

# MiG-21R

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 8238

The MiG-21 was the most-produced supersonic fighter in the world and served with more than fifty Air Forces over four continents. This tiny interceptor or fighter-bomber played remarkable role in many wars and local conflicts from sixties to eighties, allowing many pilots to achieve their ace combat status.

The MiG-21 was one of a long list of Mikoyan-Gurevich bureau designs to be integrated into the armed forces of the Soviet Union, the Warsaw Pact, and allied client states. 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. 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.

### The way to the interceptor

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. Subsequent versions included the 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.

### Aces from all over the world

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 their 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 Ven Coc with nine kills, followed by three eight-victory aces: Mai Van Cuong, Nguyen

Hong Nhi and Pham Thanh Ngan. All of them served with 921st Air Regiment and were flying their missions with the MiG-21PF or PFM variants. Syrian pilots Bassam Hamshun and Majid Zugbi both achieved seven kills flying MiG-21MF, while Adeb Al-Jarf had the same score with MiG-21FL and Egyptian pilots Ali Vajai, Sami Marei and Sami Marei scored five times.

### The kit: MiG-21R

The MiG-21R was a dual-purpose tactical reconnaissance and interceptor aircraft developed from the PFM version. It was designed for photo-reconnaissance tasks from medium and high altitudes and was also capable to detect enemy radar positions in all weather conditions. The MiG-21R was to replace already obsolete Il-28R, Yak-27R and MiG-19R reconnaissance aircraft. Therefore, in October 1963, OKB MiG was tasked to develop a design for a reconnaissance modification of the MiG-21PFS interceptor.

The main change of the new version was the provision and necessary equipment to carry newly developed reconnaissance containers. Furthermore, the forward fuselage tank No. 1 was removed and a significantly enlarged tank (510 litres instead of 170 litres) was installed in the larger and bulkier fuselage ridge. This change increased the total amount of fuel carried in the internal tanks to 2,800 litres. The wing was strengthened, and an additional pair of underwing racks were fitted. Additional PTB-490 tanks or selected armament could be carried on the outer racks. In terms of equipment, the original single-channel autopilot was replaced by a three-channel unit (AP-155) and the SPO-3R Sirena-3 warning system was installed. The canopy was fitted with a TS-27AMS periscope for better rear view (all aircraft manufactured after 1969).

Three containers with different reconnaissance equipment were prepared for the new MiG-21R. Type D contained cameras for daytime photo reconnaissance, container type N was capable of night photo reconnaissance (in combination with a flare dispenser) while type R was equipped for radio-electronic reconnaissance. The MiG-21R thus became the first Soviet aircraft capable of performing both types of tasks: photographic reconnaissance (FOTINT) and electronic reconnaissance (ELINT). With the reconnaissance container removed, the MiG-21R was a full-blown frontline fighter or fighter-bomber.

The No. 21 plant in Gorky was tasked with production of MiG-21R and 448 of these aircraft were produced there between 1965 and 1971. The last series aircraft were produced as the MiG-21RF, which received the more powerful R-13-300 engine from the MiG-21SM/MF version.

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  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

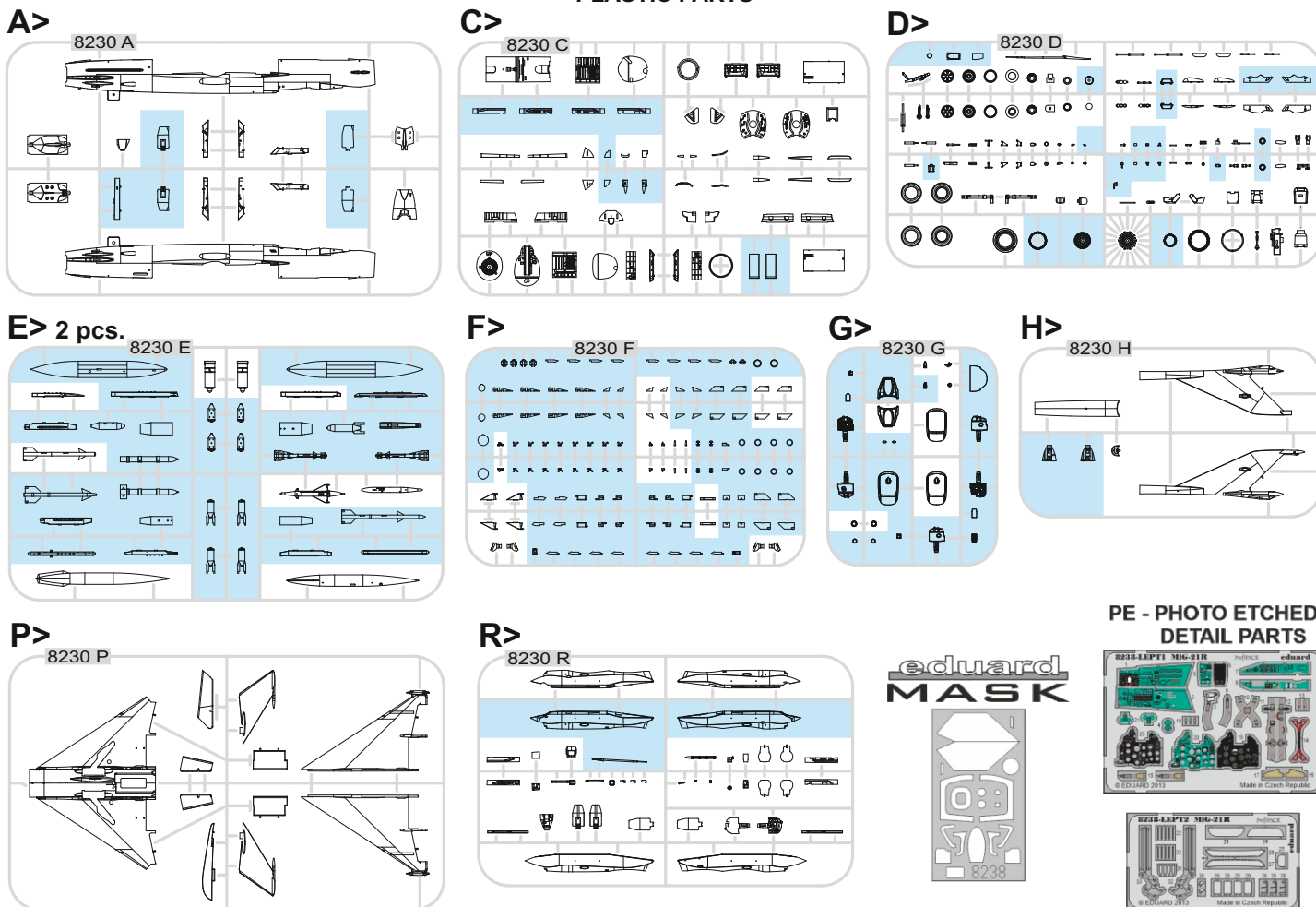
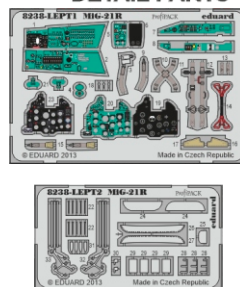


PIÈCES



部品

## PLASTIC PARTS

PE - PHOTO ETCHED  
DETAIL PARTS

-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

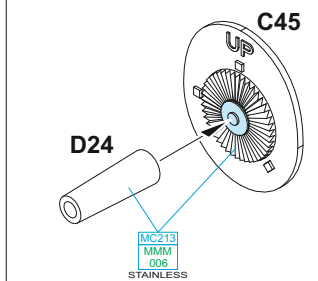
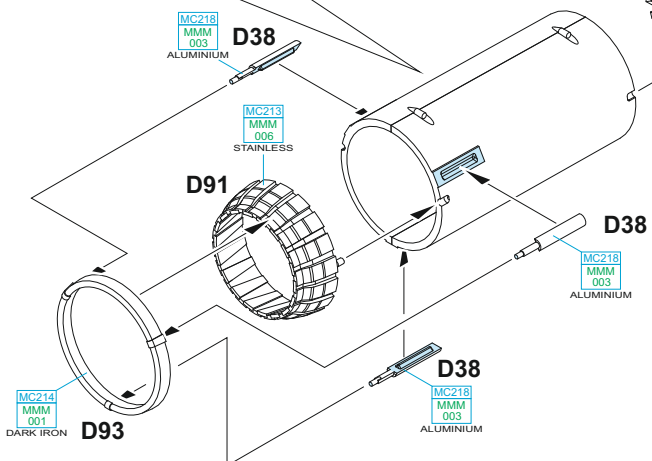
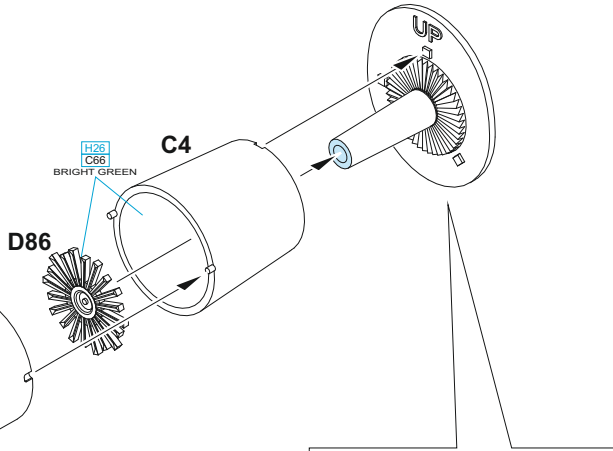
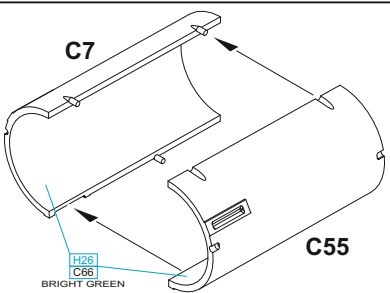
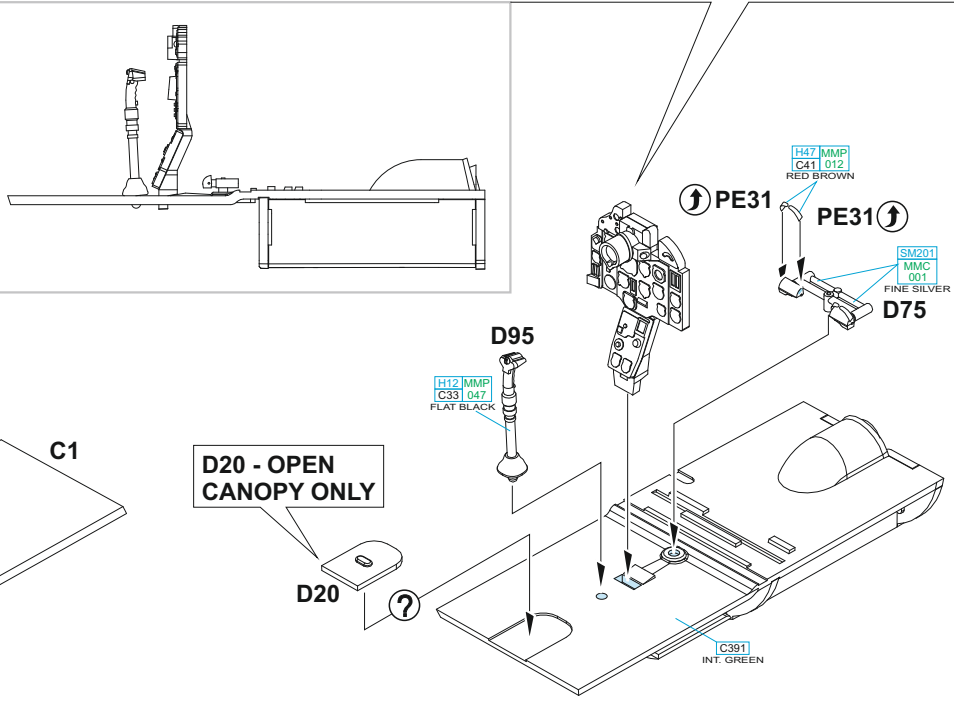
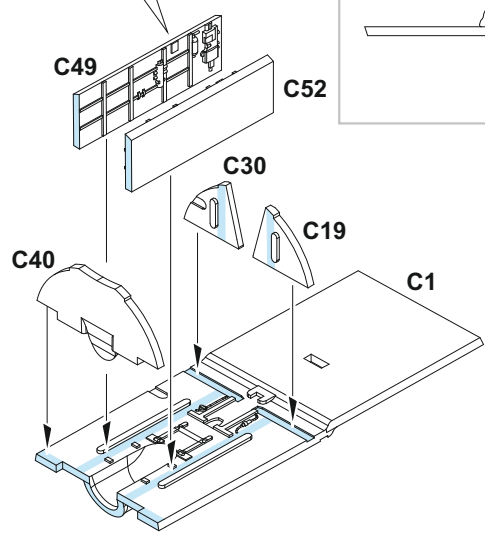
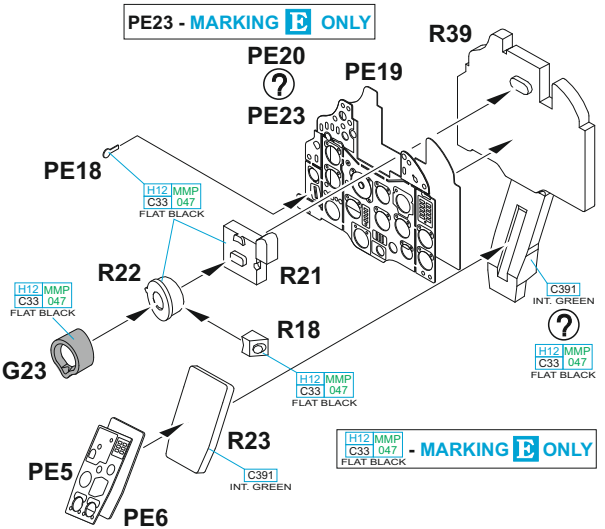
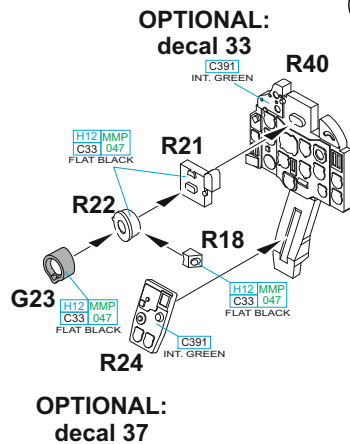
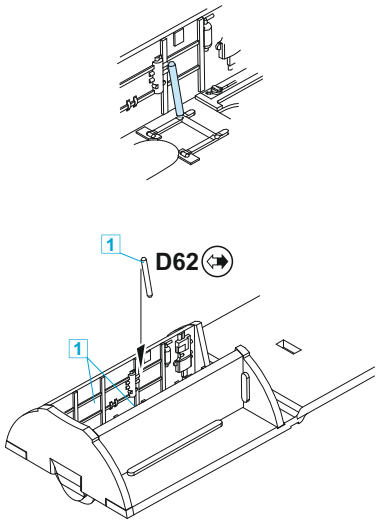


