Israeli Air Force

Mirage IIIC/B Shachak

101 Squadron

117 Squadron

119 Squadron

253/254 Squadrons

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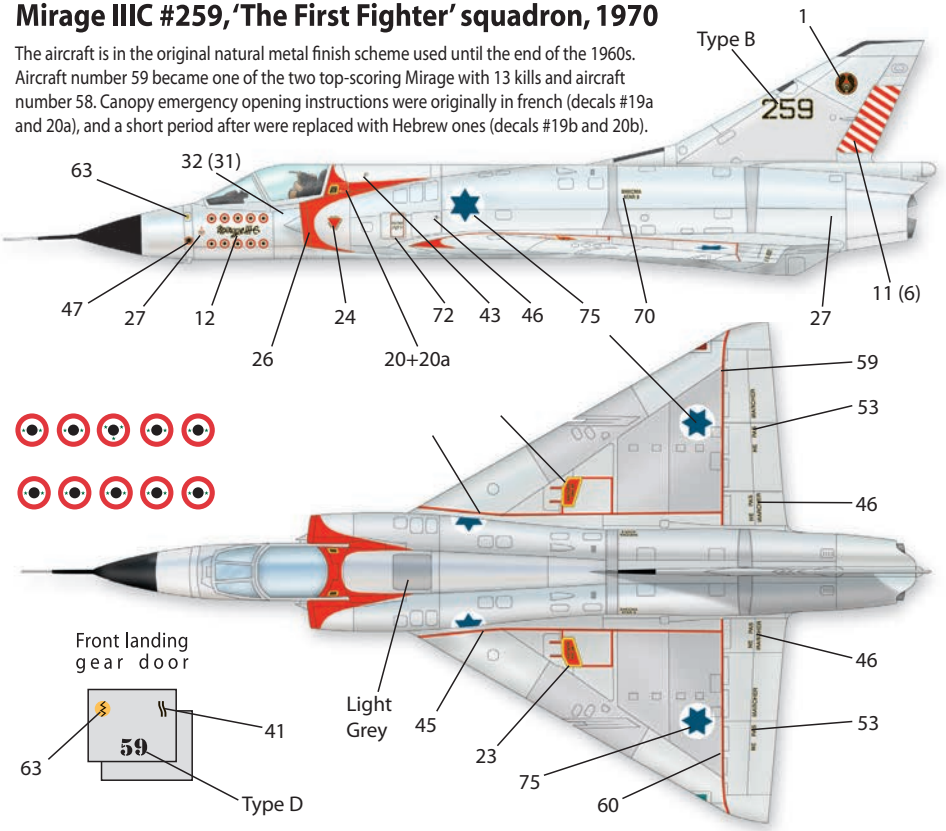
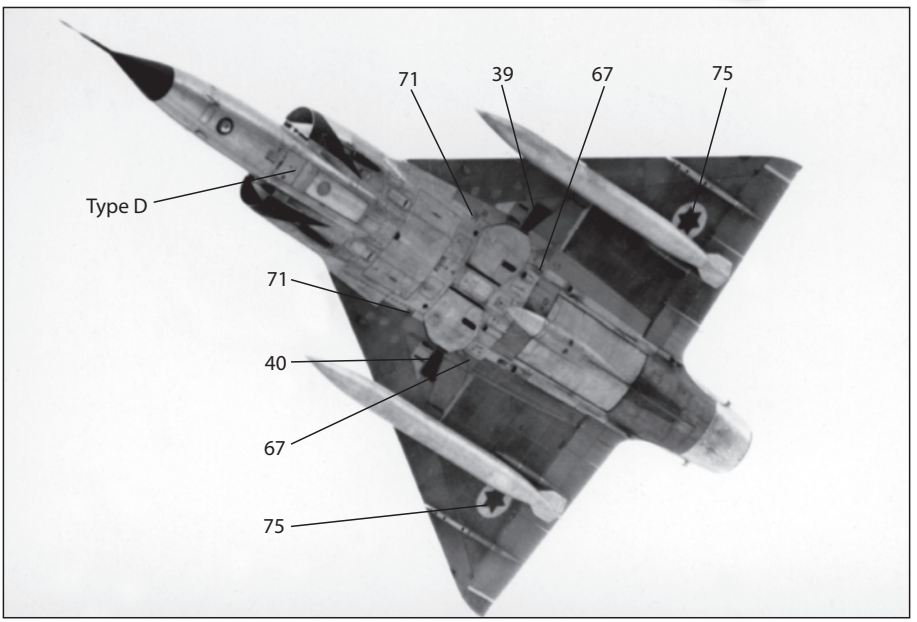
Mirage IIIC #259, 'The First Fighter' squadron, 1970

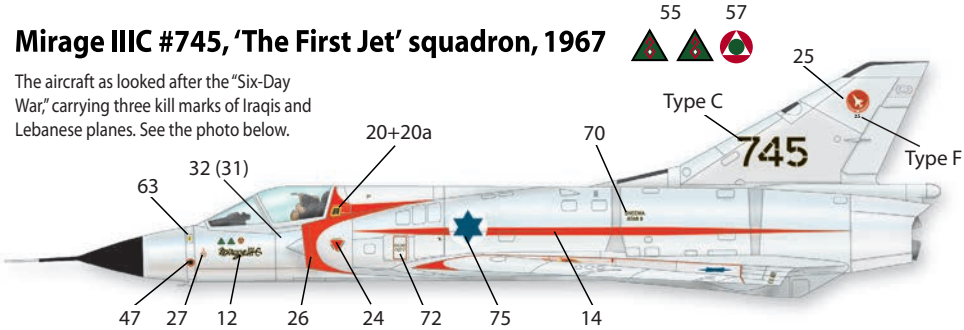
The aircraft is in the original natural metal finish scheme used until the end of the 1960s. Aircraft number 59 became one of the two top-scoring Mirage with 13 kills and aircraft number 58. Canopy emergency opening instructions were originally in french (decals #19a and 20a), and a short period after were replaced with Hebrew ones (decals #19b and 20b).





Mirage IIIC #745, 'The First Jet' squadron, 1967

The aircraft as looked after the "Six-Day War," carrying three kill marks of Iraqis and Lebanese planes. See the photo below.

