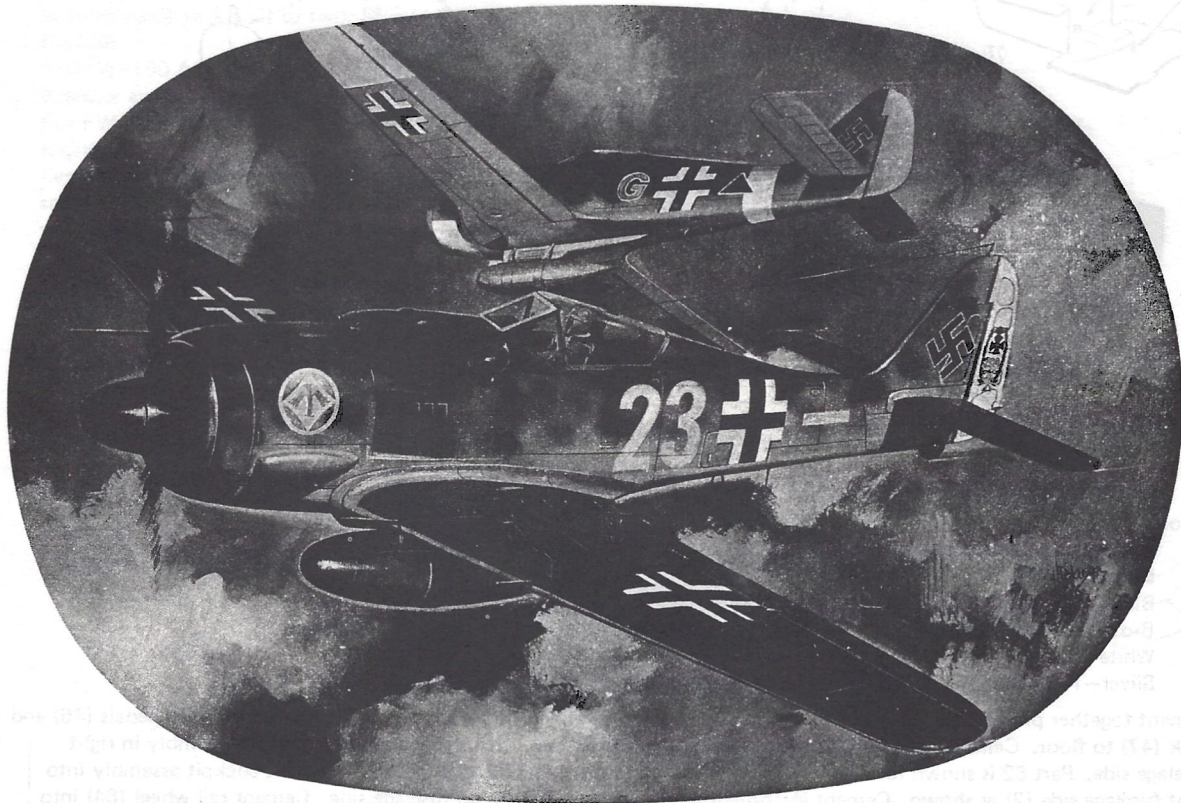


FOCKE-WULF Fw190

A5-U3 A7-R3 A8-R3 G-3

1/32 SCALE KIT No. JS-060 : 800



FW-190 HISTORY

Doubtless one of the most outstanding combat weapons of the Second World War was the remarkable Focke Wulf FW-190 fighter used by the German Luftwaffe. Designed by Dipl-Ing Kurt Tank, the FW-190 represented a great advancement in fighter technology. One of the reasons for its great success was the fact that it was introduced after the war had begun and many lessons of combat had dictated certain aspects of its design.

A 2,100hp radial engine pulled the sleek fighter through the war-choked skies at a maximum speed of 415 mph, at least equal to the best Allied fighters at the time. A tribute to any aircraft is its ability to adapt to different roles, and the FW-190 proved capable of performing a wide range of tasks. In spite of the fact the plane was designed as a fighter it was used in the guise of bomber and high-speed reconnaissance craft among other duties.

