

# 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 cannot 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  
ODRŽNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



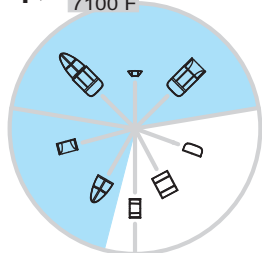
PIÈCES



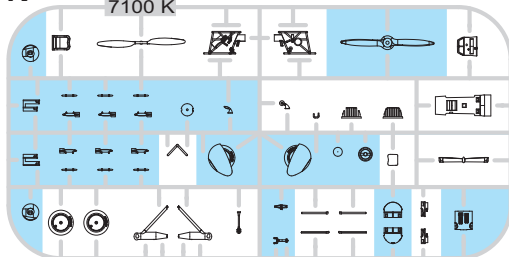
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## PLASTIC PARTS

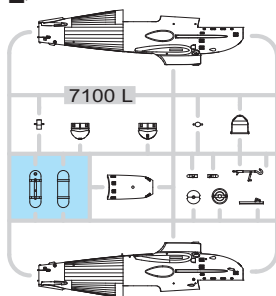
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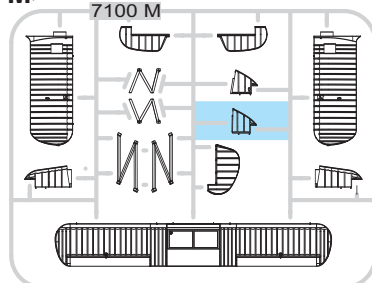
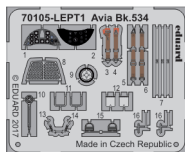
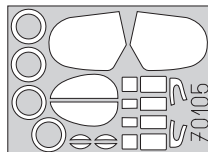
K&gt;



L&gt;



M&gt;

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

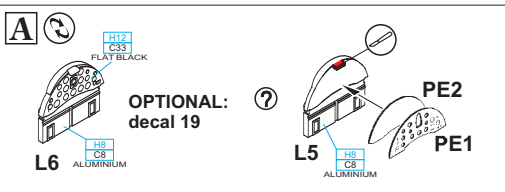
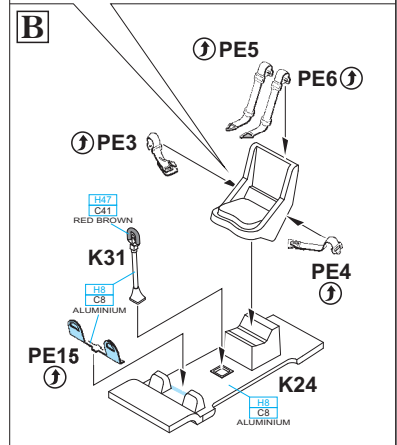
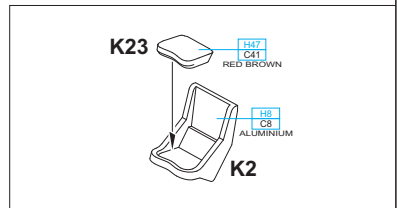
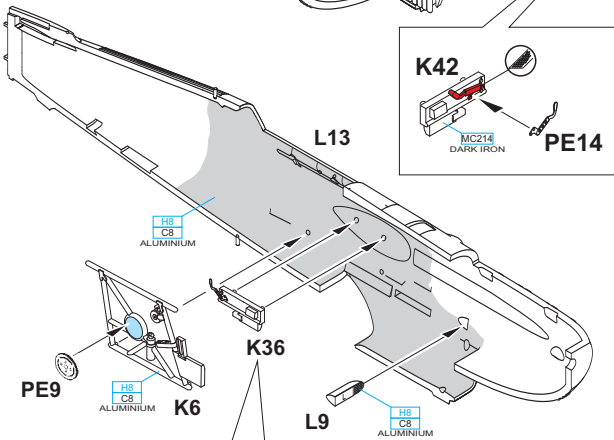
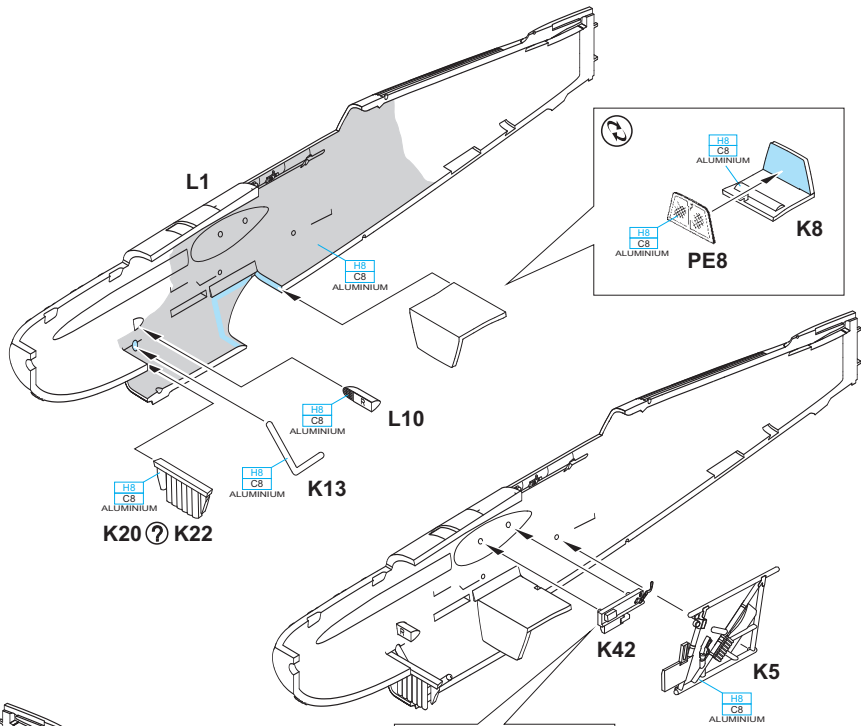
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H8	C8	SILVER
H12	C33	FLAT BLACK
H28	C78	METAL BLACK
H47	C41	RED BROWN
H70	C60	GRAY
H77	C137	TIRE BLACK
H81	C56	KHAKI

RLM02

AQUEOUS	Mr.COLOR	
H334	C334	BARLEY GRAY
H413	C113	YELLOW
H414	C114	RED
Mr.METAL COLOR		
	M0214	DARK IRON
	M0216	COPPER
Mr.COLOR SUPER METALLIC		
	SM01	SUPER FINE SILVER

