

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

DASSAULT MIRAGE III C

An all weather interceptor and ground attack aircraft, the Mirage IIIC is the initial production model of the extremely successful series of Dassault multi-purpose deltas. Some 200 of this particular version have been produced and are in service with the French Armée de l'Air and the Israeli Air Force.

Development of the Mirage stems from a French competition for a light weight day fighter held in 1954. Although nothing came of the competition the Dassault entry showed such promise that a higher powered version, known as the Mirage III was produced and flew in November 1956. In the following January a speed of Mach 1.5 was achieved with the Atar engine and when an auxiliary rocket, the SEPR.66, was fitted this speed was increased to M.19. Ten pre-production Mirage IIIA's were built, the first flying in 1958, and development flying was carried out with these, a speed of Mach 2 being exceeded in October 1958.

The IIIC Mirage is an extremely versatile aircraft, it is fitted with low pressure tyres enabling it to operate from grass air-strips, has a highly efficient Cyrano radar for gun or missile control and navigation, can be fitted with a booster rocket for high altitude missions and is capable of carrying a wide range of underwing stores. External loads can include long range fuel tanks with combined rocket launchers, Matra, Falcon, Sidewinder or Nord guided missiles, conventional or nuclear bombs and a variety of rockets or napalm tanks. Internal armament is a pair of 30 mm. DEFA guns, each with 125 rounds.

Other Mirage versions in service or being introduced include the IIIB a tandem seat trainer; the IIIE long-range strike aircraft; the IIIO which is a variant of the IIIE to be manufactured in Australia for the R.A.A.F.; the IIICZ for the South African Air Force; the IIIR a reconnaissance version and the IIIS for Switzerland.

With over 600 Mirages already ordered or delivered, many of them for export it seems certain that the Mirage III will be a common sight throughout the world for many years to come.

The Mirage IIIC is powered by an Atar 9 turbo jet of 9,600 lb.s.t. (14,110 lbs. s.t. with after burning) giving a maximum speed of approximately Mach. 2.05. Normal armament consists of two 30 mm. DEFA cannon, two JLI00 rocket/fuel pods and one Matra guided missile. Wing span is 27 ft. and length 43 ft. 10 ins.

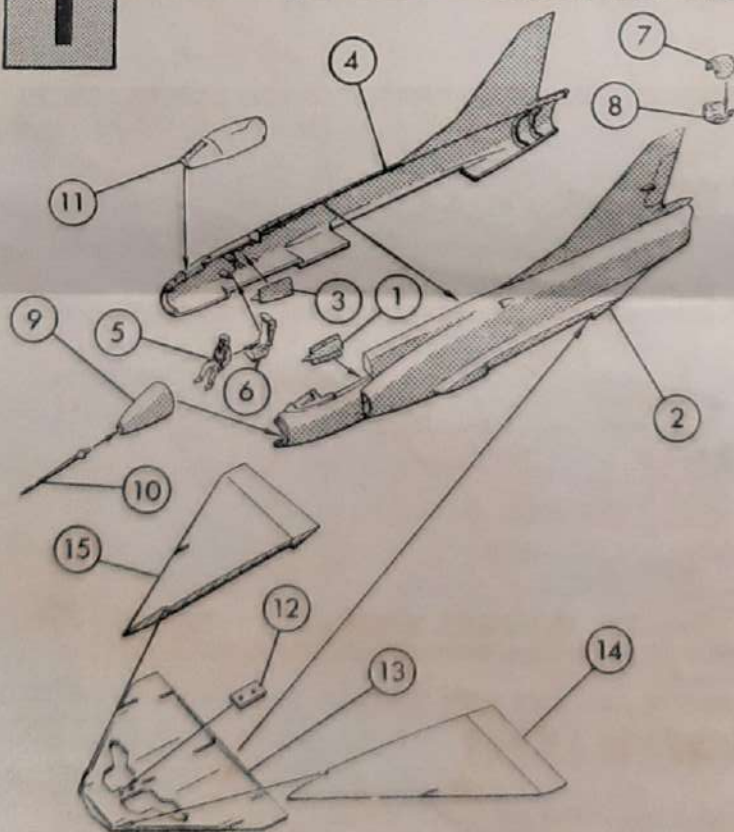
INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 3).

