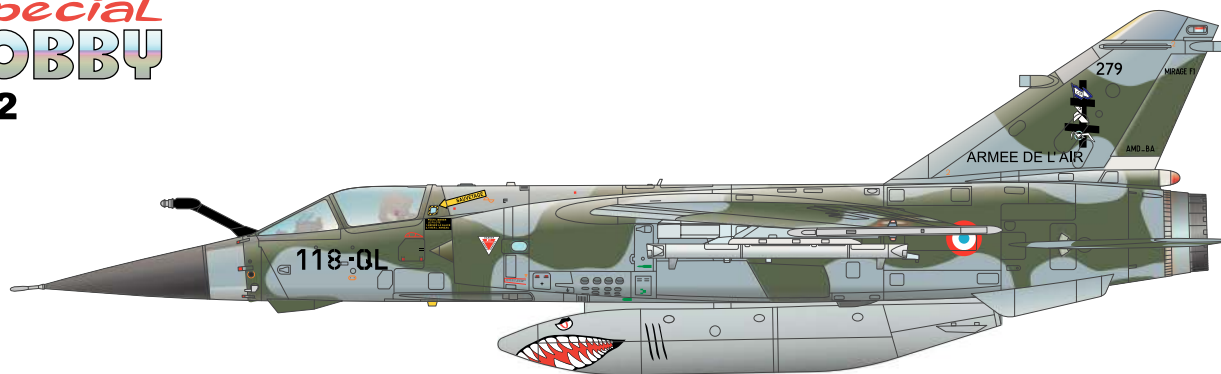




Mirage F.1CT 'Fighter-Bomber Version'

(EN)

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: 8.40 m, length: 15.30 m, max.speed: Mach 2.2, range: 3,300km, ceiling: 20,000m, armament: 2× 30mm DEFA 553 cannon and various combinations of bombs, missiles, recce pods, fuel tanks and other equipment.

(CZ)

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 návstavce 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 Belgi, 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: 2× kanon DEFA 553 ráže 30 mm a kombinace bomb, raket, průzkumných kontejnerů, přídavných nádrží a dalšího vybavení.

