

Fw 190A-8/R2

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1/48 SCALE PLASTIC KIT

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#82145



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 Fw 190A-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 6,655 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
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

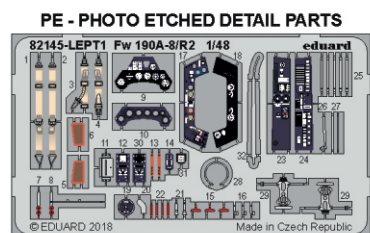
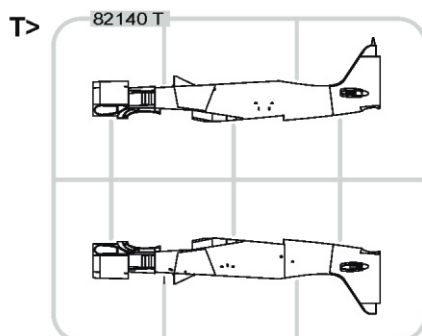
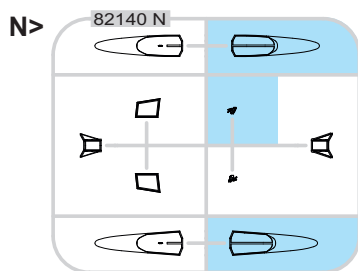
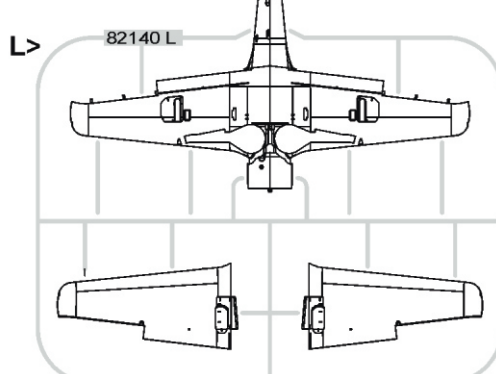
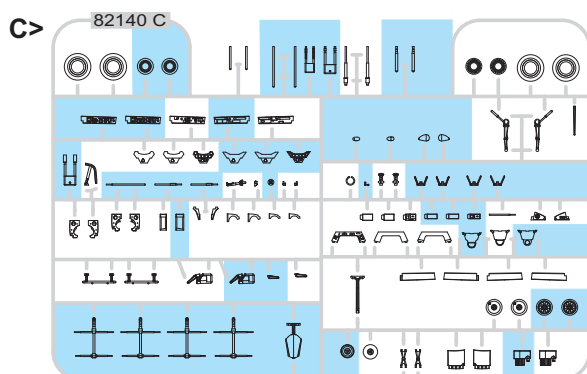
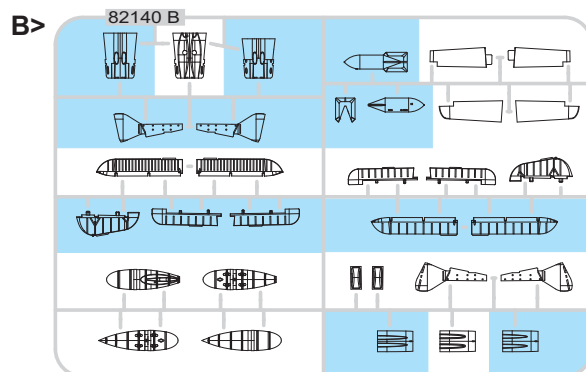
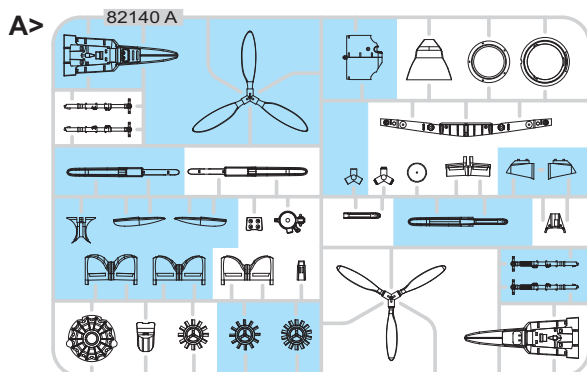


