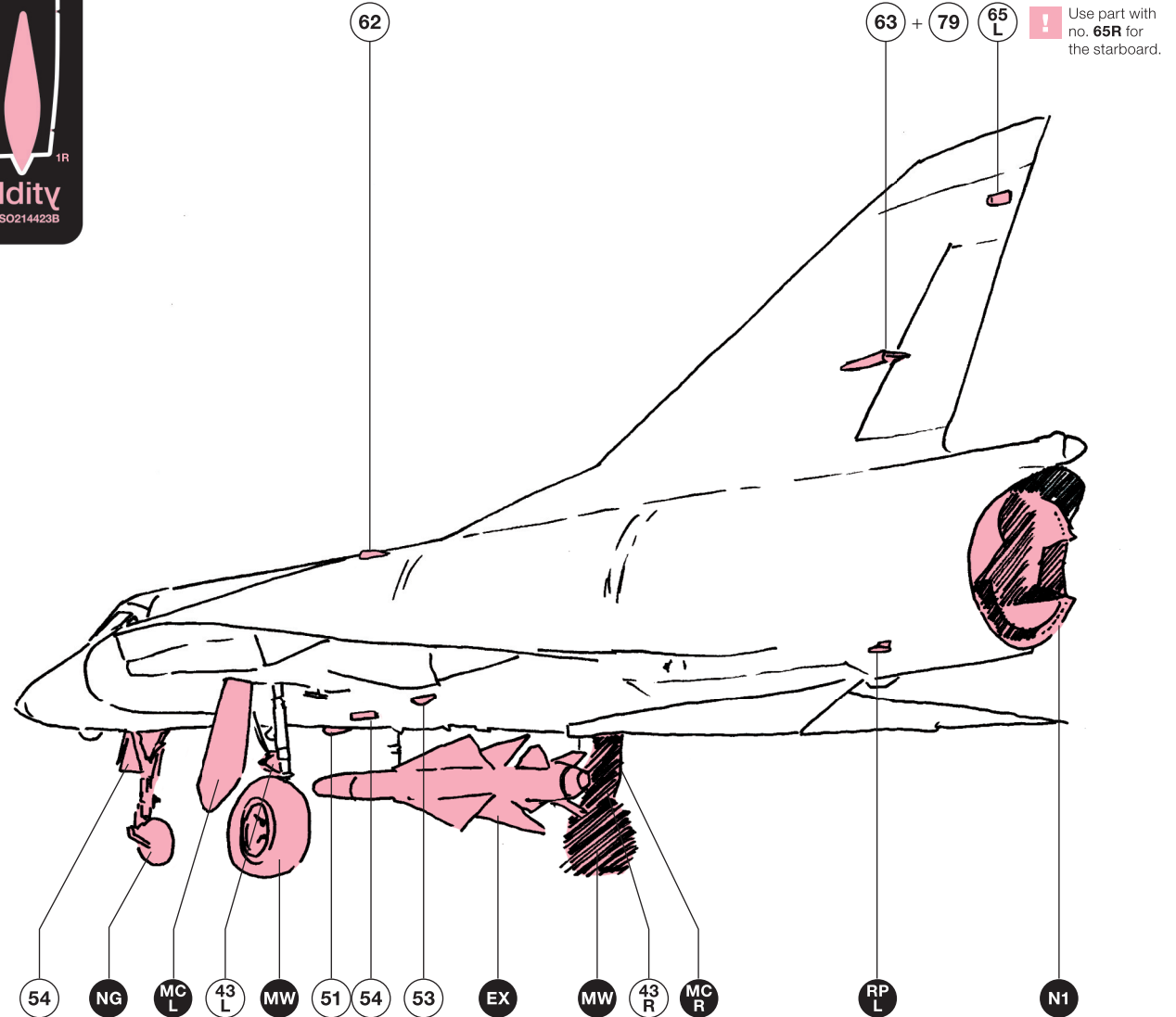
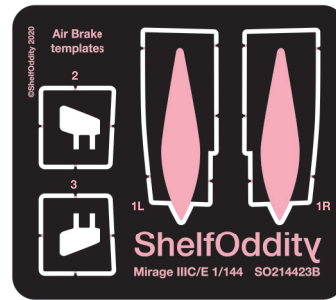
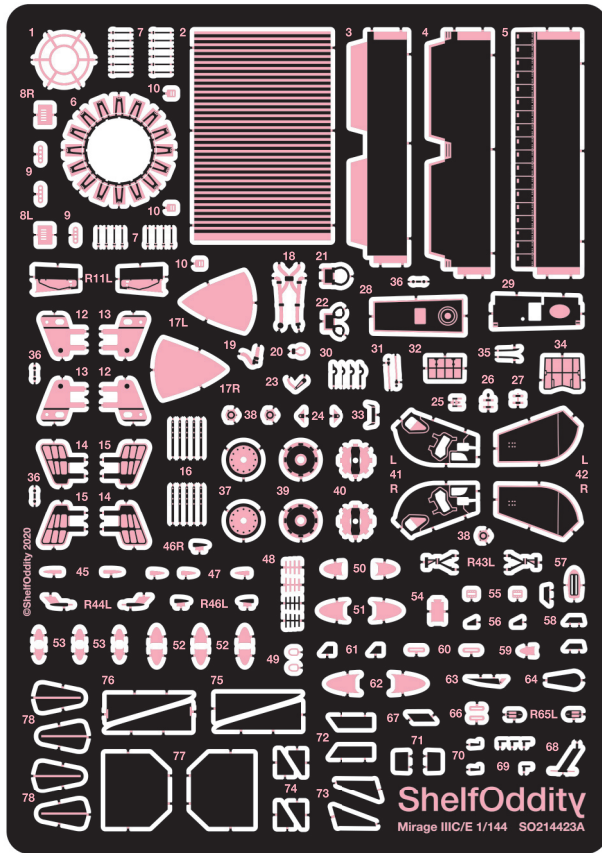