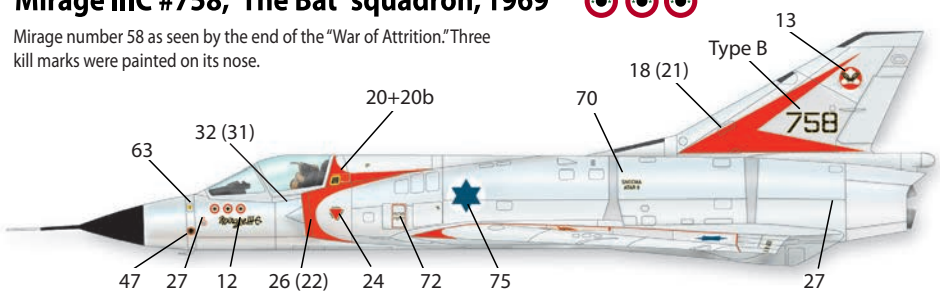


Mirage IIIC #745 of 'The First Jet' squadron as seen after 1967 was. The Chief of Staff, Yitzhak Rabin, is sitting next to it for a photo session. Note the unique kill markings of an Iraqi MiG 21 and a Hunter, as well as a single Lebanese hunter kill.

The planes of the 117 squadron at Ramat David AFB were usually more buffed, and shiner than the other squadron operated the Mirage. Note the reflections on this aircraft.

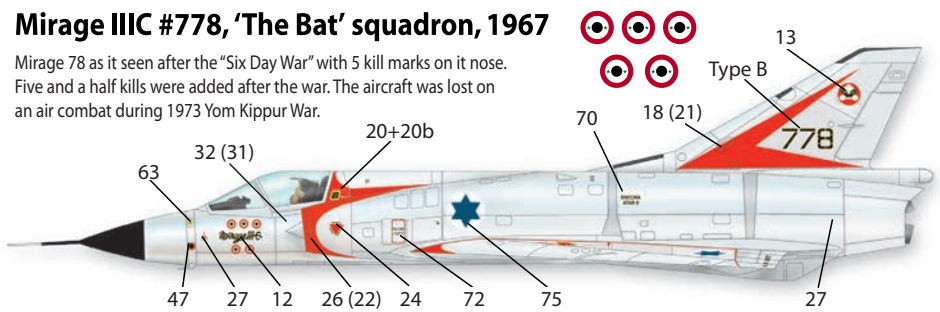
Mirage IIIC #758, 'The Bat' squadron, 1969

Mirage number 58 as seen by the end of the "War of Attrition." Three kill marks were painted on its nose.



Mirage IIIC #778, 'The Bat' squadron, 1967

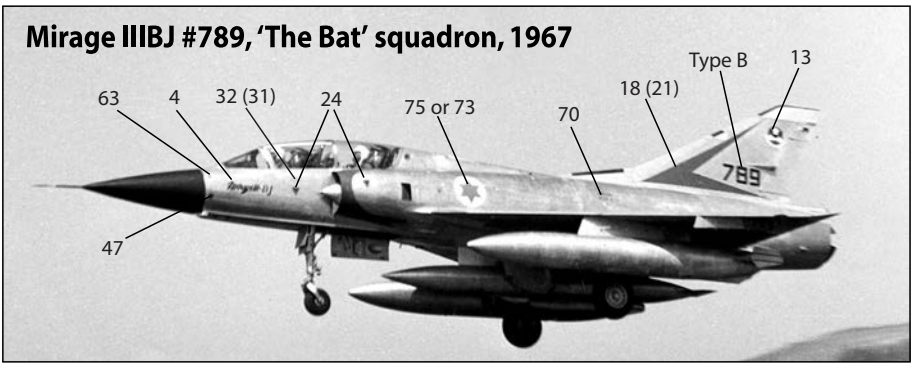
Mirage 78 as it seen after the "Six Day War" with 5 kill marks on it nose. Five and a half kills were added after the war. The aircraft was lost on an air combat during 1973 Yom Kippur War.



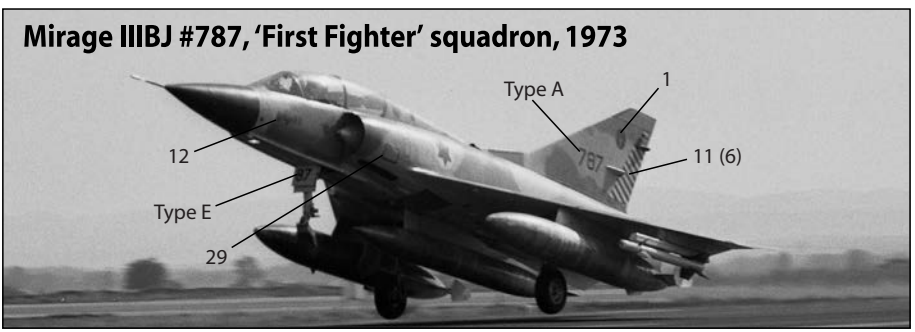
Mirage IIIBJ #86, 'The First Jet' squadron, 1969

Four Mirage IIIBJ two-seater trainers entered service in 1966-1968 and operated in all three initial squadrons.

Mirage IIIBJ #789, 'The Bat' squadron, 1967



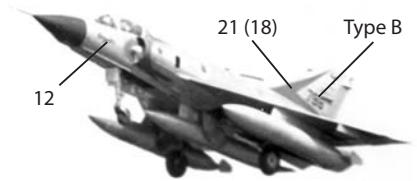
Mirage IIIBJ #787, 'First Fighter' squadron, 1973



Ran Peker stands along with the ground crew next to Mirage IIIC number 84 of 119 squadron. The aircraft painted a Royal Jordanian kill mark after Peker shot down an RJAF Hunter Mk.9 on November 13, 1966.

Mirage 98 was one of the two reconnaissance Mirages that entered the service of the IAF. They originally operated by 119 squadron and in 1970 transferred to 101 squadron. The second Mirage, number 99, was shot down in 1974. Here seen Mirage 98 during the 1982 war, armed with two AIM-9D Sidewinder and an 880-liter supersonic centerline tank.

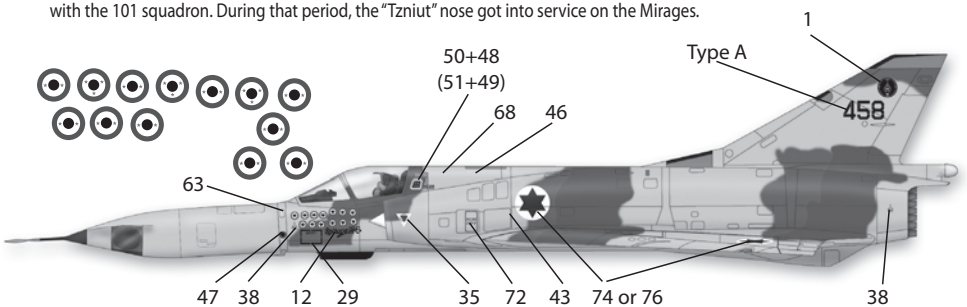
Mirage number 98 during its service with 119 "The Bat" squadron. It is seen here taking off with three external fuel tanks. Note the "Tarmil" recce radome.



