

MiG-21PF

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 8236

The MiG-21 was the most-produced supersonic fighter in the world serving with more than fifty Air Forces over four continents. The MiG-21PF was the first all-weather radar equipped variant.

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. Its predecessors included such notable types as the MiG-15, MiG-17, and 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 designated MiG-21 was the first successful Soviet design integrating fighter and interceptor characteristics. It was also quite light Mach 2 aircraft, although the long-lasting development added 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. These versions were in production through the end of the fifties and the beginning of the sixties. Simultaneously the interceptor variant design equipped with the Air-to-Air guided missiles was issued on July 24, 1958, i.e. even before the development of the first Mach 2 fighter reached the stage of serial production. The interceptor variant was to be capable to conduct the missions in all-weather/day and night conditions, which steered the development to the installation of the radar type RP-9-21 in case of aircraft from the first six production series, or RP-21, in case of aircraft from all subsequent series (starting with the 3rd aircraft from the 7th production series). The radar was installed inside the new control cone of the air inlet. All the subsequent changes necessitated increase of the length of the front fuselage in the area in front of the cockpit and, also the diameter of the front circular air trap rose from 690 mm to 870 mm. The additional avionics were placed in the space behind the cockpit, which required reduction of the volume of the front fuselage fuel tank from 235 l to only 60 l starting from the aircraft with serial No. 76210501. To countereffect this fuel volume decrease, ne tank No. 7 was installed in the widened ridge superstructure extending from the canopy backwards. Also the volume of the front pair of wing integral tanks was increased. The total fuel volume was 2,680 l (210 l more compared to the F-13 variant). The 30mm cannon of the F-13 variant was deleted, as the PF and PFM variants were relying on the missiles only. There were also

many smaller changes in comparison to the F-13 variant. 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. Soviet Union produced 10,645 examples of all versions, 194 were built in Czechoslovakia and 657 in India.

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.

The kit: MiG-21PF

This plastic model kit represents the MiG-21PF, identified as the "Izdelye 76" (Series 76) in factory documentation. It was the basic mass-produced modification of the MiG-21PF and the plant No. 21 at Nizhny Novgorod was building them primarily for the Soviet Air Force. Between 1961 and 1965, a total of 525 of MiG-21PFs were produced there. The export version was marked as "Izdelye 76A" and differed in installation of another type of „Friend-Foe“ identification system. The export examples were produced by plant No. 30 in Moscow and was widely used by the member states of the Warsaw Pact. Some of the MiG-21PFs delivered to the GDR (German Democratic Republic), received the installation of a modified radar with a mode for searching and tracking ground targets.

The MiG-21PF was powered by a Tumanskiy R-11F2-300 engine. Hardpoints could be loaded with RS-3US, R-3S missiles and with UB-16-57 rocket pods, S-24 unguided rockets and bombs up to 500 kg calibre. NATO assigned MiG-21PF and all of its sub-variations the codename „Fishbed D“.

The most successful era of the PF variant is represented by the Vietnam War combat use. The Vietnamese received their first MiG-21PFLs at the end of 1965. The PFL variant was just a minor change to the standard PF, as it differed only in installation of a simplified ARK-10 radio compass and more advanced compass KSI-2 instead of KSI. Absence of the radio altimeter was another change. The MiG-21PFL was manufactured by plant No. 21.

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. 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

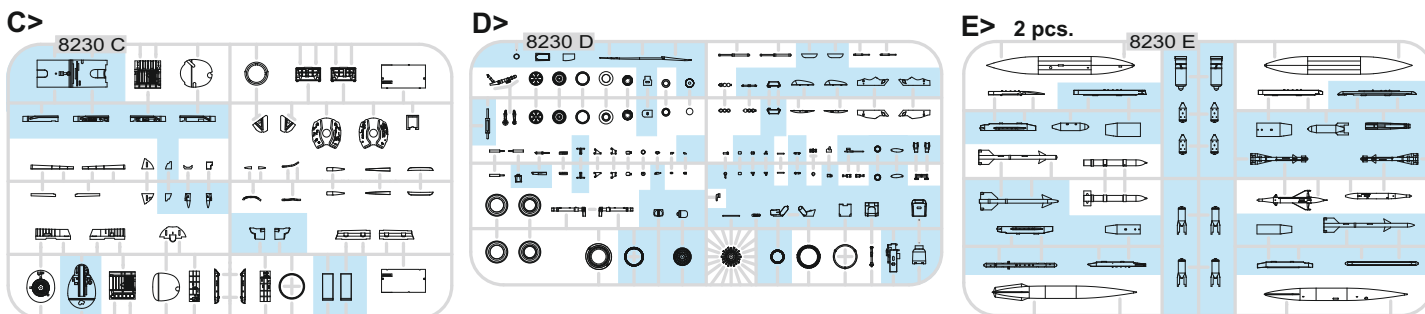


PIÈCES



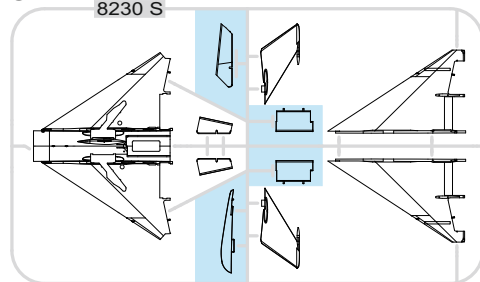
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PLASTIC PARTS



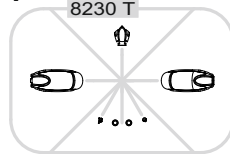
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8230 S



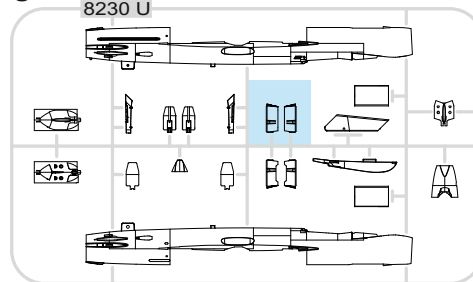
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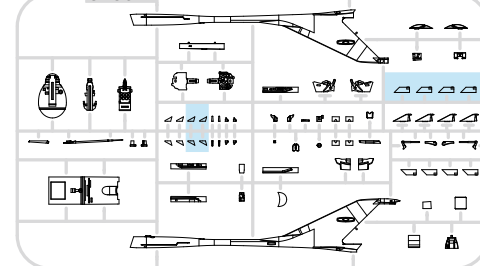
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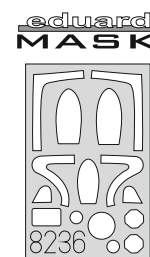
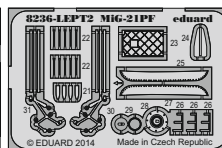
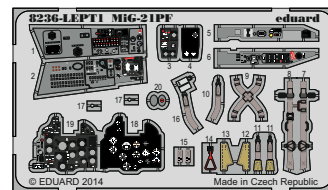


