

Avia B.534 early series

eduard

CZECHOSLOVAK BIPLANE FIGHTER

1/72 SCALE PLASTIC KIT

DUAL COMBO!

ProfiPACK
edition

#70103



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.

With this kit, we are introducing the Avia B.534 in its I and II variant. The B.534 Serie I was built to the tune of 100 units (Construction Numbers 2 to 101). They were armed with a pair of vz. 30 (Version 30) machine guns in the sides of the fuselage, and another gun on each wing in small aerodynamic gondolas. These were, however, soon removed at Avia, and from the 48th aircraft, only the fuselage guns were mounted. The first aircraft were accepted by the Czechoslovak Air Force in the fall of 1935. Aircraft of the second series (Construction Numbers 102 to 147) differed in their gun arrangement. The fuselage guns were doubled, from one to two on each side, and so the B.534 Series II was characterised by having four vz.30 gun armament. This required an increase in the size of the fairing covering the guns. These aircraft were accepted by the Air Force in April 1936. Due to the rising tensions with Germany, priority was given to equipping Air Regiment 1 and 4 in Bohemia, and later were allocated to units eastward, in Moravia and Slovakia.

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 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.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁŘEZREMOVE
ODŘÍZNOUTAPPLY EDUARD MASK AND PAINT
POUŽIT EDUARDS MASK NABARVIT

PARTS



DÍLY



TEILE

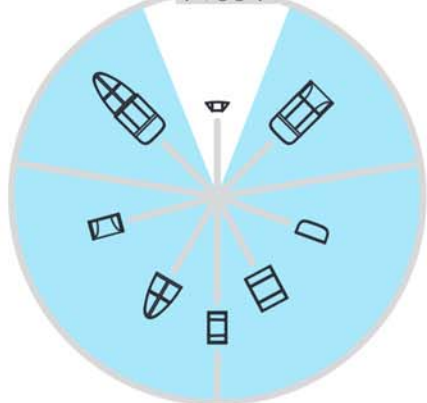


PIÈCES



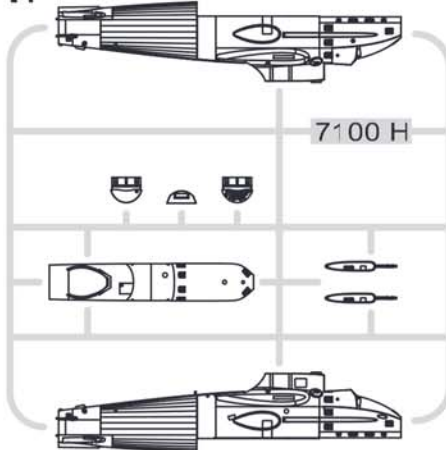
部品

F> 2 pcs. 7100 F



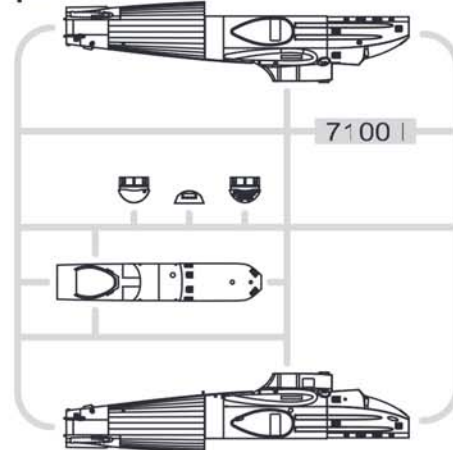
PLASTIC PARTS

H>



7100 H

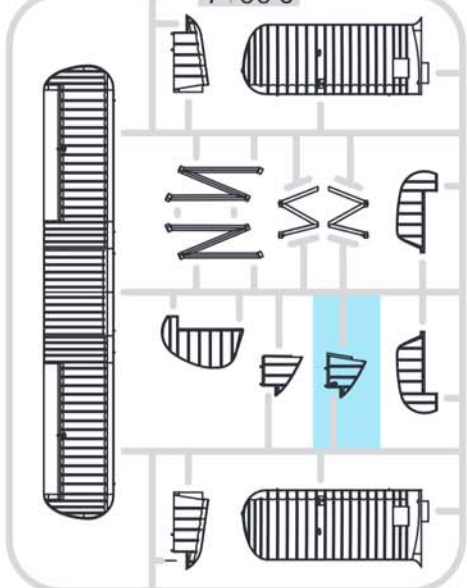
I>



7100 I

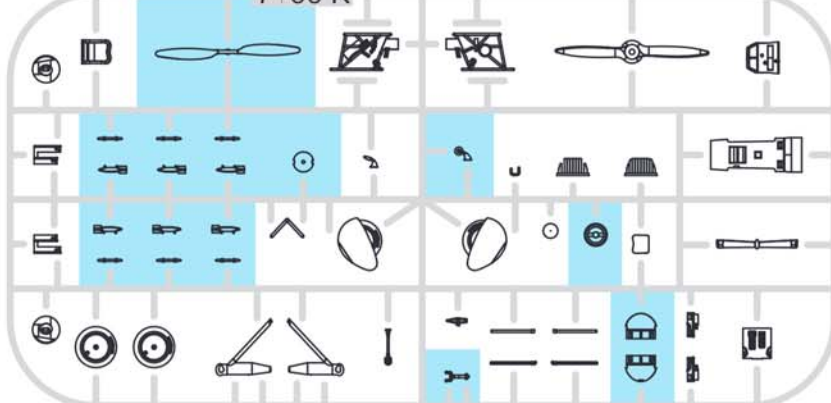
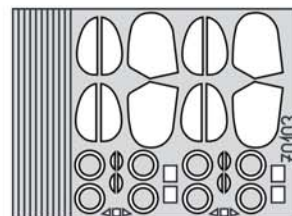
J> 2 pcs.

7100 J



K> 2 pcs.

7100 K

PE - PHOTO ETCHED
DETAIL PARTS 2 pcs.eduard
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

