

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82148



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 Fw190A-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 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 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. 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



TEILE

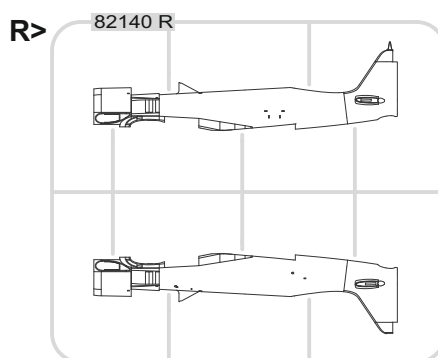
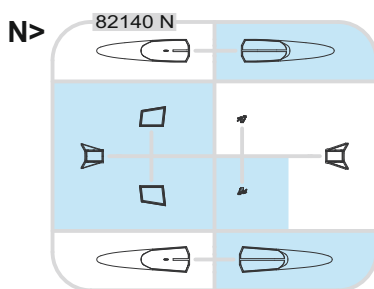
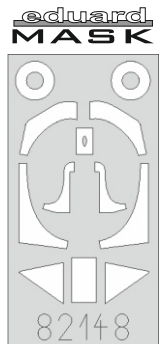
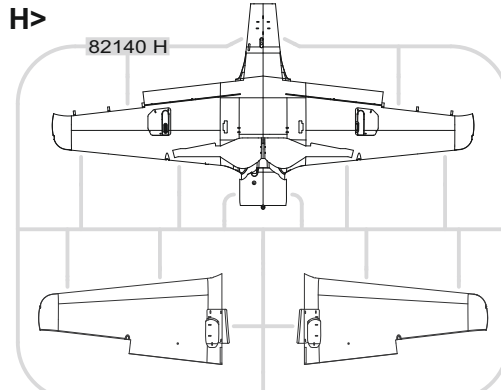
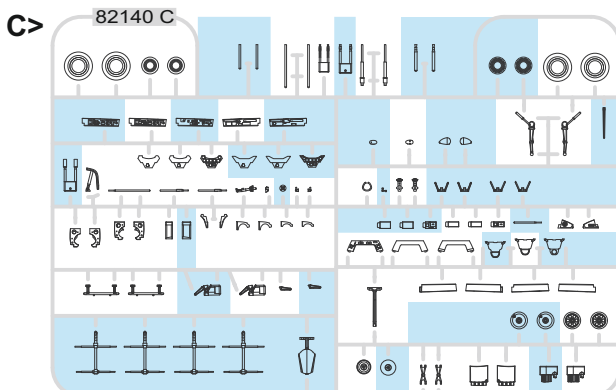
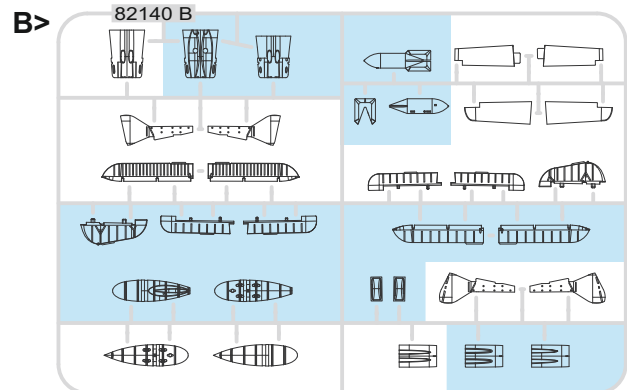
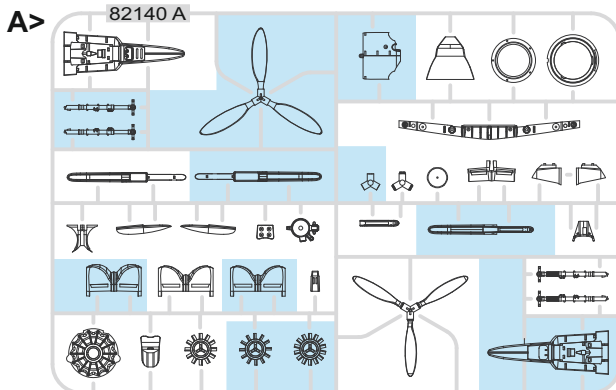


PIÈCES

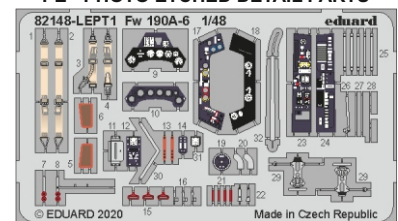


部品

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



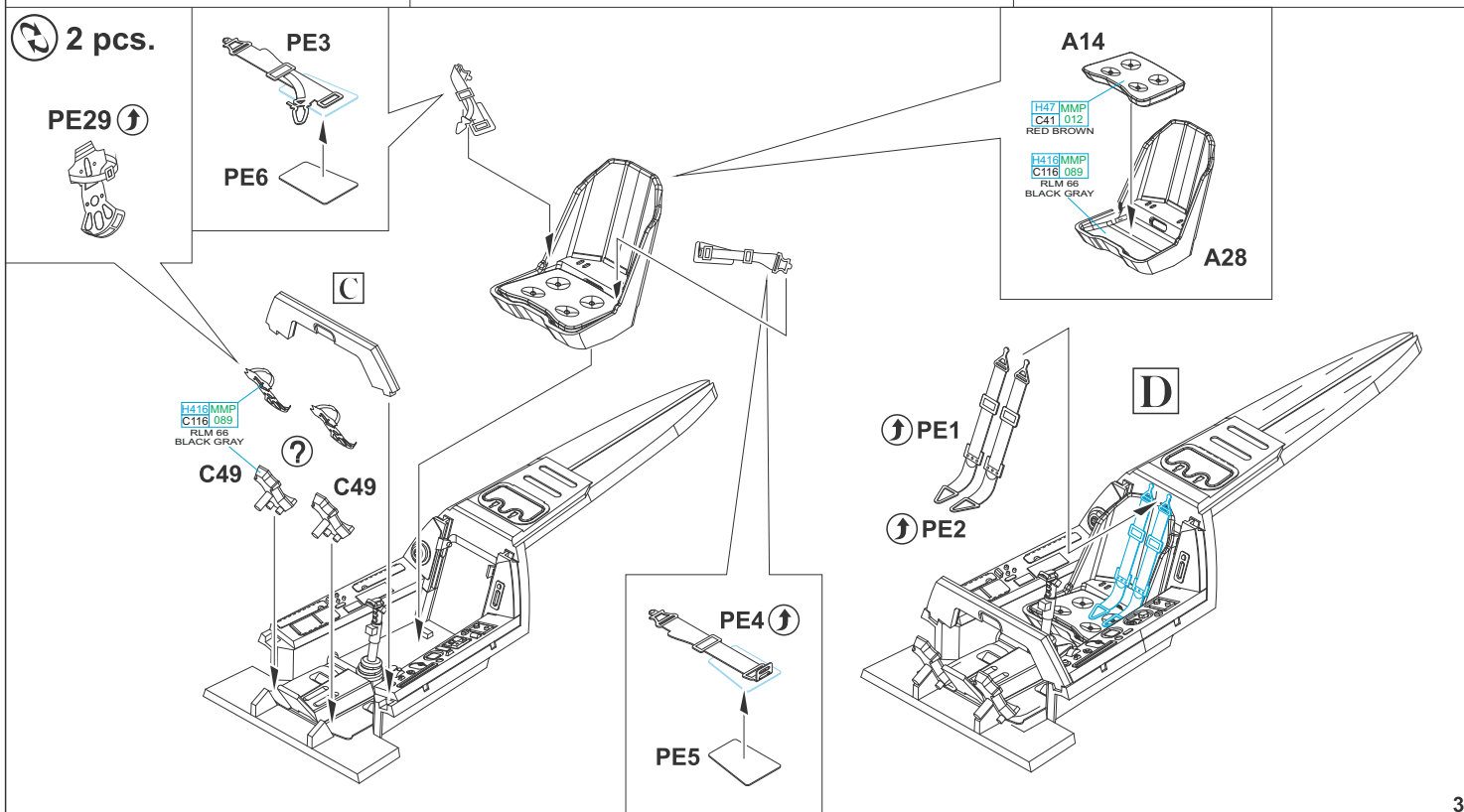
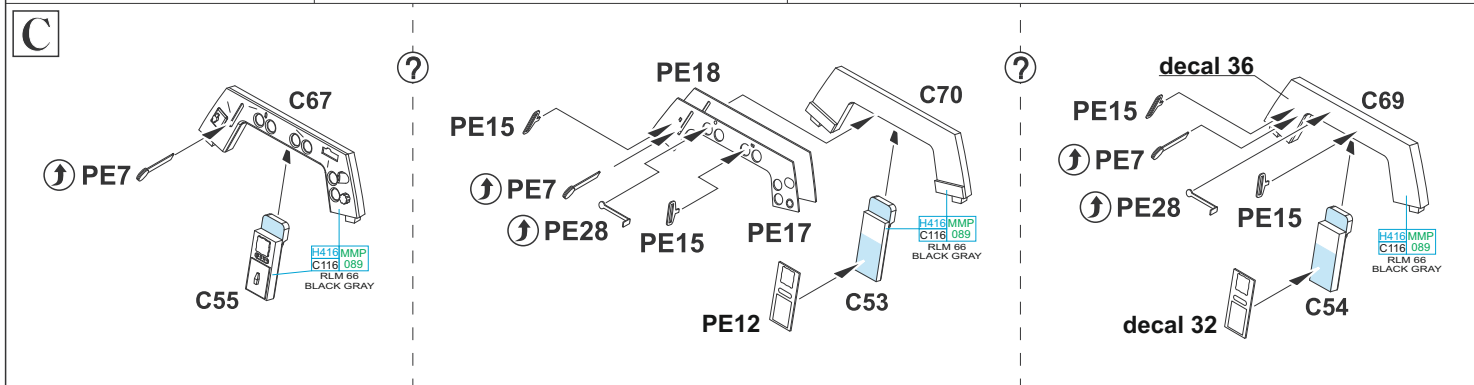
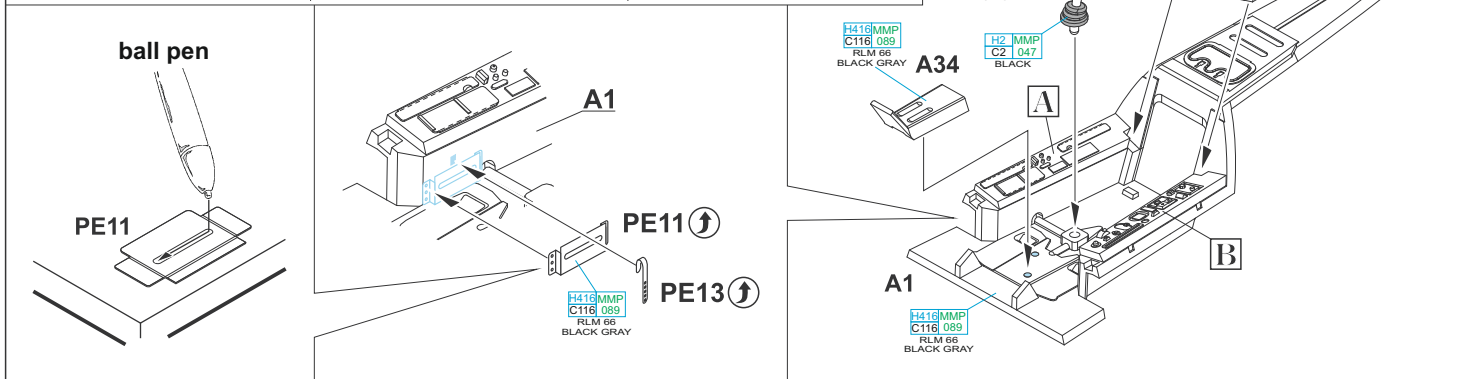
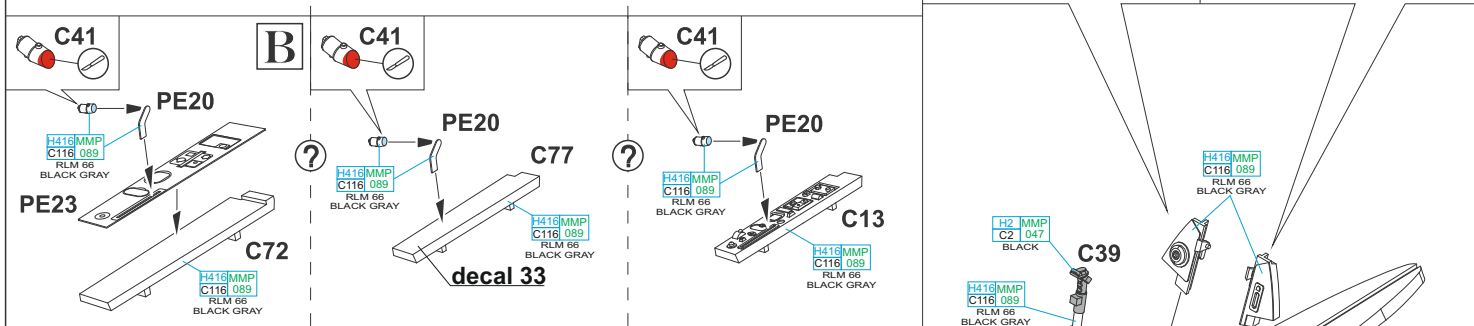
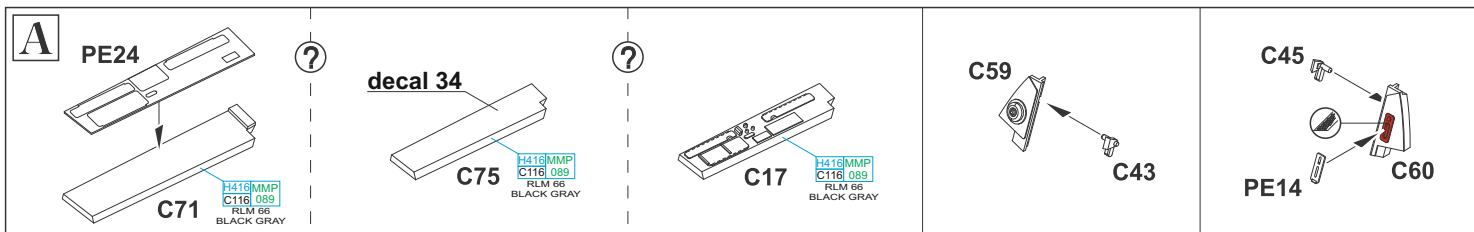
PEINTURE

