

Fw 190A-8

eduard

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#70111



intro

The second half of the Second World War saw the Focke-Wulf Fw 190, in its various forms, emerge as the best of what was available to the Luftwaffe. The dedicated fighter version was a high performance, heavily armed machine. Its development had a precarious beginning, against a 1938 specification issued by the Technisches Amt, RLM. The first prototype took to the air on June 1st, 1939. After a series of improvements and even radical changes, the design culminated in the fall of 1940 in the pre-series version Fw 190A-0 to the tune of twenty-eight pieces. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, which was tasked with conducting service trials. These revealed a wide range of flaws to the point where the RLM halted further development. Despite this, on the basis of urgings from the test unit staff, the aircraft was not shelved. After a series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe. In June 1941 the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17s. By September 1941, II./JG 26 was completely equipped with the type, operating on the Western Front. November saw the production of the next version Fw 190A-2, powered by a BMW 801C-2, and armed with two 7.9 mm MG 17s and two MG 151s of 20 mm caliber in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring of 1942, when the BMW 801D-2 became available, who's installation gave birth to the Fw 190A-3. July saw the development of the improved A-4. Both were armed with what became the standard two fuselage mounted MG 17s, two wing mounted MG 151 cannon, and two MG FF cannon, placed inboard of the wheel wells. During 1942 production had intensified, and a production facility was set up under license at Fieseler. Thanks in part to this, production rose in 1942 to 1,878 units as opposed to 224 in 1941. Large-scale production of the A-5 was initiated in April 1943, with an identical wing to the A-4, but with a nose extension that would become standard on all subsequent Fw-190A versions up to the A-9, and also on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151s instead of the MG FFs in the outer position. The adoption of this wing developed the A-6 version. Further changes developed the A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131s. Further improvements led to the Fw 190A-8, and this version became the most widely produced with some 1,400 units made. The most significant change to this variant was the installation of the GM-1 nitrous-oxide injection system, for temporary power boost in combat. A portion of A-8 production was built as the A-8/R2 and A-8/R8, armed with MK 108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides and a modified canopy. The final production version of the BMW 801 powered fighter was the Fw 190A-9, equipped with the BMW 801TS of 2000 hp (1470 kW). There was a parallel development of these fighter optimized aircraft with a dedicated fighter-bomber version, the Fw 190F. These aircraft had reduced wing armament to two MG 151 cannon in the wingroot position. The engine was optimized for low level operation and the armament options varied to satisfy the ground attack role, including bombs of various weight classes and a variety of anti-tank rockets. This branched into the extended range Fw 190G version. Development of the thoroughbred fighter continued in the guise of the Fw 190D, which began to reach Luftwaffe units in the second half of 1944, and was the result of mounting an in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe. Although the Fw 190 never achieved the widespread usage of the competing Bf 109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw 190s saw service on the Western Front as well as in the East. As heavy fighters with imposing firepower, they found themselves integral components, from 1943 onwards, within the units tasked with the protection of the Reich from the ominous clouds of allied four-engined bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was a very ominous and daunting foe for the bomber crews. From the second half of 1944, their danger was kept in check to a degree by escorting P-47s, and necessitated the development of the P-51 Mustang.

70111 - NAV1

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 době 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 * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

* DÍLY

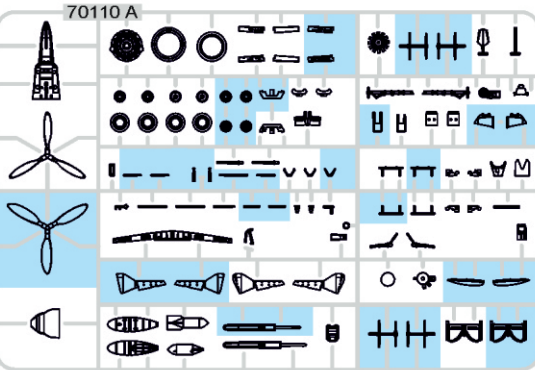
* TEILE

* PIĚCES

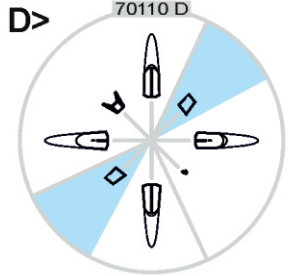
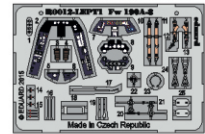
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PLASTIC PARTS

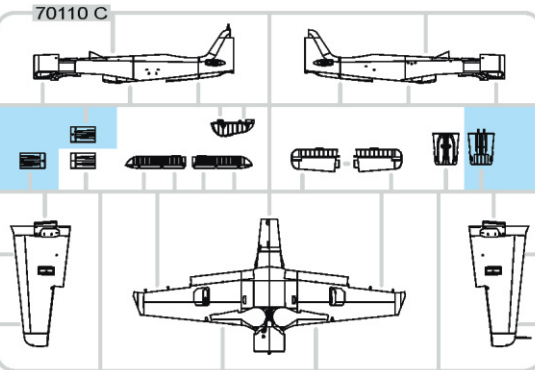
A>



D>

PE - PHOTO ETCHED
DETAIL PARTSeduard
MASK

C>



-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

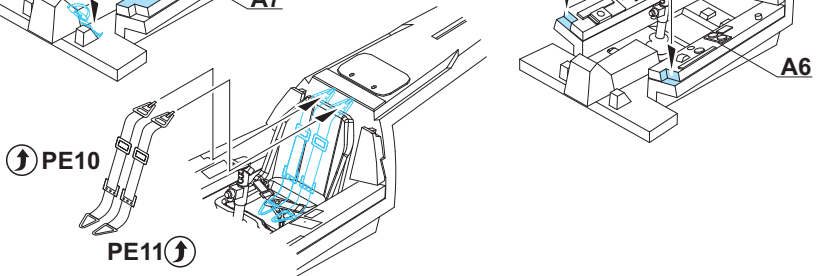
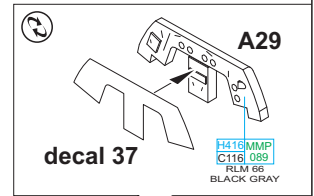
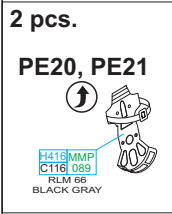
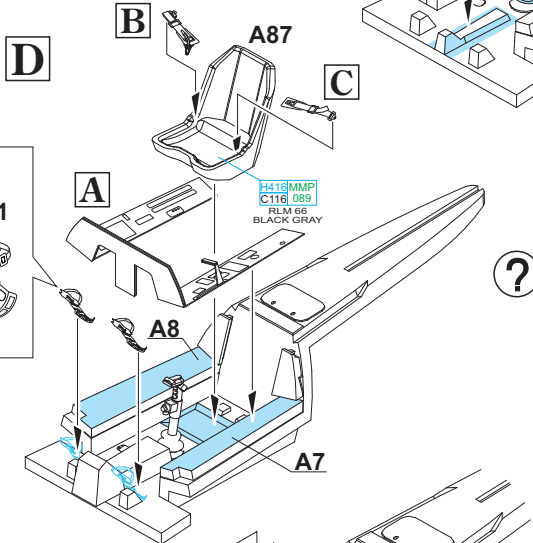
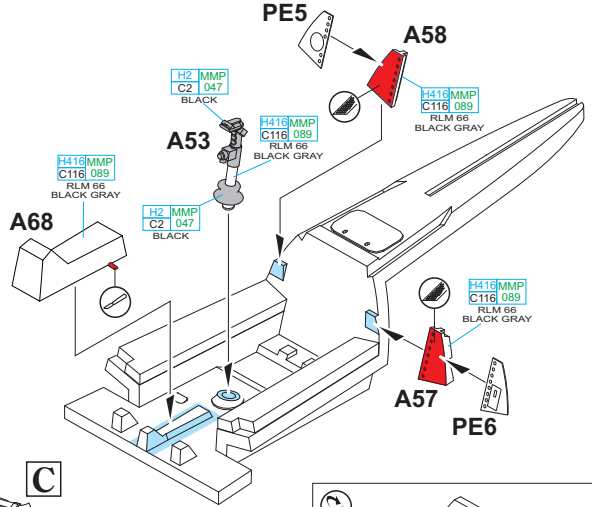
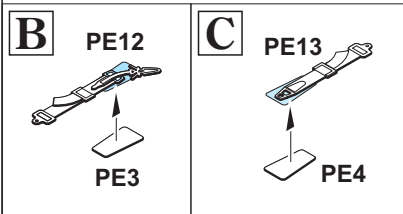
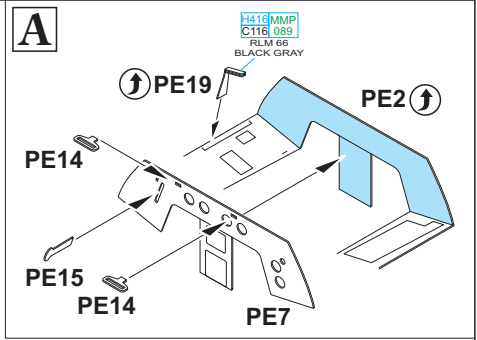
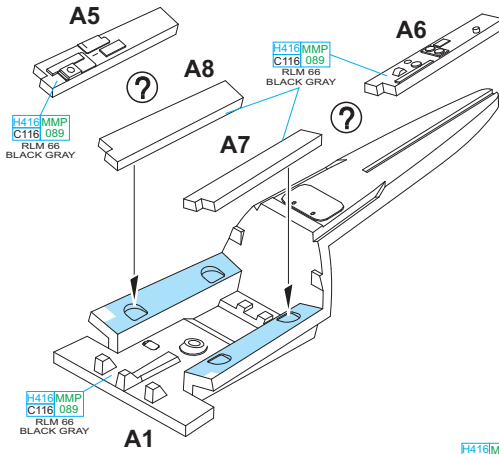
* PEINTURE

