

Mirage F.1AZ/CZ SAAF



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.



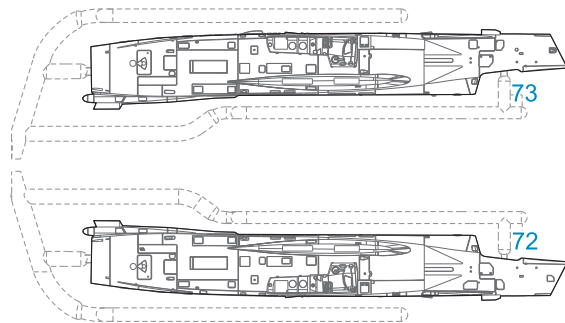
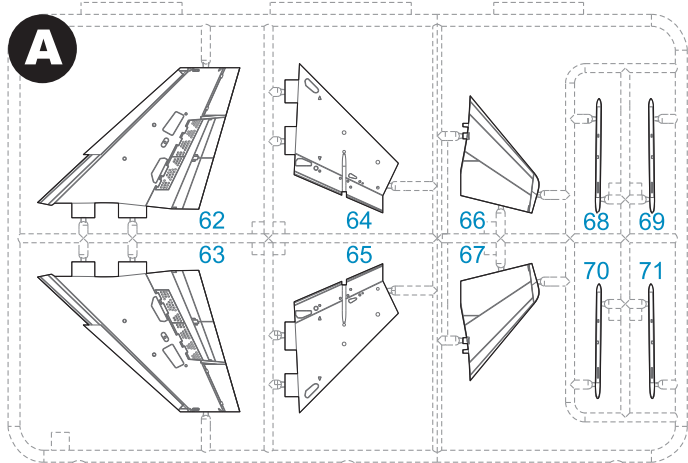
The Mirage F.1C came about as a private venture by the French Dassault company while it had been engaged in a project designed to fulfil the future needs of the French Air Force (Armée de l'Air) for a modern jet aircraft capable of carrying out interception and tactical attack roles carrying conventional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

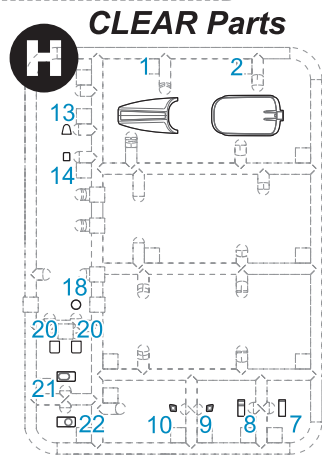
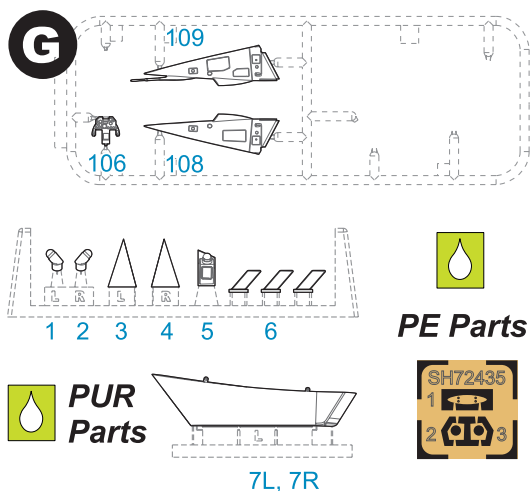
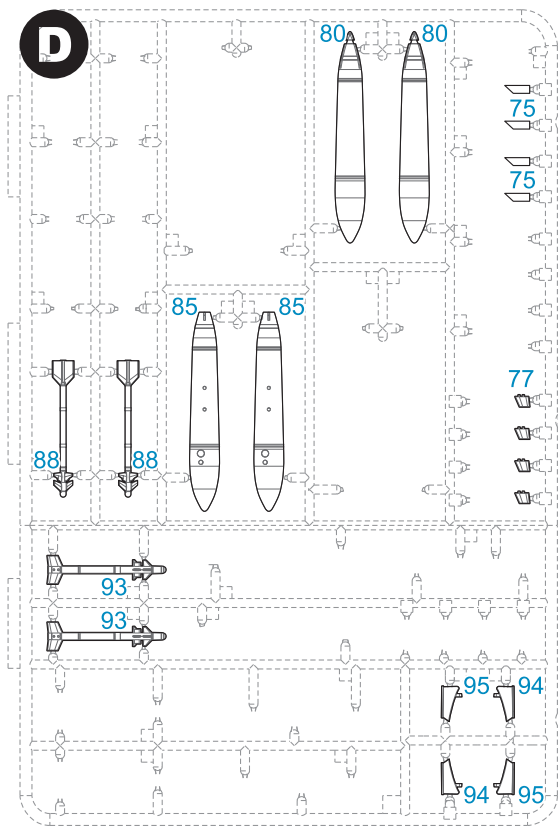
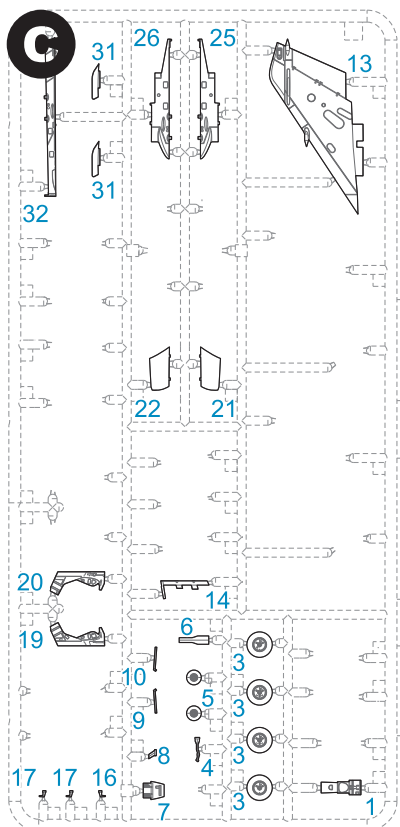
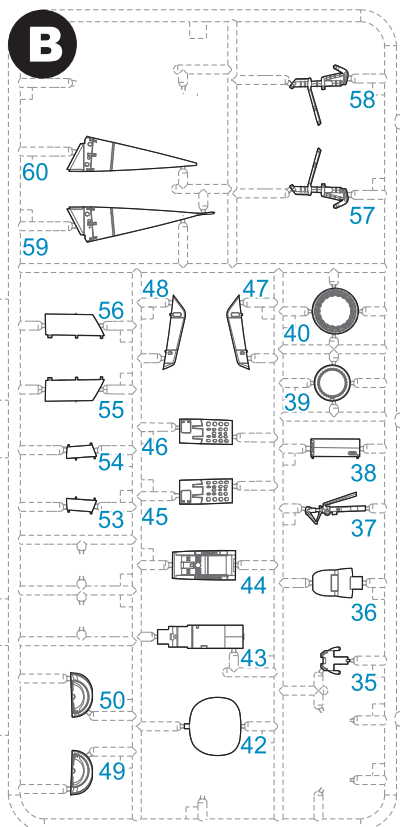
Although it is now quite an old aircraft the Mirage F.1 still sees frontline service with several countries including Libya which is bolstering its remaining fleet by buying some additional ex French aircraft, Gabon has bought six ex South African F.1AZ aircraft and Iran is believed to still fly some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

