

Fw 190A-5

eduard

GERMAN WWII FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#70116



INTRO

The second half of the Second World War saw the Focke-Wulf Fw190, 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 1, 1939. After a series of improvements and even radical changes, the design culminated in the fall of 1940 in the pre-series version Fw190A-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 MG17s. 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 7.9mm MG17s and two MG151s of 20mm caliber in the wings. Part of this series received an additional pair of 20mm 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 became available, who's 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 MG17s, two wing mounted MG 151 cannon, and two MG FF cannon, 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 MG151s 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 13mm MG 131s. Further improvements led to the Fw190A-8, and this version became the most widely produced with some 1400 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 2000hp (1470kW). 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 cannon in the wingroot 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. 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 it's 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 započatím 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
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽÍ EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



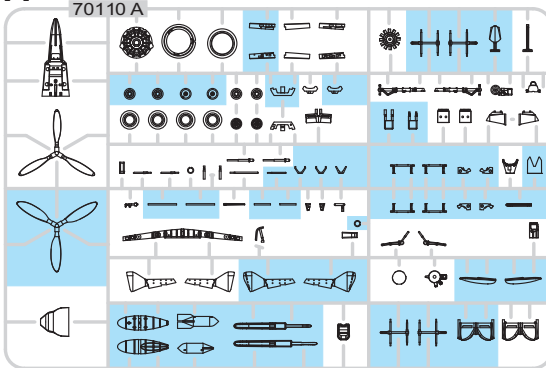
PIĚCES



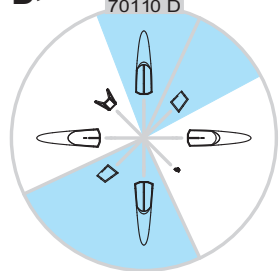
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PLASTIC PARTS

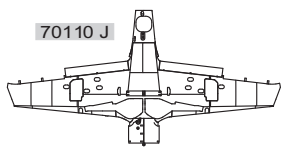
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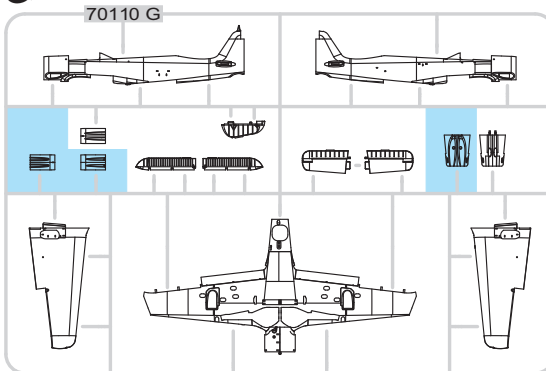
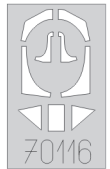
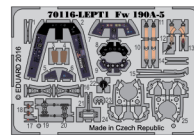
D>



J>



G>

eduard
MASKPE - 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



PEINTURE

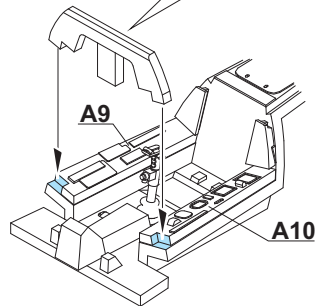
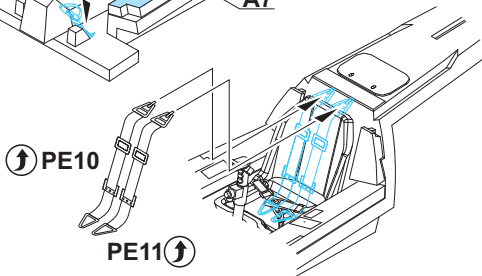
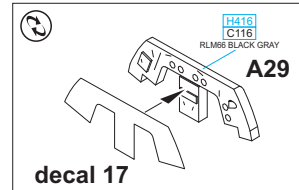
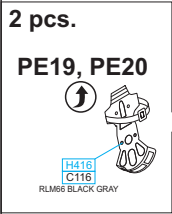
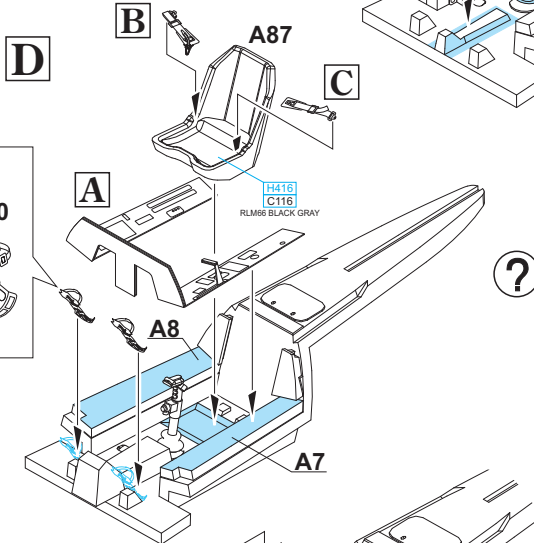
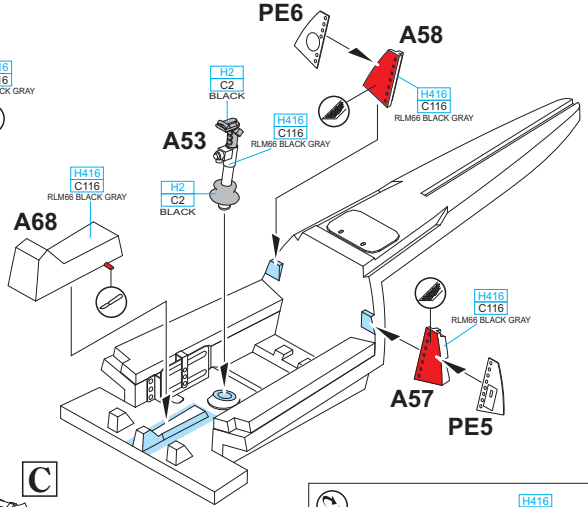
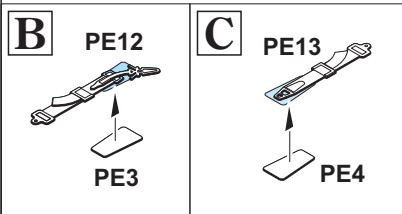
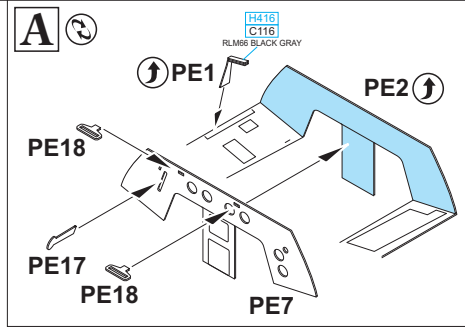
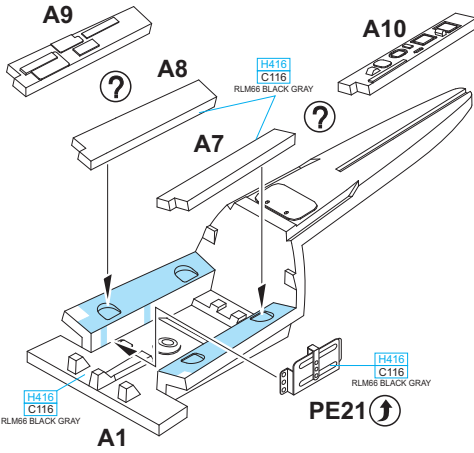


