

Fw 190A-8

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82147

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 series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

Into combat

During June 1941, the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17 machine guns. The II./JG 26 was completely equipped with the type and operating on the Western Front by September 1941 and its operations changed the game, as the new fighter was superior not only to 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 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 to other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the

corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151s instead of the MG FFs machine guns in the outer position. The adoption of this wing developed into the Fw 190A-6 version. Further changes led to the Fw 190A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131s machine guns. Further improvements led to the Fw 190A-8.

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was 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 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 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, two 20-mm 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 13-mm MG 131 machine guns in the front fuselage. Later, the universal wing was entered allowing installation of different weapons in the outer wing position including the Mk 108 30-mm cannon.

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. 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



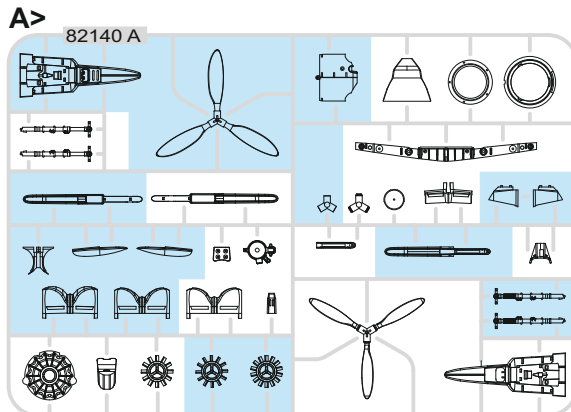
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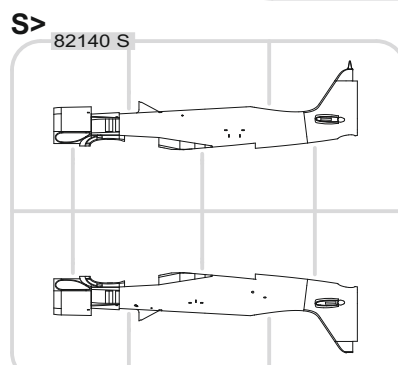
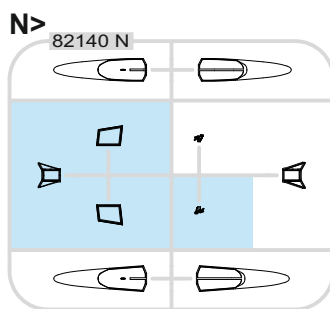
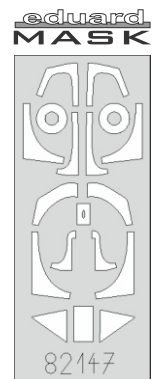
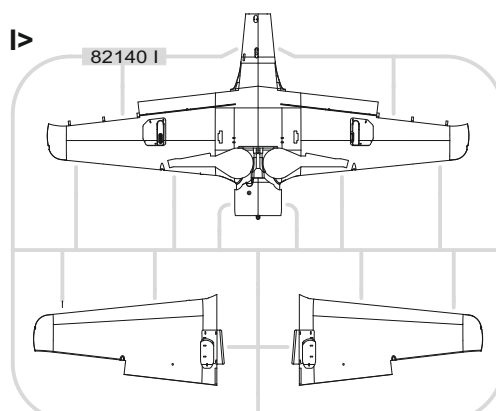
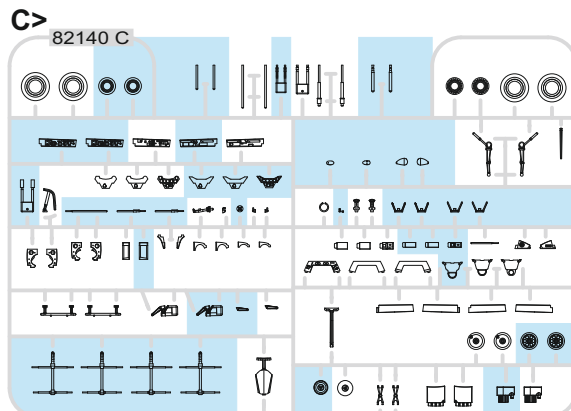
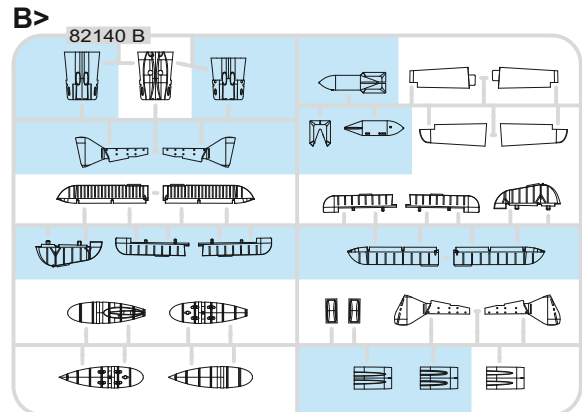
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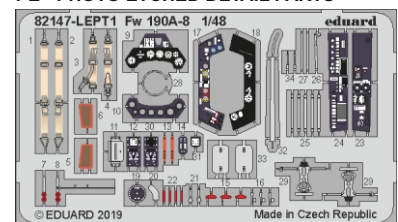
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PLASTIC PARTS



