

Fw 190A-3

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84205

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 801 C-2 engine and armed with two 7.9 mm MG 17s and two 20 mm caliber MG 151s in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later versions. With the BMW 801 D-2 engine, the new version, Fw 190A-3, was introduced in July 1942 and the development continued with the improvement in form of 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 Fw 190A-7 version, produced during the end of 1943. This one 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 armored 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 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-3

After the early series of Fw 190A-1 and A-2, the significant change occurred with the installation of the BMW 801 D-2 engine. This unit offered maximum power 1,700 hp (1,300 kW) which was 161 hp (120 kW) more in comparison to the previous BMW 801 C-1 unit. The power increase was achieved by the supercharger improvements and by higher compression ratio. Due to these changes the 100 octane fuel (C3) had to be used instead of 87 octane (B4). The armament was the same as with later A-2, i.e., two wing root-mounted 20 mm MG 151/20E cannons, two outer MG FF cannons of the same caliber and two 7,92 mm MG 17 machine guns in the front fuselage.

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 započetím 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
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



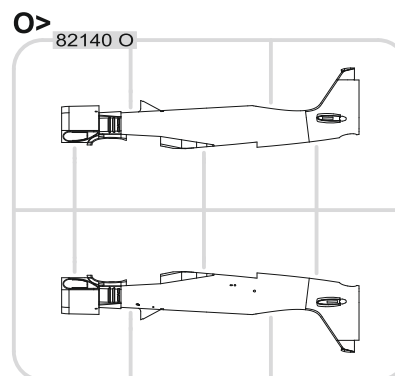
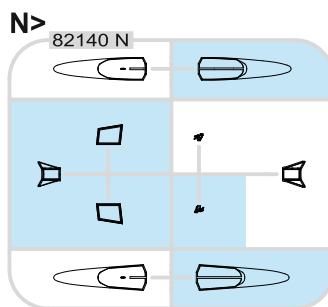
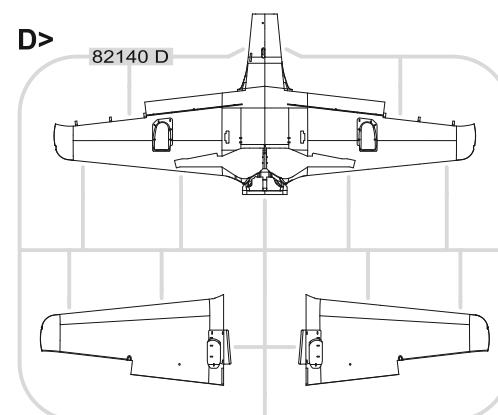
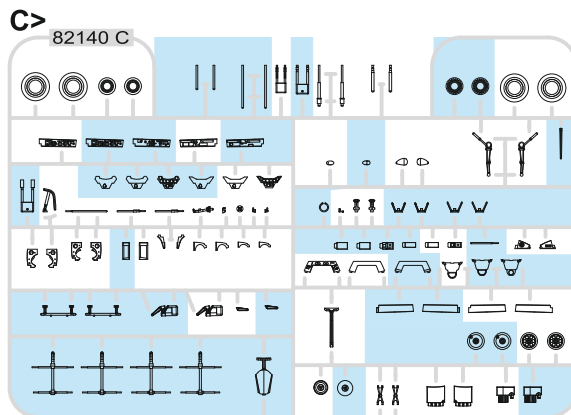
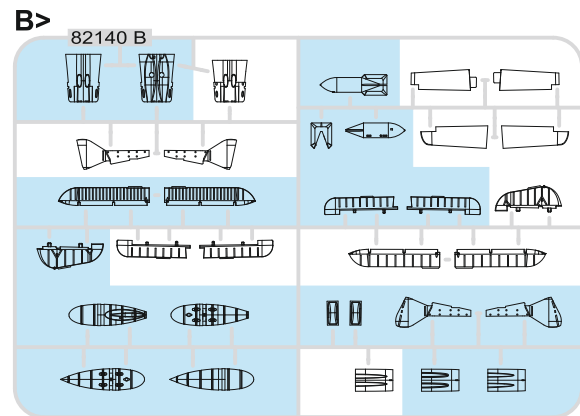
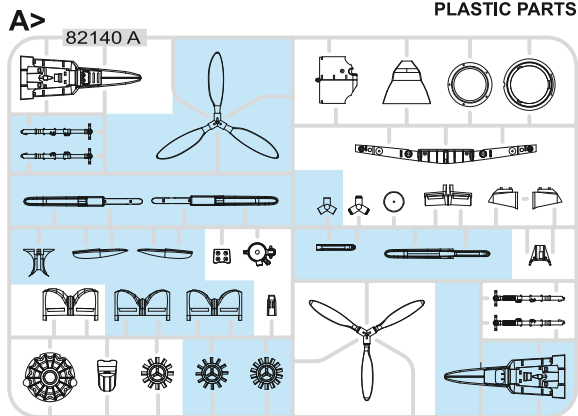
TEILE



PIÈCES



部品



-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



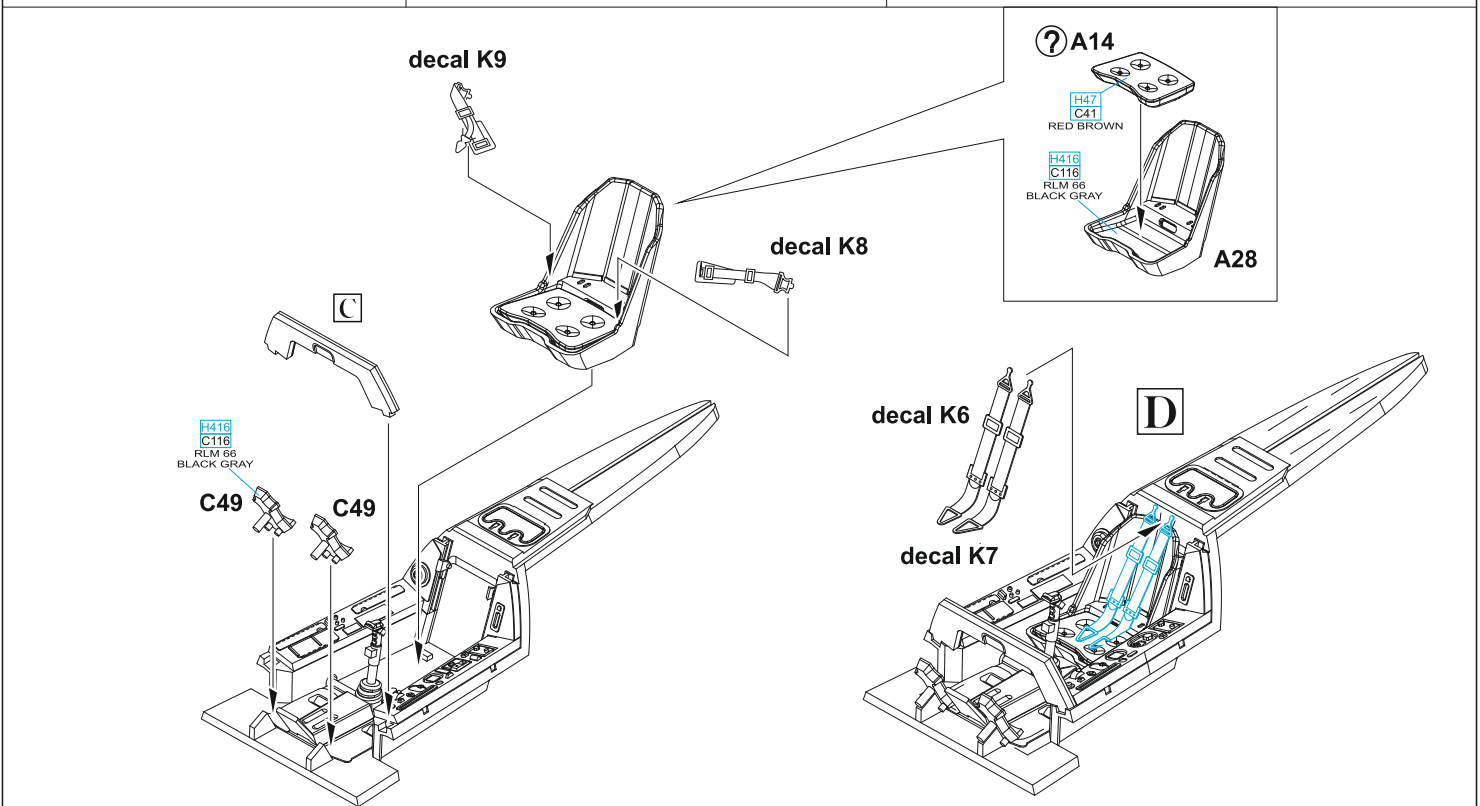
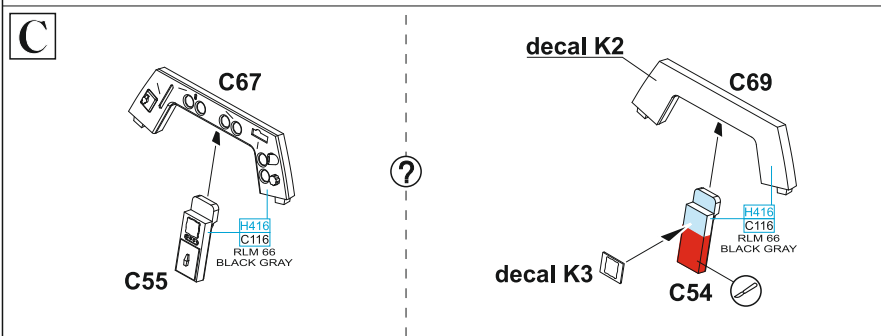
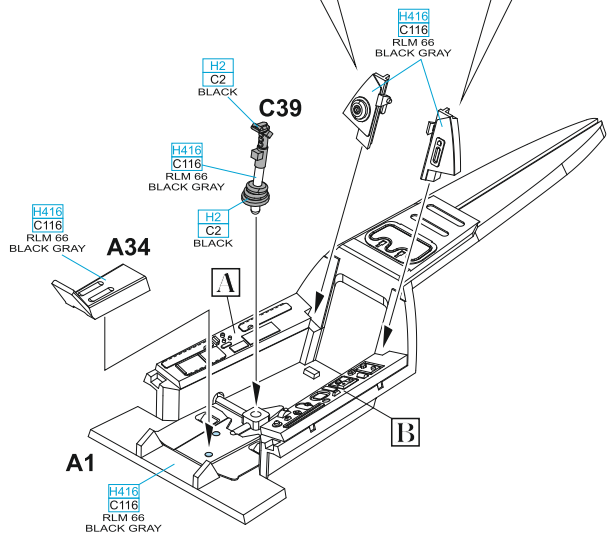
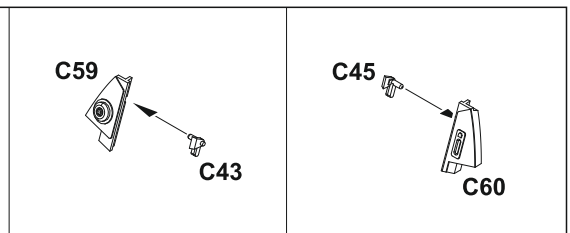
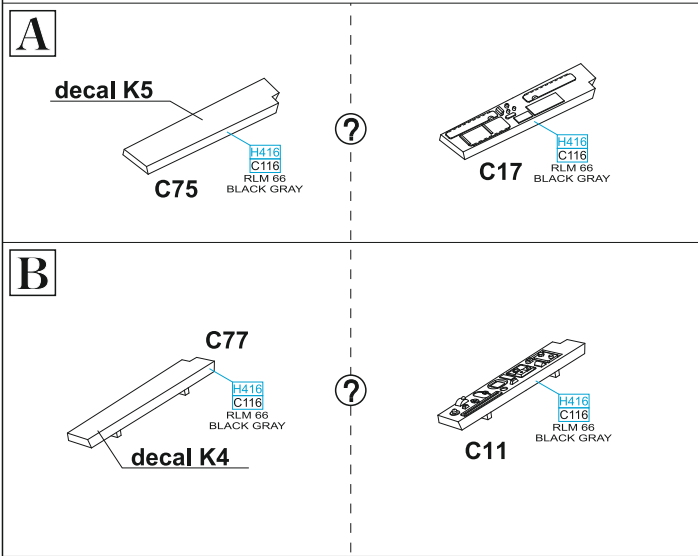
PEINTURE

