

Fw 190A-5

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82149

The Focke-Wulf Fw 190 was the best what was available to the Luftwaffe during the second half of the World War II. It soldiered in various modifications as the aircraft 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 a 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 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 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 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 151s 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, 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, 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 and 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 and 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 mounting an 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-5

The Fw 190A-4 was very successful fighter, and with the more powerful BMW 801D-2 engine developing 1,677 hp (1,250 kW), showed promising potential as more power allowed more ordnance and protective armour. With A-5 the installation of the engine changed, moving it forward by 5.9 inch (15 cm). The reasoning behind this was to move the centre of gravity forward, allowing more weight to be carried aft. Later variants of Fw 190s utilised this change to great extent.



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.



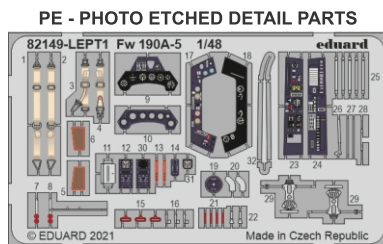
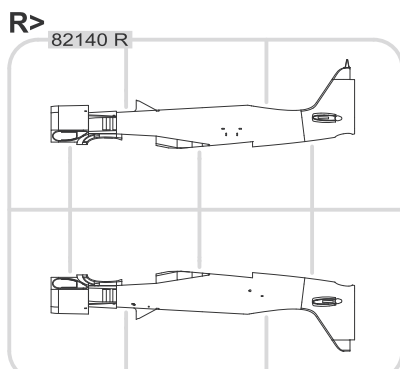
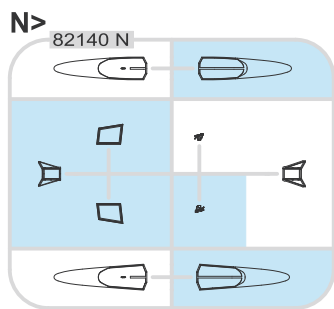
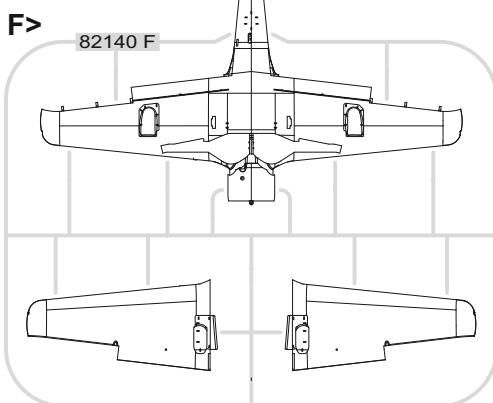
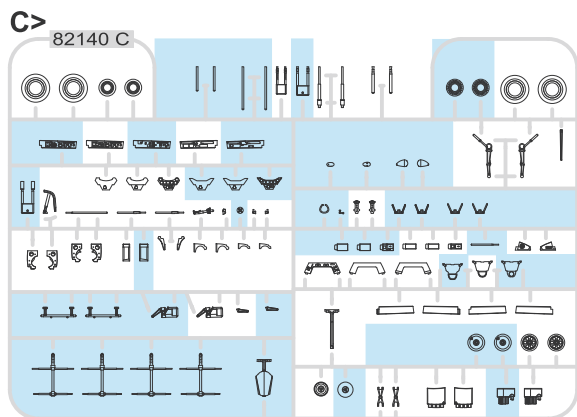
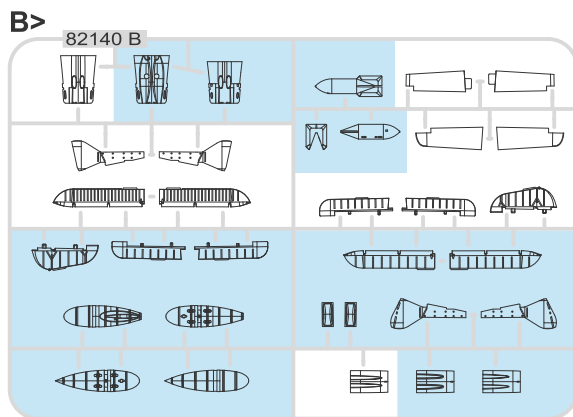
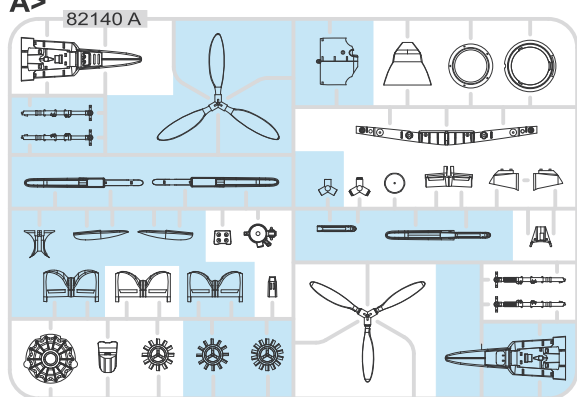
Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

- 
 OPTIONAL
VOLBA
- 
 BEND
OHNOUT
- 
 SAND
BROUSIT
- 
 OPEN HOLE
VYVRTAT OTVOR
- 
 SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
 REMOVE
ODŘÍZNOUT
- 
 REVERSE SIDE
OTOČIT
- 
 APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS * DÍLY * TEILE * PIÈCES * 部品