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1

FUSELAGE, WING & COCKPIT ASSEMBLY

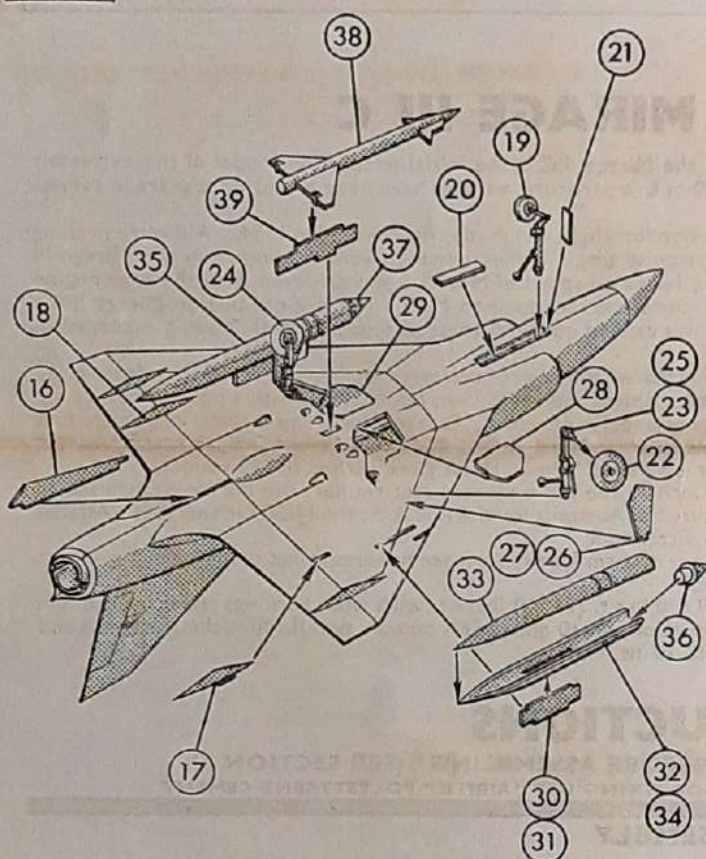


NOTE:—It is recommended that the instructions and exploded view are studied before cementing together. If it is wished to paint such details as pilot, wheels and rockets it is best done before assembly.

1. Slide tapered end of air intake plates through air intakes from inside of port and starboard fuselage halves and cement to four semi-circular lugs in cockpit sides, flat side of plates flush with cockpit sides (1-4).
2. Cement pilot to ejector seat (5, 6).
3. Locate and cement seat onto pegs in starboard fuselage half.
4. Cement together port and starboard fuselage halves.
5. Cement top and bottom halves of jet engine outlet together and locate and cement tab on front of outlet into cut-out in rib in starboard fuselage half (7, 8).
6. Locate and cement nose cone to forward part of fuselage (9).
7. Locate and cement nose probe into locating hole in nose cone (10).
8. Carefully cement cockpit canopy to fuselage applying cement to edges of canopy only (11).
9. Locate and cement undercarriage retaining plate onto locating pins on inside and centre of lower wing (12, 13).
10. Locate and cement lower wing onto locating ribs in port and starboard upper wing halves (14, 15). Cement assembly to fuselage bottom.

