
eduard
LIMITED
EDITION
OK-BYG
Avia S-99/C-10
INSTRUCTION SHEET
1/72
2157-NAV 1

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

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 dobre větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

REVERSE SIDE OTOČIT

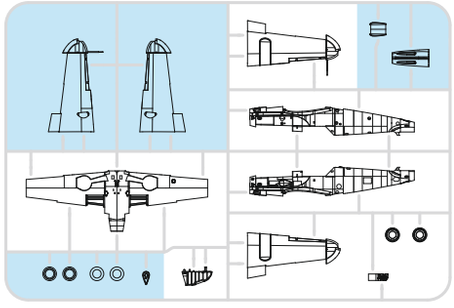
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

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

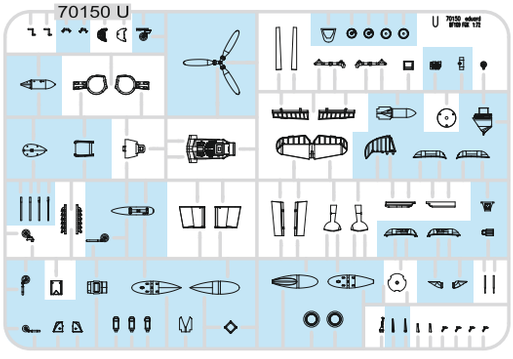
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

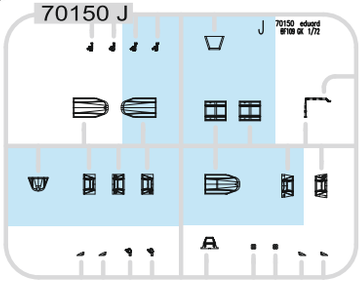
P>



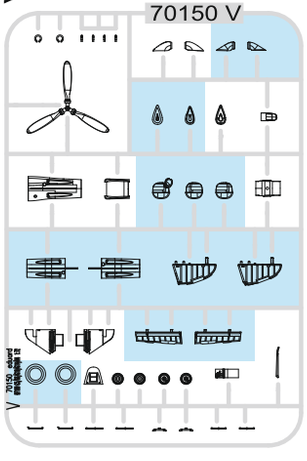
U>



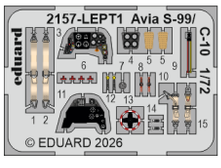
J>

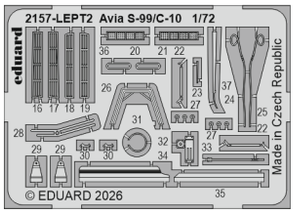


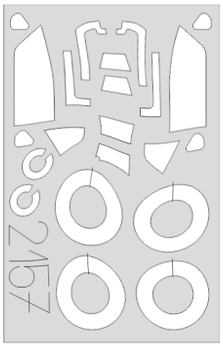
V>



PE - PHOTO ETCHED DETAIL PARTS





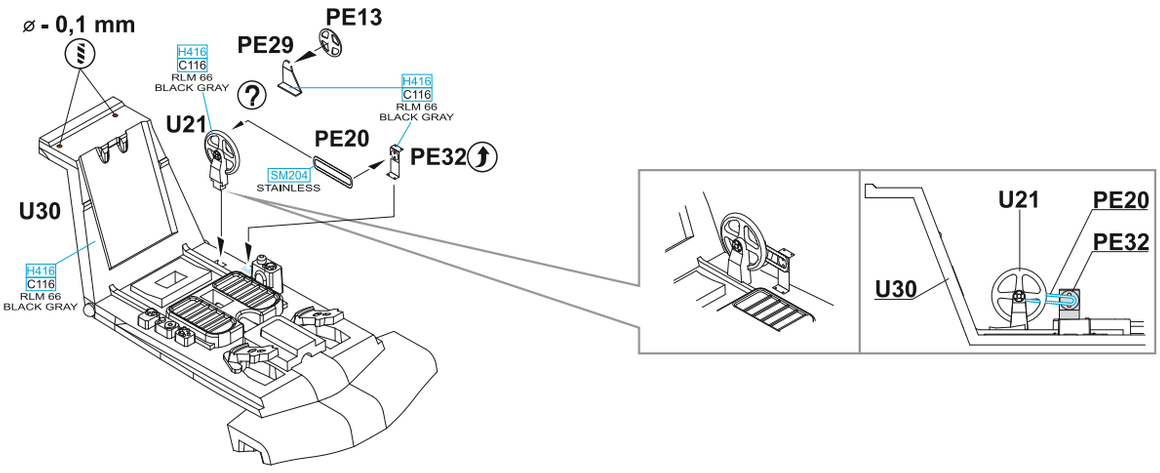


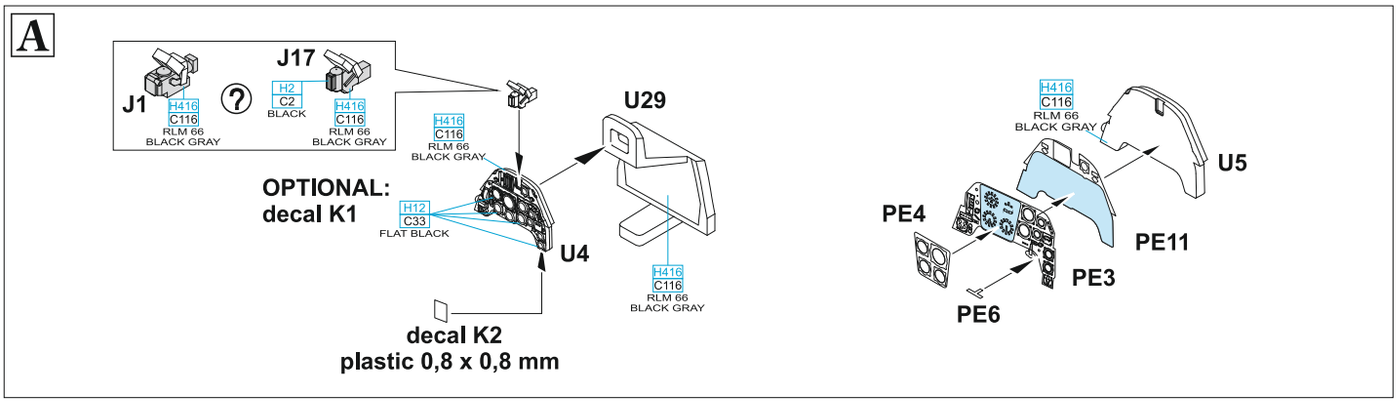
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

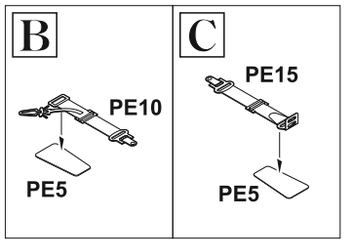
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

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	C61	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

