

eduard

LIMITED
EDITION



Avia S-99/C-10

INSTRUCTION SHEET

1/72

2157-NAV 1



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS

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INSTR. SYMBOLY

*

INSTRUKTION SINNBILDEN

*

SYMBOLLES

*

記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS

*

DÍLY

*

TEILE

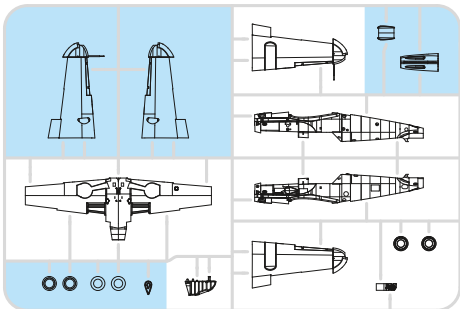
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PIÈCES

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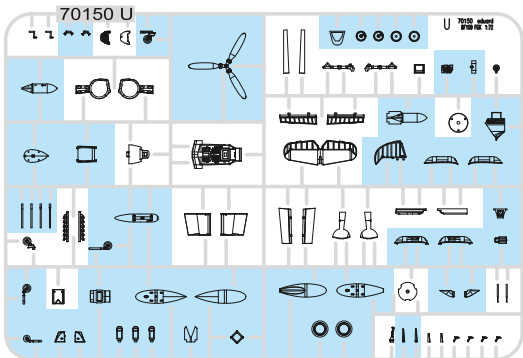
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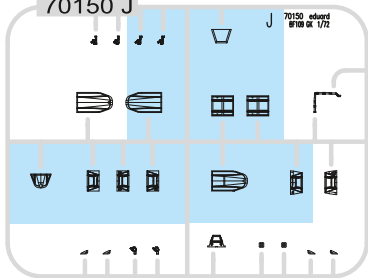
PLASTIC PARTS

U>

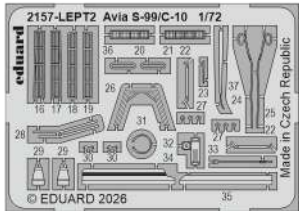
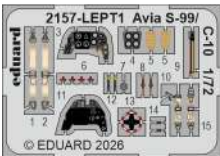


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PE - PHOTO ETCHED DETAIL PARTS

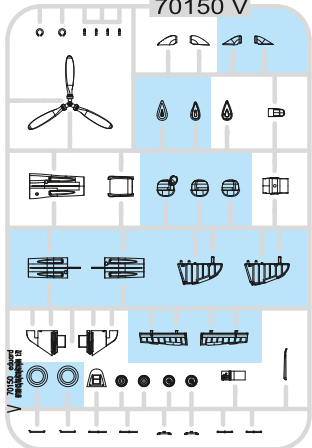


eduard MASK



V>

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 -Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS