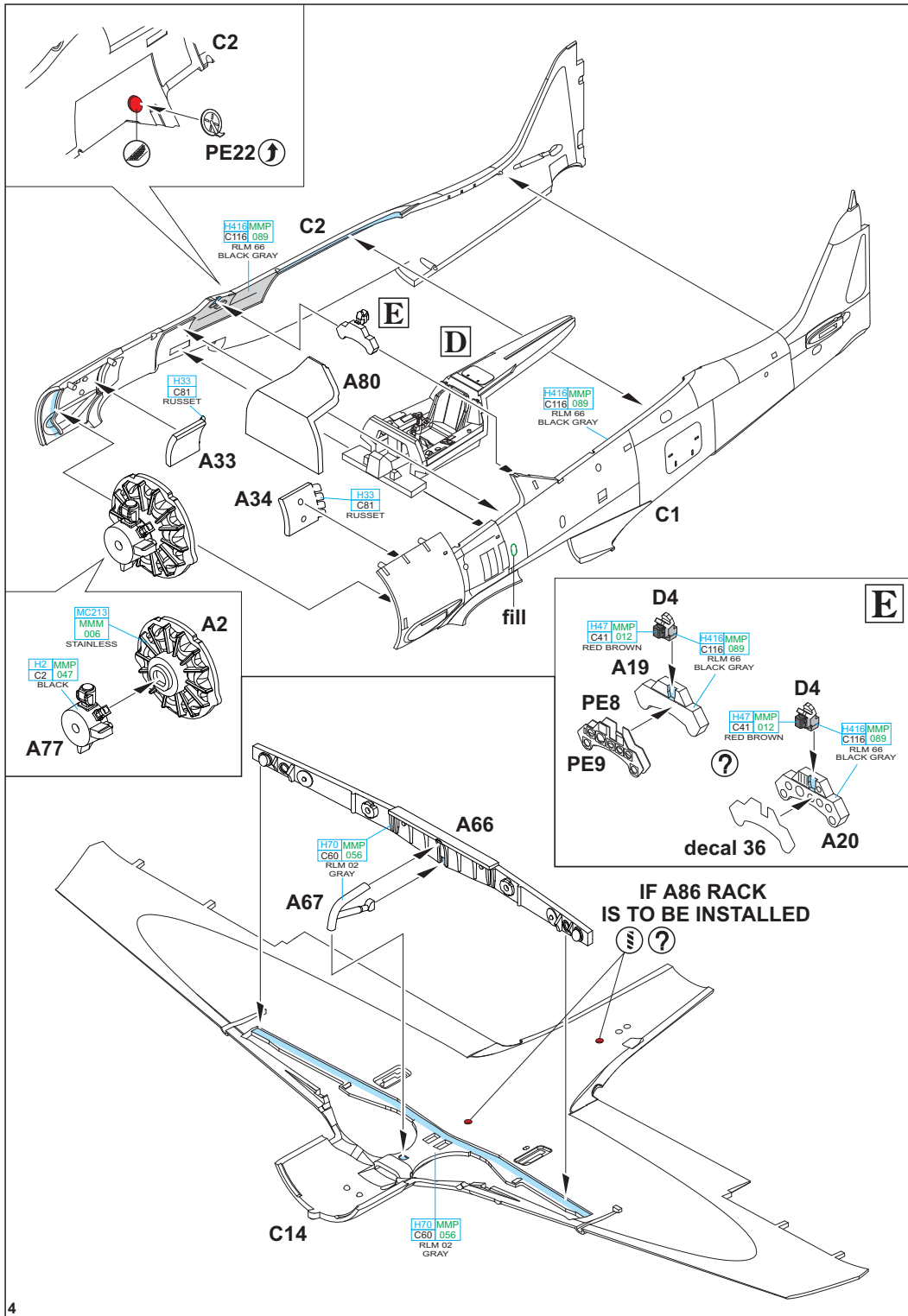
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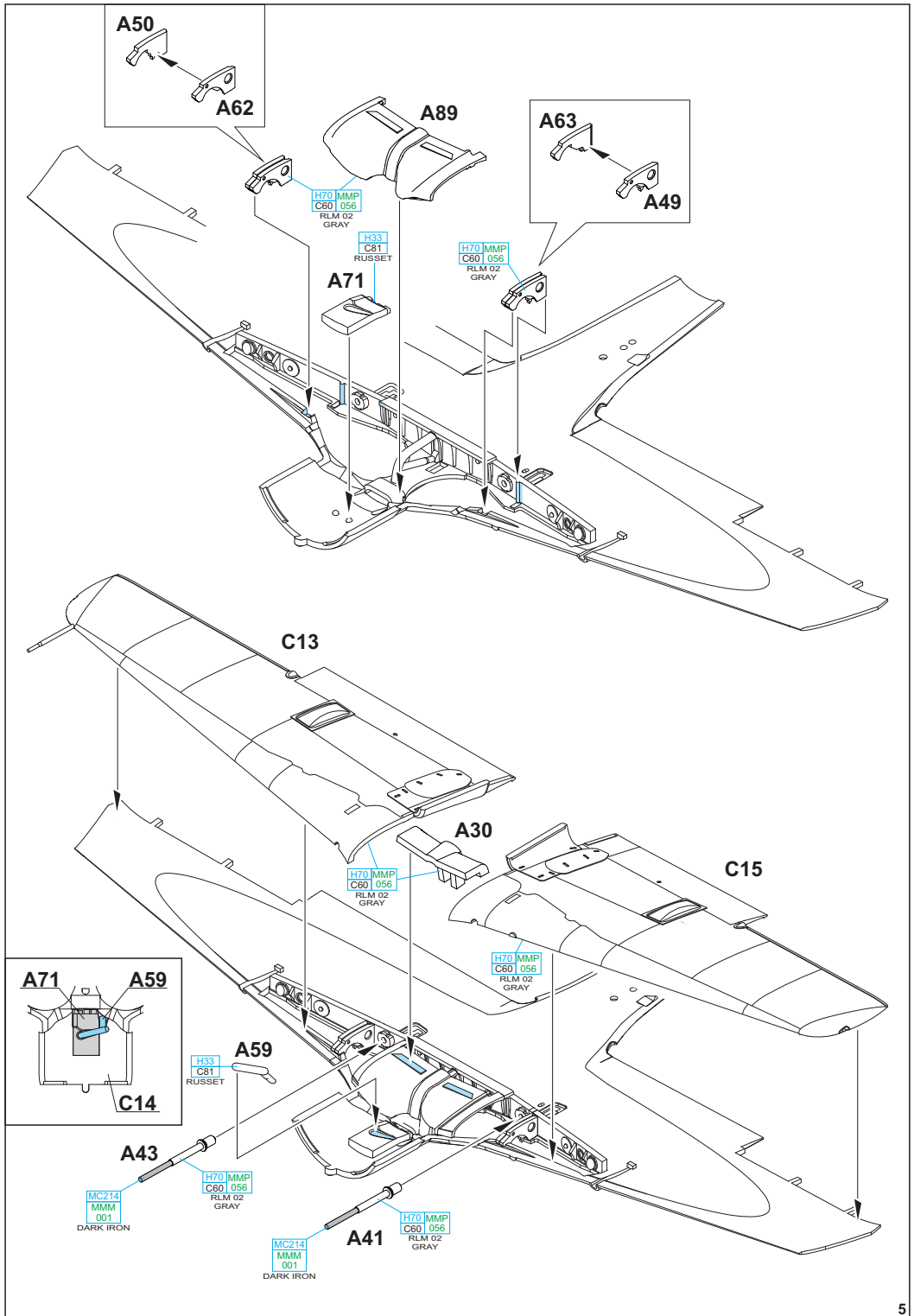
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H1]	C1	[MMP-001]	WHITE
[H2]	C2	[MMP-001]	BLACK
[H11]	C62	[MMP-007]	FLAT WHITE
[H12]	C33	[MMP-047]	FLAT BLACK
[H25]	C34		SKY BLUE
[H33]	C81		RUSSET
[H47]	C41	[MMP-012]	RED BROWN
[H55]	C18	[MMP-088]	RLM70 BLACK GREEN
[H58]	C36	[MMP-049]	RLM74 DARK GRAY
[H59]	C37	[MMP-050]	RLM75 GRAY
[H70]	C60	[MMP-056]	RLM02 GRAY
[H77]	C137	[MMP-040]	TIRE BLACK
[H80]	C54		KHAKI GREEN
[H90]	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H14]	C138		CLEAR GREEN
[H413]	C113	[MMP-090]	RLM04 YELLOW
[H414]	C114		RLM23 RED
[H416]	C116	[MMP-089]	RLM66 BLACK GRAY
[H417]	C117	[MMP-051]	RLM76 LIGHT BLUE
[H421]	C121	[MMP-052]	RLM81 BROWN VIOLET
[H422]	C122	[MMP-053]	RLM82 LIGHT GREEN
[H423]	C123	[MMP-054]	RLM83 DARK GREEN
Mr.METAL COLOR		METALLICS	
[MC213]		[MMM-006]	STEEL
[MC214]		[MMM-001]	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
[SM01]		[MMC-001]	SUPER CHROME

