

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 IIIRs.

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.

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.

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 IIIS 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 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. Mirage IIIRS 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.



Robert Schneider
Mülheim, April 2015



Matterhorn Circle Decals

Mirage III S
Mirage III RS

Mata Hari

MC72014 - © Matterhorn Circle, April 2015

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 III E actually on the drawing board at Dassault.



1/72 scale

J-2311

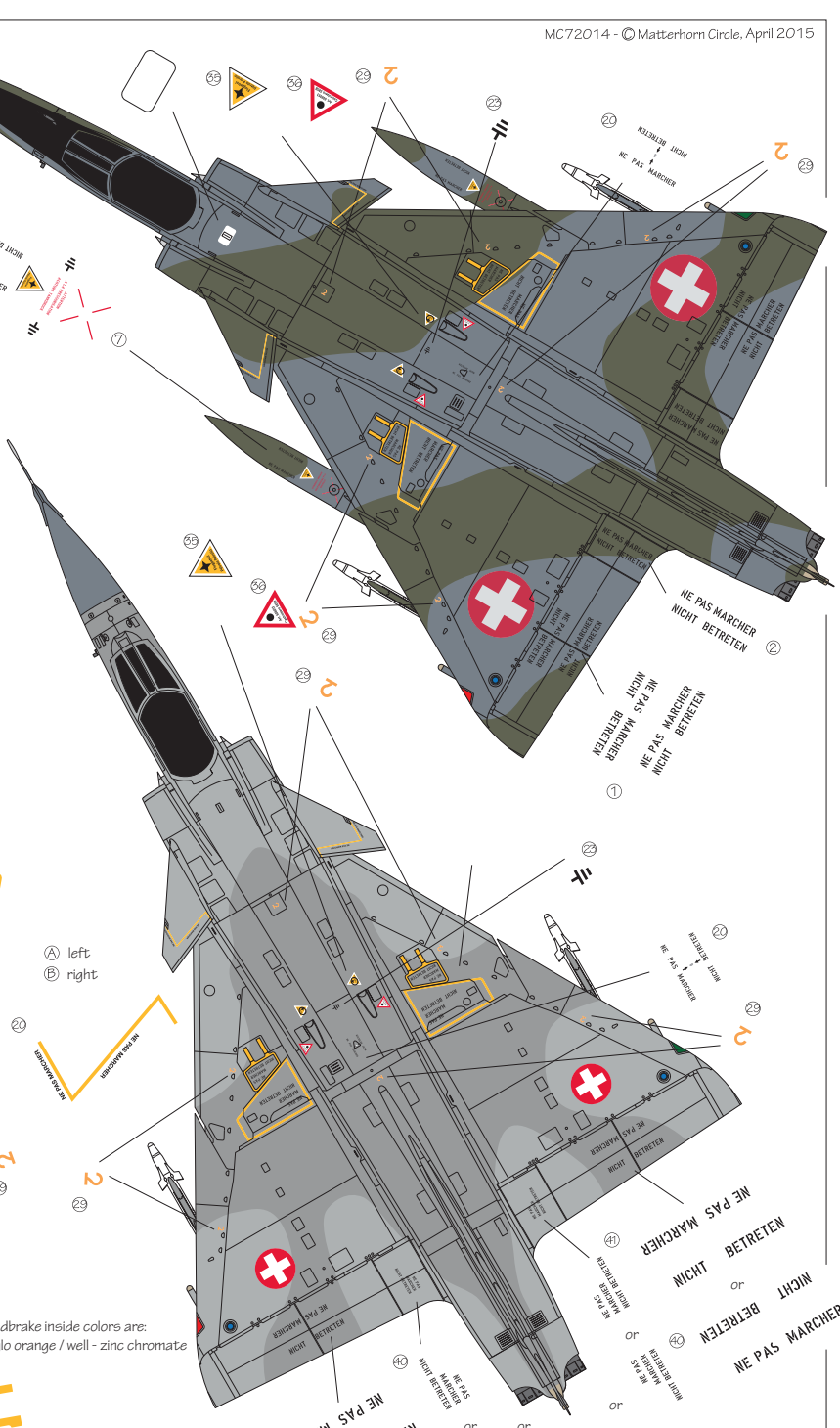
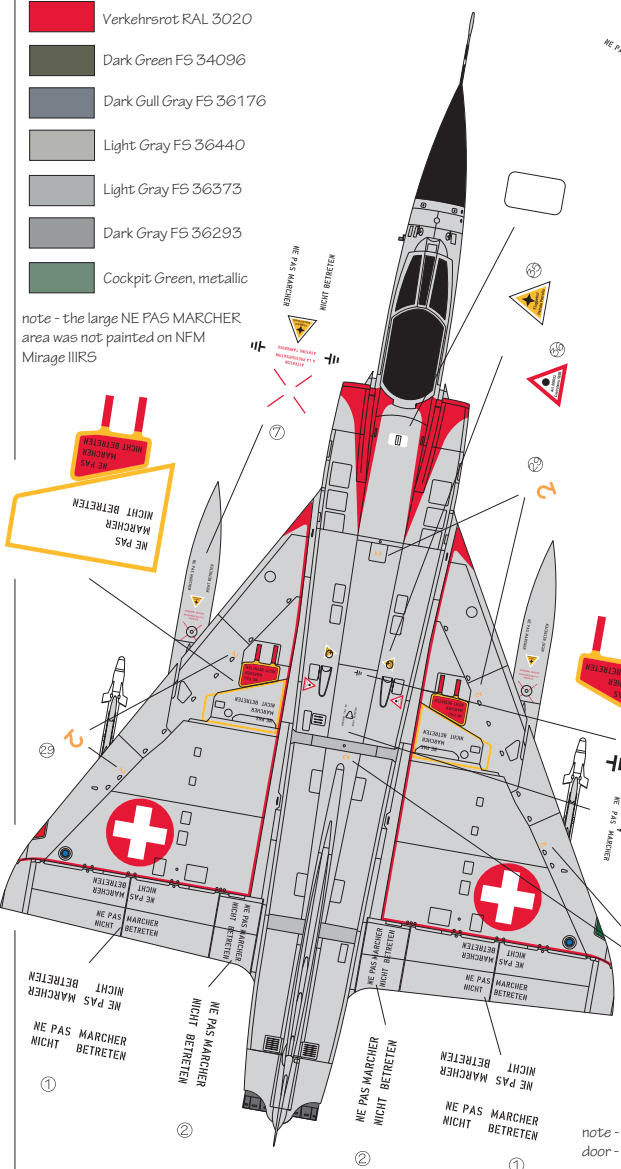
R-2118

