

Fw 190A-8

eduard

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82147



INTRO

The second half of the Second World War saw the Focke-Wulf Fw 190, in its various forms, emerge as the best of what was available to the Luftwaffe. The dedicated fighter version was a high performance, heavily armed machine. Its development had a precarious beginning, against a 1938 specification issued by the Technisches Amt, RLM. The first prototype took to the air on June 1st, 1939. After a series of improvements and even radical changes, the design culminated in the fall of 1940 in the pre-series version Fw 190A-0 to the tune of twenty-eight pieces. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, which was tasked with conducting service trials. These revealed a wide range of flaws to the point where the RLM halted further development. Despite this, on the basis of urgings from the test unit staff, the aircraft was not shelved. After a series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe. In June 1941 the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17s. By September 1941 II./JG 26 was completely equipped with the type operating on the Western Front. November saw the production of the next version Fw 190A-2, powered by a BMW 801C-2, and armed with two 7.9 mm MG 17s and two MG 151s of 20 mm caliber in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring 1942, when the BMW 801D-2 became available, whose installation gave birth to the Fw 190A-3. July saw the development of the improved A-4. Both were armed with what became the standard two fuselage mounted MG 17s, two wing mounted MG 151 cannons, and two MG FF cannons, placed inboard of the wheel wells. During 1942 production had intensified, and a production facility was set up under license at Fieseler. Thanks in part to this, production rose in 1942 to 1,878 units as opposed to 224 in 1941. Large-scale production of the A-5 was initiated in April 1943 with an identical wing to the A-4, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and also on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151s instead of the MG FFs in the outer position. The adoption of this wing developed the A-6 version. Further changes developed the A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131s. Further improvements led to the Fw 190A-8, and this version became the most widely produced with some 6,655 units made. The most significant change to this variant was the installation of the GM-1 nitrous-oxide injection system, for temporary power boost in combat. A portion of A-8 production was built as the A-8/R2 and A-8/R8, armed with MK 108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides and a modified canopy. The final production version of the BMW 801 powered fighter was the Fw 190A-9, equipped with the BMW 801TS of 2000 hp (1470 kW). There was a parallel development of these fighter optimized aircraft with a dedicated fighter-bomber version, the Fw 190F. These aircraft had reduced wing armament to two MG 151 cannons in the wing root position. The engine was optimized for low level operation, and the armament options varied to satisfy the ground attack role, including bombs of various weight classes and a variety of anti-tank rockets. This branched into the extended range Fw 190G version. Development of the throughbred fighter continued in the guise of the Fw 190D, which began to reach Luftwaffe units in the second half of 1944, and was the result of mounting an in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe. Although the Fw 190 never achieved the widespread usage of the competing Bf 109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw 190s saw service on the Western Front as well as in the East. As heavy fighters with imposing firepower, they found themselves integral components, from 1943 onwards, within the units tasked with the protection of the Reich from the ominous clouds of allied four-engined bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was a very ominous and daunting foe for the bomber crews. From the second half of 1944, their danger was kept in check to a degree by escorting P-47s, and necessitated the development of the P-51 Mustang.

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.

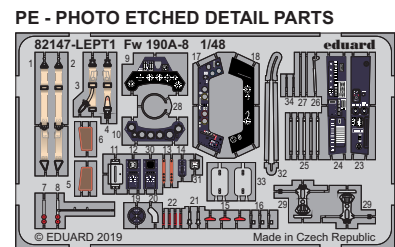
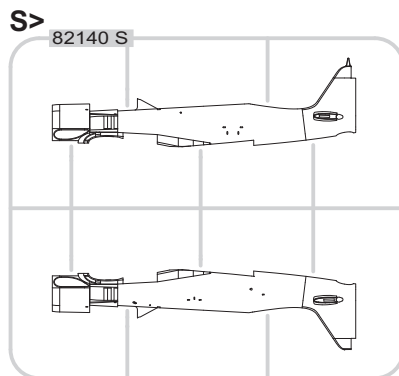
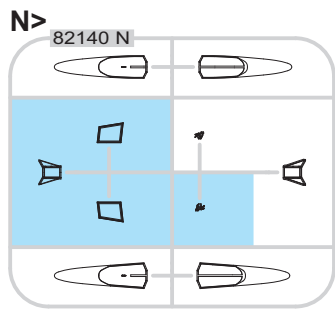
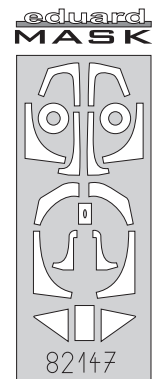
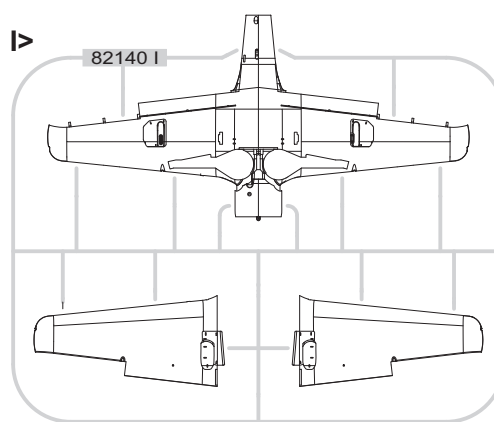
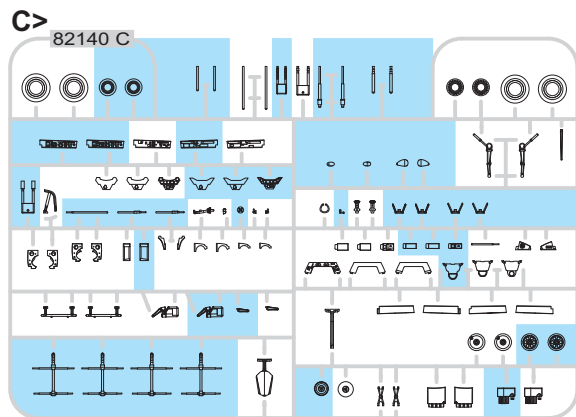
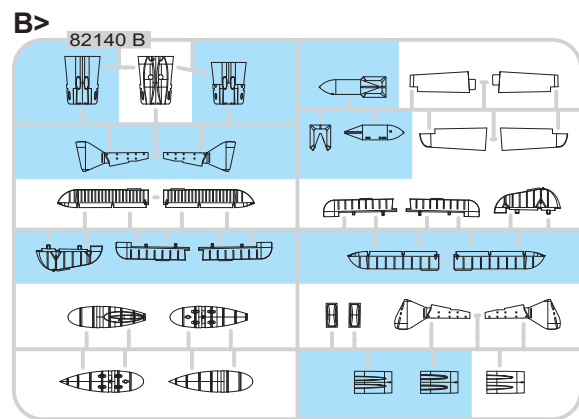
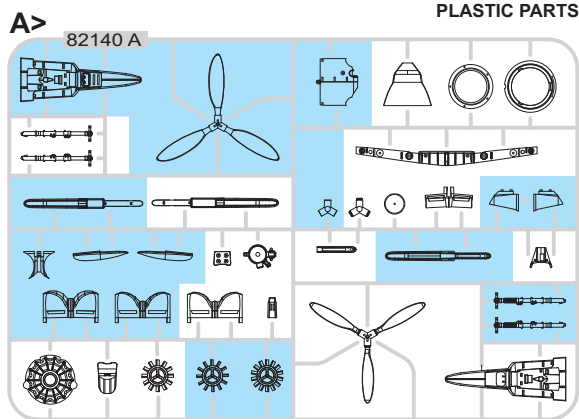


Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * 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
POUŽÍT EDUARD MASK
NABARVIT

