

# MiG-21PFM

eduard

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70144

**The MiG-21 was the most-produced supersonic fighter in the World serving with more than fifty Air Forces. 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.

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, among others. Simultaneously, two-seat training versions were also produced designated MiG-21U, UM and US.

Production of the MiG-21 ended in 1985. The new aircraft came off 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. The Soviet Union produced 10,645 examples of all versions, 194 were built in Czechoslovakia and 657 in India. That counts 11,496 aircraft produced.

#### Aces from all over the world

Outside of the Soviet Union, the type flew with a long list of nations on four continents (Europe, Asia, Africa, and South America) and participated in many conflicts and wars. The most remarkable combat use includes the Vietnam war, the Indo-Pakistan wars, the Cuban participation in Angola and in the Arab world's attempts to eliminate Israel. It is no wonder there were many pilots achieving their ace status flying 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 Adeb Al-Jarf had the same score with MiG-21FL and Egyptian pilots Ali Vajai, Sami Marei and Sami Marei scored five times. In the interceptor role the MiG-21 served with the Soviet Union and

other nations of the Warsaw Pact 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 gunsight. 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 62mm 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. A good number of Soviet MiG-21PFMs were modified to carry two Ch-66s at repair plants. However, this armament reduced the performance of the aircraft, limited the flight envelope and made piloting of such an armed aircraft tricky.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



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

## INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA



BEND  
OHNOUT



SAND  
BROUSIT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



REMOVE  
ODRŽNOUT



REVERSE SIDE  
OTOČIT



APPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

## PARTS

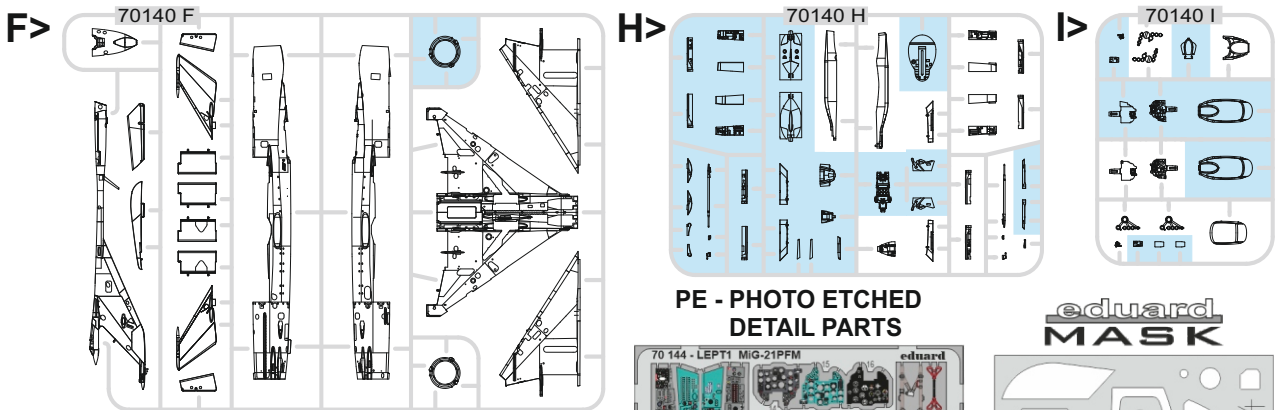
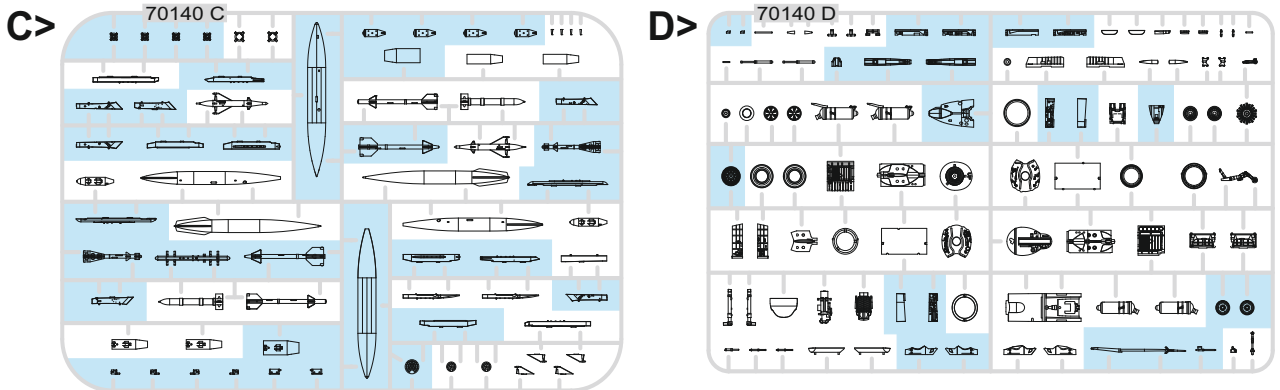
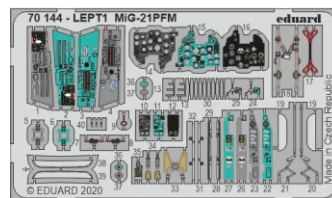
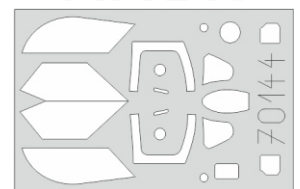
## \* DÍLY

