



## Mirage F.1CR - Armée de l'Air

**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 IIIF, 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 nastřevce na verzi Mirage F.1C-200. Francouzské letectvo také používalo dvě průzkumné verze, Mirage F.1CR a z Mirage F.1-200 přestavěvané 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 F.1 ve výzbroji několika 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, přídatných nástrojů a dalšího vybavení.

**GB**

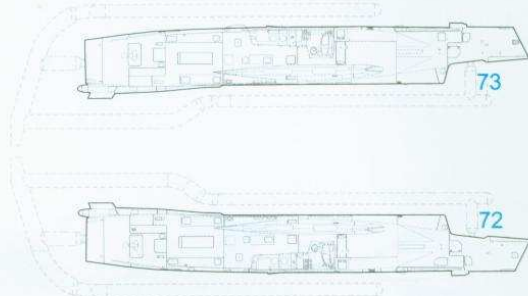
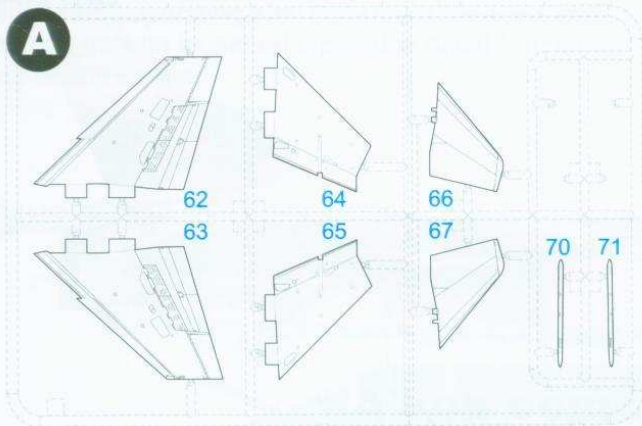
The Mirage F.1C came about as a private venture by the French Dassault company while it had been engaged in a project designed to fulfil the future needs of the French Air Force (Armée de l'Air) for a modern jet aircraft capable of carrying out interception and tactical attack roles carrying conventional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

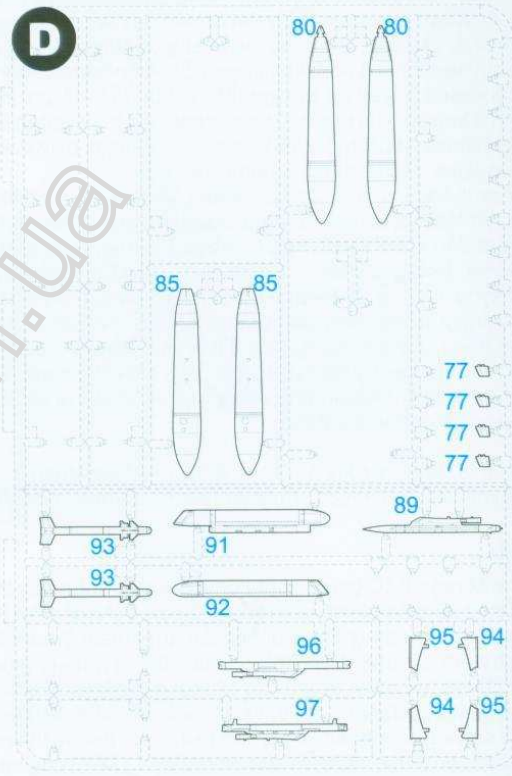
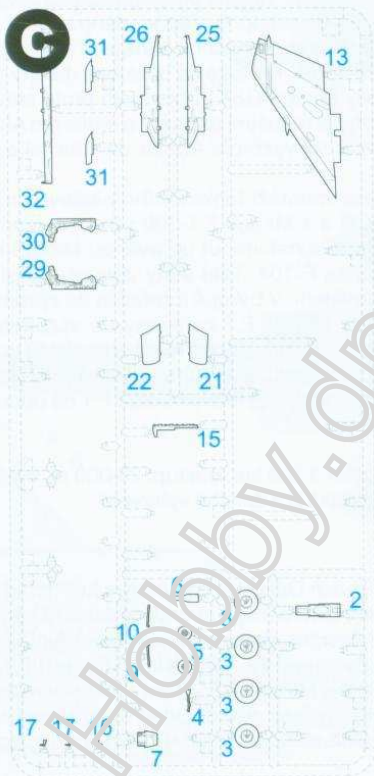
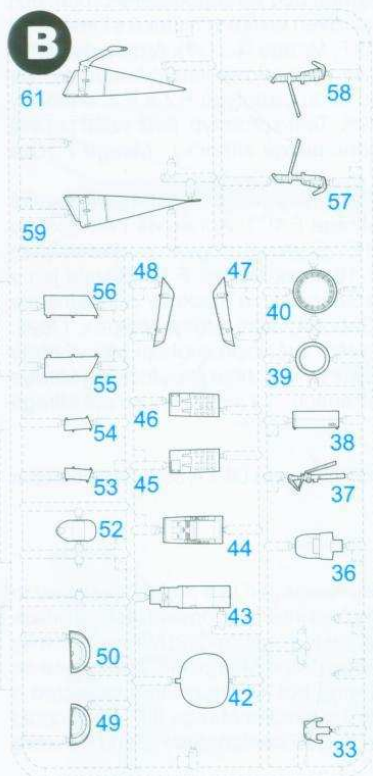
Although it is now quite an old aircraft the Mirage F.1 still sees frontline service with several countries including Libya which is bolstering its remaining fleet by buying some additional ex French aircraft, Gabon has bought six ex South African F.1AZ aircraft and Iran is believed to still fly some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

