

GERMAN WWII FIGHTER

1/72 SCALE PLASTIC KIT

DUAL COMBO! #2122

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 1400 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-engine 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 započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidla 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. SYMBOLY



INSTRUKTION SINNBILDEN



SYMBLES



記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČIT

APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES

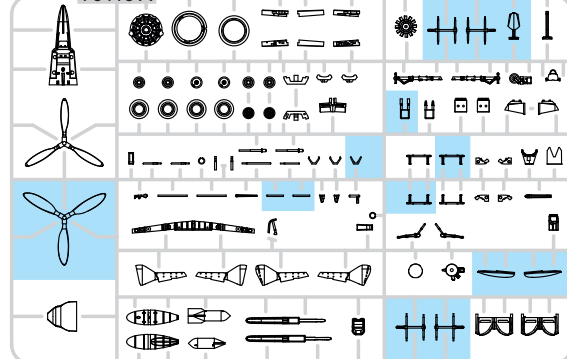


部品

PLASTIC PARTS

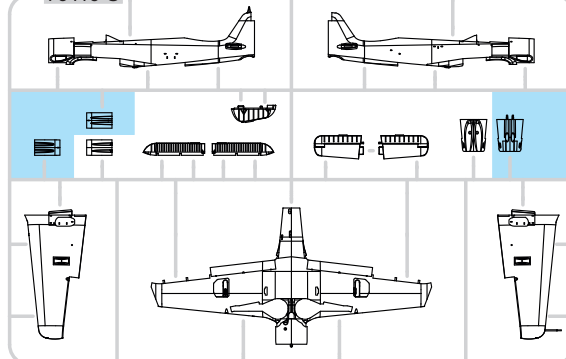
A> 2 pcs.

70110 A



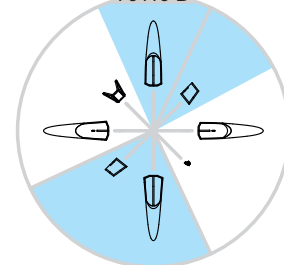
C>

70110 C



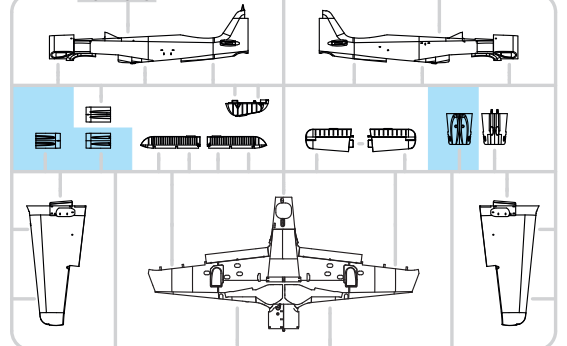
D> 2 pcs.

70110 D



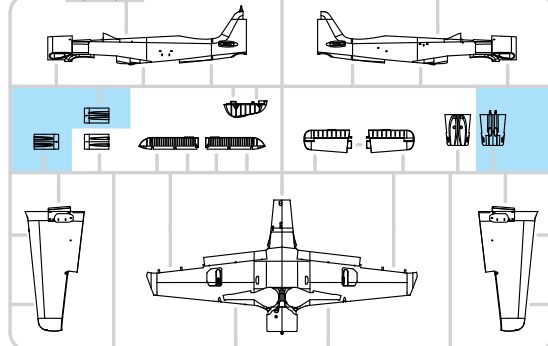
G>

70110 G



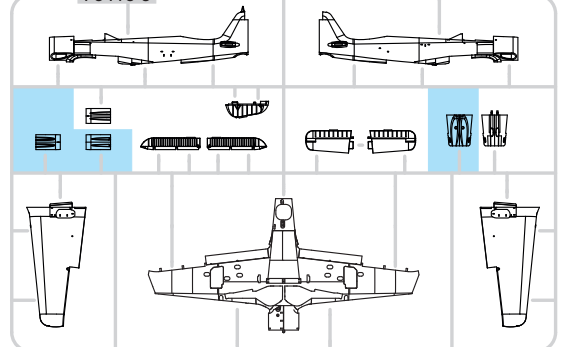
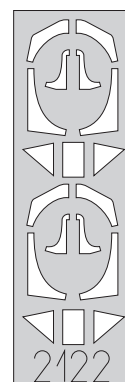
H>

