

FOCKE WULF Fw 190D-9

Revell

H 215-380

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After the British Royal Air Force had successfully defended England during the historic "Battle of Britain," the German Luftwaffe was faced with the fact that their notorious Messerschmitt Bf 109's were outclassed by the new British Spitfires. However, within a year of that fateful "Battle," the Luftwaffe had once again tipped the scales in its favor with the introduction of the Focke Wulf Fw 190 - a plane that was to be noted for its speed and manoeuvrability.

The Fw 190 is considered by many to be the most attractive and successful aircraft developed during World War II. In the first few months of its operational career, it gained a ratio of two Spitfires downed for the loss of only one Fw 190. By the end of 1942 the Fw 190, nicknamed "Würger" or Butcher Bird, was in full-scale production. Newer, more powerful versions of the plane took to the skies in a variety of roles. Bomber versions could carry 1,650 pounds of bombs under the wings and fuselage.

As the Fw 190 rolled up its score of victories, the Allies were greatly concerned about this grave threat. On the evening of June 23, 1942, the occupants of the Royal Air Force base at Pembrey, England, were startled as they watched a lone Fw 190A race low across the field, pull up into a series of victory rolls, and land on the runway. Much to their delight they discovered that a young German officer had become lost and mistook the RAF airbase for his own base in France.

At last the secrets of the Würger were revealed. The result of the tests made by the British with the captured plane led to a major revision in fighter design and combat tactics. The Fw 190 was well built, highly manoeuvrable, and much faster than current British fighters. The pilot

of the Fw 190 could dictate the terms of combat and break-off at will.

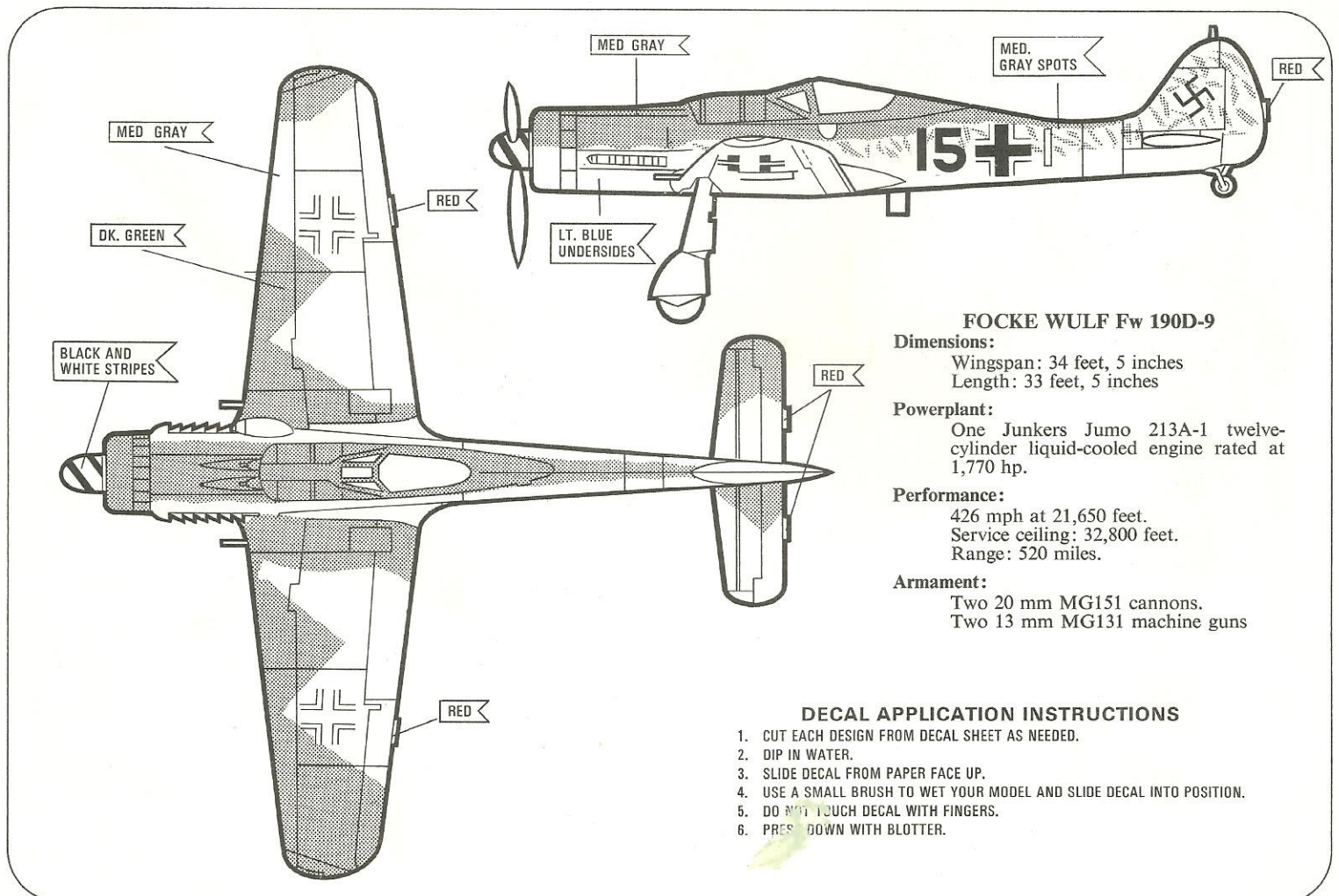
During the summer of 1943 a greatly refined model of the Fw 190 began operations. The radial engine which powered the previous models was replaced by a more powerful inline type. The blunt nose housed a cooling radiator and the fuselage was extended to contain the longer engine. Designated Fw 190D, the new fighter had far superior performance to the earlier versions of the Fw 190 series. The Fw 190D, "Dora" or "Long-nose" as it was nicknamed, was at least equal to the finest Allied fighters opposing it.

