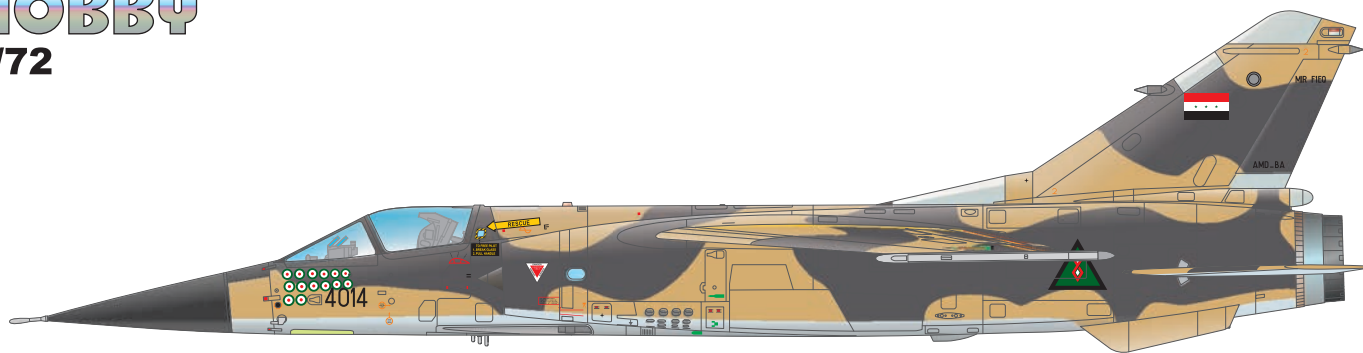




Mirage F.1EQ/ED



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.



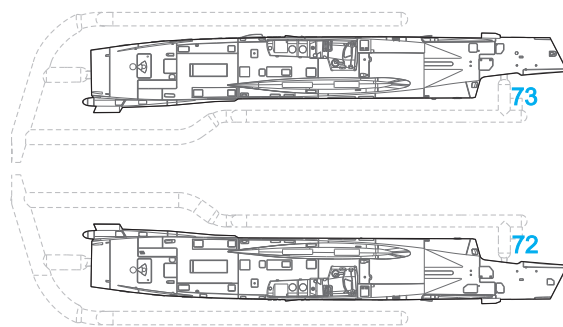
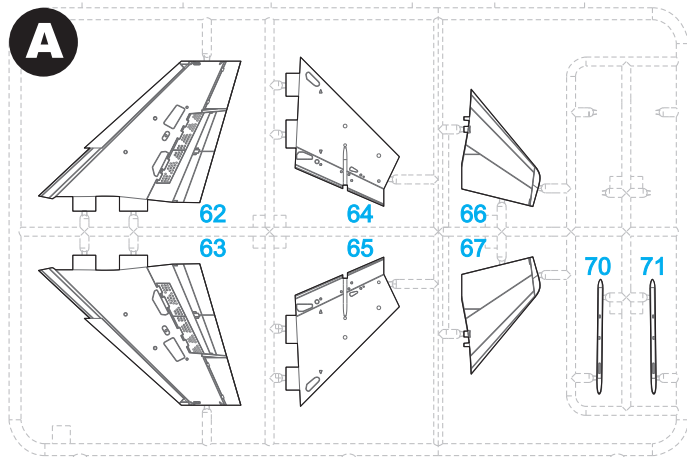
The Mirage F.1C came about as a private venture by the French Dassault company while it had been engaged in a project designed to fulfil the future needs of the French Air Force (Armée de l'Air) for a modern jet aircraft capable of carrying out interception and tactical attack roles carrying conventional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

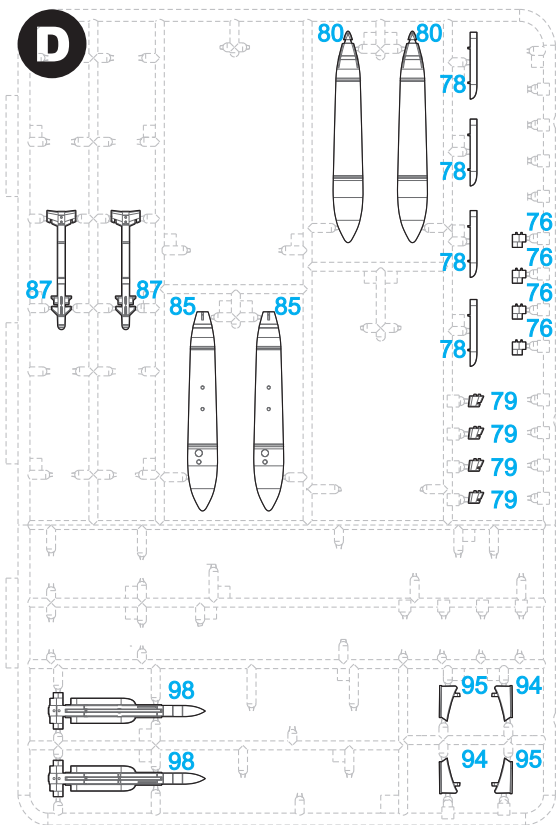
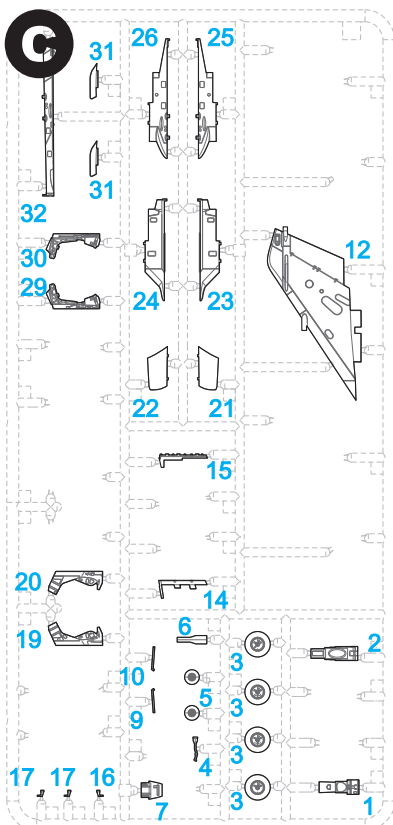
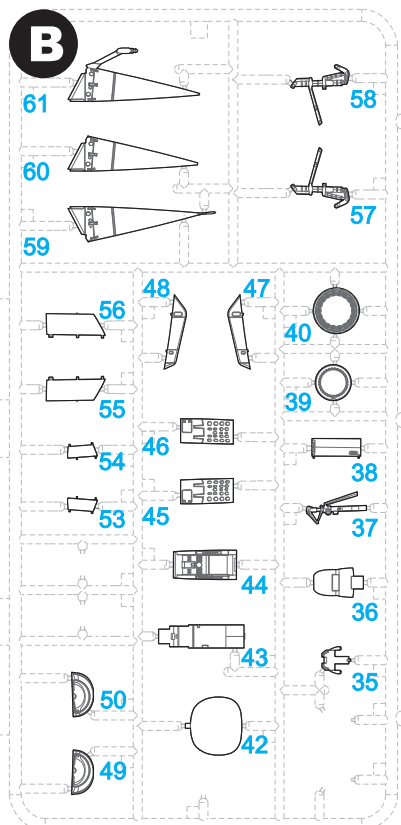
Although it is now quite an old aircraft the Mirage F.1 still sees frontline service with several countries including Libya which is bolstering its remaining fleet by buying some additional ex French aircraft, Gabon has bought six ex South African F.1AZ aircraft and Iran is believed to still fly some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

