

Avia CS-199

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition

The Avia CS-199 trainer played a significant role in the post-war renewal of the Czechoslovak Air Force. This two-seat version, however, took over most of the vices that earned its single-seat S-199 sibling the nickname Mule.

With the end of the World War II, countries occupied or taken over by Nazi Germany regained their freedom. At the same time, they faced the urgent need to rebuild their armed forces including the aviation.

Although post-war Czechoslovakia acquired aircraft members of the foreign resistance returned home with, both from Eastern and Western front, there were not enough of them. Moreover, the war-impooverished country lacked sufficient funds to purchase the large number of modern fighter aircraft it needed. The estimated cost of one billion Czechoslovak crowns was amount equal to the entire financial reserve of the country at that time. Nevertheless, it was necessary to build air regiments and to train new pilots. The intended solution was to use the airframes of German Messerschmitts Bf 109 G and K versions and DB 605 engines, of which Czechoslovakia had quite a large number in various state of condition. Other airframes were purchased from Bulgaria. A total of 21 Avia S-99s were assembled, which in fact were the German Bf 109G-10s apart of some minor technical details. These aircraft undergone army trials, but all but one of them served with the Police air units. Further production of the S-99 was ruined on July 31, 1945, by a massive explosion at the former sugar factory Krásné Březno, where military equipment, ammunition and almost all the DB 605 engines were stored. As there was also a significant number of Jumo 211 and 211F engines available (up to 4,270 units) in Czechoslovakia, the decision was made to use them instead of now unavailable DB 605 and merge them with the Bf 109G/K airframes. This was a stop-gap solution only, as the Jumo 211 engine was not ideal for powering fighter aircraft. Even less suitable was the Jumo VS-11 propeller designed for them. It had wooden propeller blades that were heavy, plus they were quite wide, which suited bombers, but not fighter aircraft. They generated massive torque, which was the problem especially during take-offs. The aircraft had high tendency to change the direction, which had to be negotiated by strong pilot's controls input. This led to many dangerous situations and crashes. Because of its handling, the S-199 earned the nickname Mezek, which in the Czech language means Mule and also corresponds with the original name of the aircraft (Messerschmitt).

Lacking heavily

The new fighter aircraft was offering flight performances that were far from the top of the contemporary machinery at the time of its creation. It lagged behind the best piston-engined aircraft in top speed by about 110 to 124 mph (180 to 200 km/h). This was down to the engine, which, even in comparison with the least powerful version of the original DB 605, lacked some 107 hp (80 kW), but when compared to the DB 605AM version it had up to 426 hp (317 kW) power deficit, and compared to the top piston machines of its time the deficit was up to 1140 hp (850 kW)! No wonder that S-199 could not compete with modern fighters in terms of flight performance. However, it was fully aerobatic aircraft, so the air combat training and also gunnery training were possible. The armament consisted of either two or four MG 131 machine guns of 13-mm caliber (two each in the fuselage and wing), or a pair of MG 131 fuselage



item No. 70153

guns and two MG 151/20 cannons in the under the wing housings. Bombing training could also be carried thanks to the 4 × ETC 50 bomb racks, which were made available for S-199s.

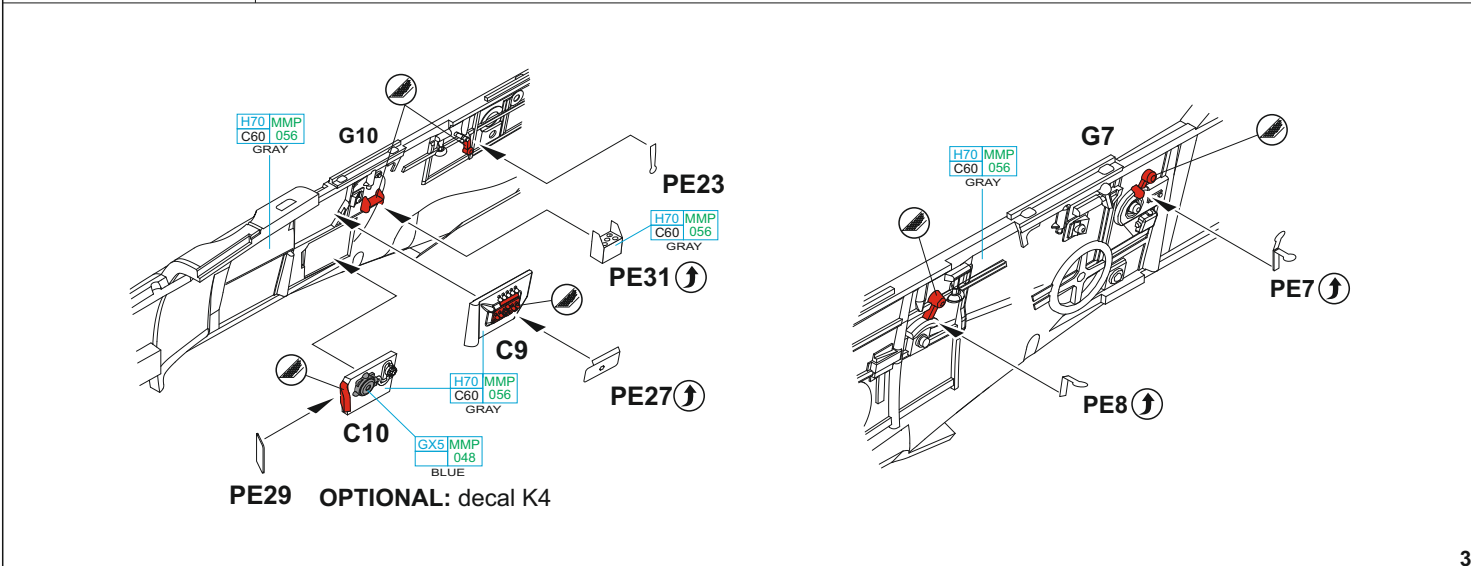
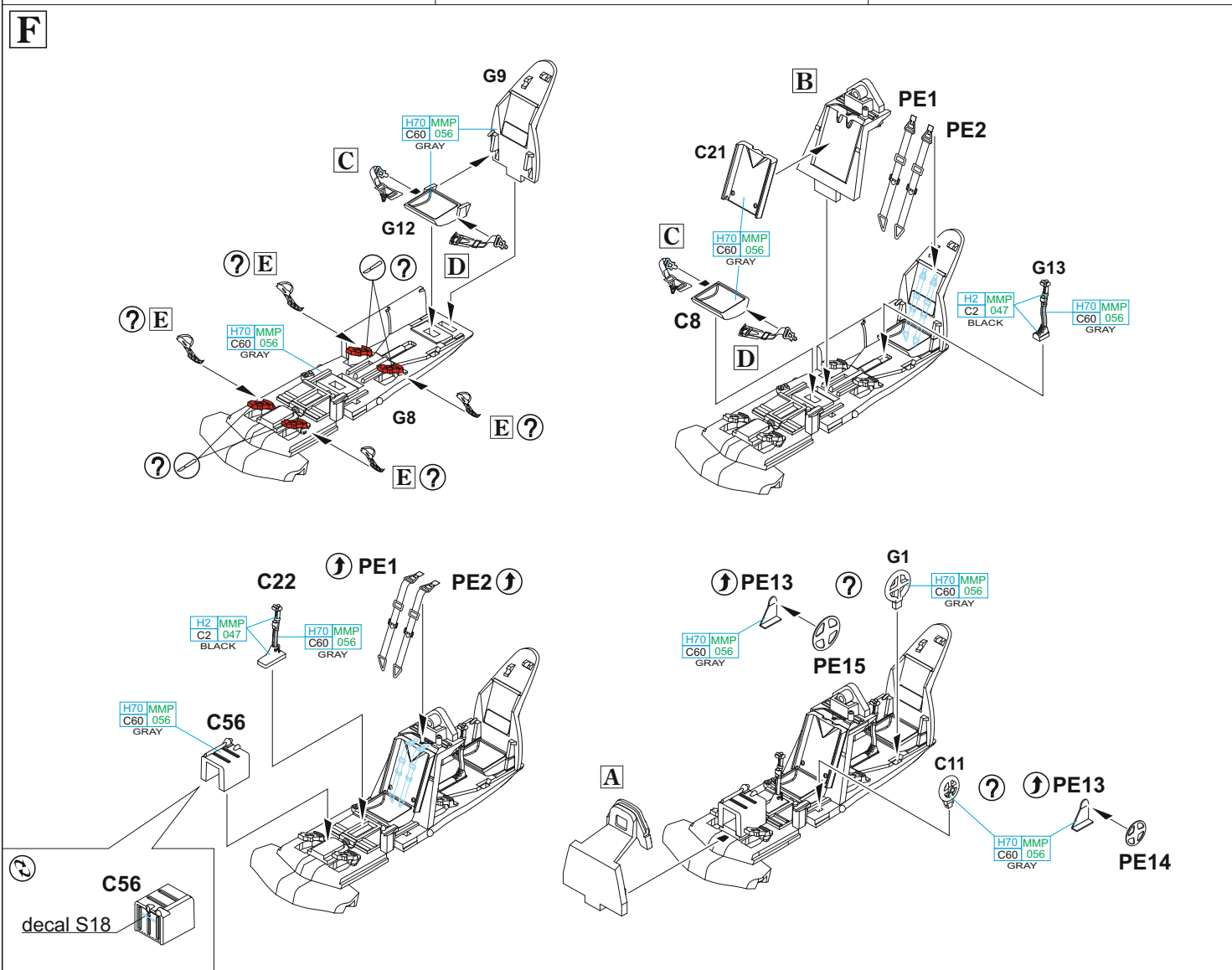
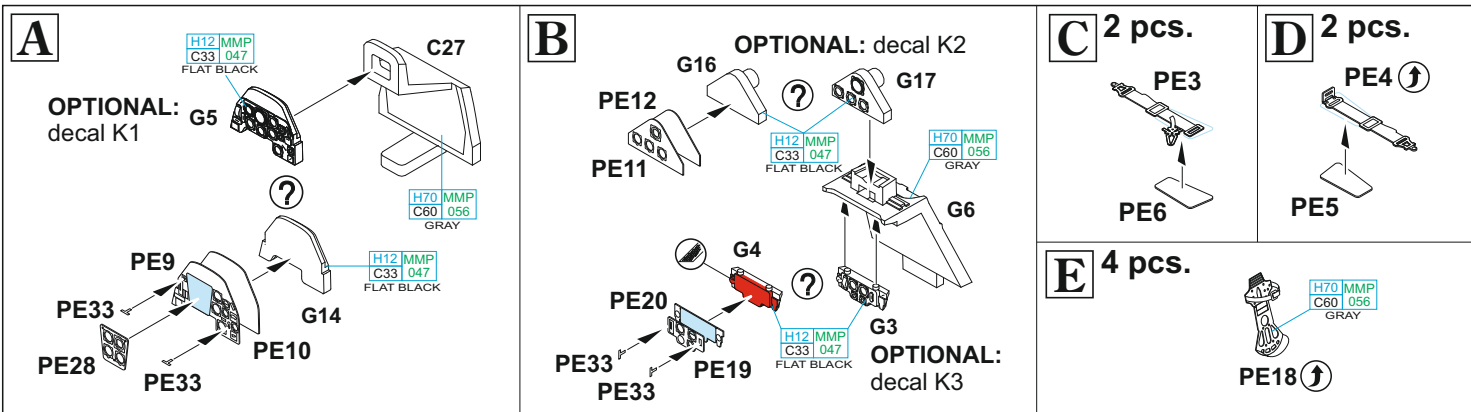
A total of 510 single-seat and 47 two-seat converted Messerschmitts were ordered at the end of 1947. However, the exact number actually produced is unclear and is estimated at between 450 and 500 of S-199s, while 82 of CS-199s were to be produced. Gradual modifications were made during production. The single-seat aircraft of the first production runs at the Avia and Aero factories, where the S-199 was also built, still kept standard oil radiator under the nose, but this was replaced by a heat exchanger on later machines. There was also replacement of the original side-opening "Erla" canopy with a new convex sliding one and several other changes.