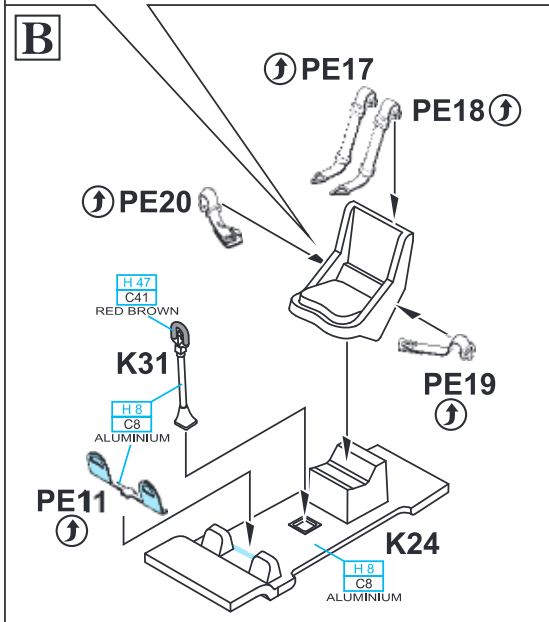
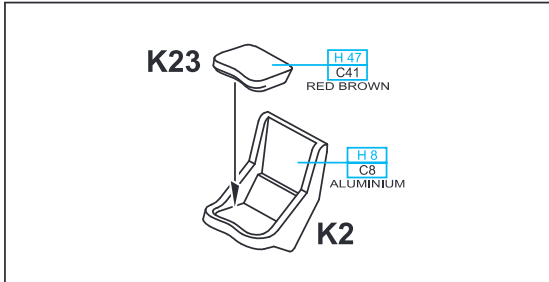
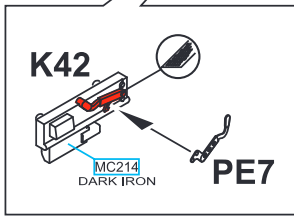
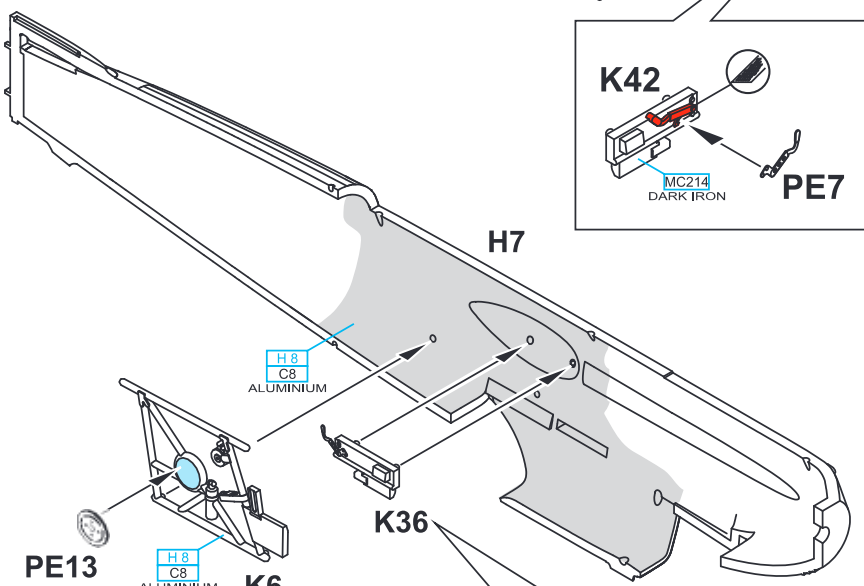
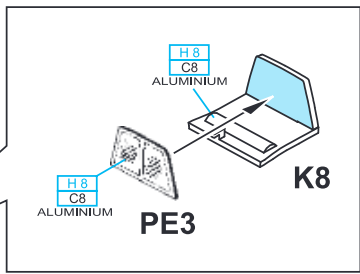
