

Mirage F.1C/C-200 Armée de l'Air



Mirage F.1 vděčí za svůj vznik soukromé iniciativě firmy Dassault. Ta sice pracovala z iniciativy Armée de l'Air na několika projektech stíhacích letounů, které měly dát Armée de l'Air nový bojový letoun schopný přepadového stíhání a zároveň taktických útoků s klasickou i atomovou výzbrojí (šlo o možné nástupce Mirage III a byly to projekty označené Mirage IIIT, Mirage III F, Mirage G a G8). Armée de l'Air si vybrala nejslibnější projekt Mirage G8 s měnitelnou geometrií křídla. Protože se očekával dlouhý vývoj, rozhodlo se velení Armée de l'Air pro dočasné zavedení Mirage IIIF než bude k dispozici nový Mirage G8A. Objednalo proto stavbu dvou prototypů F.2 a F.3. s motory JTF10 Dassault ale postavil na své náklady ještě jeden prototyp s menšími rozměry a motorem Atar 9K. Tento prototyp, jenž vzletl poprvé 23. prosince 1966 byl vybrán a sériové stroje byly zavedeny do výzbroje Armée de l'Air jako jednomístné stíhačky Mirage F.1C a dvoumístné cvičné stíhačky Mirage F.1B.

V průběhu služby byla část strojů Mirage F.1 modifikována montáží tankovacího nástavce na verzi Mirage F.1C-200. Francouzské letectvo také používalo dvě průzkumné verze, Mirage F.1CR a z Mirage F.1-200 přestavované Mirage F.1CT. Armée de l'Air dostalo celkem 246 kusů všech verzí Mirage F.1. Firma Dassault zkusila nabídnout upravenou Mirage F.1E (E jako European) s výkonnějším motorem Belgii, Dánsku, Nizozemí a Norsku jako náhradu za F-104. Tyto státy daly přednost F-16 a tak Mirage F.1E zůstala jen v prototypu. I tak se ale Mirage F.1 stala úspěšným exportním artiklem. V Evropě ji zařadilo do výzbroje Španělsko a Řecko. V Jižní Americe se jediným uživatelem stal Ekvádor, zato v Africe a Asii byly Mirage F.1 zařazeny do výzbroje Gabonu, Jižní Afriky, Maroka, Libye, Iránu, Iráku, Jordánska, Kataru a Kuvajtu. Mirage F.1 se díky tomu zapojily do mnoha konfliktů po celém světě, od souborů bez výstřelů řeckých stíhaček s tureckými protivníky, přes francouzské akce v Čadu, ekvádorské pohraniční konflikty s Peru, boje jihoafrických Mirage proti kubánským letounům z Angoly až po účast ve válce proti Iráku, kde létaly Mirage F.1 na obou stranách. I v současnosti má Mirage F.1 ve výzbroji několik států.

rozpětí: 8,40 m, délka: 15,30 m, max. rychlost: Mach 2,2, dolet 3 300 km, dostup: 20 000 m, výzbroj: 2x kanon DEFA 553 ráže 30 mm a kombinace bomb, raket, průzkumných kontejnerů, předavných nádrží a dalšího vybavení.



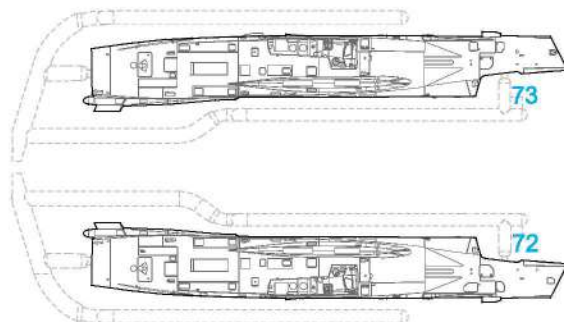
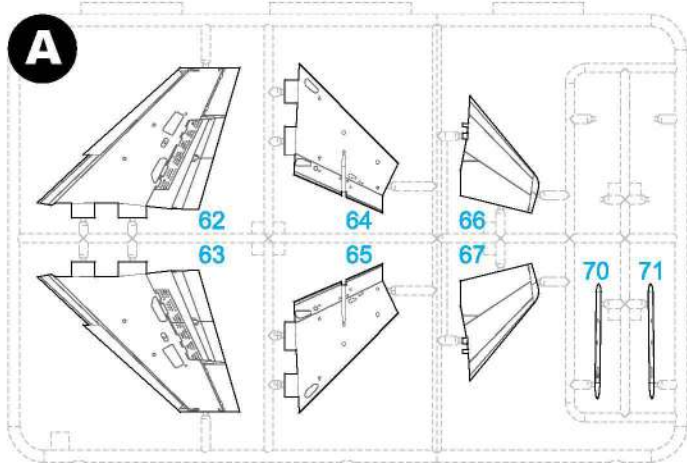
The Mirage F.1C came about as a private venture by the French Dassault company while it had been engaged in a project designed to fulfil the future needs of the French Air Force (Armée de l'Air) for a modern jet aircraft capable of carrying out interception and tactical attack roles carrying conventional or nuclear armament. A variety of designs were put forward in order to replace the outstanding Mirage III family which were currently filling this role and these were originally designed the Mirage IIIT, Mirage IIIF, Mirage G and Mirage G8. The Armée de l'Air chose the most promising of these designs which was the Mirage G8 with a variable-sweep wing but as the military expected a prolonged development of this advanced (for the day) technology they also decided to go ahead with the simpler Mirage IIIF which could enter service sooner and help bridge the gap before the new G8A could be finished. Two prototypes of the IIIF designated F.2 and F.3 were ordered and these were to be powered by a JTF10 engine.

On top of these government contracts Dassault also decided to go ahead with their own simpler private venture design which featured a smaller airframe powered by an Atar 9K power plant and when the other two more advanced aircraft were cancelled by the French government it was the private venture design which was eventually chosen for military service as the Mirage F.1, featuring a small shoulder mounted wing and conventional tailplane.