*

BARVY

*

FARBEN

*

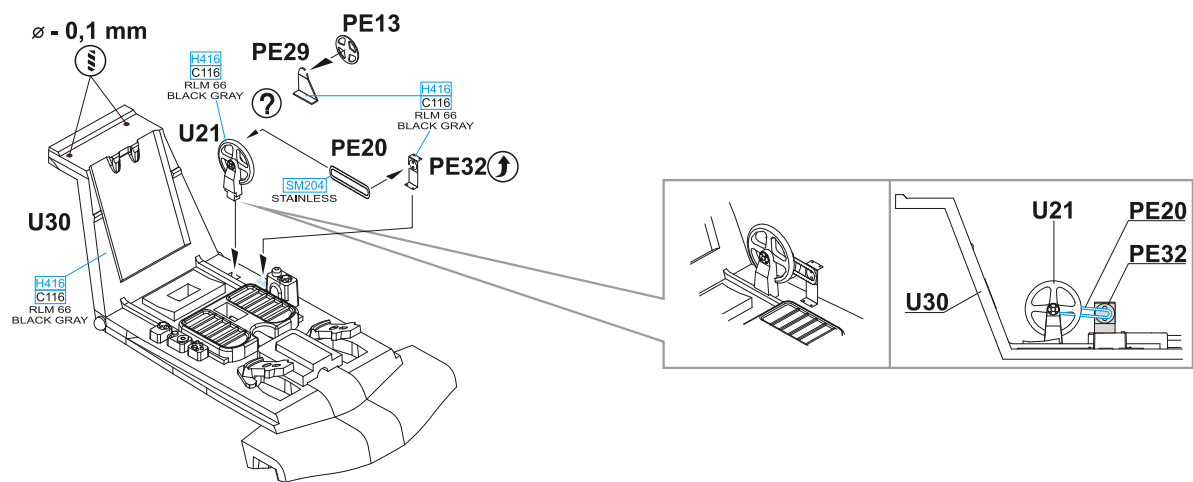
PEINTURE

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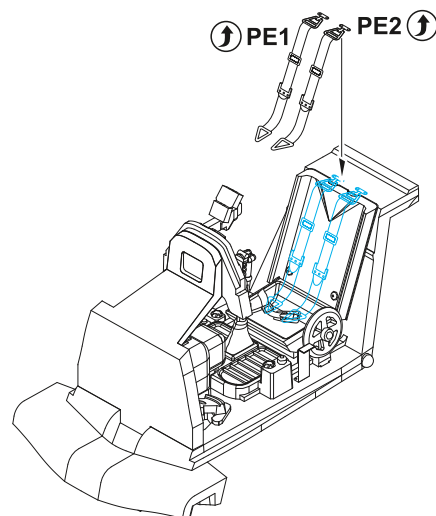
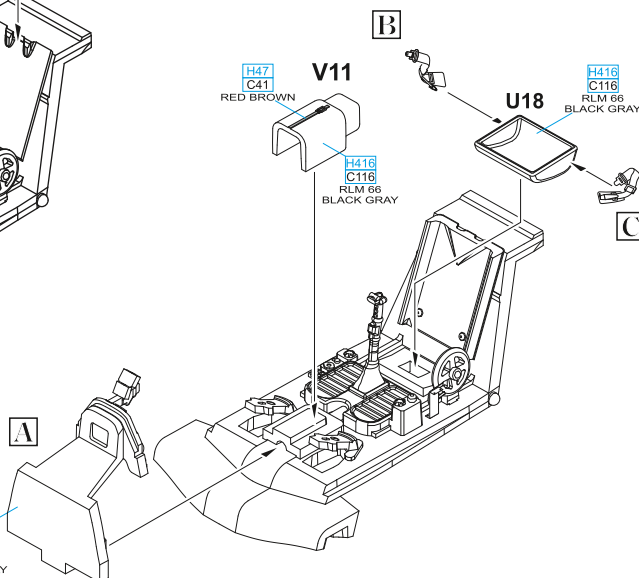
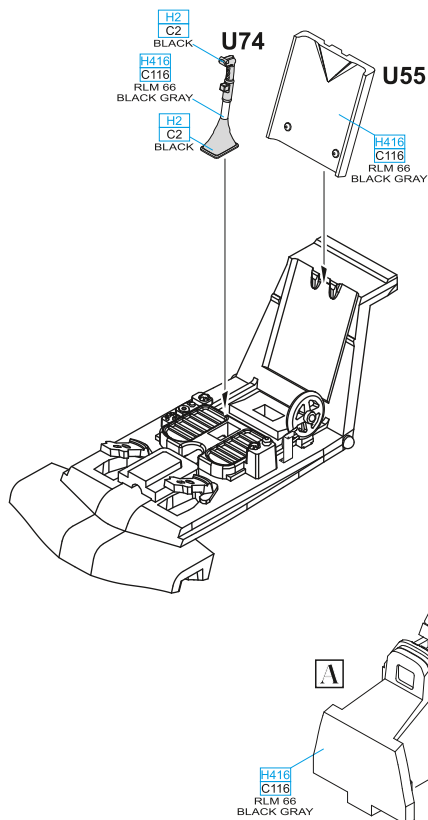
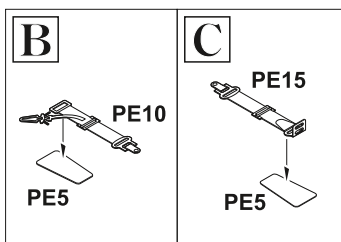
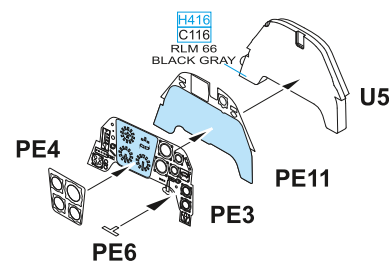
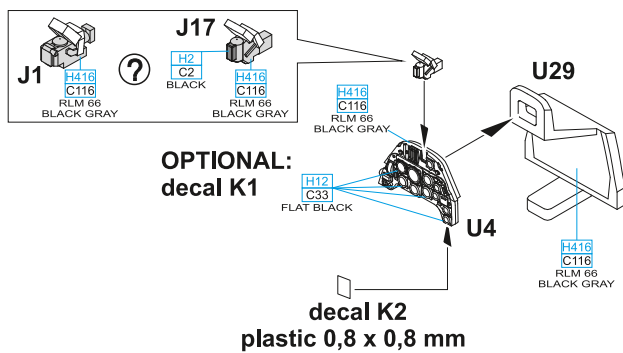
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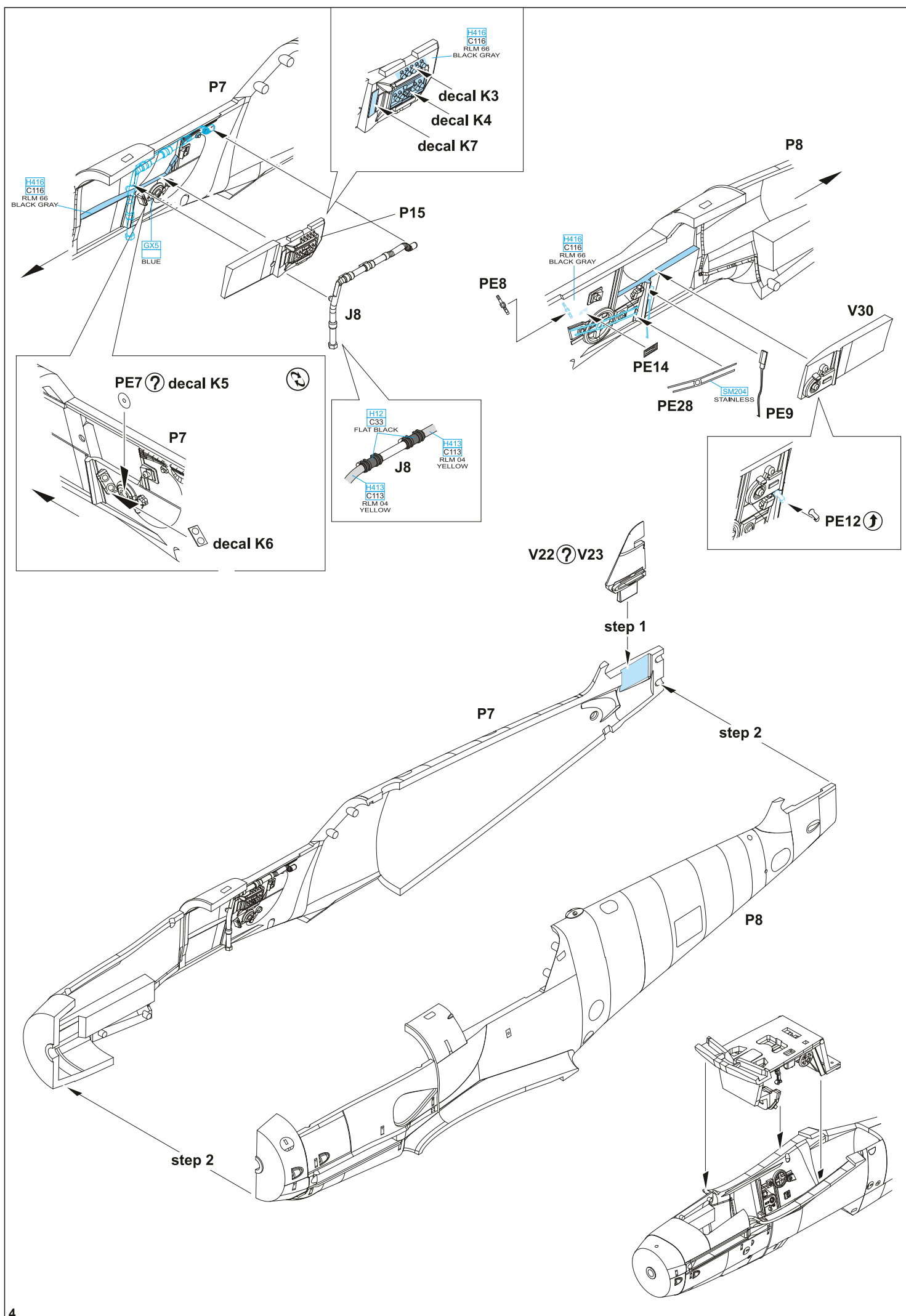
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H43	C100	WINE RED
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C81	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

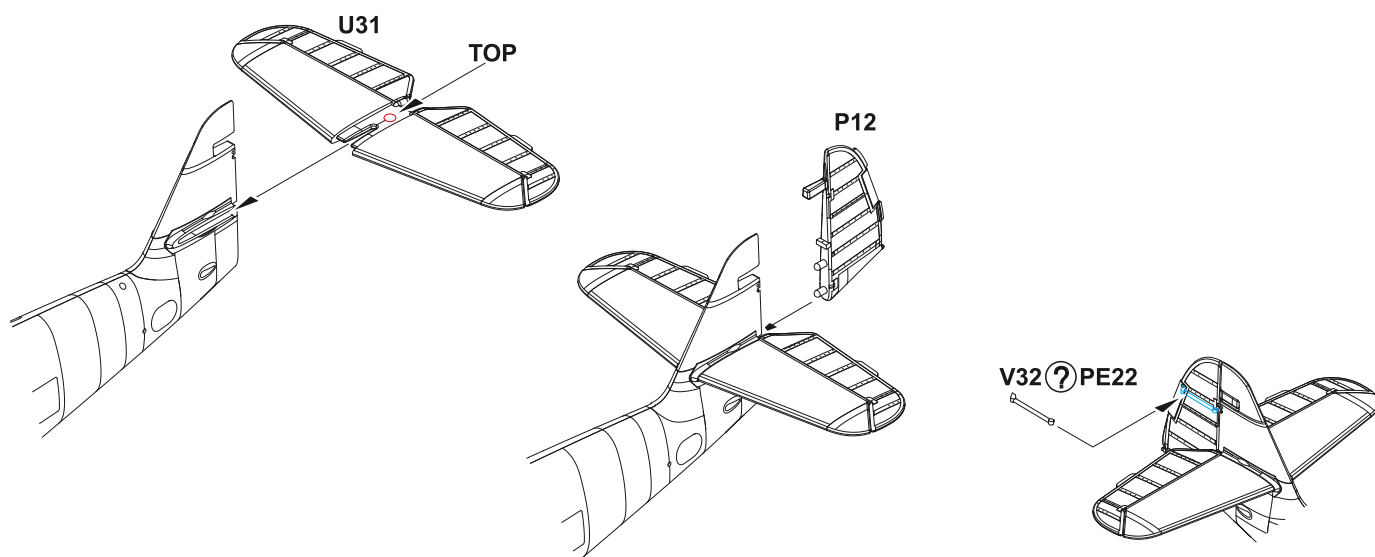
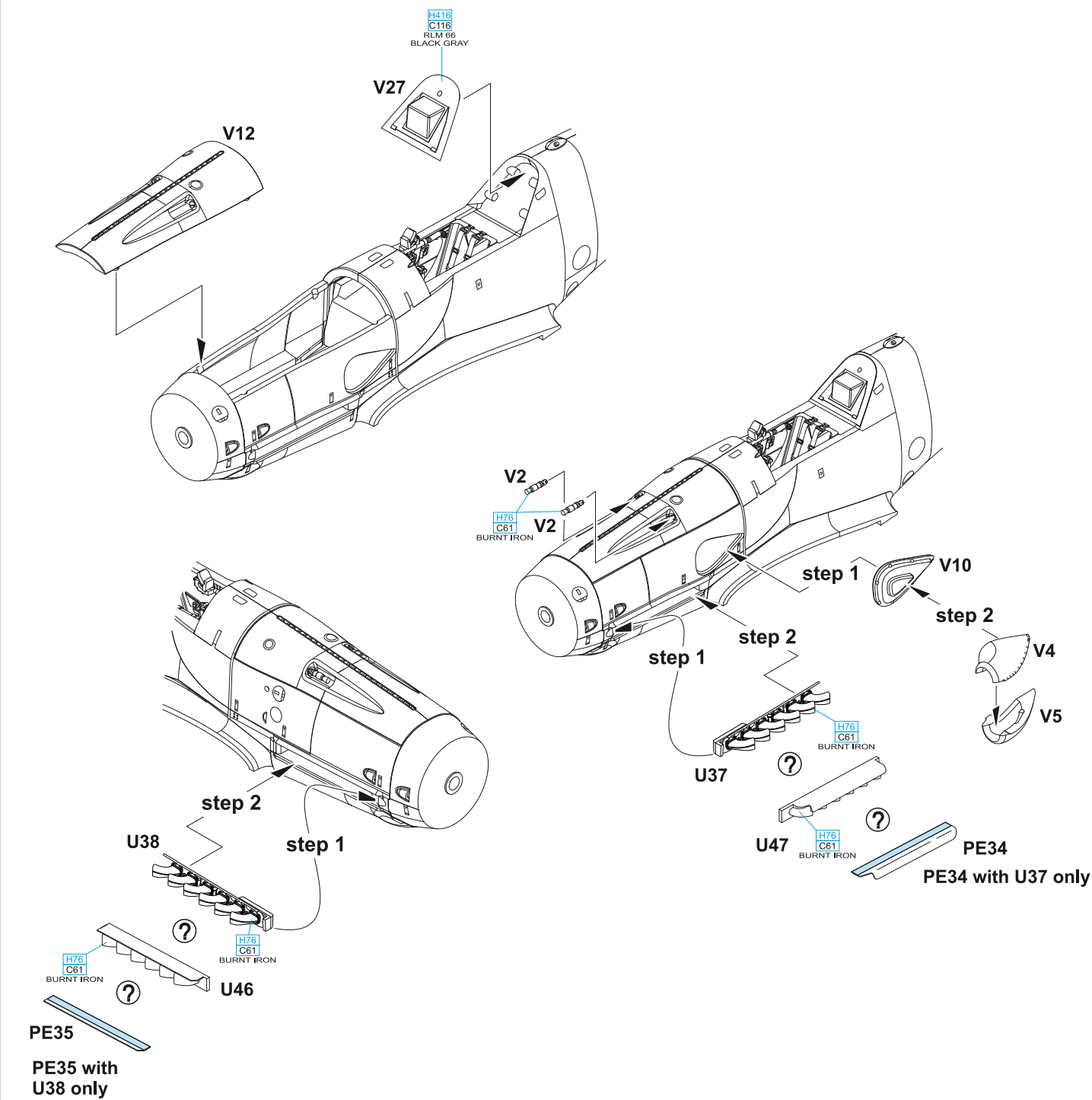
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H324	C324	LIGHT GRAY
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H422	C122	RLM82 LIGHT GREEN
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM202		SUPER GOLD
SM204		SUPER STAINLESS
Mr.COLOR GX		
GX05		SUSIE BLUE