The most familiar version of the Focke Wulf fighter was the A series. Differences within this sub-type were mostly in armament and load carrying abilities. The FW-190 A7/R3 carried six guns, four 20mm MG151 and two cowl-mounted 13mm MG131. The A5/U3 version could carry up to 2,200 lbs of bombs under the wings and fuselage. Only two 20mm cannons were carried in the wings and the cowl guns were reduced to 7.9mm. The FW-190 G3 was similar to the A5/U3. Externally-mounted 30mm MK103 cannon distinguished the A8/R3 model of this versatile fighting plane. This type was used as a ground-support weapon and carried additional fuel for longer range.

The FW-190 was an effective fighter and its introduction to combat caused no little amount of worry among the Allied fliers. Although it did not have an official name, it did receive a popular name among its crewmen. It was known as the Butcher Bird (Würger), and an apt name it was until its wings were finally clipped by the downfall of the German Reich.

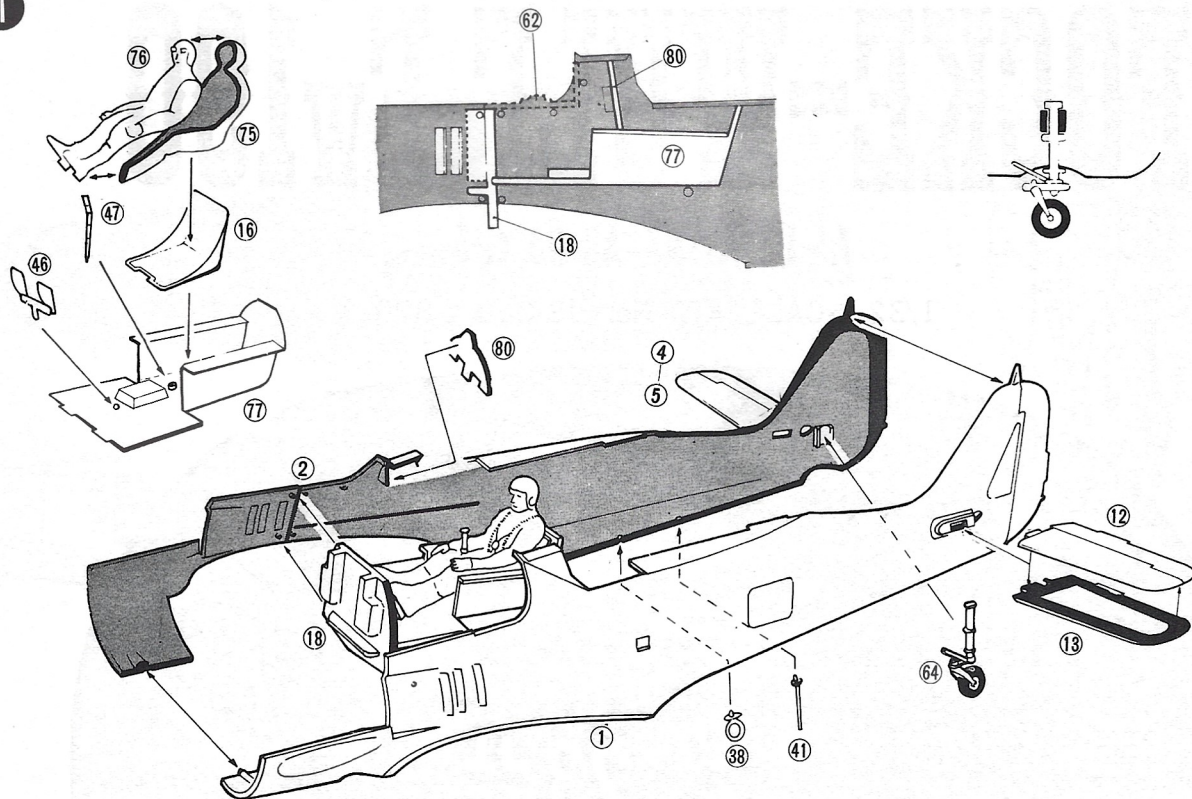
FW-190 CHARACTERISTICS

Wingspan:	34 feet 5½ inches	Maximum Speed:	Varied with different versions, but approximately 415 mph at 20,600 feet
Length:	29 feet	Service Ceiling:	37,400 feet
Power Plant:	One 2,100 hp fourteen-cylinder radial BMW 801D-2 engine	Range:	500 miles



HASEGAWA PLASTIC MODEL CO., LTD.