The Third Reich was on the decline when the Fw 190D went into service; therefore, this superb fighter was restricted to purely defensive roles. One of its most important operations in this respect was the protection of the new German jet fighters. Although the jets were outstanding in combat, they were at the mercy of the Allies when taking-off or landing. The Focke Wulfs would form a protective umbrella during these critical moments.

One of the squadrons assigned this task was 9./JG 54 (Grunherz) or Green Hearts squadron. Revell's model of the Focke Wulf Fw 190D-9 bears the markings of Feldwebel Gerhard Kroll who flew with this squadron.

The Fw 190D was, without doubt, the finest fighter developed by the Germans in the Second World War. Like its brothers in arms, the Messerschmitt Bf 109, the Fw 190 was a great advancement in aeronautical design and has earned its place in the pages of aircraft history.

We are grateful to the Air Force Museum and to Jerry Crandall for their assistance in developing this model.



FOCKE WULF Fw 190D-9

Dimensions:

Wingspan: 34 feet, 5 inches
Length: 33 feet, 5 inches

Powerplant:

One Junkers Jumo 213A-1 twelve-cylinder liquid-cooled engine rated at 1,770 hp.

Performance:

426 mph at 21,650 feet.
Service ceiling: 32,800 feet.
Range: 520 miles.

Armament:

Two 20 mm MG151 cannons.
Two 13 mm MG131 machine guns

DECAL APPLICATION INSTRUCTIONS

1. CUT EACH DESIGN FROM DECAL SHEET AS NEEDED.
2. DIP IN WATER.
3. SLIDE DECAL FROM PAPER FACE UP.
4. USE A SMALL BRUSH TO WET YOUR MODEL AND SLIDE DECAL INTO POSITION.
5. DO NOT TOUCH DECAL WITH FINGERS.
6. PRESS DOWN WITH BLOTTER.

GET YOUR TOOLS READY: ★ ★ ★ BEFORE YOU BEGIN ★ ★ ★



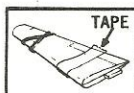
KNIFE FILE
TO DETACH
AND TRIM
PARTS
FILE
TO REMOVE
EXCESS
PLASTIC



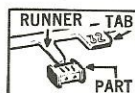
TWEEZERS
TO PICK UP
AND HOLD
SMALL
PARTS



PAINT BRUSH
TOOTH PICK
CEMENT
USE
TOOTH PICK
PAINT
BRUSH
OR PIN
TO
APPLY IT



TAPE AND CLOTHES PINS
TO CLAMP
AND HOLD
PARTS
UNTIL THEY
ARE DRY



DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM!
PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON TAB NEXT TO PART OR ON PART ITSELF.

FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

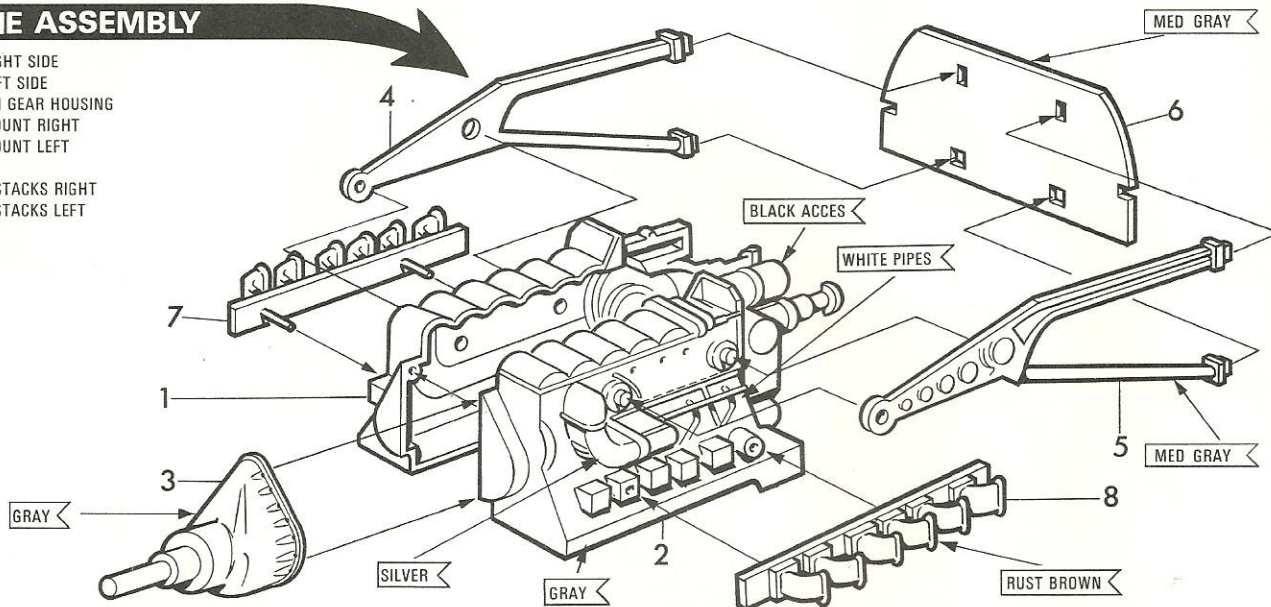
NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING FLAGS for color suggestions.

