

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.

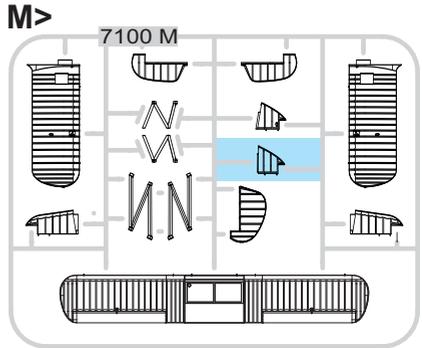
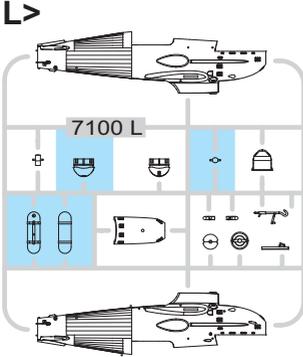
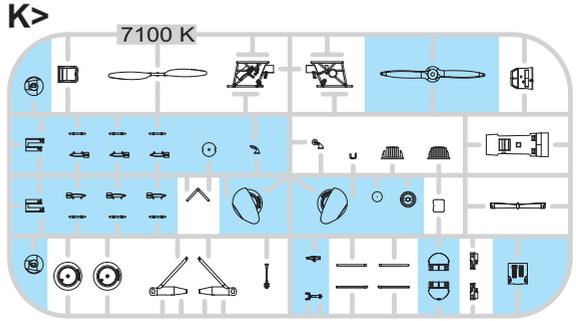
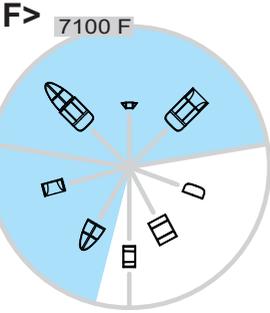
Assessments of the aircraft are somewhat variable. At the time of its development, it was an aircraft that was technically sound and utilized progressive construction techniques, but by the time of the Munich Crisis, the technology was slowly but surely entering the realm of the obsolete. To top it off, 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.

PLASTIC PARTS



GUNZE		
H8	C8	SILVER
H12	C33	FLAT BLACK
H28	C78	METAL BLACK
H47	C41	RED BROWN
H77	C137	TIRE BLACK
H81	C55	KHAKI
H334	C334	BARLEY GRAY
H414	C114	RED