A> PLASTIC PARTS

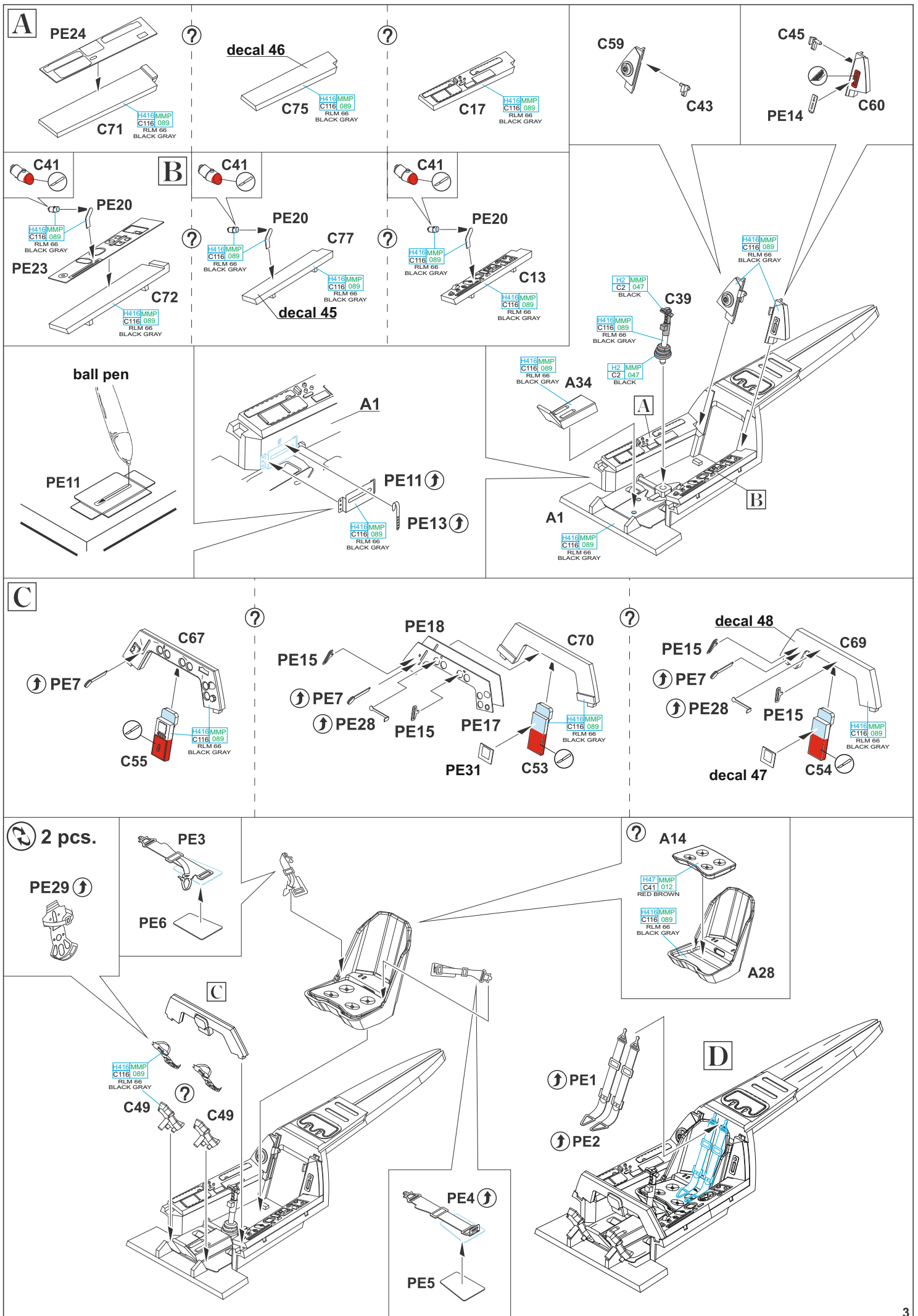


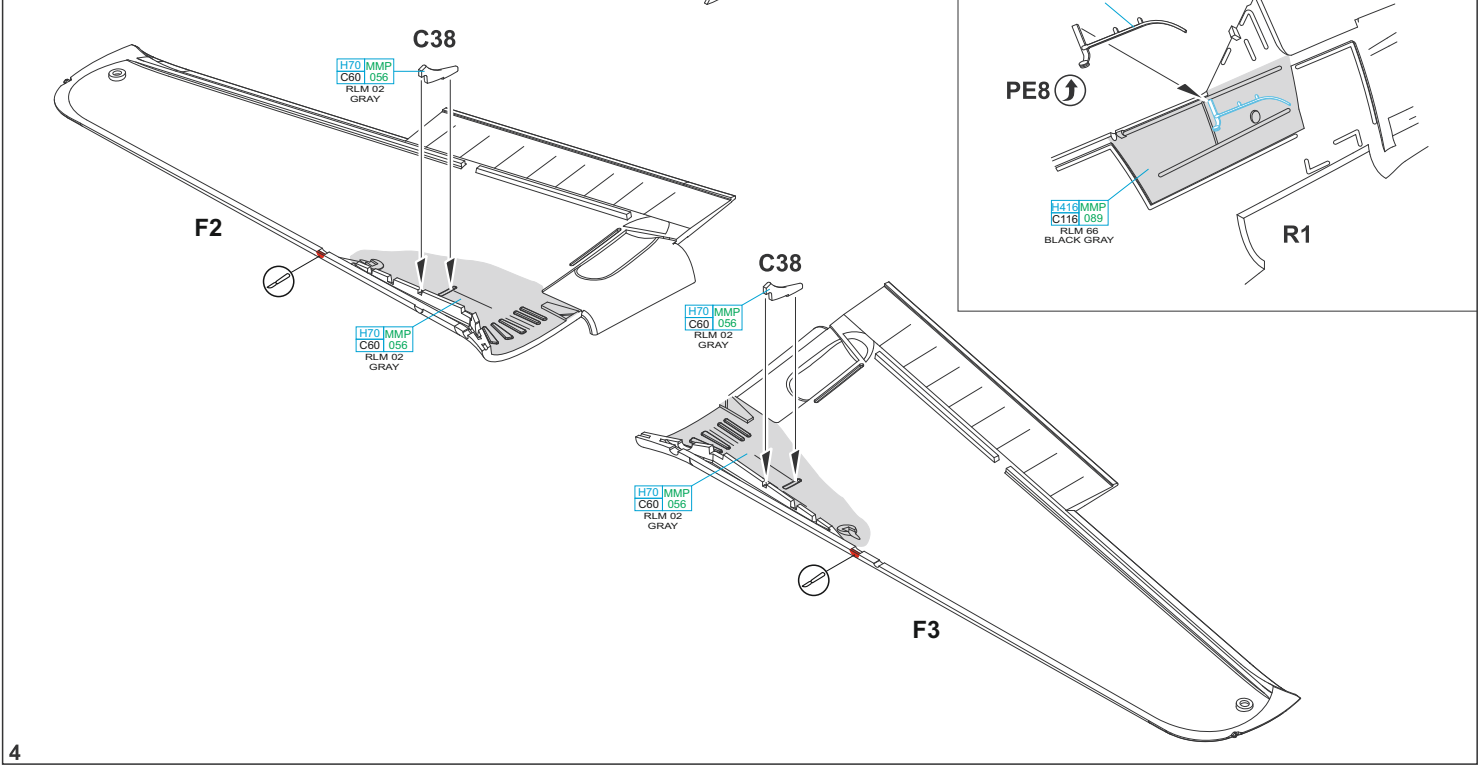
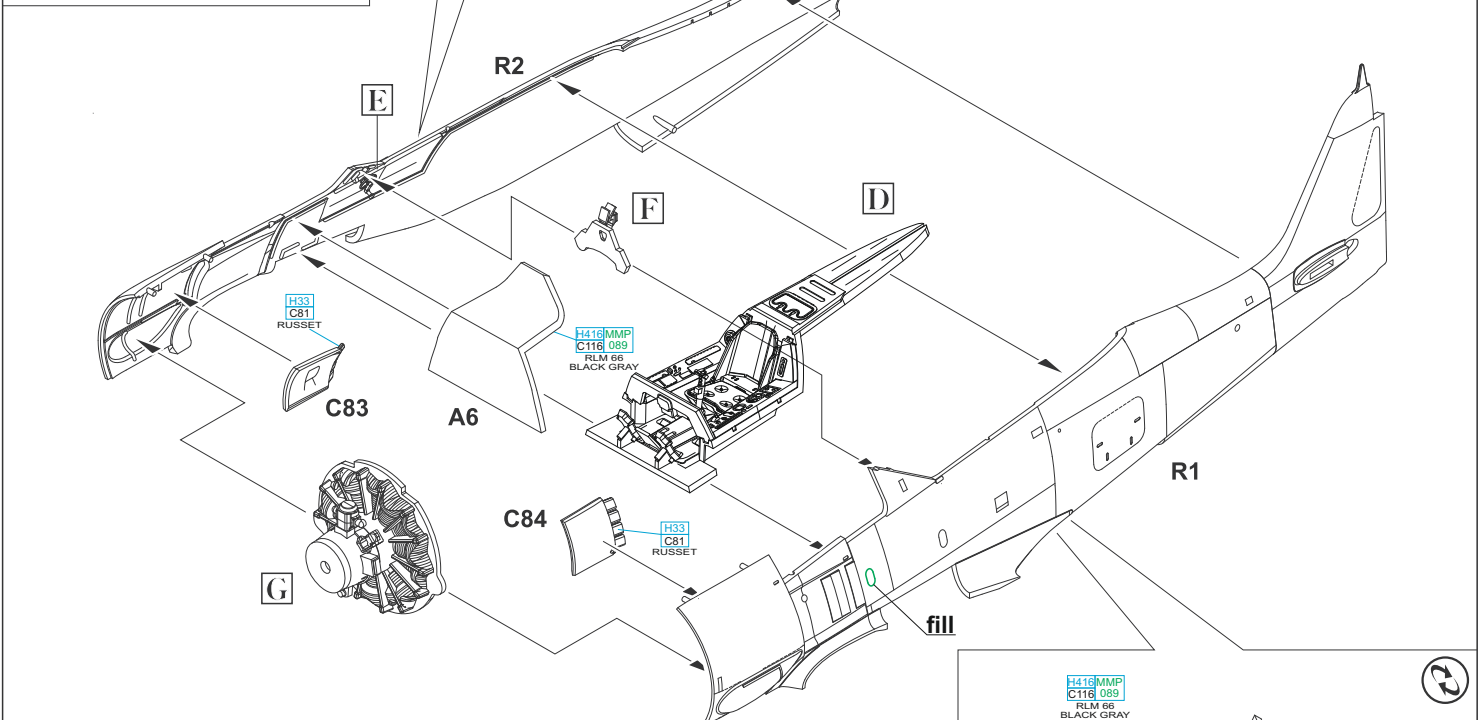
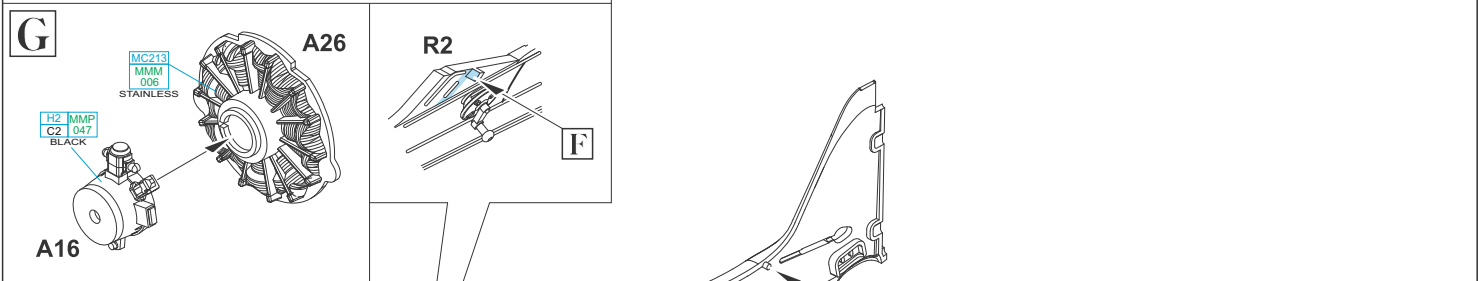
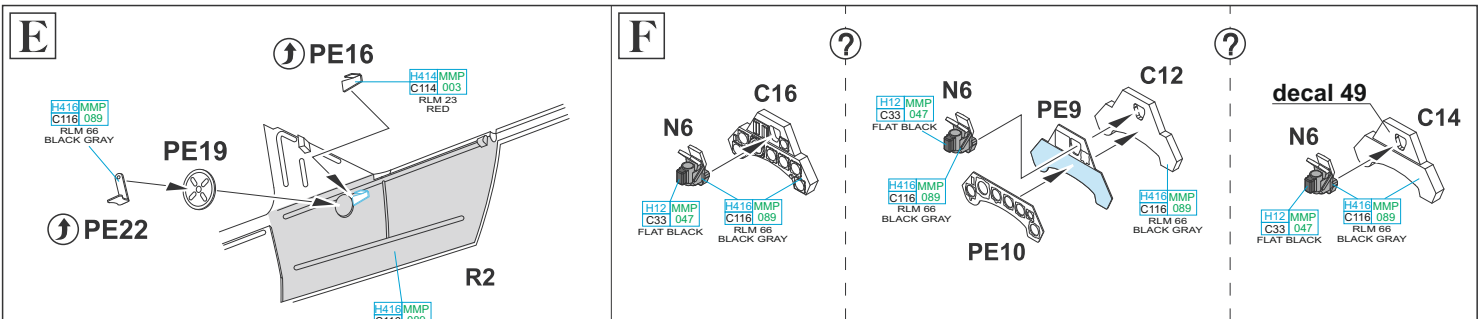
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