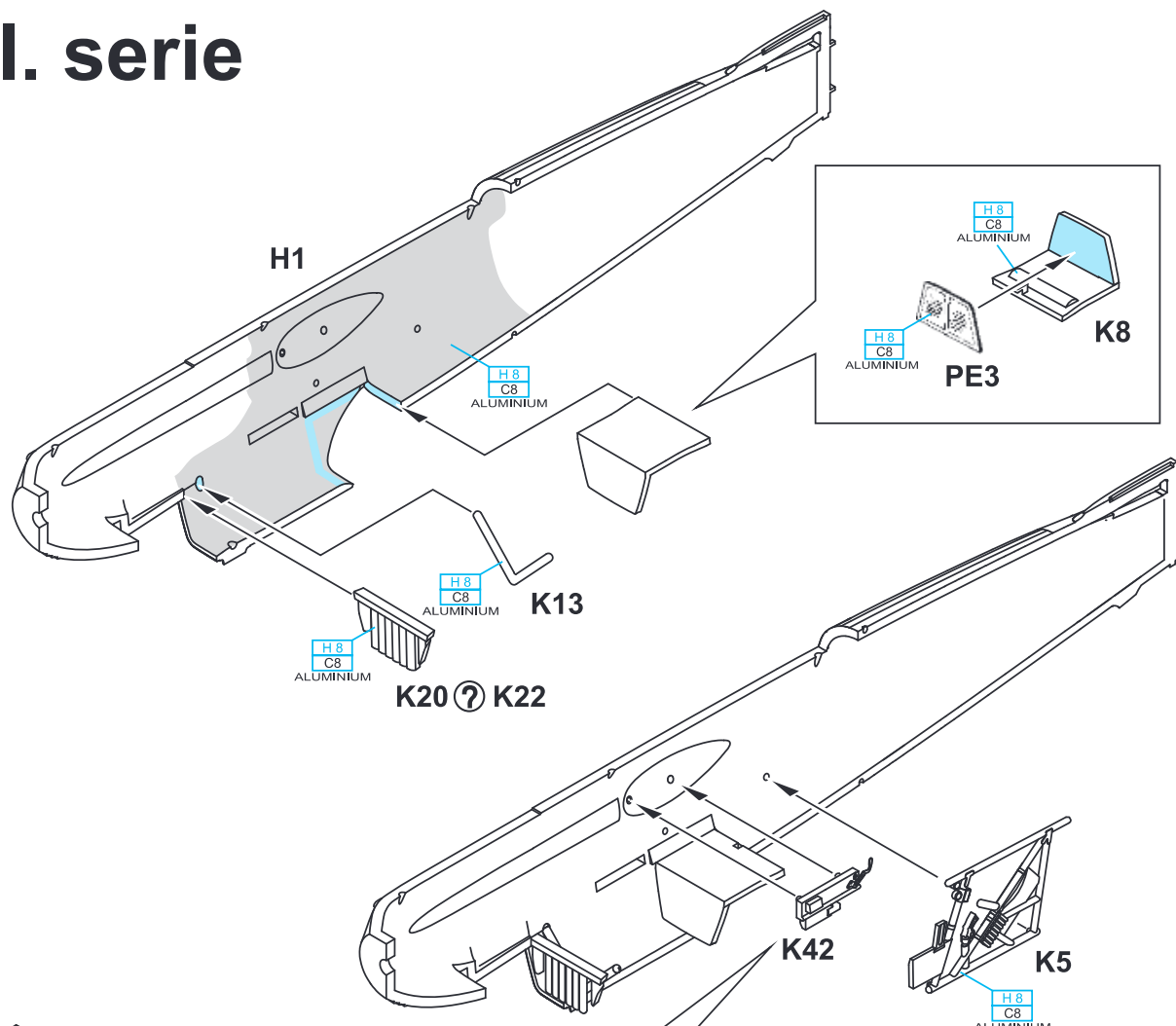


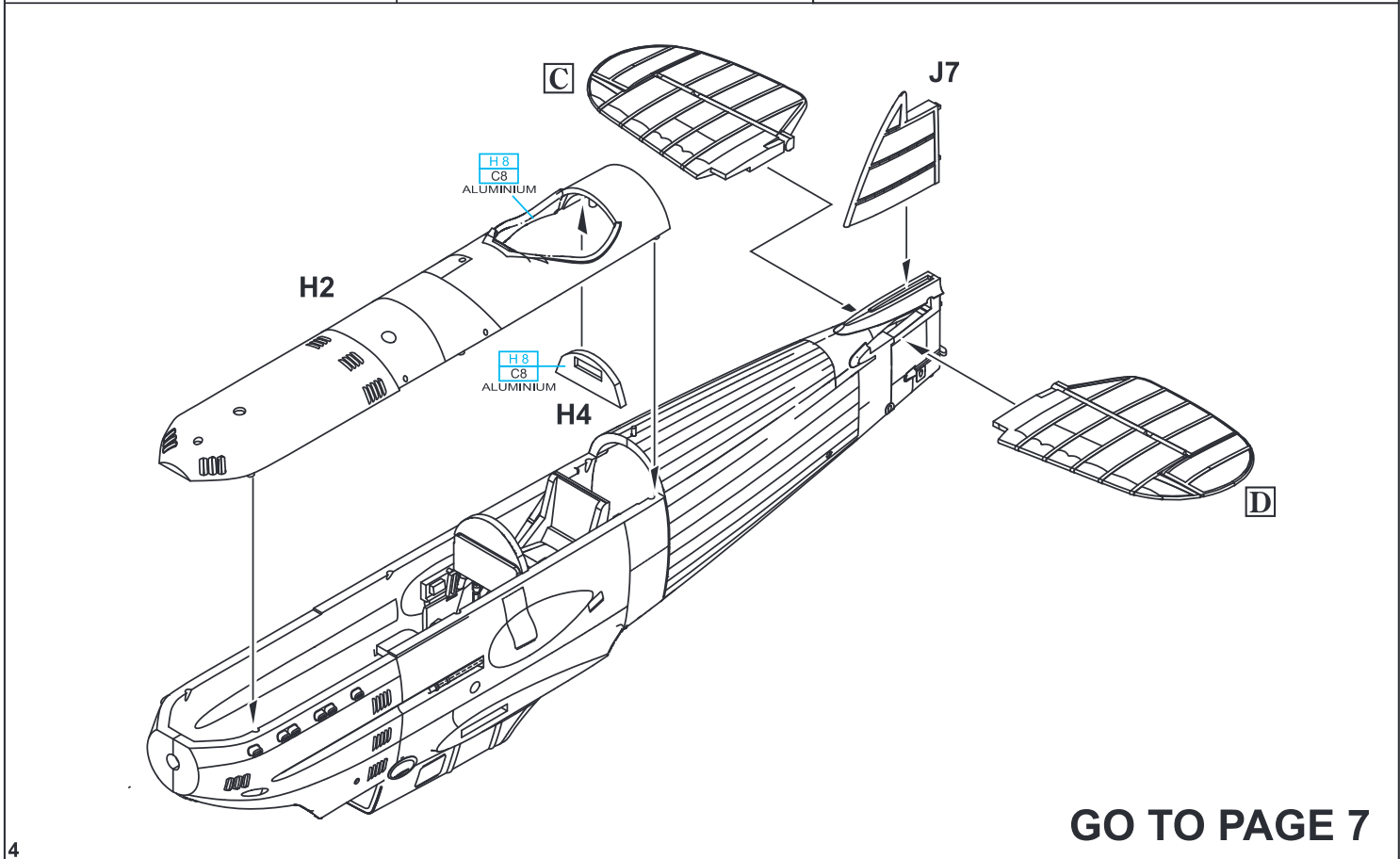
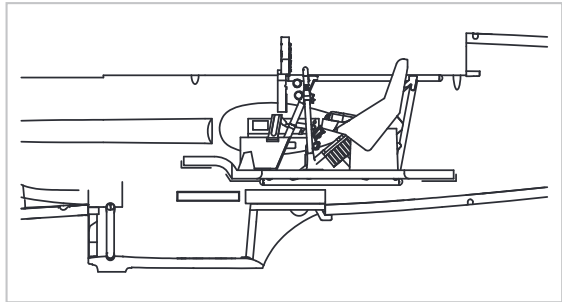
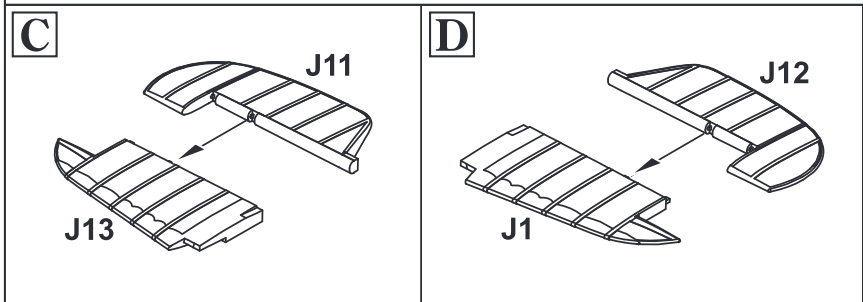
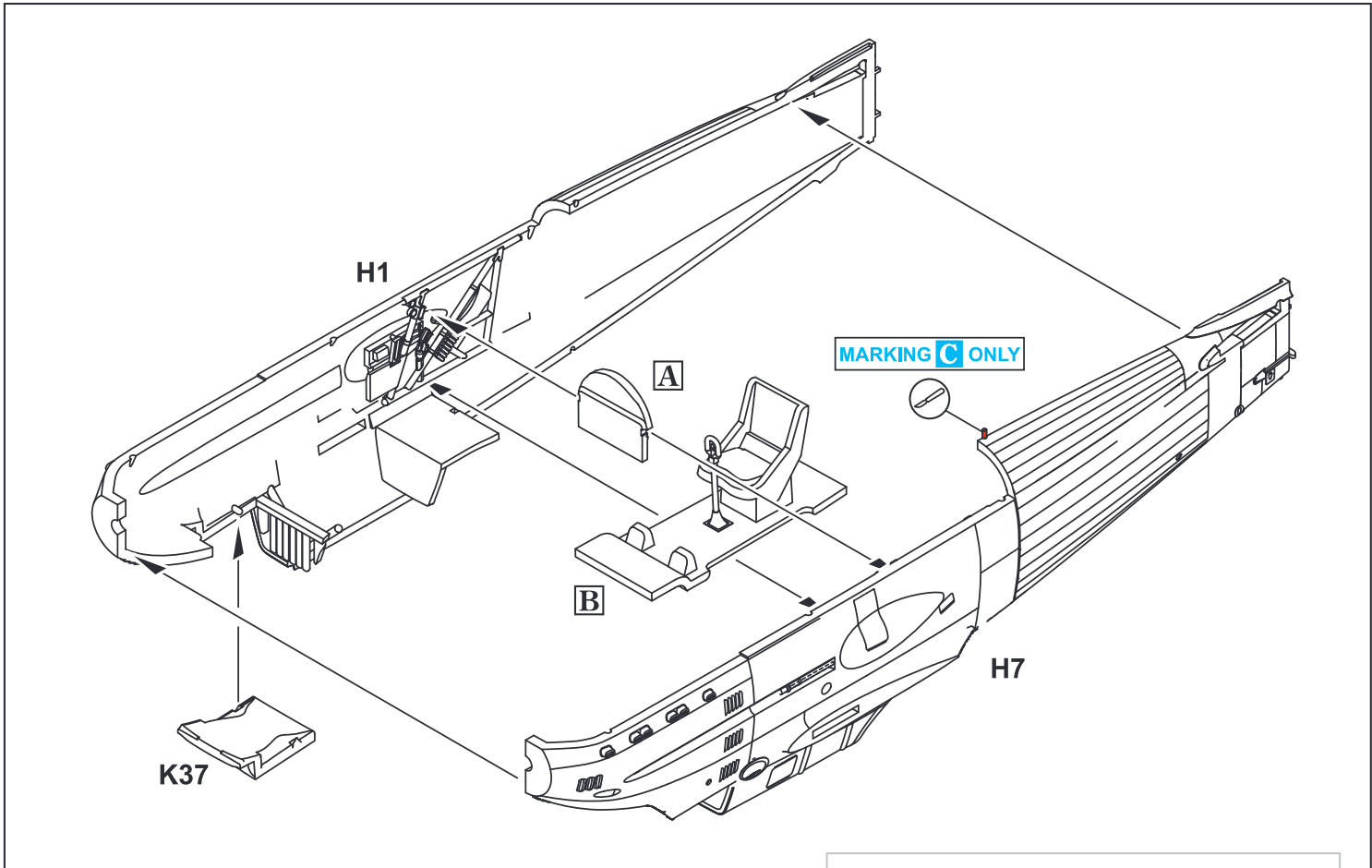
色