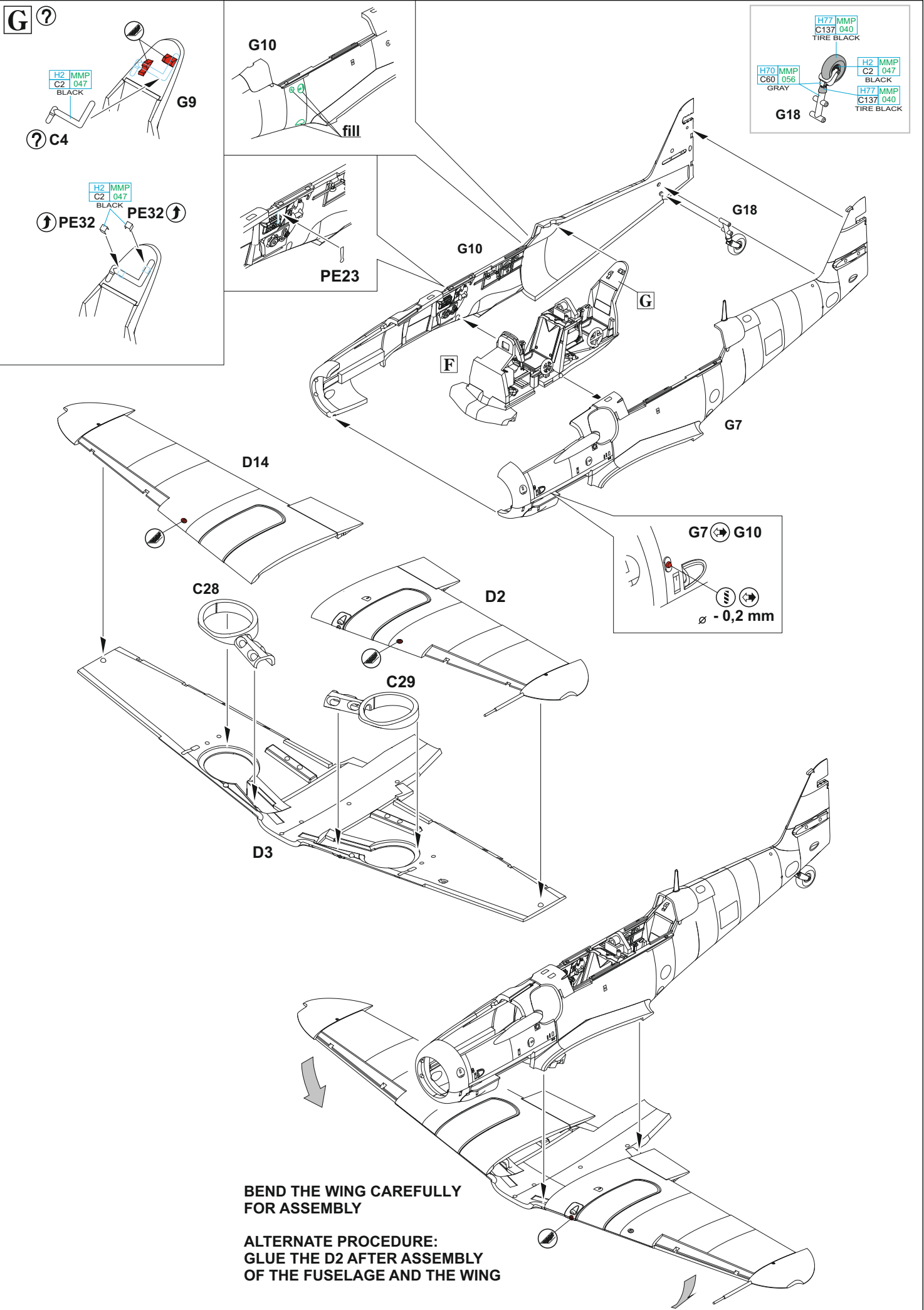
Two-seater Bf 109

To enforce and improve the training of fighter pilots, the Luftwaffe introduced the Bf 109G-12 two-seat fighter trainer. These aircraft were produced as a conversion and overhaul of war weary frontline aircraft and were used by training units for advanced fighter training. Space for rear cockpit was created by reduction of the volume of the fuselage fuel tank from 300 litres to 240 litres. To keep appropriate endurance, an external fuel tank under the fuselage became standard on two-seat Messerschmitts. The same pays for Czechoslovak-build Avia CS-99s, of which a total of 32 were assembled, being de facto Messerschmitt Bf 109G-12s. After the explosion, which destroyed available DB 605 engines at Krásné Březno facility, Jumo 211 engines were used to produce the trainer version as well, resulting in the CS-199 aircraft. The first few examples, mostly converted from the CS-99 (at least 24 machines were built in this way), retained the original hinged square-shaped cockpit canopy of the Bf 109G-12, but this was soon replaced by a new, more rounded sliding canopy.

A mule for two

In 1978–1951, according to available data, 82 CS-199 trainers were built. Their empty weight was 30 kg higher than the single-seat S-199, and their top speed was quoted as 10 km/h lower. As with the S-199, the pilot of the CS-199 had to cope with the high torque of the heavy propeller during take-off, which on the one hand was a disadvantage, because this feature placed high demands on the pilot trainees, on the other hand, it prepared them well for the single-seat S-199 under the supervision of an instructor. Even so, the Avia S-199 as well as the CS-199 trainer suffered high number of crashes due to the pilot errors. In addition to the difficult take-off, another thing worth of mention was the low quality of the booty components used. In particular, the engines suffered from a high failure rate, leading to a number of emergency landings. All the CS-199 were given the overall overspray with the aluminum color (mix of a clear varnish and aluminium powder), the uniform look varied in the application of the yellow stripes and bands, denoting the training unit aircraft.





G ?

H2 MMP
C2 047
BLACK

G9

? **C4**

H2 MMP
C2 047
BLACK

↑ **PE32** ↑

↑ **PE32** ↑

G10

fill

PE23

H77 MMP
C137 040
TIRE BLACK

H2 MMP
C2 047
BLACK

H70 MMP
C60 056
GRAY

H77 MMP
C137 040
TIRE BLACK

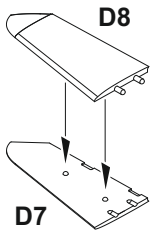
G18

G7 ↔ **G10**

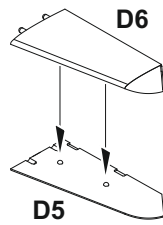
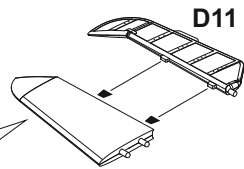
∅ - 0,2 mm

BEND THE WING CAREFULLY FOR ASSEMBLY

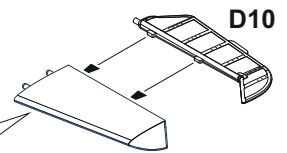
**ALTERNATE PROCEDURE:
GLUE THE D2 AFTER ASSEMBLY OF THE FUSELAGE AND THE WING**



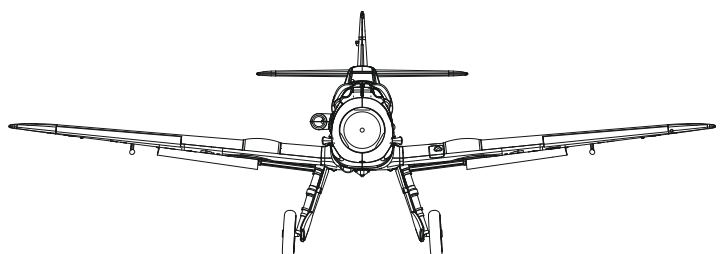
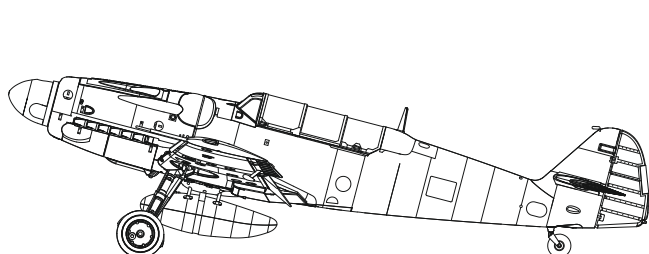
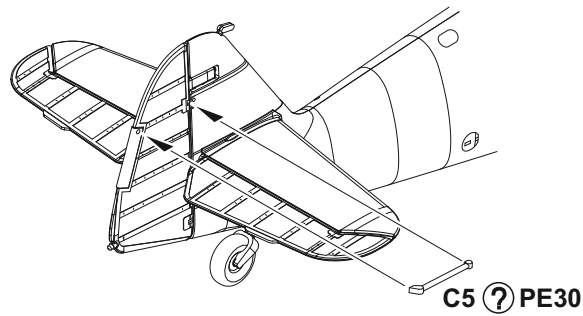
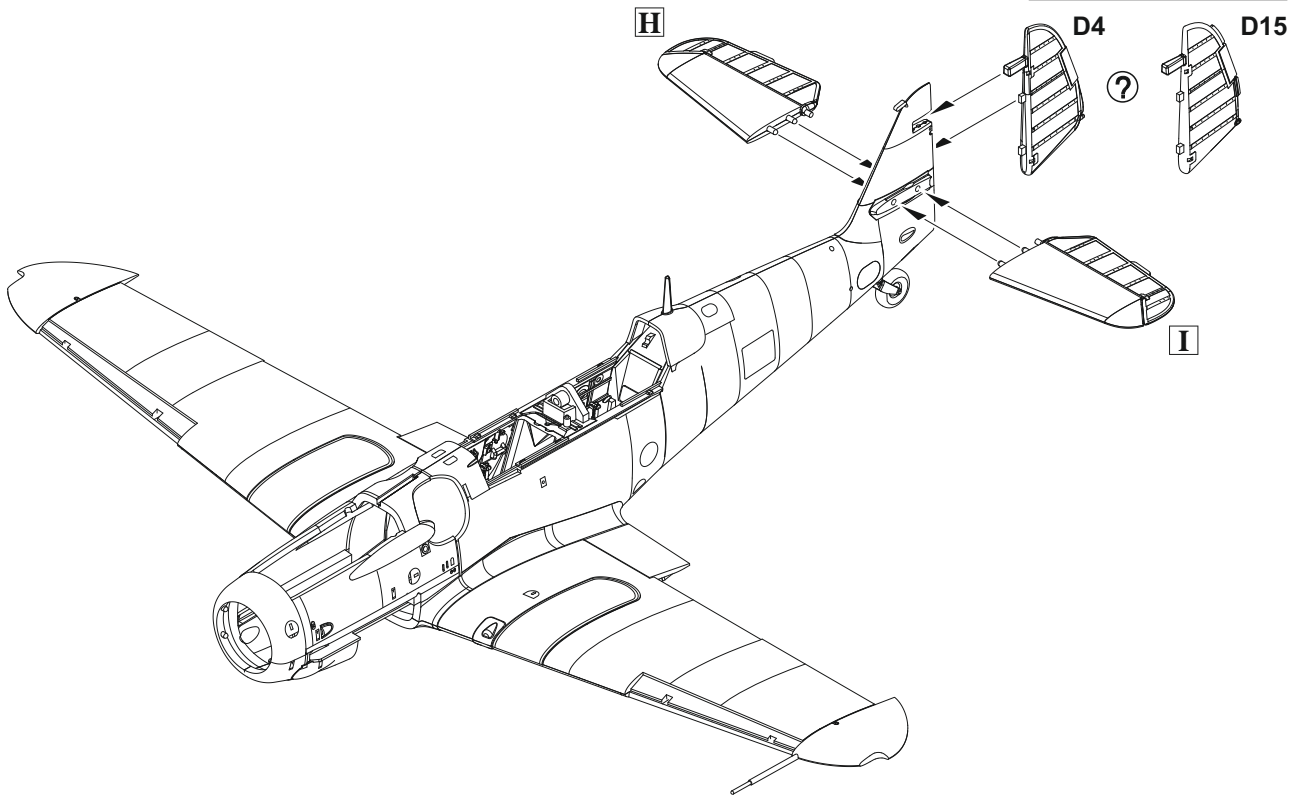
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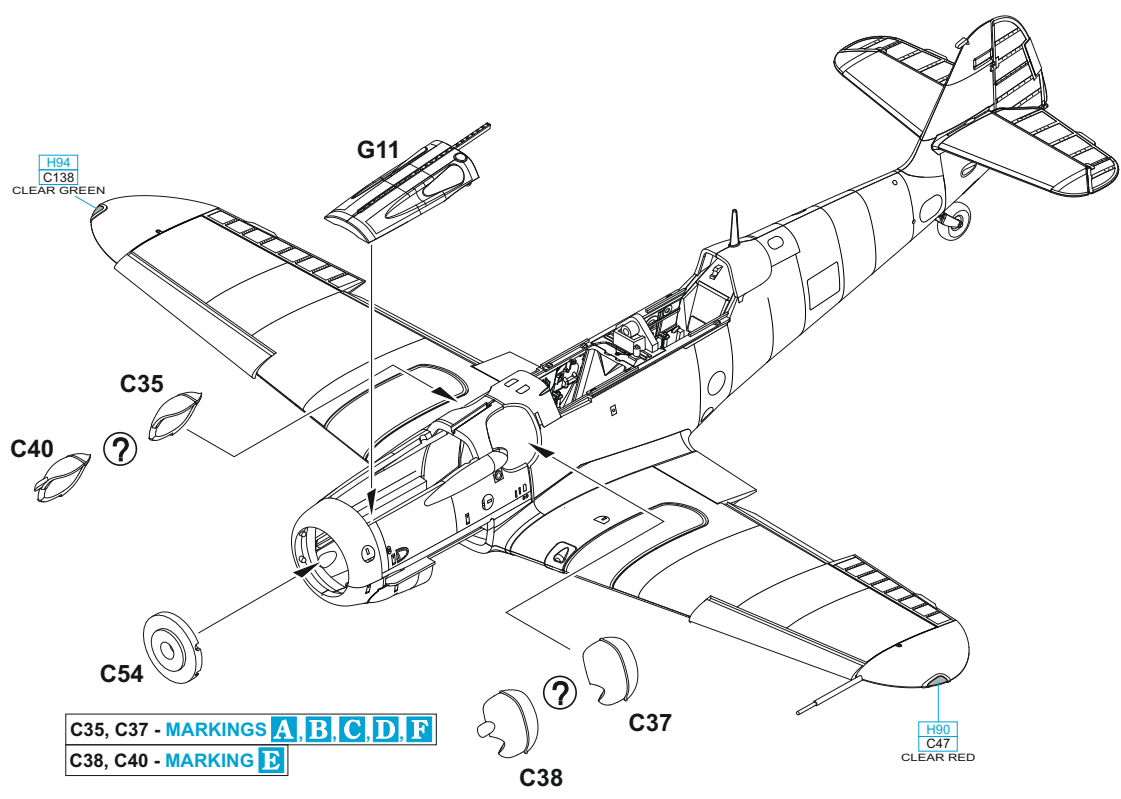
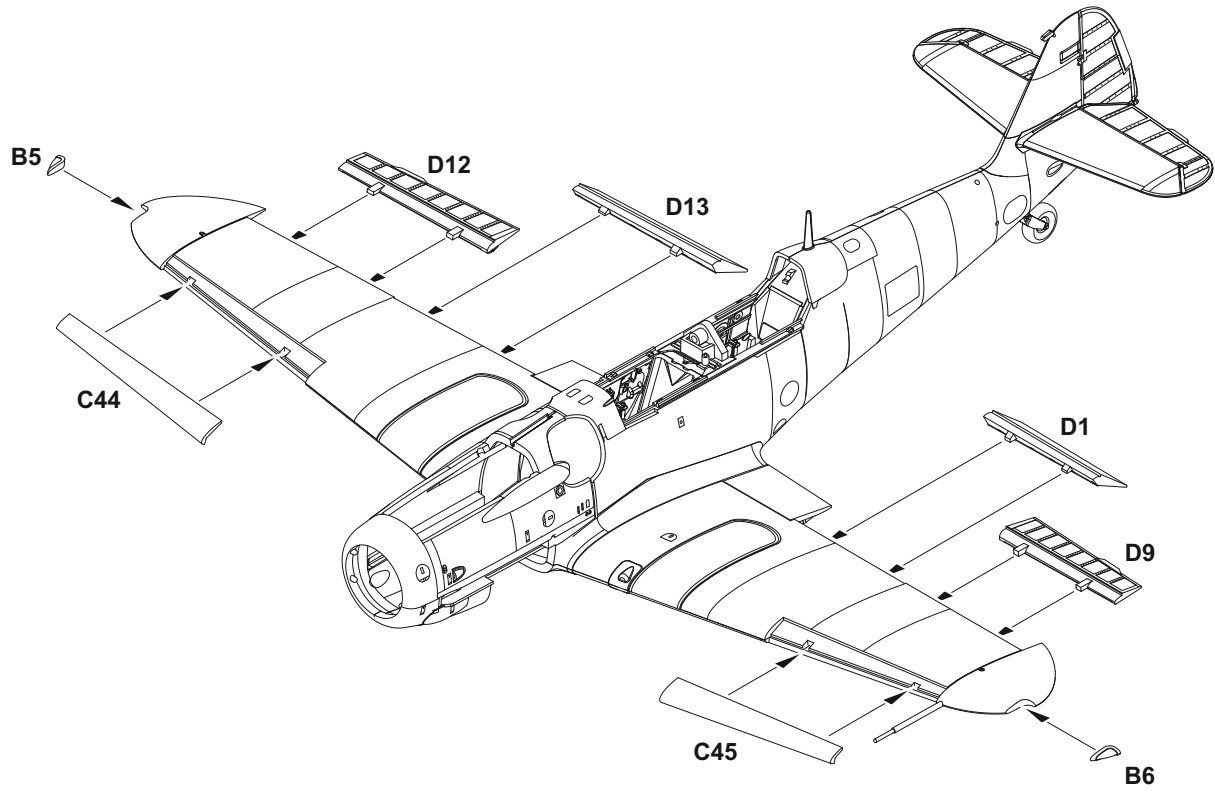