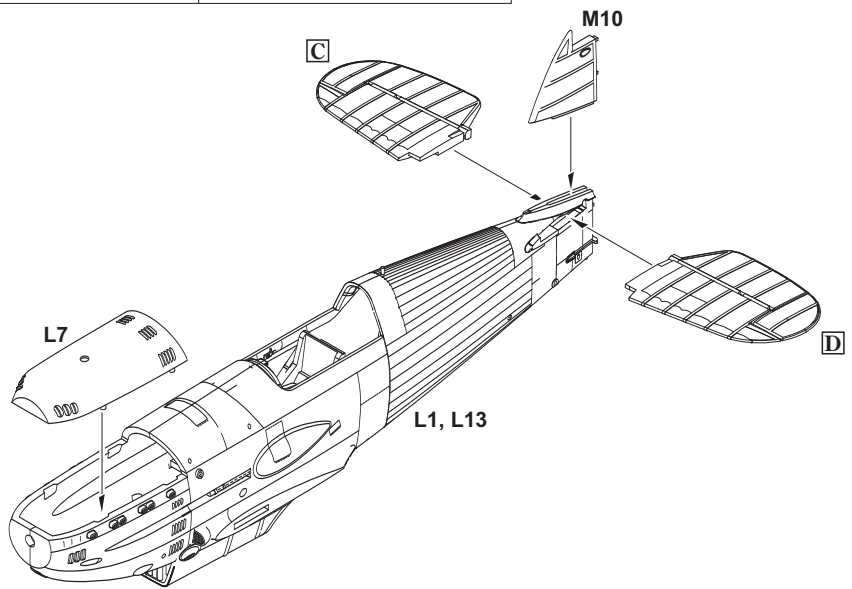
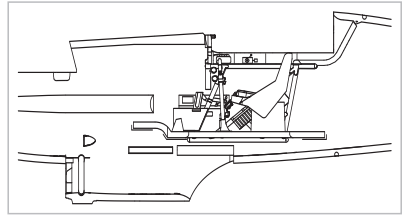
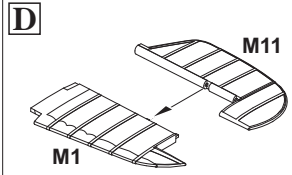
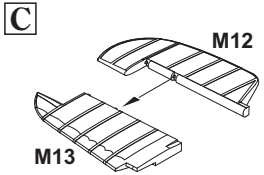
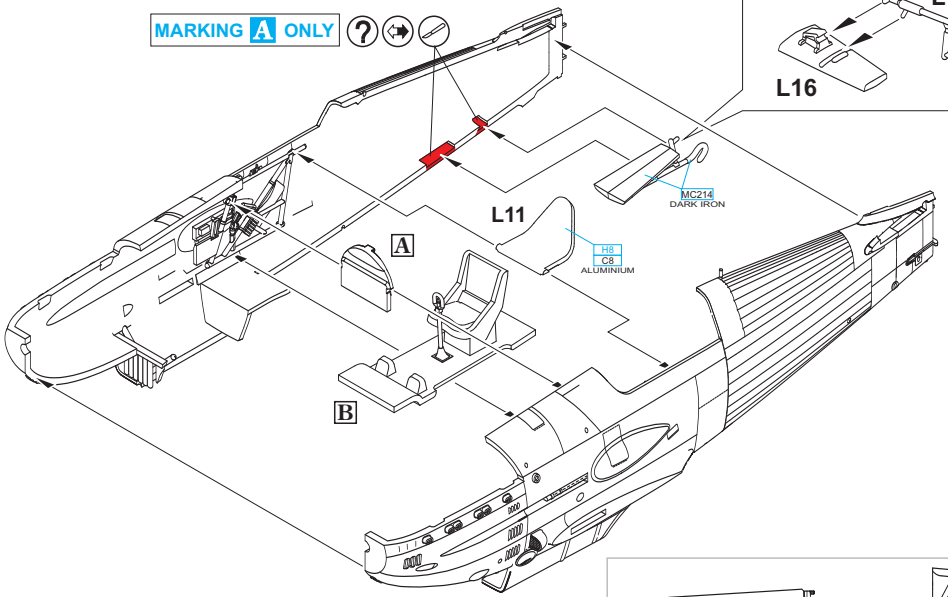
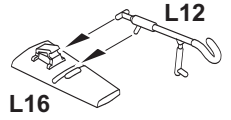
RLM04