# SO214423

## 1/144 Mirage IIIC/E for Mark I kit

# Shelf Oddity

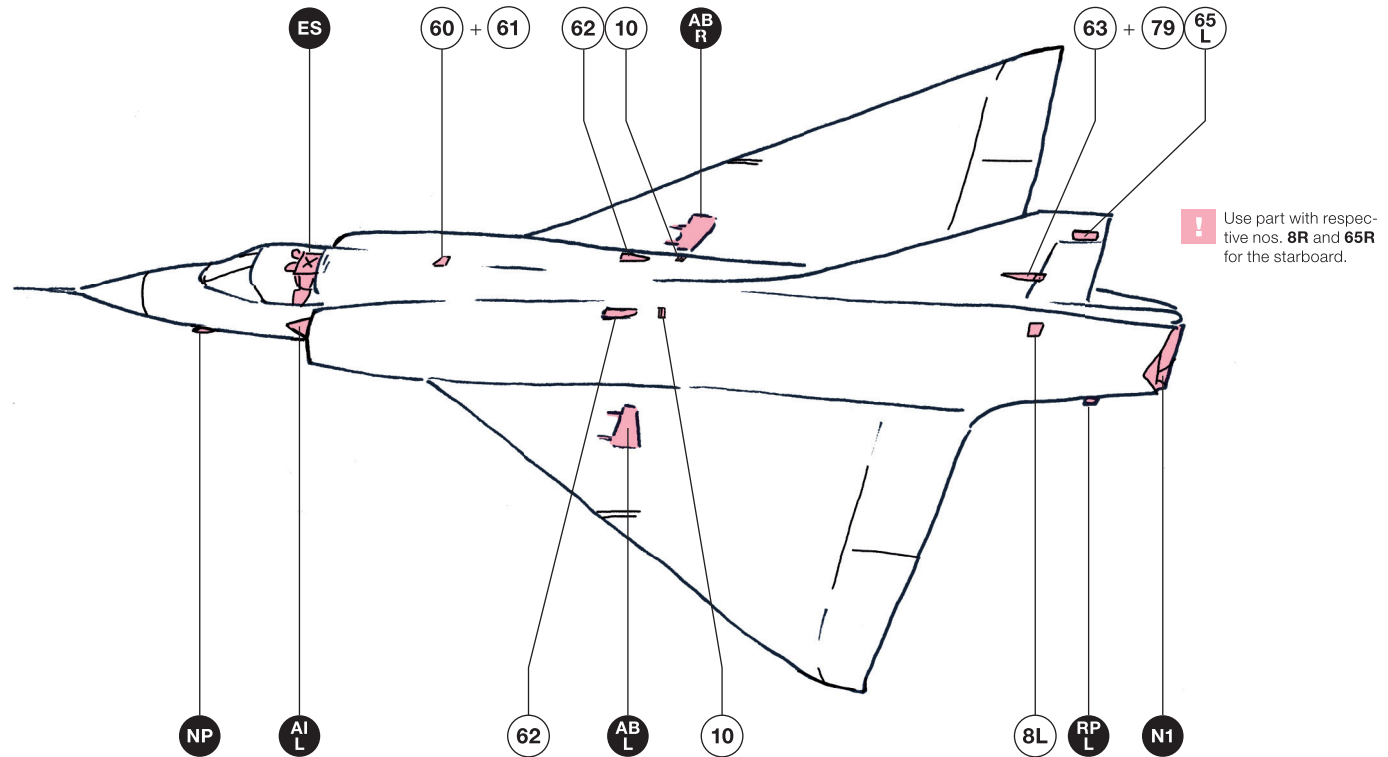
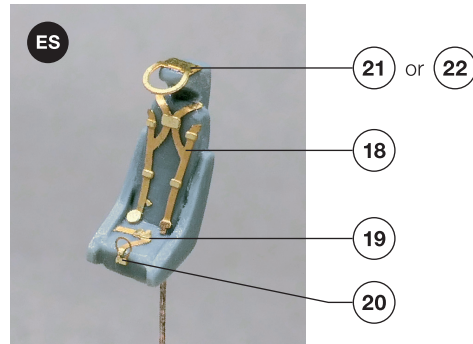


This photo-etched detail set is designed to fit Mark I's recent Mirage IIIC/E kits. Some parts – mostly antennas – can be used to update later versions of this handsome delta, also those used by Latin American air forces.

The set contains one 0.1 mm and one small 0.2 mm brass frets as well as two 1.0 mm resin cupolas (LL) to be used as landing lights on the nose gear leg.

As usual we have focused on the exterior of the kit although the pilot ejection seat (**ES**) got some treatment too. Please check your references when it comes to the upper ejection handle – it had two distinctively different forms (**21** or **22**).

All of the air scoops featured in this set need to be shaped before attachment. The fuselage louvres (**8L**, **8R**, **9**, **10**) made of 0.05 mm brass can be simply placed on the surface of the fuselage. See pages 7-9 for more details.



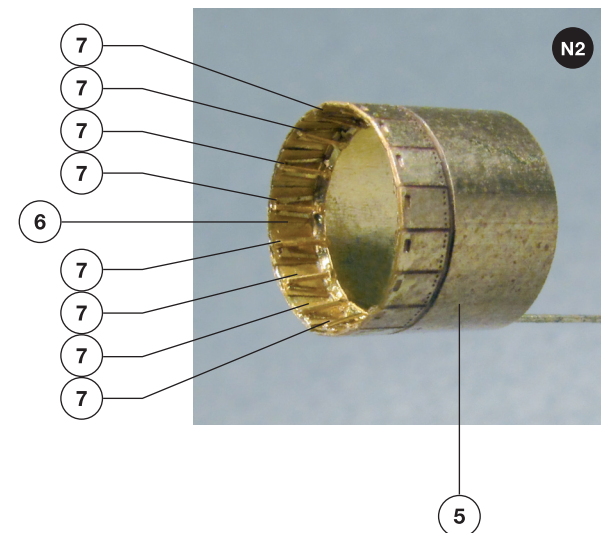
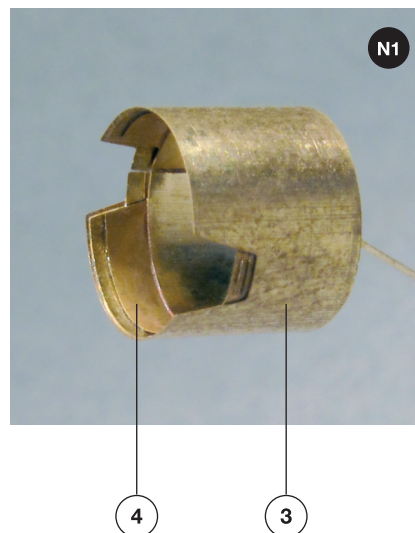
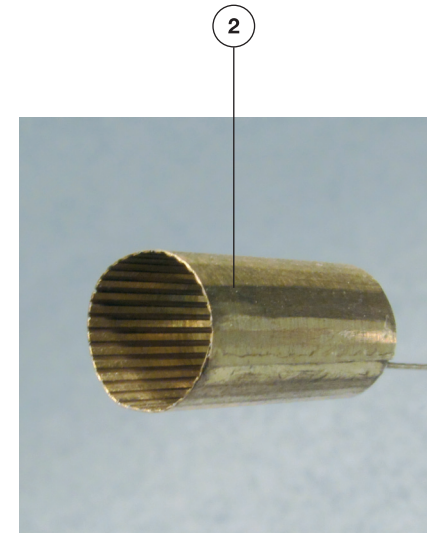
Another interior part of the kit is the afterburner's fuel injection ring (1) which needs to be attached to the rear engine bulkhead featuring the imitation of the turbine.

