

Fw 190A-7

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82138

Focke-Wulf Fw 190 was the best of what had Luftwaffe in its inventory during the second half of the WW II. It soldiered in various modifications for many different tasks.

The dedicated fighter version of Fw 190 was a high performance, heavily armed aircraft. To meet the 1938 specification issued by the Technisches Amt, RLM, the development team led by Kurt Tank ran into several difficulties, which were addressed continually during the process of the development. The first prototype took to the air on June 1, 1939 and after a series of improvements and, also after some quite radical changes, the design culminated during the fall of 1940, when twenty-eight units of pre-series Fw 190A-0 variant were built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, tasked with service trials. The trials revealed a wide range of flaws to the point where the RLM decided to halt further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity and after series of some fifty modifications, the RLM gave the go ahead for the integration of the new type into Luftwaffe inventory.

Into combat

During June 1941, the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17 machine guns. The II./JG 26 was completely equipped with the type and operating on the Western Front by September 1941. Their operations changed the game, as the new fighter was superior not only to the Hurricanes, but also to the Spitfires. The very first Fw 190 lost in combat was the Fw 190A-1 (factory No. 0028) flown by Gruppenkommandeur (Group Commander) of II./JG26 Walter Adolph. He was shot down on September 18, 1941.

During November of the same year the production of the next version Fw 190A-2 commenced. The new variant was powered by a BMW 801C-2 engine 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 engine became available. Its installation allowed new Fw 190A-3 variant to be entered and in July 1942 the development continued with the improved Fw 190A-4. Both were armed with what became the standard armament for future Fw 190s; i.e. two fuselage mounted MG 17s, two wing mounted MG 151 cannons, and two MG FF cannons, placed inboard of the wheel wells.

Mass production begins

During 1942 the production of Fw 190 had intensified, and another production facility was set up at Fieseler, where the "Würgers", as the Fw 190s were nicknamed, were built under license. Thanks to this step and to other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151/20 cannons instead of the MG FFs in the outer position. The adoption of this wing developed into the Fw 190A-6 version.

Further changes led to the Fw 190A-7 and further improvements created Fw 190A-8, the variant, which became the most produced with some 6,655 units made. The most significant change was the installation of the GM-1 nitrous-oxide injection system, used for temporary power boost in combat. A portion of A-8 production was dedicated to the A-8/R2 and A-8/R8 variants, armed with MK 108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides as well as to the modified canopy.

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was the Fw 190A-9, equipped with the BMW 801TS of 2,000 hp (1,470 kW). There was a parallel development of these fighter-optimized aircraft with a dedicated fighter-bomber version, the Fw 190Fs. These aircraft had reduced wing armament to two MG 151 cannons in the wing root 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. Development of the thoroughbred fighter continued in the guise of the Fw 190D, which began to reach units in the second half of 1944 and was the result of mounting the in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe.

Reich defender

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 bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was real threat 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 later by the P-51D Mustang.

This kit: Fw 190A-7

The armament of the Fw 190 was one of the areas of constant development. The reinforced wing of the F-6 version received MG 151/20 cannons on the outer position instead of the previous MG FFs, and another change affected the fuselage machine guns. The original MG 17s were replaced by 13 mm MG 131s, thus unifying the armament with the A-5/U7 version. Due to the larger size of the new machine guns, longitudinal fairings emerged on the upper engine cowling in front of the windshield. At the same time, the existing Revi C/12D gunsight was replaced by the newer 16B type. All these changes led to the new designation A-7, others were related to the installation of reinforced wheel rims on the main chassis (as on the F-series versions) and the ETC 501 bomb rack, which was also capable to carry an external 300 l fuel tank.

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 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE

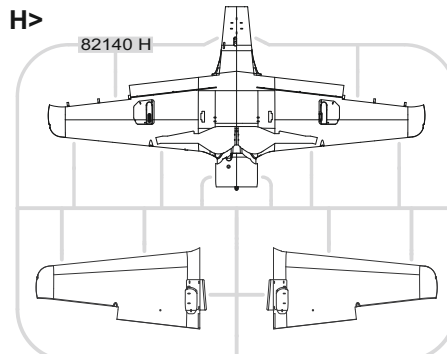
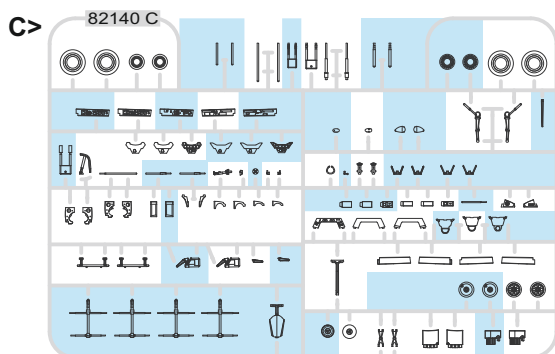
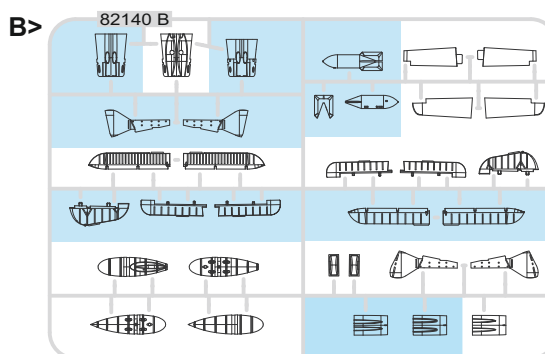
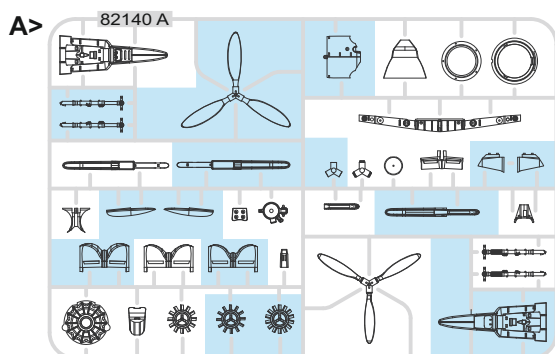
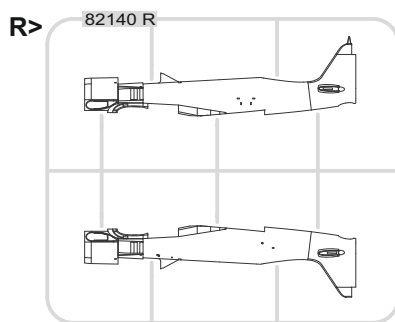
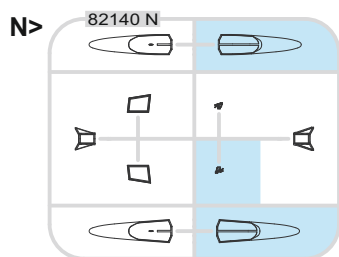
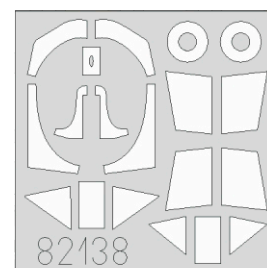


