MiG-21F-13

eduard

1/48 Scale Plastic Model Kit



item # 84213

WEEKEND edition

The MiG-21 was the most-produced supersonic fighter in the world serving with more than fifty Air Forces over four continents. The MiG-21F-13 was the first version armed with guided missiles R-3.

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 the supersonic 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 Tushino airfield.
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.

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, 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 more of 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 60s. The production of 3rd generation started in 1968 and included the most advanced versions of MiG-21 like the M, SM, MF, SMT or Bis, among others. 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. Over the course of the Cold War, the opponents of the MiG-21 included the likes of the Northrop F-5 Freedom Fighter or the Dassault Mirage III. NATO assigned it the reporting name "Fishbed", while the Soviet pilots called it "Balalaika" due to the shape resembling it with the popular Russian musical instrument.

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 combat missions with the MiG-21PF or PFM variants. Syrian pilots Bassam Hamshun and Majid Zugbi both achieved seven kills flying MiG-21MF, while Adeeb 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-21F-13
The MiG-21F was an interceptor version of the MiG-21 designed for all-weather operations, carrying a new guided missile, a copy of the American AIM-9B Sidewinder. The prototype originally designed to carry these missiles was designated the Ye-7 and given the service designation MiG-21P. Its weapon system consisted of a CD-30 (Spin Scan) fire control radar and two R-3 (AA-2 Atoll) missiles, whose factory testing program was completed on December 12, 1959. However, as the development of the MiG-21P (Ye-7) interceptor was still in the early stages of flight testing, it was decided to incorporate this missile into the weapon system of the front-line MiG-21F (Fishbed C). The first "missile-carrying" MiG-21Fs (Fishbed C), known under the prototype designation Ye-6T, service designation MiG-21F-13 (Fishbed C/E), and production code iz.74, left the gates of Plant No. 21 in Gorky in July 1960. Since the primary weapon of the MiG-21F-13 (Fishbed C/E) was a pair of R-3 air-to-air missiles, the aircraft was lightened by removing the left 30mm cannon and reducing the ammunition supply for the right cannon from 60 rounds to 30. Between 1960 and 1962, a total of 513 MiG-21F-13s left the gates of Plant No. 21 in Gorky, 132 in 1960, 226 in 1961, and 155 in 1962.
Finland became the first operator of the MiG-21F-13 among countries that were not members of the Warsaw Pact in 1963. Another 194 of these aircraft were produced between 1962 and 1972 at the Aero Vodochody plant in Czechoslovakia. The first four were assembled from original Soviet-made components. In 1967, the MiG-21F-13 also became part of the production program of Chinese plant No. 112 in Shenyang.

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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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

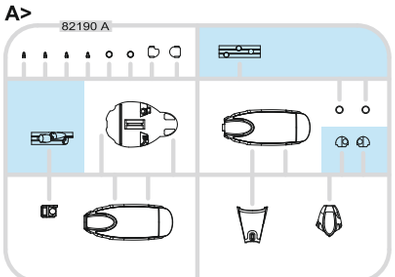
OPTIONAL VOLBA	BEND OHNOUT	SAND BROUSIT	OPEN HOLE VYVRTAT OTVOR	SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ	REMOVE ODŘÍZNOUT	REVERSE SIDE OTOČIT	APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

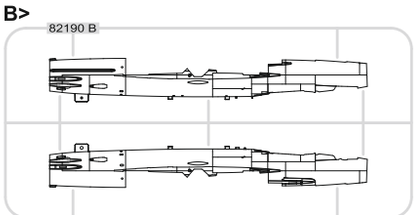
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

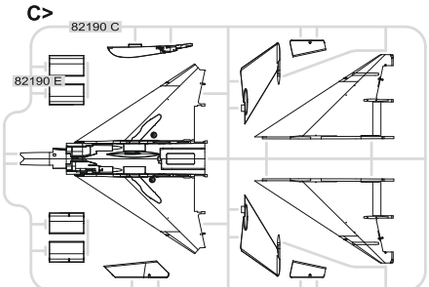
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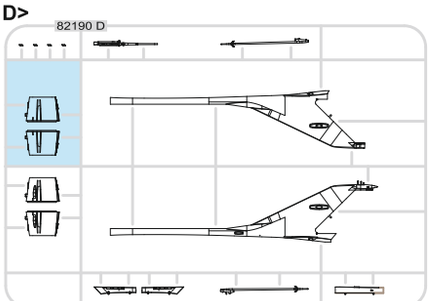
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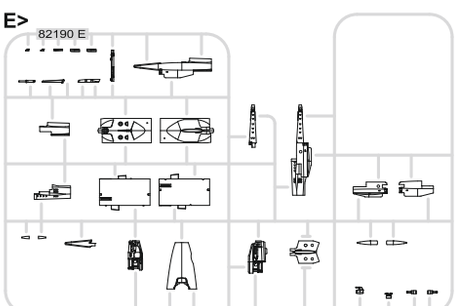
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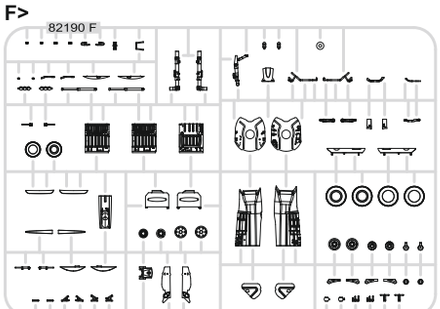
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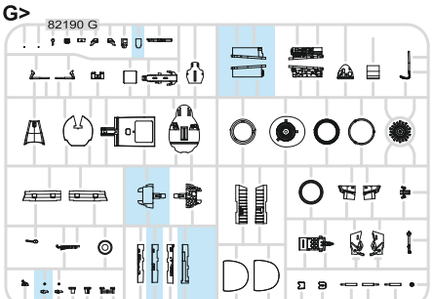
E>



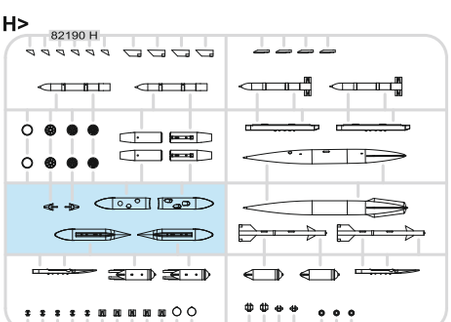
F>



G>



H>



-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

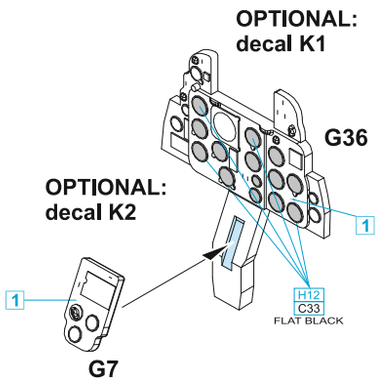
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H4	C4	YELLOW
H5	C5	BLUE
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H13	C3	FLAT RED
H26	C66	BRIGHT GREEN
H27	C44	TAN
H51	C11	LIGHT GULL GRAY
H58	C351	INTERIOR GREEN
H68	C36	RLM74 DARK GRAY
H70	C60	GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H84	C42	MAHOGANY

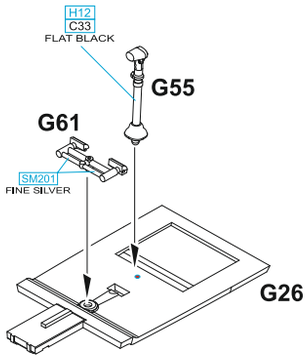
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H301	C301	GRAY
H302	C302	GREEN
H303	C303	GREEN
H305	C305	GRAY
H308	C308	GRAY
H332	C332	LIGHT GRAY
H337	C337	GRAYISH BLUE
H417	C117	RLM76 LIGHT BLUE
	C391	INTERIOR GREEN
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER 2
SM204		SUPER STAINLESS
SM206		SUPER CHROME SILVER
SM212		ALUMINIUM