**IF YOU USE PARTS PE2 AND PE7,
THEN YOU MUST USE PARTS A7 AND A8.**

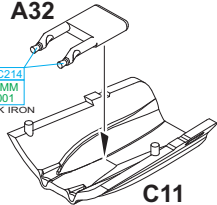






A32

MC214
MMM
001
DARK IRON



C11

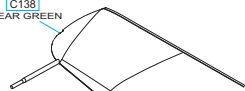
H419 MMP
C116 089
RLM 66
BLACK GRAY

A51

H47 MMP
C41 012
RED BROWN

C4

H94
C138
CLEAR GREEN



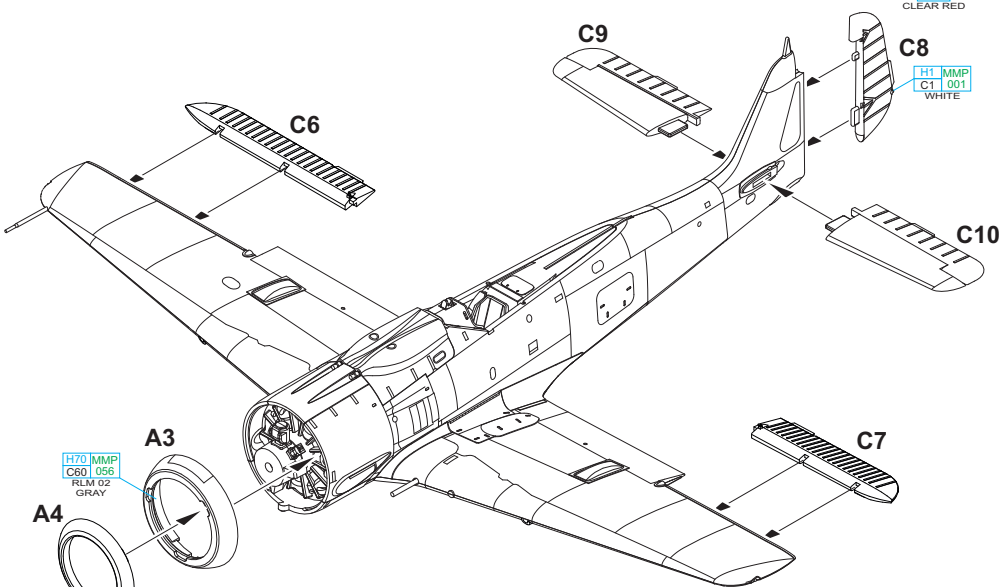
H90
C47
CLEAR RED

C9

C8

H1 MMP
C1 001
WHITE

C6

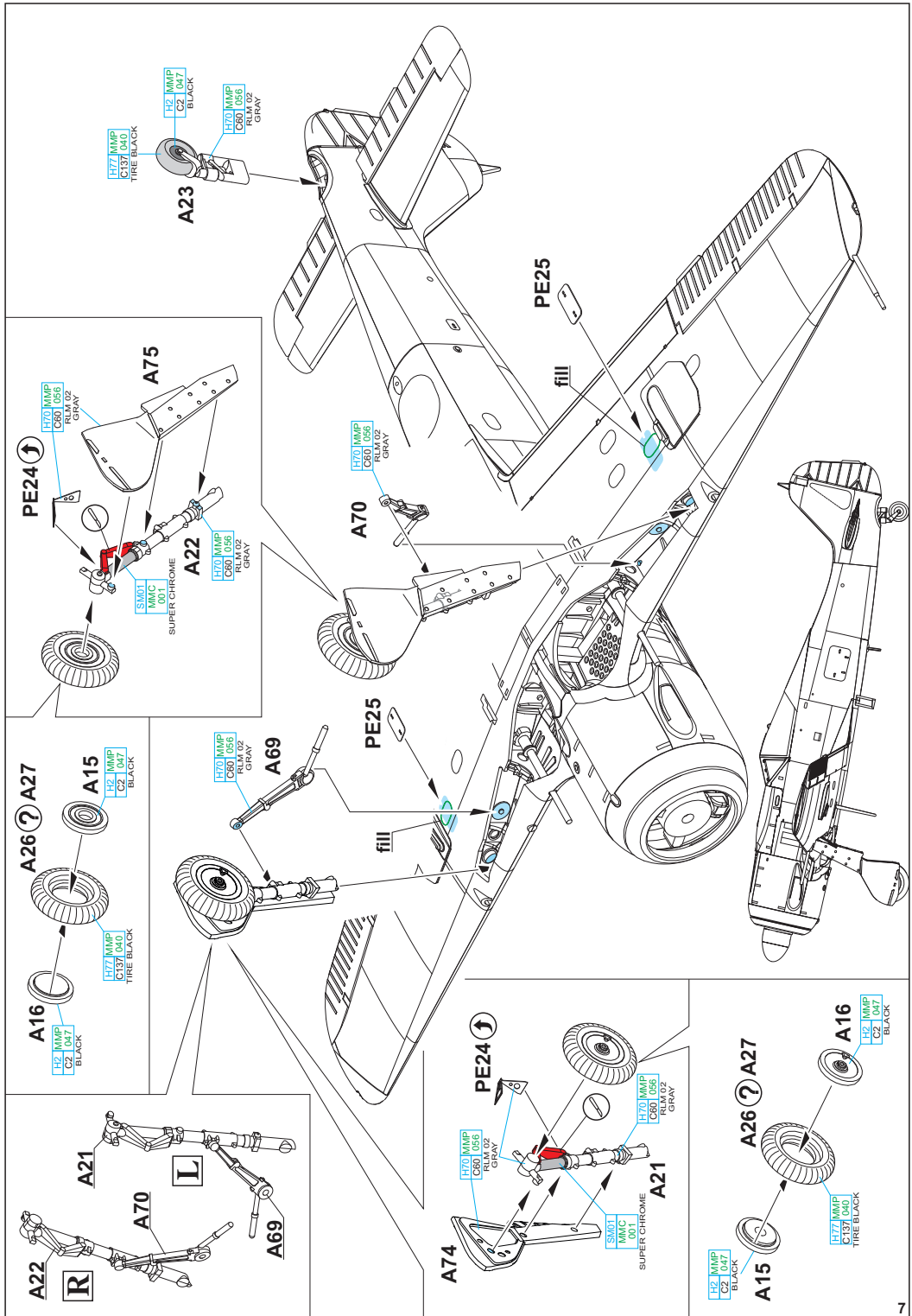


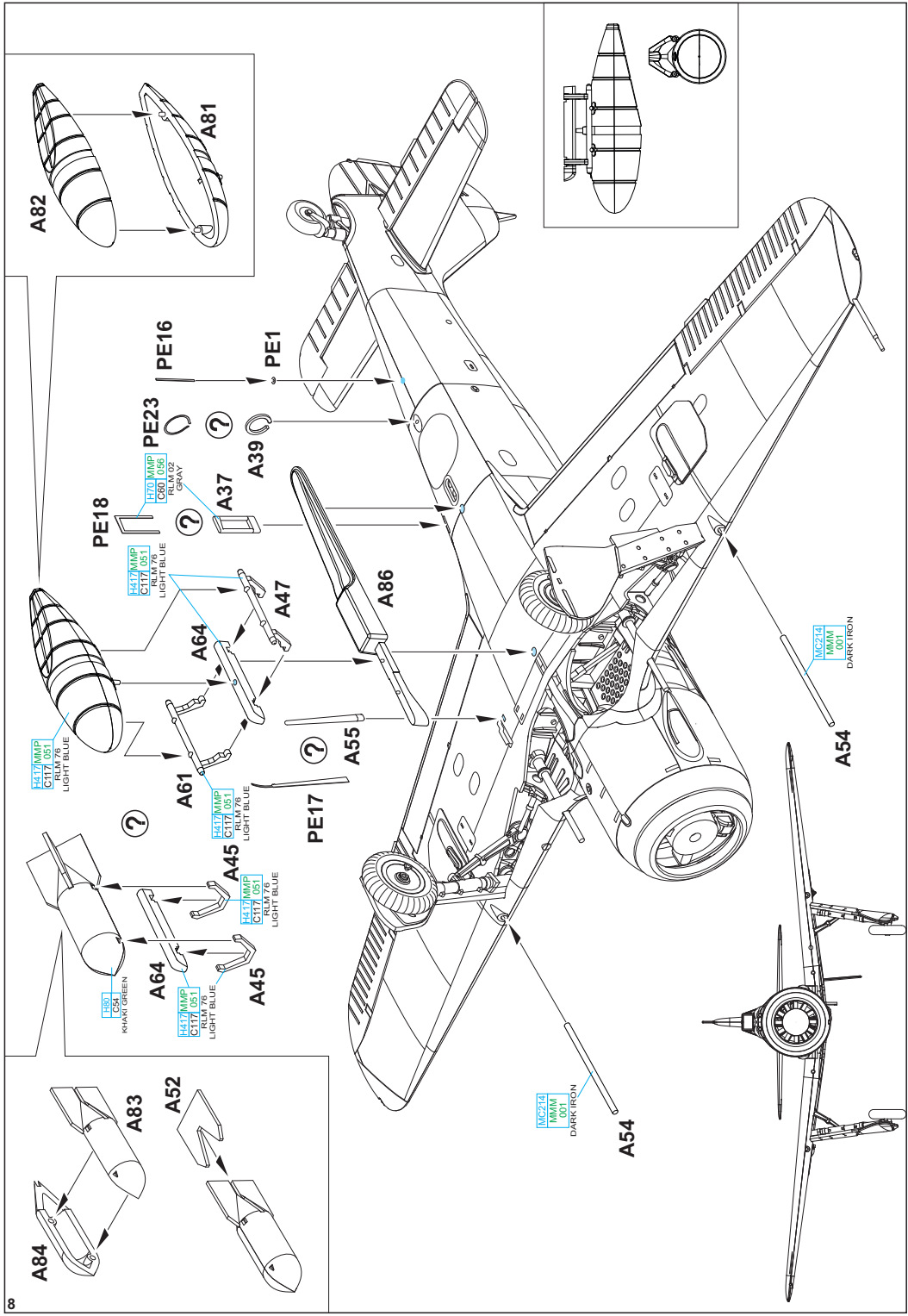
