



## 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 1st of June, 1939. After a series of improvements and even some radical changes, the design culminated in the fall of 1940 in the pre-series version Fw 190A-0 to the tune of twenty-eight planes built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, 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 20mm MGFFs, 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. With installation of this power unit the Fw 190A-3 was born and July of the same year saw the development of the improved Fw 190A-4. Both versions were armed with what became the standard two fuselage mounted MG 17s machine guns, two wing mounted MG 151 cannons and two MG FF cannons, placed outboard 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 Fw 190A-5 was initiated in April, 1943, with an identical wing to the Fw 190A-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 meant Fw 190A-6 version birth. Further changes developed into the Fw 190A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13mm 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. Part of A-8 production was built as the A-8/R2 and A-8/R8, armed with MK 108 30 mm cannon in the outer wing location, and with armour 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 fighter optimized aircraft with a dedicated fighter bomber version, the Fw 190Fs. These aircraft had reduced wing armament to two MG 151 cannon in the wing root position. The engine was optimized for low level operation, and the armament options varied to suit better to 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 an in-line Jumo 213A-1 engine installation into a modified Fw 190A-8 airframe. Although the Fw 190 never achieved the widespread usage of the Bf 109, its contribution to the Luftwaffe 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 Fw 190A-8 was instrumental, along with A-8/R2 armoured version, with firepower very daunting for the bomber crews. From the second half of 1944, the danger of Fw 190s was kept in check to a degree by escorting P-47 Thunderbolts and excellent P-51D Mustangs.

## úvodem

Ve druhé polovině 2. světové války patřil Focke-Wulf Fw 190 různých verzí k tomu nejlepšímu, čím Luftwaffe disponovala. Stíhací verze Fw 190 představovaly výkonný, těžce vyzbrojený stroj. Jeho nesnadný vývoj byl zahájen v roce 1938 na základě specifikací Technisches Amt RLM. První prototyp vzletl 1. června 1939 a po řadě změn a mnohdy radikálních úprav se vývoj na podzim roku 1940 dopracoval k předseriové verzi Fw 190A-0, vyrobené ve 28 kusech. Šest těchto strojů obdržela na jaře 1941 zkušební jednotka Erprobungsstaffel 190 na letišti v Rechlinu, která s nimi prováděla provozní zkoušky. Ty odhalily takové množství nedostatků, že RLM téměř zastavil další vývoj. Nicméně, na doporučení personálu zkušební jednotky, dostal nový letoun ještě šanci a po provedení více než padesáti změn na draku letounu vydalo RLM povolení k zařazení Fw 190 do řadové služby u Luftwaffe. Ta převzala v červnu 1941 první ze stovky objednaných sériových Fw 190A-1, vyzbrojených čtyřmi kulomety MG 17 ráže 7,9 mm. V září 1941 jimi byla vyzbrojena celá II/JG 26 na západní frontě. V listopadu pak začala výroba verze Fw 190A-2 poháněné motorem BMW 801C-2 a vyzbrojené dvěma kulomety MG 17 a dvěma kanóny MG 151 ráže 20 mm v křídlech. Část této série měla také přídatné kanóny MG FF ráže 20 mm, čímž se výzbroj dostávala na pozdější vysoký standard. K významné změně došlo na jaře 1942, kdy byl k dispozici motor BMW 801 D-2, jehož montáž dala vzniknout verzi A-3. V červenci pak výroba plynule přešla na zlepšenou verzi Fw 190A-4. Obě už byly standardně vyzbrojeny dvěma trupovými kulomety MG 17, dvěma křídelními kanóny MG 151 a dvěma kanóny MG FF, montovanými rovněž do křídla vně podvozkových šachet. V roce 1942 už výroba nabíhala do vysokých obrátek, rozjela se rovněž licenční stavba Fw 190 u firmy Fieseler. I díky tomu dosáhla celková produkce roku 1942 1878 strojů oproti 224 kusům vyrobeným v roce 1941. V dubnu 1943 pak výroba přešla na velkosériovou verzi Fw 190A-5, s identickým křídlem jako u verze A-4, ale s prodlouženým trupem, který se stal základní součástí draku všech pozdějších verzí až po A-9, včetně bitevních verzí Fw 190F. V červenci bylo k dispozici nové, zesílené křídlo, v němž byly na vnější pozici instalovány kulomety MG 151 místo MG FF. Instalací tohoto křídla vznikla verze Fw 190A-6. Další změnou na výrobních linkách byla verze A-7, vyráběná na konci roku 1943. Ta vznikla nahrazením trupových kulometů MG 17 kulomety MG 131 ráže 13 mm. V únoru 1944 pak další úpravy vedly ke vzniku Fw 190A-8, která se stala nejrozšířenější verzí tohoto letounu s bezmála 1400 vyrobenými stroji. Nejpodstatnější změnou byla instalace zařízení GM-1, krátkodobě zvyšujícího výkon motoru vstříkáním oxidu dusného do motoru. Část produkce verze Fw 190A-8 byla vyrobena ve variantě A-8/R2 a A-8/R8, vybavené kanóny MK 108 ráže 30 mm na vnějších křídelních pozicích, a přídatným pancéřováním pilotního prostoru a překrytí kabiny. Poslední sériově vyráběnou stíhací verzí s motorem BMW 801 byla v roce 1945 verze A-9, vybavená motorem BMW 801TS o výkonu 2000 k (1470 kW). Paralelně s vývojem stíhacích verzí probíhal vývoj bitevních verzí Fw 190F. Tyto stroje měly křídelní výzbroj redukován na dva kanóny MG 151 na vnitřních pozicích a výkon motoru byl optimalizován pro operace v nižších letových hladinách. Stroje disponovaly velkou škálou podvěšené výzbroje pro útoky na pozemní cíle. Zahnovala bomby různých ráží a řadu variant protitankových raket. Vzniklo rovněž několik variant verze G, což byl stíhací bombardér s prodlouženým doletem. Vývoj čistě stíhacích verzí pokračoval verzí Fw 190D, dodávanou jednotkám Luftwaffe od srpna 1944. Fw 190D vznikl instalací motoru Jumo 213 A-1 do upraveného draku Fw 190A-8. Ačkoli Fw 190 nikdy nedosáhl u stíhacích jednotek Luftwaffe tak velkého rozšíření jako konkurenční Bf 109, stal se významnou součástí válečného úsilí německého letectva ve druhé polovině 2. světové války. Fw 190 bojovaly jak na západní, tak na východní frontě. Jako těžké stíhací stroje s impozantní výzbrojí získávaly od roku 1943 na významu v jednotkách protivzdušné obrany Říše, kde se uplatnily v boji proti těžkým čtyřmotorovým bombardérům. V této roli byla významná především verze Fw 190A-8 a její pancéřovaná varianta A-8/R2. Tyto stroje byly díky své zesílené výzbroji pro spojenecké bombardéry skutečně vražděné. Od druhé poloviny roku 1944 ovšem jejich hrozbu stále úspěšněji eliminovaly doprovodné stíhačky P-47D a především vynikající P-51D Mustang.



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. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA



BEND  
OHNOUT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



REMOVE  
ODŘÍZNOUT



REVERSE SIDE  
OTOČIT

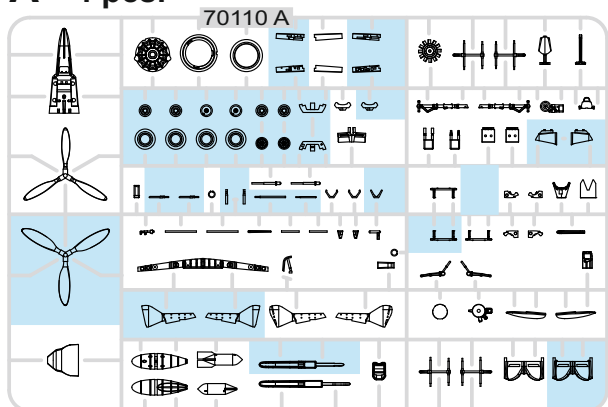


APPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

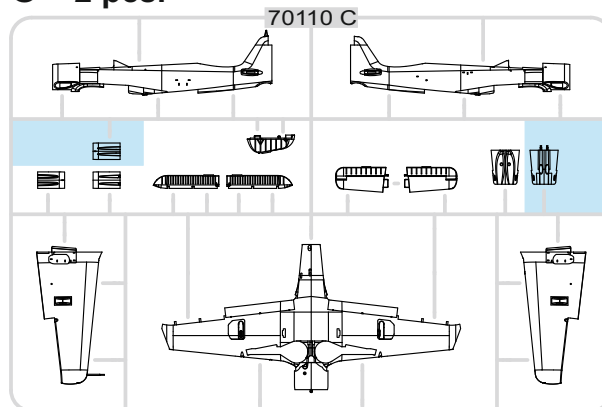
PARTS \* DÍLY \* TEILE \* PIĘCES \* 部品

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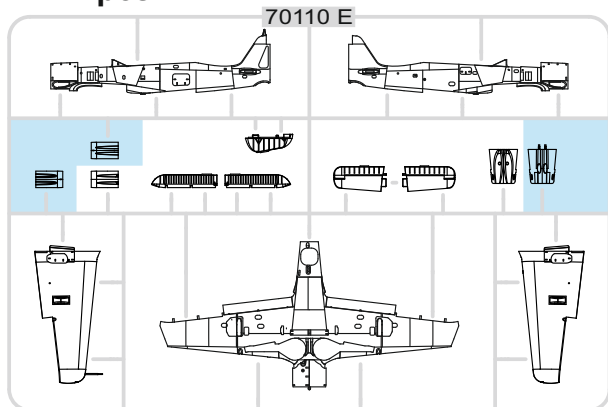
PLASTIC PARTS



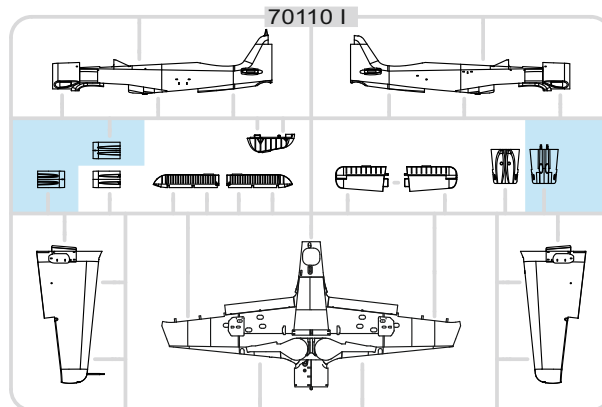
C > 2 pcs.



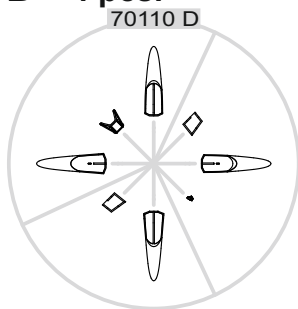
E > 2 pcs.



I >

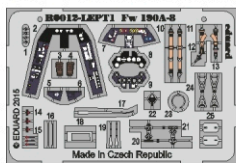


D > 4 pcs.

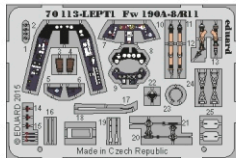


PE - PHOTO ETCHED DETAIL PARTS

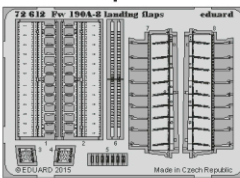
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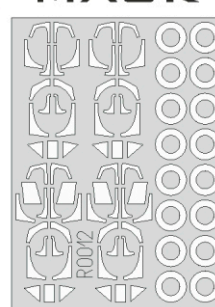
1 pc.



4 pcs.



eduard MASK



RP - RESIN PARTS



R1 4 pcs.



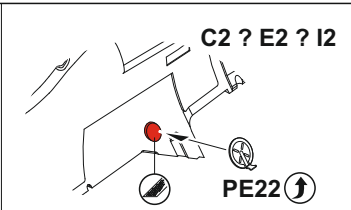
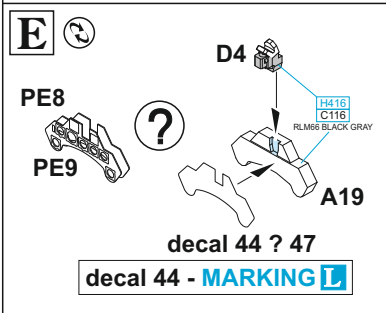
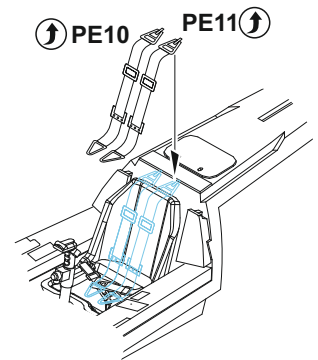
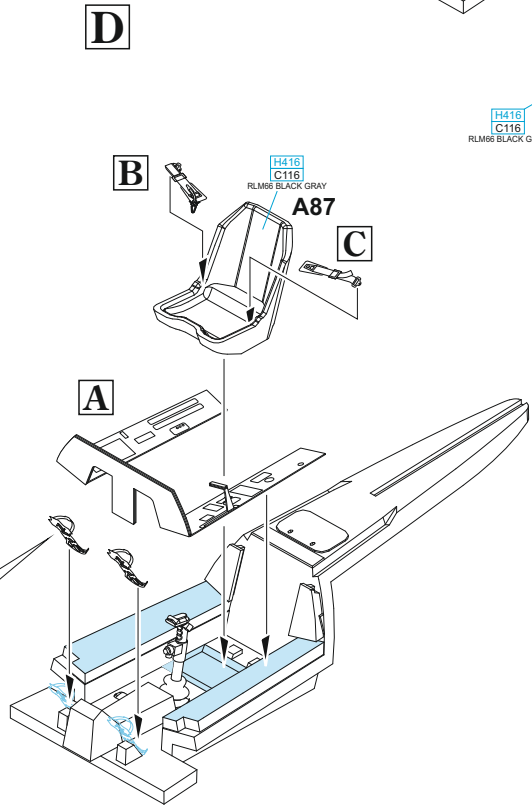
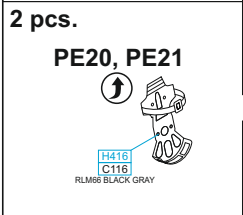
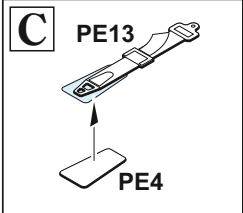
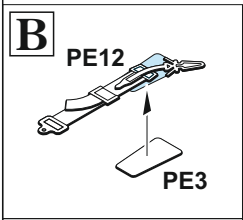
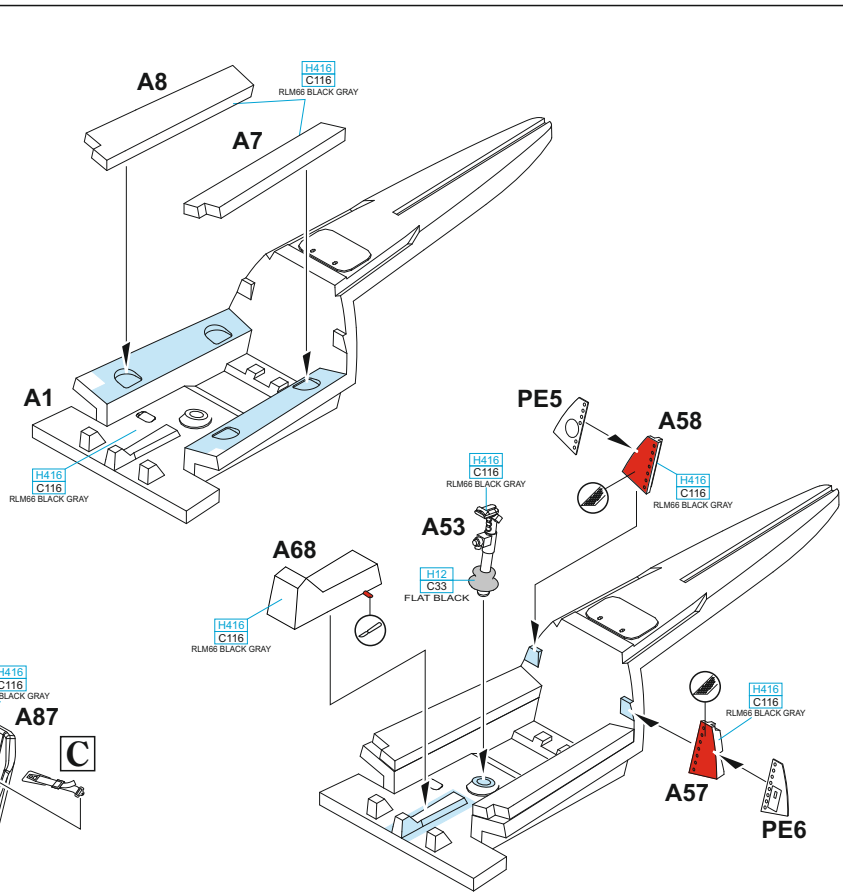
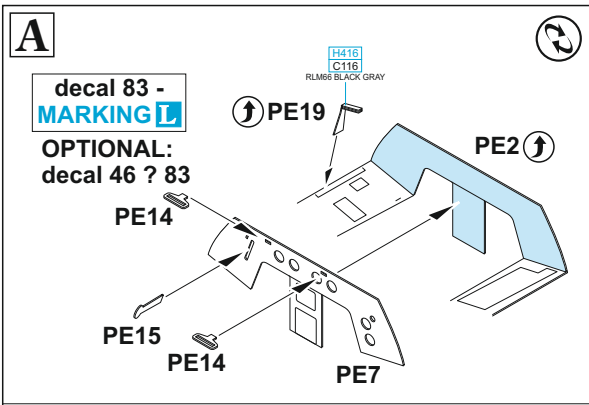
R2 4 pcs.