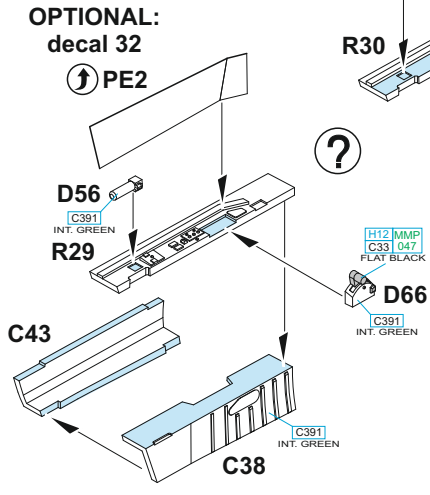
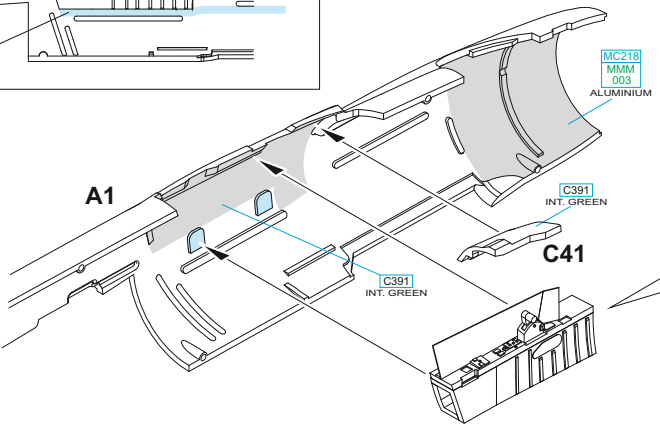
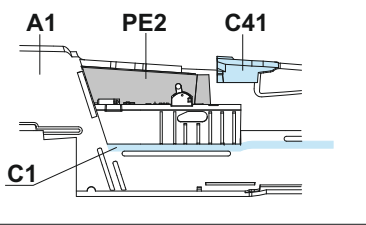
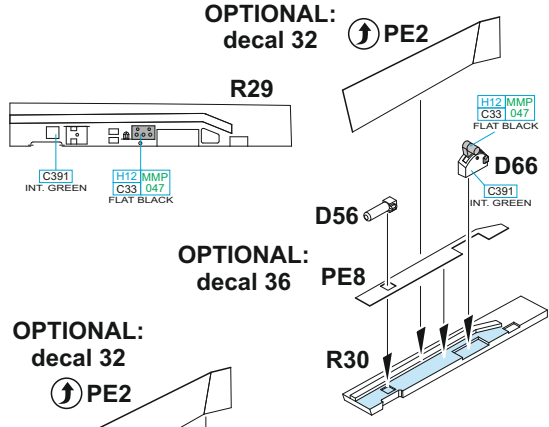
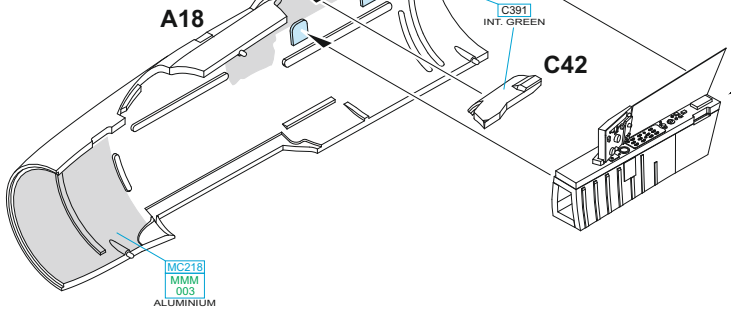
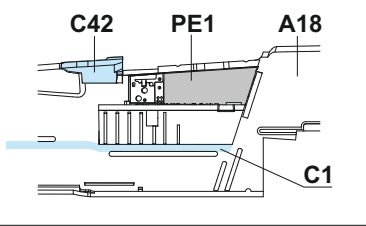
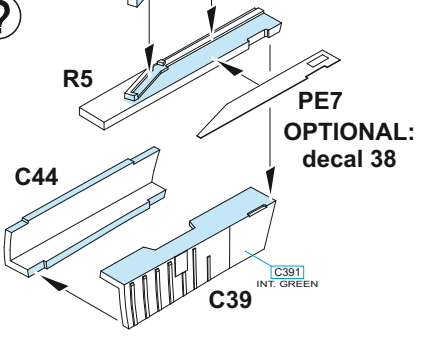
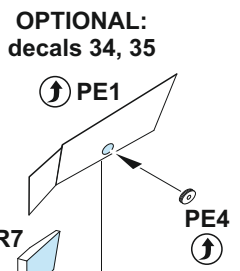
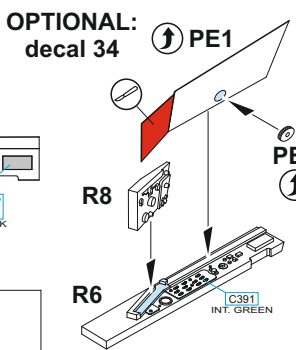
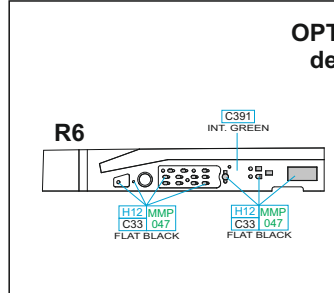
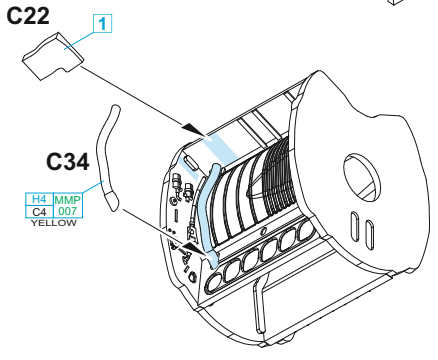
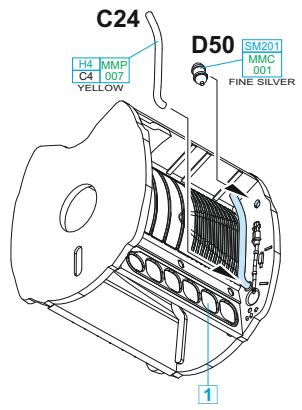
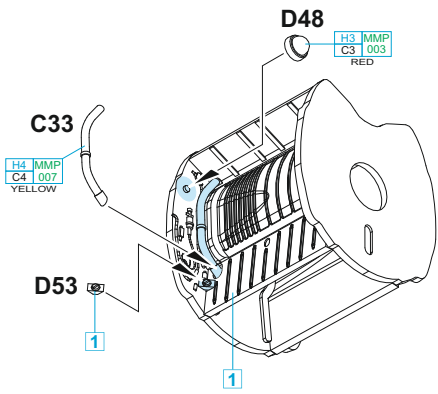
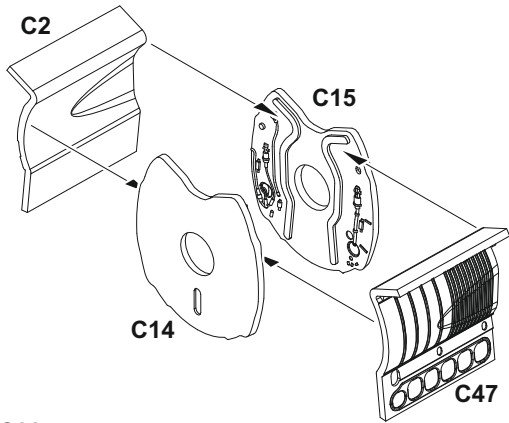
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H1</a>	<a href="#">C1</a>	<a href="#">MMP-001</a>	WHITE
<a href="#">H2</a>	<a href="#">C2</a>	<a href="#">MMP-047</a>	BLACK
<a href="#">H3</a>	<a href="#">C3</a>	<a href="#">MMP-003</a>	RED
<a href="#">H4</a>	<a href="#">C4</a>	<a href="#">MMP-007</a>	YELLOW
<a href="#">H5</a>	<a href="#">C5</a>	<a href="#">MMP-048</a>	BLUE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H15</a>	<a href="#">C65</a>		BRIGHT BLUE
<a href="#">H26</a>	<a href="#">C66</a>		BRIGHT GREEN
<a href="#">H27</a>	<a href="#">C44</a>		TAN
<a href="#">H37</a>	<a href="#">C43</a>		WOOD BROWN
<a href="#">H47</a>	<a href="#">C41</a>	<a href="#">MMP-012</a>	RED BROWN
<a href="#">H51</a>	<a href="#">C11</a>	<a href="#">MMP-063</a>	LIGHT GULL GRAY
<a href="#">H53</a>	<a href="#">C13</a>		NEUTRAL GRAY
<a href="#">H58</a>	<a href="#">C351</a>	<a href="#">MMP-059</a>	INTERIOR GREEN
<a href="#">H65</a>	<a href="#">C18</a>	<a href="#">MMP-088</a>	BLACK GREEN
<a href="#">H67</a>	<a href="#">C115</a>	<a href="#">MMP-057</a>	LIGHT BLUE
<a href="#">H70</a>	<a href="#">C60</a>	<a href="#">MMP-056</a>	GRAY
<a href="#">H77</a>	<a href="#">C137</a>	<a href="#">MMP-040</a>	TIRE BLACK

