

MiG-21PFM

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84202

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

The roots of MiG-21 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 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. These versions were in production through the end of the fifties and the beginning of the sixties. 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. Two-seat training versions were also produced as 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.

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 the state of Israel. It is no wonder there were many pilots achieving their ace status flying one or more variants of MiG-21. The top of the ladder is occupied by vietnamese pilots Nguyen Ven Coc with nine kills, followed by eight-victory aces Mai Van Cuong, Nguyen Hong Nhi and Pham Thanh Ngan.

In the interceptor role the MiG-21 served with the Soviet Union and other nations into the eighties when it began to be replaced by the MiG-23 in seventies and MiG-29 Fulcrum in eighties.

The kit: MiG-21PFM

In 1961, the MiG-21PF all-weather interceptor was introduced into production at Plant 21 in Gorky. This was a modification of the MiG-21F-13, in which the radar rangefinder was replaced by the RP-21 radar. The installation of an enlarged fuel tank in the extended dorsal fuselage behind the cabin was another change. The armament options were expanded to include RS-2US (AA-1 Alkali) anti-aircraft missiles. Soon after, work began on other improvements, most notably the blown flaps and reworked brake parachute. The Je-7SPS prototype was used for testing. The production version was designated MiG-21PFS and was put into production at Plant 21 in 1963. The Je-7SPS prototype was subsequently used to test a modified weapon system, where the RP-21 radar was supplemented with an ASP-PF optical gunsight and a Samosvet IR sight. The ASP-PF acquired target data from the radar, which increased the accuracy of the guided AA missiles fired on air targets as well as of attacks against ground targets using unguided missiles and bombs. In addition, the Samosvet enabled the search and targeting of air targets in night conditions. Due to the new equipment, the one-piece canopy was changed for two-piece one, which lacked 62 mm armoured windshield glass. The side opening canopy got the periscope for better rearward visibility. As more space was needed for the avionics, the volume of the No. 1 fuel tank had to be reduced. The R-3S (AA-2 Atoll) anti-aircraft missile was added to the weaponry. The modified Je-7SPS prototype was redesignated Je-7M and completed on October 17, 1962. In 1964, after military examinations, the type was released for serial production under the designation MiG-21PFM. It shared a wider tail fin with the MiG-21PFS aircraft of 10th production series and later. Both also shared the code designation Izdelyie 94. Between 1963 and 1966, a total of 944 MiG-21PFMs (Fishbed F) were produced by the Plant 21, but this number includes the late series MiG-21PFS, which did not differ externally from the PFM. Virtually, all of the Gorky-built MiG-21PFMs and PFSs were reserved for the Soviet Air Force (VVS), while the aircraft for foreign customers were built at Moscow Plant No. 30.

Although the MiG-21PFM was designed primarily for air defense missions, it could also carry unguided missiles and bombs. Later, it was decided to install the Ch-66 (AS-7 Kerry) tactical air-to-ground missile with radar beam guidance. The reason for the choice of the MiG-21PFM was that it was the only combat aircraft with a radar that was present in the frontline VVS units. Number of Soviet MiG-21PFMs were modified to carry two Ch-66s. However, this armament reduced the performance of the aircraft and made piloting of such an armed aircraft tricky.

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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



DÍLY



TEILE

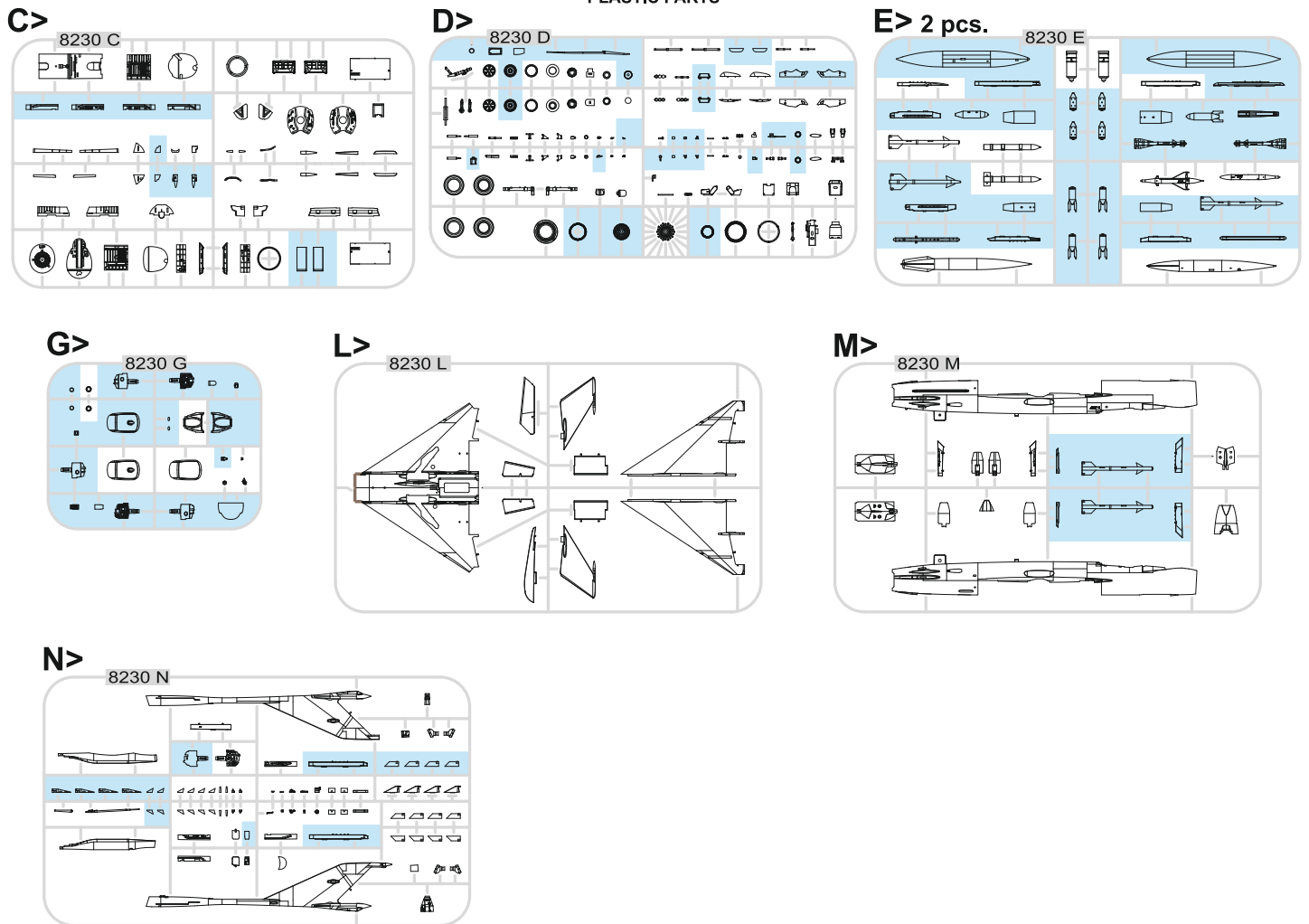


PIÈCES



部品

PLASTIC 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)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
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	TAN
H37	C43	WOOD BROWN
H51	C11	LIGHT GULL GRAY

AQUEOUS	Mr.COLOR	
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H65	C18	RLM70 BLACK GREEN
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H308	C308	GRAY
H332	C332	LIGHT AIRCRAFT GRAY

AQUEOUS	Mr.COLOR	
H337	C337	GRAYISH BLUE
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
H422	C122	RLM82 LIGHT GREEN
	C74	AIR SUPERIORITY BLUE
	C136	RUSSIAN GREEN
	C391	INTERIOR GREEN
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM204	SUPER STAINLESS
	SM212	ALUMINIUM

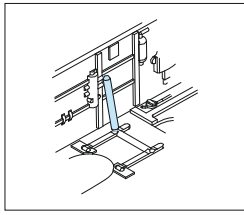
1 =

H308
C308
GRAY

- MARKINGS **A; C**

C391
INTERIOR
GREEN

- MARKINGS **B; D**



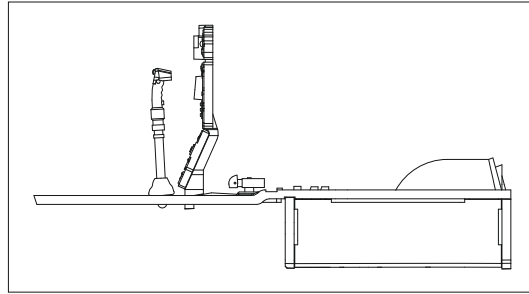
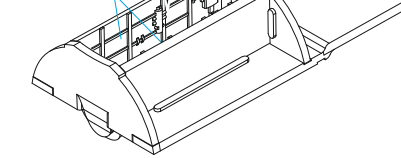
H58
C351
INTERIOR
GREEN