PIÈCES



部品

PLASTIC 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



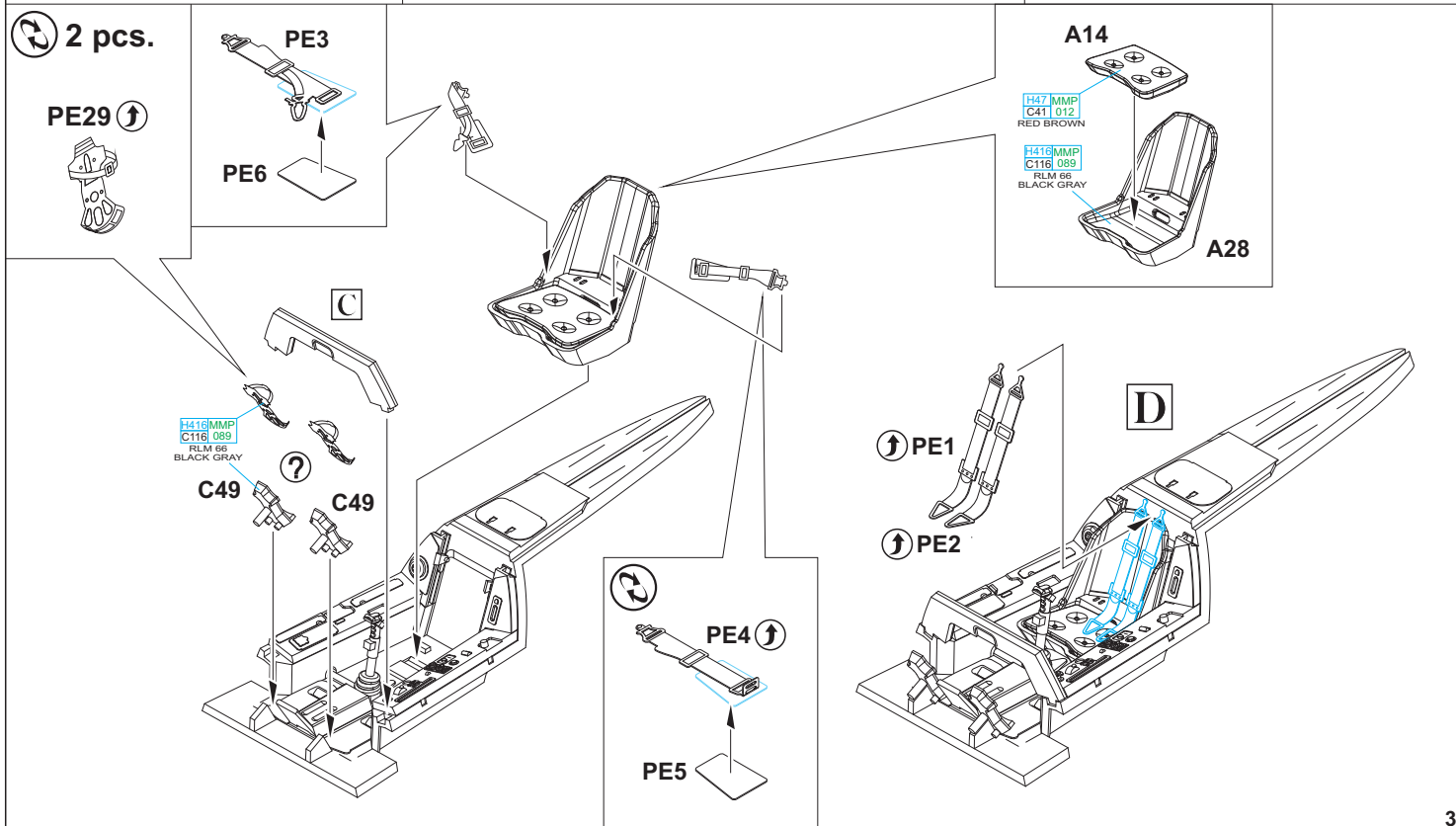
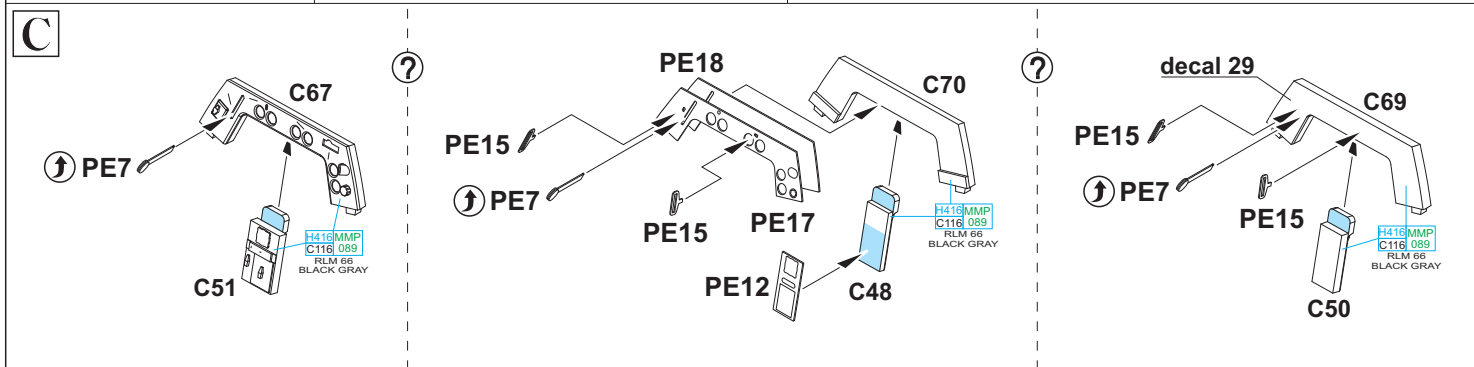
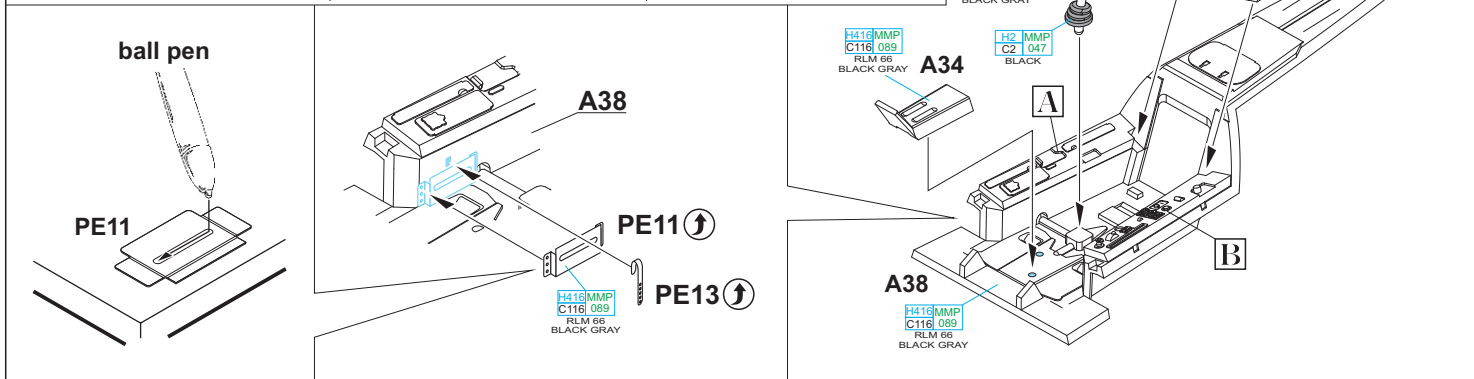
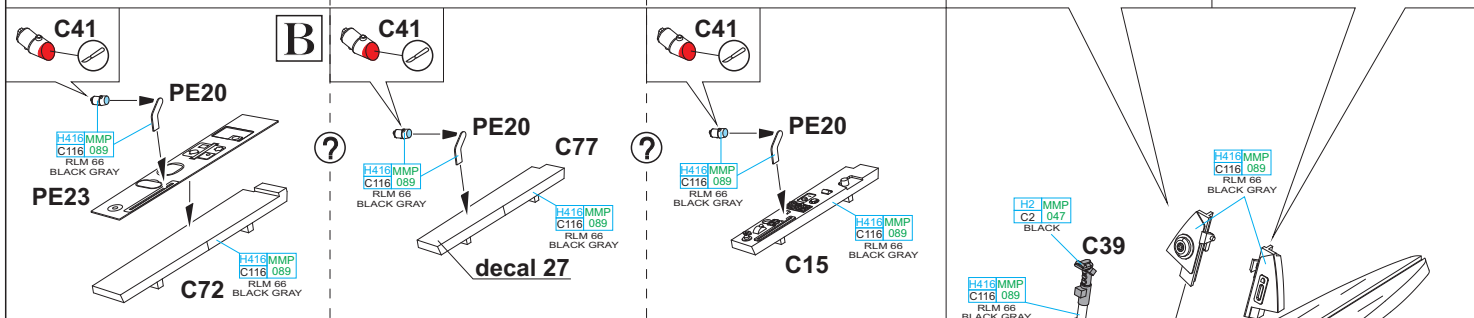
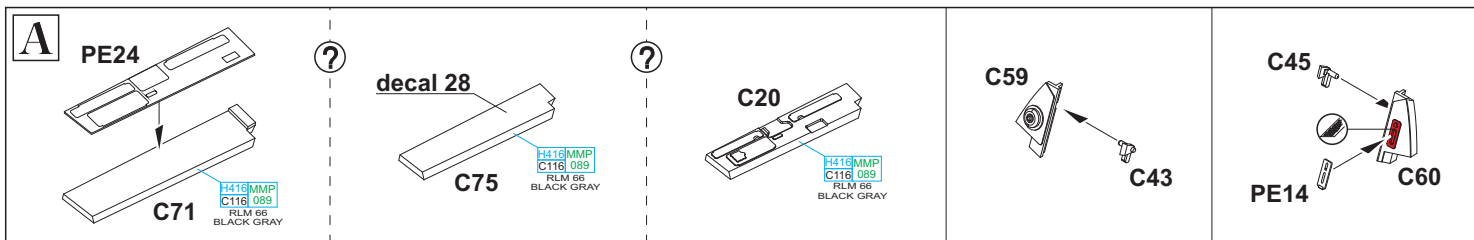
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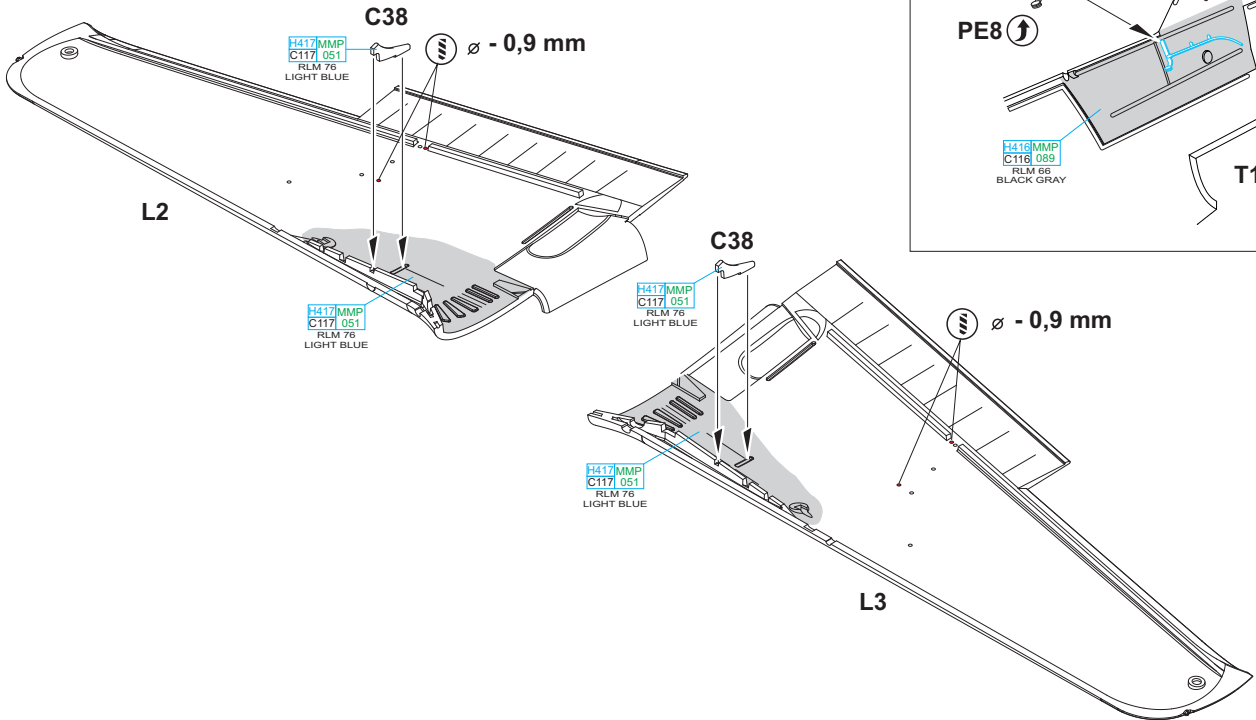
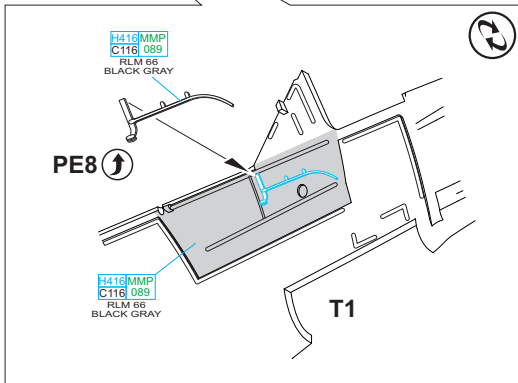
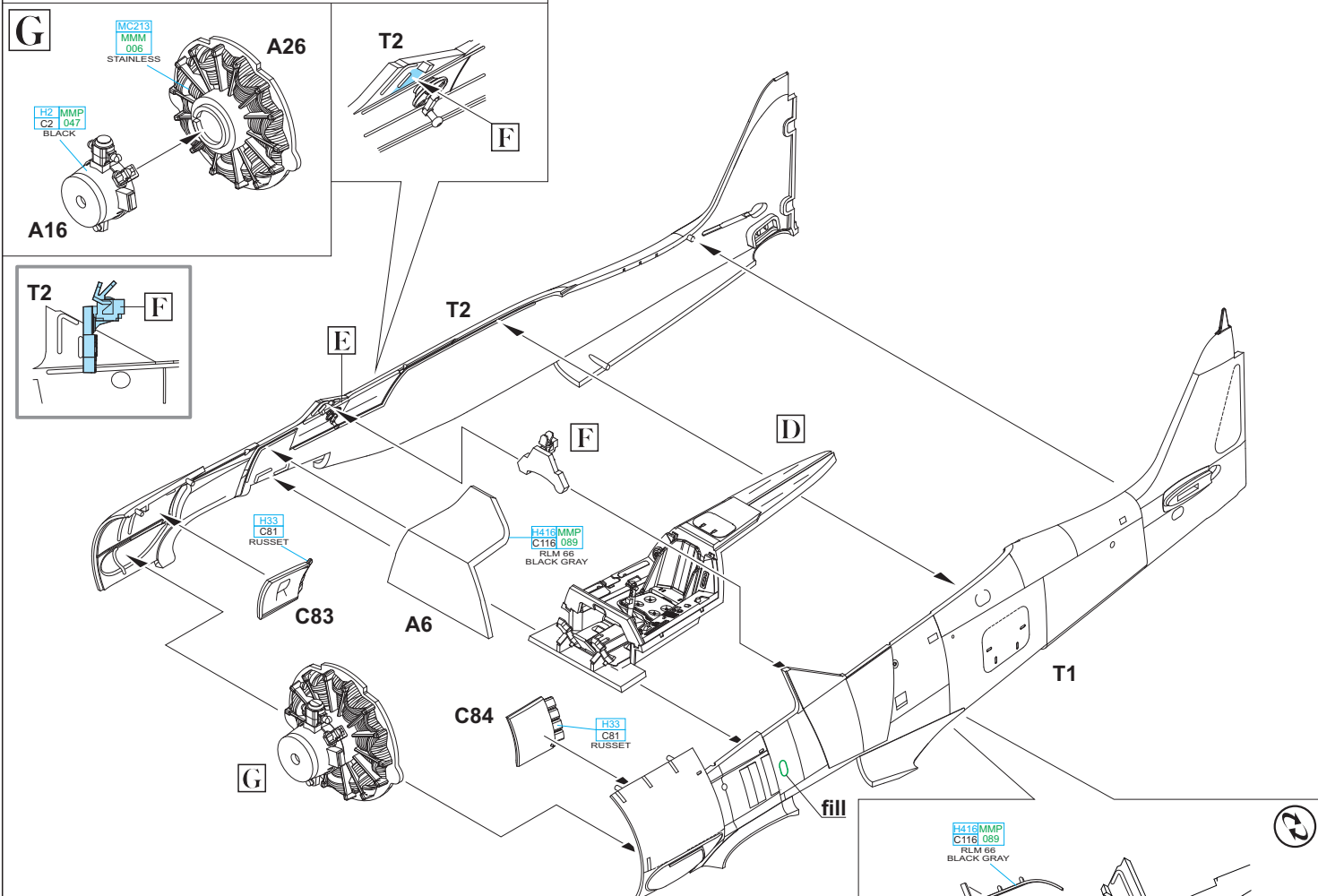
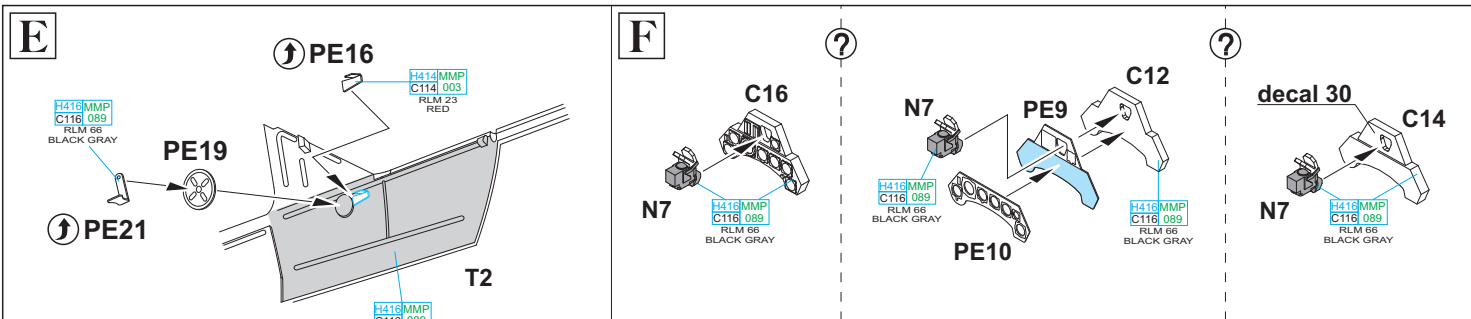


