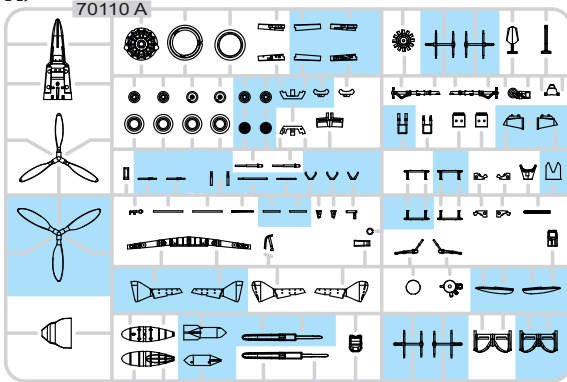


INTRO

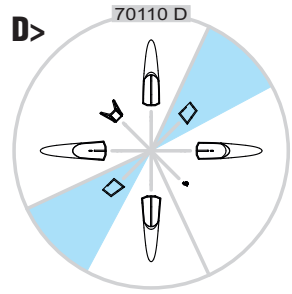
The second half of the Second World War saw the Focke-Wulf Fw 190, in its various forms, emerge as the best of what was available to the Luftwaffe. The dedicated fighter version was a high performance, heavily armed machine. Its development had a precarious beginning, against a 1938 specification issued by the Technisches Amt, RLM. The first prototype took to the air on June 1st, 1939. After a series of improvements and even radical changes, the design culminated in the fall of 1940 in the pre-series version Fw 190A-0 to the tune of twenty-eight pieces. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, which was tasked with conducting service trials. These revealed a wide range of flaws to the point where the RLM halted further development. Despite this, on the basis of urgings from the test unit staff, the aircraft was not shelved. After a series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe. In June 1941 the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17s. By September 1941 II./JG 26 was completely equipped with the type operating on the Western Front. November saw the production of the next version Fw190A-2, powered by a BMW 801C-2, and armed with two 7.9 mm MG 17s and two MG 151s of 20 mm caliber in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring 1942, when the BMW 801D-2 became available, whose installation gave birth to the Fw 190A-3. July saw the development of the improved A-4. Both were armed with what became the standard two fuselage mounted MG 17s, two wing mounted MG 151 cannons, and two MG FF cannons, placed inboard of the wheel wells. During 1942 production had intensified, and a production facility was set up under license at Fieseler. Thanks in part to this, production rose in 1942 to 1,878 units as opposed to 224 in 1941. Large-scale production of the A-5 was initiated in April 1943 with an identical wing to the A-4, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and also on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151s instead of the MG FFs in the outer position. The adoption of this wing developed the A-6 version. Further changes developed the A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131s. Further improvements led to the Fw 190A-8, and this version became the most widely produced with some 1400 units made. The most significant change to this variant was the installation of the GM-1 nitrous-oxide injection system, for temporary power boost in combat. A portion of A-8 production was built as the A-8/R2 and A-8/R8, armed with MK 108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides and a modified canopy. The final production version of the BMW 801 powered fighter was the Fw 190A-9, equipped with the BMW 801TS of 2000 hp (1470 kW). There was a parallel development of these fighter optimized aircraft with a dedicated fighter-bomber version, the Fw 190F. These aircraft had reduced wing armament to two MG 151 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 throughbred fighter continued in the guise of the Fw 190D, which began to reach Luftwaffe units in the second half of 1944, and was the result of mounting an in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe. Although the Fw 190 never achieved the widespread usage of the competing Bf 109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw 190s saw service on the Western Front as well as in the East. As heavy fighters with imposing firepower, they found themselves integral components, from 1943 onwards, within the units tasked with the protection of the Reich from the ominous clouds of allied four-engined bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was a very ominous and daunting foe for the bomber crews. From the second half of 1944, their danger was kept in check to a degree by escorting P-47s, and necessitated the development of the P-51 Mustang.

