

# Fw 190A-8

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84116

**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 halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. After the line of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

#### Into combat

In June 1941, Luftwaffe accepted first of 100 ordered examples of Fw 190A-1, 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 Hurricanes, but also to Spitfires. The very first Fw 190 lost in combat was the Fw 190A-1 (factory No. 0028) flown by Gruppenkommandeur (Group Commander) of the 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 190 variants, 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 also to some 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 then saw the development of a new, strengthened wing, which incorporated MG 151 cannons instead of the MG FFs ones 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 131 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 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 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 a 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 use of 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 on the East one.

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

Thanks to the lengthened fuselage of Fw 190A-5, adopted due to the change of center of gravity of the aircraft, further development of the armament and armor of this fighter was possible. BMW 801D-2 engine developed 1,677 hp (1,250 kW), some 238 hp (103 kW) more compared to the previous C-2 variant, and this power raised the performance of the aircraft. 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 armor of the annular oil cooler invented by BMW was used. The engine itself sported emergency boost system used with the fighter variants of the A-8, which raised the maximum power to 1,950 hp (1,460 kW) available for 10 minutes.

The production of the Fw 190A-8 started with the standard wing version. The armament installed in the wing was unified, as two 20mm MG 151 cannons were installed in inner as well as outer position in each half of the wing. This already quite heavy armament was supplemented with two 13mm MG 131 machine guns in the front fuselage. Later, the universal wing was entered, allowing installation of different weapons in the outer wing position.

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  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



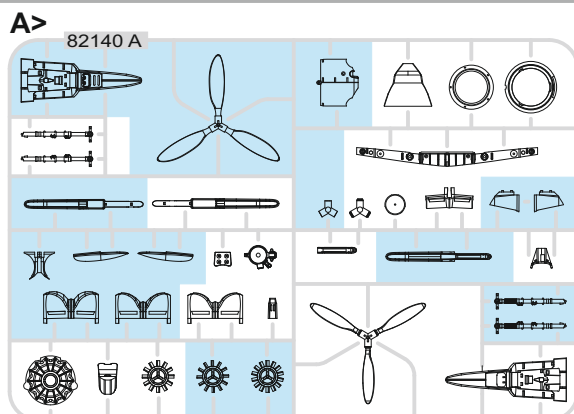
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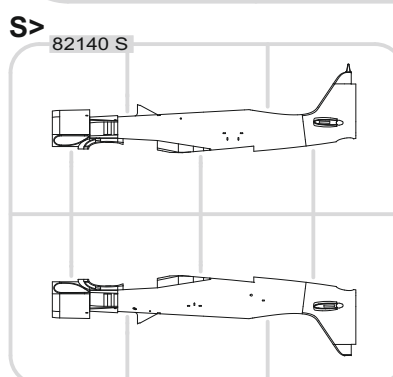
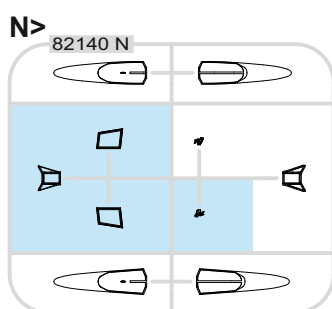
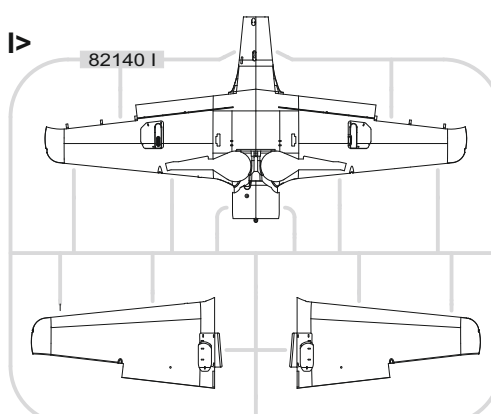
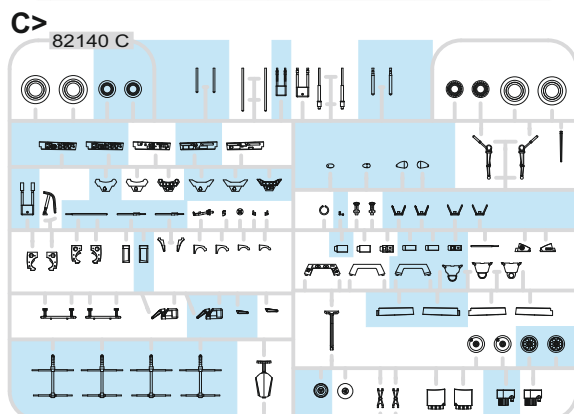
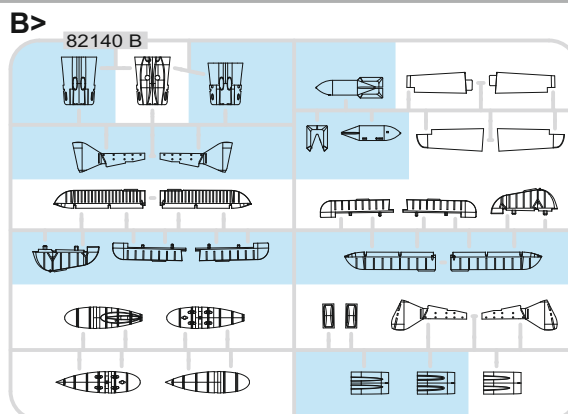
PIÈCES