-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

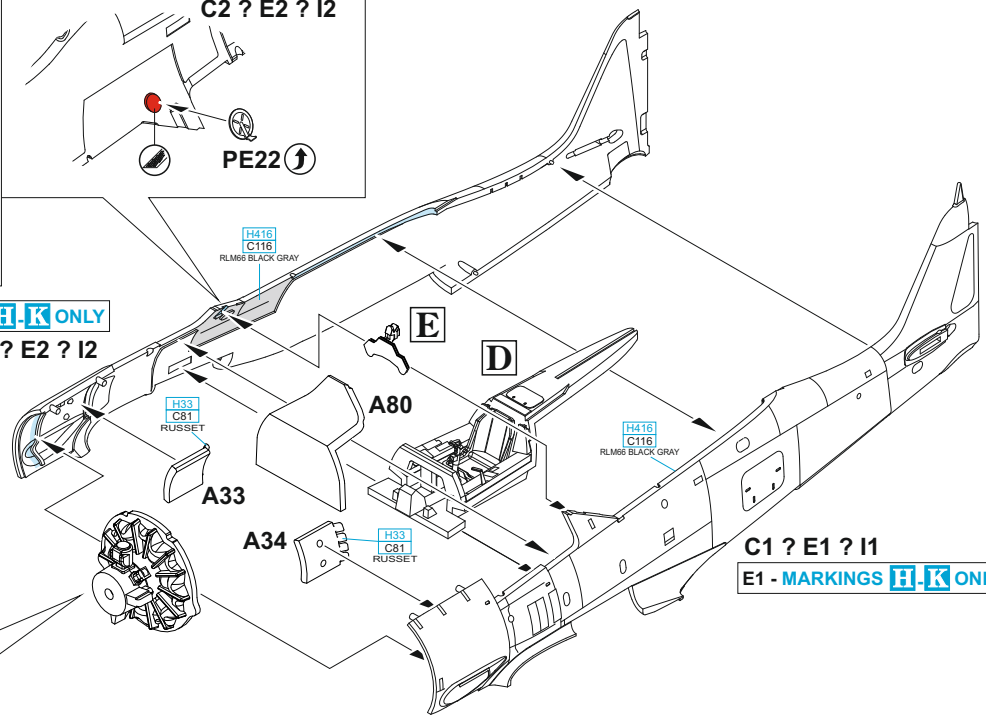
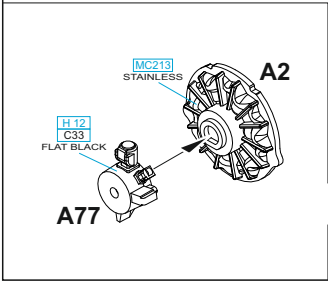
| GSI Creos (GUNZE) |           |              |
|-------------------|-----------|--------------|
| AQUEOUS           | Mr. COLOR |              |
| H 3               | C3        | RED          |
| H 4               | C4        | YELLOW       |
| H 7               | C7        | BROWN        |
| H 11              | C62       | FLAT WHITE   |
| H 12              | C33       | FLAT BLACK   |
| H 25              | C34       | SKY BLUE     |
| H 28              | C66       | BRIGHT GREEN |
| H 33              | C81       | RUSSET       |
| H 47              | C41       | RED BROWN    |
| H 64              | C17       | DARK GREEN   |
| H 65              | C19       | BLACK GREEN  |
| H 68              | C36       | DARK GRAY    |
| H 69              | C37       | GRAY         |
|                   |           | RLM71        |
|                   |           | RLM70        |
|                   |           | RLM74        |
|                   |           | RLM75        |

| AQUEOUS                  | Mr. COLOR |               |       |
|--------------------------|-----------|---------------|-------|
| H 70                     | C60       | GRAY          | RLM02 |
| H 77                     | C137      | TIRE BLACK    |       |
| H 80                     | C54       | KHAKI GREEN   |       |
| H 308                    | C308      | GRAY          |       |
| H 416                    | C116      | BLACK GRAY    | RLM66 |
| H 417                    | C117      | LIGHT BLUE    | RLM76 |
| H 421                    | C121      | BROWN VIOLET  | RLM81 |
| H 423                    | C123      | DARK GREEN    | RLM83 |
| Mr. METAL COLOR          |           |               |       |
|                          | MC213     | STAINLESS     |       |
|                          | MC214     | DARK IRON     |       |
| Mr. COLOR SUPER METALLIC |           |               |       |
|                          | SM06      | CHROME SILVER |       |



E2 - MARKINGS H-K ONLY

C2 ? E2 ? I2

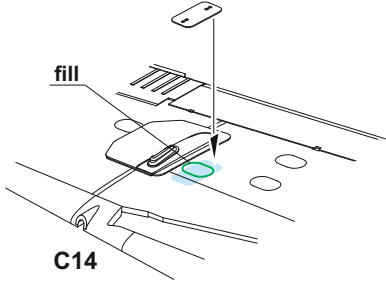


C1 ? E1 ? I1

E1 - MARKINGS H-K ONLY

MARKINGS C-G ONLY

PE25



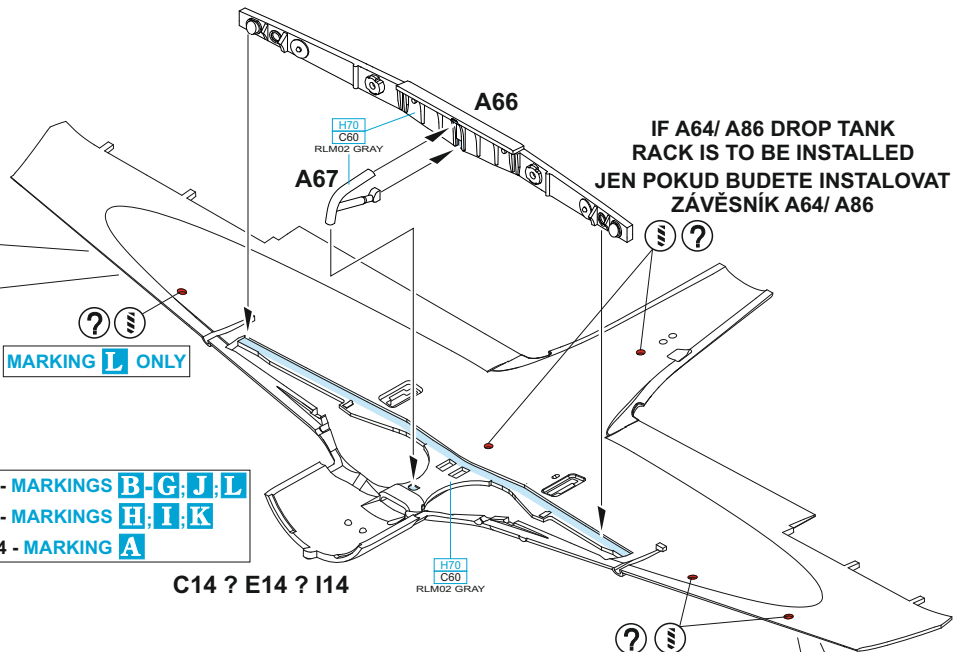
C14

MARKING L ONLY

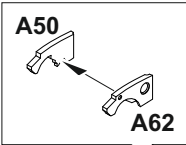
C14 - MARKINGS B-G; J; L  
 E14 - MARKINGS H; I; K  
 I14 - MARKING A