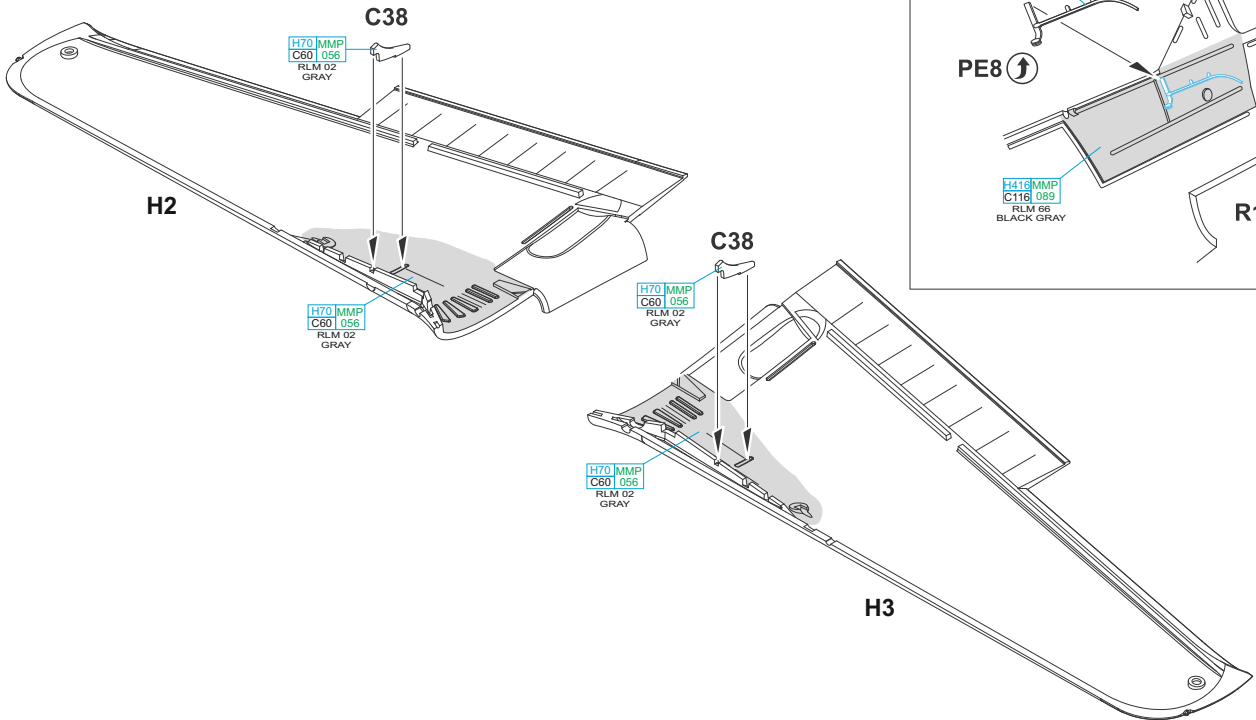
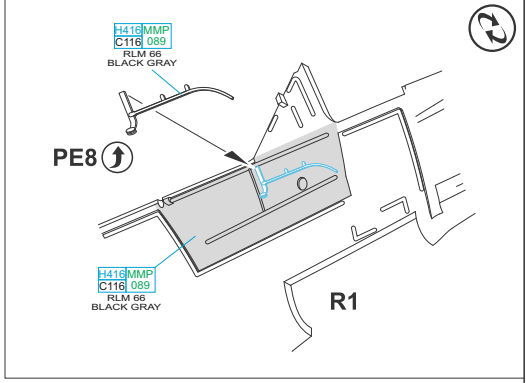
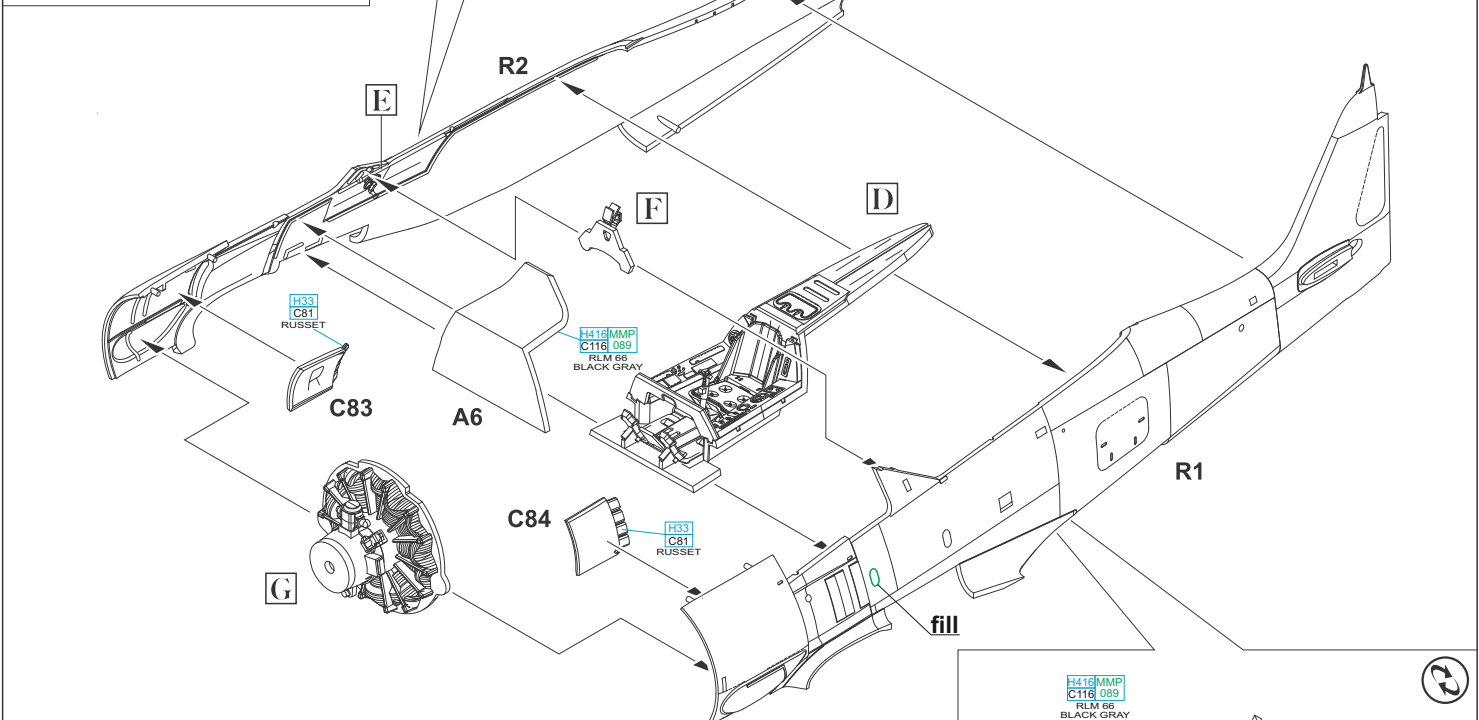
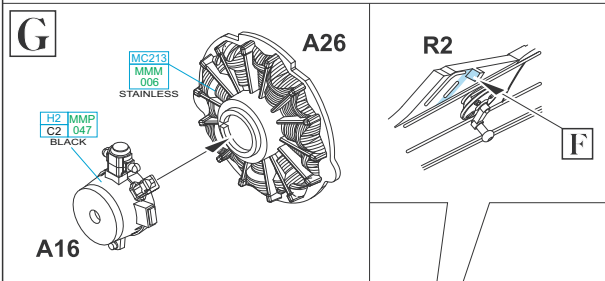
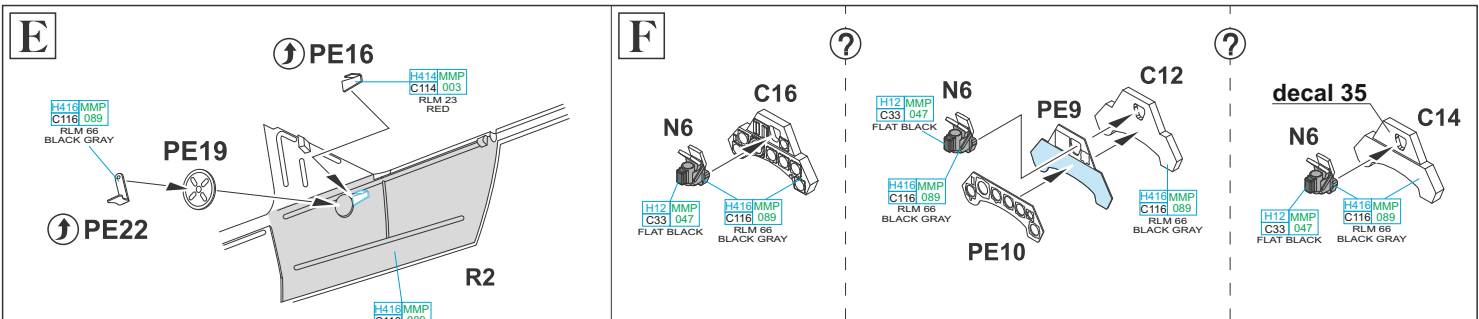


