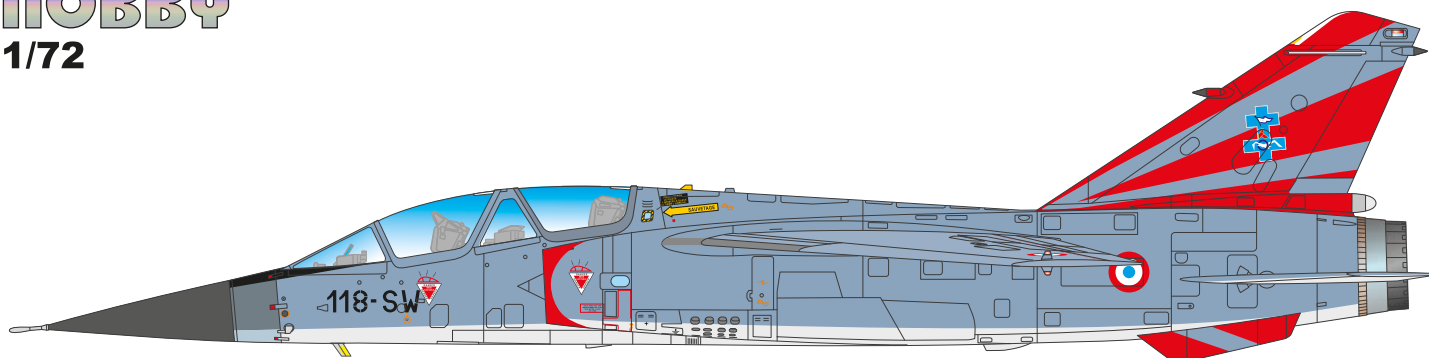




Mirage F.1B/BE



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 soubojů 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, přídavných nádrží a dalšího vybavení.



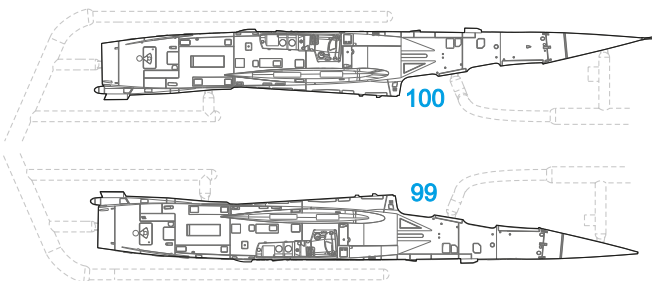
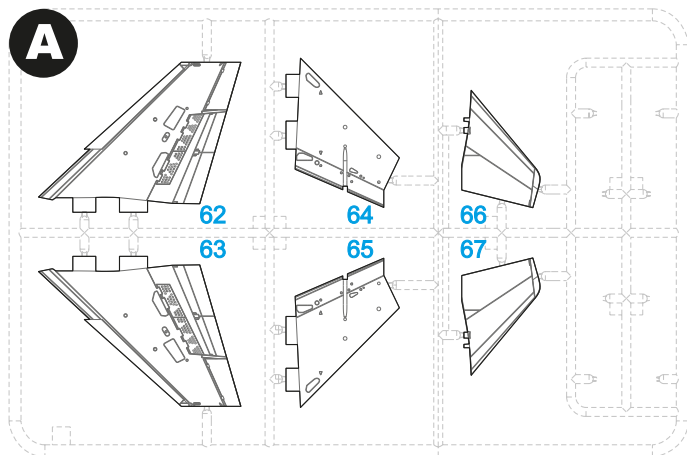
The Mirage F.1C came about as a private venture by the French Dassault company while it had been engaged in a project designed to fulfil the future needs of the French Air Force (Armée de l'Air) for a modern jet aircraft capable of carrying out interception and tactical attack roles carrying conventional 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 defected to Malta.

