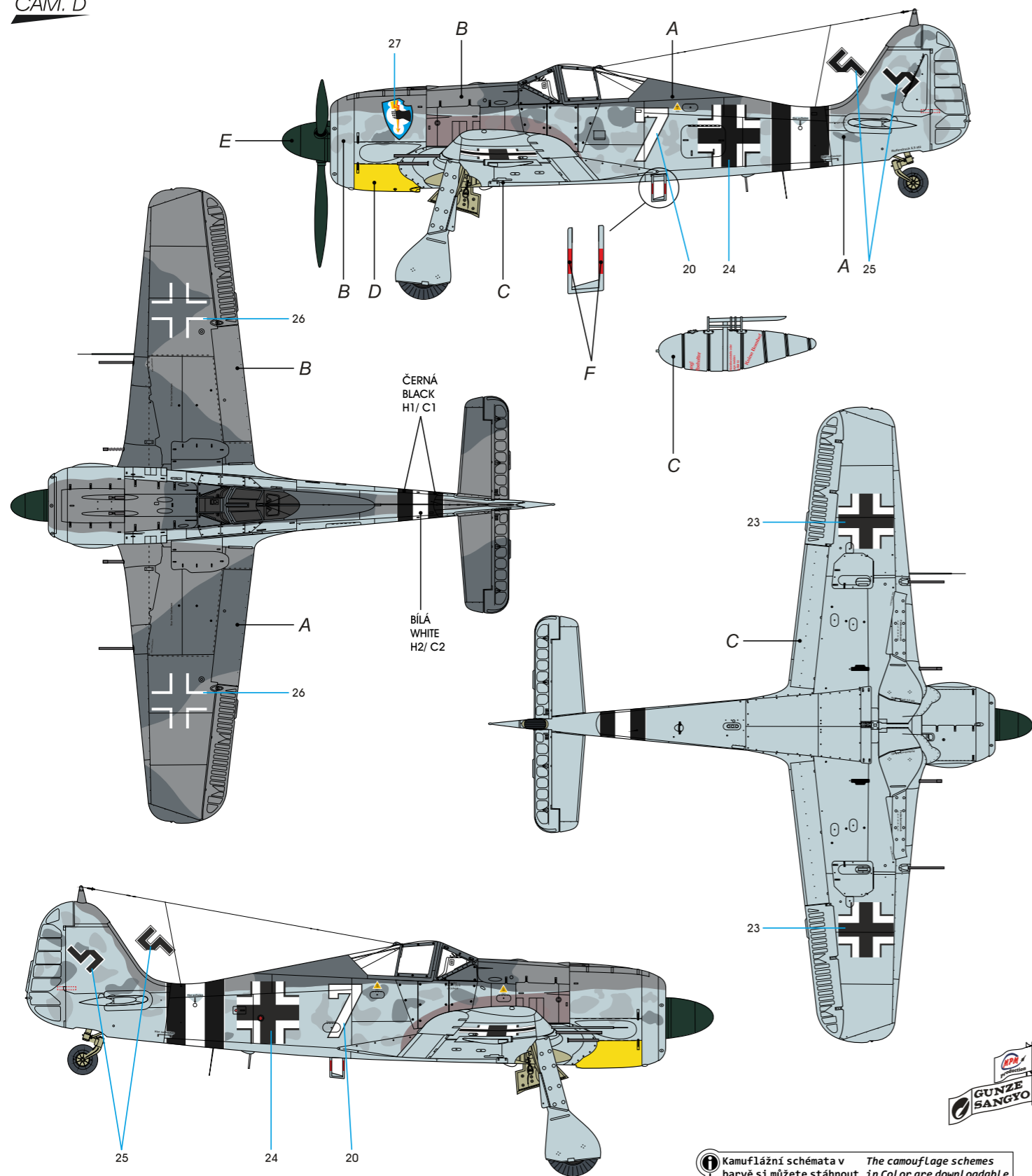


Fw 190A-6 bílá „7“, Sturmstaffel 1, Dortmund, konec ledna 1944. S největší pravděpodobností stejný stroj jako na kamufláži C, vybavený netypickými čtyřdílnými pancéřovými deskami, tentokrát s černo-bílo-černým pruhem na trupu, jak jej létal Major Erwin Bascila. Pod trupem byl namontován závěsník přidavné nádrže vyráběný v továrně Erla.

Fw 190A-6 White „7“, Sturmstaffel 1, Dortmund, end of January 1944. Most likely the same machine as Camo "C" carried unusual 4-piece additional armored plates and this time with black-white-black stripe behind the tail planes was used by Major Erwin Bascila. Note the Erla Company fuel tank rack.

CAM. D

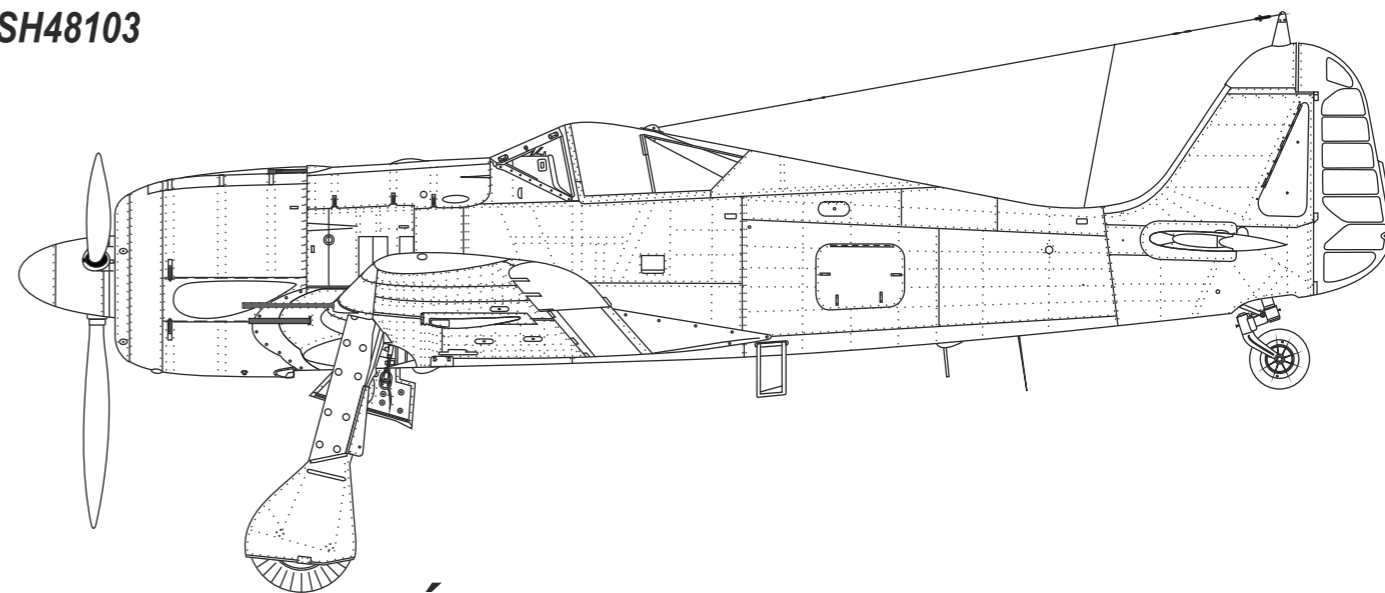


Kamuflážní schémata v barvě si můžete stáhnout z našich stránek  
The camouflage schemes in color are downloadable through our website  
www.cmkkits.com

<b>A</b> Zelenošedá Grey-green RLM 74 H68/ C36	<b>B</b> Šedá Grey RLM 75 H69/ C37	<b>C</b> Světle modrá Light Blue RLM 76 C 117	<b>D</b> Žlutá Yellow RLM 04 C113	<b>E</b> Černozelená Black Green RLM 70 H65/ C18	<b>F</b> Červená Red RLM 23 C114
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SH48103 Focke Wulf Fw 190A-6 "Early Sturmbirds"

SH48103



## NÁVOD / INSTRUCTION Fw 190 A-6 "Early Sturmbird"

EN

Development of Focke Wulf Fw 190 was started in 1938. The prototype designed by Kurt Tank took off on June 1, 1939. After major changes, especially the change of power plant unit was the pre-production Fw 190A-0 version assigned to combat units in 1940. Soon it was followed by first production version Fw 190A-1. Focke Wulf Fw 190 was the second mass used Luftwaffe's aircraft next to the Bf 109. Subsequent A versions were developed both fighter and fighter-bomber later redesignated as Fw 190F. Fw 190A-6 was equipped with stronger wing and it was powered by BMW 801D-2 engine. Basic version carried two MG 17 machine guns and four MG 151 cannons. Subsequent sub-versions were marked with letter "R" and particular number carried different armament. The development of Fw 190A ended up in 1945 by the last production fighter version Fw 190A-9 and assault version Fw 190F-9. In parallel in-line Jumo 213 engine versions were produced; mass produced Fw 190D-9 and small batch produced versions Fw 190D-10 to D-15.

Technical data of Fw 190A-6

Wingspan: 10.5 m, Length: 9.1 m, Max. Speed: 670 kmh, service Ceiling: 10 000m, Range: 850 km

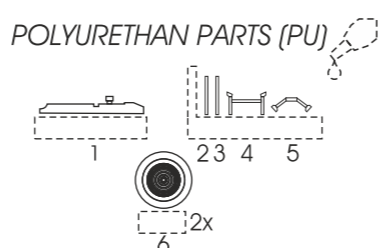
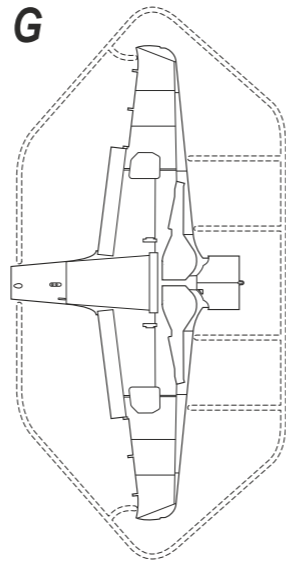
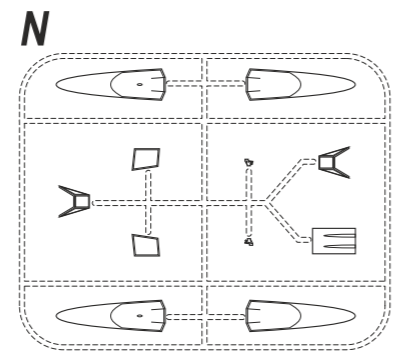
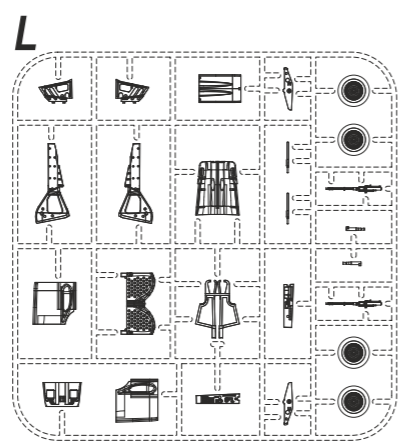
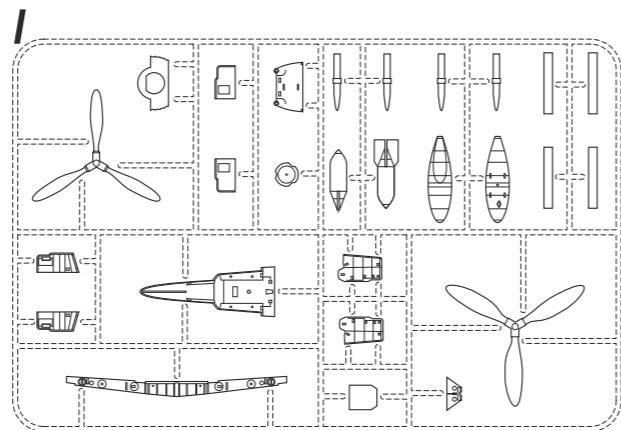
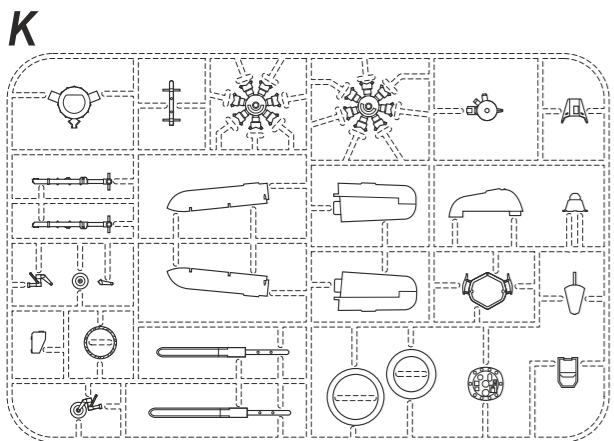
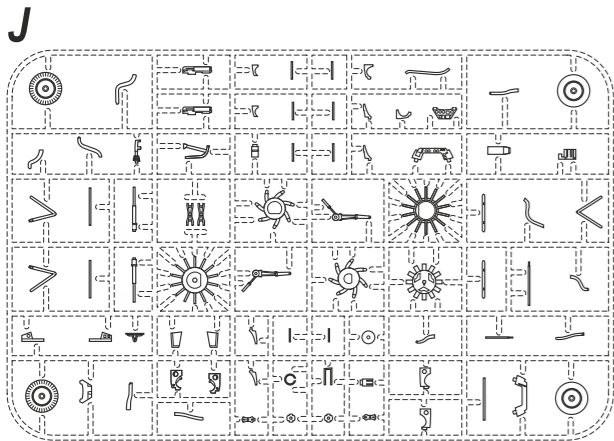
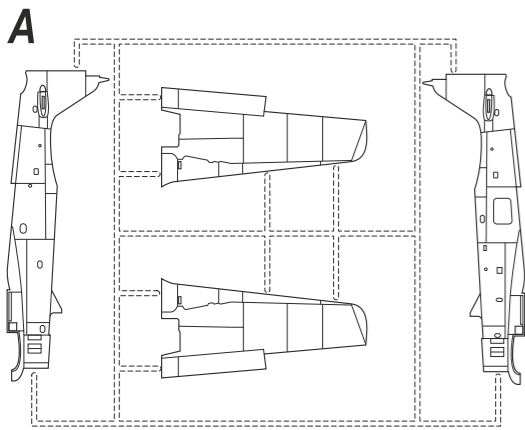
CZ

Vývoj stíhačky Focke Wulf Fw 190 byl zahájen v roce 1938. Prototyp, navržený konstruktérem Kurtem Tankem vzletl 1. června 1939. Po značných úpravách, mimo jiné změně typu motoru byla do výzbroje zařazena v roce 1940 předsérie Fw 190A-0 a brzy ji následovala první sériová varianta Fw 190A-1. Focke Wulf Fw 190 se stal po Bf 109 druhou nejrozšířenější stíhačkou Luftwaffe. Postupně byly vyvíjeny další varianty verze A, jak stíhací, tak později i stíhací bombardovací, posléze označované jako Fw 190F. Verze Fw 190A-6 byla proti předchozím verzím vybavena silnějším křídlem. Poháněna byla motorem BMW 801D-2. V základním provedení nesla dva kulomety MG 17 a čtyřmi kanony MG 151. Sloužila i s jinou výzbrojí, tyto varianty byly označován písmenem R a příslušným číslem. Vývoj Fw 190A skončil v roce 1945 poslední sériovou stíhací variantou Fw 190A-9 a bitevní variantou Fw 190F-9. Mezitím byla vyráběny i varianty s řadovými motory Jumo 213, velkosériová Fw 190D-9 a v menších počtech nebo jednotlivých kusech vyrobené Fw 190D-10 až D-15.