H70
C60
RLM 02
GRAY

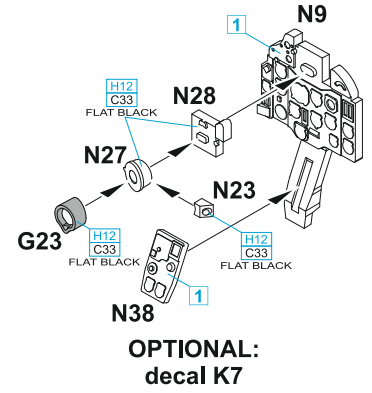
D62

H58
C351
INTERIOR
GREEN

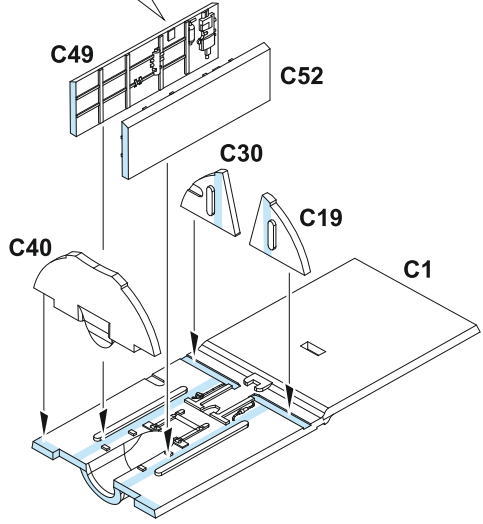
H70
C60
RLM 02
GRAY



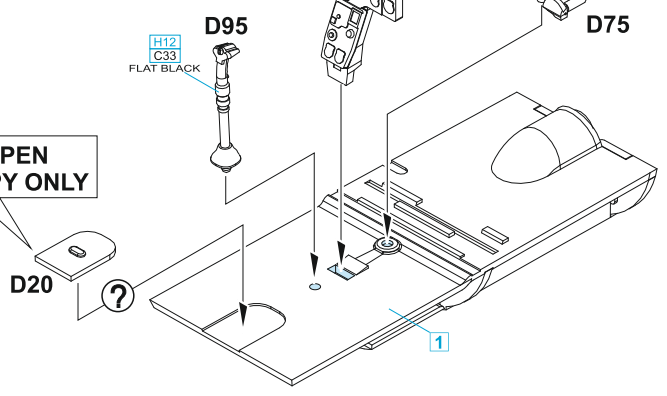
OPTIONAL:
decal K4



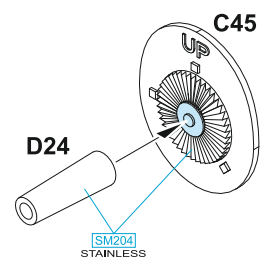
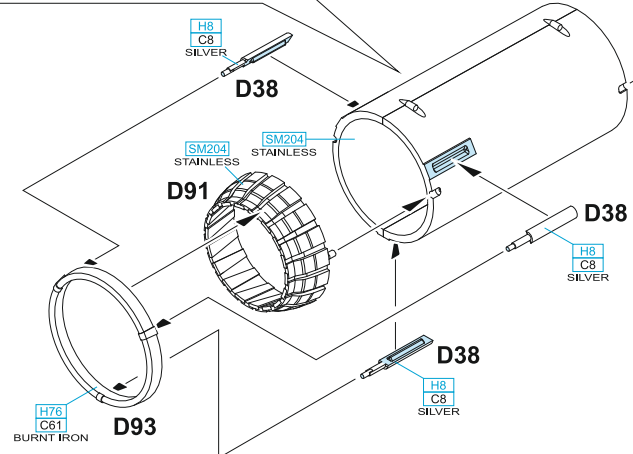
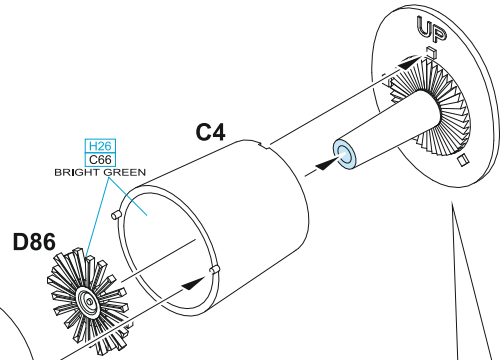
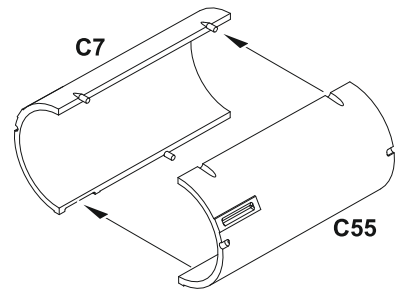
A

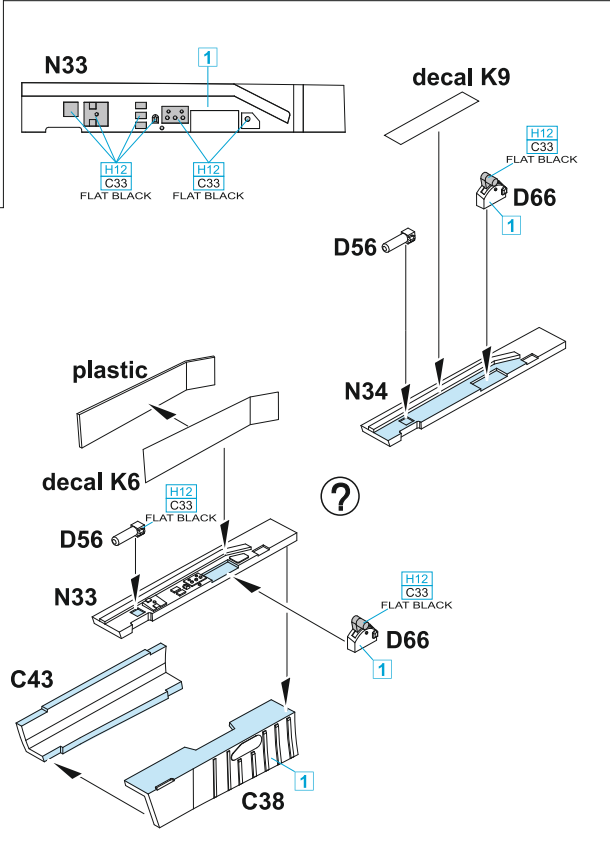
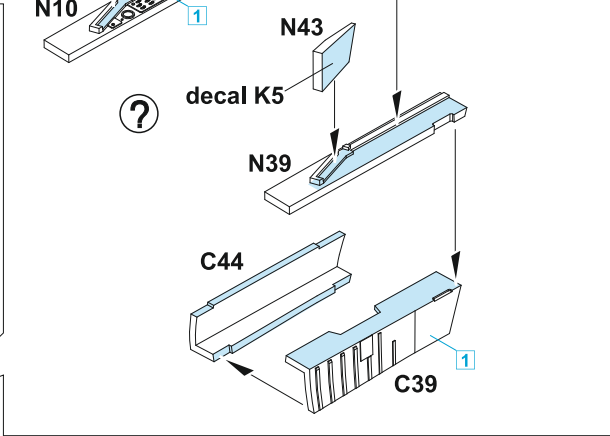
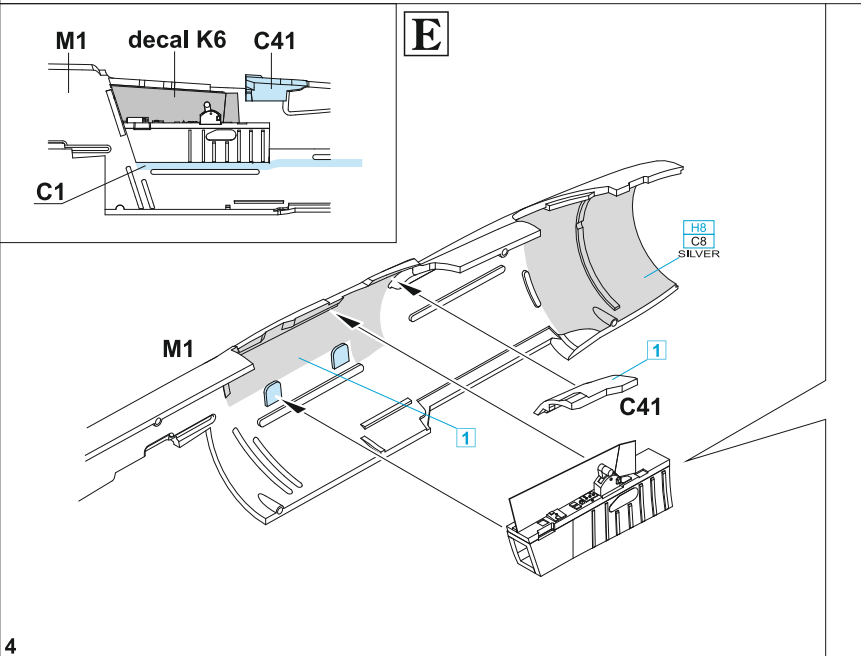
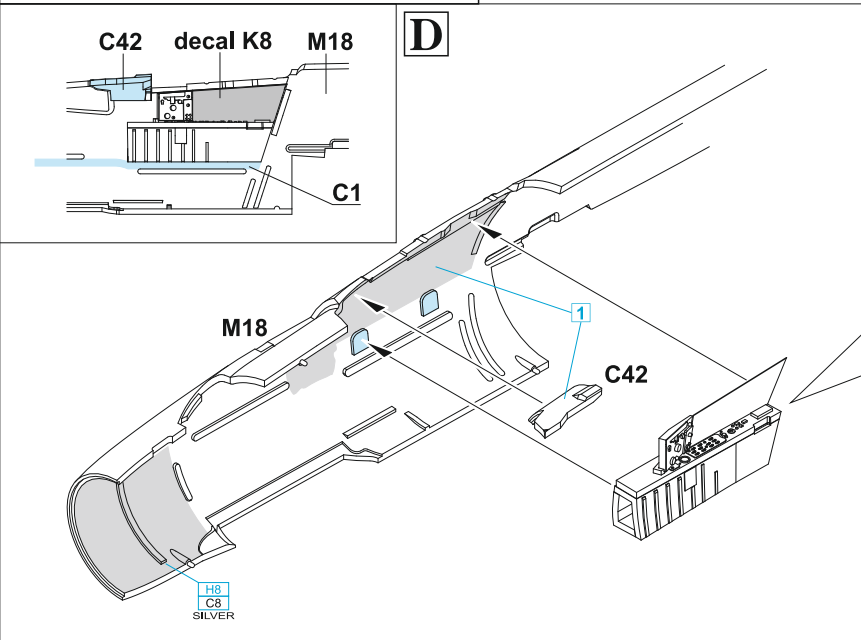
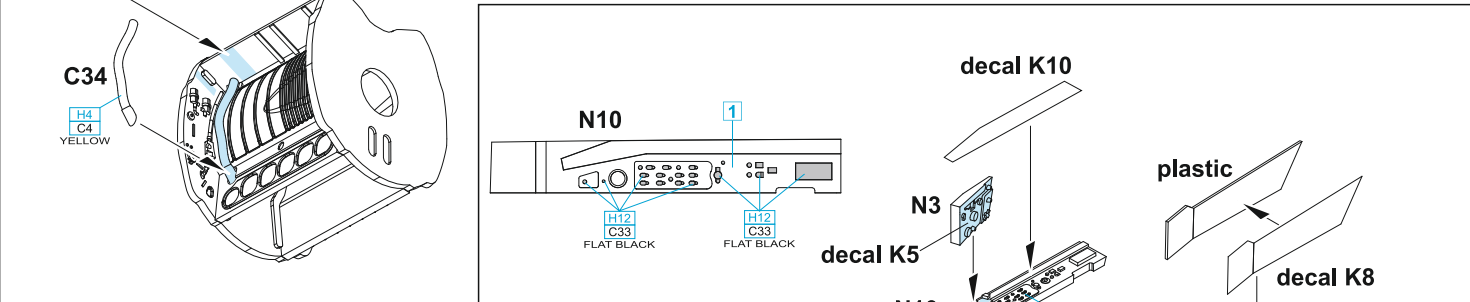
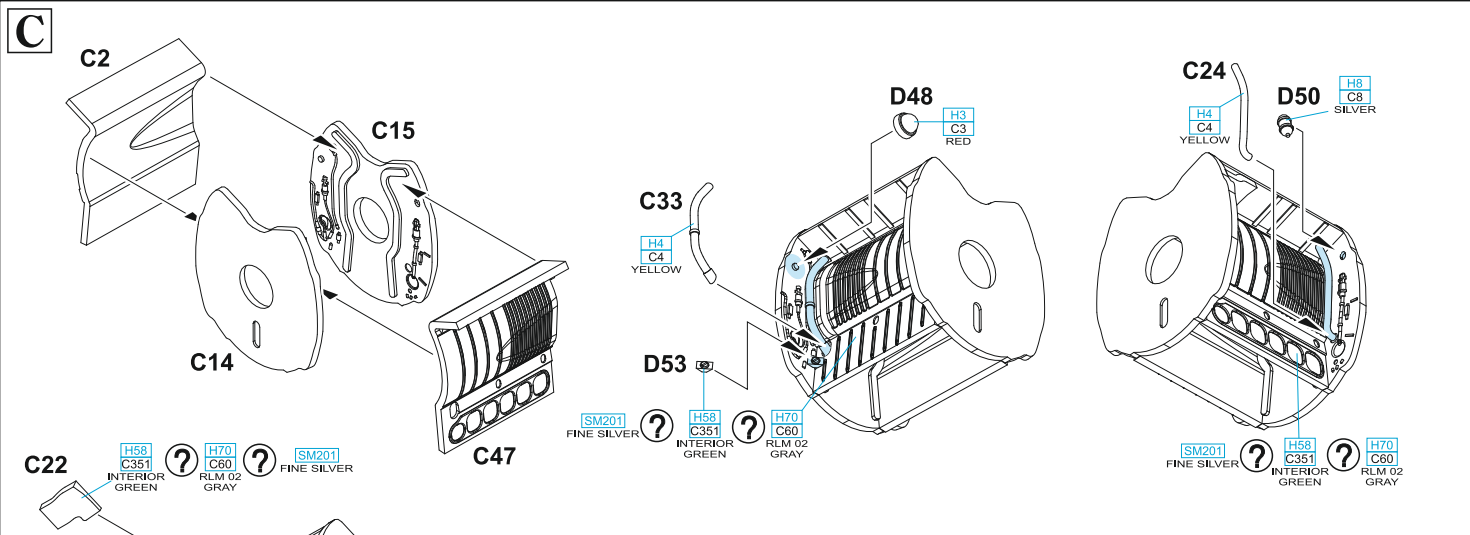