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



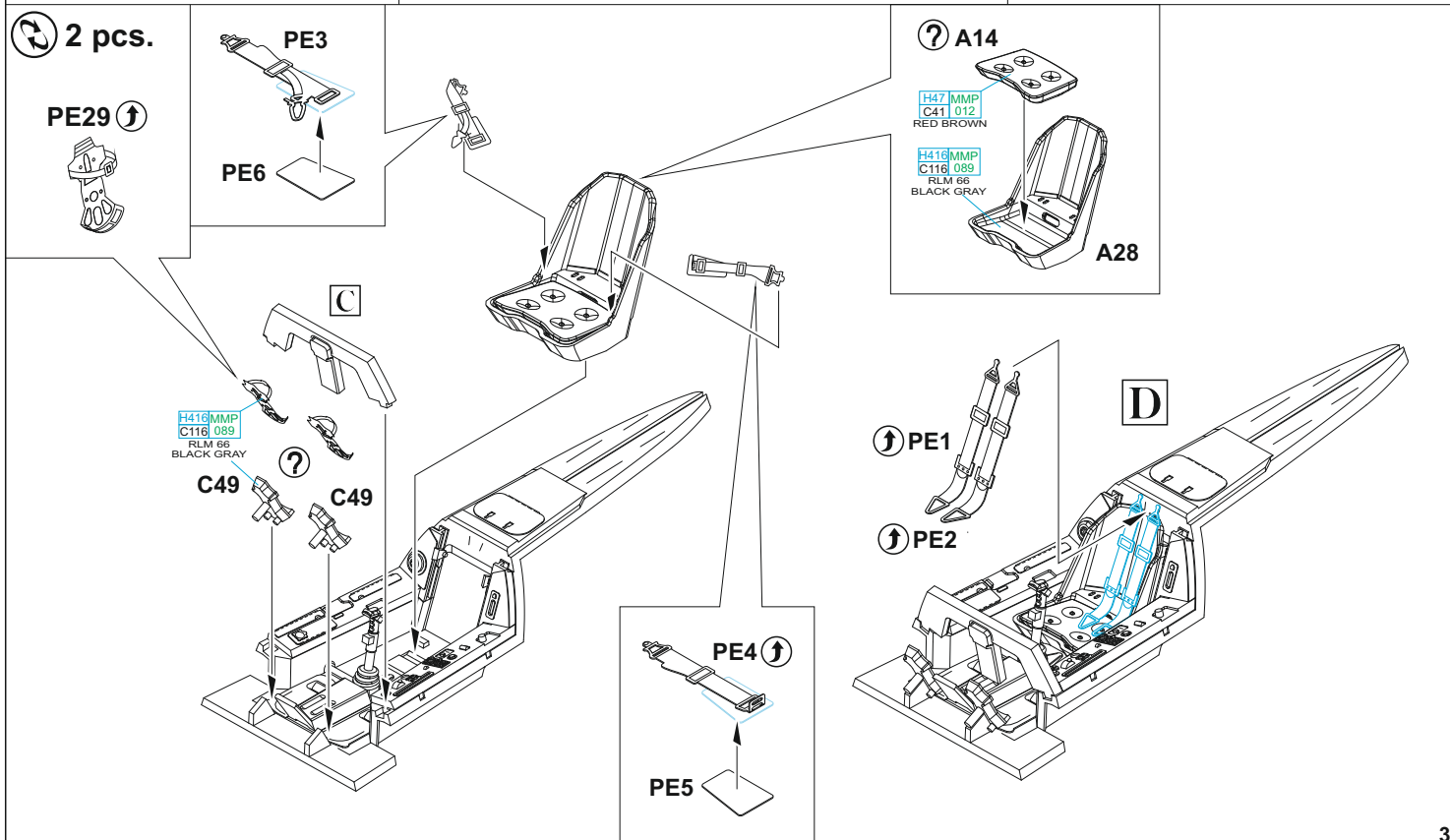
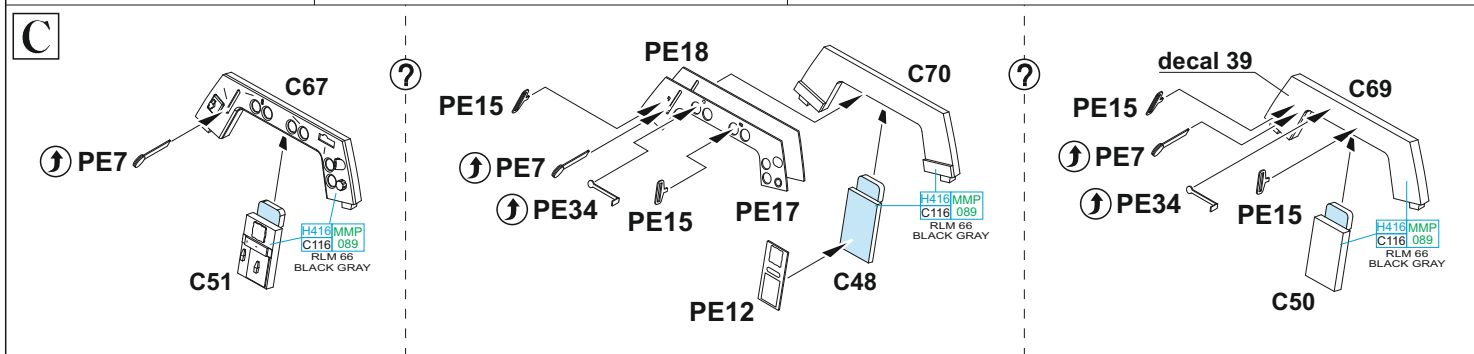
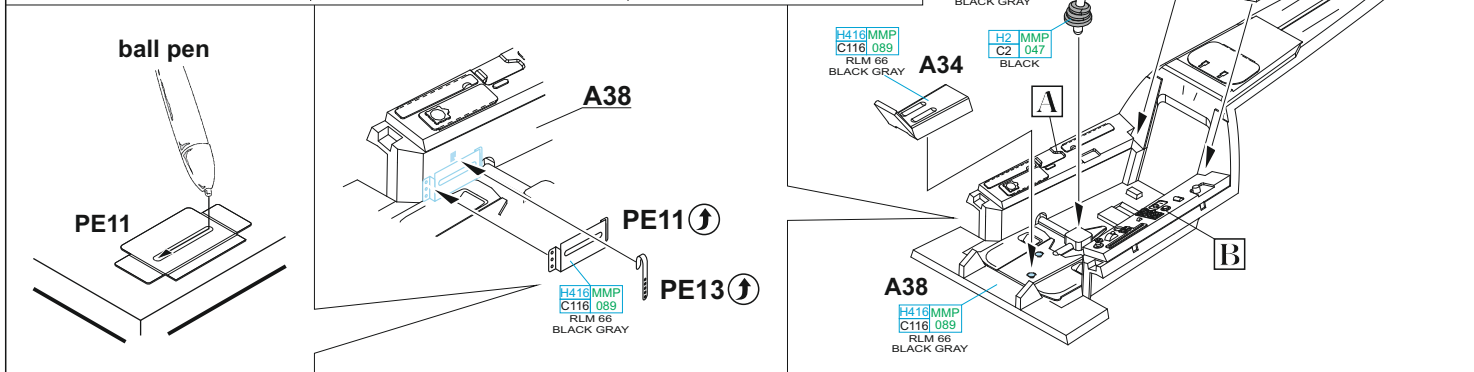
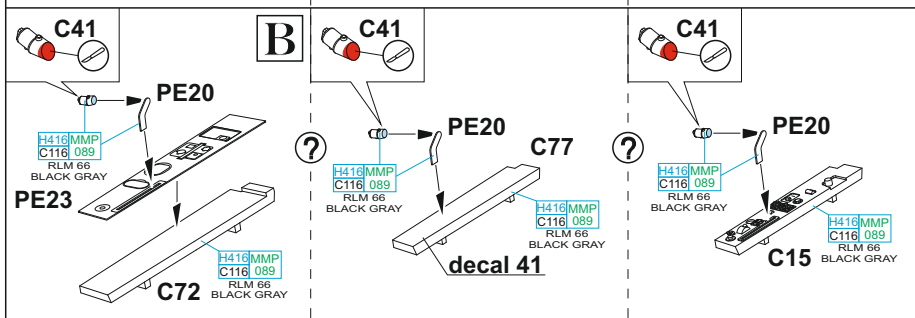
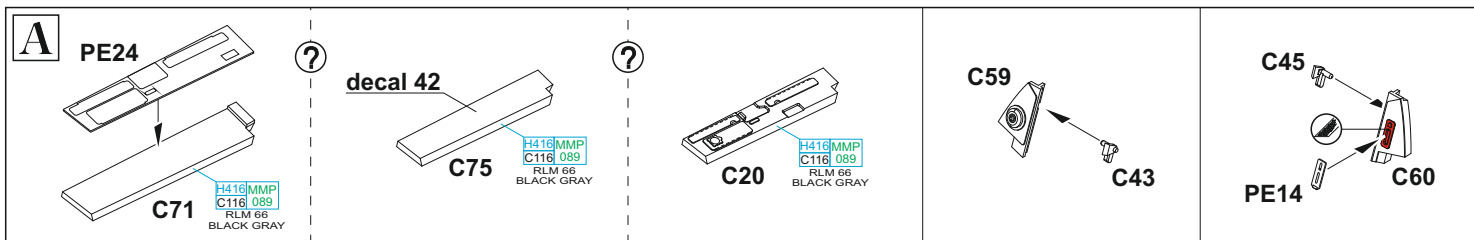
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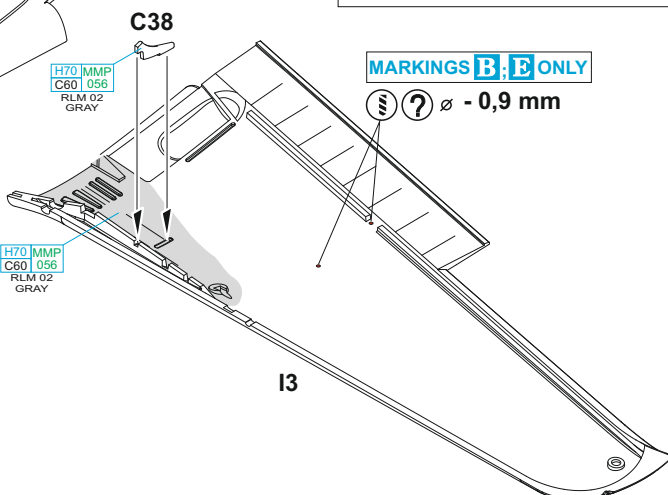
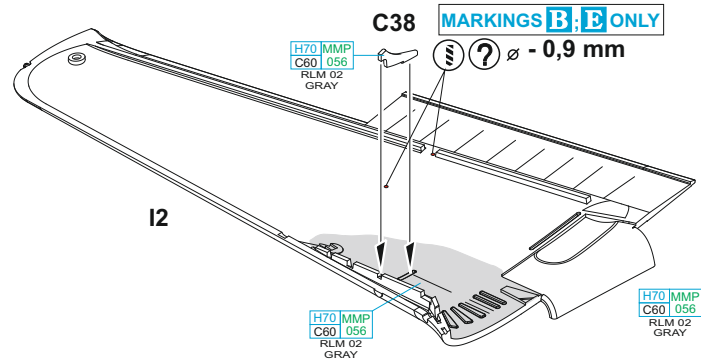
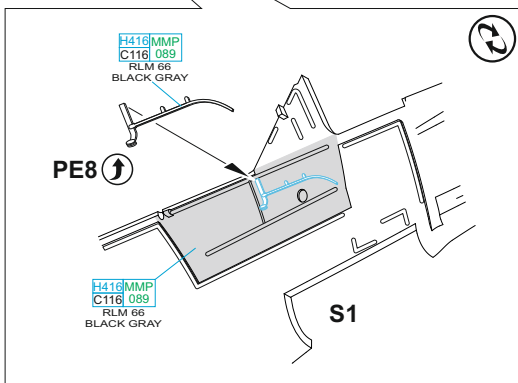
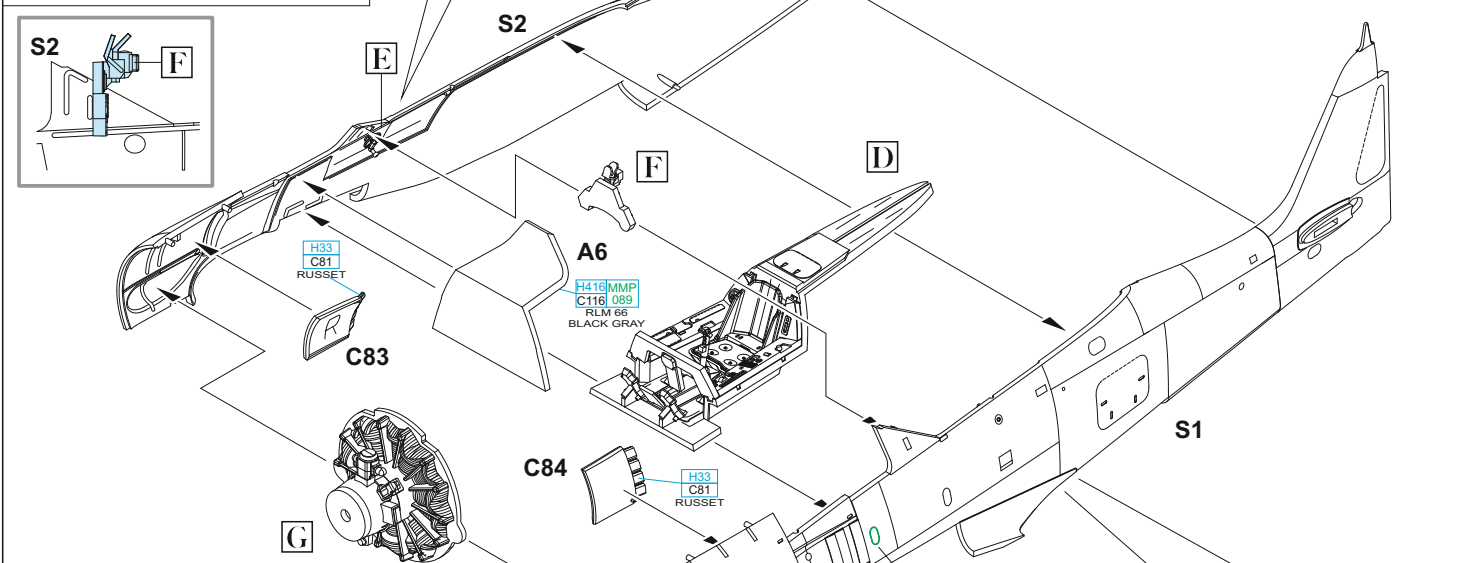
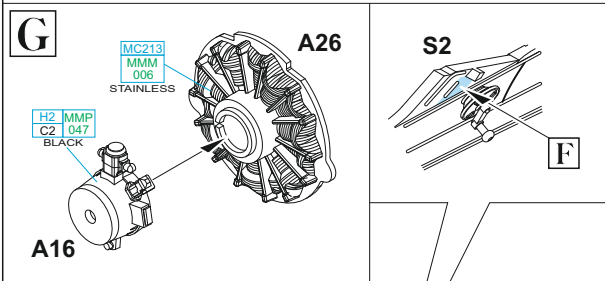
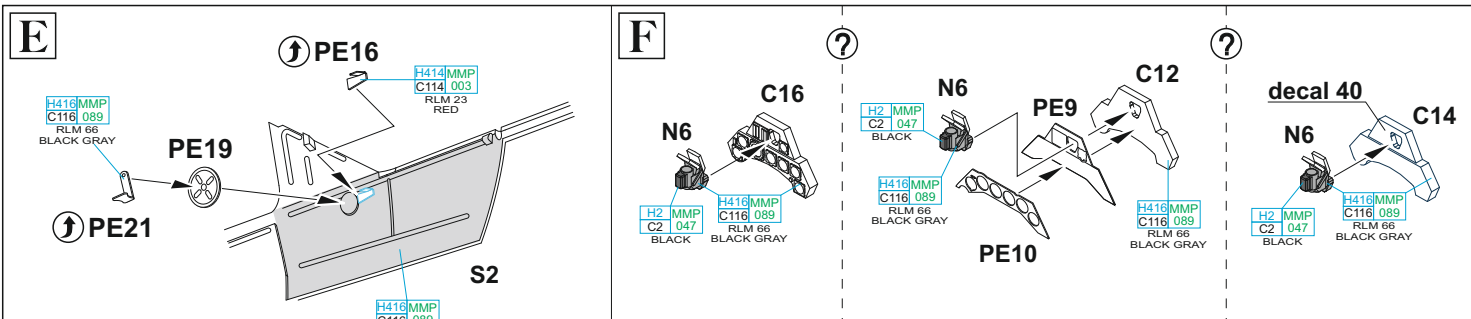