TTD Fw 190A-6

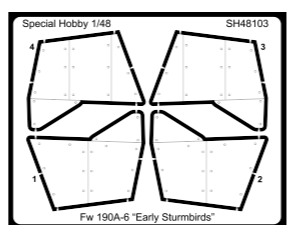
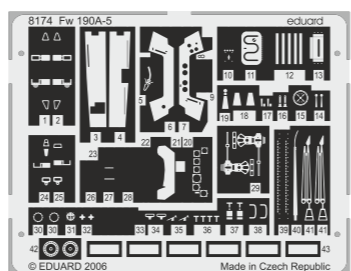
Rozpětí: 10,5 m, délka: 9,1 m, max. rychlost: 670 km/h, dostup: 10 000m, dolet: 850 km

1/48



H2 / C2	Gloss Black / Lesklá černá
H12 / C33	Matt Black / Matná černá
H47 / C41	Red Brown / Hnědá
H65 / C18	RLM 70 Black Green / Černozelená
H68 / C36	RLM 74 Grey Green / Šedozelená
H69 / C37	RLM 75 Grey / Šedá
H70 / C60	RLM 02 Grey / Zelenošedá
H77 / C137	Tire Black / Černá na pneumatiky
C113	RLM 04 Yellow / Žlutá
C114	RLM 23 Red / Červená
C116	RLM 66 Black Grey / Černošedá
C117	RLM 76 Light Blue / Světle modrá
H344	Rust / Rezavá
MC213	Steel / Ocel
MC214	Dark Iron / Kovová černá
MC 218	Aluminium / Hliníková
SM01	Chrome / Chromová

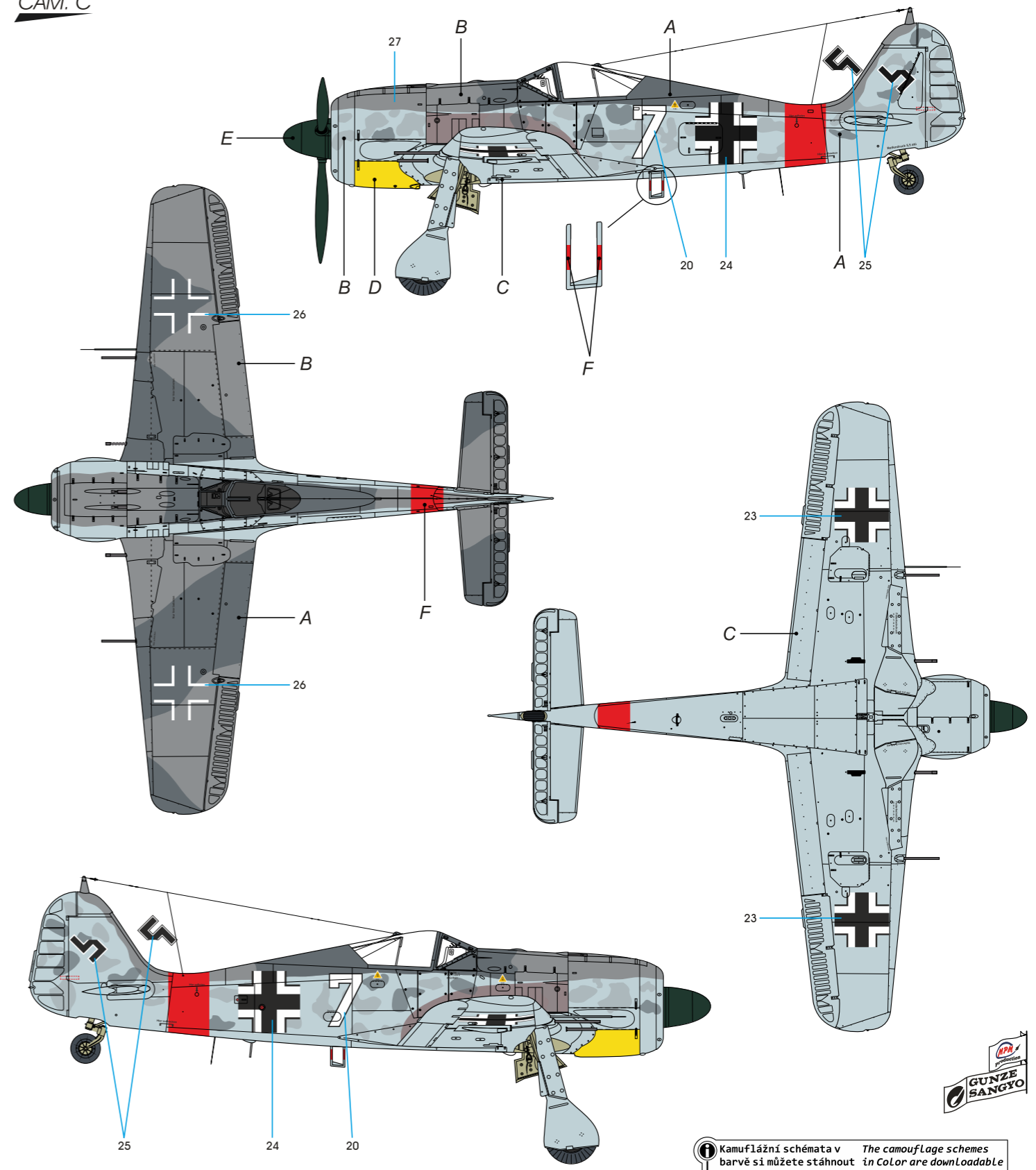
- Oddělit / Cut with knife / Mit Messer schneiden / Couper au couteau
- Možnost volby / Optional / Nach belieben / Option
- Vyrobit nově / Scratch build / Fertigstellen / Achever
- Vyvrtat / Drill / Bohren / Forer
- Ohnout / Bend / Biegen / Courber
- Lepidlo na kov / Glue for metal / Metallkleber / Colle a metal
- Symetrická montáž / Symetrical assembly / Symmetrische aufbau / Montage symétrique



Fw 190A-6 bílá „7“, Sturmstaffel 1, Dortmund, leden 1944. V době, kdy byl tento Fw 190, vybavený netypickými čtyřdílnými pancéřovými deskami a označen červeným pruhem na trupu, jej používal Oberleutnant Ottmar Zehart.

Fw 190A-6 White „7“, Sturmstaffel 1, Dortmund, January 1944. At the time this machine carried unusual 4-piece additional armored plates and red stripe behind the tail planes it was used by Oberleutnant Ottmar Zehart.

CAM. C



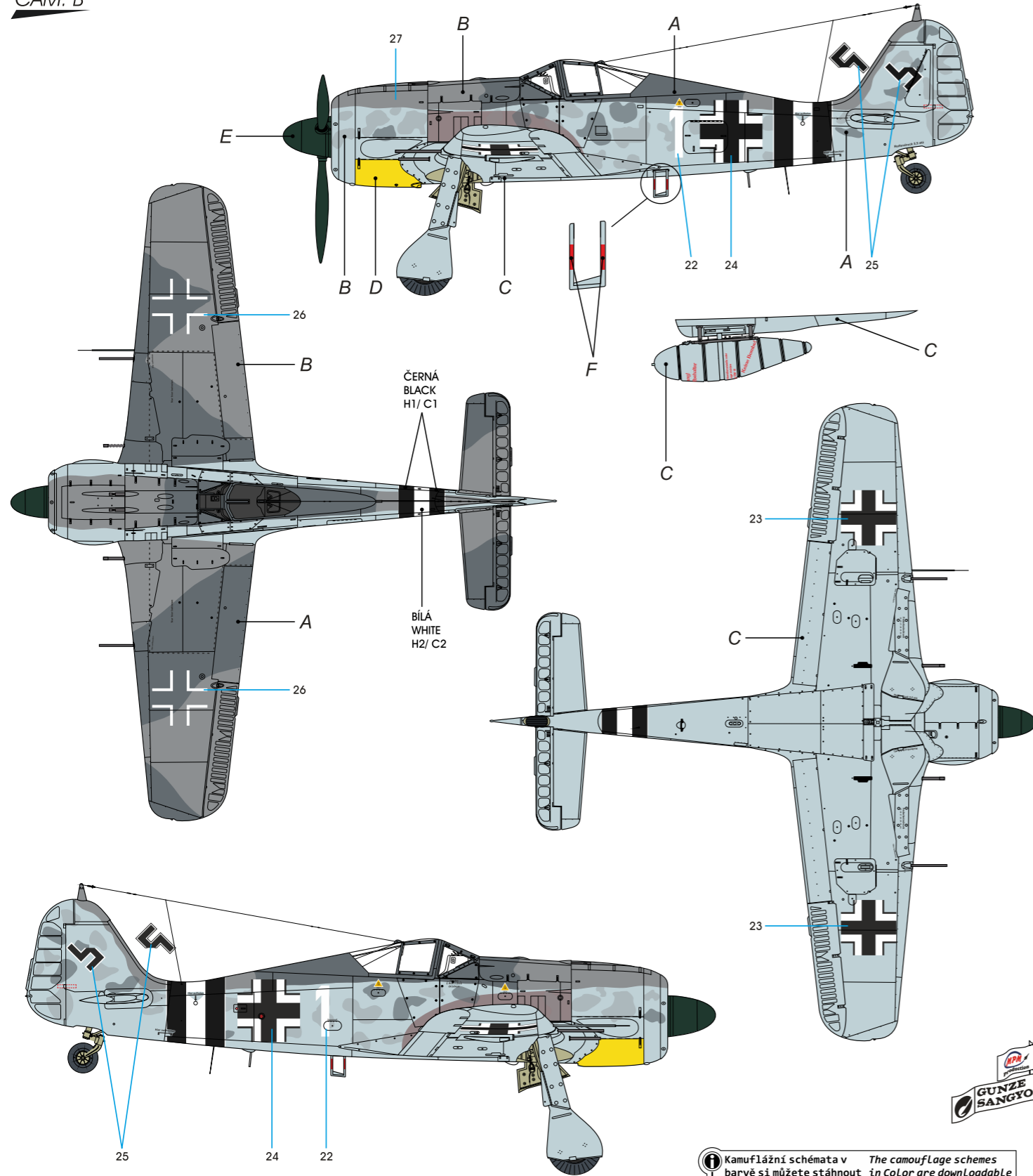
<b>A</b>	Zelenošedá / Grey-green / RLM 74 / H68/ C36	<b>B</b>	Šedá / Grey / RLM 75 / H69/ C37	<b>C</b>	Světle modrá / Light Blue / RLM 76 / C 117	<b>D</b>	Žlutá / Yellow / RLM 04 / C113	<b>E</b>	Černozelená / Black Green / RLM 70 / H65/ C18	<b>F</b>	Červená / Red / RLM 23 / C114
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Kamuflažní schémata v barvě si můžete stáhnout z našich stránek in Color are downloadable through our website [www.cmkkits.com](http://www.cmkkits.com)

Fw 190A-6 bílá „1“, Sturmstaffel 1, Dortmund, leden 1944. Osobní stroj velitele (Staffelkapitän) Sturmstaffel 1 Majora Hanse-Güntera von Kornatzkiho byl vybaven třídílnými pancéřovými deskami.

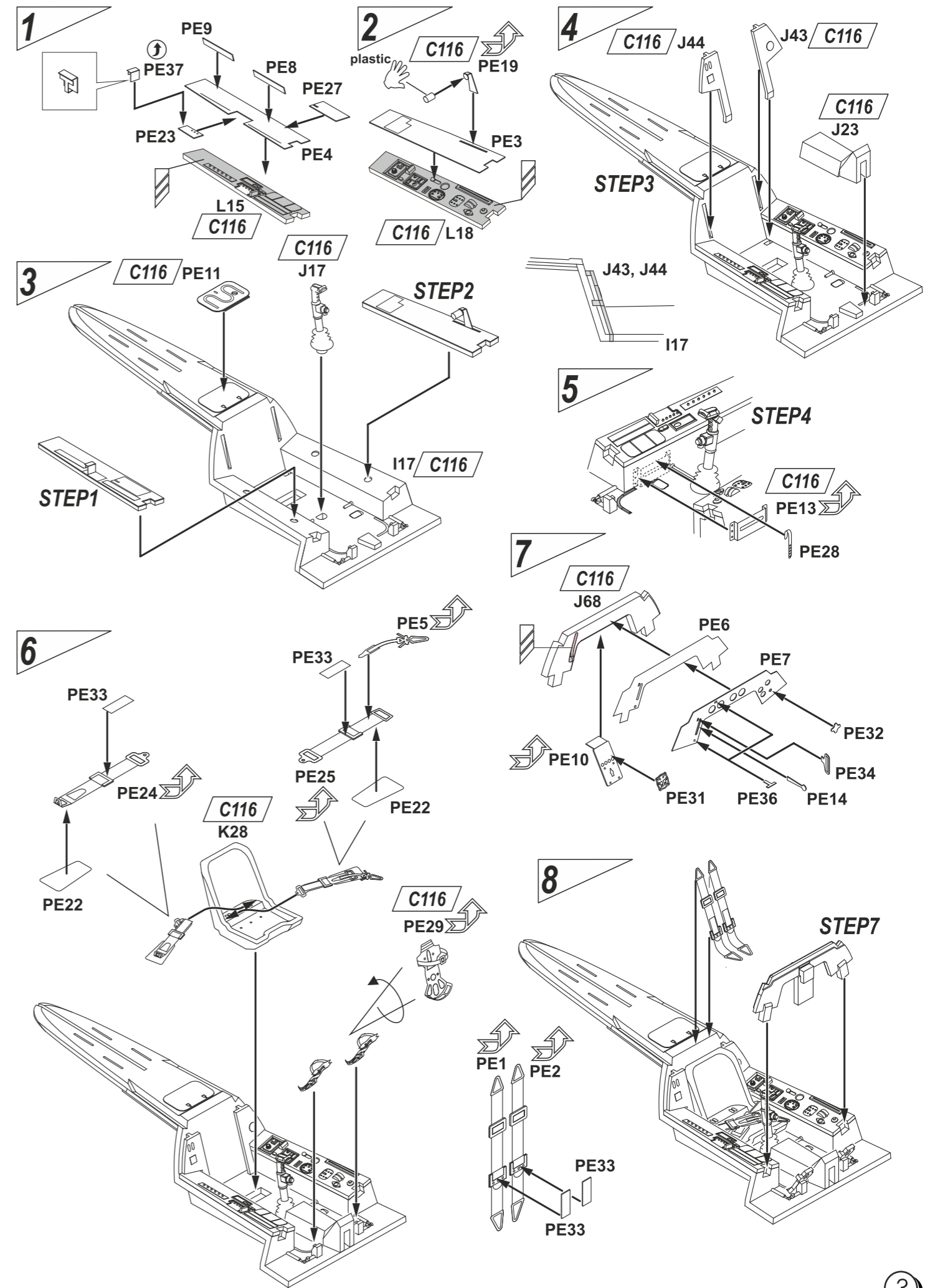
Fw 190A-6 White „1“, Sturmstaffel 1, Dortmund, January 1944. Personal mount of the Sturmstaffel 1 Commander (Staffelkapitän), Major Hans-Günter von Kornatzki was equipped with 3-piece additional armored plates.