1

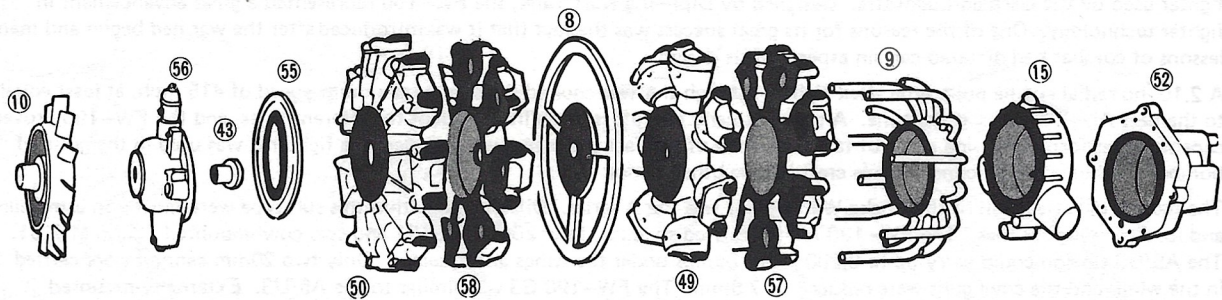


Before assembly paint the following parts:

- Dark gray—Cockpit interior parts and inside walls of fuselage, seat.
- Blue-gray—Pilot's uniform.
- Black—Instrument panel, control stick, rudder pedals, tail tire, boots and gloves.
- Brown—Helmet.
- White—Parachute harness.
- Silver—Tail wheel, strut, buckles on 'chute harness, instrument faces.

Cement together pilot halves (75 and 76) and cement pilot to seat (16), then to floor (77). Cement rudder pedals (46) and stick (47) to floor. Cement firewall (18) to front of cockpit assembly. (Note placement of cockpit assembly in right fuselage side. Part 62 is shown for reference only. Do not cement part 62 at this time.) Cement cockpit assembly into right fuselage side (2) as shown. Cement instrument panel (80) against rib on fuselage side. Cement tail wheel (64) into position as shown on fuselage side. Now cement left fuselage side (1) to right side and cement antennas (38 and 41) in place. Assemble right and left stabilizers (4, 5, 12 and 13) and cement to fuselage.

2

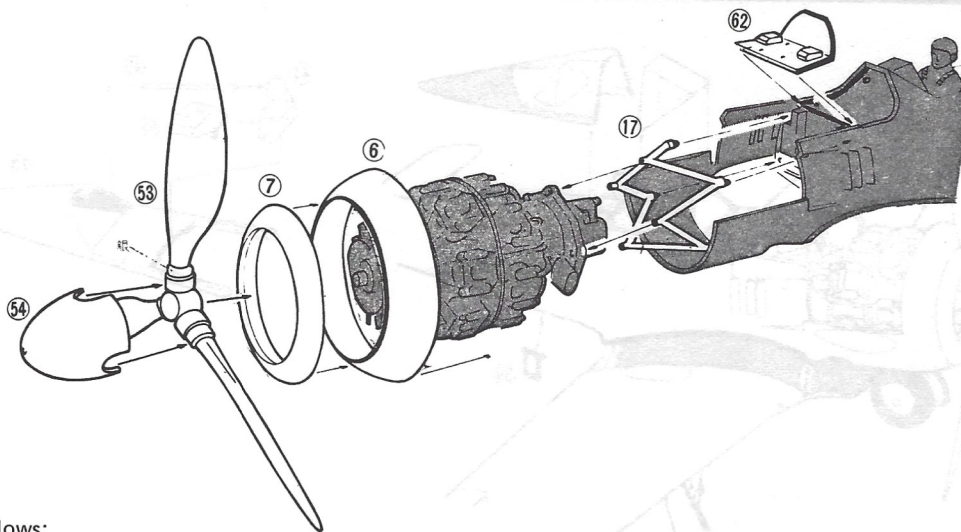


Paint engine parts as follows:

- Black—Parts 50, 58, 49 and 57.
- Dark gray—Parts 8, 9, 10, 56, 55, 15 and 52.
- Silver—Pushrods on parts 50 and 57.