PLASTIC PARTS

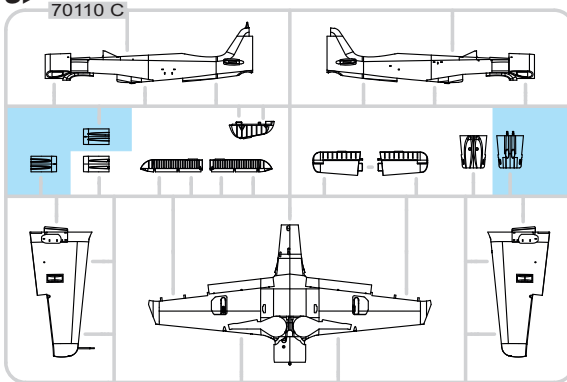
A>



D>



C>



GUNZE	
H2	C2 BLACK
H11	C62 WHITE
H12	C33 FLAT BLACK
H25	C34 SKY BLUE
H33	C81 RUSSET
H47	C41 RED BROWN
H65	C18 BLACK GREEN RLM70
H68	C36 GRAY GREEN RLM74
H69	C37 GRAY RLM75
H70	C60 GRAY RLM02
H77	C137 TIRE BLACK
H413	C113 YELLOW RLM04
H414	C114 RED RLM23
H416	C116 BLACK GRAY RLM66
H417	C117 LIGHT BLUE RLM76

Mr.COLOR SUPER METALLIC	
SM06	CHROME SILVER

Mr. METAL COLOR	
MC213	STAINLESS
MC214	DARK IRON

-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

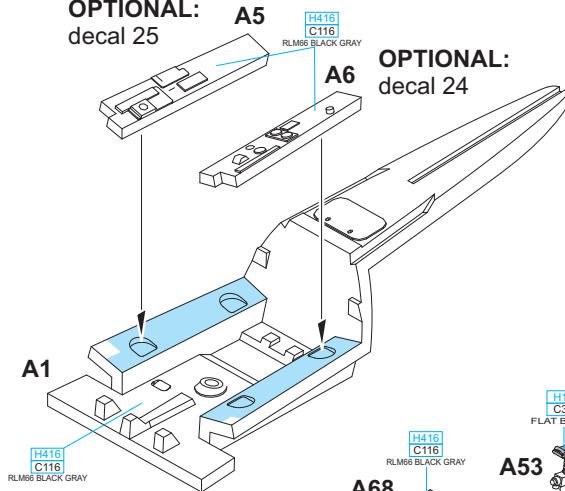
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

- (GB)** 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.
- (CZ)** 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.
- (D)** Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.
- (F)** lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES

- OPTIONAL VOLBA
- BEND OHNOUT
- OPEN HOLE VYVRTAT OTVOR
- SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- REMOVE ODŘÍZNOUT
- REVERSE SIDE OTOČIT