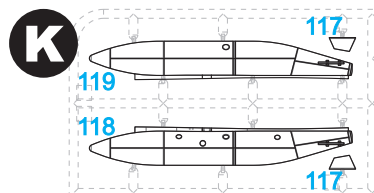
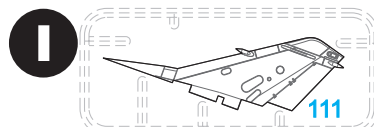
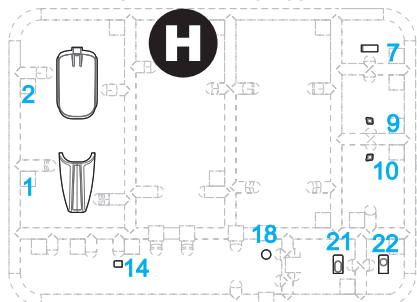


Parts not shown in this diagram are not to be used while you are building the model, or they may be used freely, in accordance with your references.

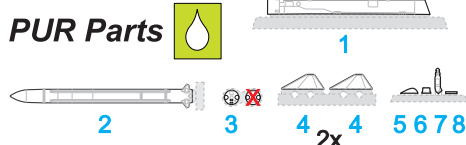
Ke stavbě modelu použijte díly znázorněné v této kresbě. Ostatní díly můžete případně použít podle vašich podkladů.