It is recommended to attach it in a possibly clean way as the tube-shaped afterburner can (2) needs to be slid onto the afterburner ring and turbine assembly.

Our set allows for representation both early Atar 9B-3 jet exhaust clam-shell nozzle (N1) as well as later Atar 9C-3 petal one (N2).

Construction of both nozzles starts from their outer casings – parts (3) and (5) which need to be formed as rings. Inner casings (4) and (6) respectively – also need to be formed as rings and then slide into the outer rings.

The Atar 9C-3 nozzle requires one more, quite tedious step – adding no less than eighteen jacks (7), one piece for the each nozzle petal.





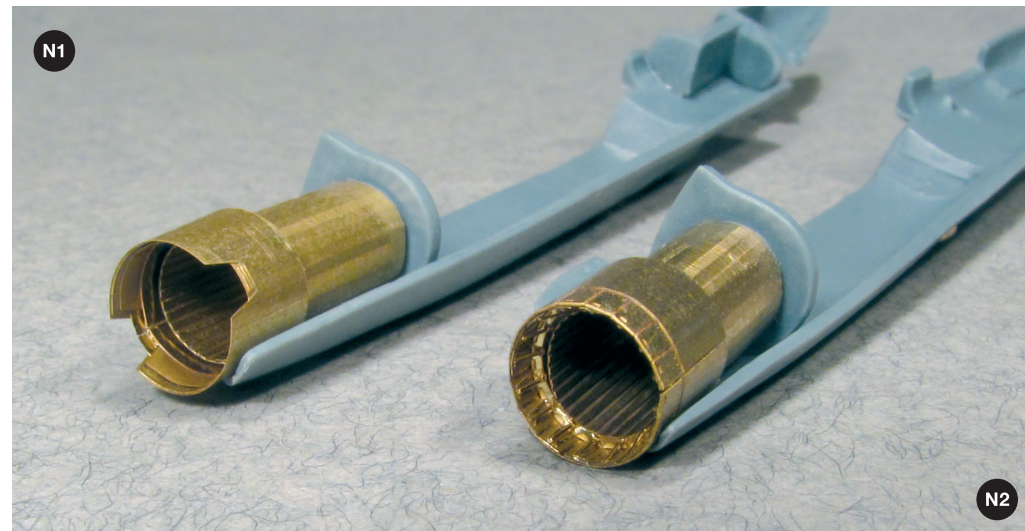
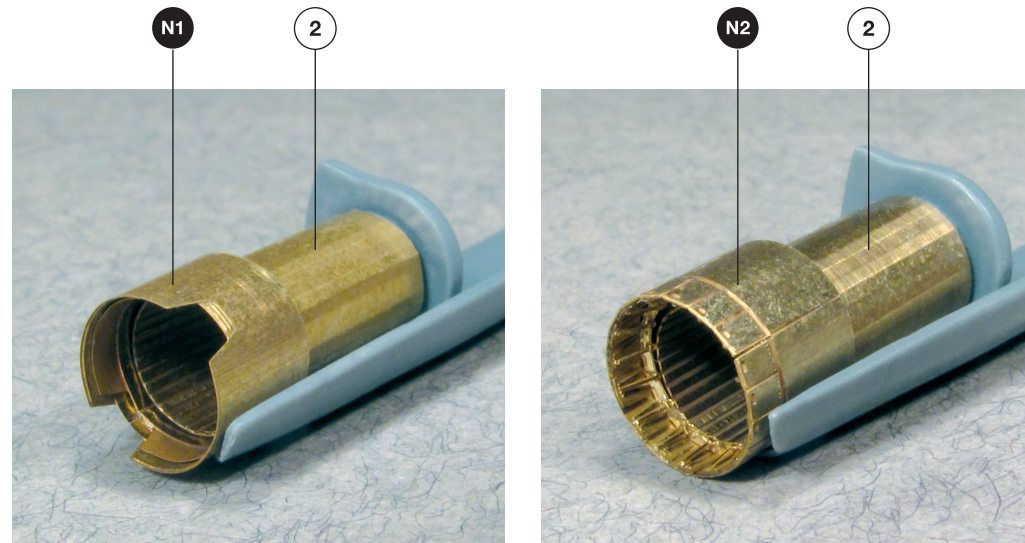
The next step would be to join the engine bulkhead, afterburner can and the nozzle. The proposed assembly sequence will differ for both types of engines.

In case of Atar 9B-3 (Mirage IIIC) we suggest to attach afterburner can (2) to the bulkhead and to slide-in the nozzle (N1) later-on (maybe even after painting of your model – it is up to your preference).

The Atar 9C-3 nozzle (N2), proper for the later Mirage III versions, can be pre-assembled together with afterburner can (2) and the whole thing can be slide on its place inside of the fuselage.

In both cases we recommend to thin down the walls of the fuselage in order to ensure good fit of the completed (painted?) nozzles.

A word or warning for all fans of the *Fuerza Aerea Argentina's* Mirages – most of the *FAA* planes were fitted with Atar 9C-3 engines, even machines of C-7xx series with kinked leading edge of vertical stabiliser. These machines were purchased from Israel and therefore were of version IIICJ using later Atar 9C-3 engines.



