

External modifications from the Mirage IIIE to S were actually very few – the opening for the Doppler radar was faired over and a completely new radome to house the new radar from Hughes was required. Still the dimensions of the E airframe were simply too high and too long to enable the operation from the mountain bases and caverns. A longer nose gear fork was installed to lift the nose and lower the tail while towing the aircraft into the caverns and the radar nose was made foldable. The inside of the aircraft was a different story.

The integration of the new TARAN System and the associated Hughes HM-555 / AIM-26B Falcon missile lasted for two years until August 1966 – a mere 8 years from the formulation of the requirement, development and testing until entry into service. However, budget overshoots were so severe, that the whole project had to be reduced to only 36 aircraft. Still it was very early recognized, that the Mirage IIIE was a formidable aircraft for the reconnaissance role – hence an order was placed for 18 Mirage IIIRS.

This decal sheet covers the early years when high flying aircraft remained unpainted. When the Mirages came of the production line, Mirage IIIS or RS logos were painted on both sides of the nose. The Fuselage was adorned with SNECMA ATAR 9C titles in form of stencils. Soon, the Mirage III logos had to make space for a larger ejection seat (actually a Martin Baker Mk.4) warning triangle that was placed very prominent under the cockpit sill.

Later – the two squadrons started to apply their squadron badges onto the vertical tail. Since Swiss military aircraft are not assigned to their squadrons – there is no system regarding the squadron badges. As a soft rule, on silver Mirages there would be badges of squadron 16 on the right side and squadron 17 on the left – or none at all.

As it was tradition, the last Swiss built Mirage IIIS J-2336 received nose art and was baptized 'Geronimo'. The Head of the famous Apache war chief remained on the aircraft until it received the two tone grey camouflage that came with the upgrade programme at the end of the 80's.

The silver years for the Mirage IIIRS were actually very short lived. The AMIR received a camouflage and the decals for this livery can be found on MC48015. The Mirage IIIS remained unpainted up until 1990. In 1985, the upgrade program KAWEST85 started and lasted almost 5 years. Camouflaged Mirages IIIS can be found on decal sheet MC48015.

Ray Horwell of Fantasy Printshop printed the decals. They work well with the MicroSol / MicroSet System – for stronger decal softeners, please test before application. As always, the decals must be applied onto a glossy surface for best results.

There are many friends who supported me on this project – too many to name them all. However I like to mention the kind help of Bernhard Stucki (Swissair retired) and the Aircraft Museum Duebendorf. I highly recommend the definite book on the Swiss Mirages written by Peter Gunti and Oliver Borgeaud: *Mirage – das fliegende Dreieck*.