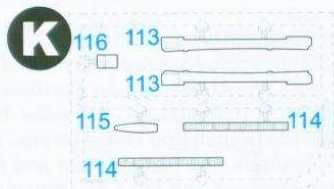
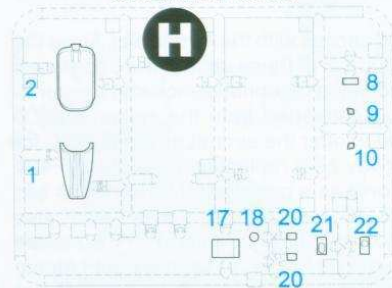


Parts not shown in this diagram are not to be used while you are building the model, or they may be used freely, in accordance with your references.

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



**CLEAR Parts**



<b>A</b>	Černá / BLACK	H12/C33
<b>B</b>	Hnědočervená / LEATHER	M47/C41+H92/C49 20%
<b>C</b>	Hliník / ALUMINIUM	H8/C8
<b>D</b>	Opálený kov / BURNT IRON	H76/C61
<b>E</b>	Světle žlutá / PALE YELLOW	H34
<b>F</b>	Červená / RED	H3/C3
<b>G</b>	Červená čírá / CLEAR RED	H90/C47
<b>H</b>	Modrá čírá / CLEAR BLUE	H93/C50
<b>I</b>	Barva pneu / TIRE BLACK	H77/C137
<b>J</b>	Olivová / OLIVE DRAB (2)	H78/C38
<b>K</b>	Světlá Olivová / OLIVE DRAB (1)	H52/C12
<b>L</b>	Chrom, stříbrná / CHROME SILVER	MC211
<b>M</b>	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