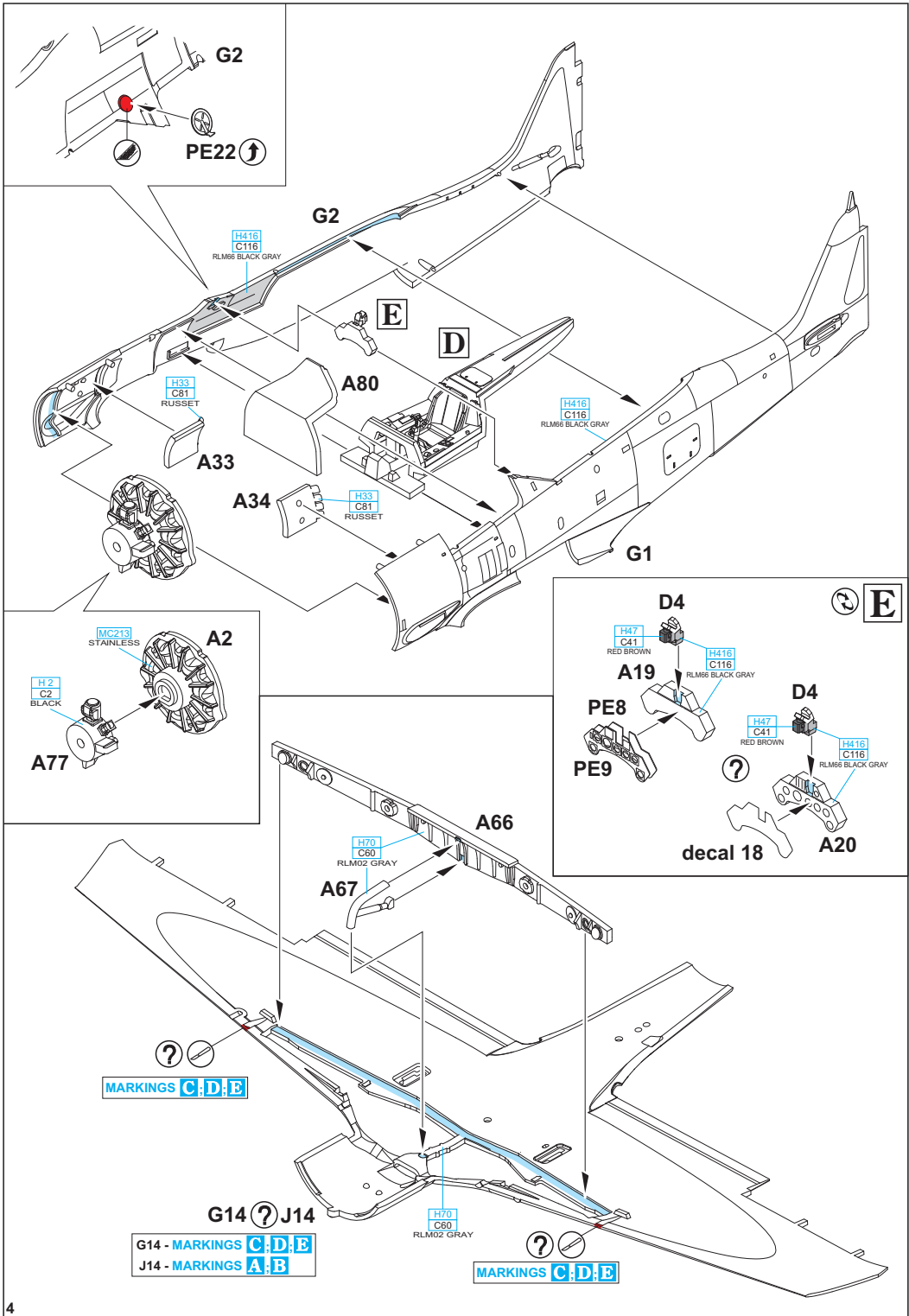
色

GSI Creos (GUNZE)			
AQUEOUS	Mr. COLOR		
[H72]	[C2]	BLACK	
[H111]	[C62]	FLAT WHITE	
[H12]	[C33]	FLAT BLACK	
[H33]	[C81]	RUSSET	
[H47]	[C41]	RED BROWN	
[H61]	[C17]	DARK GREEN	RLM71
[H65]	[C18]	BLACK GREEN	RLM70
[H68]	[C36]	DARK GRAY	RLM74
[H69]	[C37]	GRAY	RLM75
[H70]	[C60]	GRAY	RLM02

AQUEOUS	Mr. COLOR		
[H77]	[C137]	TIRE BLACK	
[H113]	[C113]	YELLOW	RLM04
[H141]	[C114]	RED	RLM23
[H161]	[C116]	BLACK GRAY	RLM66
[H172]	[C117]	LIGHT BLUE	RLM76
Mr. COLOR SUPER METALLIC			
[SM06]		CHROME SILVER	
Mr. METAL COLOR			
[MC213]		STAINLESS	
[MC214]		DARK IRON	

**IF YOU USE PARTS PE2 AND PE7,
THEN YOU MUST USE PARTS A7 AND A8.**





G2

PE22 ↑

G2

**H416
C116
RLM66 BLACK GRAY**

E

D

A80

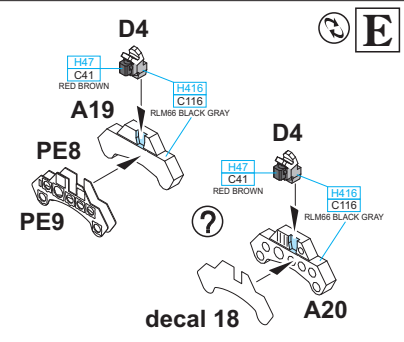
**H33
C81
RUSSET**

A33

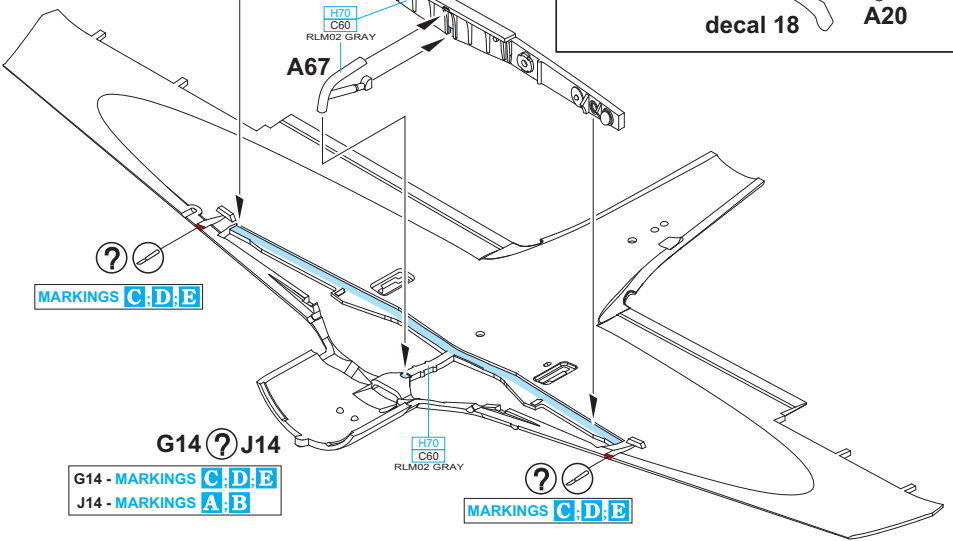
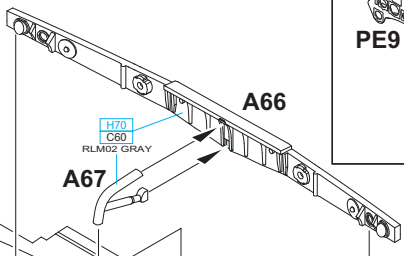
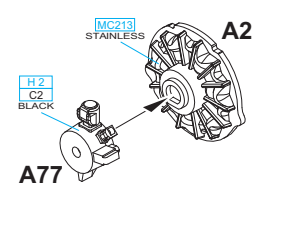
A34

