



Mirage F1 CZ

## Mirage F1CZ

**Country of origin:** France

**Manufactured as:** Dassault-Breguet Mirage F1C

**First flight:** 23 December 1966 (F1 prototype)

**Service period with SAAF:** 1975 until 1992

**Served with:** 3 Squadron

**Role:** Interceptor with ground attack as a secondary role

**Power plant:** One SNECMA-Atar 9K-50 turbojet, delivering 5,035kg (49.38 kN, 11,090 lbf) dry thrust, 6,810kg (66.78 kN, 15,090 lbf) with afterburner

**Max take off mass:** 14,900kg (32,850 lb)

**Max speed:** Mach 2.2 at 12,000 m (40,000 ft)

**Max range:** 640km (397 mi; 345 nmi)

**Endurance:** 2 hr 15 min (combat air patrol with centreline drop tank)

**Armament:** 2 x 30mm DEFA cannons mounted internally, two Matra R550 IR / V3B / V3C / V3S missiles on wingtips, one under belly or two under wing Matra R530 radar missiles or up to 8 x Mk 81 (113kg) / Mk 82 (227 kg) low-drag bombs.

**Accommodation:** Pilot

## Operational History

In the mid 1960's, this swept-wing Mirage variant made its debut. It was an attempt to get an aircraft which had better handling characteristics at low speed than the delta-winged Mirage III. The SAAF acquired 16 F1CZ aircraft in 1975.

Many reconnaissance and bombing missions into southern Angola were escorted by Mirage F1CZ's. In 1981, Lt Col Johan Rankin, flying a Mirage F1CZ (tail number 213), shot down an Angolan MiG 21 in a clash over Southern Angola. It was the first SAAF air-to-air kill since World War 2 and the first air-to-air kill in the Southern hemisphere.

In 1982, the same pilot, in a Mirage F1CZ (tail number 203) shot down another MiG 21 over Southern Angola. The F1CZ tail number 203 is at the Air Force Museum at AFB Swartkop, while 213 is at the Ysterplaat branch of the Museum.

The F1CZ and F1AZ differed mainly in colour schemes, but there were a few external differences too. The CZ had a radar fitted in the nose with the pitot tube fitted on the tip, while the AZ had a laser range-finding unit fitted under the nose. The CZ also had a spotlight fitted on the left hand side-engine intake so that the pilot could visually identify a target at night.

## Further information.

[Barcode 1: Mirage F1's role in the border war](#)



[Barcode 2: Two F1CZ's taking off](#)



[Barcode 3: Mirage F1 CZ/AZ history](#)



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