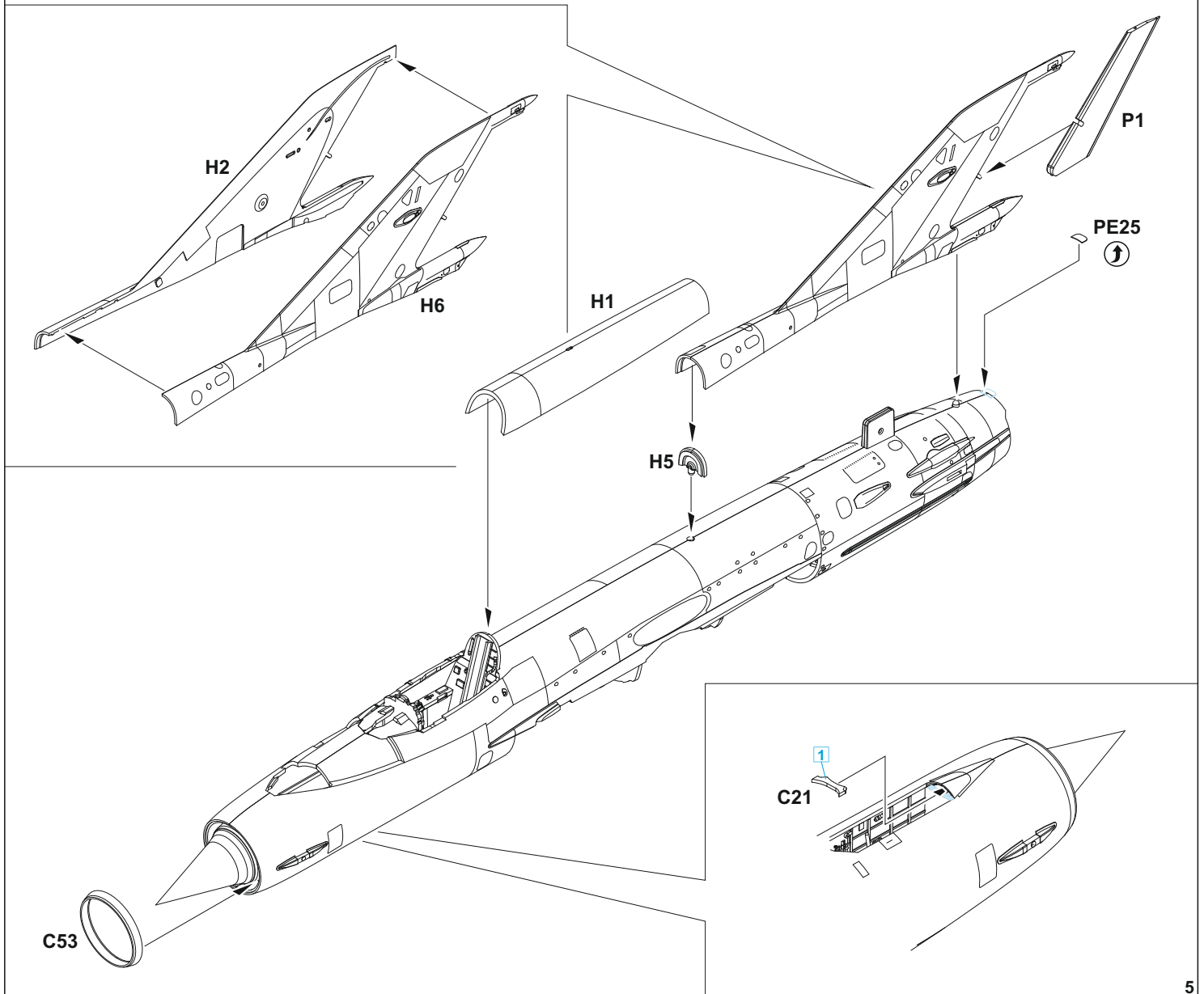
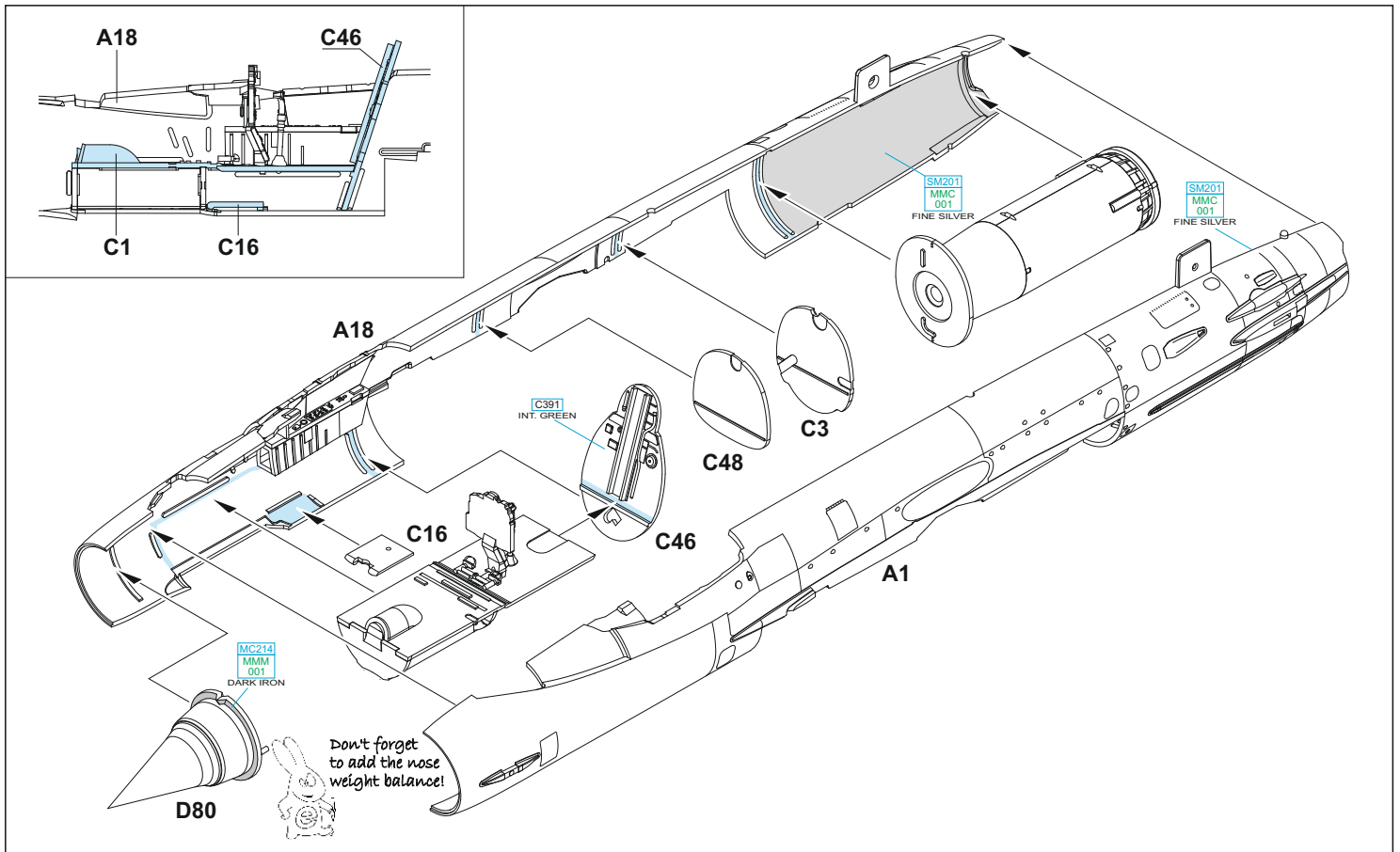
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H84</a>	<a href="#">C42</a>		MAHOGANY
<a href="#">H90</a>	<a href="#">C47</a>		CLEAR RED
<a href="#">H94</a>	<a href="#">C138</a>		CLEAR GREEN
<a href="#">H302</a>	<a href="#">C302</a>		GREEN
<a href="#">H303</a>	<a href="#">C303</a>	<a href="#">MMP-066</a>	GREEN
<a href="#">H314</a>	<a href="#">C314</a>		BLUE
<a href="#">H323</a>	<a href="#">C323</a>	<a href="#">MMP-092</a>	LIGHT BLUE
<a href="#">H324</a>	<a href="#">C324</a>	<a href="#">MMP-116</a>	LIGHT GRAY
<a href="#">H332</a>	<a href="#">C332</a>		LIGHT AIRCRAFT GRAY
<a href="#">H422</a>	<a href="#">C122</a>	<a href="#">MMP-053</a>	LIGHT GREEN
	<a href="#">C391</a>		INTERIOR GREEN
Mr.METAL COLOR		METALLICS	
<a href="#">MC213</a>		<a href="#">MMM-006</a>	STEEL
<a href="#">MC214</a>		<a href="#">MMM-001</a>	DARK IRON
<a href="#">MC218</a>		<a href="#">MMM-003</a>	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
<a href="#">SM201</a>		<a href="#">MMC-001</a>	SUPER FINE SILVER 2
<a href="#">SM206</a>		<a href="#">MMC-001</a>	SUPER CHROME SILVER 2