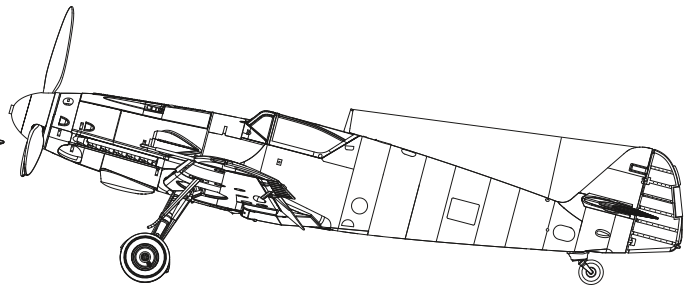
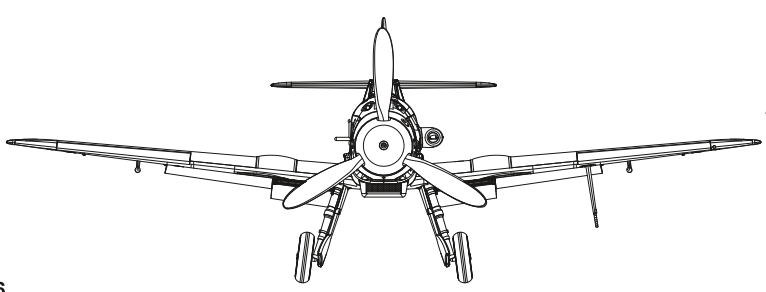
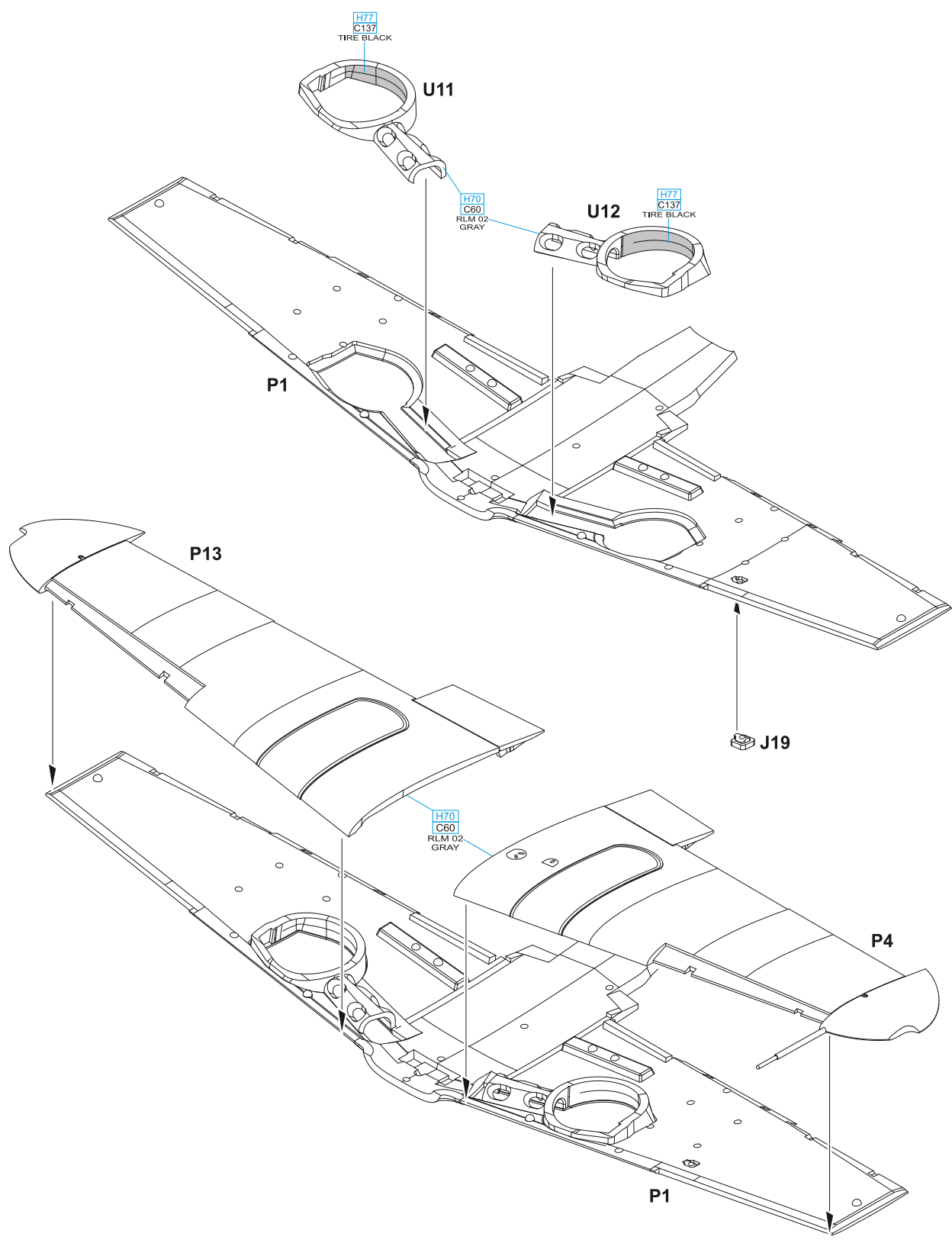