OPTIONAL:
decal 25



OPTIONAL:
decal 24

OPTIONAL:
decal 22

A1

H416
C116
RLM66 BLACK GRAY

H416
C116
RLM66 BLACK GRAY

A6

H416
C116
RLM66 BLACK GRAY

A58

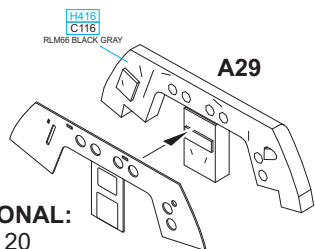
A68

H416
C116
RLM66 BLACK GRAY

A53

H12
C33
FLAT BLACK

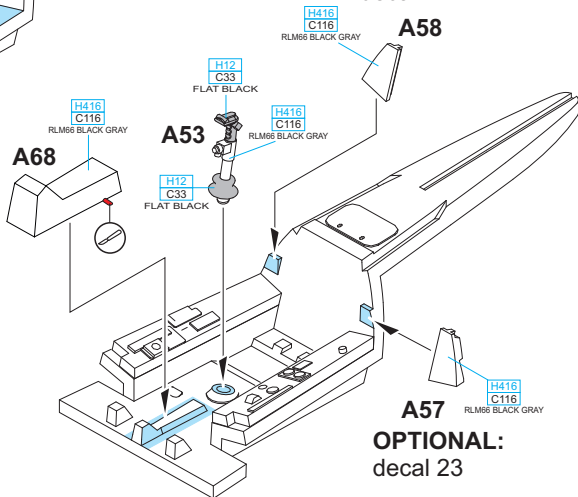
H416
C116
RLM66 BLACK GRAY



OPTIONAL:
decal 20

H416
C116
RLM66 BLACK GRAY

