

Avia Bk.534

eduard

CZECHOSLOVAK BIPLANE FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#70105



INTRO

The Avia B.534 was developed in 1934 as an extension of the B.34 fighter. In this incarnation, which was produced in small numbers for the Czechoslovak Air Force (the majority of which were attached to No.3 Fighter Regiment in Slovakia at the beginning of the Second World War), there were several engine/airframe combinations tried. The B.234 prototype served as the basis for the re-engined (Hispano Suiza 12 Ydrs for the original Avia R-29 radial) type that became the true B.534. This was the 1934 victor in a tender for a new standard fighter for the air force, and in June of that year, Avia received an order for an initial 34 aircraft. The orders accumulated to a total of 568 units, built in several production blocks.

Assessments of the aircraft are somewhat variable. At the time of its development, it was an aircraft that was technically sound and utilized progressive construction techniques, but by the time of the Munich Crisis, the technology was slowly but surely entering the realm of the obsolete. To top it off, the politics of the situation during the Crisis disallowed the chance of combat. The chance for combat missions to be flown didn't occur until a few years later, in 1941, in the services of the Slovak State, fighting for the side that had previously been the aggressor against which they were to stand. Slovak pilots flying the B.534 on the Eastern Front gained good results, and these can be viewed upon as being the climax of the career of the type. A year later, it was apparent that replacement by more modern types was necessary, and inevitable. Bulgarian attempts to combat Ploesti raiding B-24 Liberators with the B.534 was a failure, and the aging planes were not able to climb to the Liberator's operational altitudes. In Slovakia, as in Bulgaria, the type was destined for second line relegation.

Some of the remaining B.534s were destined for final operations within the Bulgarian Air Force in operations over Hungary in 1944, and with Slovakia during the several weeks long uprising against Germany (late August - early November 1944). During the Slovak National Uprising, the type was used primarily in the ground attack role, and one did manage a kill to become what is the last aerial victory of a biplane in history. It should be noted that the kill in question was that of a Hungarian transport. The fact remains that the Slovak National Uprising did end up being the swansong of the Avia B.534. Certainly, it can be said that due to the era and climate of the service of this aircraft, and the length of service it was able to achieve, the Avia B.534 has become one of the most profound symbols of Czechoslovak aviation history, a very positive symbol.

During the installation of the Hispano Suiza 12 Ydrs engine that was used in all Avia B.534s, the use of a Hispano 20mm cannon along with the machine guns was considered. This would have necessitated the installation of the Hispano Suiza 12Ycrs. This powerplant was installed into the second B.534 prototype as early as 1936 and was intensively tested. The Ministry of National Defence was adamant that Oerlikon FFS-20 cannon be used and this required a list of changes that protracted the development of the type. All of the changes were finally tested on Bk.534.501, the first of the type that first flew on April 29th, 1938. Before that, in 1937, 54 aircraft were ordered (Bk.534.501 to Bk.534.554), plus a further sixty prior to the Munich Crisis. Production of the type began in the summer of 1938 but at the time, all of the details for the installation of the cannon had not yet been worked out and so a third machine gun was mounted instead. The 'cannon' armed Bk.534 differed from the B.534 IV Serie in that they lacked the air intake under the nose and they gained small intakes on the sides of the engine. Because there was only one machine gun in each side of the fuselage, they were covered with smaller fairings.

Prior March 15th, 1939, when the remnants of the Republic were occupied by German forces, the Czechoslovak Air Force had only taken delivery of three series produced Bk.534s. The remainder of the production run was taken over by the German occupation administration.

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. SYMBOLY



INSTRUKTION



SINNBILDEN



SYMBLES



記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



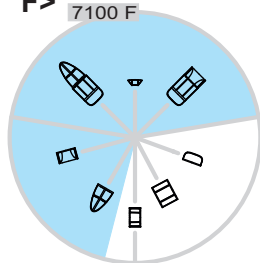
PIÈCES



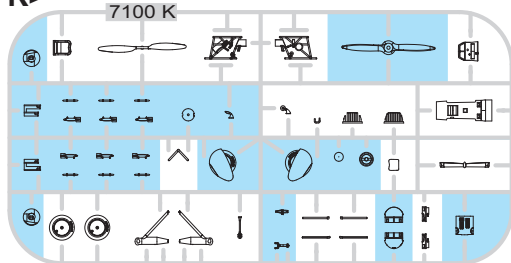
部品

PLASTIC PARTS

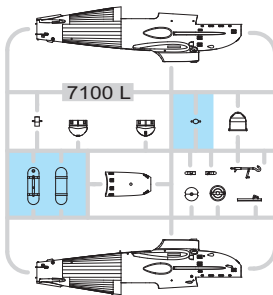
F>



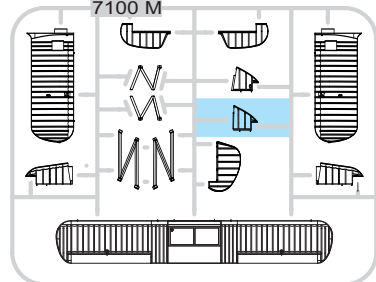
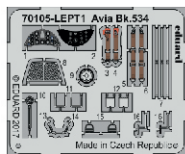
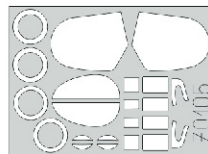
K>



L>



M>

PE - PHOTO ETCHED
DETAIL PARTSeduard
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