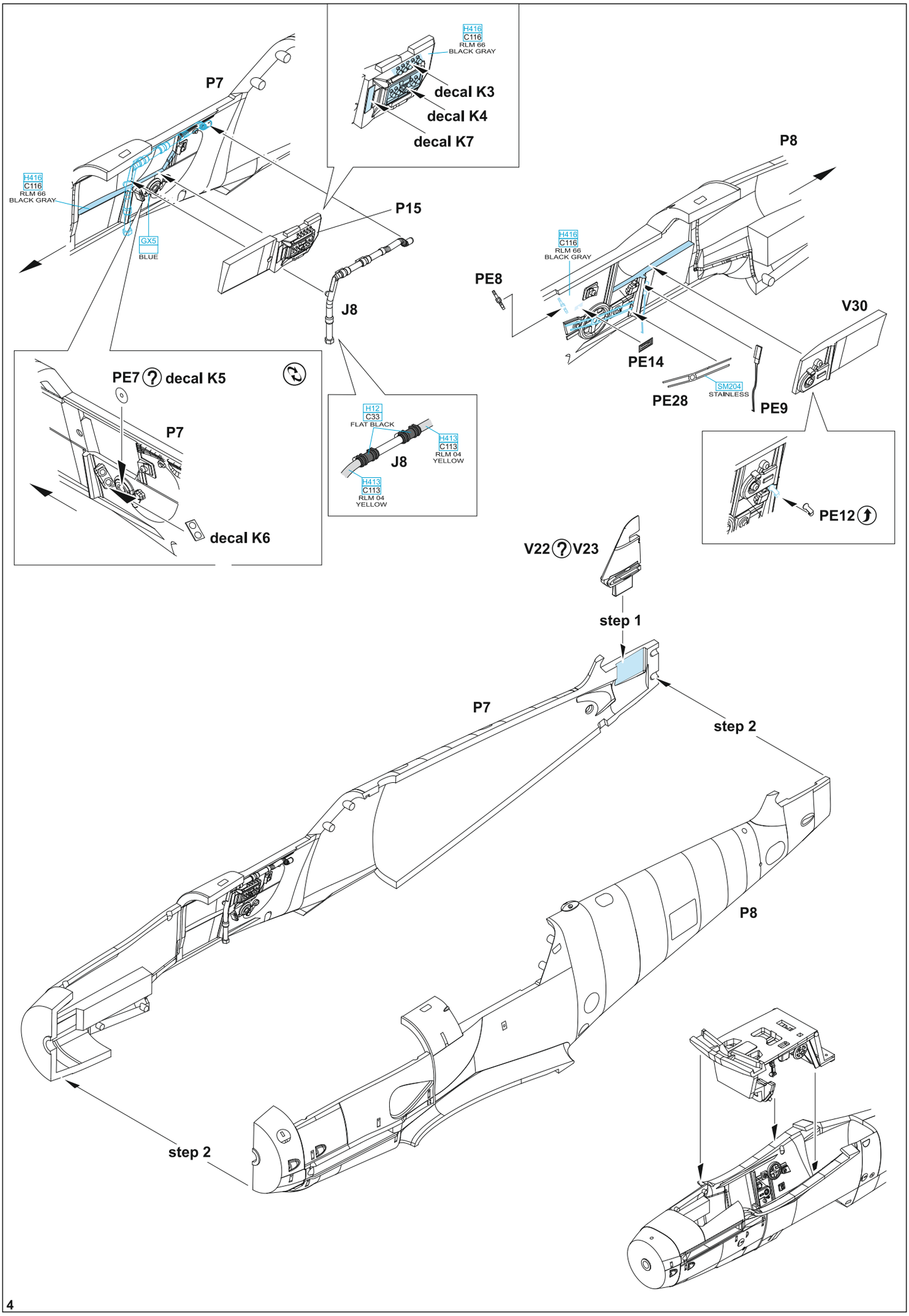
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H324	C324	LIGHT GRAY
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H422	C122	RLM82 LIGHT GREEN
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM202		SUPER GOLD
SM204		SUPER STAINLESS
Mr.COLOR GX		
GX05		SUSIE BLUE

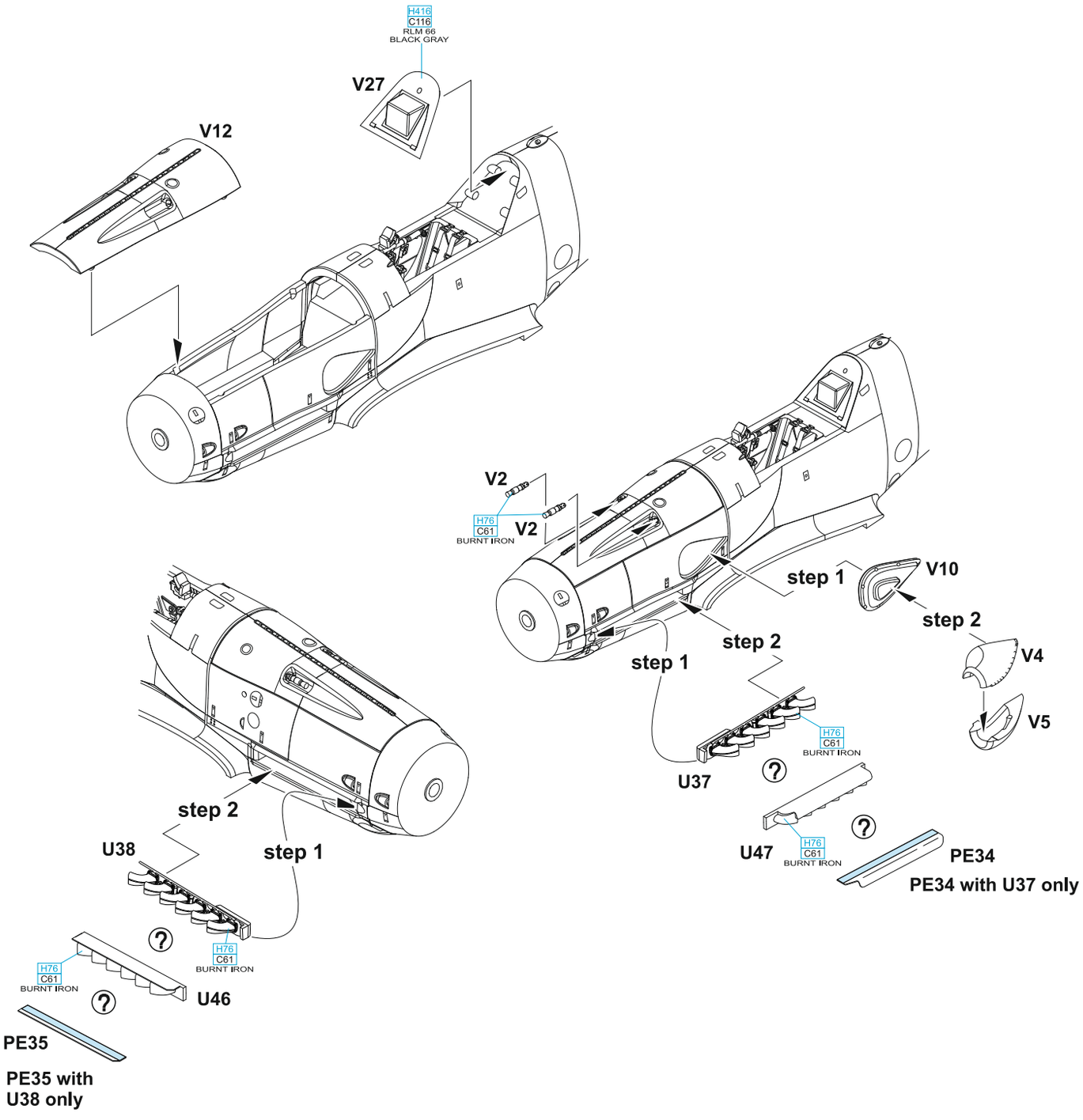

⌀ - 0,1 mm
PE13
PE29
H416 C116 RLM 66 BLACK GRAY
H416 C116 RLM 66 BLACK GRAY
U21
PE20
PE32
SM204 STAINLESS
U30
H416 C116 RLM 66 BLACK GRAY
U21
PE20
PE32
U30

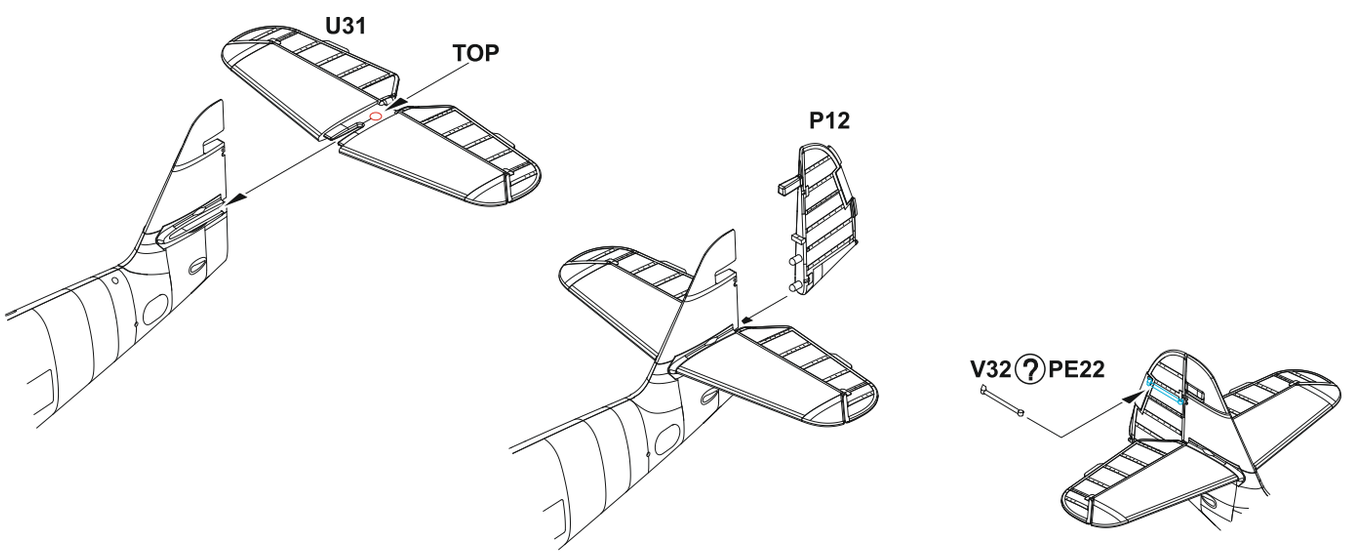

A
J17
J1
H2 C2 BLACK
H416 C116 RLM 66 BLACK GRAY
H416 C116 RLM 66 BLACK GRAY
H416 C116 RLM 66 BLACK GRAY
U29
OPTIONAL: decal K1
H12 C33 FLAT BLACK
U4
H416 C116 RLM 66 BLACK GRAY
decal K2 plastic 0,8 x 0,8 mm
H416 C116 RLM 66 BLACK GRAY
U5
PE4
PE11
PE3
PE6

