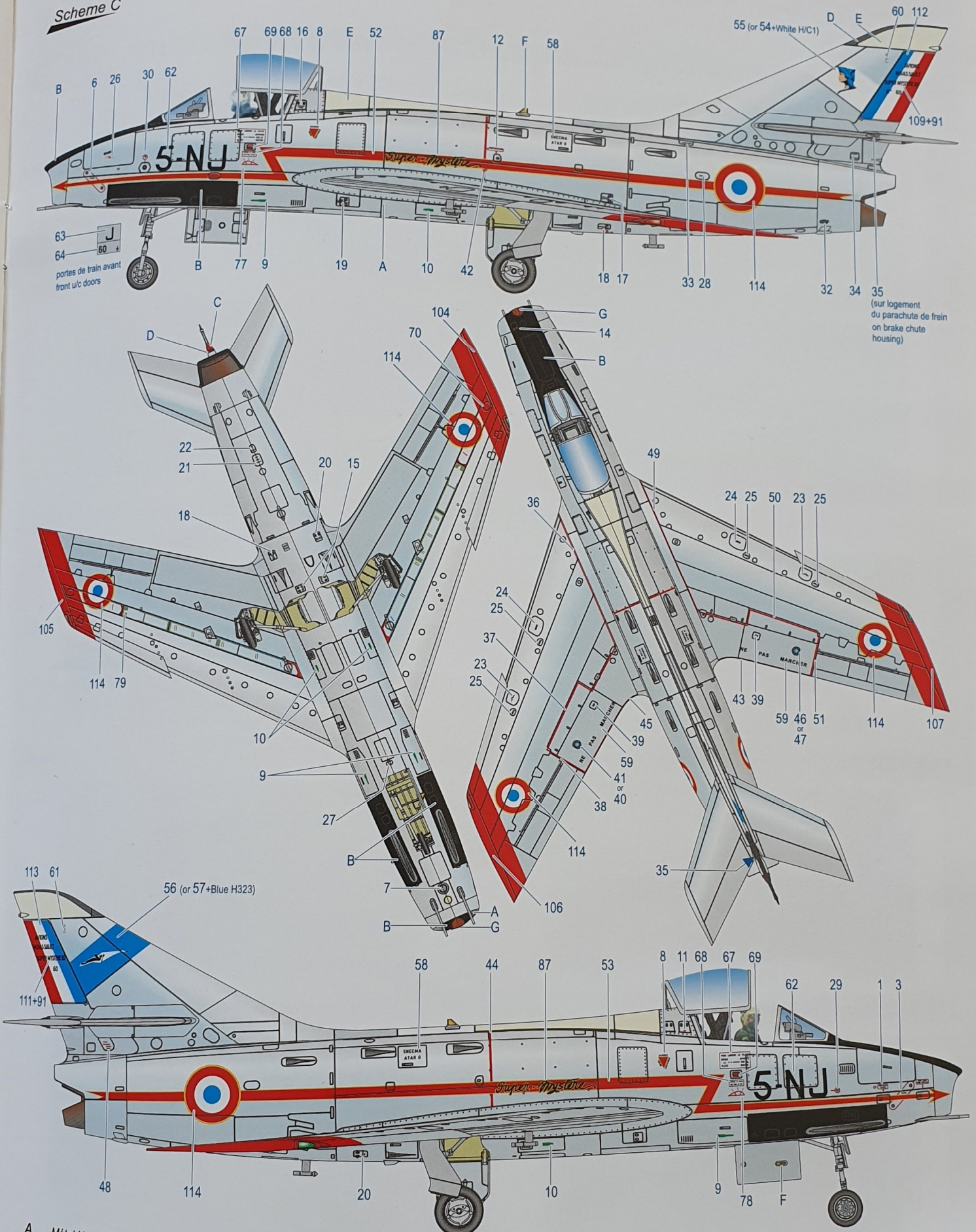


SM B2 n°60 codé 5-NJ du 03/05/61 au 04/05/64, EC 01/05
"Vendée", Orange-Caritat.

SM B2 n°60, 5-NJ from 05/03/61 to 05/04/64, EC 01/05
"Vendée", Orange-Caritat.

Scheme C



63
64
portes de train avant
front u/c doors

35
(sur logement
du parachute de frein
on brake chute
housing)

- | | | | | | | |
|---|-----------------------------------|---------------------------------|----------------------------------|---|----------------------------------|-----------------------------------|
| A Métal Naturel
Natural Metal
H/C8 | B Noir
Black
H12/C33 | C Rouge
Red
H/C323 | D Gris
Grey
H53/C13 | E Gris Beige
Beige Grey
H318+H11 | F Jaune
Yellow
H/C4 | G Brun
Brown
H37/C43 |
|---|-----------------------------------|---------------------------------|----------------------------------|---|----------------------------------|-----------------------------------|

Dassault
Super Mystère B2

Early



F

Après les succès de l'Ouragan, du Mystère II et du Mystère IVA, Dassault fait évoluer le Mystère IVB et obtient le Super Mystère B1 (moteur Avon) et B2 (moteur Atar 101). Le prototype du SMB2 fait son premier vol le 15 mai 1956 à Villaroche aux mains de Gérard Muselli. Il est le premier appareil européen supersonique en vol horizontal (hors URSS).

Le SMB2 est commandé le 29 mars 1955 et est produit en 178 exemplaires entre 1957 et 1959, il équipe les 5^{ème}, 10^{ème} et 12^{èmes} escadres de chasse et est également utilisé par le CEAM, les bases-écoles 701 et 721 et le Centre d'Essais en Vol.

La 10^{ème} EC (Creil) comprend les escadrons 01/10 Valois (couleur distinctive bleue) et 02/10 Seine (rouge). Les deux escadrilles du 01/10 gardent des traditions de 14-18, la SPA 84 « Tête de Renard » et la SPA 93 « Canard à col vert ». Quatre SMB2 du 01/10, dont un perdu à l'aller, participent à la croisière OTASE en février 1961, et rejoignent Bangkok. Le 02/10 Seine conserve les traditions du « Cercle de Chasse de Paris ». La 10^{ème} EC emploie des SMB2 entre mai 58 et juillet 74.

La 12^{ème} EC de Cambrai est formée des escadrons 01/12 Cambrésis (rouge) et 02/12 Cornouaille (vert). Le 01/12 porte les insignes de la SPA 162 Tigre et de la Spa 169 Guêpe, ce qui lui permet de participer aux « Tiger Meets » et donne lieu à des peintures spectaculaires. Le Cornouaille emploie les insignes du scorpion et de la tête de dogue. Le SMB2 est en service dans l'escadre entre avril 59 et novembre 77.

La 5^{ème} EC d'Orange-Caritat utilise les SMB2 entre février 61 et septembre 66. Elle comprend les escadrons 01/05 Vendée (rouge) et 02/05 Île de France (bleu), héritier des traditions du Sqn 340 de la RAF.

L'État d'Israël passe une commande de 24 SMB2, qui sont livrés à partir de 1958 et participent aux combats de la guerre des Six Jours.

Les appareils français sont initialement métal naturel avec éclair de fuselage, saumons et quelquefois flèche de dérive aux couleurs distinctives. Trois SMB2 de retour d'Israël gardent leur camouflage local, puis un essai de camouflage Vietnam est mené par Dassault sur neuf avions, enfin certains SMB2 adoptent un camouflage standard.

Spécifications:

chasseur monoplace. Moteur : turboréacteur SNECMA ATAR 101 G3 de 4400 kgp avec post-combustion. Envergure 10,52 m, longueur 14,13 m, surface alaire 35 m². Vitesse maximale 1 220 km/h, plafond 14 800 m, masse à vide 6 956 kg. Armement interne : 2 canons DEFA 552 de 30 mm. Armement externe : bombes, roquettes, 2 missiles air-air.

EN

After having successfully developed the Ouragan, Mystère II and Mystère IVA, Dassault modified the Mystère IVB and got the Super Mystère B1 (with Avon engine) and B2 (with Atar 101). The SMB2 prototype made her maiden flight on 15th of May 1956 in Villaroche, piloted by Gérard Muselli. This was the first european aircraft (outside USSR) to reach supersonic speed in horizontal flight.

The SM B2 was ordered on 29th of March, 1955, and was finally produced in 178 units between 1957 and 1959, equipping 5th, 10th and 12th Escadres de Chasse and used by CEAM, school-bases 701 and 721 and CEV (Test Flight Center).