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



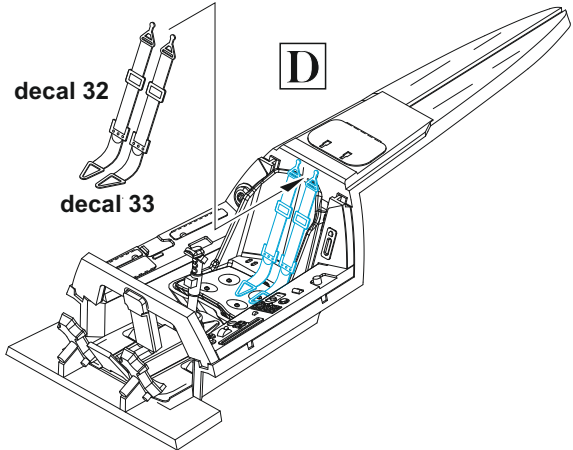
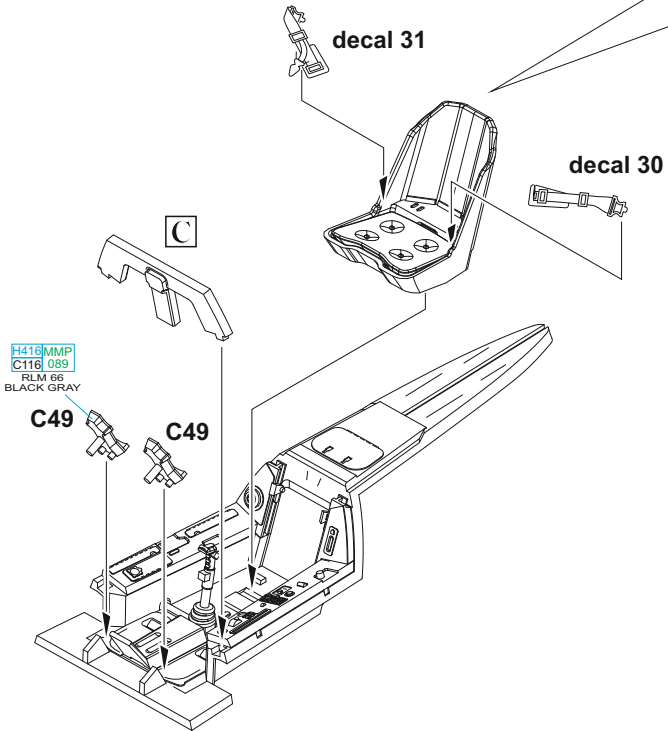
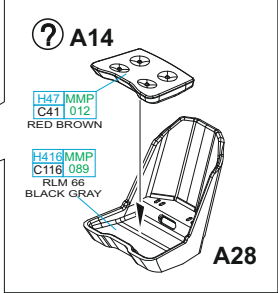
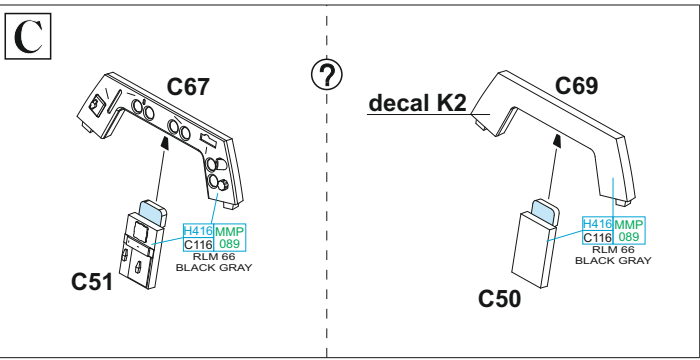
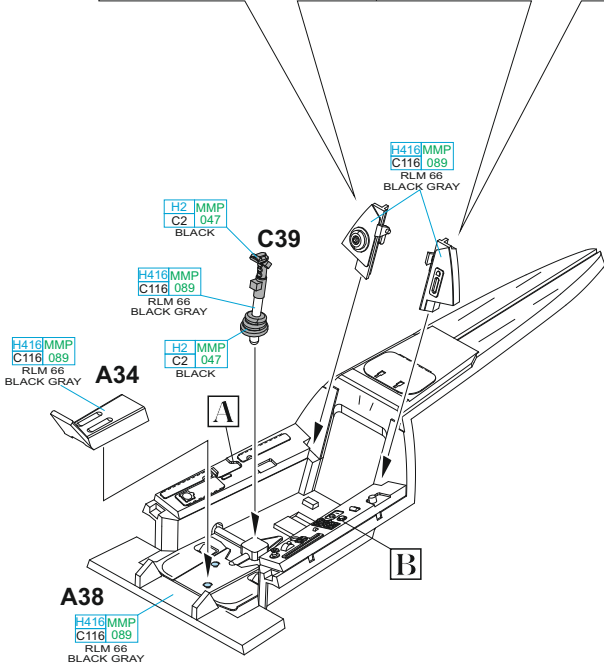
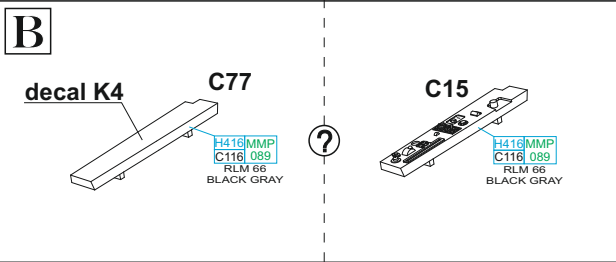
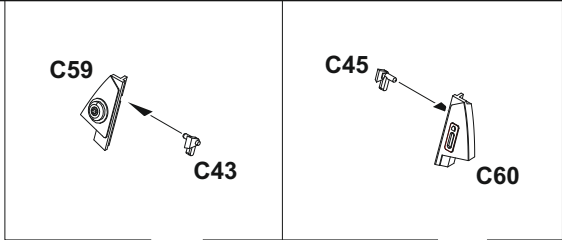
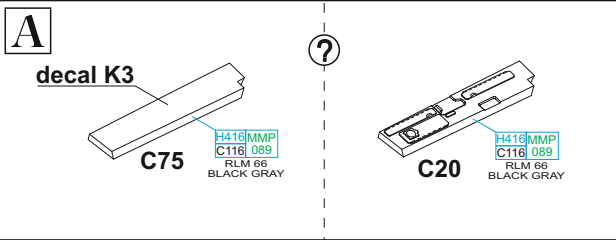
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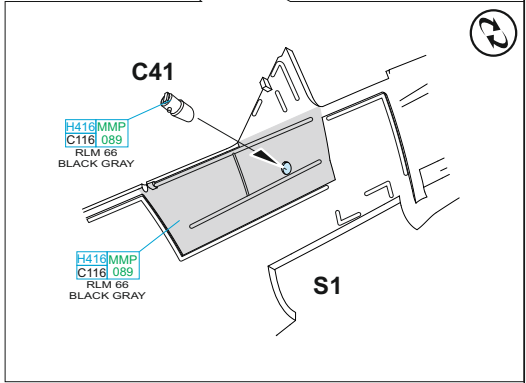
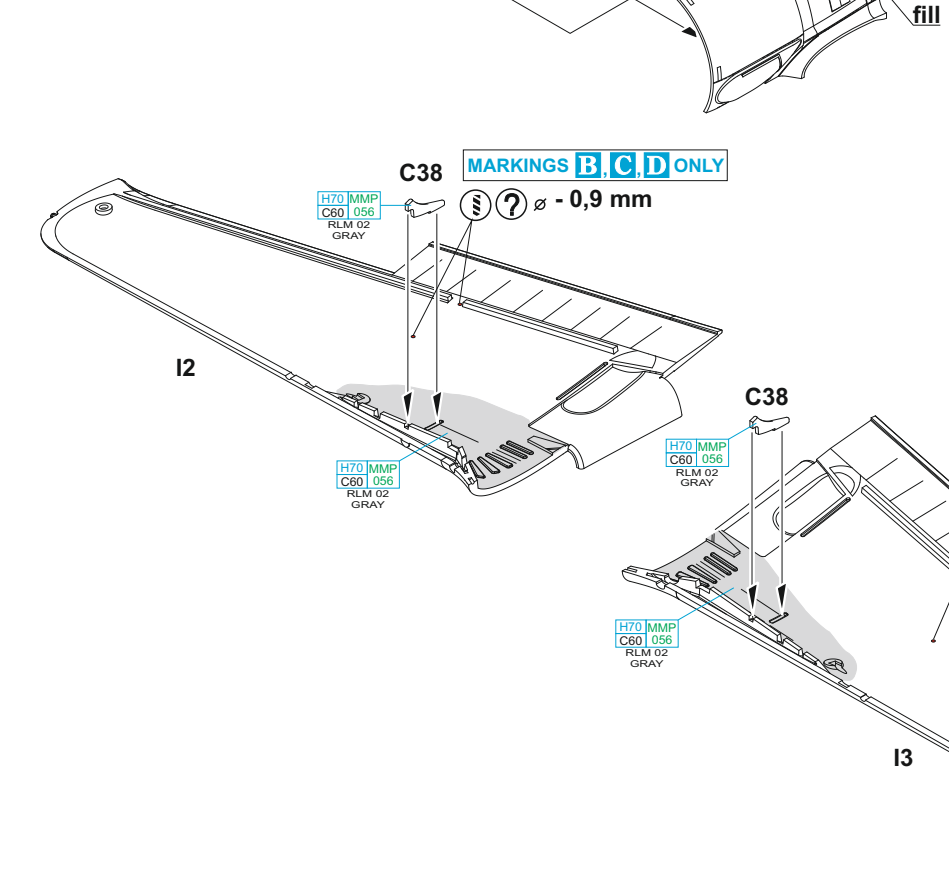
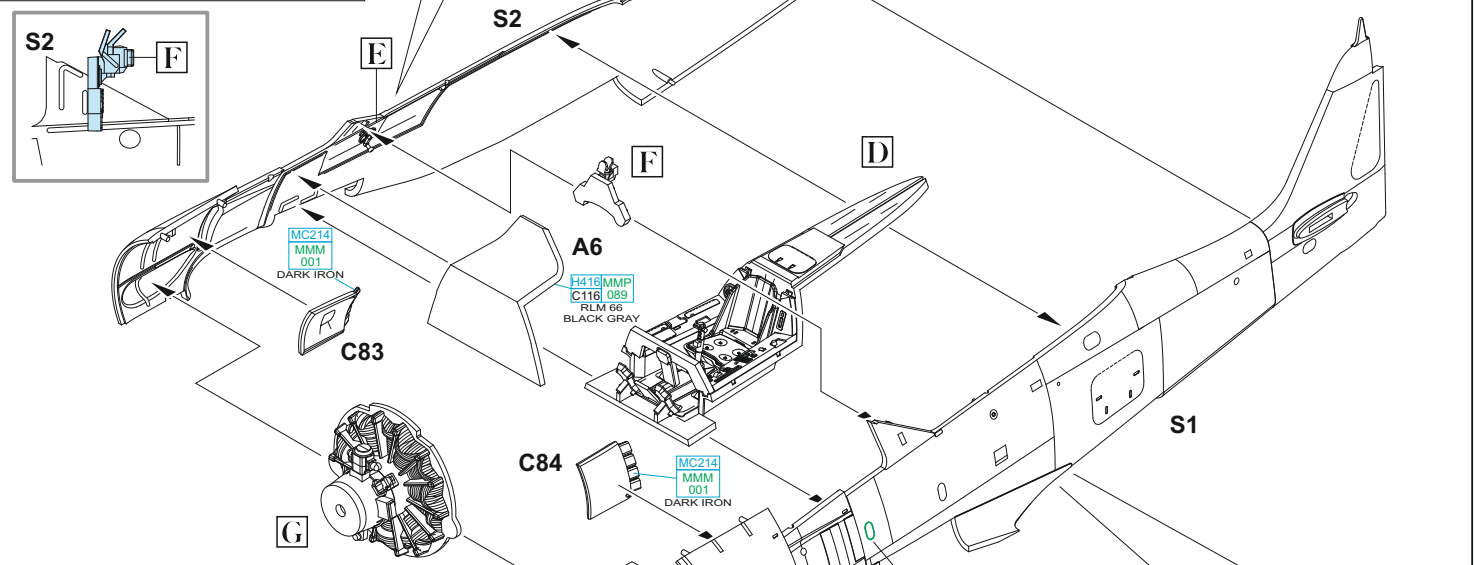
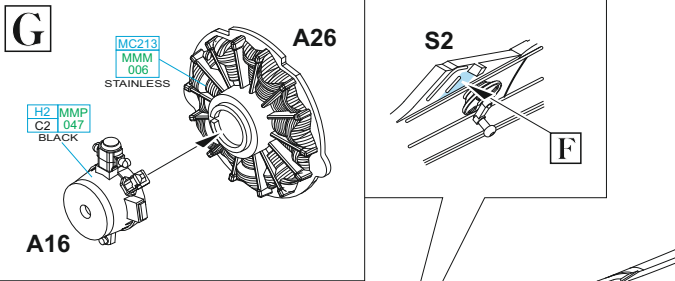
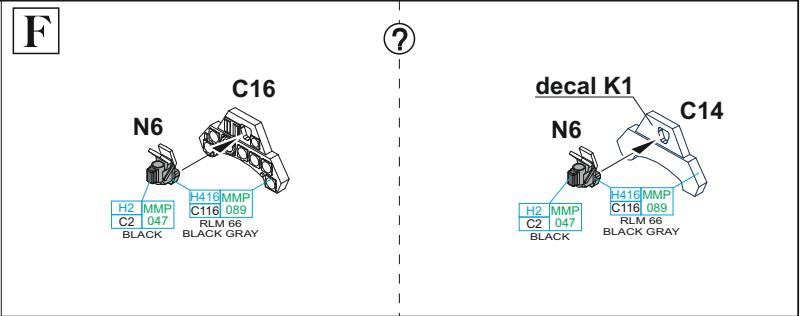
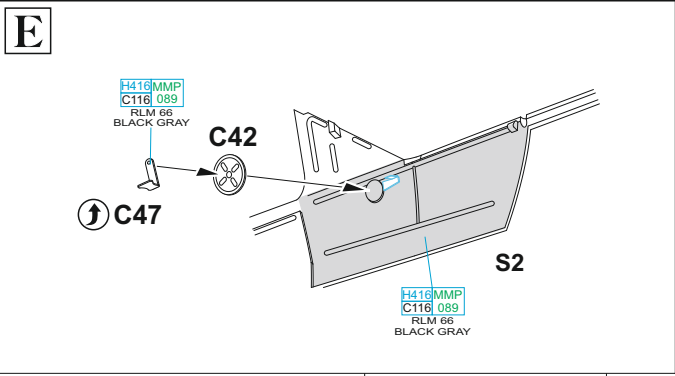


