

Fw 190A-6

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1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82137

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

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

Into combat

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

During November of the same year the production of the new Fw 190A-2 started. The new version was powered by BMW 801C-2 engine and armed with two 7.9 mm MG 17s and two MG 151s of 20 mm caliber in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring of 1942, when the BMW 801D-2 engine became available. Its installation allowed new Fw 190A-3 variant to be entered and in July 1942 the development continued with the improved Fw 190A-4. Both were armed with what became the standard armament for future Fw 190s; i.e. two fuselage mounted MG 17s, two wing mounted MG 151 cannons, and two MG FF cannons, placed inboard of the wheel wells.

Mass production begins

During 1942 the production of Fw 190 had intensified, and another production facility was set up at Fieseler, where the "Würgers", as the Fw 190s were nicknamed, were built under license. Thanks to this step and to other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151/20 cannons instead of the MG FFs in the outer position. The adoption of this wing developed into the Fw 190A-6 version. Further changes led to the Fw 190A-7 and further improvements created Fw 190A-8, the variant, which became the most produced with some

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

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was the Fw 190A-9, equipped with the BMW 801TS of 2,000 hp (1,470 kW). There was a parallel development of these fighter-optimized aircraft with a dedicated fighter-bomber version, the Fw 190Fs. These aircraft had reduced wing armament to two MG 151 cannons in the wing root position. The engine was optimized for low level operation, and the armament options varied to satisfy the ground attack role, including bombs of various weight classes and a variety of anti-tank rockets. This branched into the extended range Fw 190G. Development of the thoroughbred fighter continued in the guise of the Fw 190D, which began to reach units in the second half of 1944 and was the result of mounting the in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe.

Reich defender

Although the Fw 190 never achieved the widespread usage of the competing Bf 109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw 190s saw service on the Western Front as well as in the East. As heavy fighters with imposing firepower, they found themselves integral components, from 1943 onwards, within the units tasked with the protection of the Reich from the ominous clouds of allied bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was real threat and daunting foe for the bomber crews. From the second half of 1944, their danger was kept in check to a degree by escorting P-47s, and later by the P-51D Mustang.

This kit: Fw 190A-6

The Fw 190A-6 was a sub-type which addressed some shortcomings of the A-5 variant, which introduced the changed installation of the engine, which moved the unit forward by 5.9 inch (15 cm). The reason behind this was to move the center of gravity forward, allowing more weight to be carried aft. There was a need to boost the firepower for attacking Allied heavy bombers, while the designers were also addressing the rising weight of the aircraft.

In order to achieve both goals, a structurally redesigned wing, which was both lighter and stronger, was introduced. The wing armament was increased to four 20 mm MG 151/20E wing root and outer wing cannon with larger ammunition boxes. Two MG 17 fuselage machine guns were retained. Because the outer wing MG 151s were mounted lower than the MG/FFs, larger servicing hatches with bulges were introduced on the wing's bottom. A new FuG 16 ZE radio navigation system was fitted in conjunction with a FuG 10 ZY. At least 963 Fw 190A-6 aircraft were built from July 1943 to April 1944.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLY * 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
POUŽÍT EDUARD MASK
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



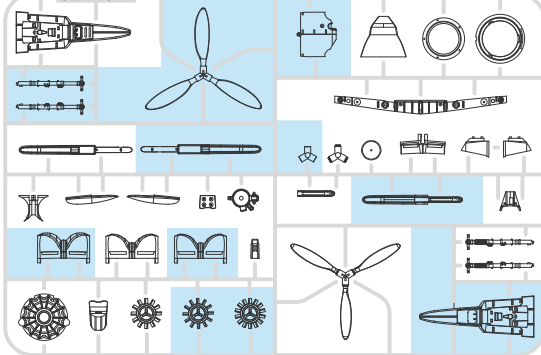
PIÈCES



部品

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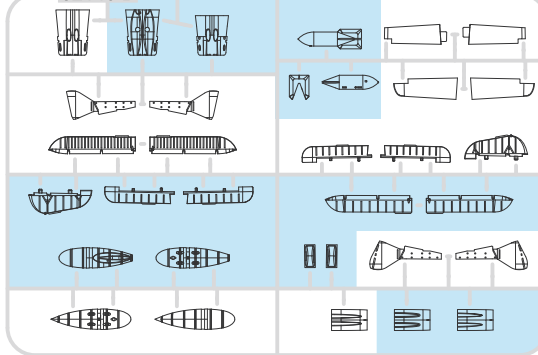
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PLASTIC PARTS

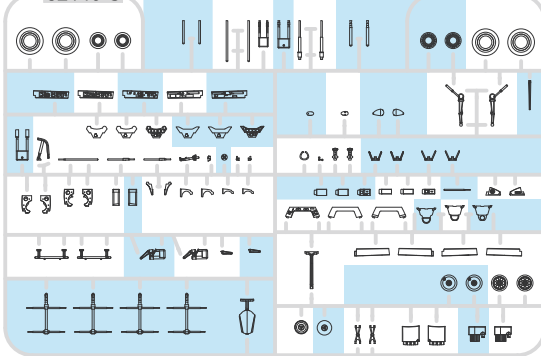
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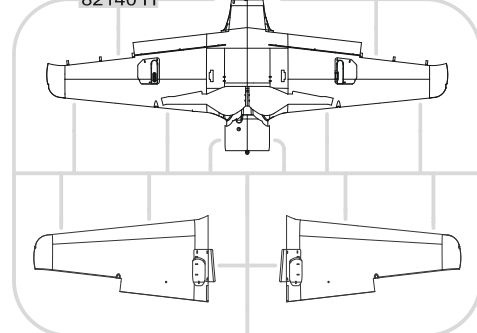
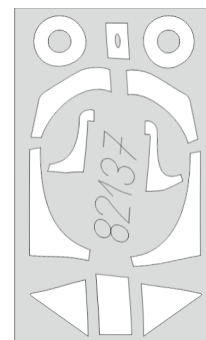
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82140 C



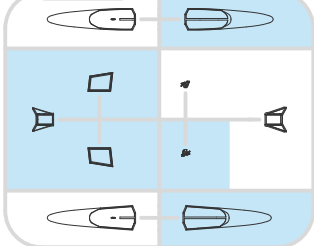
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82140 H

eduard
MASK

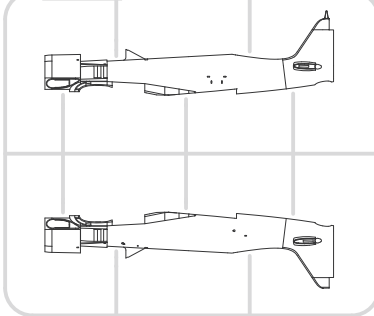
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82140 N

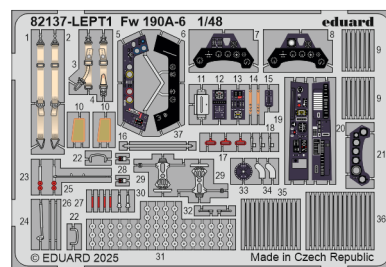


R>

82140 R



PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



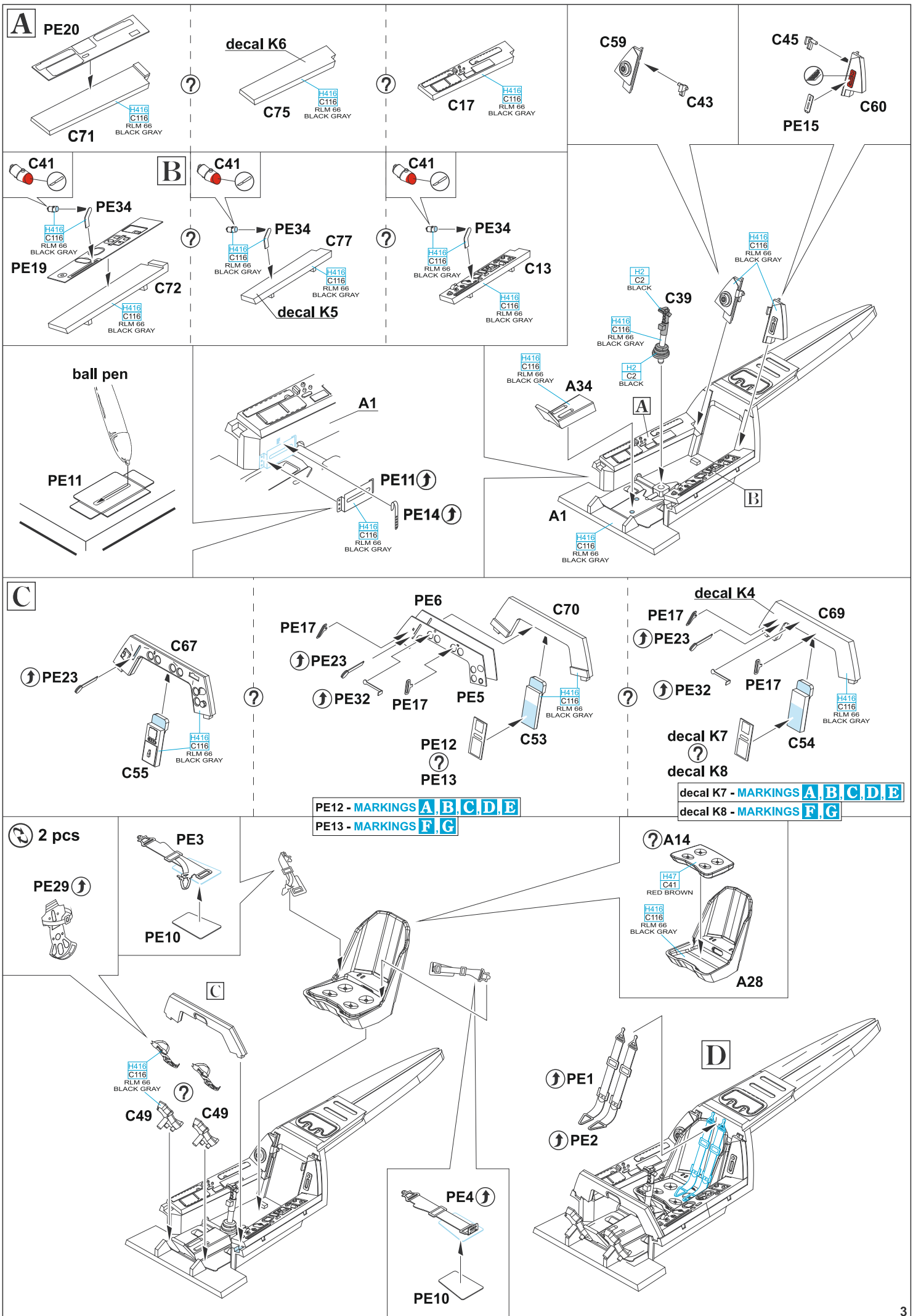
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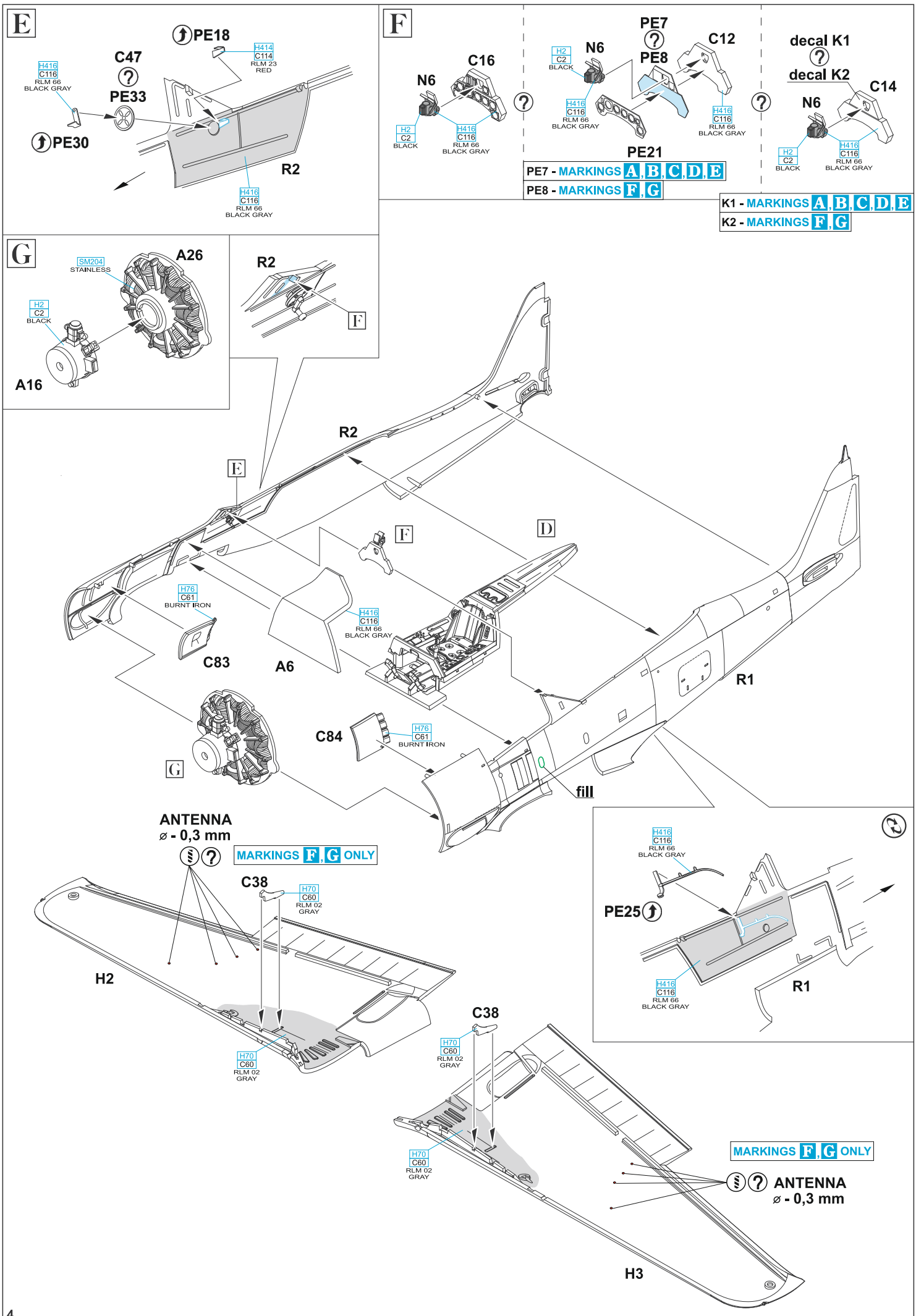


