

Fw 190A-8/R2

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1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82145

Focke-Wulf Fw 190 was the best of what had Luftwaffe in its inventory during the second half of the WW II. It soldiered in various modifications for many different tasks.

The dedicated fighter version of Fw 190 was a high performance, heavily armed aircraft. To meet the 1938 specification issued by the Technisches Amt, RLM, the development team led by Kurt Tank ran into several difficulties, which were addressed continually during the process of the development. The first prototype took to the air on June 1, 1939 and after a series of improvements and, also after some quite radical changes, the design culminated during the fall of 1940, when twenty-eight units of pre-series Fw 190A-0 variant were built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, tasked with service trials.

The trials revealed a wide range of flaws to the point where the RLM halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. After series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

Into combat

During June 1941, the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17 machine guns. The II./JG 26 was completely equipped with the type and operating on the Western Front by September 1941 and its operations changed the game, as the new fighter was superior not only to Hurricanes, but also to Spitfires. The very first Fw 190 lost in combat was the Fw 190A-1 (factory No. 0028) flown by Gruppenkommandeur (Group Commander) of II./JG26 Walter Adolph. He was shot down on September 18, 1941.

During November of the same year the production of the next version Fw 190A-2 commenced. The new variant was powered by a BMW 801C-2 engine 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 of 1942, when the BMW 801D-2 engine became available. Its installation allowed new Fw 190A-3 variant to be entered and in July 1942, the development continued with the improved Fw 190A-4. Both were armed with what became the standard armament for future Fw 190 variants, i.e., two fuselage mounted MG 17s, two wing mounted MG 151 cannons and two MG FF cannons placed inboard of the wheel wells.

Mass production begins

During 1942 the production of Fw 190 had intensified, and another production facility was set up at Fieseler, where the "Würgers", as the Fw 190s were nicknamed, were built under license. Thanks to this step and to other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG 151s instead of the MG FFs machine

guns in the outer position. The adoption of this wing developed into the Fw 190A-6 version. Further changes led to the Fw 190A-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 machine guns. Further improvements led to the Fw 190A-8.

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was Fw 190A-9, equipped with the BMW 801TS of 2,000 hp (1,470 kW). There was a parallel development of these fighter-optimized aircraft with a dedicated fighter-bomber version, the Fw 190Fs. These 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 thoroughbred fighter continued in the guise of the Fw 190D, which began to reach Luftwaffe units in the second half of 1944 and was a 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 use 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 on the East one.

This kit: Fw 190A-8/R2

Thanks to the lengthened fuselage of Fw 190A-5, adopted due to the change of center of gravity of the aircraft, further development of the armament and armor of this fighter was possible. BMW 801D-2 engine developed 1,677 hp (1,250 kW), some 238 hp (103 kW) more compared to the previous C-2 variant, which helped as well. The development reached the Fw 190A-8 stage in February 1944, and this version emerged as the most produced Fw 190 with some 6,655 units made. Apart of standard BMW 801D-2 engine also the 801Q unit with thicker armor of the annular oil cooler invented by BMW was used. The engine itself sported emergency boost system used with the fighter variants of the A-8, which raised the maximum power to 1,950 hp (1,460 kW) available for 10 minutes.

As the ominous clouds of allied four-engine bombers started to devastate the Third Reich, the Fw 190A-8 developed into the heavy armed fighter. The A-8/R2 replaced the outer wing 20mm cannons with the MK 108 ones of the 30mm (1.2 in) caliber. As the defensive fire from numerous .50 machine guns of the bombers was deadly, also the armored slabs were added to the cockpit sides as well as to the modified canopy to protect the pilot. The Fw 109A-8/R2 was true heavy armament fighter with devastating firepower, but added weight reduced its flying performances and affected maneuverability as well. The Sturmbocks, as were these Focke-Wulfs nicknamed, were in serious disadvantage in combat with enemy fighters as a result.

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



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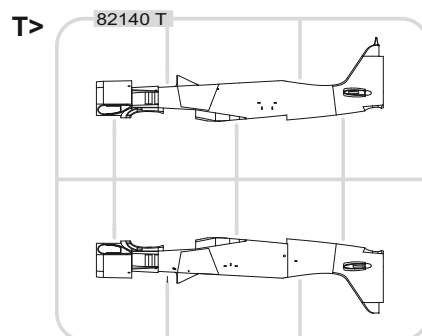
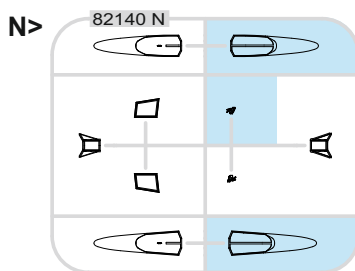
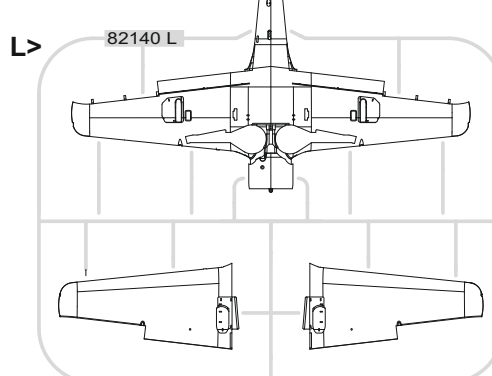
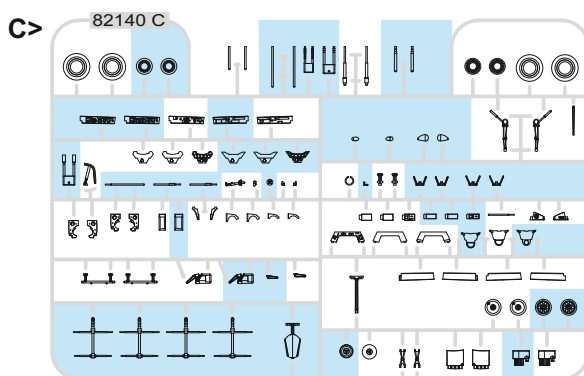
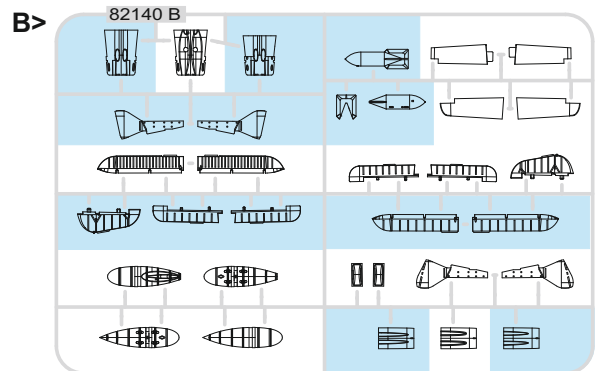
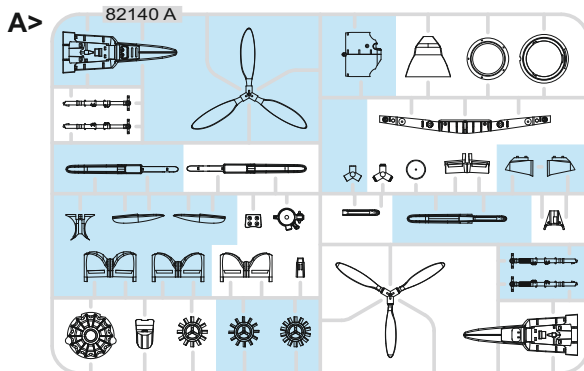


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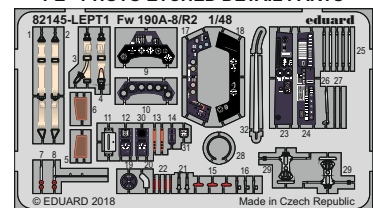


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL 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