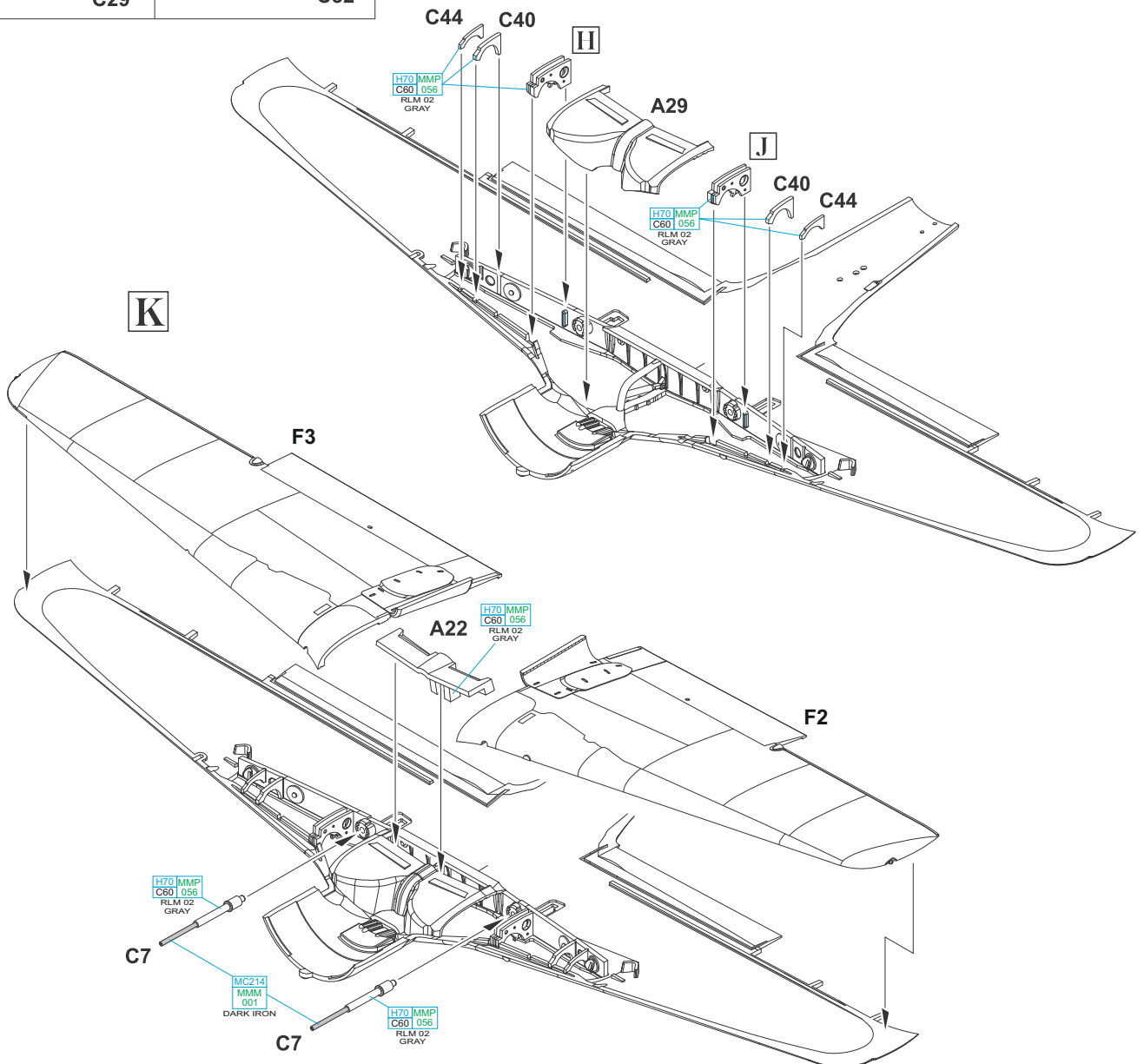
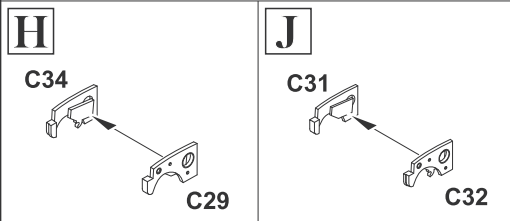
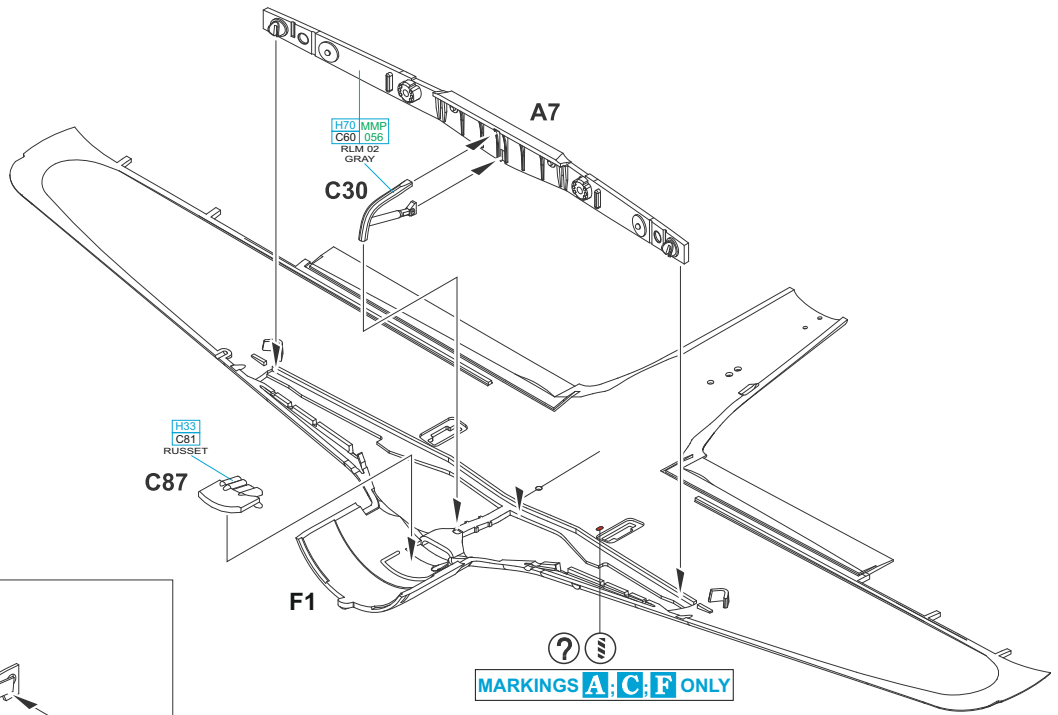
COLOURS * BARVY * FARBEN * PEINTURE * 色

