

## AviaBk534\_Slovak\_Pack01\_RJ Readme, Rudi Jaeger, 13 January 2013



Eight skins from my original template, depicting Avia Bk-534's of the Slovak 11th, 12th, and 13th Letka, wearing markings applied for the Russian front, from 19 July 1941. Includes 2 blanks and 2 generics featuring only national markings. These skins are intended ONLY for the Avia Bk534 by Stoupa, and will not display correctly on any other type, due to differences in airframe and armament.

Avia Bk-534 (by Stoupa): [http://www.vwings.net/forum/viewthread.php?forum\\_id=65&thread\\_id=3656](http://www.vwings.net/forum/viewthread.php?forum_id=65&thread_id=3656)

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**INSTALLATION:** Place the bmp files into IL-2 Sturmovik 1946 (main folder)/Paint Schemes/Skins/AviaBk534.

To get the most visual enjoyment from your Avia skins, I highly recommend the installation of PA\_Jeronimo's [Mod Wheels V.5](#).

Note; there are currently no spinner-smoothing mods for the Bk version, as the 3D is different due to the armament. But as you will see, it is not as noticeable as with some other aircraft.



**How to install PA\_Jeronimo's Avia B-534 (Type IV) wheels onto [Ranwers' Avia B-534 III](#), and [Stoupa's Bk-534](#):**

1. Ensure that Ranwers' Avia B.534-III, and Stoupa's AviaBk-534v1.9, are both functional as per their respective installation instructions. I have them installed in my #DBW folder, along with PA\_Jeronimo's [Mod Wheels V.5](#).

2. In Windows Explorer, locate the following files in Mod Wheels V.5\3do\Plane\AviaB-534:

GearC1\_D0.msh  
GearL1\_D0.msh  
GearR1\_D0.msh  
WheelDisc.mat  
WheelTire.mat

Note; I found it easier, simply to open the AviaB-534 folder in a new window, to view these files. This will be handy later.

3. In the original explorer window, locate Ranwers' Avia B.534-III\3do\Plane\AviaB-534R, and backup the following files (not necessary, but always recommended):

GearC1\_D0.msh  
GearL1\_D0.msh  
GearR1\_D0.msh

Note that there are no files for WheelDisc.mat, and WheelTire.mat.

4. Copy/Paste the files from step #2, into the AviaB-534R folder.

5. Do the same procedure with Stoupa's AviaBk-534v1.9\3do\Plane\

AviaBk-534  
AviaBk-534(de)  
AviaBk-534(sk)

Note, there are 3 individual folders with this one.

6. Enjoy Jero's new wheels on all your Avias!

Thanks again to PA\_Jeronimo for making the special adjustments which enable the Avia to display each skin's unique hubs. Excellent work!

Note for 'Full Monty' users: Be sure to update all Avia B534 folders in 0\_B&T wheel fix (TFM pack #1) with the above 'updated' version by PA\_Jeronimo (allows display of individual wheel hub and tire textures, skin specific). The initial version of the wheel mod that is currently shipped (as of this readme) with the Monty packs will only display a generic hard-coded wheel, until you apply the updated files.

For your default B-534's, you may wish to apply the Avia B-534 Cockpit mod (by Stoupa), which will allow the upper-wing texture from the skin-files to display in cockpit-view, rather than the hard-coded default version):

[http://www.vwings.net/forum/viewthread.php?forum\\_id=65&thread\\_id=3657](http://www.vwings.net/forum/viewthread.php?forum_id=65&thread_id=3657)

Although you do not need to apply the cockpit mod to the Bk version, as it is already pre-equipped.

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## HISTORY:



The Avia Bk-534 was to be a cannon armed version of the B-534 with a license manufactured Hispano-Suiza HS- 12Ycrs, with the cannon barrel through the hollow airscrew reduction gear shaft.

In 1937, fifty Bk-534's were ordered, with a supplemental order for an additional four machines issued shortly afterwards (s/n Bk-534.501 to Bk-534.554). An additional 66 machines (s/n Bk-534.555 to Bk-534.620) were ordered shortly before the Munich crisis.

Problems with the cannon armament were not solved by the time of the first batch production, beginning in late summer 1938, and the cannon was replaced by a third 7.92mm machine gun. The same was repeated when production of the second batch was started early in 1939.

Ultimately, more Avia Bk-534's were made for the Luftwaffe than for the Czechoslovak Air Force. With the exception of the first three machines, the Bk-534's from the second batch were procured by the Luftwaffe.