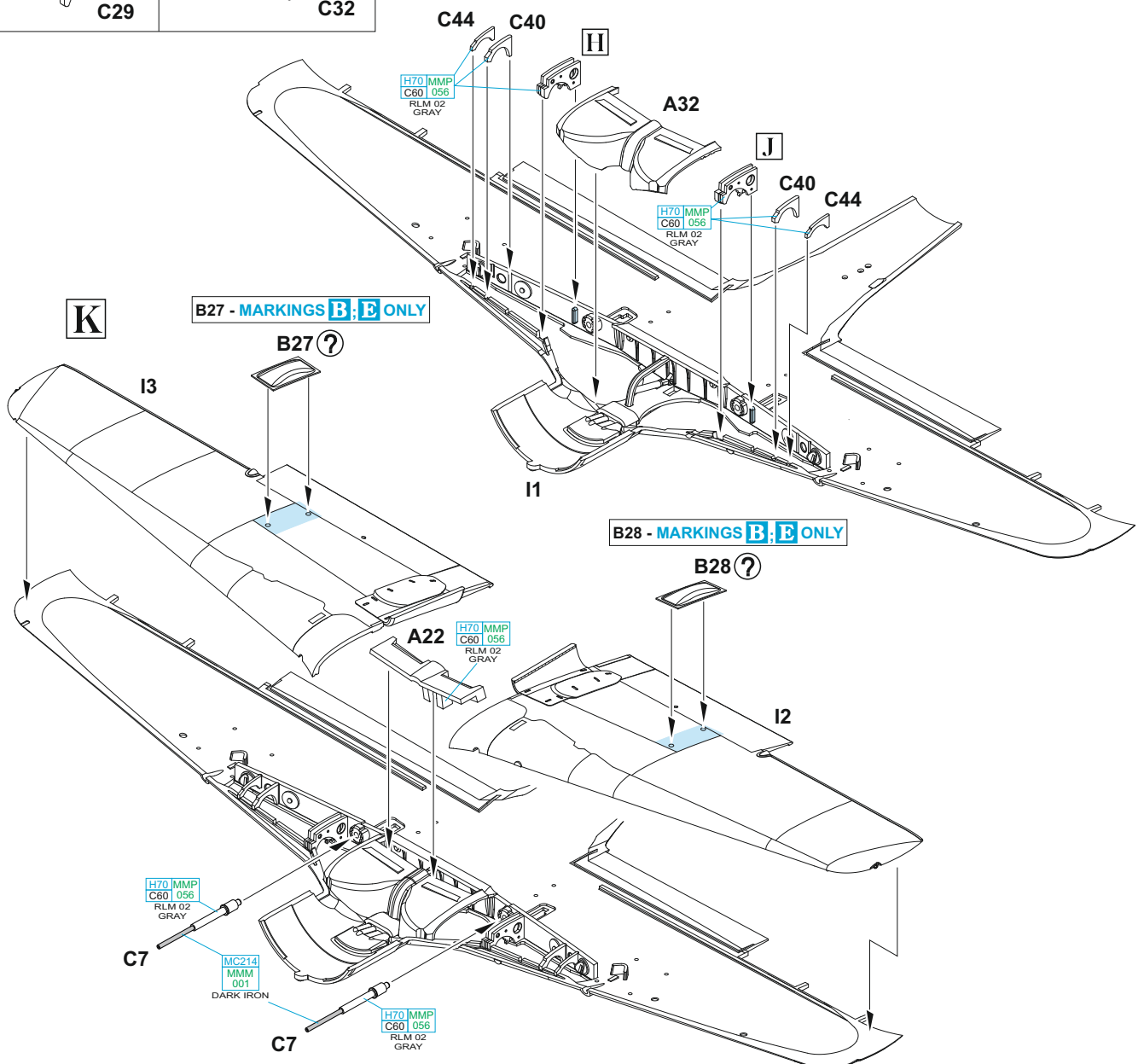
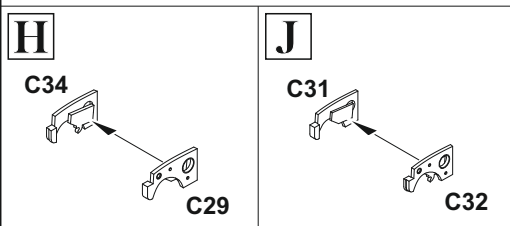
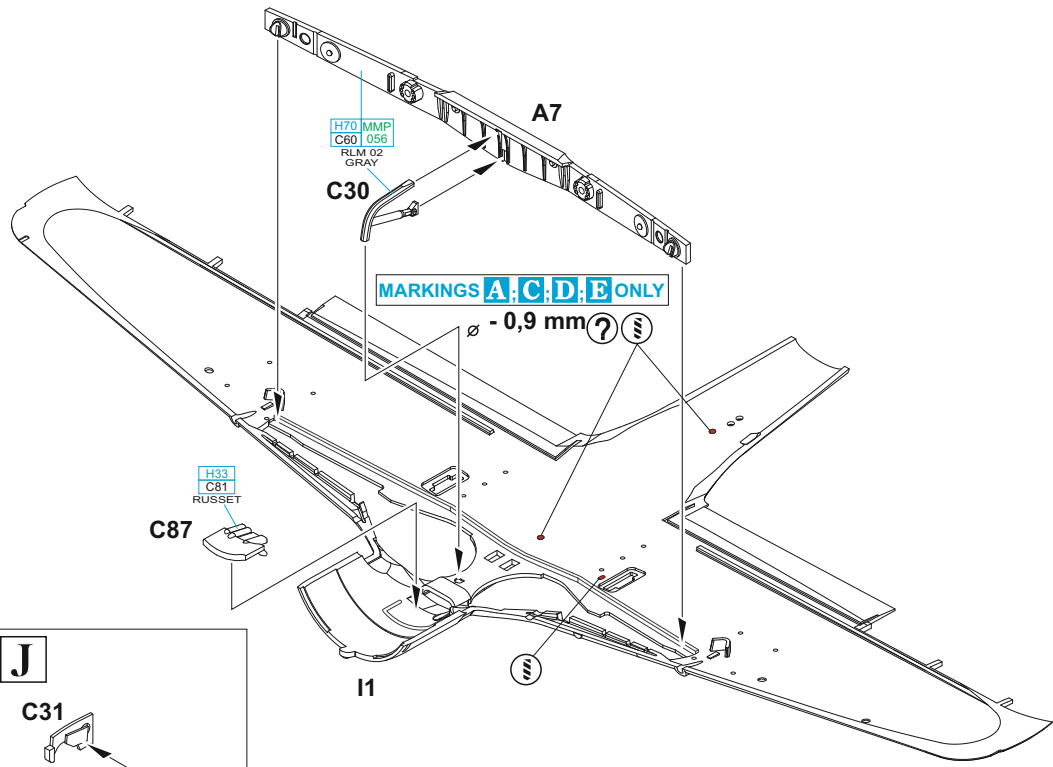
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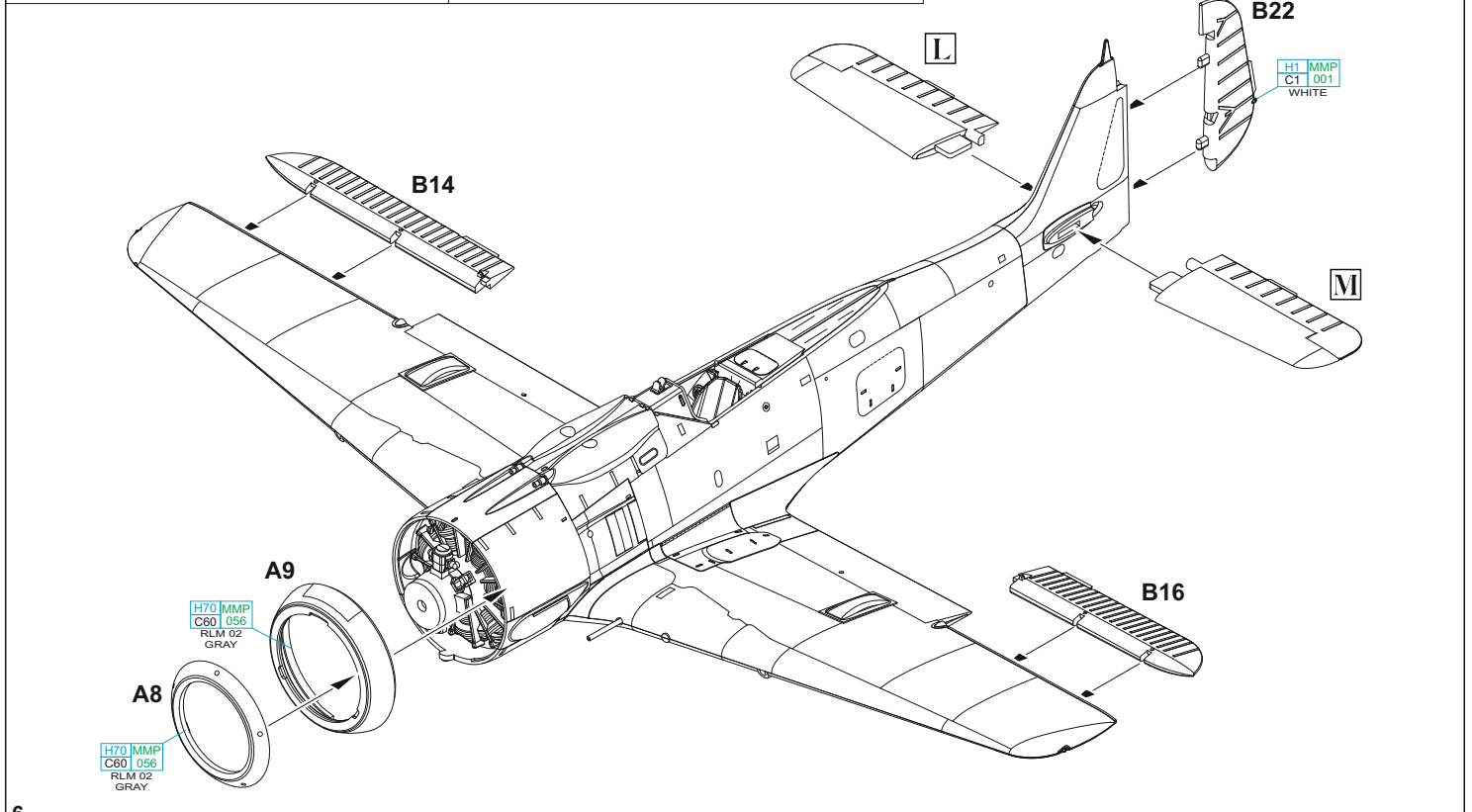
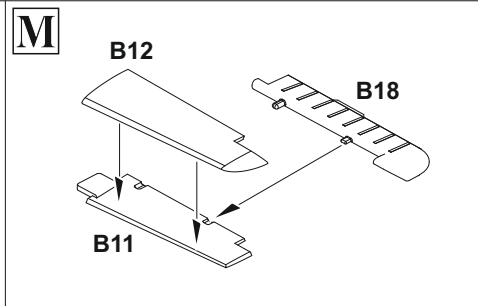
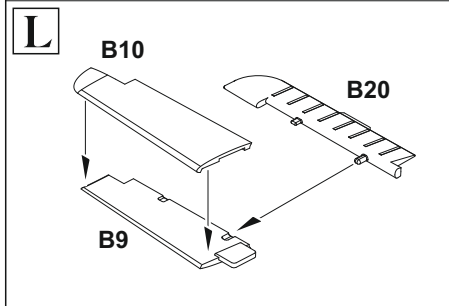
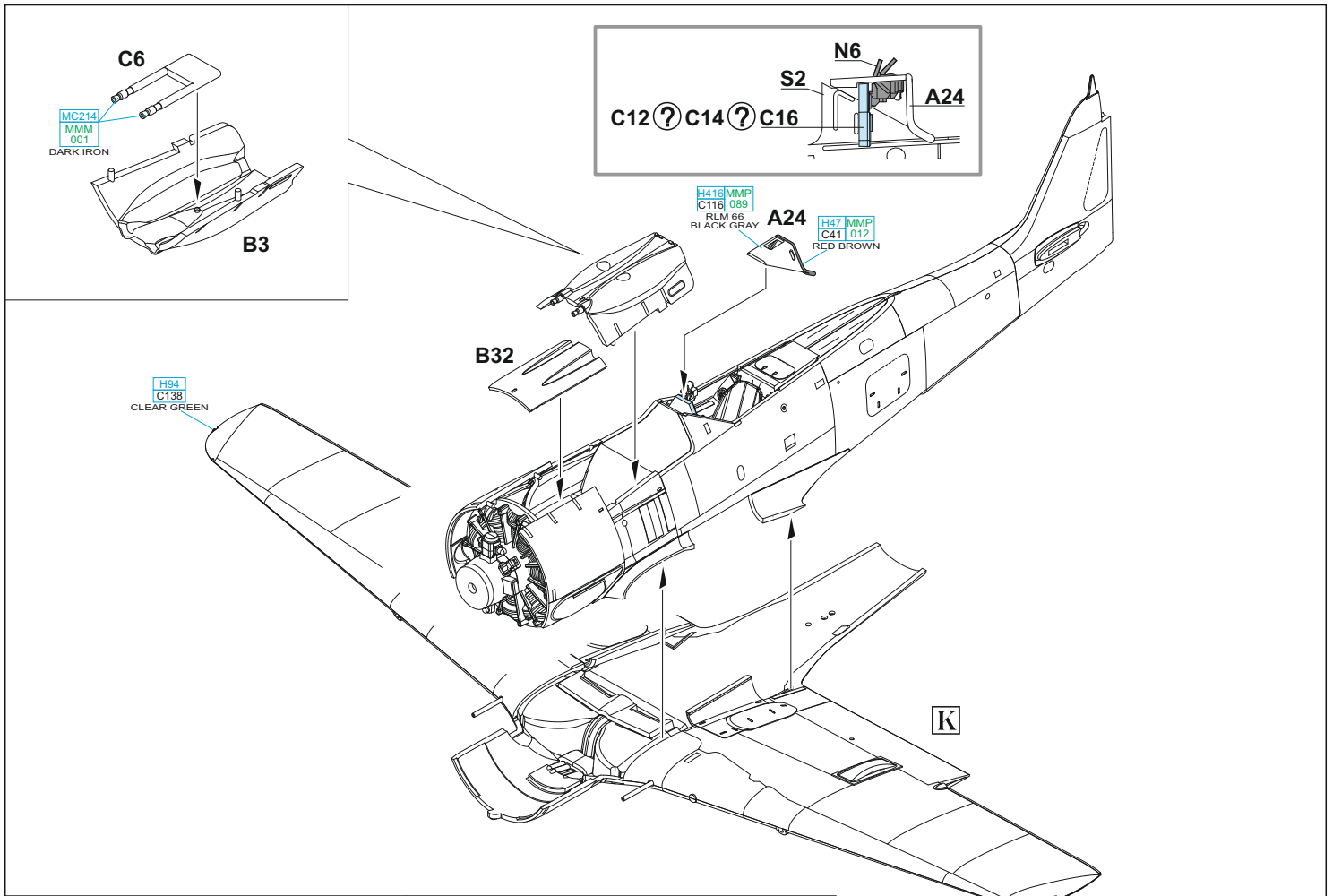
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H25	C34		SKY BLUE
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK

