



DUAL COMBO!



intro

The MiG-21 was one of a long list of Mikoyan-Gurevich products to be integrated into the armed forces of the Soviet Union, the Warsaw Pact, and allied client states. Its predecessors included such notable types as the MiG-15, MiG-17 and the supersonic MiG-19. The roots of this project reach back to the first half of the fifties. In 1954, the Ye-1 project came to an end, and was quickly picked up by the Ye-2. Both had a swept wing. The first machine to feature the delta wing was the Ye-4, which first took to the air on June 16th, 1955. It was also demonstrated a year later at the Moscow airfield Tushino. The first of the new line to enter production was the MiG-21F, which together with the MiG-21P and F-13 represented the first generation of the MiG-21, and was in production through the end of the fifties and the beginning of the sixties. Subsequent versions included the PF, FL, PFM, R the production of which peaked at the end of the sixties. The third generation started production in 1968, which included such versions as M, SM, MF, SMT, bis among others. Simultaneously, two-seat training versions were also produced designated MiG-21U, UM and US. Production of the MiG-21 ended in 1985, and was put into service with some fifty nations. Over the course of the cold war, the opponents of the MiG-21 included the likes of the Northrop F-5 Freedom Fighter and the Dassault Mirage III. NATO assigned it the reporting name 'Fishbed'. It became the most produced supersonic fighter in terms of quantity. The new machines came off Soviet production lines in Moscow, Gorky and Tbilisi. The MiG-21F-13 was also built under license in Czechoslovakia and the MiG-21FL, M and bis in India by Hindustan Aeronautics Ltd. The Soviet Union produced 10,645 examples of all versions, 194 were built in Czechoslovakia and 657 in India. Outside of the Soviet Union, the type flew with a long list of nations on all continents with the exception of Australia. The MiG-21 participated in combat in Vietnam, the Indo-Pakistan wars, the Cuban participation in Angola and in the Arab world's attempt to eliminate Israel. Thanks to the high volume of use, the highest number of aces produced on the type was in Vietnam. The top of the ladder is occupied by Nguyen Van Coc with nine kills. The type serving as an interceptor served with the Soviet Union and other nations of the Warsaw Pact into the eighties, when it began to be displaced by the MiG-29 Fulcrum.

This kit allows for the building of a MiG-21MF of both production versions, either from the facility in Moscow between 1969 and 1974 (around 1300 units manufactured) or from Gorky between 1975 and 1976 (231 units). The Gorky produced aircraft differed in many details from those produced in Moscow. This was due to several reasons, and this facility also produced the MiG-21bis, and many components were standardized for installation in both versions. Manufacturing procedures were also updated sooner. Aircraft produced in Moscow were exported to all countries that flew the MiG-21MF, while Gorky produced items were exported only to East Germany, Poland, Czechoslovakia, Romania and Bulgaria. The MiG-21SM was externally identical to the MiG-21MF, but differed in the installation of a better RP-22 radar set. This version was only supplied to the forces of the Soviet Union and was never released for export.

MiG-21MFs were powered by Tumanskij R-13-300 turbojet engine with additional combustion chamber and carried an RP-21 radar. The armament constituted of a twin-barreled GSch-23-2L 23mm autocannon with 200 rounds of ammunition. The racks carried a combination of FAB bombs with 500kg warhead, UB-16-57U launchers and R-3S rockets, Ch-66, S-24, including R-60 air-to-air missile and its infrared homing variant R-60M. The NATO code for MiG-21MFs was "Fishbed-J"

úvodem

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

Z této stavebnice si můžete postavit modely letounu MiG-21MF v obou provedeních, buď z výroby v závodě v Moskvě v letech 1969 až 1974 (přibližně 1300 kusů) nebo v provedení ze závodu v Gorkém z let 1975 až 1976 (231 kusů). Provedení z Gorkého se v mnoha detailech odlišovalo od provedení z Moskevského závodu. To bylo dáno více faktory, tento závod produkoval MiGy-21bis a některé prvky tak byly unifikovány a také dřívějšími technologickými postupy zavedenými v tomto podniku. Pro své šedé zbarvení, odlišné od moskevských stříbrných nebo kamuflovaných strojů, si vysloužily přezdívku "šedivky", zatímco letadla z Moskevského závodu vycházela nejprve v barvě kovu, později kamuflovaná. Letadla ze závodu v Moskvě byla exportována do všech zemí, kde létaly MiGy-21MF, letadla ze závodu v Gorkém jen završila dodávky do Německé demokratické republiky, Polska, Československa, Rumunska a Bulharska. Verze MiG-21SM je z vnějšího pohledu zcela identická jako verze MiG-21MF, odlišuje se jen lepším radiolokátorem RP-22. Tato verze byla používána výhradně v Sovětském svazu a nebyla uvolněna pro export.

MiGy-21MF poháněl motor Tumanskij R-13-300 s přídatným spalováním a nesly radar RP-21. Výzbroj tvořil kanon GŠ-23-2L ráže 23 mm se zásobou 200 ran. Na závěsníky bylo možné podvěsit kombinaci pum FAB až do ráže 500 kg, raketnic UB-16-57U a raket R-3S, Ch-66, S-24, včetně rakety vzduch-vzduch R-60 a její infračerveně naváděné varianty R-60M. V kódu NATO nesly MiGy-21MF označení Fishbed J.

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

PARTS



DÍLY



TEILE



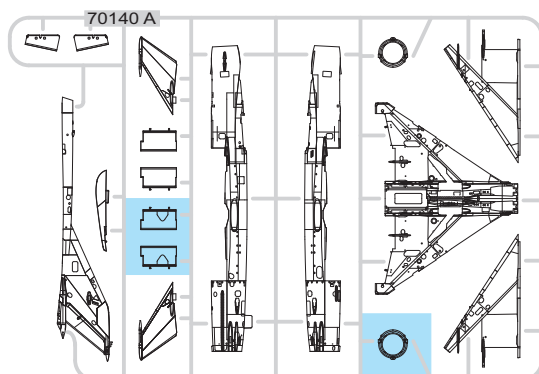
PIÈCES



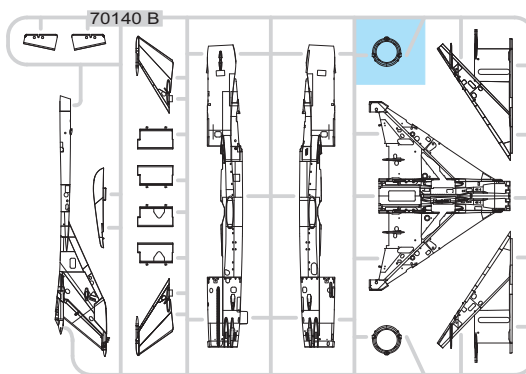
部品

A>

PLASTIC PARTS



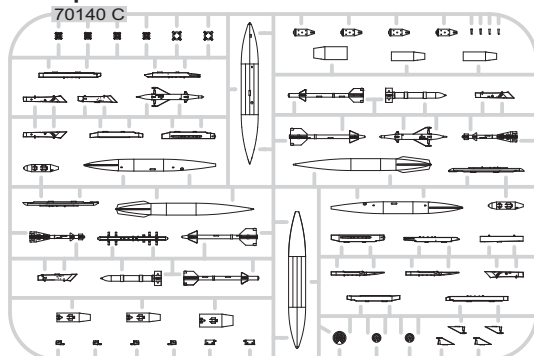
B>



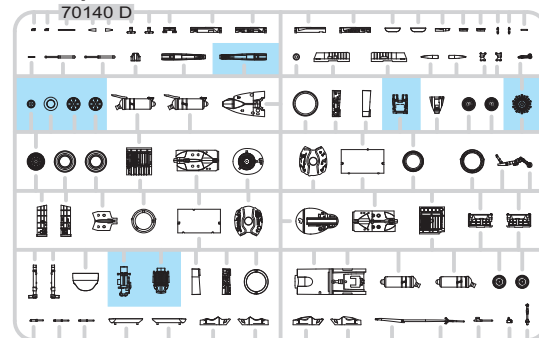
E> 2 pcs.



C> 2 pcs.



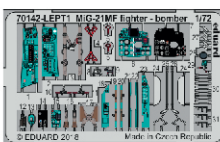
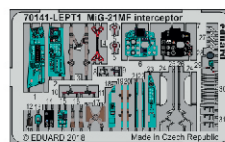
D> 2 pcs.



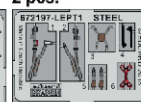
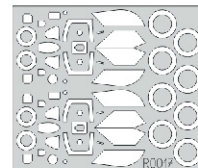
RP - RESIN PARTS

2 pcs.
R16R17
2 pcs.R21
2 pcs.R24
2 pcs.R25
2 pcs.

PE - PHOTO ETCHED DETAIL PARTS



2 pcs.

eduard
MASK

-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)		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
H7	C7	MMP-002	BROWN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H14	C59	MMP-005	ORANGE
H26	C66		BRIGHT GREEN
H27	C44		TAN
H35	C80		COBALT BLUE
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H53	C13		NEUTRAL GRAY
H60	C16		GREEN
H67	C115	MMP-057	RLM65 LIGHT BLUE
H70	C60	MMP-056	GRAY
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE GREEN
H81	C55	MMP-023	KHAKI
H82	C32		DARK GRAY
H85	C45		SAIL COLOR
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H303	C303	MMP-066	GREEN
H305	C305	MMP-084	GRAY
H306	C306	MMP-118	MEDIUM GRAY
H313	C313		YELLOW
H332	C332		LIGHT AIRCRAFT GRAY
H334	C334	MMP-102	BARLEY GRAY
H417	C117	MMP-051	LIGHT BLUE
H418	C118	MMP-055	RLM78 LIGHT BLUE
H420	C120		OLIVE GREEN
	C34		SKY BLUE
	C135	MMP-018	RUSSIAN GREEN
	C136	MMP-032	RUSSIAN GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM01		MMC-001	SUPER CHROME
SM02			SUPER GOLD
Mr.COLOR GX		METALLICS	
GX03			HERMANN RED
GX04			CHIARA YELLOW

INTERIOR COLOUR BARVA INTERIÉRU

INTERIOR

60% C34 SKY BLUE + 20% C66 BRIGHT GREEN + 20% C80 COBALT BLUE

H51 MMP C31 063 LIGHT GULL GRAY

H312 C312 C313 YELLOW

M4218 M4219 M4220 ALUMINIUM

H70 MMP C60 056 GRAY

- MARKINGS A; L

- MARKINGS B; C; G

- MARKINGS D; E; F; H; K

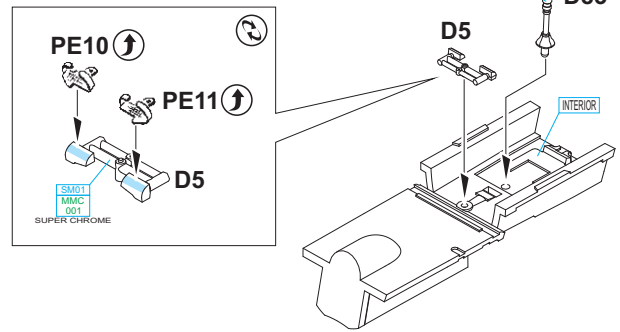
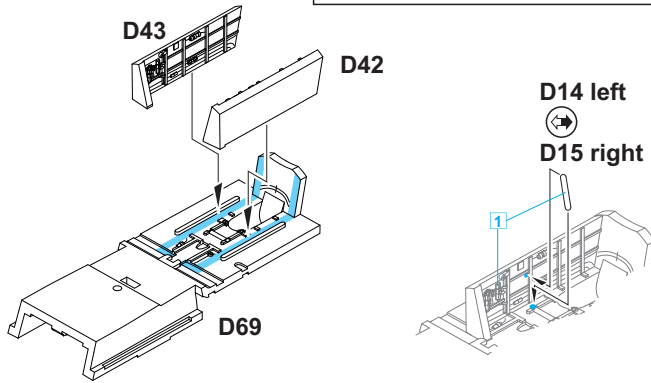
- MARKINGS I; J

1

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PHOTO ETCHED PARTS 70141-LEPT1 - MARKINGS A; B

PHOTO ETCHED PARTS 70142-LEPT1 - MARKINGS C-L



MARKINGS A; B ONLY

?

OPTIONAL:
decals 122 ? 123

E1

decals 122 - MARKINGS A; B

decals 123 - MARKINGS C-L

H12 MMP C33 047 FLAT BLACK

E3

INTERIOR

OPTIONAL:
decals 60

E4

H12 MMP C33 047 FLAT BLACK

INTERIOR

?

MARKINGS A; B ONLY

?

