

eduard

LIMITED



MEZEK

1/72

INSTRUCTION SHEET

DUAL COMBO

2141-NAV1

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 započítím 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

* INSTR. SYMBOLS

* INSTRUKTION

* SINNBILDEN

* SYMBOLES

* 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

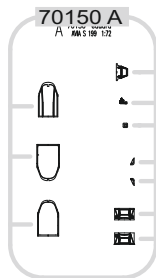


PIÈCES

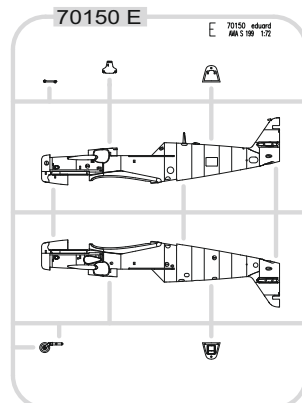


部品

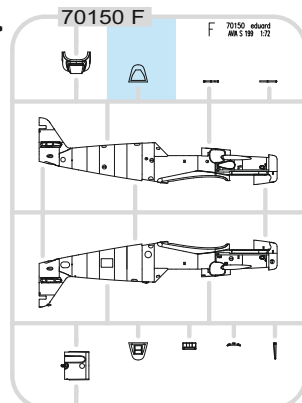
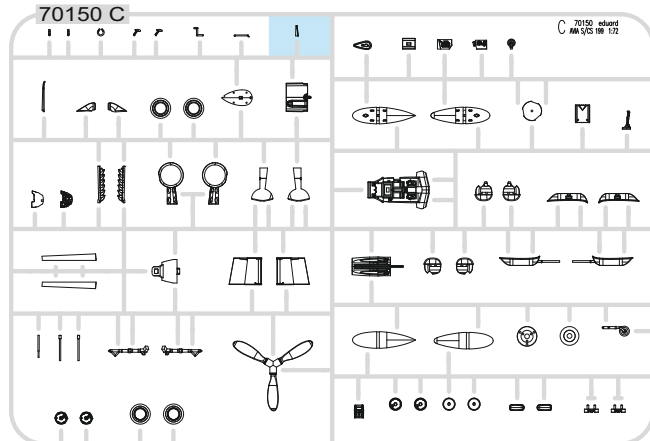
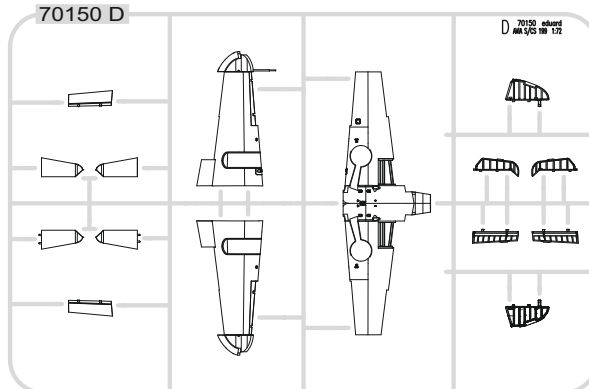
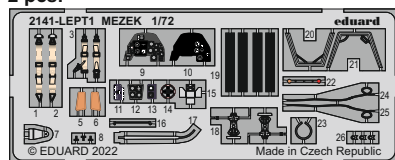
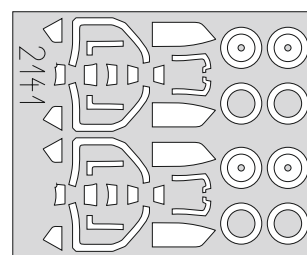
PLASTIC PARTS

A>
2 pcs.

E>



F>

C>
2 pcs.D>
2 pcs.PE - PHOTO ETCHED DETAIL PARTS
2 pcs.eduard
MASK

-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



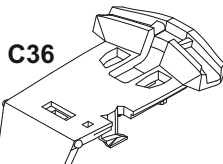
PEINTURE



色

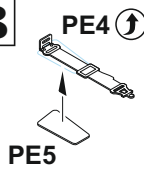
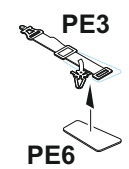
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H3	C3	MMP-003	RED
H12	C33	MMP-047	FLAT BLACK
H25	C34		SKY BLUE
H43	C100		WINE REDT
H69	C37	MMP-050	GRAY
H70	C60	MMP-056	GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H324	C324	MMP-116	LIGHT GRAY
H413	C113	MMP-090	YELLOW
H416	C116	MMP-089	BLACK GRAY
H421	C121	MMP-052	GREEN
H422	C122	MMP-053	LIGHT GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
GX05			SUSIE BLUE

A

⊕ ⊖ -0,4 mm

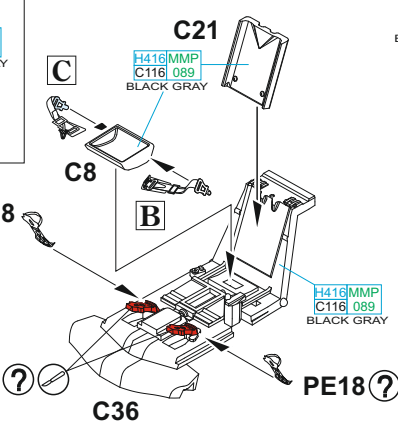
MARKINGS **A, B, C, J, K, L** ONLY

B**C**

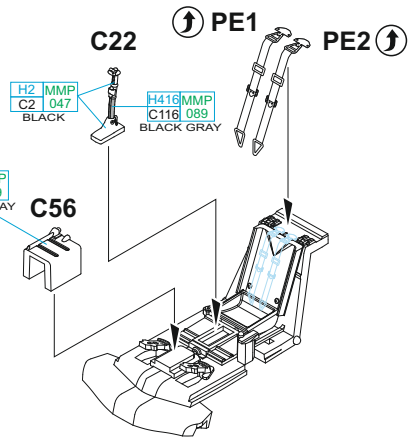
2 pcs.



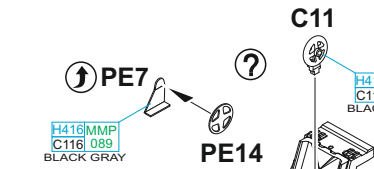
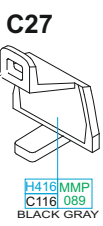
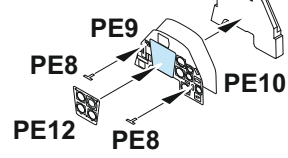
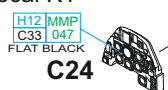
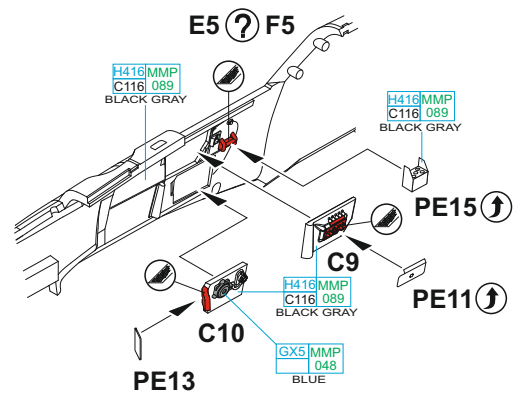
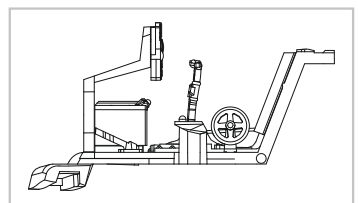
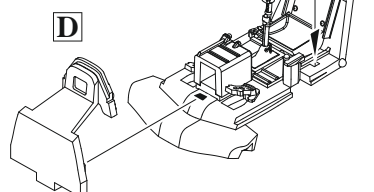
⊕ PE18



H416 MMP C116 089 BLACK GRAY

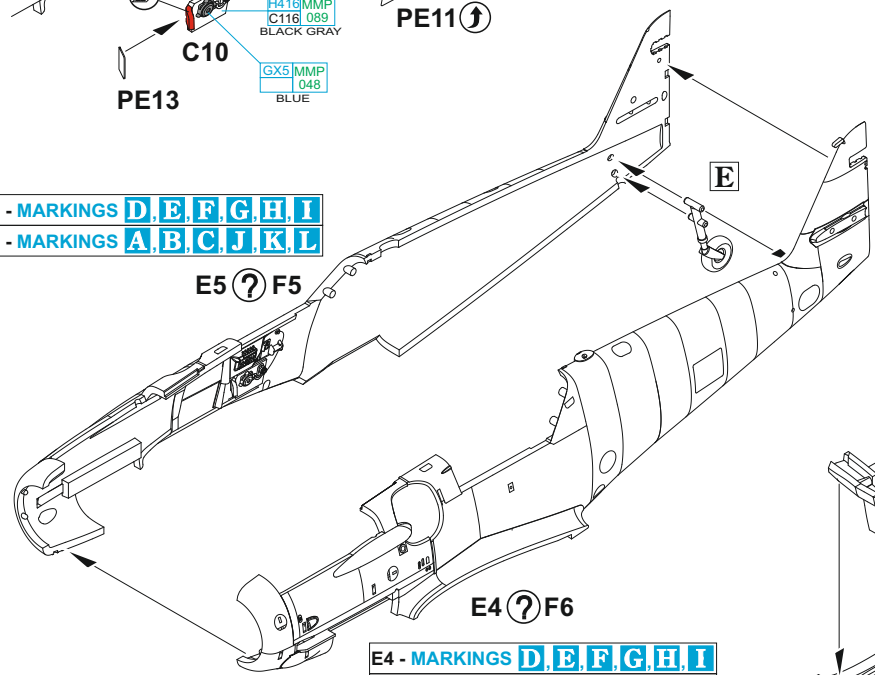
**D**

OPTIONAL:
decal K1

**D**

E5 - MARKINGS **D, E, F, G, H, I**
F5 - MARKINGS **A, B, C, J, K, L**

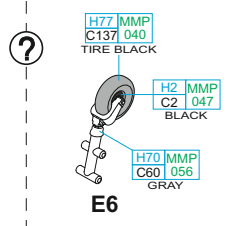
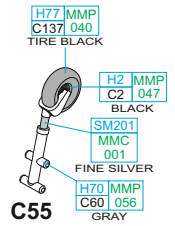
E5 ⊕ F5

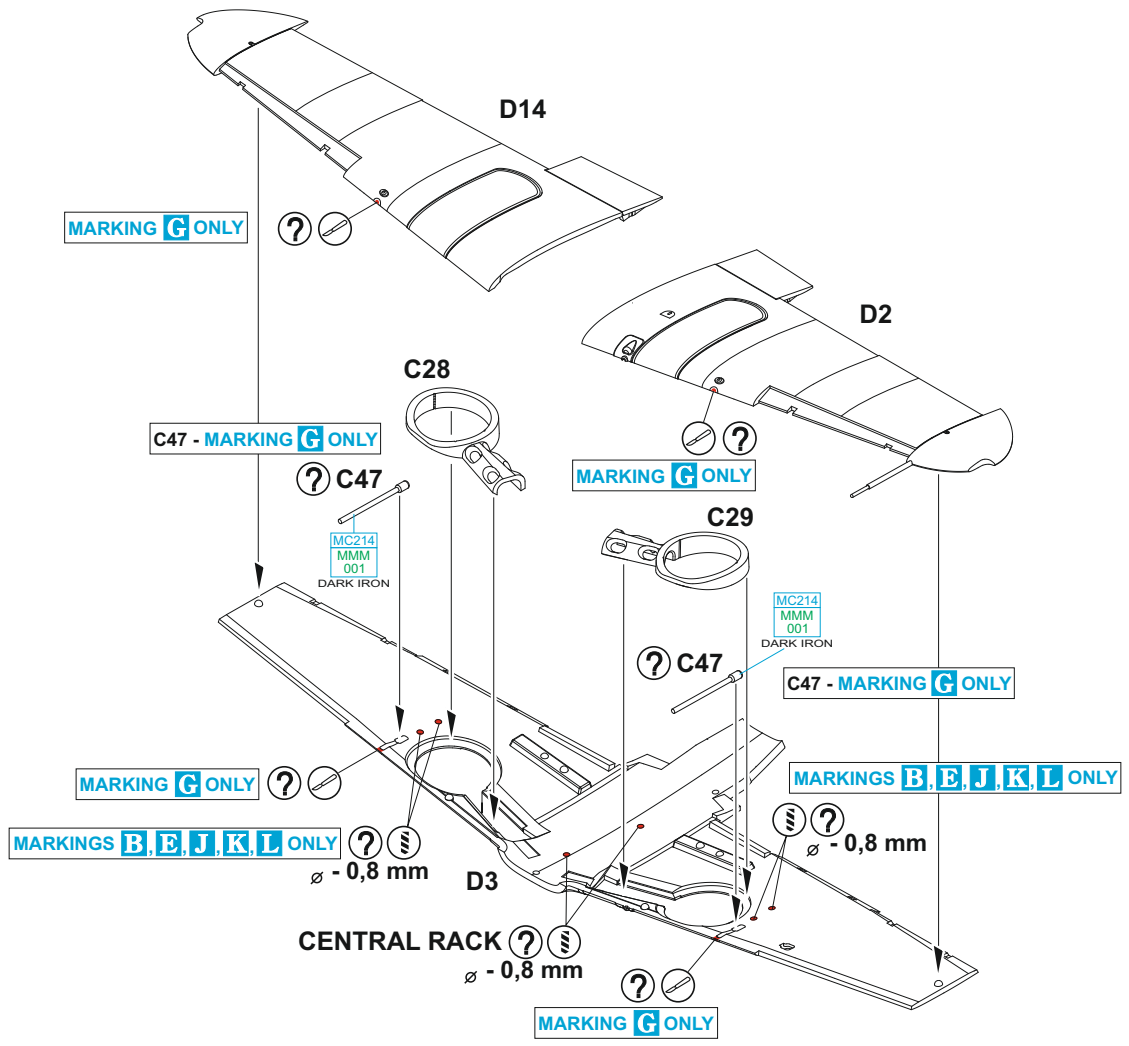


E4 - MARKINGS **D, E, F, G, H, I**
F6 - MARKINGS **A, B, C, J, K, L**

E

C55 - MARKINGS **G, I**
E6 - MARKINGS **A, B, C, D, E, F, H, J, K, L**



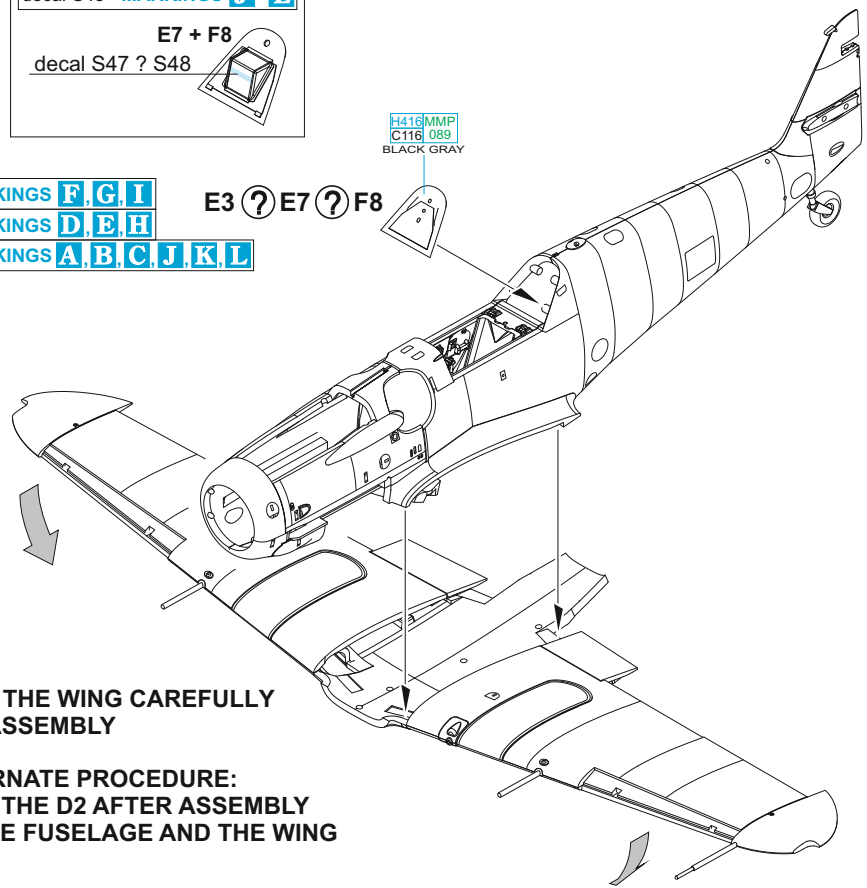


decal S47 - MARKINGS A-E
 decal S48 - MARKINGS J-L
 E7 + F8
 decal S47 ? S48

E3 - MARKINGS F, G, I
 E7 - MARKINGS D, E, H
 F8 - MARKINGS A, B, C, J, K, L

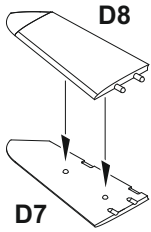
E3 ? E7 ? F8

H416MMP
C116 089
BLACK GRAY

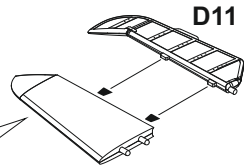


BEND THE WING CAREFULLY FOR ASSEMBLY

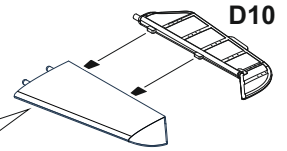
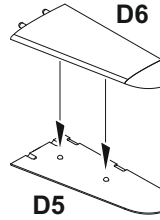
**ALTERNATE PROCEDURE:
 GLUE THE D2 AFTER ASSEMBLY
 OF THE FUSELAGE AND THE WING**



