

# Fw 190A-8/R2

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84114

The Focke-Wulf Fw 190 was the best what was available to the Luftwaffe during the second half of the World War II. It soldiered in various modifications as the aircraft 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 halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. 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.

#### 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 and its 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. It's 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 151s instead of the MG FFs machine guns in the outer position. The adoption of this wing developed into the Fw 190A-6 version. Further changes led to the Fw 190A-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 machine guns. Further improvements led to the Fw 190A-8.

#### 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 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.

#### This kit: Fw 190A-8/R2

Thanks to the lengthened fuselage of the Fw 190A-5, adopted due to the change of centre of gravity of the aircraft, further development of the armament and armour of this fighter was available. More power from the BMW 801D-2 engine (first used with the A-3 variant) developing 1,677 hp (1,250 kW), thus some 238 hp (103 kW) more compared to the previous C-2 variant, was also of good use. The development reached the Fw 190A-8 stage in February 1944, and this version emerged as the most produced Fw 190 with some 6,655 units made. Apart of standard BMW 801D-2 engine also the 801Q unit with thicker armour of the annular oil cooler invented by BMW. The engine itself sported emergency boost system (Erhöhte Nottleistung) used with the fighter variants of the A-8, which rised the power to 1,950 hp (1,460 kW) available for 10 minutes.

As the ominous clouds of allied four-engine bombers started to devastate the Third Reich, the Fw 190A-8 developed into the heavy armed fighter. The A-8/R2 replaced the outer wing 20mm cannons with the MK 108 ones of the 30mm (1.2 in) caliber. As the defensive fire from numerous .50 machine guns of the bombers was deadly, also the armoured slabs were added to the cockpit sides and to the modified canopy to protect the pilot. The added weight reduced flying performances and maneuverability of the aircraft, so the Sturmböcke, as were these Focke-Wulfs nicknamed, were in serious disadvantage in combat with enemy fighters as a result.

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 započatím 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  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

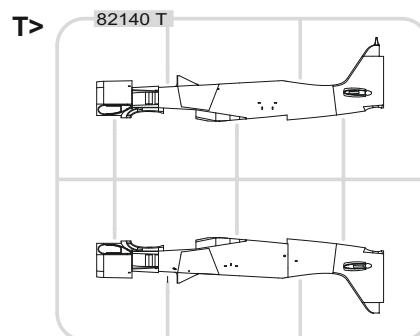
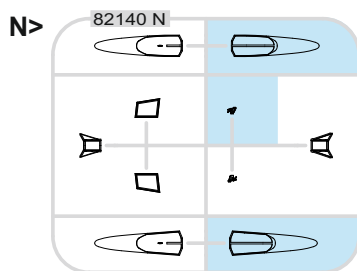
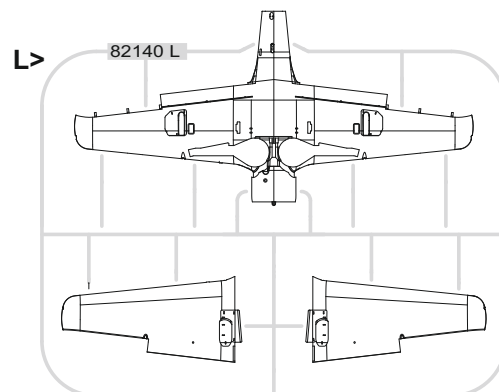
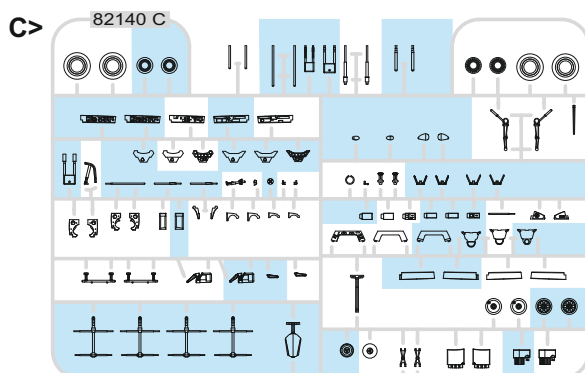
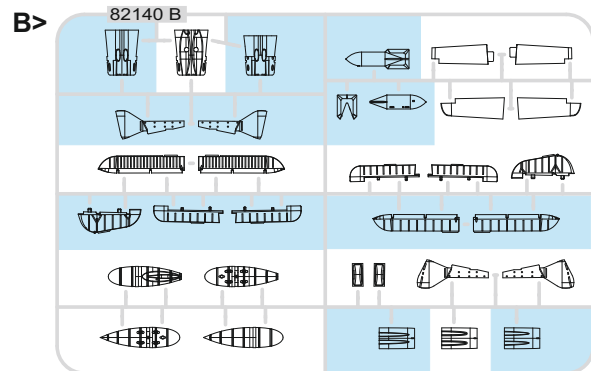
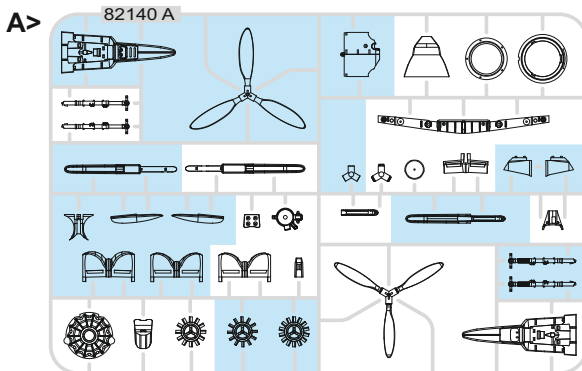