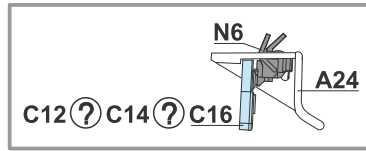
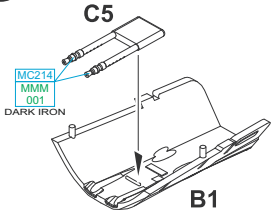
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H6	C6	MMP-004	GREEN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H312	C312		GREEN
H406	C406		CHOCOLATE BROWN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM206		MMC-001	CHROME SILVER









H84
C138
CLEAR GREEN

B29

H416 MMP
C116 089
RLM 66
BLACK GRAY

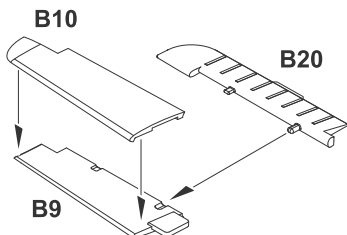
A24

H47 MMP
C47 012
RED BROWN

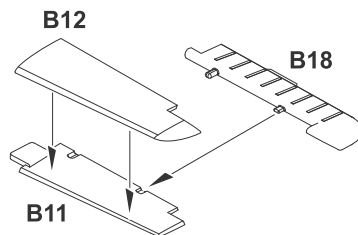
K

H80
C47
CLEAR RED

L



M



B22

L

H11 MMP
C11
WHITE

M

B14

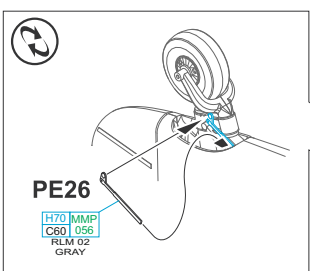
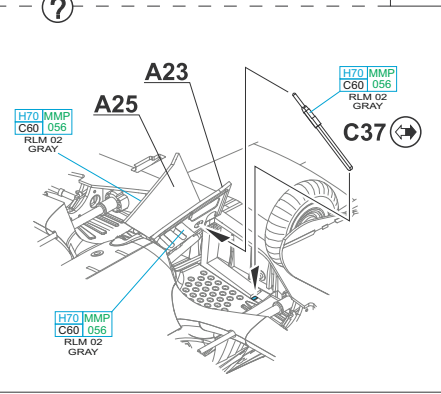
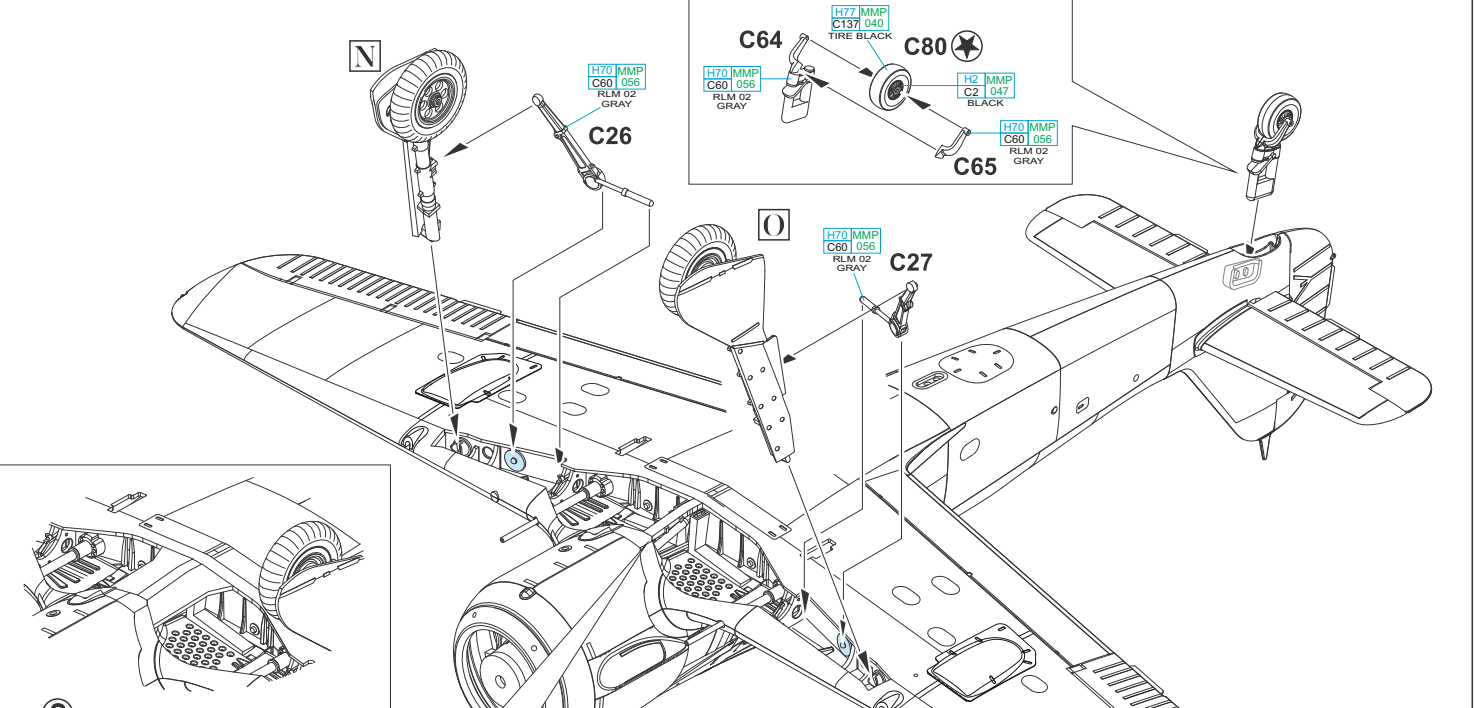
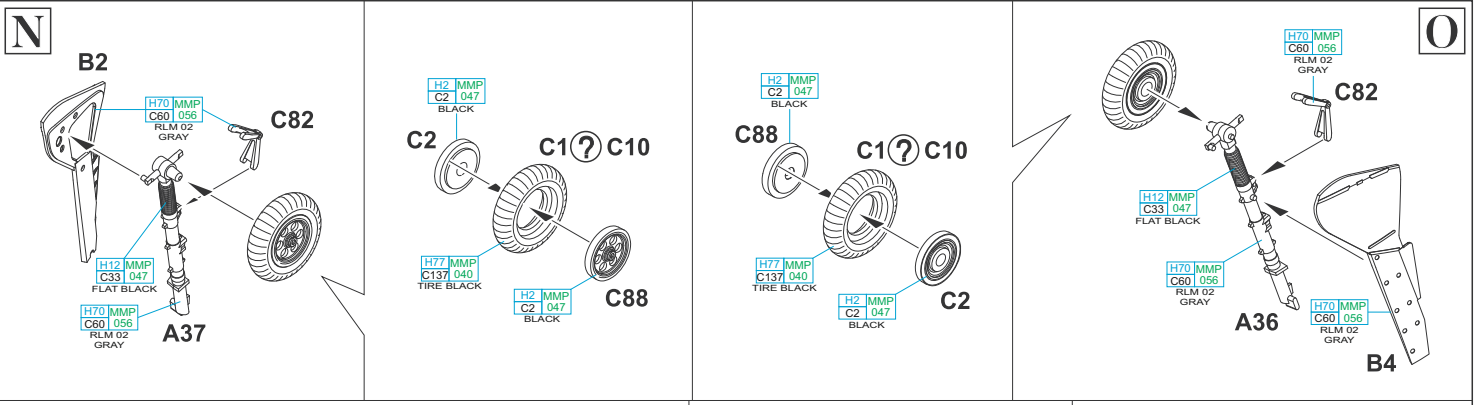
A9