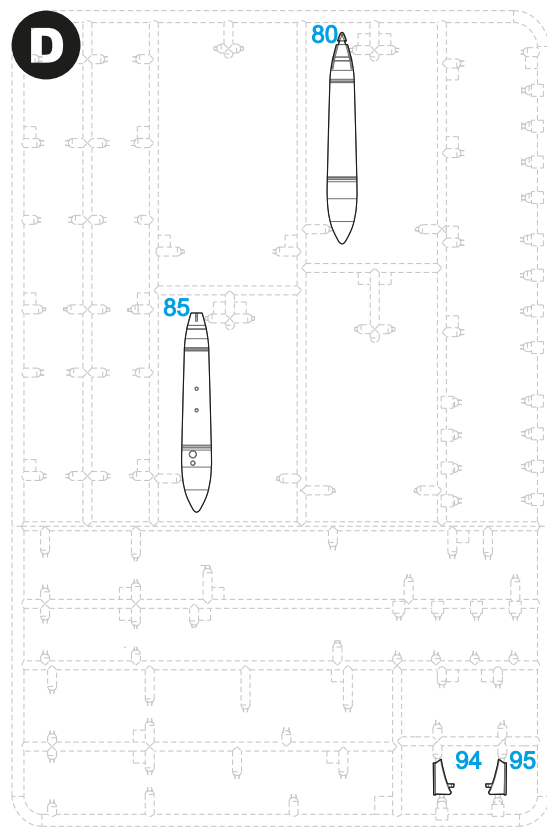
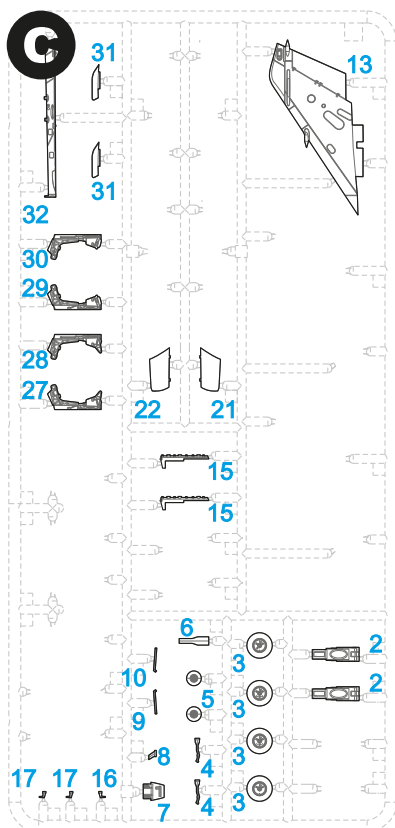
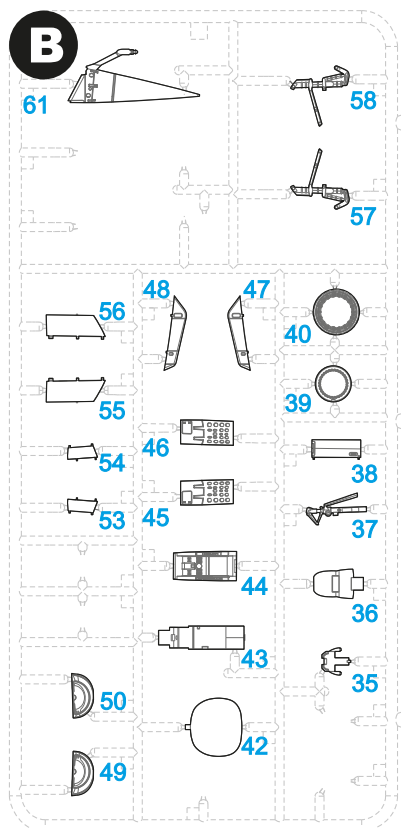
Although it is now quite an old aircraft the Mirage F.1 still sees frontline service with several countries including Libya which is bolstering its remaining fleet by buying some additional ex French aircraft, Gabon has bought six ex South African F.1AZ aircraft and Iran is believed to still fly some 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.

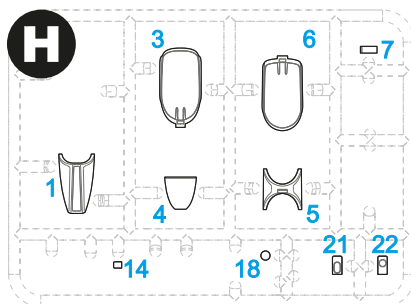
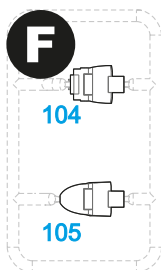
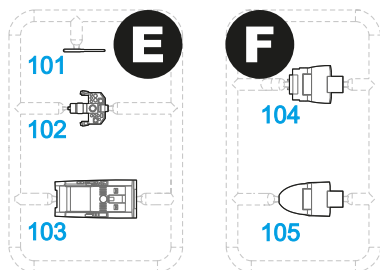


Parts not shown in this diagram are not to be used while you are building the model, or may be used freely, in accordance with your references.

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



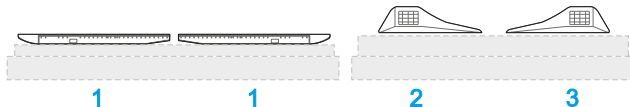
CLEAR Parts



Barvy GUNZE/ GUNZE Colour No.

A	Černá / BLACK	H12/C33
B	Hnědočervená / LEATHER	M47/C41+H92/C49 80% 20%
C	Hliník / ALUMINIUM	H8/C8
D	Opálený kov / BURNT IRON	H76/C61
E	Světlé 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

PUR Parts



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



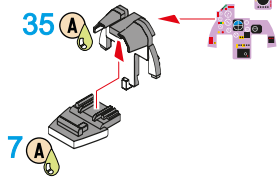
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