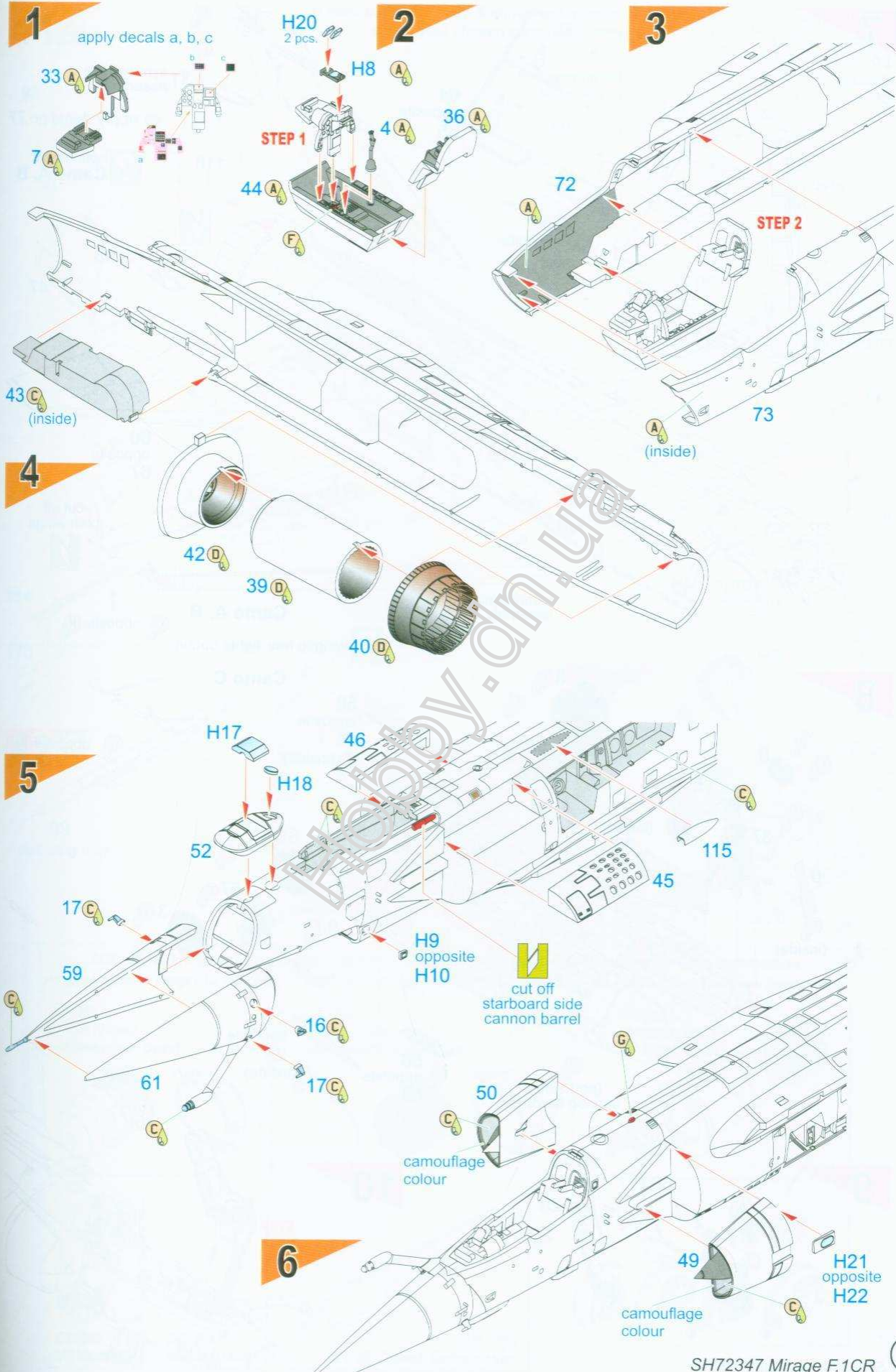
ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER



ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER



NATRÍT  
COLOUR  
FARBEN  
PEINDRE



1

apply decals a, b, c

2

3

4

5

6

H20  
2 pcs.