- Use paints made for plastics only.
- Paint small parts before detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.

1 ENGINE ASSEMBLY

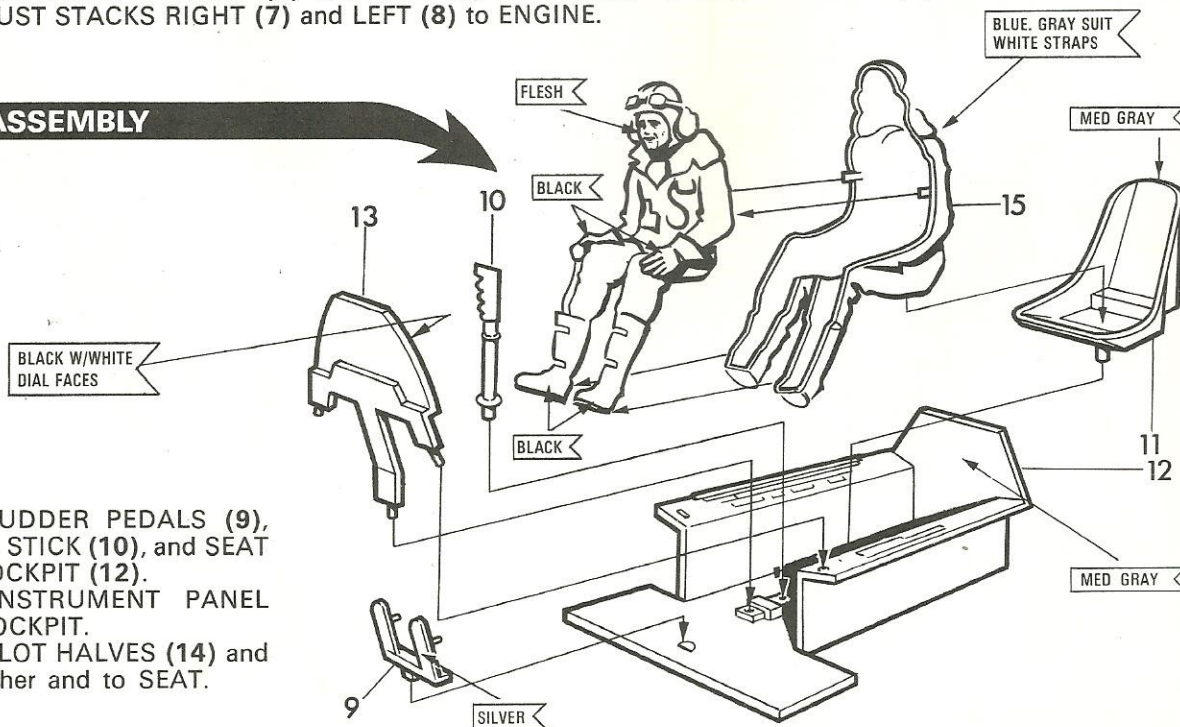
- ENGINE RIGHT SIDE
- ENGINE LEFT SIDE
- REDUCTION GEAR HOUSING
- ENGINE MOUNT RIGHT
- ENGINE MOUNT LEFT
- FIREWALL
- EXHAUST STACKS RIGHT
- EXHAUST STACKS LEFT



1. Cement ENGINE HALVES RIGHT (1) and LEFT (2) together, then cement GEAR HOUSING (3) to front of ENGINE.
2. Cement ENGINE MOUNTS RIGHT (4) and LEFT (5) to ENGINE. Cement FIREWALL (6) to ENGINE MOUNTS.
3. Cement EXHAUST STACKS RIGHT (7) and LEFT (8) to ENGINE.

2 COCKPIT ASSEMBLY

- RUDDER PEDALS
- CONTROL STICK
- SEAT
- COCKPIT
- INSTRUMENT PANEL
- PILOT FRONT
- PILOT BACK

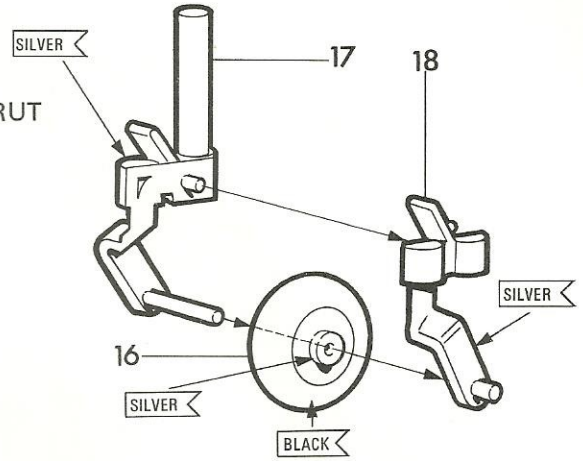


1. Cement RUDDER PEDALS (9), CONTROL STICK (10), and SEAT (11) to COCKPIT (12).
2. Cement INSTRUMENT PANEL (13) to COCKPIT.
3. Cement PILOT HALVES (14) and (15) together and to SEAT.