Mr. METAL COLOR	
MC214	DARK IRON
MC215	COPPER

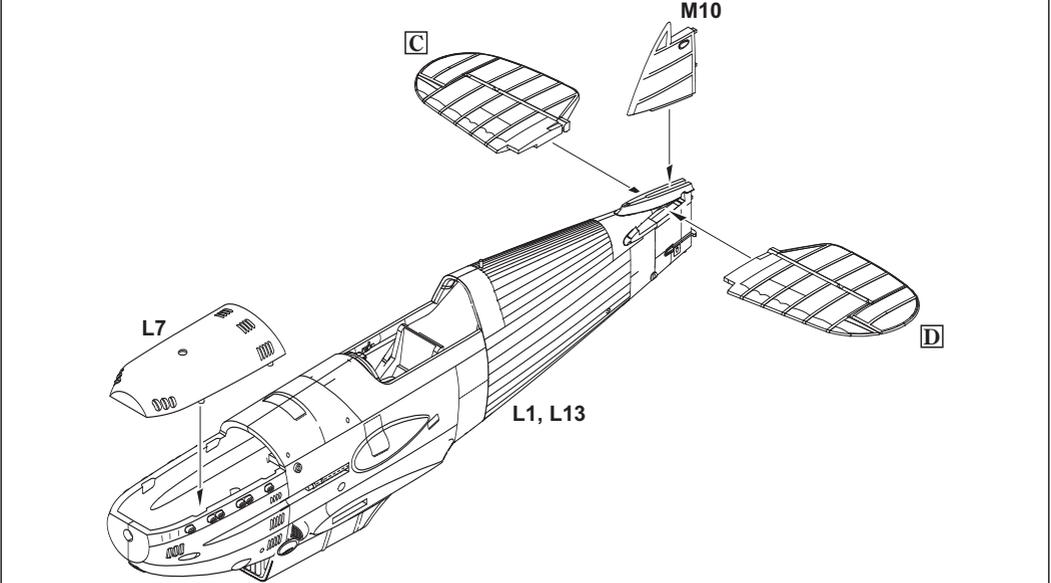
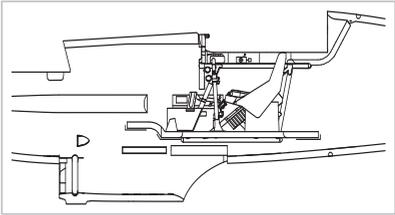
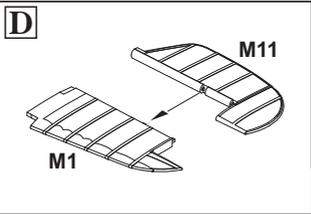
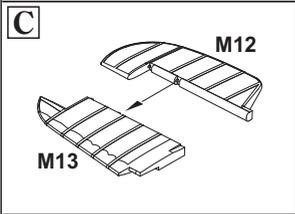
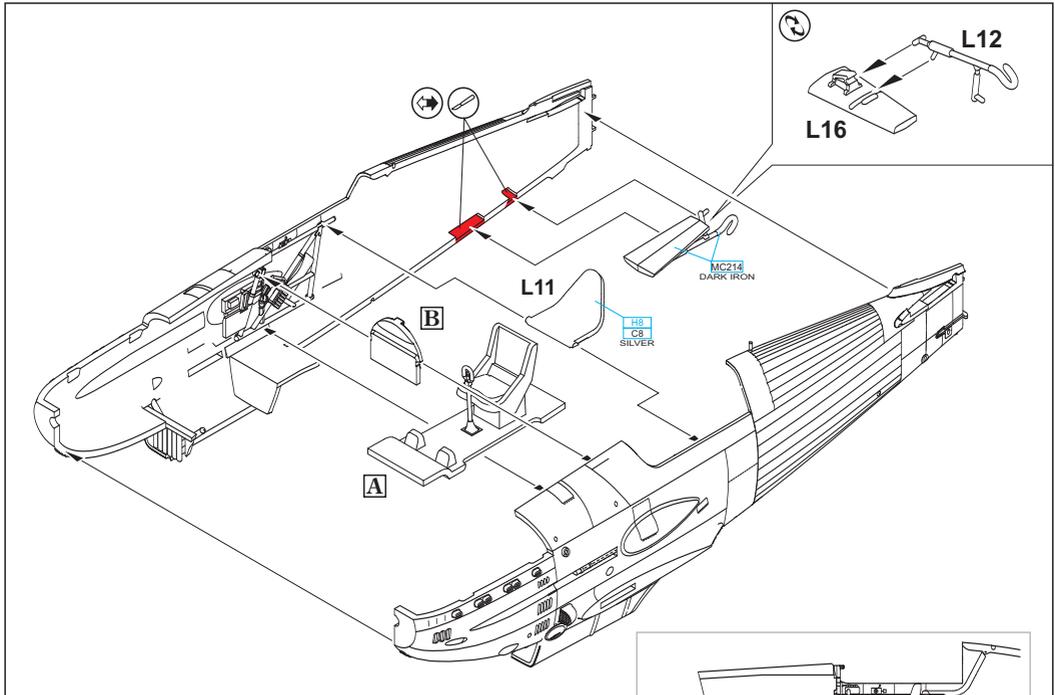
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