The 10th EC (Creil) was composed of escadrons 01/10 Valois (specific color: blue) and 02/10 Seine (red). The two escadrilles of 01/10 maintain traditions from WWI, SPA 84 (Fox Head) and SPA 93 (Duck with green neck). Four SM B2 from 01/10, with one lost en route, were involved in the SEATO cruise in February 1961 and finally reach Bangkok. 02/10 keeps traditions from "Cercle de Chasse de Paris". The 10th EC used SM B2 between May 1958 and July 1974.

The 12th EC in Cambrai was made of escadrons 01/12 Cambrésis (red) and 02/12 Cornouaille (green). 01/12 bears insigmas of SPA 162 (Tiger) and SPA 169 Wasp, which led to participations in Tiger Meets and sometimes permitted some spectacular paint jobs. The Cornouaille bears insigmas of Brocéliande Dog and Scorpion. The SM B2 was used by the 12th EC between April 1959 and November 1977.

The 5th EC based in Orange-Caritat put in service the SM B2 between February 1961 and September 1966. Escadrons 01/05 Vendée (red) and 02/05 Île de France (blue), successor to RAF Sqn 340 were part of the Escadre.

Israel ordered 24 SM B2, which were delivered since 1958 and were involved in the Six Days war and later fights.

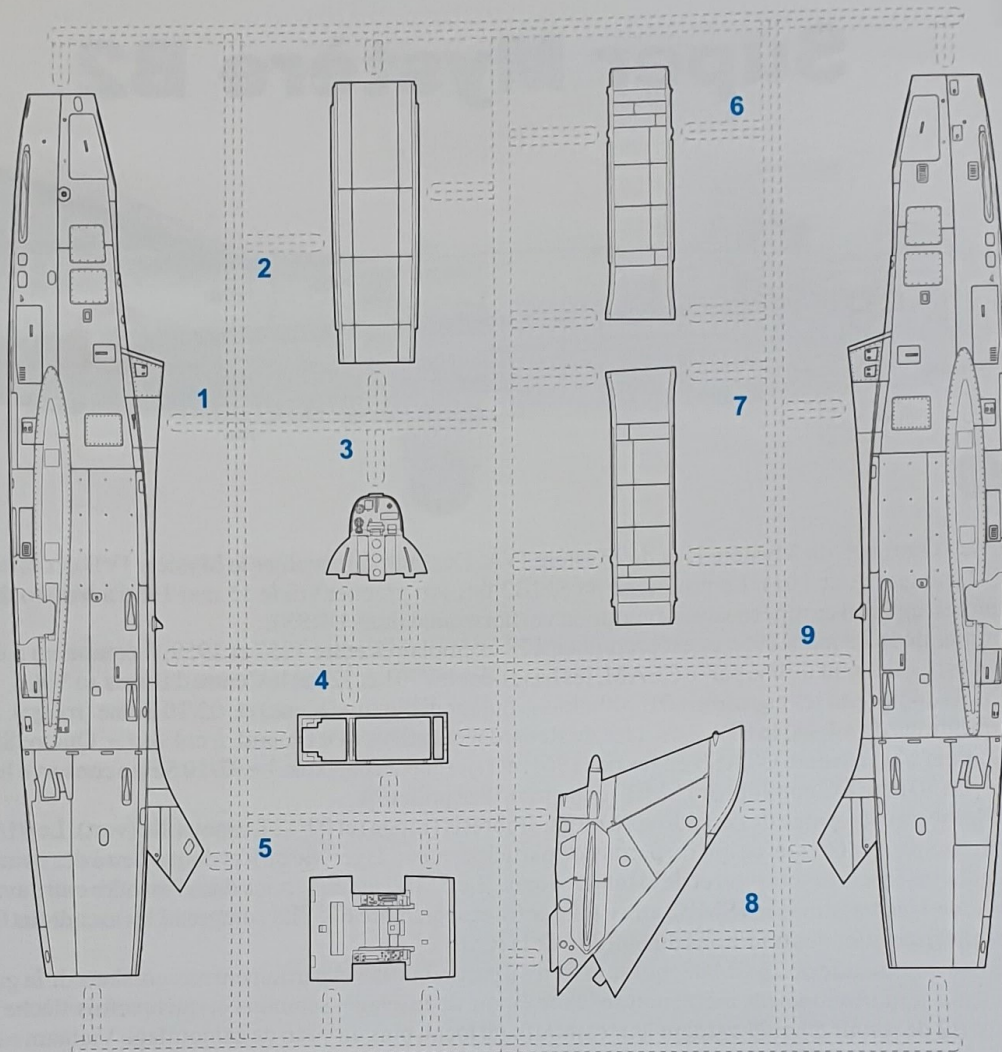
French aircraft were initially left in natural metal, with a lightning flash on fuselage, tips of wings and sometimes an arrow on the fin in specific escadron color. Three SM B2 coming back from Israel kept the local camouflage, then Dassault started to camouflage nine planes in Vietnam-like colors, and finally some planes were painted in a standard french camouflage.

Specifications:

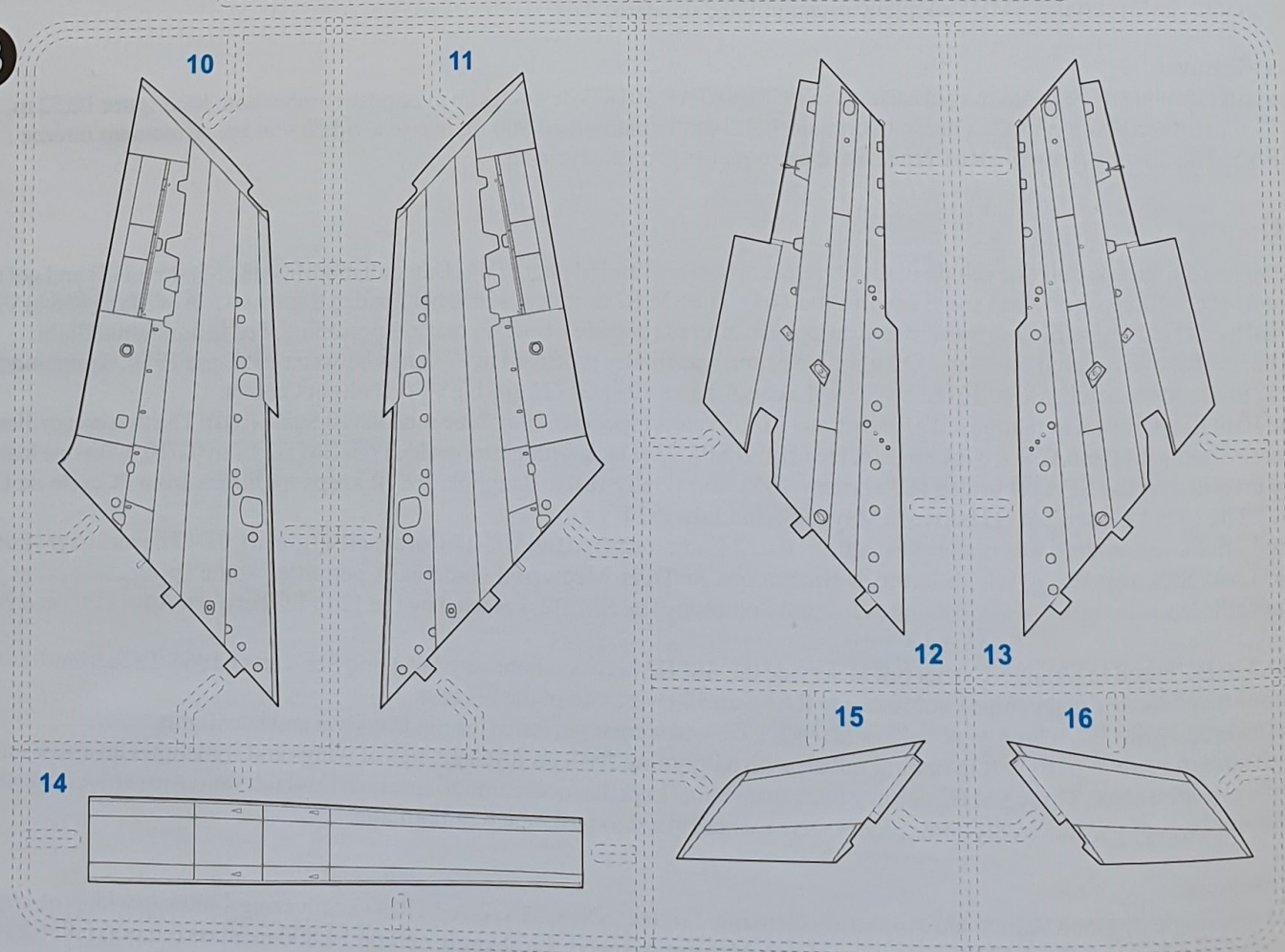
single-seat single-engined fighter and ground attack plane. Engine: SNECMA ATAR 101 G3 delivering 4400 kgp with post-combustion. Wingspan 10.52 m, length 14.13 m, wing area 35 m². Maximum speed: 1220 km/h, ceiling 14,800 m, mass (empty) 6.956 kg. Internal armament: 2 x 30 mm DEFA 552 guns. External armament: bombs, rockets, 2 x Air-air missiles.