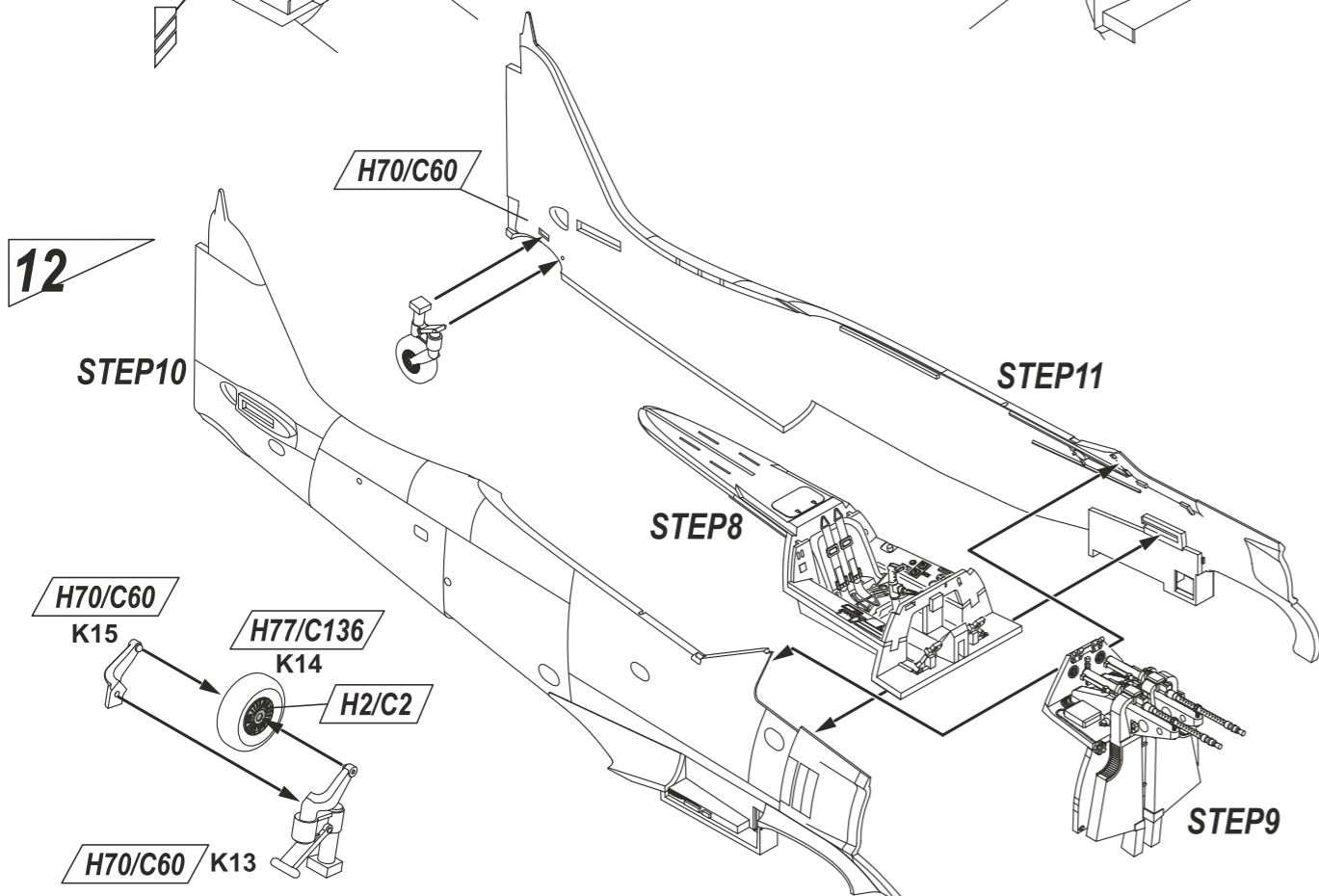
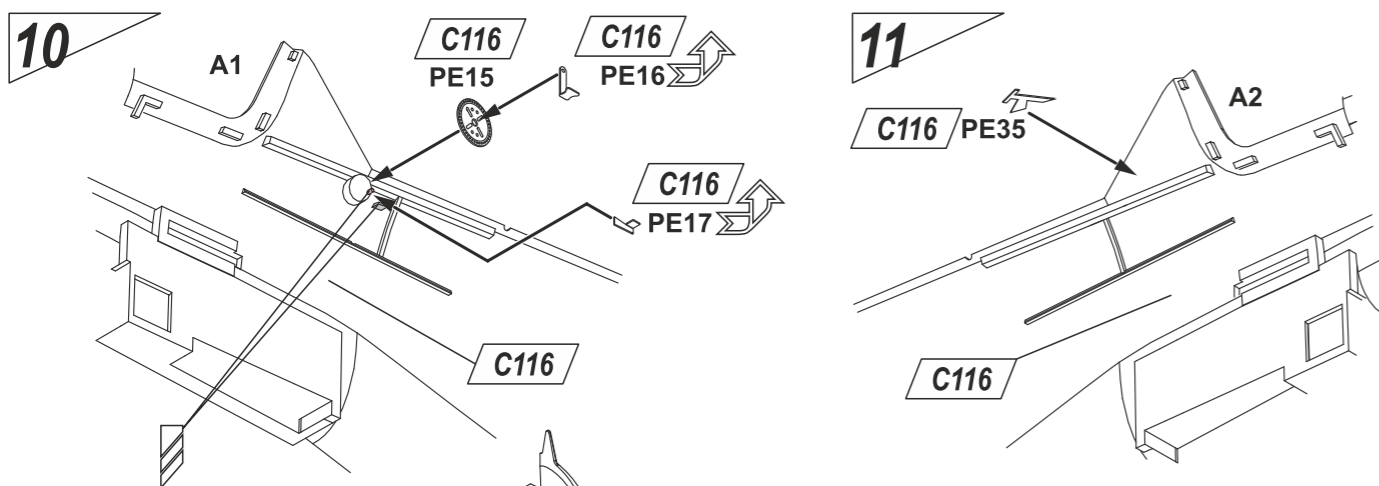
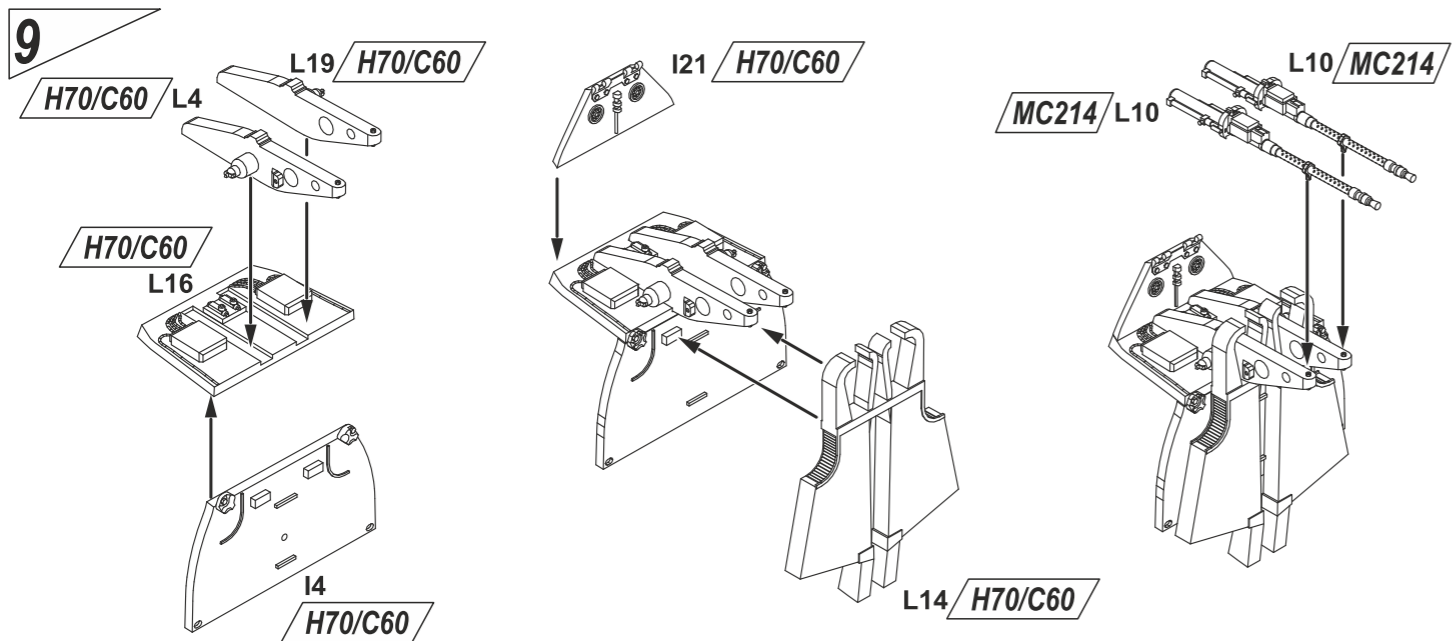
CAM. B



- |   |   |  |  |   |   |
|---|---|--|--|---|---|
| <b>A</b> Zelenošedá<br>Grey-green<br>RLM 74<br>H68/ C36 | <b>B</b> Šedá<br>Grey<br>RLM 75<br>H69/ C37 | <b>C</b> Světle modrá<br>Light Blue<br>RLM 76<br>C 117 | <b>D</b> Žlutá<br>Yellow<br>RLM 04<br>C113 | <b>E</b> Černozelená<br>Black Green<br>RLM 70<br>H65/ C18 | <b>F</b> Červená<br>Red<br>RLM 23<br>C114 |
|---|---|--|--|---|---|

! Kamuflažní schémata v barvě si můžete stáhnout z našich stránek [www.cmkkits.com](http://www.cmkkits.com)  
The camouflage schemes in Color are downloadable through our website

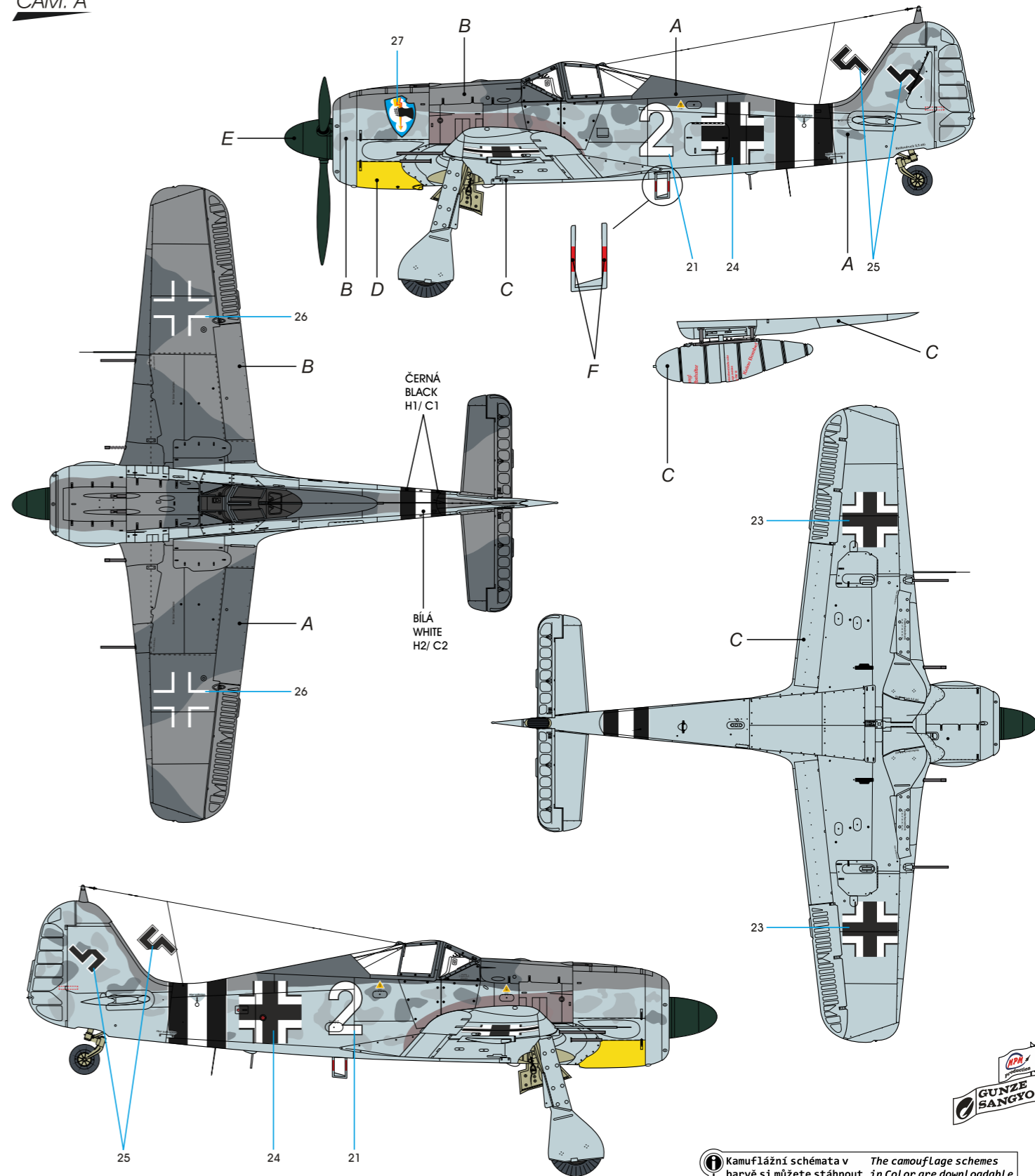




Fw 190A-6 bílá „2“, Sturmstaffel 1, pilot Gefreiter Gerhard Vivroux, Dortmund, únor 1944. Stroj byl vybaven třídílnými pancéřovými deskami.