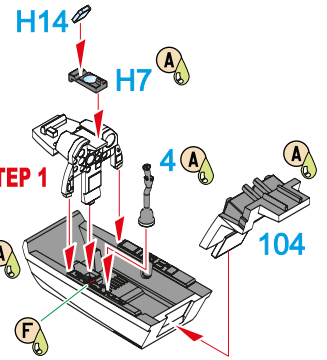
NATŘÍT
COLOUR
FARBEN
PEINDRE

1

Front cockpit instrument panel:
apply decals 48 & 49

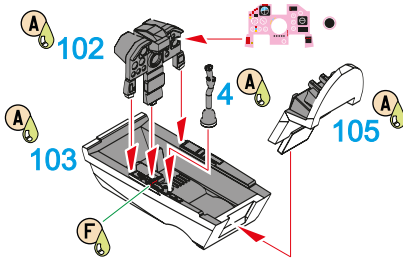


2a

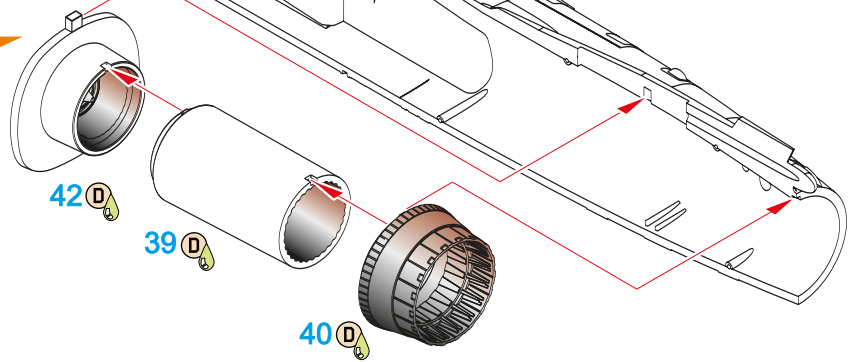


2b

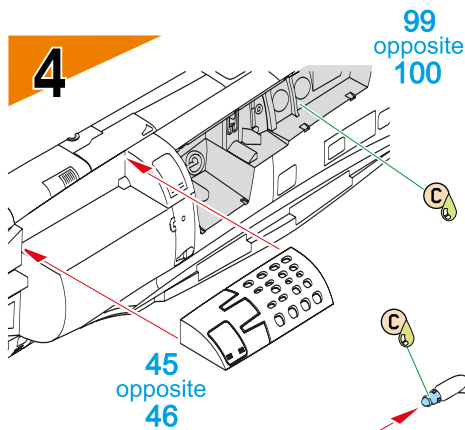
Rear cockpit instrument panel:
apply decals 58 & 59



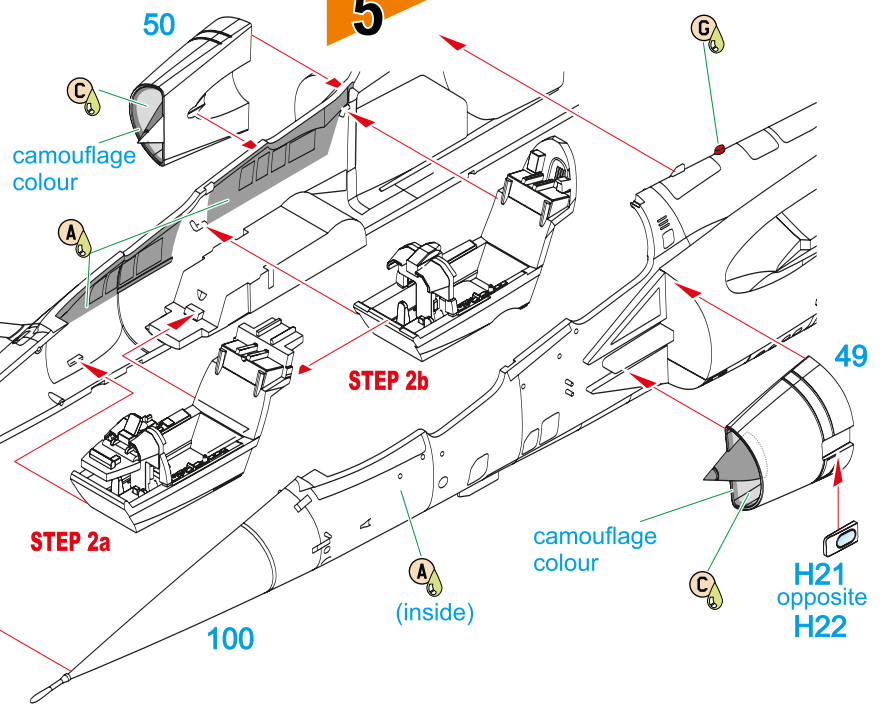
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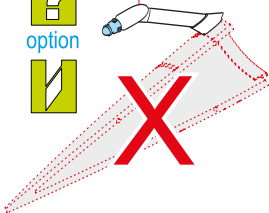
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5