Place retainer (43) through gearbox (56) and carefully cement fan (10) to retainer. Cement (55) to gearbox. Cement front cylinder halves together (50 and 58) and rear cylinder halves (49 and 57). Cement baffle (8) to rear of front cylinders and cement rear cylinders to baffle. Cement gearbox assembly to front of cylinder unit. Cement together accessory unit (15 and 52) and cement unit to manifold (9). Cement manifold to rear of cylinder assembly.

3



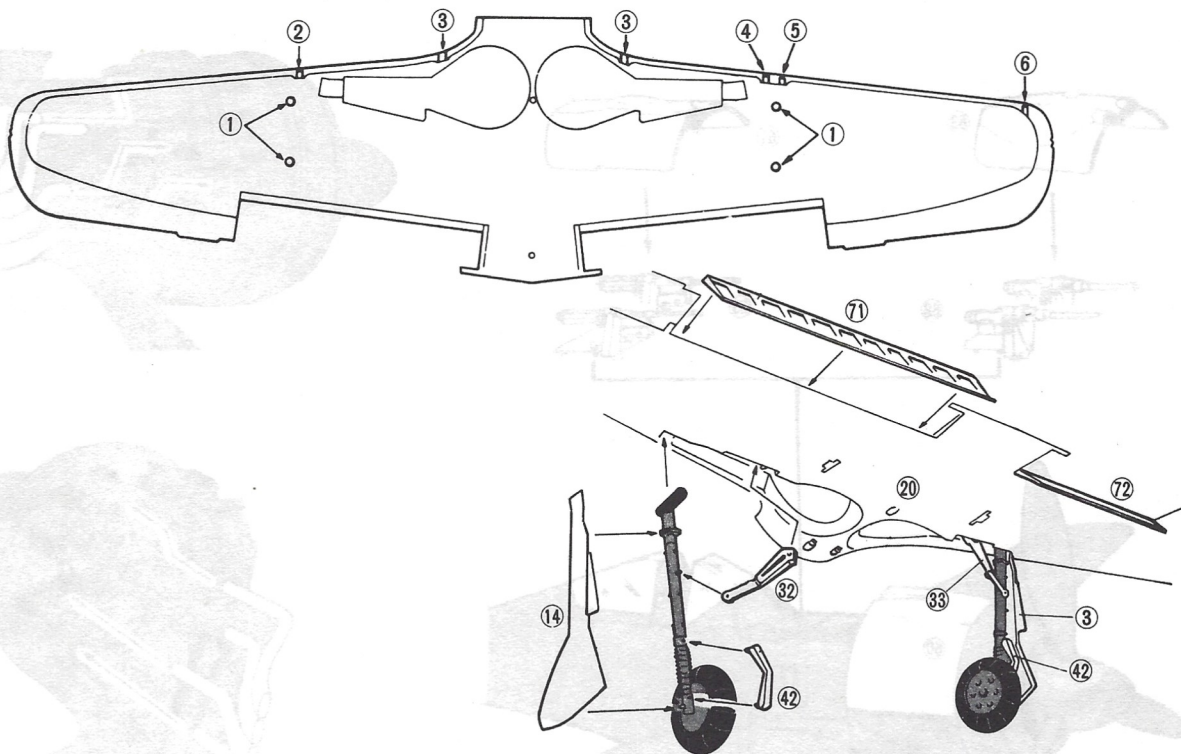
Paint as follows:

Dark gray—Parts 17, 62 and inside of parts 6 and 7.

Black—Parts 53 and 54.

Cement gun shelf (62) to fuselage assembly. Cement engine mount (17) to firewall. Cement engine assembly to engine mount. Cement together cowl rings (6 and 7) and cement to front of fuselage. Cement propeller (53) to spinner (54) and cement unit to fan on engine.

4



AT THIS POINT IT WILL BE NECESSARY TO DECIDE WHICH OF FOUR VERSIONS OF THE FW-190 YOU WISH TO HAVE. The openings for the guns have been covered with plastic. Trim away the thin plastic from the holes indicated for the version desired.