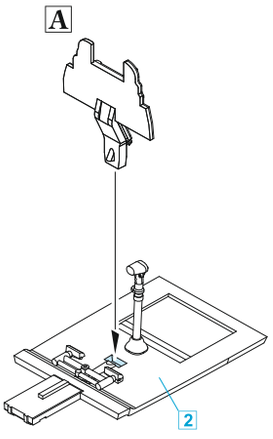
A

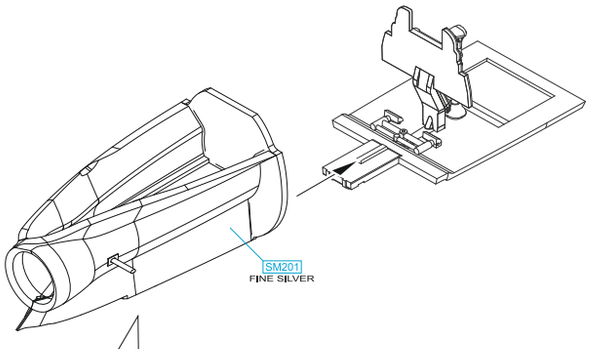
1 = H12 C33 FLAT BLACK - MARKINGS A,C,D,E
1 = C391 INTERIOR GREEN - MARKING B



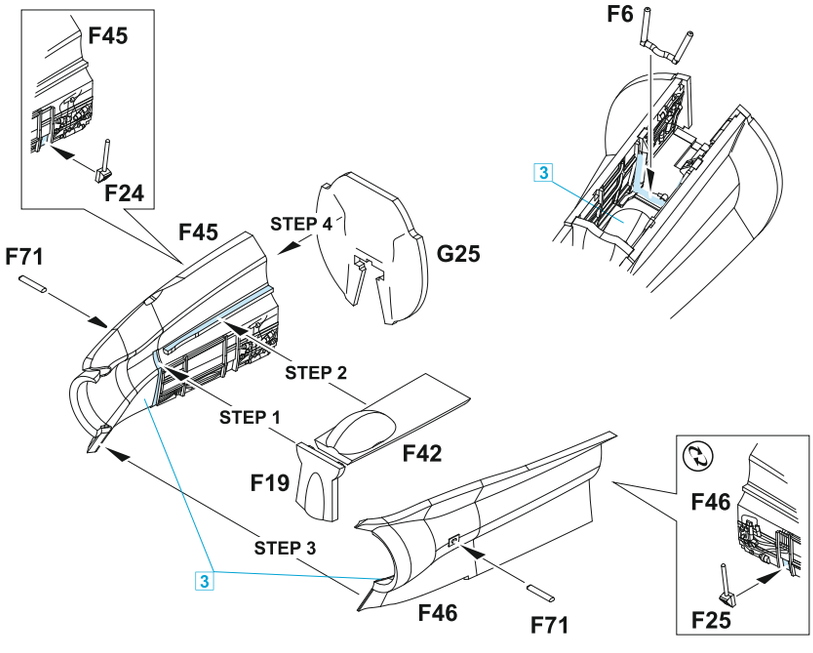
2 = H308 C308 GRAY - MARKINGS A,C,D,E
2 = C391 INTERIOR GREEN - MARKING B

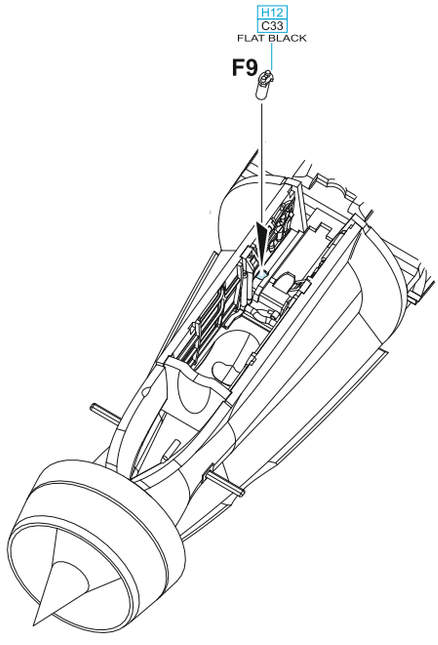


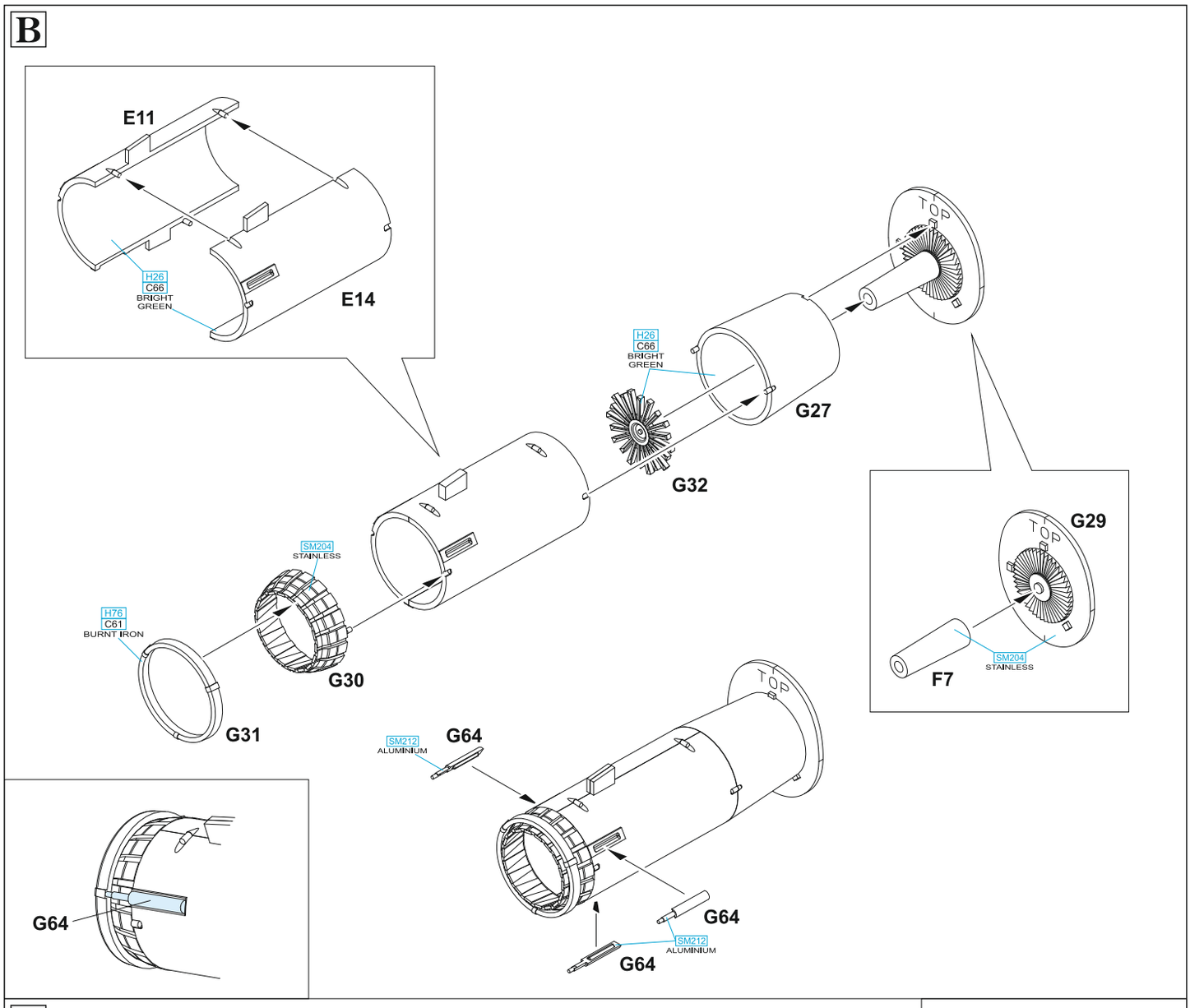


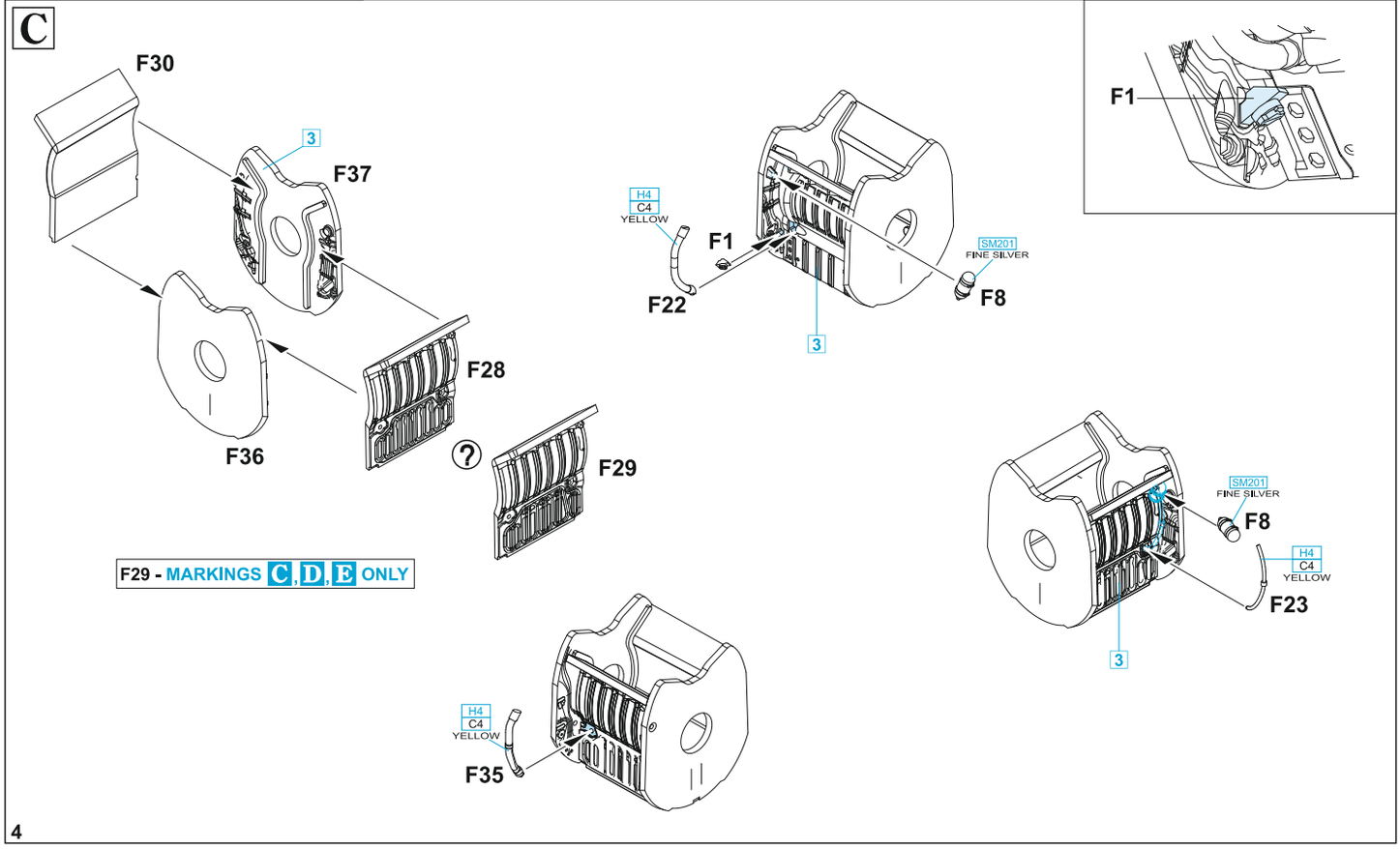


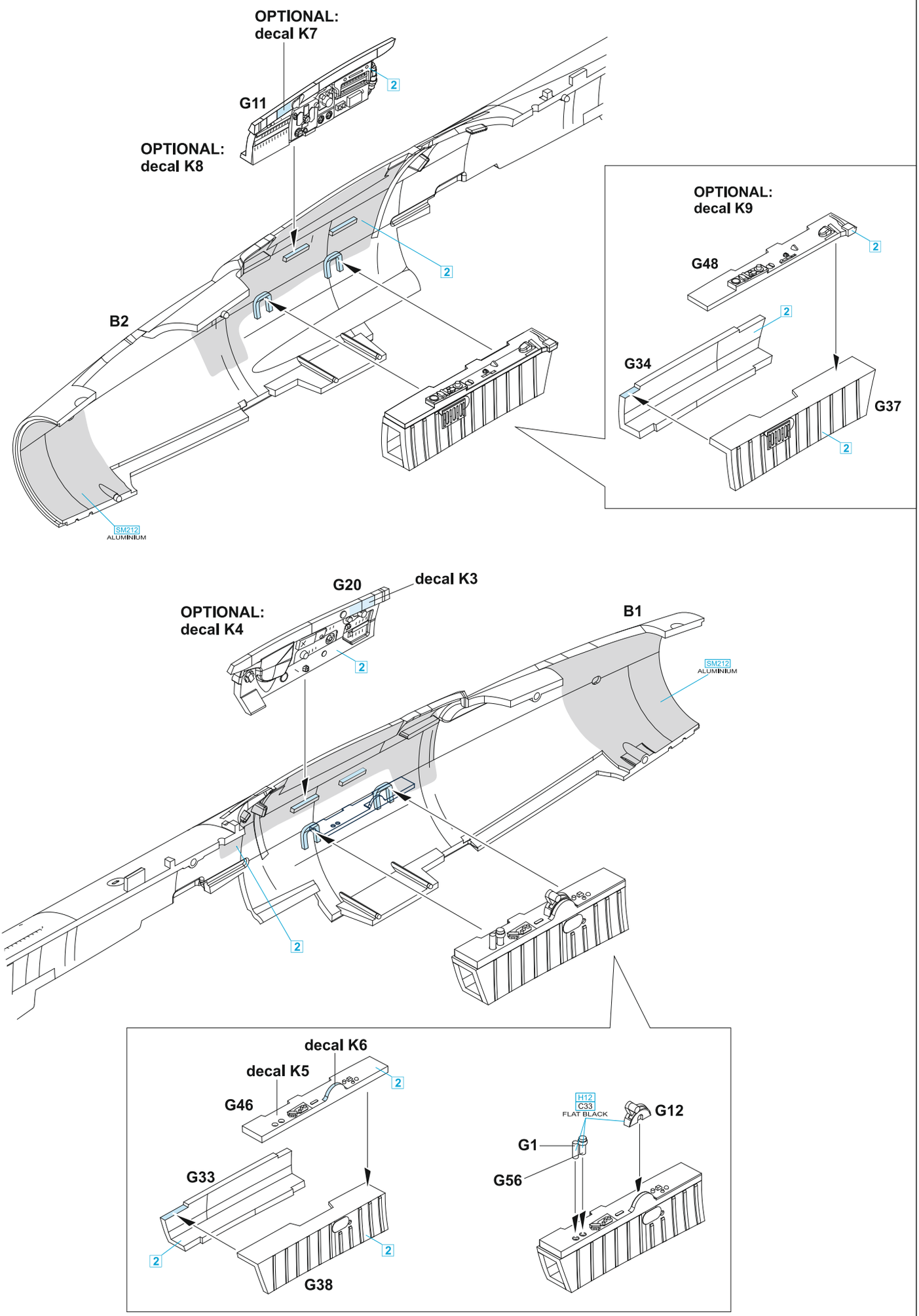
3 = H70 C60 RLM 02 GRAY - MARKINGS A,B,C
3 = 10 % H4 C4 YELLOW + 90 % H8 C8 SILVER - MARKINGS D,E





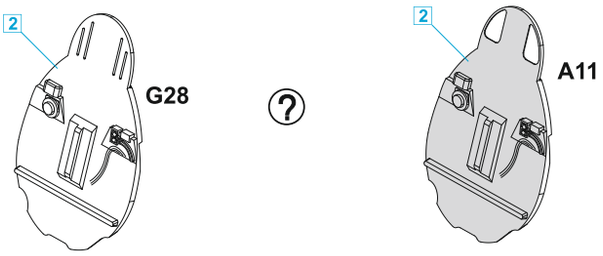

B
E11
E14
H26
C66
BRIGHT
GREEN
G27
G32
G29
F7
SM204
STAINLESS
H76
C61
BURNT IRON
G30
G31
SM212
ALUMINIUM
G64
TOP

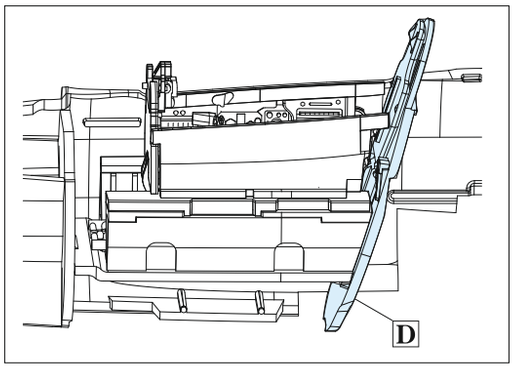

C
F30
3
F37
F36
F28
F29
F1
H4
C4
YELLOW
F22
SM201
FINE SILVER
F8
F23
F35
F29 - MARKINGS C, D, E ONLY

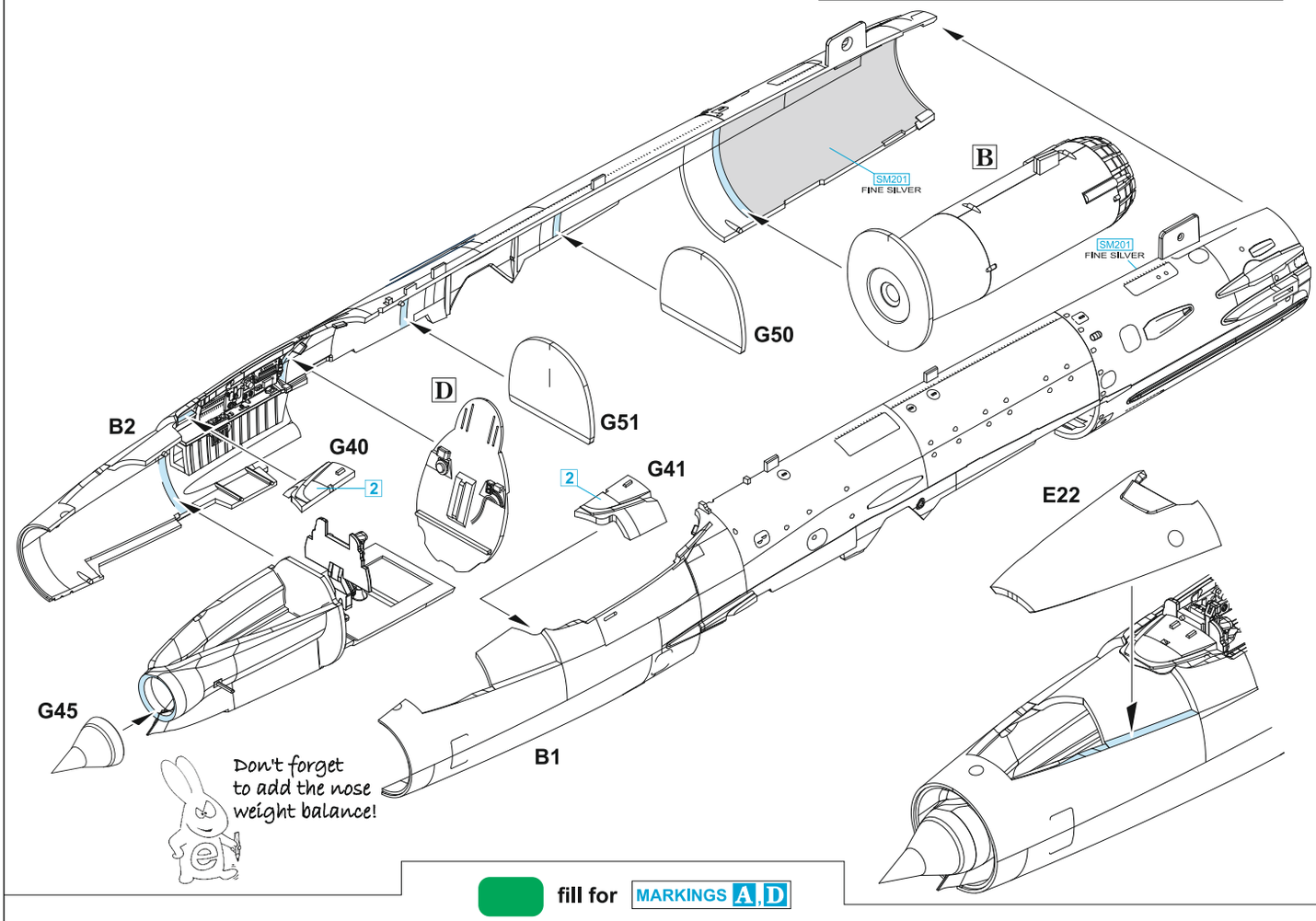

OPTIONAL:
decal K7
G11
OPTIONAL:
decal K8
B2
2
SM212
ALUMINIUM
OPTIONAL:
decal K9
G48
G34
G37
decal K3
G20
OPTIONAL:
decal K4
B1
decal K6
decal K5
G46
G33
G38
H12
C33
FLAT BLACK
G12
G1
G56