V>

8230 V



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



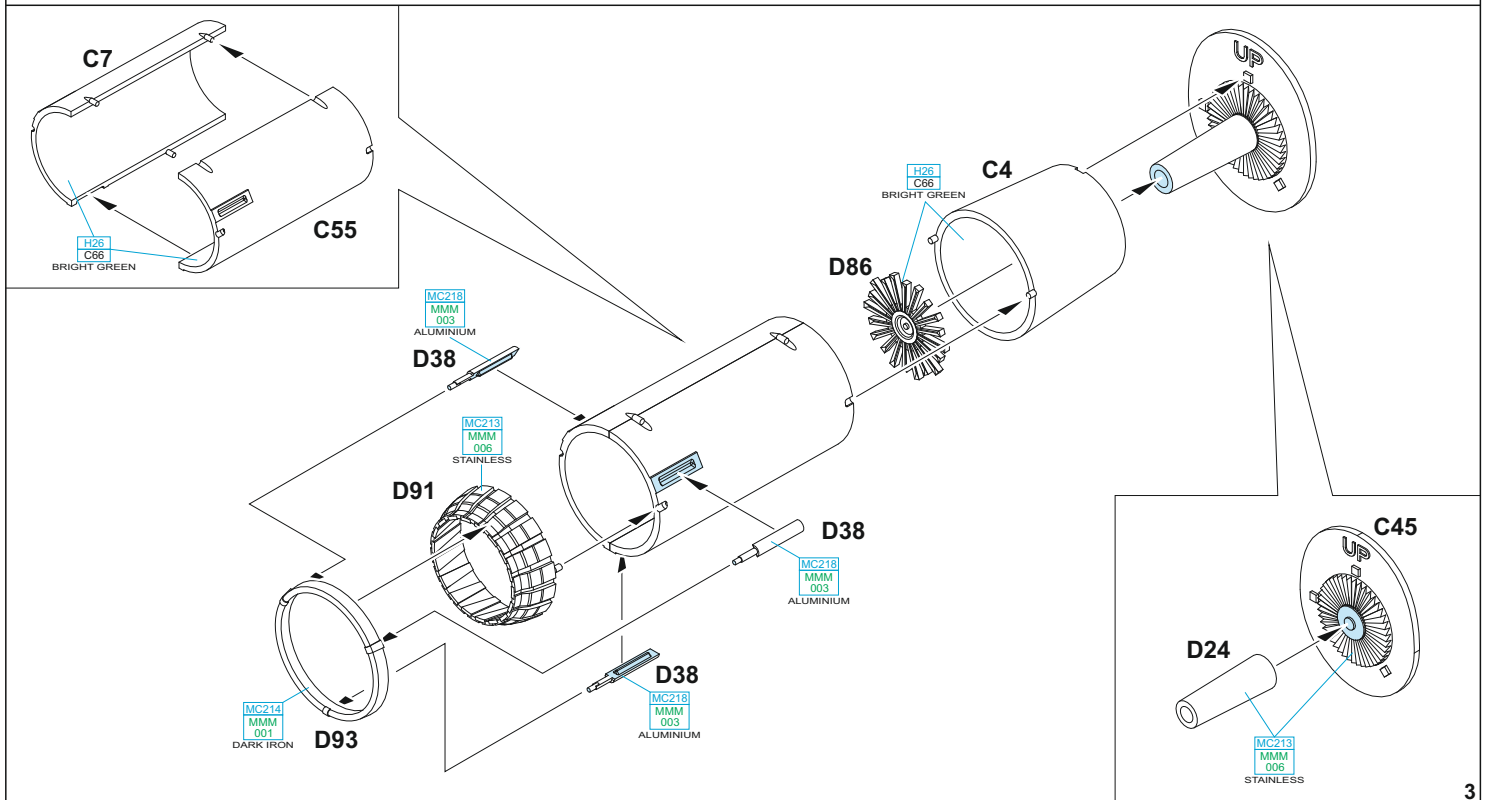
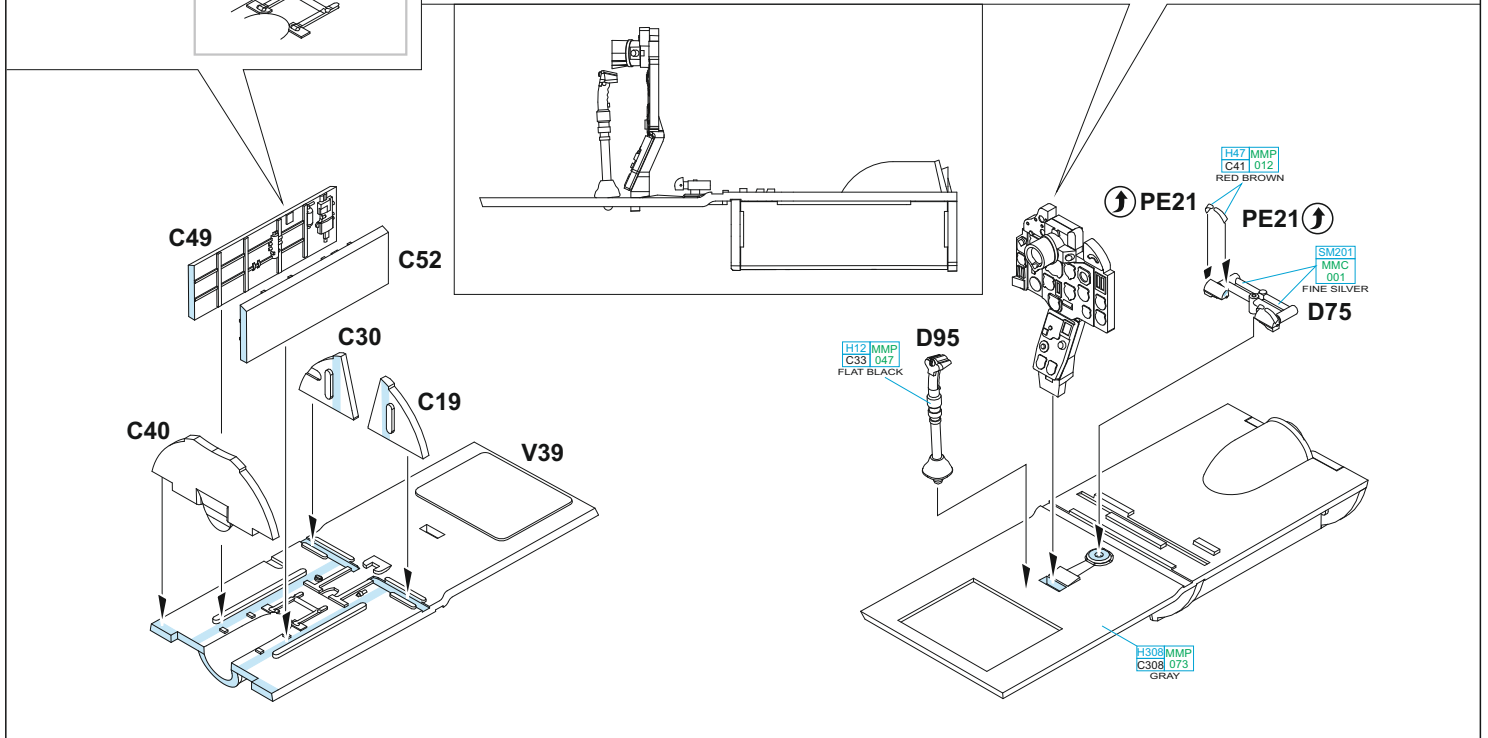
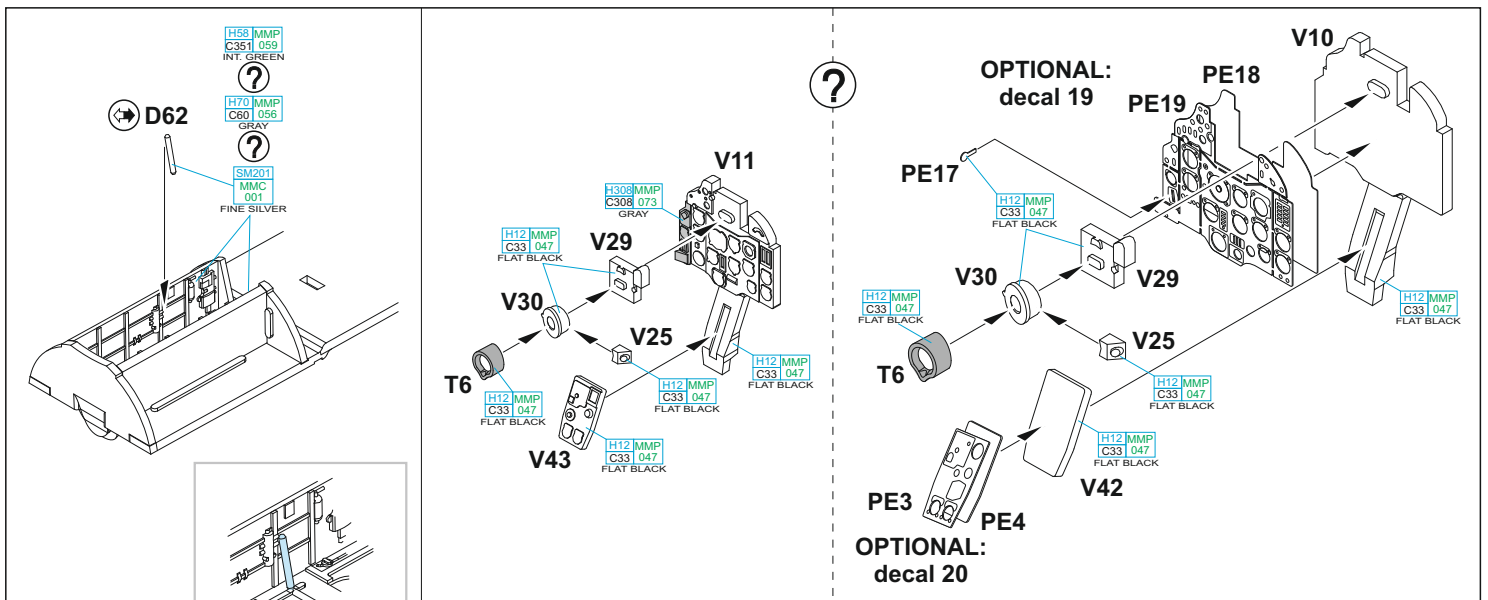
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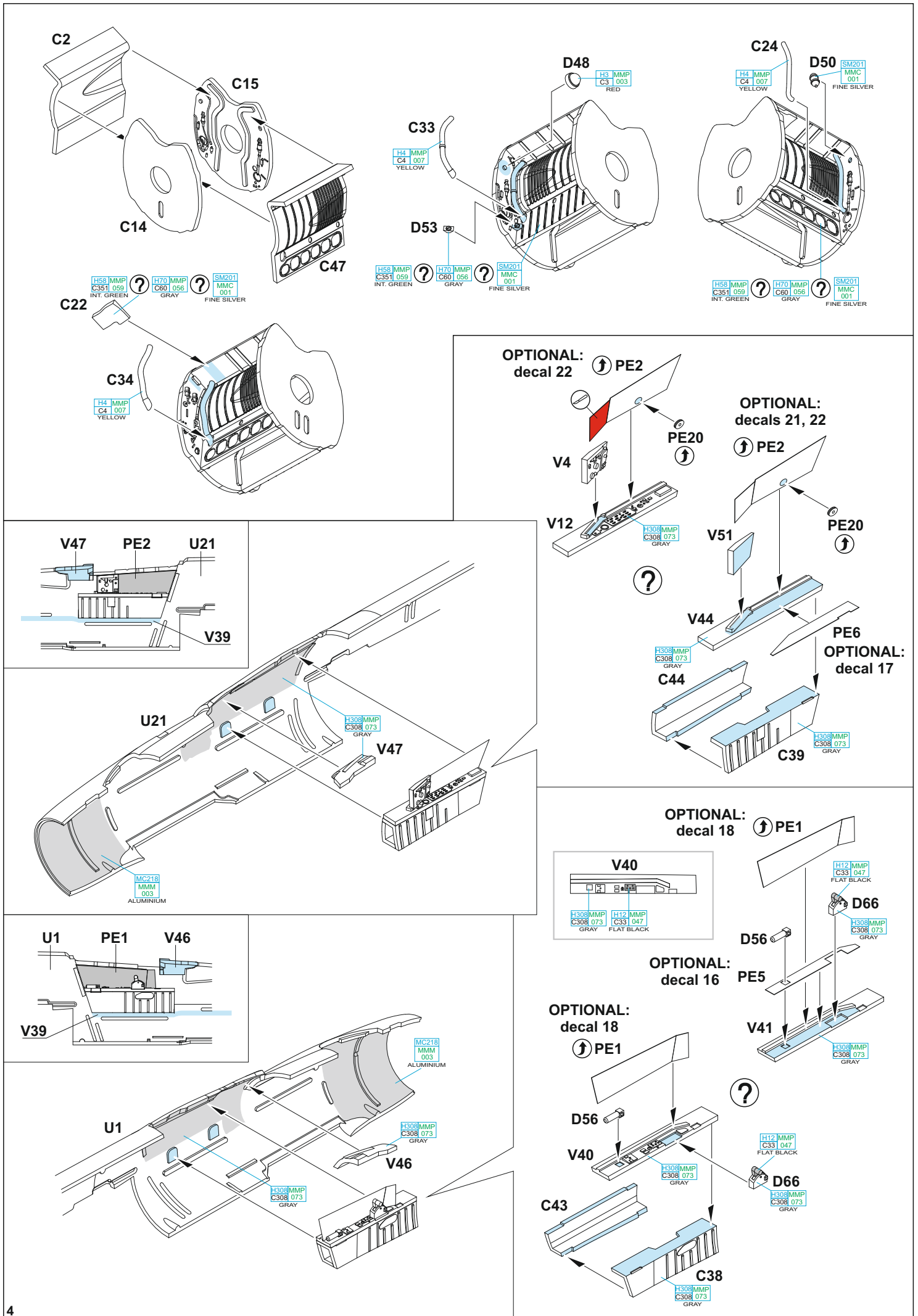


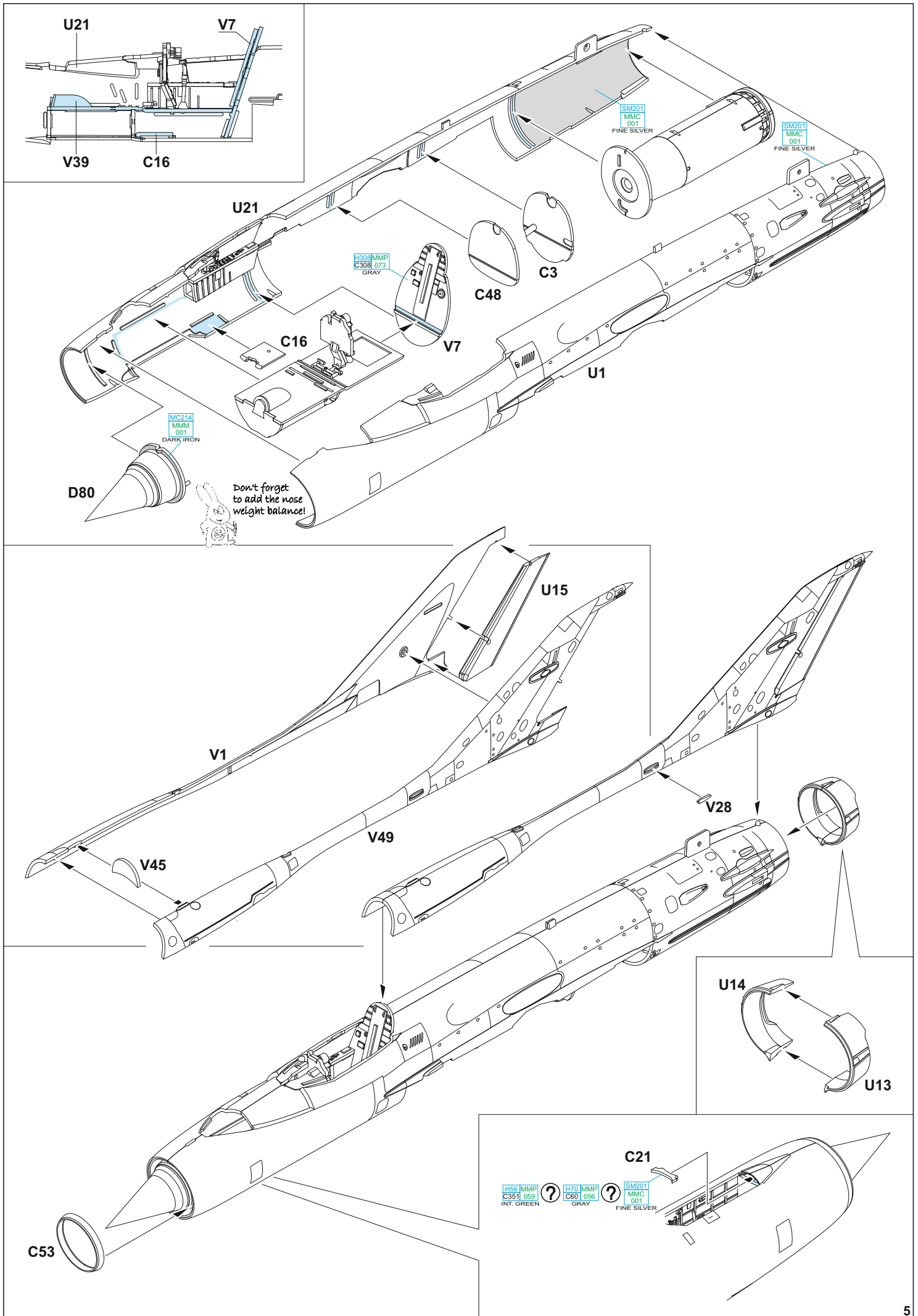
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
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
H26	C66		BRIGHT GREEN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H66	C119	MMP-119	SAND YELLOW
H67	C115	MMP-057	LIGHT BLUE
H70	C60	MMP-056	GRAY
H71	C21	MMP-076	MIDDLE STONE
H77	C137	MMP-040	TIRE BLACK
H81	C55	MMP-023	KHAKI