70110 H

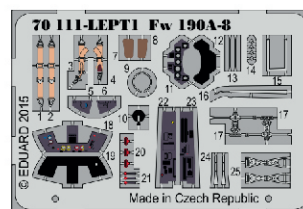
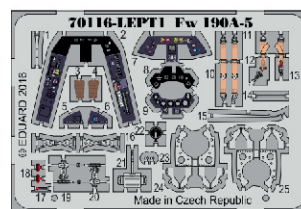


J>

70110 J

eduard
MASK

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



PEINTURE



色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H2]	[C2]	BLACK
[H8]	[C8]	SILVER
[H11]	[C62]	FLAT WHITE
[H12]	[C33]	FLAT BLACK
[H15]	[C65]	BRIGHT BLUE
[H33]	[C81]	RUSSET
[H47]	[C41]	RED BROWN
[H64]	[C17]	DARK GREEN RLM71
[H65]	[C18]	BLACK GREEN RLM70

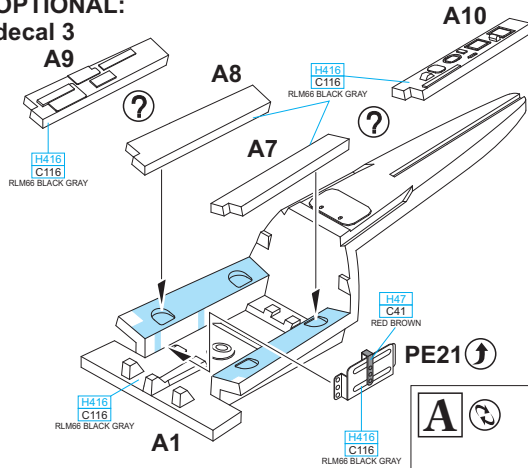
AQUEOUS	Mr.COLOR	
[H68]	[C36]	DARK GRAY RLM74
[H69]	[C37]	GRAY RLM75
[H70]	[C60]	GRAY RLM02
[H77]	[C137]	TIRE BLACK
[H80]	[C54]	KHAKI GREEN
[H90]	[C47]	CLEAR RED
[H94]	[C138]	CLEAR GREEN
[H303]	[C303]	GREEN
[H310]	[C310]	BROWN

AQUEOUS	Mr.COLOR	
[H413]	[C113]	YELLOW RLM04
[H414]	[C114]	RED RLM23
[H416]	[C116]	BLACK GRAY RLM66
[H417]	[C117]	LIGHT BLUE RLM76
Mr.COLOR SUPER METALLIC		
[SM06]		CHROME SILVER
Mr.METAL COLOR		
[MC213]		STAINLESS
[MC214]		DARK IRON

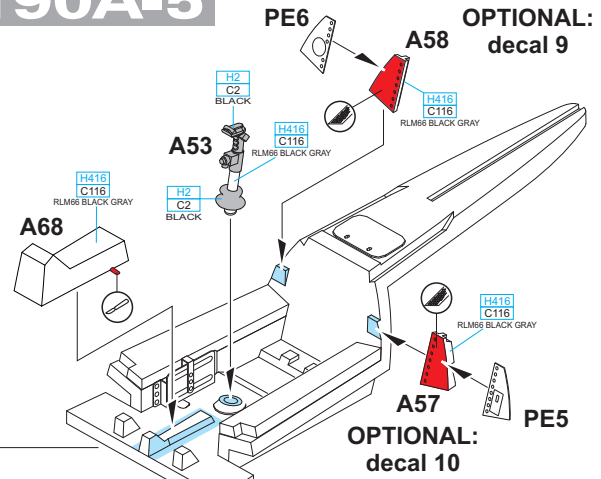
IF YOU USE PARTS PE2 AND PE7,
THEN YOU MUST USE PARTS A7 AND A8.

