

White codes, black codes...



3. part

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Avia manufactured S-199.466 painted in the medium green-gray with black code letters UC-80 from the 4th Aviation Training Squadron based at Prostějov-Štichovice. On May 17, 1951, the Flying School air cadet Jaroslav Sejrek botched this landing. The arrow pointed to the fuselage step was painted black, sprayed through the stencil.

Colouration of the Czechoslovak Air Force S-199

In the 2nd part dedicated to the Czechoslovak S-199 coloration we focused on two color shades applied on these aircraft and two orders specifying the appearance and positioning of the national insignias.

Another marking feature of the S-199 were the alpha-numerical fuselage codes identifying the aviation units and institutions – combat units, flying schools, training centers or research centers. The rules and regulations were established, same as for the national insignias, by the aforementioned MNO order: MNO-VL c. j. 157 Taj. let. 1946 (Ministry of Defense regulation No. 157; Secret; Aviation; 1946) dated January 1946, namely its descriptive attachment No. 2, graphic attachments Nos. 3 and 4 and especially the table of national insignia design (for further study refer to the Jan Máče Publisher "Coloration and markings of the Czechoslovak Air Force during

1945–1957" publication released in 2004). Let us quote the fourth paragraph from the Attachment No. 2 of the Application and the Maintenance of the Markings: "All code letters are painted in vertical font and are of the same measurements. To make them clearly visible they are painted black on the light background and white on the dark background (in compliance with the Czechoslovak Aviation Norms)". During the initial period this identification marking was placed on both sides of the fuselage and the wing undersides either complete on each half of the wing or split so as letters were on one wing half and numeral on the other one. This marking system is

documented for example on the first restored C-10.1 aircraft "black V-9" or S-99.6 "black EV-11" (later converted to S-199.183) even though in the second case the presence of the code on the lower wing is disputable due to the poor quality of the source photograph. From April 1951 the markings were applied to the fuselage only in accordance with the new order MNO-VL č. j. 0010941/51.

In reality not all was done according to the rules so in the number of pictures of S-199 we can identify the aircraft painted in light green-gray color and the markings painted in white instead of black. The aircraft painted in darker green overall featured the unit markings consistently painted white though. The letters (a letter in case of LVA and VLU/LVU) were separated by a hyphen and the codes were brush-painted into the previously outlined shapes, therefore the shapes and sizes of the letters and nume-

rals were not identical, and their appearance slightly differed among the aviation units. From the beginning of 1950s the more standardized shapes appeared sprayed through the stencils with typical dividing "bridges" in the letter and number bodies (these lines could be however painted over, and the codes had more streamlined appearance). The serial numbers applied to S-199 were painted on the vertical tail surface only (on both sides always between the leading edge and the national insignia), sprayed through the stencil in black color and format such as S199-180. Based on the serial length it could be positioned higher above

or lower below the stabilizer upper surface. To distinguish the aircraft among the various divisions the order MNO-VL c. j. 157 Taj. let. 1946 established the propeller spinners color coding (see further) which was basically complied with until 1951 when due to the arrival of the jet aircraft in the Czechoslovak Air Force, it lost its purpose. Nevertheless, the S-199s which continued to fly retained in many cases the color of their spinners even if they were transferred to another unit. The colors applied on the S-199 spinners were as follows: 2nd Air Division blue, 3rd AD white and 4th AD black. Some aircraft assigned to the Air

Military Academy sported white-blue spinners (with vertical color division in front of the propeller blades), other aircraft, not only from the Academy had their spinners later overpainted with the camouflage color or RLM 02 primer.

At this point we conclude our small excursion into the Czechoslovak S-199 "color mysteries" dedicated not only to modelers. This topic doesn't seem to be finished and closed though since the further research can bring interesting new information to the light. In that case we believe there will be a chance to get back to the topic here, on the INFO Eduard pages.



The picture of the former reconnaissance S-199.310, UL-51, from the 5th Aviation Training Squadron. On August 26, 1952, Corporal Josef Mucha was unable to take off with it from Zvolen airfield due to the collapsed landing gear. The aircraft carried yellow identification stripes on the rear fuselage and upper wing surfaces. The black markings on the fuselage were sprayed through a stencil and the thin division lines in both the letters and numbers were overpainted.



The code letters JV initially identified the 2nd flight of the 1st Aviation Squadron (4th Air Division) based at Zvolen airfield, also known as "Three Oaks". The black fuselage marking, hand painted into previously outlined lettering, is captured in the photograph. Letter V is taller than letter J. Pilot in the picture is Lt. František Fořt.