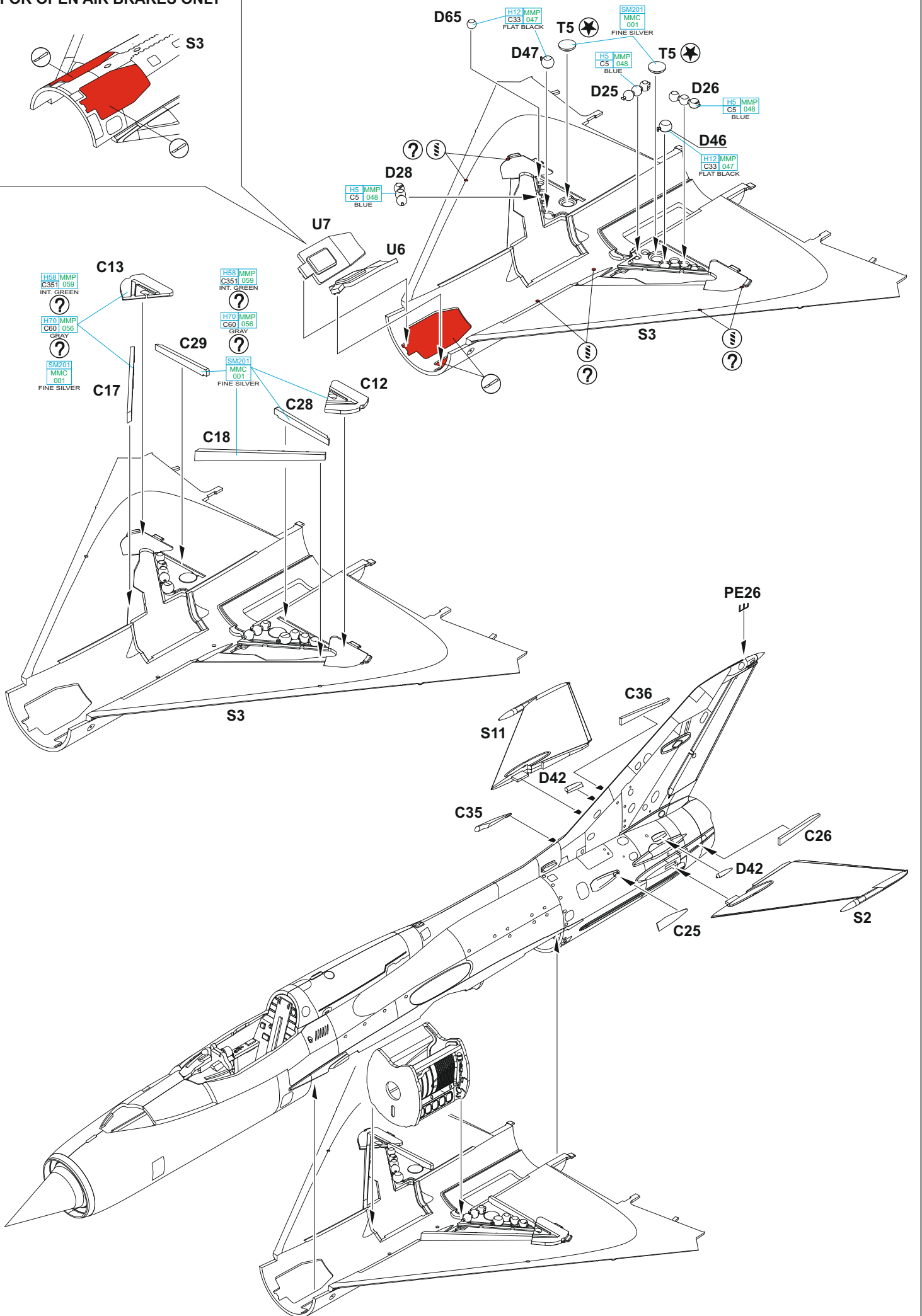
GSI Creos (GUNZE)			MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS		
H84	C42			MAHOGANY
H90	C47			CLEAR RED
H94	C138			CLEAR GREEN
H302	C302			GREEN
H303	C303	MMP-066		GREEN
H305	C305	MMP-084		GRAY
H308	C308	MMP-073		GRAY
H324	C324	MMP-116		LIGHT GRAY
H332	C332			LIGHT AIRCRAFT GRAY
H337	C337			GRAYISH BLUE
H417	C117	MMP-051		LIGHT BLUE
Mr.METAL COLOR		METALLICS		
MC213		MMM-006		STEEL
MC214		MMM-001		DARK IRON
MC218		MMM-003		ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS		
SM201		MMC-001		SUPER FINE SILVER 2

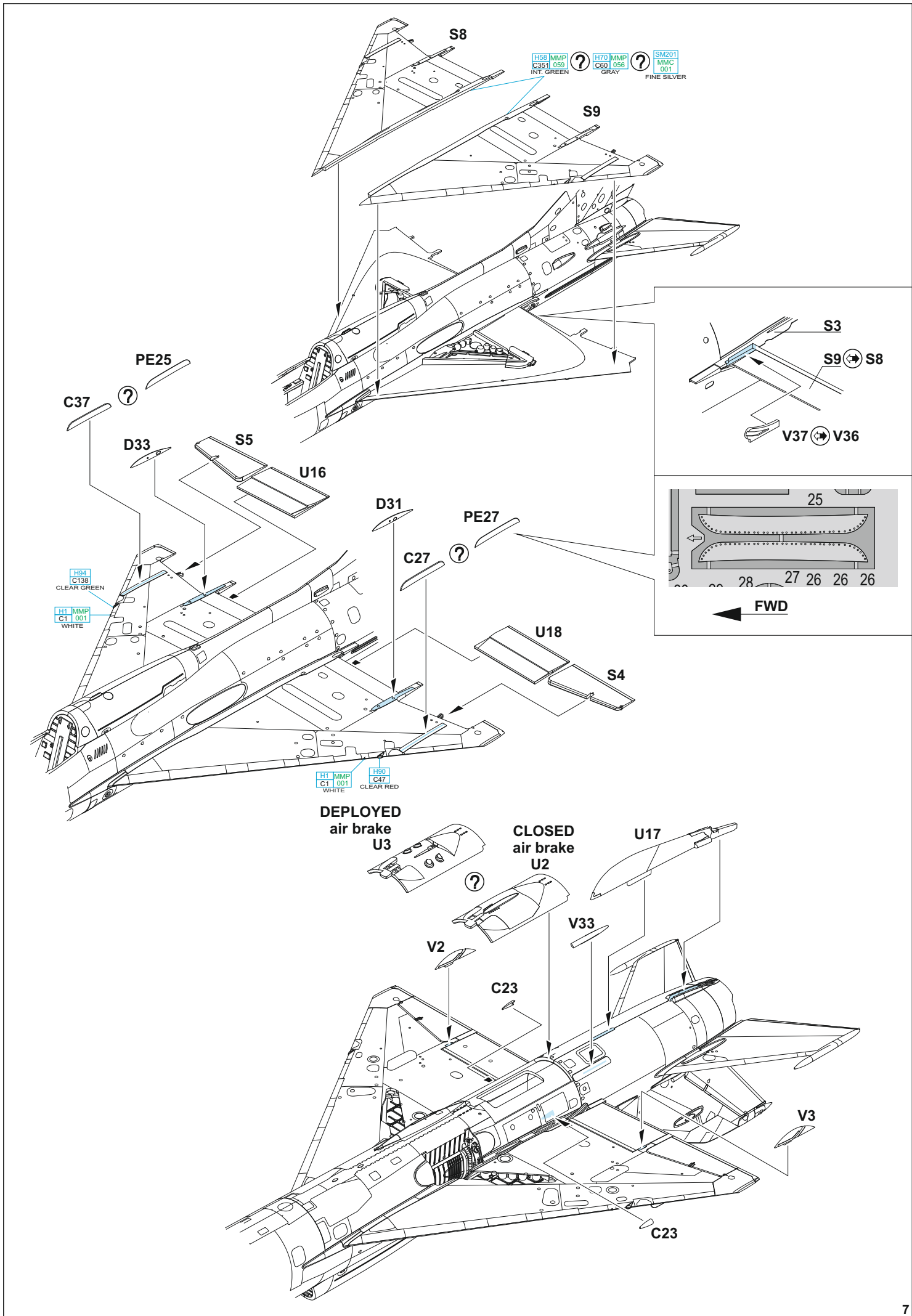




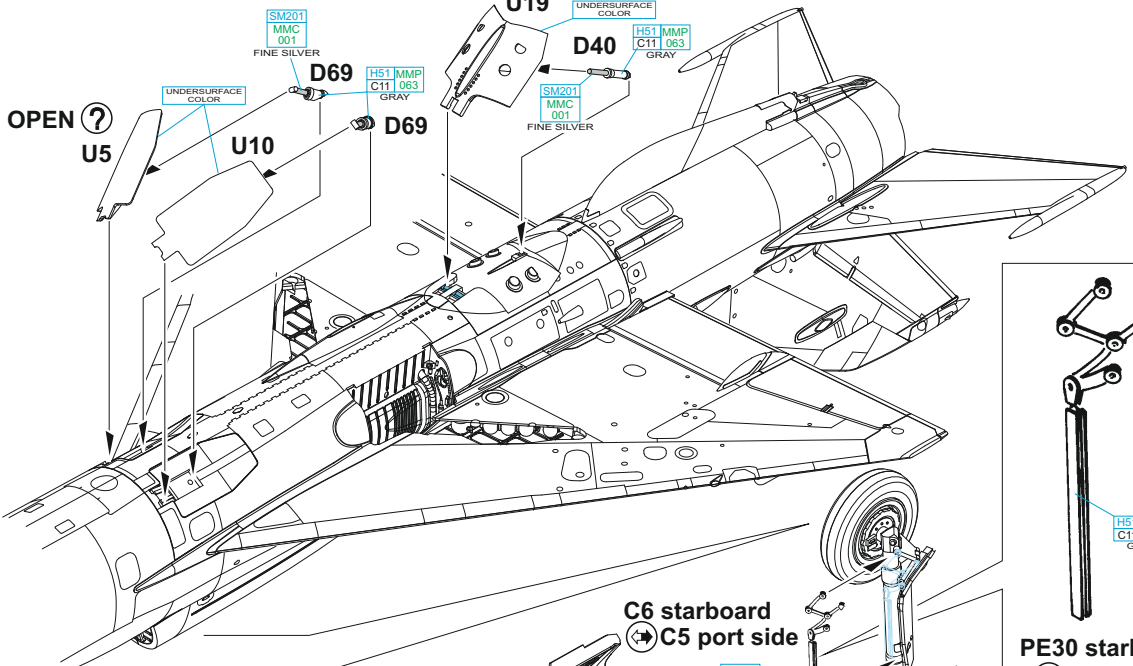
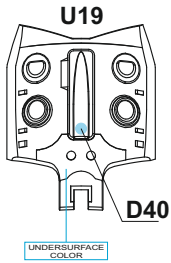