A29



OPTIONAL:
decal 23

H416
C116
RLM66 BLACK GRAY

A57

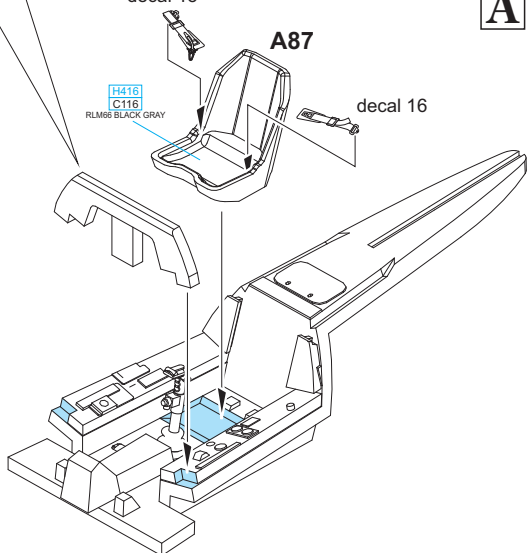
decal 15

A87

H416
C116
RLM66 BLACK GRAY

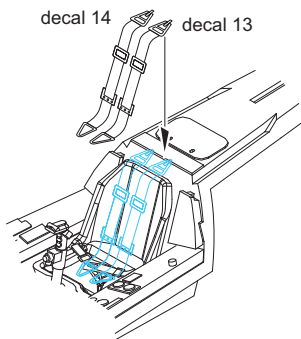
decal 16

A



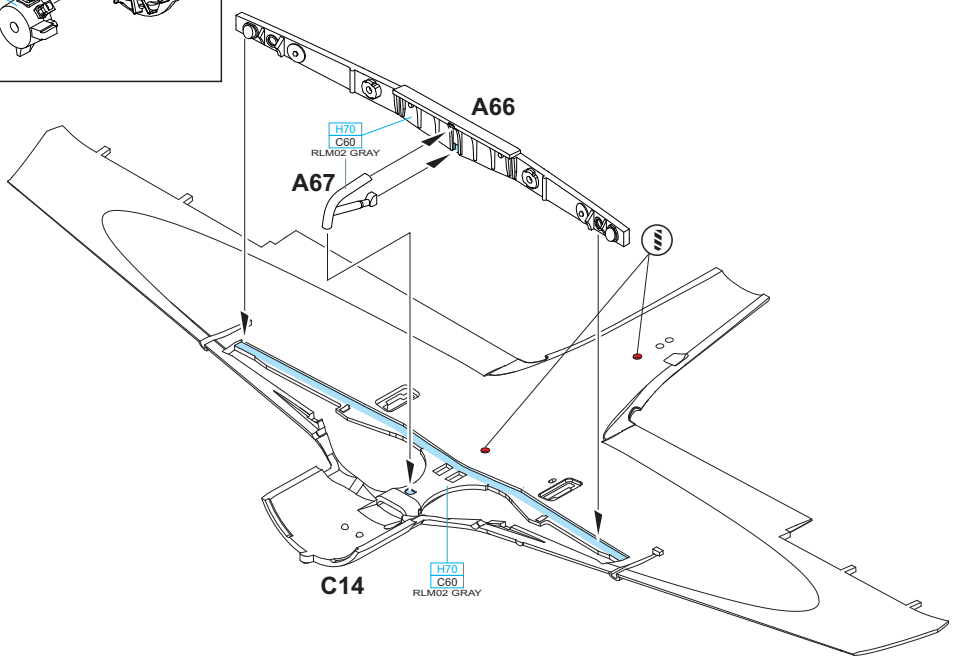
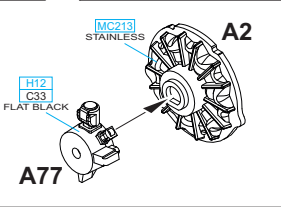
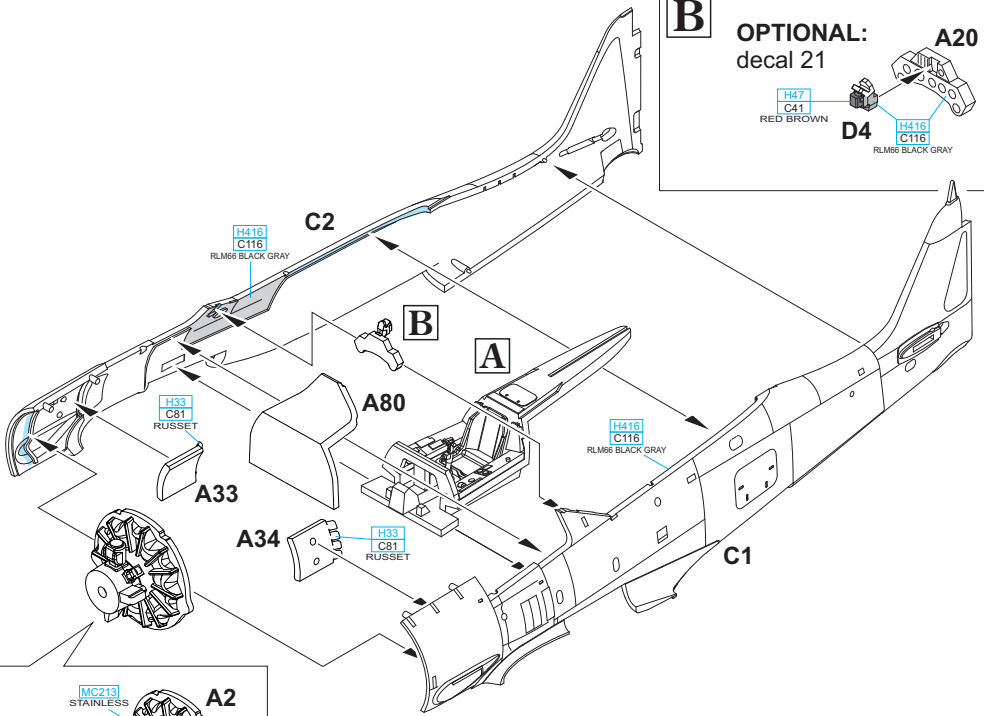
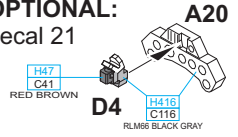
decal 14

