

SOVIET SUPERSONIC FIGHTER

1/48 SCALE PLASTIC KIT

#11115



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, S, N and PD, 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 fighter-bomber 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 is specific to the building of a model of the MiG-21PFM. In factory documentation, the export version is identified as 'Izdelye 94A' and the version built for Soviet armed forces as 'Izdelye 94'. It was powered by a Tumanskiy R-11F2-300, and armed with a twin barreled GSh-23 23mm cannon with 200 rounds housed in the underbelly pod GP-9. Hardpoints could still be loaded with RS-3US, R-3S and R-3R missiles, UB-16-57 rocket pods, S-24 unguided rockets and bombs up to 500kg in size. NATO assigned MiG-21PFM the codename 'Fishbed F'.

ÚVODEM

MiG-21 byl další konstrukcí kanceláře Mikojan-Gurjevič, která se zařadila do výzbroje Sovětského svazu, zemí Varšavské smlouvy a dalších ozbrojených sil. Jeho předchůdci byly tak významné typy jako MiG-15, MiG-17 či nadzvukový MiG-19. Kořeny vývoje letounu sahají do první poloviny 50. let minulého století. V roce 1954 byl dokončen projekt Je-1, velmi rychle nahrazený druhým prototypem Je-2. Oba měly šípové křídlo. Prvním strojem s delta křídlem byl prototyp Je-4, který se do vzduchu dostal poprvé 16. června 1955. Představil se také na letecké přehlídce, která se konala o rok později na moskevském letišti Tušino. Jako první se do sériové výroby dostala verze MiG-21F, která společně s MiG-21P a MiG-21F-13 reprezentovala první generaci tohoto typu, vyráběnou na přelomu 50. a 60. let minulého století. Následovaly další, pokročilejší verze – PF, FL, PFM, R, S, N a PD, jejichž produkce vyvrcholila ve druhé polovině 60. let. Od roku 1968 probíhala výroba třetí generace, která zahrnovala například verze M, SM, MF, SMT, bis a další. Souběžně se stavěly také dvoumístné cvičné jednadvacítky MiG-21U, UM a US. Výroba MiGů-21 skončila v roce 1985 a do výzbroje je zařadilo okolo 50 zemí světa. MiG-21 měl během studené války své protějšky v typech Northrop F-5 Freedom Fighter či Dassault Mirage III. Vojska NATO dalo typu kódové označení Fishbed. Stal se v největších počtech vyráběným nadzvukovým letounem. Nové stroje v Sovětském svazu sjížděly z továrních linek v Moskvě, Gorkém a Tbilisi. V licenci se stavěla verze MiG-21F-13 v Československu a MiG-21FL, M a bis v Indii u Hindustan Aeronautics Ltd. V Sovětském svazu vzniklo 10 645 exemplářů všech verzí, v Československu 194 kusů a v Indii 657 strojů. Kromě ozbrojených sil Sovětského svazu létal s řadě zemí, s výjimkou Austrálie na všech kontinentech. Zúčastnil se řady válečných konfliktů, včetně války ve Vietnamu, indicko-pákistánských potyček, kubánského tažení v Angole či arabské snahy o zničení Izraele. Díky největšímu zapojení do bojových akcí se největší počet stíhacích es zrodil ve Vietnamu. Na čele žebříčku stojí Nguyen Van Coc s devíti sestřely. V roli přepadového stíhacího letounu sloužily MiGy-21 v Sovětském svazu a dalších zemích Varšavské smlouvy až do 80. let, kdy jej jako plnohodnotná náhrada začaly z prvoliniové služby vytlačovat nové MiGy-29 Fulcrum.

Z této stavebnice si můžete postavit MiG-21PFM. V tovární dokumentaci tato verze figuruje pod označením Izdělje 94A pro exportní stroje a Izdělje 94 pro letouny určené pro sovětské ozbrojené síly. Poháněl jej motor Tumanskiy R-11F2-300. Výzbroj tvořil dvouhlavňový kanon GŠ-23 ráže 23 mm se zásobou 200 ran v kontejneru GP-9 pod trupem. Podvěsnou výzbroj tvořily rakety RS-3US, R-3S, R-3R, popř. raketové bloky UB-16-57, protizemní neřízené rakety S-24 a pumy do 500 kg. V kódu NATO nesly stroje označení Fishbed F.

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 lepidla 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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

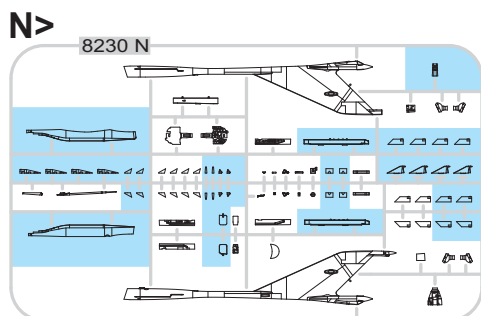
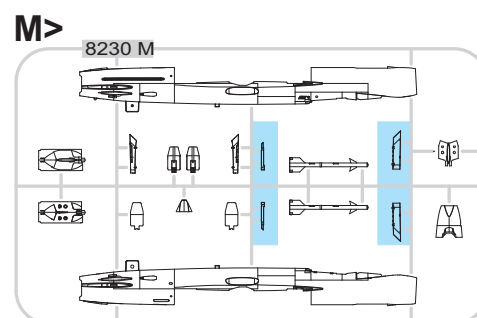
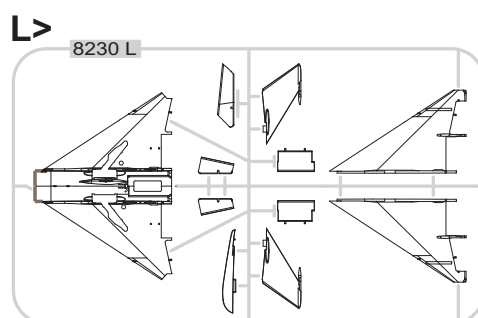
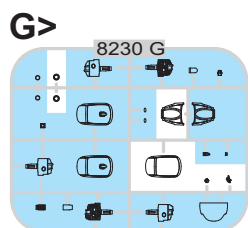
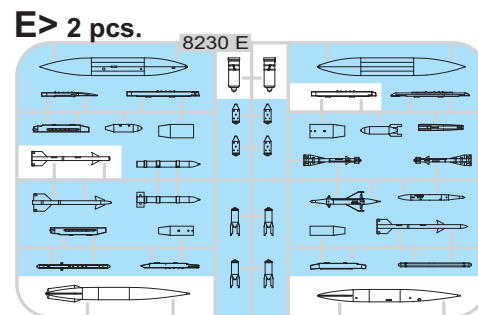
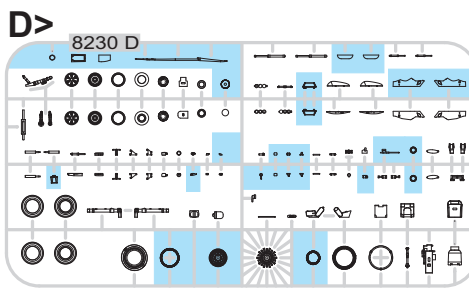
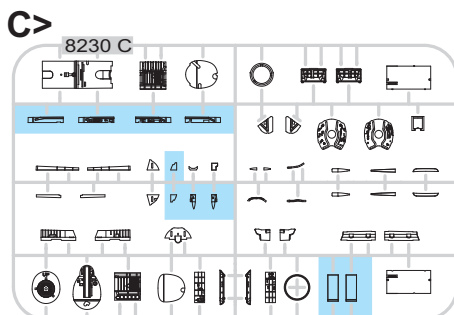
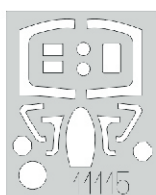


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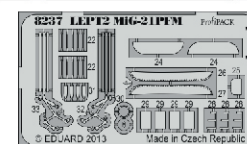
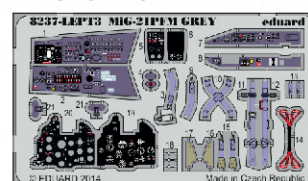