E11

INTERIOR

H12 MMP C33 047 FLAT BLACK

INTERIOR

PE9

PE28

PE14

PE15

E14

INTERIOR

PE5

PE23

D8

D9

OPTIONAL:
decals 61

D21

PE8

PE18

D6

D7

OPTIONAL:
decals 59

D22

D63

INTERIOR

D52

INTERIOR

A

D82

INTERIOR

H12 MMP C33 047 FLAT BLACK

B

D46

1

H4 MMP C4 007 YELLOW

D46

D51

INTERIOR

H3 MMP C3 003 RED

SM01 MMC 001 SUPER CHROME

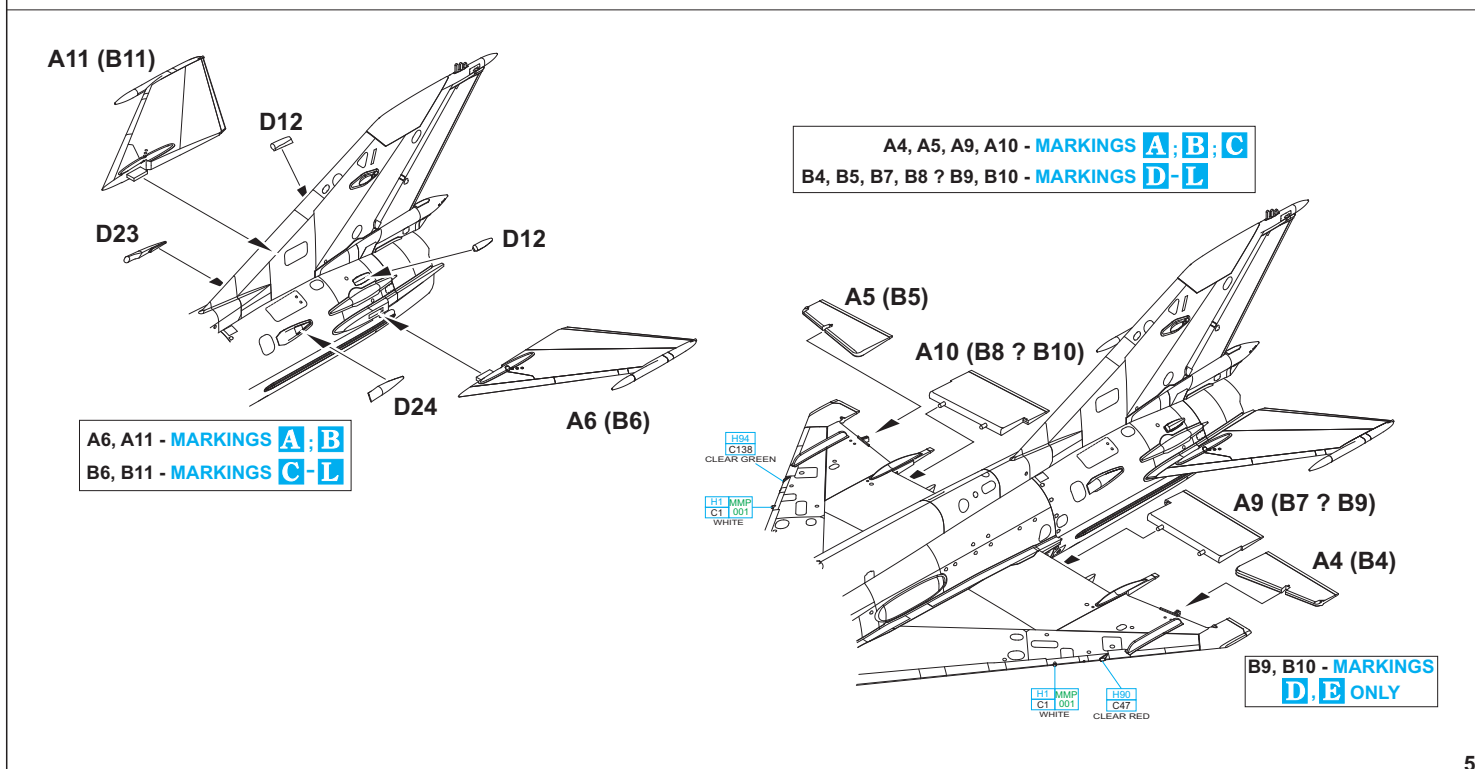
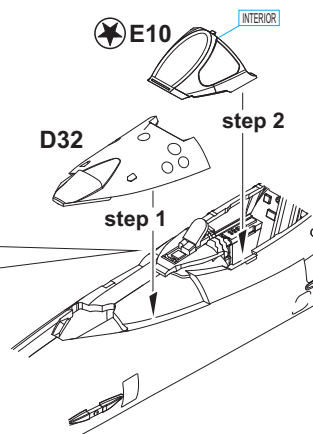
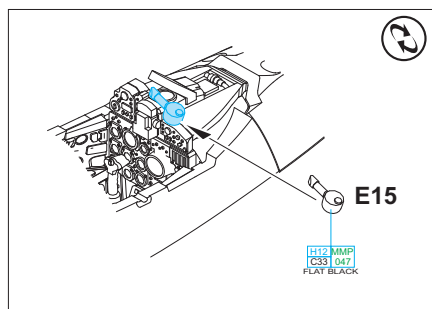
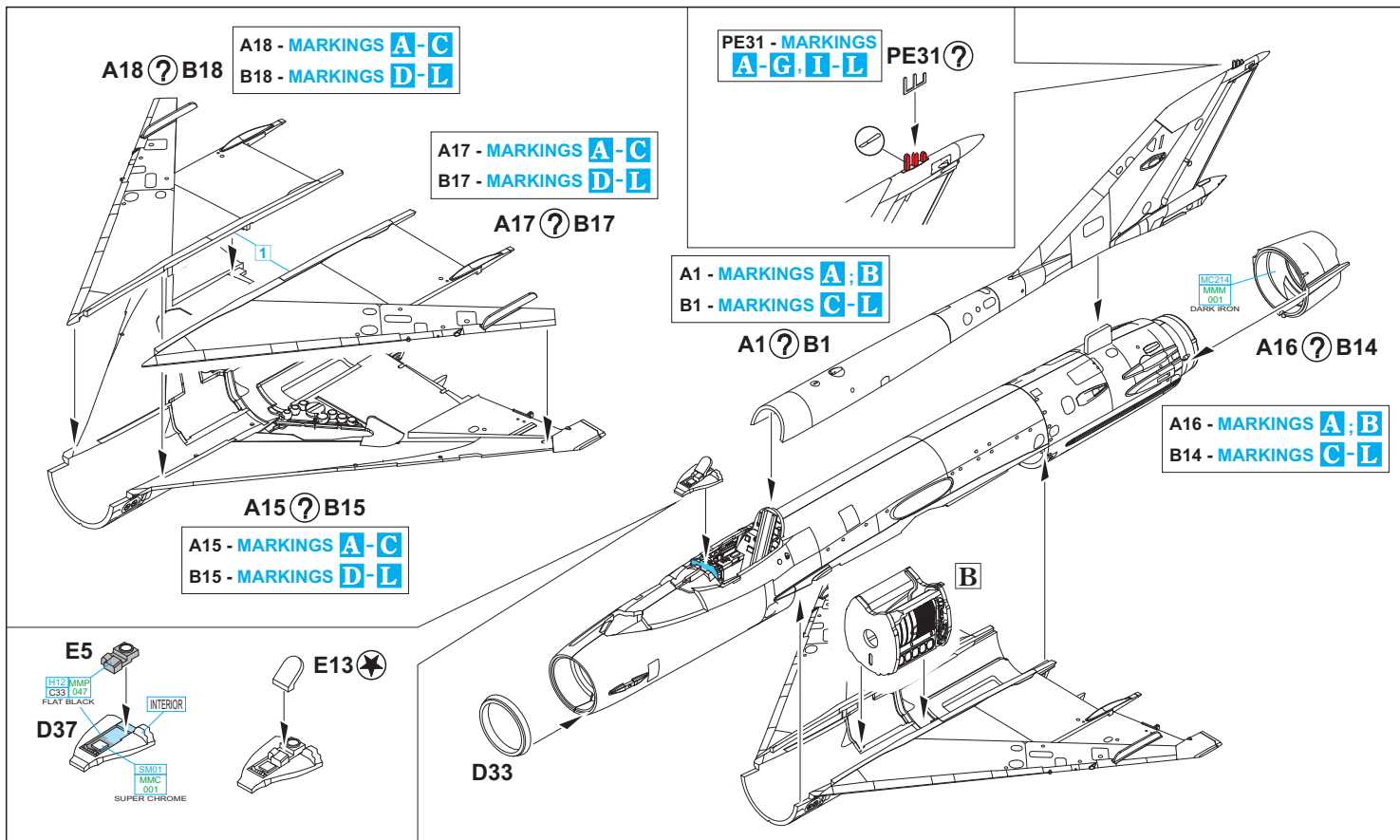
H4 MMP C4 007 YELLOW

D57

1

H4 MMP C4 007 YELLOW

D53

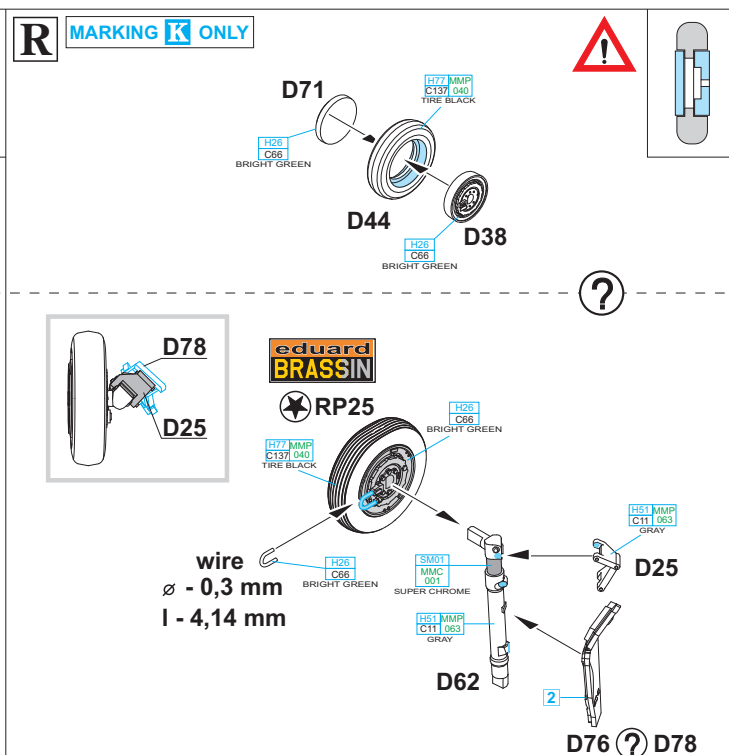
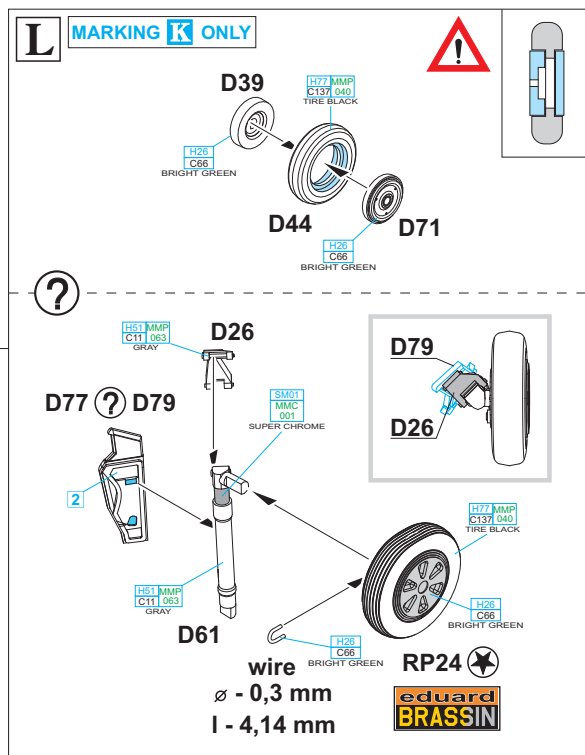
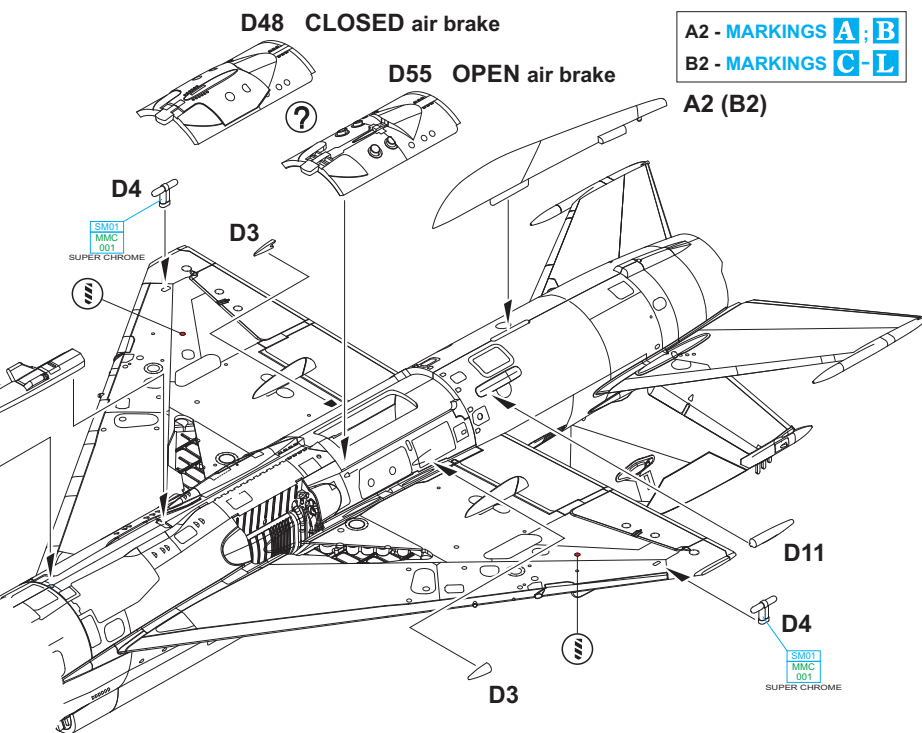
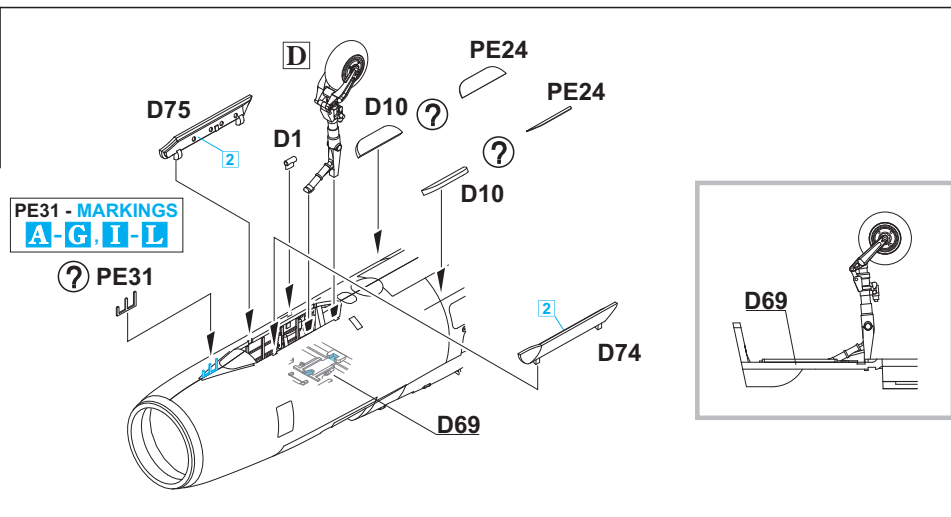


