

Fw 190A-2

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1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82146

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 decided to halt further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity and after series of some fifty modifications, the RLM gave the go ahead for the integration of the new type into Luftwaffe inventory.

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. Their operations changed the game, as the new fighter was superior not only to the Hurricanes, but also to the 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 new Fw 190A-2 started. The new version was powered by 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 190s; 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 151/20 cannons instead of the MG FFs in the outer position. The adoption of this wing developed into the Fw 190A-6 version.

Further changes led to the Fw 190A-7 and further improvements created Fw 190A-8, the variant, which became the most produced with some 6,655 units made. The most significant change was the installation of the GM-1 nitrous-oxide injection system, used for temporary power boost in combat. A portion of A-8 production was dedicated to the A-8/R2 and A-8/R8 variants, armed with MK 108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides as well as to the modified canopy.

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was the 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 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. Development of the thoroughbred fighter continued in the guise of the Fw 190D, which began to reach units in the second half of 1944 and was the result of mounting the in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe.

Reich defender

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 bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was real threat 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 later by the P-51D Mustang.

This kit: Fw 190A-2

The BMW 801 C-2 engine gave rise to the Fw 190A-2 version, which was introduced in October 1941. As part of the modernization, the exhaust system was also modified according to the design of Rolf Schrödeter, Technical Officer of III./JG 26. The addition of new ventilation flaps on the side of the fuselage helped to solve the engine overheating problems suffered by both the prototypes and the A-1 versions. Other modifications affected the wing armament. A pair of 7.92 mm MG 17 machine guns were replaced by 20 mm MG 151/20E cannons. At the same time, the Revi C12/C gunsight was replaced by the more advanced C12/D. Together with the A-3 version, which was not distinguished from the A-2 in production statistics, 910 units were produced between October 1941 and August 1942.

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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



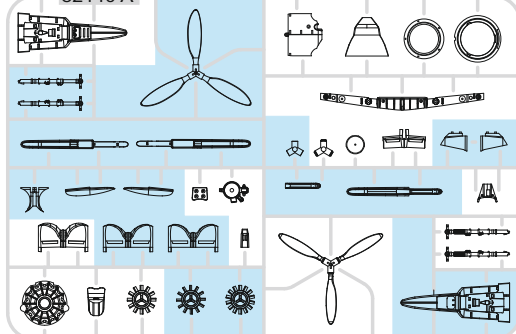
PIÈCES



部品

A>

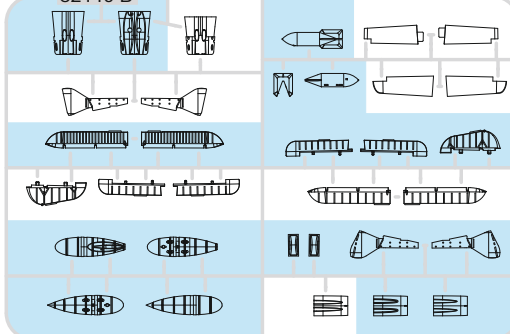
82140 A



PLASTIC PARTS

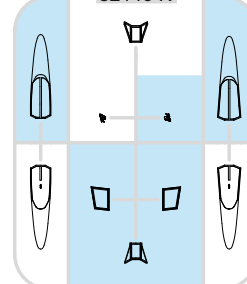
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82140 B



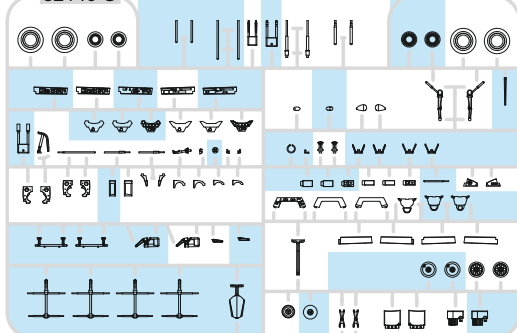
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82140 N



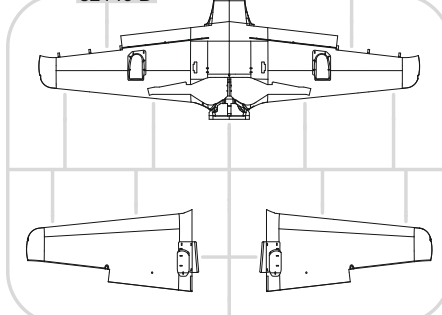
C>

82140 C



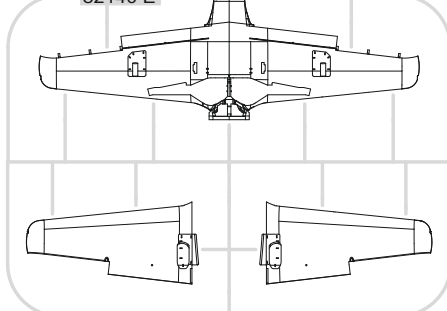
D>

82140 D

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MASK

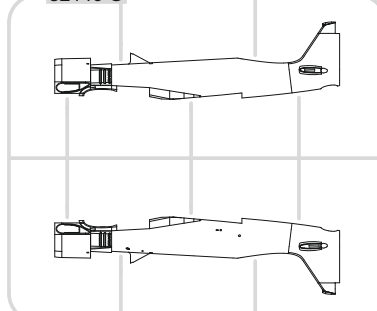
E>

82140 E



O>

82140 O



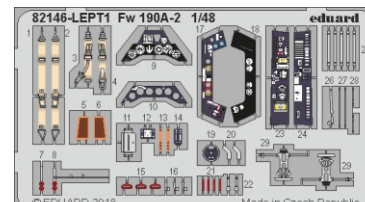
RP - RESIN PARTS

eduard
BRASSIN

R81



R82



-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



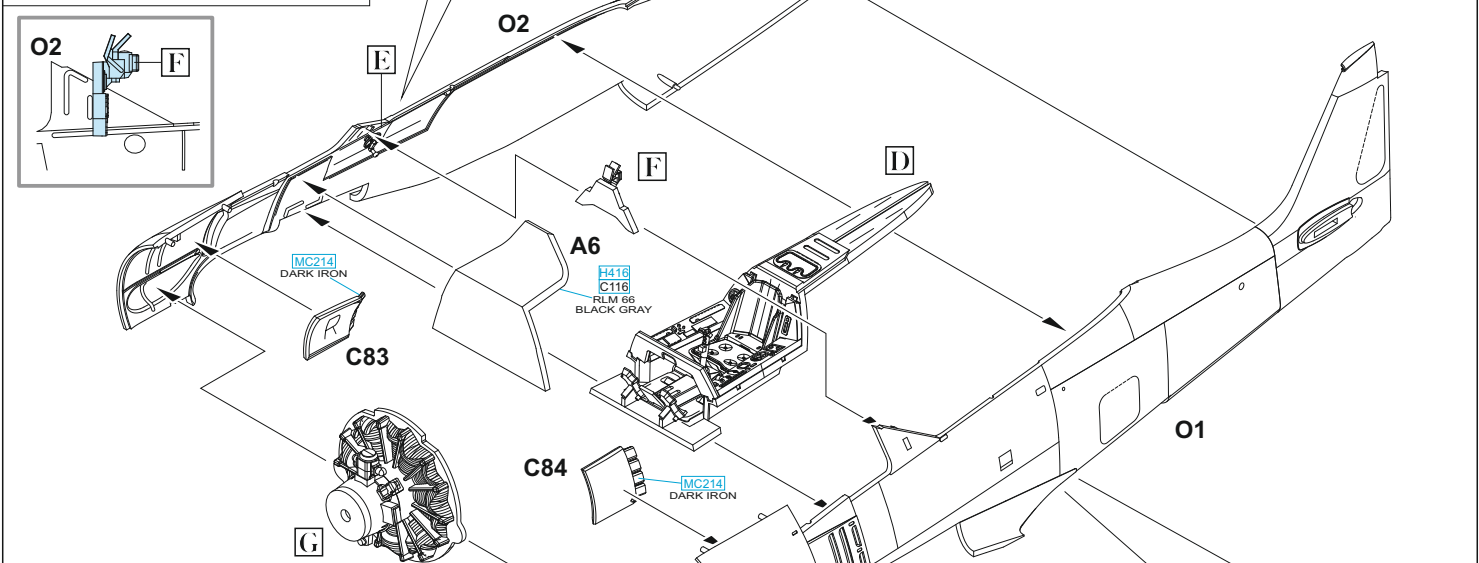
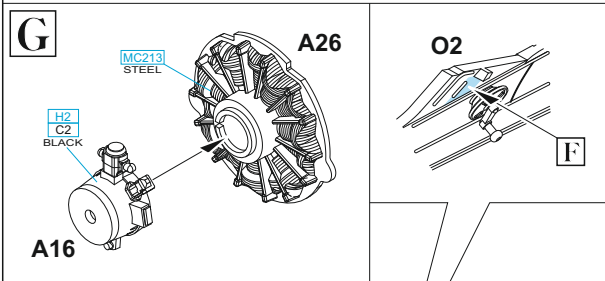
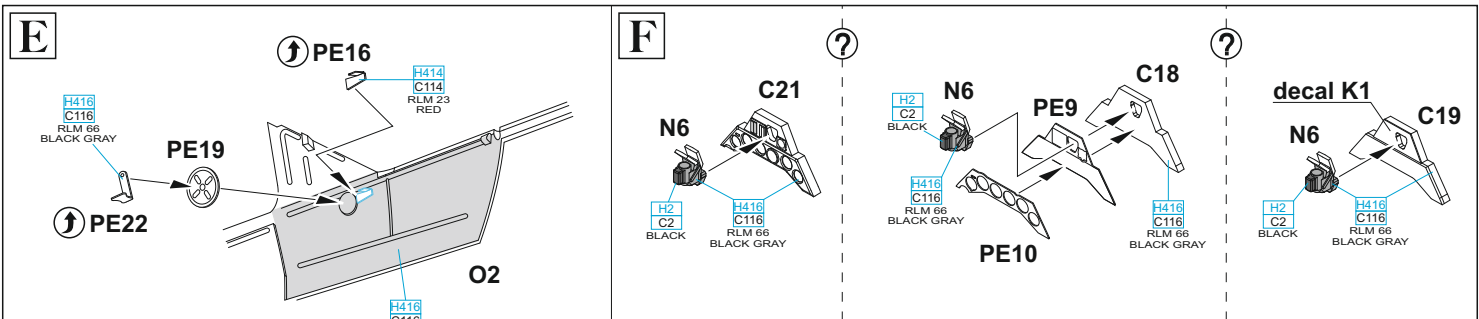
PEINTURE