GSi Creos (GUNZE)		
AQUEOUS	Mr. COLOR	
H 3	C3	RED
H 4	C4	YELLOW
H 5	C5	BLUE
H 6	C6	GREEN
H 8	C8	SILVER
H 11	C62	FLAT WHITE
H 12	C33	FLAT BLACK
H 28	C78	METAL BLACK

AQUEOUS	Mr. COLOR	
H 37	C43	WOOD BROWN
H 47	C41	RED BROWN
H 77	C137	TIRE BLACK
H 81	C55	KHAKI
Mr. METAL COLOR		
MC212		DARK IRON
MC215		COPPER
MC218		ALUMINIUM

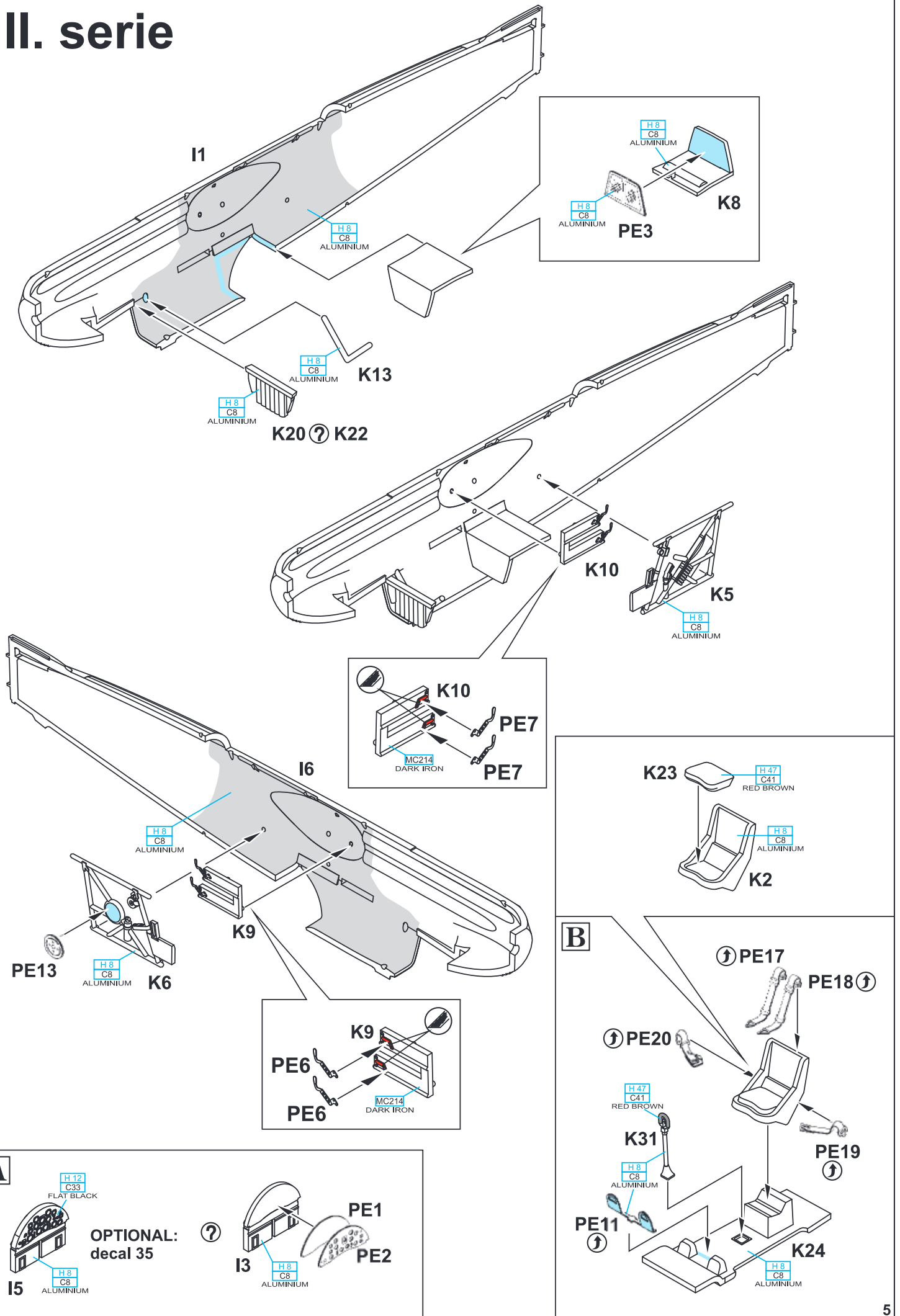
I. serie

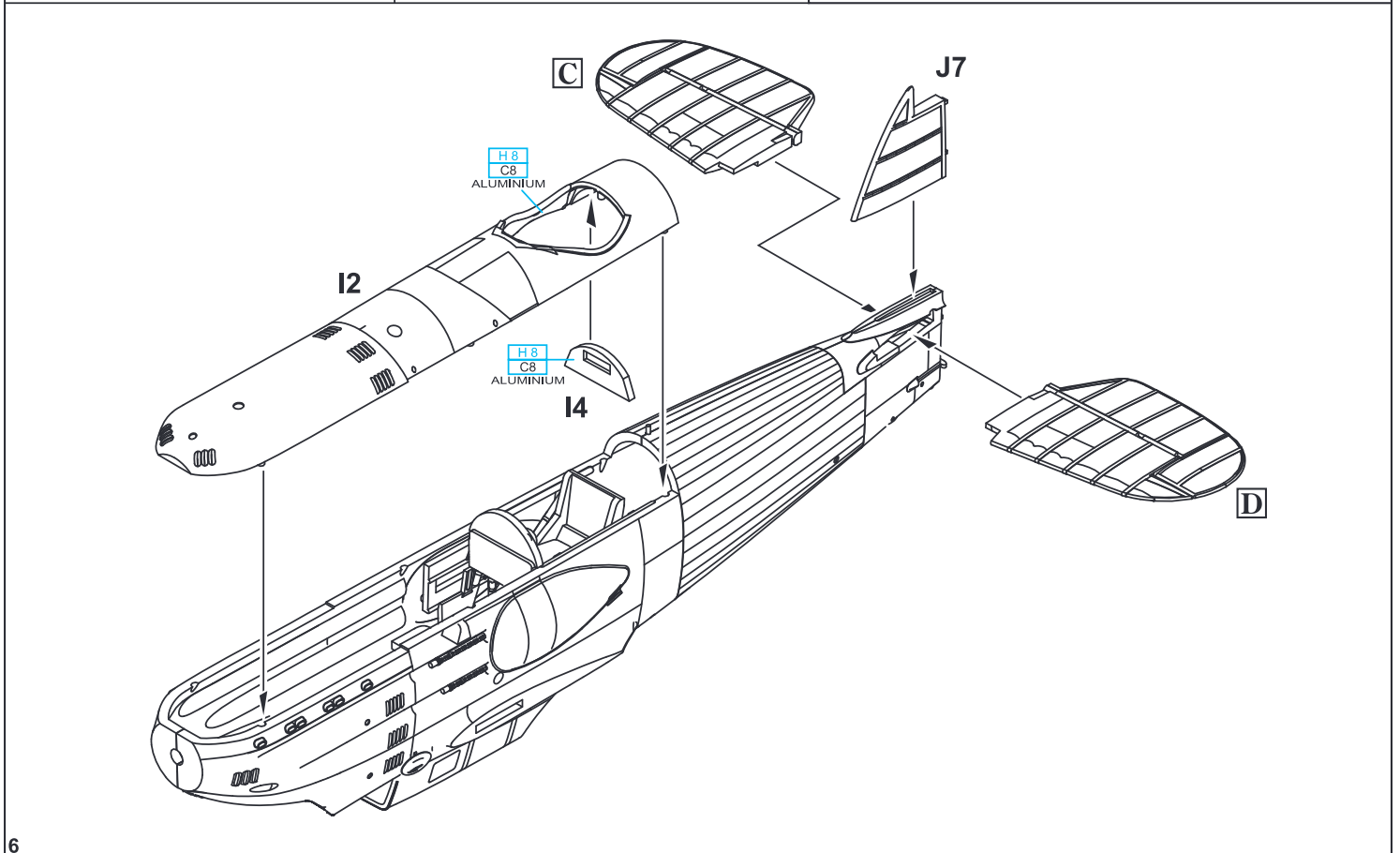
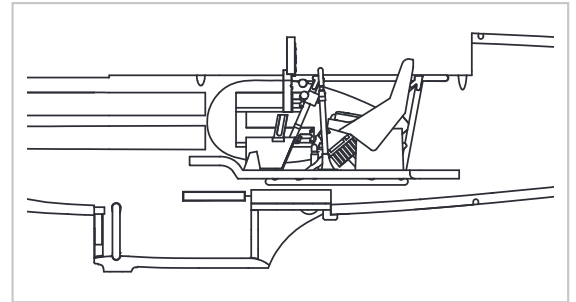
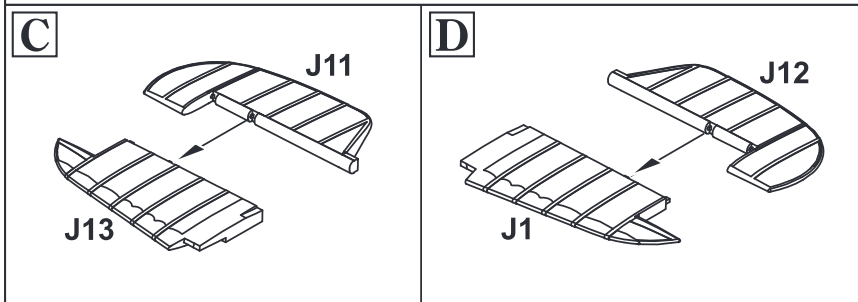
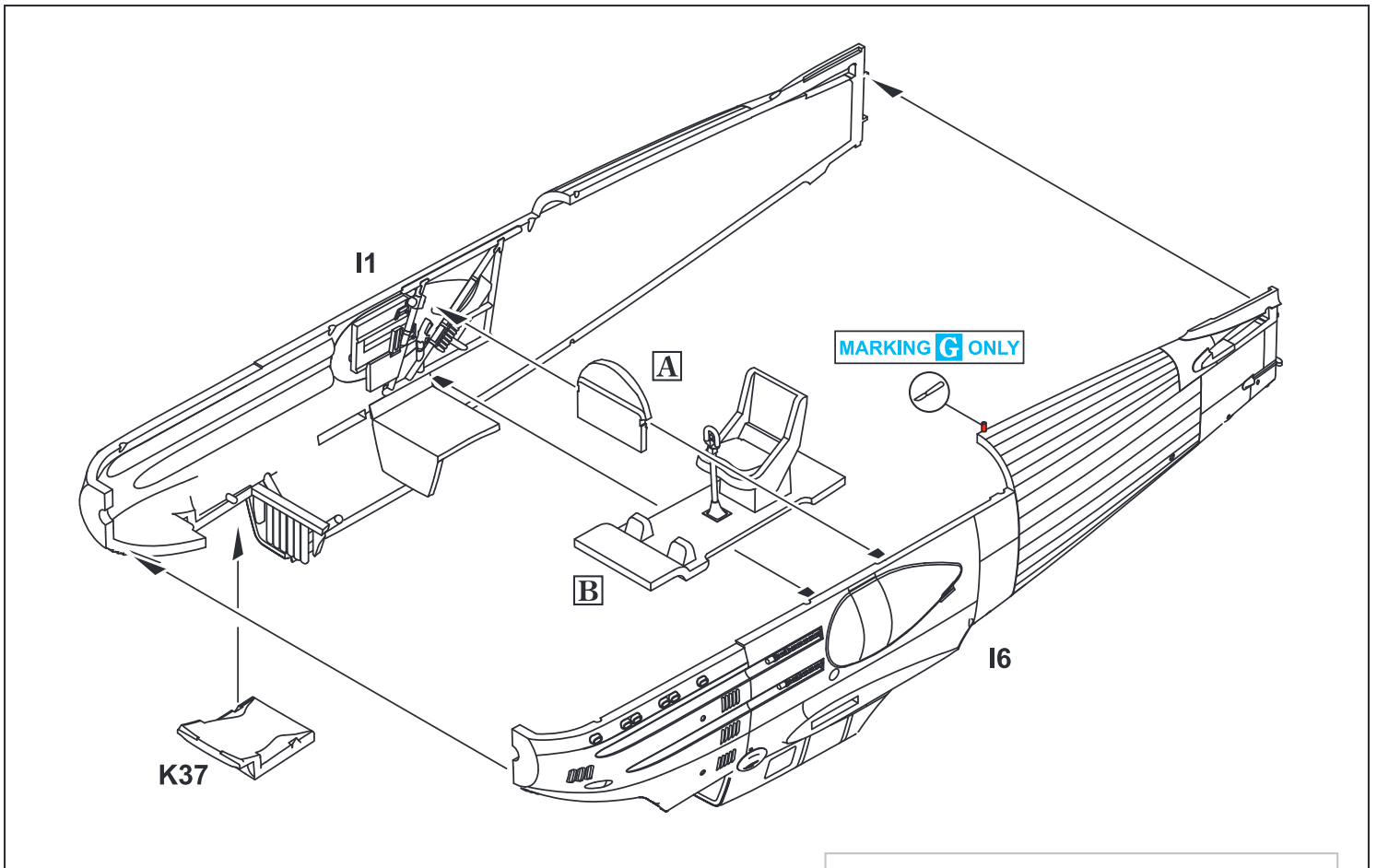