H70 MMP
C60 056
RLM 02
GRAY

A8

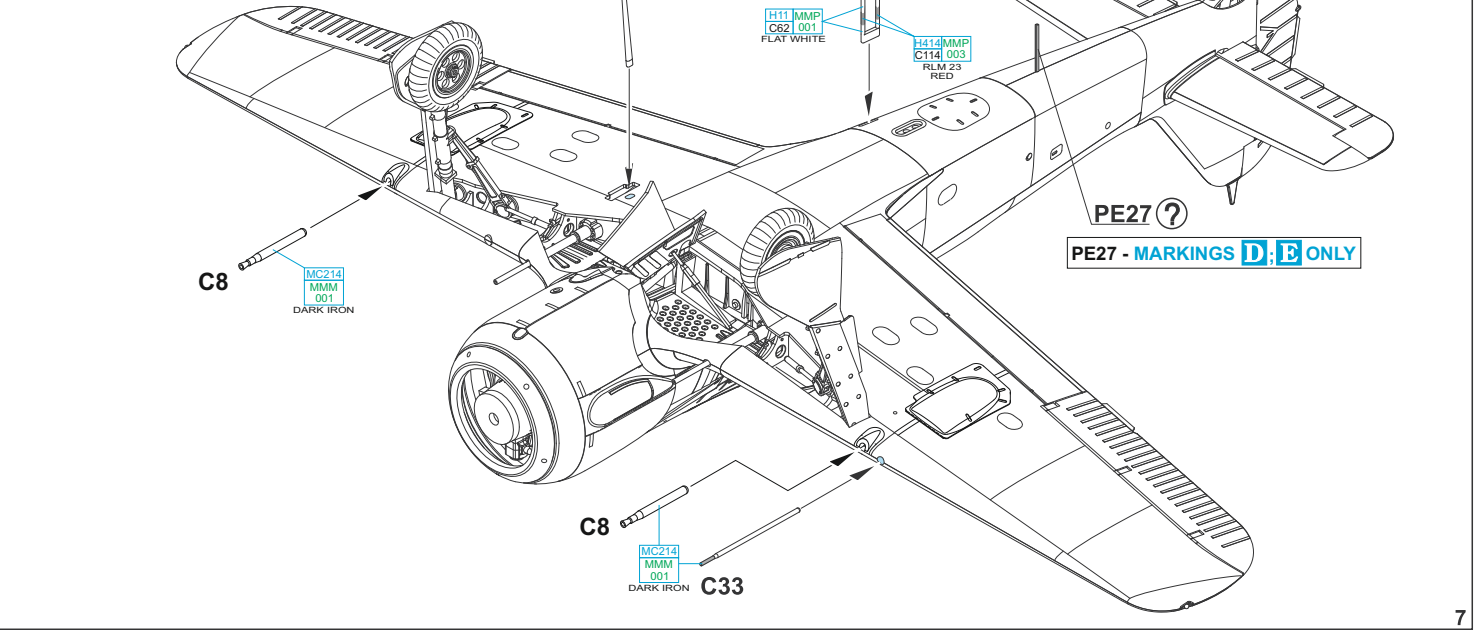
H70 MMP
C60 056
RLM 02
GRAY

B16



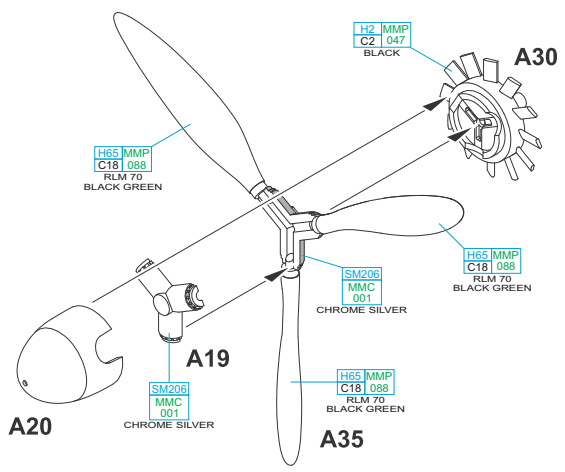
C58 ? PE32 - MARKINGS
A, C, E ONLY

PE32 ? C58

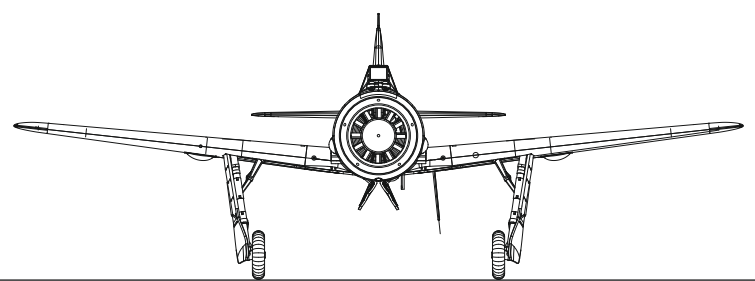
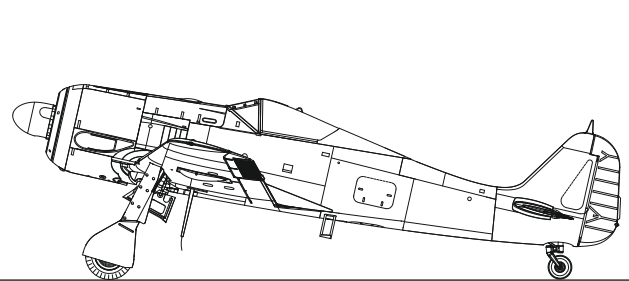
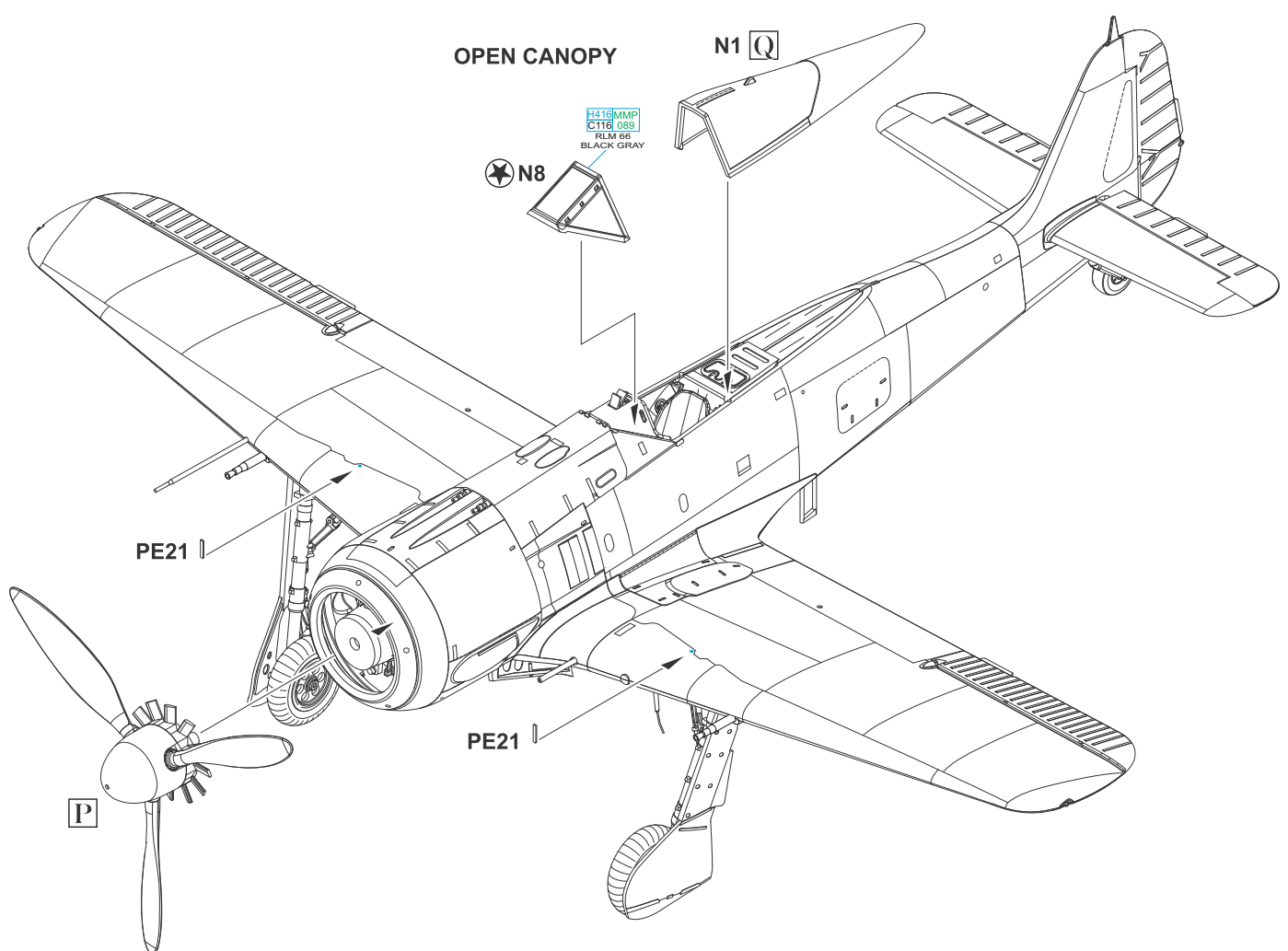
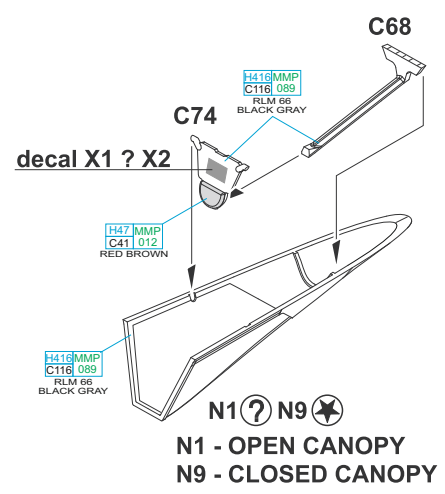


