

# FOCKE-WULF

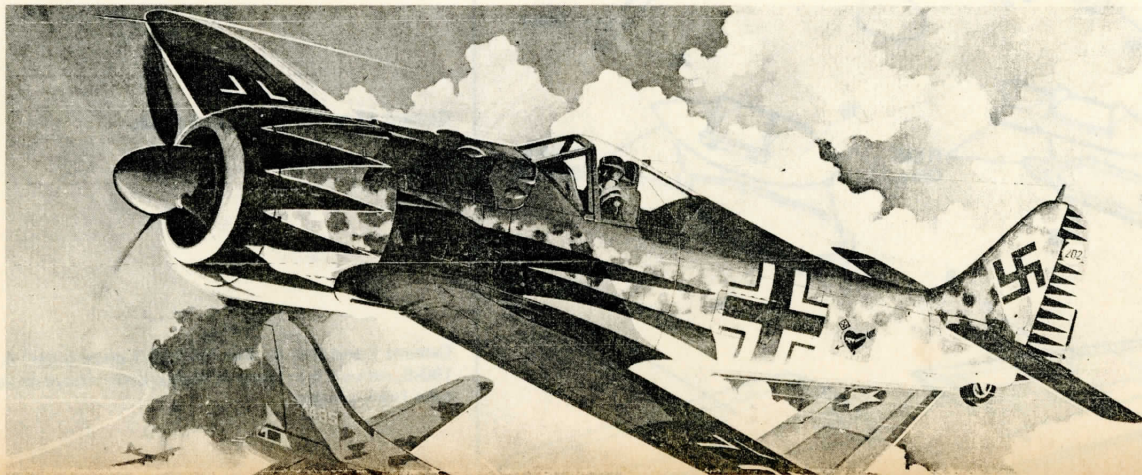
## FW190A

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1/72 SCALE

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The German Focke Wulf FW 190 was designed as a replacement for the Messerschmitt Bf 109 in 1938. It was unusual in its use of a radial engine at a time when German inline types were among the finest in the world. Designer of the FW 190, Kurt Tank, convinced the Luftwaffe officials that inline engines would be in short supply due to production requirements. Also a new radial engine under development was already producing more power than the inline types could expect for several years. Following flight tests, which began on June 1, 1939, the refinement of the fighter led to its introduction to service in July 1941.

The FW 190 was somewhat of a mystery plane to the Allies when it was first met in combat. On June 23, 1942, the mystery was swept away when one of the new German fighters landed at an RAF station after the pilot mistook the field for a Luftwaffe base! What the British learned about their latest opponent was as they had feared: it was a versatile fighter capable of outrunning and outmaneuvering the newest Spitfires.

The FW 190 proved to be one of the finest combat planes of its type during World War II. It was able to perform a wide range of duties and served on nearly all of Germany's battle fronts. It was popular with its pilots and made a permanent niche for itself while in the hands of several Luftwaffe aces.

### CHARACTERISTICS

**DIMENSIONS:** Wingspan — 34 feet 5 inches, Length — 29 feet 5 inches

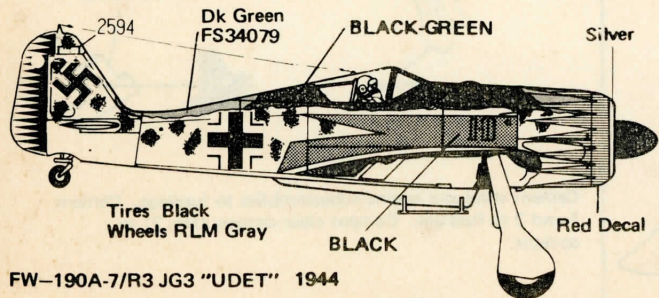
**POWERPLANT:** One BMW 801D-2 14 cylinder air-cooled radial engine of 1,700 hp