D

G28 - MARKINGS A, B
A11 - MARKINGS C, D, E



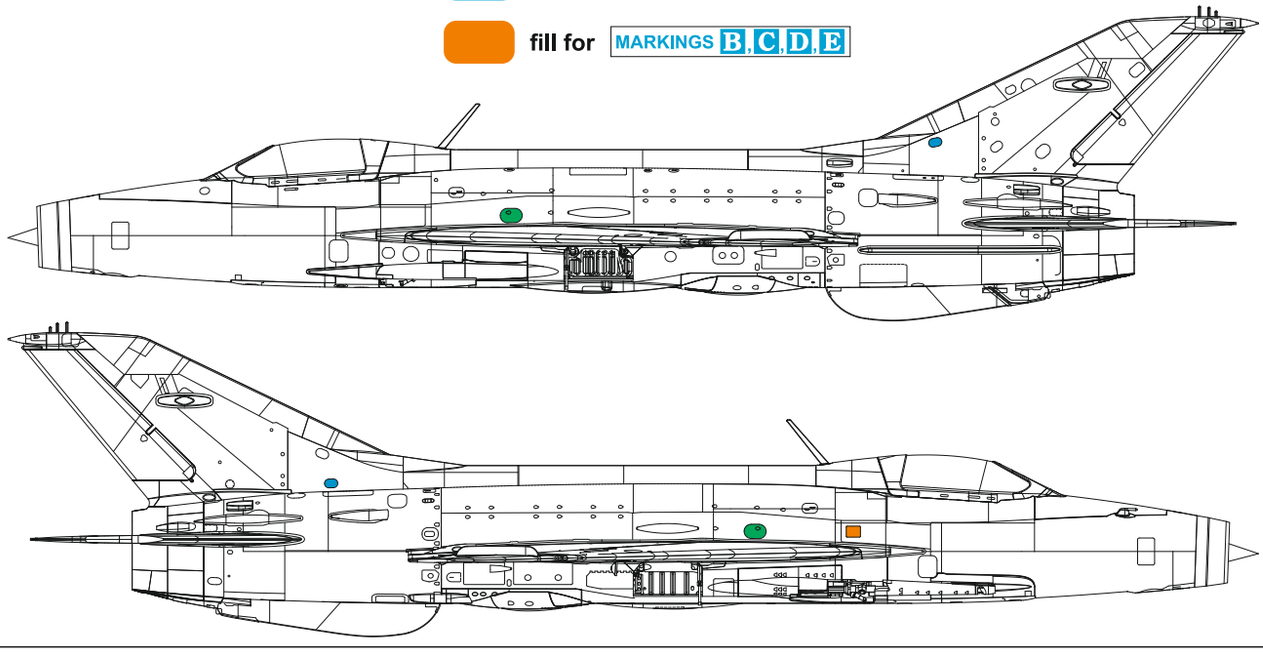


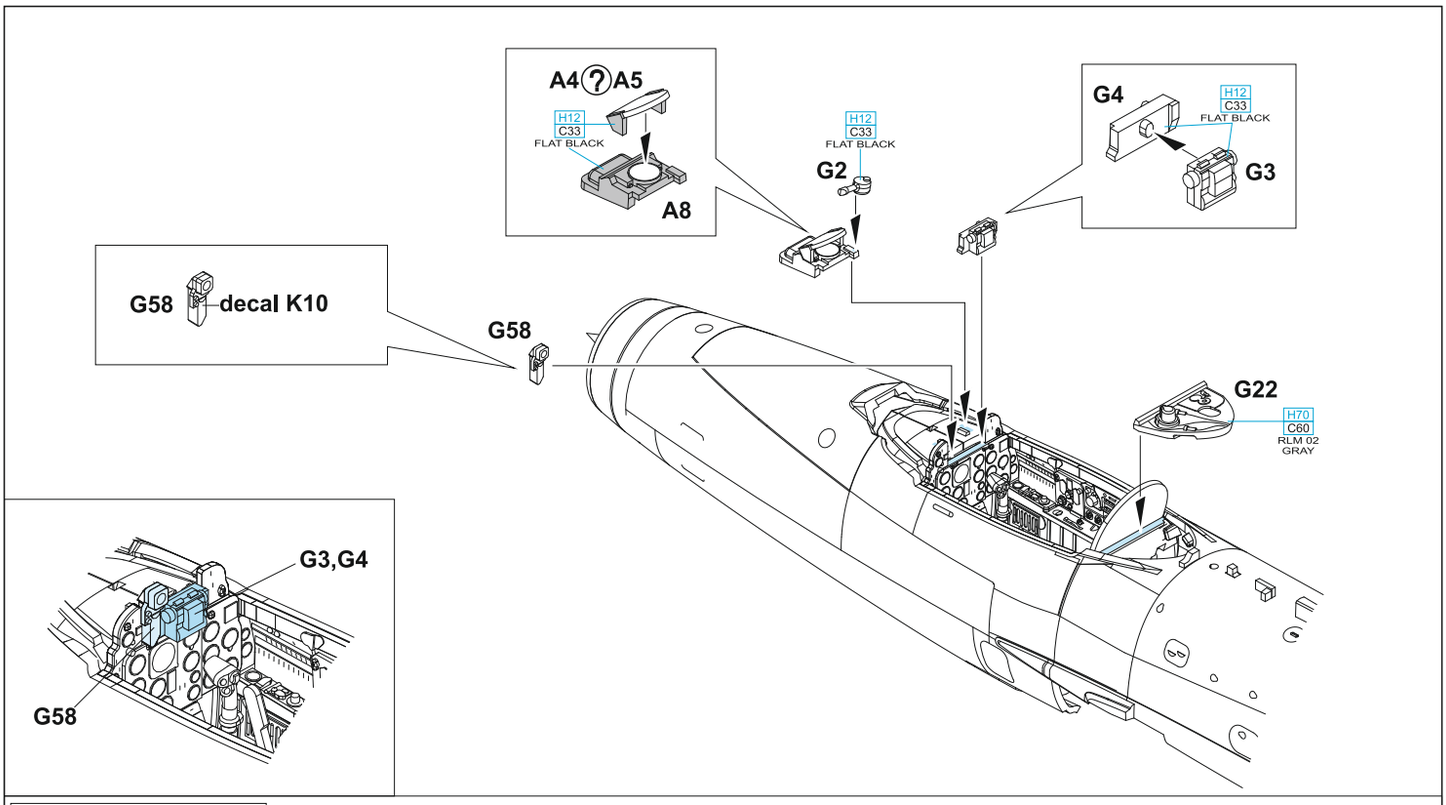


fill for MARKINGS A, D

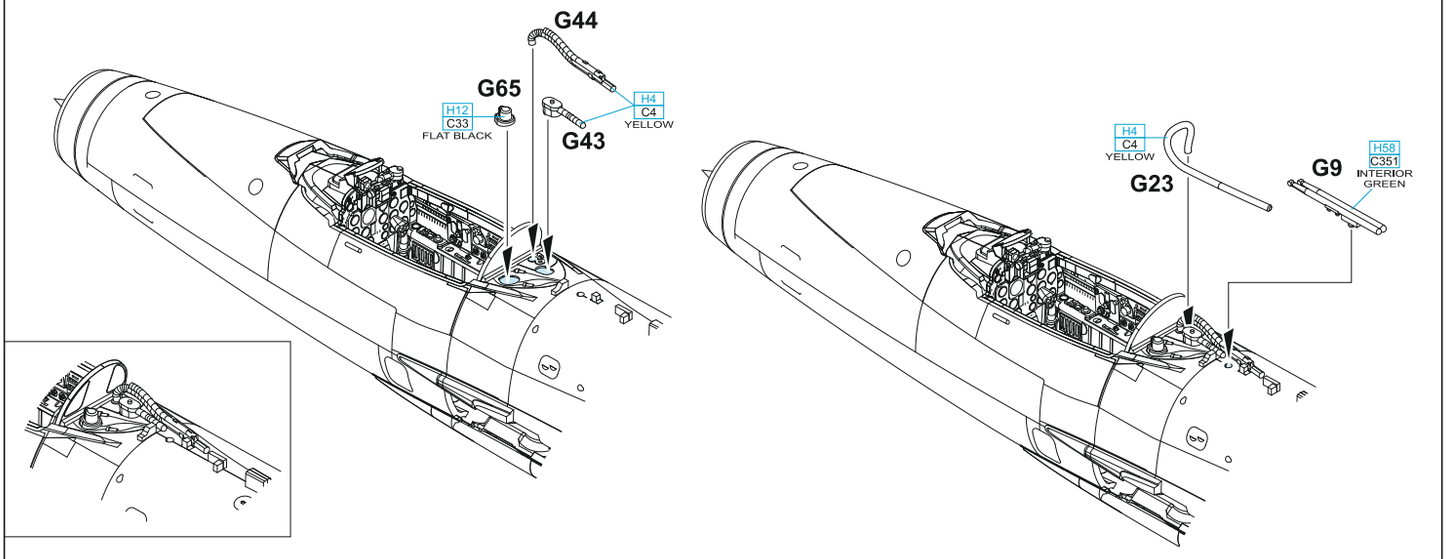
fill for MARKING A

fill for MARKINGS B, C, D, E

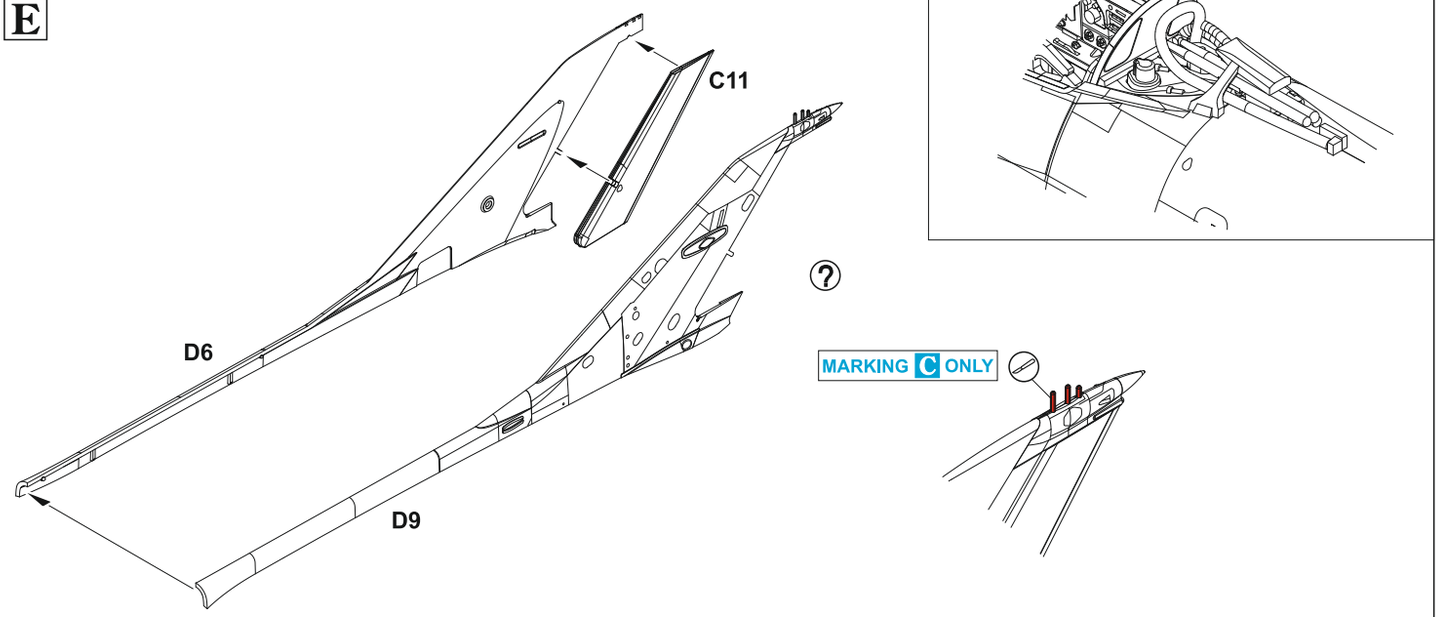




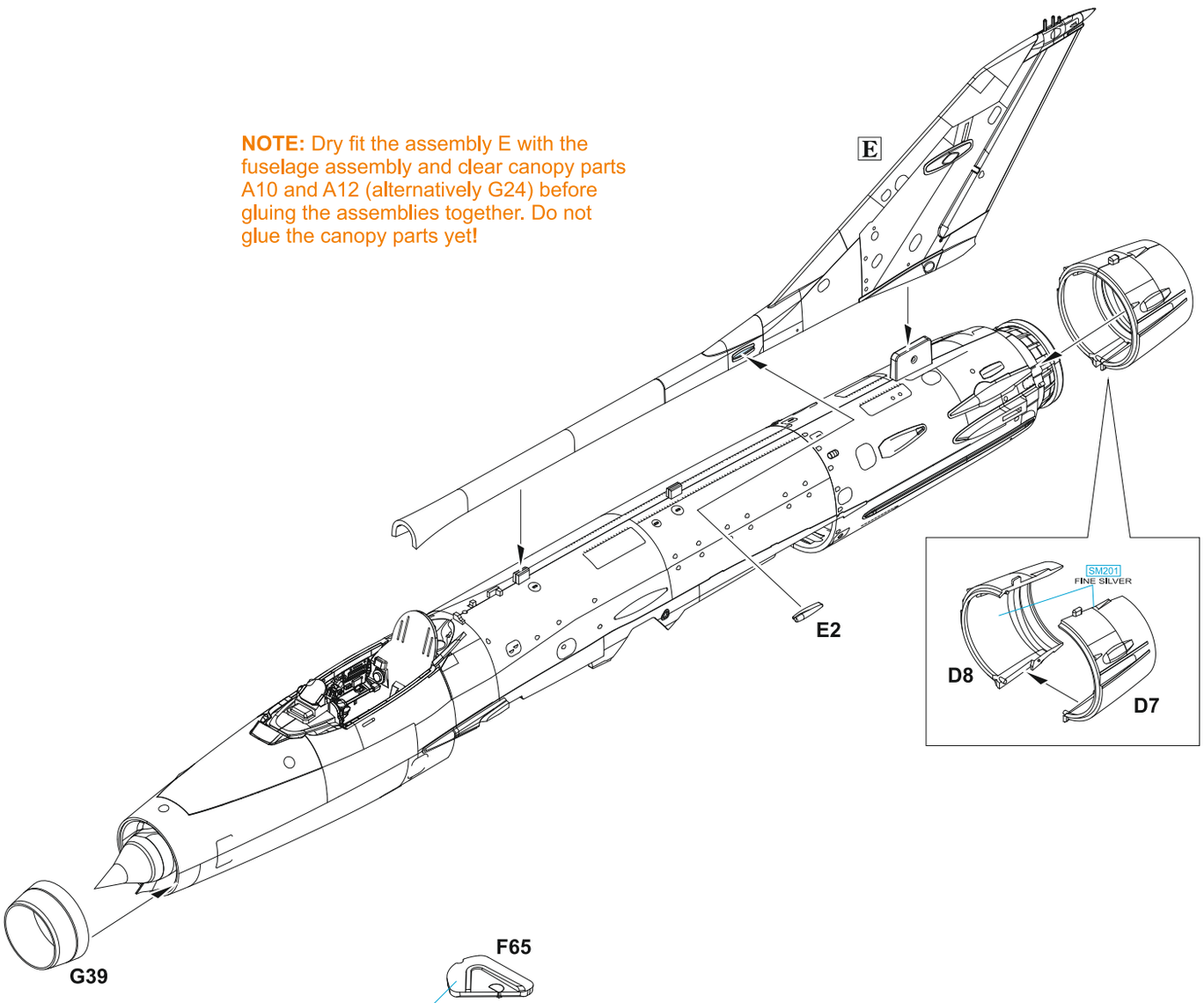
MARKINGS C, D, E ONLY

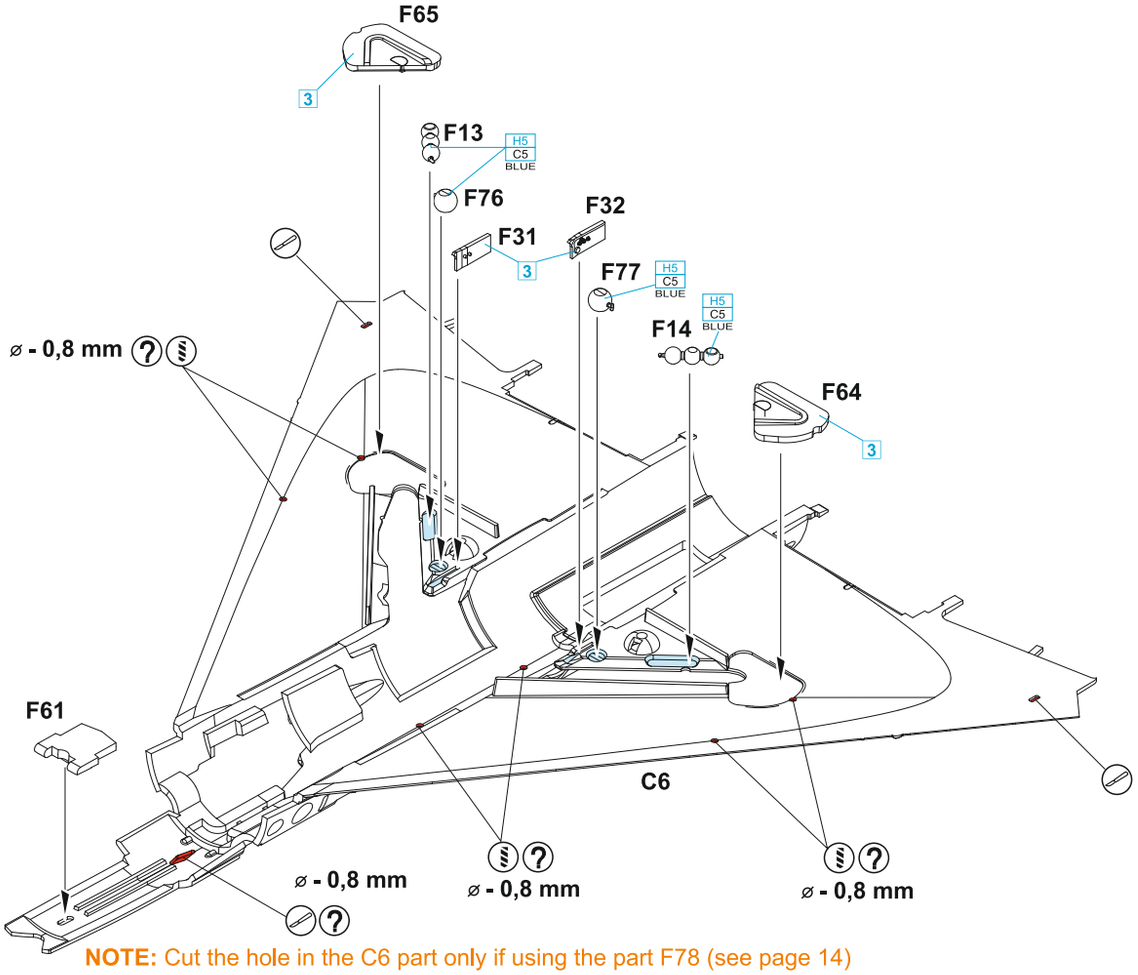


E



NOTE: Dry fit the assembly E with the fuselage assembly and clear canopy parts A10 and A12 (alternatively G24) before gluing the assemblies together. Do not glue the canopy parts yet!

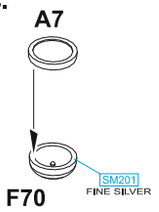




NOTE: Cut the hole in the C6 part only if using the part F78 (see page 14)

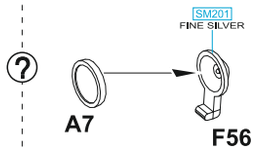
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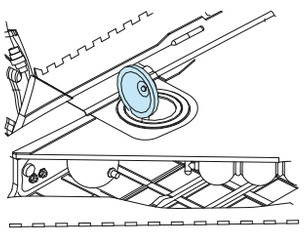
2 pcs.

