

intro

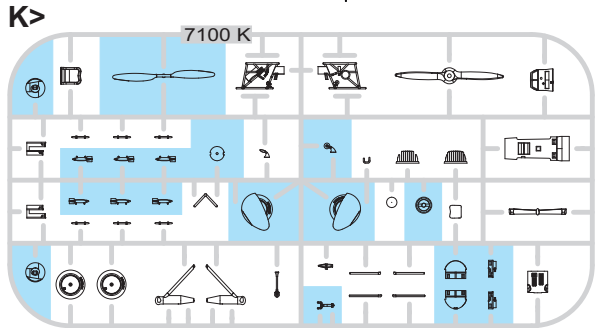
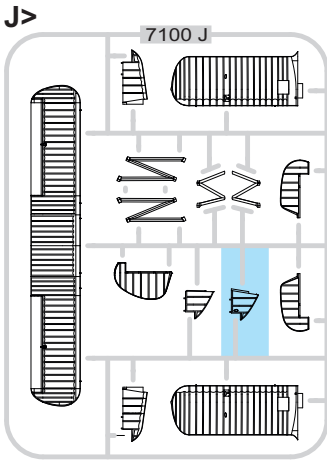
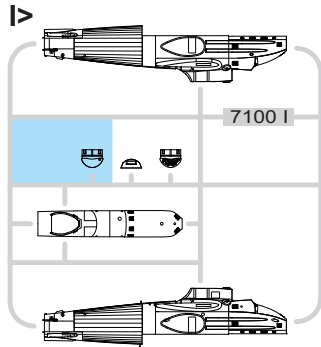
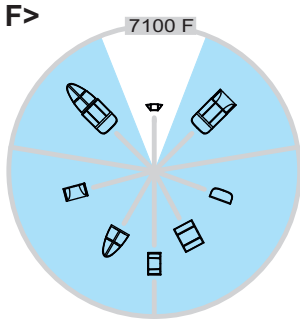
The Avia B.534 was developed in 1934 as an extension of the B.34 fighter. In this incarnation, which was produced in small numbers for the Czechoslovak Air Force (the majority of which were attached to No.3 Fighter Regiment in Slovakia at the beginning of the Second World War), there were several engine/airframe 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.

This kit presents the B.534 from its second production series. In December 1935, tests were conducted to assess the accuracy of the gun armament of the First Series (two machine guns in the fuselage sides and two in the wings) as compared to the Second Series (four machine guns in the fuselage sides). Besides being more accurate, the fuselage mounted only variant offered the advantage of the guns being accessible if they should jam. There was a total of 46 Second Series aircraft built (serialized 102-147), and they differed from the preceding series by having a larger fairing covering the paired vz.30 (Version 30) guns on each fuselage side. Besides being delivered to the Czechoslovak Air Force, two aircraft were built for Greece.

PLASTIC PARTS



MC METAL COLOR	METALLICS
MC214	MMM-001 DARK IRON
MC215	MMM-004 COPPER

GUNZE	MISSION MODELS
H3	C3 MMP-003 RED
H5	C5 MMP-048 BLUE
H8	C8 MMP-001 SILVER
H11	C62 MMP-001 FLAT WHITE
H12	C33 MMP-047 FLAT BLACK
H28	C78 MMP-001 METAL BLACK
H37	C43 MMP-001 WOOD BROWN
H47	C41 MMP-012 RED BROWN
H77	C137 MMP-047 TIRE BLACK
H81	C55 MMP-023 KHAKI