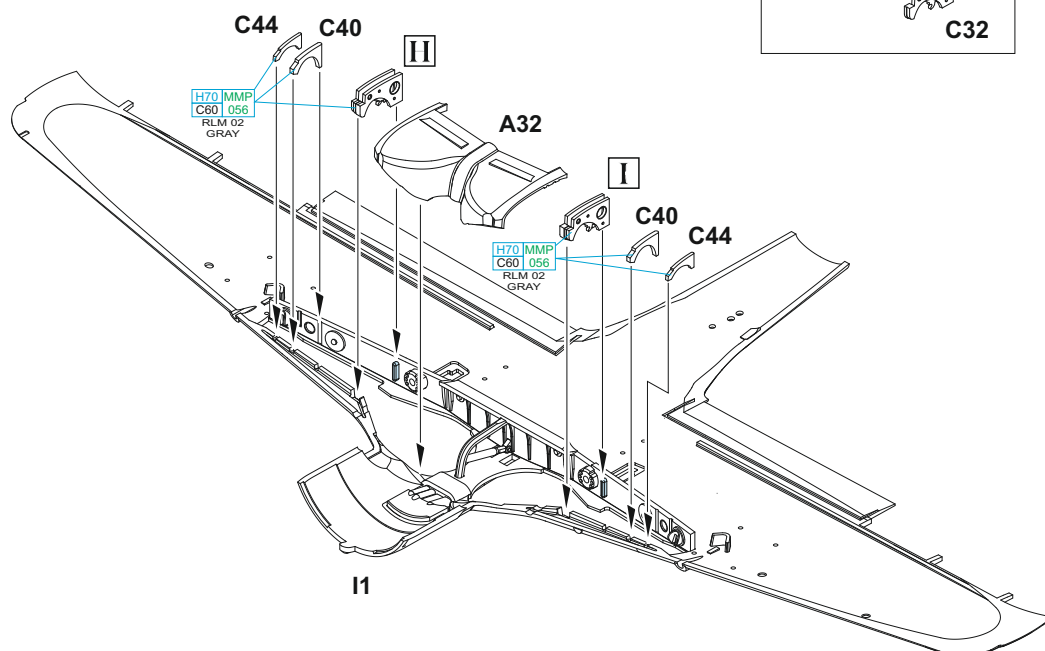
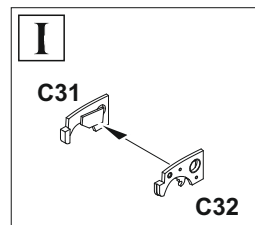
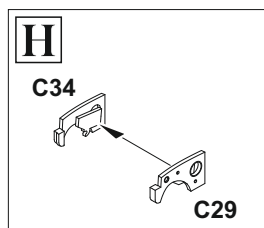
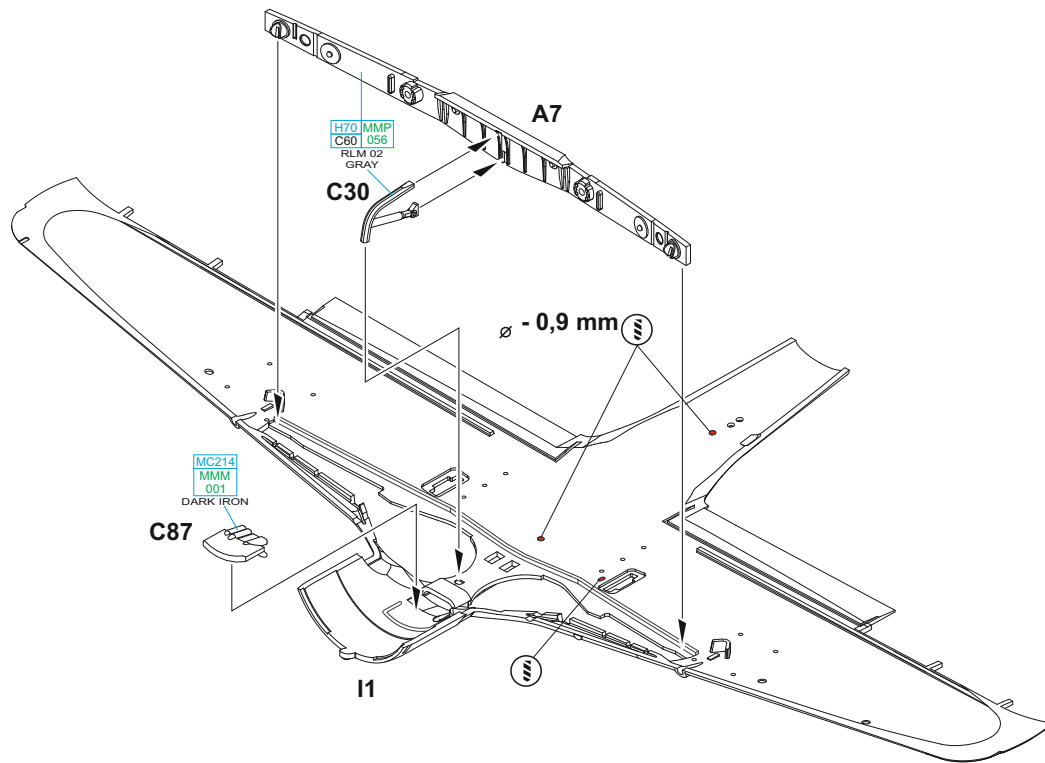
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AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H1</a>	<a href="#">C1</a>	<a href="#">MMP-001</a>	WHITE
<a href="#">H2</a>	<a href="#">C2</a>	<a href="#">MMP-047</a>	BLACK
<a href="#">H11</a>	<a href="#">C62</a>	<a href="#">MMP-001</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H15</a>	<a href="#">C65</a>		BRIGHT BLUE
<a href="#">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
<a href="#">H90</a>	<a href="#">C47</a>		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<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>	<a href="#">MMP-003</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="#">H421</a>	<a href="#">C121</a>	<a href="#">MMP-052</a>	RLM81 BROWN VIOLET
<a href="#">H422</a>	<a href="#">C122</a>	<a href="#">MMP-053</a>	RLM82 LIGHT GREEN
Mr.METAL COLOR		METALLICS	
<a href="#">MC213</a>	<a href="#">MMP-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 FINE SILVER 2

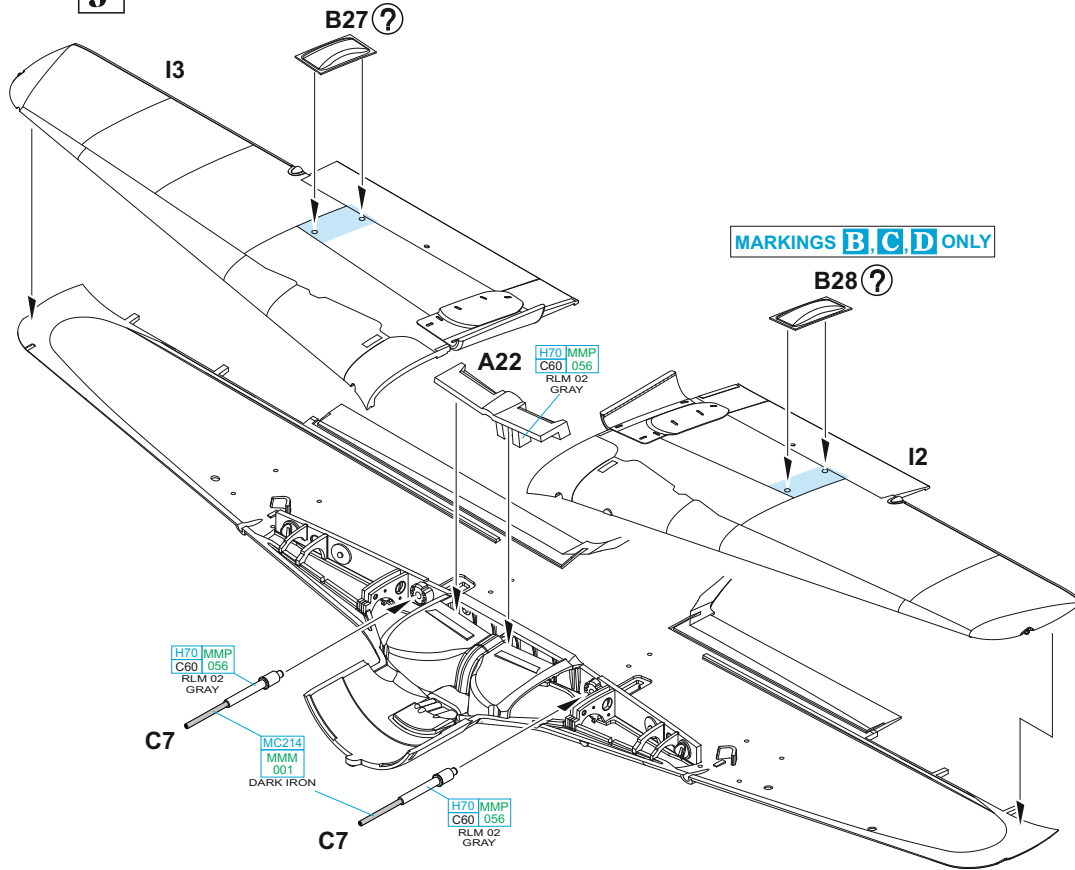






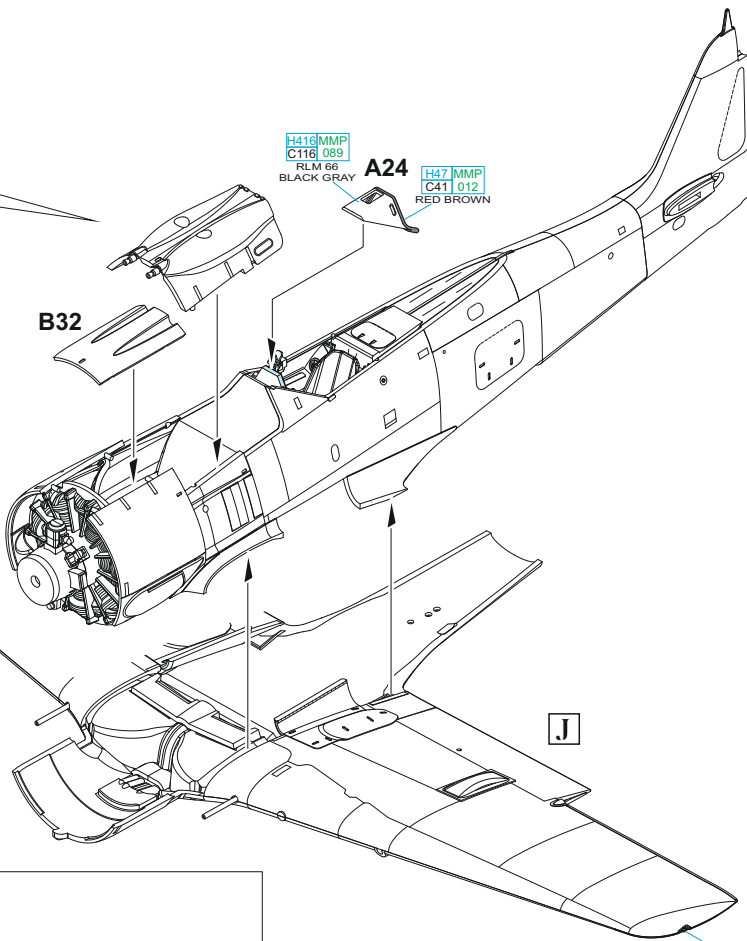
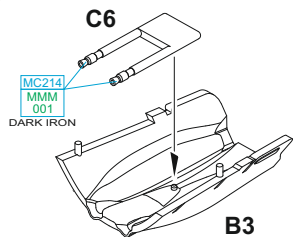
**J**