instrument panel
decals A, B, C



2x H2O

H8

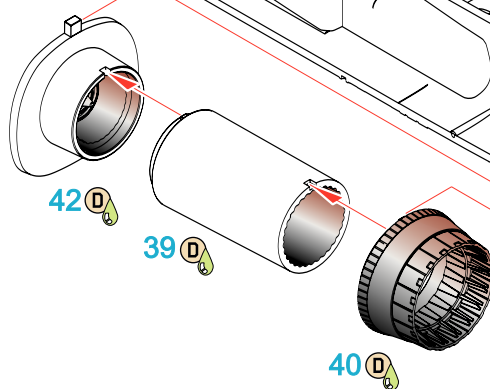
STEP 1



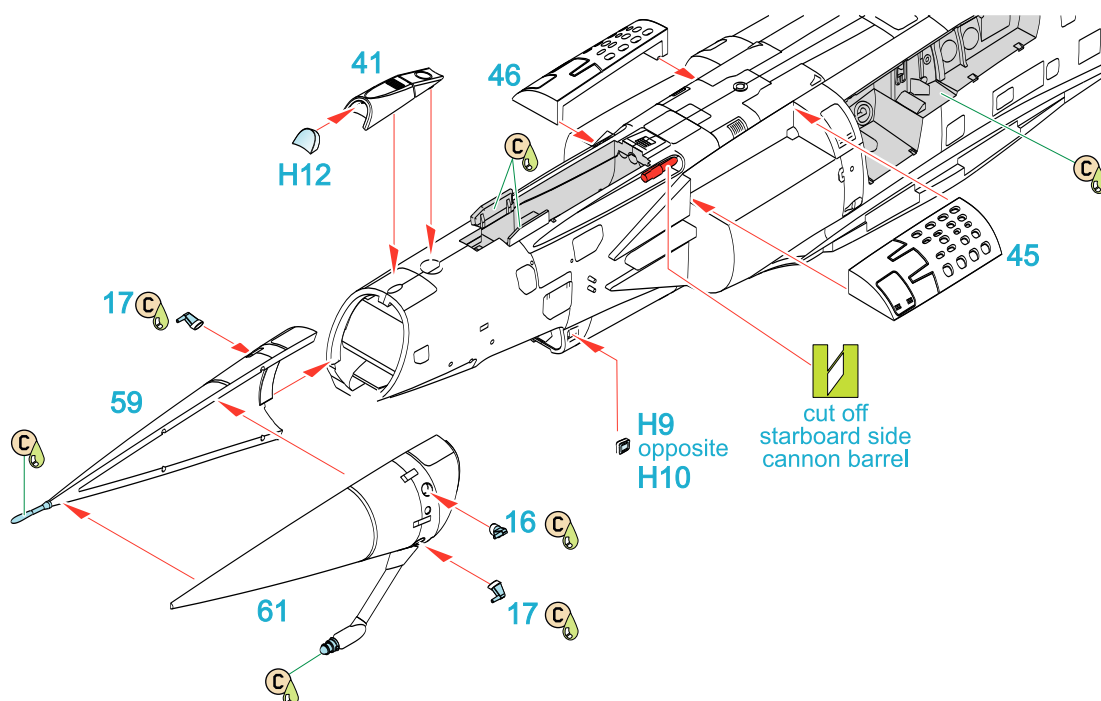
STEP 2



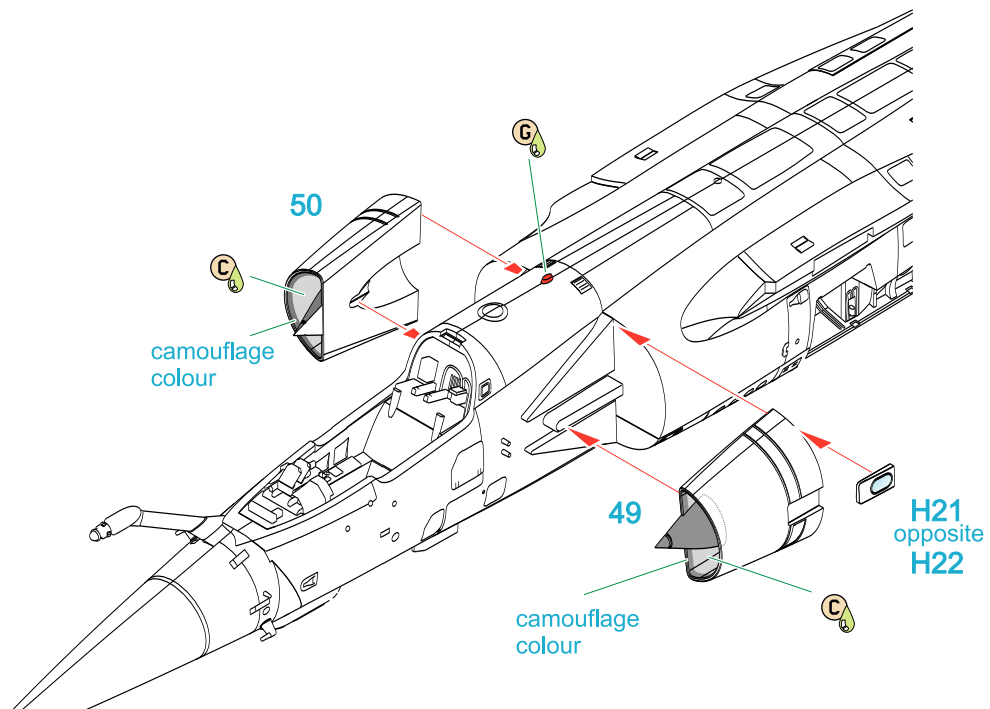
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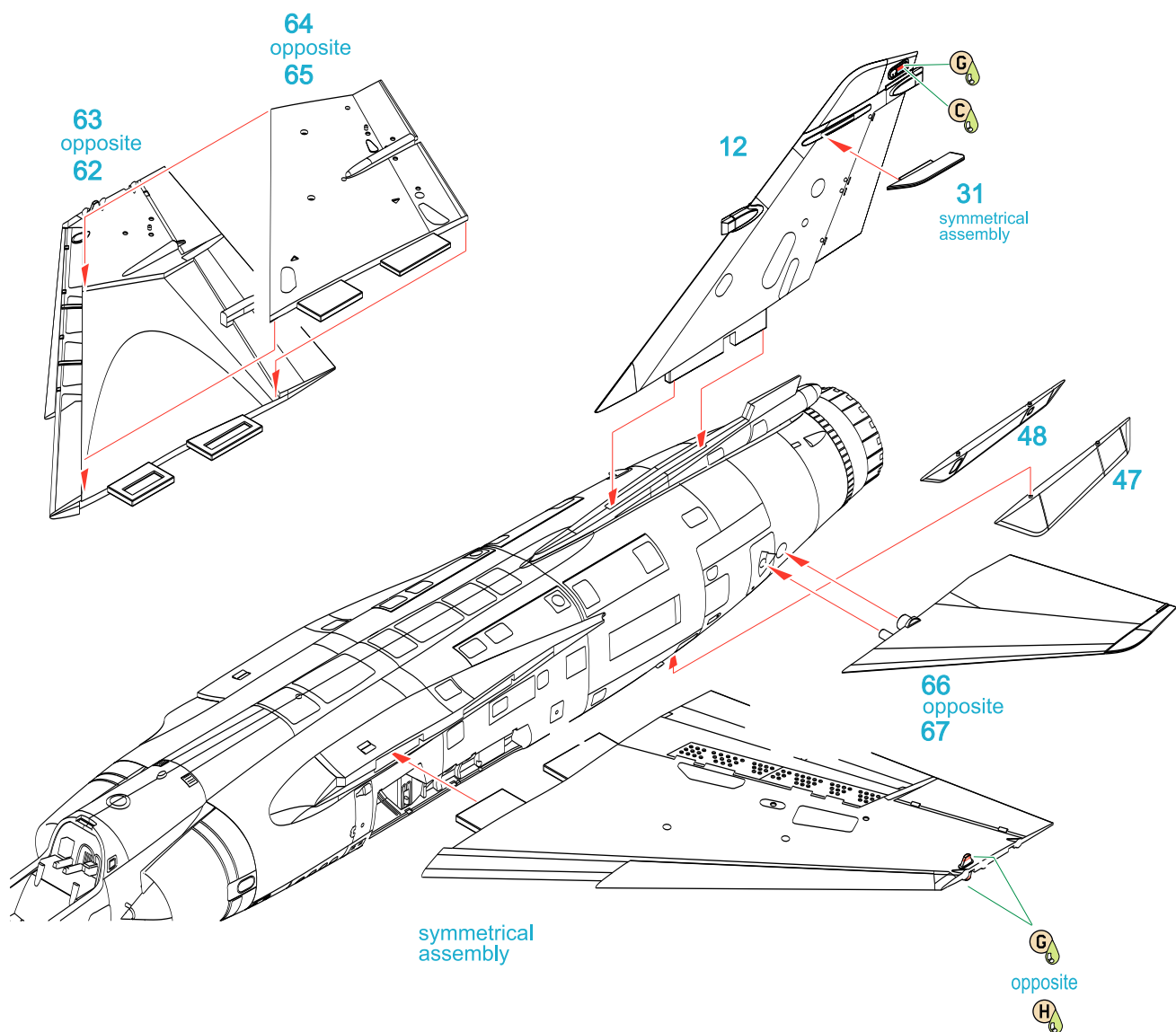
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6