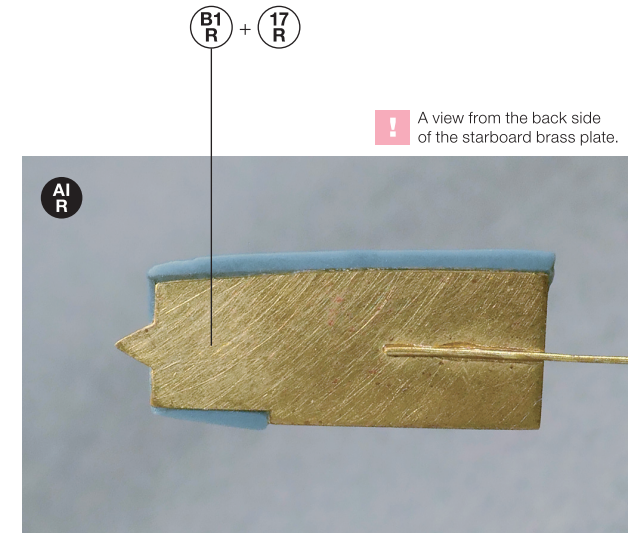
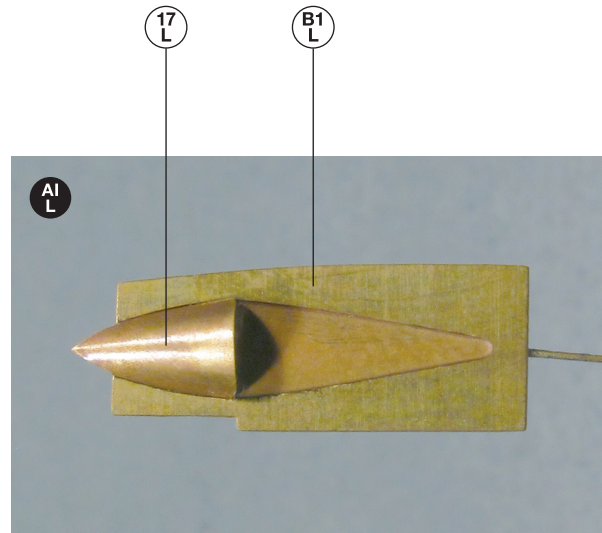


One of the biggest issues with Mark I kit are the air intakes for the engine. Our set includes their partial replacement consisting of fairly stiff 0.2 mm back plates (B1L, B1R) and delicate 0.05 mm thin cones (17L, 17R). Both cones need to be formed before assembly as shown on photos.

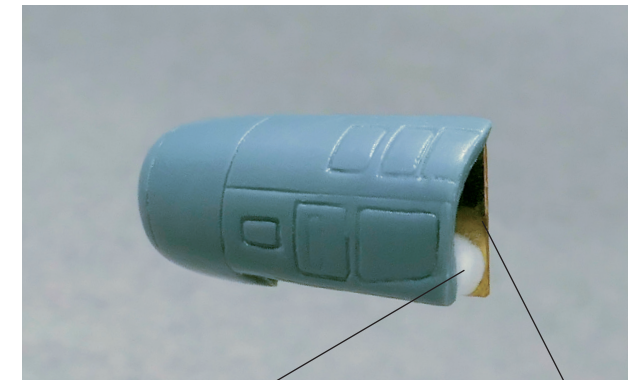
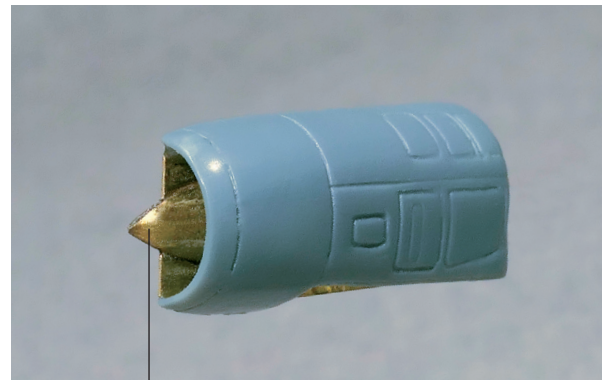
The top, the centre and the bottom part of the front edge of each intake need to be supported by pieces of 0.25 mm wire – here goes our usual mantra: check your references (or our photo below taken at Berlin Gatow Museum).



0.25 mm wire supports



! A view from the back side of the starboard brass plate.



! Use a support (here made of spare plastic piece) to prevent breaking off brass plate.

Now onto the smaller fuselage details. Louvres **8L**, **8R**, **9** and **10** as well as air scoops **62** and flat tail lights **65L**, **65R** are common for basically all versions of Mirage III.

The fun begins with pitot probes because their layout can significantly differ between versions, sub-versions, users and periods of service. Below you will find rather basic guidelines of pitot probes variants and their placement for main Mirage III versions.

**Mirage IIIC/IIICJ/IIICZ:** nose pitot probe (**NPL**) is mounted on the port side, as well as small air scoop (**59**) on the starboard. Both port side and starboard rear probes (**RPL**, **RPR**) are present.

**Mirage IIIE/IIIEA/IIIP/IIIEZ:** two small nose probes (**69**) situated on both upper fuselage sides, in front of the windscreen.