C14 ? E14 ? I14

IF A64/ A86 DROP TANK RACK IS TO BE INSTALLED  
 JEN POKUD BUDETE INSTALOVAT ZÁVĚSNÍK A64/ A86



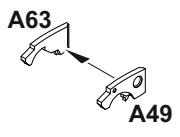
MARKING L ONLY



A50

A62

A89



A63

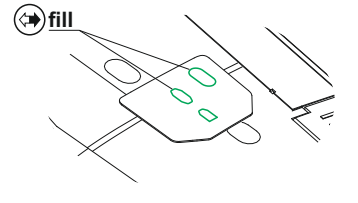
A49

A71

H33 C81 RUSSET

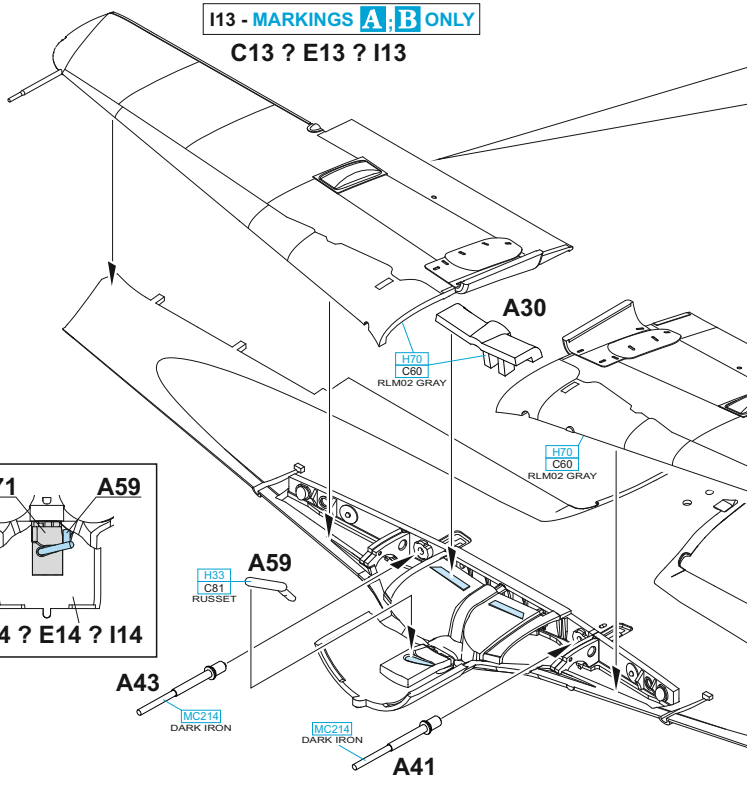
H70 C60 RLM02 GRAY

MARKING A ONLY



I13 - MARKINGS A; B ONLY

C13 ? E13 ? I13

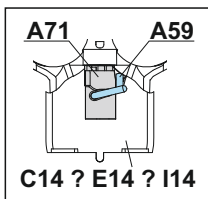


C13

MARKING L ONLY

C15 ? E15 ? I15

I15 - MARKINGS A; B ONLY



A71

A59

C14 ? E14 ? I14

H33 C81 RUSSET

A43 MC214 DARK IRON

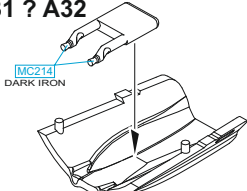
A41 MC214 DARK IRON

A41



A31 - MARKING **L**  
 A32 - MARKINGS **A-I;K**

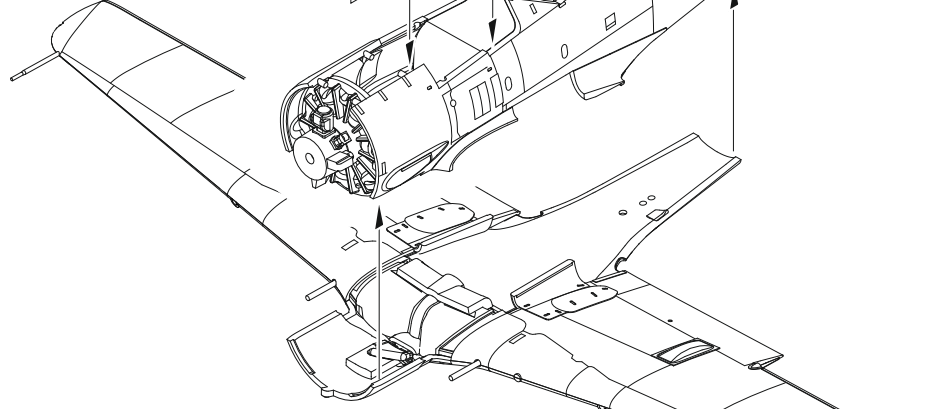
A31 ? A32



C11 ? E11 ? I11

C3 ? C4 ? E4 ? I4  
 C3 - MARKING **J** ONLY

H418  
 C118  
 RLM86 BLACK GRAY  
 A51

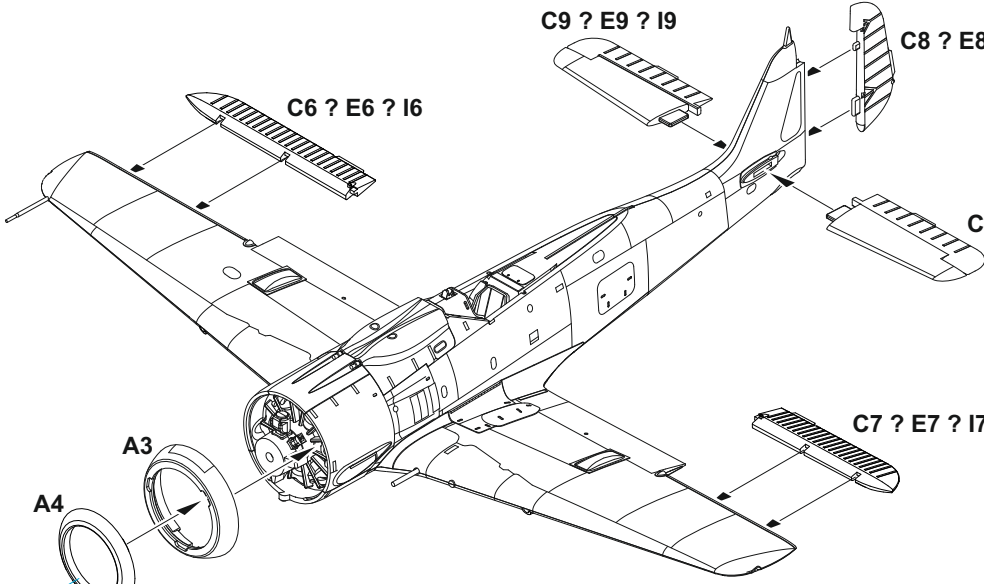


C9 ? E9 ? I9

C8 ? E8 ? I8

C6 ? E6 ? I6

C10 ? E10 ? I10

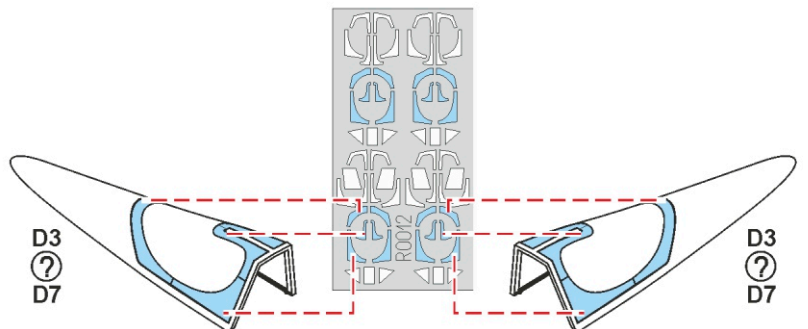
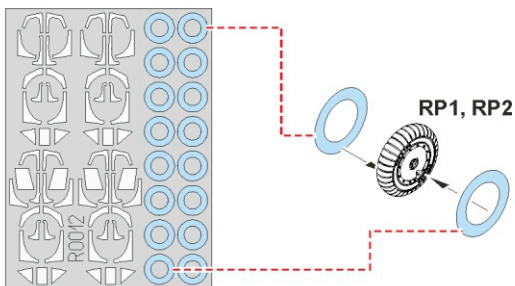
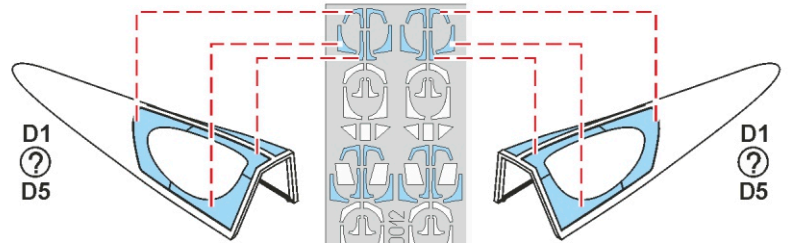
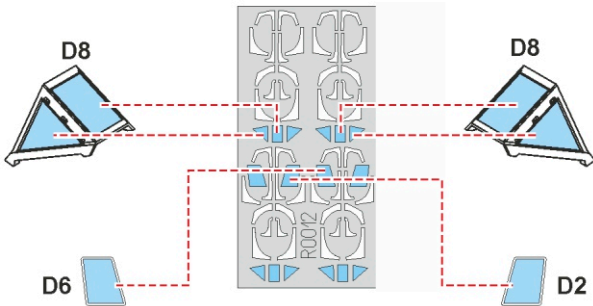


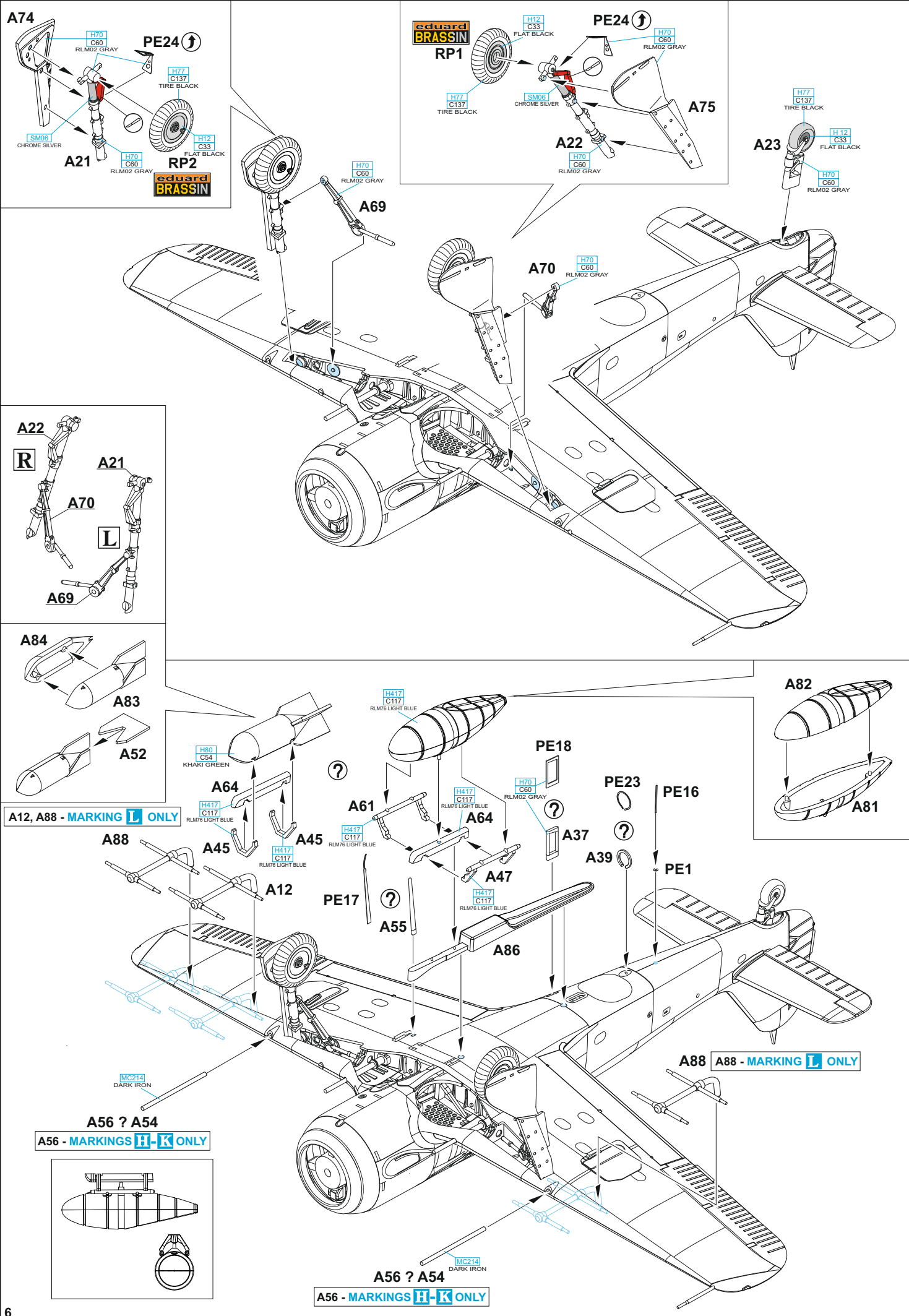
A4

A3

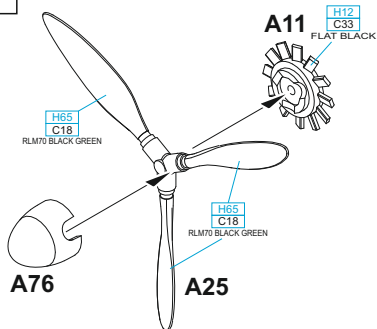
C7 ? E7 ? I7

H70  
 C60  
 RLM02 GRAY

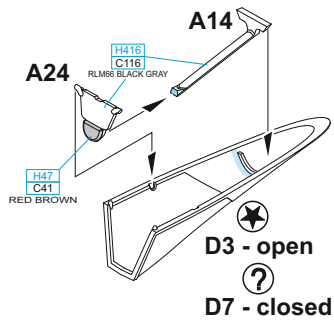




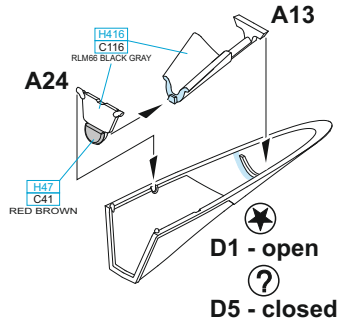
**F**



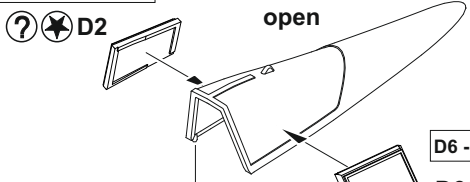
**MARKINGS C;E;L**



**MARKINGS A;B;D**



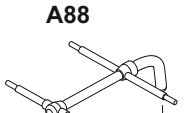
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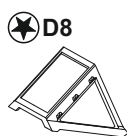
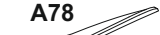
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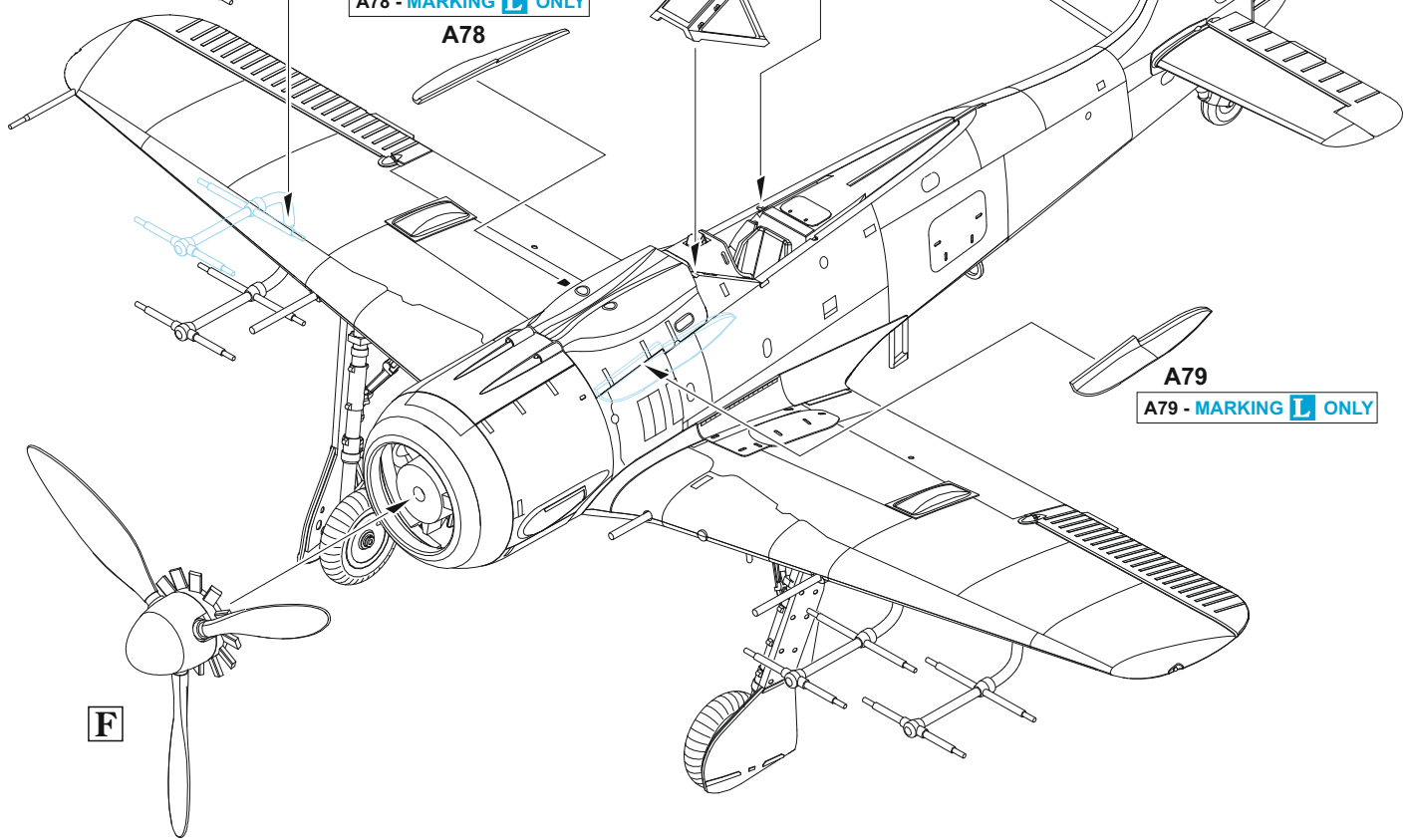
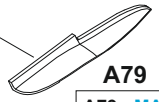
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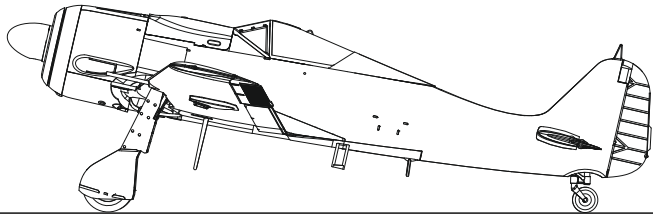
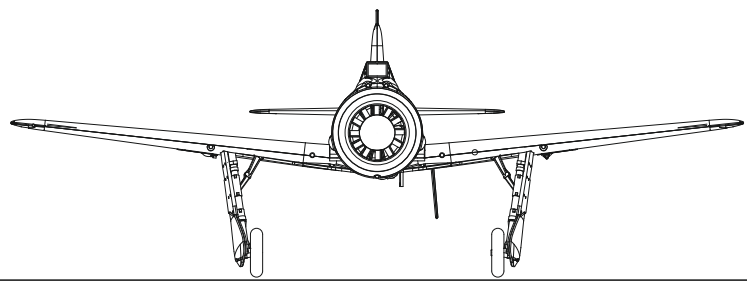
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**A79 - MARKING L ONLY**