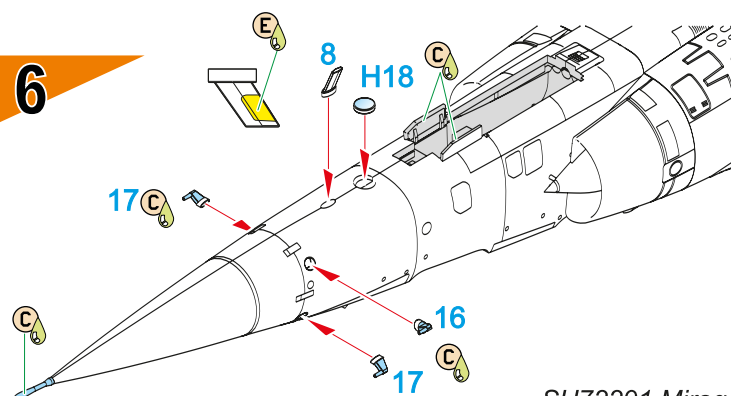


Camo B
? option

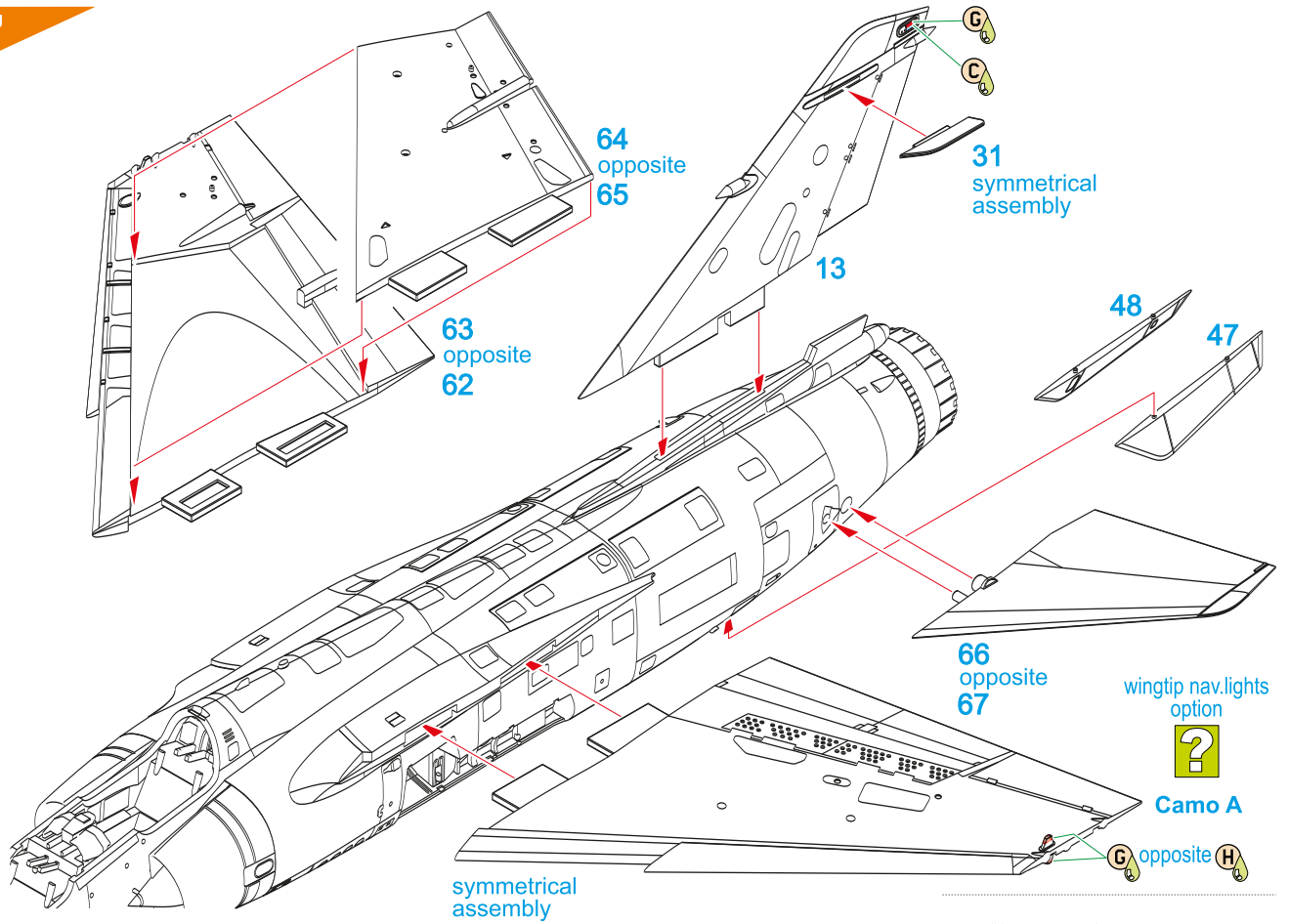


IFR probe - taken from part 61

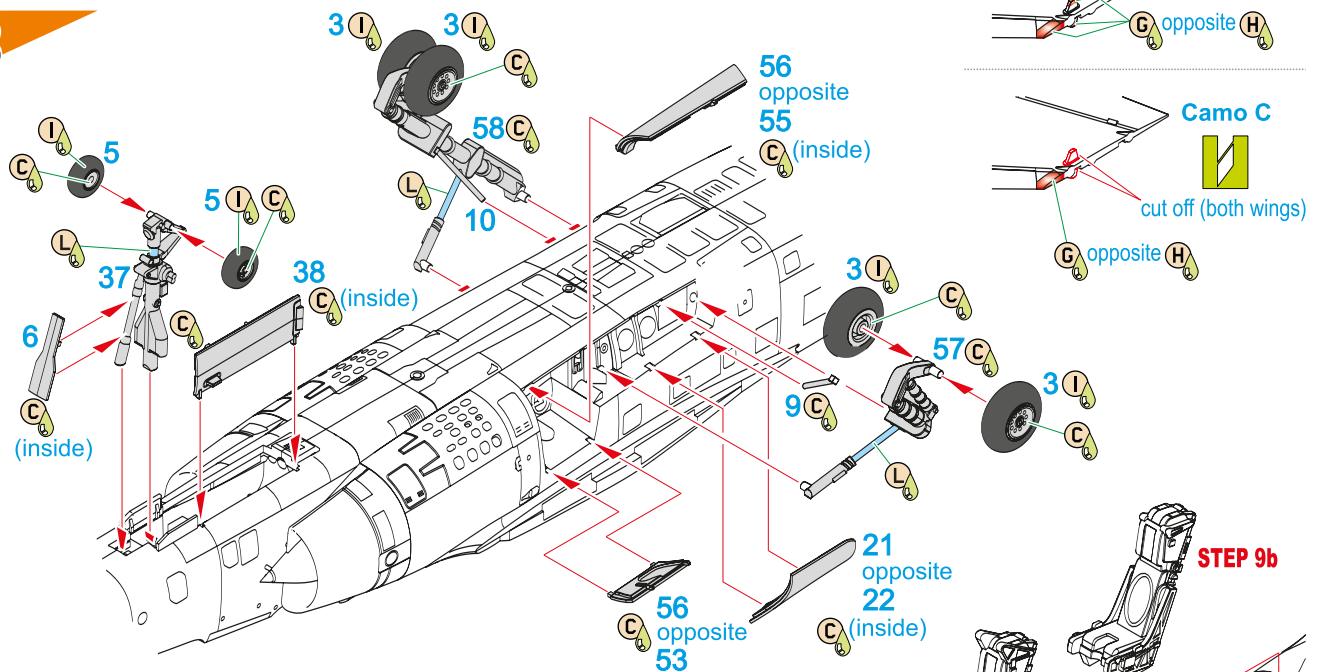
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