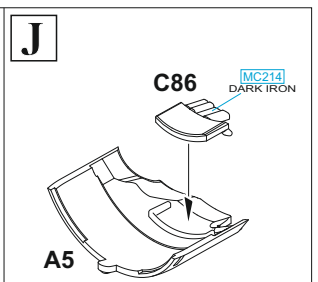
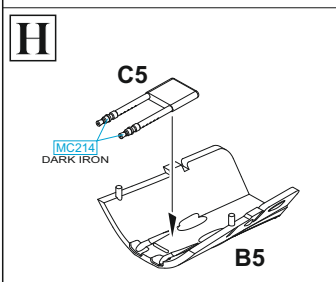
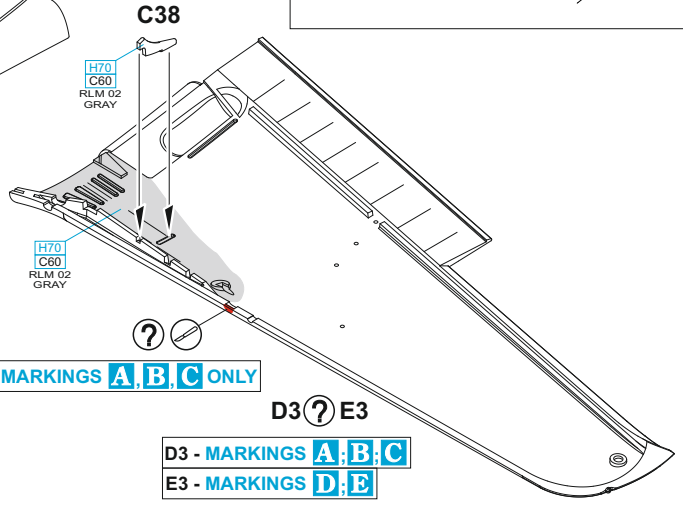
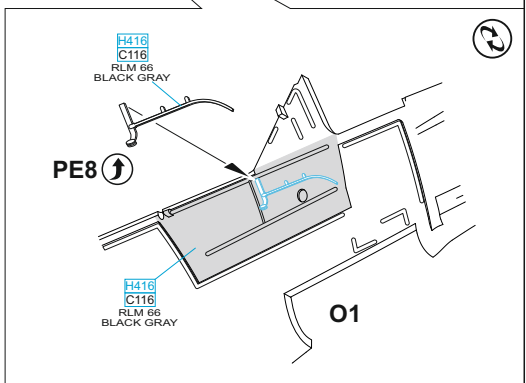
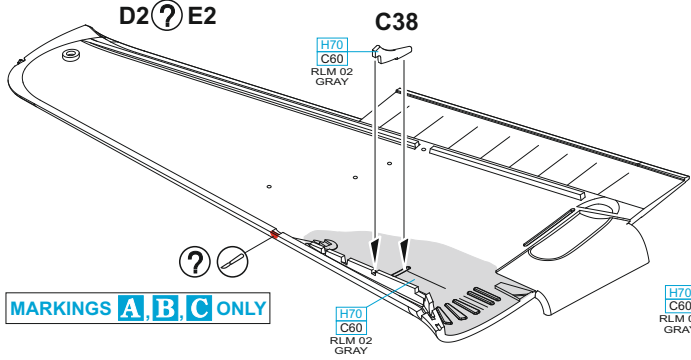
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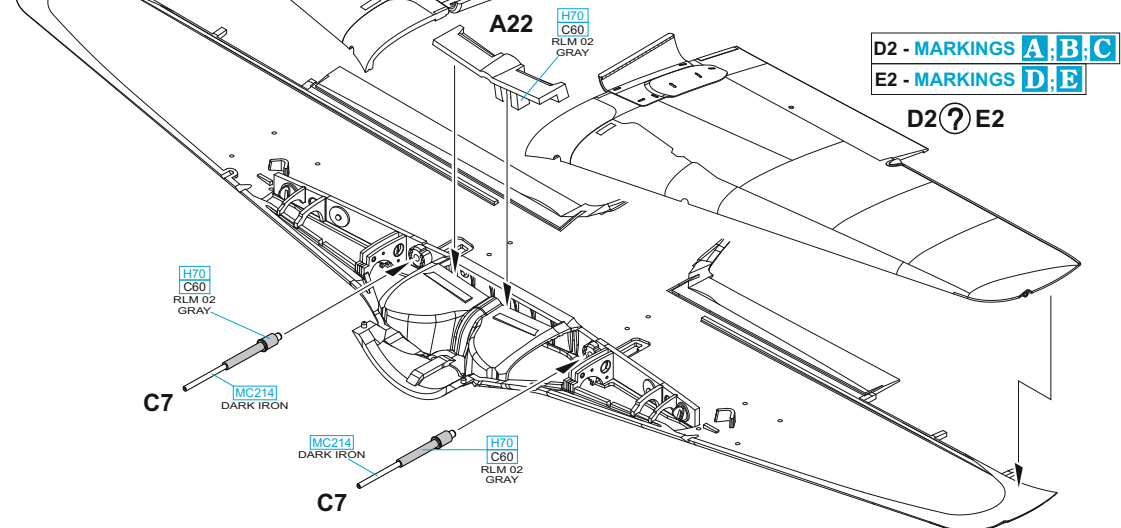
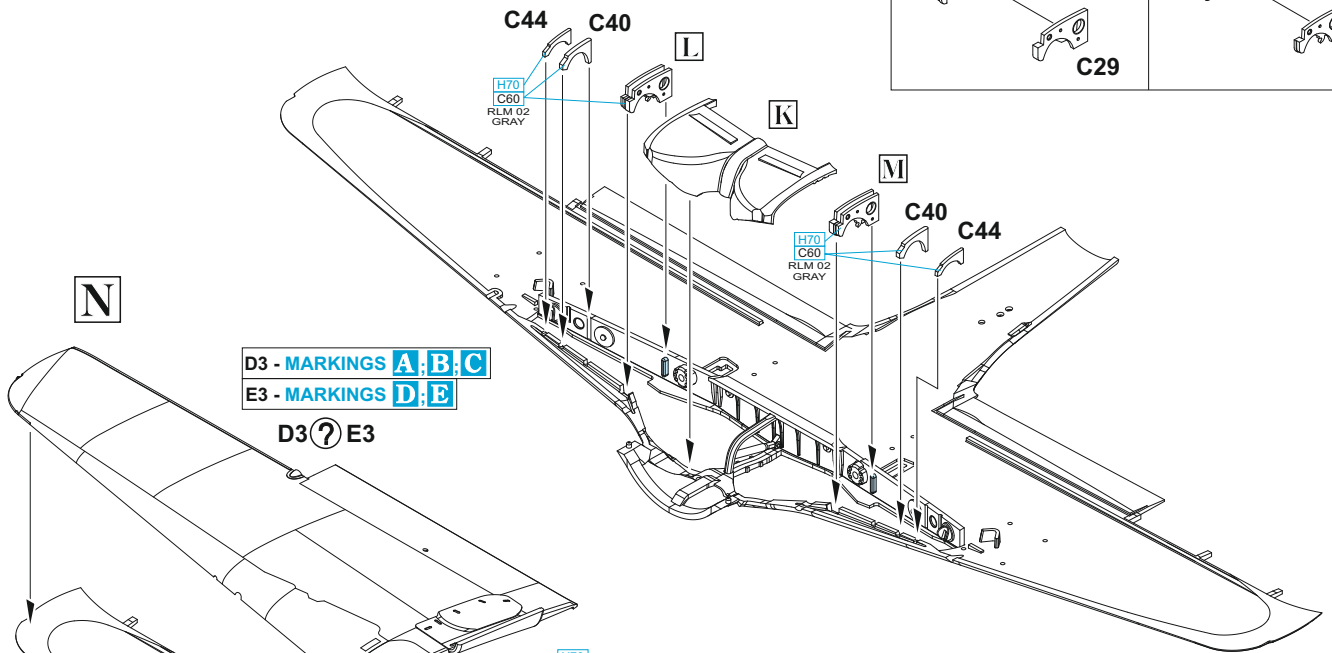
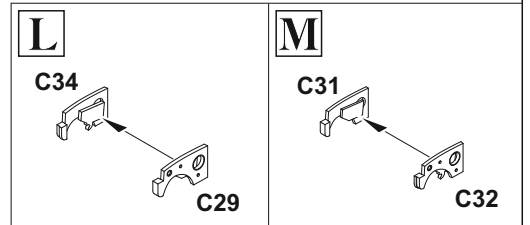
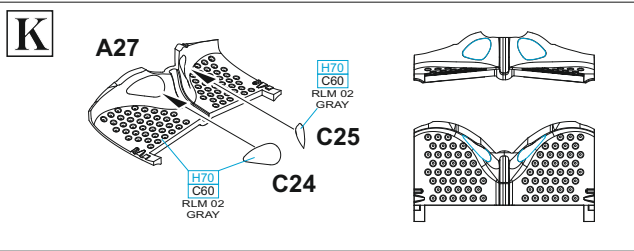
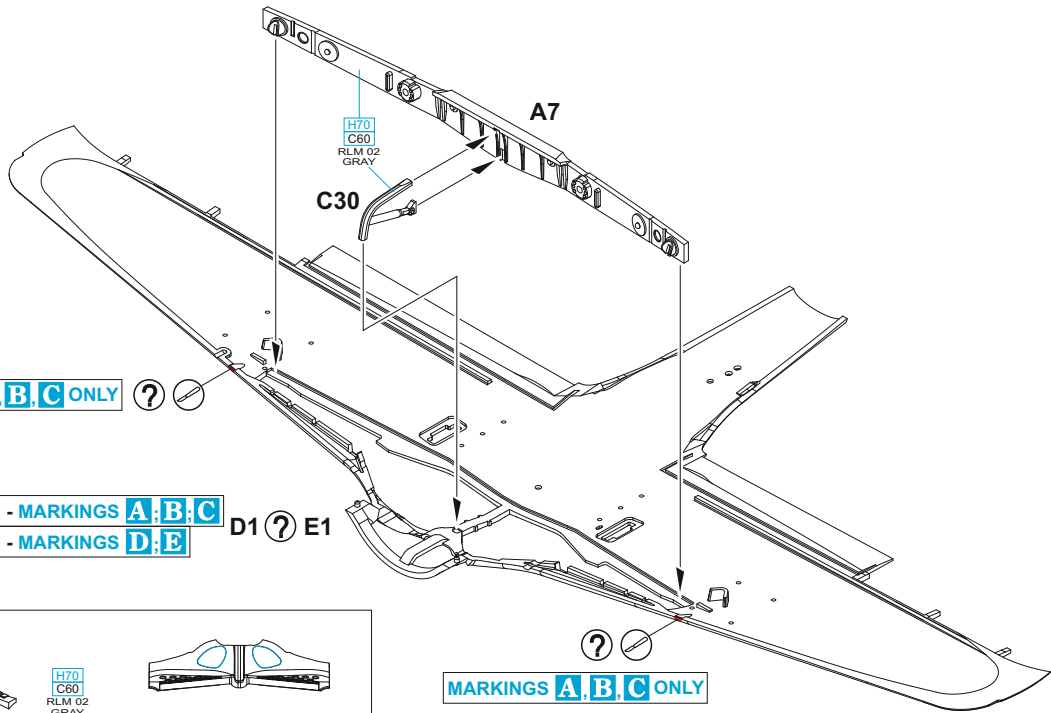
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H1]	[C1]	WHITE
[H2]	[C2]	BLACK
[H11]	[C62]	FLAT WHITE
[H12]	[C33]	FLAT BLACK
[H47]	[C41]	RED BROWN
[H65]	[C18]	RLM70 BLACK GREEN
[H68]	[C36]	RLM74 DARK GRAY
[H69]	[C37]	RLM75 GRAY
[H70]	[C60]	RLM02 GRAY
[H77]	[C137]	TIRE BLACK
[H90]	[C47]	CLEAR RED