The first flight of the Mirage F.1 took place on 23rd December 1966 and production aircraft entered service with the Armée de l'Air as the F.1C single-seater fighter and F.1B two-seater trainer versions. During their service with France a number of these aircraft were upgraded by fitting of IFR probes which resulted in the designation F-1C-200. The Armée de l'Air also flew dedicated reconnaissance and a ground-attack versions of the Mirage F.1 designated respectively as the F.1CR and CT, the latter being converted from the earlier F.1-200 airframes. A total of 246 Mirage F.1's of all versions served with the French and Dassault also tried to offer the aircraft as the F.1E (E for European) version with a more powerful engine to Belgium, Denmark, the Netherlands and Norway as a replacement for their F-104 Starfighter's but these countries chose the F-16 Fighting Falcon instead and the F.1E remained only as a prototype. Nevertheless two other European NATO members did fly the Mirage F.1 with Greece (F.1CG) and Spain (F.1CE, EE & BE) ordering the type and it was also exported successfully further afield. In South America Mirage F.1's were ordered by Ecuador (F.1JA and JE two seaters) for the Fuerza Aerea Ecuatoriana while in Africa and Asia the Mirage F.1 proved especially popular, serving with the air forces of Gabon, South Africa, Morocco, Libya, Iran, Iraq, Jordan, Qatar and Kuwait. Flying with these air forces this variant of the famous Mirage family saw combat action the world, including mock dogfights over the Aegean between Greek F.1's and Turkish fighters, French aircraft saw action over Chad, Libya, Afghanistan, Mali, Ivory Coast and even stood up against Iraqi Mirage F.1's during the 1st Gulf War, Ecuadorian F.1's were used in cross border skirmishes with Peru and South African Mirages also saw extensive action as a ground attack aircraft and fighter during the long Border War with Angola and Mozambique, often coming up against Cuban flown Soviet Mig 17, 21 and 23 jet fighters. Libyan F.1's also saw brief action during the Civil War of 2011 when several of them defecting to Malta.

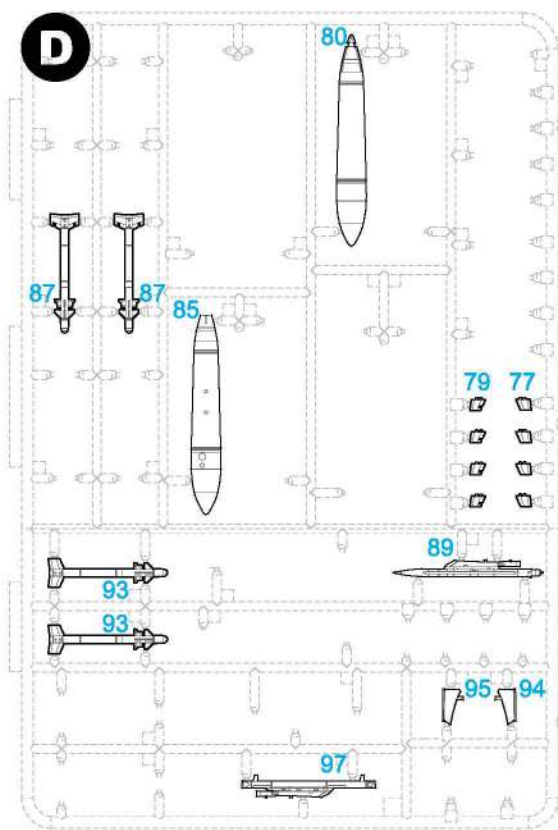
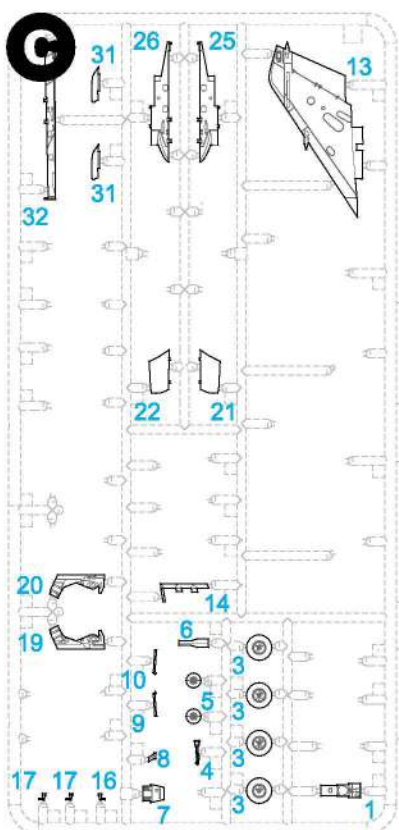
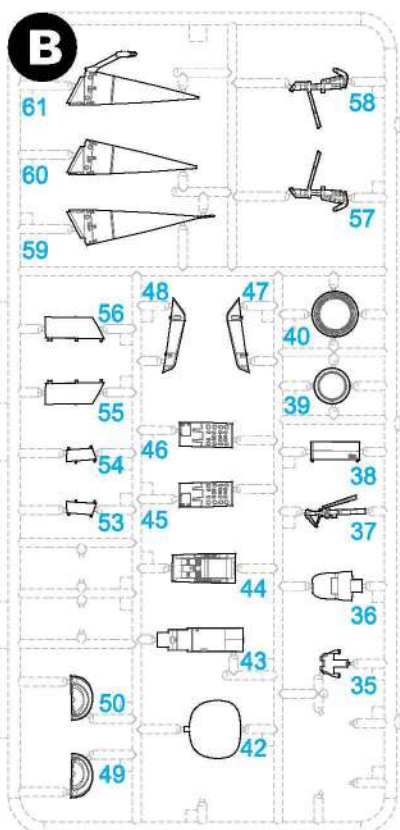
Although it is now quite an old aircraft the Mirage F.1 still sees frontline service with several countries including Libya which is bolstering its remaining fleet by buying some additional ex French aircraft, Gabon has bought six ex South African F.1AZ aircraft and Iran is believed to still fly some of the 24 ex Iraqi Mirage F.1BQ and EQ's which defected here during the Gulf War.

Wingspan: 8.40m, Length: 15.30m, Max.Speed: Mach 2.2, Range: 3,300km, Ceiling: 20,000m, Armament: 2x 30mm DEFA 553 cannon and various combinations of bombs, missiles, recce pods, fuel tanks and other equipment.

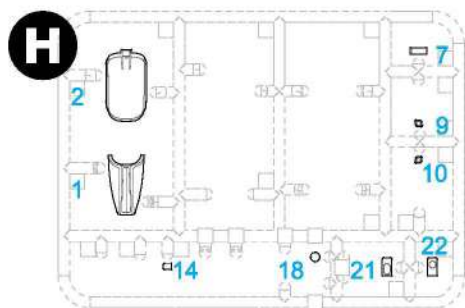


Parts not shown in this diagram are not to be used while you are building the model, or they may be used freely, in accordance with your references.

Ke stavbě modelu použijte díly znázorněné v této kresbě. Ostatní díly můžete případně použít podle vašich podkladů.



