

The major difference between the French Mirage IIIE and the Swiss Mirage IIIS is of course the inclusion of the TARAN Radar and Navigation System and the requirement to adapt the aircraft to the mountain war bases. While most of changes were internal, the nose of the aircraft was extended to accomodate the larger Hughes TARAN Radar module thus creating a sleeker appearance.

To enable the Mirage to enter the mountain caverns, the radome was made foldable. An external hinge could be attached in very short time and the nose cone siveled backwards. To lower the fin of the aircraft, the nose gear was modified with a longer wheel fork. The nose gear could extend hydraulcaly while on ground.

Mirage IIIS & RS received an extensive upgrade programe from 1987 onwards:

- C70 Canards and Nose-Strakes
- RWR Sensors on the wingtips and fin
- Chaff and Flare Dispenser
- UHF communication gear
- Upgrade of the Martin Baker Ejection seat from Mk 4 SRM 4 to Mk 4 SRM6
- 7301 IMI-Runt (Israel Military Industries Rumpf-Untertank)

# Mirage IIIS / RS