色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON 2
SM204		SUPER STAINLESS





E

F

G

PE7 - MARKINGS **A, B, C, D, E**

PE8 - MARKINGS **F, G**

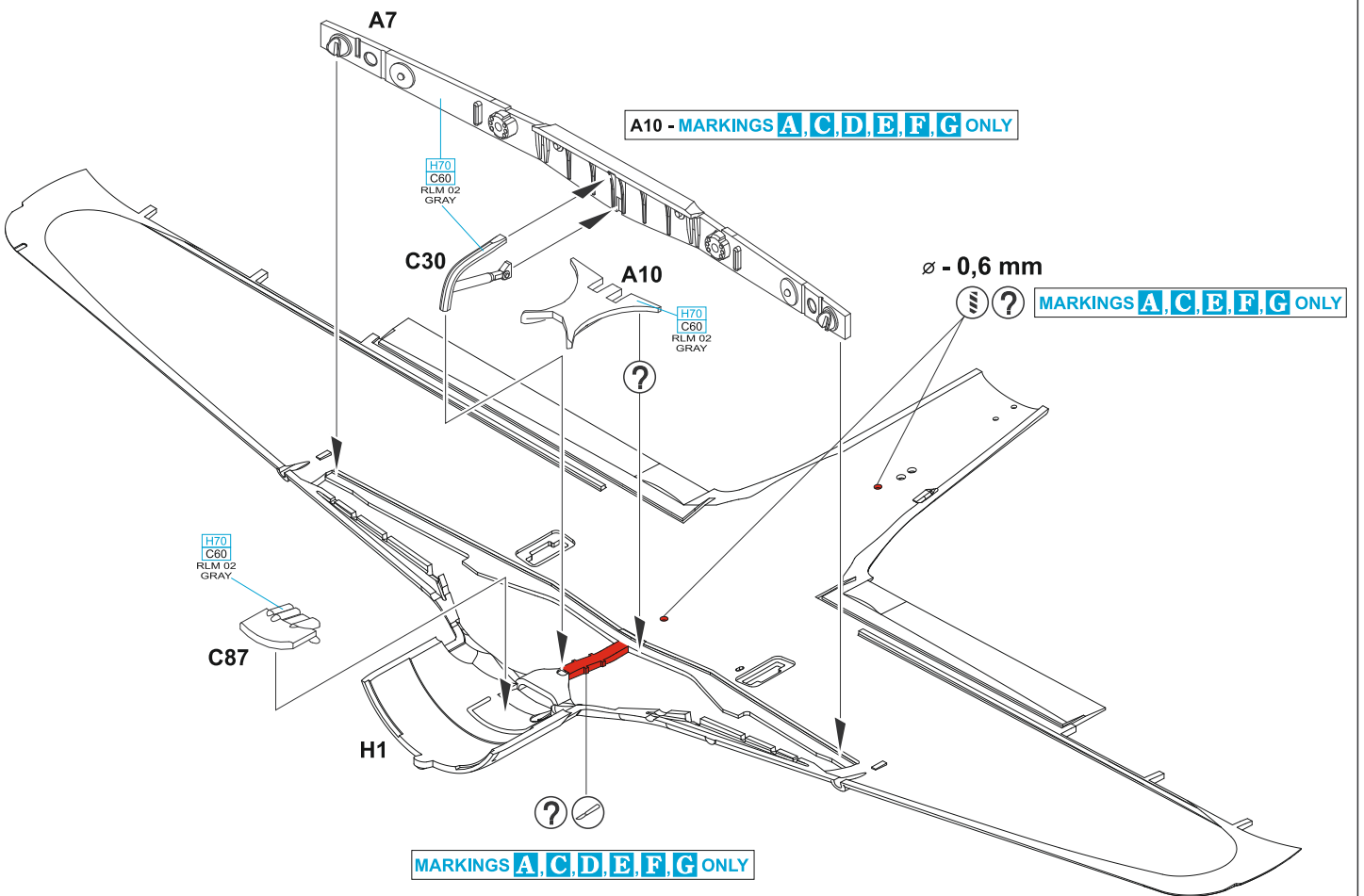
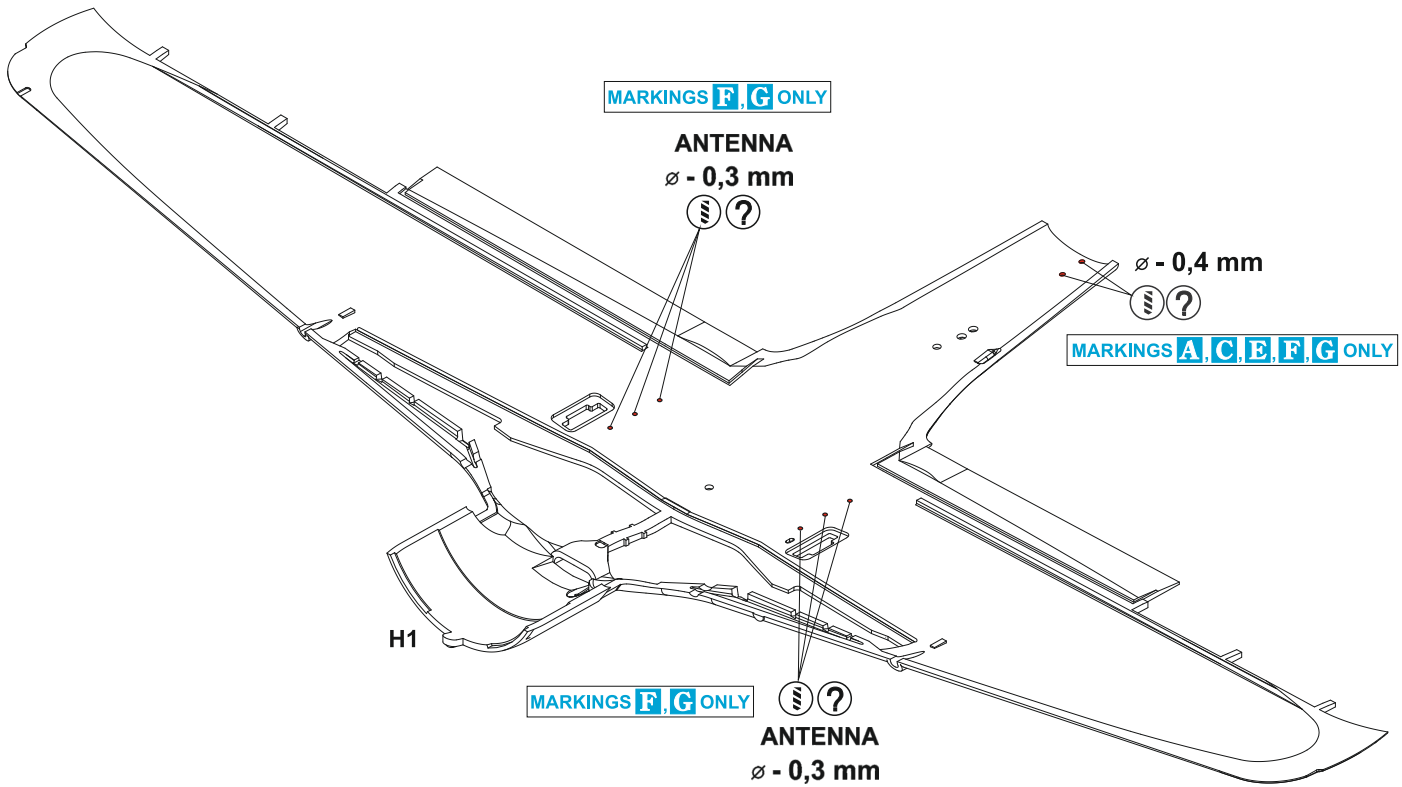
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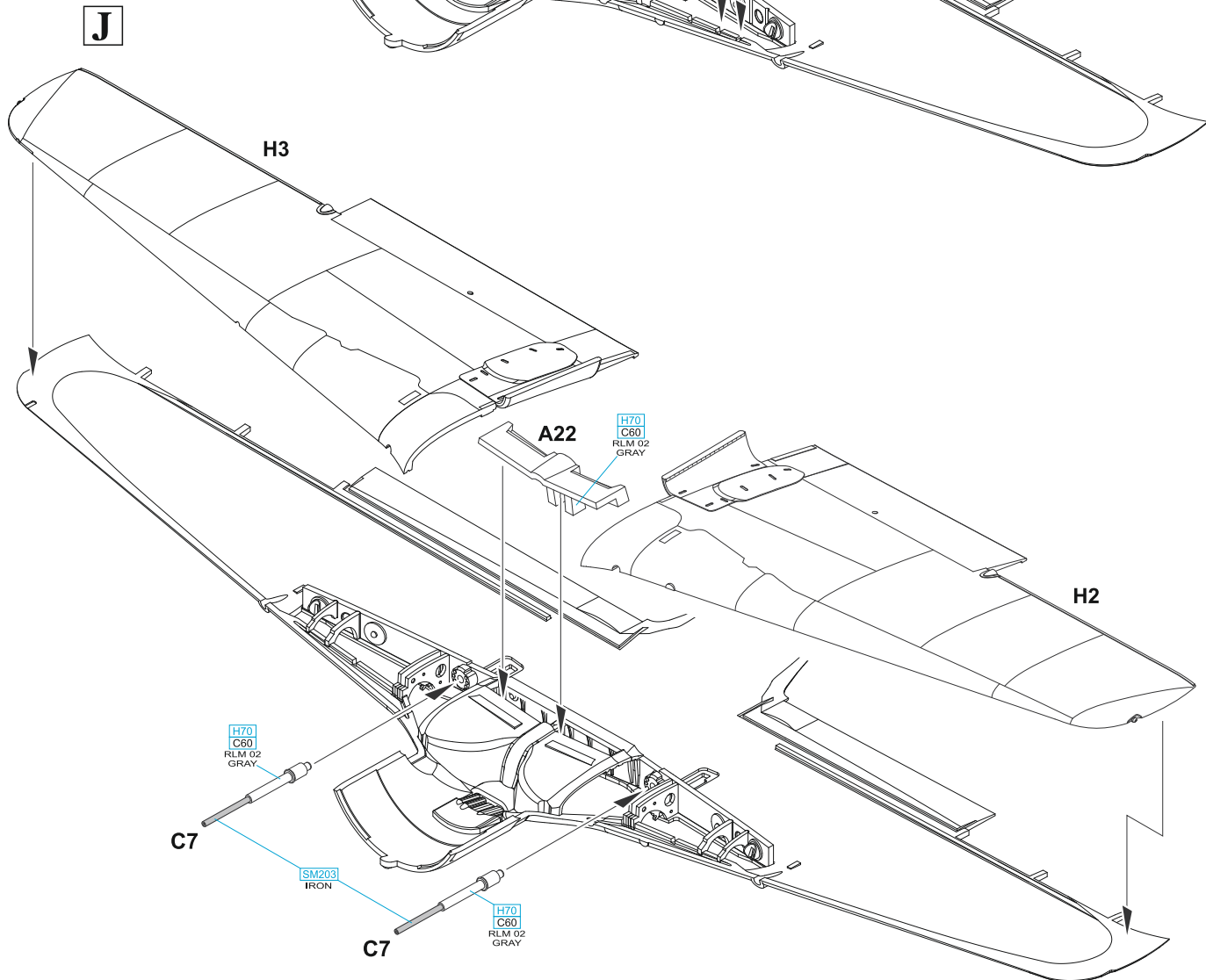