FOR OPEN AIR BRAKES ONLY

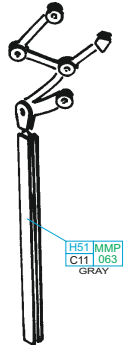




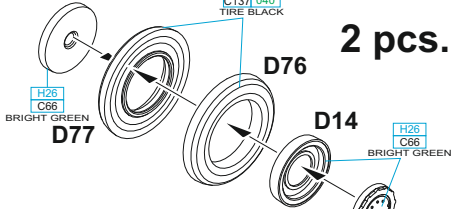
DEPLOYED air brake



28°



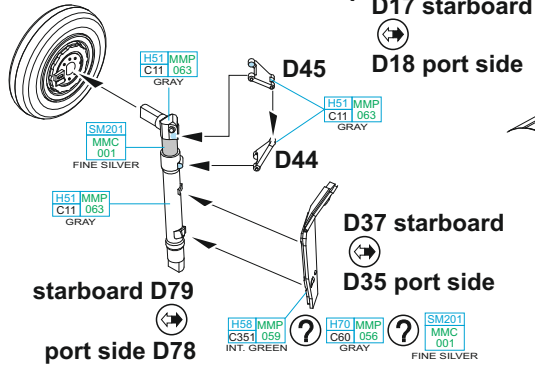
D12 ? D13



2 pcs.

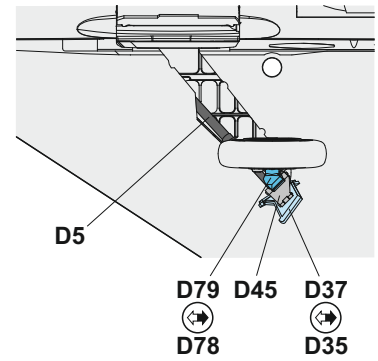
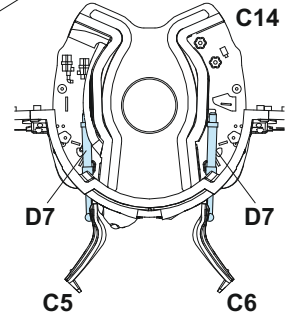
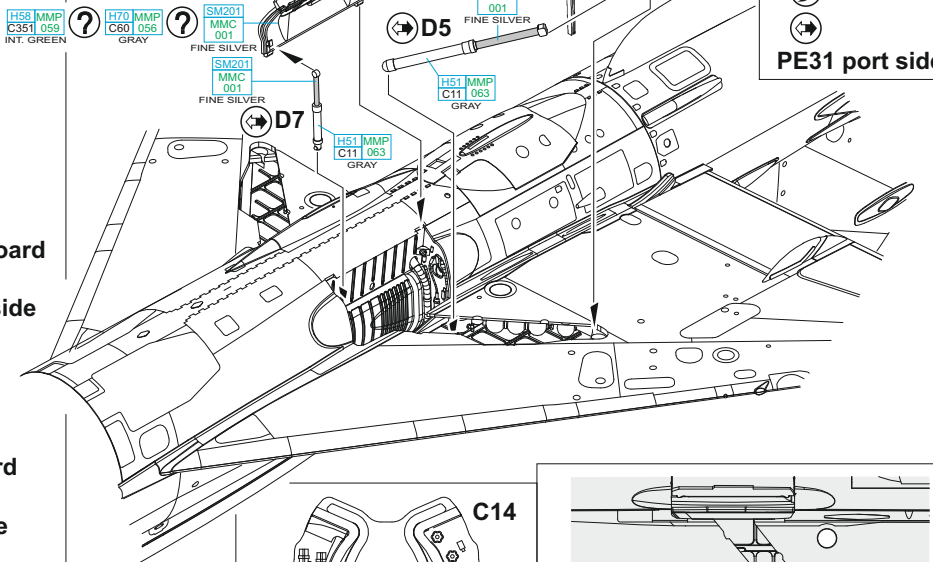
D17 starboard

D18 port side

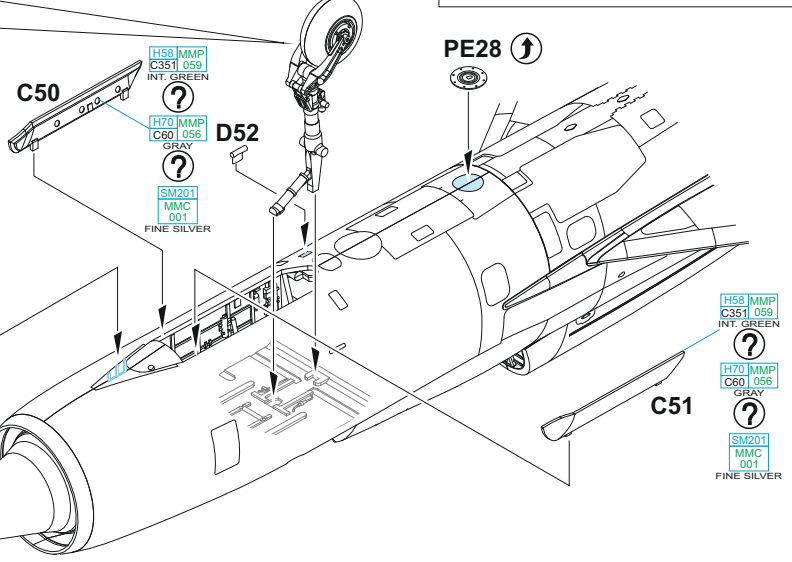
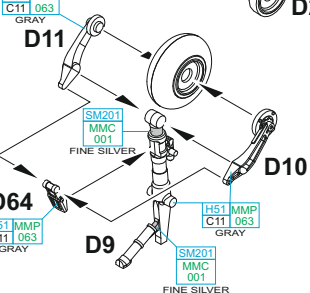
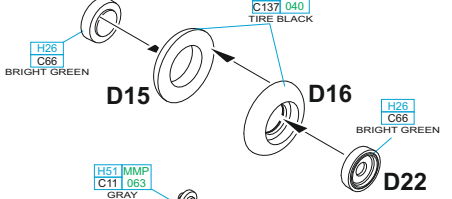


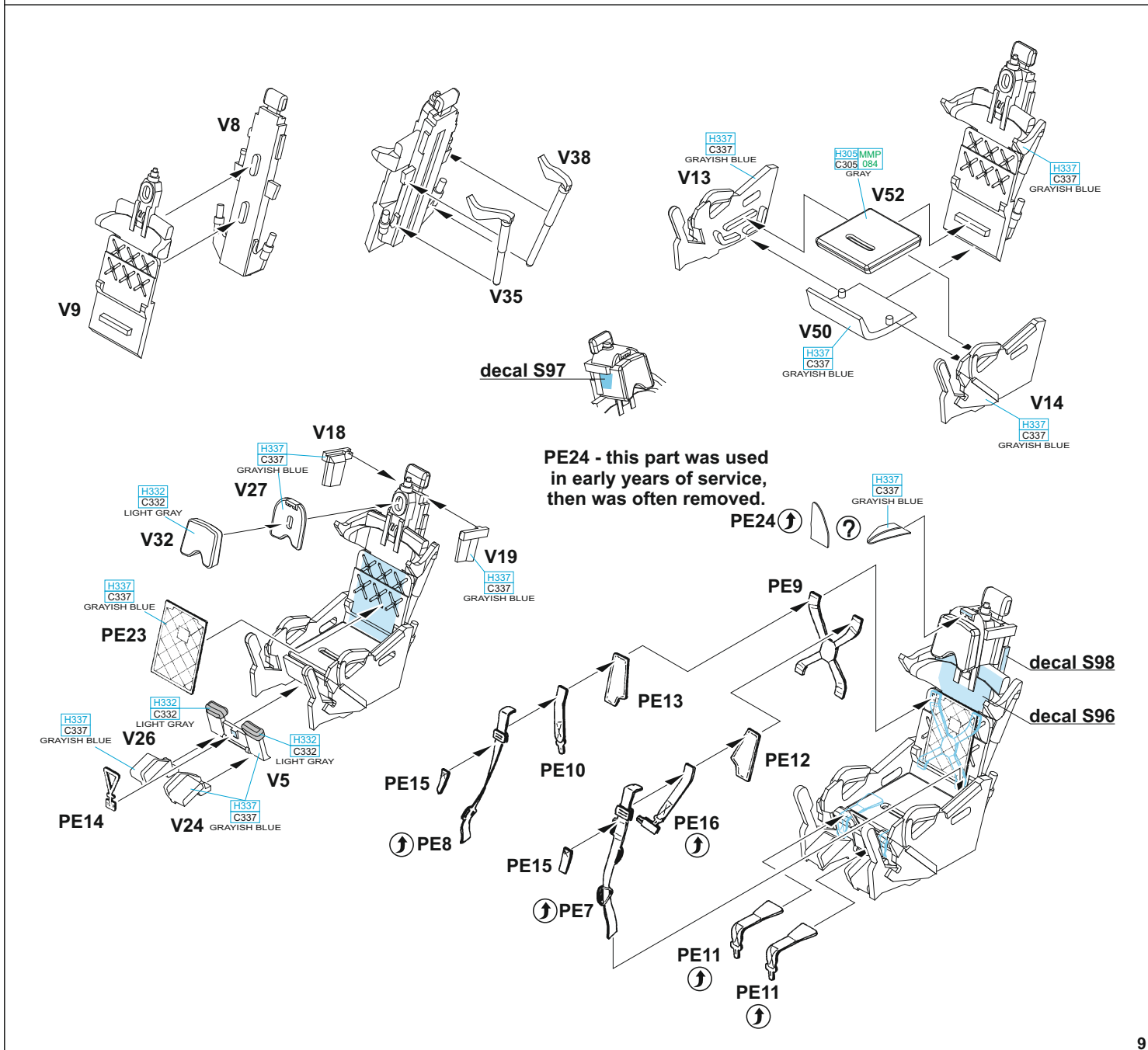
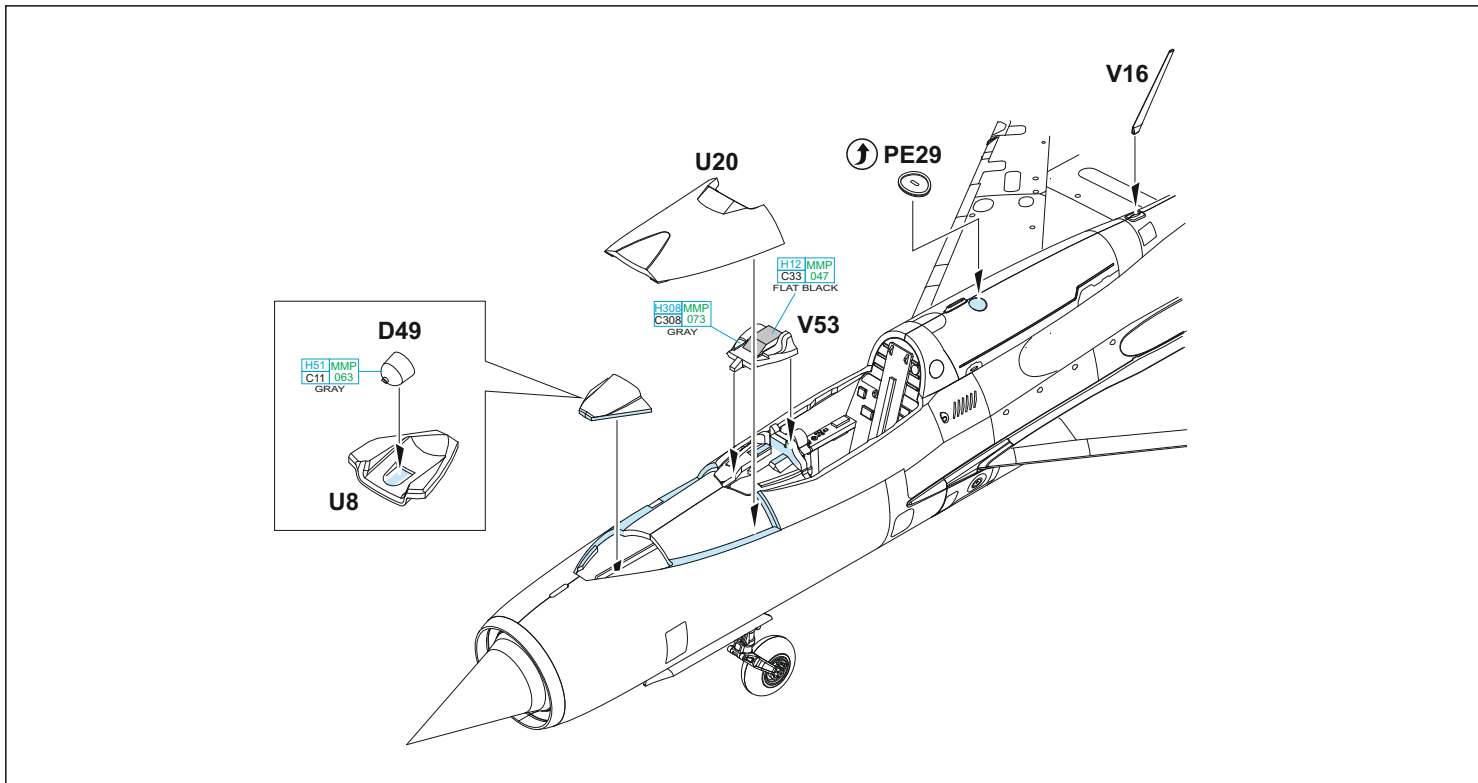
C6 starboard