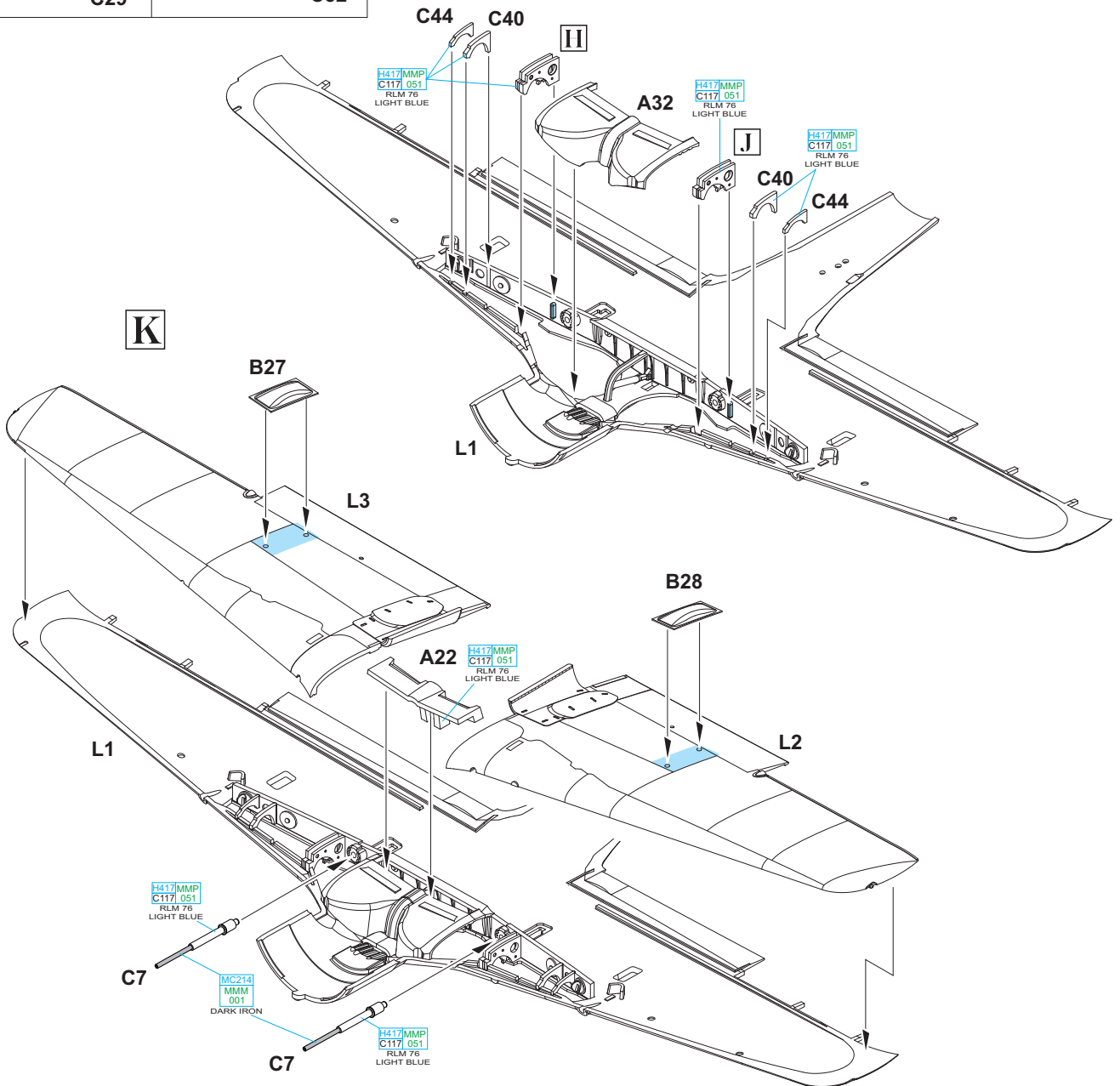
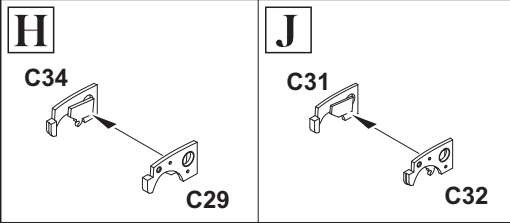
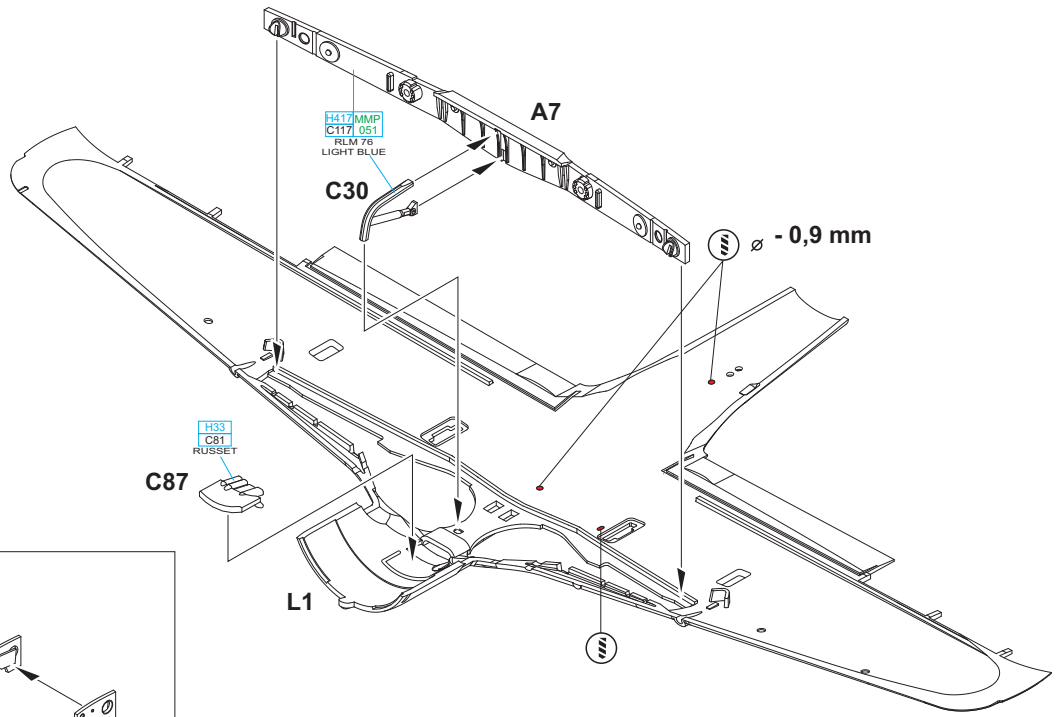
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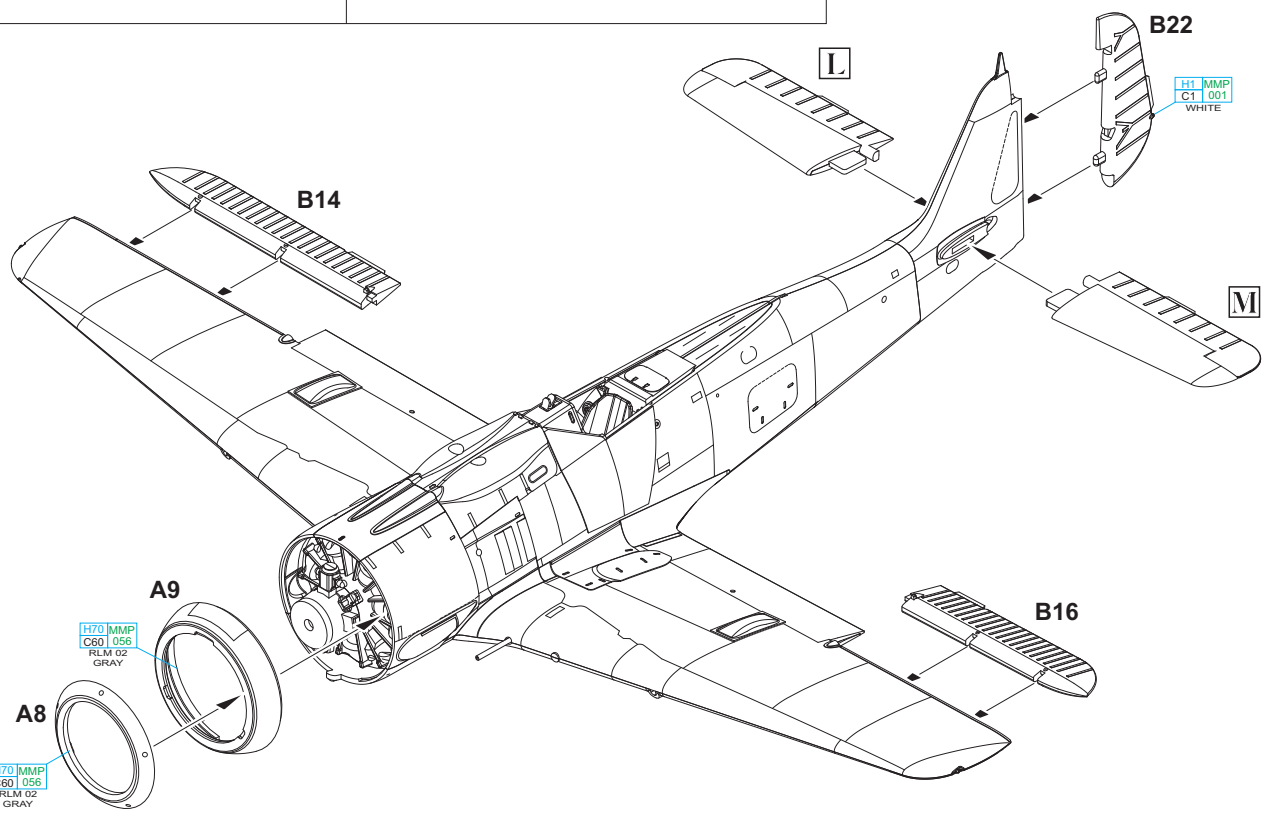
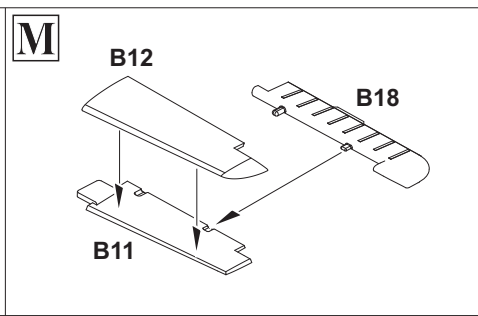
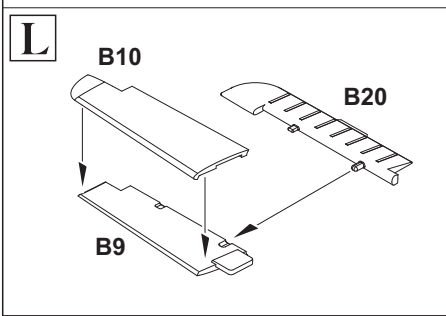
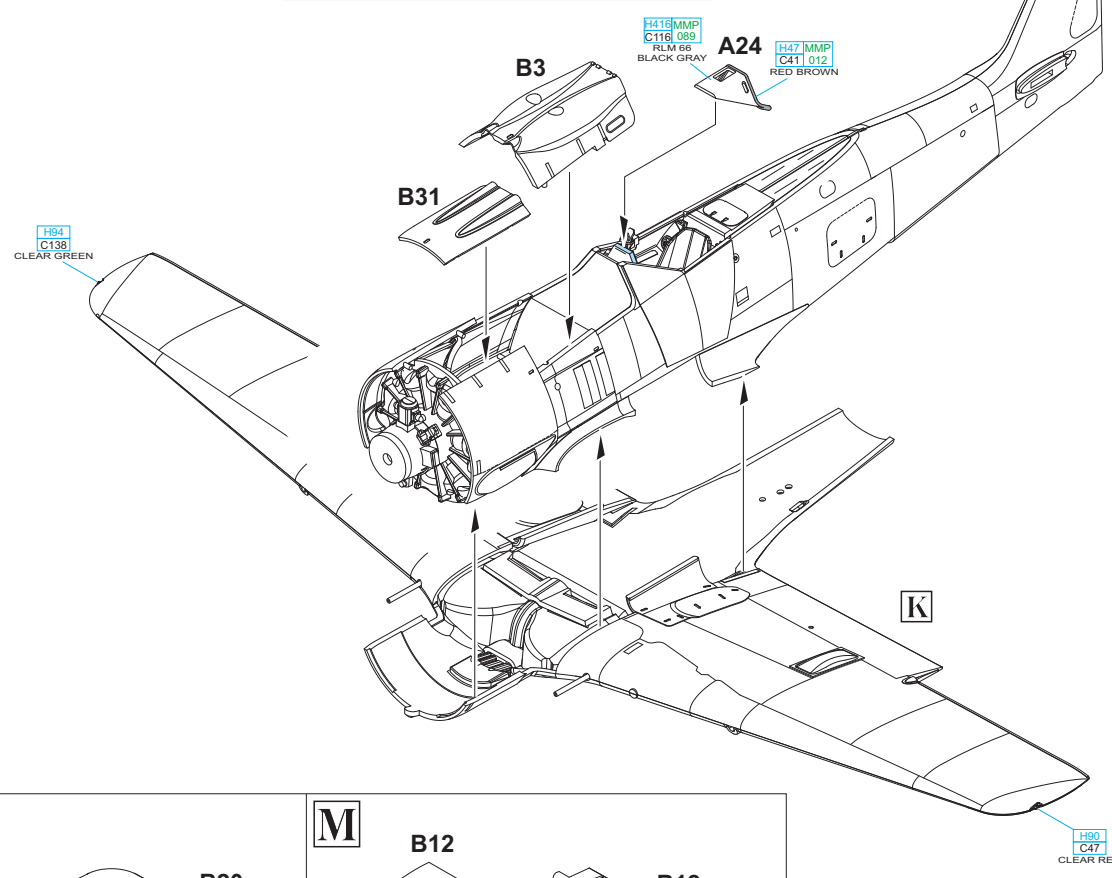
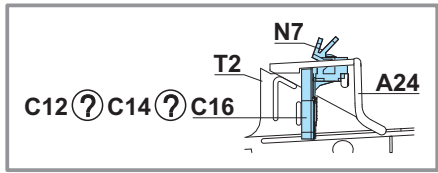
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
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H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK

