

1:72



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D-225

P-24C/E/F/G 'Balkan Defender'

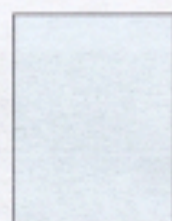
GB. Design and developmentThe PZL P.24 was developed as an export version of the PZL P.11, a gull-wing all-metal fighter designed by Zygmunt Pulawski. The P.11 was powered with a license-built Bristol Mercury engine. The second P.24/II prototype, named the "Super P.24", set a world speed record for radial engine-powered fighters (414 km/h). The third P.24/III prototype was the "Super P.24bis" with a more powerful 14Kfs engine. The wings had a gull-wing shape, with a thin profile close to the fuselage, to provide a good view for the pilot. This configuration was developed by Zygmunt Pulawski and called "the Polish wing". The canopy was closed (apart from prototypes). An internal 360 liter fuel tank in the fuselage could be dropped in case of fire emergency. It had conventional fixed landing gear, with a rear skid. The armament was a combination of 20 mm Derlikon FF cannon and 7.92 mm Colt-Browning machine guns in the wings. **Operational history:** Despite being a better fighter than the PZL P.11, none were acquired by the Polish Air Force, which preferred to wait for the PZL.50. When it became clear the PZL.50 would not be ready in time to counter the imminent German attack, the PAF briefly considered ordering PZL.24H. The aircraft had greater success abroad, though. Turkey: Turkish P.24s were used for training until the late 1940s. Some were refitted with Pratt & Whitney Twin Wasp engines. Romania: The Romanian Air Force already used PZL P.11s built under license in the IAR factory, and decided to acquire the P.24 as well. Romania bought five P.24Es and a production license, and built 25 IAR P.24E aircraft at the IAR factory between 1937 and 1938. (2) Some components of the P.24E, mainly its tail section, were used in construction of the Romanian low-wing fighter IAR 80. The fighters were used to guard Bucharest and the Ploesti oilfields from Soviet bombers at the start of Operation Barbarossa. Flying from Otopeni military airbase, the PZL P.24 fighters managed to shoot down 37 unescorted WWS bombers. The P.24E was also used for ground attack missions until the end of 1941 and after 1942 it was relegated to training duties because of its obsolescence. Greece: The Royal Hellenic Air Force (EVA) is the only air force during World War II to operate the PZL.24 as its main fighter type. Two subtypes, thirty P.24F and six P.24G, were ordered and delivered in 1937-38. They were split between three Mirage Divisions (Fighter Squadrons): the 21st at Tinkala, 22nd at Thessaloniki and 23rd at Larissa. The only other operational Greek fighters, stationed further south, were eight Bloch MB.151s and two each Gladiator Mk I and Avia B-534 II, both of which were of limited value. When Italy attacked in October 1940, the Polish fighter was the Greeks' only modern type in adequate numbers. However, by 1940, the PZL.24 was no longer a front-runner despite a powerful powerplant and satisfactory armament. It had no speed advantage over the Fiat Cr.42 nor could it outfly the nimble Italian biplane, while it was much slower than the Macchi MC.200 and the Fiat G.50 it was pitted against. Its armament was the only real advantage against the Italian fighters whose reliance on the slow firing Breda-SAFAT 12.7mm machine guns proved detrimental. The PZL.24F armed with two 20mm Derlikon FF cannon and two MGs gave the Greeks a temporary edge in combat until lack of ammunition and spares forced EVA to re-arm all P.24Fs with 4x Colt-Browning 7.7 mm MG40 machine guns. Overall, the PZLs performed gallantly during the early period of the conflict, holding their own against impossible numerical odds and despite the fact that their main targets were enemy bombers which forced them to fight at a disadvantage against enemy fighters. Italian claims of easy superiority over the Albanian front were vastly over-rated and their kill claims even exceeded the total number of

operational fighters on the Greek side. Total Greek fighter losses in combat came to 24 a/c with the Greek fighter pilots claiming 64 confirmed kills and 24 probables (about two third bombers). By April 1941, however, lack of spares and attrition had forced EVA to merge the five surviving PZL.24s into one understrength squadron supported by five Gloster Gladiators Mk I and II and the two surviving MB.151s. These fought hopelessly against the Luftwaffe onslaught in April 1941 scoring 4 kills (two He-126, one Ju-87B and one Do-17) and losing most of their surviving a/c on the ground. None of the Pulawski fighters survived. **Variants:** The P.24A and P.24B models could carry 4 x 12.5 kg bombs, while the P.24C, F and G could carry 2 x 50 kg bombs. P.24H This design used the whole tail fuselage section from the P.11c, was powered with a Gnome-Rhône 14Kfs engine (930 hp), and was armed with two 20 mm cannon and two machine guns. P.24A It entered production as the P.24A. The P.24B version was armed with four machine guns. The Bulgarian Air Force ordered 14 PZL P.24Bs in 1937-1938. The P.24C was armed with four machine guns and two 50 kg bombs. The Royal Romanian Air Force ordered five PZL P.24E fighters in 1937 and built 25 IAR P.24E aircraft under license. The P.24D was developed for sale to Hungary, but it was not completed, Hungary purchasing the Fiat CR.32 instead IAR P.24E. The P.24E version was license-built in Romania by Industria Aeronautică Română as the IAR P.24E. The Royal Romanian Air Force ordered five PZL P.24E fighters in 1937 and built 25 IAR P.24E aircraft under license. The P.24F was armed with two cannon and two machine guns and bombs and powered with the more powerful 970 hp (720 kW) Gnome-Rhône 14N-07 engine. P.24G The last production version was the P.24G, produced from 1937 and powered with the more powerful 970 hp (720 kW) Gnome-Rhône 14N-07 engine. The P.24G was armed with four machine guns and bombs. The Royal Hellenic Air Force bought 30 P.24Fs and six P.24Gs in 1938. Delivered 1937-38. All Fs eventually re-armed with 4x Colt-Browning 7.7mm MGs. The P.24H was to be powered with a Gnome-Rhône 14N-21 engine (1,100 hp) and carry four cannon or two cannon and two machine guns, but it was not completed. The P.24H was considered for purchase by the Polish Air Force, but progress was slow due to the P.24's similarity to the PZL P.11, which was already in service, and also interest in the hypothetically superior PZL.50 Jastrzab then under development. P.24J The P.24J version was to be armed with four cannon and was to be sold for export. The only surviving example of a PZL P.24 in the world. Turkish Aviation Museum, Istanbul. **Specifications:** IP.24A, P.24B, P.24C. **General characteristics:** Crew: 1, Dimensions: Length: 7.50 m (22.96 ft); Wingspan: 10.71 m (32.80 ft); Height: 2.69 m (8.82 ft); Wing area: 17.90 m² (192.7 ft²); Empty weight: 1,327 kg (2,925 lb); Loaded weight: 1,870 kg (4,121 lb); Max. takeoff weight: 2,000 kg (4,400 lb); Powerplant: 1 x Gnome-Rhône 14Kfs 14-cylinder double row radial engine, 900 hp / 930 hp (max) (671 kW / 693 kW (max)); Performance: Maximum speed: Maximum speed: 430 km/h (267 mph); Range: 700 km (435 mi); Service ceiling: 9,000 m (29,527 ft); Rate of climb: 11m/s (2,160 ft/min); Power/mass: 370.6 kW/tonne (451.5 hp/ton).