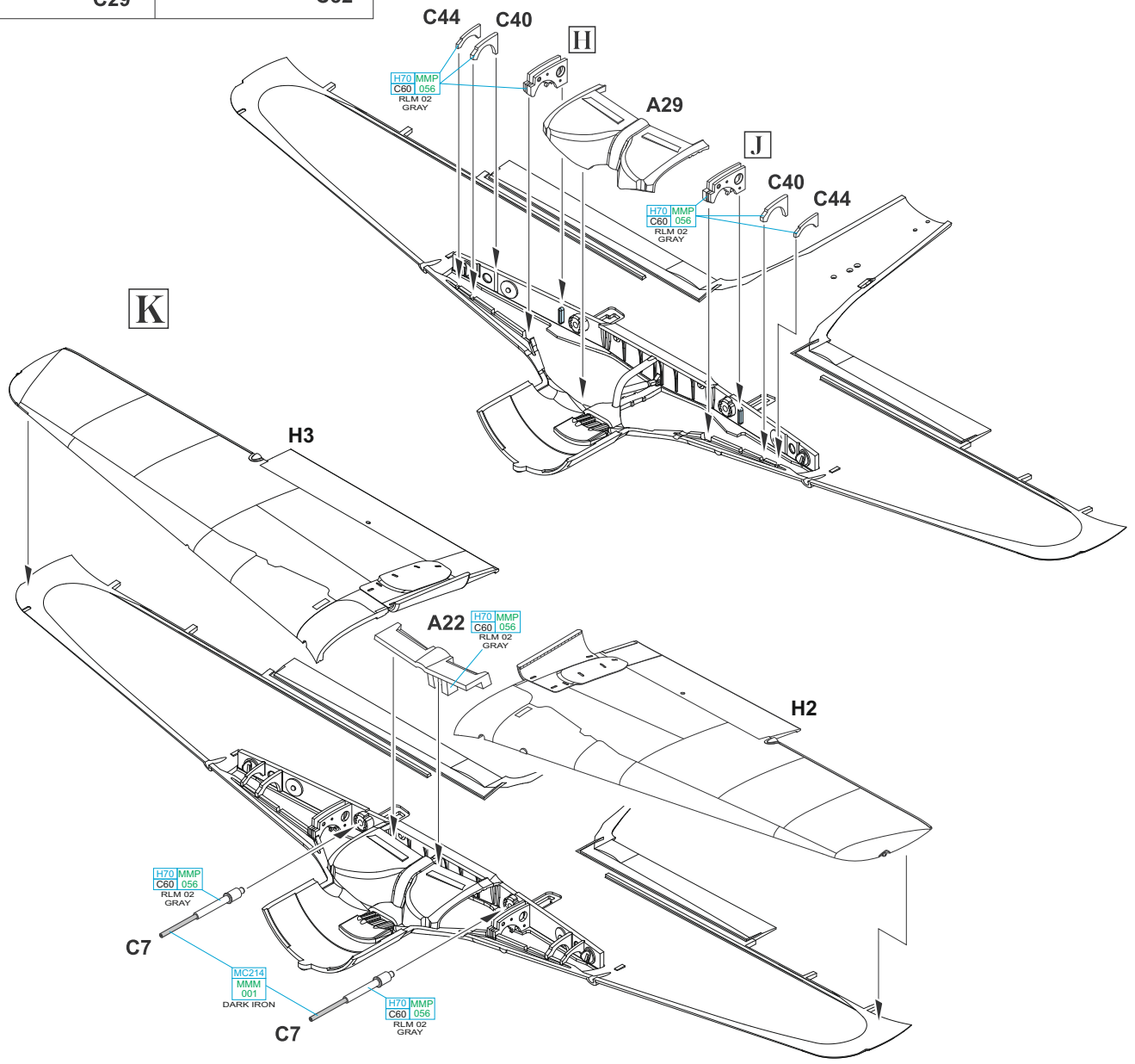
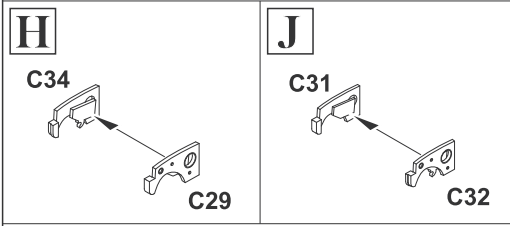
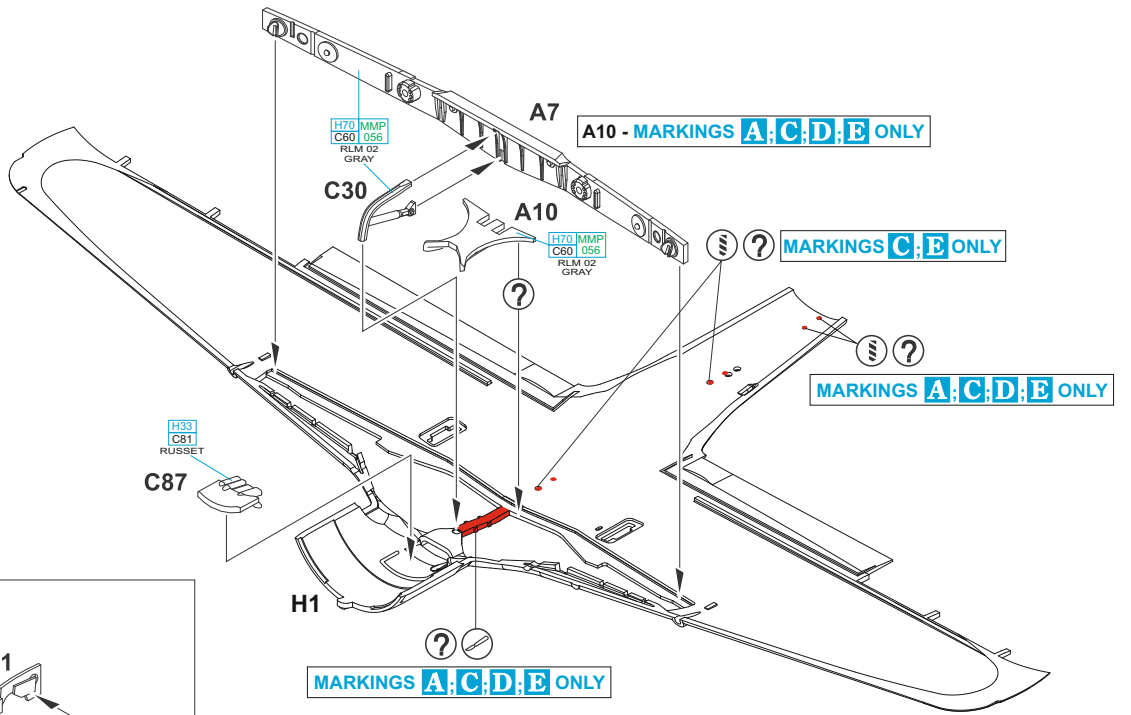
色

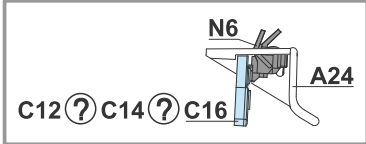
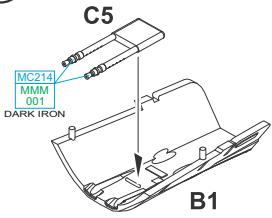
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	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		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