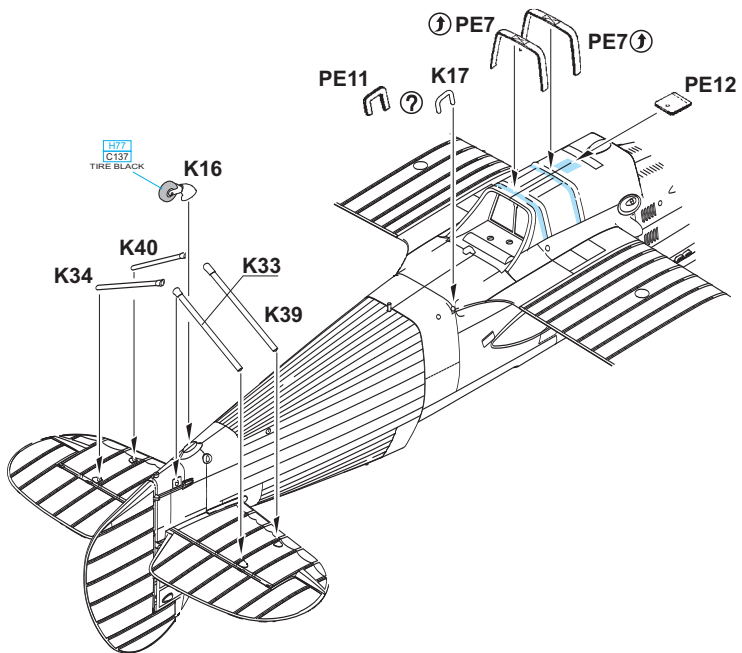
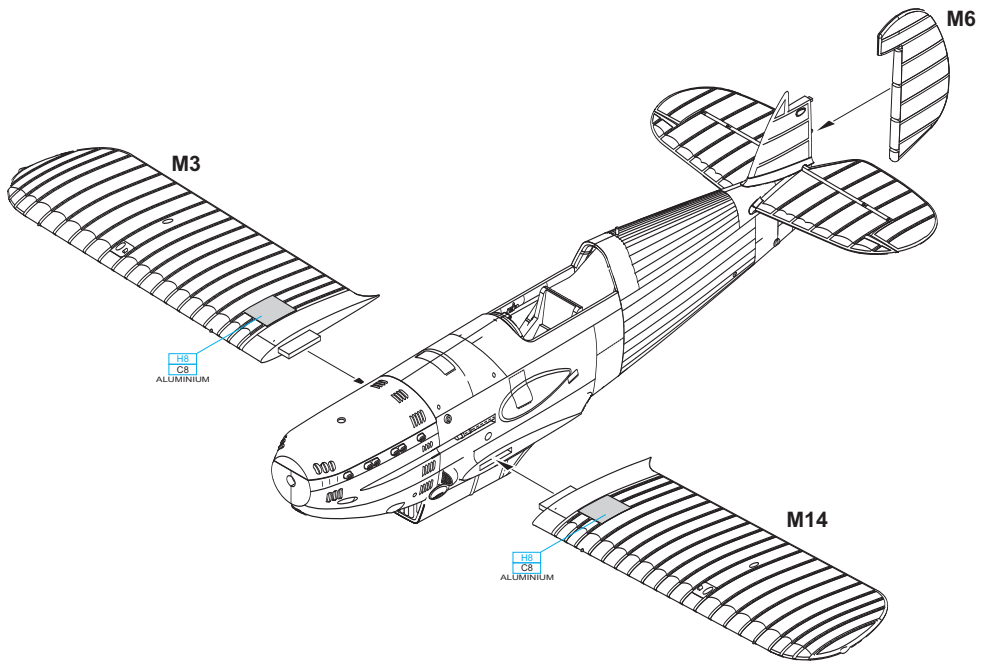
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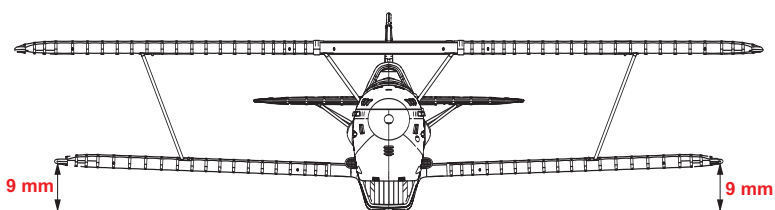
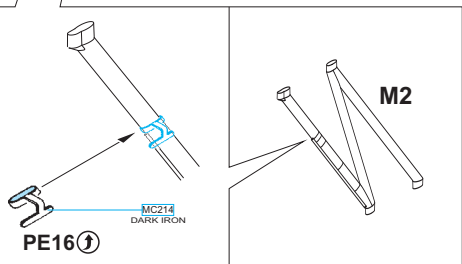
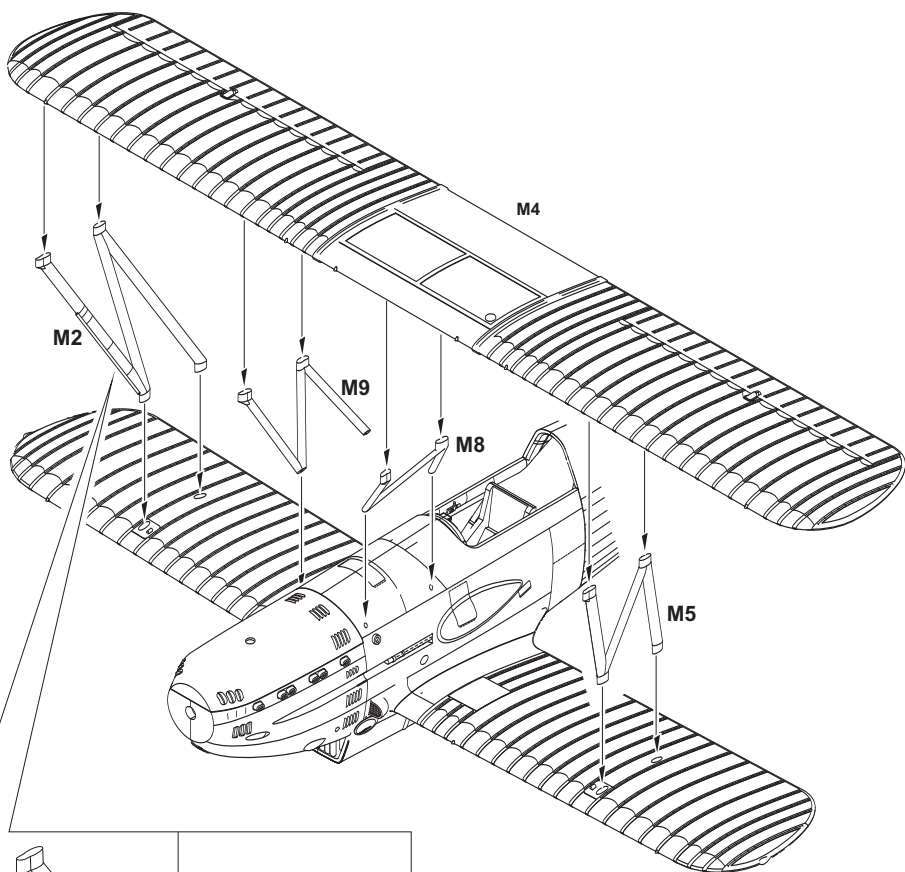