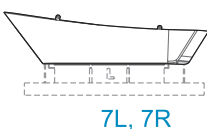


CLEAR Parts

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
N	Žlutá / YELLOW	H4/C4

PE Parts

PUR Parts



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



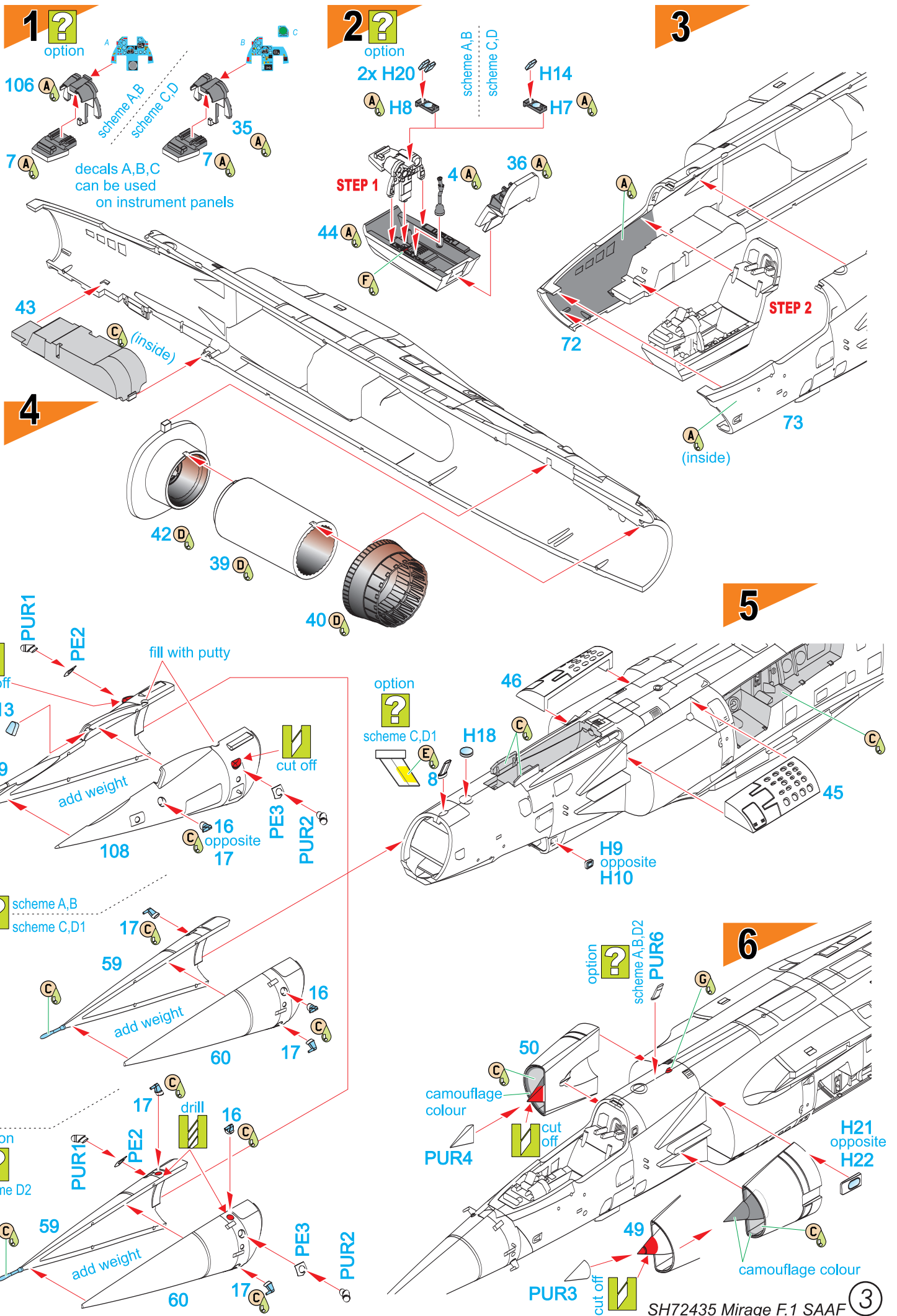
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



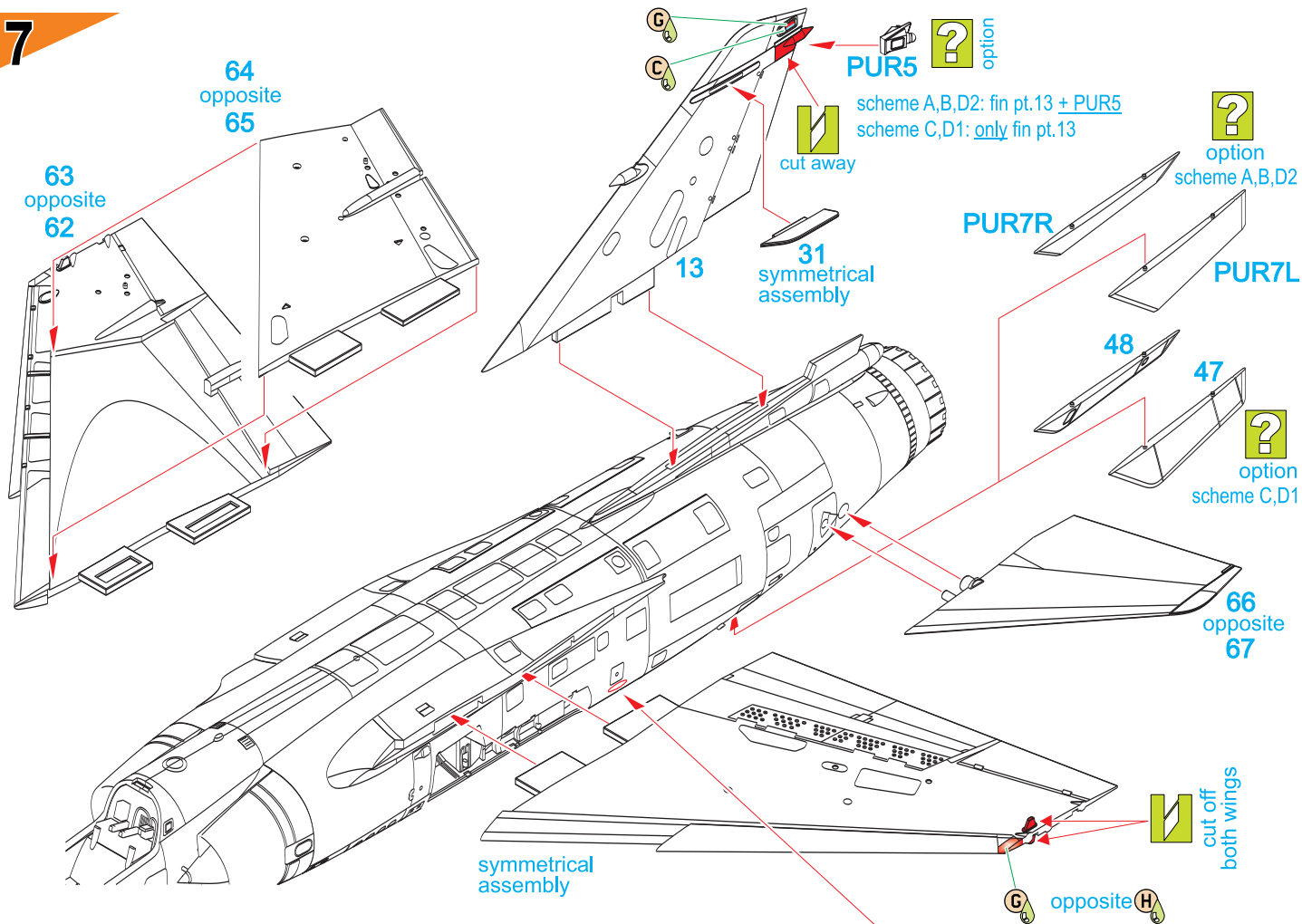
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