**H33
C81
RUSSET**

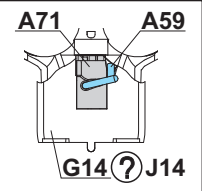
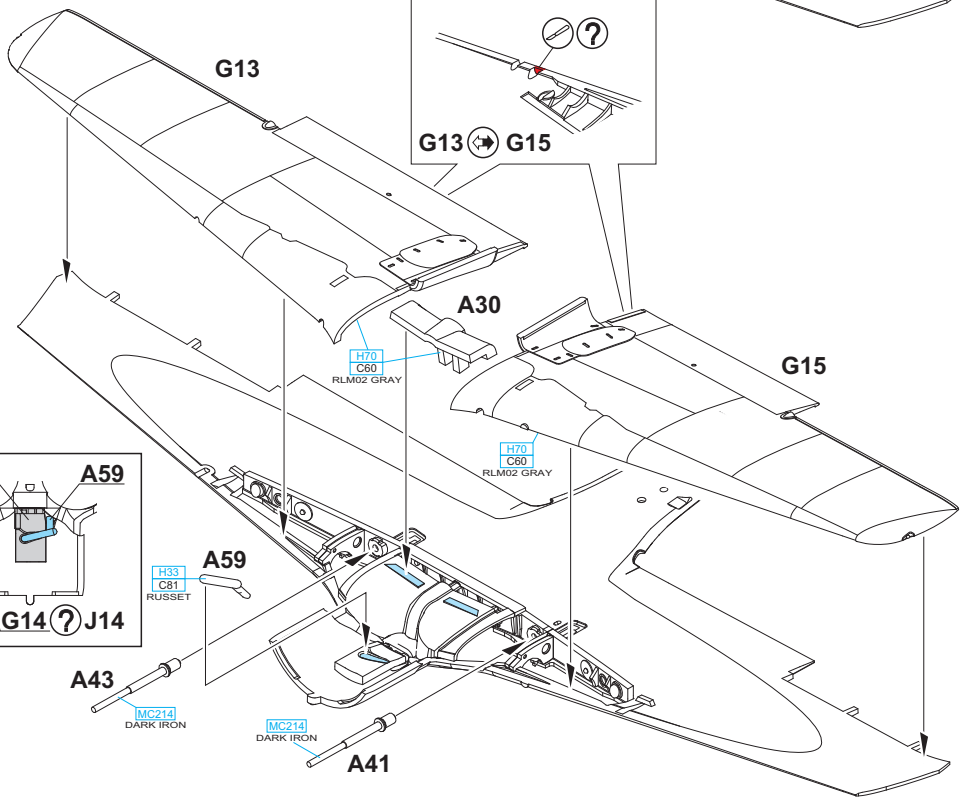
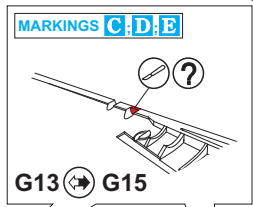
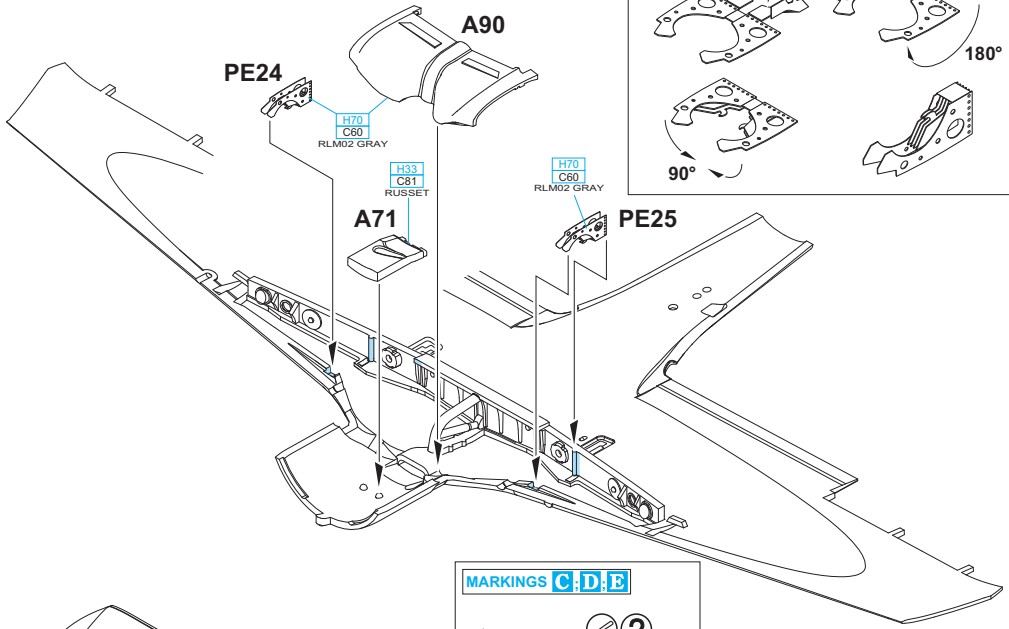
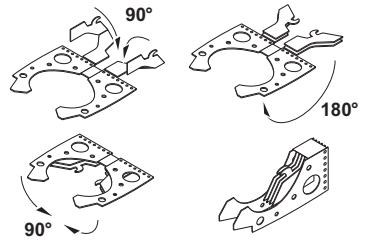
G1

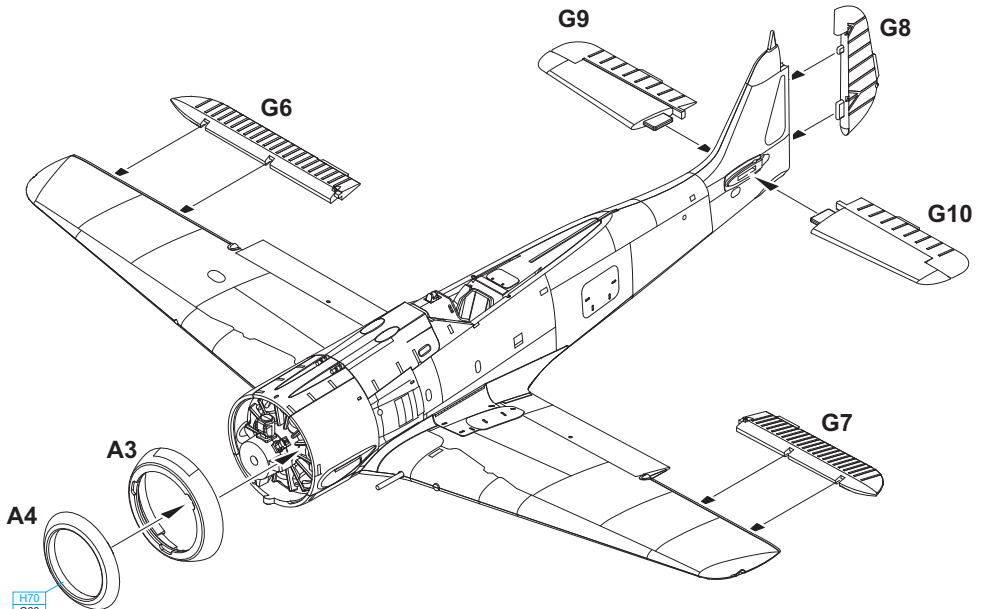
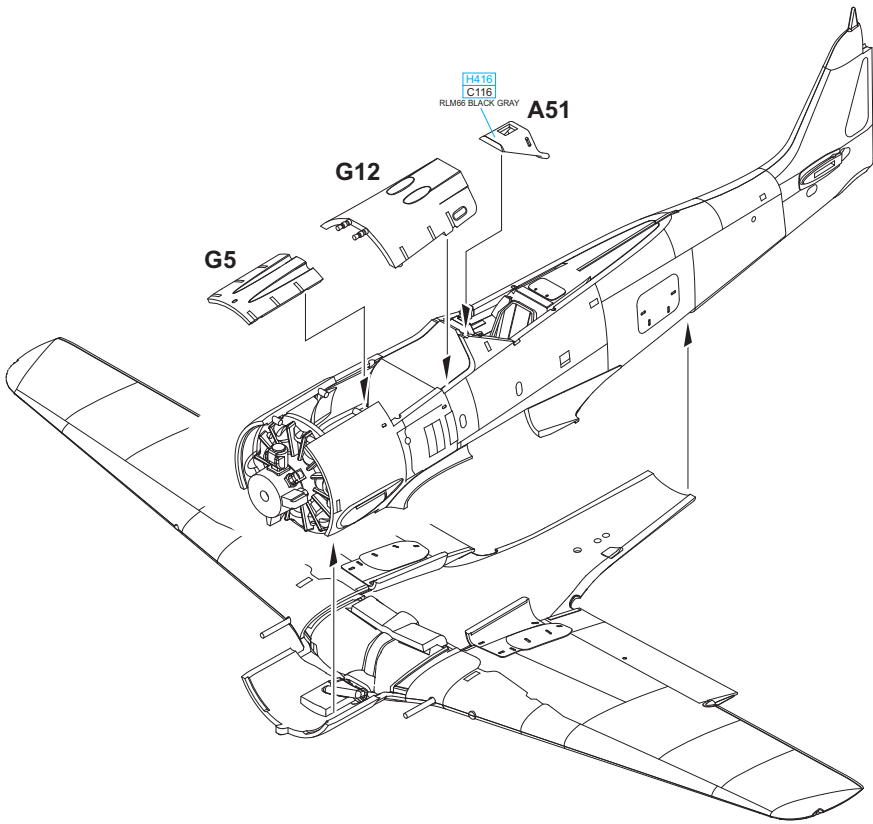