Robert Schneider
Mülheim, April 2015

MC48014 - © Matternhorn Circle, April 2015

Mirage IIIS 1964 - 1990

Mirage IIIRS 1964 - 1969

Mirage IIIS & RS - early

Printed by Fantasy Printshop



Mirage IIIS

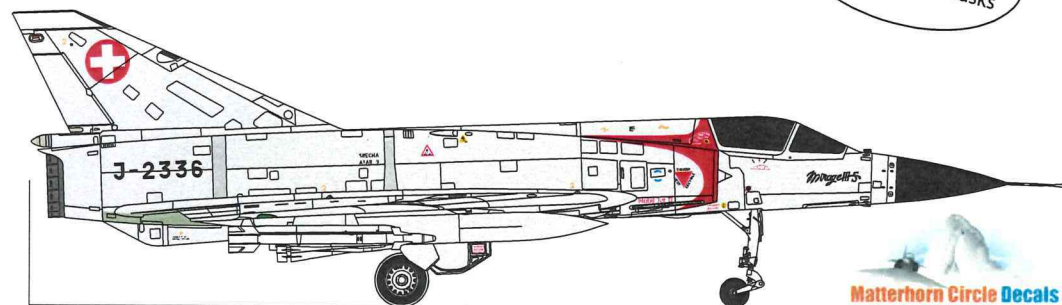
... the silver years

www.mc-one.ch info@mc-one.ch



In 1958, while the phase-in of the Hawker Hunter Mk. 58 was still in progress, the Swiss parliament defined a requirement for 100 fast jet interceptors that had to be able to detect and intercept an approaching enemy well over foreign territory before he could reach the Swiss border. Evaluation was swift and thorough and resulted in the new Mach 2 Dassault Mirage IIIC. However to fulfil all requirements, the Hughes TARAN (Tactical Attack Radar and Navigation) System was chosen to be installed into the new aircraft, resulting in the need for a larger aircraft – the Mirage IIIE actually on the drawing board at Dassault.

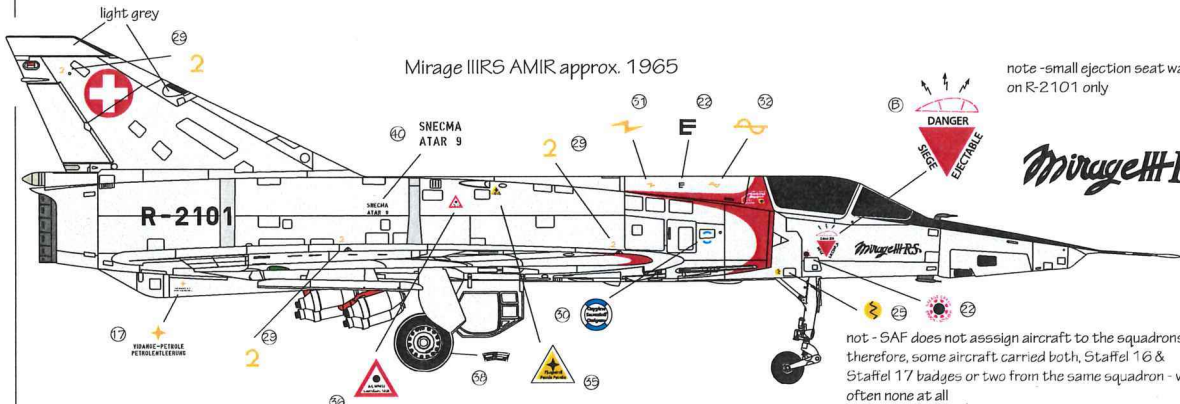
1/48 scale
includes paint masks



Matternhorn Circle Decals

Mirage IIIS & RS - early

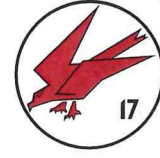
Printed by Fantasy Printshop



note - small ejection seat warning on R-2101 only



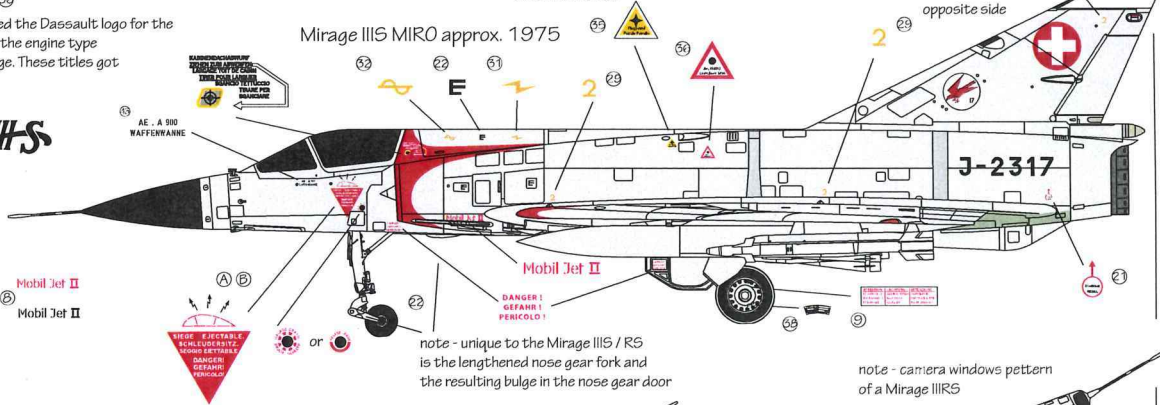
Squadron badges Staffel 16 & 17



not - SAF does not assign aircraft to the squadrons, therefore, some aircraft carried both, Staffel 16 & Staffel 17 badges or two from the same squadron - very often none at all

