

External modifications from the Mirage III E 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-55S / 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 III E was a formidable aircraft for the reconnaissance role – hence an order was placed for 18 Mirage III RS.

When the Mirages came of the production line, Mirage III S 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.

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

The two squadrons applied 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. On silver Mirages there would be badges of squadron 16 on the right side and squadron 17 on the left – or none at all. Camouflaged Mirages III RS did not carry squadron badges up until 1997 when Squadron 17 transitioned to the F-18.

As it was tradition, the last Swiss built Mirage III RS 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. Mirage III RS R-2118 was named after the enticing spy 'Mata Hari'.

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*.



Matterhorn Circle Decals

Mirage III S  
Mirage III RS

Mata Hari

includes decals for Mirage III RS & DS

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 III C. 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 III E actually on the drawing board at Dassault.

1/72 scale

Printed by Fantasy Printshop

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NE PAS  
MARCHER

NE PAS MARCHER

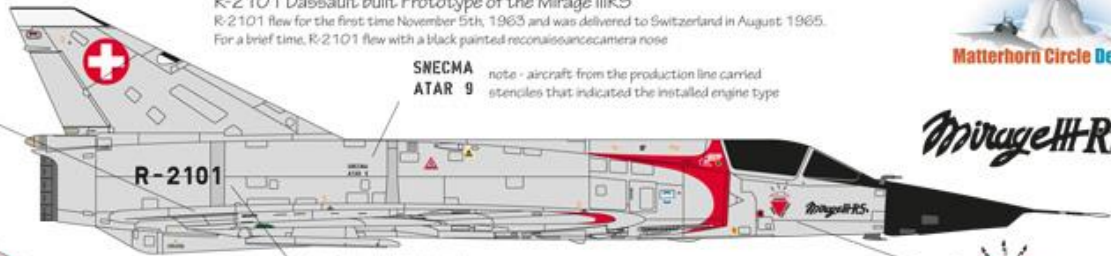
note - most likely R-2101 was delivered with french stencils only

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



Mirage III RS

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



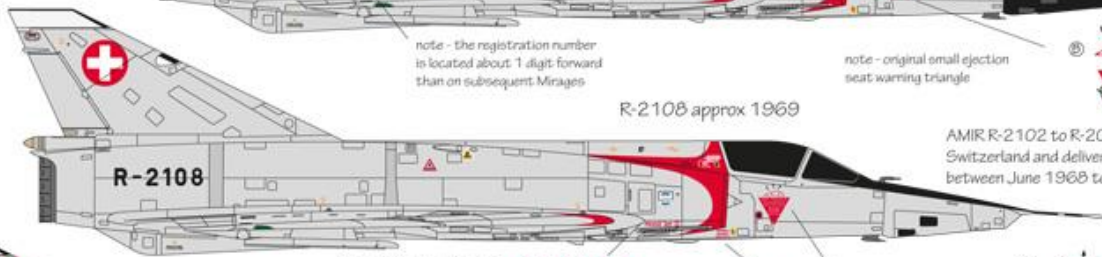
note - the registration number is located about 1 digit forward than on subsequent Mirages

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

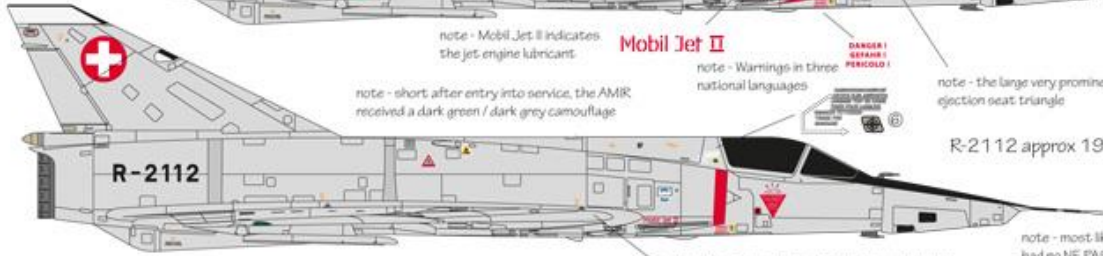
note - Warnings in three national languages