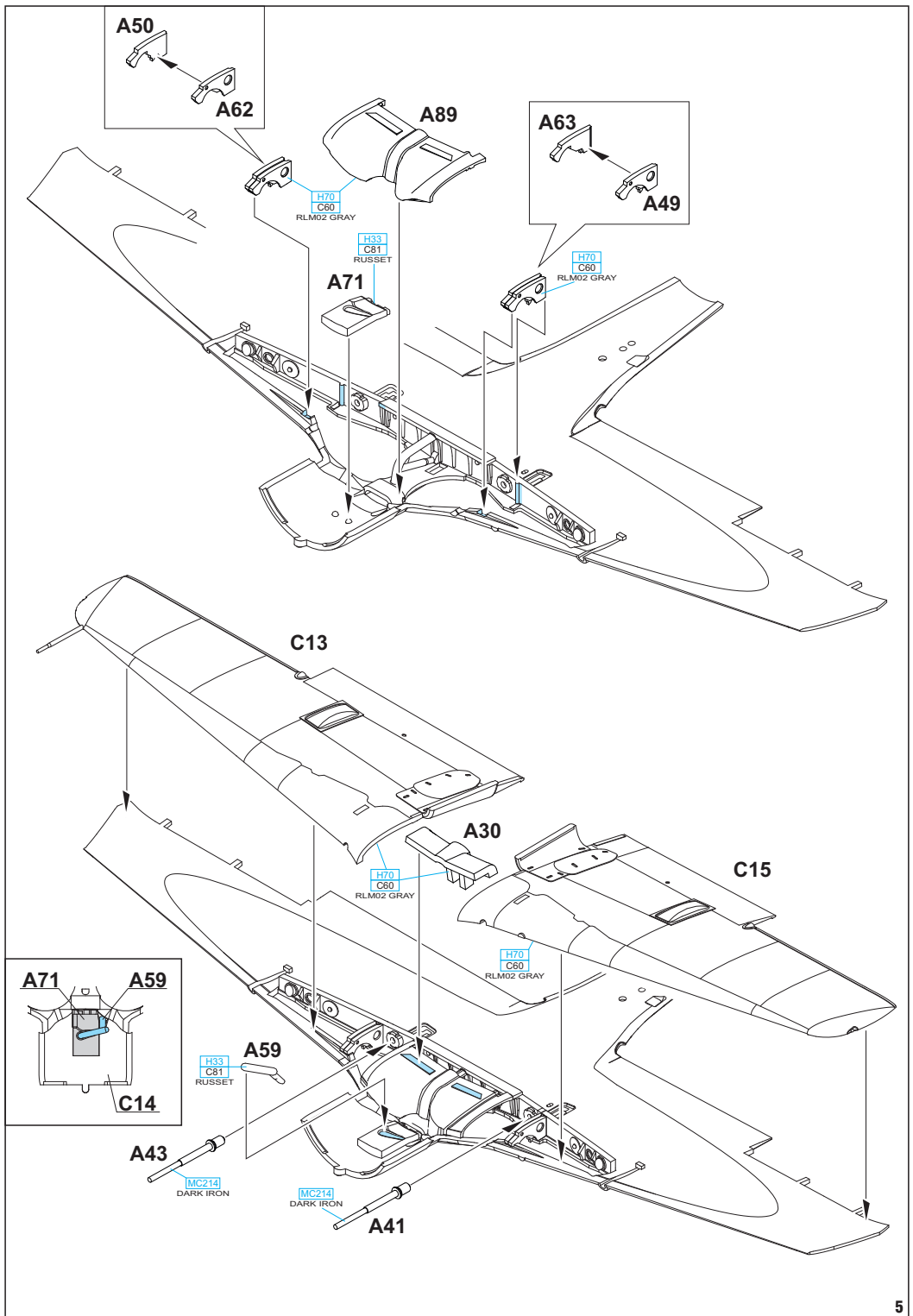
decal 13



B

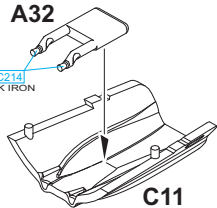
OPTIONAL:
 decal 21





A32

MC214
DARK IRON

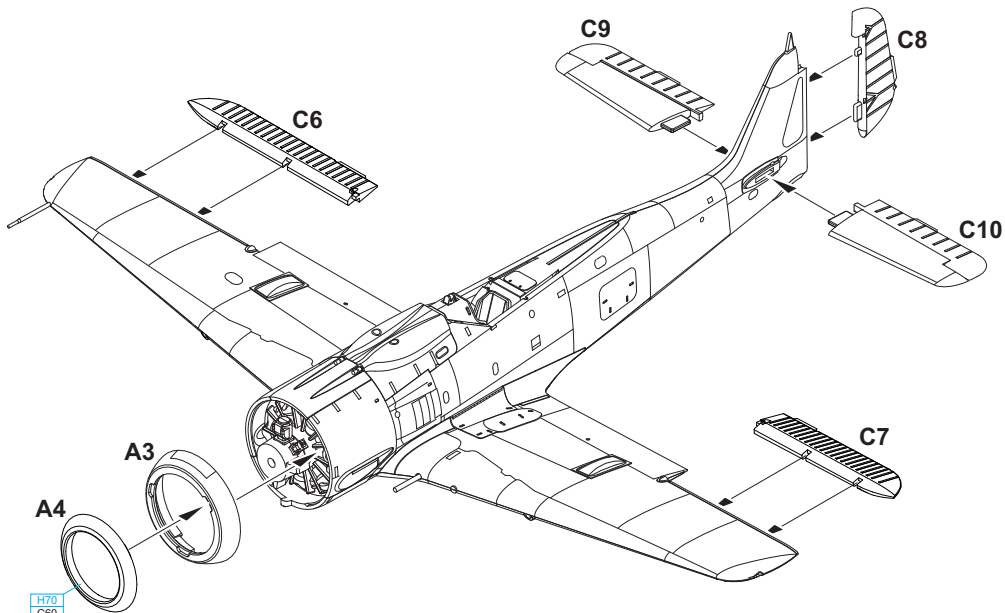
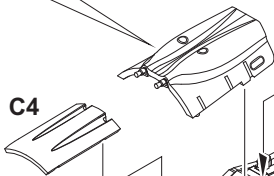