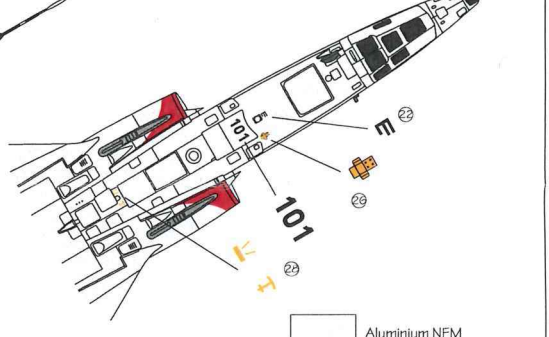
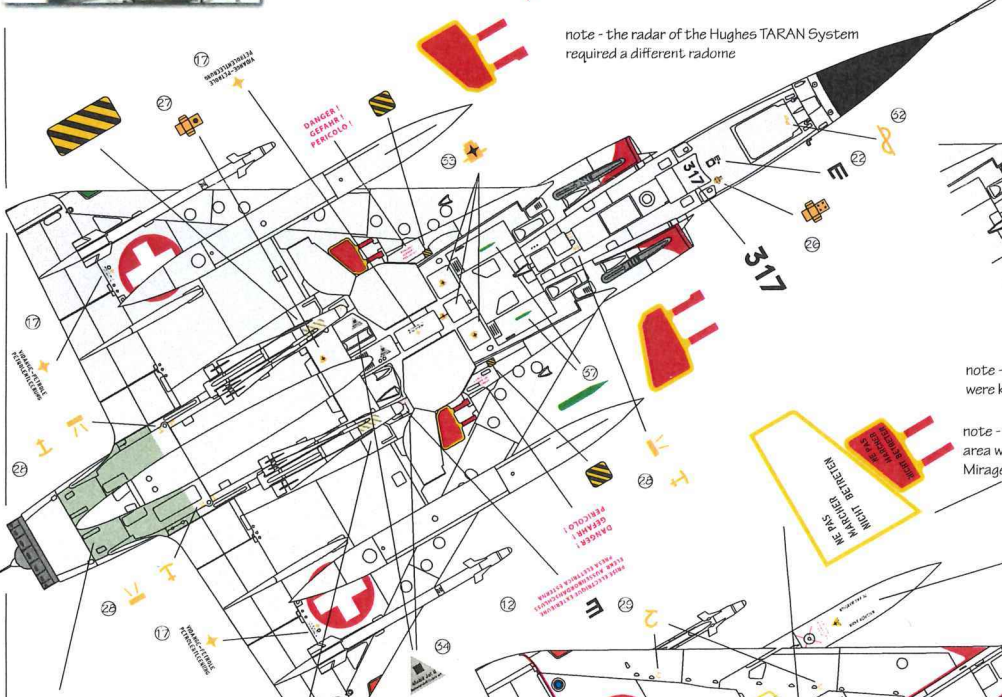
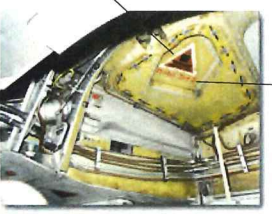
note - Mirages from the production line sported the Dassault logo for the Mirage III S or RS proudly on their noses. Also the engine type SNECMA ATAR 9 was indicated on the fuselage. These titles got removed during the early 70's.