Printed by Fantasy Printshop



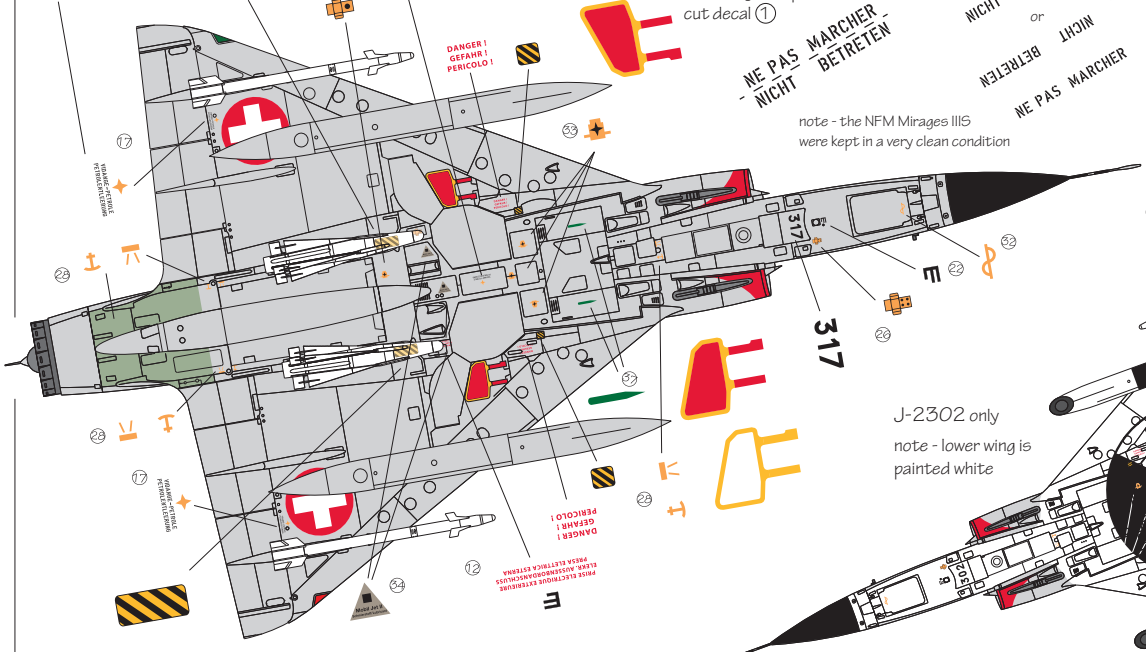
- Aluminium NFM
- Verkehrsrot RAL 3020
- Dark Green FS 34096
- Dark Gull Gray FS 36176
- Light Gray FS 36440
- Light Gray FS 36373
- Dark Gray FS 36293
- Cockpit Green, metallic

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



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

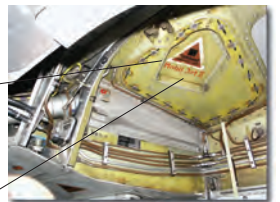
note - translucent tan-greenish protective coating against the corrosive fumes of the SEPR rocket engine. NFM airframes only.