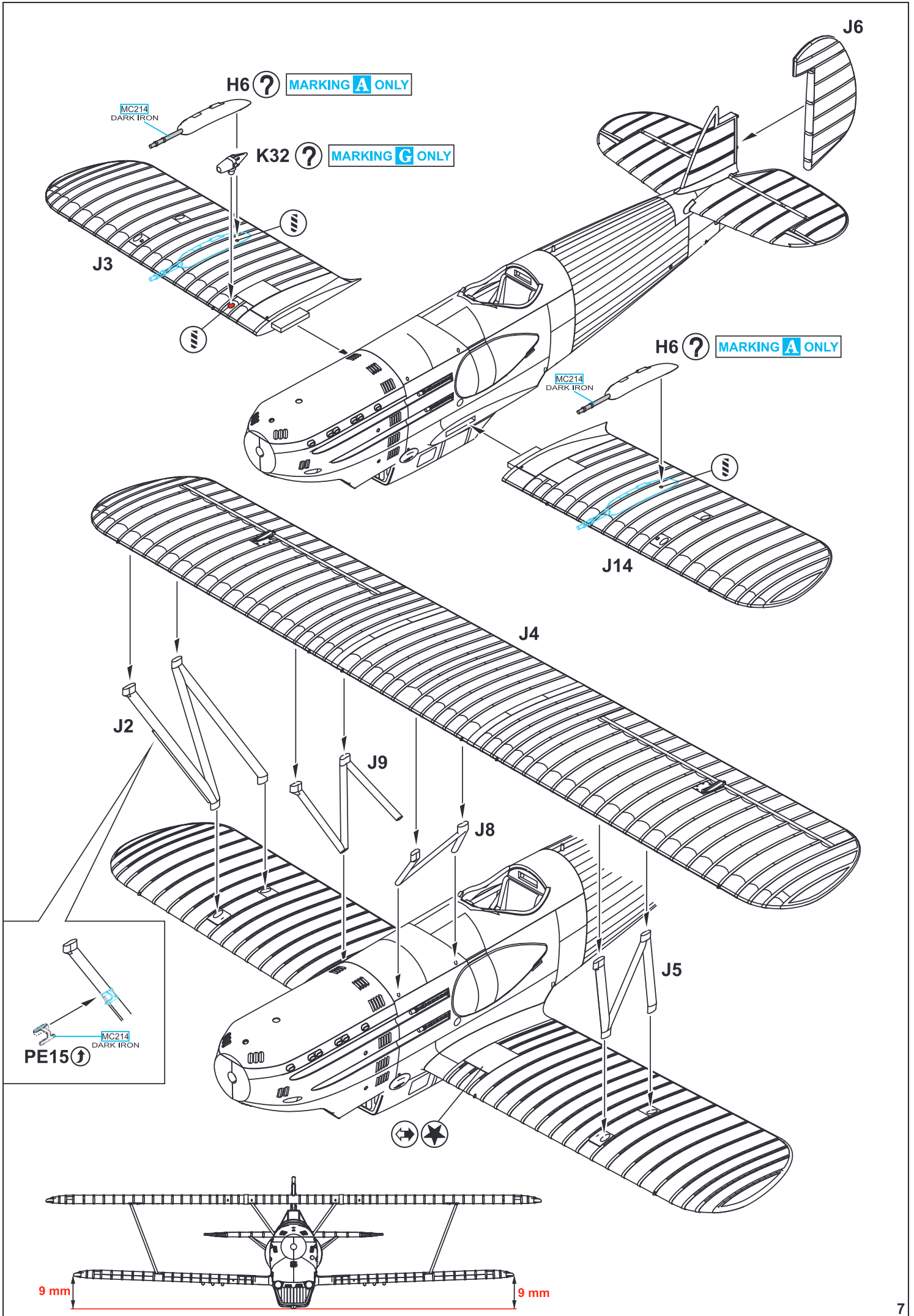


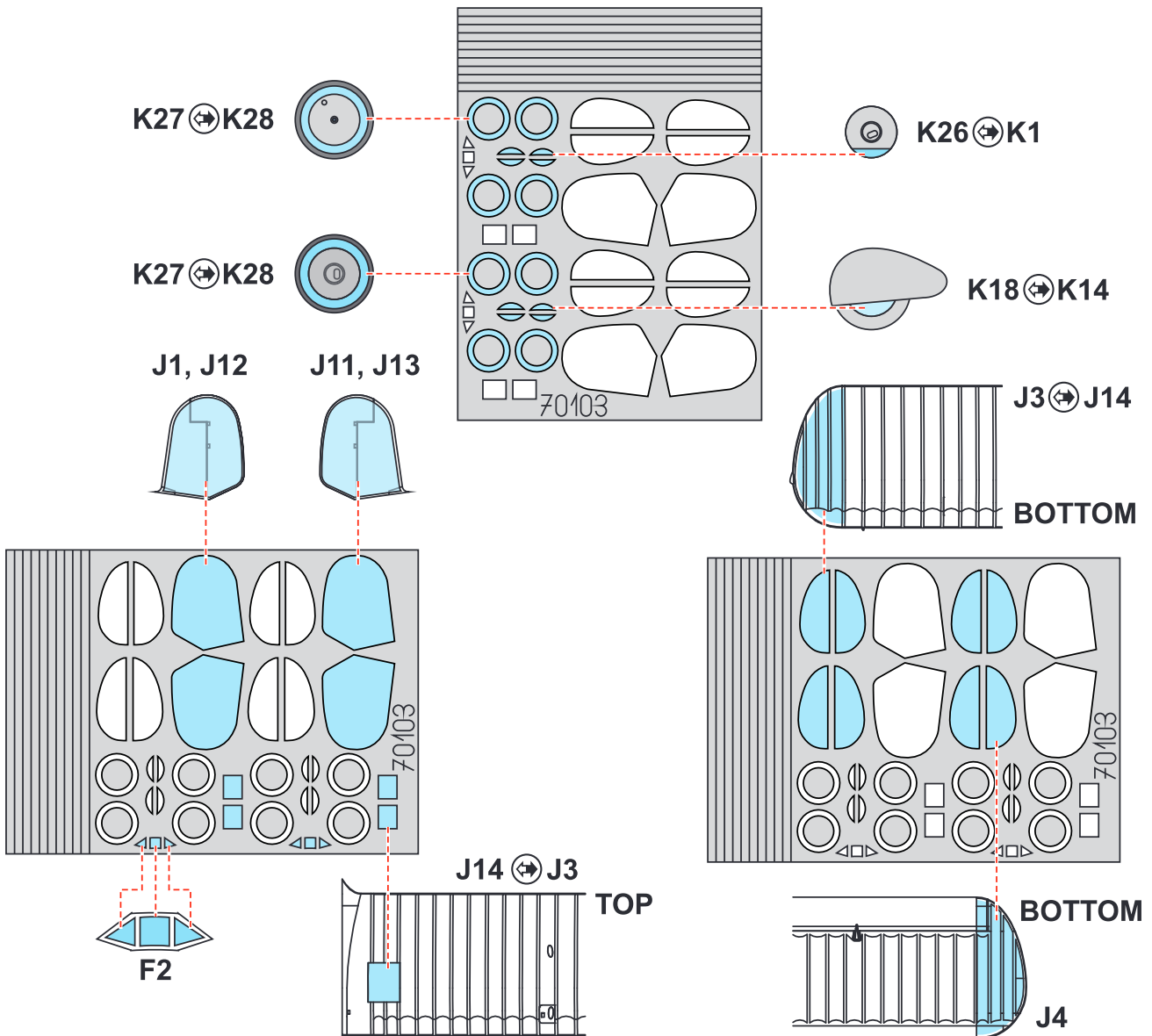
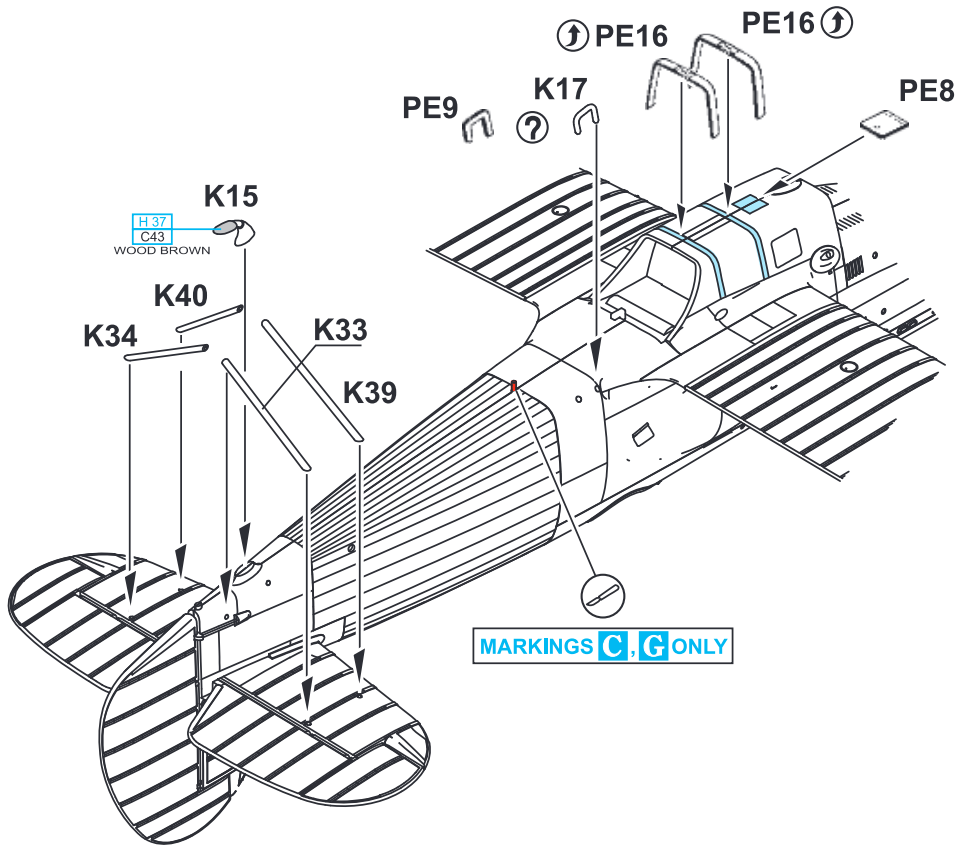
GO TO PAGE 7

II. serie









MARKING F ONLY

K18

K26

MARKING F ONLY

K1

K14

K28

?

K29

K25

K30

?

K27

PE14
2 pcs.

K7

K19

?