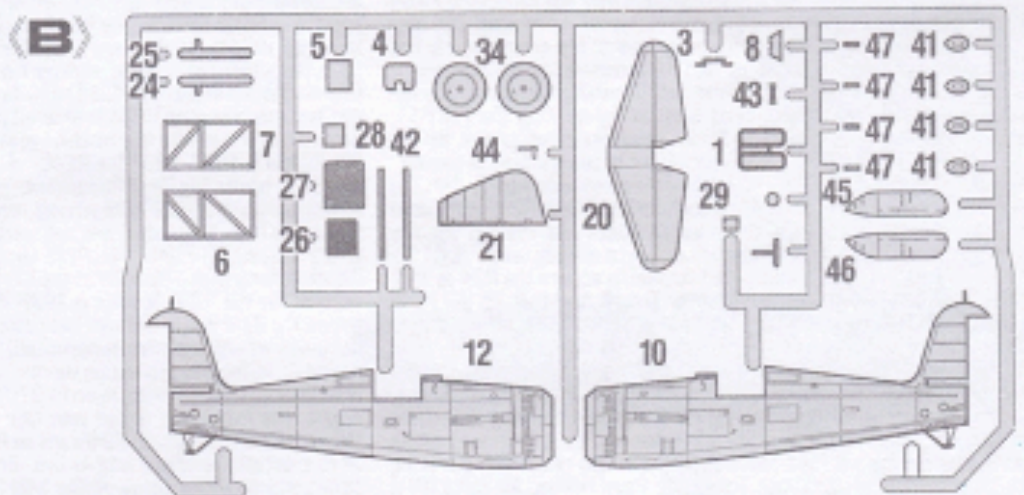
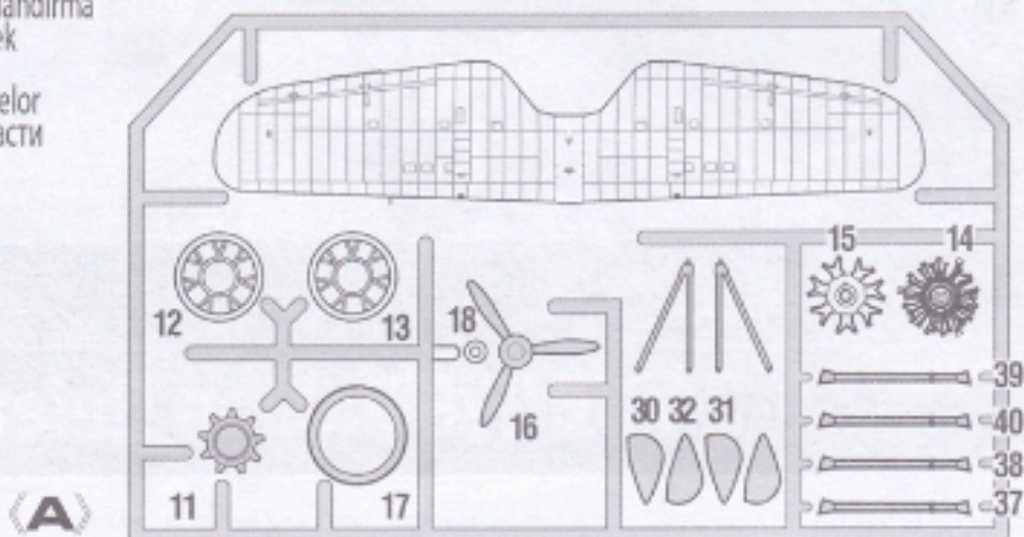
D. Die PZL P.24 war ein in Polen konstruiertes einmotoriges Jagdflugzeug aus den 1930er-Jahren. Sie war international erfolgreich und wurde in die Türkei, Bulgarien (12 Maschinen), Griechenland und Rumänien exportiert oder (40 P.24E) in Lizenz gebaut, wobei der Großteil der Maschinen (40 P.24A und 26 P.24C) an die Türkei ging. Höchstgeschwindigkeit: 430 km/h.

GB. Numbering of parts • D. Nummerierung von Teilen • PL. Numeracja części
 • F. la Numérotation des pièces • CZ. Číslování dílů • RUS. Нумерация частей

NL. Nummering van onderdelen
 ESP. Numeración de las piezas
 POR. Numeração das peças
 I. Numerazione delle parti
 S. Numrering av delar
 FIN. Numerointi osien
 DEN. Nummerering af dele
 NOR. Nummerering av deler
 GR. Η αρίθμηση των τμημάτων
 TUR. Parçaların Numaralandırma
 H. Számozása alkatrészek
 SK. Číslovanie dielov
 Rum. Numerotarea pieselor
 BUL. Номериране на части
 UA. Нумерація частин



Parts not used
 Nicht benötigte Teile
 Elementy niepotrzebne
 Pièces non utilisées
 Niet benodigde onderdelen
 Peças não utilizadas
 Parti non usate
 Itra använda delar
 Tarvittomat osat
 Ikke nødvendige dele
 Deler som ikke er nødvendige
 Нечислованные детали
 Nie używane części
 Gebruikt geen onderdelen
 Nepotrebné diely
 Fel nem használt
 Neri otobirani
 Piese de schimb care nu sunt folosite
 Части, които не се използват
 Части не використані



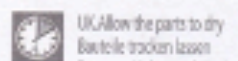
UK: Please note the enclosed safety advice and keep safe for later reference.
 D: Beiliegenden Sicherheitstext beachten und nachschlagebereit halten.
 PL: Skonsumuj się do załączonej karty bezpieczeństwa i miej ją stale do wglądu.
 F: Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.
 M: Houdt u aan de bijgaande veiligheidsinstructies en hou deze steeds bij de hand.
 E: Observar y siempre tener a disposición este texto de seguridad adjunto.
 I: Seguire le avvertenze di sicurezza allegate e tenere a portata di mano.
 P: Ter em atenção o texto de segurança anexo e guardá-lo para consulta.
 S: Beakta bifogat säkerhetstext och håll den tillgänglig.
 FIN: Huomista jo säilytä yhteisöt varustelot.
 DK: Overhold vedlagte sikkerhedsanvisninger og har dem liggende i nærheden.
 N: Ha alltid vedlagt sikkerhetsblad klar til bruk.
 RU: Сохранять прилагаемый текст по технике безопасности, хранить его в легко доступном месте.
 GR: Προσεύξτε ε' ουγγυνη υποθήκη ασφαλείας και ελάτε την στο χέρι με τη χρήση πάντα σε διάθεσή σας.
 TR: Eldeki güvenlik talimatlarını dikkatle okuy, saklayınız ve her bir işleminde yanınızda tutunuz.
 CZ: Dbejte na příložený bezpečnostní text a mějte jej připravený do rúk.
 H: A mellékelt biztonsági utasítást mindig figyelembe vétele mellett kell használni.
 SL: Priložena varnostna navodila imajte na jh hrande na vsem delovnem mestu.
 Rum: Vi rugăm să rețineți sfatul de siguranță înclină și păstrați-le condiți de siguranță pentru referință ulterioară.
 BUL: Внимавайте винаги за приложените текст за безопасност и да ги имате на видно място.
 UA: Зберіть уясу, що додається разом з цим і безпеку її до прилучення безпеки для подальшого використання.