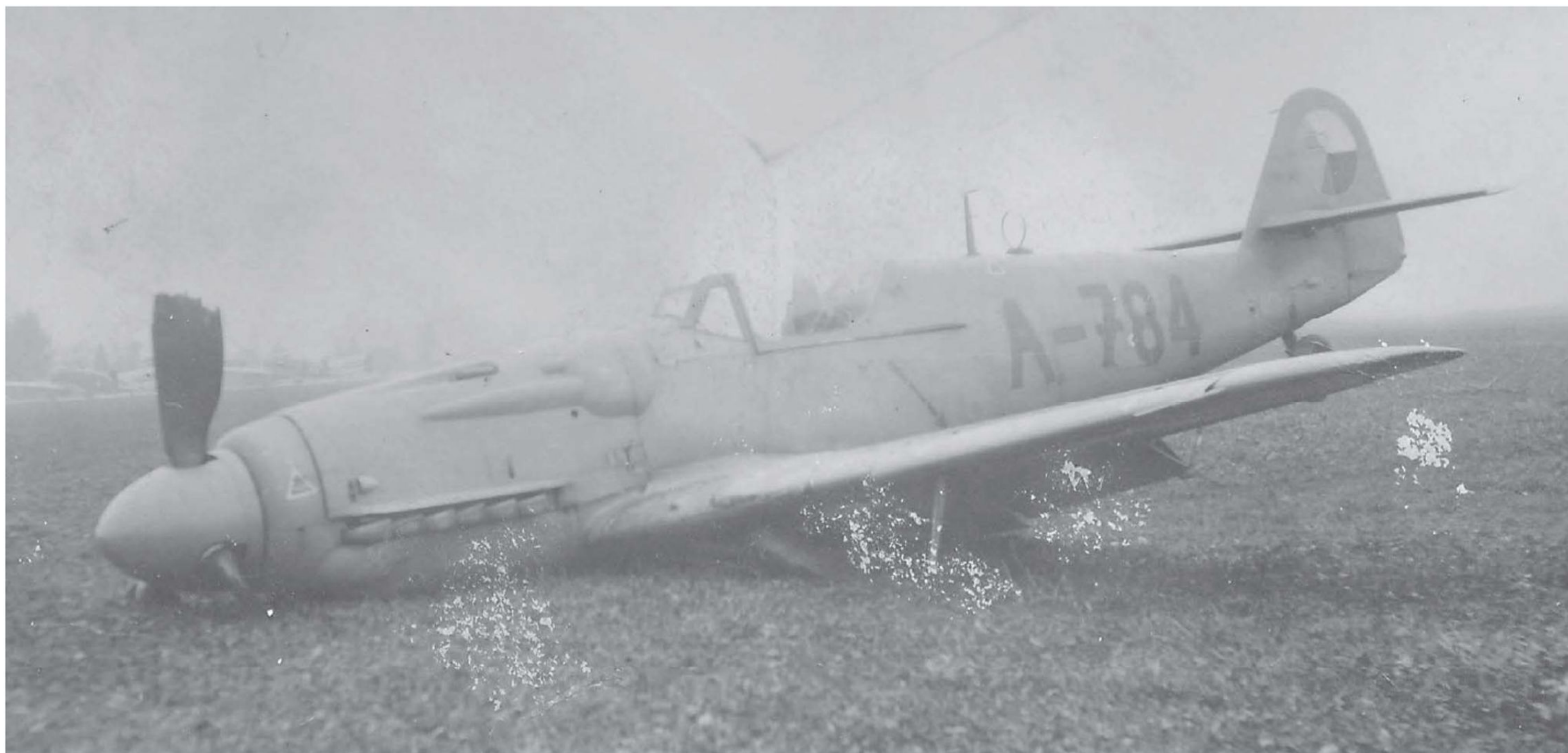
A great example of the fuselage markings painted precisely according to the Attachment No. 2 to the Application and Maintenance of the Marking, order of MNO-VL c. j. 157 Taj. Let. 1946: UF-55 was painted white on the dark base. The aircraft in the photograph, S-199 serial number 543, belonged to the 4th Air Training Squadron and was struck off charge after the crash landing at Prostějov airfield on May 26, 1953.



The dark green camouflaged S-199.185 with white code IF-01, originally belonging to 1st Squadron of 51. lp (51st Air Regiment) in Pilsen. There are clear gaps left by "bridges" of the template in the lines of individual letters and numbers.