STEP 1

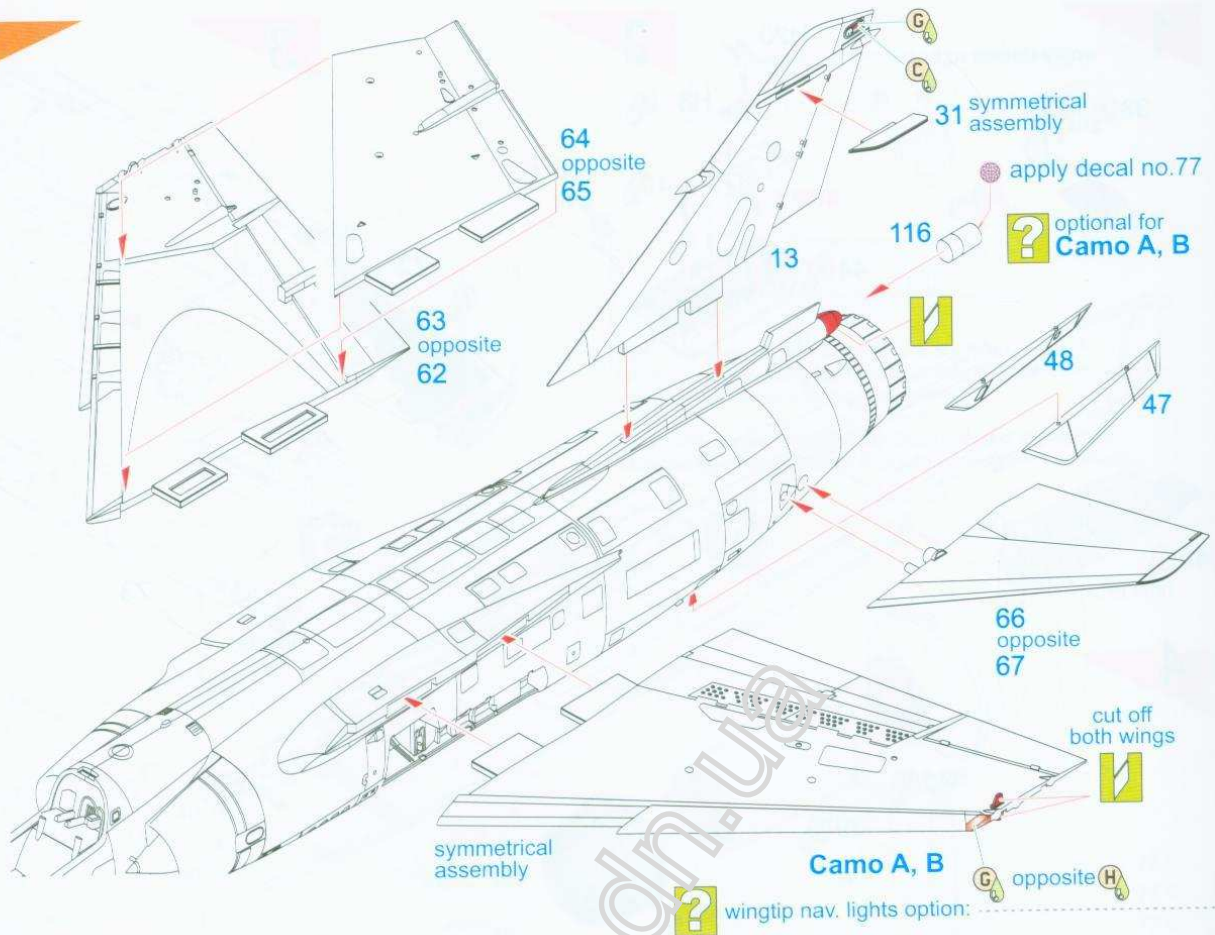
STEP 2

H9 opposite H10  
cut off starboard side cannon barrel

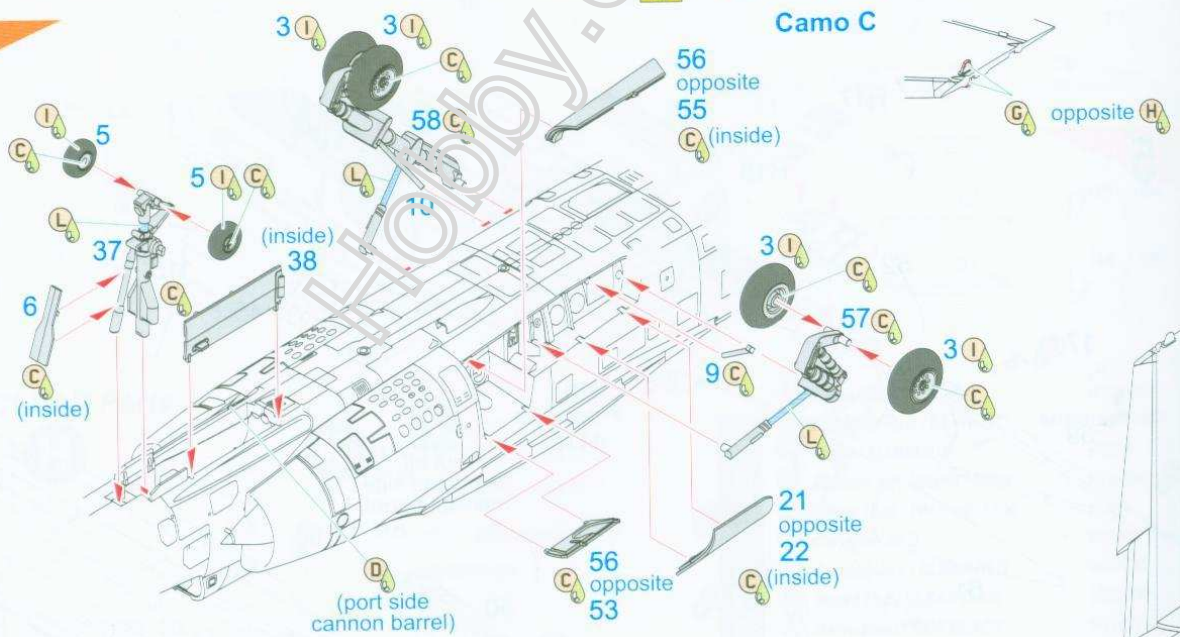
camouflage colour