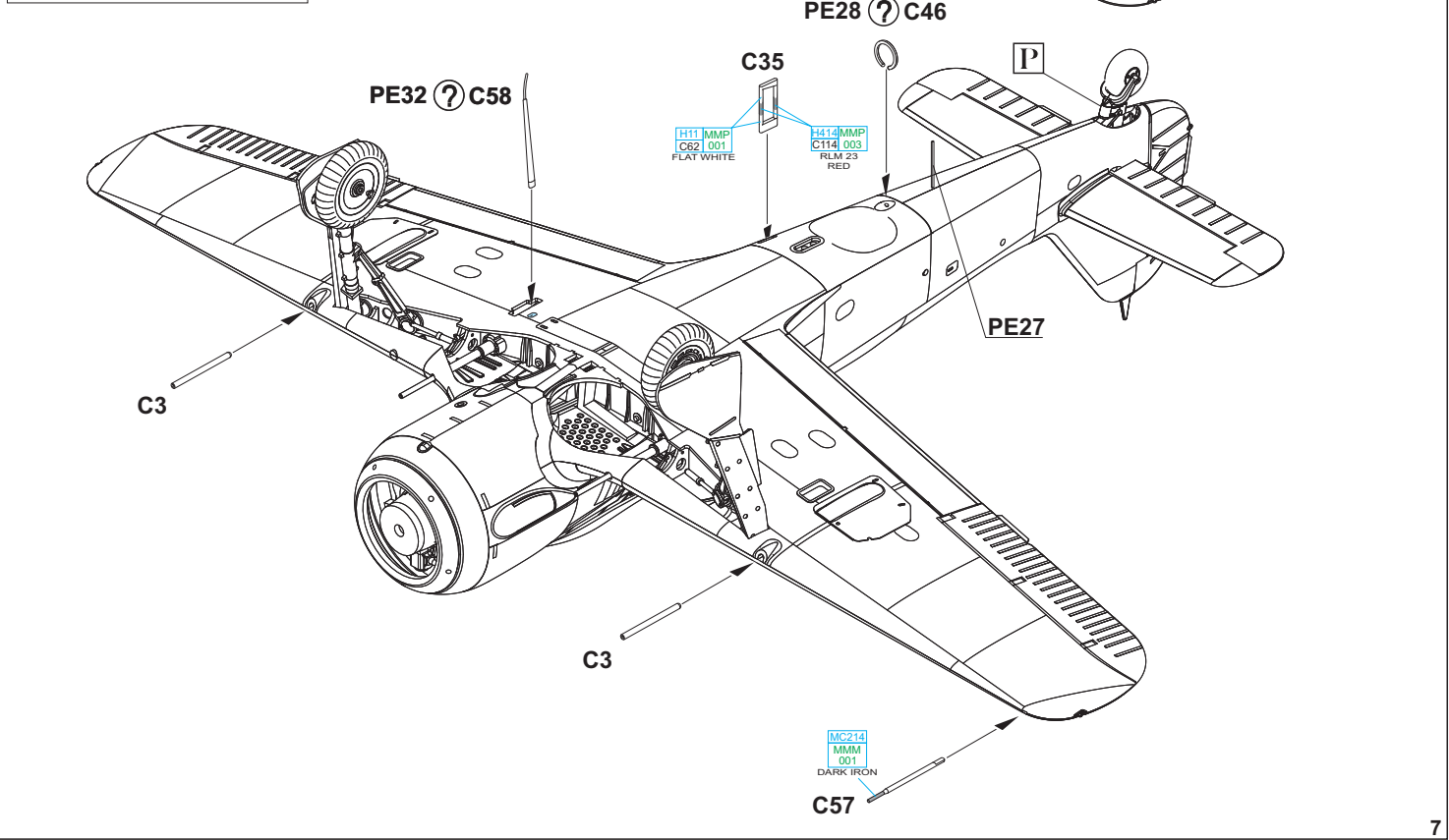
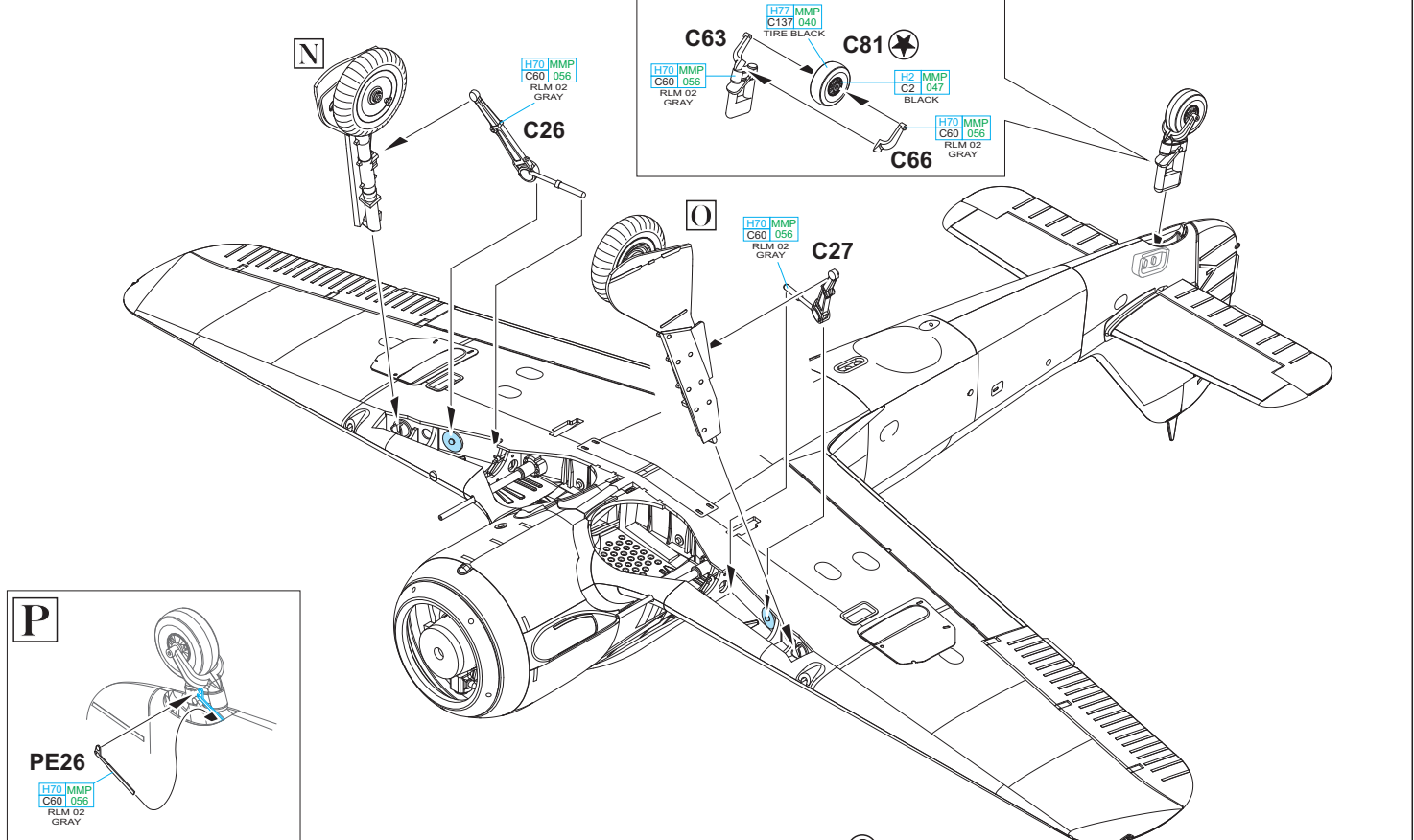
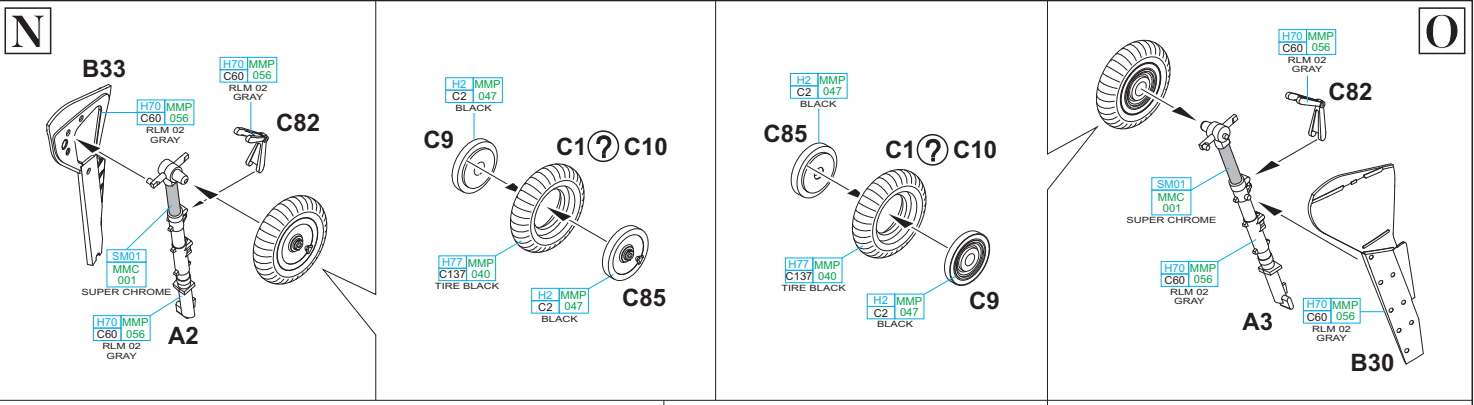
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
	C125	MMP-108	COWLING COLOR
Mr.METAL COLOR		METALLICS	
	MC213	MMM-006	STEEL
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM01	MMC-001	SUPER CHROME