For Mirage III/RS please cut decal ①

NE PAS MARCHER
NICHT BETRETEN

note - the NFM Mirages III/RS were kept in a very clean condition



Mobil Jet II
Mobil Jet II

J-2302 only
note - lower wing is painted white

NE PAS
MARCHER

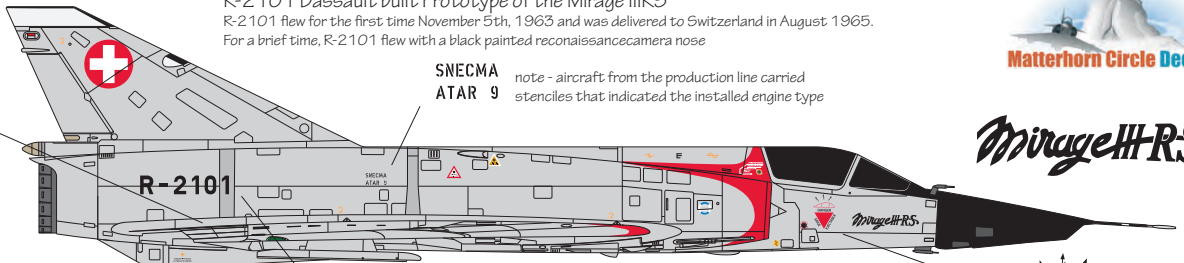
NE PAS MARCHER

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

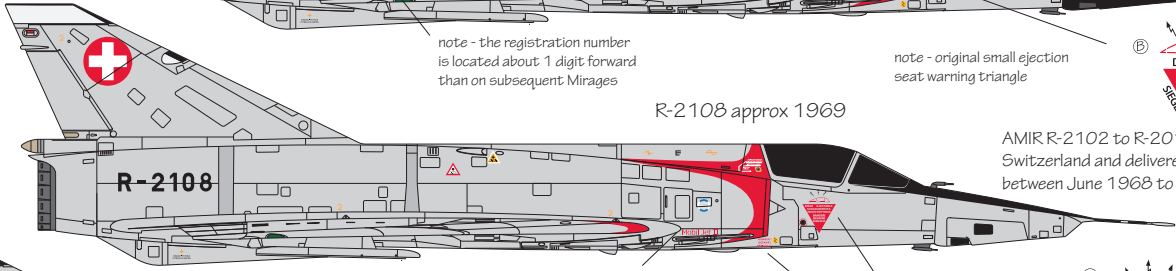
R-2101 Dassault built Prototype of the Mirage IIIR5
R-2101 flew for the first time November 5th, 1963 and was delivered to Switzerland in August 1965.
For a brief time, R-2101 flew with a black painted reconnaissance camera nose



Mirage IIIR5



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

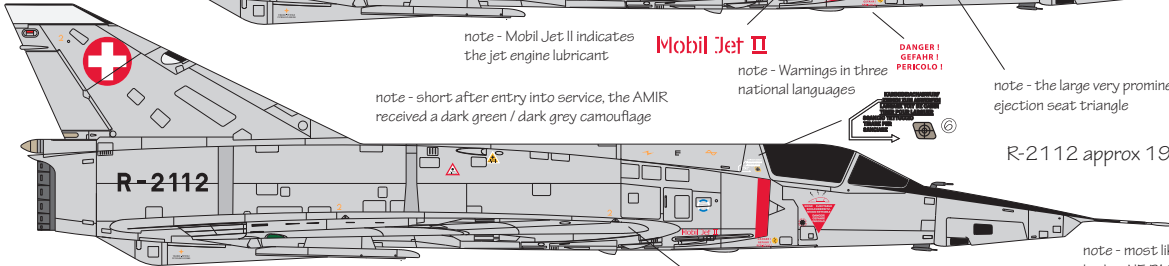


note - the registration number is located about 1 digit forward than on subsequent Mirages

note - original small ejection seat warning triangle

R-2108 approx 1969

AMIR R-2102 to R-2018 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

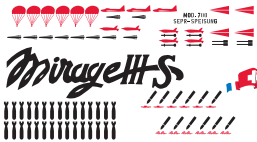
R-2112 approx 1969



note - most likely early NMF Mirage IIIR5 had no NE PAS MARCHER warnings above the wheel well.

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

Mirage IIIR5



J. COUREAU
H. WEISER
H. HARFLIGER
HW. JONES JR
C. SMITH
M. BRENNWALD
J. BRUNNER
P. LEUTHOLD
H. MAENDLI

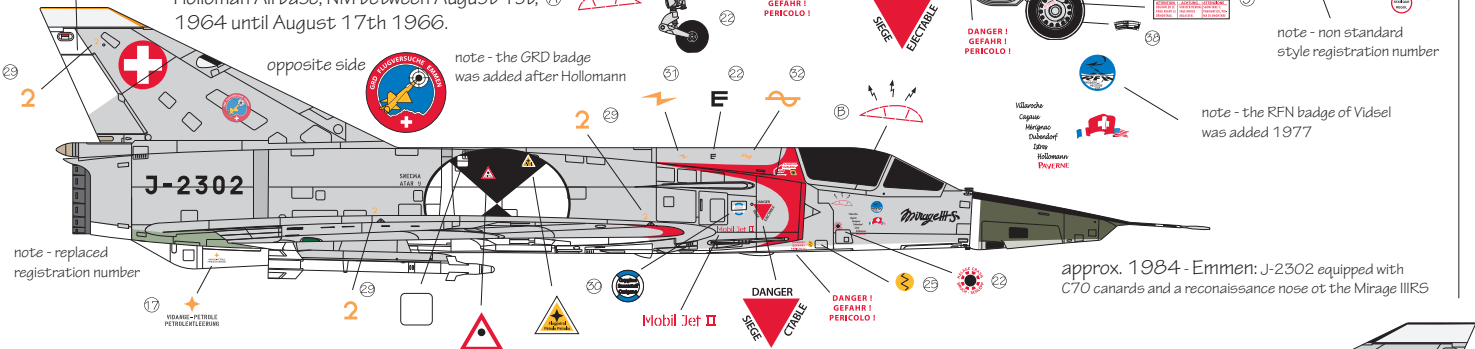
note - upper part of the rudder painted white

The 2nd Mirage IIIR5 Prototype J-2302 at Holloman Airbase, NM between August 1st, 1964 until August 17th 1966.