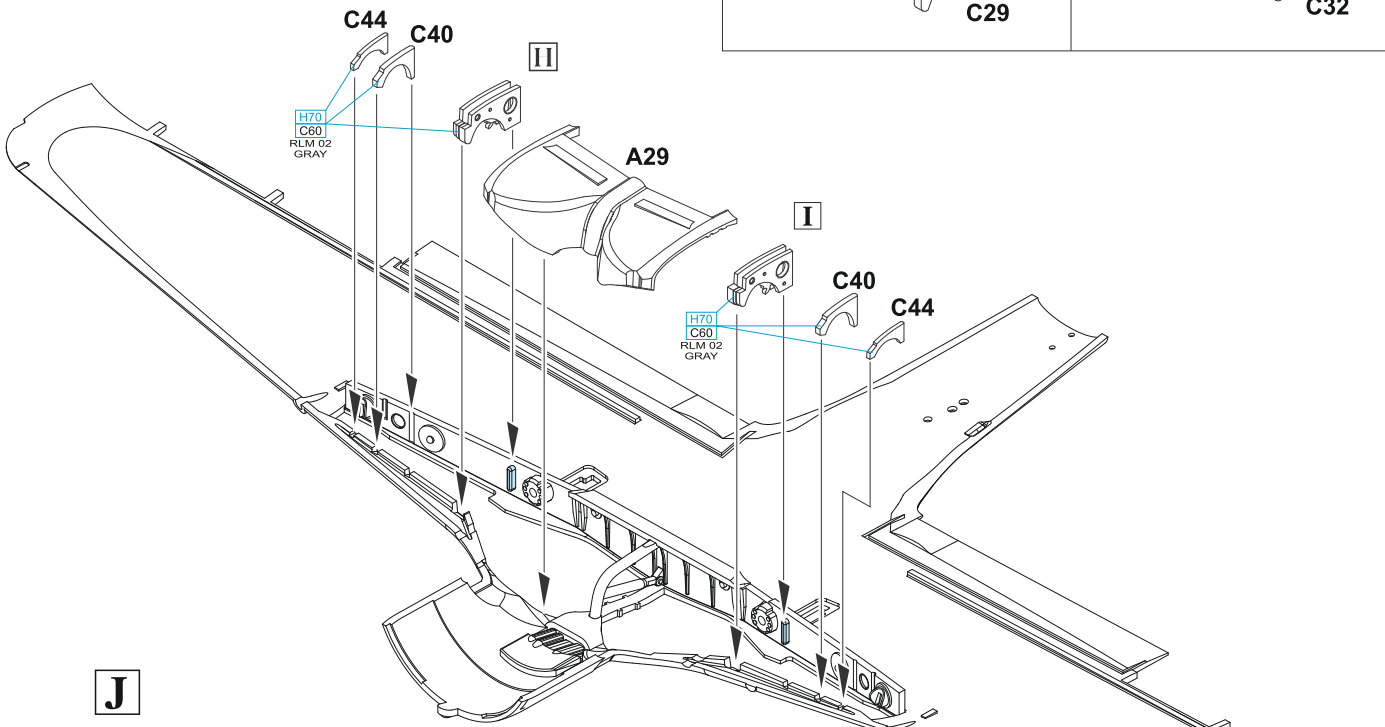
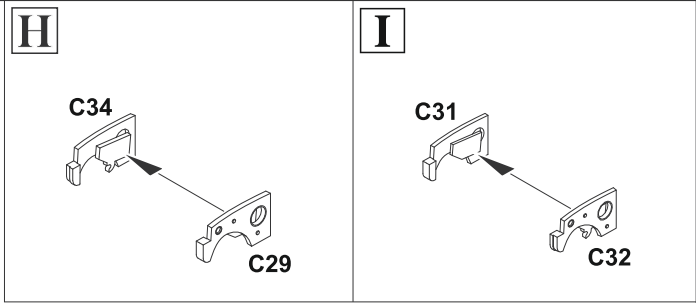
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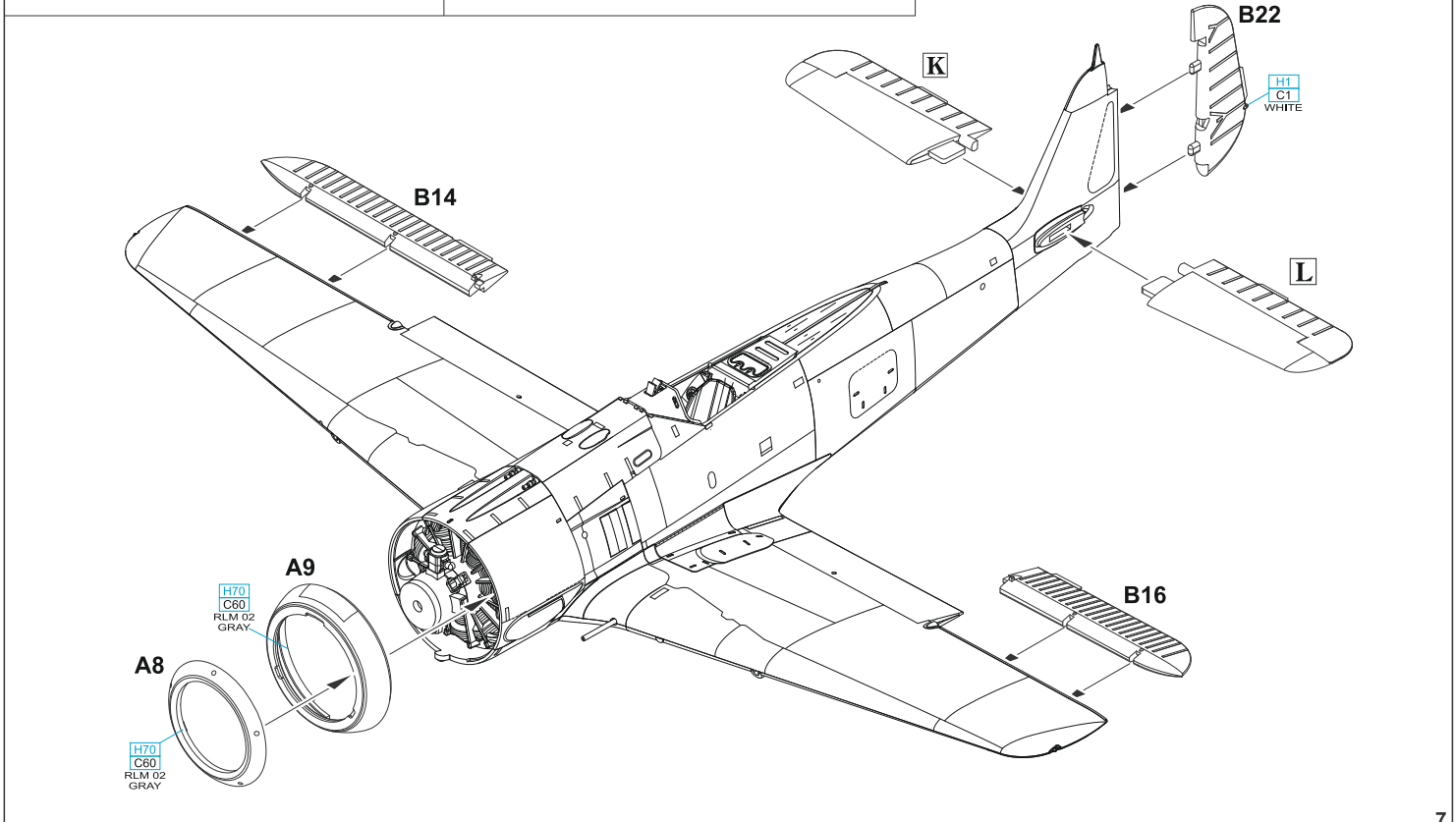
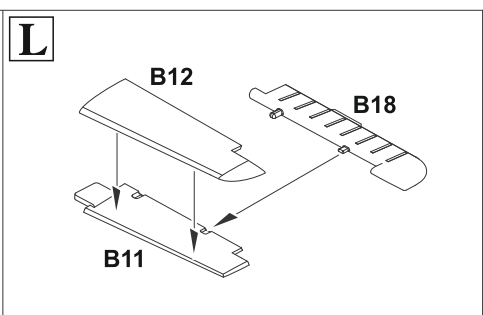
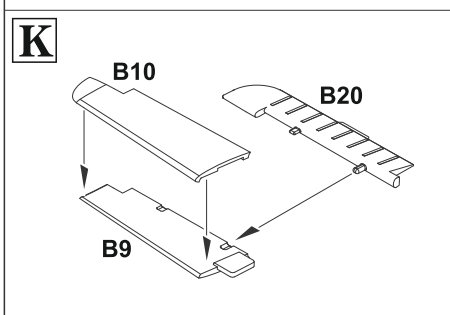
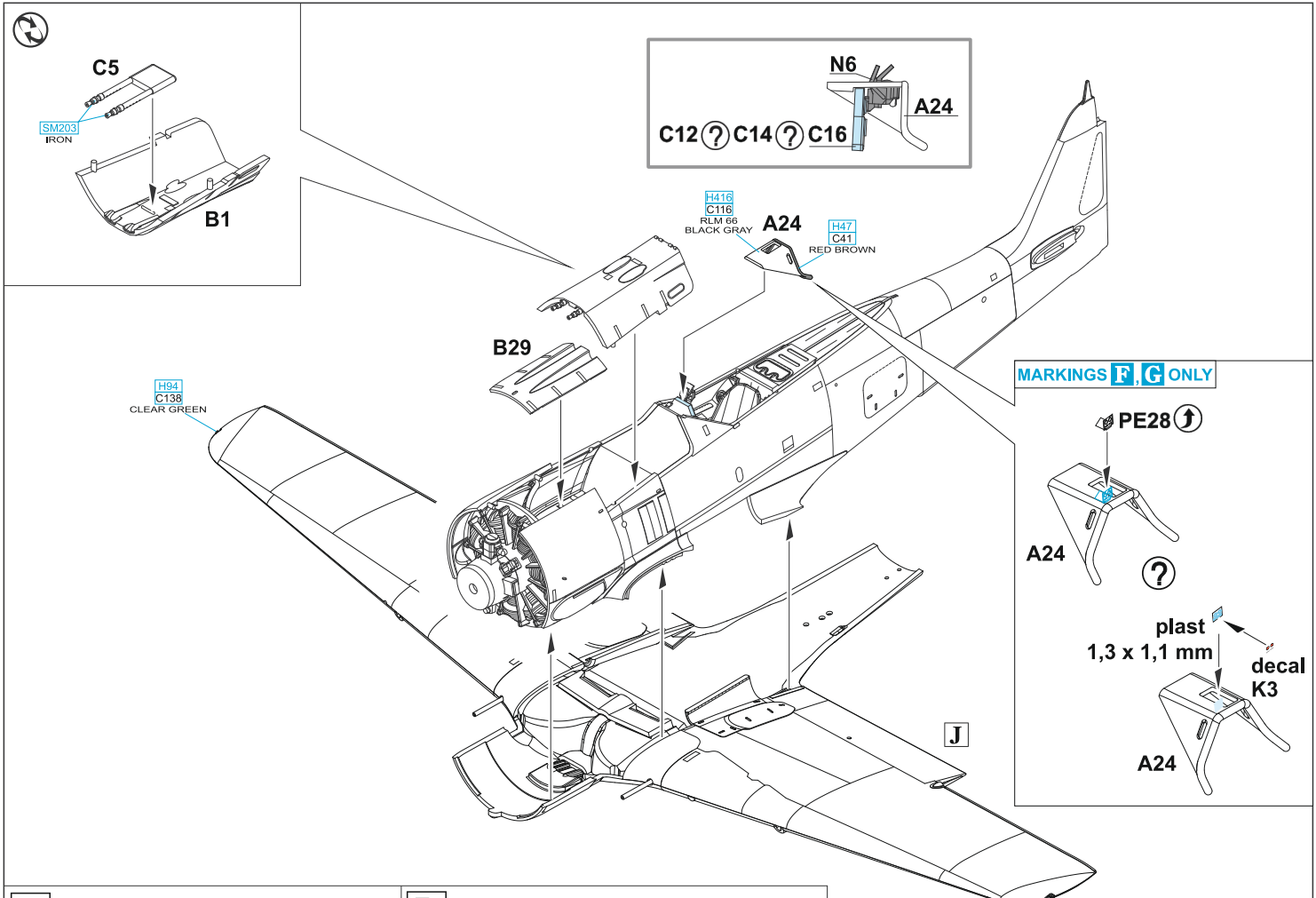
ANTENNA
 ø - 0,3 mm
 MARKINGS **F, G** ONLY