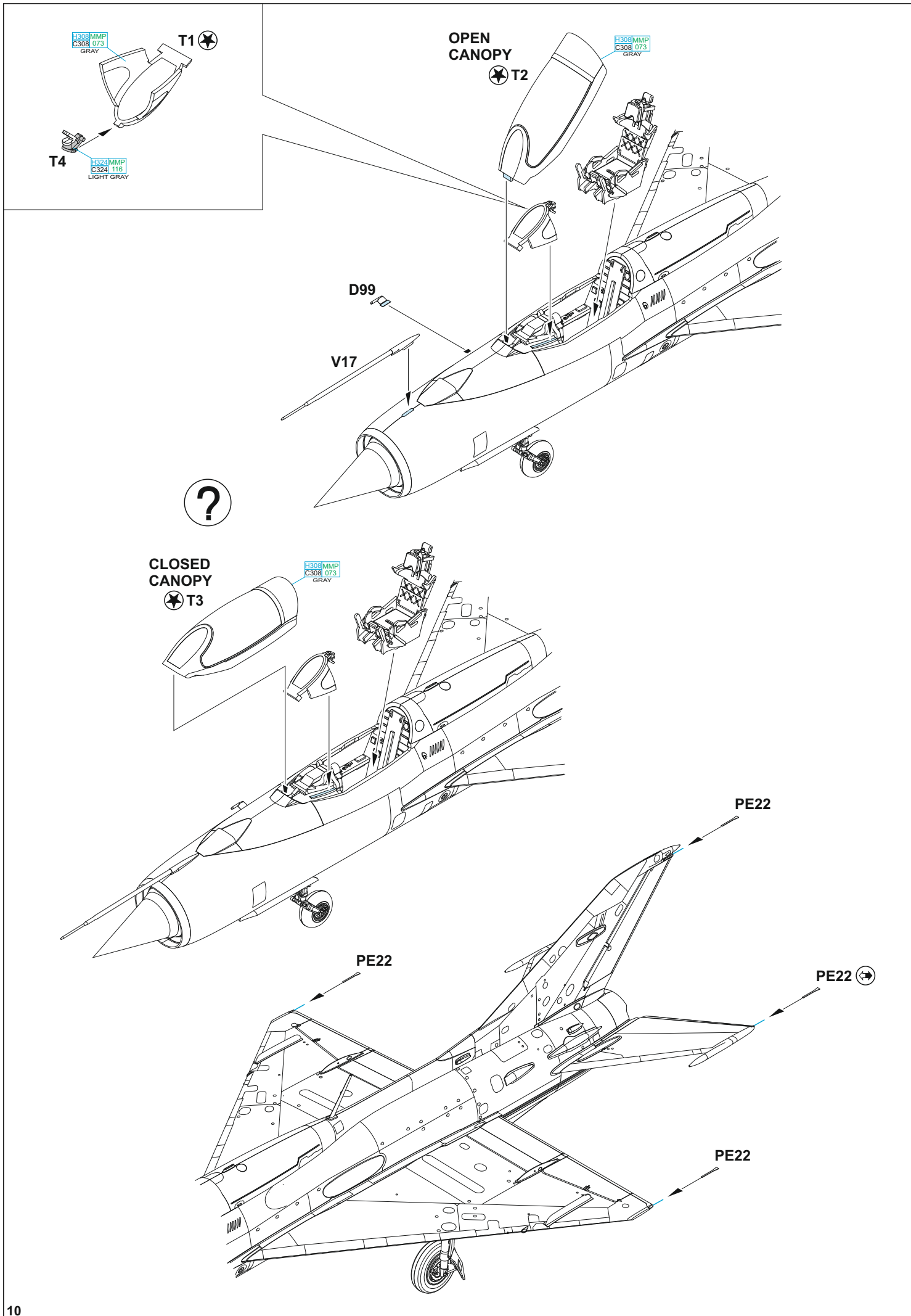
C5 port side



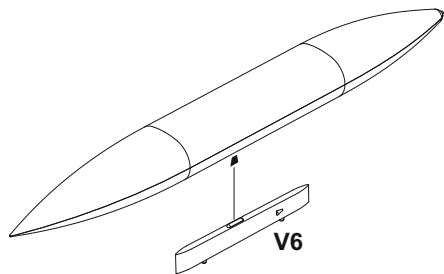
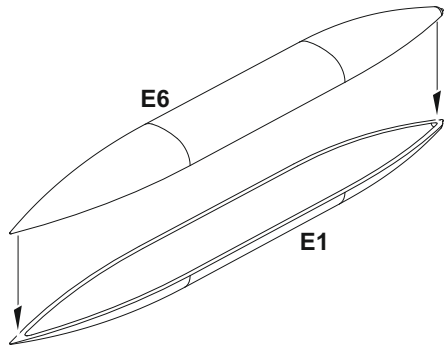
D21



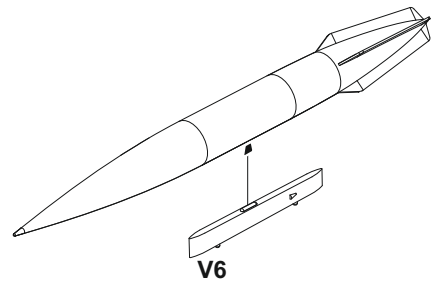
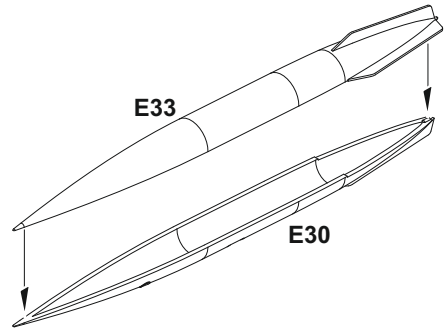




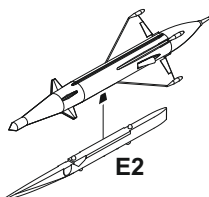
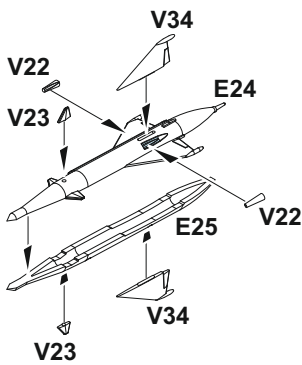
EXTERNAL FUEL TANK 800I



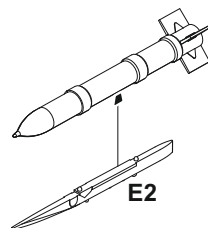
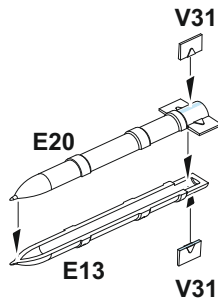
EXTERNAL FUEL TANK 490I



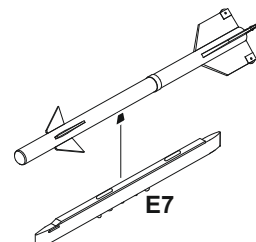
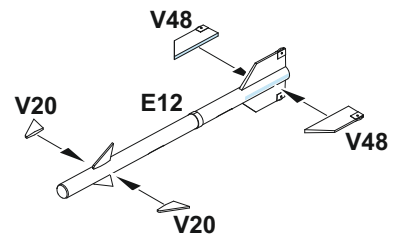
**RS-2US
2 pcs.**