PIÈCES



部品

## PLASTIC 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



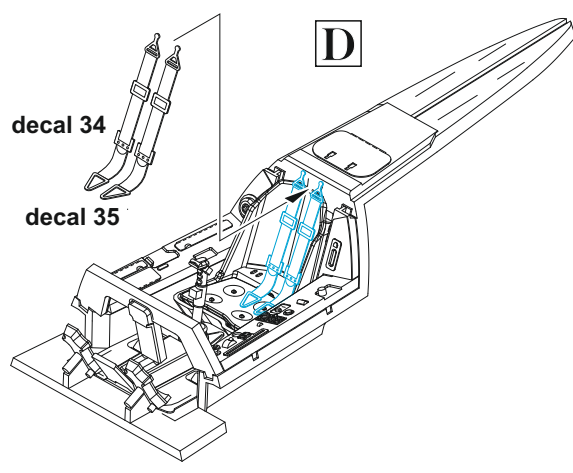
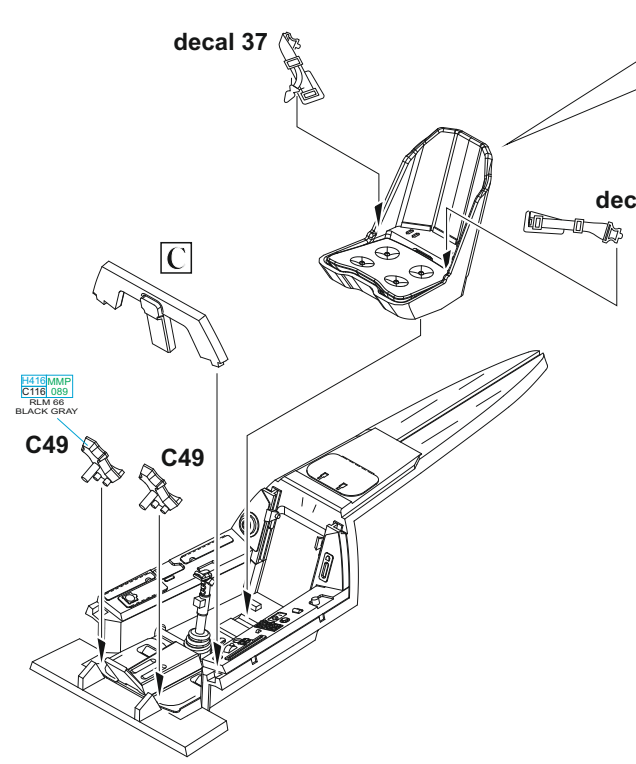
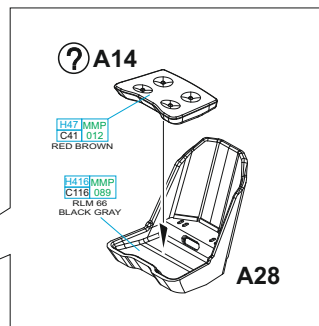
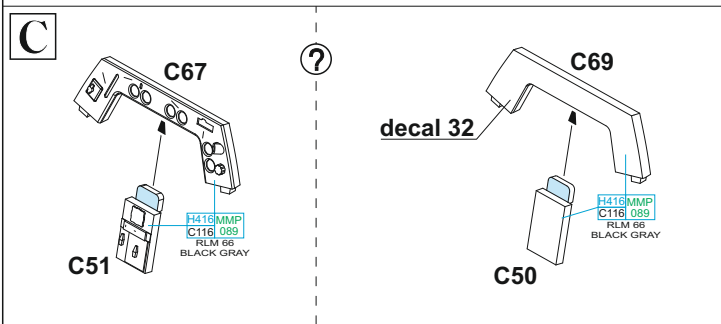
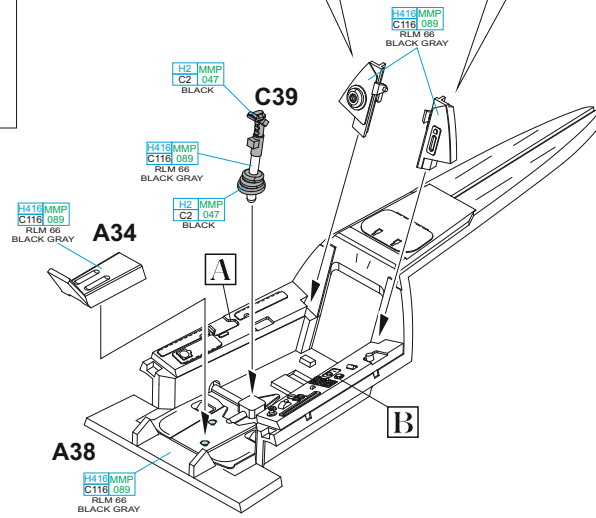
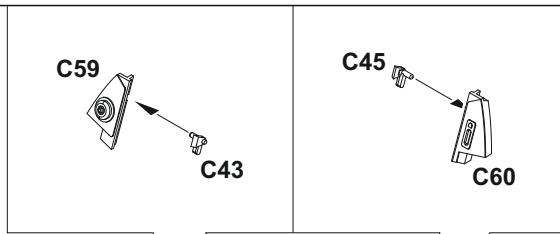
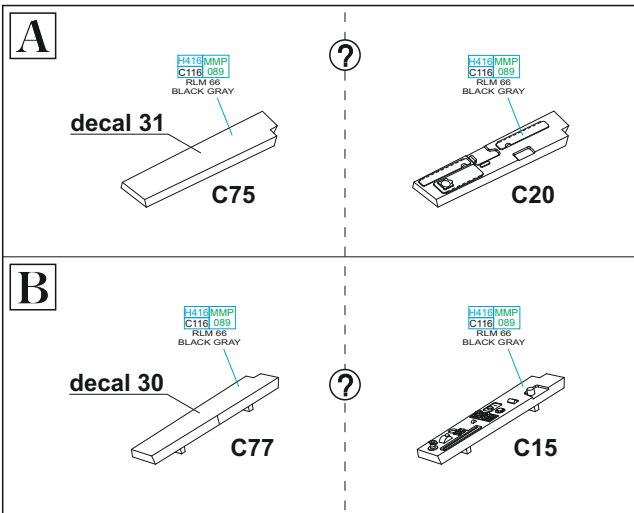
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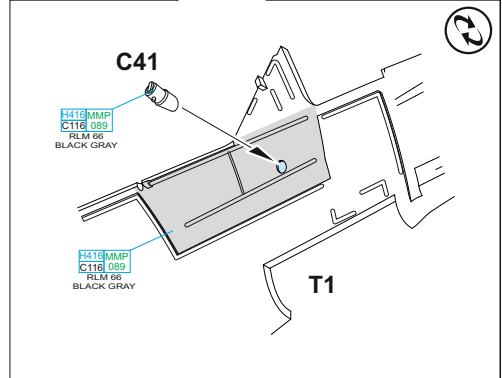
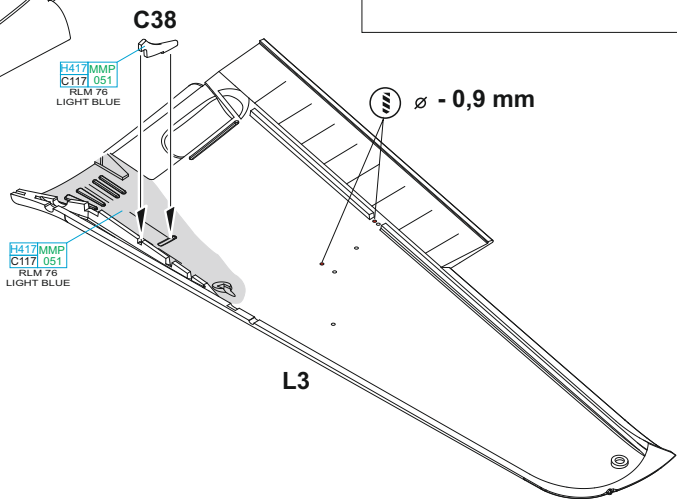
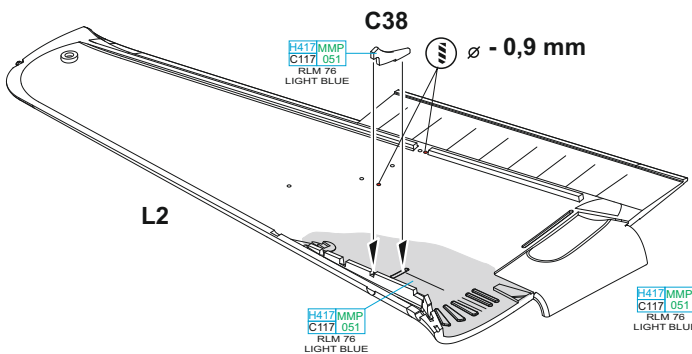
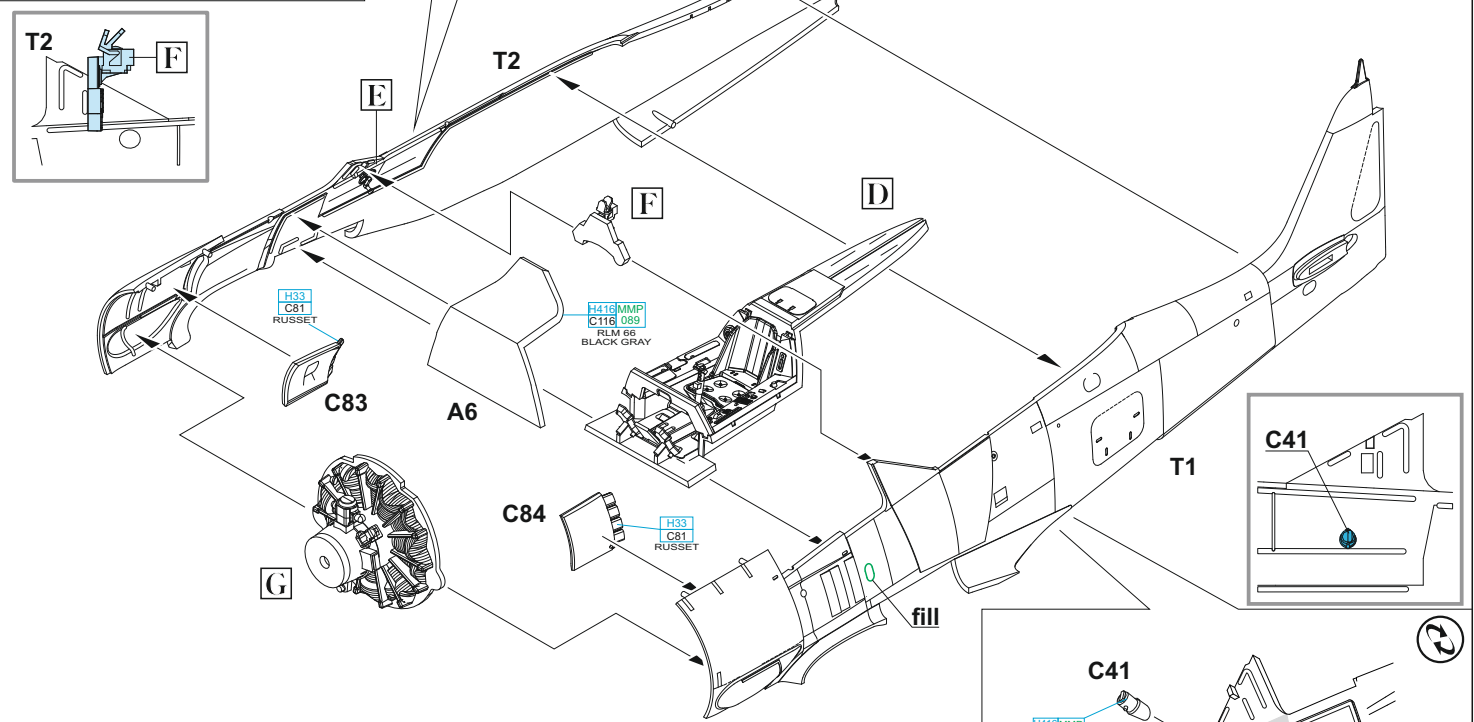
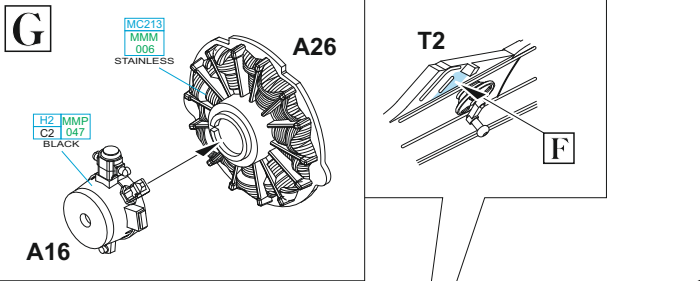
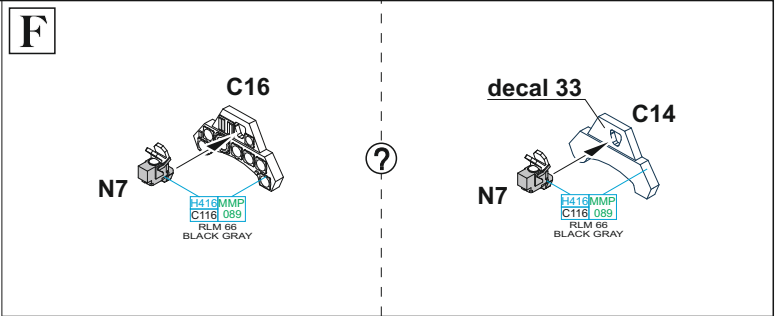
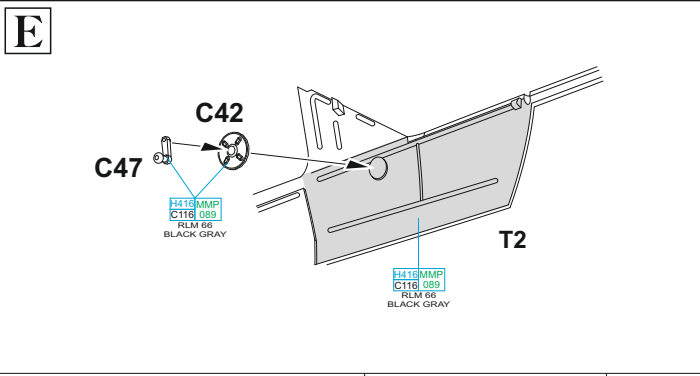