## \* TEILE

## \* PIÈCES

## \* 部品

## PLASTIC PARTS

PE - PHOTO ETCHED  
DETAIL PARTSeduard  
MASK

-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

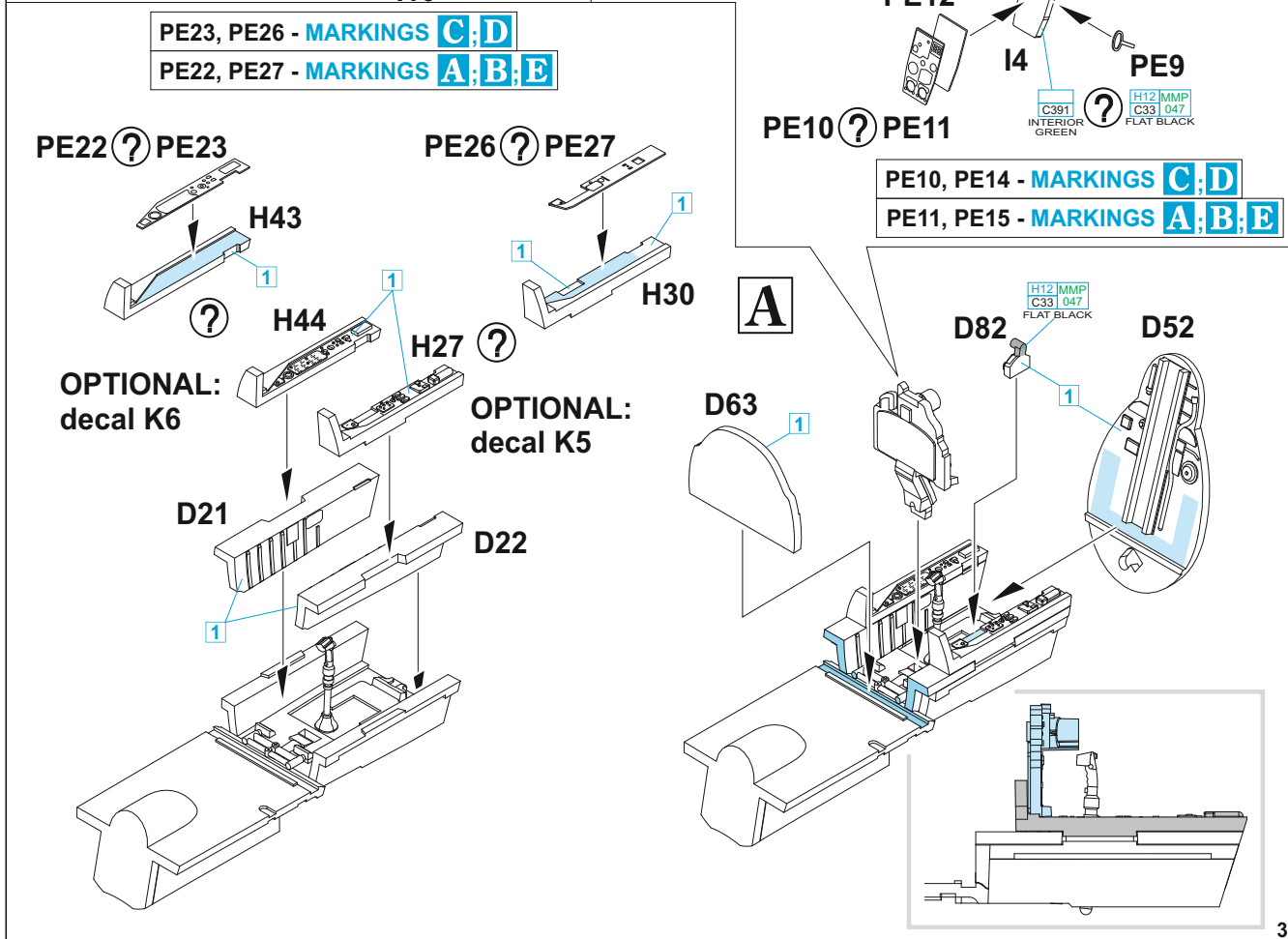
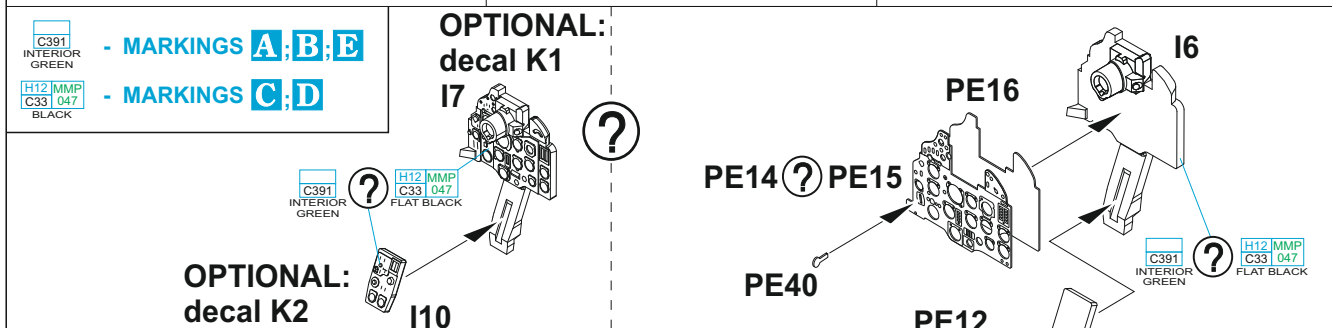
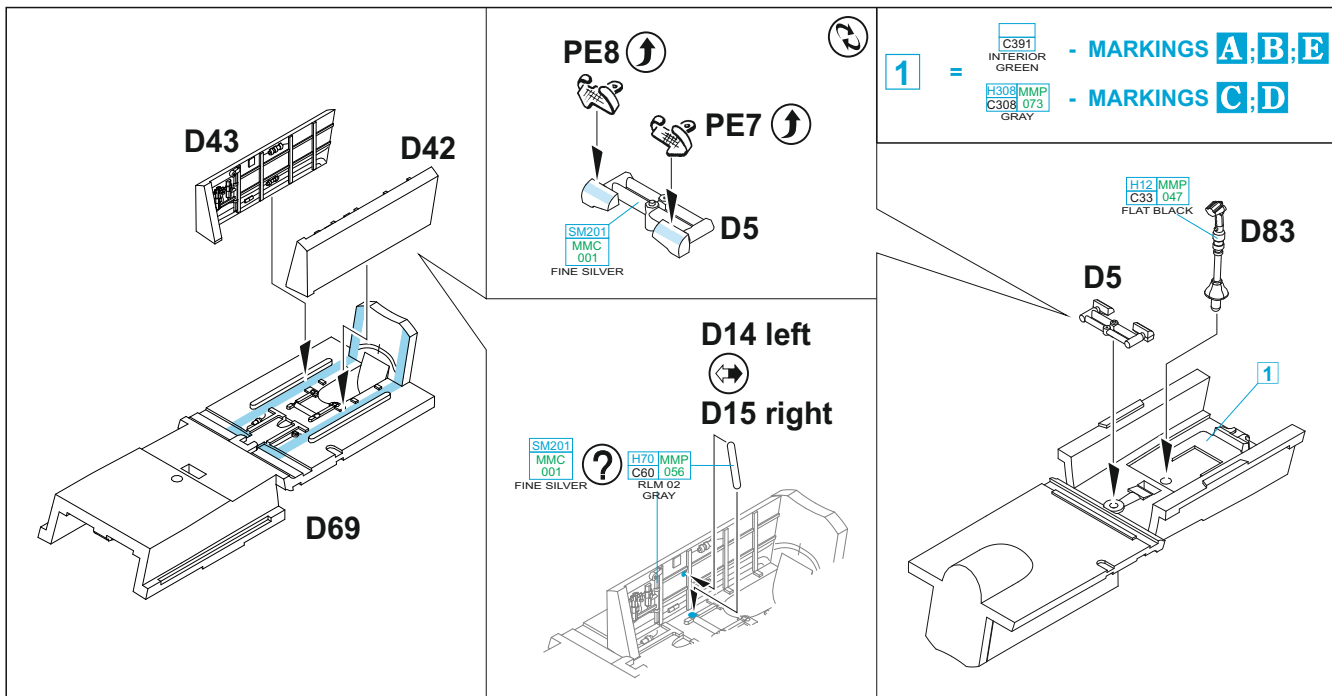
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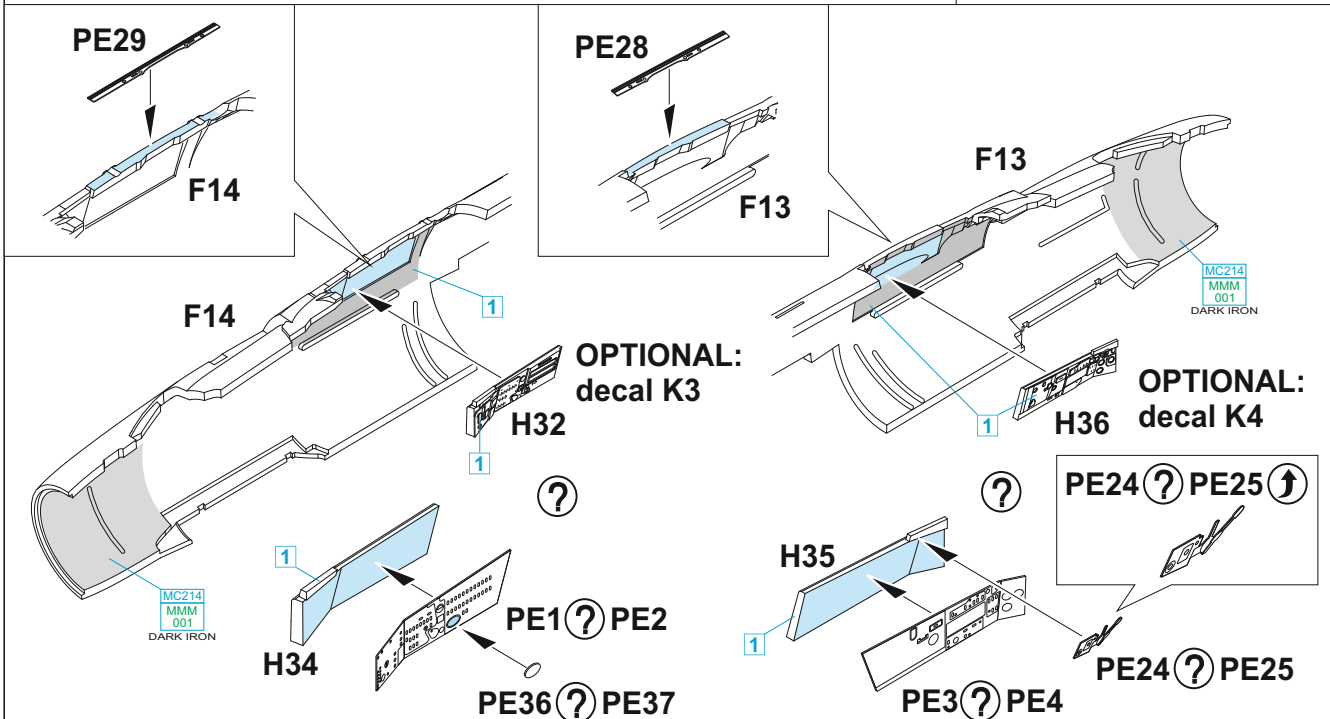
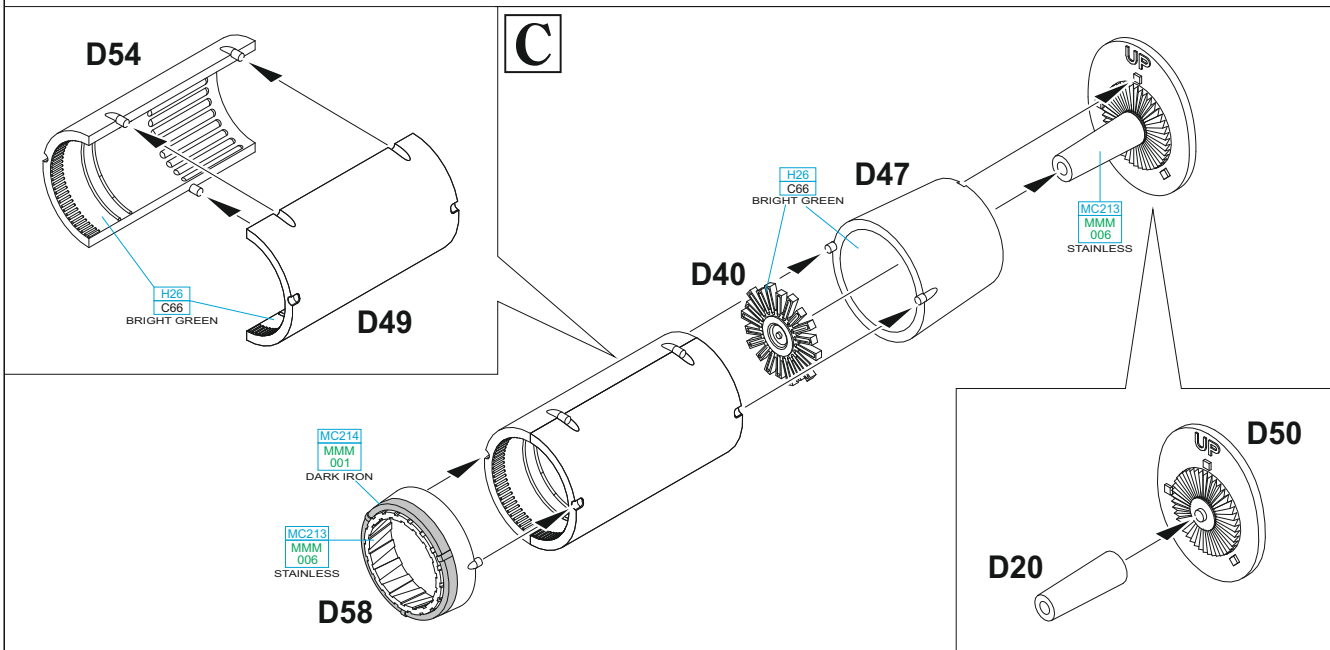
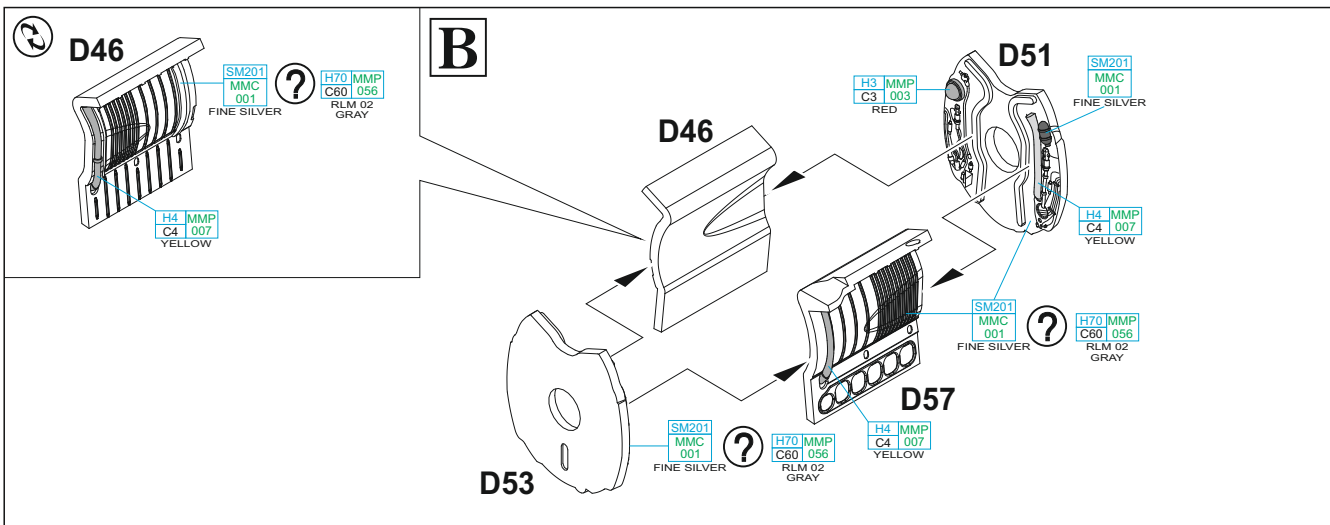
## \* PEINTURE

## \* 色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	[MMP-001]	WHITE
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
H15	C65		BRIGHT BLUE
H23	C79		SHINE RED
H26	C66		BRIGHT GREEN
H44	C51		FLESH
H47	C41	[MMP-012]	RED BROWN
H51	C11	[MMP-063]	LIGHT GULL GRAY
H53	C13		NEUTRAL GRAY
H66	C119	[MMP-119]	SAND YELLOW
H67	C115	[MMP-057]	LIGHT BLUE
H70	C60	[MMP-056]	GRAY
H72	C369	[MMP-078]	DARK EARTH
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
H308	C308		GRAY
H313	C313		YELLOW
H315	C315	[MMP-069]	GRAY
H317	C317	[MMP-064]	GRAY
H323	C323		LIGHT BLUE
H328	C328		BLUE
H332	C332		LIGHT AIRCRAFT GRAY
H340	C340		FIELD GREEN
H413	C113	[MMP-090]	YELLOW
	C391		INTERIOR GREEN
Mr.METAL COLOR		METALLICS	
	MC213	[MMM-006]	STEEL
	MC214	[MMM-001]	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	[MMC-001]	SUPER FINE SILVER