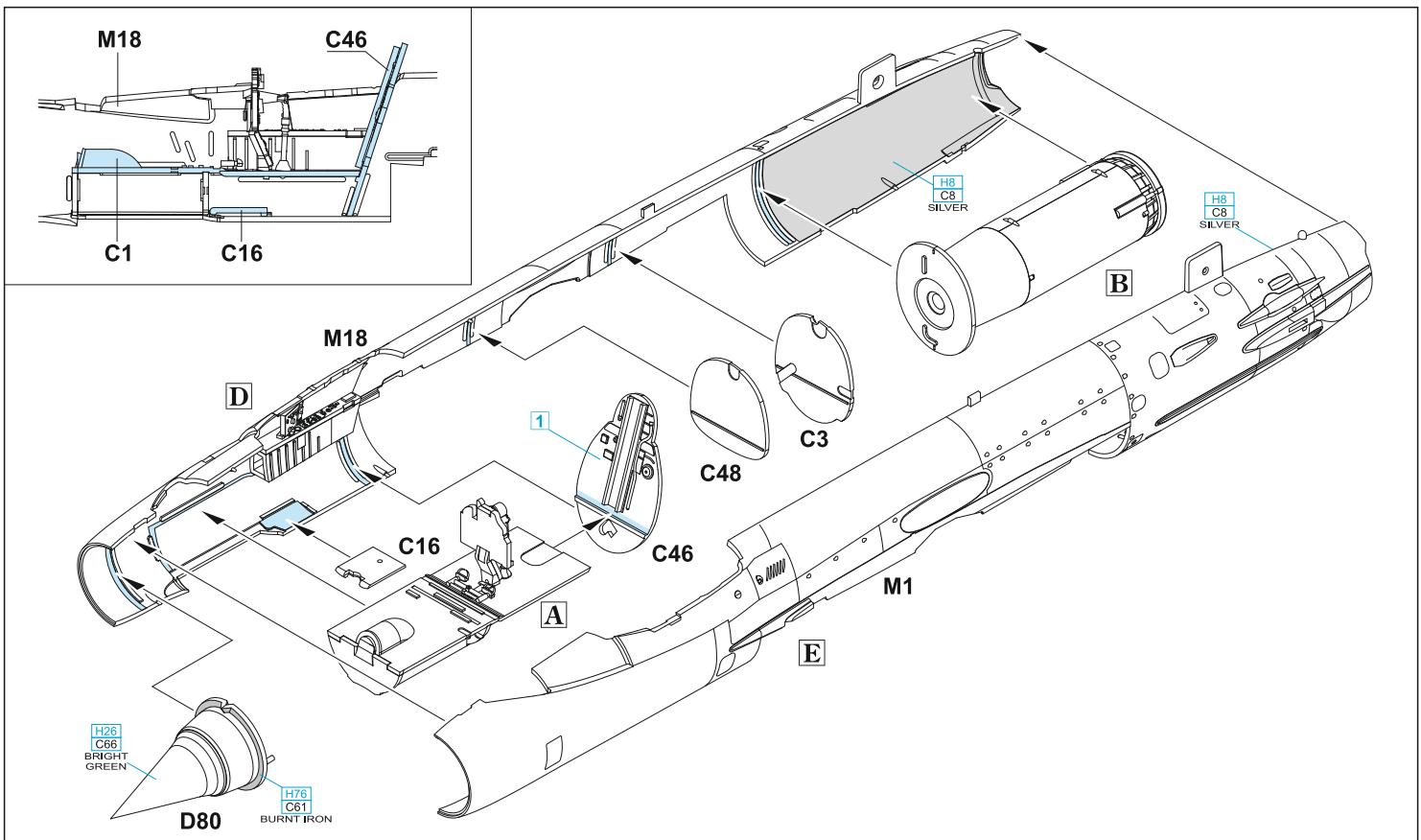
D20 - OPEN
CANOPY ONLY



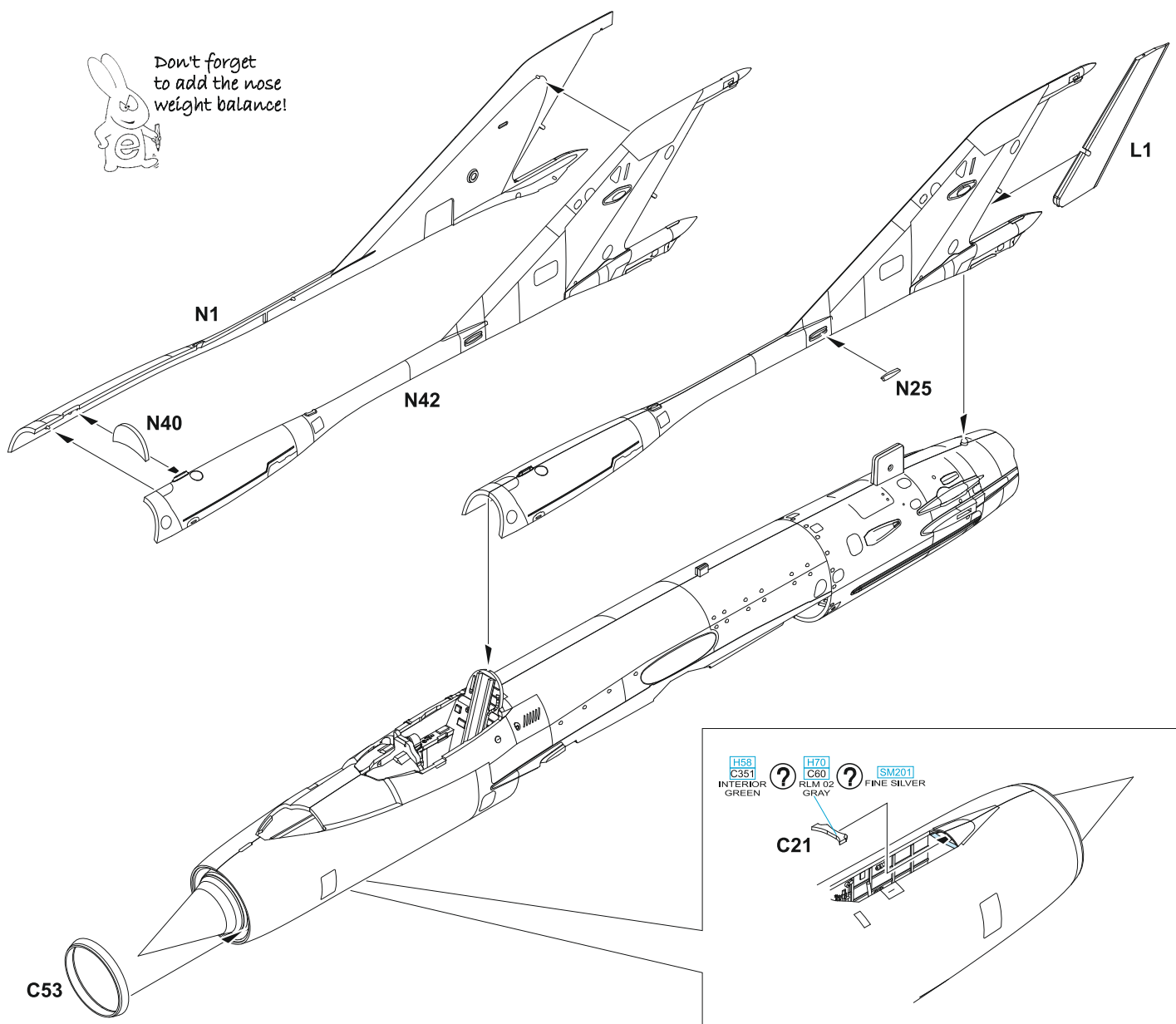
B



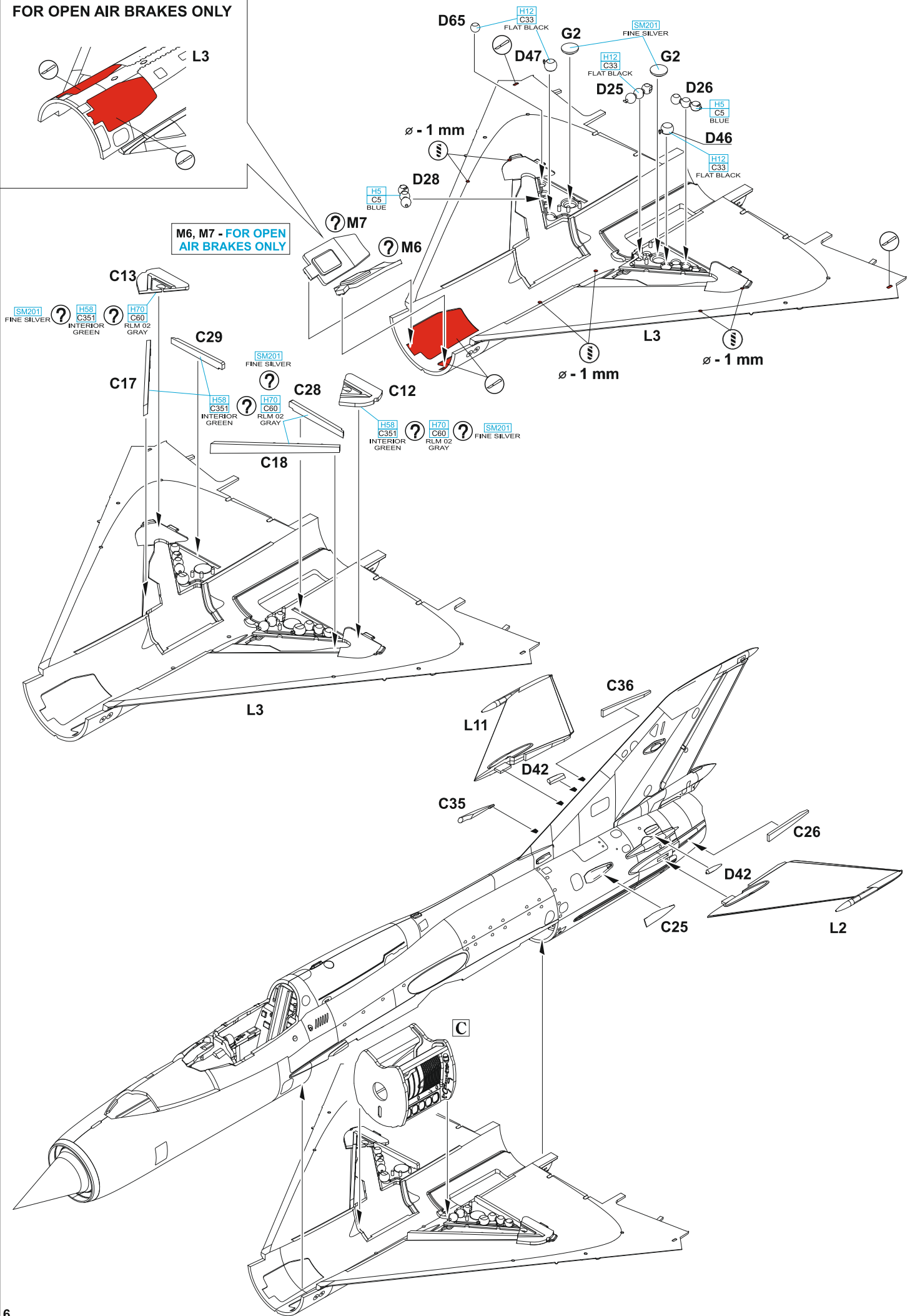
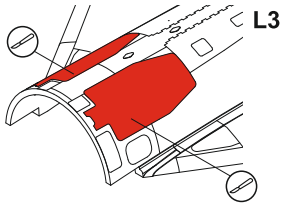