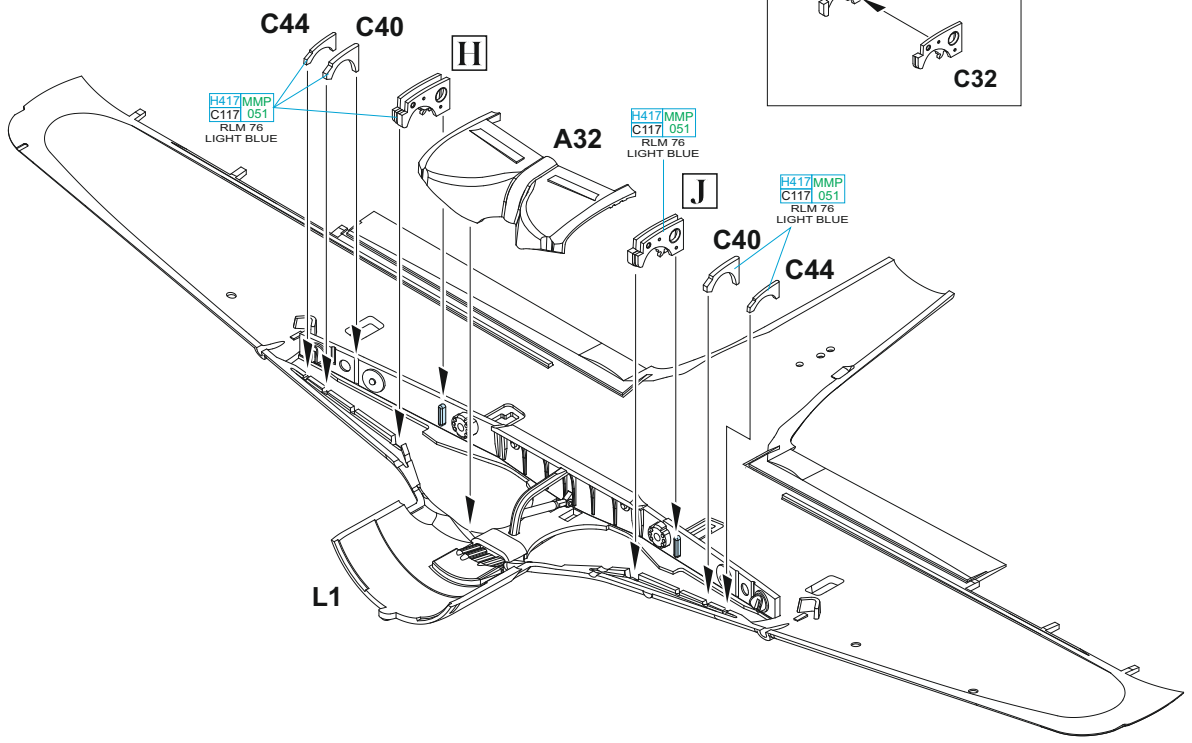
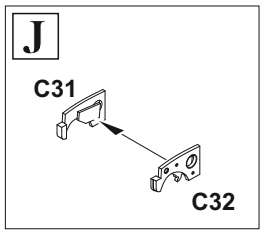
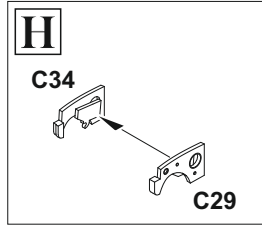
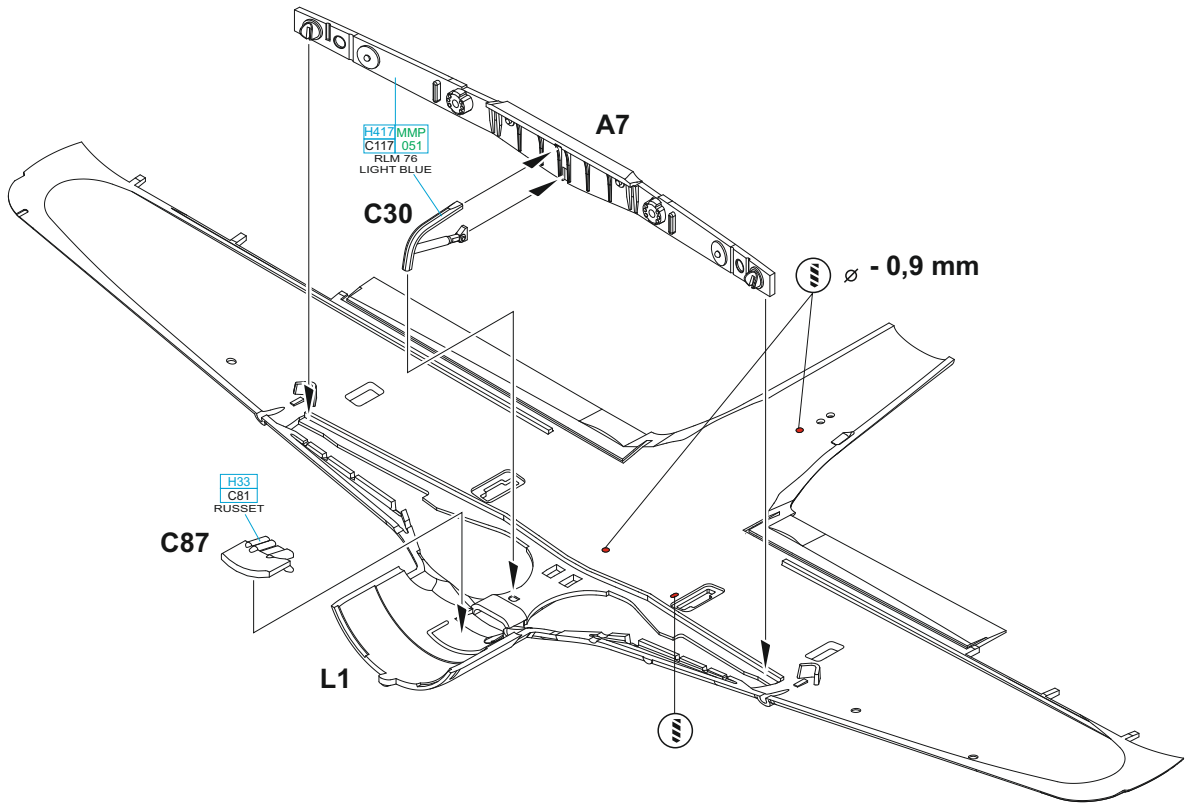
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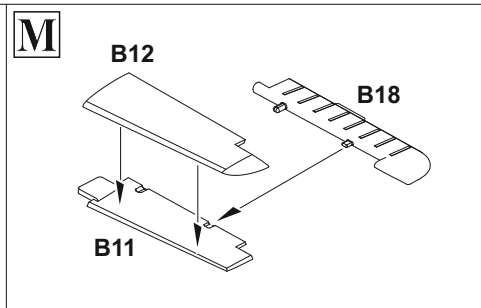
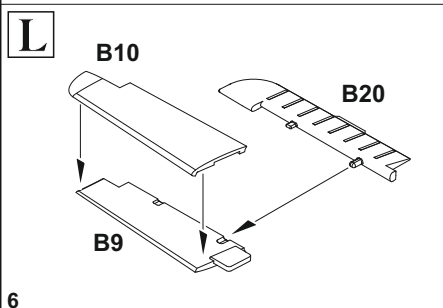
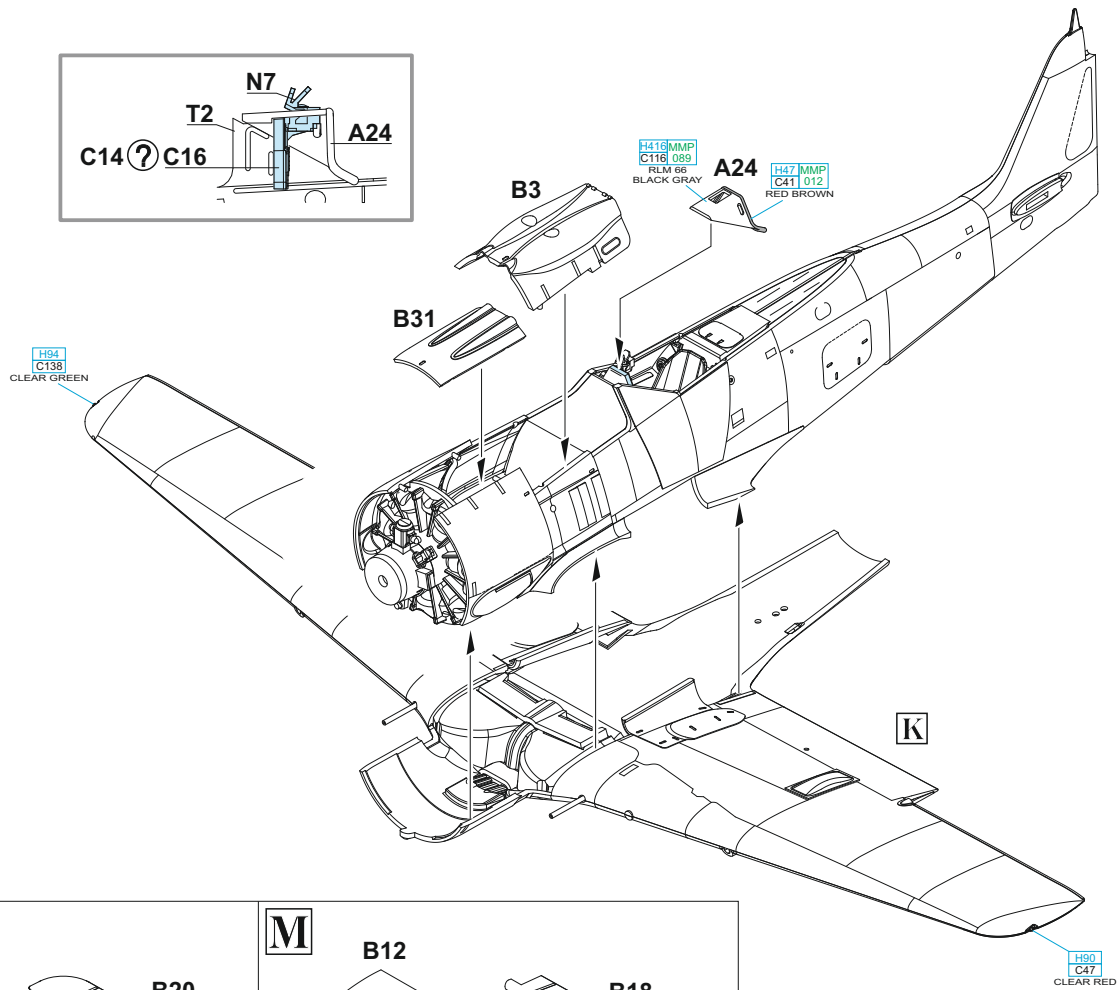
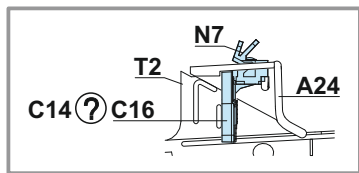
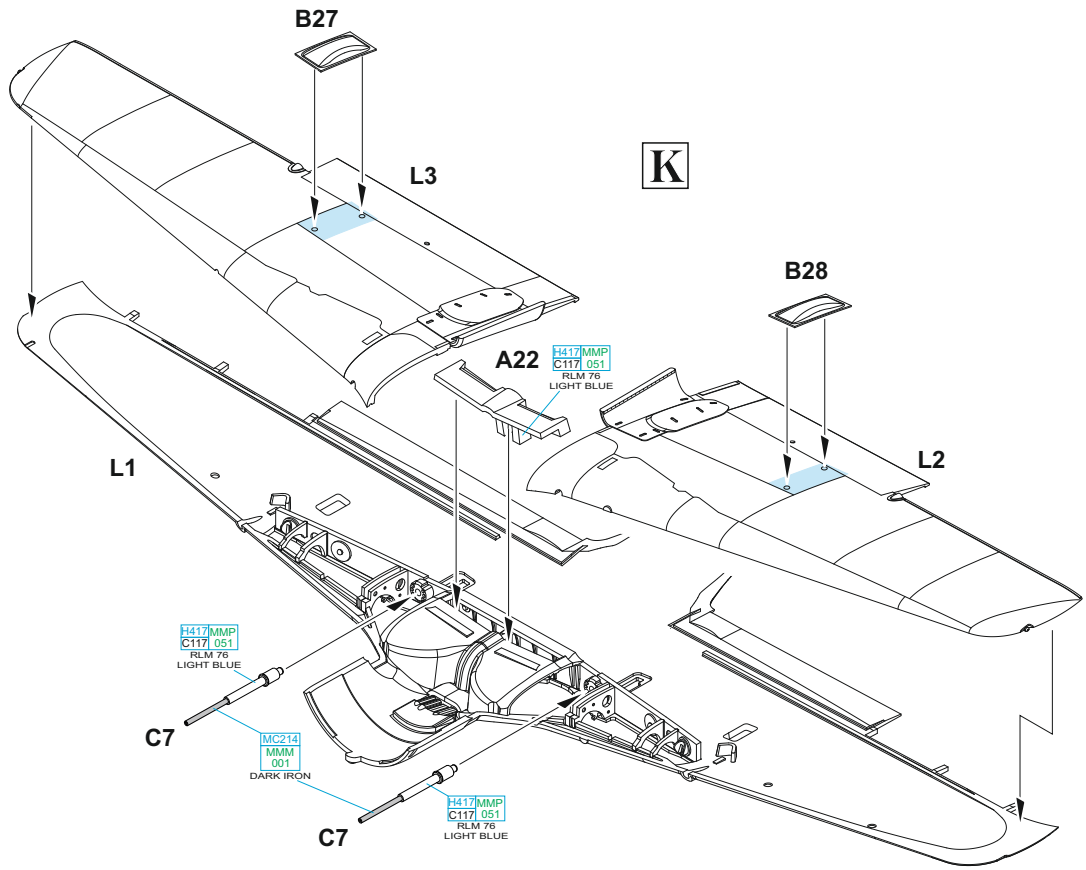
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H1</a>	<a href="#">C1</a>	<a href="#">MMP-001</a>	WHITE
<a href="#">H2</a>	<a href="#">C2</a>	<a href="#">MMP-047</a>	BLACK
<a href="#">H11</a>	<a href="#">C62</a>	<a href="#">MMP-001</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H15</a>	<a href="#">C65</a>		BRIGHT BLUE
<a href="#">H33</a>	<a href="#">C81</a>		RUSSET
<a href="#">H47</a>	<a href="#">C41</a>	<a href="#">MMP-012</a>	RED BROWN
<a href="#">H65</a>	<a href="#">C18</a>	<a href="#">MMP-088</a>	RLM70 BLACK GREEN
<a href="#">H68</a>	<a href="#">C36</a>	<a href="#">MMP-049</a>	RLM74 DARK GRAY
<a href="#">H69</a>	<a href="#">C37</a>	<a href="#">MMP-050</a>	RLM75 GRAY
<a href="#">H70</a>	<a href="#">C60</a>	<a href="#">MMP-056</a>	RLM02 GRAY
<a href="#">H77</a>	<a href="#">C137</a>	<a href="#">MMP-040</a>	TIRE BLACK