Made for OLYMP AIRCRAFT
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 54-318 WROCLAW, POLAND
 e-mail: olympaircraft@o2.pl

GB.Assembly instruction

- D.Montageanleitung
- PL.Instrukcja montazu
- F.Notice de montages
- Montážní návod
- Инструкция по монтажу

- NL.Montagehandleiding
- ESP.Instrucciones de montaje
- S.Monteringsanvisning
- FIN.Asennusohje
- DEN.Samlingsvejledning
- TUR.Montaj talimat
- H.Szerelési utasítás
- SK.Montážna príručka
- RUS.Инструкция по монтажу



UK Allow the parts to dry
Bauzeit trocken lassen
Pozostawć do wyschnięcia

Laszr sácher los piláns

Oderdelen laten drogen

Dejar secar las piezas

Déjar sécar les composants

Fir asúgáraní i componentí

ansa-sáer kariva

La déiese tarbe

Laci komponénte me tarbe

Lik byggeáttarna torika

Дать гермету высохнуть

Арытар не жагы во му сторуауов

Yapi parçaları kurumaya bırakınız

Jednotlivé díly nechtio zaschnout

Alkatrészeket haggya száradni

Rustite d'a sestavni deli posušijo

Se lasól se usoso piece

Оставьте части до высыхания

Дайте высохнуть частям



Repeat same procedure on opposite side

Gleichen Vorgehen auf der gegenüberliegenden Seite wiederholen

Téli sán pzebieg czynności powtarzyć na stronie przeciwnej

Opérer de la même façon sur l'autre face

Dezeldde handeling herhalen aan de tegenoverliggende kant

Realizar el mismo procedimiento en el lado opuesto

Repetir o mesmo procedimento utilizado no lado oposto

Stessa procedura sul lato opposto

Upprepa proceduren på motsatta sidan

Totota samo tomspeide kutan vieraellä sivalla

Det samme arbejde gentages på den modsatte side

Gjenta prosedyren på siden tven over for

Повторить такую же операцию на противоположной стороне

Снова повторить ту же процедуру от противоположной стороны

Аynı işlemi farklı tarafta tekrarlayın

Svojíj postup zopakujte na protilehlé straně

ugyinat a folytatást a szemben fekvő oldalon megismételni

bił postąpek powtórzyć in na sprzecznej stronie

Repetir a mesma procedurá pe parte oposta

Повторите такую же процедуру на противоположной стороне

Повторіть ту ж процедуру на протилежній стороні

1 STEP

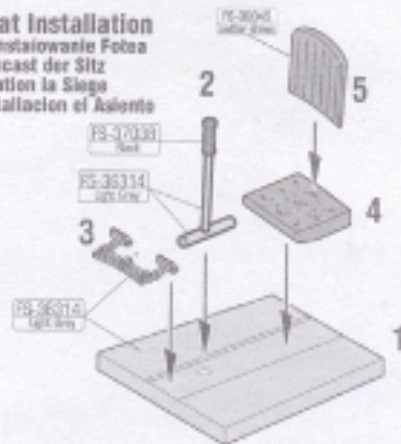
Seat Installation

Zainstalowanie Fotela