3 TAIL WHEEL

- 16 TAIL WHEEL
- 17 STRUT RIGHT SIDE
- 18 STRUT LEFT SIDE

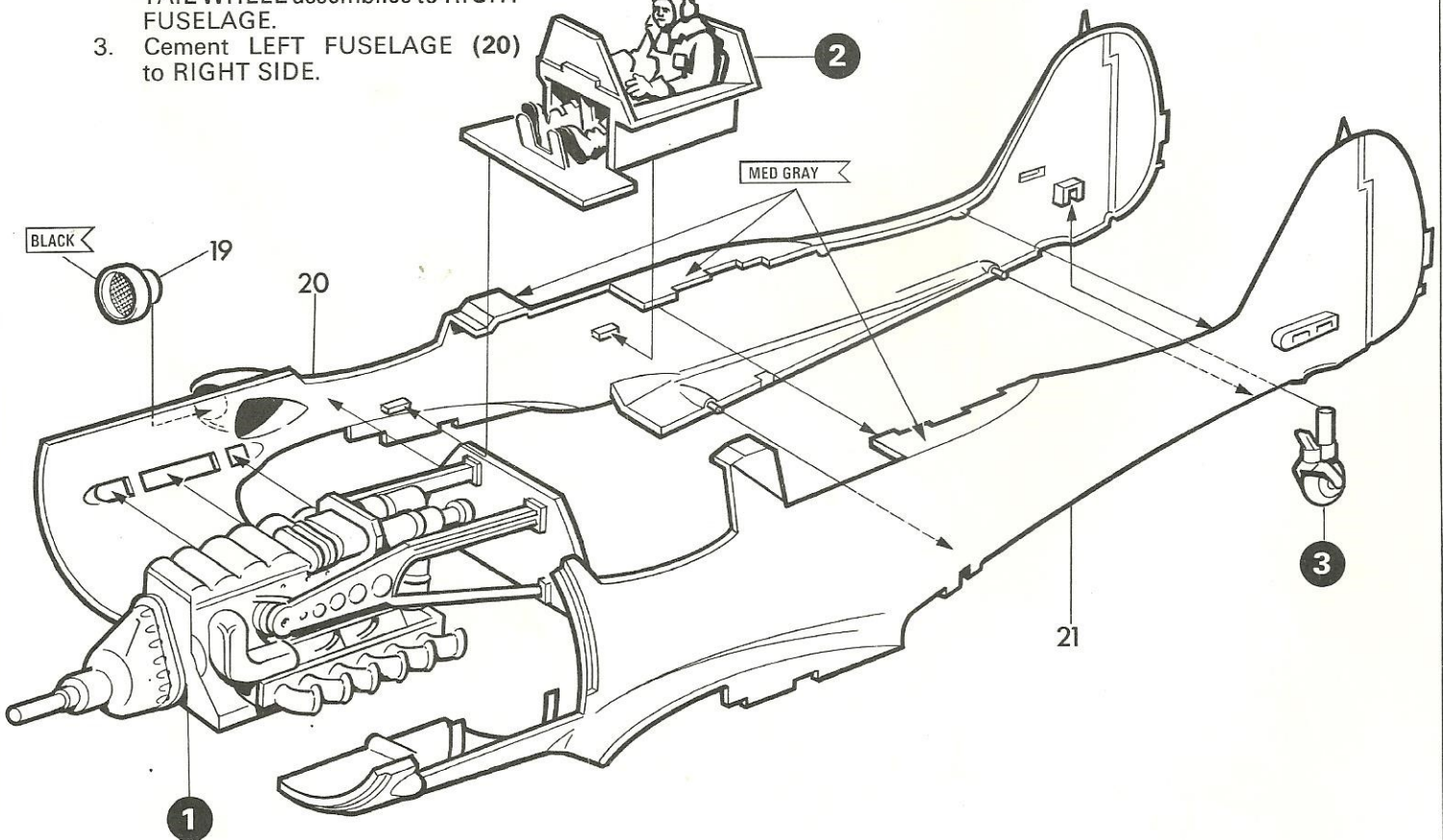
1. Place TAIL WHEEL (16) on STRUT (17), carefully cement STRUT (18) to (17).