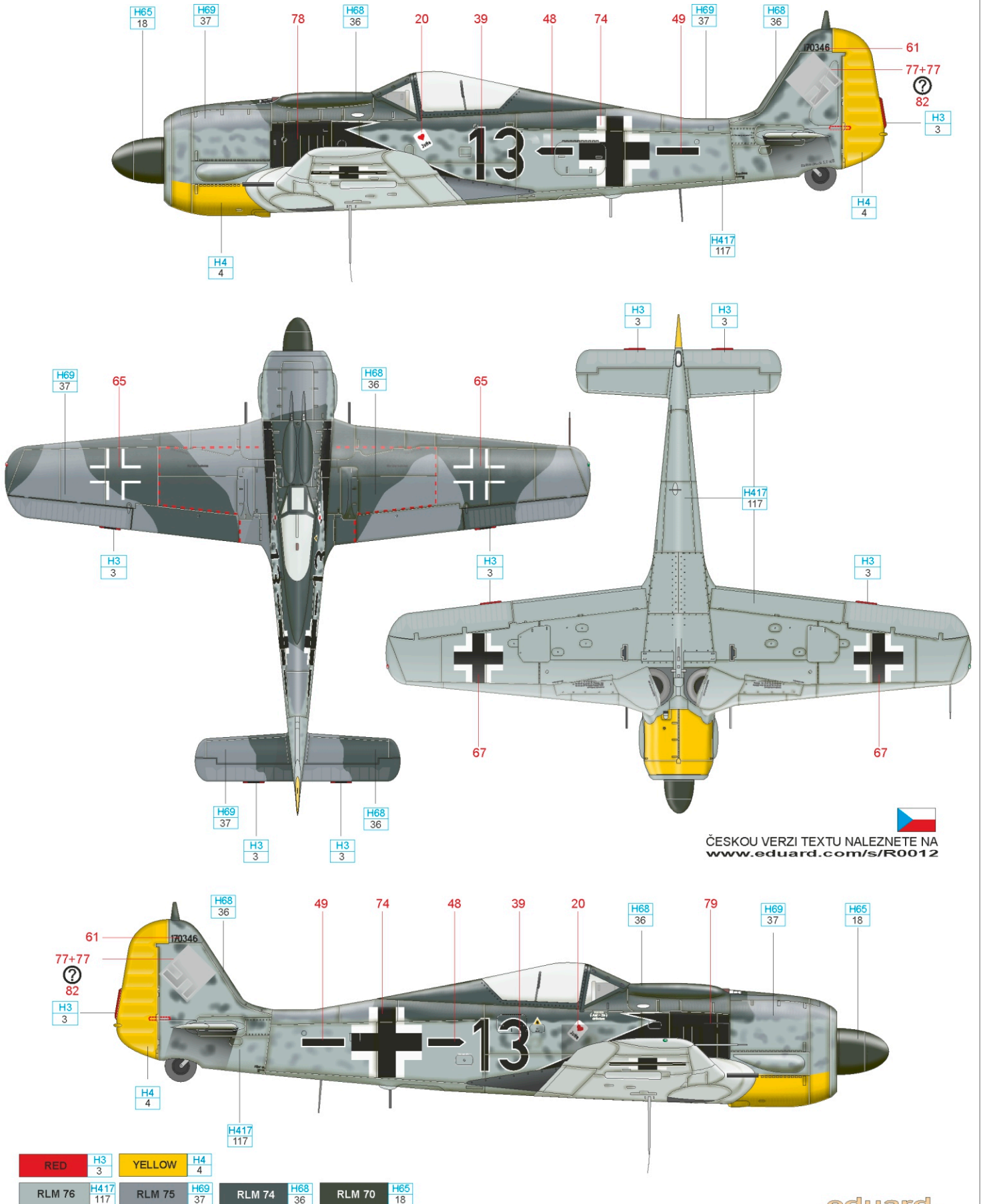


**F**



# A Fw 190A-8, flown by Obstlt. Josef Priller, the CO of JG 26, Rambouillet, France, Summer 1944

Black '13' was the personal aircraft of the commanding officer of JG 26 'Schlageter', Oberstleutnant (Lieutenant Colonel) Josef Priller, who was, with 101 aerial victories, the eighth most successful Luftwaffe ace on the western front (he never served in the east). His plane was in the standard colours of RLM 74/75/76. Under the canopy, on both sides, was a picture of a playing card with a red heart and the inscription 'Jutta' as a personal marking of the pilot. The area behind the exhausts was painted in the form of black 'Adlerflügel', with a white outline. In front of the fuselage cross, there were visible the remnants of the overpainted letters 'SH'. They were part of the Stammkennzeichen (the four letter code new airplanes were assigned as radio call letters by the factory). The other two letters behind the cross are not apparent. In this aircraft, Priller, together with his wingman, Heinz Wodarczyk, strafed the beaching allies in Normandy. He ceased operational flying after being appointed Inspekteur der Jagdflieger West on January 28th, 1945. Note his aircraft had outer wing cannons removed.

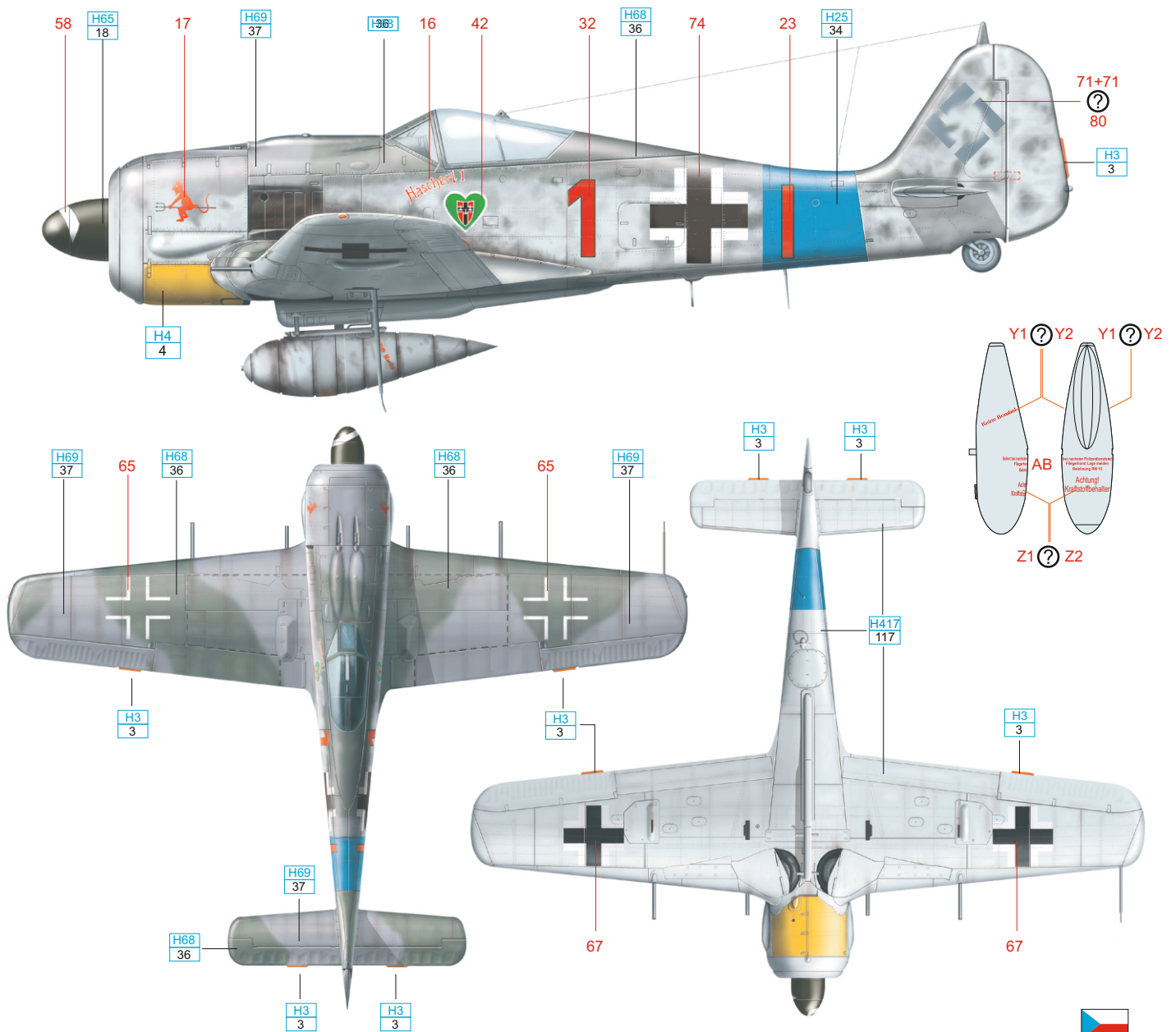


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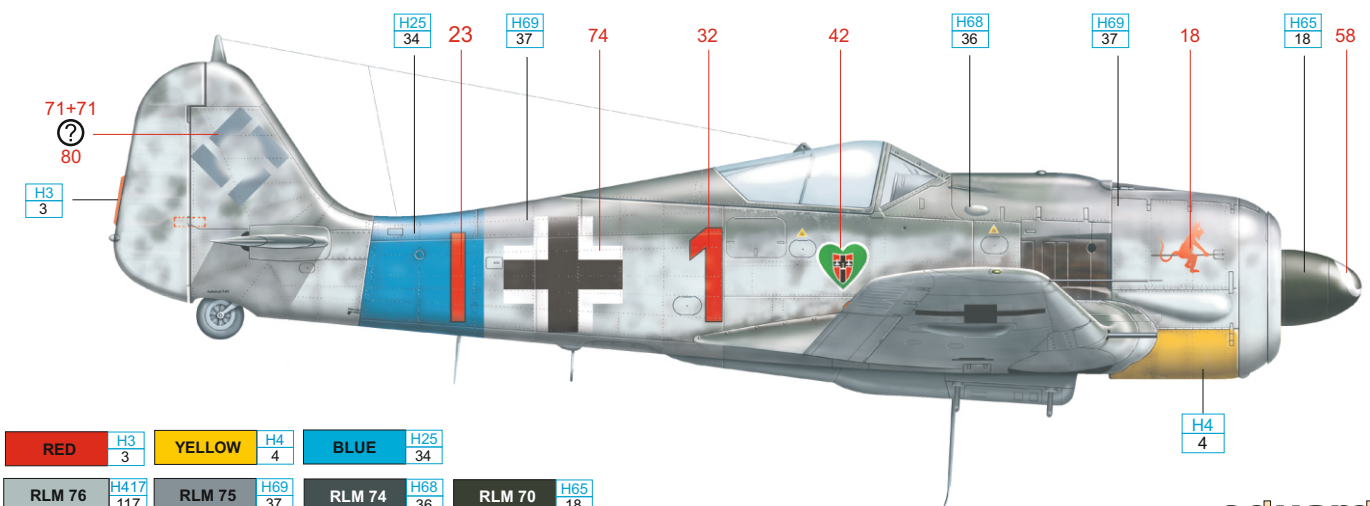


# B Fw 190A-8, flown by Lt. Hans Dortenmann, the CO of 2./JG 54, Villacoublay, France, June 1944

This is the aircraft of the commander of 2/JG 54 Hans Dortenmann. His 2nd Staffel was transferred from the Eastern Front in June, 1944 and attached to III. Gruppe within JG 54 "Grünherz". This is why Dortenmann's mount carries the red vertical bar and the green heart emblem with the III. Gruppe badge, known to have been carried on both sides of the fuselage. The blue band was a quick identifier for JG 54 in the Defense of the Reich. "Hascherl 1" was a personal marking on Dortenmann's aircraft, and the devil with pitchfork insignia was that of 2/JG 54. Whether or not the devil was on the starboard side as well is unclear. Dortenmann was shot down in this aircraft over Paris on June 26th, 1944, while in combat with Spitfires, and bailed out. Hans Dortenmann achieved a total of 38 kills, and was awarded the Knight's Cross. After flying the same Fw190D-9 for a total of eight months to the end of the war, he personally destroyed the aircraft on the field.