CLEAR Parts



Barvy GUNZE / GUNZE Colour No.		
A	Černá / BLACK	H12/C33
B	Hnědočervená / LEATHER	M47/C41+H92/C49 50%
C	Hliník / ALUMINIUM	H8/C8
D	Opálený kov / BURNT IRON	H76/C61
E	Světle žlutá / PALE YELLOW	H34
F	Červená / RED	H3/C3
G	Červená čirá / CLEAR RED	H90/C47
H	Modrá čirá / CLEAR BLUE	H93/C50
I	Barva pneu / TIRE BLACK	H77/C137
J	Olivová / OLIVE DRAB (2)	H78/C38
K	Světlá Olivová / OLIVE DRAB (1)	H52/C12
L	Chrom. stříbrná / CHROME SILVER	MC211
M	Tmavě šedá / DARK SEAGRAY	H75 / C25
N	Žlutá / YELLOW	H4/C4

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



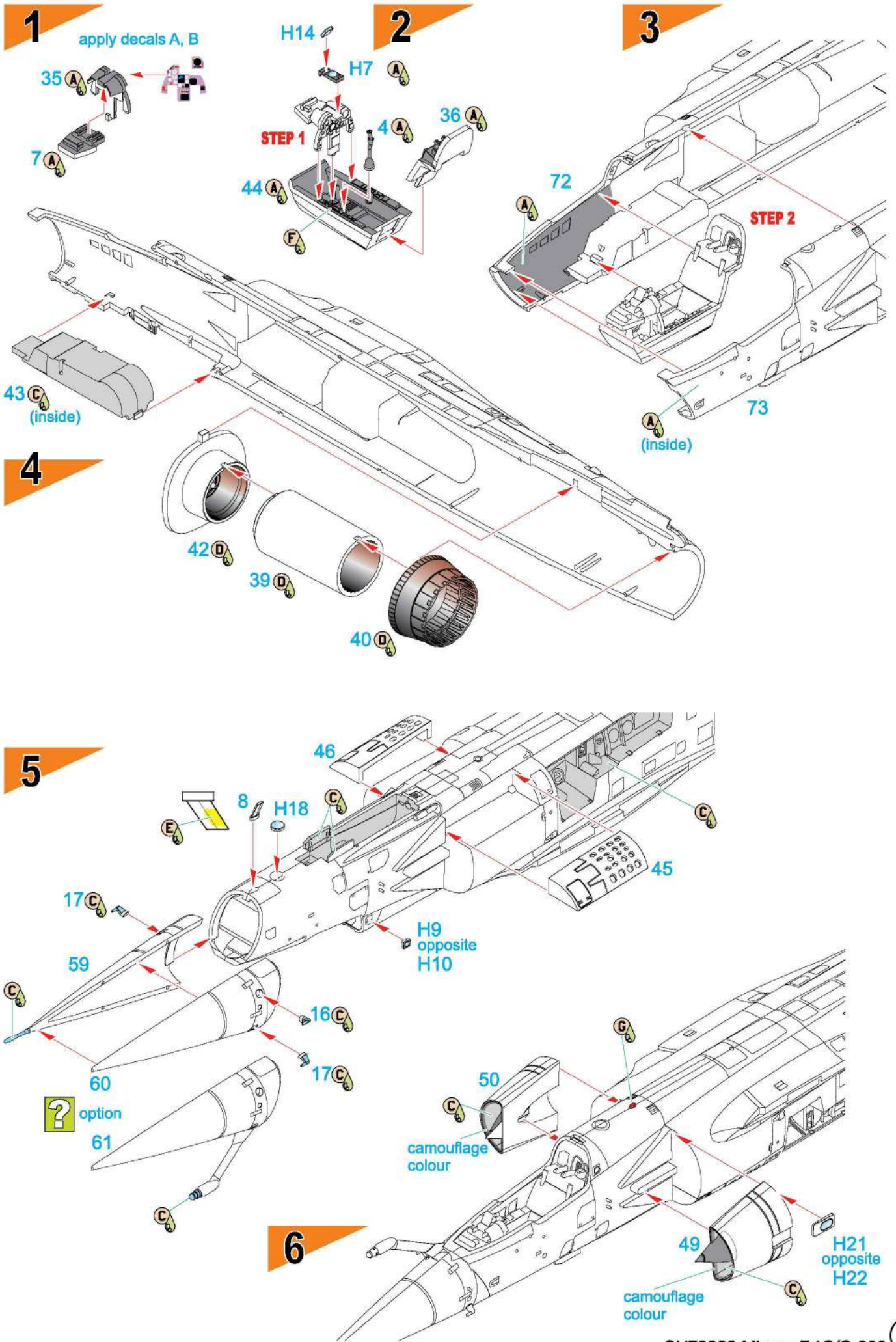
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