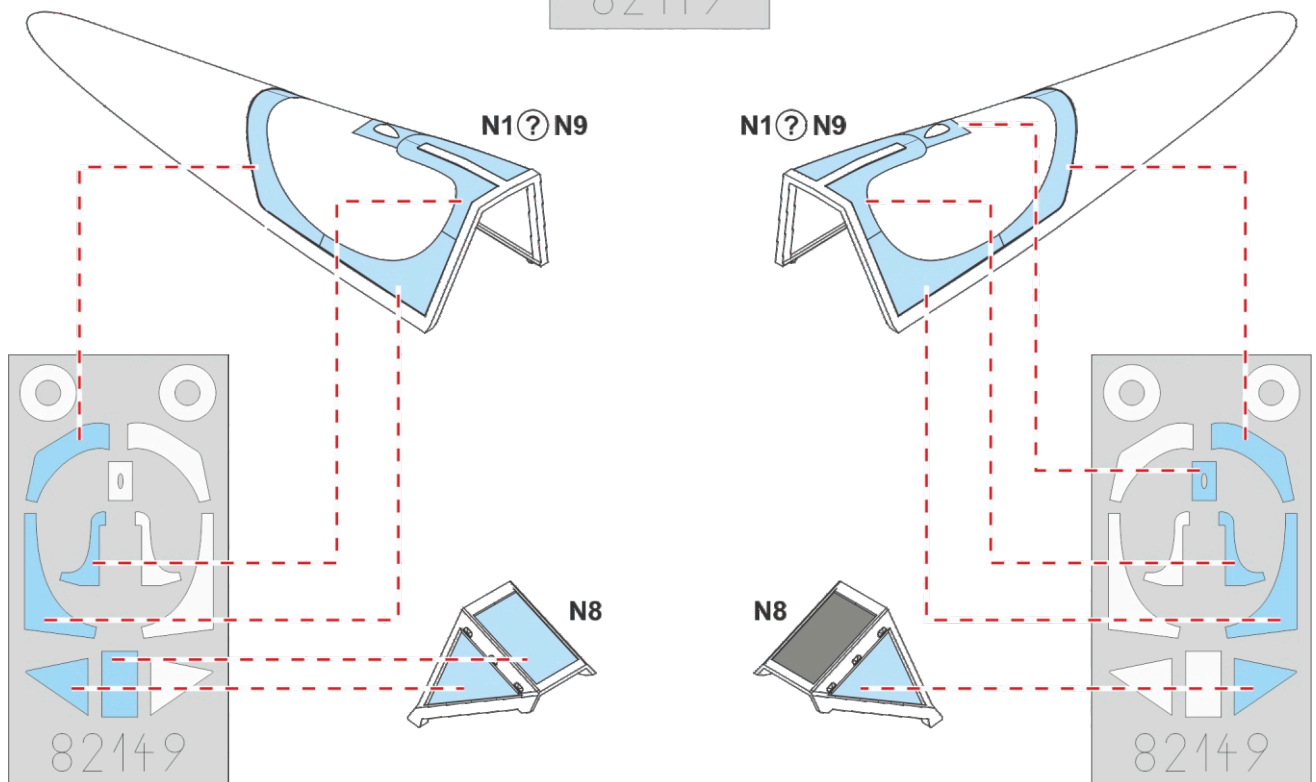
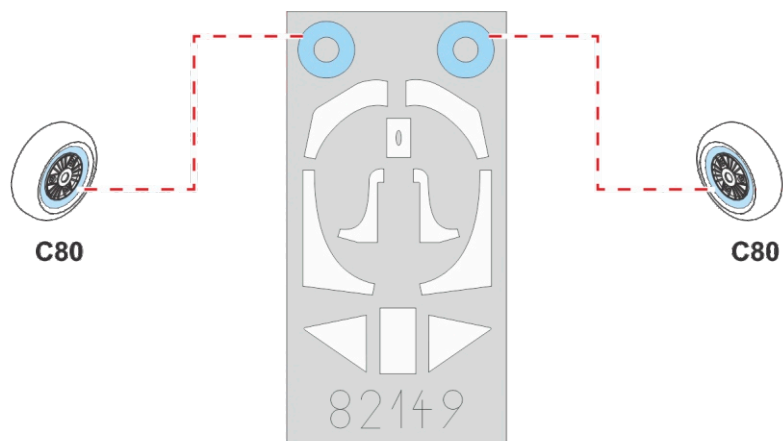
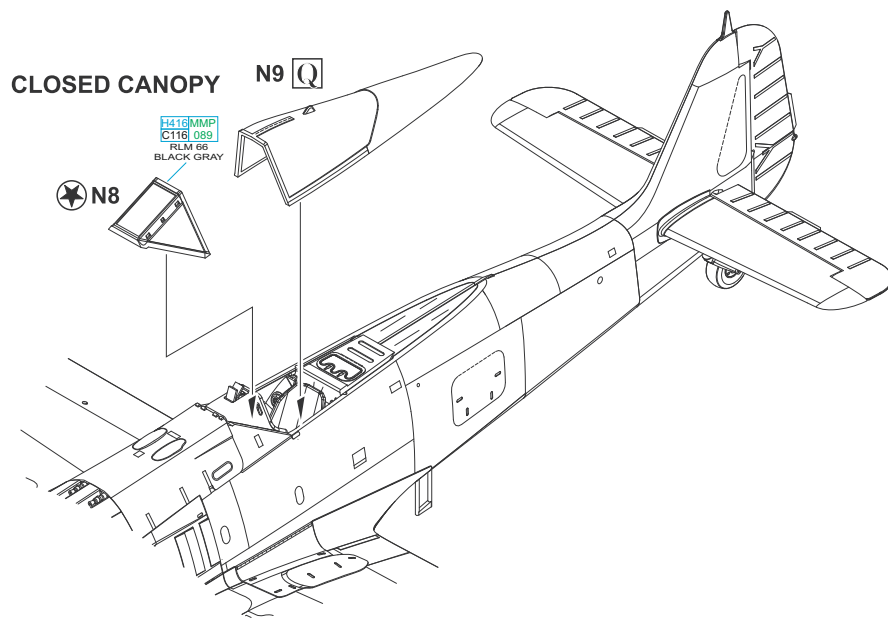
PE27 ?
PE27 - MARKINGS D, E ONLY