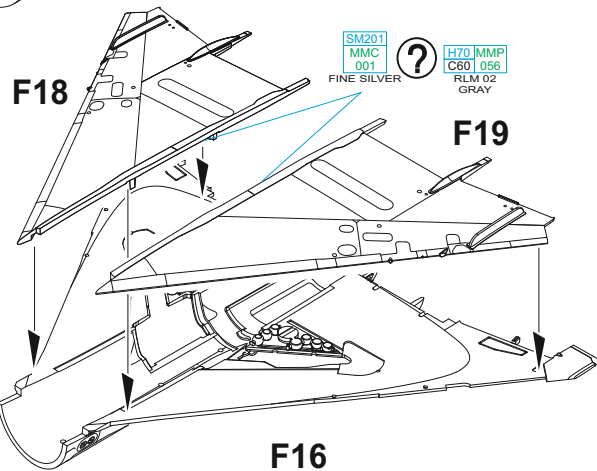
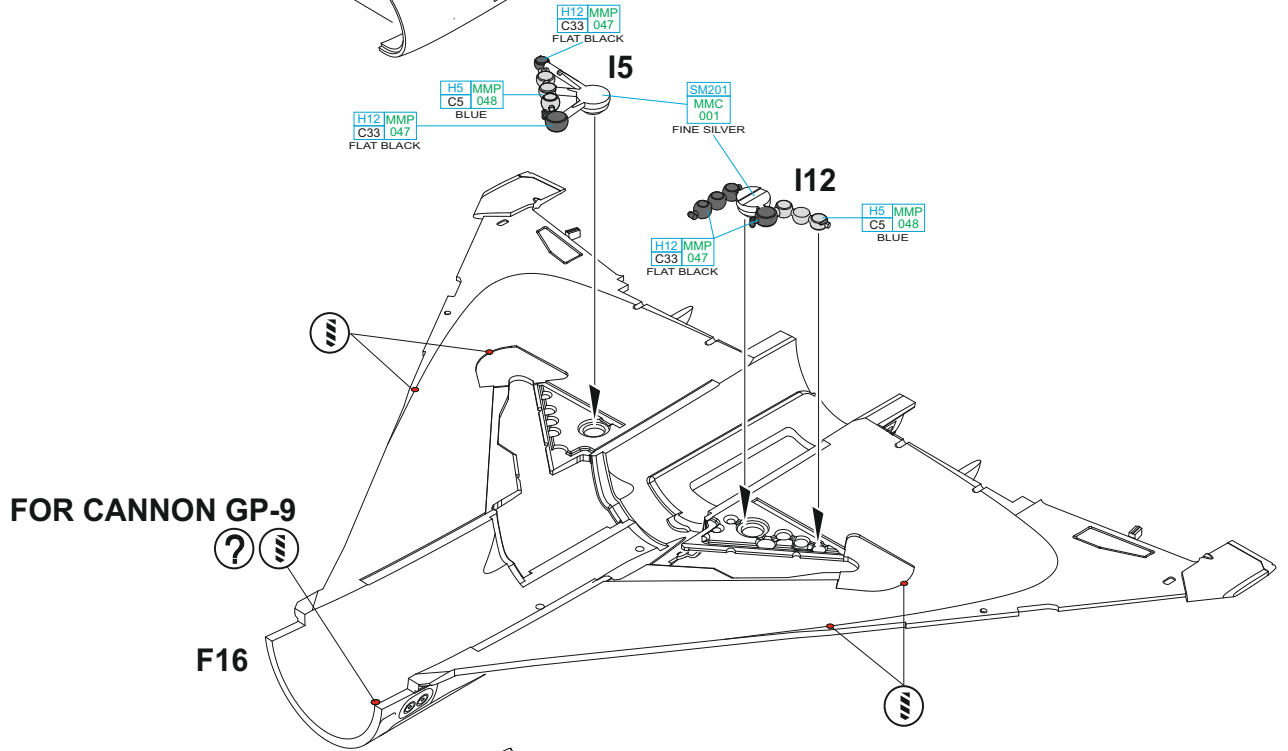
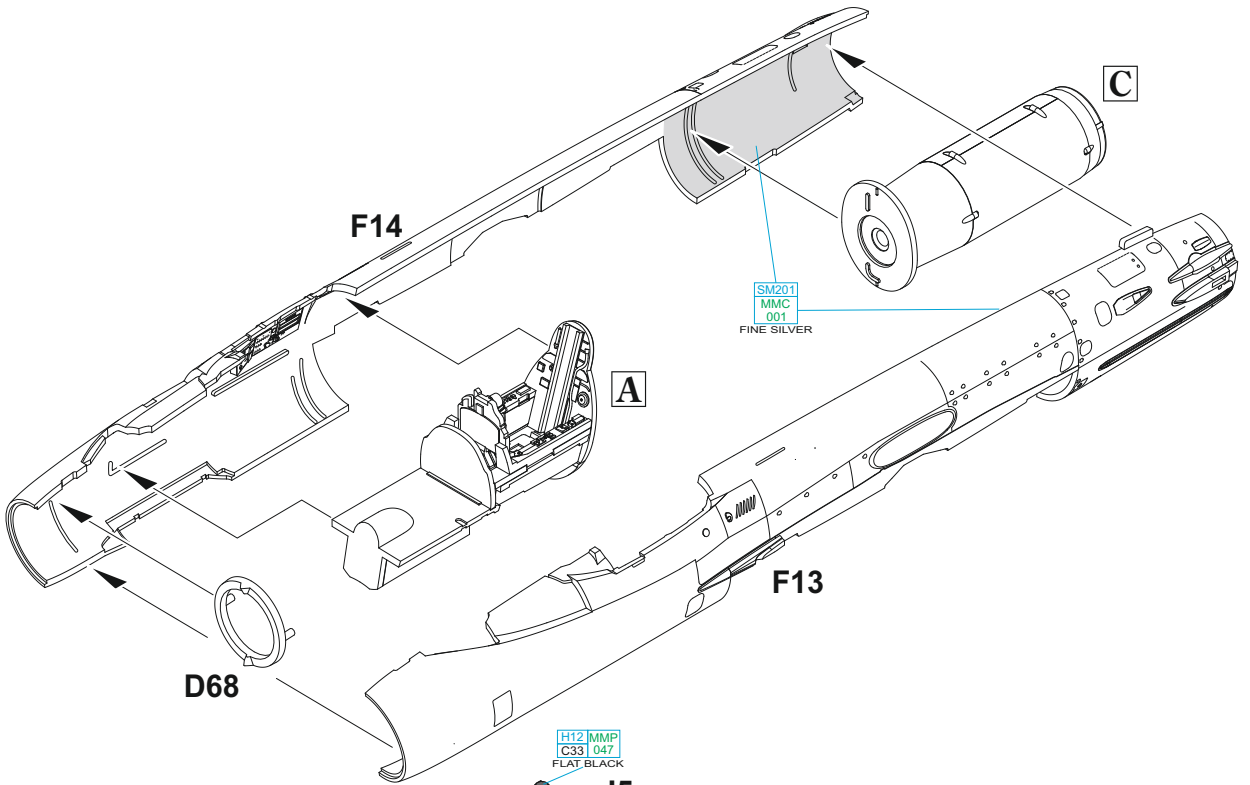


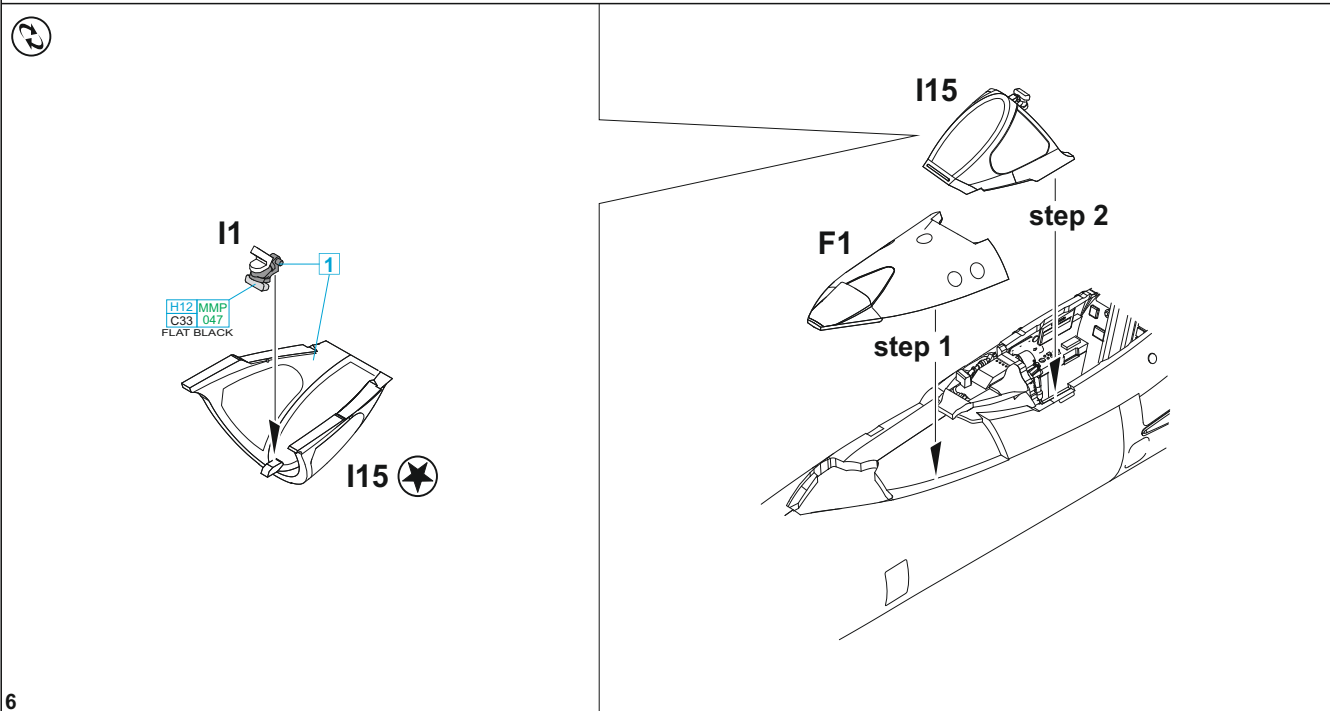
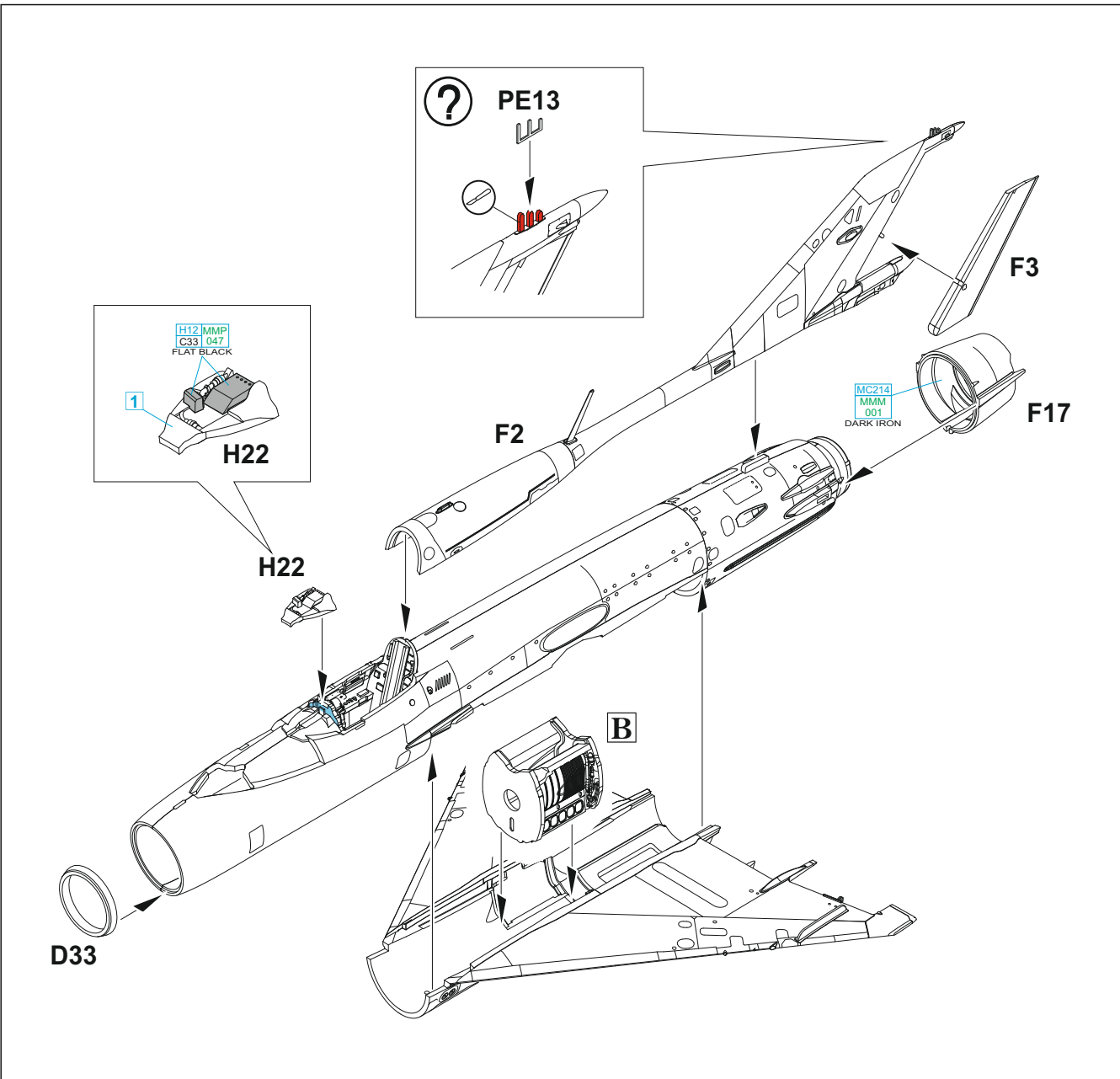