MARKINGS **B, C, D** ONLY

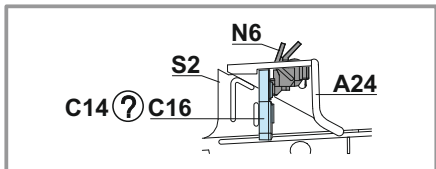


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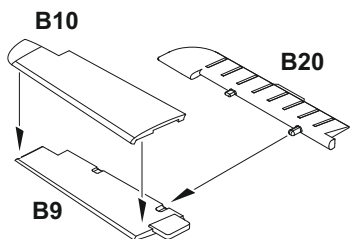
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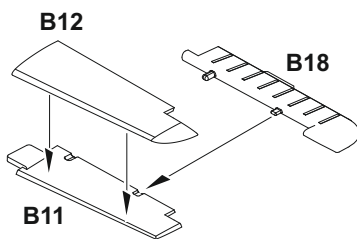
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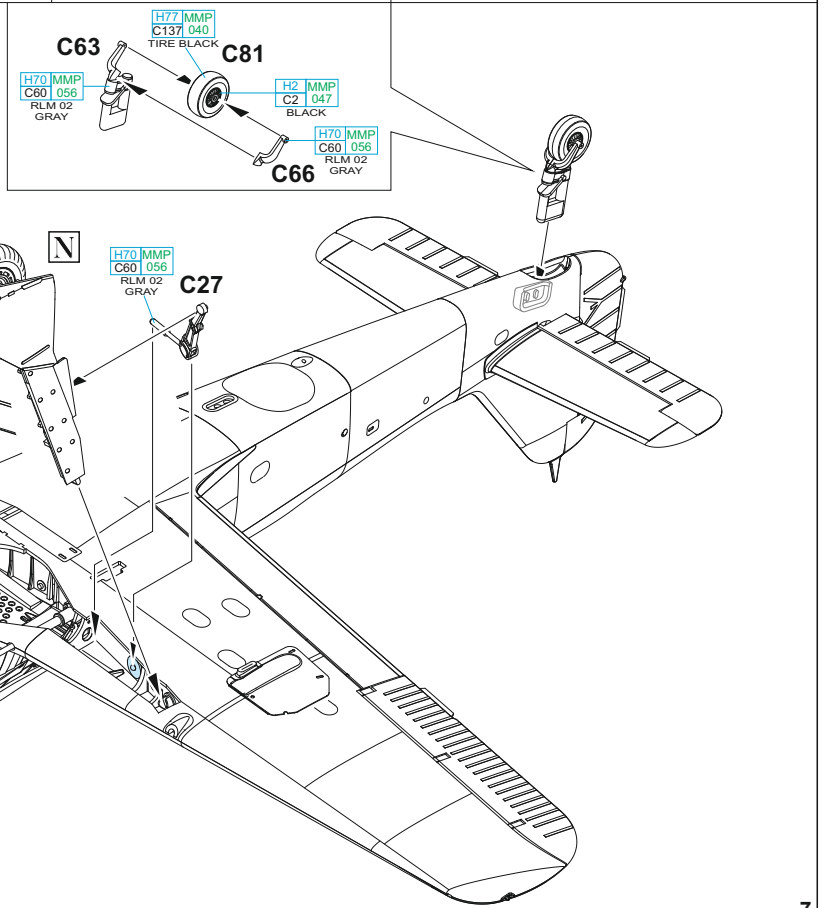
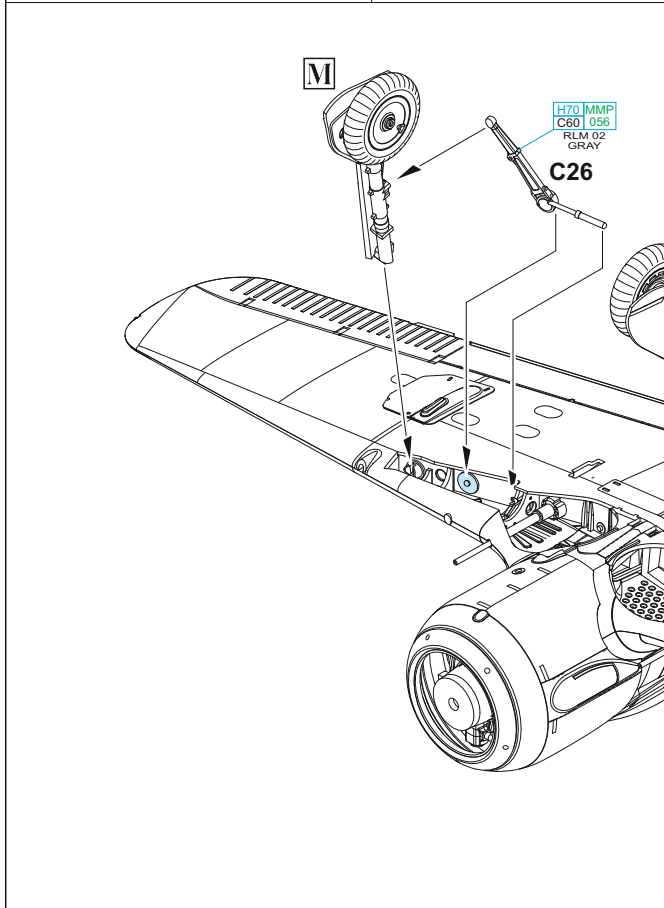
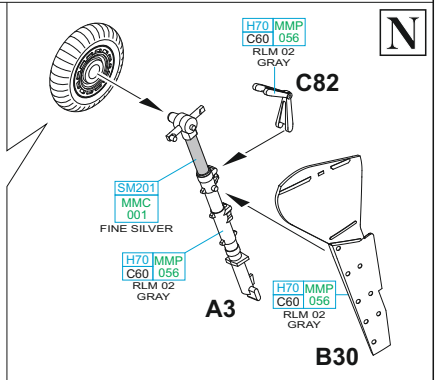
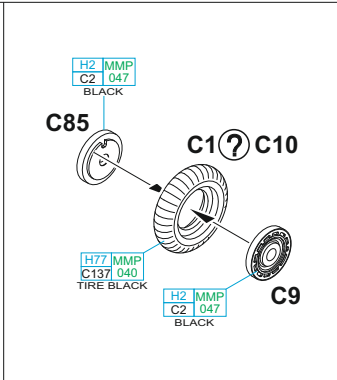
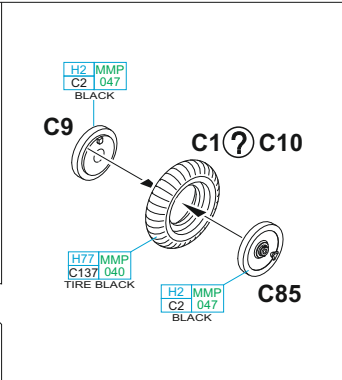
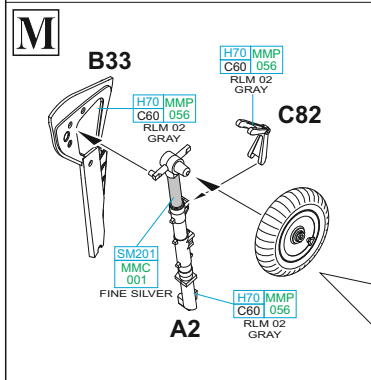
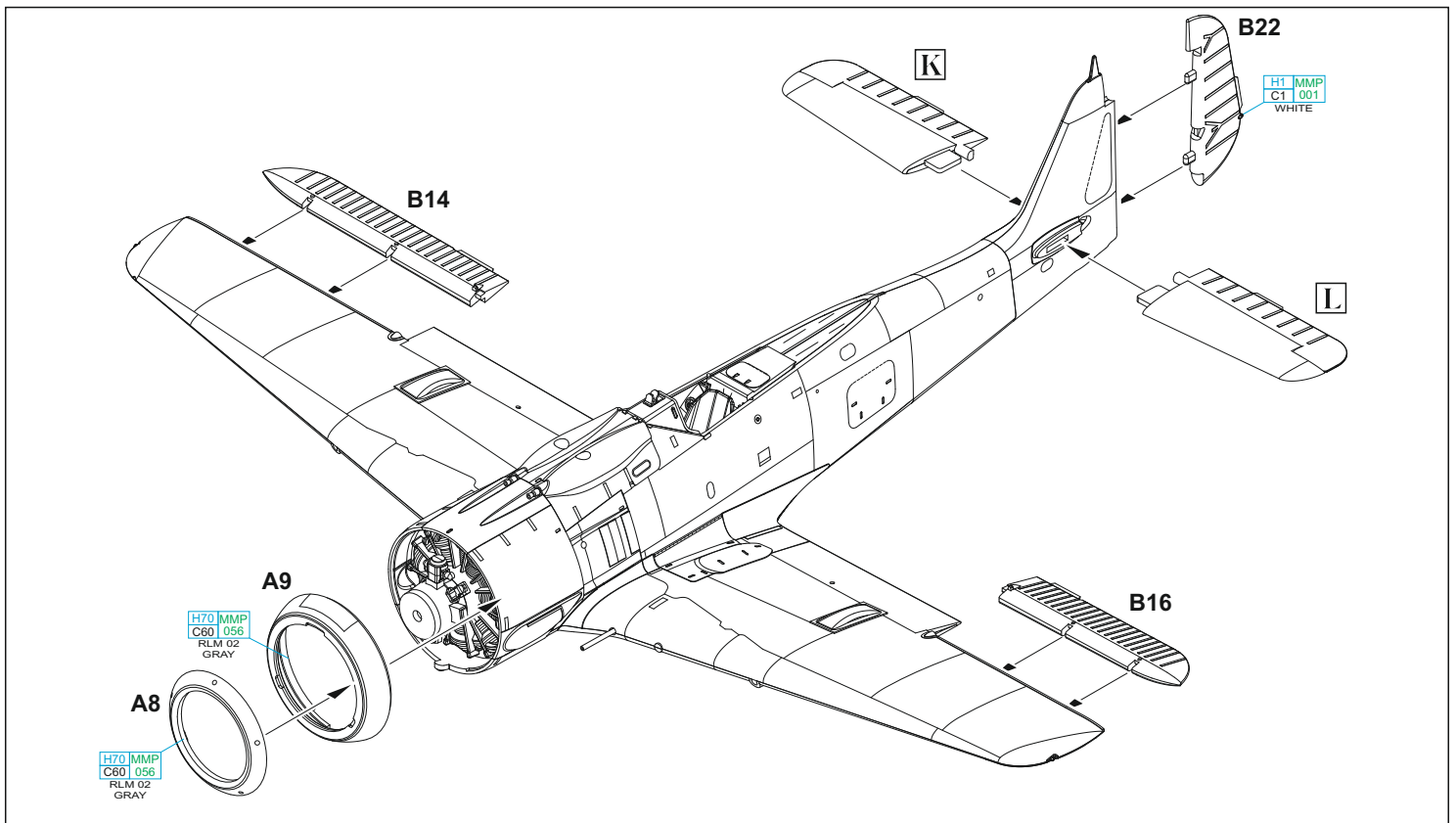