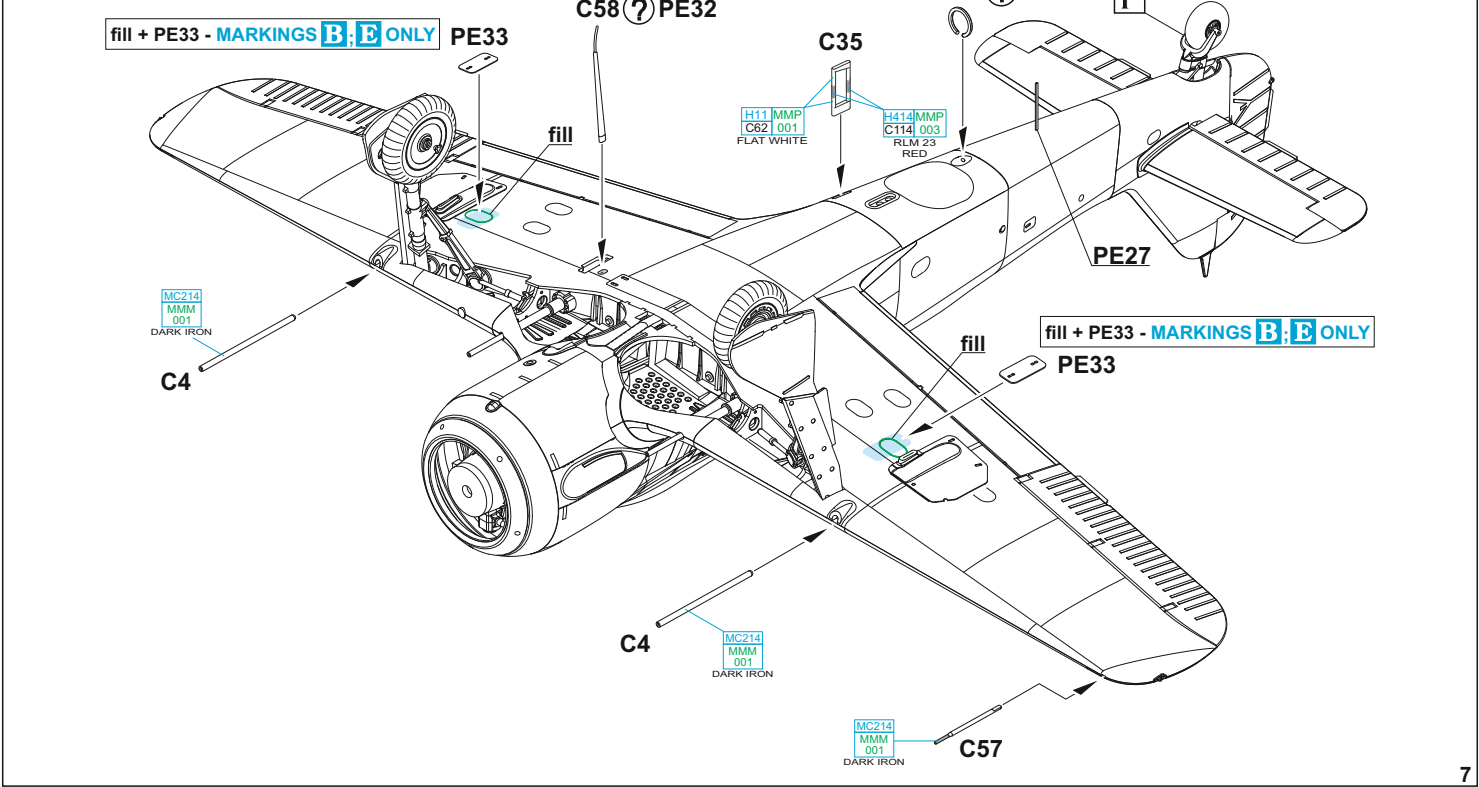
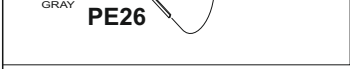
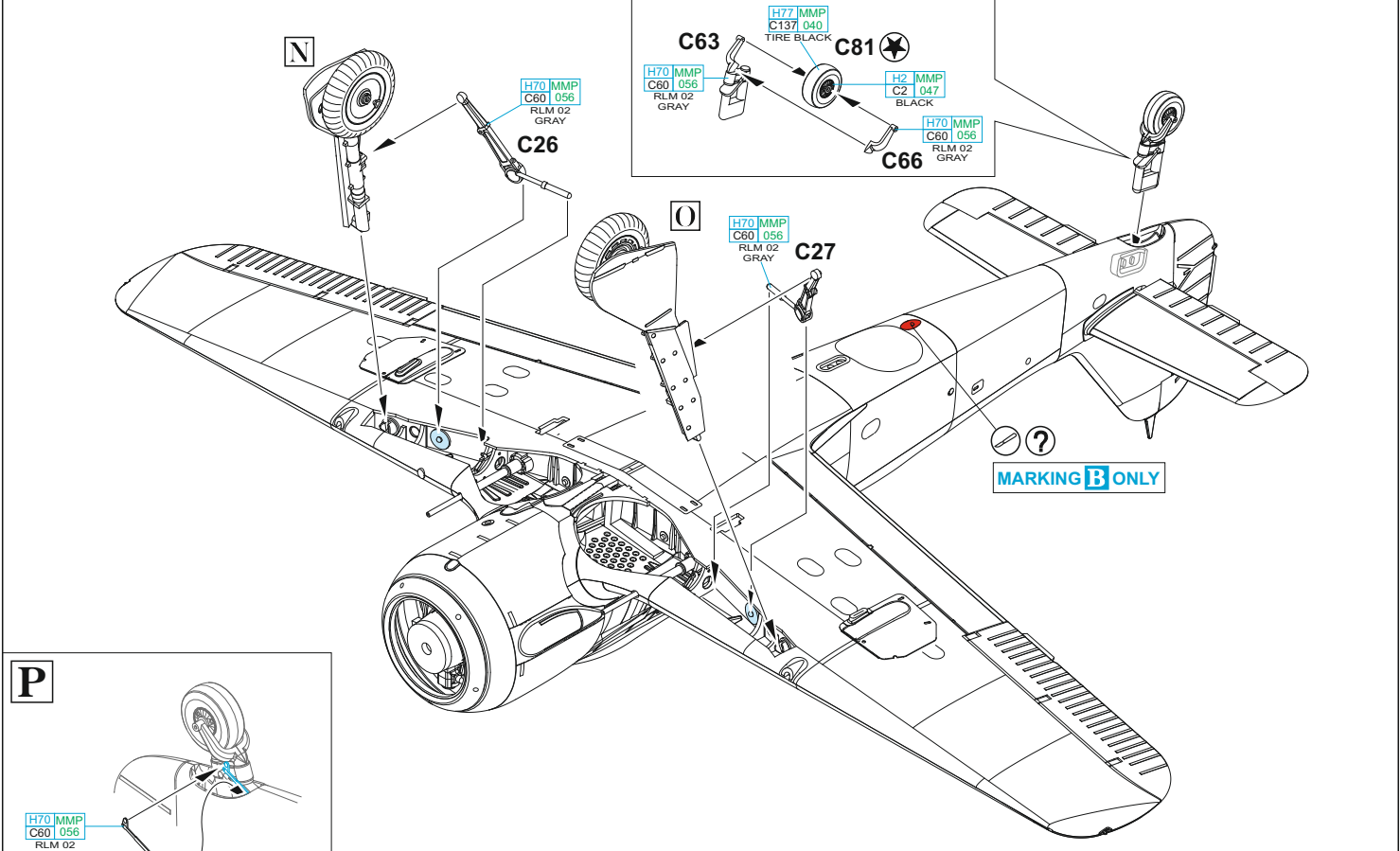
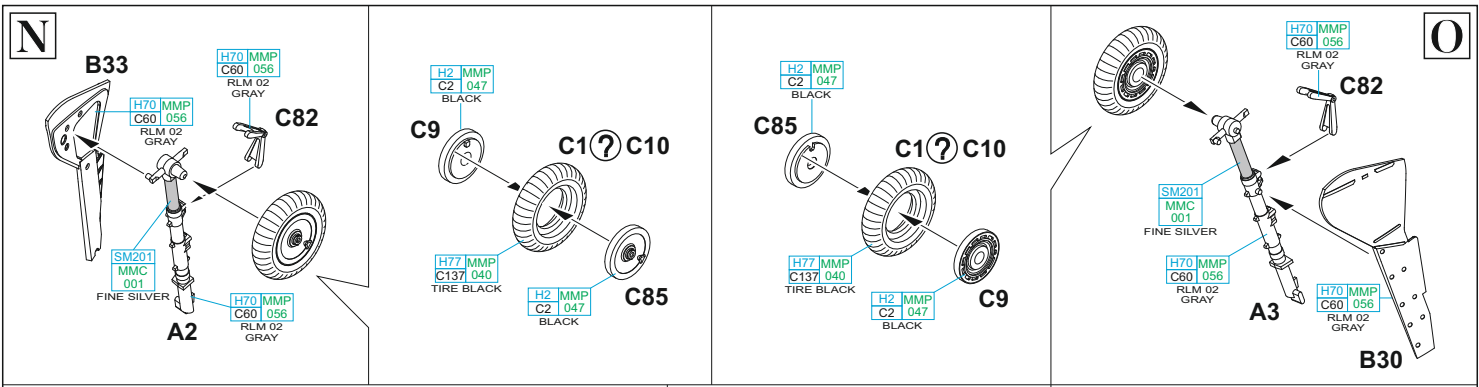
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H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H421	C121	MMP-052	RLM81 BROWN VIOLET
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2



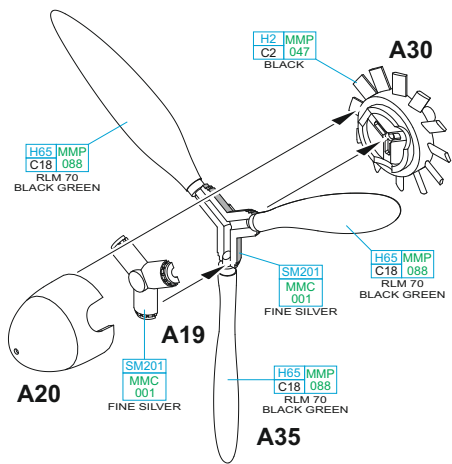




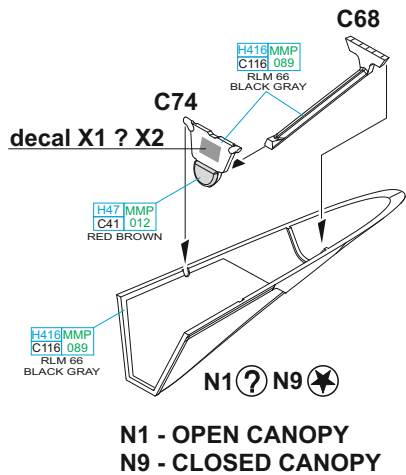




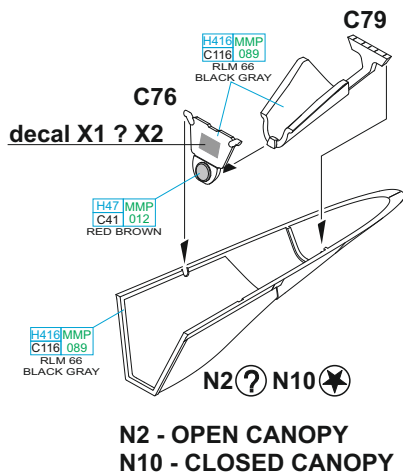
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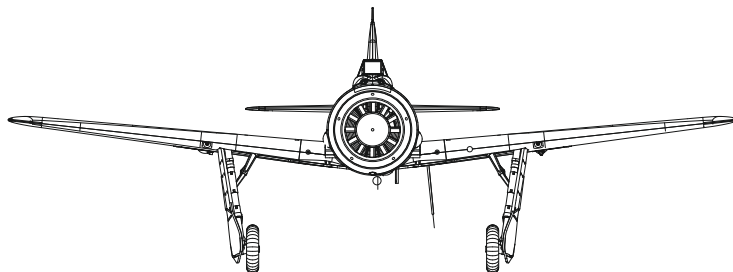
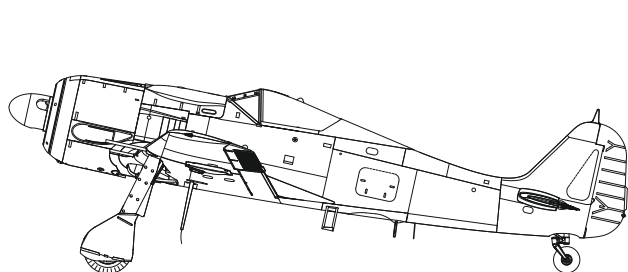
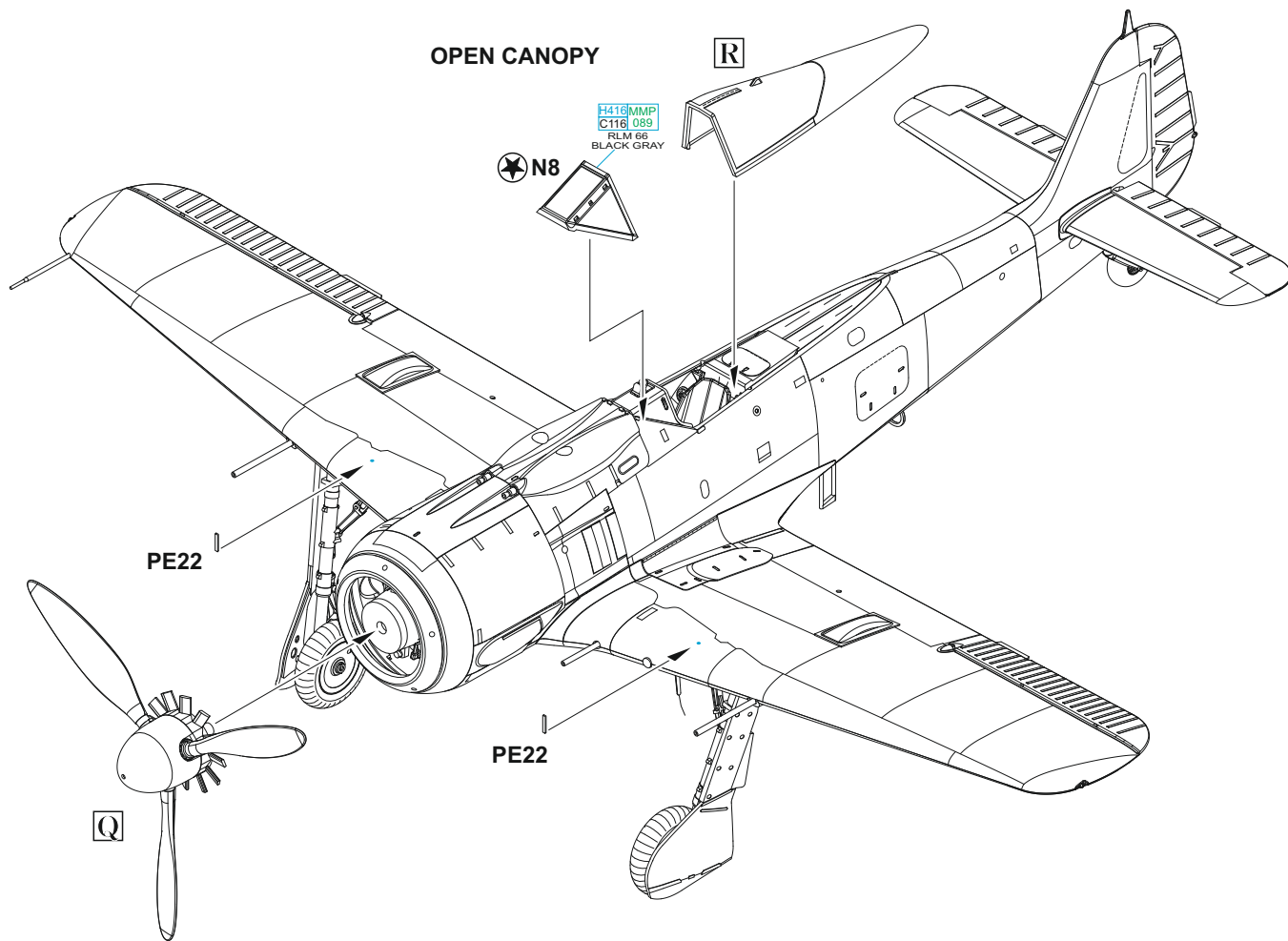