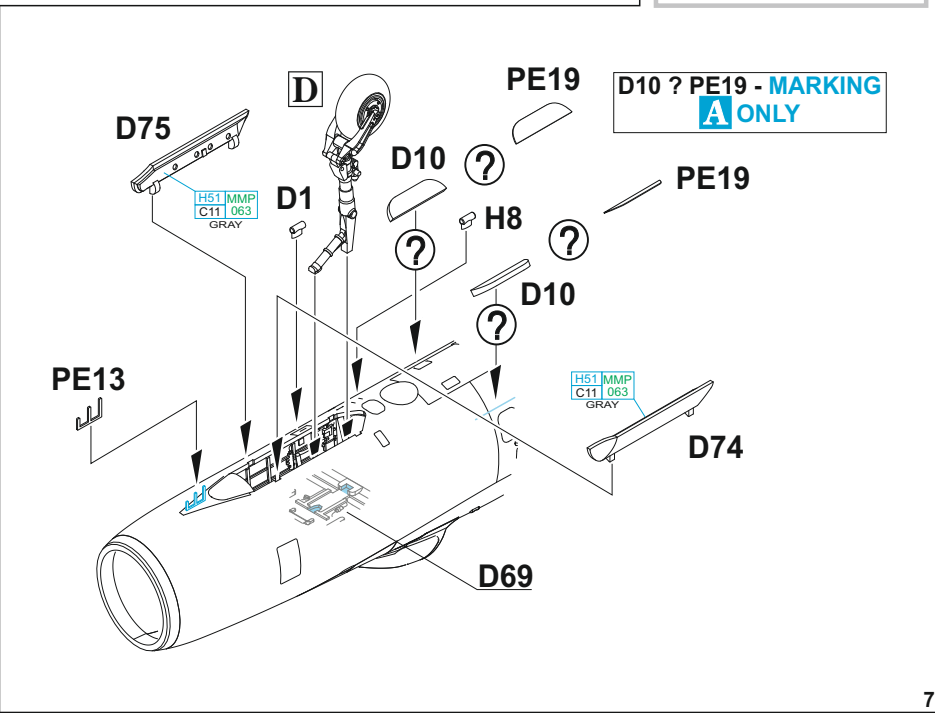
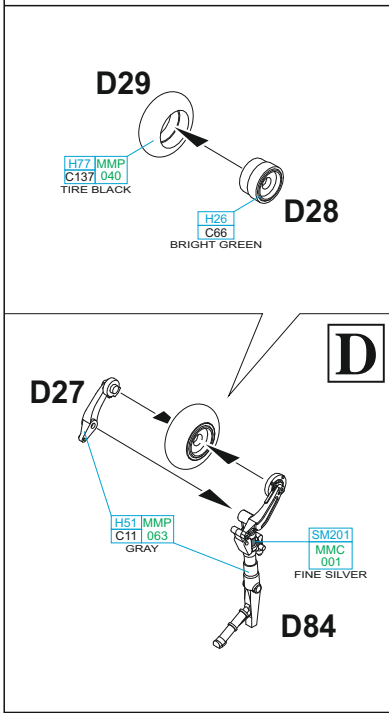
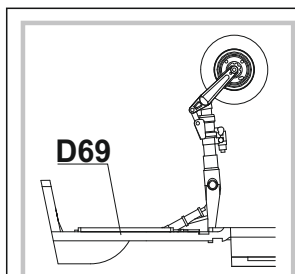
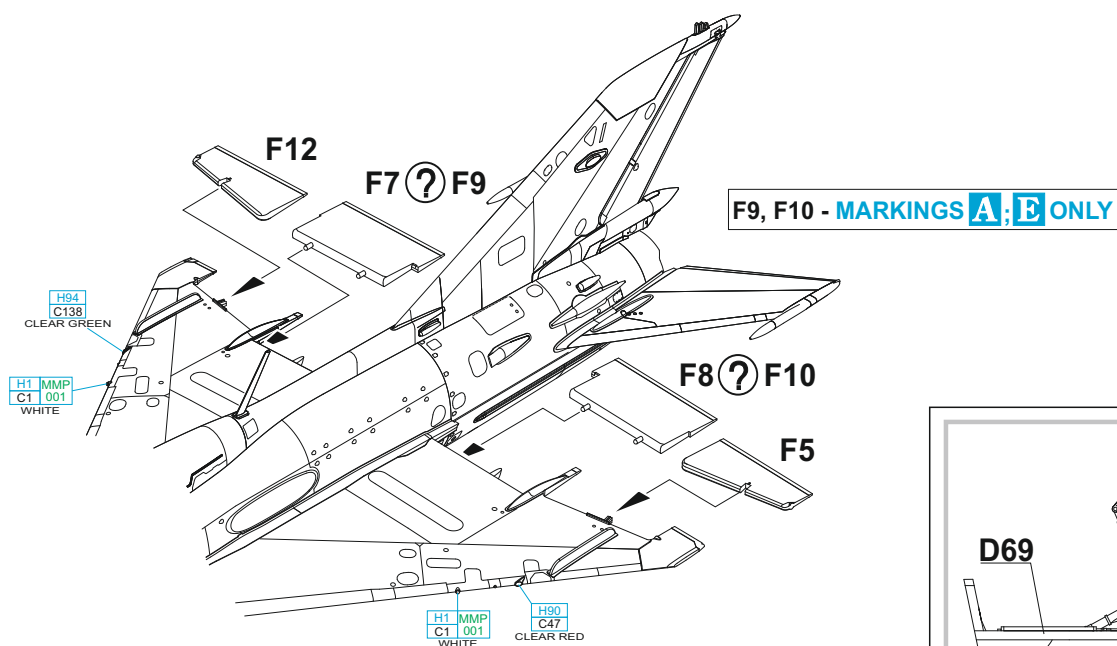
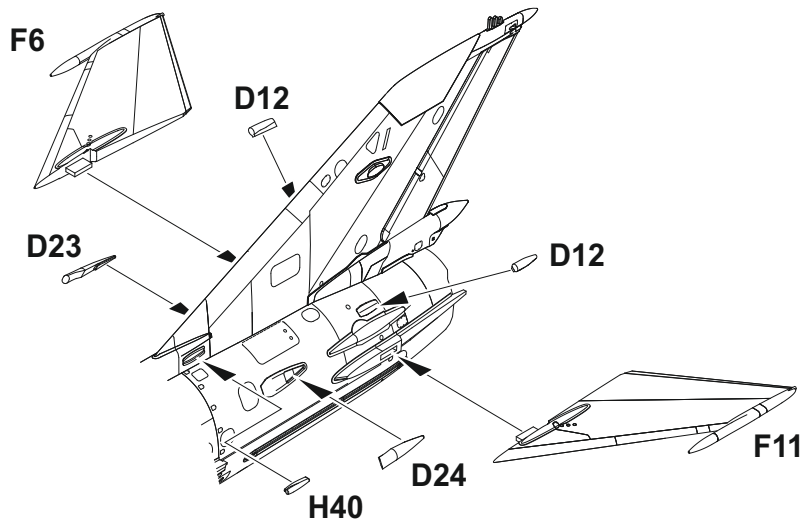
PE1, PE37 - MARKINGS **C; D**  
 PE2, PE36 - MARKINGS **A; B; E**

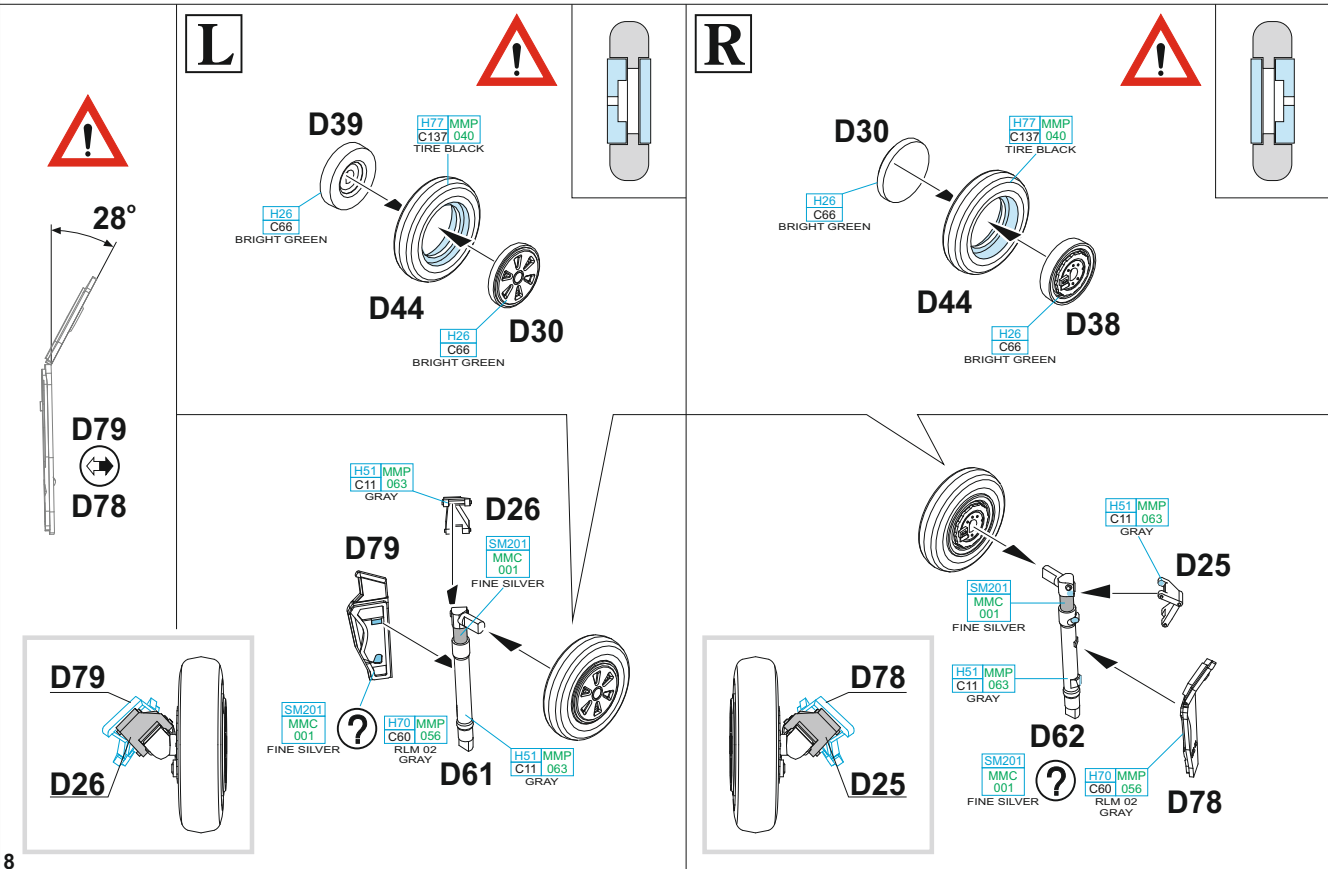
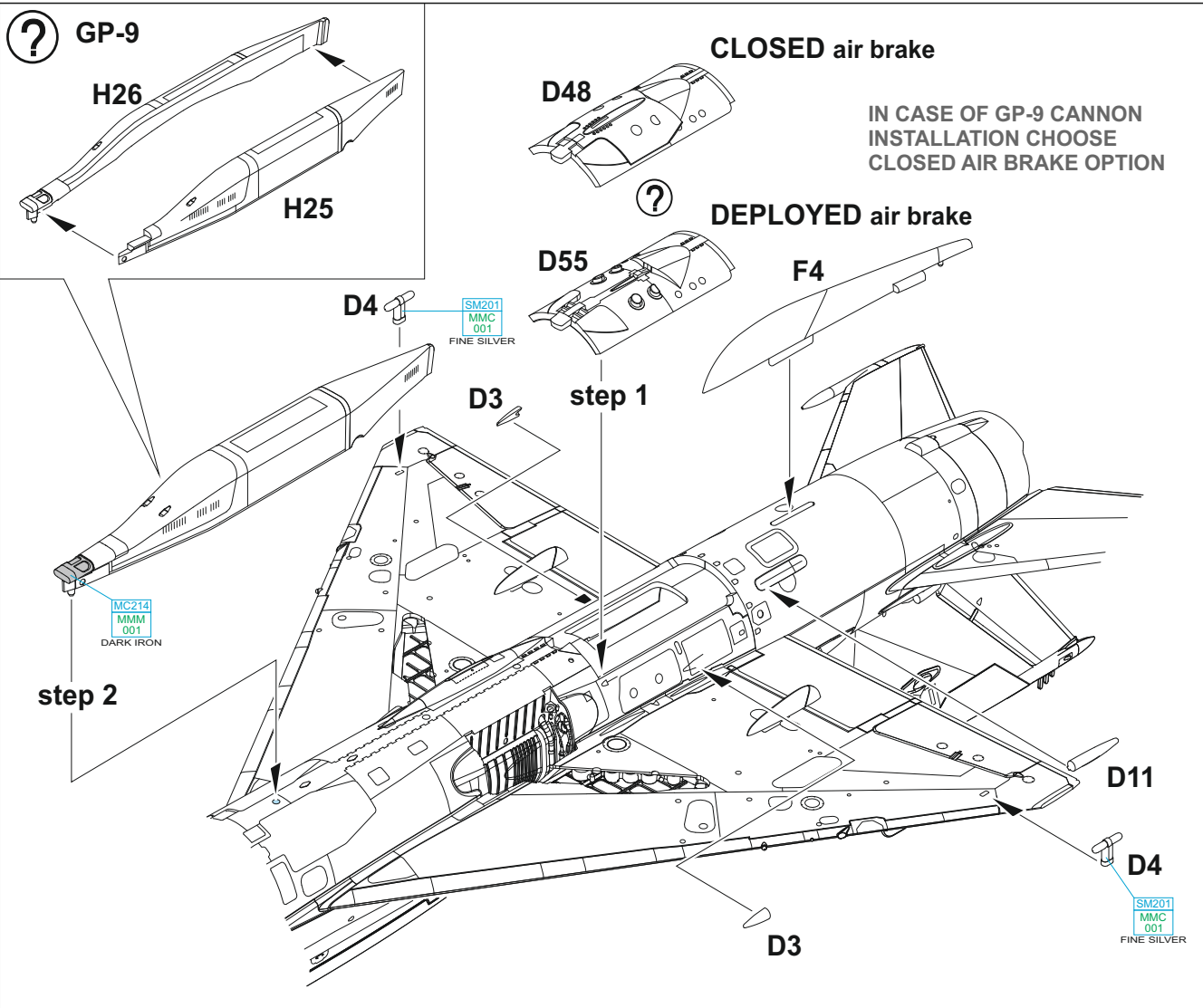
PE4, PE25 - MARKINGS **C; D**  
 PE3, PE24 - MARKINGS **A; B; E**