A. FW-190 A5/U3. Open holes 1, 3 and 5.

B. FW-190 A8/R3 and G3. Open holes 3 and 6.

C. FW-190 A7/R3. Open holes 2, 3, 4 and 5.

Paint as follows:

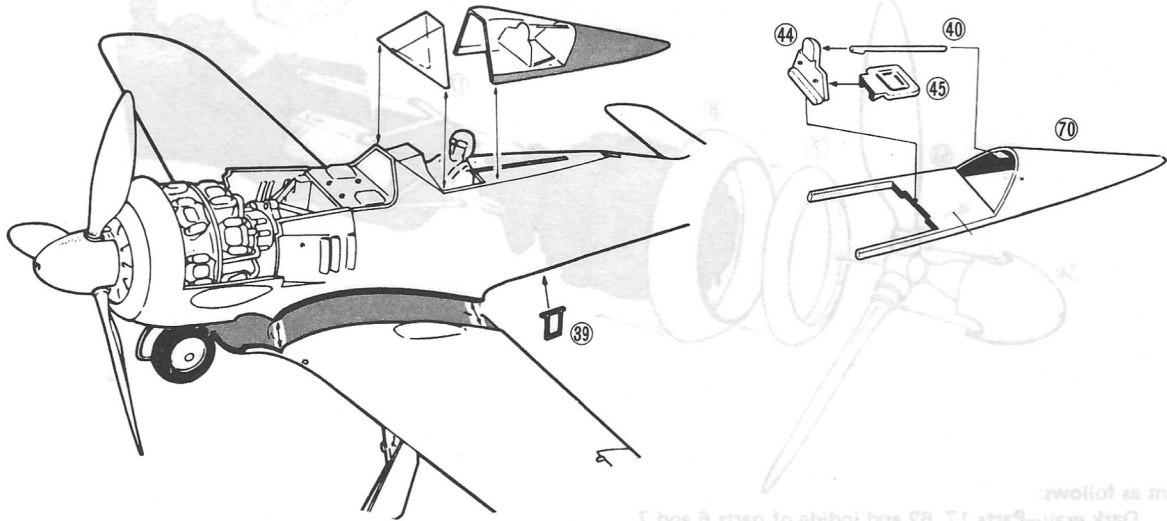
Black—Tires.

Dark gray—Inside of flaps, wheel wells and cover doors and wheels.

Silver—Landing gear struts, retracting arms and torque links.

Flaps may be cemented open or closed. To cement in closed position, remove three small tabs from front edge of each flap. Cement left flap (71) and right flap (72) to lower wing. (20). Make two wheels by cementing (19 and 11) together. Cement wheels to struts (left, 23 and right, 24). Cement torque links (42) to struts as shown. Cement cover doors (left, 14 and right, 3) to struts and cement struts into wheel wells in lower wing. Now cement retracting arms (32 and 33) in place as shown. Cement upper wing panels (21 and 22) to lower wing assembly.