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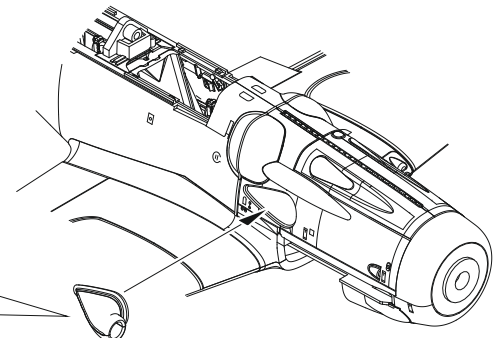
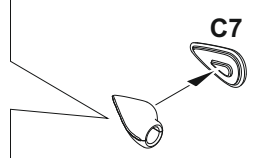


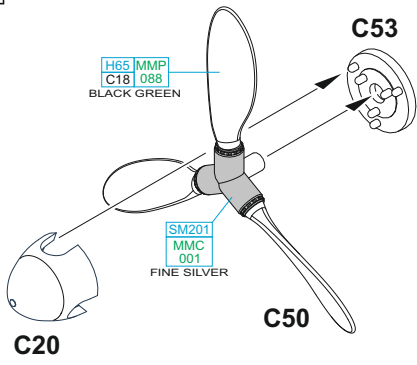
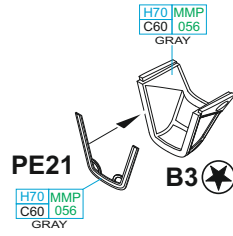
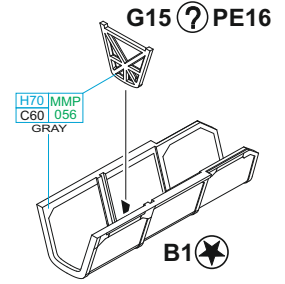
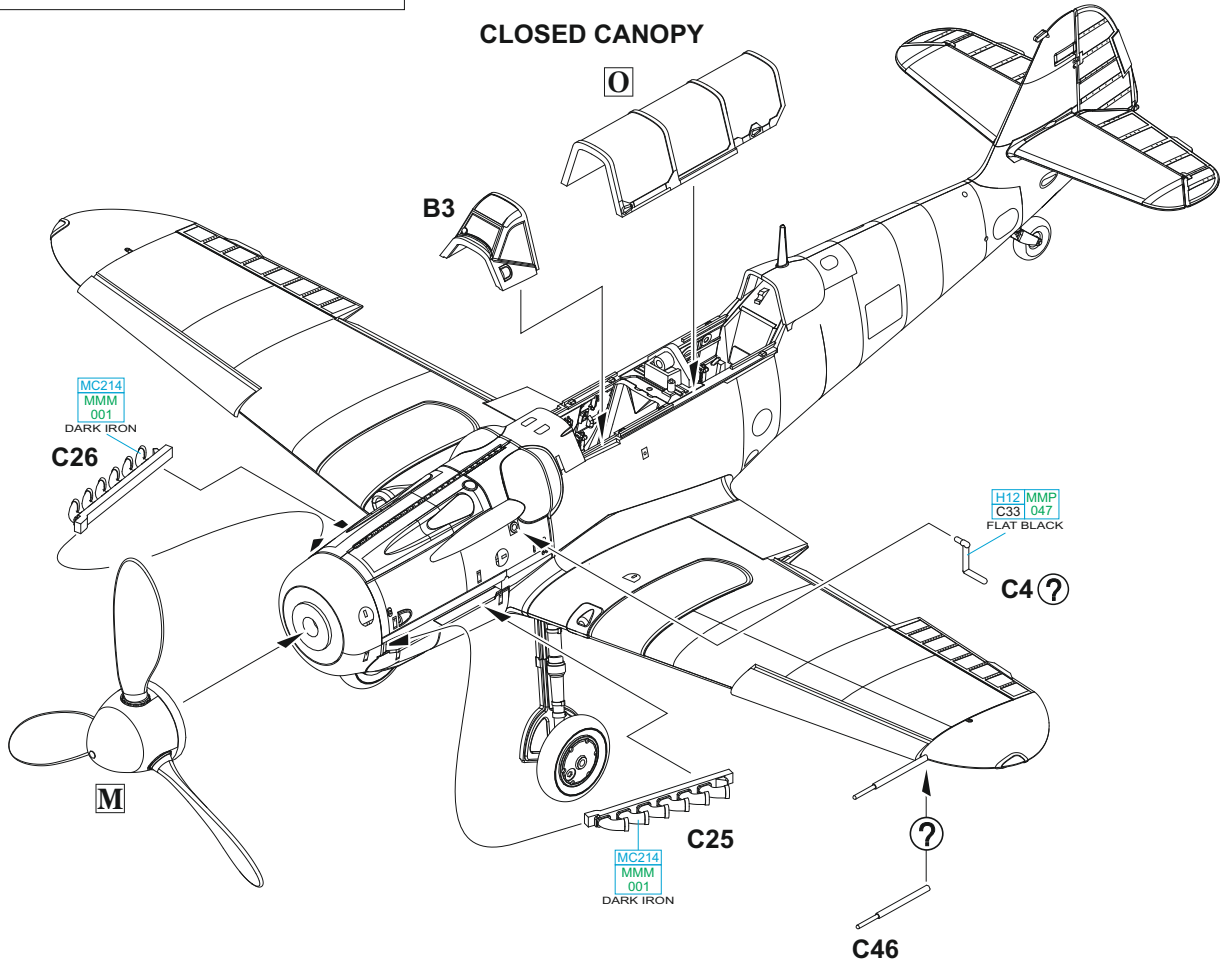
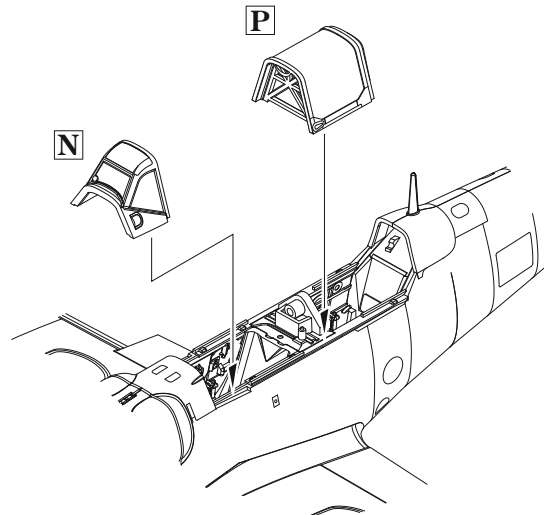
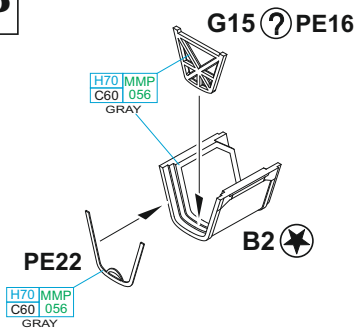
D4 - MARKINGS **B, D, F**
D15 - MARKINGS **A, C, E**