Fw 190A-6 White „2“, Sturmstaffel 1, pilot Gefreiter Gerhard Vivroux, Dortmund, February 1944. This aircraft carried 3-piece additional armored plates.

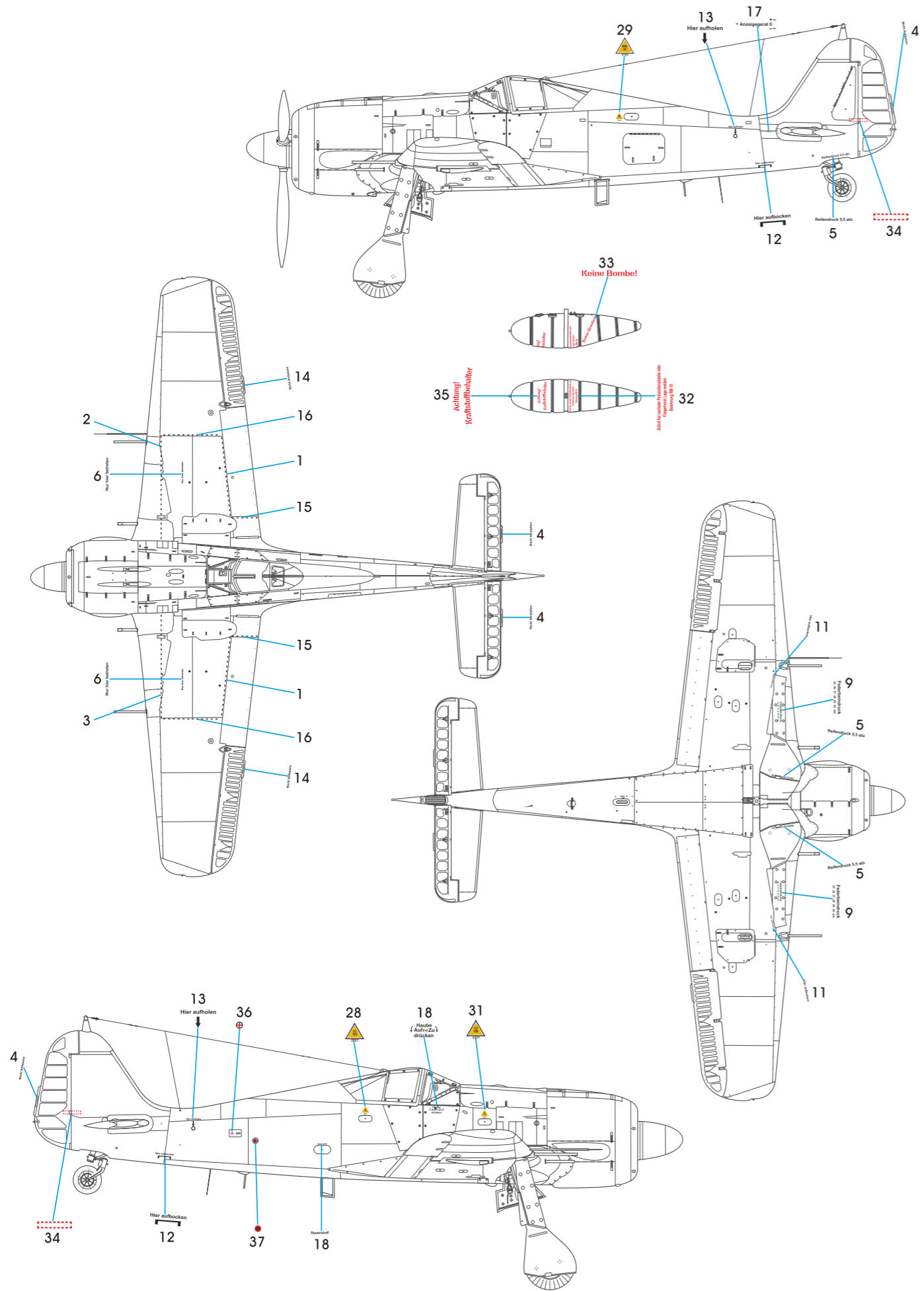
CAM. A



Kamuflažní schémata v barvě si můžete stáhnout z našich stránek  
The camouflage schemes in Color are downloadable through our website  
www.cmkkits.com

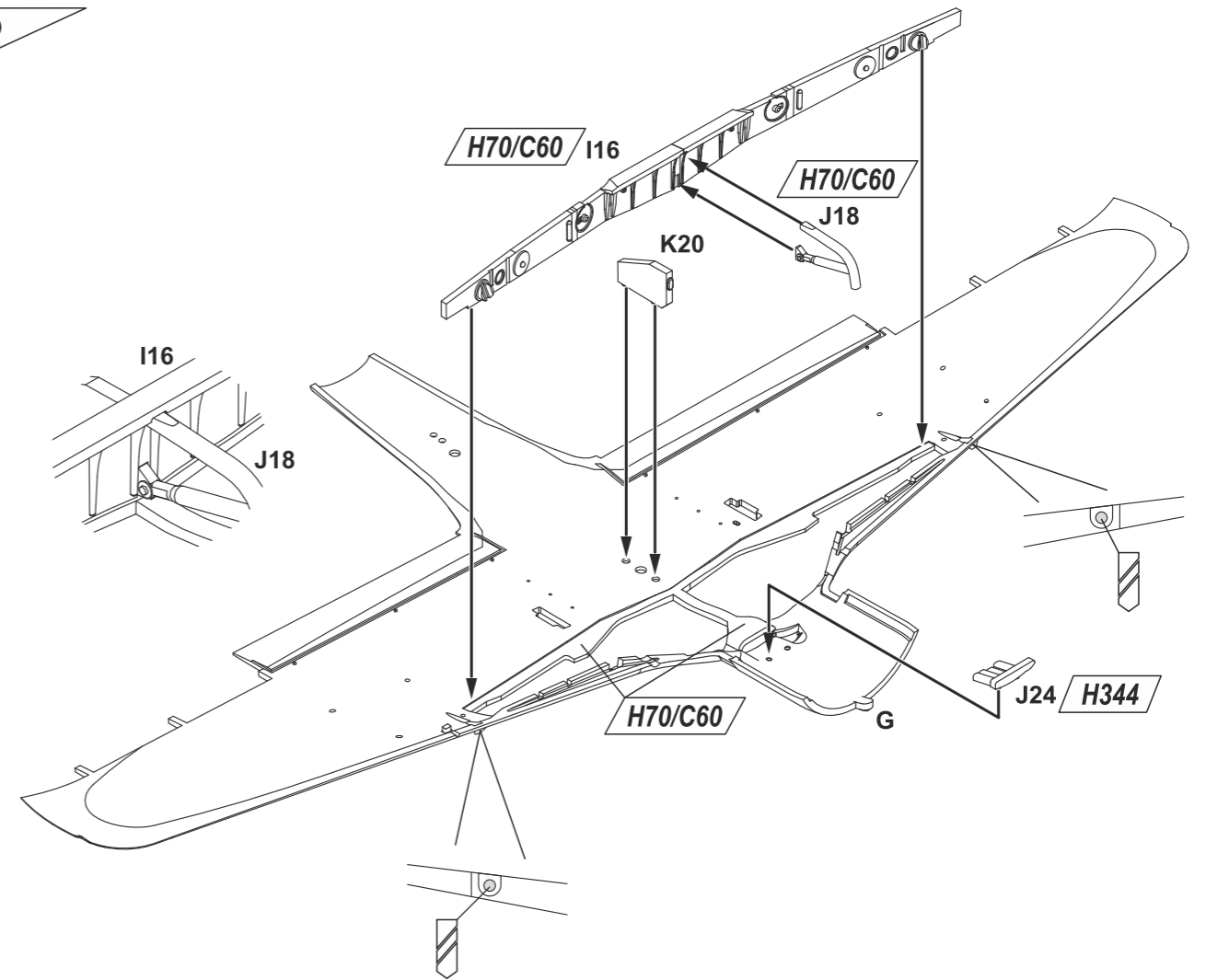
<b>A</b>	Zelenošedá Grey-green RLM 74 H68/ C36	<b>B</b>	Šedá Grey RLM 75 H69/ C37	<b>C</b>	Světle modrá Light Blue RLM 76 C 117	<b>D</b>	Žlutá Yellow RLM 04 C113	<b>E</b>	Černozelená Black Green RLM 70 H65/ C18	<b>F</b>	Červená Red RLM 23 C114
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STENCILS - COMMON TO ALL

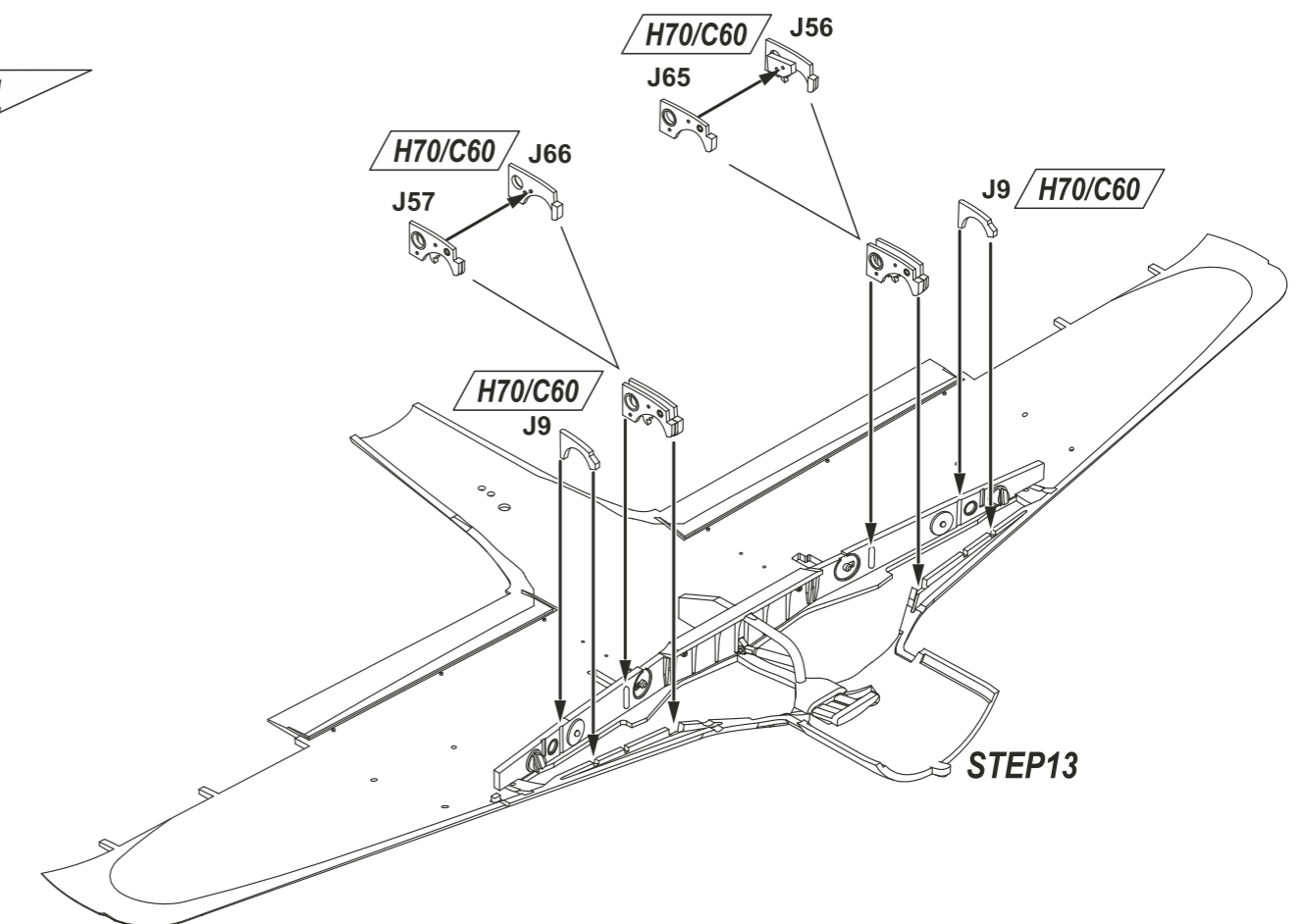


SH48103 Focke Wulf Fw 190A-6 "Early Sturmbirds"