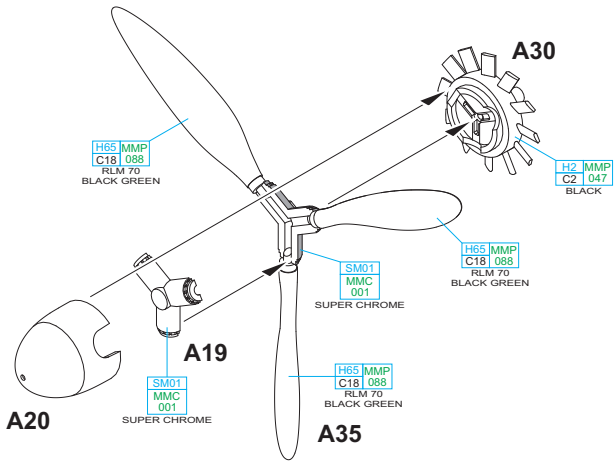




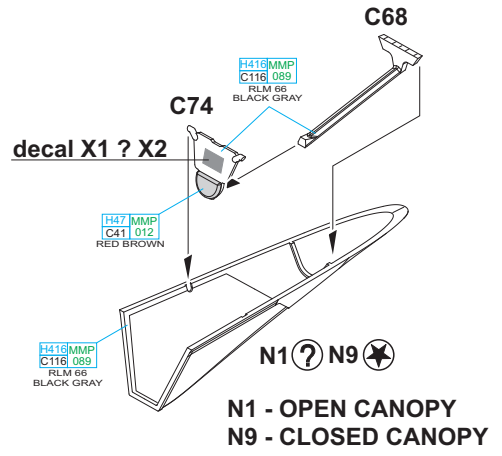




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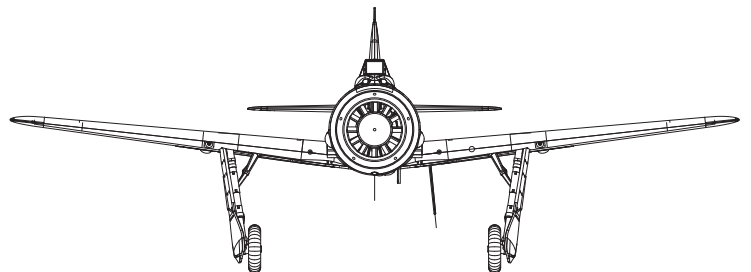
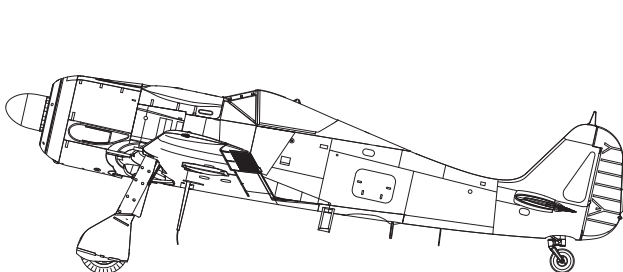
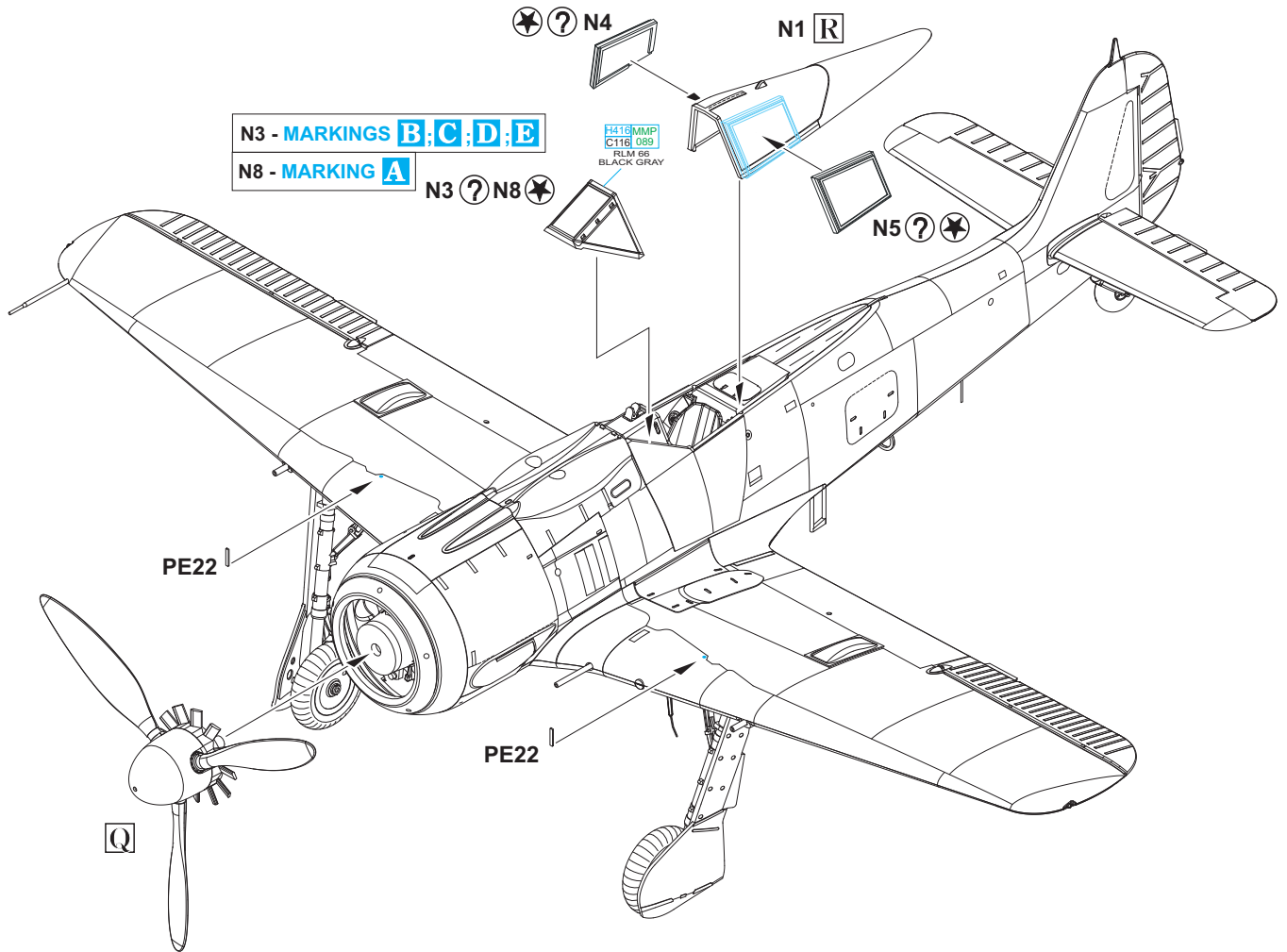