Bauzeit der Sitz

Fixation la Siège

Instalación el Asiento



3 STEP

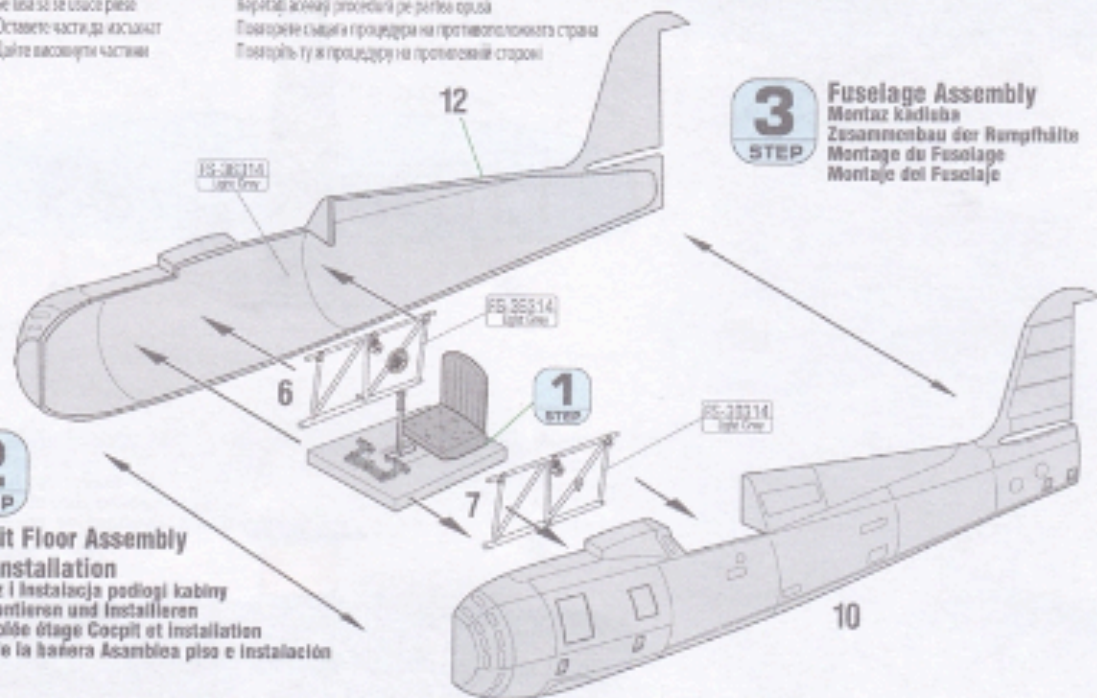
Fuselage Assembly

Montaz kádleba

Zusammenbau der Rumpfhälfte

Montage du Fuselage

Montaje del Fuselaje



2 STEP

Cockpit Floor Assembly

and Installation

Montaz i instalacja podłogi kabiny

Sitz Montieren und Installieren

Assemblé étage Cockpit et Installation

Taléo de la bañera Asamblea piso e Instalação

5 STEP

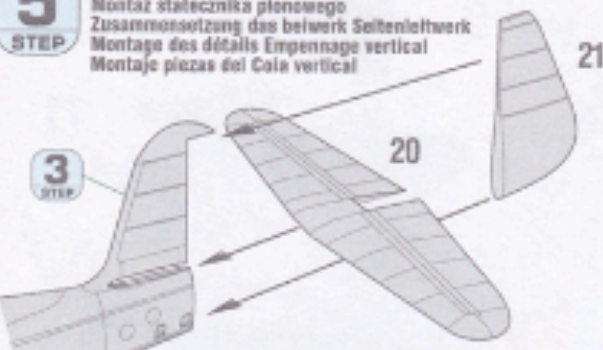
Tail Fin Parts Assembly

Montaz statecznika pionowego

Zusammensetzung des beiwerk Seitenleitwerk

Montage des détails Empennage vertical

Montaje piezas del Cola vertical



4 STEP

Horizontal Stabilizers Installation

Zainstalowanie stateczników poziomych

Bauzeit der Höhenflossen

Fixation des stabilisateurs horizontaux

Instalación Estabilizadores

6 STEP

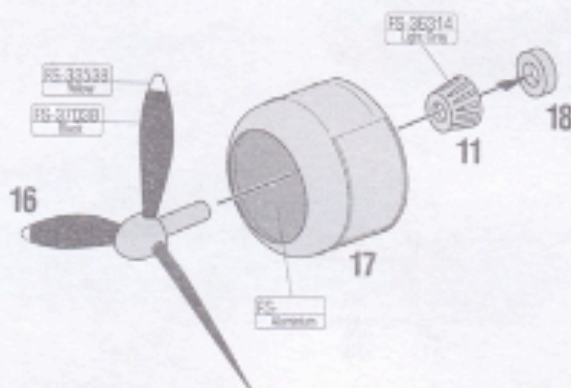
Propeller and Engine Cowling Assembly

Montaz Smigla i Okapowania Silnika

Zusammensetzung der Luftschraube und Motorabdeckung

Montage de Hélice et Capot de moteur

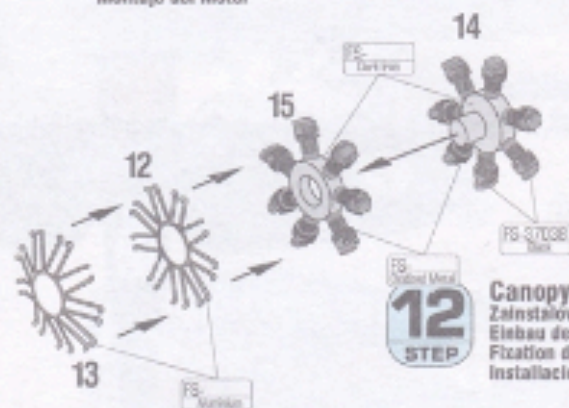
Montaje de la Propulsor y la Cubierta del Motor



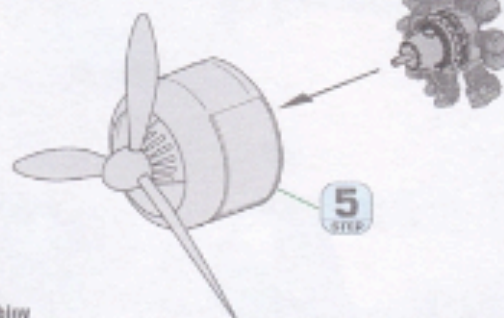
•POR.Instruções de montagem • I.Istruzioni di montaggio
 •ČEJ.skladání • NOR.monteringsanvisning • GR.Οδηγίες συναρμολόγησης
 •CZ.skladání • RUM.Adunarea de instrucțiuni • BUL.Събрание инструкция

Please note the following symbols, which are used in the instructions wherever they are indicated in the text. If you do not understand the symbols, please refer to the symbols in the instructions. If you do not understand the symbols, please refer to the symbols in the instructions.

7 STEP Engine Assembly
 Montaż Silnika
 Zusammensetzung und Der Motor
 Montage de moteur
 Montaje del Motor

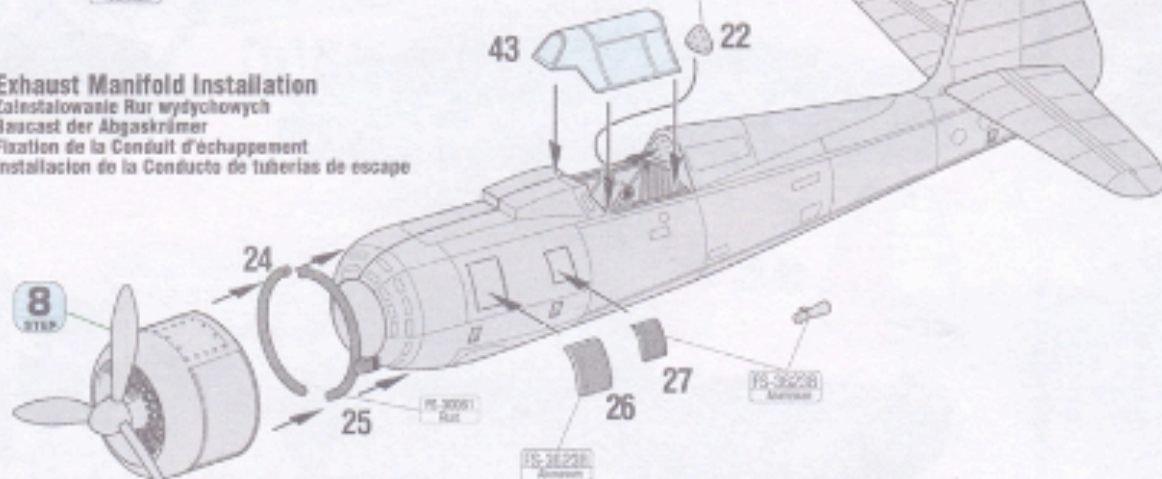


8 STEP Engine and Engine Cowling Assembly
 Montaż Silnika i Okopowania Silnika
 Zusammensetzung der Motor und Motorabdeckung
 Montage de moteur et Capot de moteur
 Montaje del Motor y la Cabierta del Motor



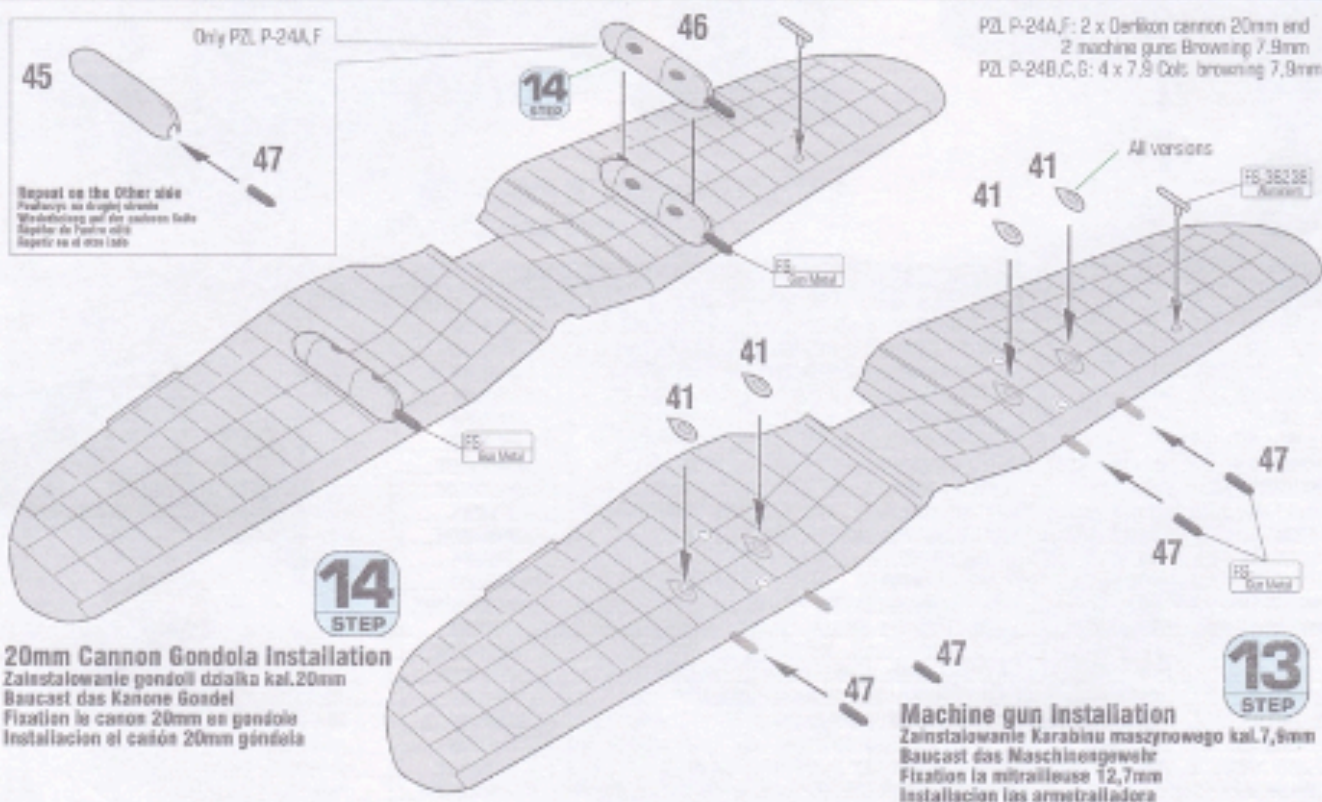
12 STEP Canopy Installation
 Zainstalowanie Osłony Kabiny
 Einbau der Kabinendach
 Fixation de la Verrière
 Instalación de la Balsa