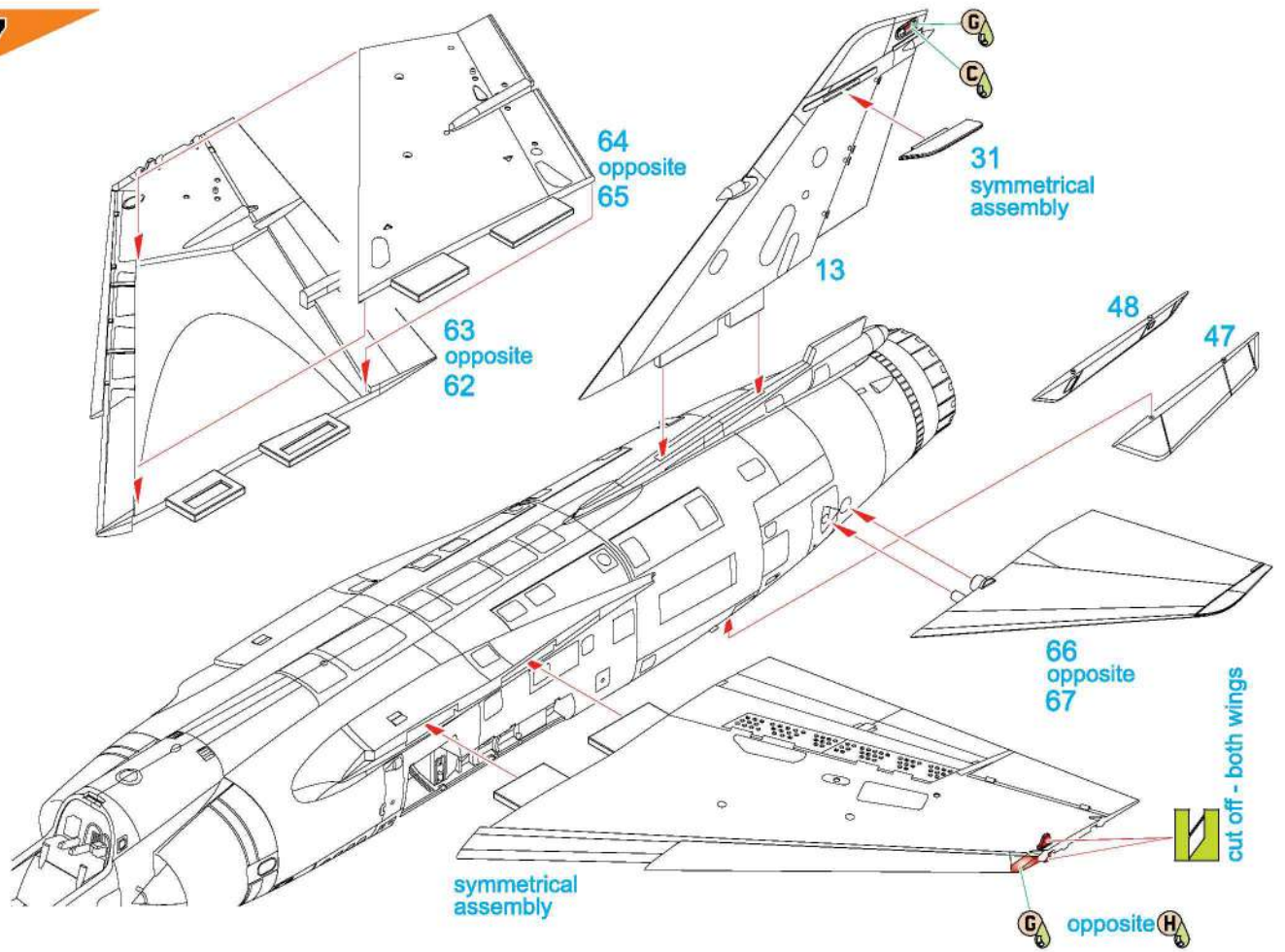
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