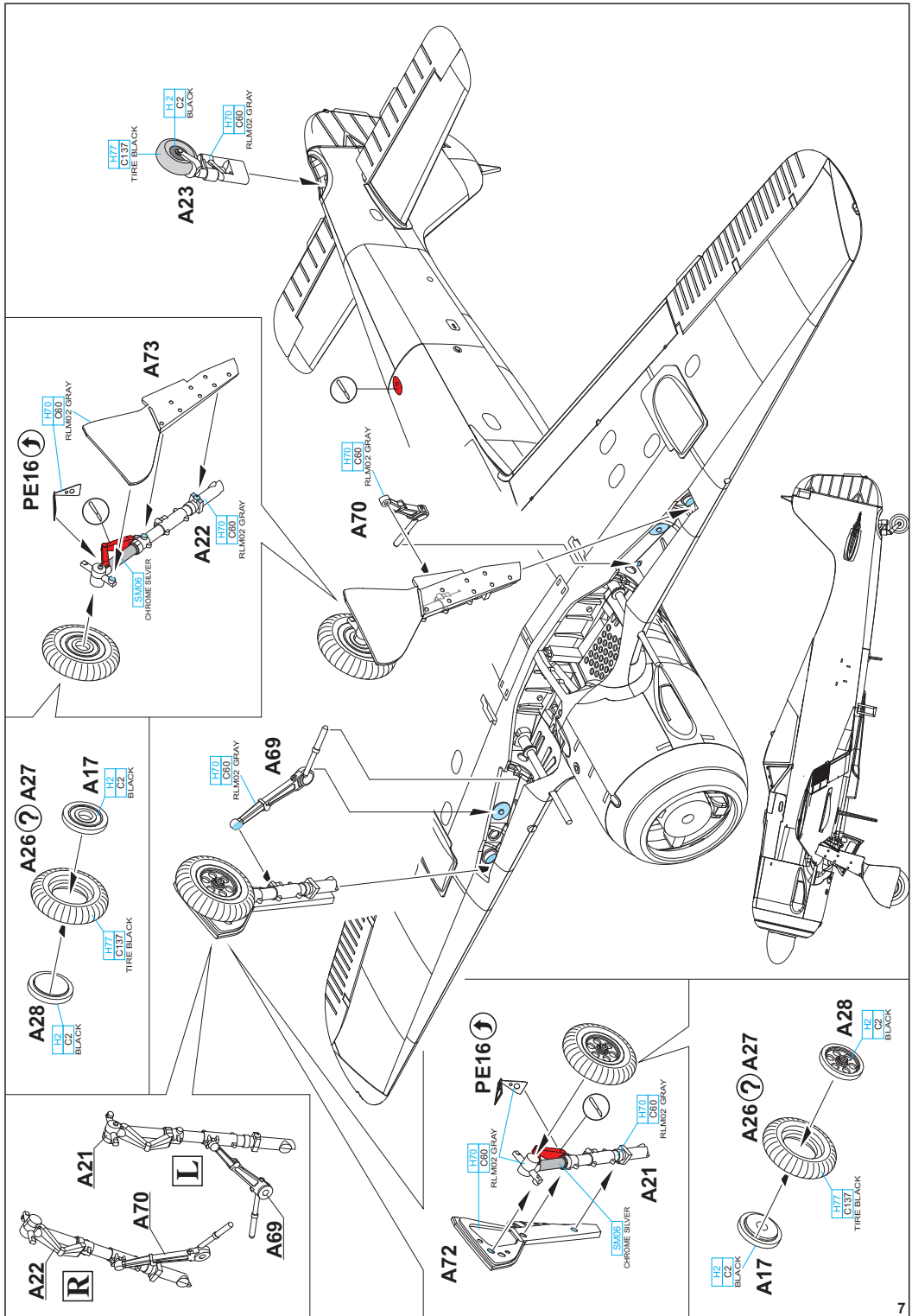
E

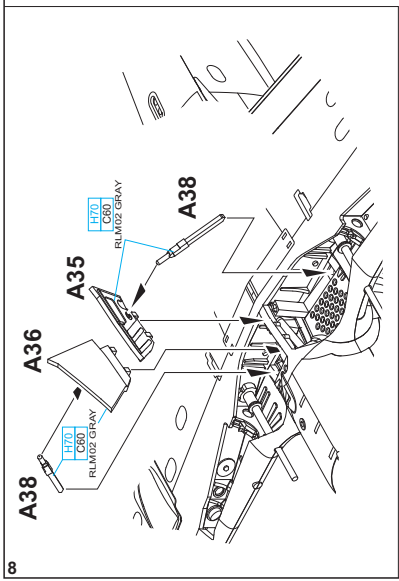


PE24 PE25









PE14, PE23 - MARKING E ONLY

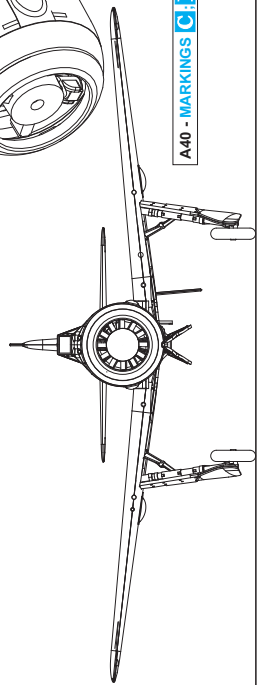
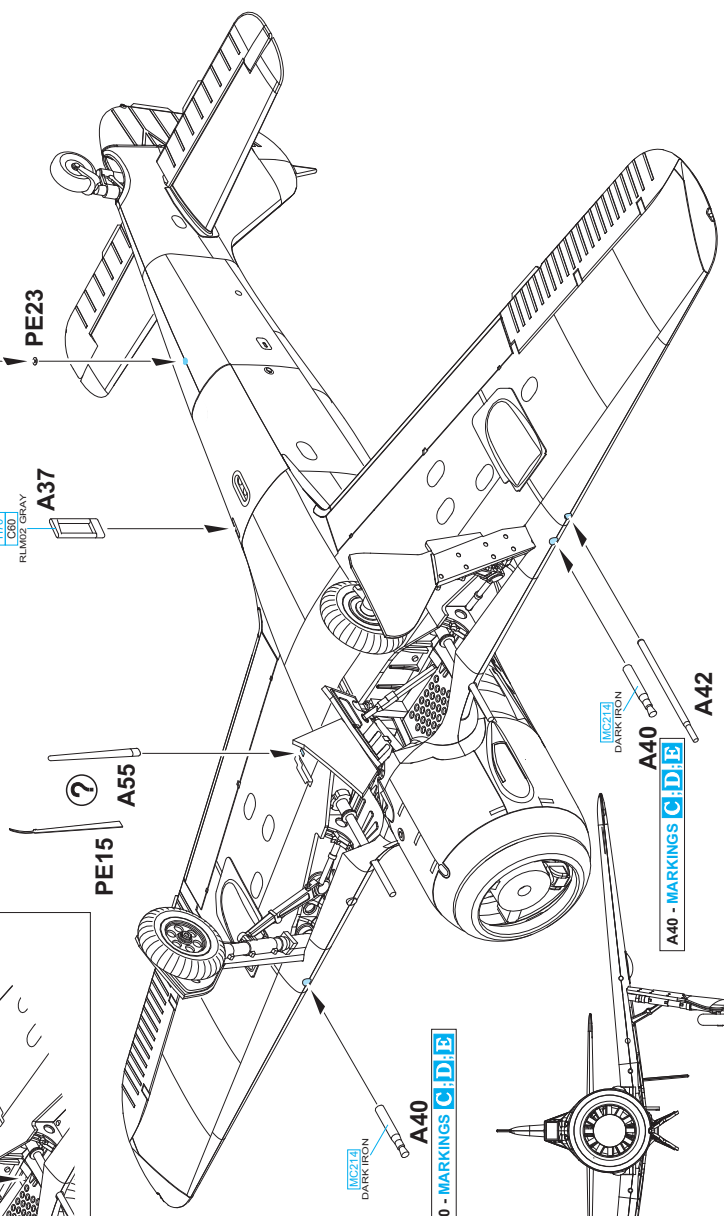
PE14

PE23

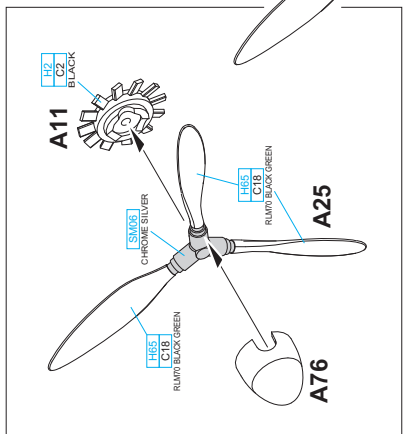