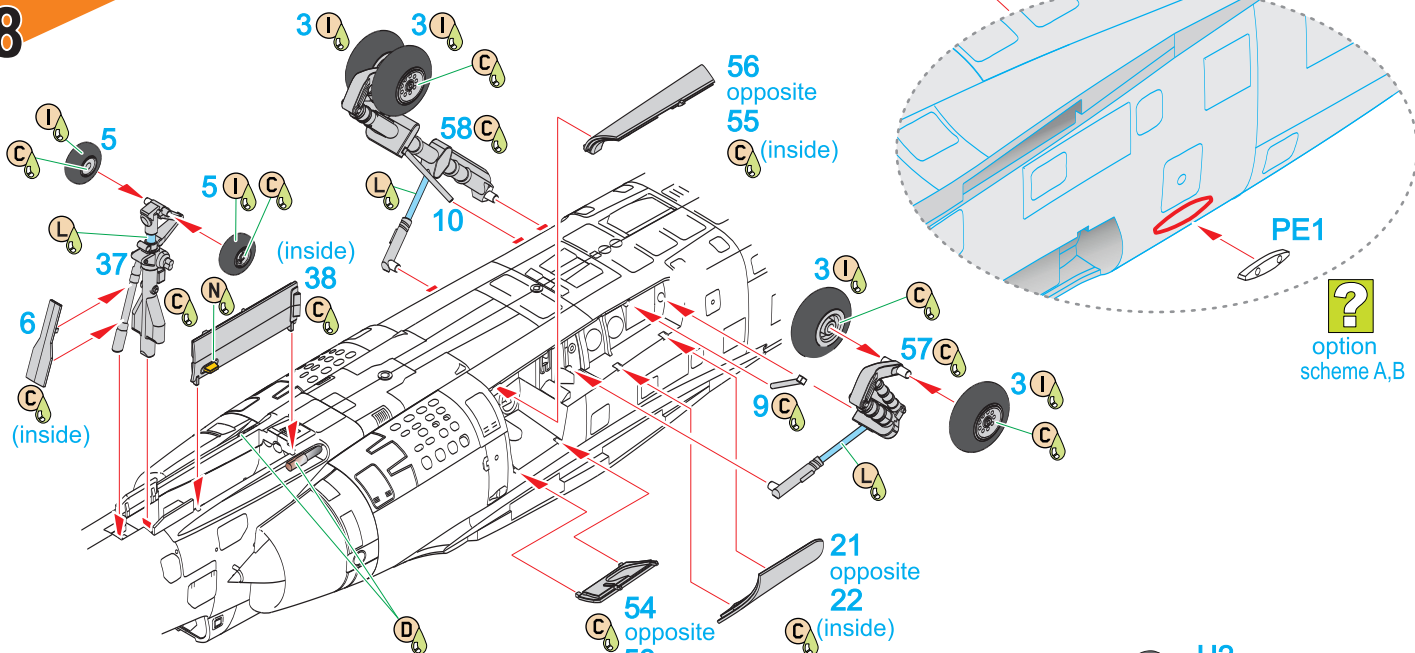
NATRÍT
COLOUR
FARBEN
PEINDRE



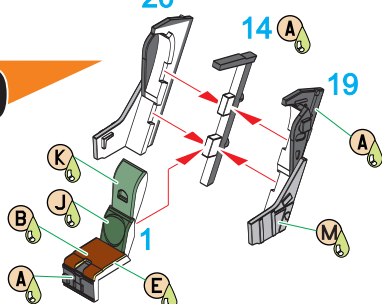
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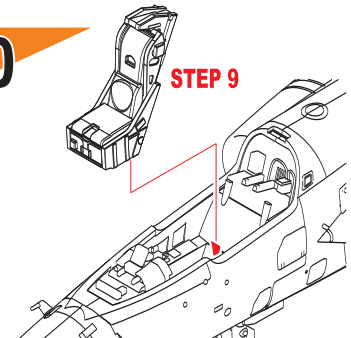
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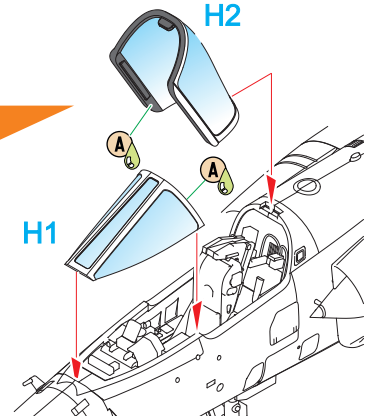
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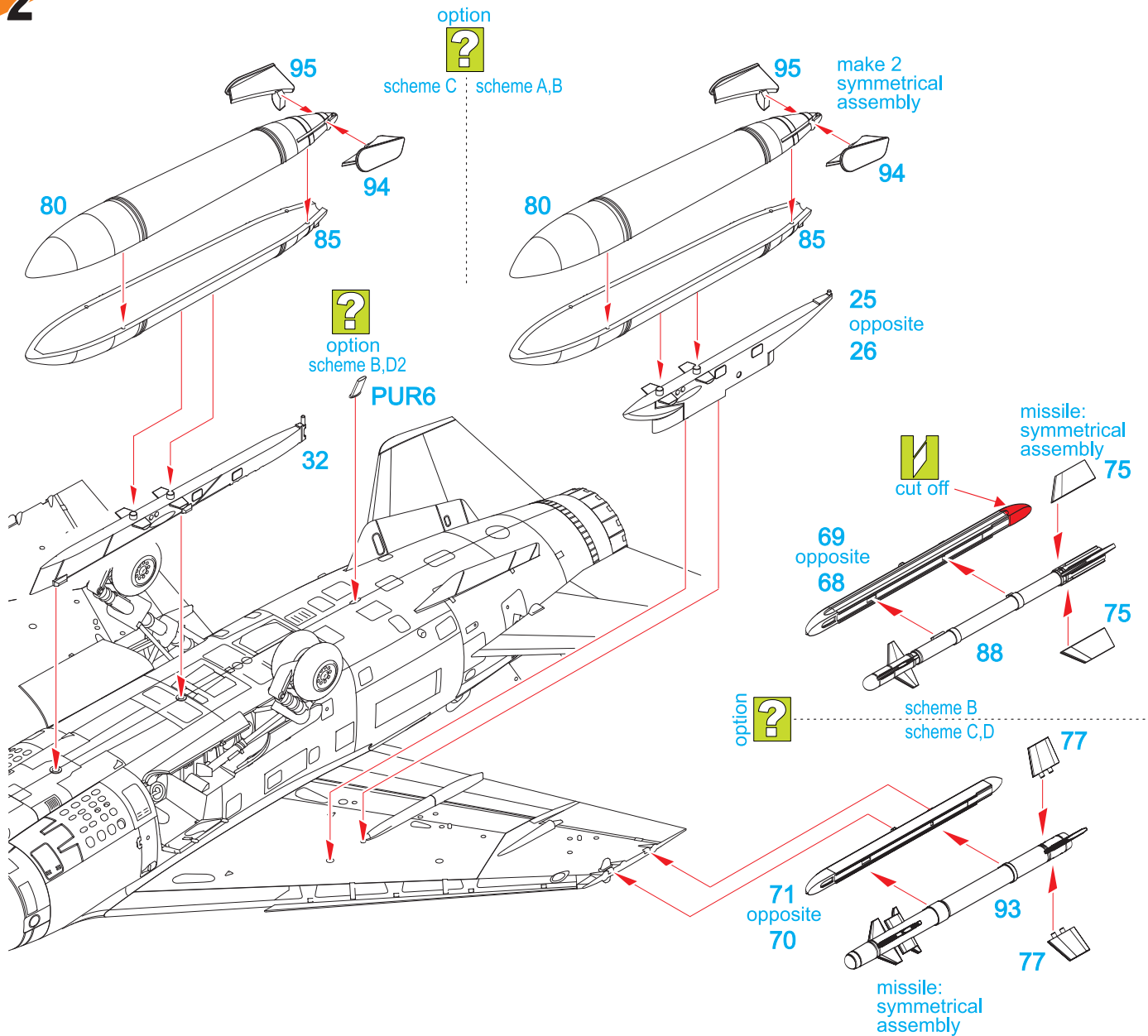