13

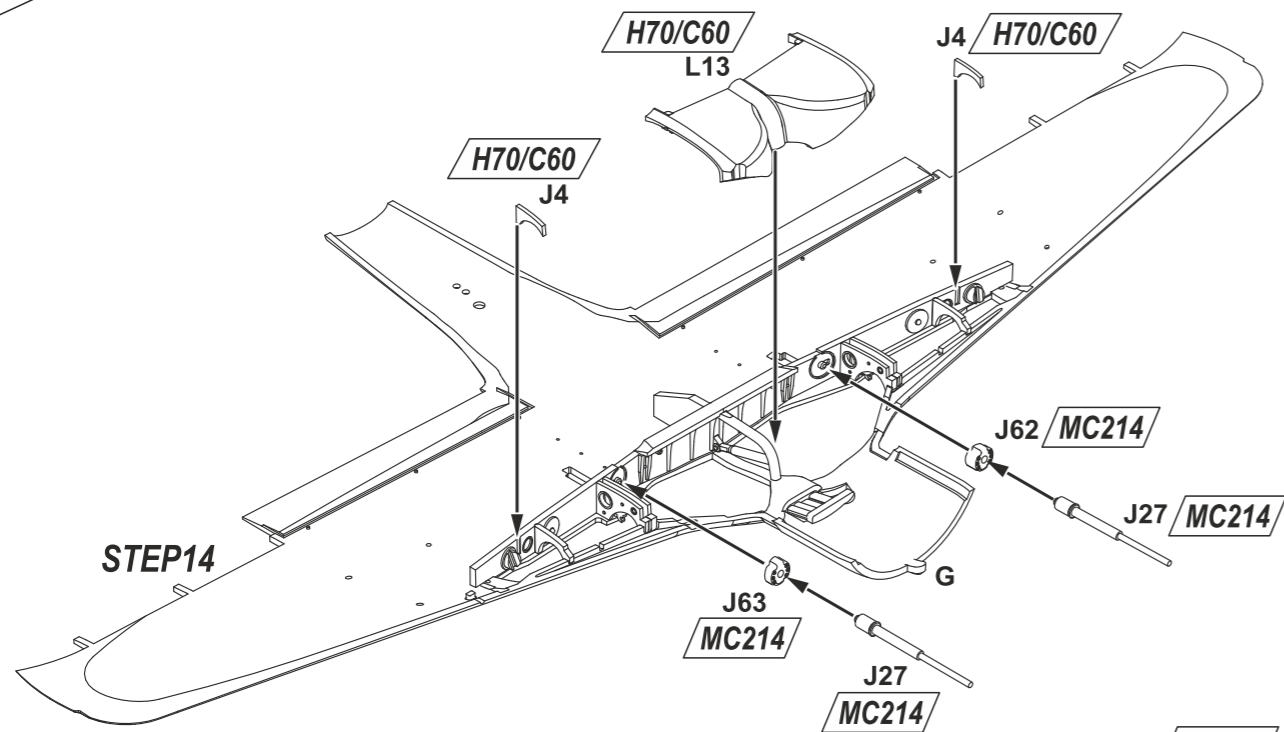


14

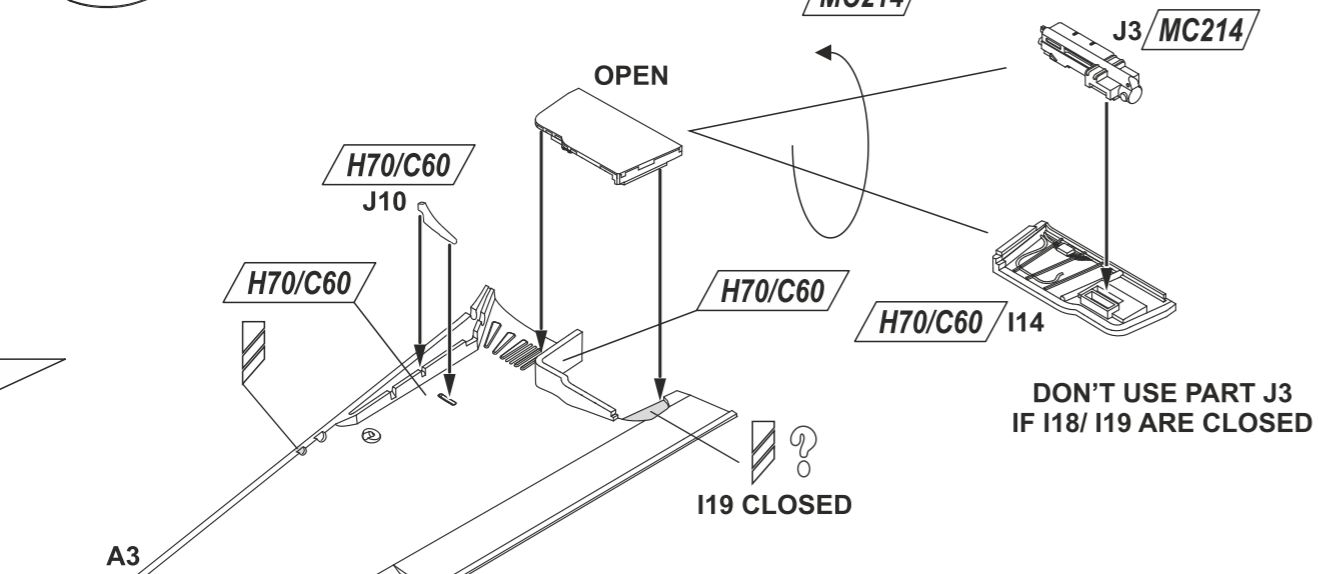


SH48103 - Fw 190 A-6 "Early Sturmbirds"

16

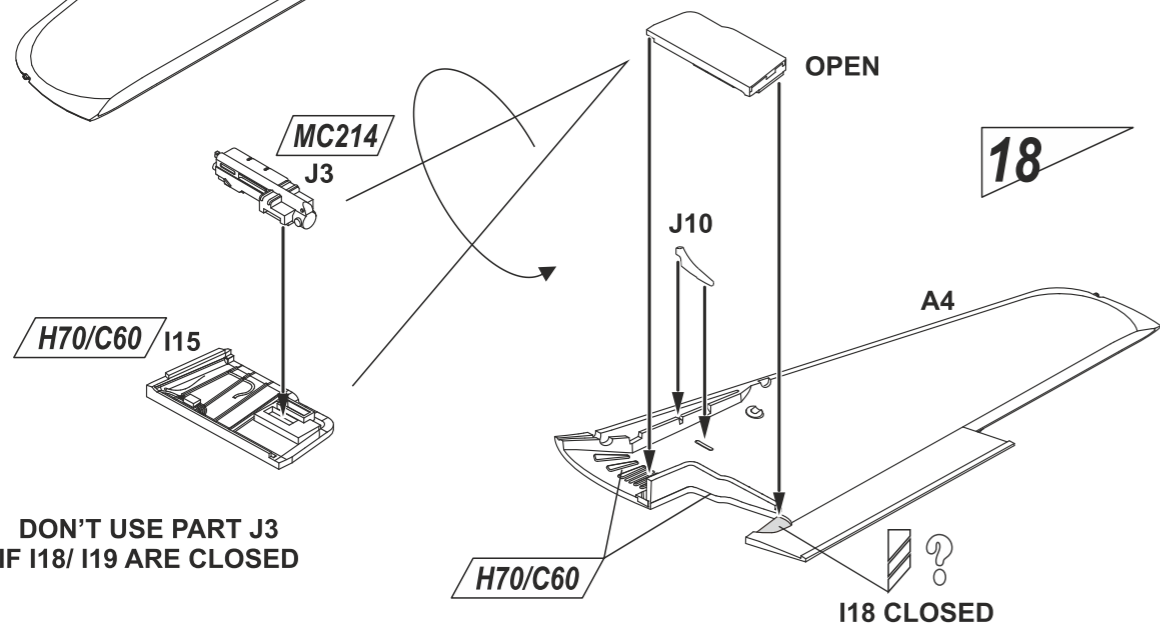


17



DON'T USE PART J3 IF I18/ I19 ARE CLOSED

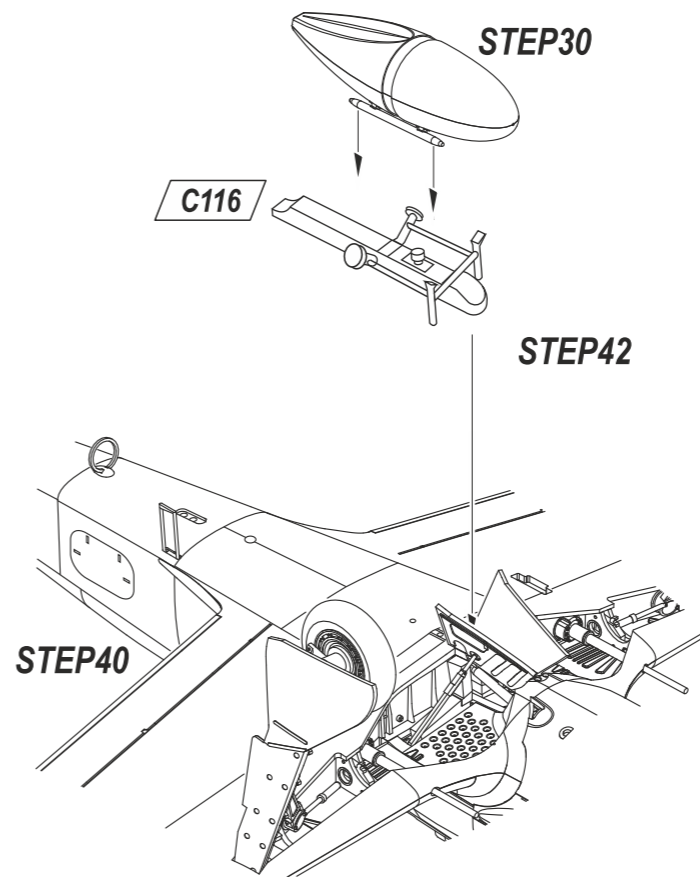
18



DON'T USE PART J3 IF I18/ I19 ARE CLOSED

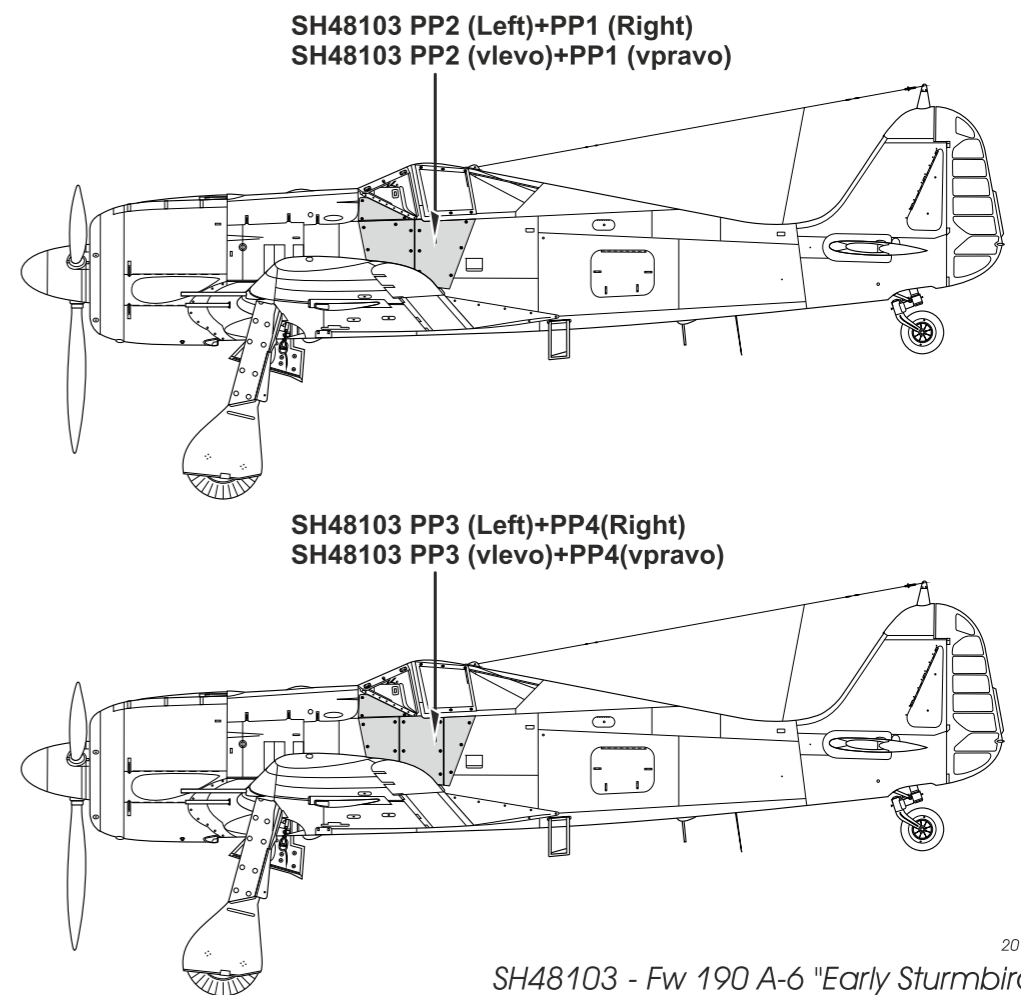
43

CAMOUFLAGE "D" ONLY  
JEN ZBARVENÍ "D"