Mirage number 98 shortly before moving to 101 squadron. It is seen here with an 880-liter centerline fuel tank.

Mirage IIIC #458, 'The First Fighter' squadron, 1977

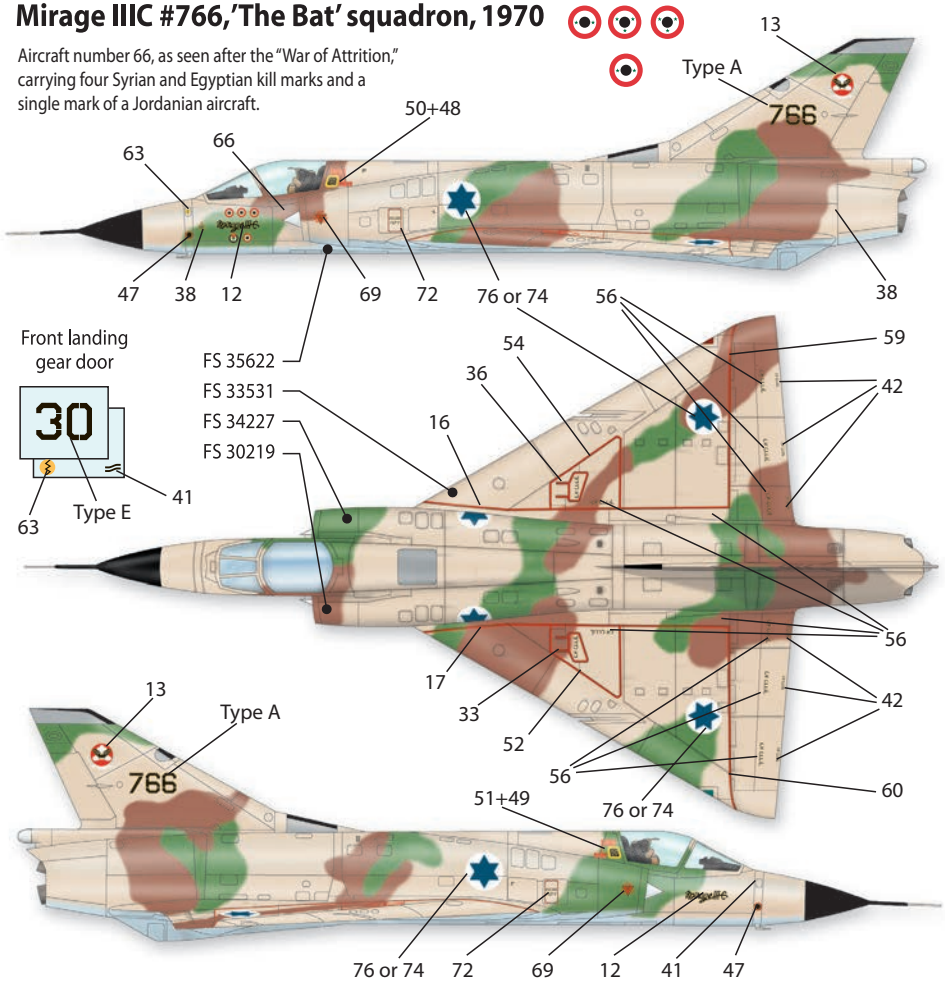
The 101 "The First Fighter" squadron transferred their Mirages to 117 squadron in 1974 but continued operating the reconnaissance Mirages alongside the Kfirs and Kfirs C-2 served that time with the 101 squadron. During that period, the "Tzniut" nose got into service on the Mirages.

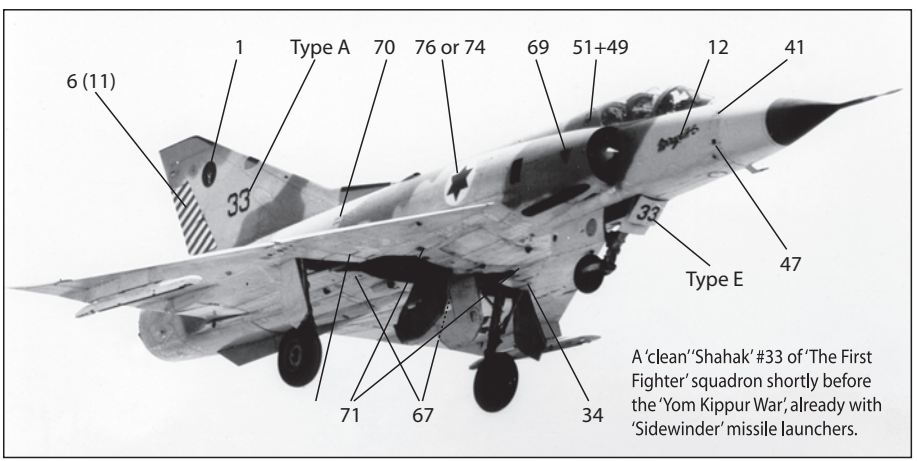


'Shahak' number 458 of 'The First Fighter' squadron in the late 70's (but without identification triangles) with a special long range pivoting-lens camera.

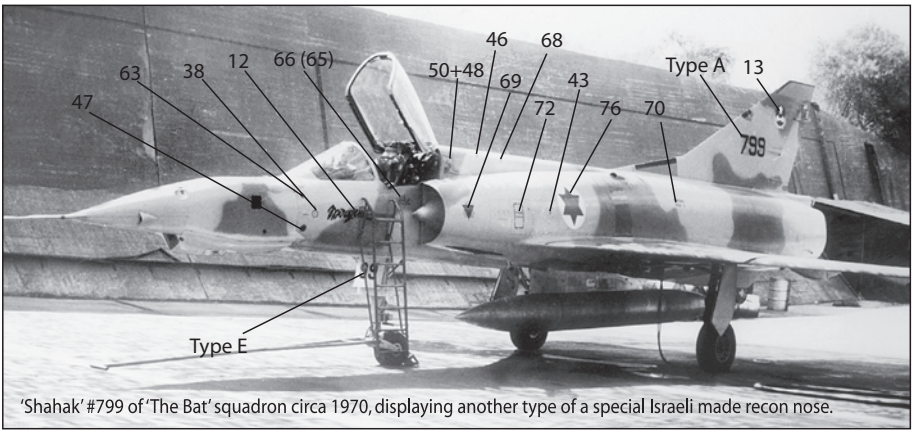
Mirage IIIC #766,'The Bat' squadron, 1970

Aircraft number 66, as seen after the "War of Attrition," carrying four Syrian and Egyptian kill marks and a single mark of a Jordanian aircraft.