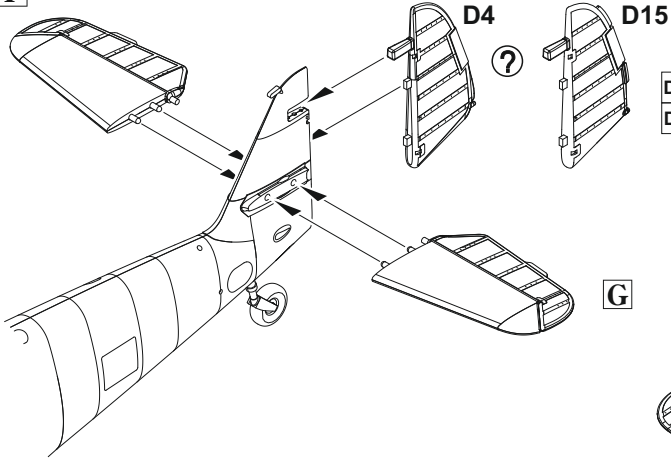
F



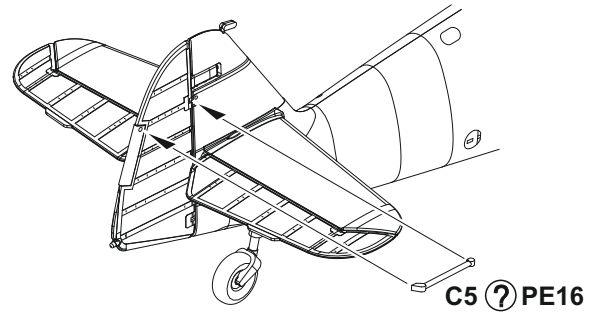
G



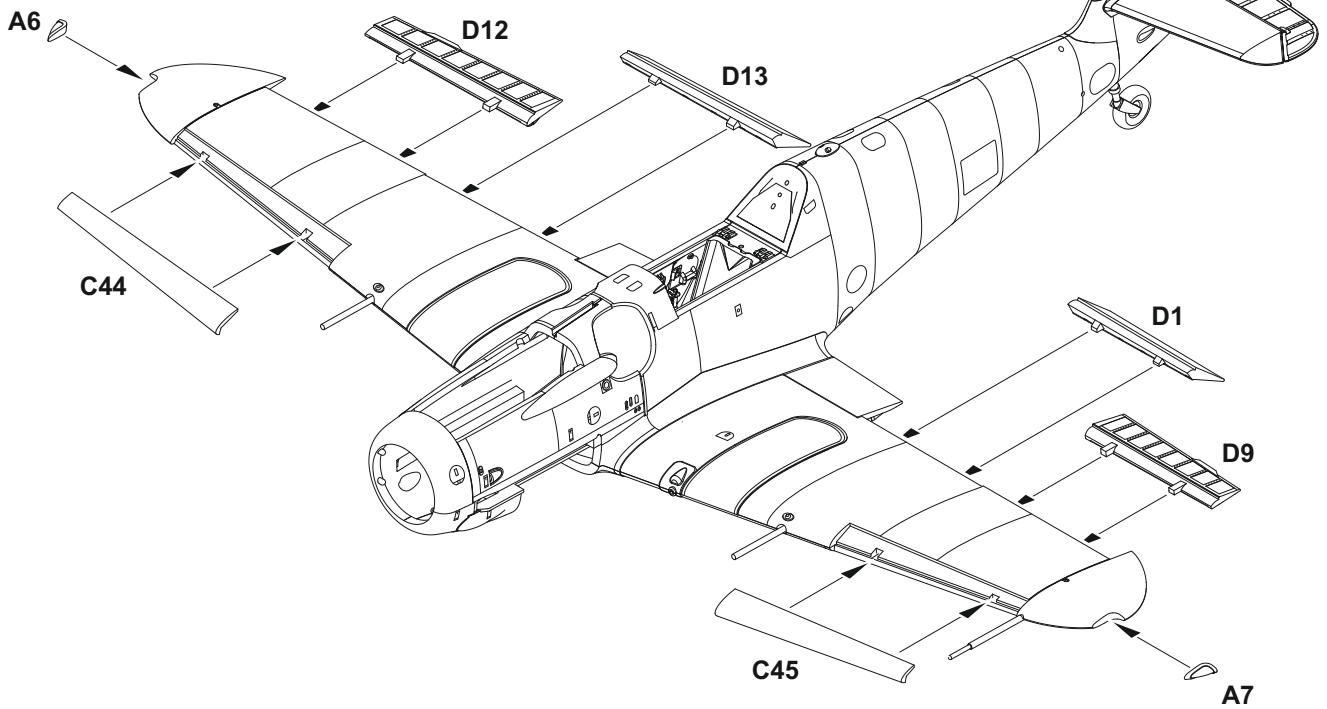
F

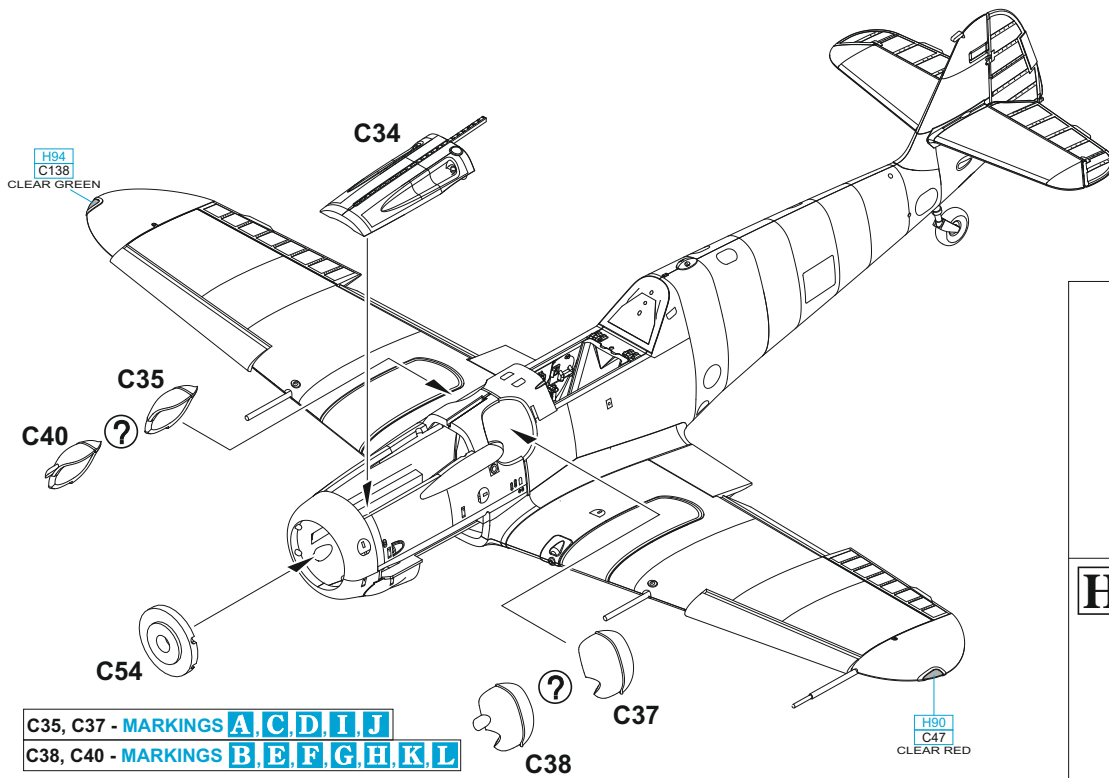


D4 - MARKINGS **A, B, E, F, G, H, I**
 D15 - MARKINGS **C, D, J, K, L**

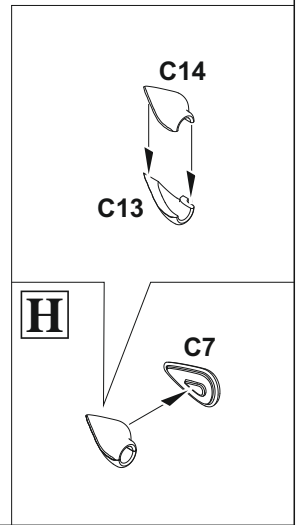


C5 ? PE16





C35, C37 - MARKINGS **A, C, D, I, J**
 C38, C40 - MARKINGS **B, E, F, G, H, K, L**

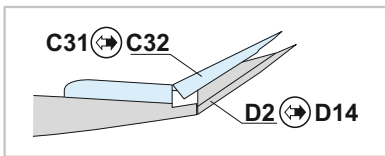
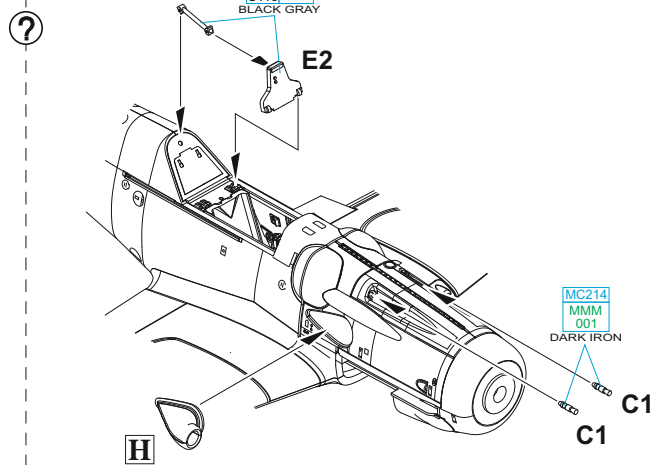
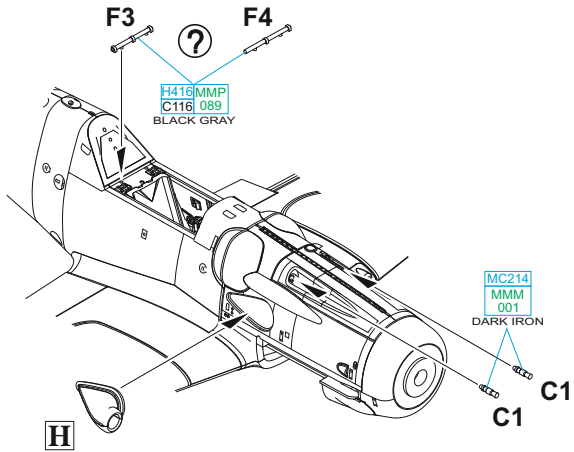


MARKINGS **A, B, C, J, K, L**

MARKINGS **D, E, F, G, H, I**

CLOSED CANOPY

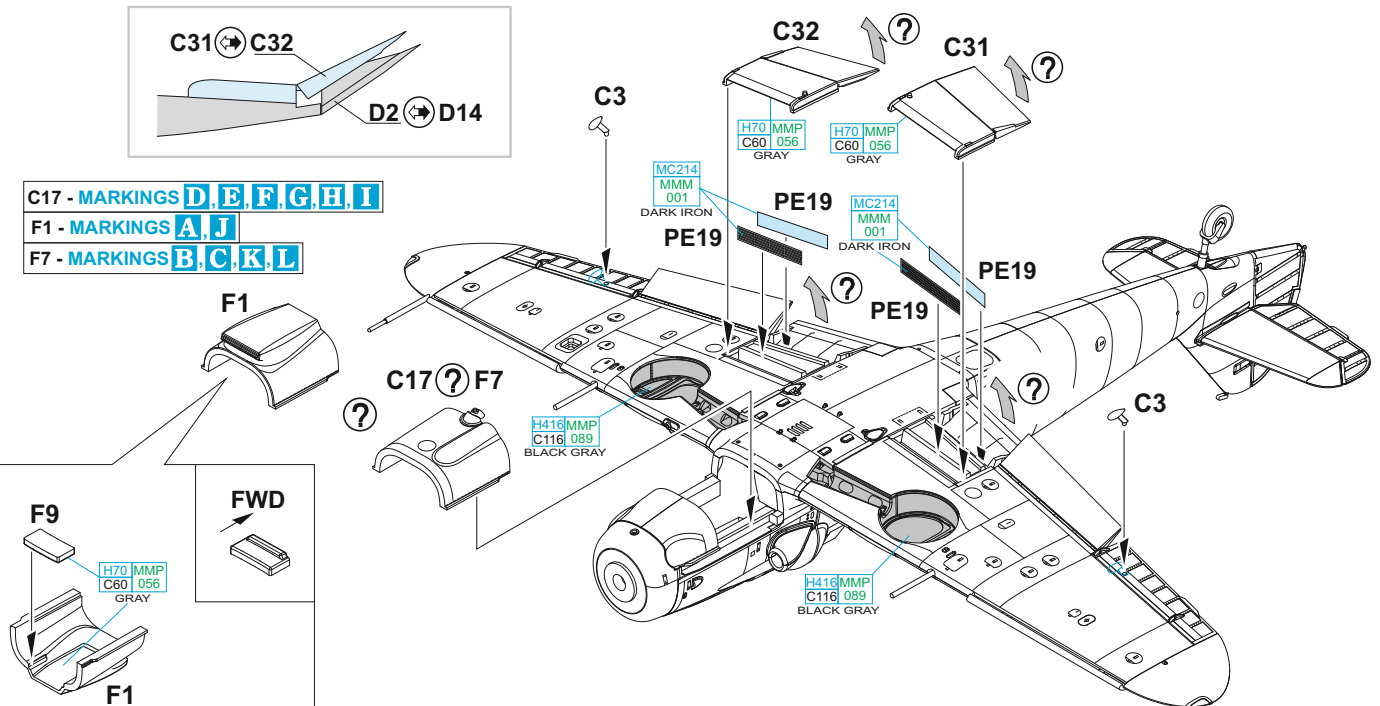
OPEN CANOPY

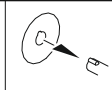
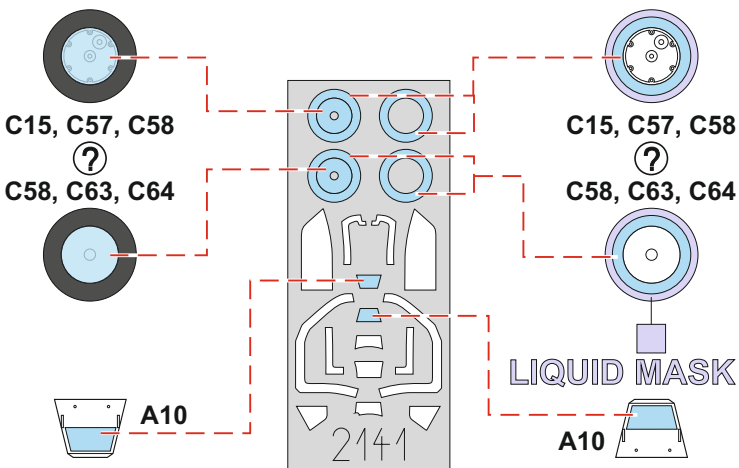
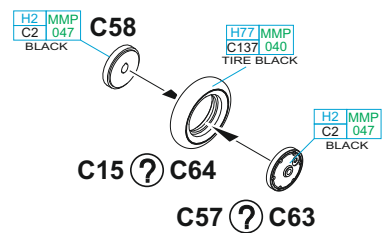
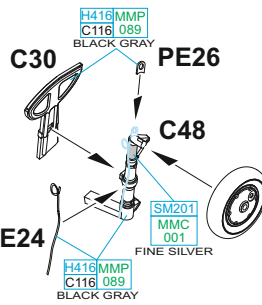
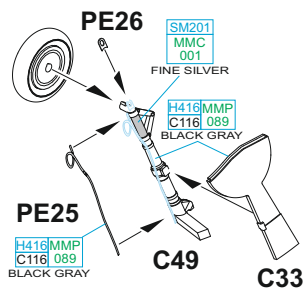
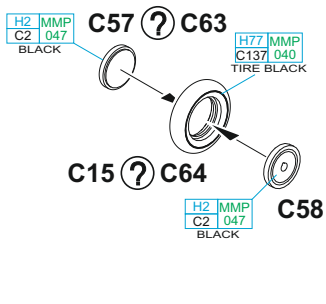
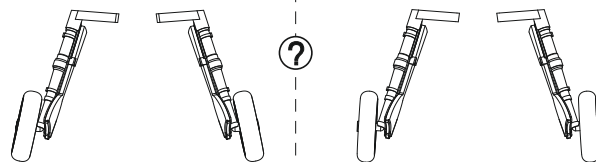
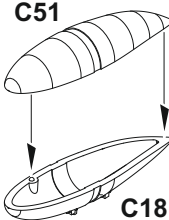
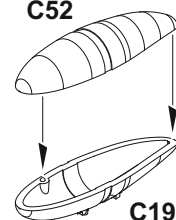