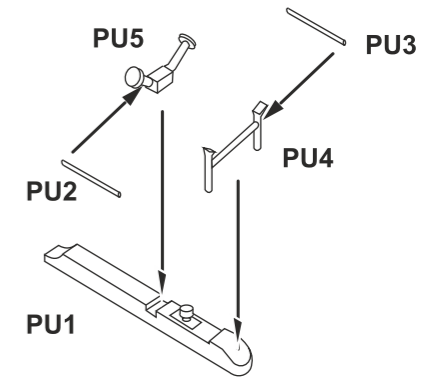
44

CAMOUFLAGE A, B ONLY  
JEN ZBARVENÍ A, B

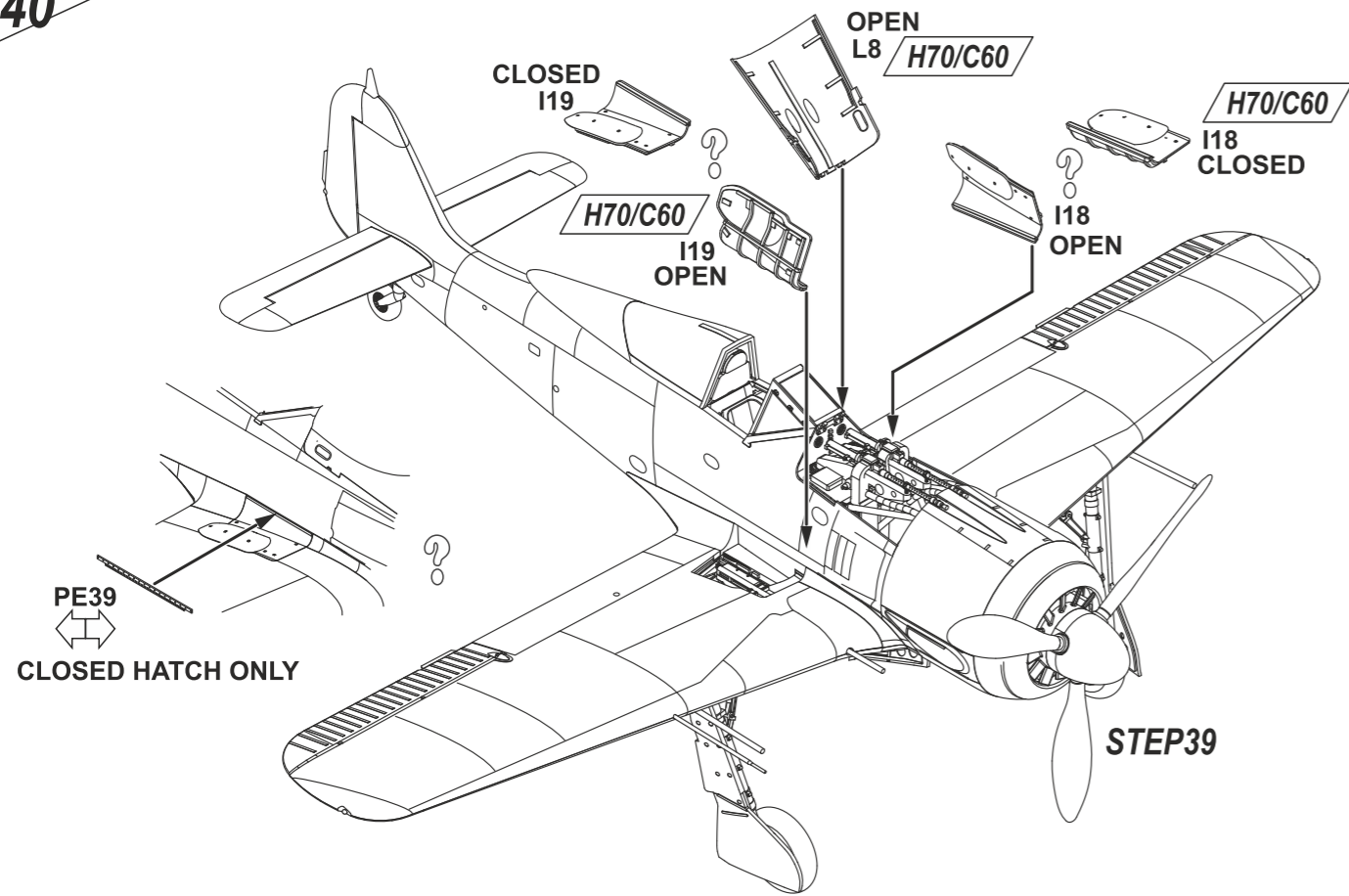


42

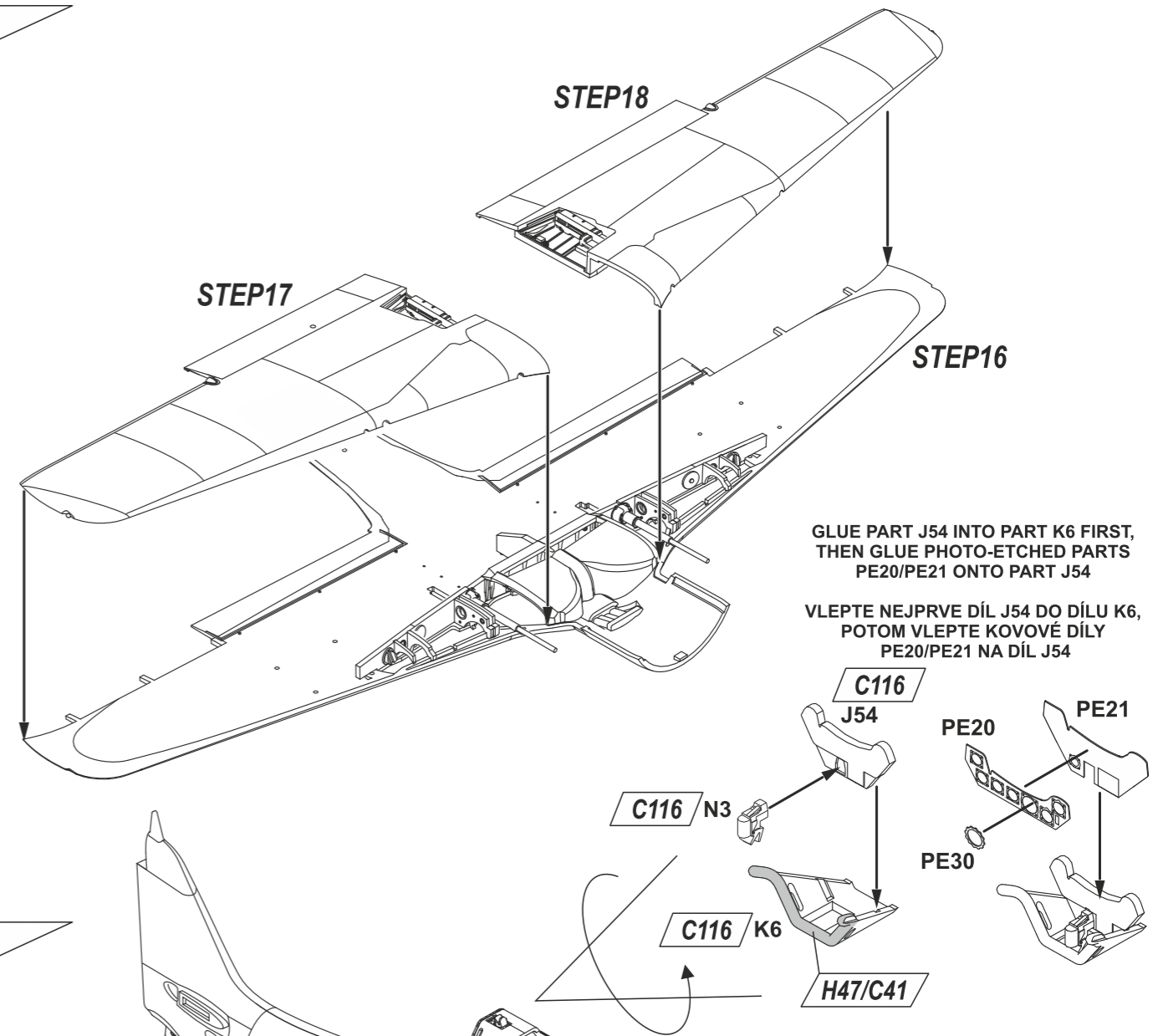
Erla Rack  
Závěsník Erla



40

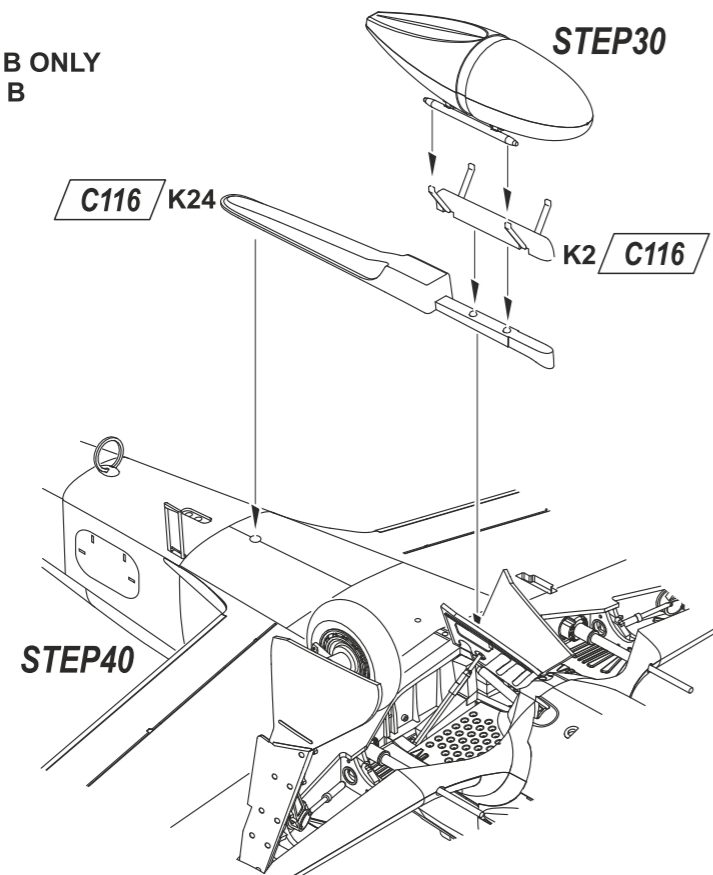


19

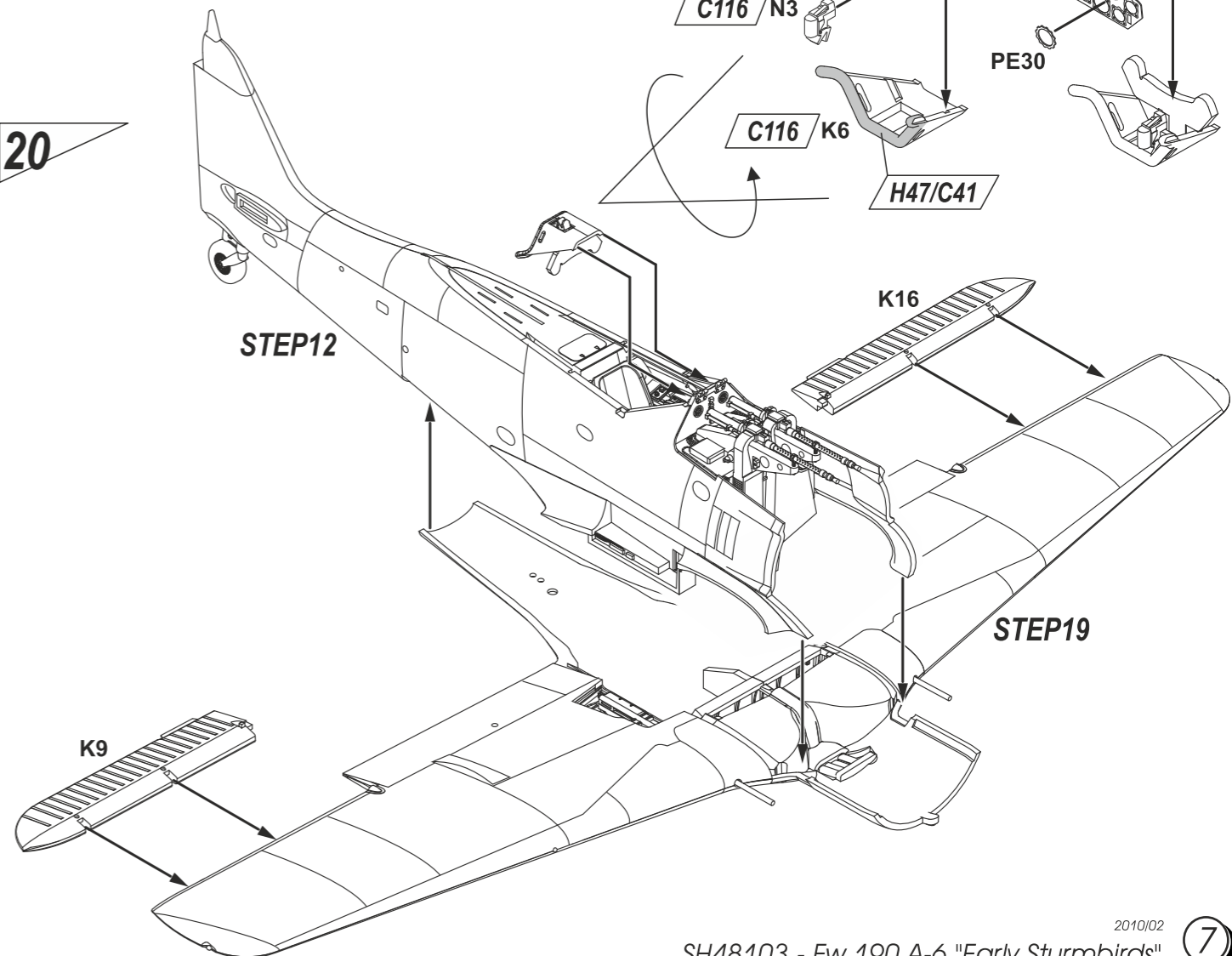