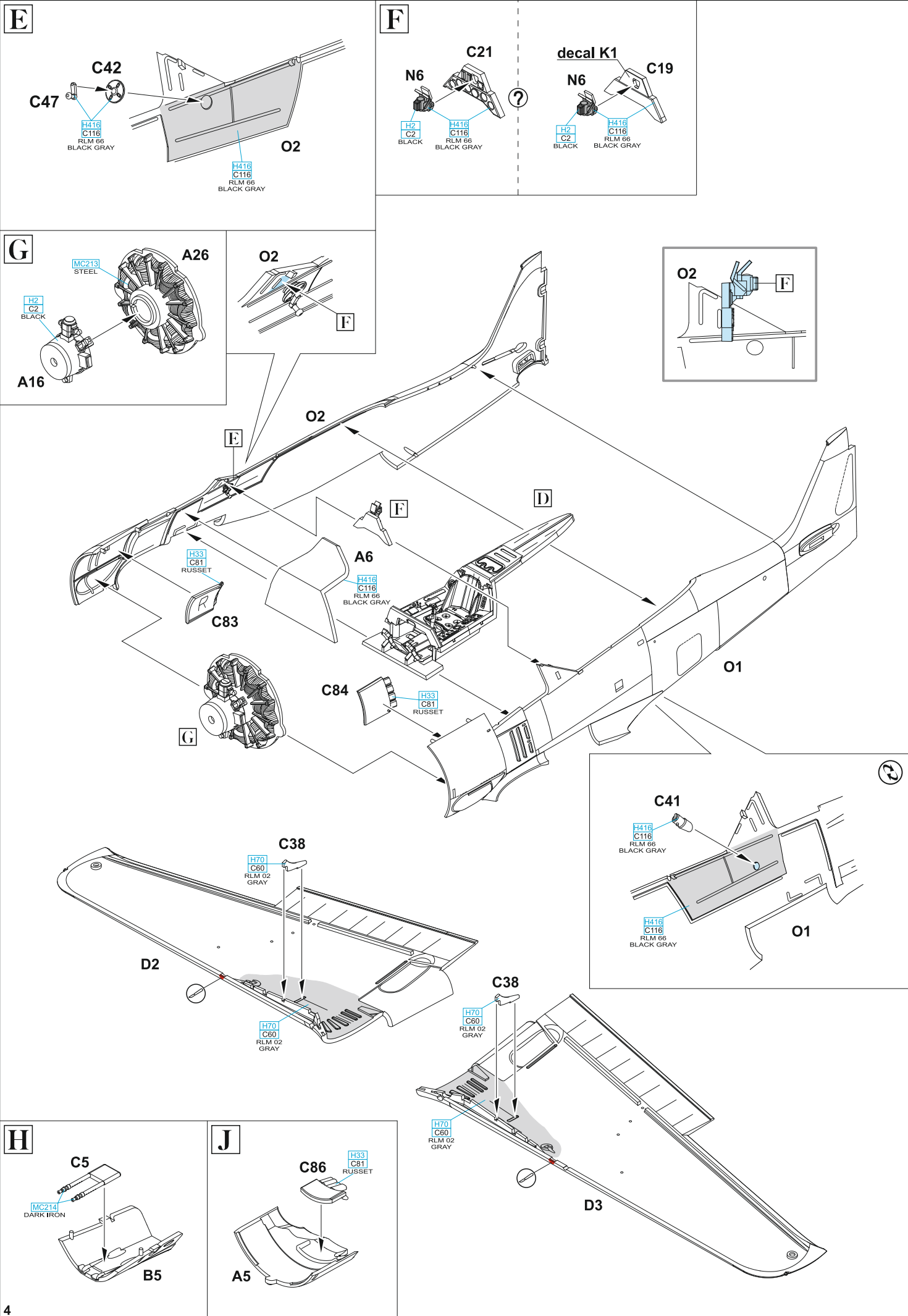


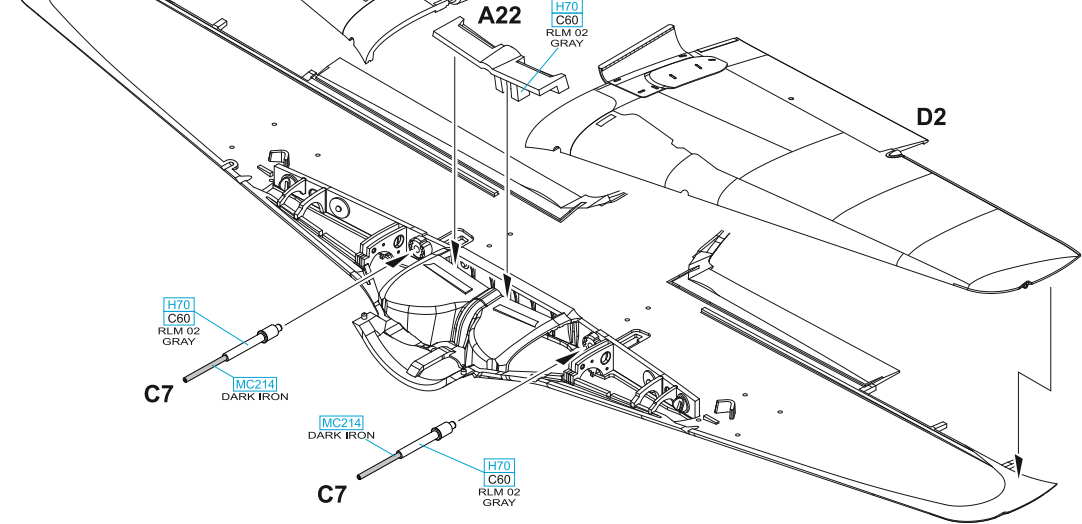
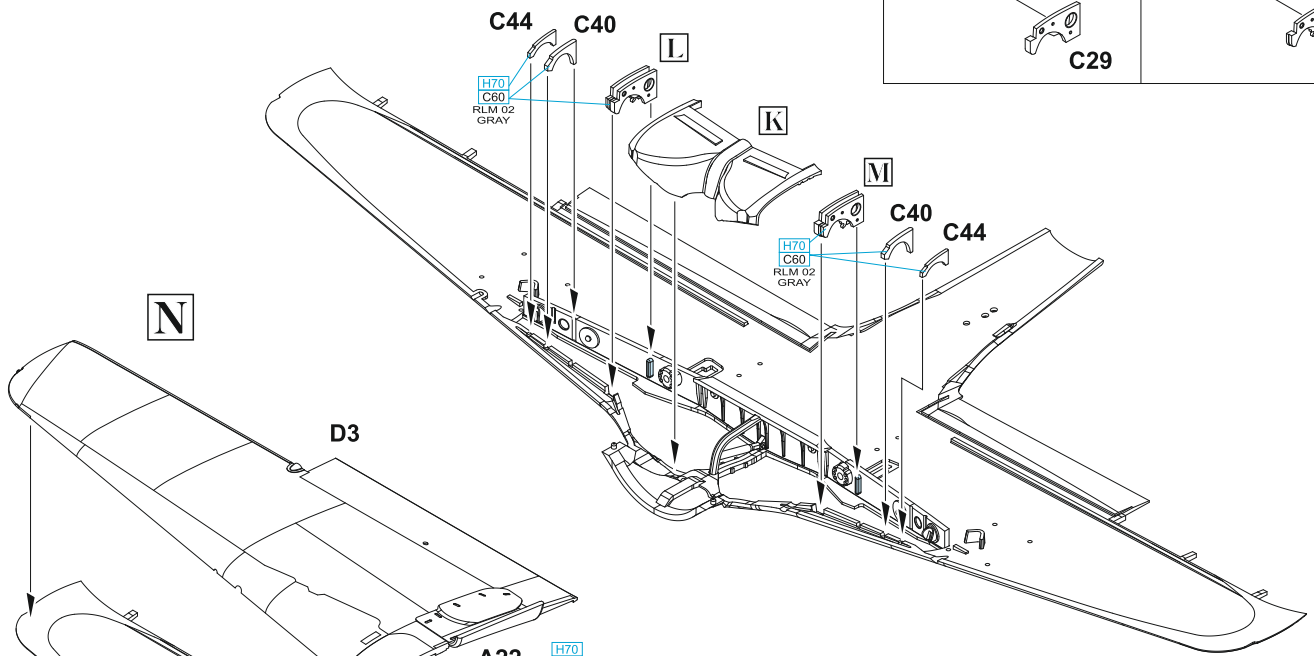
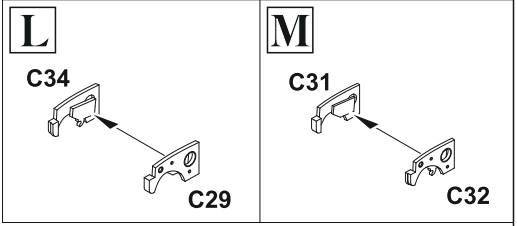
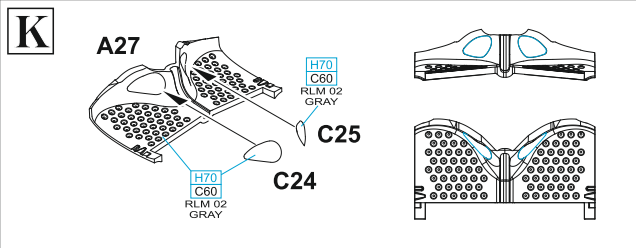
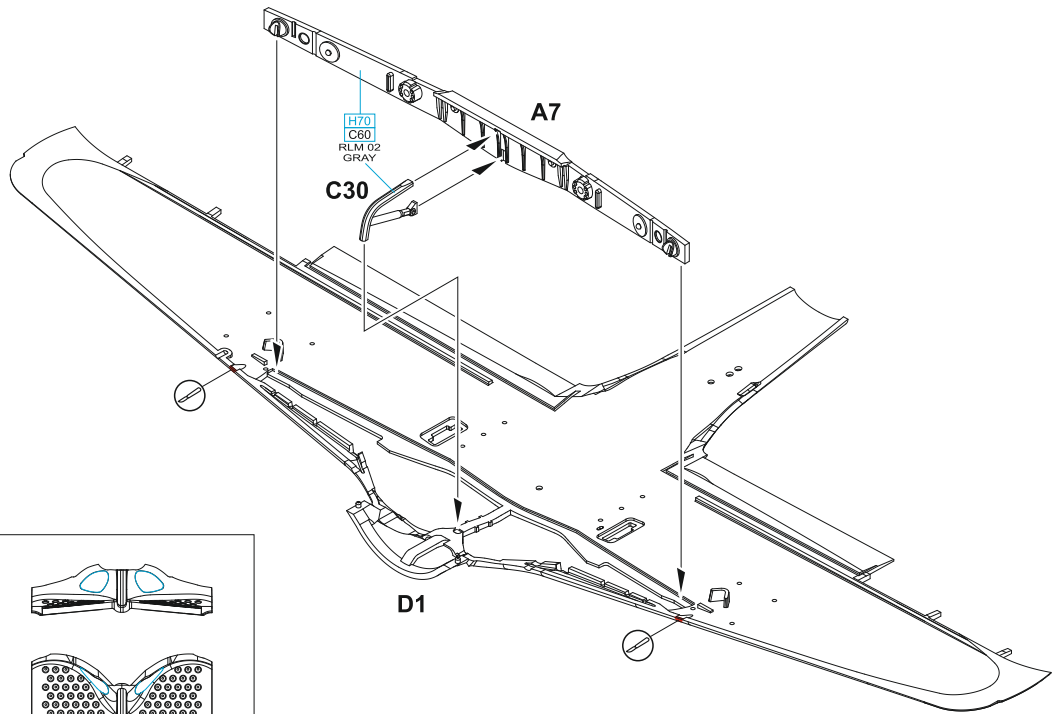