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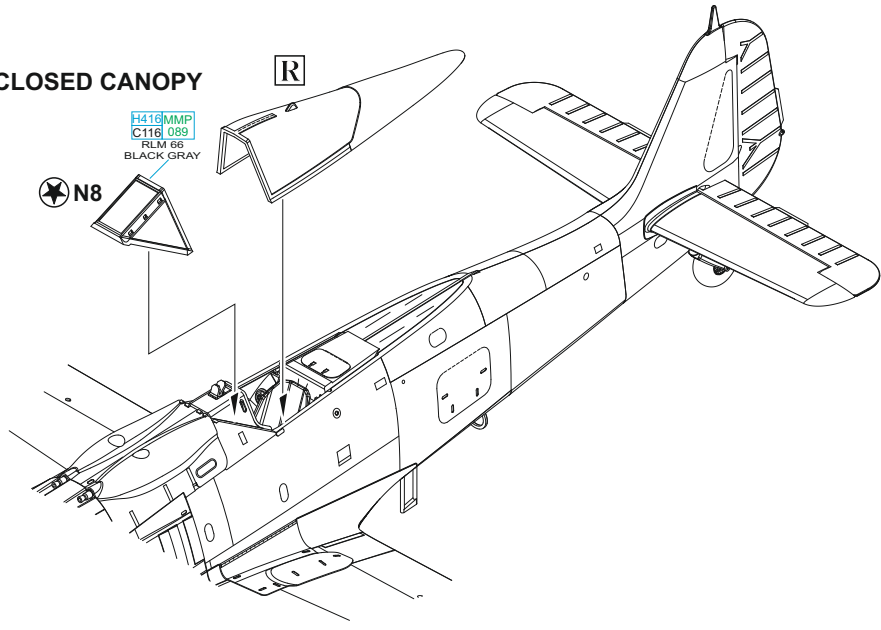


OPEN CANOPY

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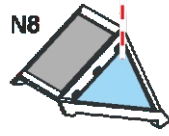
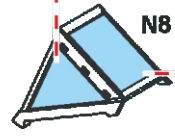


CLOSED CANOPY



C81
LIQUID MASK

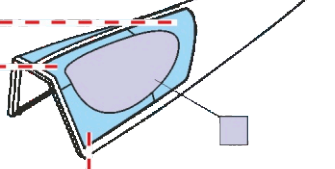
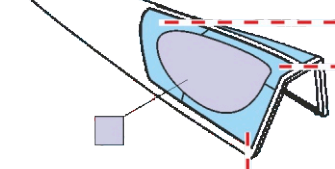
C81
LIQUID MASK



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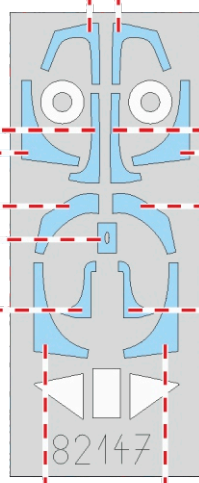
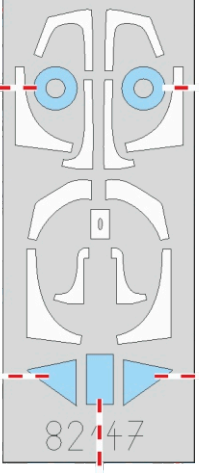
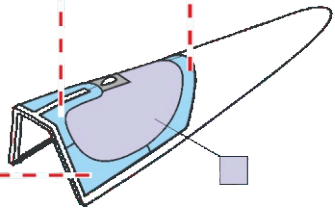
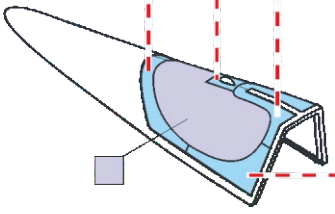
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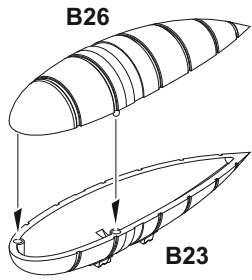
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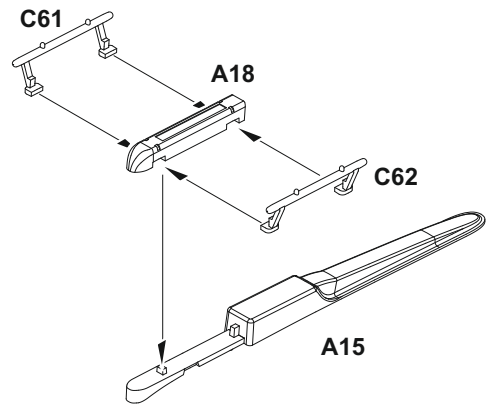
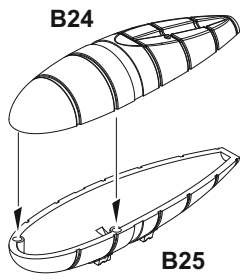
N1 ? N9

N1 ? N9

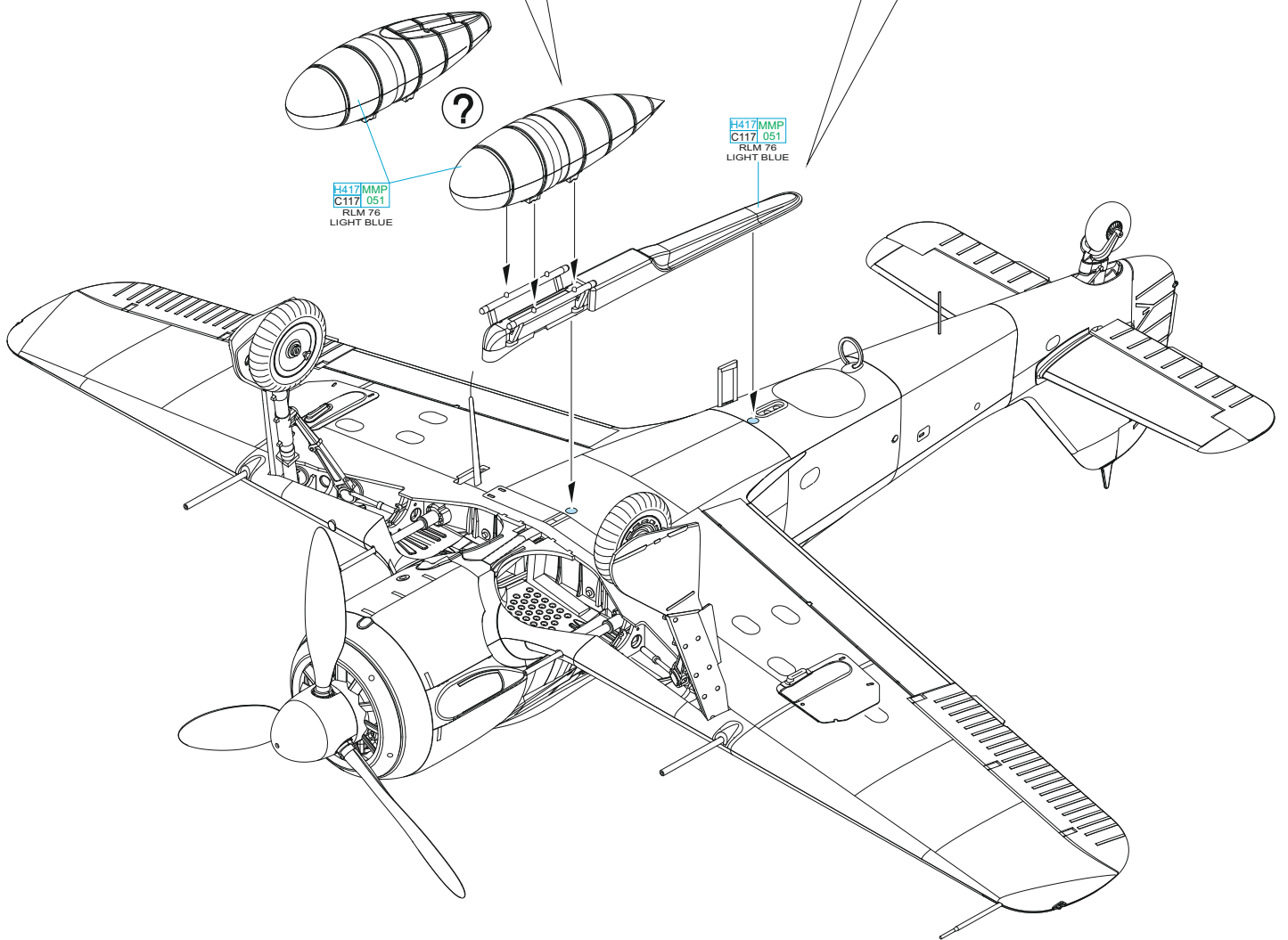




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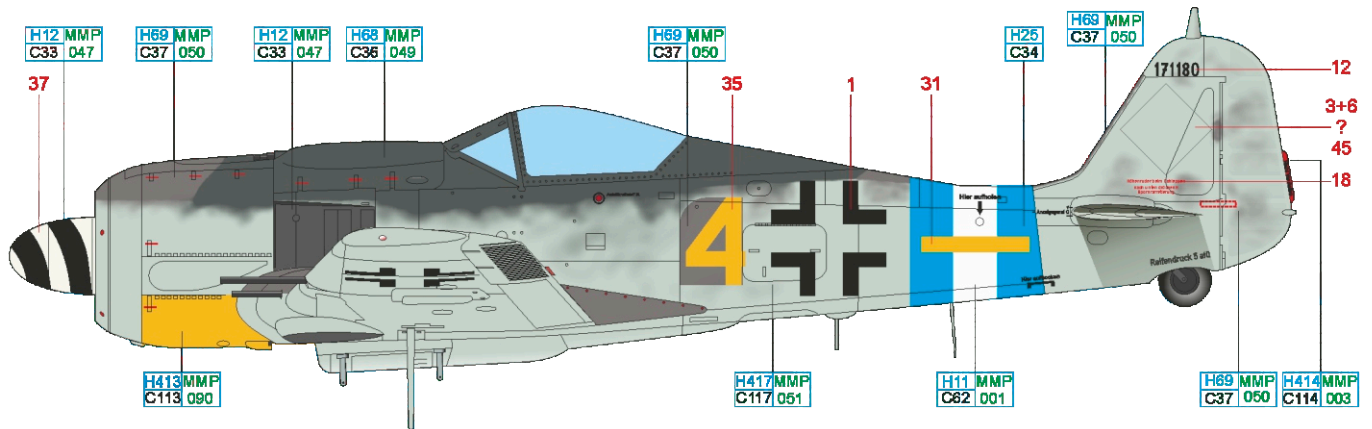