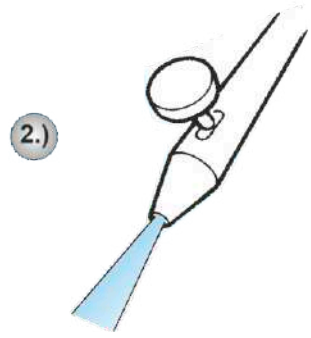
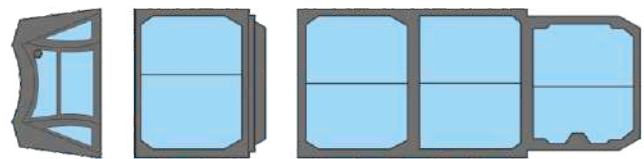
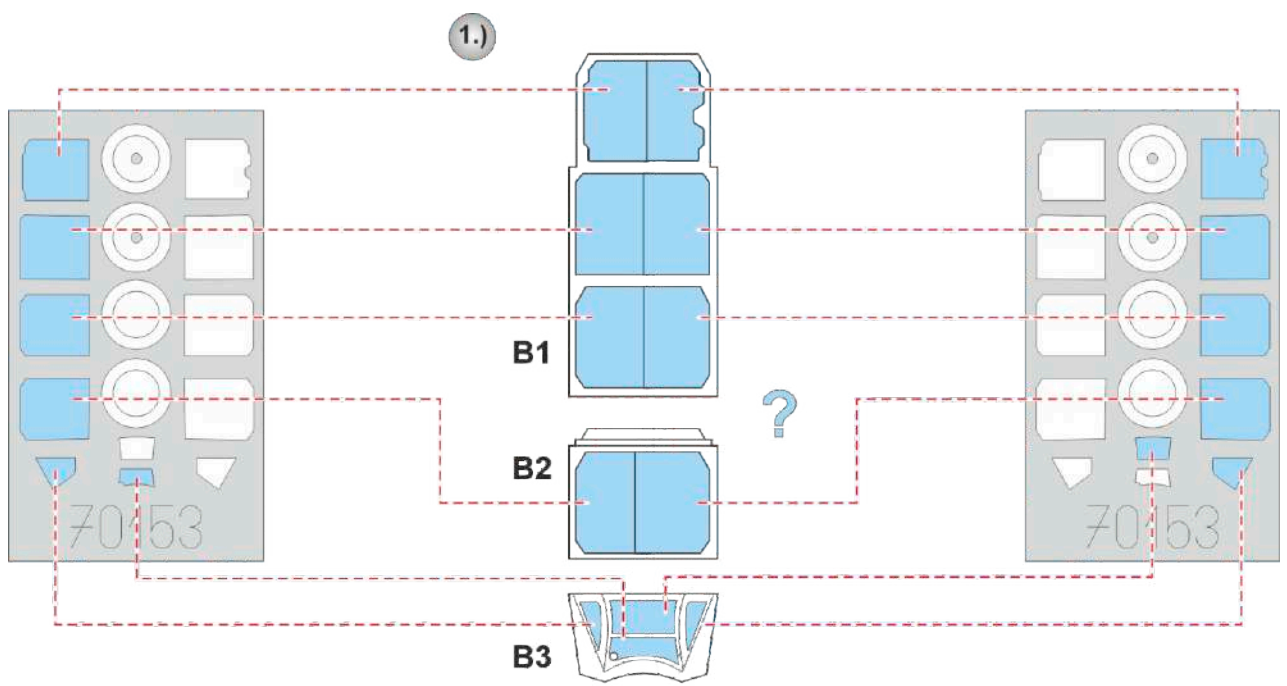
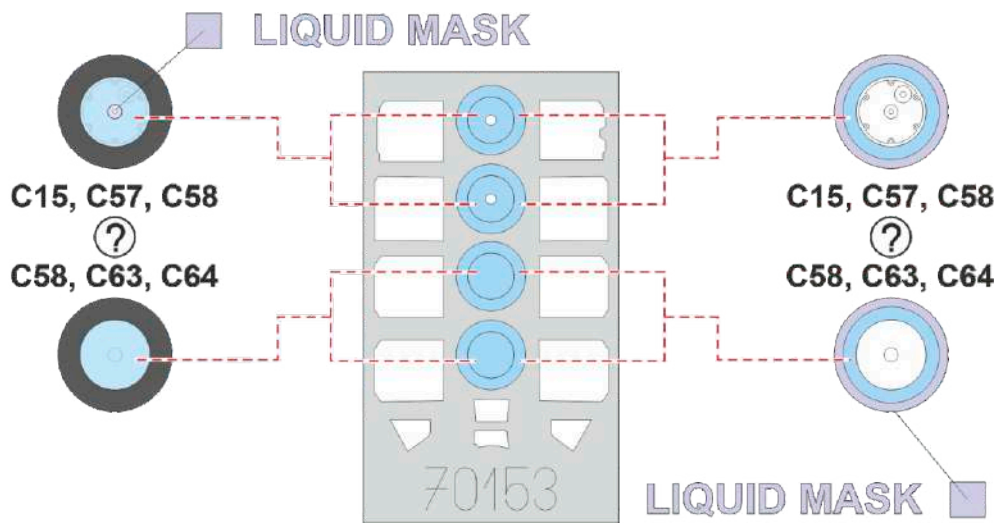
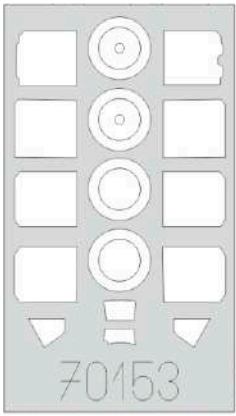


C35, C37 - MARKINGS **A, B, C, D, F**
 C38, C40 - MARKING **E**



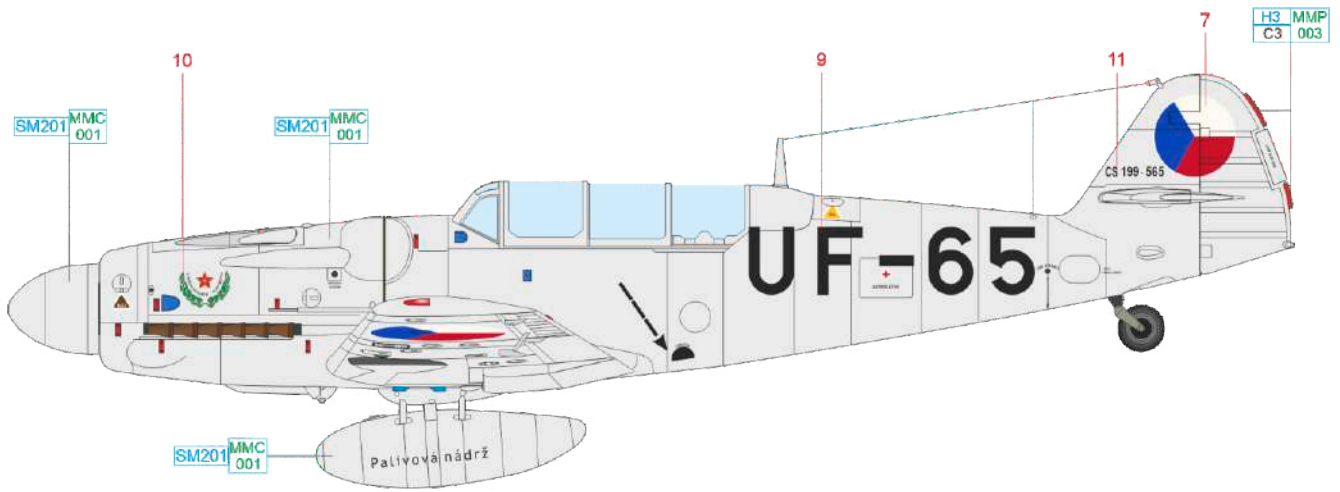
M**N****OPEN CANOPY ONLY****O****CLOSED CANOPY****OPEN CANOPY****P**

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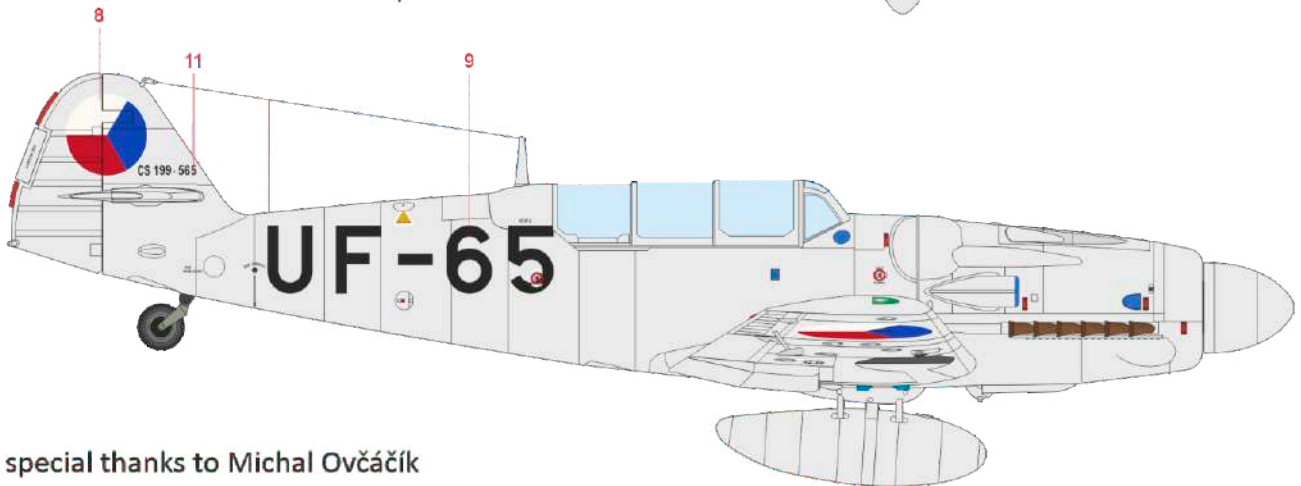
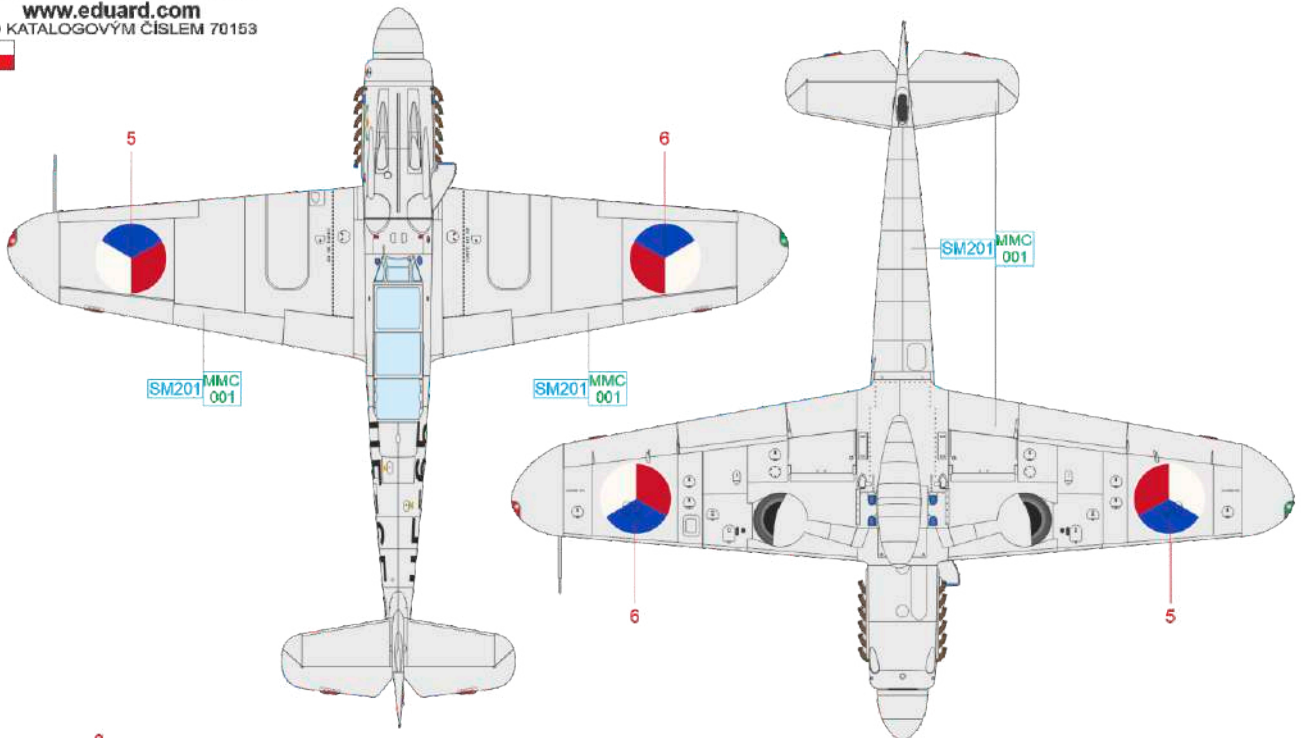


A CS-199.565, trainee Miloš Krč and ppor. Jaroslav Havránek, 4 Air Training Regiment, Prostějov, 1951

Avia CS-199.565 served in 1951 with the 4 lšp (Air Training Regiment) Prostějov. On July 31, 1951, the crew made up of trainee Miloš Krč and instructor ppor. Jaroslav Havránek were forced into an emergency landing at Tovačov due to engine failure. The aircraft was subsequently repaired and served on as a trainer. At the time of the incident, the aircraft carried no yellow bands on the fuselage or wings. Currently, this aircraft is on display at the aviation museum in Kbely, outside of Prague, but its appearance at the museum differs from that of the original as offered in the kit.