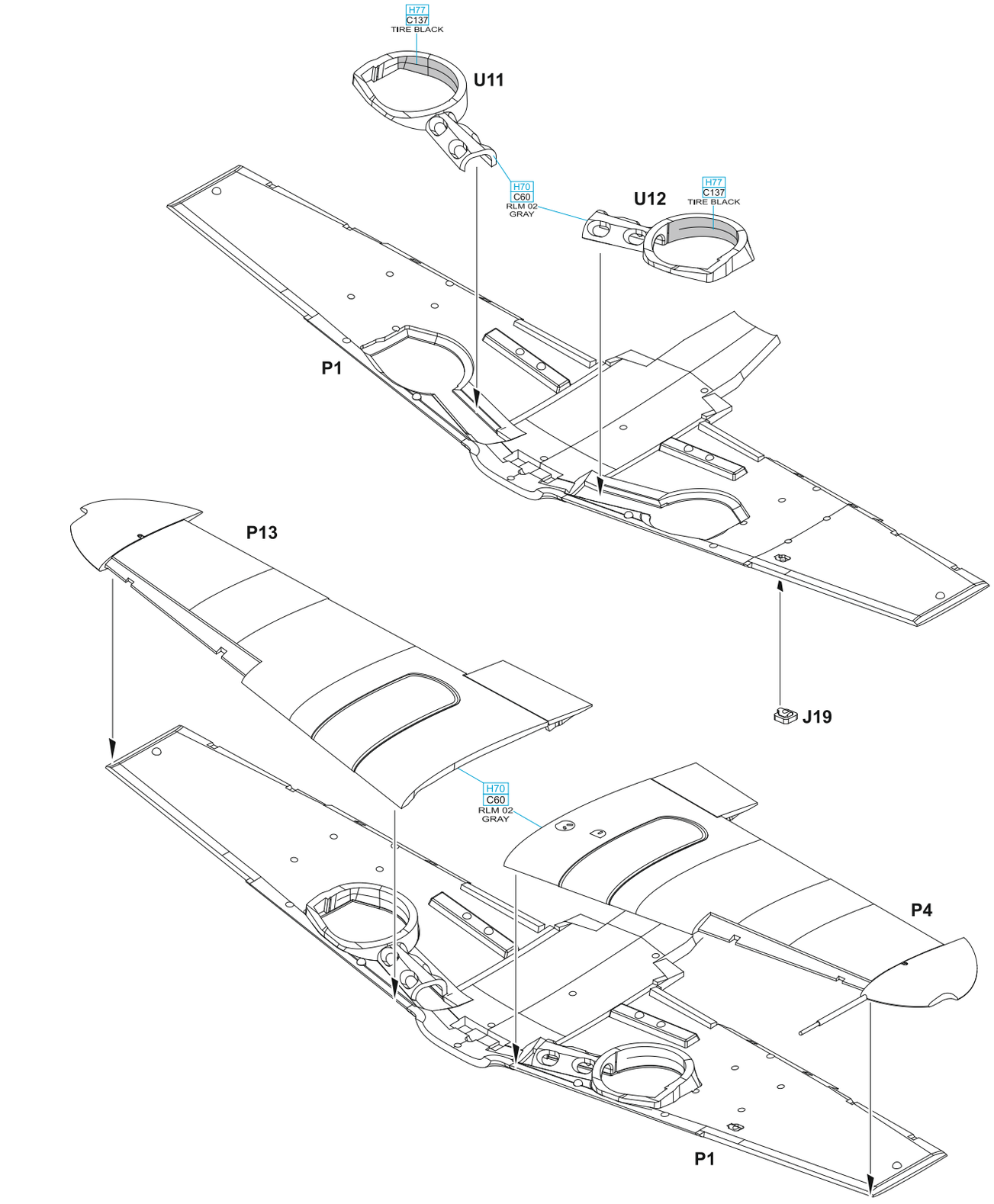

B
PE10
PE5
C
PE15
PE5

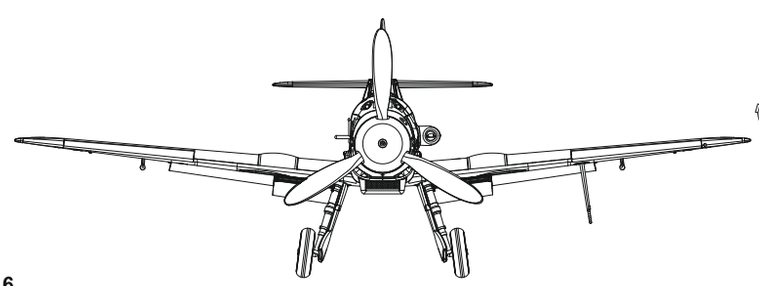
H2 C2 BLACK
U74
H416 C116 RLM 66 BLACK GRAY
H2 C2 BLACK
U55
H416 C116 RLM 66 BLACK GRAY
B
H47 C41 RED BROWN
V11
U18
H416 C116 RLM 66 BLACK GRAY
H416 C116 RLM 66 BLACK GRAY
C
A
H416 C116 RLM 66 BLACK GRAY
PE1
PE2

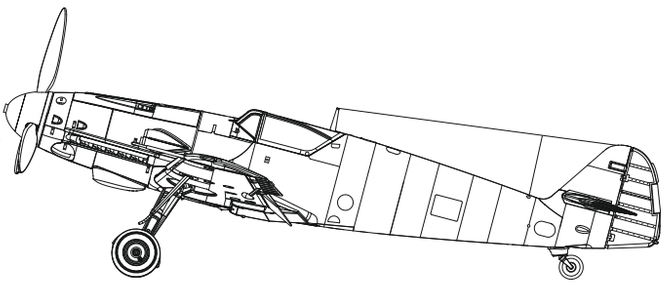

P7
H416
C116
RLM 66
BLACK GRAY
GX5
BLUE
P15
J8
decal K3
decal K4
decal K7
PE7 ? decal K5
P7
decal K6
H12
C33
FLAT BLACK
H413
C113
RLM 04
YELLOW
J8
P8
PE8
PE14
PE28
SM204
STAINLESS
V30
PE9
PE12
V22 ? V23
step 1
step 2
step 2


H416
C116
RLM 66
BLACK GRAY
V27
V12
V2
H76
C61
BURNT IRON
V2
step 1
V10
step 2
V4
V5
step 2
step 1
H76
C61
BURNT IRON
U37
U47
H76
C61
BURNT IRON
PE34
PE34 with U37 only
step 2
step 1
U38
H76
C61
BURNT IRON
H76
C61
BURNT IRON
U46
PE35
PE35 with
U38 only