4 FUSELAGE ASSEMBLY

- 19 AIR INTAKE SCREEN
- 20 FUSELAGE RIGHT SIDE
- 21 FUSELAGE LEFT SIDE

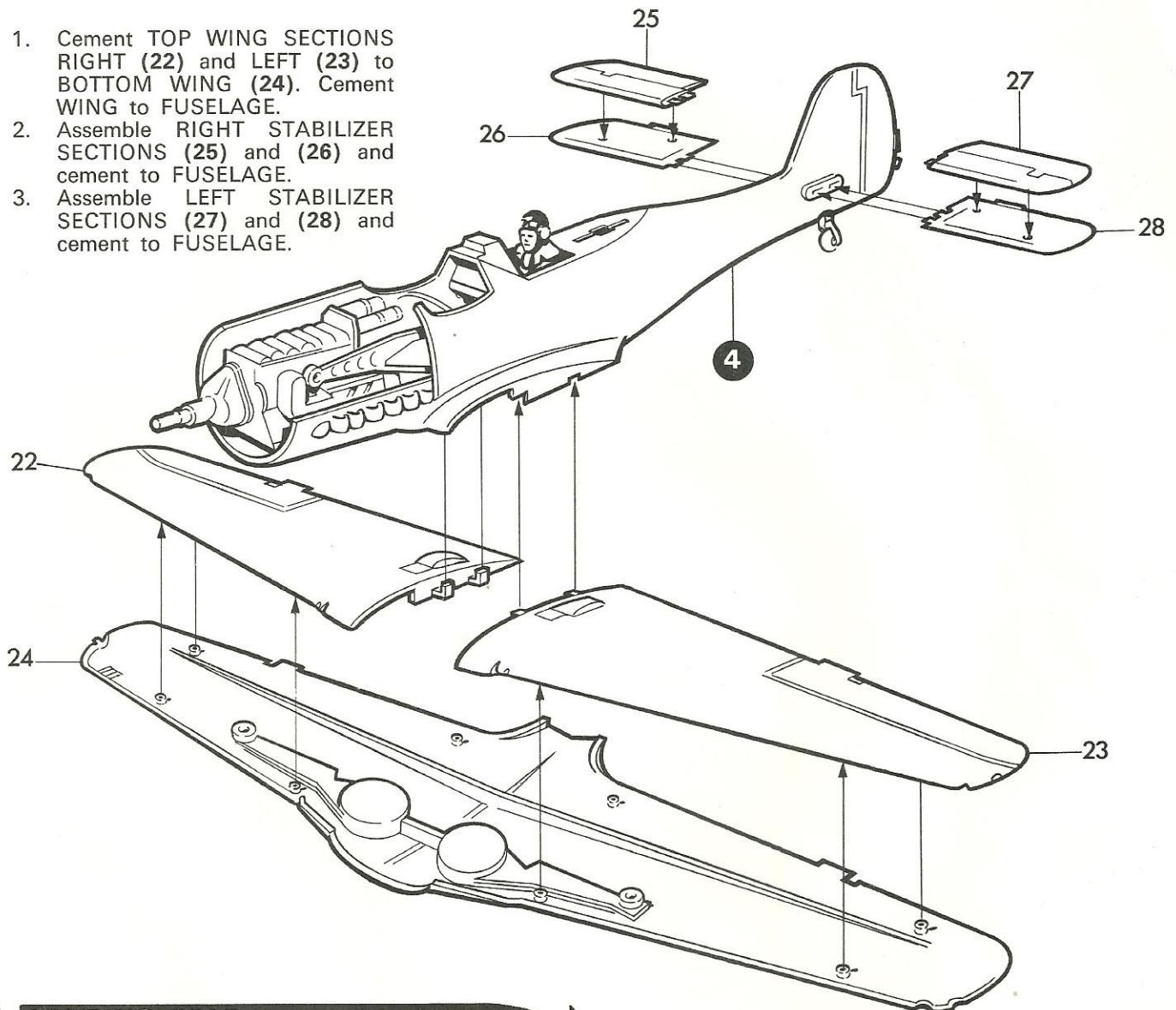
1. Cement AIR DUCT SCREEN (19) to RIGHT FUSELAGE (20).
2. Cement ENGINE, COCKPIT and TAIL WHEEL assemblies to RIGHT FUSELAGE.
3. Cement LEFT FUSELAGE (21) to RIGHT SIDE.



5 WINGS AND TAIL ASSEMBLY

- | | |
|-------------------------|----------------------------|
| 22 RIGHT TOP WING | 26 RIGHT BOTTOM STABILIZER |
| 23 LEFT TOP WING | 27 LEFT TOP STABILIZER |
| 24 BOTTOM WING | 28 LEFT BOTTOM STABILIZER |
| 25 RIGHT TOP STABILIZER | |

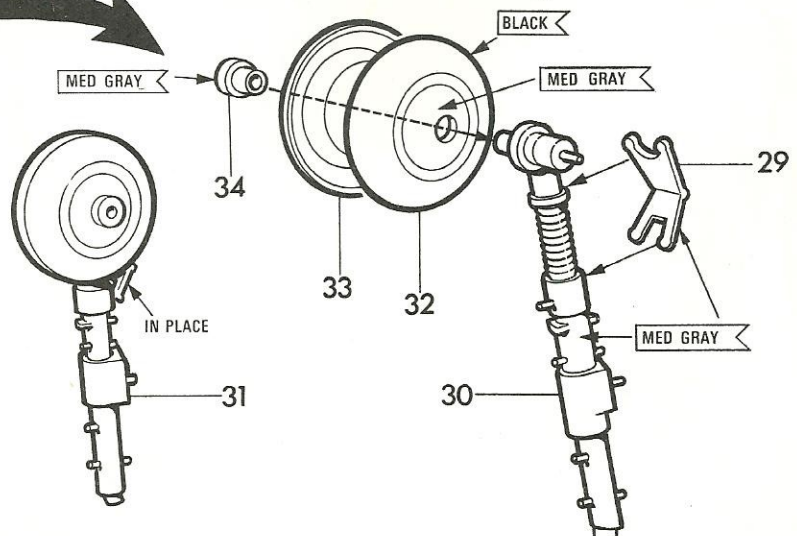
1. Cement TOP WING SECTIONS RIGHT (22) and LEFT (23) to BOTTOM WING (24). Cement WING to FUSELAGE.
2. Assemble RIGHT STABILIZER SECTIONS (25) and (26) and cement to FUSELAGE.
3. Assemble LEFT STABILIZER SECTIONS (27) and (28) and cement to FUSELAGE.