MARKINGS **A**; **C**; **D**; **E** ONLY

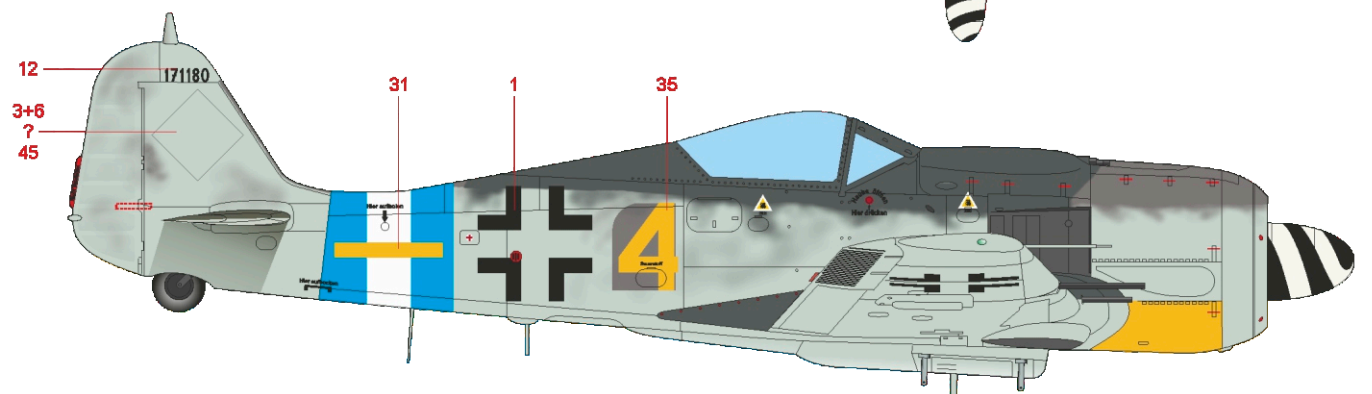
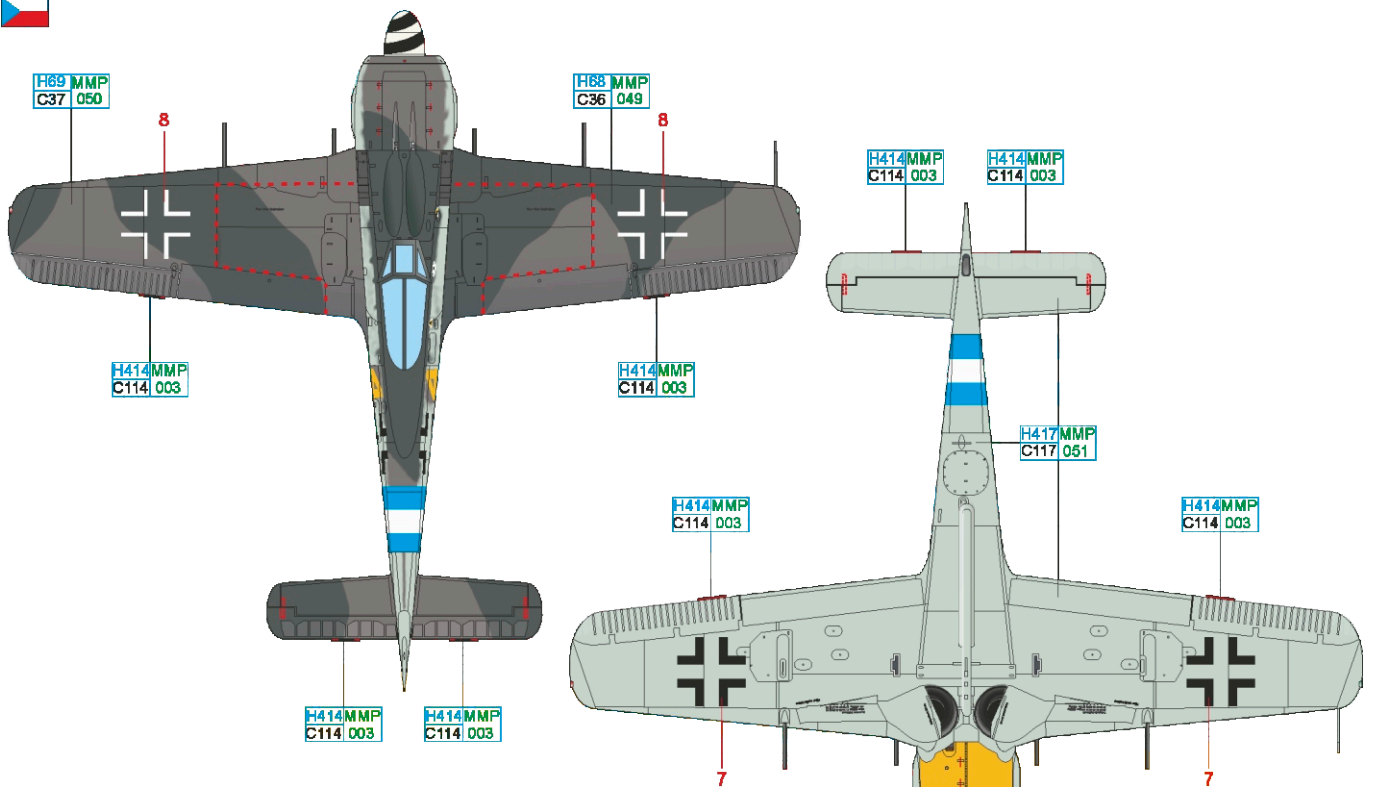


A WNr. 171180, 6./JG 300, München-Neubiberg, Germany, April-May 1945

Fw 190A-8, WNr. 171180, built by the parent company, was discovered by the Allies at the end of the war at the airfield in Neubiberg, not too far from Munich. Damage sustained during taxiing on April 24, 1945, was never repaired. JG300, as a Defense of the Reich unit flying over Germany, marked its aircraft with a blue-white-blue 900 mm wide fuselage band in 1945. The previous red fuselage band was discontinued in January 1945 and continued only on aircraft served with JG 1. The original fuselage crosses were overpainted and replaced with simplified versions in black. Similarly, the fuselage code was replaced with the yellow 4.



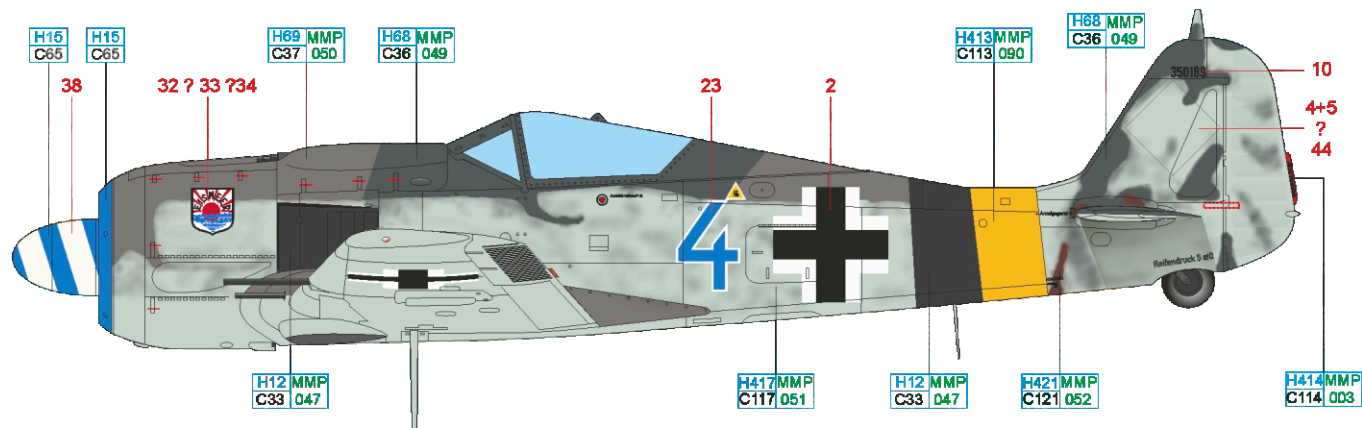
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www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82147



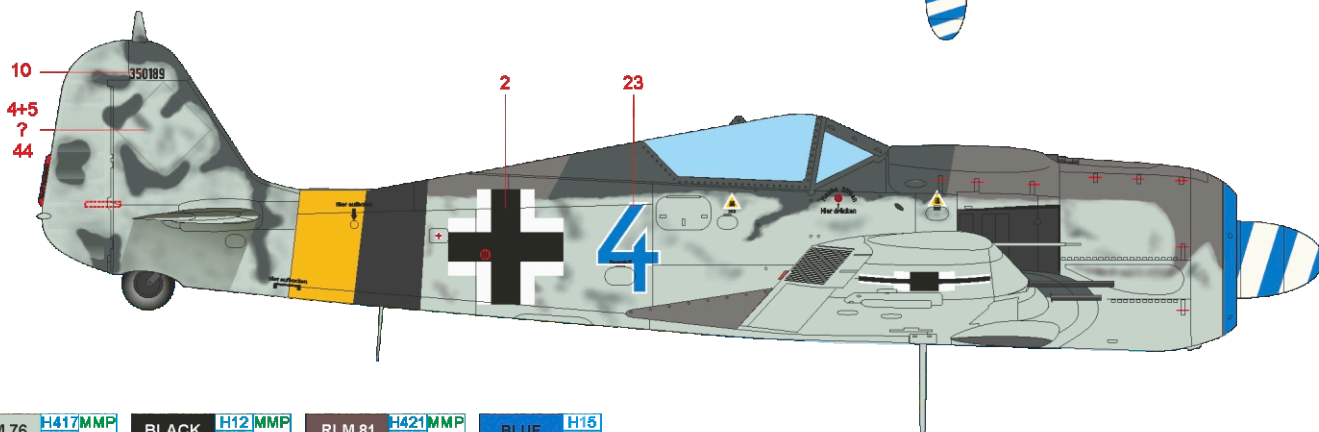
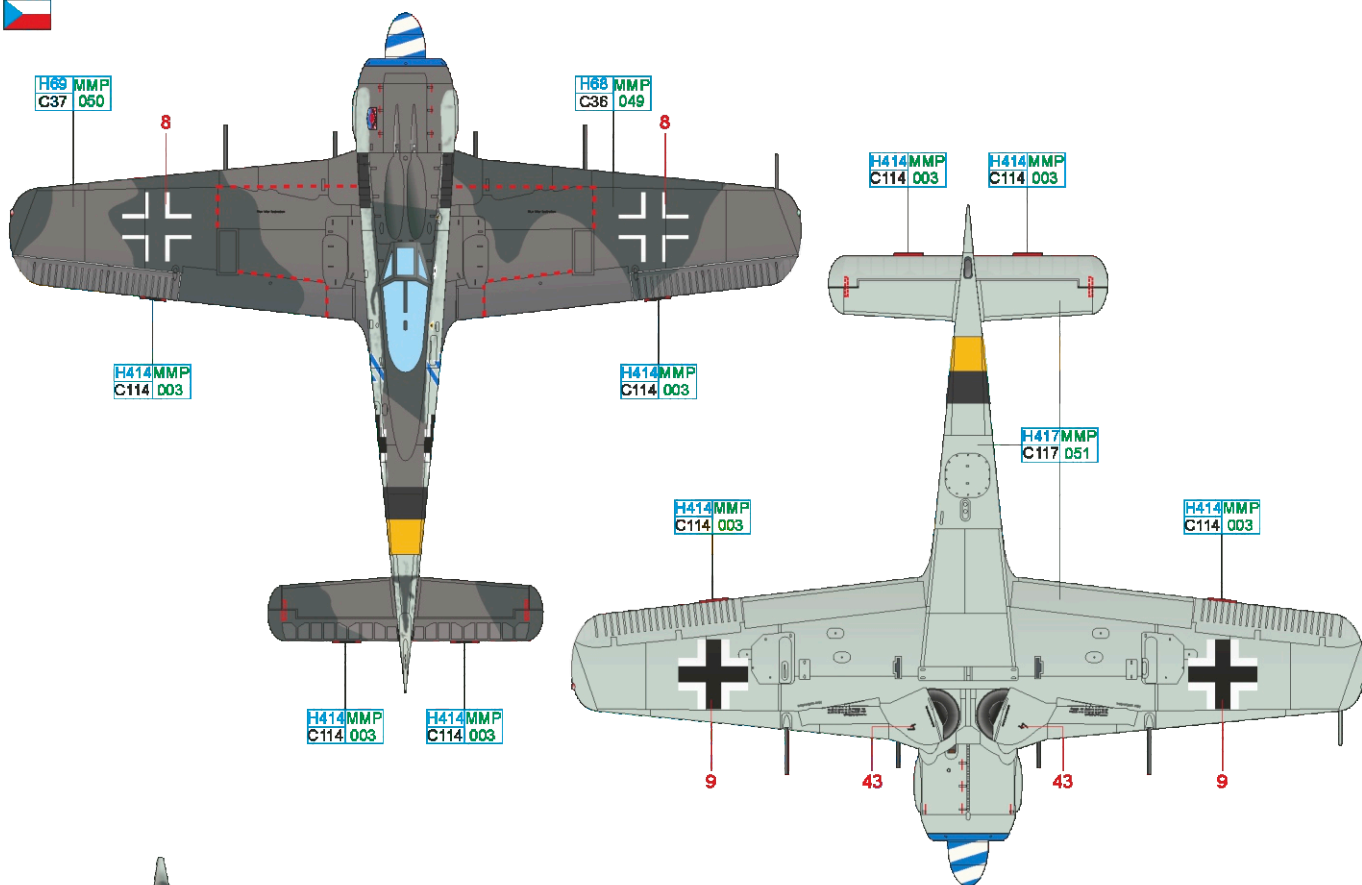
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RLM 74	H69 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090

B WNr. 350189, 12./JG 5, Herdla, Norway, Spring 1945

The end of the war found 9. and 12. Staffeln JG 5 stationed at Herdla. While 9. Staffel flew a mix of Fw 190A-2/3/8s and even the odd Fw 190F-8 used exclusively in the fighter role, 12. Staffel was equipped with the Fw 190A-8. Fw 190s flown by 12./JG5 carried the standard camouflage scheme consisting of RLM 74/75/76 and have been photographed on several occasions carrying the Defence of the Reich yellow and black band on the rear fuselage. The code was painted in blue, consistent with the Staffel, as were the cowl ring and spinner.