部品

PLASTIC PARTS

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



PEINTURE

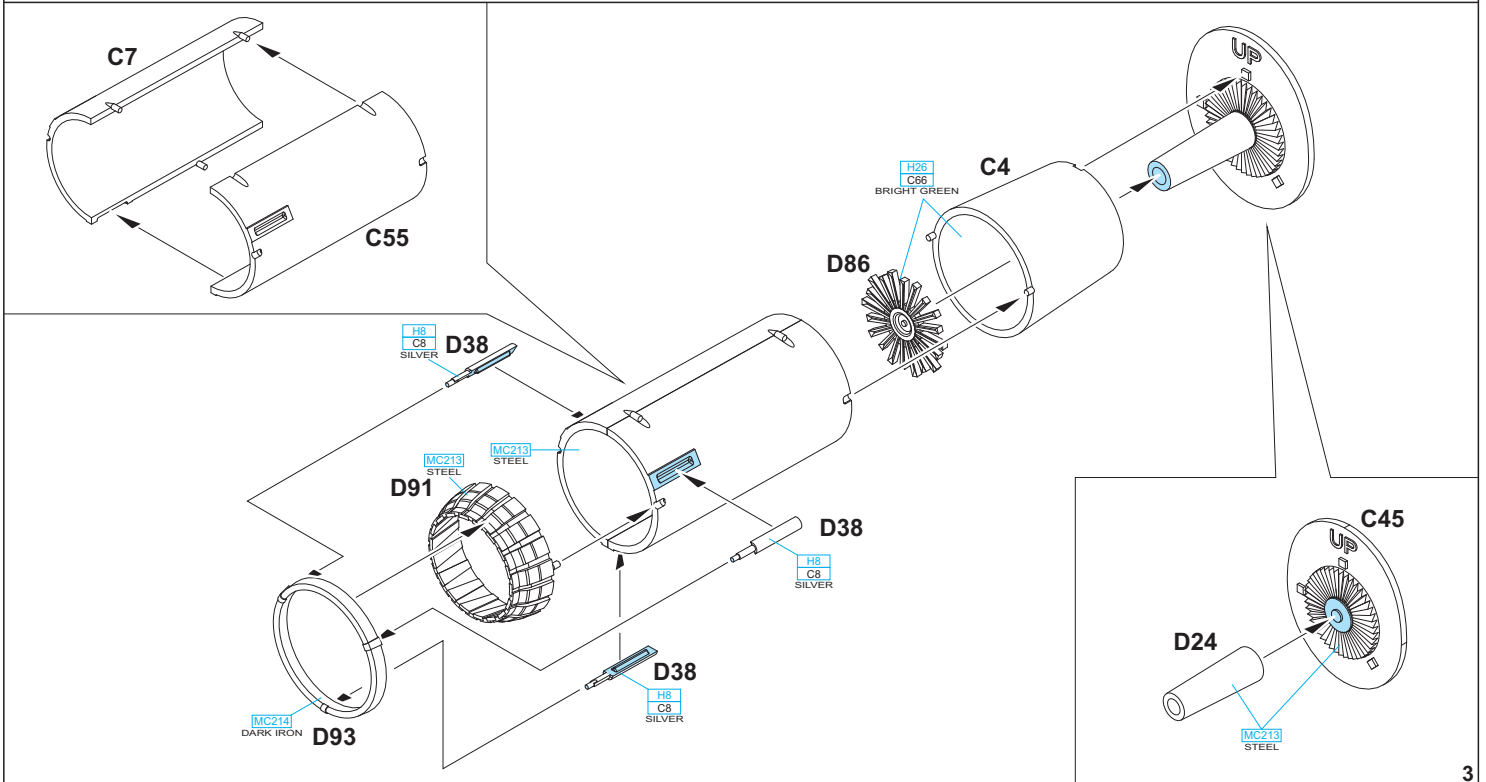
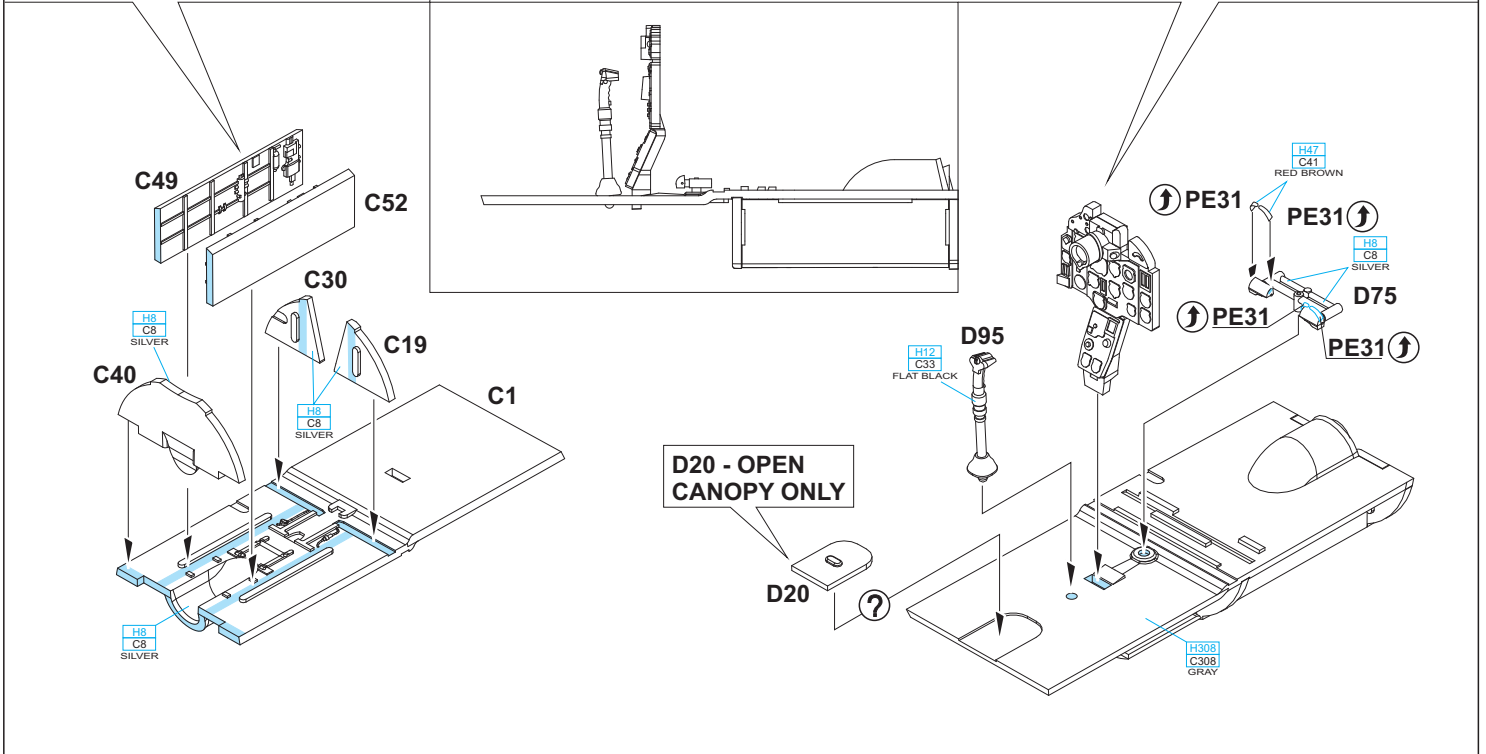
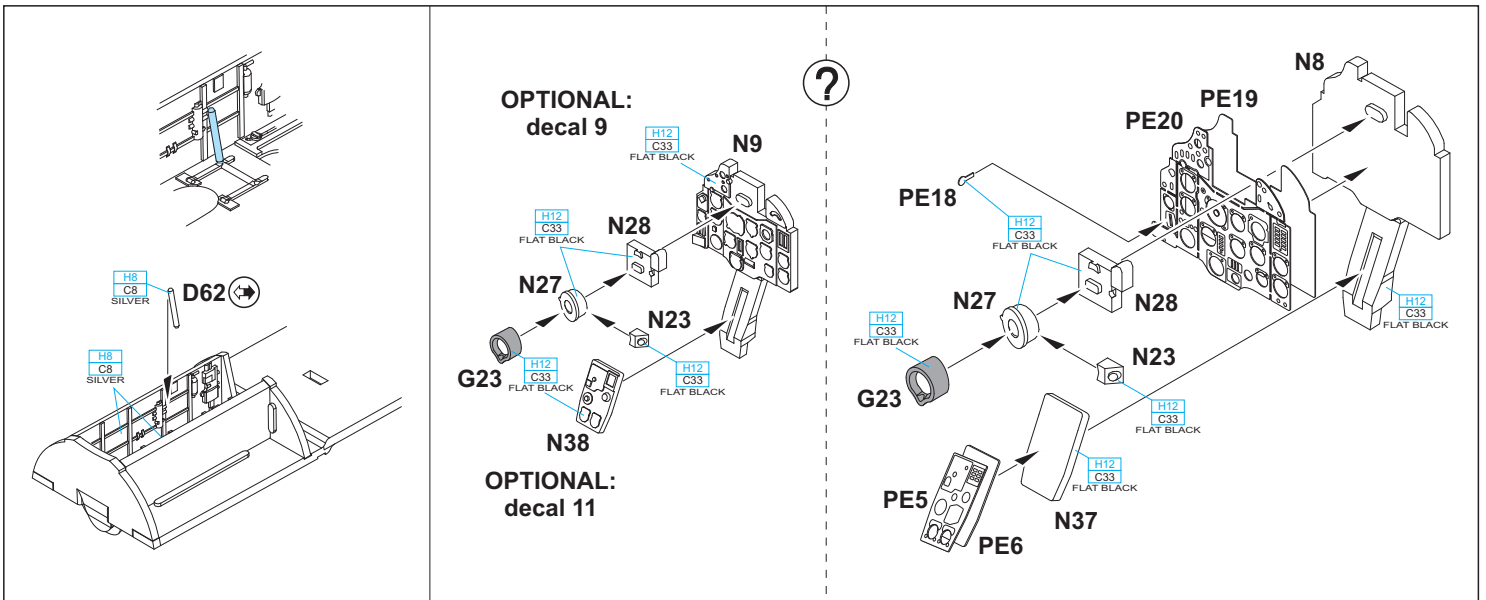


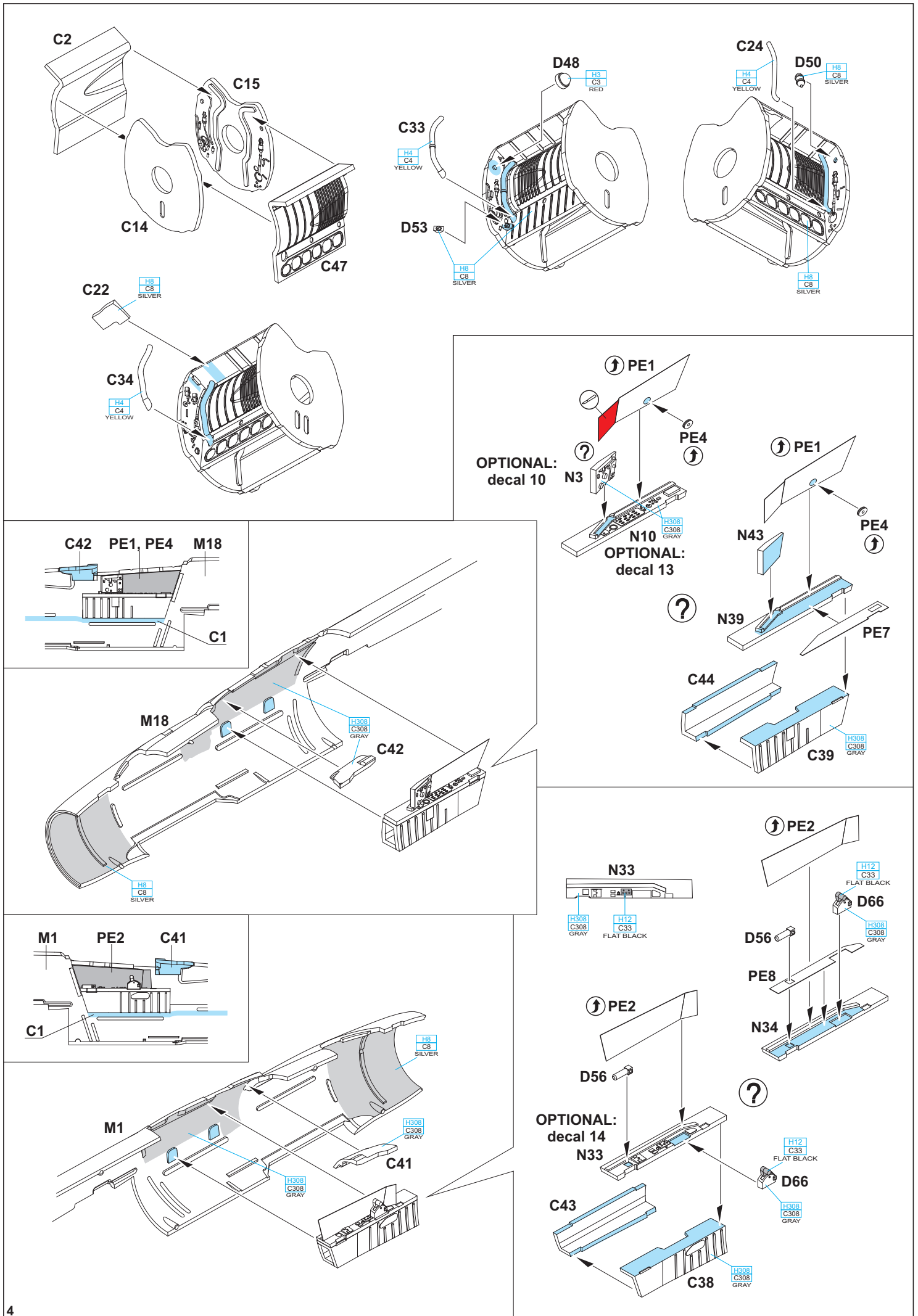
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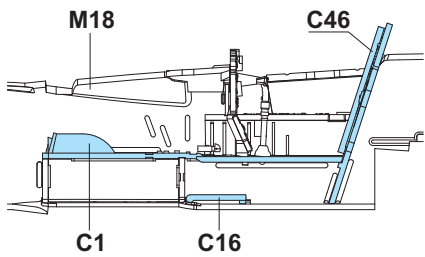
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H4	C4	YELLOW
H5	C5	BLUE
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H26	C66	BRIGHT GREEN
H27	C44	SAND
H47	C41	RED BROWN
H51	C11	LIGHT GRAY

AQUEOUS	Mr.COLOR	
H53	C13	NEUTRAL GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H91	C48	CLEAR YELLOW
H94	C138	CLEAR GREEN
H304	C304	GREEN
H308	C308	GRAY
H319	C319	LIGHT GREEN
H332	C332	LIGHT GRAY