N4, N5 - MARKINGS A; B ONLY

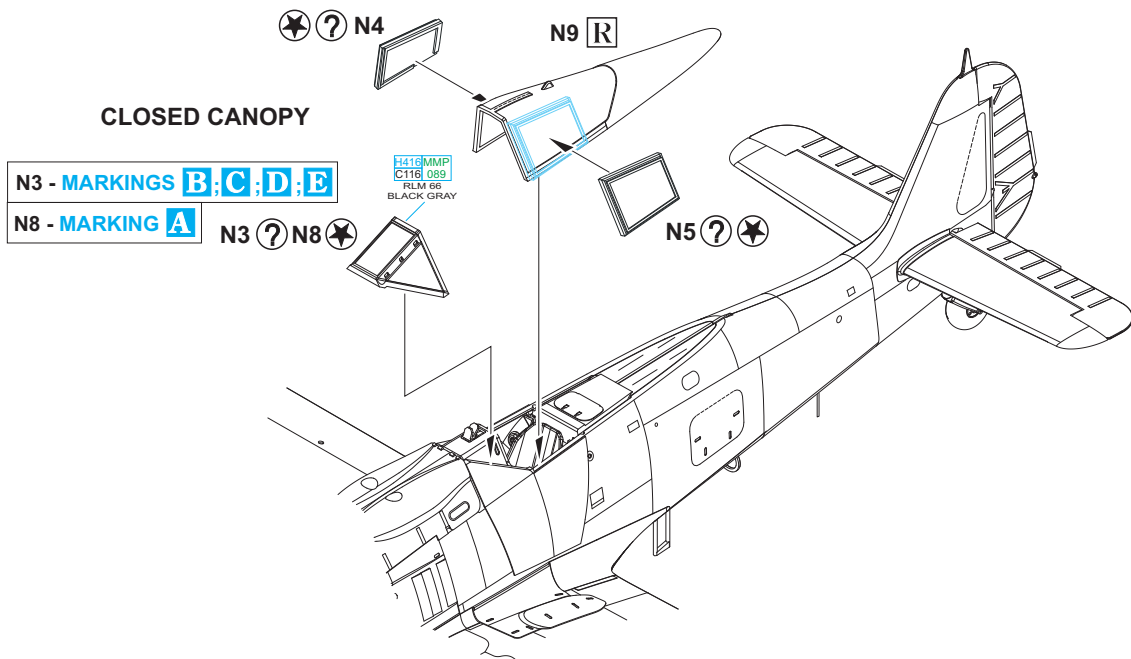
OPEN CANOPY

N3 - MARKINGS B; C; D; E

N8 - MARKING A

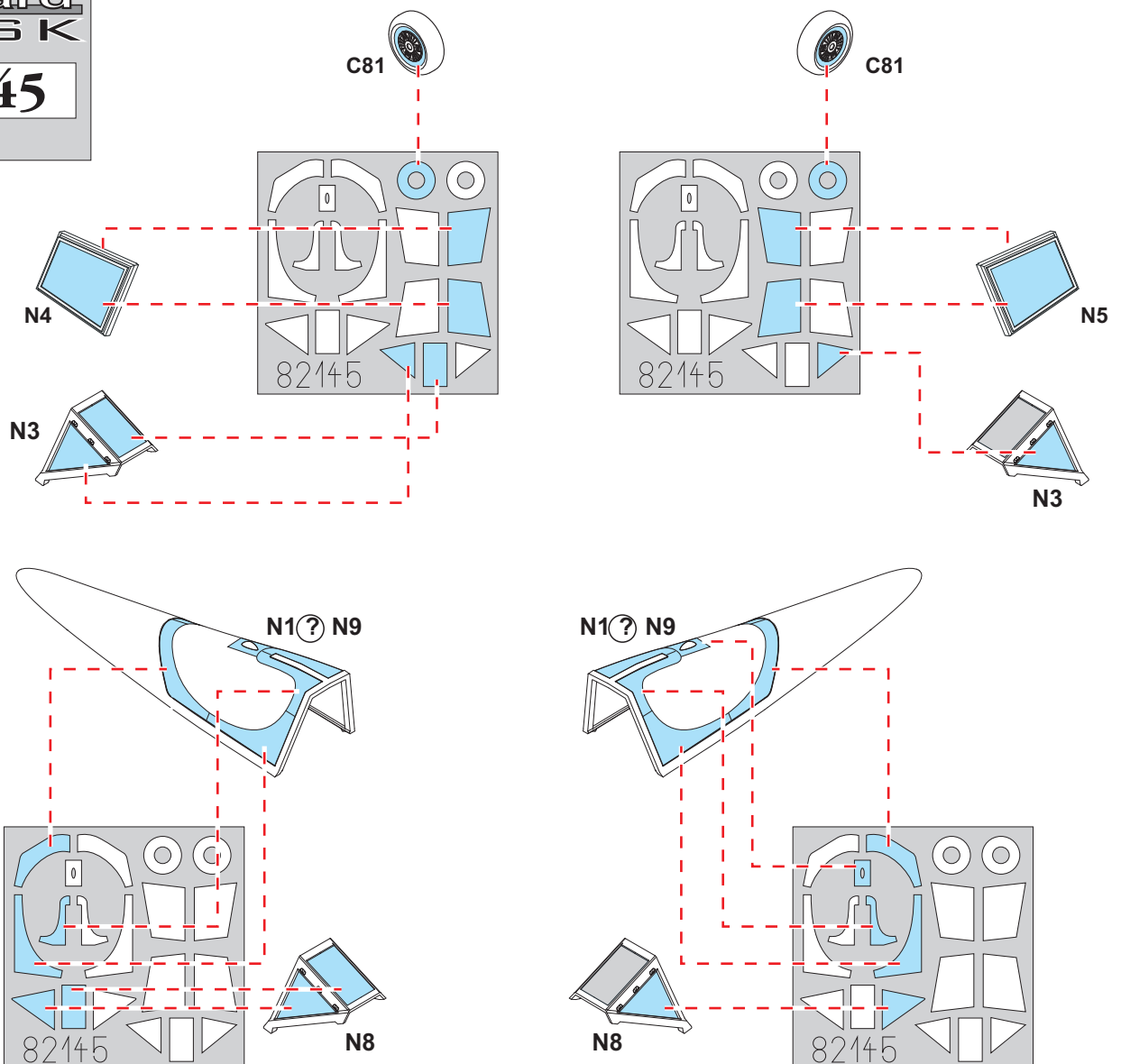


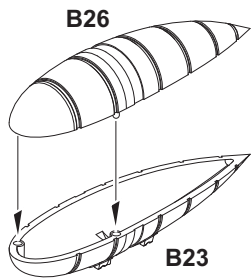
N4, N5 - MARKINGS **A**, **B** ONLY



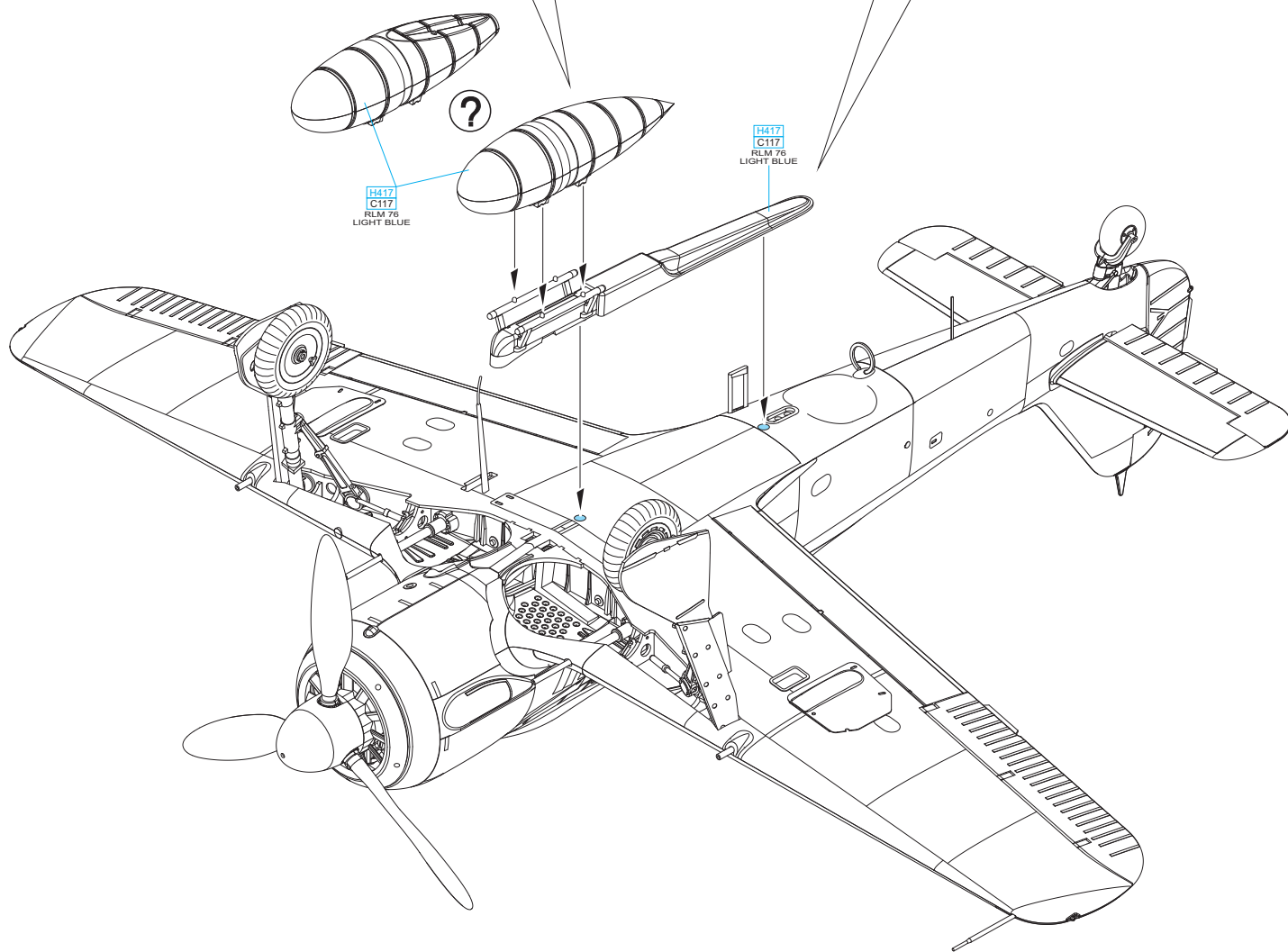
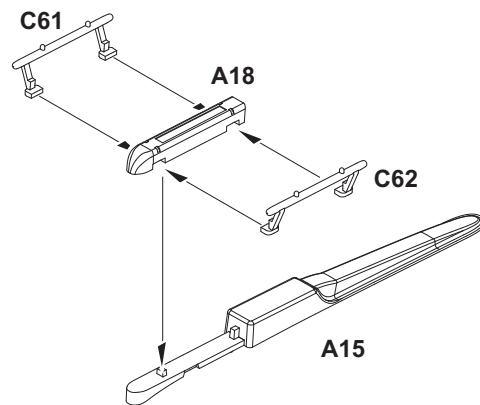
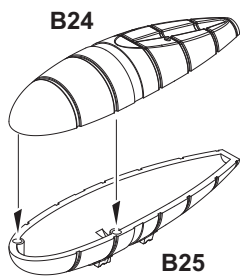
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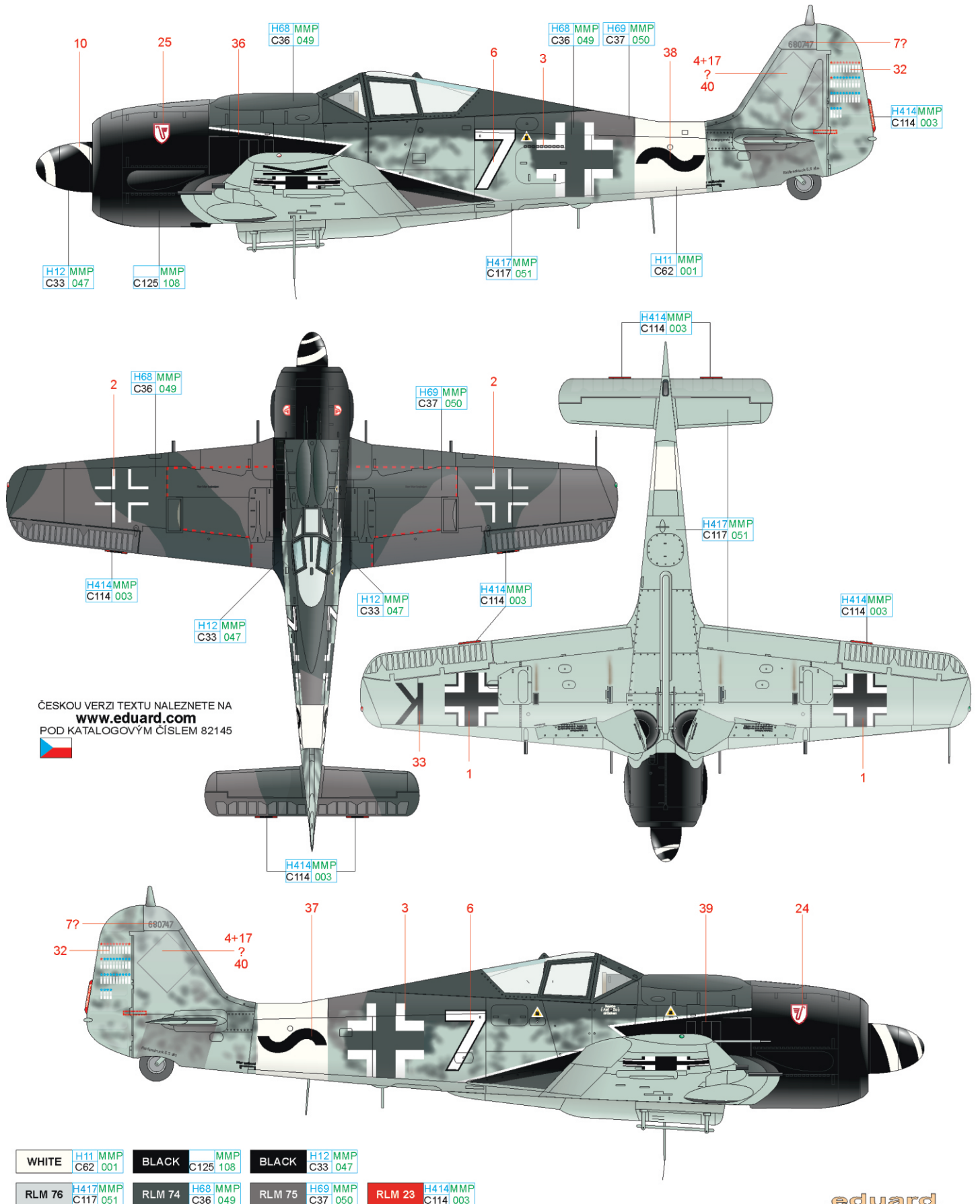