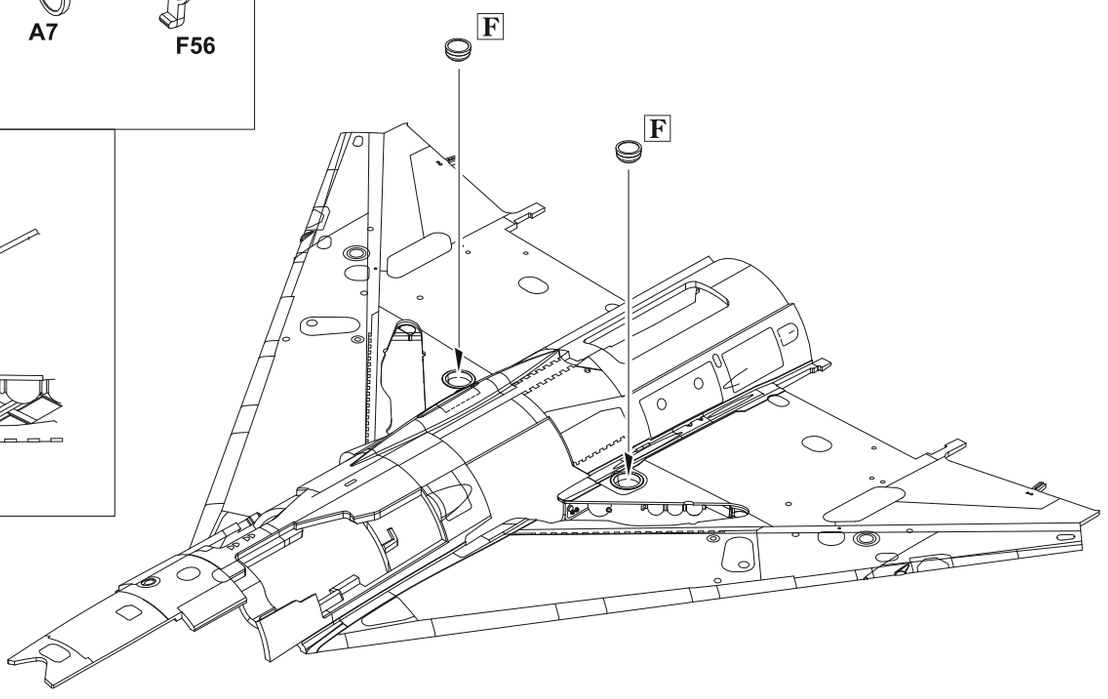


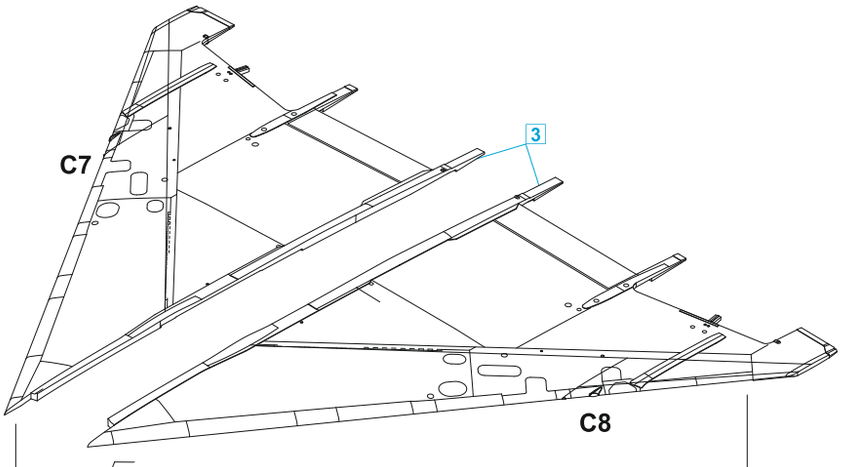
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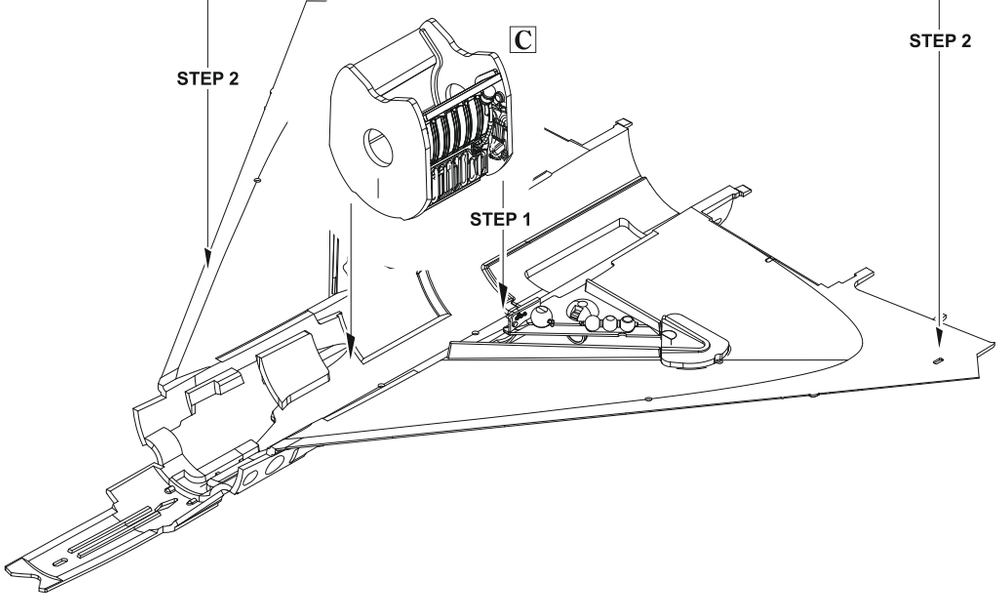
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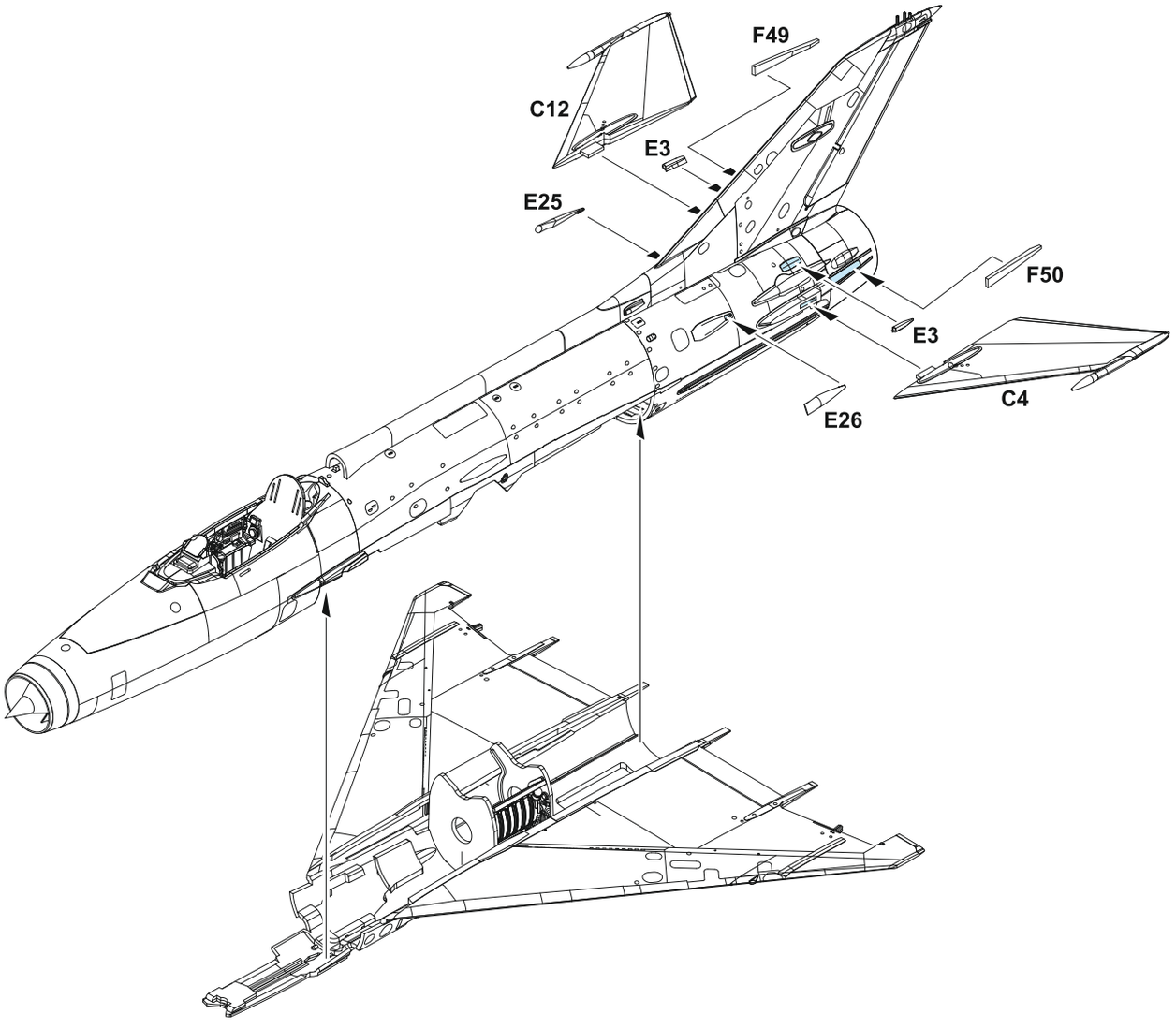