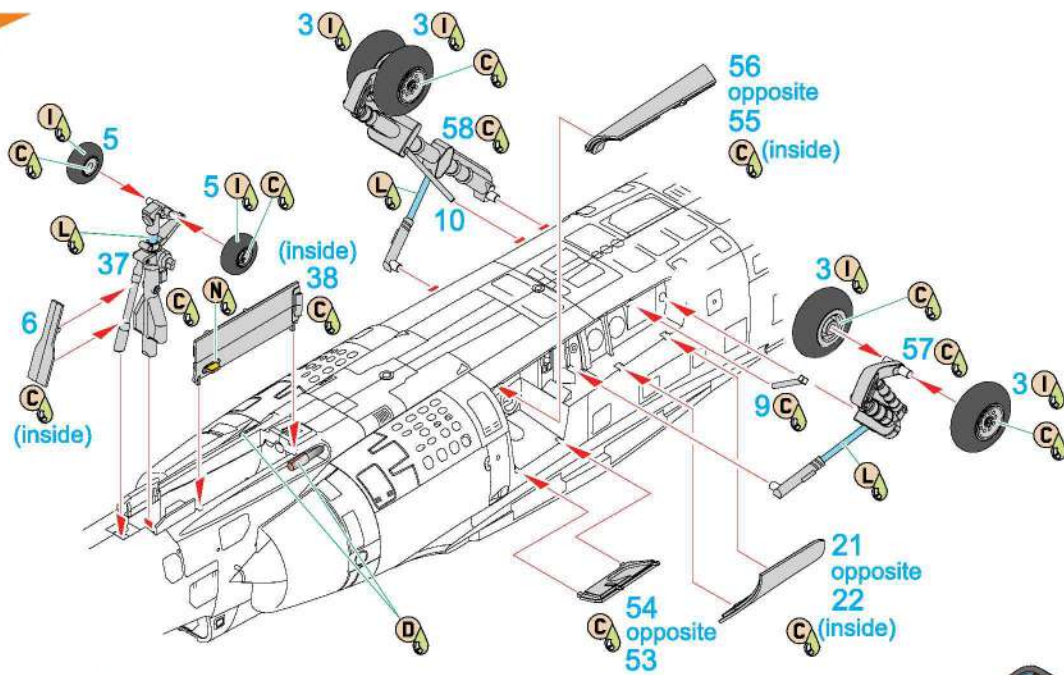
NATRÍT
COLOUR
FARBEN
PEINDRE



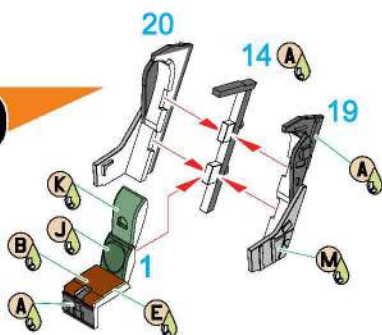
7



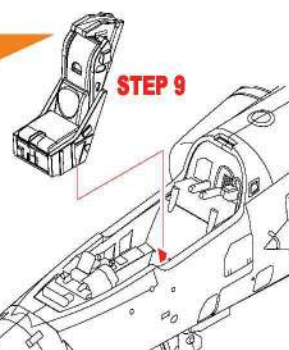
8



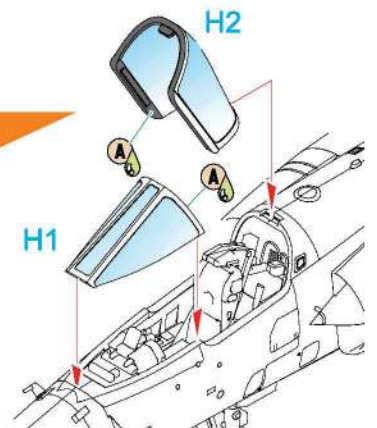
9



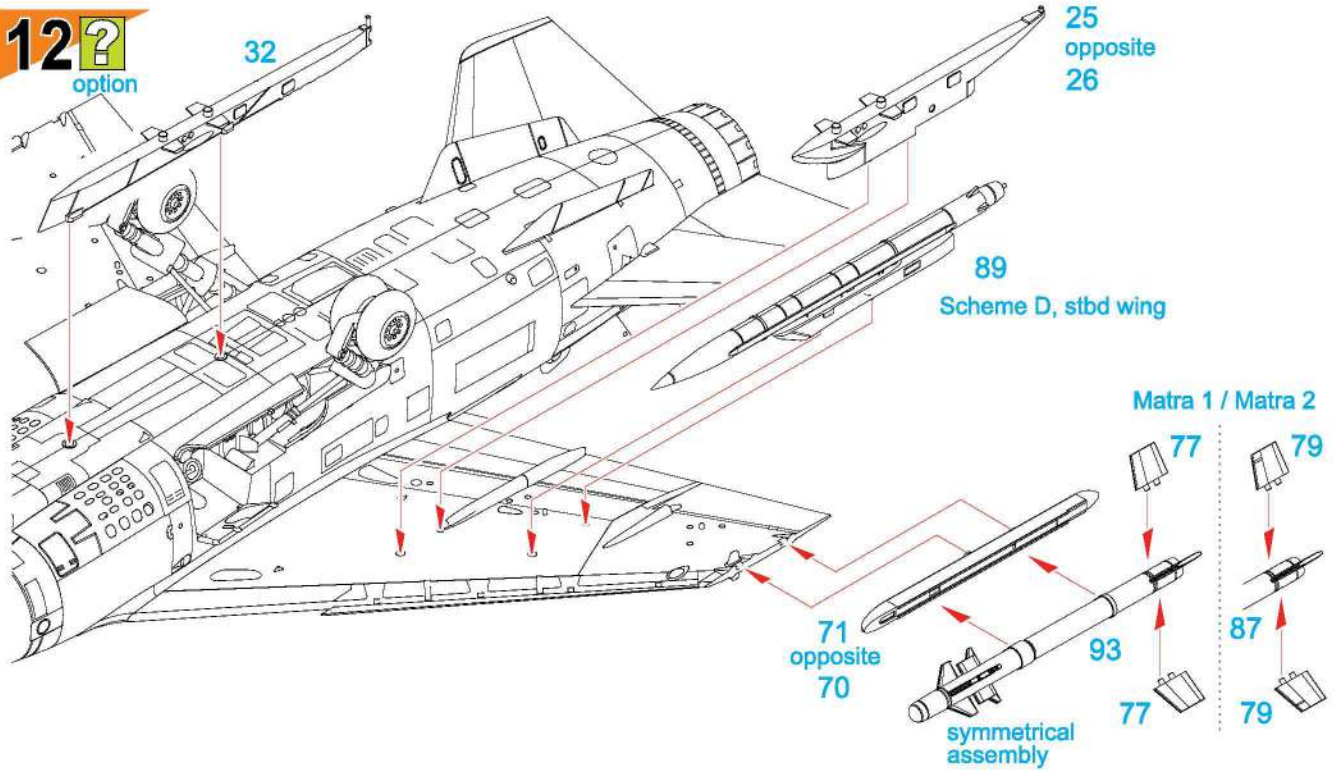
10



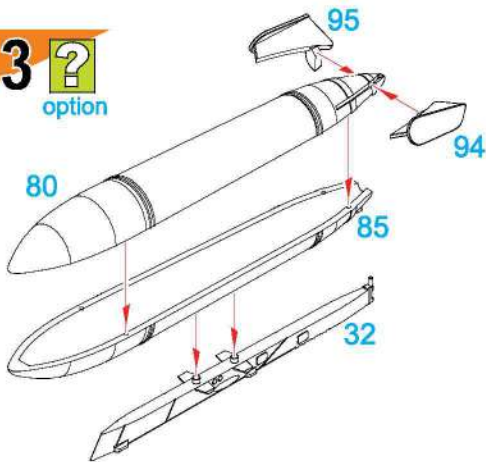
11



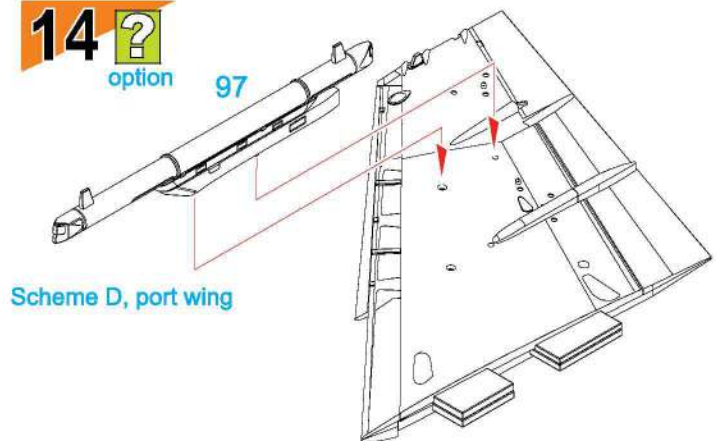
12?
option



13?
option

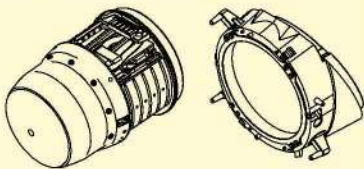


14?
option

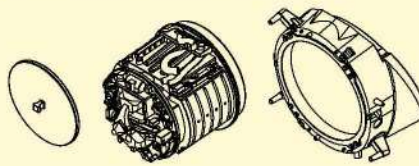


CMK resin sets to improve your Mirage F.1C, C-200, CR, CT and B kits. Available at your retailer or directly via our e-shop Specialhobby.eu
 Pro vylepšení modelů Mirage F.1C, C-200, CR, CT a B můžete použít tyto CMK resinové sady. Žádejte u svého prodejce či přímo na e-shopu Specialhobby.eu

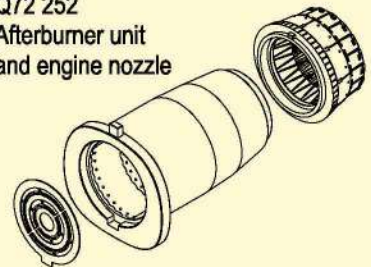
Q72 249
Cyrano IV radar
with pressurized casing



Q72 250
Cyrano IV radar
with uncovered scanner dish



Q72 252
Afterburner unit
and engine nozzle



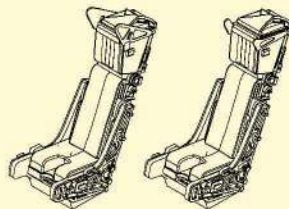
Q72 253
MB Mk.4 seat



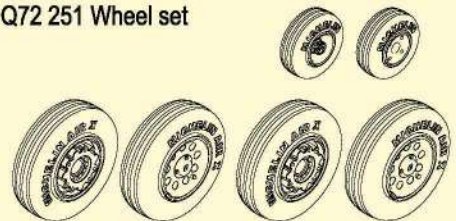
Q72 254
MB Mk.10 seat



Q72 255
MB Mk.10 seats (2pcs)