camouflage colour  
H21 opposite H22

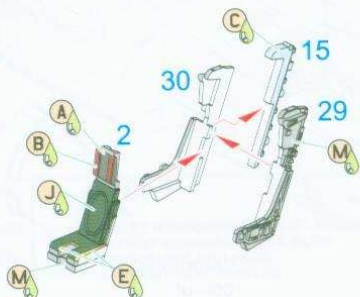
7



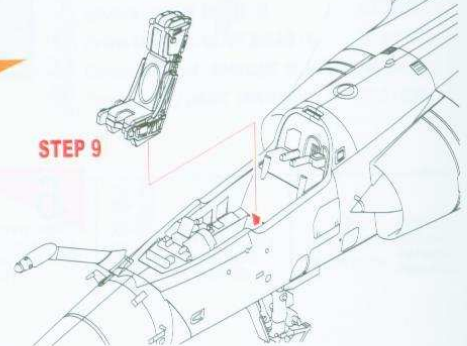
8



9

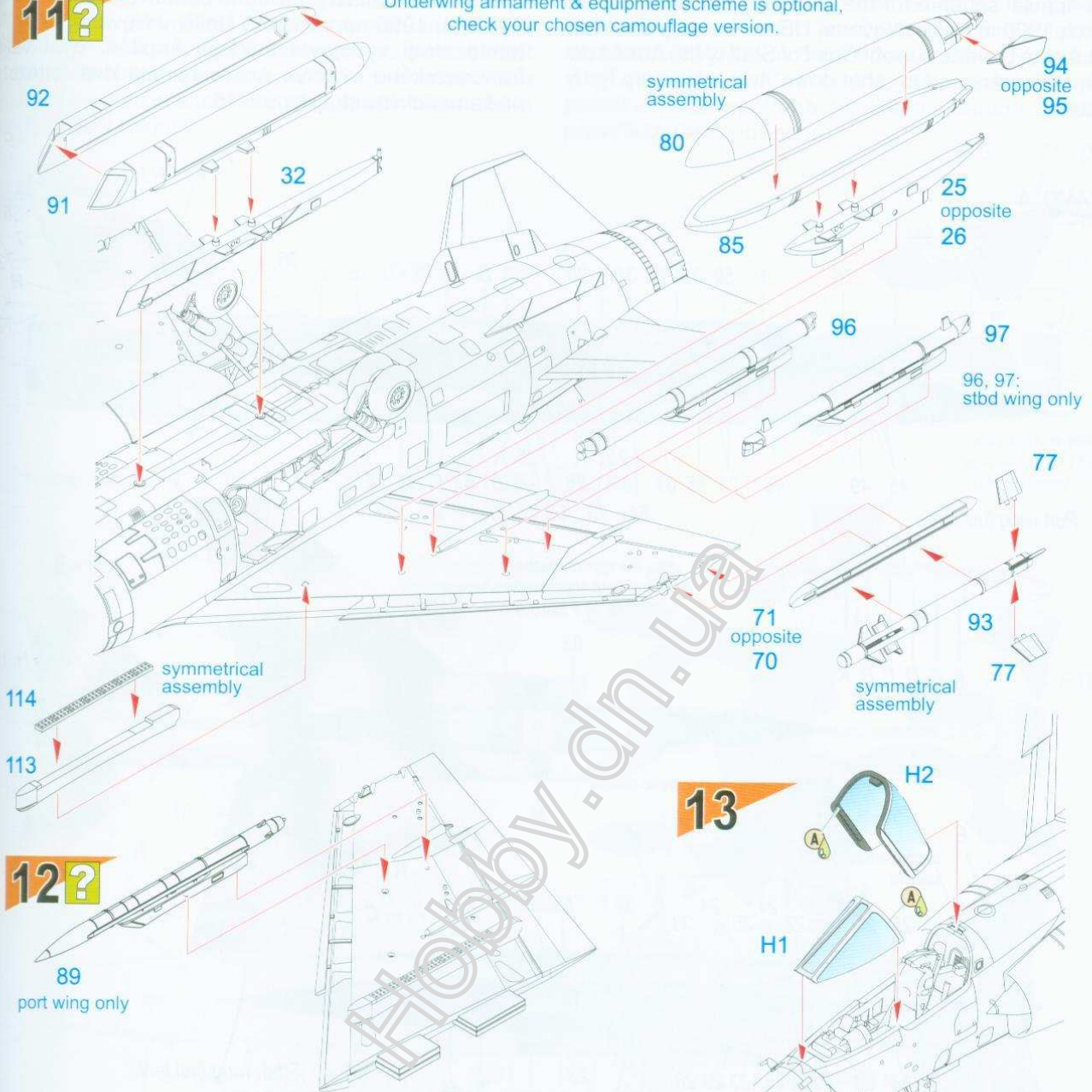


10



# 11?

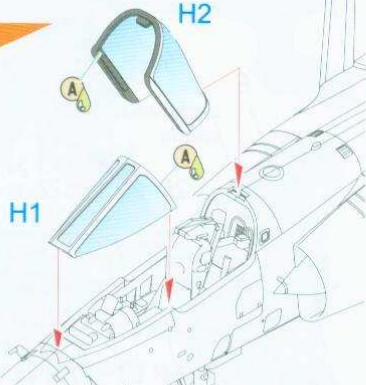
Underwing armament & equipment scheme is optional, check your chosen camouflage version.