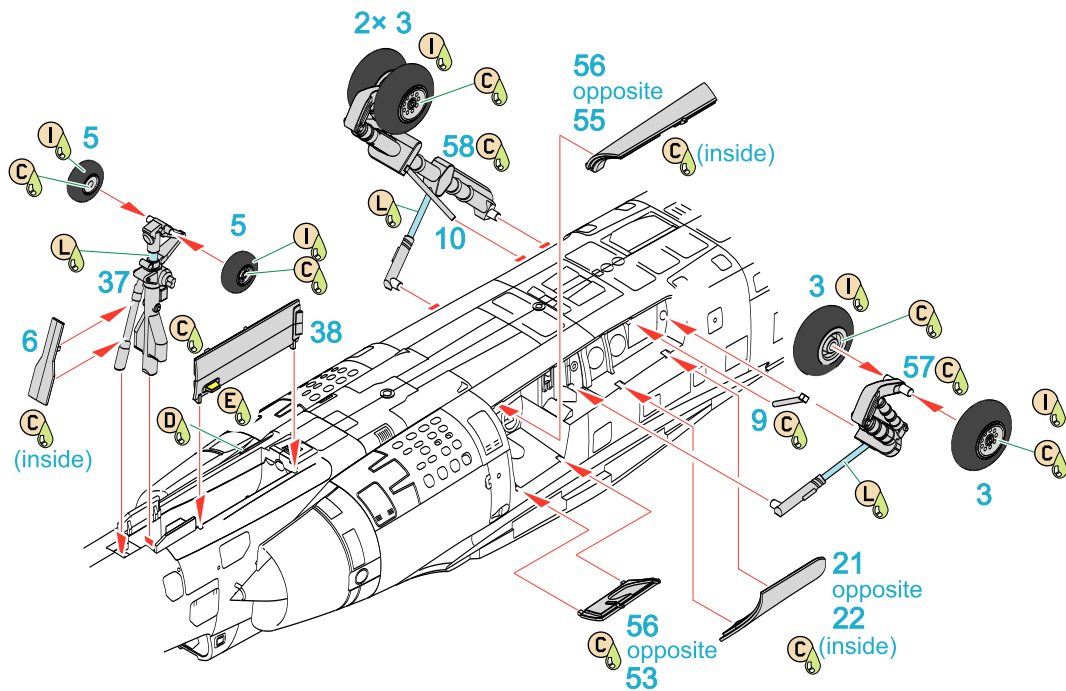
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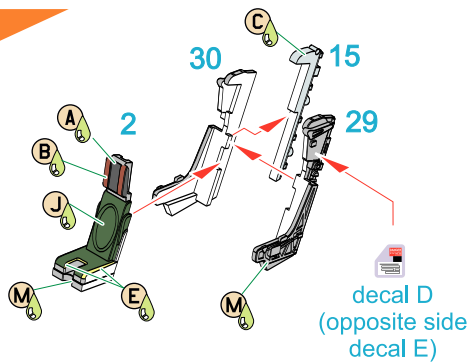
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SH72357 Mirage F.1CT 'Fighter-Bomber Version'

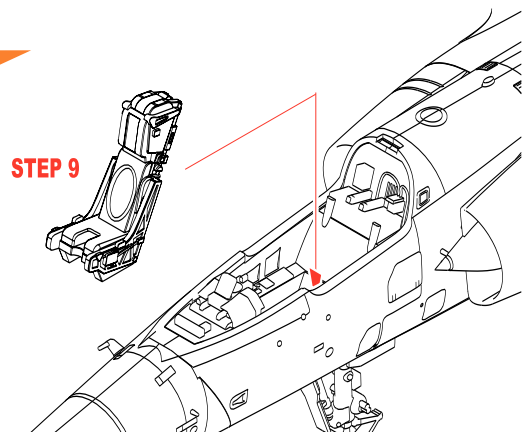
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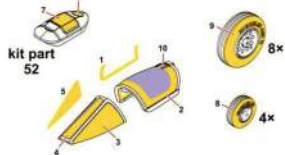
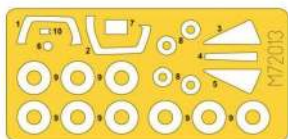
9



10



special MASK
M72013 Mirage F.1
Single Seater 1/72
for Special Hobby Kit

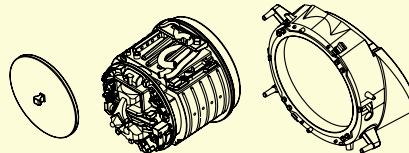


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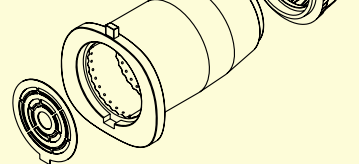
Pre-Cut canopy mask and resin sets to improve your Mirage F.1 kits. Available at your retailer or directly via our e-shop specialhobby.eu