PARTS * DÍLY * TEILE * PIÈCES * 部品

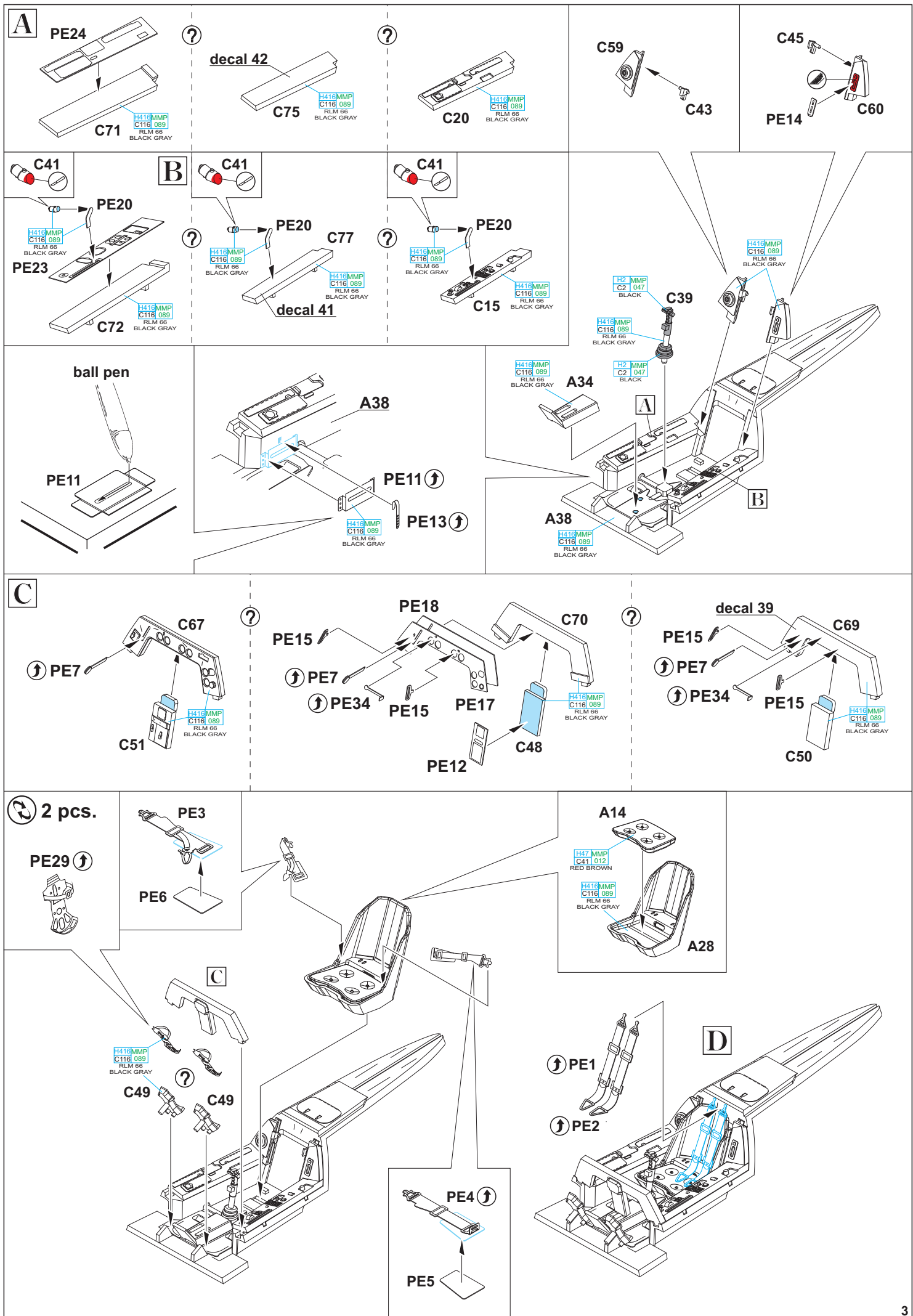


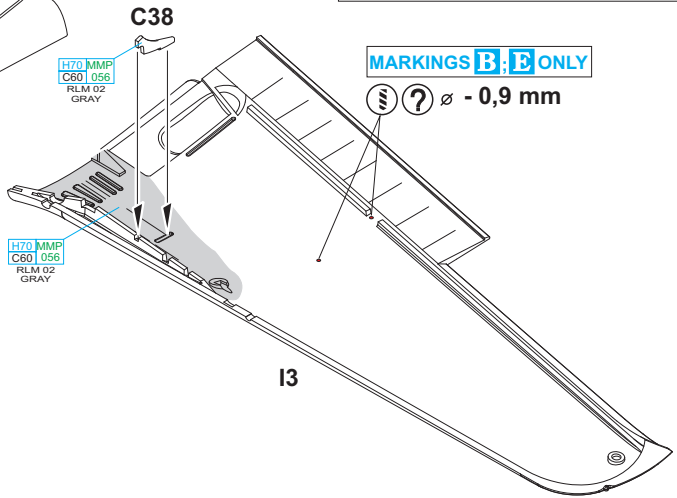
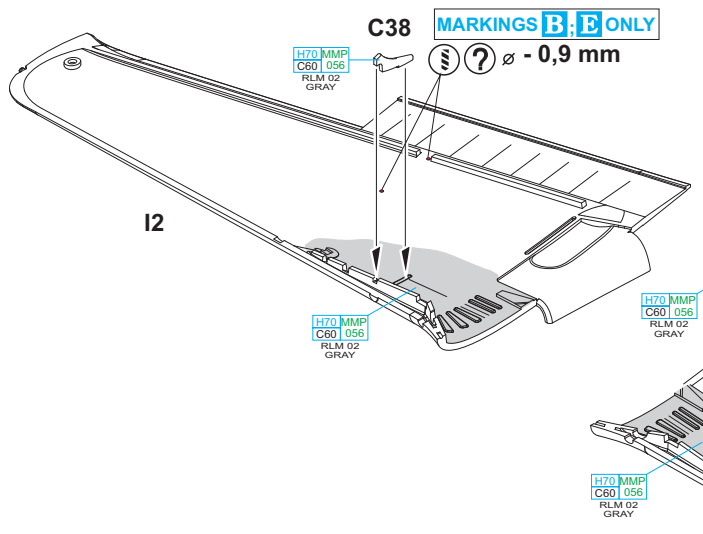
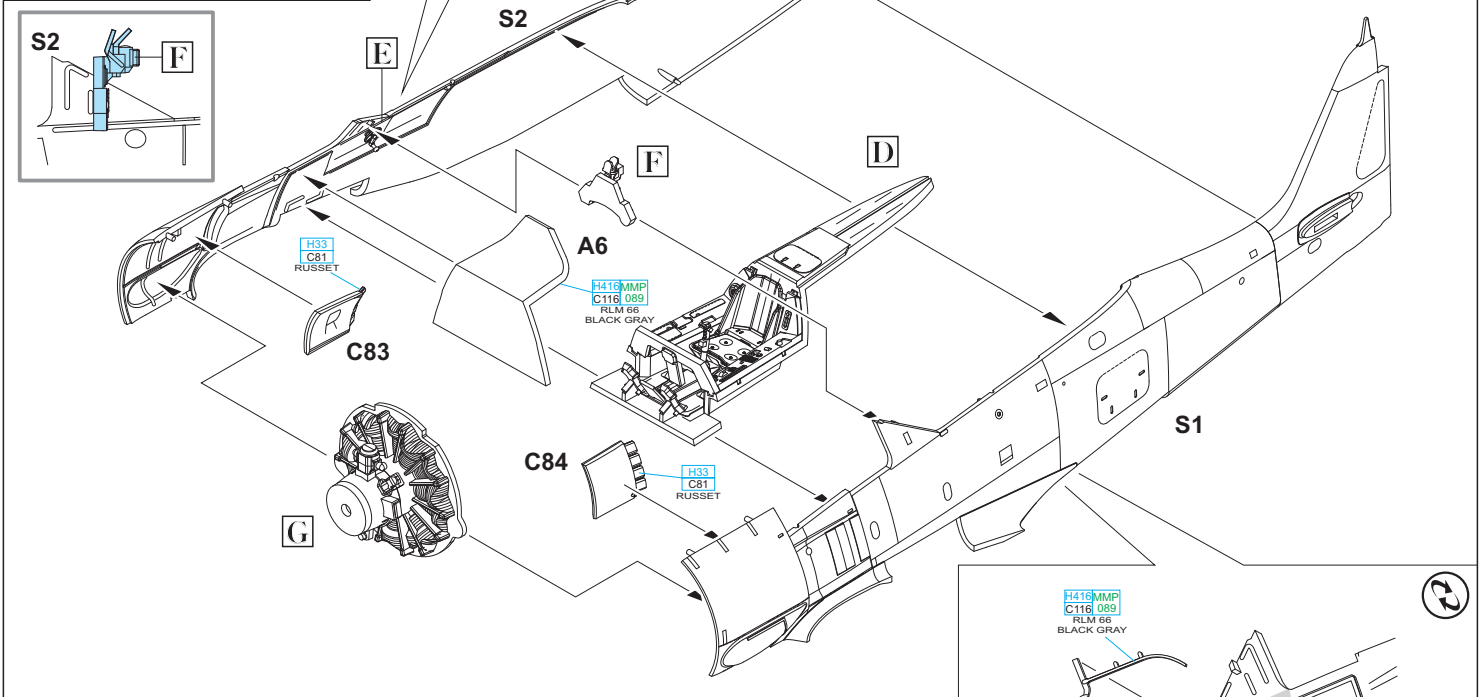
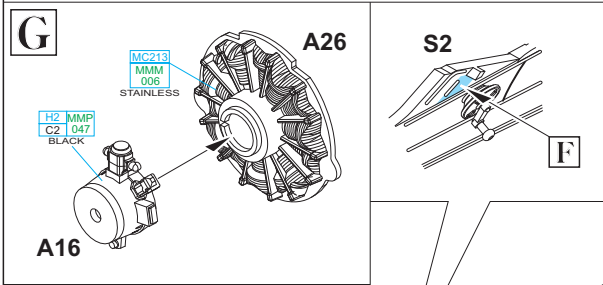
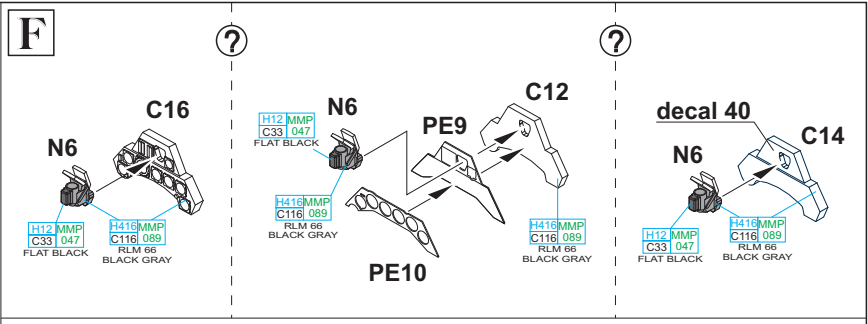
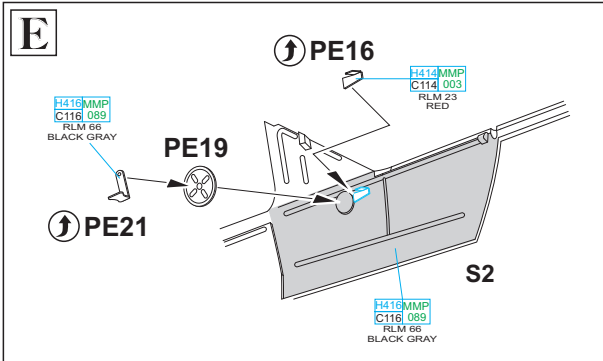
 -Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

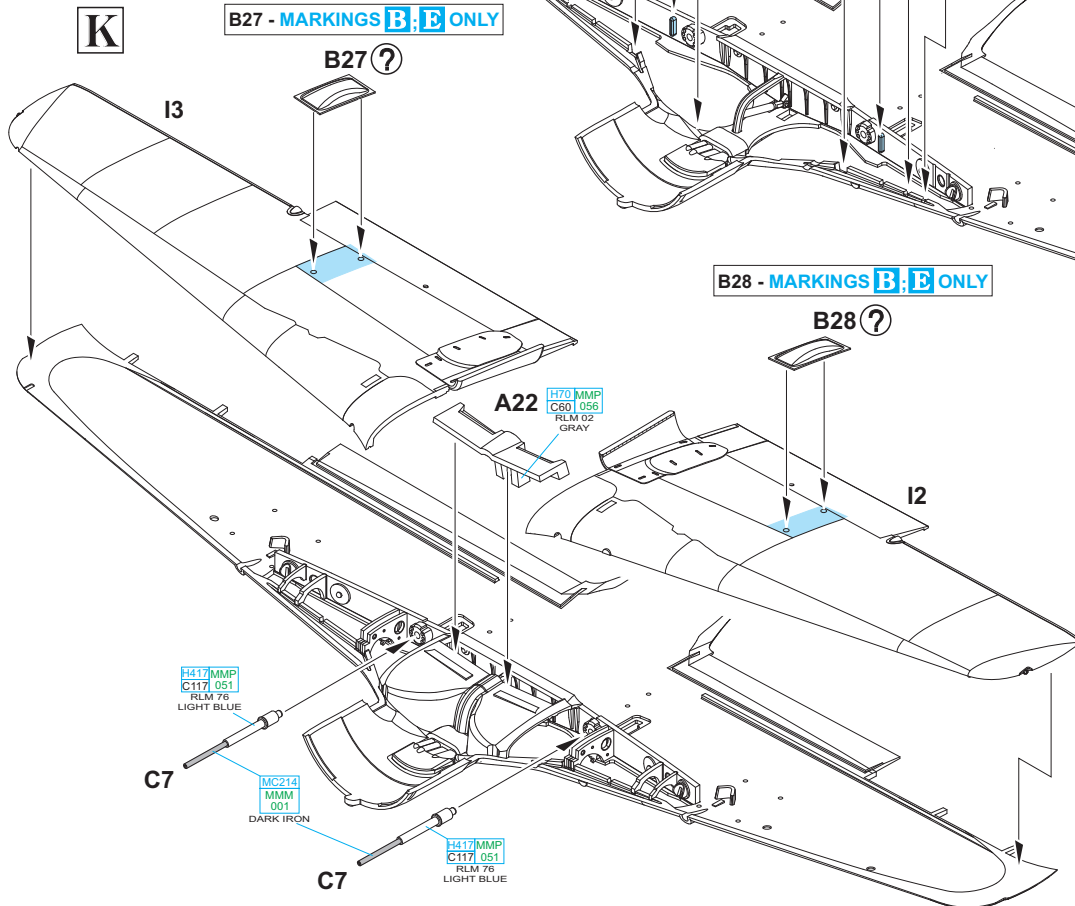
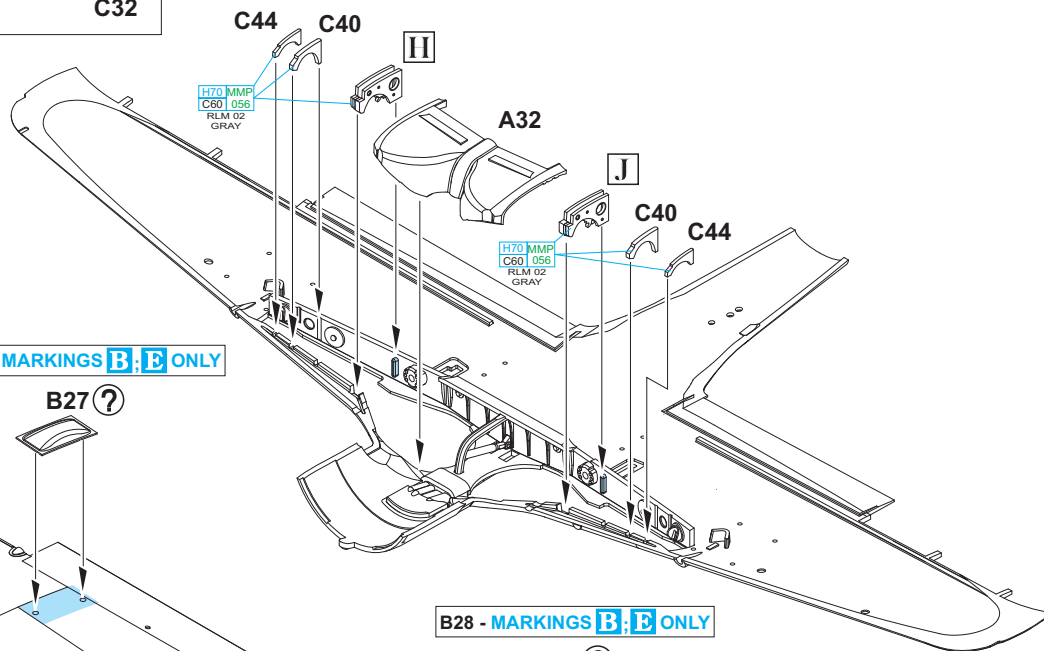
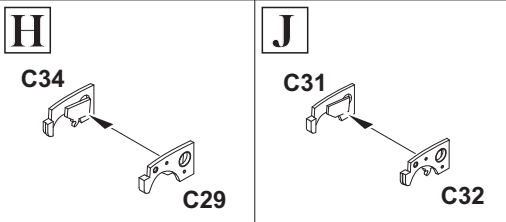
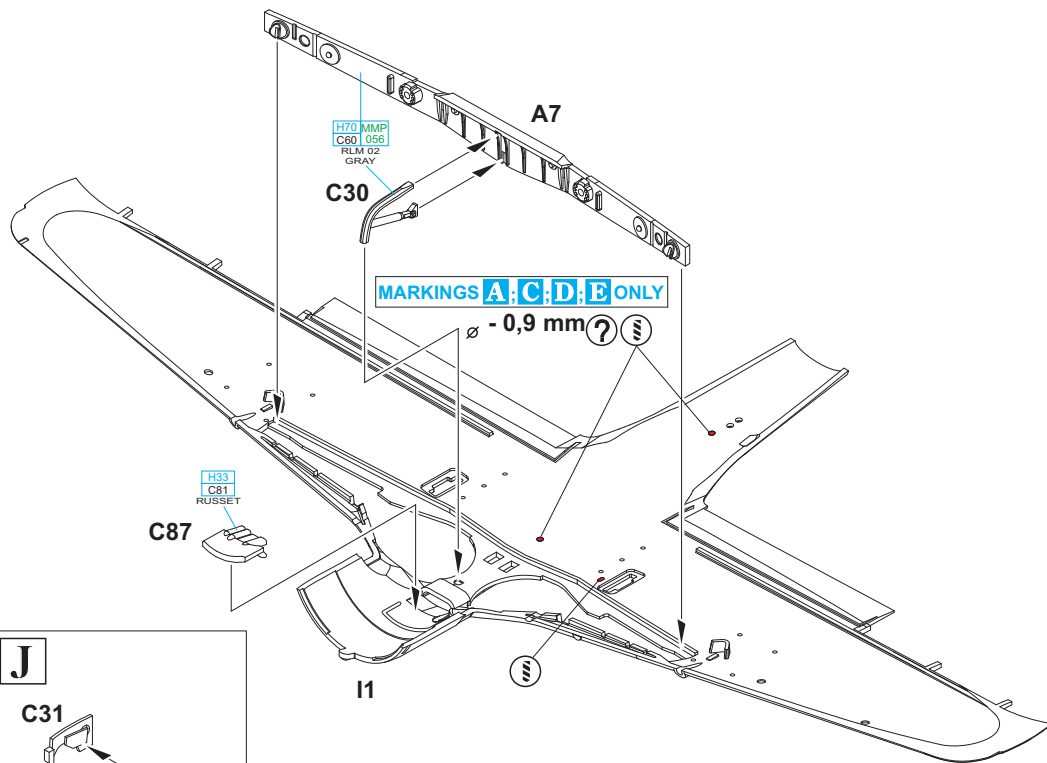
COLOURS * BARVY * FARBEN * PEINTURE * 色