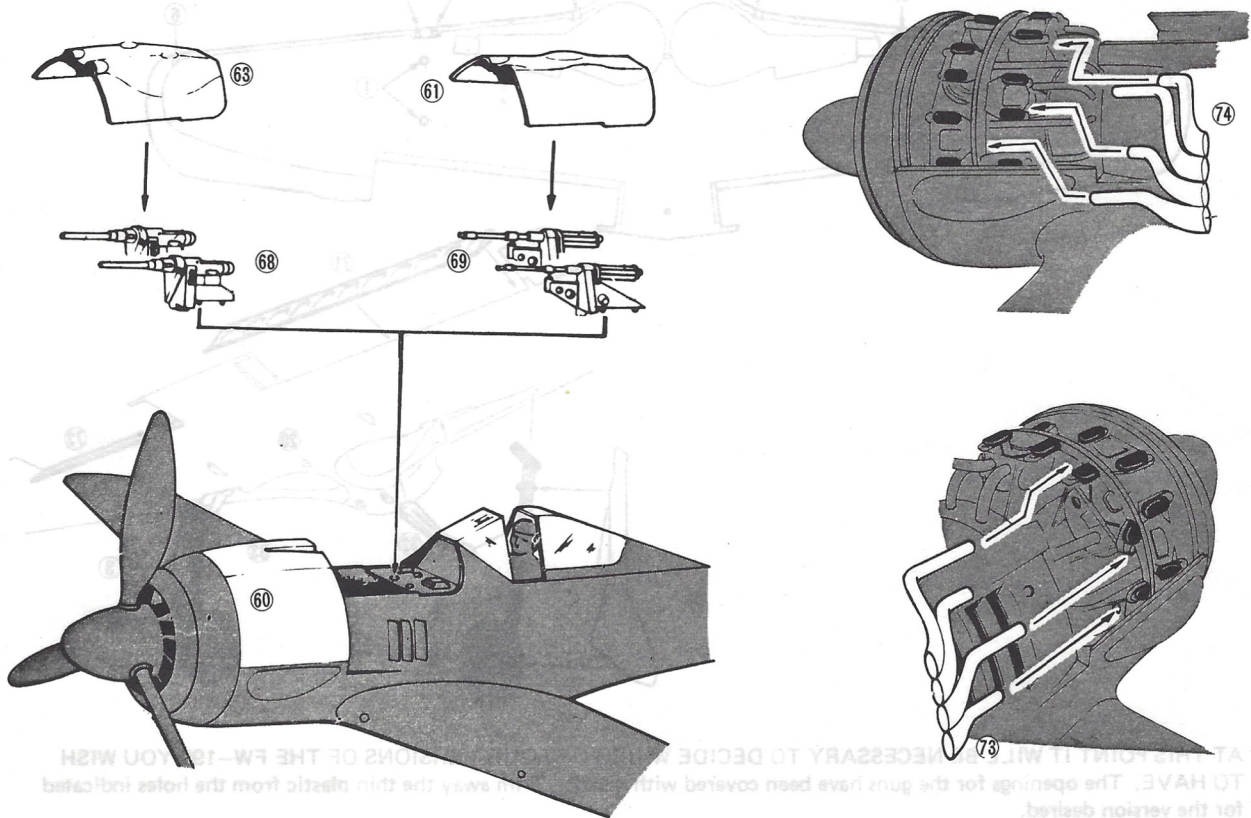
5



Paint as follows:

Dark gray—Parts 40, 44 and 45 and ledge on part 70.
 Cement (45) to headrest (44) and cement headrest to canopy frame (70). Cement brace (40) between headrest and frame.
 Cement windshield to front of cockpit and cement canopy to canopy frame, then cement unit to cockpit. Cement step (39) to fuselage. Now cement wing assembly to fuselage.

6



Paint the following parts:

Black—Guns, exhaust manifolds.

Dark gray—Inside of cowling.

Cement exhaust manifolds (73 and 74) to engine as shown. Press, DO NOT CEMENT, engine cowl (60) over engine.

For FW-190 A5/U3 and No. 3, cement guns (69) to cowl. Press, DO NOT CEMENT, gun cowl (61) to fuselage.

For FW-190 A7/R3 and A8/R3, cement guns (68) to cowl. Press, DO NOT CEMENT, gun cowl (63) to fuselage.

Paint bombs and gun barrels Black.

Cement bomb rack (34) to fairing (78) and cement to bottom of fuselage.