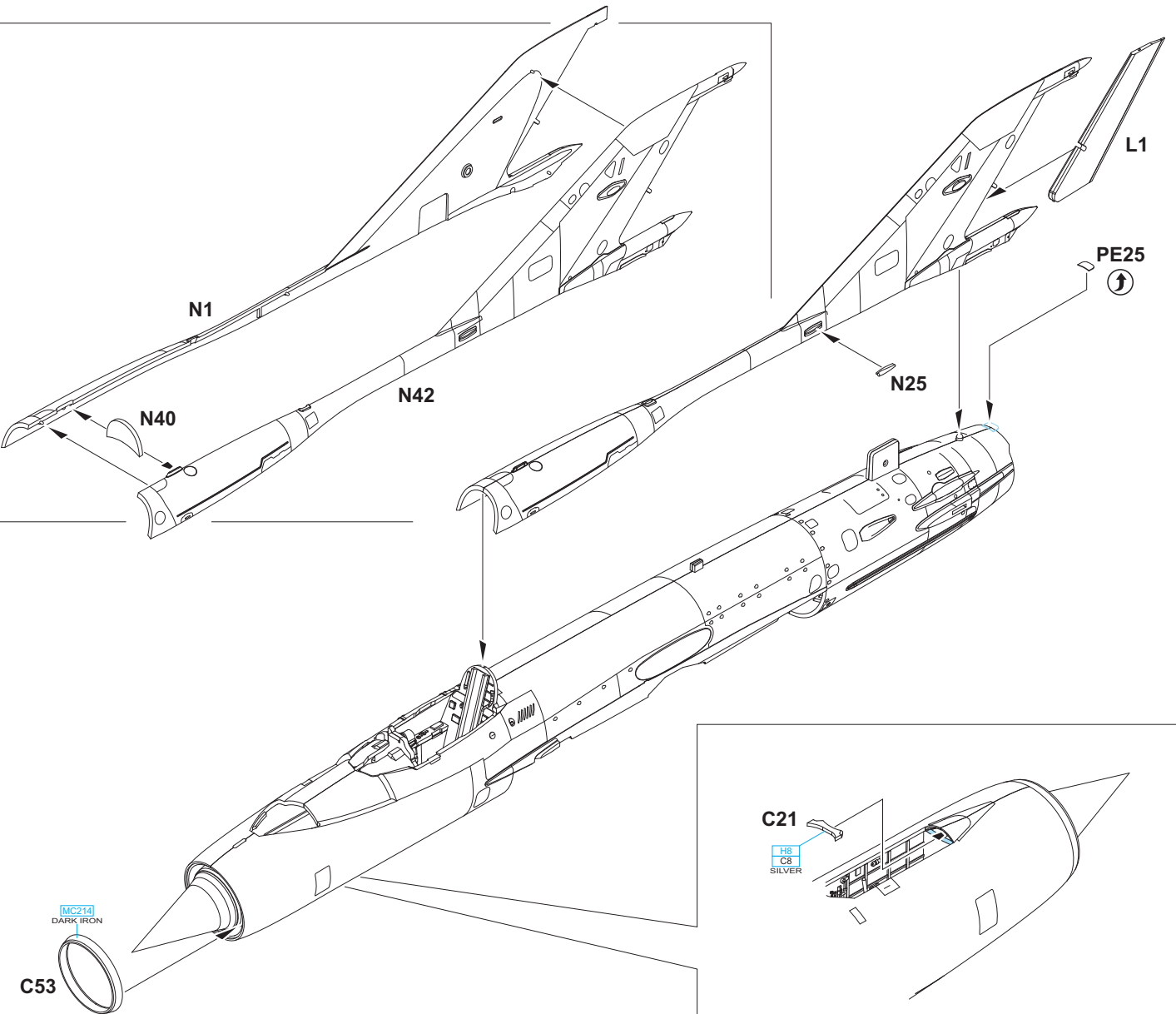
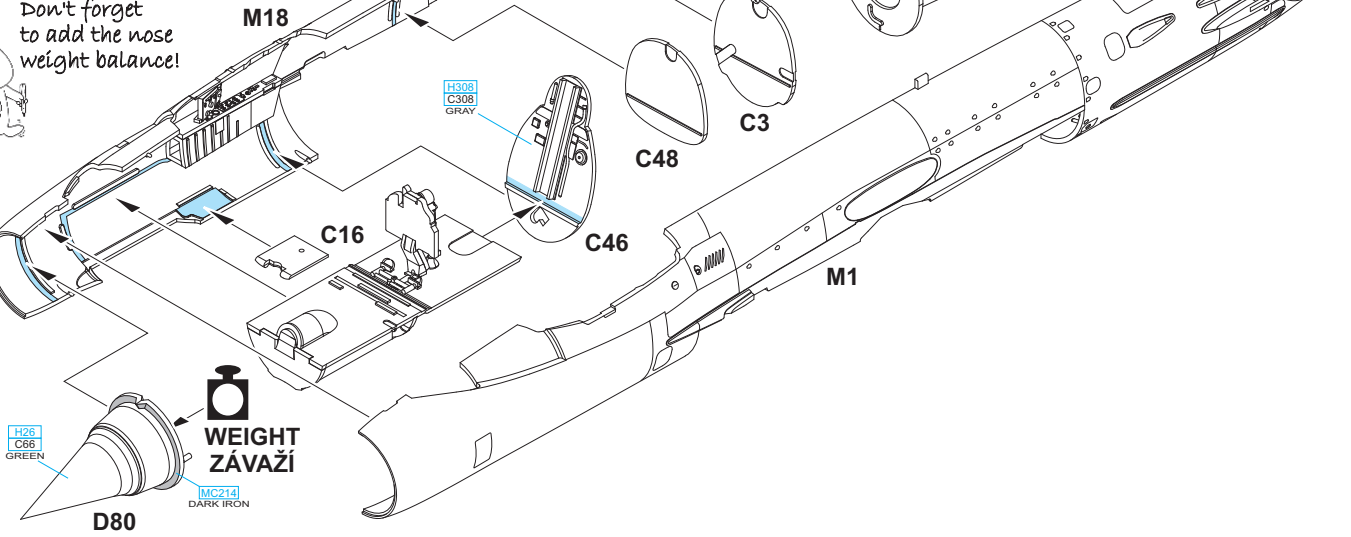
AQUEOUS	Mr.COLOR	
H337	C337	GRAYISH BLUE
H340	C340	GREEN
H417	C117	LIGHT BLUE
Mr.METAL COLOR		
MC213		STAINLESS STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM01		SUPER CHROME
SM06		CHROME SILVER



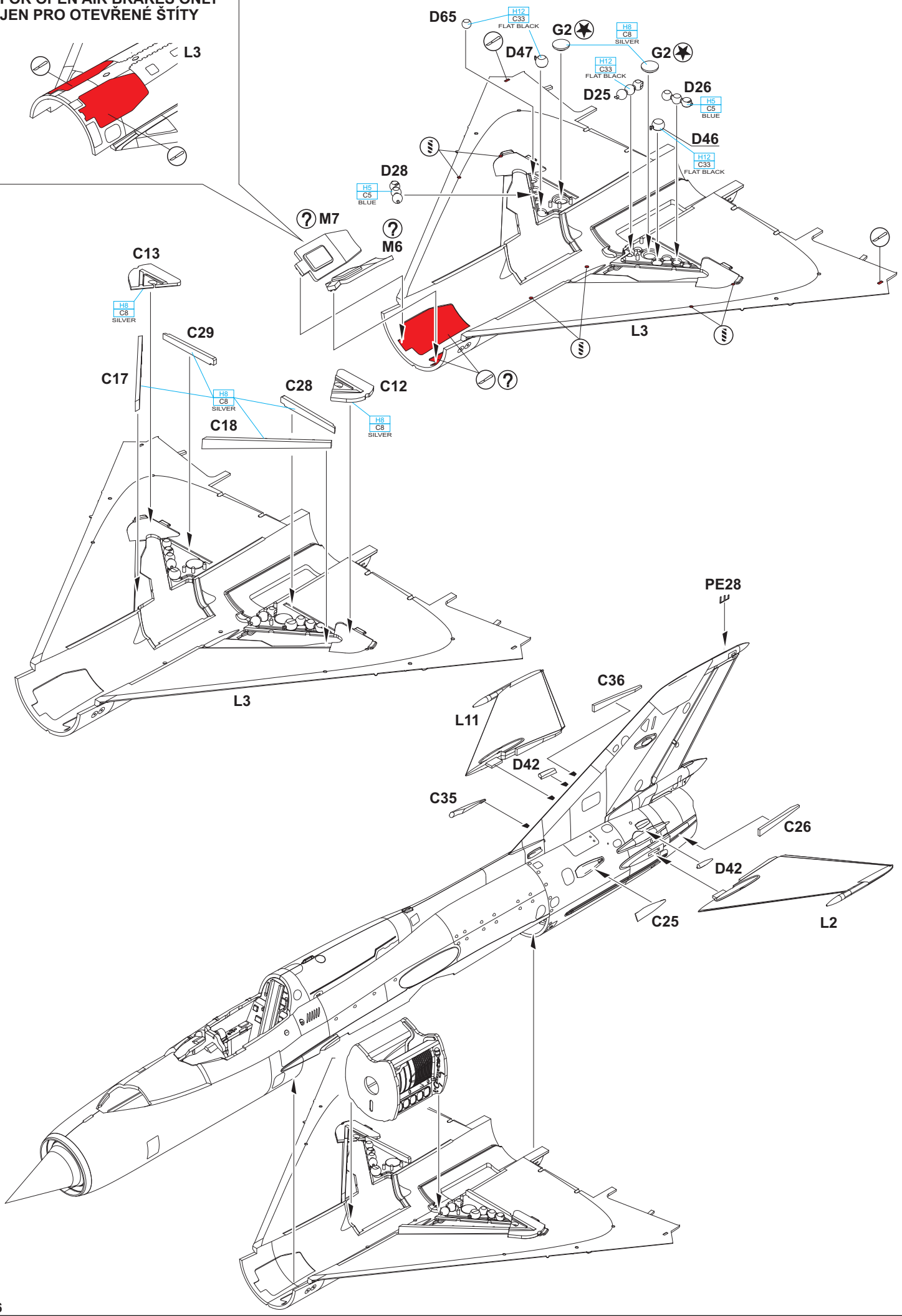
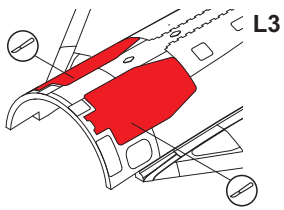


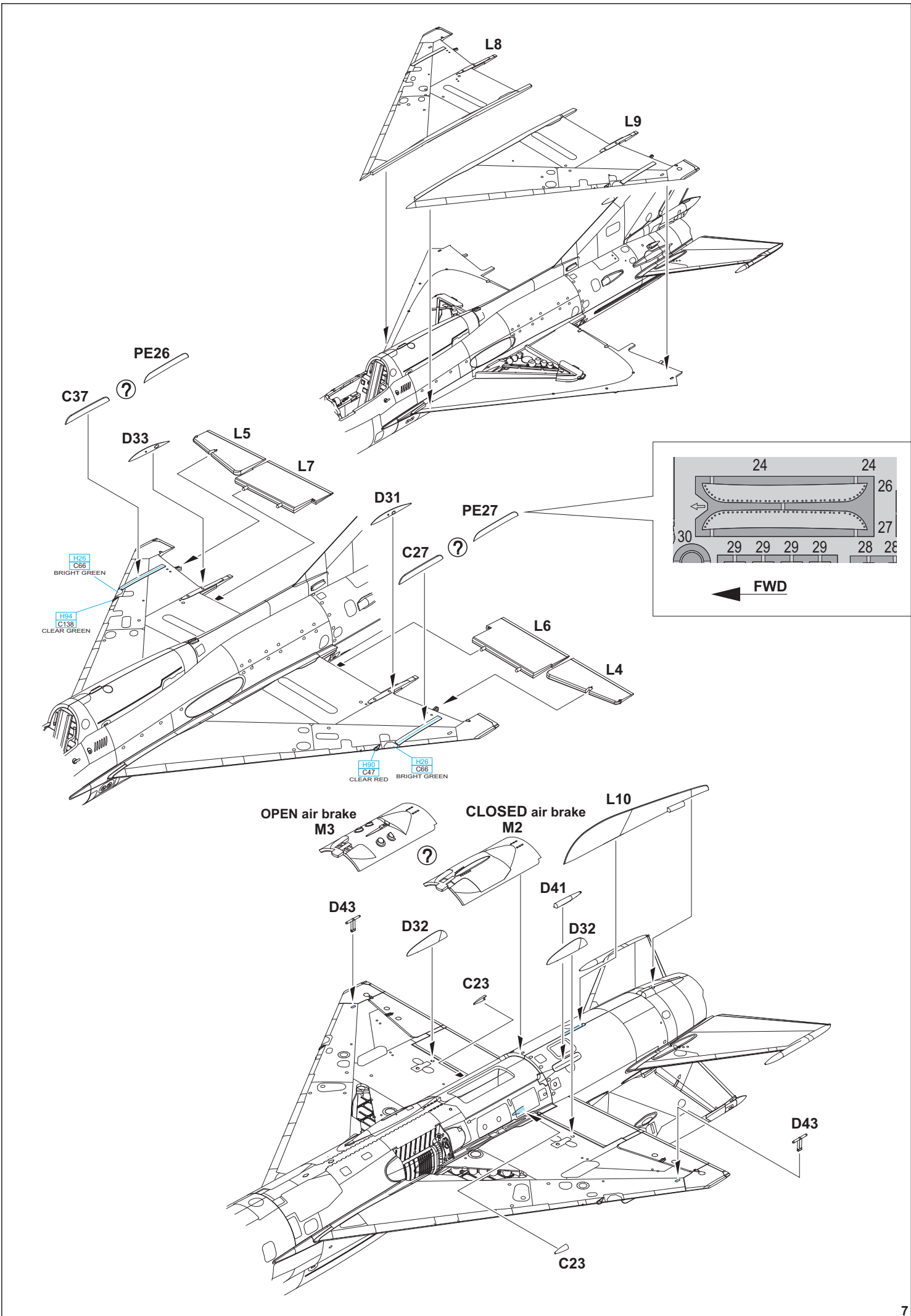


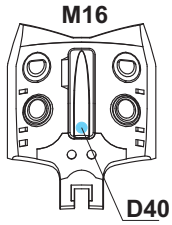
Don't forget to add the nose weight balance!