PIÈCES EN PLASTIQUE / PLASTIC PARTS

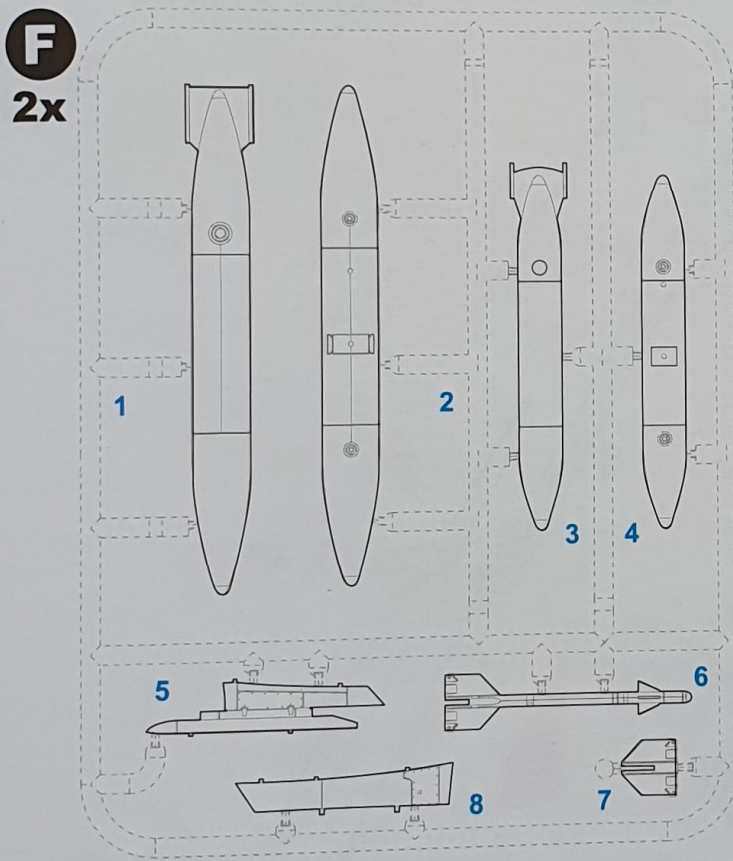
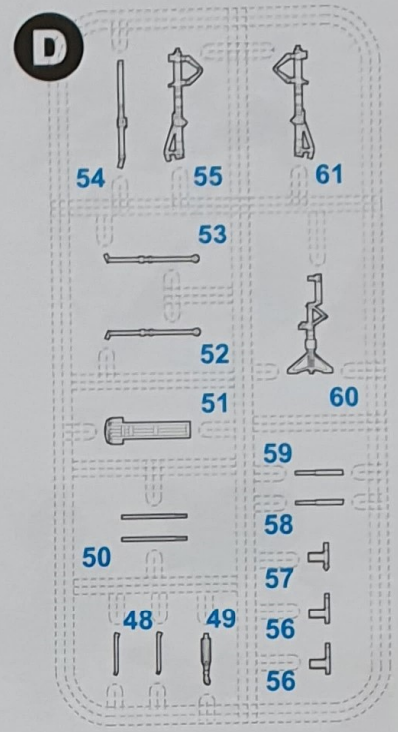
A



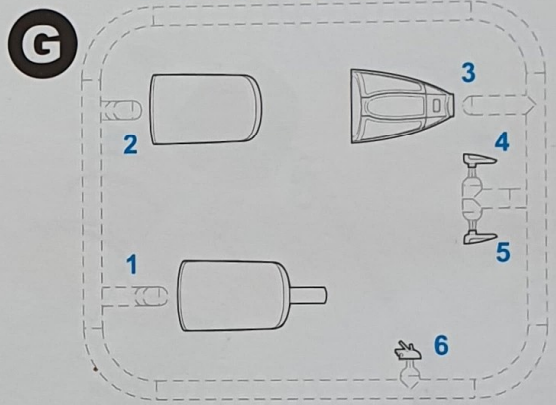
B



PIÈCES EN PLASTIQUE / PLASTIC PARTS



PIÈCES TRANSPARENTES
CLEAR PARTS



X Ne pas utiliser
Do not use this part

GUNZE Colour No.

Noir / Black	H12/C33
Blanc / White	H11/C62
Aluminium / Aluminium	H8/C8
Aluminium Terne / Dull Alu.	H8+11/C8+62
Métal Carbonisé / Burnt Iron	H76/C61
Chrome Argent/ Chrome Silver	MC211
Jaune / Yellow	H4/C4
Chamois / Buff	H34
Rouge / Red	H3/C3
Rouge Clair / Clear Red	H90/C47
Vert Clair / Clear Green	H94/C138
Noir Pneu / Tire Black	H77/C137
Gris Avion / Aircraft Gray	H57/C73
Marron Clair / Tan	H51/C44

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

💧 POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT

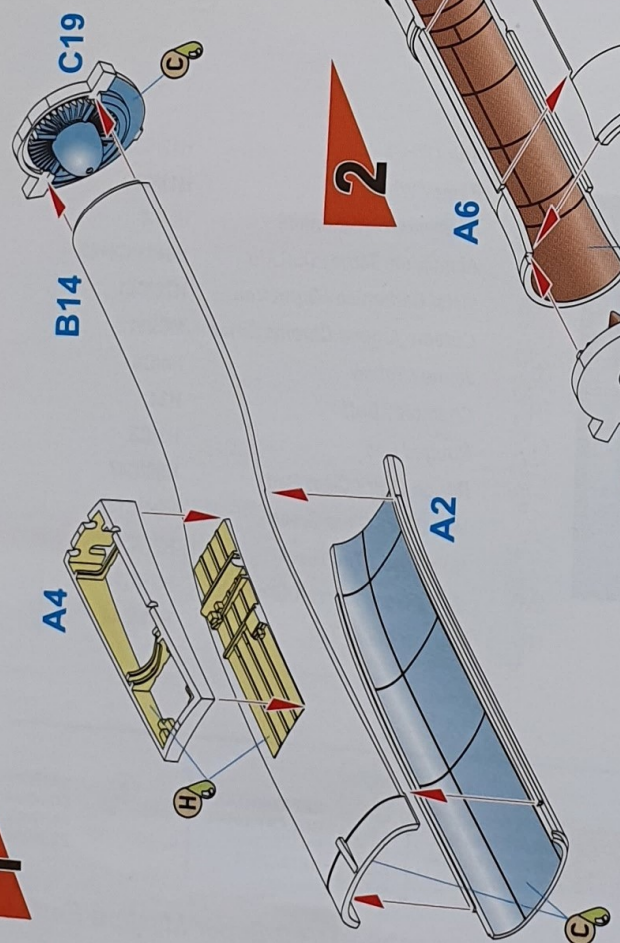
↪ OHNOUT
BEND
BIEGEN
COURBER

✋ ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

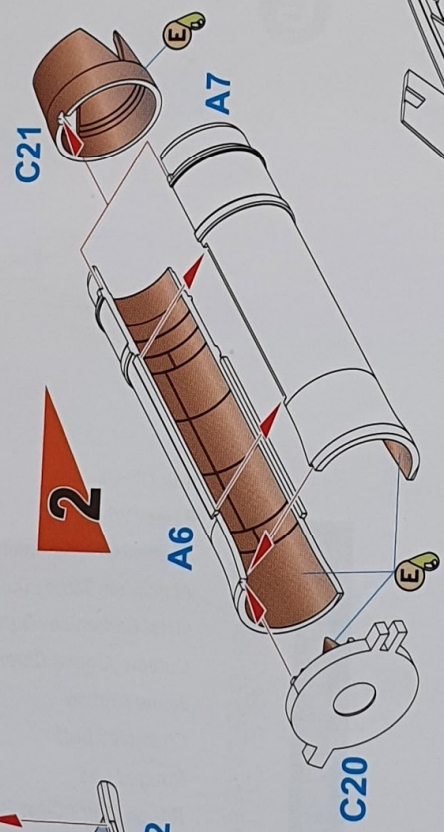
⚡ ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