A3

H70 MMP
C60 056
RLM 02
GRAY

A4

H70 MMP
C60 056
RLM 02
GRAY





A82

A81

PE16

PE1

PE18

PE23

A39

A37

A47

A86

A64

A61

A55

PE17

A45

A45

A64

A83

A52

A84

A54

A54

A54

A54

A54

A54

A54

437/MMP
C117/051
RLM 76
LIGHT BLUE

437/MMP
C117/051
RLM 76
LIGHT BLUE

437/MMP
C117/051
RLM 76
LIGHT BLUE

437/MMP
C117/051
RLM 76
LIGHT BLUE

437/MMP
C117/051
RLM 76
LIGHT BLUE

MC214
MMAM
001
DARK IRON

MC214
MMAM
001
DARK IRON

133/054
RHAFI GREEN

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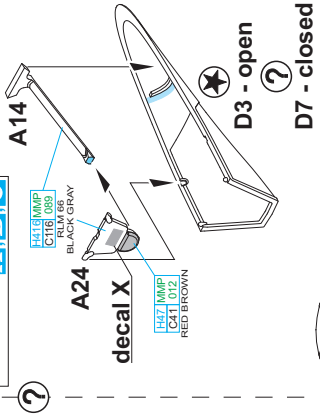
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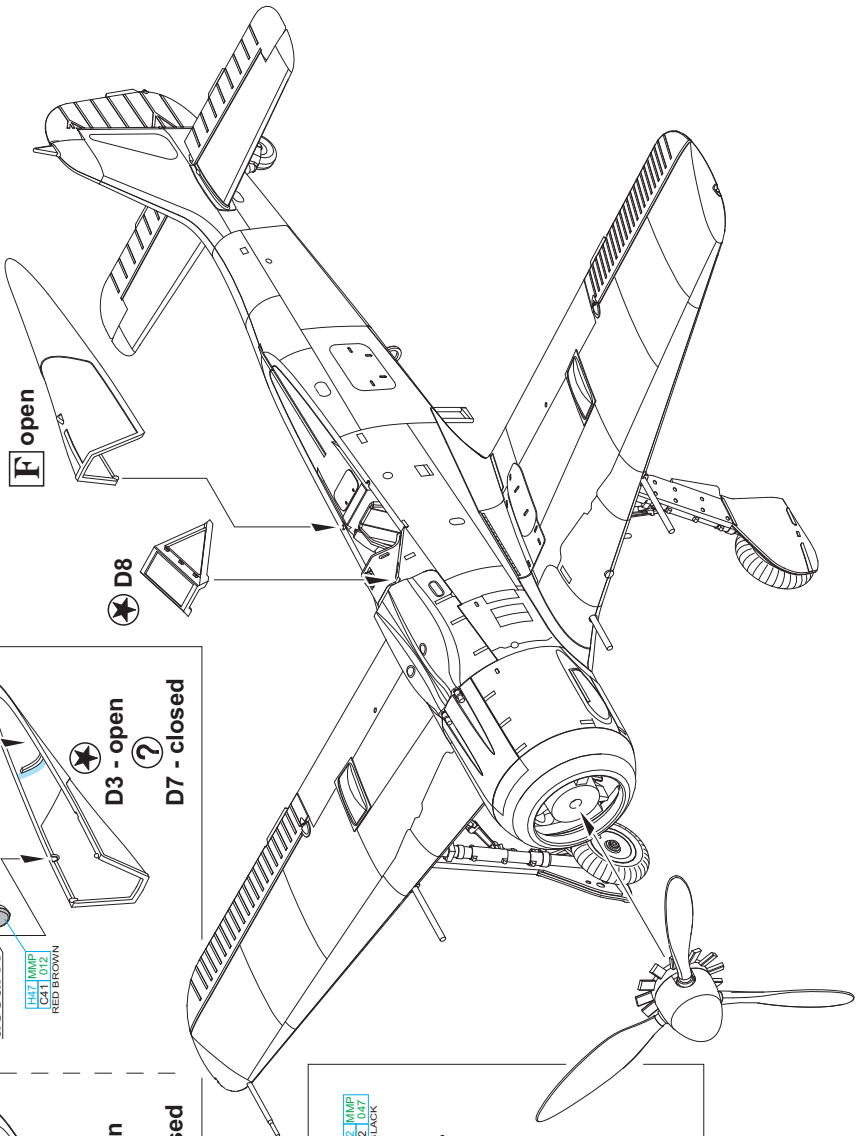
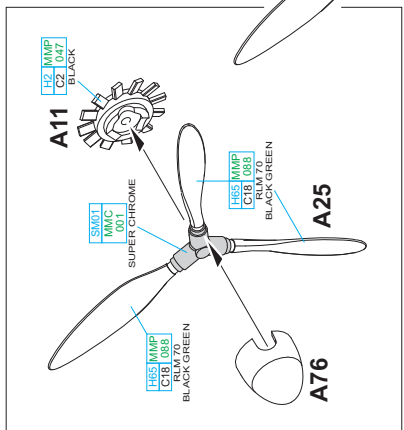
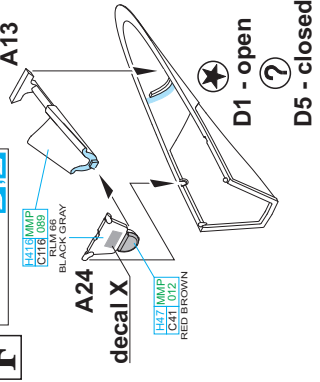
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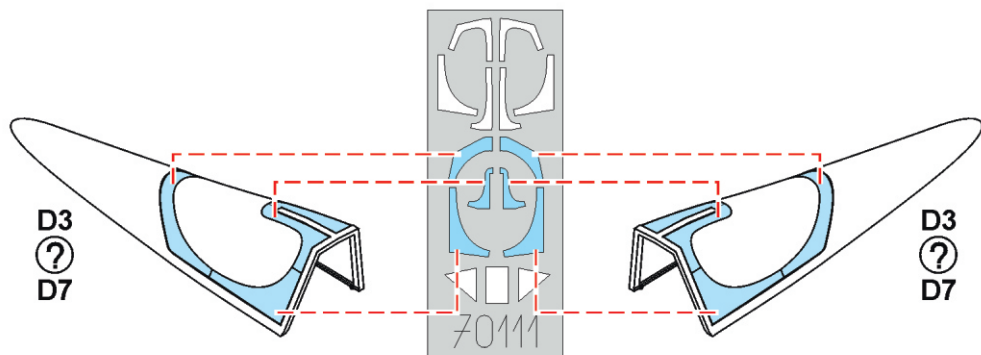
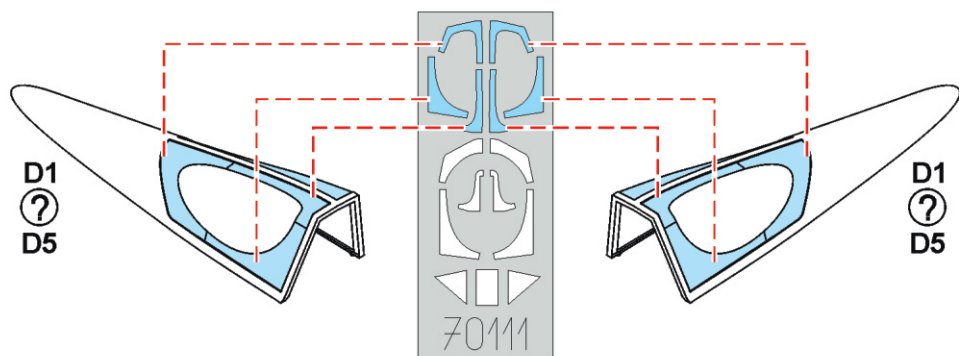
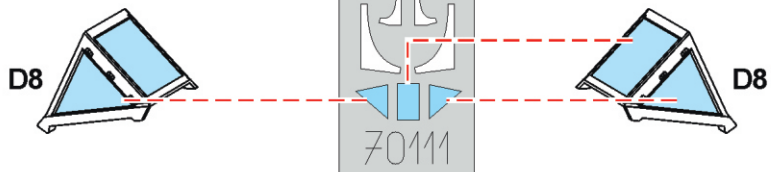
MARKINGS A, B, C