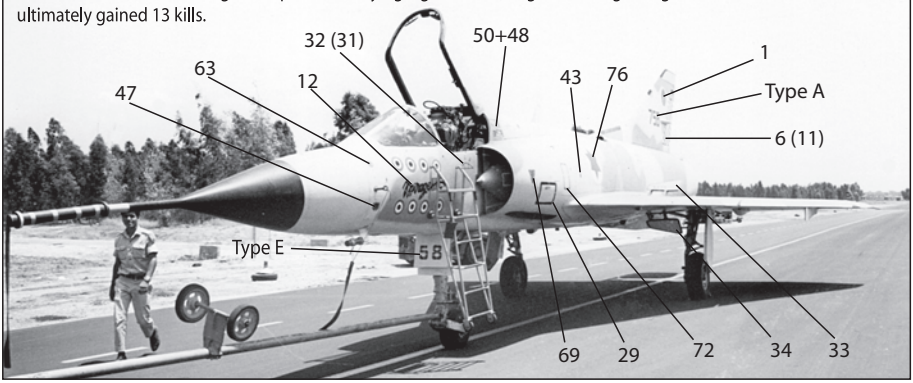


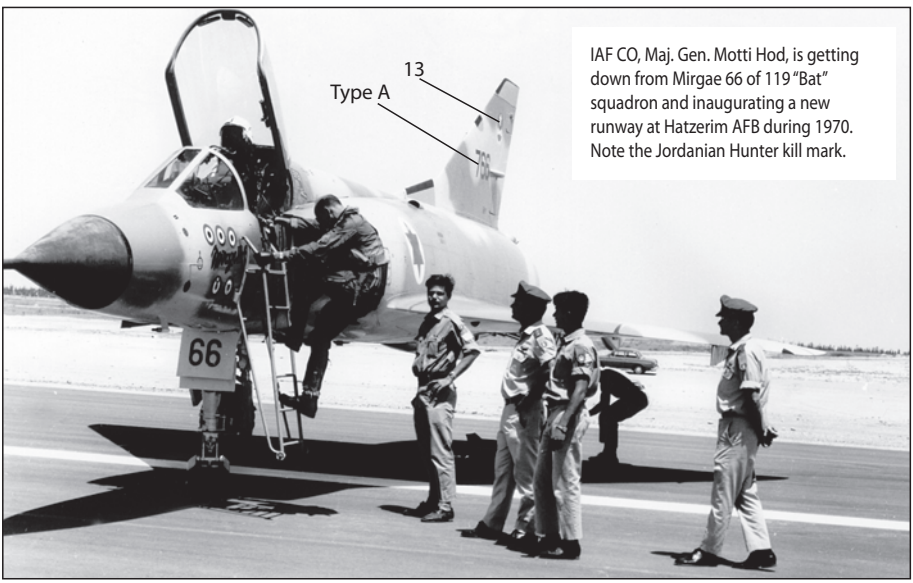
A 'clean' 'Shahak' #33 of 'The First Fighter' squadron shortly before the 'Yom Kippur War', already with 'Sidewinder' missile launchers.



'Shahak' #799 of 'The Bat' squadron circa 1970, displaying another type of a special Israeli made recon nose.

'Shahak' #758 of 'The First Fighter' squadron carrying eight kill markings at the beginning of the 70's. This 'Shahak' have ultimately gained 13 kills.

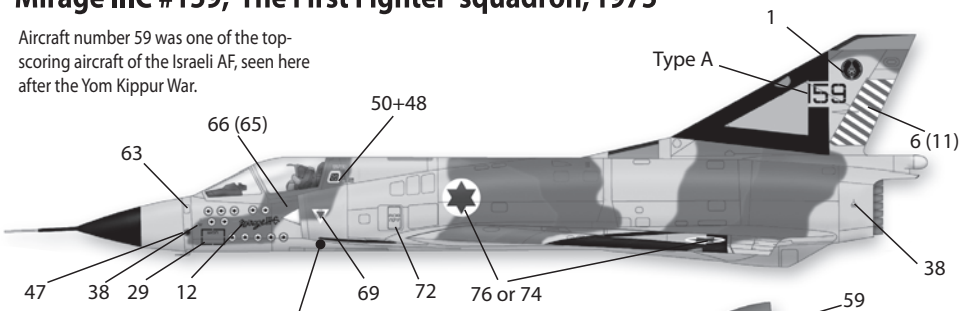


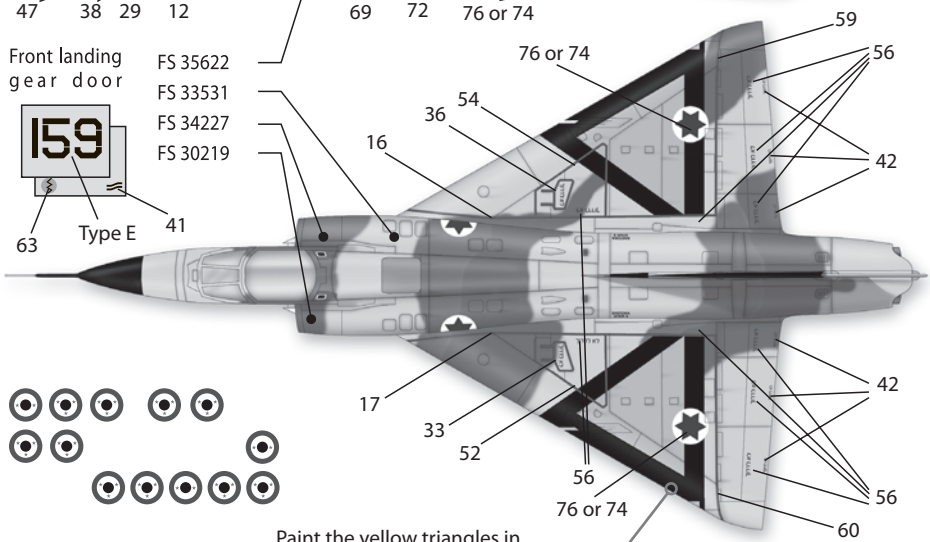


IAF CO, Maj. Gen. Motti Hod, is getting down from Mirgae 66 of 119 "Bat" squadron and inaugurating a new runway at Hatzerim AFB during 1970. Note the Jordanian Hunter kill mark.