CLEAR Parts



PUR Parts



PE 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

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



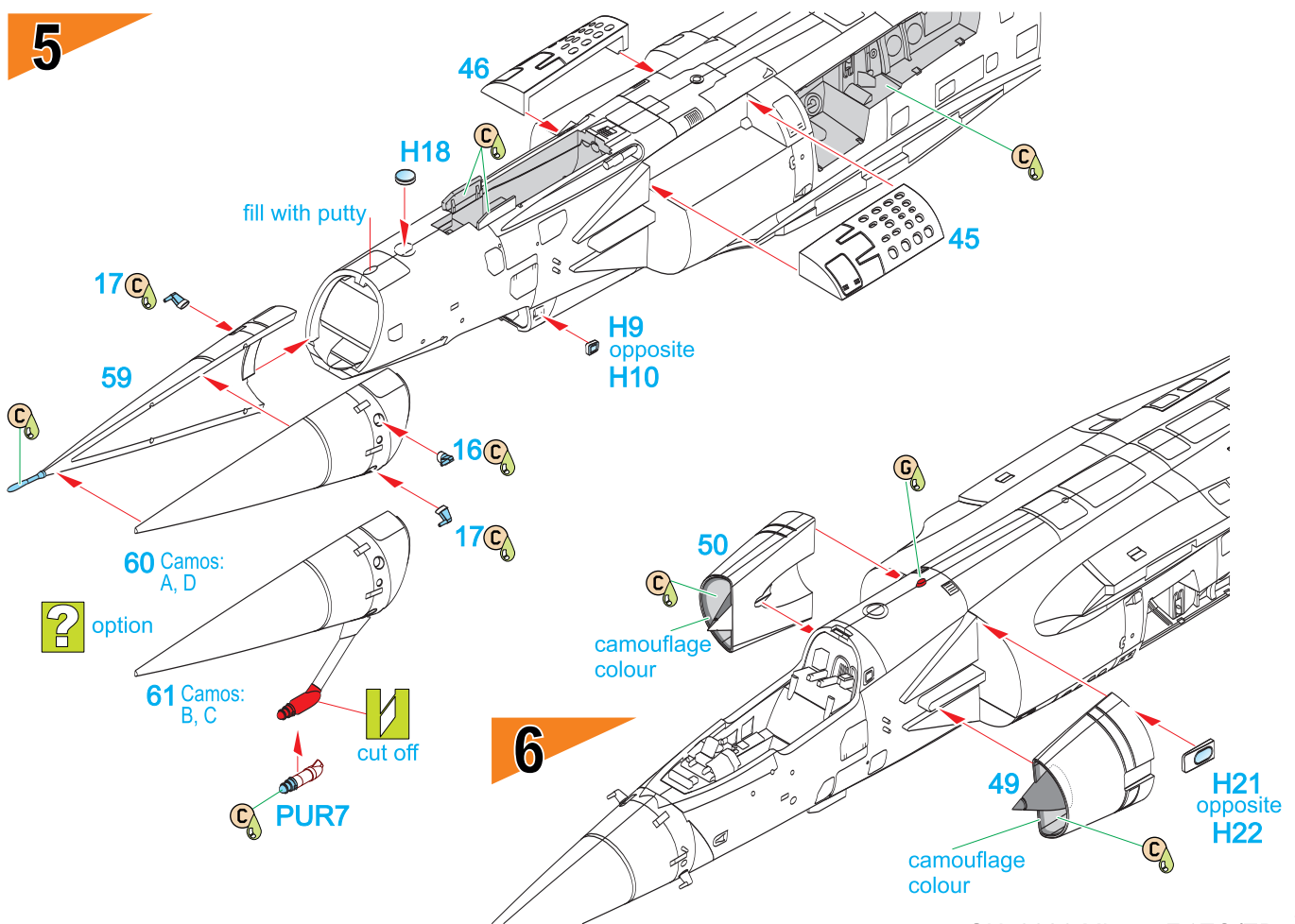
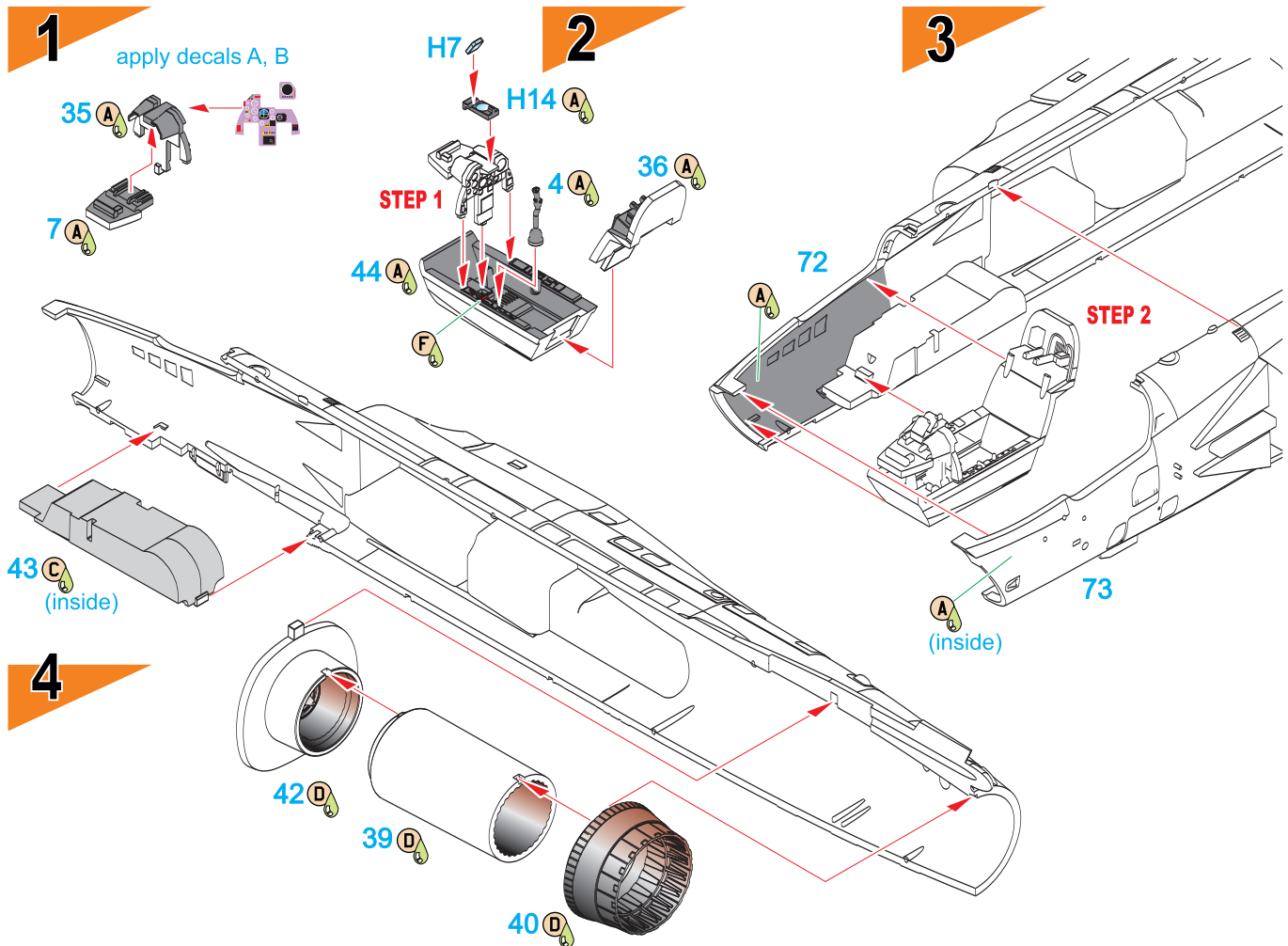
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