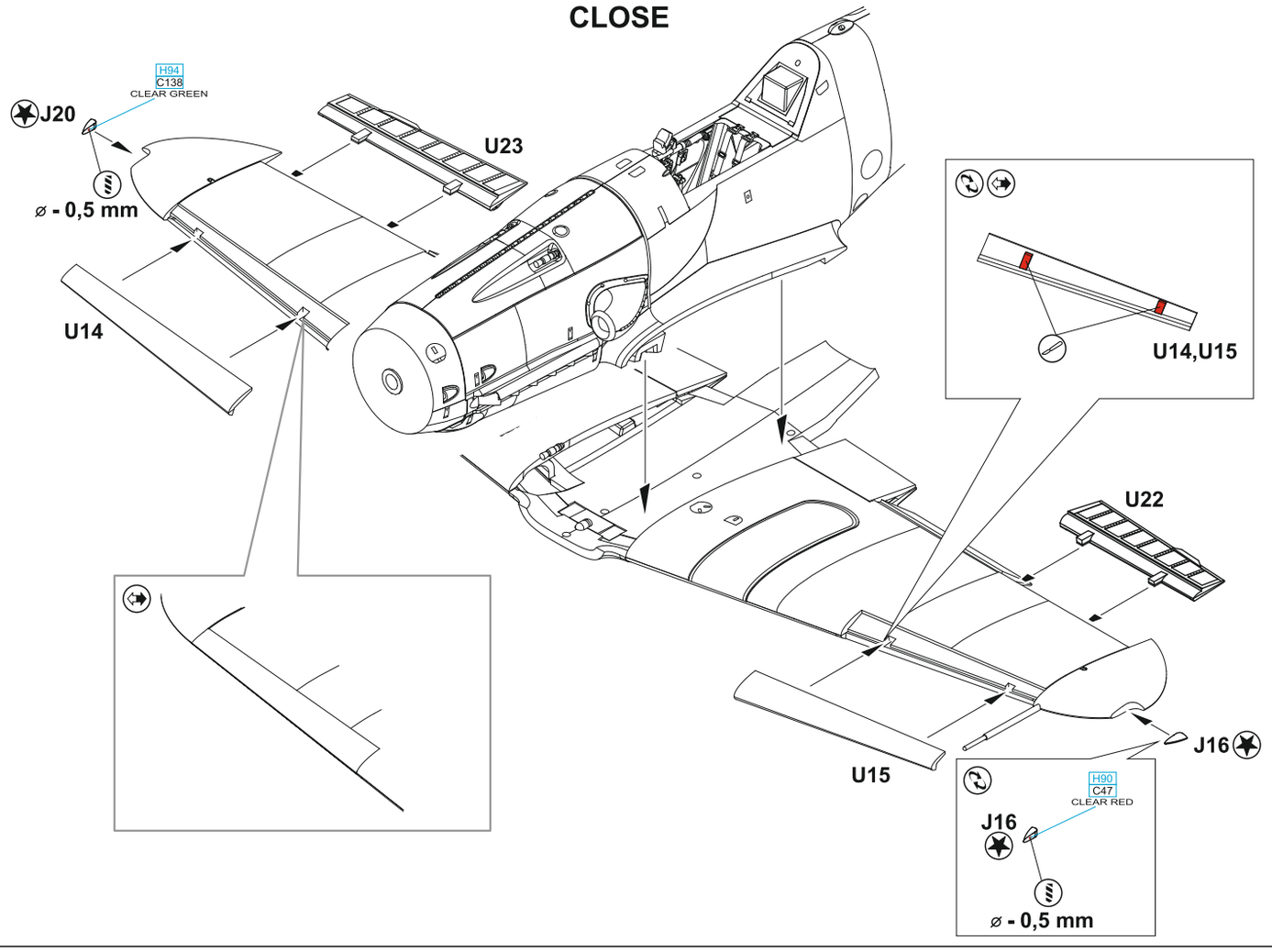

U31
TOP
P12
V32
PE22


H77
C137
TIRE BLACK
U11
H70
C60
RLM 02
GRAY
U12
H77
C137
TIRE BLACK
P1
P13
J19
H70
C60
RLM 02
GRAY
P4
P1

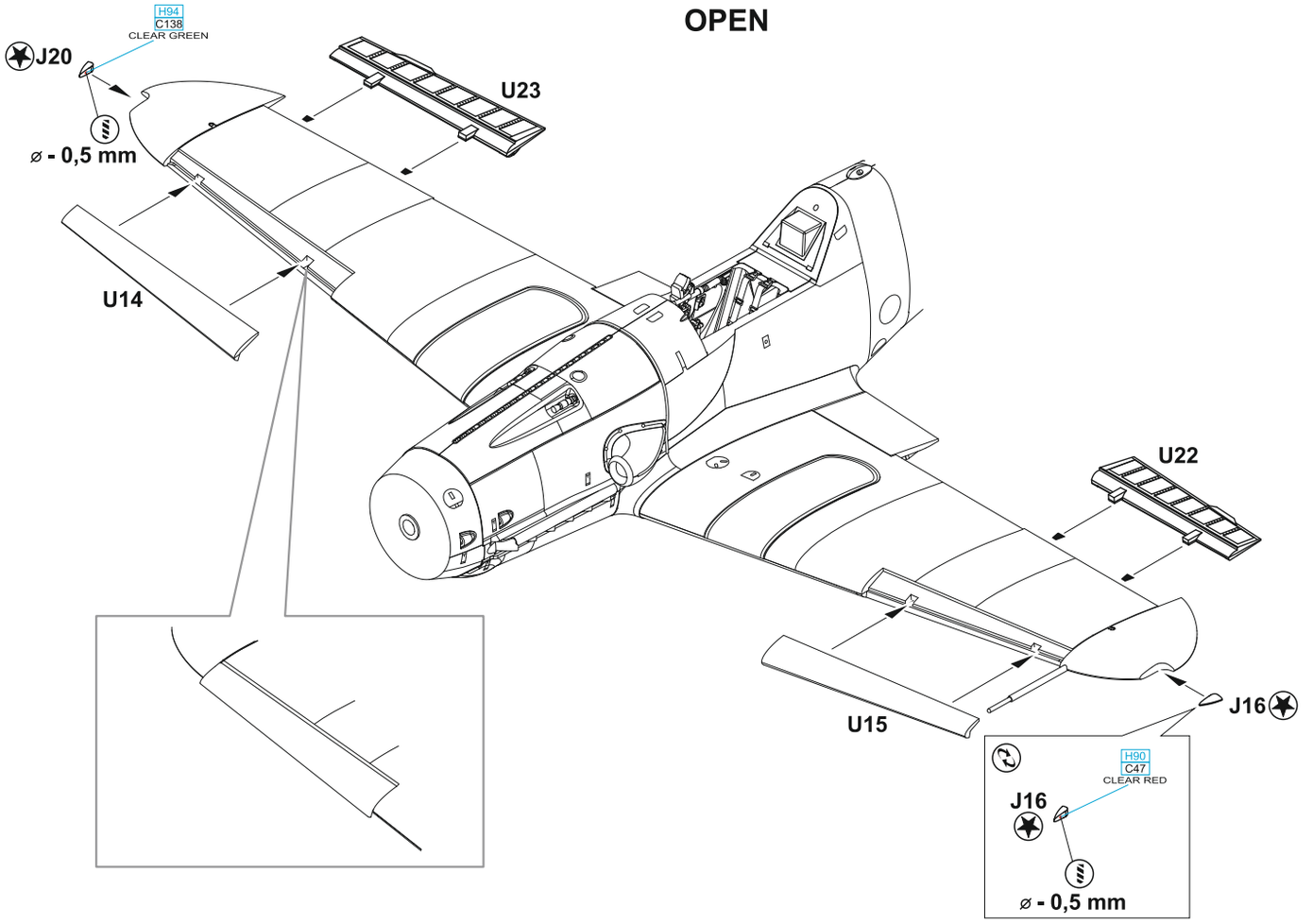


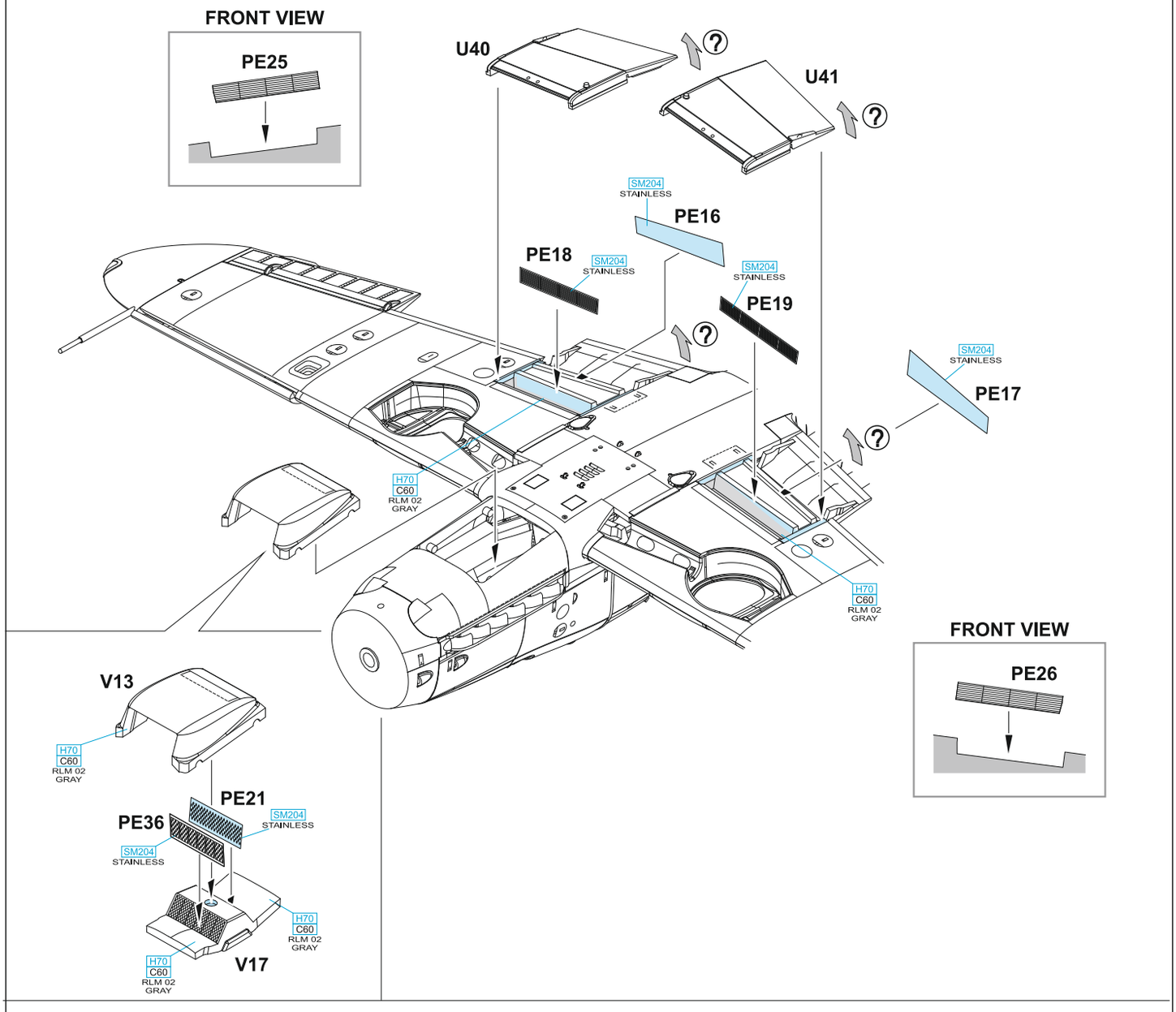


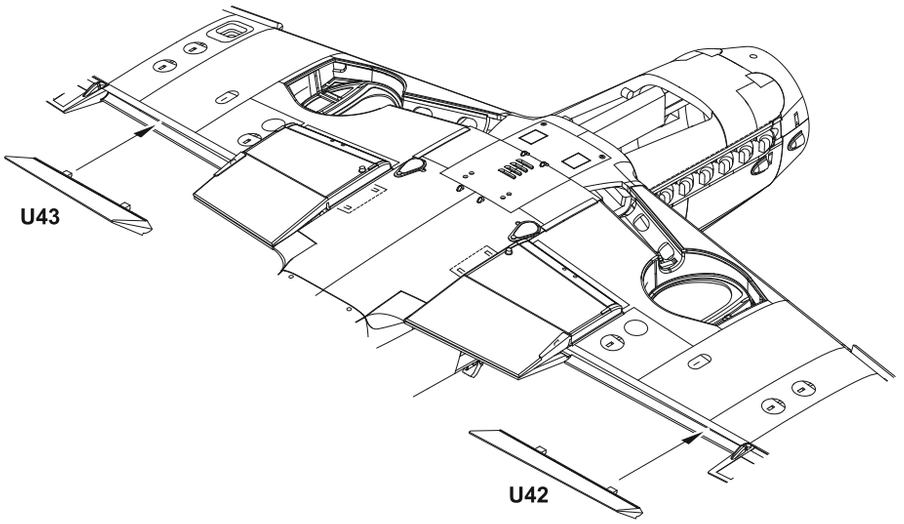
CLOSE

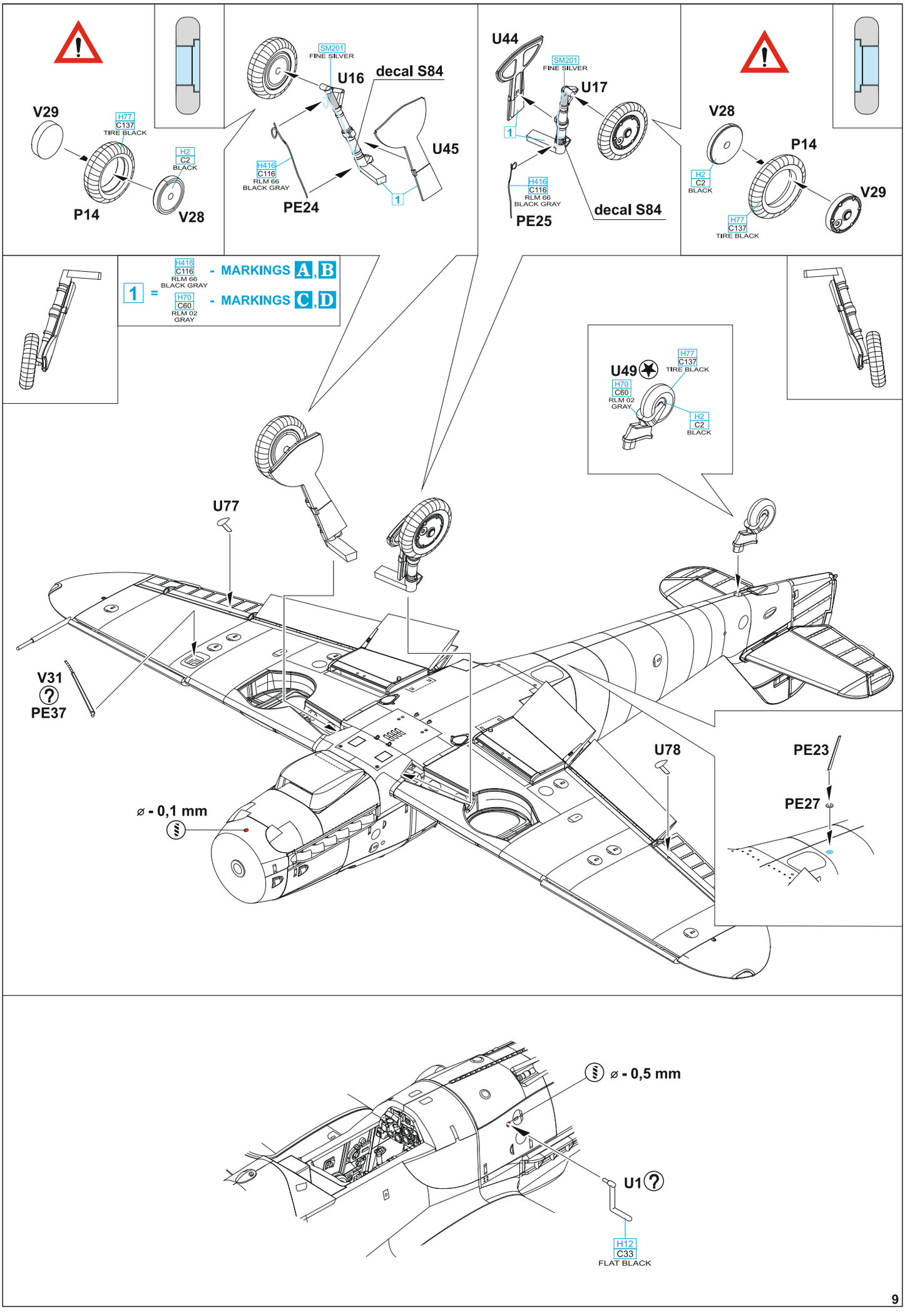

H94
C138
CLEAR GREEN
J20
⌀ - 0,5 mm
U23
U14
U14,U15
U22
J16
U15
H90
C47
CLEAR RED
J16
⌀ - 0,5 mm

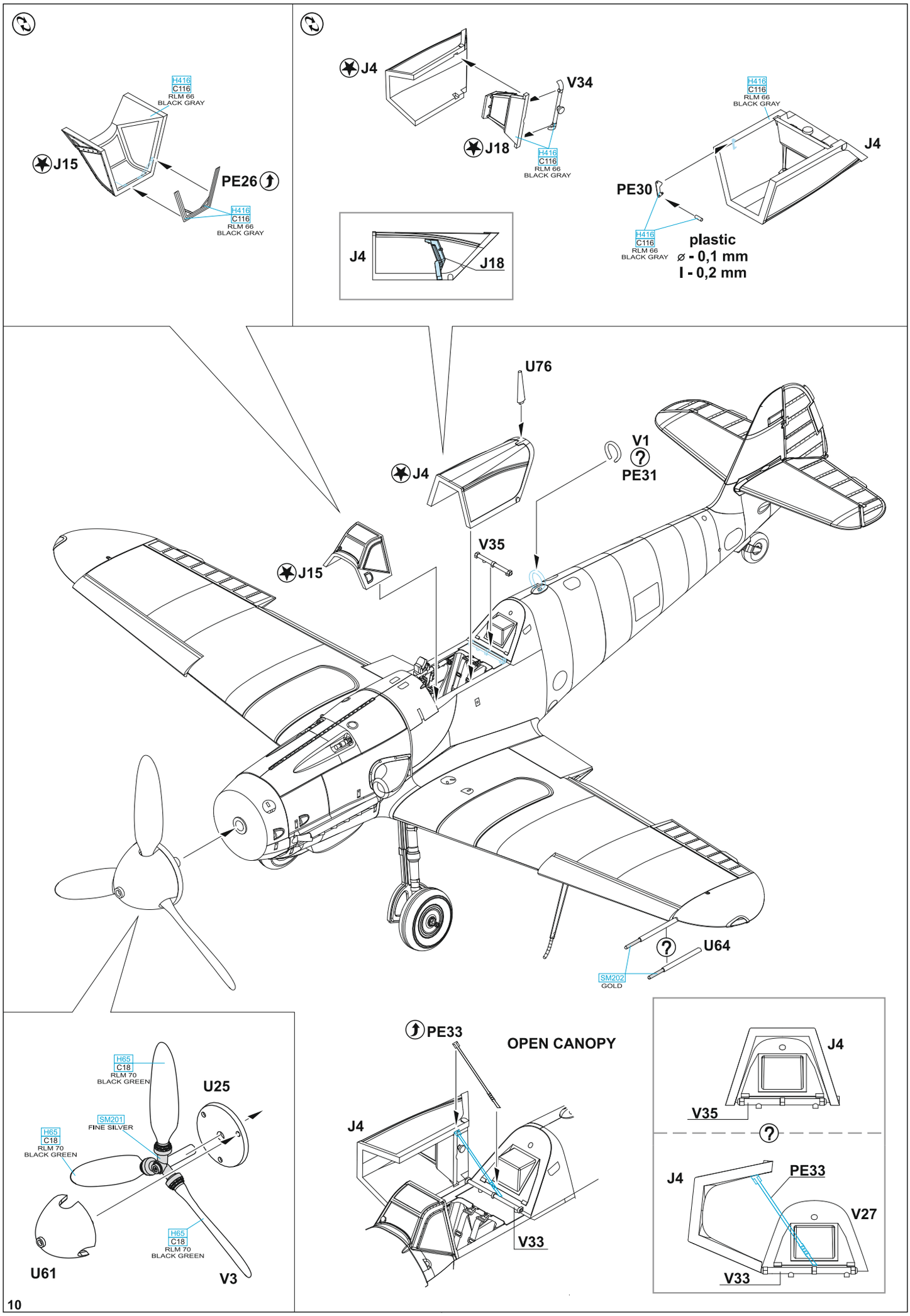
OPEN


H94
C138
CLEAR GREEN
J20
⌀ - 0,5 mm
U23
U14
U22
J16
U15
H90
C47
CLEAR RED
J16
⌀ - 0,5 mm


FRONT VIEW
PE25
U40
U41
SM204
STAINLESS
PE16
PE18
SM204
STAINLESS
SM204
STAINLESS
PE19
SM204
STAINLESS