10



11

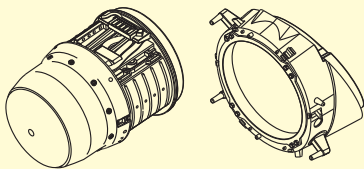




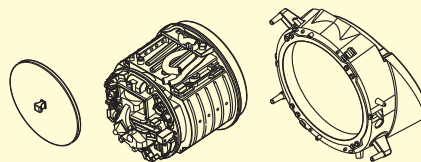
CMK resin sets to improve your Mirage F.1AZ, CZ, C, C-200, CR, CT and B kits. Available at your retailer or directly via our e-shop Specialhobby.eu

Pro vylepšení modelů Mirage F.1AZ, CZ, C, C-200, CR, CT a B můžete použít tyto CMK resinové sady. Žádejte u svého prodejce či přímo na e-shopu Specialhobby.eu

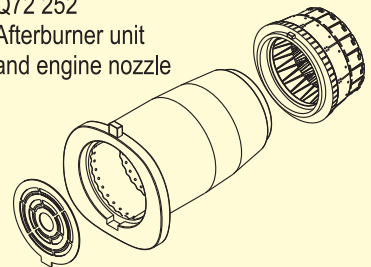
Q72 249
Cyrano IV radar
with pressurized casing



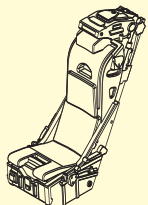
Q72 250
Cyrano IV radar
with uncovered scanner dish



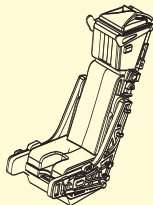
Q72 252
Afterburner unit
and engine nozzle



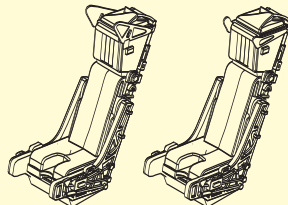
Q72 253
MB Mk.4 seat



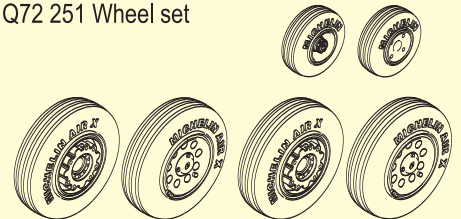
Q72 254
MB Mk.10 seat



Q72 255
MB Mk.10 seats (2pcs)



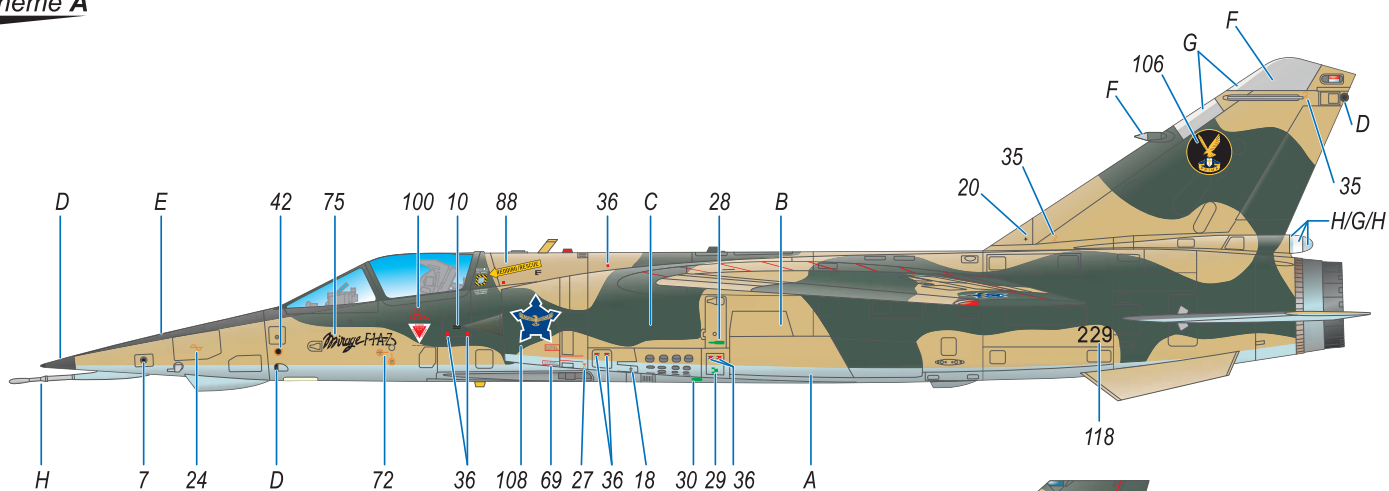
Q72 251 Wheel set



Mirage F.1AZ 229, No.1 Sqn South Africa Air Force, Air Force Base Hoedspruit, 1976-1997.