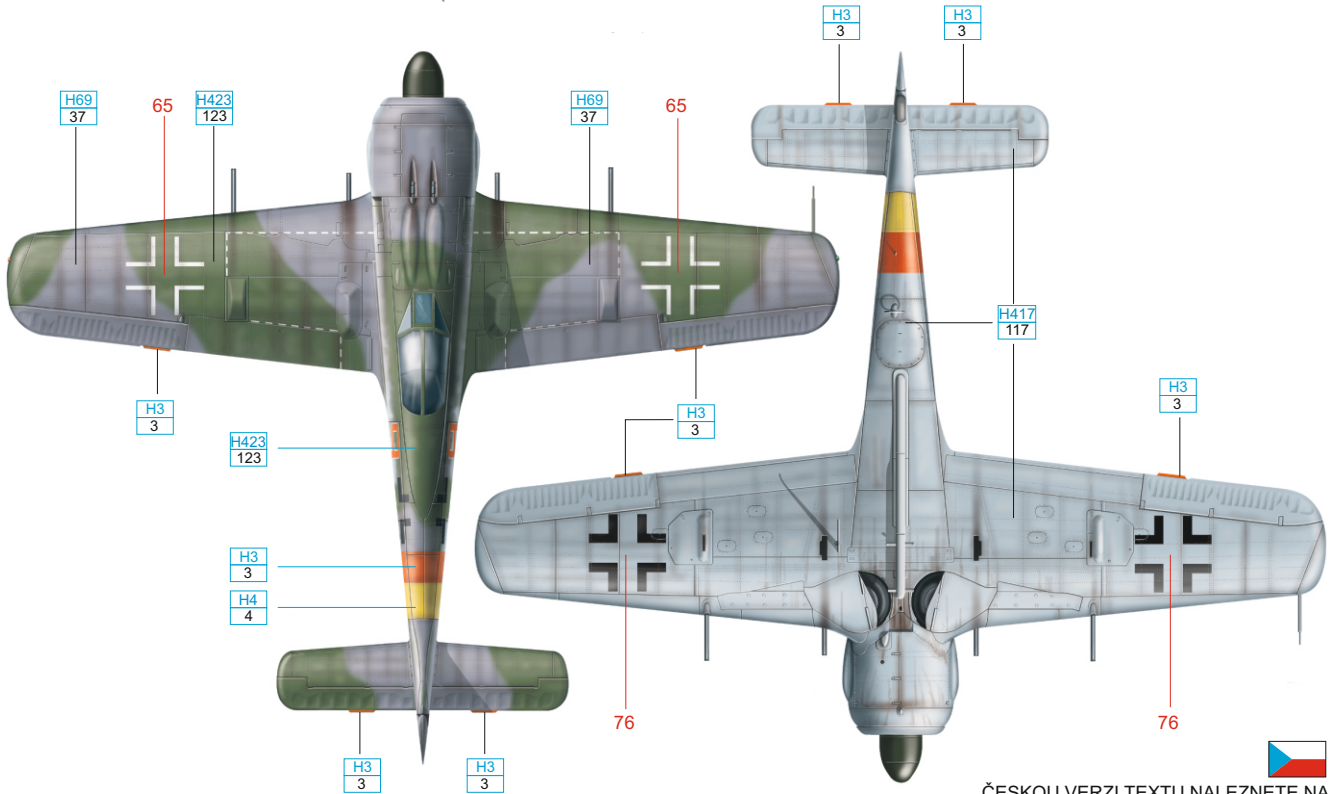
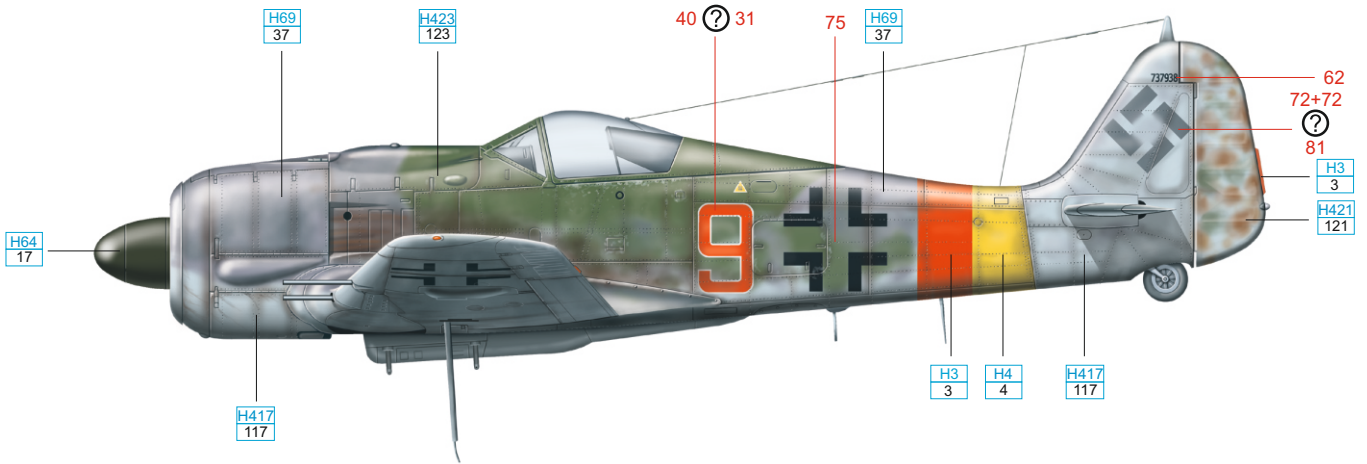
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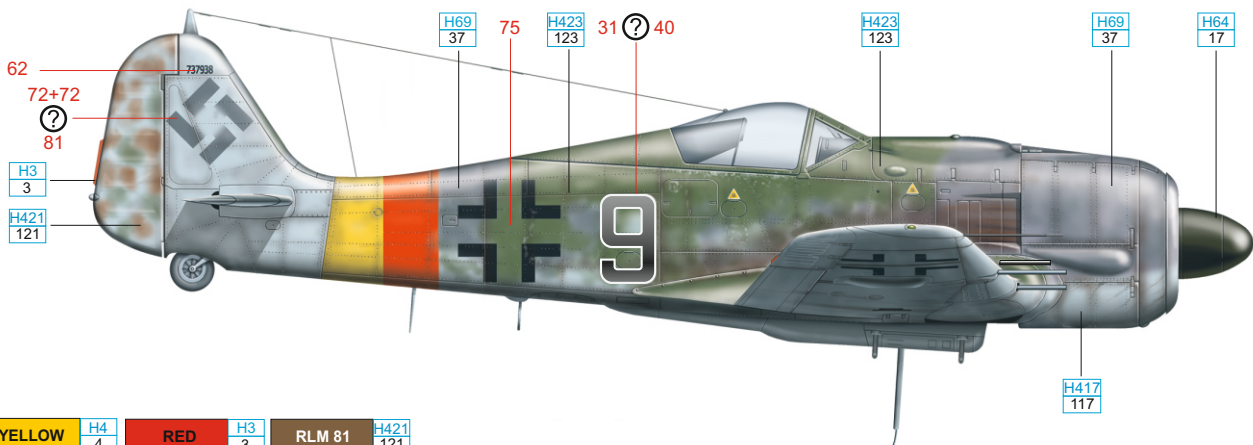
|        |             |        |           |        |           |
|--------|-------------|--------|-----------|--------|-----------|
| RED    | H3<br>3     | YELLOW | H4<br>4   | BLUE   | H25<br>34 |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 | RLM 74 | H68<br>36 |
|        |             |        |           | RLM 70 | H65<br>18 |

# C Fw 190 A-8, JG 301, North Germany, May 1945

The red/yellow fuselage band denotes this aircraft as belonging to JG 301. Reportedly, the werk number was 737 938, but it is possible the tail section on the aircraft was a replacement from another one. JG301 was formed as one of several 'Wilde Sau' units tasked with night fighting using single engine fighters. The unit was later tasked with interception of American bombers and by the end of the war, was moved to eastern Germany for the defense of Berlin. The unit surrendered at Leck in northern Germany. The camouflage of the airplane consisted of the usual RLM 75/83/76 colours, and the fuselage number '9' was either red or black. Both versions are thus supplied as a decal.



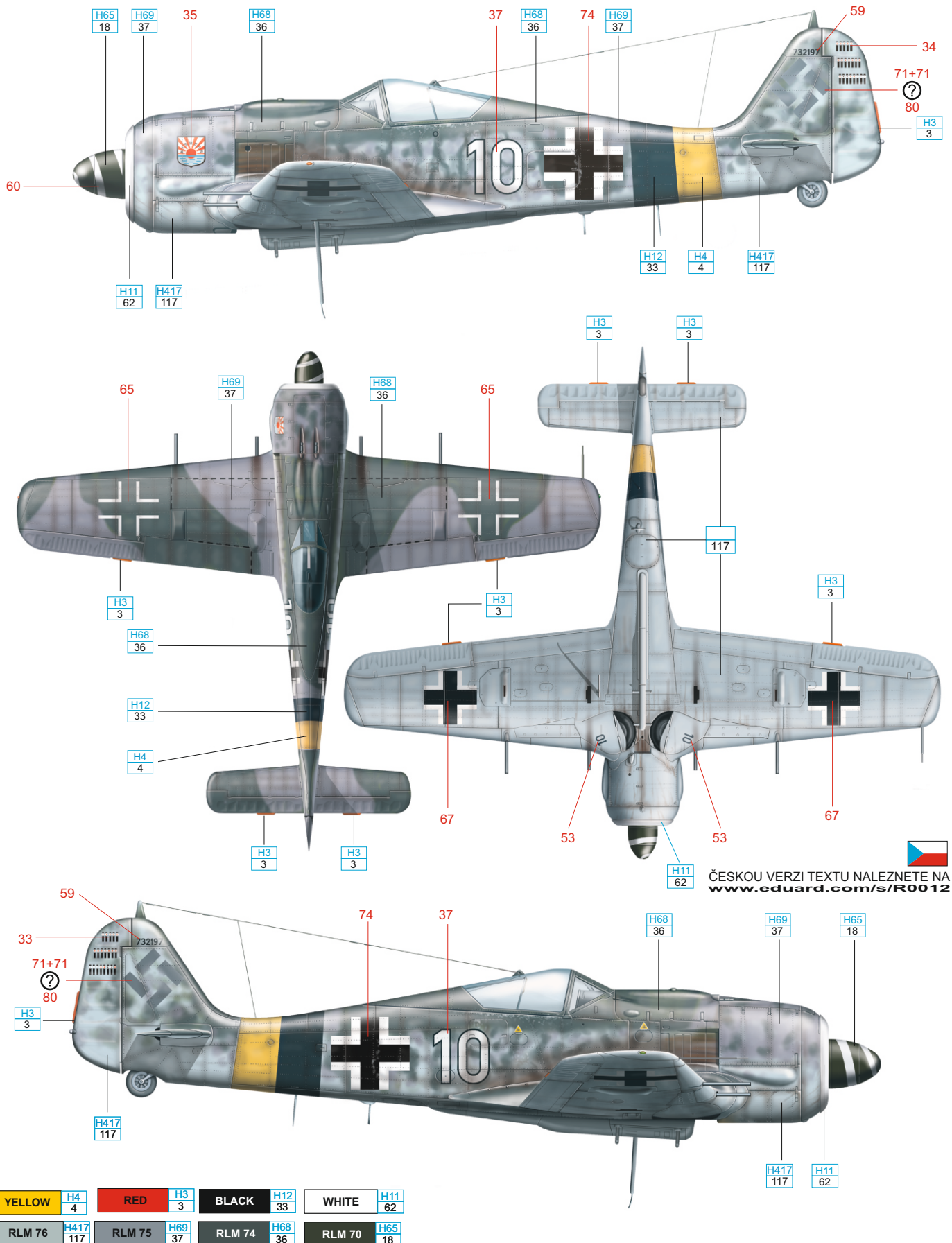
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|               |             |            |           |        |             |
|---------------|-------------|------------|-----------|--------|-------------|
| <b>YELLOW</b> | H4<br>4     | <b>RED</b> | H3<br>3   | RLM 81 | H421<br>121 |
| RLM 76        | H417<br>117 | RLM 75     | H69<br>37 | RLM 83 | H423<br>123 |
|               |             | RLM 71     | H64<br>17 |        |             |

# D Fw 190 A-8, flown by Fw. Rudolf Artner, 9./JG 5, Herdla, Norway, Spring, 1945

Personal aircraft of Rudolf Artner, who used it in the famous combat against British Beaufighters attacking Z33 destroyer on February 9th, 1945. He achieved two of his total twenty kills during this engagement. Besides British and Soviet aircraft to his credit, he also shot down two Finnish aircraft during the so-called 'Lapland War'. Artner was a favorite 'Katschmarek' (wingman) of such aces as Heinrich Ehrler and Walter Schuck because of his piloting and shooting skills.

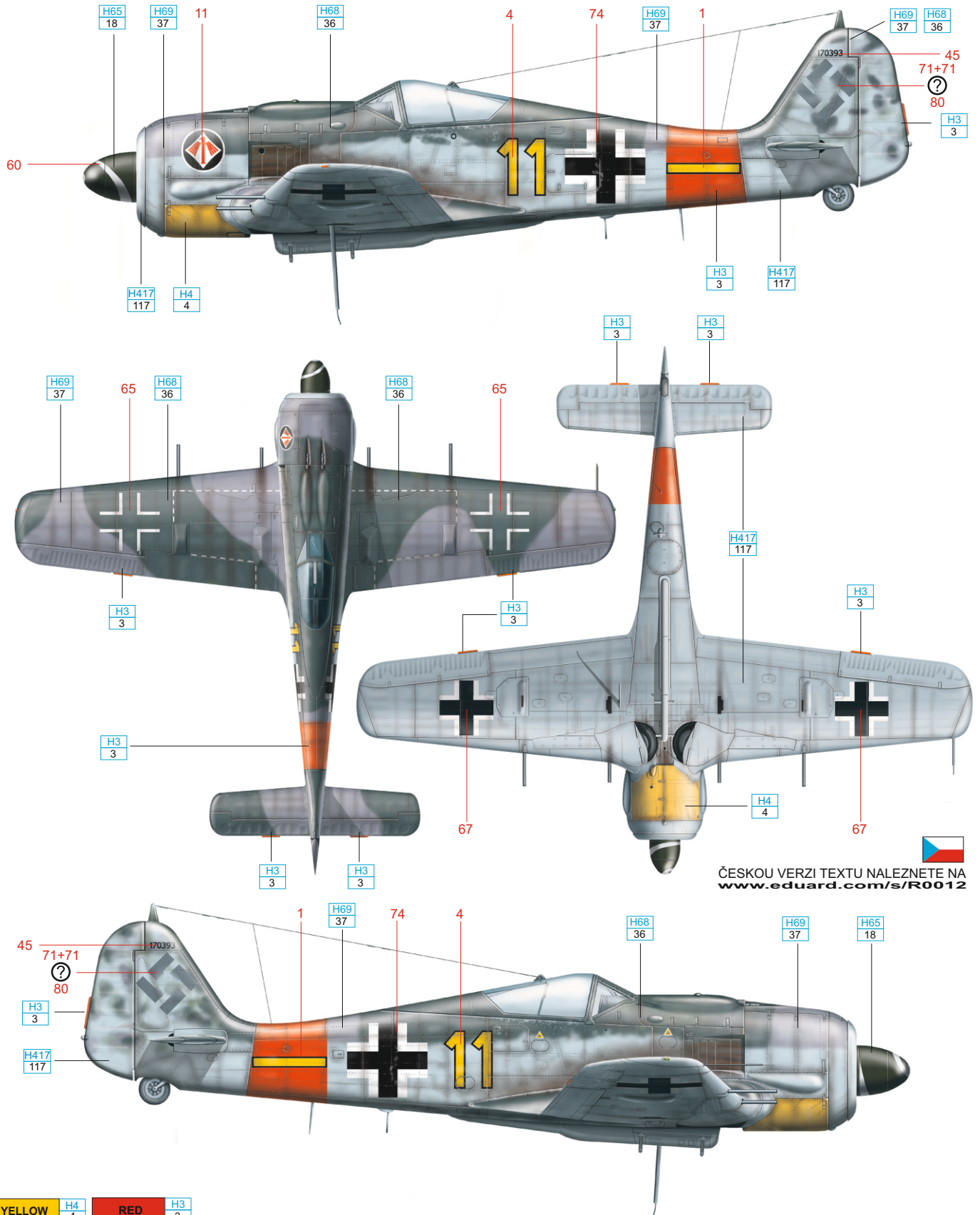


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# E Fw 190A-8, flown by Fw. Alfred Bindseil, 6./JG 1, Störmede, Germany, Spring 1944

The pilot of this aircraft was Feldwebel Alfred Bindseil, who's commanding officer at that time was the famous Heinz Bär. Fw. Bindseil scored five aerial victories, one of them achieved quite curiously by severing the tail of an American Mustang on the 13th of May, 1944. Despite the damaged propeller, Bindseil managed to land at his home field safely. He went MIA on June 20th, 1944, after combat with Spitfires near St. Lo in France. His aircraft has been reconstructed and displayed in Germany.