MARKING **A** ONLY

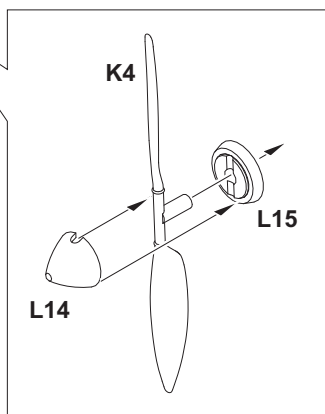
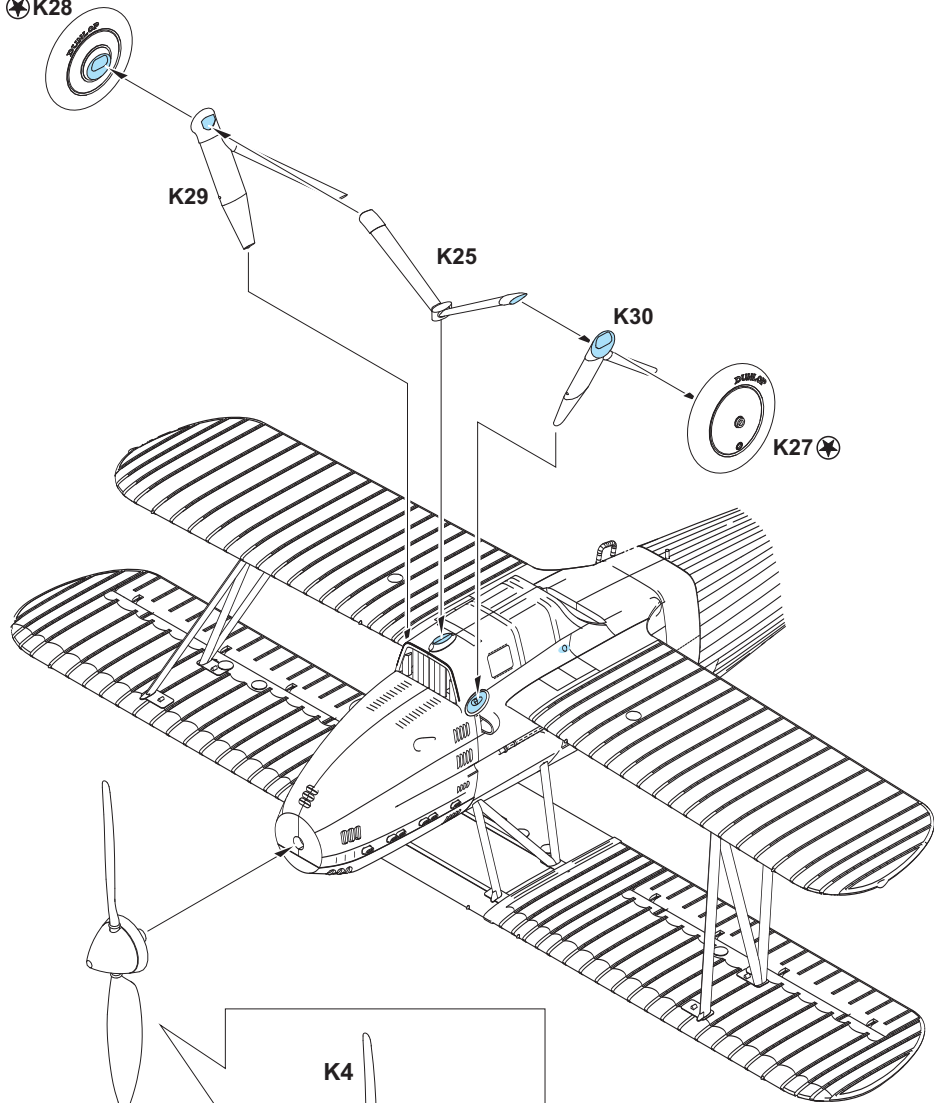
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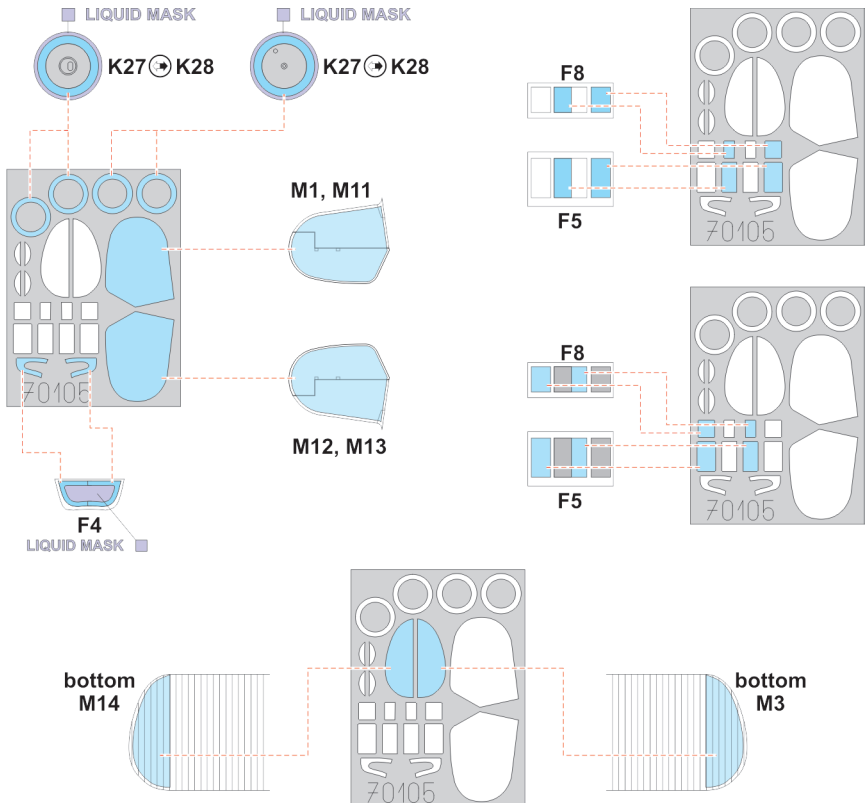
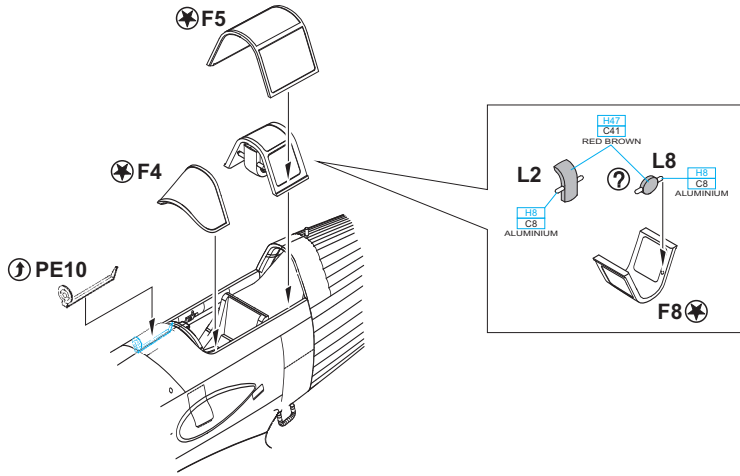
✳ K28