Pro vylepšení stavebnice Mirage F.1 můžete použít naše předřezané masky čířých dílů a resinové sety. Žádejte u svého prodejce či přímo na e shopu www.specialhobby.eu

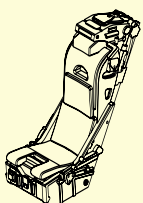
Q72 250
Cyrano IV radar
with uncovered scanner dish



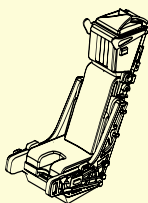
Q72 252
Afterburner unit
and engine nozzle



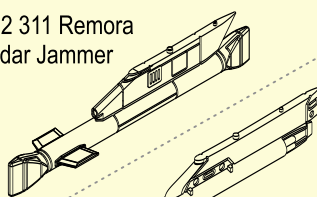
Q72 253
MB Mk.4 seat



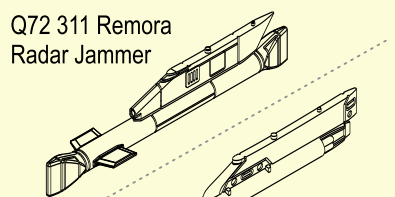
Q72 254
MB Mk.10 seat



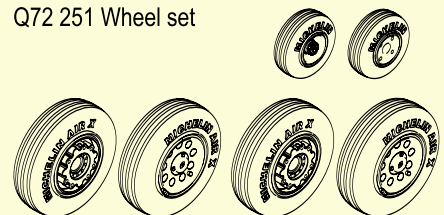
Q72 311 Remora
Radar Jammer



Q72 312 Sycomor
Chaff/Flare Dispenser

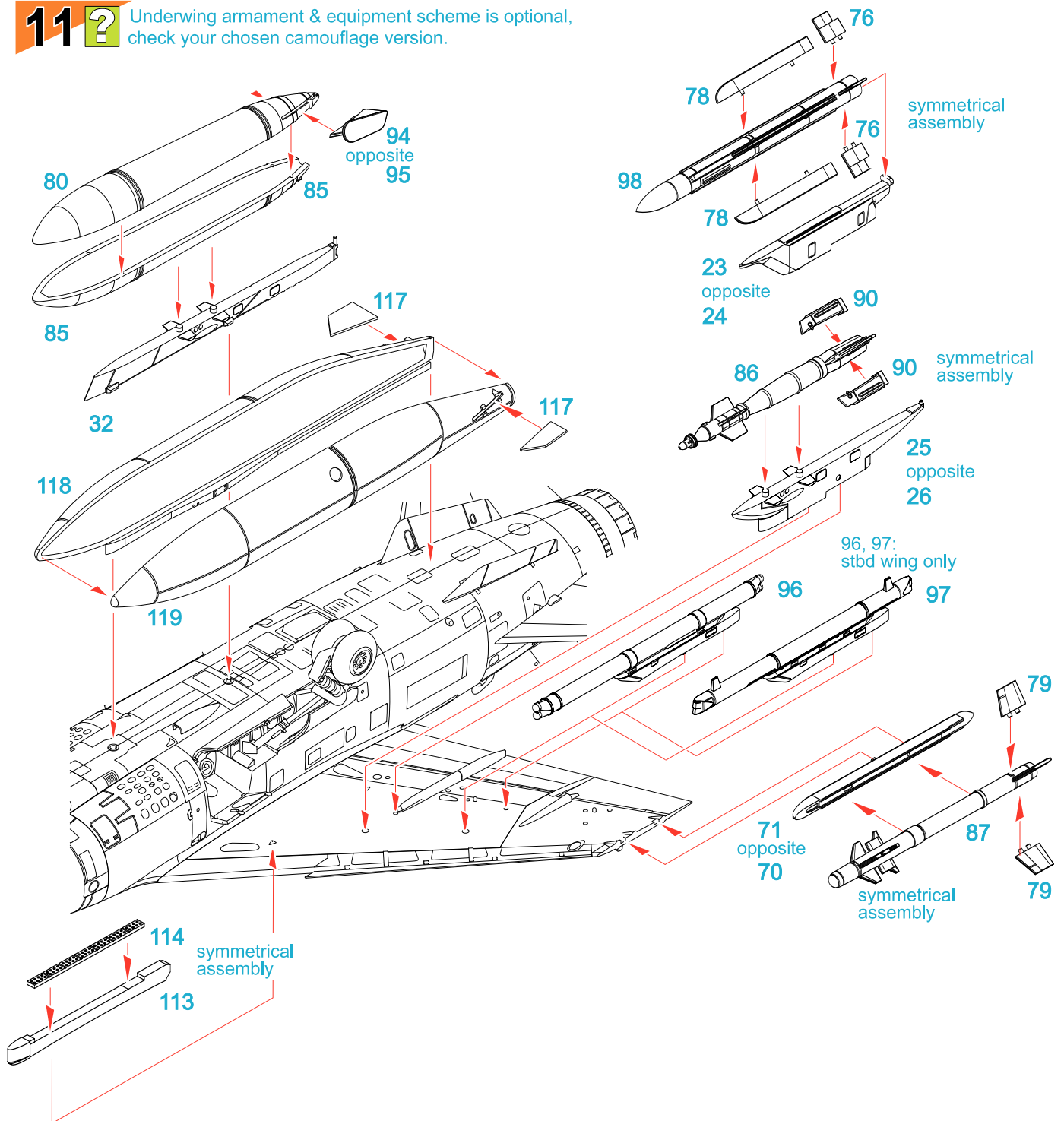


Q72 251 Wheel set

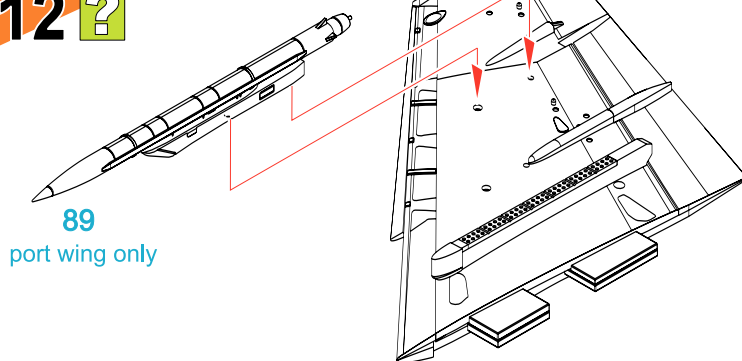


11 ?

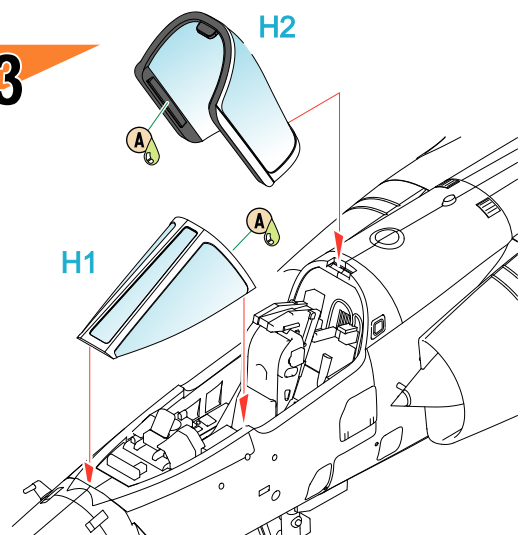
Underwing armament & equipment scheme is optional,
check your chosen camouflage version.



12 ?



13



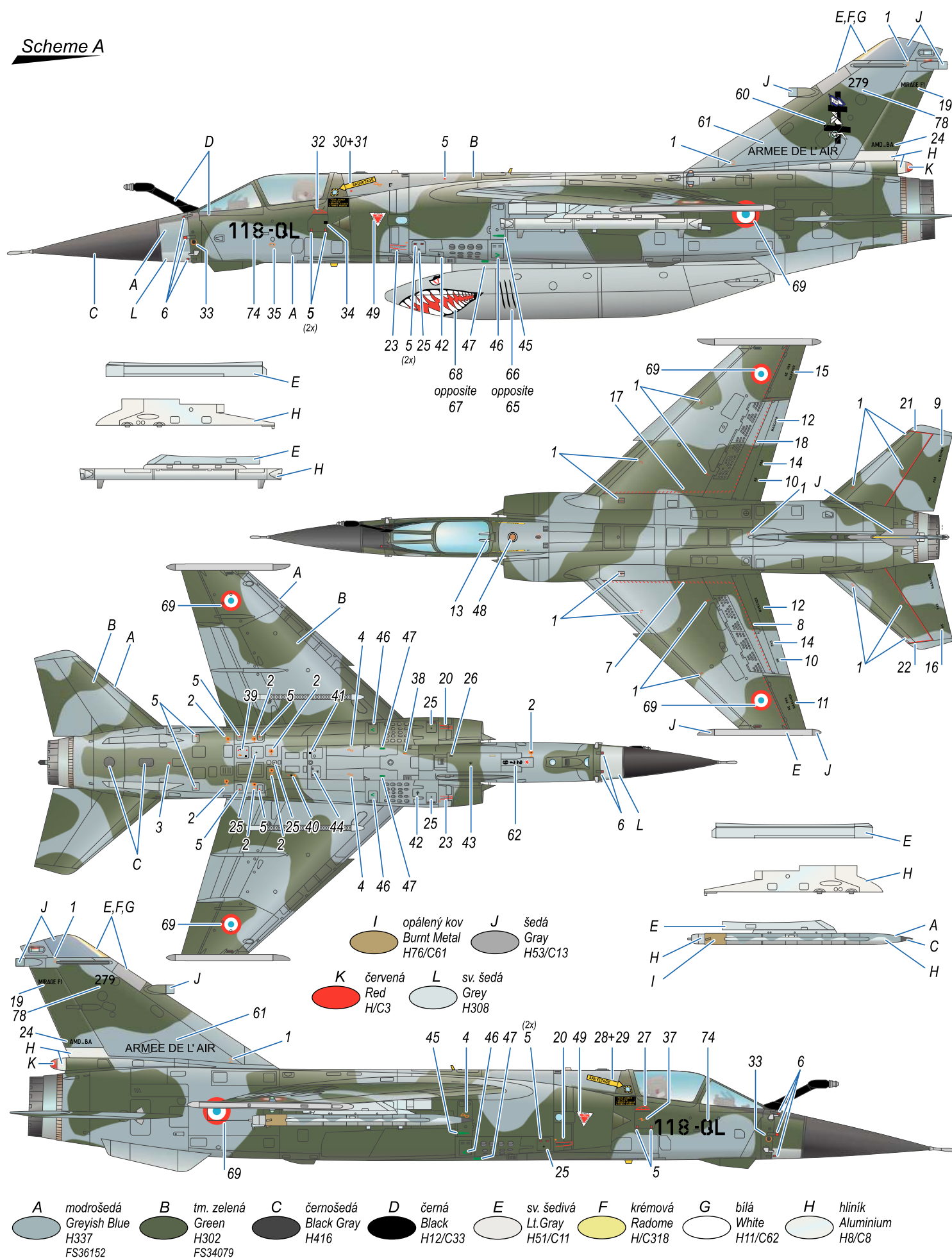
6

SH72357 Mirage F.1CT 'Fighter-Bomber Version'