MARKINGS D, E

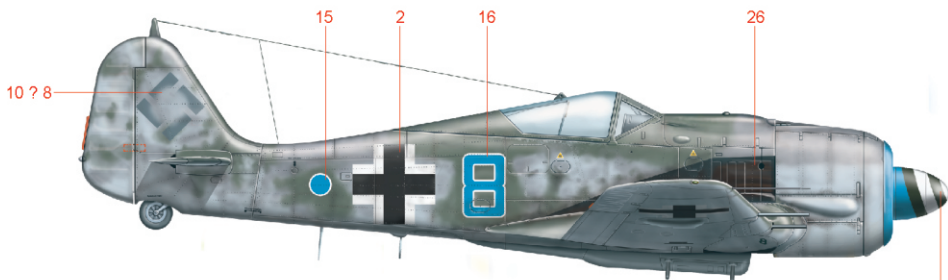
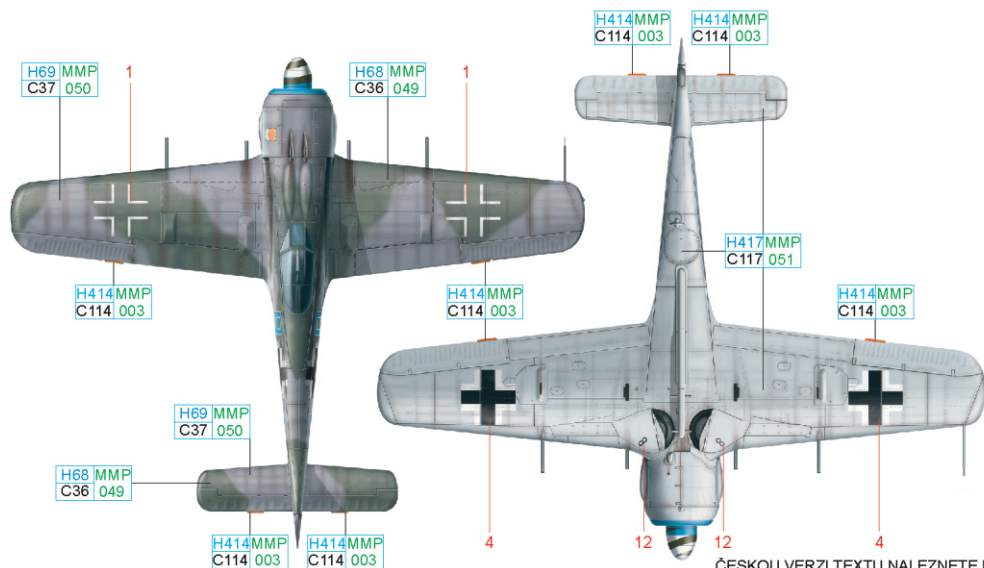
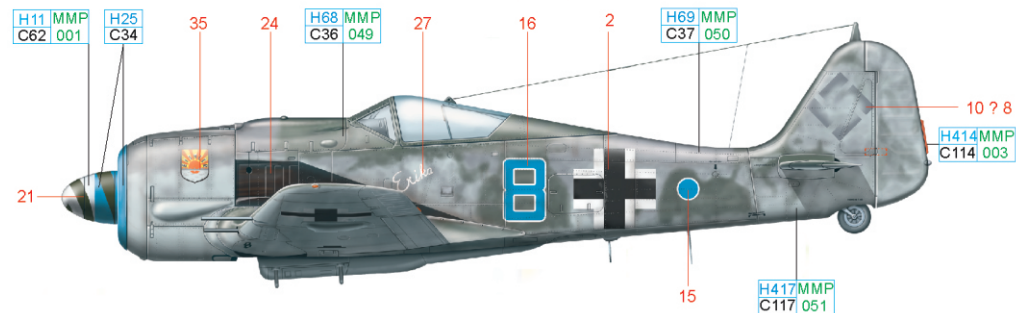


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A IV./JG 5, Herdla, Norway, Spring 1945

Blue '8' with the name 'Erika' below the cockpit, was one of several Fw 190A-8 that 12./JG 5 abandoned at Herdla in Norway after disbanding in the spring of 1945. The aircraft carried RLM 74/75/76 camouflage with a blue cow ring and spinner denoting its Staffel. The applied Adlerflugel behind the exhausts was for the noted time period uncommon. The JG 5 insignia 'Eismeer' on the engine cowl was applied only on the port side. The aircraft number was repeated on the wheel hub. IV./JG 5 took part in the defence of northern sector of occupied Europe, but was not standardized within the Defence of the Reich system.



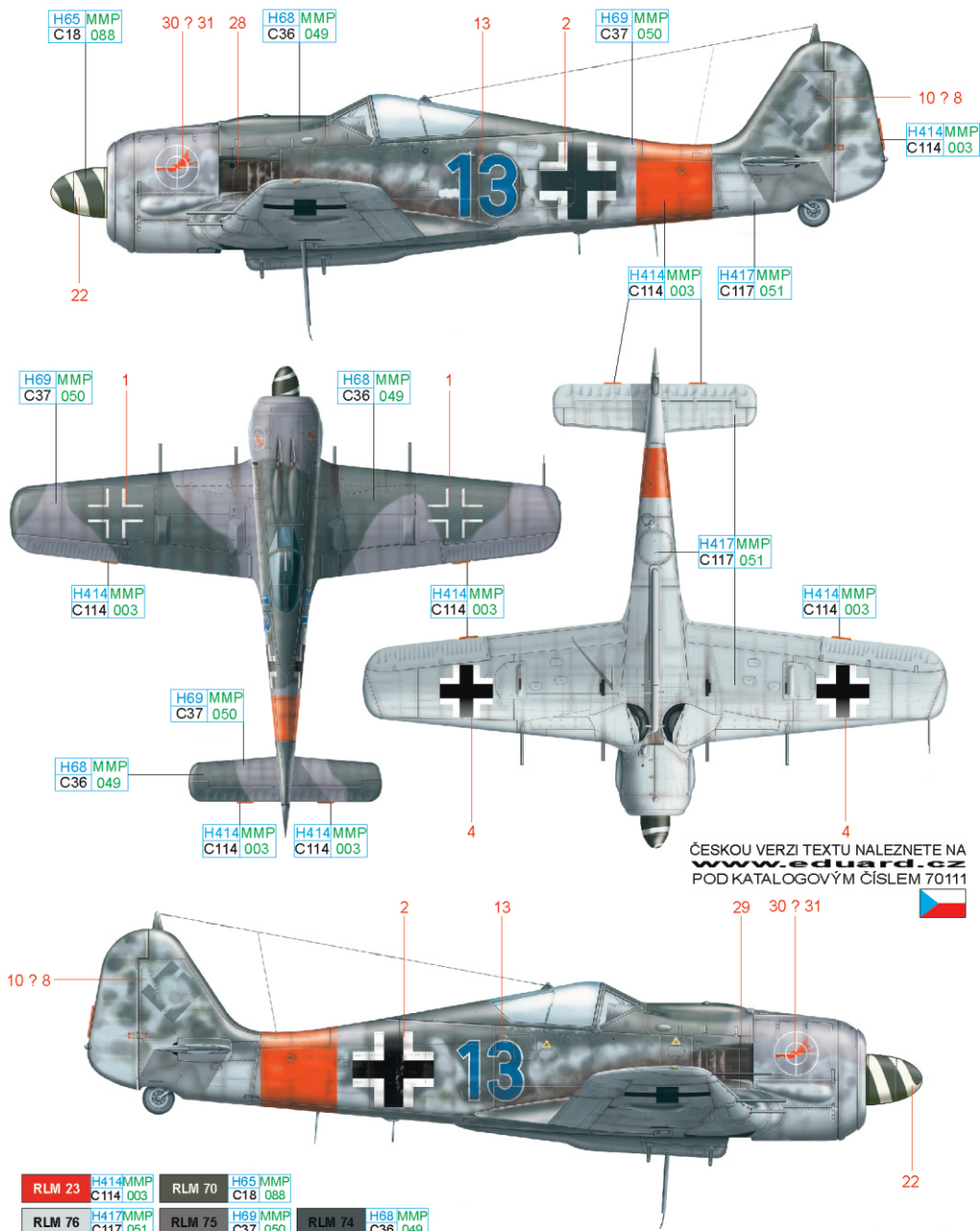
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RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049