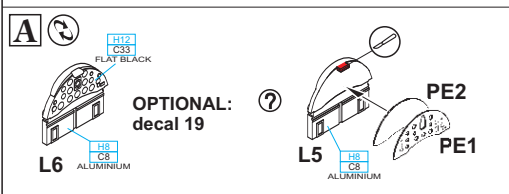
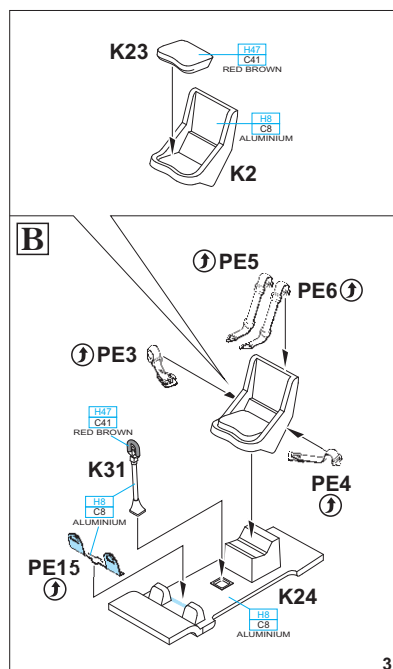
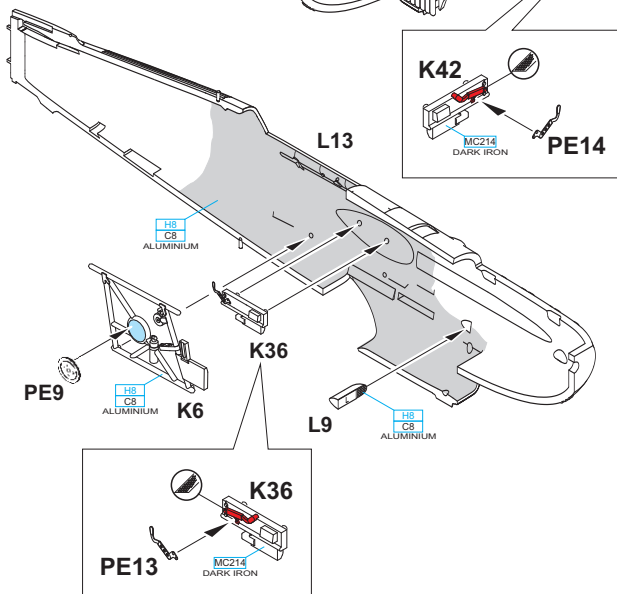
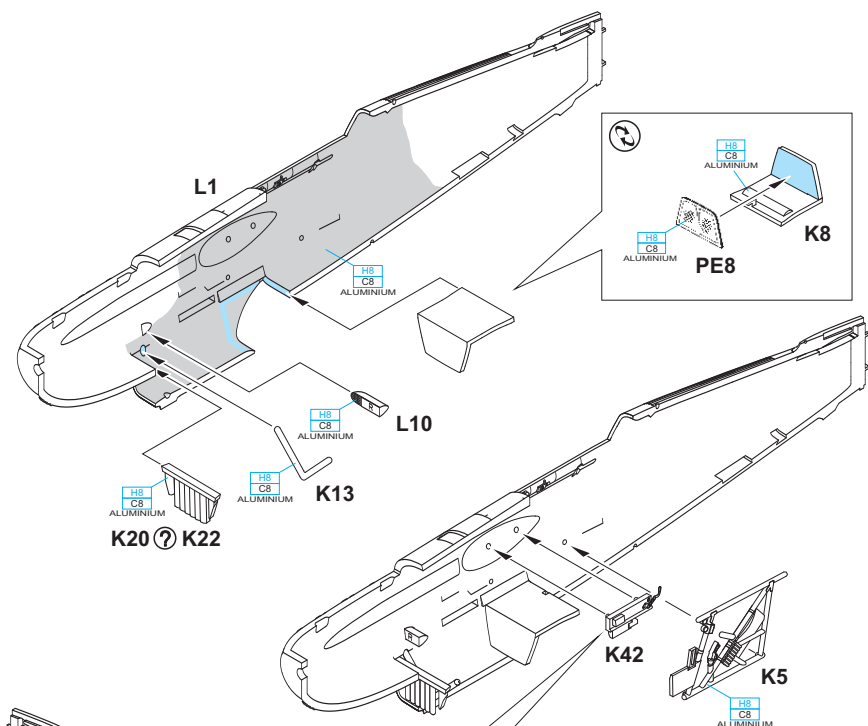
| GSI Creos (GUNZE) | | |
|---------------------|----------------------|-------------|
| AQUEOUS | Mr.COLOR | |
| H8 | C8 | SILVER |
| H12 | C33 | FLAT BLACK |
| H28 | C78 | METAL BLACK |
| H47 | C41 | RED BROWN |
| H70 | C60 | GRAY |
| H77 | C137 | TIRE BLACK |
| H81 | C56 | KHAKI |

RLM02

| AQUEOUS | Mr.COLOR | |
|-------------------------|----------------------|-------------------|
| H334 | C334 | BARLEY GRAY |
| H413 | C113 | YELLOW |
| H414 | C114 | RED |
| Mr.METAL COLOR | | |
| M2214 | | DARK IRON |
| M2215 | | COPPER |
| Mr.COLOR SUPER METALLIC | | |
| SM01 | | SUPER FINE SILVER |

RLM04

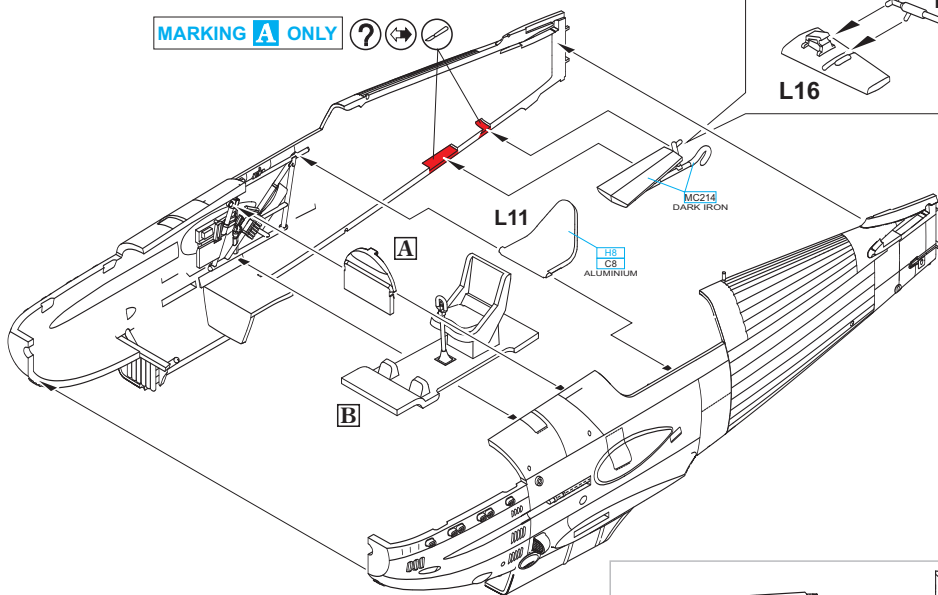
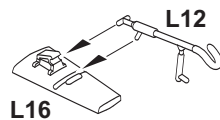
RLM23



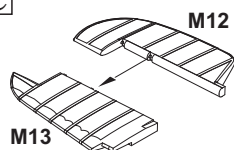
MARKING **A** ONLY



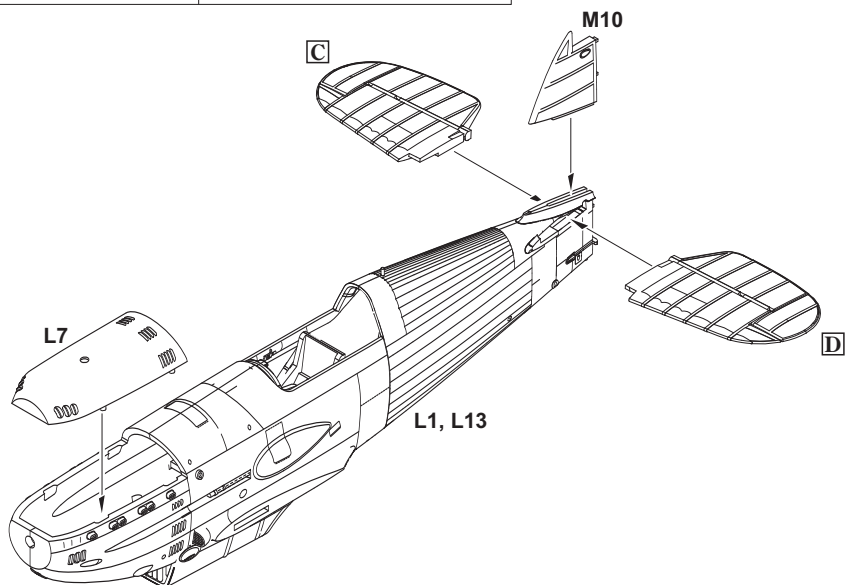
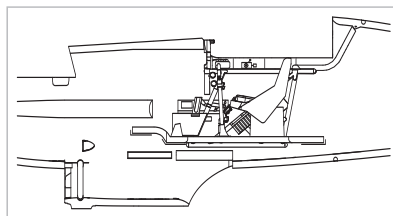
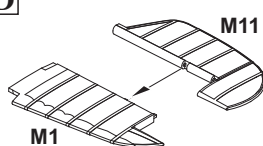
MARKING **A** ONLY