MARKINGS **F, G** ONLY

ANTENNA
 ø - 0,3 mm

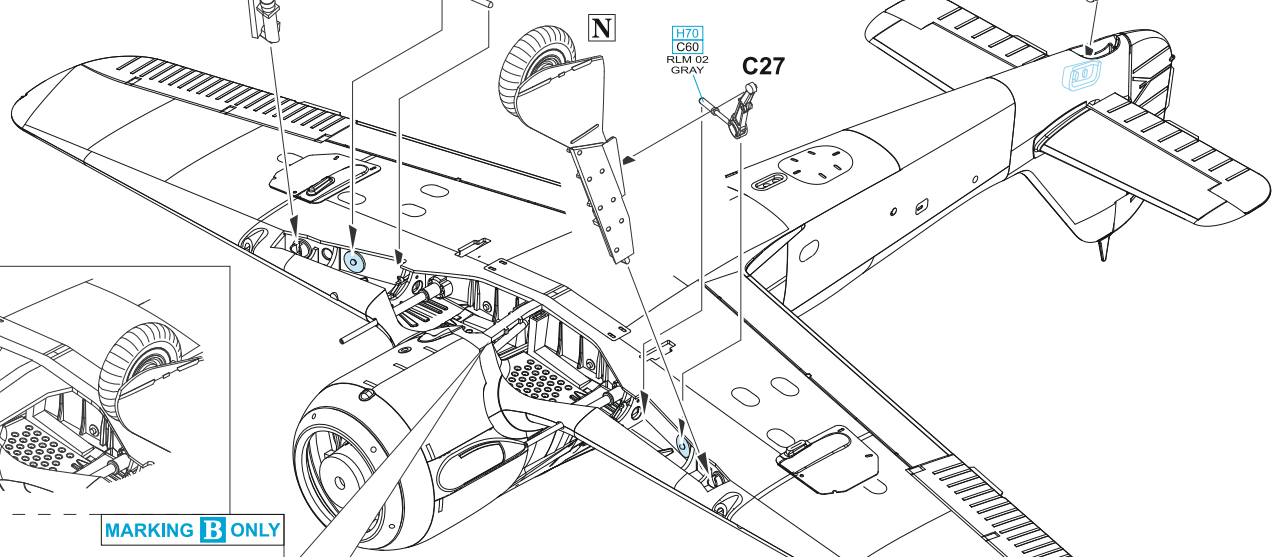
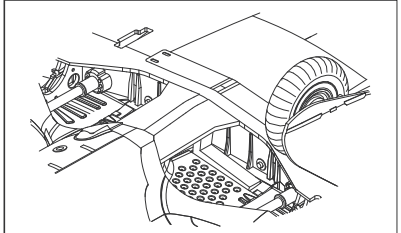
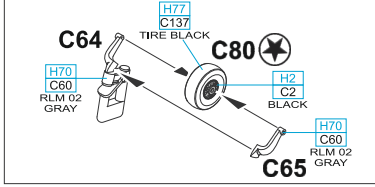
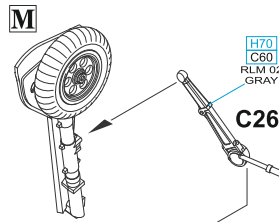
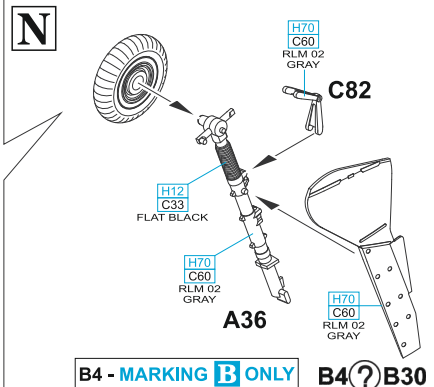
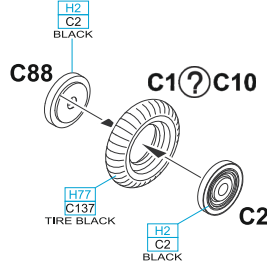
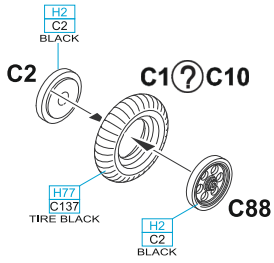
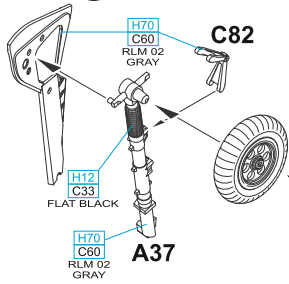




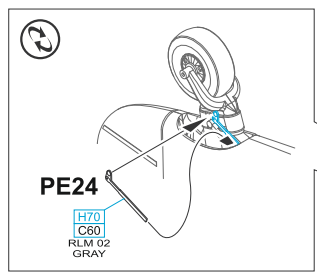
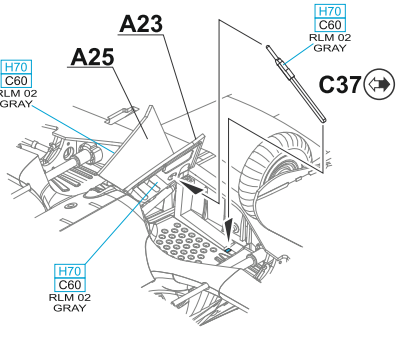