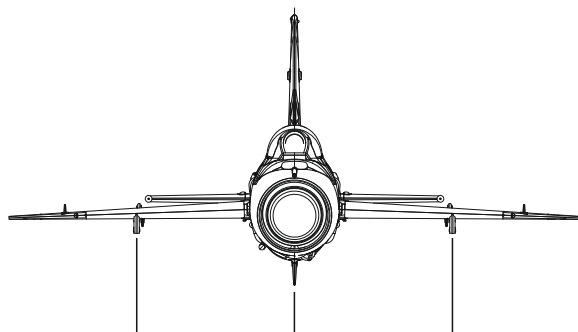
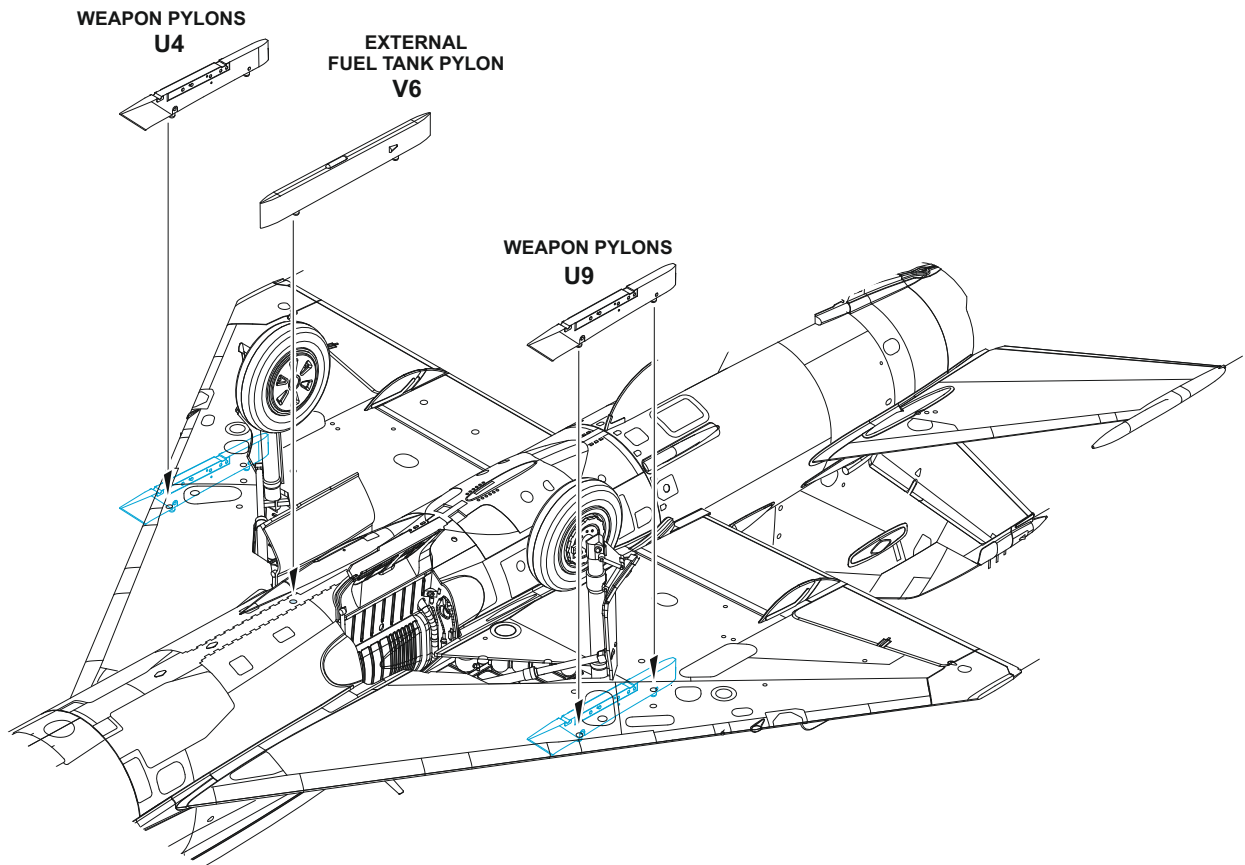


**S-24
2 pcs.**



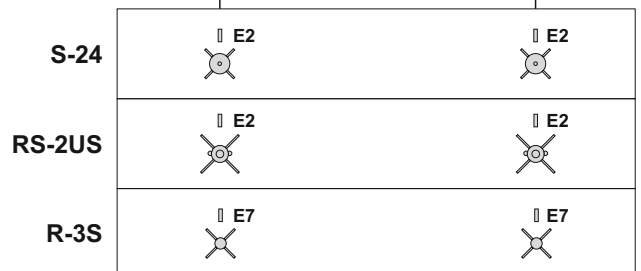
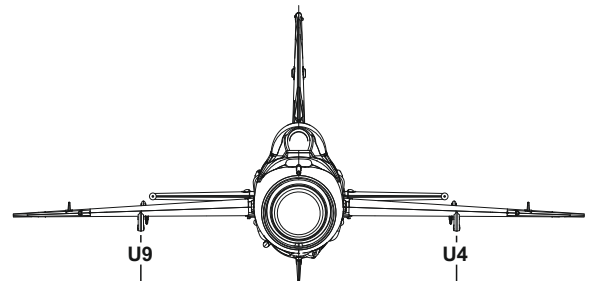
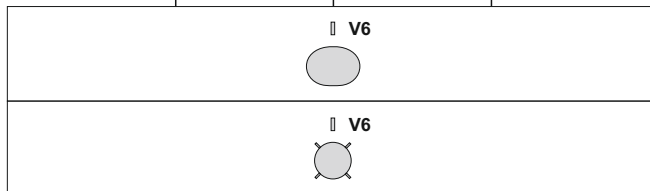
**R-3S
2 pcs.**





EXTERNAL
FUEL
TANK 800I

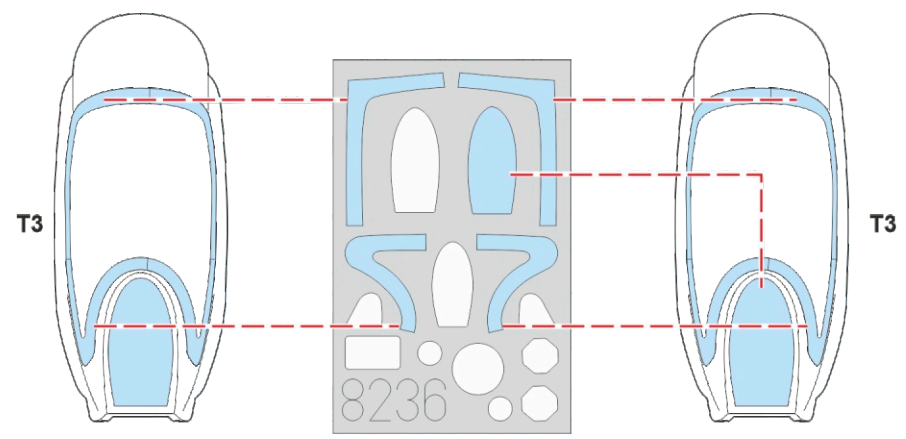
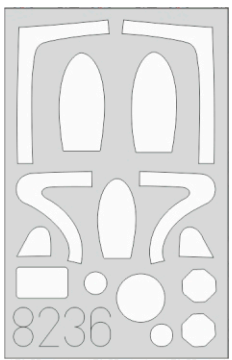
EXTERNAL
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TANK 490I



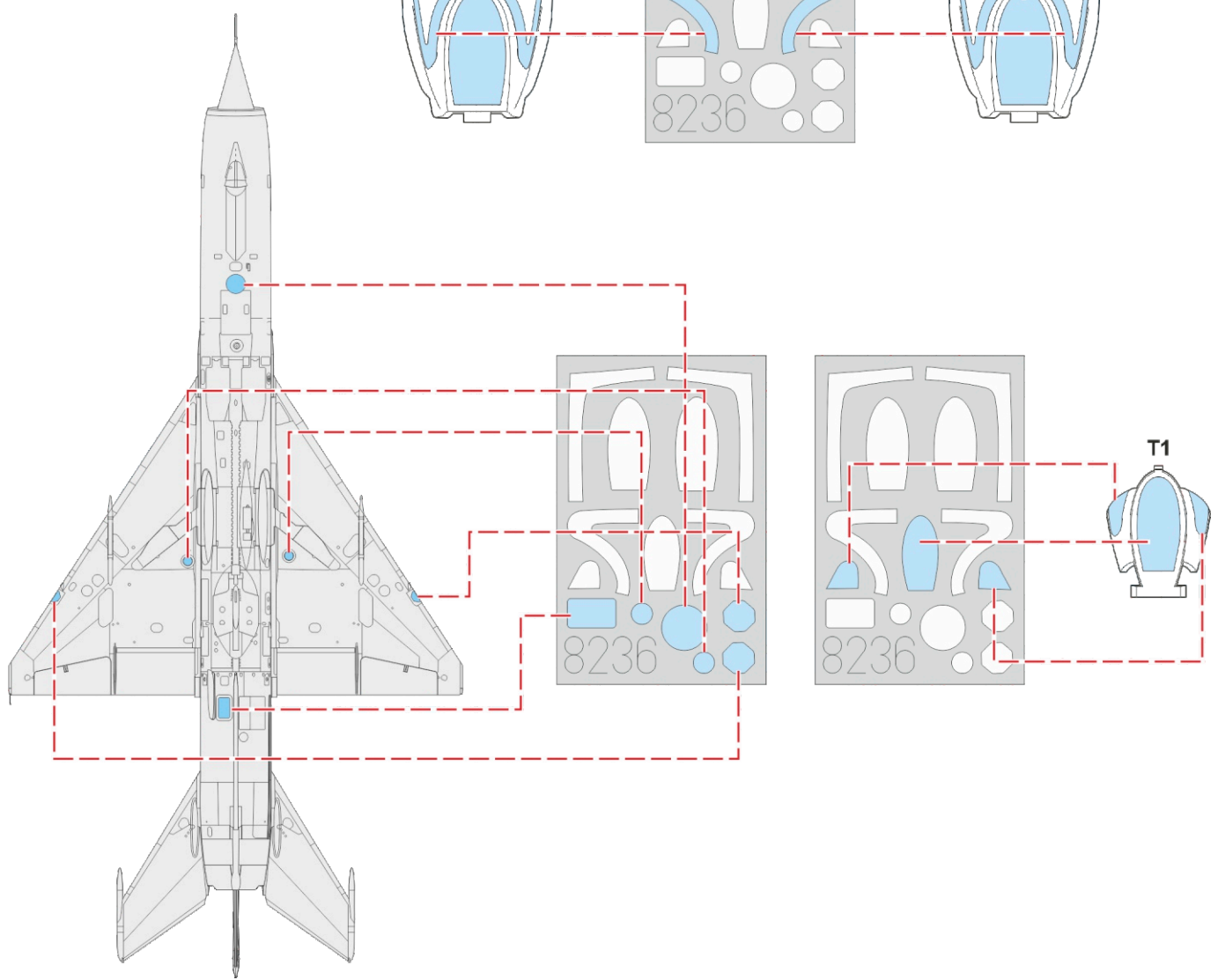
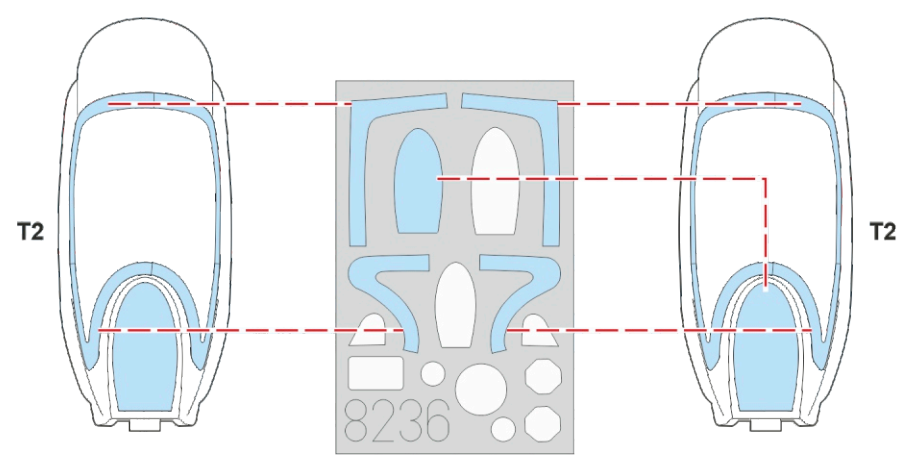
**TO CHOOSE WEAPON AND EXTERNAL
FUEL TANK OPTION PLEASE
FOLLOW YOUR REFERENCE.**

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

8236



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A No. 4326, 921st Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, late 60s/early 70s

This aircraft was delivered to Vietnam in 1966 and served as a part of 921st Fighter Regiment. Thirteen red stars painted on the nose depict victories gained by the pilots who flew this aircraft. One of them was Nguyen Van Coc, the most successful Vietnamese fighter ace with nine confirmed kills to his credit. He downed F-4B BuNo. 151485 on May 7, 1968 while at the controls of this particular MiG. 'Red 4326' is currently displayed in Air Force museum in Hanoi.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 8236