H94
C138
CLEAR GREEN

B29

H416 MMP
C116 089
RLM 66
BLACK GRAY

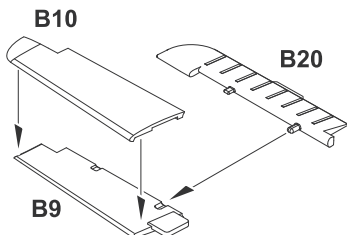
A24

H47 MMP
C41 012
RED BROWN

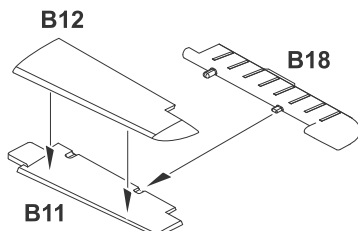
K

H80
C47
CLEAR RED

L



M



B22

H11 MMP
C1 001
WHITE

L

M

B14

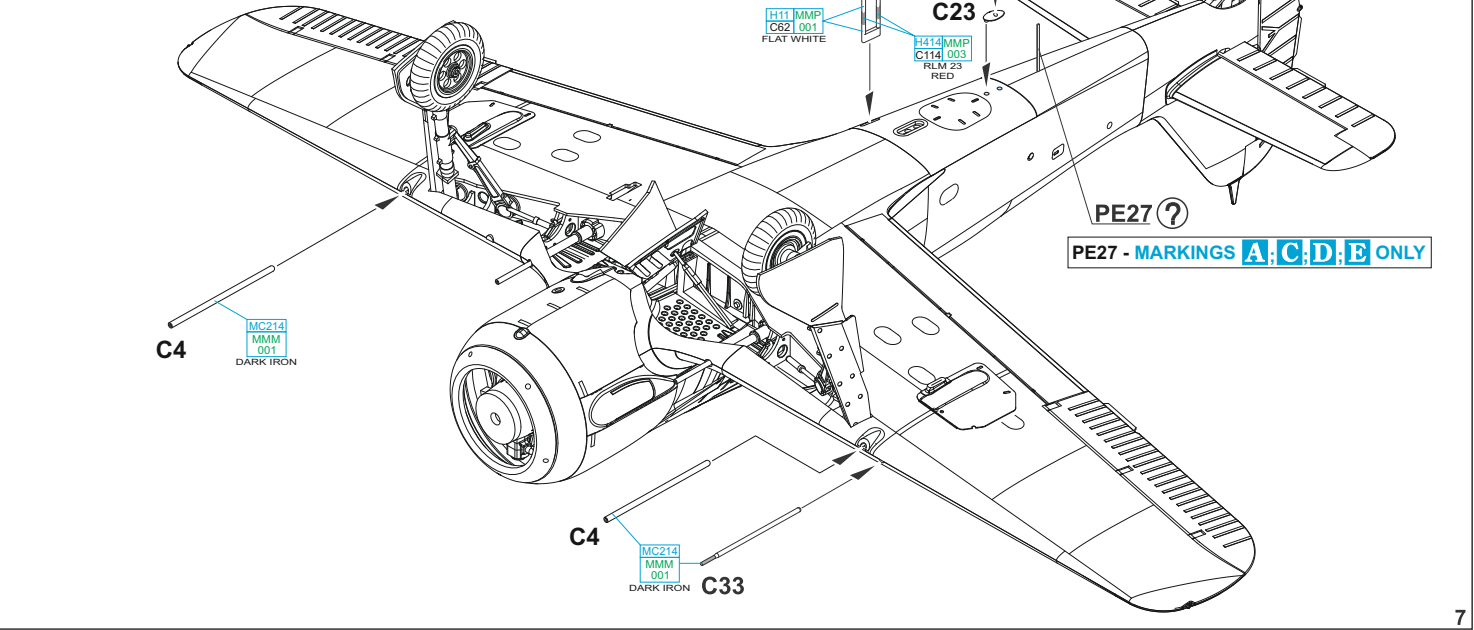
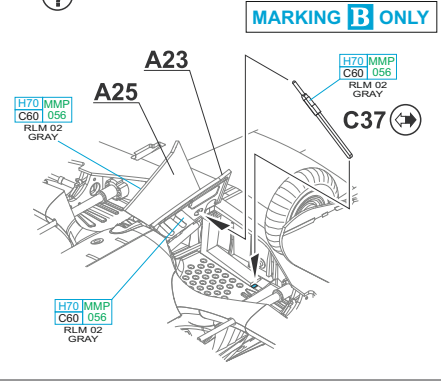
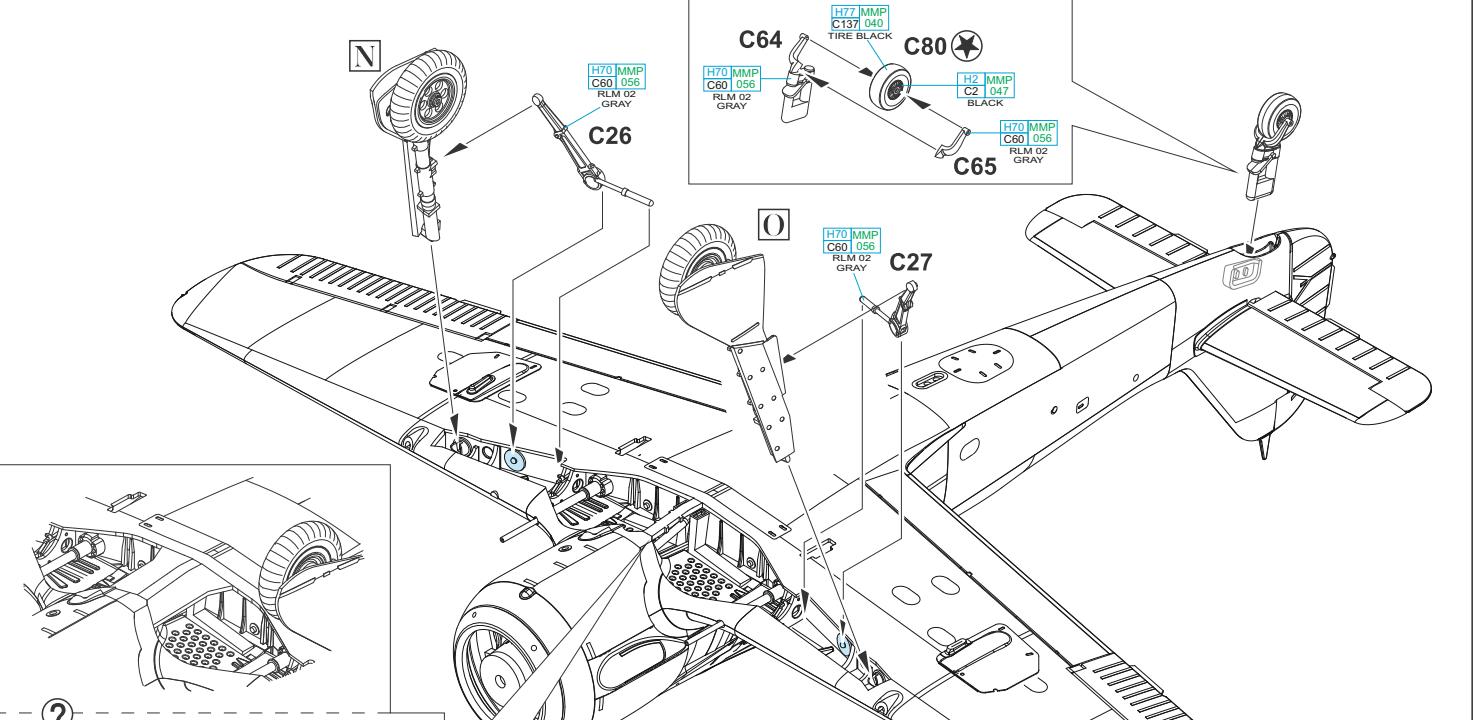
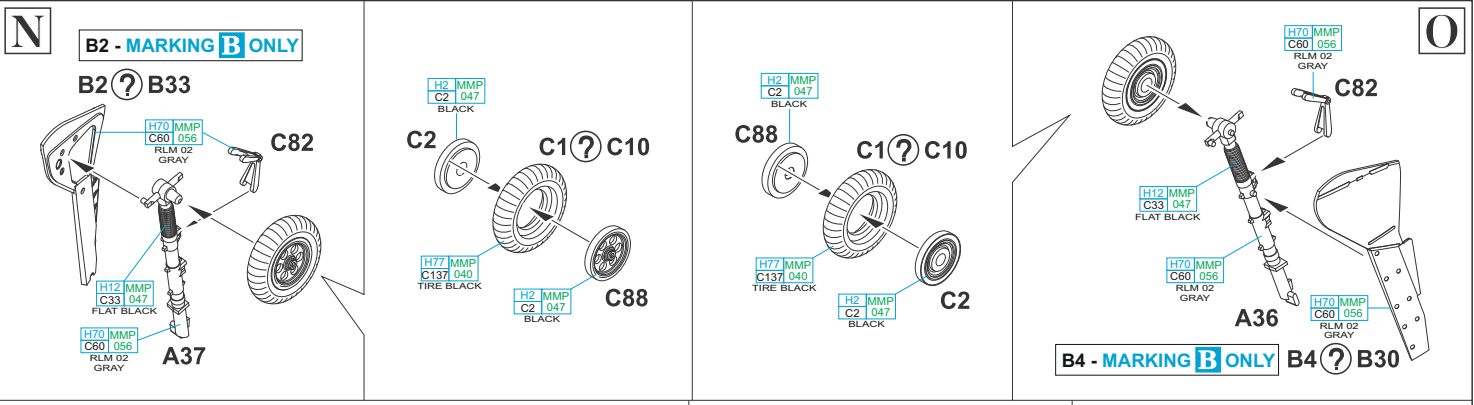
B16