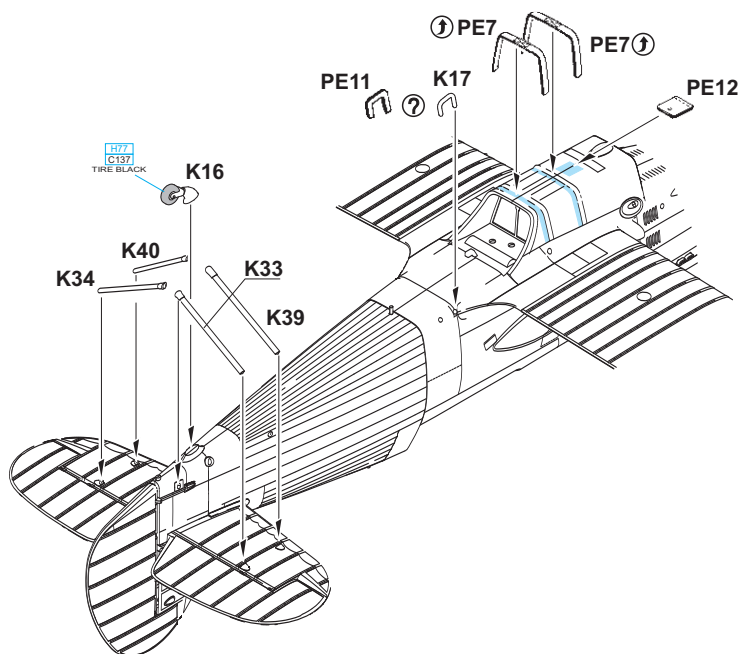
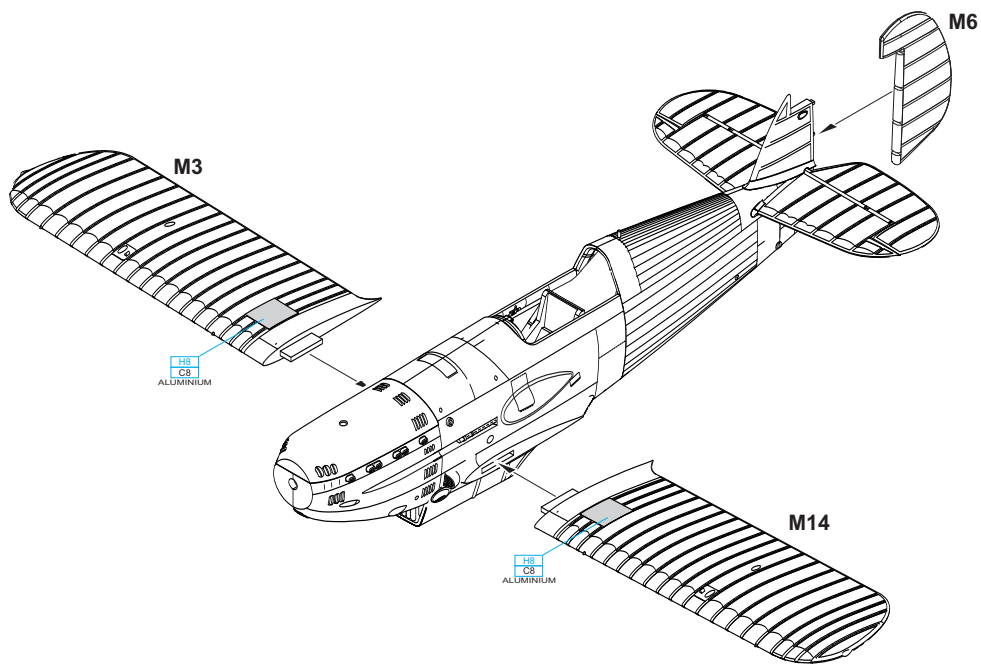


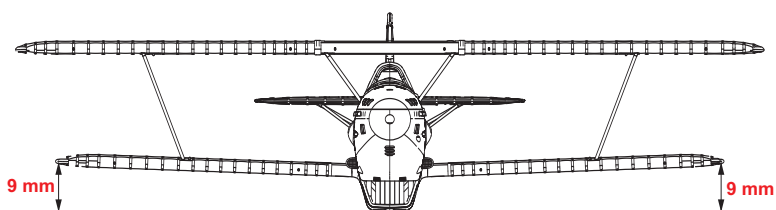
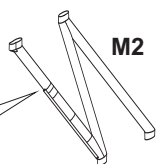
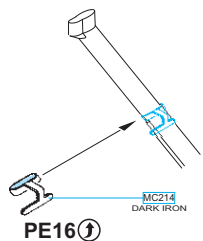
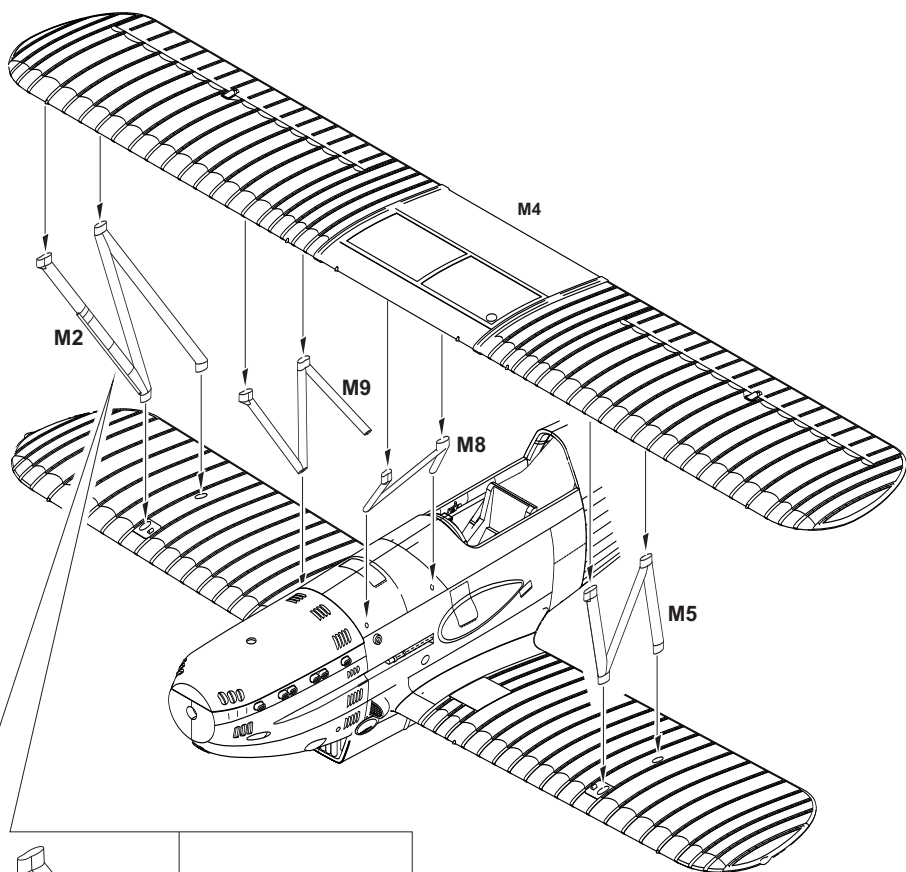
C