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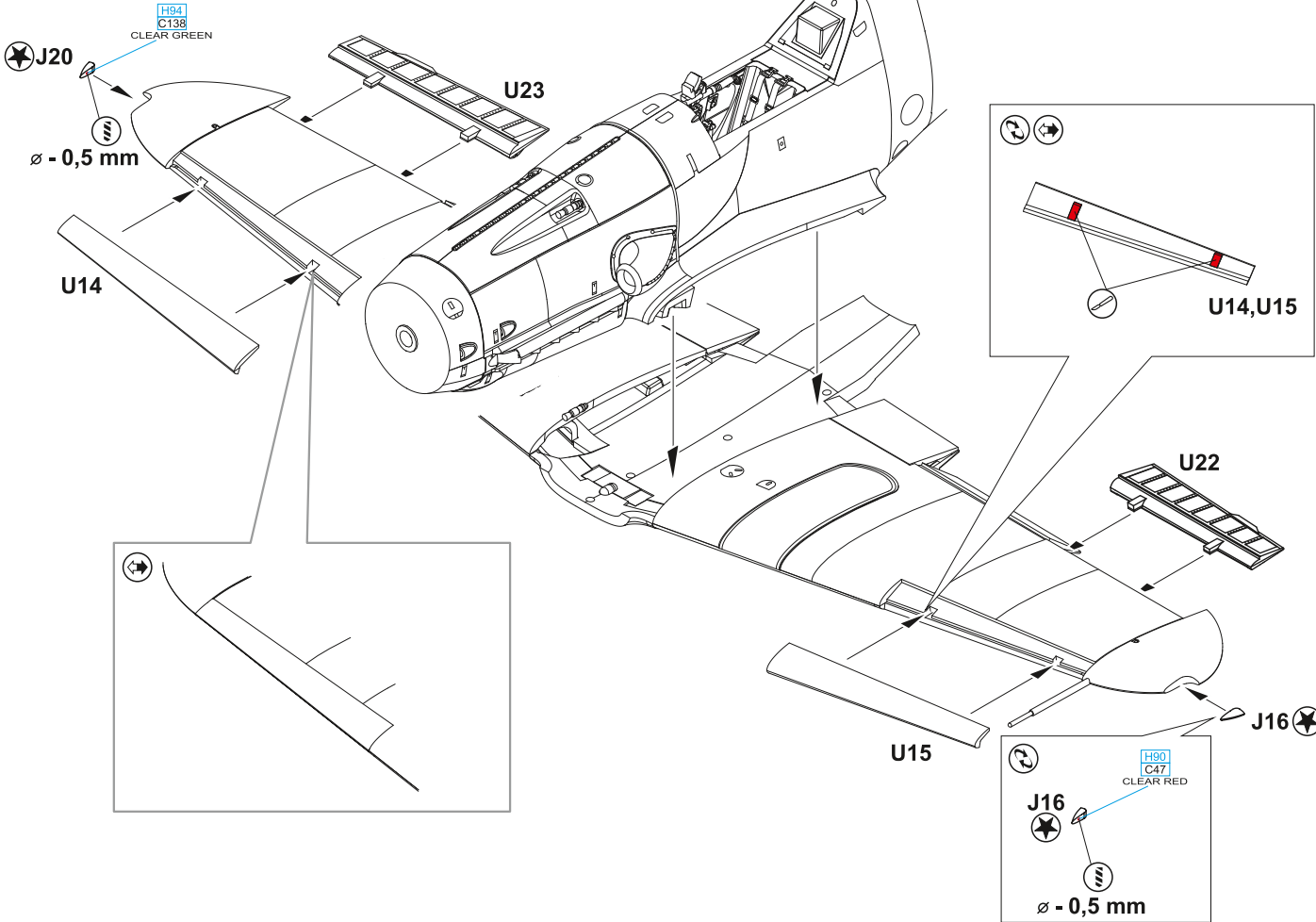