PIÈCES

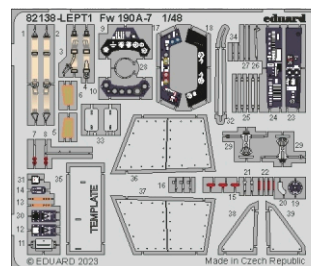


部品

PLASTIC PARTS

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



-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



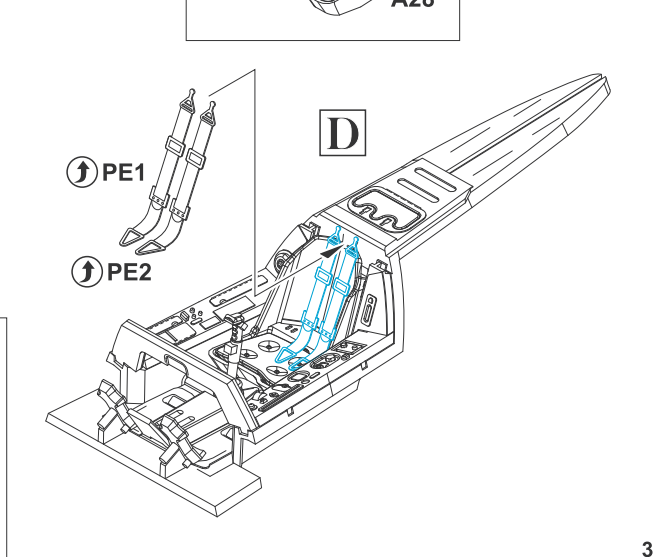
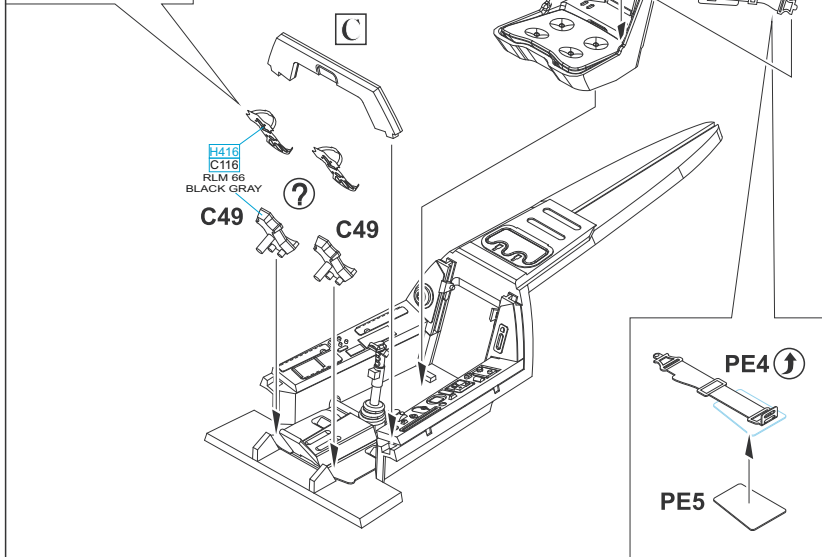
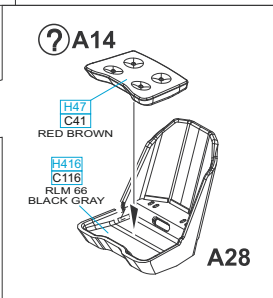
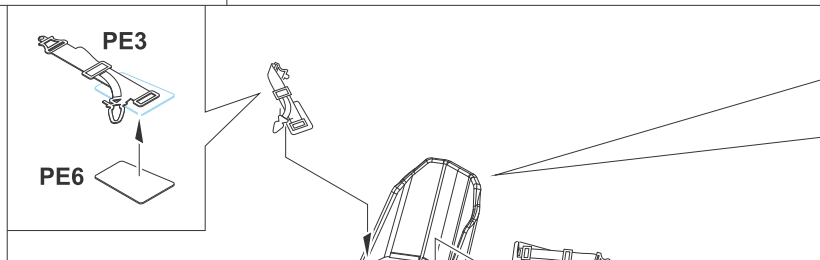
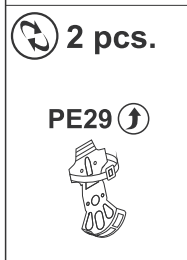
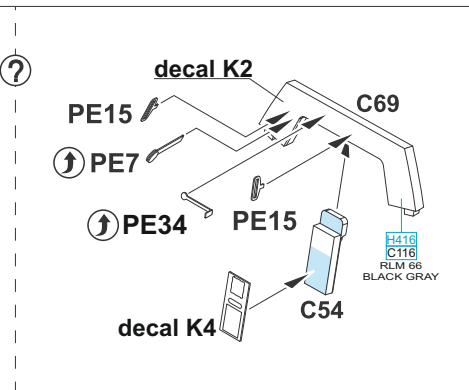
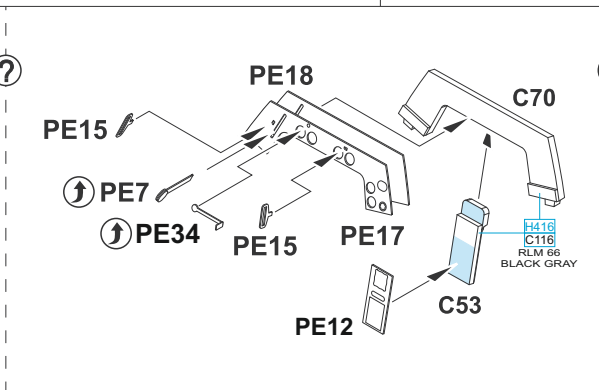
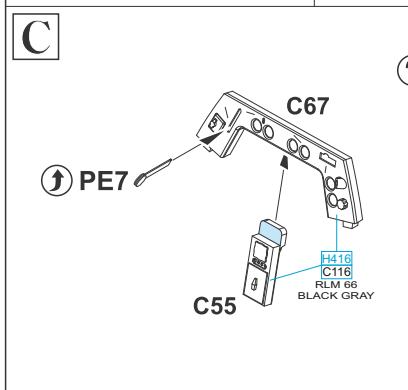
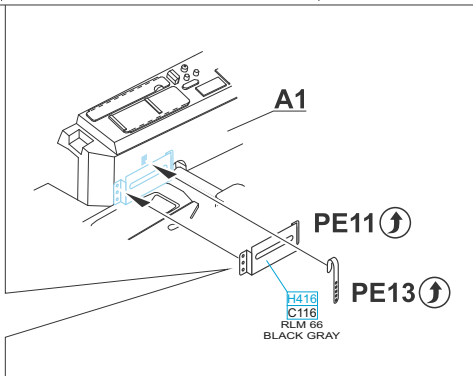
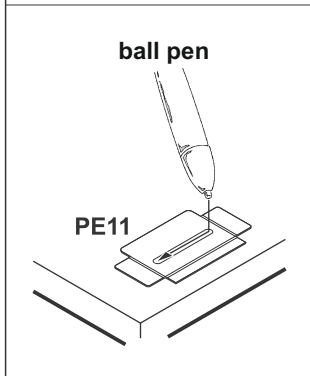
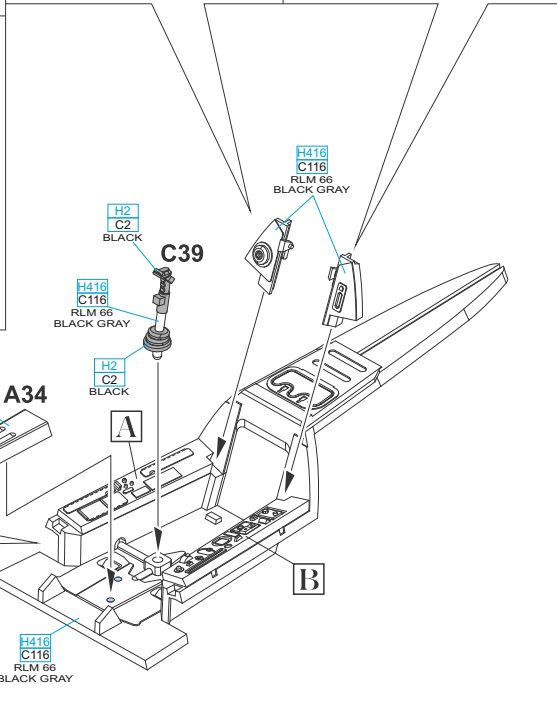
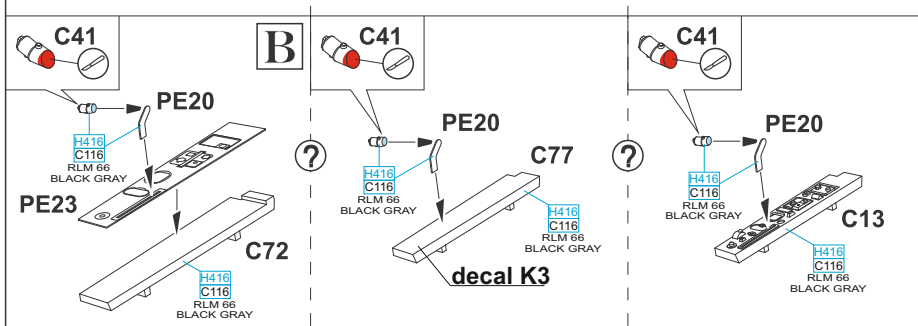
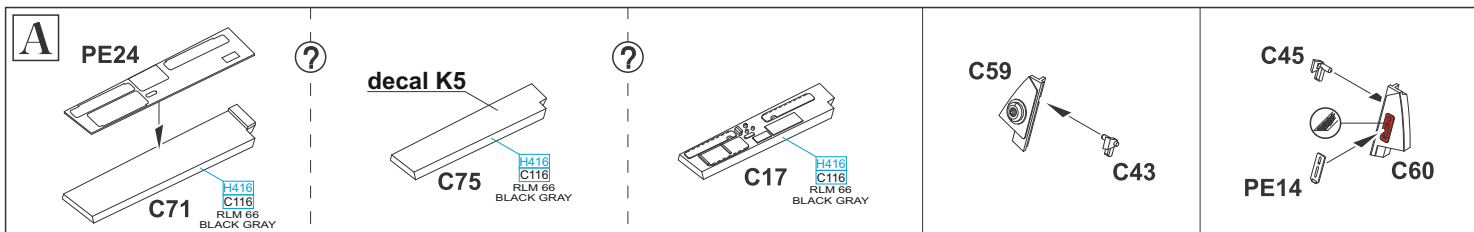
PEINTURE

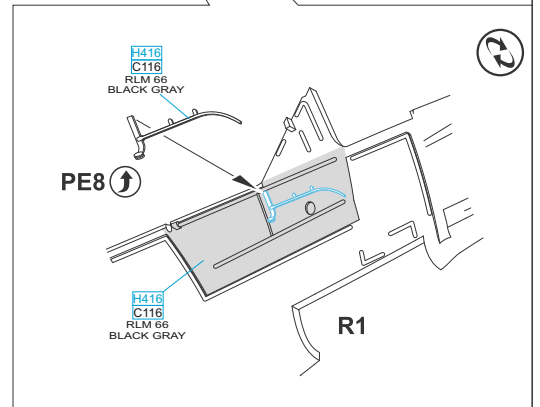
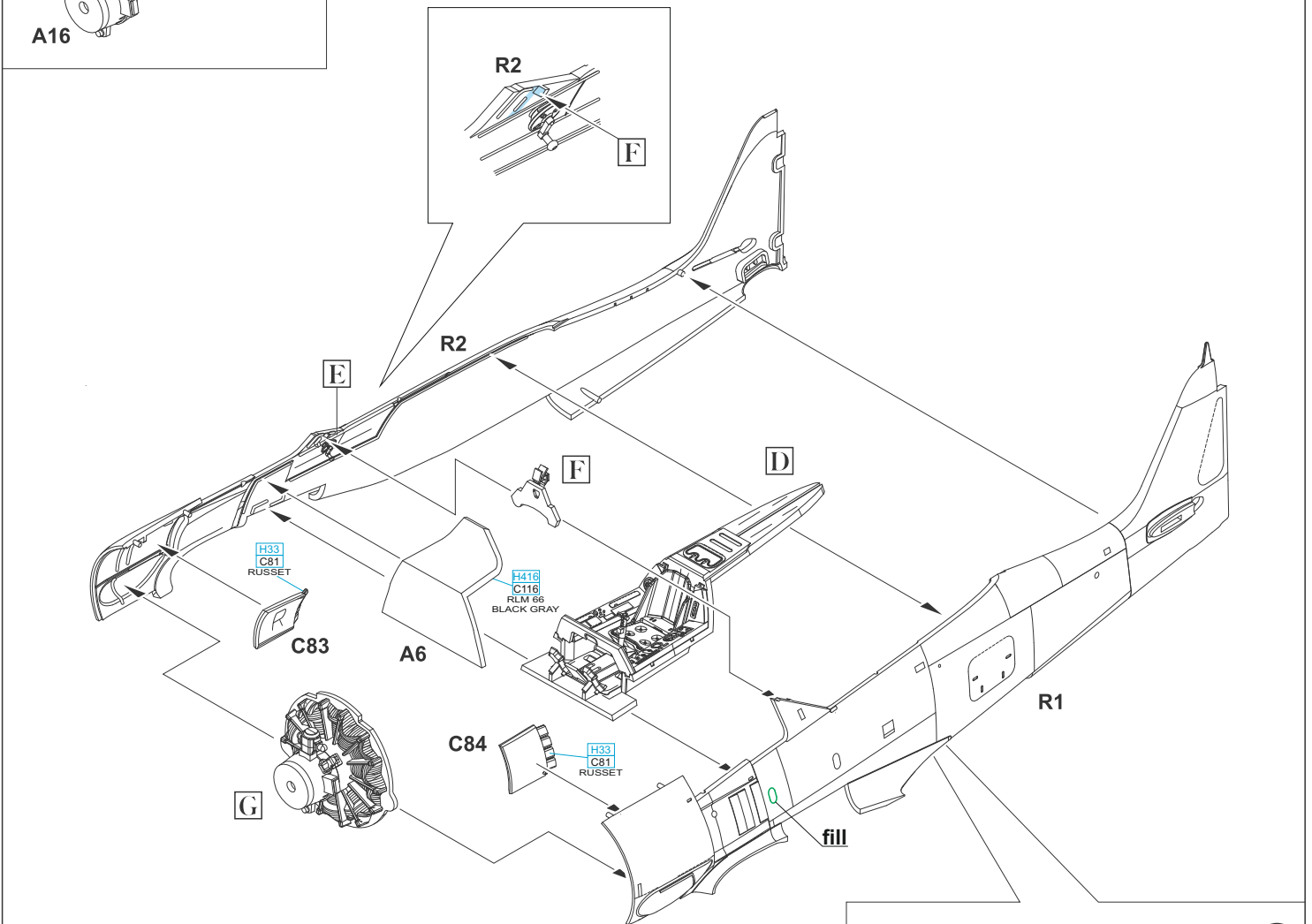
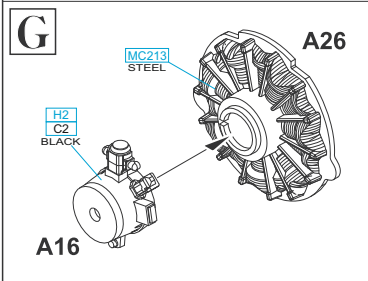
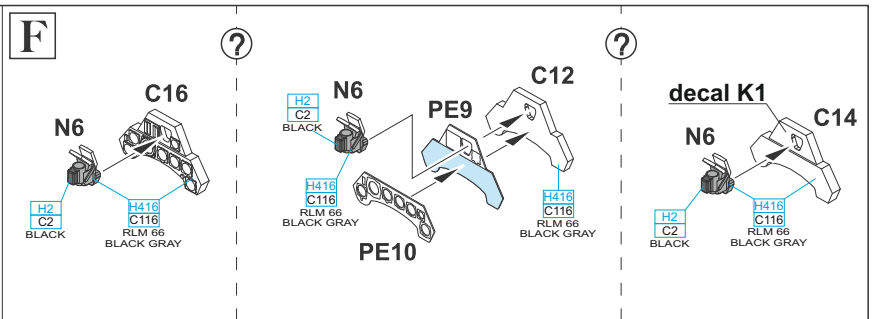
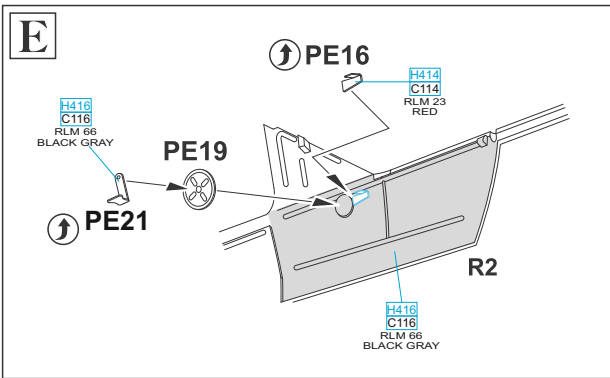