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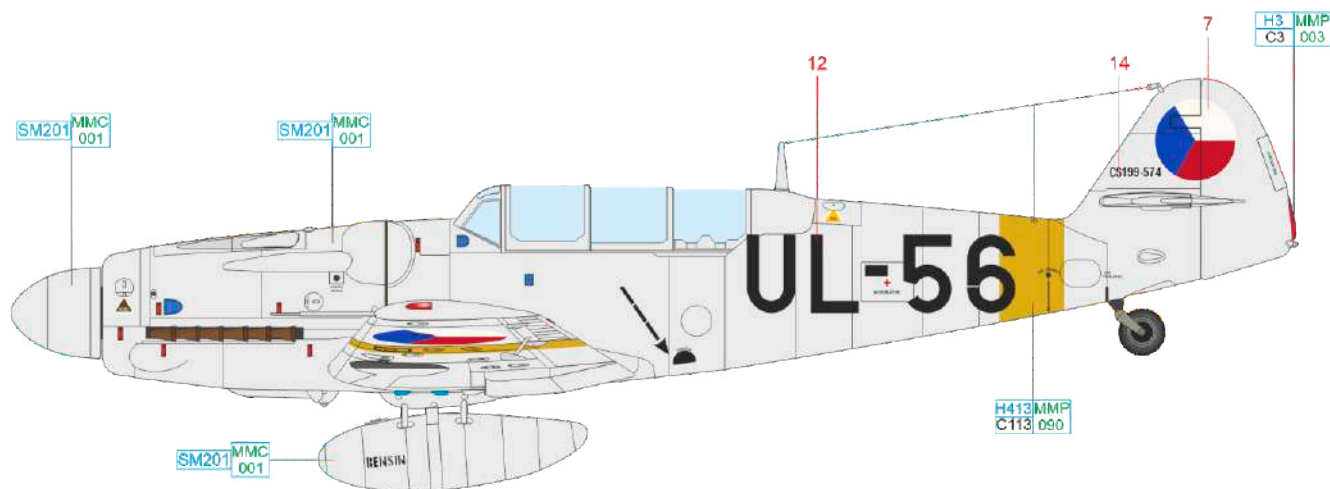


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 for his invaluable input and cooperation.

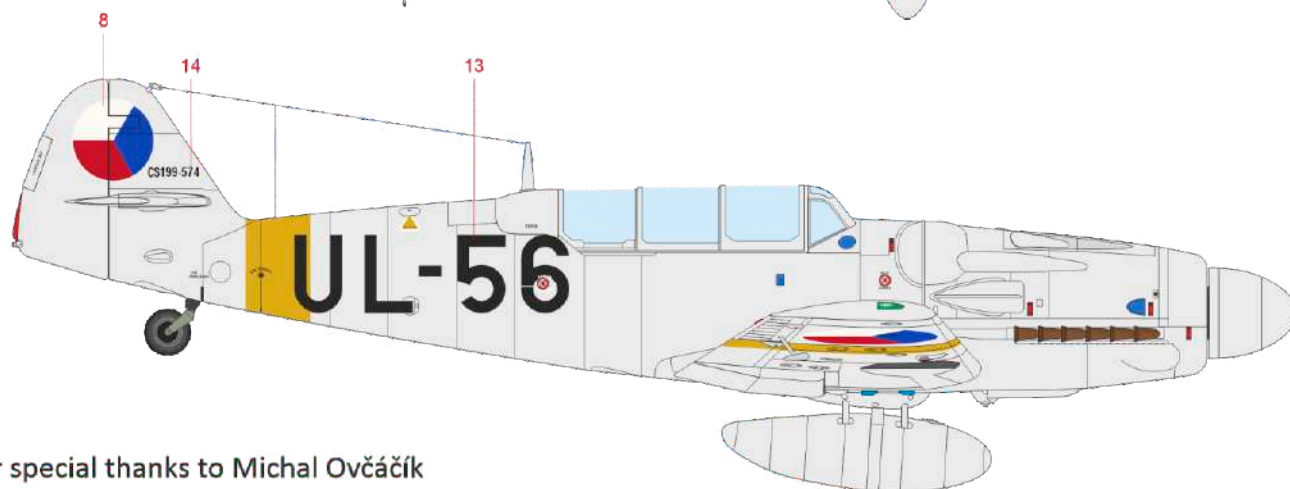
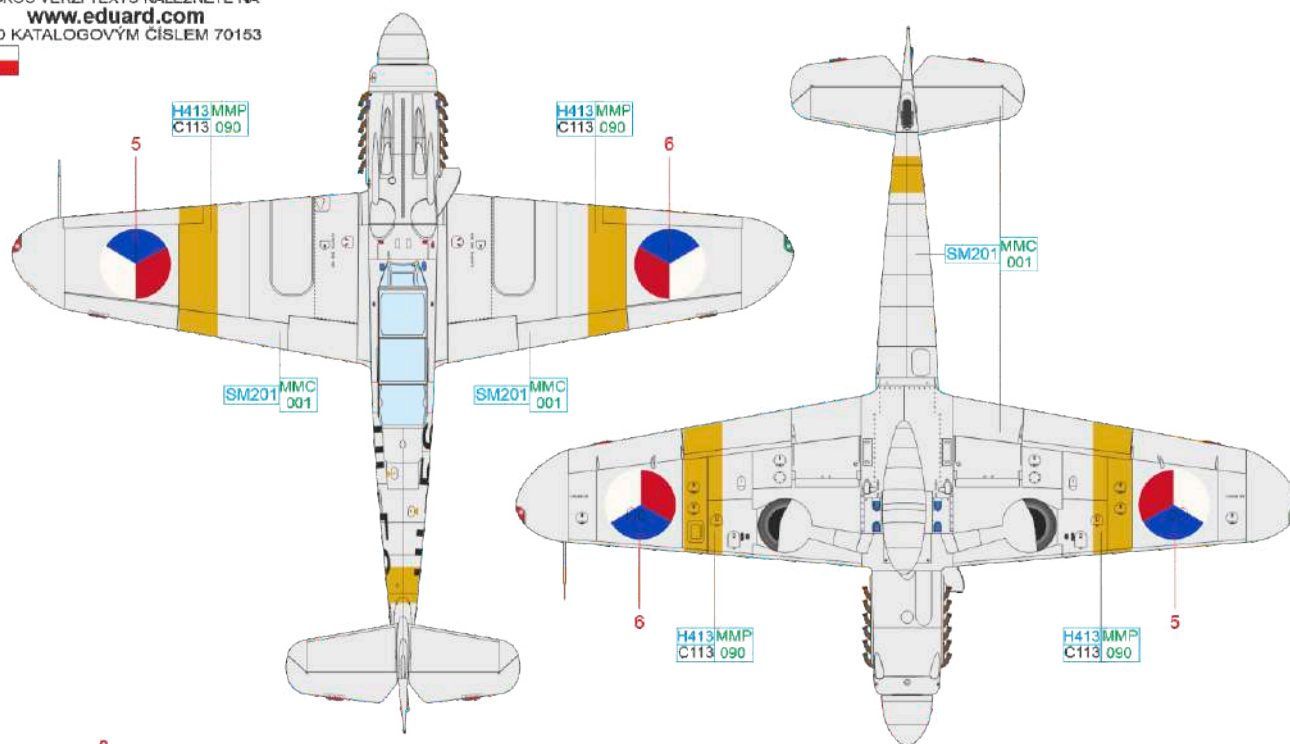
SUPER FINE SILVER SM201 MMC 001 RED H3 C3 MMP 003

B CS-199.574, svob. Karel Tománek and por. František Hamršíd, 5 Air Training Regiment, Zvolen, 1952

Avia CS-199.574 served with the 5 lšp (Air Training Regiment) in 1952, based at Zvolen. On September 12, 1952, svob. Karel Tománek and por. František Hamršíd were landing at Zvolen, and a brake failure prevented them from maintaining a straight course down the length of the runway, resulting in a collapsed right landing gear. Avia CS-199.574 carried the yellow fuselage and wing bands, which were used on training aircraft.