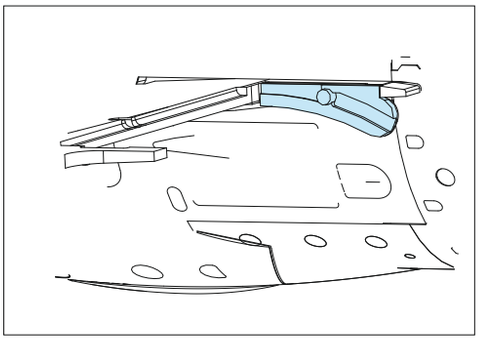


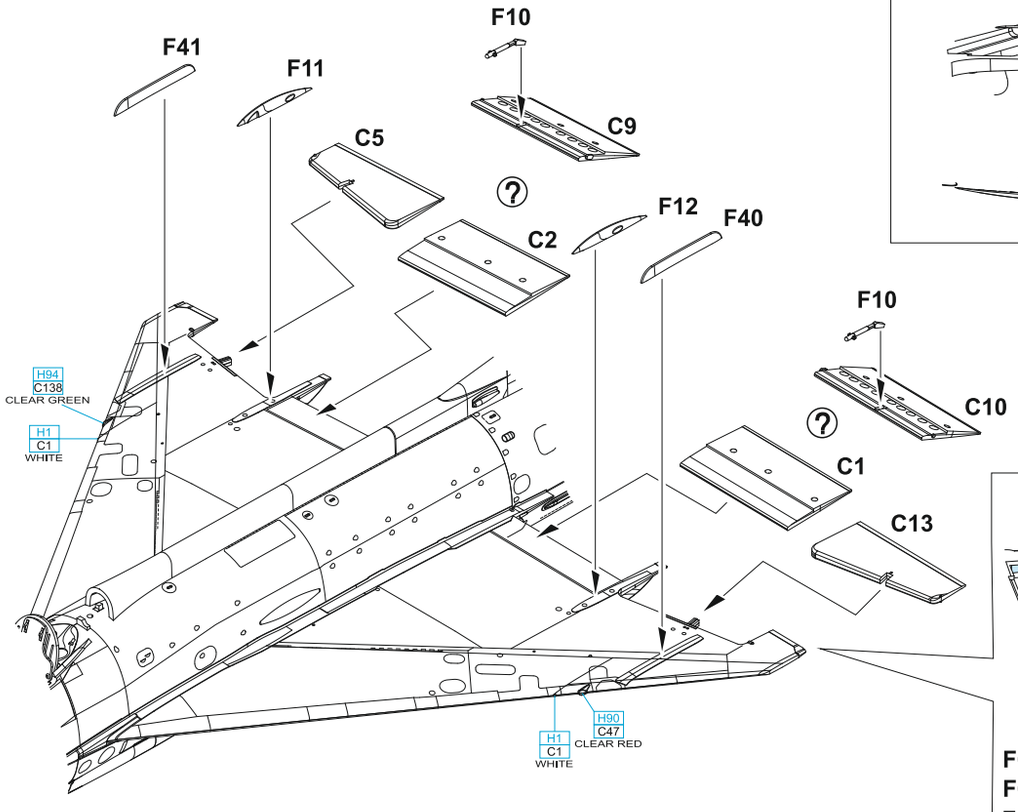


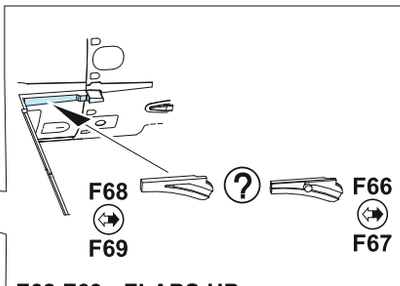




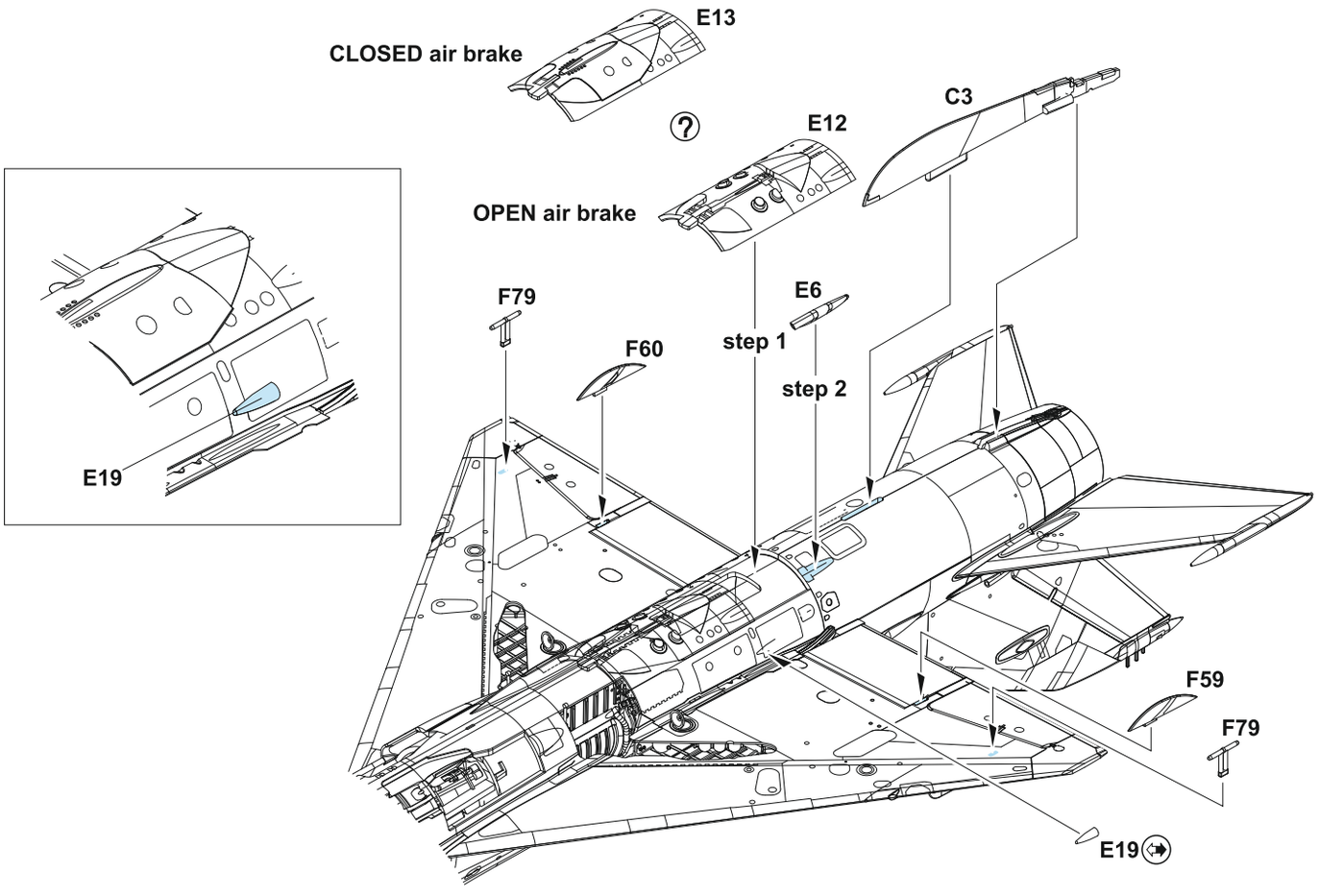
C1, C2 - FLAPS UP
C9, C10 - FLAPS DOWN

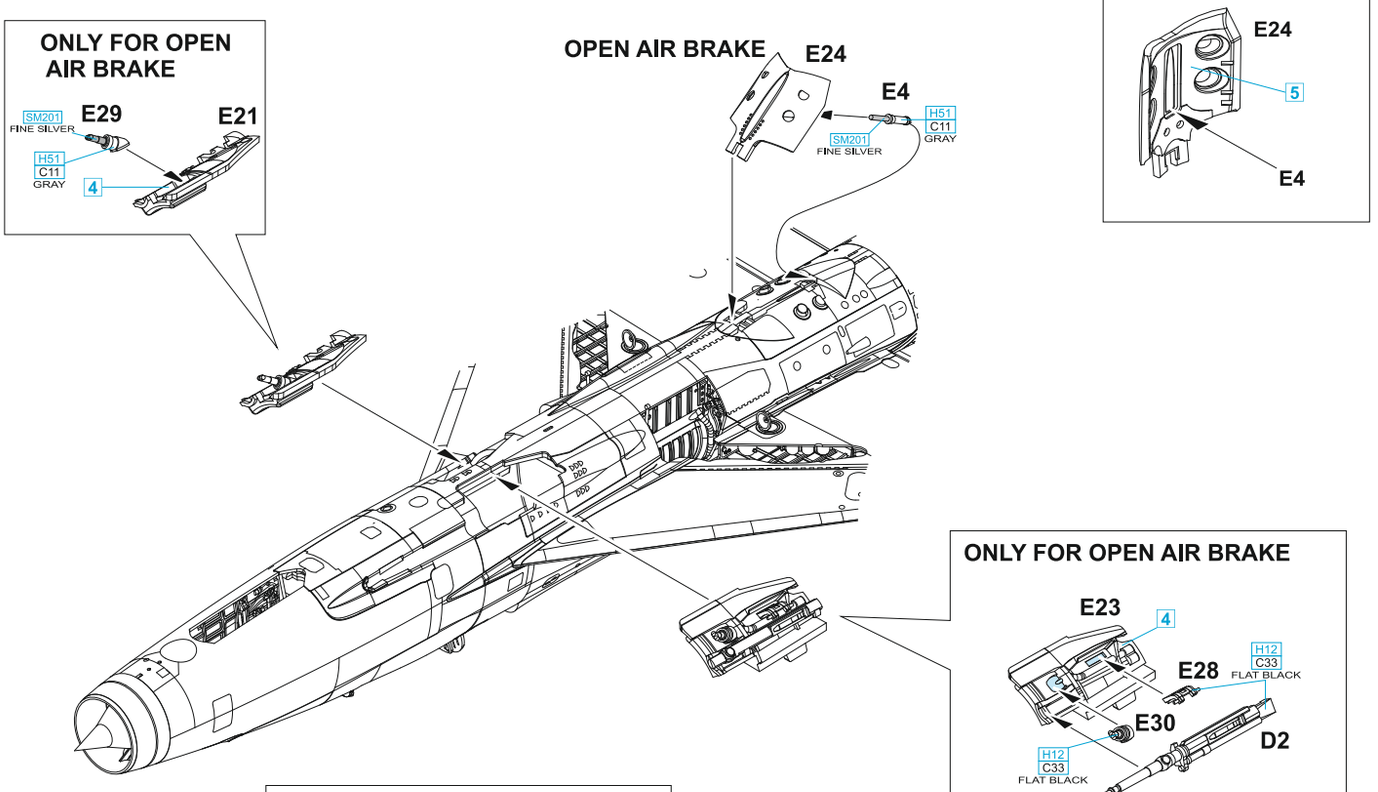






F68,F69 - FLAPS UP
F66,F67 - FLAPS DOWN
F66,F68 - starboard
F67,F69 -port side





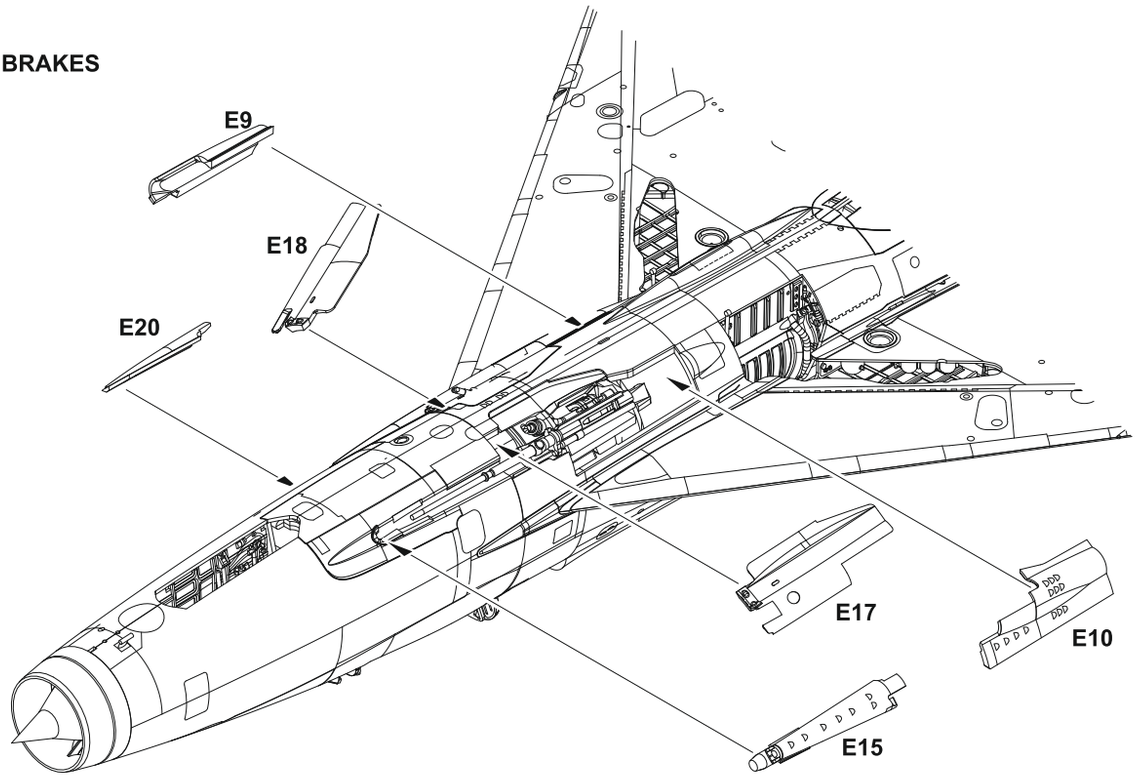
4 = H70 C60 RLM 02 GRAY - MARKINGS **A**,**B**,**C**

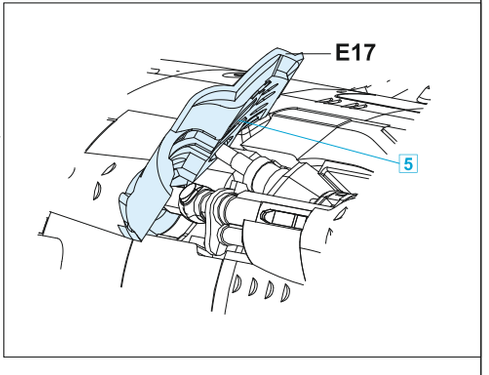
SM201 FINE SILVER - MARKINGS **D**,**E**

5 = H4 C4 YELLOW - MARKINGS **A**,**B**,**C**

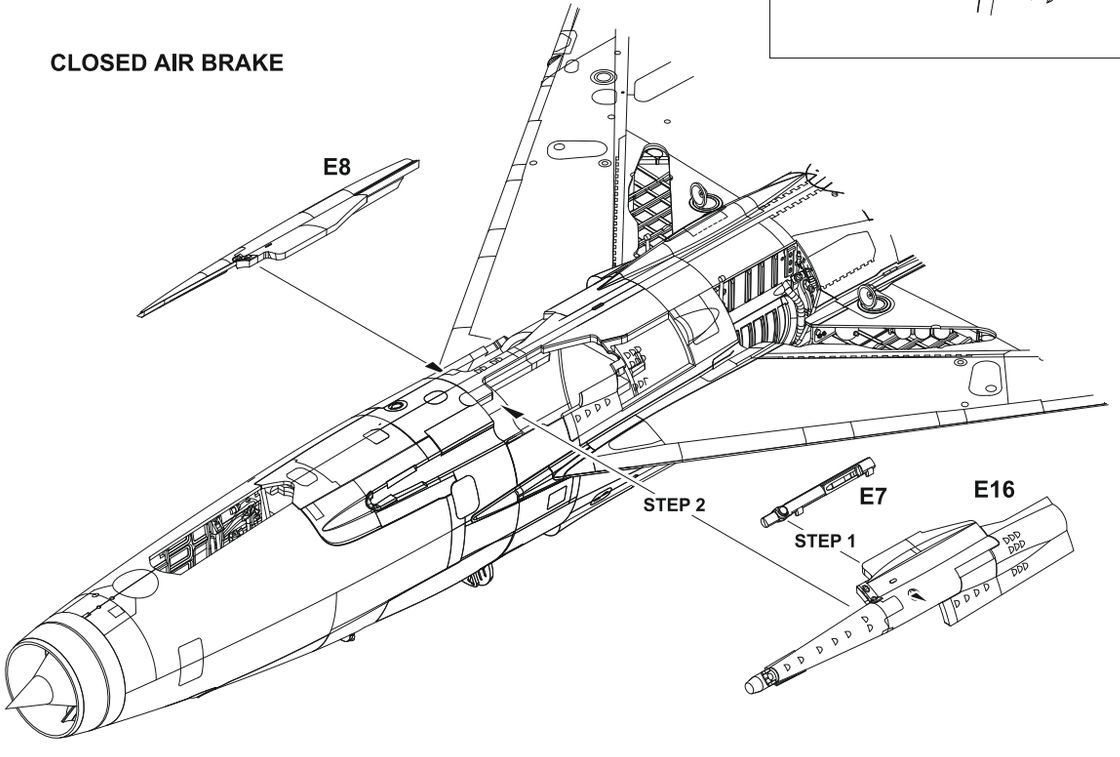
= 10 % H4 C4 YELLOW + 90 % H8 C8 SILVER - MARKINGS **D**,**E**

OPEN AIR BRAKES

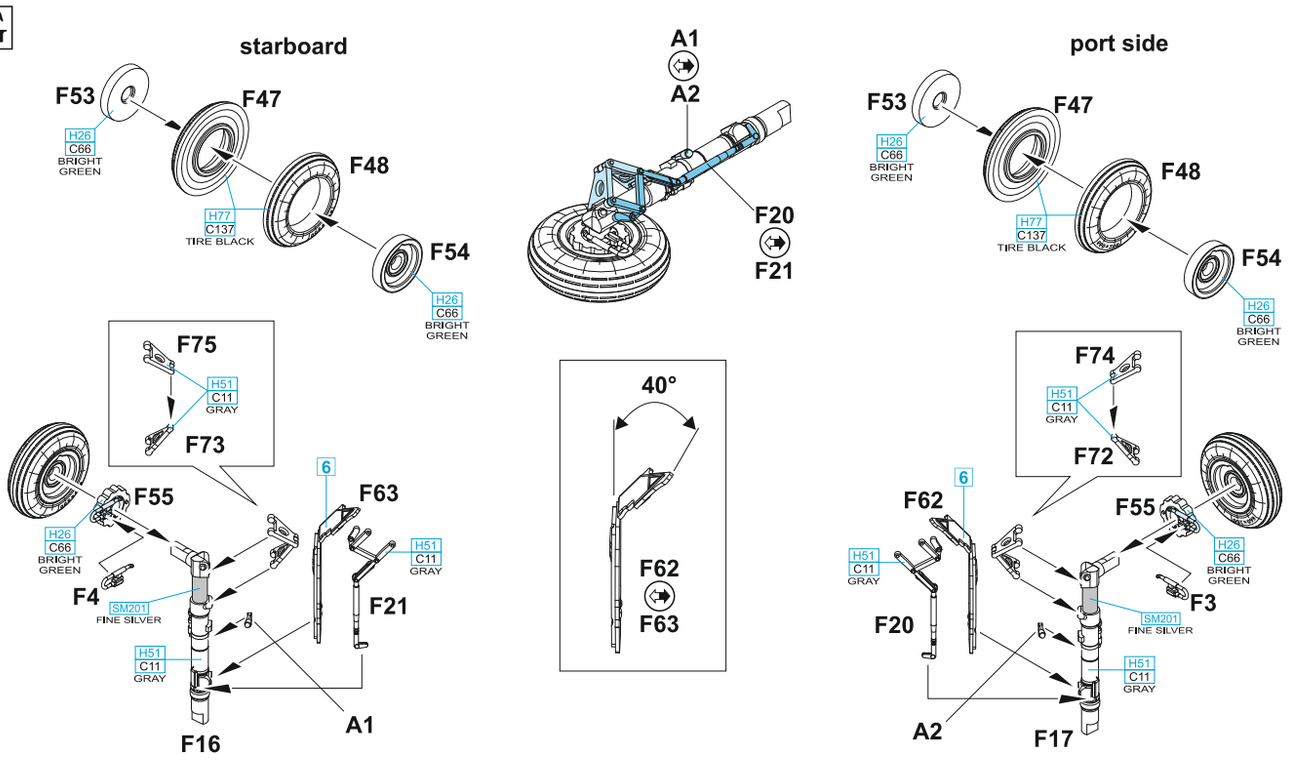




CLOSED AIR BRAKE

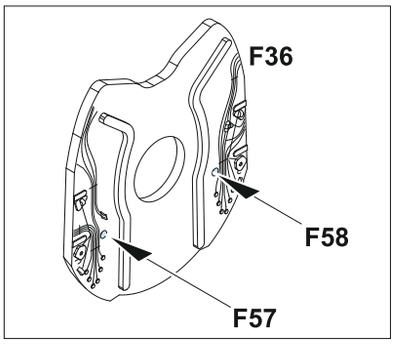


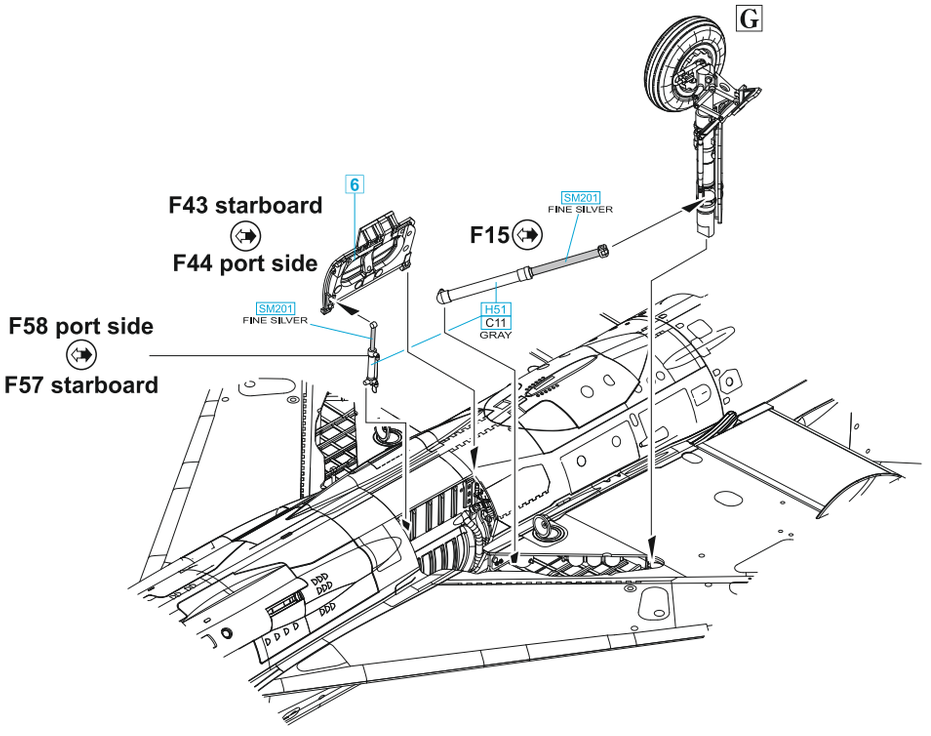
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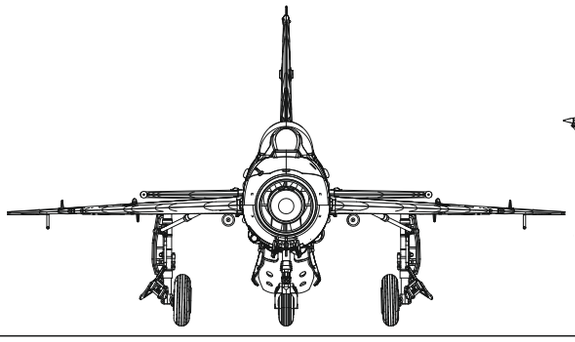


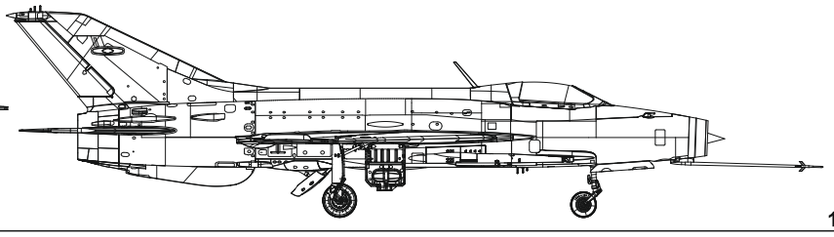
6 = H70 C60 RLM 02 GRAY - MARKINGS A, B, C

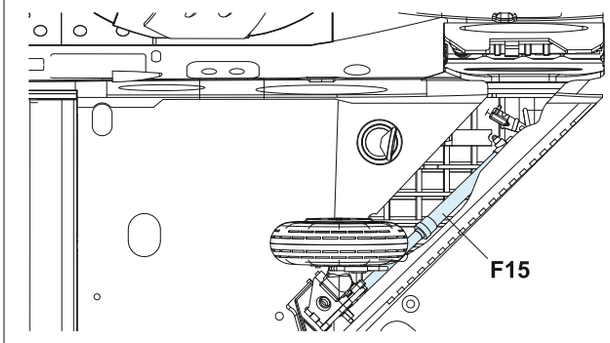
10 % H4 C4 YELLOW + 90 % H8 C8 SILVER - MARKINGS D, E