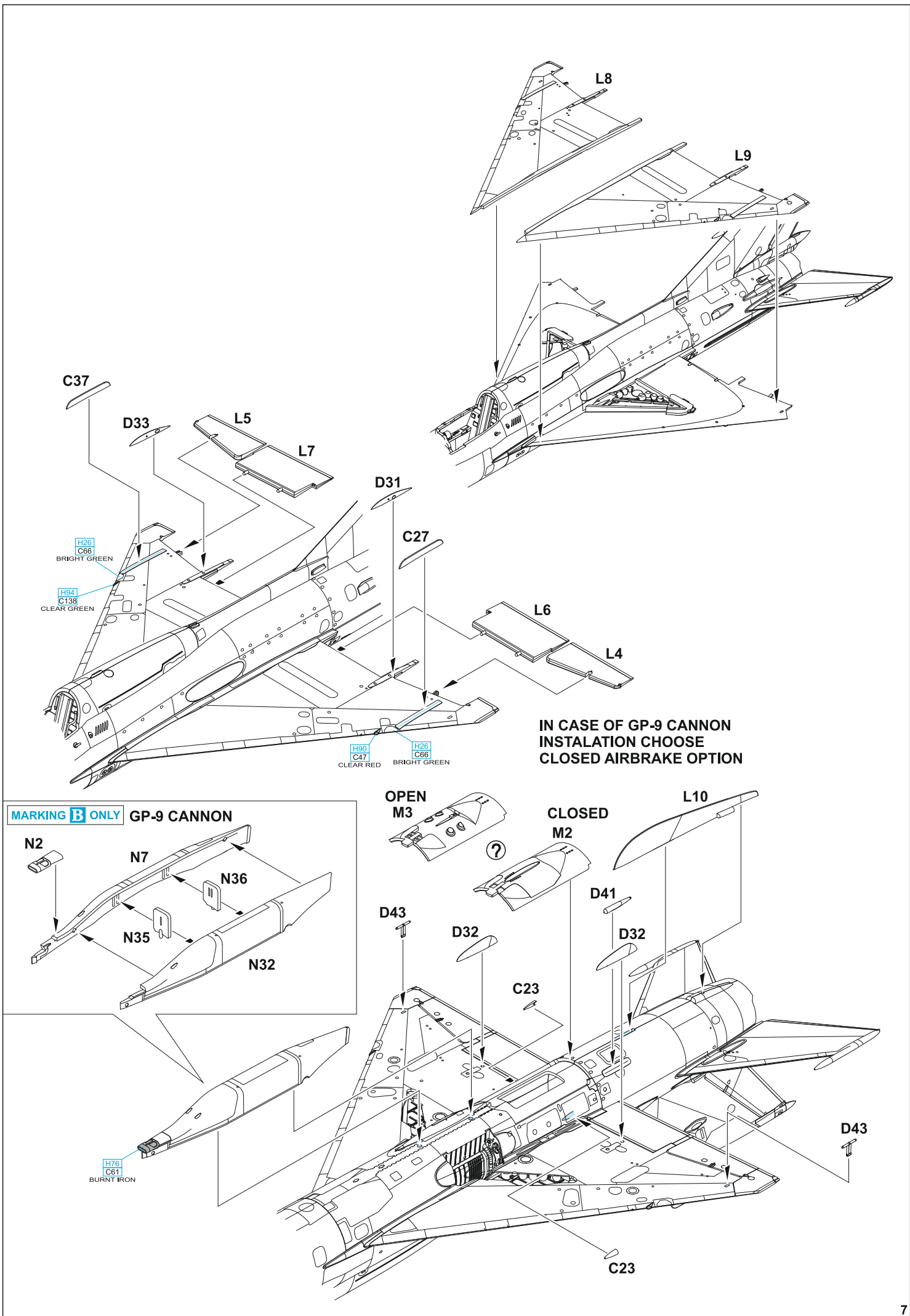


Don't forget
 to add the nose
 weight balance!

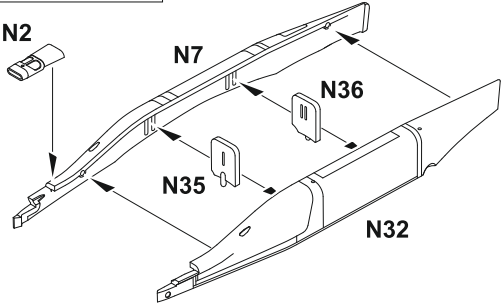
FOR OPEN AIR BRAKES ONLY



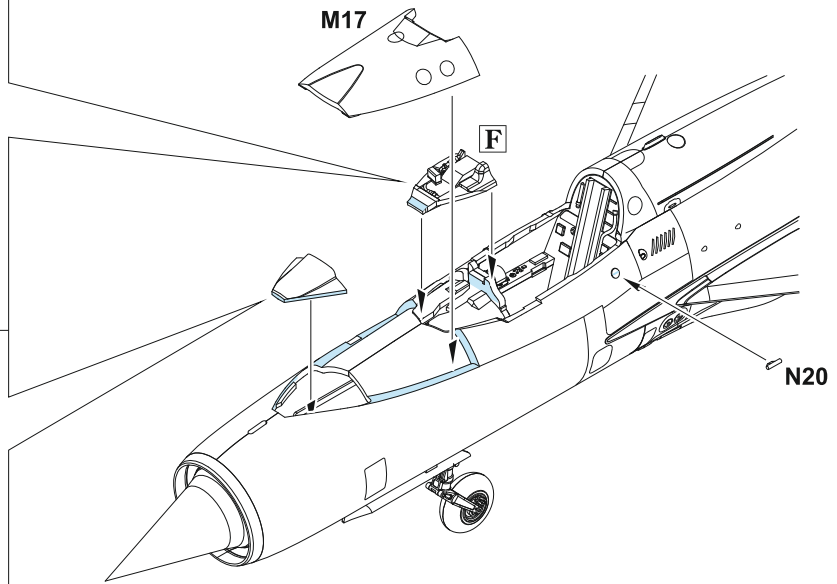
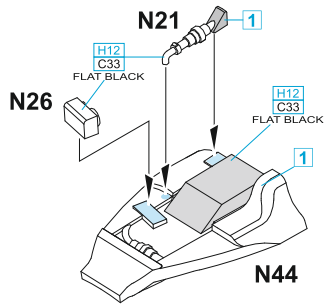
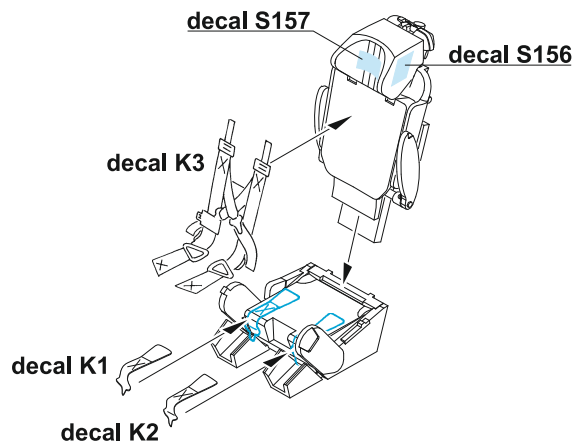
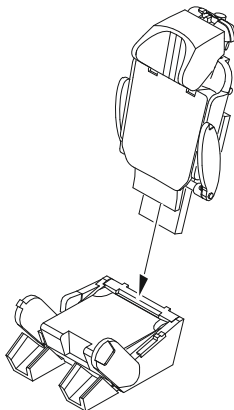
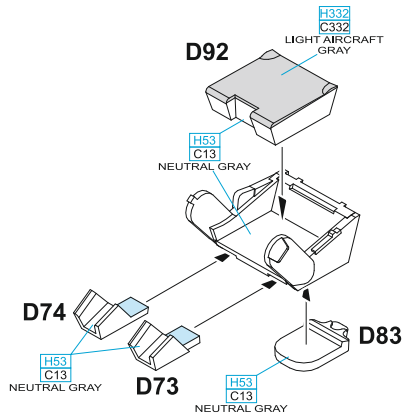
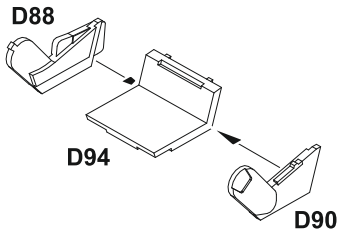
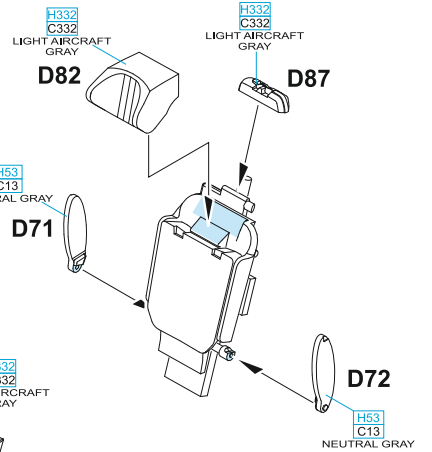
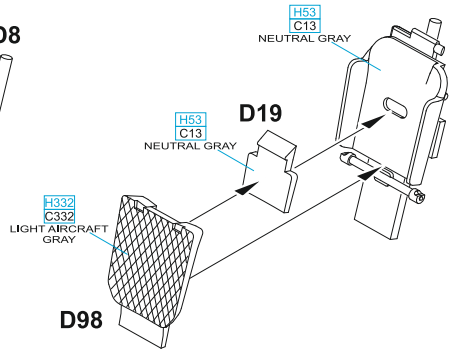
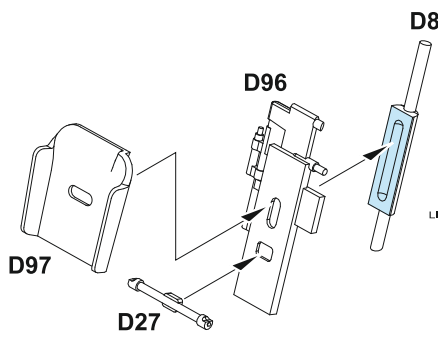