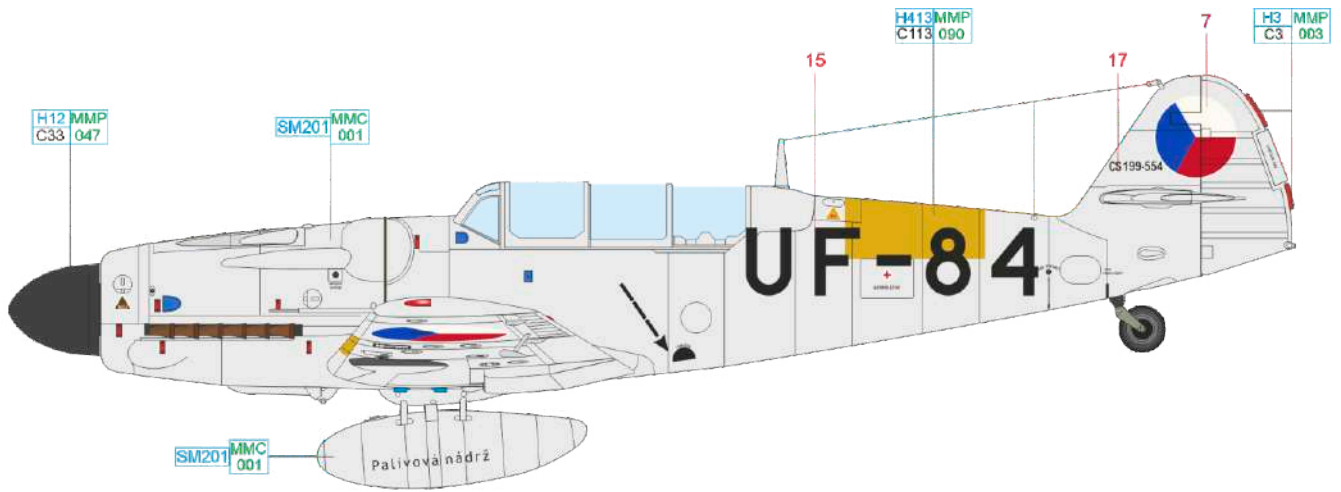
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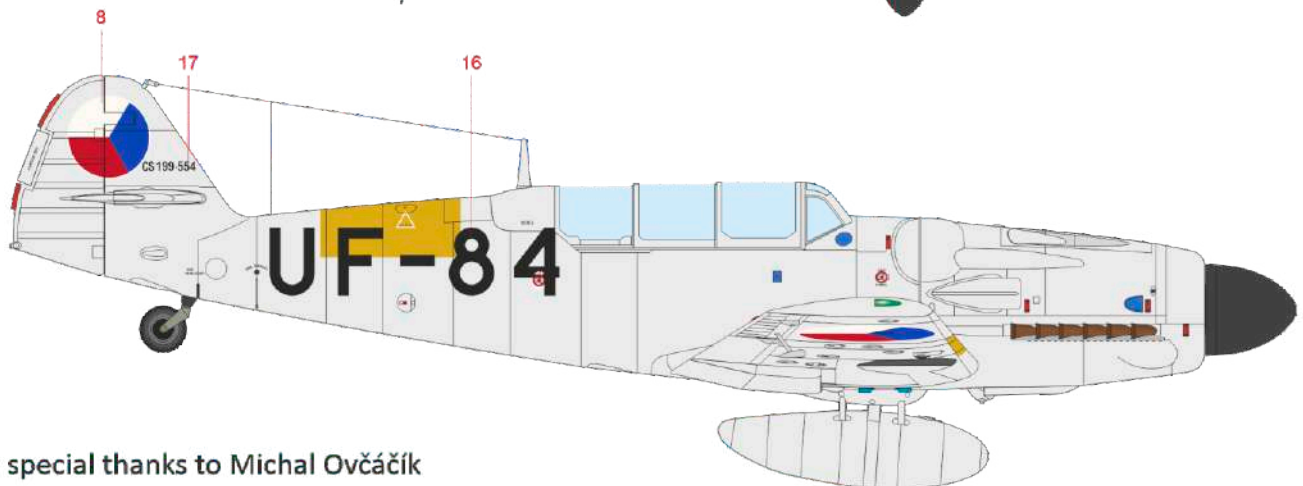
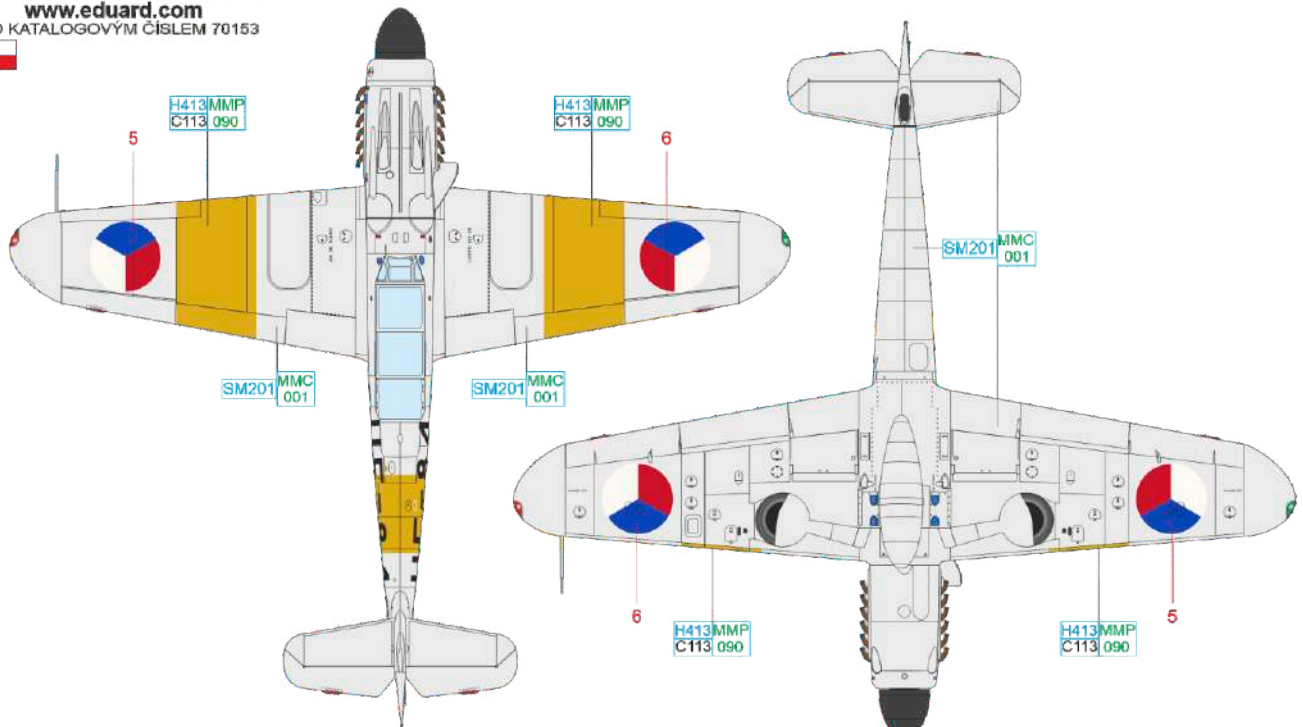
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 for his invaluable input and cooperation.

SUPER FINE SILVER SM201 MMC 001 YELLOW H413 MMP C113 090 RED H3 C3 MMP 003

This CS-199 served with the 4 lřp (Air Training Regiment) in Prostějov in 1952. On September 2 of that year, the crew consisting of svob. Jindřich Flégr and por. Jiří Bůžek set down in a field near Čechovice. The reason for the mishap was engine failure. Further details on the fate of this aircraft remain unknown. This aircraft also carried the typical trainer bands in yellow.



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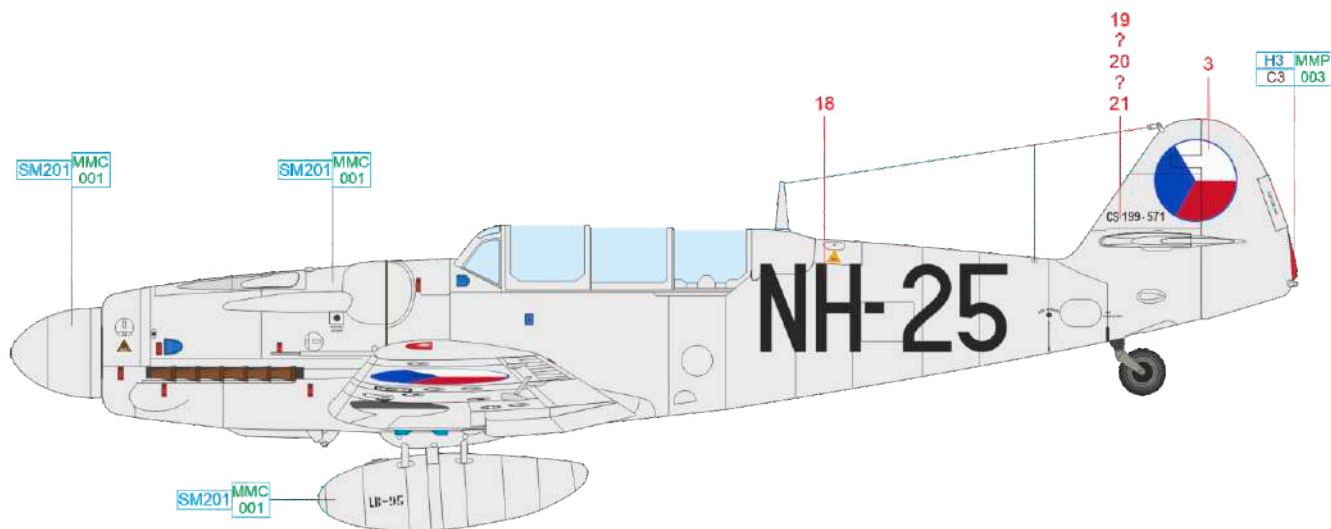


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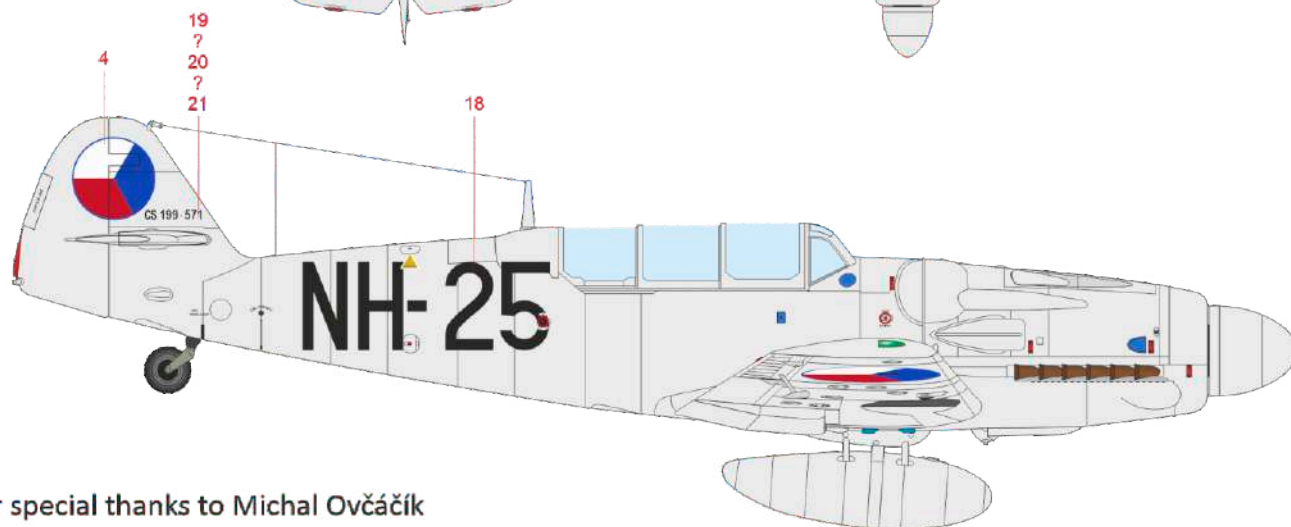
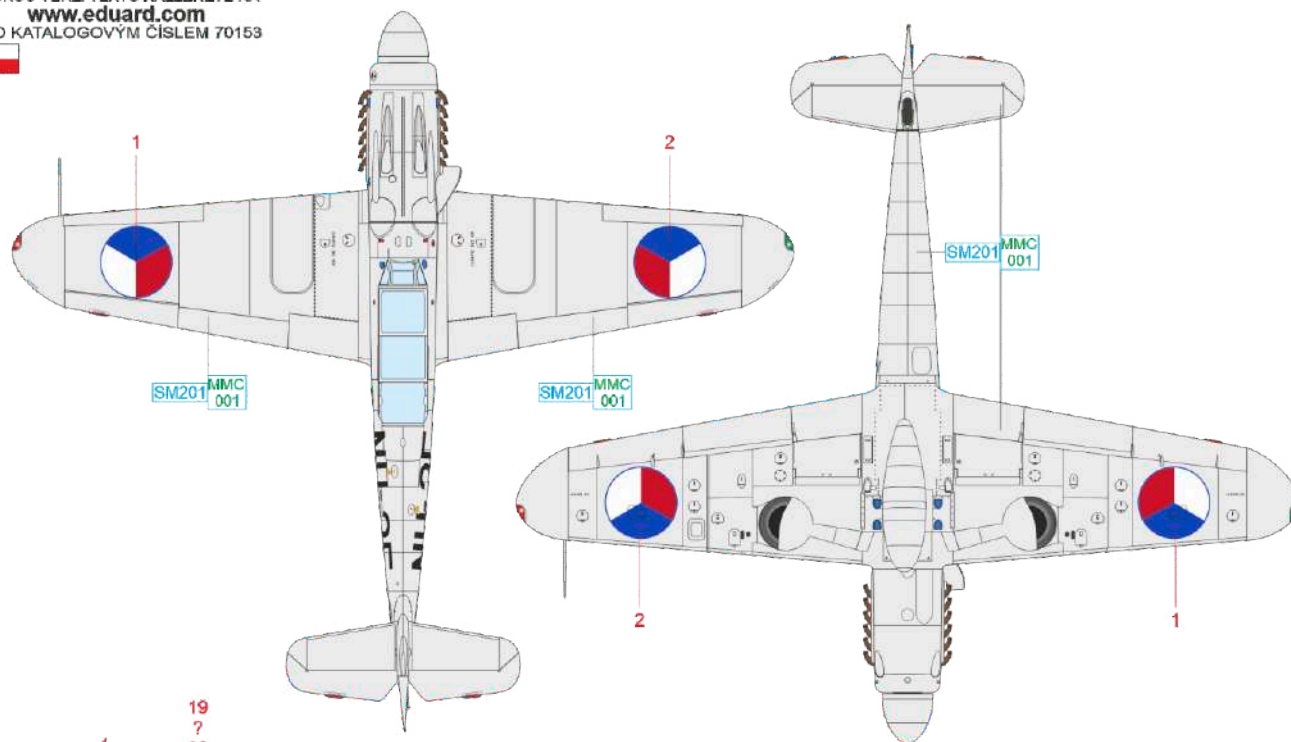


D CS-199.571, Flight 1, 4 Air Regiment, Plzeň-Bory, 1952

Photographs of this aircraft do not reveal its serial number, but regimental logs record CS-199s serialled 571, 573 and 542. The decal sheet offers all of these numbers, and it is currently up to each modeler to decide which to use. The 4 lp (Air Regiment) was not a training entity, and as such, the aircraft did not carry the yellow bands on the fuselage or on the wings.