1 = [H58 MMP C351 059] INT. GREEN [H70 MMP C60 056] GRAY

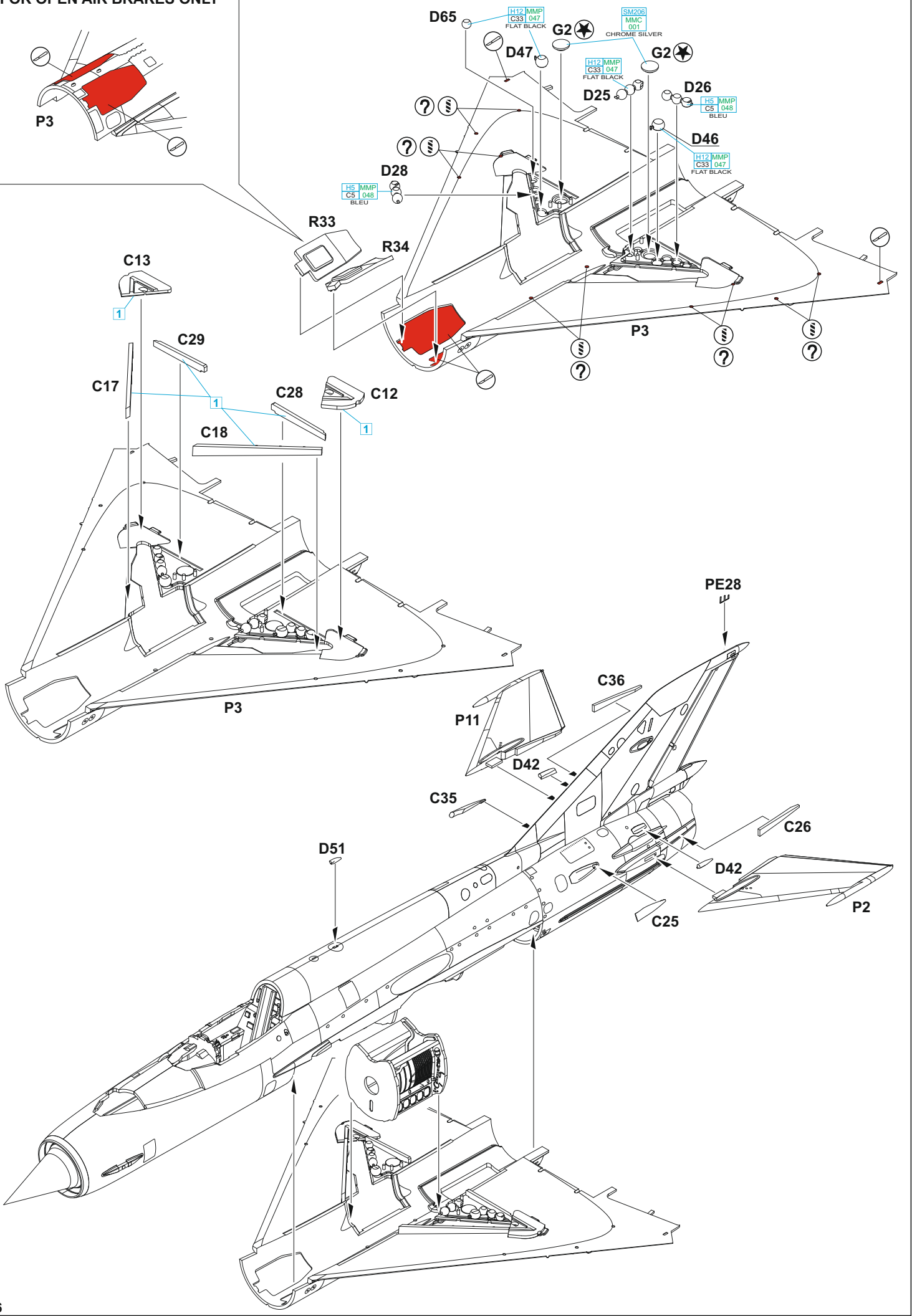


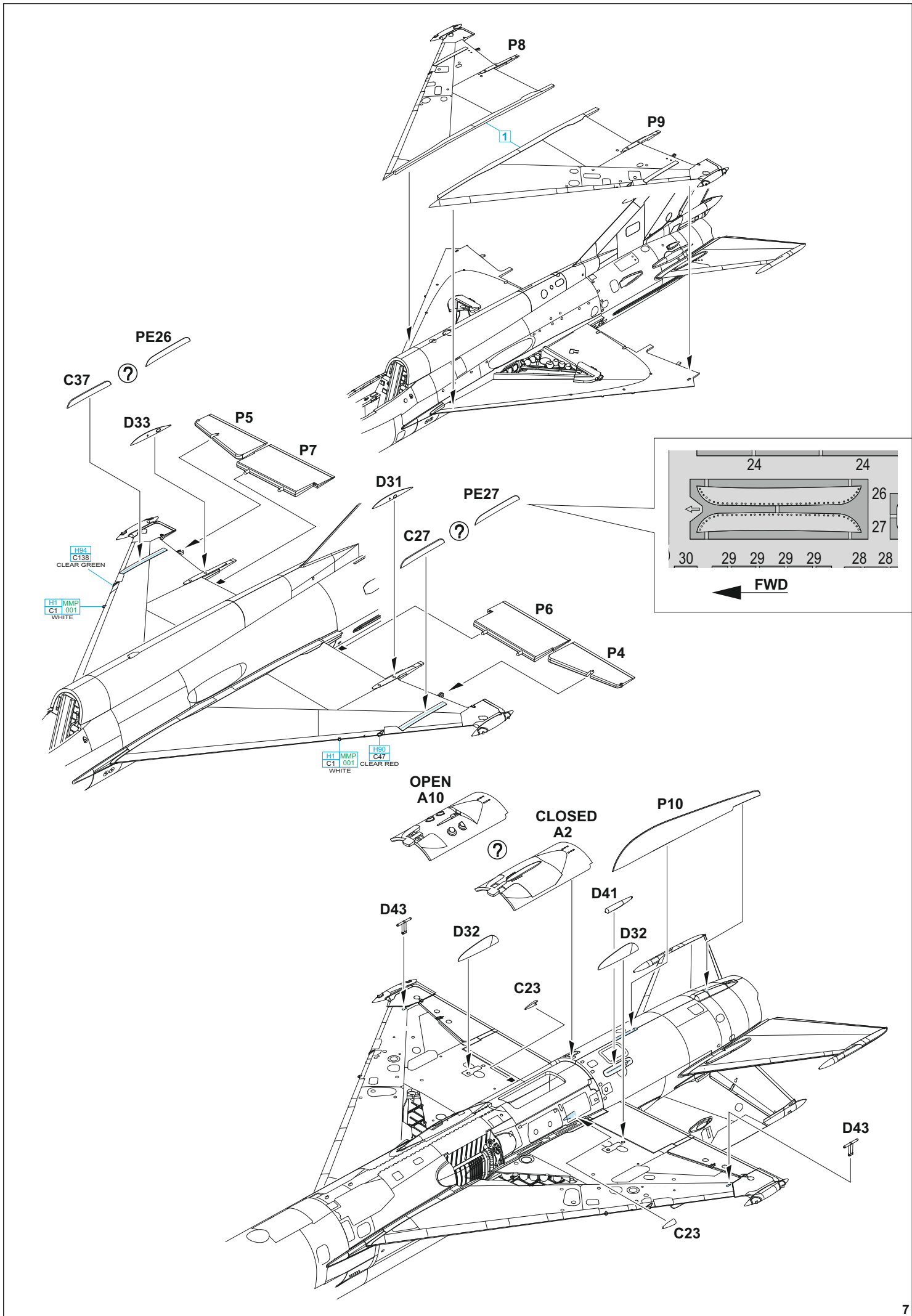


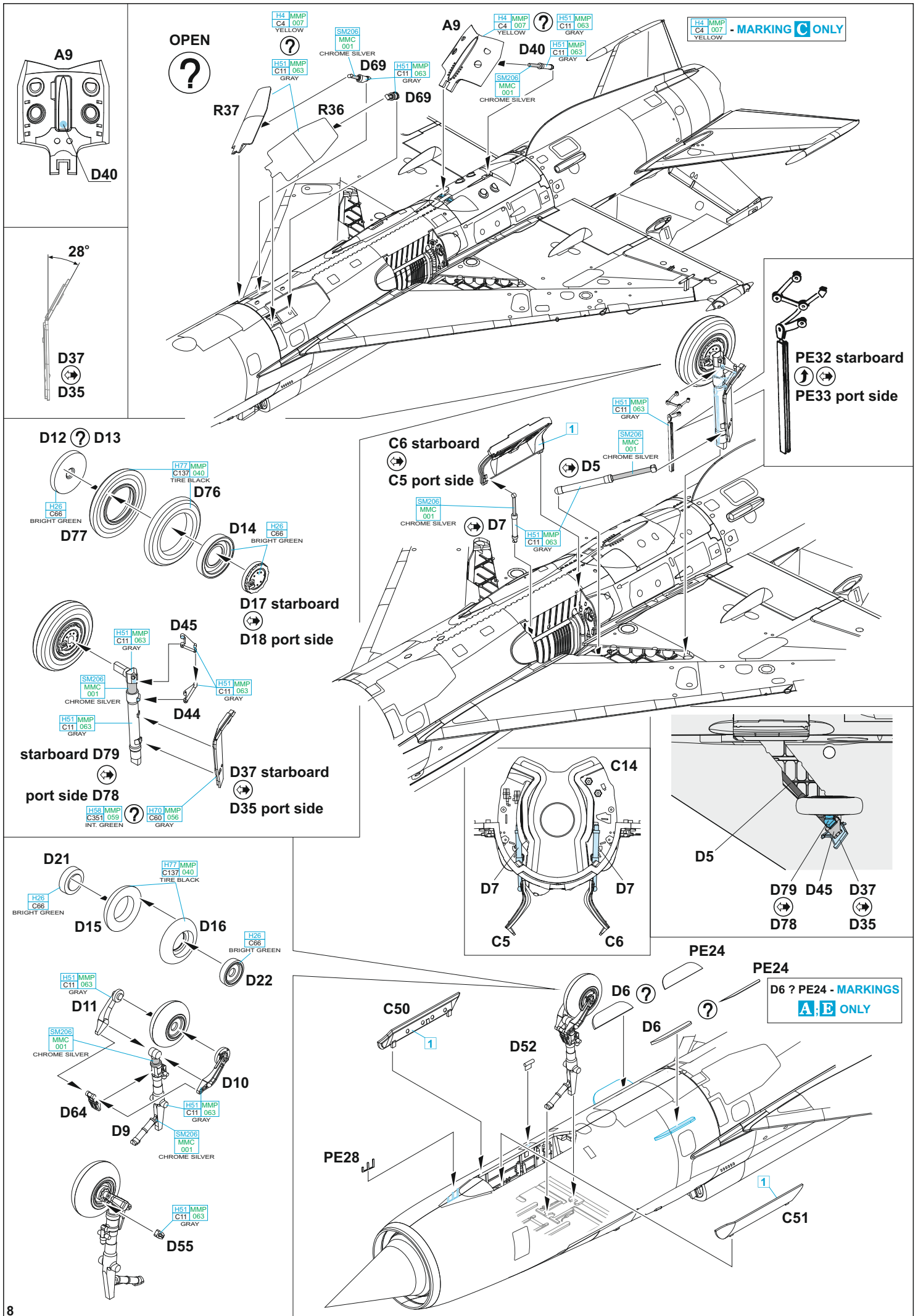




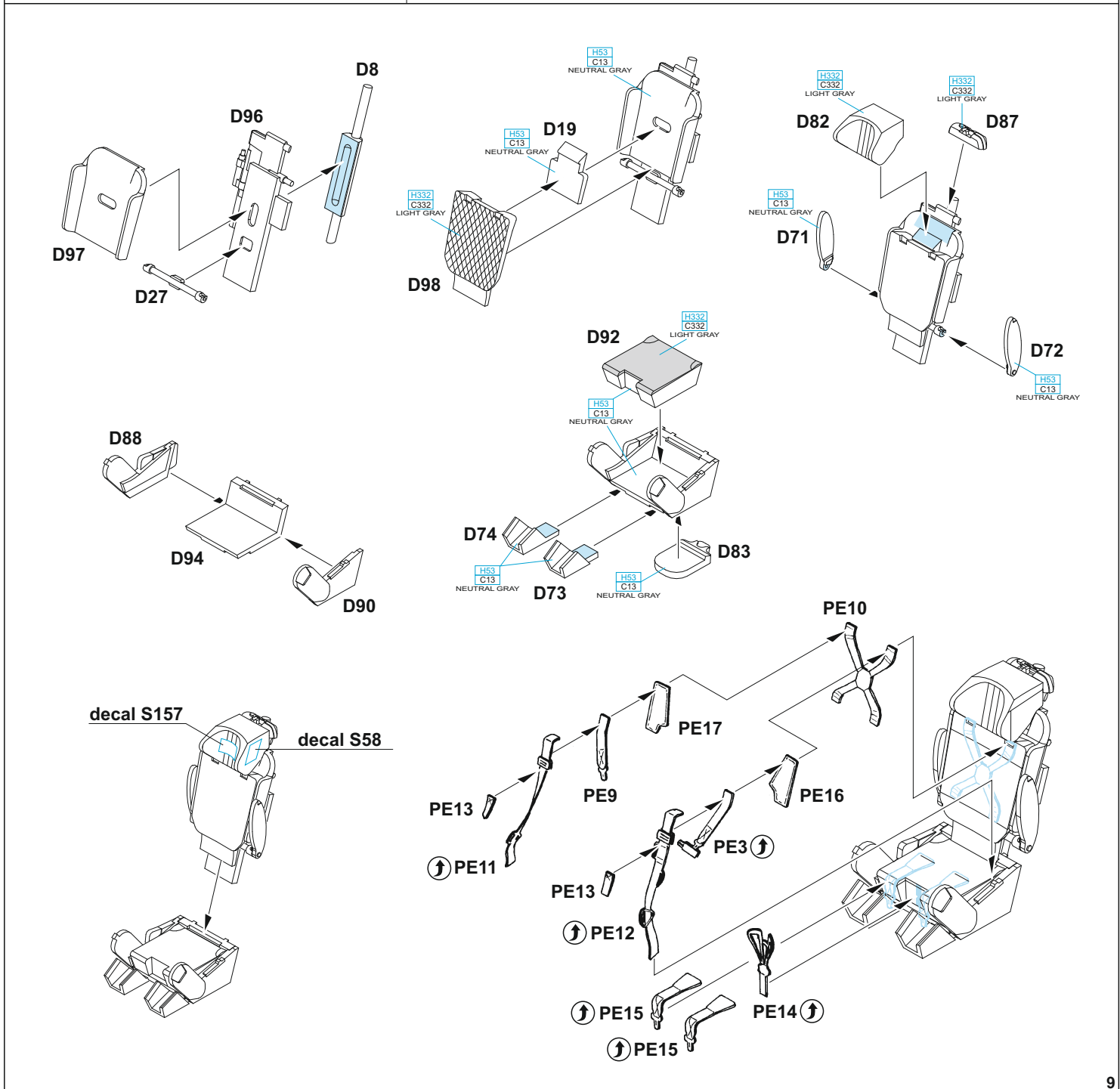
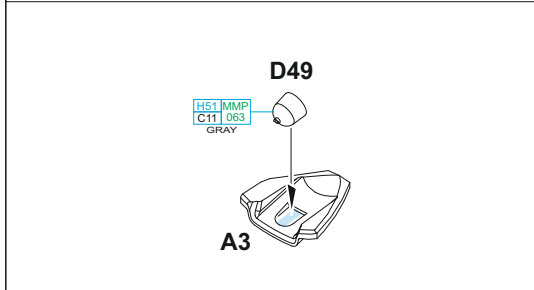
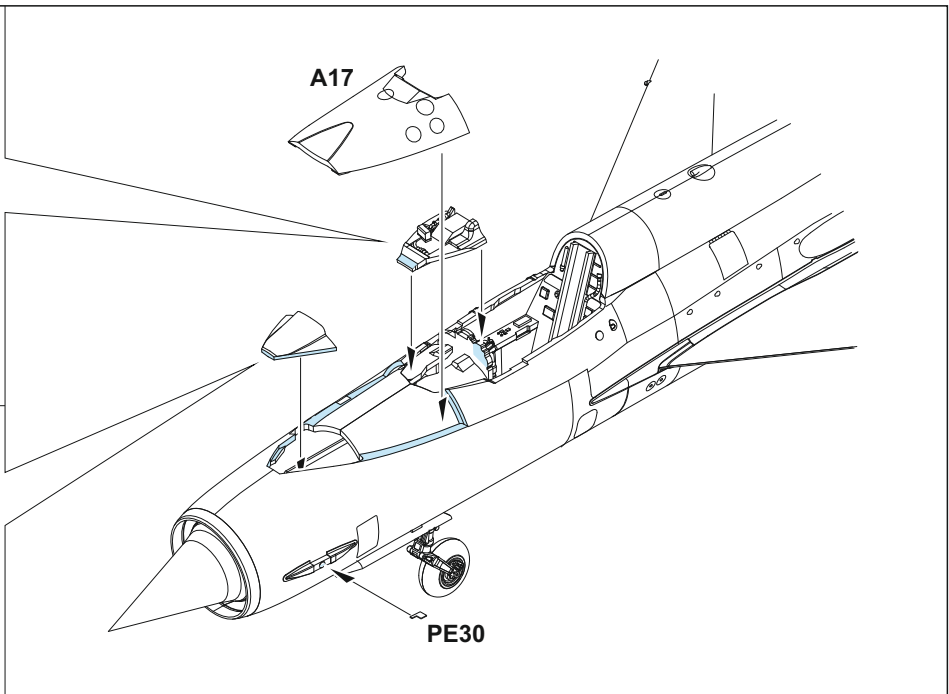
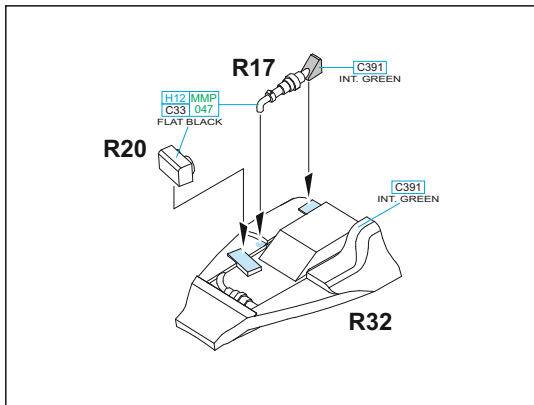
FOR OPEN AIR BRAKES ONLY