Mirage IIIIS MIRO approx. 1975



note - unique to the Mirage III S / RS is the lengthened nose gear fork and the resulting bulge in the nose gear door

note - camera windows pattern of a Mirage III RS



- Aluminium NFM
- Verkehrsrot RAL 3020
- Cockpit Green, metallic

note - the NFM Mirages IIIIS were kept in a very clean condition

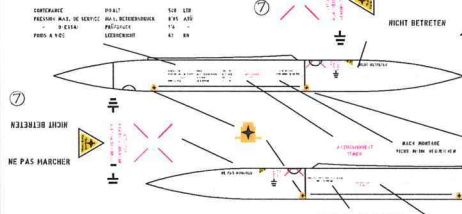
note - the large NE PAS MARCHER area was not painted on NFM Mirage III RS

note - translucent tan-greenish protective coating against the corrosive fumes of the SEPR rocket engine



note - some aircraft carry badges for the SAKA or /and NORKA campaign that indicate training in Sardinia or at RAF Waddington

500 | Flunt



note - speedbrake inside colors are: door - dayglo orange / well - zinc chromate

note - Mirage III RS did not have the black anti glare panel painted on the radar nose when delivered from the production line

NE PAS MARCHER

NE PAS MARCHER

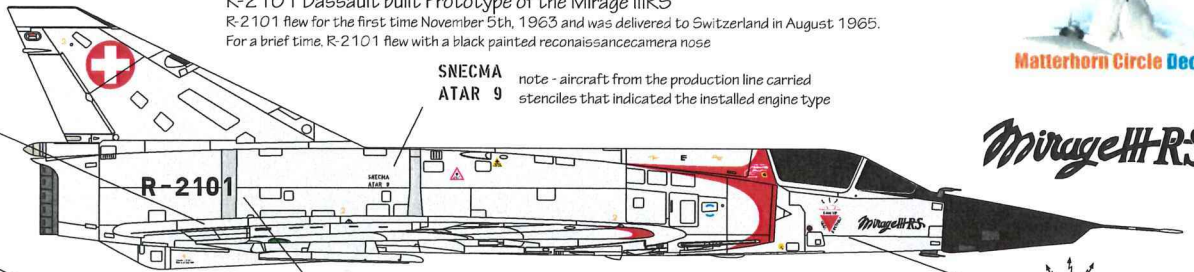
note - most likely R-2101 was delivered with french stencils only

R-2101 Dassault built Prototype of the Mirage III RS
R-2101 flew for the first time November 5th, 1963 and was delivered to Switzerland in August 1965.
For a brief time, R-2101 flew with a black painted reconnaissance camera nose

SNECMA ATAR 9 note - aircraft from the production line carried stencils that indicated the installed engine type



Mirage III RS



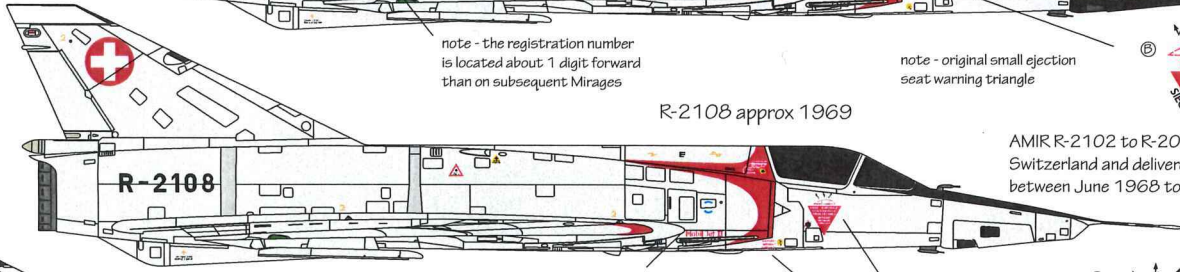
note - the registration number is located about 1 digit forward than on subsequent Mirages

note - original small ejection seat warning triangle



R-2108 approx 1969

AMIR R-2102 to R-2108 were built in Switzerland and delivered to the Air Force between June 1968 to August 1969