NATŘÍT
COLOUR
FARBEN
PEINDRE



7

? Use parts 12+111 for camo C only

64 opposite **65**

31 symmetrical assembly

12 **111**

cut off

111

? Use part 111 for camos: A, B, D

symmetrical assembly use parts 31 for camos: B, C, D

camo A: fill slots with putty

63 opposite **62**

remove **?** scribe new antenna panel

48 **47**

? **PUR8** for camo: A,B,D

66 opposite **67**

cut off both wings **?**

symmetrical assembly

G opposite **H**

8

for camo: A
PE1

PE2

for camos: B, C
PUR6

cut off for camos: A, B, C

leave for camo: D

3 5 6 10 37 38 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

[illegible]

 option

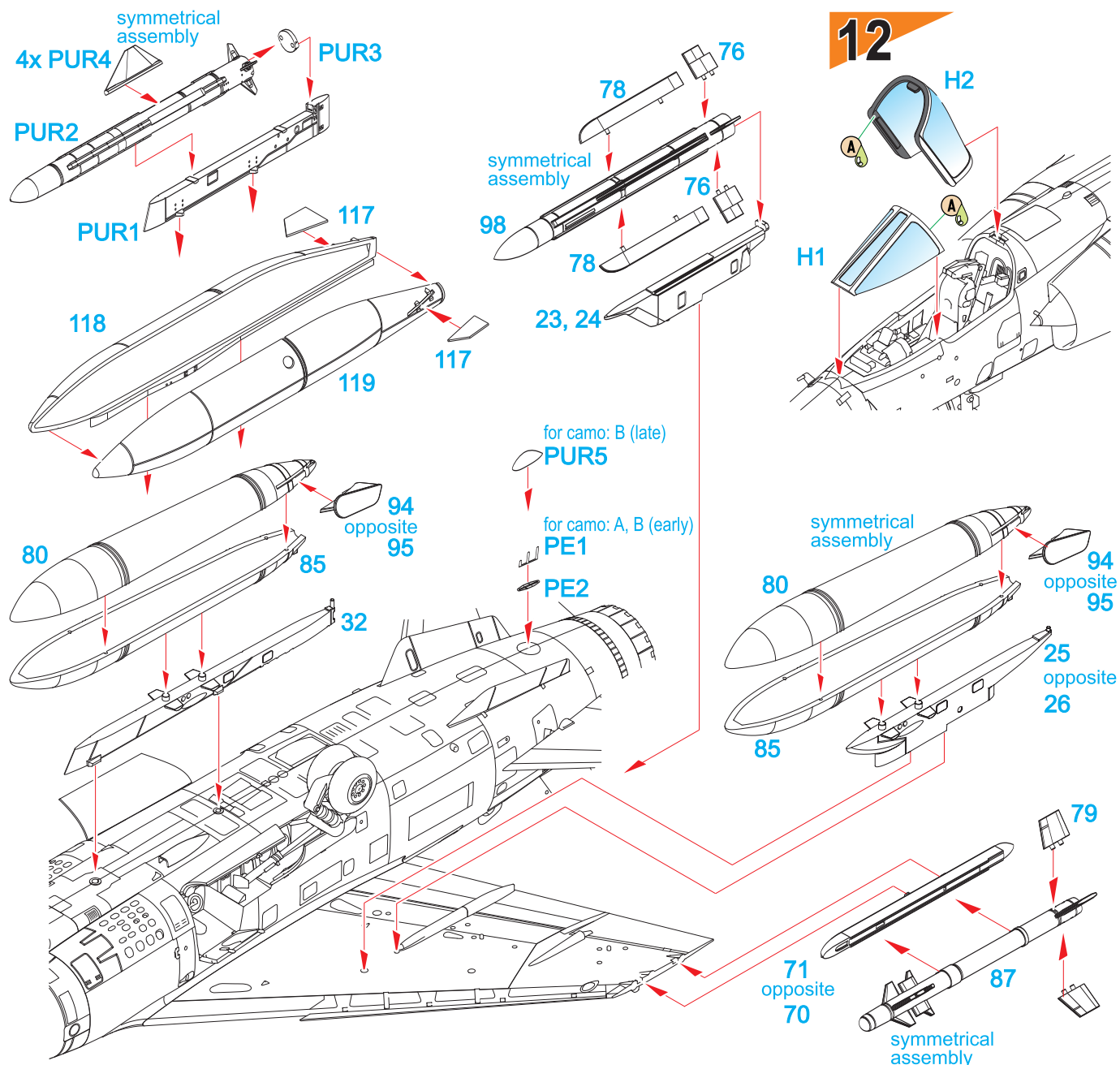
STEP 9a/9b

10

?
option

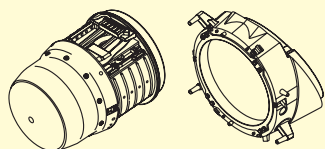
This diagram illustrates the optional installation of a second battery pack. A red arrow points from the 'option' label to the second battery pack being inserted into the fuselage. The first battery pack is already shown installed in the previous step.

Underwing armament & equipment scheme is optional,
check your chosen camouflage version.