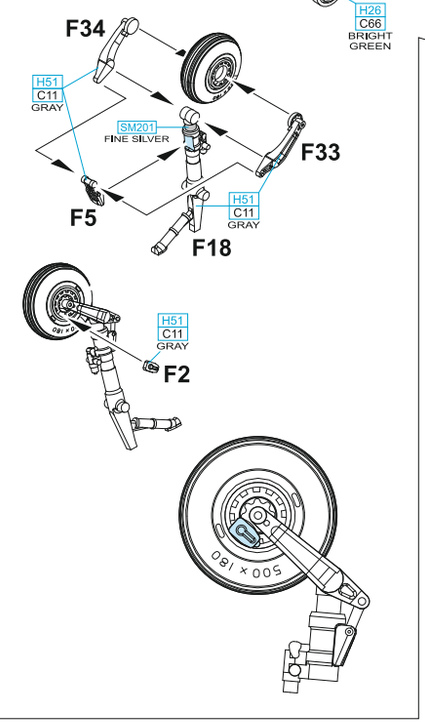




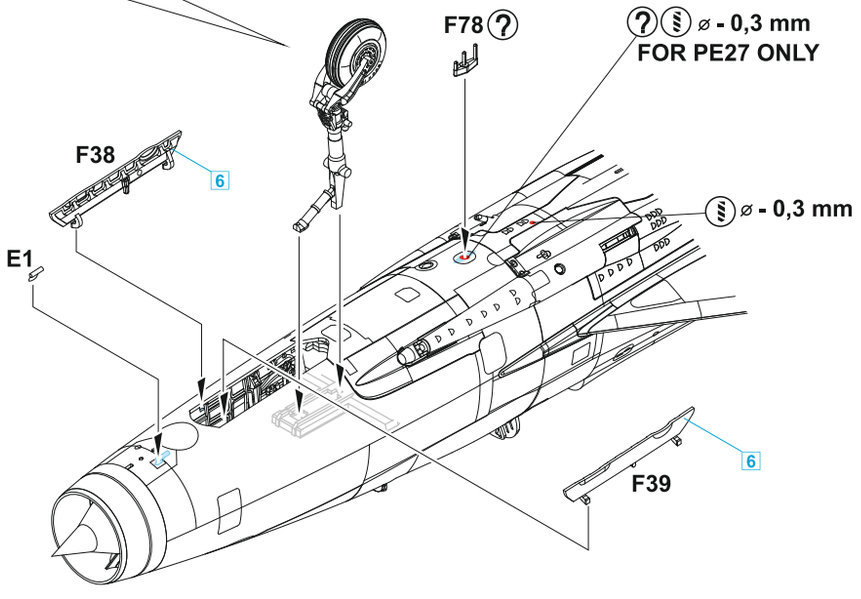






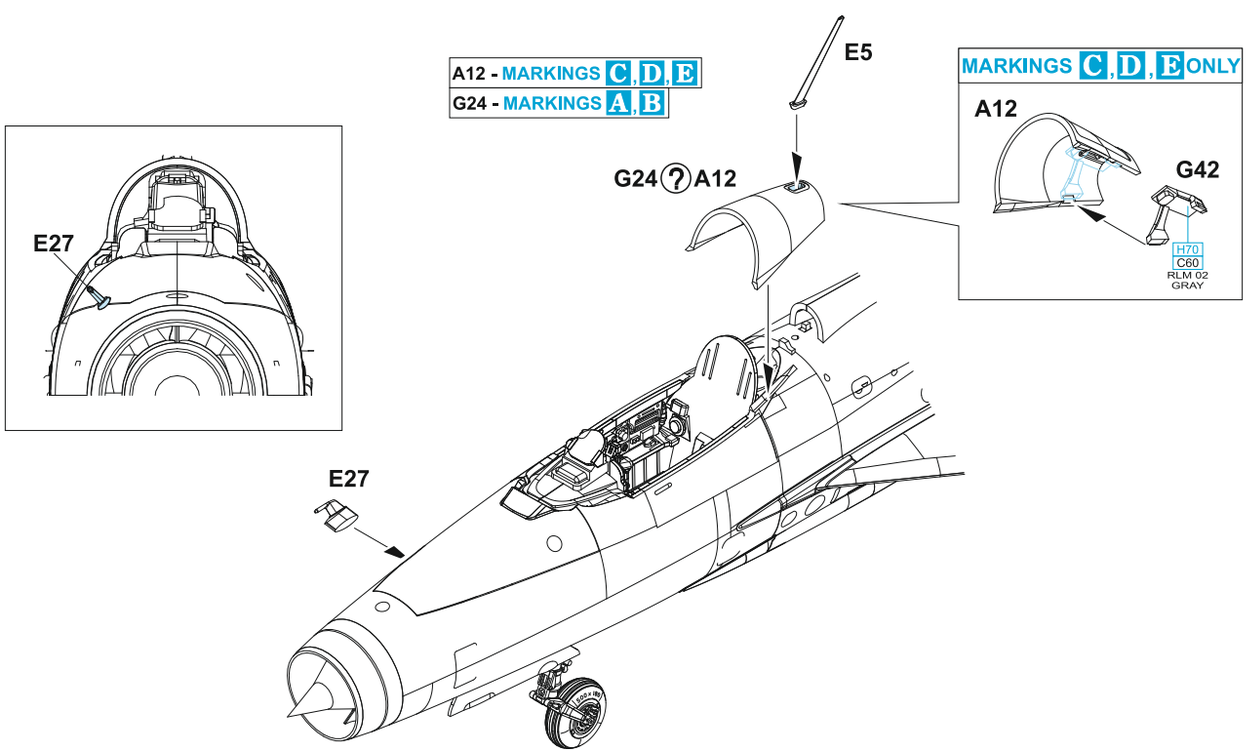


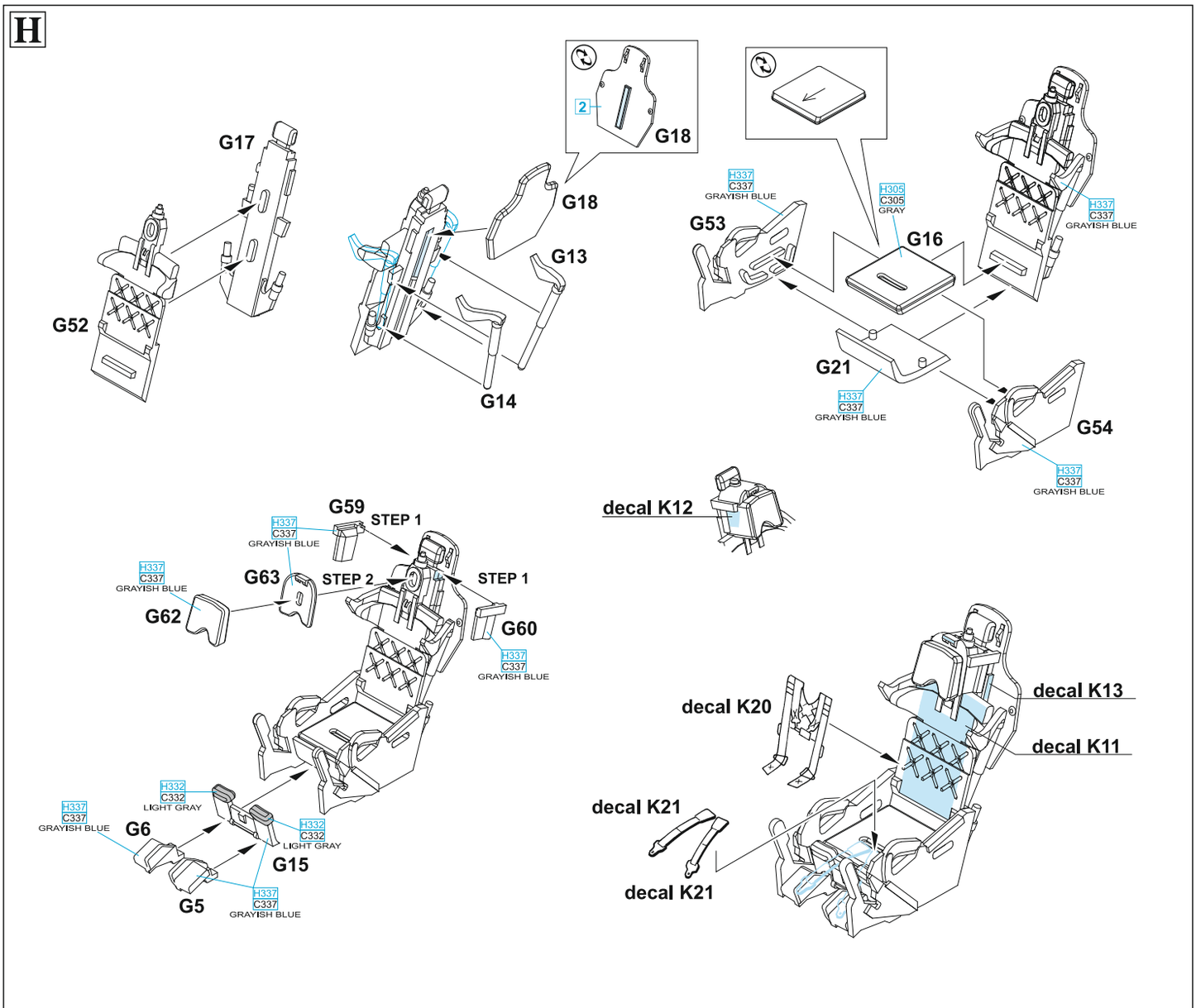
F78 - MARKINGS A, B, D, E

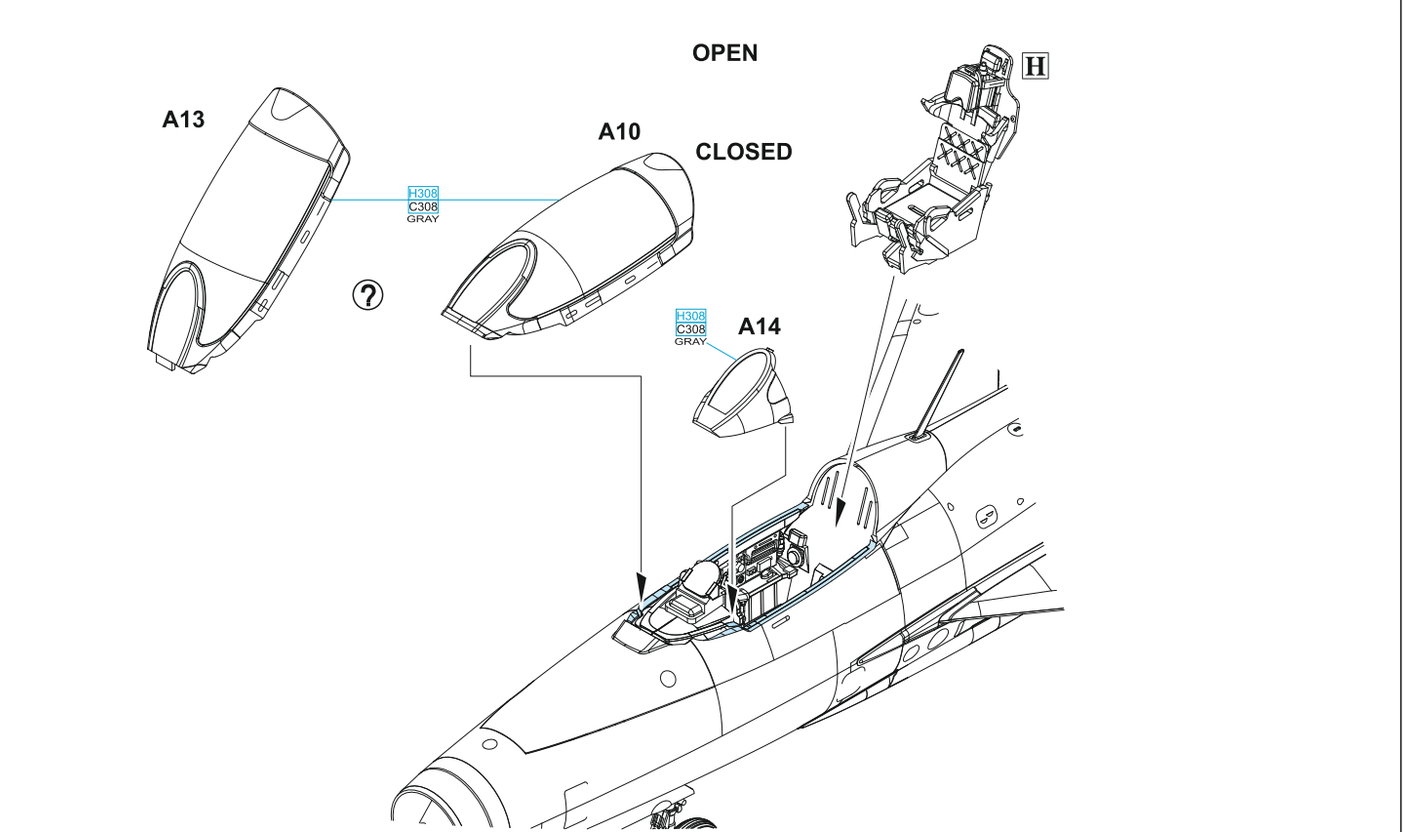


A12 - MARKINGS C, D, E
G24 - MARKINGS A, B

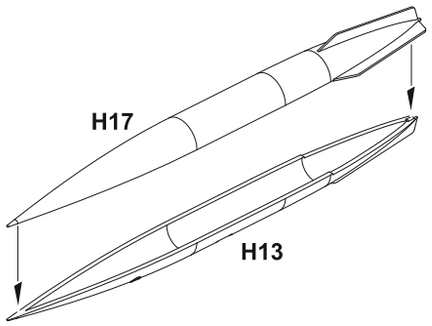
MARKINGS C, D, E ONLY



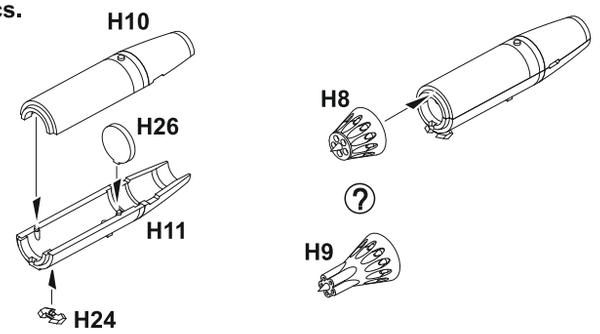

H
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G52
2
G18
G18
G13
G14
H337
C337
GRAYISH BLUE
G53
H305
C305
GRAY
G16
H337
C337
GRAYISH BLUE
G21
H337
C337
GRAYISH BLUE
G54
H337
C337
GRAYISH BLUE
decal K12
G59
STEP 1
H337
C337
GRAYISH BLUE
G63
STEP 2
STEP 1
H337
C337
GRAYISH BLUE
G62
G60
H337
C337
GRAYISH BLUE
H332
C332
LIGHT GRAY
H337
C337
GRAYISH BLUE
G6
H332
C332
LIGHT GRAY
G15
G5
H337
C337
GRAYISH BLUE
decal K20
decal K13
decal K11
decal K21
decal K21


OPEN
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A10
CLOSED
H308
C308
GRAY
?
H308
C308
GRAY
A14

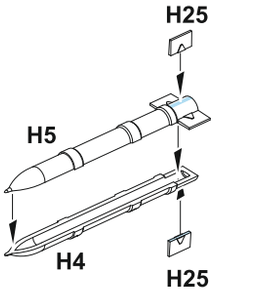
I EXTERNAL FUEL TANK 490I

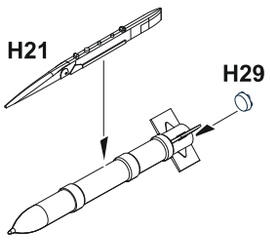


J UB-16
2 pcs.

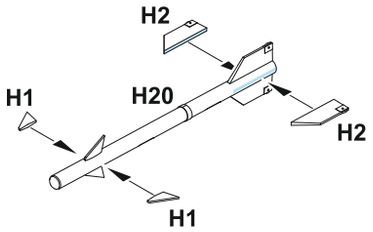


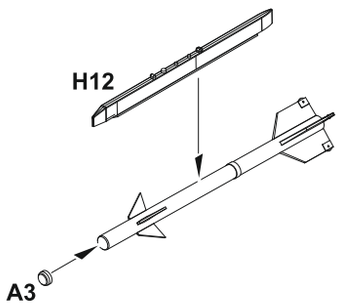
K S-24
2 pcs.



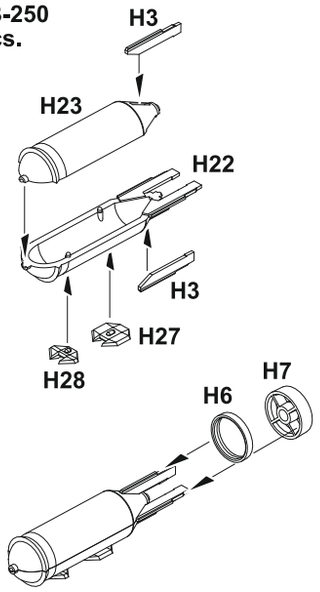


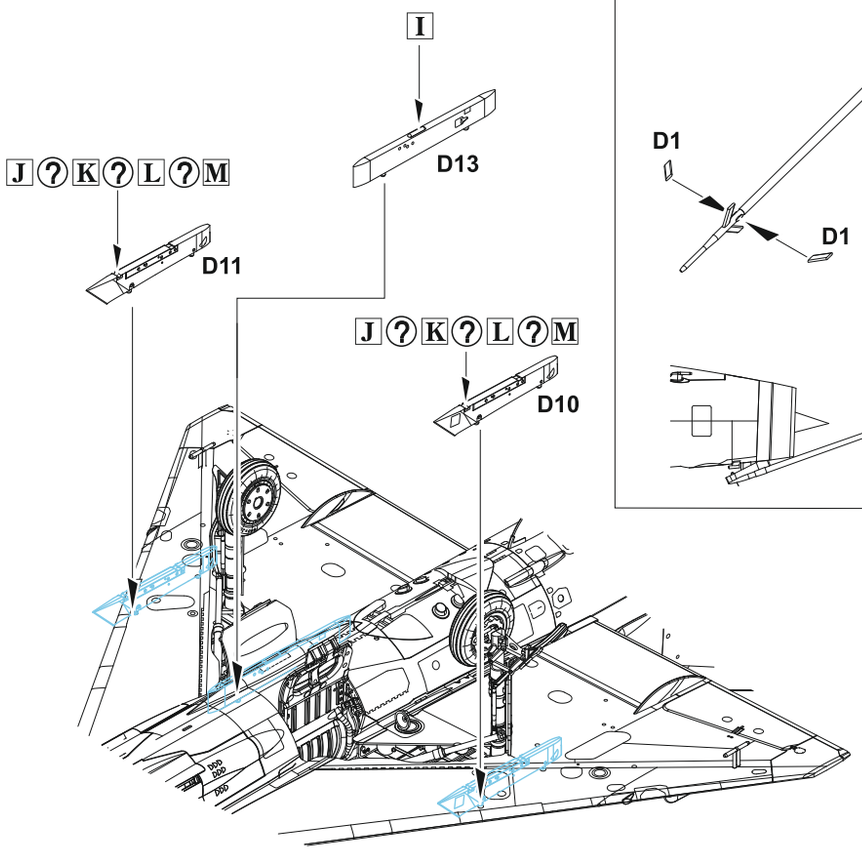
L R-3S
2 pcs.