C17 - MARKINGS **D, E, F, G, H, I**

F1 - MARKINGS **A, J**

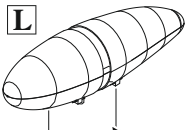
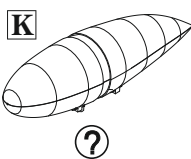
F7 - MARKINGS **B, C, K, L**



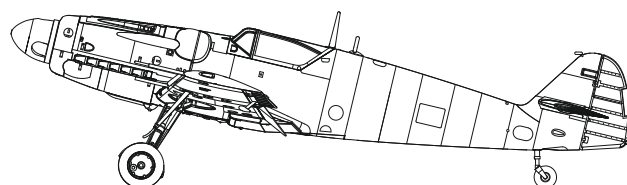
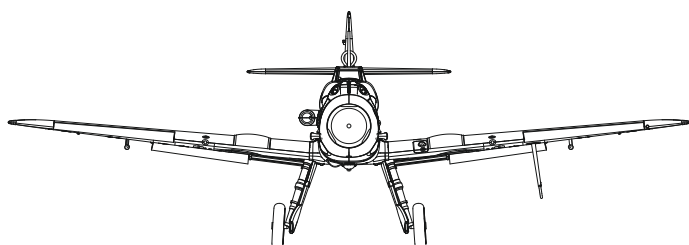
I**J**MARKINGS **A, C, F, I, J**MARKINGS **B, D, E, G, H, K, L****K****L**

C12 ? PE17

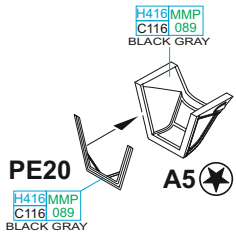
A8

I**L**

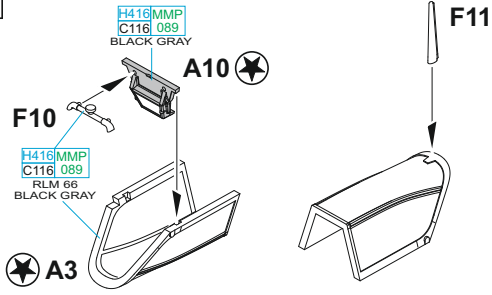
C16

JMARKINGS **A, C, D, H, I** ONLY ? fillMARKINGS **A, C, D, H, I** ONLY

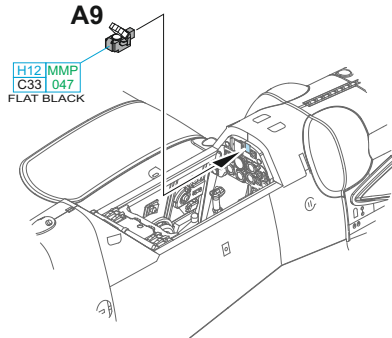
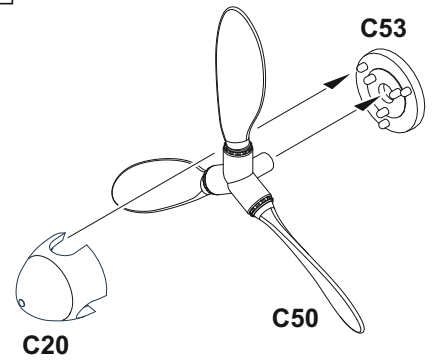
M OPEN CANOPY ONLY



N

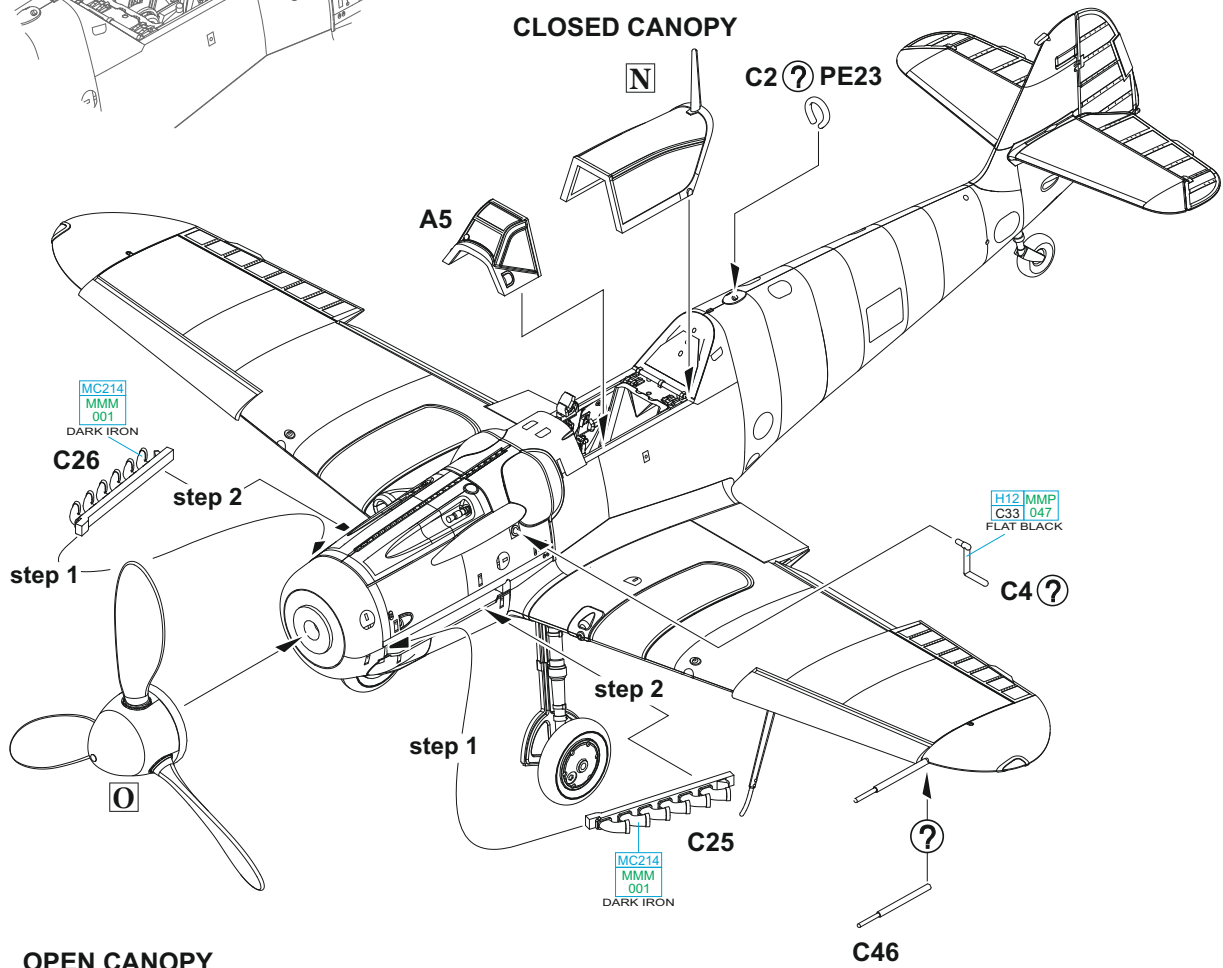


O

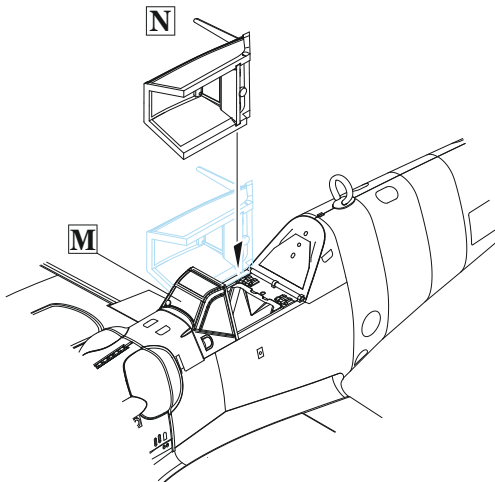


MARKINGS A, B, C, J, K, L

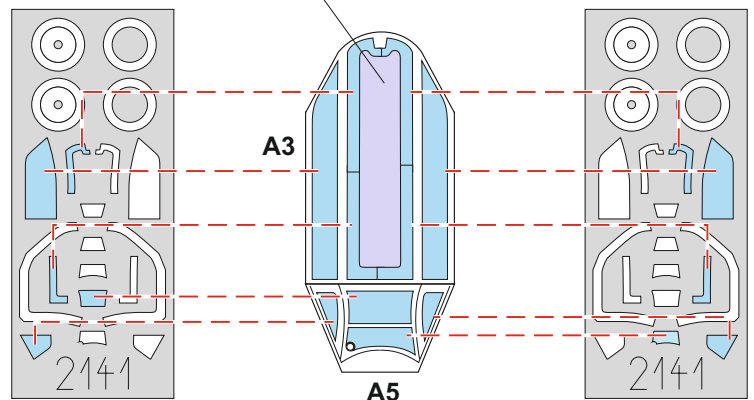
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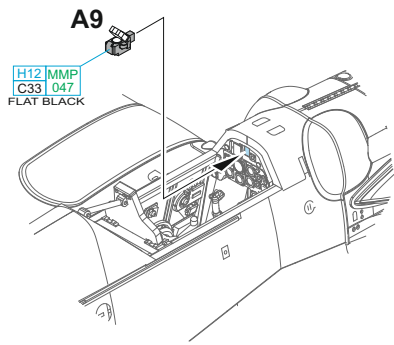


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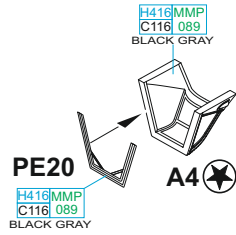


LIQUID MASK

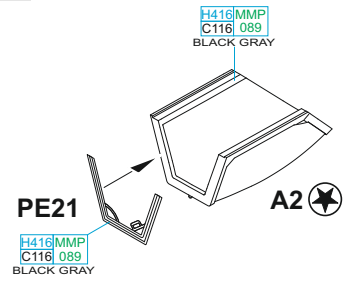




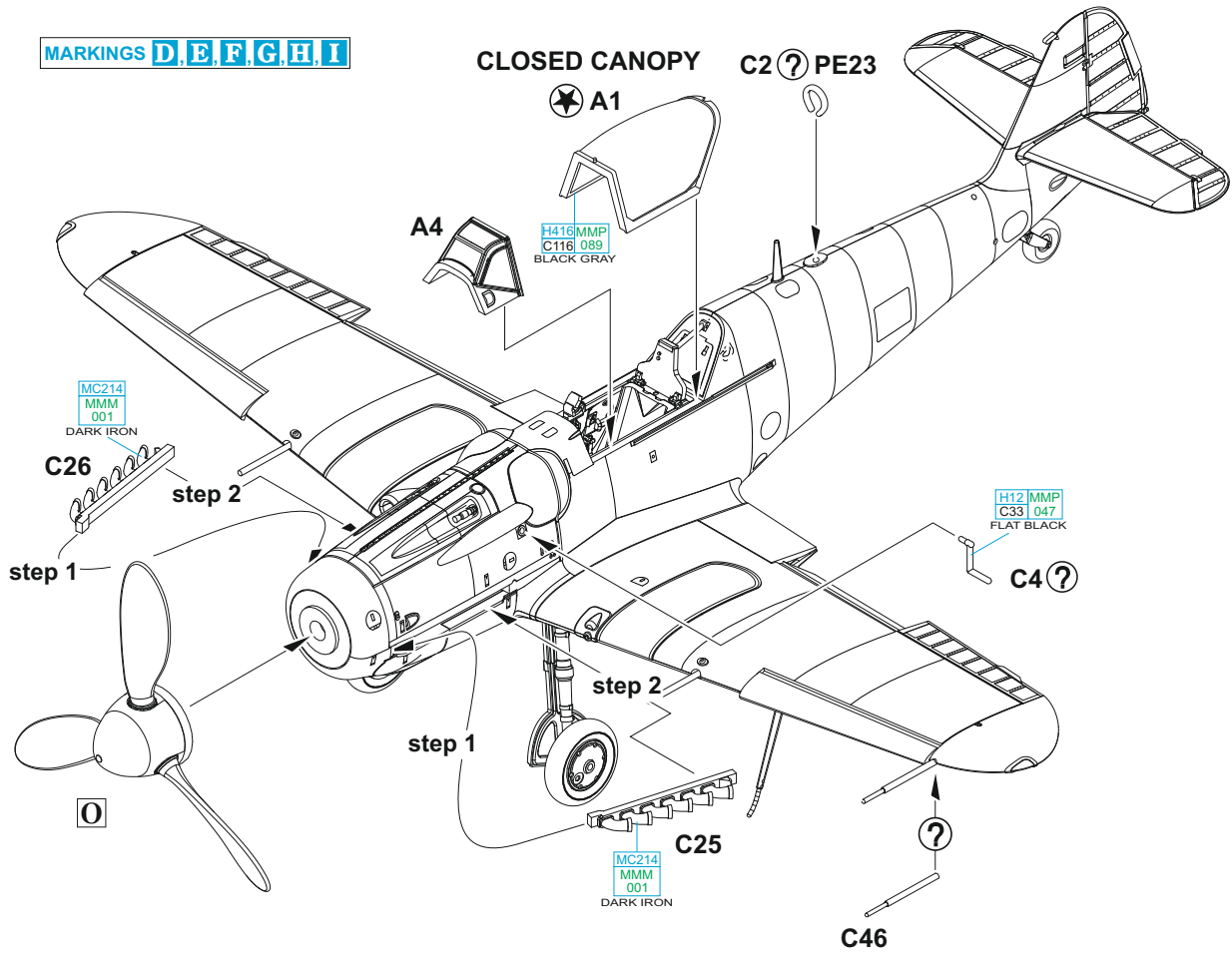
P OPEN CANOPY ONLY



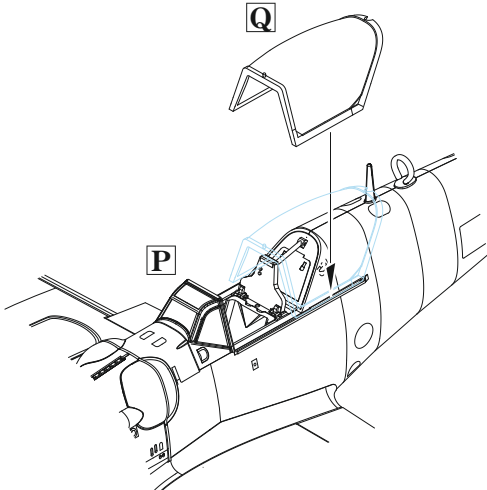
Q OPEN CANOPY ONLY



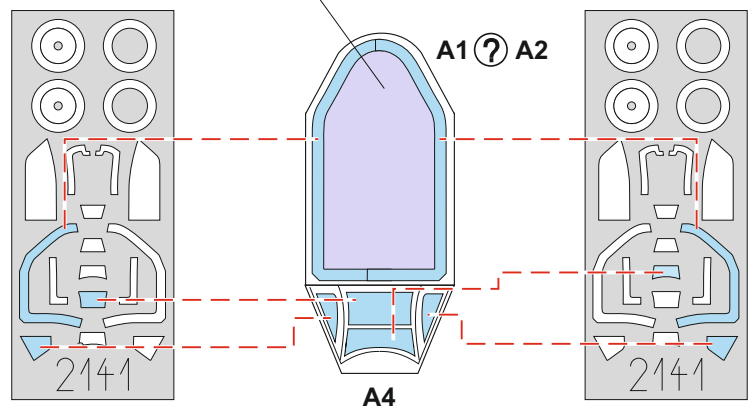
MARKINGS D, E, F, G, H, I

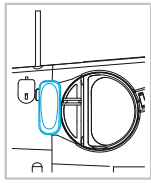


OPEN CANOPY



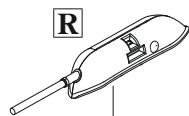
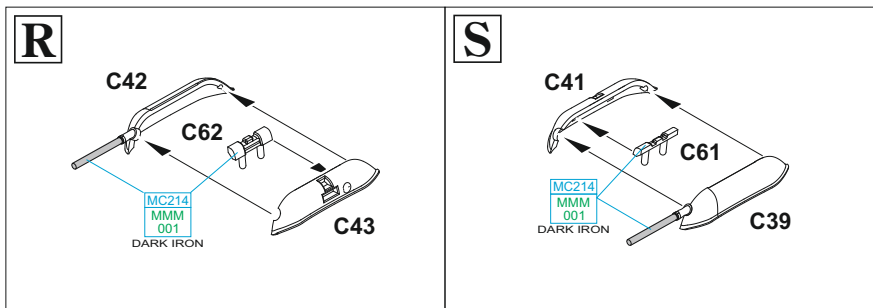
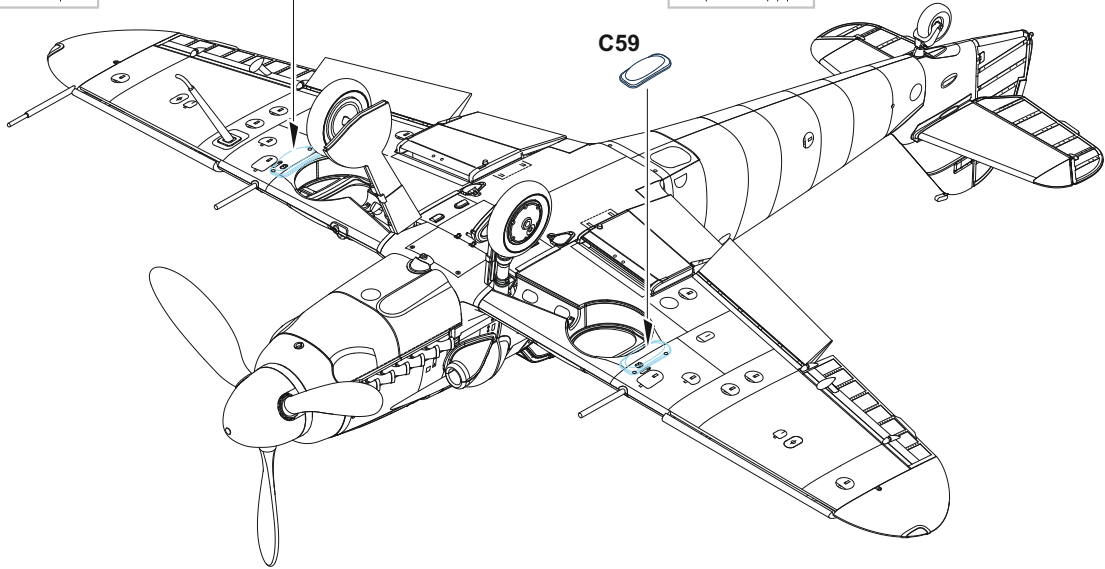
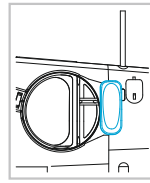
LIQUID MASK