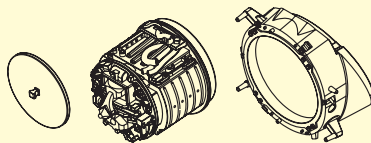


CMK resin sets to improve your Mirage F.1C, C-200, CR, CT and B kits. Available at your retailer or directly via our e-shop Specialhobby.eu
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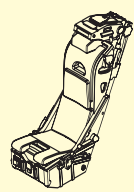
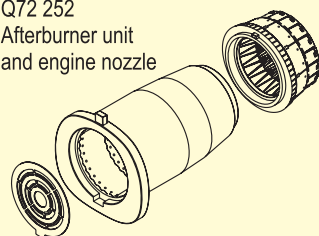
Q72 249
Cyrano IV radar
with pressurized casing



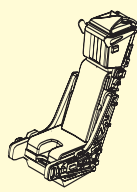
Q72 250
Cyrano IV radar
with uncovered scanner dish



Q72 252
Afterburner unit
and engine nozzle

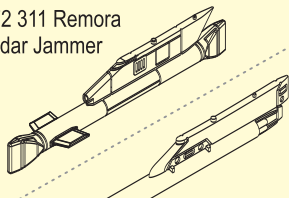


Q72 253
MB Mk.4 seat



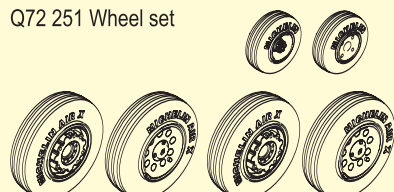
Q72 254
MB Mk.10 seat

Q72 311 Remora
Radar Jammer



Q72 312 Sycomor
Chaff/Flare Dispenser

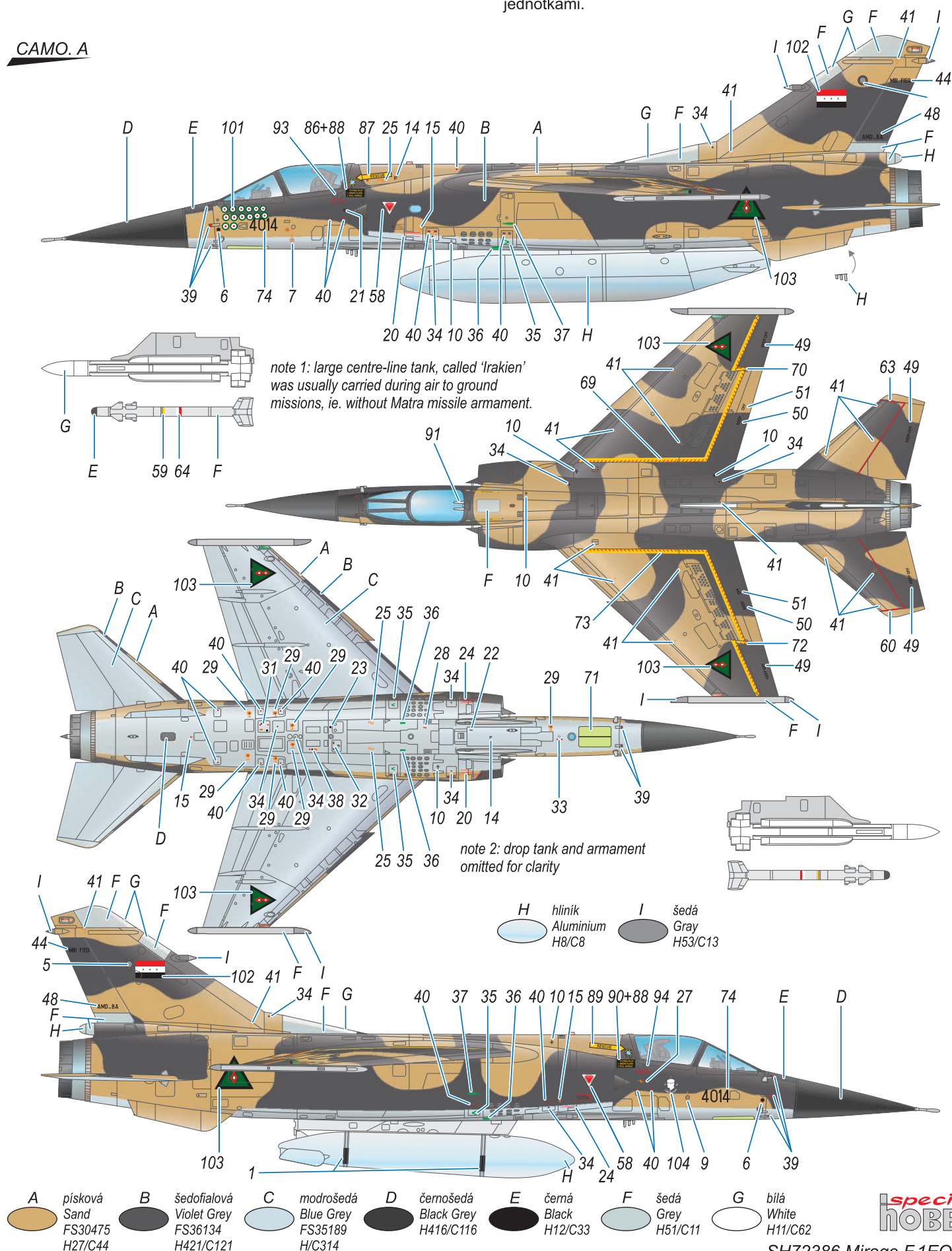
Q72 251 Wheel set



Mirage F.1EQ, 4014, No.79 Sqn, Wahda AB, Iraqi Air Force, September 1981 to June 1982. Almost a personal mount of the squadron's XO, Major Moukhalad Abdul Karim, who along with several other pilots claimed to have shot down as many as 14 Iranian aircraft. Following official investigation, only five of these kills could be confirmed, though. Eventually, the a/c was captured by US troops at Qadessiya AB, in 2003.

Mirage F.1EQ, 4014, No. 79 Sqn, základna Wahda, irácké letectvo, září 1981-červen 1982. Oblíbený stroj zástupce velitele jednotky, majora Moukhalada Abdula Karima, který na něm, spolu s několika dalšími piloty nárokoval až 14 vítězství bojích proti Íránu. Oficiální vyšetřování ale ukázalo, že nanejvýš pět z nich by mohlo být uznáno jako ověřené sestřely. V roce 2003 byla Mirage 4014 na základně Qadessiya ukořistěna americkými jednotkami.