D17

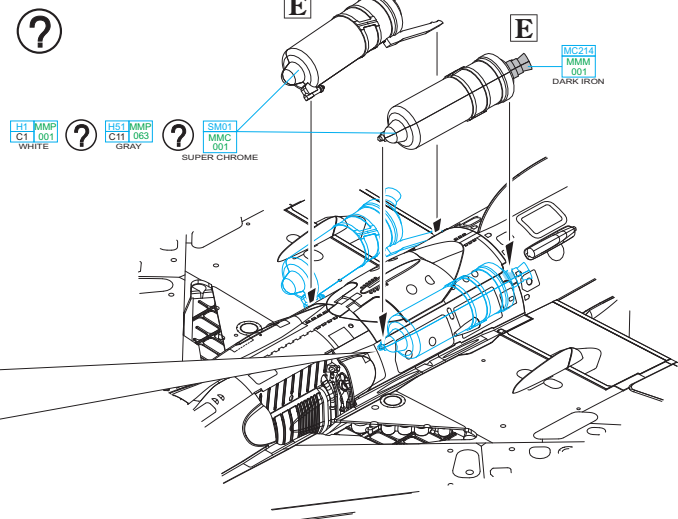
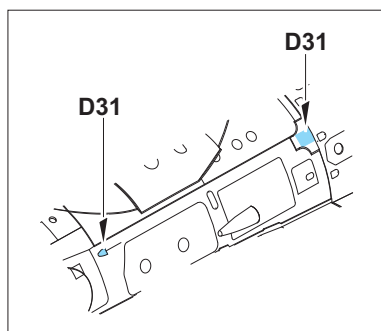
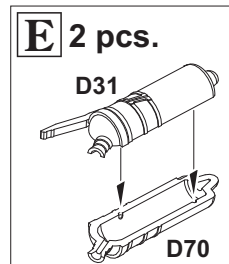
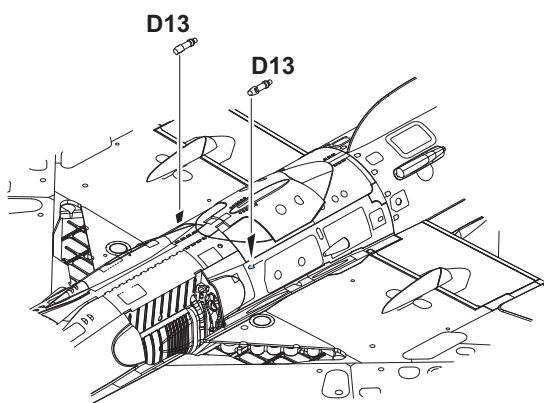
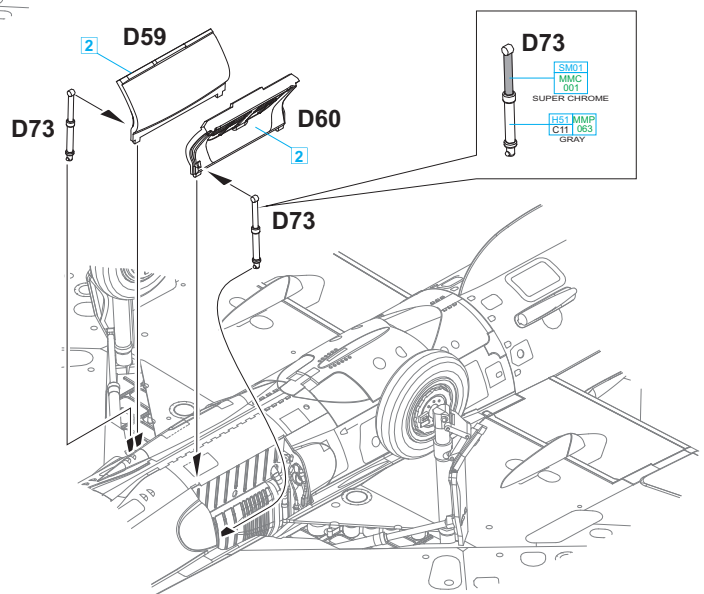
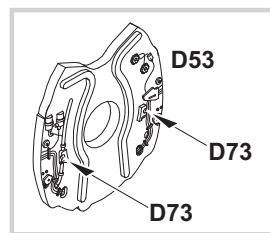
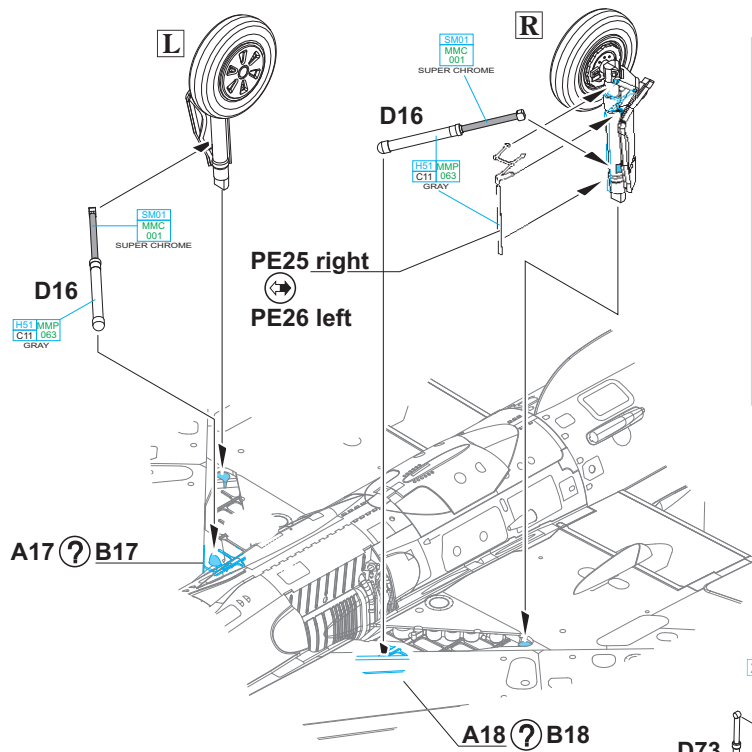
D18

D17

0.69214
MMM
001
DARK IRON



**IN CASE OF USE UB-32 ROCKET LAUNCHER ON INNER UNDERWINGS PODS, USE D76, D77 PART.
V PŘÍPADĚ PODVĚŠENÍ RAKETNIC UB-32 NA VNITŘNÍCH PODKŘÍDELNÍCH ZÁVĚSNÍCÍCH POUŽIJ KRYTY D76 A D77.**



H51 MMP

C11 063

MC218

MM 003

H417 MMP

C417 051

H46 MMP

C4 007

ALUMINIUM

LIGHT BLUE

YELLOW

- MARKINGS A,B,L

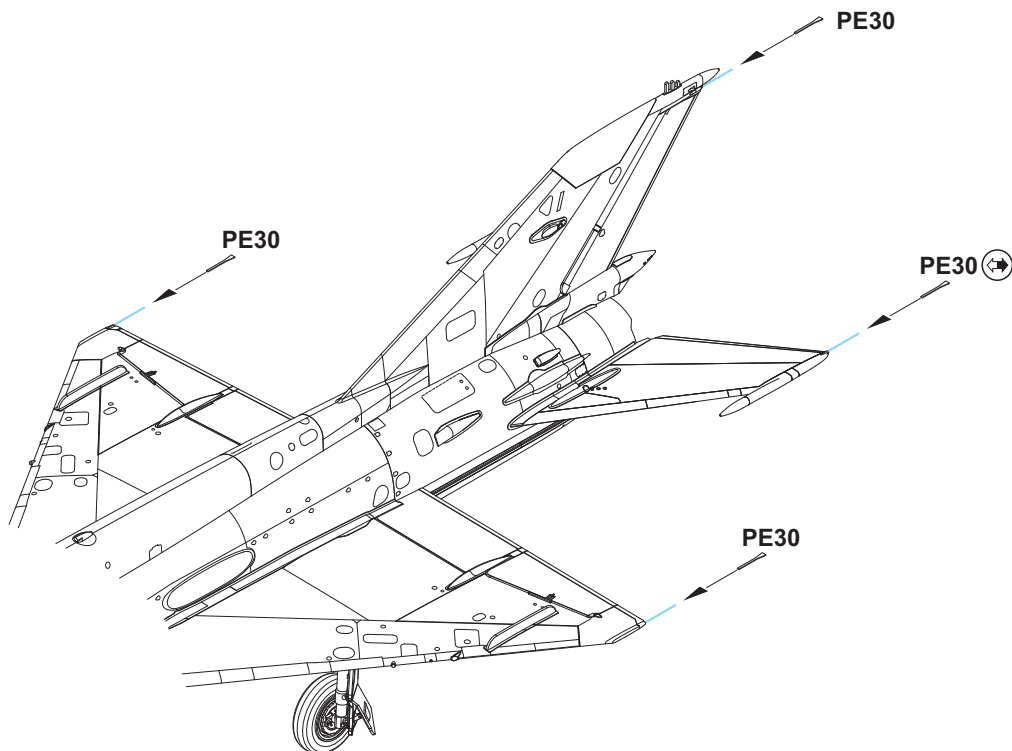
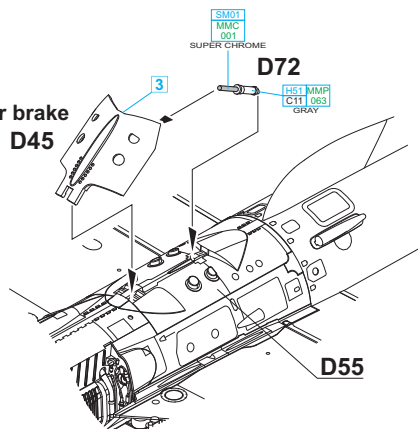
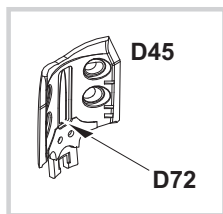
- MARKINGS C,D,E,F,H,K

- MARKING G

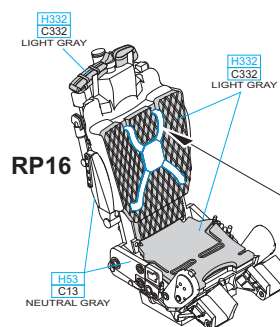
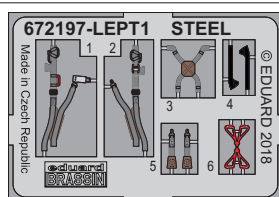
- MARKINGS I,J



OPEN air brake
D45



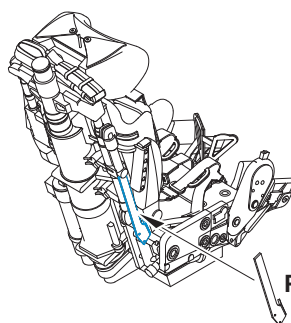
eduard
BRASSIN



PE3

RP17

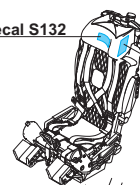
H332
C332
LIGHT GRAY



PE4

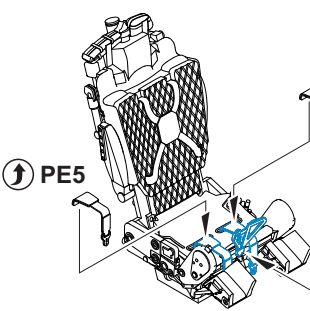
decal S132

decal S133



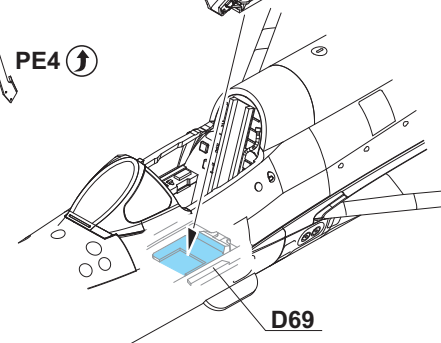
PE1

PE2

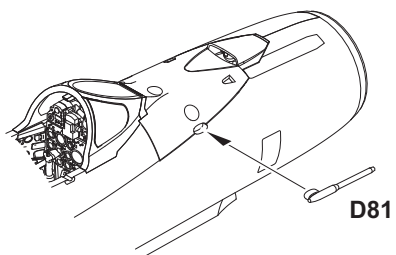


PE5

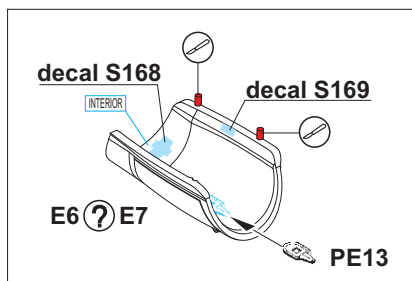
PE6



D69

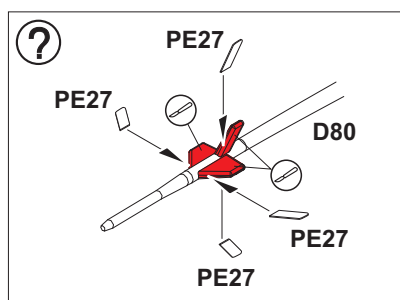


D81



E6 - MARKINGS **A-C**
E7 - MARKINGS **D-L**

CLOSED
CANOPY
E6 ? E7 ★



D80

D56

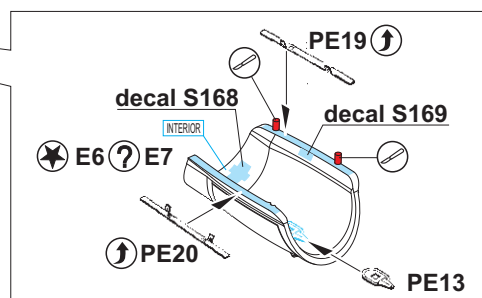
E6 - MARKINGS **A-C**
E7 - MARKINGS **D-L**

E6 ? E7

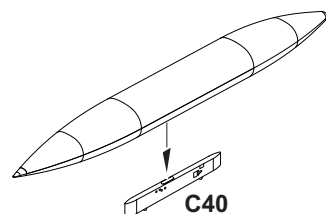
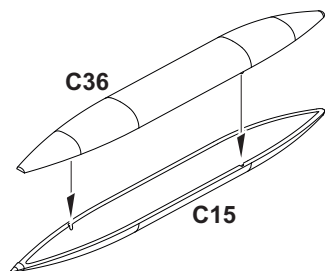
OPEN
CANOPY

INTERIOR

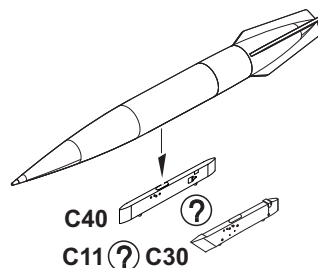
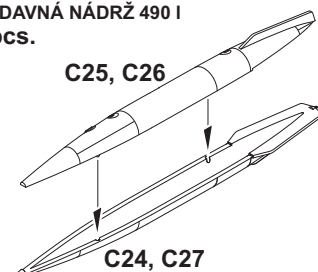
D2



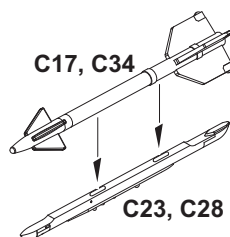
EXTERNAL FUEL TANK 800 I
PŘÍDAVNÁ NÁDRŽ 800 I



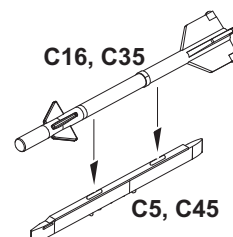
EXTERNAL FUEL TANK 490 I
PŘÍDAVNÁ NÁDRŽ 490 I
2 pcs.