9 STEP Exhaust Manifold Installation
 Zainstalowanie Rur wylotowych
 Baucaat der Abgaskrimer
 Fixation de la Conduit d'échappement
 Instalación de la Conducto de tuberías de escape



10 STEP Propeller and Engine Cowling Installation
 Montaż Śmigła i Okopowania Silnika
 Zusammenbau der Luftschraube und Motorabdeckung
 Fixation du Helice et Capot de moteur
 Montaje de la Propulsor y la Cabierta del Motor

11 STEP Radiator Installation
 Zainstalowanie Chłodnicy
 Baucaat der Kähler
 Fixation le Radiateur
 Instalación el Radiator



14 STEP 20mm Cannon Gondola Installation
 Zainstalowanie gondoli działka kal.20mm
 Baucaat das Kanone Gondel
 Fixation le canon 20mm en gondole
 Instalación el cañón 20mm gondola

13 STEP Machine gun Installation
 Zainstalowanie Karabinu maszynowego kal.7,9mm
 Baucaat das Maschinengewehr
 Fixation la mitrailleuse 12,7mm
 Instalación las ametralladora

PZL P-24A,F: 2 x Darlikon cannon 20mm and 2 machine guns Browning 7.9mm
 PZL P-24B,C,G: 4 x 7.9 Colt: Browning 7.9mm

Repeat on the Other side
 Wiederholen auf der anderen Seite
 Repetir en el otro lado

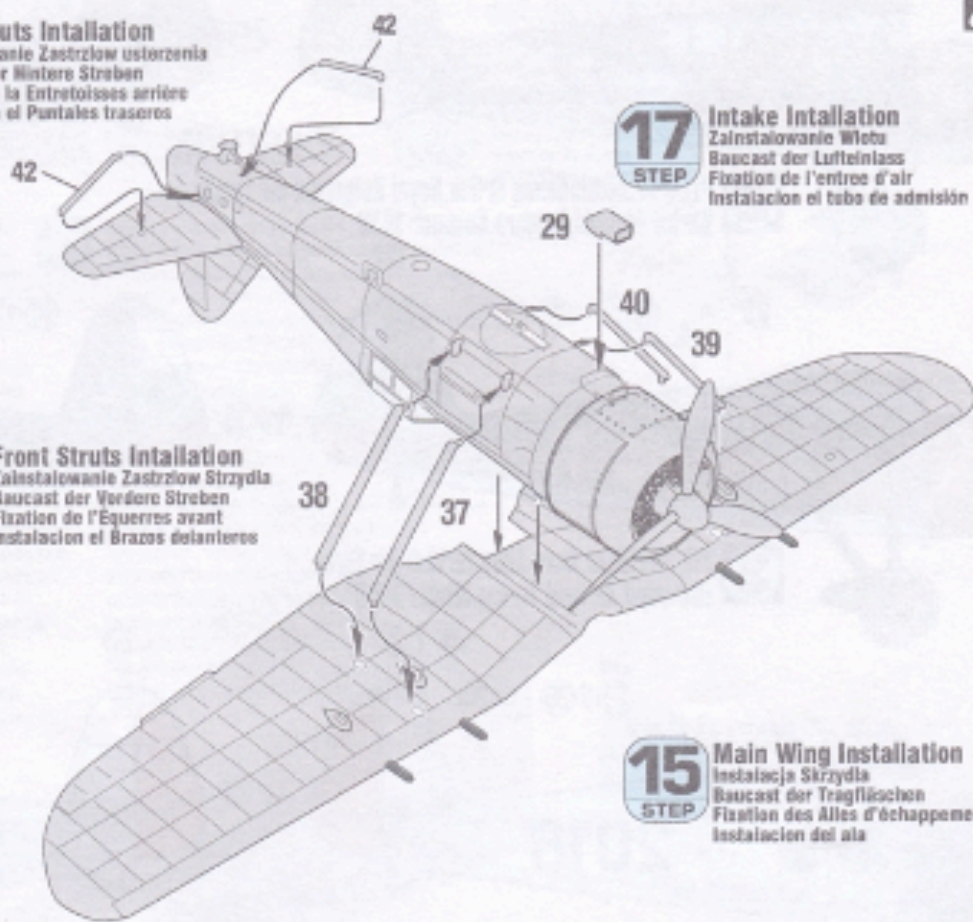
All versions
 FS 36236
 Nut

FS 36236
 Nut

construction stages. Proszę owaćać na następujące symbole, które są użyte w poniższych etapach montażowych. Bitte beachten Sie folgende Symbole, die in den nachfolgenden i o-dessa, qui sont utilisés dans les étapes suivantes du montage. Neem a.u.b. de volgende symbolen in acht, die in de volgende bouwstapen worden gebruikt. Siwiesz tenar siguientes bases de construcción. Por favor, presta atención a los símbolos que sequeen para os siguientes pasos de montaje. Si pregi di fare attenzione truzione. Osservare: Nedenstående pictogram används i de följande monteringsstegen. Huomio seuraavasti symboleja, jotta käytetään seuraavissa kokonaisuutissa. Lög virgilt er. Legg merke til symbolene som benyttes i monteringsstegene som følger. Doga sarraki montaj bosonektrinde kulon-lacak olan, alla? ciki simbolere kafen dikot edin-kirak, dora kucuk, sayik figuralar. Doga procin na dle uvedene symboly, ktere se pouzivej v nasledujich konstrakcnych etapach. Prosim za tolu pozornost na sledice symbole ki se podaju slika. To oznako uporabljatevna soj repredne poljilice, uporabljajepny.