note - the large very prominent ejection seat triangle



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 RS



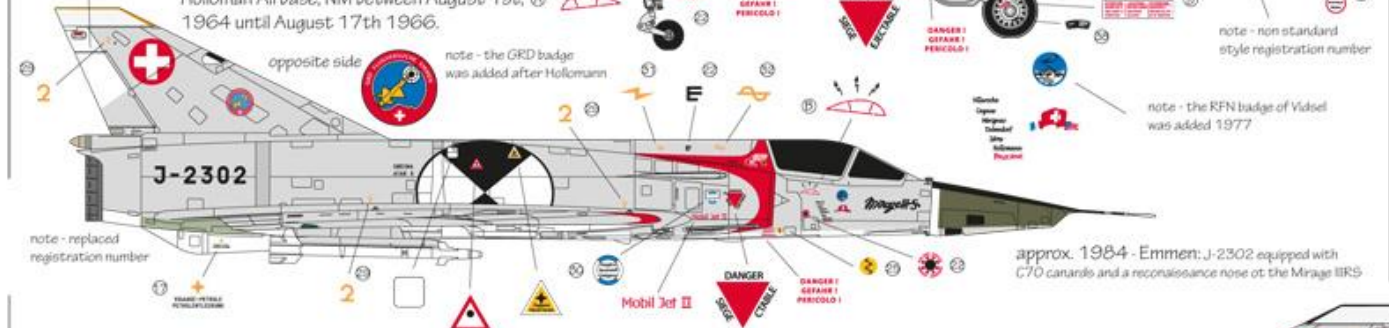
J. CORRAU  
H. VIDEL  
H. HOFFMEIER  
HW. KINGS JR  
C. SAETH  
H. BERNHARDT  
A. BERGNER  
H. LEITHELD  
H. HÄRMELI

note - upper part of the rudder painted white

The 2nd Mirage III RS Prototype J-2302 at Holloman Airbase, NM between August 1st, 1964 until August 17th 1966.



note - the GRD badge was added after Holloman



note - replaced registration number

note - non standard style registration number

note - the RFN badge of Viduel was added 1977

approx. 1984 - Emmen: J-2302 equipped with C70 canards and a reconnaissance nose of the Mirage III RS



detail view of the camera pod of J-2302



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

Mirage III RS

J-2303 approx. 1968 - with 2 SAKA badges (Sanjinen Kampagne) on the nose

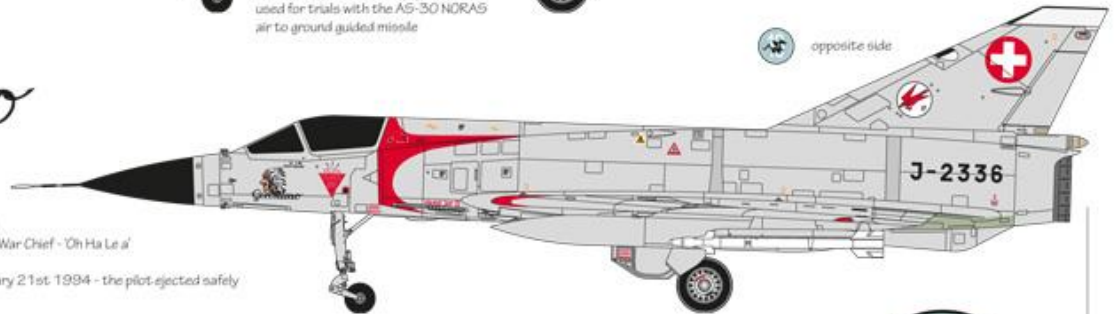


note - already with the new radome and the nose strakes but no canards





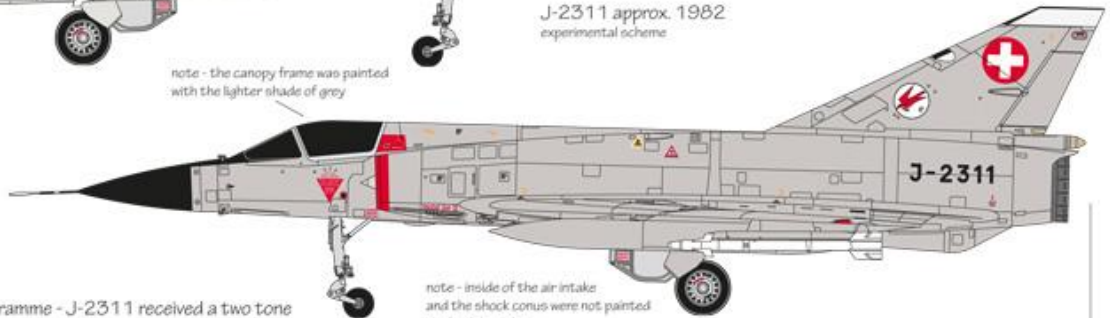
J-2336 - approx. 1980 the last Mirage III off the production line. First flight took place on January 24th 1988. This aircraft carried the nose art 'Geronimo' to honor the famous Apache War Chief - 'Oh Ha Le' ai'