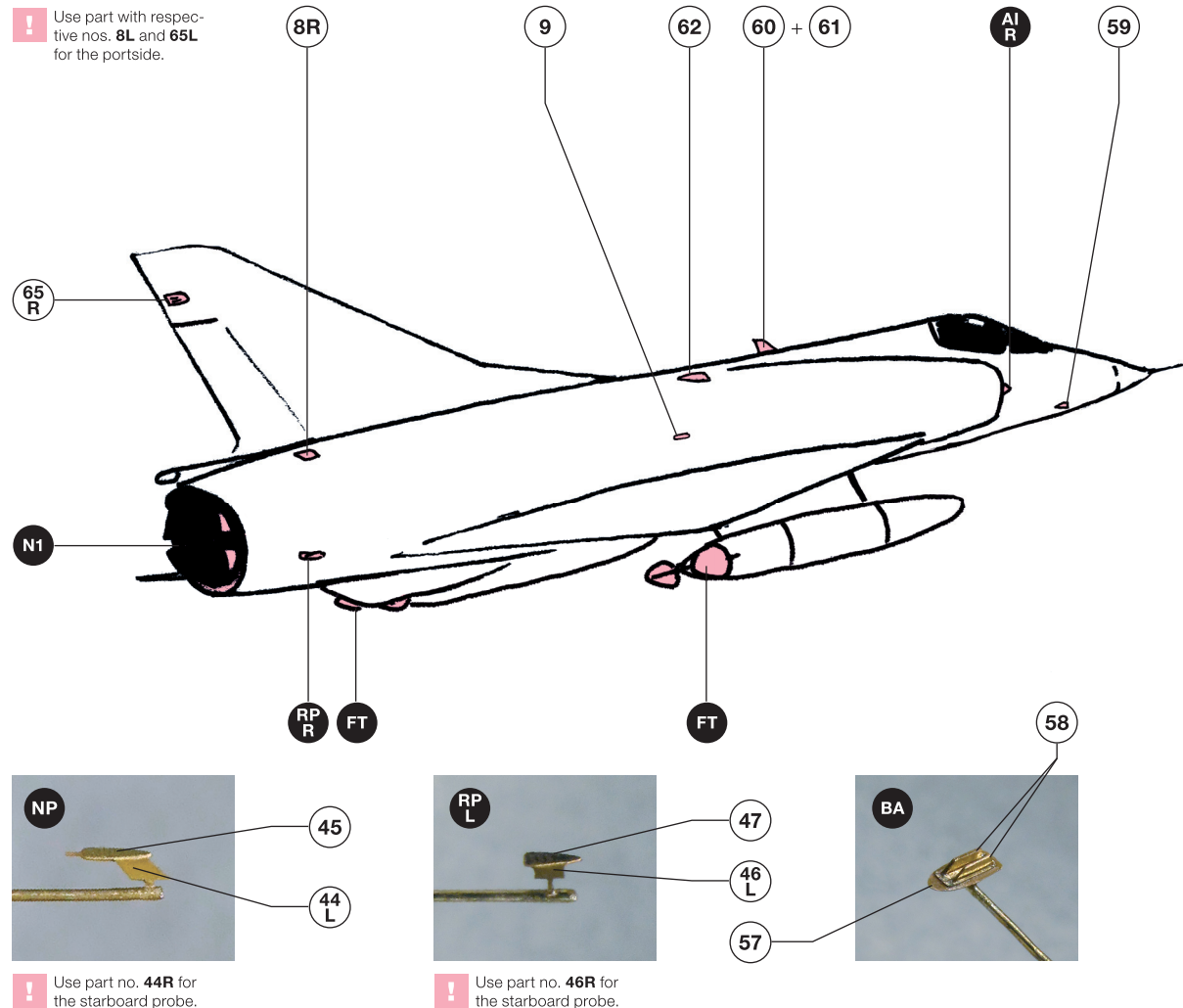
**Mirage IIIEBR:** nose pitot probe (**NPL**) and small air scoop (**59**) on the starboard are replaced by small nose probes (**69**) plus one small probe (**69**) is fitted on the upper port side in front of the windscreen.

**Mirage IIIO:** two upper nose probes situated on both fuselage sides in front of the windscreen (**69**). The small air scoop (**59**) on starboard nose is present albeit in lower position than on the IIIC version.

**Mirage IIIS:** two small nose probes situated on both fuselage sides in front of the windscreen (**69**) plus one small probe is fitted in the bottom part of the nose, sometimes together with the small air scoop (**59**).

The highly modified versions of Mirage III used by African, Latin American and Asian air forces in the 80s and the 90s can differ even more.

Conclusion? The one and only: check your references.





Did we mention some fun related to differences between Mirage III versions? The best source of unrestrained joy is the variety of antennas seen on this handsome bird.

Let us try to break it down a bit:

**Mirage IIIC:** small triangular antenna (60, 61) fitted to the topside of the fuselage – more less between air scoops (62).

**Mirage IIICJ:** like IIIC plus elongated rectangular antenna (66, 67) fitted to the bottom part of the nose.

**Mirage IIICJ** used by FAA: like IIIC plus quite prominent fin antennas (73) fitted to topside of the fuselage and to the bottom part of the nose. Two winglet-like antennas (72) were fitted on both sides of the upper part of the tail (some planes featured smaller, rectangular winglets (71)).

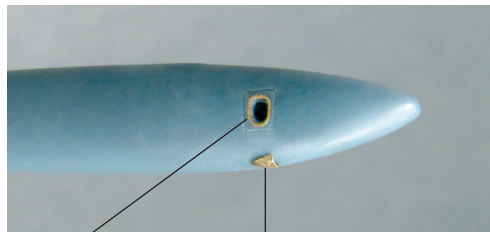
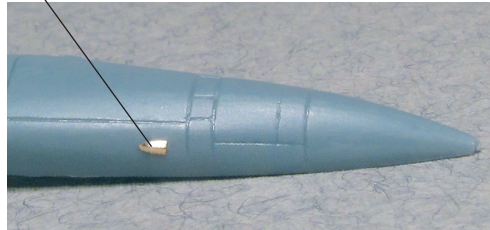
**Mirage IIICZ:** like IIIC. In later service elongated fin antenna (66, 67) was fitted to the topside of the fuselage just behind the cockpit. Sometimes another small triangular antenna (56, 57) was visible between two already mentioned ones.

**Mirage IIIE/IIIEZ:** an elongated pitot-like probe (70) was fitted between air scoops (51) on the bottom part of the fuselage. In later service an elongated antenna fin (66, 67 or 68) was fitted to the topside of the fuselage just behind the cockpit as well as another small triangular antenna (56, 57) was visible on the bottom part of the wing, just after rear port side air scoop (53). Another antenna (BA) was fitted beside the bottom port side air scoop (52). The triangular flat plate (64) was mounted to the upper part of trailing edge of the tail.

**Mirage IIIEBR:** like IIIE plus two winglet-like antennas (72) fitted on both sides of the upper part of the tail.

**Mirage IIIO/IIIS:** Like standard IIIE but without tail plate (64) and with small triangular antenna (56, 57) instead of elongated probe (70) fitted between bottom air scoops (51).

59 ! When this air scoop is present, a nose probe (NP) is usually fitted on the opposite side of the fuselage. This layout is typical for early IIIC and later IIICJ version – check your references nevertheless.



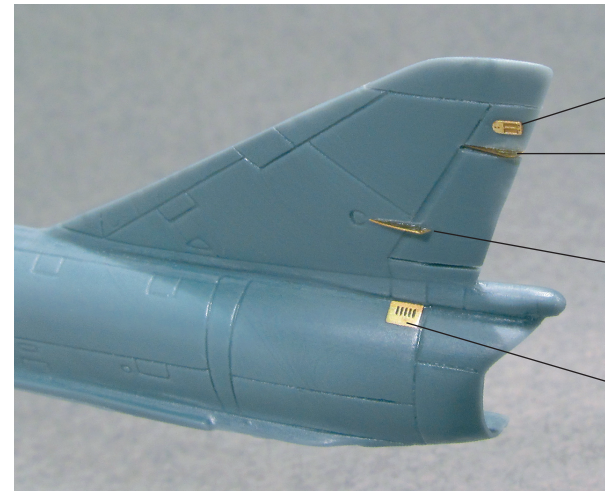
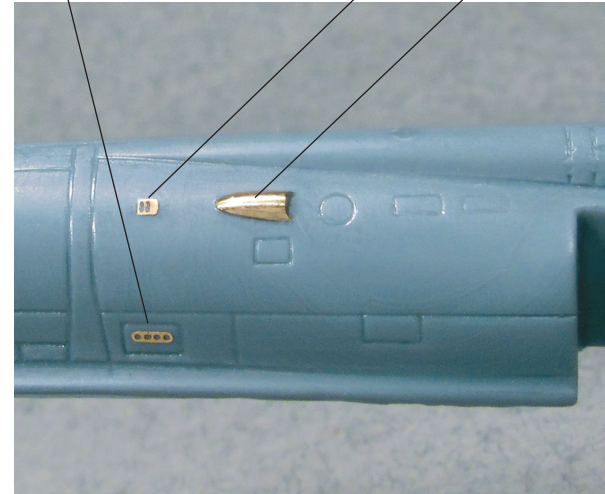
53 ! Prepare the opening before attaching part no. 49.

