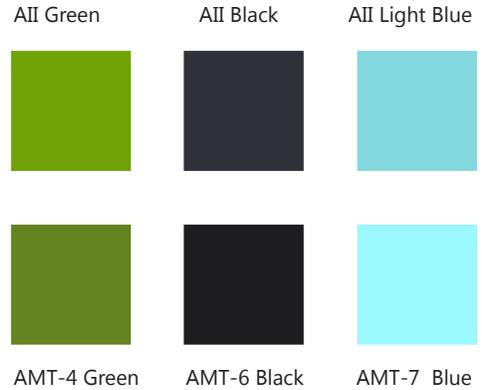


samples collected are in perfect agreement, both with regards to each other, and also with respect to the newly unearthed documentary evidence. To the right are a set of digital, and now printed, reproduction colour chips. These *cannot* replicate the true physical appearance of the colours, as such reproduction technology does not exist either in the digital nor printing worlds. These are approximations, for comparison only.

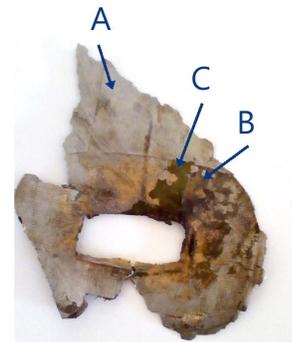
These chips may be compared to the actual samples collected from the various aircraft. Bear in mind, of course, that these samples are highly worn and corroded, and incompetently photographed by the author. They do not perfectly match their 'as new' appearance, obviously. However, their *relative appearance* may be compared to the appearance of these same paints on period photography. AMT-4 Green is darker than AII Green; AMT-7 Blue is lighter than AII Light Blue; and so on.



① AII Green sample from the wing root (highly worn, exposed to elements) of 13-42.
 ② AMT-4 sample from the wing root ejection slot (less exposed / worn) of a Yak-7B.



The port wing root fairing of 13-42 next to the starboard unit from a Yak-7B finished with AMT paints (alas, p/n currently unknown). The two greens are evidently different to the naked eye, even upon casual inspection.



Rudder fabric from 15-18. This confirms the official finishing instructions exactly: two coats of AIN clear dope; one coat of AII Aluminium (A); two coats of AII Green (B); then a field application of two coats of AMT-4 (C).



AII and AMT paints in the same image on Russian monochromatic film.



AII and AMT paints on Yak-7s (displayed at Rechlin) via German monochromatic film.

One last colour matter must be addressed. Many fine researchers have put forward the idea that VVS aircraft were painted with supposed paints A-18F Blue and A-19F Green prior to the introduction of AMT finishes (especially during 1940-41). This author does not deny that such a recommendation was made. HOWEVER, he also asks, "Where are these paints"? The A- series primers are extremely well known. Many samples

have been collected by the author, and there are many more surviving extant examples besides. The suffix "F" also tells us that the paints in question were alcohol solvling permutations of the A- family primers. Thus we have specifically internal use primers with an alcohol solvent alledgedly for use on aircraft external surfaces?