P



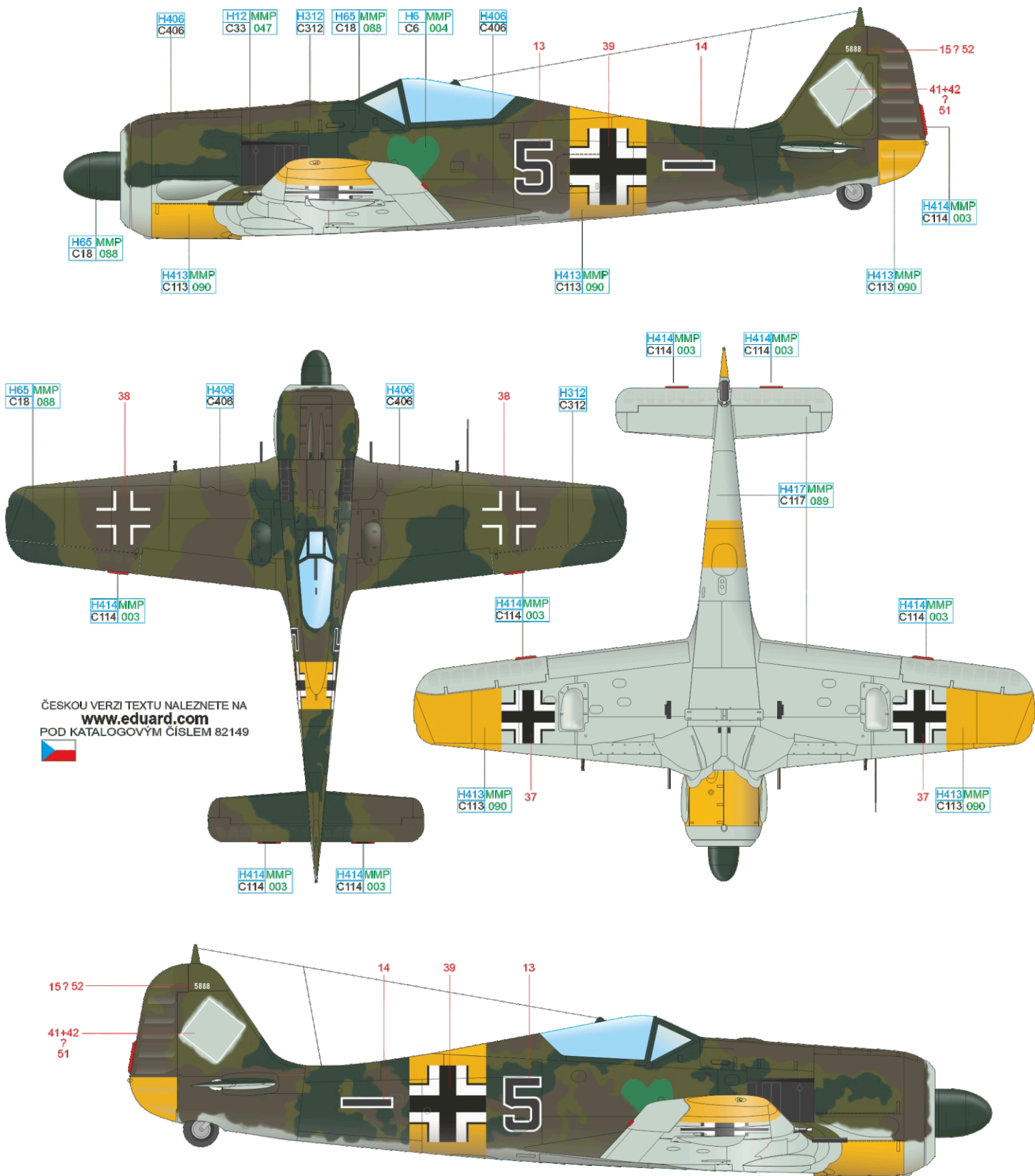
Q





B WNr. 5888, flown by Oblt. Maximilian Stotz, CO of 5./JG 54, Siverskaya, Soviet Union, May 1943

Aircraft is probably WNr. 5888 manufactured by Arado in Warnemünde at beginning of 1943. Camouflage consist of brown and green colors on upper surfaces, RLM 76 on undersides with spinner in RLM 70. Stotz was born in Austria in 1912 and in 1933 entered Austrian Army. From 1938 he belonged to Austrian aerobatic team. In Luftwaffe, Stotz was assigned to 1./JG 76 (later 4./JG 54 "Grünherz") and scored first victory in November 1939. He scored 12 victories during French campaign but suffered injury during Battle of Britain. After Balkan campaign he fought on Eastern Front and in June 1942 received Knight's Cross after 53 victories. Oak Leaves followed soon after he scored his 100th victory in October. From April 1943 he led 5./JG 54 but was missing "Black 7" after brief head-on encounter with enemy fighters on August 19th, 1943. His original "Black 5" was probably flown by his wingman Uffz. Herbert Koller (50 v.) who made belly landing. "Black 5" (WNr. 5888) was finally lost on October 7th, 1943 with Lt. Karl-Heinz Lüchau (12 v.) wounded. Final score of Stotz was 182 victories. He was promoted to Hauptmann posthumously.