49 ! A bottom vent (shortened part no. 53) was not always fitted, check your references on this one.

! Beside the above mentioned vent (53) two other vents (parts no. 52) were present on both sides of the airframe. As always – please check your references.



9 ! Part no. 9 was present on a starboard side only.



65 L

64

! Part 64 is typical for IIIE version.

63

+

79

8L

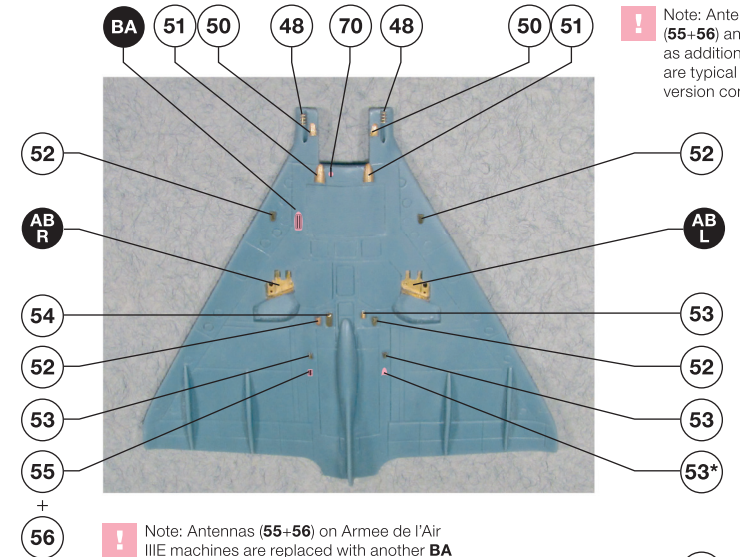
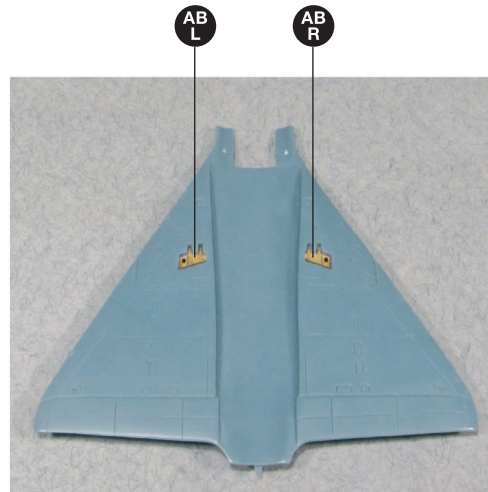
! Use part with respective nos. 8R and 65R for the starboard.



**Mirage IIIP:** Like standard IIIE but some later machines featured an elongated antenna fin (**66**, **67** or **68**) fitted to the topside of the fuselage just behind the cockpit as well as smaller, rectangular winglets (**71**) on both sides of the tail.

Again – the extensively modified versions of Mirage III used by various air forces in the 90s can differ even more.

Did we mention the need for references already?



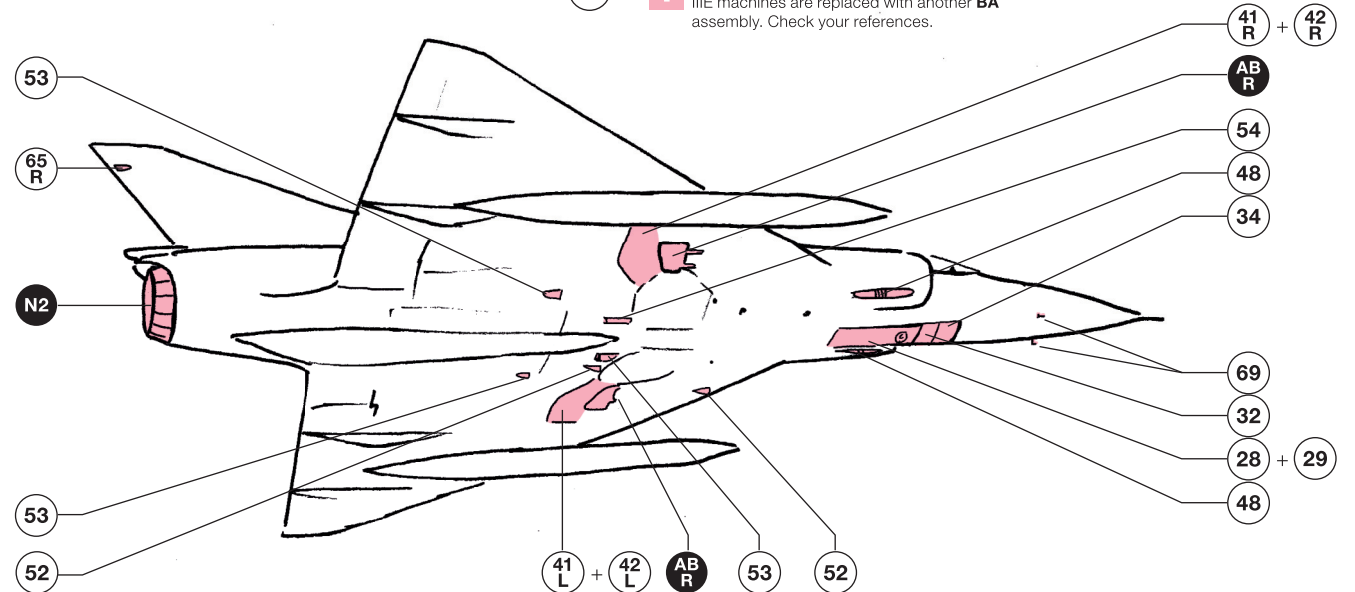
**!** Note: Antennas (**BA**), (**55+56**) and (**70**) as well as additional air vent (**53\***) are typical for the IIIE version configuration.