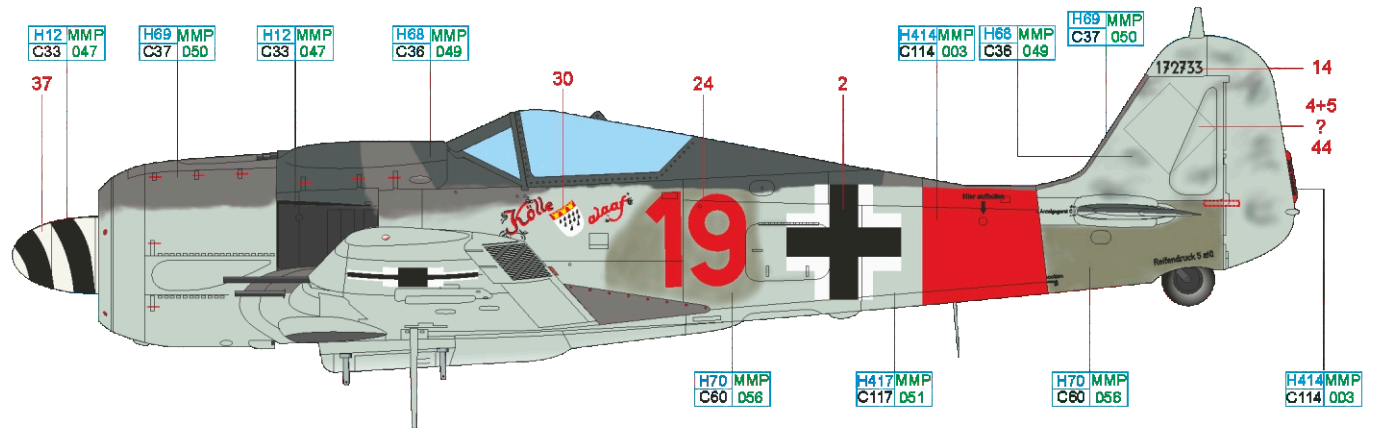


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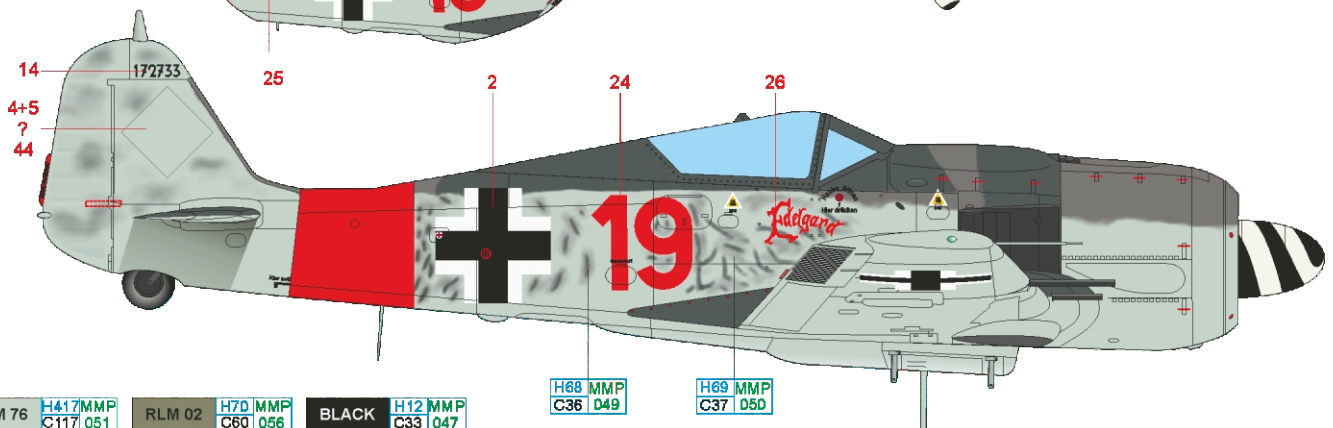
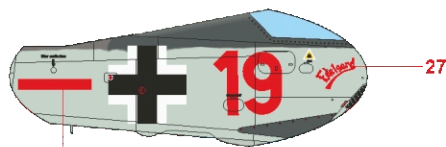
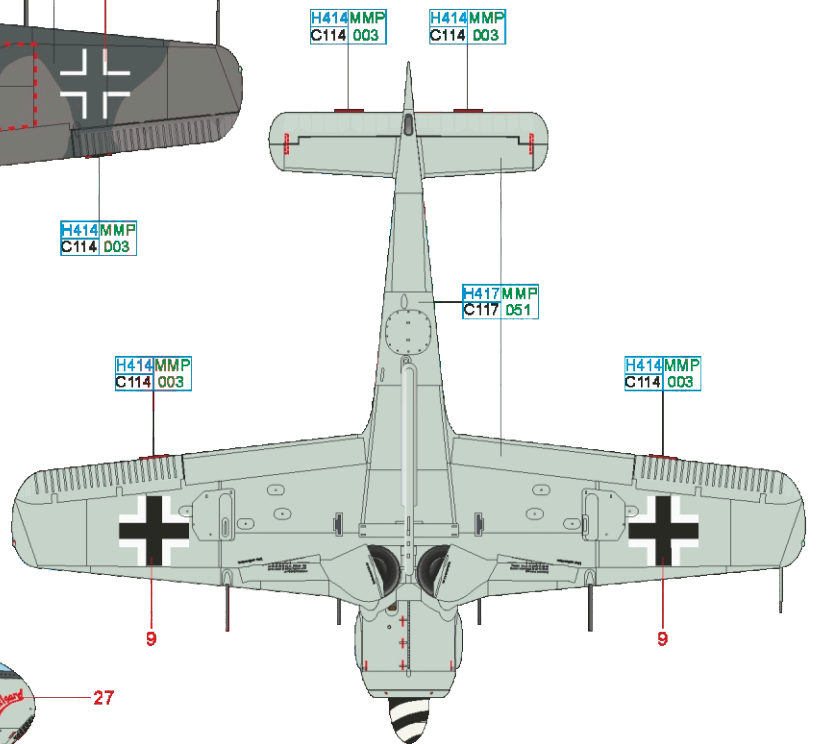
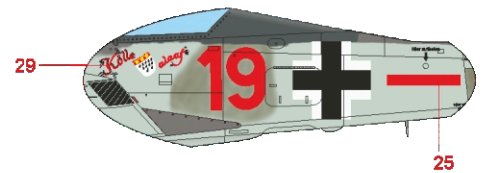
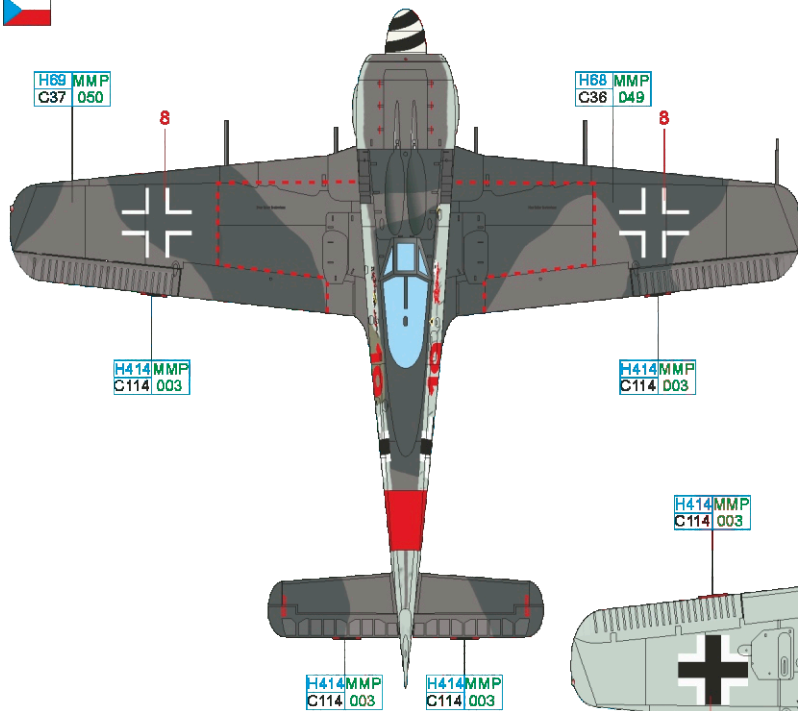


RLM 76	H417MMP C117 051	BLACK	H12MMP C33 047	RLM 81	H421MMP C121 052	BLUE	H15 C65
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414MMP C114 003	RLM 04	H413MMP C113 090

The aircraft flown by Ernst Schröder in October 1944 carried II. Gruppe markings in the form of a horizontal bar in the Staffel color behind the fuselage cross. The slogan *Kölle alaaf* with the Cologne Coat of Arms appeared on the left side of the fuselage, while the name of Schröder's girlfriend, Edelgard appeared on the right. In November, the II. Gruppe marking disappeared under the 900 mm wide red band on the rear fuselage. At the same time, the coat of arms was complemented with shadowing as was the second part of the inscription. Also an exclamation point was added. The name of the girlfriend took on a fancier appearance.