Mirage F.1CT 118-QL, No.279, Escadron 2/33 Savoie, Armée de l'Air, N'Djamena, Chad, April 2012. The aircraft carried a large fuel tank with shark teeth painted on.

Mirage F.1CT 118-QL, No.279, Escadron 2/33 Savoie, Armée de l'Air, N'Djamena, Čad, duben 2012. Letoun nesl velkou nádrž, ozdobenou žraločími zuby.

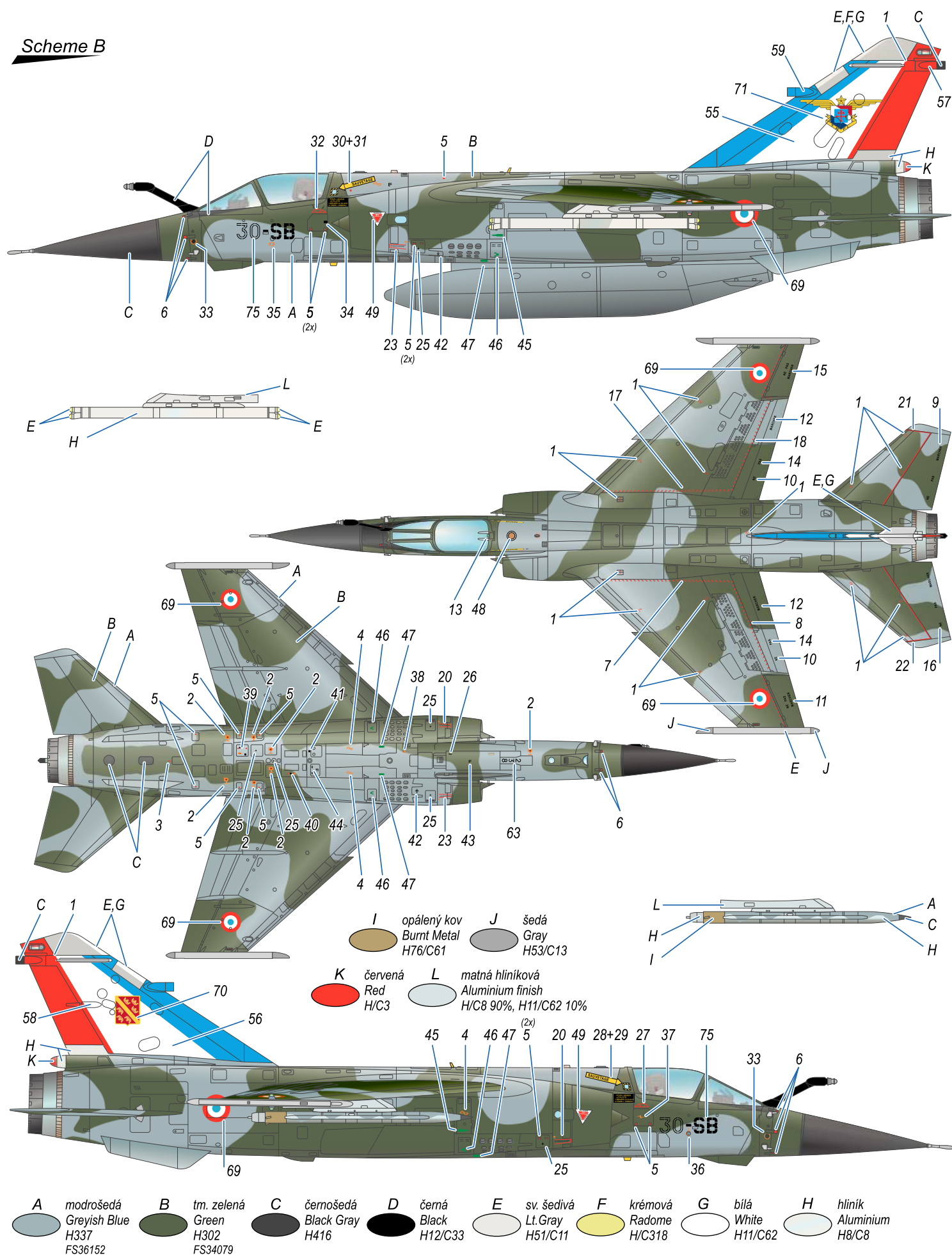
Scheme A



Mirage F.1CT 30-SB, No.238, Escadron 01/30, Armée de l'Air,
based at Reims, France, 2002.

Mirage F.1CT 30-SB, No.238, Escadron 01/30, Armée de l'Air,
základna Reims, Francie, 2002.