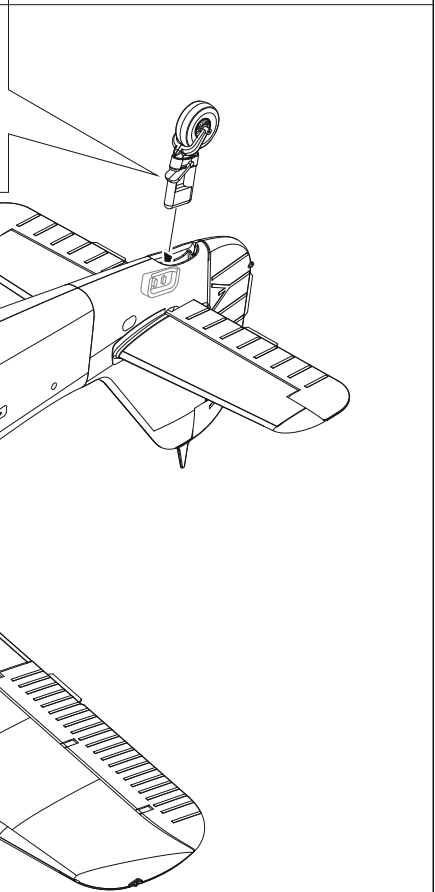
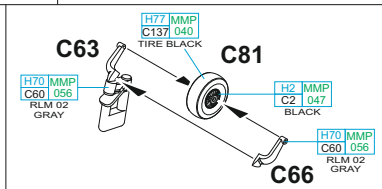
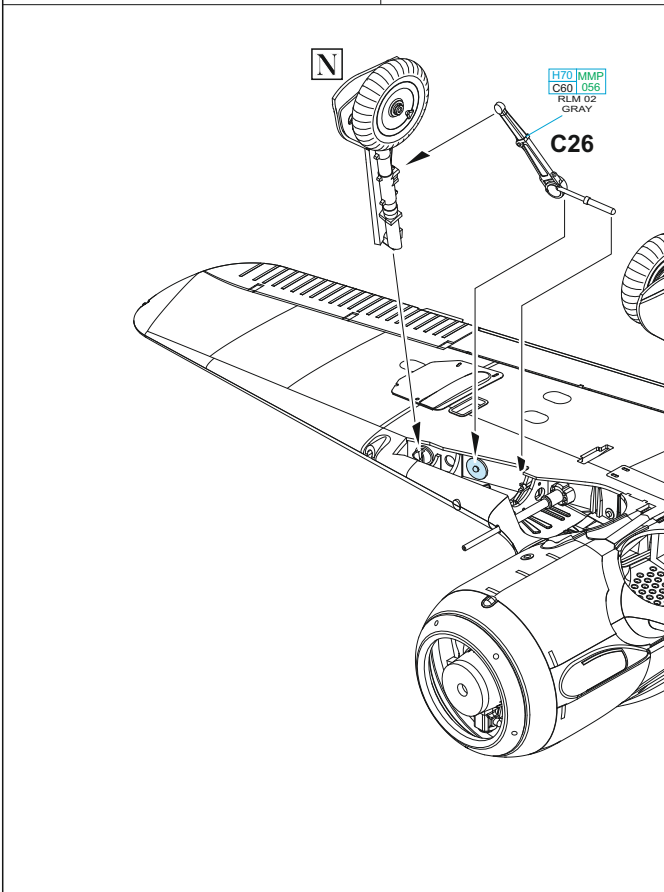
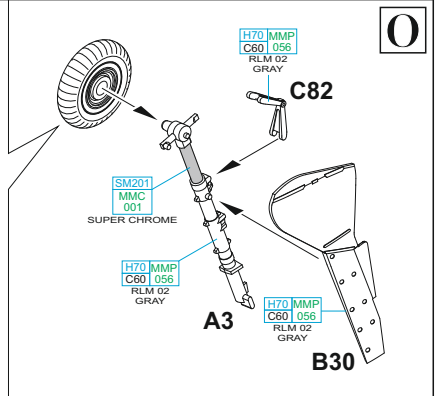
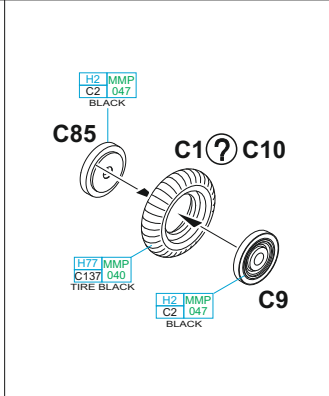
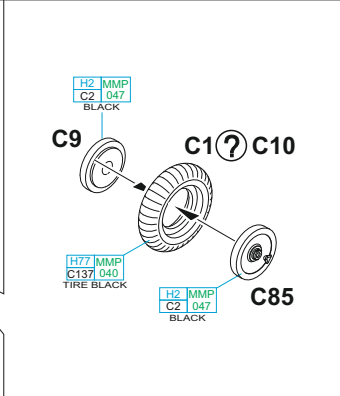
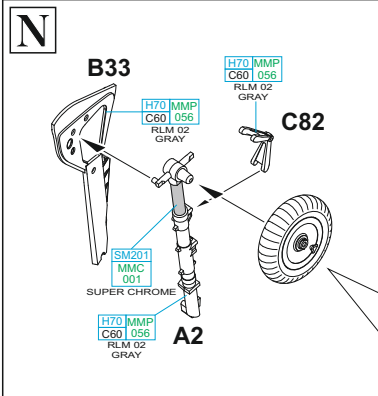
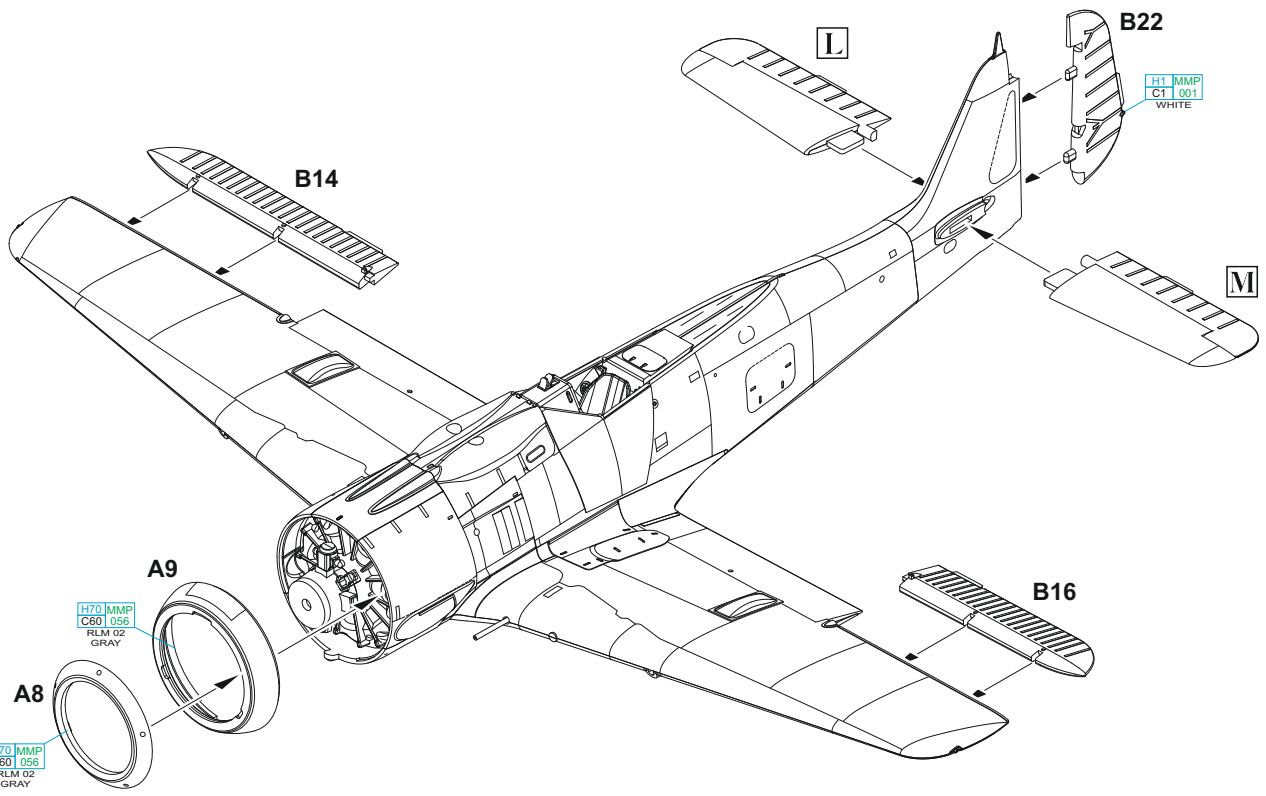
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AQUEOUS	Mr.COLOR	PAINTS	
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<a href="#">H94</a>	<a href="#">C138</a>		CLEAR GREEN
<a href="#">H413</a>	<a href="#">C113</a>	<a href="#">MMP-090</a>	RLM04 YELLOW
<a href="#">H414</a>	<a href="#">C114</a>		RLM23 RED
<a href="#">H416</a>	<a href="#">C116</a>	<a href="#">MMP-089</a>	RLM66 BLACK GRAY
<a href="#">H417</a>	<a href="#">C117</a>	<a href="#">MMP-051</a>	RLM76 LIGHT BLUE
	<a href="#">C125</a>	<a href="#">MMP-108</a>	COWLING COLOR
Mr.METAL COLOR		METALLICS	
	<a href="#">MC213</a>	<a href="#">MMM-006</a>	STEEL
	<a href="#">MC214</a>	<a href="#">MMM-001</a>	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	<a href="#">SM201</a>	<a href="#">MMC-001</a>	SUPER CHROME