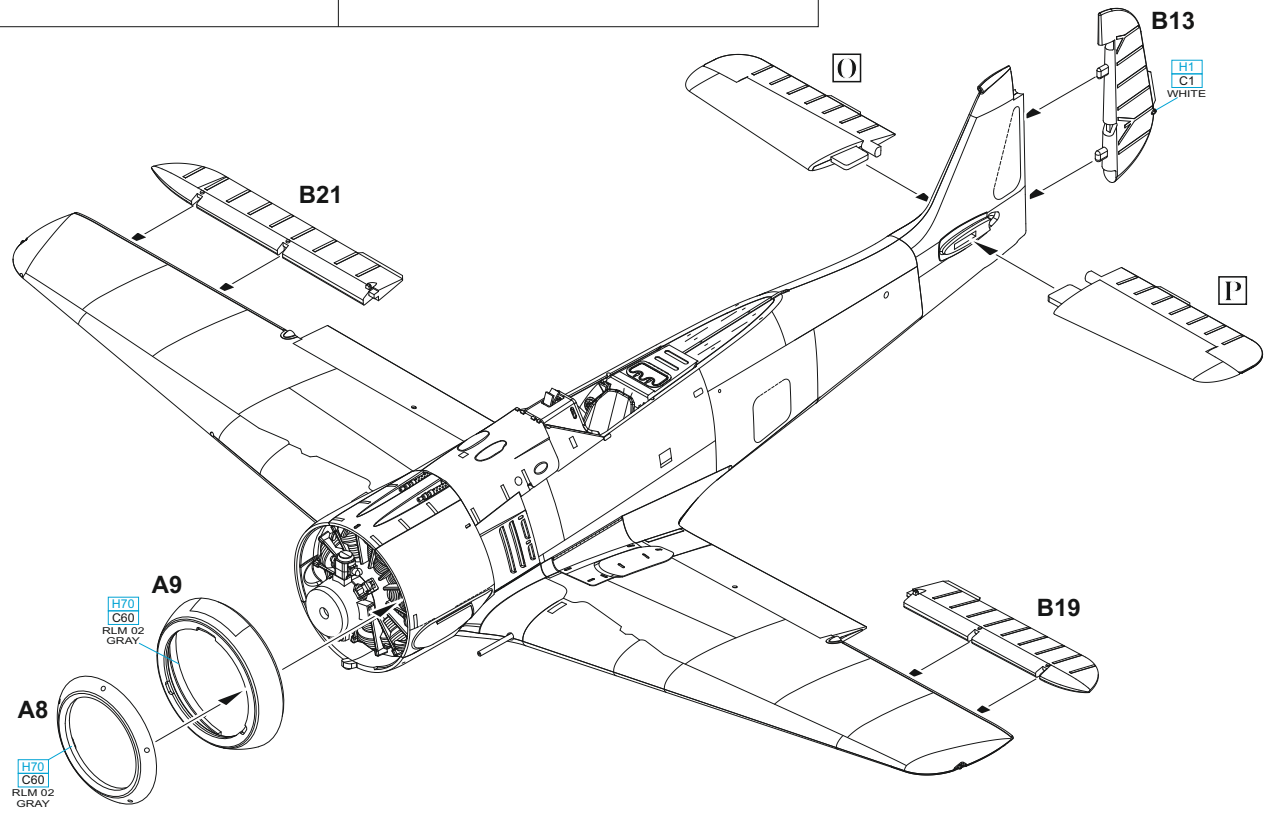
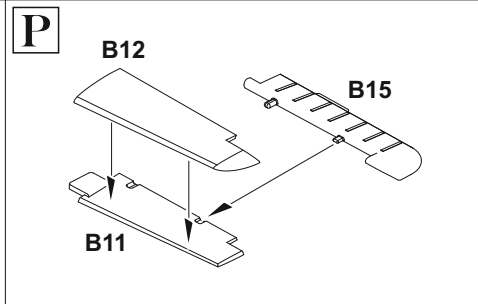
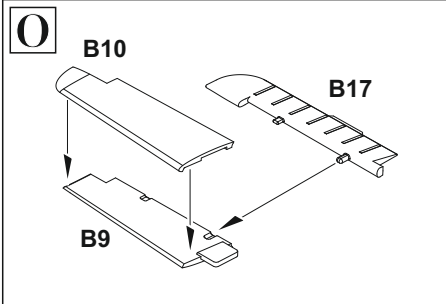
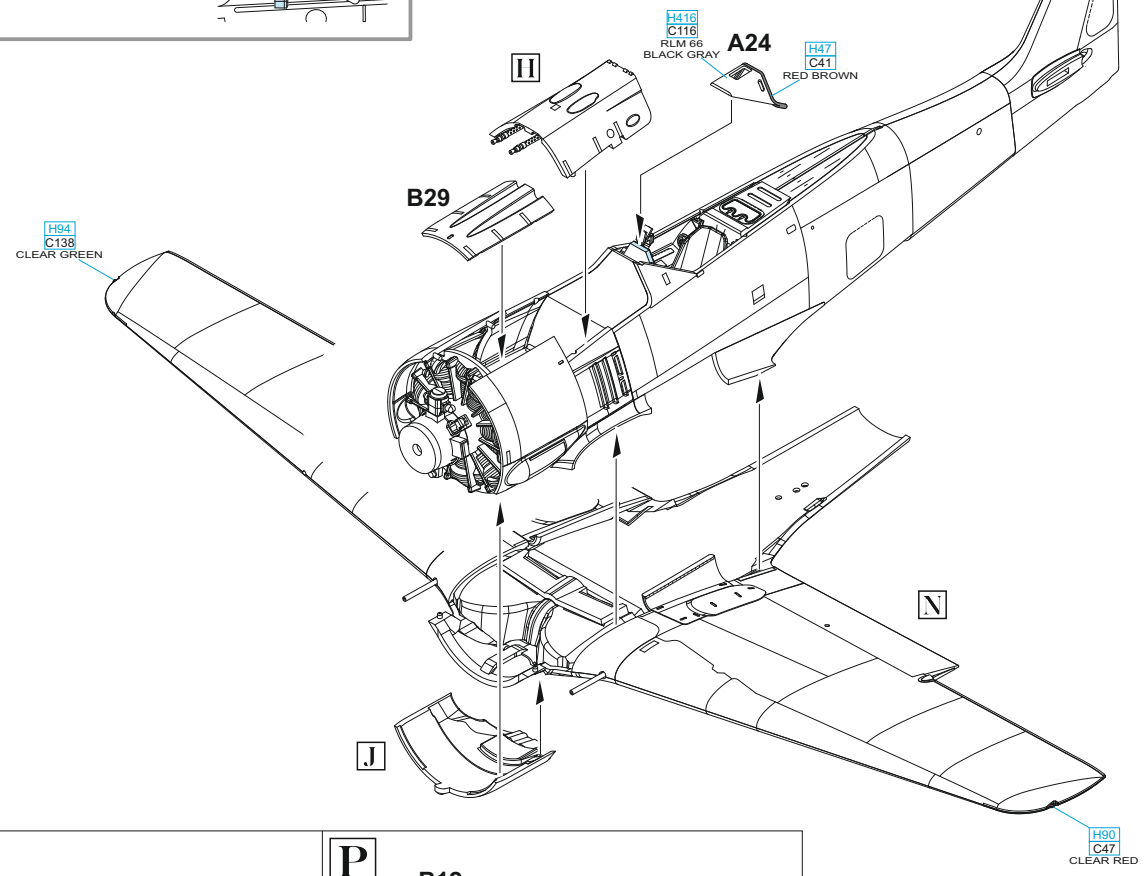
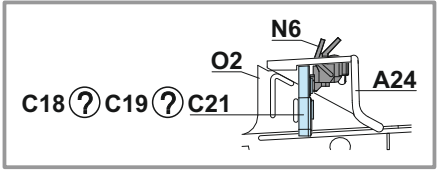
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H94]	[C138]	CLEAR GREEN
[H413]	[C113]	RLM04 YELLOW
[H414]	[C114]	RLM23 RED
[H416]	[C116]	RLM66 BLACK GRAY
[H417]	[C117]	RLM76 LIGHT BLUE
Mr.METAL COLOR		
[MC213]		STEEL
[MC214]		DARK IRON
[MC219]		BRASS
Mr.COLOR SUPER METALLIC		
[SM201]		SUPER FINE SILVER 2