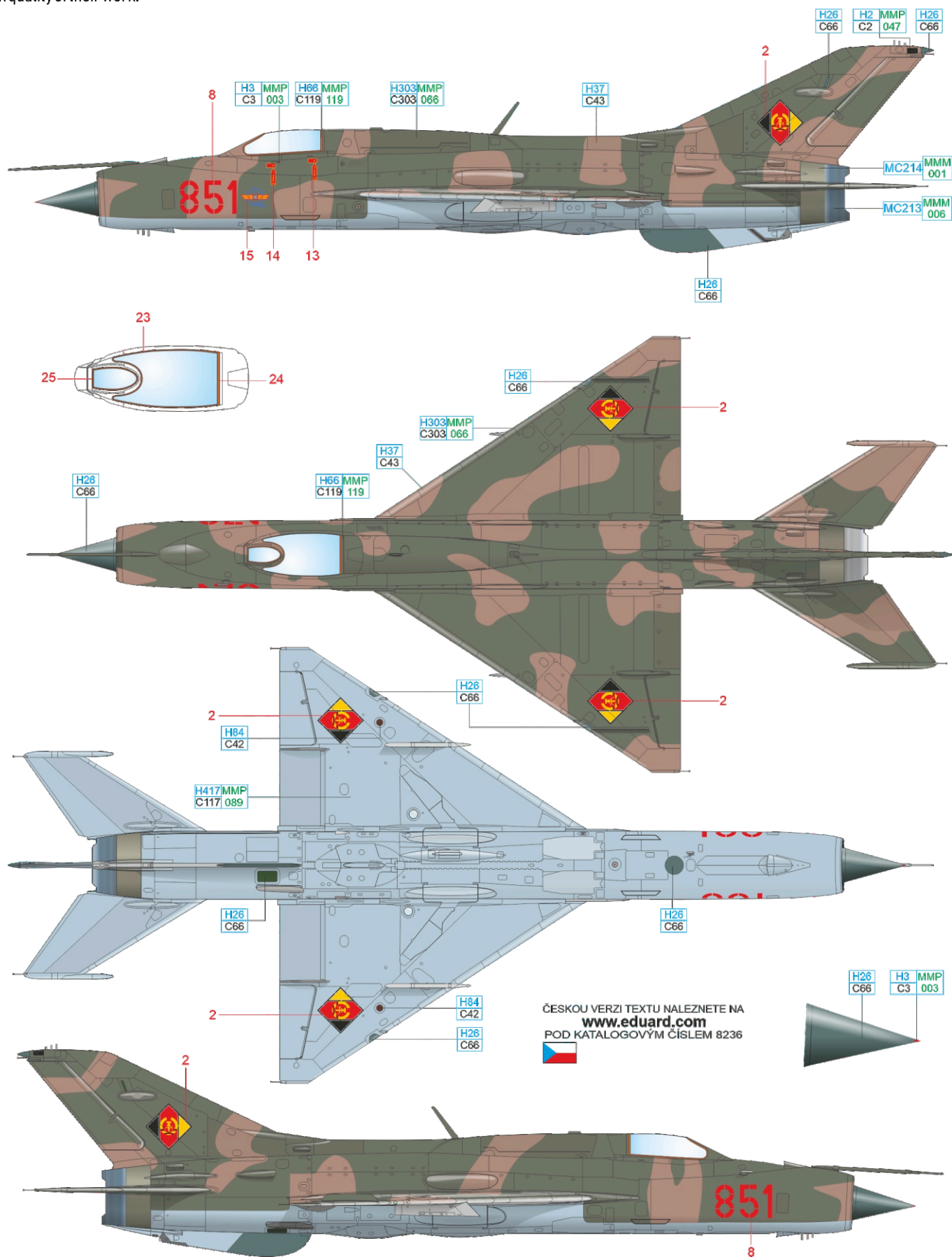


STAINLESS STEEL	MC213	MMM 006	FINE SILVER	SM201	MMC 001	BLACK	H2	MMP C2	047
DARK IRON	MC214	MMM 001	BRIGHT GREEN	H26	C66	RED	H3	MMP C3	003
						MAHOGANY	H84	C42	SAND YELLOW
							H66	MMP C119	119



B c/n 761008, Jagdfliegergeschwader 2, Trollehagen Air Base, German Democratic Republic, late 80s

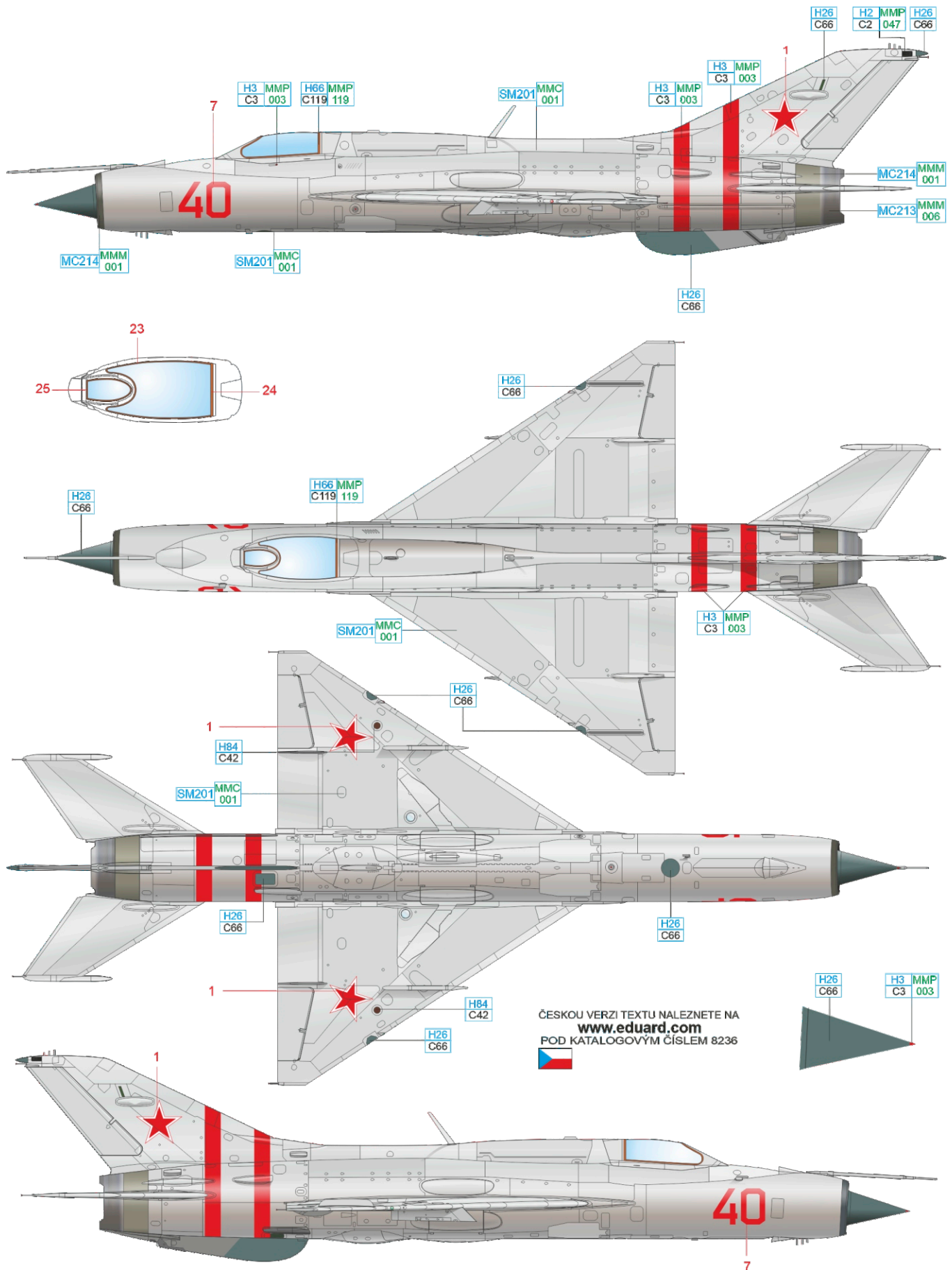
East German air force received this MiG on May 1, 1965. The aircraft was flown by JG 8, JG 9 and finally by JG 2. The aircraft was put out of service in 1988 and scrapped shortly afterwards despite a plan to sell it to Iran. This MiG became well known thanks to a propaganda movie. The fuselage number was changed to "Red 1851" for filming. The Q-badge painted on the left side of the nose indicated that the ground personnel responsible for this aircraft were recognized for the high quality of their work.



STAINLESS STEEL	MC213	MMM 006	LIGHT BLUE	H417	MMP C117 089	SAND YELLOW	H66	MMP C119 119	BLACK	H2	MMP C2 047
DARK IRON	MC214	MMM 001	BRIGHT GREEN	H26	C66	GREEN	H303	MMP C303 066	BROWN	H37	C43
									RED	H3	MMP C3 003
									MAHOGANY	H84	C42

C Soviet Air Force, České Budějovice Air Base, Czechoslovakia, late August 1968

On August 21, 1968, Warsaw Pact armed forces led by the Soviet Union began to occupy Czechoslovakia. This act, coded Operation 'Danube', led to the Soviet occupation of Czechoslovakia lasting over twenty years. The MiG-21PF 'Red 40' participated in the invasion of Czechoslovakia in August, 1968. Two red bands on the tail marked aircraft that were used during Operation Danube.