## THE SLOVAKIAN AIR FORCE IN WORLD WAR II

Czechoslovakia as a country did not exist prior to 1919. It was synthesized by the Treaty of Versailles following World War I. The French were insistent on weakening their former enemies in order to minimize future military threats. The Treaty of Versailles cobbled together the country of Czechoslovakia from three pieces of the old Austro-Hungarian Empire including Bohemia in the west, Moravia and Slovakia in the east. The diverse ethnic and religious groups in the "new" Czechoslovakia were a ticking time bomb waiting to explode. To make matters worse, a substantial German minority lived in the Sudetenland, an area of Czechoslovakia near the border.

The official union of Austria with Germany, the Anschluss (Annexation), took place in March of 1938 with no significant opposition from Britain or France. The German military was in the midst of rebuilding and would have been no match for the military forces of France and Britain. Hitler needed a reason to invade Czechoslovakia. The crisis in the Sudetenland provided that reason. This section of Czechoslovakia on the border with Germany (and formerly a part of the German Empire) was inhabited with 3 million persons of German descent (out of a total population of 15 million). With clandestine assistance, training and money from the SS, pro-Nazi Sudeten Germans began to agitate in the late summer of 1938. They claimed the German minority was being mistreated and taken advantage of by the majority of Czechs and Slovaks. Terrorist attacks, public demonstrations and rallies kept the political pot boiling in this manufactured crisis. The German propaganda machine of Joseph Goebbels made the most of the unrest and began to campaign publicly in the court of world opinion for justice for the "persecuted" German minority. What followed was the well-known Munich Crisis in September 1938. Britain's prime minister Neville Chamberlain, French prime minister Edward Daladier, and Italian dictator Benito Mussolini (with no representative from Czechoslovakia), basically "gave away" the Sudetenland to Hitler in exchange for his assurance that he had no more territorial demands in Europe. Chamberlain's well known "Peace in Our Time" speech became a symbol for the failed policy of appeasement.

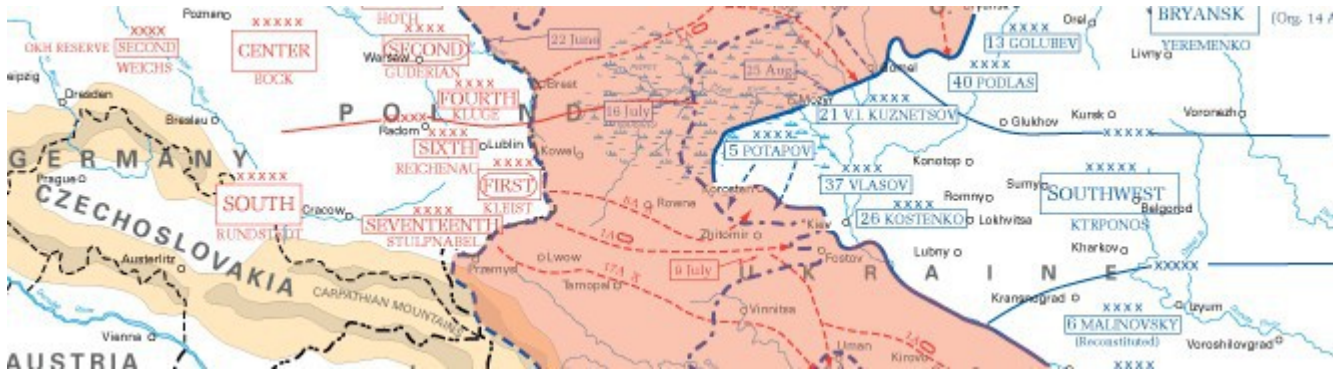
Germany marched into Czechoslovakia on October 1, 1938, and occupied the Sudetenland without firing a shot. Barely five months later without opposition on March 14, 1939, the Wehrmacht occupied the remainder of the provinces of Bohemia and Moravia (western half of the country). Simultaneous with this occupation, in the eastern half of the former Czechoslovakia, the independent state of Slovakia was created. Approximately twice the size of the state of New Hampshire, it was ruled by a puppet government led by former Catholic priest Josef Tiso doing the bidding of the Nazis. Pro-Nazi sentiment had always been high in Slovakia, and the war proved to be an economic boom with industrial employment increasing 50% during the war years.

