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 in 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 of the second generation aircraft equipped with an onboard radar included the PF, FL, PFM and R, production of which peaked at the end of the sixties. The third generation started production in 1968, which included such versions as the M, SM, MF, SMT and 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 over the years was put into service with some fifty countries. 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. MiG-21 of various versions became famous also thanks to the wide use by the North Vietnamese AF during the Vietnam War. Thanks to the high volume of use, the highest number of fighter aces produced on the type was in Vietnam. The type was used as an interceptor with the Soviet Union and other members of the Warsaw Pact into the eighties, when it began to be displaced by the MiG-29 Fulcrum.

You can build the MiG-21PF from this kit, the second generation of the MiG-21. The first second generation type was the MiG-21P, introduced in 1960, followed by the MiG-21PF, produced from 1962 until 1968 at the Gorky and Moscow production plants. The MiG-21PF, as well as the MiG-21P, was developed as an air superiority fighter. Unlike the first generation MiG-21Fs, the second generation aircraft were equipped with an onboard TSD-30T (RP-21M Safir) radar. The cannon was removed, the only weapons being a pair of RS-2US or R-3S AA missiles. The design featured wider wheels, and rocket assisted take-off allowed operations from frontline airfields. Latter development led to the MiG-21PFM with modernized wing, simultaneously produced from 1963 until 1968. The NATO code name for the MiG-21PF was Fishbed D.
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.

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

PLASTIC PARTS

COLOURS

<table>
<thead>
<tr>
<th>GSJ Crex (GUNZE)</th>
<th>MISSION MODELS</th>
<th>PAINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AQUEOUS</td>
<td>MI-COLOR</td>
<td>PAINTS</td>
</tr>
<tr>
<td>WHITE</td>
<td>RED</td>
<td>RED</td>
</tr>
<tr>
<td>CLEAR GREEN</td>
<td>GRAY</td>
<td>GRAY</td>
</tr>
<tr>
<td>SUPER METALLIC</td>
<td>STEEL</td>
<td>DARK IRON</td>
</tr>
</tbody>
</table>

BARVY

FARBEN

PEINTURE

色
DEPLOYED air brake

D45

D72

H18

D45

D72

H20

FINE SILVER

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

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

<table>
<thead>
<tr>
<th>EXTERNAL FUEL TANK 490 l</th>
<th>C40</th>
</tr>
</thead>
<tbody>
<tr>
<td>2x RS-2US</td>
<td>C38</td>
</tr>
<tr>
<td>2x R-3S</td>
<td>C5</td>
</tr>
<tr>
<td>2x S-24</td>
<td>C38</td>
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<tr>
<td>2x FAB 250</td>
<td></td>
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<tr>
<td>2x UB-16</td>
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</tbody>
</table>

Diagram showing placement options for weapons and external fuel tanks on a jet.
The history of this school goes back to 1910, when a Flight Officer Academy was established at Sevastopol. It continued to function after the socialist revolution, and in 1925 acquired the name of an Armenian Bolshevik revolutionary, Alexander Fyodorovich Myasnikov (also known by the Armenian Myasnikian), who died tragically in March 1925, in a crash of a Junkers F.13. During the course of the Second World War, the school was moved to the Saratov Region to avoid the approaching front, and in 1954, it moved to Stalingrad (known as Volgograd from 1961). It was disbanded in 1998. This MiG-21, used by the Kachinsky Pilot School, was camouflaged in 1979 in two shades of green and two shades of brown on the upper surfaces, while the lower surfaces were in a light blue. Going from black and white photographs, it can not be determined whether the fuselage codes were blue or yellow.
In 1964, the 1st slp (Fighter Regiment) traded in its MiG-19PM and S models for the newer MiG-21PF. In the summer of 1968, the groundcrews placed the insignia consisting of a bat over an orange disc on the fronts of the aircraft. This aircraft was one of a group of MiG-21PFs with which Czechoslovak pilots took off for live fire exercises in the Soviet Union. In the summer of 1969, the 2nd Squadron unit insignia that was the bat was replaced by a devil, and the orange disc remained. This guise of the unit marking also remained on the aircraft for only a year, and unit insignias were ordered removed from all aircraft in August 1970. Besides allowing the building of this aircraft as it appeared in the 1968/69 period, we offer the possibility of modelling it from the 2nd Squadron of the 9th slp in Bechyne, to where it was transferred in September 1985, and where it remained until retirement in the spring of 1989. By this time, the aircraft had a turquoise interior, and the wells were sprayed green-grey, while the front section of the rear underfuselage fence was brown. The code 0404 was in a different form as well.
STENCILING POSITIONS

MiG-21PF

UB-16

R-3S

S-24

RS-2US

FAB 250