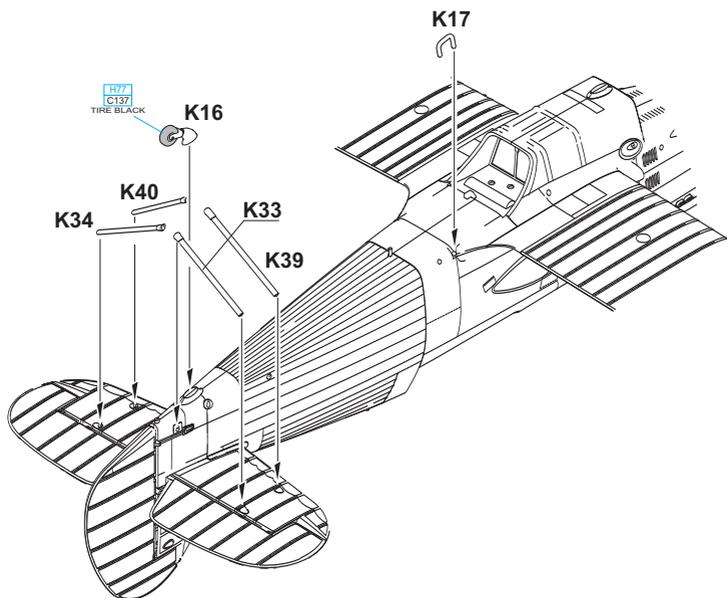
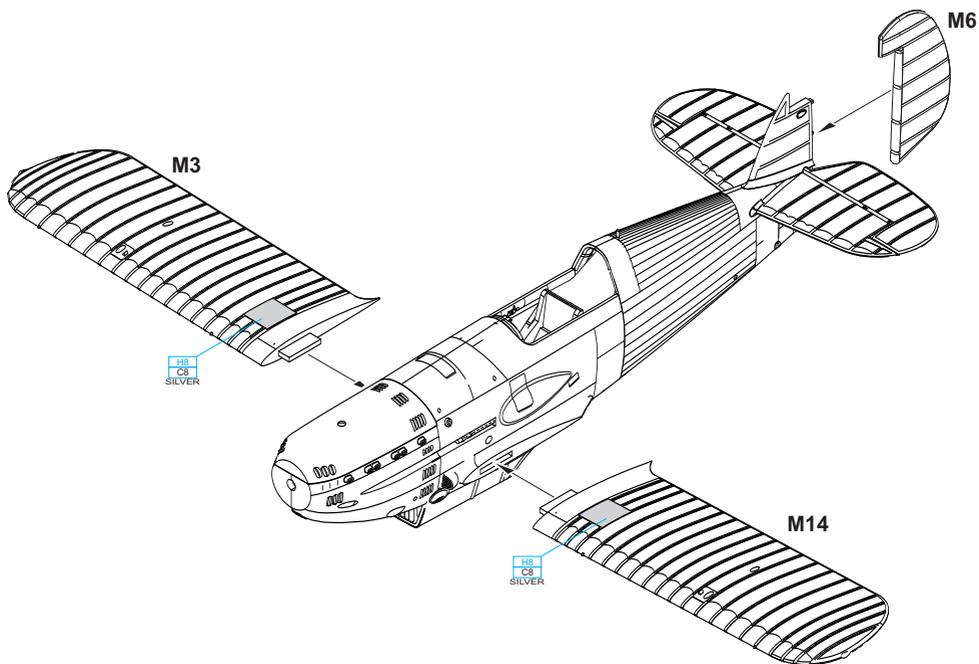
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