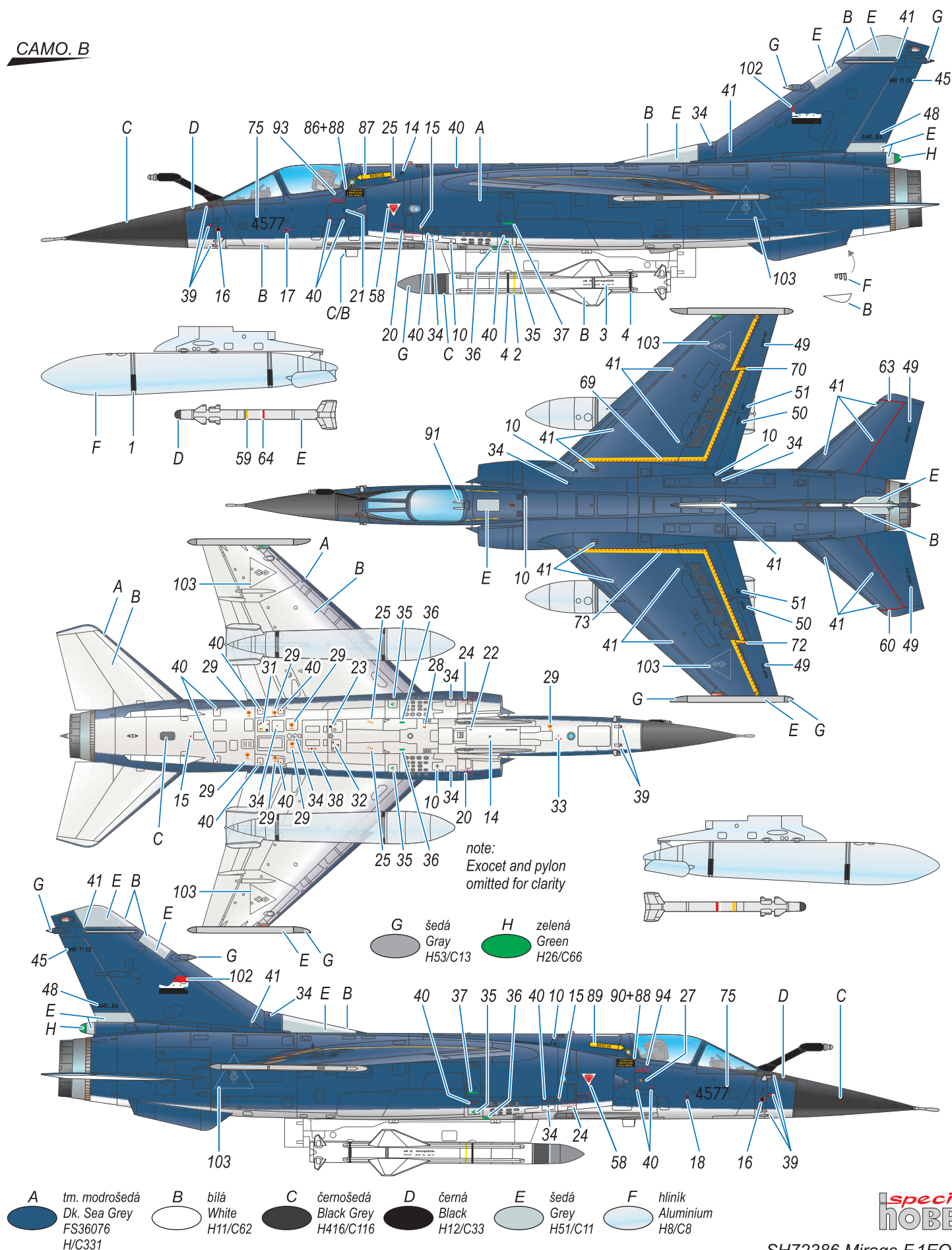
CAMO. A



Mirage F.1EQ-5, 4577, No. 81 Sqn, Qayyarah AB, Iraqi Air Force, June 1985. Although delivered in January 1985, the machine still had no national markings apart from (rather worn out) fin flag in June when several well known photos with her were taken. It is believed that the Iraf triangle insignias were added later as well as the bulged IFF cover.

Mirage F.1EQ-5, 4577, No.81 Sqn, základna Qayyarah, irácké letectvo, červen 1985. Ačkoliv byla tato Mirage dodána již v lednu 85, ještě v červnu, kdy vznikla série známých fotografií, neměla aplikované trojúhelníkové výsostné znaky, pouze značně poškozenou vlajku na SOP. Je pravděpodobné, že znaky byly doplněny později, stejně jako kryt zadní IFF antény.