MARKING D ONLY

K7

PE12

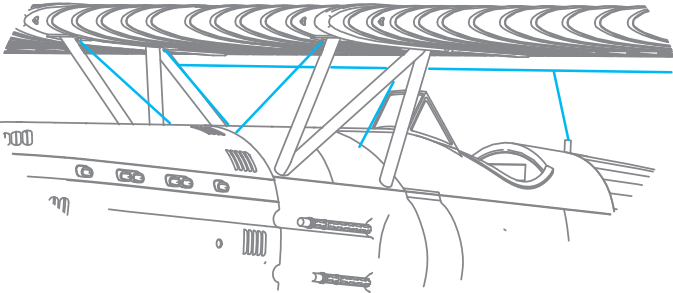
K19

F2

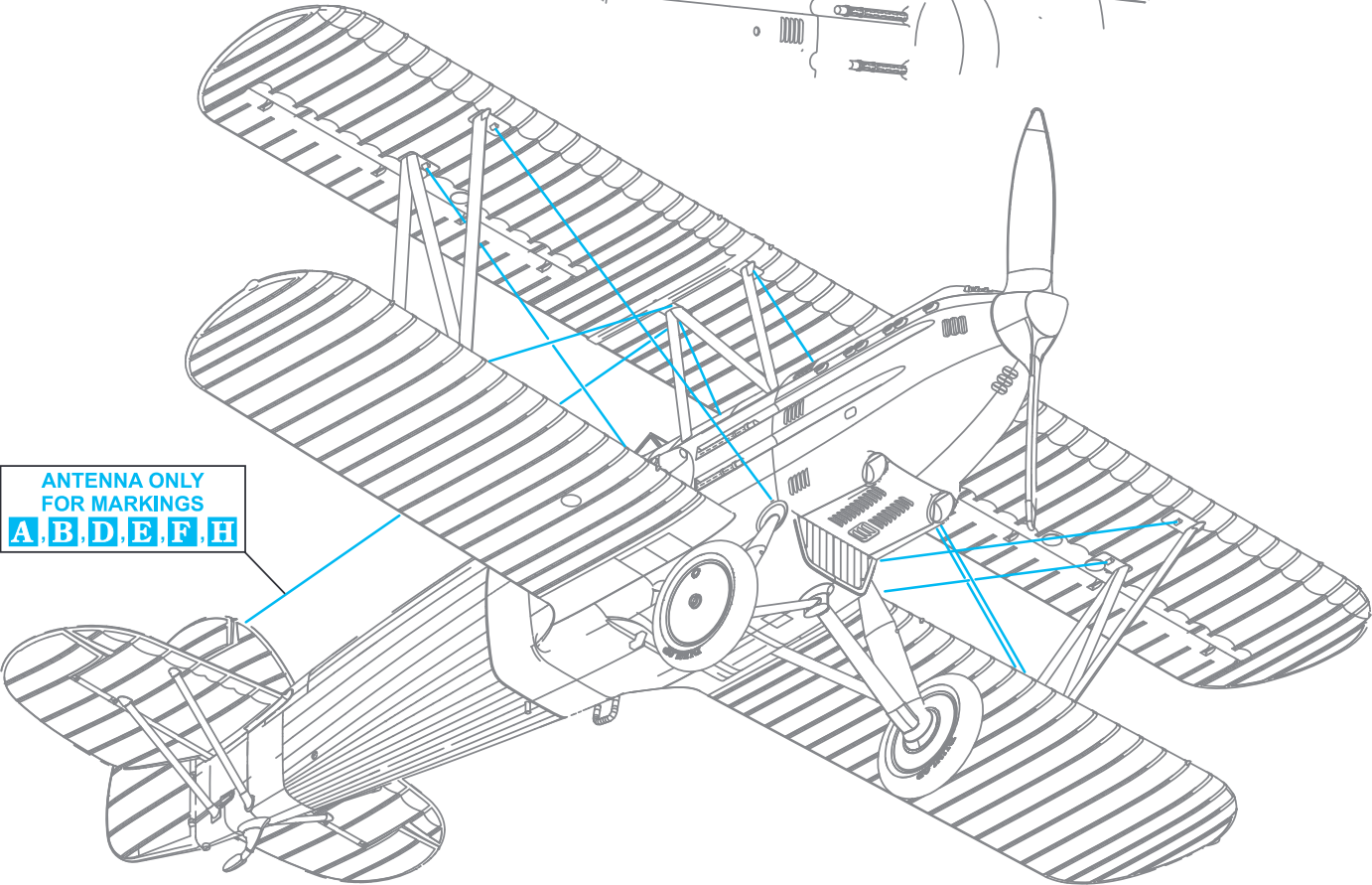
PE10

H12
C33
FLAT BLACK

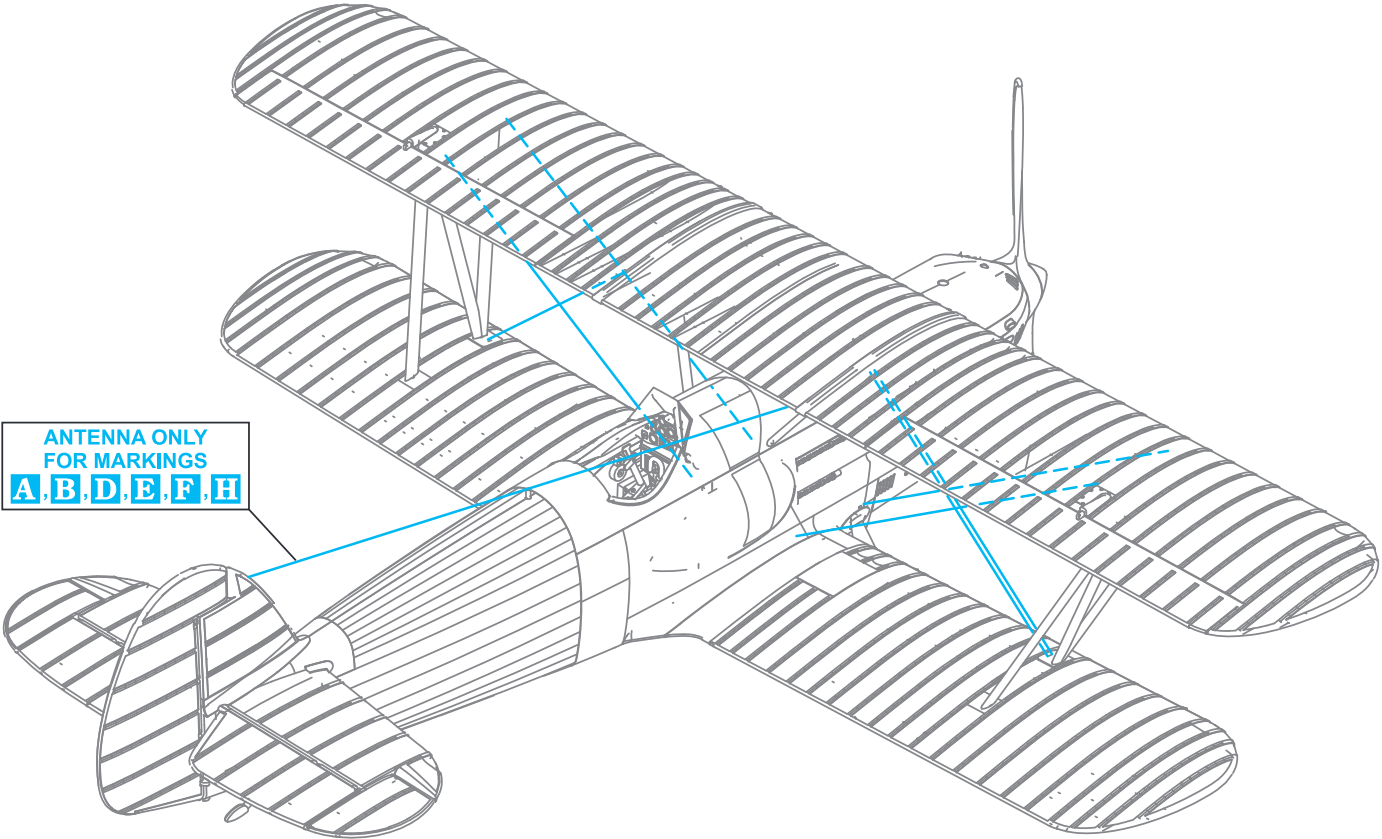
RIGGING DIAGRAM



ANTENNA ONLY
FOR MARKINGS
A, B, D, E, F, H

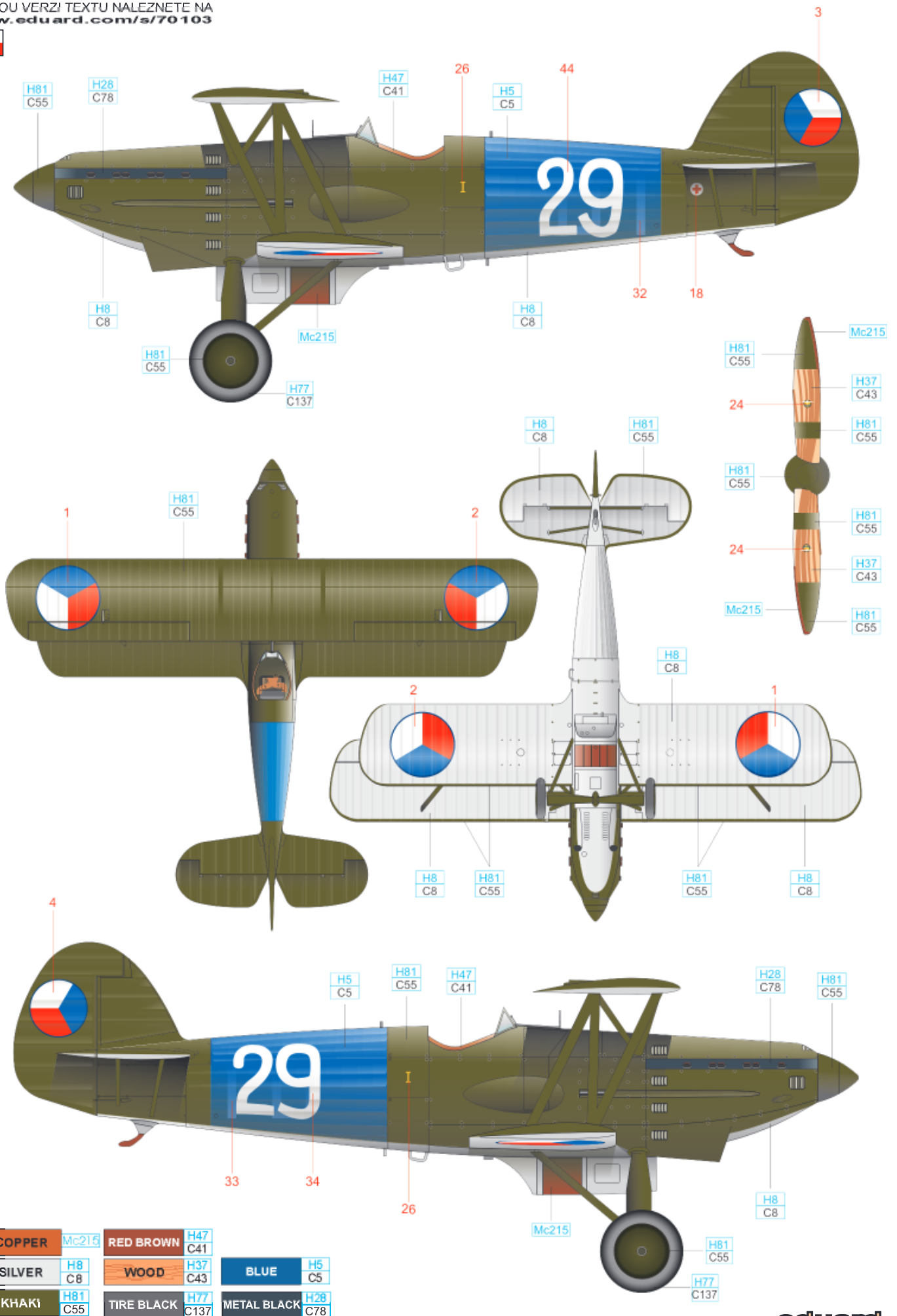


ANTENNA ONLY
FOR MARKINGS
A, B, D, E, F, H



B B.534.47 I. serie, 34th Fighter Squadron, Air Regiment 4, Hradec Kralove, September 1936