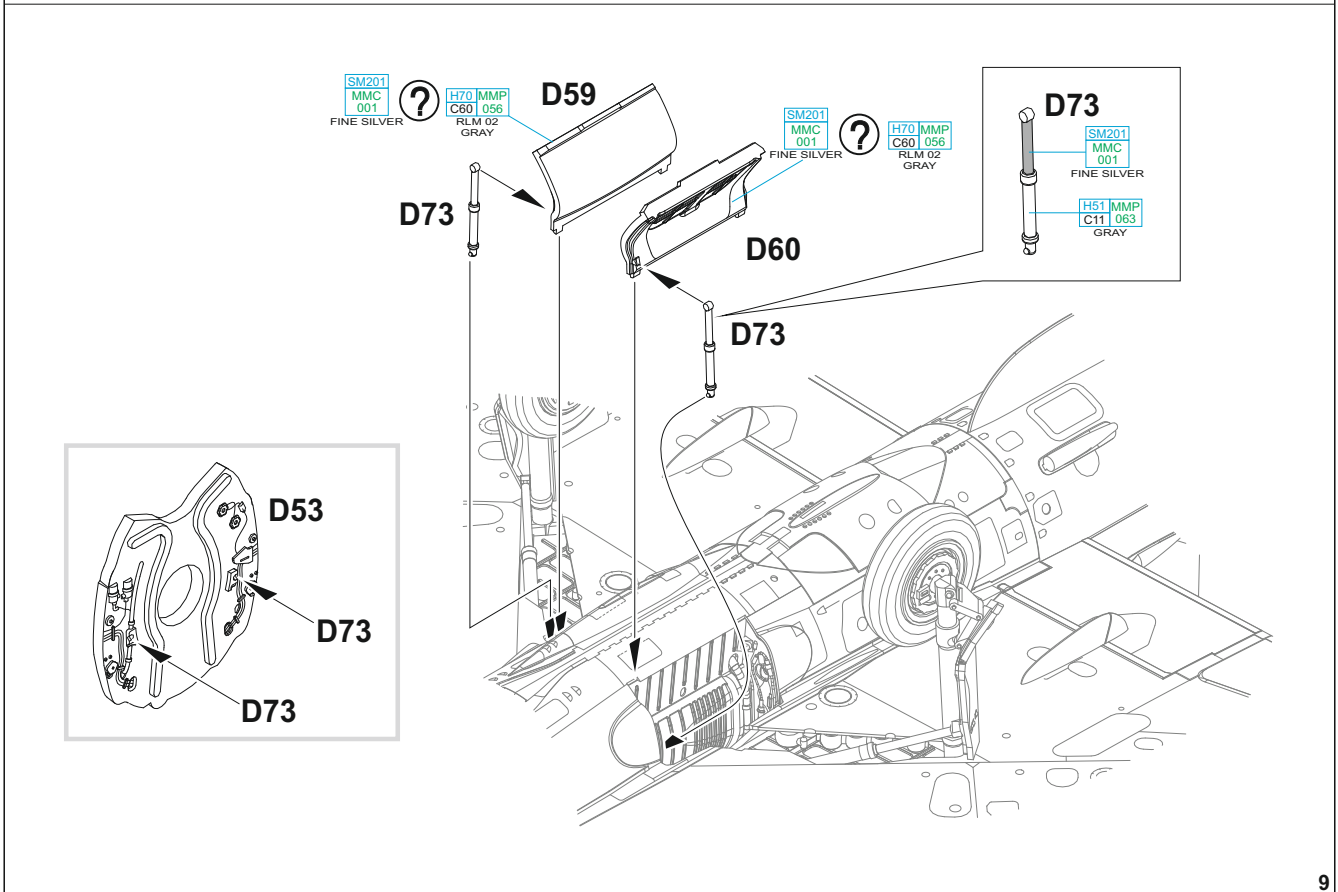
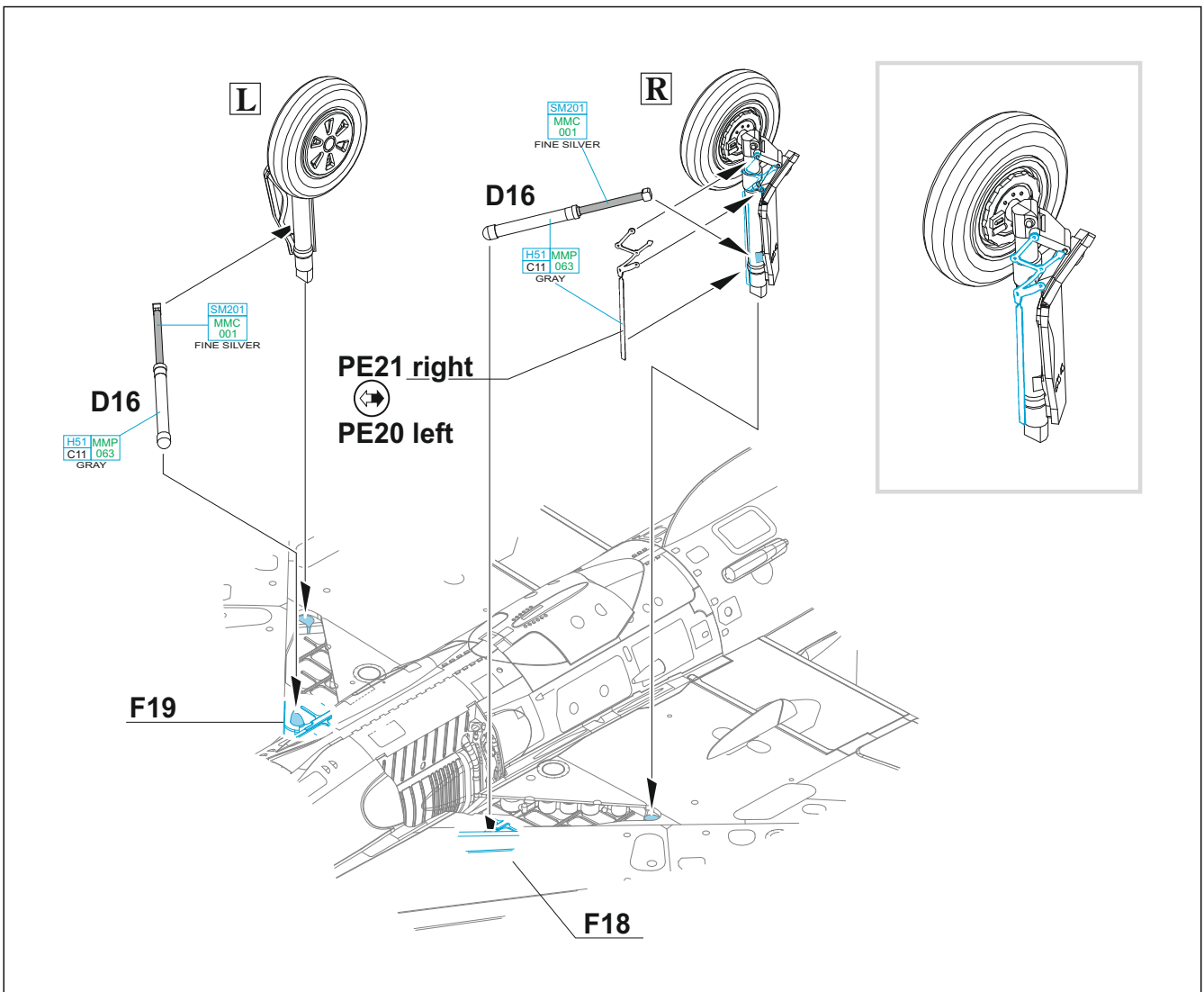




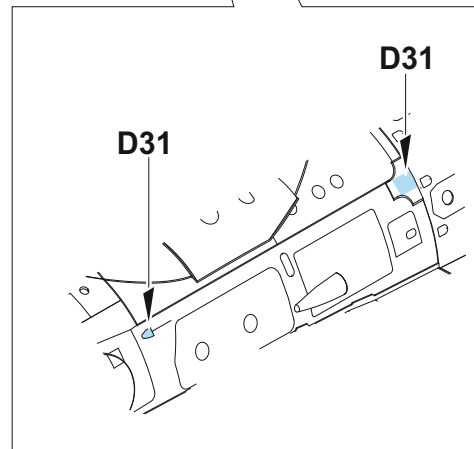
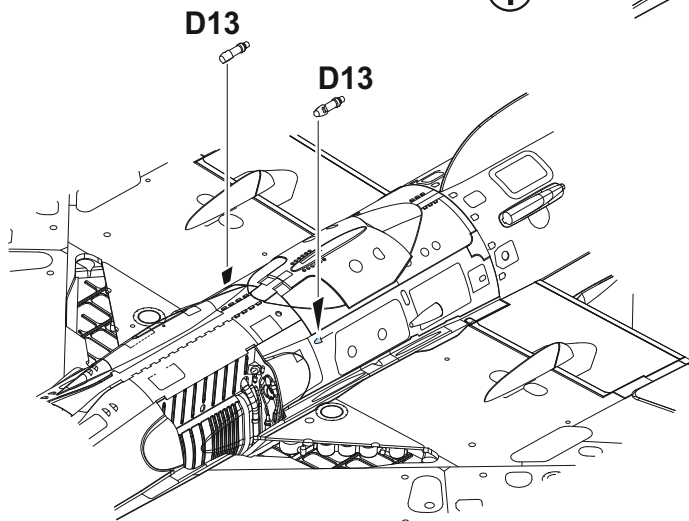
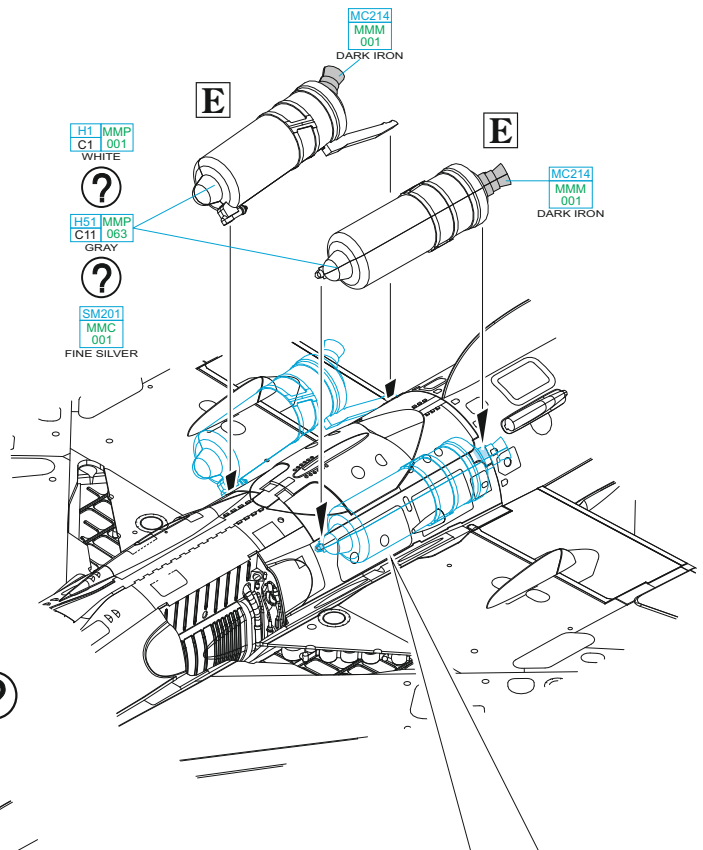
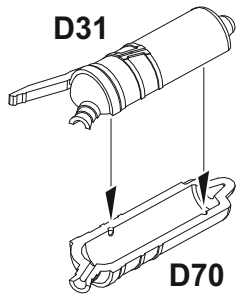