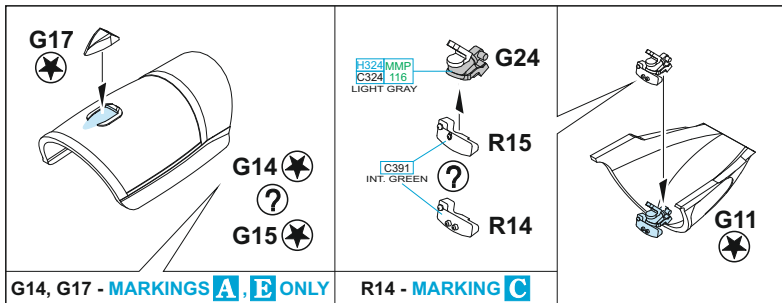






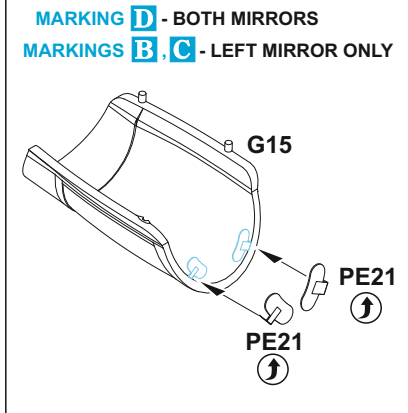




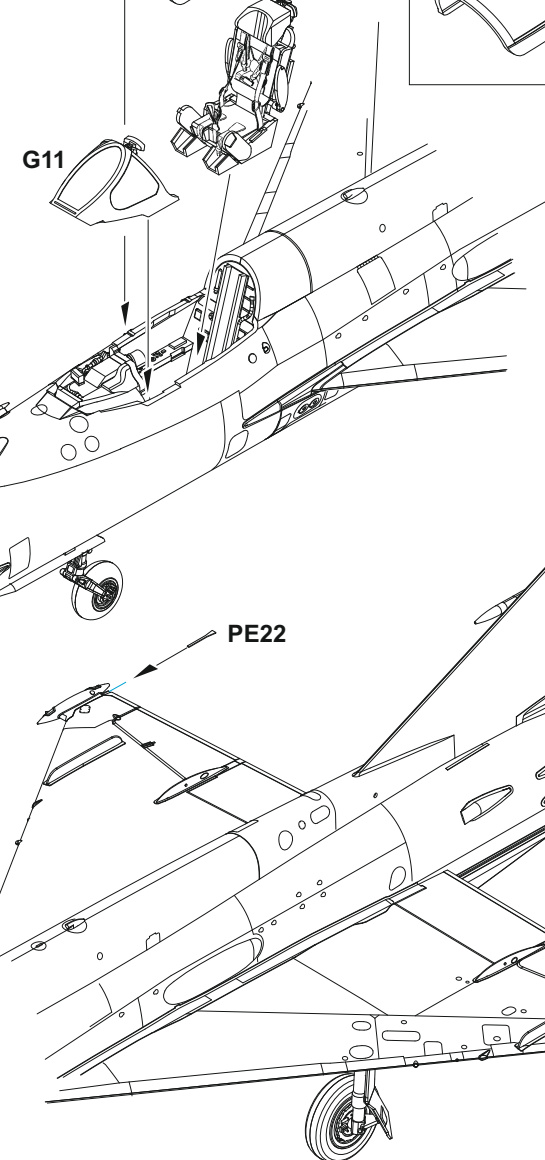
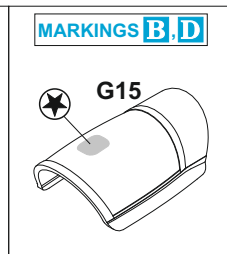
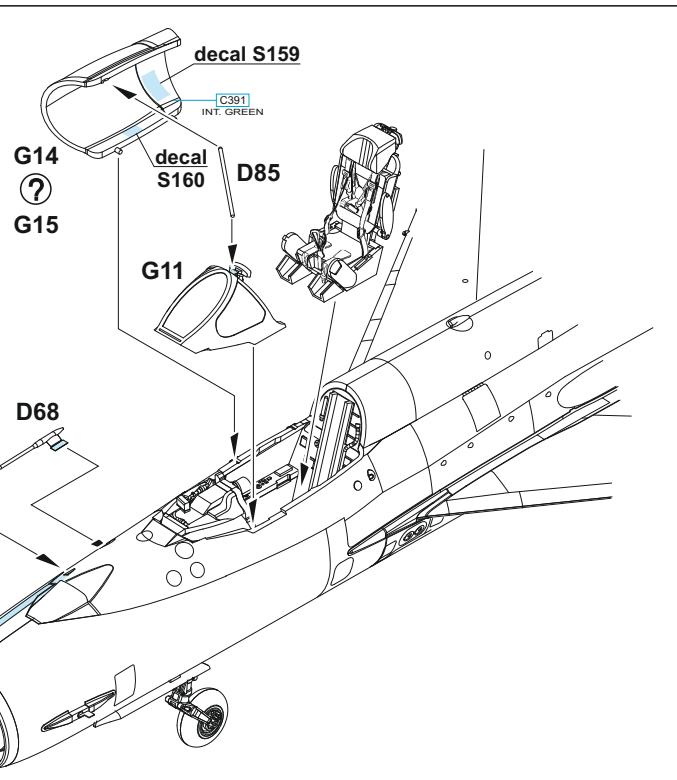
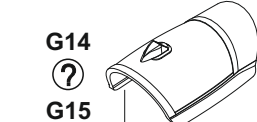
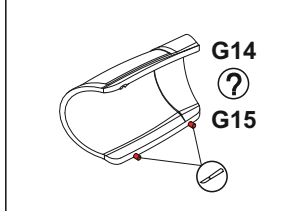


G14, G17 - MARKINGS A, E ONLY

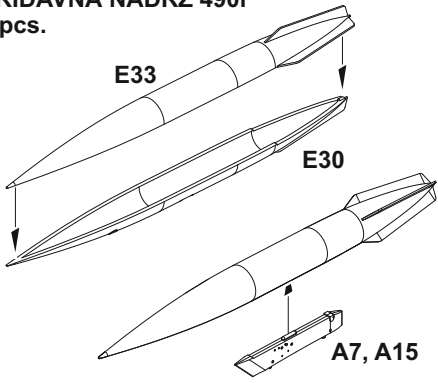
R14 - MARKING C



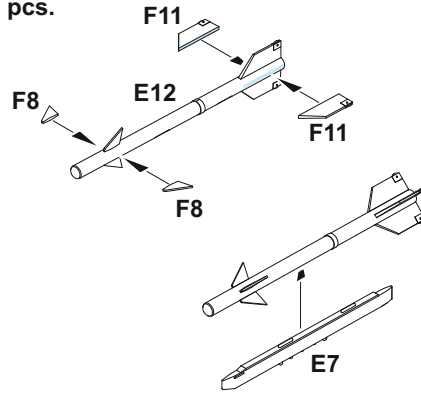
CLOSED CANOPY ONLY



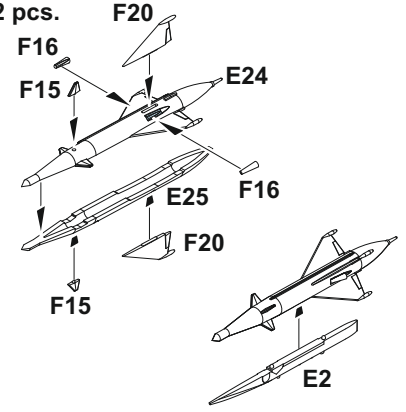
**EXTERNAL FUEL TANK 490I**  
**PRÍDAVNÁ NÁDRŽ 490I**  
 2 pcs.



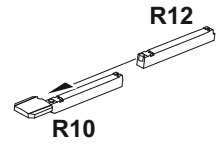
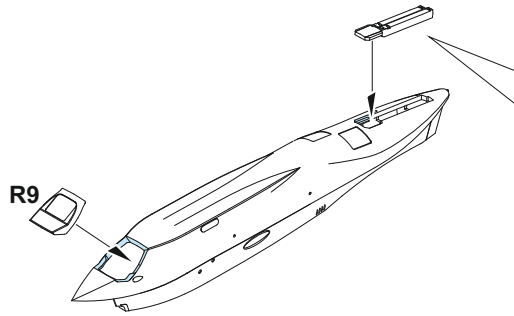
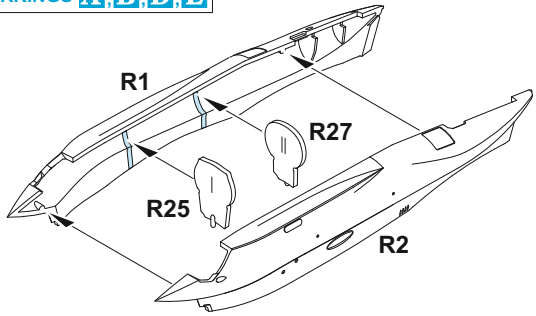
**R-3S**  
 2 pcs.



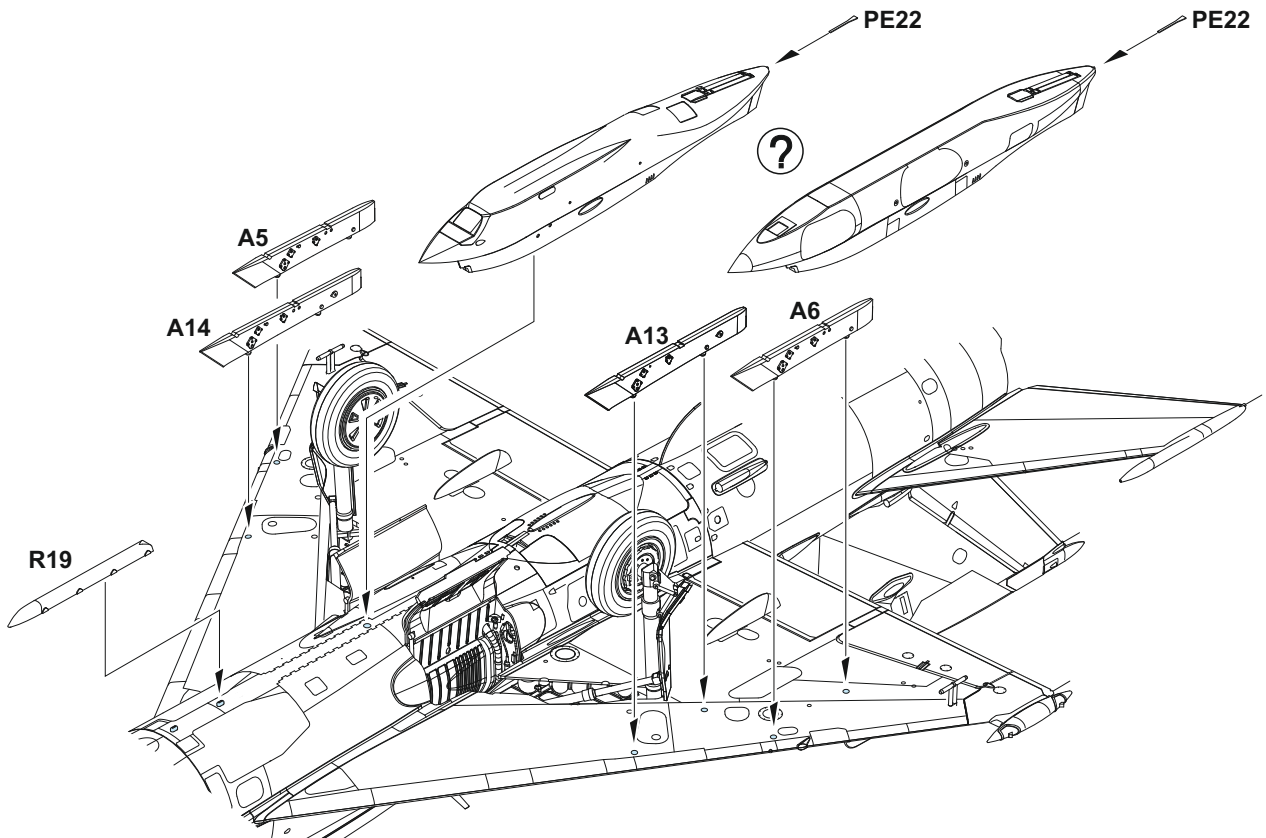
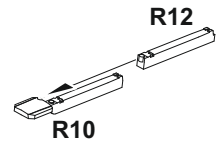
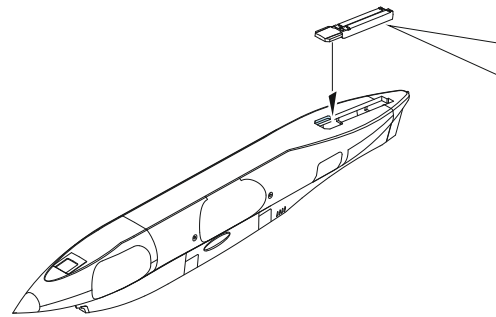
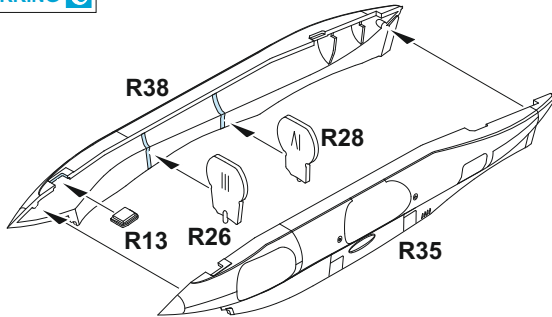
**RS-2US**  
 2 pcs.