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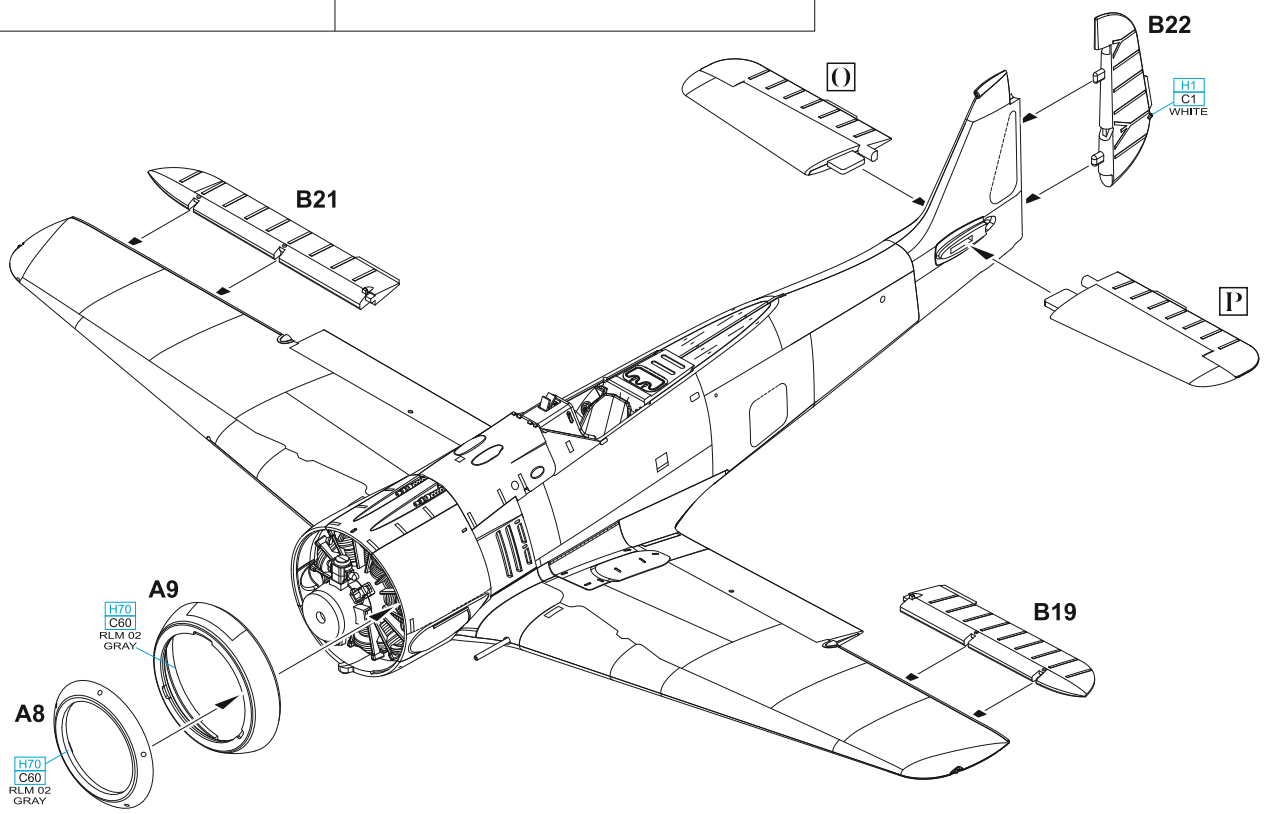
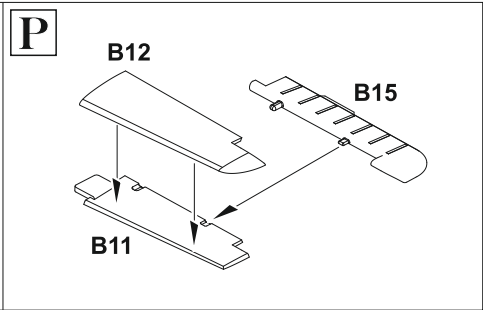
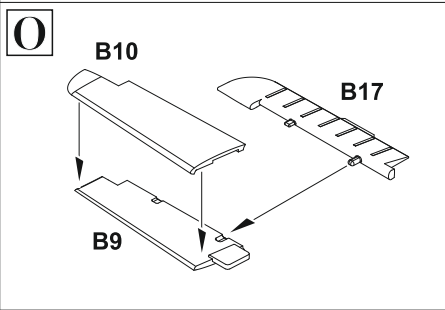
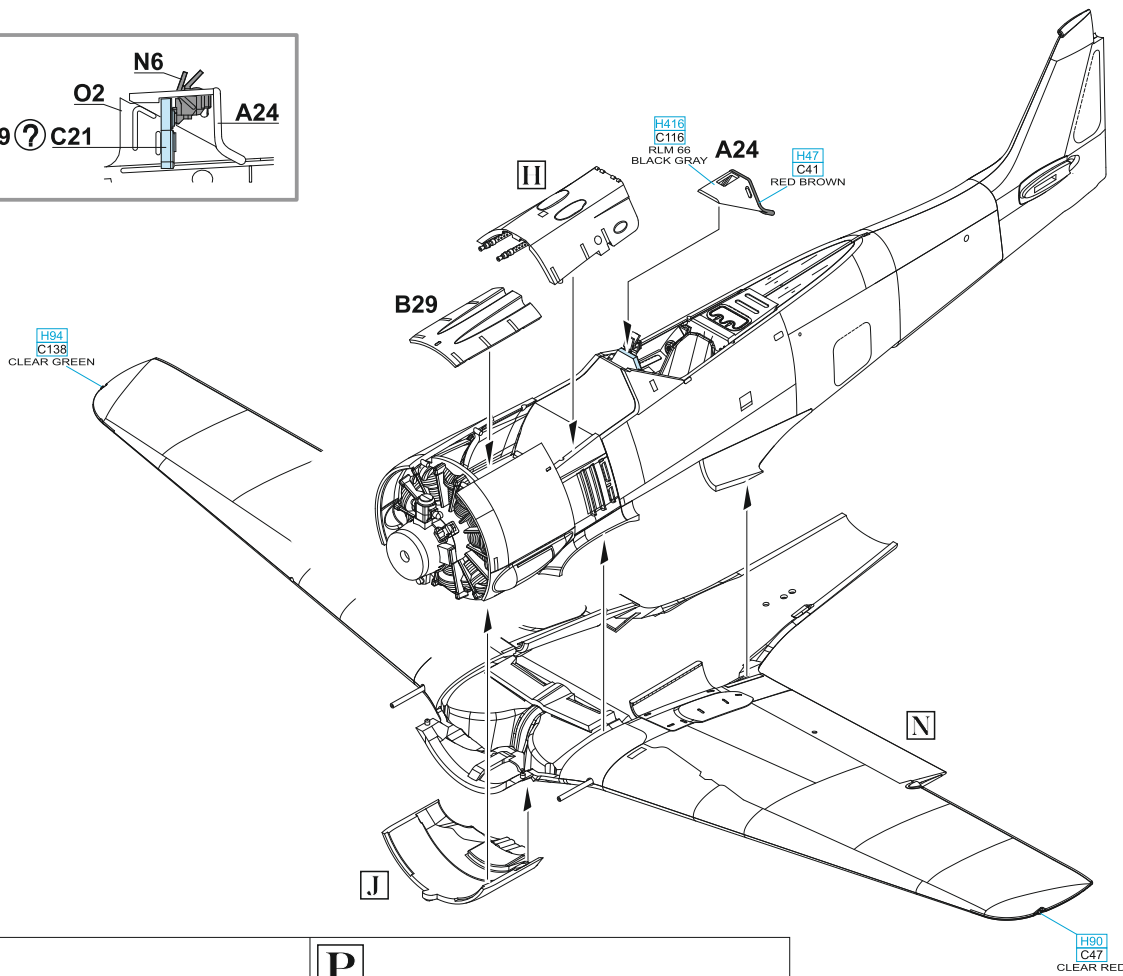
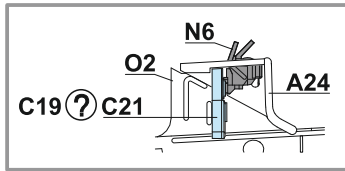
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK

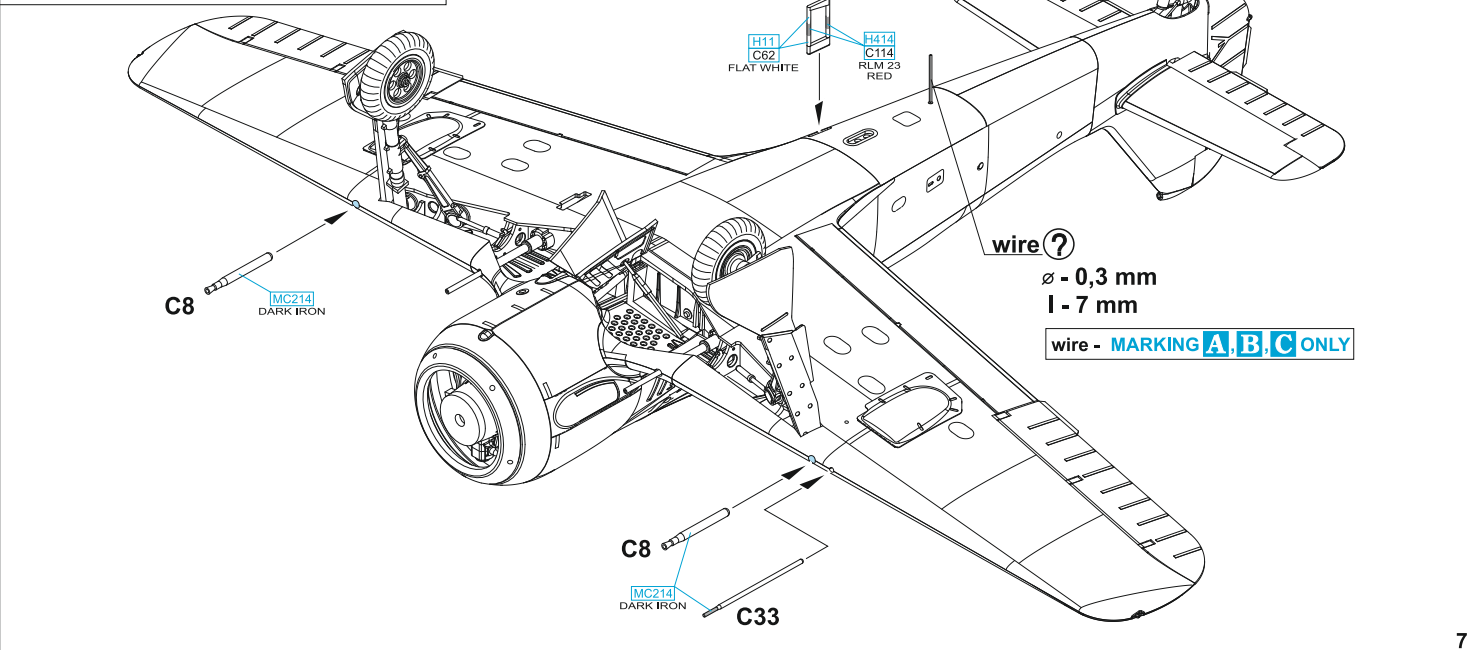
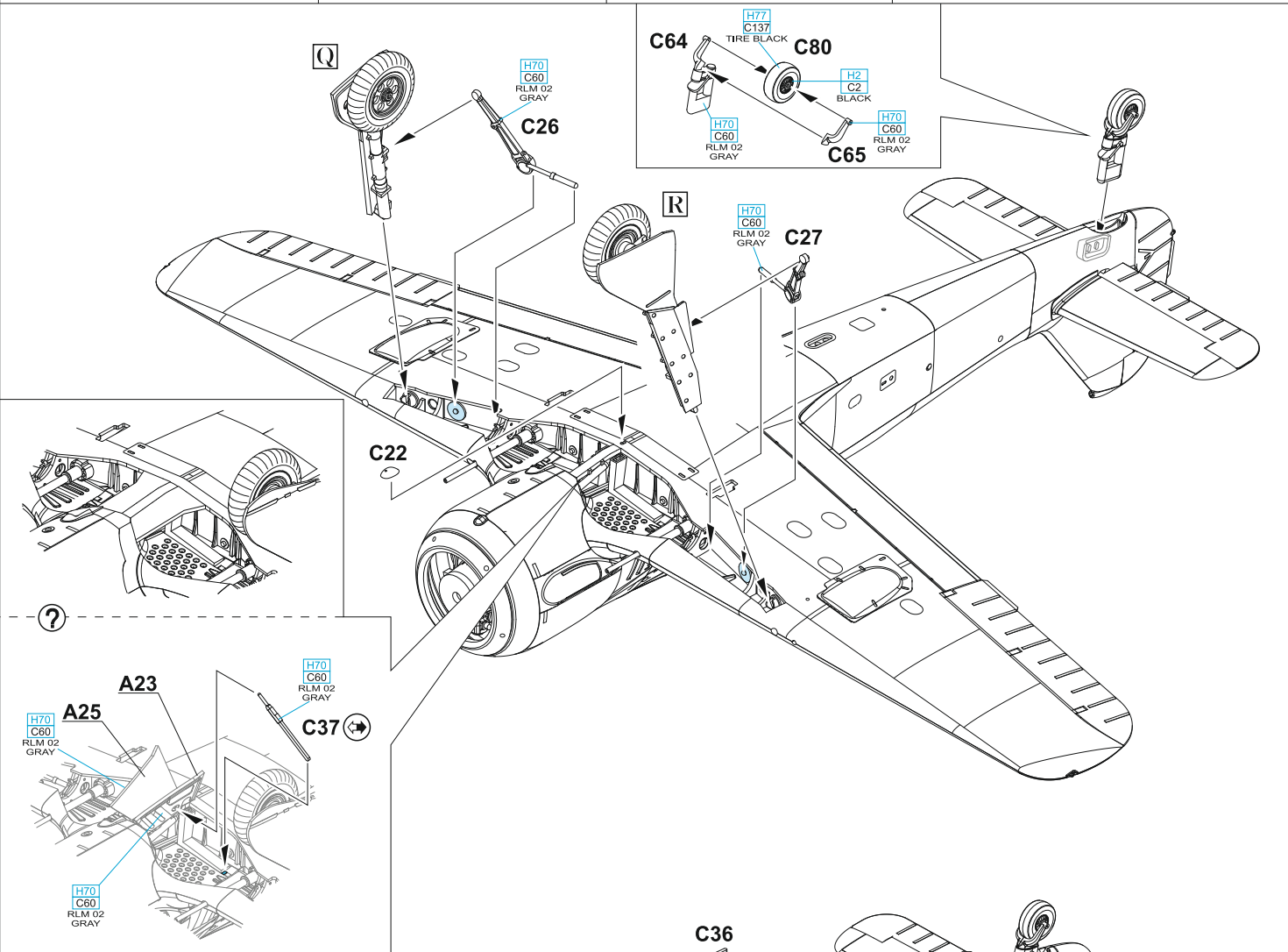
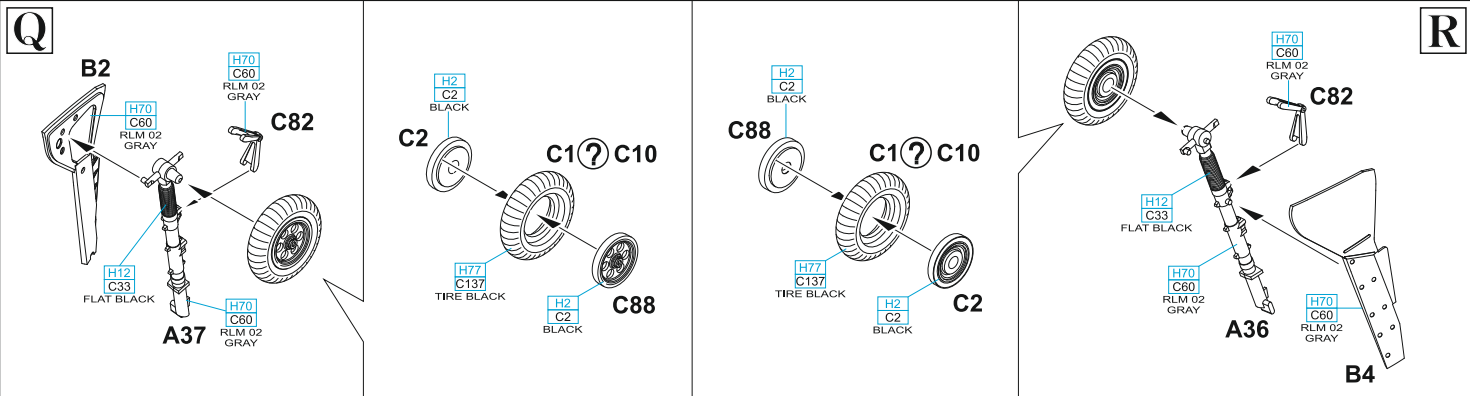
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM206		CHROME SILVER