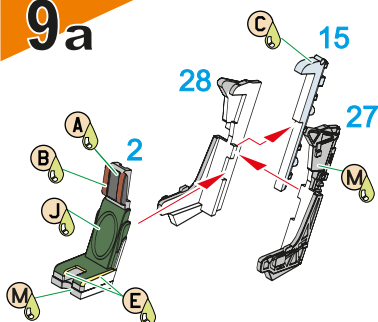
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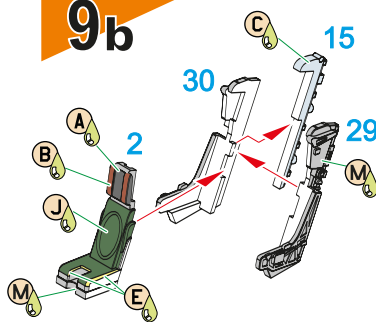
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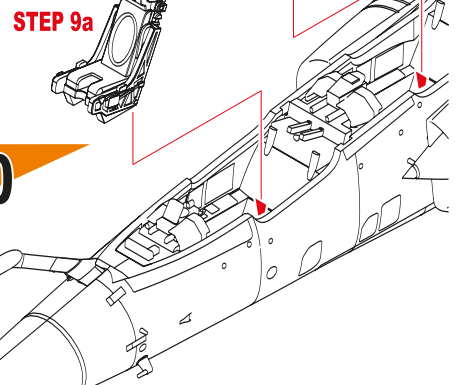
9a