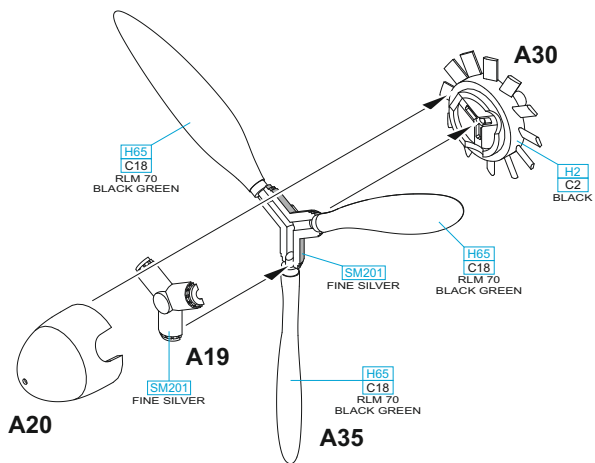
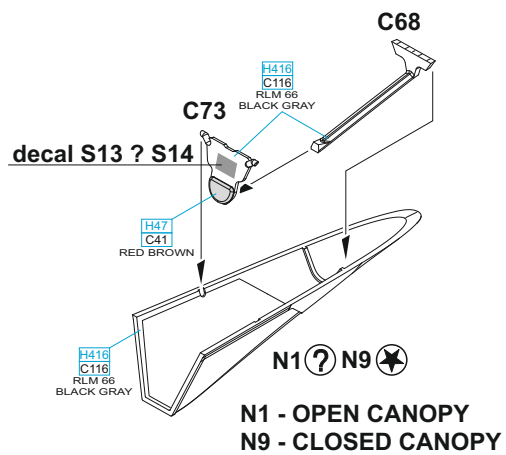
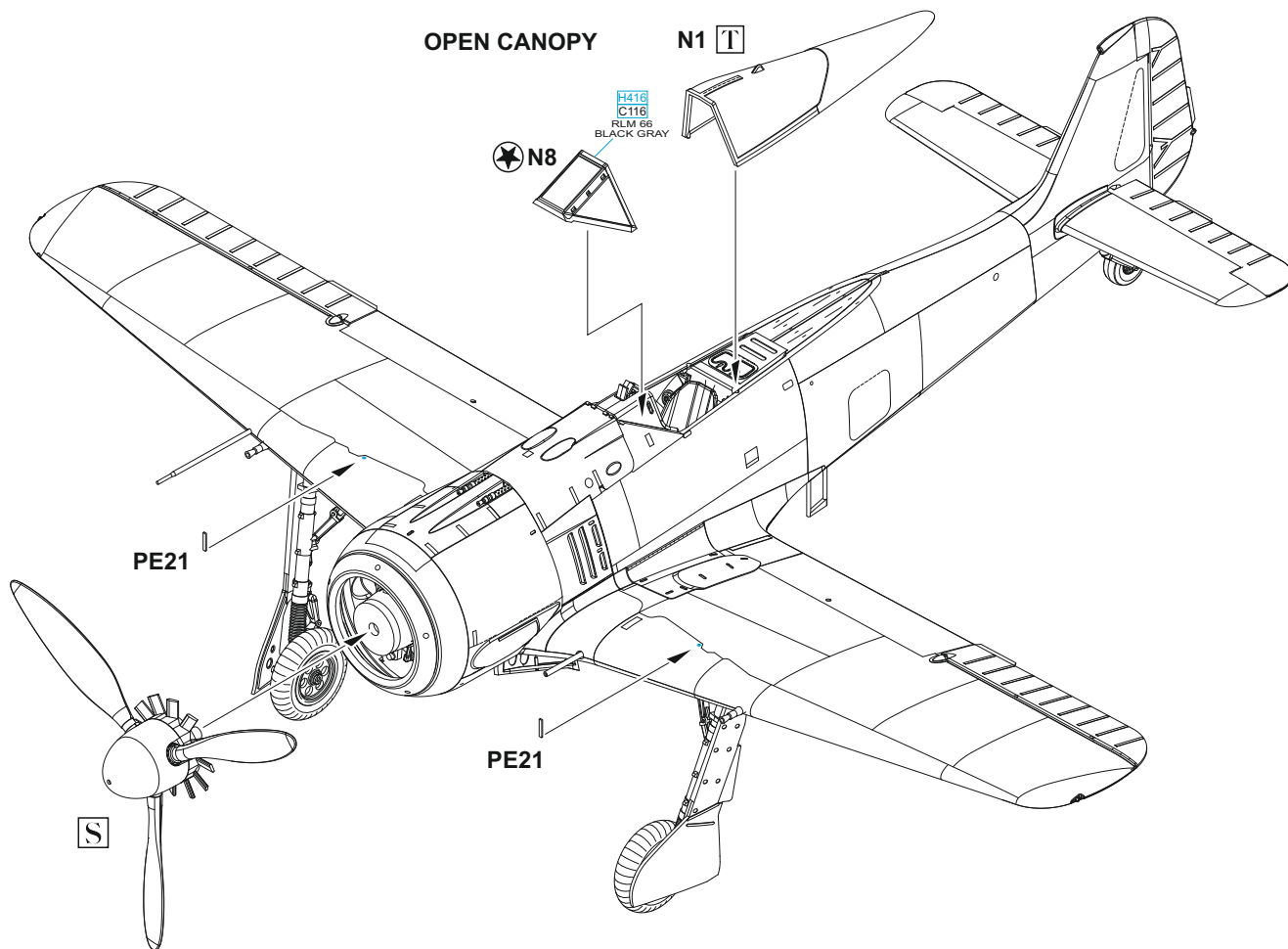
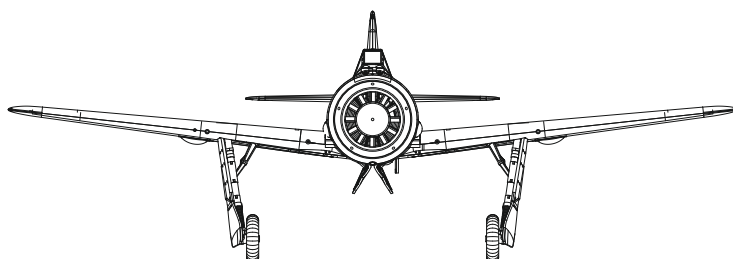
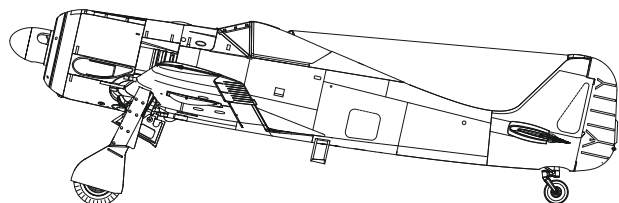