opposite side

note - the GRD badge was added after Holloman

note - non standard style registration number



note - replaced registration number

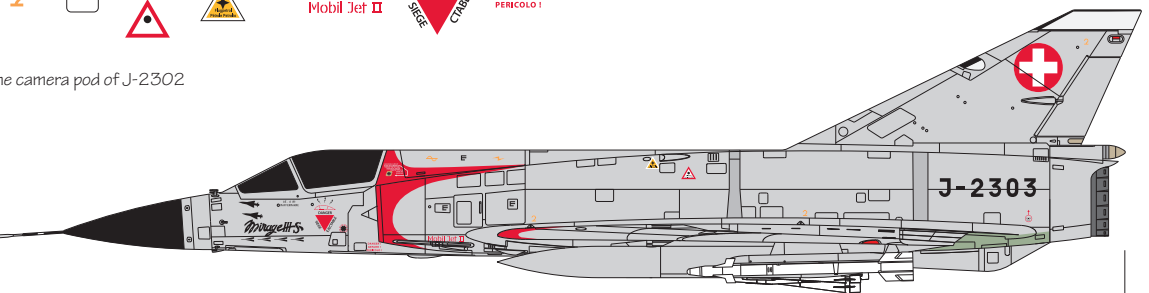
Vidalsbad
Caplain
Miragino
Dobler
Idry
Hollmann
Povodine

note - the RFN badge of Videls was added 1977

approx. 1984 - Emmen: J-2302 equipped with C70 canards and a reconnaissance nose of the Mirage IIIR5



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

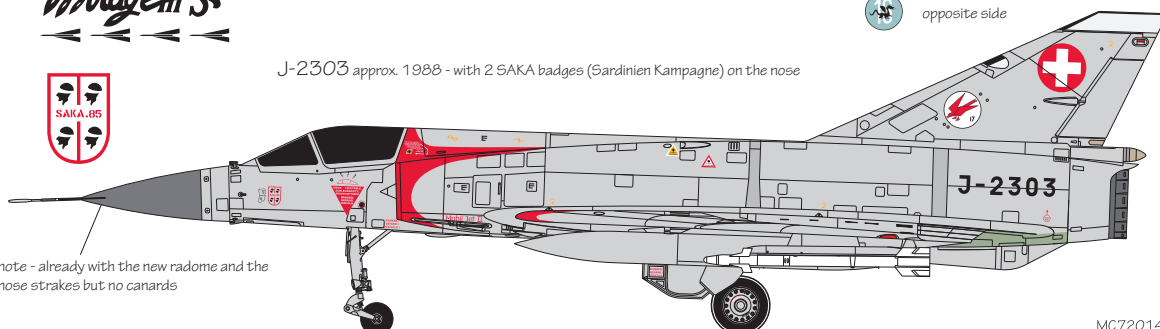
opposite side

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

Mirage IIIR5

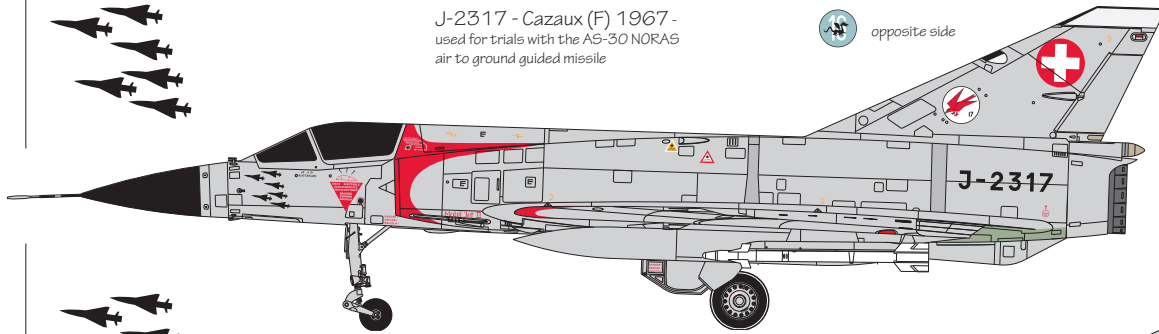


note - already with the new radome and the nose strakes but no canards



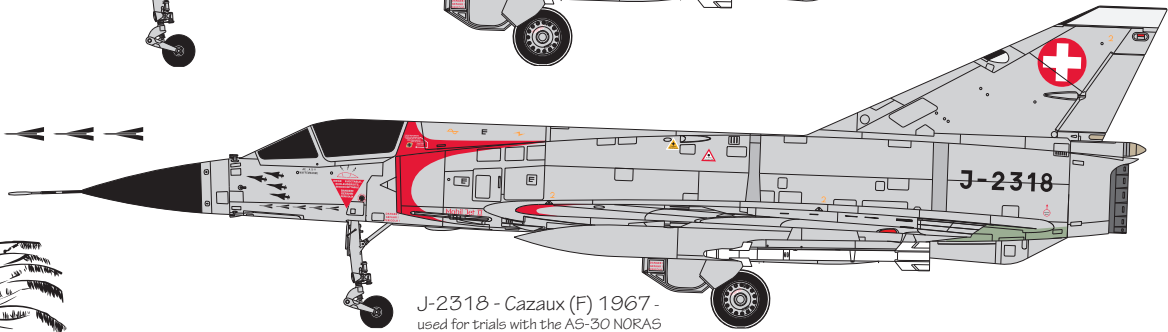
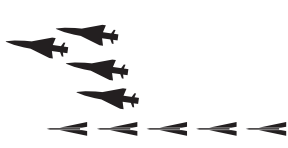
J-2317 - Cazaux (F) 1967 - used for trials with the AS-30 NORAS air to ground guided missile