Fw 190A-5

OPTIONAL:
decal 3

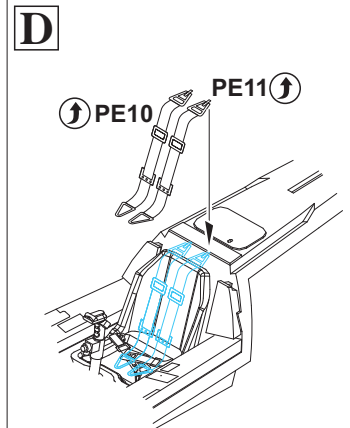
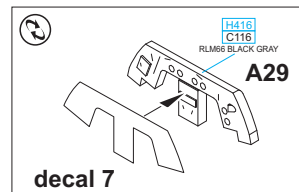
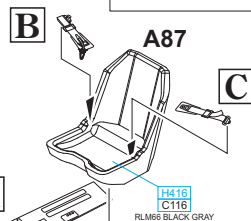
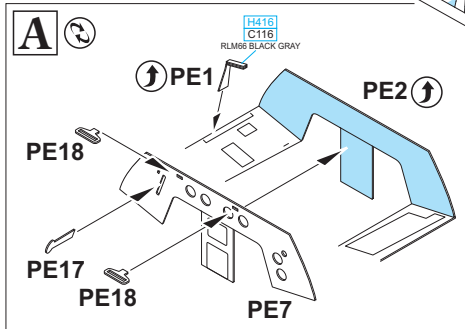
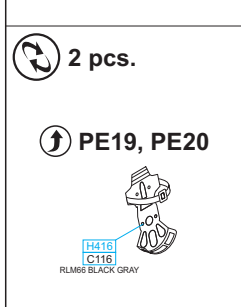
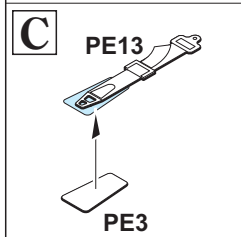
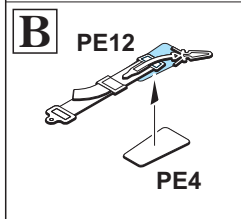


OPTIONAL:
decal 4

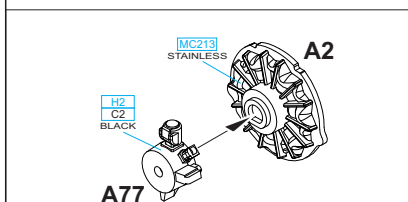
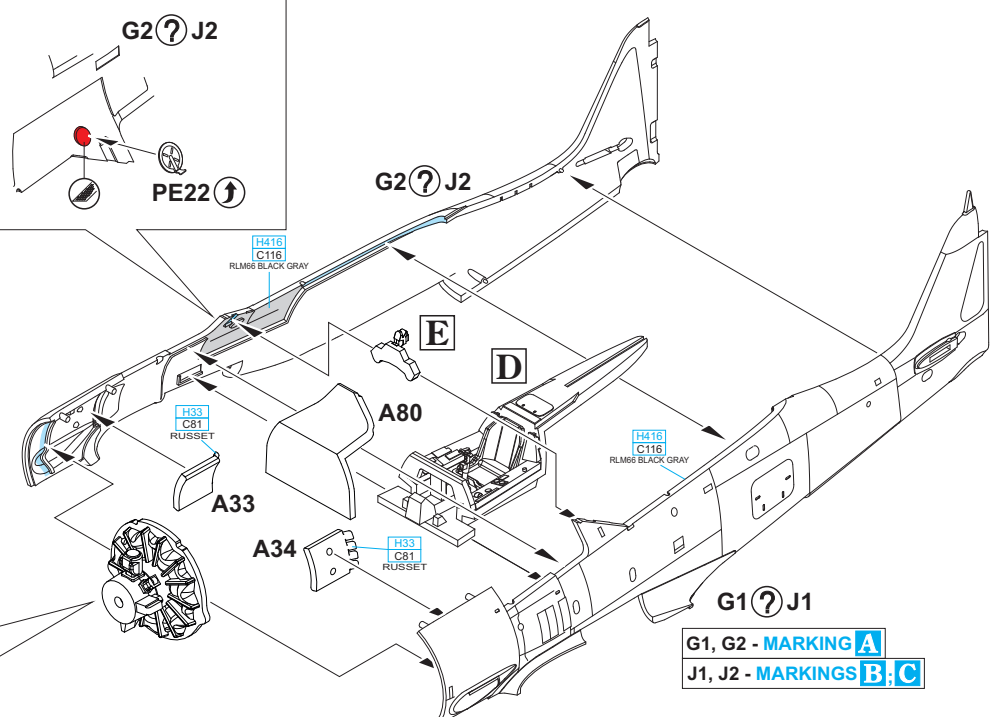
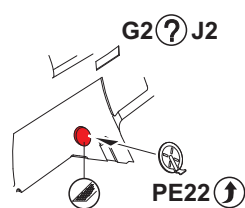
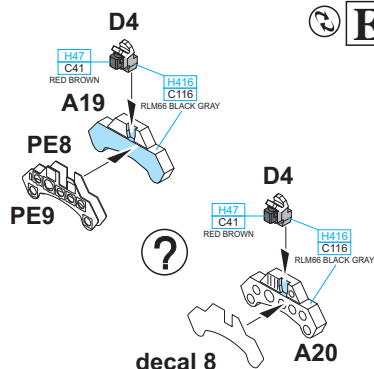