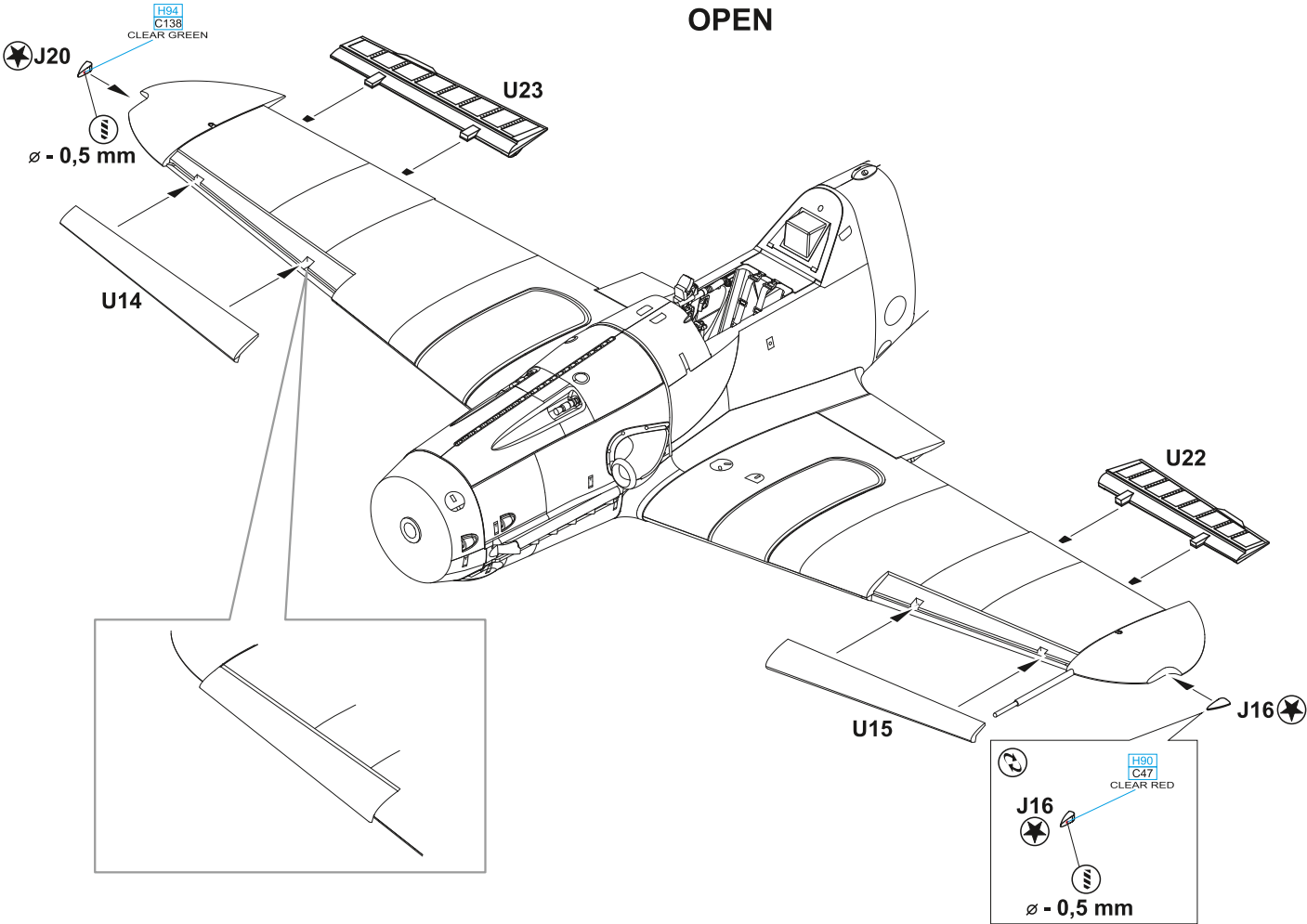




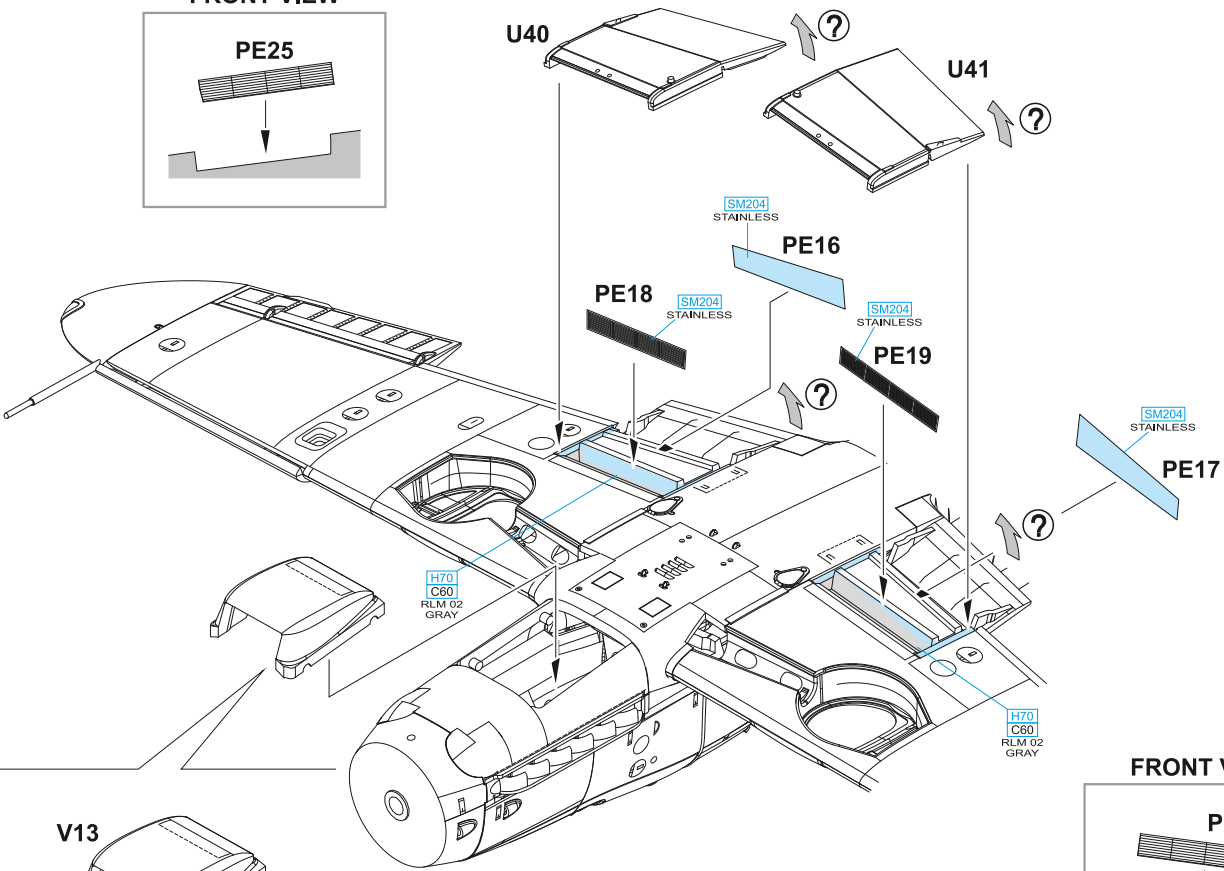
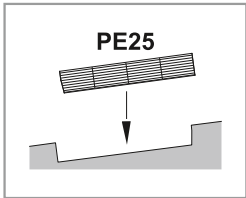
CLOSE



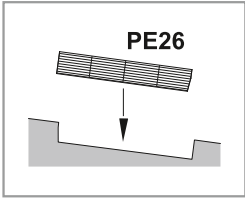
OPEN



FRONT VIEW

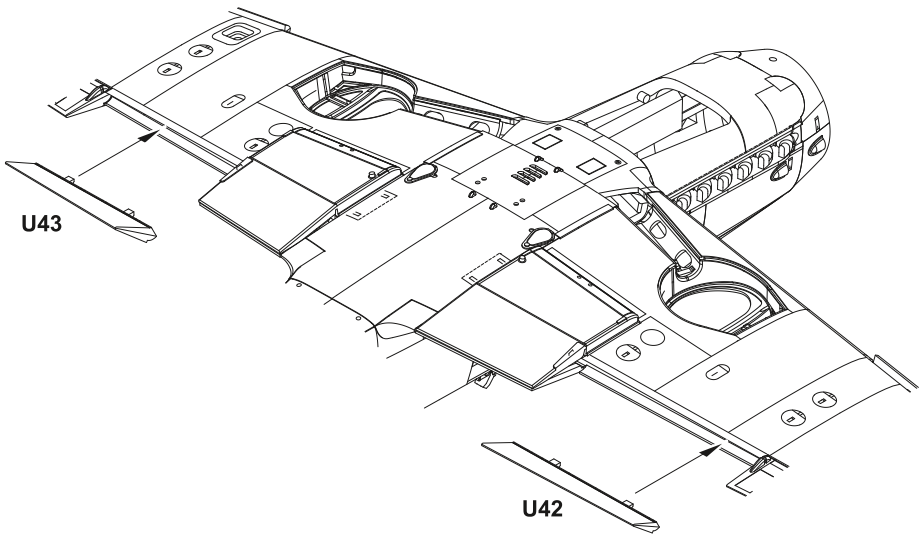
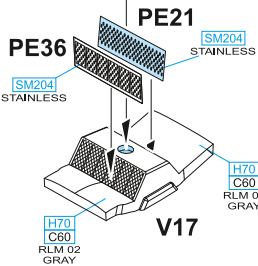