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/70103



COPPER	Mc215	RED BROWN	H47 C41
SILVER	H8 C8	WOOD	H37 C43
KHAKI	H81 C55	TIRE BLACK	H77 C137
		METAL BLACK	H28 C78



C B.534.49 I. serie, 36th Fighter Squadron, Air Regiment 2, Olomouc, June 1937

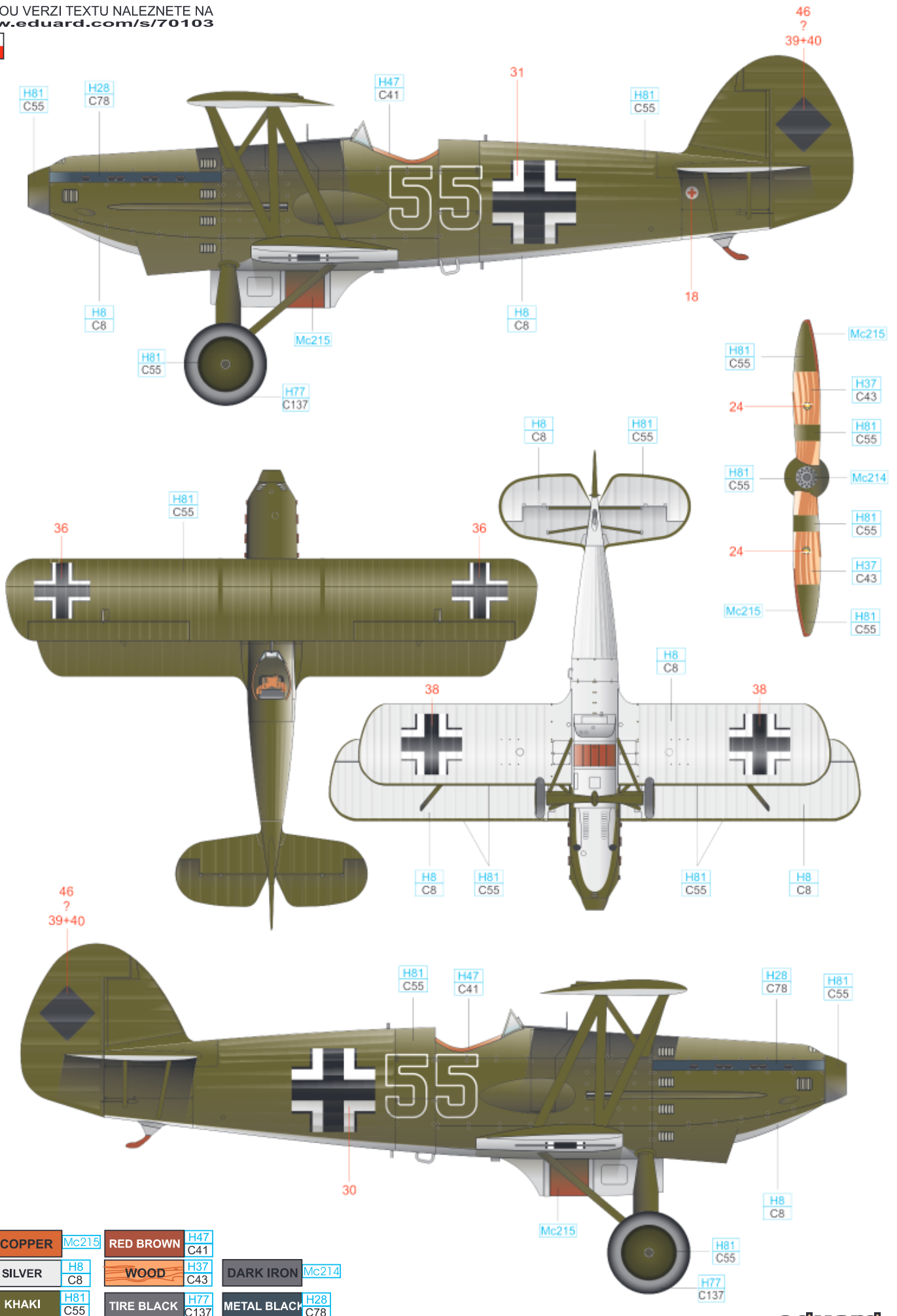
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www.eduard.com/s/70103



COPPER	Mc215	RED BROWN	H47 C41	GREEN	H6 C6
SILVER	H8 C8	WOOD	H37 C43	TIRE BLACK	H77 C137
KHAKI	H81 C55	METAL BLACK	H28 C78		

D B.534 I. serie, Jagdfliegerschule 4, Luftwaffe, Fürth, Germany, 1940

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/70103



COPPER	Mc215	RED BROWN	H47 C41
SILVER	H8 C8	WOOD	H37 C43
KHAKI	H81 C55	TIRE BLACK	H77 C137
		METAL BLACK	H28 C78

E B.534.102 II. serie, 31st Fighter Squadron, Air Regiment 1, Hradec Kralove, May 1938

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www.eduard.com/s/70103

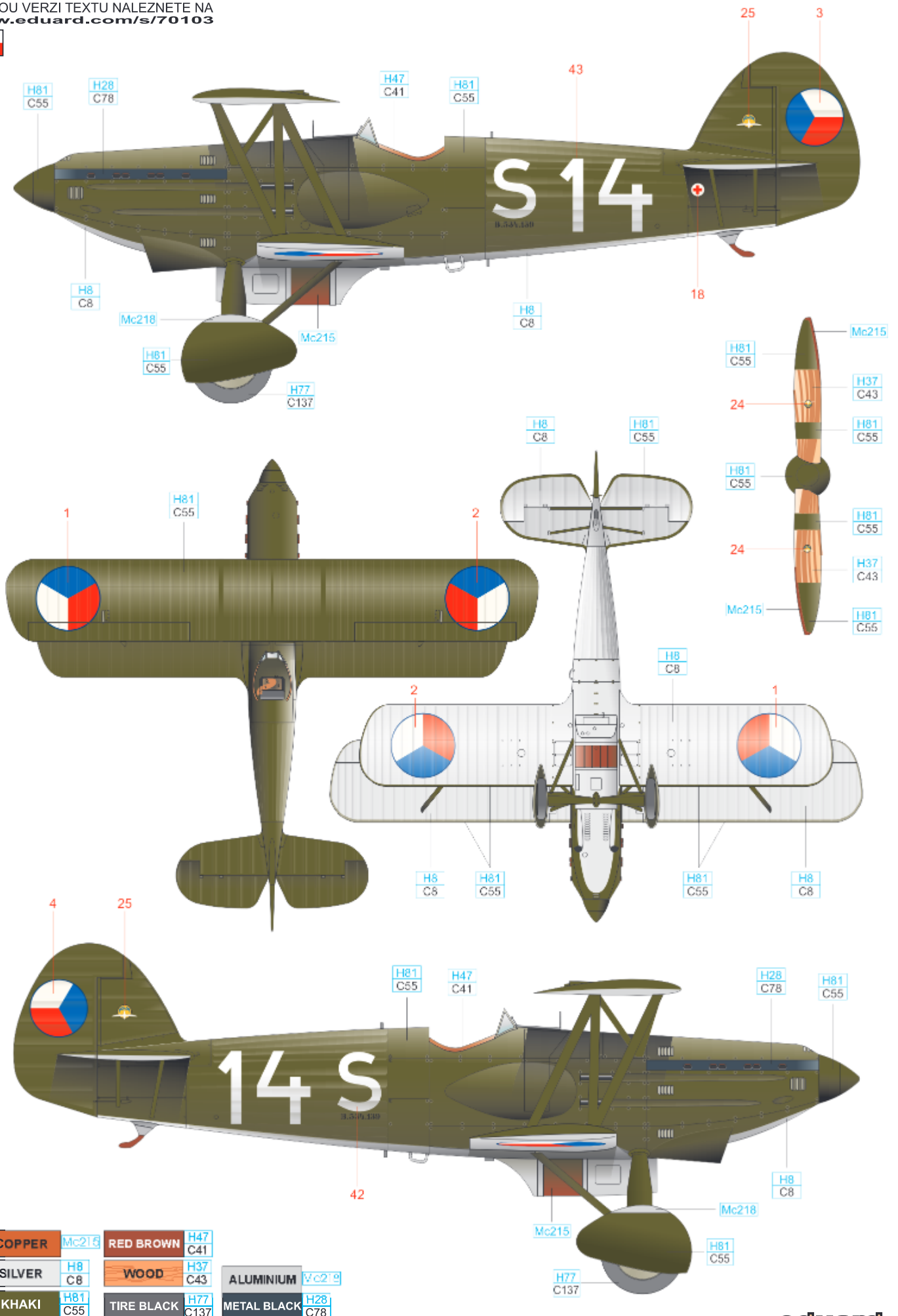


COPPER	Mc215	RED BROWN	H47 C41	WHITE	H11 C62
SILVER	H8 C8	WOOD	H37 C43	RED	H3 C3
KHAKI	H81 C55	TIRE BLACK	H77 C137	METAL BLACK	H28 C78