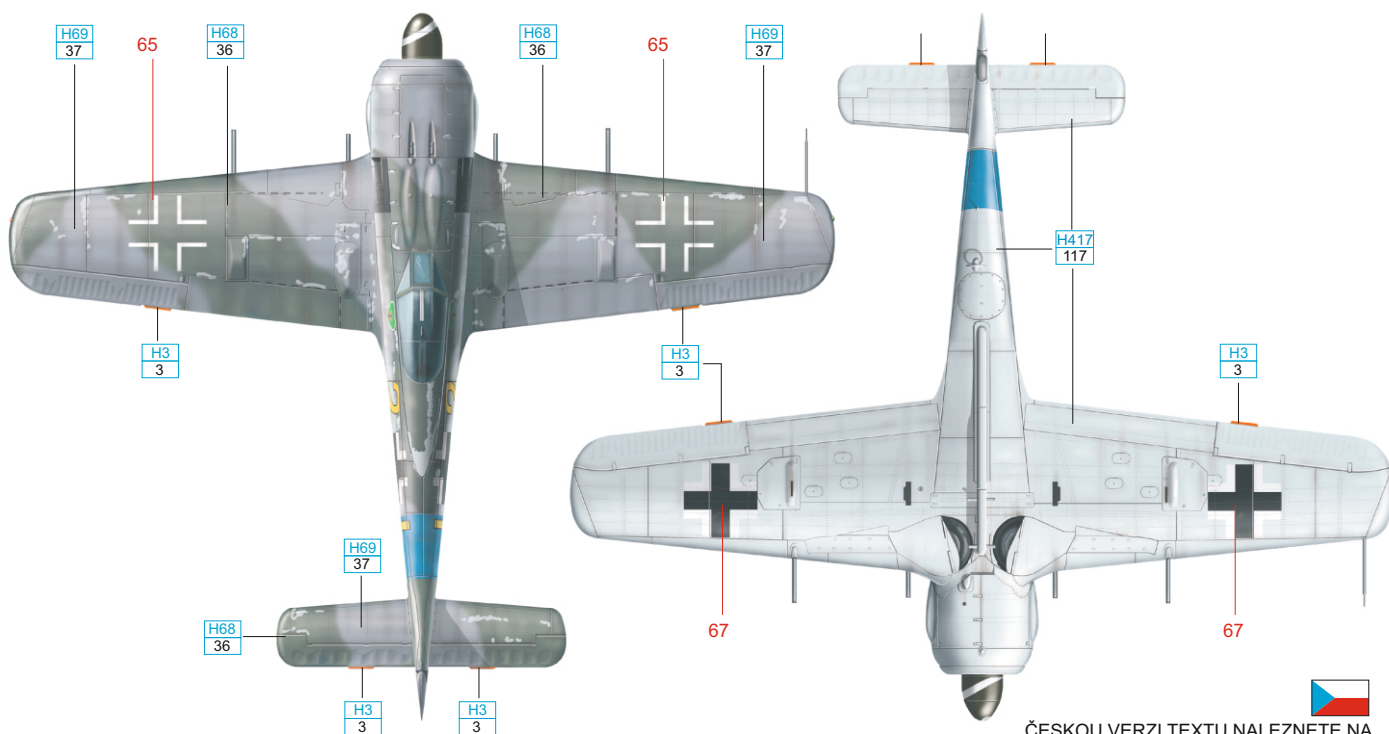
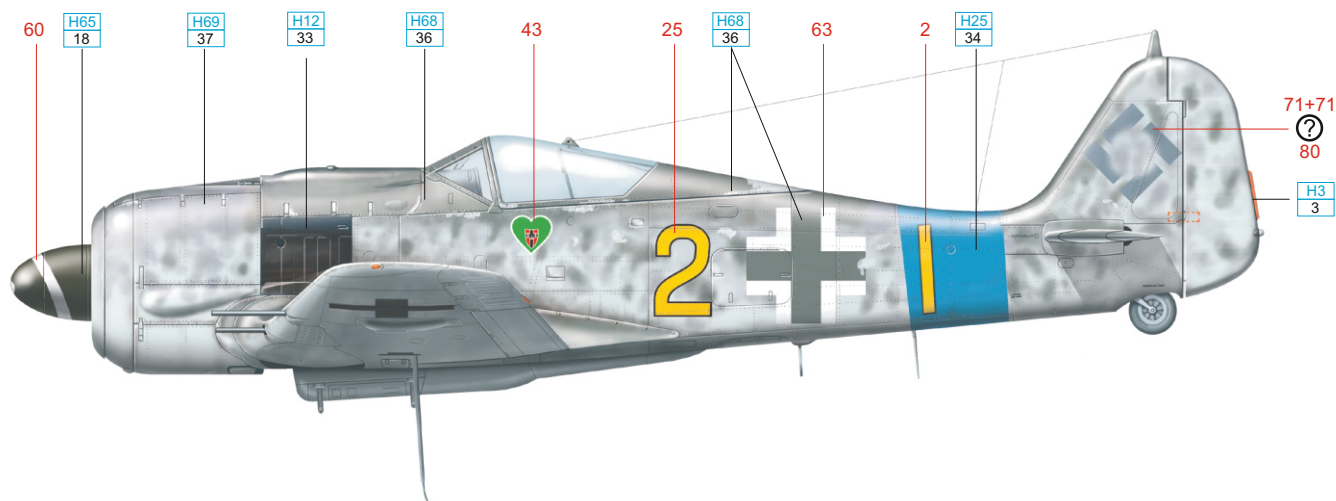
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|        |             |        |           |
|--------|-------------|--------|-----------|
| YELLOW | H4<br>4     | RED    | H3<br>3   |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 |
| RLM 74 | H68<br>36   | RLM 70 | H65<br>18 |

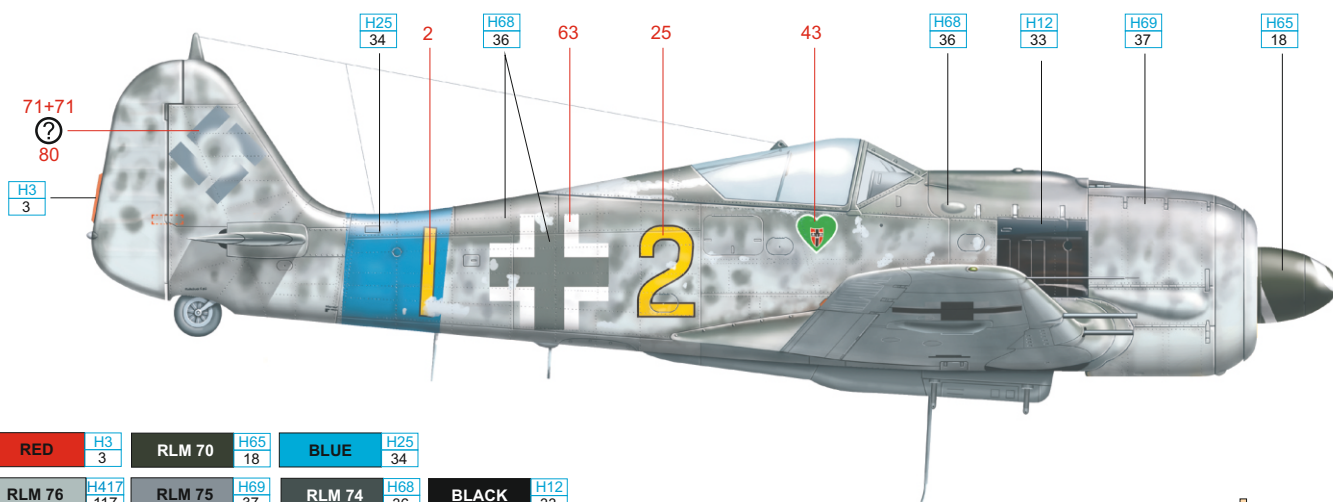


# F Fw 190A-8, 9./JG 54, Villacoublay, France, Summer, 1944

War weary but colourful, Yellow '2' of 9. Staffel/JG 54 from the time of combat activities during the summer of 1944. RLM 74/75/76 colours and the spiral on the spinner correspond to Luftwaffe standards of that time. The blue fuselage band identifies JG 54 in the Defense of the Reich system, and the 9. Staffel is marked by the yellow Gruppe marking and fuselage number. The fuselage cross had the inner section in RLM 74. The badge of III./JG 54 (Green Heart), of which the 9. Staffel was a part, was applied on both sides of the fuselage. III./JG 54 operated on the Western Front from French and German airfields after being reassigned from Smolensk in February, 1943. The unit's pilots protected conquered territory from Allied fighter sweeps and bombing attacks. During May and June, 1944, the unit changed their Bf 109s for Fw 190s and later was tasked with the priority of defending against attacks of the USAAF.



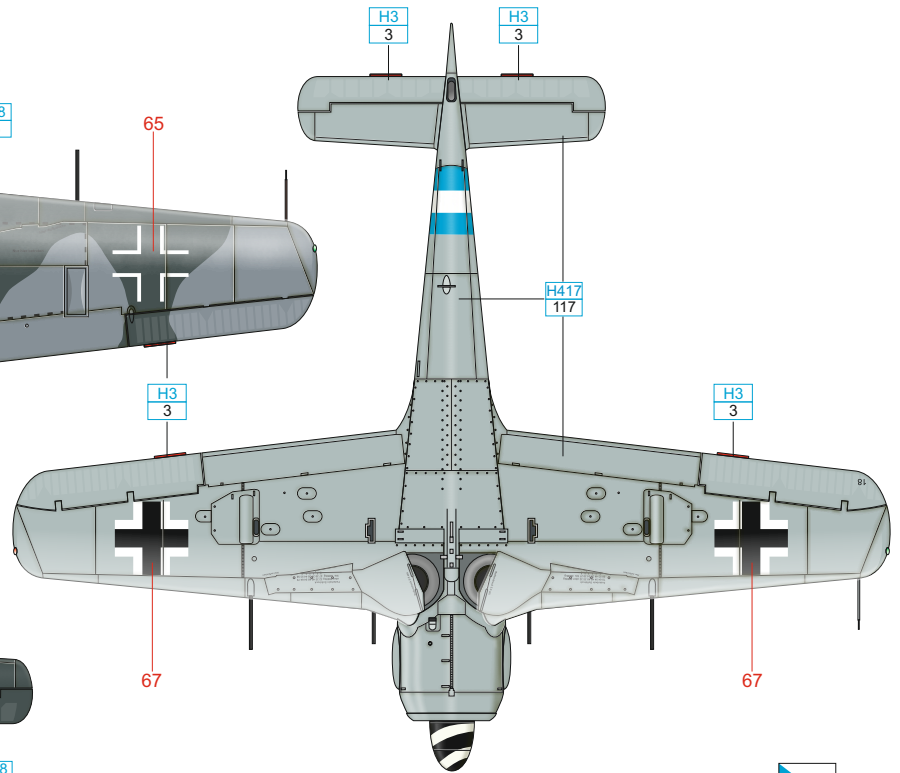
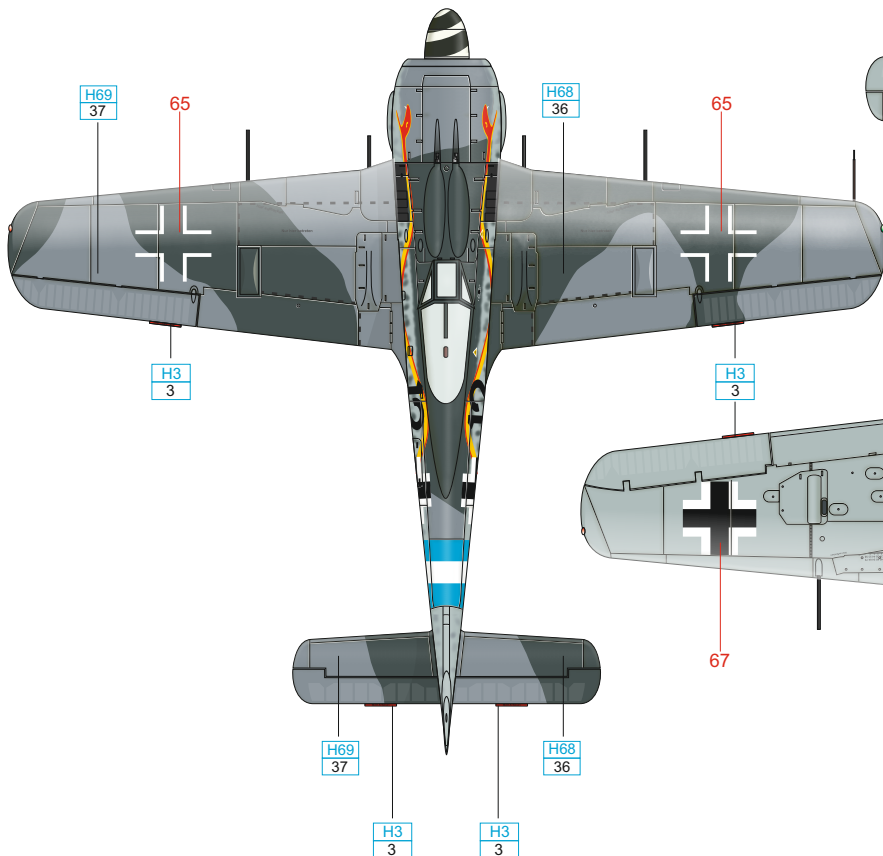
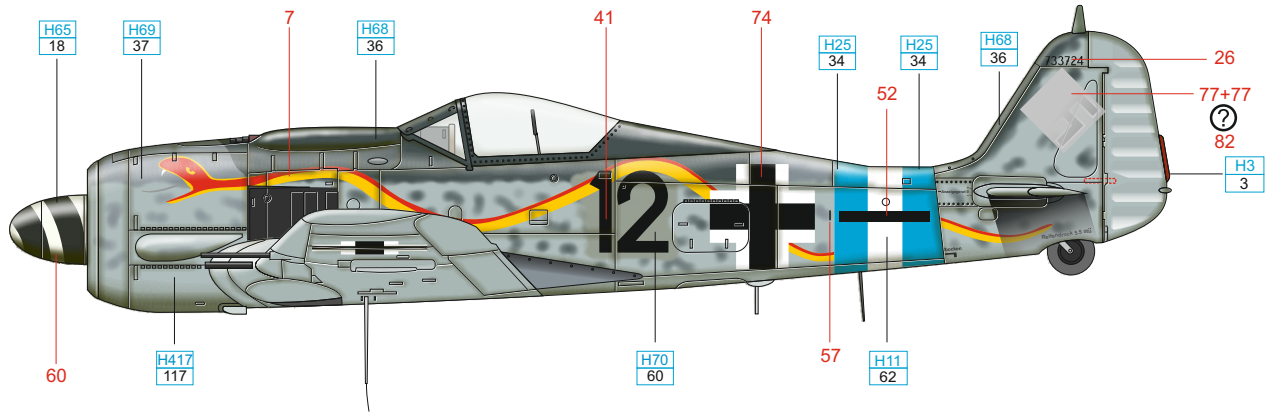
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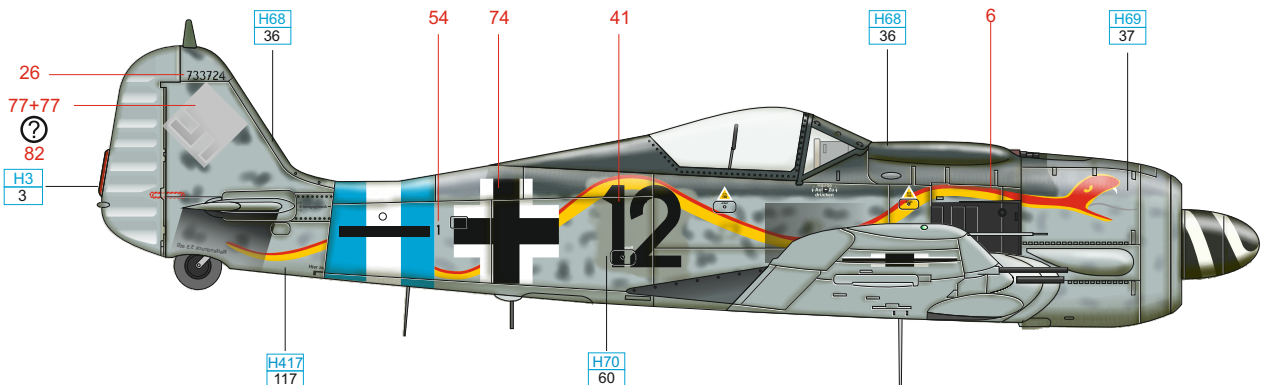
|        |             |        |           |        |           |
|--------|-------------|--------|-----------|--------|-----------|
| RED    | H3<br>3     | RLM 70 | H65<br>18 | BLUE   | H25<br>34 |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 | RLM 74 | H68<br>36 |
|        |             | BLACK  | H12<br>33 |        |           |

# G Fw 190A-8, 73372?, II./JG 300, Bayreuth-Bindlach, Germany, Spring 1945

This aircraft served with the test unit Jagdgruppe 10. The task of JGr.10 was to test new tactics and weapons to be used against Allied four-engined heavy bombers. The aircraft could be easily identified thanks to the rendition of a red and yellow snake on both sides of the fuselage. The pictured aircraft was reassigned to II./JG 300 and received relevant identifying markings, such as the blue and white band identifying JG 300 within the Defense of the Reich system. There was also the black horizontal stripe of the II. Gruppe. This stripe partially obscured the code I1, which belonged to JGr.10. On the left side, this allowed the letter I to remain visible, and the number 1 on the right. This aircraft was dismantled and its remains found in May, 1945 at Bayreuth-Bindlach, which served as a repair and conversion depot from 1944.