M B2 - MARKING B ONLY

B2 ? B33

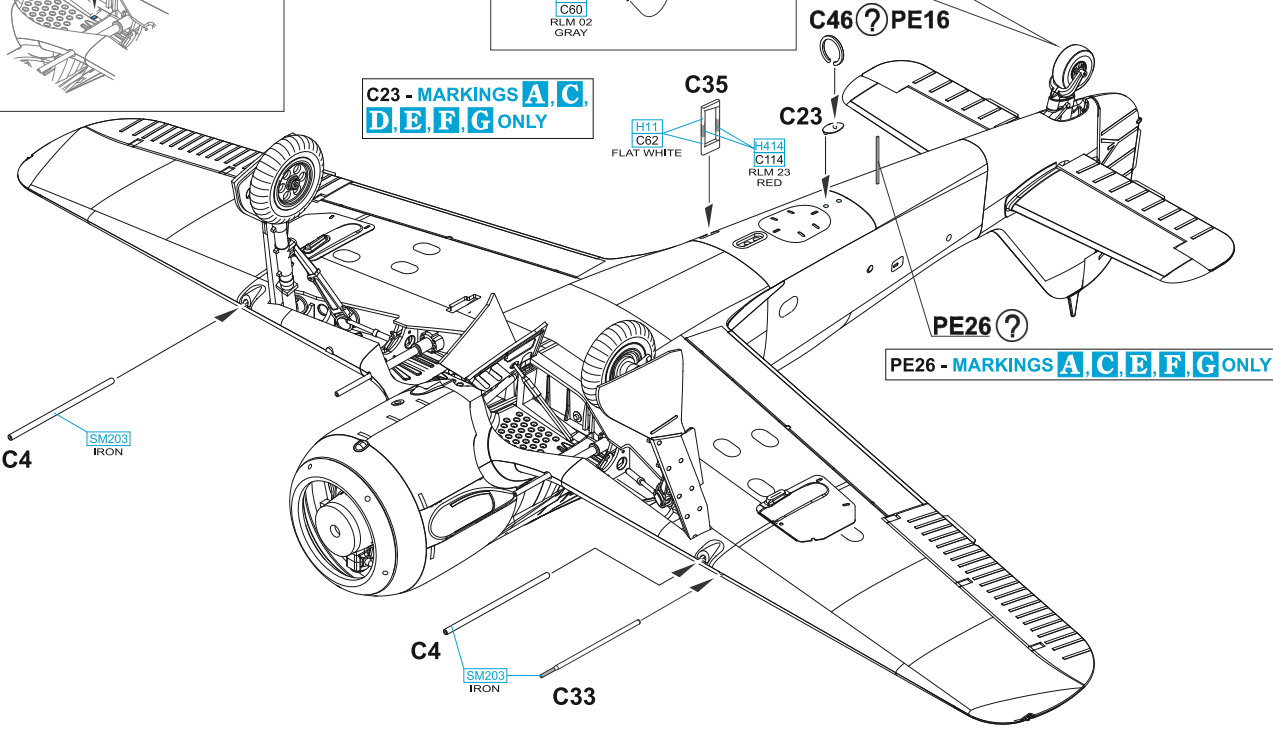


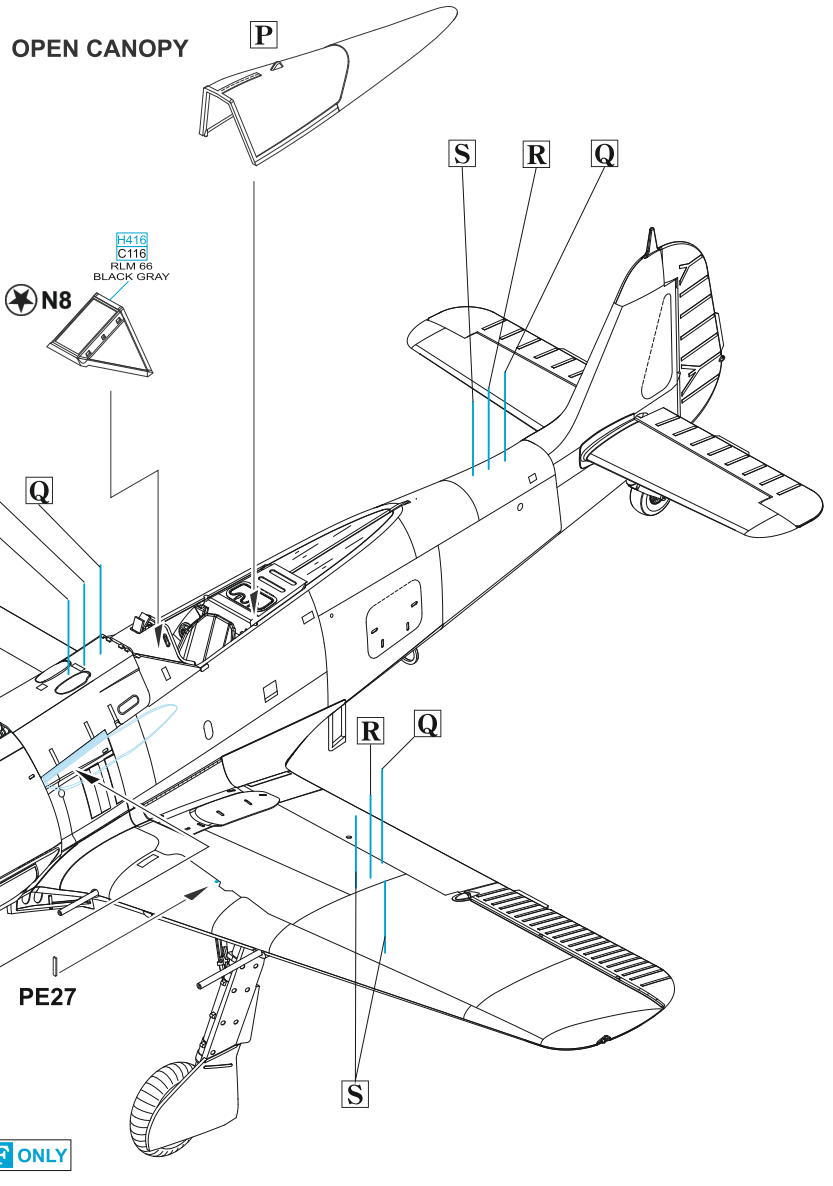
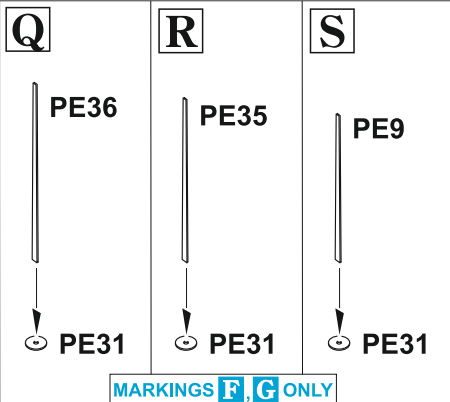
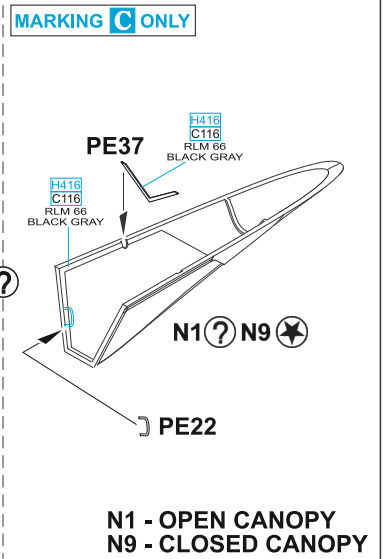
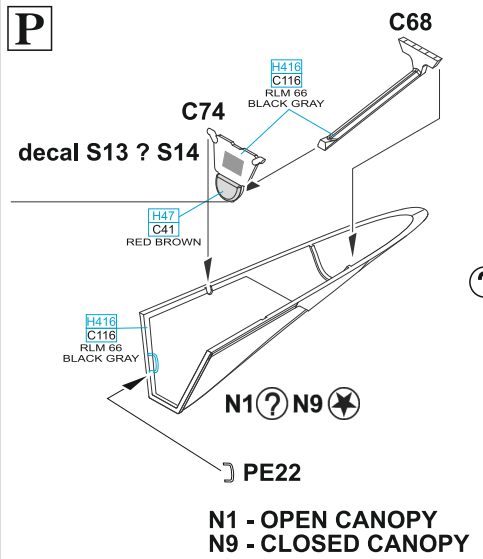
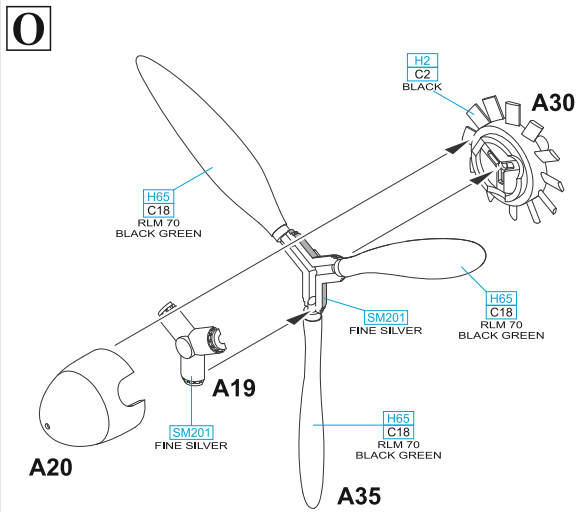
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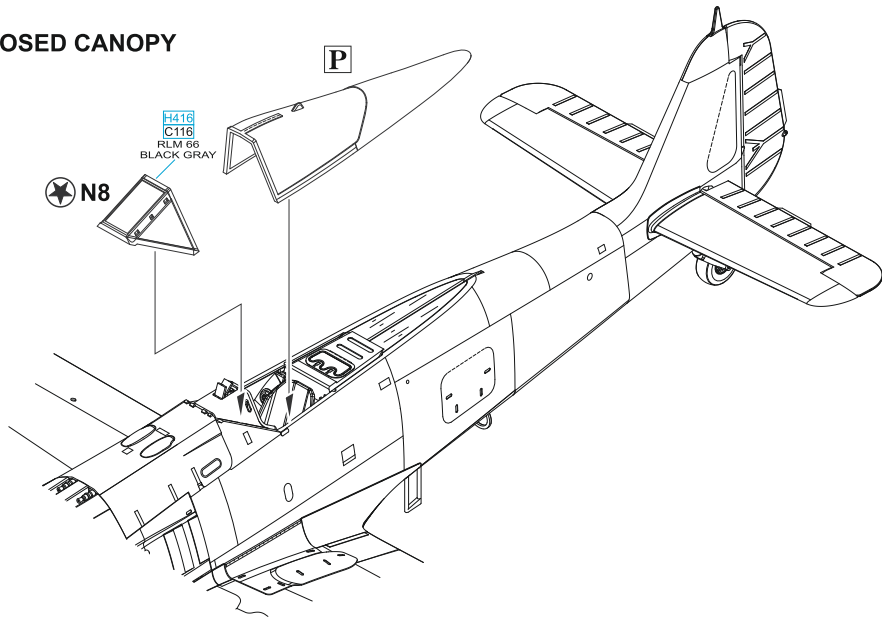
C46 ? PE16 - MARKINGS A, C, D, E, F ONLY