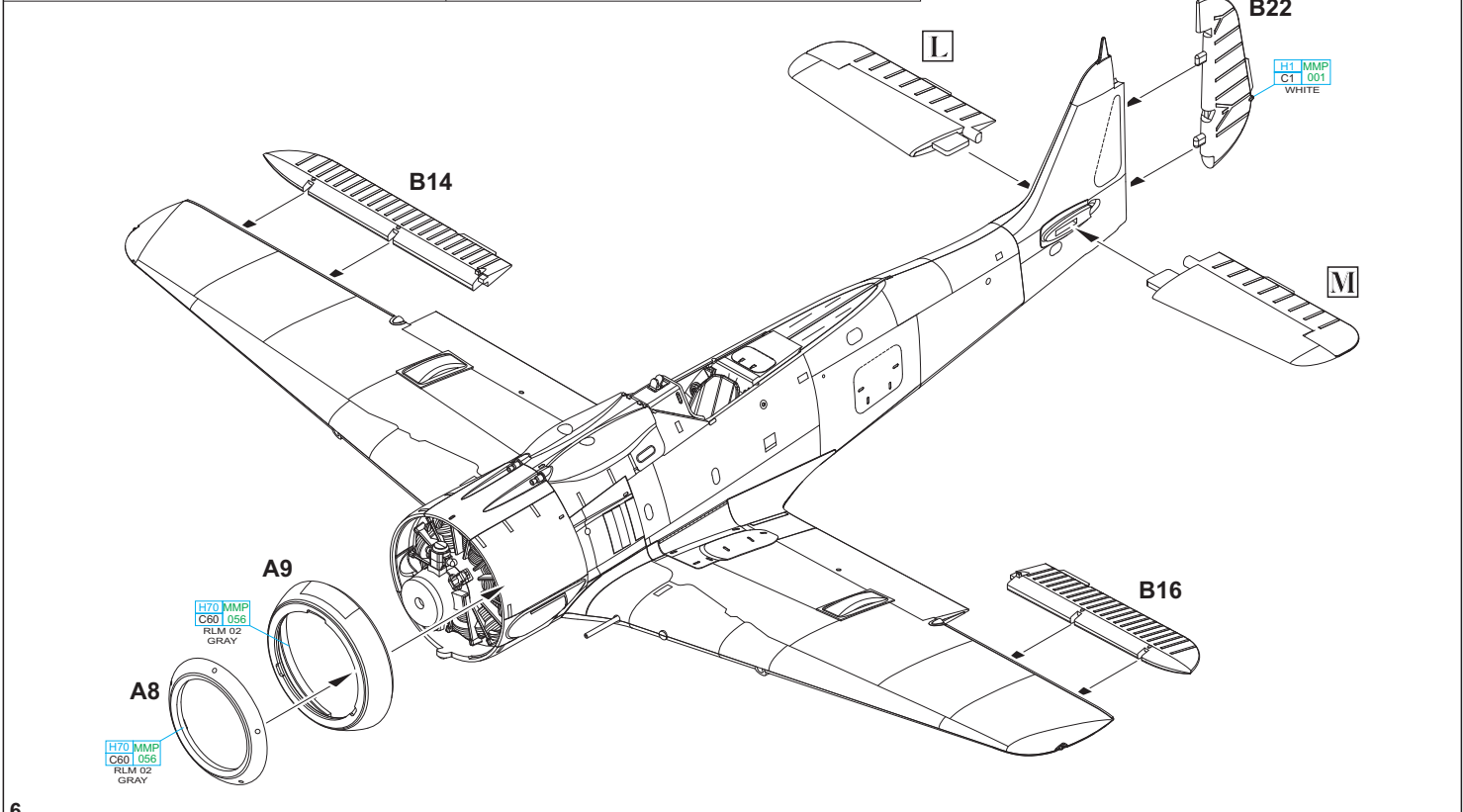
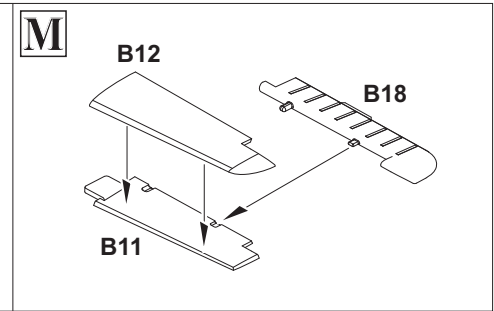
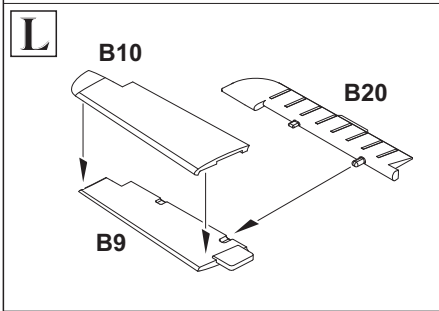
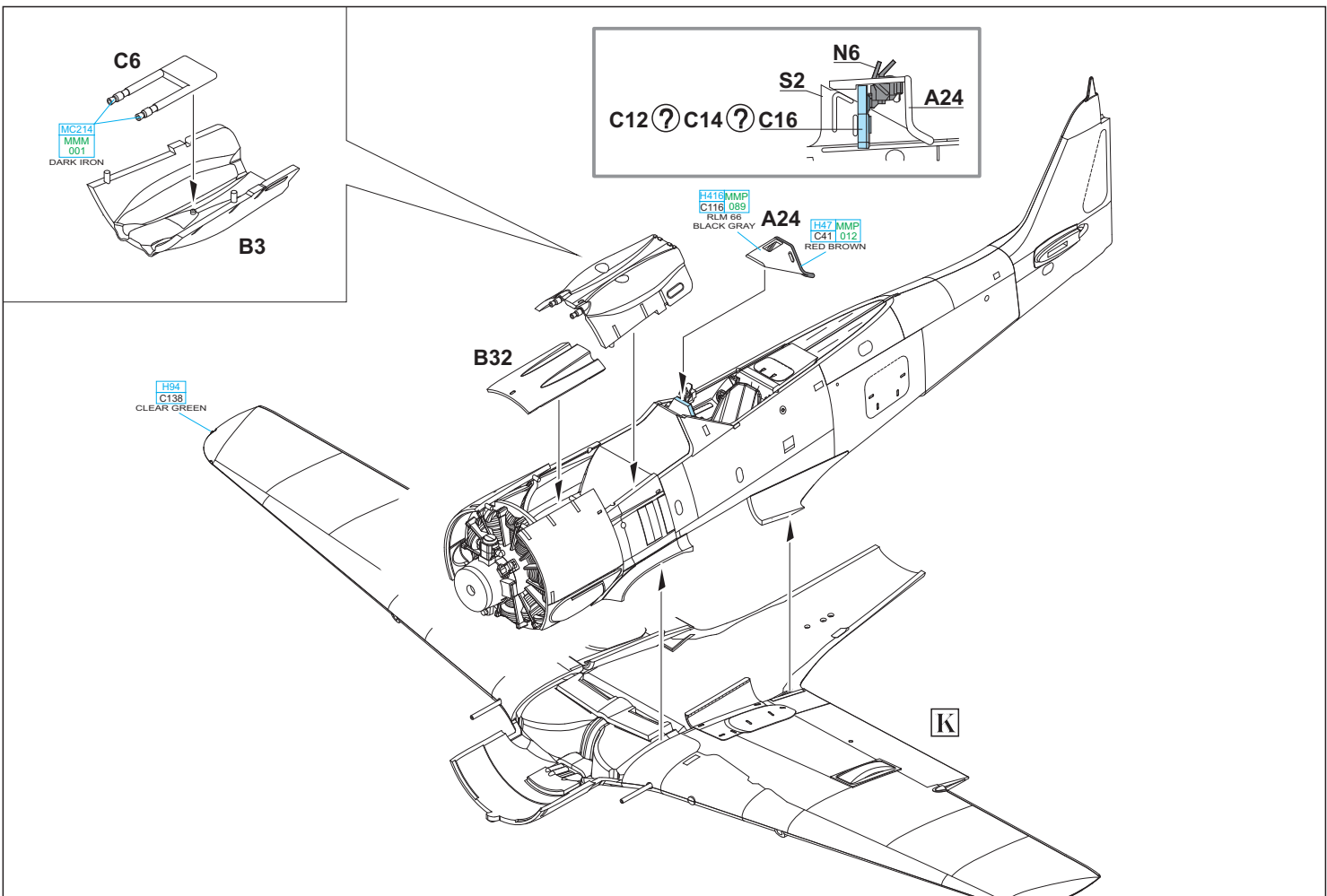
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H25	C34		SKY BLUE
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69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