Ⓐ GSI
colours code
NATŘÍT
COLOUR
FARBEN
PEINDRE

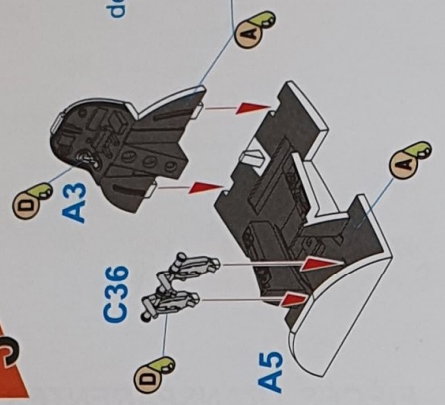
1



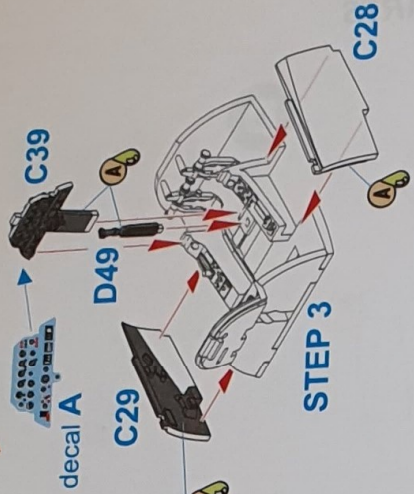
2



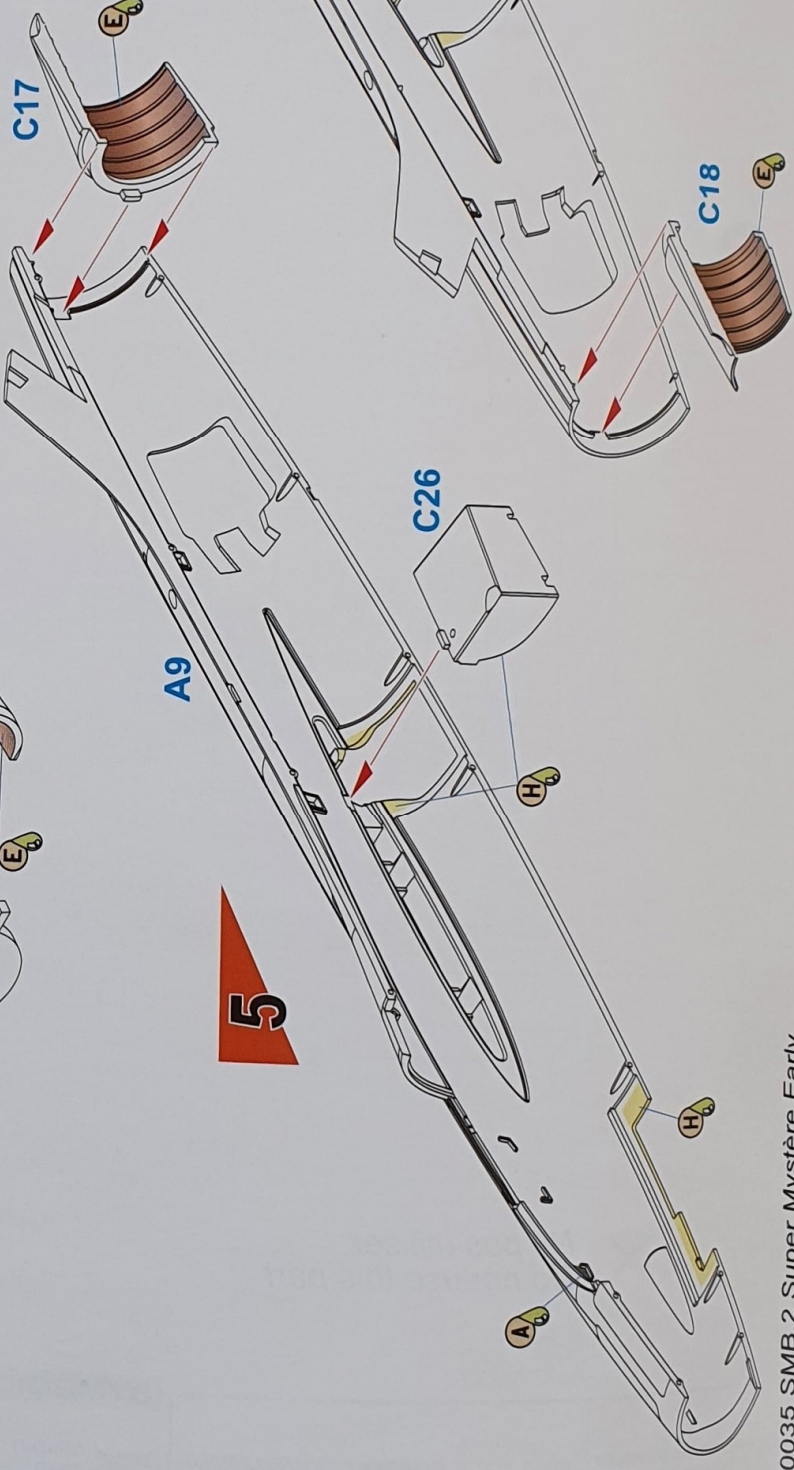
3