C11

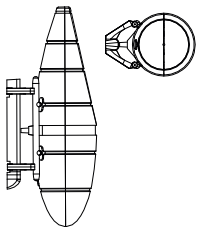
H415
C116
RLM66 BLACK GRAY

A51

C4



H70
C80
RLM02 GRAY



NOT INCLUDED IN THE KIT
TENTO DIL STAVEBNICE NEBSAHAJJE

wire

A39

H101
C90
RUM/GRAY

A37

H417
C117
RUM/LIGHT BLUE

A64

H417
C117
RUM/LIGHT BLUE

A47

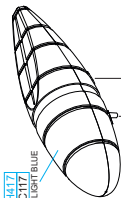
H417
C117
RUM/LIGHT BLUE

A86

A55

H627.4
DARK IRON

A54



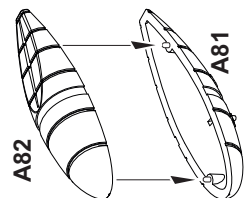
H417
C117
RUM/LIGHT BLUE

A61

H417
C117
RUM/LIGHT BLUE

A61

H417
C117
RUM/LIGHT BLUE

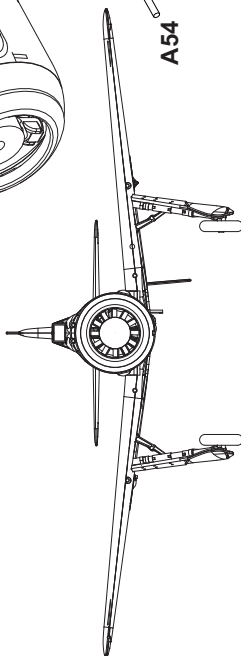


A82

A81

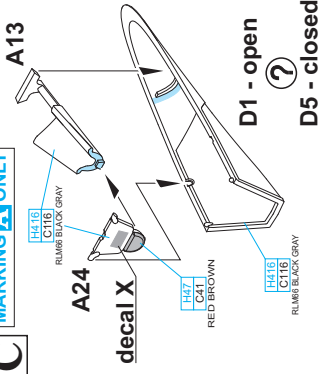
H627.4
DARK IRON

A54

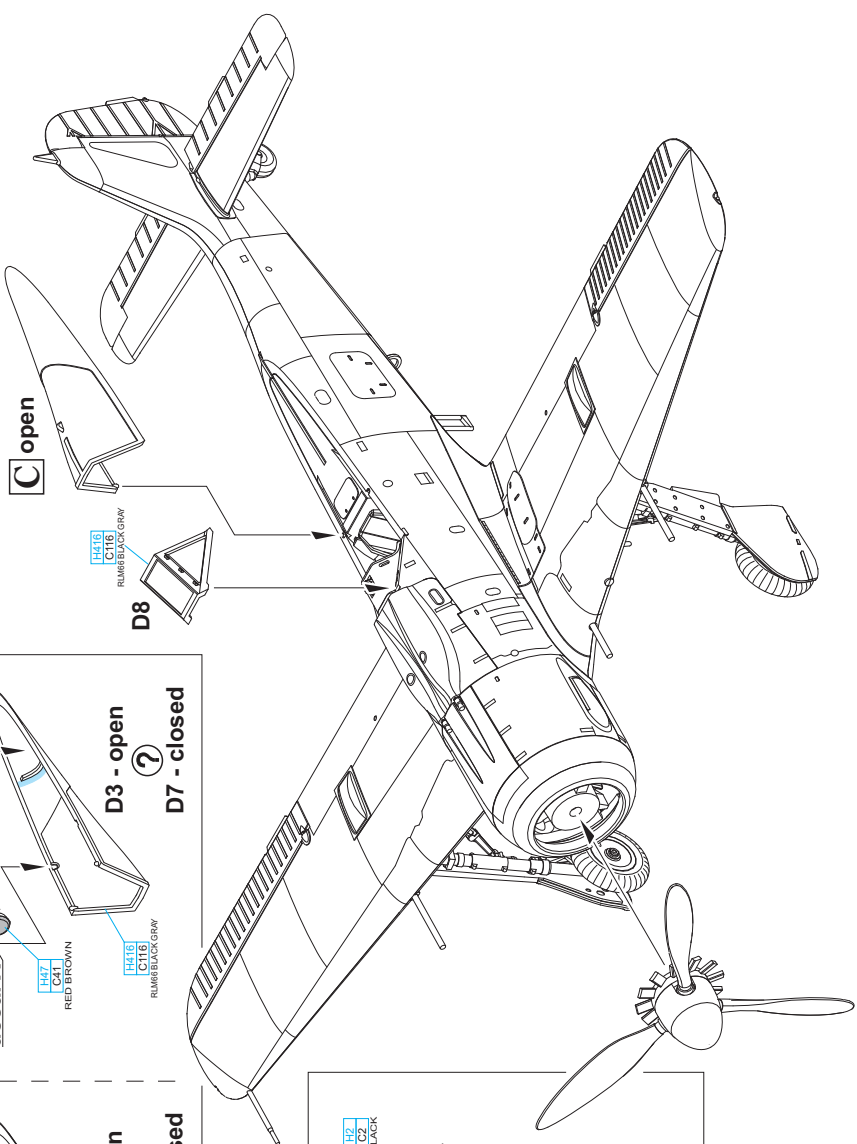
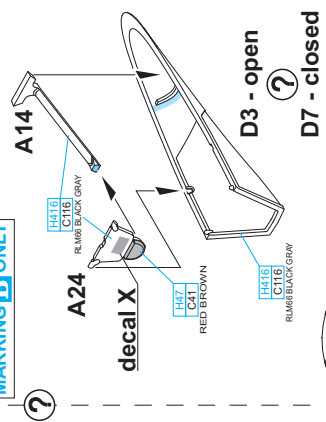