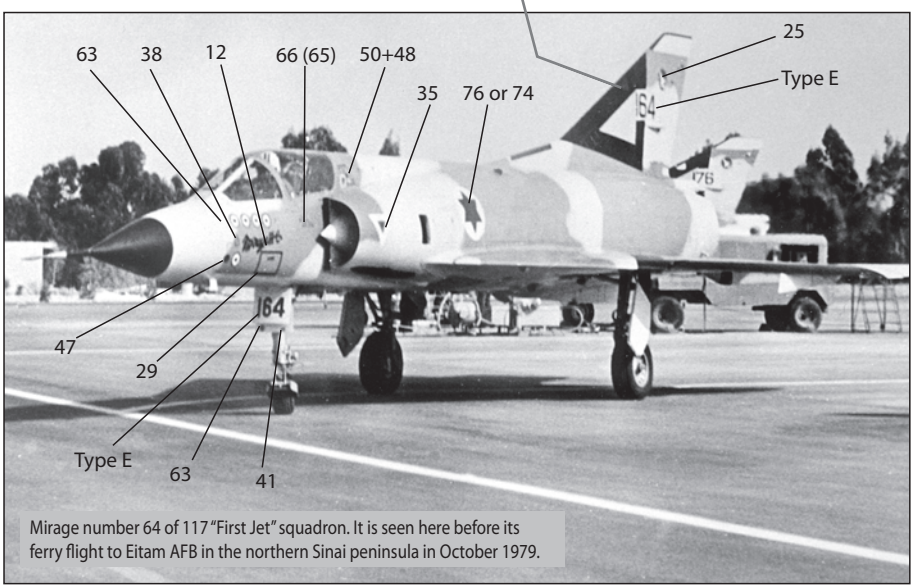
Mirage IIIC #159, 'The First Fighter' squadron, 1975

Aircraft number 59 was one of the top-scoring aircraft of the Israeli AF, seen here after the Yom Kippur War.



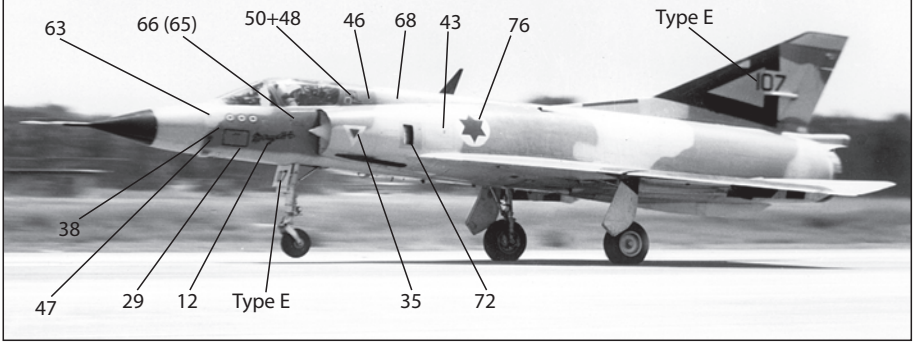


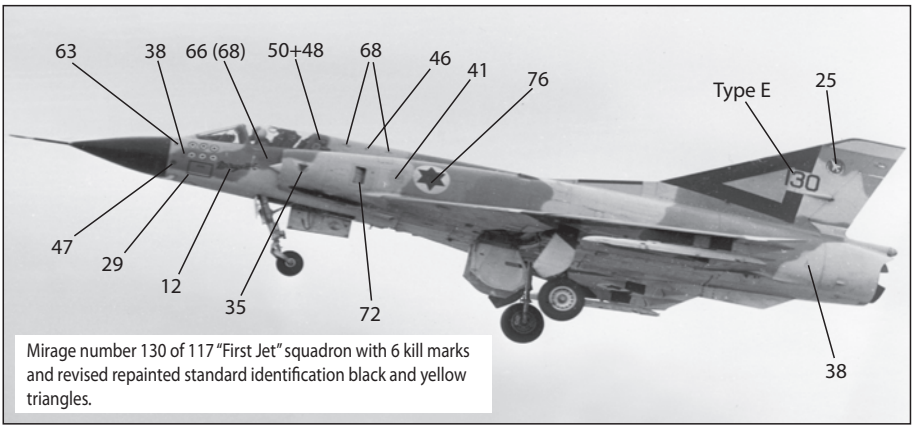
Paint the yellow triangles in black and yellow FS 33538.



Mirage number 64 of 117 "First Jet" squadron. It is seen here before its ferry flight to Eitam AFB in the northern Sinai peninsula in October 1979.

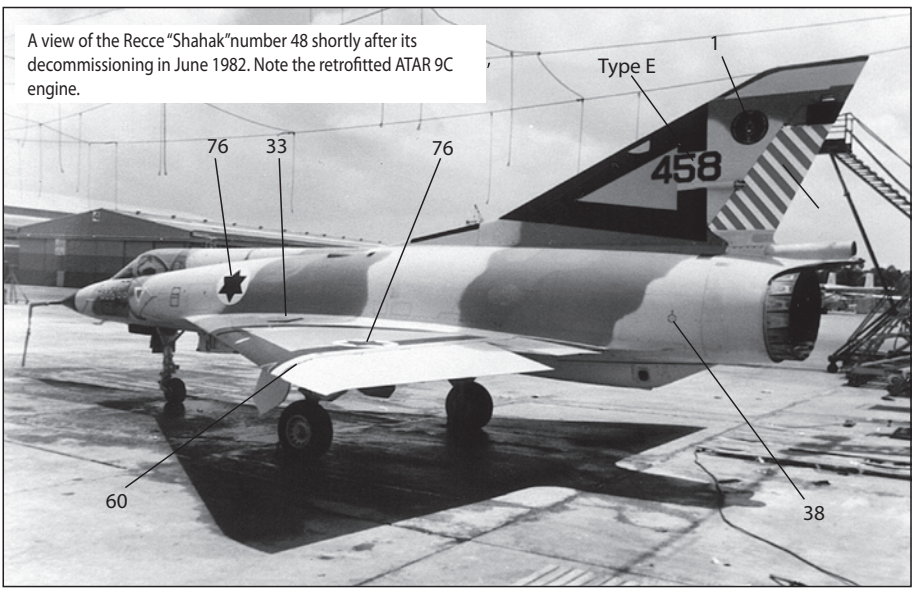
'Shahak' #107 of 'The First Jet' squadron during late 70's.