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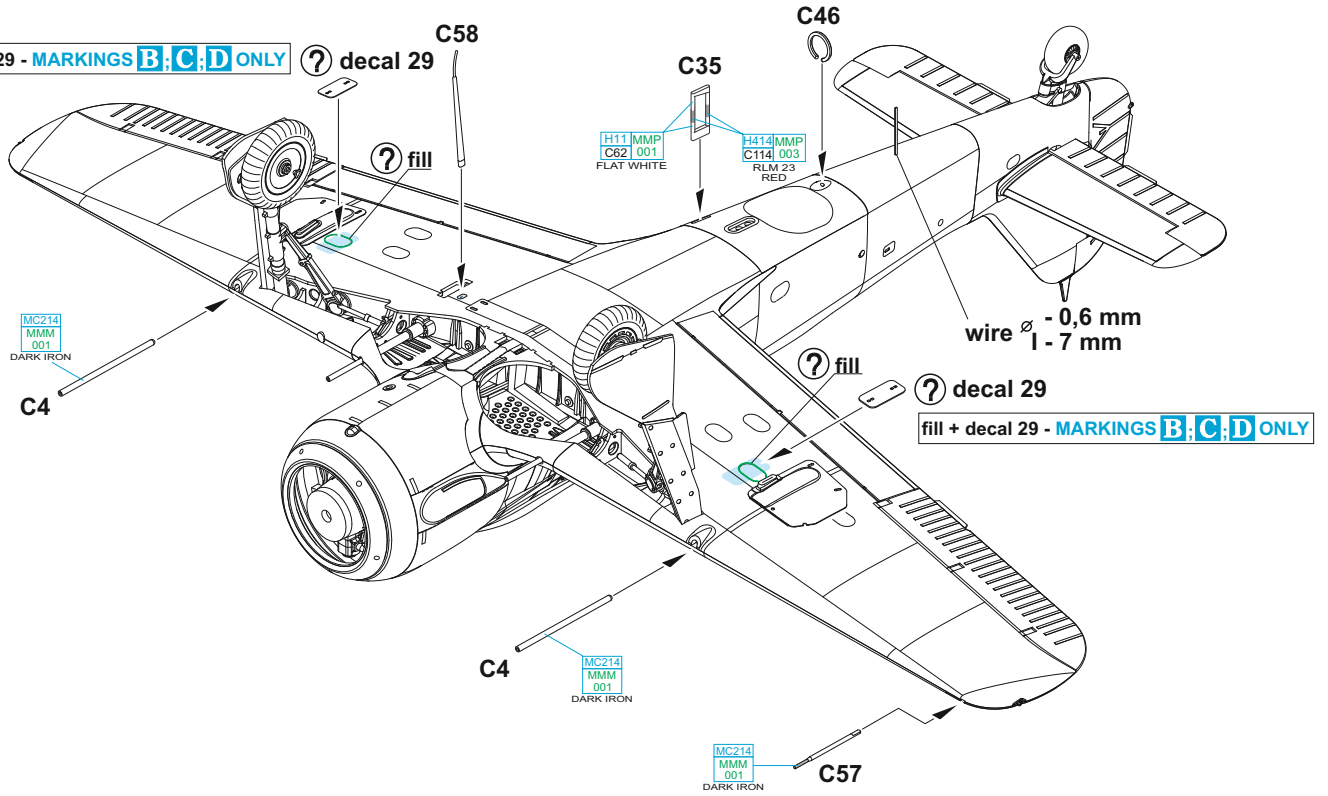


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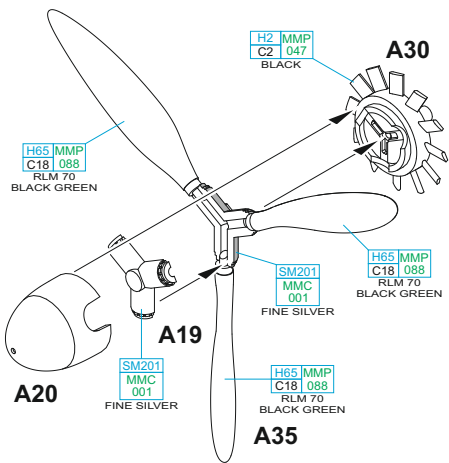




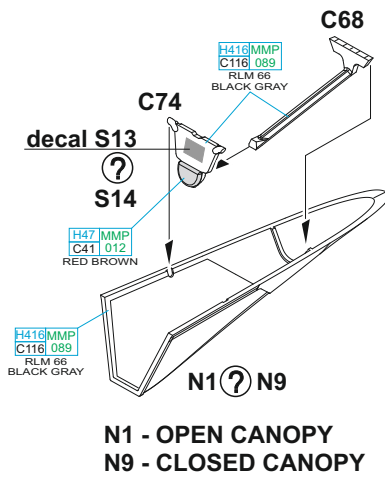
fill + decal 29 - MARKINGS B;C;D ONLY



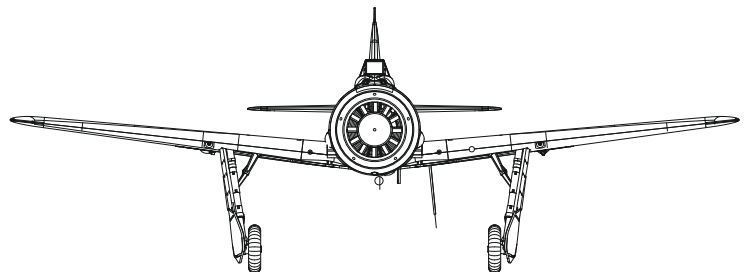
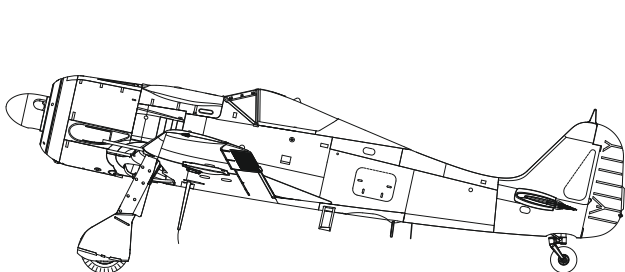
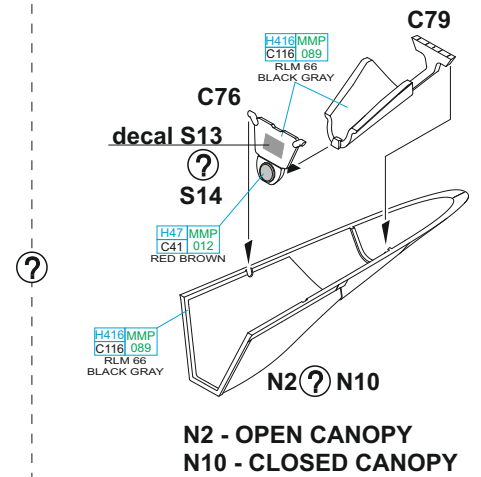
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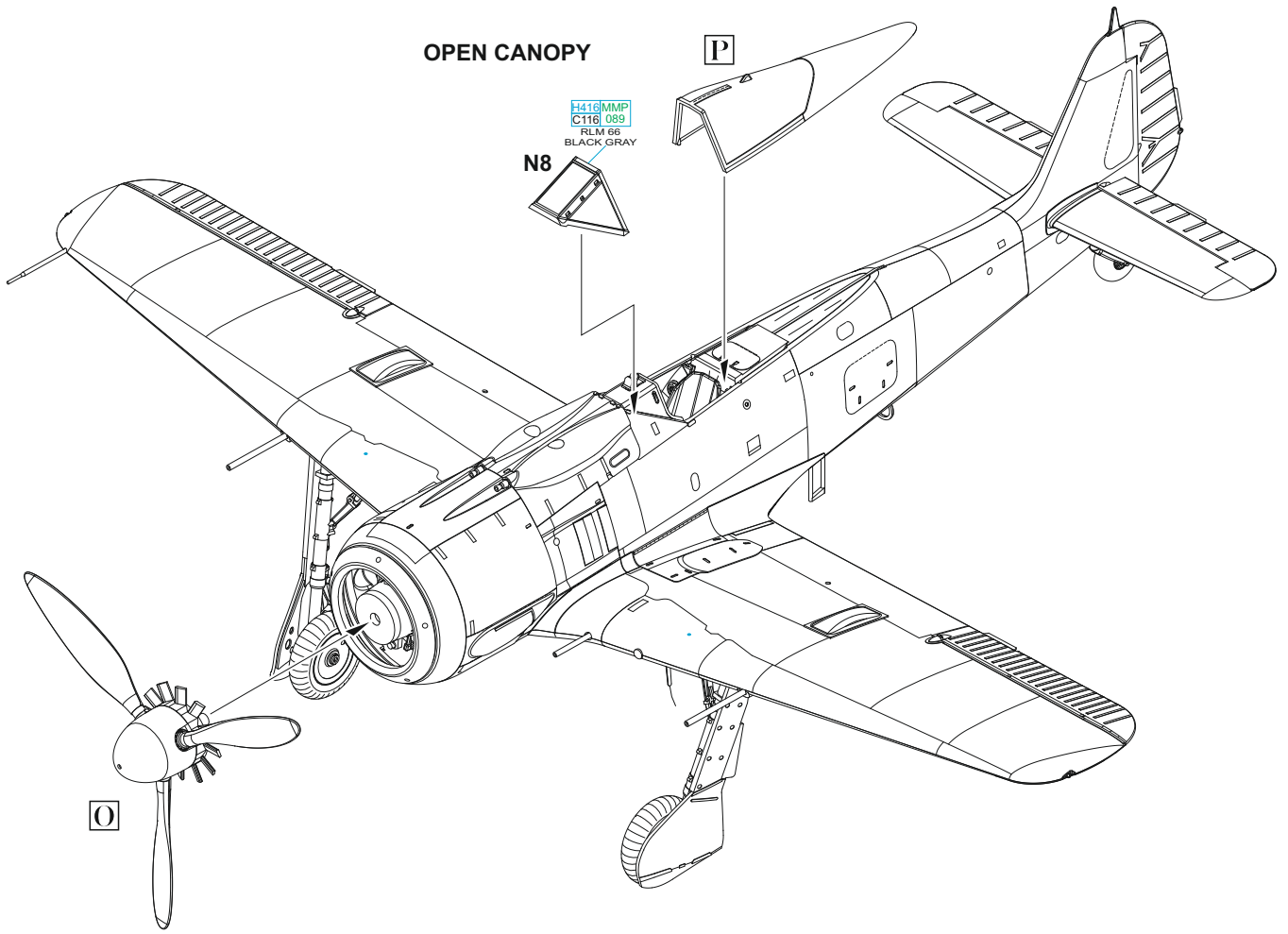