2

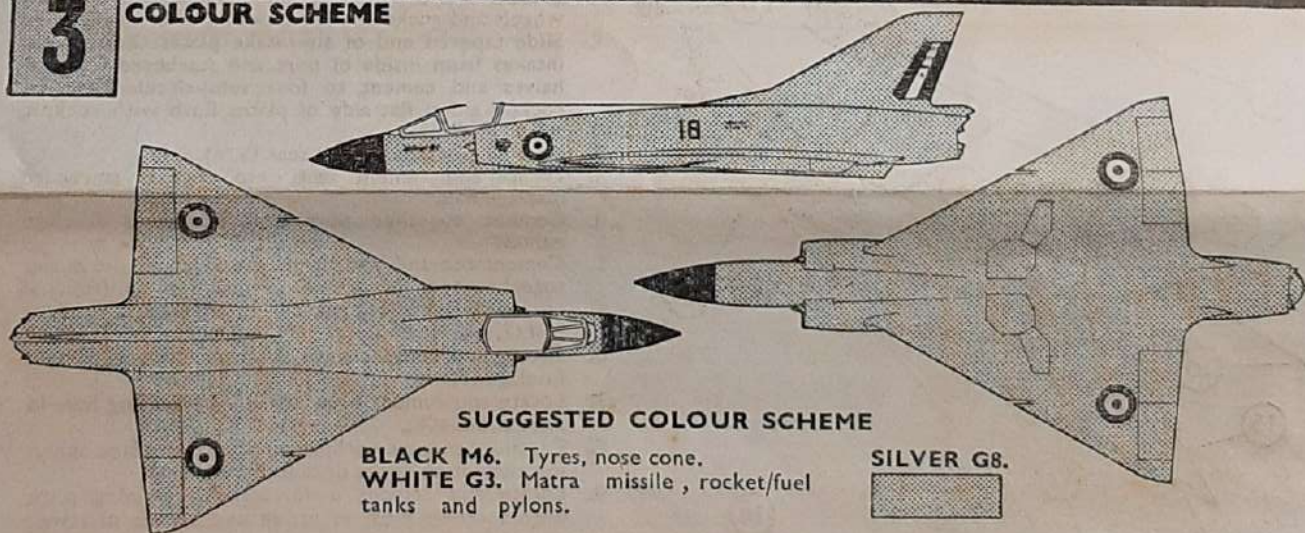
UNDERCARRIAGE, ARMAMENT & DROP TANKS



11. Locate and cement fuselage strake into central slot in rear fuselage and wing (16).
12. Locate and cement control hinge covers into inner rear slots in port and starboard wings (17, 18).
13. The desired undercarriage position must now be selected. For lowered undercarriage locate and cement locating pins on nose wheel into locating holes in nose bay, wheel and stay to rear (19).
14. Locate and cement rear nose wheel door flush into recess behind undercarriage leg (20).
15. Locate and cement front nose wheel door into front of recess and in open position (21).
16. Cement main wheel onto axle of port undercarriage leg. NOTE: Wheel faces outward: cement main leg into locating holes inside wheel well (22, 23).
17. Similarly assemble and cement in place starboard main wheel and undercarriage leg (24, 25).
18. Cement tabs on outer doors into cut-outs at extreme outside ends of port and starboard wheel wells, doors hang vertically angled part to rear (26, 27).
19. Locate and cement inner doors flush into recesses in port and starboard wheel wells (28, 29).
20. For a model with retracted undercarriage all undercarriage wheels and legs are omitted and the doors cemented in place flush with the underside of the wing and fuselage.
21. Locate and cement outer shorter tab on missile pylons into locating slots beneath port and starboard wings (30, 31).
22. Cement upper and lower halves of rocket/fuel tanks together (32-35).
23. Locate and cement rocket noses into front of tanks (36, 37).
24. Locate and cement assembled units onto outer pylons.
25. Locate and cement slot in Matra missile to long tab on missile pylon, press DO NOT CEMENT pylon into fuselage (38, 39).
26. NOTE:—If model is to be displayed on the transparent stand this missile is removed and tab on the stand inserted in the fuselage slot.
27. Cement together both parts of stand.

3

COLOUR SCHEME



SUGGESTED COLOUR SCHEME

BLACK M6. Tyres, nose cone,
WHITE G3. Matra missile, rocket/fuel
tanks and pylons.

SILVER G8.

28. NOTE:—If it is wished to paint the model it should be done at this stage using the colour scheme given. Apply transfers. First cut the sheet into 21 separate subjects, then dip each in warm water for a few minutes, slide off backing into position shown on illustration. The large roundels are applied above and below the wings.

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The smaller roundels to port and starboard fuselage sides, the large black numbers to port and starboard fuselage sides. Aircraft name to port and starboard sides of fuselage below front of cockpit. Red warning triangles port and starboard sides of fuselage to rear of cockpit. Fin flashes to rear of rudder. The name Snecma Atar 9 to port and starboard sides in line with fin fairing.