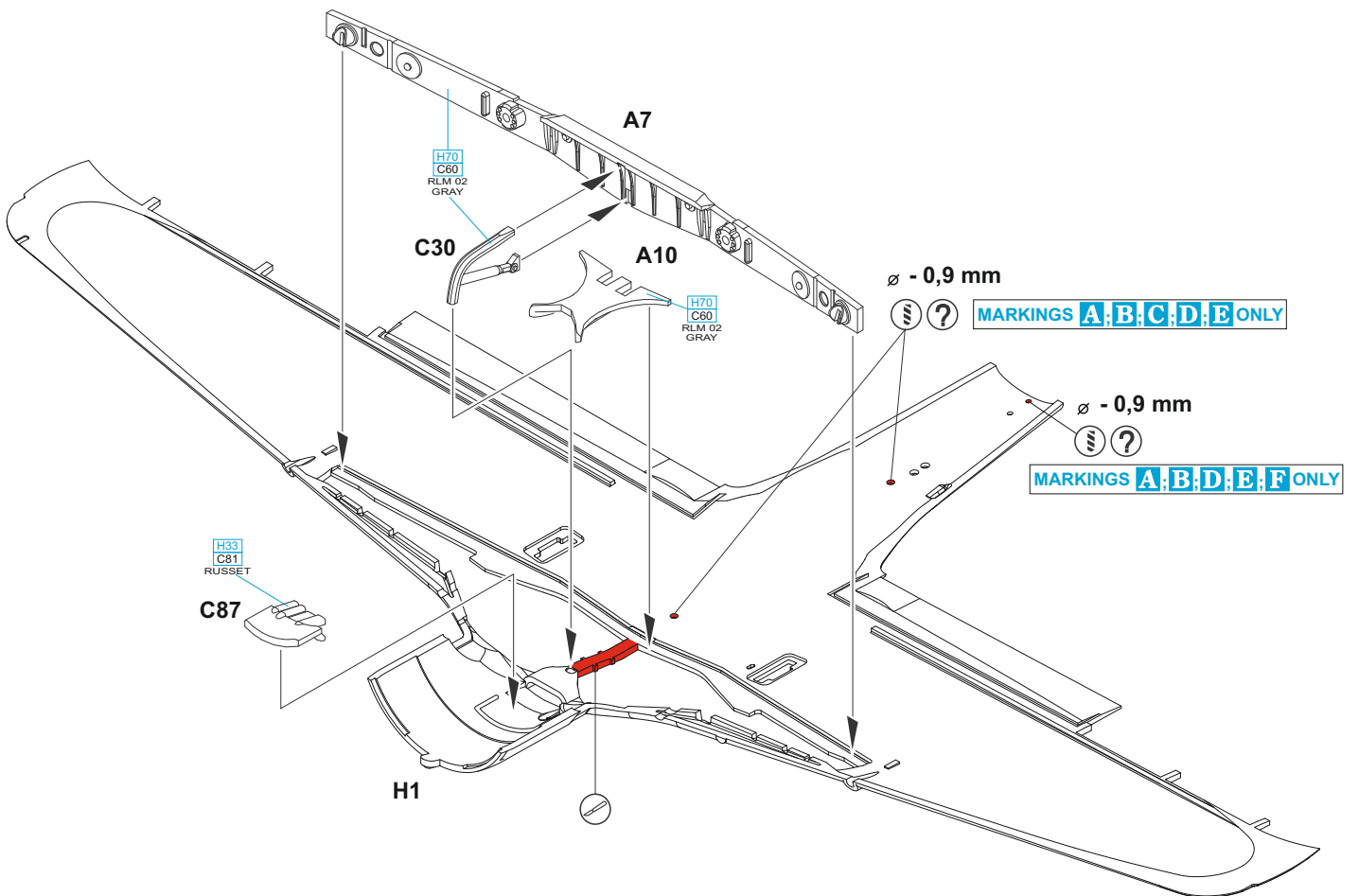
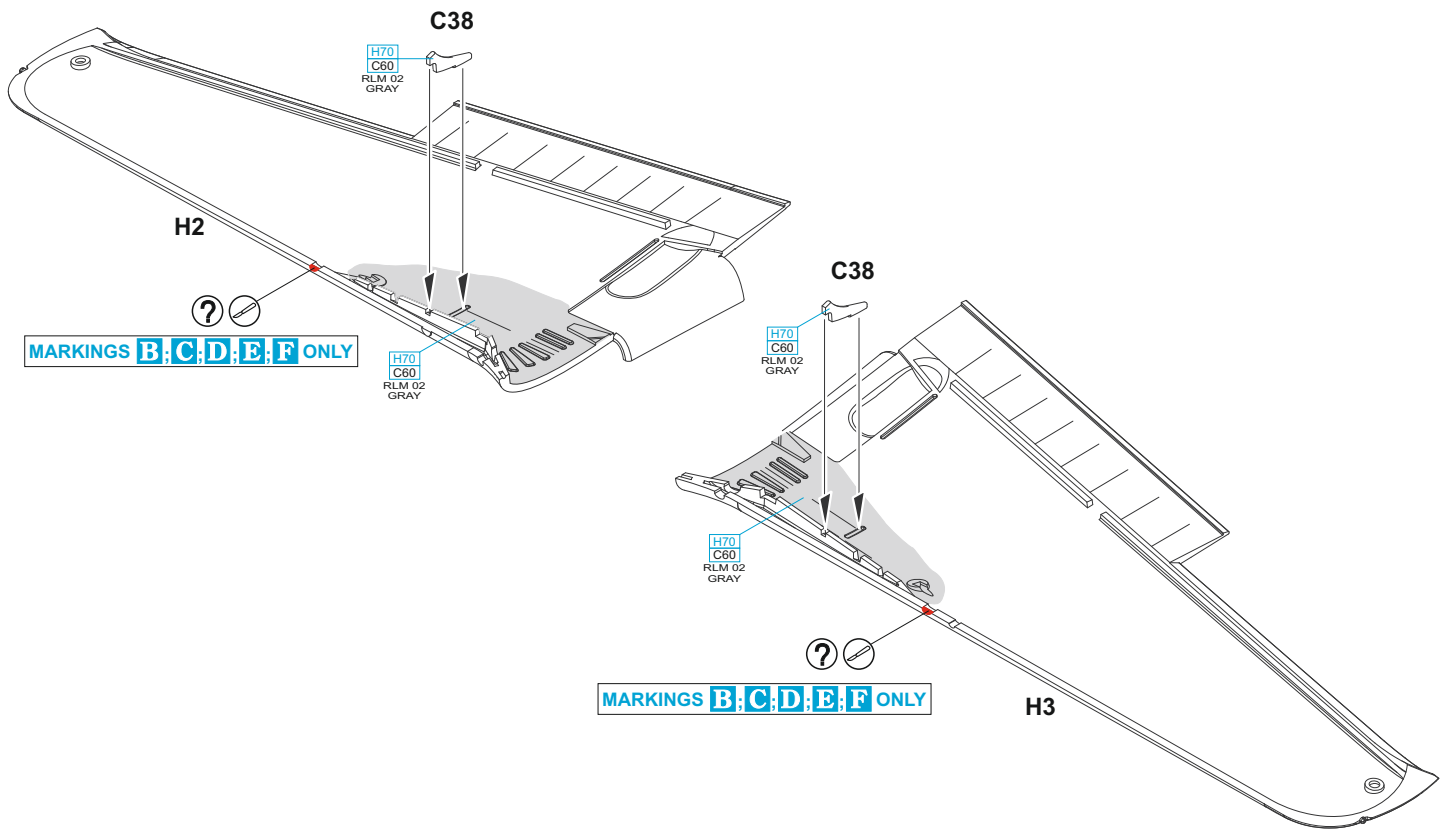
色

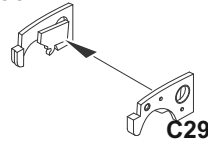
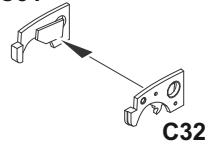
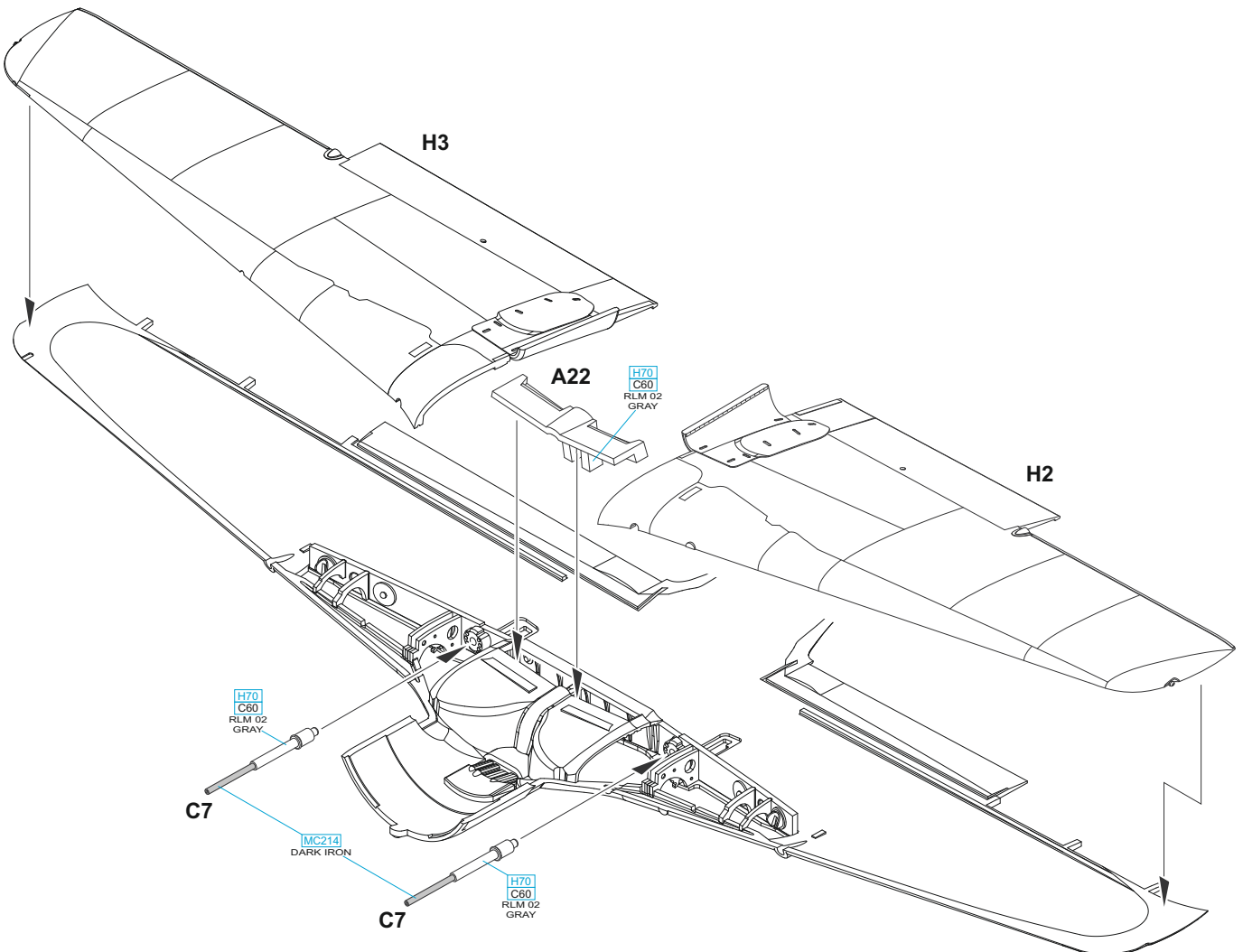
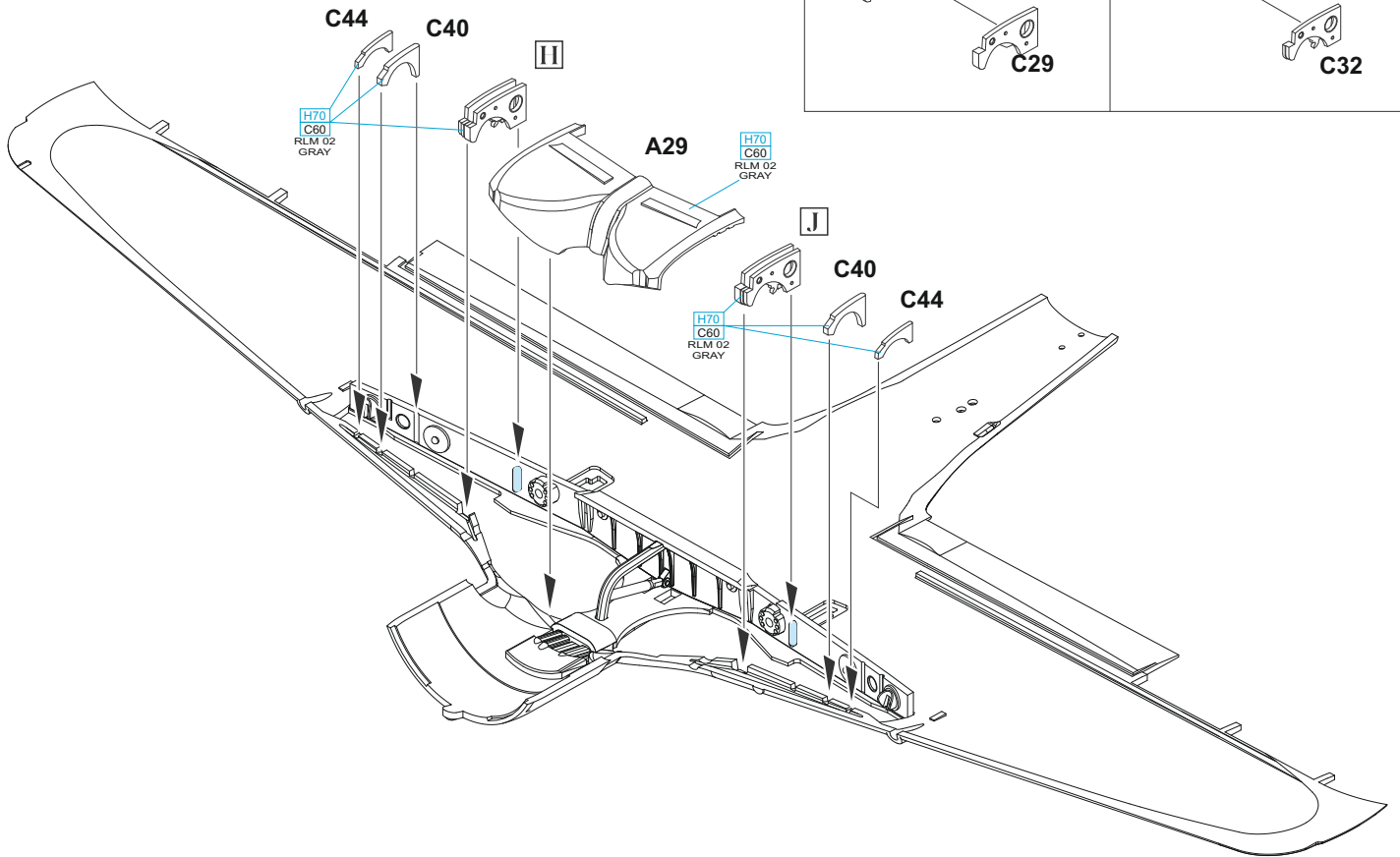
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK