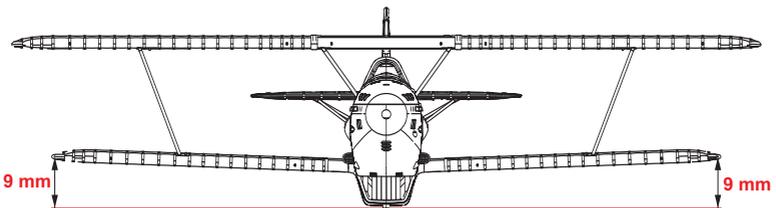
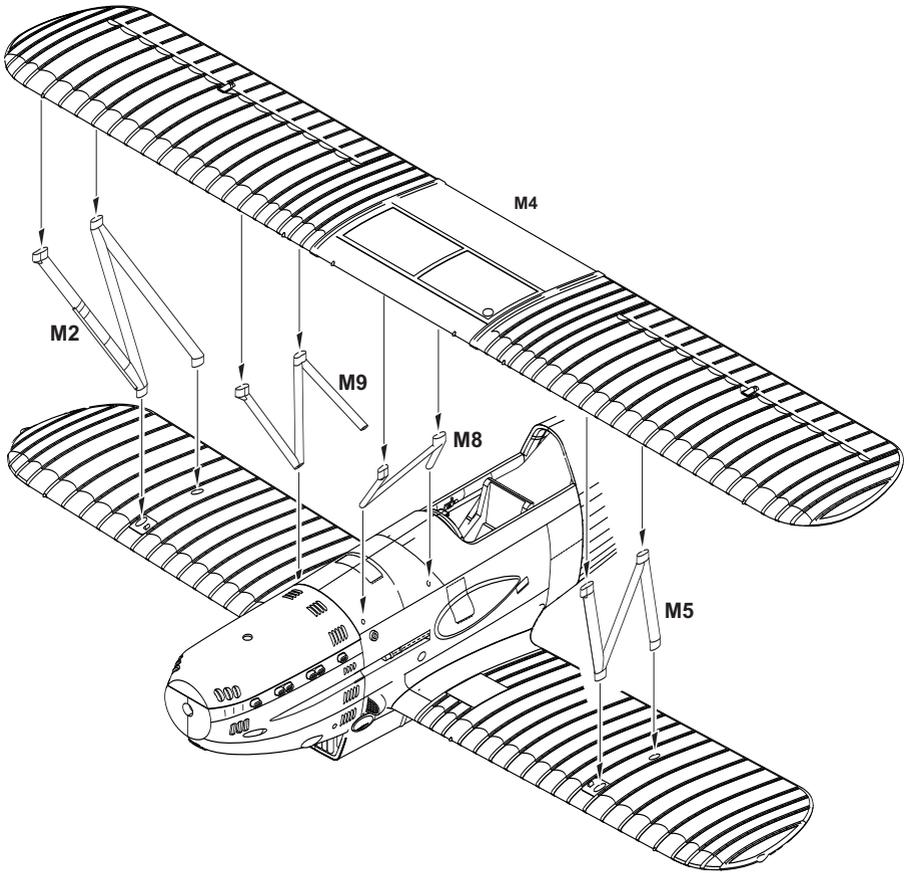
- (GB)** Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- (CZ)** Před započatím stavby si pečlivě 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.
- (D)** Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.
- (F)** lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