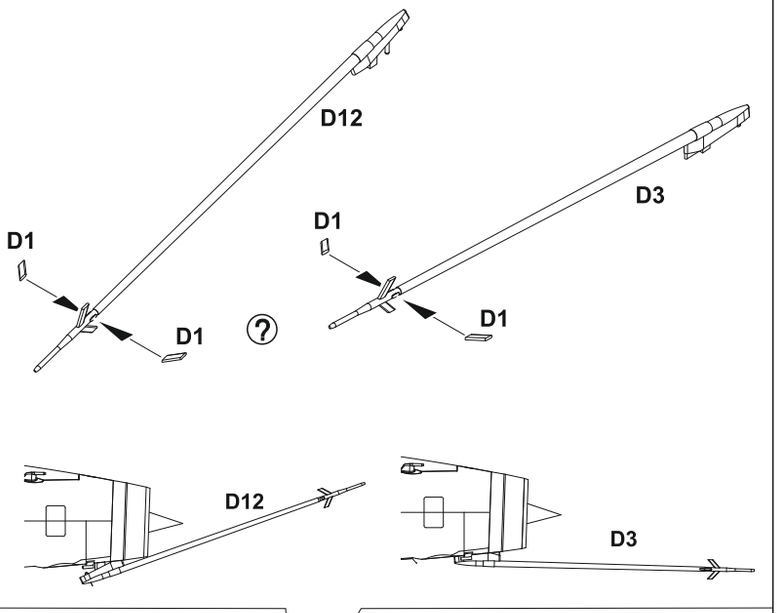


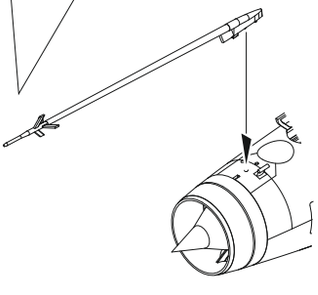


M FAB-250
2 pcs.



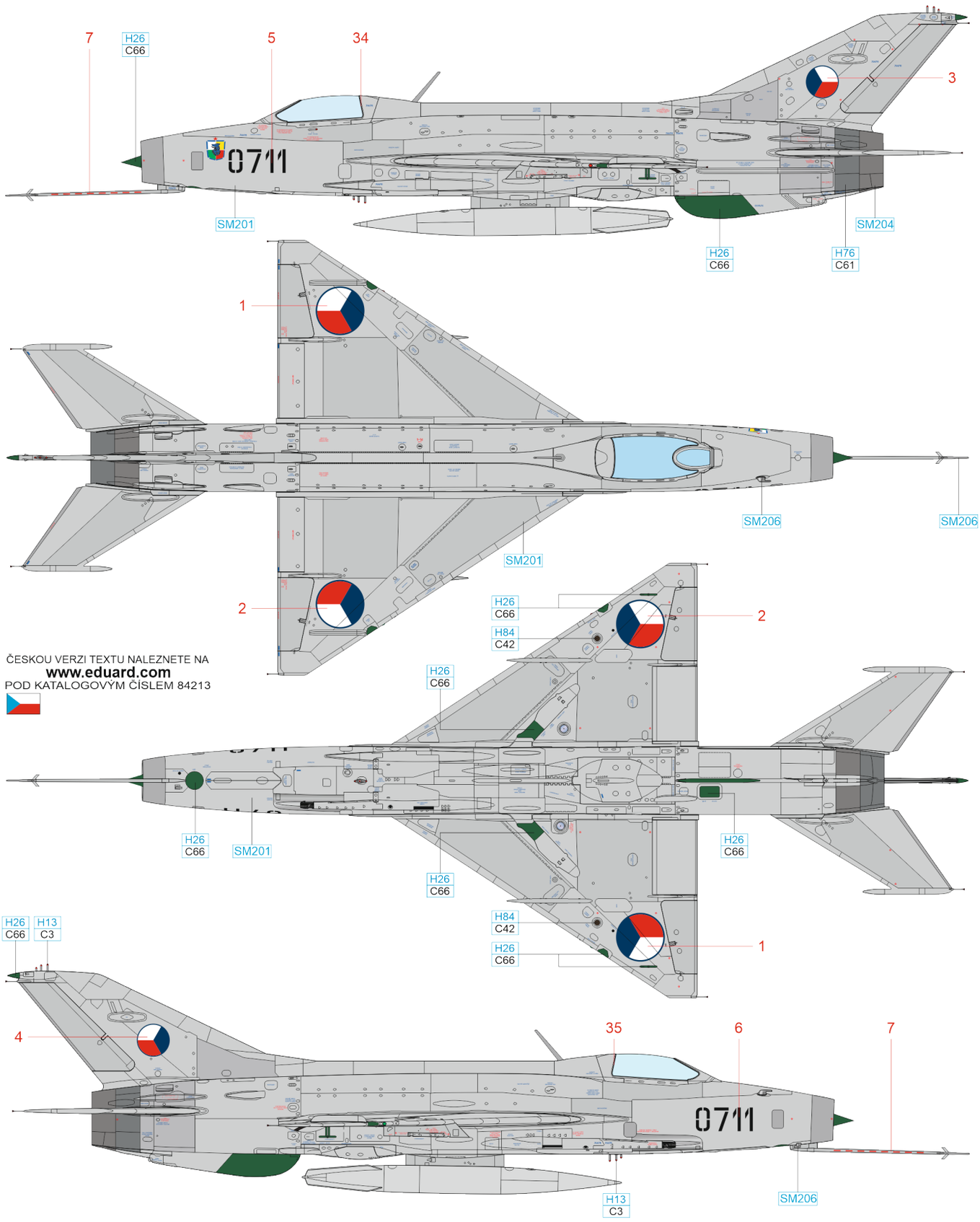






A MiG-21FR, c/n 760711, 5. slp, Plzeň-Líně AB, Czechoslovakia, 1974-1985

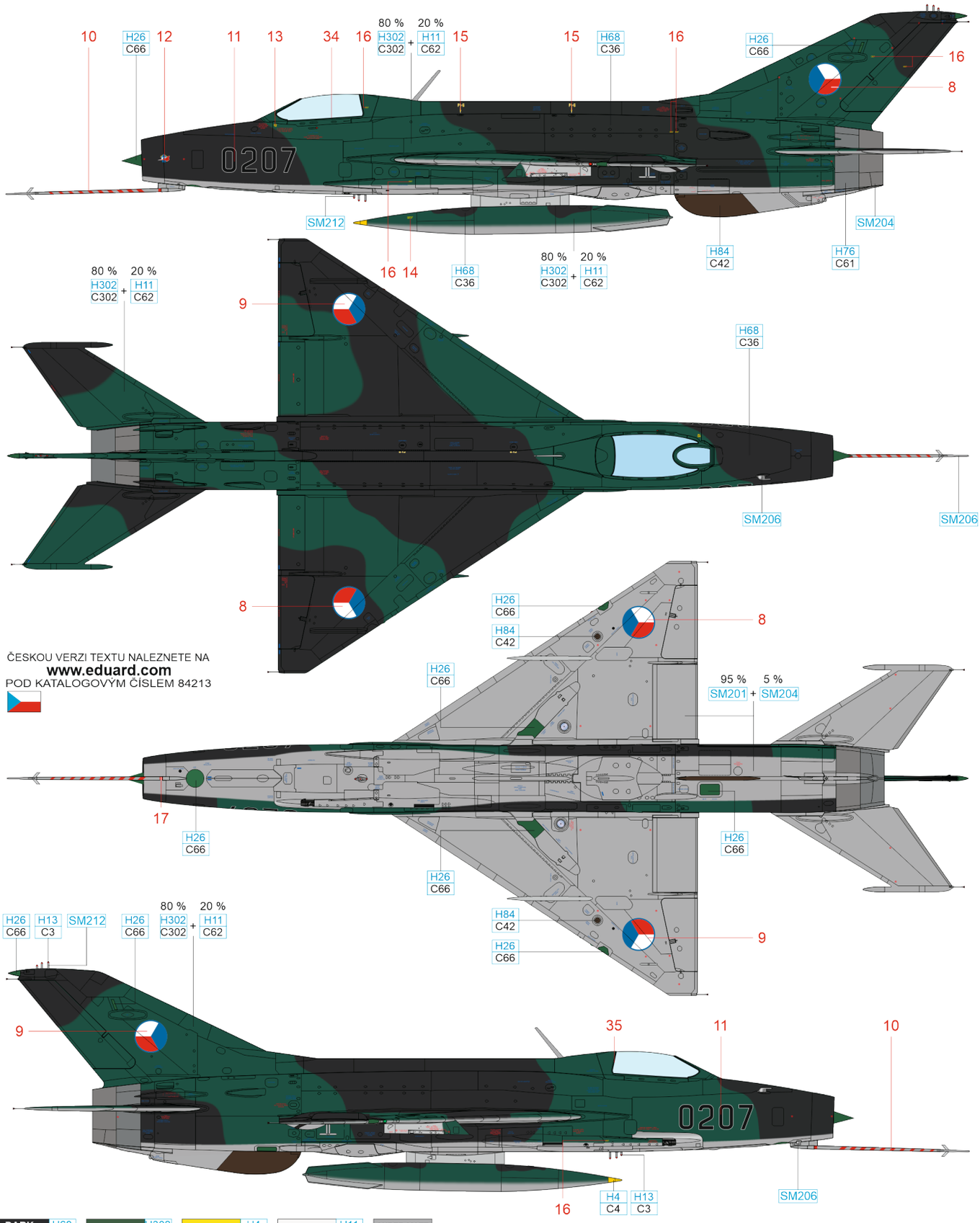
In 1970, a unit emblem was painted on the newly introduced MiG-21Fs of the 5 Fighter Wing, it consisted of a four-color field inspired by the coat of arms of the city of Pilsen, with a dog's head in the center. The whole design was complemented by a small red star. The MiG-21F with fuselage number 0711 retained the unit emblem even after its mid-life overhaul in 1974. The aircraft was modified into a reconnaissance version by installing AFA-39 camera support systems in underwing pods, and its service with the Czechoslovak Air Force ended on February 26, 1985, with a total flight time of 1,148 hours and 46 minutes. After being retired from service, it was displayed at the Hrabyně memorial; since 2000, it has been on display at Air Park in Zruč near Plzeň.



BRIGHT GREEN	H26 C66	RED	H13 C3	MAHOGANY	H84 C42	BURNT IRON	H76 C61	SUPER FINE SILVER 2	SM201	SUPER STAINLESS 2	SM204	SUPER CHROME SILVER 2	SM206

B MiG-21F-13, c/n 560207, 9. slp, Bechyně AB, Czechoslovakia, 1979-1988

Aircraft number 0207 served at the Air Force training center in Milovice starting in April 1965, then with the 2 Squadron of the 4 Fighter Wing at the Pardubice airfield from August 1967 to July 1969, and subsequently with the 9 Fighter Wing in Bechyně. In 1979, 0207 became one of ten aircraft to receive the experimental LERAN camouflage. The goal was to reduce visibility to the enemy in combat conditions. The aircraft's service with the Czechoslovak Air Force ended on May 23, 1988, with a total flight time of 1,622 hours and 30 minutes. After being retired from service, it was sold to the People's Republic of Hungary.

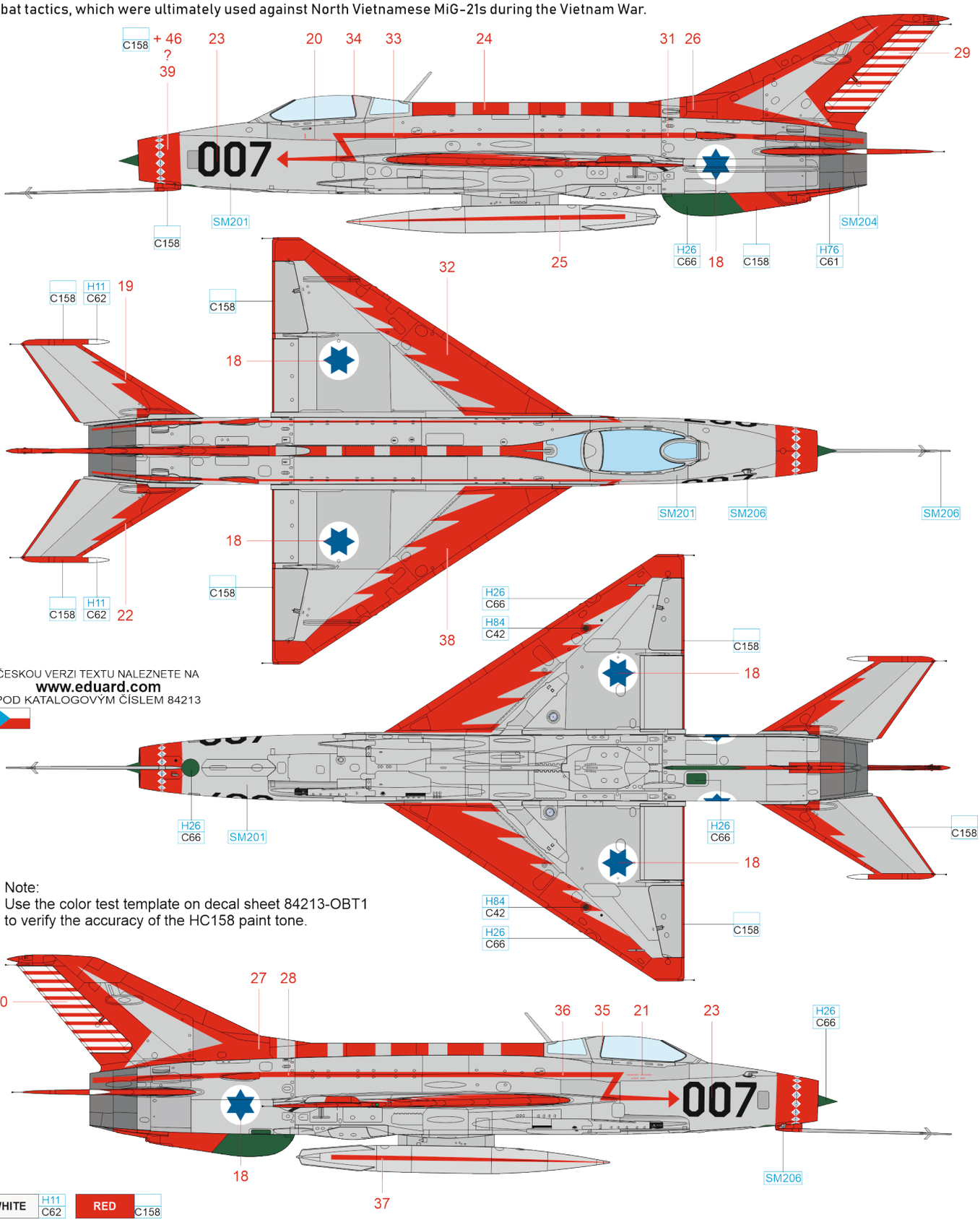


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DARK GRAY	H68 C36	GREEN	H302 C302	YELLOW	H4 C4	WHITE	H11 C62	SUPER MATT ALUMINIUM	SM212
BRIGHT GREEN	H26 C66	RED	H13 C3	MAHOGANY	H84 C42	BURNT IRON	H76 C61	SUPER FINE SILVER 2	SM201
SUPER STAINLESS 2	SM204	SUPER CHROME SILVER 2	SM206						