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
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	
SM06		MMC-001	CHROME SILVER

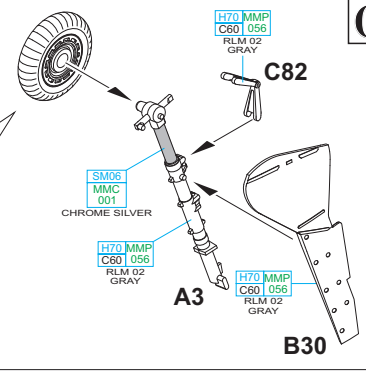
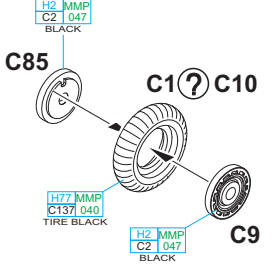
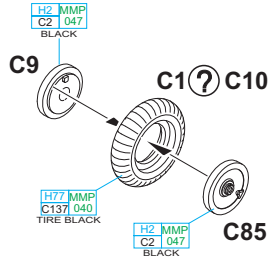
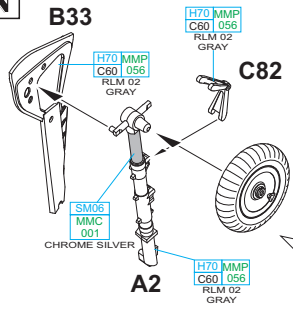




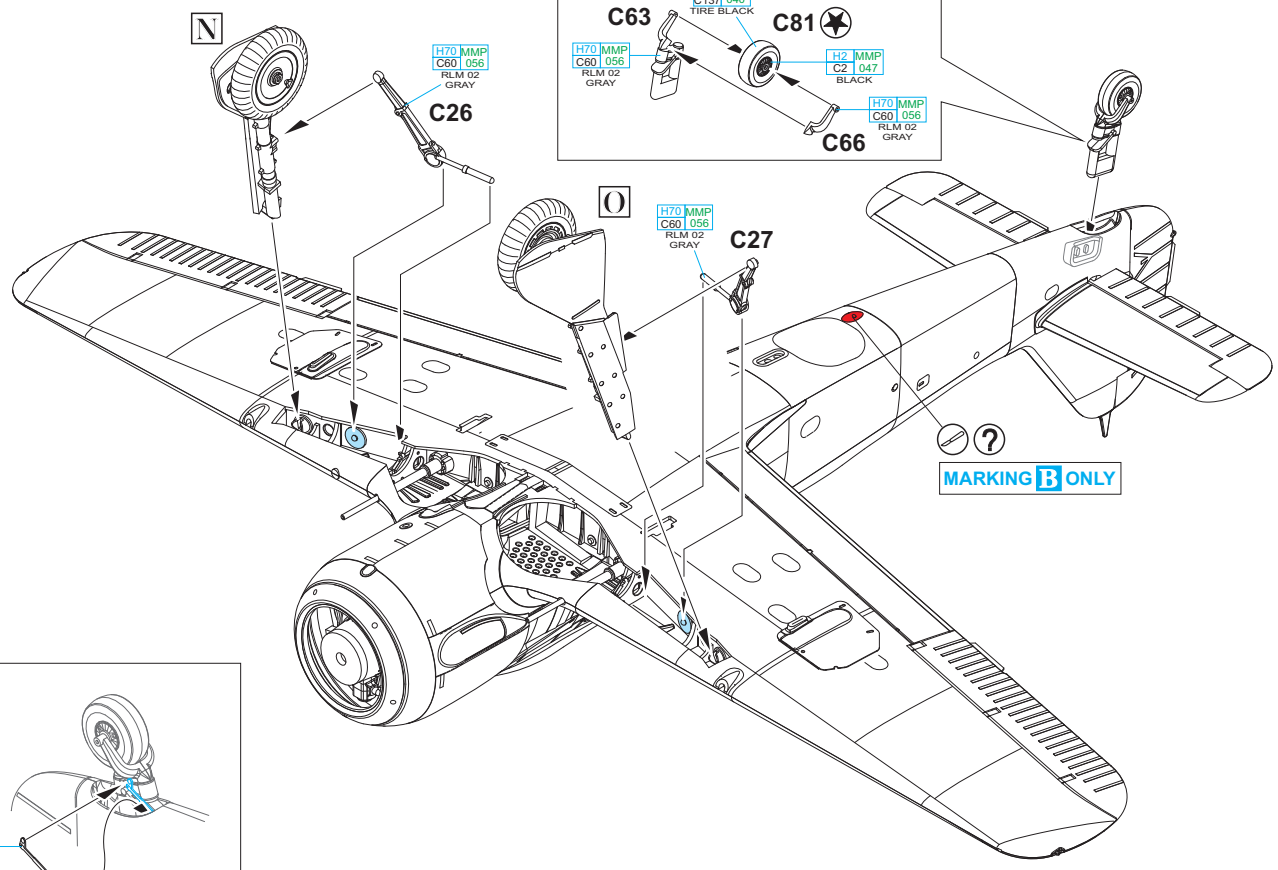




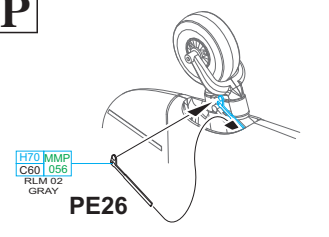
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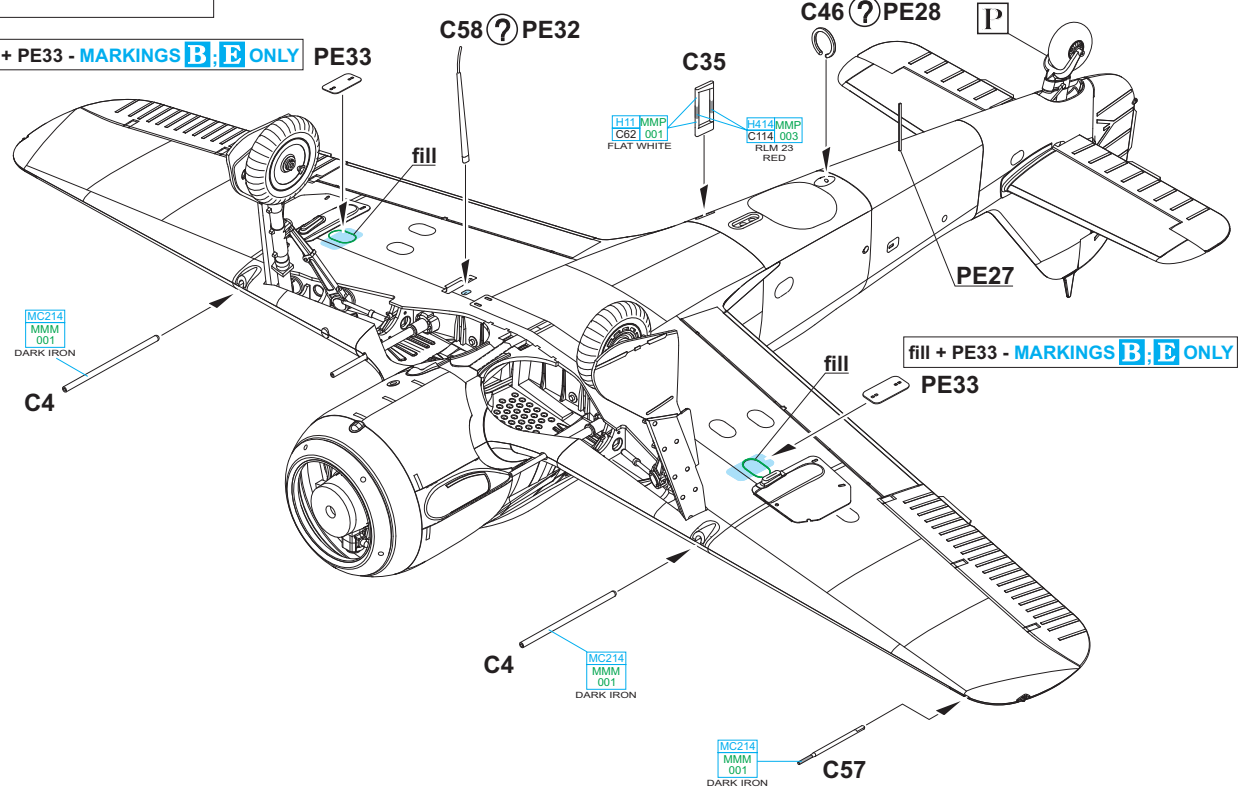
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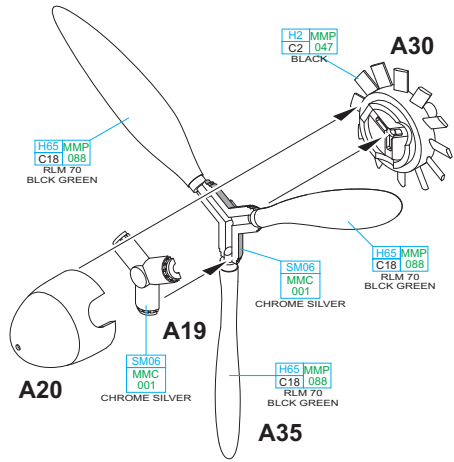
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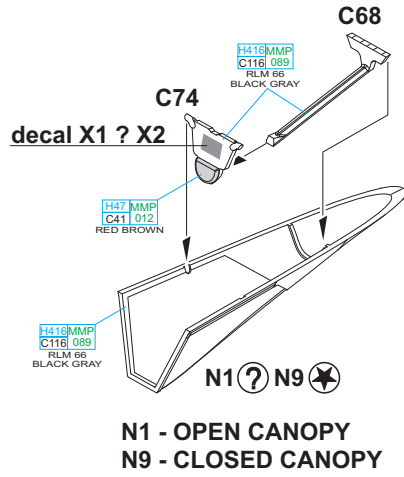
fill + PE33 - MARKINGS B; E ONLY PE33