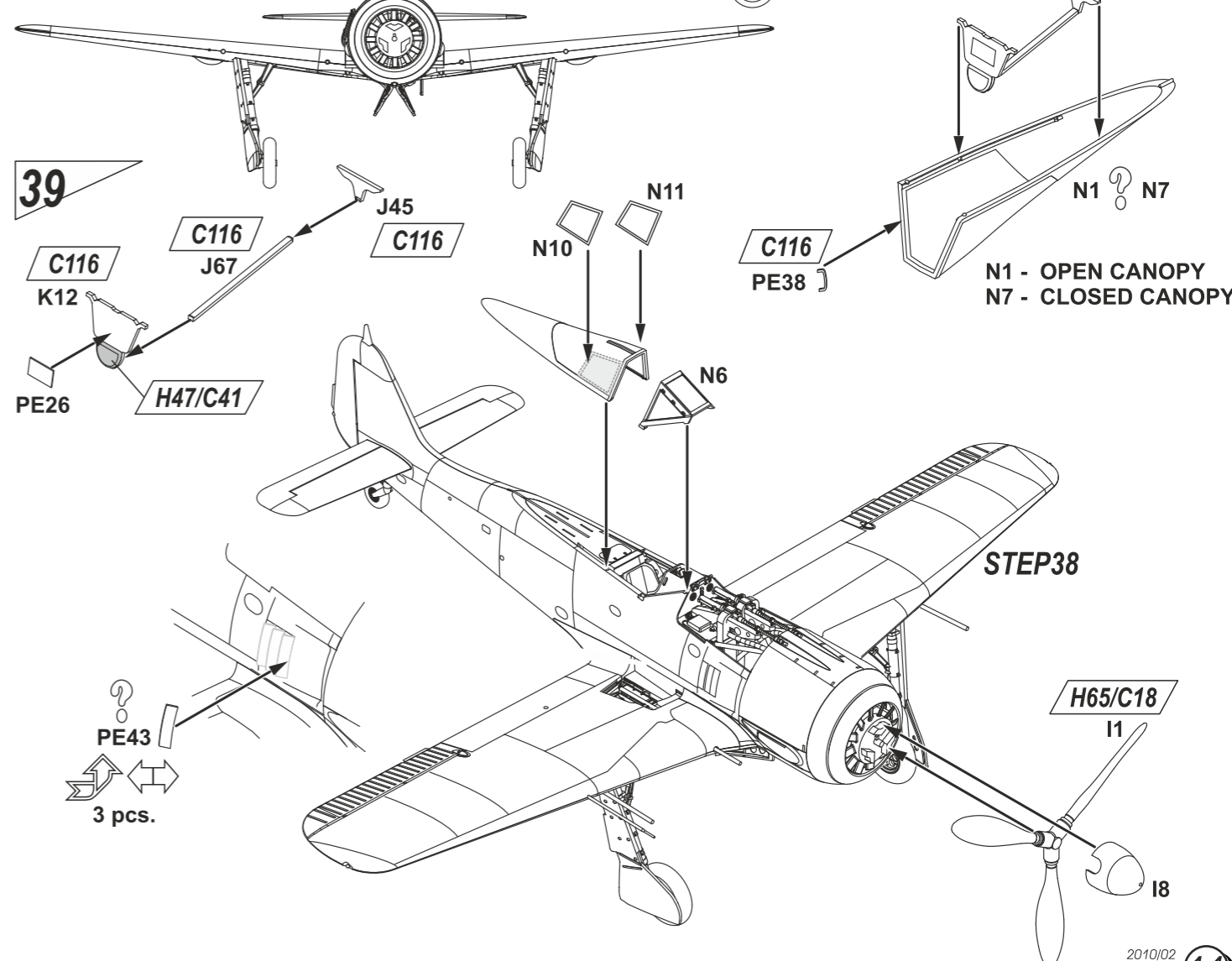
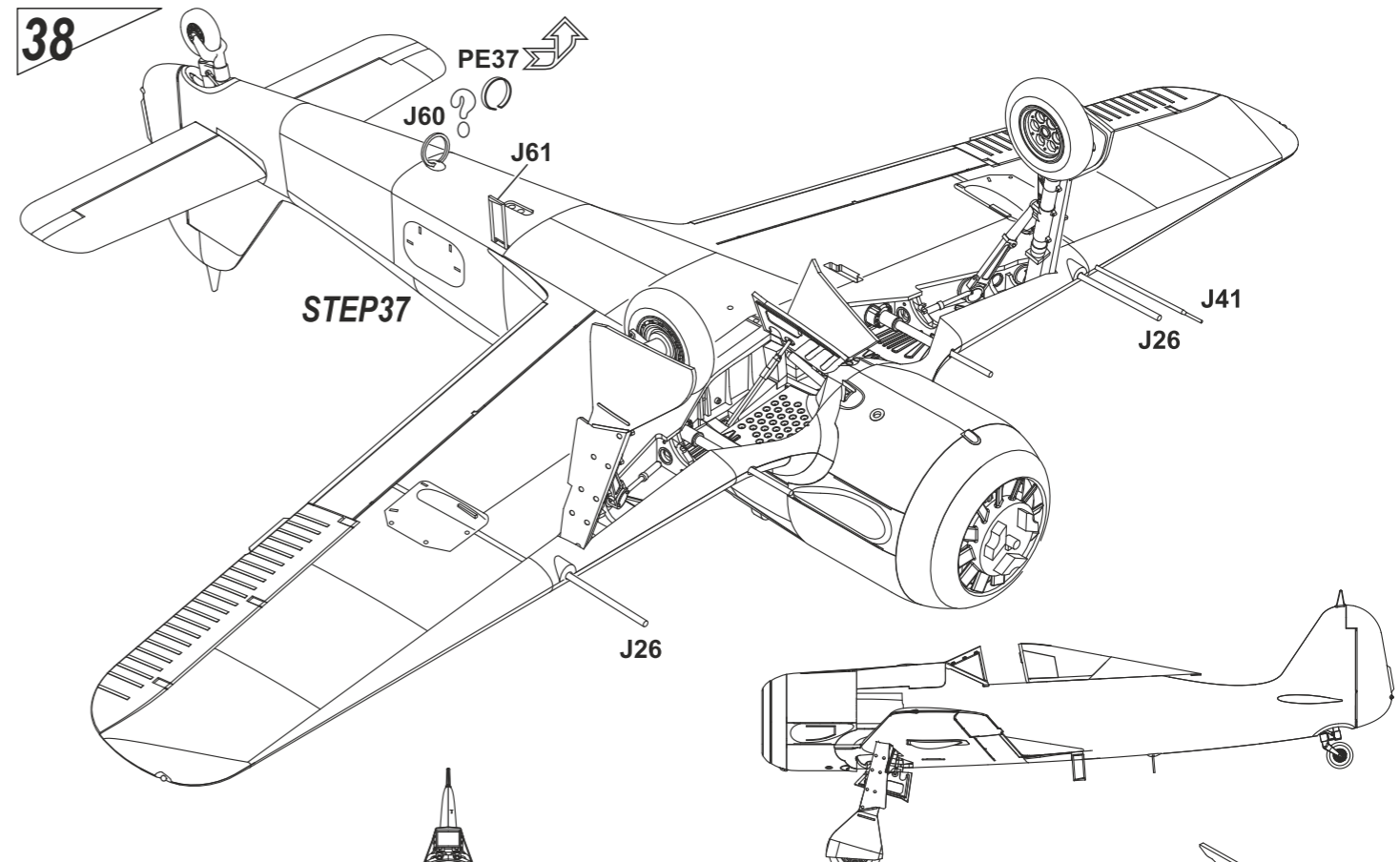
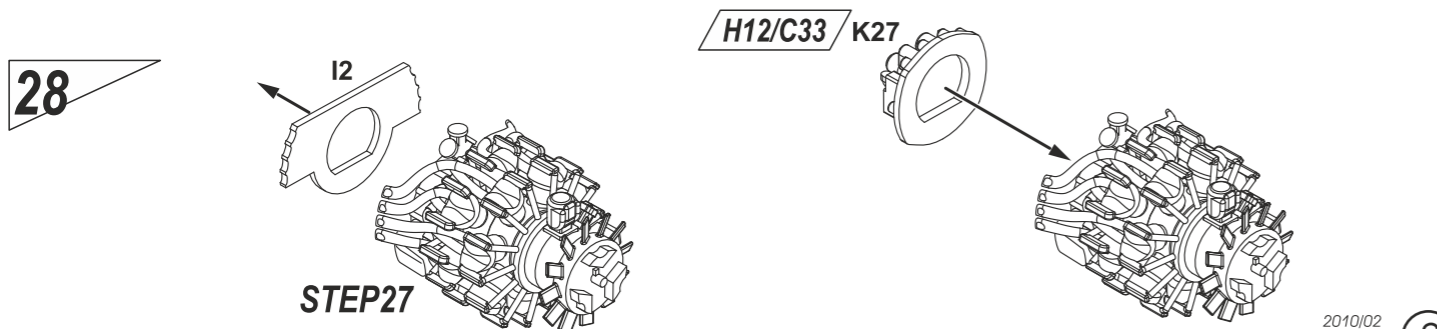
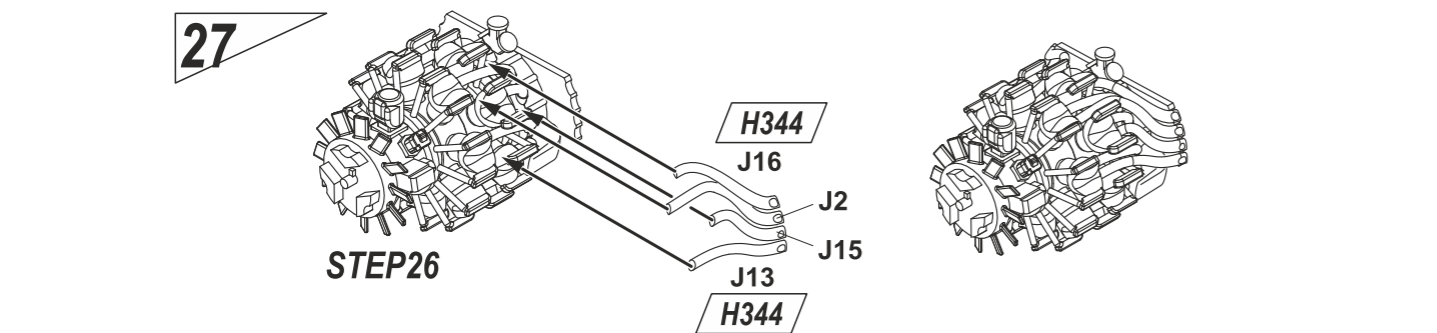
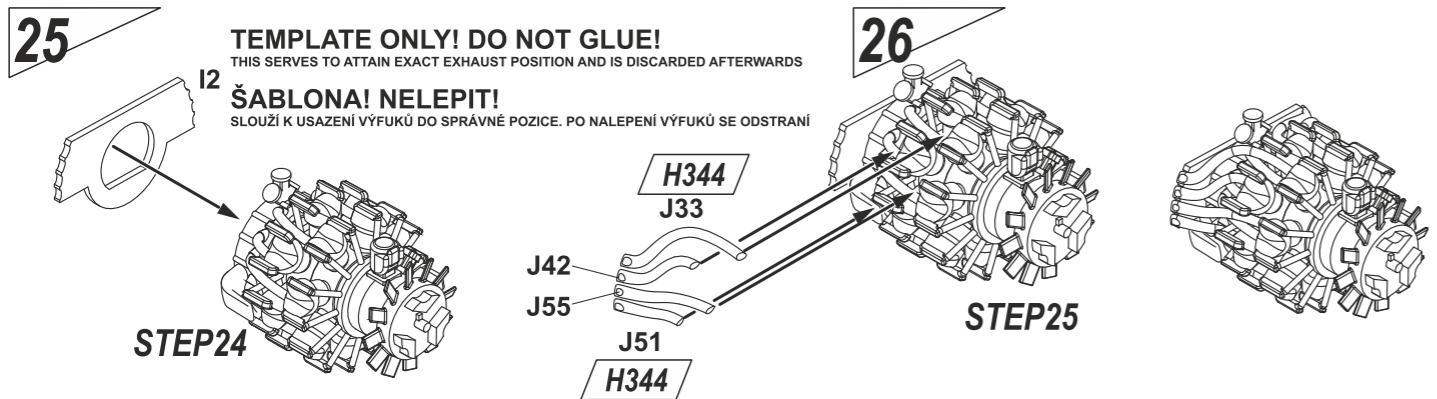
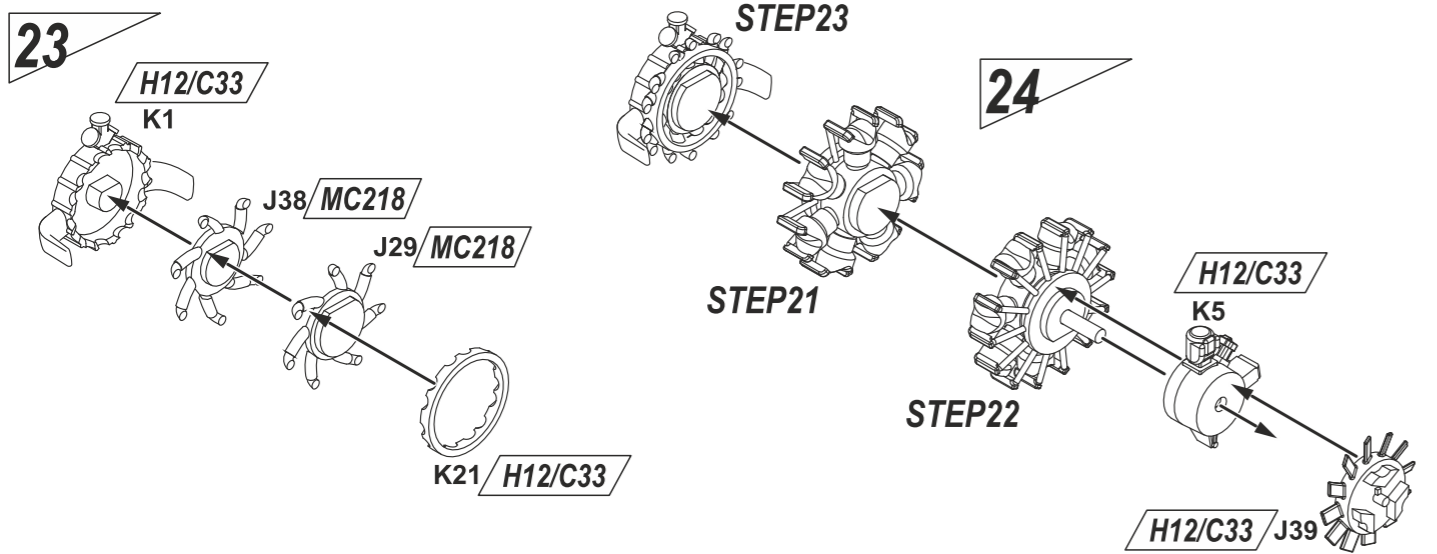
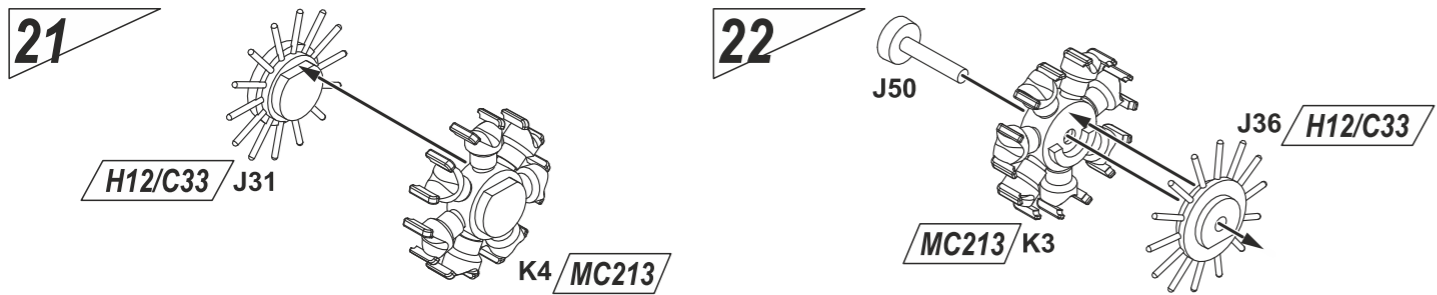
41