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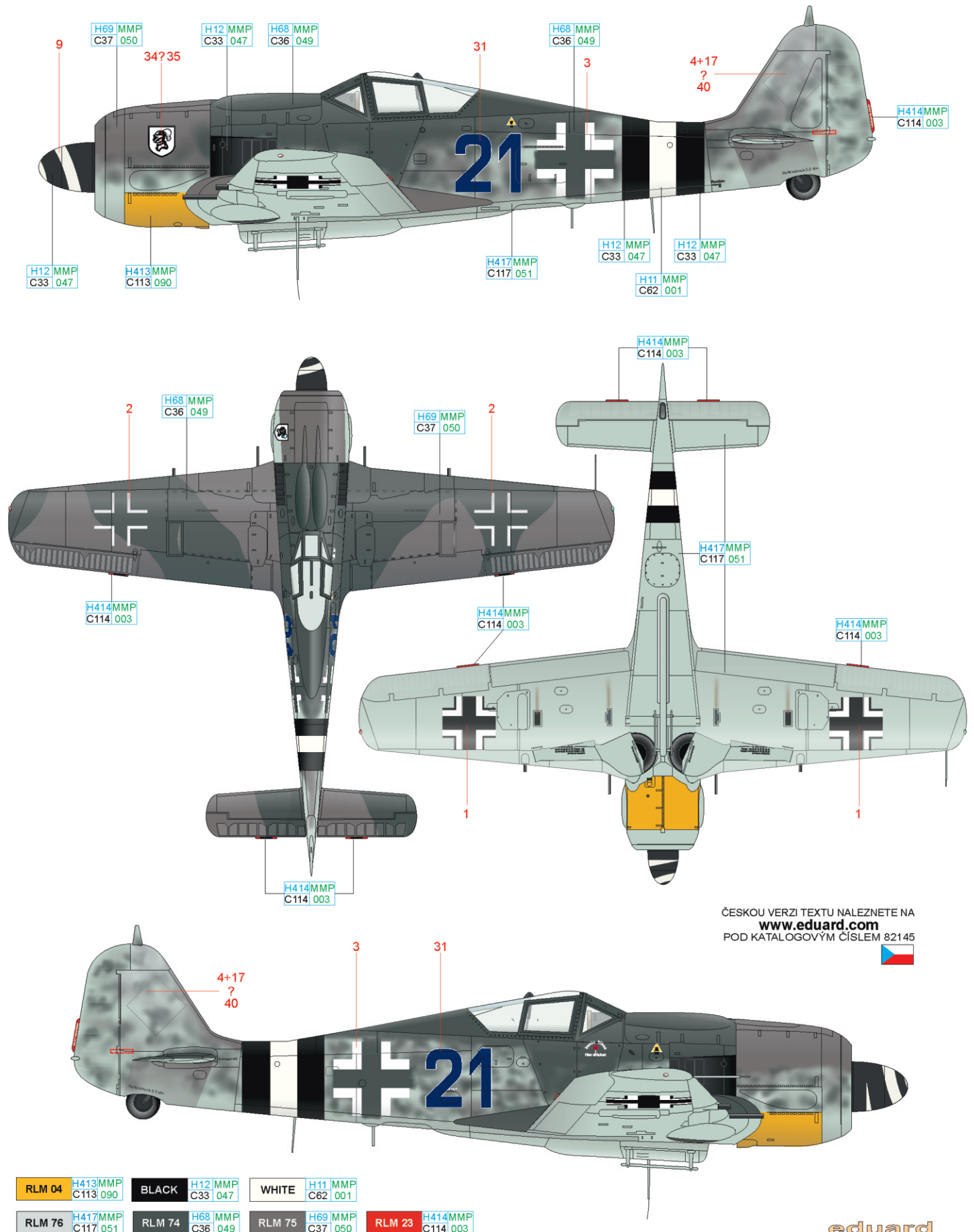
A W. Nr. 680747, flown by Oblt. Hans Weik, CO of 10.(Sturm)/ JG 3, Memmingen, Germany, June 1944

Hans Weik was born on July 6th, 1922 in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21st, 1943 and sent to the Eastern front where he would shoot down ten Soviet aircraft. From May to November he served as an instructor at 4./JGr Ost. Here, he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./ JG 3 and on February 10th, 1944, he was made Commanding Officer of 10th Staffel JG 3, with which he would gain 23 kills, twenty of which were four-engined heavies. For his achievements, he was awarded the Knight's Cross on July 27th, 1944. In April 1945 he was assigned to III./ EJM 2, where he trained on the Me 262. After the war, Hans Weik studied architecture, and was responsible for the design of many structures. In his retirement years he dedicated time to ship modelling. He died on June 5th, 2001 in Heidenheim an der Brenz. The aircraft flown by Weik carried the markings that were worn by IV. Gruppe JG 3, a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage carries a white fuselage band that was common to JG 3 aircraft within the structure of the Defence of the Reich. On these aircraft, the wave markings designated the IV. Gruppe. The rudder carries victory markings up to June 1944.



B flown by Hptm. Gerhard Schröder, CO of II.(Sturm)/JG 4, Welzow, Germany, September 1944

The death of Obstlt. Hans-Günther von Kornatzki allowed the then 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12th, 1944. Kornatzki died in a failed emergency landing attempt that ended in high powered voltage lines. Schroder was thirty-two years old at the time and remained Gruppe commander until the beginning of March 1945, when he was replaced by the recuperated Maj. Wilhelm Moritz, who would hold the post until the end of the Second World War. Historians generally assert that the reason for the change of the II. Gruppe command was the poor showing of the unit during Operation Bodenplatte. The aircraft was camouflaged in the standard colours of RLM 74/75/76 and carried the JG 4 emblem on the nose and JG 4's Defense of the Reich identifier in the form of black-white-black fuselage bands ahead of the tail surfaces.



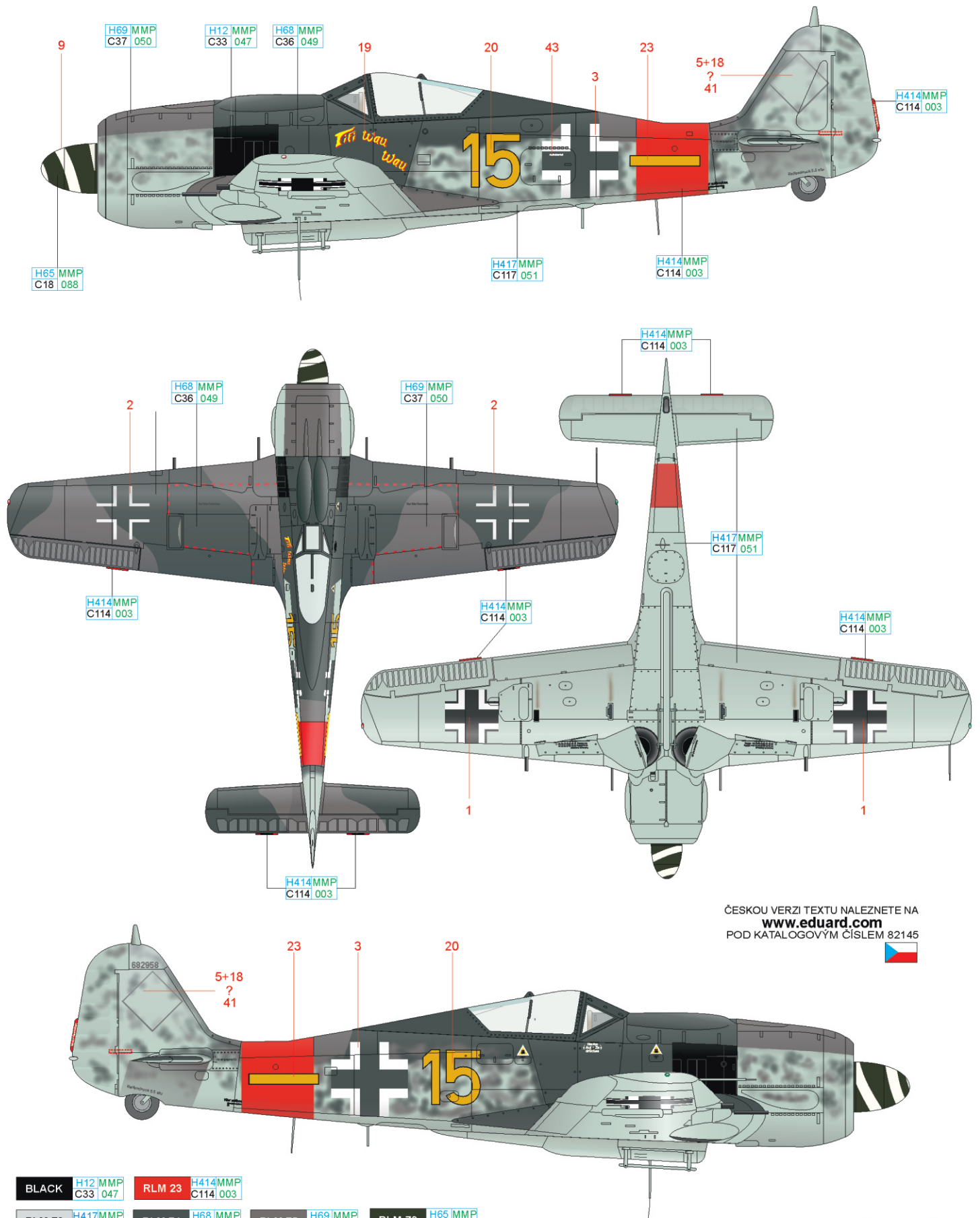
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RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
				RLM 23	H414 MMP C114 003