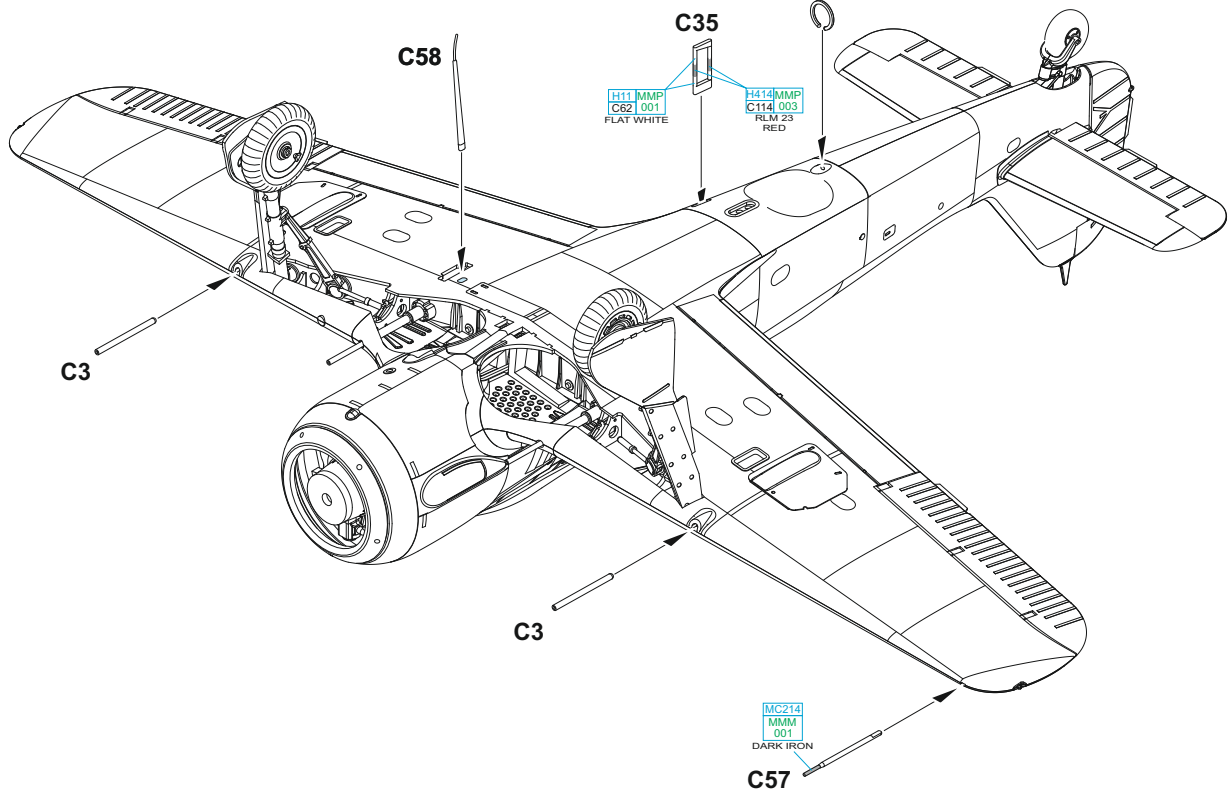




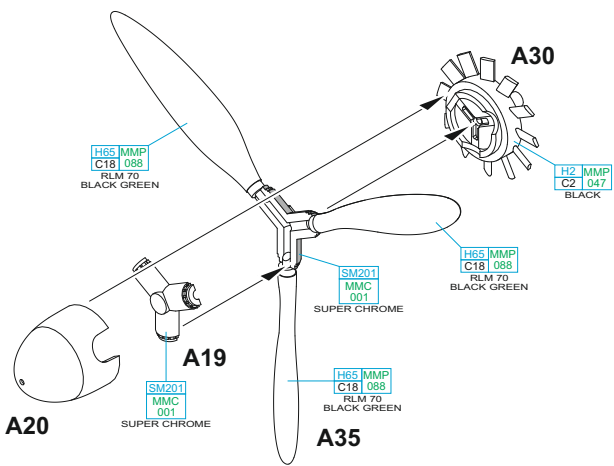


**C46 - MARKINGS B, C, D ONLY**

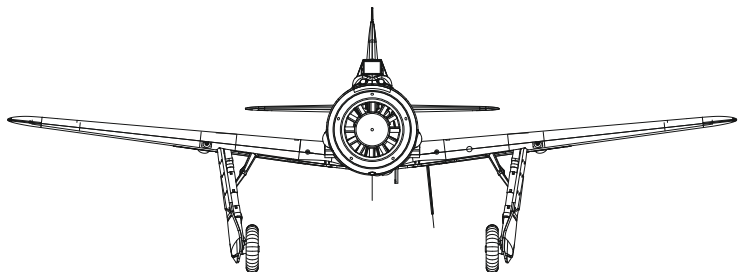
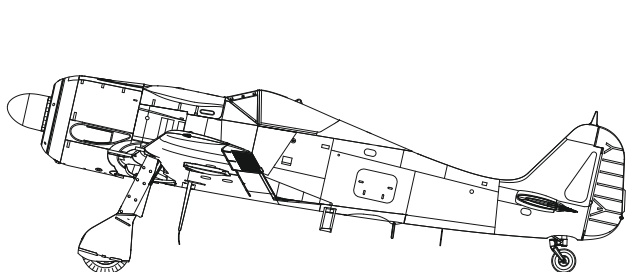
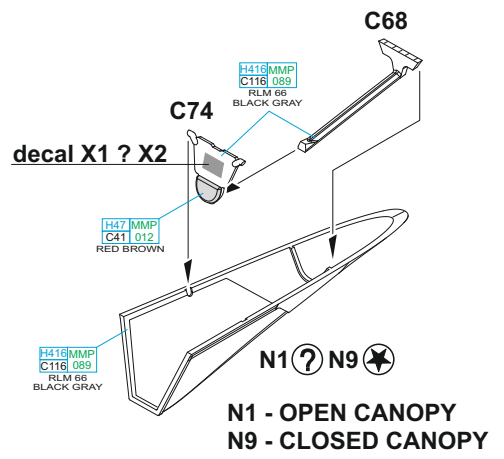
**? C46**



**P**



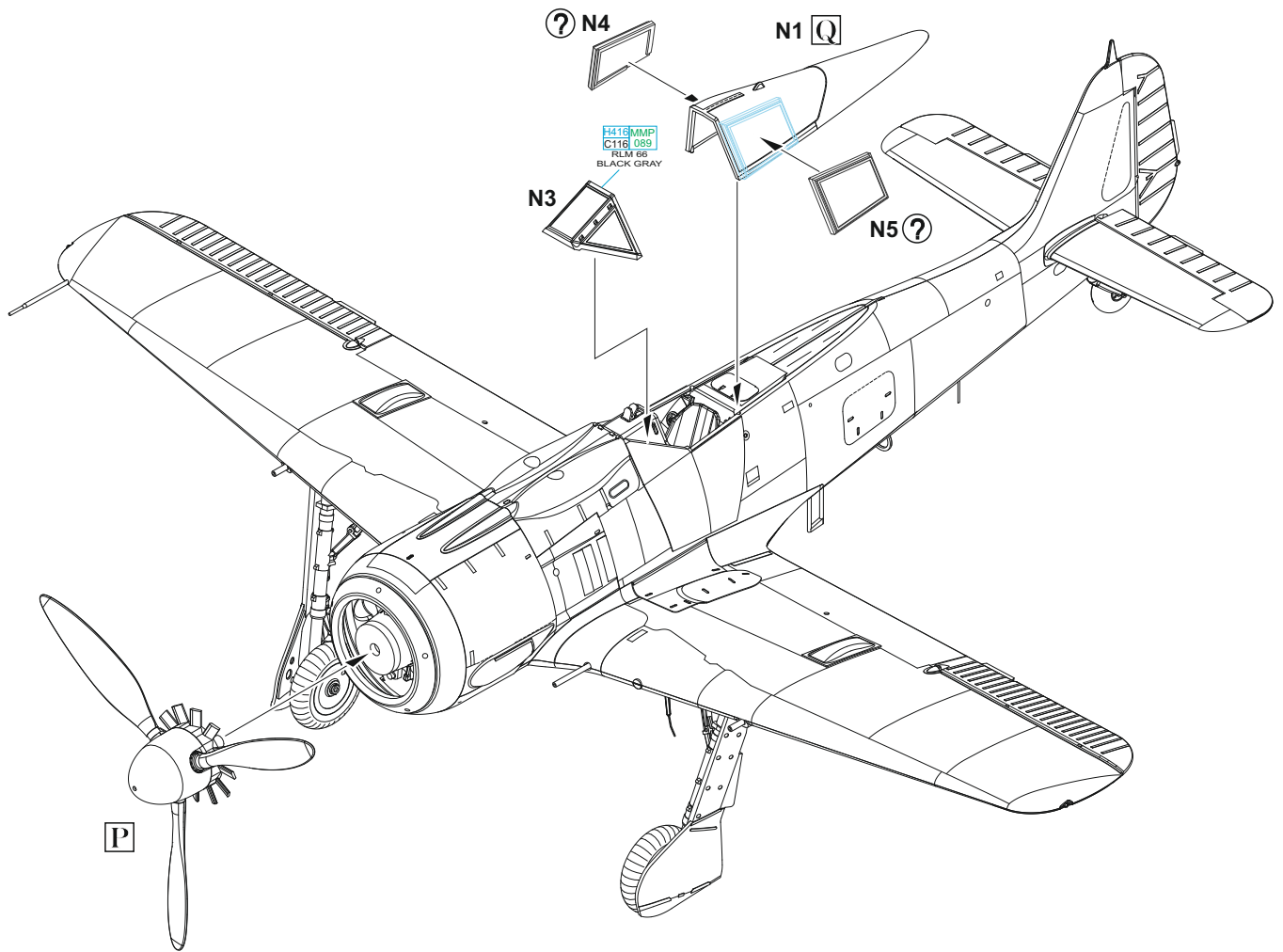
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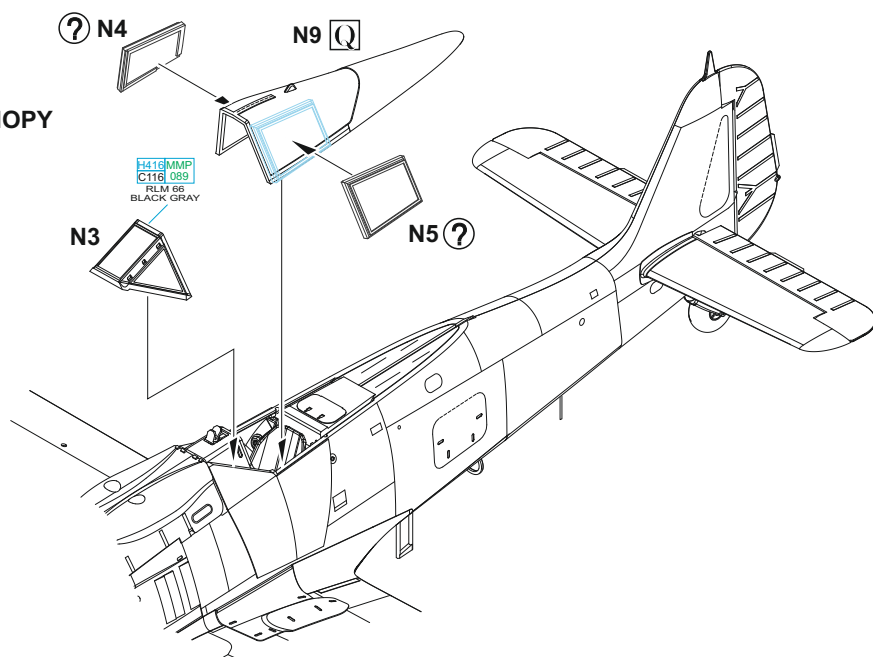
N4, N5 - MARKINGS A;C ONLY