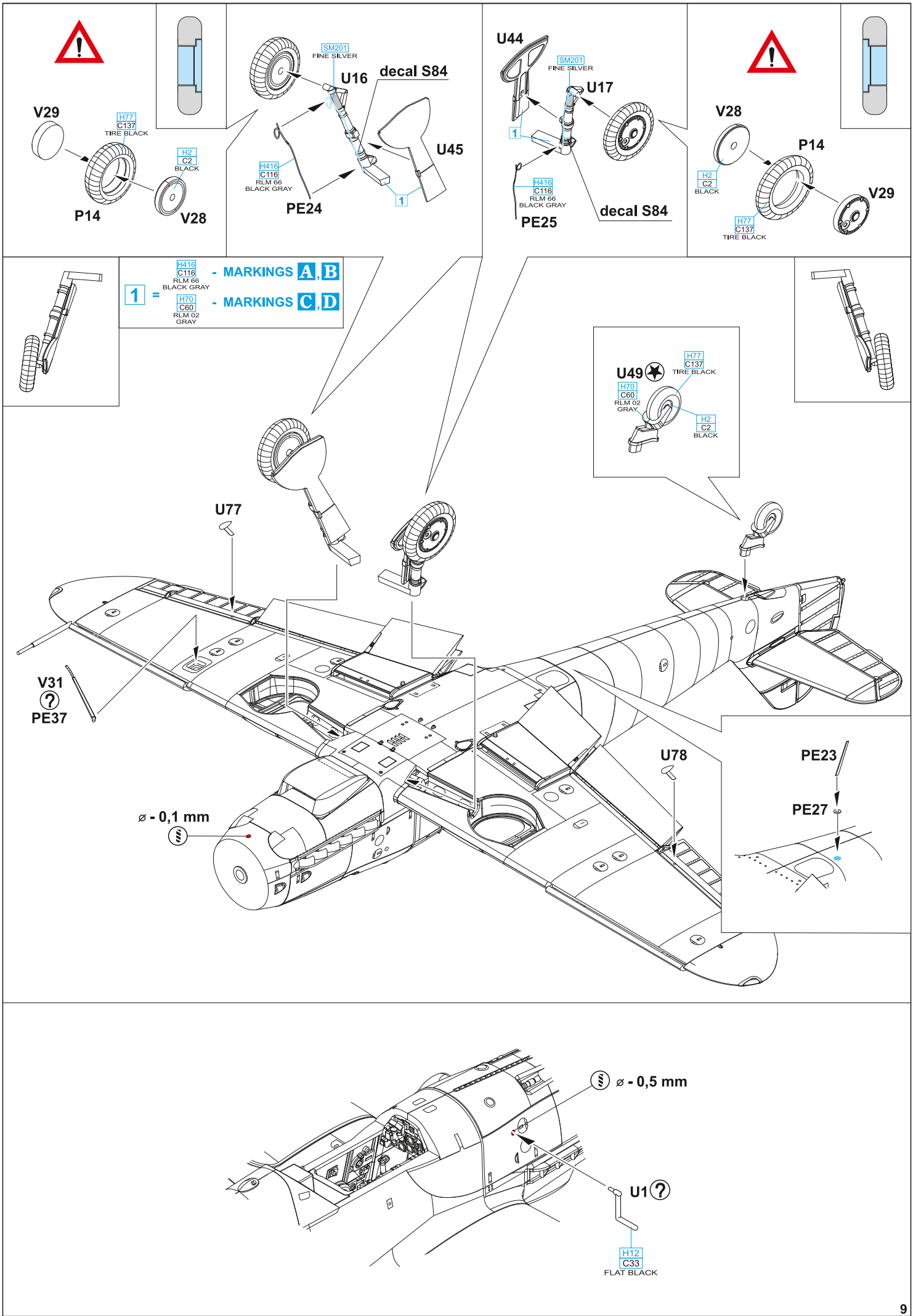
FRONT VIEW

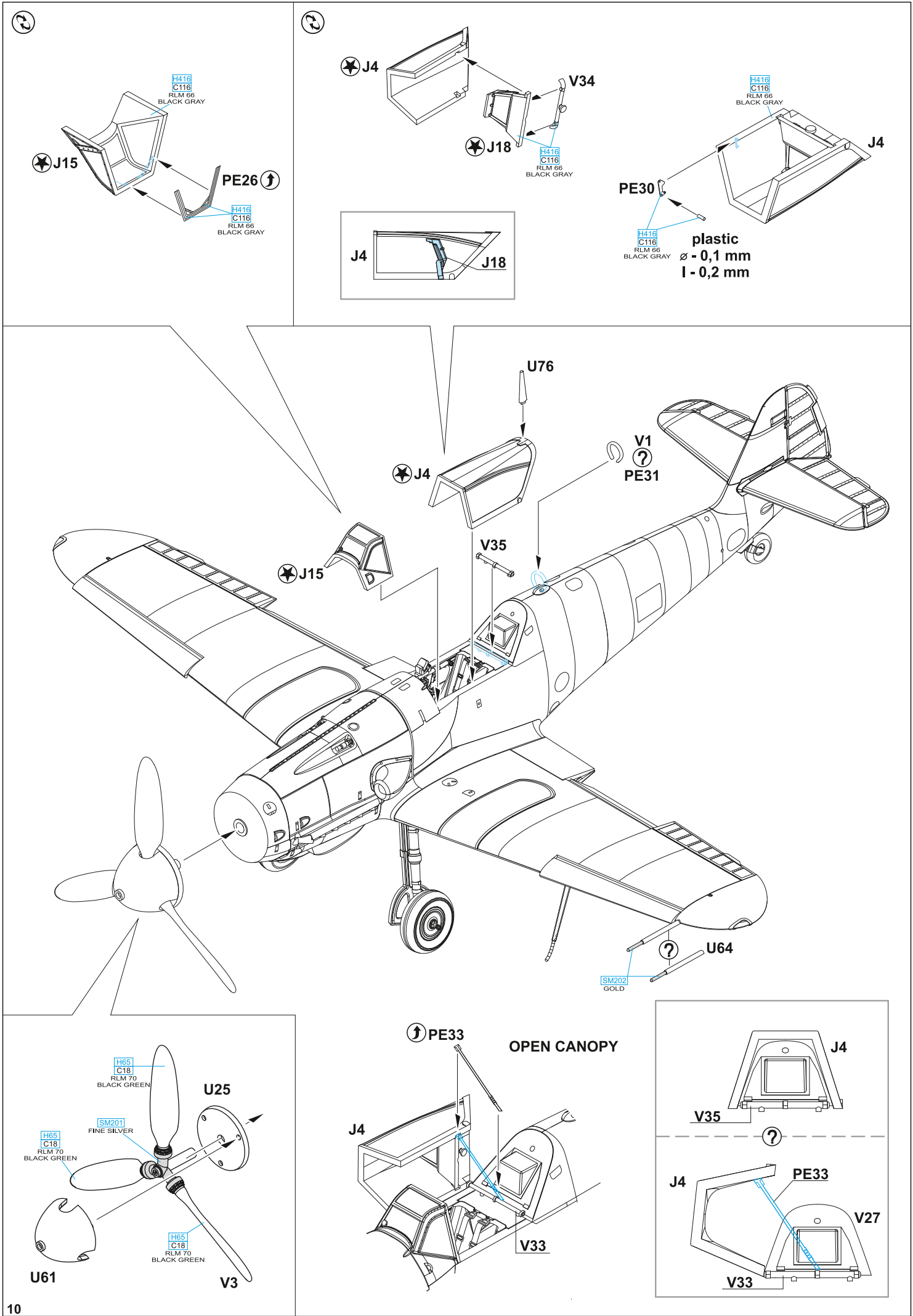


V13

H70 C60 RLM 02 GRAY

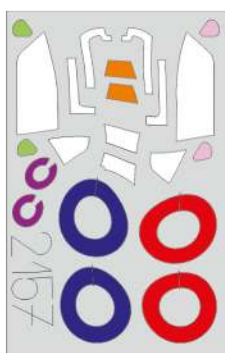
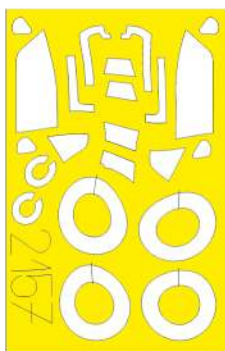






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MASK

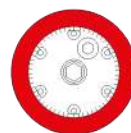
2157



U49



P14



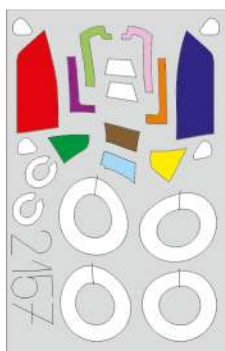
J18



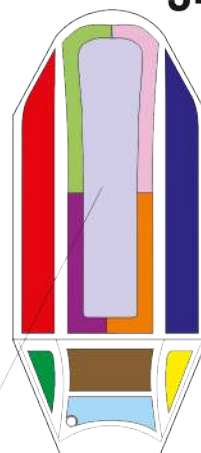
J16



J20



J4



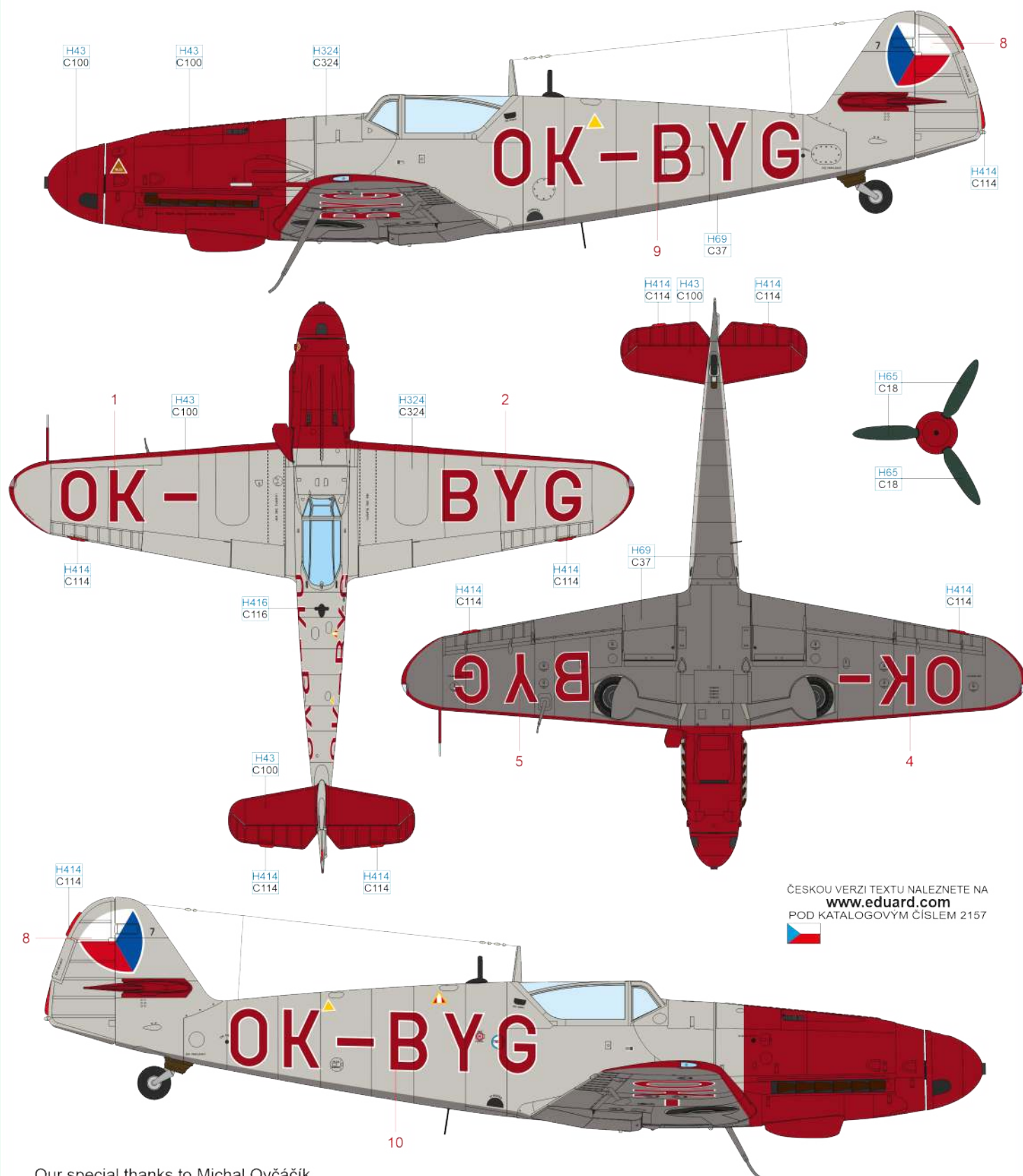
J15

LIQUID MASK



A Avia C-10.7, Police Air Patrol, Czechoslovakia, 1947

The aircraft was test-flown by Avia chief pilot Antonín Kraus on August 13, 1946, and after being accepted by the military acceptance commission and the Police Air Patrol, it served almost exclusively with its air patrols for virtually the entire duration of the existence of this unit. At least until June 17, 1947, when it was damaged during takeoff at Ruzyně AB and sent for repairs (and is documented in photographs), it bore the Police Air Patrol meticulously executed livery and registration OK-BYG. A decree by the Ministry of the Interior had stipulated at the time that the color scheme of Police Air Patrol aircraft would consist of a base tone of metallic gray, with the underside of the wings and fuselage in a darker shade, the upper surface of the wings and the sides of the fuselage in a lighter shade, while the nose, the leading edges of the wings and of the horizontal stabilizer were to be scarlet red. The vertical stabilizer was required to display the national colors in a spherical triangle, and the fuselage and lower surfaces were to bear the registration in the format OK-Bxx.