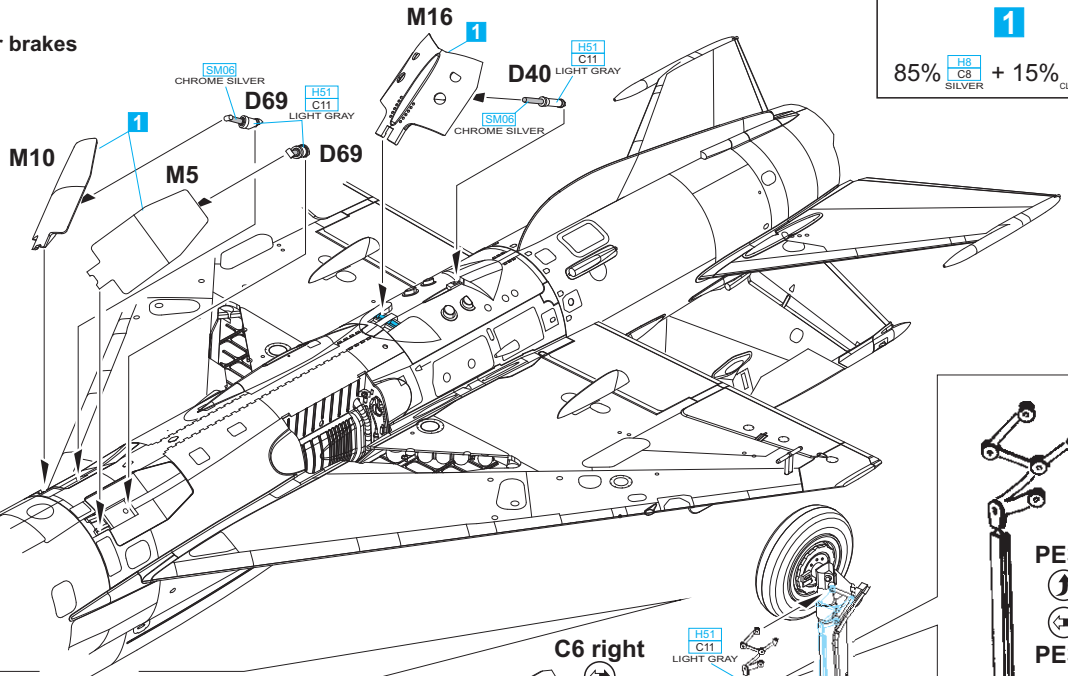
**FOR OPEN AIR BRAKES ONLY
JEN PRO OTEVŘENÉ ŠTÍTY**





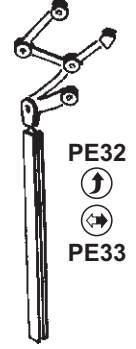


OPEN air brakes



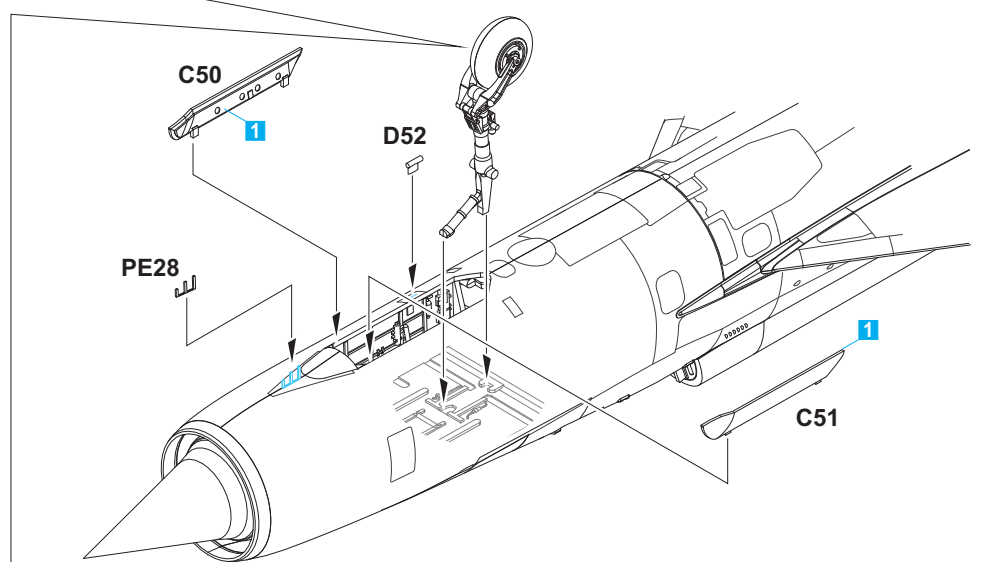
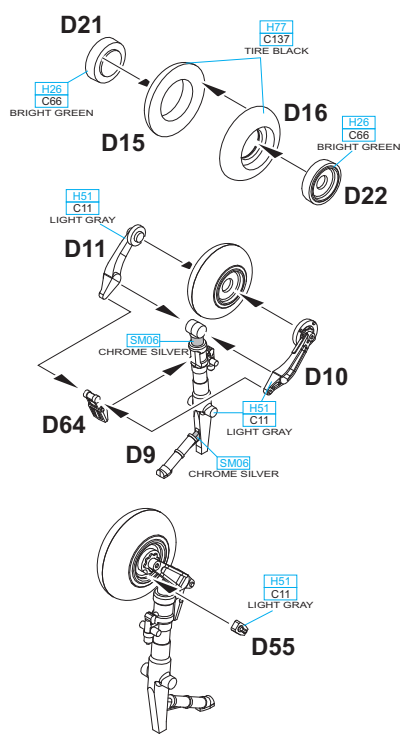
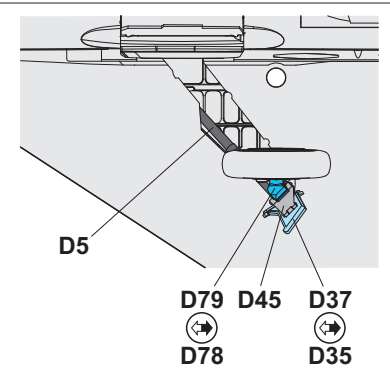
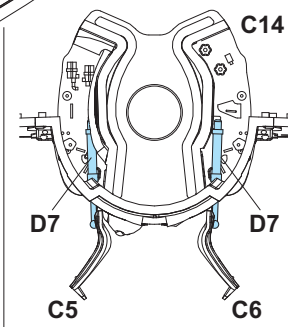
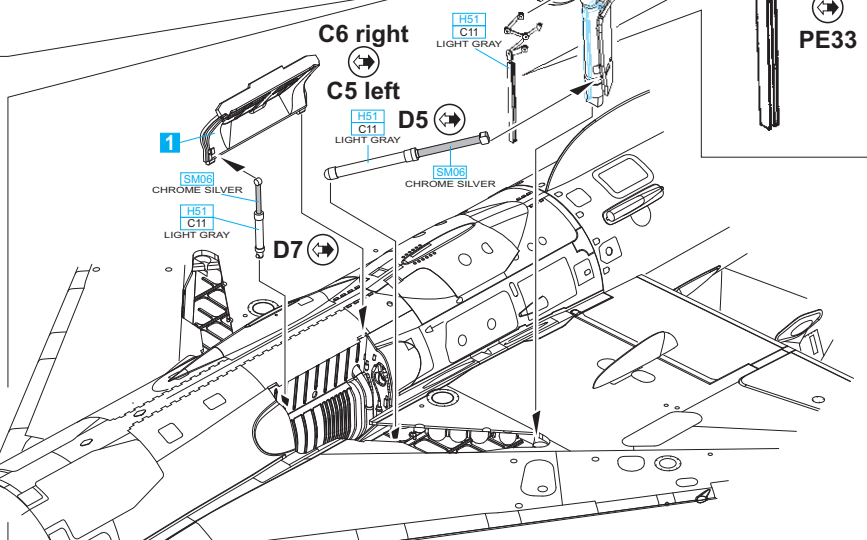
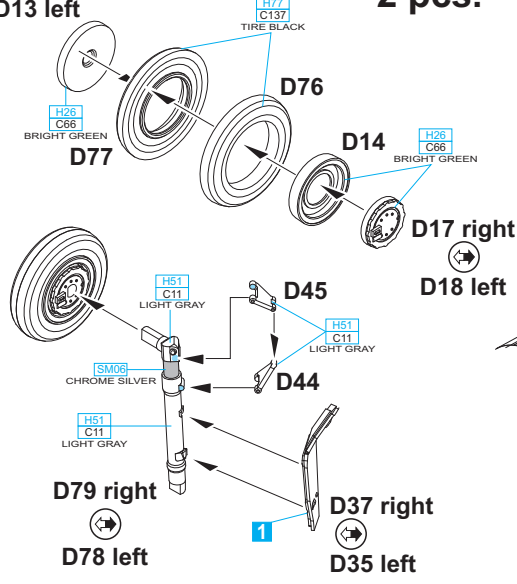
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85% **H8 C8** SILVER + 15% **H91 C78** CLEAR YELLOW