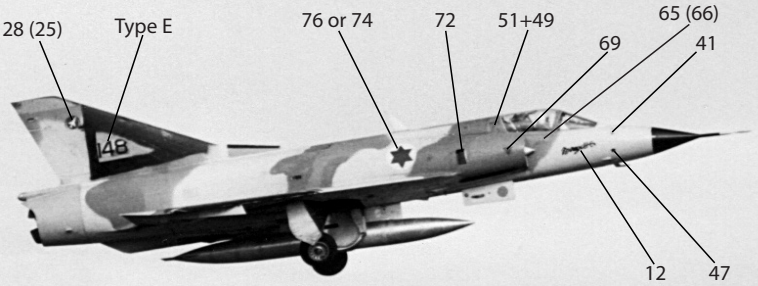




Mirage number 130 of 117 "First Jet" squadron with 6 kill marks and revised repainted standard identification black and yellow triangles.

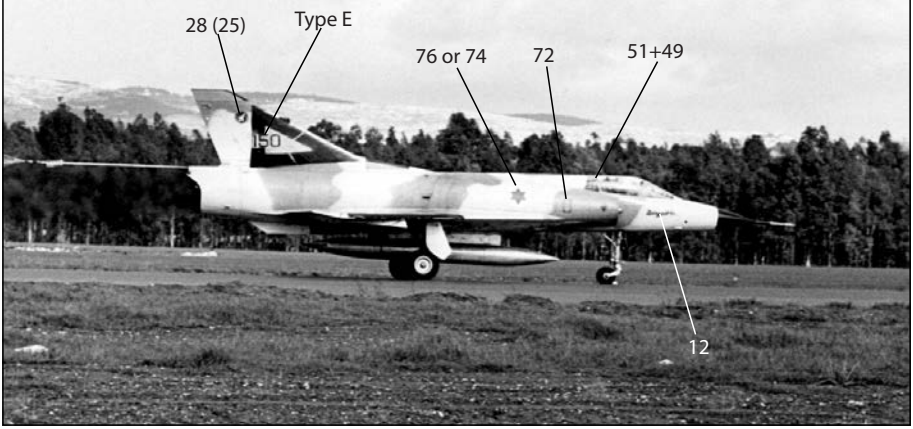
A view of the Recce "Shahak" number 48 shortly after its decommissioning in June 1982. Note the retrofitted ATAR 9C engine.



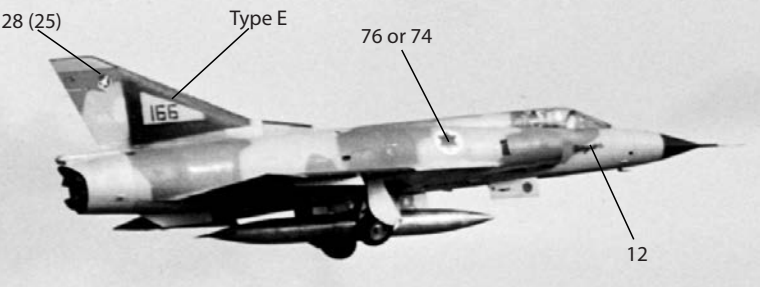


Mirage number 48 is painted with improvident black and yellow triangles, painted during the YKW in October 1973.

Mirage number 150 as seen a short time after the Yom Kippur War. Mirages from the 117 squadron were the last to be converted with the ATAR 9C engine.

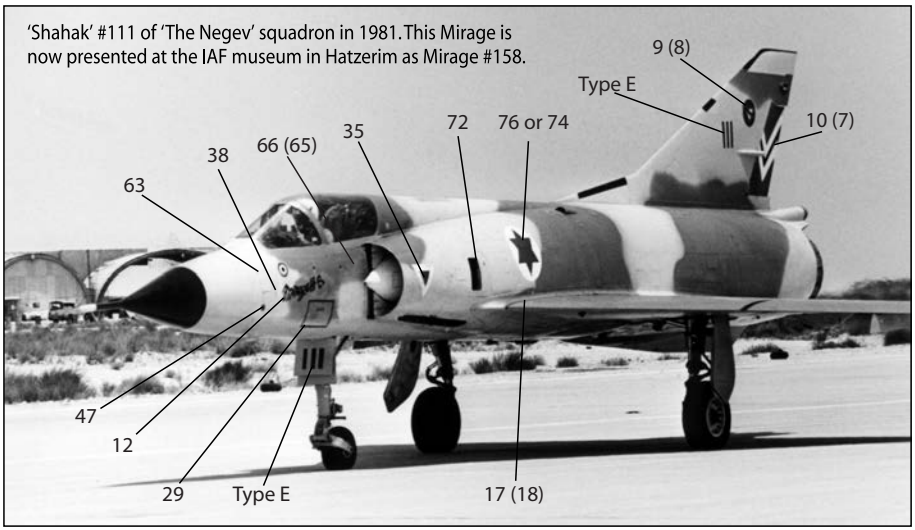


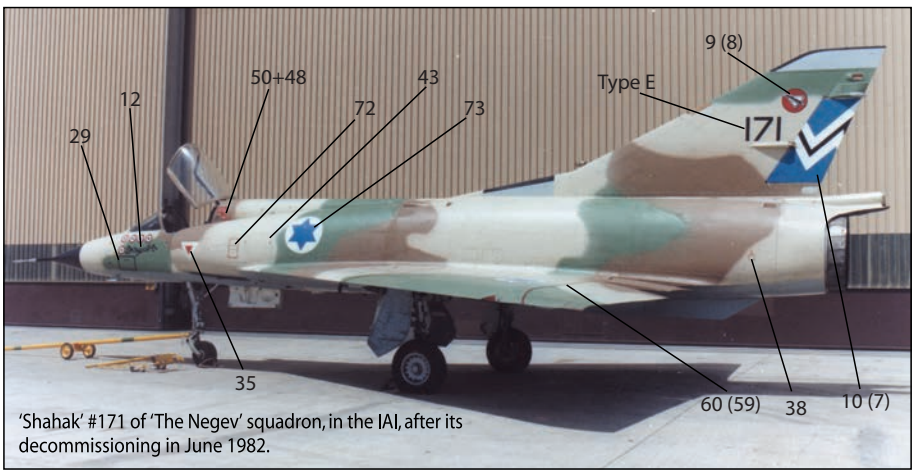
Shahak number 66 of 117 "First Jet" squadron is taking off.
Note the hand-painted identification triangles.



Two Mirage 3B and two Mirage 3C from 'The Negev' squadron are preparing to takeoff from Eitam AF base in the northern Sinai desert.

'Shahak' #111 of 'The Negev' squadron in 1981. This Mirage is now presented at the IAF museum in Hatzerim as Mirage #158.

