



A Series I B-534, very similar to the Series II in the drawings, with two guns in the fuselage and two in the wings. Note huge wood prop made of twelve laminations.

The CZECHOSLOVAKIAN AVIA B-534

By PETER WESTBURG

Is it believable that vintage biplane fighters of the 1930's would attack Consolidated B-24 bombers? It happened!

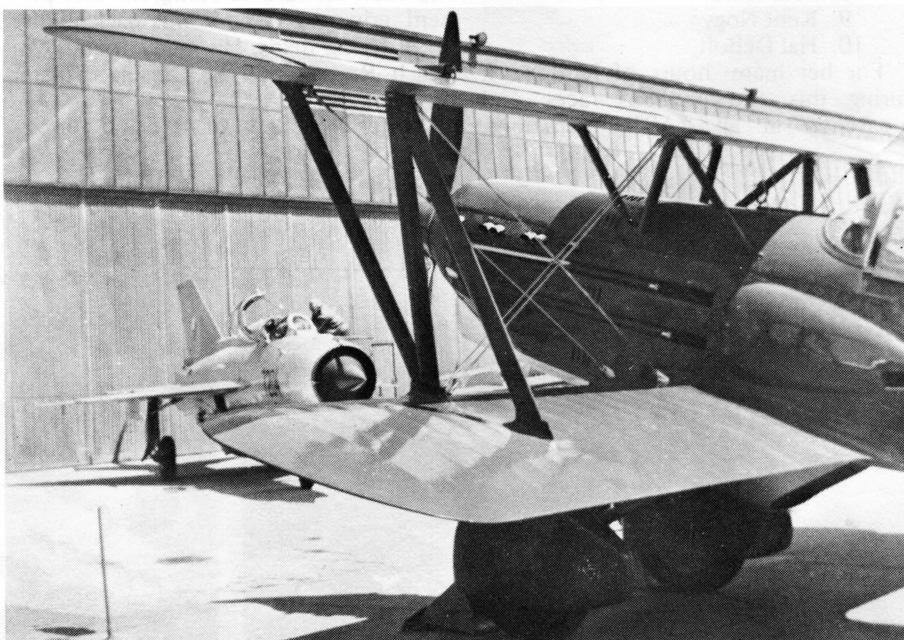
In August of 1943, when B-24's of the U.S. Army Air Force crossed Bulgarian airspace on their way to Ploesti, Bulgar Air Force Avia B-534's rose in a hopeless attempt to intercept them. On their return from the disastrous bombing mission, the surviving Liberators again flew over Bulgaria at low altitude and scattered all over kingdom come. More than sixty of the Bulgars waited for them, but the courageous fighters were unable to make more than one quick firing pass before the Liberators flew out of range, some of them unaware that they had been attacked.

Such was the Avia B-534, one of the toughest and best biplane fighters ever built. Little known outside of Europe, its performance was better than that of the Fokker D-XVII, the Curtiss Hawks and the well-known Hawker Fury. It had a powerful 750 hp Hispano-Suiza, and a structure capable of taking high aerobatic loads. With its four machine guns, it was a fighting airplane flown by fighting pilots.

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On June 6, 1975, the one and only Series IV Czech fighter was dedicated at Kbely Airport, near Prague. It is now in the National Technical Museum. MiG and Me-109 in background.



Powered by a 750 hp Hisso, the Avia B-534 was fast and tough. It fought well into WW II, and even tried to tackle some USAAF B-24's! Blister on fuselage covers machine gun breeches.

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mail, pleased to find my monthly copy of Model Builder, headed for home to a warm fire on a winter's night, and maybe a bourbon. After the onslaught of children and dog, I had a warm shower and dinner. Before starting on an evening of paper work waiting me, I sat down to your magazine.

"I was much saddened when I came upon the death of John Keller ("Plug Sparks," March '76 issue, wcn) I wandered back some twenty years to my youth in Tucson, Arizona. John and a small number of other fine modelers and human beings were members of a flying club there. I remember cool Sunday mornings when all of us would meet at the flying sight. First a few slow cups of coffee, some talk about the breeze from the north, and finally someone would drag out an old beat up Fu-Bar or El-N-Gone. My brothers and I never wanted for help from John and the others. Starting a stubborn engine, trimming for glide, or quick repairs of a smashed wing. We were using simpler materials and methods then, less efficient engines and enjoyed every second of it.

"I hope that there are more people today to carry on where John left off. People who not only love the art of flying models, but who share that, and life, with others. Every young person should have the chance to know what we did in Tucson in the fifties. May we preserve the stick-built, silkspan covered self-created masterpieces that this art came from. And we, the adults of this time, encourage youngsters in this fine pastime."

WingroveContinued from page 43
automobiles are Gerald's personal favorites, with a leaning toward American classics, such as Duesenbergs.

While marveling at the variety, I couldn't resist examining one of the incredibly tiny radiator cap emblems under a magnifying glass (which Wingrove referred to as "cheating"!) and found it to be a superb reproduction. In fact, many of the individual model parts are so minutely detailed and exquisitely

finished that they could easily stand alone as displays.

Gerald Wingrove and his models have been featured on television in addition to publications in several parts of the world. His work has found an honored place in private collections and museums, including Lord Montague's National Motor Museum, England, the Jamaica section of the Commonwealth Institute, and the Evolution Museum in Holland.

Needless to say, such standards of craftsmanship command well-deserved fees in the \$1,000 and up range. Delivery requires considerable time, owing to a substantial backlog of orders, not to mention the many man-hours required in the execution of the masterpieces. In the event you are a connoisseur of such objects d'art, Gerald Wingrove may be contacted at: 40 Oakland Way, Flackwell Heath, Nr. High Wycombe, Bucks, England.

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More than 500 Avia B-534's were built in Series I, II, III, and IV models, and it was good enough to be ordered by the German Luftwaffe and several other European nations.

If you are looking for a different model to build, the B-534, with its many distinctive marking schemes, may be your meat. Most common finish was a dark green khaki overall except for aluminum finish on the undersides of the wings, the horizontal tail surfaces, and the fuselage. For excellent data on markings, see Profile No. 152.

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light enough for CO2 and .010 and .020 powered aircraft, it will also handle Old Timers and Free Flight Return. Four channels in an .049 machine is now easily possible.

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For complete information, check your local radio dealer, or write Cannon Electronics, 13400-26 Satcoy St. North Hollywood, CA 91605.

Windspiel Models announces a number of new items as being added to its already extensive line of glider kits and accessories. Included is the 'Fantasie', the latest in competition sailplanes. Designed for two or three channels, it uses an Eppler 392 F/b mod. airfoil, 1081 square inches of it. Wing span is 138 inches, stab span is 32.5 inches. All up flying weight is 4.5 lbs for a wing loading of 9.6 ounces. Complete kit is \$112.50.

This is only one of many. No glider fan should be without the Windspiel catalog, write and tell them MB sent you. Windspiel Models, 835 Piner Road, Santa Rosa, CA 95401..

Du-Bro Products Inc. has announced some new items of interest for present and prospective owners of its helicopters.

The Shark .60 is an adaptation of the already well known Shark helicopter,