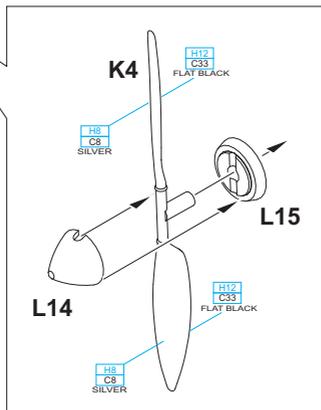
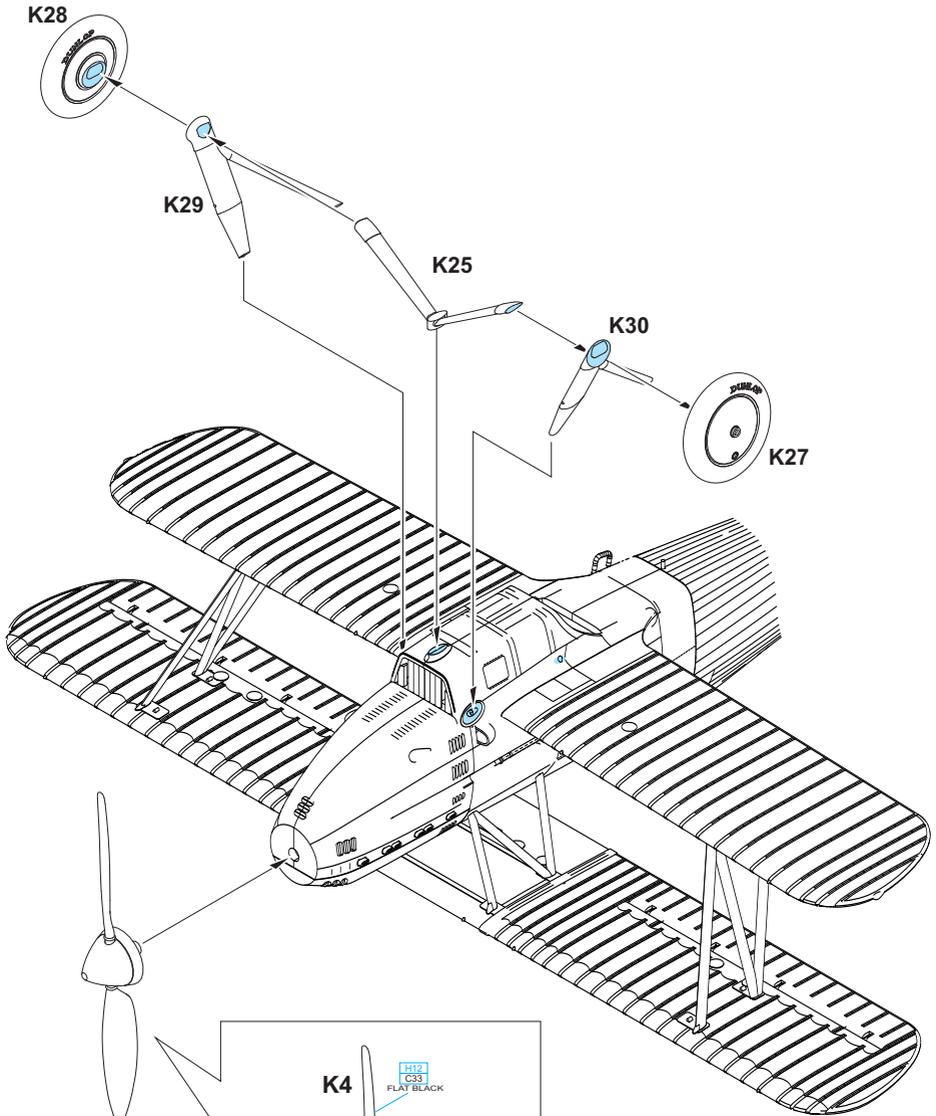
INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES

- OPTIONAL VOLBA
- BEND OHNOUT
- OPEN HOLE VYVRTAT OTVOR
- SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- REMOVE ODŘÍZNOUT
- REVERSE SIDE OTOČIT