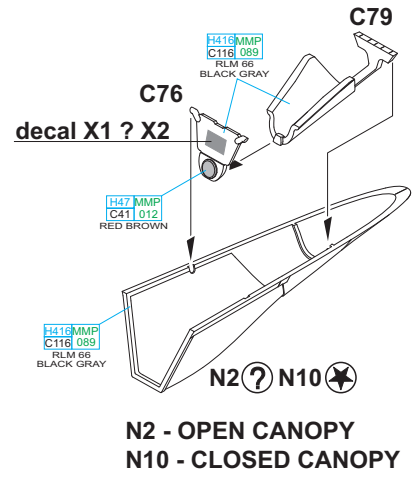
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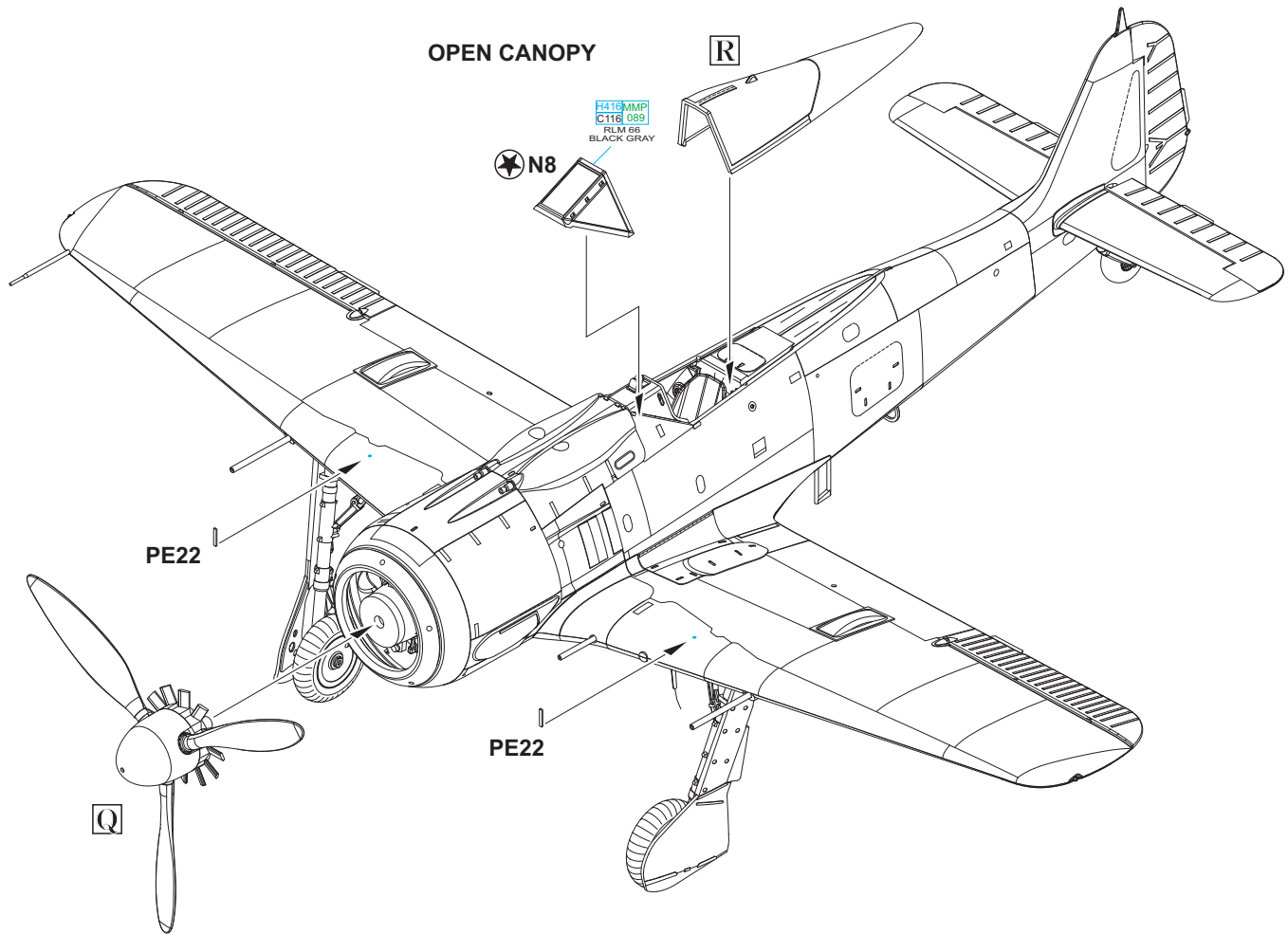
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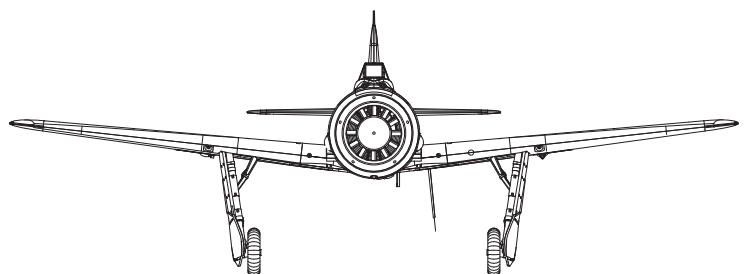
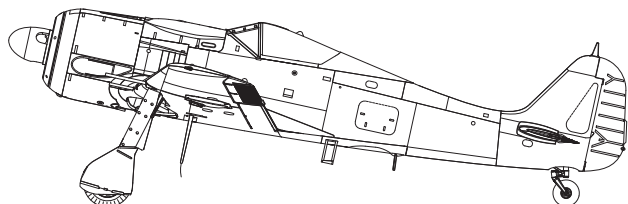
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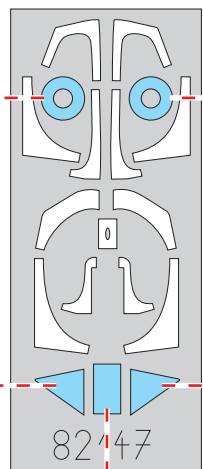
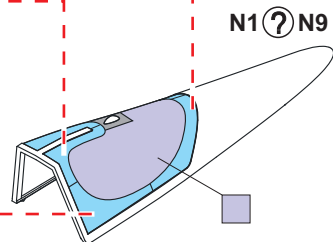
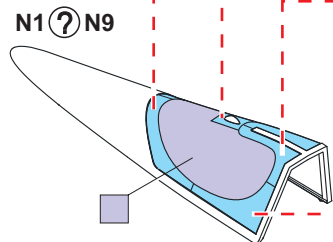
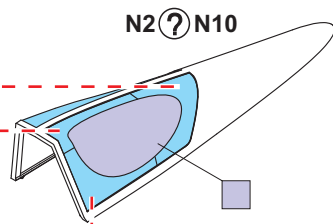
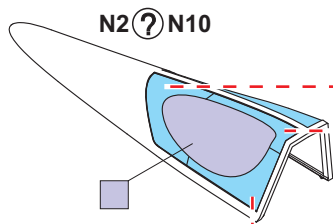
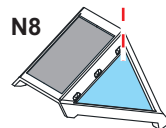
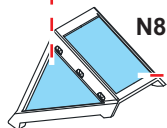
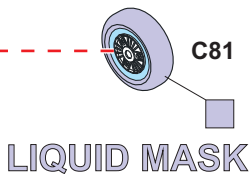
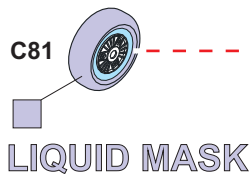
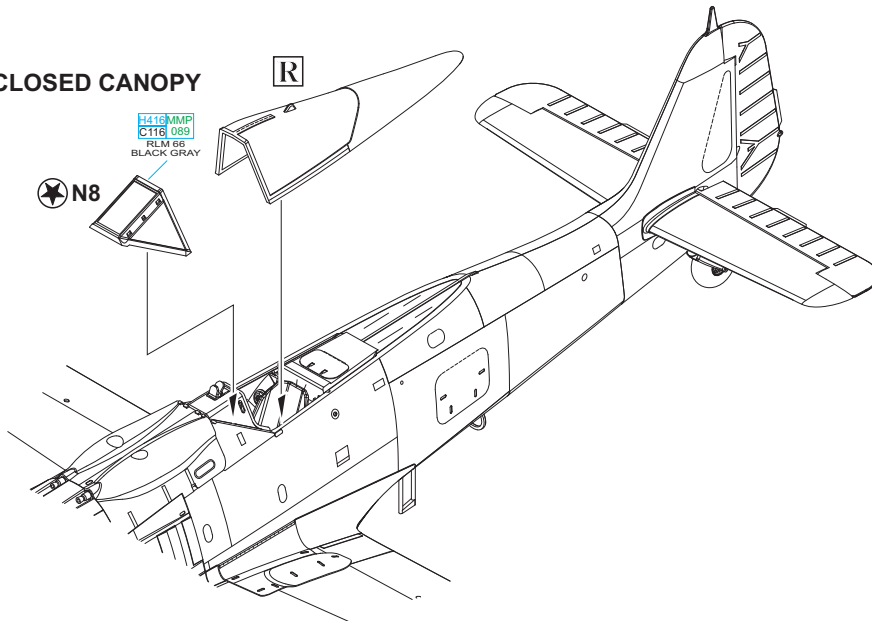
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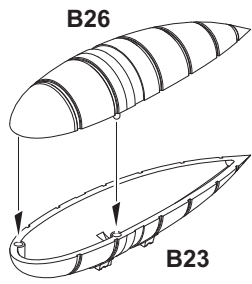


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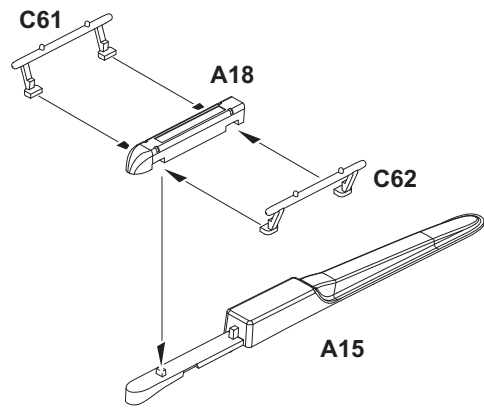
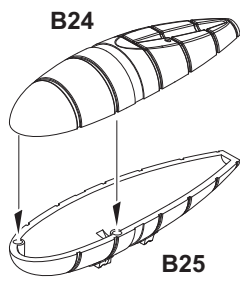


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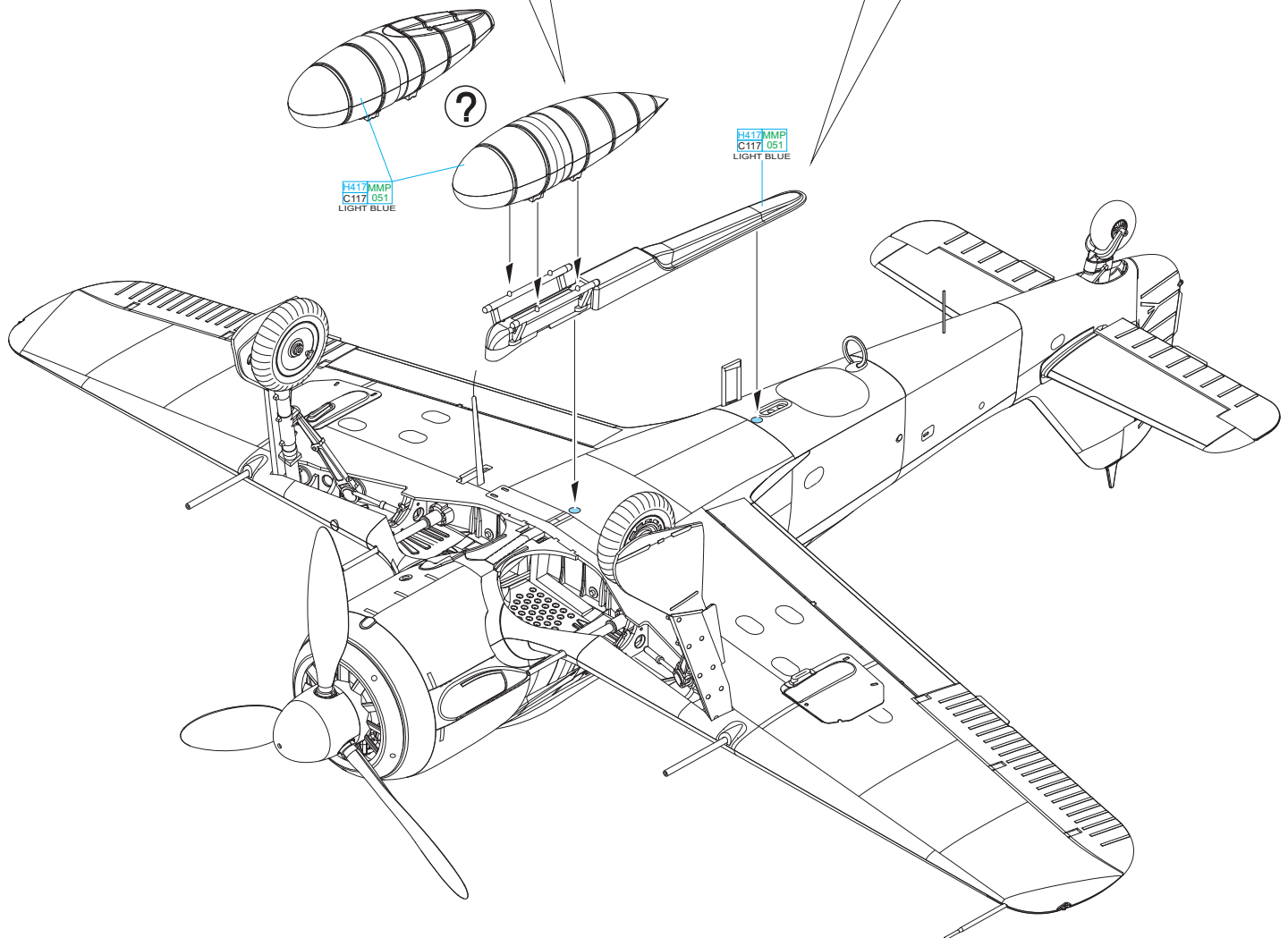