**MARKINGS A; B; D; E**

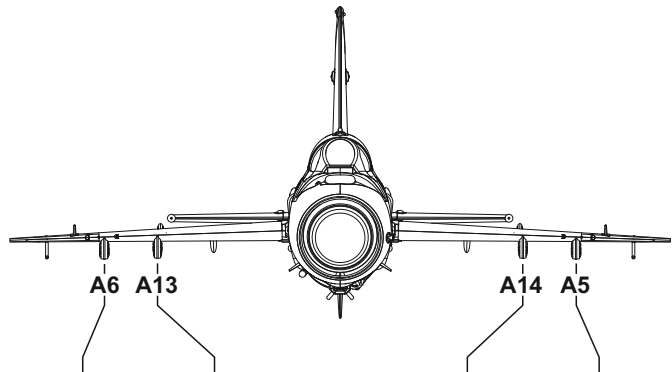


**MARKING C**



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

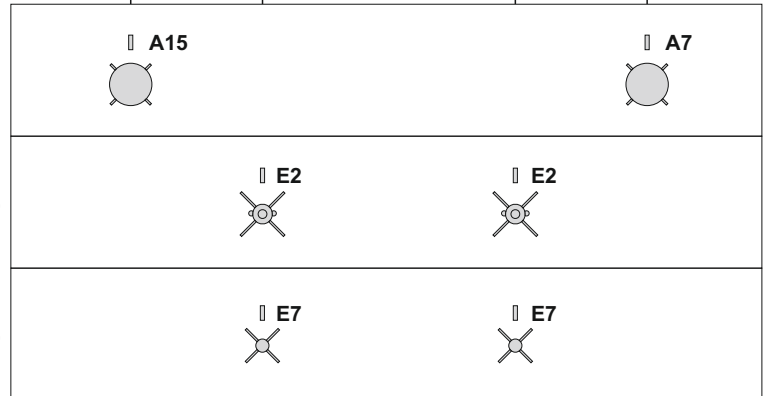
PRO VOLBU VÝZBROJE A PŘÍDAVNÝCH NÁDRŽÍ SE DRŽTE DOKUMENTACE KONKRÉTNÍHO STROJE.



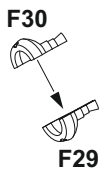
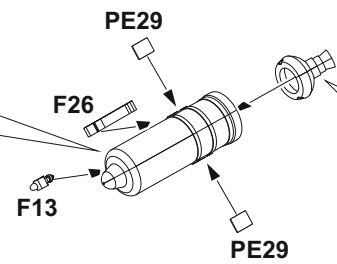
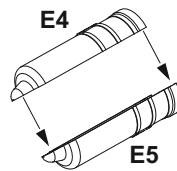
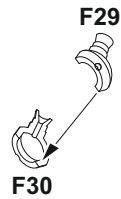
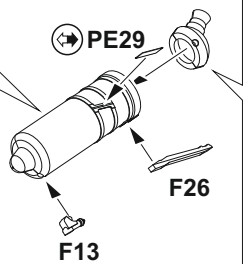
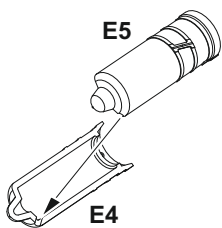
EXTERNAL FUEL TANK 490I

RS-2US

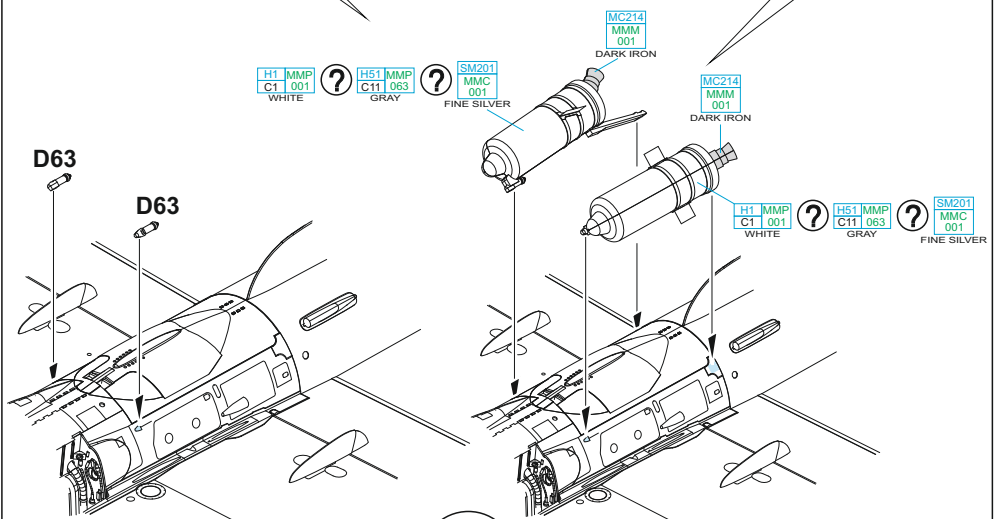
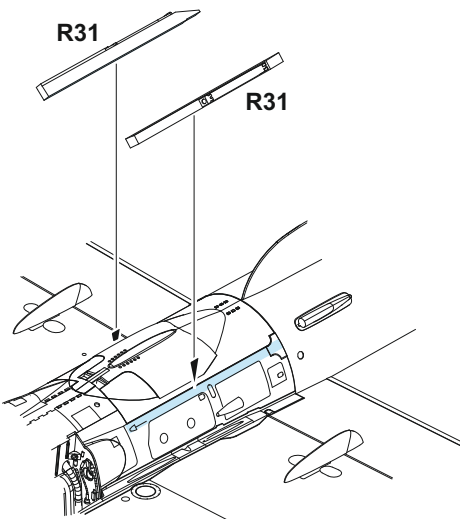
R-3S



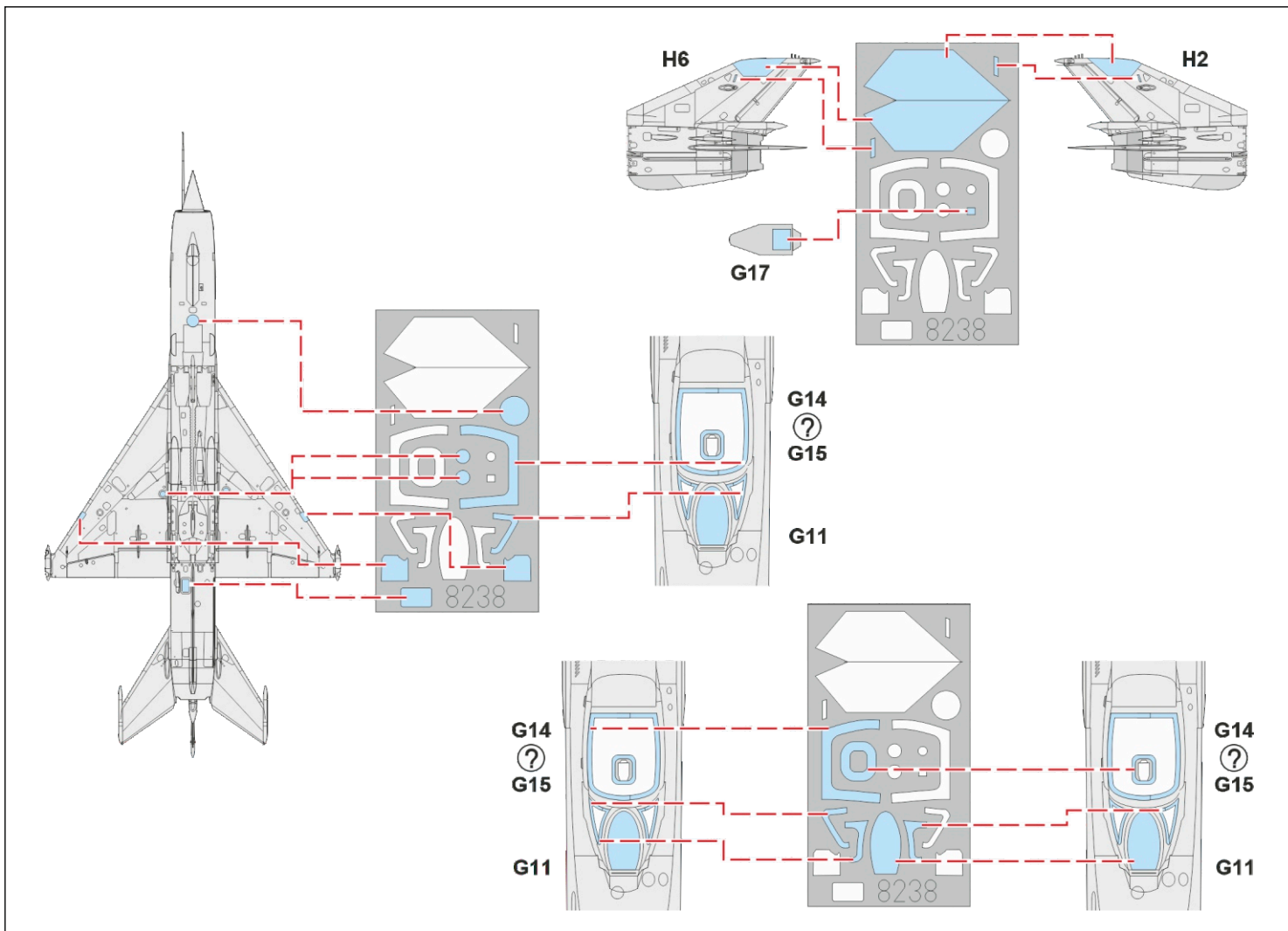
SPRD



MARKING **A** ONLY ?

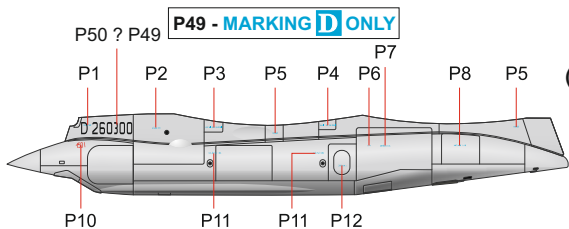




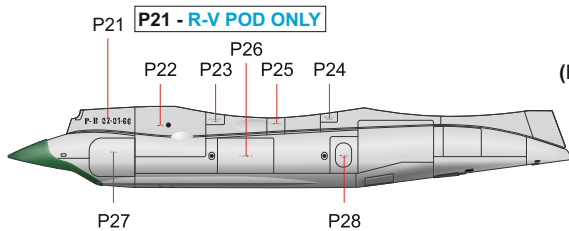
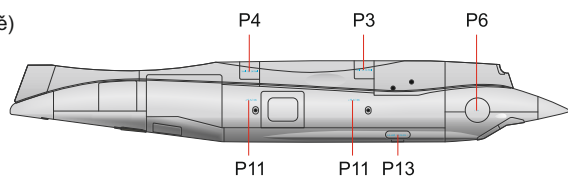


# MiG-21R

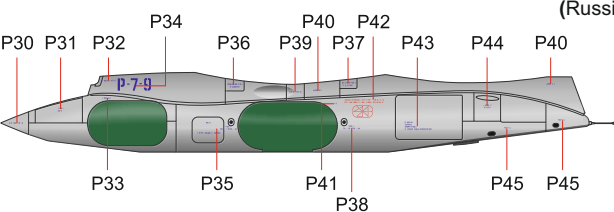
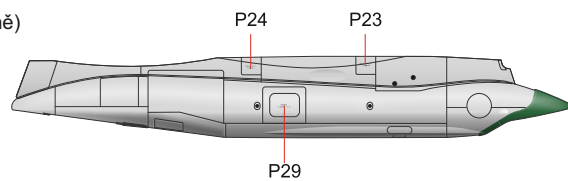
# STENCILING POSITIONS



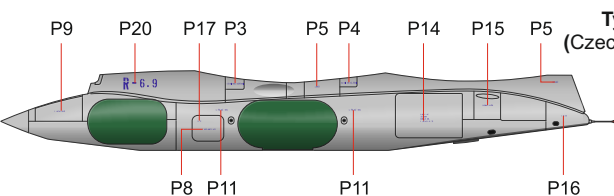
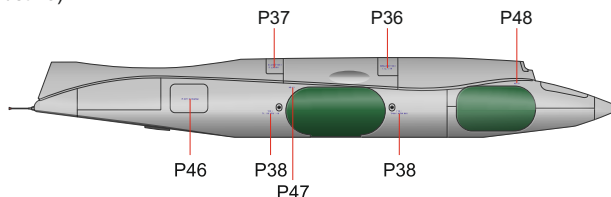
**Type D pod; D kontejner**  
(Czech stencils; popisky v češtině)