IN CASE OF GP-9 CANNON
 INSTALATION CHOOSE
 CLOSED AIRBRAKE OPTION

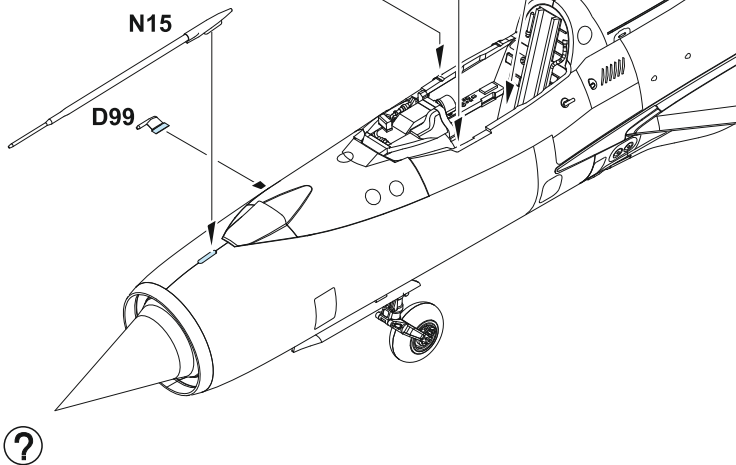
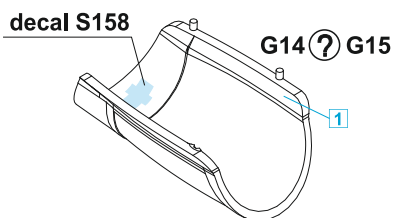
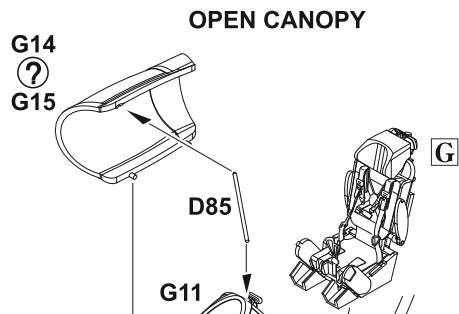
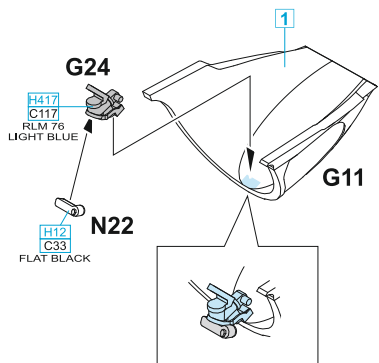
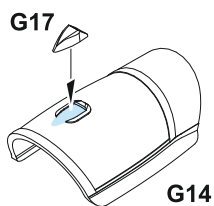
MARKING B ONLY GP-9 CANNON



H76
 C61
 BURNT IRON

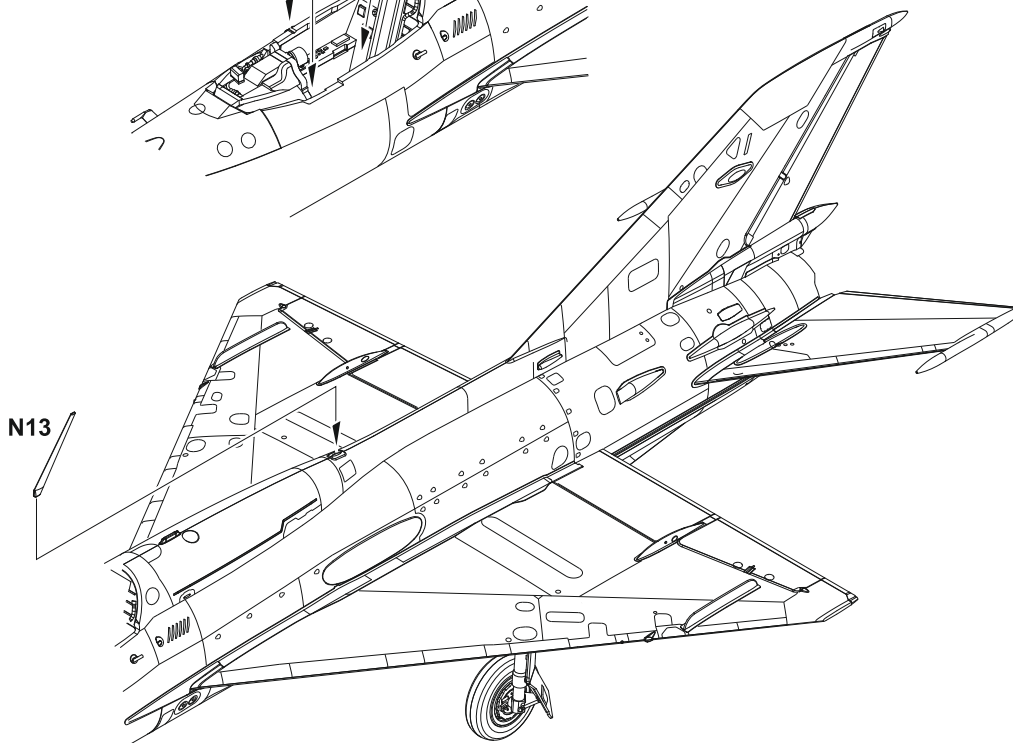
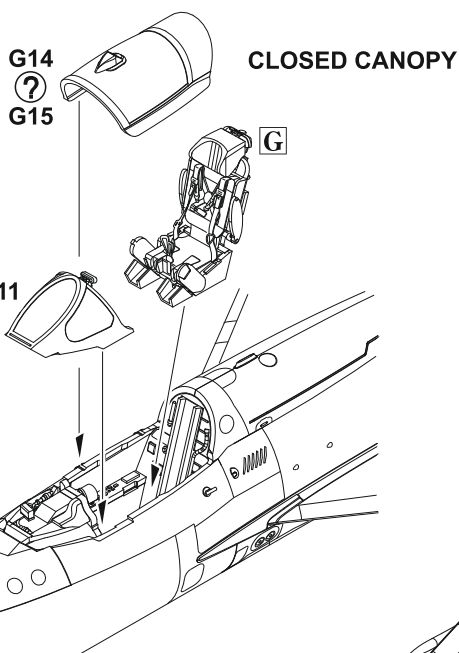
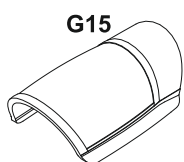
F**G**