PE17
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
FRONT VIEW
PE26
V13
H70
C60
RLM 02
GRAY
PE21
PE36
SM204
STAINLESS
SM204
STAINLESS
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
V17


U43
U42

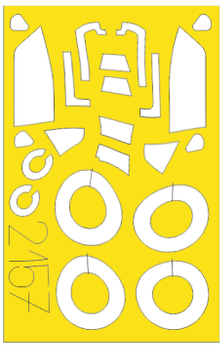

V29
H77
C137
TIRE BLACK
H2
C2
BLACK
P14
V28
SM201
FINE SILVER
U16
decal S84
U45
H416
C116
RLM 66
BLACK GRAY
PE24
1
U44
SM201
FINE SILVER
U17
1
H416
C116
RLM 66
BLACK GRAY
PE25
decal S84
V28
P14
H2
C2
BLACK
V29
H77
C137
TIRE BLACK
1 = H416 C116 RLM 66 BLACK GRAY - MARKINGS A, B
H70 C60 RLM 02 GRAY - MARKINGS C, D
U49
H77
C137
TIRE BLACK
H70
C60
RLM 02
GRAY
H2
C2
BLACK
U77
V31
PE37
U78
PE23
PE27
⌀ - 0,1 mm
⌀ - 0,5 mm
U1
H12
C33