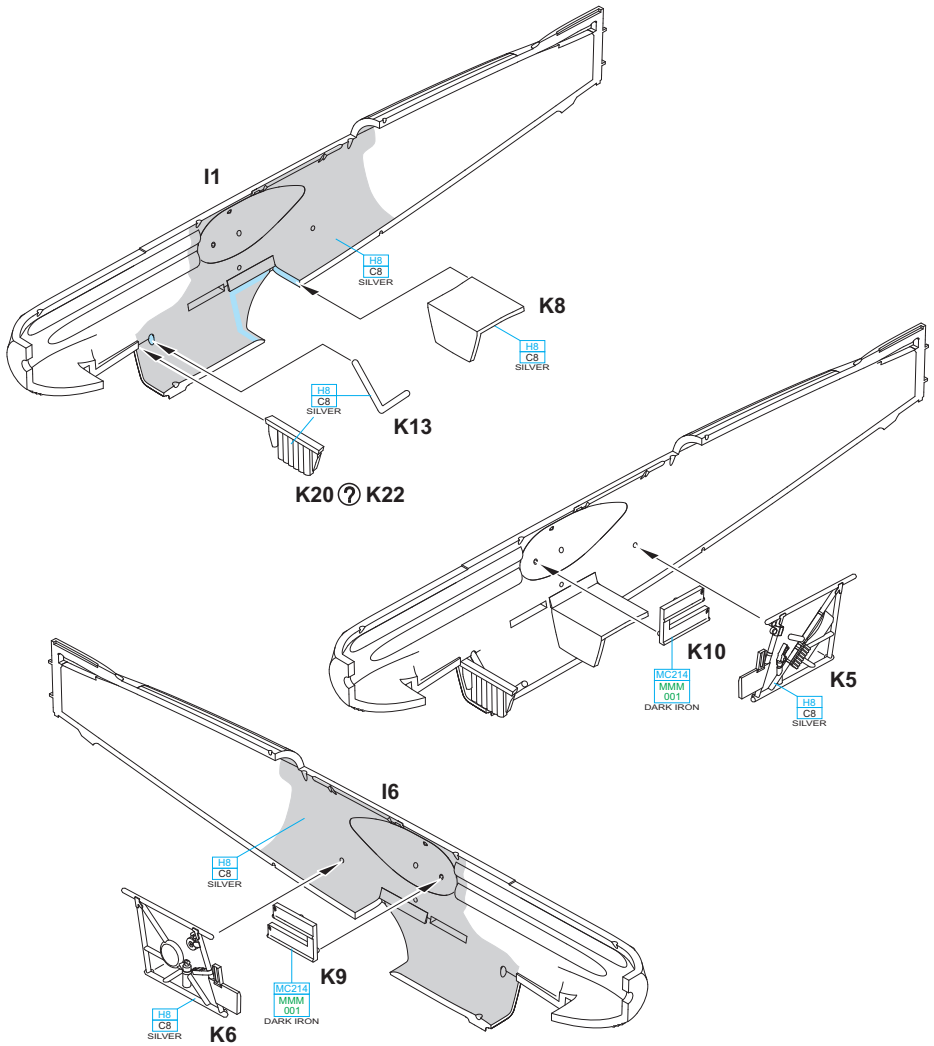
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

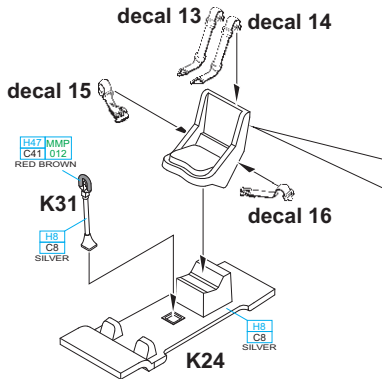
- (GB)** Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- (CZ)** Před započetím stavby si pečlivě 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

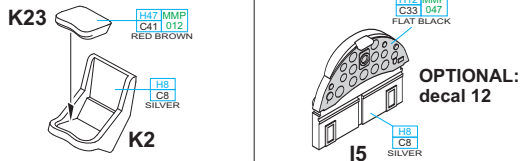
- OPTIONAL VOLBA
- BEND OHNOUT
- OPEN HOLE VYVRTAT OTVOR
- SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- REMOVE ODŘÍZNOUT
- REVERSE SIDE OTOČIT