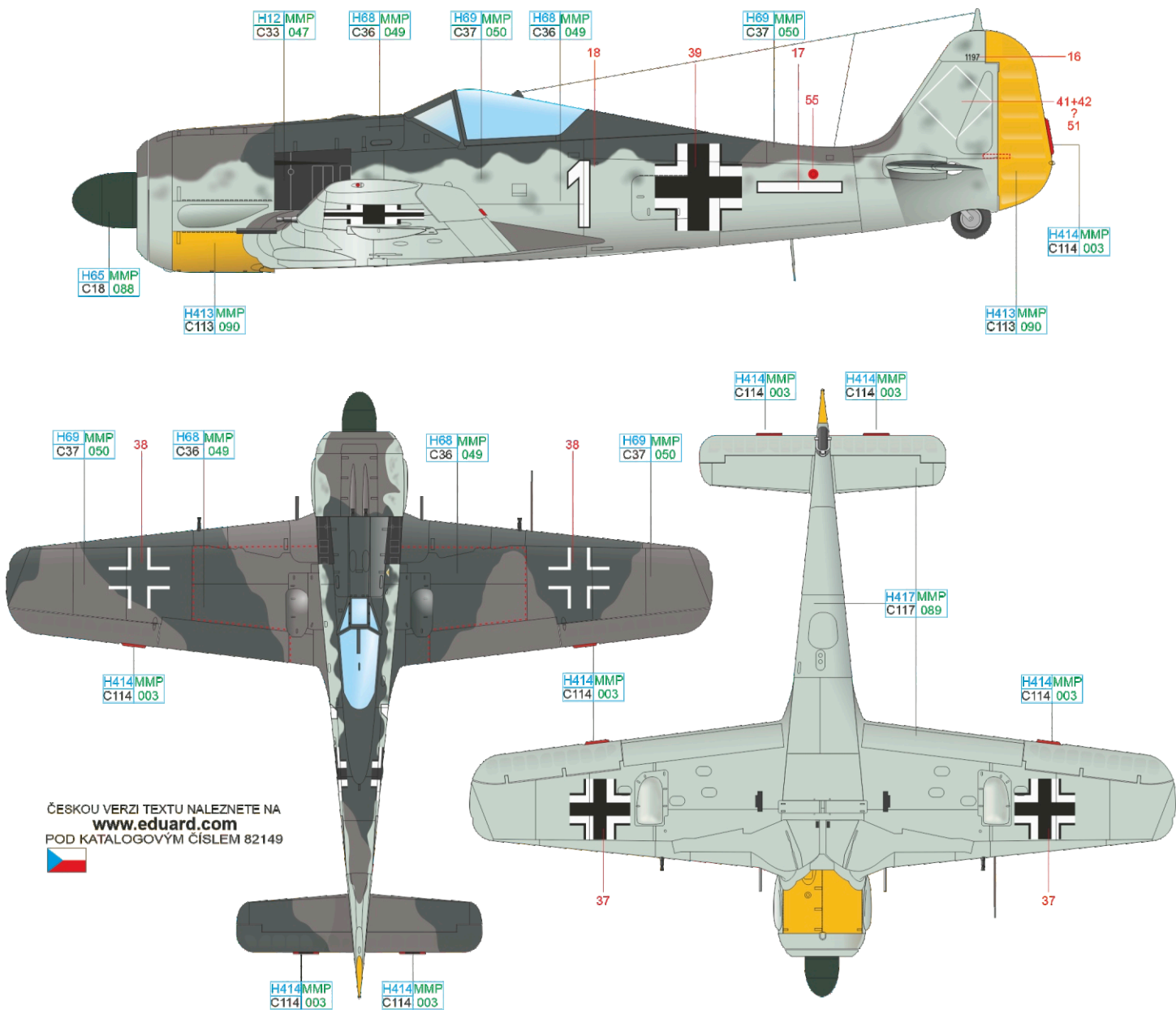


ČESKOU VERZI TEXTU NALEZNETE NA
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 POD KATALOGOVÝM ČÍSLEM 82149

RLM 76	H417 MMP C117 089	RLM 61	H406 C406	RLM 62	H312 C312	GREEN	H6 MMP C6 004
RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003	BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088

D WNr. 1197, flown by Oblt. Otto Stammberger, CO of 4./JG 26, Abbéville-Drucat, France, May 1943

Aircraft was manufactured by Focke-Wulf in Marienburg in first half of 1943. Camouflage consist of colors RLM 74, 75 and 76 with spinner in RLM 70. Otto "Stotto" Stammberger (1920 - 2001) joined the Luftwaffe on September 1st, 1939 and in February 1941 was assigned to 9./JG 26. He scored first victory, a Spitfire over Dieppe, on August 19th, 1942. In February 1943 Stammberger was appointed Staffelkapitän of 4./JG 26. On May 13th, he was shot down and wounded by Spitfires of No.331 Squadron near St Omer. Stammberger returned to JG 26 in October but was not permitted to fly in combat. He was transferred to 2./JG West based at Biaritz in France. On December 31st, 1943, he claimed a B-17 near Bergerac. This was Stammberger's seventh, and last, victory. On January 24th, 1944, he was injured during take-off accident. He spent the remainder of the war serving in staff roles with JG 26. Post war Stammberger became the manager of a large department store.



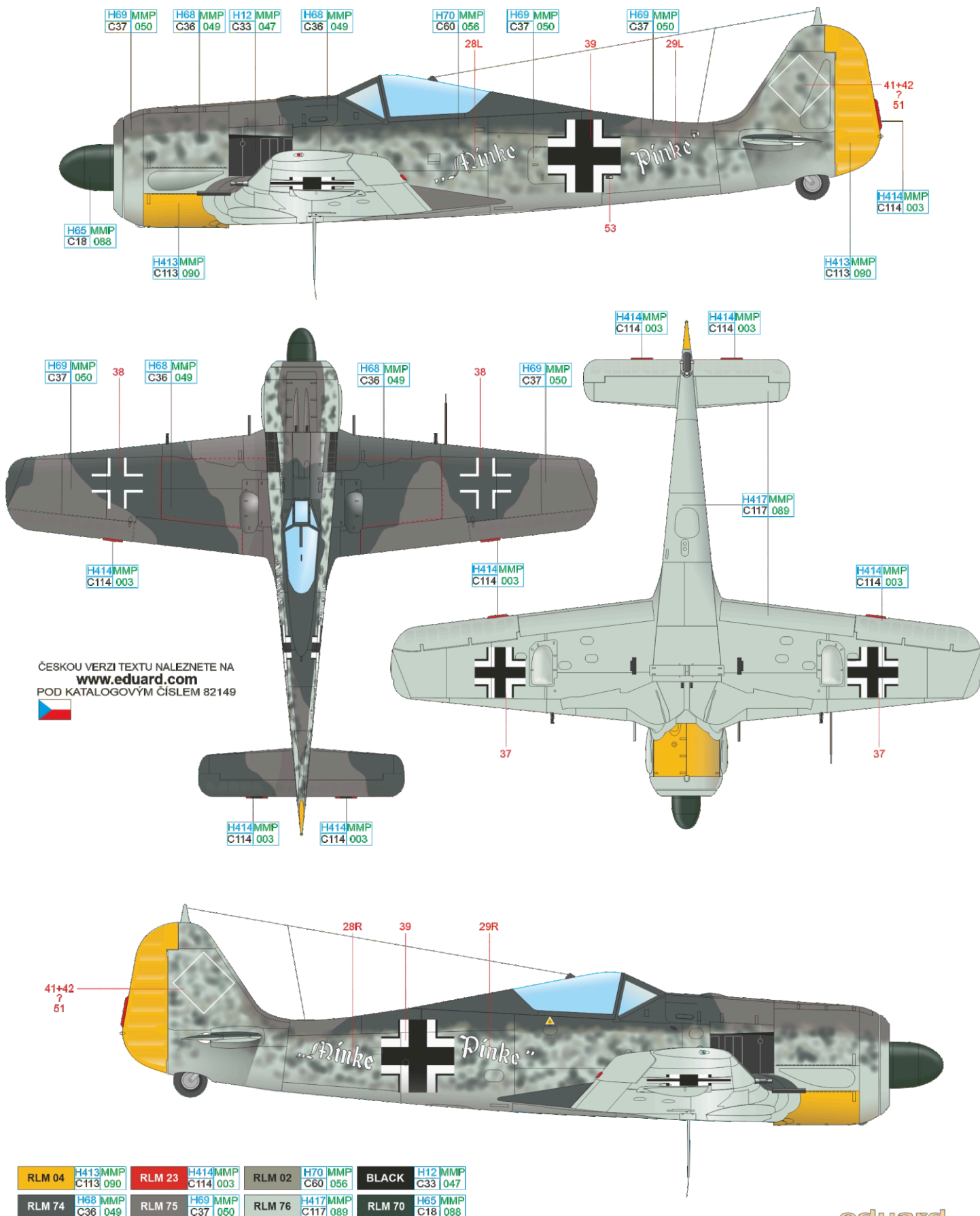
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RLM 04	H413MMP C113 090	RLM 23	H414MMP C114 003	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 089
				RLM 70	H65 MMP C18 088

F flown by Maj. Hans Philipp, CO of JG 1, Deelen, the Netherlands, July 1943

Camouflage consist of colors RLM 74, 75 and 76 with spinner in RLM 70 and heavy mottling on fuselage in RLM 74, 75 and 02. It is personal mount of Kommodore Philipp, the "Minke" and "Pinke" refer to names of his dachshunds. In June 1943 this unusual ship was flown also by Adjutant of I./JG 1 Lt. Eberhard Burath (7 v.). Hans "Fips" Philipp (1917) was born in Saxony. In 1938 he started to serve in Stuka unit, but before outbreak of war he was transferred to 1./JG 76 (later 4./JG 54 "Grünherz"). Philipp scored first victory in Poland and added seven more during French campaign. In October 1940 he was awarded with Knight's Cross after 20 victories. During attack against Yugoslavia he claimed two Bf 109s shot down. In war against Soviet Union he scored 178 victories and from February 1942 he led I./JG 54. In April 1943 he was appointed as CO of JG 1 in the Netherlands. On October 8th, 1943, he was killed in combat with B-17s and US fighters. Philipp was awarded with Knight's Cross with Oak Leaves and Swords. He scored 206 victories in over 500 missions.



RLM 04	H413MMP C113 090	RLM 23	H414MMP C114 003	RLM 02	H70 MMP C60 056	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 089	RLM 70	H65 MMP C18 088