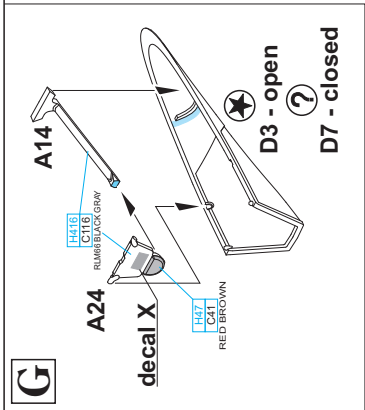
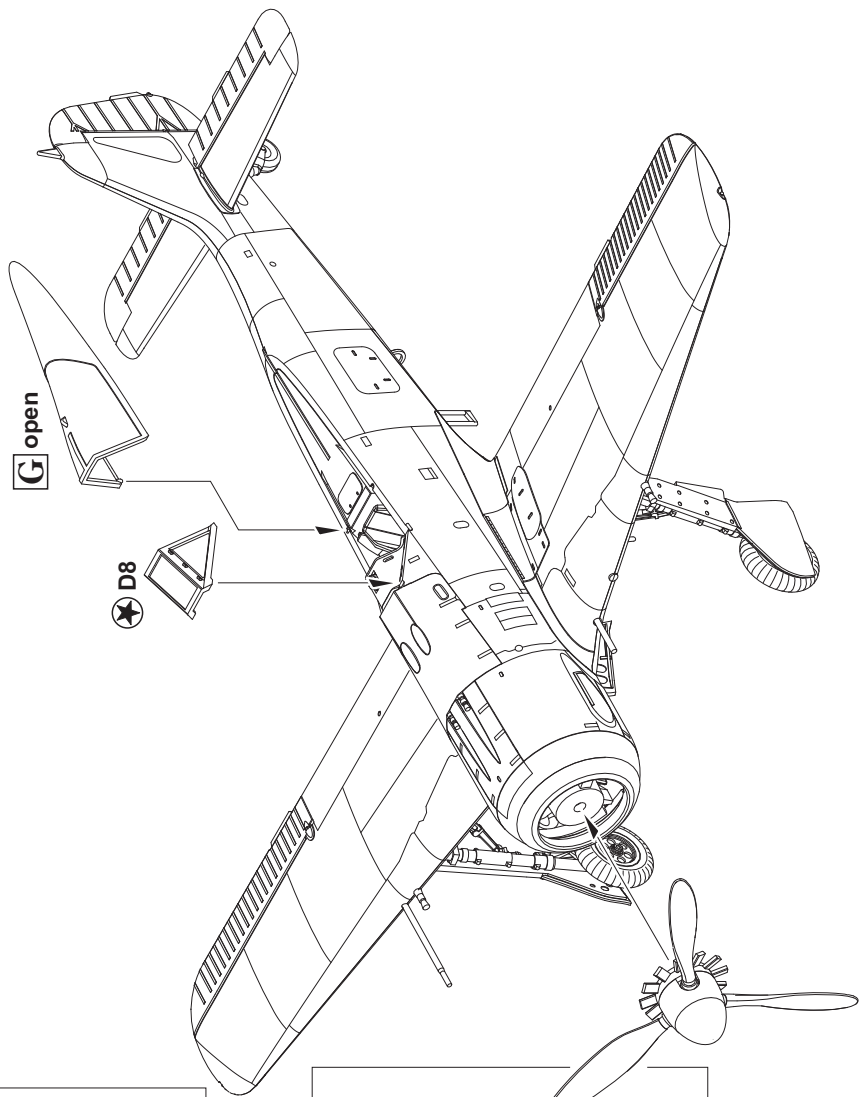
A55 ? PE15 - MARKINGS C D

PE15

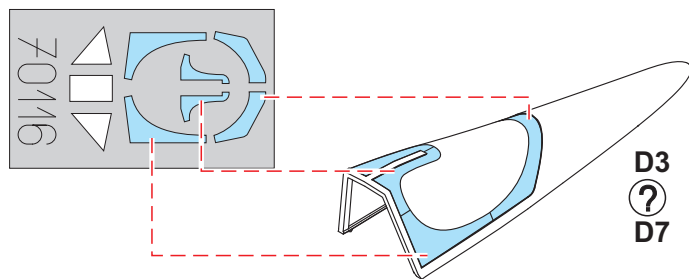
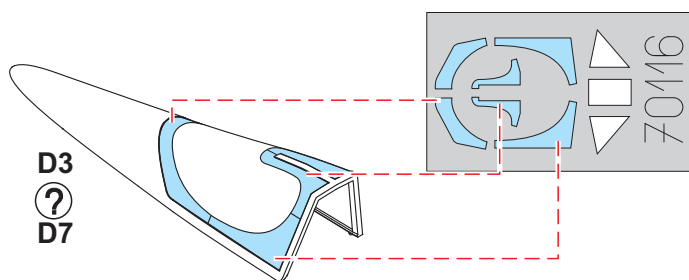
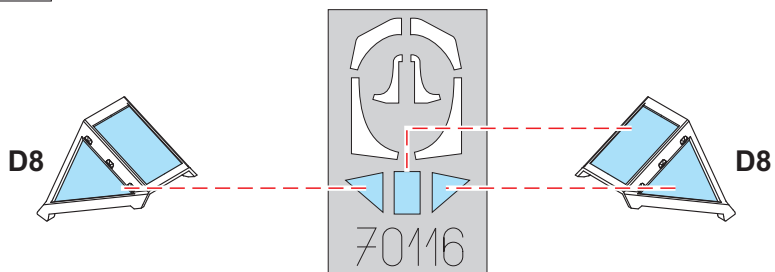
A37
L707
C80
RLM02 GRAY