D2 - MARKINGS A, B, C
 E2 - MARKINGS D, E

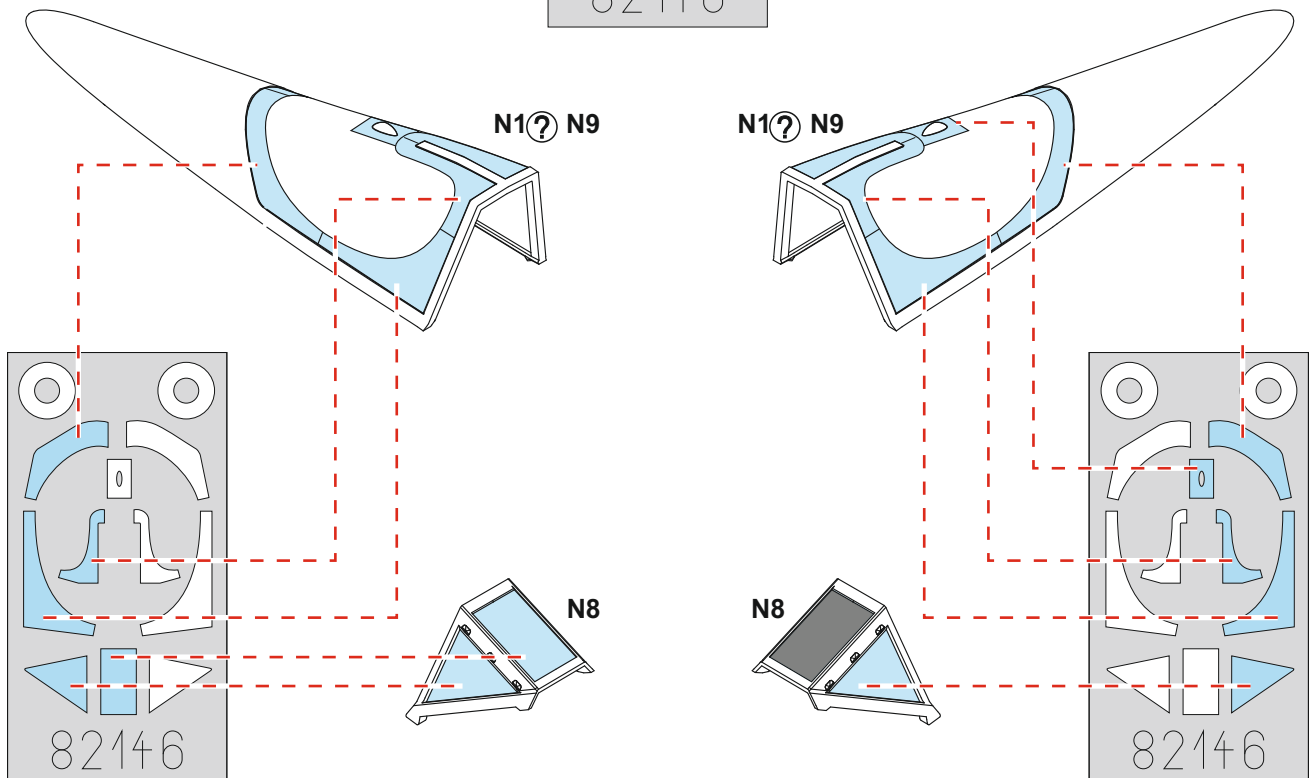
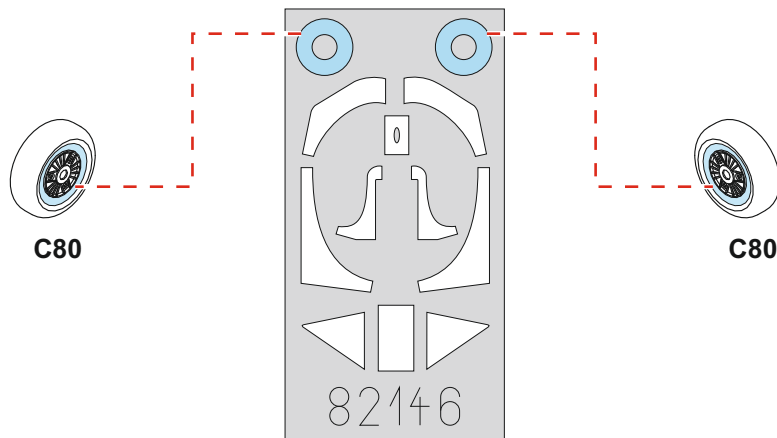
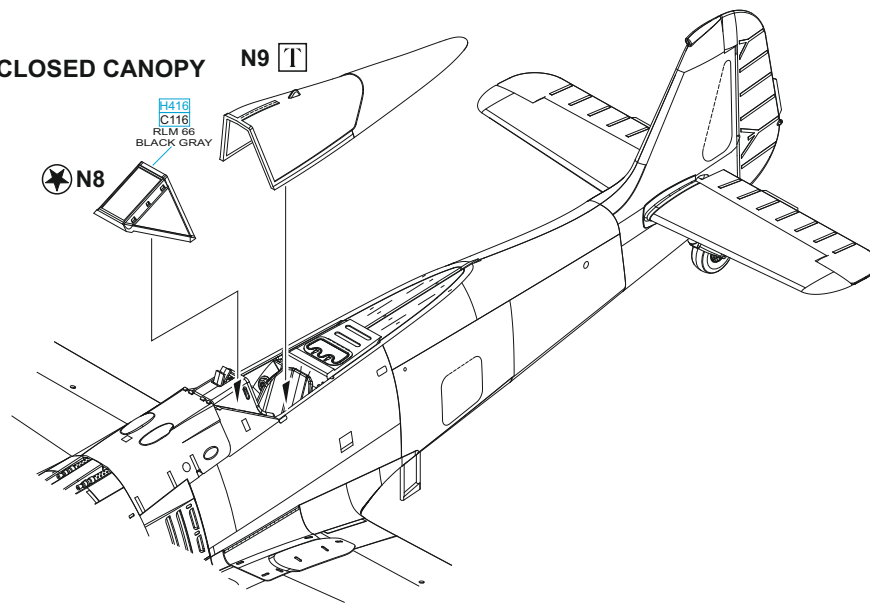