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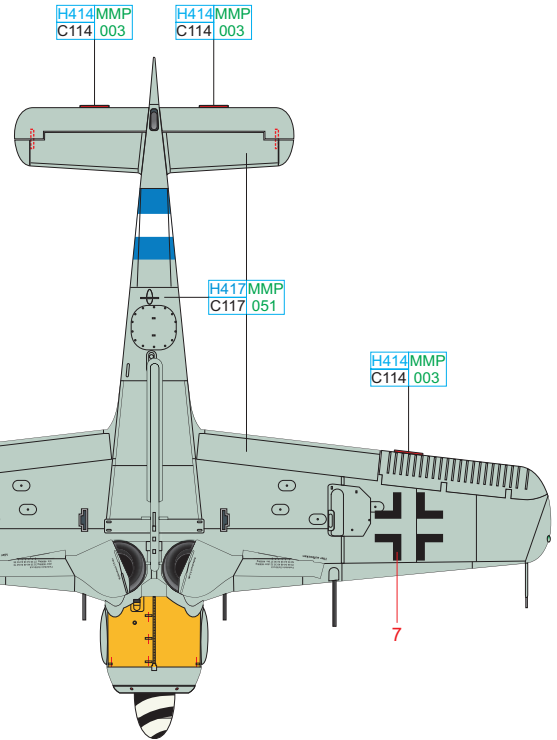
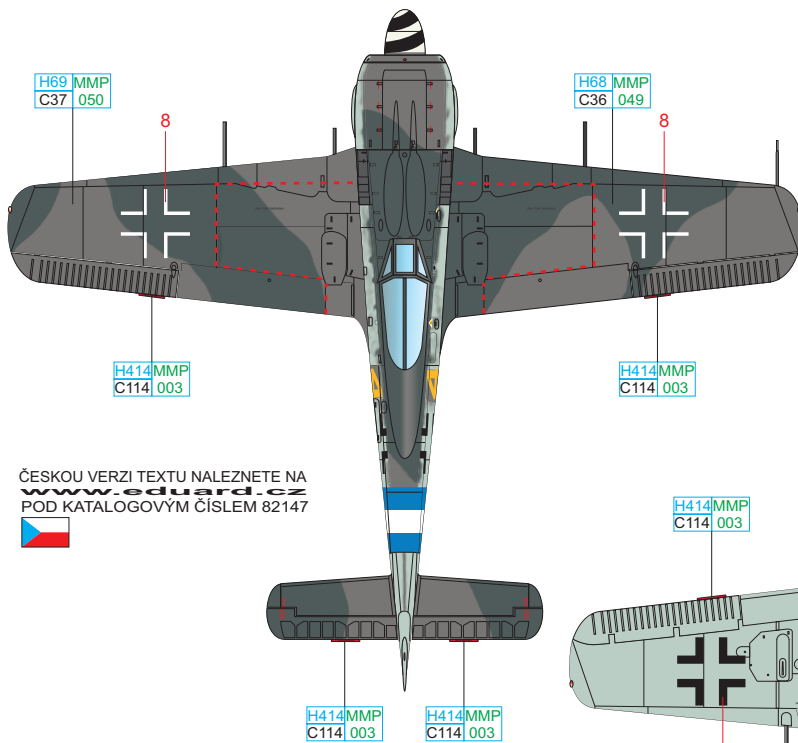
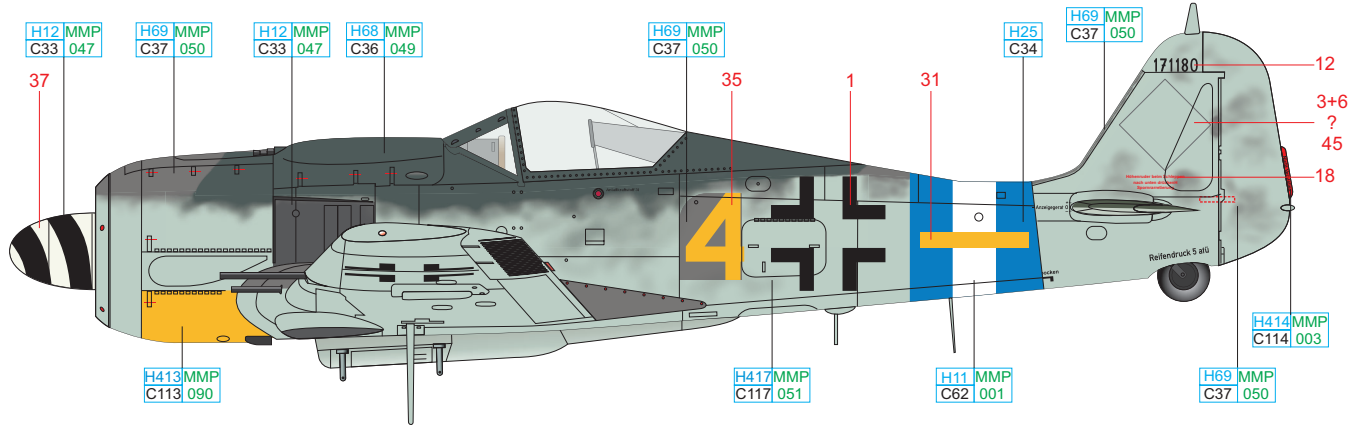


MARKINGS **A**; **C**; **D**; **E** ONLY

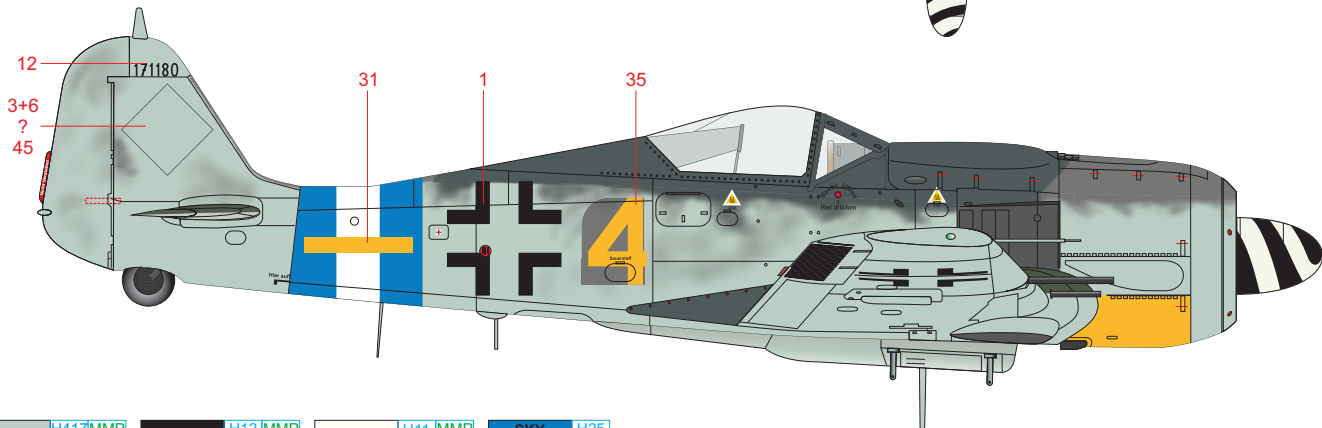


A W. Nr. 171180, 6./JG 300, München-Neubiberg, Germany, April – May 1945

Fw 190A-8, W.Nr. 171180, built by the parent company, was discovered by the Allies at the end of the war at the airfield in Neubiberg, not far from Munich. Damage sustained during taxiing on April 24th, 1945 was never repaired. JG300, as a Defence 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.



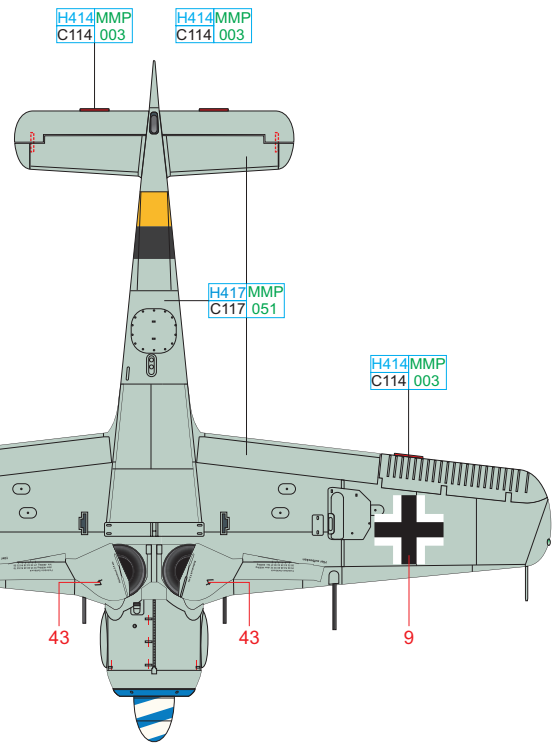
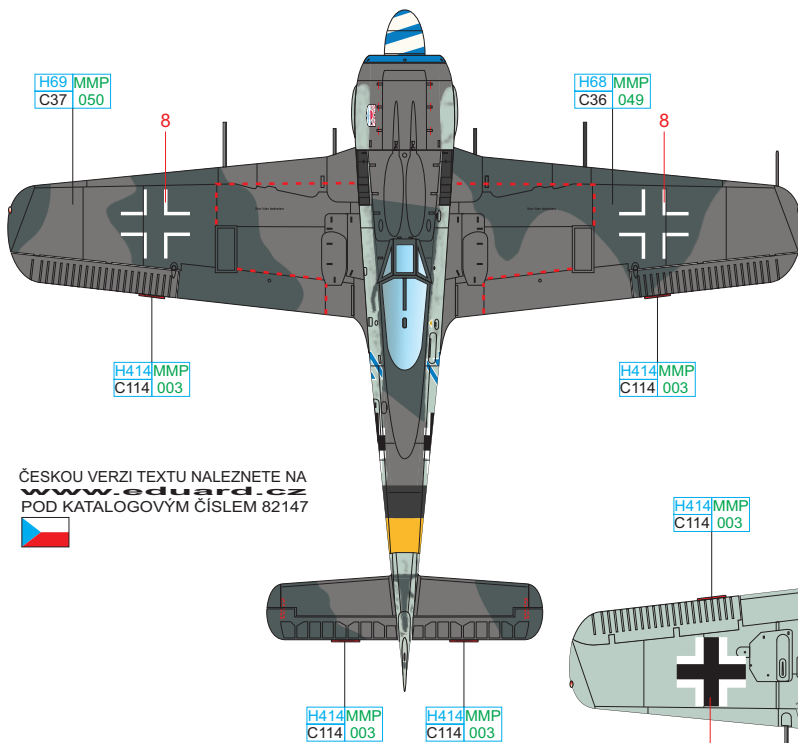
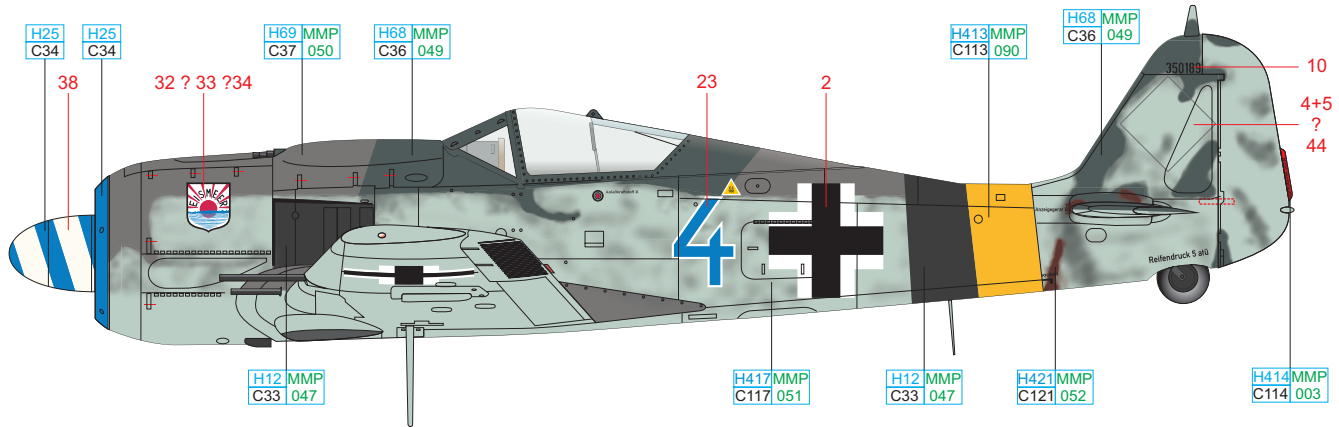
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM 82147