A40 - MARKINGS C D E



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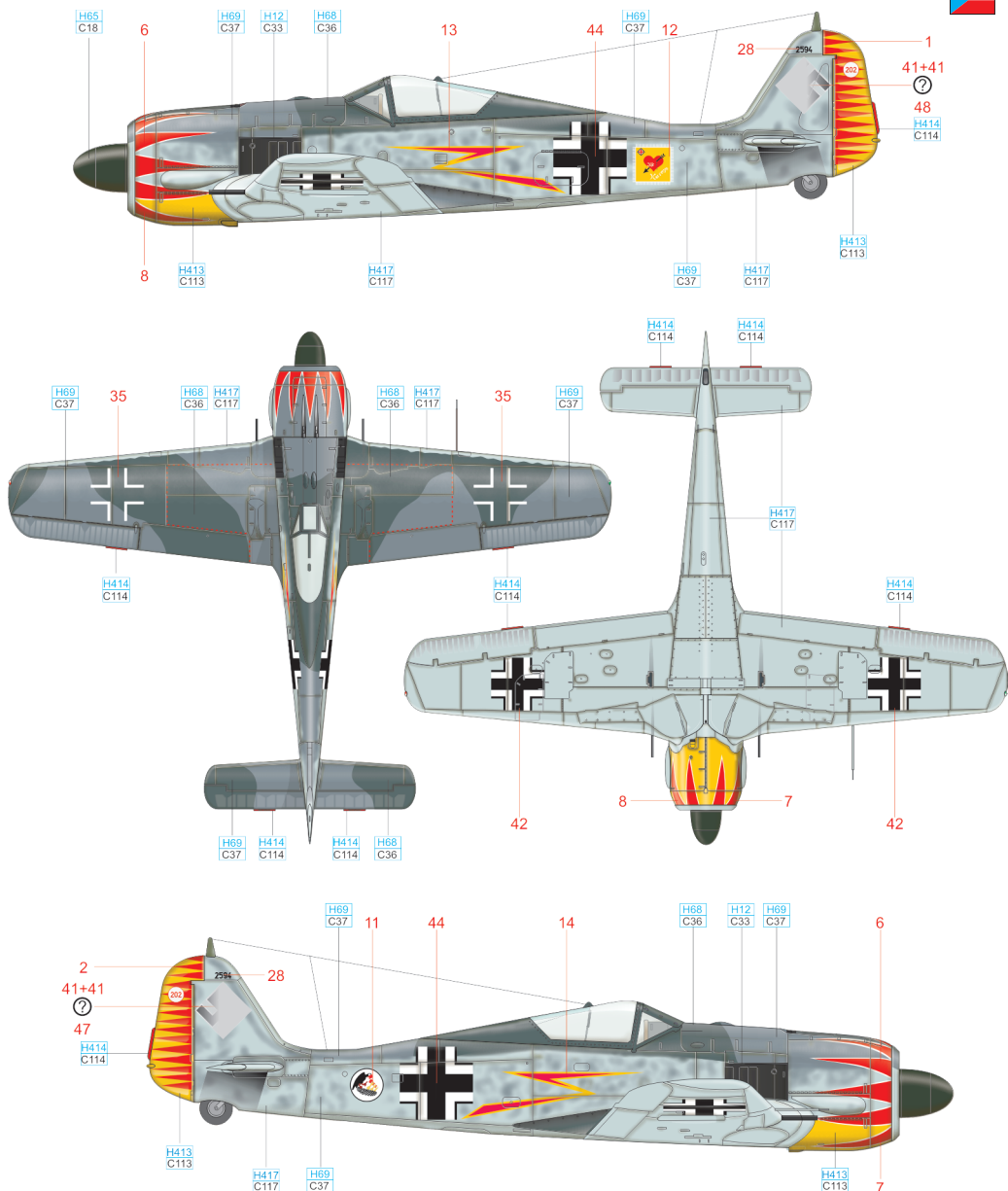


A W.Nr. 2594, Maj. Hermann Graf, CO of JGr Ost, Bordeaux, France, Spring 1943

Hermann Graf was credited with 212 kills, 202 of them over the Eastern Front. He was awarded the Knight Cross with Oak Leaves, Swords and Diamonds on September 16, 1942 for 172 kills. Graf flew this colorful aircraft in the spring of 1943 when he served as the CO of Jagdgruppe Ost, a training unit. The unit crest – a bird teaching fledglings – is painted on the right side of the fuselage. The numeral on the rudder represents Graf's score. He would add ten more while serving with JGr 50 and JG 11. The appearance of this aircraft gradually changed and even included the U7 kit.

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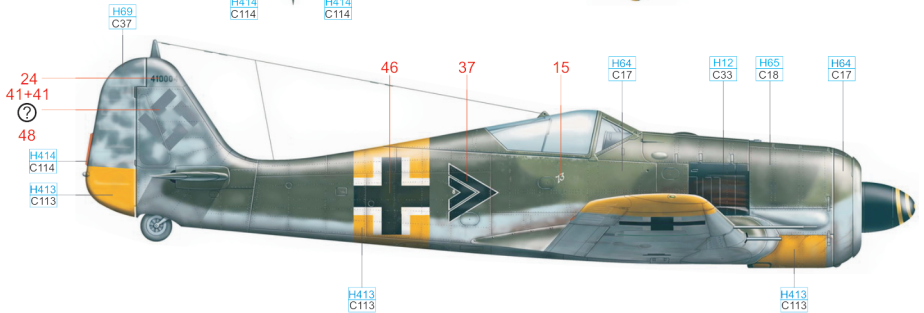
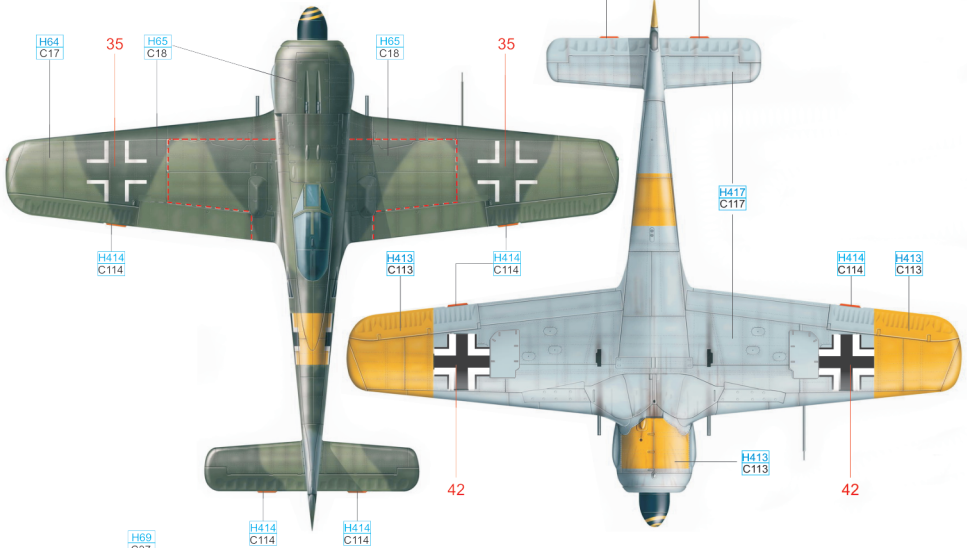
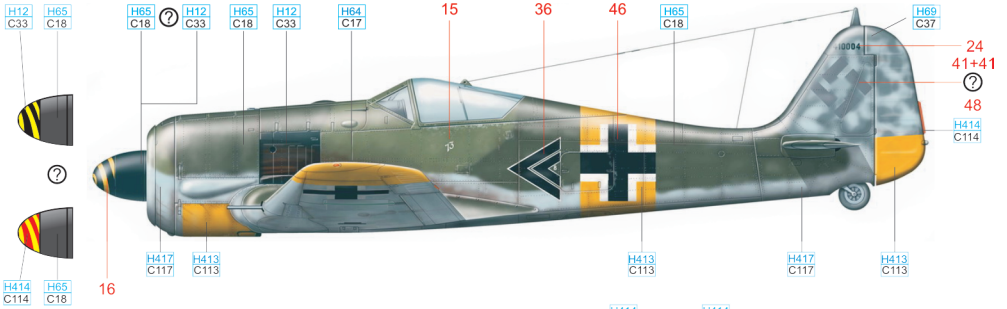