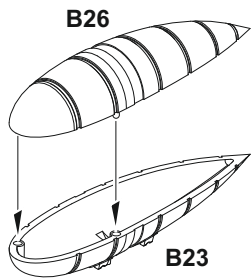
OPEN CANOPY



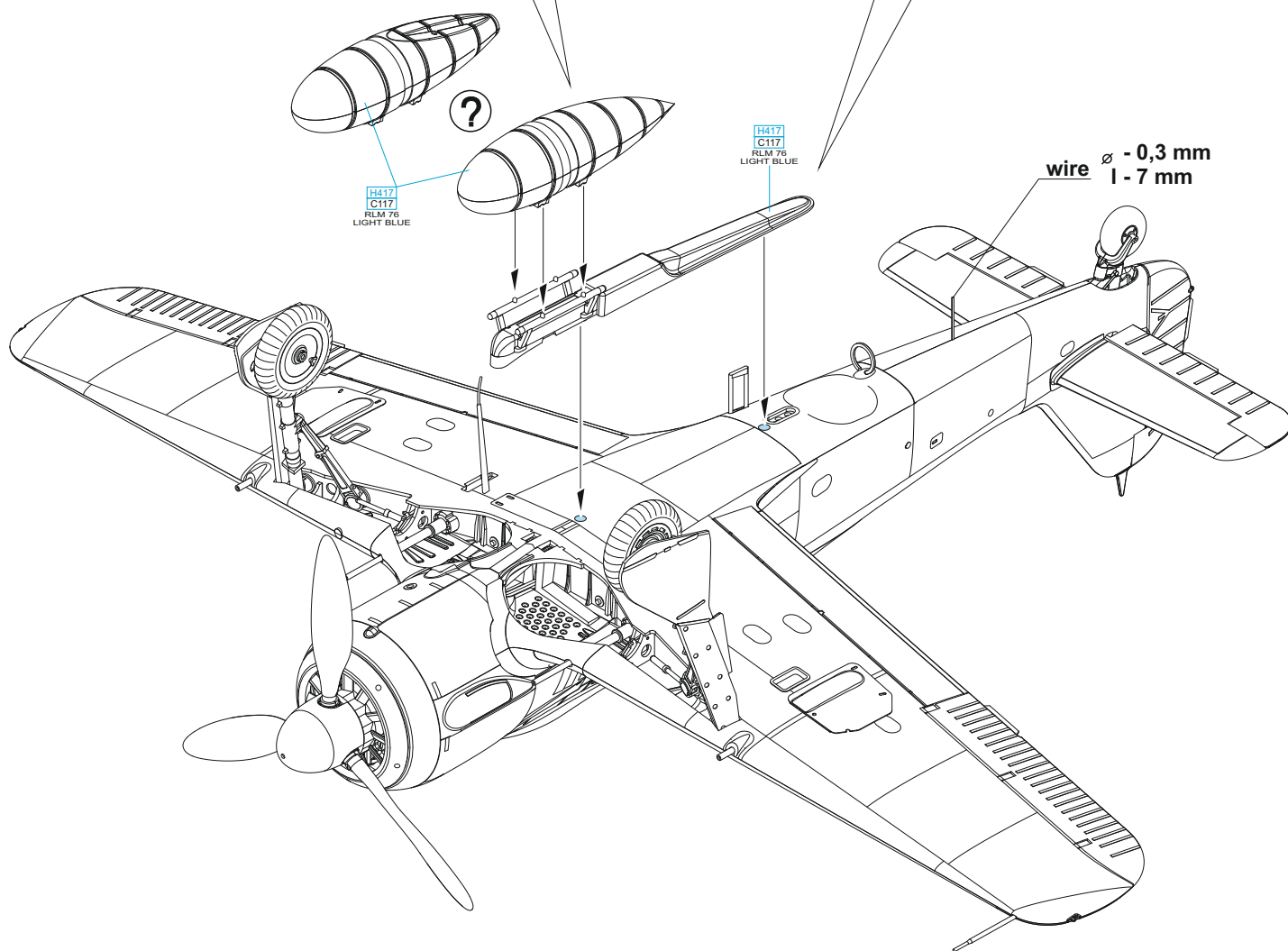
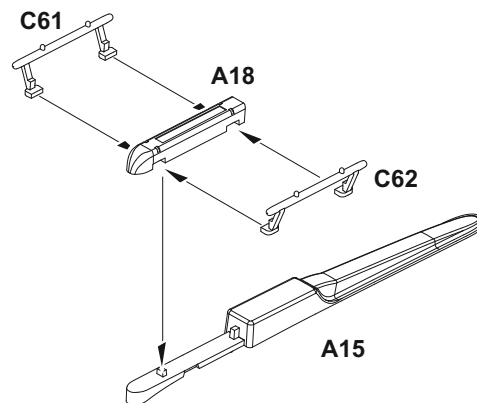
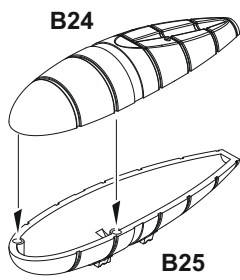
N4, N5 - MARKINGS A;C ONLY

CLOSED CANOPY



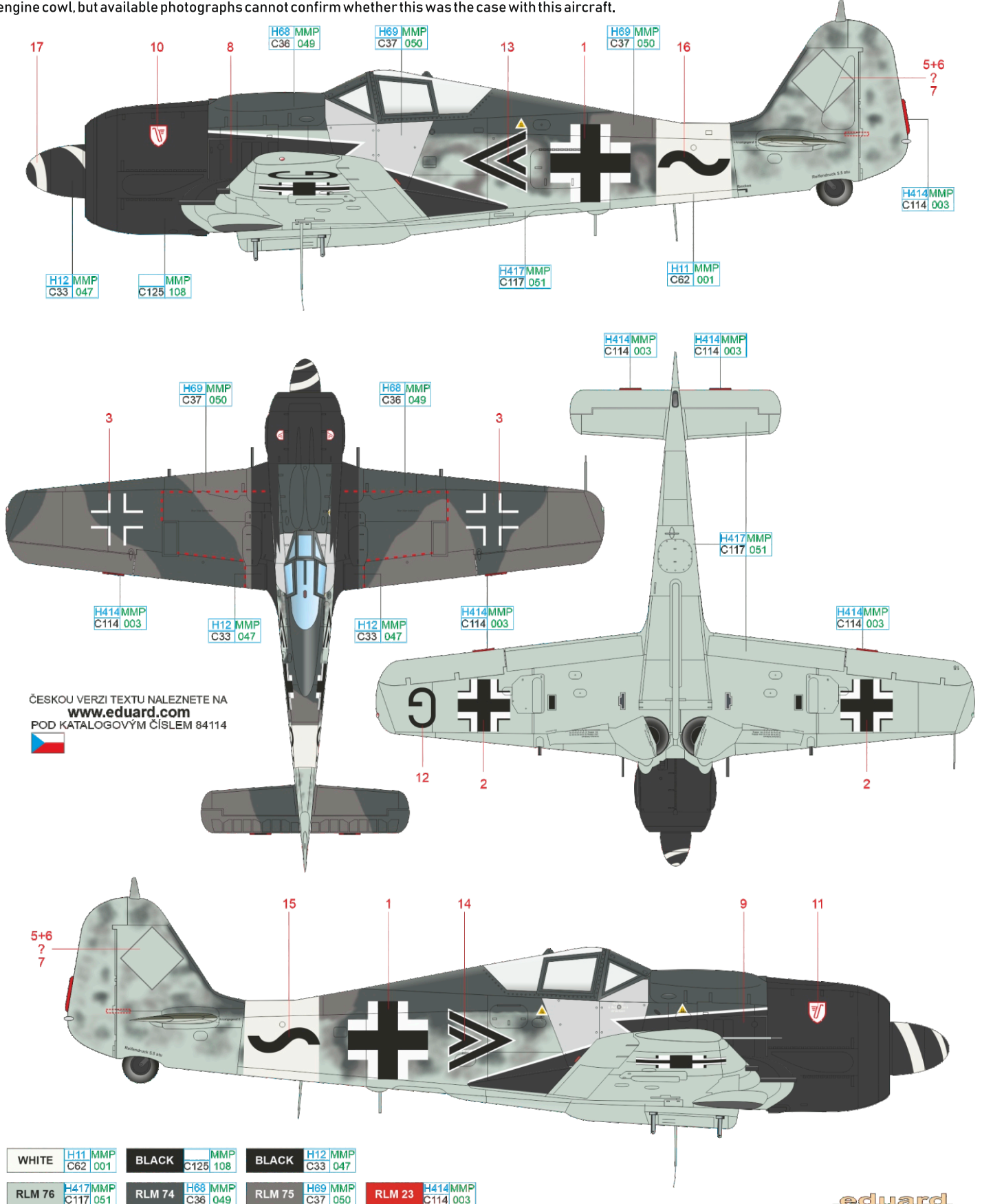


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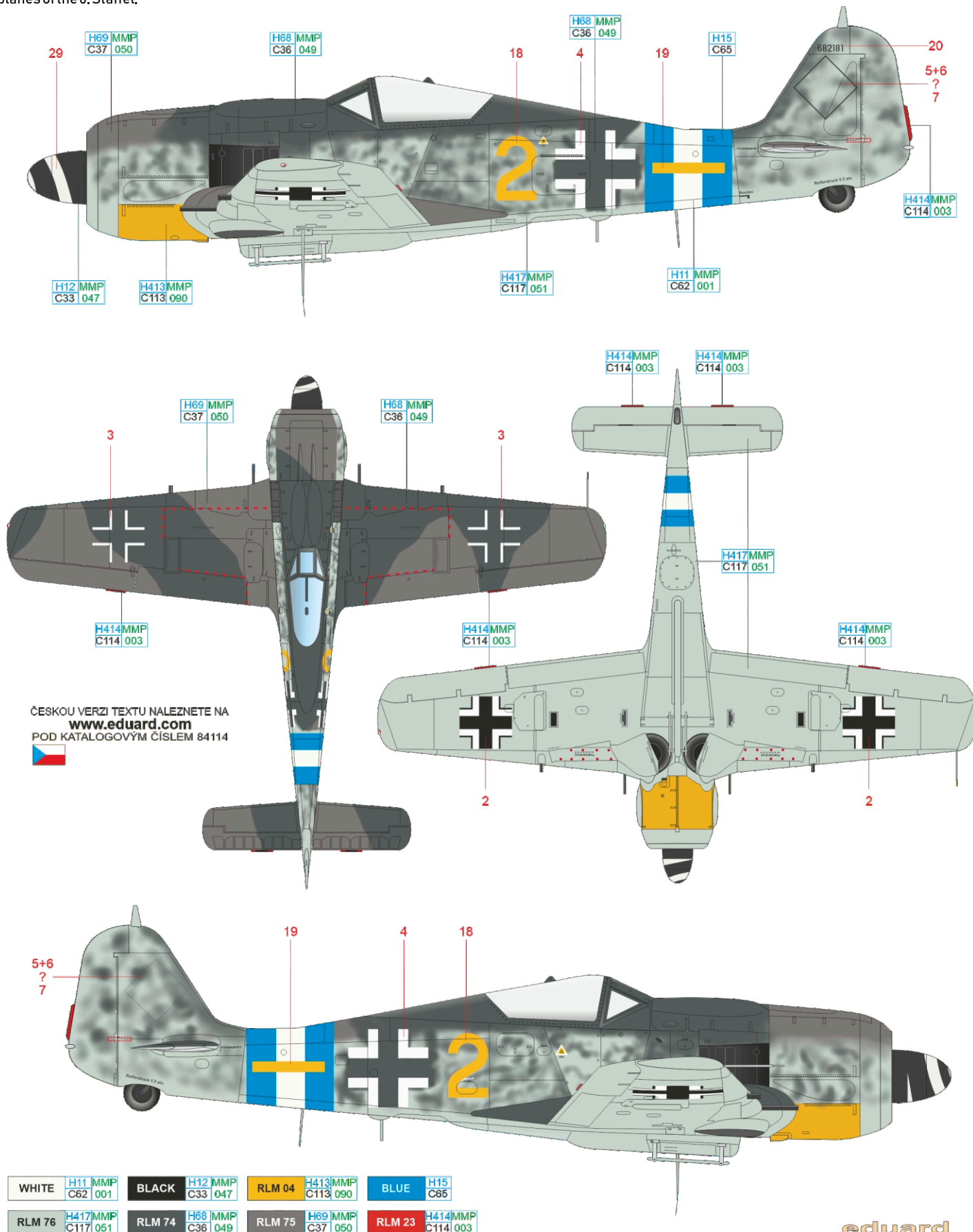
# A Hptm. Wilhelm Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944

Wilhelm Moritz joined German army service in 1933 and was assigned to the Luftwaffe afterwards. The outbreak of WWII found Moritz flying Bf110 with II./ZG1. In the summer of 1940, he was reassigned to 6./JG 77 and served as CO of II./JG 1 in April 1942. He was transferred to JG 51 on the Eastern Front in September 1942, there he shot down 25 aircraft. On October 19, 1943, he was appointed Staffelfkapitan of 6./JG 3. The JG 3 was a component of the fighter network tasked with the defense of the Reich (Reichsverteidigung). Moritz became the CO of its IV. Gruppe on April 18, 1944. This Gruppe specialized in the use of heavily armed and armored single-engine fighters against Allied four-engine bombers. He was relieved of his command of IV. Gruppe on December 5, 1944, following a nervous breakdown and after recuperation he took over command of the Luftwaffe replacement training unit IV./EJG1. Moritz found his way back to a combat unit before the war ended, as he became CO of II./JG 4 on April 18, 1945. He held this post till the end of the war. He was credited with 44 victories and was awarded the Knight's Cross on July 18, 1944. Moritz's aircraft carried the standard Luftwaffe fighter camouflage scheme. Aircraft of IV./JG 3 had black engine cowls. The double chevron identifies the Gruppe leader's aircraft and the wave marking on the rear fuselage was carried by aircraft of the IV. Gruppe. Fuselage protective armor plates were light gray or unpainted. Most of the JG 3 aircraft carried the unit marking on the engine cowl, but available photographs cannot confirm whether this was the case with this aircraft.