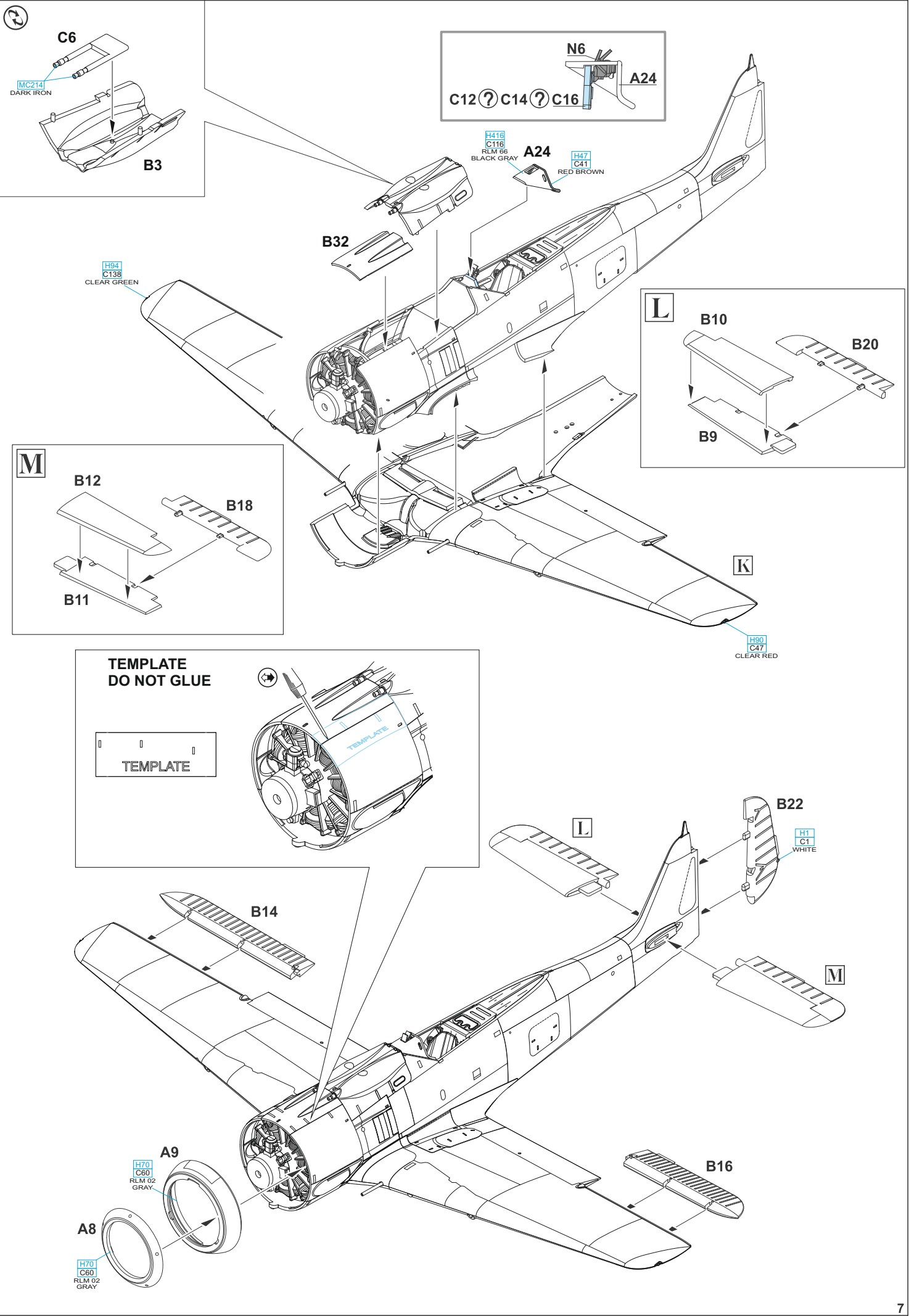
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM206		CHROME SILVER







K**H****J****C34****C31****C29****C32**



C6

MC214
DARK IRON

B3

N6

A24

C12 ? C14 ? C16

H416
C116
RLM 66
BLACK GRAY

A24

H417
C41
RED BROWN

B32

H94
C138
CLEAR GREEN

L

B10

B20

B9

M

B12

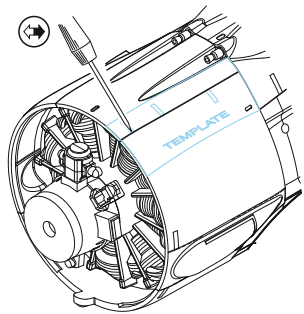
B18

B11

K

H90
C47
CLEAR RED

TEMPLATE
DO NOT GLUE



L

B22

H1
C1
WHITE

M

B14

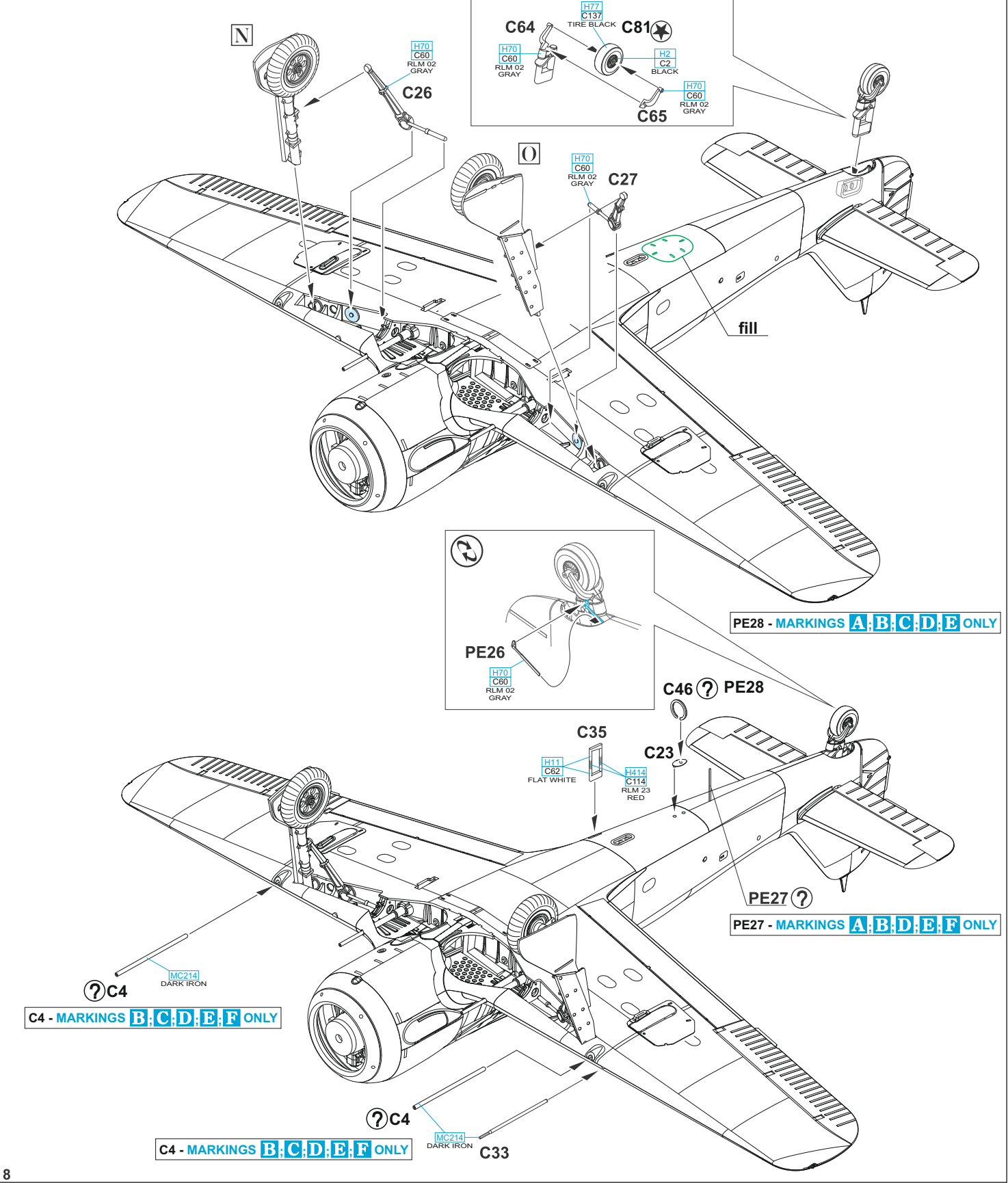
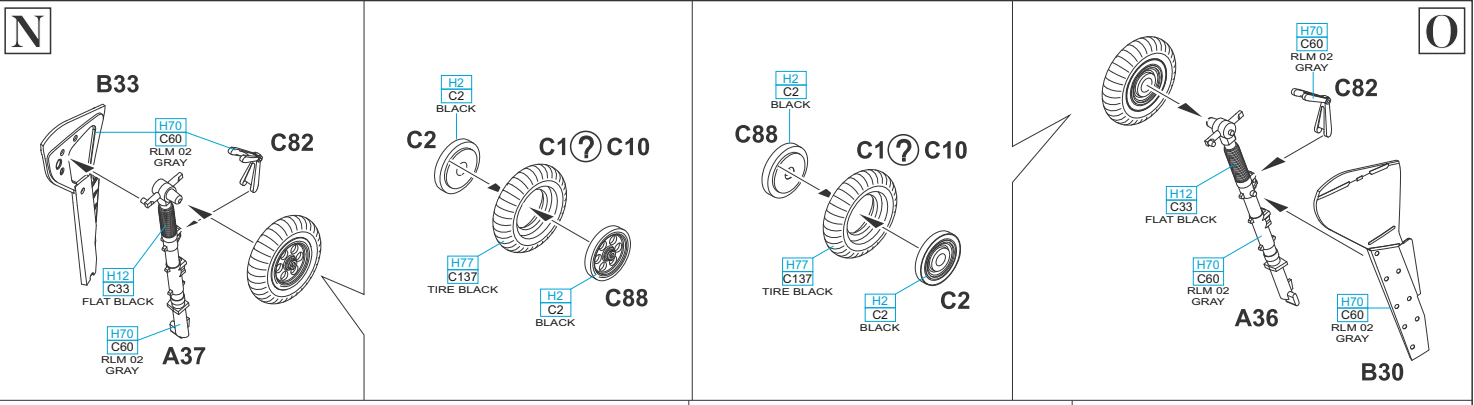
B16