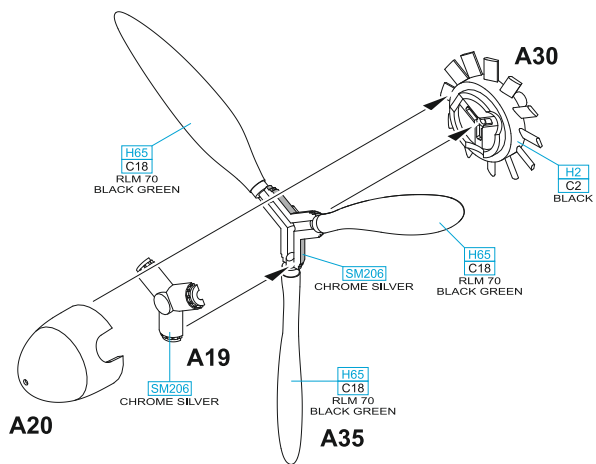
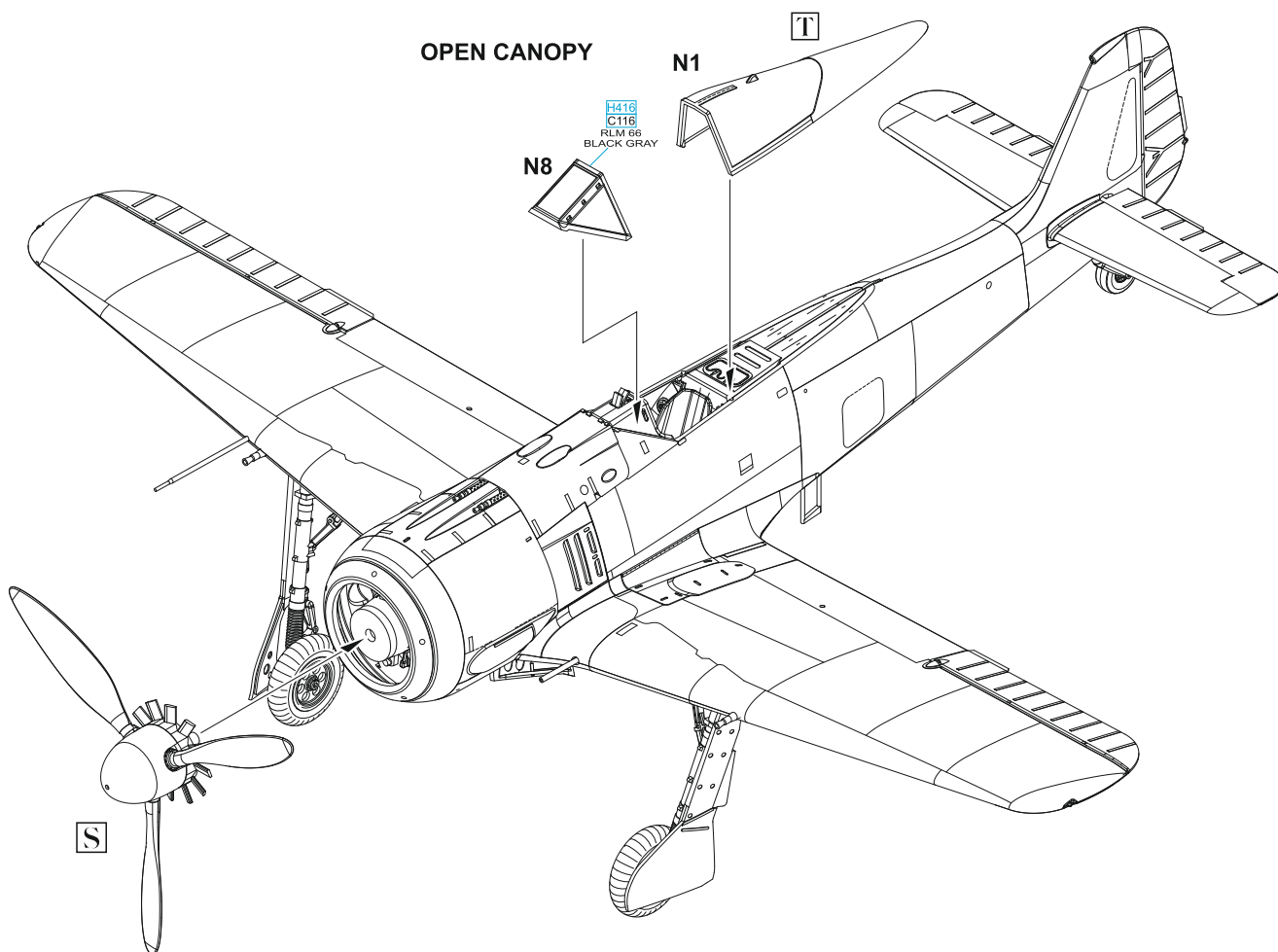
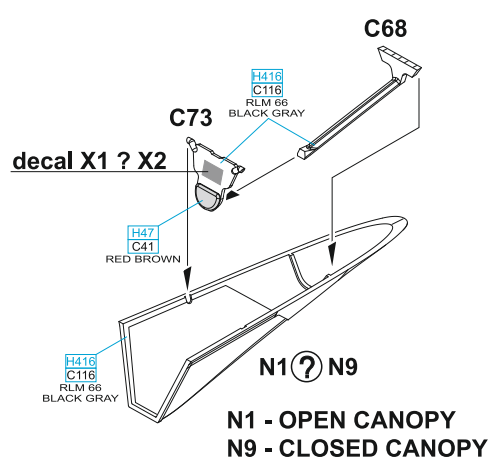