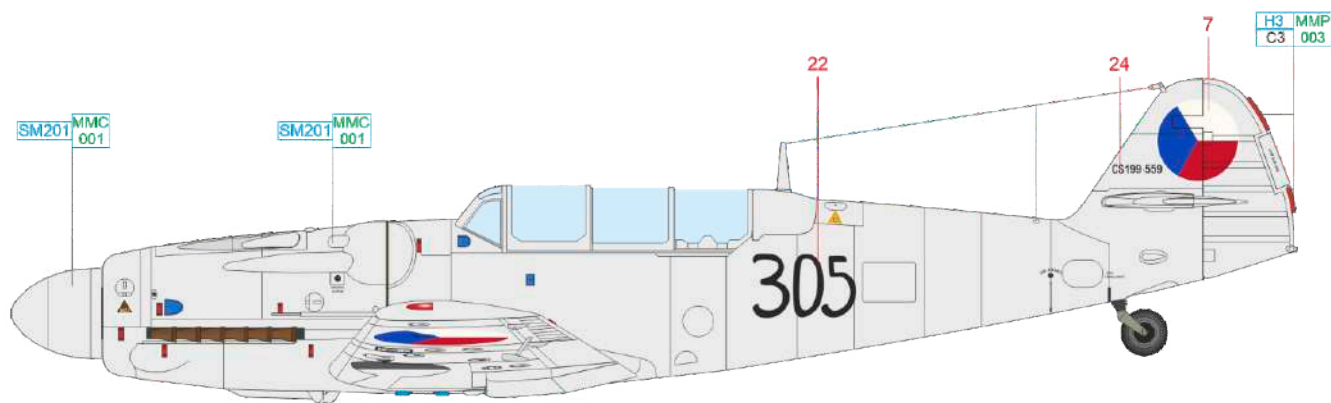
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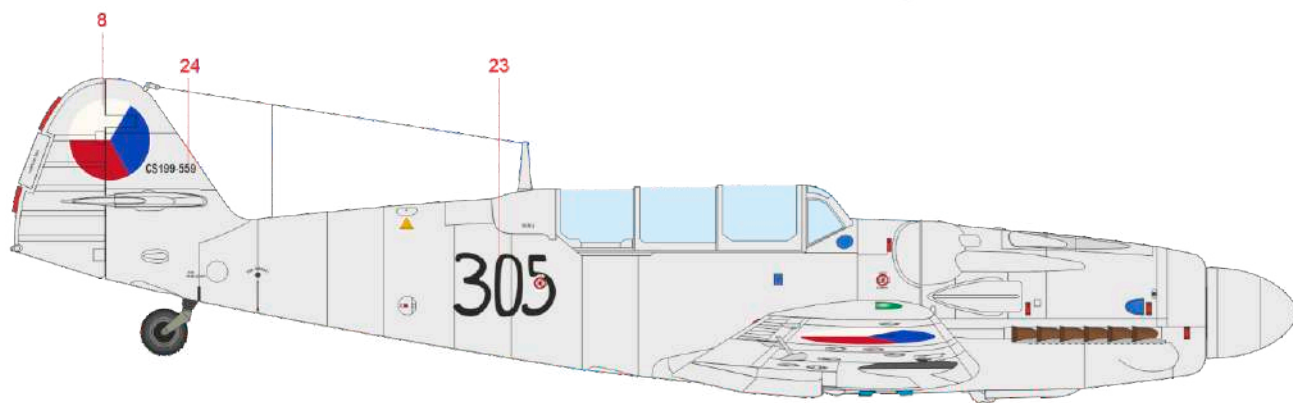
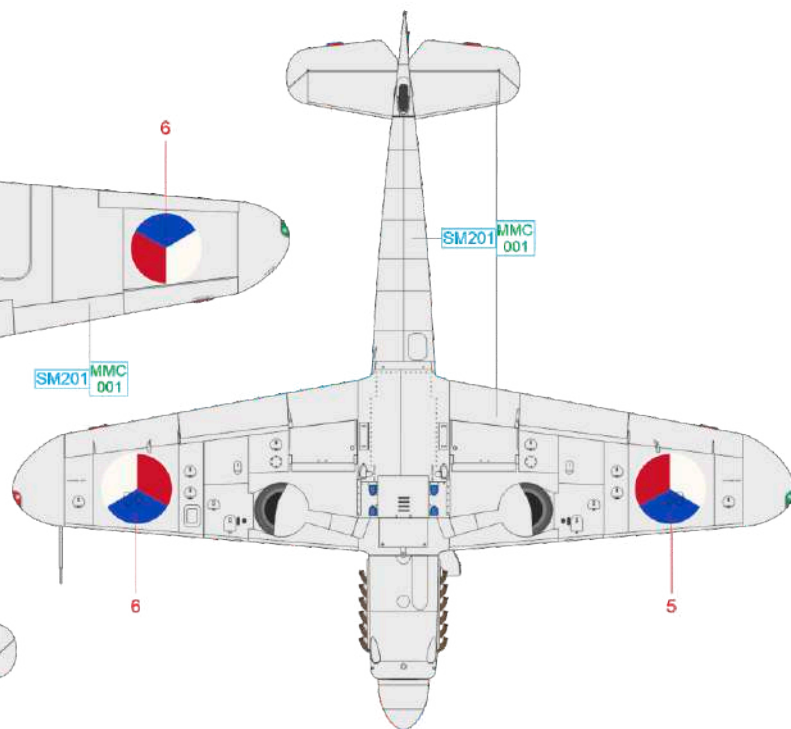
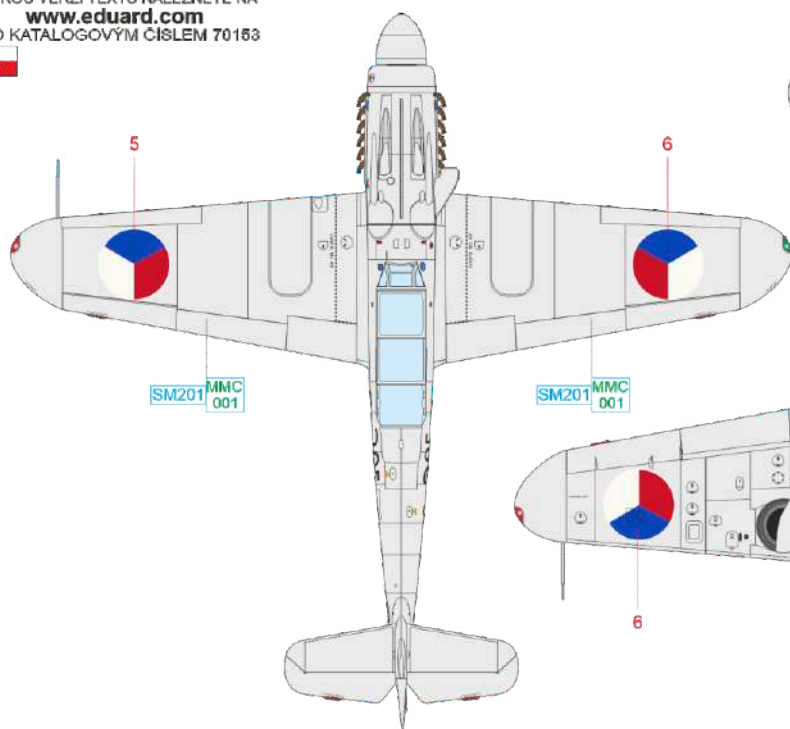
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SUPER FINE SILVER SM201 MMC 001 RED H3 MMP C3 003

On September 14, 1951, the crew consisting of por. Drahoslav Bartes and rt. Zdeněk Durčák accepted Avia CS-199.559 at the Central Aviation Storage facility in Kunovice. An engine failure was suffered shortly after takeoff, resulting in an emergency landing. The aircraft was stricken from service. Since the aircraft had not entered service, the fuselage only carried the temporary black code '305'.



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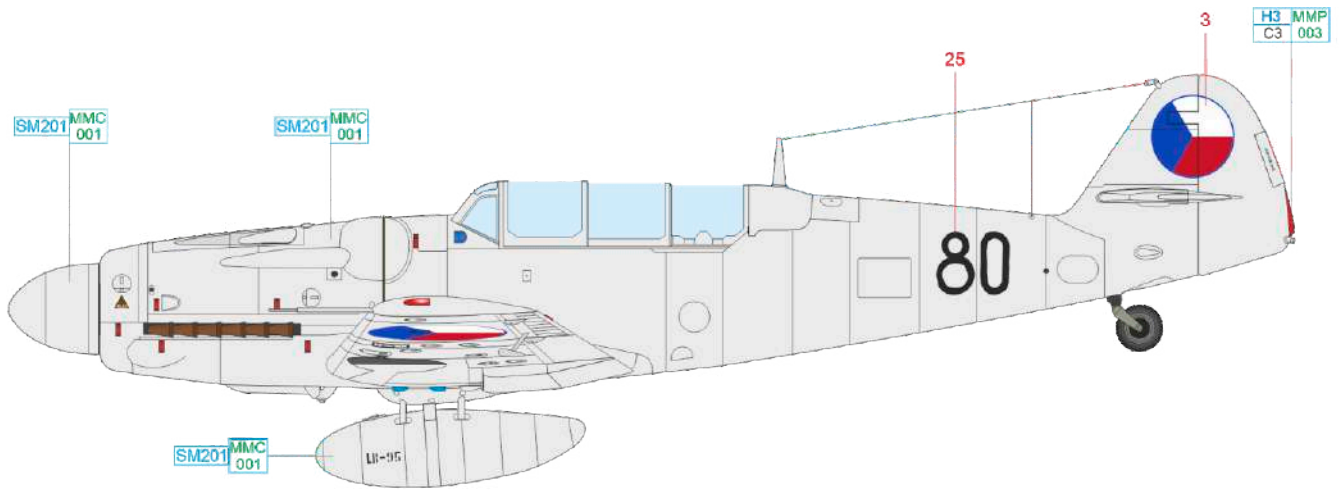