A9

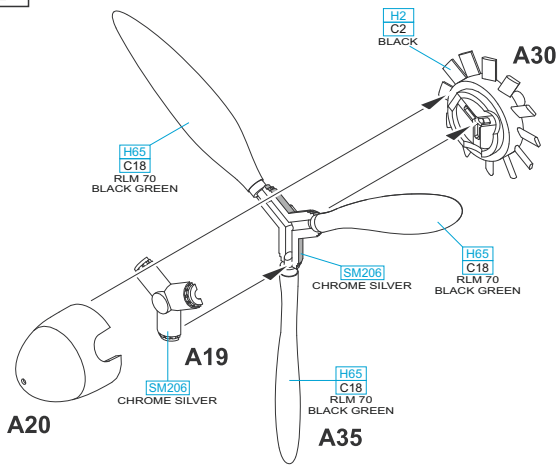
H70
C60
RLM 02
GRAY

A8

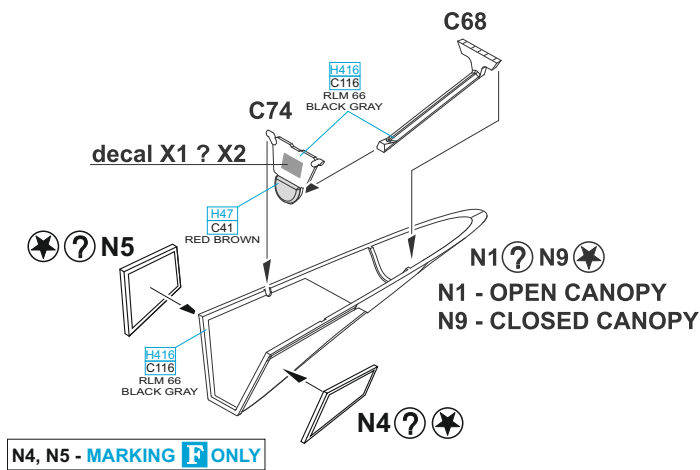
H70
C60
RLM 02
GRAY



P



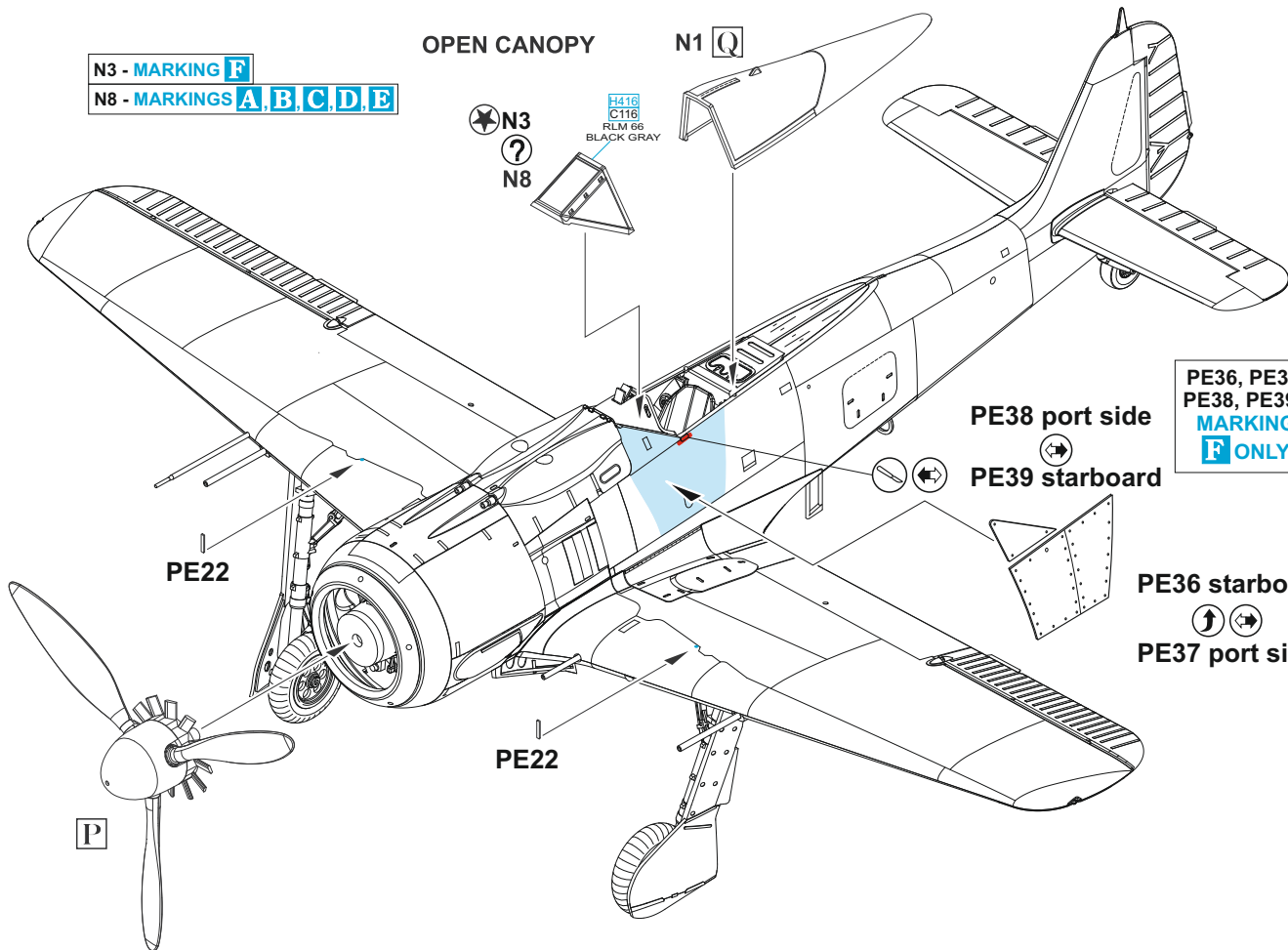
Q



N3 - MARKING **F**
 N8 - MARKINGS **A, B, C, D, E**

OPEN CANOPY

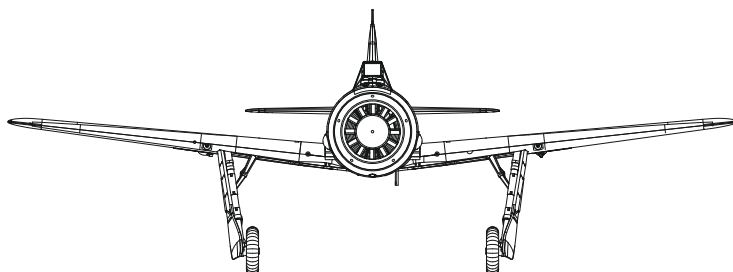
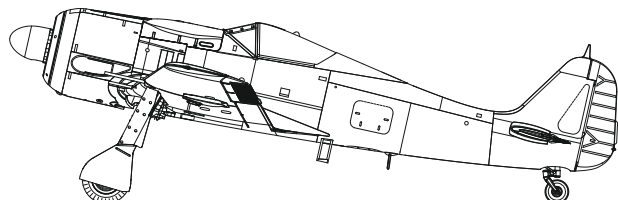
N1 **Q**



PE36, PE37,
 PE38, PE39 -
 MARKING
F ONLY

PE38 port side
 PE39 starboard

PE36 starboard
 PE37 port side



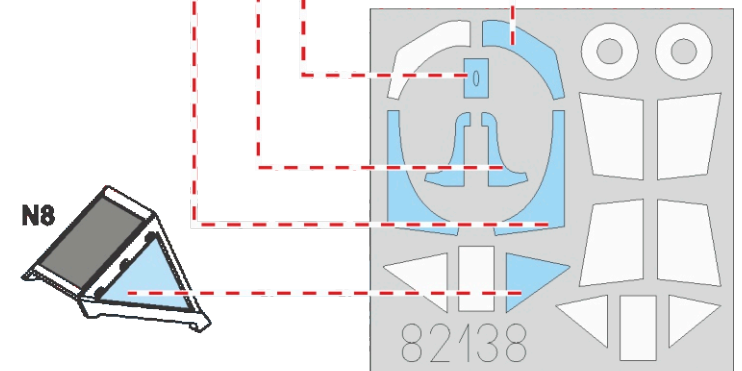
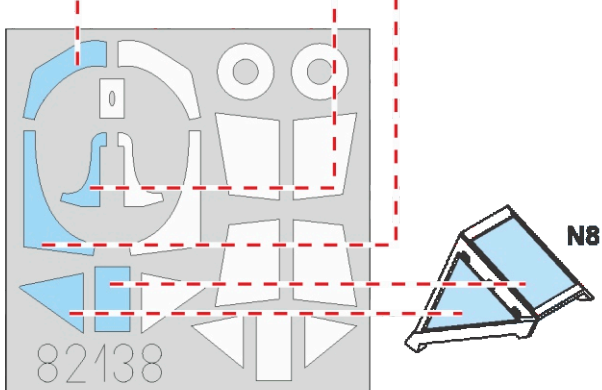
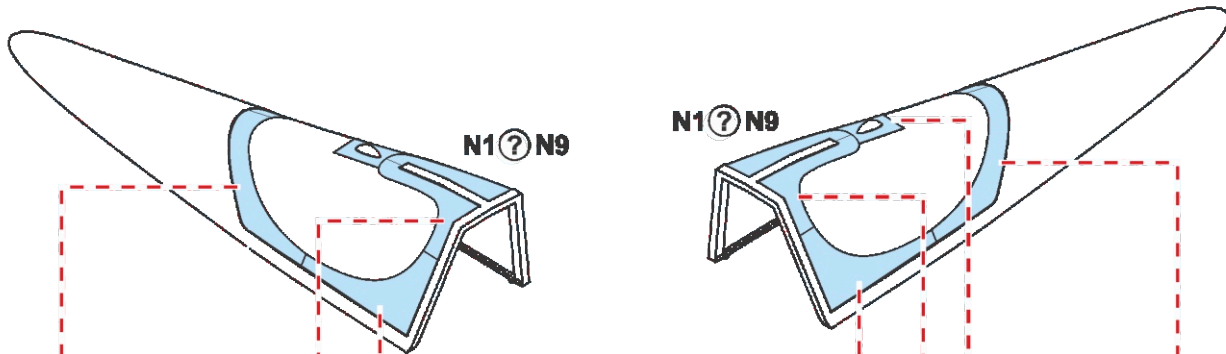
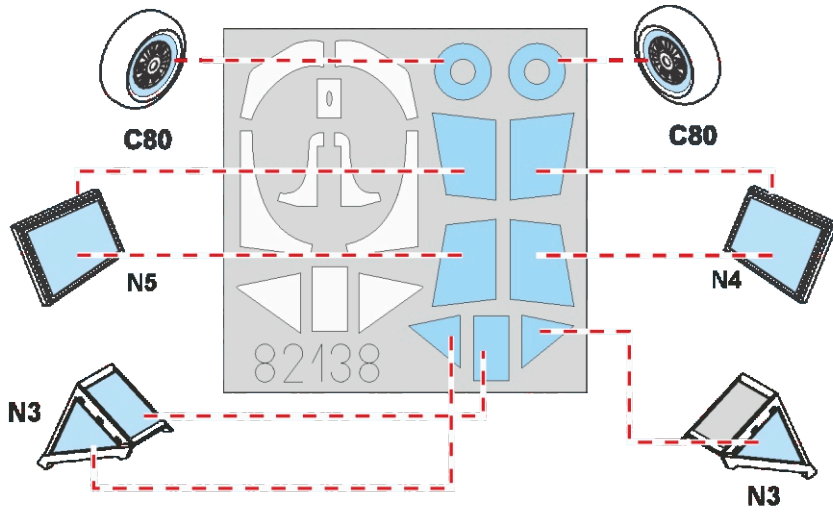
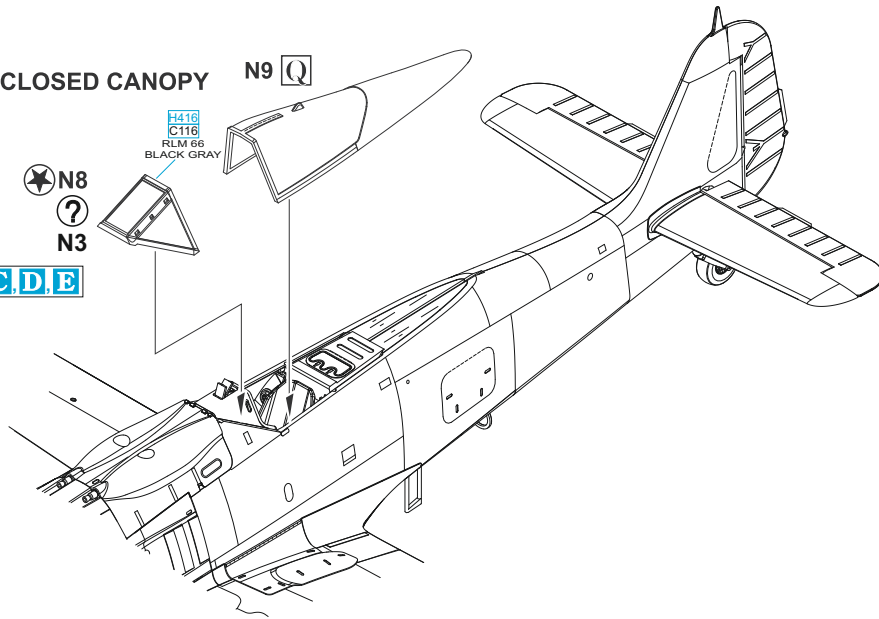
CLOSED CANOPY