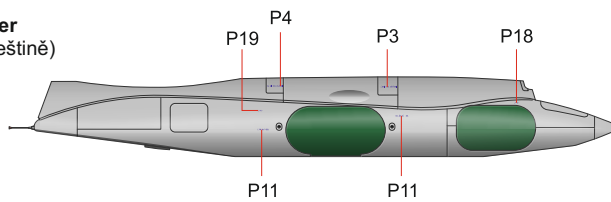
**Type R-V pod / Type D pod**  
**R-V kontejner / D kontejner**  
(Russian stencils; popisky v ruštině)



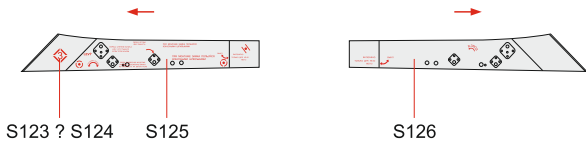
**Type R pod; R kontejner**  
(Russian stencils; popisky v ruštině)



**Type R pod; R kontejner**  
(Czech stencils; popisky v češtině)



LEVÝ VNITŘNÍ PYLON  
LEFT INSIDE PYLON



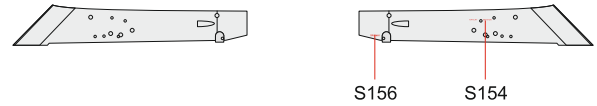
PRAVÝ VNITŘNÍ PYLON  
RIGHT INSIDE PYLON



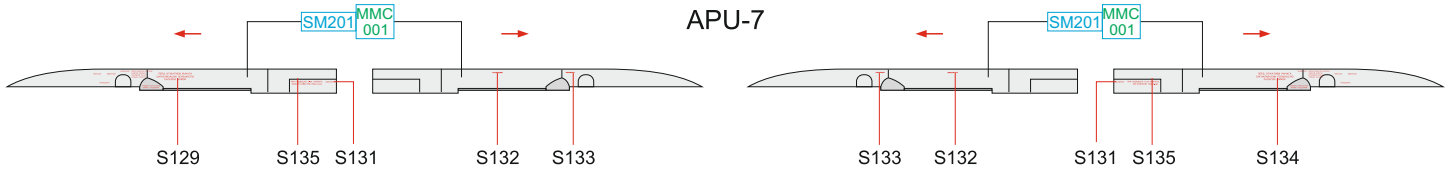
LEVÝ VNĚJŠÍ PYLON  
RIGHT OUTSIDE PYLON



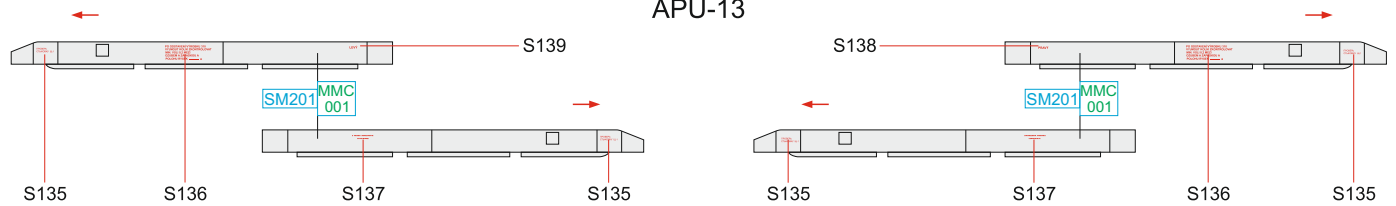
PRAVÝ VNĚJŠÍ PYLON  
RIGHT OUTSIDE PYLON



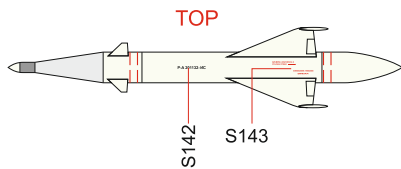
APU-7



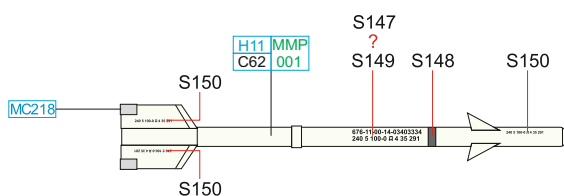
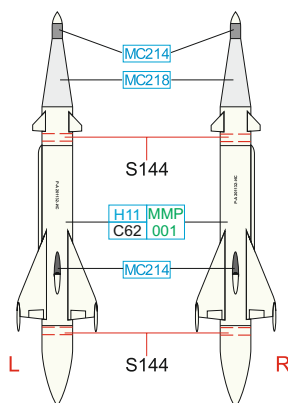
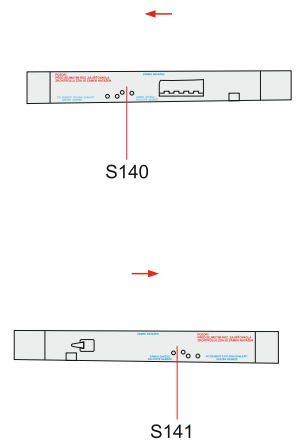
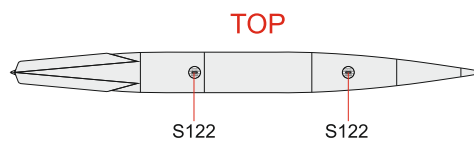
APU-13



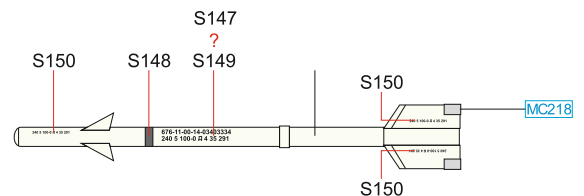
RS-2US



PODTRUPOVÝ PYLON  
FUSELAGE PYLON



R-3S

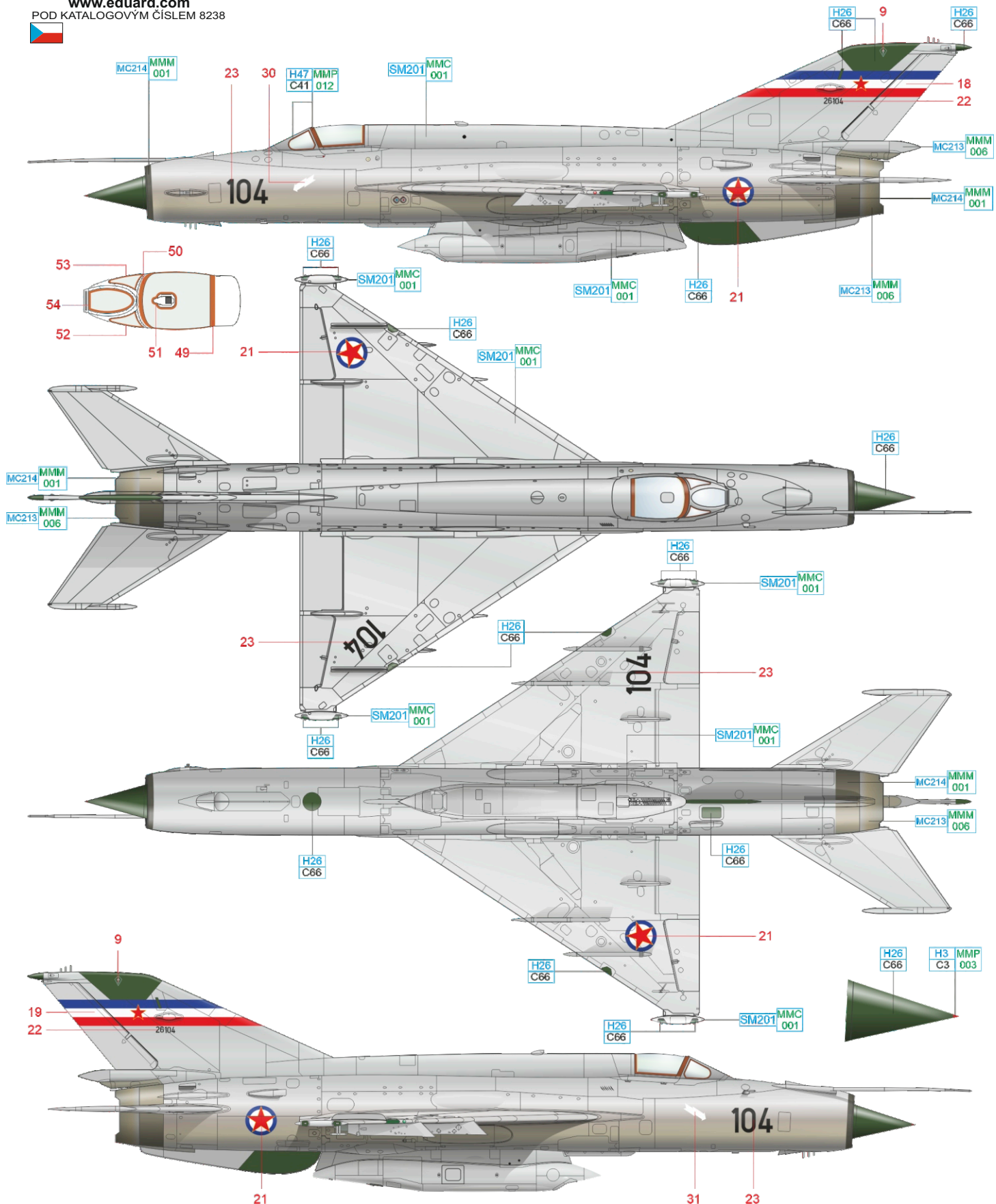




# B 353<sup>rd</sup> Reconnaissance Air Squadron, Yugoslav Air Force, Zelyava Air Base, Yugoslavia, 1971

The Yugoslav Air Force purchased a dozen MiG-21Rs from the Soviet Union. These were delivered either in 1968 or 1969 and served under the local type designation L-141. The first user of Aircraft 26104 was the 126<sup>th</sup> Reconnaissance Squadron that flew all of the Yugoslav MiG-21Rs. This Squadron was a part of the 204<sup>th</sup> Fighter Air Regiment. The next users of this aircraft were the 352<sup>nd</sup> and 353<sup>rd</sup> Reconnaissance Squadrons prior to being scrapped at Kraljevo. The white lightning appeared on the nose during 'Sloboda' military exercise in 1971.

ČESKOU VERZI TEXTU NALEZNETE NA  
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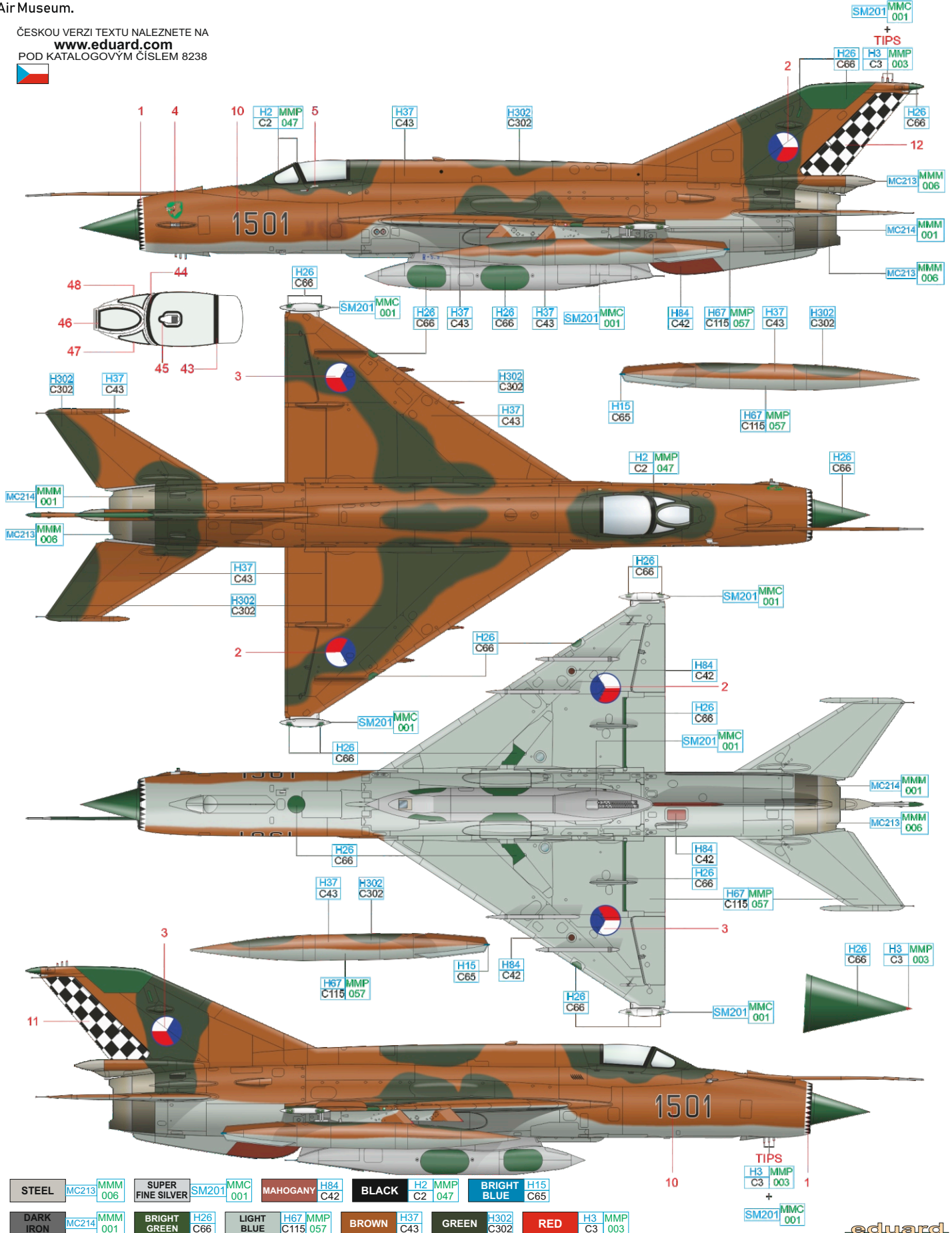