**E** 2 pcs.



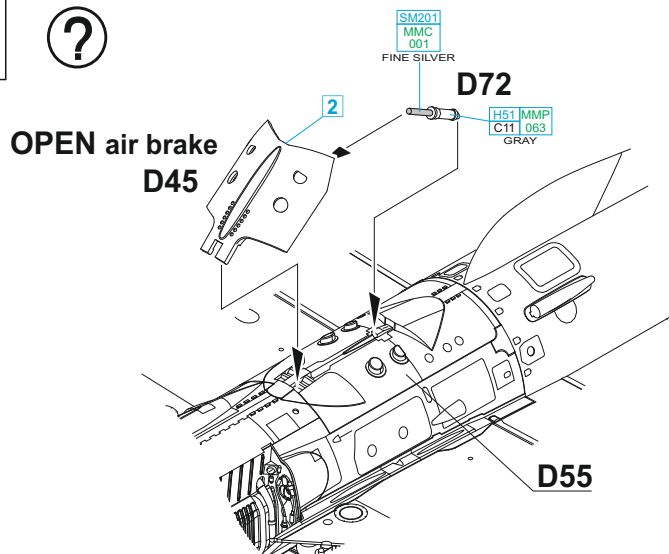
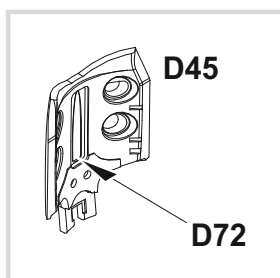
**2** = 

H4 MMP C4 007	YELLOW
SM201 MMC 001	FINE SILVER

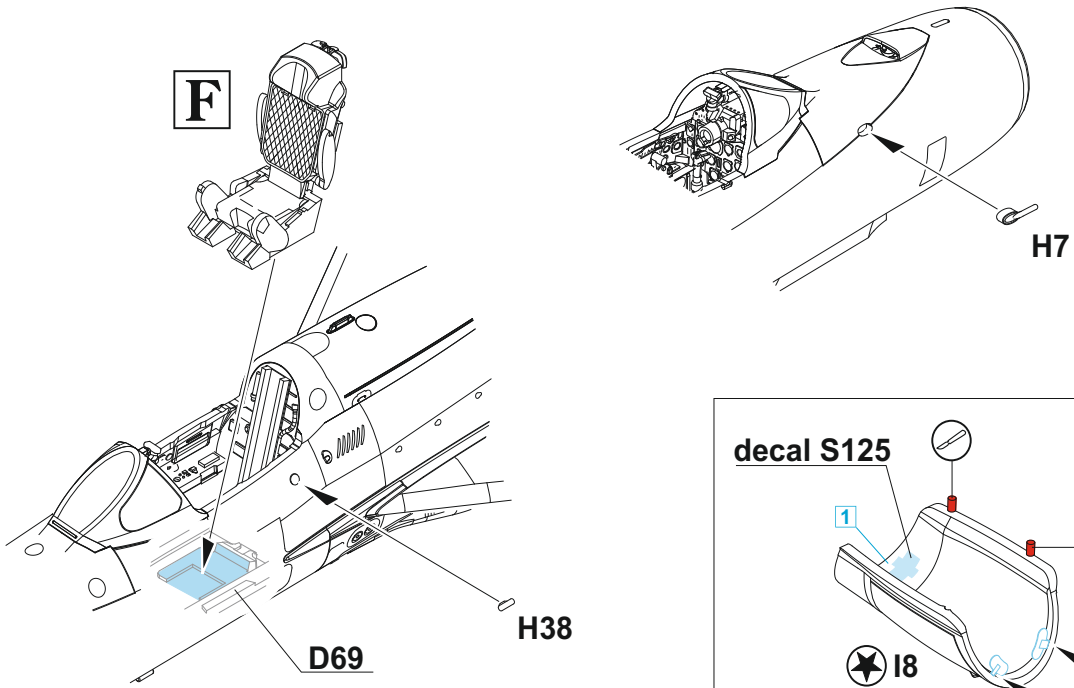
 - MARKINGS **B; E**  
- MARKINGS **A; C; D**



OPEN air brake  
D45







decal S125

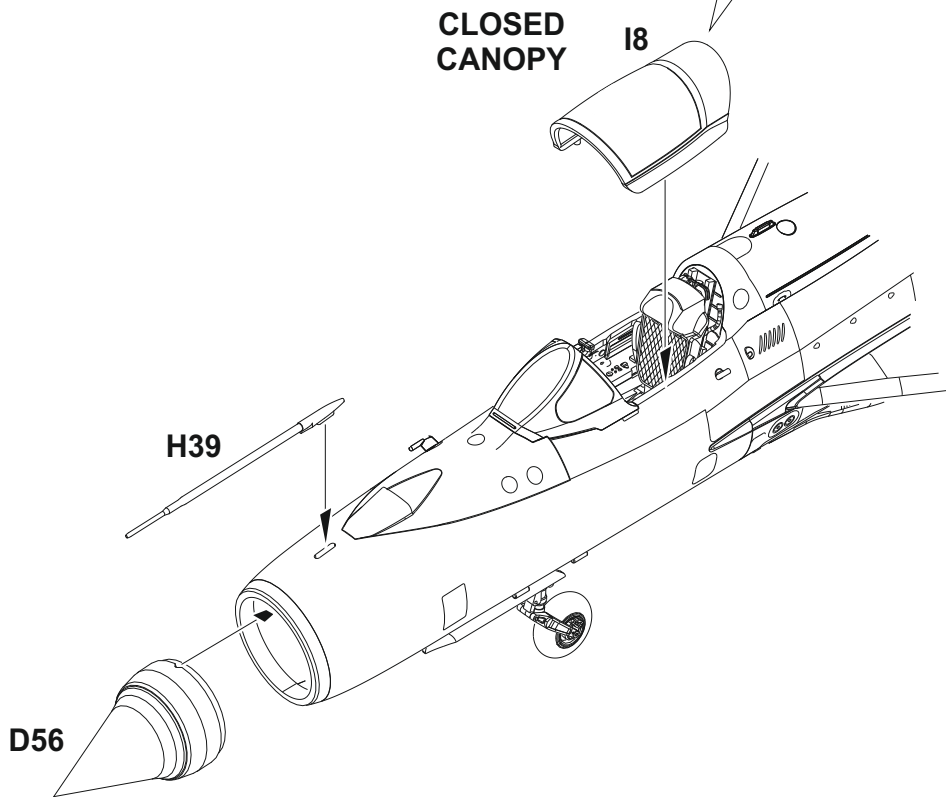
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I8

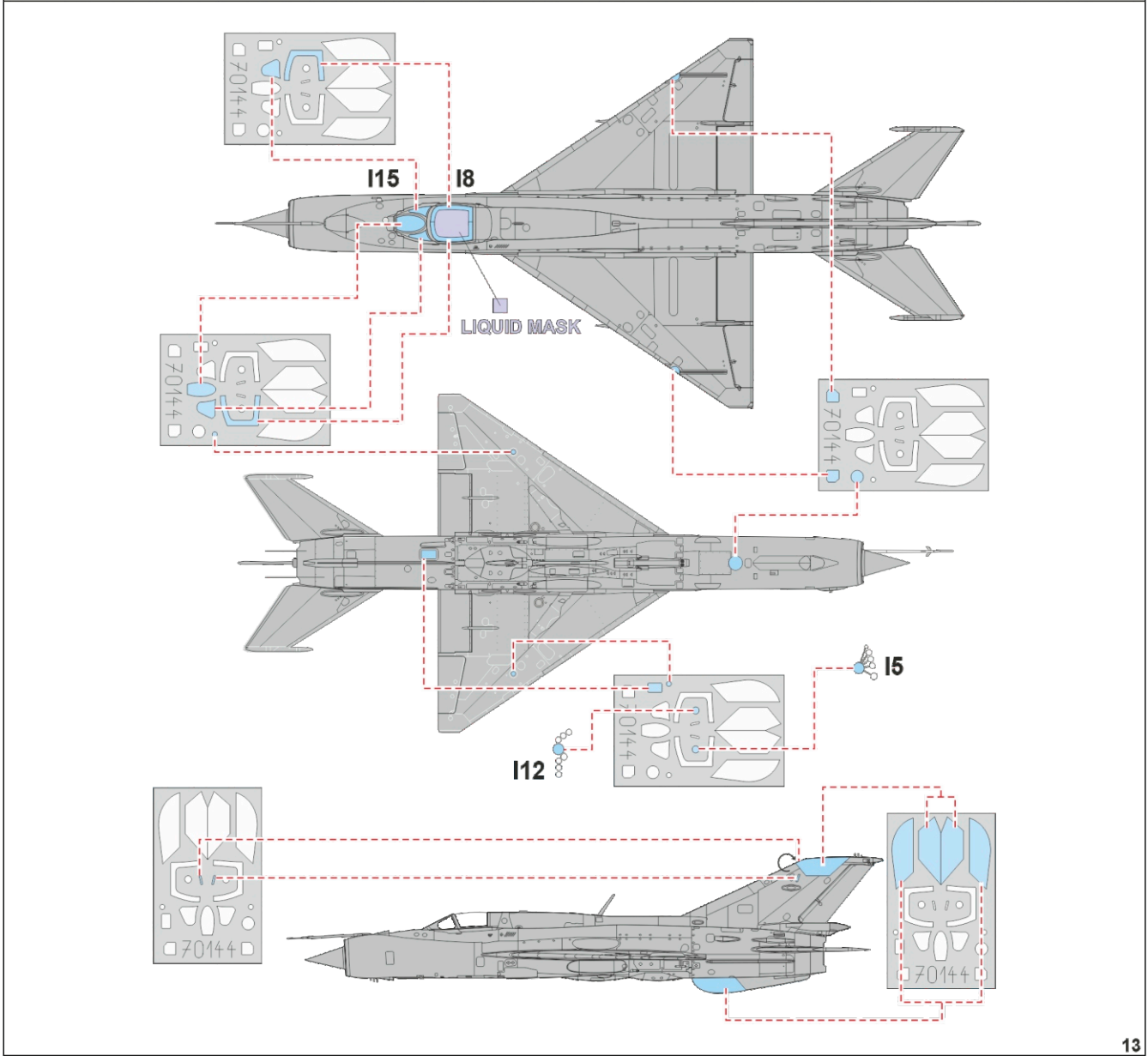
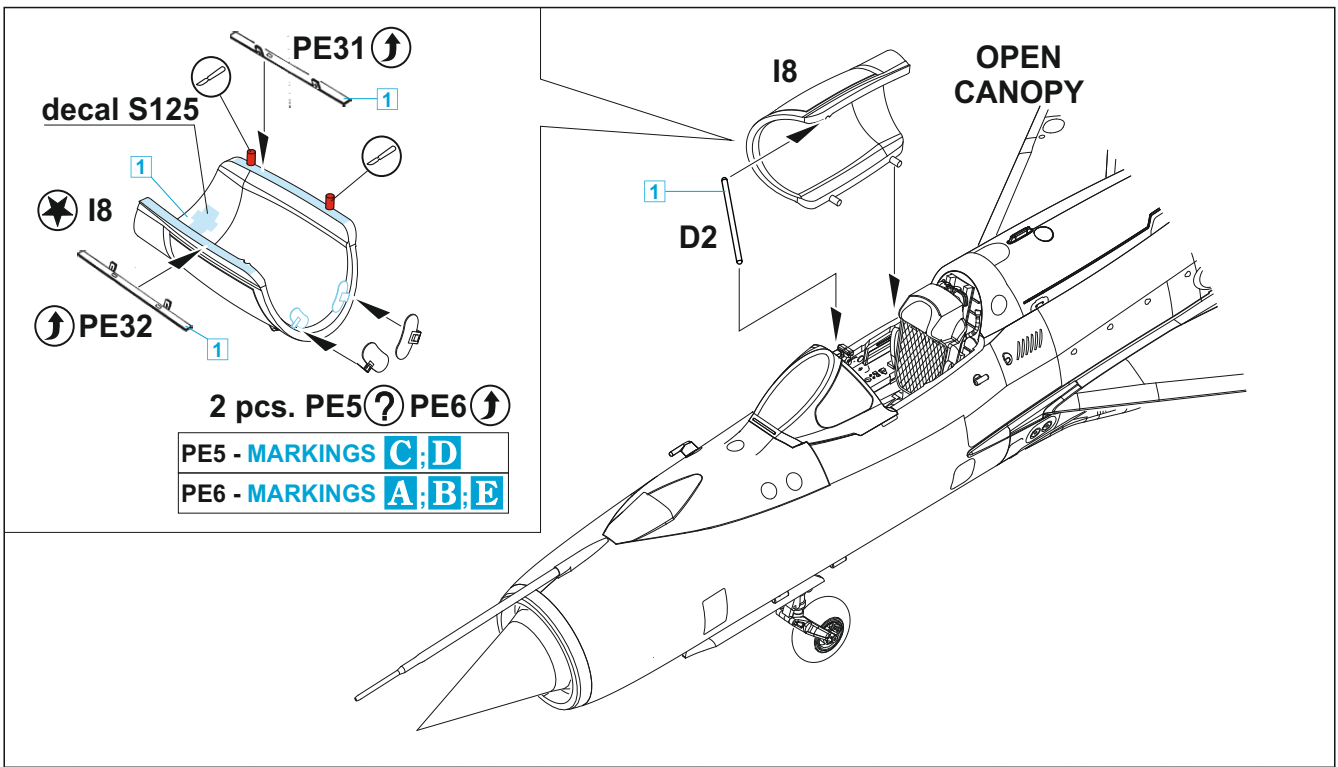
2 pcs. PE5(?) PE6(↑)