C flown by Fw. Adalbert Koch, 6./JG 300, Löbnitz, Germany, Fall 1944

As was the case with her sister unit JG 301, JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe. However, at the beginning of 1944, attention shifted to daylight operations. The unit's II. Gruppe, formed in July 1943, was in the summer of 1944 equipped with heavily armed and armored Fw 190A-8/R2s or R8s specifically developed for bomber interception and was also designated as a Sturmgruppe. One of the unit's pilots was Fw Adalbert Koch, who in the fall of 1944 flew an aircraft with the yellow '15' code. The armor plating on the sides of the fuselage carried the inscription 'Titi Wau Wau'. The Defense of the Reich marking for JG 300 consisted of a red fuselage band. By this time, very few of these aircraft retained their armored glass on the sliding portion of the canopy. The pilots generally had these removed because condensation formed between the glass surfaces at altitude, obscuring vision out of the airplane.

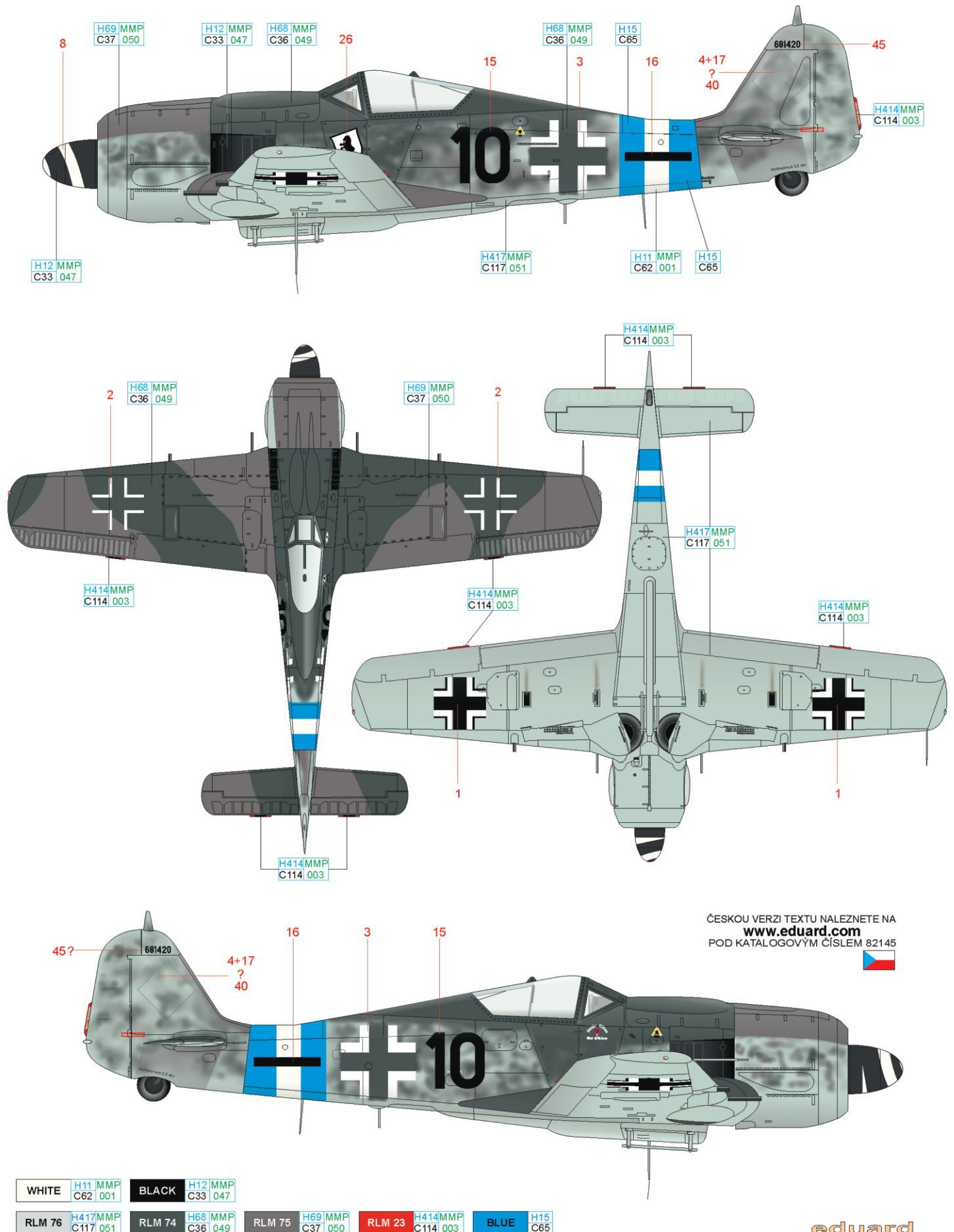


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D flown by Lt. Karl Spenst, 8./JG 300, Germany, Löbnitz, Germany, leden 1945

Reconstruction of Fw190A-8/R2, "Black 10", flown by CO of 8./JG 300, Leutnant Karl Spenst, in January 1945. This aircraft was photographed on November 27th, 1944 at Lobnitz, while still carrying the brick red fuselage band. The identifier for JG 300 was changed to blue-white-blue bands in January 1945. Our guide pictures the aircraft in this fashion. The emblem of the Berlin Bear on the left side is a personal marking of the pilot. Karl Spenst achieved at least one kill.

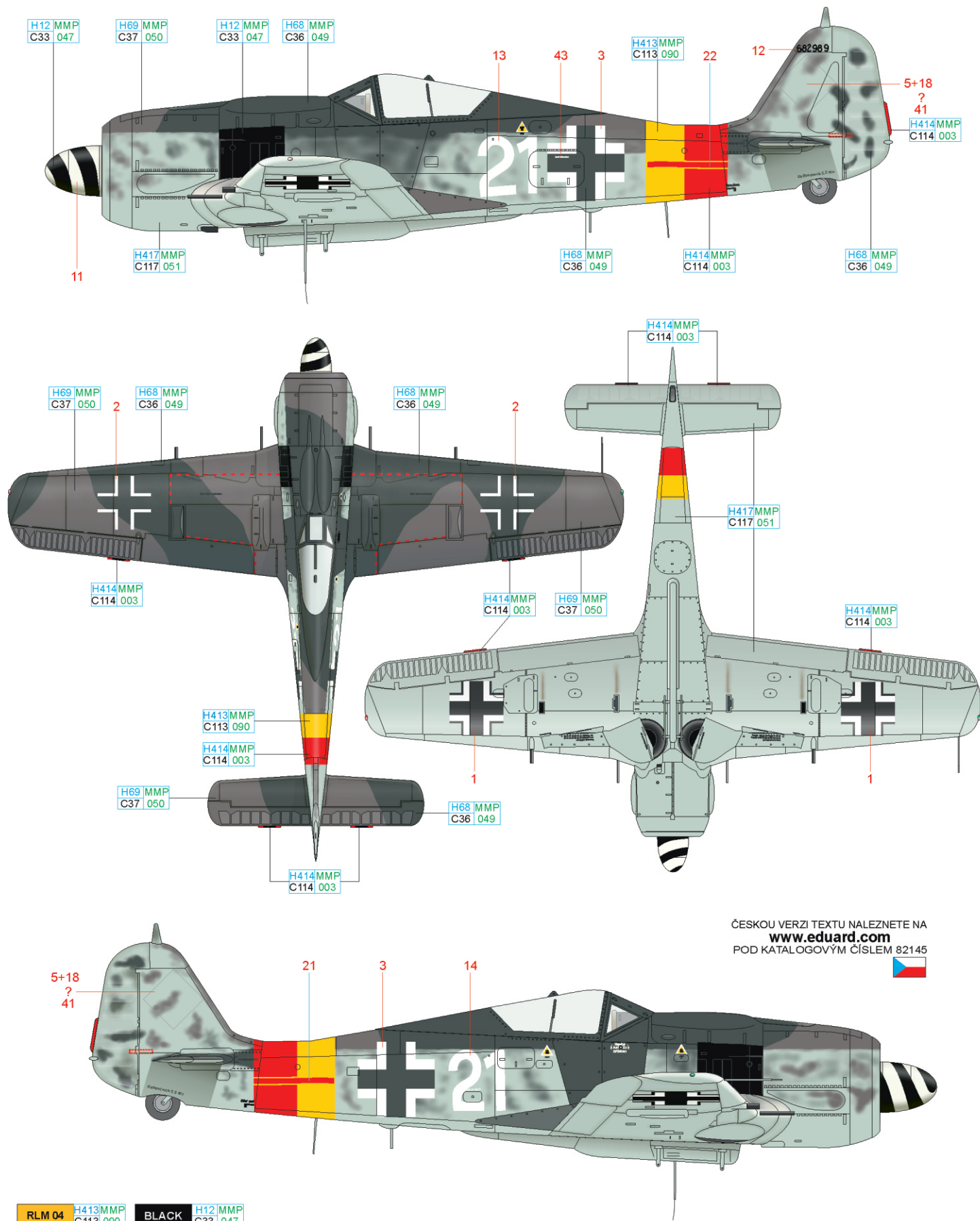


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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049
		RLM 75	H69 MMP C37 050
		RLM 23	H414 MMP C114 003
		BLUE	H15 C65

The order for the formation of Jagdgeschwader 301 was issued on September 26th, 1943 and the unit was to be equipped with single engine fighters tasked with night fighting duties. In March 1944, this role was changed to day fighting within the framework of the Defence of the Reich. The unit was initially equipped with Bf 109G-6 fighters, but over time, re-equipped with the Fw 190A-8 and A-9, followed by Fw 190D-9s. JG 301 went on to become the first unit to be given the Ta 152 at the beginning of March 1945. The pictured Sturmbock was discovered by Allied troops in May 1945. The yellow-red fuselage band identified JG 301 aircraft within the Defence of the Reich network.



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