Q72 251 Wheel set



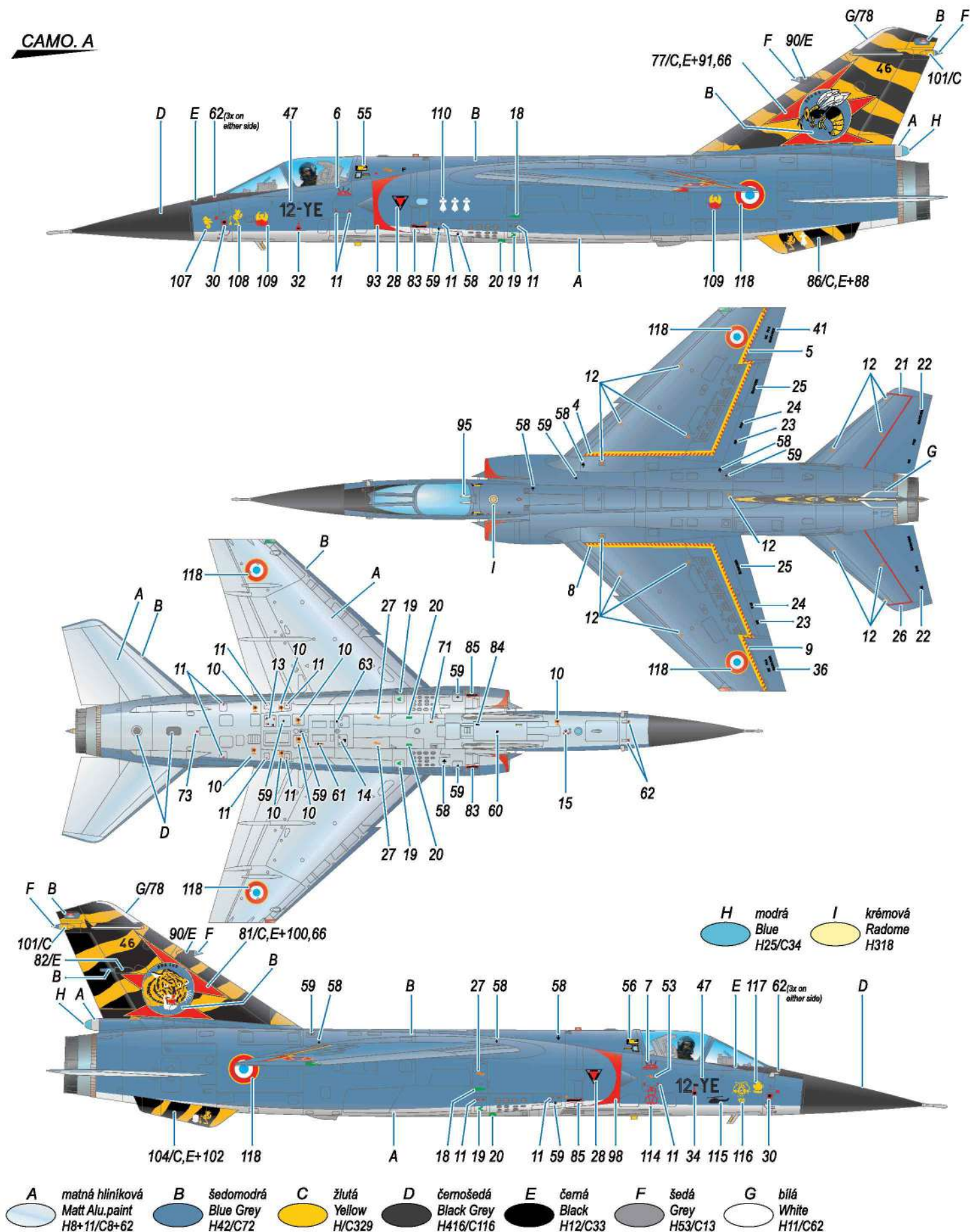
SH72388 Mirage F.1C/C-200

5

Mirage F.1C c/n 46, 12-YE, Escadron de Chasse EC 1/12 Cambrésis, Base Aérienne BA103 Cambrai Épinoy, wearing tiger stripes on the tail fin and ventral fins as well as unit badges of other participants' squadrons on the occasion of the 19th Tiger Meet in June 1979.

Mirage F.1C výr.č. 46, 12-YE, EC 1/12 Cambrésis, BA103 Cambrai Épinoy. Stroj byl ozdoben čtyřmi pruhy na ocasní ploše a pomocných kýlových plochách a nesl také znaky jednotek dalších účastníků 19. Tiger Meetu v červnu 1979.