MARKING D ONLY

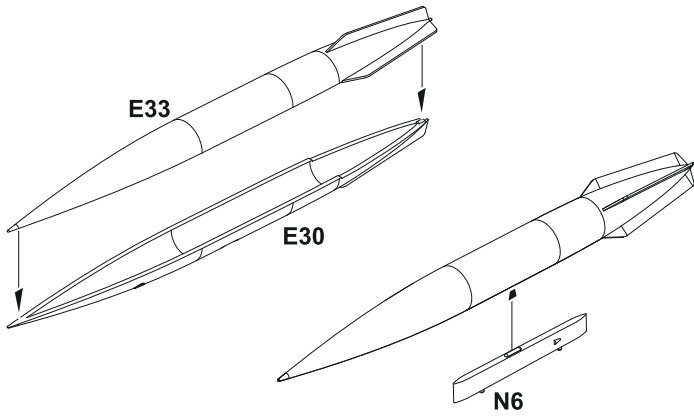


MARKINGS A, B, C

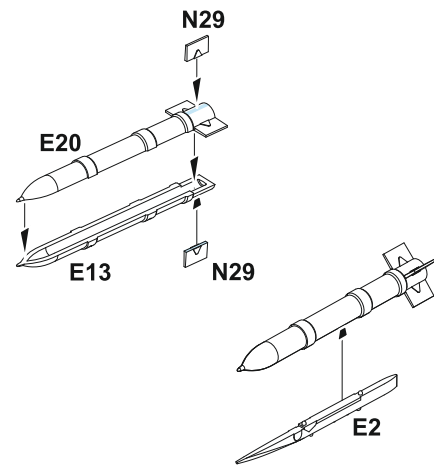
MARKING D



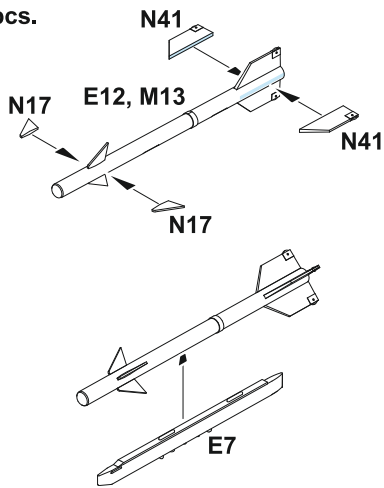
EXTERNAL FUEL TANK 490I



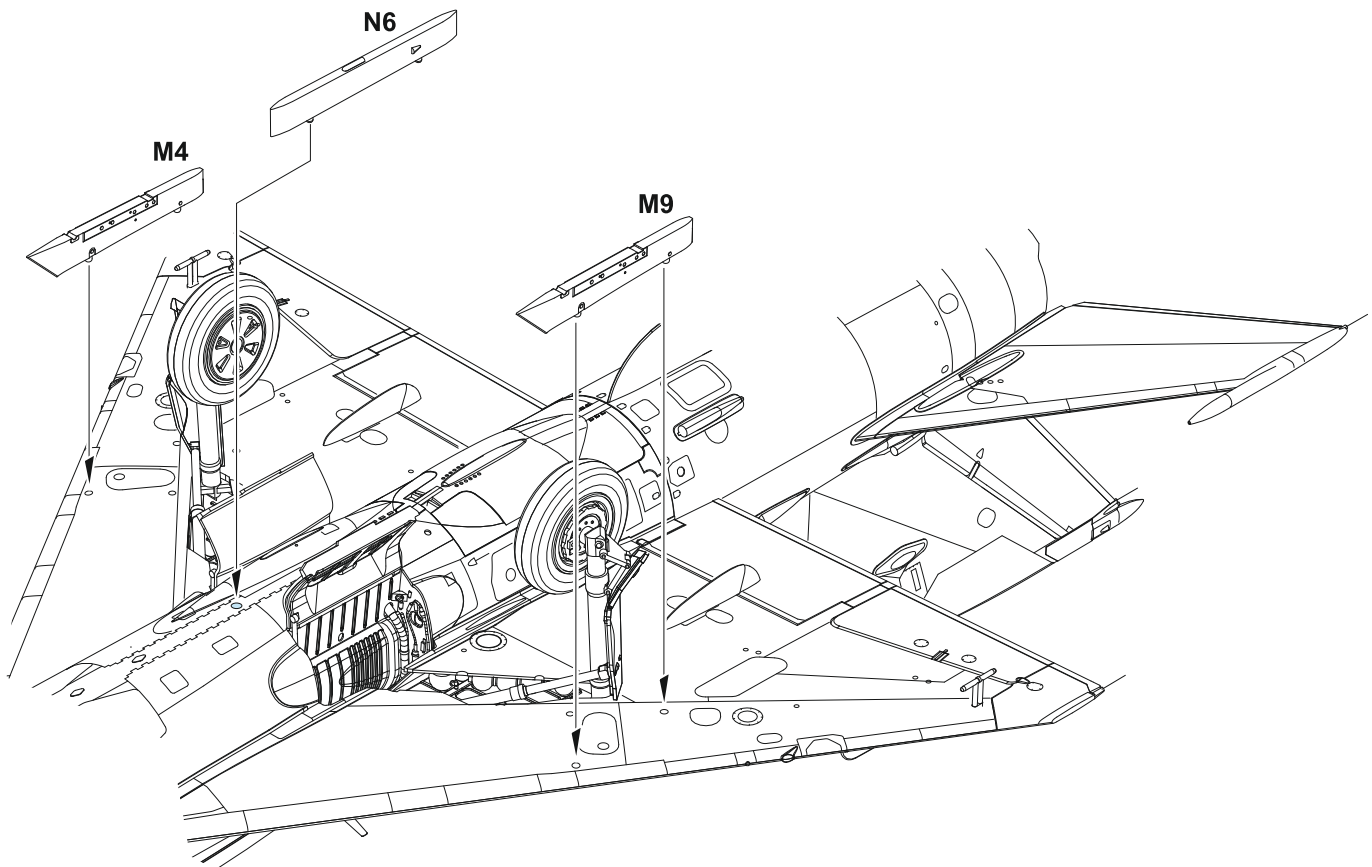
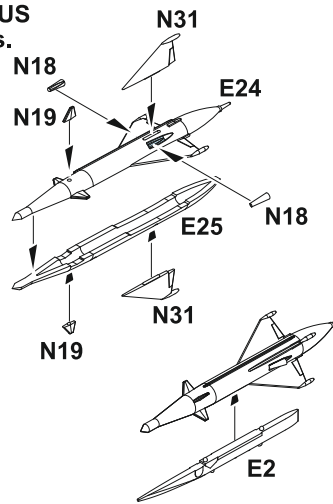
**S-24
2 pcs.**

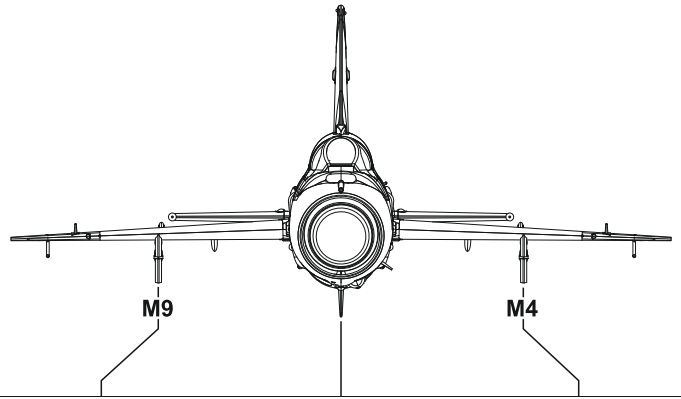


**R-3S
2 pcs.**



**RS-2US
2 pcs.**





**EXTERNAL
FUEL
TANK 490I**



S-24



RS-2US

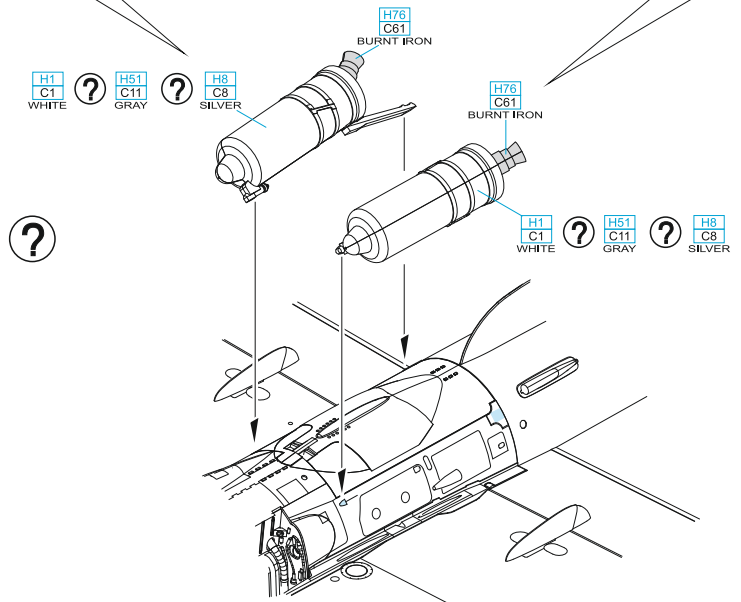
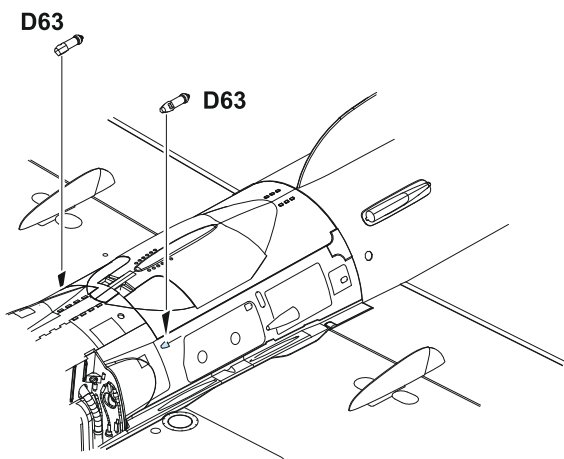
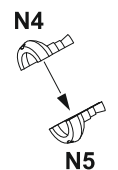
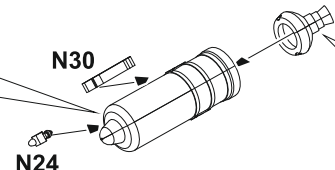
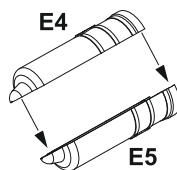
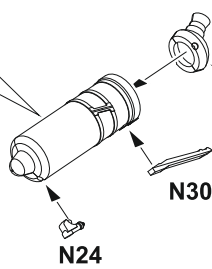
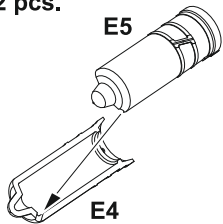


R-3S



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

SPRD
2 pcs.



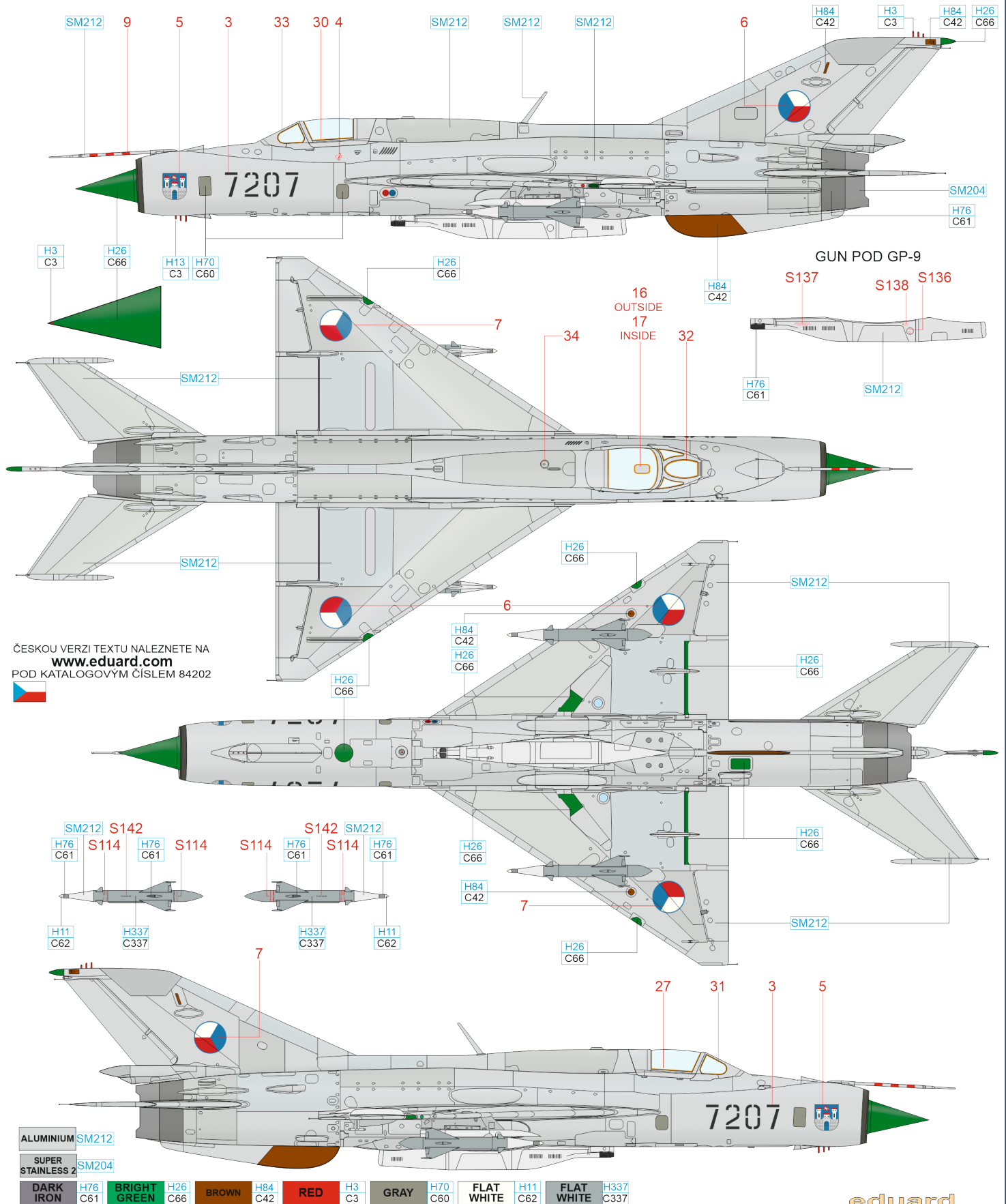
A Le Thanh Dao, 927 Fighter Regiment, Lam Son AB, Democratic Republic of Vietnam, May 1972

On May 10, 1972, Vietnamese pilots Le Thanh Dao and his wingman Vu Duc Hop took off in their MiG-21PFMs and intercepted an F-4J Phantom II from a VF-92 heading for a target west of Hai Phong. Le Thanh opened fire and hit the Phantom, which crashed near Hai Duong. The crew of the aircraft, Cdr. Harry Blackburn and Lt. Steve Rudloff, managed to eject from the burning machine. After leaving the military service, Le Thanh served as Second Secretary of the Central Executive Committee of the Youth Union and was a member of the Standing Committee of the National Assembly (1975). Since 1992, he has been Chairman of the Supreme People's Procuratorate and a member of the Executive Committee of the Central Committee of the Communist Party of Vietnam. The Mig-21PFM, with which Le Thanh achieved the above-mentioned kill, was painted dark green over its entire surface, which was complemented by irregular fields of lighter green on the upper surfaces. Le Thanh Dao scored six kills during the Vietnam conflict.