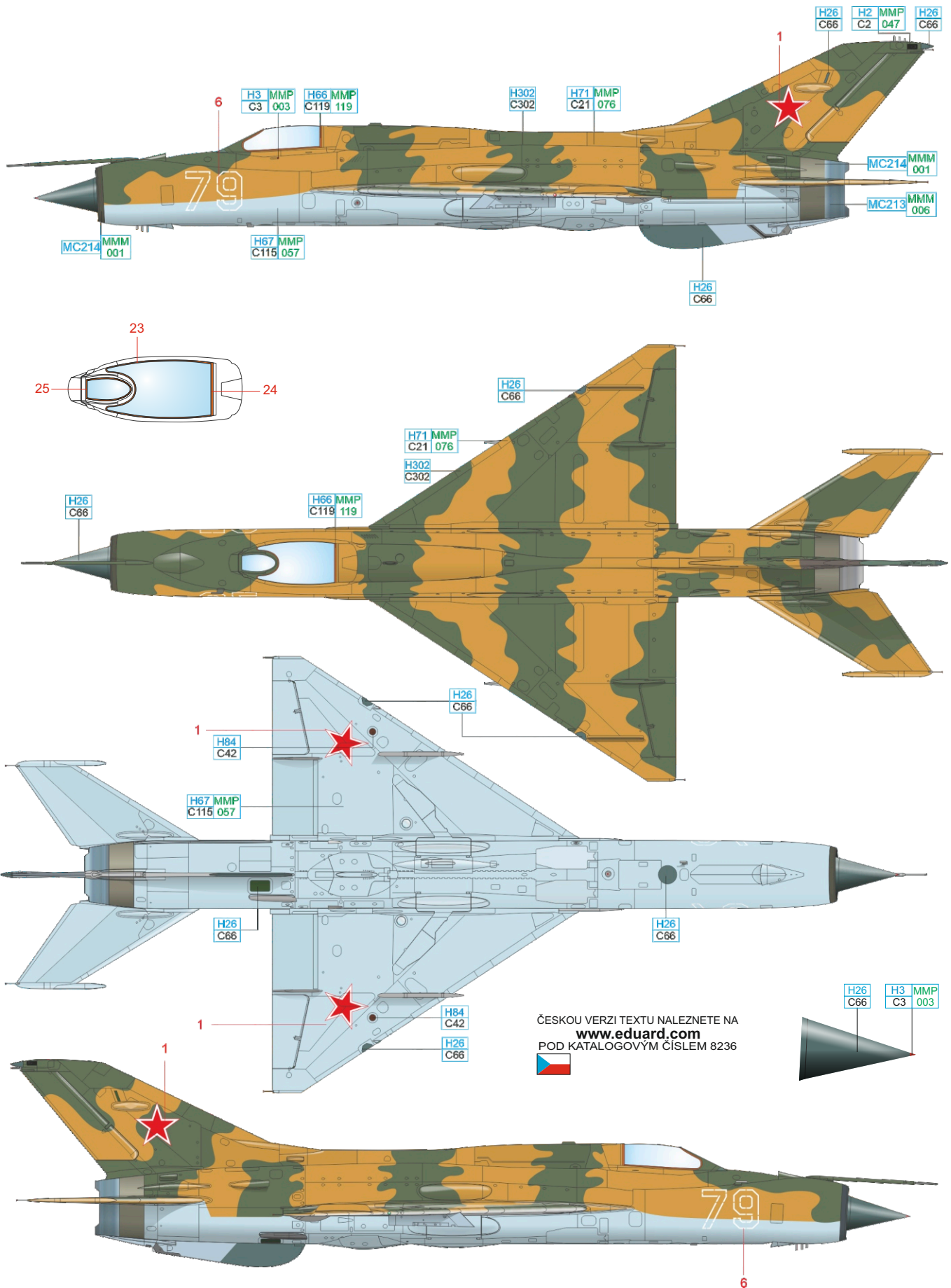


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STAINLESS STEEL	MC213	MMM 006	FINE SILVER	SM201	MMC 001	SAND YELLOW	H66	MMP C119 119
DARK IRON	MC214	MMM 001	BRIGHT GREEN	H26	C66	BLACK	H2	MMP C2 047
						RED	H3	MMP C3 003
							MAHOGANY	H84 C42

D 702nd UAP, Chernigov Air Base, Soviet Union, 1980s

One of the school aviation regiments that flew from air bases located in the Ukraine was 702nd UAP. This aircraft was photographed at Chernigov Air Base in the eighties, although the regiment was based in Umani. 702nd UAP was a part of Chernigov Higher Military Aviation School of Pilots along with three more school regiments. This color profile is based on a black and white photo.



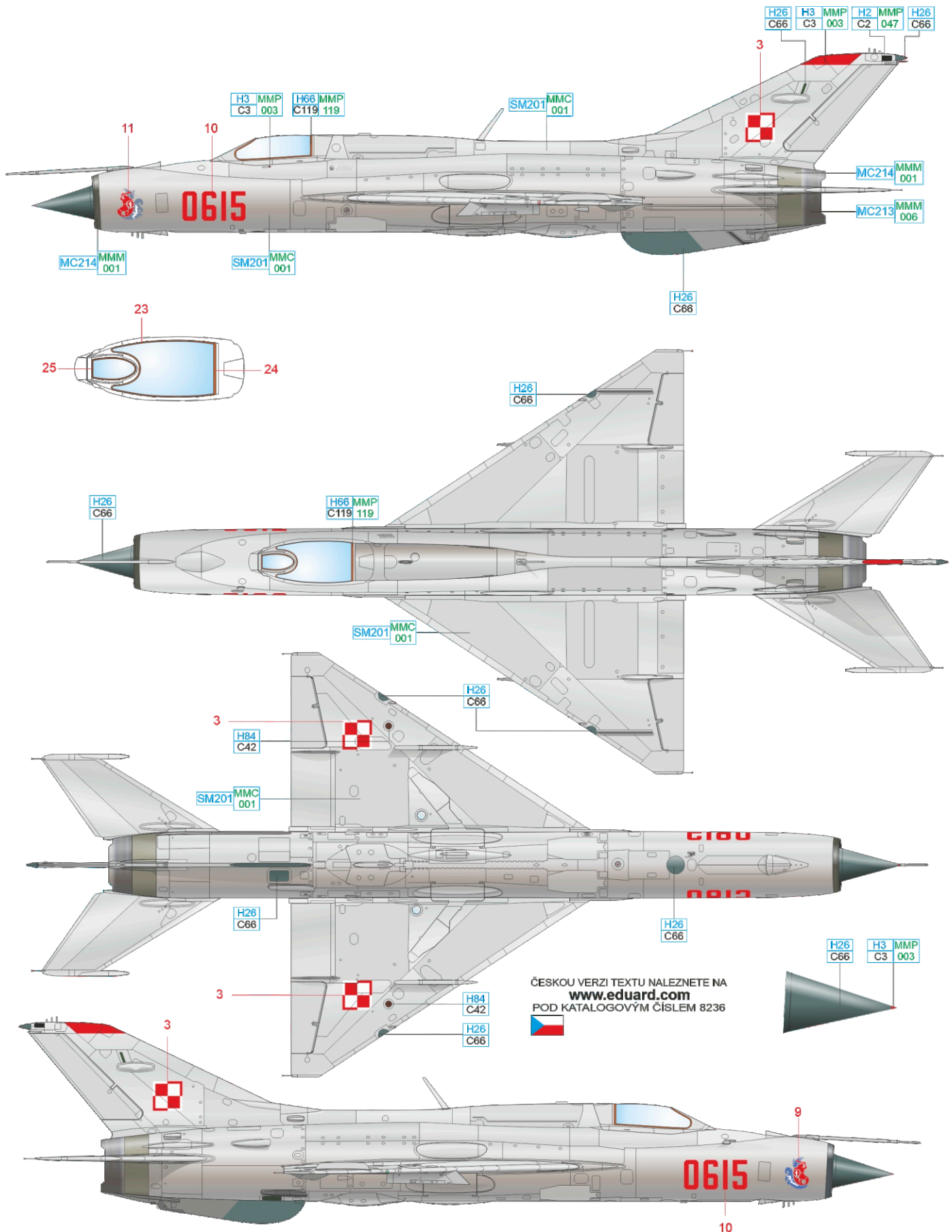
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 POD KATALOGOVÝM ČÍSLEM 8236



STAINLESS STEEL	MC213	MMM 006	SAND YELLOW	H66 MMP C119 119	MAHOGANY	H84 C42	BLACK	H2 MMP C2 047
DARK IRON	MC214	MMM 001	BRIGHT GREEN	H26 C66	LIGHT BLUE	H67 MMP C115 057	MIDDLE STONE	H71 MMP C21 076
							GREEN	H302 C302
							RED	H3 MMP C3 003

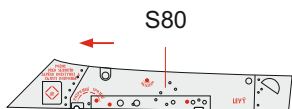
E 1. Pułk Lotnictwa Myśliwskiego, Siły Powietrzne, Minsk Mazowiecki Air Base, Poland, 1980s

This MiG-21PF is one of the aircraft displayed in the Polish Army Museum in Warsaw. It was accepted by the Polish Air Force during early January, 1965, and served with various fighter regiments. The last military unit that flew 'Red 0615' was the 1st Fighter Regiment (1. plm). The aircraft is listed here from 1971 to 1974 and from March 1980 till the end of August 1988. The unit badge depicting a mermaid is painted on both sides of the nose.

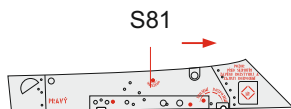


STAINLESS STEEL	MC213	MMM	006	FINE SILVER	SM201	MMC	001
DARK IRON	MC214	MMM	001	BRIGHT GREEN	H26	C66	BLACK
					H2	MMP	C2
					047	RED	
					H3	MMP	C3
					003	MAHOGANY	H84
					C42	SAND YELLOW	H66
					C119	119	

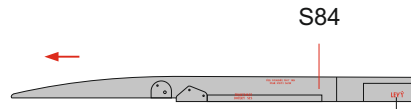
LEFT PYLON



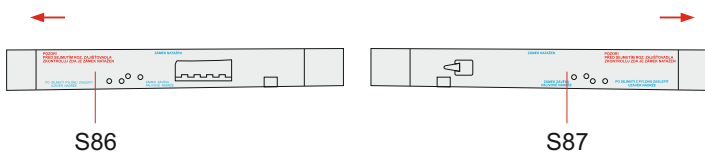
RIGHT PYLON



LEFT APU-7



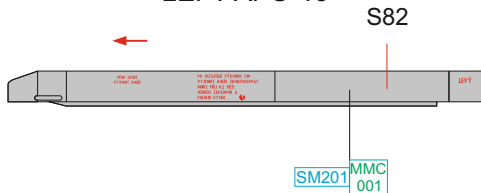
FUSELAGE PYLON



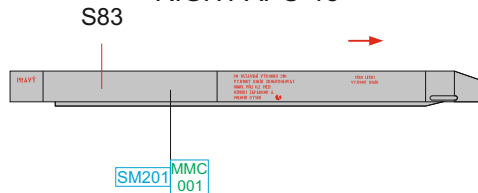
RIGHT APU-7



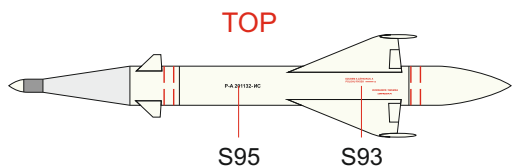
LEFT APU-13



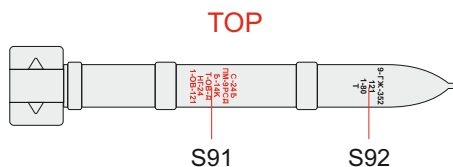
RIGHT APU-13



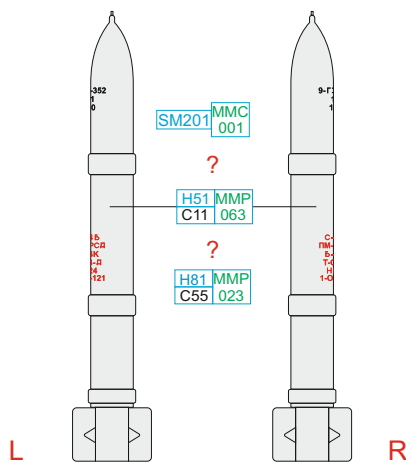
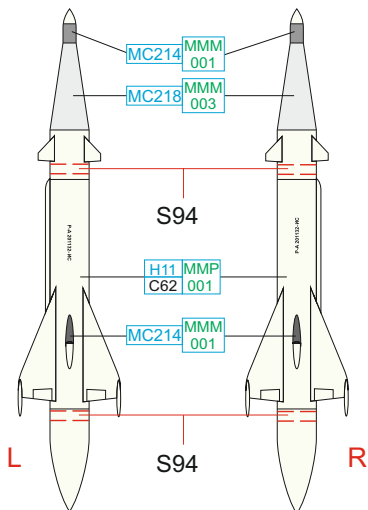
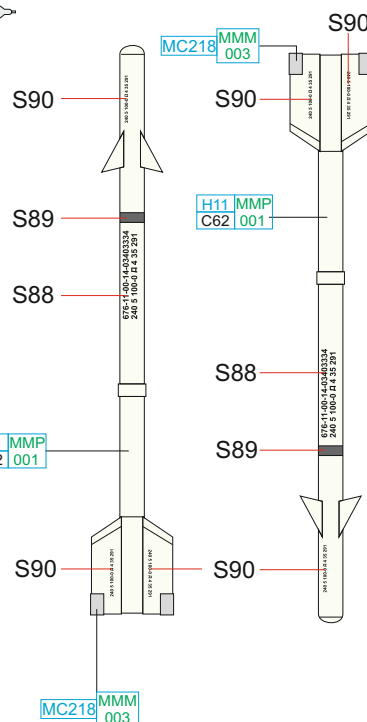
RS-2US



S-24



R-3S



EXTERNAL FUEL TANK 800 I

TOP



EXTERNAL FUEL TANK 490 I

TOP