RED	H47 MMP C41 012	STEEL	MC213 MMM 006	DARK IRON	MC214 MMM 001	SUPER FINE SILVER	SM201 MMC 001	RED	H3 MMP C3 003	BRIGHT GREEN	H26 C66
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The appearance of the MiG-21R No. 1501 (s/n 94R001501) changed many times during its service in the Czechoslovak and Czech Air Force. Delivered in natural metal finish, it served in that form until general overhaul when a green and brown camouflage was applied. The black and white checkerboard on the rudder and triangles on the nose were painted afterwards. The aircraft was delivered to Czechoslovakia in January 1969 and was flown by the 47<sup>th</sup> Reconnaissance Air Regiment till 1993. In 1994, after overhaul, it was flown by the 28<sup>th</sup> Fighter-Bomber Air Regiment for a short period and then used by the Air Test Department (also known as 'Stress Flight') during late 1994 and 1995. The 47<sup>th</sup> Recce Air Regiment unit badge – a jackal head – is painted on the port side of the nose. The nickname of ground personnel member DOKTOR is painted on the canopy frame. Currently, the aircraft is preserved in Prague-Kbely Air Museum.

ČESKOU VERZI TEXTU NALEZNETE NA  
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STEEL	MC213	MMM	006	SUPER FINE SILVER	SM201	MMC	001	MAHOGANY	H84	C42	BLACK	H2	MMP	C2	047	BRIGHT BLUE	H15	C65				
DARK IRON	MC214	MMM	001	BRIGHT GREEN	H26	C66	LIGHT BLUE	H67	MMP	C115	057	BROWN	H37	C43	GREEN	H302	C302	RED	H3	MMP	C3	003

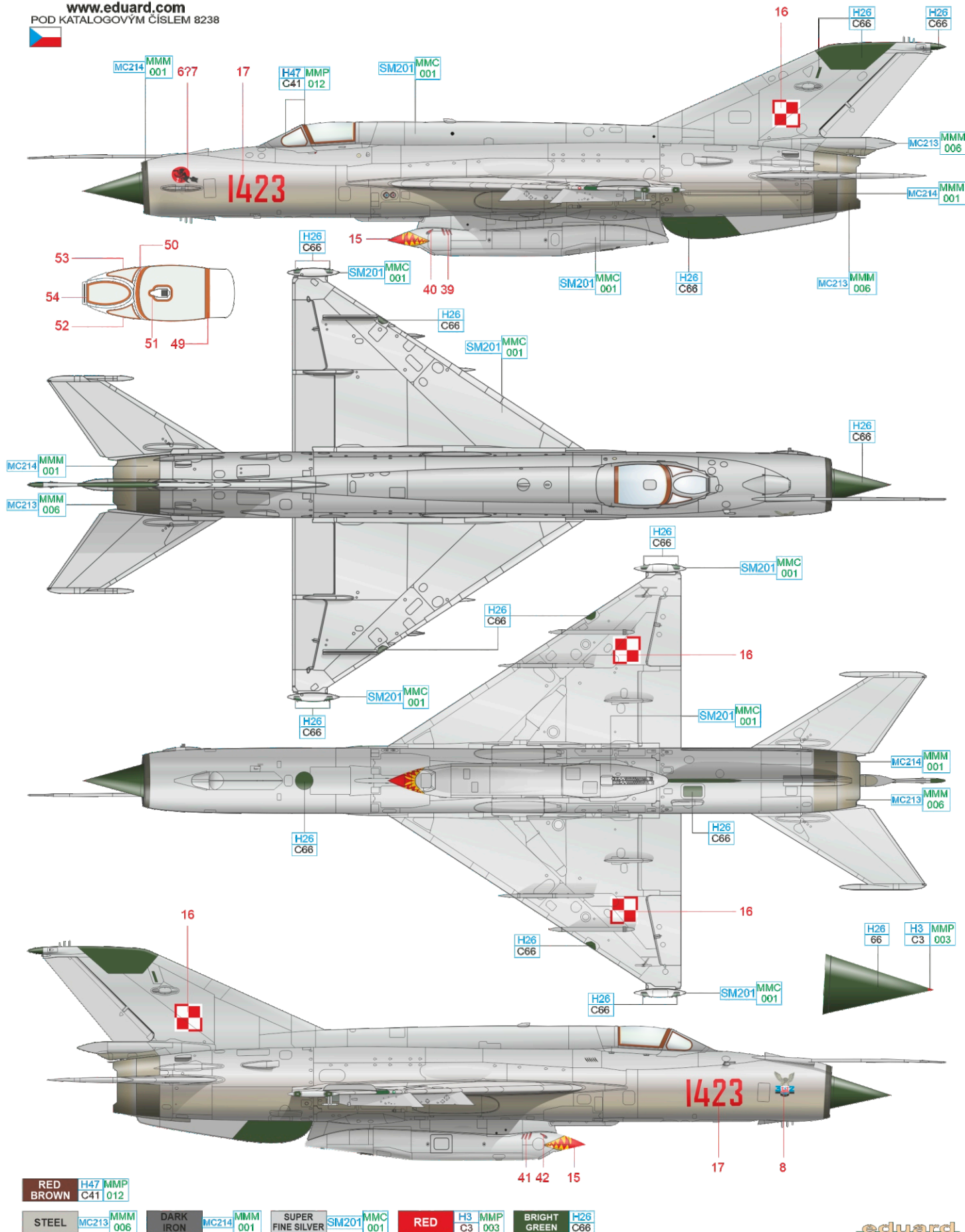
# D 32<sup>nd</sup> Tactical Reconnaissance Air Regiment, Polish Air Force, Sochaczew-Bielice Air Base, Poland, early 1980s

MiG-21R s/n 94R011423 was delivered to Poland on September 29, 1968, along with another 'R'. These two examples were the first MiG-21Rs to arrive in Poland. The '1423' was flown by the 41<sup>st</sup> Fighter Air Regiment based at Malbork Air Base. In a very short period of time, on July 8, 1969, the aircraft was overhanded to the 21<sup>st</sup> Tactical Reconnaissance Air Regiment and moved to Sochaczew. From December 1982 it entered the inventory of the 2<sup>nd</sup> Squadron, 32<sup>nd</sup> Tactical Reconnaissance Air Regiment. Service with this unit is symbolized by the squadron badge on the port side of the nose, while the starboard side sports the 32<sup>nd</sup> Tactical Reconnaissance Air Regiment unit badge. This aircraft is preserved at the air museum in Drzonow in Poland.

ČESKOU VERZI TEXTU NALEZNETE NA

[www.eduard.com](http://www.eduard.com)

POD KATALOGOVÝM ČÍSLEM 8238



RED H47 MMP  
BROWN C41 012

STEEL MC213 MMM  
DARK IRON MC214 MMM  
006 001

SUPER FINE SILVER SM201 MMC  
001

RED H3 MMP  
C3 003

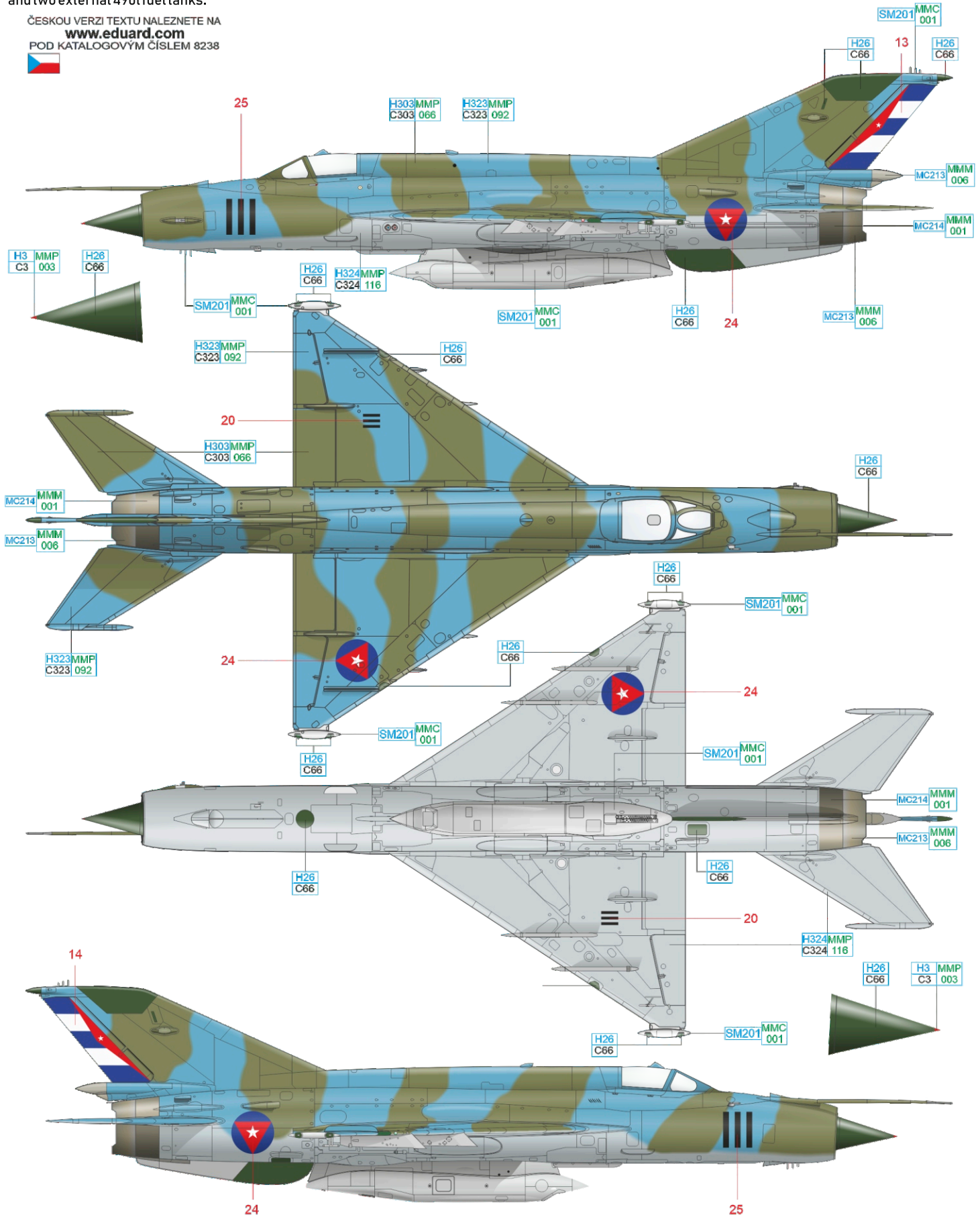
BRIGHT GREEN H26  
C66



# E Cuban Air Force, 1980s – 1990s

The Cuban Air Force obtained twelve MiG-21Rs in total. These were delivered from the Soviet Union and put into service in 1968. Aircraft No. 111 can be seen at the air museum in Havana. The green and blue camouflage scheme was recently seen on Cuban Air Force aircraft. The instrument panel of this MiG is painted black despite the specification calling for turquoise. Cuban MiG-21Rs were typically armed with two R-3S missiles mounted along with recce pod and two external 490l fuel tanks.

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
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SUPER FINE SILVER	SM201 MMC 001	RED	H3 C3	MMP 003
STEEL	MC213 MMM 006	DARK IRON	MC214	MMM 001
LIGHT GRAY	H324MMP C324 116	LIGHT BLUE	H323MMP C323 092	BRIGHT GREEN
			H26 C66	GREEN
				H303MMP C303 066

ORIENTAČNÍ SCHÉMA ROZMÍSTNĚNÍ POPISEK