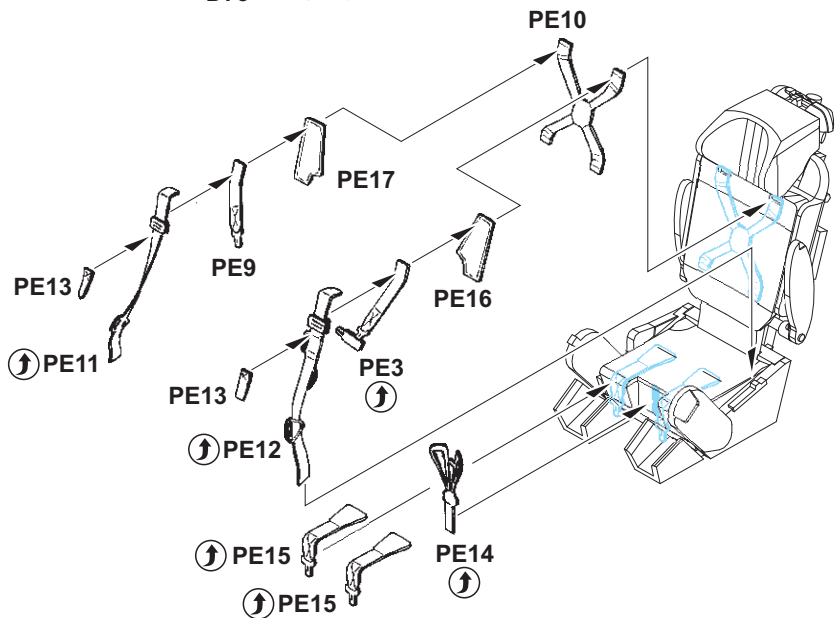
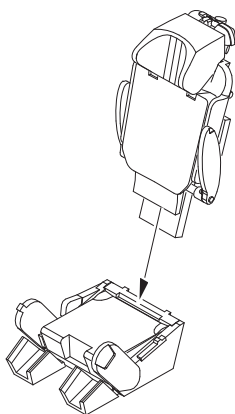
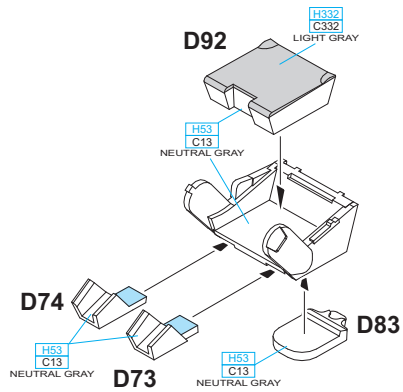
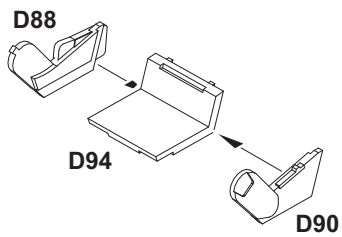
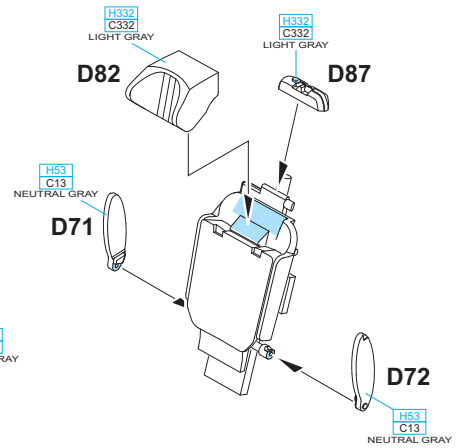
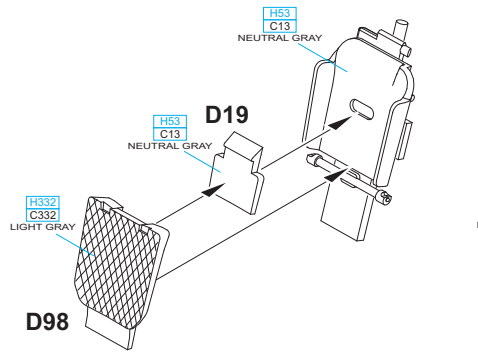
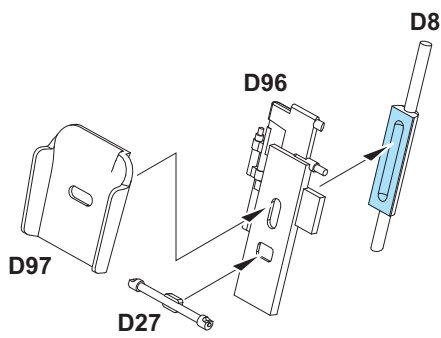
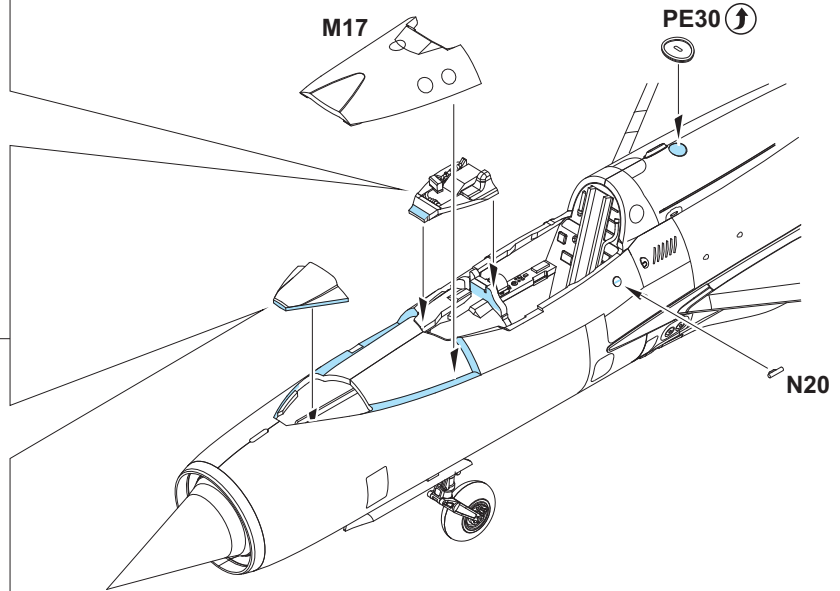
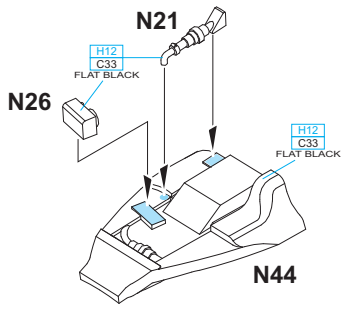
28°

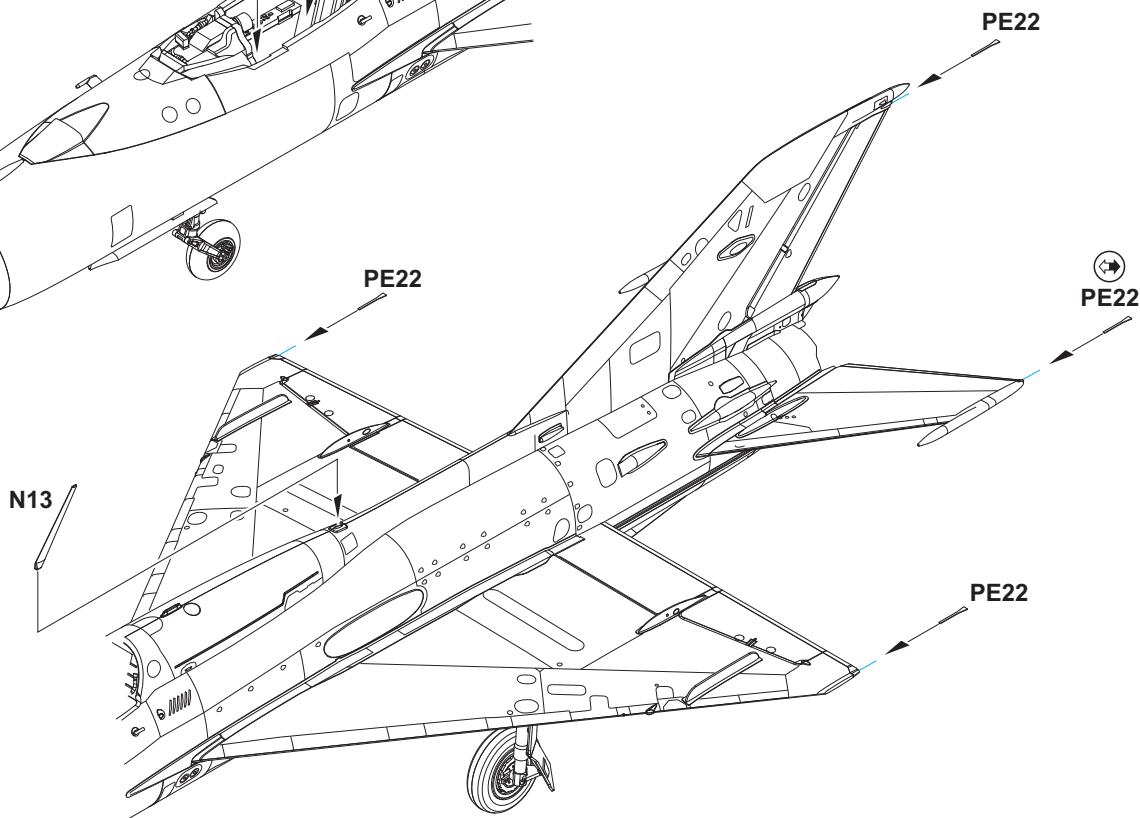
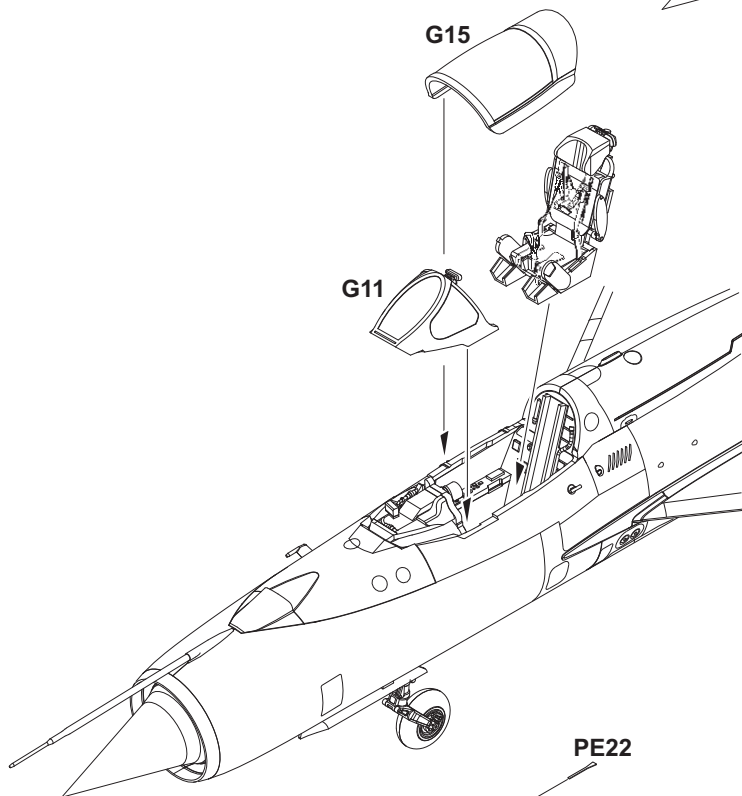
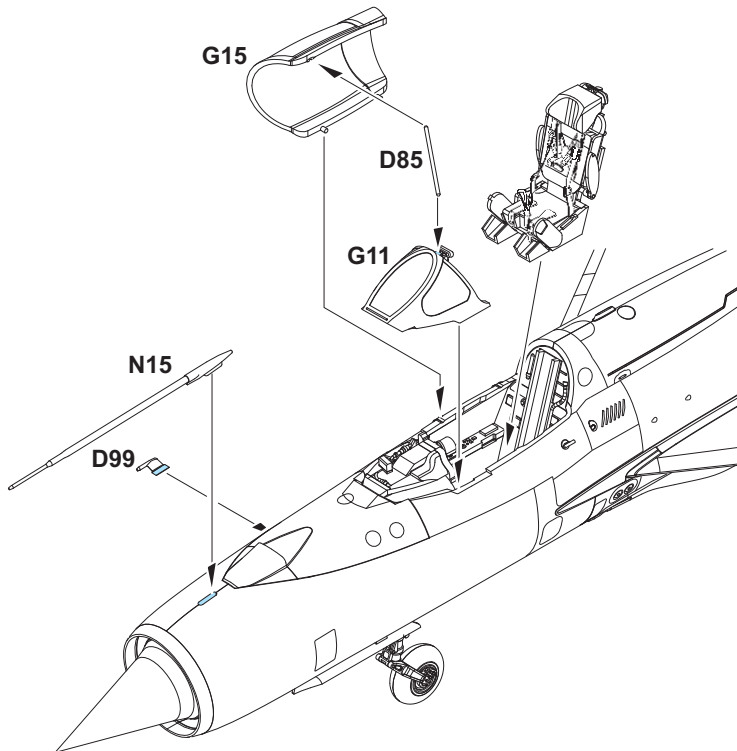
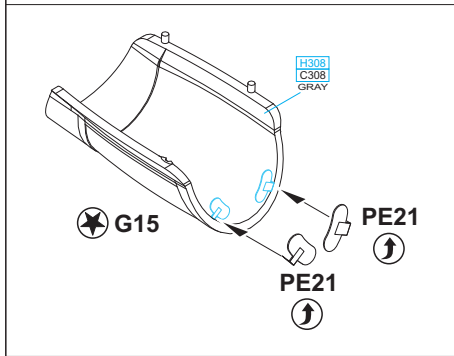
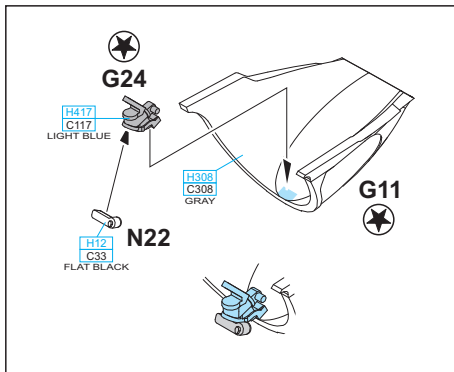