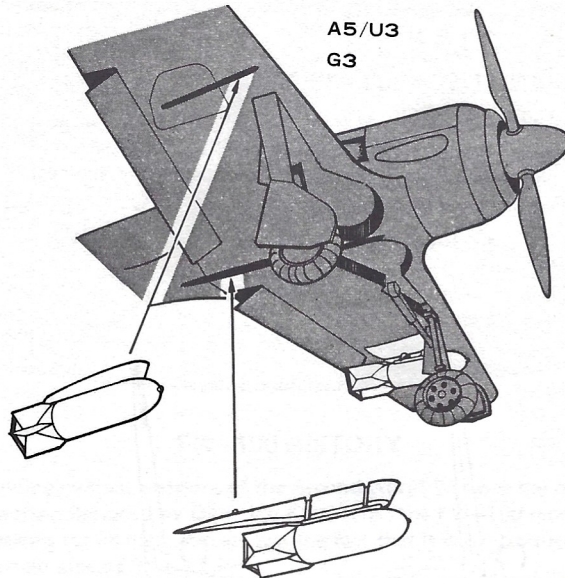
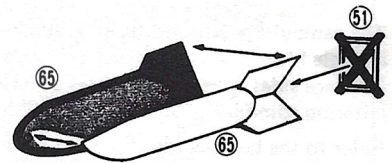
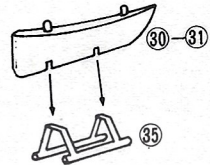
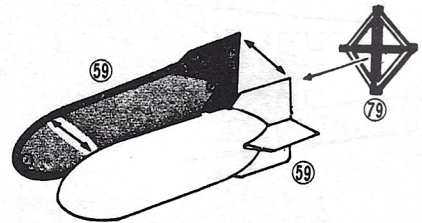
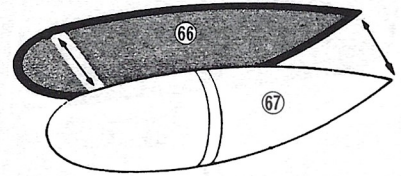
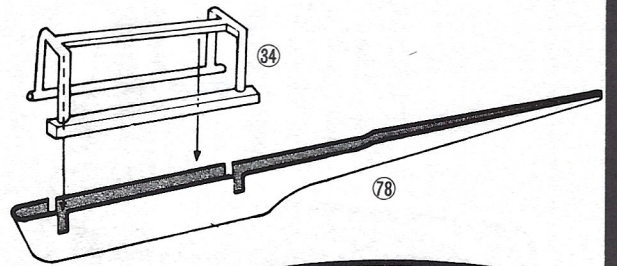
For FW-190 A7/R3 and A8/R3, cement tank halves (66 and 67) together and cement to rack.

For FW-190 A5/U3 and G3, cement large bomb halves (59) together.

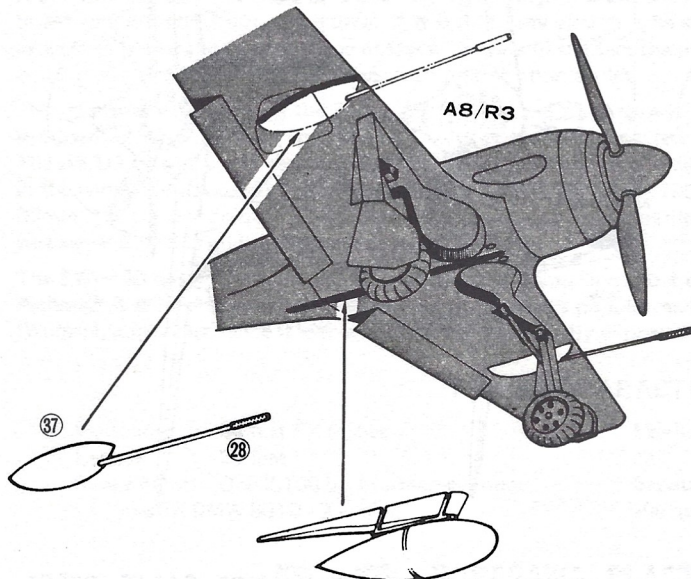
Cement fin brace (79) to fins and cement bomb to rack. Make two small bombs by cementing (65 and 51) together.

Cement one (35) to (30 and 31) and cement one bomb to each pylon assembly.

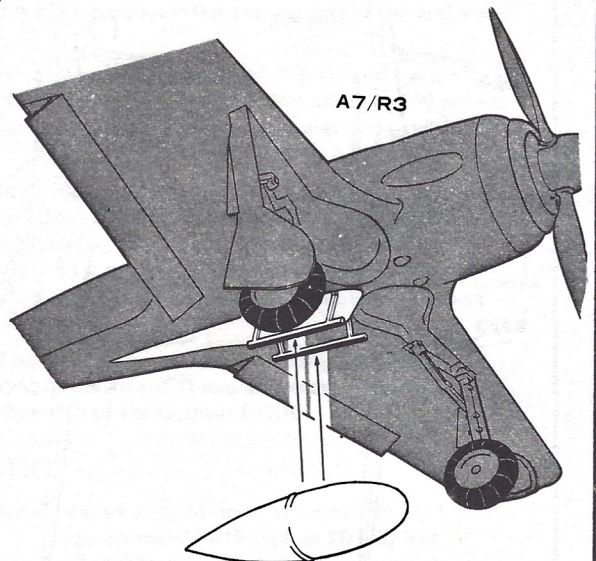
Cement pylons to holes in wings. For FW-190 A8/R3, cement two cannons (28 and 37) together and cement to holes in wings.