9b



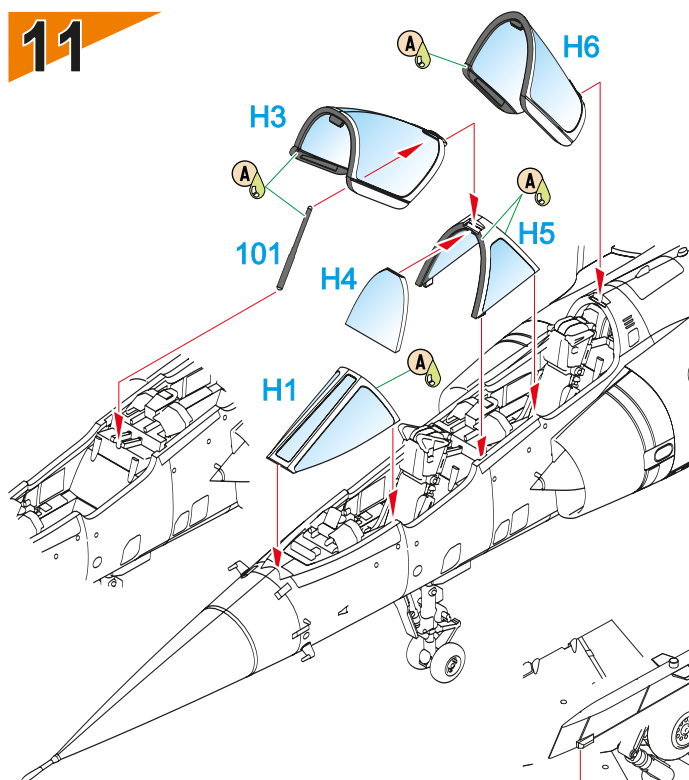
STEP 9a



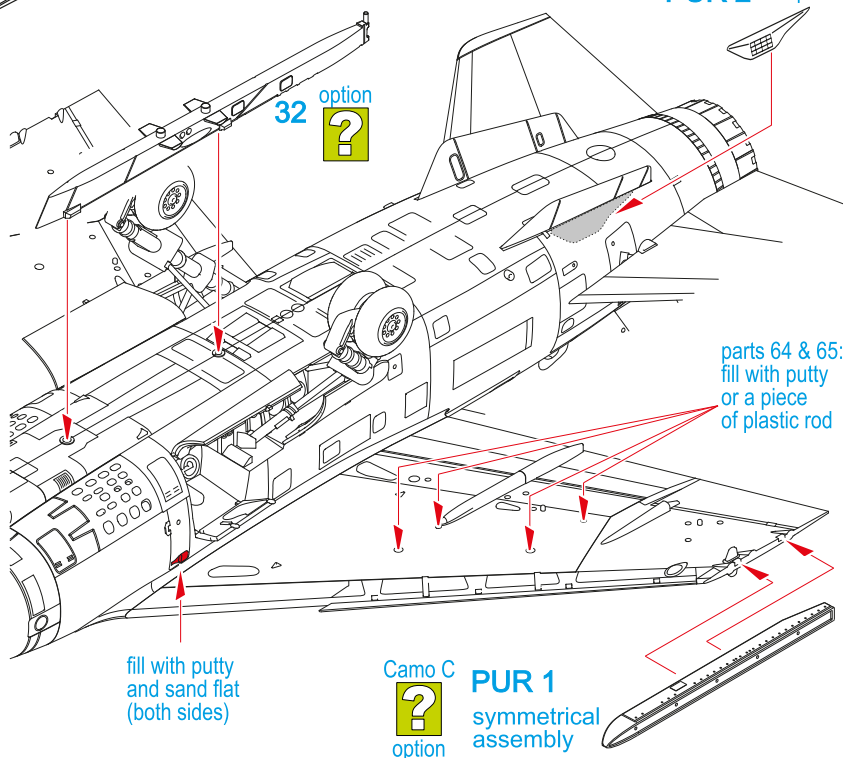
10

4

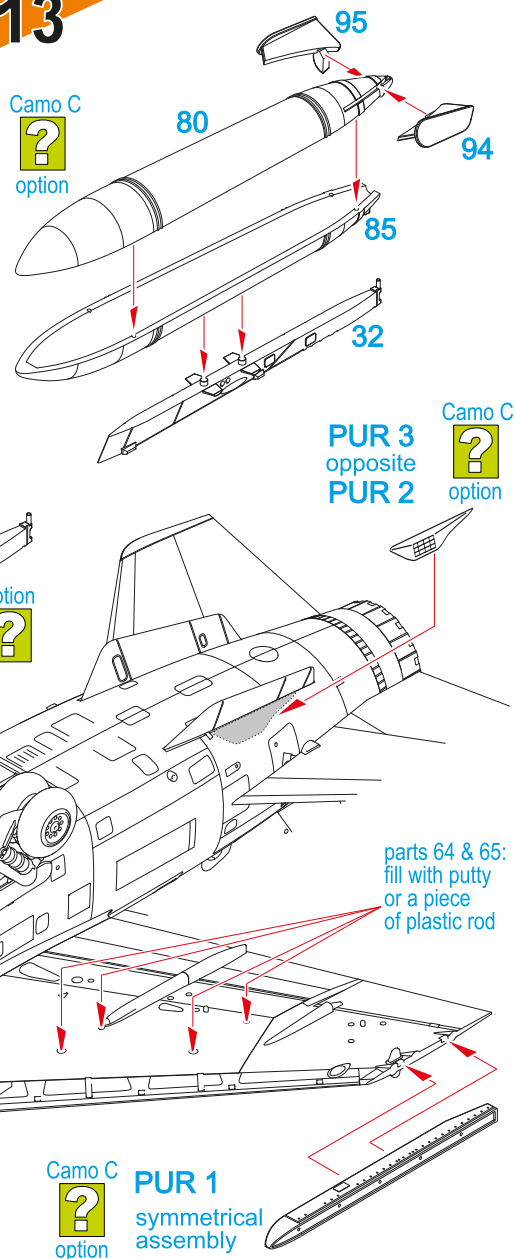
11



12

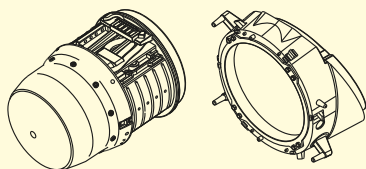


13

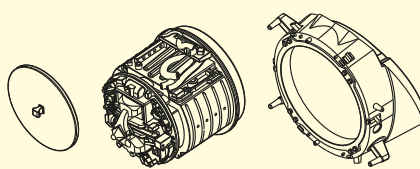


CMK resin sets to improve your Mirage F.1C, C-200, CR, CT and B kits. Available at your retailer or directly via our e-shop Specialhobby.eu
 Pro vylepšení modelů Mirage F.1C, C-200, CR, CT a B můžete použít tyto CMK resinové sady. Žádejte u svého prodejce či přímo na e-shopu Specialhobby.eu

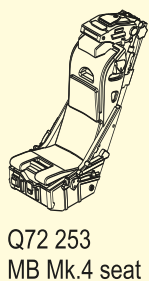
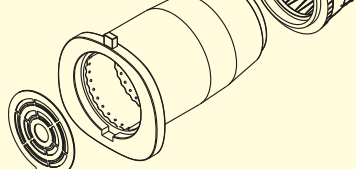
Q72 249
Cyrano IV radar
with pressurized casing



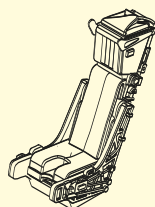
Q72 250
Cyrano IV radar
with uncovered scanner dish



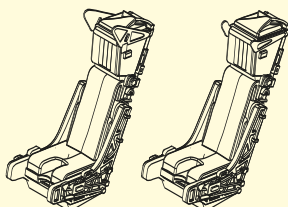
Q72 252
Afterburner unit
and engine nozzle