### PROPELLER COLOR

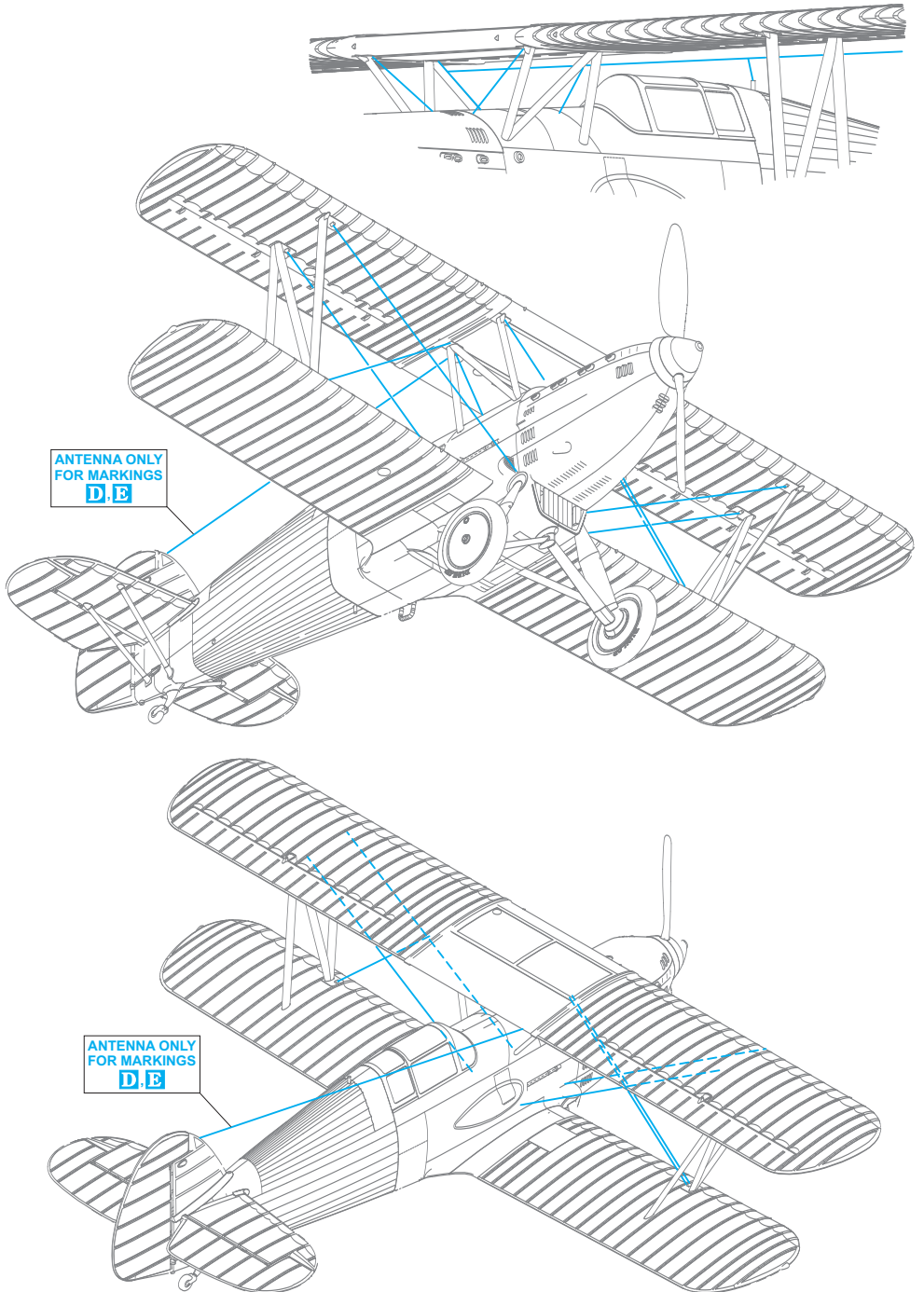
	front	back
<b>MARKING A</b>	[SM01] SUPER FINE SILVER	[H12] FLAT BLACK
<b>MARKING B</b>	[SM01] SUPER FINE SILVER	[H12] FLAT BLACK
<b>MARKING C</b>	[H12] FLAT BLACK	[C33] FLAT BLACK
<b>MARKING D</b>	[H12] FLAT BLACK	[C33] FLAT BLACK
<b>MARKING E</b>	[SM01] SUPER FINE SILVER	[H12] FLAT BLACK