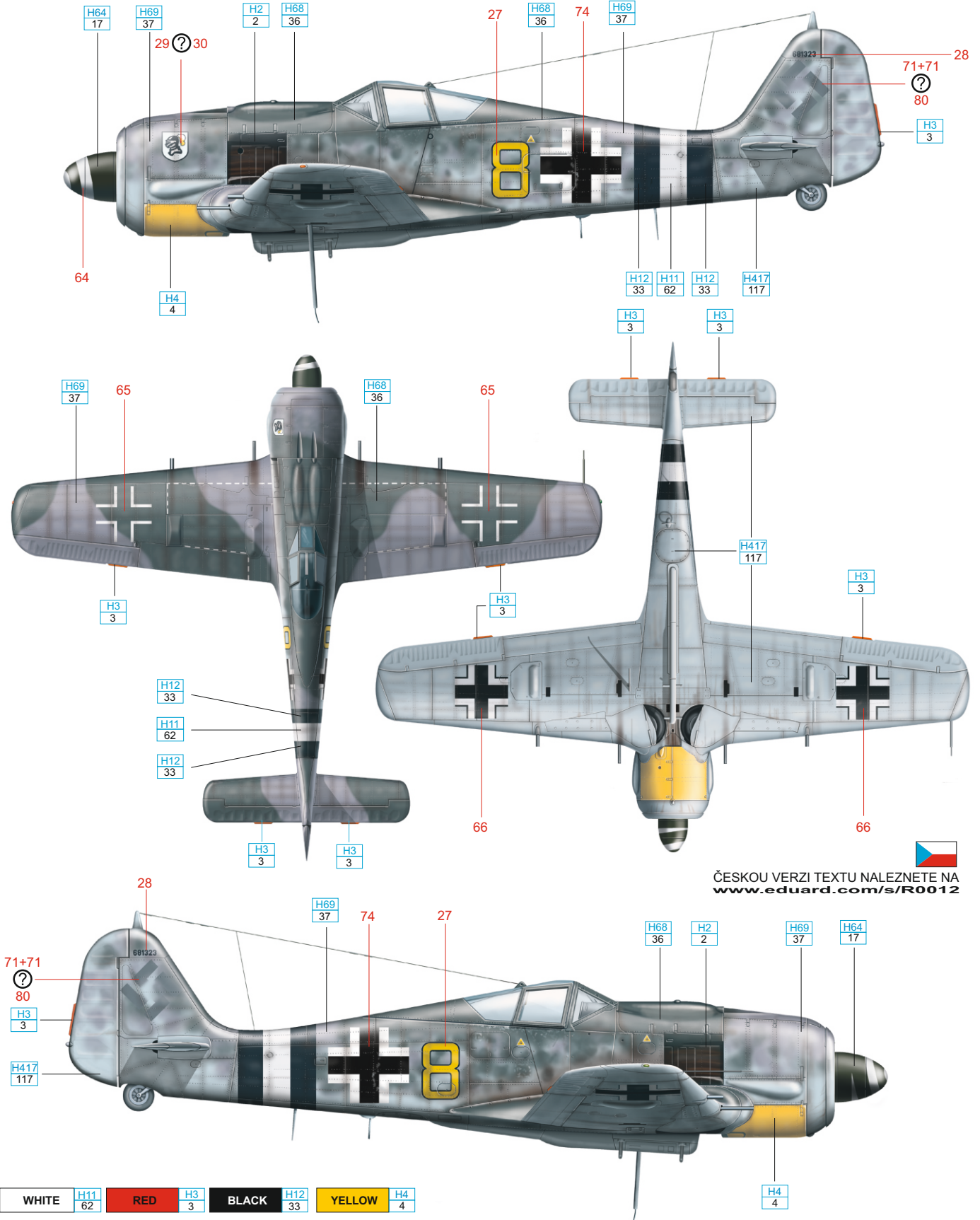
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|        |          |        |        |        |        |
|--------|----------|--------|--------|--------|--------|
| RED    | H3 3     | BLUE   | H25 34 | RLM 02 | H70 60 |
| RLM 76 | H417 117 | RLM 75 | H69 37 | RLM 74 | H68 36 |
|        |          | RLM 70 | H65 18 | WHITE  | H11 62 |

# H Fw 190A-8/R-2, W. Nr. 681323, flown by Fw. Friedrich-Karl Frank, II. (Sturm)/JG 4, Welzow, Germany, September 1944

Marking reconstruction of Fw 190A-8/R2, Yellow '8' shot down on the 11th of September, 1944 during the aerial battle over the Ore Mountains. Fuselage machine guns were dismantled in an attempt to save some weight as a common practice of II.(Sturm)/JG4 at that time. The pilot, Friedrich-Karl Frank destroyed one B-17G during the battle before he had to bail out. He did not escape his fate anyway, as he died in collision with another Fw 190 in Welzow on the 2nd of November, 1944. The battle was the first combat mission of the II.(Sturm)/JG 4. At that time the unit had more than 60 of Fw 190A-8/R2s at its disposal. However, during the course of September 1944 most of them were lost or had to go through repairs as a result of intense tasking. The remains of Frank's „Sturmbock“ were found in the Ore Mountains in 2000 and can be seen in Museum of Air Battle over Ore Mountains on September 11th, 1944 today. A piece of this plane is also part of Your kit.



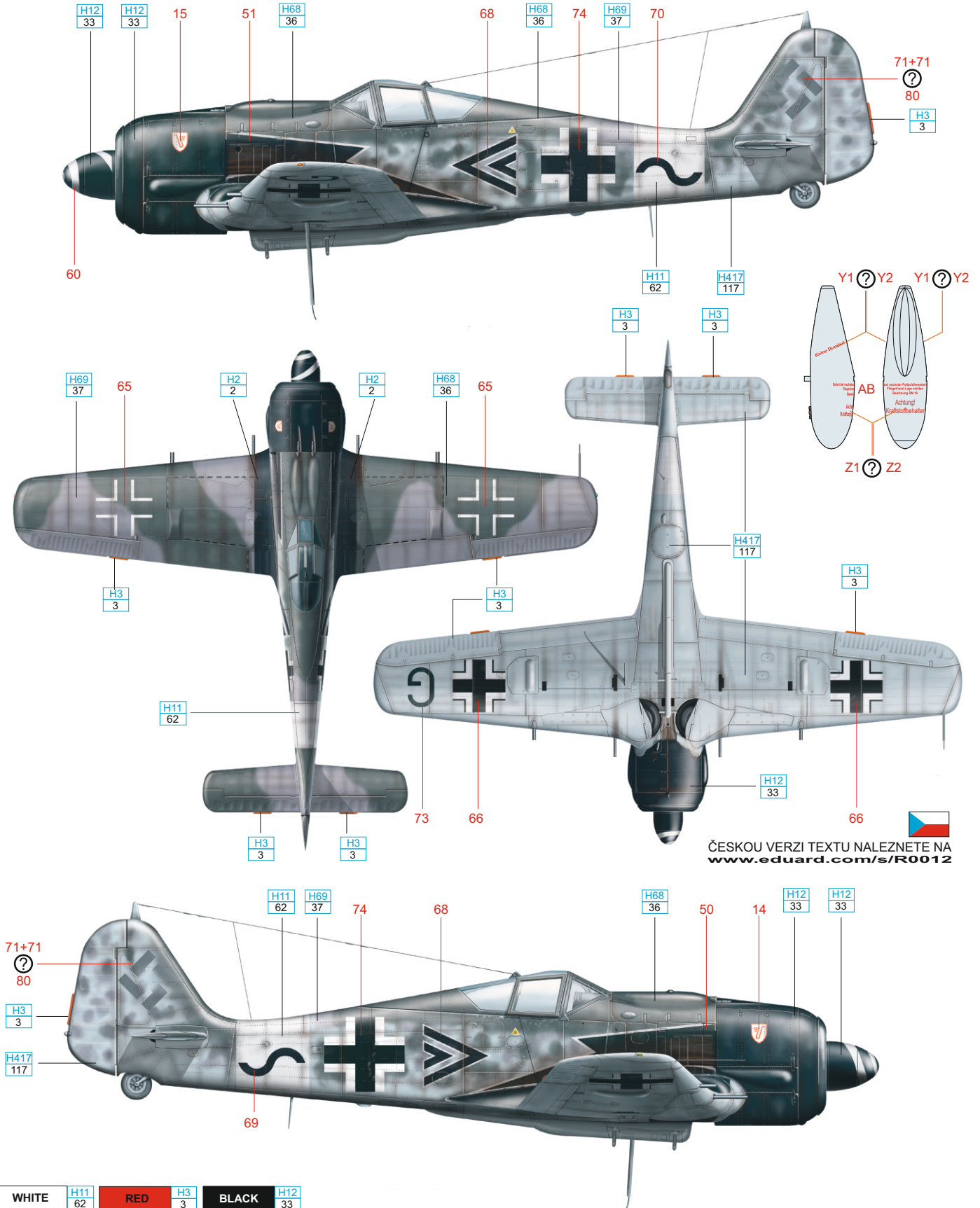
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|        |             |        |           |        |           |        |           |
|--------|-------------|--------|-----------|--------|-----------|--------|-----------|
| WHITE  | H11<br>62   | RED    | H3<br>3   | BLACK  | H12<br>33 | YELLOW | H4<br>4   |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 | RLM 74 | H68<br>36 | RLM 71 | H64<br>17 |



**Fw 190A-8/R2, flown by Hptm. Wilhelm Moritz, the CO of IV. (Sturm)/JG 3, Memmingen, Germany, July, 1944**

The personal aircraft of the commander of IV.(Sturm)/JG 3 'Udet', Hptm. Wilhelm Moritz, the inventor of the black nose colour scheme found on the Focke-Wulfs of his Gruppe. The 'Udet' unit emblem was usually painted on the port side of the engine cowling only, this aircraft being an exception with the badge on both sides. Moritz recorded more than 500 combat missions over both the Eastern and Western Fronts, achieving 44 aerial victories. He was awarded the Knight's Cross and is among the most successful fighter unit commanders tasked with four engine heavy bomber intercepting.



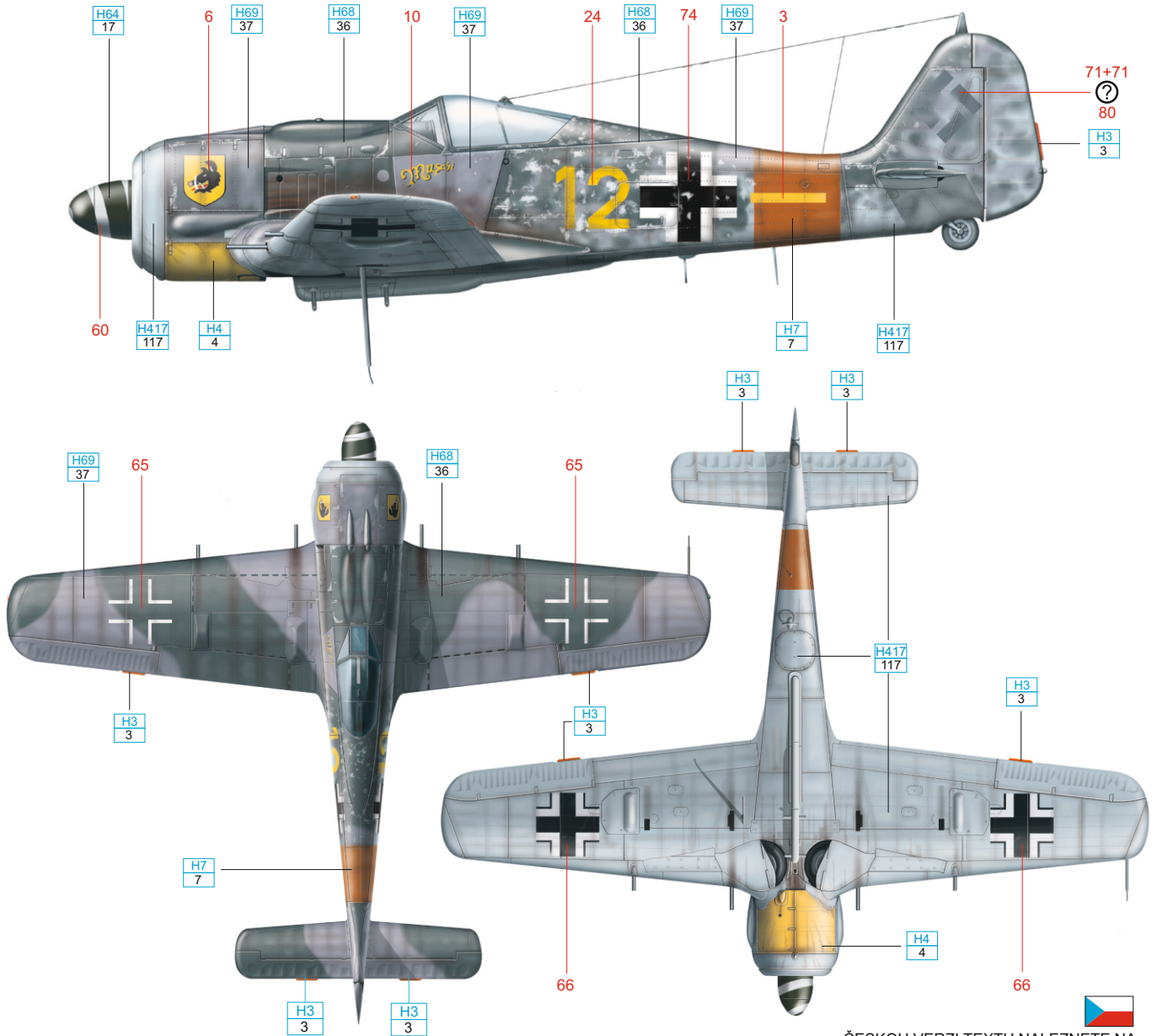
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|--------|-------------|--------|-----------|--------|-----------|
| WHITE  | H11<br>62   | RED    | H3<br>3   | BLACK  | H12<br>33 |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 | RLM 74 | H68<br>36 |