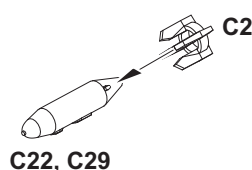
R-13
2 pcs.



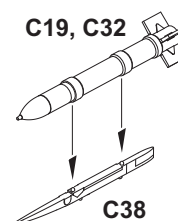
R-3S
2 pcs.



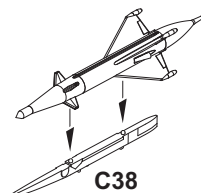
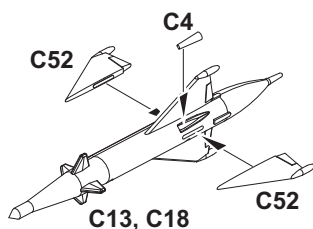
BOMB 250
2 pcs.



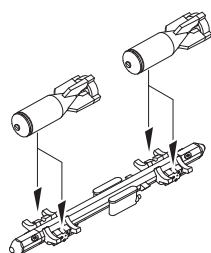
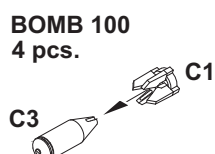
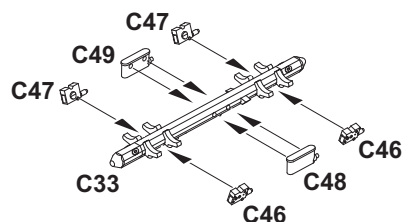
S24
4 pcs.



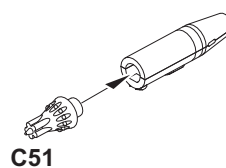
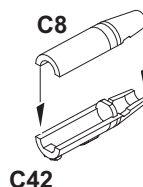
RS-2US
2 pcs.



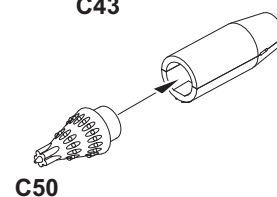
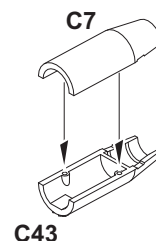
MBD
2 pcs.



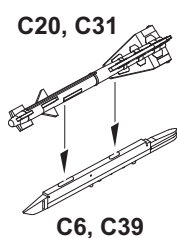
UB-16
2 pcs.



UB-32
2 pcs.

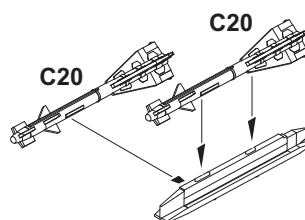
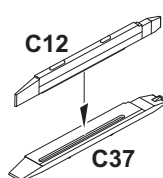


R-60
2 pcs.

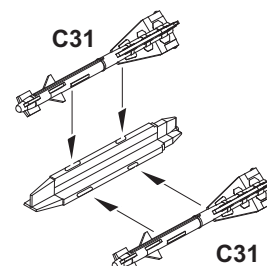
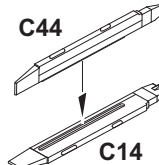


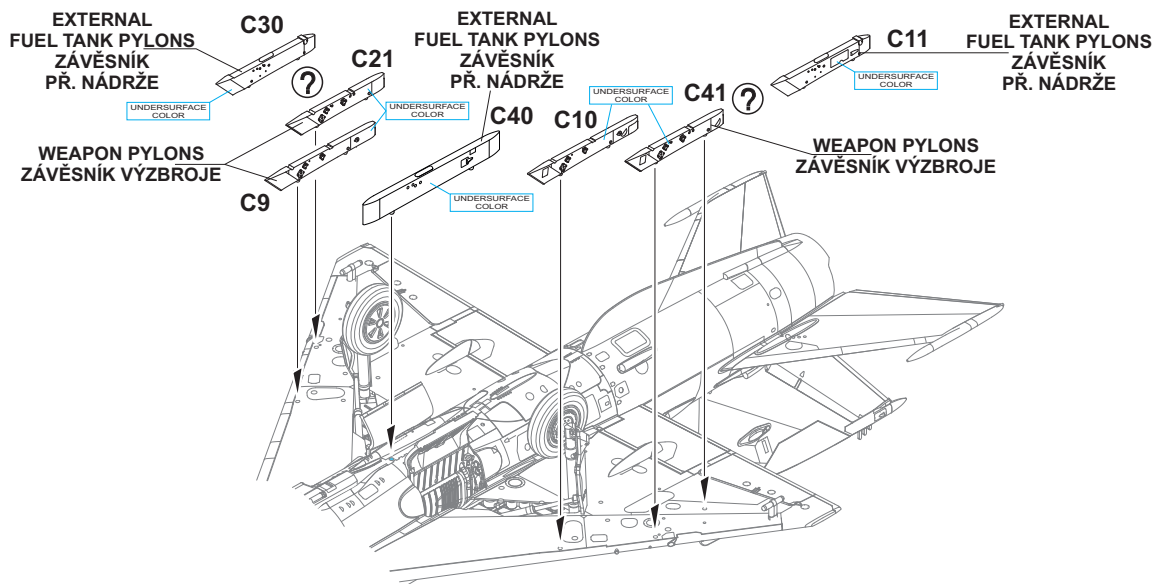
R-60
2 pcs.

LEFT

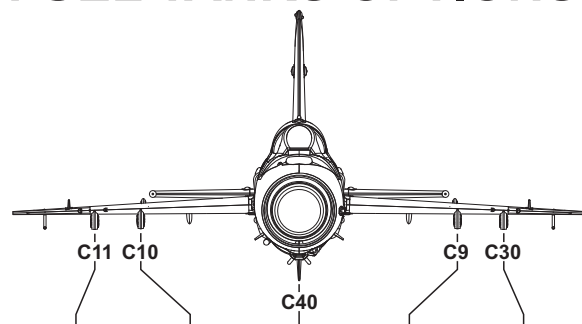


RIGHT

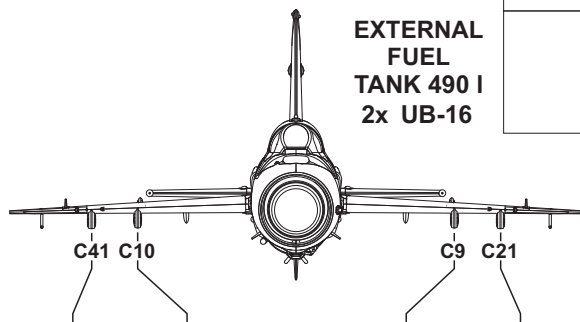
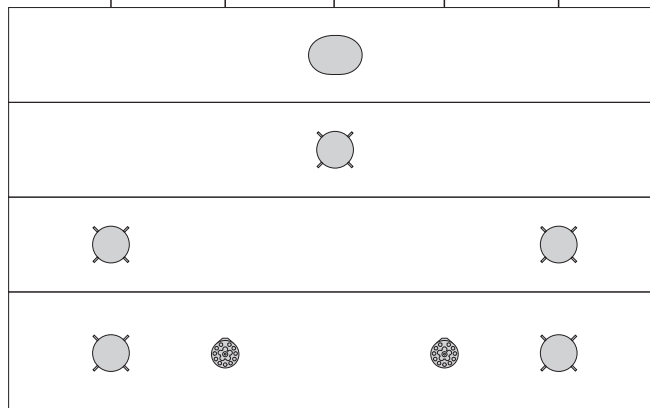




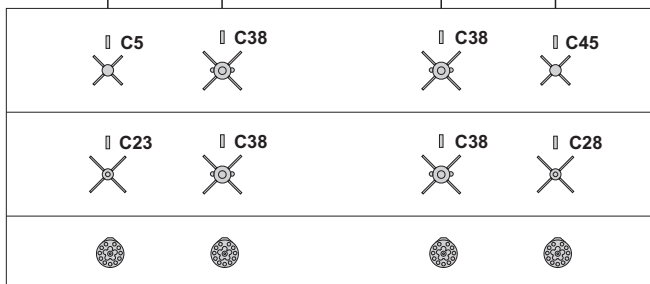
TYPICAL ARMAMENT AND FUEL TANKS OPTIONS



EXTERNAL
FUEL
TANK 800 I
EXTERNAL
FUEL
TANK 490 I
EXTERNAL
FUEL
TANK 490 I
EXTERNAL
FUEL
TANK 490 I
2x UB-16

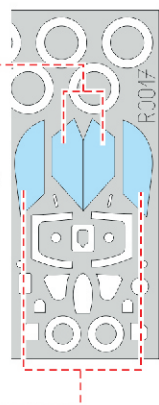
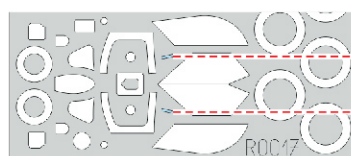
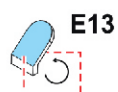
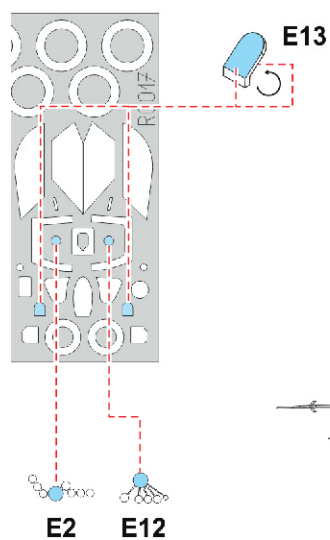
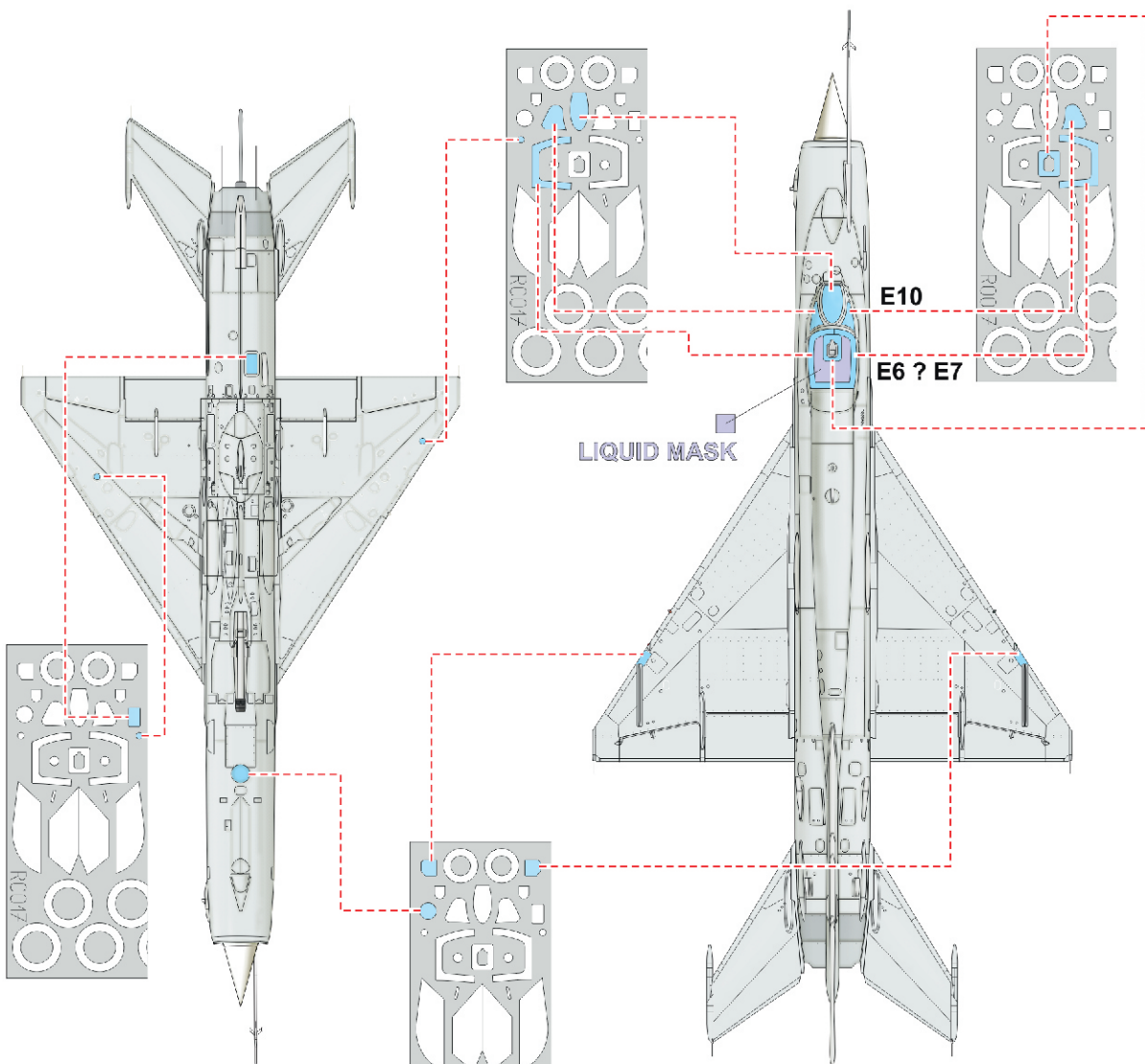
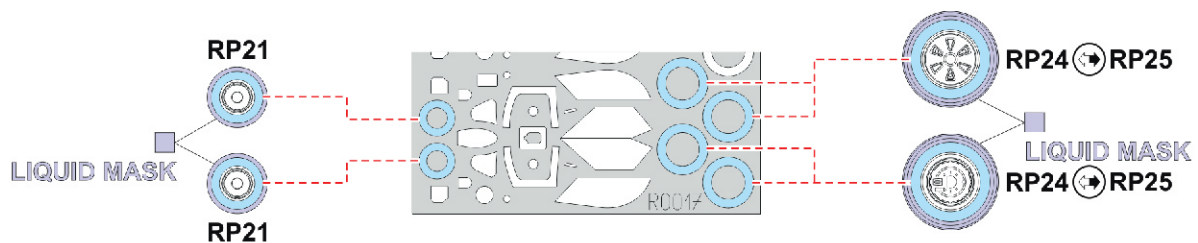