- Glue
- Kleber
- Przyklej
- Color
- Lijepan
- Ergänzer
- Color
- Incollare
- Limes
- Limes
- Limes
- Lim
- Kleber
- Kollage
- Lapant
- Lepet
- Ragocsim
- Leplő
- Lipici
- Ferwac
- Klei

18 STEP Rear Struts Installation
Zainstalowanie Zastrzów usterzenia
Baucaat der Hintere Streben
Fixation de la Entretoises arrière
Instalación el Puntales traseros



17 STEP Intake Installation
Zainstalowanie Wlotu
Baucaat der Lufteinlass
Fixation de l'entree d'air
Instalación el tubo de admisión

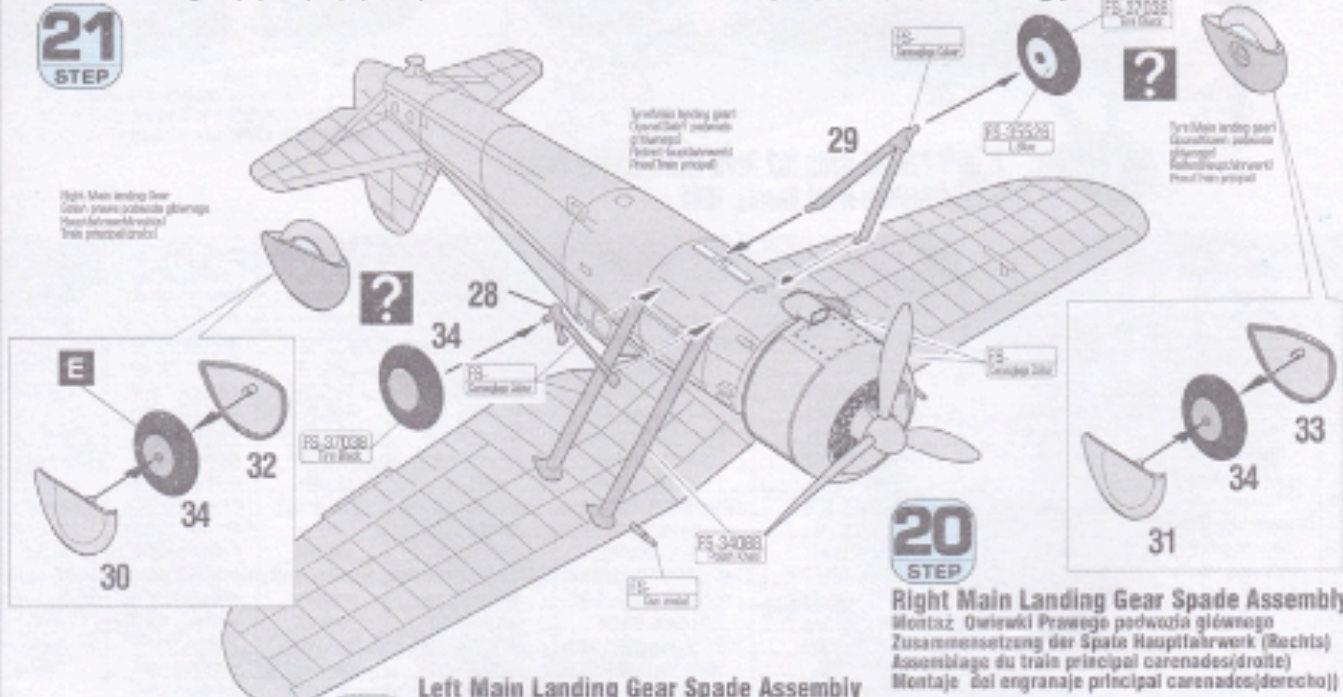
16 STEP Front Struts Installation
Zainstalowanie Zastrzów Strzydła
Baucaat der Vorderer Streben
Fixation de l'Esquerres avant
Instalación el Brazos delanteros

- ?**
- Optional
 - Wahlweise
 - Do wyboru
 - Facultativ
 - Rear keuz
 - No engomar
 - Alternat
 - Facultativa
 - Válrit
 - Välrit
 - Välrit
 - Välrit
 - Ho tudioj
 - evallused
 - Soyraii
 - Voitoinä
 - Totals izorint
 - Näin tbaio
 - Facultativ
 - Do wyboru
 - Reofool's pccová

15 STEP Main Wing Installation
Instalacja Skrzydła
Baucaat der Tragflächen
Fixation des Aliles d'échappement
Instalación del ala

21 STEP Left Main Landing Gear Installation
Instalacja Lewego podwozia głównego
Baucaat der Hauptfahrwerk (Links)
Fixation de train principal (gauche)
Instalación del engranaje principal (Izquierdo)

22 STEP Right Main Landing Gear Installation
Instalacja Prawego podwozia głównego
Baucaat der Hauptfahrwerk (Rechts)
Fixation du train principal (droite)
Instalación del engranaje principal (derecho)



19 STEP Left Main Landing Gear Spade Assembly
Montaż Owiwki Lewego podwozia głównego
Zusammensetzung der Spate Hauptfahrwerk (Links)
Assemblage du train principal carénados(gauche)
Montaje del engranaje principal carénados(Izquierdo)

20 STEP Right Main Landing Gear Spade Assembly
Montaż Owiwki Prawego podwozia głównego
Zusammensetzung der Spate Hauptfahrwerk (Rechts)
Assemblage du train principal carénados(droite)
Montaje del engranaje principal carénados(derecho)

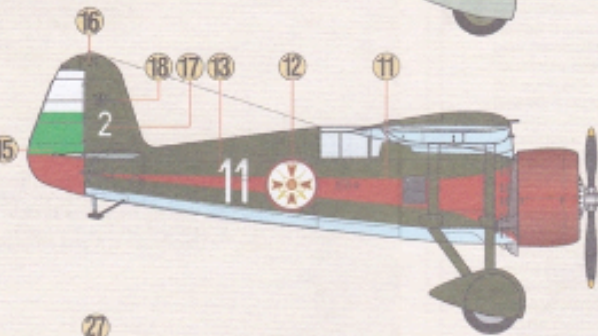
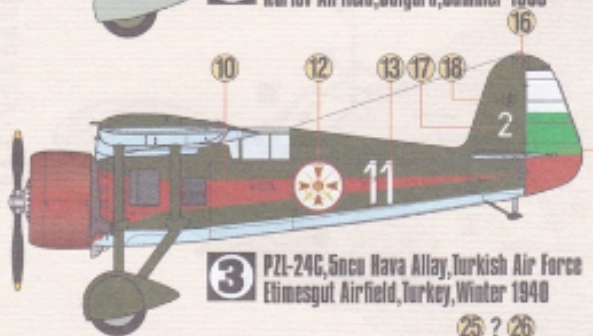
Marking & Painting

1 PZL-24, 21 Mira, Royal Greek Air Force
Larissa Airfield, Greece, May 1941

5 PZL-24E, Factory Test
Okęcie Airfield, Poland



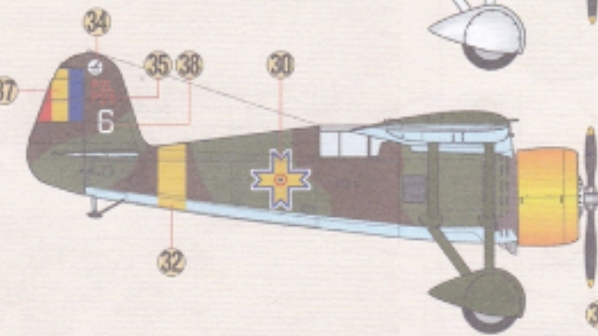
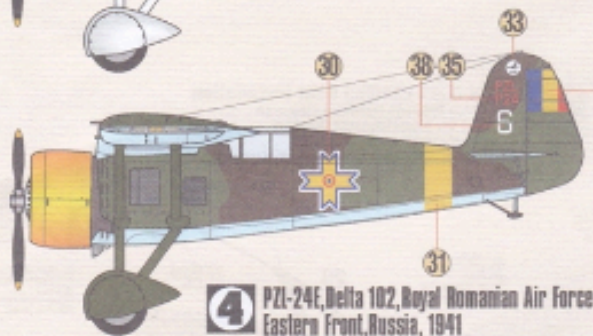
2 PZL-24B, 21st Izbitalien Orliak, Royal Bulgarian Air Force
Karlov Airfield, Bulgaria, Summer 1939