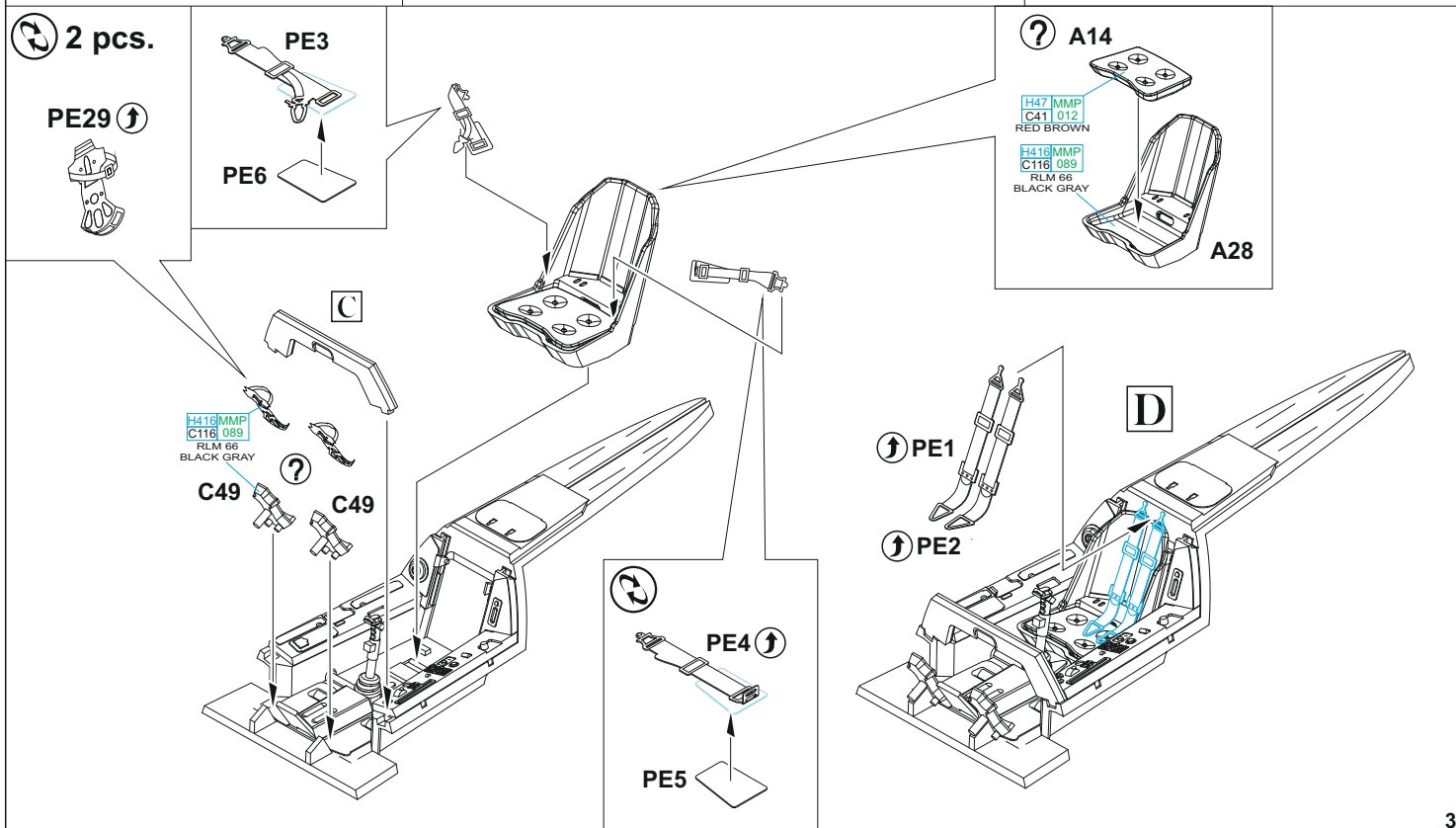
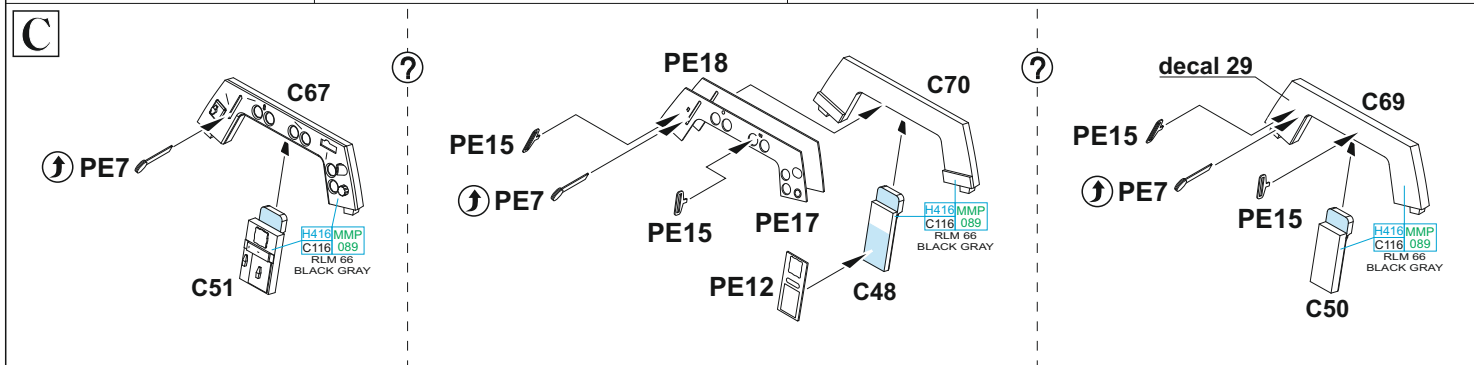
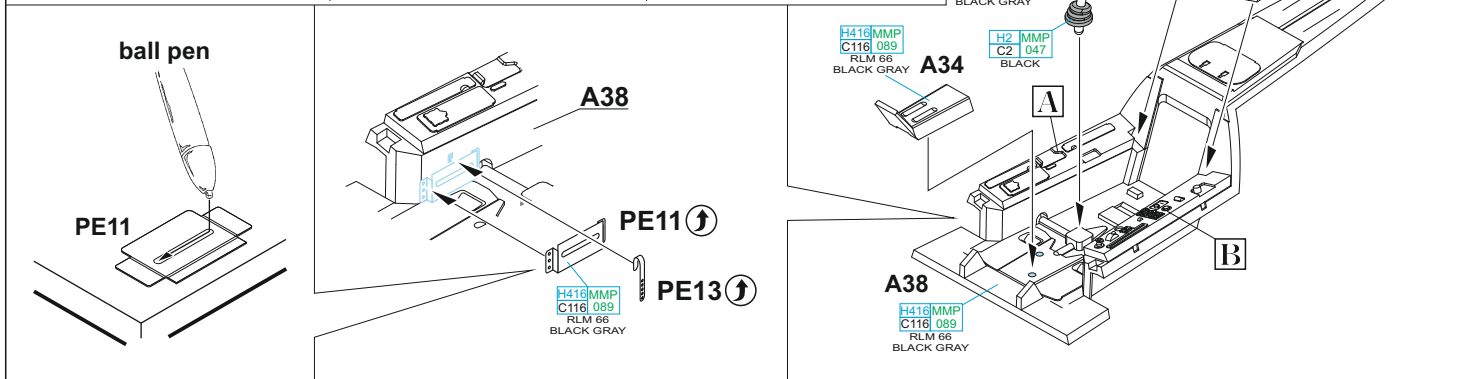
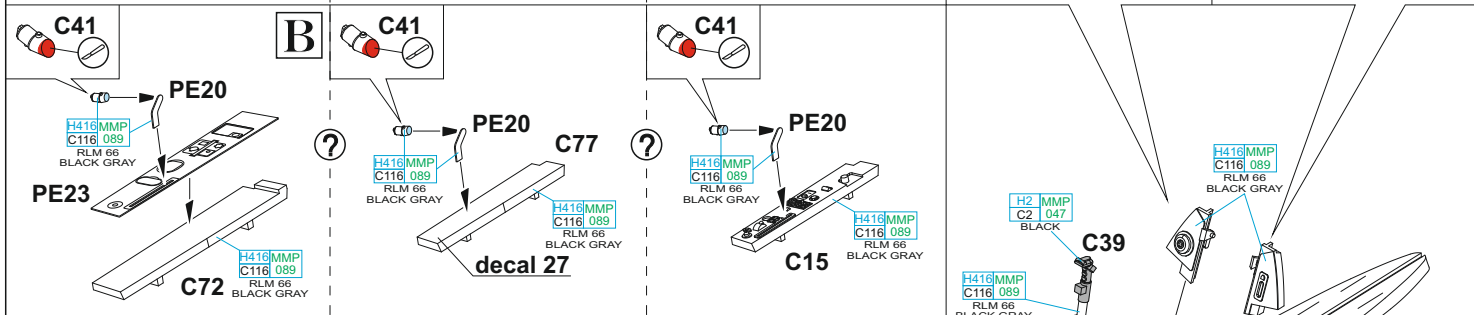
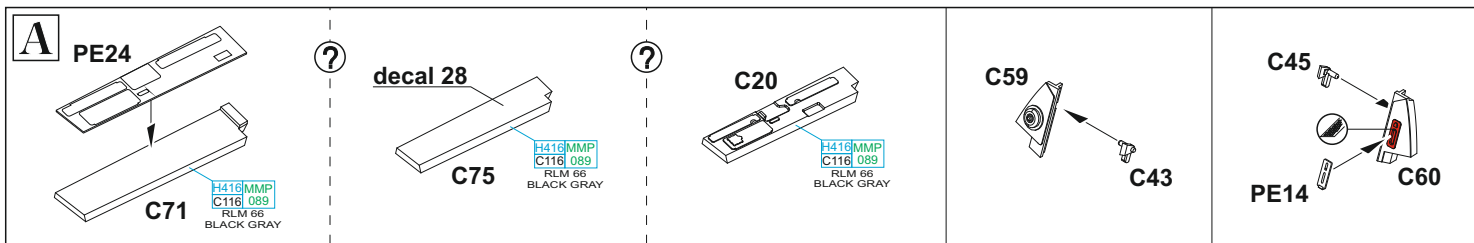
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