6 LANDING GEAR

- | |
|---------------------------------|
| 29 TORQUE LINK (2 parts) |
| 30 RIGHT GEAR STRUT |
| 31 LEFT GEAR STRUT |
| 32 WHEEL HALF INSIDE (2 parts) |
| 33 WHEEL HALF OUTSIDE (2 parts) |
| 34 WHEEL RETAINER (2 parts) |

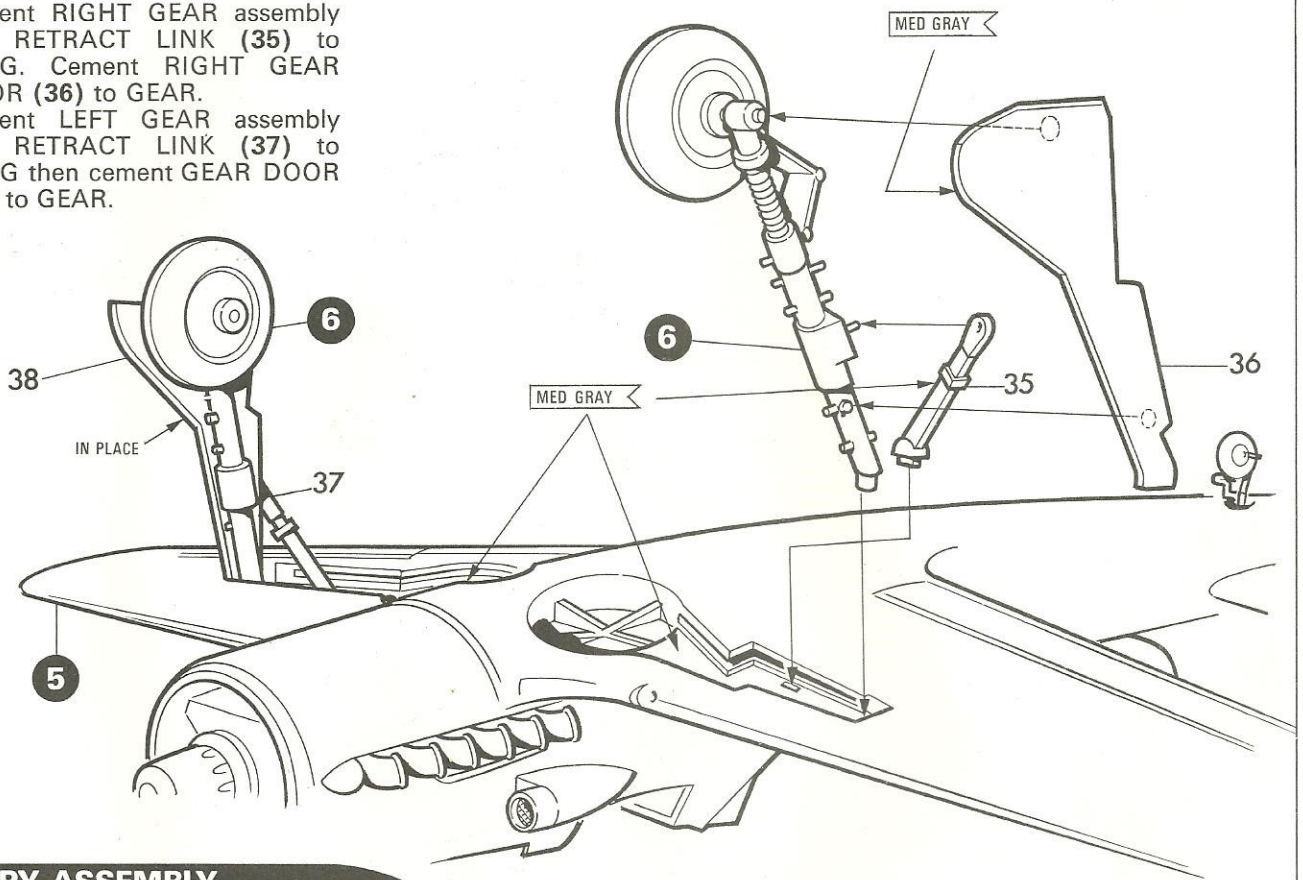
1. Cement a TORQUE LINK (29) to each GEAR STRUT, RIGHT (30) and LEFT (31).
2. Cement WHEEL HALVES (32) and (33) together.
3. PLACE, DO NOT CEMENT WHEELS on GEAR STRUTS and press a WHEEL RETAINER (34) on each AXLE.