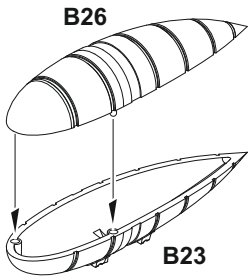
N9 Q

N8
?
N3

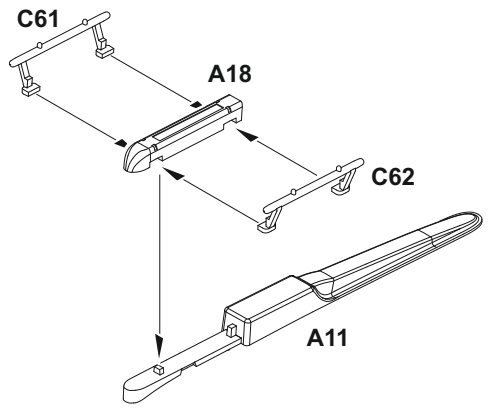
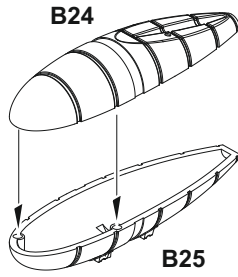
H416
C116
RLM 66
BLACK GRAY

N3 - MARKING F
N8 - MARKINGS A, B, C, D, E

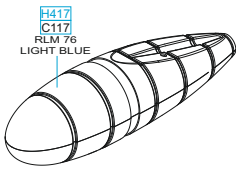




?

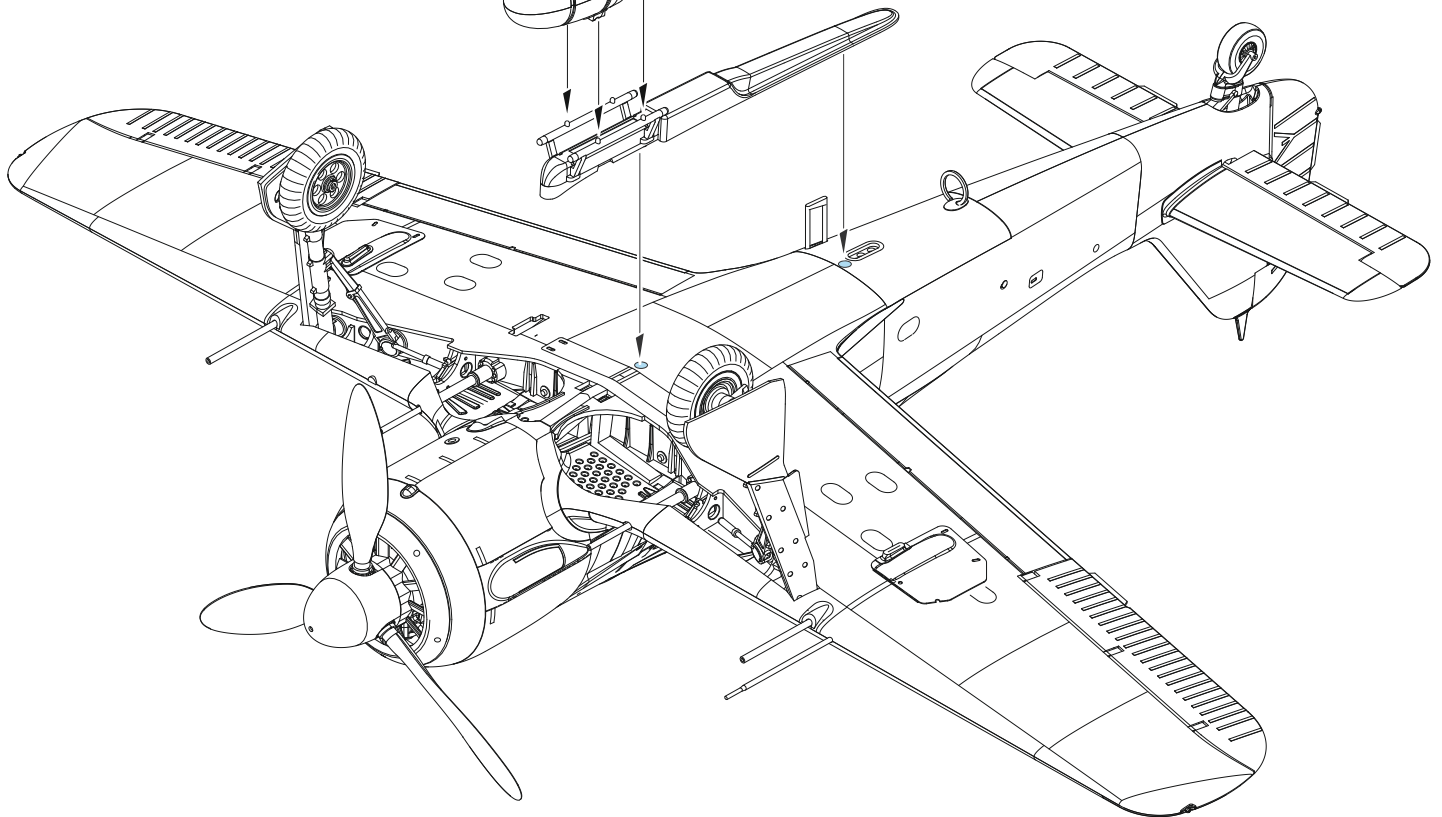


MARKINGS **A; B; D; E; F** ONLY



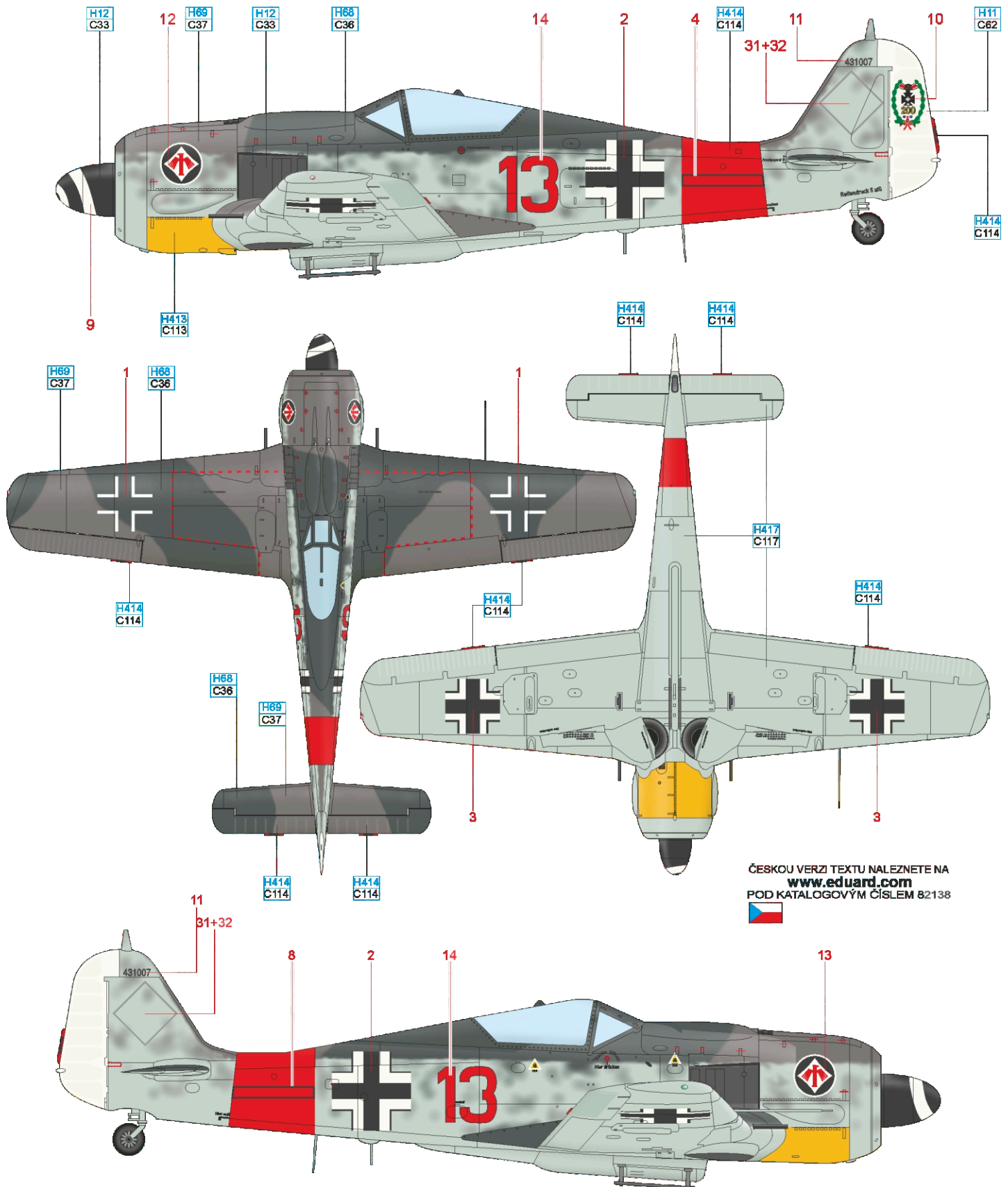
?

H417
C117
RLM 76
LIGHT BLUE



A WNr. 431007, Maj. Heinz Bär, CO of II./JG 1, Störmede, Germany, April 1944

Heinz Bär is credited with 221 aerial victories, including 16 achieved flying the Me 262 jet fighter, ranking him in eighth place among German WWII fighter aces. In July 1943, as CO of I./JG 77 in the Mediterranean got into conflict with Göring and as punishment was transferred to the position of commander of the operational training Jagdgruppe Süd. In early 1944, however, he was assigned to II./JG 1 in Germany as a simple pilot, due to a physical assault on an NSDAP official. However, he soon took command of the combat formations of this unit, was appointed its provisional commander in March 1944, and was officially appointed at the end of April. Bär achieved 23 victories during his five months with II./JG 1 without being shot down himself. Among his most famous victories were the B-17 "Miss Ouachita" and B-24 "Flak Magnet", the latter became his 200th victory. Bär's machine sported the JG 1 emblem, his lucky number 13, and the 200 victory symbol painted on the white rudder that was the designation of formation leaders during this period.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82138