# DESIGNED FOR OPEN CANOPY ONLY





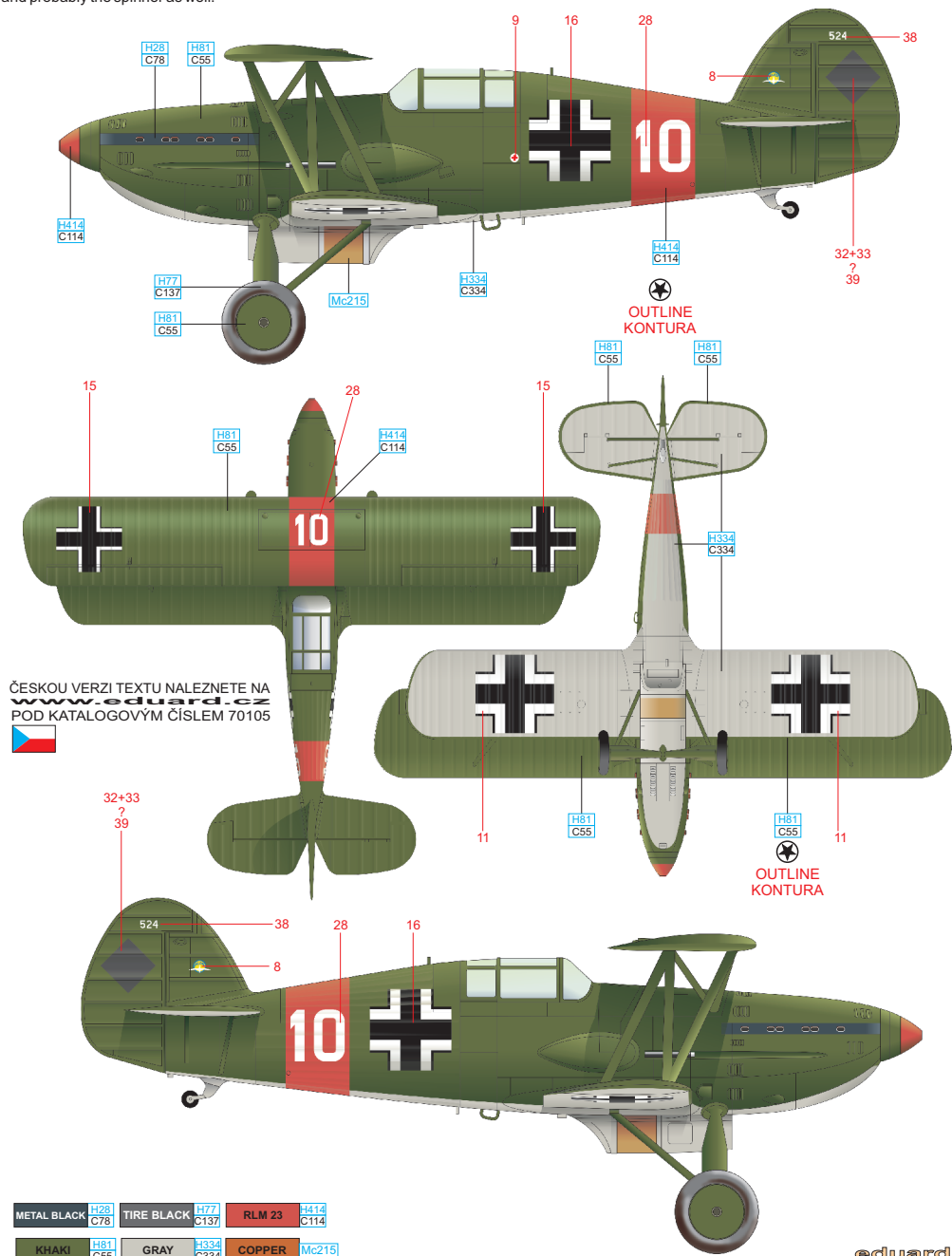
# RIGGING DIAGRAM





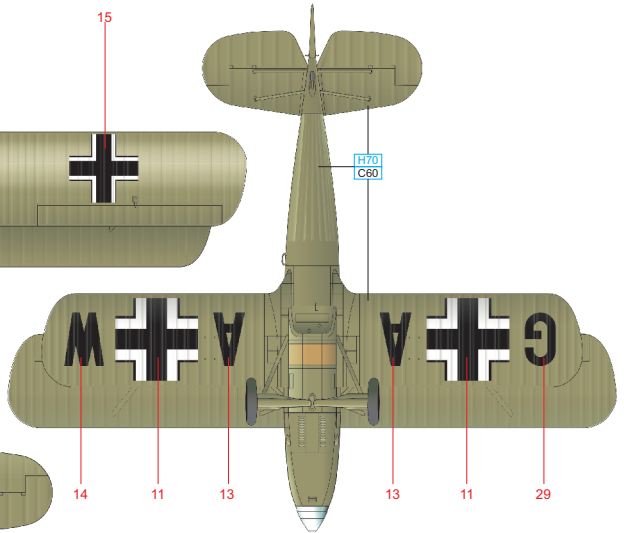
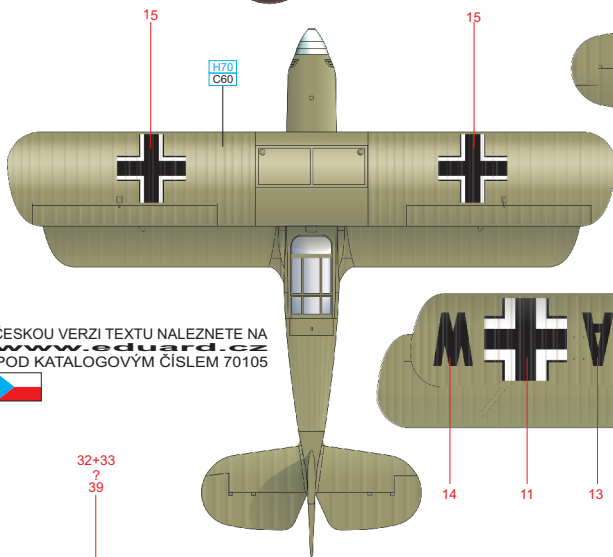
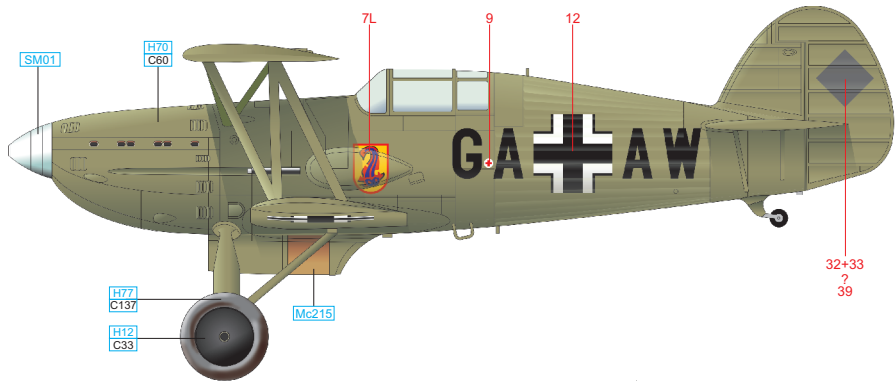
# B c/n 524, Jagdfliegerschule 3 or 4, Germany, early 1940s

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

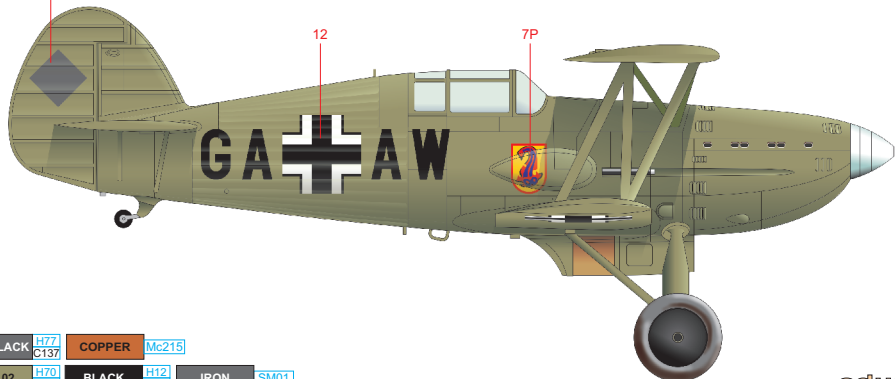
Flugzeugführerschule A/B 115 (FFS A/B 115) was formed in Wels in December 1939 and its foundation came from several NSFK (Nationalsozialistischen Fliegerkorps) units. In January 1940, the designation was switched from FFS A/B Wels to FFS A/B 115 and the unit was disbanded on March 15th, 1945. It was 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.