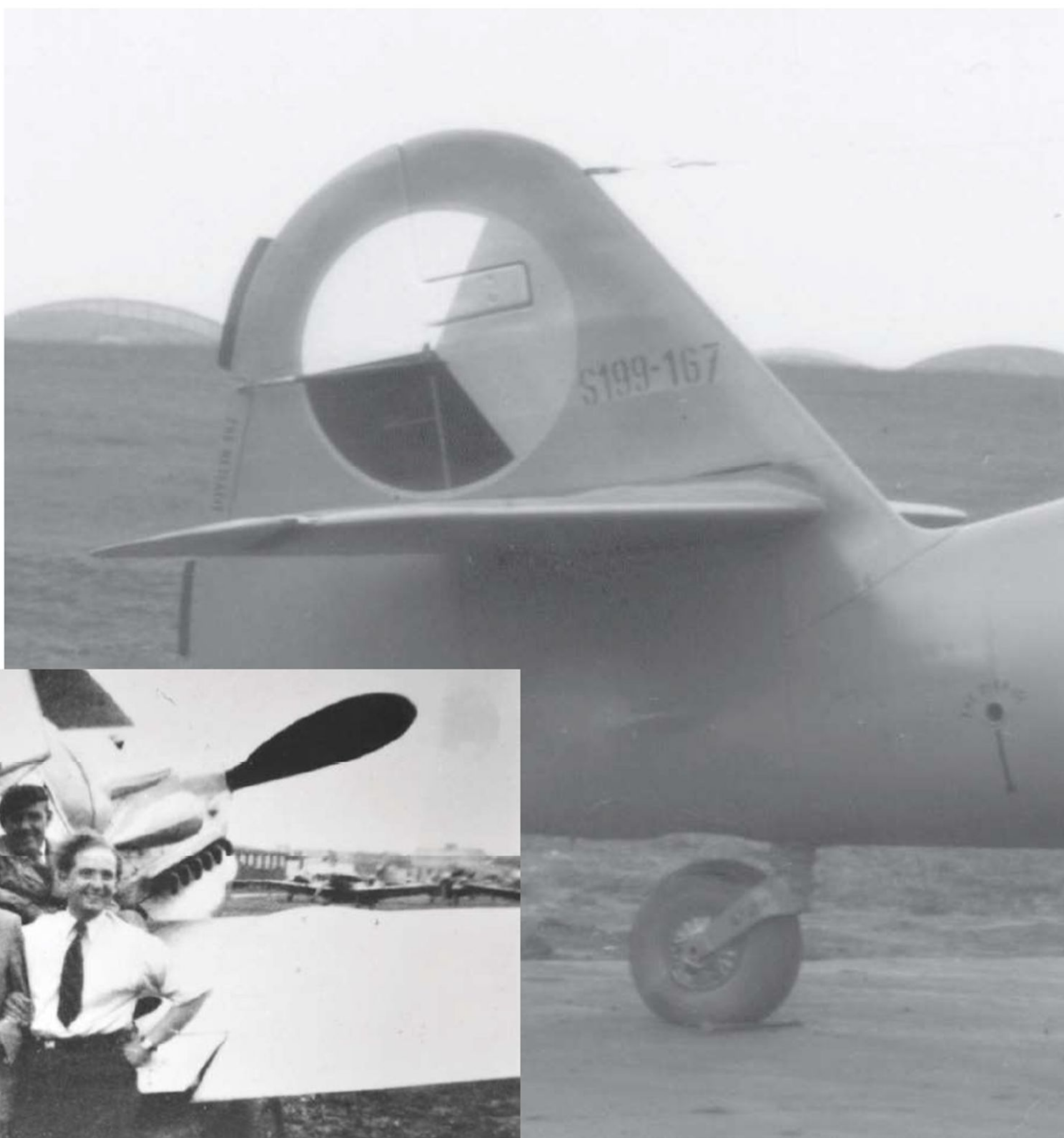


An emergency landing of Avia S-199.47 from the 2nd flight of the 18th Air Squadron in Plzeň which took place in Dobřany shooting range area on April 23, 1952. Rather weathered look of the BS-35 fuselage code is in contrast with glaring white of the national insignia. The code was sprayed through a stencil. The aircraft was painted gray green overall.



An example of the marking of the S-199.245 "black A-784" from the Air Military Academy inventory, damaged upon landing on September 20, 1949, by student pilot Štefan Bolcha. Later the same marking A-784 was carried by the aircraft serial numbers 134 and 47.

The photograph of the tail section of the brand new S-199 serial number 167 is dated October 1948. The black serial number was applied using the stencil in the "S199-167" format. Other stencils are visible: ZDE ZVEDATI (LIFT HERE, on the fuselage), ZDE NETLAČIT (DON'T PUSH HERE, on the rudder trim) and 1.5 atm (on the tail wheel fork), also painted black. Two trim surfaces on the rudder were painted red.



Rather poor quality but interesting photograph captures the aircraft of the staff flight of the 3rd Air Division marked IR-5 with number shaped in an unusual manner. This S-199 could not be identified further but is painted light green-gray overall and features the older type of "Erla Haube" canopy opening to the side.