B 3 Squadron, 11 Fighter Aviation Regiment, Czechoslovak Air Force, Žatec, Czechoslovakia, 1987-1991

Aircraft No. 7207 served from May 31, 1968, until March 20, 1991, exclusively with the 11 Fighter Aviation Regiment in Žatec. The aircraft's retirement under the Conventional Disarmament Treaty in Europe is evidenced by the yellow stripe around the fuselage. After the breakup of Czechoslovakia into two successor states, No. 7207 aircraft became Slovak property and in 1994 it travelled by train to the Slovak base at Sliač. On the surface of the aircraft, which remained in natural metal finish, one can see repairs covered with silver paint. The Žatec town emblem is located only on the left side of the nose, the masonry in the emblem is painted white. The emblem does not display hop branches therefore it can be concluded that the aircraft belonged to the 3rd Squadron of the 11 Stp.

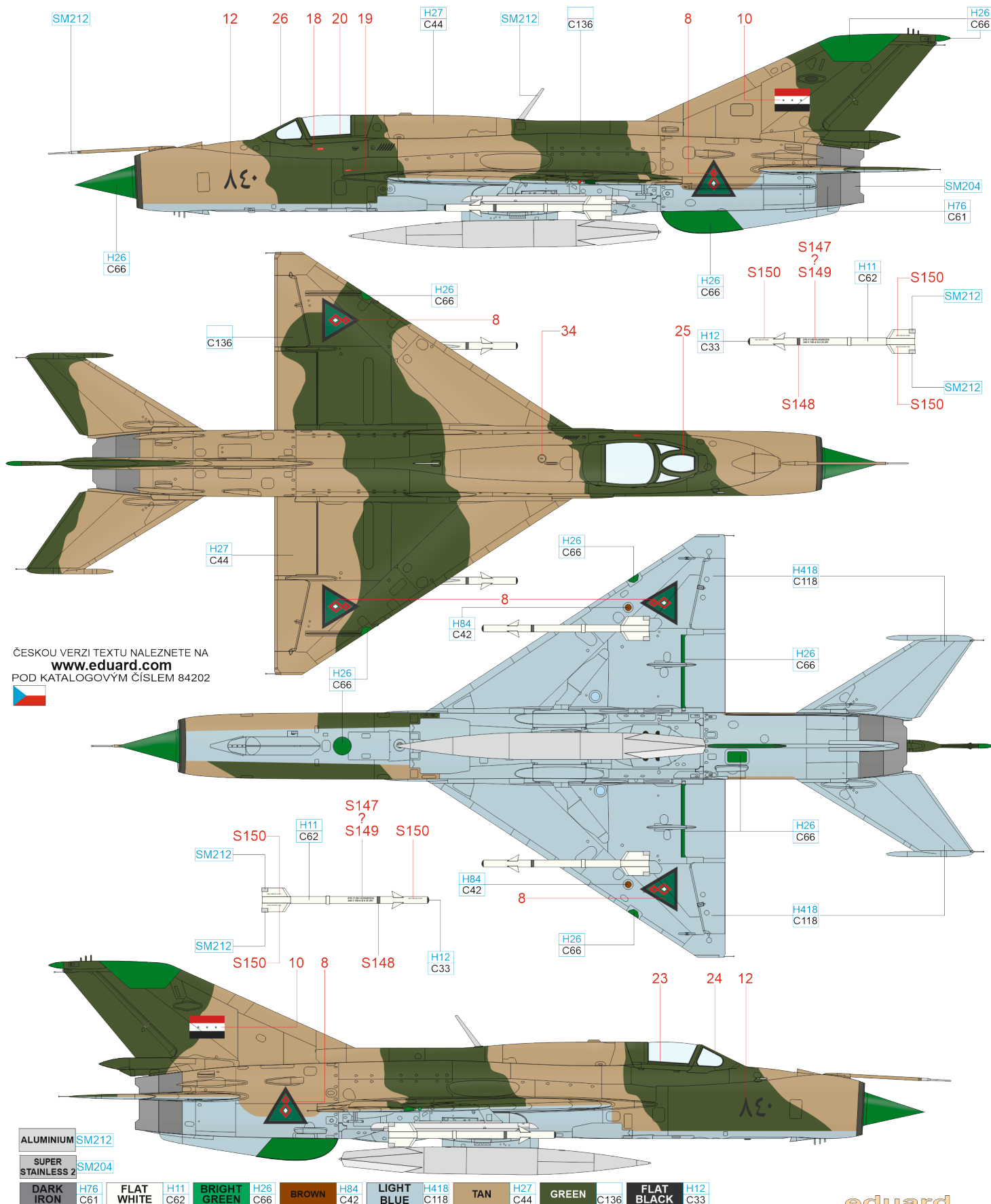


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www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 84202



C No. 9 Squadron IrAF, Iraq Air Force, Saddam AB, Iraq, 1973

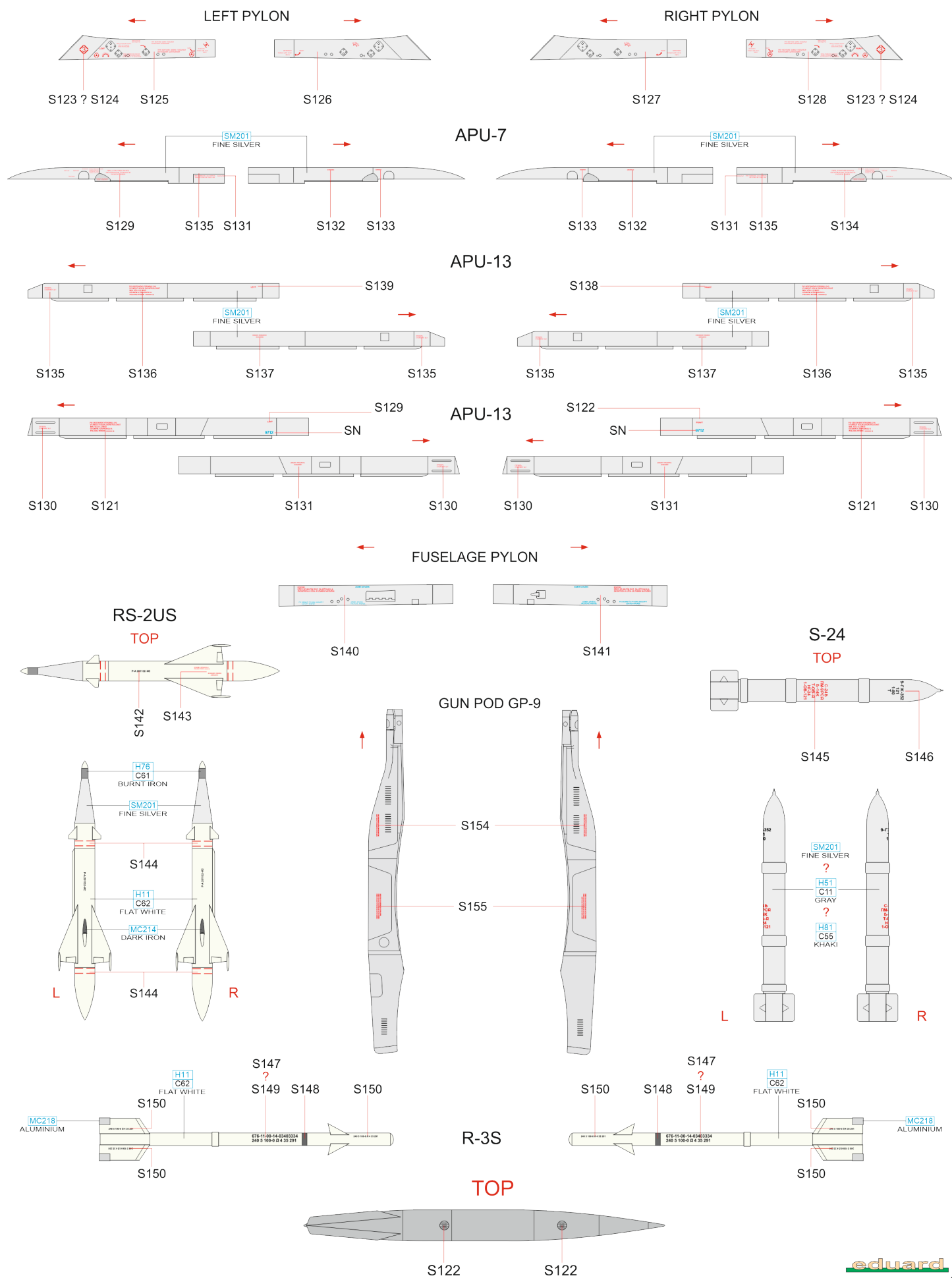
No. 9 Squadron of the Iraqi Air Force was equipped with MiG-21PFMs acquired from the former USSR in 1969-1970. After Egypt and Syria started a new war with Israel in early October 1973, No. 9 Squadron IrAF was relocated to Syria. It is noteworthy that the MiG-21PFMs sent by the IrAF to Syria were originally unpainted, they received their camouflage paint afterwards and it was done in standardized SyAAF colors. Later the pilots returned the aircraft to Iraq with these colors and the livery was retained on the aircraft until the end of their service with the IrAF.