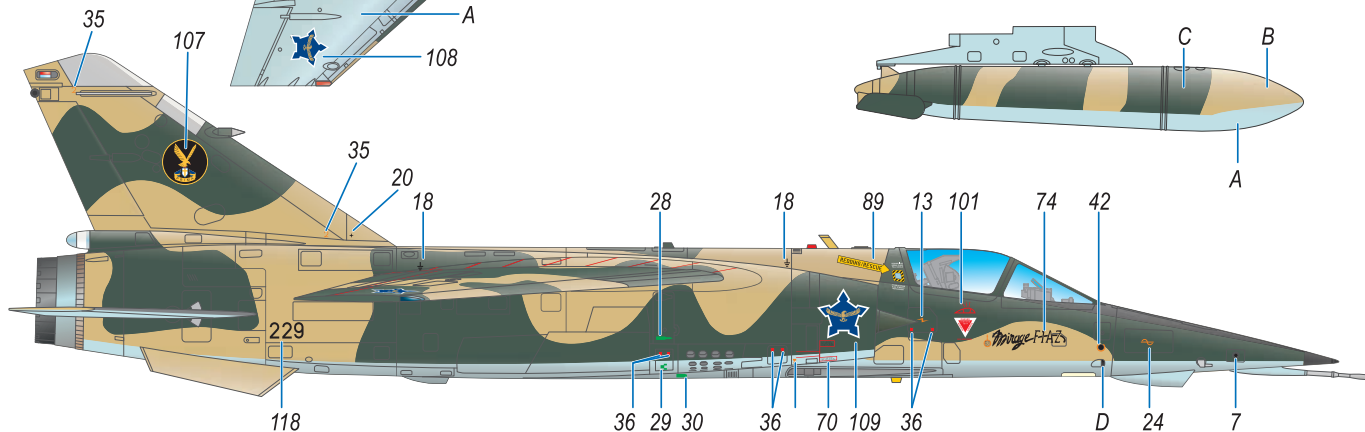
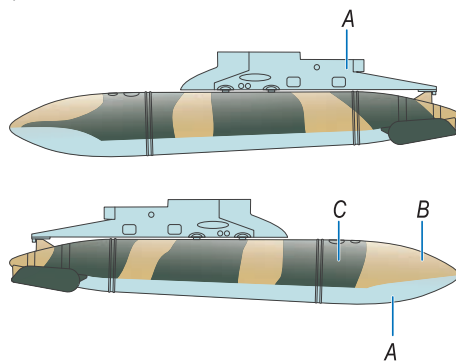
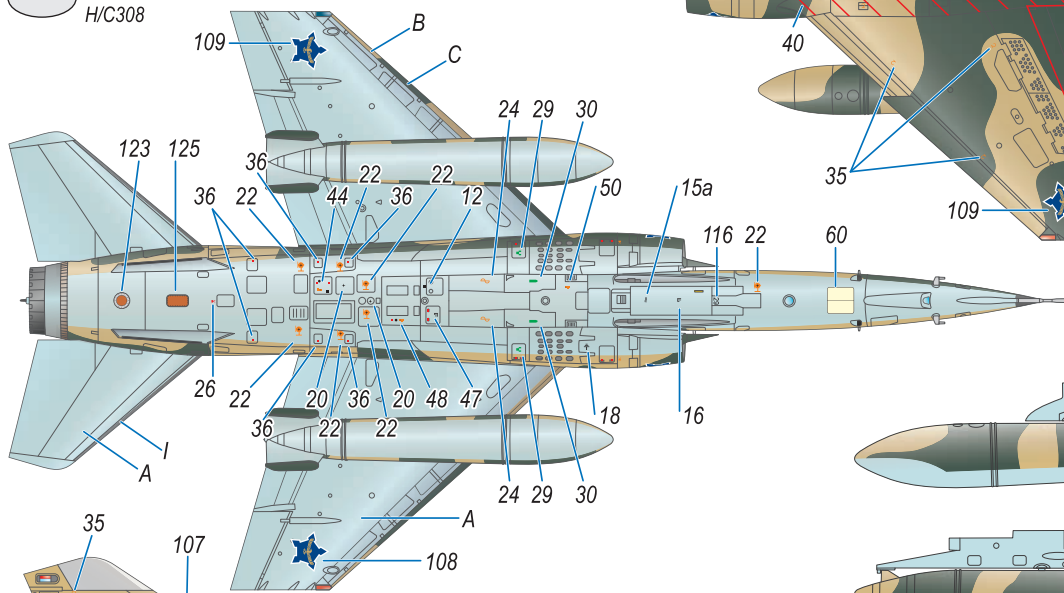
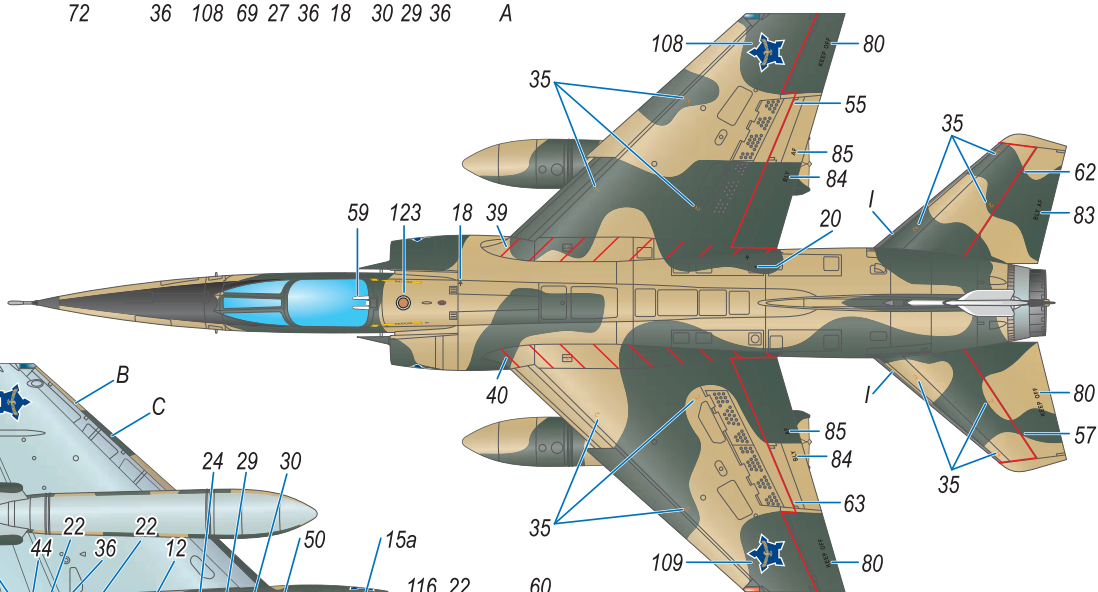
Mirage F.1AZ 229, 1. sqn jihoafrického letectva, základna Hoedspruit, 1976-1997.