2x RS-2US
2x R-3S
2x RS-2US
2x R-13
4x UB-16



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

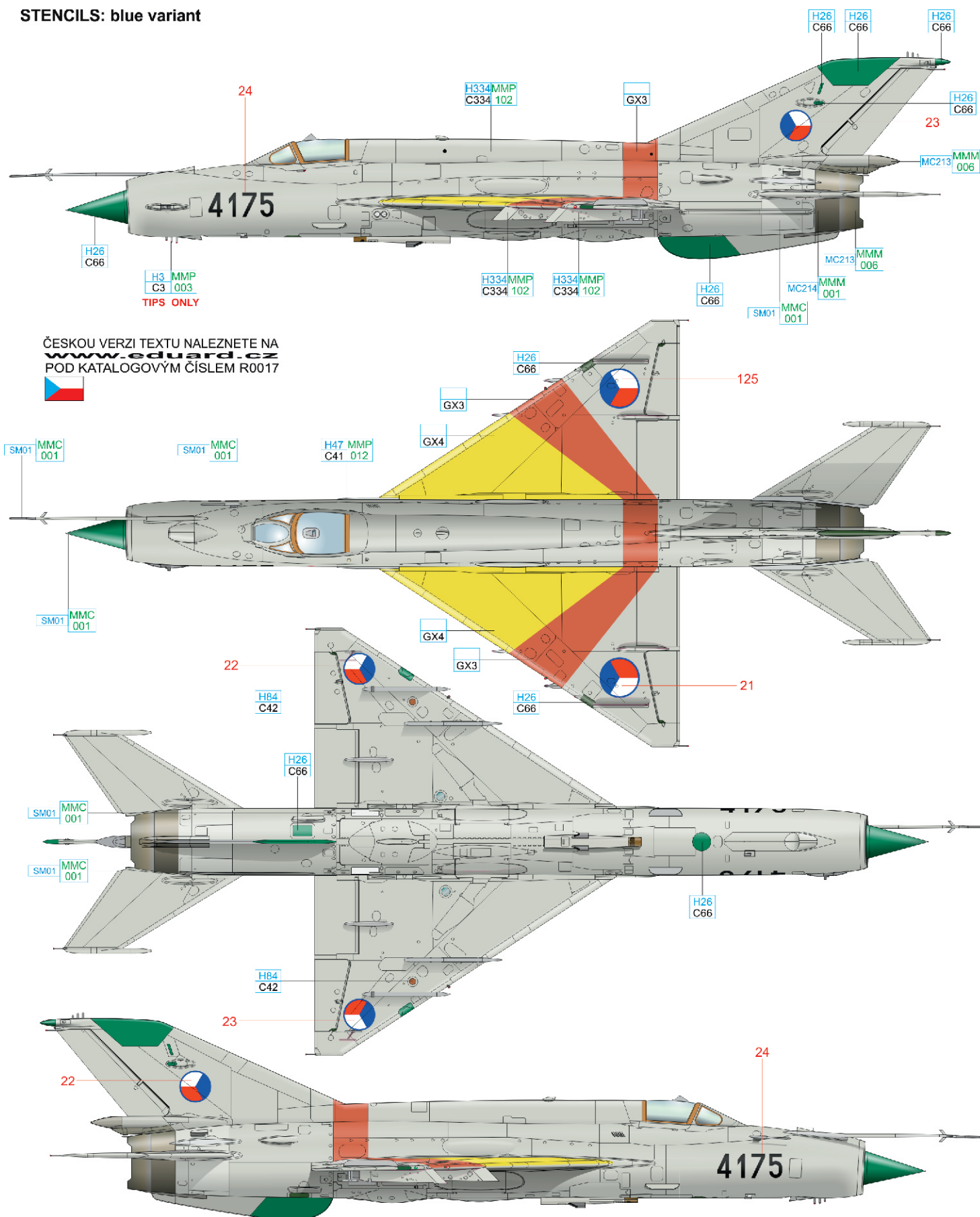
PRO VOLBU VÝZBROJE A PŘÍDAVNÝCH NÁDRŽÍ SE DRŽTE DOKUMENTACE KONKRÉTNÍHO STROJE.



A No. 4175, 1st Fighter Regiment, České Budějovice, Czechoslovakia, 1979

Colour additions in red and yellow on the upper wing surfaces and the red band around the fuselage were temporary used during air combat maneuvering exercises on two pairs of aircraft. The rest of the schemes is consistent with factory deliveries from 1975 when it was delivered to the 1st Fighter Regiment. After being upgraded to MiG-21MFN standard during 2000, it was one of the last to serve at Caslav in 2005.

STENCILS: blue variant



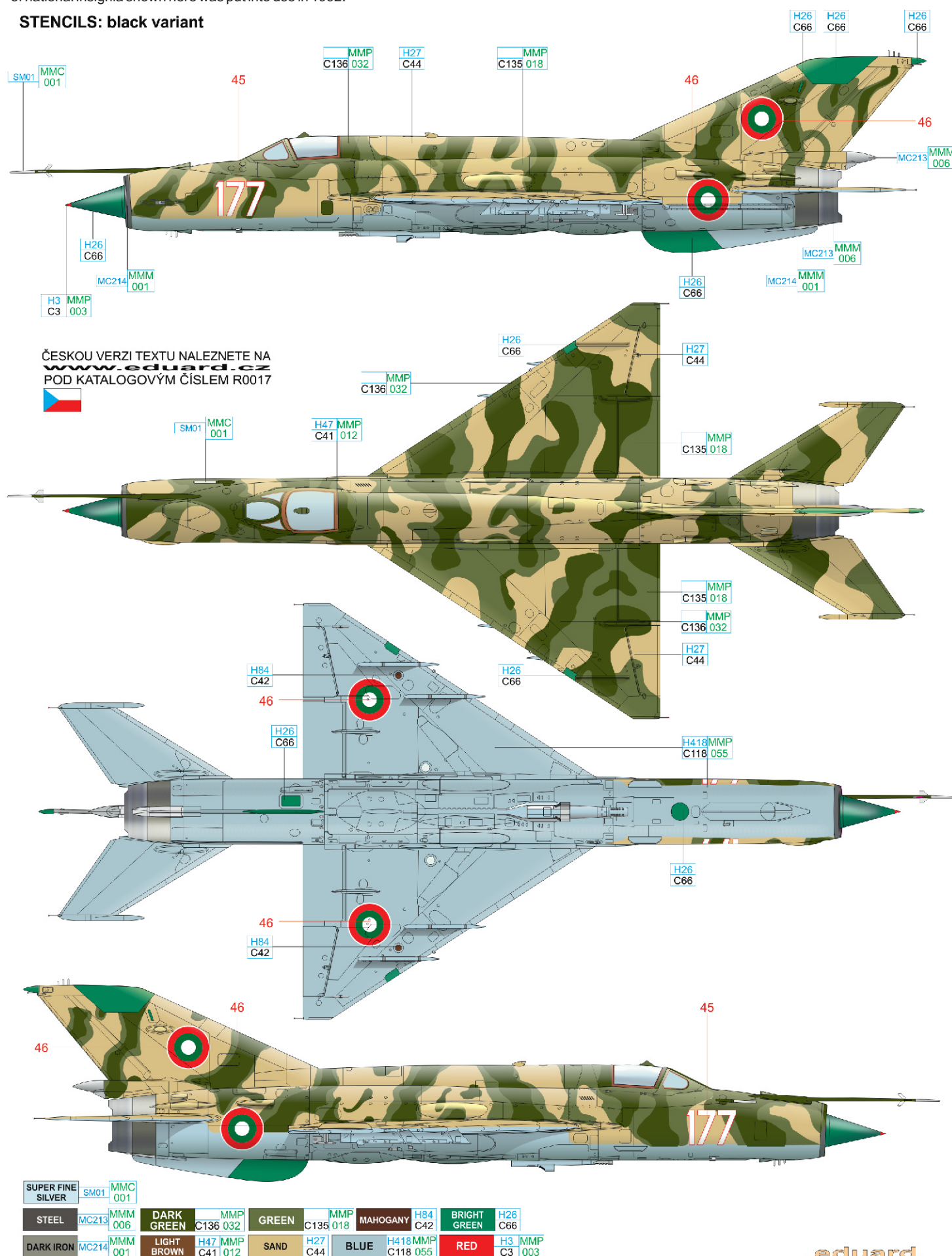
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.cz
 POD KATALOGOVÝM ČÍSLEM R0017

SUPER FINE SILVER	SM01	MMC 001
STEEL	MC213	MMM 006
DARK IRON	MC214	MMM 001
LIGHT BROWN	H47 MMP C41 012	MAHOGANY
	H84 C42	BRIGHT GREEN
	H26 C66	YELLOW
	GX4	RED
	GX3	GRAY
	H334 MMP C334 102	RED
	H3 MMP C3 003	

eduard

After accepting the MiG-21F-13, PF, PFM, R and M, Bulgaria took delivery of a total of twenty MiG-21MFs manufactured at Gorky's Factory no.21 between 1974 and 1975. In 1990, these were replaced by more modern aircraft and the MiG-21s were transferred to the 26th Reconnaissance Regiment where, during 1995 and 1996, they were finally rebuilt for the recon role. Bulgarian MiG-21s flew in a scheme consisting of several shades of green and brown. The type of national insignia shown here was put into use in 1992.

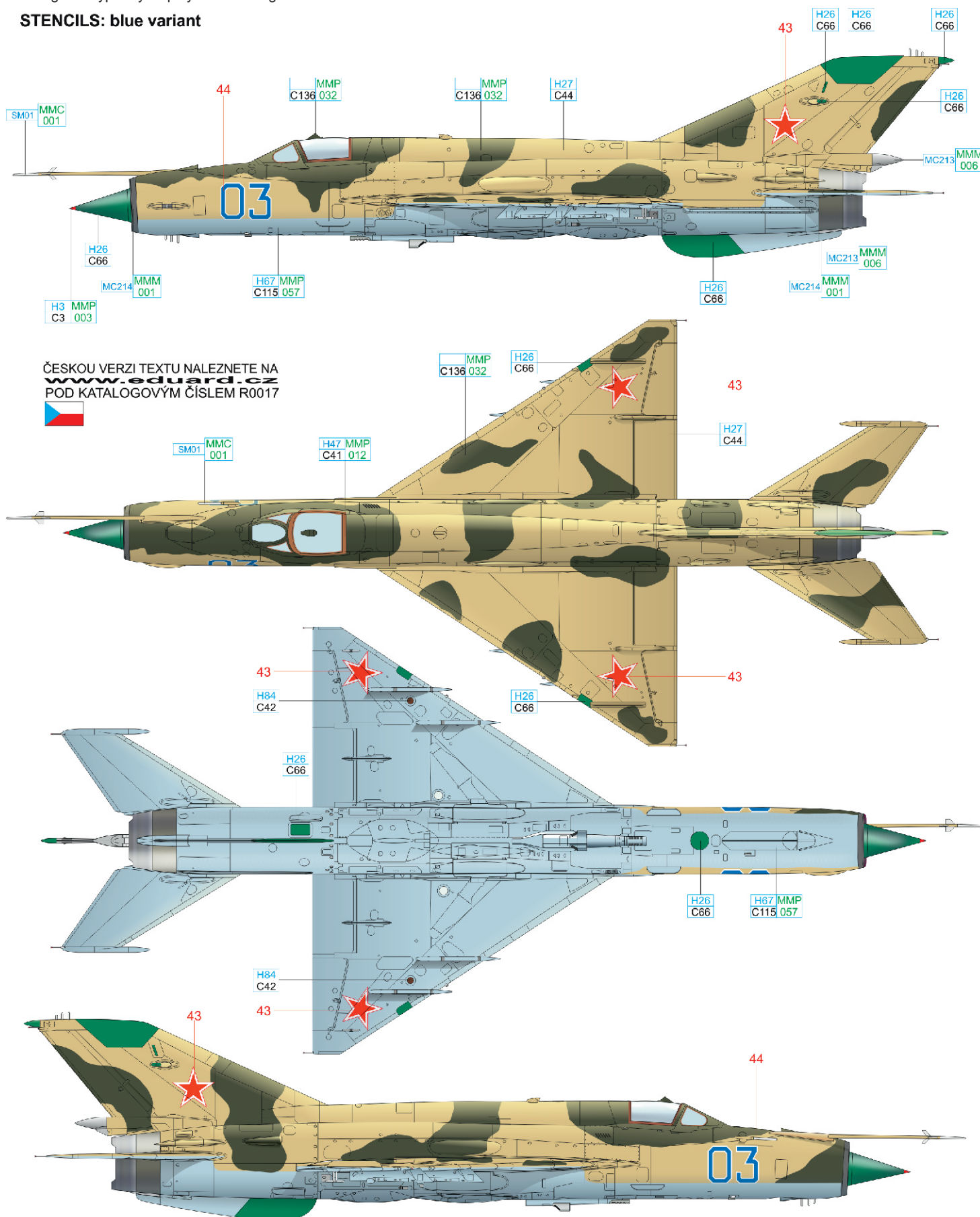
STENCILS: black variant



C No. 03, Krasnodar Military Flying Academy , Soviet Union, 1979

This aircraft served at the noted military institution in 1979, carrying the name of General Sergey M. Shtemenko, a former commander of Soviet Military Forces. This facility ensured the training of pilots of nations with friendly ties to the Soviet Union. These included pilots from Iraq, Cuba, Angola, Yemen and Vietnam. This is probably a Soviet SM version. This is supported by the code '03' and might also mean that this aircraft was sourced from a combat unit, since training units typically employed a three digit code.