Q72 253
MB Mk.4 seat

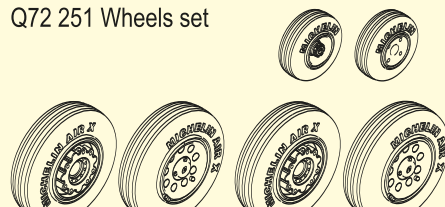


Q72 254
MB Mk.10 seat



Q72 255
MB Mk.10 seats (2pcs)

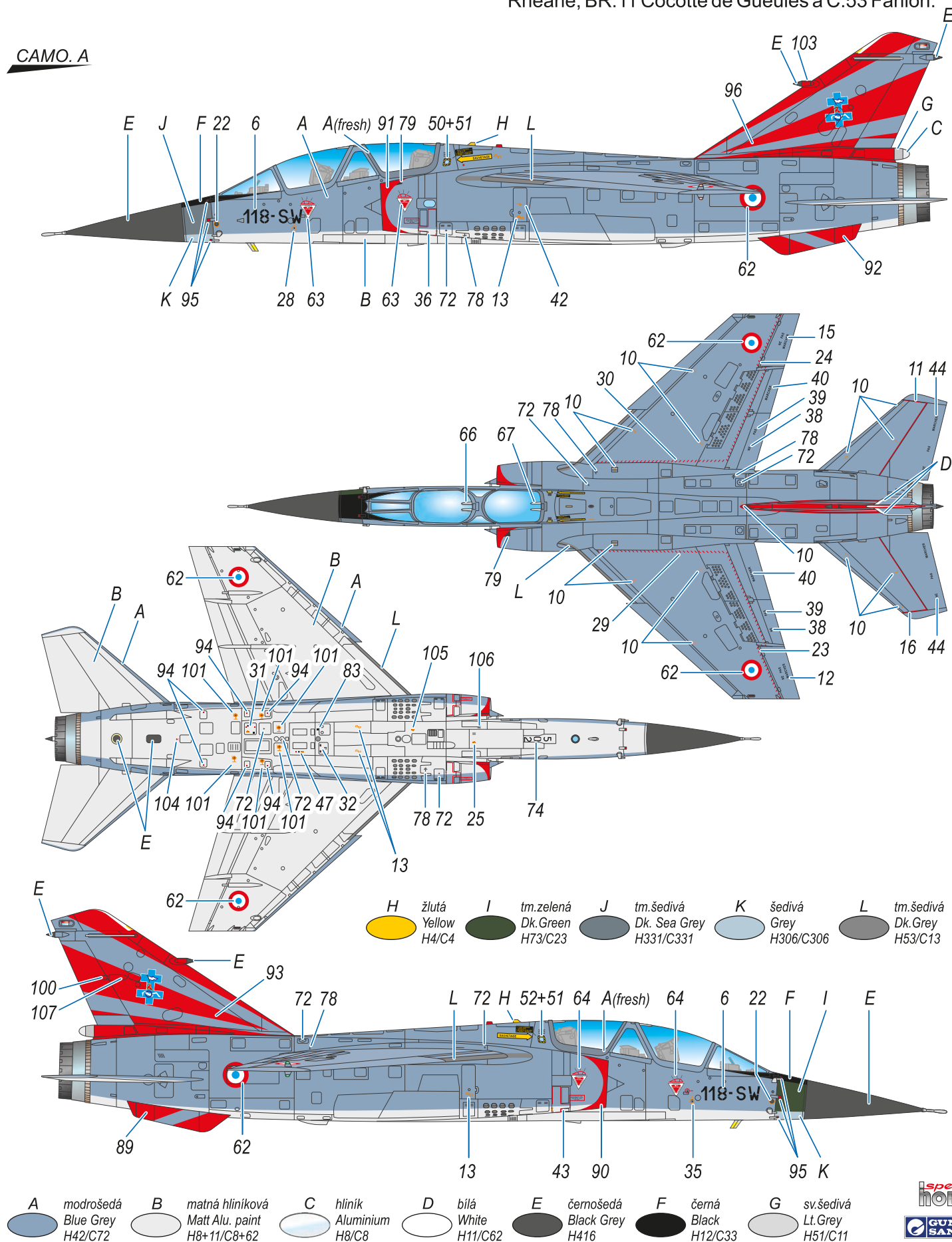
Q72 251 Wheels set



Mirage F.1B, 118-SW, No.502, Escadron de Reconnaissance 2/33 "Savoie", BA 118 Mont de Marsan, June 2014, wearing a special retirement tail marking. The ER 2/33 cross on the tail had the comprising Escadrilles SAL.6 Mouette Rheane, BR.11 Cocotte de Gueules and C.53 Fanion emblems upon it.

Mirage F.1B, 118-SW, No.502, Escadron de Reconnaissance 2/33 "Savoie", BA 118 Mont de Marsan, červen 2014. U příležitosti vyřazení typu ze služby byly čtyři Mirage opatřeny speciálním zbarvením. Na ocasní ploše byl umístěn znak jednotky ER 2/33 s emblémy jejich tří letek, SAL.6 Mouette Rheane, BR.11 Cocotte de Gueules a C.53 Fanion.