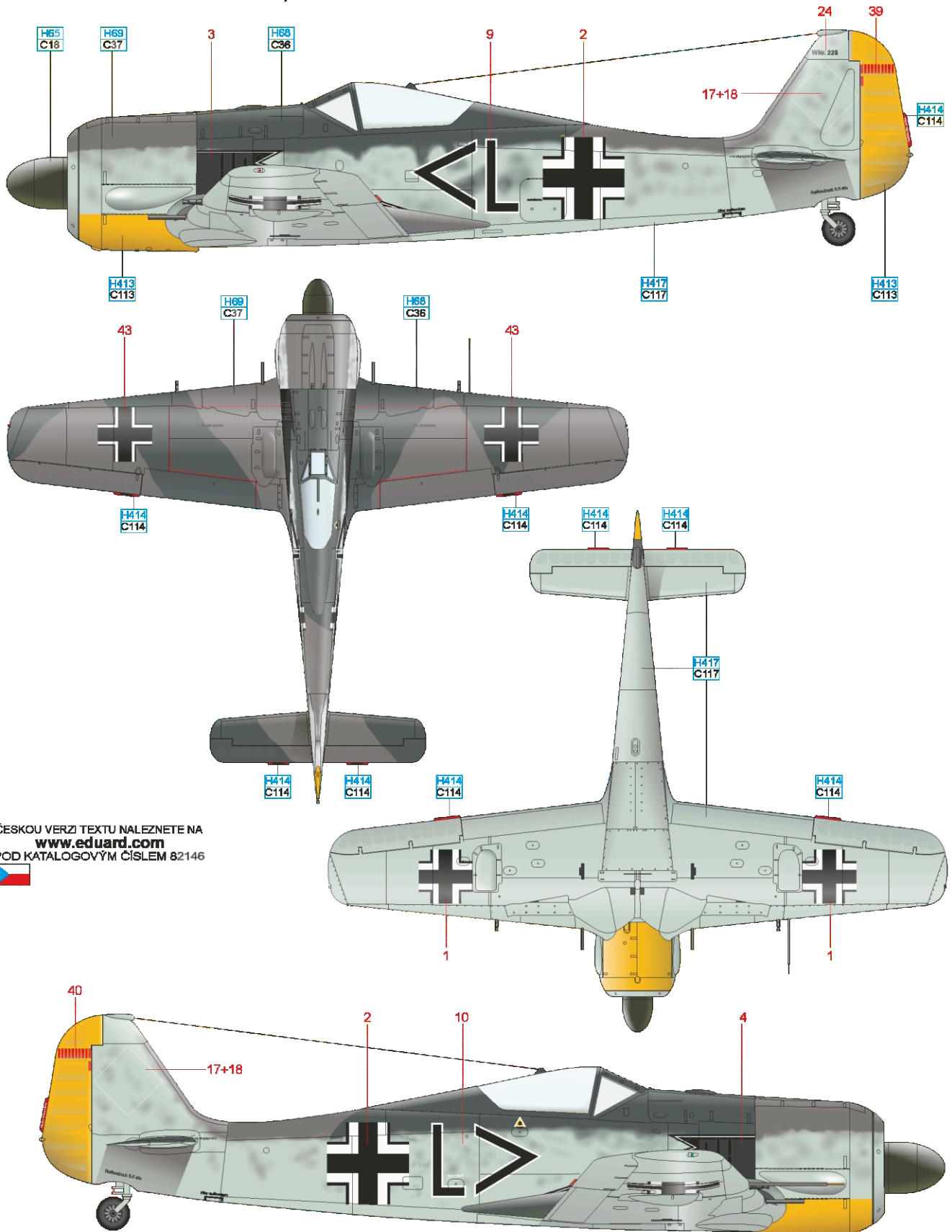


S**T****OPEN CANOPY****N1****S**

CLOSED CANOPY



German Jagdgeschwader 26 ace Erwin Leibold achieved his 11th and final kill in the afternoon of July 12, 1942, when he shot down a reconnaissance Mosquito PR Mk.II over Licques in France, which was on a mission to photograph Strasbourg and Ingolstadt. Both British crewmen died. The fate of their conqueror was sealed only two weeks later when Ofw. Leibold took part in I./JG 26 attacks against the Biggin Hill Wing, operating over France. The aircraft flown by Leibold, flying as wingman of the Gruppe CO Hptm. Seifert, exploded after being intercepted by a Spitfire. The pilot was spotted on parachute, but a search for him turned up nothing. The aircraft assigned to Staff I. Gruppe sported standard camouflage, but they were marked in a non-standard way, with letters or initials of their pilots. The letter "L" (Leibold) was complemented with the designation of the aircraft within the Staffel in the form of a chevron and carried eleven kill marks on the yellow rudder.

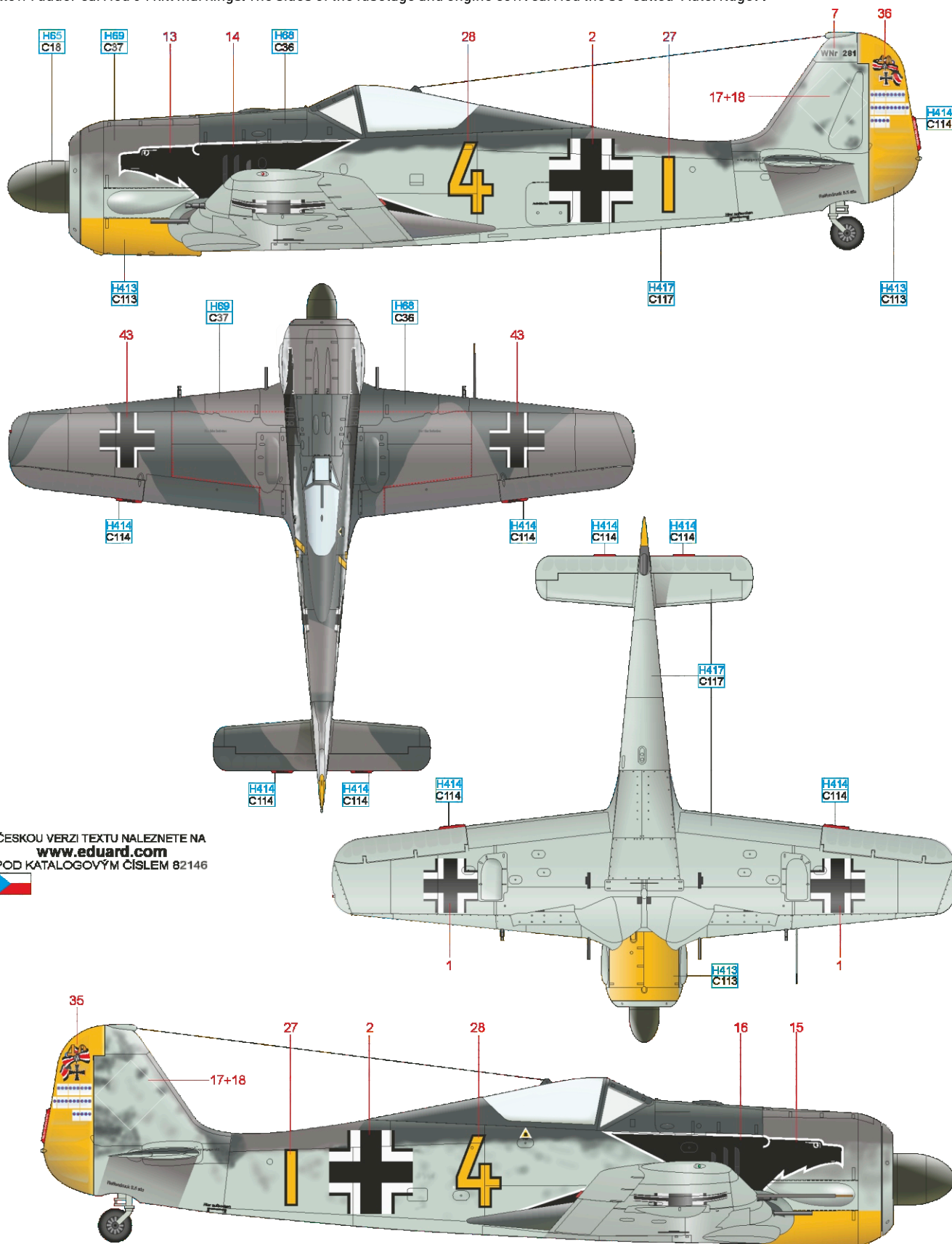


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B WNr. 0125281, Oblt. Siegfried Schnell, CO of 9./JG 2, Théville, France, June 1942

Siegfried "Wumm" Schnell, a native of today's Polish Sulcin (then Zeilenzig in Brandenburg) joined the ranks of the Luftwaffe in 1936 and at the beginning of the Second World War he served with JG 2. He achieved his first kill over France on May 14, 1940, others followed over Britain and against English and American pilots over Western Europe. After being assigned to JG 54, he first served with its III. Gruppe, before being promoted as CO of IV. Gruppe on February 1, 1944. While serving as Commanding Officer he was shot down on February 25, 1944, over Narva by a Soviet fighter. This proved to be a fateful encounter for him. For his combat results, he was awarded the Knight's Cross with Oak Leaves on July 9, 1941. During Second World War he downed 93 enemy aircraft. The Fw 190A-2 flown by Oblt. Schnell carried the standard camouflage scheme applied to Luftwaffe fighters consisting of RLM 74/75/76. The yellow rudder carried 64 kill markings. The sides of the fuselage and engine cowl carried the so-called "Adlerflügel".