STENCILS: blue variant

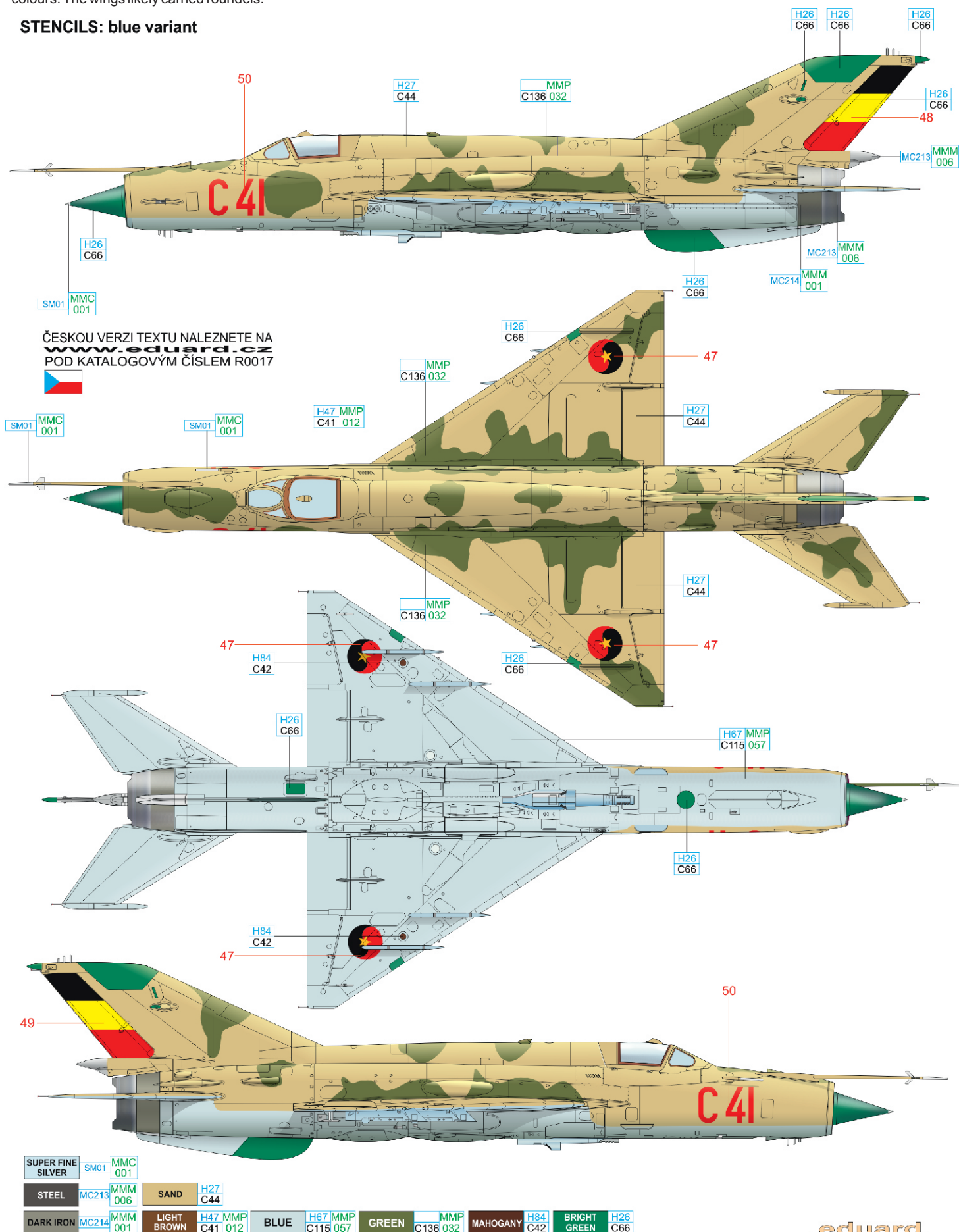


STEEL	MC213	MMM006	BLUE	H67MMP C115057	GREEN	MMP C136032							
DARK IRON	MC214	MMM001	LIGHT BROWN	H47MMP C41012	MAHOGANY	H84C42	BRIGHT GREEN	H26C66	SAND	H27C44	RED	H3C3	MMP003

D No. C 41, flown by Cuban General Rafael del Pino, Angola, 1976

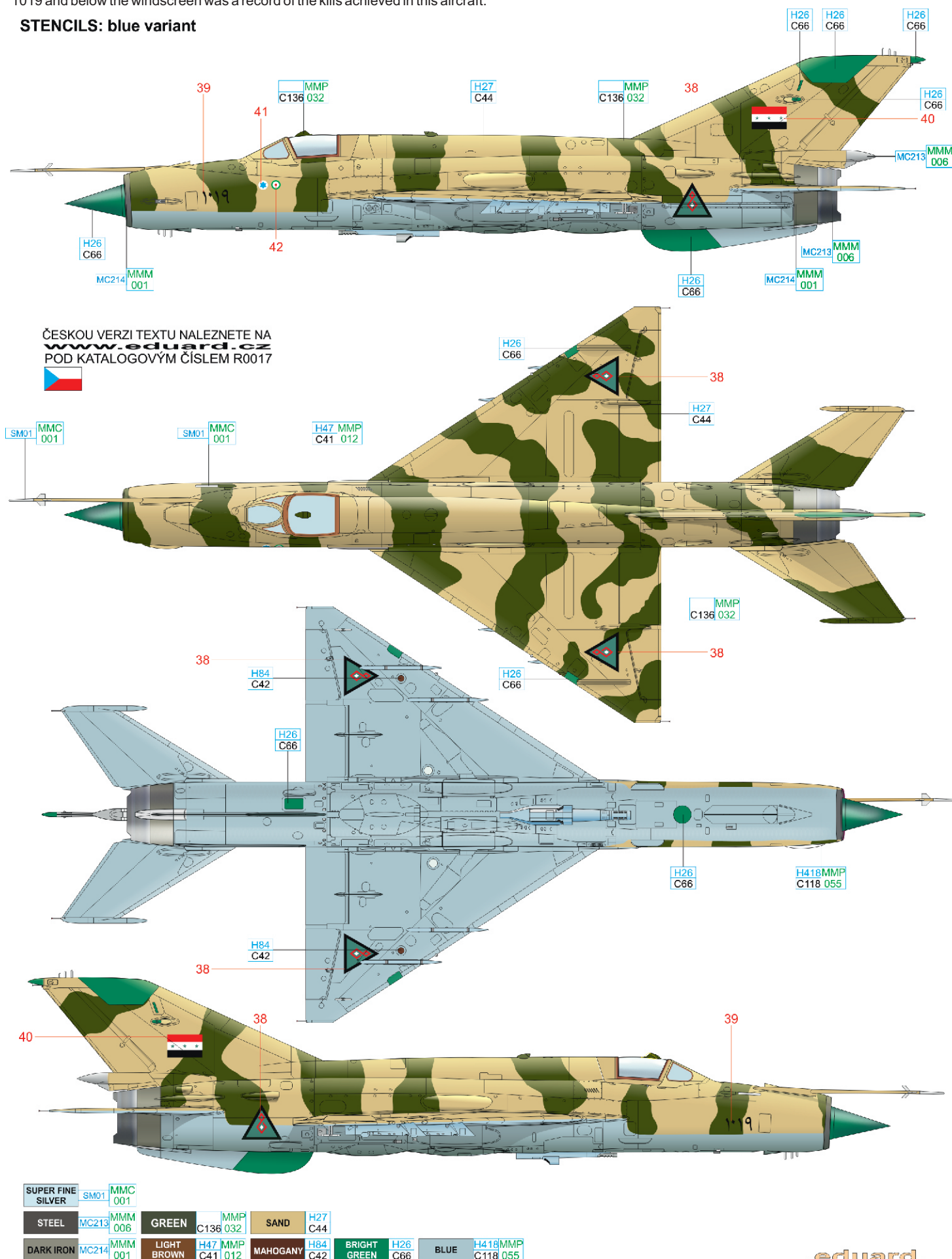
During the Angolan Civil War, Cuban ground and air units served on the side of the local communists against UNITA forces supported by South Africa and the United States. The first MiG-21MFs flown by Cuban volunteers appeared in Angola at the beginning of 1976, and there were twelve MiG-21MFs supplied by the USSR the same year. This was followed by another dozen in 1980. The commanding officer of the Cuban Expeditionary Forces in Angola was General Rafael del Pino from 1975 to 1977, who was a later critic of the Cuban regime and who emigrated from Cuba to the United States in 1987. Camouflaged aircraft at the beginning of the conflict flew with red numerals prefixed with the letter 'C' (for Combat) and the rudder was painted with the Angolan national colours. The wings likely carried roundels.

STENCILS: blue variant



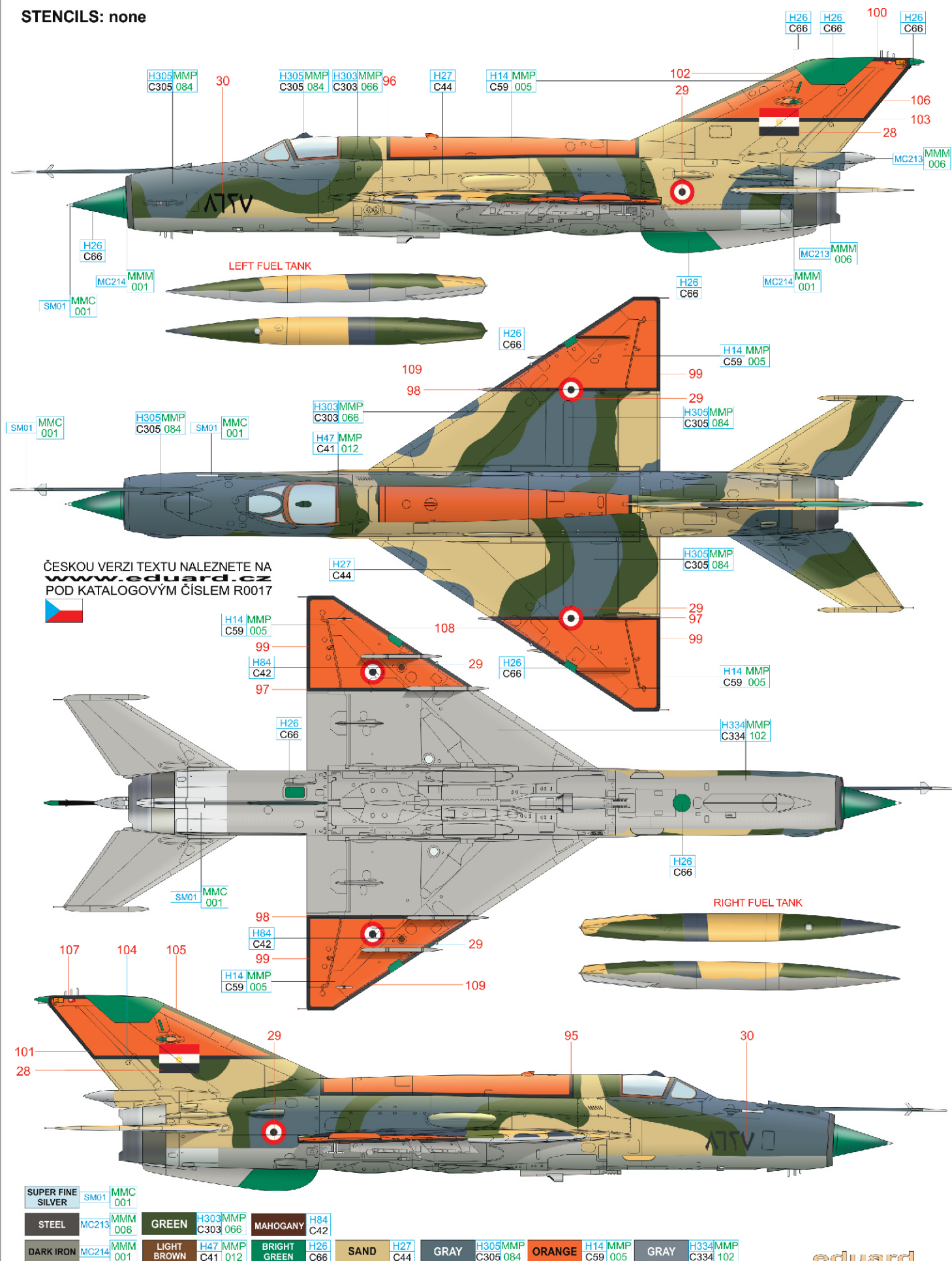
MiG-21MF numbered 1019 took part in the Yom Kippur War when it served as part of the expeditionary force with No.11 Squadron when it was sent to Syria. On October 22nd, 1973, according to Arab sources unconfirmed by Israeli ones, Namiq Saadallah shot down an Israeli Mirage III. Seven years later, in the war with Iran, 1st Lt. Sadik shot down an Iranian F-4E Phantom II with an R-13M missile flying this airplane. The front of the aircraft carried the Arabic numerals 1019 and below the windscreen was a record of the kills achieved in this aircraft.

STENCILS: blue variant



Aircraft numbered 7628 was representative of Egyptian military aircraft which is known to today. The striking orange outlined in black fields appeared on Egyptian aircraft at the end of the seventies and were also carried on other types, including the MiG-19, F-4 Phantom II and the Mirage III. There were political reasons for this during the warming of ties with the United States and for identification of friendly aircraft in combat with those of Libya.