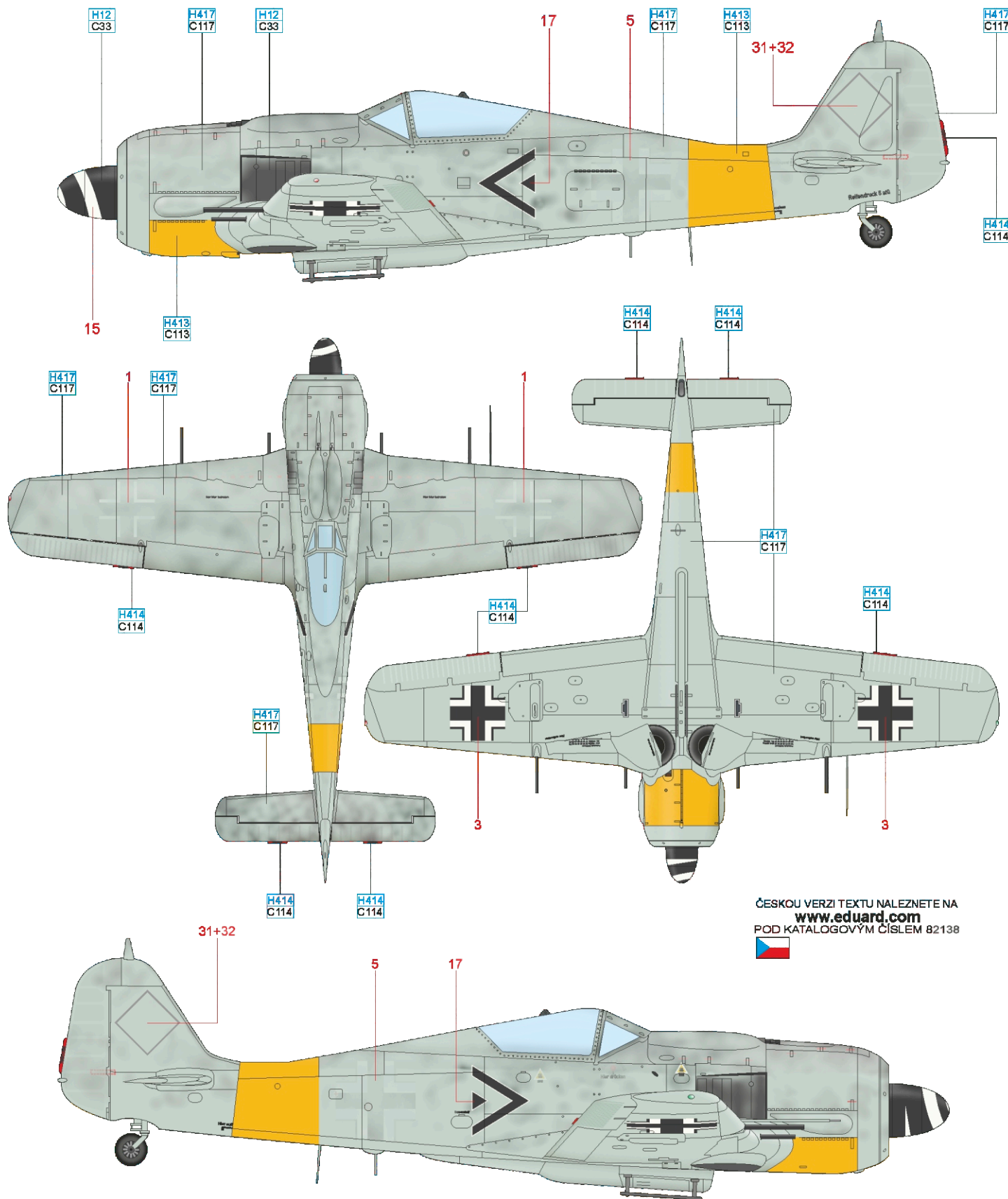


FLAT WHITE	H11 C62	RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33
------------	------------	--------	--------------	--------	------------	--------	------------	--------	--------------	--------	--------------	-------	------------

eduard

B Hptm. Rolf Hermichen, CO of I./JG 11, Rotenburg, Germany, March 1944

Rolf Hermichen achieved 66 kills during the WWII, the first 11 of them as a Bf 110 pilot during the battles of France and Britain. He was transferred to III./JG 26 in November 1941 and first served as an adjutant to Josef Priller, the CO of III. Gruppe. As early as May 1, 1942, Hermichen became Staffelkapitän (CO) of the 3. Staffel. When I./JG 26 moved to the Eastern Front in January 1943, he added eight more kills to his existing 21. Already as Hauptmann, on his return to the Western Front he temporarily led III. Gruppe from June 15 to July 4, 1943 and became CO of I./JG 11 on October 16. There, as a part of the Defense of the Reich, he was very successful in combat against Allied bombers. In total, he had 25 (or 26) of them to his credit. His last success came on April 24, 1944, when he shot down a P-51D. He was shot down himself on May 12 and after withdrawal from operational duty, he served at Headquarters of 2. Jagd-Division. From October 1944 to January 1945, Hermichen served as CO of II./JG 104. His Fw 190A-7 of spring 1944 had the original camouflage colors of RLM 74/75 repainted in varying intensities with the light grey-blue of RLM 76.



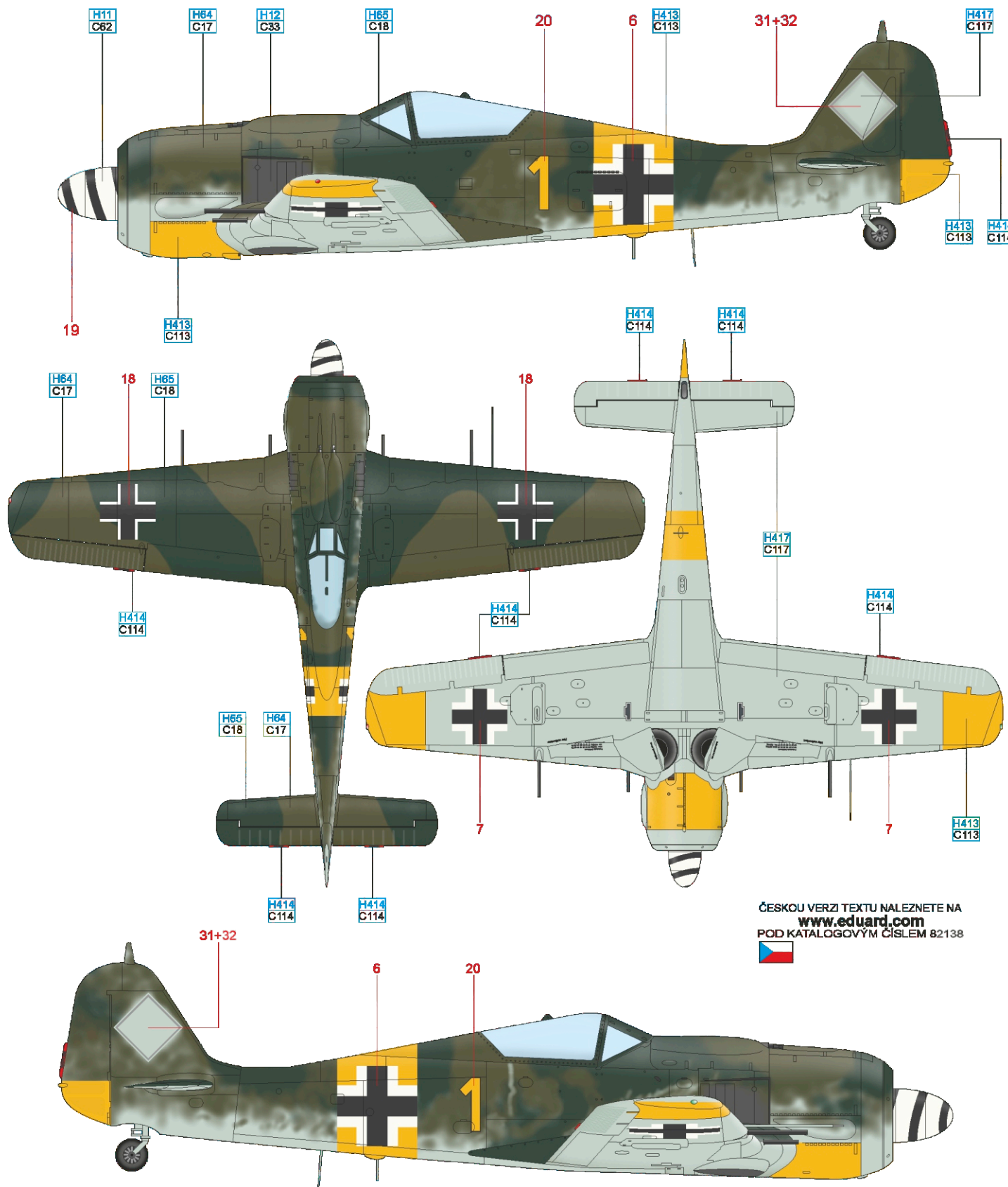
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82138



RLM 76 H417 C117 RLM 75 H69 C37 RLM 74 H88 C36 RLM 04 H413 C113 RLM 23 H414 C114 BLACK H12 C33

C Oblt. Otto Kittel, CO of 3./JG 54, Riga-Skulte, Latvia, August 1944

Otto Kittel was born on February 21, 1917, to German parents in Korunov (German: Kronsdorf, since 1945 Krasov) near Jägerndorf (Krnov) in Austria-Hungary. Kittel was apprenticed as a car mechanic in Mladá Boleslav, partly learned Czech and joined the Luftwaffe in 1939. He completed his first combat deployment during the fighting in Yugoslavia in the ranks of 2./JG 54, which was deployed in the advance on Leningrad during the attack on the USSR. On June 24, 1941, Otto Kittel scored his first two aerial victories, and on September 14, 1943, he achieved his 100th kill. In March 1944 he became CO of 3./JG 54 and in May he received his personal Fw 190 A-7, the only machine of this version that was in the armament of I./JG 54. Kittel achieved over 100 victories with his A-7 and the aircraft was lost in combat in December 1944 during Kittel's leave. He was killed on February 16, 1945, in combat with a formation of four Il-2s from 502 ShAP near Džūkste, Latvia. He shot down 267 enemy aircraft during World War II, all on the Eastern Front. This result places him 4th in the Luftwaffe's fighter ace rankings.



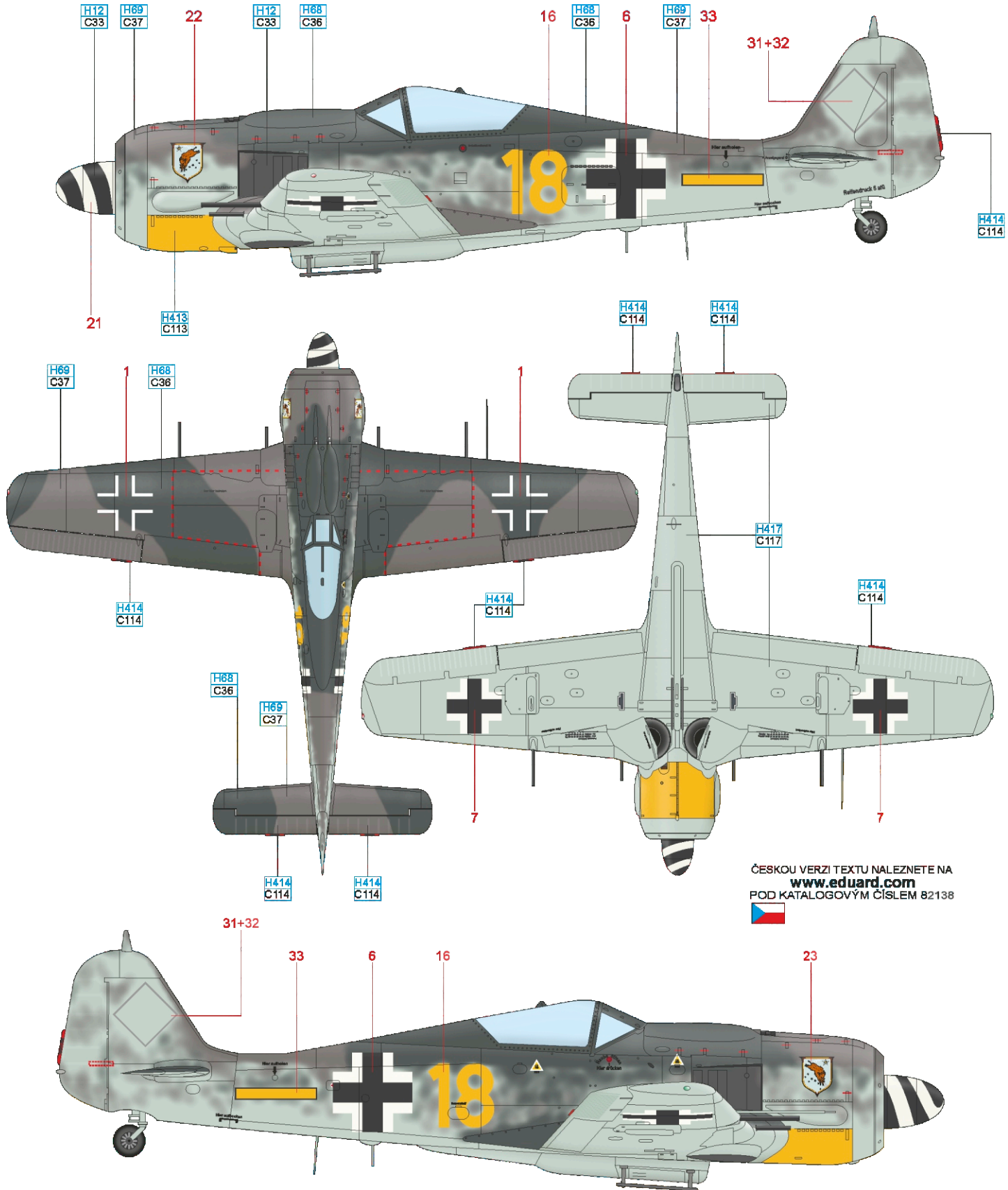
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82138