C23 - MARKINGS A, C, D, E, F, G ONLY



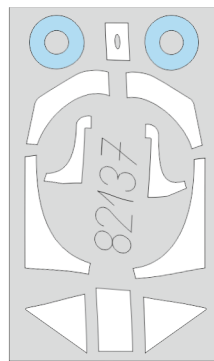
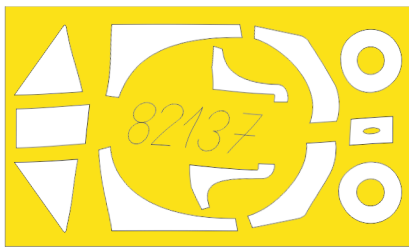


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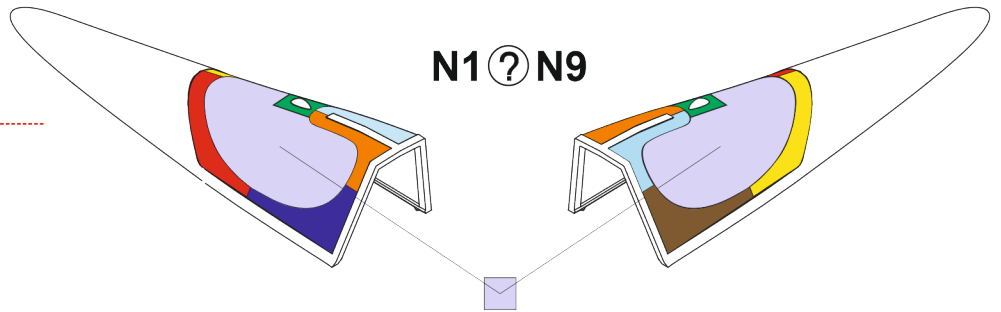


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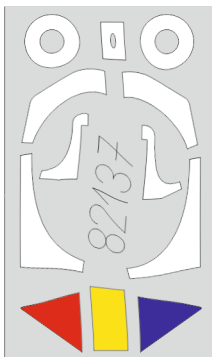
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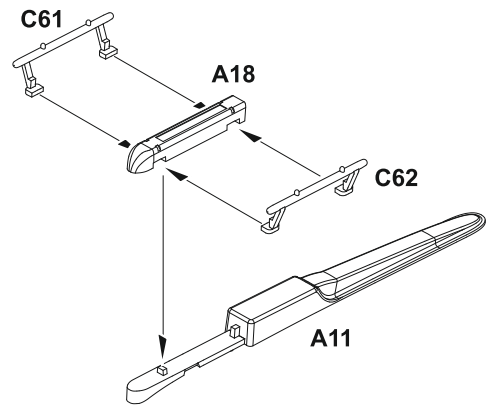
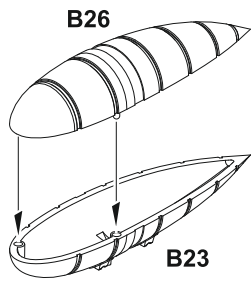


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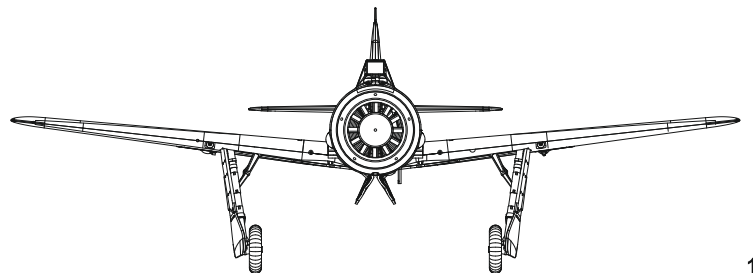
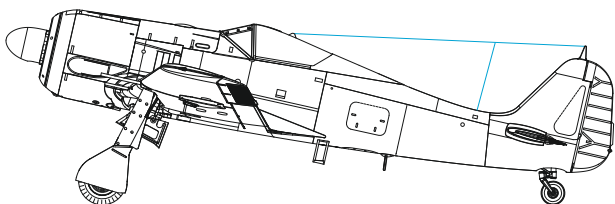
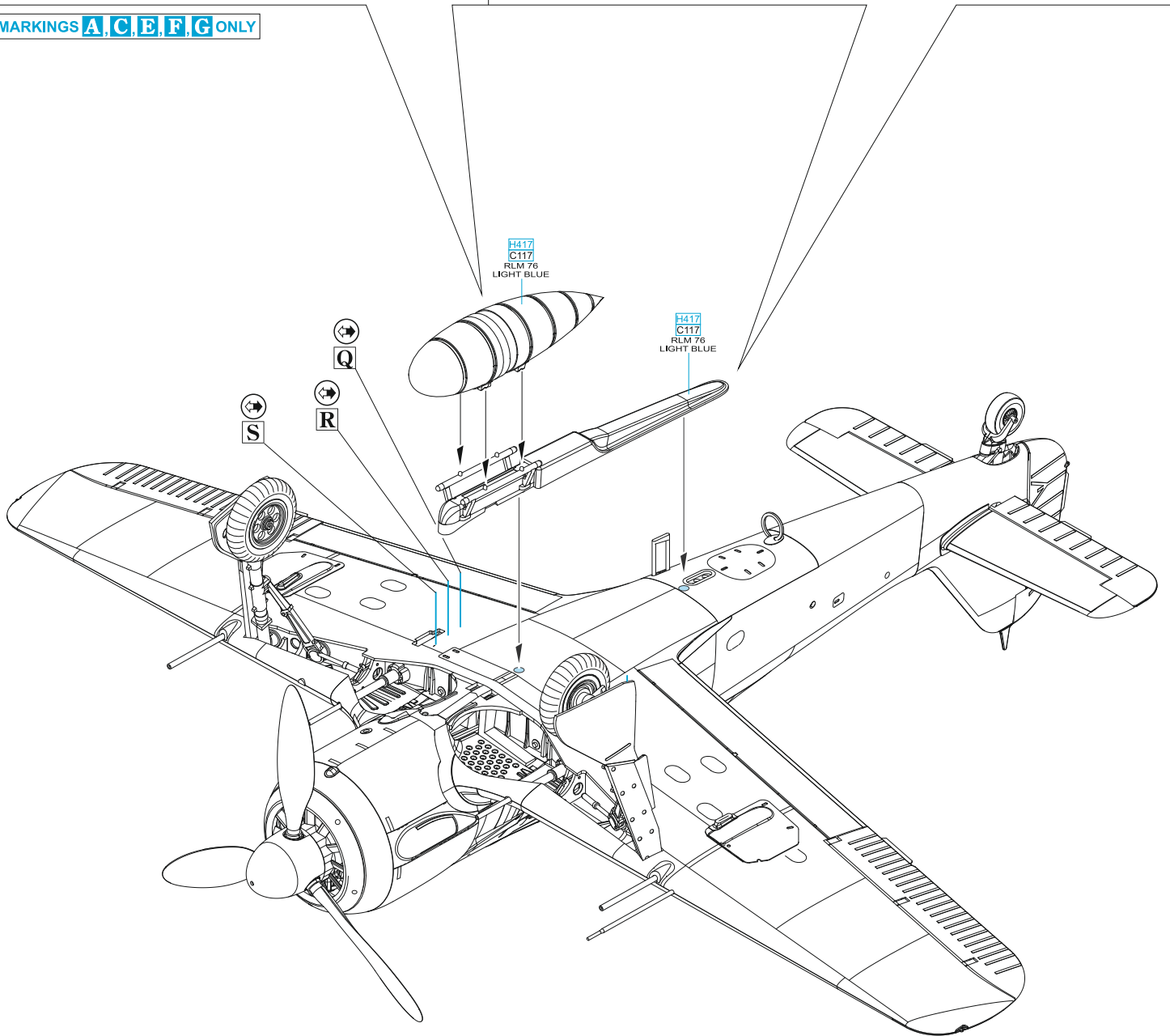


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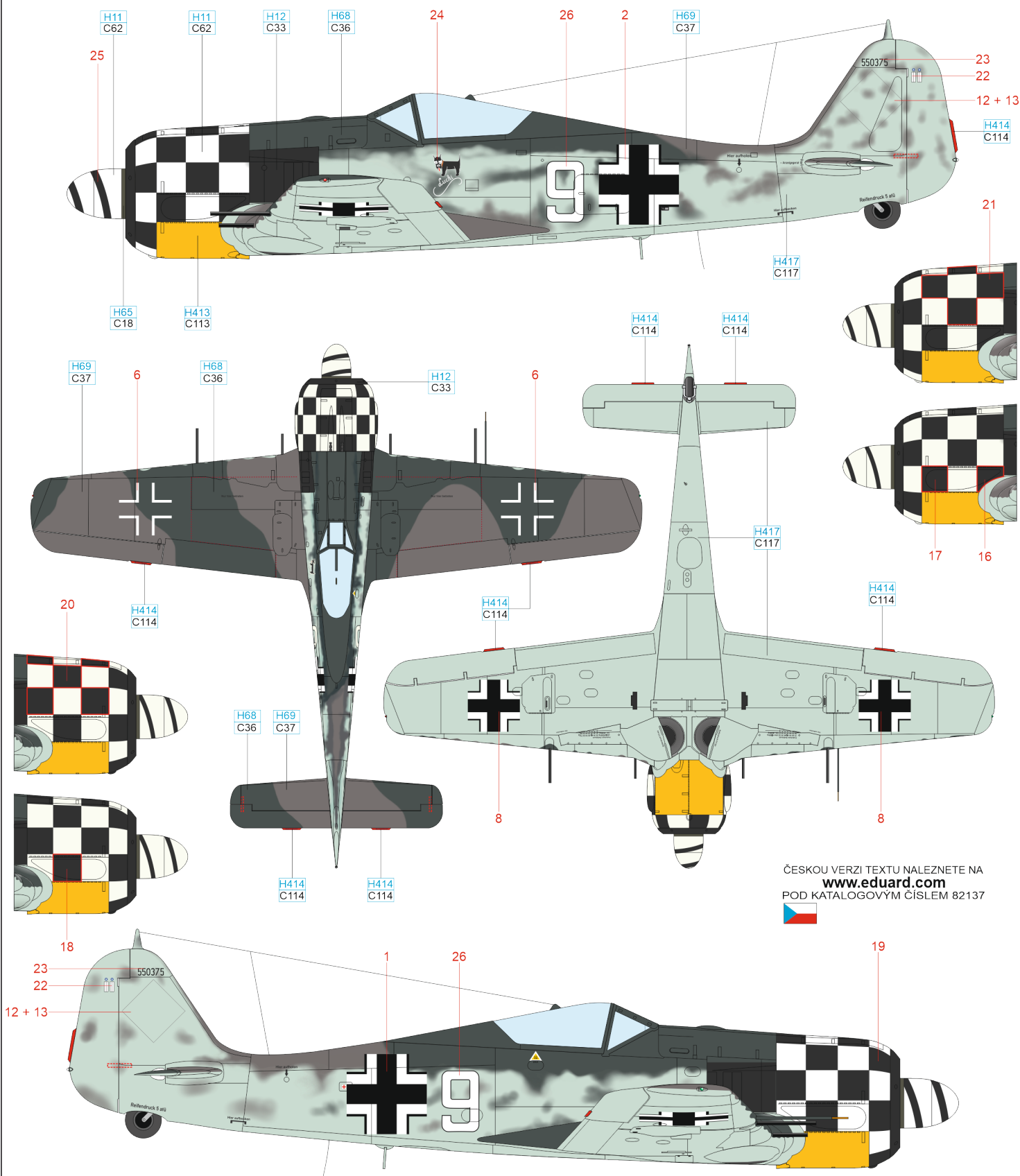