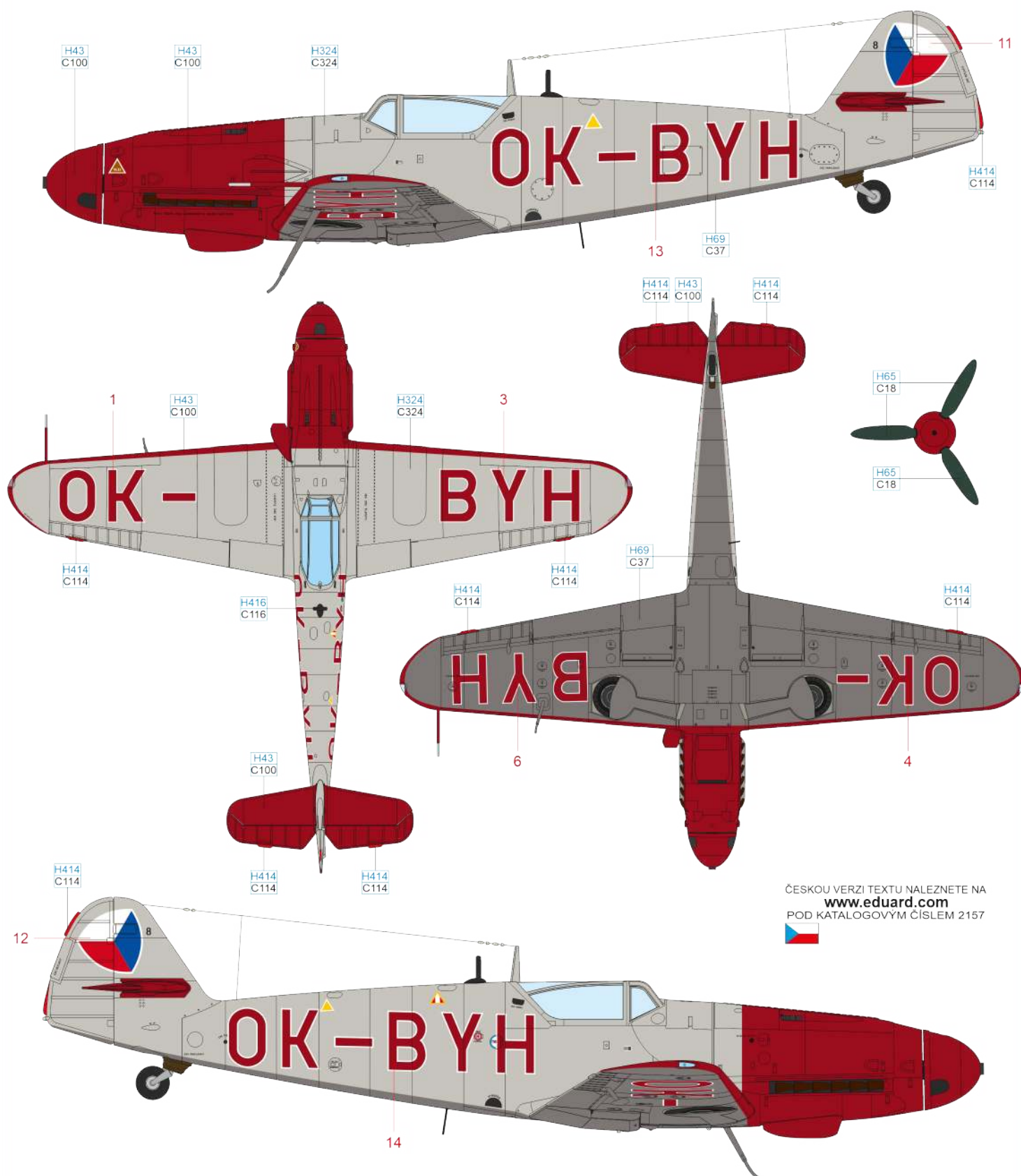
Our special thanks to Michal Ovčáčík
 for his invaluable input and cooperation.

LIGHT GRAY	H324 C324	RLM 75	H69 C37	WINE RED	H43 C100	RLM 70	H65 C18	RLM 23	H414 C114	RLM 66	H416 C116
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B Avia C-10.8, Police Air Patrol Unit, Brno-Slatina, Czechoslovakia, 1947-1950

The aircraft was test-flown by Avia test pilot Petr Široký on November 6, 1946, and was briefly registered with the Scientific Aviation Institute in Letňany (VLÚ), not for testing, but for the purpose of military and the Police Air Patrol acceptance commission. This aircraft, too, served almost exclusively with the Police Air Patrol for practically the entire duration of the unit's existence, specifically with the Brno unit from 1947 to 1950. This aircraft, too, bore—at least initially—the Security Air Force's meticulously executed livery and the registration OK-BYH. It is also one of the S-99s that were subsequently converted to S-199s; this one became the well-known S-199.185 with the fuselage code IF-01.



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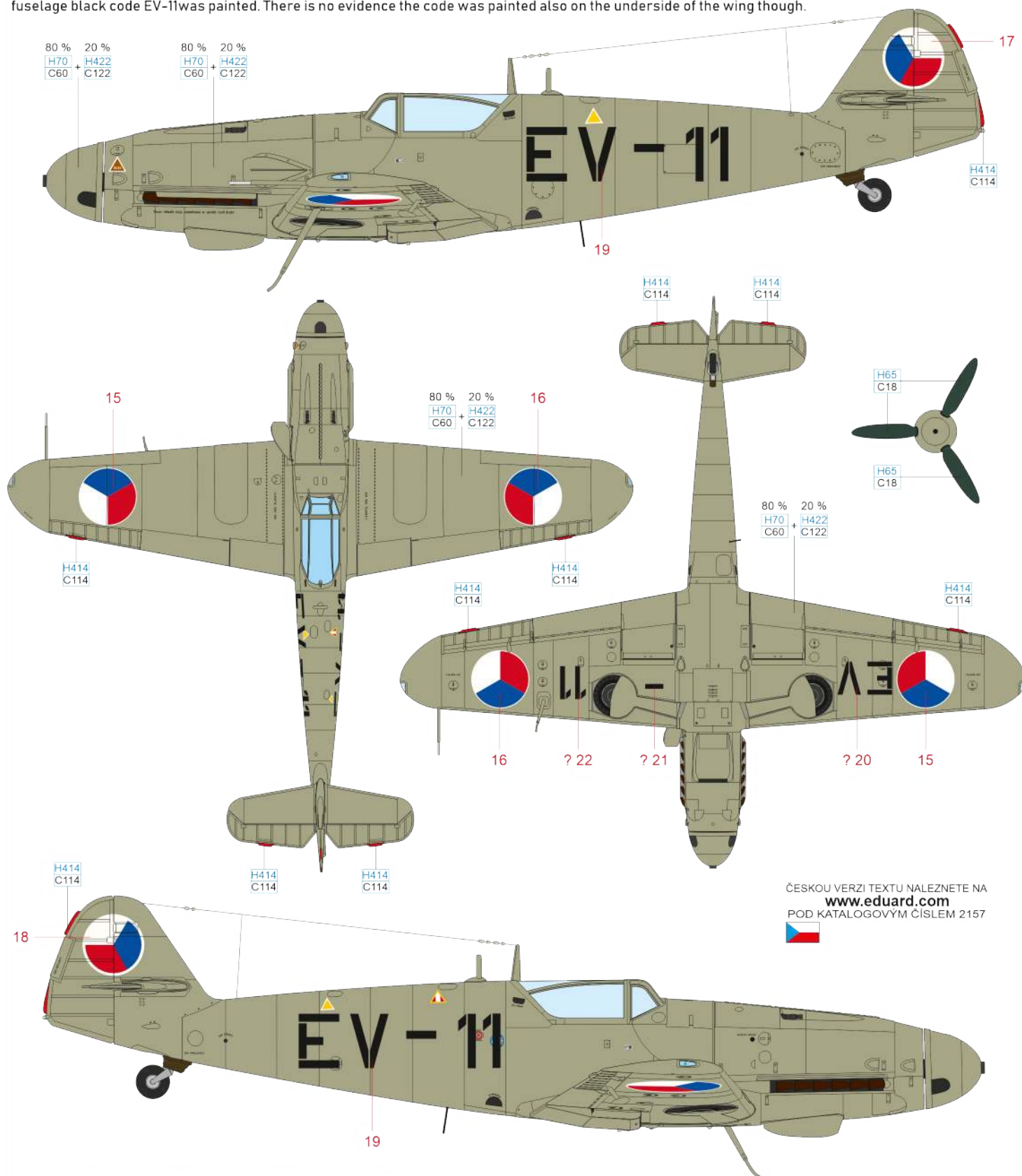