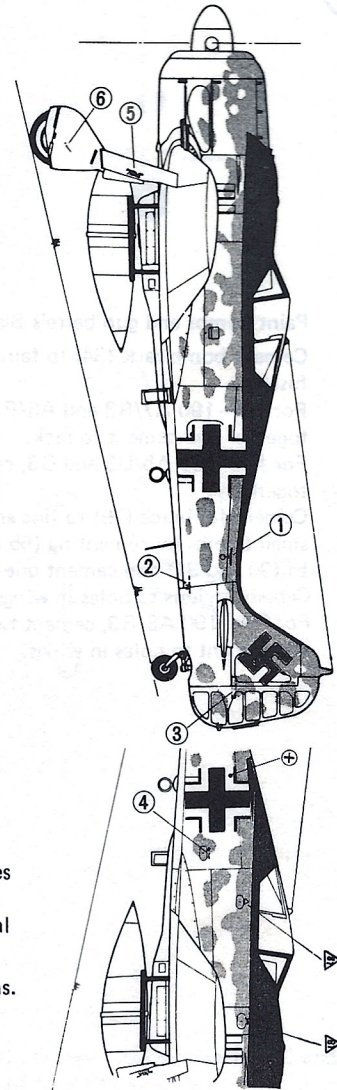
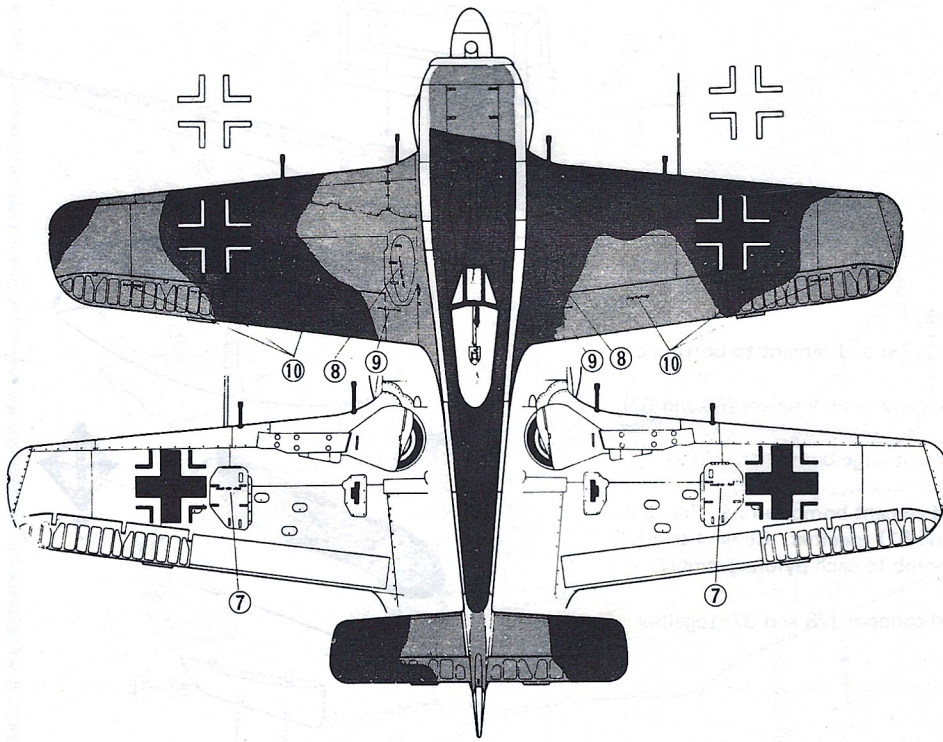
A5/U3
G3



A8/R3



A7/R3



CAMOUFLAGING AND DECAL PLACEMENT

The camouflage pattern shown is typical for all three versions of the FW-190. The undersurfaces are pale blue-gray. Upper surfaces are dark green and black-green applied in a "splinter" pattern. Fuselage sides have medium gray patches. Numbers on drawing indicate placement of small decal lettering common to all FW-190's. White crosses are used on upper wings of the G3 version. Refer to the box painting for the placement of individual markings on the A7/R3 and G3 versions.

A7/R3

A5/U3

G3

A8/R3

