

DASSAULT SUPER MYSTERE B2

Plastic model scale 1/72

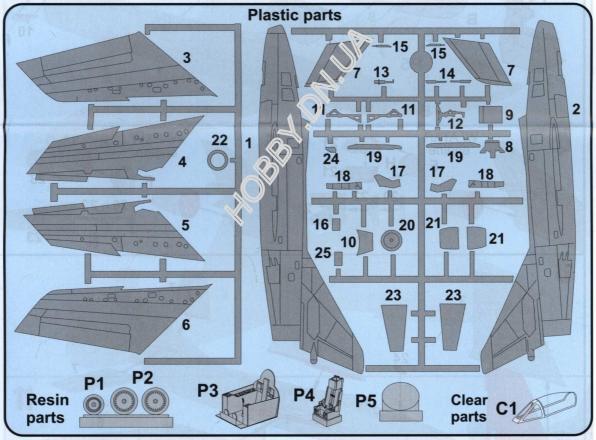
History in brief

The first prototype Super Mystère B.1, powered by a Rolls-Royce Avon RA.7R, took to the air on 2 March 1955. The aircraft broke the sound barrier in level flight the following day. The aircraft entered production in 1957 as the Super Mystère B.2. The production version differed from the prototype by having a more powerful SNECMA Atar 101G engine. In 1958, two Super Mystère B.4 prototypes were built. Equipped with a new 48° swept wing and a more powerful SNECMA Atar 9B engine, the aircraft were capable of Mach 1.4. Production never materialized because the faster Dassault Mirage III was entering service. In 1973, the Israeli Air Force and Honduras Air Force upgraded their Super Mystère B.2s with a non-afterburning version of the Pratt & Whitney J52-P8A and new avionics. They were called Sa'ar (Storm).

A total of 180 Super Mystère B.2s were built.

The Super Mystère served with the French Air Force until 1977. In addition, 24 aircraft were sold to the Israeli Air Force in 1958. The aircraft saw action in the 1967 Six-Day War and the 1973 Yom Kippur War. They were well liked by the Israeli pilots and were a match for the Arab MiG-19 aircraft in air-to-air combat.

In 1976, Israel sold 12 complete airframes to Honduras. In 1979, Honduras purchased 4 more complete airframes, totaling 16 aircraft. They were involved in numerous border skirmishes with Sandinista Nicaragua and were finally withdrawn from service in 1996, replaced by 12 Northrop F-5Es. The 11 surviving aircraft are for sale as surplus and 1 more is preserved at the Honduras Air Museum.



	Symbols/	Symbol	y
Drill hole	Cyanoacrylate	Remove	Reduce
Vyvrtat	Vteřinové lepidlo	Odstranit	Zbrousit
Make new	Option	Bend	Putty
[1	?	C	
Vyrobit	Volba	Ohnout	Tmel

	Colour name	Humbrol		Colour name	Humbrol
Α	Black	H33	F	Aluminium	H56
В	Black Grey	H182	G	Red	H60
C	Dark Grey	H32	Н	Steel	H27003
D	Upper Green	H86	1	Tyre	H85
E	Silver	H11	J	Red Brown	H100