opposite side



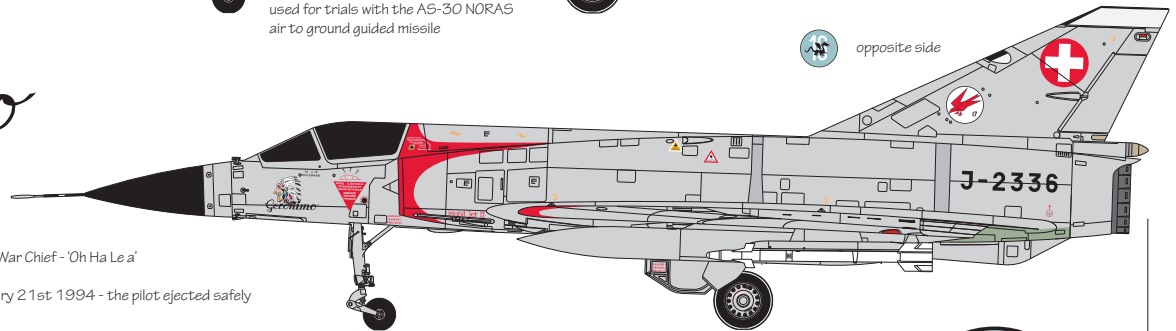
J-2318 - Cazaux (F) 1967 - used for trials with the AS-30 NORAS air to ground guided missile

opposite side



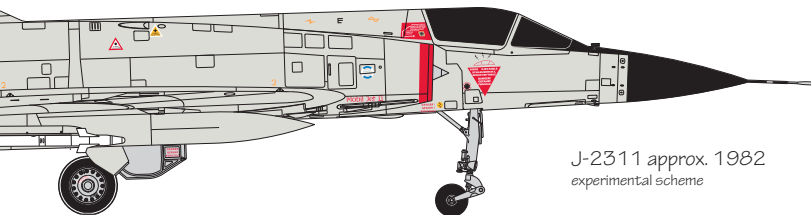
J-2336 - approx. 1980 the last Mirage IIIIS off the production line. First flight took place on January 24th 1968. This aircraft carried the nose art 'Geronimo' to honor the famous Apache War Chief - 'Oh Ha Le a'

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

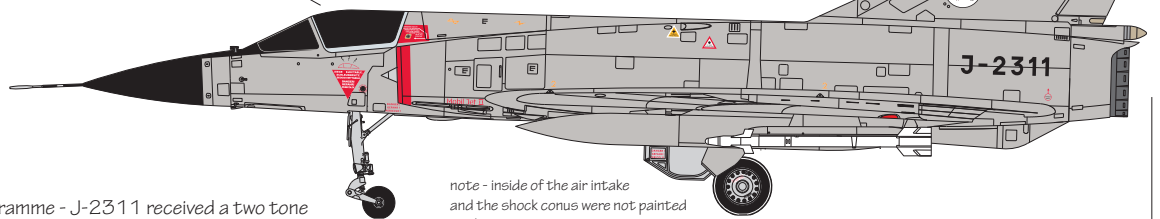


J-2311 approx. 1982 experimental scheme

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



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



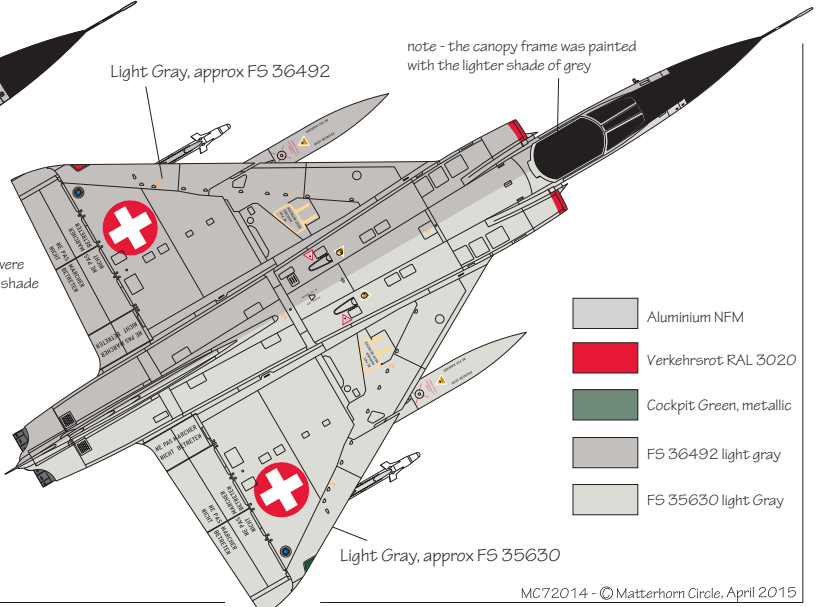
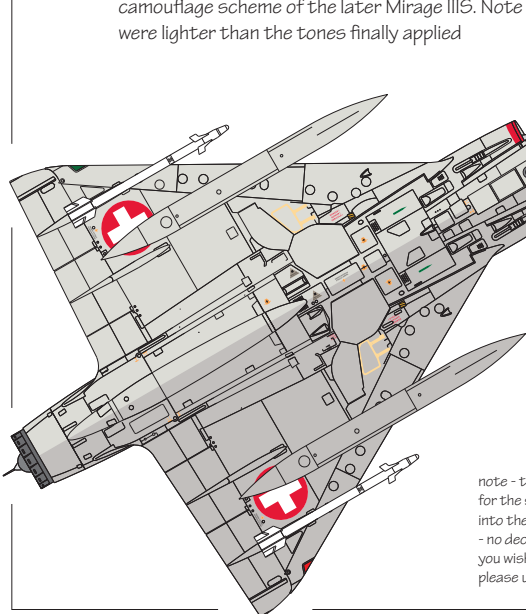
for the KAWEST85 Programme - J-2311 received a two tone paint scheme of light grey and a darker grey. This led to the camouflage scheme of the later Mirage IIIIS. Note that both greys were lighter than the tones finally applied