7 LANDING GEAR INSTALLATION

35 RIGHT RETRACT LINK 37 LEFT RETRACT LINK
 36 RIGHT GEAR DOOR 38 LEFT GEAR DOOR

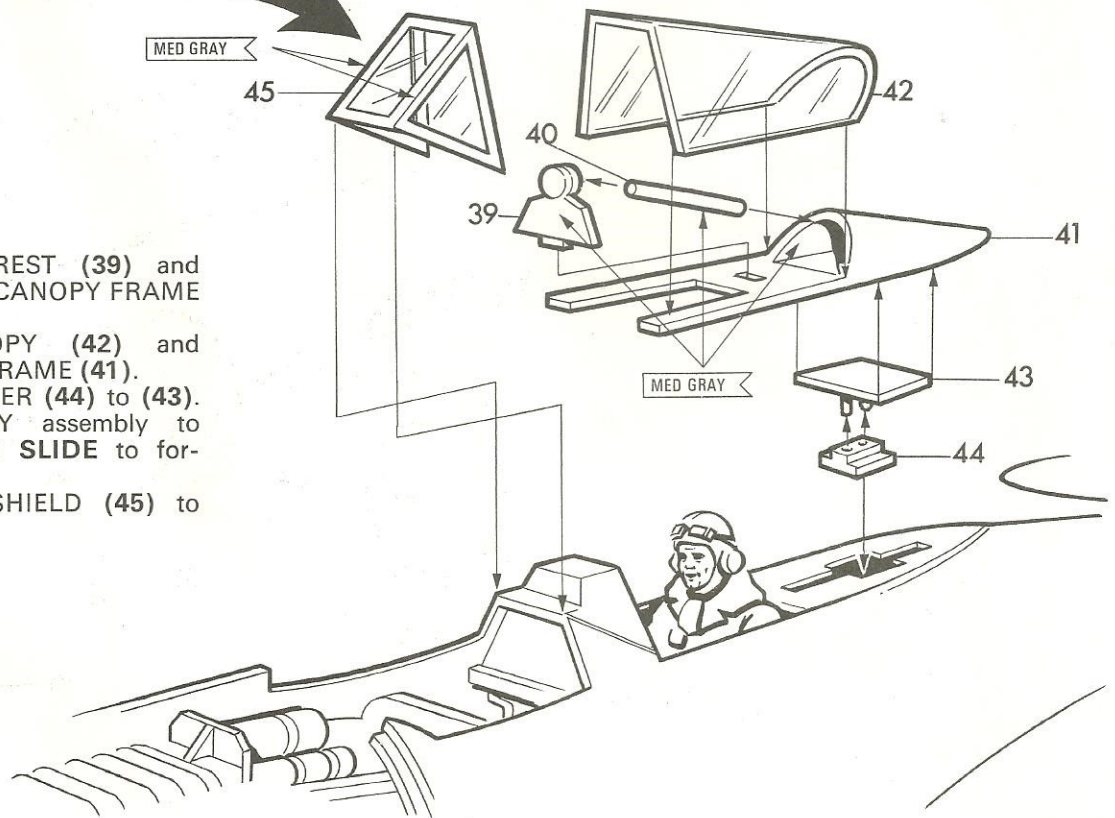
1. Cement RIGHT GEAR assembly and RETRACT LINK (35) to WING. Cement RIGHT GEAR DOOR (36) to GEAR.
2. Cement LEFT GEAR assembly and RETRACT LINK (37) to WING then cement GEAR DOOR (38) to GEAR.



8 CANOPY ASSEMBLY

39 HEADREST
 40 HEADREST BRACE
 41 CANOPY FRAME
 42 CANOPY GLASS (Clear)
 43 CANOPY SLIDE
 44 CANOPY RETAINER
 45 WINDSHIELD (Clear)

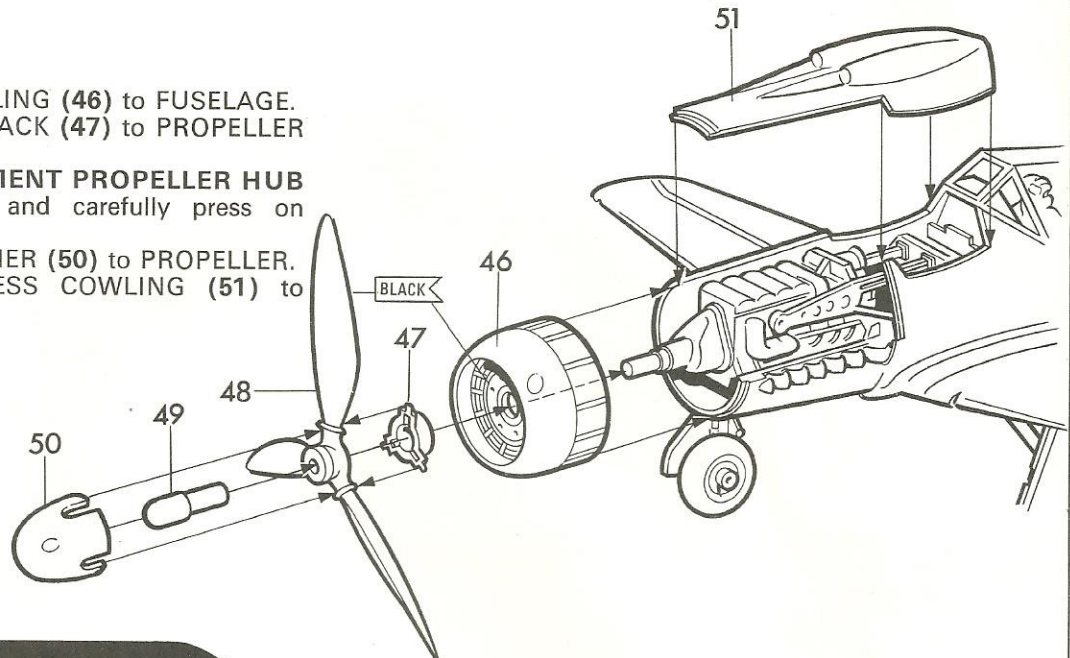
1. Cement HEADREST (39) and BRACE (40) to CANOPY FRAME (41).
2. Cement CANOPY (42) and SLIDE (43) to FRAME (41).
3. Cement RETAINER (44) to (43).
4. Install CANOPY assembly to FUSELAGE and SLIDE to forward position.
5. Cement WINDSHIELD (45) to FUSELAGE.