MARKINGS **A, C, E, F, G** ONLY



A Fw 190A-6, W.Nr. 550375, Lt. Heinz-Günther Lück, 1./JG 1, Deelen, the Netherlands, August 1943

Lt. Lück, a pilot with five aerial victories (all over B-17 aircraft) flew during his whole wartime career with JG 1. At the beginning of 1944, he became the commander of 1./JG 1 and was seriously injured on April 9 during an emergency landing in Denmark. He never returned to combat duty. During the summer of 1943, I. Gruppe aircraft carried garish markings in the form of the checkerboard on the engine cowling, black and white in the case of 1. Staffel. It was deleted after the US Thunderbolts sporting identical markings attacked Deelen airbase and the anti-aircraft gunners did not engage as they confused them with friendly aircraft on landing approach. Heinz-Günther Lück had his dog pet, a black Scottish terrier named Lucki, painted under the canopy and his rudder sported two victories in the form of white bars.



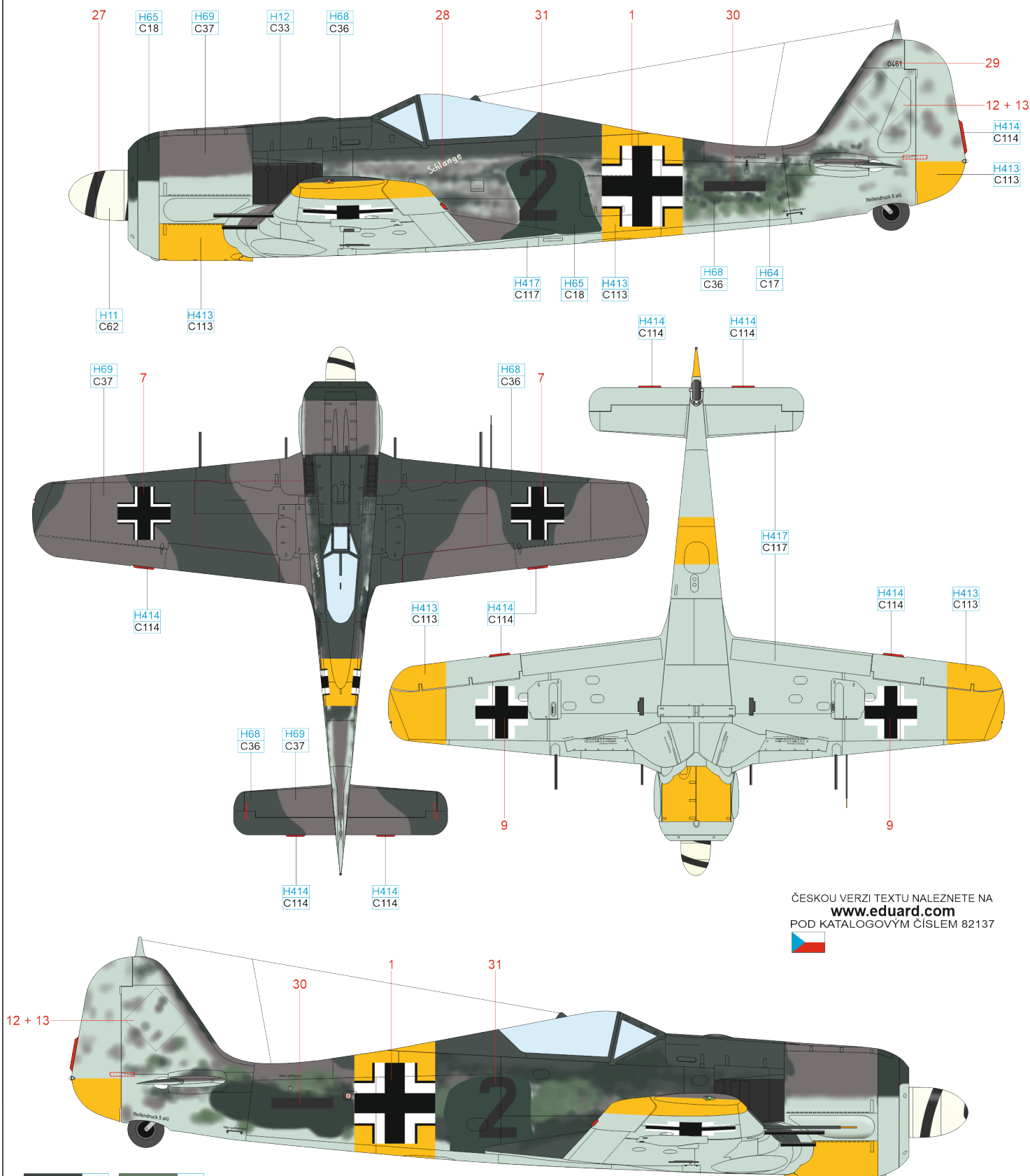
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- RLM 76
- H417 C117
- RLM 75
- H69 C37
- RLM 74
- H68 C36
- RLM 70
- H65 C18
- RLM 04
- H413 C113
- RLM 23
- H414 C114
- BLACK
- H12 C33
- WHITE
- H11 C62

B Fw 190A-6, W.Nr. 550461, Oblt. Helmut Radtke, 5./JG 54, Immola, Finland, summer 1944

On June 9th, 1944, the Red Army launched the Karelian operation against the Finnish forces in Karelian Isthmus on the front north of Leningrad. Marshal Mannerheim being aware of his inferior forces asked Germans for the air support. German Luftwaffe created Gefechtsverband Kuhlmei, named after SG 3 commander Oblt. Kuhlmei. Besides I./SG 3 (Ju-87D) and I./SG 5 (Fw 190 F) attack units a detachment of Focke Wulf Fw 190A-6 from Stab, 4. and 5. Staffel of II./JG 54 was included under his command. Focke Wulf fighters used the airfield in Immola from where they sortied under the command of Maj. Erich Rudorffer as an escort to the attack aircraft. One of the pilots fighting against the Soviet much larger forces was Oblt. Helmut Radtke who joined 5./JG 54 in June 1944 after previous service with the operational training unit JG 110. He was killed in action on the Western Front on January 14, 1945. He was flying black 2 aircraft camouflaged in standard RLM 74/75/76 colors. This camouflage was complemented by yellow markings peculiar to the aircraft operating on the Eastern Front. There is an inscription Schlange (snake) painted on the side of the fuselage.



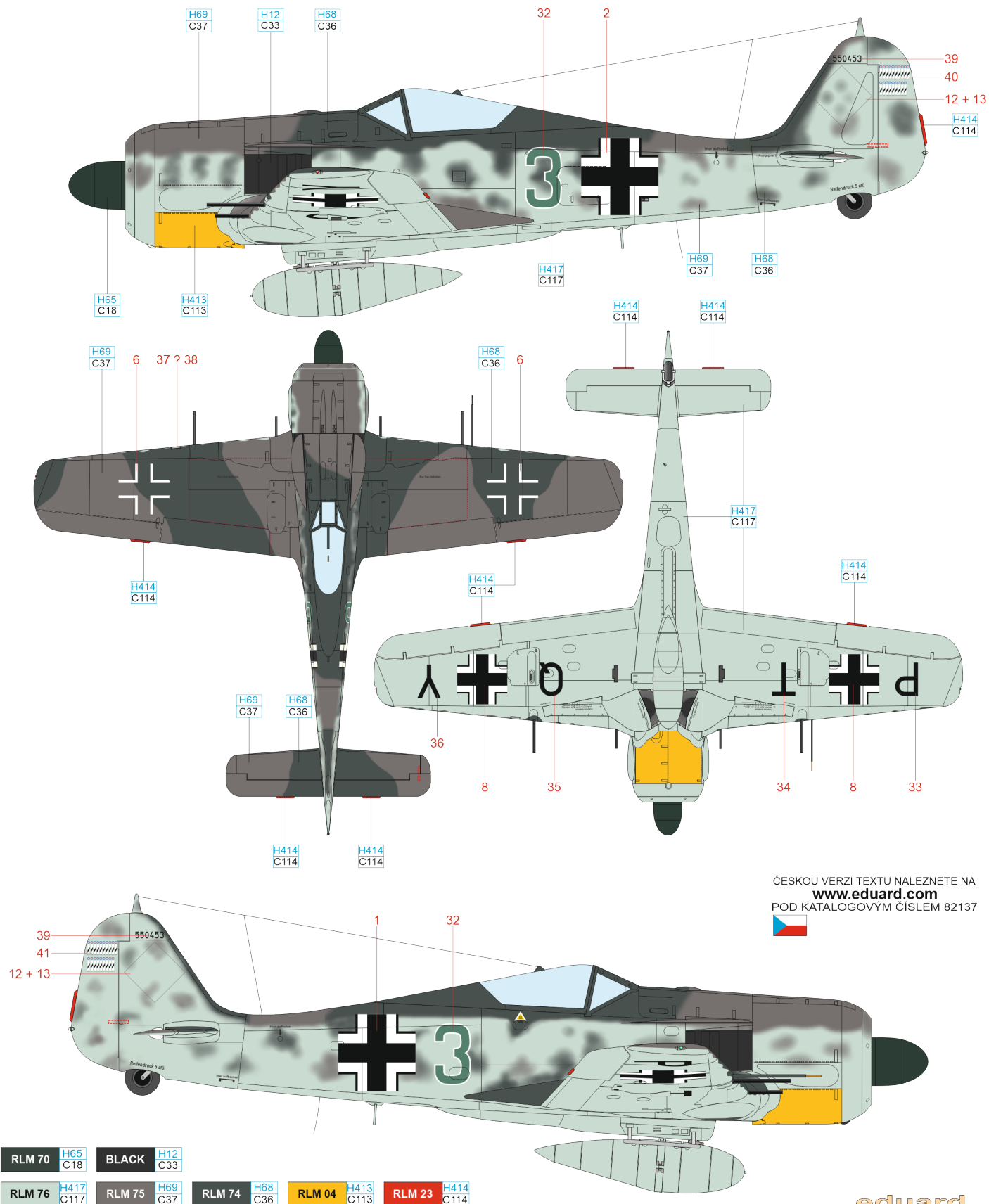
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RLM 70	H65 C18	RLM 71	H64 C17
RLM 76	H417 C117	RLM 75	H69 C37
RLM 74	H68 C36	RLM 04	H413 C113
		RLM 23	H414 C114
		BLACK	H12 C33
		WHITE	H11 C62

C Fw 190A-6, W.Nr. 550453, Hptm. Friedrich-Karl Müller, Stab /JG 300, Bonn-Hangelar, Germany, October 1943

A future Knight's Cross recipient with 30 night victories over enemy aircraft, Friedrich-Karl Müller was born on December 4th, 1912, in Sulzbach in Saarland. In 1934 he completed his pilot training and got a job with Lufthansa. After the outbreak of World War II, he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested reassignment to JG 300, famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to Forem 1./NJGr. 10. In August 1944 he was promoted to command I./NJG 11 and lead this unit until the end of World War II, flying a total of 52 combat missions and achieving 30 victories. He passed away on November 2nd, 1987. His Focke Wulf Fw 190A-6 carrying standard camouflage and green 3 marking retained the factory call signs on the wing lower surfaces during combat service. During its service with JG 300 this aircraft was equipped with defectors to prevent the exhaust flashes blinding the pilot. To save weight the armor head rest was removed. During the night from 18th to 19th of October 1943, Hptm. Müller scored his 19th kill flying this aircraft over Hildesheim. British Lancaster crew from No. 207 Squadron parachuted to safety and spent the rest of hostilities in the POW camp. This aircraft featured a search light installed in the leading edge of the wing.