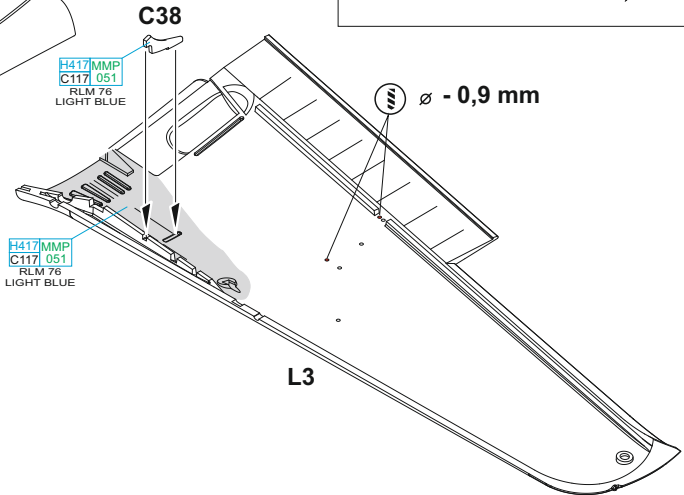
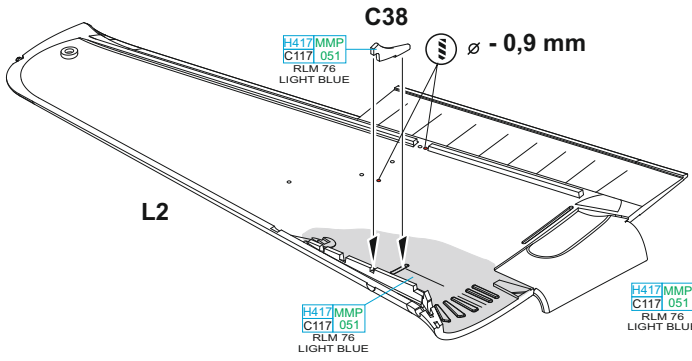
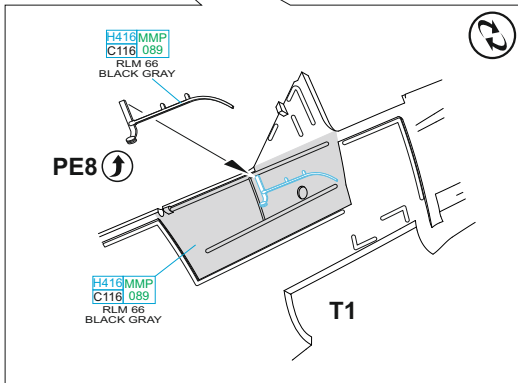
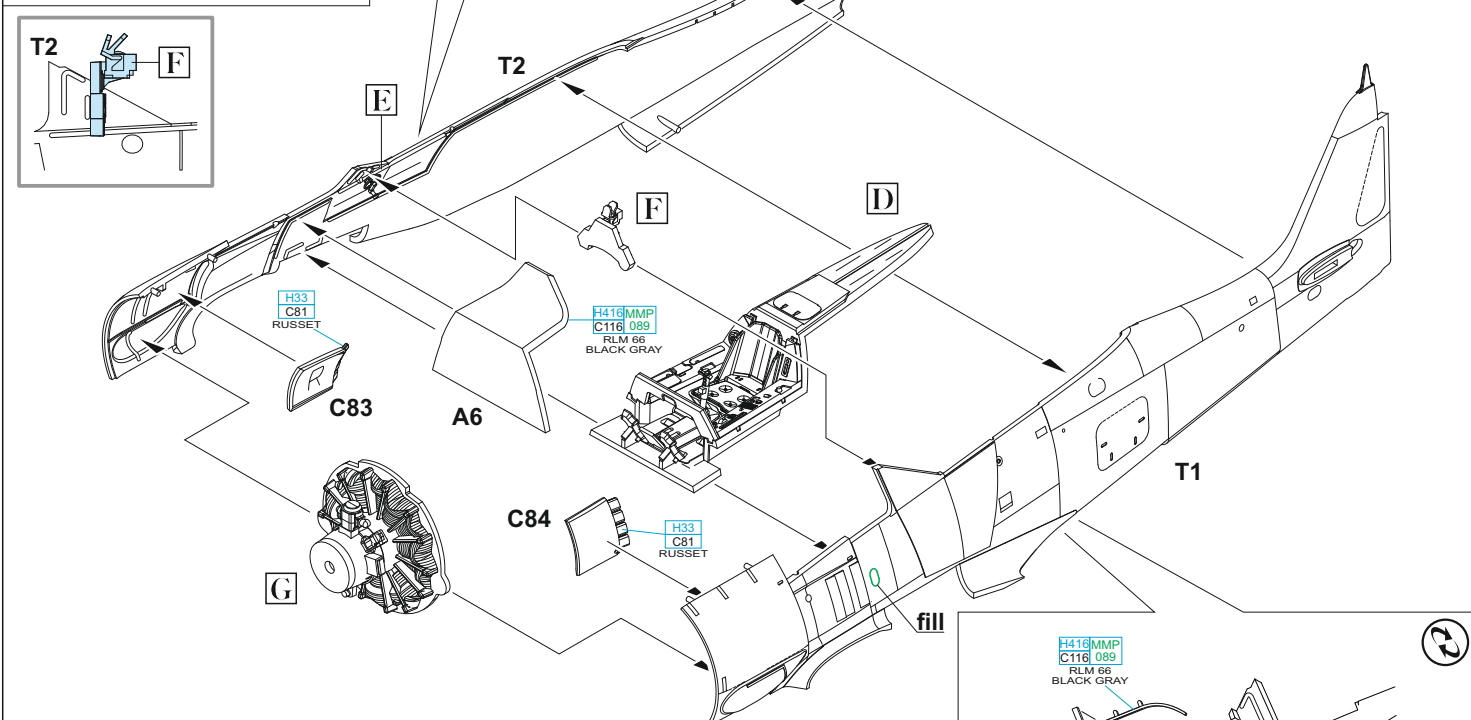
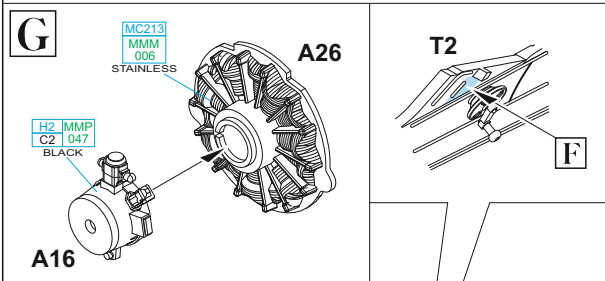
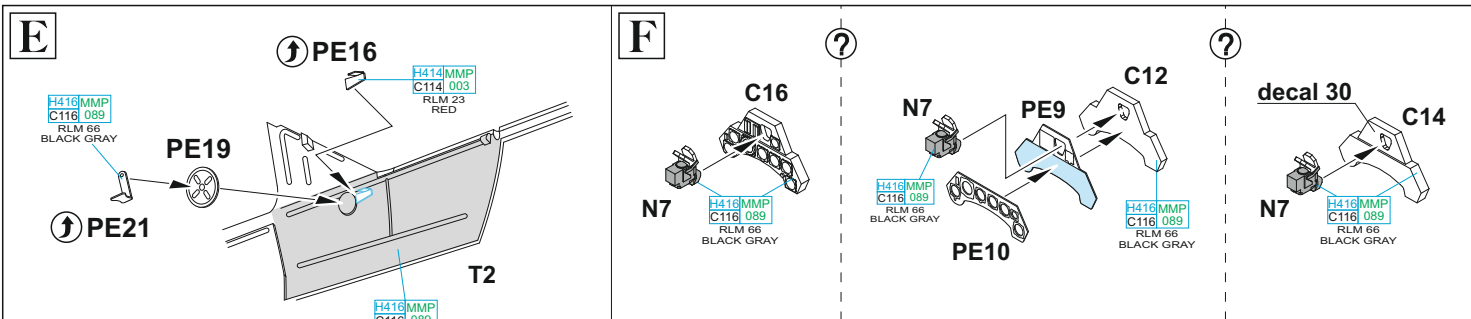