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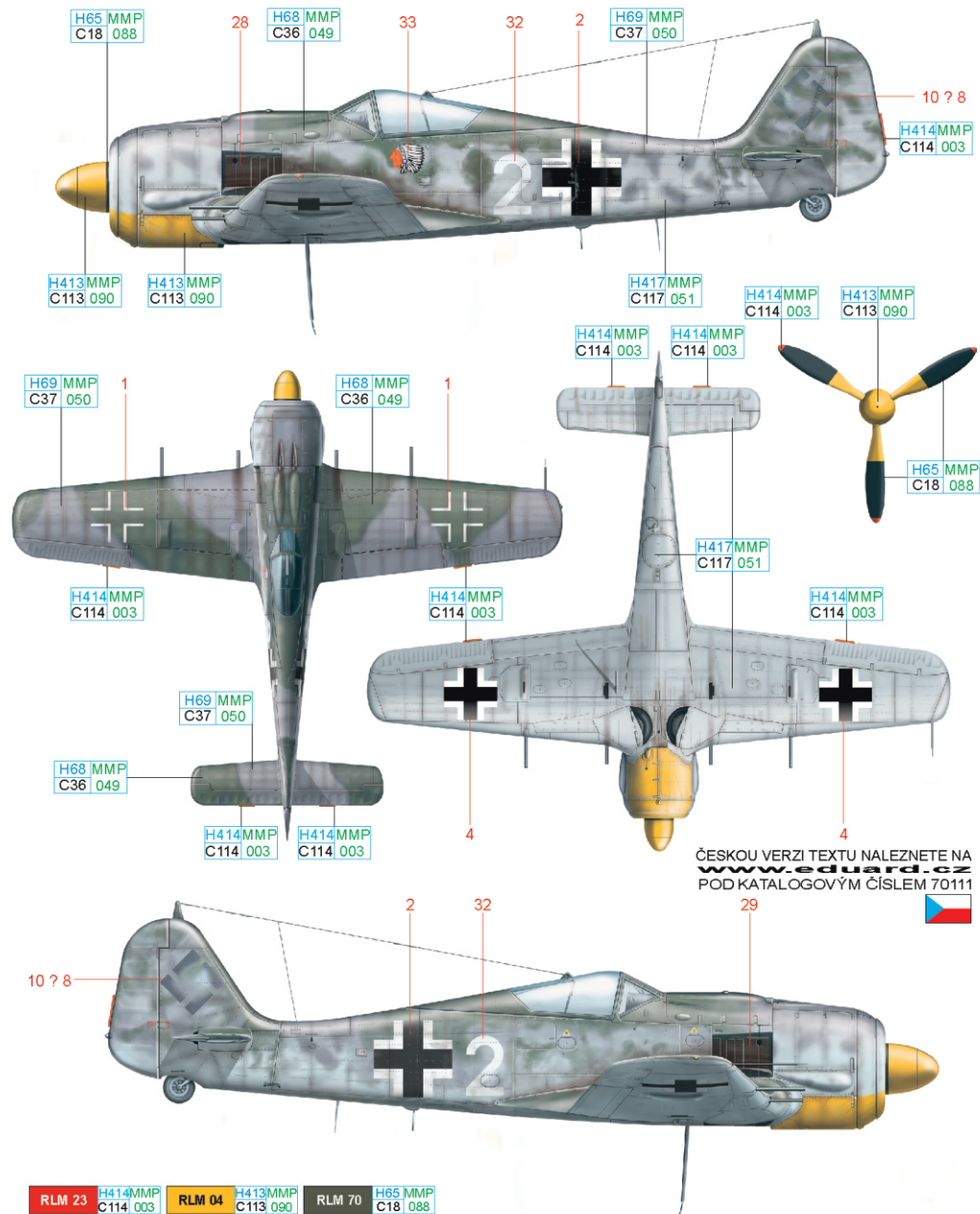
B Maj. Walter Dahl, Stab/JG 300, Jüterbog, Germany, December 1944

With the illustrated aircraft, the later of his two documented Blue '13's, Maj. Walter Dahl took part in combat operations in the Defence of the Reich in 1944, as Kommodore of JG 300. For a time, the plane carried the emblem of Stab JG 300, a B-17 silhouette in crosshairs. This emblem likely also appeared on the other side of the engine cowl. Although this was in all likelihood without a background, it has been speculated that this may also have been in a light blue color. The aircraft carries the standard camouflage of RLM 74/75/76 with obvious signs of repair and respraying. This may have included a yellow underside of the cowling, which at this time was ordered to have been overpainted. The red identification band on the fuselage used in the ID system within the Defence of the Reich may have also been switched later to blue-white-blue.



C Uffz. Julius Händel, IV./JG 54, Poland, August/September, 1944

Uffz. Julius Händel flew this very interestingly painted machine in the service of 13. (10.)JG 54 on the collapsing Eastern Front. It carried a scheme of RLM 74/75/76 with a yellow prop hub, with the yellow extending to the propeller blades. The Indian emblem on the port side of the fuselage was an identifier for 13./JG 54. This aircraft didn't carry the IV. Gruppe marking on the rear fuselage, and has been documented without a fuselage rack. In September 1944, IV./JG 54 stood down for R and R time at Illersheim, but soon entered combat operations against the Allies when Uffz. Händel lost his life in a dogfight with USAAF Thunderbolts on September 23th, 1944 over Kleve/Nijmegen. Two days later, he was awarded the Iron Cross, Second Class...