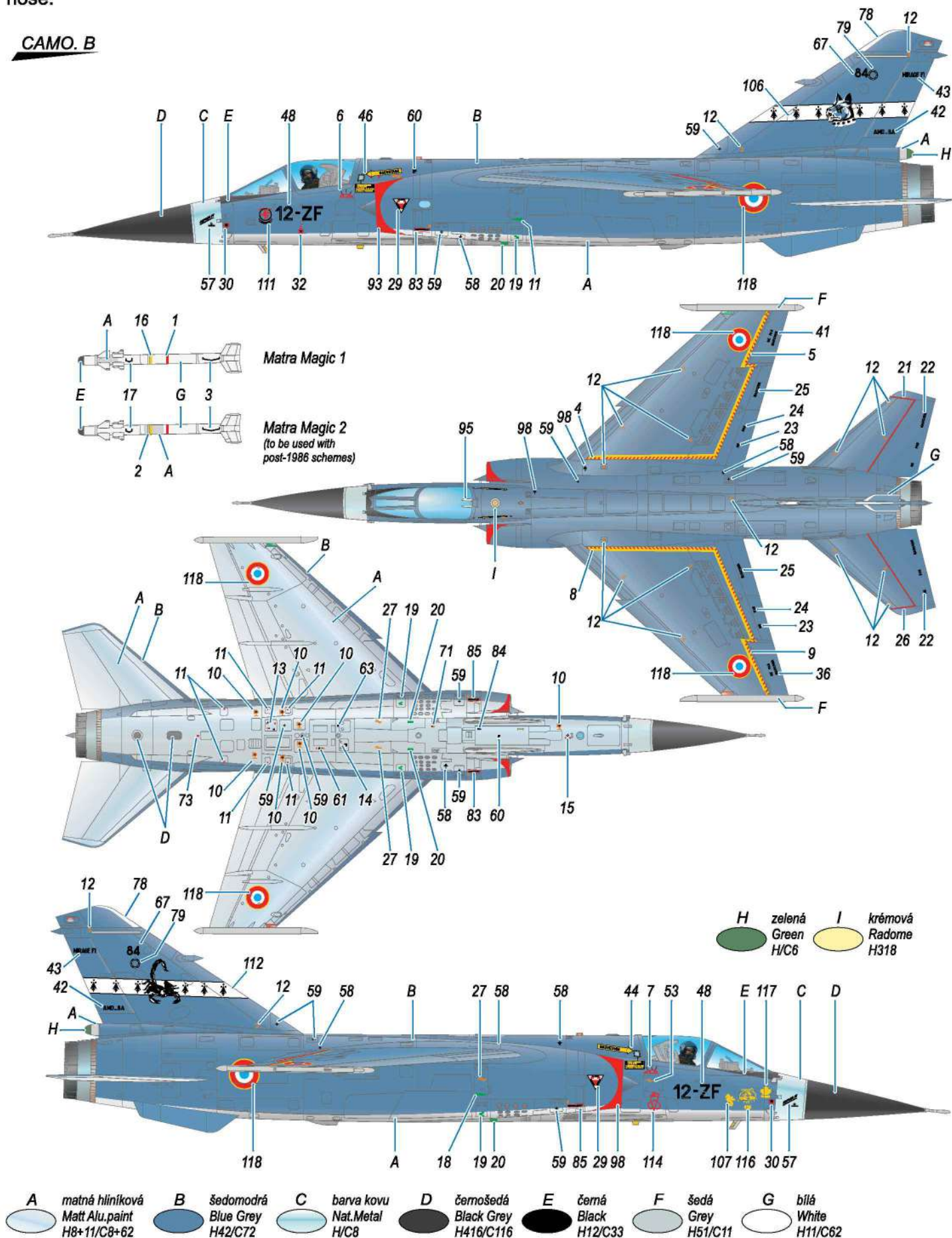
CAMO. A



Mirage F.1C c/n 84, 12-ZF, Escadron de Chasse EC 3/12 Cornouaille, Base Aérienne BA103 Cambrai Épinoy. The machine wore this fuselage code since being taken on strength in July 1976 till August 1980. For a short period in the summer of 1979, it flew with unpainted Cyrano IV radar equipment panels on the nose.

Mirage F.1C výr.č. 84, 12-ZF, EC 3/12 Cornouaille, BA103 Cambrai Épinoy. Stroj nesl trupový kód 12-ZF od zařazení do služby v červenci 1976 do srpna 1980. Po krátkou dobu v létě roku 1979 létal s nenabarvenými krycími panely radarového systému Cyrano IV na přídí.

CAMO. B



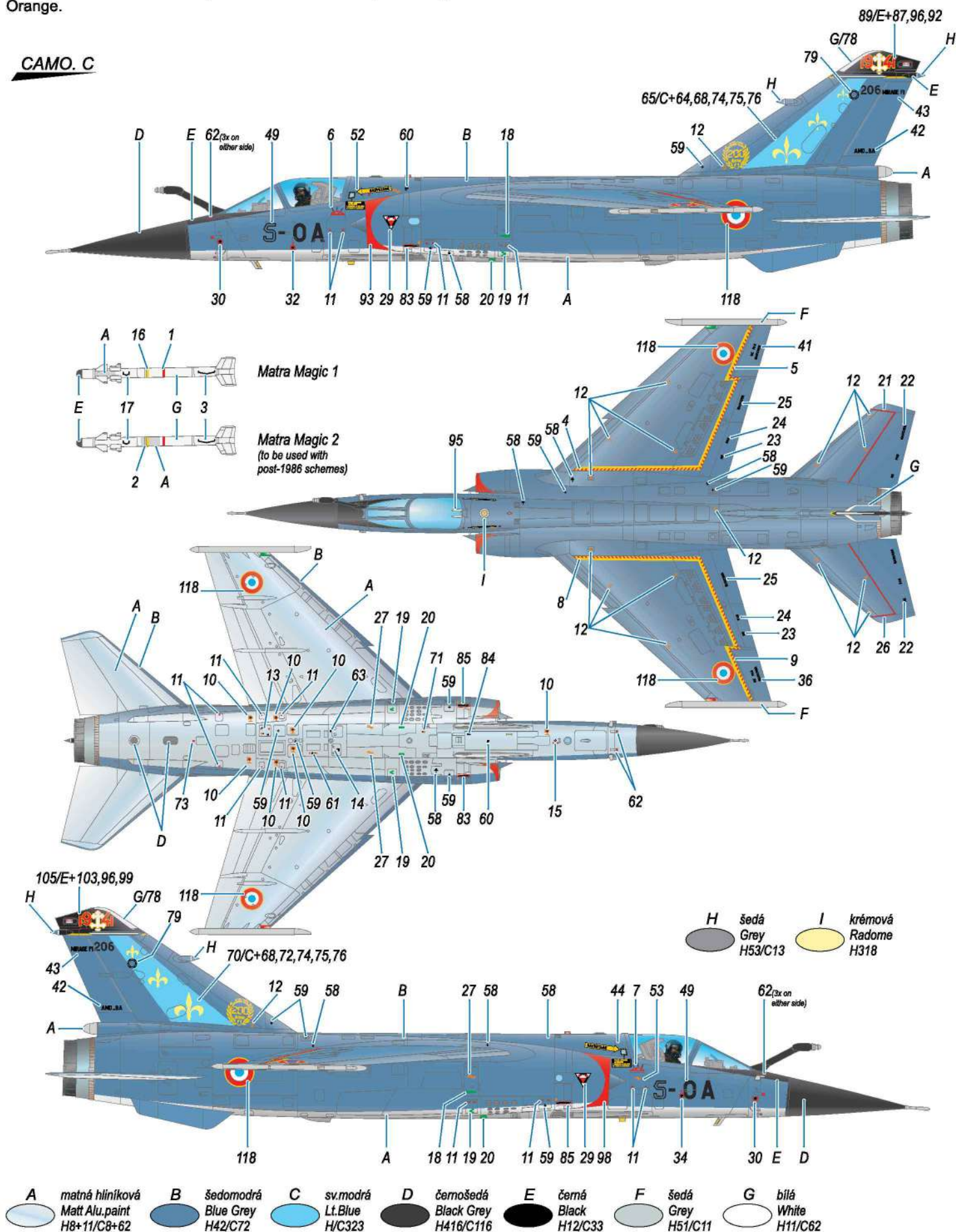
H zelená Green H/C6
I krémová Radome H318

A matná hliníková Matt Alu. paint H8+11/C8+62
B šedomodrá Blue Grey H42/C72
C barva kovů Nat. Metal H/C8
D černošedá Black Grey H416/C116
E černá Black H12/C33
F šedá Grey H51/C11
G bílá White H11/C62

Mirage F.1C-200 c/n 206, 5-OA, Escadron de Chasse EC 2/5 Île-de-France, Base Aérienne BA115 Orange Caritat, France 1981. The yellow laurel wreath emblem on either side of the tail fin tells that machine 206 was in fact the 200th Mirage F.1 to have passed through repair unit GERMAS 15.005 (Groupe d'Entretien et de Réparation des Matériels Spécialisés) at Orange.