STENCILS: none



After the reunification of Germany in 1990, all assets of the National Peoples' Army were absorbed into the Bundeswehr. In the case of combat aircraft, this included the MiG-21, -23, -29 and Su-22. Due to basic incompatibilities, the MiG-21 did not last long in the Luftwaffe. In 1990, the MiG-21MF served in the ranks of JG 1 and with one Staffel of JG 3. JG 1 was based at Holzdorf. It was here that MiG-21MF 23+15 (ex 510 of the East German Air Force) received the sharkmouth along with the other colourful markings.

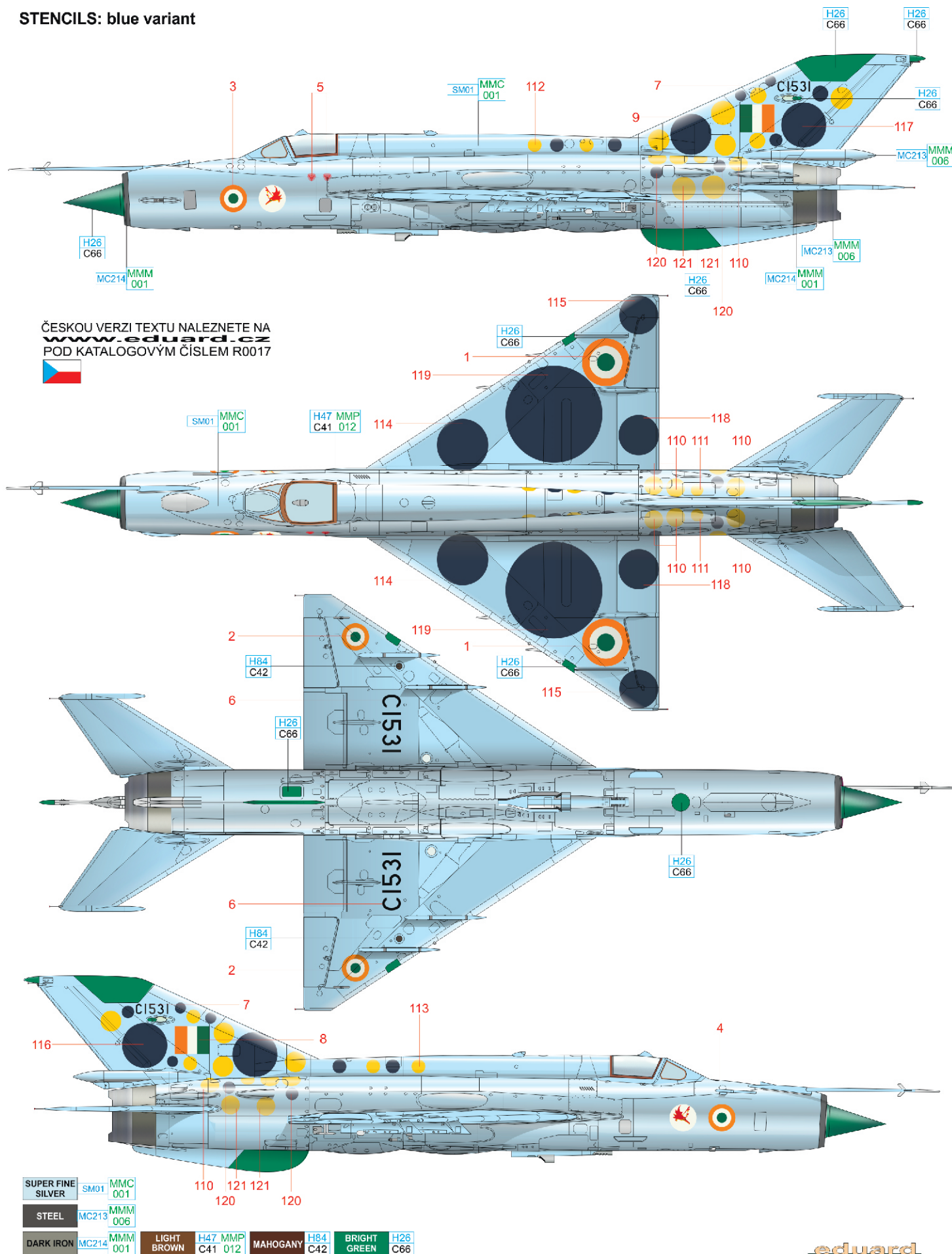
STENCILS: black variant



H No. C1531, No. 101 Squadron „Falcons“, Sirsa AB, India, early 90's

Indian MiG-21s are well known for their striking colour schemes. These served as quick identification aids of specific aircraft during mock dogfights. No. 101 Squadron received their first MiG-21s in 1974 when they replaced the Su-7. From 1981 till today, the unit is based at Sirsa, northeast of Delhi. This aircraft in the original natural metal scheme carried on its wings and rear fuselage, to include the fin, blue and yellow rings. The unit marking appears below the windscreen.

STENCILS: blue variant



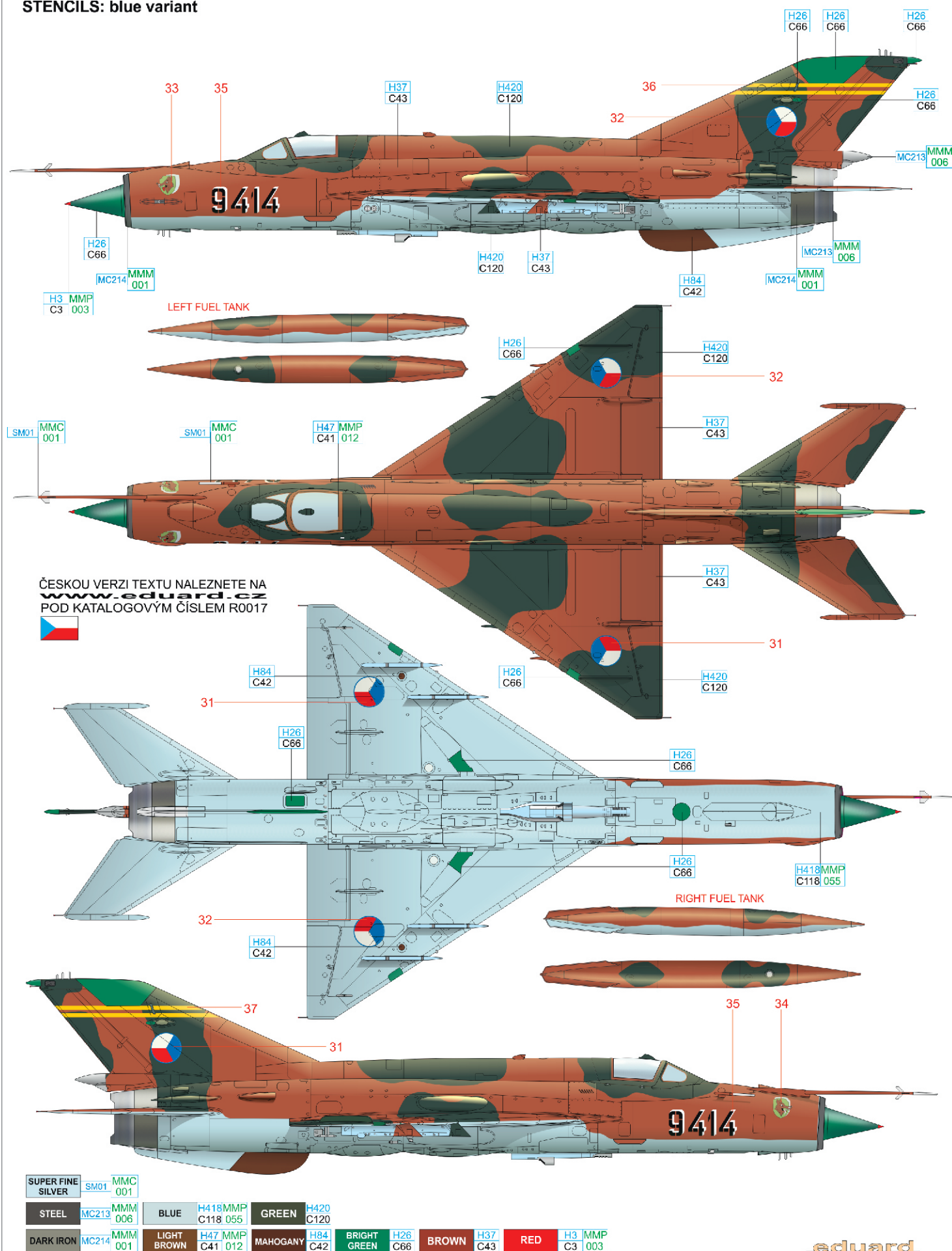
STENCILS: blue variant



J No. 9414, 43rd fighter squadron, Čáslav, Czech Republic, 1996

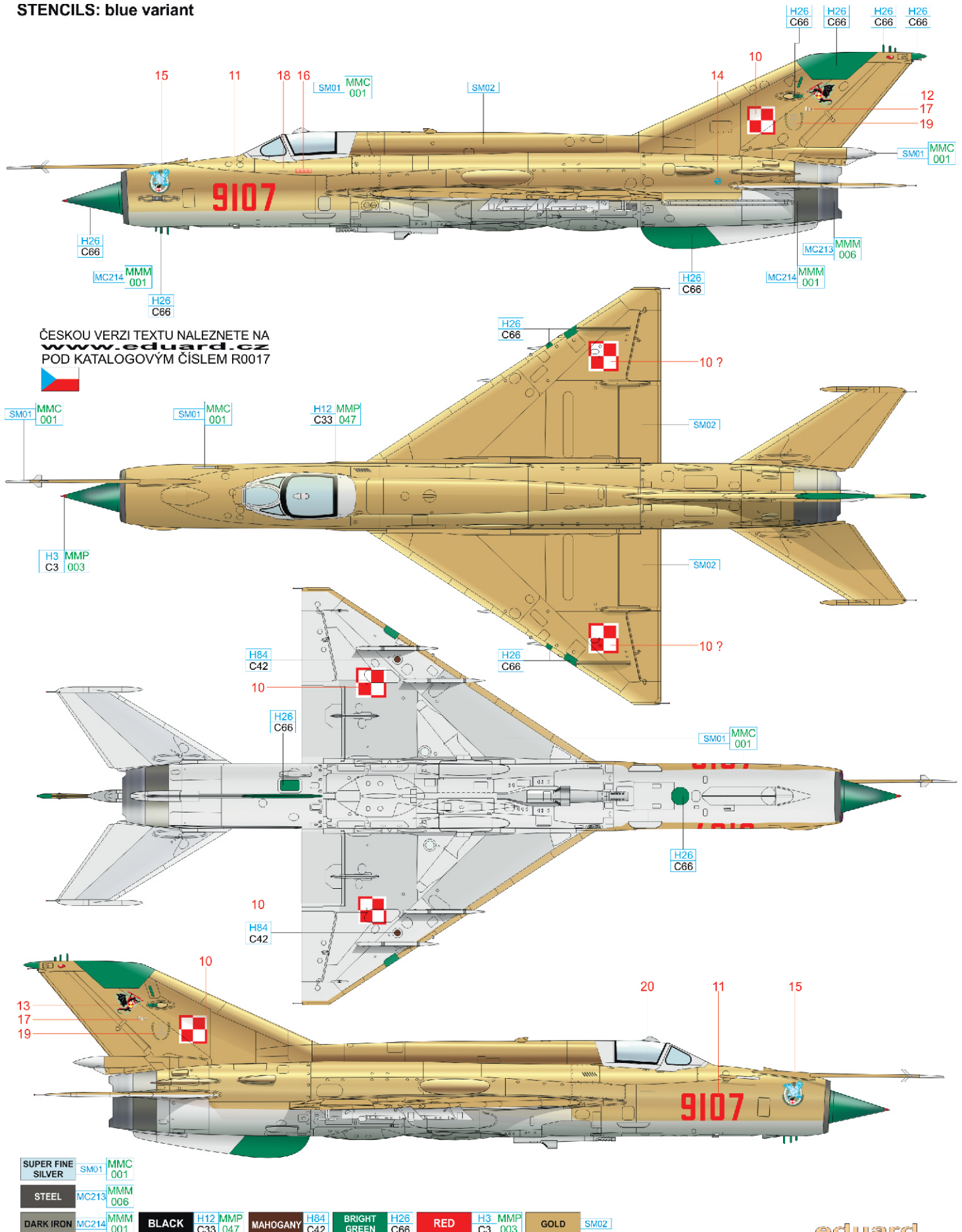
Aircraft with the bort number 9414 was one of the last MiG-21MFs to receive the green and brown scheme during general overhaul and consequently, one of the last such camouflaged MiG-21MFs in Czech Republic Air Force inventory. It was retired in 2004. Throughout its service career it served with the 6th Fighter-Bomber Regiment and the 1st Air School Regiment in Prerov, and from 1993 with the 43rd Fighter Squadron in Čáslav.