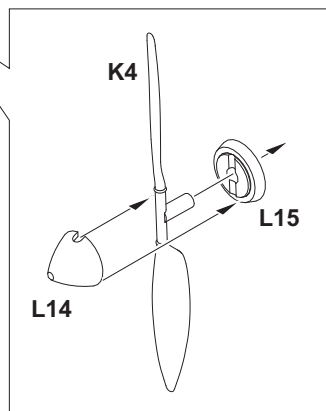
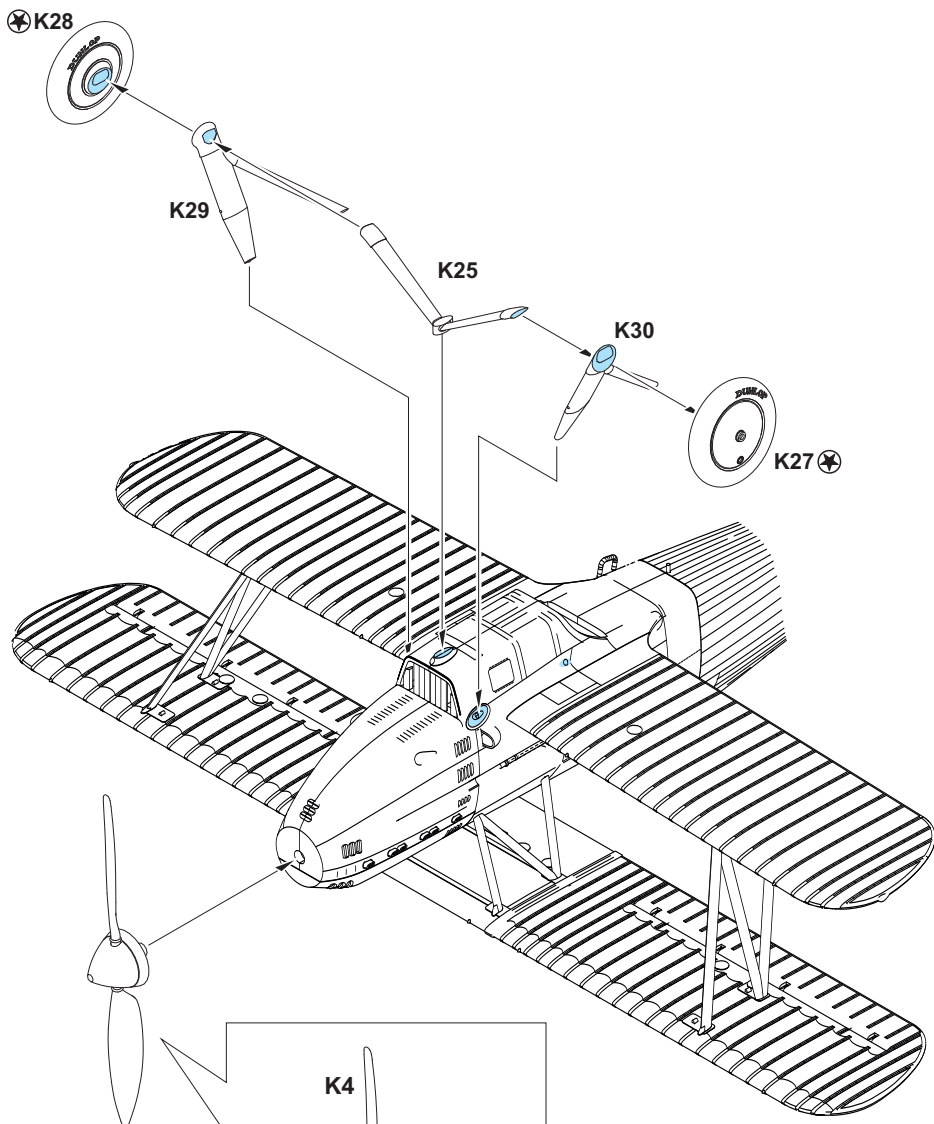


D





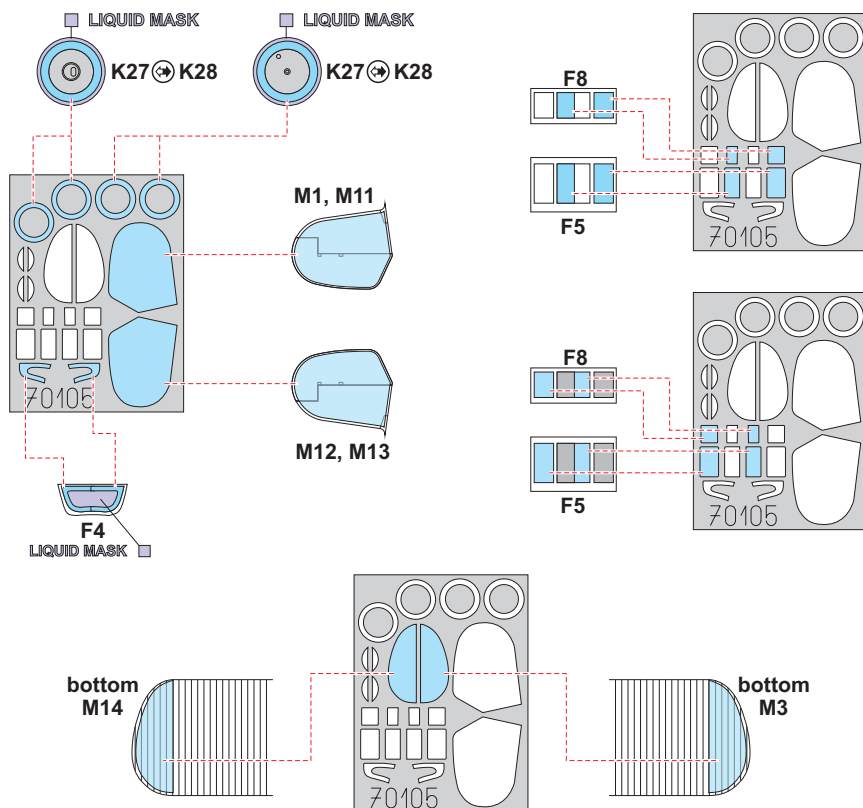
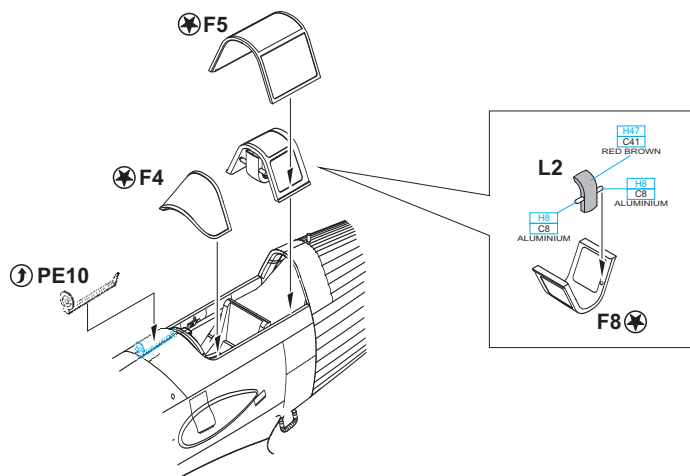