Geronimo was lost February 21st 1984 - the pilot ejected safely

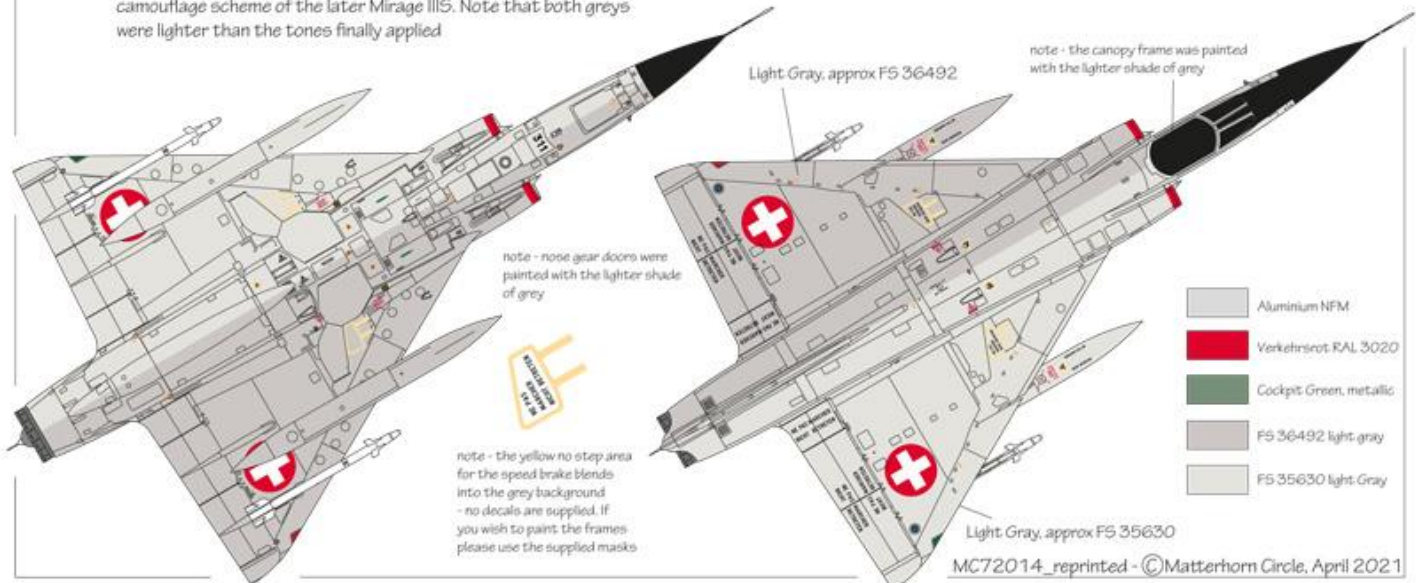


note - the canopy frame was painted with the lighter shade of grey



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

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

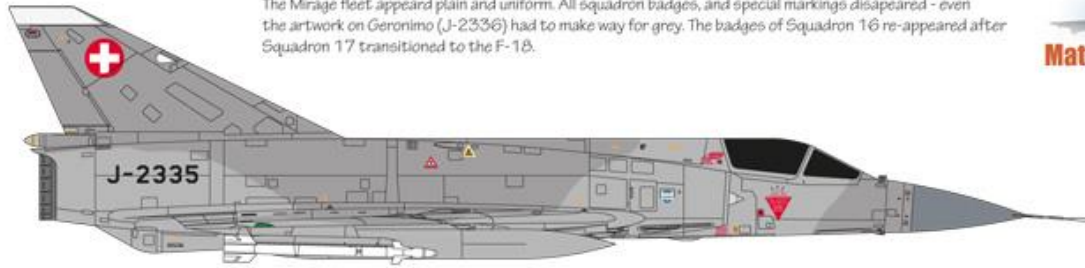


-  Aluminum NFM
-  Verkehrsrot RAL 3020
-  Cockpit Green, metallic
-  FS 36492 light gray
-  FS 35630 light gray