**PERFORMANCE:** Maximum Speed — 408 mph at 20,670 feet, service ceiling — 33,800 feet, Range — 497 miles

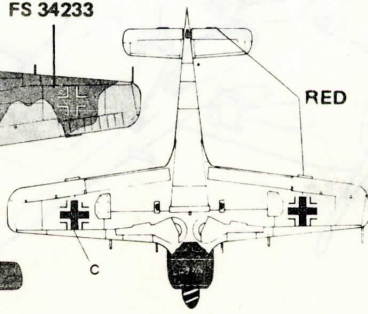
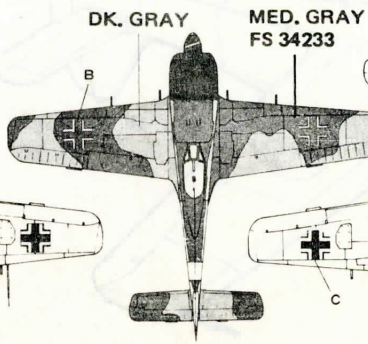
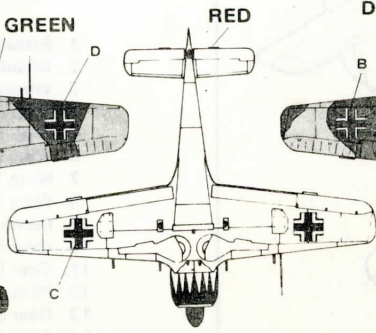
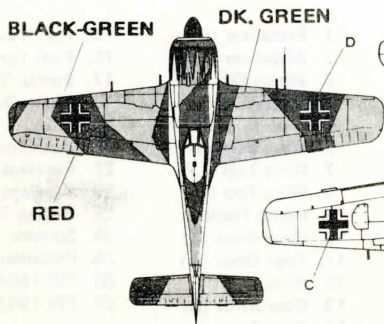
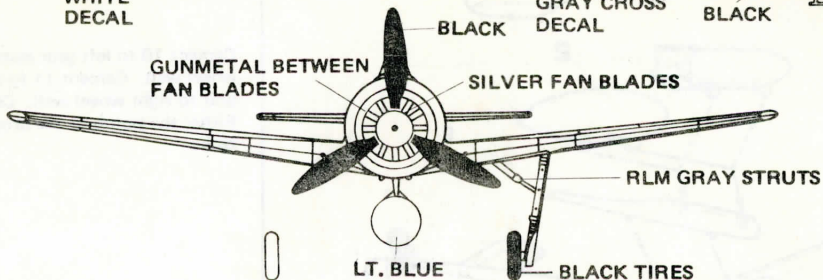
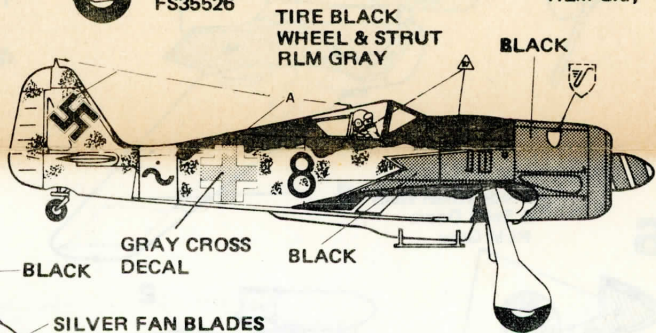
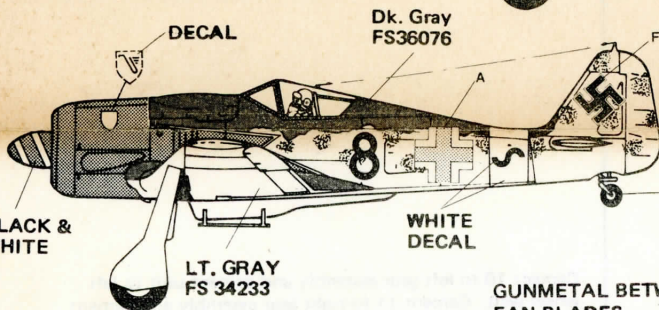
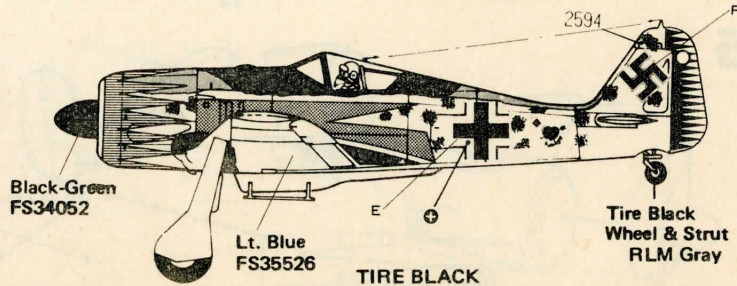
**ARMAMENT:** Two 13 mm MG 131 machine guns in nose (A-7). Two 7.9 mm MG 17 machine guns in nose (A-5). Both versions carried four 20 mm cannon in the wings