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

Light Gray, approx FS 36492

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

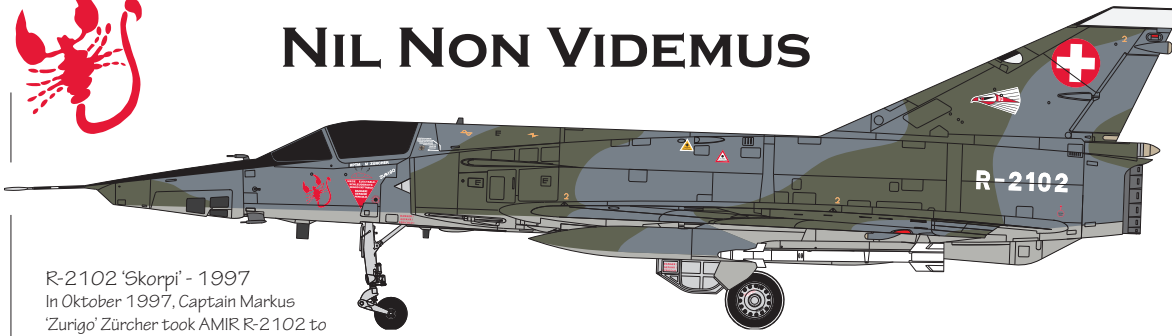
note - the yellow no step area for the speed brake blends into the grey background - no decals are supplied. If you wish to paint the frames please use the supplied masks



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

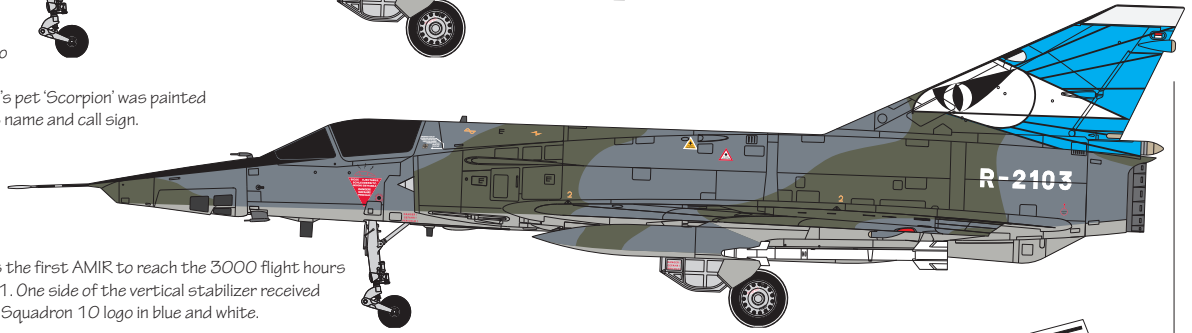


NIL NON VIDEMUS



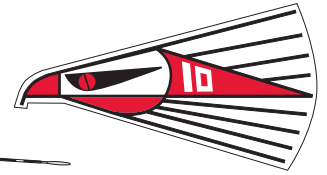
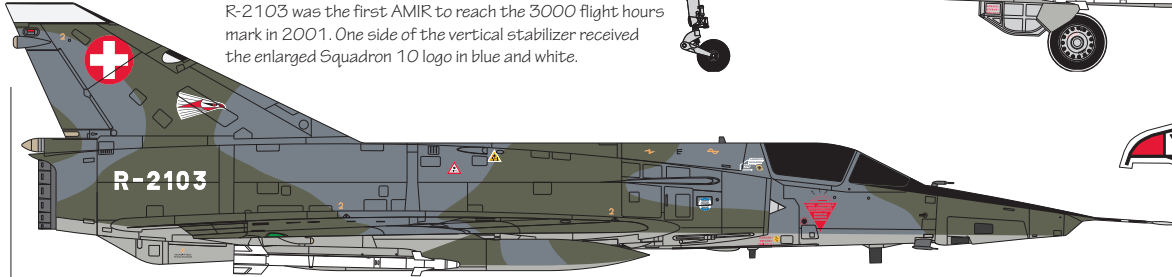
R-2102 'Skorpi' - 1997

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



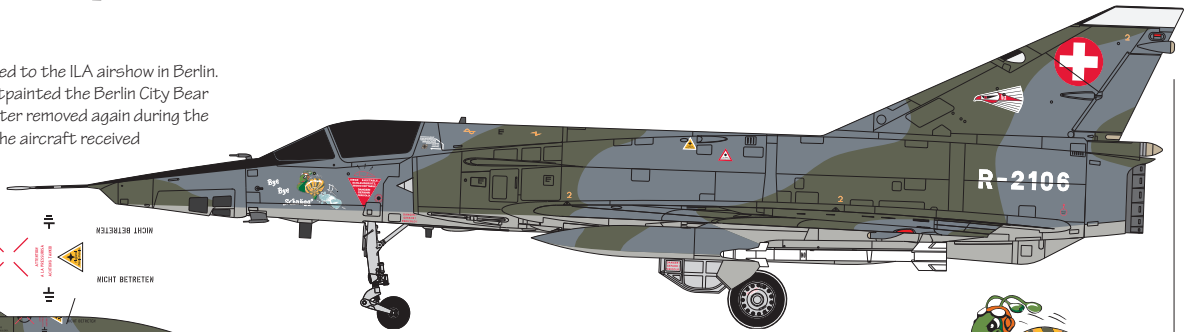
R-2103

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.