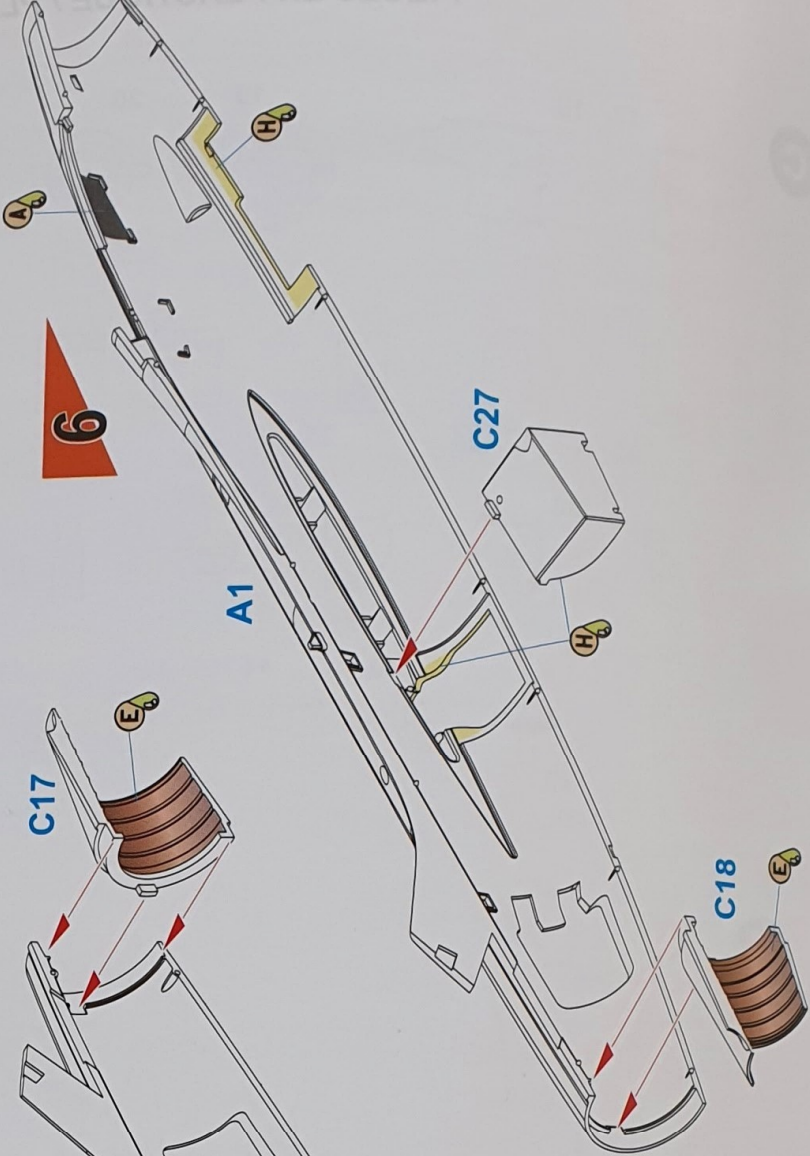
4

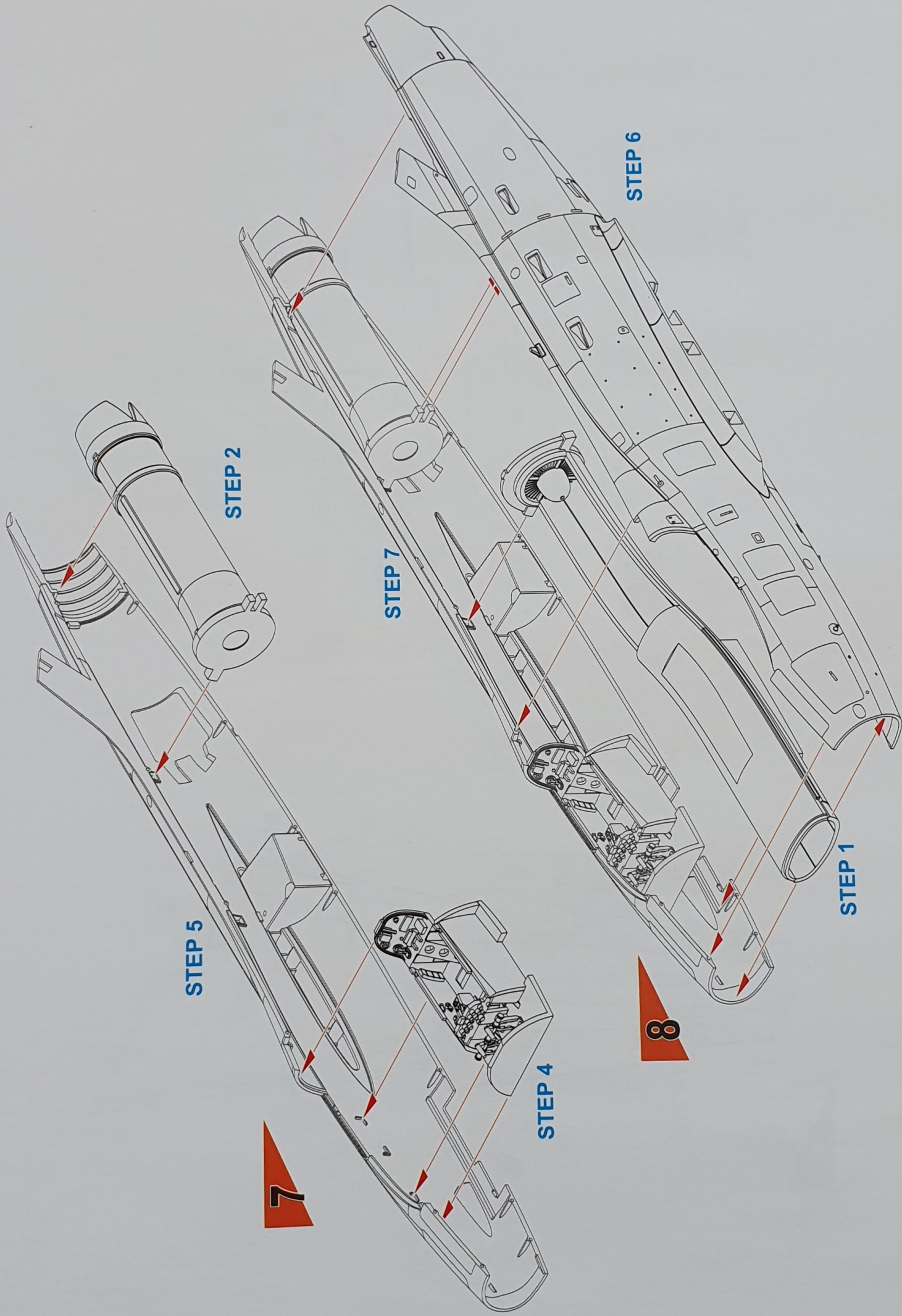


5

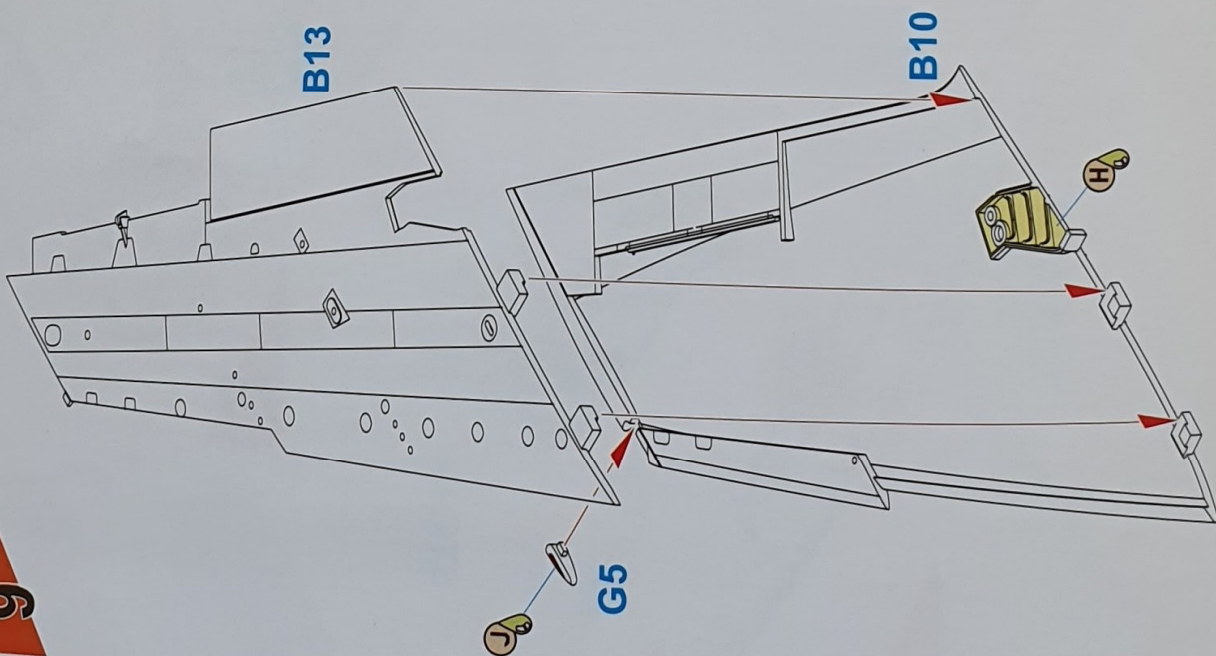


6

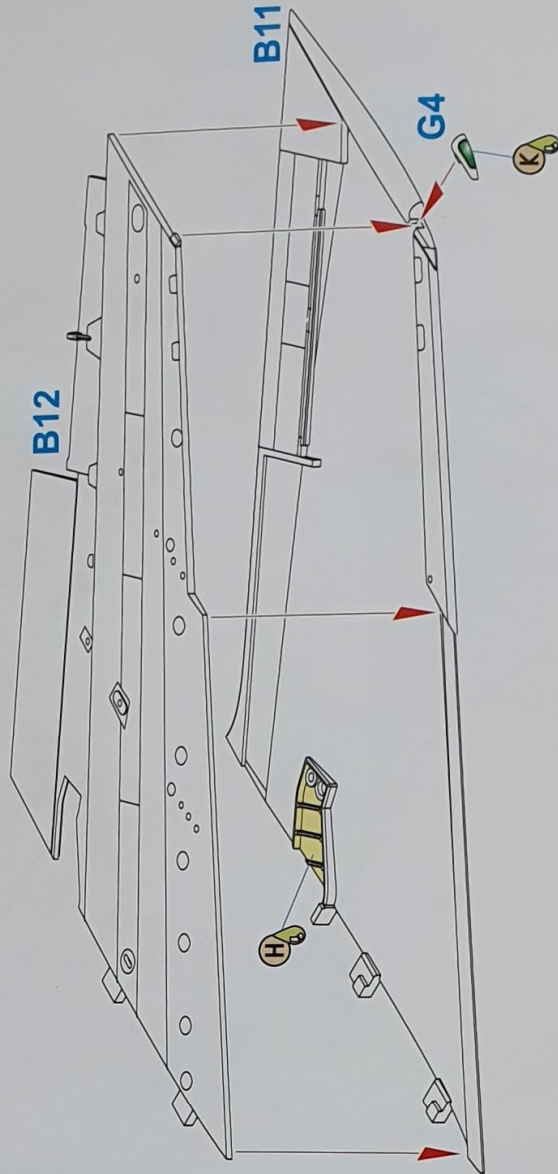


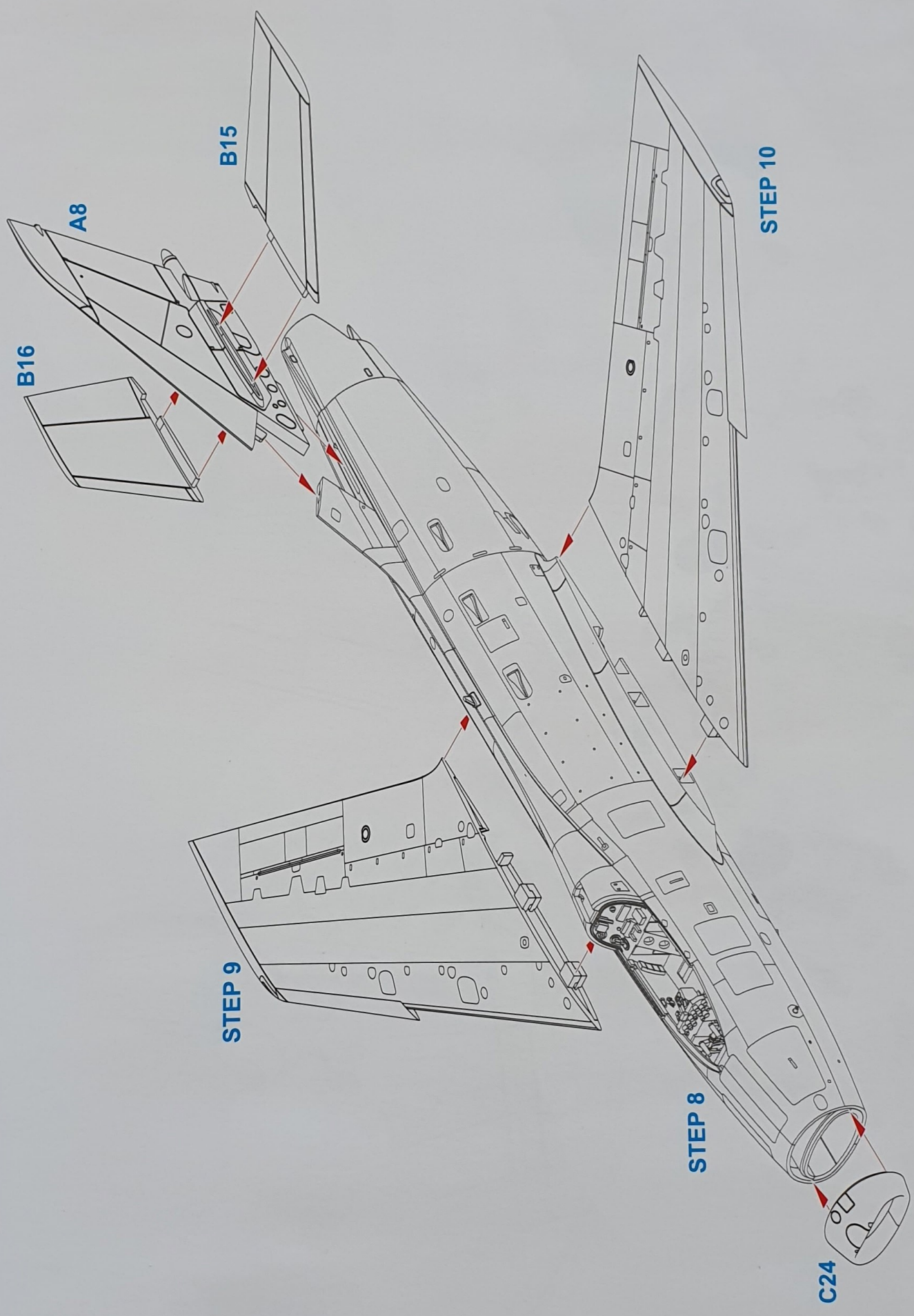