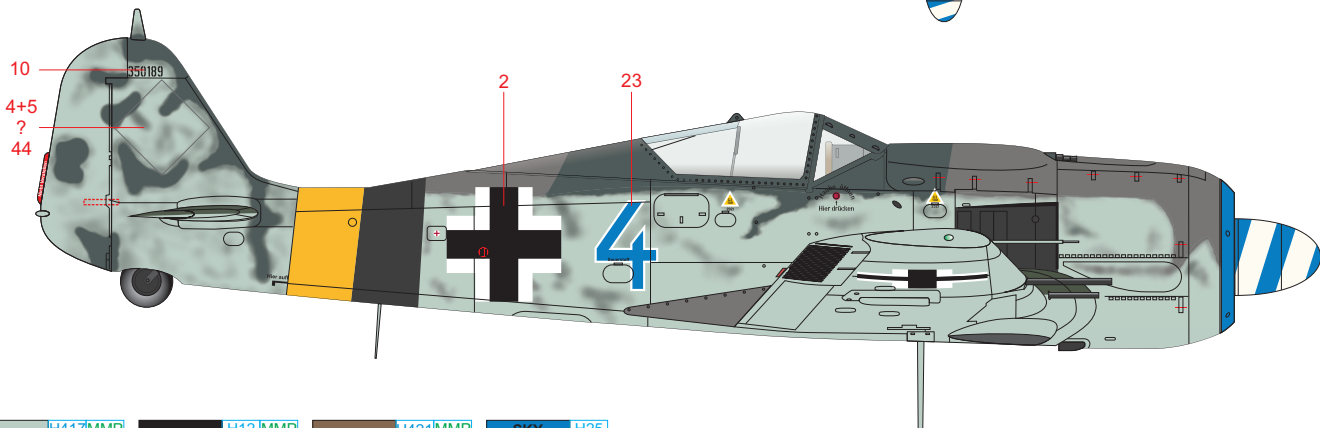
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RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090

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

The end of the war found 9th and 12th Staffels JG 5 stationed at Herdla. While 9th Staffel flew a mix of Fw 190A-2/3/8s, and even the odd Fw 190F-8 used exclusively in the fighter role, 12th 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 fuselage band on the rear fuselage. The code was rendered in blue, consistent with the Staffel, as were the cowl ring and spinner.



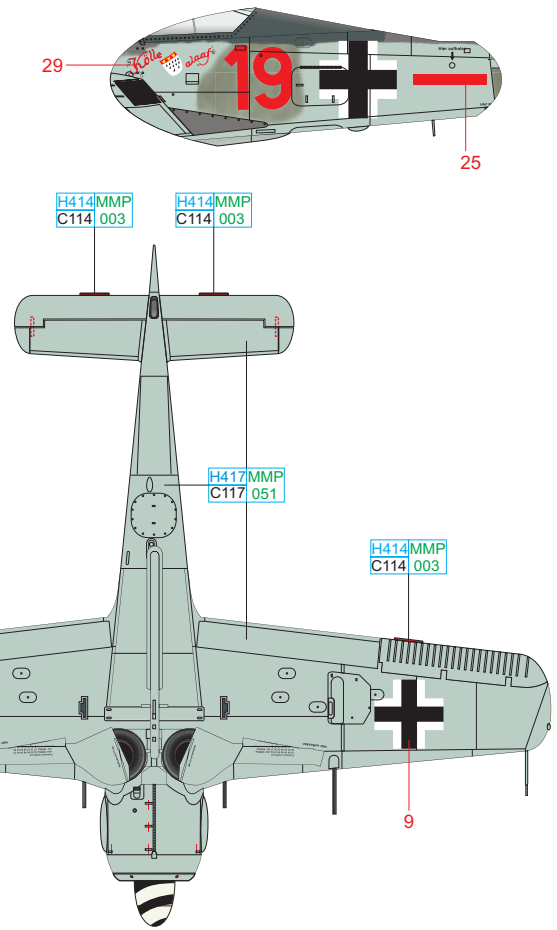
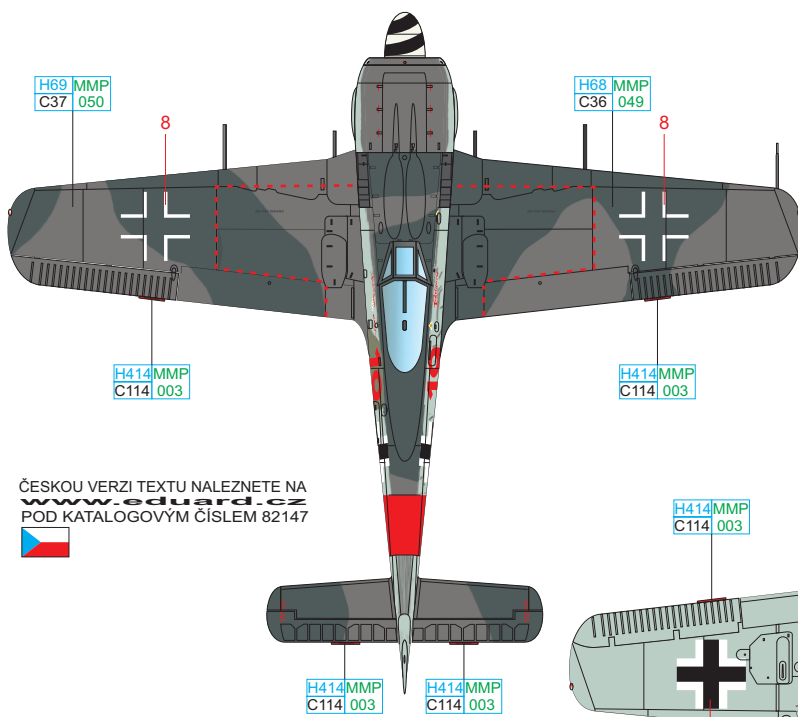
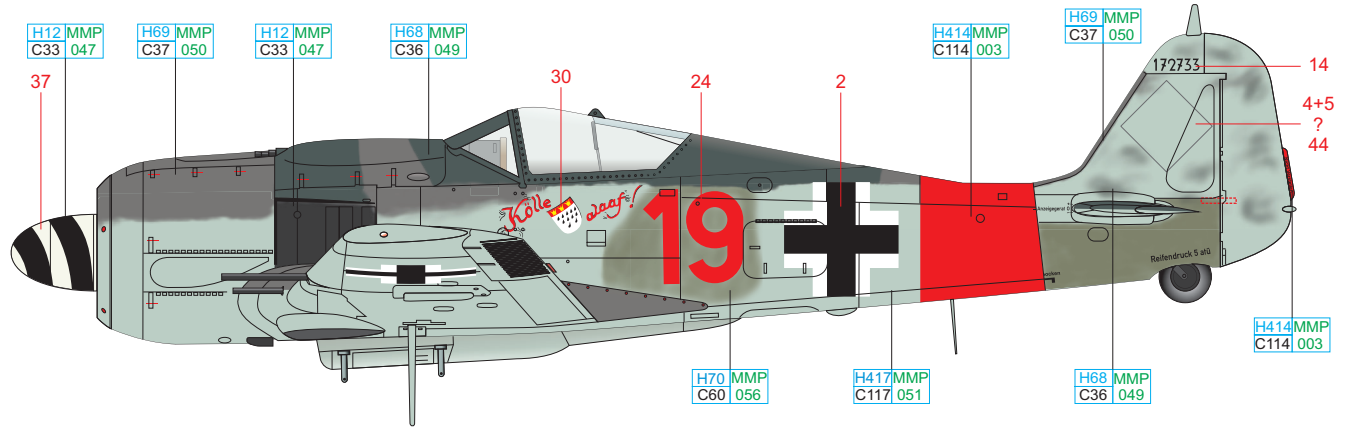
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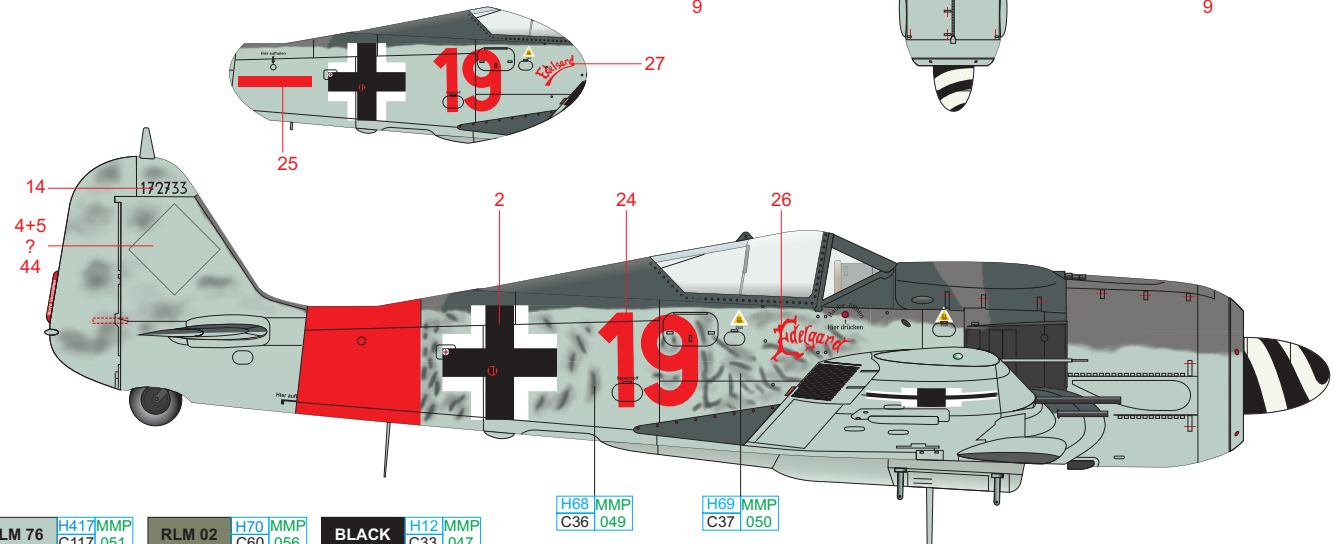
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RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090

C W.Nr. 172733, flown by Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944

The aircraft flown by Ernst Schröder in October 1944, carried II. Gruppe markings in the form of a horizontal bar in the Staffel colour 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 fuselage band on the rear fuselage. At the same time, the coat of arms gained shadowing, as did the second part of the inscription, and an exclamation point was added. The name of the girlfriend took on a fancier appearance.