D12 right
D13 left

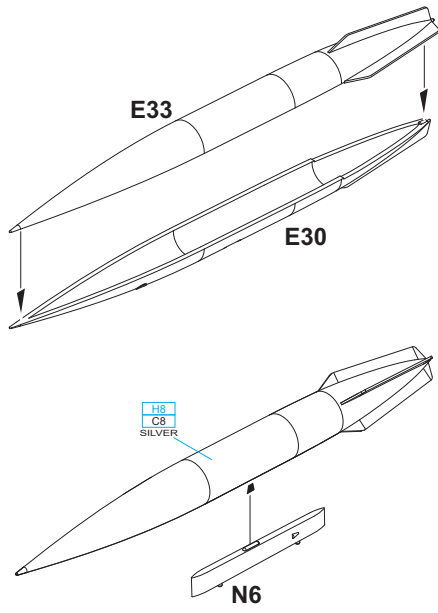
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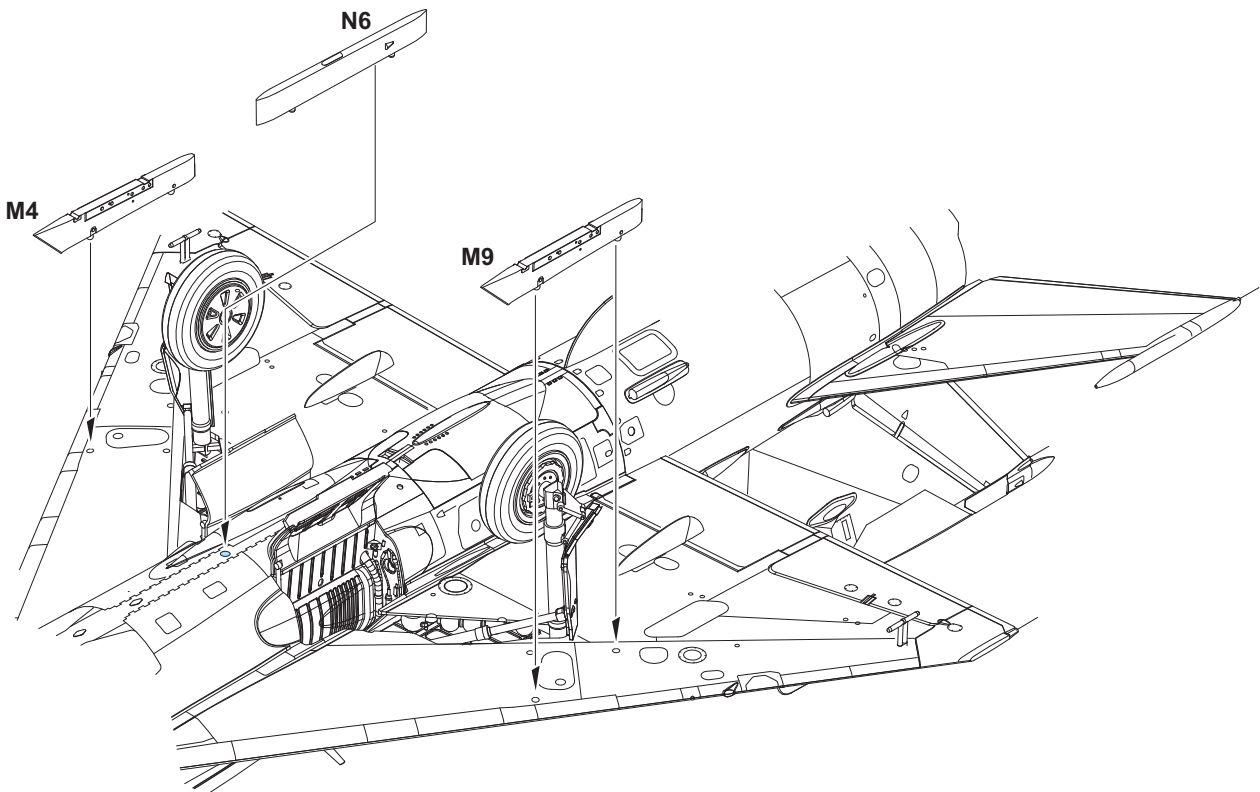
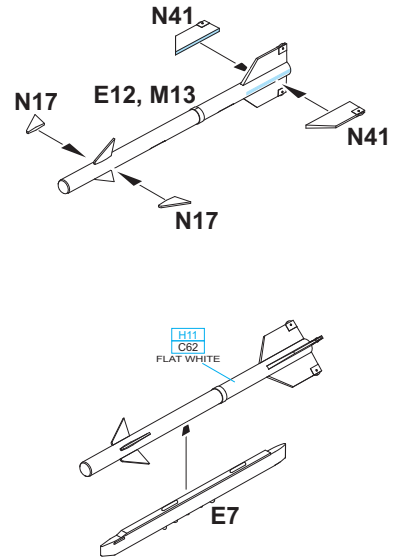




EXTERNAL FUEL TANK 490I
PŘÍDAVNÁ NÁDRŽ 490I

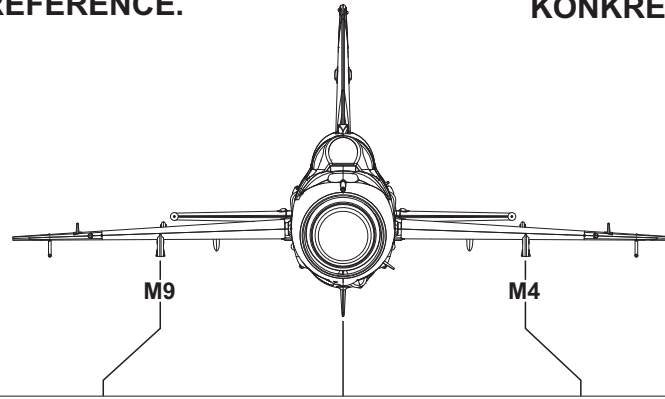


R-3S
2 pcs.



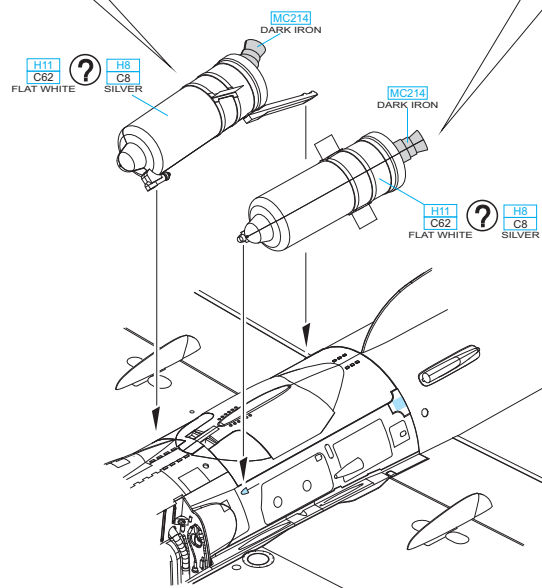
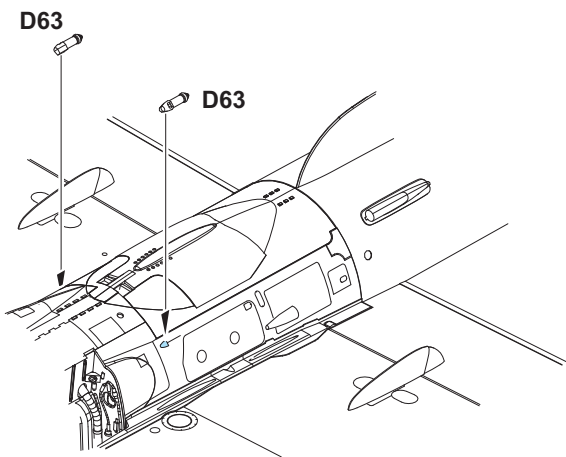
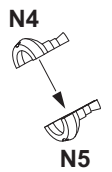
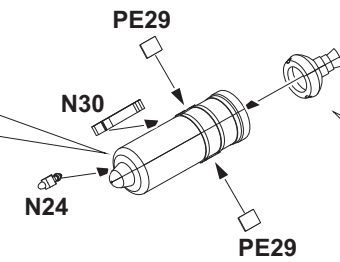
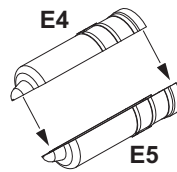
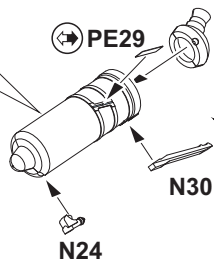
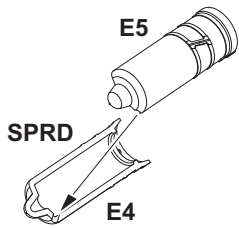
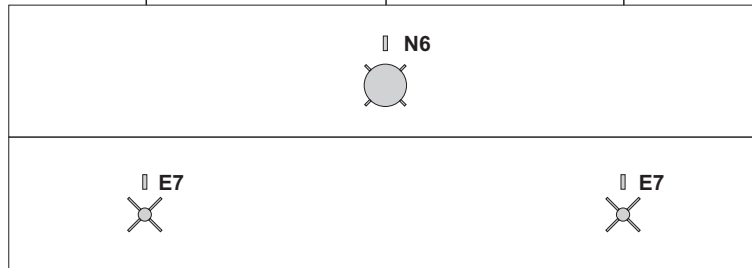
TO CHOOSE WEAPON AND EXTERNAL FUEL TANK OPTION PLEASE FOLLOW YOUR REFERENCE.

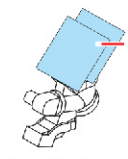
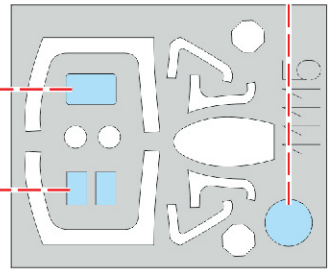
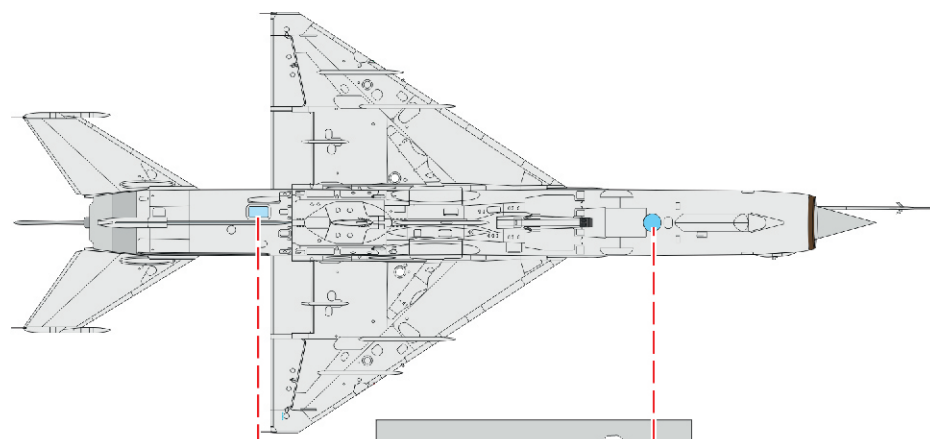
PRO VOLBU VÝZBROJE A PŘÍDAVNÝCH NÁDRŽÍ SE DRŽTE DOKUMENTACE KONKRÉTNÍHO STROJE.