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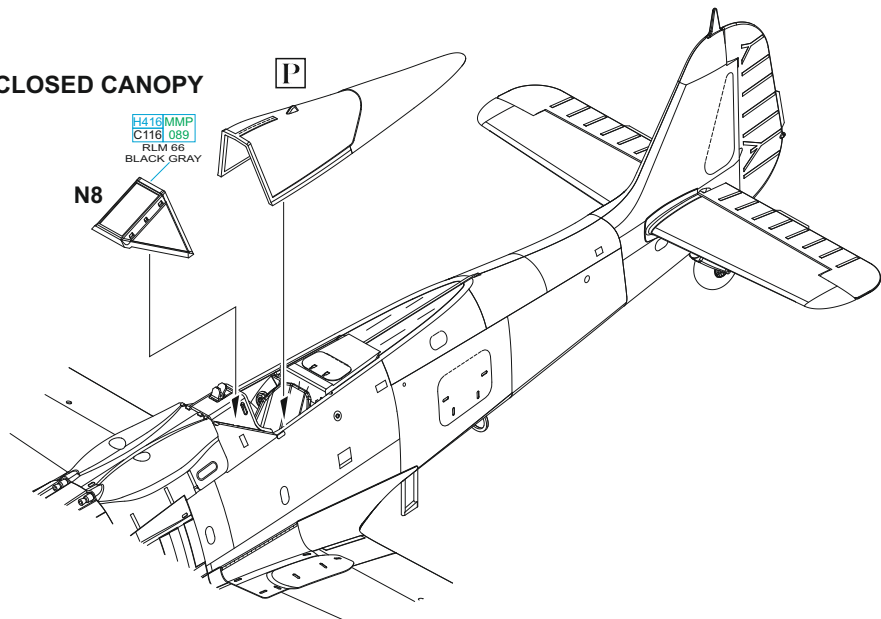


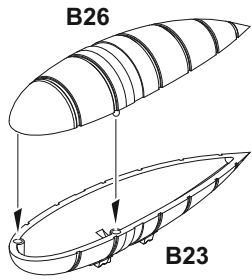


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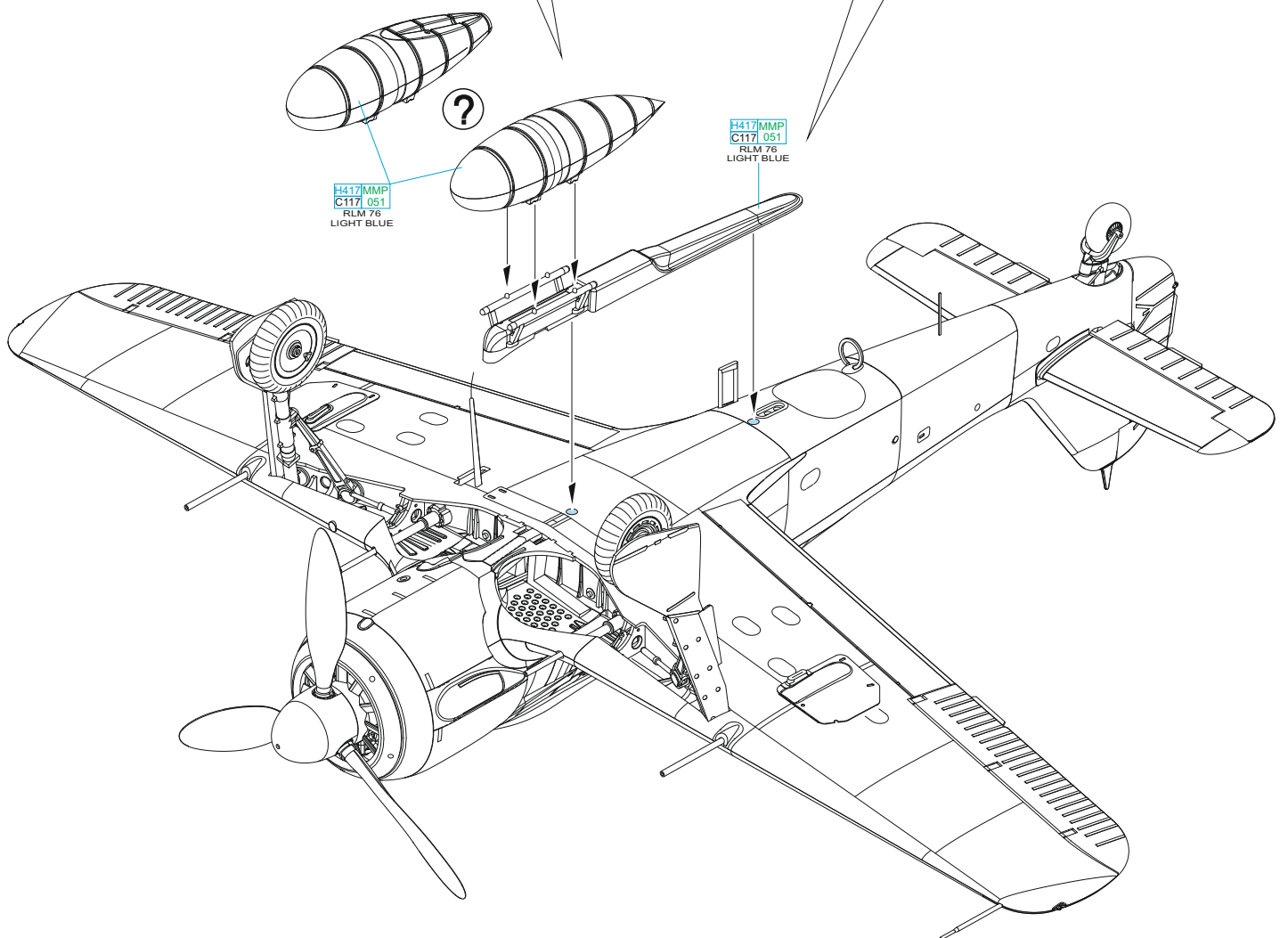
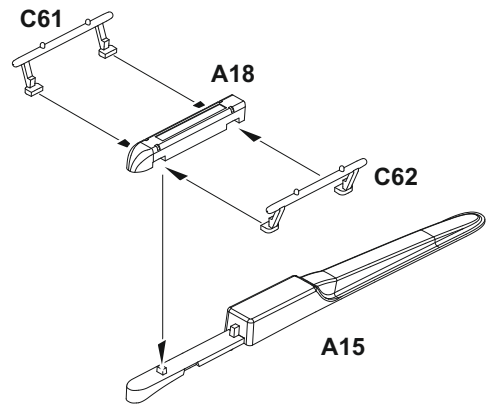
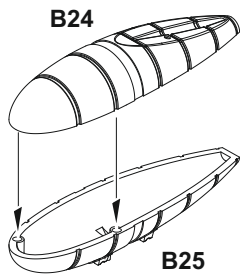