3 PZL-24C, 5ncu Hava Alay, Turkish Air Force
Etimesgut Airfield, Turkey, Winter 1940

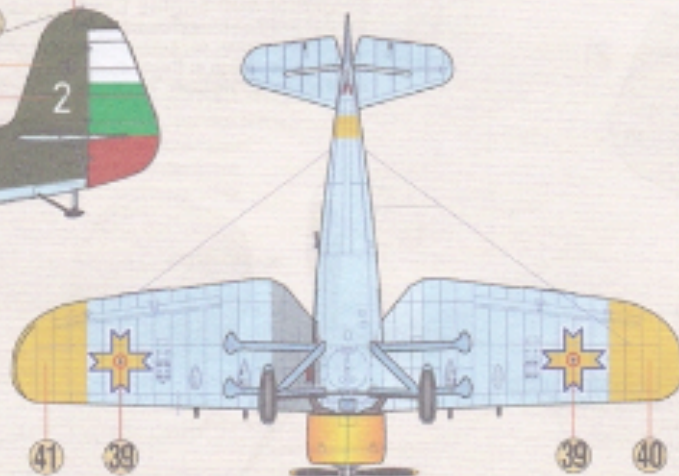
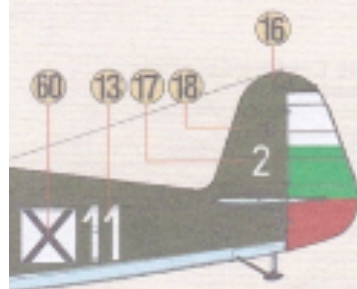
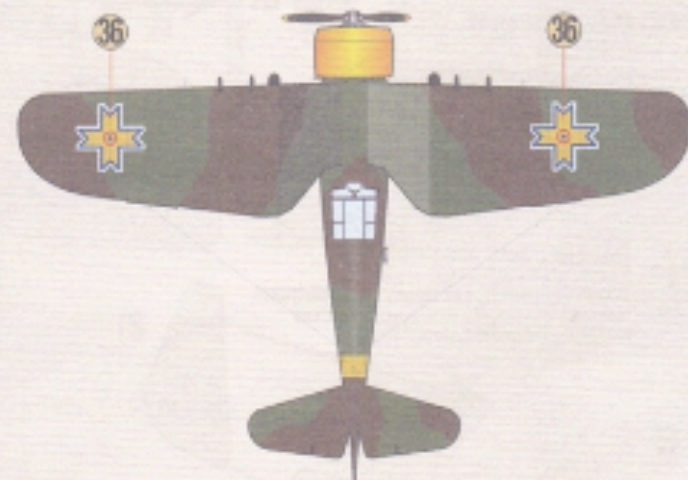
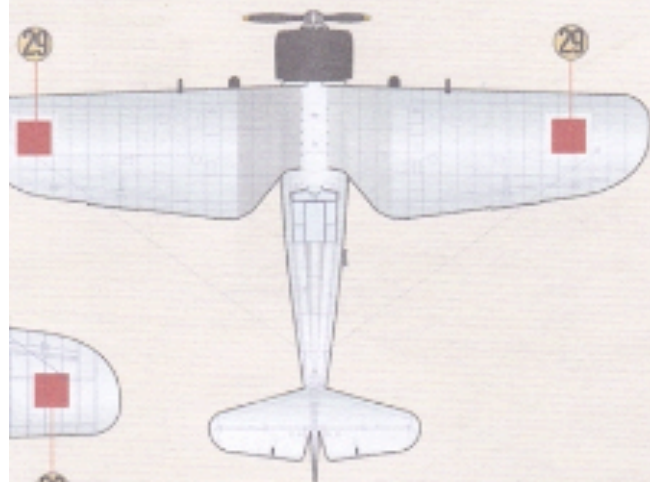
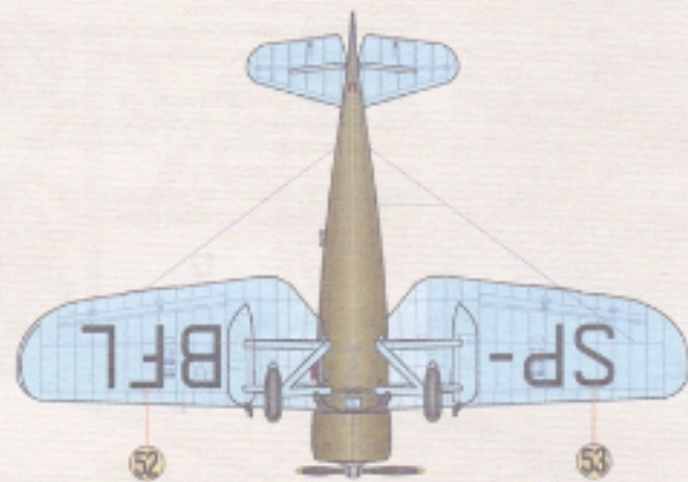
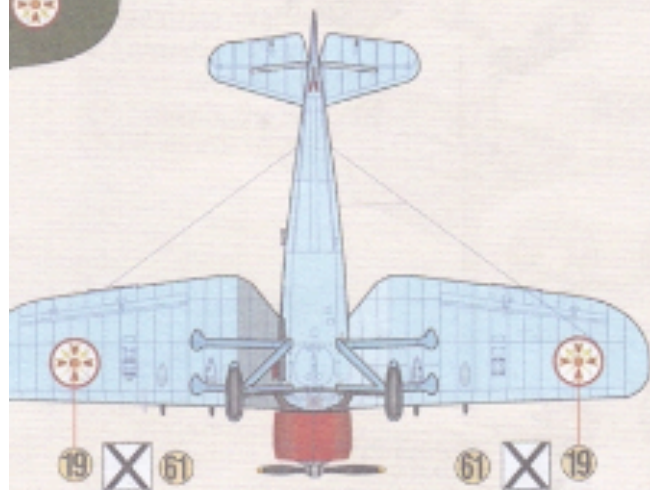
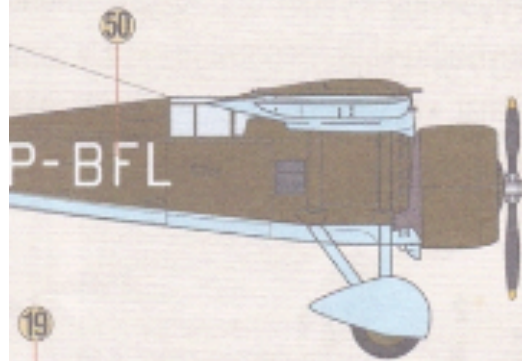