# 12?

89  
port wing only

# 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

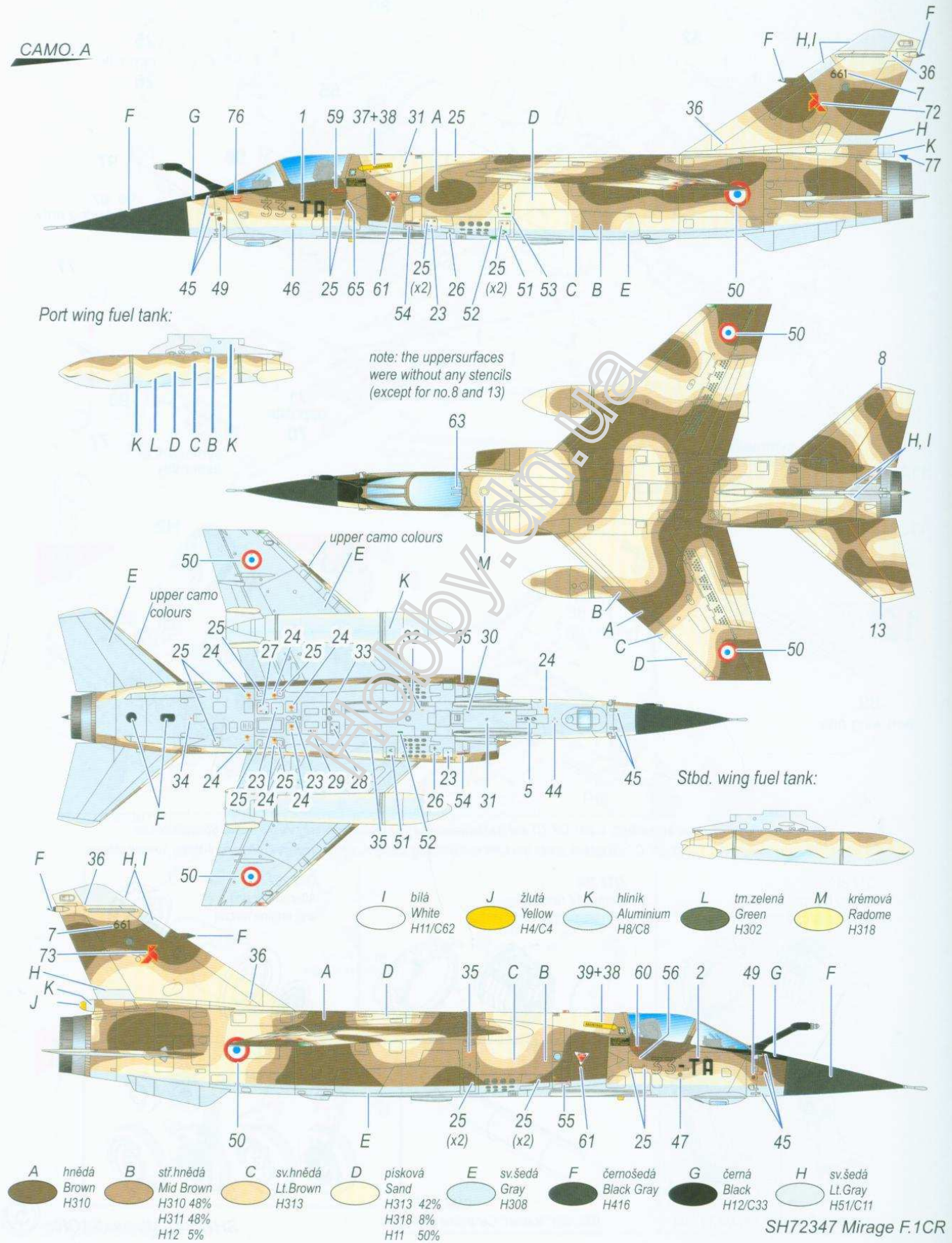
CMK 7355  
RPL-201 "Irakien" Centreline tank

Q72 251 Wheels set

Mirage F.1CR, 33-TA, no.661, ER3/33 Moselle, finished in a special scheme for the Red Flag exercise held in March 1990 in Nellis, Nevada, USA. Flown by the then Cpt. André Lanata, current Chief of Staff of the Armée de l'Air, who managed to „shot down“ two adversary F-15 fighters.

Mirage F.1CR, 33-TA, č.661, ER3/33 Moselle ve speciální kamufláži používané během cvičení Red Flag v březnu 1990 na základně Nellis v Nevadě, USA. Na tomto stroji vybojoval tehdejší kapitán, nyní velitel francouzského letectva André Lanata dvě "vítězství" nad americkými stroji typu F-15.

**CAMO. A**





Mirage F.1CR, 33-CY, no.630, ER1/33 Belfort, France. In 1999 (April to June), French Mirage F.1CRs (and Mirage IVPs) operating from Solenzara base on Corsica took part in Nato launched Operation Allied Force over Kosovo and Serbia.

Mirage F.1CR, 33-CY, č.630, ER1/33 Belfort, Francie. V roce 1999 (od dubna do června) se francouzské Mirage F.1CR (a Mirage IVP) operující z korsické základny Solenzara účastnily operace NATO Allied Force nad územím Kosova a Srbska.

**CAMO. C**