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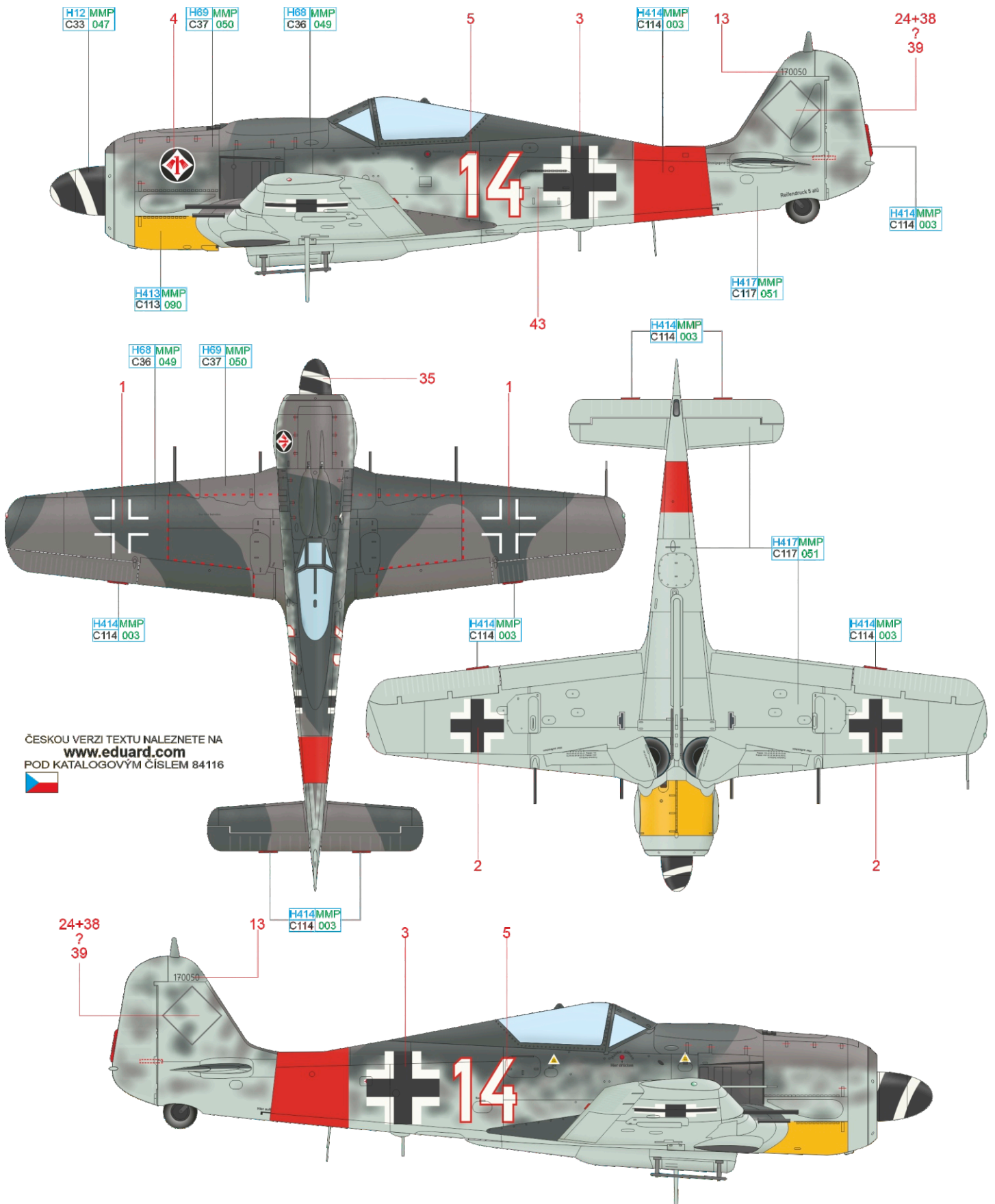




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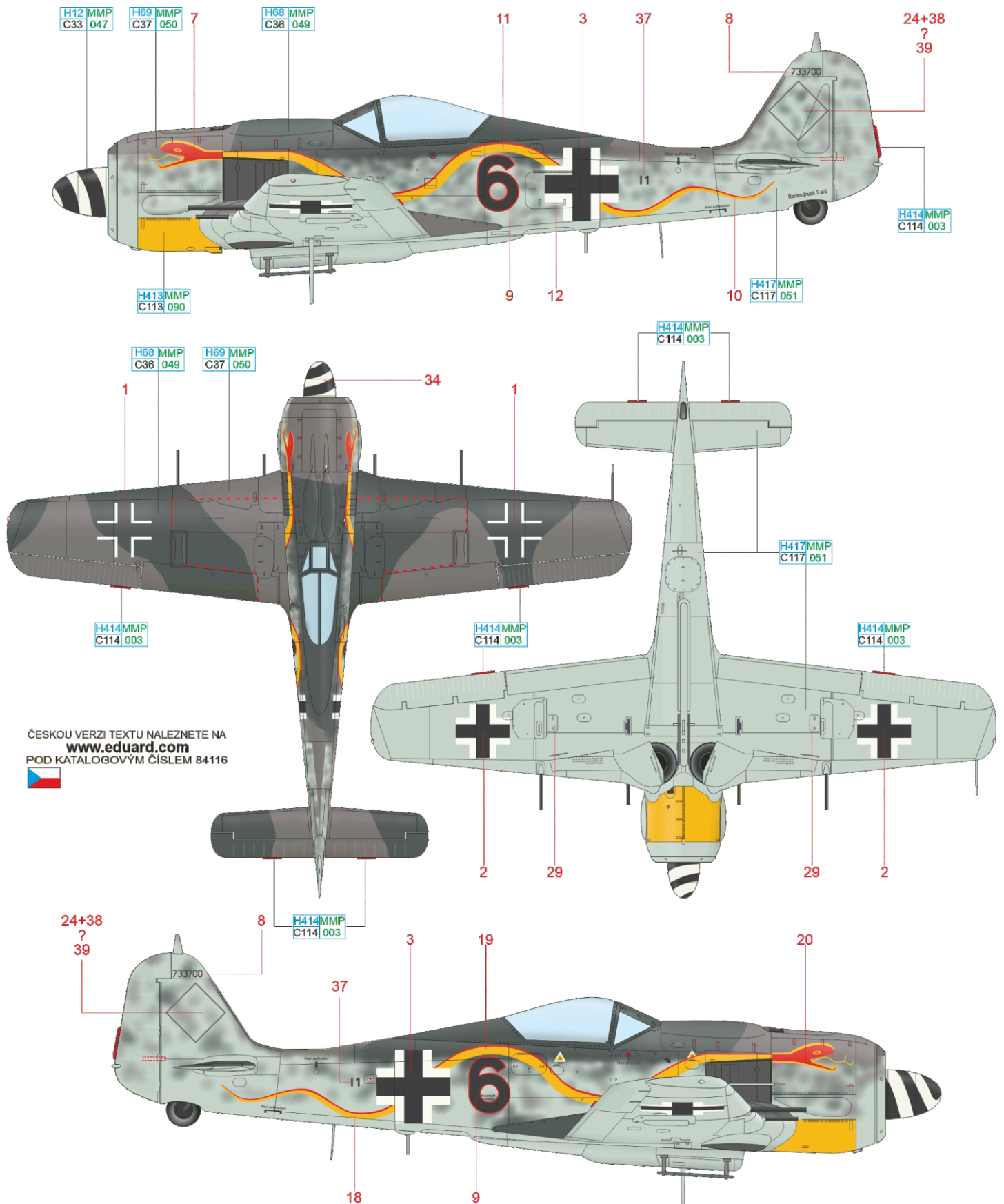
Lt. Heinz-Günther Lück flew with JG 1 during his whole combat career. He was credited with five kills in total, all of them four-engined B-17s. On April 9, 1944 his Fw 190A-8 „white 14“ was hit in the engine by the defense fire while he was attacking the formation of the American bombers and Lt. Heinz-Günther Lück was forced to perform an emergency landing on the island of Ørø near Stokkeby. His wingman in „white 3“ landed alongside. Lück was wounded when his head hit the instrument panel and was treated for the resulting concussion at the hospital in Erøskøbing. In the following days the aircraft was dismantled and transported away. Lt. Heinz-Günther Lück was re-patriated back to Germany and to his unit JG 1 where he fought until the end of hostilities.



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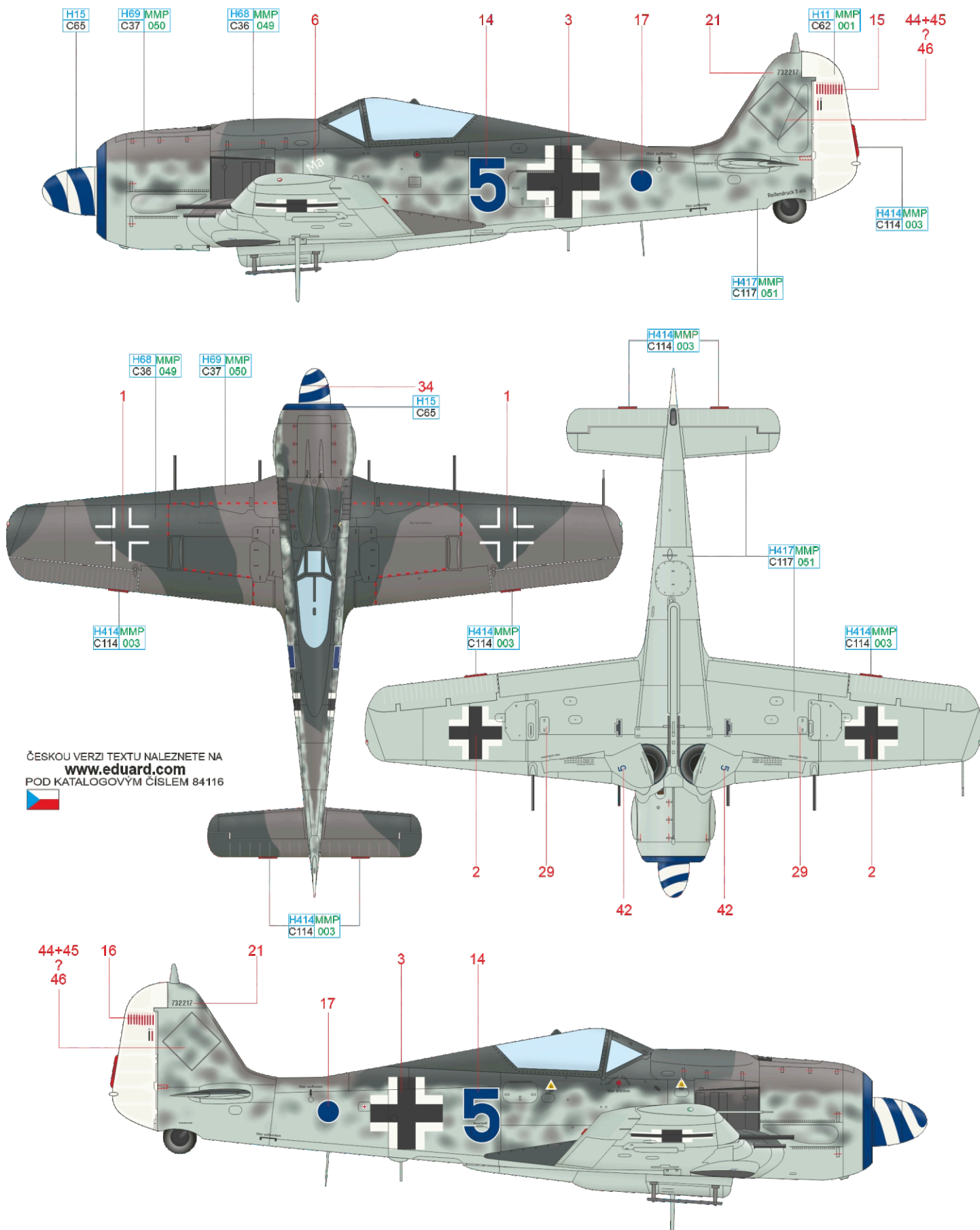
The aircraft flying with 3./JGr 10 were equipped with the 210 mm diameter rocket launchers installed on the bottom of the fuselage. This rear-firing device was used for attacking the formations of the American bombers. During September and October 3./JGr 10 suffered heavy losses inflicted by the American escort fighters and the unit had to withdraw for the scheduled rest and replenishment. „Black 6“ does not feature the rocket launcher which could be removed at any time. „Black 6“ was decorated by the yellow snake with red head and red outlined back painted on both sides of the fuselage. On April 5, 1945 Uffz. Günther Pape was shot down and killed over Thüringen in the duel with P-47 piloted by Lt. L. Dean from 393<sup>rd</sup> FS/367th FG. On November 8, 1997 his remains were found and Günther Pape was buried in Hotzelrod at Eisenach.