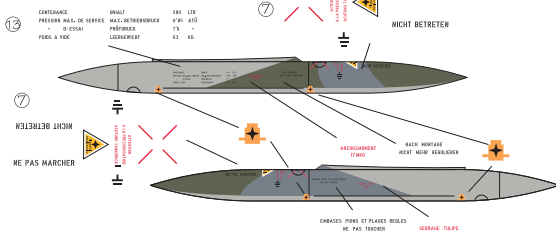


R-2108 - 1992, ILA Berlin

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.

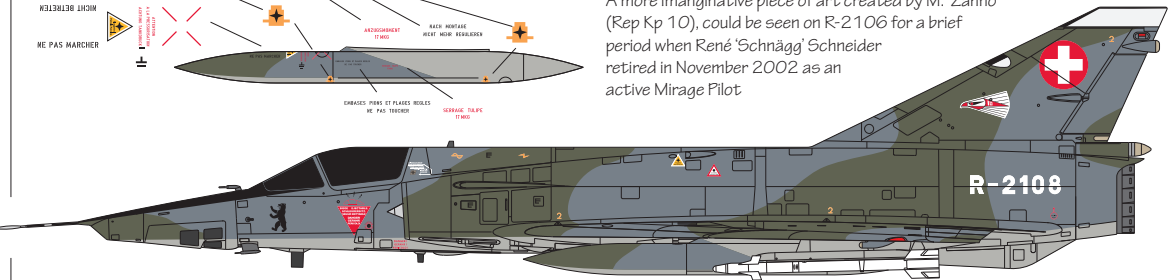


5001 Flunt



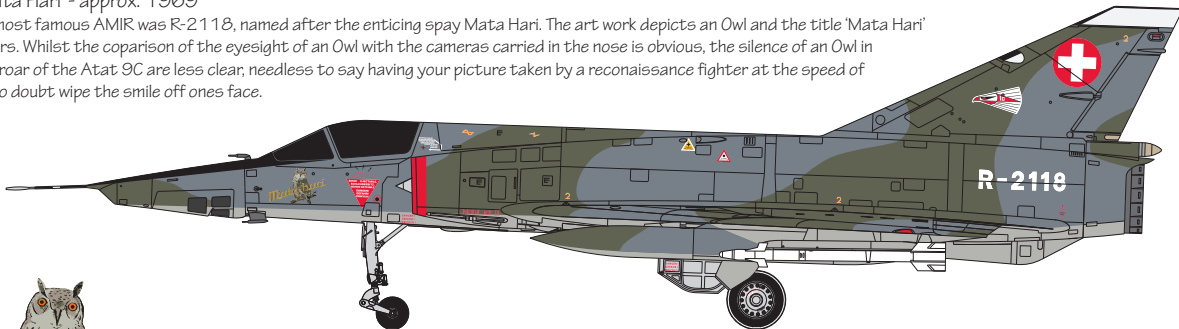
R-2106 Bye Bye Schnägg - 2002

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



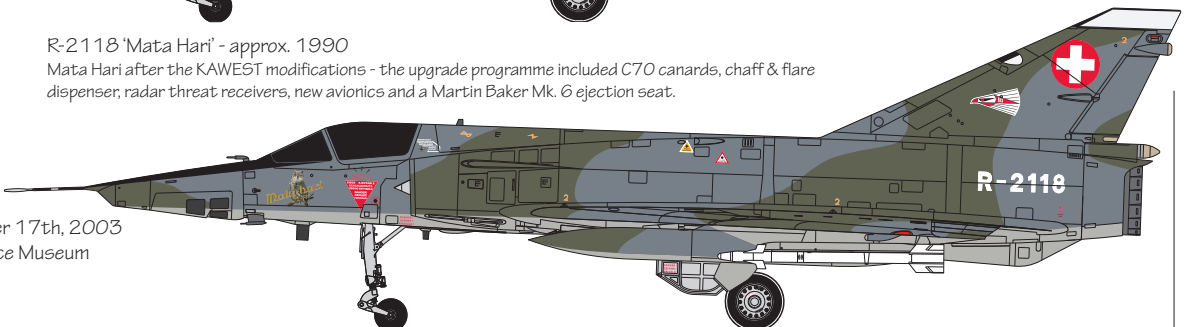
R-2118 'Mata Hari' - approx. 1969

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 coparison 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.