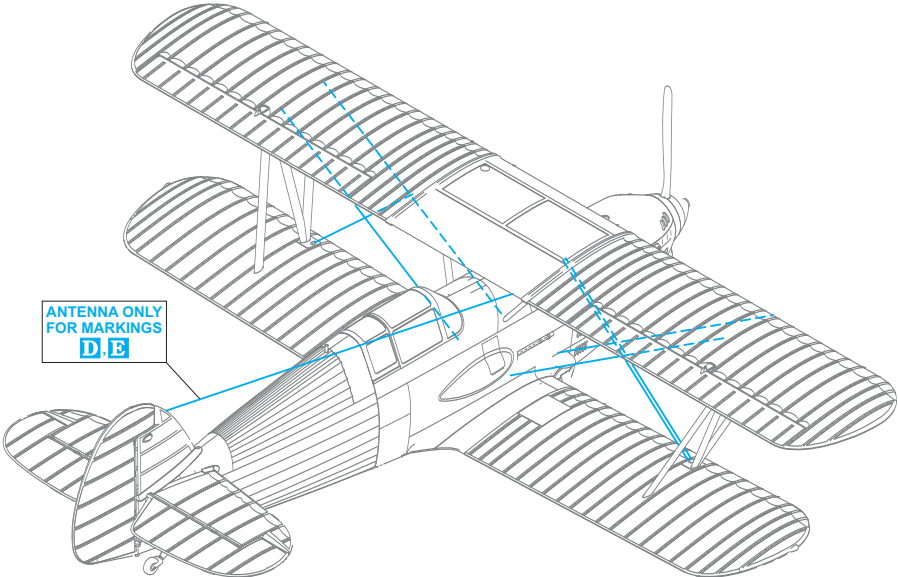
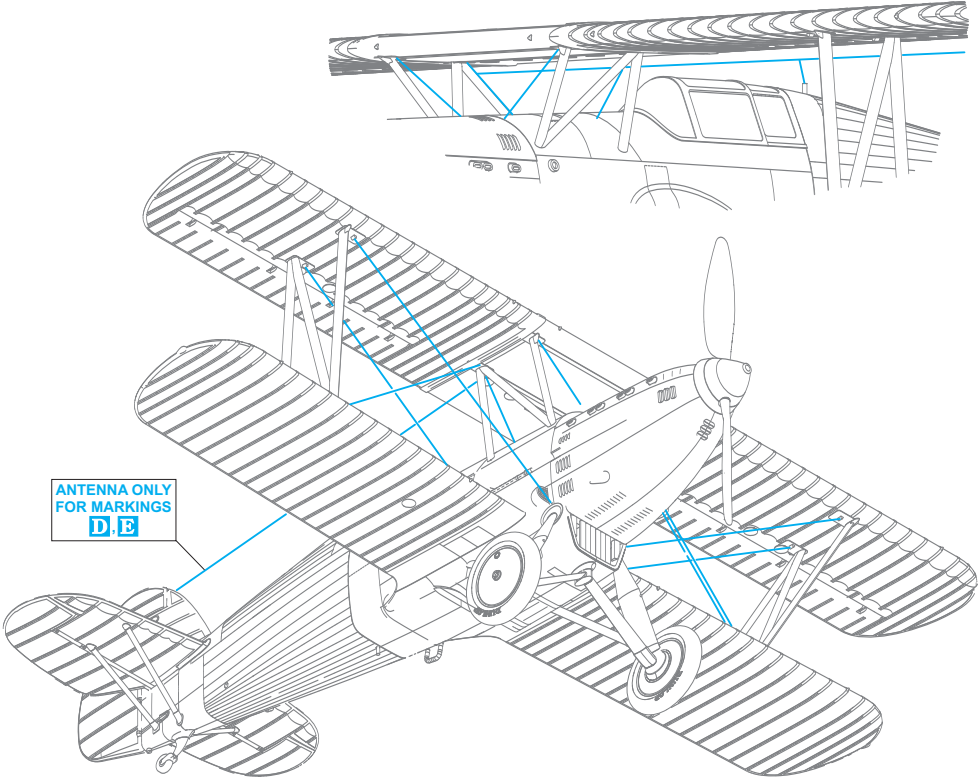


PROPELLER COLOR

| | front | back |
|------------------|-----------------------------|----------------------------|
| MARKING A | [SM01] SUPER FINE SILVER | [H12] C33 FLAT BLACK |
| MARKING B | [SM01] SUPER FINE SILVER | [H12] C33 FLAT BLACK |
| MARKING C | [H12] C33 FLAT BLACK | [H12] C33 FLAT BLACK |
| MARKING D | [H12] C33 FLAT BLACK | [H12] C33 FLAT BLACK |
| MARKING E | [SM01] SUPER FINE SILVER | [H12] C33 FLAT BLACK |