C

MARKING A ONLY

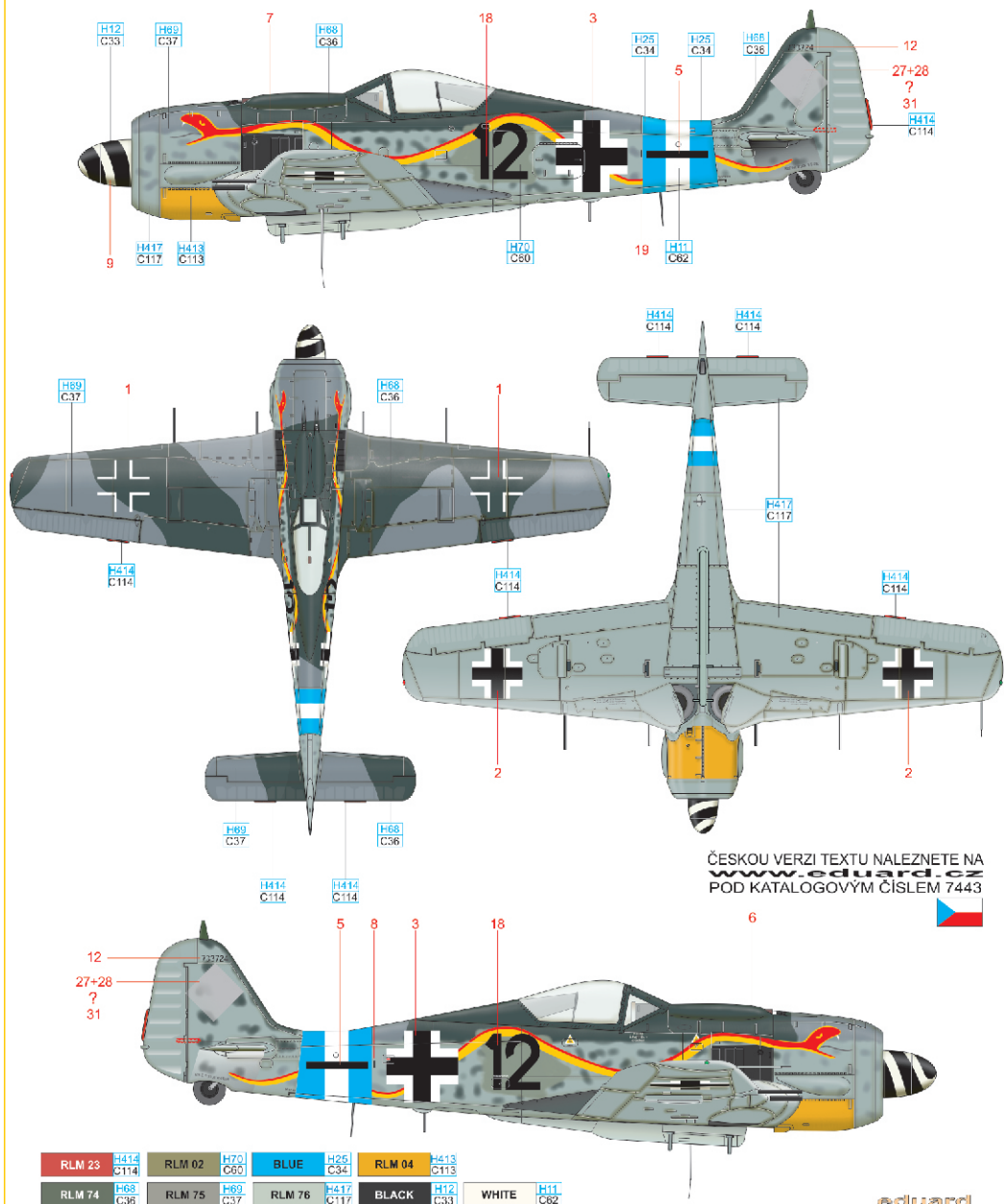


MARKING B ONLY



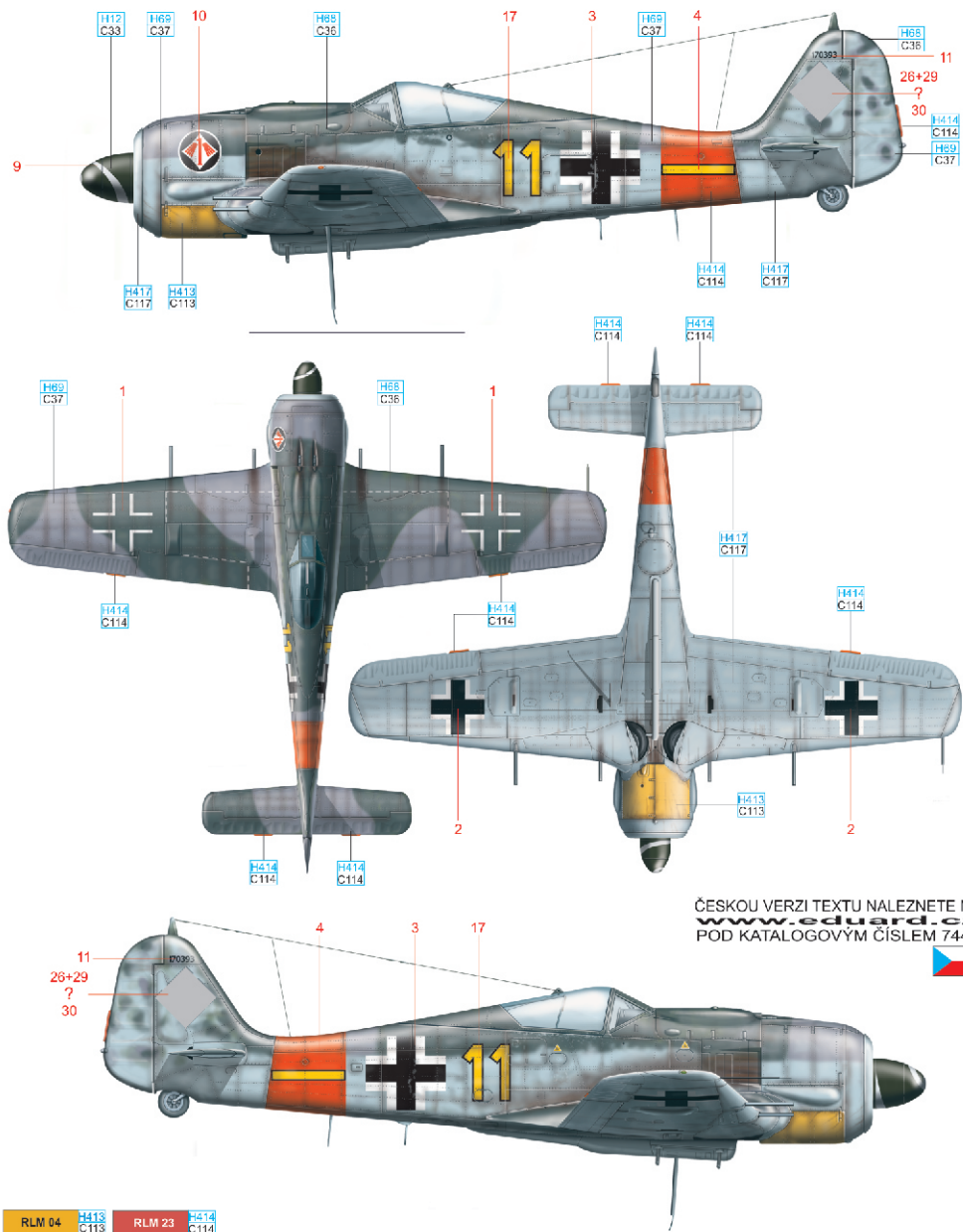
A W. Nr. 73372?, II./JG 300, Bayreuth-Bindlach, Germany, Spring 1945

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-engine 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 11, 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.



B W. Nr. 170393, flown by Fw. A. 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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 POD KATALOGOVÝM ČÍSLEM 7443



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