OPTIONAL:
decal 9

OPTIONAL:
decal 10

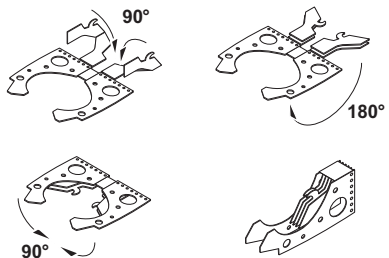


E



G1, G2 - MARKING **A**
J1, J2 - MARKINGS **B, C**

PE24 ↕ PE25



MARKING A ONLY

G14 ? J14

G14 - MARKING A

J14 - MARKINGS B, C

MARKING A ONLY

PE24

A90

H70
C60
RLM02 GRAY

H33
C81
RUSSET

A71

H70
C60
RLM02 GRAY

PE25

G13 - MARKING A

J13 - MARKINGS B, C

G13 ? J13

G13 → G15

G15 - MARKING A

J15 - MARKINGS B, C

G15 ? J15

A30

H70
C60
RLM02 GRAY

H70
C60
RLM02 GRAY

H33
C81
RUSSET

A59

A43

MC214
DARK IRON

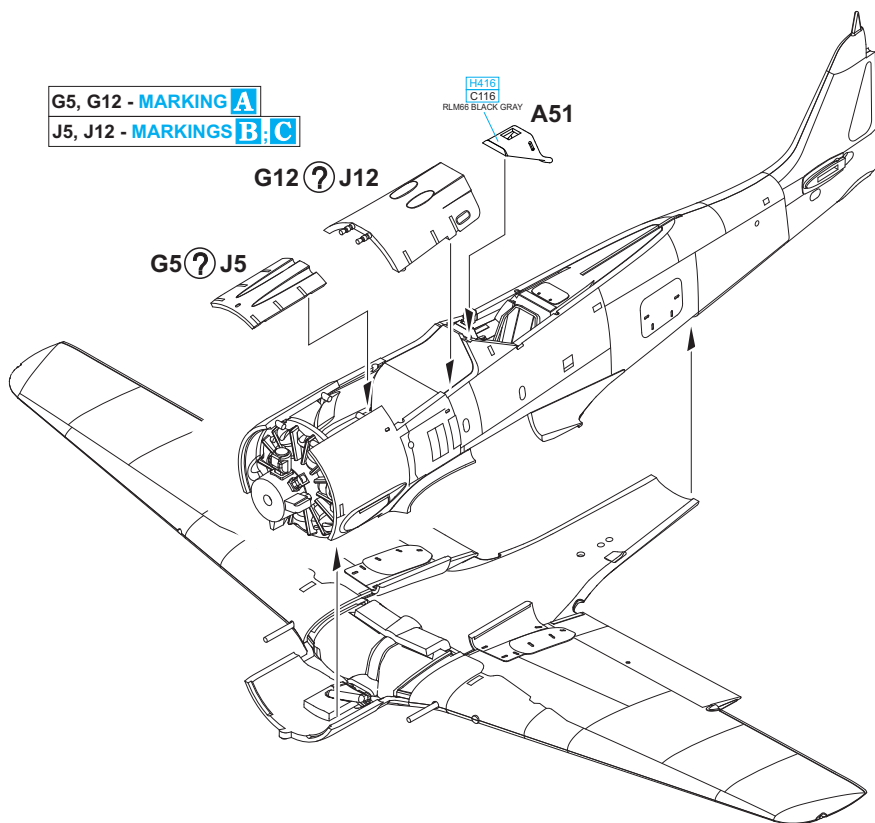
MC214
DARK IRON

A41

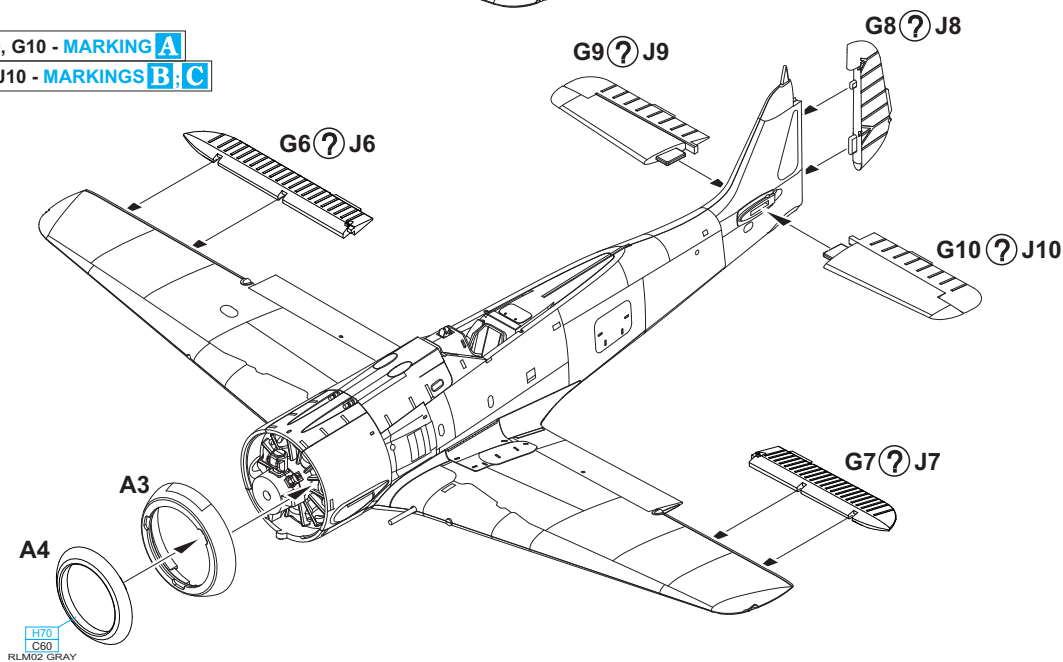
A71 A59

G14 ? J14

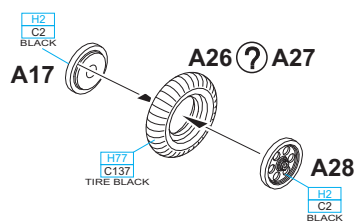
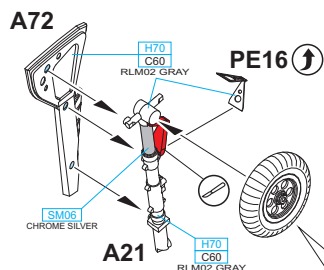
G5, G12 - MARKING **A**
J5, J12 - MARKINGS **B; C**