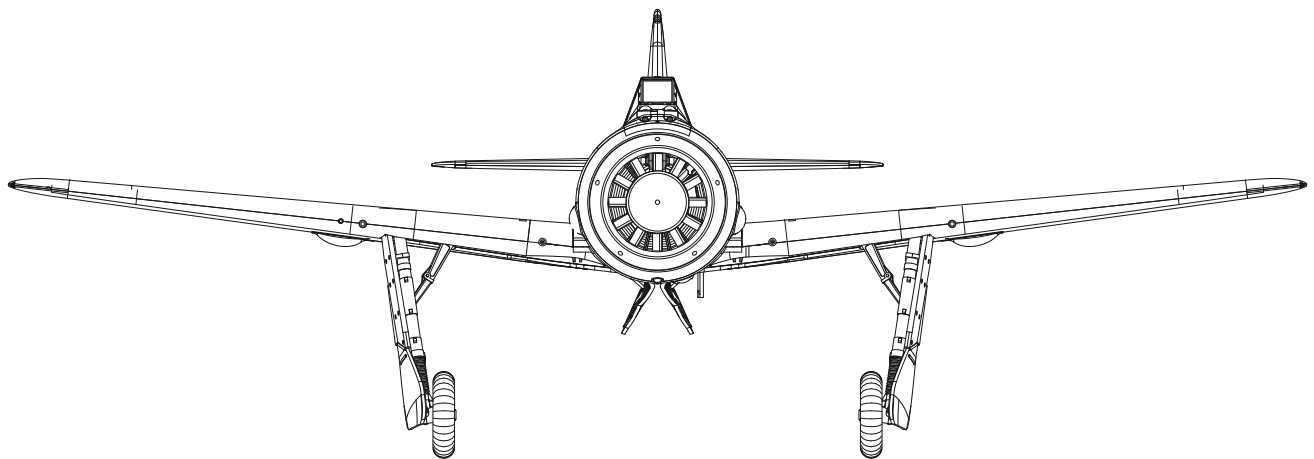
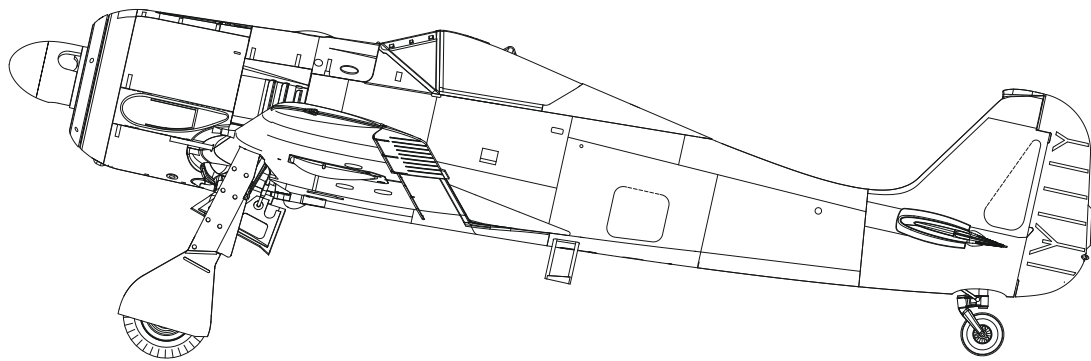
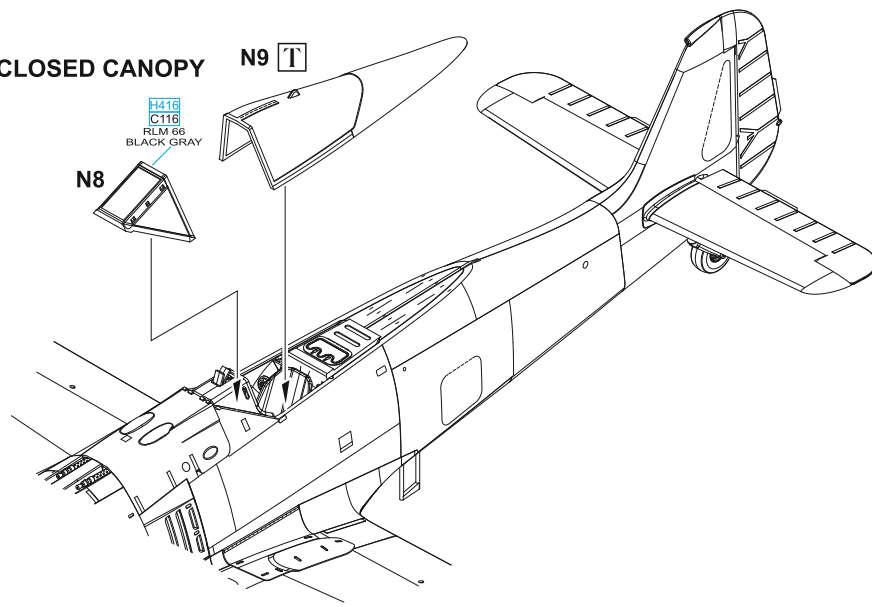
S**T**