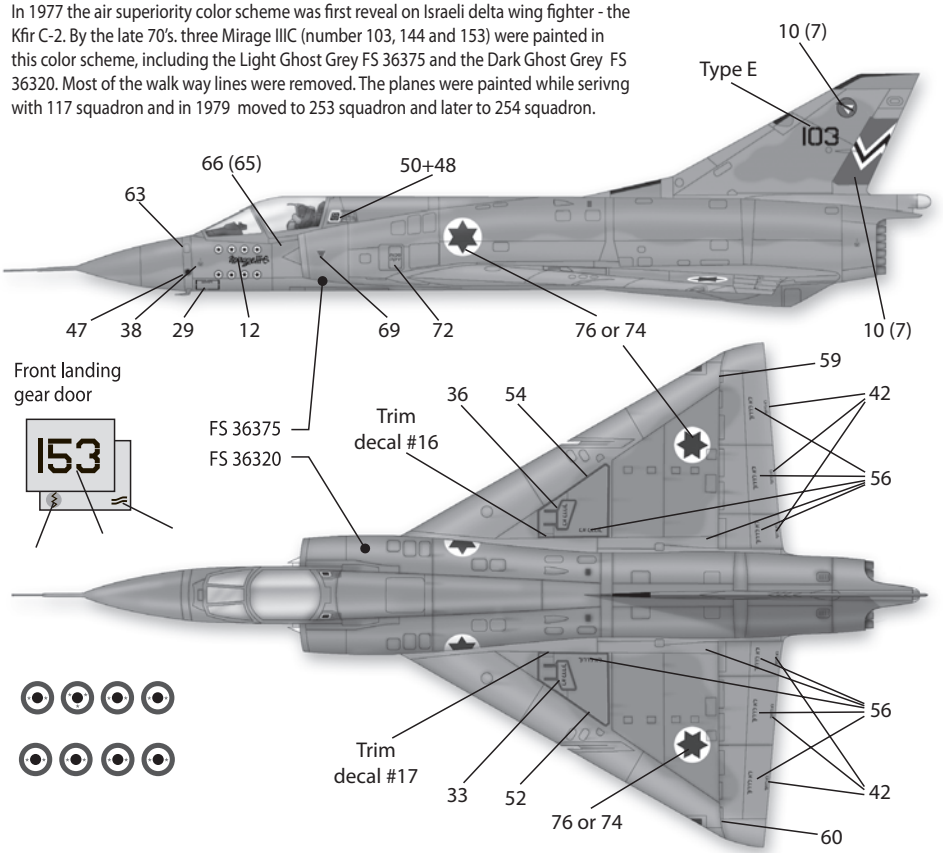




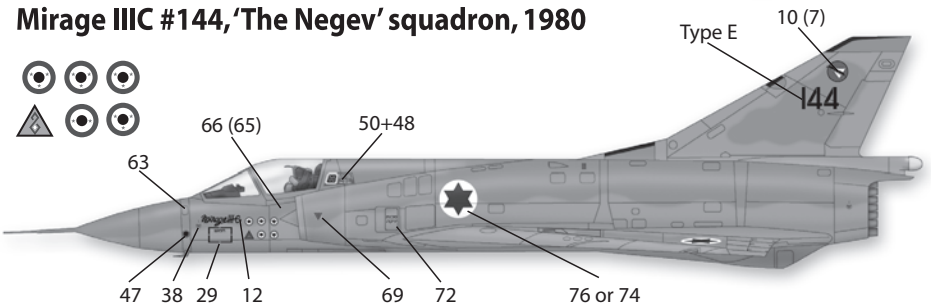
'Shahak' #171 of 'The Negev' squadron, in the IAI, after its decommissioning in June 1982.

Mirage IIIC #103, 'The Negev' squadron, 1982

In 1977 the air superiority color scheme was first reveal on Israeli delta wing fighter - the Kfir C-2. By the late 70's. three Mirage IIIC (number 103, 144 and 153) were painted in this color scheme, including the Light Ghost Grey FS 36375 and the Dark Ghost Grey FS 36320. Most of the walk way lines were removed. The planes were painted while serivng with 117 squadron and in 1979 moved to 253 squadron and later to 254 squadron.

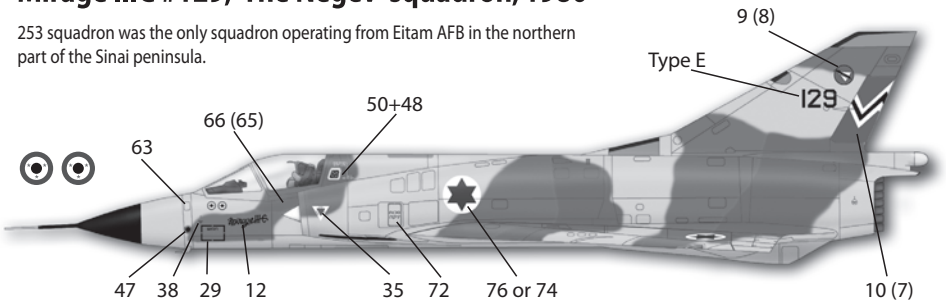


Mirage IIIC #144, 'The Negev' squadron, 1980



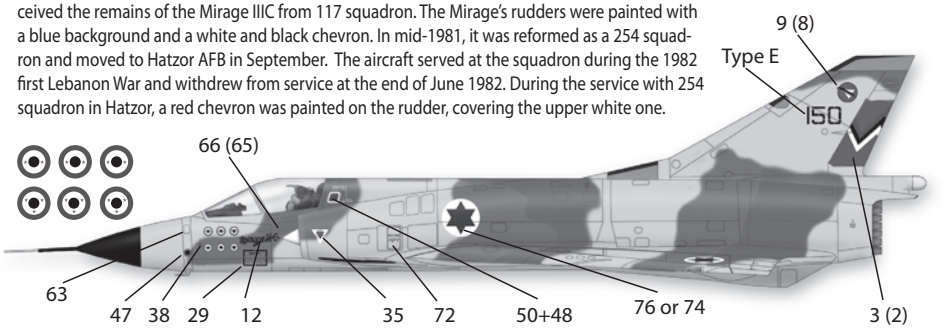
Mirage IIIC #129, 'The Negev' squadron, 1980

253 squadron was the only squadron operating from Eitam AFB in the northern part of the Sinai peninsula.