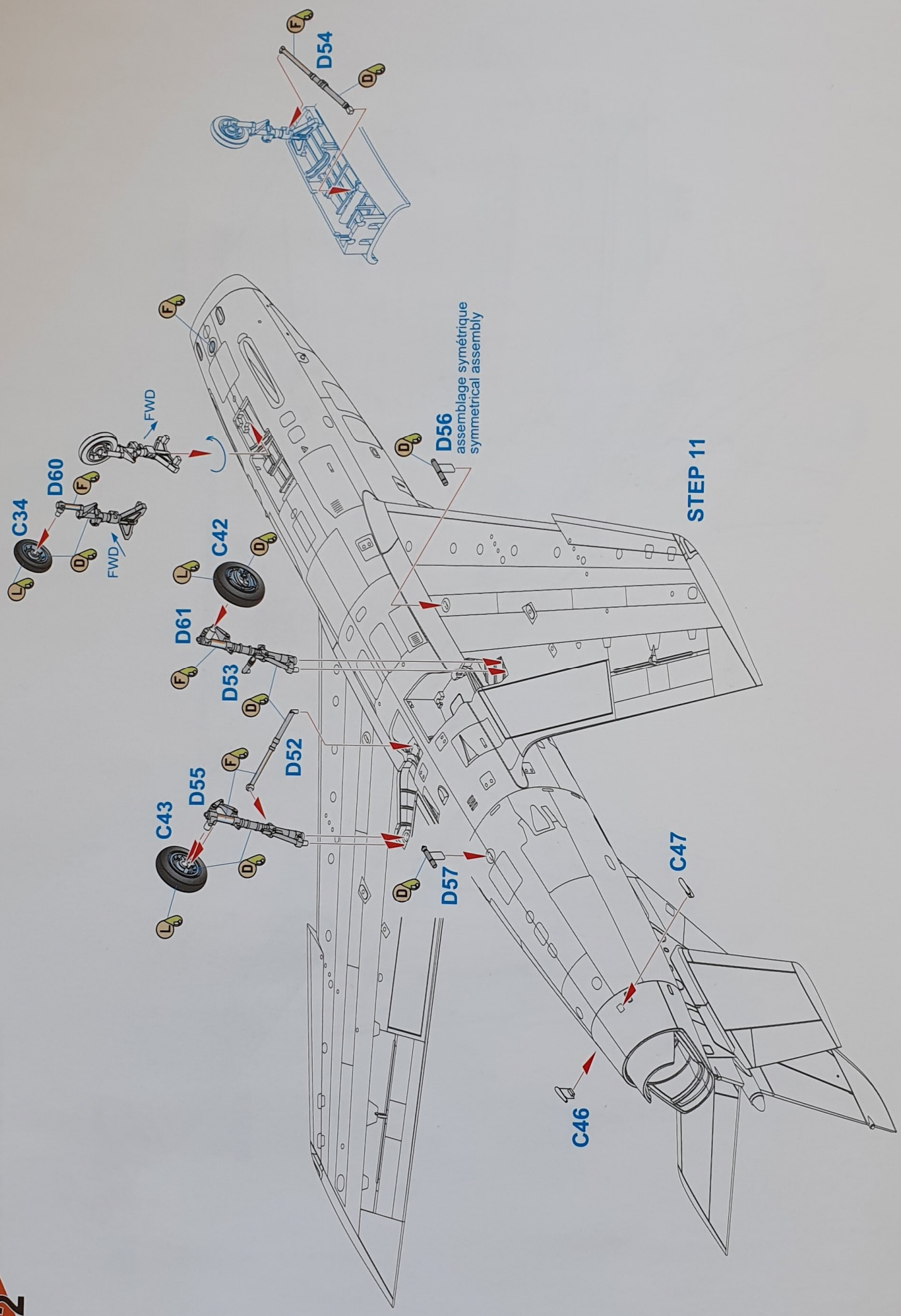
9



10



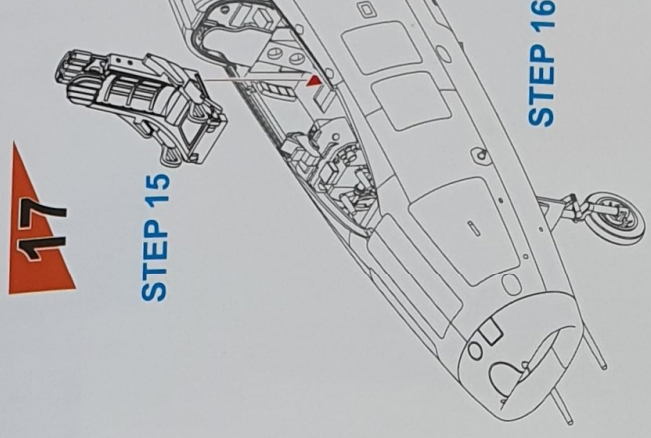
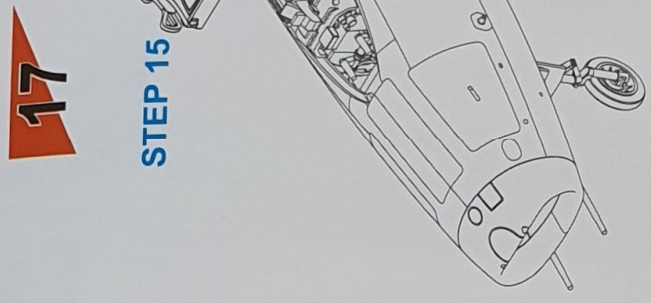
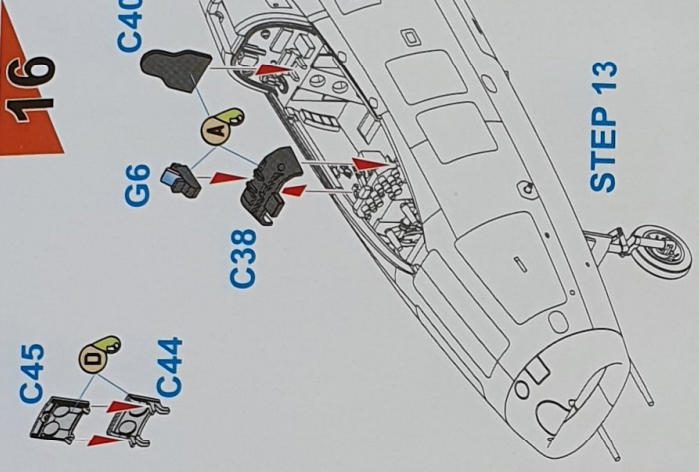
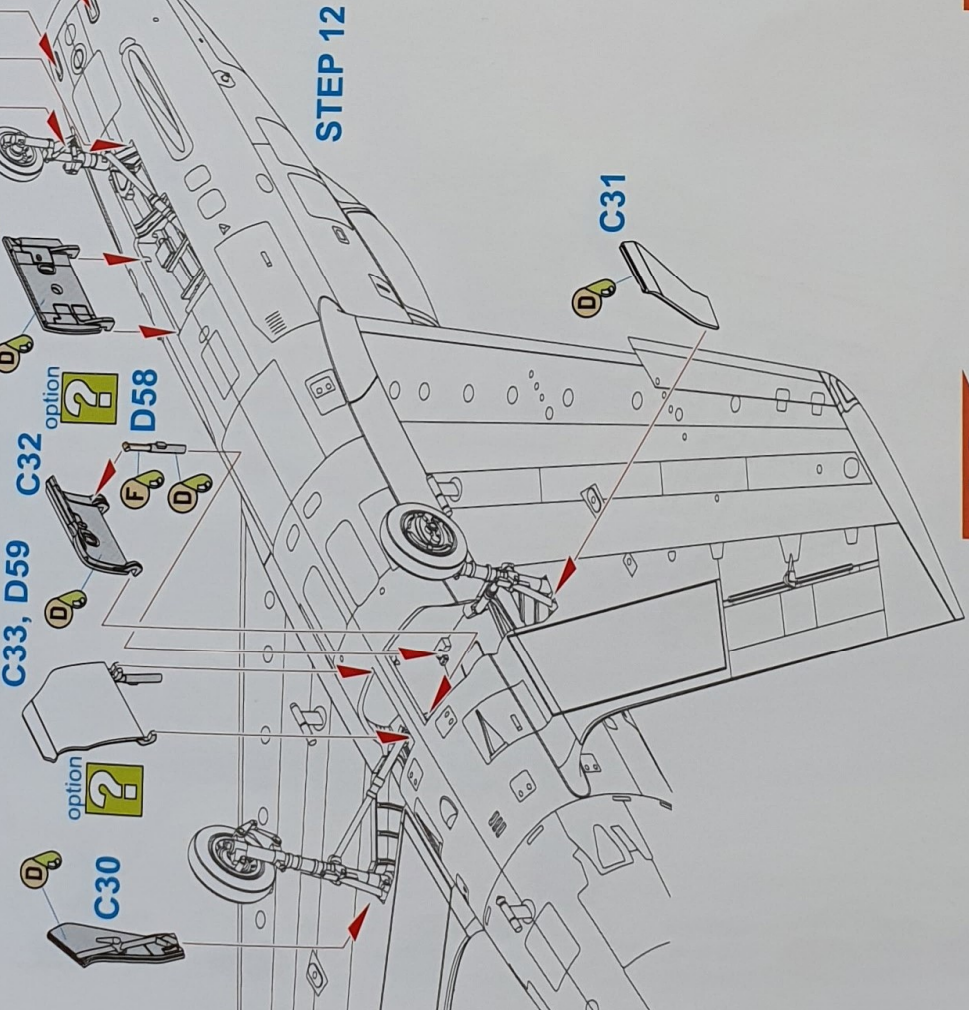