CLOSED CANOPY

N9 1

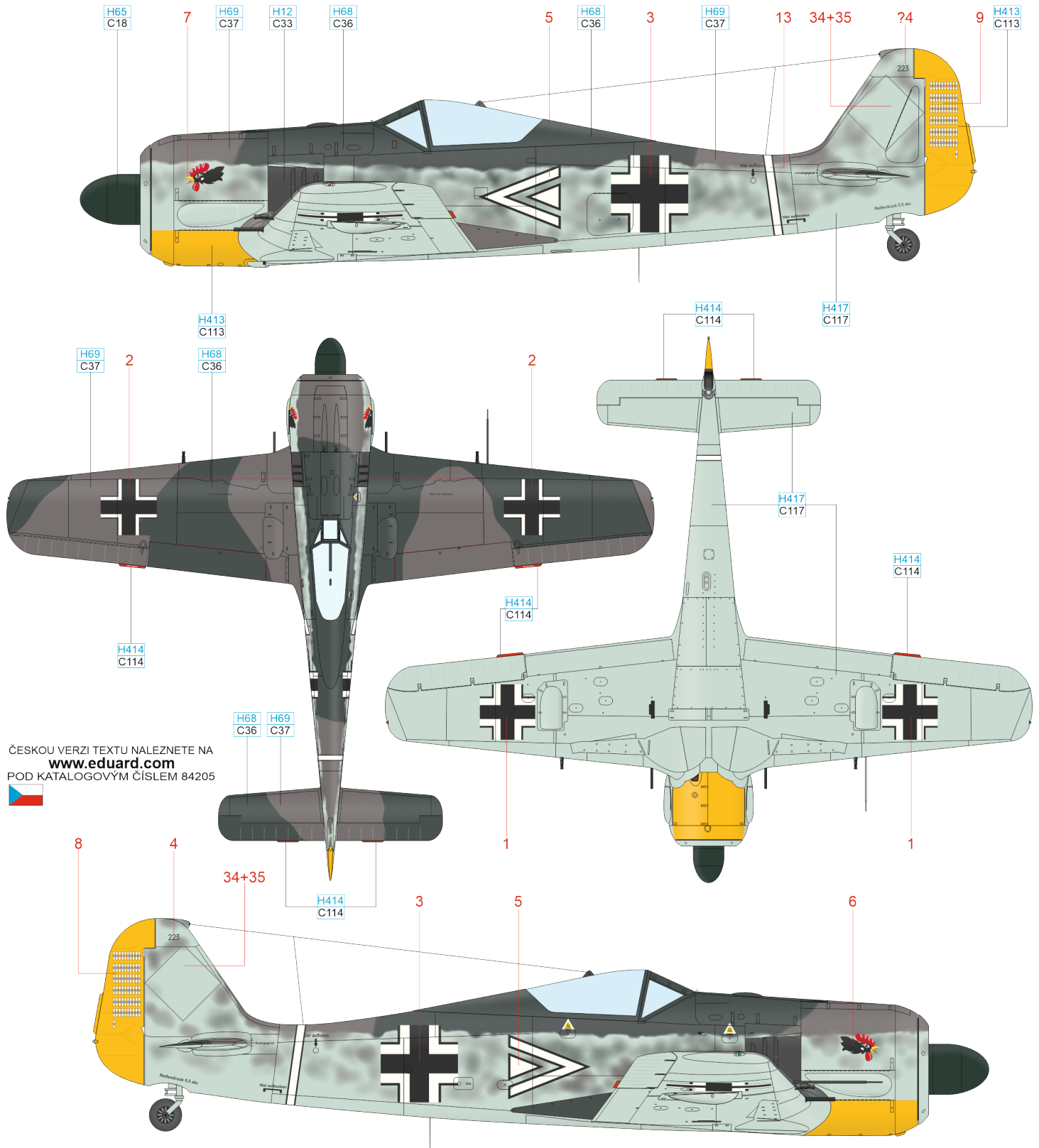
H416
C116
RLM 66
BLACK GRAY

N8



A WNr. 223, Hptm. Hans Hahn, CO of III./JG 2, Beaumont le Roger, France, June 1942

Hans "Assi" Hahn, a fighter ace and recipient of the Knight's Cross with Oak Leaves, led the 4./JG 2 from December 1939 and the III./JG 2 from October 29, 1940. "Assi's" rudder was adorned with 61 victory marks reflecting his activities on the Western Front. During a British raid on the power plant in Caen on May 6, 1942, as part of Operation Circus 159, Hahn achieved his 60th and 61st victories by shooting down two Spitfires. During May, his unit was re-equipped from Bf 109Fs to Fw 190As. It is likely that with the aircraft depicted, Hahn achieved three more victories over Spitfires on June 6, 1942. Beginning on November 1, 1942, he took command of II./JG 54 and led this Gruppe until February 21, 1943, when he was shot down and captured by Soviet forces. Hahn was not released from captivity until 1950, during which he wrote a book about his experiences in prison titled *Ich spreche die Wahrheit!* (I speak the truth!). Before his capture, he had achieved 108 victories, 66 of which were on the Western Front. The rooster's head painted on his aircraft symbolized the III. Gruppe JG 2's HQ planes and was derived from Hahn's surname, as "Hahn" means rooster in German. Hans Hahn passed away in 1982, and his wife later remarried the night fighter pilot Wolfgang Falck.



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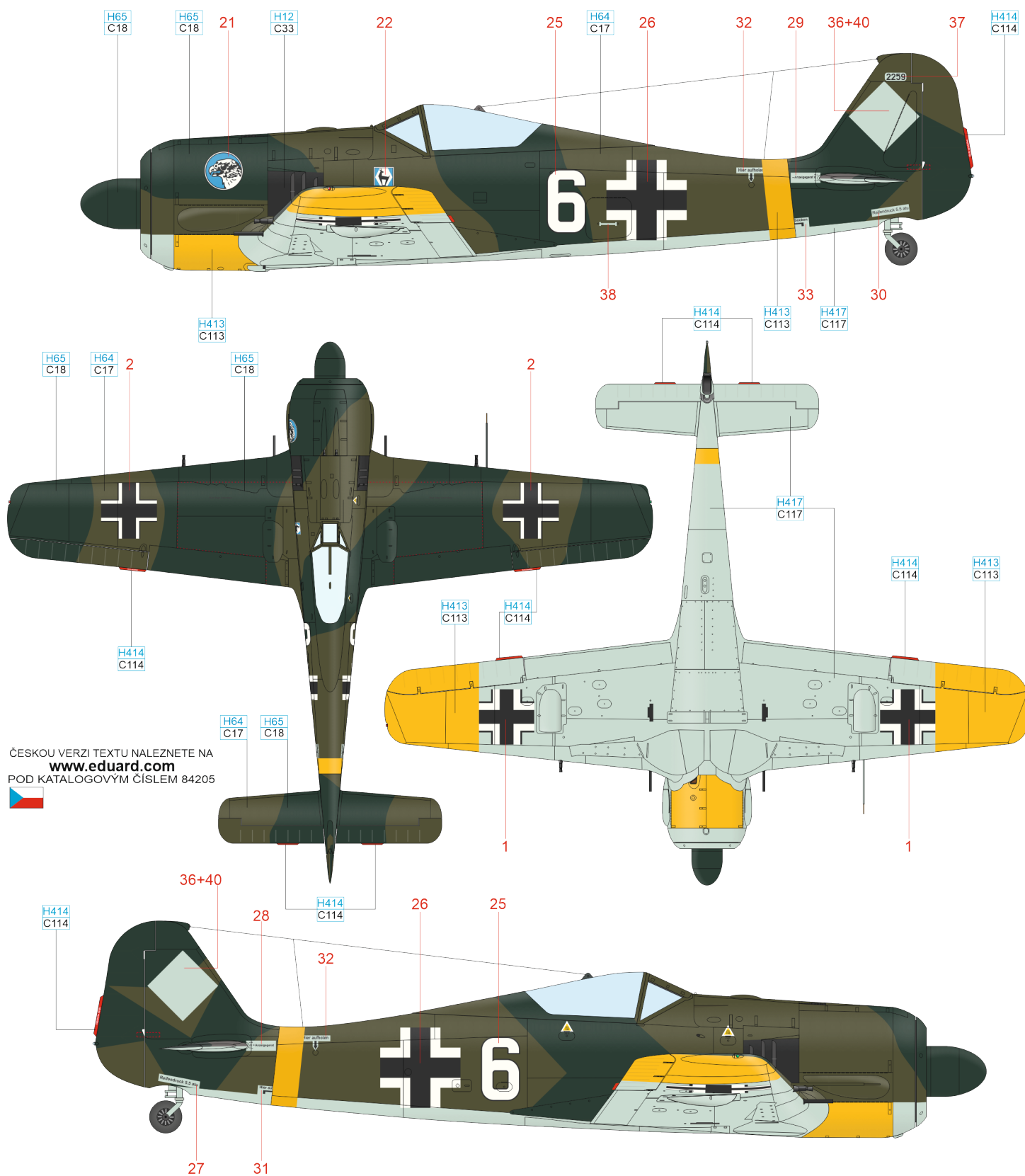


RLM 76 H417 C117 RLM 75 H69 C37 RLM 74 H68 C36 RLM 70 H65 C18 RLM 04 H413 C113 RLM 23 H414 C114 FLAT BLACK H12 C33

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D WNr. 2259, Oblt. Günther Josten, 1./JG 51, Lyuban, the Soviet Union, autumn 1942