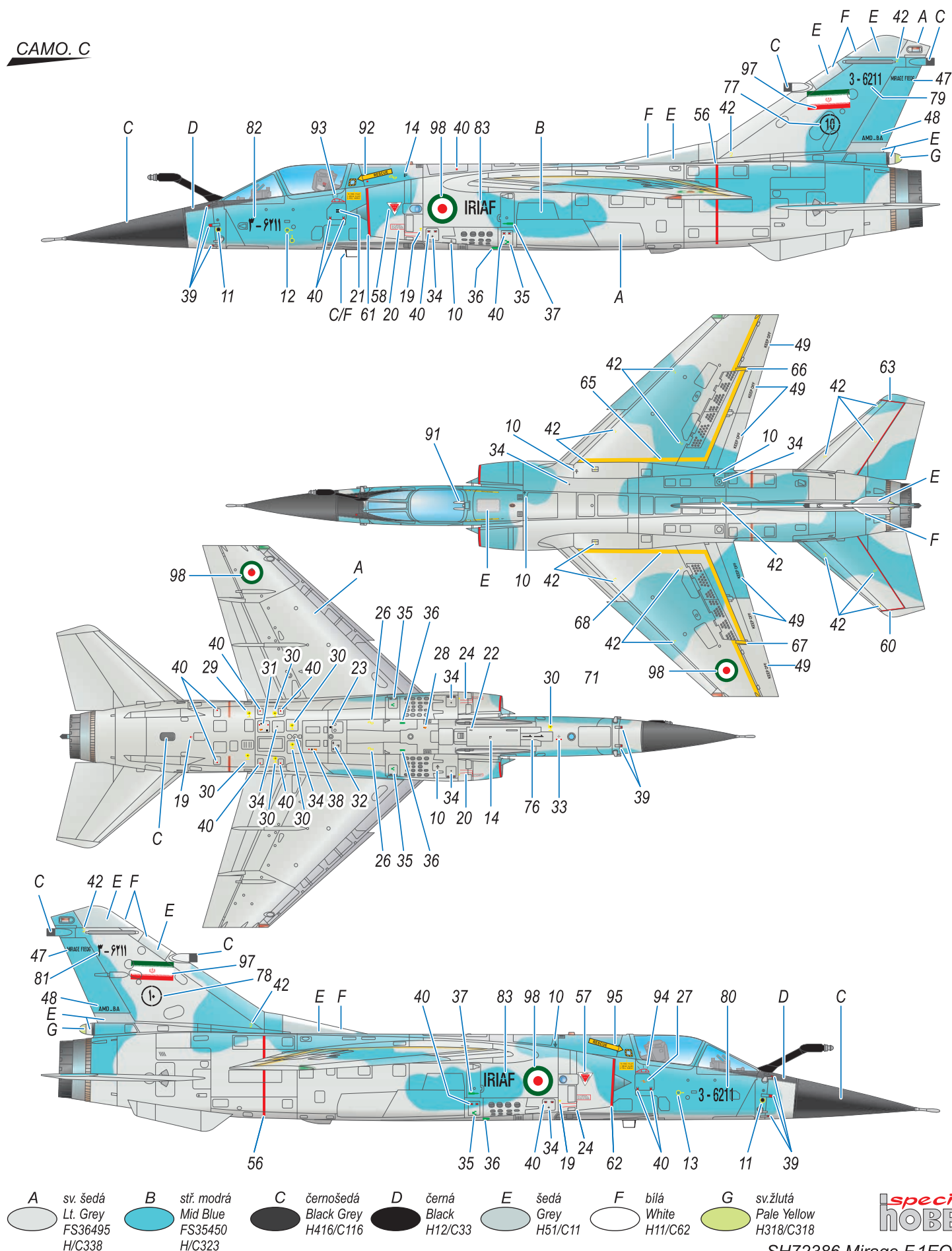
CAMO. B



Mirage F.1EQ-6, 3-6211, No. 102 Tactical Fighter Sqn, No. 10 Tactical Air Base, Chabahar/Konarak, Islamic Republic of Iran Air Force, 2011 to present. During the First Gulf War, twenty-five Iraqi Mirage F.1s defected to Iran. Mirages #3-6209 and 3-6211 were overhauled in 2011 and received a new paint scheme of Grey and Blue well suited to over sea operations in support of the Iranian Navy.

Mirage F.1EQ-6, 3-6211, No.102 Tactical Fighter Sqn, No. 10 Tactical Air Base, Chabahar/Konarak, letectvo Íránské islámské republiky, od 2011 do současnosti. Během první války v Perském zálivu nalezlo 25 iráckých strojů Mirage F.1 útočiště v sousedním Íránu. Stroje č.3-6209 a 3-6211 prošly v roce 2011 generální opravou a dostaly novou šedo-modrou kamufláž vhodnou pro společné operace s íránským námořnictvem.