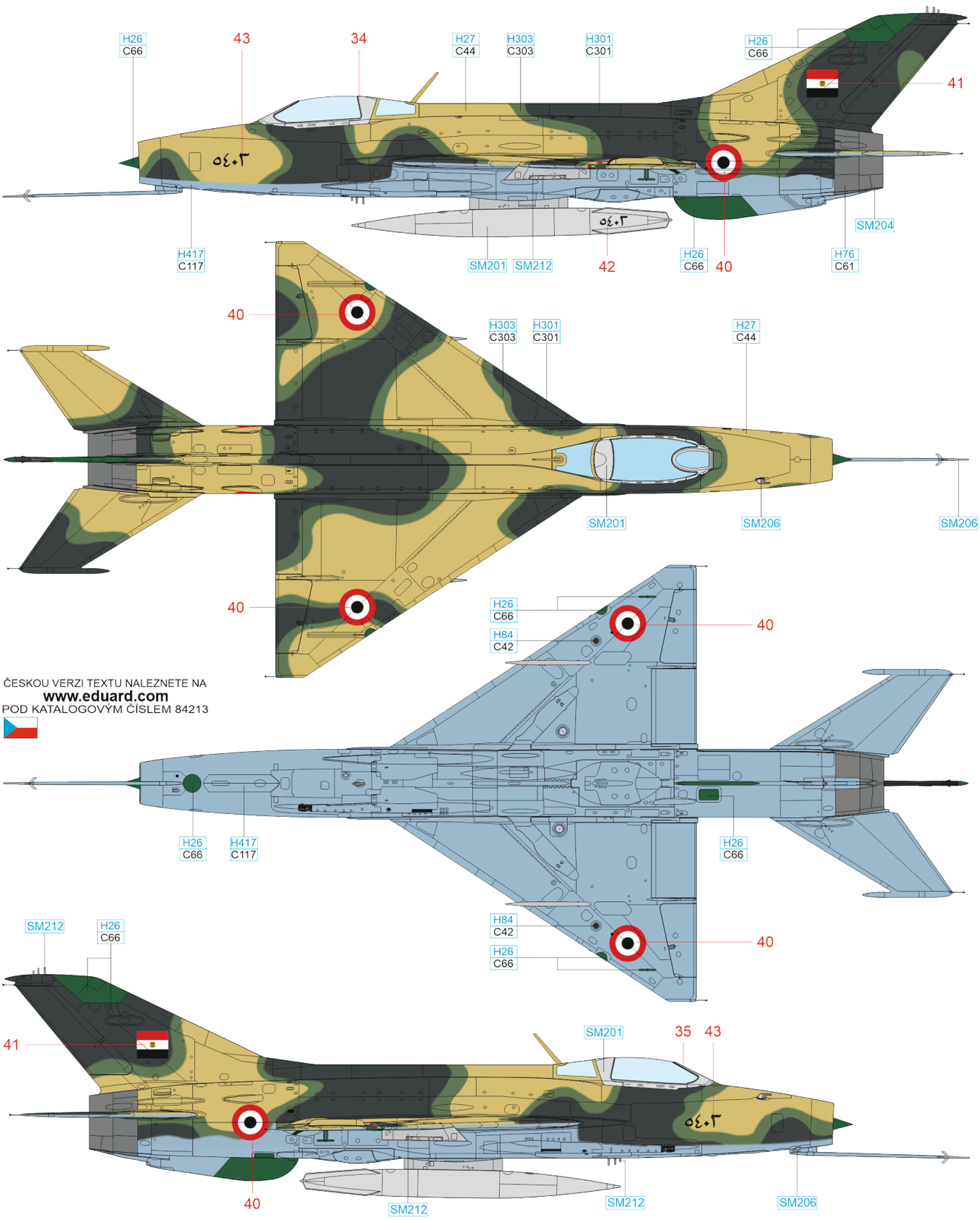
C MiG-21F-13, Israel Air Force, Hatzor AB, Israel, April 1968

This aircraft became famous in 1966 as the first MiG-21 Fishbed captured by the West. On August 16, 1966, Munir Redfa, an Iraqi Air Force pilot of Assyrian Christian descent, defected to Israel in a top-secret Mossad operation known as Operation Diamond. After the operation, the aircraft was painted with Israeli Air Force markings and assigned the number 007. The MiG was then used in extensive testing to evaluate its flight characteristics and for simulated dogfights. The insights gained proved crucial in later conflicts, including the Six-Day War (1967), the War of Attrition (1970), and the Yom Kippur War (1973). During the tense period leading up to the Six-Day War, 007 was repainted, fitted with red identification stripes, and armed with Shafrir-2 missiles. It was then placed on combat alert to counter Egyptian MiG-21R reconnaissance aircraft, which flew at altitudes and speeds that Israeli Mirages could not reach. Although 007 was on high alert, it did not participate in combat during the war. Shortly thereafter, it was transferred to the United States, which, under the name Project Have Doughnut, subjected the MiG-21F to thorough testing by Air Force and Navy pilots, not only to assess its performance but also to measure its radar characteristics. These findings directly influenced pilot training at the Top Gun center and enabled the development of excellent air combat tactics, which were ultimately used against North Vietnamese MiG-21s during the Vietnam War.



D MiG-21F-13, 102nd Air Brigade, Sayah el-Sharif AB, UARAF, Egypt, 1973

This MiG-21F-13 survived the Six-Day War, the subsequent War of Attrition, and the October War in 1973. This made it a virtually legendary aircraft for the Egyptian Air Force. During the war, it bore a two-tone camouflage on its upper surfaces, but shortly before the 1973 conflict, it was given a new scheme, known as Nile Valley, in shades of sand, slate gray, and spinach green, with sky-blue undersides, along with a new style of national insignia.



LIGHT BLUE	H417 C117	GREEN	H303 C303	TAN	H27 C44	GRAY	H301 C301	SUPER MATT ALUMINIUM	SM212		
BRIGHT GREEN	H26 C66	MAHOGANY	H84 C42	BURNT IRON	H76 C61	SUPER FINE SILVER 2	SM201	SUPER STAINLESS 2	SM204	SUPER CHROME SILVER 2	SM206

E MiG-21F-13, c/n N74212017, 2 PLM, Wojska Lotnicze, Szczecin-Goleniów AB, Poland, 1965-1971

The Polish Air Force (PWL – Polskie Wojska Lotnicze), as it was known at the time, took delivery of its first MiG-21F-13 aircraft, designated Red 1217, on June 29, 1961. Another 24 MiGs arrived between September 19, 1962, and September 16, 1963. The first thirteen aircraft delivered were manufactured at Plant No. 21 in Gorky, and the last twelve at MMZ No. 30 Znamaya Truda in Moscow, which began producing this model in 1962 exclusively for export. The Polish Air Force's MiG-21Fs bore red serial numbers, with the first two digits indicating the production batch number and the last two digits the aircraft's number within that batch. The first nine MiG-21F-13s delivered went directly to the training center in Modlin (CSL – Centrum Szkolenia Lotniczego). Another four MiG-21Fs arrived on January 11, 1963, at the 62 PLM (Pulk Lotnictwa Mysliwskiego) at the Poznan-Krzesiny airfield; six MiGs arrived on January 14, 1963, to the 1 PLM Warsaw at the Minsk-Mazowiecki airfield, and the final six MiGs on January 18, 1963, to the 11 PLM (later redesignated as the 9 PLM) in Debrzno. When the more modern MiG-21PF aircraft entered service in 1964, all MiG-21F-13 aircraft were transferred in 1965 to the Szczecin-Goleniów base, where they remained in active service with the 4 PLM (later renamed the 2 PLM) until their retirement in 1973. The last twelve operational aircraft were delivered to Syria that same year to replace losses suffered during the war.



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BRIGHT GREEN H26 C66 | MAHOGANY H84 C42 | BURNT IRON H76 C61 | SUPER FINE SILVER 2 SM201 | SUPER STAINLESS 2 SM204 | SUPER CHROME SILVER 2 SM206

MiG-21F-13

LEFT WING PYLON



RIGHT WING PYLON



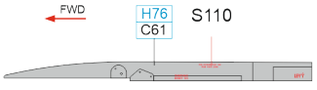
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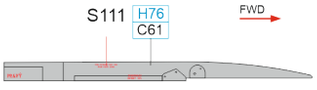
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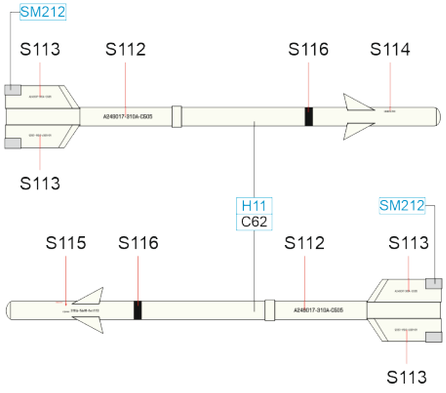
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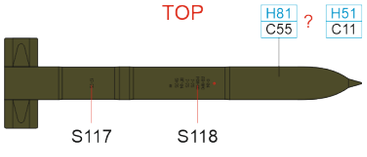
APU-7



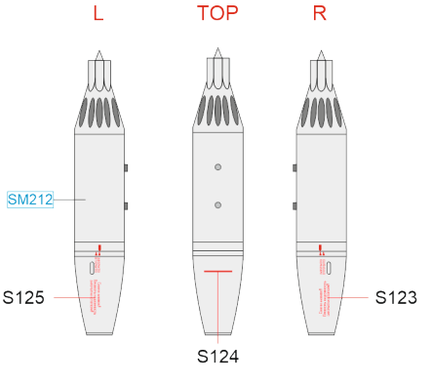
R-3S



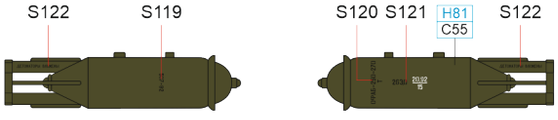
S-24



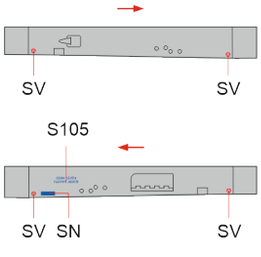
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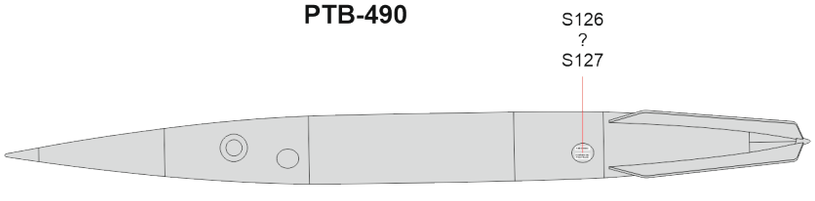
FAB-250

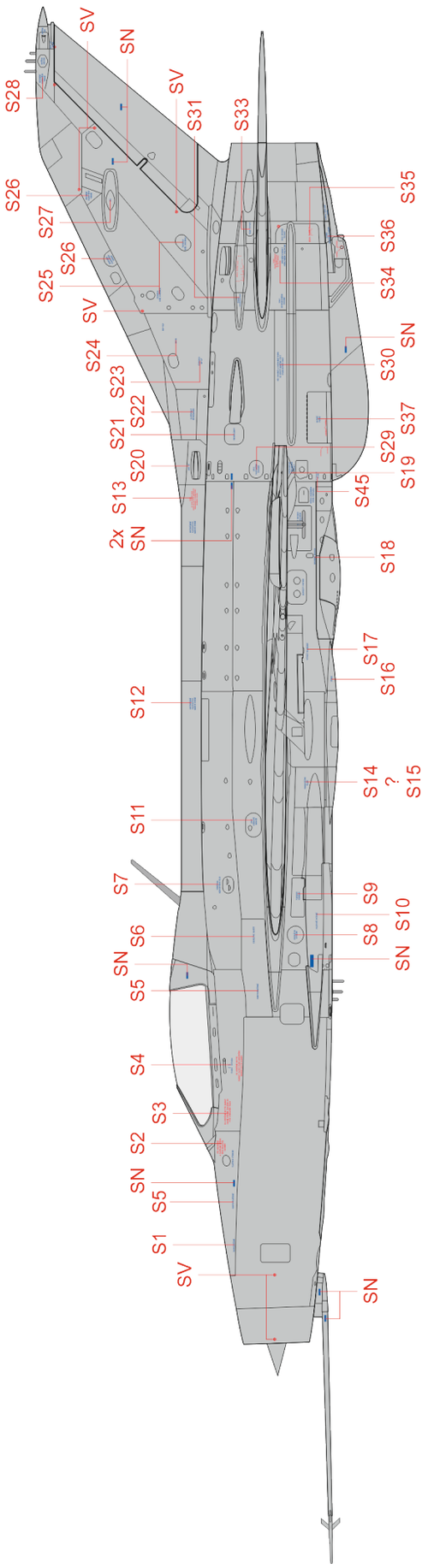


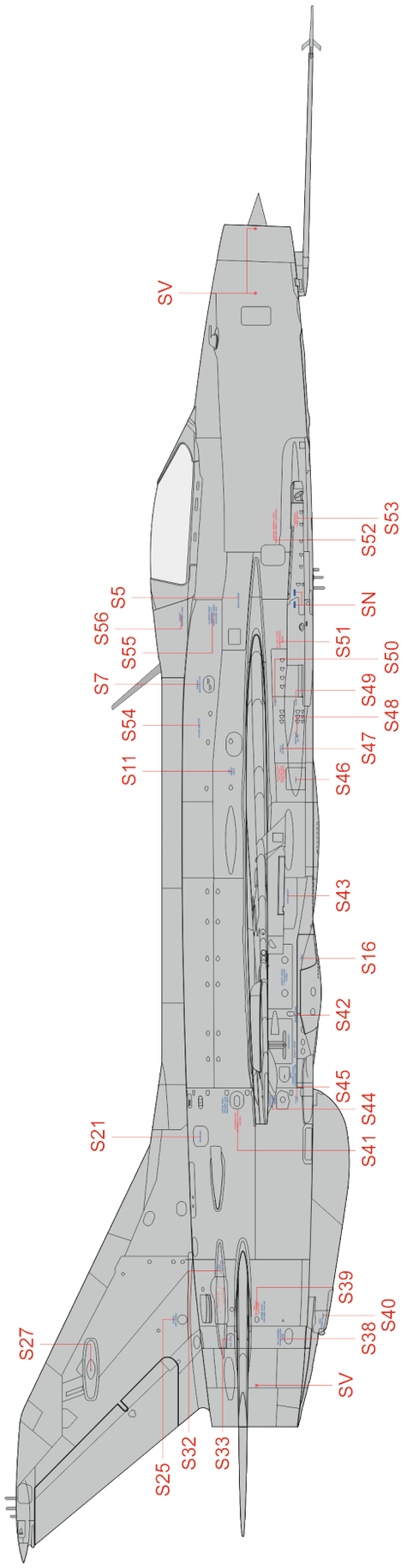
CENTERLINE PYLON

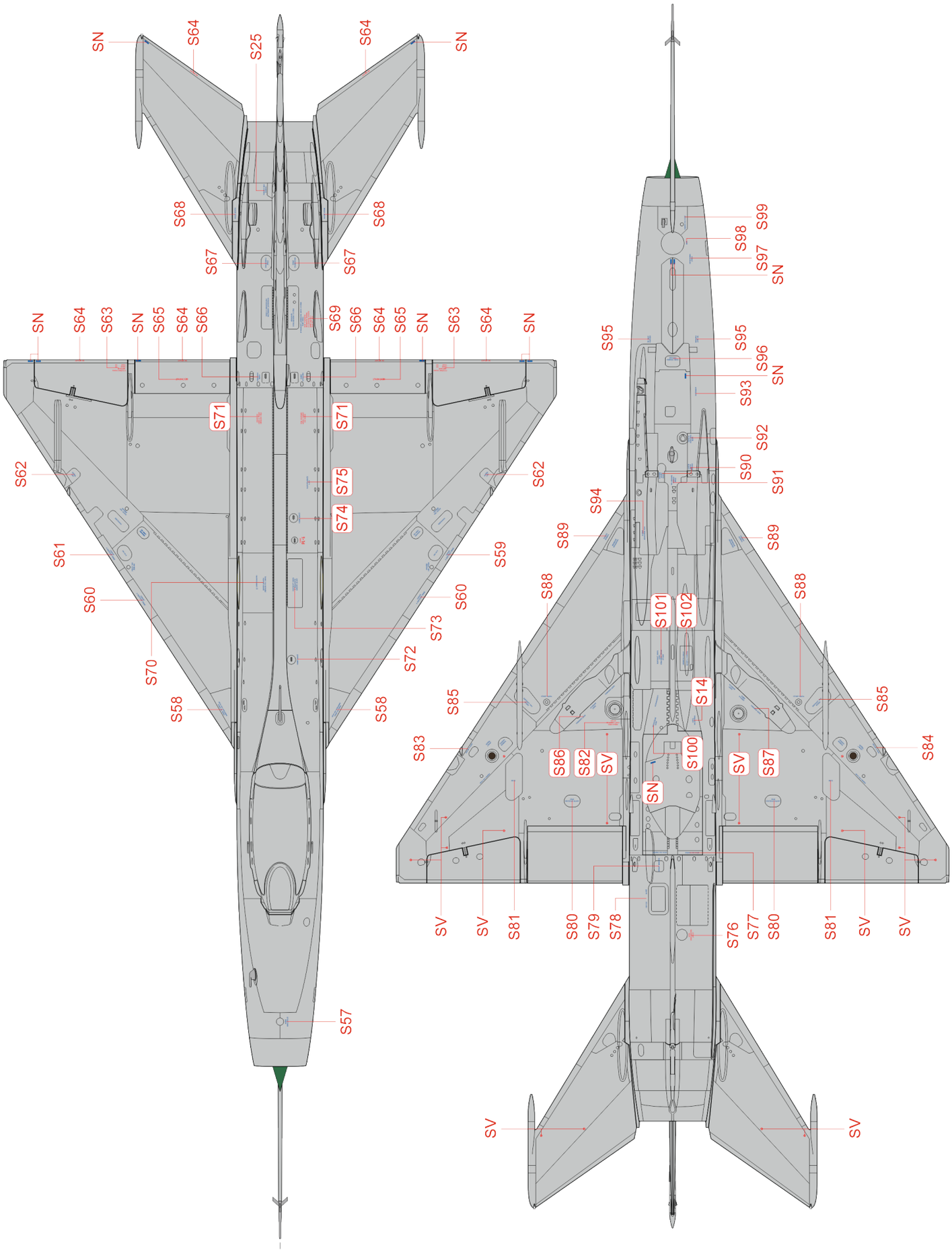


CENTERLINE PYLON PTB-490




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