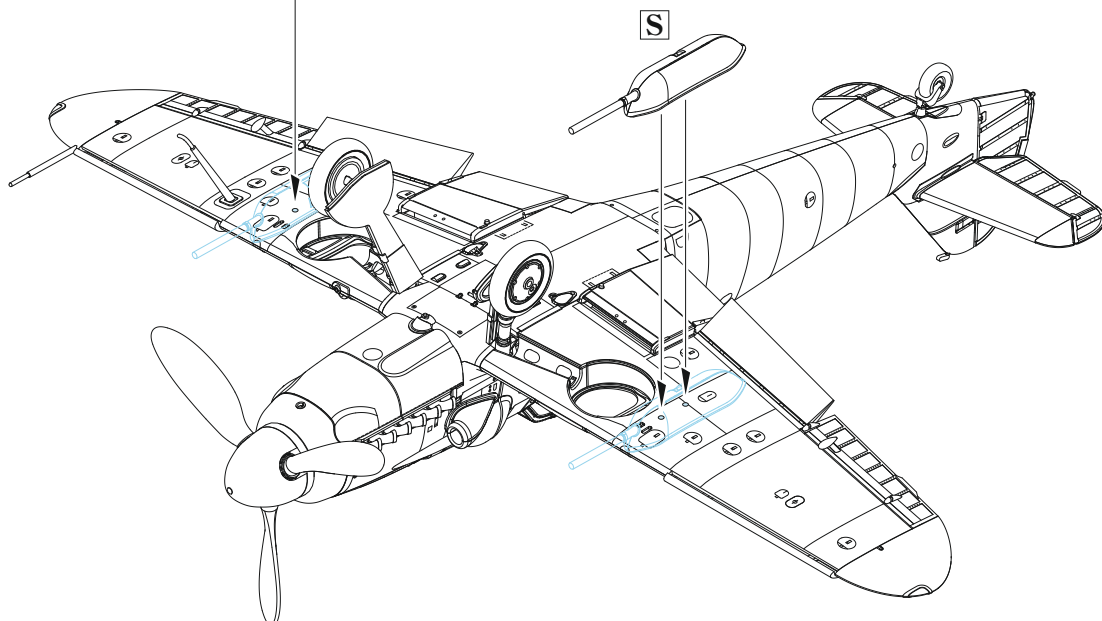
C60

MARKINGS **F, G** ONLY



R

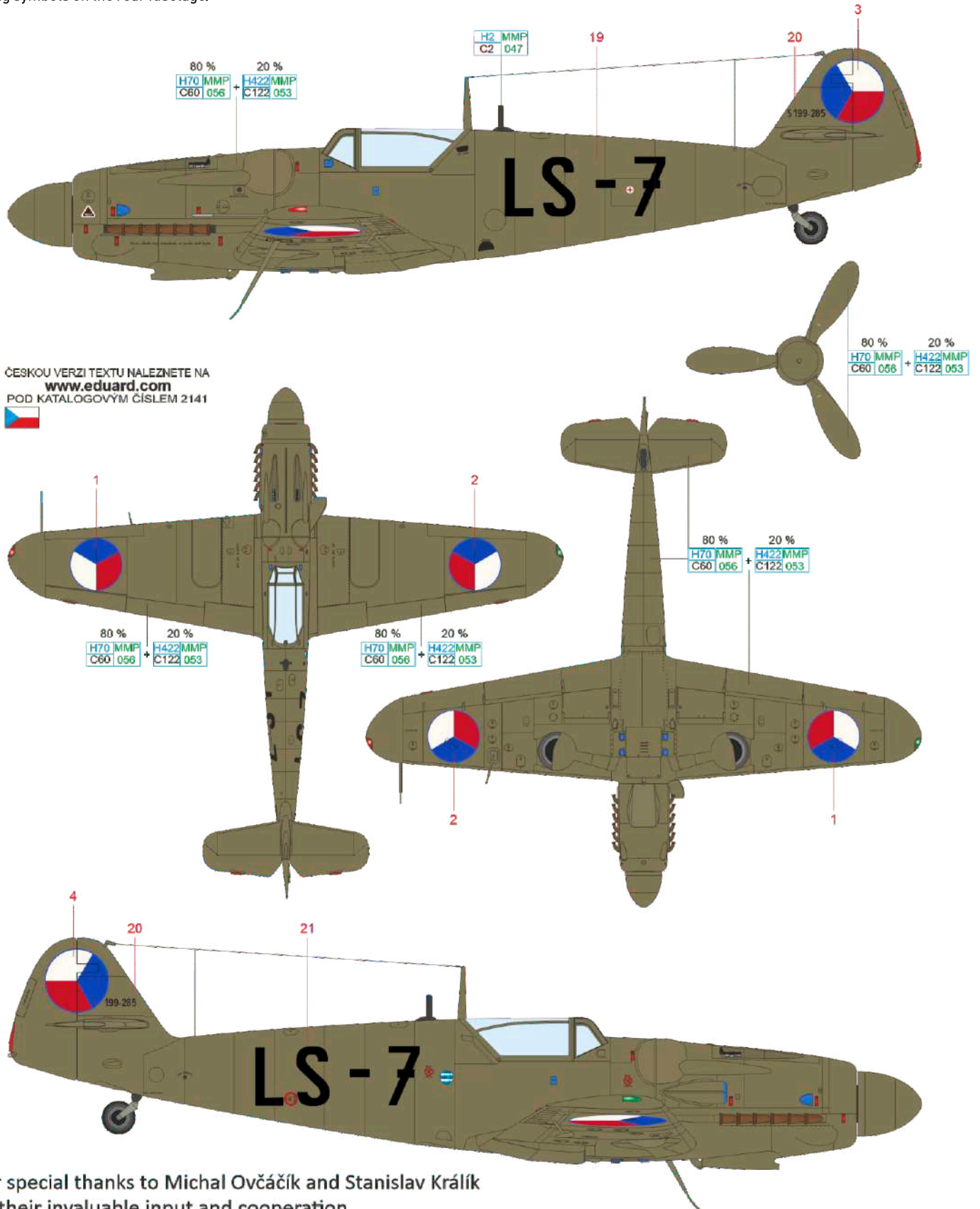
MARKINGS **B, E, J, K, L**



S

A S-199.285, CPL Josef Jiroušek, No. 1 Squadron, Aviation Regiment No. 8, Brno-Černovice, Czechoslovakia, July 25, 1949

One of the first of seven S-199s produced by the Aero factory had an oil cooler installed under the nose, as did all early examples. Four aircraft from this seven-unit production run remained in Czechoslovakia; three were released for export to Israel (Nos. 282, 286 and 287). "Mezek" (translated as Mule) No. 285 was assigned to LP 8 (Aviation Regiment 8) on August 4, 1948, based at Brno-Černovice Air Base. There, the aircraft served with No. 1 Squadron. On July 25, 1949, it suffered a mishap while flown by CPL Josef Jiroušek and the damaged airframe was sent in for repairs, while the engine underwent a factory check. From December 12, 1949 to February 25, 1950 the aircraft was overhauled at the Kunovice factory and handed over to LP 1 (Aviation Regiment 1) in September that same year. From June 22, 1953, it served with No. 3 Squadron of No. 45 Air Artillery Regiment based at Plzeň-Bory Air Base. At that time, it bore the fuselage code HY-56. On August 4, 1953, it was severely damaged in a crash by Lt. Ladislav Kadlecovič. The airframe was written off, by which time it had logged 116.23 flight hours. At the time of CPL Jiroušek's accident, the machine was painted standard MNO Smalt Avion 2036.02 on all surfaces. Contrary to standard practice, there was no arrow pointing to the fuselage step on the left side below the cockpit, nor were there triangular warning symbols on the rear fuselage.

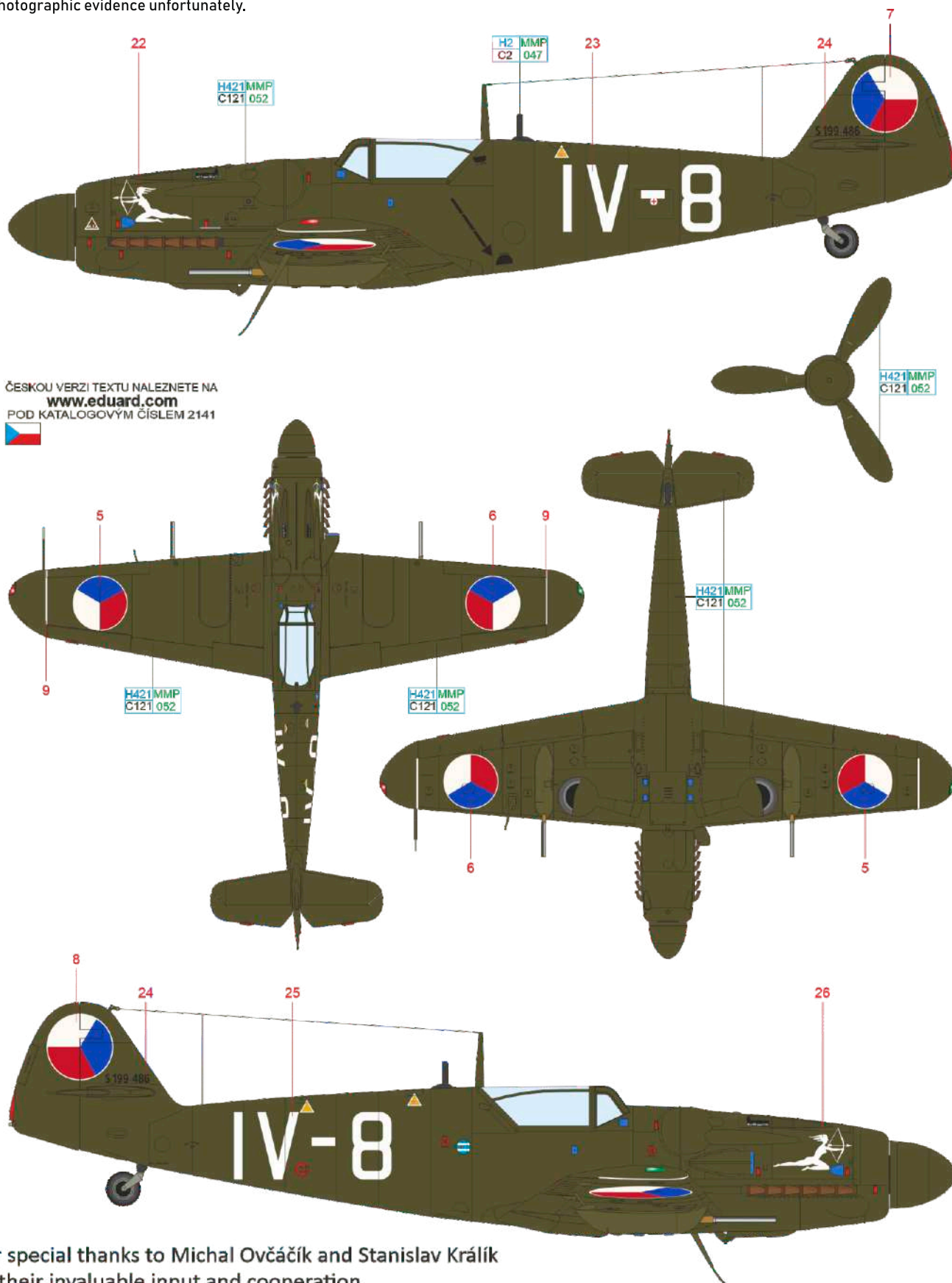


Our special thanks to Michal Ovčáčík and Stanislav Králík for their invaluable input and cooperation.

GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 BLACK H2 MMP C2 047

B S-199.486, Lt. František Fořt, No. 1 Squadron, Aviation Regiment 7, Brno-Černovice, Czechoslovakia, 1950

This "Mezek" was test flown by factory pilot Antonín Kraus on December 12, 1949. On January 24, 1950, the aircraft was taken over by the military administration, and assigned to LP 7 (Aviation Regiment 7) stationed at Brno-Slatina airport on February 7 of the same year. It was coded IV-8 and, according to the memories of veterans and unit logs, it sported a drawing of Diana carrying a bow. The author of the drawing was the fiancée and future wife of the deputy Squadron Commander and Flight Commander František Fořt. According to period witnesses, the same emblem also appeared on the aircraft of two other Flight Commanders, Lieutenants Jaromír Jech and Jiří Váňa. As it is mentioned in the unit memoirs, more S-199s were equipped with various emblems, at least for a certain period of time. They are even documented in the said memoirs, but it is not clear to which specific aircraft they refer. The aircraft was probably painted with a darker green paint on all surfaces. At that time, the white color of the spinner belonged to the aircraft of Air Division, to which LP 7 and LP 8 (Aviation Regiments 7 and 8) belonged, but not all aircraft were so marked and IV-8 was probably one of these. There is no photographic evidence unfortunately.