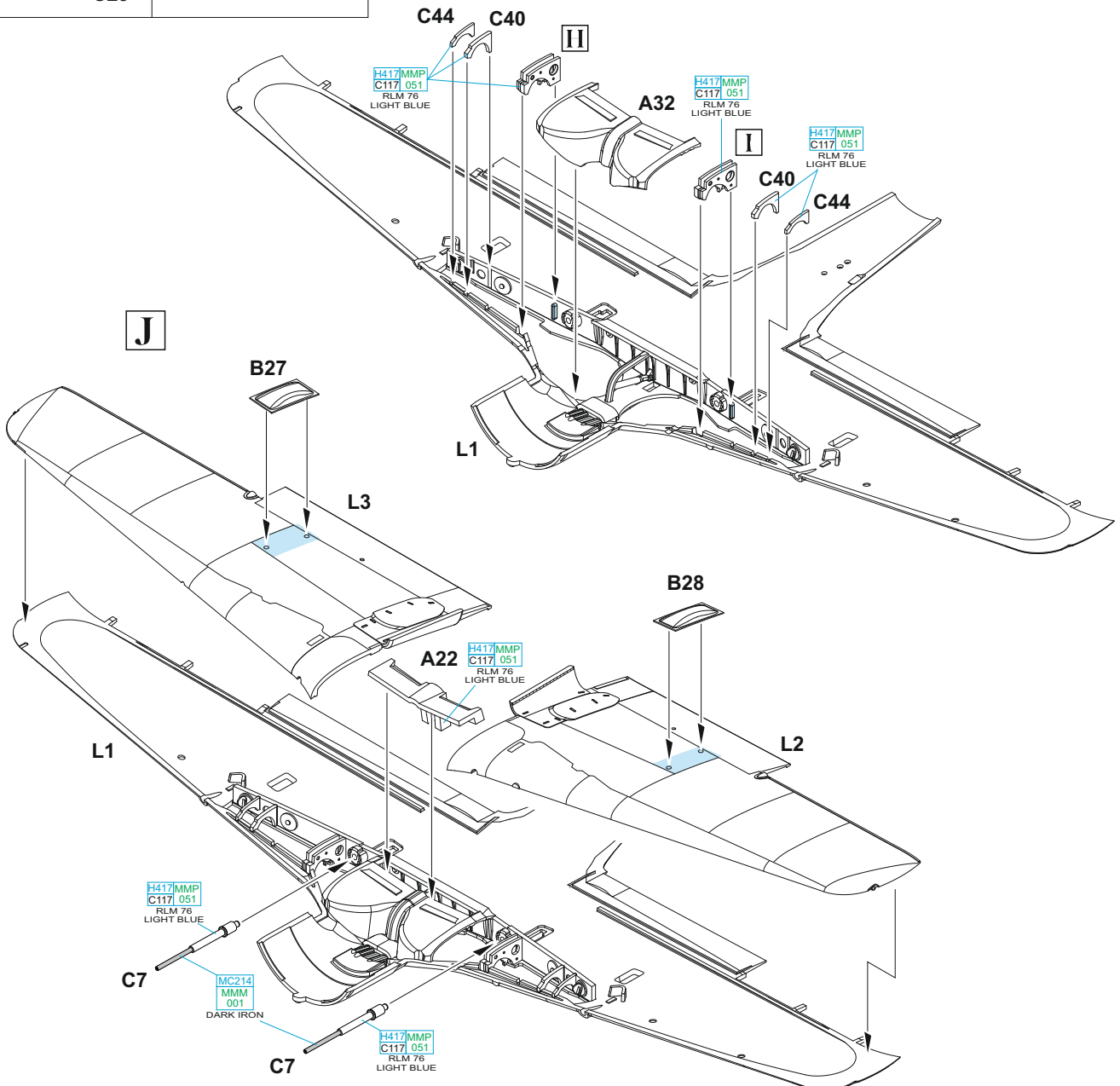
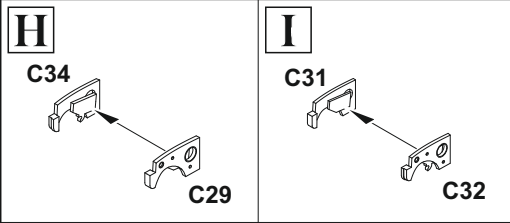
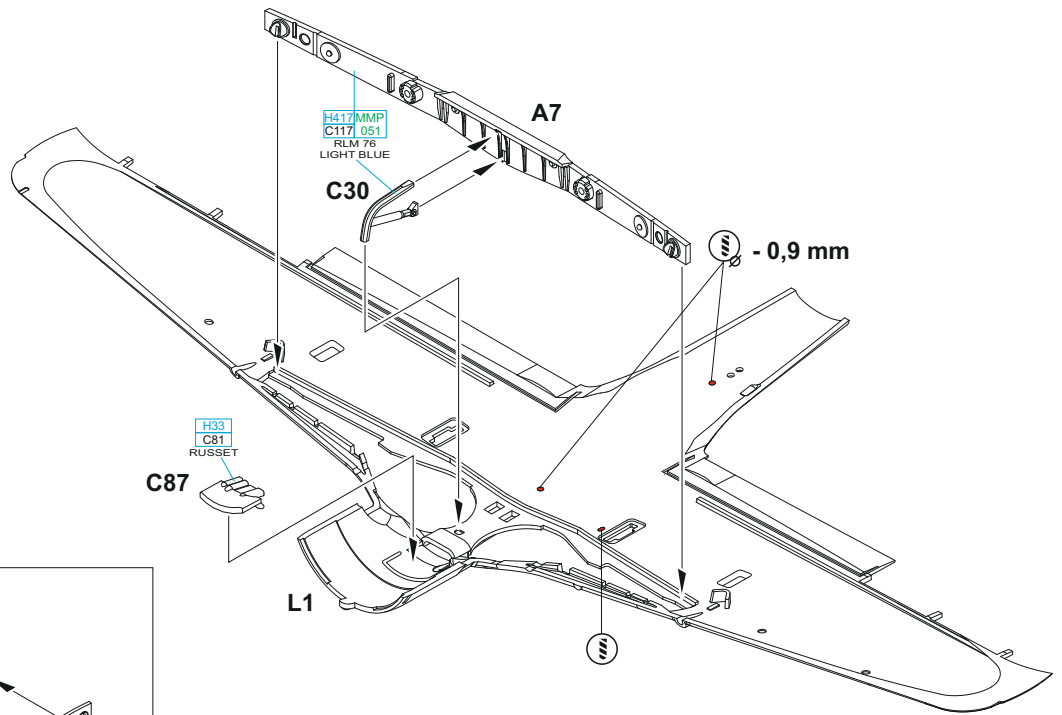
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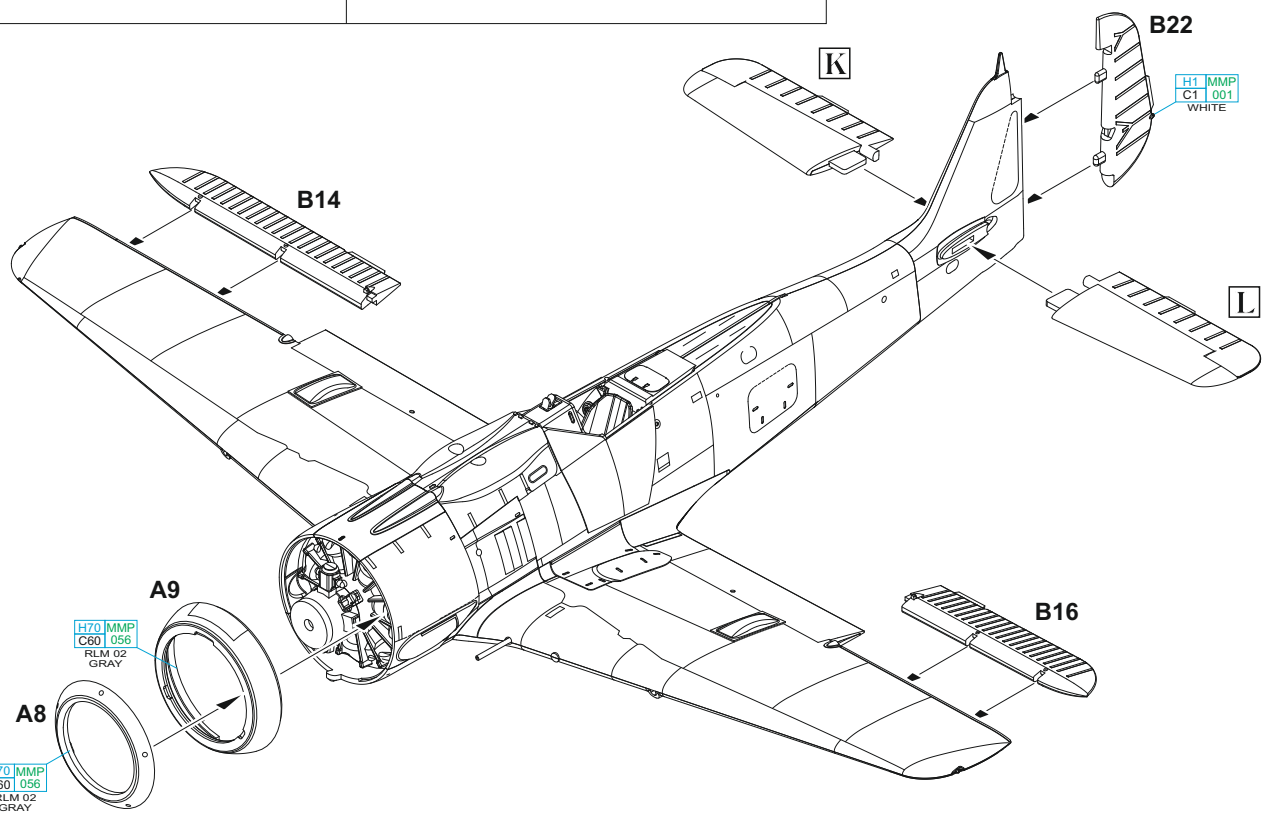
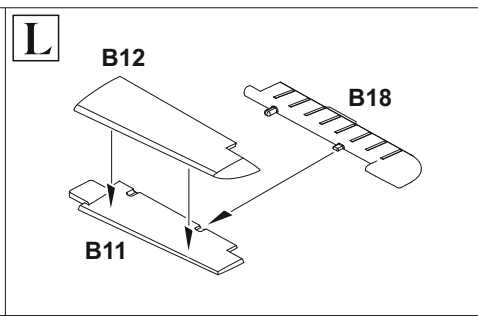
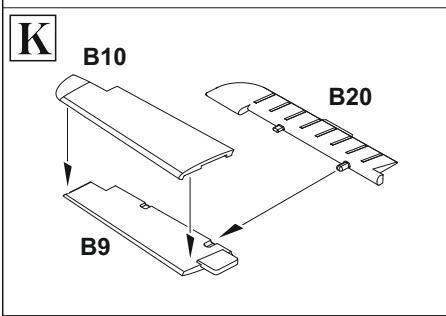
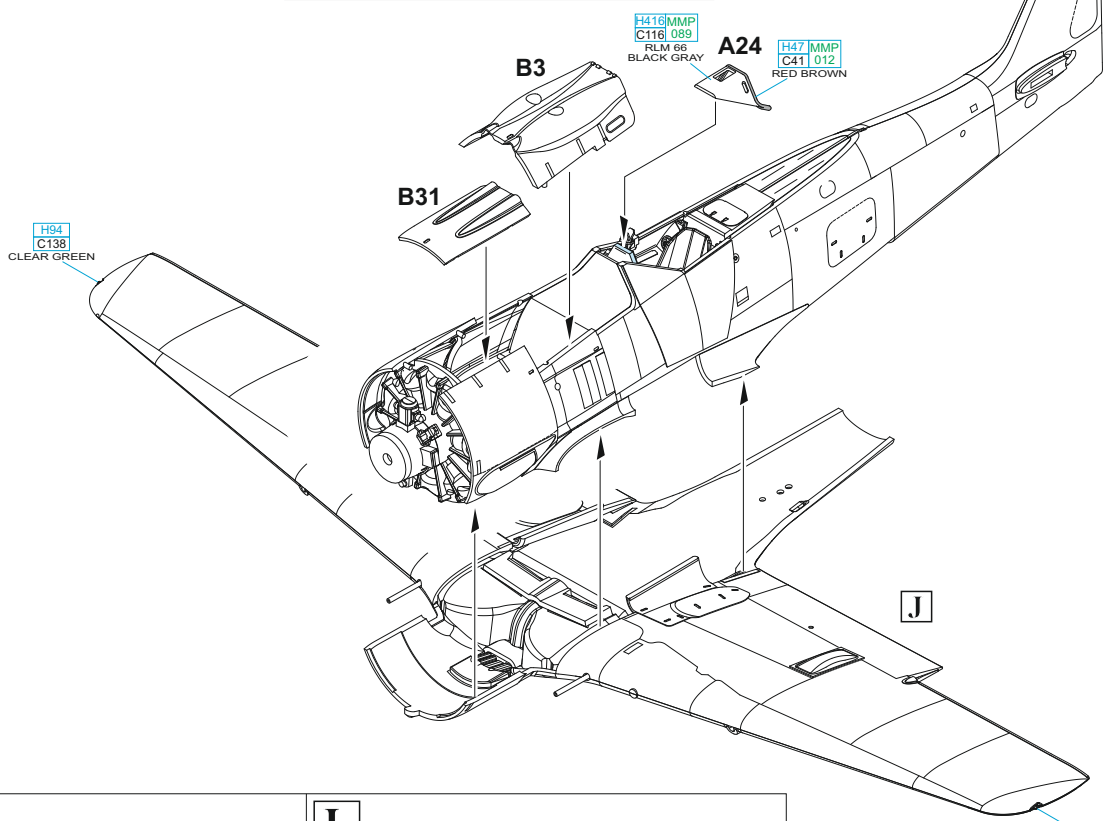
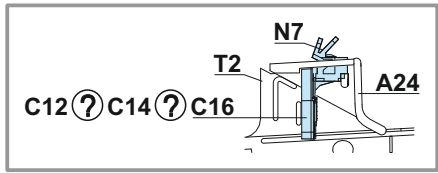
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK

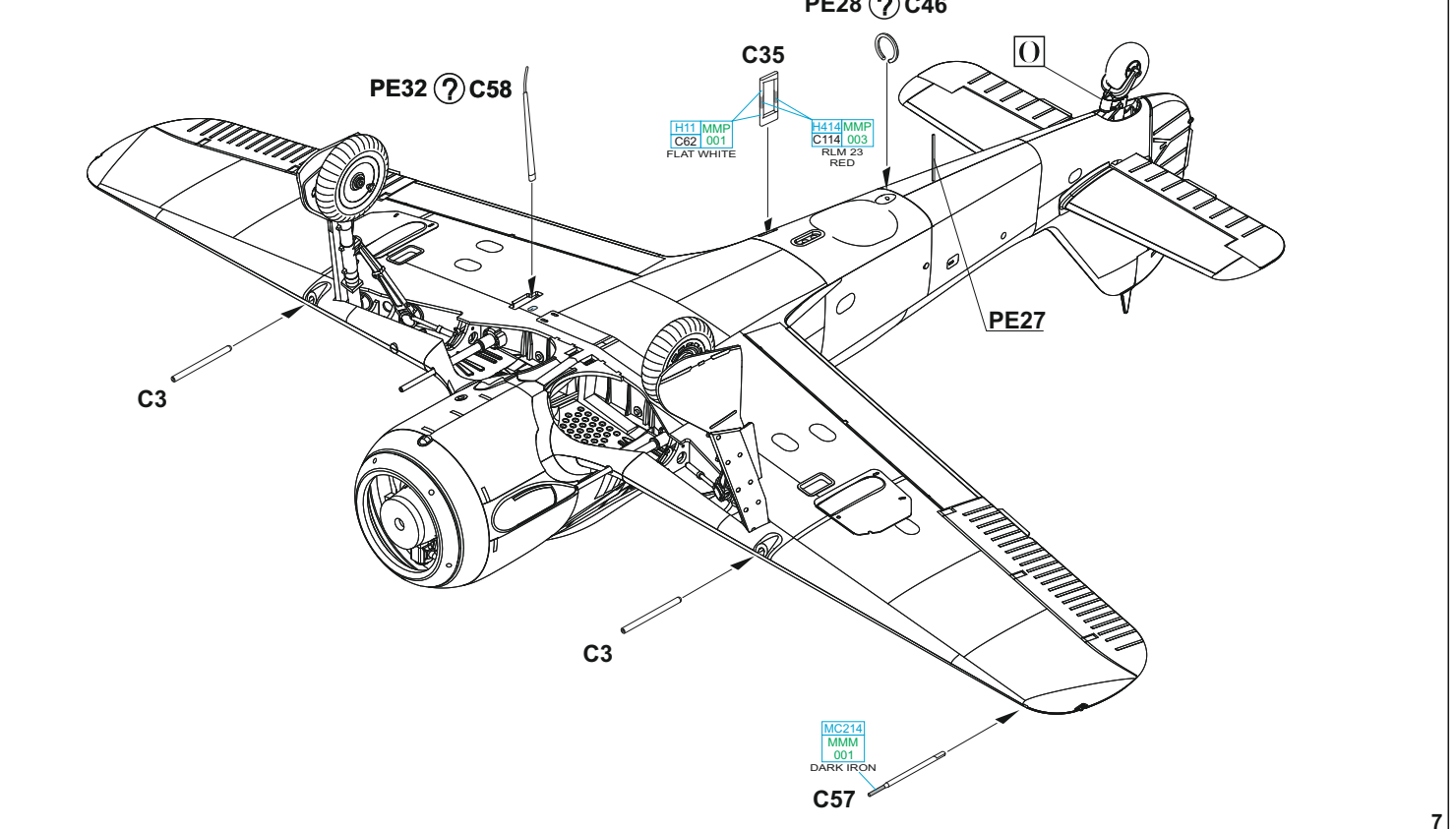
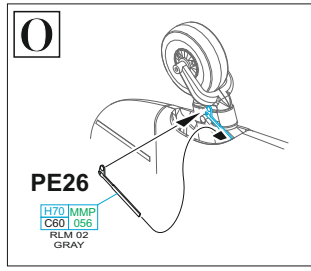
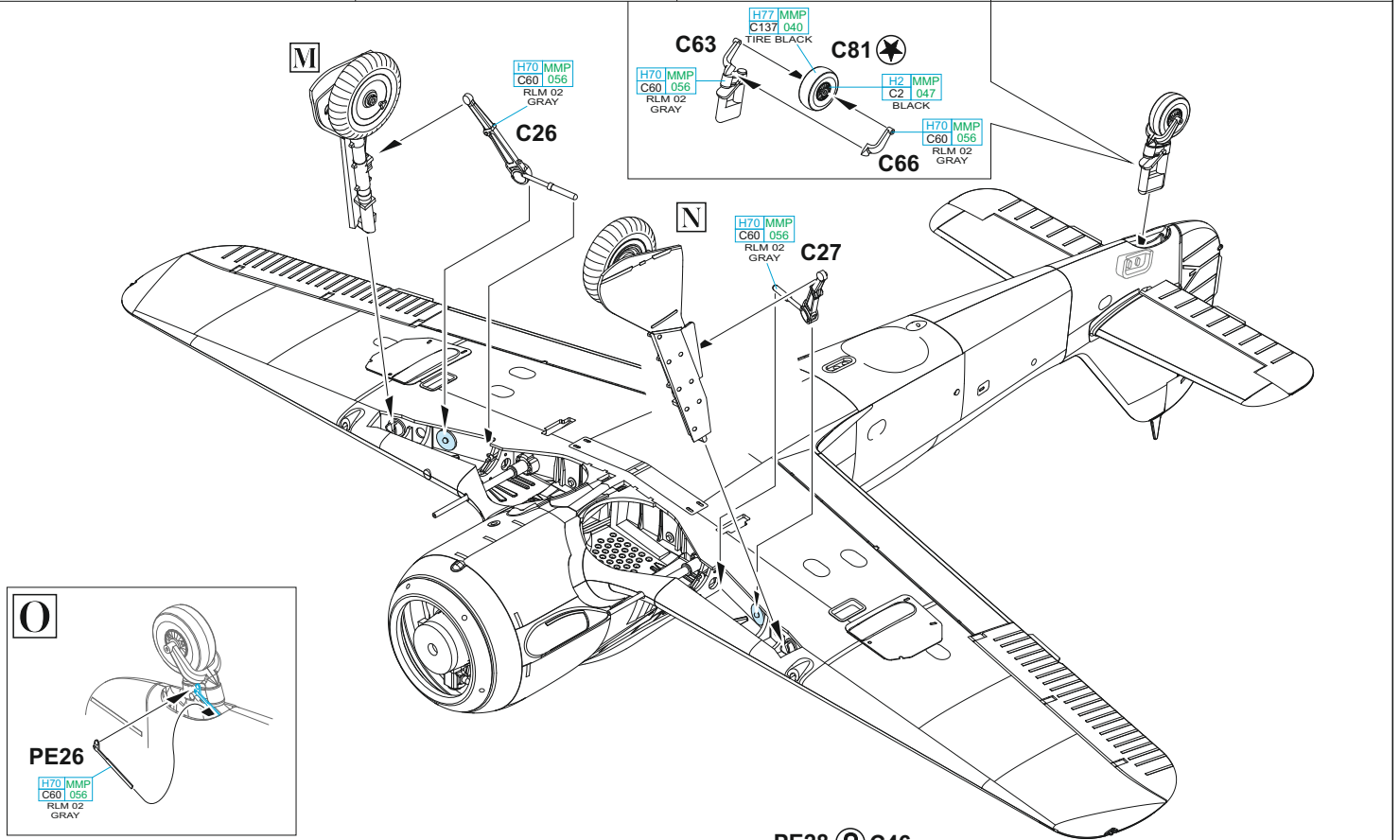
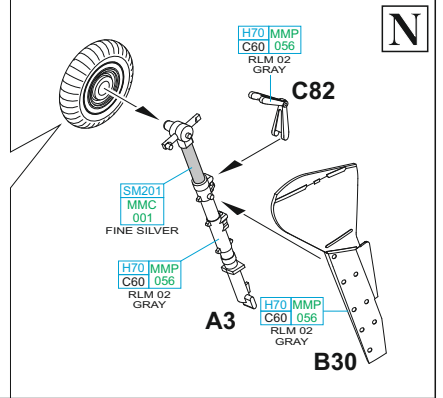
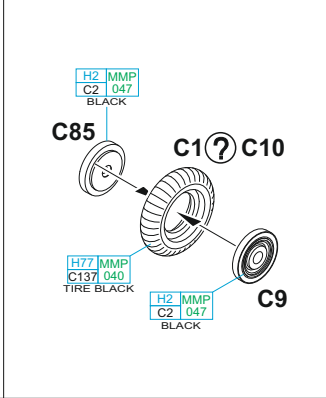
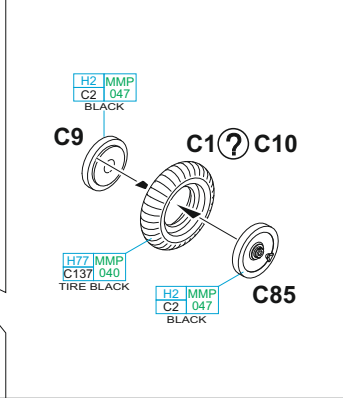
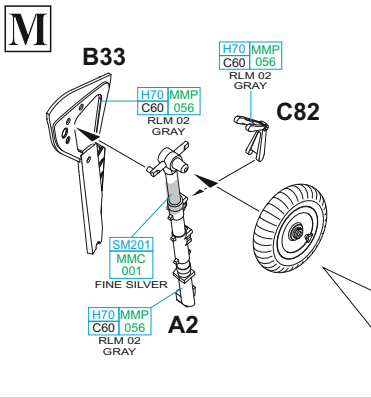
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H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
	C125	MMP-108	COWLING COLOR
Mr.METAL COLOR		METALLICS	
	MC213	MMM-006	STEEL
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER