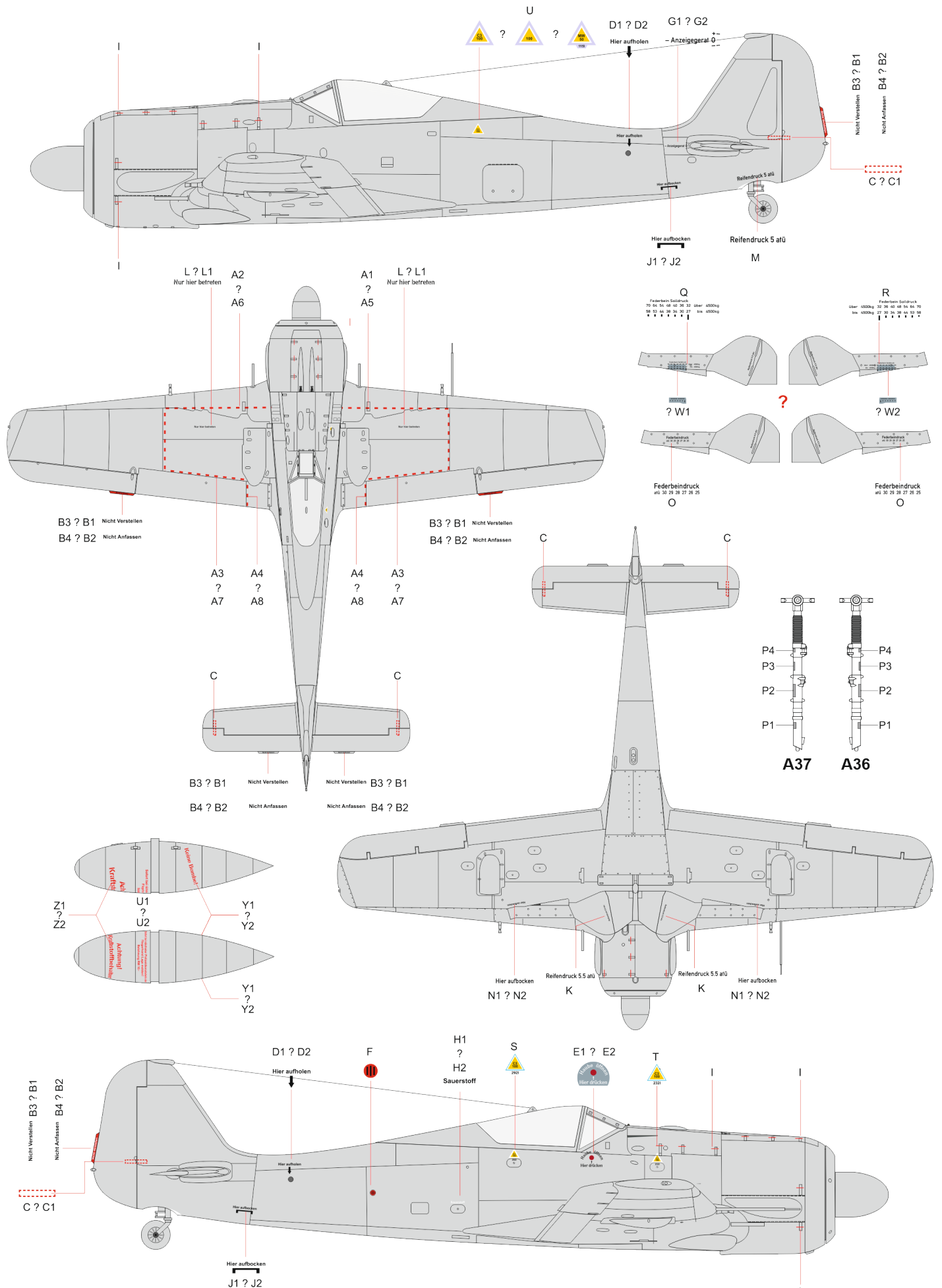
Eighteen-year-old Günther Josten joined the ranks of the Luftwaffe in January 1940 and began fighter pilot training with JGr. Drontheim in Norway in November 1941. At the end of August 1942, he was transferred to 3./JG 51 on the Eastern Front, achieving his first victory on February 23, 1943. A year later, after achieving 84 victories, he was awarded the Knight's Cross. He became the commander of 3./JG 51 on July 18, 1944, and two days later scored his 100th victory. After achieving 161 aerial victories, out of a total of 178, he was awarded the Oak Leaves to the Knight's Cross on March 28, 1945. During the last two weeks of the war, he led IV./JG 51. He joined the Bundesluftwaffe on April 4, 1956, and in 1962 was appointed commander of JG 71. Josten retired on March 31, 1981, with the rank of Oberst as deputy commander of the 4 Luftwaffe Division. He passed away on July 7, 2004. His brother, Reinhard, serving with I./JG 51, was killed in action on April 21, 1942. Günther Josten's aircraft was painted with non-standard camouflage consisting of two shades of dark green, complemented by yellow markings, i.e., yellow tips on the lower half of the wing and a yellow fuselage band, both quick-identification elements for the Eastern Front. The engine cowling displayed the emblem of JG 51, while the windshield frame bore the emblem of I./JG 51.



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- RLM 76
- H417
C117
- RLM 71
- H64
C17
- RLM 70
- H65
C18
- RLM 04
- H413
C113
- RLM 23
- H414
C114
- FLAT BLACK
- H12
C33



Eduard goodies for

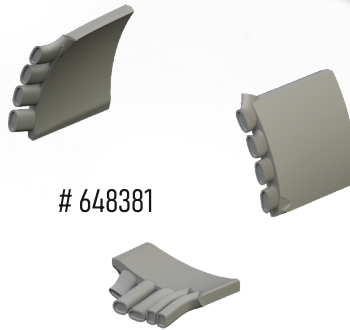
Fw 190A-3 1/48

- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648736 Fw 190A landing flaps PRINT (Brassin)
- 648371 Fw 190A control surfaces early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 6481014 Fw 190A seat PRINT (Brassin)
- 6481038 Fw 190A seat w/ integral belts PRINT (Brassin)
- 3DL48046 Fw 190A-3 SPACE (3D Decal Set)
- D48012 Fw 190A stencils (Decal Set)
- D48041 Fw 190A-3 national insignia (Decal Set)
- EX587 Fw 190A TFace (Mask)

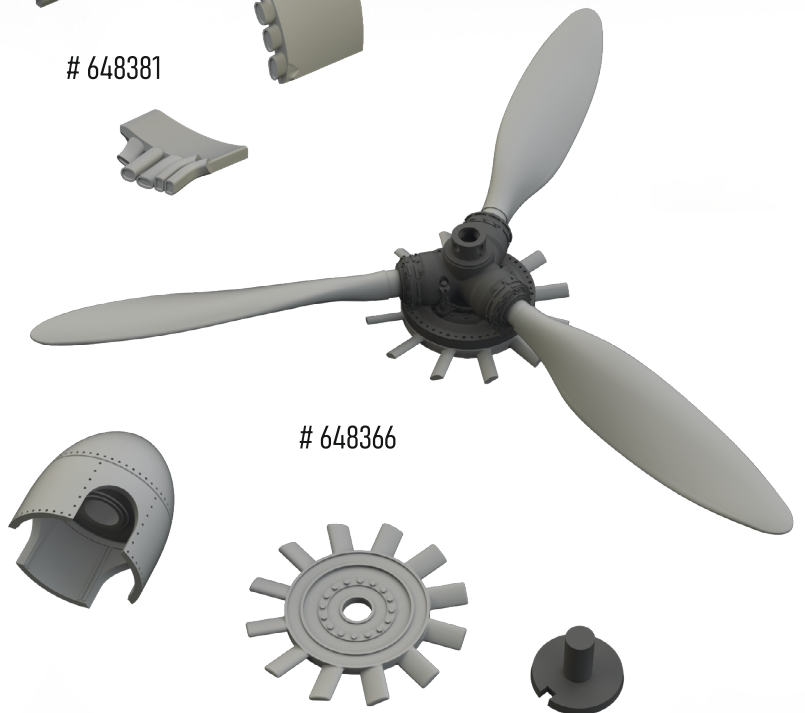
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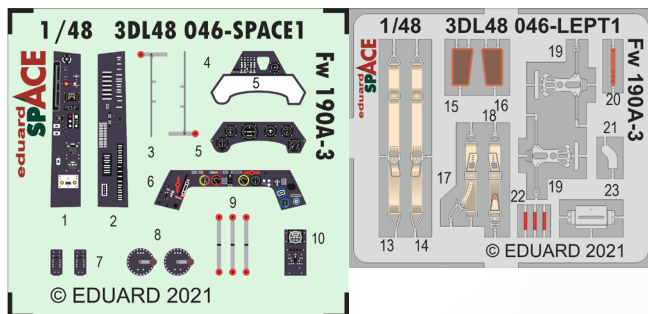
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648356



3DL48046



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