Mirage F.1C-200 výr.č. 206, 5-OA, EC 2/5 Île-de-France, BA115 Orange Caritat, Francie 1981. Žlutý věnec na obou stranách SOP označuje 200. stroj typu Mirage F.1 který prošel opravami u jednotky GERMAS 15.005 na základně Orange.

CAMO. C



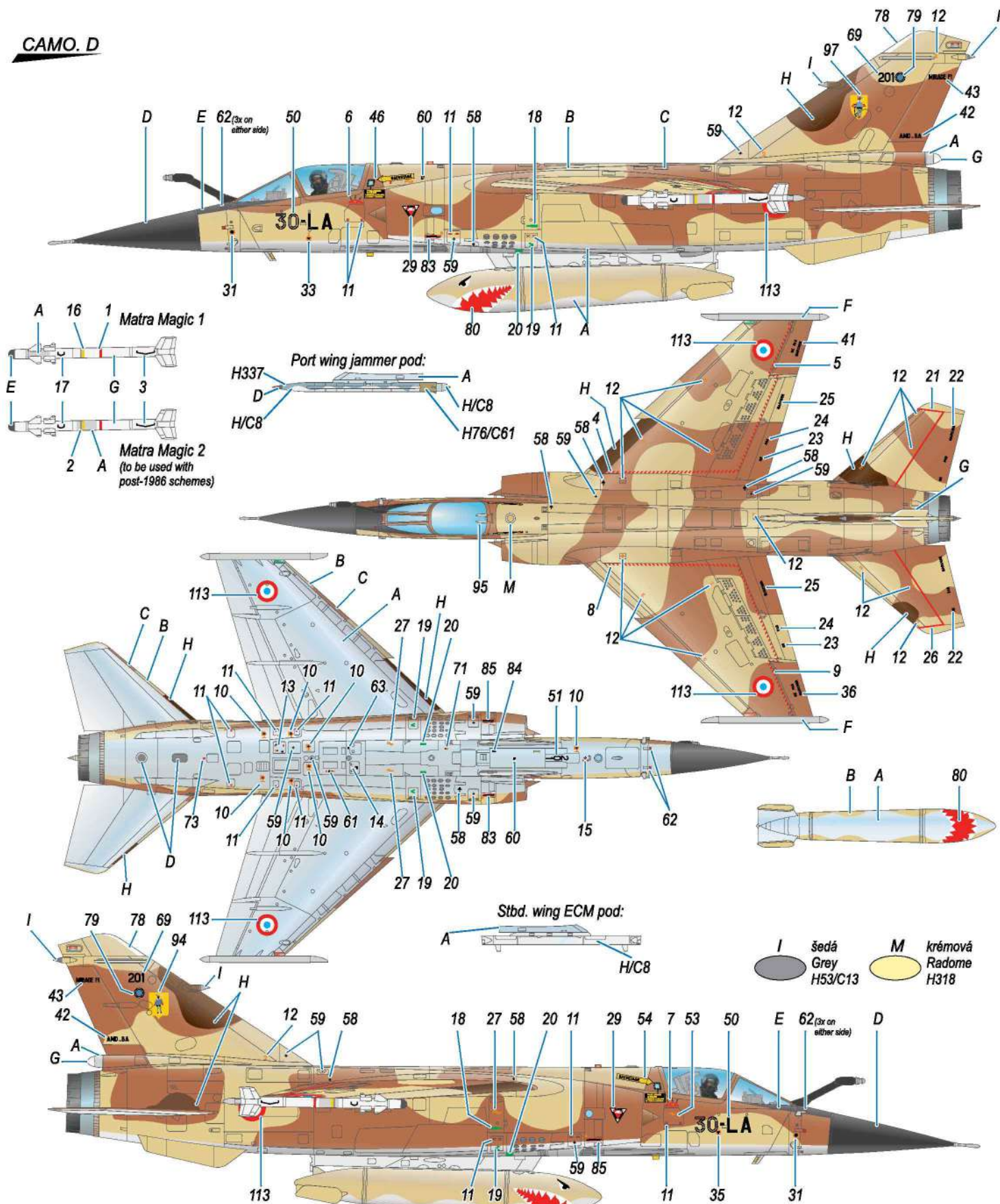
H šedá Grey H53/C13
I krémová Radome H318

A matná hliníková Matt Alu.paint H8+11/C8+62
B šedomodrá Blue Grey H42/C72
C sv.modrá Lt.Blue H/C323
D černošedá Black Grey H416/C116
E černá Black H12/C33
F šedá Grey H51/C11
G bílá White H11/C62

Mirage F.1C-200 c/n 201, 30-LA, Escadron de Chasse EC 4/30 Vexin, Base Aérienne BA188 based at the Ambouli International Airport, Djibouti City, Djibouti, Africa, May 1994.

Mirage F.1C-200 v.ř.č. 201, 30-LA, EC 4/30 Vexin, BA188, mezinárodní letiště Ambouli, Djibouti City, Džibutsko, Afrika, květen 1994.

CAMO. D



- | | | | | | | | | | |
|--|---|--|---|------------------------------------|----------------------------------|-----------------------------------|--|----------------------------------|------------------------------------|
| A matná hliníková
Matt Alu. paint
H8+11/C8+62 | B písková
Sand
"Vanille"
H313 42%
H318 8%
H11 50% | C tm.hnědá
Dk. Brown
"Pâté"
H310 48%
H311 48%
H12 5% | D černošedá
Black Grey
H416/C116 | E černá
Black
H12/C33 | F šedá
Grey
H51/C11 | G bílá
White
H11/C62 | H čokoládová
Chocolate
H310 | I šedá
Grey
H53/C13 | M krémová
Radome
H318 |
|--|---|--|---|------------------------------------|----------------------------------|-----------------------------------|--|----------------------------------|------------------------------------|