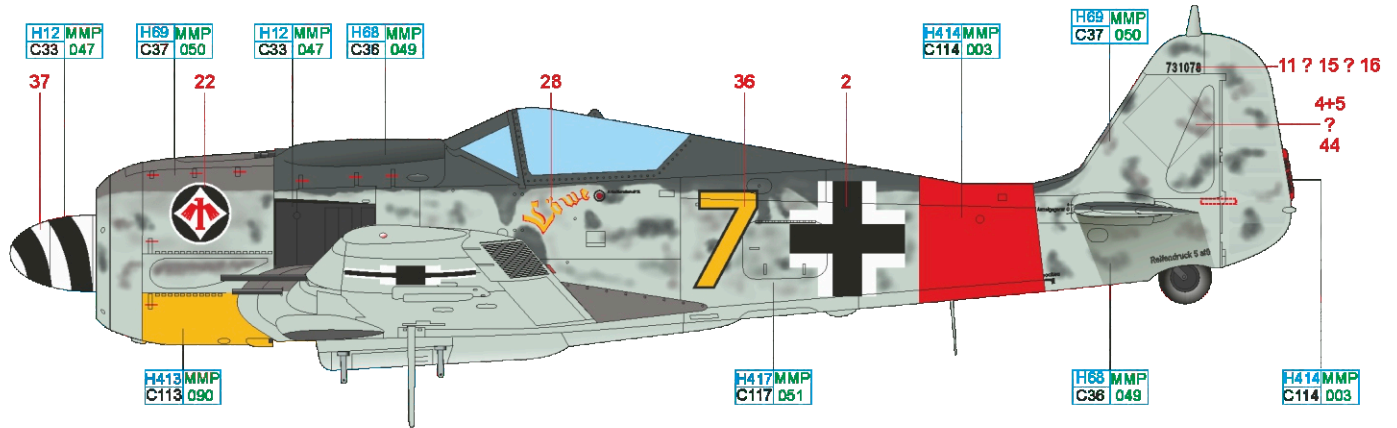
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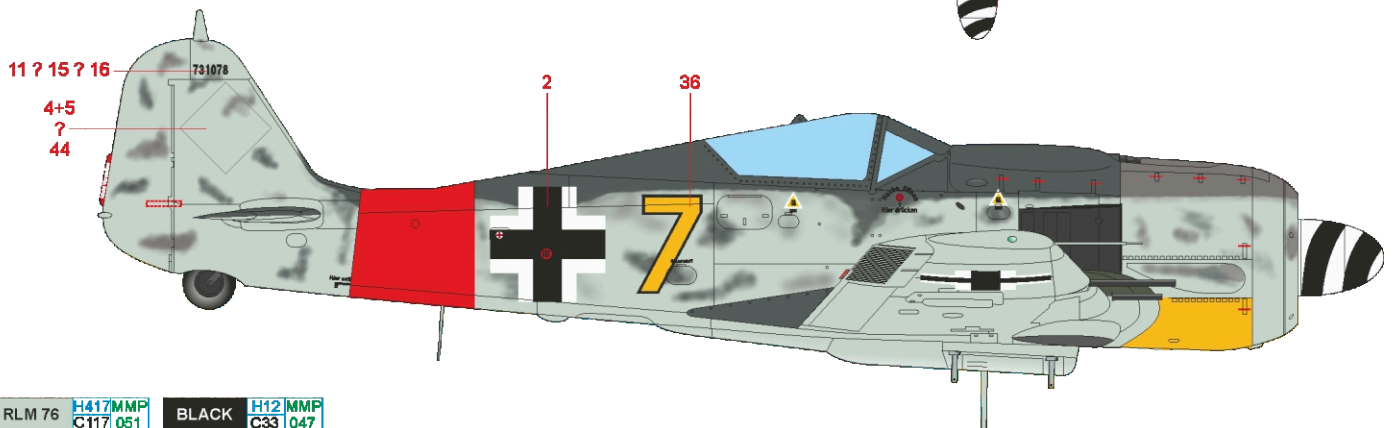
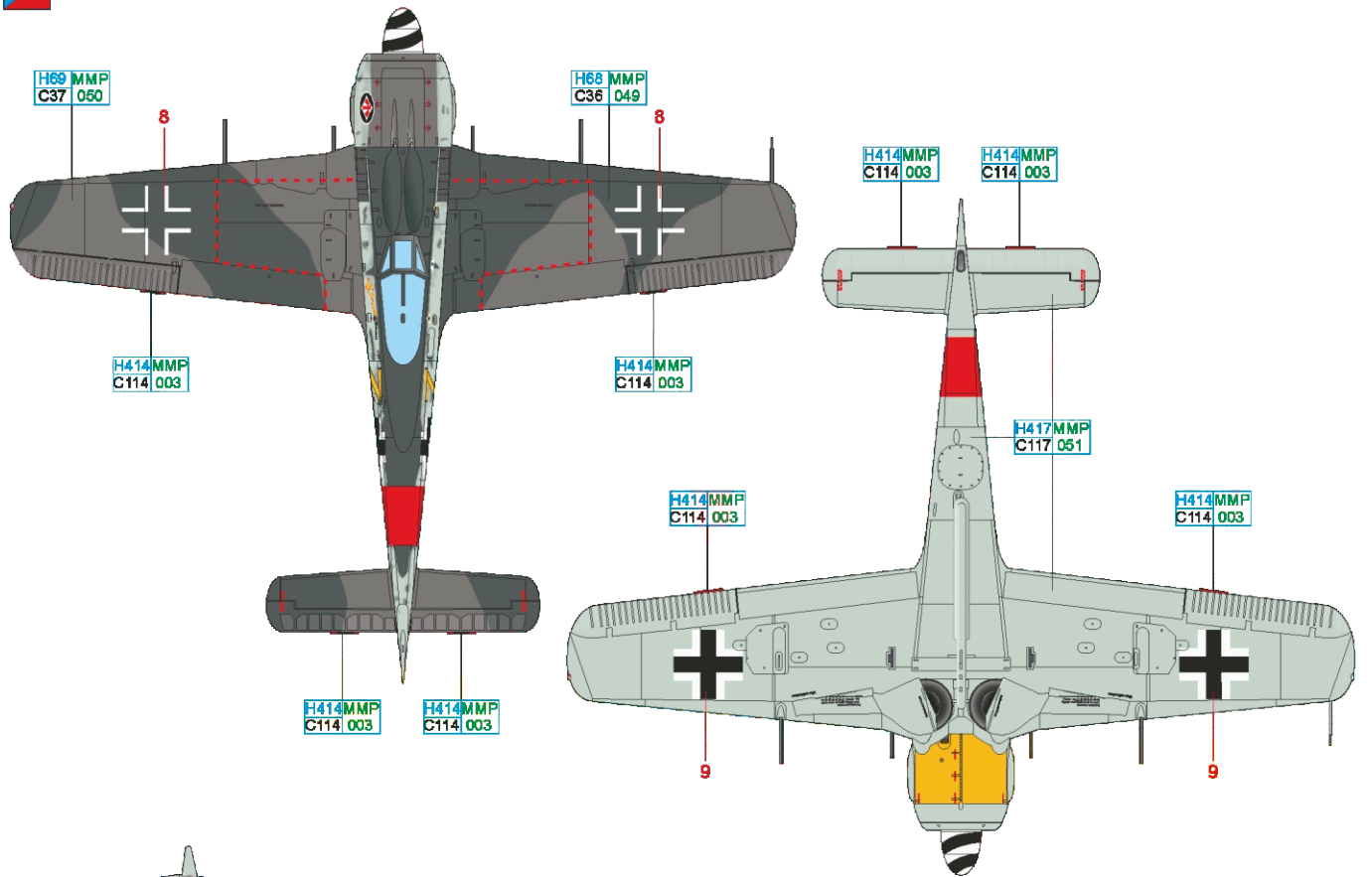
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RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 MMP C114 003

D Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944

Shortly after the attack on the Soviet Union, Walter Köhne was seriously wounded. Following a long period of recuperation, he was assigned to 2./JG 1 on June 4, 1943, at the time based at Deelen, Netherlands. He flew combat over western Europe up to the end of the war, achieving a total of thirty kills, the majority of which were B-17 and B-24 heavy bombers. The standard camouflage scheme of this Fw 190A-8 is supplemented by Defense of the Reich JG 1 markings; a 900-mm wide red fuselage band, the JG 1 unit marking and a personal marking in the form of the name of the dog that was the 3. Staffel mascot.



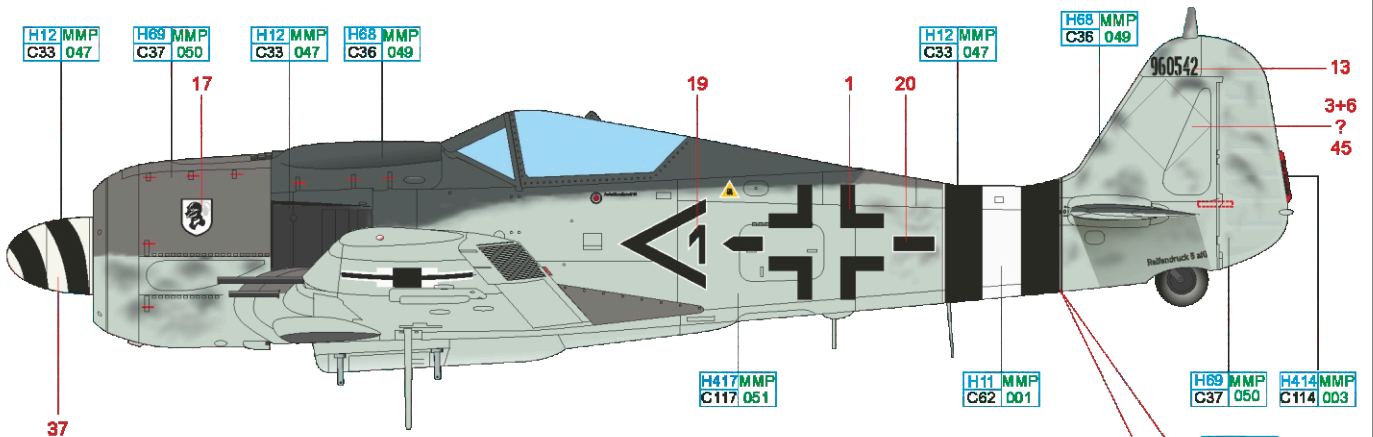
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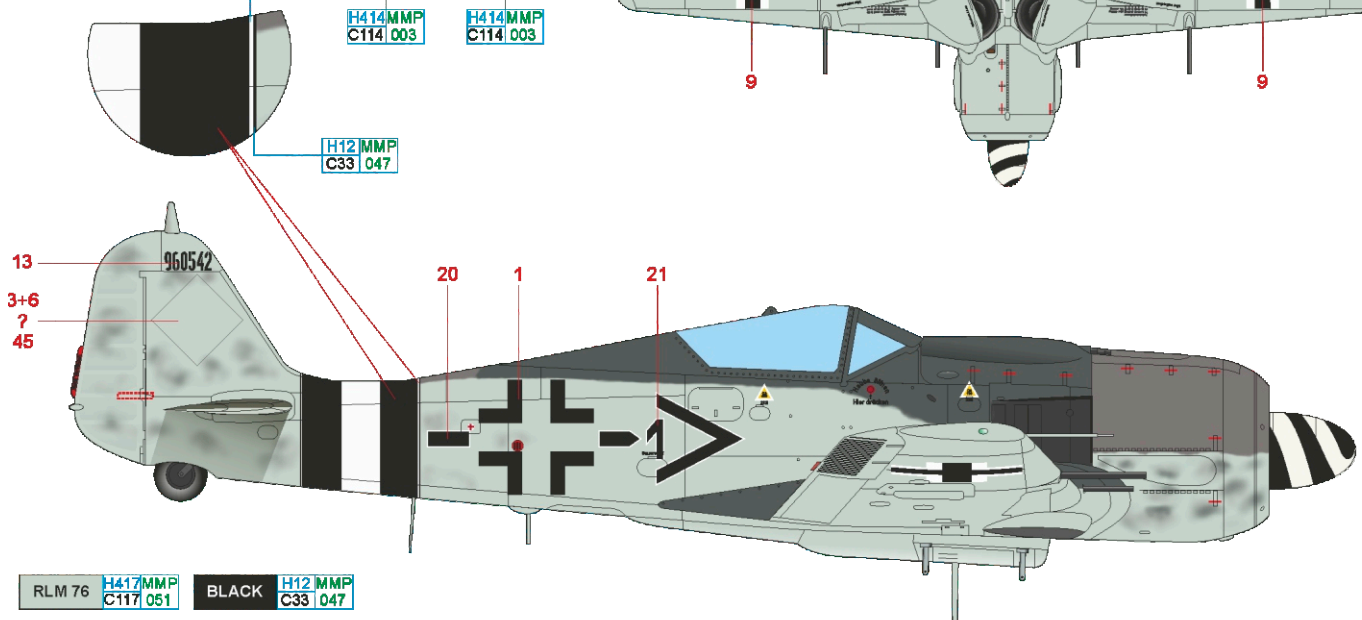
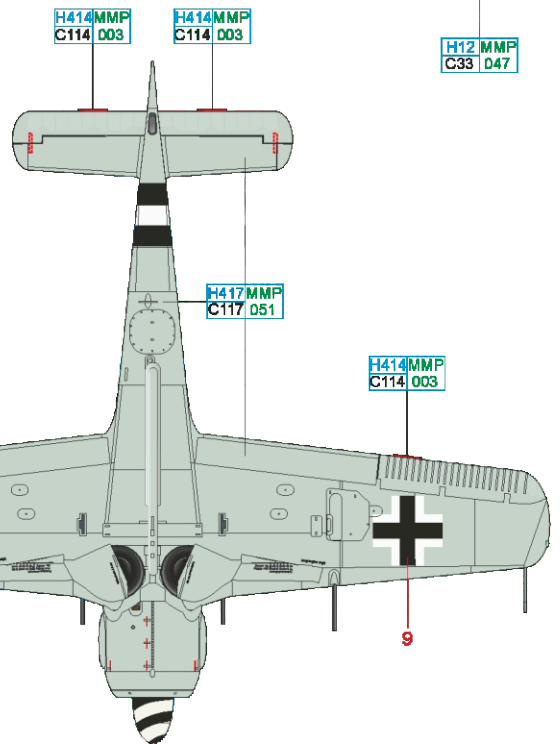
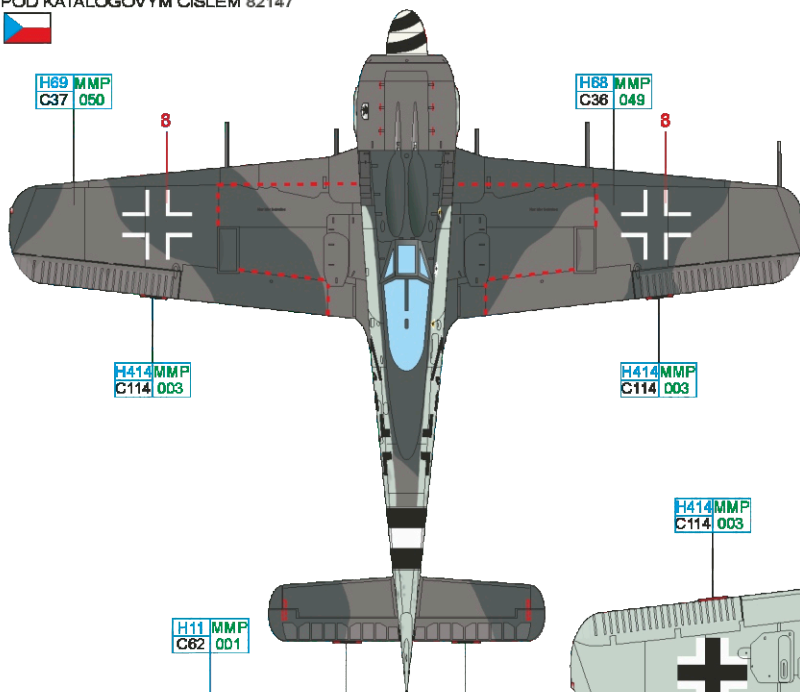
RLM 76 H417 MMP C117 051 BLACK H12 MMP C33 047

RLM 74 H68 MMP C36 049 RLM 75 H69 MMP C37 050 RLM 23 H414 MMP C114 003 RLM 04 H413 MMP C113 090

Stab of JG 4 used the Fw 190D-9 against the Allies and this Fw 190A-8 was likely a reserve aircraft. It was built under license by Norddeutsche Dornier in Wismar and was painted in the standard camouflage scheme consisting of RLM 74/75/76. The JG 4 aircraft that were integrated into the Defense of the Reich system carried a black-white-black fuselage band. The JG 4 unit marking appeared on the left side of the cowl.



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