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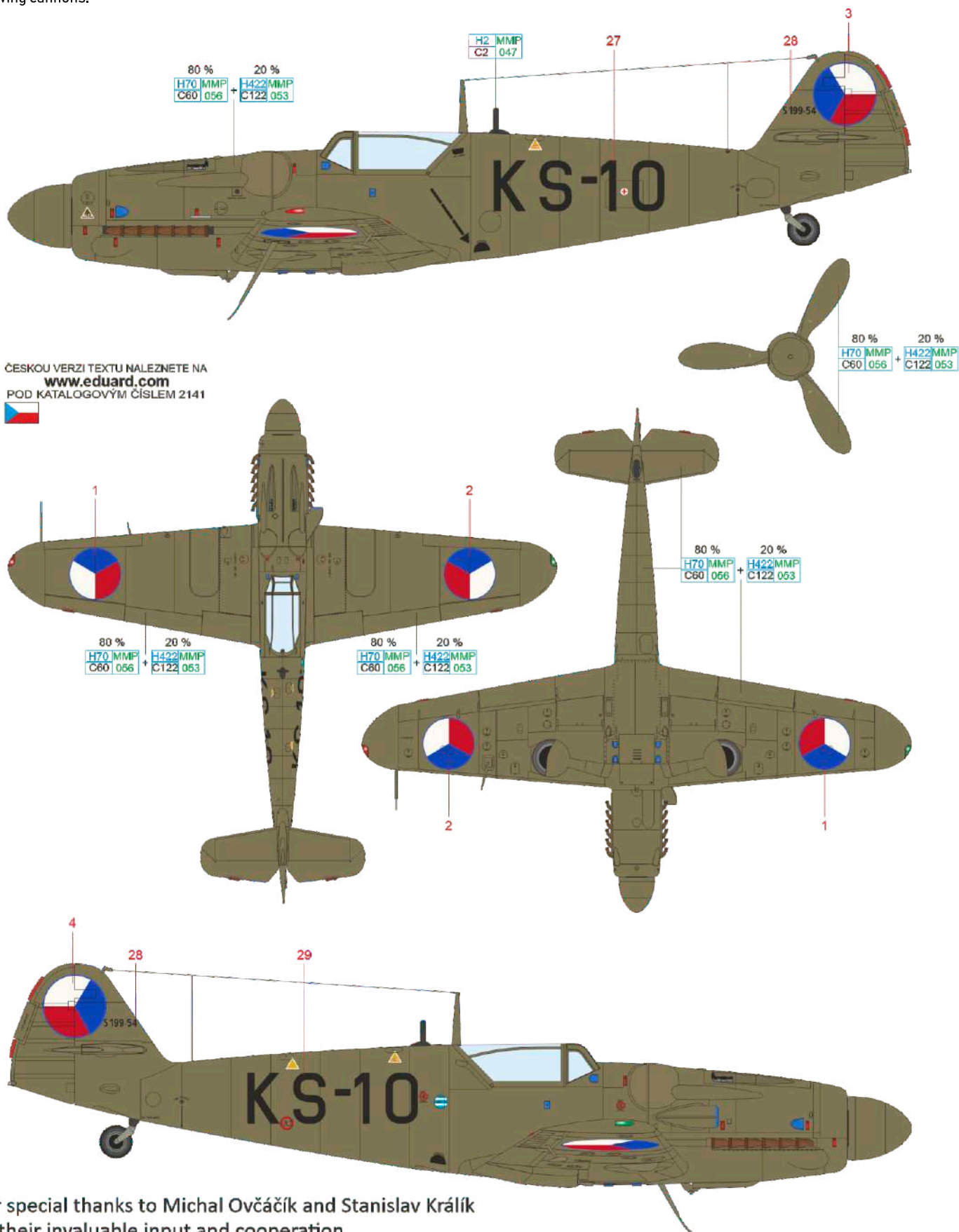
Our special thanks to Michal Ovčáčík and Stanislav Králík for their invaluable input and cooperation.

GREEN H421 MMP C121 052 BLACK H2 MMP C2 047

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C S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, Planá u Českých Budějovic, Czechoslovakia, May, 1948

After the communist takeover of Czechoslovakia, military pilot defections to the West were nothing unusual. Former RAF members, who either suspected or even knew that they would be persecuted by the communists, crossed the border and many younger pilots also decided to leave the country. One of them was Sgt. František Novák, at that time a trainee of the second class from the Fighter Training Centre (SVS), who fled to then West Germany on May 24, 1948. The aircraft was stored in Munich and, after various obstacles were ironed out, was transported to Czechoslovakia by land in March 1950. From March 31 until October 24, 1950, it underwent a general overhaul at the Avia factory. Later it served with LP 4 (Aviation Regiment 4). The Avia produced aircraft bore the standard MNO Small Avion 2036.02 paint scheme on all surfaces and this aircraft was the tenth Avia factory production piece to be fitted with a heat exchanger instead of the original oil cooler. The canopy was of the older design and the aircraft did not have machine guns in the wings, nor underwing cannons.

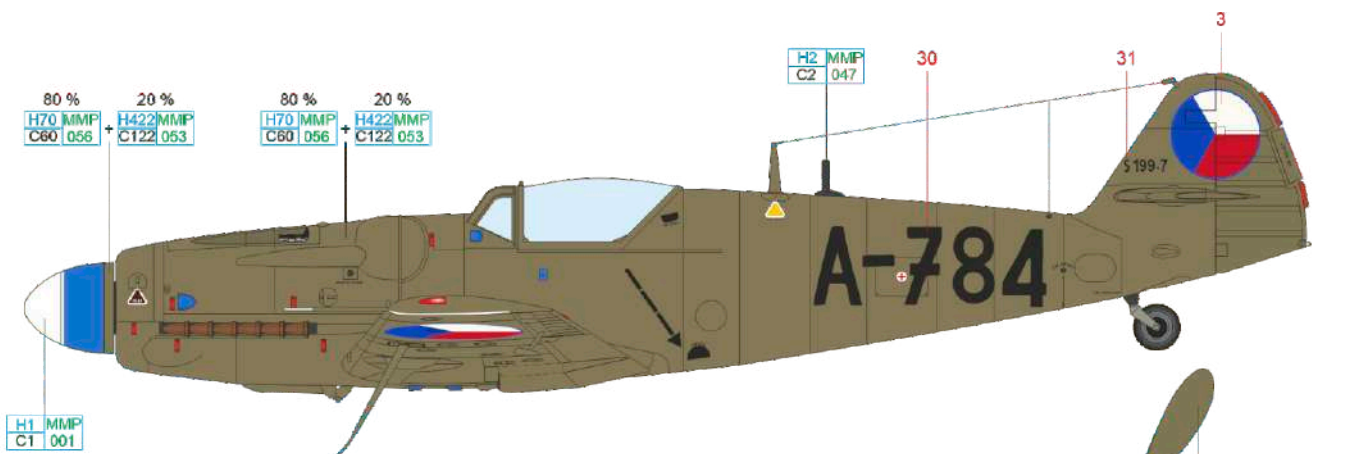


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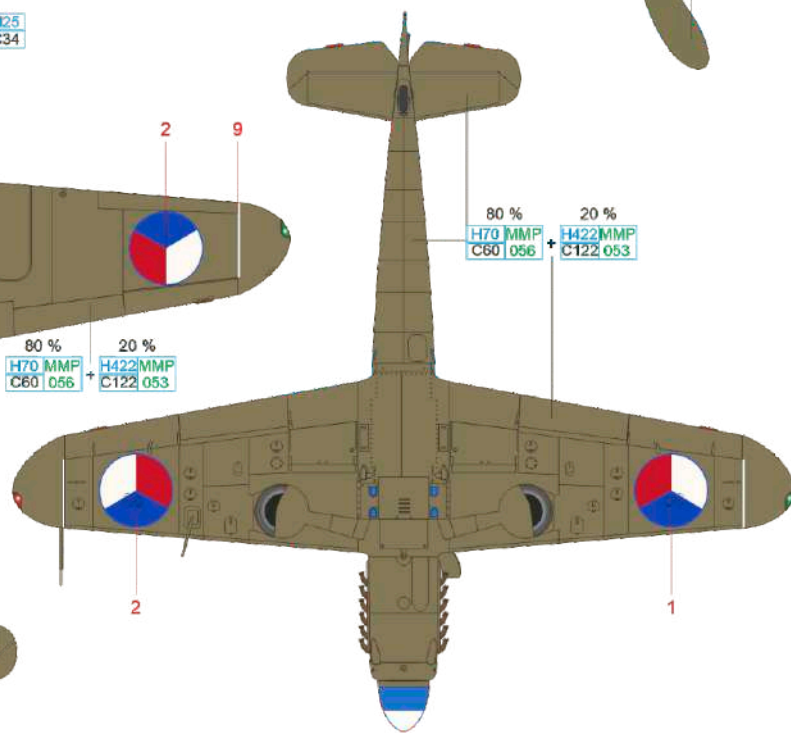
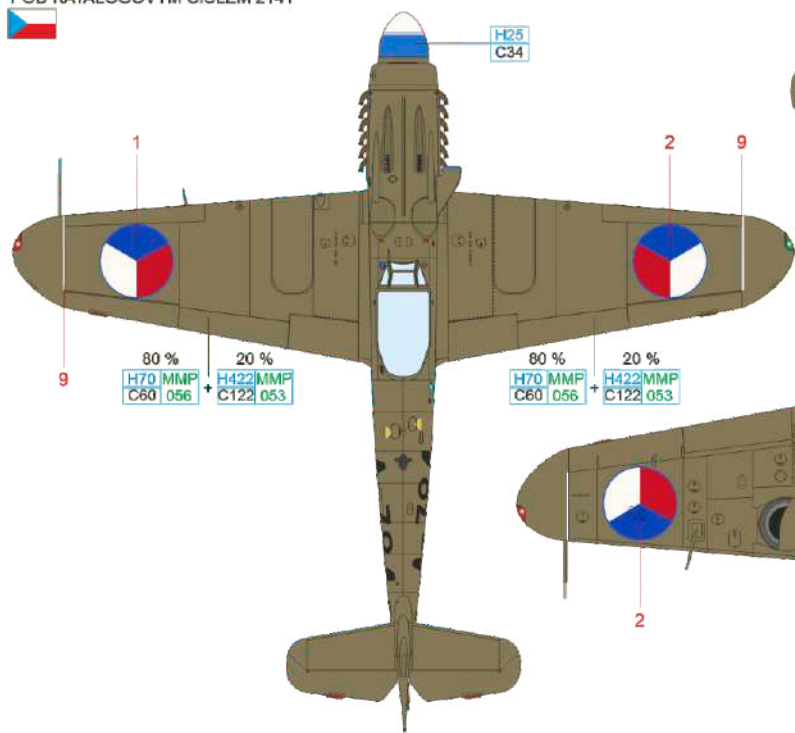
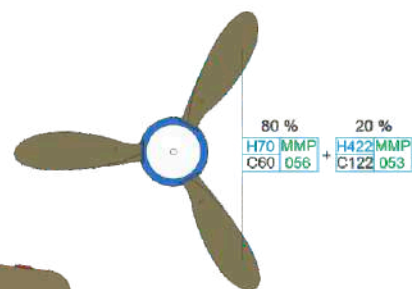
GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 BLACK H2 MMP C2 047

D S-199.7, Ivan Pavel, Aviation Military Academy, Hradec Králové, Czechoslovakia March 17, 1950

The seventh "Mezek" produced by Avia was test flown on January 10, 1948, accepted by the military on February 3, and flown to LP 7 (Aviation Regiment 7) on March 15 of the same year. The aircraft was delivered with an oil cooler, but after damage that occurred on April 1, 1949, it underwent a factory repair which included the installation of a heat exchanger and sliding canopy. From February 7, 1950, it served with the Aviation Military Academy (LVA) in Hradec Králové, where it received the A-784 code. On March 17, 1950, it was damaged in a collision with another aircraft (S-199.82). The student pilot, Ivan Pavel, made an emergency belly landing. Subsequently, this aircraft underwent a general overhaul during September–November that year and later served with No. 45 Air Artillery Regiment in Pilsen from November 1953. The aircraft is interesting for its white and blue spinner, which were the colors of the academy.



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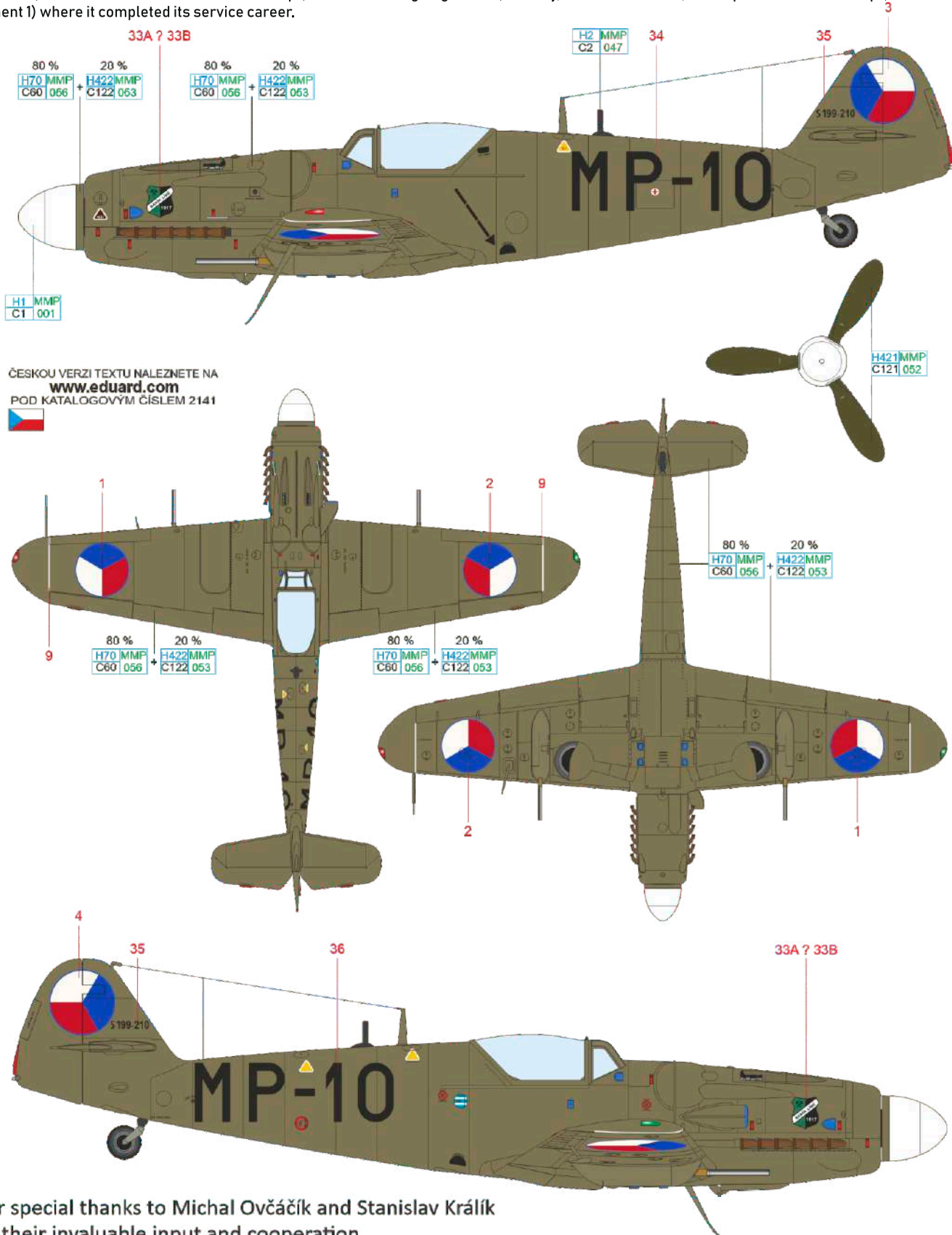


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GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 WHITE H1 MMP C1 001 SKY BLUE H25 C34 BLACK H2 MMP C2 047