PE5 - MARKINGS C;D

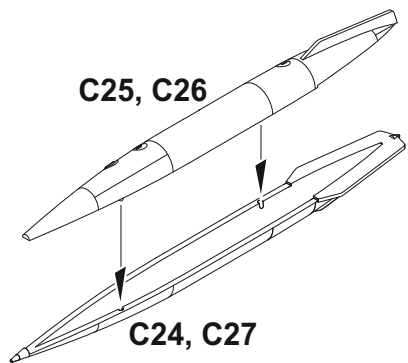
PE6 - MARKINGS A;B;E



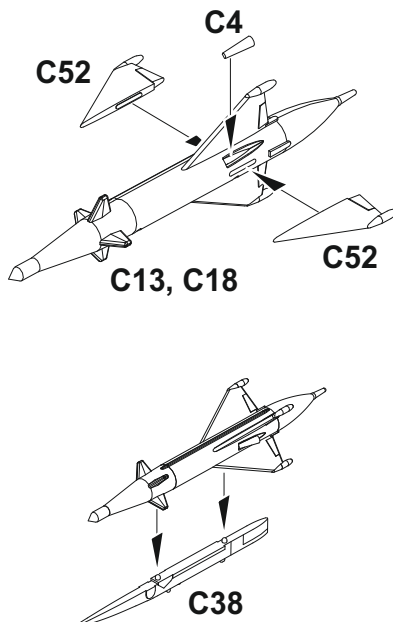




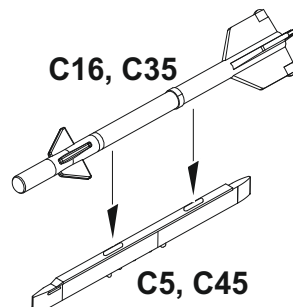
**EXTERNAL FUEL TANK 490 I  
PŘÍDAVNÁ NÁDRŽ 490 I**



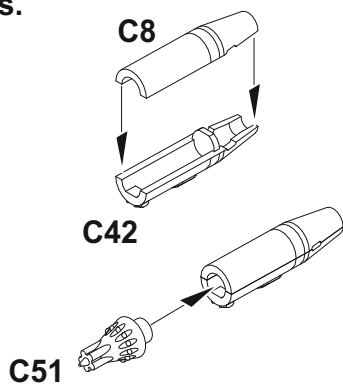
**RS-2US  
2 pcs.**



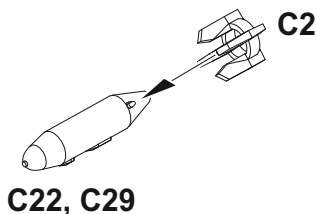
**R-3S  
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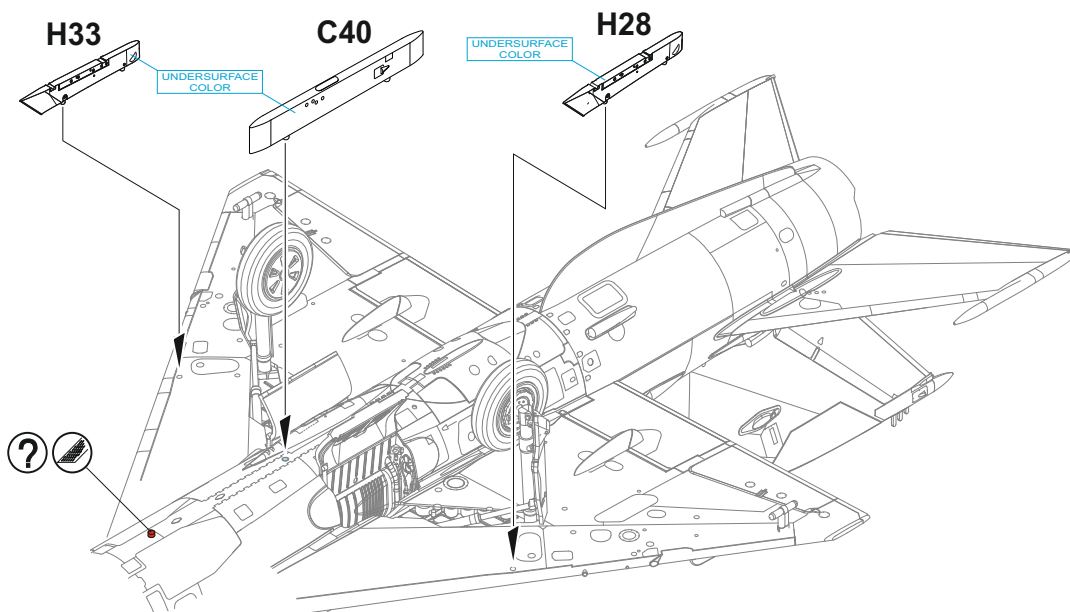
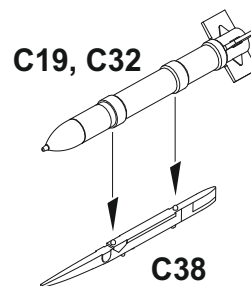
**UB-16  
2 pcs.**



**BOMB 250  
2 pcs.**

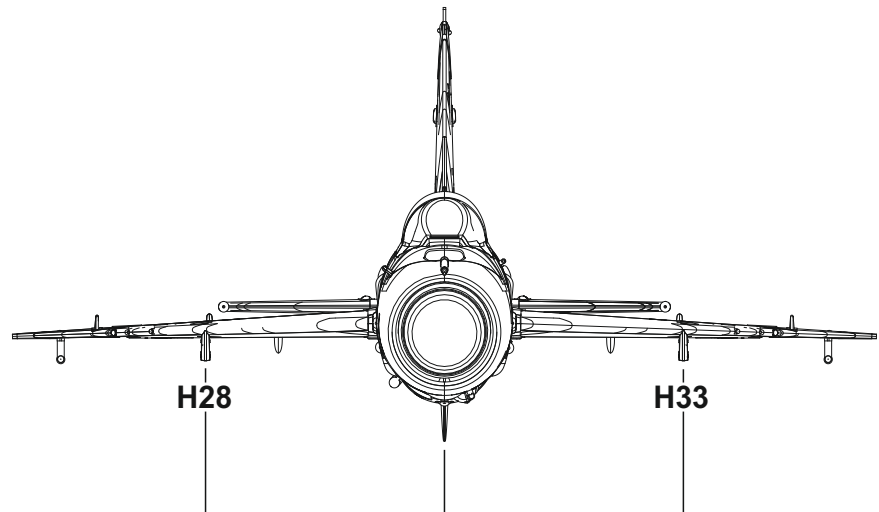














**S-24  
2 pcs.**



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

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



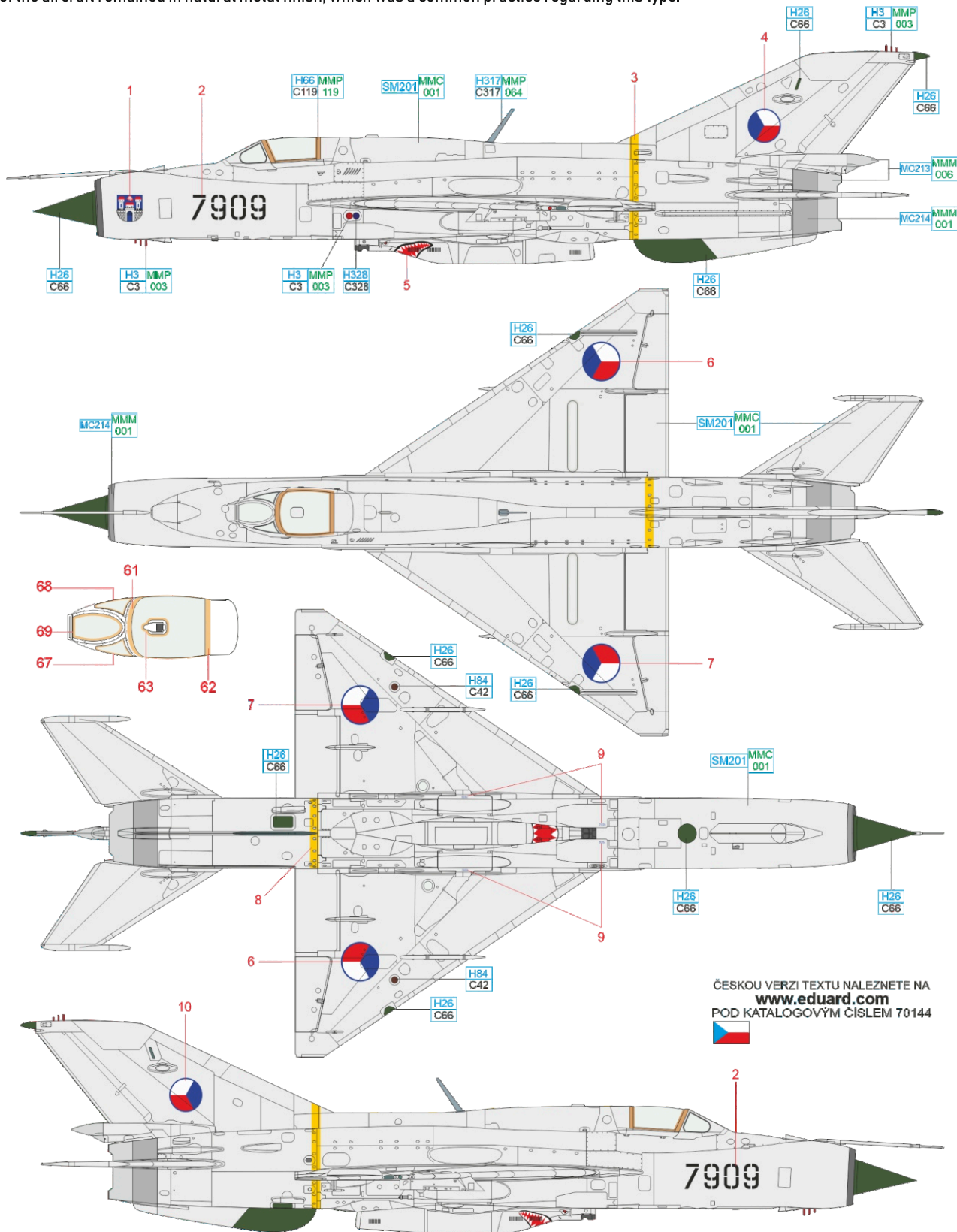
<b>EXTERNAL FUEL TANK 490 I</b>		
<b>GP-9</b>		
<b>2x RS-2US</b>		
<b>2x R-3S</b>		
<b>2x S-24</b>		
<b>2x FAB 250</b>		
<b>2x UB-16</b>		





# B No. 7909, 11 Fighter Air Regiment, Czechoslovak Air Force, Žatec airfield, Czech and Slovak Federative Republic, March 1991

No. 7909 MiG-21PFM was delivered to Czechoslovakia on January 29, 1969. At the beginning of its service it was assigned to 9 slp (9th Fighter Air Regiment); from April 1973 served with 11 slp. From December 1982 onwards this aircraft was flown by 11 slp. It was put out of operation in March 1991 and consequently flown to the disposal site at the Vodochody airfield on March 20, 1991. The coat of arms of Žatec town was painted on the nose, the yellow band on the tail identified the aircraft which was to be put out of operation. The rest of the aircraft remained in natural metal finish, which was a common practice regarding this type.



