

Whilst all Mirage IIIS & RS carried originally the standard factory livery, natural metal with a red trim, the AMIR received very early in its operational life a green / grey over light grey camouflage due to fact, that reconnaissance aircraft mainly fly low level. The air intakes and the speed brakes retained the red color. Along with the change to the camouflage scheme, the Squadron 10 logo designed by Walter Böhm appeared on both sides of the fin. Originally, camouflaged AMIRS carried black numbers, but this was changed to white for better visibility. In time, yellow walkways were painted on top of the wings above the wheel wells and even later the red paint on the speed brakes and air intakes disappeared completely. This scheme remained until the aircraft retired from service in 2003.

It's worth to mention, that the national insignias on wing top and bottom received a light overspray of the base color to tone them down. In general the white areas of the roundels and even squadron logo were kept dirty.

From 1987 onwards, the Mirage IIIS MIRO received a new paint scheme. The selected colors were modern greys similar to the F-15 or F-18. In the same timeframe, the whole Mirage fleet was upgraded.

Upgraded Mirages were easy recognised by the canards. The radome of the Mirage IIIS also received small nose strakes that improved the airflow. Next a chaff & flare dispenser was installed on the tail bottom and RWR sensors on the wingtips and fin. New avionics and the associated antenna array came along as well as an upgraded Martin Baker SRM6 ejection seat for the pilot. The Mirage IIIS received a searchlight that was installed on the starboard fuselage side behind the air intake.

A few words concerning the stencils – there were few since mainly symbols were used for maintenance. In the early years, large red Mobil Jet II stencils were painted on both sides of the air intakes. They were removed about the same time as the red warning stripes around the air intakes disappeared. Originally, the aircraft received a complete re-spray every 600 flight hours. This was reduced to touch-ups in the later years. However, you will notice that every aircraft had a slightly different camouflage pattern and that the placement of stencils changed from aircraft to aircraft and during service life. This is particularly true for the flight controls and 'no step' areas.

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  
Müllheim, April 2021

# Mirage IIIS & RS - late

Printed by Fantasy Printshop



## Mirage IIIS

includes optional decals for Mirage IIIDS



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This decal sheet focuses on the Mirages that were toned down by a camouflage scheme as opposed to the original natural metal livery in the early years. The extension -late- for this sheet is insofar wrong as the Mirage IIIRS is concerned. The AMIR carried the camouflage scheme almost the entire service life from about 1969 onwards – but for the Mirage IIIS, late is absolutely correct as this sheet covers the last ten years of service – up to the final 'Gold Mirage' in 2000.

*Mirage IIIS* 1988 - 2000  
*Mirage IIIRS* 1969 - 2003

1/48 scale  
includes paint masks

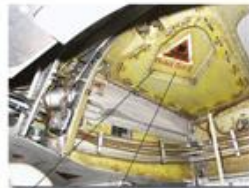


# Mirage IIIS & RS - late

Printed by Fantasy Printshop

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

note - not present on all aircraft



Mobil Jet II  
Mobil Jet II

nose strakes and C70 canards

(A) left  
(B) right

RWR sensors

For Mirage IIIS please cut decal ①

NE PAS MARCHER  
NICHT BETRETEN

note - with the KAWEST85 programme, the Martin Baker ejection seat was upgraded from SRM 4 to SRM 6 (MK. 4 to Mk. 6)

searchlight

IFF antenna

chaff and flare dispenser

UHF antenna

IMI 1100/RUNT

(A) right  
(B) left

RWR sensor

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

- Aluminium
- Dark Green FS 34096
- Dark Gull Gray FS 36176
- Light Gray FS 36440
- Light Gray FS 36373
- Dark Gray FS 36293
- Cockpit Green, metallic

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# NIL NON VIDEMUS



**R-2102 'Skorpi' - 1997**  
 In Oktober 1997, Captain Markus Zurligi Zürich took AMIR R-2102 to Jever at the invitation of the Jabo Geschwader 'F' Friesland. Squadron F's pet 'Scorpi' was painted below the cockpit as well as the pilots name and call sign.



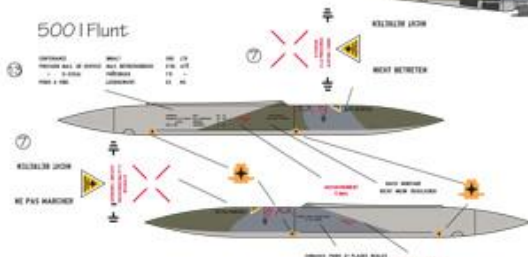
**R-2103**  
 R-2103 was the first AMIR to reach the 3000 flight hours mark in 2001. One side of the vertical stabilizer received the enlarged Squadron 10 logo in blue and white.