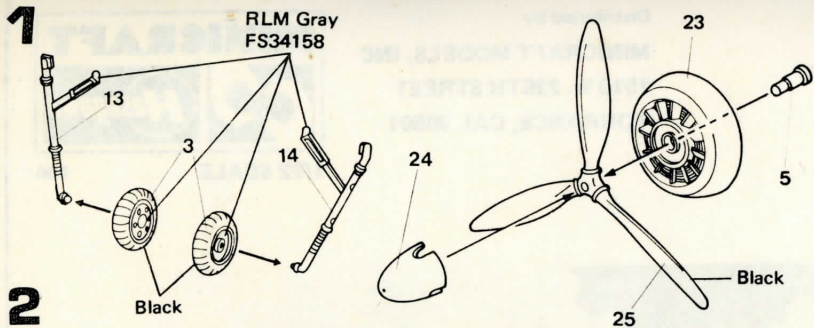
FW-190A-5 of Hermann Graf 1943

PAINTING SUGGESTIONS

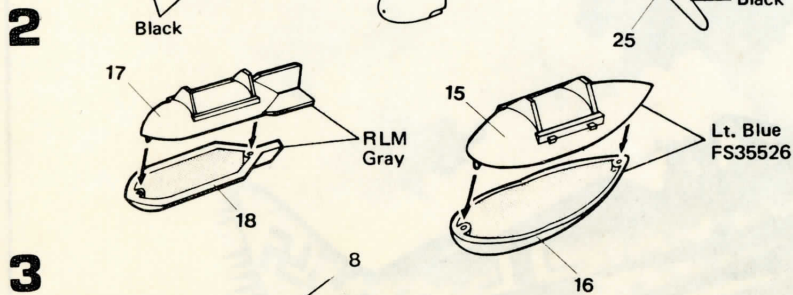


FW-190A-7/R3 JG3 "UDET" 1944

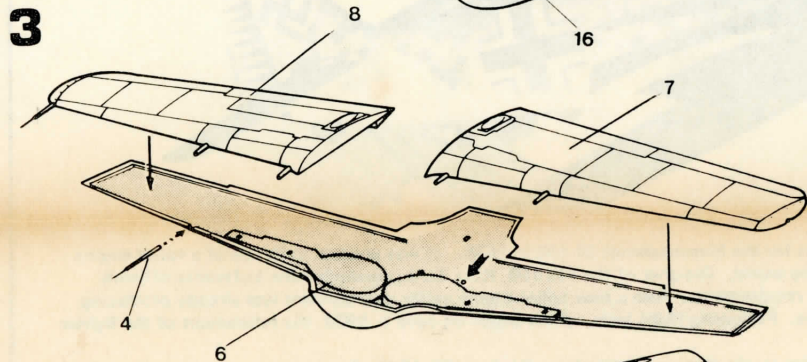




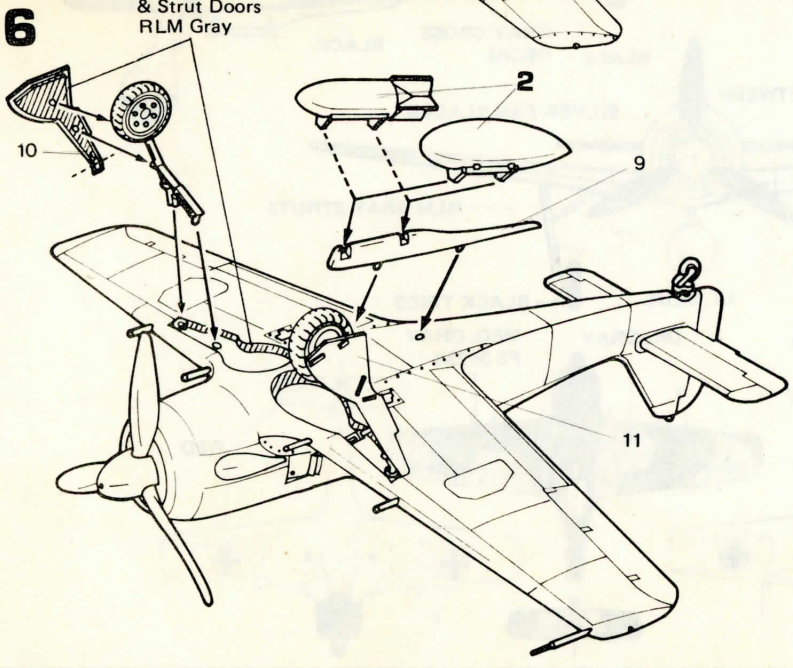
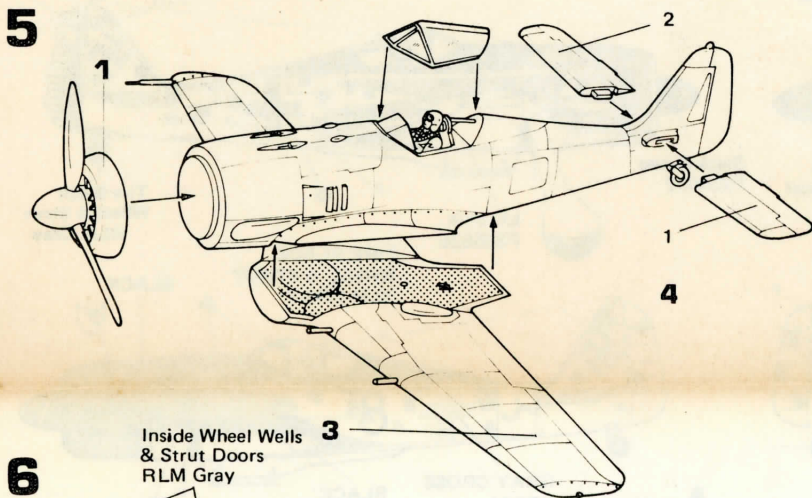
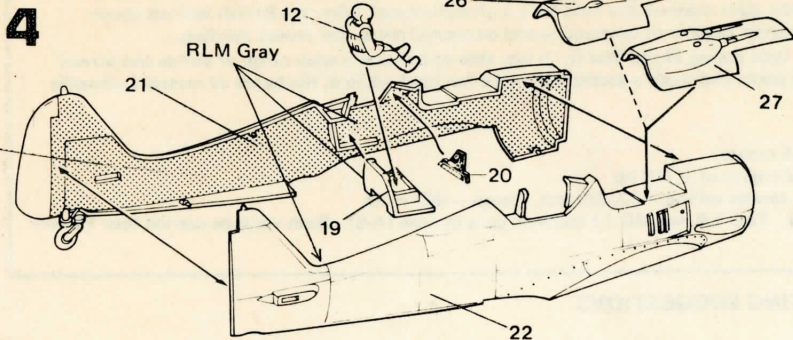
Cement one 3 to 13 and one 3 to 14. Place 5 through hole in 23 then carefully cement 25 to 5, taking care not to allow cement to touch 23. Cement 24 to 25.



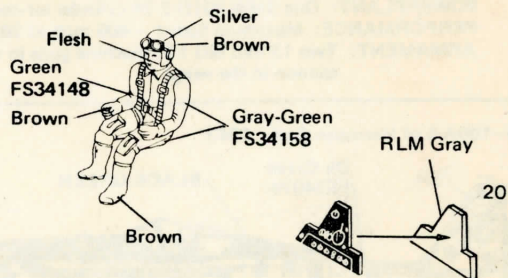
Cement 17 to 18. Cement 15 to 16.



Cement 7 and 8 to 6. For FW 190-7 discard part 4. For FW 190-5, cement 4 in place as shown and remove molded pitot tube from wingtip.



Apply instrument panel decal to 20, then cement 20 into 21 as shown. Cement 12 to 19 and cement 19 to 21. Cement 21 and 22 together. For FW 190A-5, cement 26 to cowling. For FW 190A-7, cement 27 to cowling.



Cement wing and engine subassemblies to fuselage. Cement 1 and 2 to fuselage. Cement clear canopy (No. 2) to cockpit.

Cement 10 to left gear assembly and cement unit to left wheel well. Cement 11 to right gear assembly and cement unit to right wheel well. Cement 9 to fuselage bottom. Either the bomb or the drop tank may be pressed into the rack.

#### PARTS LIST

- |                    |                      |
|--------------------|----------------------|
| 1. Stabilizer (L)  | 15. Fuel Tank Top    |
| 2. Stabilizer (R)  | 16. Fuel Tank Bottom |
| 3. Wheel (2)       | 17. Bomb Top         |
| 4. Pitot Tube      | 18. Bomb Bottom      |
| 5. Prop Retainer   | 19. Seat             |
| 6. Wing Bottom     | 20. Instrument Panel |
| 7. Wing Top (L)    | 21. Fuselage (L)     |
| 8. Wing Top (R)    | 22. Fuselage (R)     |
| 9. Bomb Rack       | 23. Engine Front     |
| 10. Gear Door (L)  | 24. Spinner          |
| 11. Gear Door (R)  | 25. Propeller        |
| 12. Pilot          | 26. FW 190A-5 Cowl   |
| 13. Gear Strut (R) | 27. FW 190A-7 Cowl   |
| 14. Gear Strut (L) |                      |