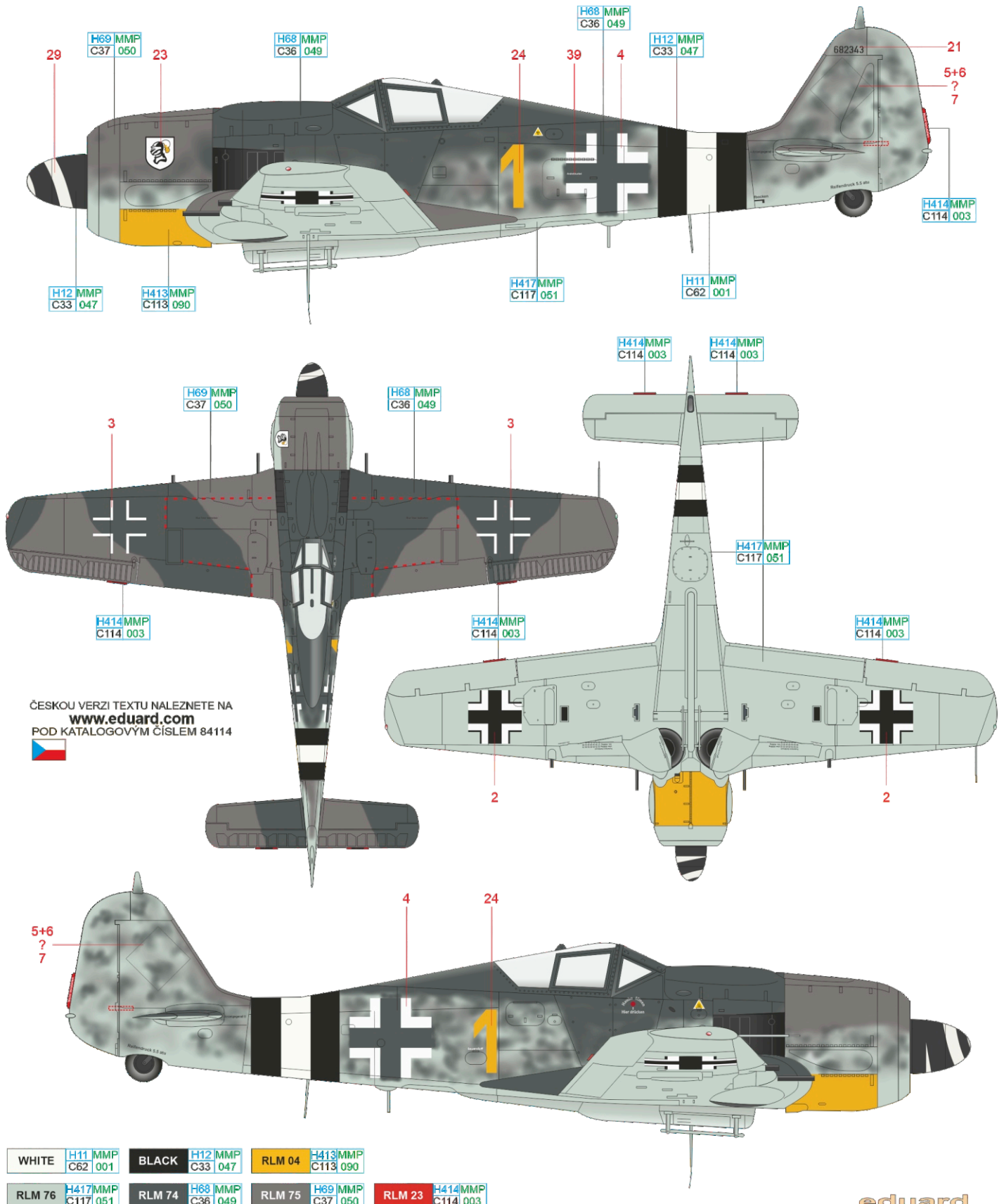


# B WNr. 682181, Fw. Hubert Engst, 6.(Sturm)/ JG 300, Löbnitz, Germany, early

A native of Krauschwitz, Hubert Engst was born on November 10, 1921 and on completion of flight training in July 1943, he was assigned to JG Hermann (later redesignated as JG 300), specialists in the use of Wilde Sau tactics (night attacks against bombers using single-engine fighters). Here, on his first combat flight and only three hours after his arrival he would shoot down a Stirling bomber. Hubert Engst flew with the 5. and later 6. Staffel of JG 300, the unit integrated from the beginning of its existence into the structure of the Defense of the Reich. According to the sources Engst shot down some 20 aircraft. He was shot down twice himself. Remains of his Fw 190A-8/R2 WNr. 681361 "Yellow 7" were discovered in 2011 near Otin close to Jindrichuv Hradec. They are part of the collection of the local museum there nowadays. Hubert Engst lived in the former East Germany after the WWII and died in 1981. The standard RLM74/75/76 scheme was complemented by JG 300 colors and markings from the end of the war in the shape of a blue-white-blue band of prescribed 900 mm overall width. A horizontal strip designating aircraft of the II. Gruppe was painted over the band, its yellow color was specific to the planes of the 6. Staffel.



Karl Kleemann became a member of 7. Staffel II.(Sturm)/JG 4 in August 1944. The newly formed unit was to fight with Allied four-engine bomber formations. Its first combat occurred on September 11, 1944, and its pilots achieved considerable success in combat with aircraft from the 3<sup>rd</sup> Bomb Division. With the support of Messerschmitts from the 3. Gruppe, they managed to shoot down fourteen B-17s, mostly from the 100<sup>th</sup> Bomb Group. The Sturmgruppe paid for this with the loss of at least 20 Sturmbocks and 12 pilots killed. Karl Kleemann in the aircraft designated "Yellow 1" was one of them. To escape the battle area, many Sturmbock pilots got into dogfights with American fighters. Kleemann's machine appeared shortly after 12:10 at an altitude of 160 ft (50 m) over the town of Thum, pursued by several P-51s. After a sharp turn over the center of town, the aircraft crashed in a field just next to the town hospital and exploded. In September 2018, a monument was unveiled near the crash site, designed as a memorial to all the victims of the Battle of the Erzgebirge. Kleemann's Sturmbock bore the standard livery used by II.(Sturm)/JG 4. The RLM 74/75/76 color scheme was supplemented by the fuselage markings of JG 4 according to the Reich Defense System (black and white bands). The horizontal stripe of the II. Gruppe was not used on JG 4 aircraft during this period. The emblem on the engine cowling could have had the crest of the knight's helmet painted yellow, or it could have remained unpainted. During the period in question, JG 4 still used side armor windows on its Fw 190s. The fuselage machine guns were often removed.