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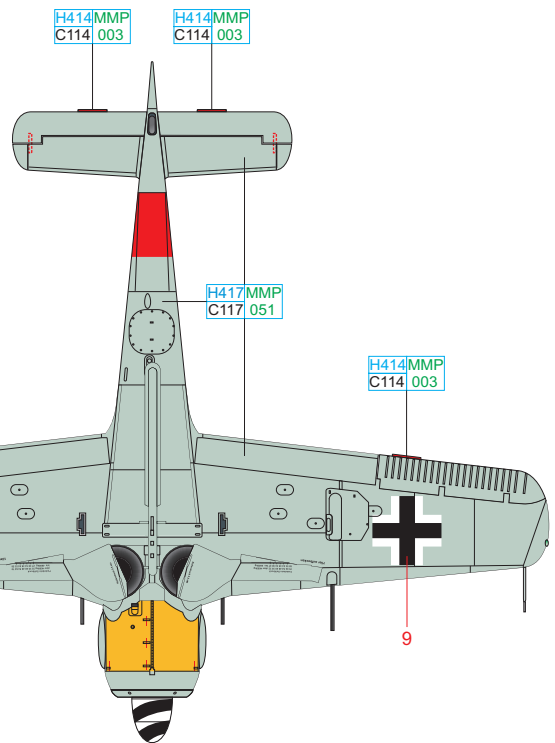
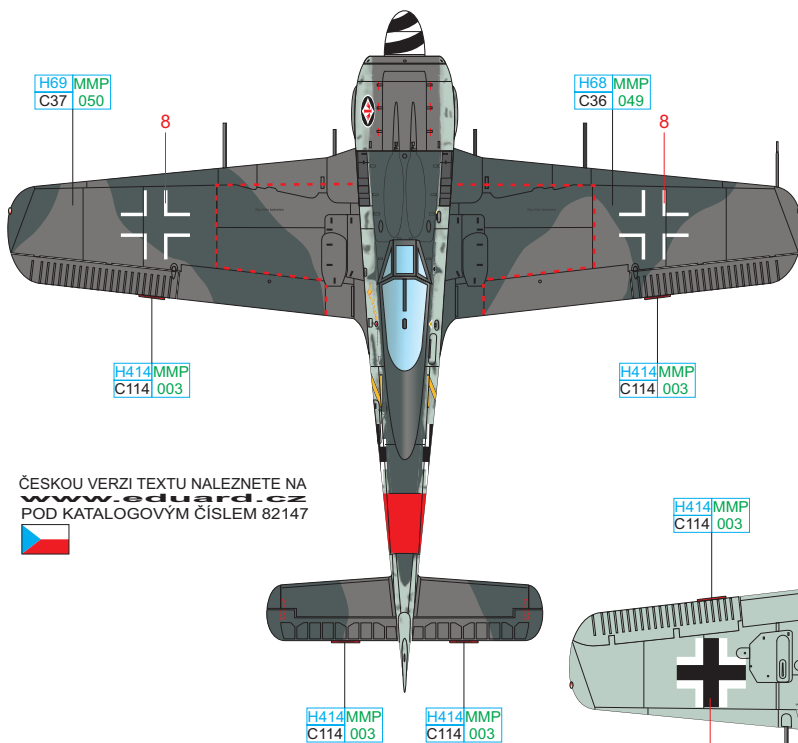
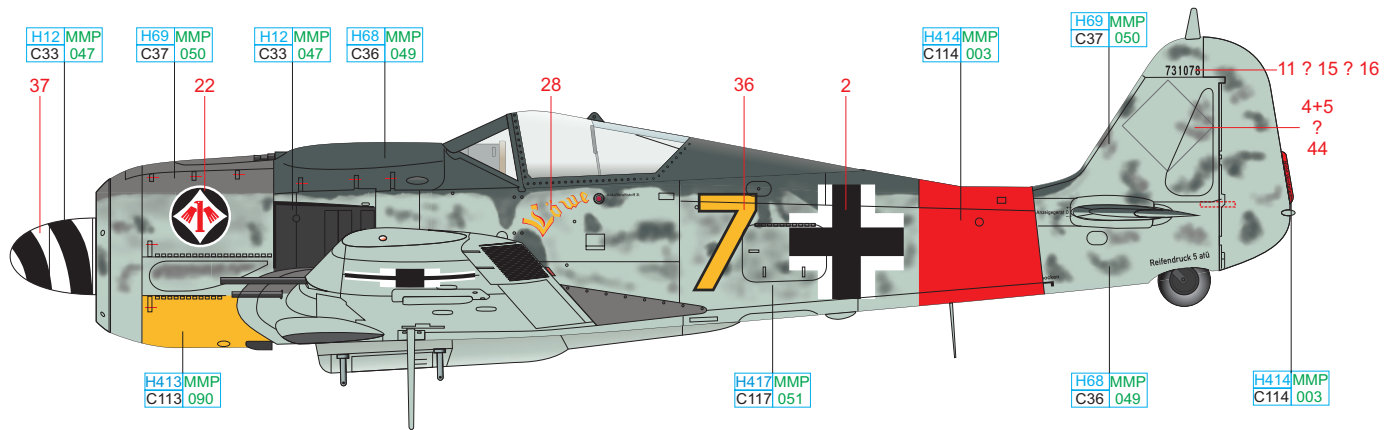


RLM 76	H417 MMP C117 051	RLM 02	H70 MMP C60 056	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 MMP C114 003

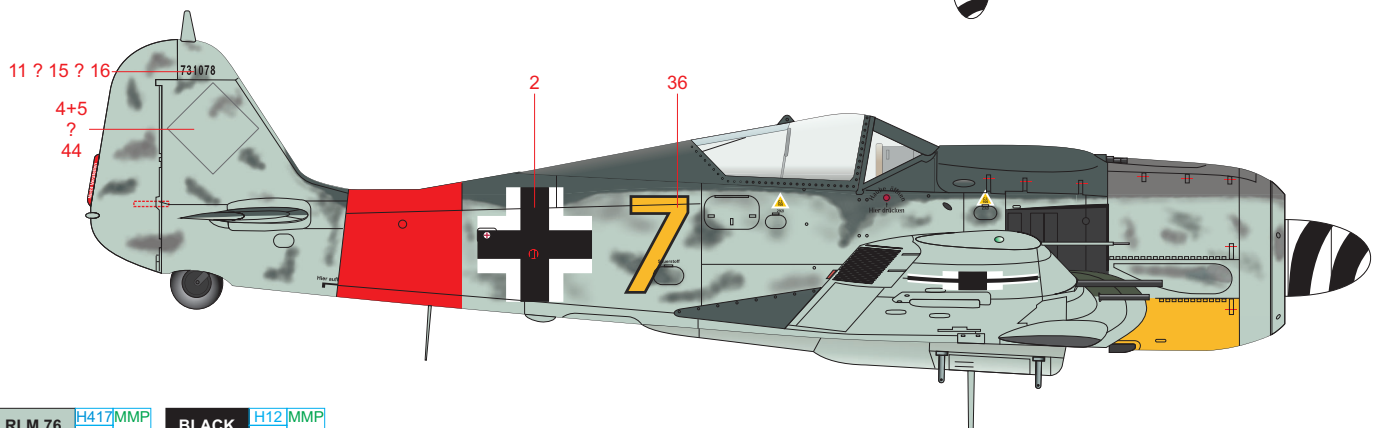
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D Flown by Ofhr. Walter Köhne, 3./JG 1, Bad Lipp Springs, Germany, May 1944

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 4th, 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 Defence 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 3rd Staffel mascot.



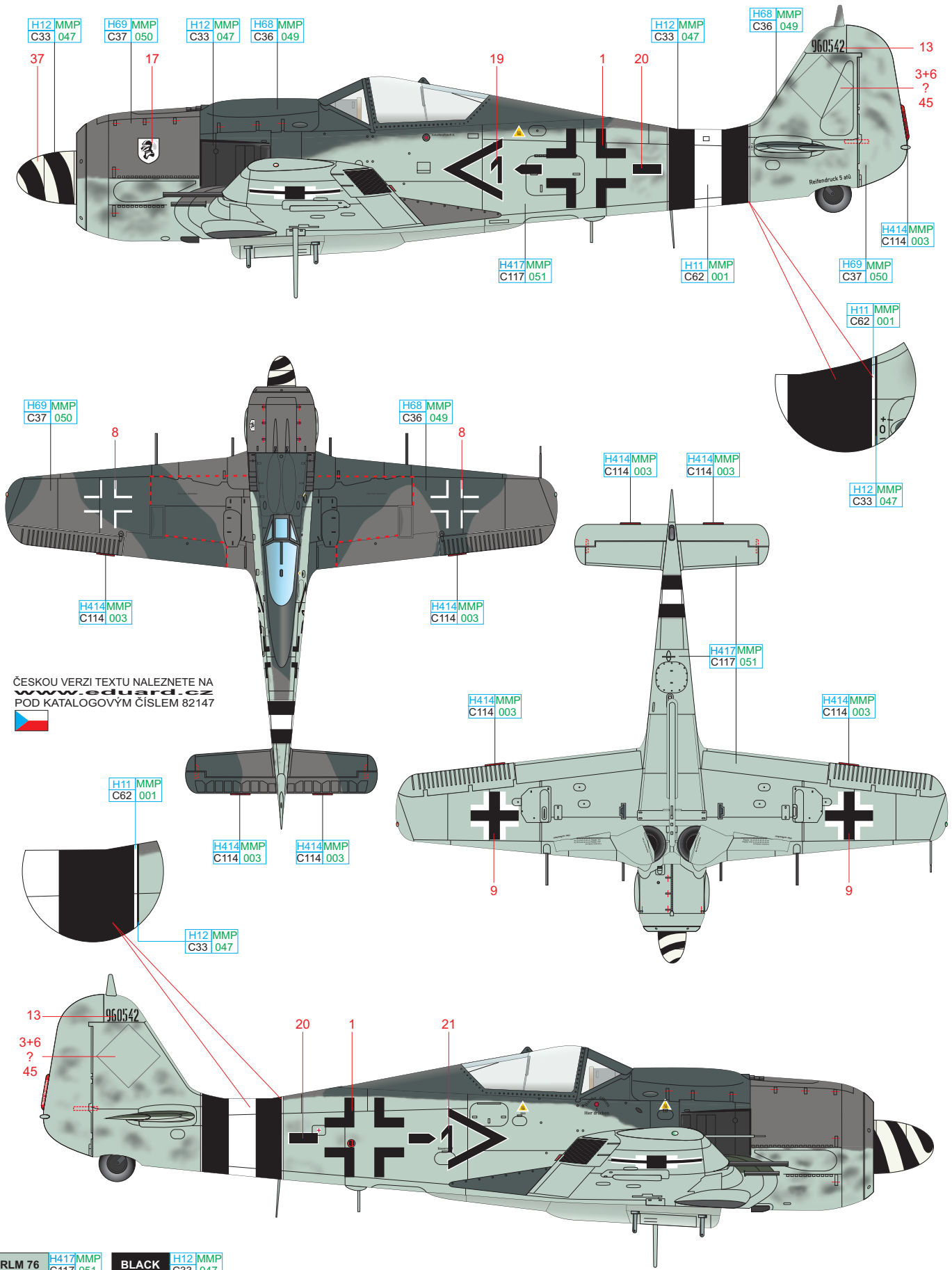
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RLM 76	H417 MMP C117 051	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090

E W.Nr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945

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 licence by Norddeutsche Dornier in Wismar and was painted in the standard camouflage scheme consisting of RLM 74/75/76. JG 4 aircraft that were integrated into the Defence 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	H417MMP C117 051	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
	RLM 23	H414MMP C114 003	WHITE
		H11 MMP C62 001	

Fw 190A-8

STENCILING POSITIONS