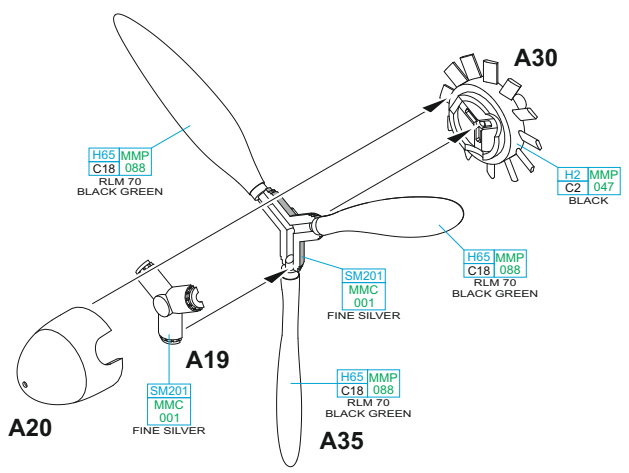




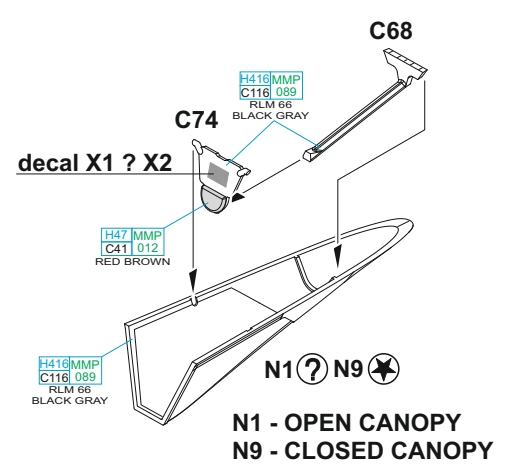




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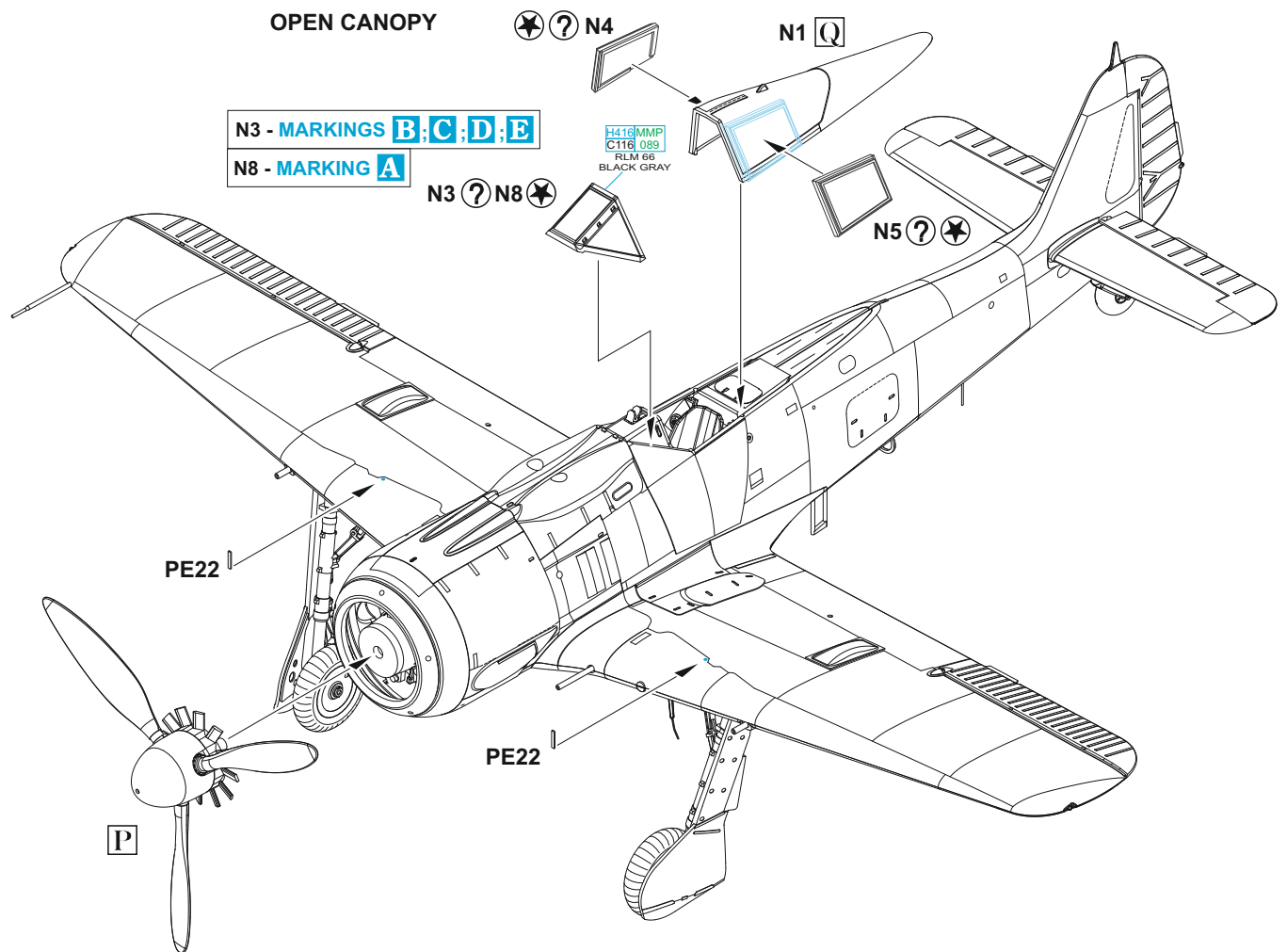


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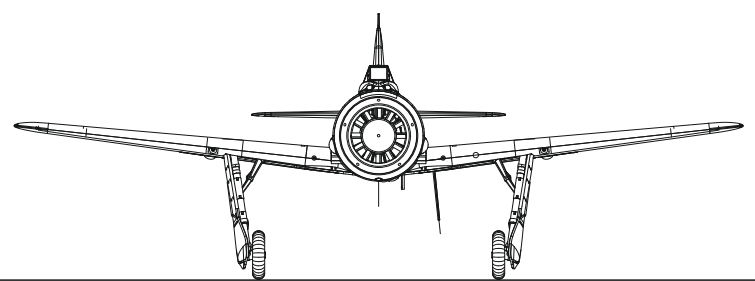
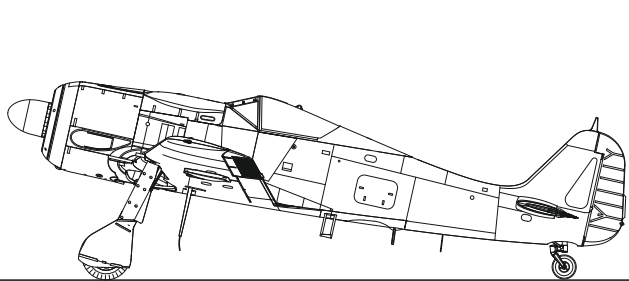
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N3 - MARKINGS B; C; D; E

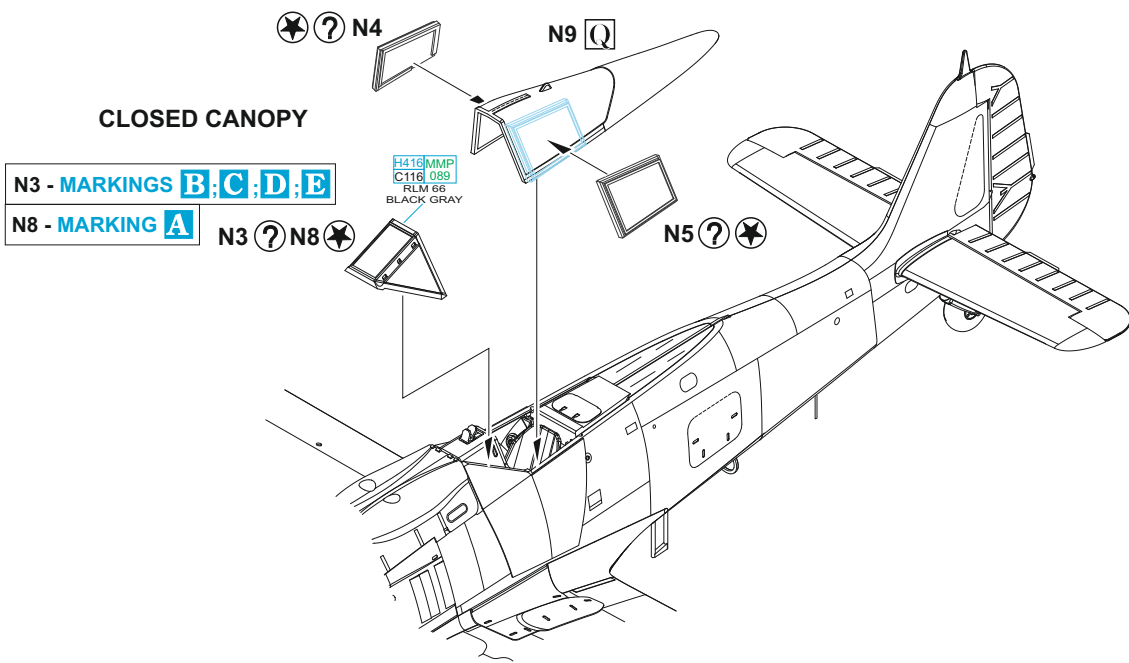
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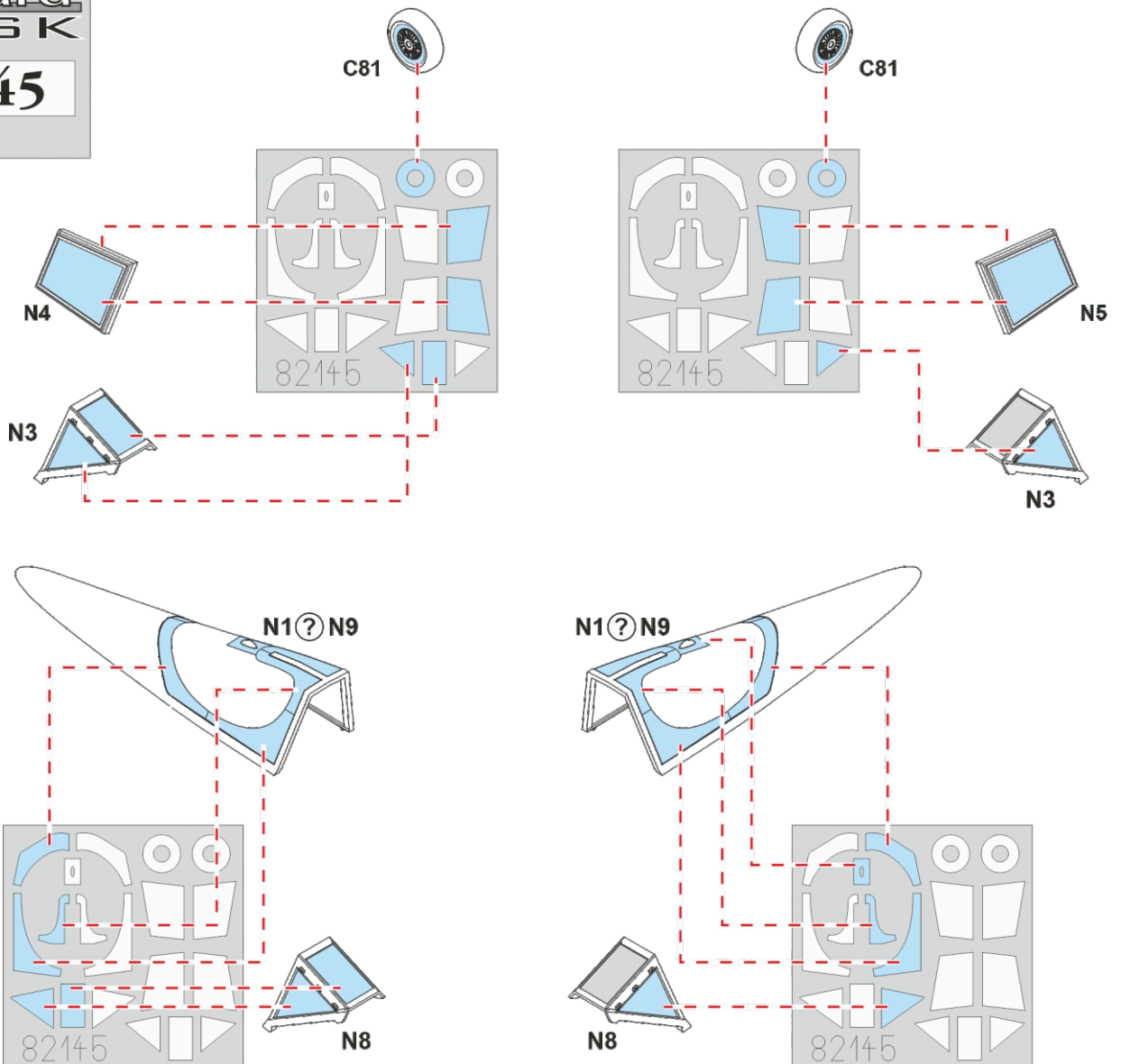