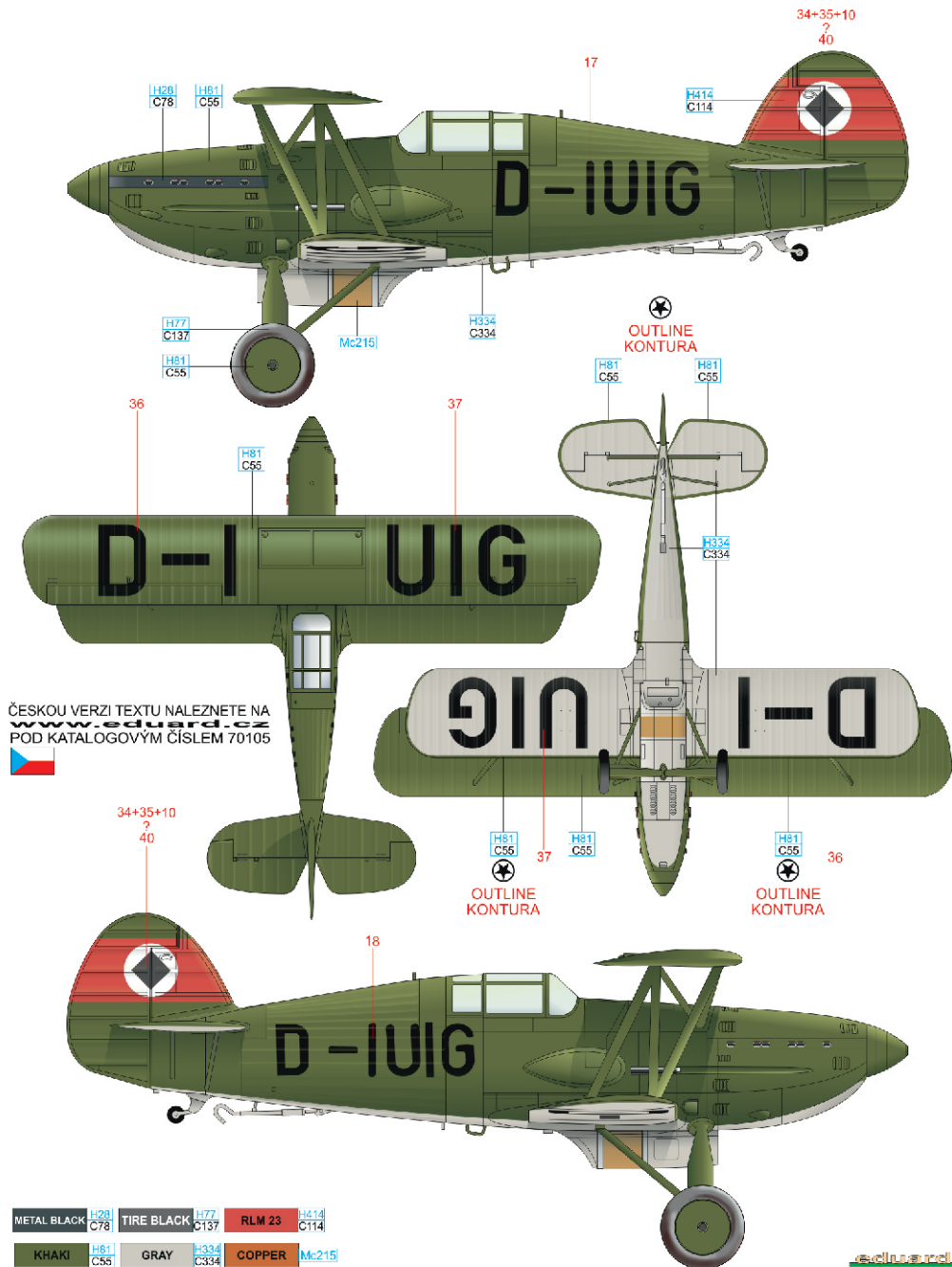
DESIGNED FOR OPEN CANOPY ONLY





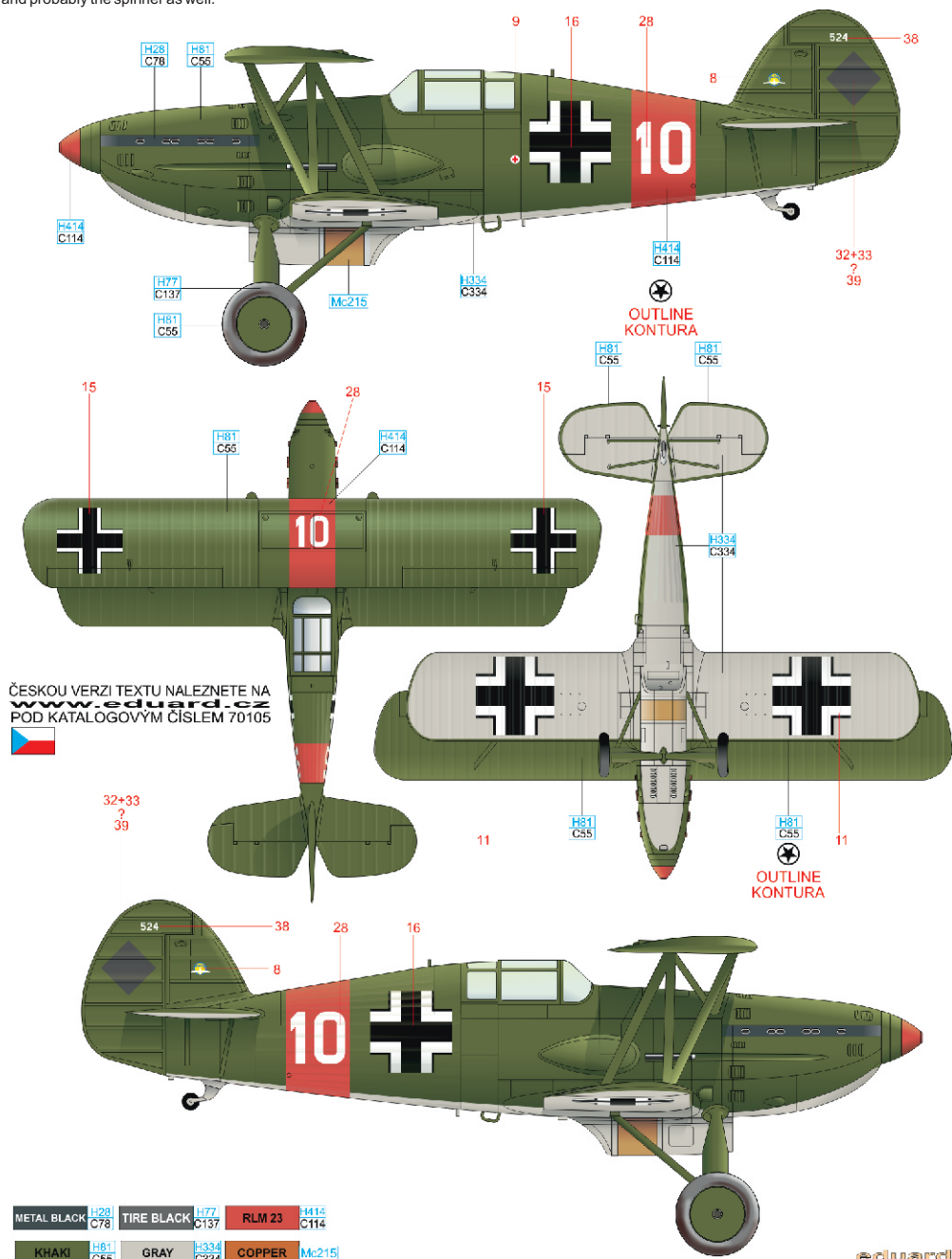
A c/n 592, Erprobungsstelle Travemünde, Travemünde, Germany, 1940/ 1941

In 1940, the aircraft factory at Kurkovec received an order to modify three Avia Bk.534s for service on an aircraft carrier. In all likelihood, this was to test navalized equipment for the Bf 109T then in development for the planned Graf Zeppelin aircraft carrier. One of the modified aircraft was an Avia Bk.534 with the Construction Number 592. It appears that it carried a pre-war Czechoslovak camouflage scheme. As required, the aircraft carried a civil registration and this was found on both sides of the fuselage as well as above and below the upper and lower wings respectively. Below the swastika on the fin there was supposed to be a red stripe, but whether or not it was really there is difficult to discern from available photographs.



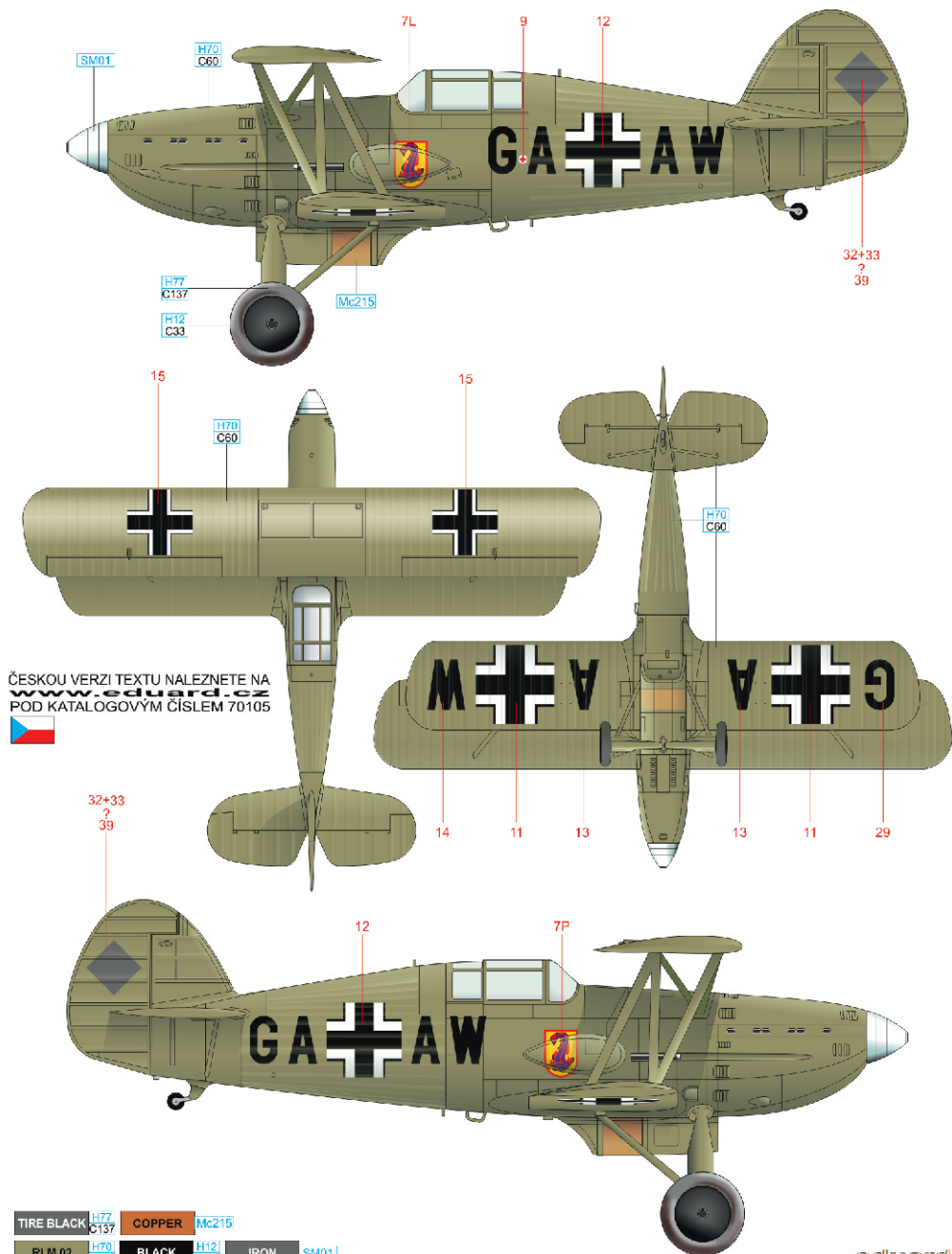
B c/n 524, Jagdfliegerschule 3 or 4, Germany, early 1940s