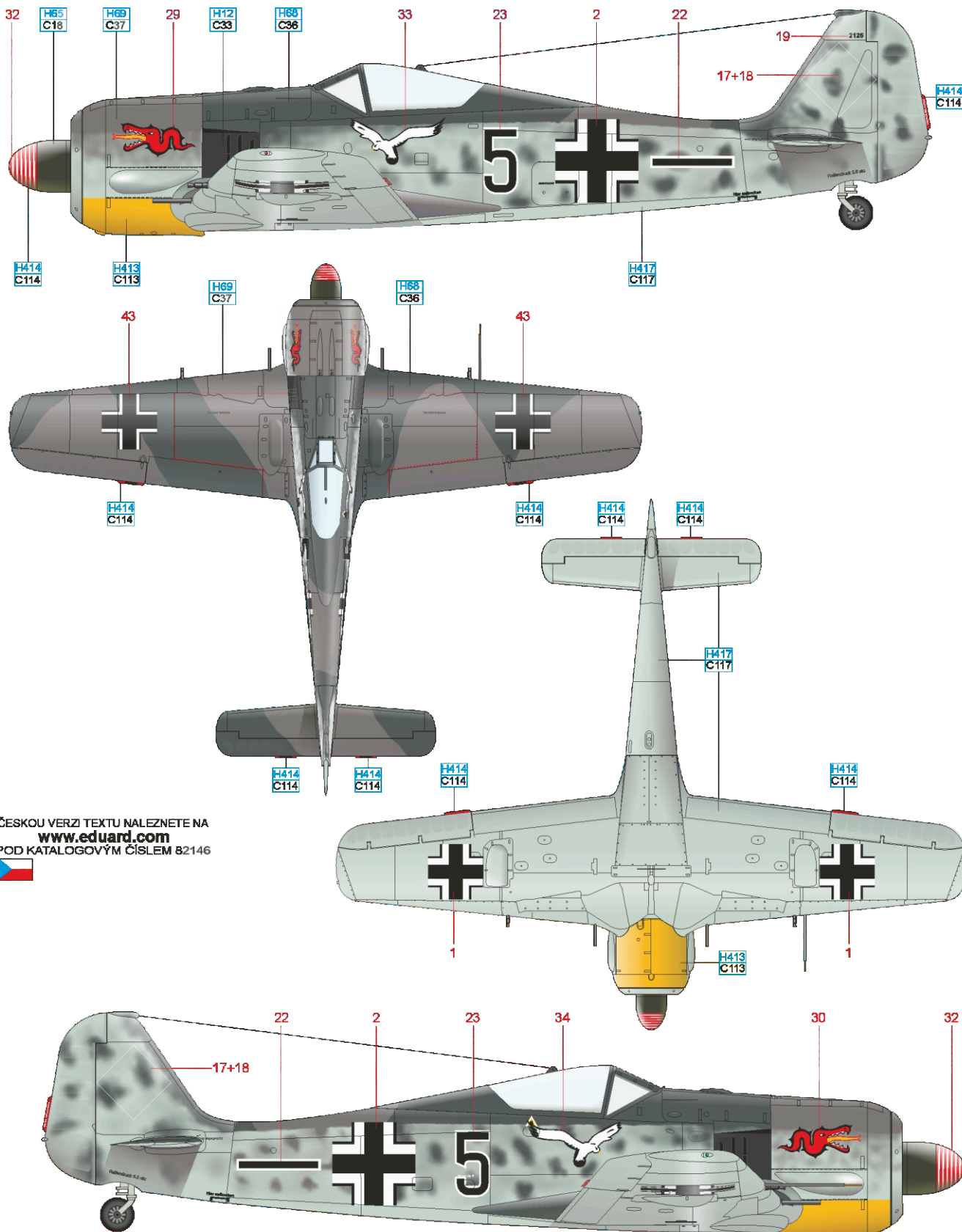


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RLM 70 H65
C18 RLM 74 H69
C36 RLM 75 H69
C37 RLM 76 H417
C117 RLM 04 H413
C113 RLM 23 H414
C114

Max Buchholz was born on November 3, 1912, in Zerbst and at the beginning of the war he served with Jagdgeschwader 3. With this unit, he saw combat over France and over Great Britain as well as during Operation Barbarossa (the invasion of the Soviet Union). At the beginning of October 1941, I./JG 3 was sent for some R and R to Germany. After that, it was moved to the Netherlands and on January 6, 1942, the unit was redesignated II./JG 1. Oblt. Buchholz was given command of its 6. Staffel. On February 12, 1942, he gained his 28th victory in a mission to cover the battle cruisers Scharnhorst and Gneisenau, which, together with the heavy cruiser Prinz Eugen, sailed from Brest to German harbors. From the middle of the year up to the end of the war Buchholz served in administrative duties. He died on July 19, 1996, in Germany. The tip of the red spinner of Buchholz's aircraft carried a thin white spiral and otherwise was camouflaged in RLM 74/75/76. The marking of the Commander of the 5. Staffel in the form of a black numeral was supplemented by the II. Gruppe insignia (the horizontal bar in the Staffel color), and also by the personal marking of the gull in flight below the cockpit. The engine cowl bears the red "Tatzelwurm" – the 5./JG 1 badge.



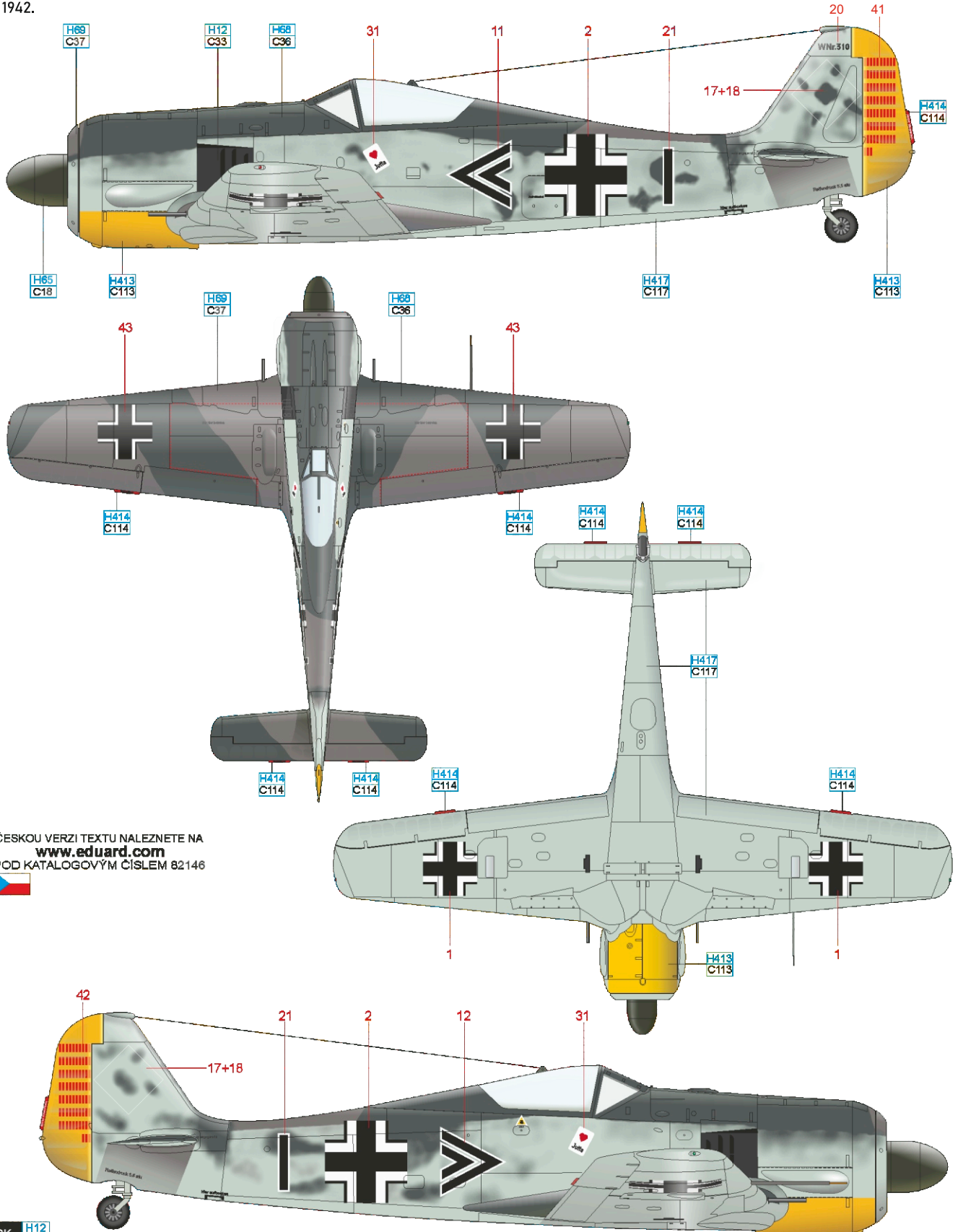
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BLACK	H12 C33	RLM 70	H65 C18	RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117	RLM 04	H413 C113	RLM 23	H414 C114
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D WNr. 0125310, Hptm. Josef Priller, CO of III./JG 26, Wevelghem, Belgium, June 1942

Josef "Pips" Priller was born on July 27, 1915, in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht and as soon as a year later, in October 1936, he started to attend the fighter pilot training. He achieved his first aerial victory as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./JG 26. On December 6, 1941, he became commander of III./JG 26 and from January 11, 1943, he led the whole Jagdgeschwader 26. His number of victories kept growing and on December 20, 1941, his success was rewarded and Priller was decorated with Knights Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score was 101 victories over enemy aircraft. All of them were achieved in the Western Front. After the War Priller married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. This aircraft was flown by Josef Priller in June 1942. It sported the standard camouflage scheme for Luftwaffe fighters and had yellow rudder and bottom part of the engine cowl. It also carried the marking for the CO of the III. Gruppe. The tail carried 73 kill markings, Priller's tally to June 1, 1942.