STENCILS: blue variant



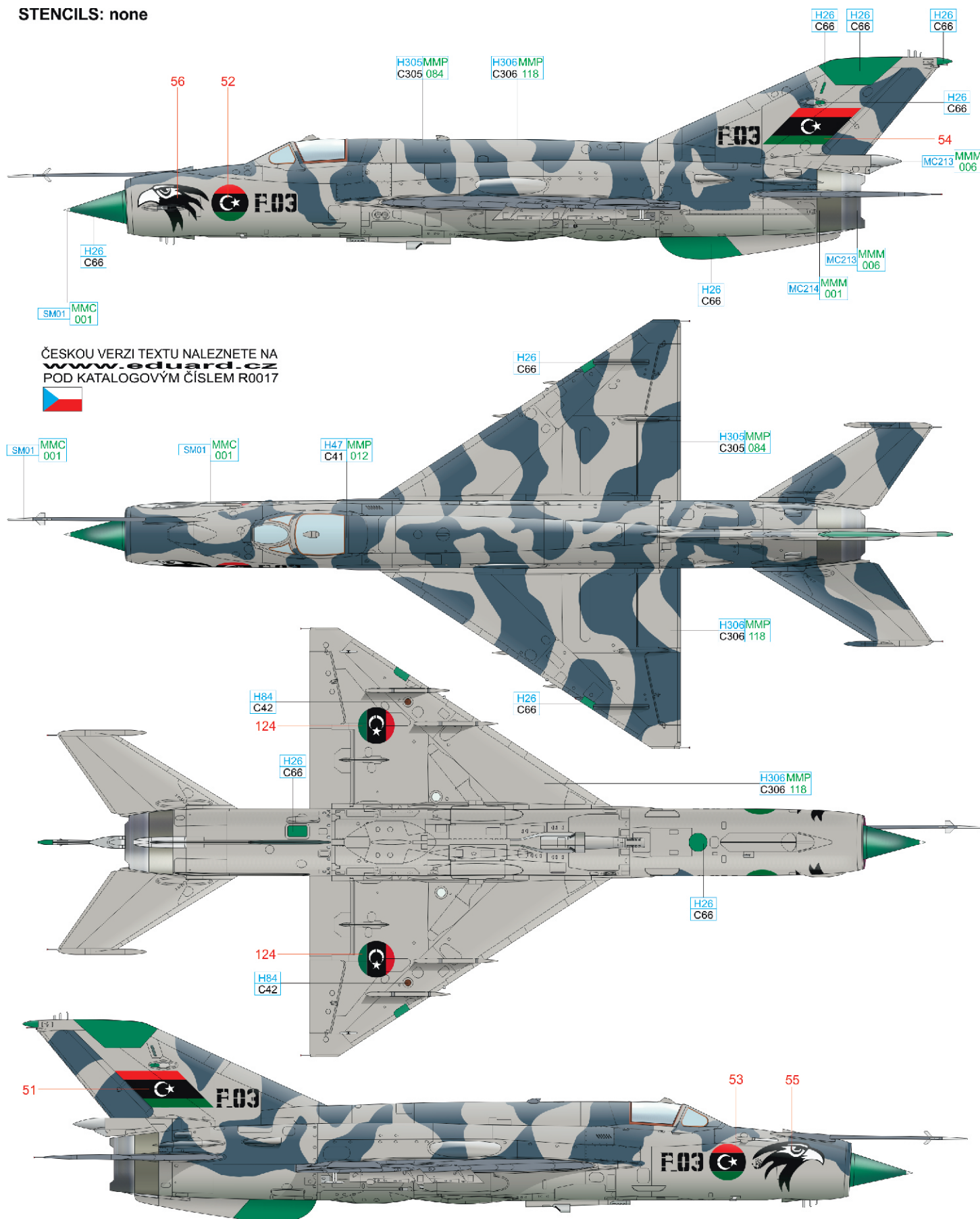
On May 7th, 1974, MiG-21MF, Serial Number 969107, was handed over to the Polish Air Force, along with another example. Up until January 9th, 1990, it served with the 41st PLM, after which it served with the 10th PLM. On the occasion of the fifty-fifth anniversary of the end of the Second World War, the upper and side surfaces were painted in gold. The author of this scheme was the crewchief, st. chor. Piotr Polit. In 2007, the aircraft was transferred to the Polish Air Force museum in Krakow. The gold paint on the upper and side surfaces was complimented by a commemoration of the anniversary together with the 1st Squadron unit marking, and the emblem of the 10th PLM on the nose. The lower surfaces remained in natural metal.

STENCILS: blue variant



The Libyan Air Force, under the command of General Chalif Haftar, obtained no less than five MiG-21MFs from Egypt. These aircraft, along with several originally Libyan MiGs, obtained new camouflage schemes at Tobruk in 2017. This scheme was composed of two greys. At the same time, they received an 'F' and a two digit number code. The front of the aircraft carries a painting of the head of a predatory bird.

STENCILS: none



SUPER FINE SILVER	SM01	MMC 001
STEEL	MC213	MMM 006
DARK IRON	MC214	MMM 001
LIGHT BROWN	H47 MMP C41 012	MAHOGANY H84 C42
BRIGHT GREEN	H26 C66	GRAY H306MMP C306 118
GRAY	H305MMP C305 084	

LEVÝ VNĚJŠÍ PALIVOVÝ
PYLON
LEFT OUTSIDE
UNDERWING TANK PYLON

C30

S107 SN

SN - SERIAL NUMBER
MALÉ NA DRÁK LETOUNU
STŘEDNÍ NA ZÁVĚSNÍKY
VELKÉ NA RAKETNICE

SN - SERIAL NUMBER
SMALL TO AIRFRAME
MEDIUM TO PYLONS
LARGE TO ROCKET LAUNCHERS

PODTRUPOVÝ PYLON
FUSELAGE PYLON

C40

S106

PRÁVÝ VNĚJŠÍ PALIVOVÝ
PYLON
RIGHT OUTSIDE
UNDERWING TANK PYLON

C11

SN S108

LEVÝ VNĚJŠÍ PYLON
LEFT OUTSIDE PYLON

C21

S17 ? S33 S109 SN

S110

PRÁVÝ VNĚJŠÍ PYLON
RIGHT OUTSIDE PYLON

C41

S110

SN S120 S17 ? S33

LEVÝ VNITŘNÍ PYLON
LEFT INSIDE PYLON

C9

S17 ? S33 S111 SN

S112

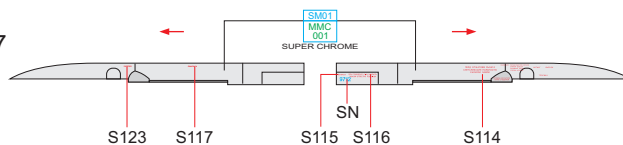
PRÁVÝ VNITŘNÍ PYLON
RIGHT INSIDE PYLON

C10

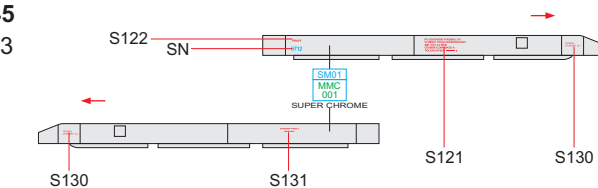
S118

SN S119 S17 ? S33

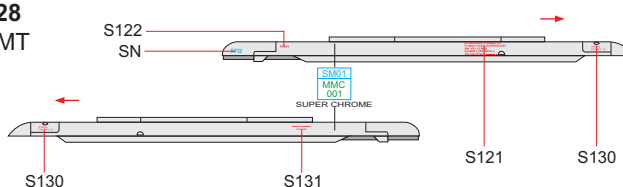
C38
APU-7



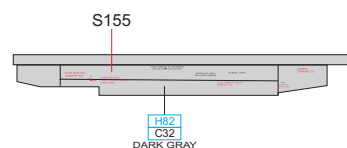
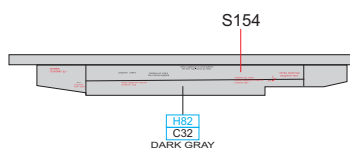
C5, C45
APU-13



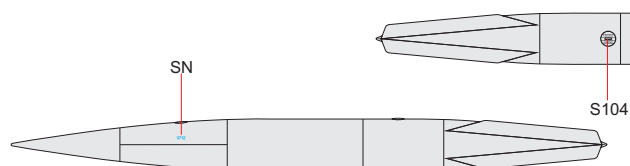
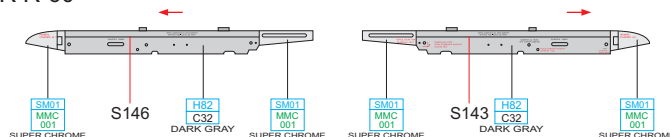
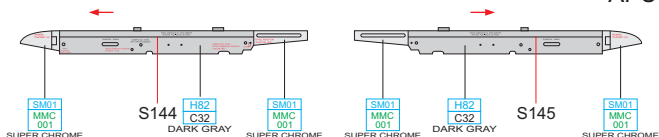
C23, C28
APU-13MT



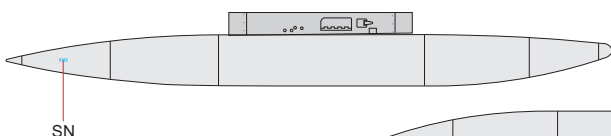
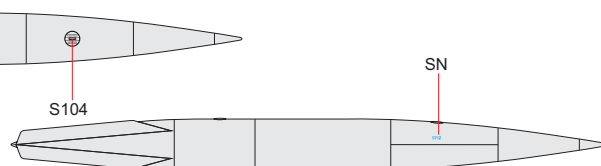
C12, C14, C37, C44
APU 2xR60



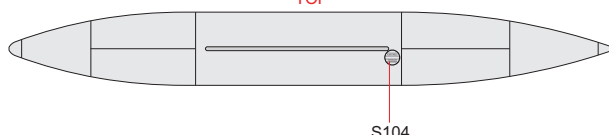
C6, C39
APU FOR R-60



TOP

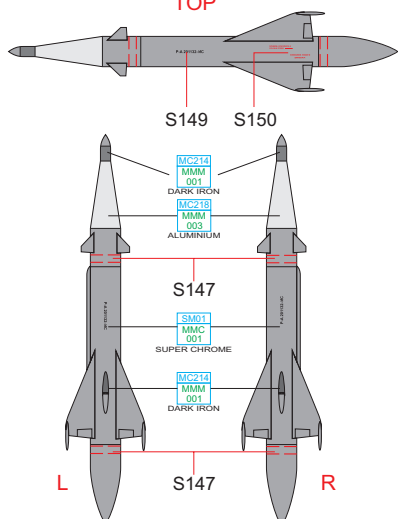


TOP



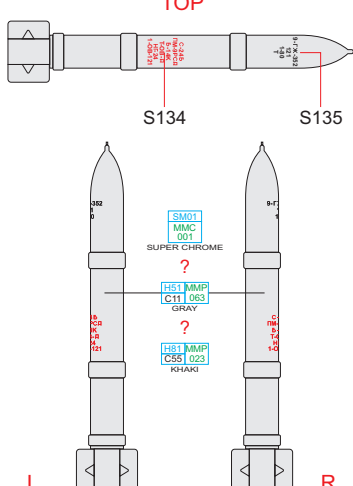
RS-2US

TOP



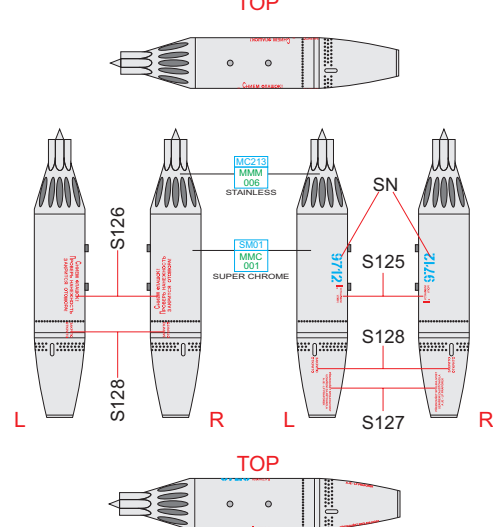
S-24

TOP

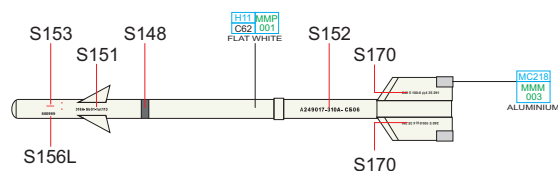
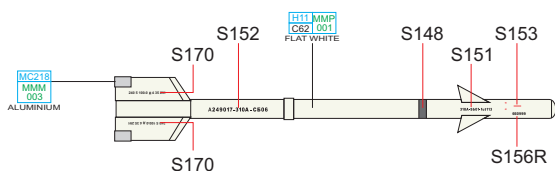


UB-16

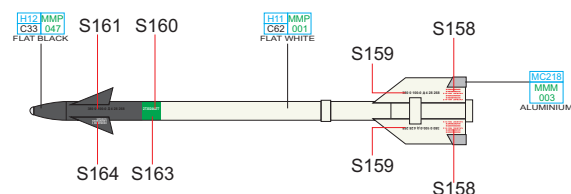
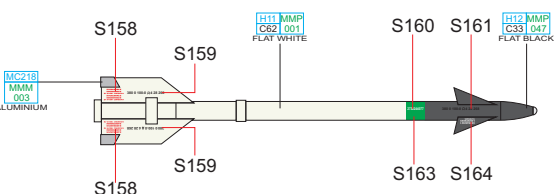
TOP



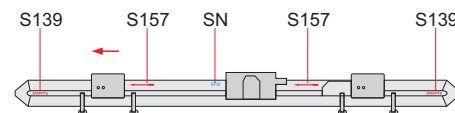
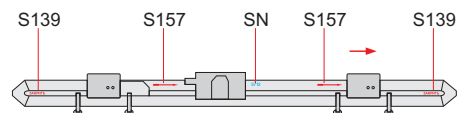
R-3S



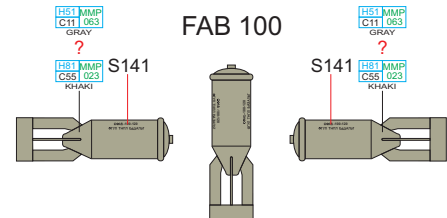
R-13



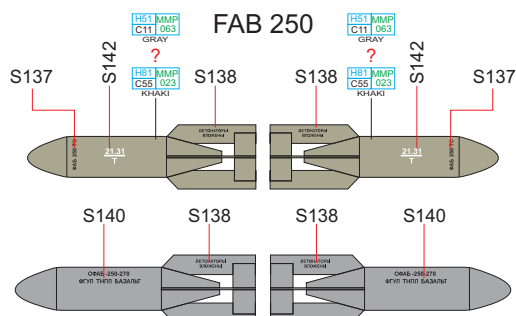
TOP



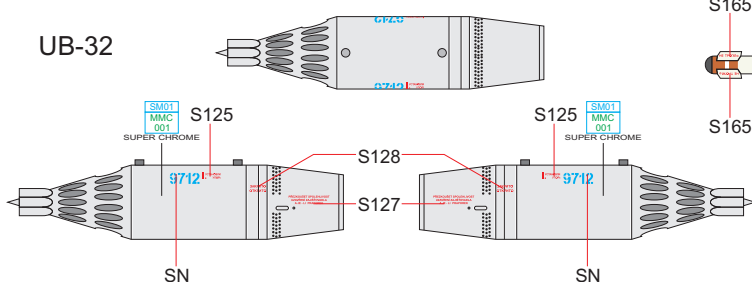
FAB 100



FAB 250



UB-32



R-60