STEP 11

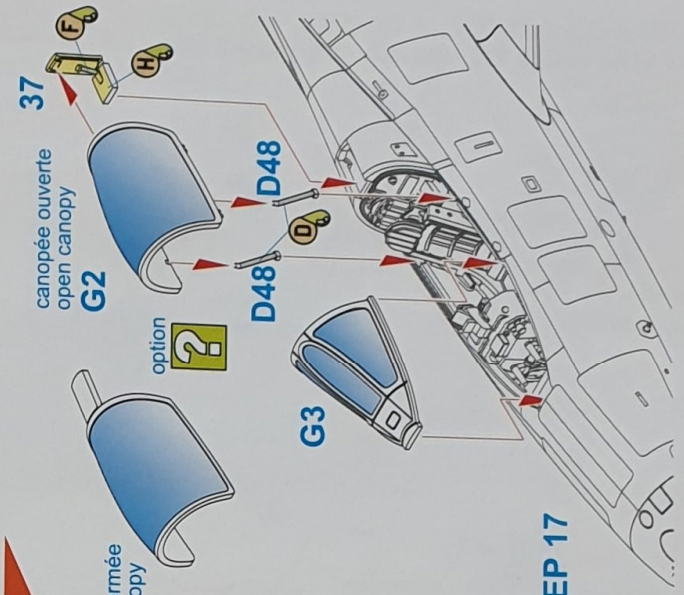
13

Note:
Portes du train d'atterrissage C25 C32 C33
fermées au sol, d'habitude.
Undercarriage doors C25,32,33 were usually
left closed on the ground