E S-199.210, Aviation Regiment 5, Dobřany (Líně) AB, Czechoslovakia, 1950

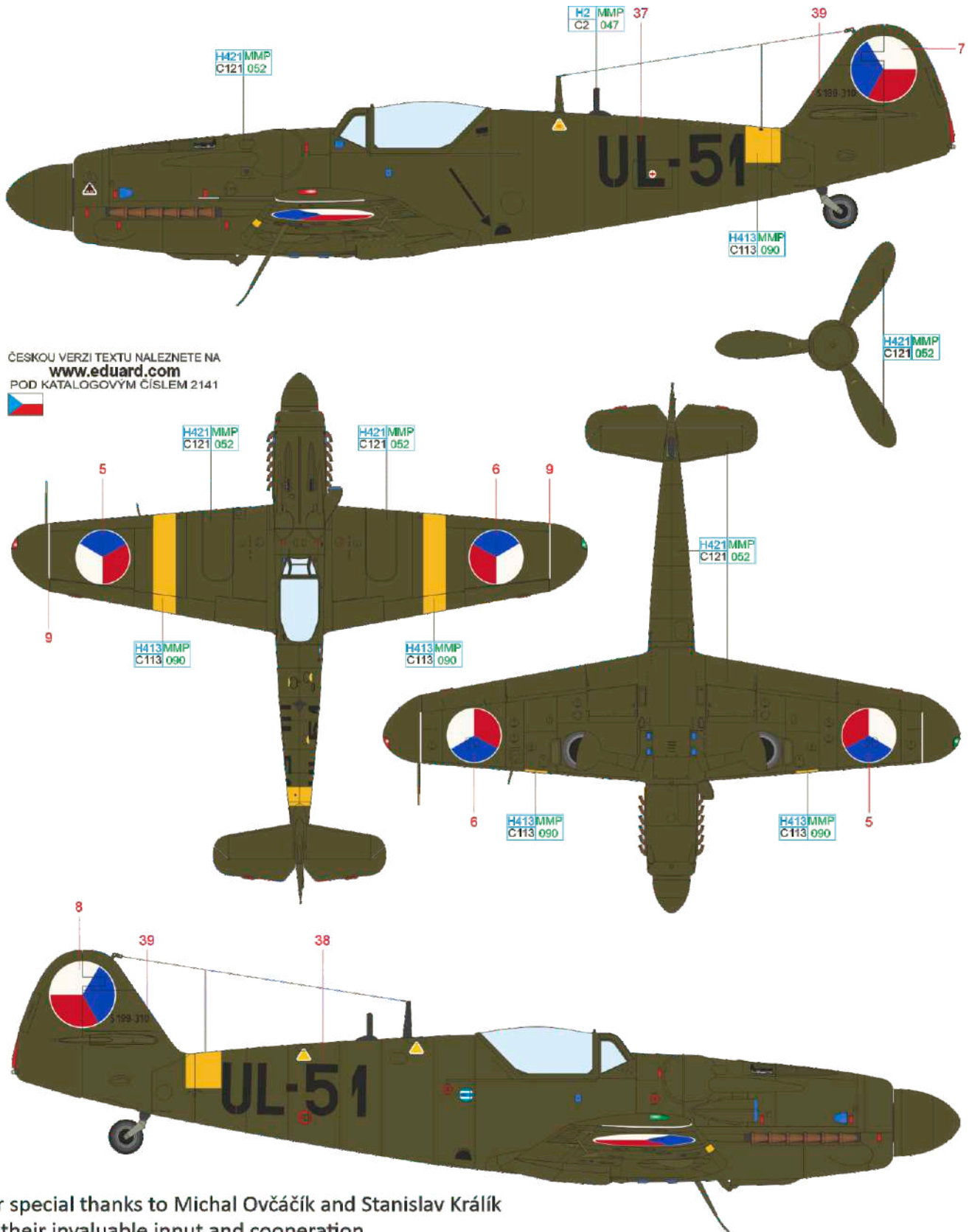
Nose-art was rare on Czechoslovak Air Force aircraft in the 1950's and 1960's. Rigid discipline and regulations did not favor such activities, but from time to time commanders apparently turned a blind eye to a certain level of expressionism. Something like this may have happened in 1949 or 1950 at LP 5 (Aviation Regiment 5). A carefully crafted heraldic silhouette in white appeared on the aircraft. We will probably never know which emblem was to be subsequently added to it, because before the painting could be finished, the aircraft suffered an emergency landing. During subsequent repairs, the aircraft either received a new engine cowling or the in-progress nose-art was deleted. One likely possibility of the original intent might be the emblem of the local football club Baník Líně. As a result, this aircraft can be modeled in both its real form, i.e., with the white coat of arms only, or in the form it probably would have taken, if higher powers had not intervened. We don't know if the emblem would have been painted on the starboard side as well, since only the port side was photographed. However, decals are provided for either version. The aircraft was subsequently used by training units. It was handed over by LP 5 (Aviation Regiment No. 5) on July 8, 1950 to the Aviation Training School. From April 1953, it served with No. 4 lsp (Aviation Training Regiment 4) and then was transferred to No. 2 lsp (Aviation Training Regiment 2). Finally, at the end of 1954, it was passed on to No. 1 lsp (Aviation Training Regiment 1) where it completed its service career.



Our special thanks to Michal Ovčáčík and Stanislav Králík for their invaluable input and cooperation.

GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 WHITE H1 MMP C1 001 GREEN H421 MMP C121 052 BLACK H2 MMP C2 047

This "Mezek" was assigned to LP 7 (Aviation Regiment 7) on August 4, 1948 and flew first with the Staff Flight coded JP-1. Later, it was assigned to No. 3 Squadron and the code was changed to KT-3. On March 9, 1949, it was damaged during an emergency landing near Boskovice and was sent in for factory repairs. Staff Captain Truhlář conduct an acceptance flight on July 14, 1949, in Kunovice and on August 17, 1950, the aircraft was transferred from LP 1 (Aviation Regiment 1) to the Aviation School. Later, after repairs at Avia, it was assigned to LSP 5 (Aviation School Regiment 5), where it received the code UL-51. On August 26, 1952, a take-off was aborted by PFC Josef Mucha, causing damage. No further records are available. This aircraft is listed among the ones delivered to Israel, although the records of its service in Czechoslovakia contradict this. The same can be said for S-199s Nos. 302, 307 and 311. Of the five "Mezek" aircraft produced by Aero and delivered to Israel as part of the second batch of fifteen aircraft (ten being delivered by Avia), only the case of No. 287 is certain. As part of its service with the school regiment, aircraft 310 was given yellow markings, indicating its function as a trainer. These consisted of a band on the spine at the rear fuselage and stripes on the upper sides of both wings. The wing stripes wrapped around the leading edge before terminating behind it on the lower surface. Interestingly, although the aircraft lacked the wing-mounted machine guns, at least in available photographs, the spent cartridge collector bulges remained below the wings.



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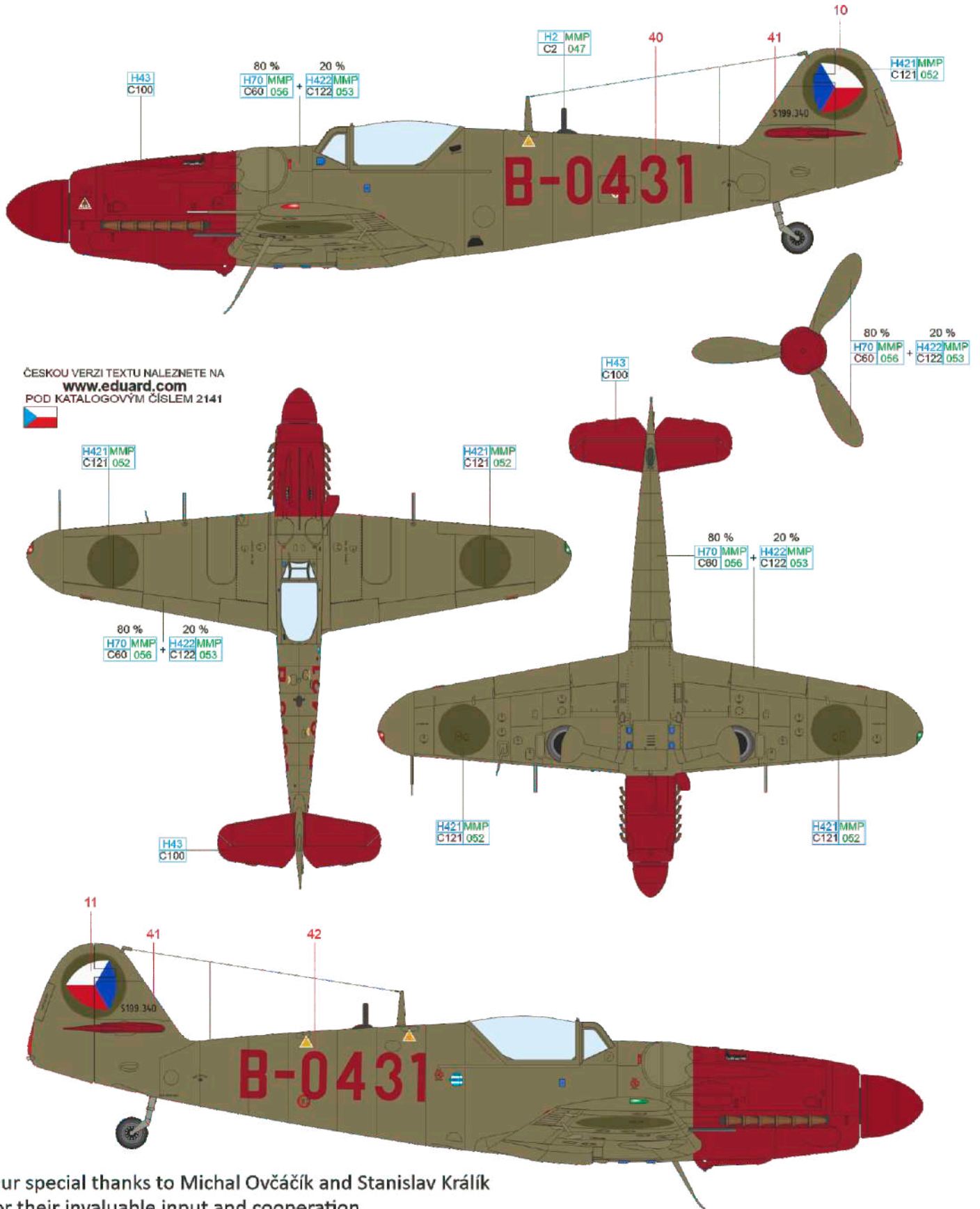


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GREEN H421 MMP C121 052 BLACK H2 MMP C2 047 YELLOW H413 MMP C113 090

G S-199.340, Lt. František Kratochvíla, No. 3 Squadron, 51 Aviation Regiment, Mladá, Czechoslovakia, July 1952

Not much is known about the early service of this aircraft. It was manufactured in the summer of 1948. The aircraft underwent general overhaul in Kunovice from June 5 to November 20, 1950 and served with the Police Air Patrol service briefly (this aviation arm of the Police was disbanded on December 23, 1950). In May 1952, it was assigned to No. 51 lp (Aviation Regiment 51), where it was first assigned to No. 4 Squadron and then served after reorganization of the regiment with No. 3 Squadron, which retained the original Police code of its aircraft (numbers B-0311 and higher). On July 30, 1952, the aircraft made an emergency landing in Zvolen while being flown by Lt. František Kratochvíla. This aircraft was one of a number that retained their simplified Police markings, including the red nose and horizontal stabilizer and elevator. The army insignia on the wings were overpainted in a darker colour than the camouflage coat. The same color was used to adapt the insignia on the rudder from circular to triangles with curved edges. It is not known what specific color was used, but it may have been a darker shade of green used later on the S-199.

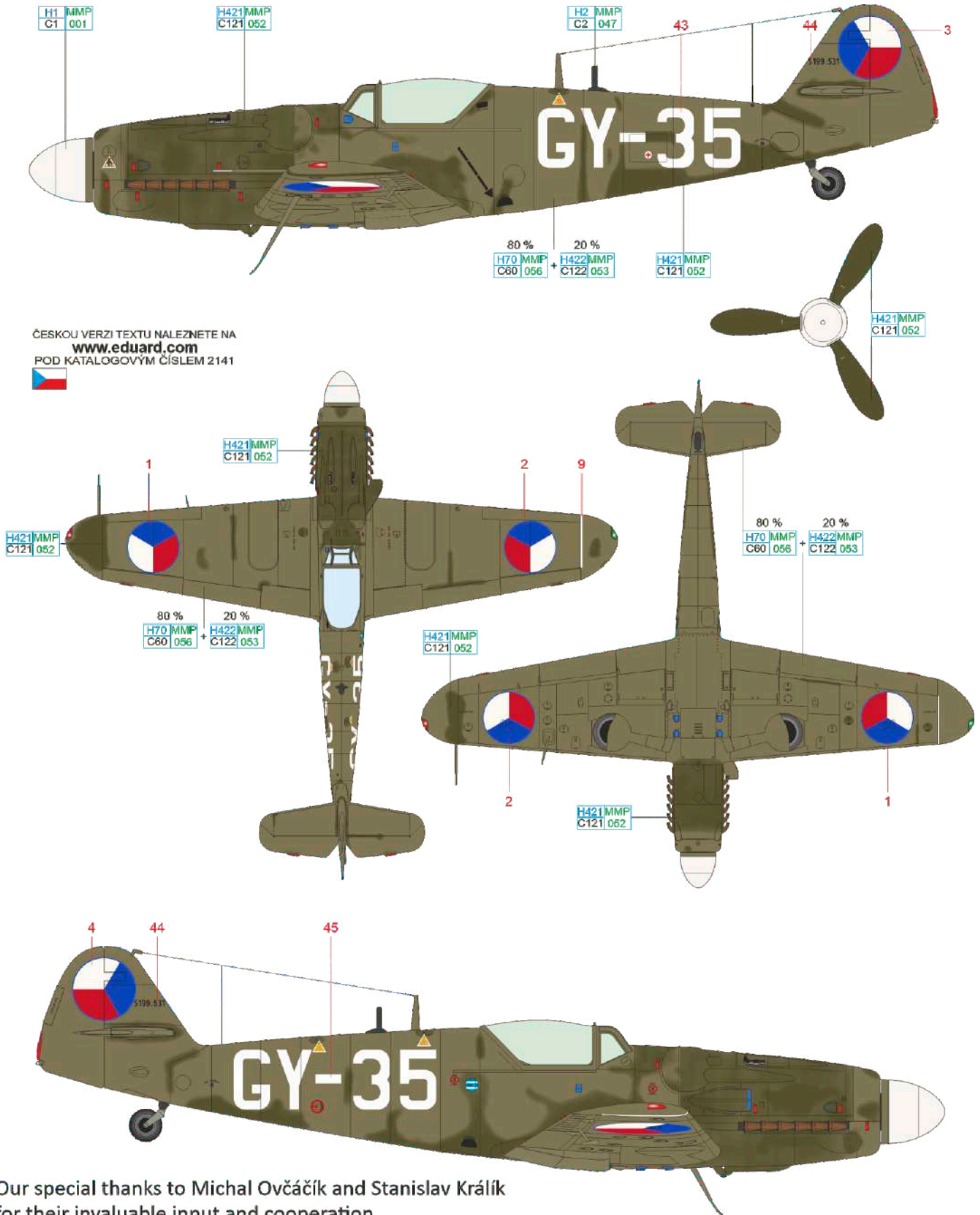


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GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 GREEN H421 MMP C121 052 RED H43 C100 BLACK H2 MMP C2 047

H S-199.531 Lt. Václav Dvořák, No. 2 Squadron, Aviation Fighter Regiment 3, Brno-Černovice, Czechoslovakia, April 5, 1953

This "Mezek" was test flown on April 19, 1950 and was one of the last of this type produced. From June 12, 1950 it was assigned to the Air Reserve (LZ 8) at Zvolen Air Base with assignment to the VLT (Air Force Headquarters) in Prešov. Later it was transferred to No. 3 lp (Aviation fighter Regiment 3), which was part of No. 22 Air Fighter Division, comprising units flying piston engined fighter aircraft. There, "Mule" 531 served with the code GY-35. On April 5, 1953 Lt. Václav Dvořák made an emergency landing with it due to an injection pump malfunction. The airframe was written off. The aircraft was visibly worn at the time with numerous signs of repairs to the original paint, which had been made in a darker shade of green. The engine cowling was apparently a replacement unit from a machine painted in the later, darker shade, but darker spots were also visible on it. These were likely the result of contrast between fresh and faded paint of the same shade. Similar signs of repairs were found on older Avia S-199s of the unit.