9 ENGINE COWLING

- | | |
|-------------------|-------------------|
| 46 ENGINE COWLING | 50 SPINNER |
| 47 PROPELLER BACK | 51 ENGINE COWLING |
| 48 PROPELLER | |
| 49 PROPELLER HUB | |

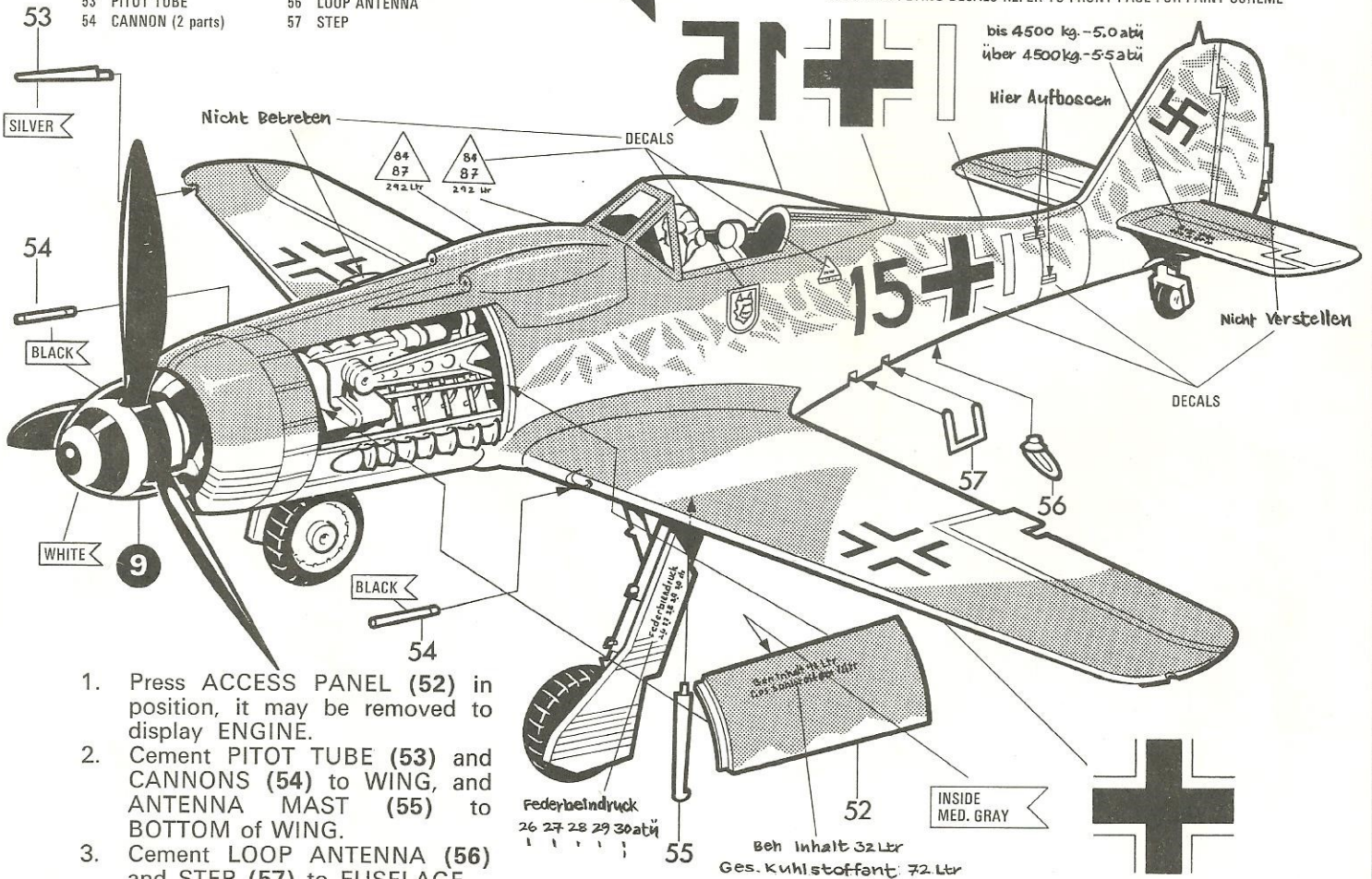
1. Cement ENGINE COWLING (46) to FUSELAGE.
2. Cement PROPELLER BACK (47) to PROPELLER (48).
3. PLACE, DO NOT CEMENT PROPELLER HUB (49) in PROPELLER and carefully press on PROPELLER SHAFT.
4. Carefully cement SPINNER (50) to PROPELLER.
5. Cement UPPER ACCESS COWLING (51) to FUSELAGE.



10 FINAL ASSEMBLY

- | | |
|------------------------|-----------------|
| 52 ENGINE ACCESS PANEL | 55 ANTENNA MAST |
| 53 PITOT TUBE | 56 LOOP ANTENNA |
| 54 CANNON (2 parts) | 57 STEP |

BEFORE APPLYING DECALS REFER TO FRONT PAGE FOR PAINT SCHEME



1. Press ACCESS PANEL (52) in position, it may be removed to display ENGINE.
2. Cement PITOT TUBE (53) and CANNONS (54) to WING, and ANTENNA MAST (55) to BOTTOM of WING.
3. Cement LOOP ANTENNA (56) and STEP (57) to FUSELAGE.
4. Install DECALS as shown.