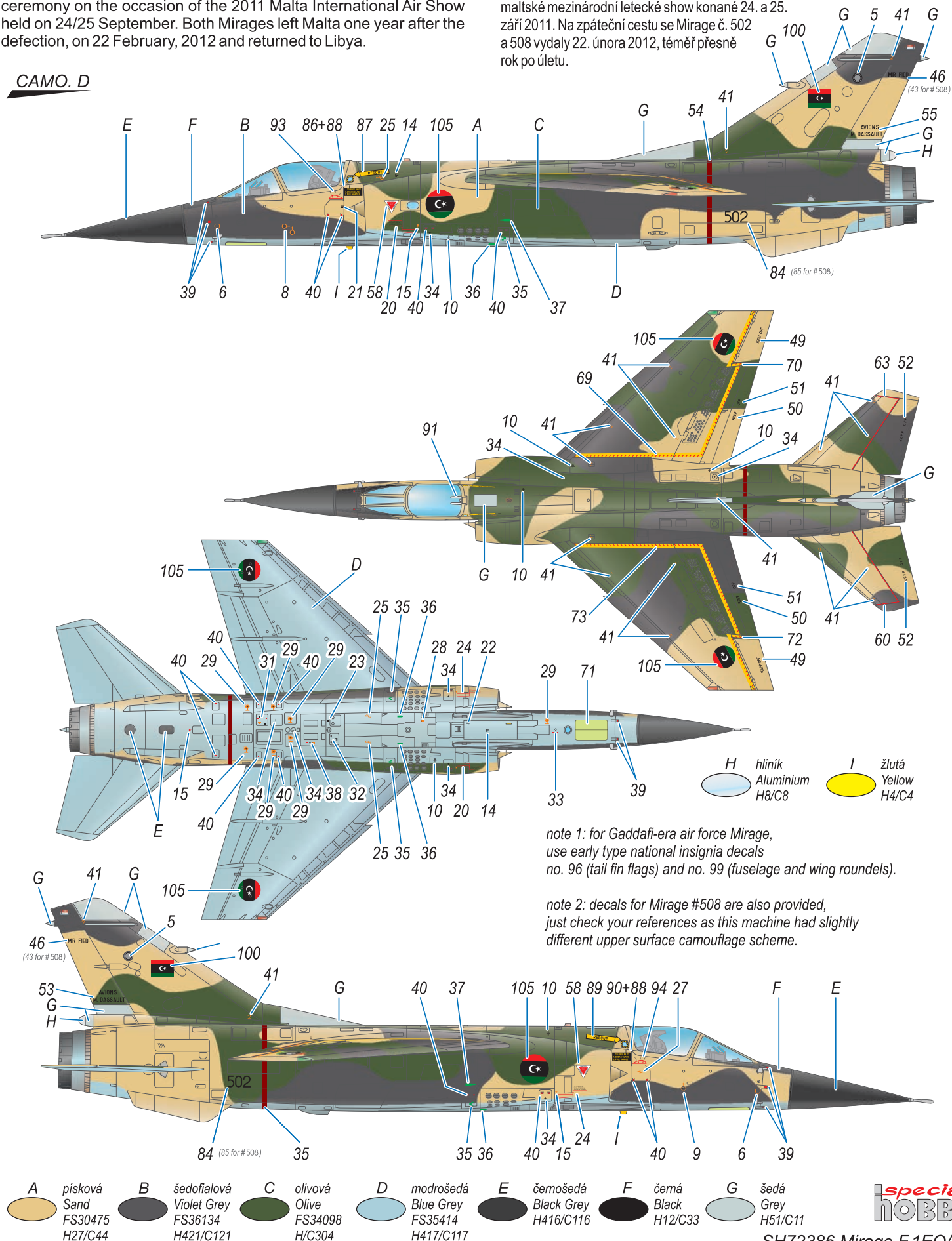
CAMO. C



Mirage F.1ED, 502 (and 508), Libyan People's Air Force / Free Libyan Air Force, Luqa, Malta International Airport, 2011-2012. On 21 February, 2011, during the Libyan Civil War, two senior officers of the Gaddafi's air force, Col. Alial-Rabti and Col. Abdullah al-Salheen refused to carry out orders to air-strike civilian protesters and defected to Malta instead. The all-green national insignias were replaced with FLAF tricolours during a ceremony on the occasion of the 2011 Malta International Air Show held on 24/25 September. Both Mirages left Malta one year after the defection, on 22 February, 2012 and returned to Libya.

Mirage F.1ED, 502 (a 508), letectvo lidové Libye / letectvo svobodné Libye, maltské mezinárodní letiště Luqa, 2011-2012. V únoru 2011 vypukla v Libyi občanská válka. 21. února dostali dva příslušníci Kaddáfího letectva, plk. Alial-Rabti a plk. Abdullah al-Salheen rozkaz vzlétnout se svými Miragemi a zaútočit na protestující civilisty, což odmítli a dezertovali na Maltu. Celozelené výsostné znaky na jejich strojích byly nahrazeny novými trikolorami svobodné Libye během slavnostního ceremoniálu během maltské mezinárodní letecké show konané 24. a 25. září 2011. Na zpáteční cestu se Mirage č. 502 a 508 vydaly 22. února 2012, téměř přesně rok po úletu.

CAMO. D



ATTRACTIVE 1/72 SCALE MODELS

SH72374 1/72
P-40N Warhawk

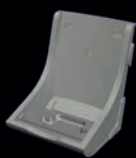


SH72377 1/72
Kittyhawk Mk.IA

CMK SETS **P-40** WARHAWK KITTYHAWK SPECIAL HOBBY



Q72293 1/72
P-40E/F/K/L/M
and N-1 Seat



Q72294 1/72
P-40N-5 through
N-40 Seat



Q72 299 1/72
P-40E, F, K, L, M
and N-1 Seat with Belts



Q72300 1/72
P-40N-5 through
N-40 Seat with
Belts



Q72 302 1/72
Kittyhawk I, Ia, II,
IIa and III Seat with
Sutton Harness



Q72303 1/72
Kittyhawk IV Seat
with Sutton
Harness



Q72295 1/72
P-40 Wheels
Diamond Tread



Q72296 1/72
P-40 Wheels Block
Tread



Q72301 1/72
P-40 Cockpit Sidewalls
and Control Column



Q72309 1/72
P-40E-N Control Column (3 pcs)



Q72297 1/72
P-40 Wheels
Cross Tread



Q72298 1/72
P-40 Wheels Diamond
and Hole Tread



7386 1/72
P-40 Control Surfaces



7387 1/72
P-40 Undercarriage Set



7388 1/72
P-40 Engine Set



7389 1/72
P-40E/K/M/N Armament Set



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SH72158



"Last of Second Generation"
X-1E

SH72317



"Large Tail Trainer"
Gloster Meteor T Mk 7.5

SH72361



"World Speed Record"
Gloster Meteor Mk.4

SH72347



Mirage F.1CR

SH72322



"British Single Seaters"
Folland Gnat F Mk.1

SH72370



"Indian Light Fighter"
Ajeet Mk.1

SH72373



"Finnish, German and Austrian"
Fougua CM.170 Magister

SH72291



Mirage F.1B

special special special special special HOBBY HOBBY HOBBY HOBBY HOBBY



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