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F B.534.139. II. serie, Aerospace Research and Test Establishment, Prague, 1936

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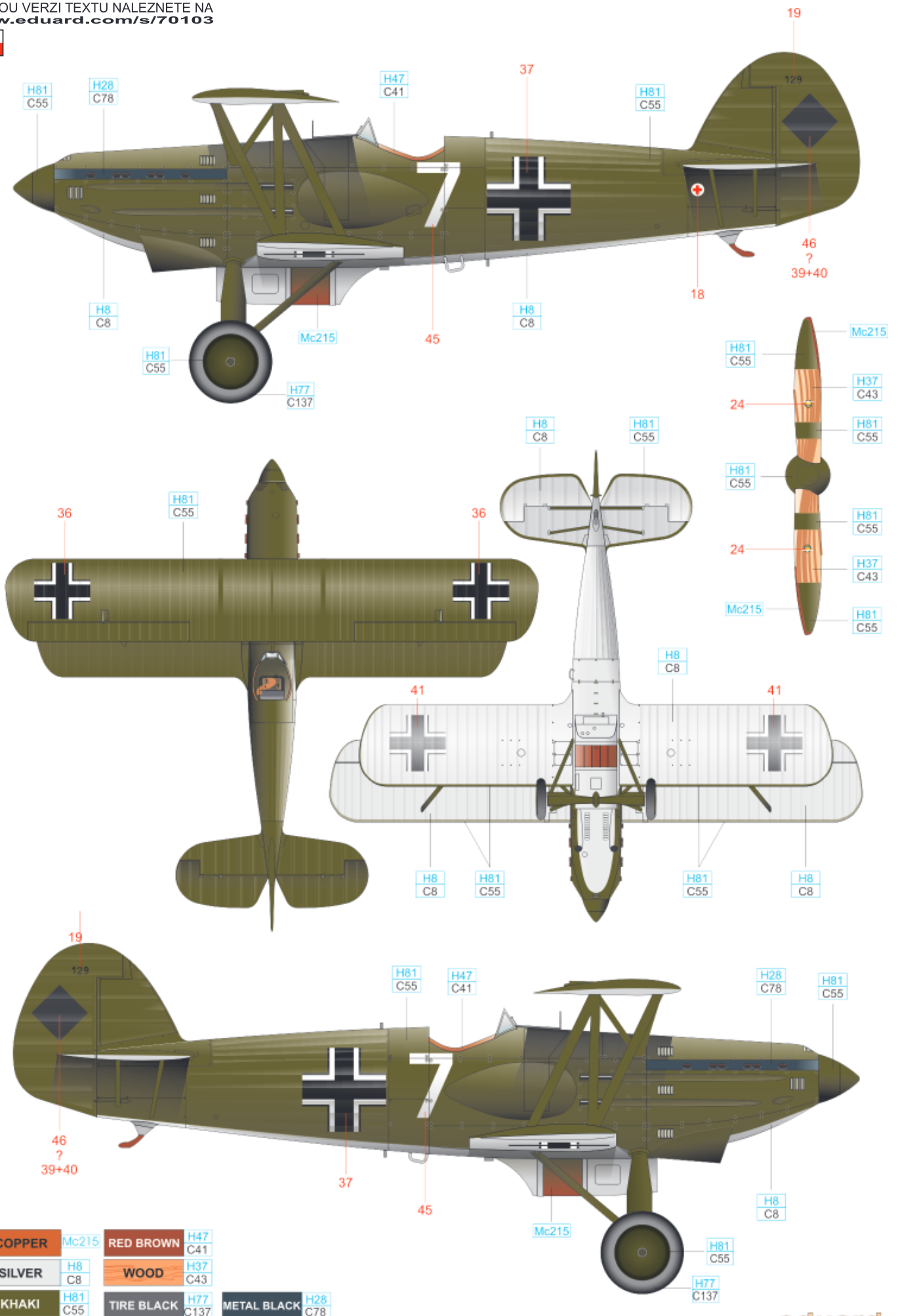


COPPER	Mc218	RED BROWN	H47 C41
SILVER	H8 C8	WOOD	H37 C43
KHAKI	H81 C55	TIRE BLACK	H77 C137
		METAL BLACK	H28 C78



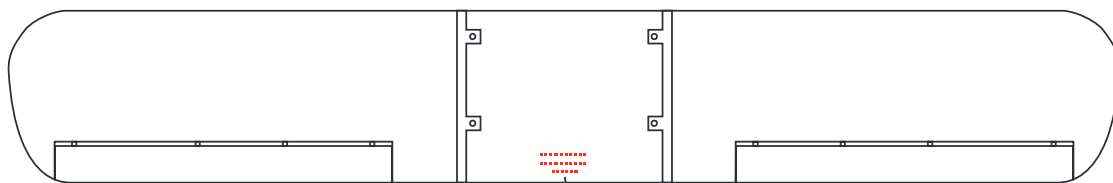
H B.534.129 II. serie, Jagdfliegerschule 4, Luftwaffe, Fürth, Germany, 1940

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/70103



COPPER	Mc215	RED BROWN	H47 C41
SILVER	H8 C8	WOOD	H37 C43
KHAKI	H81 C55	TIRE BLACK	H77 C137
		METAL BLACK	H28 C78

LOWER SURFACE OF TOP WING

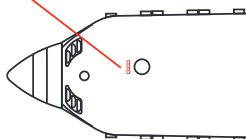


15

BENZIN. NÁDRŽ HLAV. 257 L
BENZIN. NÁDRŽ SPÁD. 90 L
OLEJ. NÁDRŽ 38 L

PLNĚNÍ VODY

13



ZDE DRŽETI PŘI MOTOROVÉ ZKOUŠCE

14

PLNĚNÍ HASIČIHO PŘÍSTROJE

8

ZDE ZVEDATI

7

PLNĚNÍ OLEJE

12

PLNĚNÍ PALIVA

10

ČISTIČ VODY
LEVÉ HRDLO CHLADIČE

11

ZDE DRŽETI PŘI MOTOROVÉ ZKOUŠCE

14

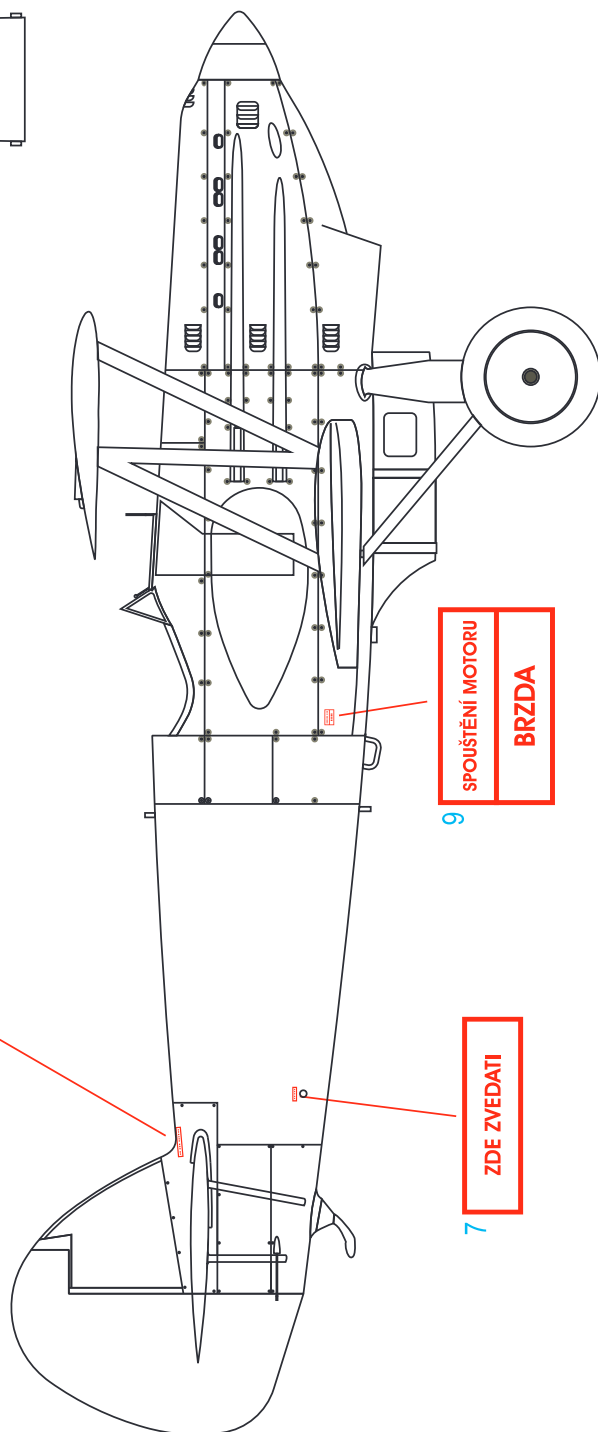
SPOUŠTĚNÍ MOTORU

BRZDA

9

ZDE ZVEDATI

7



Avia B.534 III. serie

Cat. No. 70101

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Avia B.534 IV. serie

Cat. No. 70102



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