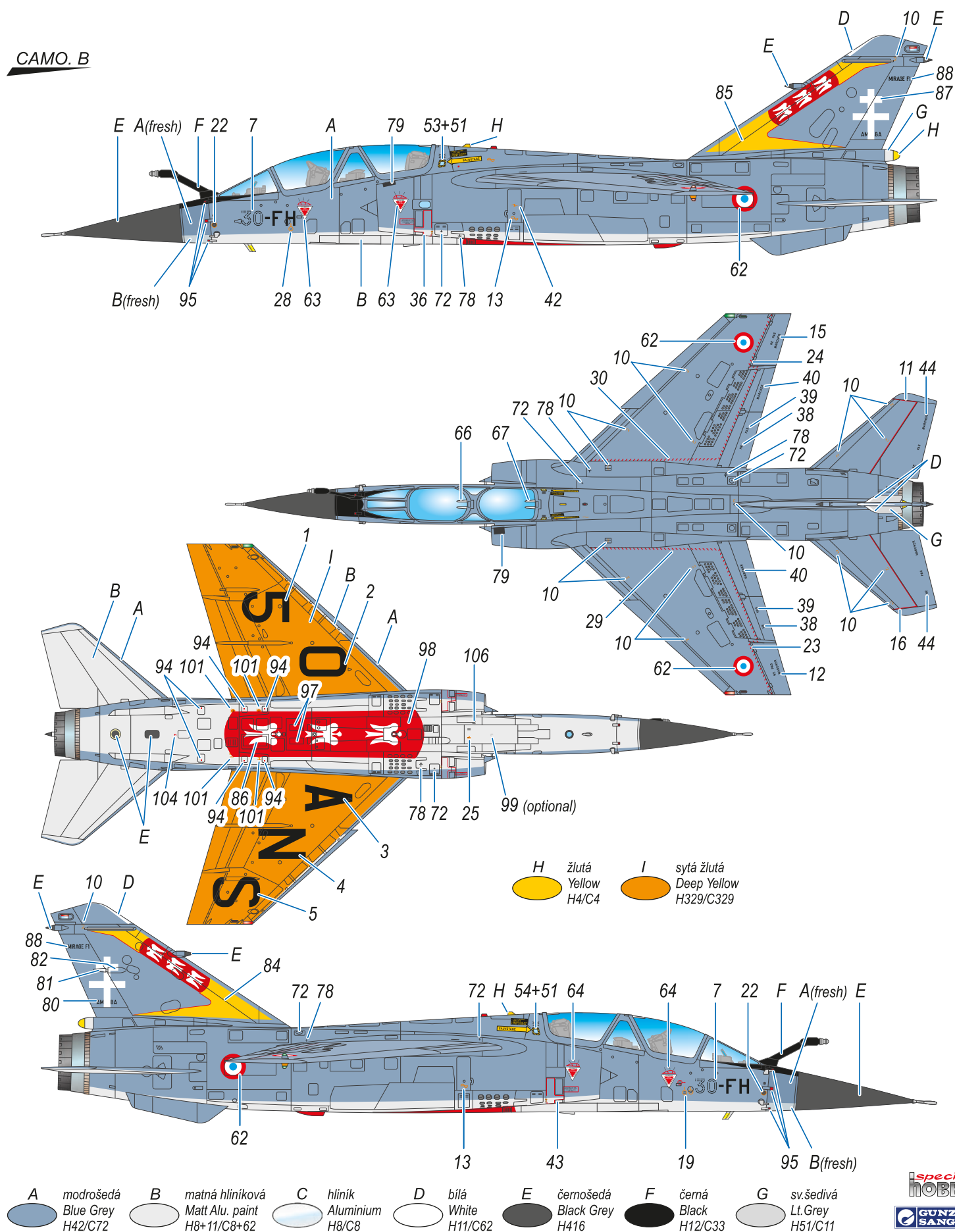
CAMO. A



Mirage F.1B, 30-FH, No.515, Escadron de Chasse 3/30 "Lorraine", BA 112 Reims, September 1991, wearing a special scheme to commemorate the 50th anniversary of EC 3/30. The fuselage code was changed later to 30-FA and in 1993 the plane was written off following a crash landing after its brakes had failed.

Mirage F.1B, 30-FH, No.515, Escadron de Chasse 3/30 "Lorraine", BA 112 Remeš, září 1991. V rámci oslav 50.výročí jednotky obdržel stroj speciální zbarvení. Trupové označení bylo později změněno na 30-FA. Stroj byl odepsán v roce 1993 po nezdařeném přistání, při kterém mu selhaly brzdové systémy.

CAMO. B



SH72291 Mirage F.1B/BE

Mirage F.1BE, 14-70, Matricula Militar C.14-27, Ala de Caza No.14, Escuadron 142, Albacete - Los Llanos AB, Ejército del Aire, 1988. Finished in a scheme for Tiger Meet 88 held at Italian air base of Cameri. Later upgraded to be able to carry flare dispensers beneath the tailplane.

Mirage F.1BE, 14-70, Matricula Militar C.14-27, Ala de Caza No.14, Escuadron 142, Albacete - Los Llanos Air Base, Ejército del Aire, 1988. Stroj se zúčastnil tygřího setkání konaného v roce 1988 na základně italského letectva v Cameri, nesl proto speciálně zbarvené kormidlo. Později prošel úpravami umožňujícími instalaci výmetnic klamných cílů pod VOP.

CAMO. C