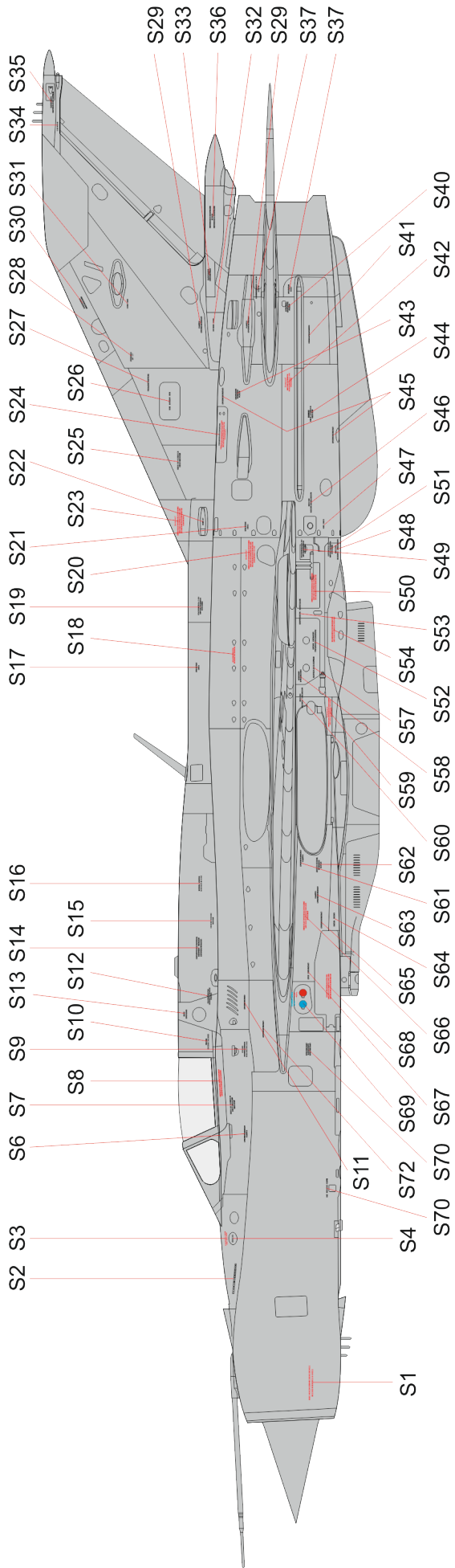


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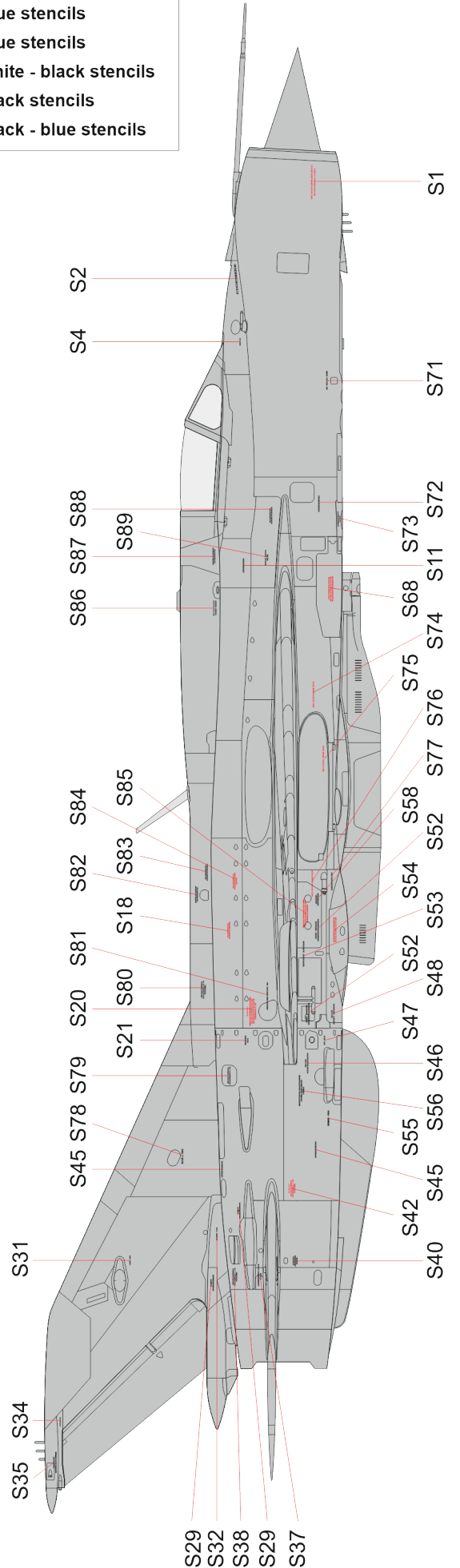


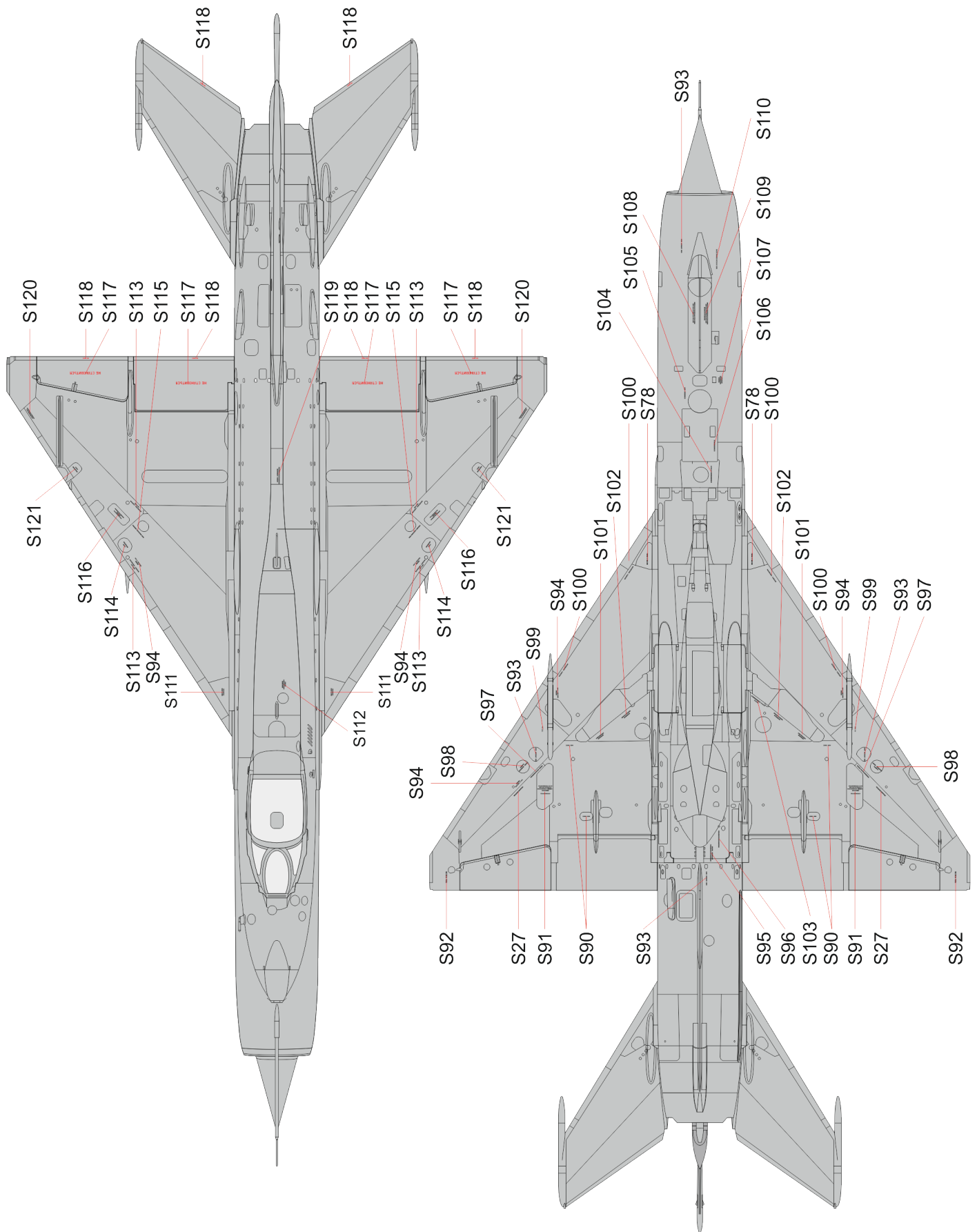
ALUMINIUM	SM212																		
SUPER STAINLESS 2	SM204																		
DARK IRON	H76 C61	FLAT WHITE	H11 C62	BRIGHT GREEN	H26 C66	BROWN	H84 C42	LIGHT BLUE	H418 C118	TAN	H27 C44	GREEN	C136	FLAT BLACK	H12 C33				





- MARKING **A** - blue stencils
- MARKING **B** - blue stencils
- MARKING **C** - white - black stencils
- MARKING **D** - black stencils
- MARKING **E** - black - blue stencils

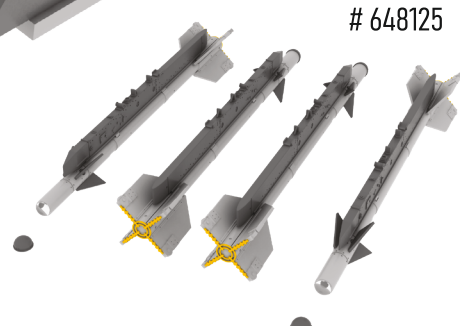
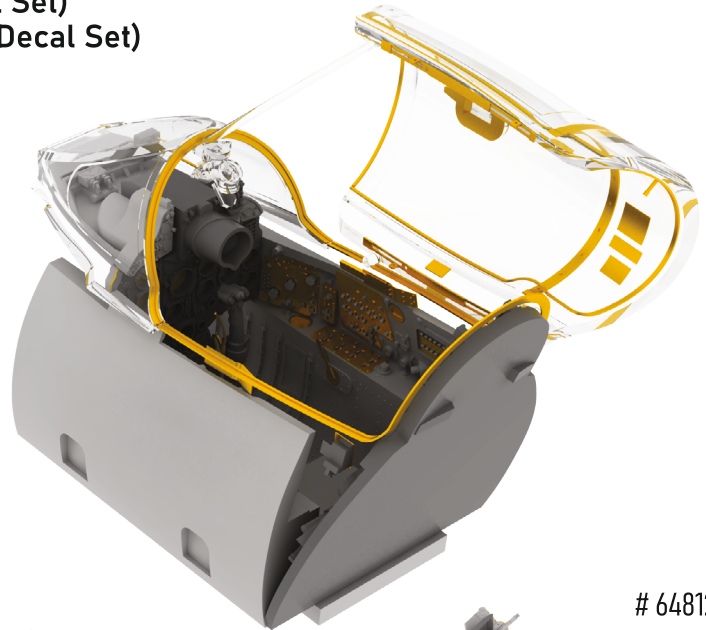
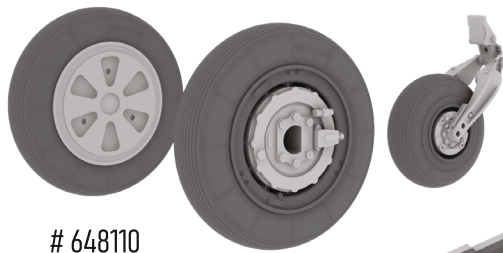




Eduard goodies for

MiG-21PFM 1/48

- 49658 MiG-21PFM interior (PE-Sets)
- 644090 MiG-21PFM LööK (Brassin)
- 644099 MiG-21PFM grey LööK (Brassin)
- 644102 MiG-21PFM LööKplus (Brassin)
- 644109 MiG-21PFM grey LööKplus (Brassin)
- 648110 MiG-21PFM wheels (Brassin)
- 648111 MiG-21PFM interior (Brassin)
- 648185 MiG-21PFM interior - grey (Brassin)
- 648125 R-3S / AA-2 Atoll-A (Brassin)
- 3DL48172 MiG-21PFM grey SPACE (3D Decal Set)
- 3DL48173 MiG-21PFM turquoise SPACE (3D Decal Set)
- D48018 MiG-21PFM stencils (Decal Set)
- EX638 MiG-21PFM TFace (Mask)



3DL48172

3DL48173