Scheme A



Note:
On delivery, undersurfaces were in light grey which did not suit well the skies of SA. Got repainted in light blue very soon.

A(1) Light Grey
sv.šedá
H/C308

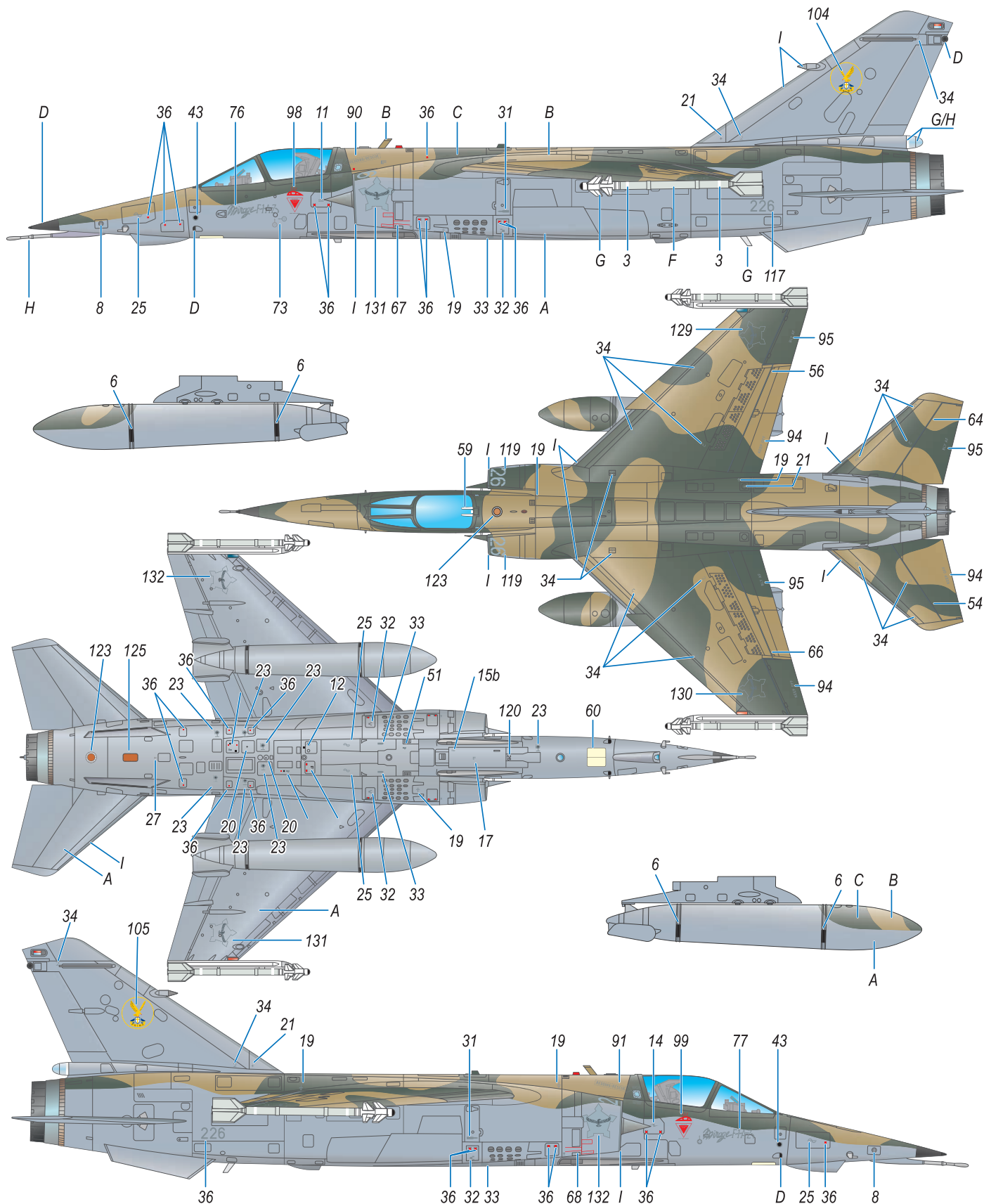


- | | | | | | | | | |
|--|--|---|--|---|--|--|---|---|
|  A(2) Light Blue
sv.modrá
H67/C115 |  B Mid Buff
žlutohnědá
H/C313 |  C Olive Drab
olivová
H/C304 |  D Black Grey
černošedá
H416/C116 |  E Black
černá
H12/C33 |  F Lt. Grey
sv.šedá
H51/C11 |  G White
bílá
H11/C62 |  H Aluminium
hliníková
H8/C8 |  I Grey
šedá
H53/C13 |
|--|--|---|--|---|--|--|---|---|

Mirage F.1AZ 226, No.1 Sqn South Africa Air Force, AFB Hoedspruit, 1990s.

Mirage F.1AZ 226, 1. sqn jihoafrického letectva, základna Hoedspruit, 90.léta 20. století.