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Since summer 1944 Uffz. Heinz Birk flew with 7./JG 5 and 10./JG 5. In the fall of 1944 he was transferred to 12./JG 5 where he flew Fw 190A-8 „blue 5“ WNr. 732217. Operating out of Herdla airport in Norway JG 5 fought against Soviet VVS and RAF. The photographs dated from February 1945 capture the „blue 5“ with twelve kill markings on the rudder. Eleven of them are painted with red stars and one with English cocade. Uffz. Heinz Birk survived the war.

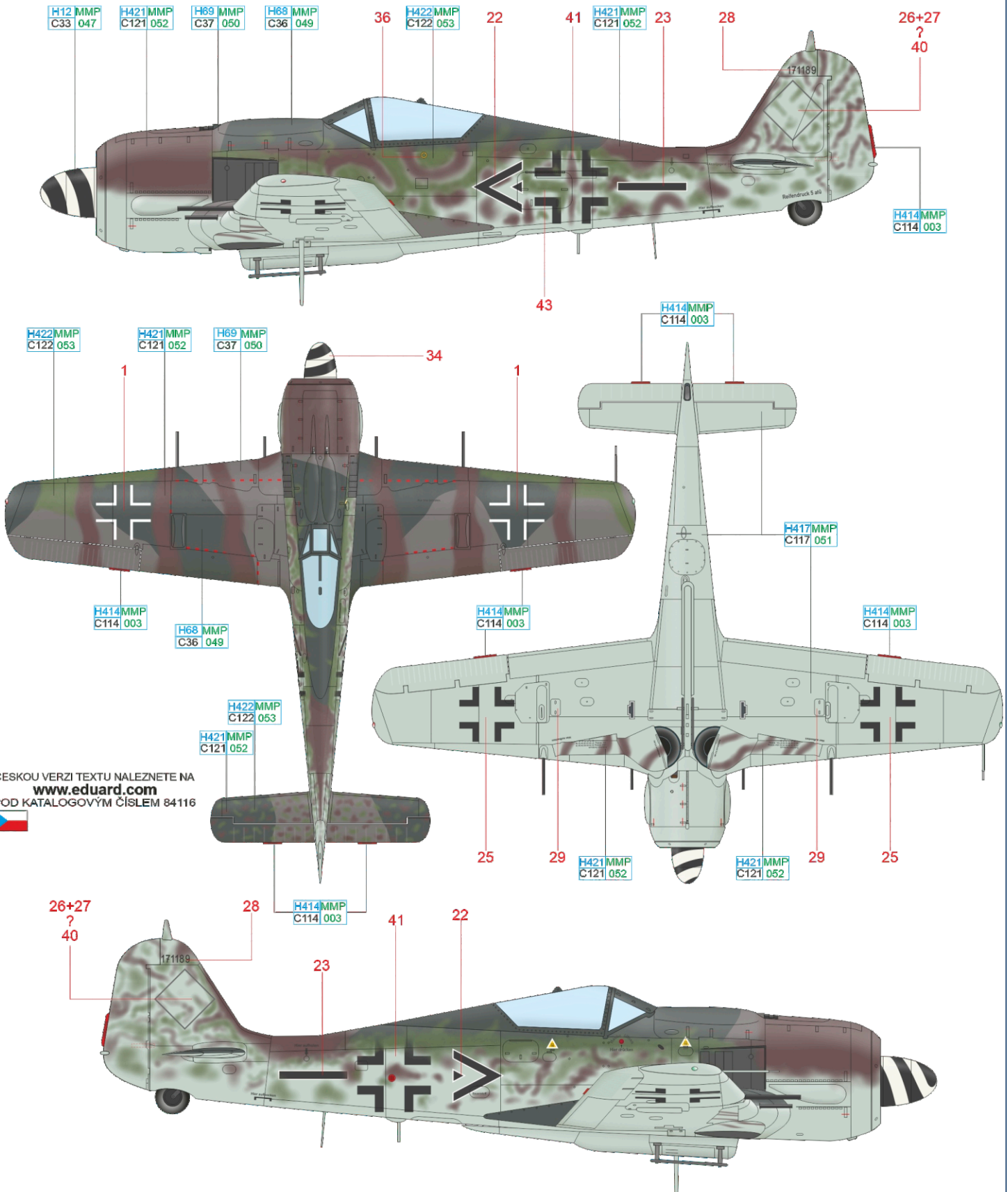


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 POD KATALOGOVÝM ČÍSLEM 84116



# D WNr. 171189, Maj. Karl Kennel, CO of II./SG 2, Kitzingen, Germany, May 1945

In the beginning of April 1945 the II./SG 2 commanded by Gruppenkommandeur Major Karl Kennel was located, together with Ju 87G from 10.(Pz)/SG 2 and 10.(Pz)/SG 77 at Mimoň-Kummer airport. Until the end of war the airport was constantly raided by Americans and Soviets. On April 21, 1945 the SG 2 command was assumed by Geschwaderkommodore Oberst Hans-Ulrich Rudel, who sortied with the whole SG 2 for missions against the Red Army and 2<sup>nd</sup> Polish Army tanks and vehicles in the vicinity of Lobendava and Bautzen. On May 8, 1945 the Soviet Pe-2s and P-39s attacked the retreating German columns fleeing Mimoň to reach the Americans. The raid was unsuccessful and the Mimoň center suffered damages from it. Major Karl Kennel escaped to Kitzingen in his Fw 190A-8 WNr. 171189. The aircraft was damaged upon landing. It carried the standard camouflage in RLM 74/75/76 with additional mottling in RLM 81/82.



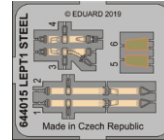
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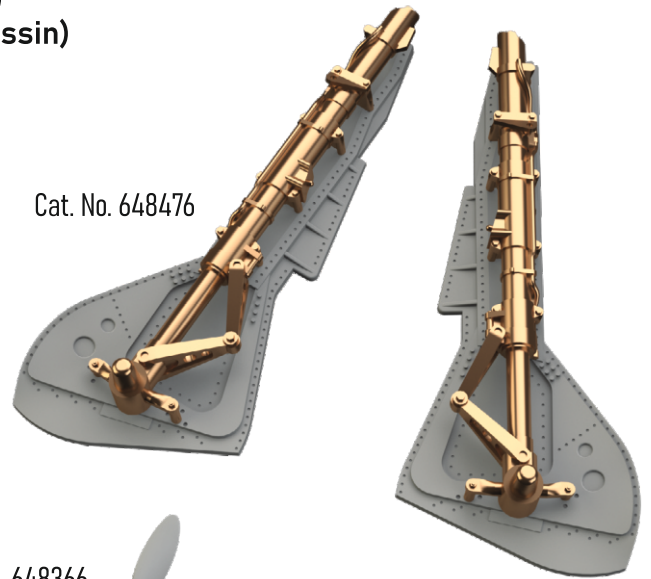
- BLACK H12 MMP C33 047
- RLM 76 H417 MMP C117 051
- RLM 74 H68 MMP C36 049
- RLM 75 H69 MMP C37 050
- RLM 23 H414 MMP C114 003
- RLM 81 H421 MMP C121 052
- RLM 82 H422 MMP C122 053



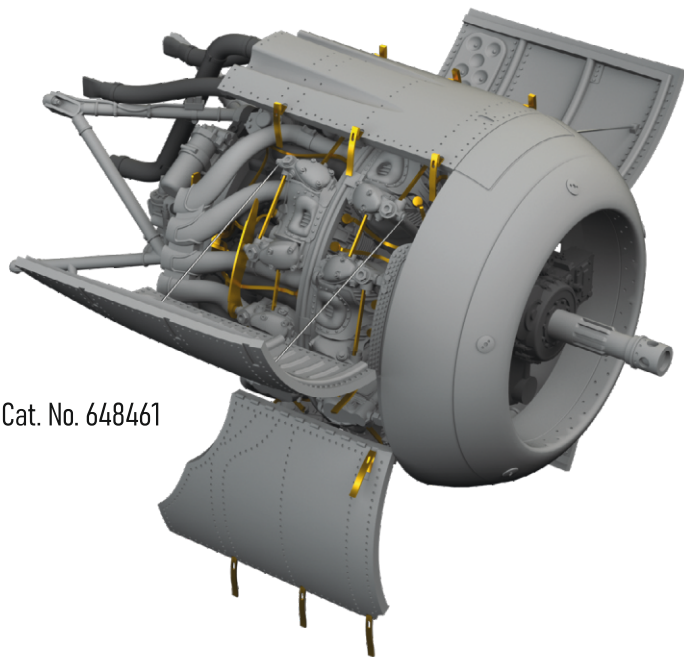
- 48992 Fw 190A-8 (PE-Set)
- 48993 Fw 190A-8 landing flaps (PE-Set)
- FE863 Fw 190A seatbelts STEEL (PE-Set)
- FE1059 Fw 190A-8 Weekend (PE-Set)
- 644015 Fw 190A-8 LööK (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648371 Fw 190A control surfaces early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648461 Fw 190A-8 engine (Brassin)
- 648462 Fw 190A-8 fuselage guns (Brassin)
- 648463 Fw 190A-8 cockpit (Brassin)
- 648464 Fw 190A-8 engine & fuselage guns (Brassin)
- 648476 Fw 190A-8 undercarriage legs BRONZE (Brassin)
- SIN64861 Fw 190A-8 ESSENTIAL (Brassin)
- 3DL48079 Fw 190A-8 SPACE (3D Decal Set)
- D48037 Fw 190A-8 national insignia (Decal Set)
- EX587 Fw 190A TFace (Mask)
- EX677 Fw 190A-8 Weekend (Mask)



Cat. No. 644015



Cat. No. 648476



Cat. No. 648461

Cat. No. 648366



Cat. No. 648463