ČESKOU VERZI TEXTU NALEZNETE NA  
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 POD KATALOGOVÝM ČÍSLEM 70105



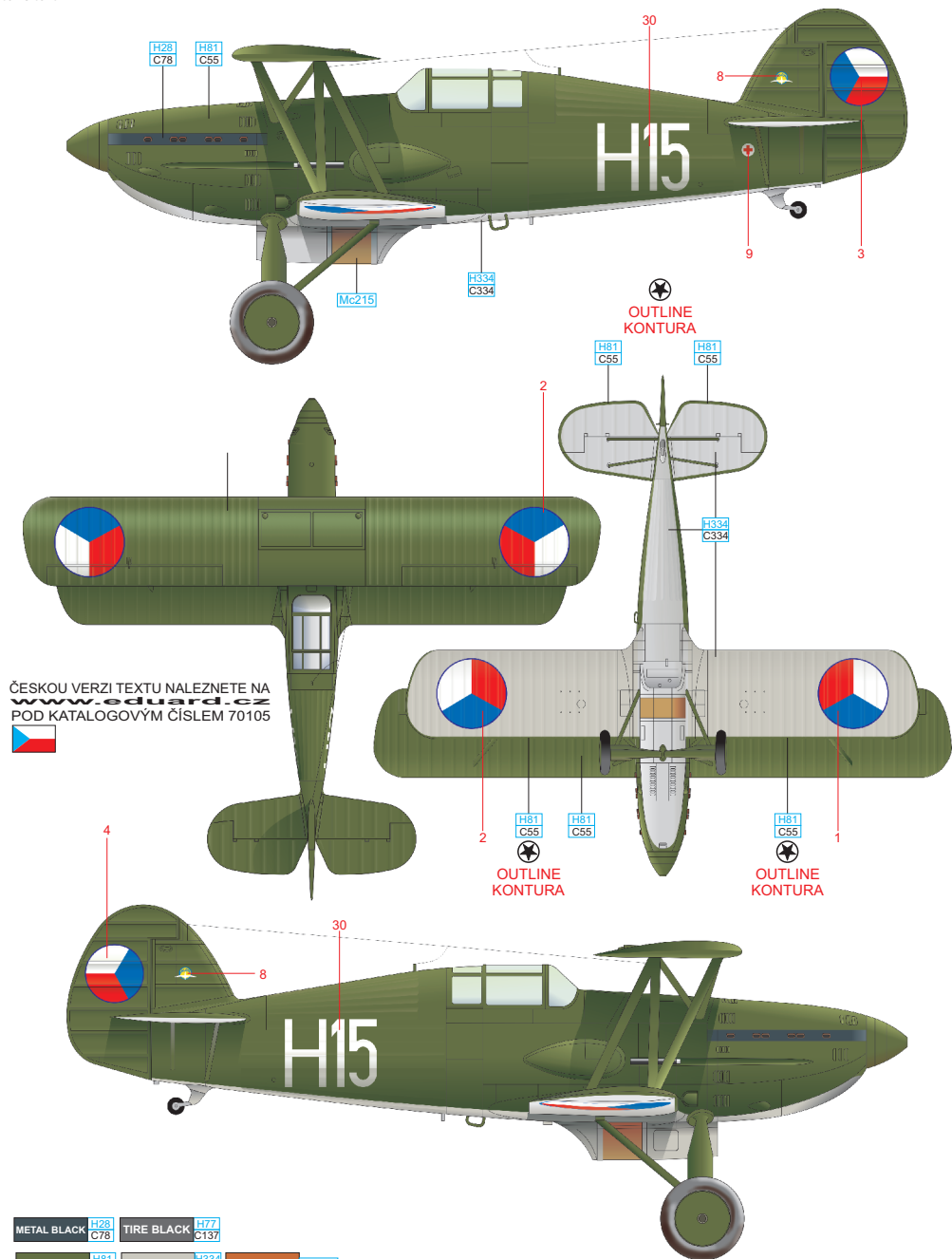
32+33  
 ?  
 39



TIRE BLACK	H77 C137	COPPER	Mc215
RLM 02	H70 C60	BLACK	H12 C33
		IRON	SM01

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

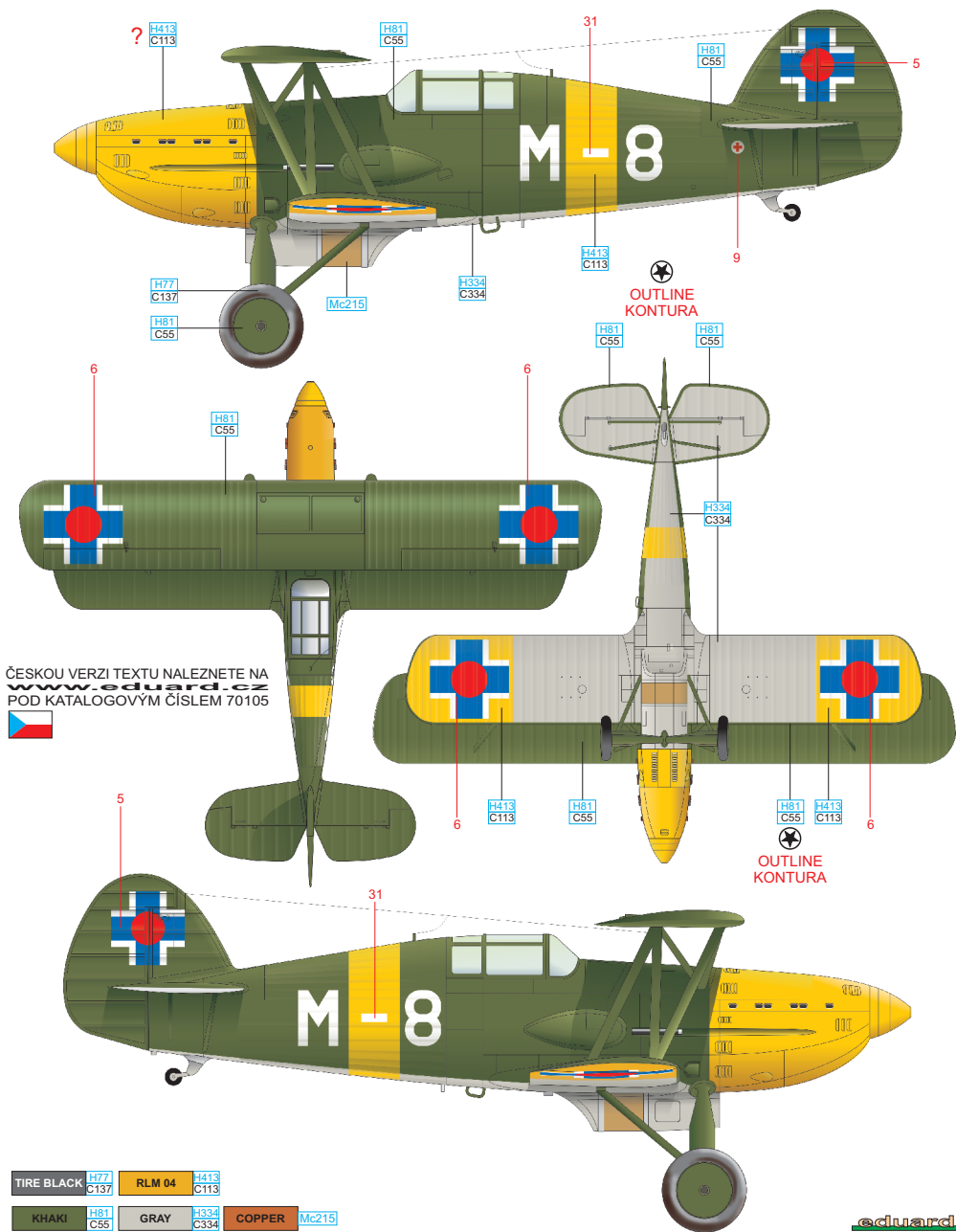
Prior to March 15th, 1939, when the German occupation administration took control of the remnants of the country and subsequently formed the Protectorate of Bohemia and Moravia, the Air Force only took delivery of three aircraft of this type out of an order for 114. This aircraft were incorporated into 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.