note - Mobil Jet II indicates the jet engine lubricant

Mobil Jet II

note - Warnings in three national languages

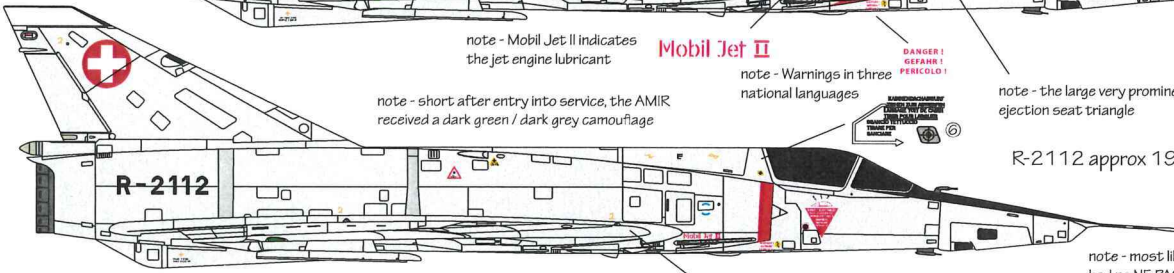
DANGER I GEFAHR I PERICOLO I

note - the large very prominent ejection seat triangle



note - short after entry into service, the AMIR received a dark green / dark grey camouflage

R-2112 approx 1969



note - most likely early NMF Mirage III RS had no NE PAS MARCHER warnings above the wheel well.

note - the red stripes on top of the wing were removed

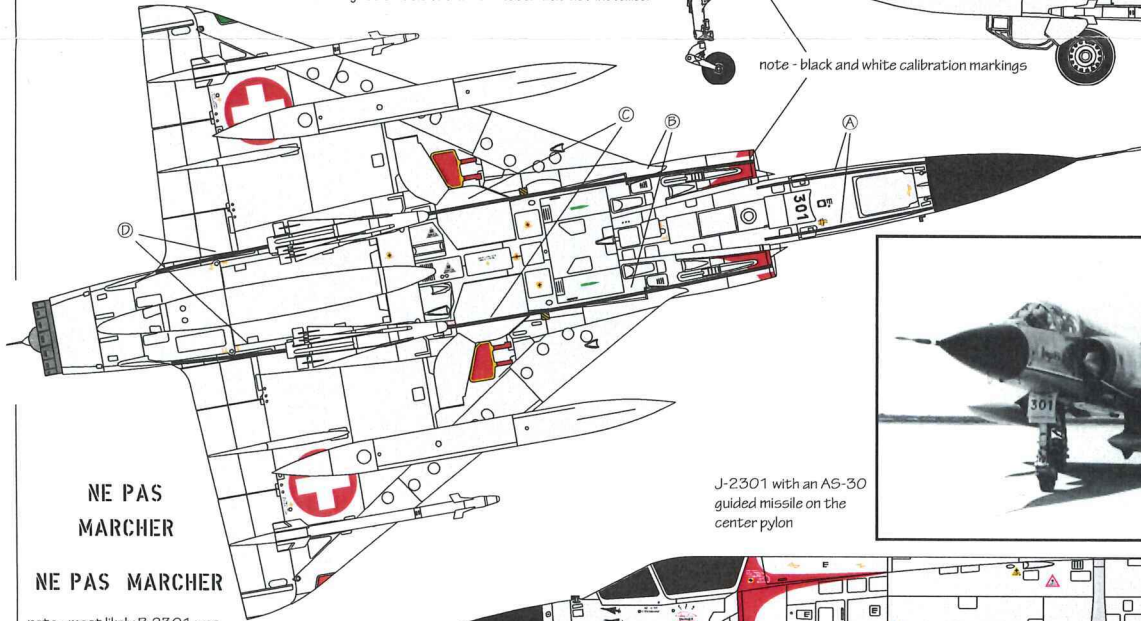
Mirage III S

Mirage III S MIRO Prototype J-2301 built by Dassault - first flight December 12th, 1963

note - dummy radome as the TARAN radar was not installed

note - black and white calibration markings

note - non standard registration number



note - most likely this aircraft had no NE PAS MARCHER warnings above the wheel well.