4 PZL-24E, Delta 102, Royal Romanian Air Force
Eastern Front, Russia, 1941



A	Federal Standard RAL Colors	A	FS 44000 AWT 12 RAL 7000	B	FS 36111 BOMT 11 RAL 7004	C	FS 40151A 22m RAL 6013	D	FS 25550A000 7 RAL	E	FS 27905 RAL 9016	F	FS 36638 RAL 9006	G	FS 27905 RAL 9016	H	FS 27905 RAL 9016	I	FS 27905 RAL 9016	J	FS 40259 RAL 9017
GB	Required colours	A	Sandy yellow	B	Dark green, matt	C	grey-blue, silk-matt	D	Light blue, matt	E	Black, matt	F	Aluminium, metallic	G	Oxidized metal, metallic	H	Rust, matt	I	Silver, metallic	J	Iron-grey, matt 68
DE	Benötigte Farben	A	Sand gelb	B	dunkelgrün, matt	C	grau-blau, seidenglänzend	D	hellblau, matt	E	schwarz, matt	F	Aluminium, metallisch	G	oxidisiertes Metall, metallisch	H	Rost, matt	I	Silber, metallisch	J	Interieur-grün, matt 68
PL	Potrzebne kolory	A	piaskowo-żółty	B	Ciemnozielony, matowy	C	szaro-niebieski, jedwabisty-mat	D	jasnoniebieski, matowy	E	Czarna, matowa	F	Aluminiowa, metalicznie	G	Metalewy oksydowany, metalicznie	H	Rdzawy matowy	I	Srebro, metaliczny	J	Interieur-zielony, mat 68
F	Peintures nécessaires	A	sable jaune	B	vert foncé, mat	C	gris-bleu, soie-ne mat	D	gris-bleu, soie-ne mat	E	noir, mat	F	aluminium, métallique	G	métal oxydé, métallique	H	rouille, mat	I	argent, métallique	J	intérieur-vert, mat
NL	Benodigde kleuren	A	zandgeel	B	donkergroen, mat	C	grijs-blauw, zijde mat	D	lichtblauw, mat	E	zwart, mat	F	aluminium, metaal	G	geoxideerd metaal, metaal	H	roest, mat	I	zilver, metaal	J	interieur-groen, mat
ESP	Colores necesarios	A	arena amarilla	B	verde oscuro, mate	C	gris-azul, mate seda	D	azul celeste, mate	E	negro, mate	F	aluminio, metalizado	G	metal oxidado, metalizado	H	óxido, mate	I	plata, metalizado	J	interior gris, mate
PCB	Temas nécessaires	A	areia amarela	B	verde escuro, fosco	C	cinzento-azul, fosco sedoso	D	azul celeste, fosco	E	preto, fosco	F	prata, fosco	G	alumínio, metalizado	H	óxido mate	I	prata, metalizado	J	interior cinzento, opaco
I	Colori necessari	A	giallo sabbia	B	verde scuro, opaco	C	grigio-bleu, opaco seta	D	bleu celeste, opaco	E	nero, opaco	F	argento, opaco	G	metallo ossidato, metallico	H	colori rughevoli, opaco	I	argento, metallico	J	interior grigio, matt
S	Avärida färger	A	sandgulfärg	B	mörkgrön, matt	C	grå-blå, silkesatt	D	ljusblå, matt	E	svart, matt	F	svart, matt	G	aluminium, metallisk	H	oxidert metall, metallisk	I	silver, metallisk	J	interiör-grå, matta
FIN	Tarvitavat värit	A	hiekänväri	B	tummanvihreä, hiemäväri	C	harmaa-sininen, silkkihiemäväri	D	vaaleansininen, hiemäväri	E	musta, hiemäväri	F	musta, hiemäväri	G	alumiini, metallikko	H	hapettunut metalli, metallikko	I	hopea, metallikko	J	interiör-harmaa, matta
DK	De krævede farverne	A	sandgul	B	mørkegrøn, mat	C	grå-blå, silkesat	D	lyseblå, mat	E	sort, mat	F	sort, mat	G	aluminium, metallisk	H	oxidert metall, metallisk	I	sølv, metallisk	J	interiør-grå, mat
NOR	Neødvendige farger	A	sandgul	B	mørkegrøn, mat	C	grå-blå, silkesatt	D	lyseblå, mat	E	sort, mat	F	sort, mat	G	aluminium, metallisk	H	oxidert metall, metallisk	I	sølv, metallisk	J	interiør-grå, mat
HEB	Heoizygaszary spacozi	A	szandgul	B	ciemnozielony, matowy	C	szaro-niebieski, jedwabisty-mat	D	jasnoniebieski, matowy	E	czarna, matowa	F	czarna, matowa	G	aluminium, metalicznie	H	oksydowane metal, metalicznie	I	zilver, metalicznie	J	interiur-grz, mat
GR	Αναγκαία χρώματα	A	αμμόχρουνό	B	σκοτεινό πράσινο, ματ	C	γκρίζο-μπλε, ματ	D	ασημένιο, ματ	E	μαύρο, ματ	F	μαύρο, ματ	G	αλουμίνιο, μεταλλικό	H	μεταλλικό οξειδωμένο, μεταλλικό	I	ασημένιο, μεταλλικό	J	επιχρωματισμένο πράσινο, ματ 68
TUR	Gerekl renkler	A	qum sarı	B	karayagıl mat	C	gri-bleu, soie mat	D	gri-bleu, soie mat	E	siyah mat	F	siyah mat	G	alüminyum, metalik	H	oksid metal, metalik	I	gümüş, metalik	J	siyah mat
CZ	Požadované barvy	A	písková žlutá	B	tmavozelená, matná	C	šedobílá, soie mat	D	světlomodrá, matná	E	černá, matná	F	černá, matná	G	hliník, metalický	H	oxidovaný kov, metalický	I	stříbrná, metalický	J	interiér-šedá, matná
H	Skrivnings farger	A	brunlig gul	B	svartgrøn, mat	C	grå-bla, silkesatt	D	vittblå, mat	E	svart, mat	F	svart, mat	G	aluminium, metallisk	H	oksidert metall, metallisk	I	sølv, metallisk	J	interiør-grø, mat
SC	Prozbyne barve	A	peščasti žuti	B	temnozelená, mat	C	šedobílá, soie mat	D	světlomodrá, mat	E	černá, mat	F	černá, mat	G	aluminium, metalik	H	oksidovaný kov, metalik	I	stribrno, metalik	J	interiér-šedá, mat
ROM	Colorile necesare	A	galben nisipos	B	verde închis, mate	C	grău-albastru, matelozos sedos	D	pal albastru, mat	E	negru, mat	F	negru, mat	G	aluminiu, metalic	H	oxidat la rece, metalic	I	argint, metalic	J	interior-șed, mat
BS	Heoizygaszary spacozi	A	peščasti žuto	B	temnozelena, mat	C	graj-bilá, soie mat	D	světlomodrá, mat	E	černá, mat	F	černá, mat	G	aluminium, metalik	H	oksidovaný kov, metalik	I	stribrno, metalik	J	interiér-šedá, mat
UA	Heoizygaszary spacozi	A	peščasti žuto	B	temnozelena, mat	C	graj-bilá, soie mat	D	světlomodrá, mat	E	černá, mat	F	černá, mat	G	aluminium, metalik	H	oksidovaný kov, metalik	I	stribrno, metalik	J	interiér-šedá, mat
BG	Heoizygaszary spacozi	A	peščasti žuto	B	temnozelena, mat	C	graj-bilá, soie mat	D	světlomodrá, mat	E	černá, mat	F	černá, mat	G	aluminium, metalik	H	oksidovaný kov, metalik	I	stribrno, metalik	J	interiér-šedá, mat
MA	Heoizygaszary spacozi	A	peščasti žuto	B	temnozelena, mat	C	graj-bilá, soie mat	D	světlomodrá, mat	E	černá, mat	F	černá, mat	G	aluminium, metalik	H	oksidovaný kov, metalik	I	stribrno, metalik	J	interiér-šedá, mat

Notice: Stencil data decal (Blue colour) is for information only. Possible to obtain as separate sheet.



Uwaga: Opisy eksploatacyjne służy do celów informacyjnych. Możliwość nabycia osobnego arkusza: olympaircraft@o2.pl