FLAT BLACK

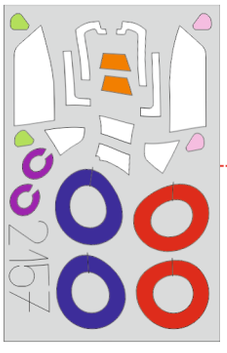

H416
C116
RLM 66
BLACK GRAY
J15
PE26
J4
V34
J18
PE30
plastic
ø - 0,1 mm
l - 0,2 mm
U76
V1
PE31
V35
U64
SM202
GOLD
H65
C18
RLM 70
BLACK GREEN
U25
SM201
FINE SILVER
U61
V3
PE33
OPEN CANOPY
V33
V27

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MASK

2157

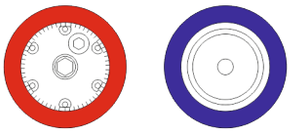




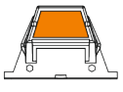
U49



P14



J18

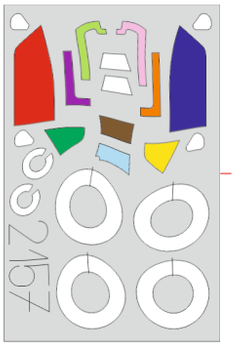


J16

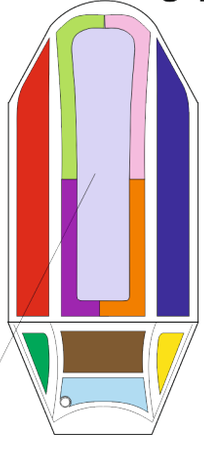


J20





J4

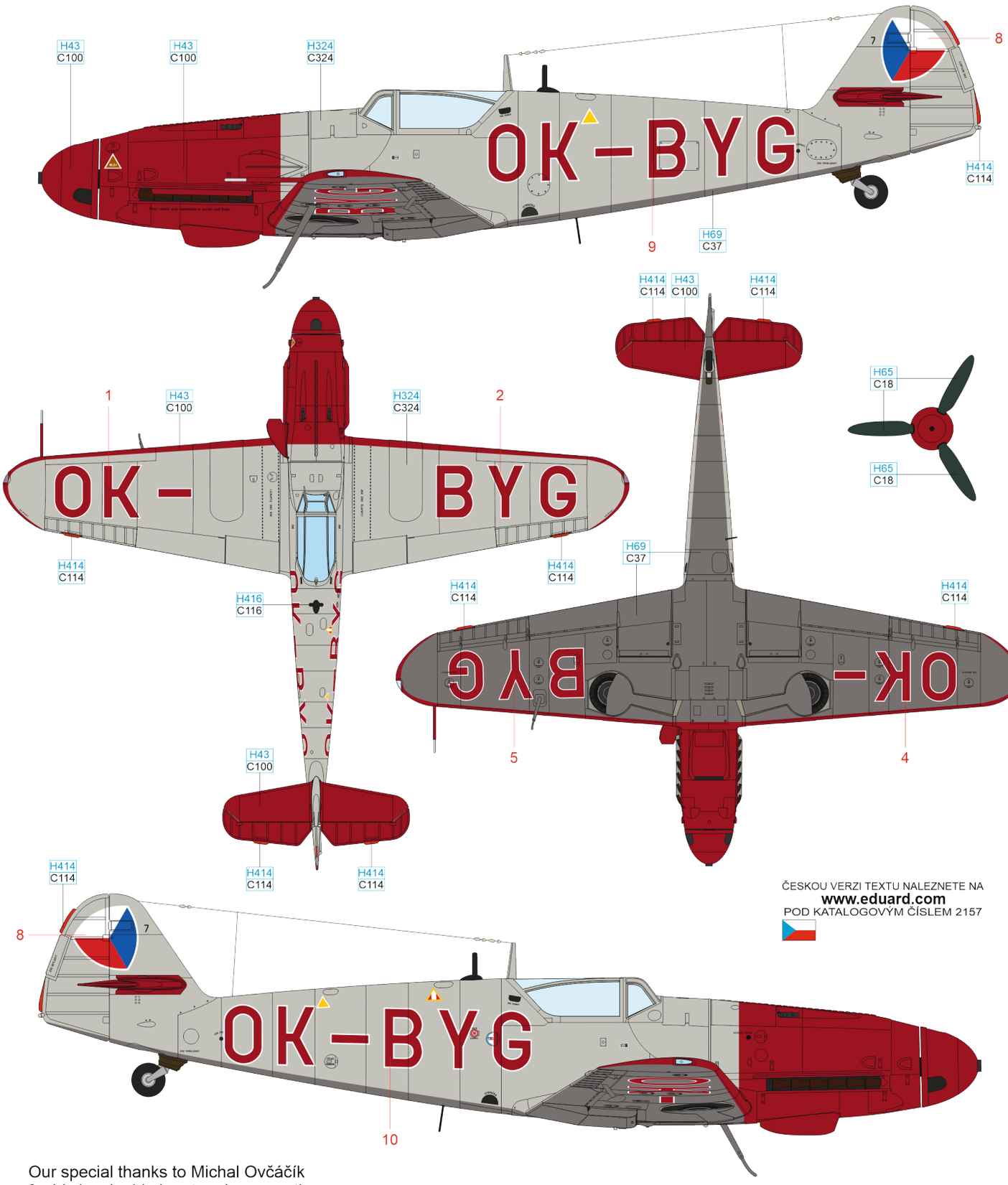


J15

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. he 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.