RLM 23	H414 C114	WHITE	H11 C82	BLACK	H12 C33	RLM 04	H417 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

B Hptm. Walter Nowotny, CO of I./JG 54 Grünherz, Orel, Fall 1943

An Austrian, Walter Nowotny, joined JG54 in 1941. He commanded the 1st Staffel from October, 1942, and in August of 1943 was nominated to command I./JG 54. He achieved 256 aerial victories on the Eastern Front, with another 20 unconfirmed. From early 1944, he commanded JG 101, a training unit in France. In September 1944, he was tasked with forming Erprobungskommando Nowotny (III./JG 6), a test unit equipped with the new Me 262 jet fighters. Flying an Me 262, he was killed in action on November 8th, 1944. He flew 442 combat missions, and was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds. Flying this aircraft, Oblt. Otto Vincent, commander of 2./JG 54, went missing in action on January 4th, 1944, after combat with Il-2s. The aircraft wore an unusual upper wing camouflage, seen on some of the aircraft produced by the AGO works plant in Oschersleben.

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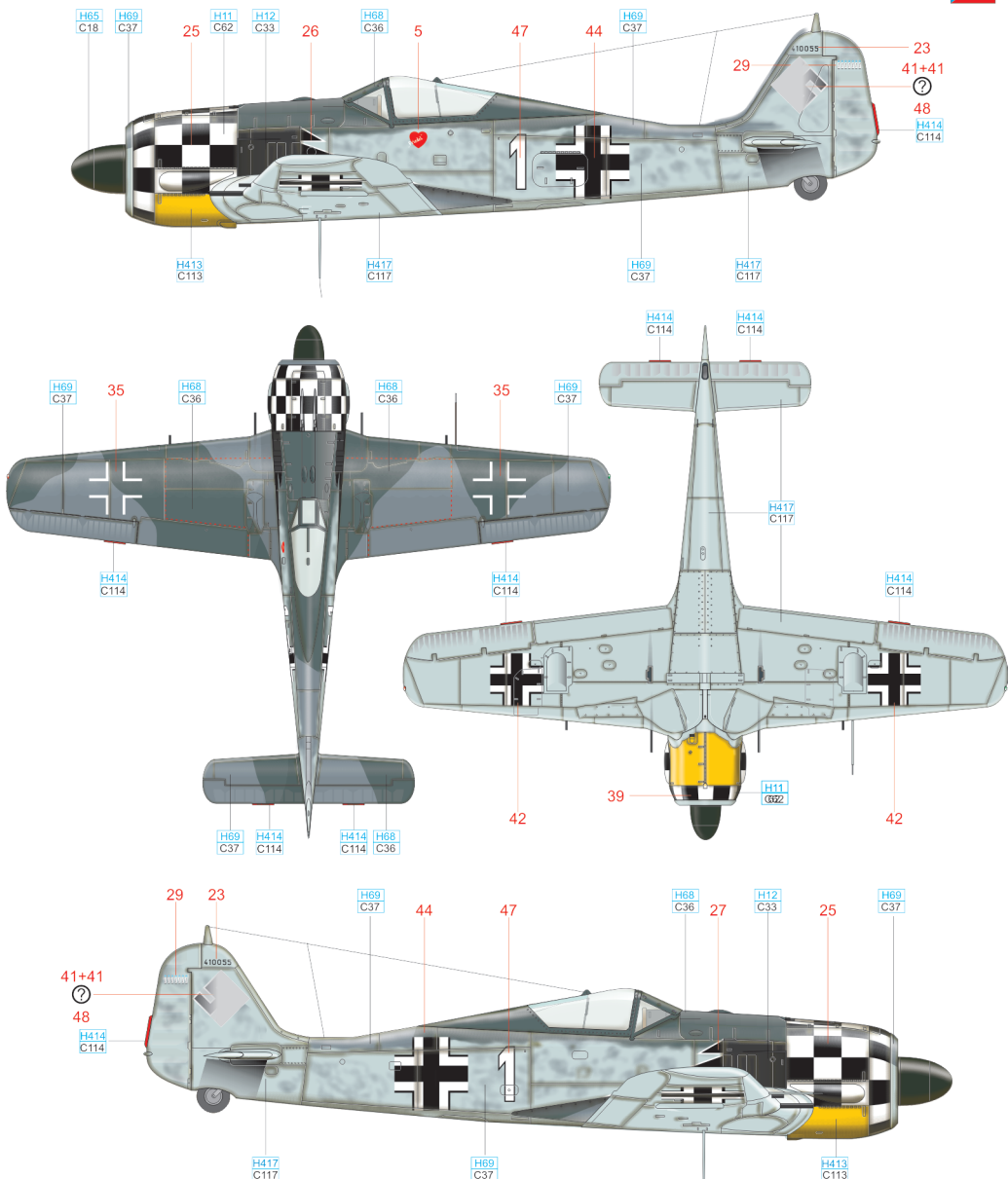


RLM 23	H414 C114	RLM 04	H413 C113	BLACK	H12 C33
RLM 76	H417 C117	RLM 75	H69 C37	RLM 70	H65 C18
				RLM 71	H64 C17

C W.Nr. 410055, Uffz. Bernhard Kunze, 2./JG 1, The Netherlands, October 1943

The black-white checker pattern appeared on aircraft flown by I./JG 1 for a short period in 1943. As depicted, the aircraft was flown between October 4 and October 17 when Kunze achieved his sixth and seventh kills, both B-17s. Bernhard Kunze is credited with nine kills in total – seven B-17s, one P-47 and one B-24. He died on January 5, 1944 when downed by friendly AA fire during a combat mission against US four-engined bombers...just three days prior to his son's birth.