FLAT WHITE	H11 C62	RLM 76	H417 C117	RLM 70	H65 C18	RLM 71	H64 C17	RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33
------------	------------	--------	--------------	--------	------------	--------	------------	--------	--------------	--------	--------------	-------	------------

D 6./JG 300, Holzkirchen, Germany, July 1944

JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe as was the case with her sister unit JG 301 as well. However, at the beginning of 1944, attention shifted to daylight operations. A red band around the rear of the fuselage was the marking of the JG 300s in the rapid identification system of fighter units. The II. Gruppe of the unit was formed in July 1943 and equipped with heavily armed and armored Fw 190A-8/R2s or R8s in the summer of 1944. But the unit also received 30 A-7s between January and July. The Yellow 18 has the JG 300 emblem painted on the engine cowling. The commander of the 6./JG 300 from March 1944 was Oblt. Ernst-Erich Hirschfeld, who originally served in the Flak, after pilot and fighter training briefly flew with II./JG 54 on the Eastern Front and in August 1943 signed up for night deployment with JG 300. Until his death on July 28, 1944, he achieved 24 victories, 14 of which were four-engine bombers shot down by day and eight by night. He was posthumously awarded the Knight's Cross in October 1944.



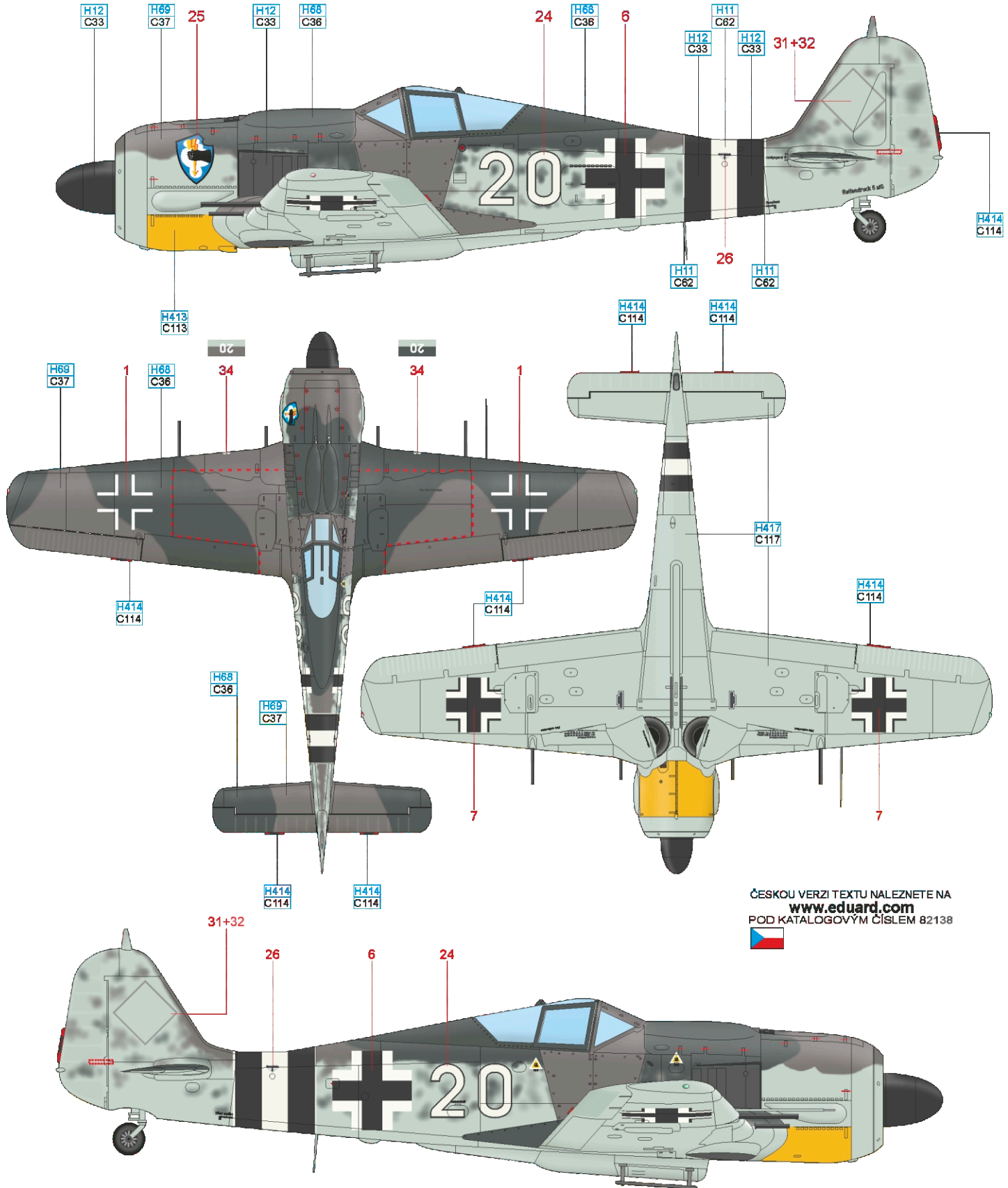
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82138



RLM 76 H417 C117 RLM 75 H69 C37 RLM 74 H68 C36 RLM 04 H413 C113 RLM 23 H414 C114 BLACK H12 C33

F WNr. 642962, Major Hans-Günther von Kornatzki, CO of Sturmstaffel 1, Dortmund/Salzwedel, Germany, early 1944

Hans-Günther von Kornatzki was born in Liegnitz in Lower Silesia (today Legnica, Poland) on June 22, 1906. In 1928, he first joined the army, and transferred to the Luftwaffe on its formation in 1933. In May 1941, he married Goering's secretary Ursula Grundtmann. After she became a victim of an Allied bomber raid on Berlin, he became a supporter, and later a leader, of units tasked with intercepting the heavy bombers with heavily armed fighters from as close a range as possible. The first such unit was Sturmstaffel 1, which was deemed combat ready on January 1, 1944. With his personal mount White 20 fell on March 6, 1944, in a dogfight with two Mustangs Lt. Gerhard Dost. Sturmstaffel 1 was disbanded in May 1944 and Kornatzki took command of II.(Sturm)/JG 4. The black-white-black bands as a quick identification element of Sturmstaffel 1 were taken over by JG 4. On September 12, 1944, he led an attack against a B-17 formation near Magdeburg. After destroying one of the bombers, he was engaged by escort fighters and was shot down. In his attempt to belly in, he hit high-power lines and died in the crash.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82138



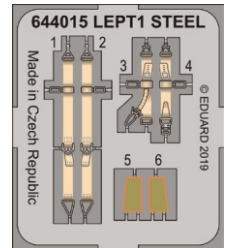
- | | | | | | | | | | | | | | |
|------------|---------|--------|-----------|--------|---------|--------|---------|--------|-----------|--------|-----------|-------|---------|
| FLAT WHITE | H11 C62 | RLM 76 | H417 C117 | RLM 75 | H69 C37 | RLM 74 | H68 C36 | RLM 04 | H413 C113 | RLM 23 | H414 C114 | BLACK | H12 C33 |
|------------|---------|--------|-----------|--------|---------|--------|---------|--------|-----------|--------|-----------|-------|---------|

Eduard goodies for

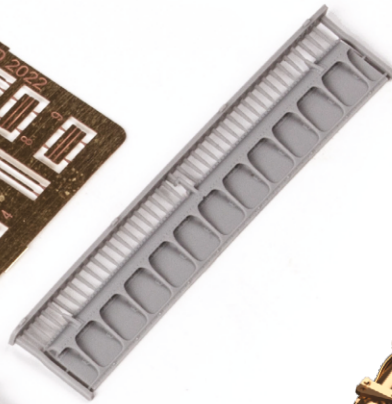
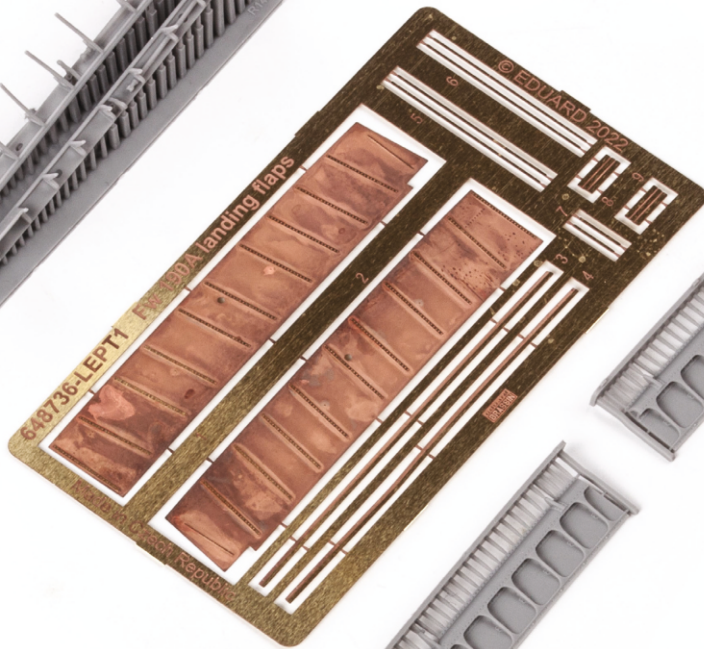
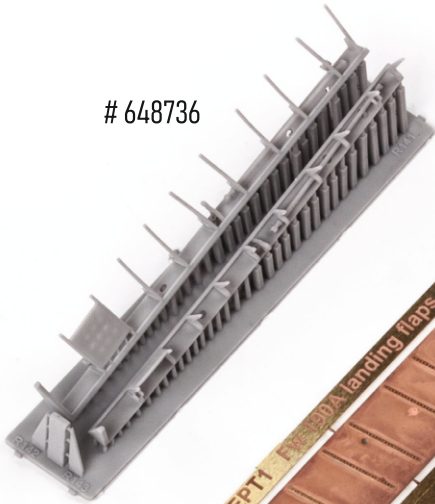
Fw 190A-7 1/48

- 644015 Fw 190A-8 LööK (Brassin)
- 648150 Fw 190 wheels late (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648476 Fw 190A-8 undercarriage legs BRONZE (Brassin)
- 648736 Fw 190A landing flaps PRINT (Brassin)
- 3DL48079 Fw 190A-8 SPACE (3D Decal Set)

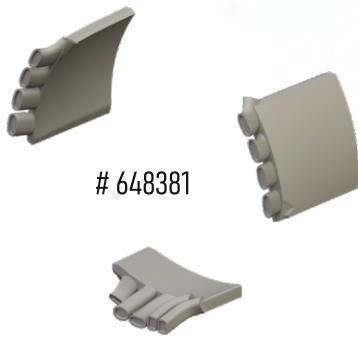
644015



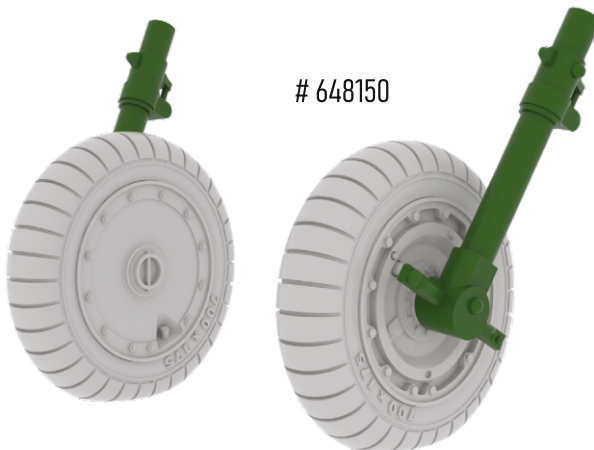
648736



648476



648381



648150

648356