NE PAS MARCHER

NE PAS MARCHER

note - most likely R-2301 was delivered with french stencils only

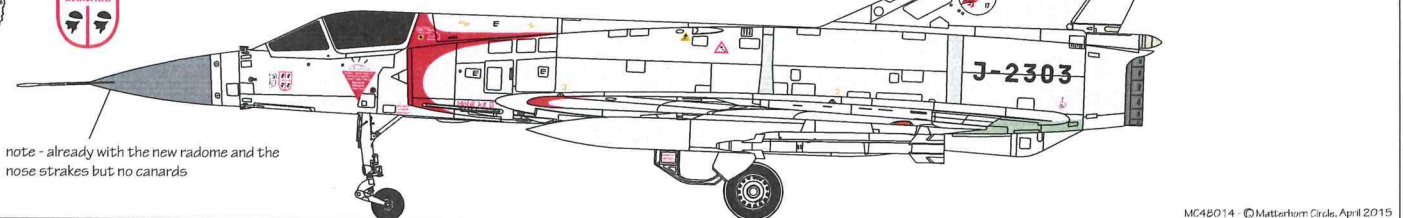
J-2301 with an AS-30 guided missile on the center pylon



J-2303 approx. 1967 - used for trials with the AS-30 NORAS air to ground guided missile

J-2303 approx. 1988 - with 2 SAKA badges (Gardinen Kampagne) on the nose

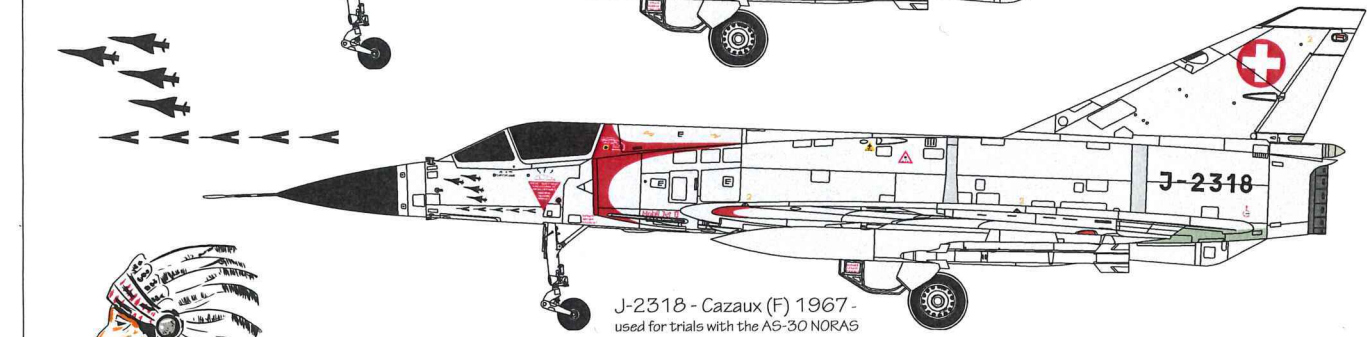
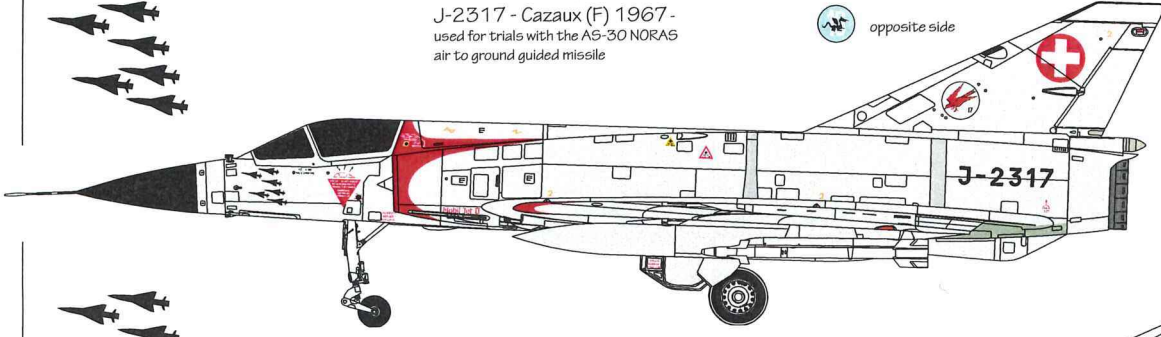
opposite side