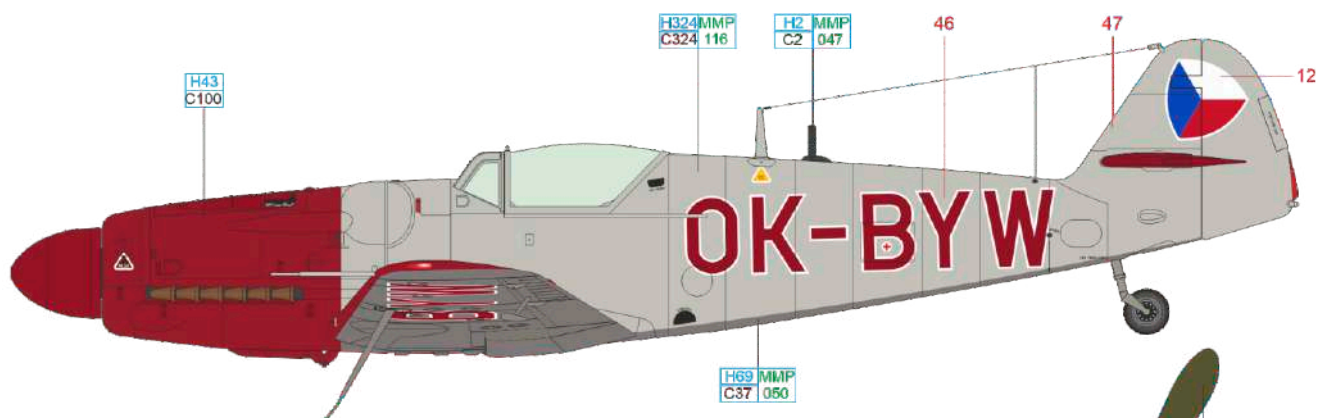


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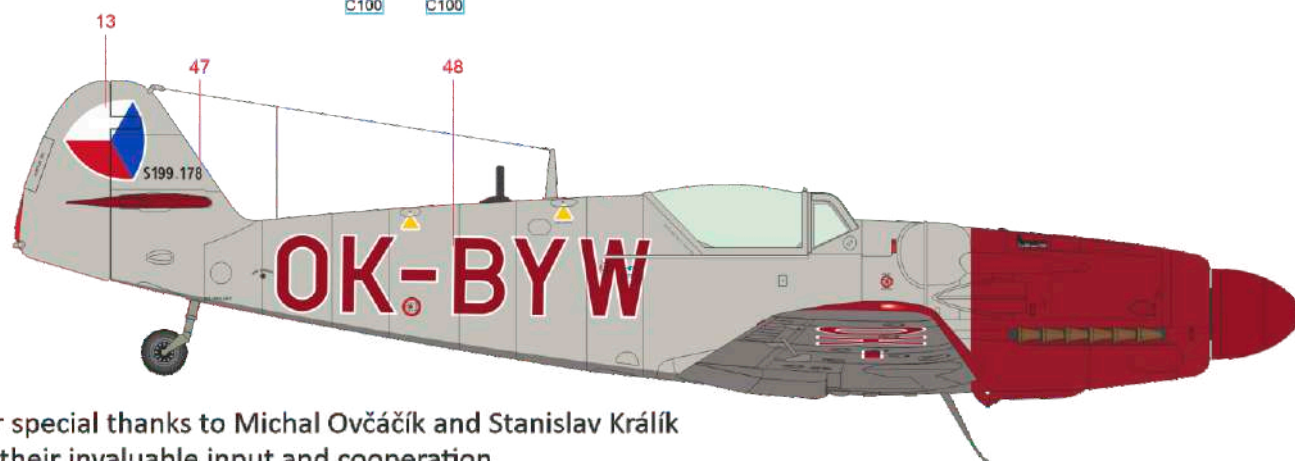
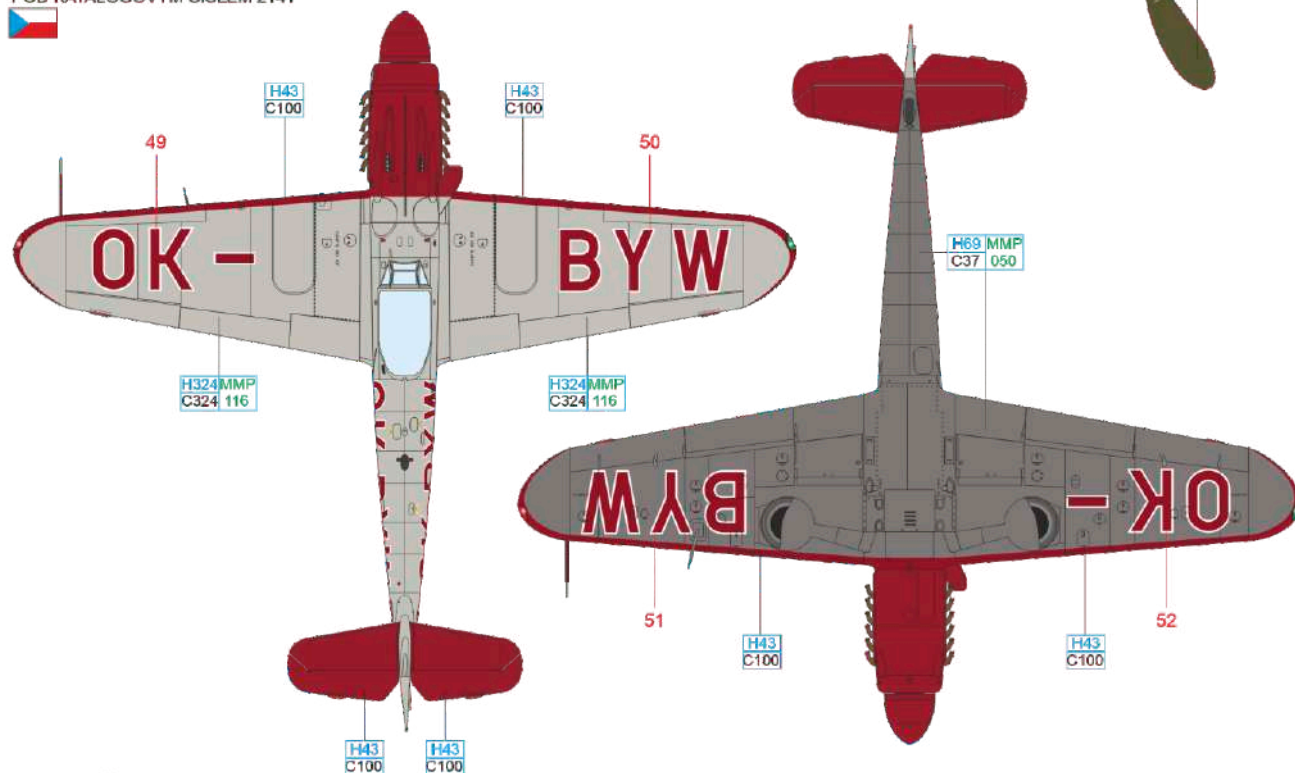
GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 GREEN H421 MMP C121 052 WHITE H1 MMP C1 001 BLACK H2 MMP C2 047

S-199.178, Police Air Patrol, Praha-Ruzyně, Prague, Czechoslovakia, December, 1948

S-199 No. 178 was test flown by factory pilot Antonín Kraus on November 19, 1948, and on December 27 of the same year was ferried to Ruzyně, where it was assigned to the Police Air Patrol. It was first coded OK-BYW, and after a change to the marking system it became B-4300 in March 1950. Probably in March 1951 the aircraft was passed on to the Army for a stated cost of 802,000 CZK. The airframe had logged only 94 flight hours. Subsequently, it served from 1953 with No. 4 Aviation School Regiment in Prostějov, coded UF-25. On October 19, 1953, it was severely damaged during landing. The airframe was written off, but not scrapped and remained unnoticed in the scrap yard at Olomouc. From there, it was moved to the Kbely Aviation Museum in 1969. Using the fuselage of this aircraft, a single museum example of the Avia S-199 was then restored and is a part of its display to this day.



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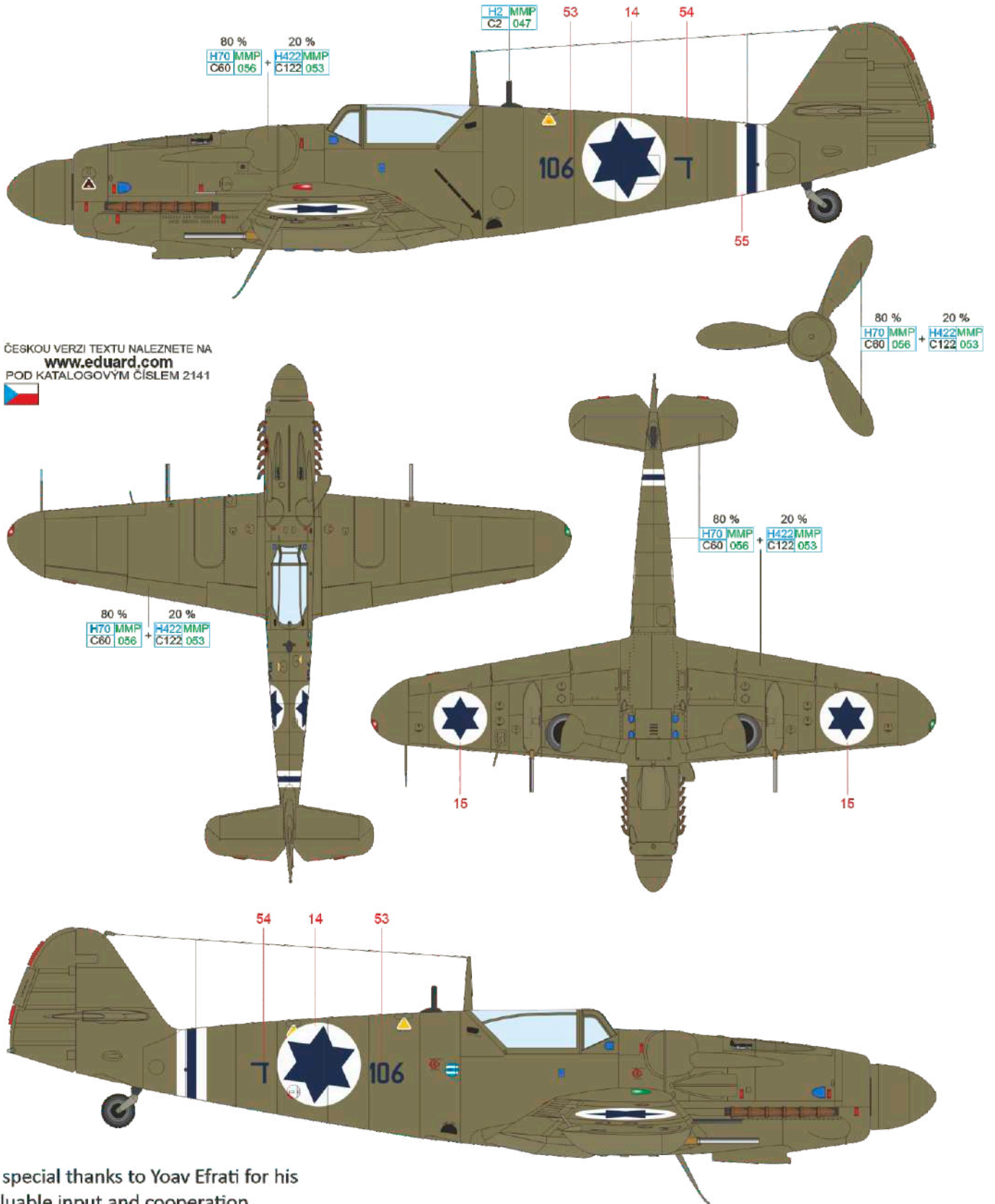


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DARK GRAY	H69 MMP C37 050	LIGHT GRAY	H324 MMP C324 116	GREEN	H421 MMP C121 052	BLACK	H2 MMP C2 047	RED	H43 C100
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J S-199, D-106, Modi Alon, 101 Squadron (Tayeset), Cheyl ha-avir, Aqir, Israel, June 4, 1948

Eight S-199s from the first delivery batch to Israel were of early Avia production (aircraft serial numbers 30, 32, 33, 36, 37, 38, 42, 63) and two from the Aero factory (Nos. 282, 286), so these were all equipped with an oil cooler under the nose. The aircraft with the fuselage code D-106 was delivered to Israel on May 30, 1948, during Operation Balak's Flight No. 16. On June 1, it joined the fighting and just two days later Modi Alon achieved the first two air-to-air kills for the Czech-built S-199 fighter and, by extension, the newly established Israeli Air Force. Alon's victims were two Egyptian C-47s makeshift bombers of the Royal Egyptian Air Force's No. 3 Squadron. On the fateful day of the kills, "Mule" coded D-106 was the only airworthy fighter available to Israel, as the other S-199s delivered up to that time were either destroyed, damaged, or in various stages of assembly. The following day, No.101 squadron pilot Dov Ben Zvi damaged D-106 on takeoff, thus leaving the squadron without an airworthy fighter and Israel without air cover. To counter REAF air raids, No 101 squadron relocated to an improvised dirt airstrip set up in the town of Herzliya. Repaired "Mule" D-106 was made airworthy again, but not for long. On takeoff, while flown by Gideon from the Herzliya airstrip, one of the wheels hit a patch of mud, causing the airplane to flip over. Gideon Lichtman survived the crash, but D-106 was scrapped.



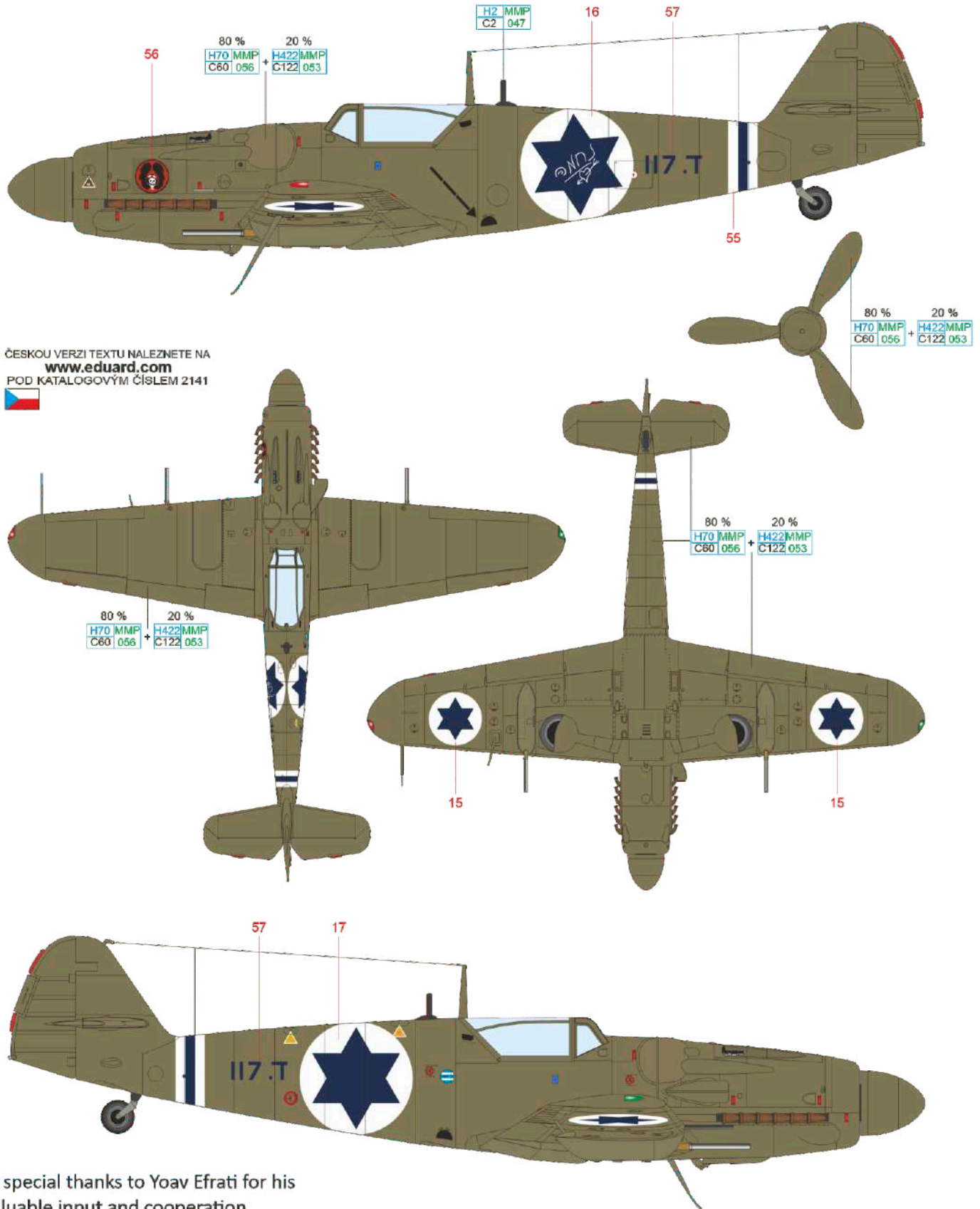
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K S-199, D-117, 101 Squadron (Tayeset), Cheyl ha-avir, Herzliya, Israel, July-August 1948

One of the "Messers", as these aircraft were dubbed in Israeli use, that survived the First Arab-Israeli War, was an aircraft coded D-117. The aircraft was delivered on July 15, 1948, aboard Balak Flight No. 63 and made its first operational sortie on July 21. In the summer of 1948, 101 Squadron's lead mechanic, Eli Reuveni fell in love with his sweetheart named "Nechama". He commemorated this occasion with a photograph in which he posed next to "Messer" D-117 with Nechama's name chalked atop the airplane's Star of David; Nechama went on to become his wife. However, D-117 had a less romantic future, suffering its first accident on August 20, 1948, when Mitchell Flint flipped it over onto its back in a crash landing. Further serious fuselage damage occurred on October 17, when, after being hit by ground fire, Giddy Lichtman made a forced landing at Aqir Air Base. Along with the repairs made to the airframe, D-117 was also fitted with a high resolution camera to conduct photo reconnaissance missions. In November 1948, the Israeli Air Force changed its alpha numeric aircraft numbering system to a four digit identification number, and D-117 was renumbered 1901, where 19 stood for the airplane type and 01 for the first airframe on the squadron list.