Scheme B

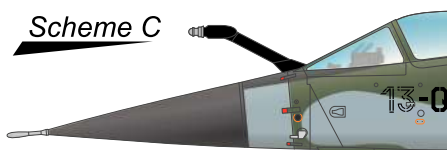


SH72357 Mirage F.1CT 'Fighter-Bomber Version'

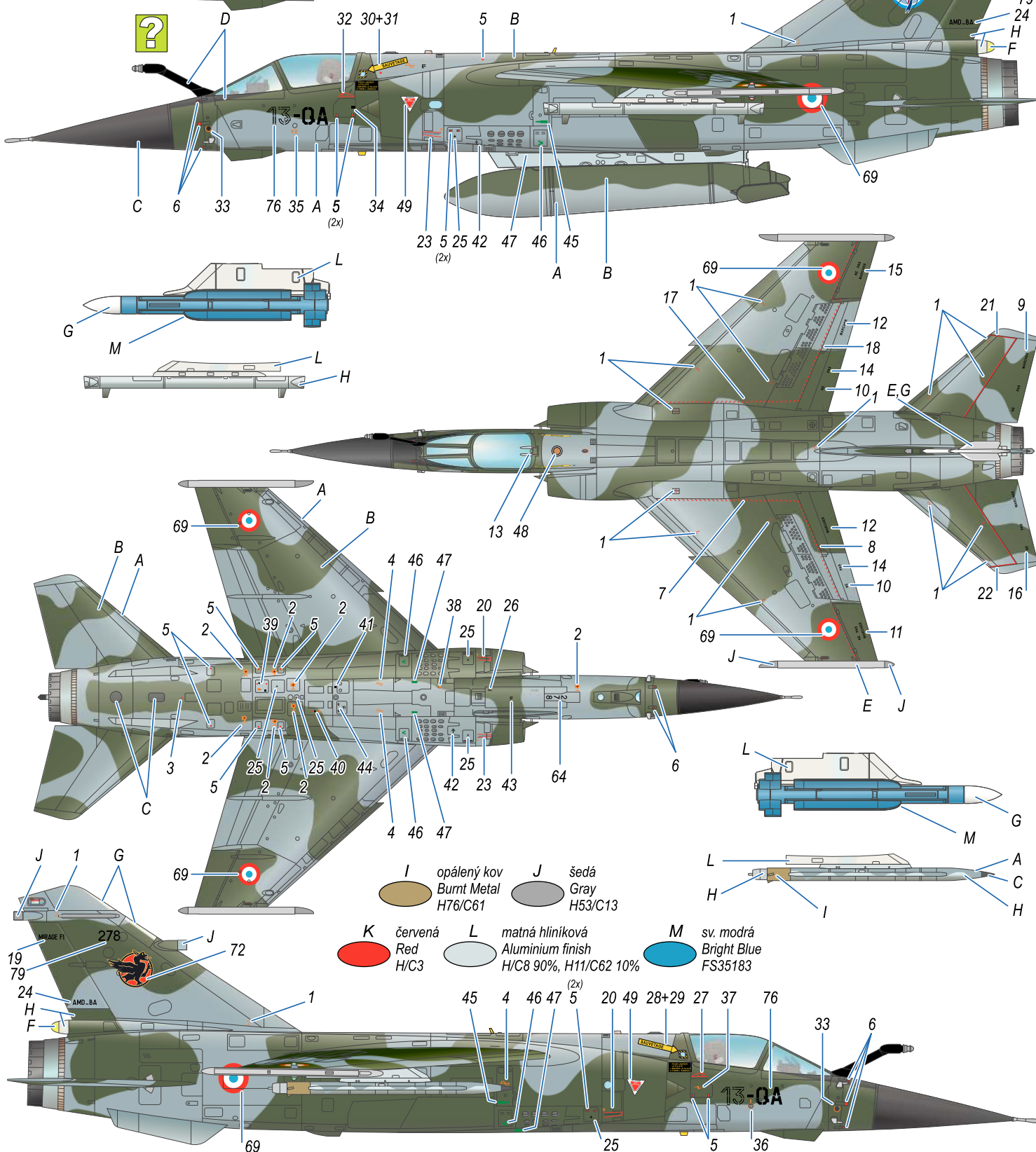
Mirage F.1CT, 13-QA, No.278, Escadron 01/013 Artois, Armée de l'Air, based at Colmar, France, 1993. 01/013 Artois continued in the traditions two WW1 units and so Mirage No.287 as well as other F.1s of the unit bore the Spa 100 Hirondelle emblem on the fin port side and the emblem of Spa 83 Chimère on the starboard side.

Mirage F.1CT, 13-QA, No.278, Escadron 01/013 Artois, Armée de l'Air, základna Colmar, Francie, 1993. 01/013 Artois navazovala na tradice dvou jednotek z 1. sv. války. Proto No.278, jako další Mirage F.1 této jednotky, nesl zleva na svislé ocasní ploše znak Spa 100 Hirondelle a zprava znak Spa 83 Chimère.