METAL BLACK	H28 C78	TIRE BLACK	H77 C137
KHAKI	H81 C55	GRAY	H334 C334
		COPPER	Mc215

# 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.



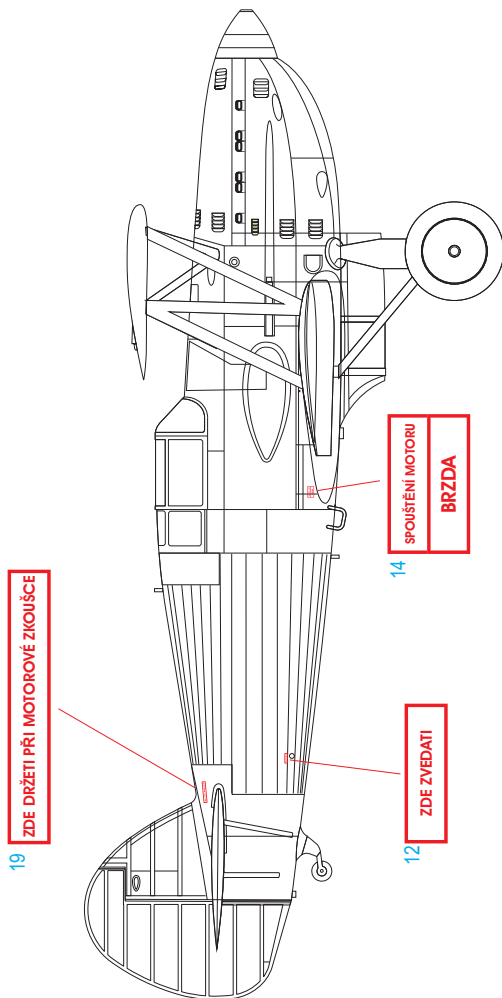
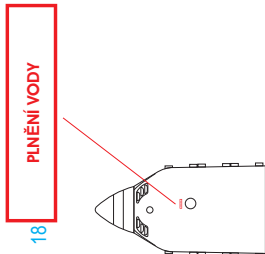
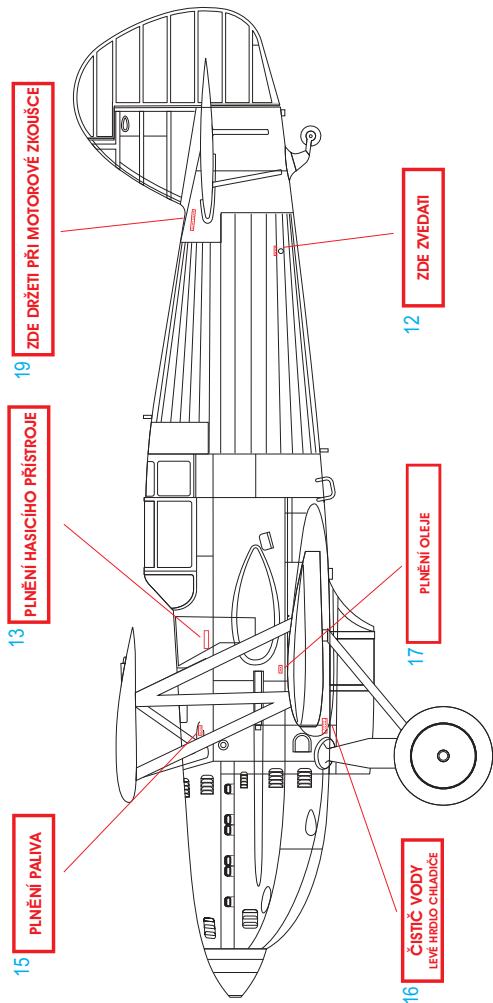
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TIRE BLACK H77 C137 RLM 04 H413 C113

KHAKI H81 C55 GRAY H334 C334 COPPER Mc215

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# Avia B.534 III. serie

Cat. No. 70101

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**ProfiPACK**  
edition

# Avia B.534 early series

Dual combo  
Cat. No. 70103



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edition