Scheme B

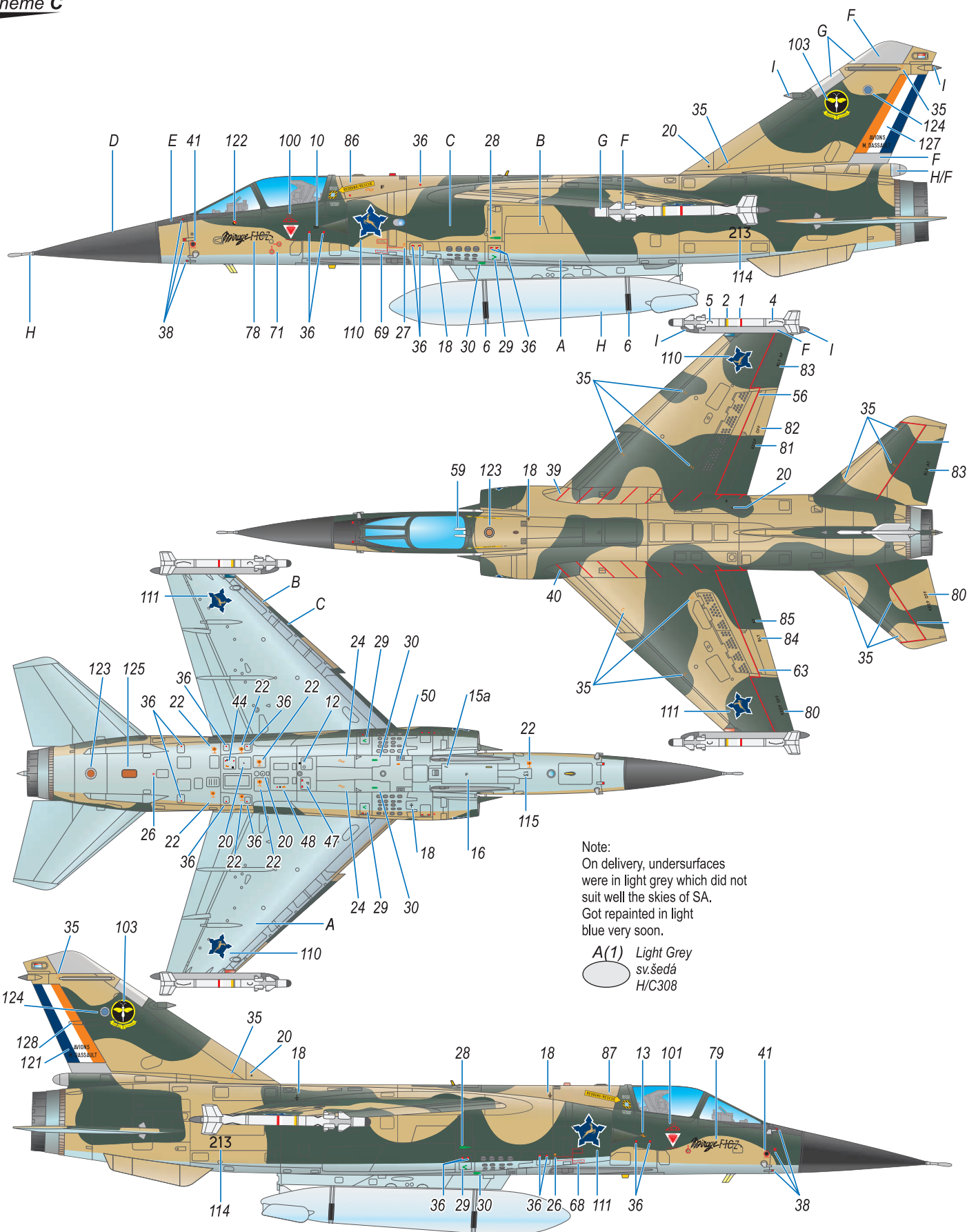


A	B	C	D	E	F	G	H	I
"Mirage" Grey střední šedá H82/C31	Dk.Earth tm.zemitá H72/C22	Dk.Green tm.zelená H73/C23	Black Grey černošedá H416/C116	Black černá H12/C33	Lt.Grey sv.šedá H51/C11	White bílá H11/C62	Aluminium hliníková H8/C8	Grey šedá H53/C13

Mirage F.1CZ 213, No.3 Sqn SAAF, AFB Ondangwa. On 6 November 1981, Maj. Johan Rankin, flying 213, shot down an Angolan MiG-21, piloted by a Cuban communist volunteer.

Mirage F.1CZ 213, 3. sqn jioafrického letectva, základna Ondangwa. Na této miráži dne 6.listopadu 1981 sestřelil maj. Johan Rankin angolský MiG-21 pilotovaný komunistickým dobrovolníkem z Kuby.

Scheme C



Note:
On delivery, undersurfaces were in light grey which did not suit well the skies of SA. Got repainted in light blue very soon.

A(1) Light Grey
sv.šedá
H/C308

- | | | | | | | | | |
|---|------------------------------------|-----------------------------------|--|-----------------------------|---------------------------------|----------------------------|-----------------------------------|---------------------------|
| A(2) Light Blue
sv.modrá
H67/C115 | B Mid Buff
žlutohnědá
H/C313 | C Olive Drab
olivová
H/C304 | D Black Grey
černošedá
H416/C116 | E Black
černá
H12/C33 | F Lt.Grey
sv.šedá
H51/C11 | G White
bílá
H11/C62 | H Aluminium
hliníková
H8/C8 | I Grey
šedá
H53/C13 |
|---|------------------------------------|-----------------------------------|--|-----------------------------|---------------------------------|----------------------------|-----------------------------------|---------------------------|

Mirage F.1CZ 203 'le Spectre', No.3 Sqn SAAF, AFB Ondangwa.

Scheme D1 - it shows Mirage 203 what it looked like before and during the 5 October 1982 mission when Maj. Johan Rankin brought down his second Angolan MiG-21. The machine was ultra-low vis overall with almost no servicing stencils used.

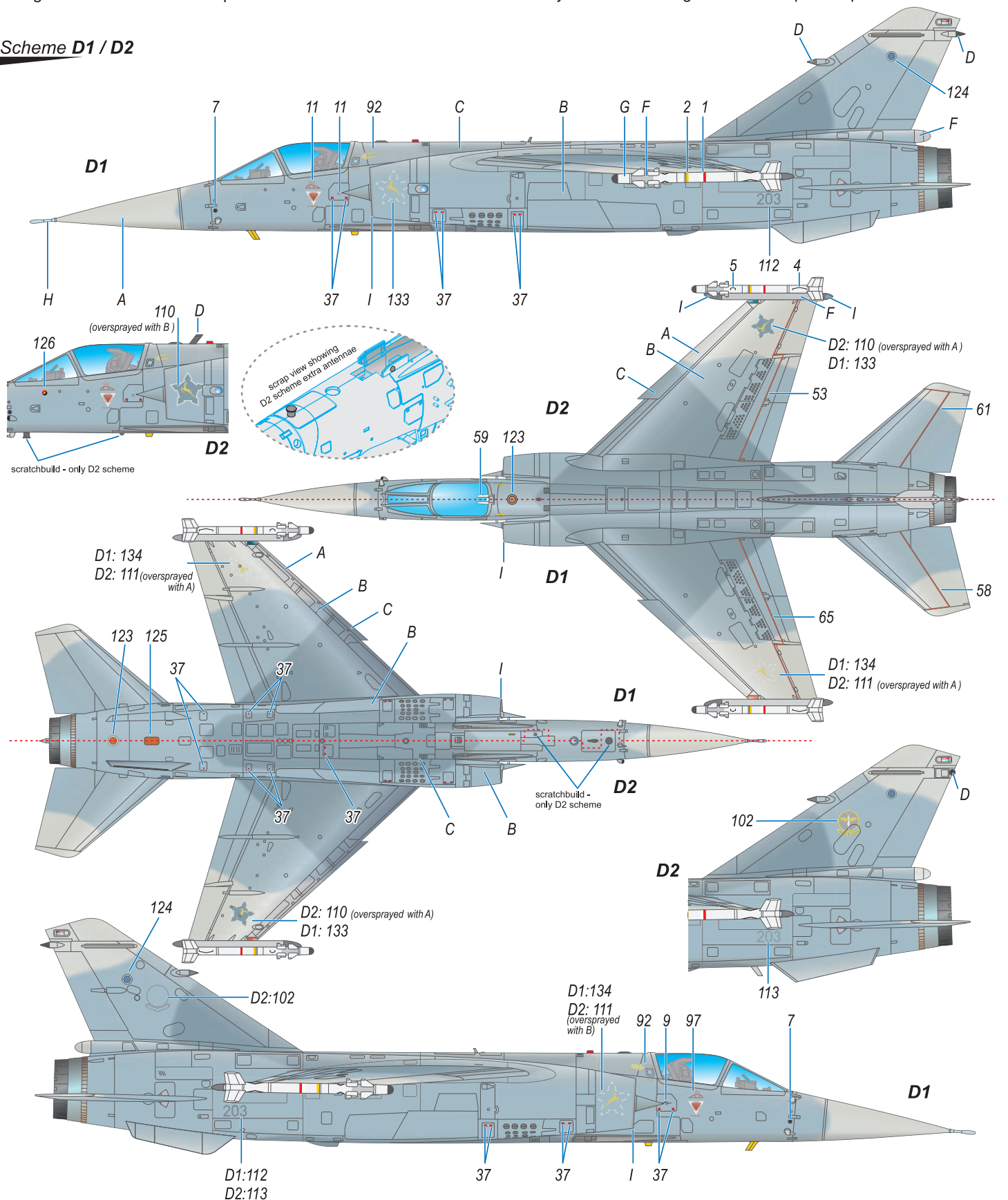
Scheme D2 - some time after the mission, 203 received slightly more 'visible' low-vis national markings, squadron badge on the tailfin and the Angolan roundel beneath the pilot's office.