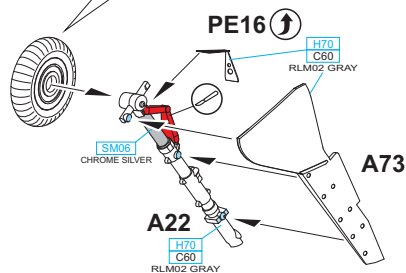
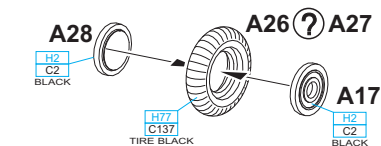
G6, G7, G8, G9, G10 - MARKING **A**
J6, J7, J8, J9, J10 - MARKINGS **B; C**

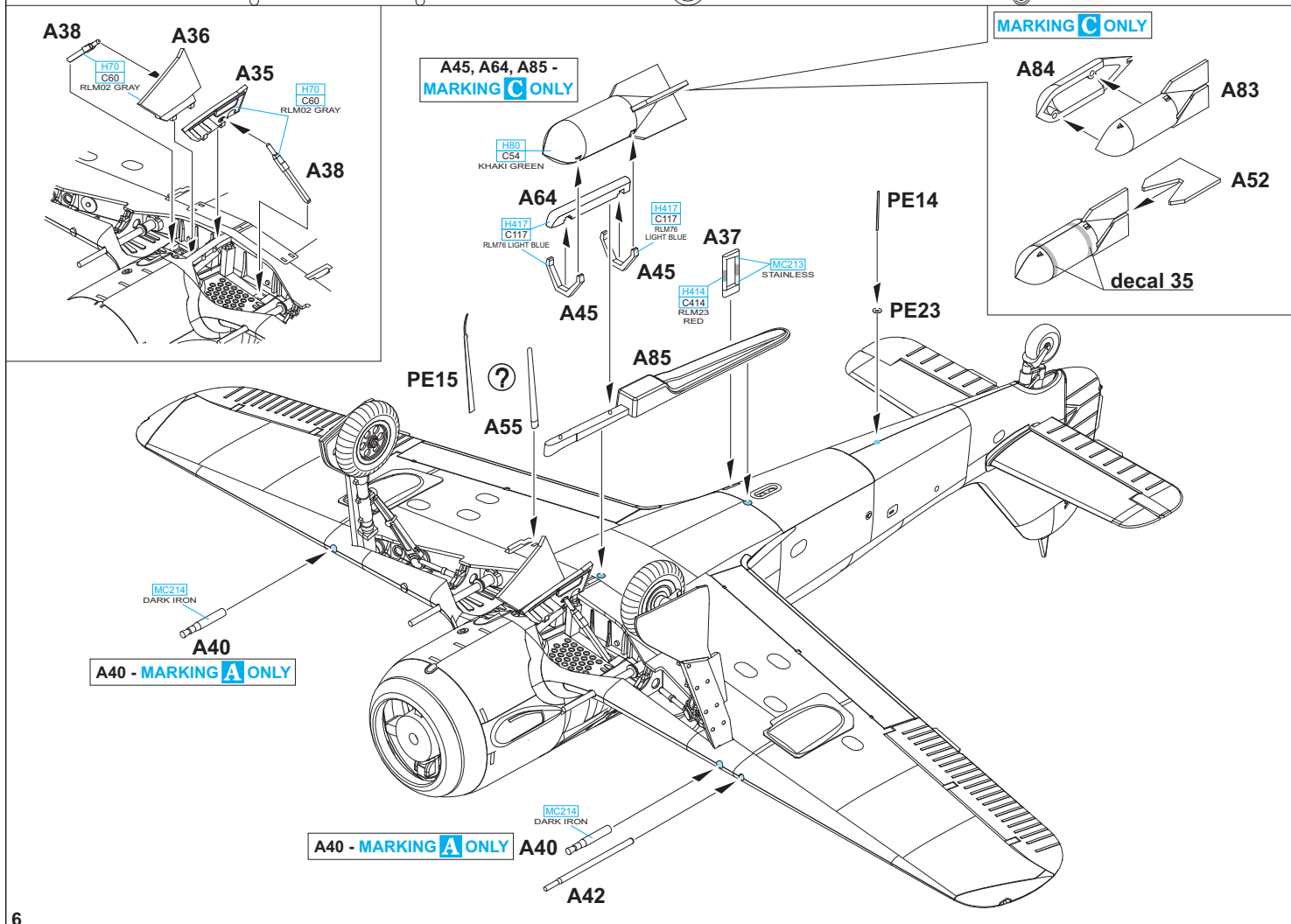
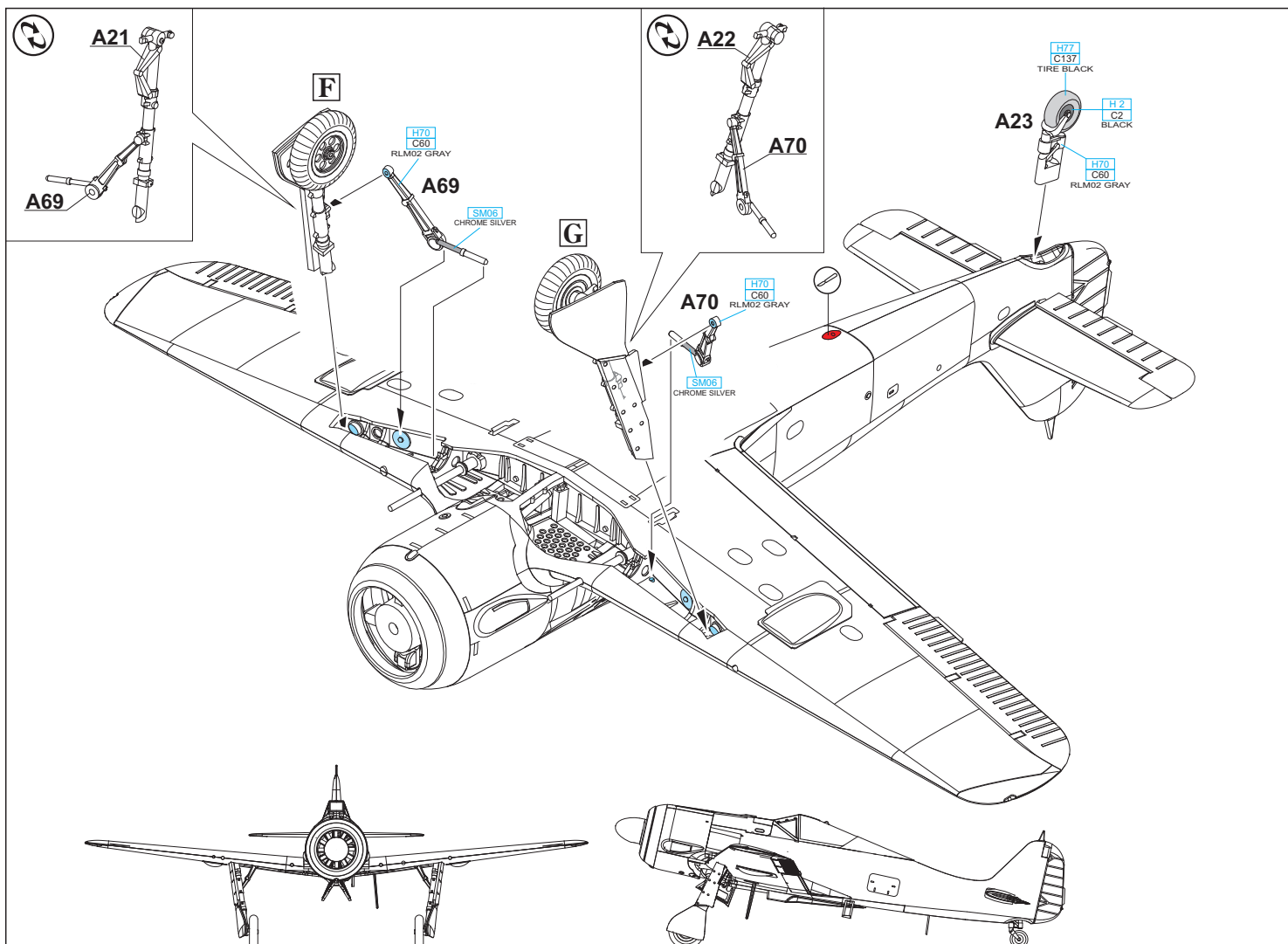