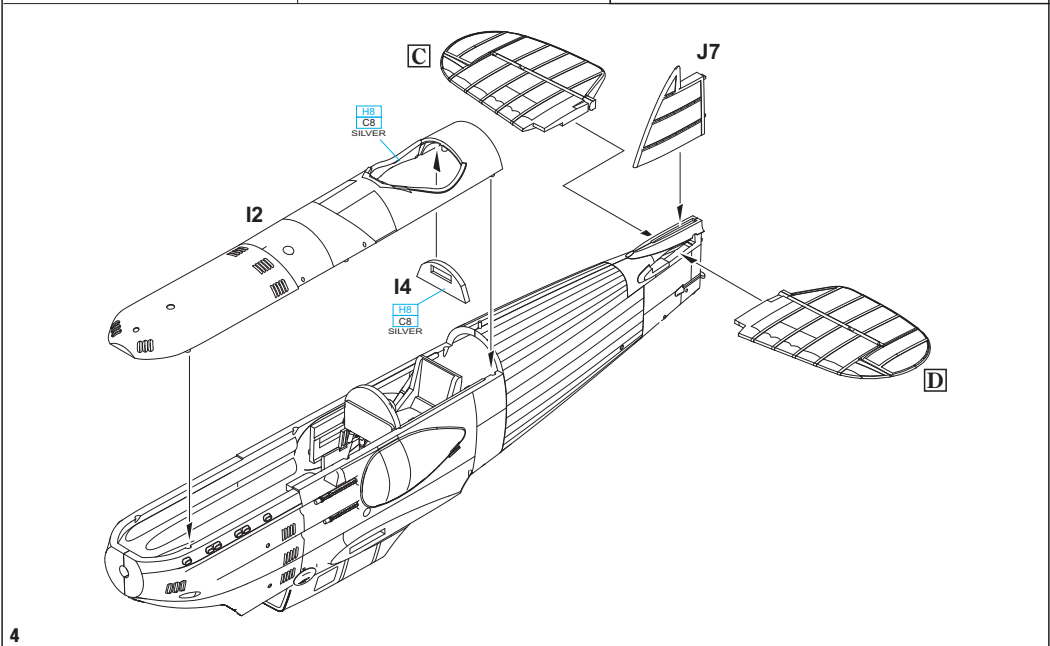
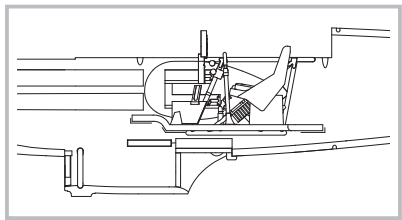
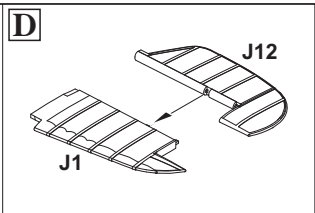
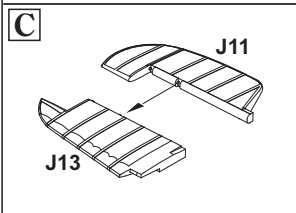
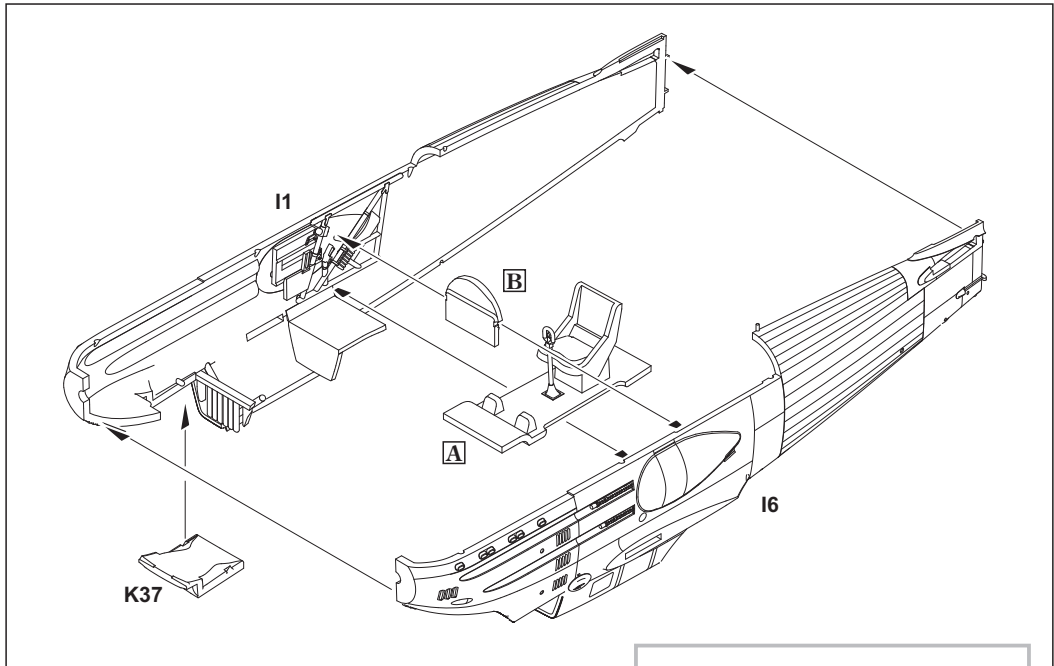