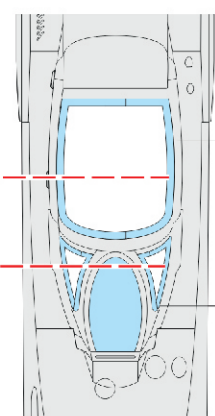
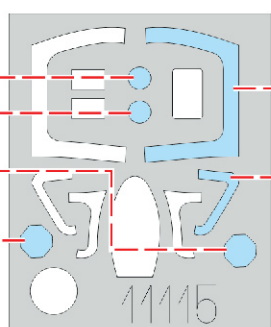
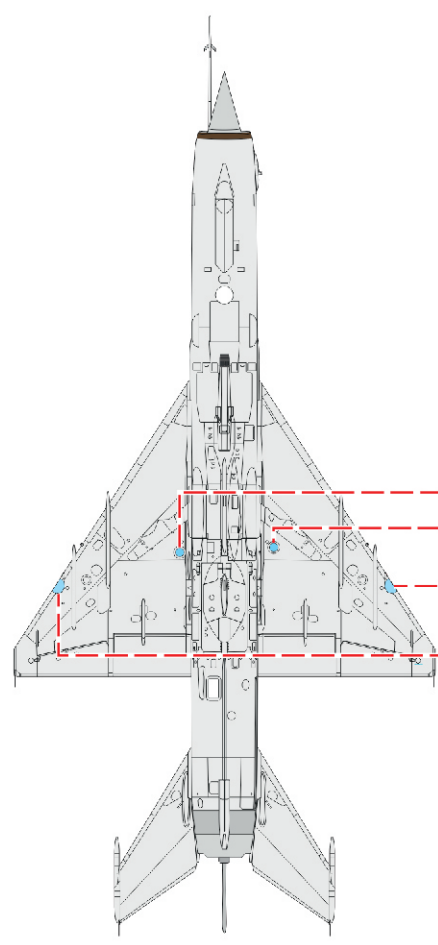
EXTERNAL FUEL TANK 490I

R-3S



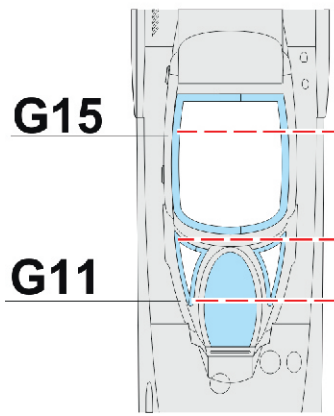


G24



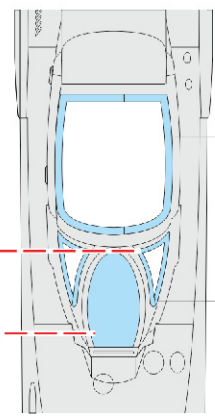
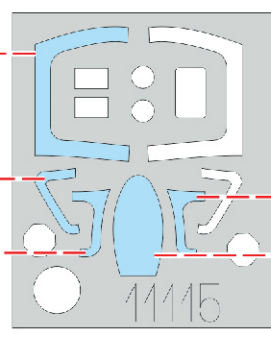
G15

G11



G15

G11

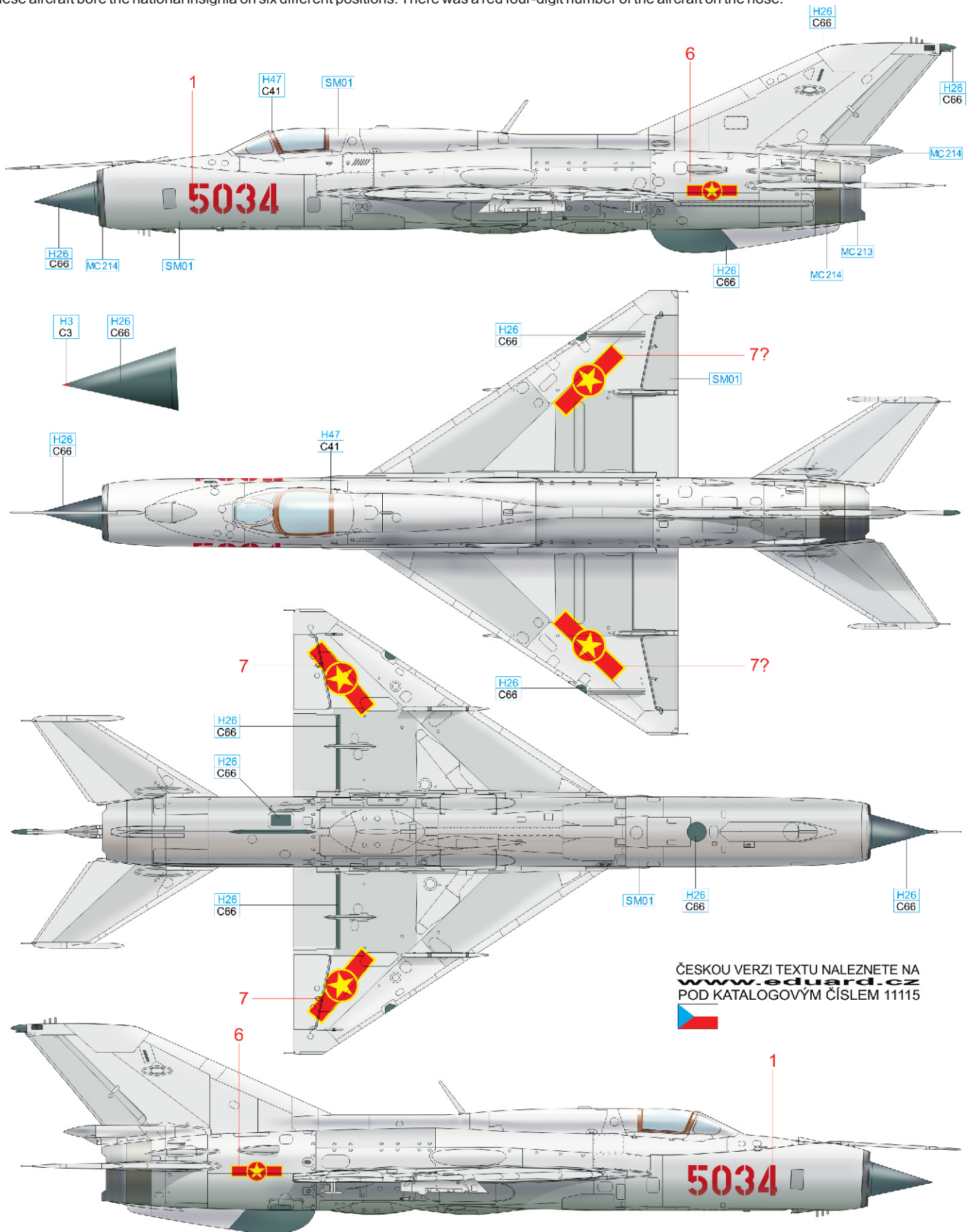


G15

G11

A No. 5034, flown by Nguyen Thanh Xuan, 927th Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, July 1972

On July 29th, 1972 Nguyen Thanh Xuan took off the Noi Bai base with this aircraft as a wingman in a pair of interceptors lead by Nguyen Tien Sam. The following combat resulted in Nguyen Tien Sam downing an American F-4E Phantom II piloted by Capt. James D. Kula (pilot) and Capt. Melvin V. Matsui (RIO) of 4th TFS/366th TFW, both pilots were taken captive. Nguyen Thanh Xuan's MiG-21PFM was not that successful, another Phantom II of 555 TFS/432nd TFW piloted by LtCol. Gene E. Taft a Capt. Stanley M. Imay shot it down. The MiG crashed after being hit by the AIM-7 rocket near to the town of Huu Lung, the pilot catapaulted himself and survived. The MiG-21PFMs of Vietnamese Air Force mostly flew without camouflage paint; they had the bare-metal color scheme only. These aircraft bore the national insignia on six different positions. There was a red four-digit number of the aircraft on the nose.



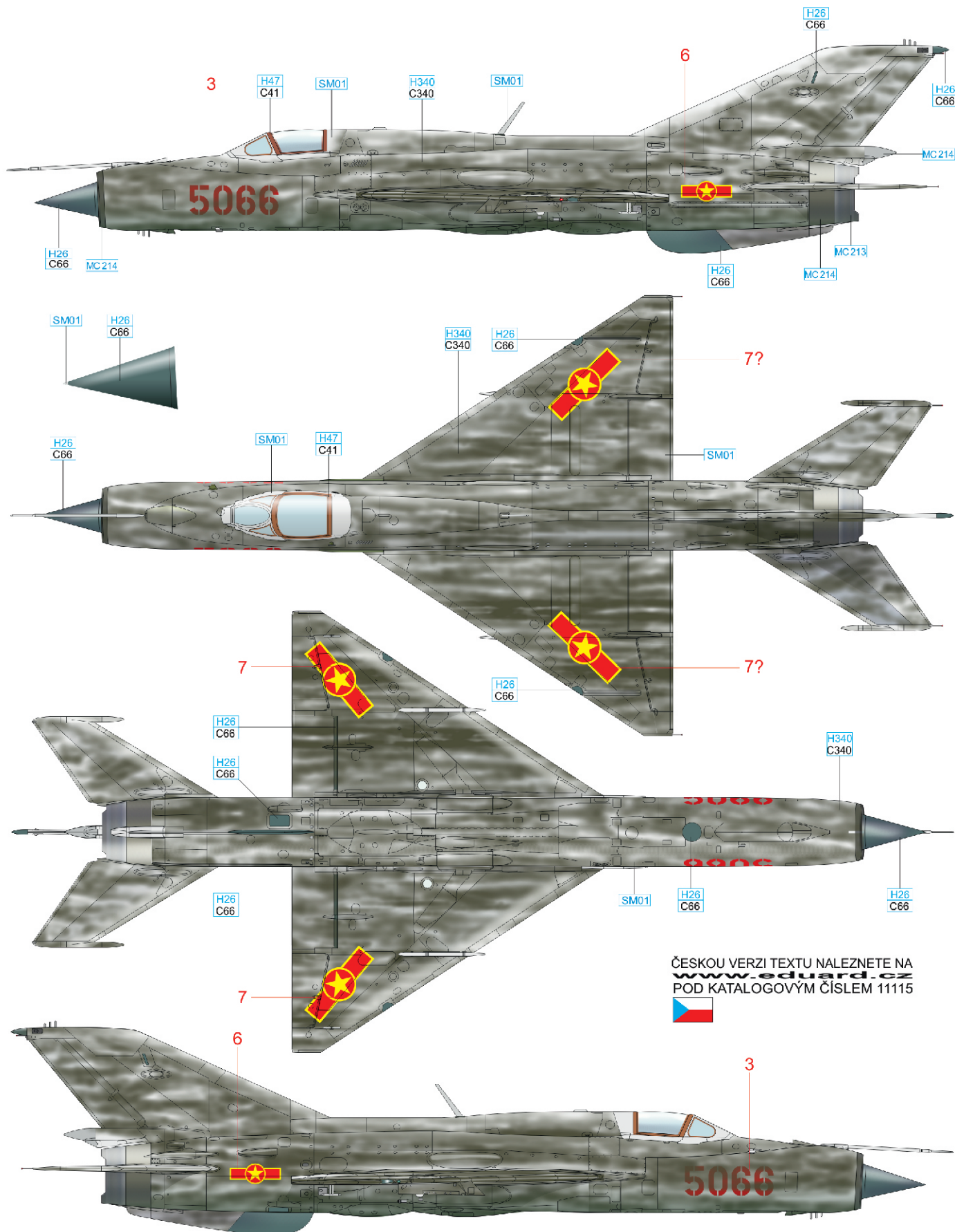
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.cz
 POD KATALOGOVÝM ČÍSLEM 11115



BROWN	H47 C41	RED	H3 C3
GREEN	H26 C66	ALUMINIUM	SM01
		DARK IRON	MC214
		STEEL	MC213

B No. 5066, 927th Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, February 1972

On February 3rd, 1972 Major General Tran Qui Hai ordered to establish the 927th Fighter Regiment at the Noi Bai base (currently Hanoi International Airport). The squadron was equipped with MiG-21PFMs and the commander of the unit was Nguyen Hong Nhi. His task was cooperation with their sister 921th Fighter Regiment conducting the operational flights north of 20th parallel. The pilots of the 927th Fighter Regiment currently fly Sukhoi Su-30MK2 taking off from Kép base. The MiG-21PFMs were also used for night flying and for the reasons of better camouflage; the plane with a number code 5066, was repainted on all of its surfaces by green color (handpainted).