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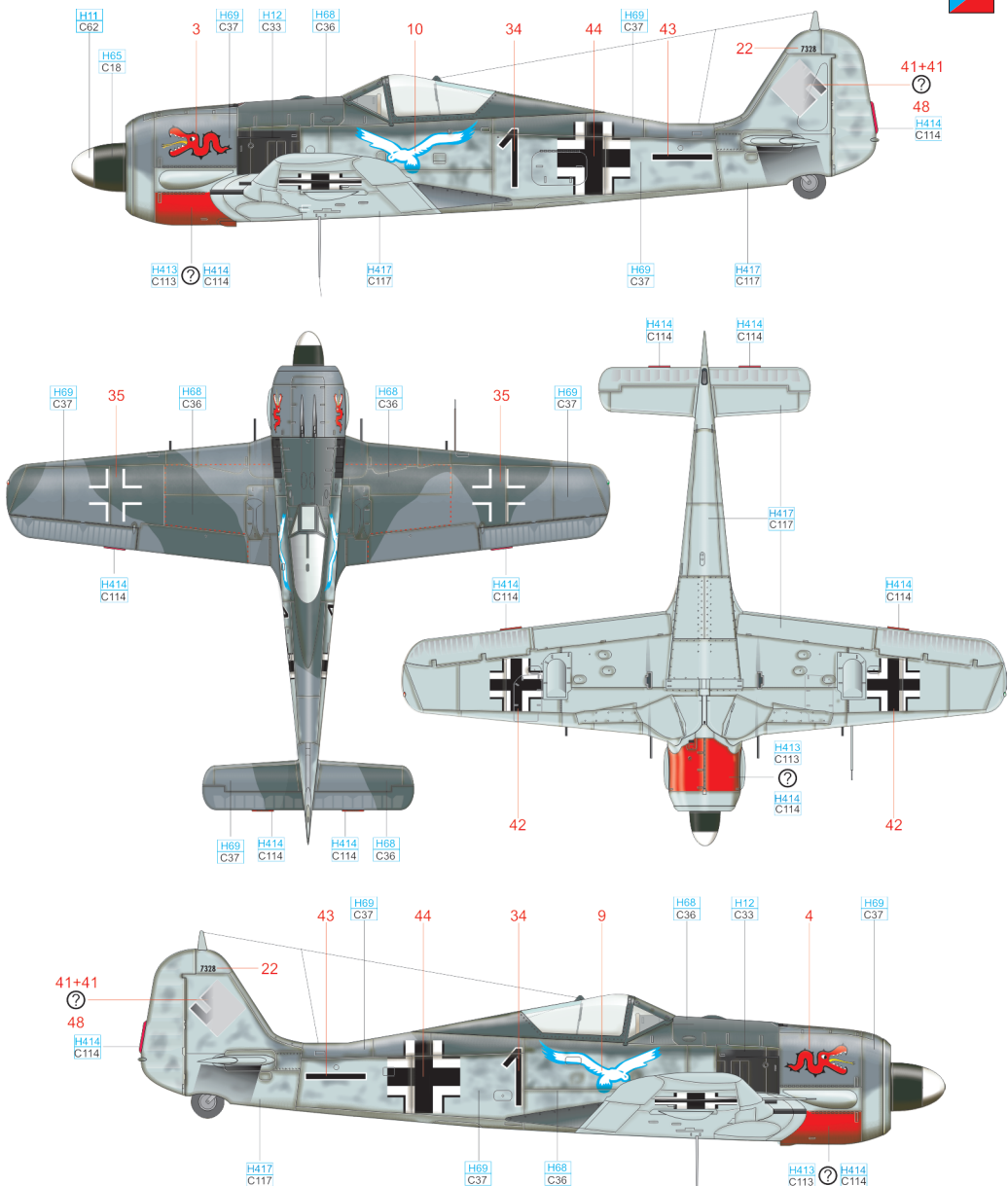


RLM 23	H414 C114	WHITE	H11 C92	RLM 04	H413 C113	BLACK	H12 C33
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

D W.Nr. 7328, Hptm. Dietrich Wickop, CO of II./JG 1, Woensdrecht, The Netherlands, May 1943

Dietrich Wickop led the II. Gruppe of JG 1 for roughly a month, from April 17, 1943 until his death on May 16. He is credited with 13 kills. On May 3, 1943, he took part in a combat mission against RNZAF No. 487 Squadron Venturas that hit a power station in Amsterdam. All but one were downed and Wickop himself destroyed two Venturas. The personal marking – a bird – was based on a similar marking used by Max Buchholz. Tatzelwurm, depicting a mythical alpine creature, and on the cowling there was also the II./JG 1 crest.

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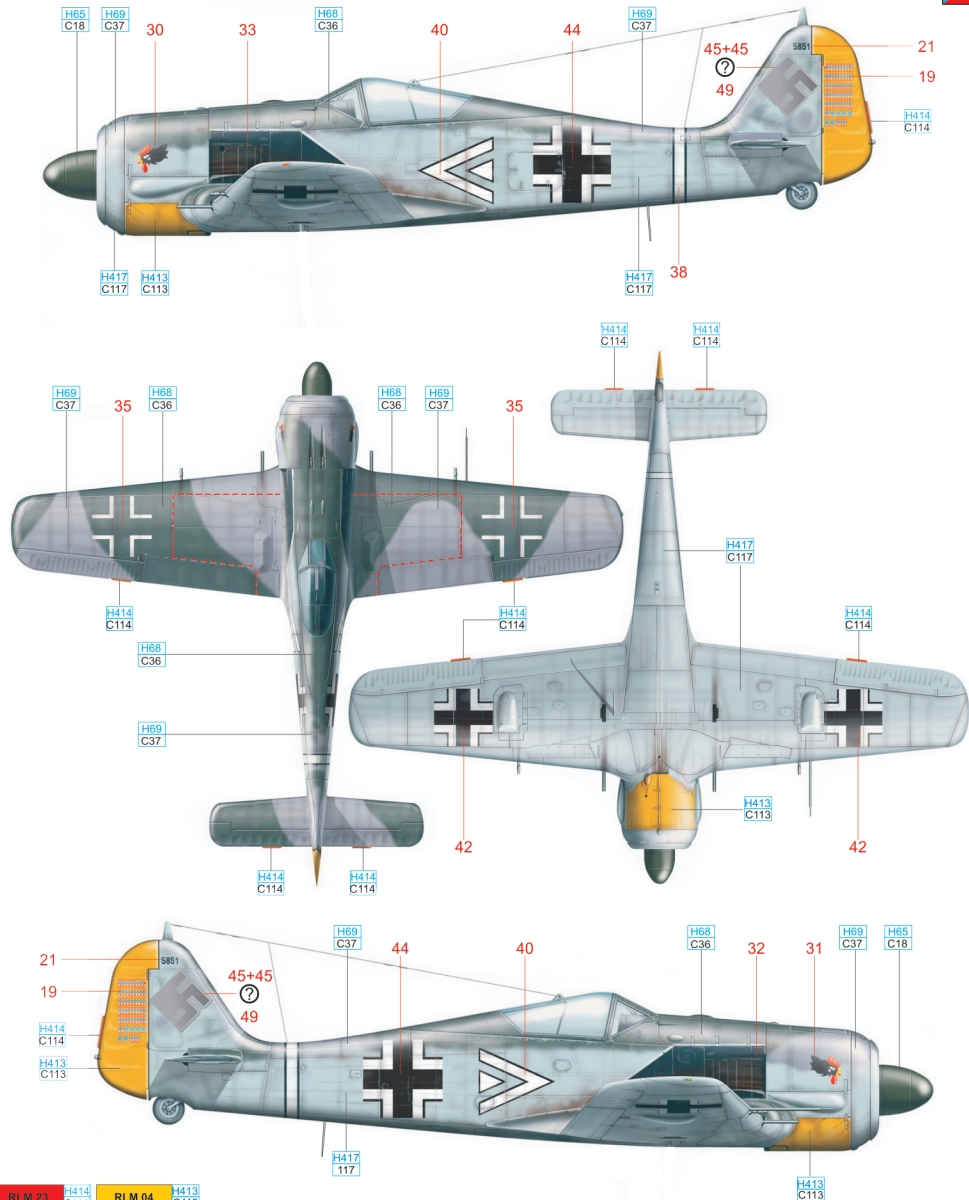


RLM 23	H414 C114	WHITE	H411 C32	BLACK	H127 C33	RLM 04	H413 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

E Hptm. Egon Mayer, CO of III./JG 2 Richthofen, France, Spring 1943

Egon Mayer spent his entire military career with JG 2, starting in 1939. He was especially successful during the RAF summer offensive in 1941, as well as through the spring of 1942. He took over command of III./JG 2 in November 1942, and became a pioneer in the development of the fight against four engined heavy bombers. He was Kommodore (Wing Commander) of JG 2 from July 1943. He was killed in action in a dogfight with P-47D Thunderbolts on March 2nd, 1944 over Montmedy. In early February 1944, he reached the 100 aerial victory mark, the first to do so on the Western (Channel) Front. He flew 353 combat missions, gaining 102 air to air victories, and was awarded the Knight's Cross with Oak Leaves and Swords. Lt. Hans-Werner Zajonz of 9./JG 2 was shot down during combat with heavy bombers in this machine on June 28th, 1943.

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