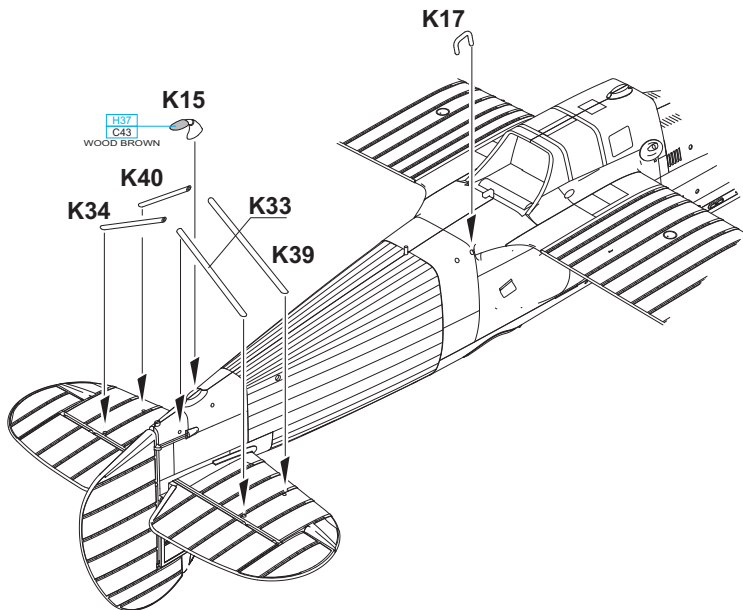
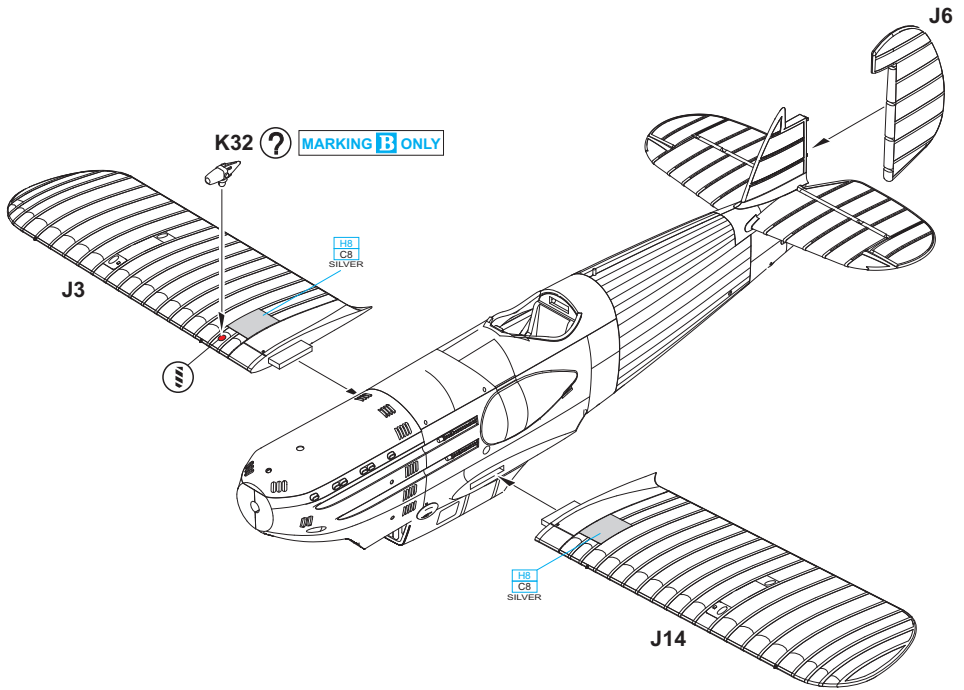
A