A9

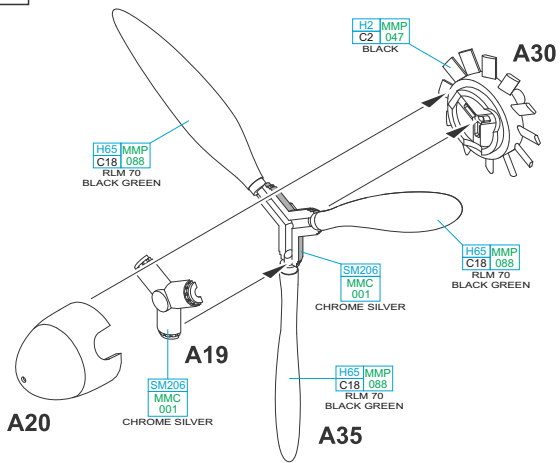
H70 MMP
C80 056
RLM 02
GRAY

A8

H70 MMP
C80 056
RLM 02
GRAY

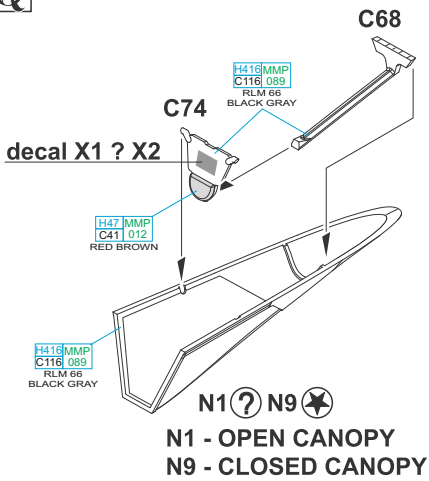


P

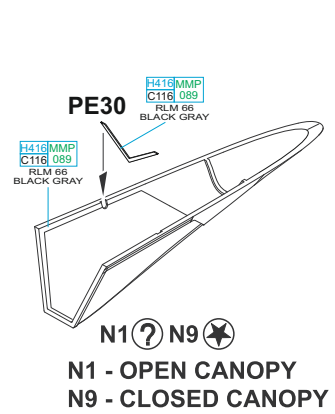


Q

MARKINGS A, B, D, E

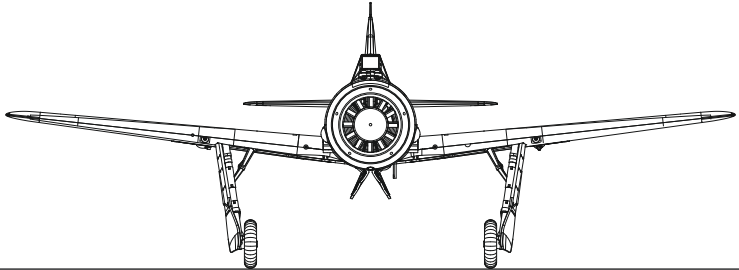
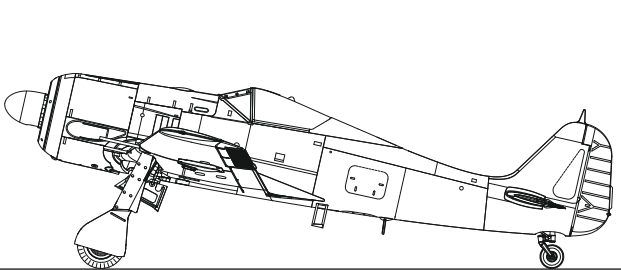
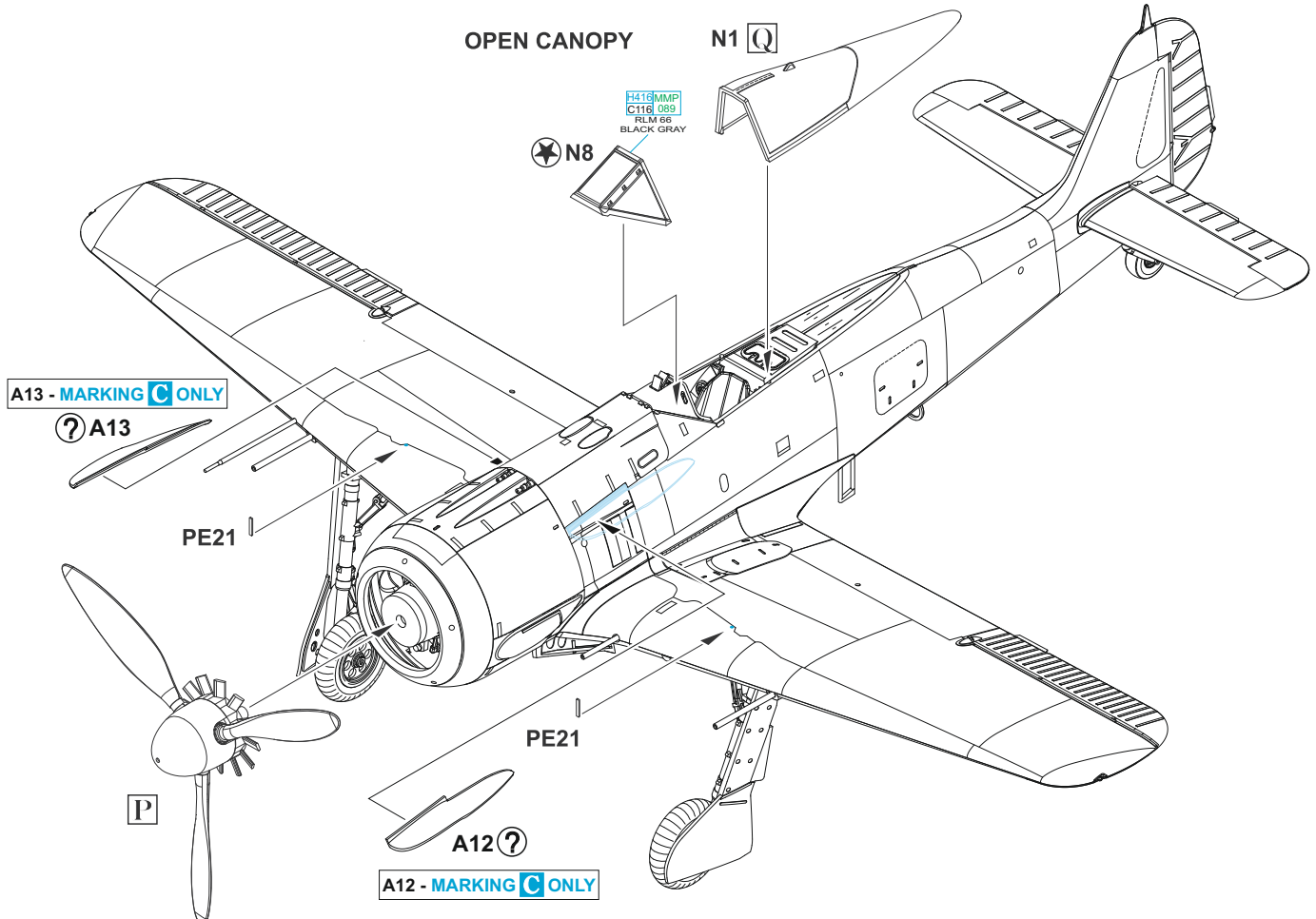


MARKING C

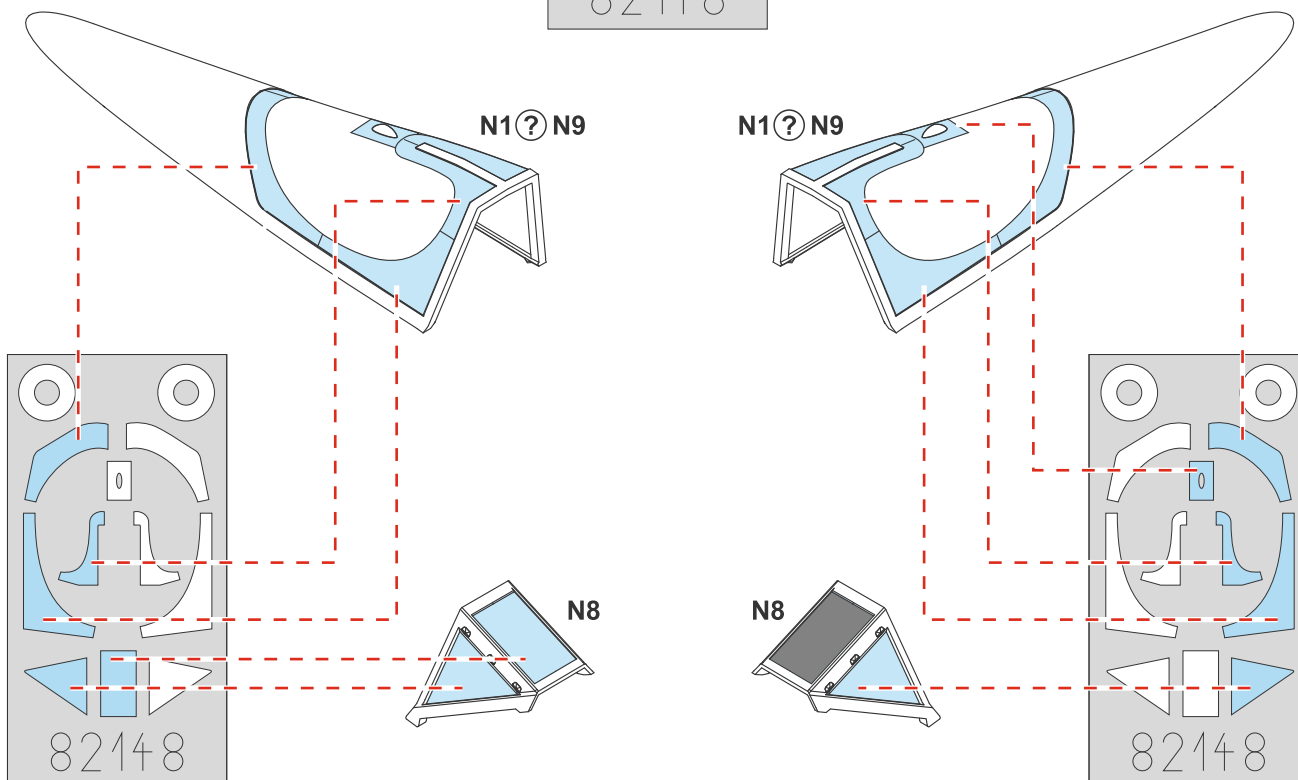
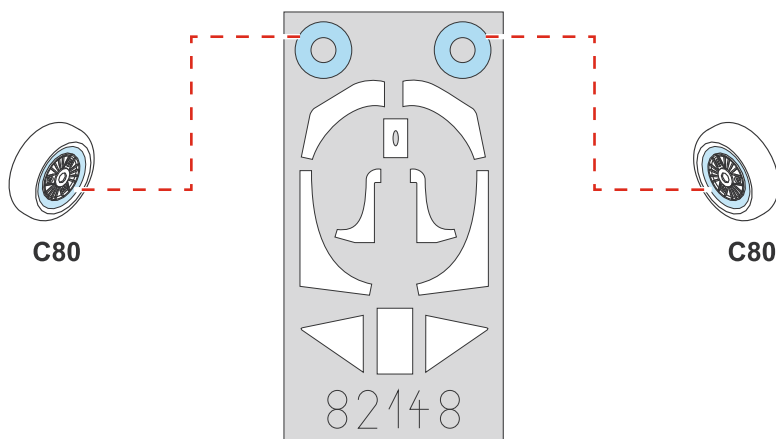
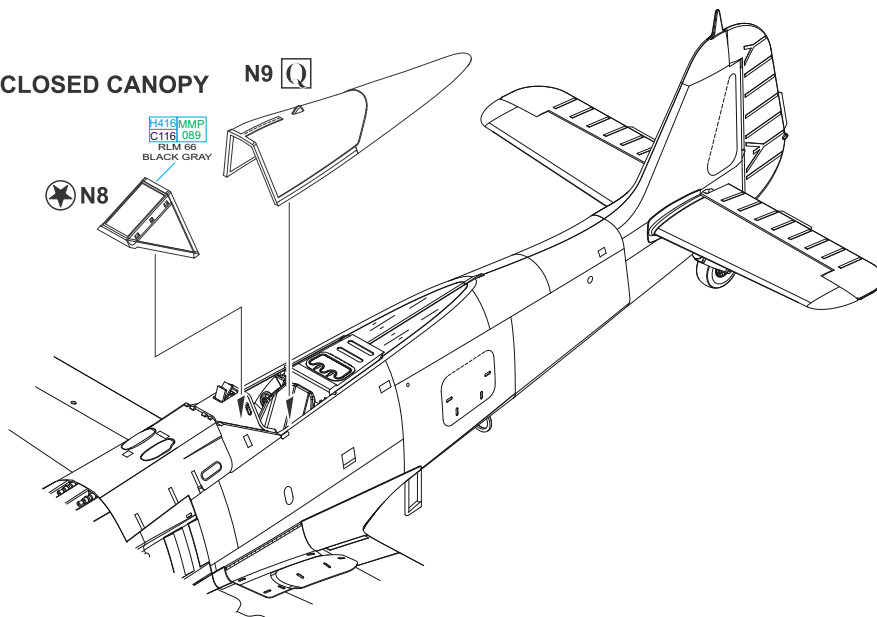