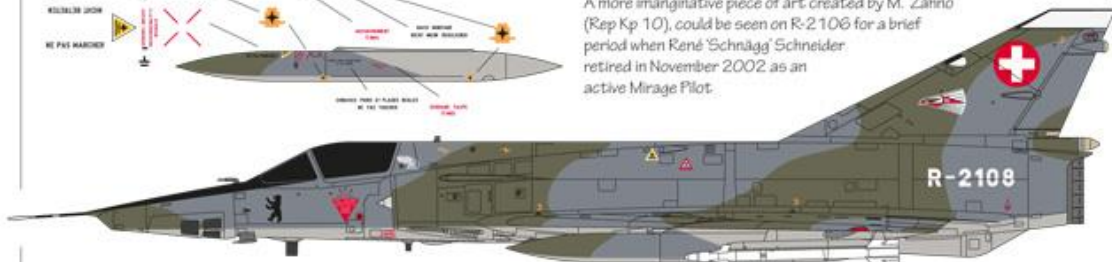
**R-2108 - 1992, ILA Berlin**  
 In 1992, two Mirages III RS were invited to the ILA airshow in Berlin. During this exhibition a German artist painted the Berlin City Bear logo on the nose of R-2108. It was later removed again during the subsequent 600hrs overhaul, when the aircraft received a fresh paint makeover.



5001 Flunt



**R-2106 Bye Bye Schnägg - 2002**  
 A more imaginative piece of art created by M. Zahno (Rep Kp 10), could be seen on R-2106 for a brief period when René 'Schnägg' Schneider retired in November 2002 as an active Mirage Pilot.



**R-2118 'Mata Hari' - approx. 1969**  
 Probably the most famous AMIR was R-2118, named after the enticing spy Mata Hari. The art work depicts an Owl and the title 'Mata Hari' in golden letters. Whilst the comparison of the eyesight of an Owl with the cameras carried in the nose is obvious, the silence of an Owl in flight and the roar of the Atar 9C are less clear, needless to say having your picture taken by a reconnaissance fighter at the speed of sound would no doubt wipe the smile off ones face.

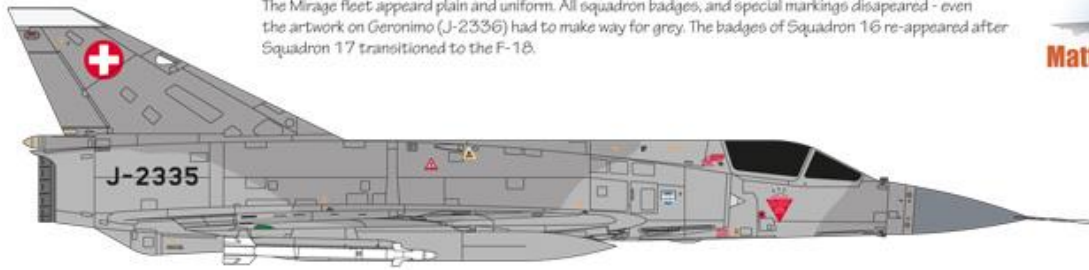


**R-2118 'Mata Hari' - approx. 1990**  
 Mata Hari after the KAWEST modifications - the upgrade programme included C70 canards, chaff & flare dispenser, radar threat receivers, new avionics and a Martin Baker Mk. 6 ejection seat.



Mata Hari was grounded December 17th, 2003 and is owned today by the Air Force Museum Duebendorf

With the introduction of the camouflage scheme for the Mirage III/S from about 1987 - 1990 onwards, the Mirage fleet appeared plain and uniform. All squadron badges, and special markings disappeared - even the artwork on Geronimo (J-2336) had to make way for grey. The badges of Squadron 16 re-appeared after Squadron 17 transitioned to the F-16.



J-2335 approx. 1987 - with the new scheme and the nose strakes but without canards, radar warning receivers, the chaff and flare dispenser or searchlight.

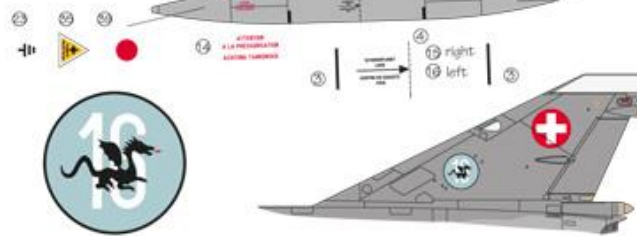
note - the IMI 11001RUNT became standard on the Mirage III/S



J-2306 approx. 1996 - the Bulldog of Cp. Av. 3 started to appear on the nose of a few Mirages i.e. J-2330 or J-2335



J-2306 flew for some time with the Bulldog logo of the CP. Av. 3 only



note - the Squadron 16 badge was applied on both sides of the fin.

Over the years, the Swiss Air Force participated in various training exercises in Sardinia (SAKA) and Waddington (Norka - Nordsee Kampagne). There was the tendency, that the crews zapped the aircrafts. Some examples below - depending on the timeframe, the aircraft also carried squadron badges or not



J-2303



J-2321



J-2331



For Mirage III/S please cut decal ①

J-2311 Buochs, October 1999 - as part of the final Mirage III/S display one aircraft was painted in an overall gold livery as a symbol of the 'golden age'



The original order of 100 Mirage III/C included 2 double seaters Mirage III/S (U-2001 & U-2002) for training purposes. After the crash of U-2002, two additional BS were assembled from spare parts: U-2003 & U-2004. 10 years later two Mirage III/S were added to the fleet (J-2011 & J-2012) and the older aircraft modified to DS standard. Please note, that J-2011 had non standard large national insignia applied.