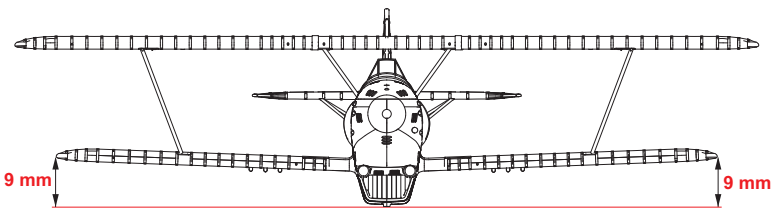
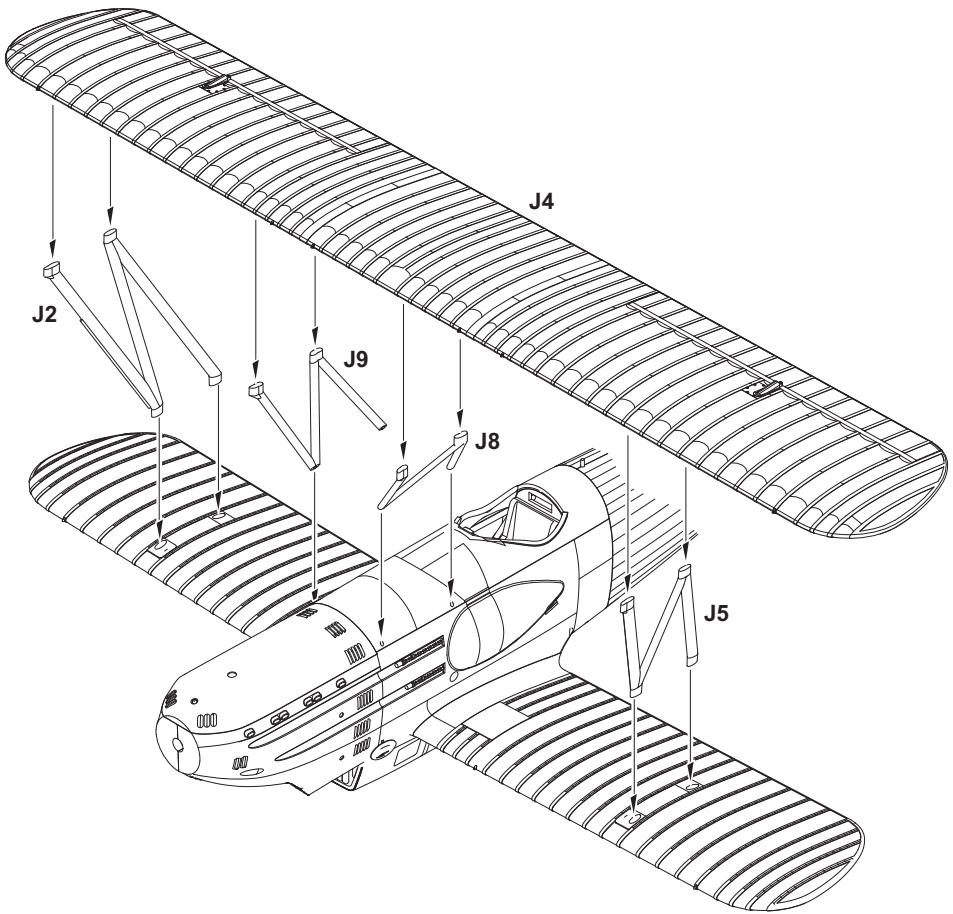


B









MARKING **A** ONLY

3 pcs. K3

K3 3 pcs.

Ø - 0,5 mm

Ø - 0,5 mm

K28

K29

K25

K30

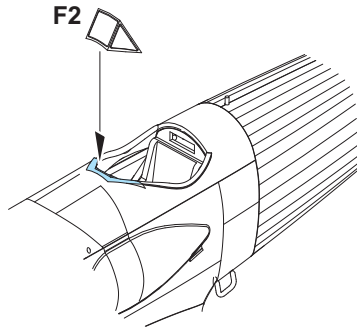
K27

MARKING **B** ONLY

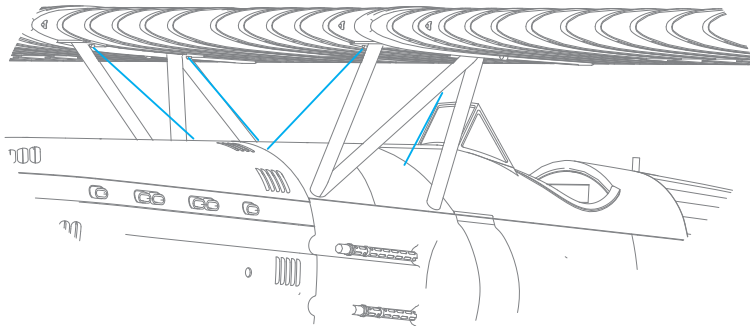
MARKING **B** ONLY

K19

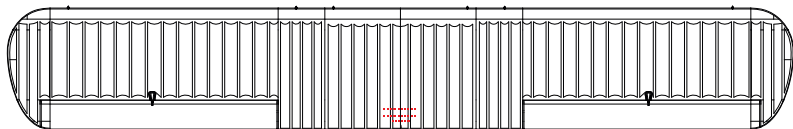
K7



RIGGING DIAGRAM



LOWER SURFACE OF UPPER WING



17

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

PLNĚNÍ VODY

23

ZDE ZVEDATI

24

PLNĚNÍ OLEJE

21

ČISTÍC VODY
LEVÉ HŘÍDLO CHLAUČE

22

ZDE DRŽETI PŘI MOTOROVÉ ZKOUŠCE

20

SPOUŠTĚNÍ MOTORU

BRZDA

25

ZDE ZVEDATI

24

ZDE DRŽETI PŘI MOTOROVÉ ZKOUŠCE

20

PLNĚNÍ HASIČIHO PŘÍSTROJE

19

PLNĚNÍ PALIVA

18