ČESKOU VERZI TEXTU NALEZNETE NA  
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 POD KATALOGOVÝM ČÍSLEM 70144



SAND H66 MMP  
 YELLOW C119 119 MAHOGANY H84  
 C42

SUPER FINE SILVER SM201 MMC  
 001 STEEL MC213 MMM  
 006 DARK IRON MC214 MMM  
 001 BRIGHT GREEN H26  
 C66 GRAY H317 MMP  
 C317 064 RED H3 MMP  
 C3 003 BLUE H328  
 C328

eduard

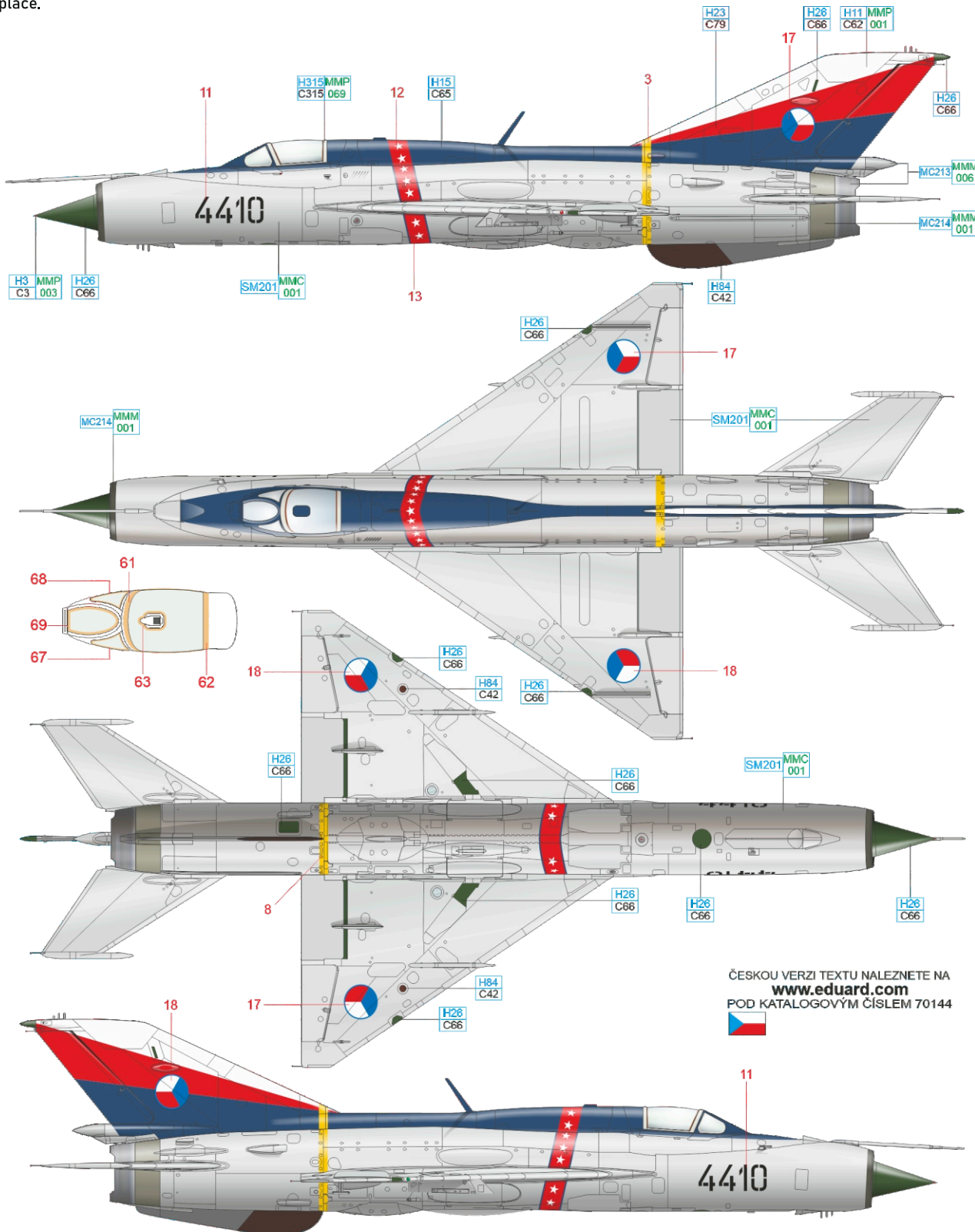






# E No. 4410, 11 Fighter Air Regiment, Czechoslovak Air Force, Žatec airfield, Czech and Slovak Federative Republic, spring 1990

MiG-21PFM No. 4410 can be rightfully considered the most colorful aircraft of this type serving with the Czechoslovak Air Force. The aircraft was delivered to Czechoslovakia in November 1966 and served first with 9 slp (9th Fighter Air Regiment), later with 8 slp and, finally, with 11 slp. There the 4410 received the painting on the ridge and vertical tail surfaces made in blue, white and red, i.e., in the national colors on the occasion of the honorary title "Invasion" bestowed on the unit on May 5, 1991. Later, the diagonal stripes behind the cockpit received white, five-pointed stars. The yellow band around the fuselage was an indication that this aircraft was to be scrapped and the only flight to be done in this form occurred on March 19, 1993. That was the day the aircraft was flown to Vodochody airfield to the storage place.



ČESKOU VERZI TEXTU NALEZNETE NA  
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 POD KATALOGOVÝM ČÍSLEM 70144



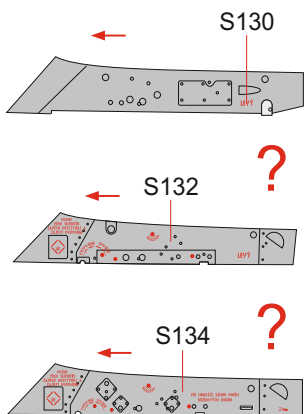
WHITE	H11 MMP C62 001	GRAY	H315 MMP C315 069	MAHOGANY	H84 C42
SUPER FINE SILVER	SM201 MMC 001	STEEL	MC213 MMM 006	DARK IRON	MC214 MMM 001
				BRIGHT GREEN	H26 C66
				BRIGHT BLUE	H15 C65
				RED	H3 MMP C3 003
				SHINE RED	H23 C79



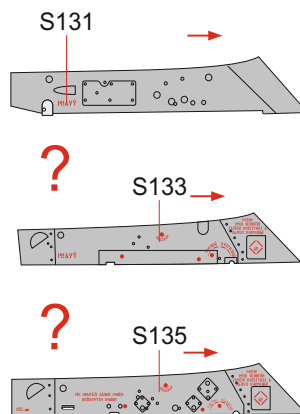
## FUSELAGE PYLON PODTRUPOVÝ PYLON



### LEFT PYLON LEVÝ PYLON



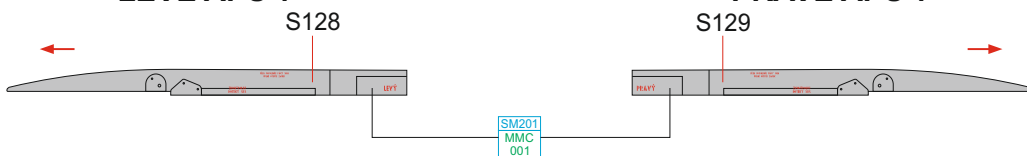
### RIGHT PYLON PRAVÝ PYLON



### LEFT APU-7 LEVÉ APU-7

C38

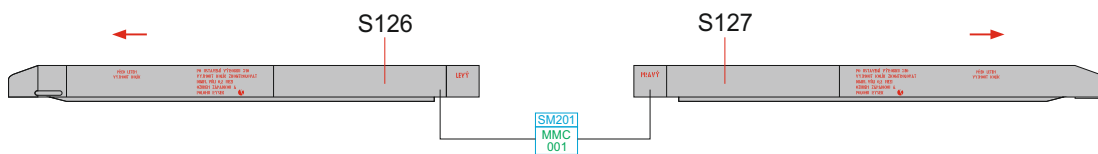
### RIGHT APU-7 PRAVÉ APU-7



### LEFT APU-13 LEVÉ APU-13

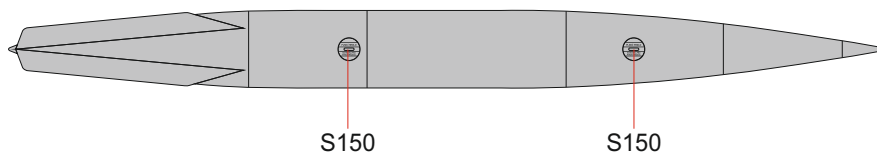
C5, C45

### RIGHT APU-13 PRAVÉ APU-13

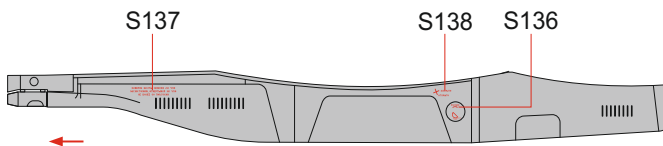


## EXTERNAL FUEL TANK 800 I PŘÍDAVNÁ NÁDRŽ TANK 800 I

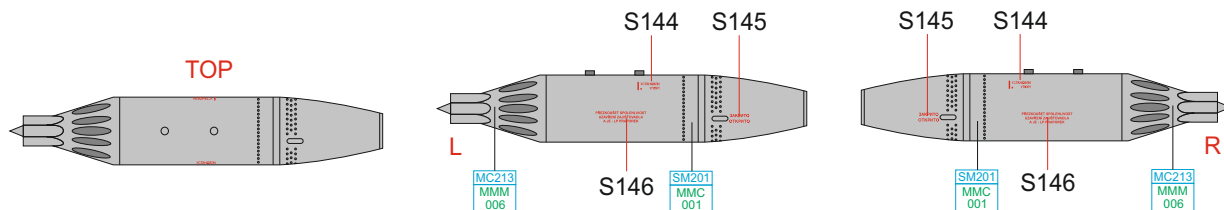
TOP



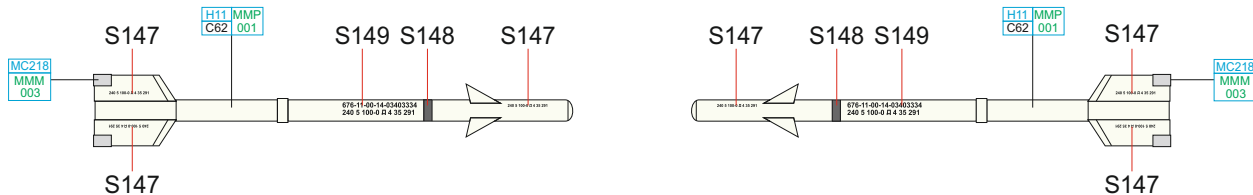
## GUN POD GP-9 KANÓNOVÝ KONTEJNER GP-9



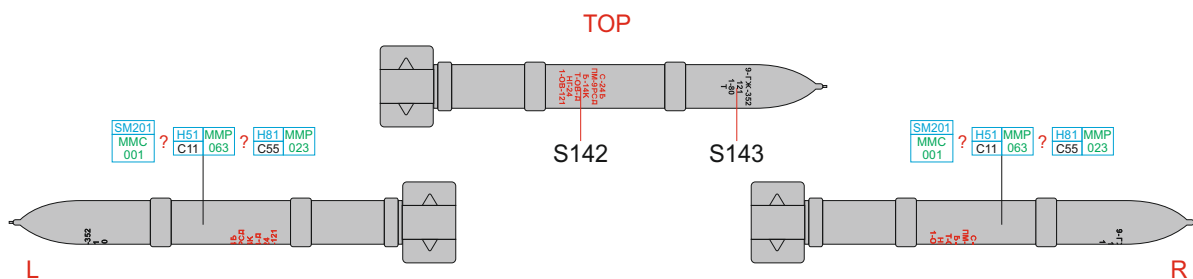
## UB-16



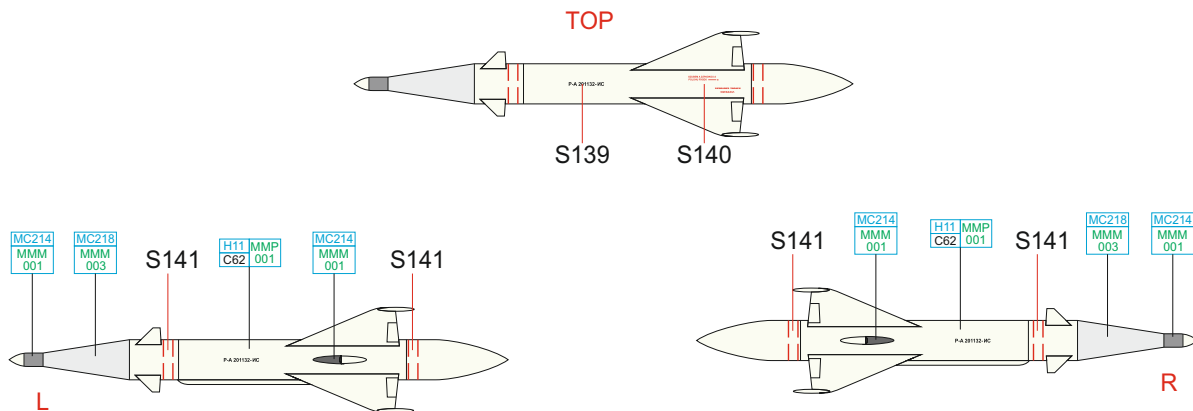
## R-3S



## S-24



## RS-2US



## FAB 250