LIGHT GRAY	H324 C324	RLM 75	H69 C37	WINE RED	H43 C100	RLM 70	H65 C18	RLM 23	H414 C114	RLM 66	H416 C116
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C Avia C-10.6, Command Flight, 2nd Air Division, Fighter Training Centre, Czechoslovak Air Force, Planá Air Base, Czechoslovakia, Spring 1947

The aircraft was test flown by Avia test pilot Antonín Kraus on July 10, 1946. After being accepted by the military acceptance commission and the Police Air Patrol, it was assigned from September to November 1946 to the pilot retraining course of the 1 Air District Headquarters in Kbely, whose goal was to retrain police pilots on modern aircraft. At that time, it already bore the prescribed color scheme and registration OK-BYF for the Police Air Patrol, which it retained even during its service with subsequent National Security air patrols, or rather the Security Air Force, until the summer of 1947, when it was loaned, along with at least four other S-99s, to the Fighter Training Center at the 2 Air Division in České Budějovice. Here, while retaining the original paint scheme, the OK-BYF registration was merely carelessly painted over on the fuselage and wings, and the aircraft was re-marked with the new black designation EV-11 on the fuselage. On April 30, 1947, however, the aircraft was damaged during takeoff from Planá and subsequently sent for overhaul. Whether this incident is related to the fact that the aircraft is verifiably documented in photographs with a different, uniform light-colored scheme remains a question. In any case, while the aircraft was still in service with the Fighter Training Center, it was repainted on all surfaces, apparently with a light gray-green color that Avia also applied to other captured aircraft being put into service at the time (S/CS-92, S-199) and which is often mistakenly confused with the original German RLM 02. The aircraft was then marked with Czechoslovak national insignia with white borders in the usual locations, and on the fuselage black code EV-11 was painted. There is no evidence the code was painted also on the underside of the wing though.



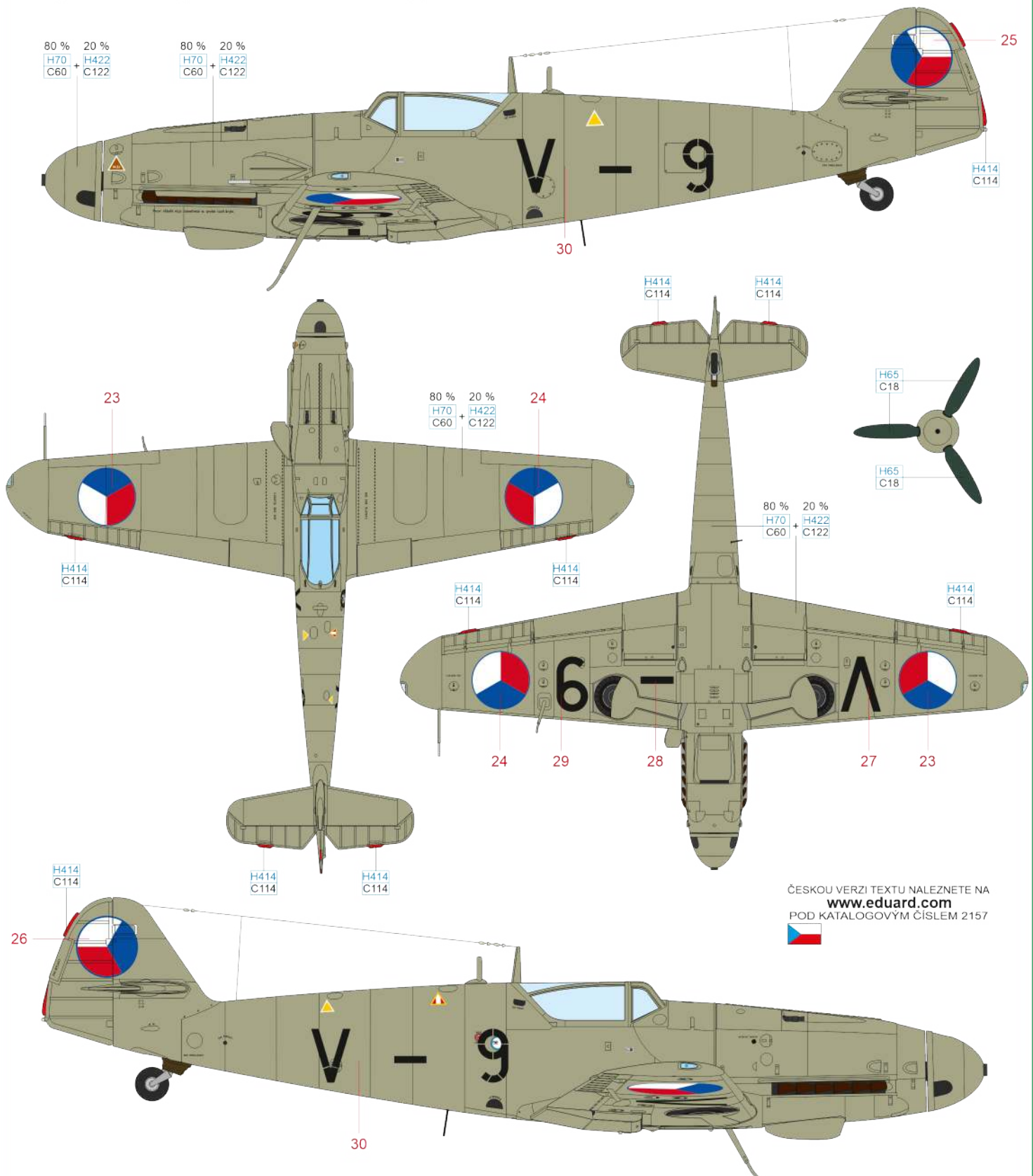
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D Avia C-10.1 (W.Nr. 613156), Military Research Institute (VLÚ) Letňany, Czechoslovakia, February 1946

This is the very first aircraft to be put into service, originally a Bf 109G-10/U4 (W.Nr. 613156) manufactured at WNF, which was test-flown by Avia test pilot Petr Široký as early as February 22, 1946. This aircraft is known for its colorful history. Not only because such famous WWII pilots as Maj. Jiří Maňák, Capt. Stanislav Hlučka, Lt. Col. František Chábera, and Lt. Col. Jaroslav Taudy, were flying it, but also because until 1948 it was assigned to the Scientific Aviation Institute in Letňany (VLÚ) for testing, including takeoff tests using launch rockets. It was precisely at that time that the aircraft was painted in a uniform light color on all surfaces, apparently a light gray-green, which Avia also applied to other captured aircraft being put into service at the time (S/CS-92, S-199) and which is often mistakenly confused with the original German RLM 02. It was then fitted with Czechoslovak national insignia with blue borders in the usual locations and a black V-9 marking on the fuselage. During 1948, the aircraft was transferred from the VLÚ to the Police Air Patrol (then known as the SNB Air Force), where it served in the new color scheme prescribed for the Police Air Patrol units, with the registration OK-BYA. From May 1950, following repairs at Avia, it is even documented with the registration OK-4381, having made its final flight after the Police Air Patrol was disbanded—now formally under the Ministry of National Defense—on February 2, 1951.



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