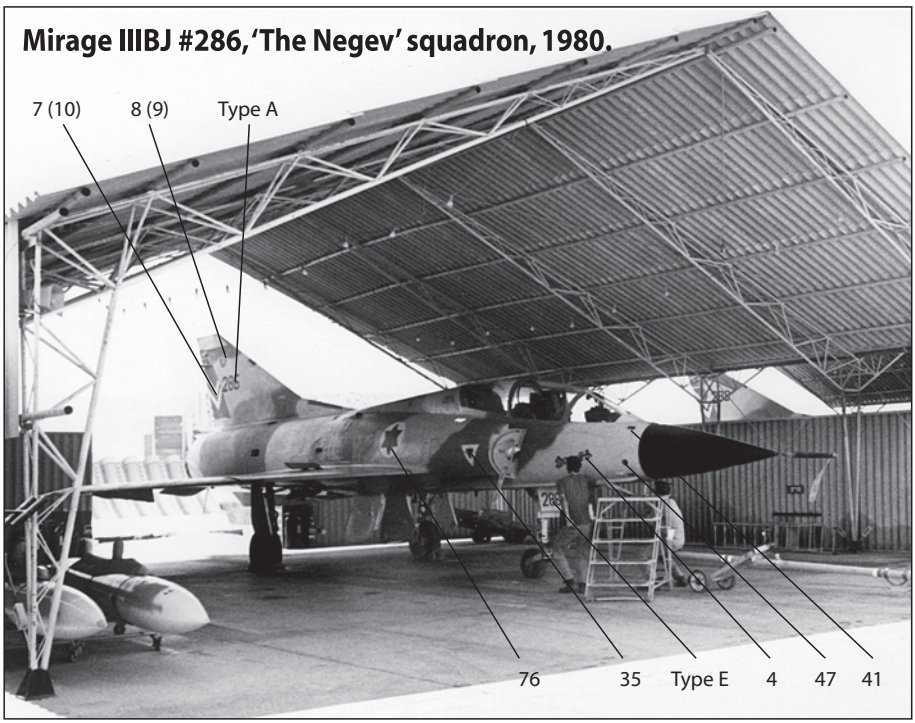


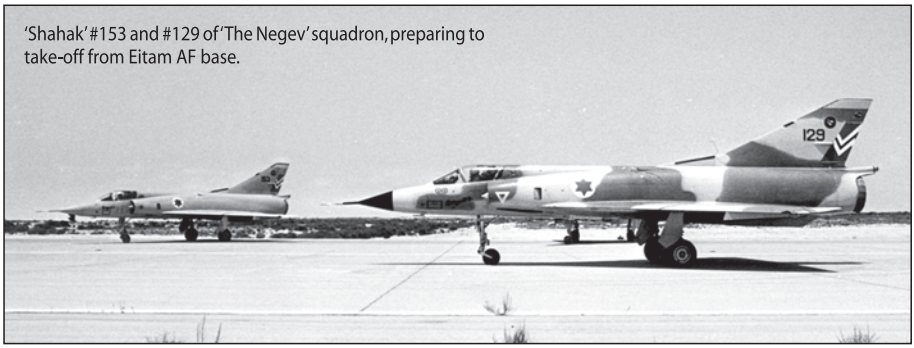
Mirage IIIC #150, 'The Negev' squadron, 1982

'The Negev' 253 squadron formed as a 'Nesher' squadron in 1976 at Eitam AFB. In 1979 they received the remains of the Mirage IIIC from 117 squadron. The Mirage's rudders were painted with a blue background and a white and black chevron. In mid-1981, it was reformed as a 254 squadron and moved to Hatzor AFB in September. The aircraft served at the squadron during the 1982 first Lebanon War and withdrew from service at the end of June 1982. During the service with 254 squadron in Hatzor, a red chevron was painted on the rudder, covering the upper white one.

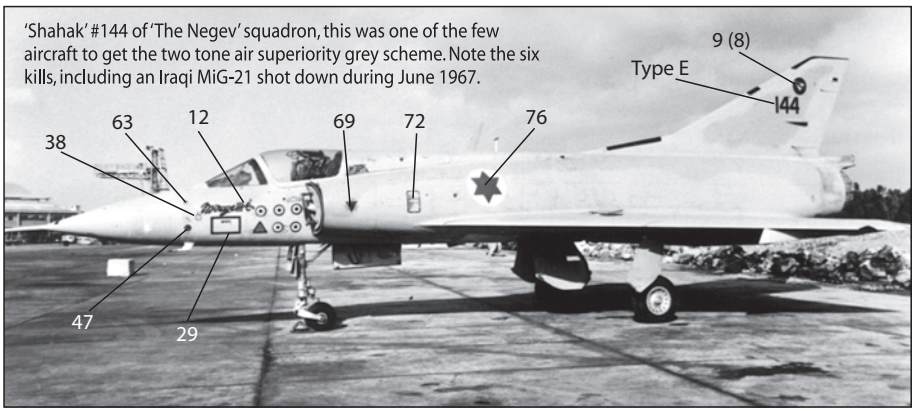


Mirage IIIBJ #286, 'The Negev' squadron, 1980.

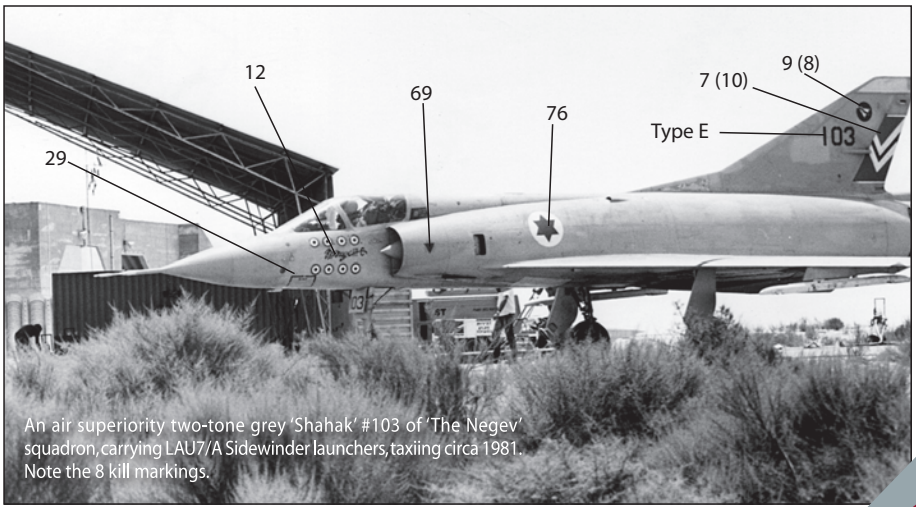




'Shahak' #153 and #129 of 'The Negev' squadron, preparing to take-off from Eitam AF base.



'Shahak' #144 of 'The Negev' squadron, this was one of the few aircraft to get the two tone air superiority grey scheme. Note the six kills, including an Iraqi MiG-21 shot down during June 1967.



An air superiority two-tone grey 'Shahak' #103 of 'The Negev' squadron, carrying LAU7/A Sidewinder launchers, taxiing circa 1981. Note the 8 kill markings.