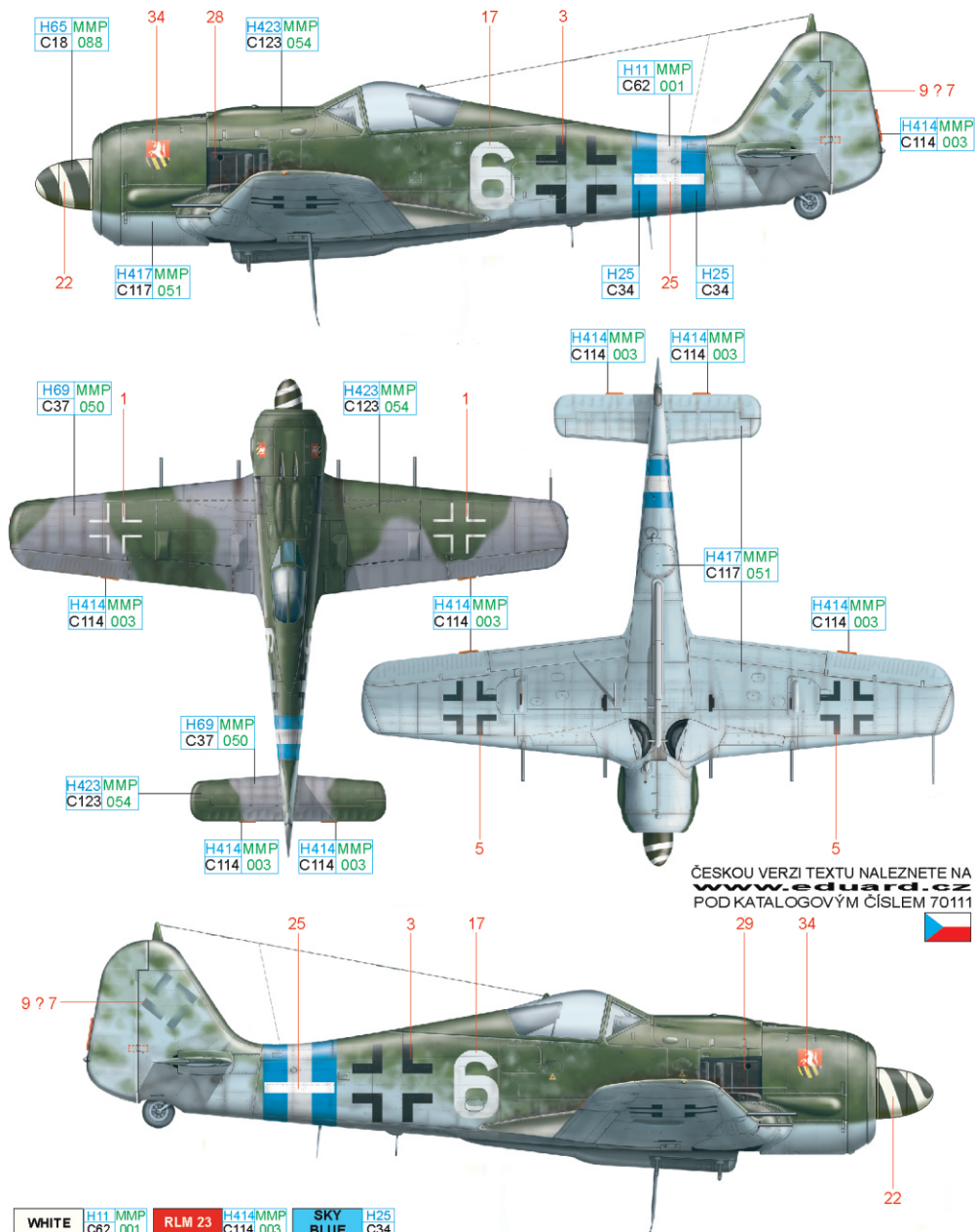
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RLM 23	H414MMP C114 003	RLM 04	H413MMP C113 090	RLM 70	H65 MMP C18 088
RLM 76	H417MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049

D Lt. Gustav Salfner, 7./JG 300, Lobnitz, Germany, March 1945

White '6', flown by the CO of 7./JG 300, carried the typical camouflage pattern from the closing months of the war. The top surfaces of the fuselage was sprayed RLM 83 that carried over to the side fuselage color, RLM 76. The top of the wings were covered with RLM 75/83 (perhaps 81/83). JG 300 ID markings in their later form, composed of blue-white-blue rear fuselage stripes, were carried. The emblem consisting of a unicorn on a red background was a simplified insignia of Salfner's family. Munich's Gustav Salfner ended the war with an Iron Cross Second Class and seven confirmed and seven probable victories.



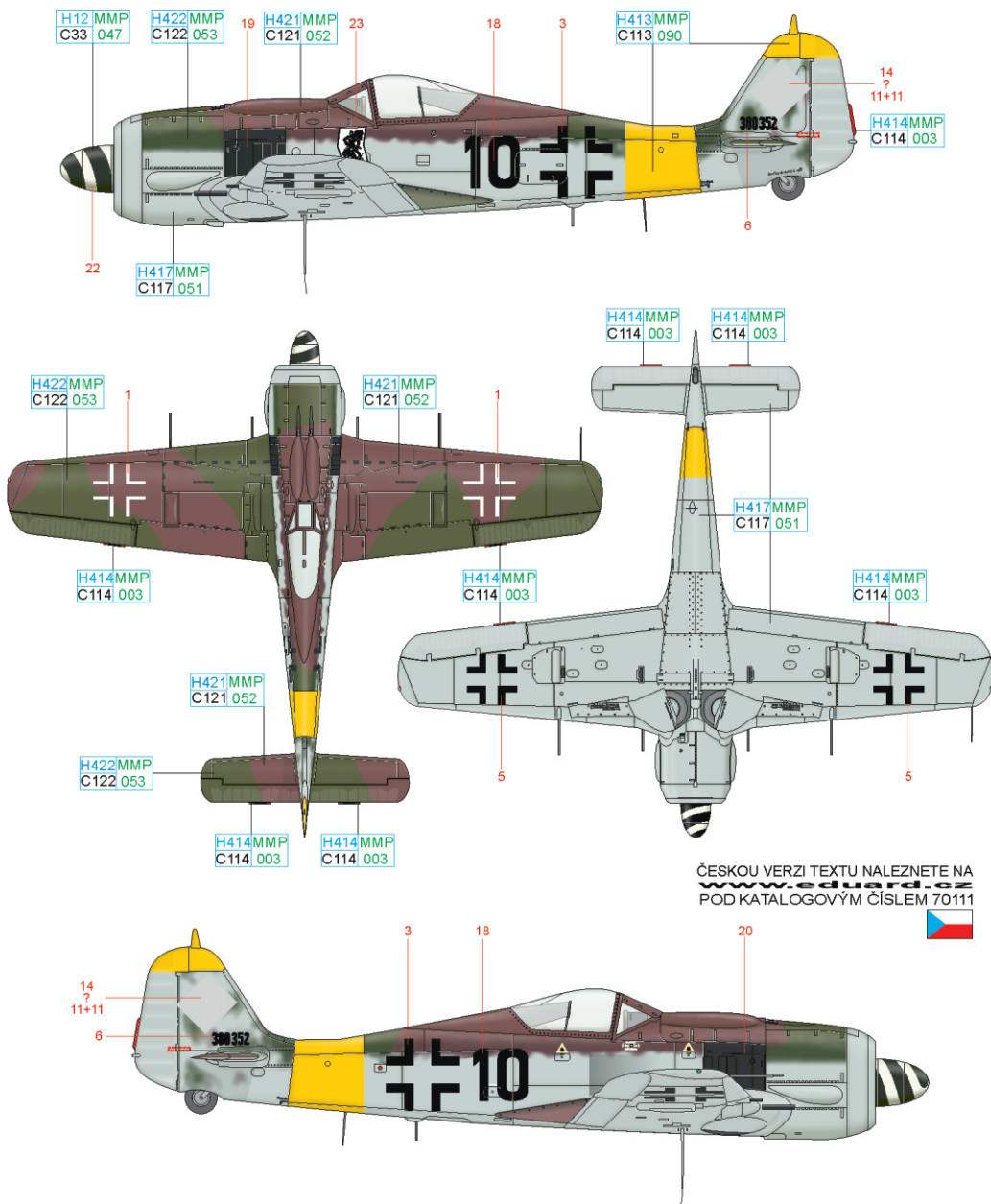
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WHITE	H11 MMP C62 001	RLM 23	H414MMP C114 003	SKY BLUE	H25 C34
RLM 76	H417MMP C117 051	RLM 75	H69 MMP C37 050	RLM 70	H65 MMP C18 088
				RLM 83	H423MMP C123 054

E W.Nr 380352, I./JG 11, Darmstadt, Germany, Spring 1945

This reconstruction of the aircraft discovered at Darmstadt after the end of the war shows off the late war scheme of RLM 81/83/84. The fuselage side below the cockpit carries the black and white emblem of JG 11 'Der Wächter'. The yellow band denoting service with JG 11 within the Defence of the Reich is complemented by the yellow tail surface tips.



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RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 81	H421 MMP C121 052	RLM 82	H422 MMP C122 053