## THE SLOVAKIAN AIR FORCE (SVZ)

The Slovakian Air Force, Slovenske Vzdušne Zbrane (SVZ) was formed from the remnants of the Czechoslovakian Air Force units and aircraft stationed in Slovakia when it proclaimed independence. They had more planes than they had crews since many pilots left immediately for the Reich Protectorate of Bohemia-Moravia (new name for the part of the country occupied by the Germans) to fly for the Luftwaffe. Sentiment within the country was clearly divided as evidenced by the fact that many Czechoslovakian pilots fled the country, going first to Poland, later to France and finally to Britain to fly for the Allies. From the remaining planes and pilots, the Slovaks organized three fighter squadrons and three reconnaissance squadrons.

## OPERATIONS OF THE SLOVAKIAN AIR FORCE IN WORLD WAR II

Shortly after its formation in March 1939, the SVZ was involved in a skirmish with neighboring Hungary over the disputed region of Ruthenia in eastern Slovakia. The dispute was resolved with 400 square miles of Slovakian territory being ceded to Hungary. In September 1939, the SVZ took part in the Polish Blitzkrieg flying escort duty for the Luftwaffe's Ju-87 Stuka dive bombers in the southern part of the country.



The Slovakian Air Force participated in Operation Barbarossa in July of 1941. Three squadrons of Avia B-534 fighters and three squadrons of Letov S-328 reconnaissance aircraft flew tactical ground support operations and Stuka escort duty. One of the interesting problems faced by the SVZ was the shortage of the unusual fuel required for their planes. The Czech-made engines were built to run on a specialized mixture of alcohol, benzene and gasoline, a fuel mixture not readily available in the steppes of the Eastern Soviet Union. The Slovak aircraft did not perform well in the conditions they found themselves in Russia and were soon sent home. The Germans re-equipped the Slovaks with Messerschmitt Bf-109s and Heinkel He-111s and sent them back to the Eastern Front in 1942. During 1943 the SVZ's enthusiasm for the war had waned and a number of pilots deserted and turned their planes over to the Russians. There are numerous examples of the Slovaks intentionally sabotaging their planes.

By 1944 the bulk of the SVZ had returned to Slovakia and was committed to the defense of manufacturing sites throughout the country particularly around Bratislava. By April 1944, the Slovakian government sensed they were on the losing side in the conflict and began making plans to switch sides at the earliest opportunity. SVZ pilots were ordered not to engage American bombers. Communist-inspired anti-Nazi sentiment had been growing within the country since the outbreak of the war and anti-partisan activities were a steadily increasing chore for the pilots of the SVZ. In August 1944, a general uprising took place in Slovakia. A substantial portion of the Slovakian Air Force flew their planes to nearby Soviet airfields. The Slovak partisans expected assistance from nearby Soviet ground forces in the Carpathian Mountains. Unfortunately for the rebellious Slovaks, the Soviets watched passively (as they had done during the Warsaw uprising in early August 1944) as this national tragedy unfolded. Plans for an American airlift of weapons and ammunition from Italy were vetoed by the Soviets. Clearly the Russians were anticipating a post-war Soviet-dominated region and wanted no strong opposition. The uprising was quelled when the country was occupied and rapidly overwhelmed by troops of the 18th Waffen SS Division. Many Slovak pilots set fire to their planes rather than turn them over to the Luftwaffe. By November 1944 it was all over and the final chapter in the short history of the Slovakian Air Force in World War II had been written.

### **"Brother can you spare a dime":**

I've been creating skins for 'IL2' for a few years now, and like just about every other IL2 skinner on the planet, have never asked compensation for my work.. but if you like what you see, and would care to support a very worthy cause; please visit the website for The National Museum of World II Aviation, in Colorado Springs, to learn the many ways you may contribute. And if you can't contribute, that's okay too; but please show your support by visiting. Thank You!

<http://www.worldwariaviation.org/>

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### **TERMS OF USE:**

PLEASE; You have downloaded these skins "free of charge" with my compliments. I only ask, that if you wish to alter them in any way, that they remain solely for your own use. I have no objections to the FREE (as in NOT payware) distribution of campaigns which include these skins, that's why I made them..but please do not upload them to any other site as a 'stand alone' product (outside of any campaign packs); this work is exclusive to 'Axis & Allies Paintworks'. If you wish to credit my work, that would be nice, although my signature is on every skin and should remain as such.

The above stipulation's primary purpose, is solely to support the efforts of 'Axis & Allies Paintworks', and enable me to keep track of my files to provide any updates should they become available. This is also my intellectual property, so please respect my terms.

I hope you will enjoy these renditions. Several hours of work and research went into them and it's a pleasure to share them with you. If any questions, please contact me via pm at Axis & Allies Paintworks.

Good Hunting! ~ Rudi.