Mirage F.1CZ 203 'le Spectre', 3. sqn SAAF, základna Ondangwa.

Schéma D1 - ukazuje Mirage č.203 jak vypadala 5. října 1982, když se jejímu pilotu maj. Johanu Rankinovi podařilo sestřelit druhý angolský MiG-21. Stroj byl ve velmi nevýrazné šedé kamufláži s minimem provozních popisek.

Schéma D2 - nedlouho po úspěšné misi z 5.října dostal stroj o trochu více viditelné 'low-vis' výsostné označení, znak perutě na SOP a také symbol sestřelu angolského MiGu pod kokpitem.

Scheme D1 / D2



A	Lt. Grey sv.šedá H/C306	B	Blue Grey šedomodrá C366	C	"Mirage" Grey střední šedá H82/C31	D	Black Grey černošedá H416/C116	E	Black černá H12/C33	F	Lt. Grey sv.šedá H51/C11	G	White bílá H11/C62	H	Aluminium hliníková H8/C8	I	Grey šedá H53/C13
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1/72

SH72384

JA-37 VIGGEN FIGHTER



1/72

SH72390

SF-37 VIGGEN *Reinis* 'Swedish Eyes'

CMK SETS for Viggen kits 1/72



Q72343
SAAB Viggen
Thrust Reverser



Q72344
SAAB Viggen
Air Brakes Set



Q72355
AJ/SK/SH-37
Viggen Control
Surface

F72352
1/72 SK-37/SK-37E
Viggen Instructor/
Operator (seated
in rear cockpit) and
Pilot Climbing Ladder
into cockpit



Q72346
SAAB Viggen
Ejection
Seat

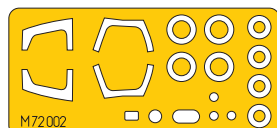
7328
Bofors m/70
Rocket pod (2 pcs)



Q72347
SAAB Viggen
Ram Air Turbine (RAT)



Q72345
SAAB Viggen Wheels



M72002
SAAB 37 Viggen
Single Seater Mask



M72003
SAAB 37 Viggen
Two Seater Mask

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1/72 SCALE



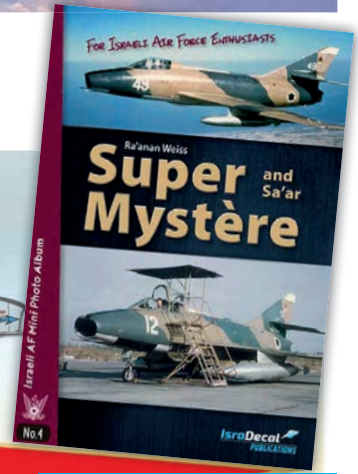
SH72341
Heinkel He 162 Spatz
'German WWII Jet Fighter'

Reims

SH72341
SMB-2 Super Mystère / Sa'ar Duo Pack & Book



Super-Mystère

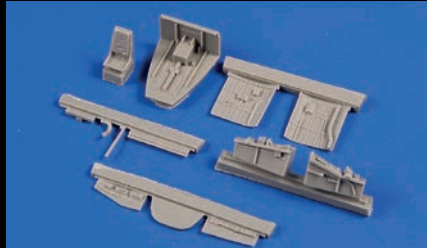


M72001
Super Mystère SMB.2
for Special Hobby and Azur/From kits

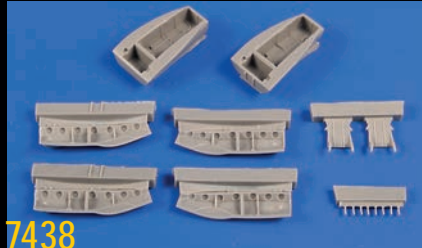
Special MASK
M72001 Super Mystère SMB.2 1/72
for Special Hobby and Azur/From kits

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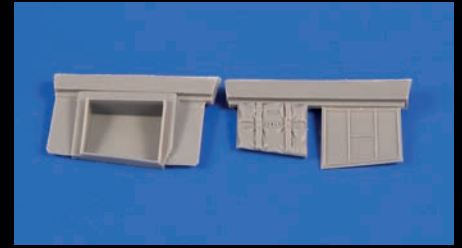
Beaufighter TF Mk.X CMK SETS FOR AIRFIX KIT



7437
Beaufighter TF Mk.X Cockpit



7438
Beaufighter TF Mk.X Main
Undercarriage Bays Correction



7439
Beaufighter TF Mk.X Dinghy Set

1/72 SCALE

SH72371



Q72227
Fouga Magister
Seats (2 pcs.)

Q72228
Fouga Magister Wheels

Fouga CM.170 Magister 'French, Belgian and Irish Service'

SH72358

A.W. Meteor NF Mk.11 'NATO Users'



SH72419



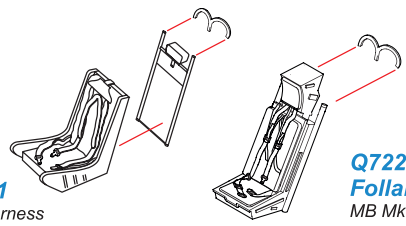
Folland Gnat FR.1 'Finnish Recce Fighter'

M72004
Folland Gnat F.1/FR.1
& Ajeet for Special Hobby kits

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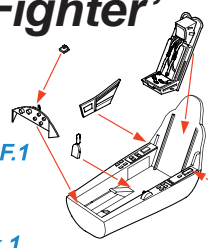
CMK
We also offer:

Q72236
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Ejection Seat with Harness

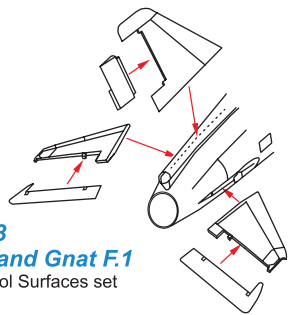


Q72237
Folland Gnat F.1/Ajeet Mk.1
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7332
Folland Gnat F.1
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