note - already with the new radome and the nose stripes but no canards

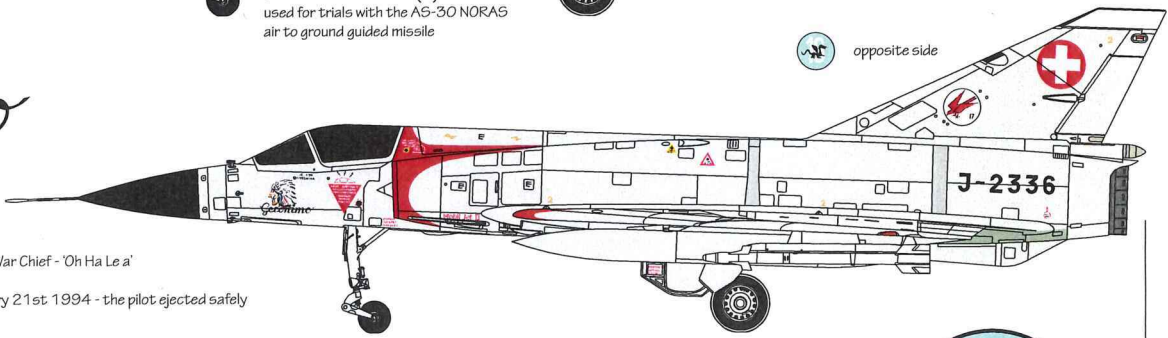
J-2317 - Cazaux (F) 1967 -
used for trials with the AS-30 NORAS
air to ground guided missile

opposite side



J-2318 - Cazaux (F) 1967 -
used for trials with the AS-30 NORAS
air to ground guided missile

opposite side



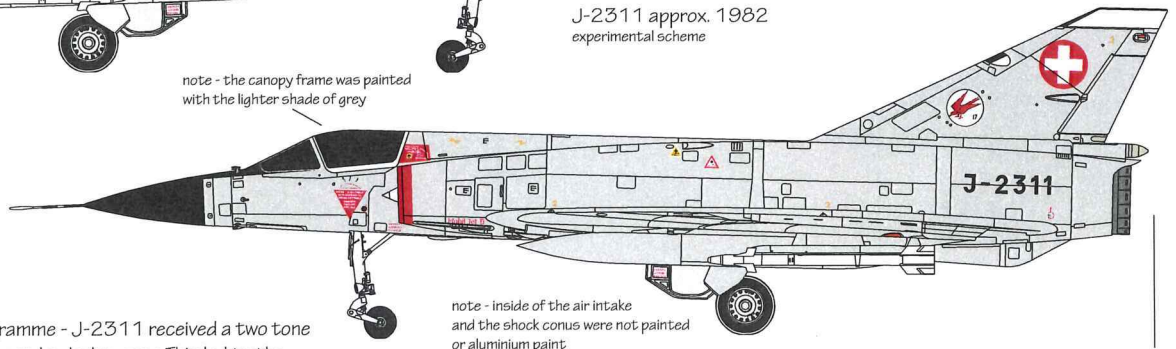
J-2336 - approx. 1980
the last Mirage III off the production
line. First flight took place on January
24th 1968. This aircraft carried the nose
art 'Geronimo' to honor the famous Apache War Chief - 'Oh Ha Le a'