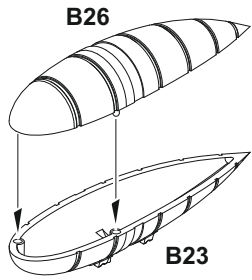
N4, N5 - MARKINGS **A; B** ONLY



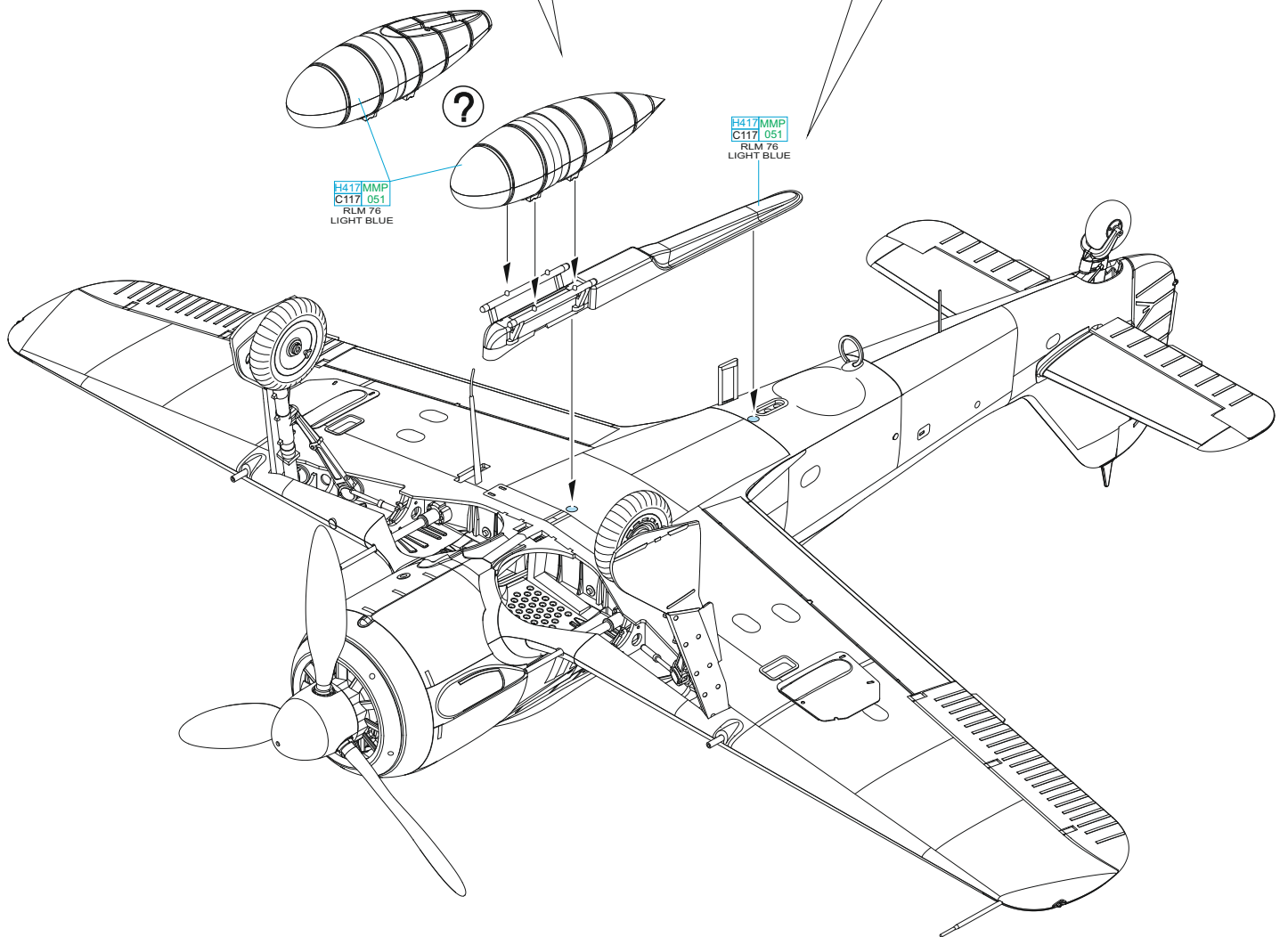
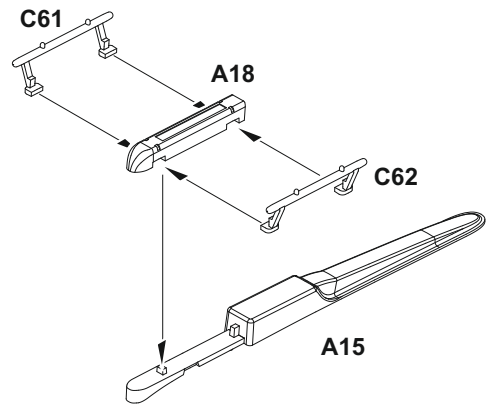
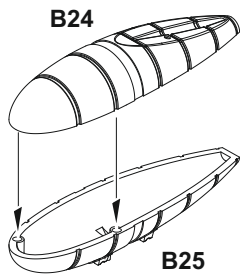
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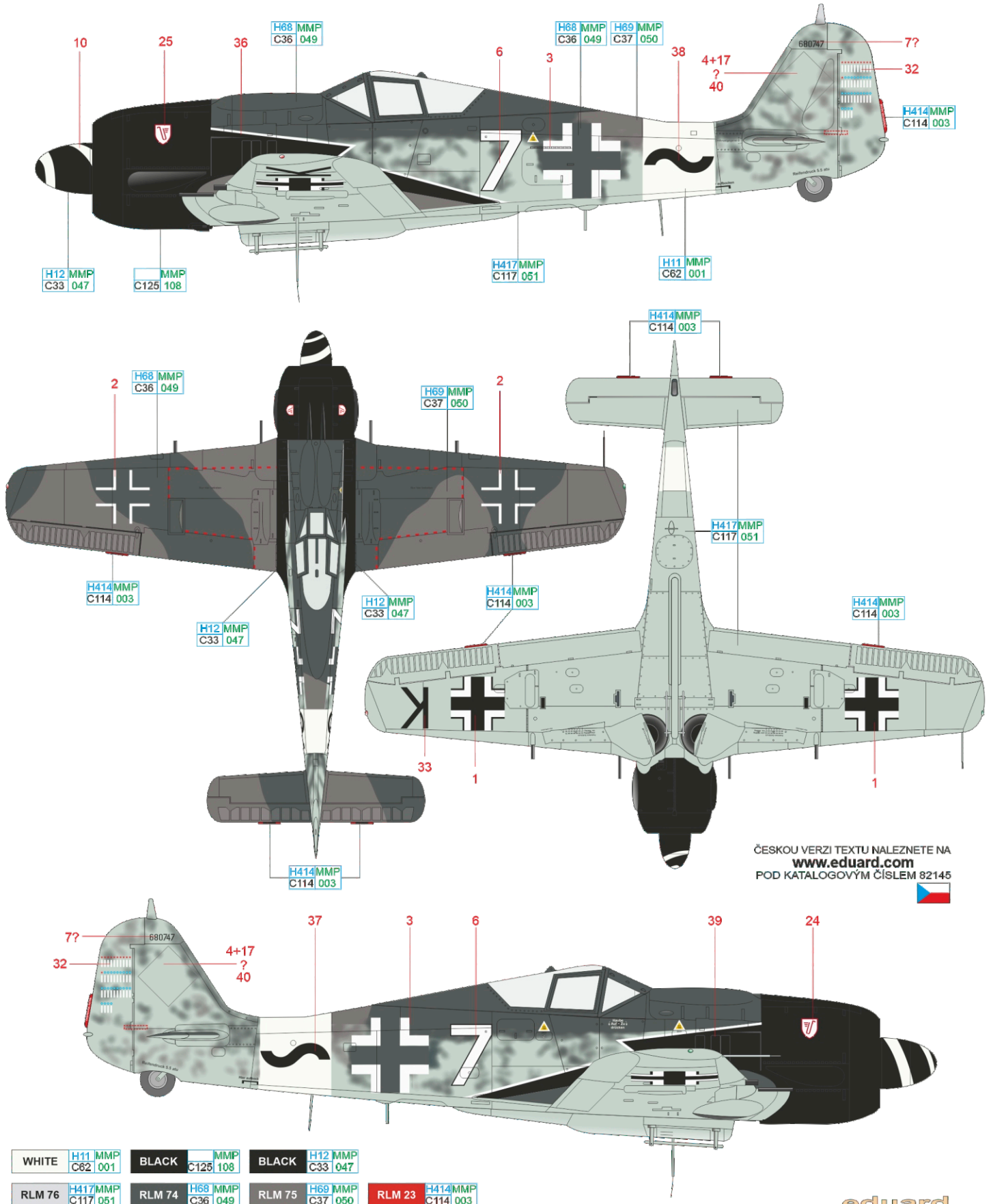


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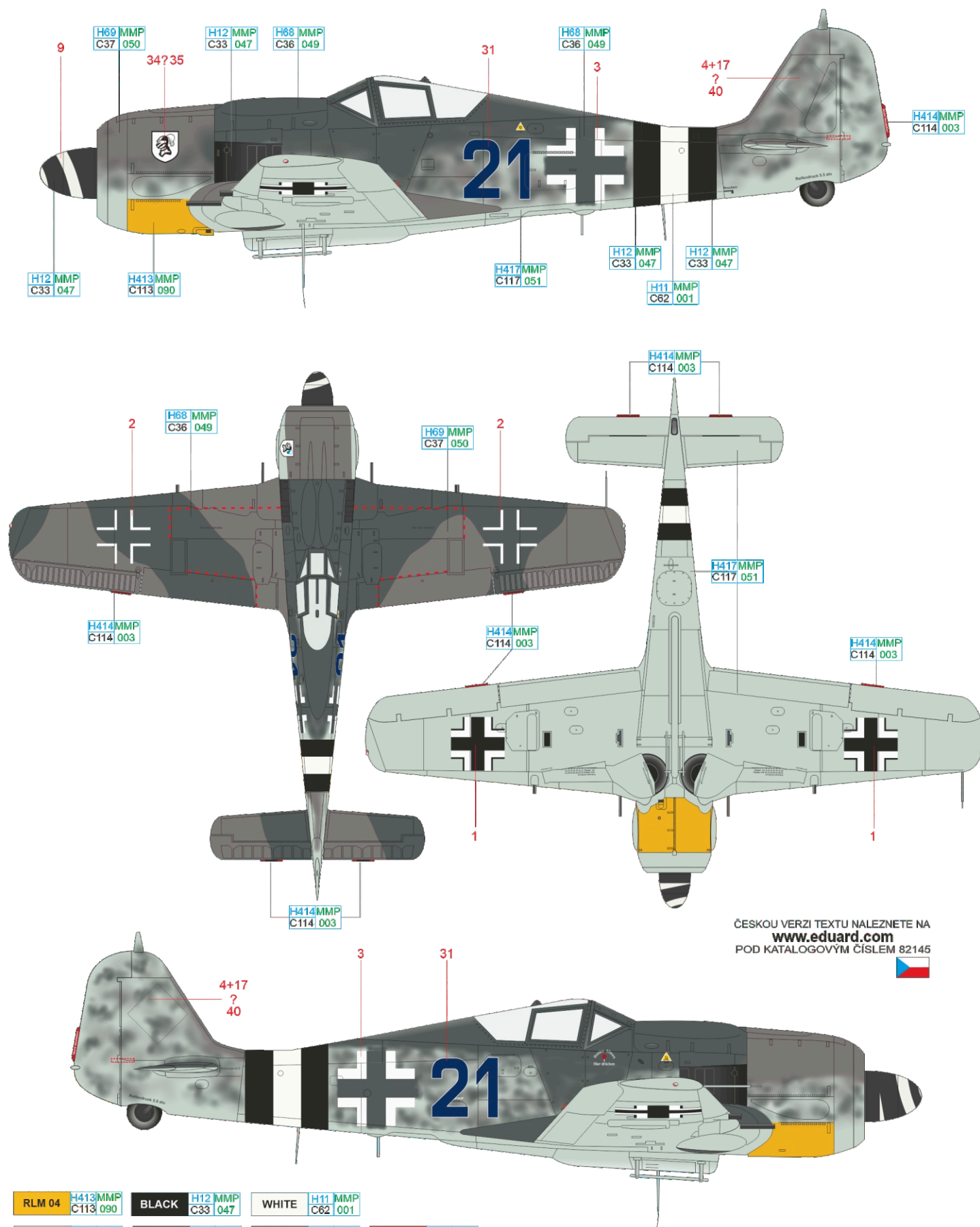
A WNr. 680747, Oblt. Hans Weik, CO of 10.(Sturm)/JG 3, Memmingen, Germany, June 1944