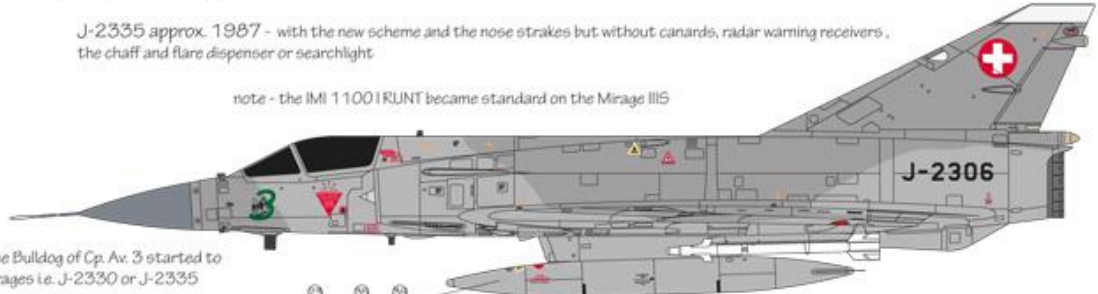
With the introduction of the camouflage scheme for the Mirage III/S from about 1987 - 1990 onwards, the Mirage fleet appeared plain and uniform. All squadron badges, and special markings disappeared - even the artwork on Geronimo (J-2336) had to make way for grey. The badges of Squadron 16 re-appeared after Squadron 17 transitioned to the F-18.



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



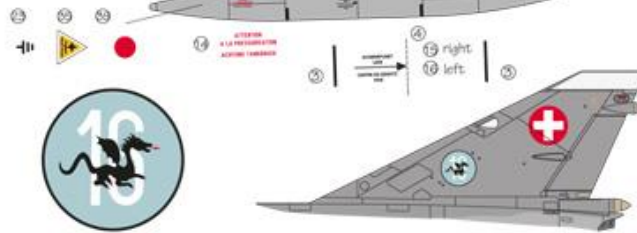
note - the IMI 1100 I RUNT became standard on the Mirage III/S



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

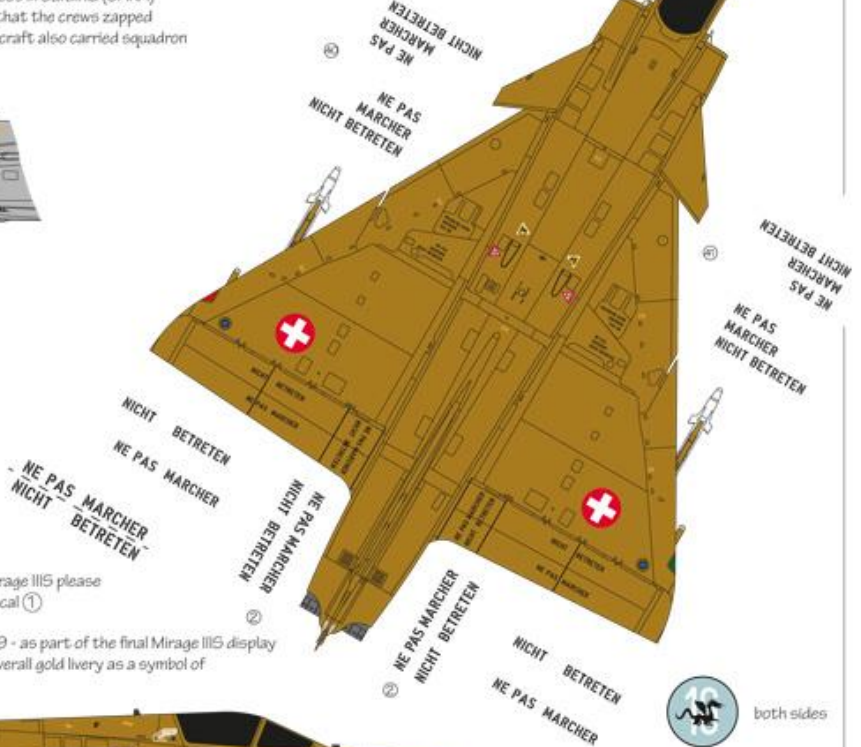


For Mirage III/S please cut decal ①

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/BS (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/DS 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.



both sides