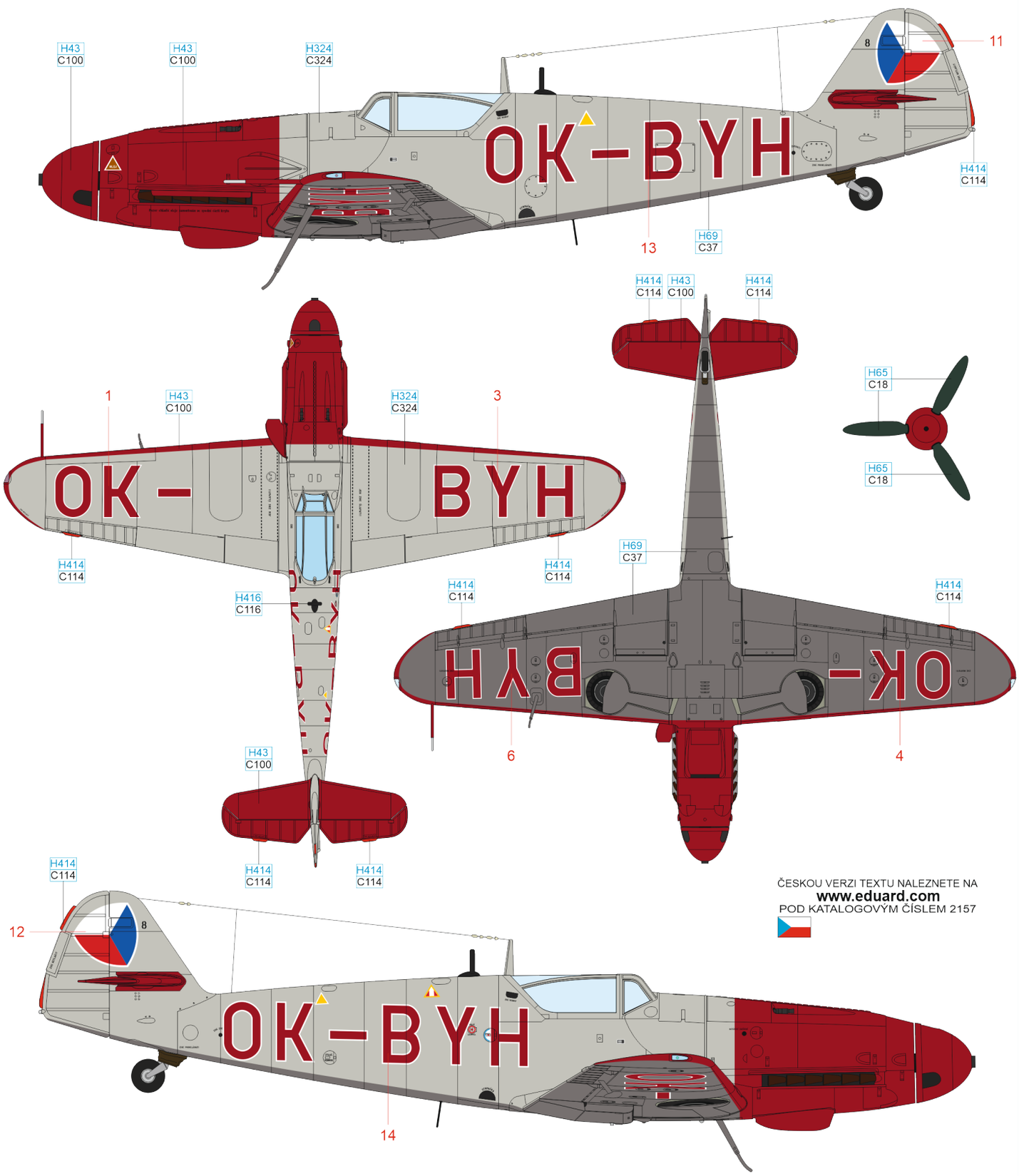
ČESKOU VERZI TEXTU NALEZNETE NA
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POD KATALOGOVÝM ČÍSLEM 2157

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 BLACK GRAY	H416 C116

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.

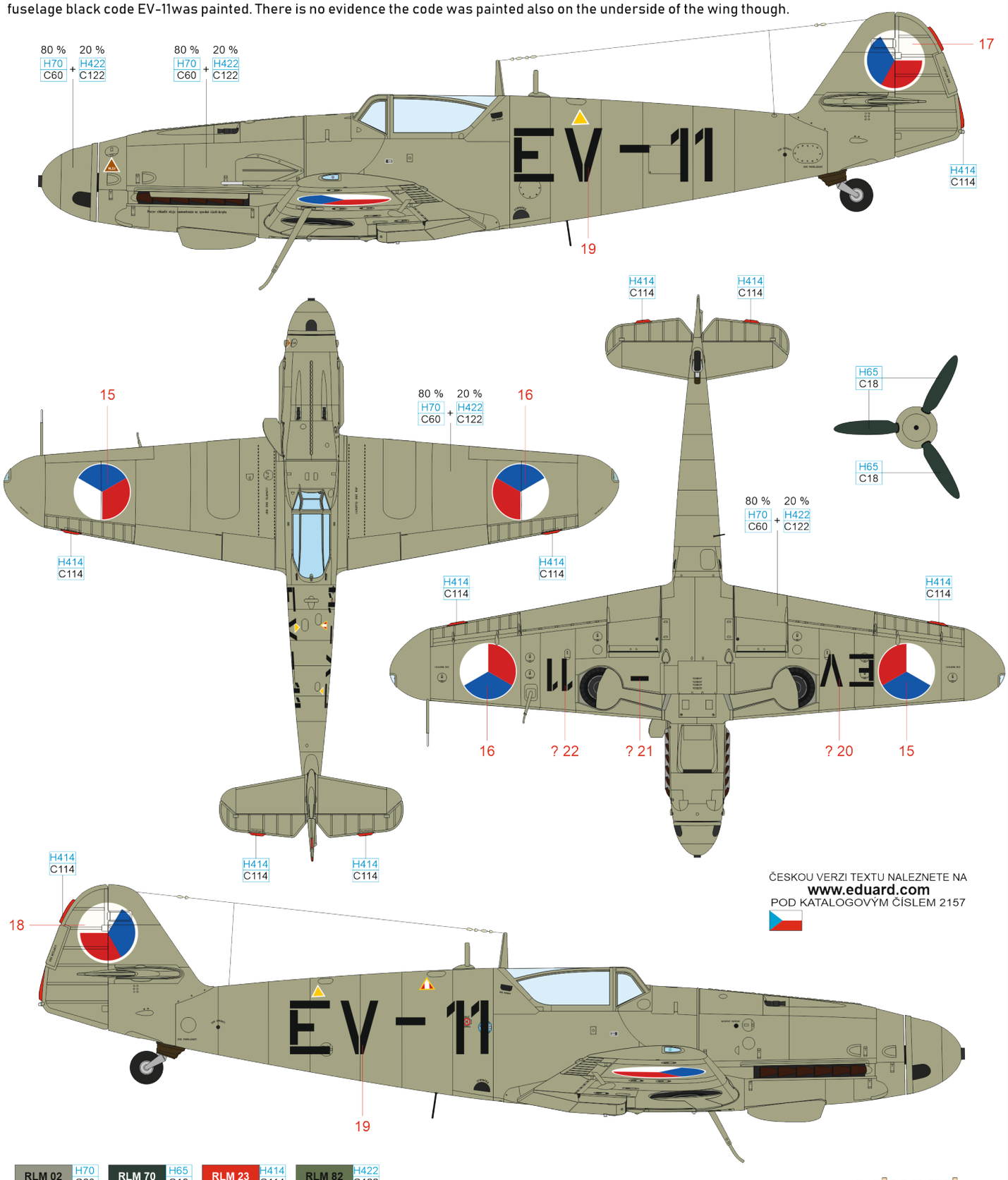


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LIGHT GRAY	H324 C324	RLM 75	H69 C37	WINE RED	H43 C100	RLM 70	H65 C18	RLM 23	H414 C114	RLM 66 BLACK GRAY	H416 C116

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-11was painted. There is no evidence the code was painted also on the underside of the wing though.