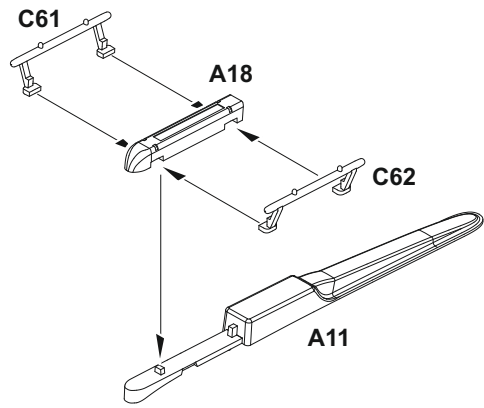
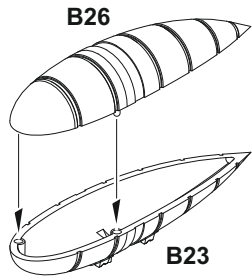
OPEN CANOPY

N1 Q

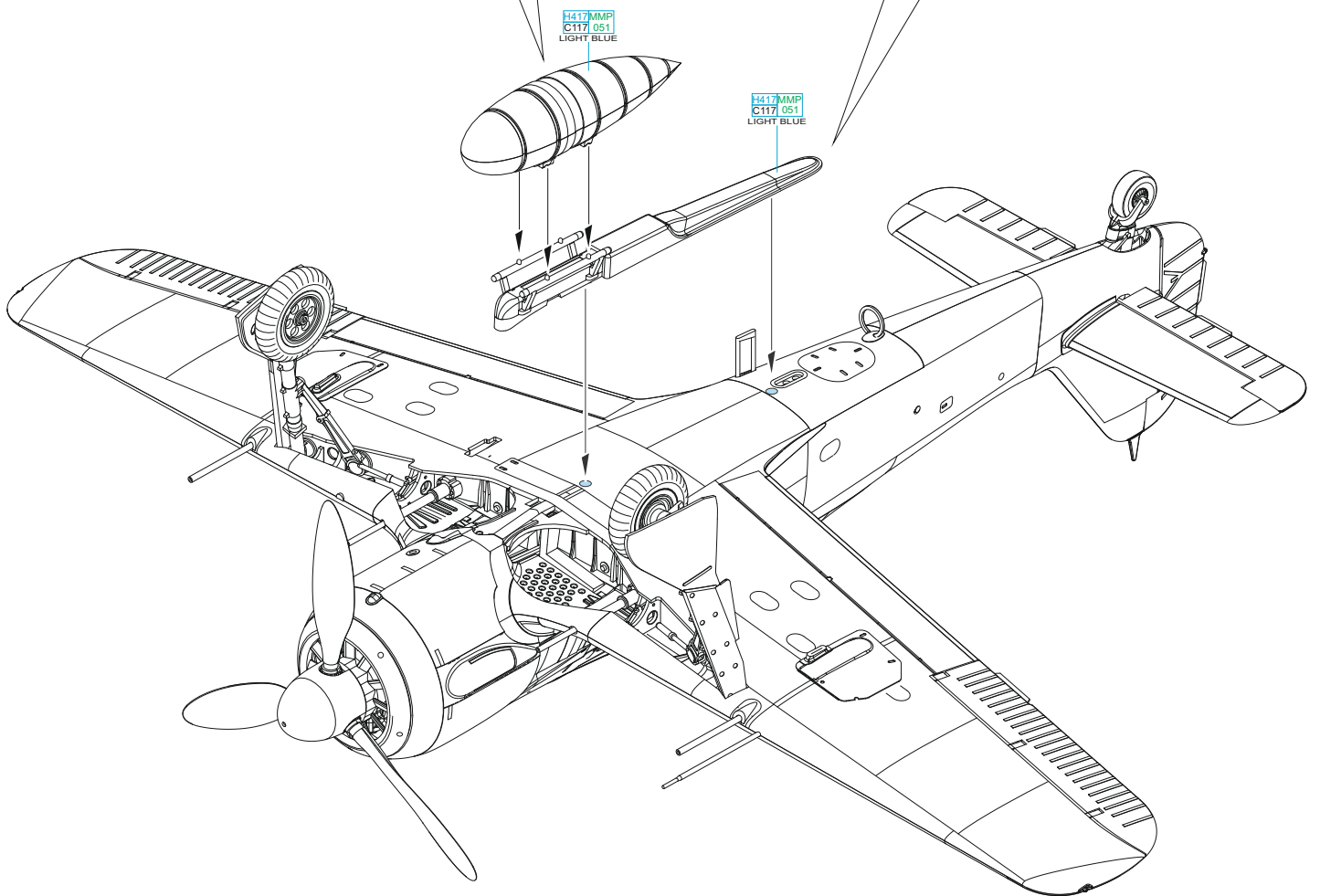


CLOSED CANOPY



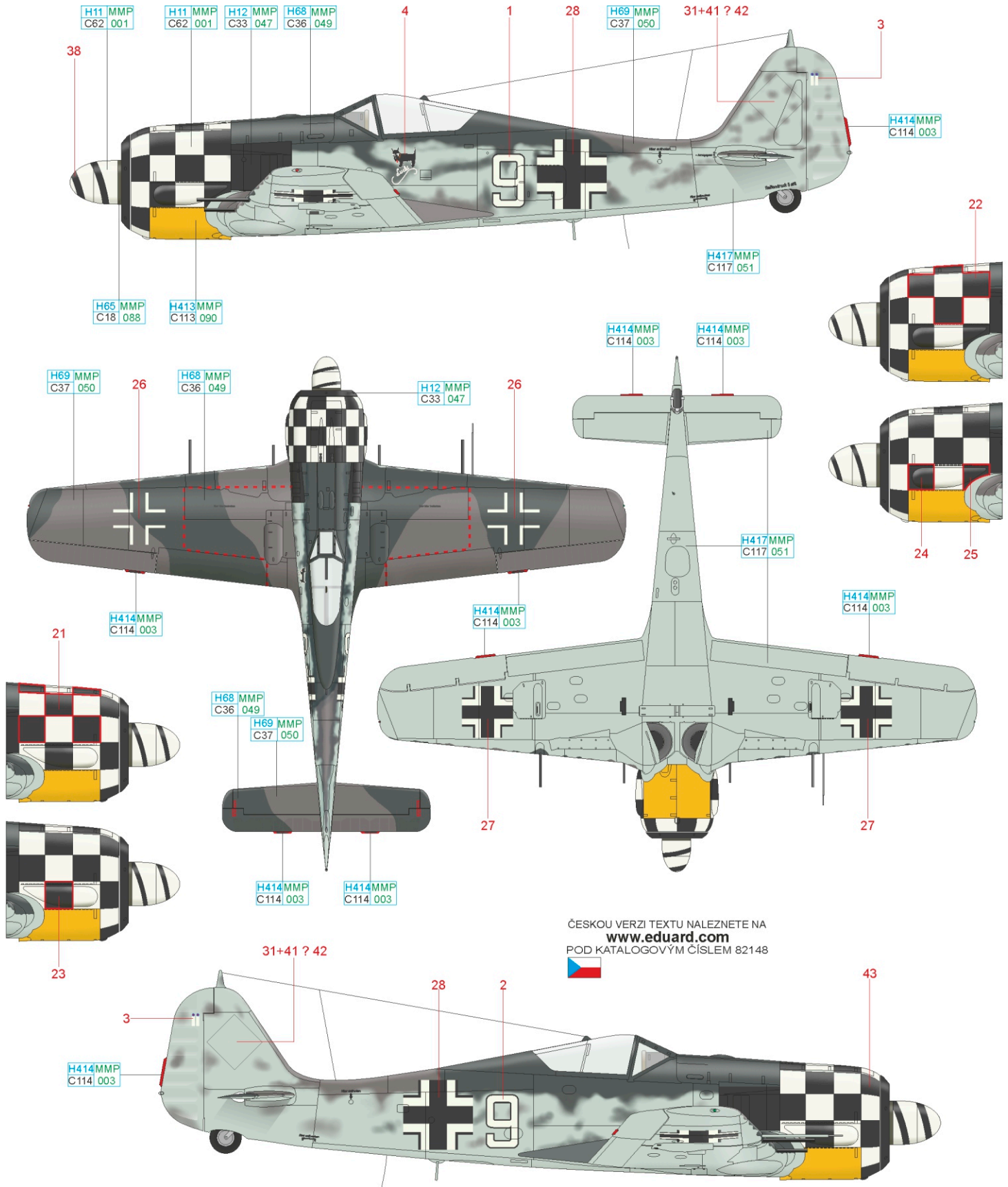


MARKINGS **C;E** ONLY



A flown by Lt. Heinz-Günther Lück, 1./JG 1, Deelen, the Netherlands, August 1943

Lt. Lück, a pilot with five aerial victories (all over B-17 aircraft) flew during his whole wartime career with JG 1. During the summer 1943, I. Gruppe aircraft carried a garish markings in the form of the checkerboard on the engine cowling, black and white in the case of 1. Staffel. It was deleted after the US Thunderbolts sporting the identical markings attacked Deelen airbase and the anti-aircraft gunners did not engage as they confused them with the friendly aircraft on the landing approach. Heinz-Günther Lück had his dog pet, black Scottish terrier named Lucki, painted under the canopy and his rudder sported two victories in the form of white bars.