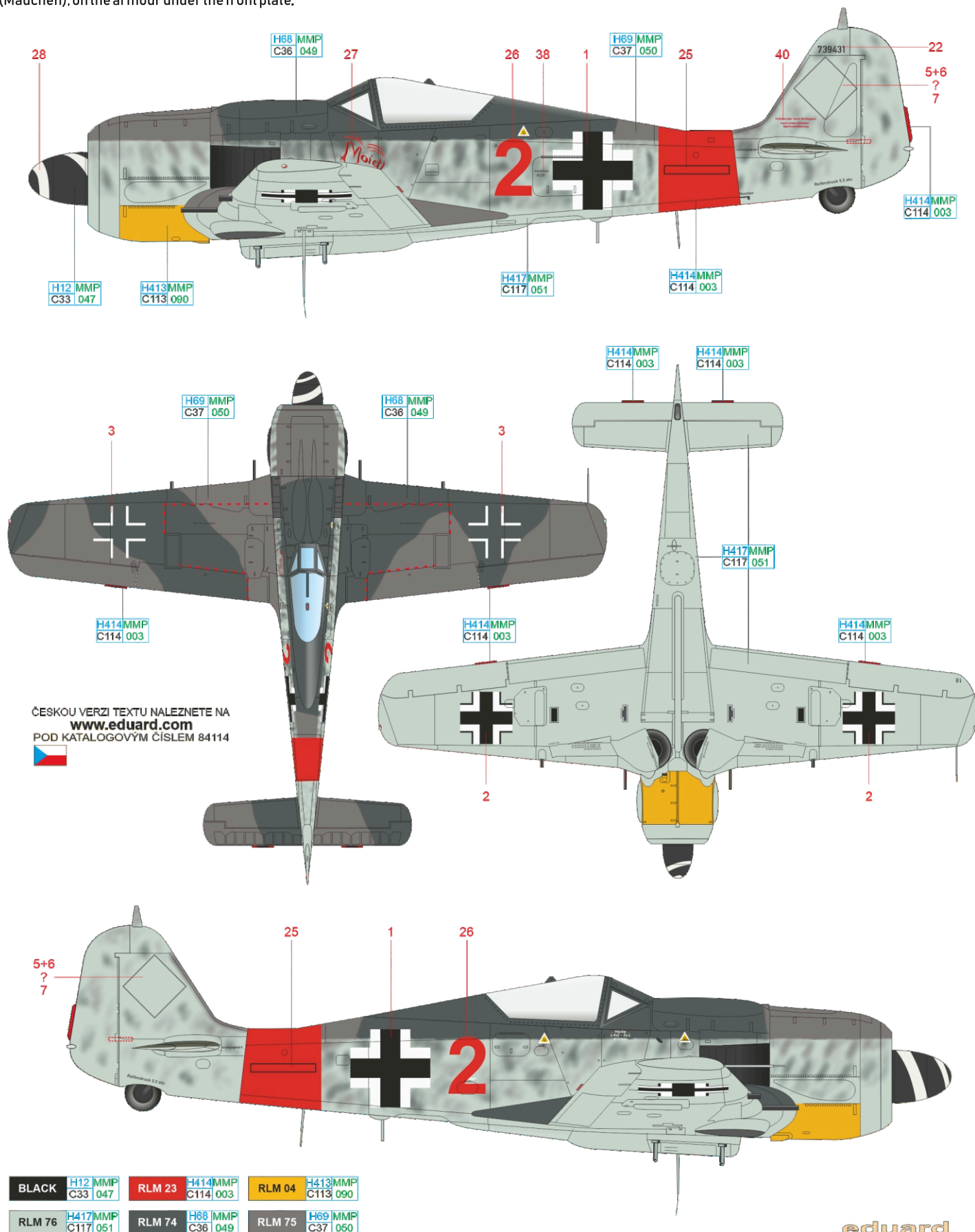
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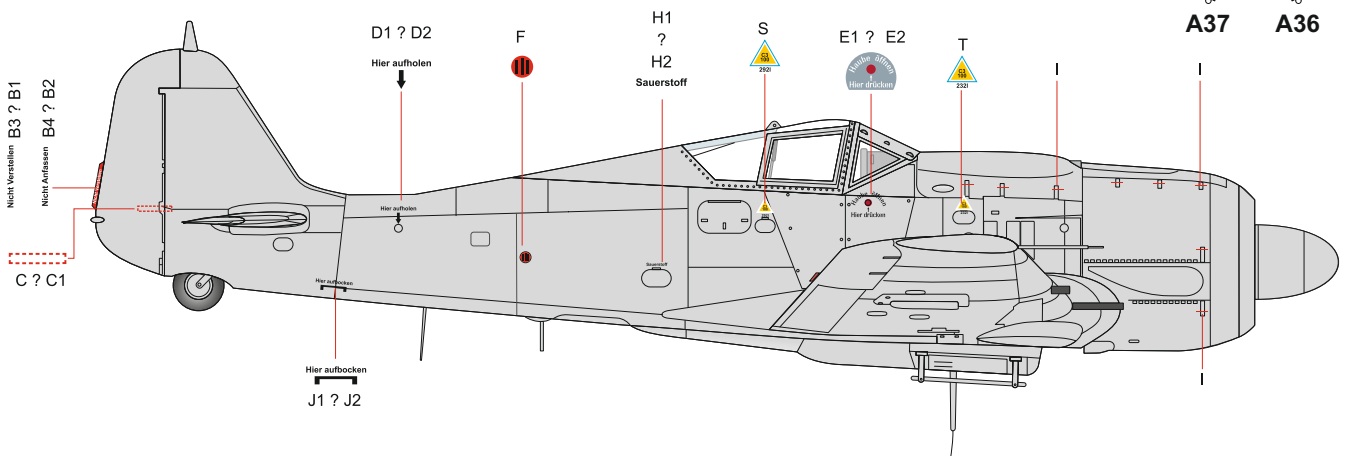
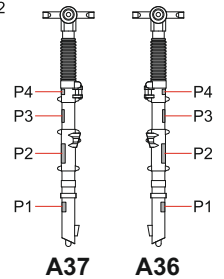
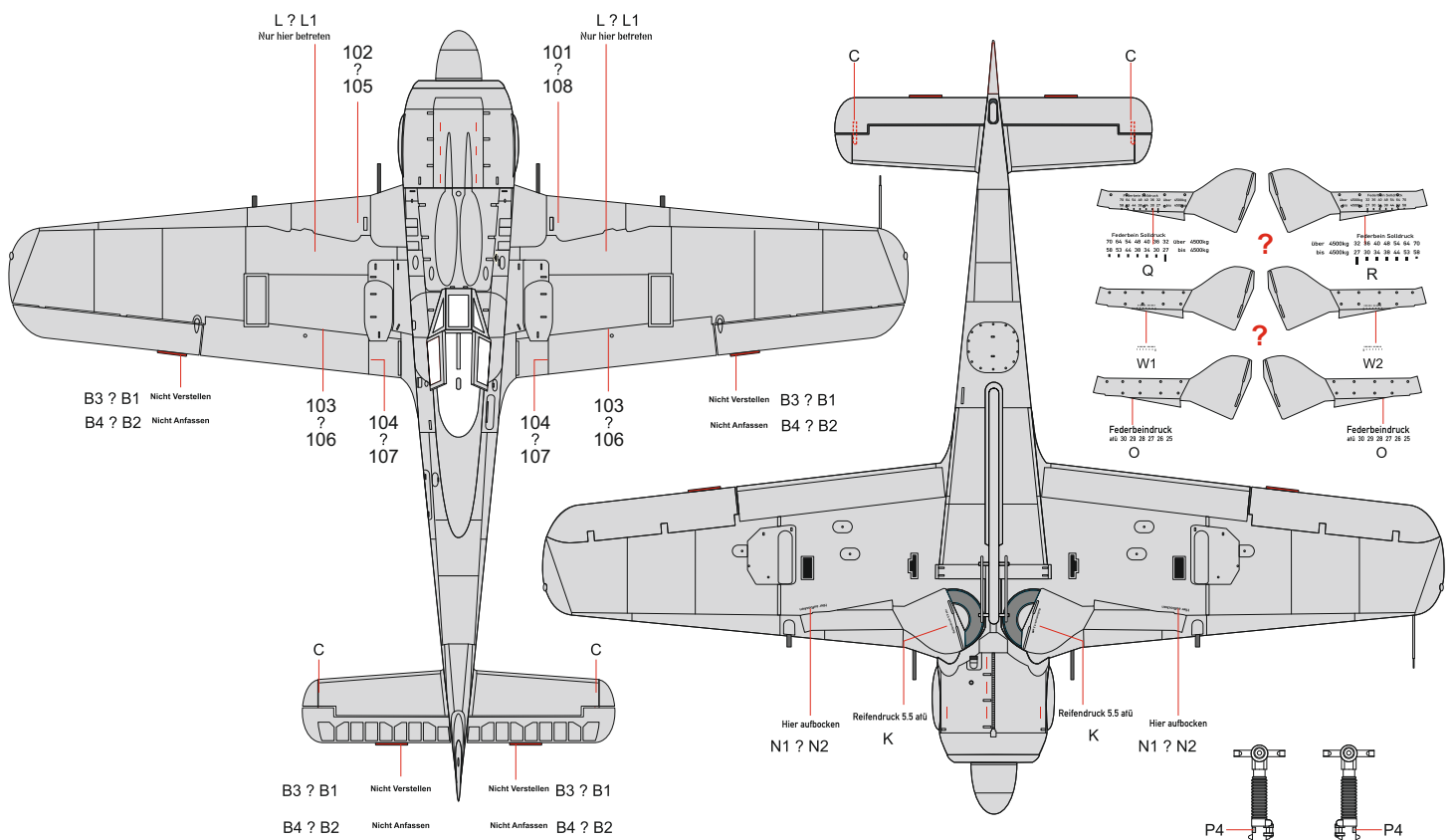
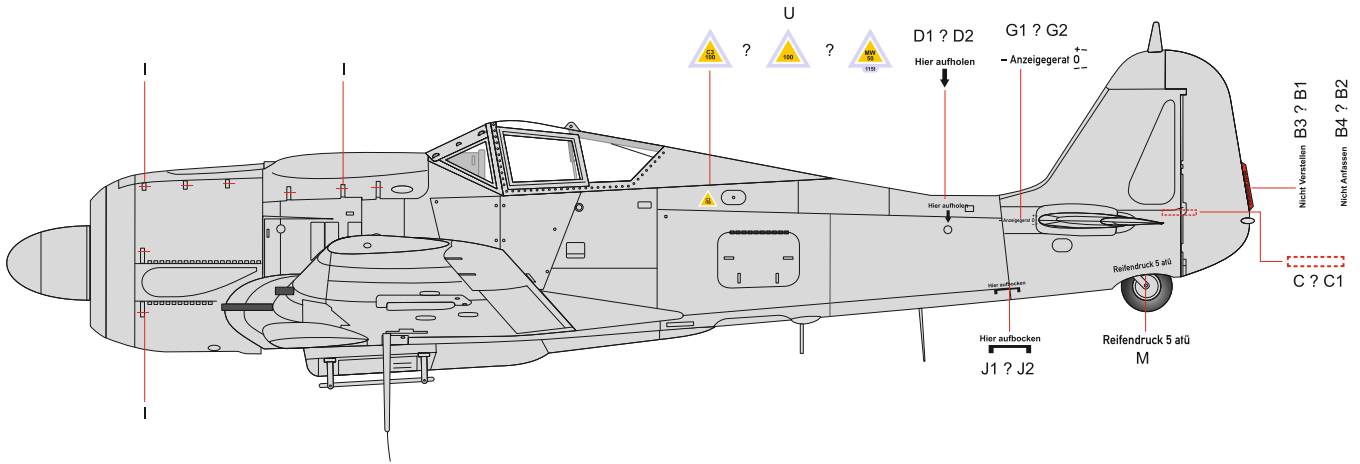


WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	RLM 04	H413 MMP C113 090
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
				RLM 23	H414 MMP C114 003

# D WNr. 739431, Lt. Norbert Graziadei, 5.(Sturm)/JG 300, Löbnitz, Germany, October 1944

A native of Vienna, Norbert Graziadei was born on February 20, 1920. He joined the Luftwaffe in 1941 and completed pilot training, after which he flew with a transport squadron. In April 1944, he joined the fighters, underwent night fighter training, and on June 14 he was sent to II./JG 300, which was at the time conducting Wilde Sau night flights using single seaters to fight British bomber raids. Later on the unit was transferred to the Defence of the Reich system, which necessitated change in its activities, as it became a day combat unit. Graziadei was chosen by the commander of 6./JG 300 as his deputy and technical officer. In September, the change occurred again and II. Gruppe became Sturmgruppe, i.e. a special group for fighting daylight bombers. On 25 September 1944, Lt. Graziadei, nicknamed Naggi, was transferred to the 5. Staffel, where he also acted as the technical officer and CO's deputy, now to Lt. Bretschneider. Norbert Graziadei survived deployment during World War II, shooting down a total of ten enemy aircraft. He died in 1999. During his time with the 5. (Sturm)/JG 300, he flew at least two Fw 190A-8/R2s, designated "Red 2", which bore the inscription "Moidl", the Tyrolean dialect term for girl (Mädchen), on the armour under the front plate.





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- 48973 Fw 190A-8/R2 (PE-Set)
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- 648381 Fw 190A exhaust stacks (Brassin)
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- 3DL48027 Fw 190A-8/R2 SPACE (3D Decal set)
- EX587 Fw 190A TFace (Mask)



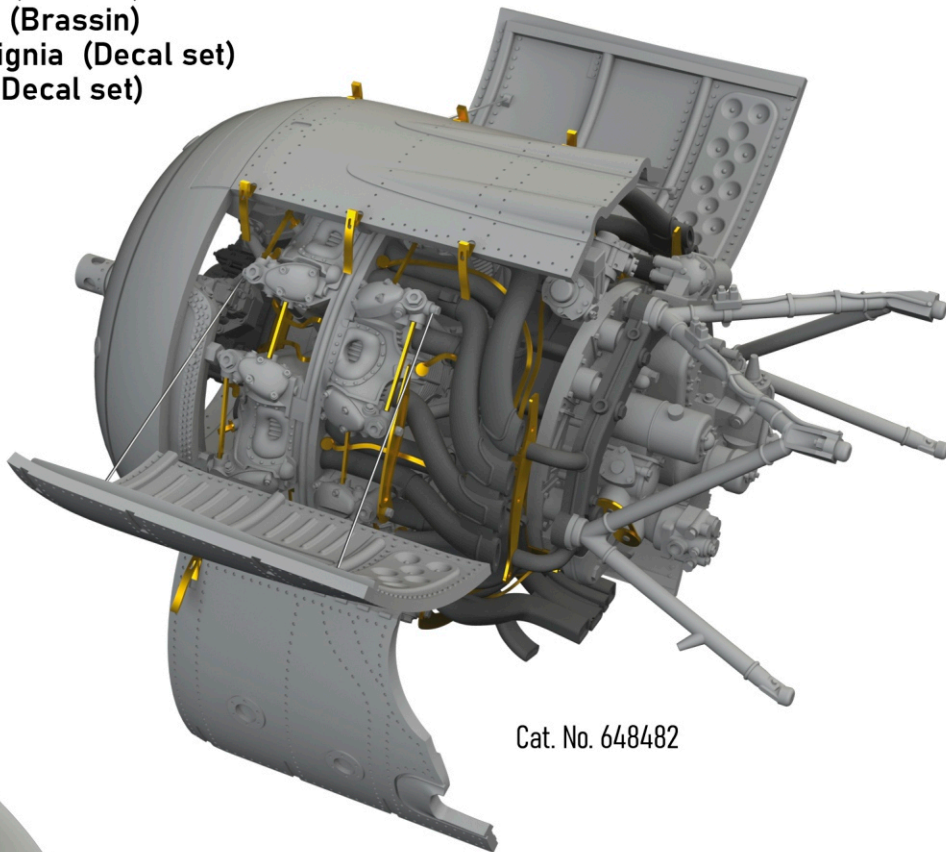
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