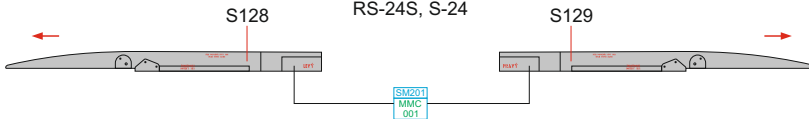


LEFT APU-7  
LEVÉ APU-7

RIGHT APU-7  
PRAVÉ APU-7

C38

RS-24S, S-24

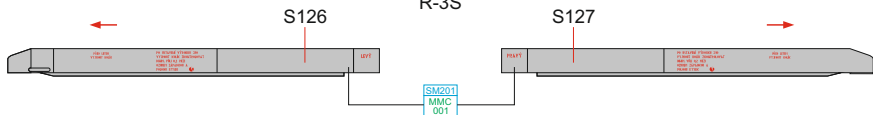


LEFT APU-13  
LEVÉ APU-13

RIGHT APU-13  
PRAVÉ APU-13

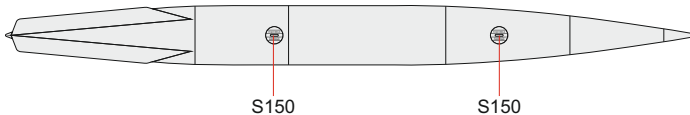
C5, C45

R-3S

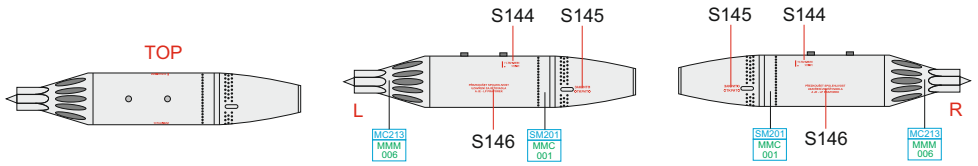


EXTERNAL FUEL TANK 800 l  
PŘÍDAVNÁ NÁDRŽ TANK 800 l

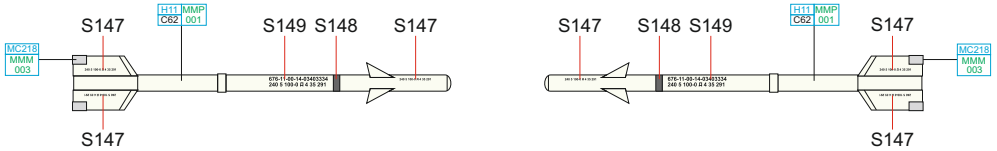
TOP



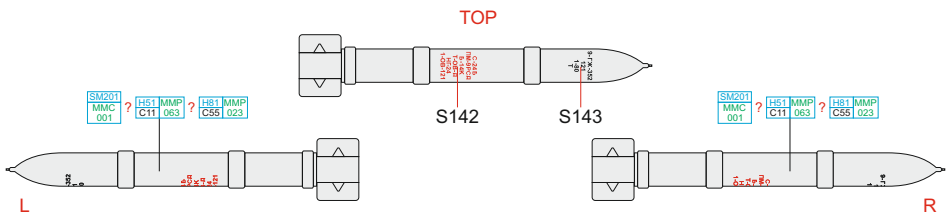
## UB-16



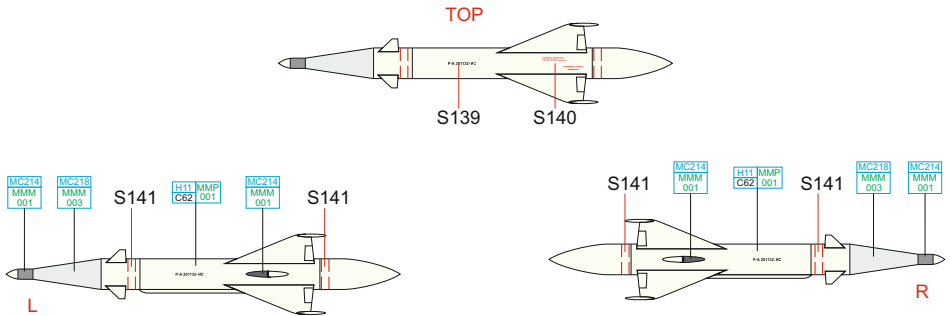
## R-3S



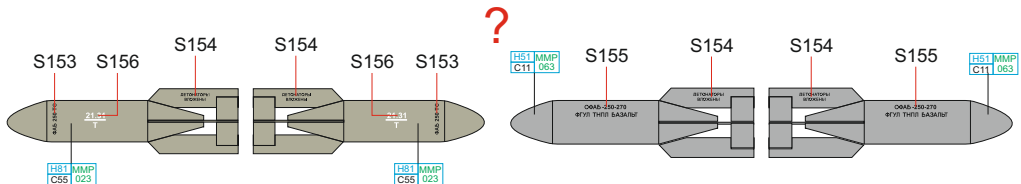
## S-24



## RS-2US



## FAB 250



S1 - S161 - MARKING **B**

S1 - S161 - MARKING **A**

S1 - S161 - FOR UPPER SURFACES  
ON MARKING **A**