After successful completion of basic training with one of the Flugzeugführerschule, students graduated to advanced training. Those that were destined for fighter units underwent further training in one of seven Jagdfliegerschule (JFS) over a four month stint where they learned formation flying, aerial gunnery and aerobatics. These units were equipped with a variety of German types as well as foreign types taken over from occupied countries. One of the types used at the JFS was the Avia Bk.534. These aircraft tended to stay in their original camouflage schemes, in this case that of the Czechoslovak Air Force. To the camouflage of Aircraft No.524 was added a red band ahead of the tail section, red centre section of the top wing and probably the spinner as well.



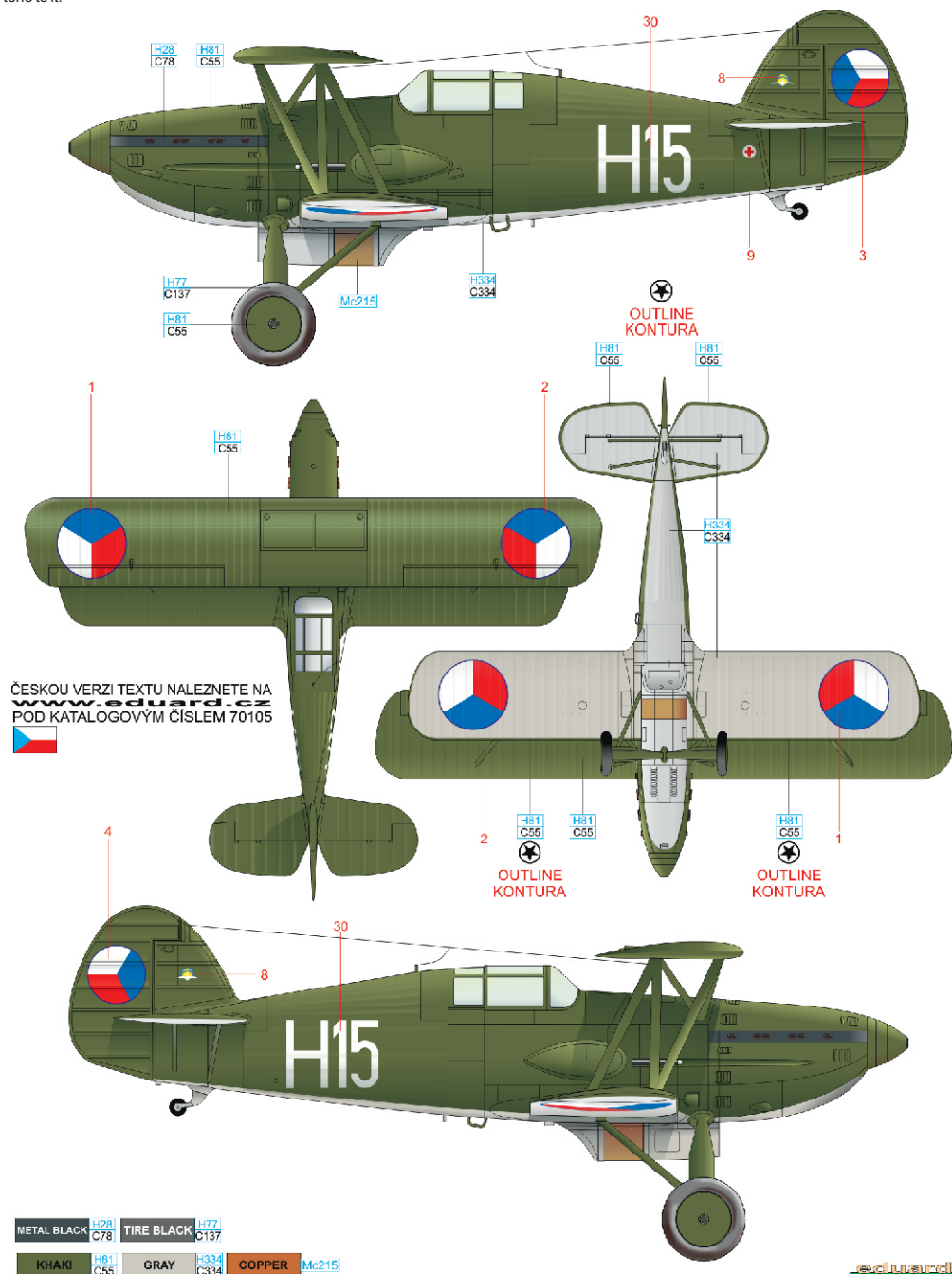
C Flugzeugführerschule A/B 115, Wels, Germany, June 1942

Flugzeugführerschule A/B 115 (FFS A/B 115) was formed in Wels in December 1939 and its foundation came from several NSFK (Nationalsozialistischen Fliegerkorps) units. In January 1940, the designation was switched from FFS A/B Wels to FFS A/B 115 and the unit was disbanded on March 15th, 1945. It was an elementary flying school that focused not only on the basics of flying, but also gave exposure to meteorology, navigation, materials and engines and lasted some 11-12 months. This aircraft is painted RLM 02 on all surfaces except the wheel hubs, which were black. A unit emblem appears under the cockpit.