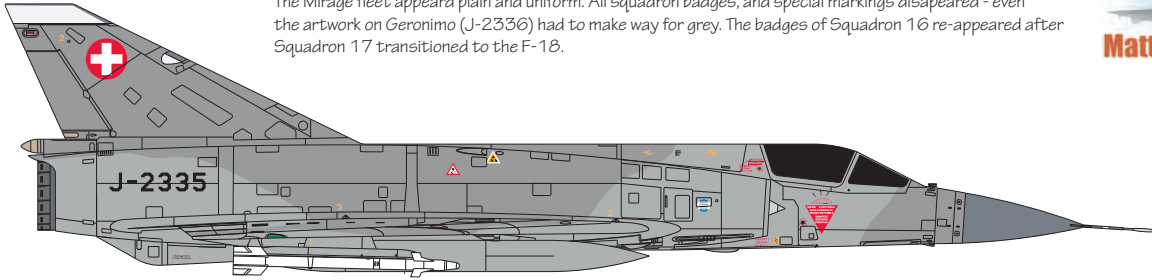
R-2118 'Mata Hari' - approx. 1990

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

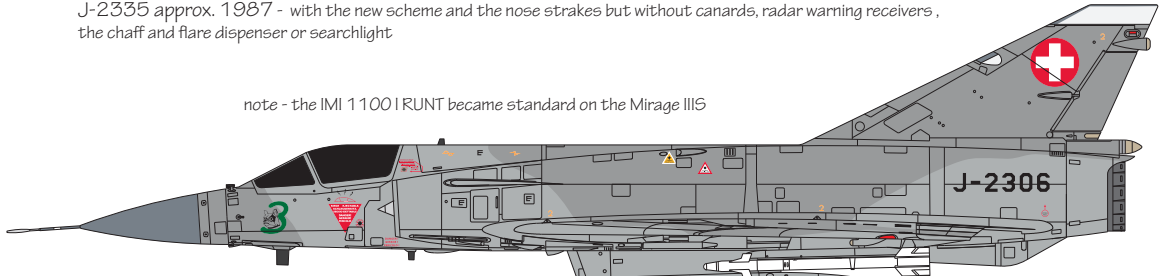
With the introduction of the camouflage scheme for the Mirage IIIS from about 1987 - 1990 onwards, The Mirage fleet appeared plain and uniform. All squadron badges, and special markings disappeared - even the artwork on Geronimo (J-2336) had to make way for grey. The badges of Squadron 16 re-appeared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



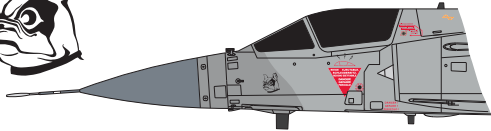
J-2335 approx. 1987 - with the new scheme and the nose strakes but without canards, radar warning receivers, the chaff and flare dispenser or searchlight



note - the IMI 1100 I RUNT became standard on the Mirage IIIS



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

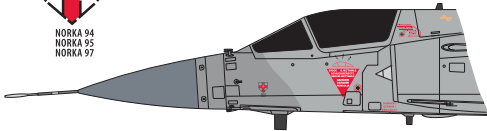


J-2306 flew for some time with the Bulldog logo of the Cp. Av. 3 only

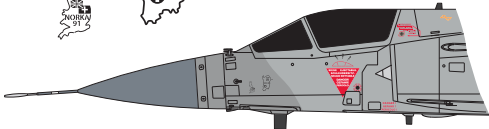
Over the years, the Swiss Air Force participated in various training exercises in Sardinia (SAKA) and Waddington (Norka - Nordsee Kampagne). There was the tendency, that the crews zapped the aircrafts. Some examples below - depending on the timeframe, the aircraft also carried squadron badges or not



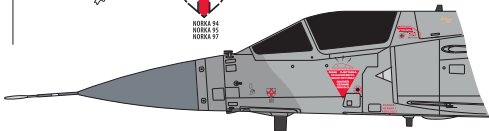
J-2303



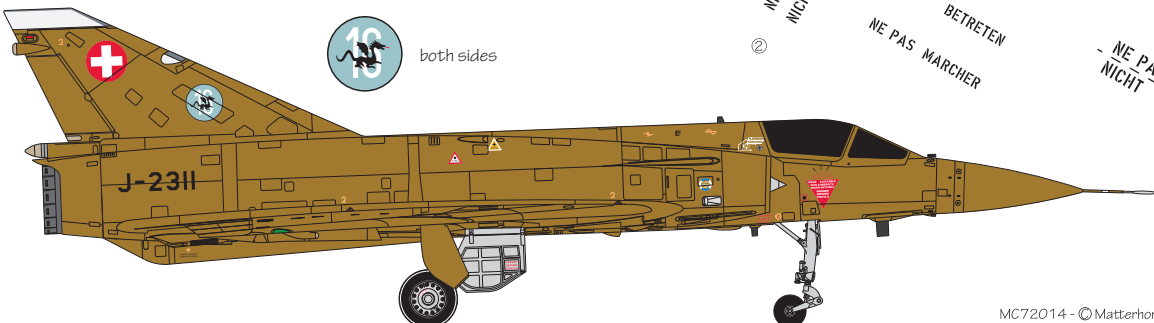
J-2321



J-2331

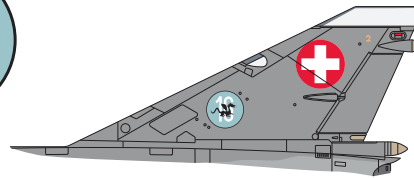


J-2311 Buochs, October 1999 - as part of the final Mirage IIIS display one aircraft was painted in an overall gold livery as a symbol of the 'golden age'



both sides

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



NE PAS MARCHER
NICHT BETRETEN

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NICHT BETRETEN

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NICHT BETRETEN

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NE PAS MARCHER

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NE PAS MARCHER

For Mirage IIIS please cut decal ①

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