Probably the most fiddly feature of this set are the air scoops and the air-brakes.

All plastic representations of scoops have to be removed first and – as we have already mentioned – all scoops and vents need to be shaped before applying them onto the model surfaces. To shape them we recommend use of a dental tool applied in gentle rocking motions over part placed on modeller's cutting mat.

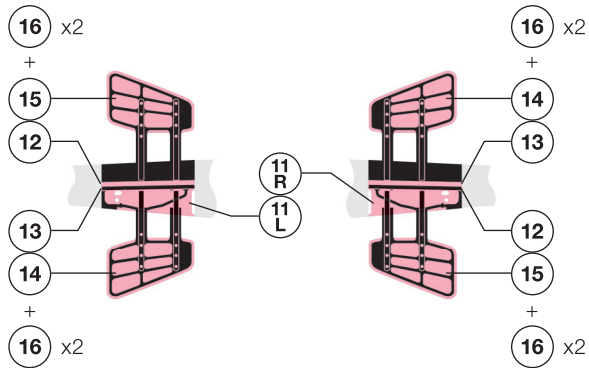
To start work with the air-brakes, the straight-through openings in both wings have to be made first. A **B2** template for the upper starboard wing and **B3** one for the upper port side wing can be helpful during this process.

Important – each air-brake opening should be directly neighbouring with main landing gear wells. The photo-etched front walls of both wells are supplied in this set as parts **11L** and **11R**. These are the first parts which should be mounted into openings.

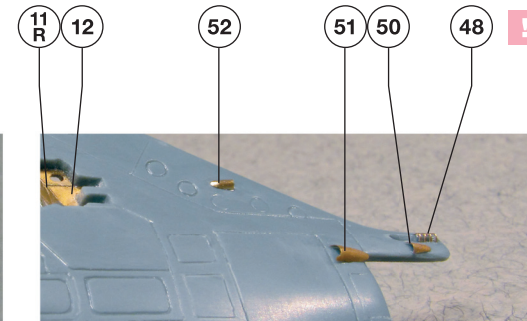
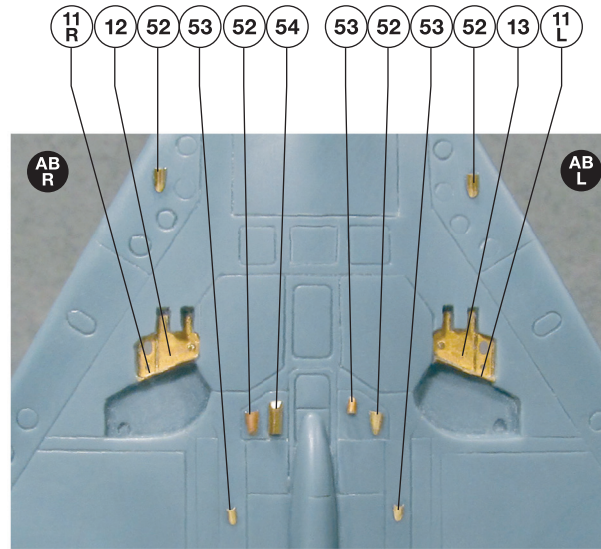


**!** Note: Antennas (**55+56**) on Armee de l'Air IIIE machines are replaced with another **BA** assembly. Check your references.

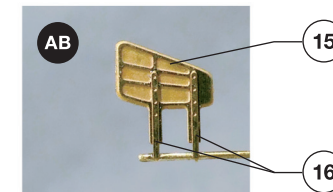
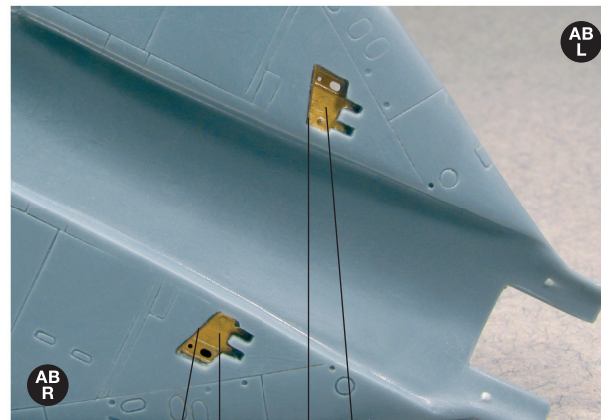
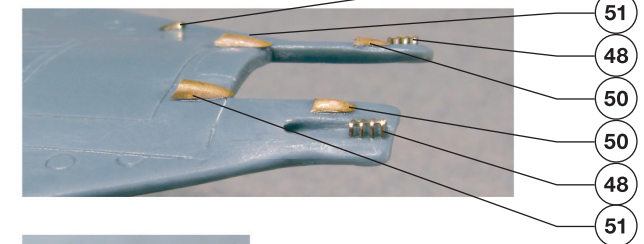
After the air-brake openings are fitted with rear walls (**11L**, **11R**) the floors of each well need to be prepared. These have form of sandwich made of parts **12** and **13**. Please note that both wells as well as their floors and the brakes themselves are symmetrical in both axis. See the drawing below for the exact placement of air-brake parts.



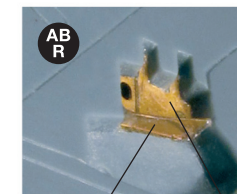
Please note that the air-brake flaps (**14**, **15**) need to be fitted with mounting stripes (**16**) before attaching them to your model.



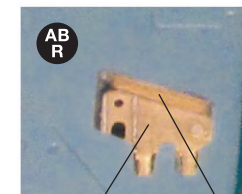
**!** Note: The gun deflectors (**48**) are supplied in two versions – 0.1 mm and 0.05 mm thin. Use the one you are more comfortable to shape.



**!** Note: The upper portside and lower starboard airbrake are represented by parts no. **15**. The upper starboard and lower portside – by parts no. **14**.