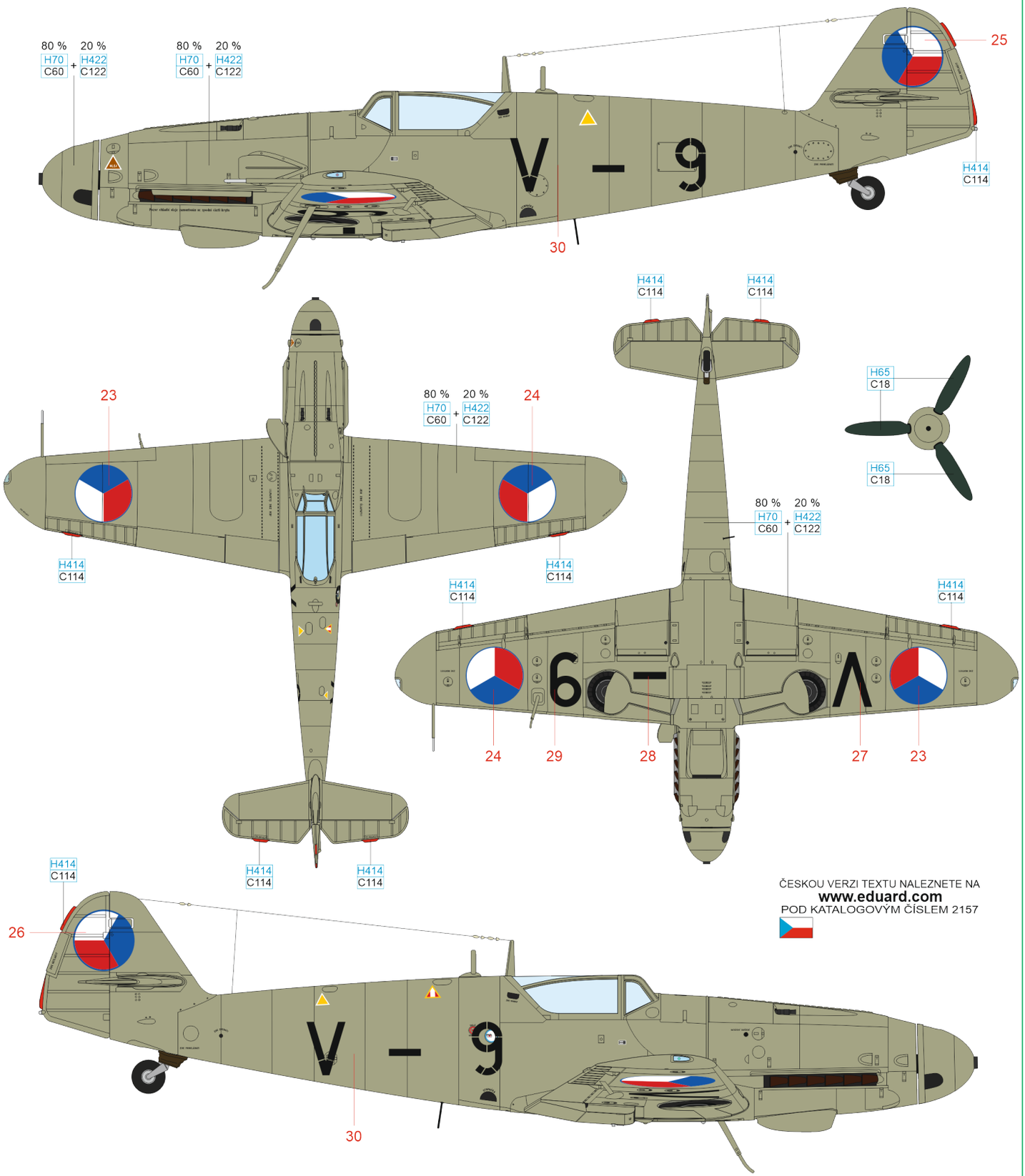


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 2157

RLM 02	H70 C60	RLM 70	H65 C18	RLM 23	H414 C114	RLM 82	H422 C122

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

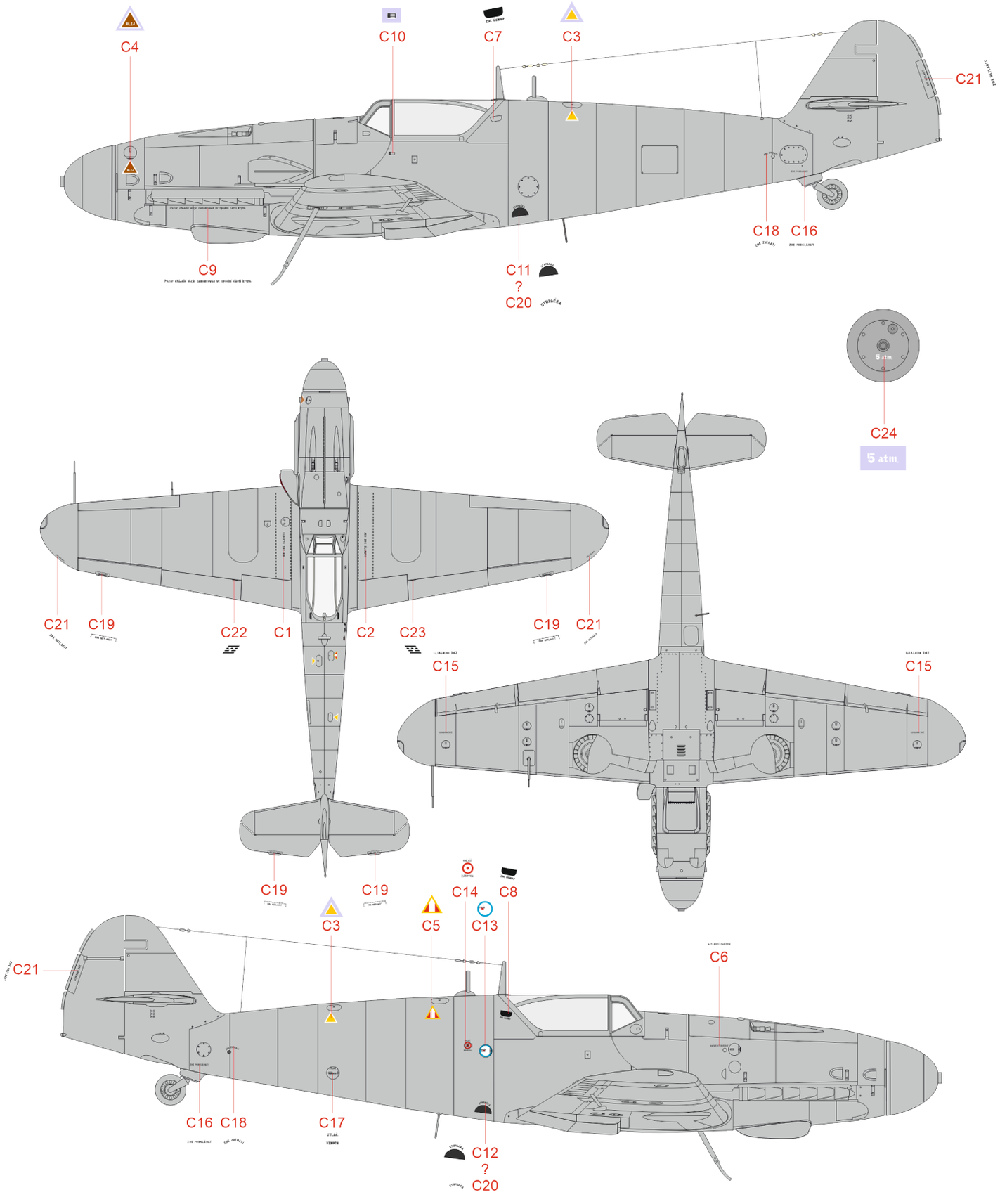
This is the very first aircraft to be put into service, originally a Bf 109G-10/U4 (W.Nr. 613156) manufactured at WNF, which was test-flown by Avia test pilot Petr Široký as early as February 22, 1946. This aircraft is known for its colorful history. Not only because such famous WWII pilots as Maj. Jiří 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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RLM 02	H70 C60	RLM 70	H65 C18	RLM 23	H414 C114	RLM 82	H422 C122

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