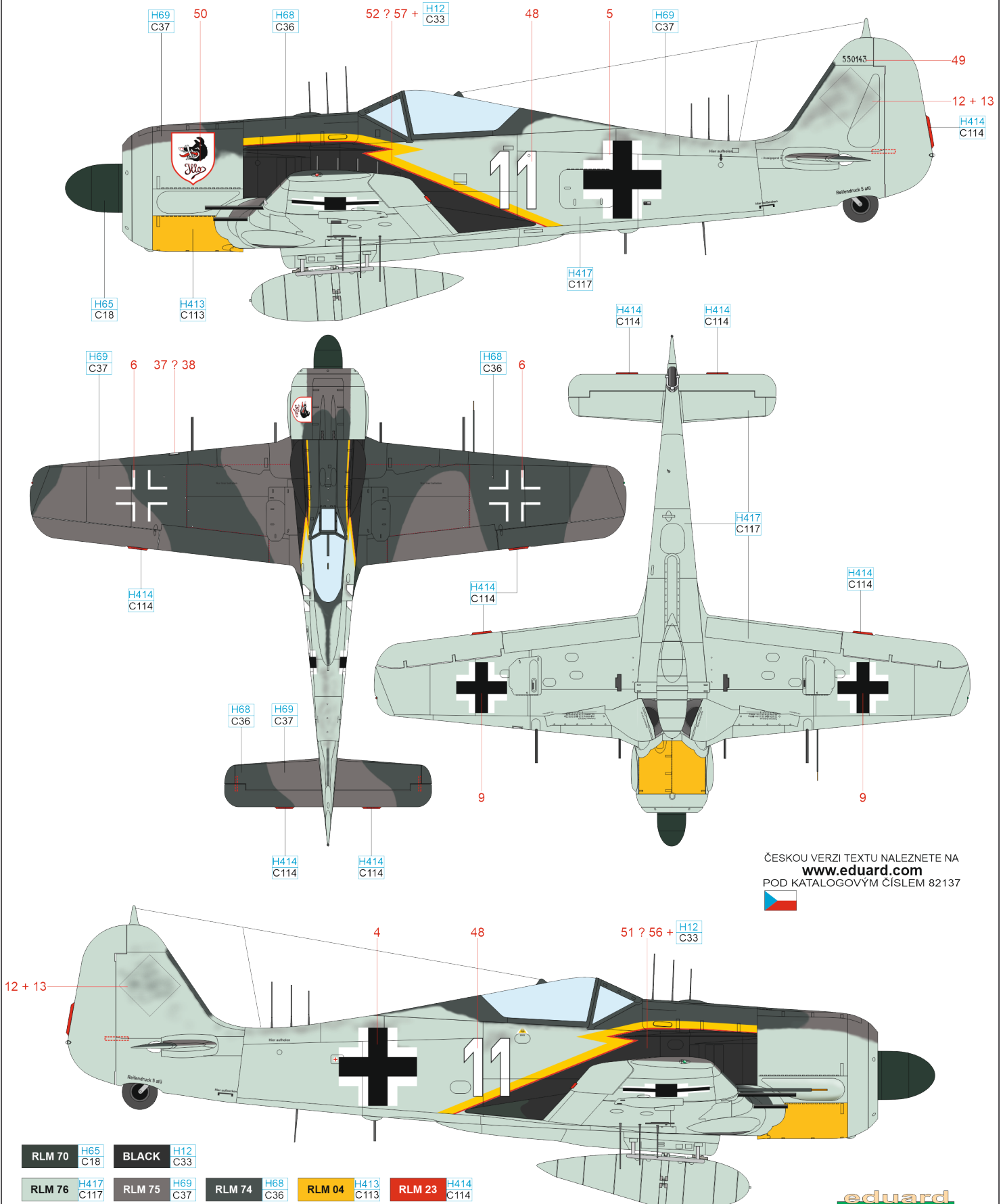


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F Fw 190A-6/R11, W.Nr. 550143, Oblt. Fritz Krause, 1./NJGr 10, Werneuchen, Germany, January 1944

Fritz Krause started his wartime career with III./JG 300 and in January 1944 was transferred to 1./NJGr 10. He was assigned to 1./NJG 11 in September 1944 and became the commander of 3./NJG 11 in November. In January, he was appointed head of the entire III./NJG 11, which he led until the end of the war. He completed 213 combat missions and achieved a total of four victories. NJGr 10 was formed as a nightfighter unit on January 1, 1944. It was equipped with various types of aircraft. The 1st Staffel flew Bf 109Gs and Fw 190As. The FuG 217 Neptun radar was installed in NJGr. 10 aircraft to test its efficiency under combat conditions. A total of 48 Fw 190As were converted to this nightfighter configuration. Fritz Krause flew the aircraft depicted for a short period only, as in the early summer of 1944, the NJGr 10 Fw 190As were handed over to fighter schools and were replaced with Bf 109G-6/AS. The Messerschmitts were more capable in intercepting Allied bombers and Mosquitos. The origins of the badge on the cowling can be found with JG 300, as NJGr 10 was formed using JG 300 pilots.



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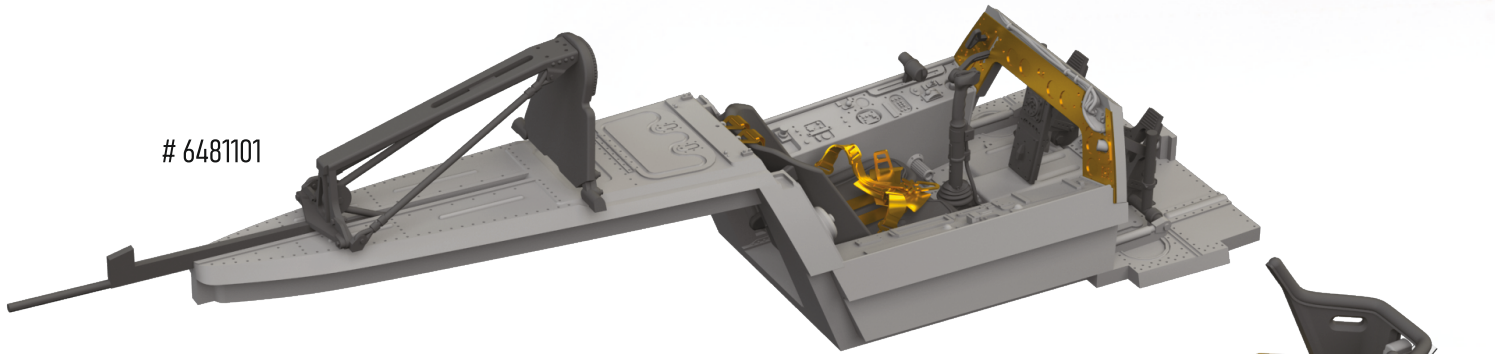


- 481017 Fw 190A-6 (PE-Set)
- FE863 Fw 190A seatbelts STEEL (PE-Set)
- 644050 Fw 190A-6 LööK (Brassin)
- 648152 Fw 190 wheels early (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648371 Fw 190A control surfaces early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648736 Fw 190A landing flaps PRINT (Brassin)
- 6481014 Fw 190A seat PRINT (Brassin)
- 6481038 Fw 190A seat w/ integral belts PRINT (Brassin)
- 6481101 Fw 190A-6 cockpit PRINT (Brassin)
- 6481102 Fw 190A-6 engine (Brassin)
- D48029 Fw 190 A stencils (Decal Set)
- D48052 Fw 190A-6 national insignia (Decal Set)
- EX587 Fw 190A TFace (Mask)

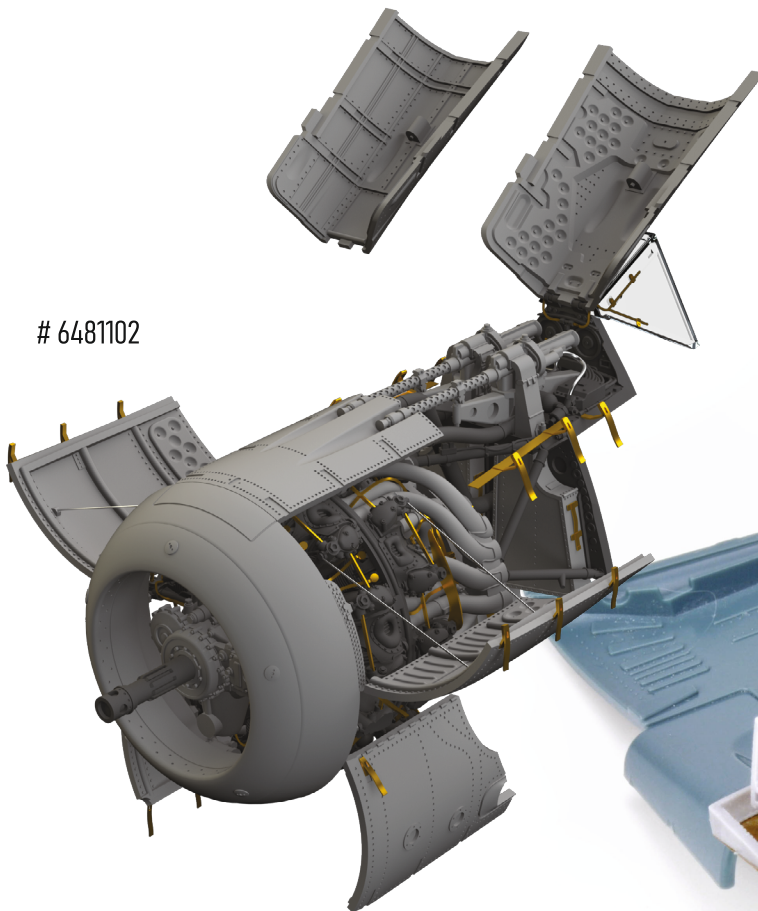
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