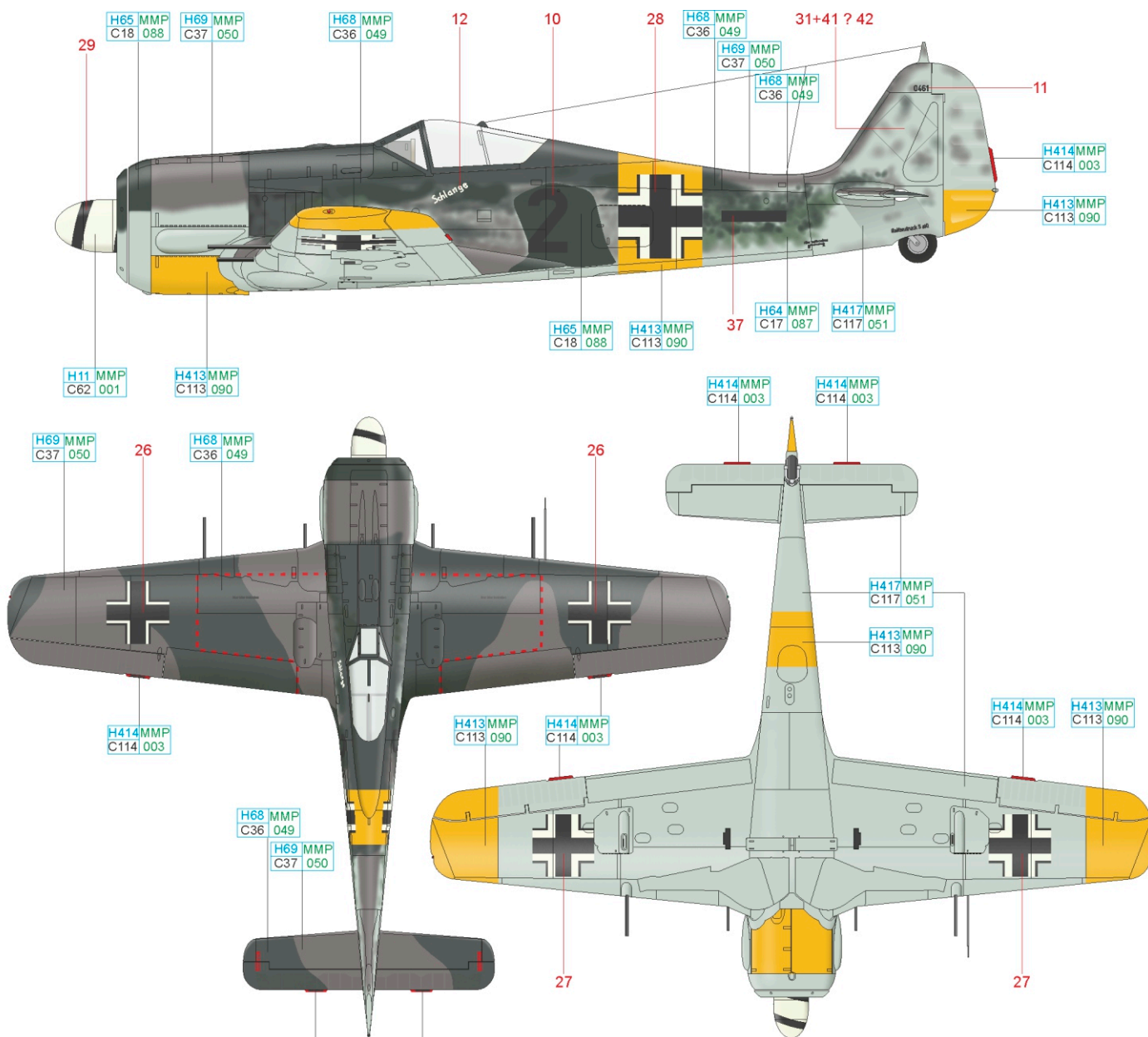
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82148



WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	RLM 76	H417MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049	RLM 70	H65 MMP C18 088	RLM 04	H413MMP C113 090	RLM 23	H414MMP C114 003
-------	--------------------	-------	--------------------	--------	---------------------	--------	--------------------	--------	--------------------	--------	--------------------	--------	---------------------	--------	---------------------

B W. Nr. 550461, flown by Oblt. Helmut Radtke, 5./JG 54, Immola, Finland, Summer 1944

On June 9th, 1944, the Red Army launched the Karelian operation against the Finnish forces on the front north of Leningrad. Marshal Mannerheim being aware of his inferior forces asked Germans for the air support. German Luftwaffe created Gefechtsverband Kuhlmei, named after SG 3 commander Oblt. Kuhlmei. Besides I./SG 3 (Ju-87D) and I./SG 5 (Fw 190F) attack units the detachment of Focke Wulf Fw 190A-6 from 5. Staffel JG 54 was included under his command. Focke Wulf fighters used the airfield in Immola from where they sortied under the command of Maj. Erich Rudorffer as an escort to the attack aircraft. One of the pilots fighting against the Soviet much larger forces was Oblt. Helmut Radtke flying black 2 camouflaged in the standard RLM 74/75/76 colors. This camouflage was complemented by yellow markings peculiar to the aircraft operating on the Eastern Front. There is an inscription Schlange (snake) painted on the side of the fuselage.

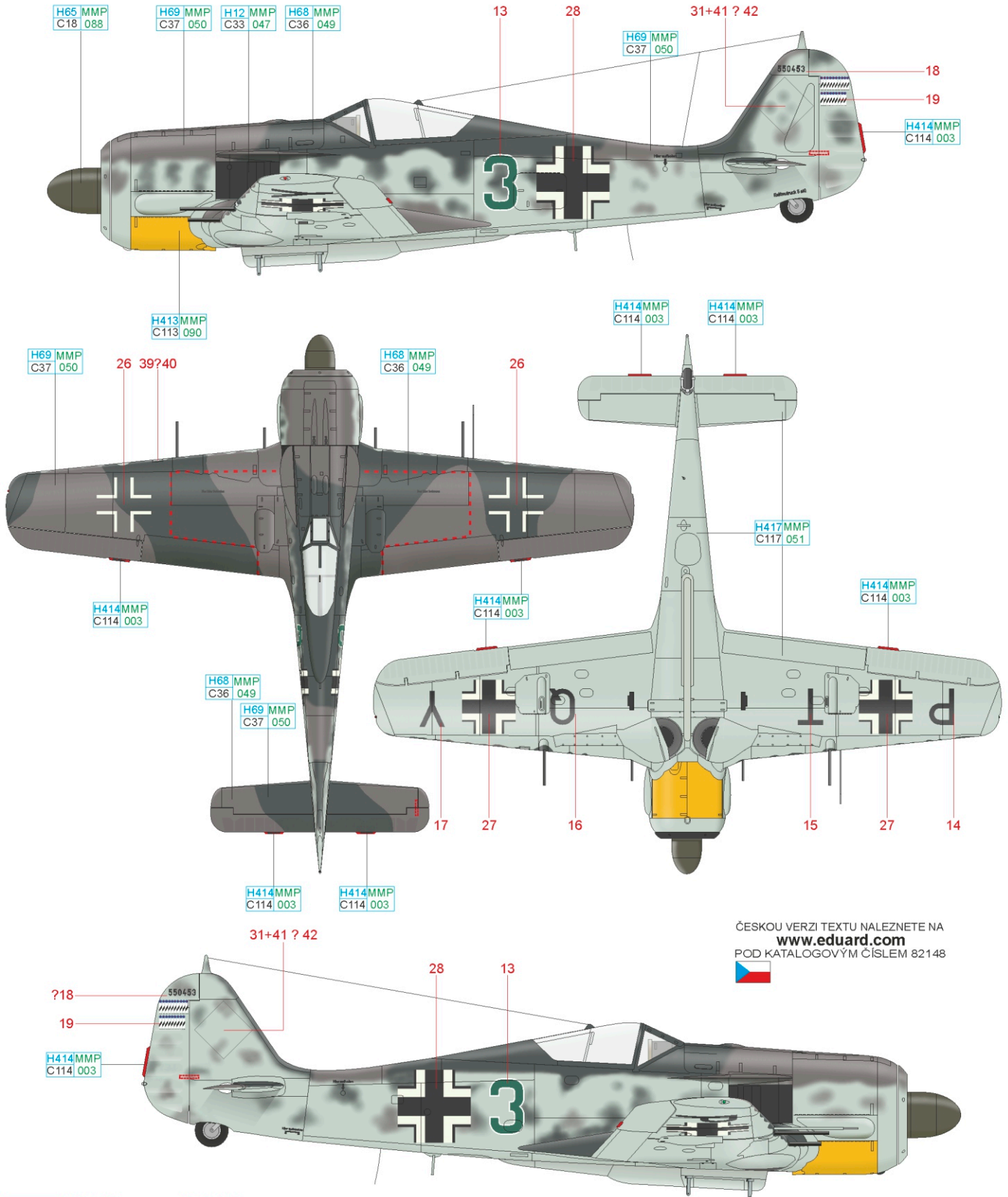


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82148



WHITE	H11 MMP C62 001	RLM 04	H413 MMP C113 090	H65 MMP C18 088	H65 MMP C18 088	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049	RLM 70	H65 MMP C18 088
						RLM 71	H64 MMP C17 087
						RLM 23	H414 MMP C114 003

The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War II he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944 he was promoted to command I./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987. His Focke Wulf Fw 190A-6 carrying standard camouflage and green 3 marking retained the factory call signs on the wing lower surfaces during the combat service. During its service with JG 300 this aircraft was equipped with a "deflector" which was to prevent blinding the pilot by the exhaust flashes. To save weight the armor head rest was removed. During the night from 18th to 19th of October, 1943, Hptm. Muller scored his 19th kill flying this aircraft over Hildesheim. British Lancaster crew from No. 207 Squadron parachuted to safety and spent the rest of hostilities in the POW camp. This aircraft featured a search light installed in the leading edge of the wing.