CAMOUFLAGE A, B ONLY  
JEN ZBARVENÍ A, B

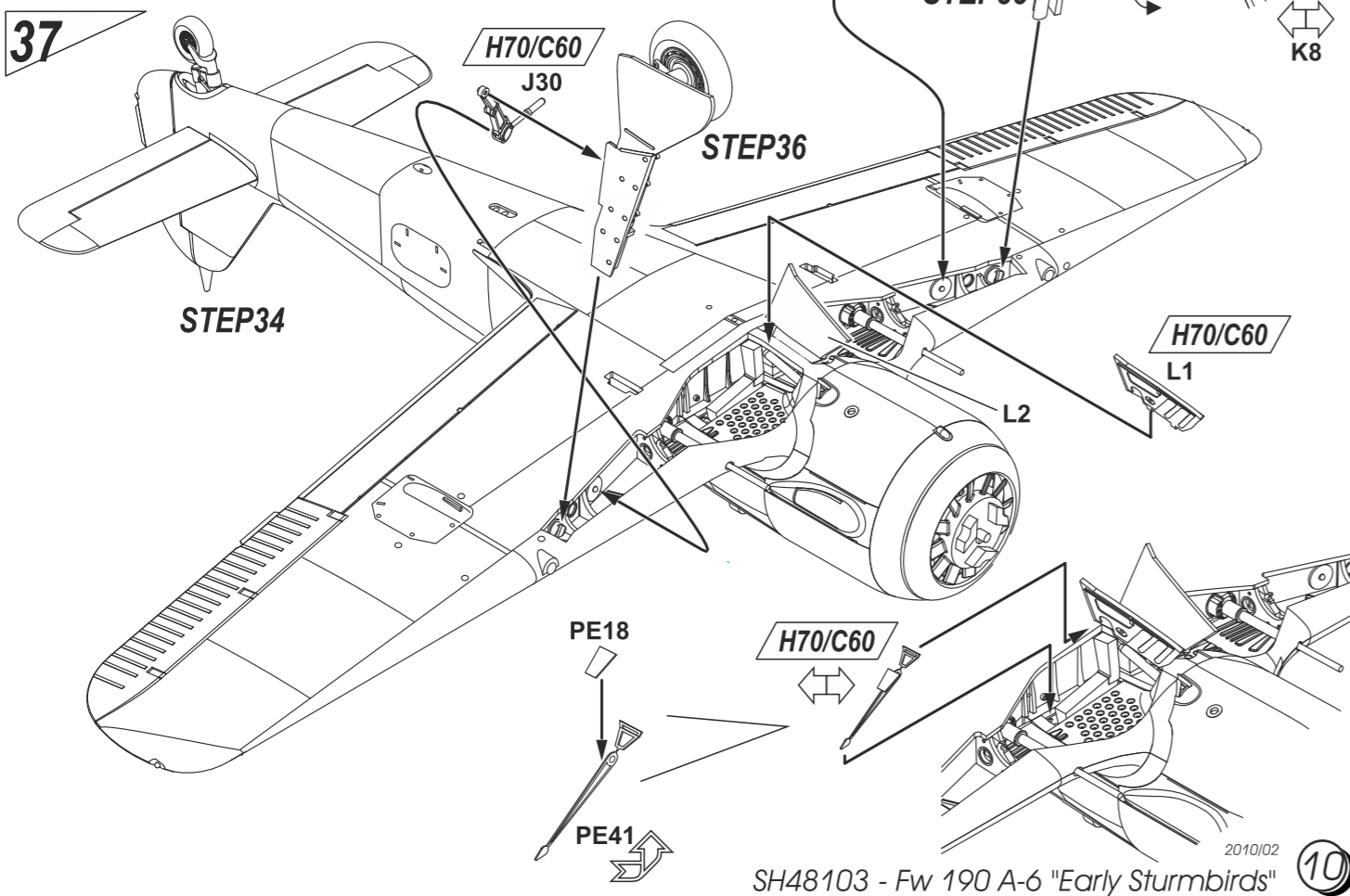
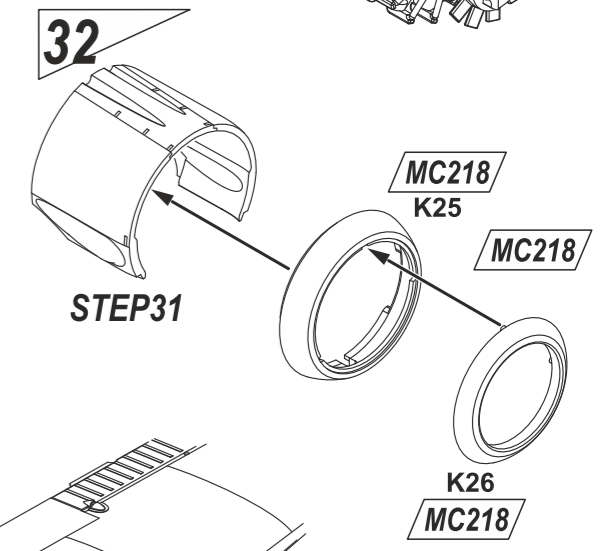
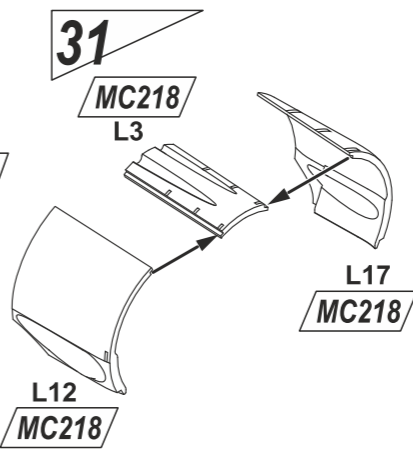
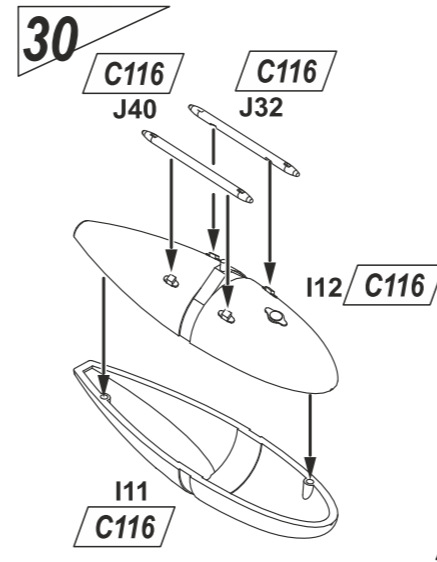
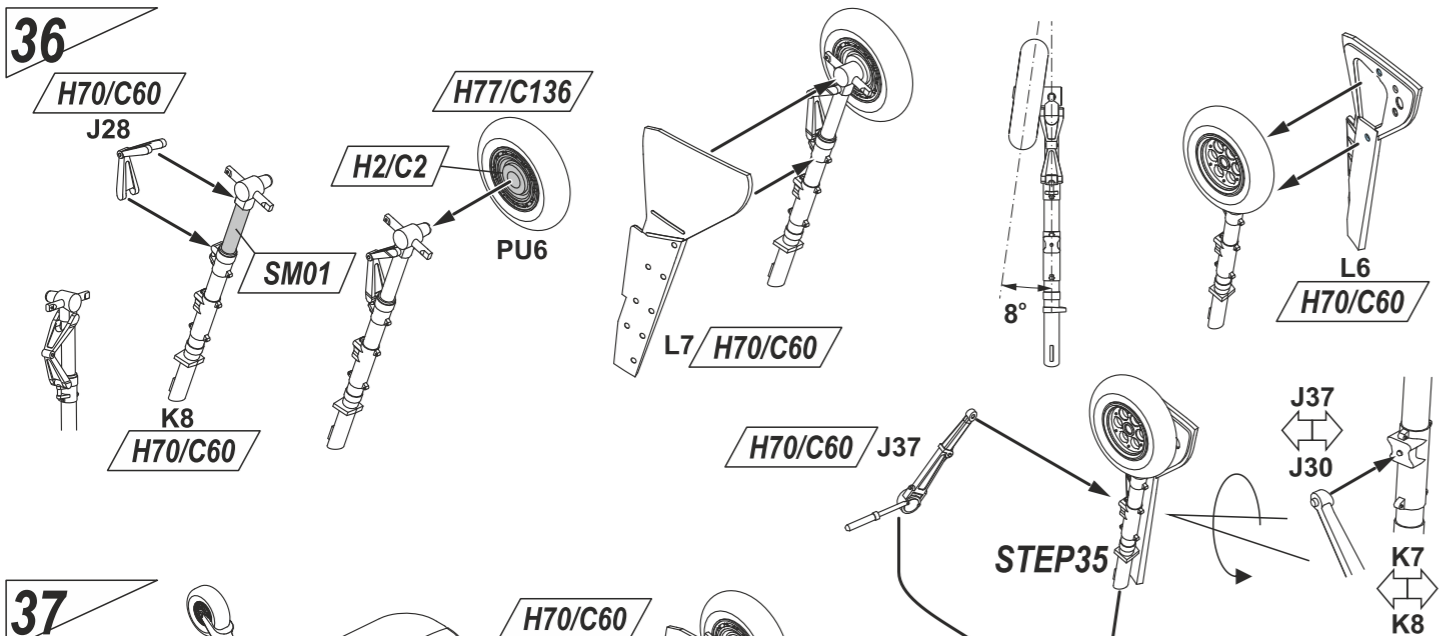
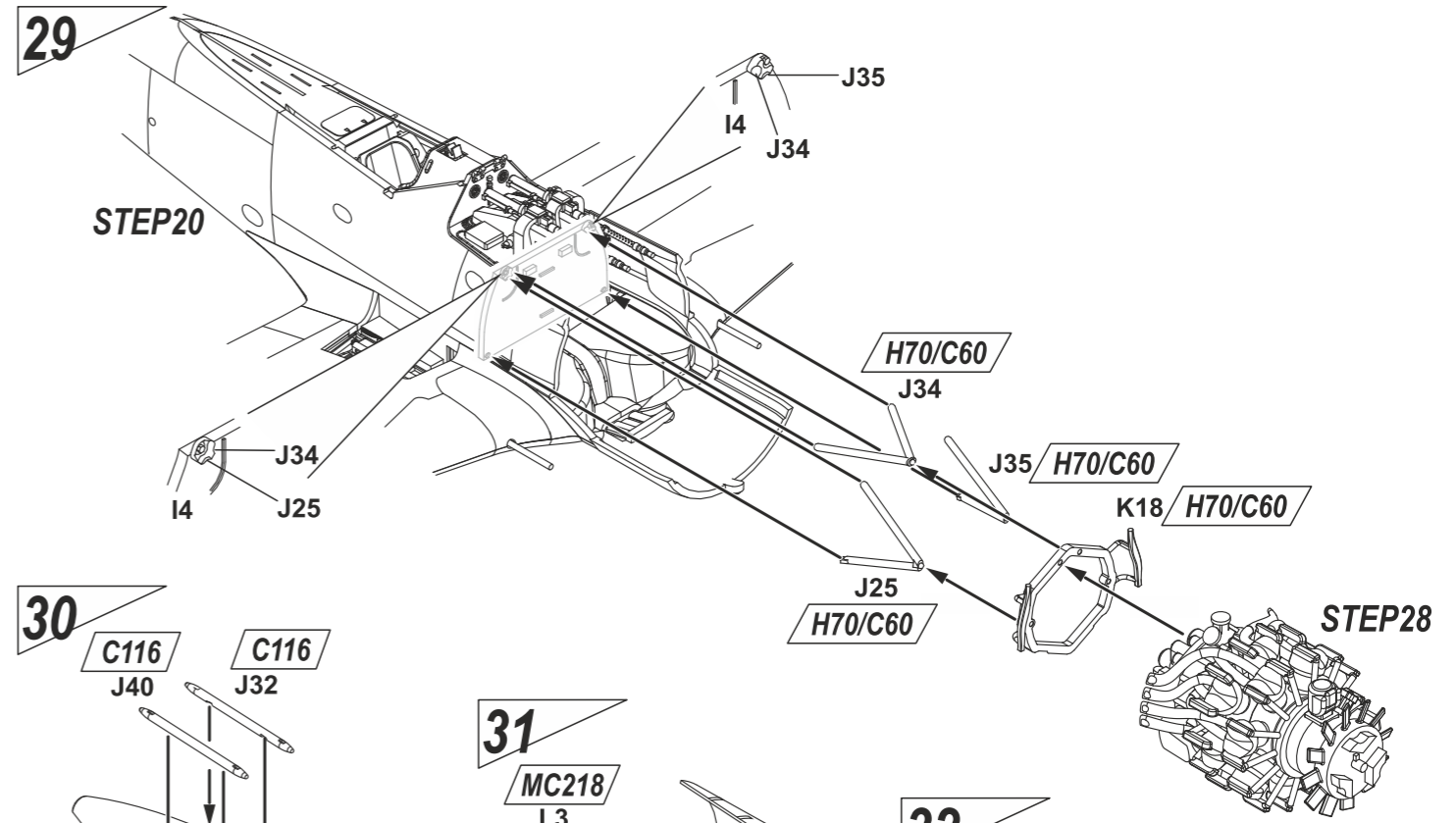
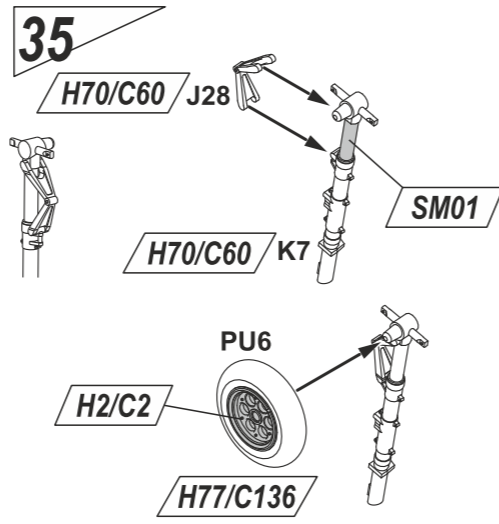
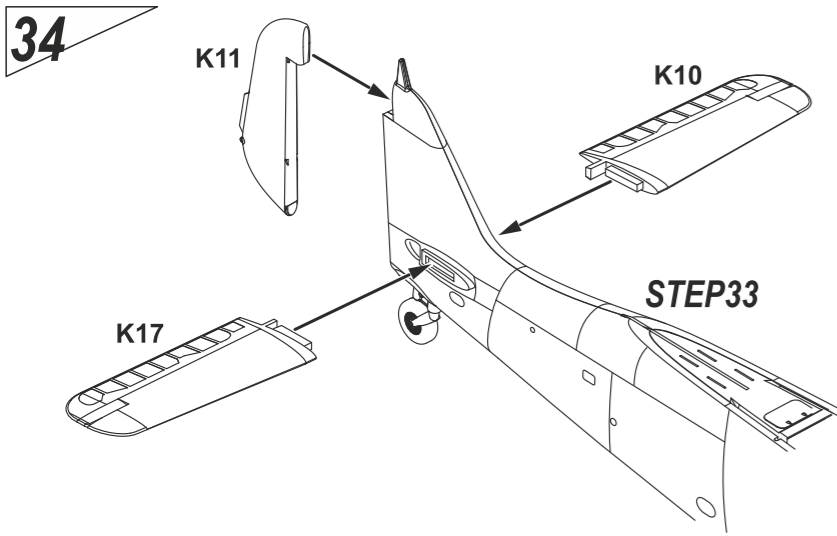


20









**33**

DON'T USE  
IF CANNON BAY HATCH I18/ I19  
IS TO BE CLOSED POSITION  
NEINSTALUJTE  
POKUD MÁ BYT KRYT KANÓNU  
I18/ I19 ZAVŘENÝ