Scheme C



Alternative color schemes for the nose panels, based on photographs
Alternativní zbarvení panelů přídě, doložené fotograficky



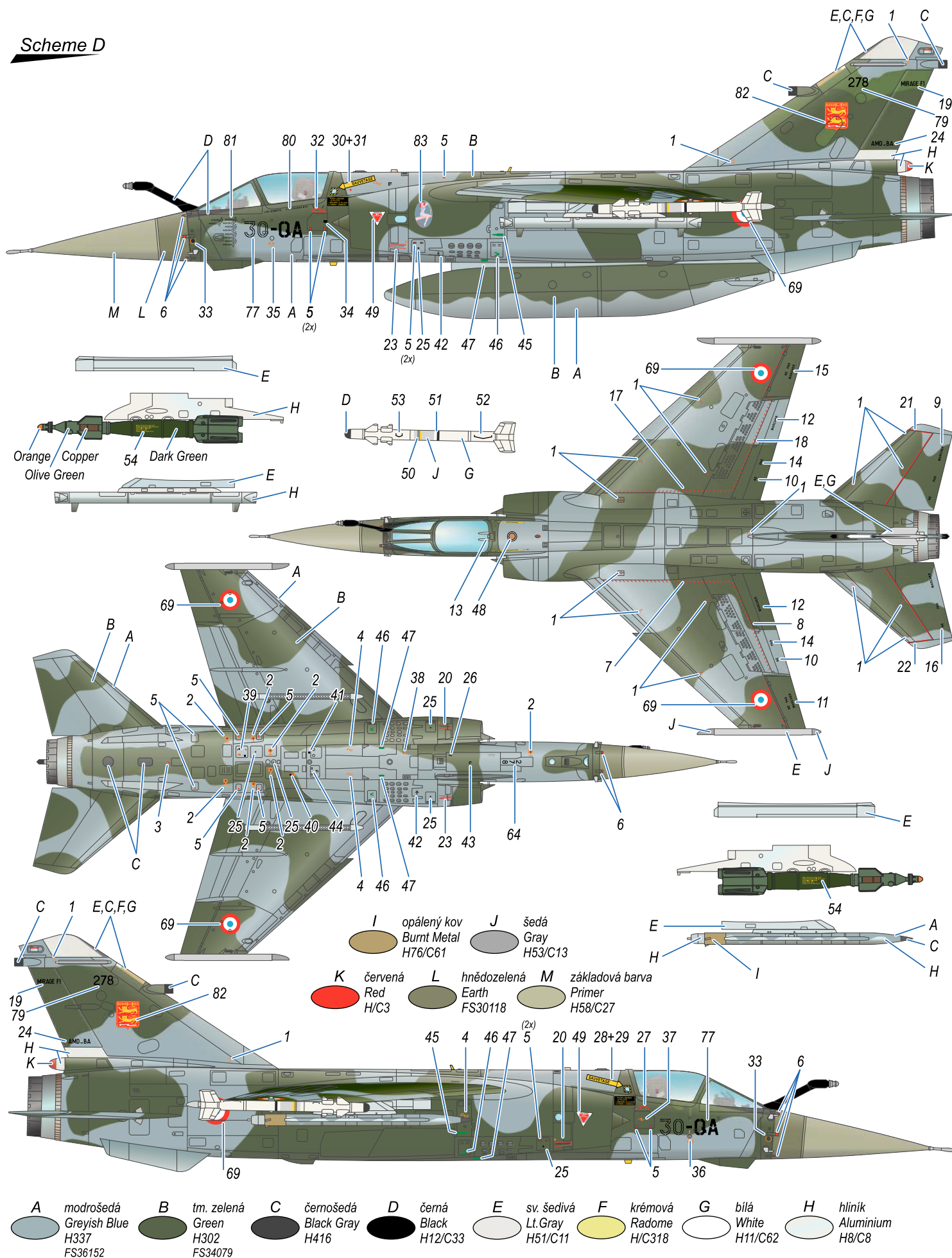
- | | |
|--|---|
| I opálený kov
Burnt Metal
H76/C61 | J šedá
Gray
H53/C13 |
| K červená
Red
H/C3 | L matná hliníková
Aluminium finish
H/C8 90%, H11/C62 10% |
| | M sv. modrá
Bright Blue
FS35183 |

- | | | | | | | | |
|---|---|--|------------------------------------|--|--------------------------------------|-----------------------------------|---------------------------------------|
| A modrošedá
Greyish Blue
H337
FS36152 | B tm. zelená
Green
H302
FS34079 | C černošedá
Black Gray
H416 | D černá
Black
H12/C33 | E sv. šedivá
Lt. Gray
H51/C11 | F krémová
Radome
H/C318 | G bílá
White
H11/C62 | H hliník
Aluminium
H8/C8 |
|---|---|--|------------------------------------|--|--------------------------------------|-----------------------------------|---------------------------------------|

Mirage F.1CT, 30-QA, No.278, named Laura / Krajevo Storm, Escadron 2/30 Normandie Niemen, Armée de l'Air, based at Istrana, Italy, May-June 1999. This unit's Mirages were flown from Istrana base

Mirage F.1CT, 30-QA, No.278, pojmenovaný Laura / Krajevo Storm, Escadron 2/30 Normandie Niemen, Armée de l'Air, základna Istrana, Itálie, květen-červen 1999. Mirage této jednotky operovaly z Istrany v rámci operace Trident nad Kosovem.

Scheme D



SH72357 Mirage F.1CT 'Fighter-Bomber Version'



**special
HOBBY**
SH72096
1/72

Vautour IIA 'IDF Attack Bomber'



**special
HOBBY**
SH72323
1/72

Fouga CM-175 Zéphyr



**special
HOBBY**
SH72534
1/72

Mirage IIIC 'Southern Hemisphere Fighter'



**special
HOBBY**
SH72489
1/72

CASA C-212-300/400 'Long Nosed Casas'



**special
HOBBY**
SH72523
1/72

'The First French Supersonic' SMB-2 Super Mystère



**special
HOBBY**
SH72490
1/72



Fouga CM.170 Magister 'Aerobatic Teams'