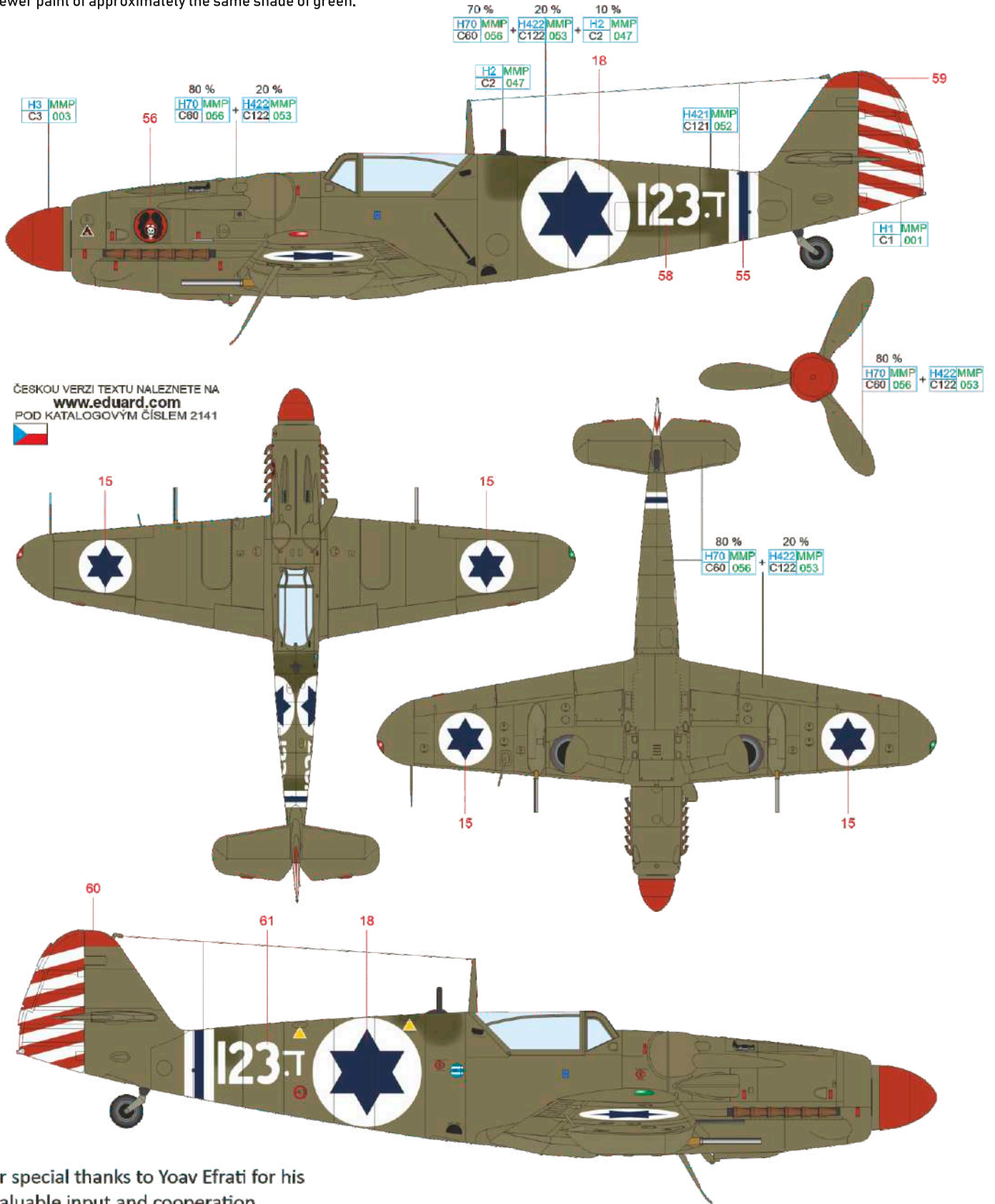


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GRAY H70 MMP C60 056 LIGHT GREEN H422 MMP C122 053 BLACK H2 MMP C2 047

S-199 , D-123, 101 Squadron (Tayeset), Cheyl ha-avir, Hatzor, Israel, October, 1948

The aircraft coded D-123 was delivered to Israel on July 28 on board Balak Flight No. 79 and joined the action on August 15, 1948. A month prior to D-123's entry into service, ex-USAAF volunteer pilot Stan Andrews drew up the 101 Squadron's insignia of a winged skull of death wearing a flight helmet and goggles. The skull symbolizes the Jewish faith's belief in the rising of the dead to form a large army when the messiah comes to earth. The insignia was printed on poster paper and applied to the left side of the nose of 101 Squadron's planes. In preparation for Operation Ten Plagues (15-22 October 1948), later renamed Operation Yoav, 101 Squadron fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian Spitfires. To further differentiate the Israeli fighters, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-121 on the first day of the offensive, on October 16. The kill was not confirmed by IAF intelligence and is only considered as damaged. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear as darker areas from photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage scheme on the upper surfaces. However, it is merely a contrast of older and newer paint of approximately the same shade of green.

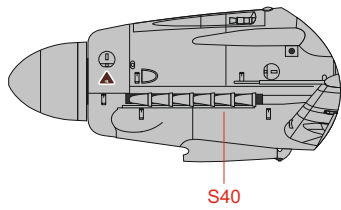
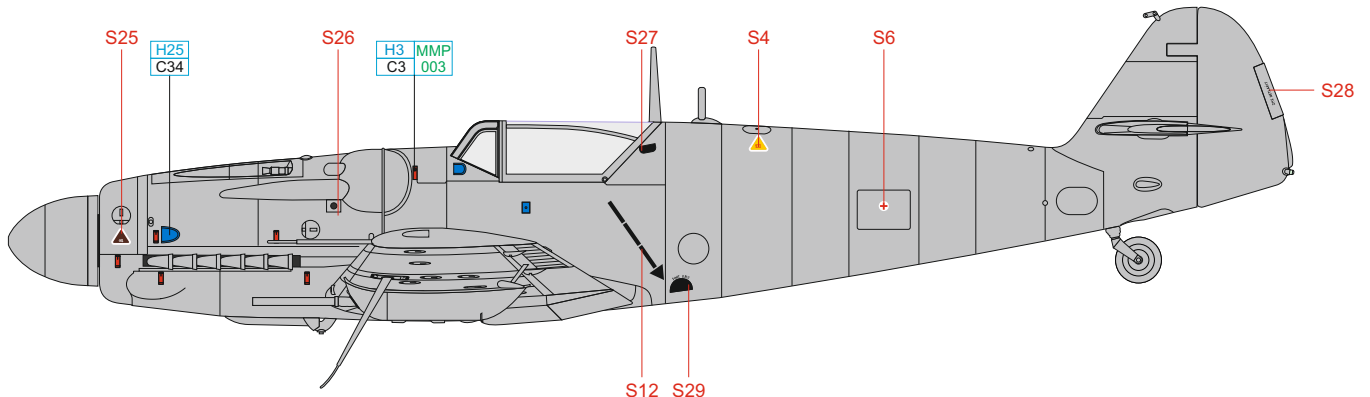


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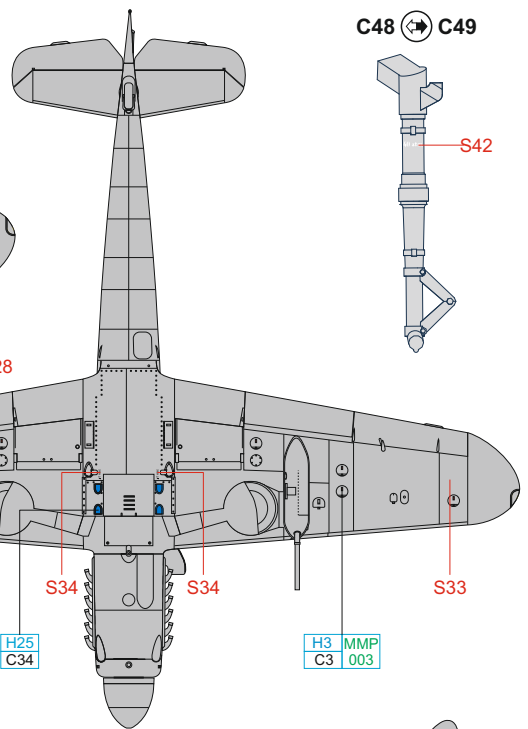
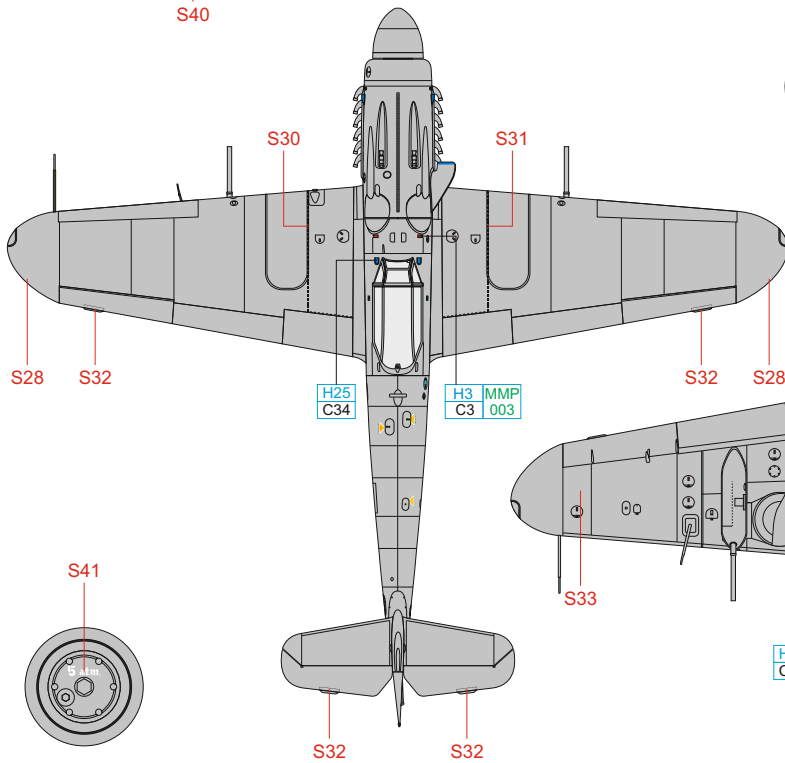
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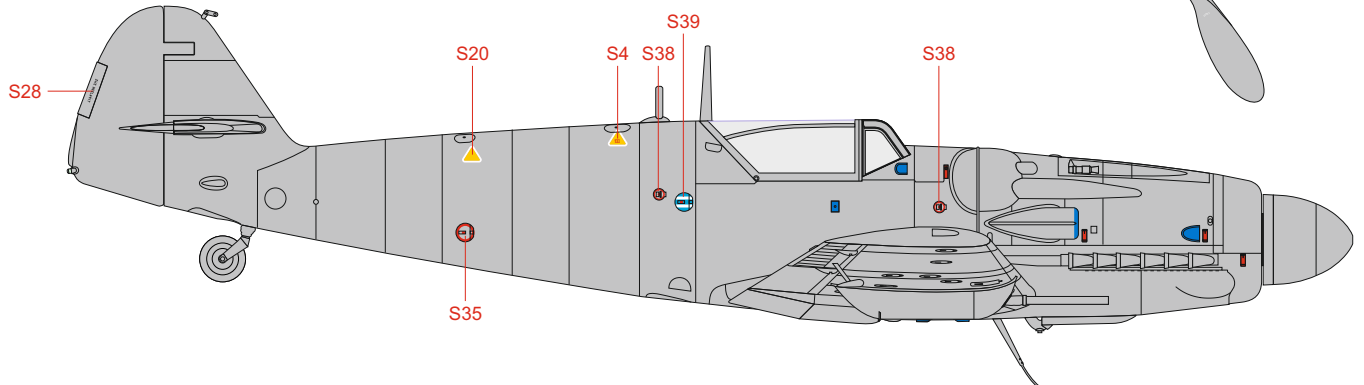
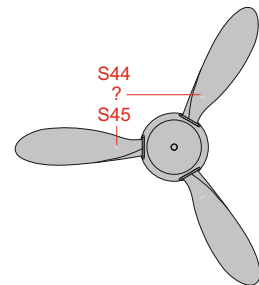
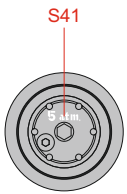
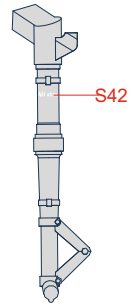
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S4a	D, E, J
S4b	B, C, G, H, K, L

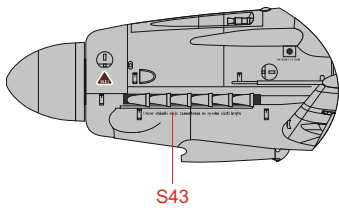
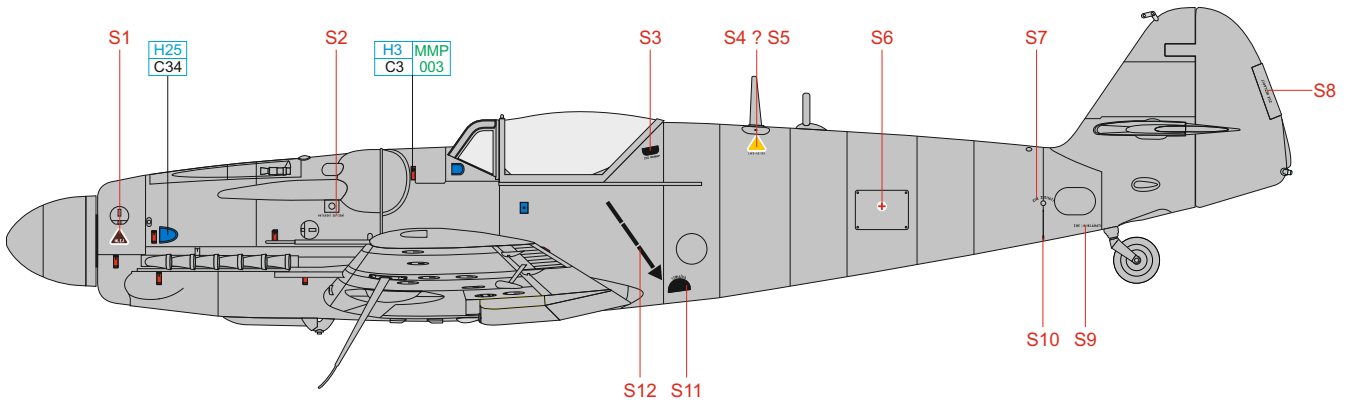
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decal	MARKING
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S25b	K, L
S44	A, B, C, E, F, H, I
S45	D, G, J, K, L



C48 ↔ C49

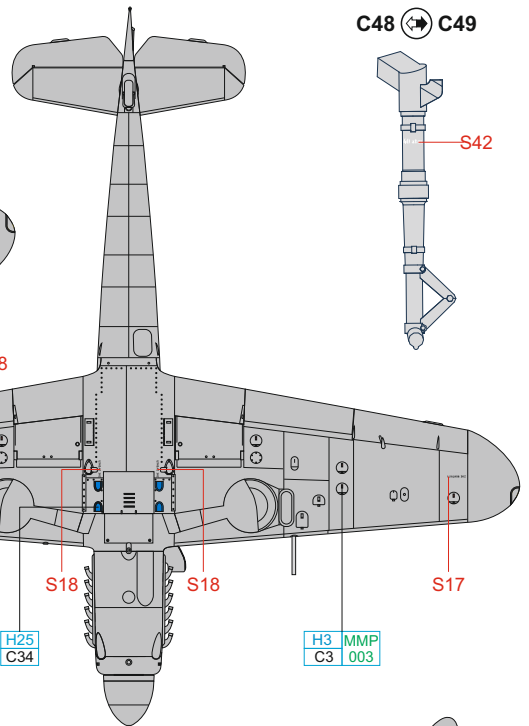
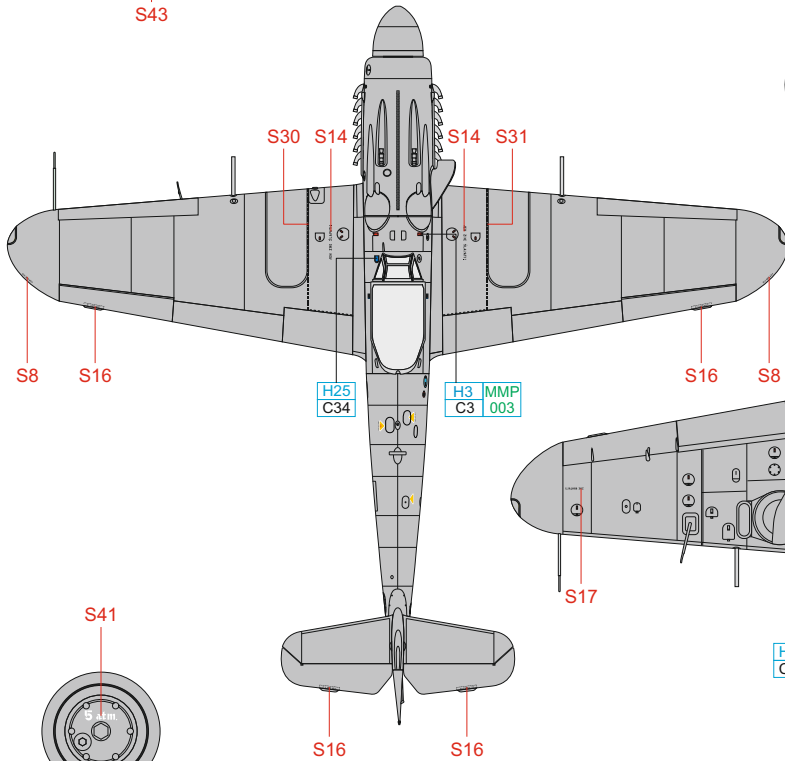




decals	MARKING
S1a	A, D, E, F, I
S1b	B, C, G, H
S4a	D, E, J
S4b	B, C, G, H, K, L

decals	MARKING
S5a	F, I
S20a	E, F, I, J
S20b	B, C, G, H, K, L

decals	MARKING
S25a	J
S25b	K, L
S44	A, B, C, E, F, H, I
S45	D, G, J, K, L



C48 ↔ C49