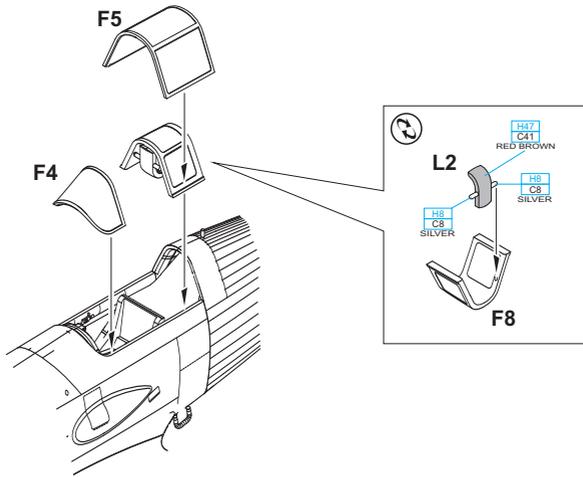




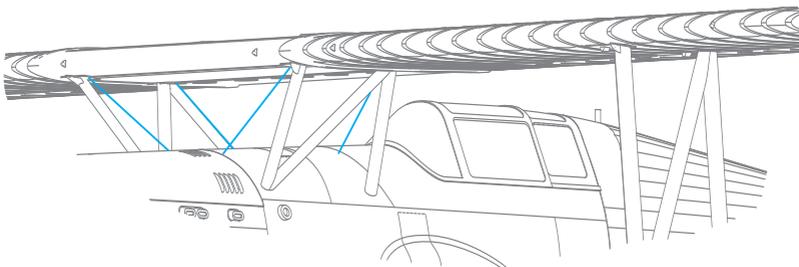




DESIGNED FOR OPEN CANOPY ONLY

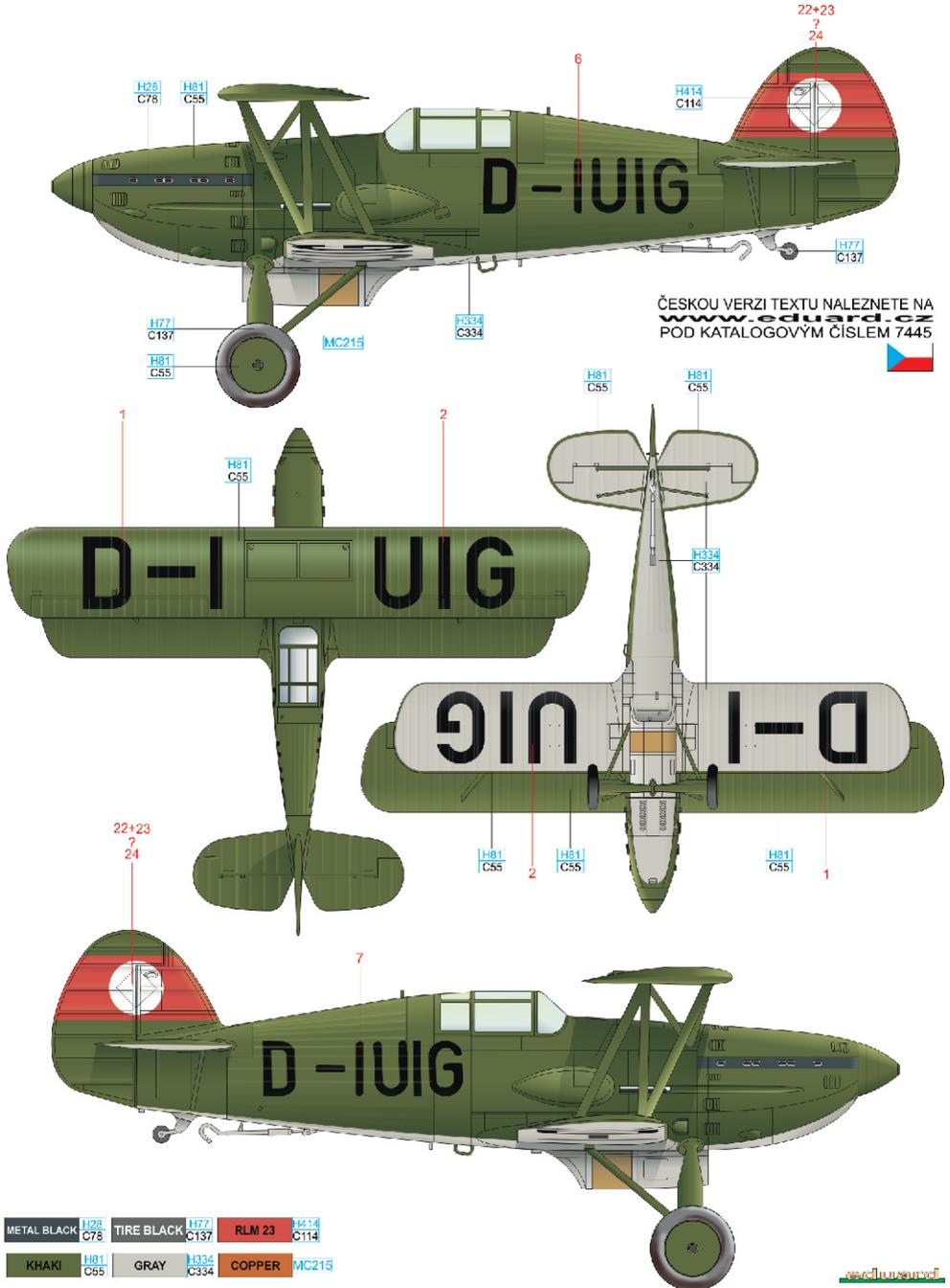


RIGGING DIAGRAM



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

In 1940, the aircraft factory at Kunovice 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.



METAL BLACK	H28 C78	TIRE BLACK	H77 C137	RLM 23	H23 C114
KHAKI	H81 C55	GRAY	H334 C334	COPPER	MC215