**!** Bottom view of starboard airbrake well.



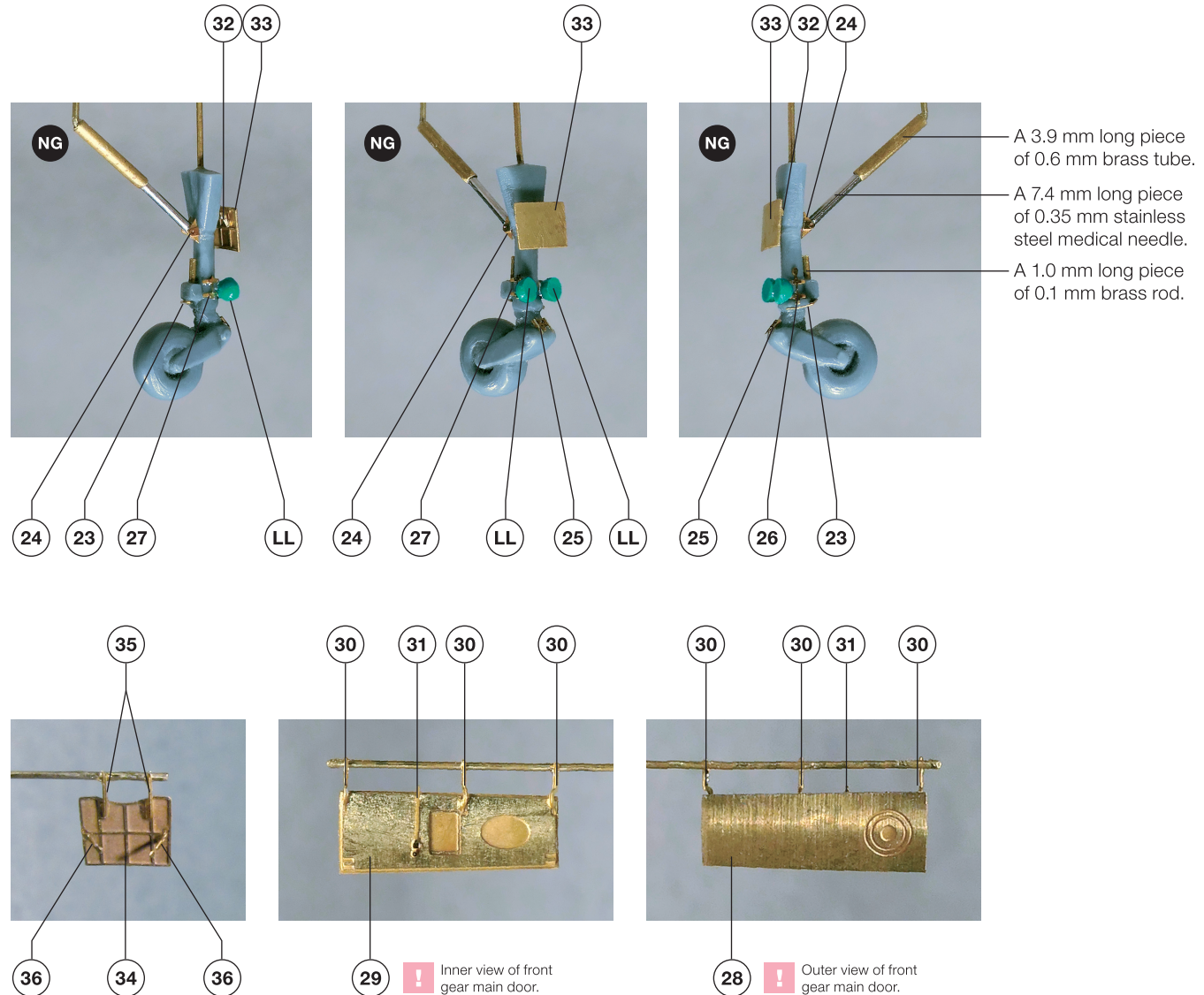
**!** Upper view of starboard airbrake well.

The relatively straightforward nose landing gear assembly may be of great help to clear the mind after the air-brakes are finished.

Please note that the length of the nose gear supplied in the kit is correct – however one needs to be extra careful to place ceiling of the nose gear well deep enough into the fuselage.

The brass tube and the stainless steel syringe needle and the brass rod are of slide-fit and were secured with CA glue.

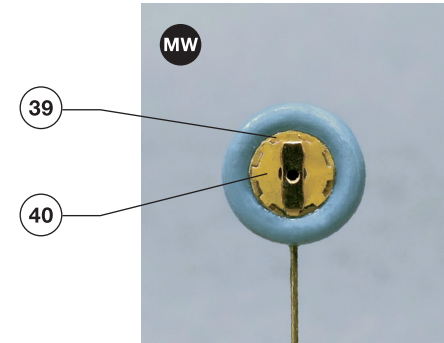
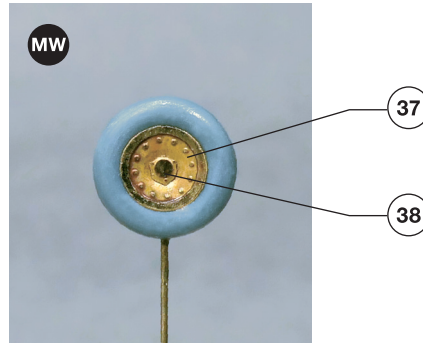
Also, the two pieces of the main door (28, 29) need to be carefully shaped before glueing them together.





The main landing gear is a rather simple venture.

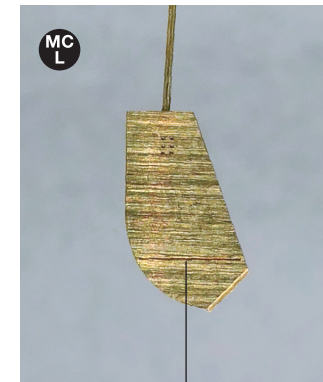
All the hydraulic jacks (not shown here) may gain crispness when prepared using brass and stainless steel tubing, as presented in the nose gear assembly description.



**43 L** ! Use part no. **43R** for the starboard leg.



**41 L** ! Inner view of left main gear door. Use part no. **41R** for the starboard door.



**42 L** ! Outer view of left main gear door. Use part no. **42R** for the starboard door.

# SO214423

## 1/144 Mirage IIIC/E for Mark I kit

Shelf  
Oddity

The final touch is to enhance the large under-wing fuel tanks and the Exocet missile with photo-etched fins.

Please note that main fins of the missile are different in pairs – parts no. **76** feature small trim tabs not present on the other pair (**75**).

To further refine your model we recommend the turned brass pitot tube AM144-029 made by the renowned Master company.

### Sources:

Mirage III – Aero Technika Lotnicza 7-8/1991  
Mirage III – Awiakolekcja 10/2011 and 2/2012  
AMD Mirage III – Bunrin Do FAOW 045  
MIRAGE III/5/50 en service à l'étranger. Tome 4 – LELA Presse