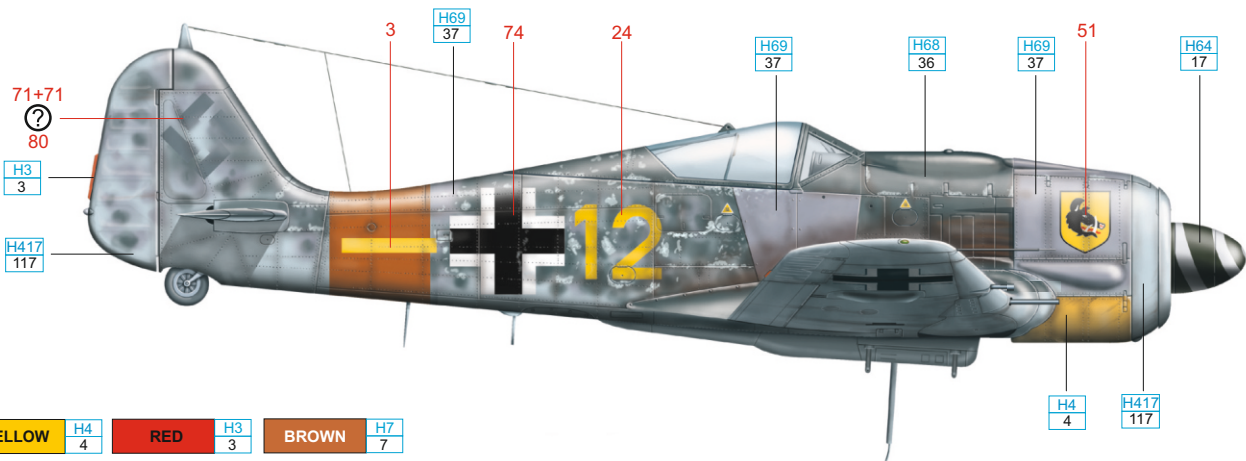


# J Fw 190A-8/R2, flown by Uffz. Paul Lixfeld, 6./JG 300, Löbnitz, Germany, late 1944

The airplane of the then only 18-year-old pilot Uffz. Paul Lixfeld had its machine guns removed, with the redundant troughs faired over with aerodynamic covers. 6./JG 300 was a part of II.(Sturm)/JG 300 and one of three Sturmgruppe formed by the Luftwaffe specifically for fighting against four engined heavy bombers. Lixfeld achieved two aerial victories, one of them being a B-24 Liberator on the 17th of December, 1944, over Moravia. Shooting from very close range, his aircraft was hit by the debris from the victim and Lixfeld had to bail out. His plane crashed near Troubky village. The torso of the engine was recovered in 2000 and today is in the hands of the Lesany museum. The remains of the aircraft were recovered in 2014.



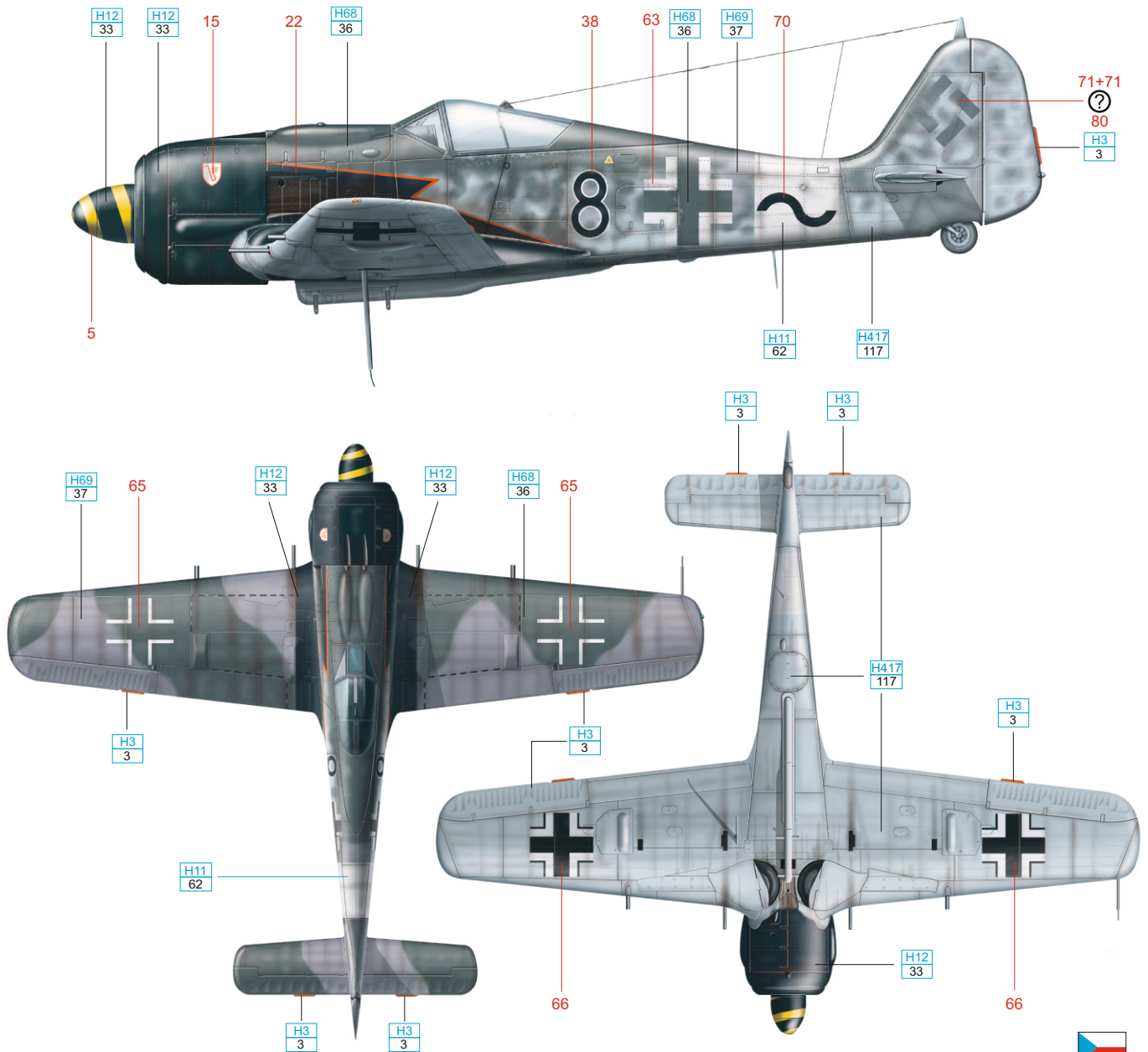
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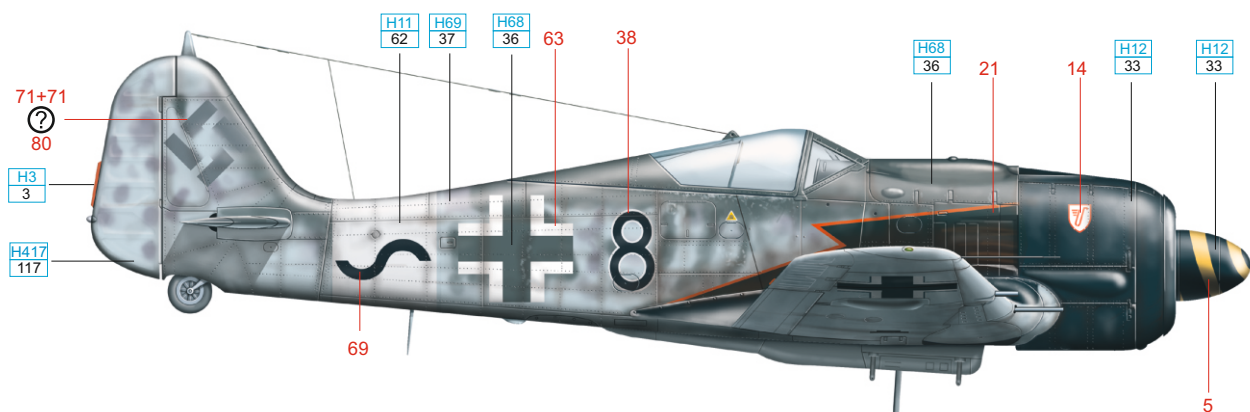
|               |             |               |           |               |           |
|---------------|-------------|---------------|-----------|---------------|-----------|
| <b>YELLOW</b> | H4<br>4     | <b>RED</b>    | H3<br>3   | <b>BROWN</b>  | H7<br>7   |
| <b>RLM 76</b> | H417<br>117 | <b>RLM 75</b> | H69<br>37 | <b>RLM 74</b> | H68<br>36 |
|               |             | <b>RLM 71</b> | H64<br>17 |               |           |

# K Fw 190 A-8/R2, flown by Uffz. Willi Maximowitz, IV.(Sturm)/JG 3, Dreux, France, June, 1944

This airplane of 11. Staffel IV. (Sturm)/JG 3 'Udet' was flown by Uffz. Willi Maximowitz from Dreux base during the invasion in June, 1944. At the time, the aircraft was equipped with bomb rack. Maximowitz began combat flying at the beginning of 1944 as a member of Sturmstaffel 1, tasked with the development of tactics to combat four-engined heavy bombers. He achieved a total of 22 aerial victories, most of them over four engine bombers. He went MIA after engaging Soviet fighters near Frankfurt on 20th April, 1945 and was posthumously awarded the Deutches Kreuz in Gold.



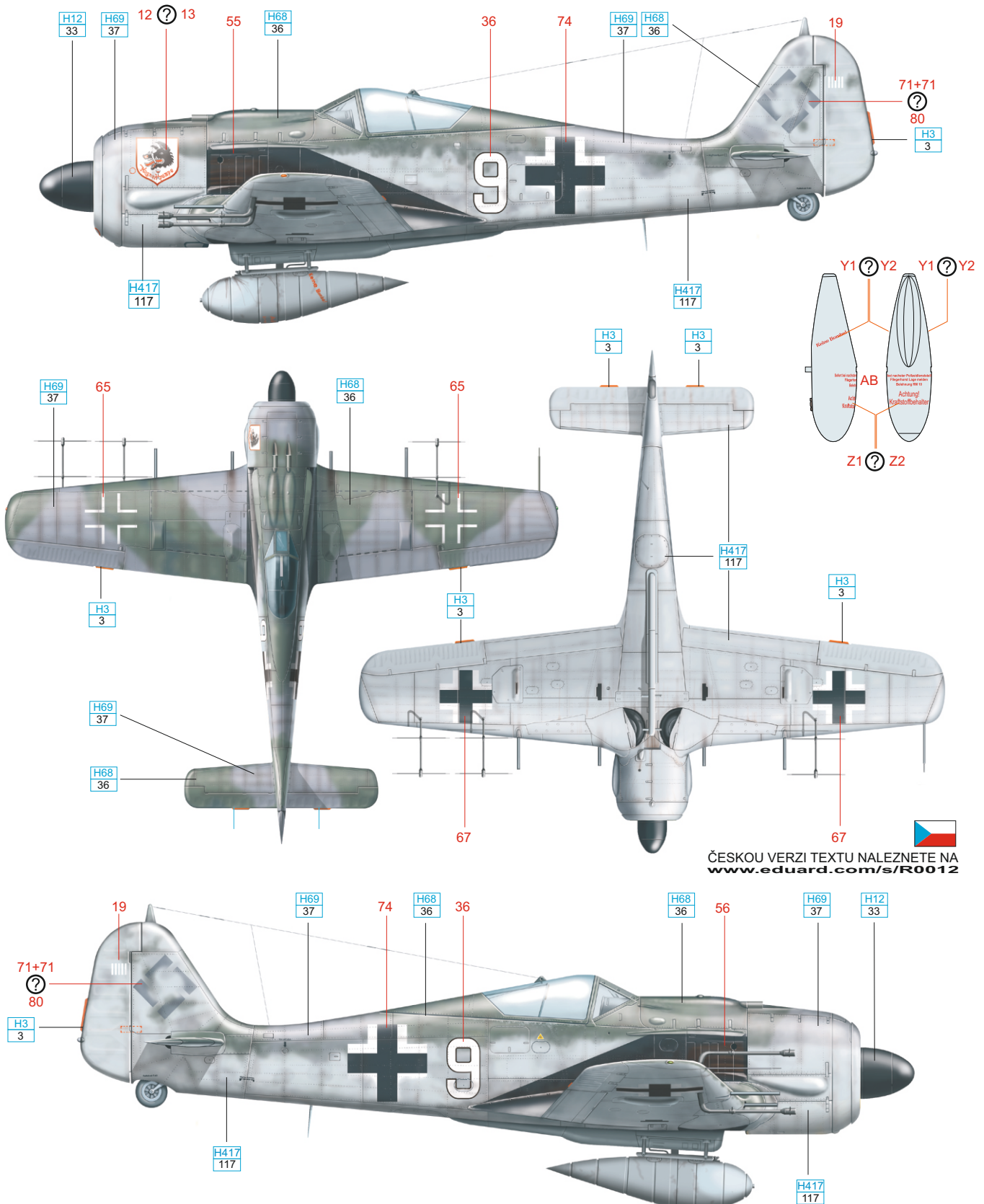
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|        |             |        |           |        |           |
|--------|-------------|--------|-----------|--------|-----------|
| WHITE  | H11<br>62   | RED    | H3<br>3   | BLACK  | H12<br>33 |
| RLM 76 | H417<br>117 | RLM 75 | H69<br>37 | RLM 74 | H68<br>36 |

**L Fw 190A-8/R-11 „Neptun“, flown by Fhj. Ofw. Günther Migge, 1./NJGr. 10, Werneuchen, Germany, 1944**

This plane, modified for night missions, served with Nachtjagdgruppe 10, formed on January 1st, 1944, from parts of I./JG 300. The unit was tasked with the defense of important German cities and also carried out testing of new equipment for night fighters under combat conditions. Fhj. Ofw. Gunther Migge was a former night fighter pilot with JG 300, so his Fw 190 carried the Wilde Sau emblem, supplemented with the 'Kognak pompe' inscription, and a picture of a cognac glass. The outline of the emblem as well as the inscription were most likely red, but black cannot be ruled out. The aircraft carried the standard camouflage scheme of RLM 74/75/76, but less common for this period of time was the use of the black 'Adlerflugel' behind the exhaust stacks. The bottom white segments of the fuselage 'balkenkreuz' were quite shabby. The often quoted W.Nr. 29210 is probably incorrect, but a decal for it is supplied nevertheless. The kill marks on the rudder were painted as single white bars and relate to Migge's victories achieved with JG 300. Flying this aircraft with JGr. 10, he added several more kills.



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|       |     |        |      |        |     |
|-------|-----|--------|------|--------|-----|
| RED   | H3  |        |      |        |     |
|       | 3   |        |      |        |     |
| BLACK | H12 | RLM 76 | H417 | RLM 75 | H69 |
|       | 33  |        | 117  |        | 37  |
|       |     |        |      | RLM 74 | H68 |
|       |     |        |      |        | 36  |
|       |     |        |      | RLM 70 | H65 |
|       |     |        |      |        | 18  |