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com

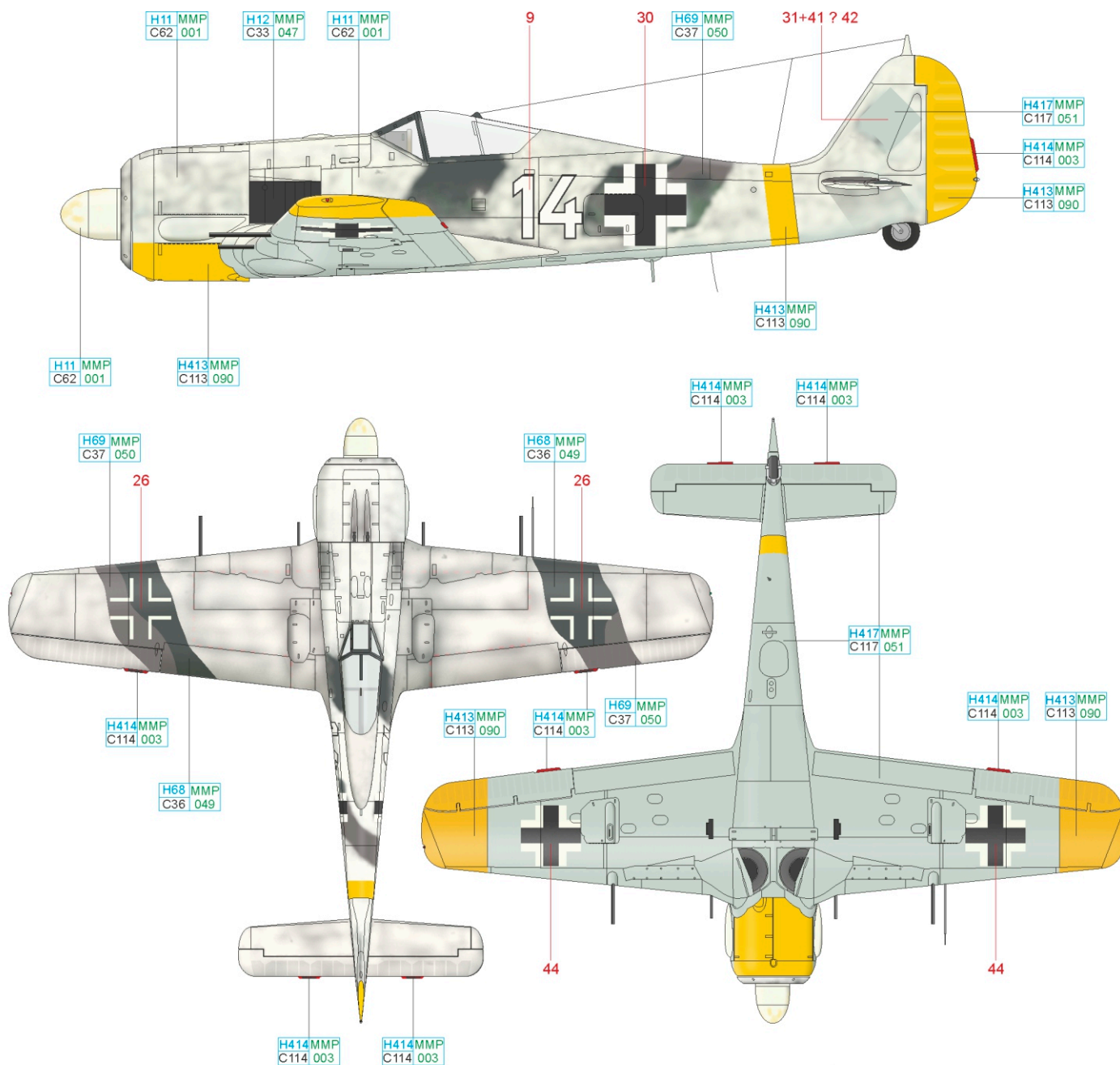
POD KATALOGOVÝM ČÍSLEM 82148



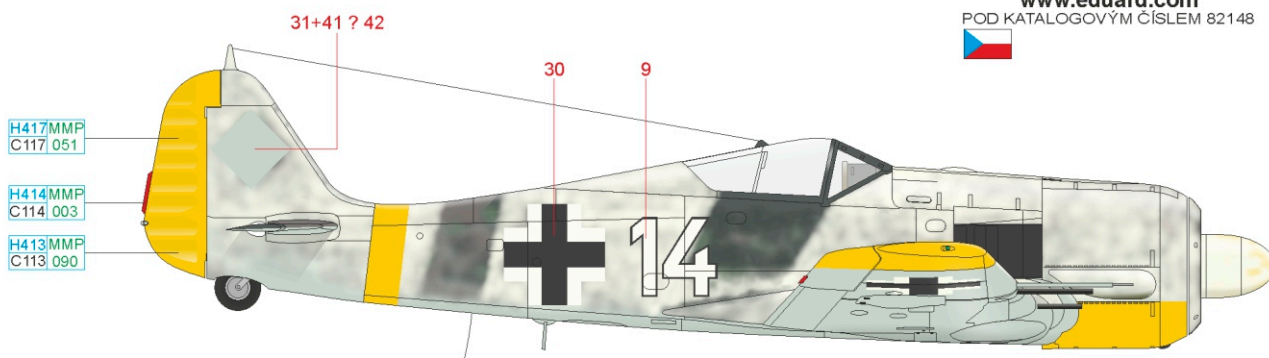
RLM 23	H414 MMP C114 003	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050
		RLM 74	H68 MMP C36 049
		RLM 70	H65 MMP C18 088
		RLM 04	H413 MMP C113 090

D flown by Fw. Günther Josten, 1./JG 51, Bobruysk, Soviet Union, January 1944

Eighteen year old Gunther Josten joined the Luftwaffe in January 1940, underwent flight training as a fighter pilot, and in September 1942 was assigned to 1./JG 51. As a holder of the Knight's Cross with Oak Leaves, which he received on April 2nd, 1945 (after claiming his 161st of a final total of 178 kills), he was named CO of IV.Gruppe JG 51, a position he would hold through to the end of the war. On April 4th, 1956 he entered the post-war Luftwaffe and became the CO of JG 71 in 1962. His final post was that of Deputy Commander of 4. Luftwaffedivision. He retired on March 31st, 1981 with the rank of Oberst, and passed away on July 7th, 2004. The camouflage of Josten's aircraft was darkened on the fuselage sides with the same paints applied to the upper surfaces and the yellow recognition markings, used on the aircraft operating on the Eastern Front, were added. To better conceal the aircraft in the surrounding terrain during winter the upper and side surfaces were partially painted white.



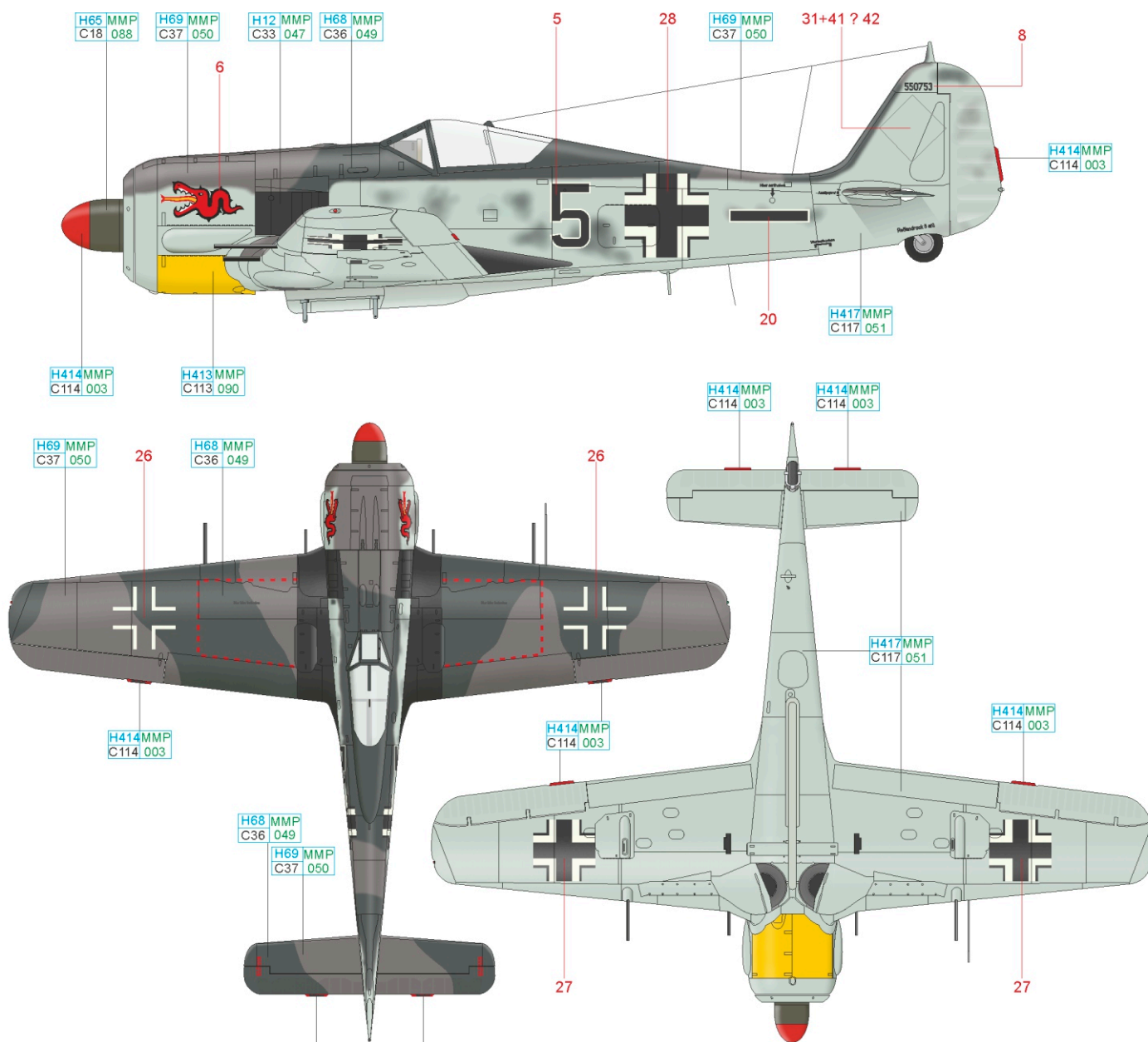
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82148



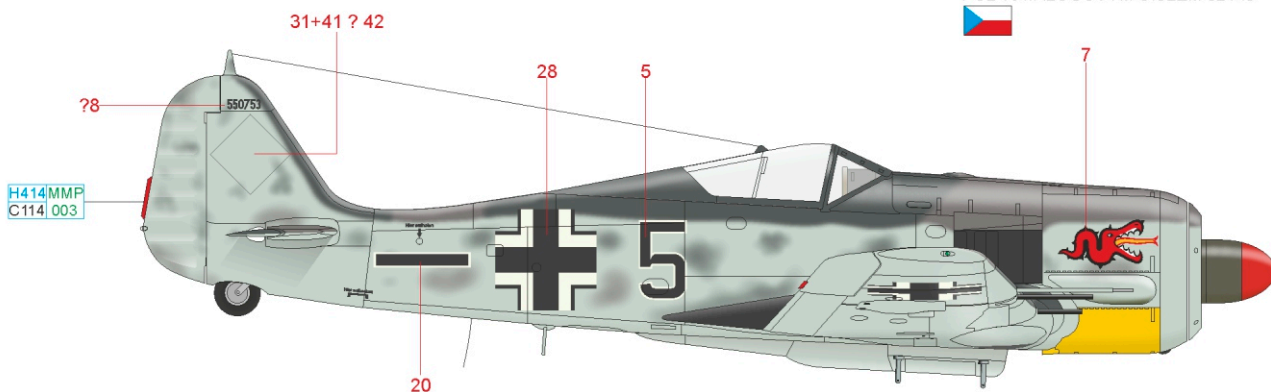
RLM 23	H414 MMP C114 003	BLACK	H12 MMP C33 047
WHITE	H11 MMP C62 001	RLM 76	H417 MMP C117 051
		RLM 75	H69 MMP C37 050
		RLM 74	H68 MMP C36 049
		RLM 04	H413 MMP C113 090

E W. Nr. 550473, flown by Fw. Walter Nietzsche, II./JG 300, Rheine, Germany, Summer 1943

In the middle of June 1943, II./JG 1 commanded by Hptm. Hoekner was transferred from Woensdrecht in Holland to Rheine from where, in the course of the following eight months, it sortied against large formations of the American four-engine bombers penetrating, in ever increasing numbers, the German Reich airspace. The same airbase was a home to II./JG Hermann as well, later renamed II./JG 300, which for the rest of 1943 operated II./JG 1 aircraft in the night-fighting role since JG 300 pilots had been trained in single-engine aircraft at night. One of the II./JG 300 pilots flying this Fw 190A-6 night fighter "borrowed" from II./JG 1 was also Fw. Walter Nietzsche, who during the night from 27th to 28th September, 1943 was killed in the cockpit while fighting over Braunschweig. The legendary worm Tatzelwurm painted in red confirms that this aircraft belonged to 5. Staffel, JG 1.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82148



RLM 23	H414MMP C114 003	BLACK	H12 MMP C33 047
RLM 76	H417MMP C117 051	RLM 75	H69 MMP C37 050
		RLM 74	H68 MMP C36 049
		RLM 70	H65 MMP C18 088
		RLM 04	H413MMP C113 090