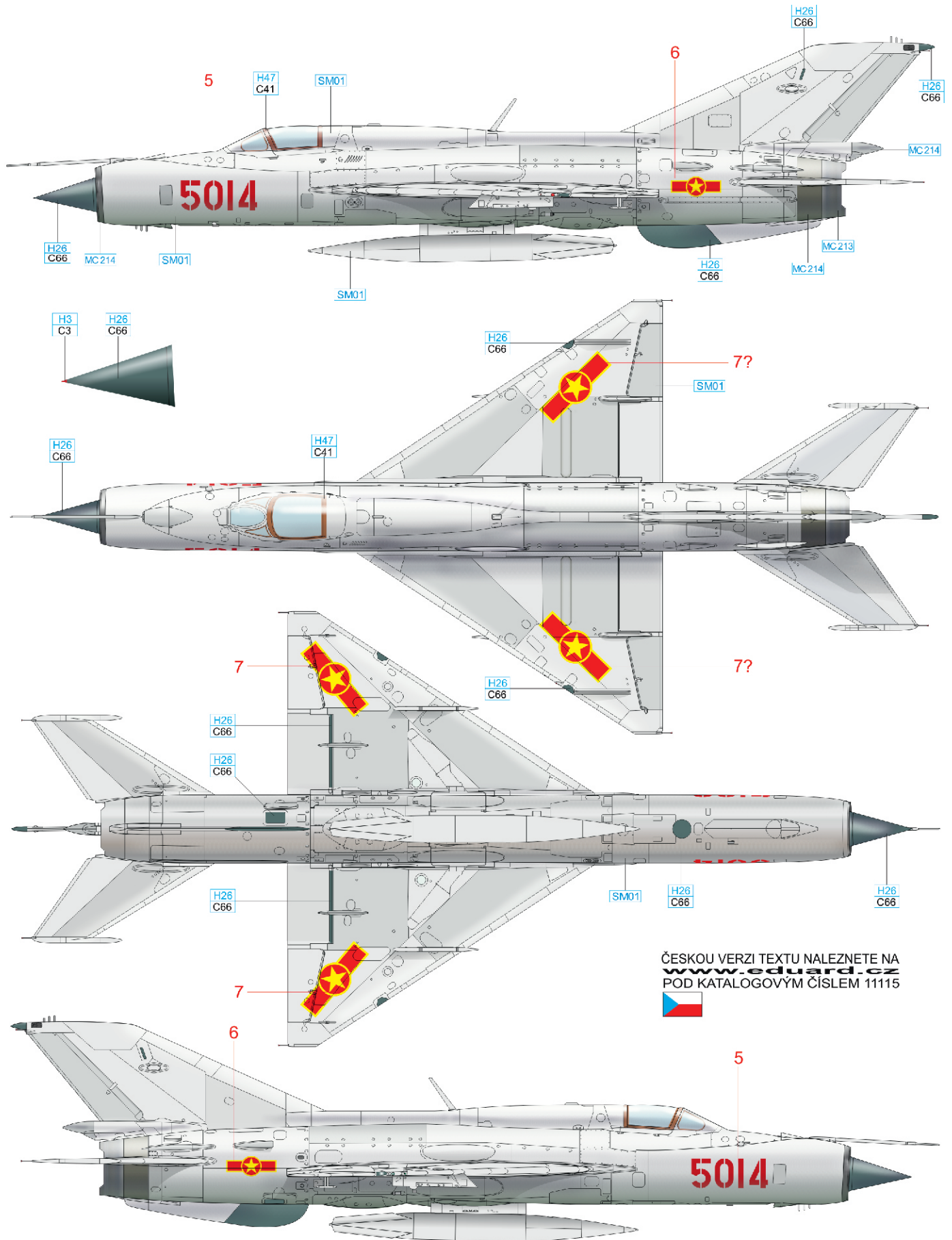
ČESKOU VERZI TEXTU NALEZNETE NA
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GREEN	H340 C340	ALUMINIUM	SM01
GREEN	H26 C66	BROWN	H47 C41
		DARK IRON	MC214
		STEEL	MC213

C No. 5014, 921th Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, March 1968

On February 3rd, 1964 Lieutenant General Hoang Van Thai ordered to establish 921th Fighter Regiment. The unit was equipped with MiG-17s, which were presented to the Vietnam by Soviet government. The pilots underwent the training in the Soviet Union and China. Later, the MiG-17s were complemented by MiG-21s, which, in the end, completely replaced the MiG-17s and were used, in different versions, by 921th Fighter Regiment until 2011. Currently the pilots of this unit fly fighter-bomber aircraft Su-22M-3/4, their home base is Phúc Yên airport.



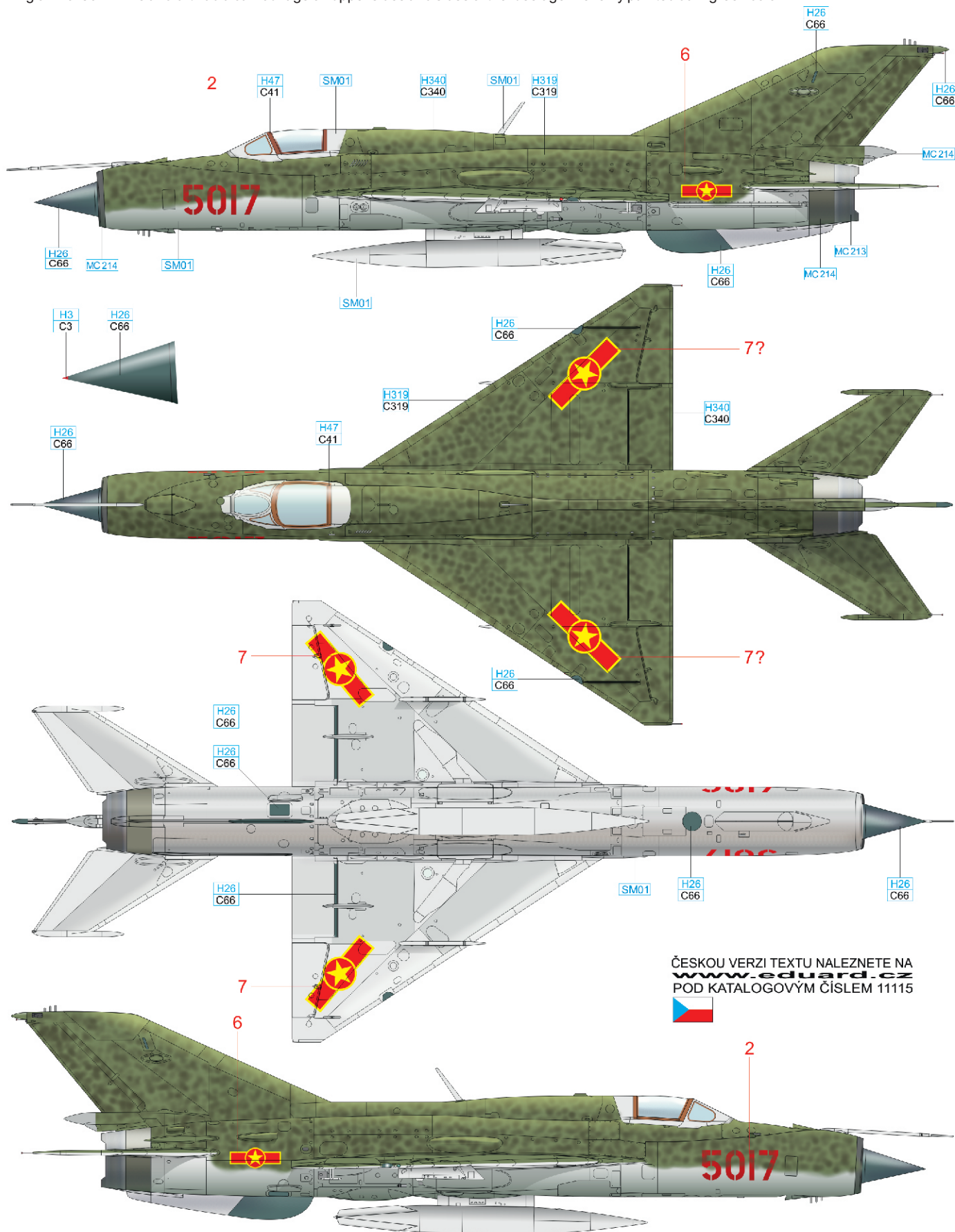
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BROWN	H47 C41	RED	H3 C3
GREEN	H26 C66	ALUMINIUM	SM01
		DARK IRON	MC214
		STEEL	MC213

D No. 5017, flown by Nguyen Van Coc, 921th Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, April 1969

Future North Vietnam flying ace, Nguyen Van Coc, was born in 1943, north of Hanoi, in the then-Indochina (now Vietnam). He joined the military air force in 1961 and was sent for training to the Soviet Union along with other cadets. Upon his return, he became a member of 921th Fighter Regiment. From 1967 to 1968 he shot down 9 enemy interceptors while serving at this squadron (American resources confirm 7 shot down aircraft and one unmanned aerial vehicle). In 1969, he was withdrawn from operational duty and was put in charge of the training of new North-Vietnamese MiG-21 pilots. He later became the commander of Vietnam Air Force. He retired in 2002 as the Chief Inspector of the Ministry of Defense. In April 1969, Nguyen Van Coc underwent a night flying training on No. 5017. The aircraft had a camouflage on upper sides and sides of the fuselage in evenly painted dark green color.



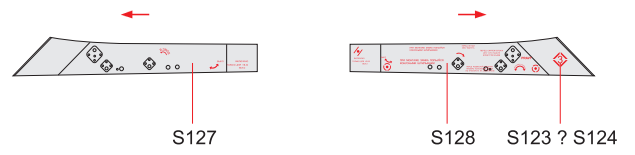
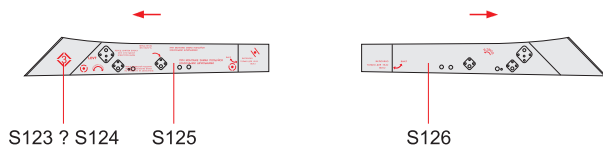
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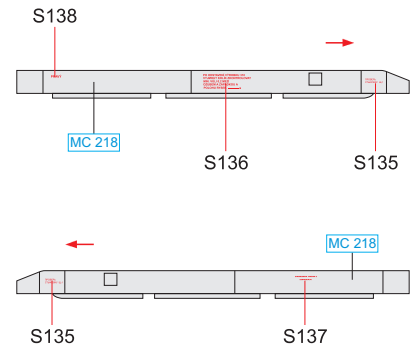
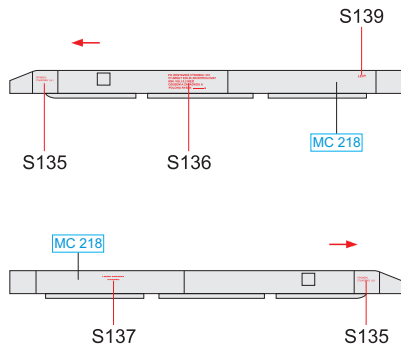
GREEN	H340 C340	GREEN	H319 C319	RED	H3 C3
GREEN	H26 C66	BROWN	H47 C41	ALUMINIUM	SM01
				STEEL	MC213
				DARK IRON	MC214

LEVÝ PYLON
LEFT PYLON

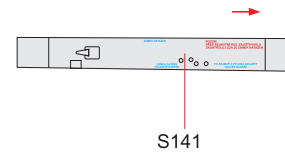
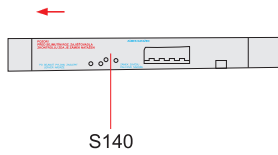
PRAVÝ PYLON
RIGHT PYLON



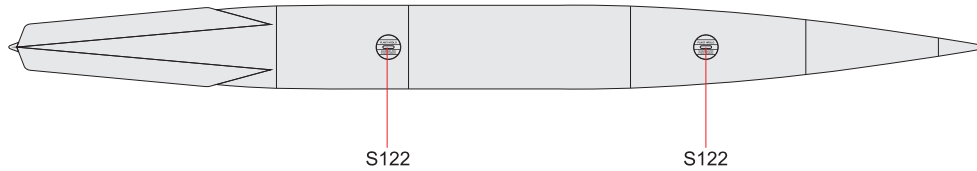
APU-13



PODTRUPOVÝ PYLON
FUSELAGE PYLON



TOP



R-3S