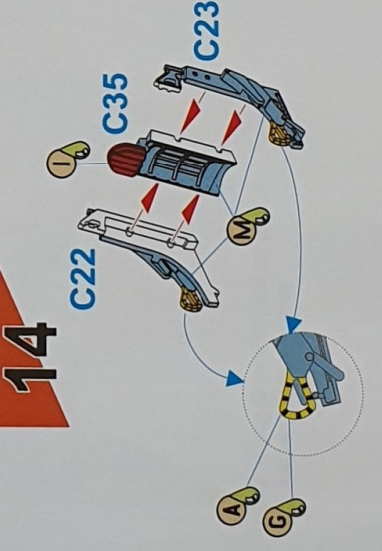


18

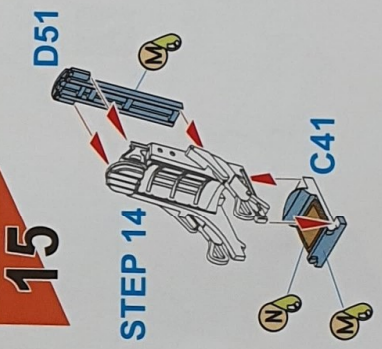
canopée fermée
closed canopy
G1



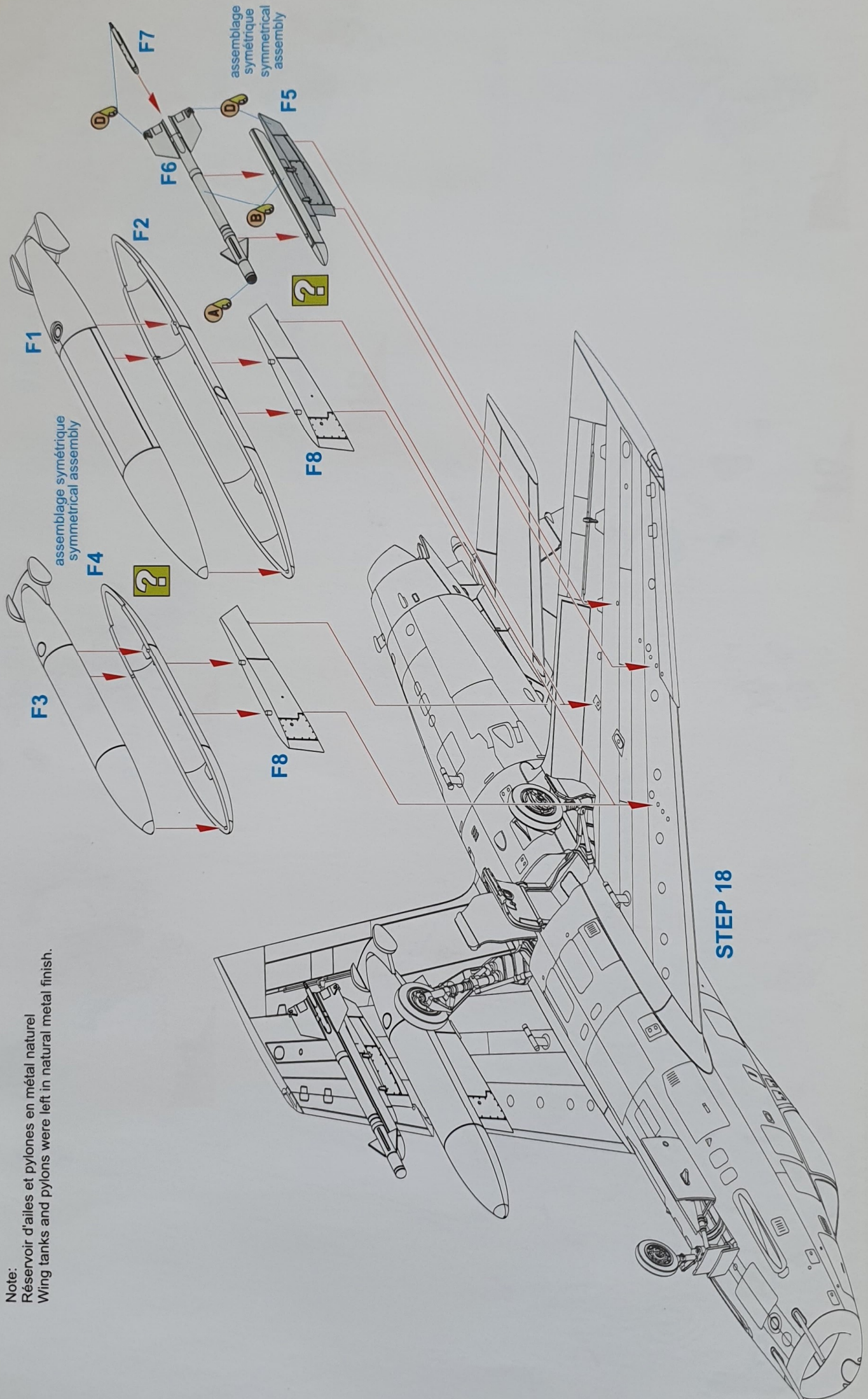
14



15



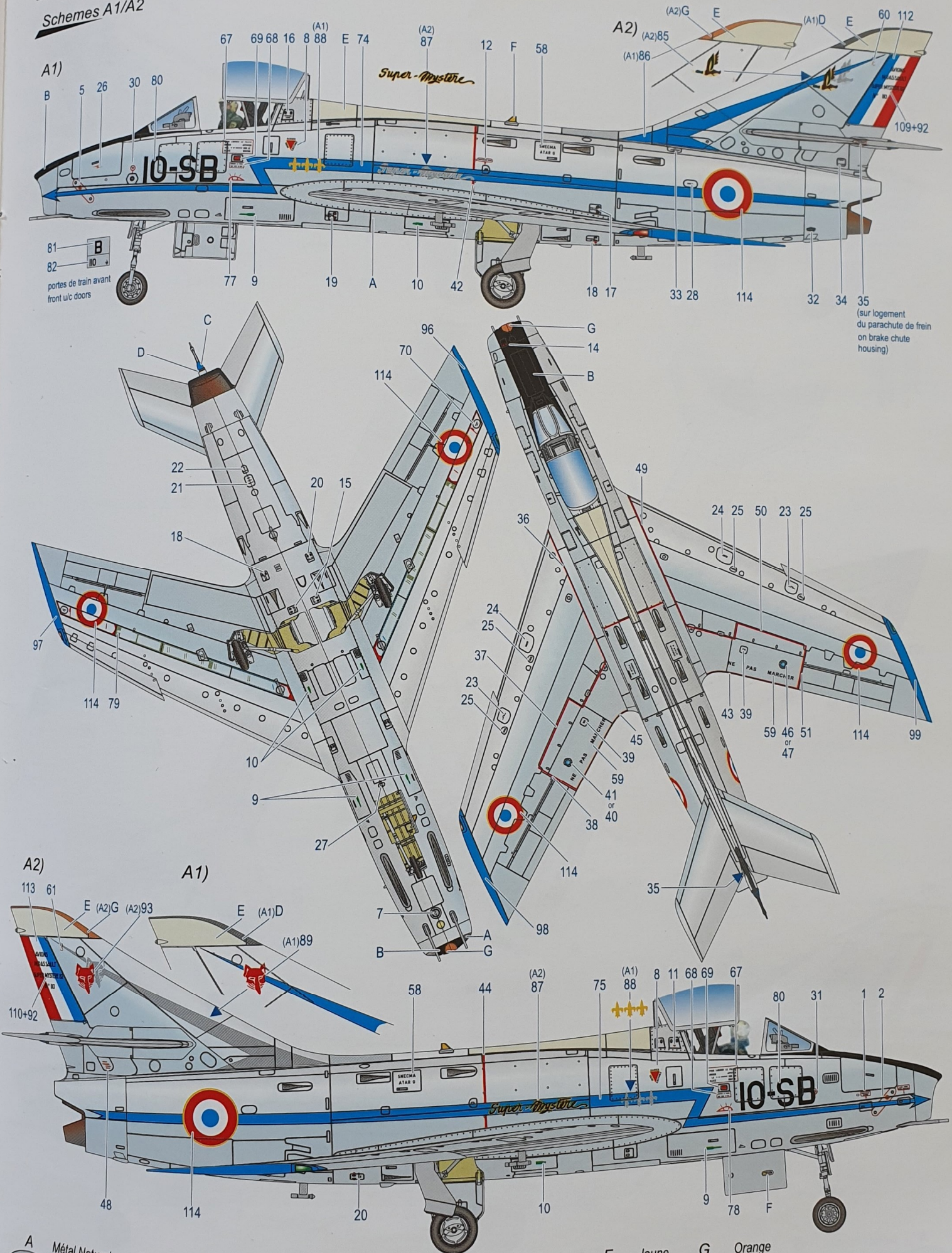
Note:
Réservoir d'ailes et pylones en métal naturel
Wing tanks and pylons were left in natural metal finish.



SM B2 n°110 codé 10-SB du 24/04/59 au 20/11/64, EC 01/10 "Valois", Creil (A2). Participe à la croisière OTASE (A1) à Bangkok en mars 61.

SM B2 n°110, 10-SB from 04/24/59 to 11/20/64, EC 01/10 "Valois", Creil (A2). Engaged in the SEATO cruise (A1) to Bangkok in March 61.

Schemes A1/A2



- | | | | | | | |
|---|-----------------------------------|---------------------------------|----------------------------------|---|----------------------------------|--------------------------------------|
| A Métal Naturel
Natural Metal
H/C8 | B Noir
Black
H12/C33 | C Bleu
Blue
H/C323 | D Gris
Grey
H53/C13 | E Gris Beige
Beige Grey
H318+H11 | F Jaune
Yellow
H/C4 | G Orange
Orange
H14/C59 |
|---|-----------------------------------|---------------------------------|----------------------------------|---|----------------------------------|--------------------------------------|

Scheme B