Geronimo was lost February 21st 1994 - the pilot ejected safely



J-2311 approx. 1982
experimental scheme

note - the canopy frame was painted
with the lighter shade of grey

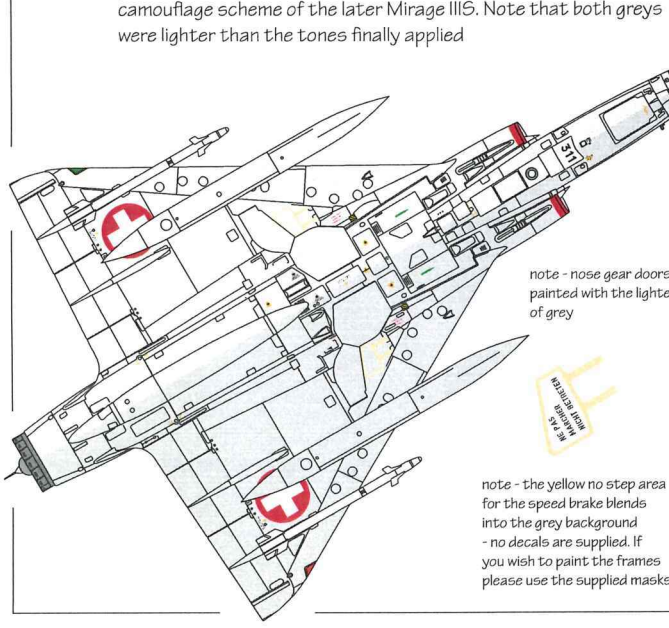


note - inside of the air intake
and the shock cones were not painted
or aluminium paint

for the KAWEST85 Programme - J-2311 received a two tone
paint scheme of light grey and a darker grey. This led to the
camouflage scheme of the later Mirage IIIS. Note that both greys
were lighter than the tones finally applied

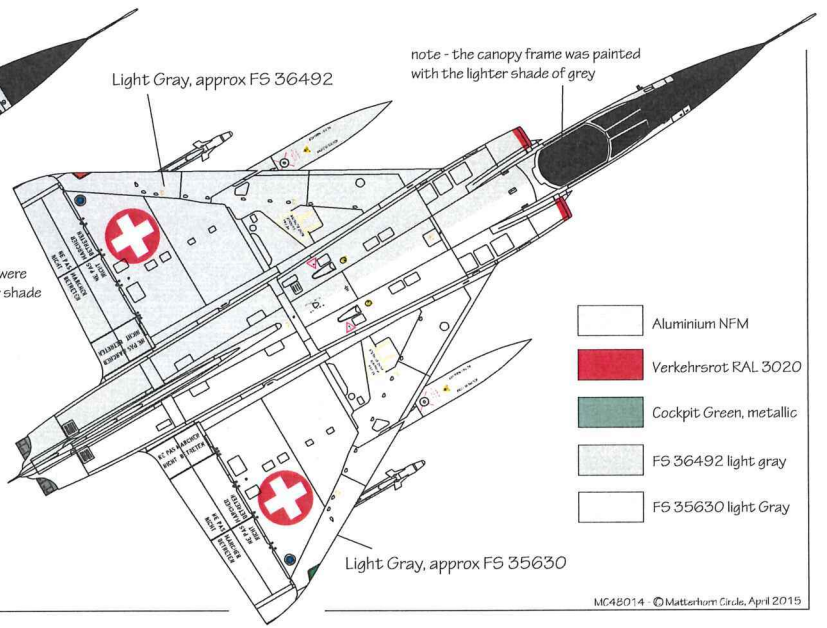
Light Gray, approx FS 36492

note - the canopy frame was painted
with the lighter shade of grey



note - nose gear doors were
painted with the lighter shade
of grey

note - the yellow no step area
for the speed brake blends
into the grey background
- no decals are supplied. If
you wish to paint the frames
please use the supplied masks



Light Gray, approx FS 35630

- Aluminium NFM
- Verkehrsrot RAL 3020
- Cockpit Green, metallic
- FS 36492 light grey
- FS 35630 light Gray