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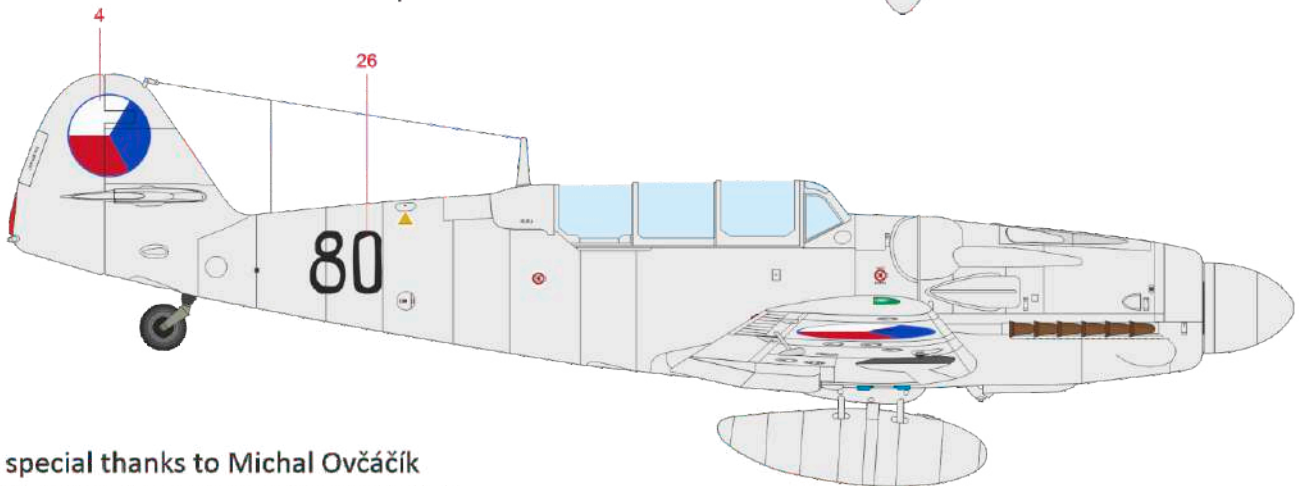
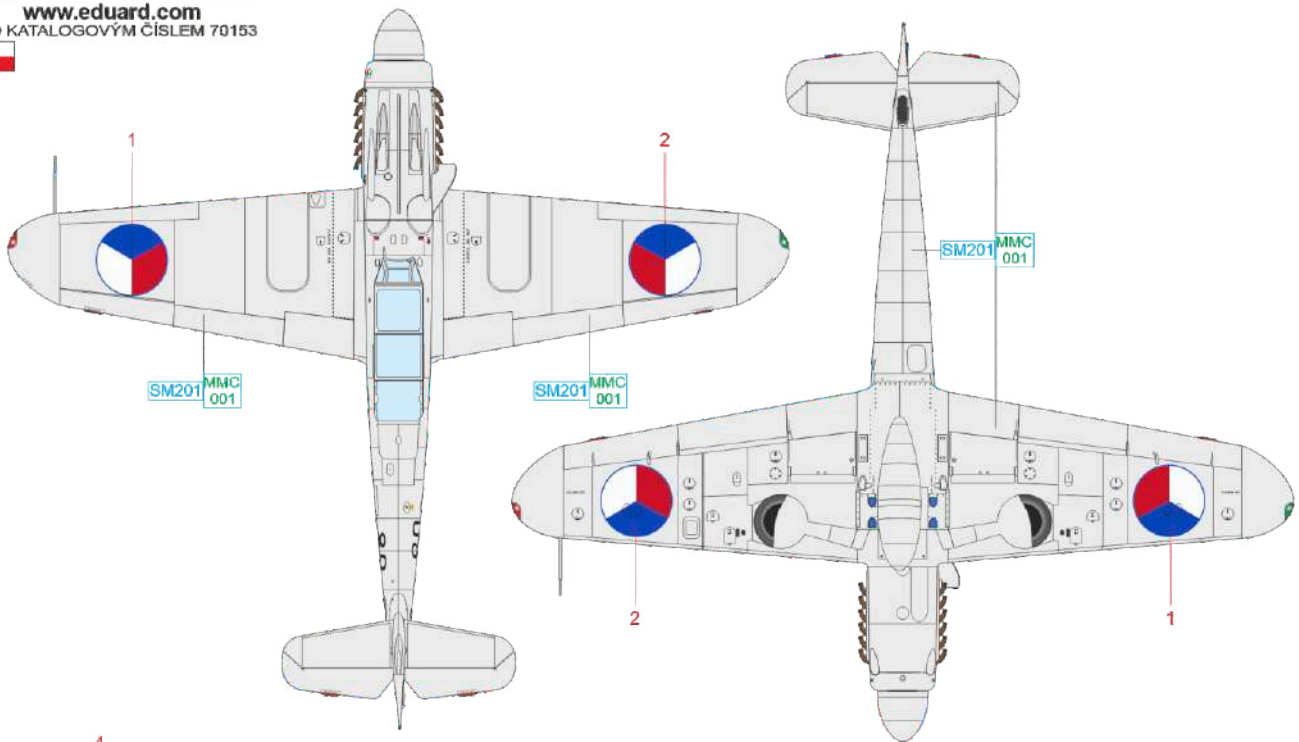


F CS-199.548, kpt. Miloslav Šmíd and civil employee Vladimír Slušný, Aerospace Research Centre, Praha-Letňany, February 1953

On February 5, 1953, the crew made up of kpt. Miloslav Šmíd (Deputy Inspector for the Military Administration for Repairs, Kbely - ZVSLOK) and civilian employee Vladimír Slušný, left the landing strip after touching down at Letňany, and the left landing gear broke through the crusted surface of a service trench, causing damage to the propeller. The aircraft was subsequently repaired. At the time, Avia CS-199.548 was with the Aerospace Research Centre, and carried the black number 80 on the fuselage.



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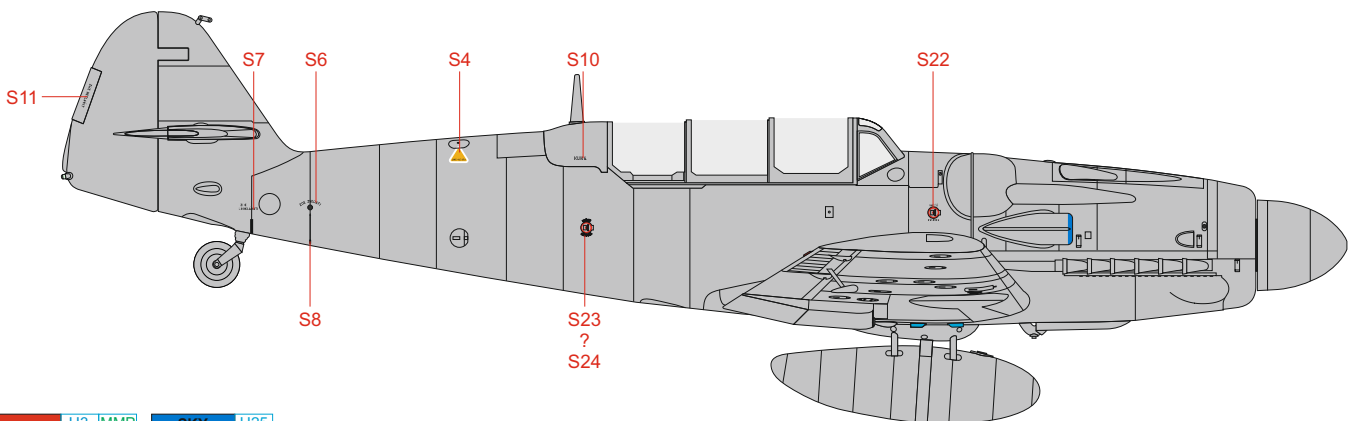
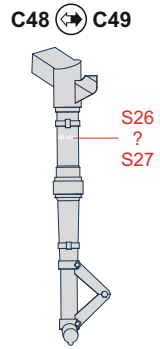
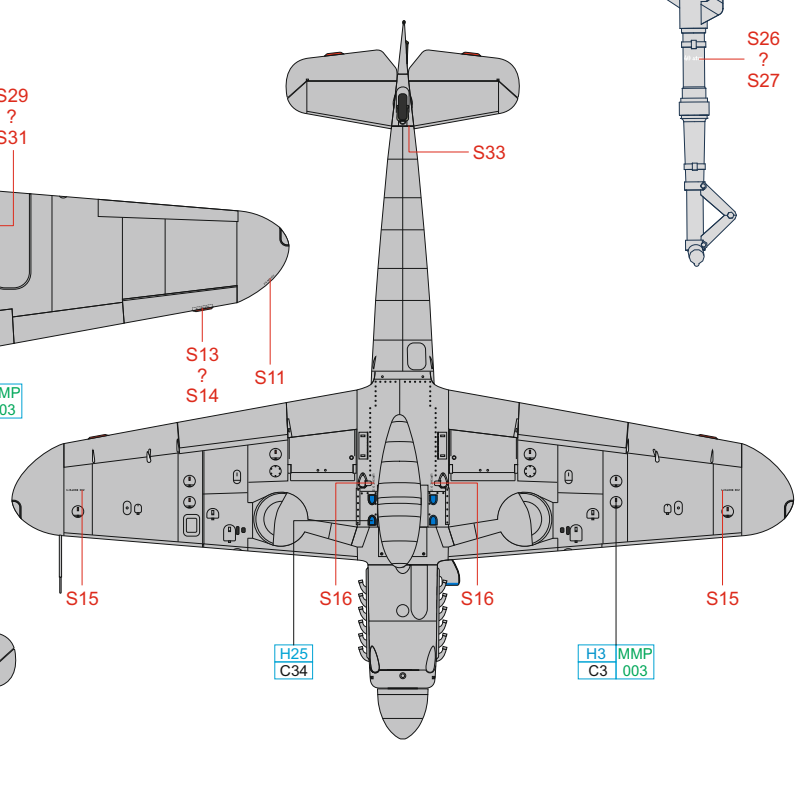
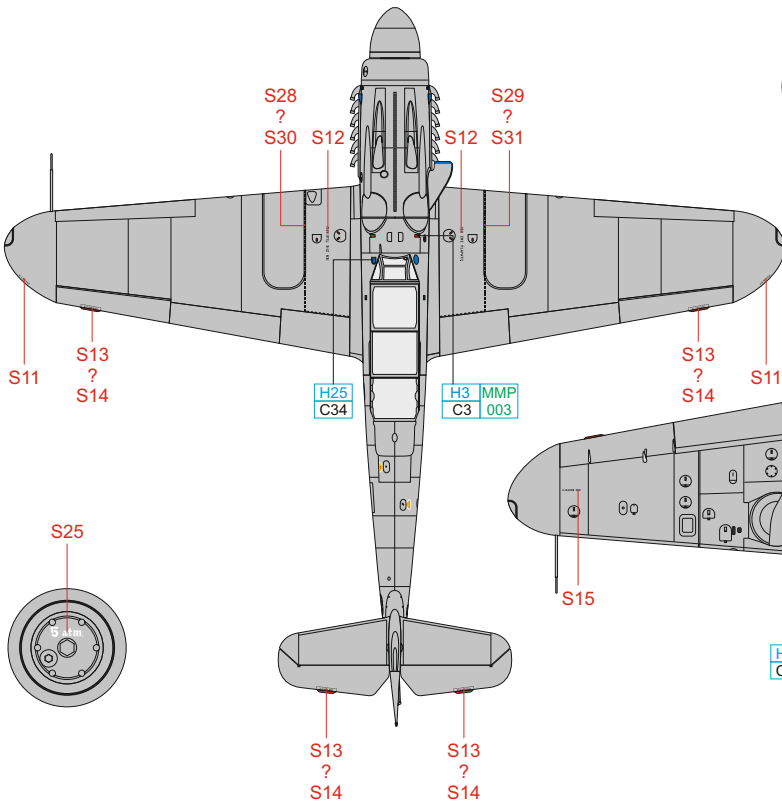
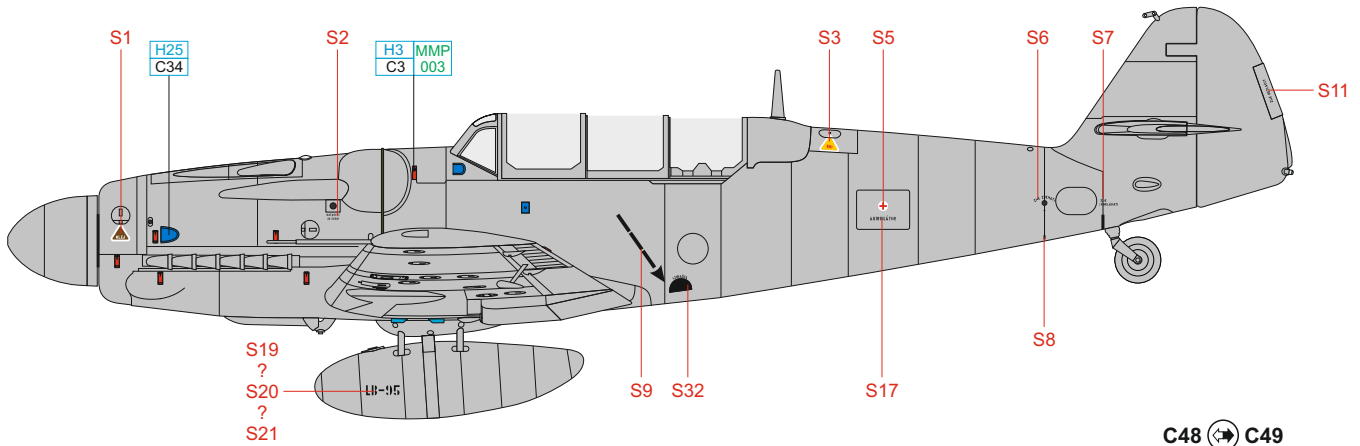
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SUPER FINE SILVER SM201 MMC 001 RED H3 MMP C3 003

decal	MARKING
S1a	A, B
S1b	C, D, E, F
S3a	A, B
S3b	C, D, E

decal	MARKING
S4a	A, B
S4b	C, D, E, F
S28	A, E, F
S29	A, E, F

decal	MARKING
S30	B, C, D
S31	B, C, D
S33	B, C, D, E



RED H3 MMP C3 C34 SKY BLUE H25 C34