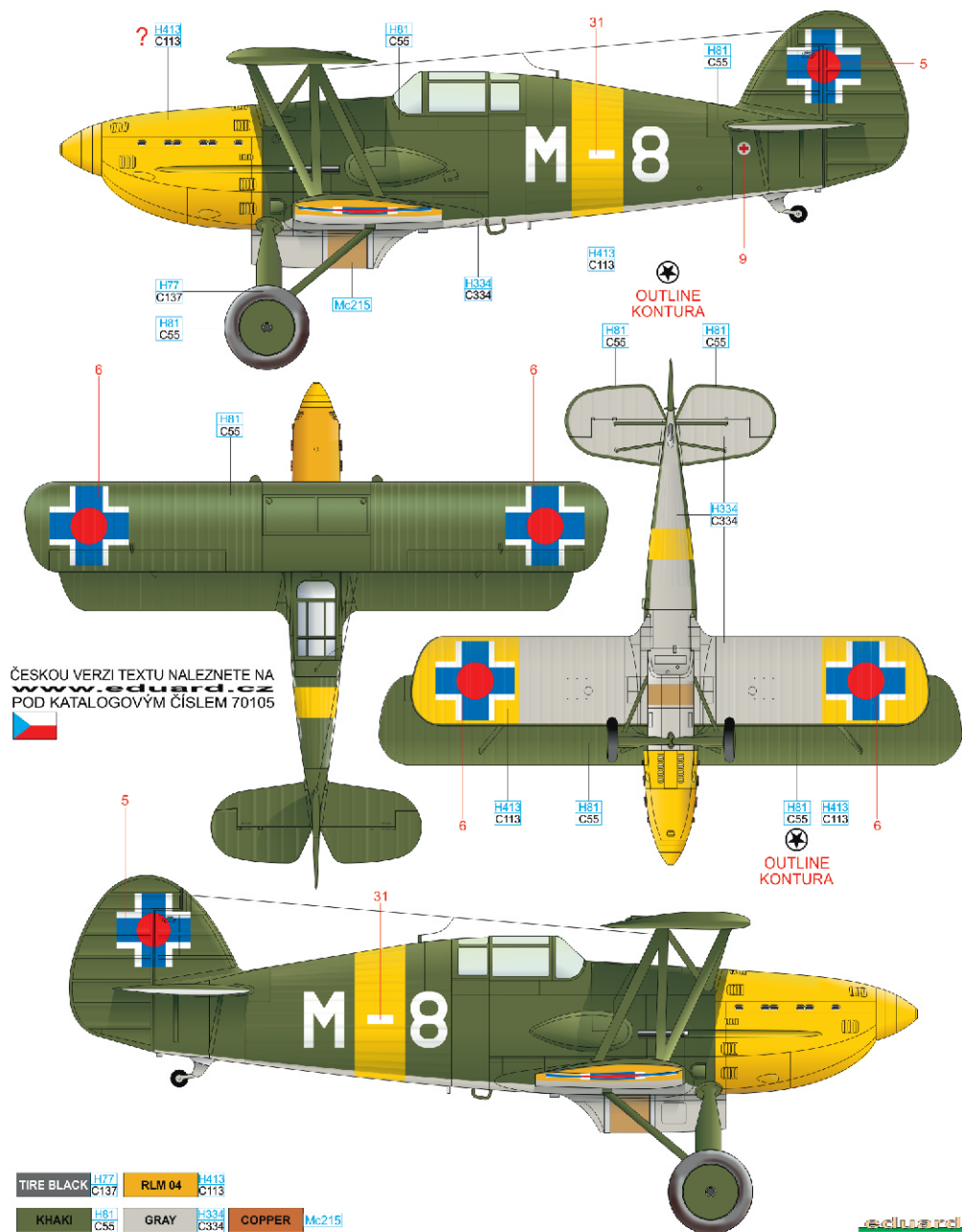
D Air Regiment 4, Praha – Kbely, Czecho-Slovak Republic, March 1939

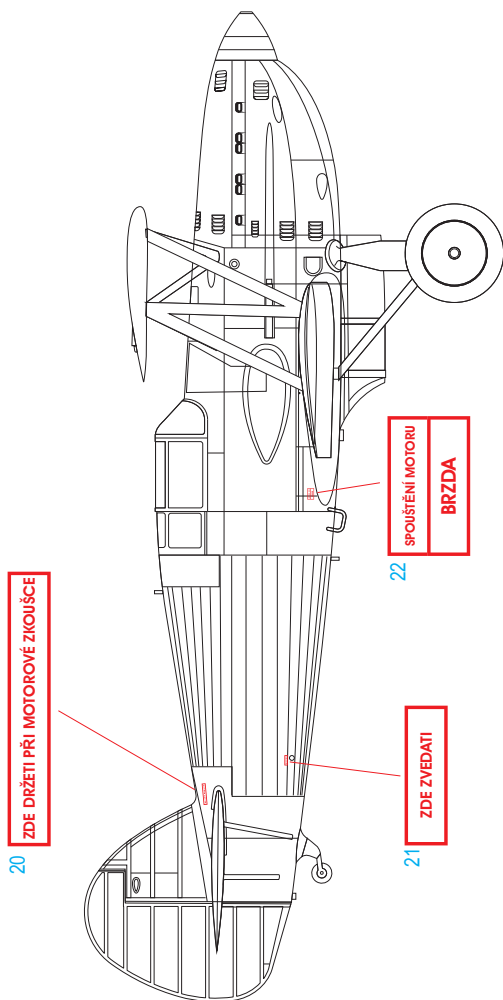
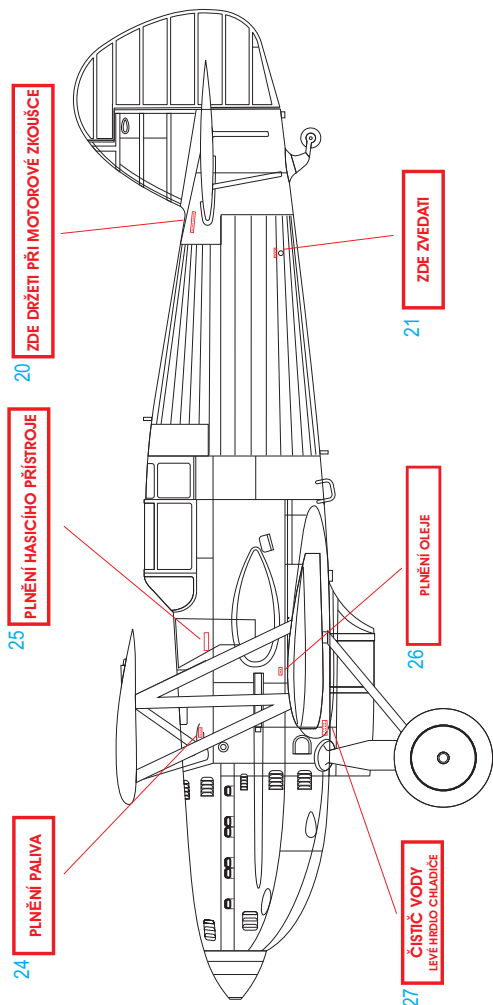
Prior to March 15th, 1939, when the German occupation administration took control of the remnants of the country and subsequently formed the Protectorate of Bohemia and Moravia, the Air Force only took delivery of three aircraft of this type out of an order for 114. This aircraft were incorporated into the air force and were readied to serve the so-called Second Republic. Avia Bk.534s of the Czechoslovak Air Force were painted khaki on all side and upper surfaces, as well as the lower half of the upper wing. The remaining lower surfaces were painted grey with a slightly blue tone to it.



E c/n 519, No. 13 Squadron, Spišská Nová Ves, Slovak Republic, 1941

On March 14th, 1939, the Slovak State was born. With this act, Czechoslovakia was effectively broken apart after the annexation of the Sudetenland (an area populated by a largely German speaking population) by the German Reich. The next day, on March 15th, the remaining areas of Bohemia and Moravia were occupied by German forces and the Protectorate of Bohemia - Moravia was formed. After its formation, there remained large quantities of weapons on Slovak territory and these were incorporated into the army and later, some were purchased from the German occupation administration. Besides 68 Avia B.534s, the Slovaks also had on hand thirteen Bk.534s which were intensively used for not only training, but also in combat along side their German allies against the Soviet Union. This aircraft, in its original scheme, also acquired Slovak national insignia, and later recognition theatre markings in yellow that were in common with Luftwaffe practices on the eastern Front. These covered the lower wing tips and fuselage bands. It appears, going on period photos, that the entire engine cowl was also in yellow.





Avia B.534 III. serie

Cat. No. 70101

eduard



ProfiPACK
edition

Avia B.534 early series

Dual combo
Cat. No. 70103



www.eduard.com

ProfiPACK
edition