Hans Weik was born on July 6, 1922, in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21, 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 and there he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./ JG 3 and on February 10, 1944, he was promoted to Commanding Officer position of 10. Staffel JG 3, where he achieved 23 kills. Twenty of them were four-engine heavy bombers. He was awarded the Knight's Cross for his achievements on July 27, 1944. In April 1945 he was assigned to III./EJG 2, where he was retrained for Me 262. After the war, Hans Weik studied architecture and was responsible for the design of many structures. In his retirement years he dedicated his time to ship modelling and died on June 5, 2001 in Heidenheim an der Brenz. The aircraft flown by Weik carried the markings that were worn by IV. Gruppe JG 3, i.e., a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage sports a white fuselage band that was common to JG 3 aircraft within the structure of the Defence of the Reich units. On these aircraft, the wave sign denoted the IV. Gruppe. The rudder carries victory markings up to June 1944.



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

The death of Obstlt. Hans-Günther von Kornatzki allowed 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12, 1944. Kornatzki died in a failed emergency landing attempt that ended in high voltage transmission lines. Schröder was thirty-two years old at the time and remained Gruppe commander until the beginning of March 1945, when he was replaced by the cured Maj. Wilhelm Moritz. He held the post until the end of the World War II. 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 colors 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.



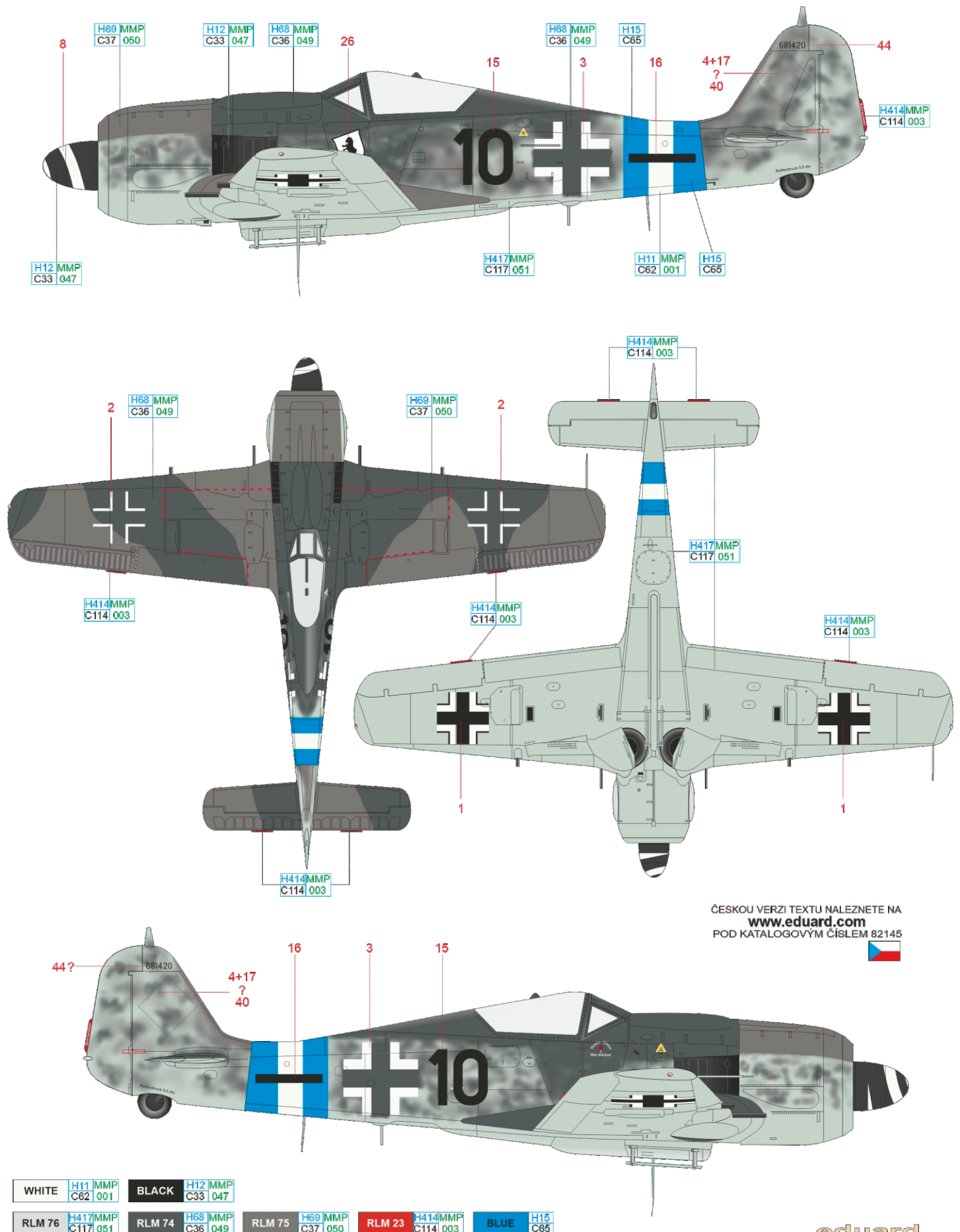
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RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
		RLM 23	H414 MMP C114 003		

D Lt. Karl Spenst, 8./JG 300, Löbnitz, Germany, January 1945

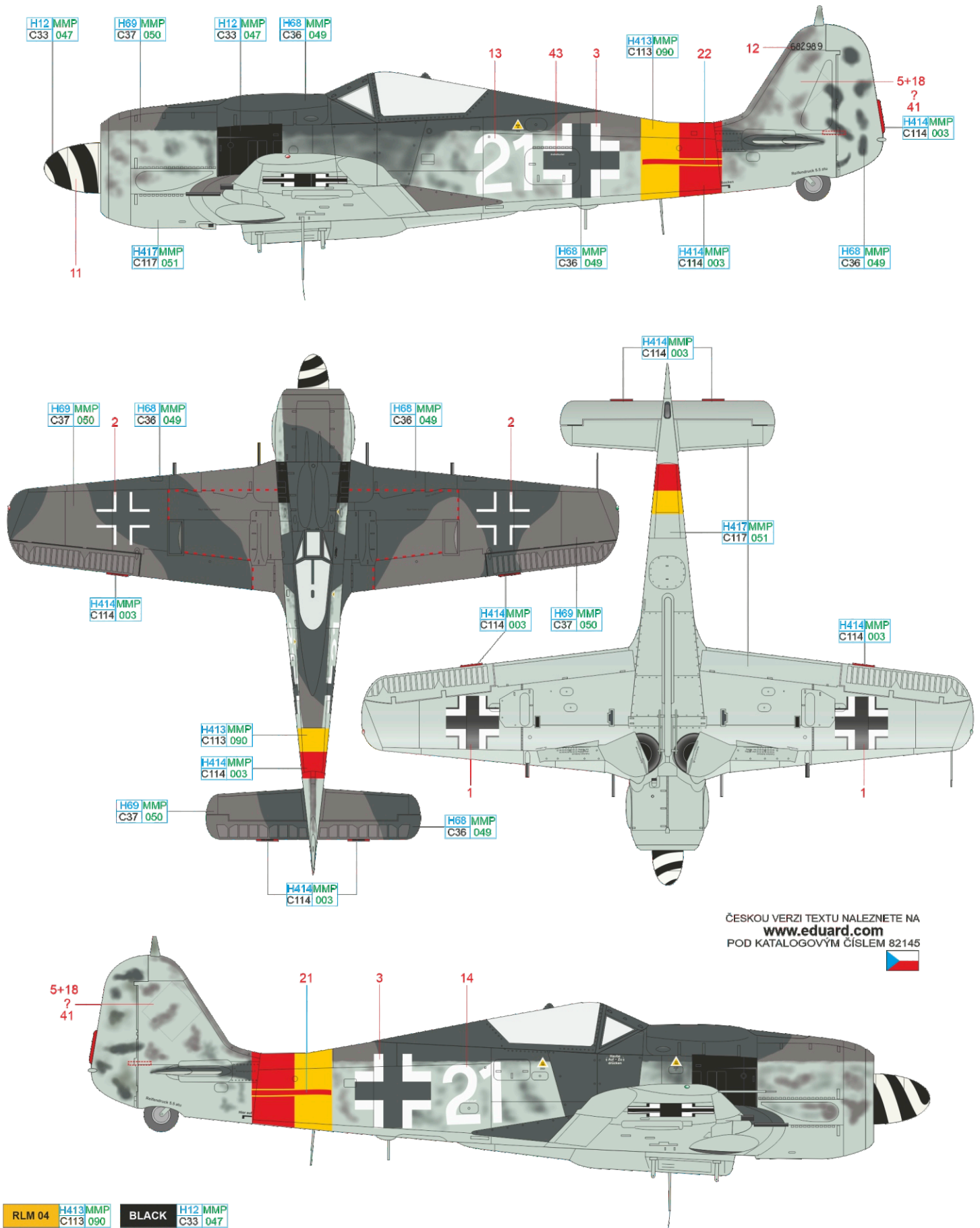
This is a reconstruction of Fw 190A-8/R2 "Black 10" flown by CO of 8./JG 300, Lt. Karl Spenst in January 1945. This aircraft was photographed on November 27, 1944, at Löbnitz while still carrying the brick red fuselage band. The identifier for JG 300 was changed to blue-white-blue bands in January 1945. The drawing pictures the aircraft in this state. 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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The order for the formation of Jagdgeschwader 301 was issued on September 26, 1943, and the unit was to be equipped with single-engined fighters tasked with night fighting duties. In March 1944, this role was changed to day-fighting within the framework of the Defense of the Reich. The unit was initially equipped with Bf 109G-6 fighters, but over time, re-equipped with the Fw 190A-8s and A-9s, followed by Fw 190D-9s. JG 301 went on to become the first unit to be given the Ta 152s at the beginning of March 1945. This Sturmbock was found by Allied troops in May 1945. The yellow-red fuselage band identified JG 301 aircraft within the Defense 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