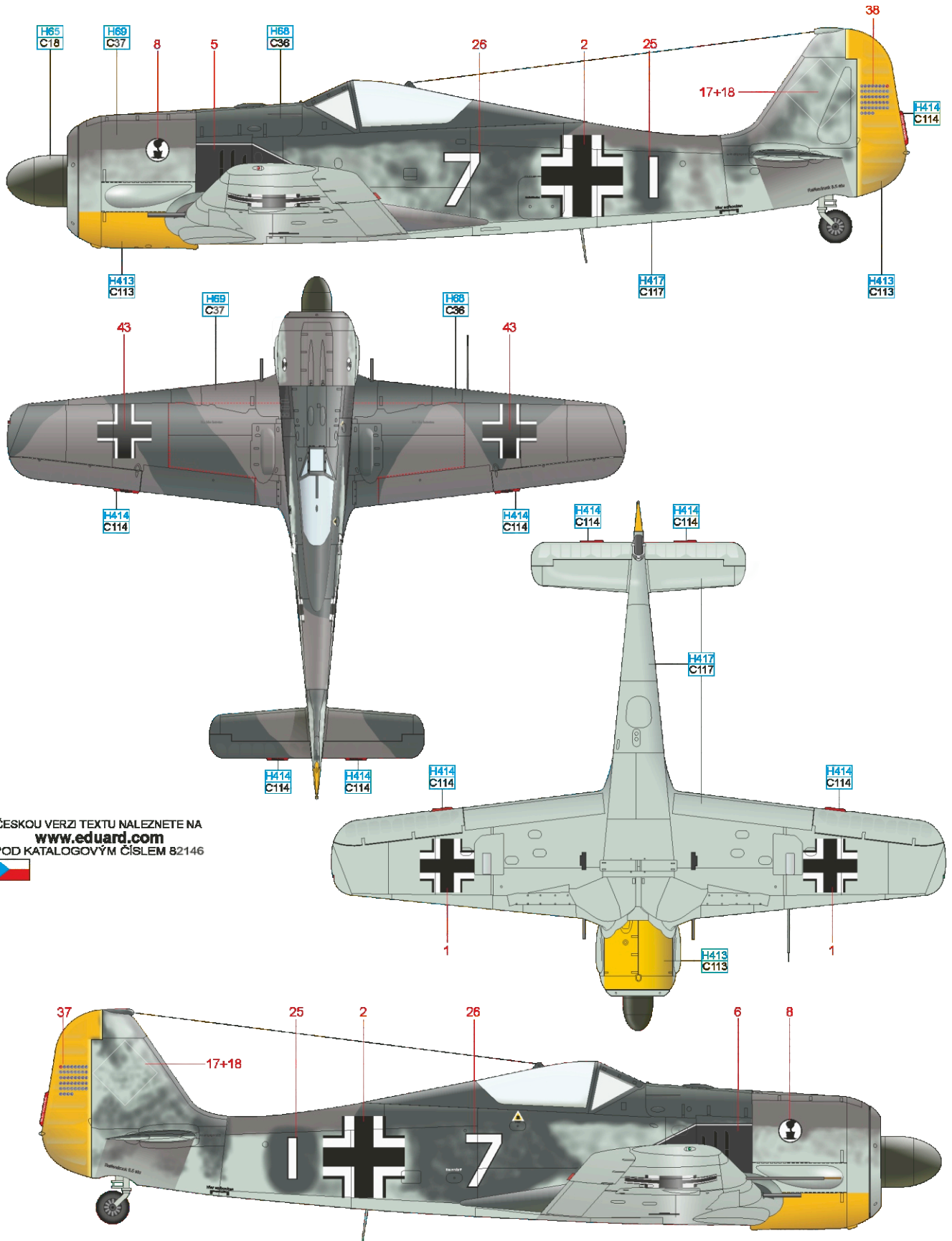
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- BLACK H12 C33
- RLM 70 H65 C18
- RLM 74 H68 C36
- RLM 75 H69 C37
- RLM 76 H417 C117
- RLM 04 H413 C113
- RLM 23 H414 C114

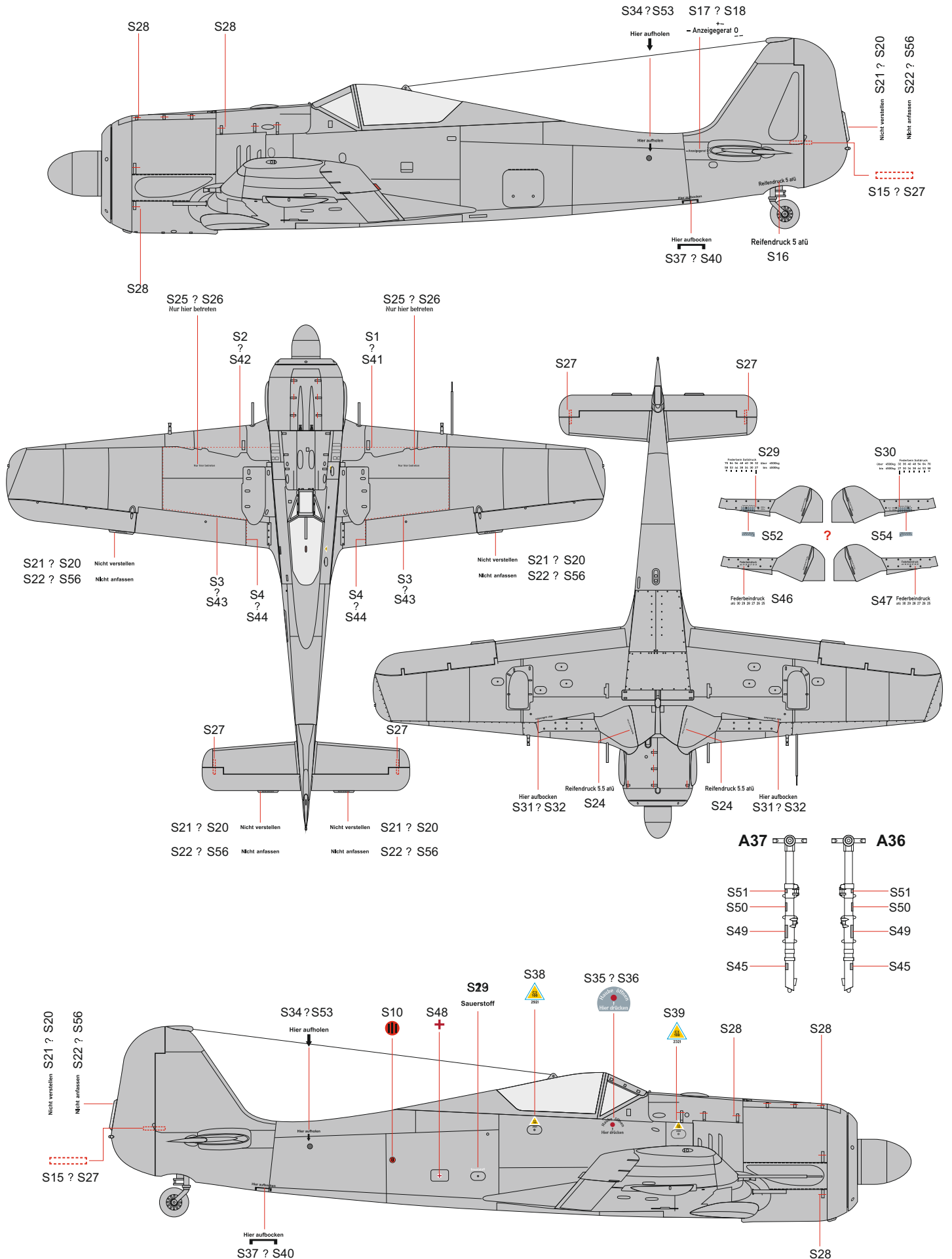
E Oblt. Egon Mayer, CO of 7./JG 2, Théville, France, Summer 1942

Egon Mayer was born on August 19, 1917, in Konstanz and he joined the Luftwaffe in 1937. In December 1939, he was assigned to Jagdgeschwader 2 after the training and served with this unit through the French campaign and into the Battle of Britain. From June 10, 1941, he became CO of the 7. Staffel and the CO of the entire III. Gruppe from November 1942. By that time, he had accumulated 52 victories. On November 23, he brought down his first American four-engine heavy bomber. Together with George-Peter Eder, he was developing tactics of head on attacks against American bomber formations. On July 1, 1943, he was made Commanding Officer of the entire JG 2. On March 2, 1944, Mayer led a formation of JG 2 fighters in an intercept of American bombers over Montmédy and was shot down and killed by escorting P-47s. He was posthumously awarded the Sword to his Knight's Cross. The 7. Staffel JG 2 badge was carried on the cowling of this standard-camouflaged Fw 190. The yellow rudder carried 44 kill marks in the form of French and British roundels. The former markings of the aircraft were sprayed over with RLM 74 Graugrün.



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Fw 190A-2

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RELATED PRODUCTS:

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- 648356 Fw 190A wingroot gun bays 1/48 (Brassin)
- 648366 Fw 190A propeller 1/48 (Brassin)
- 648371 Fw 190A control surfaces early 1/48 (Brassin)
- 648373 Fw 190A Pitot tubes early 1/48 (Brassin)
- 648379 Fw 190A-2 undercarriage legs BRONZE 1/48 (Brassin)
- 648381 Fw 190A exhaust stacks 1/48 (Brassin)

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