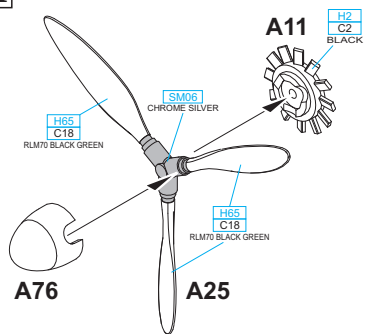
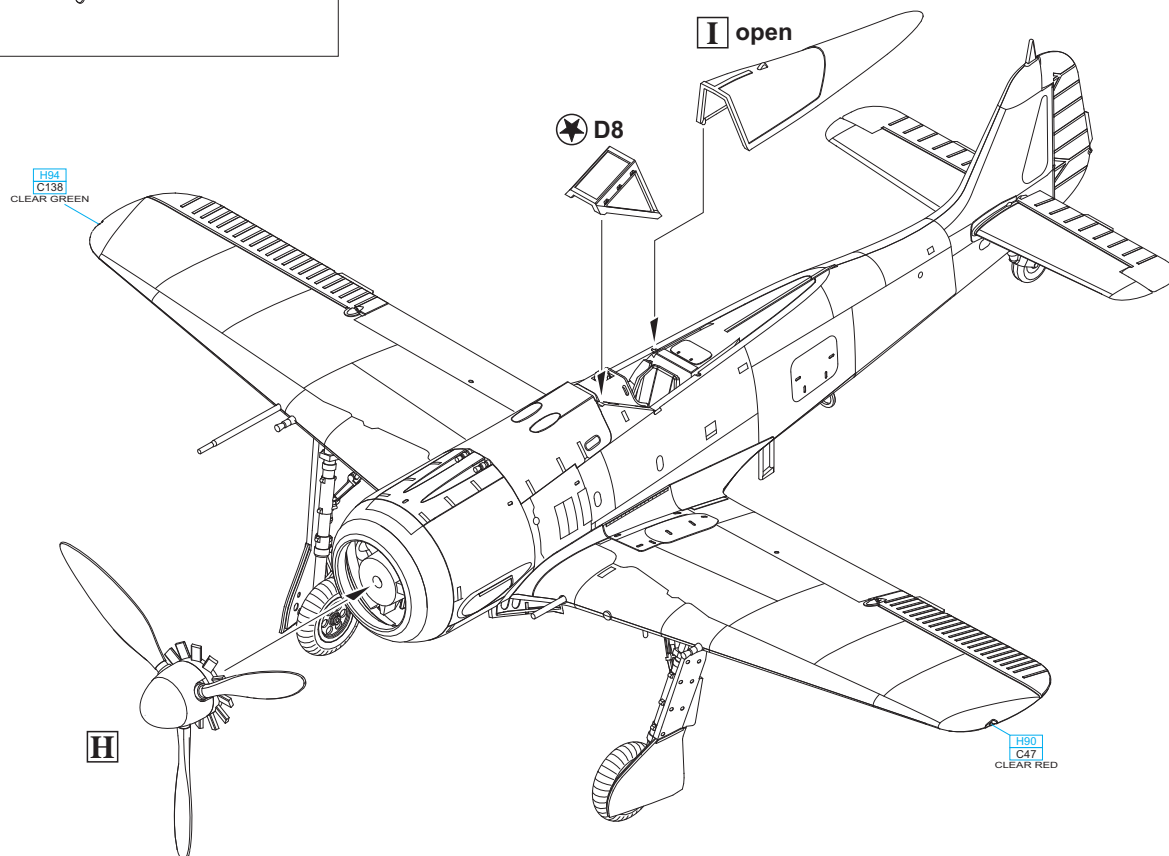
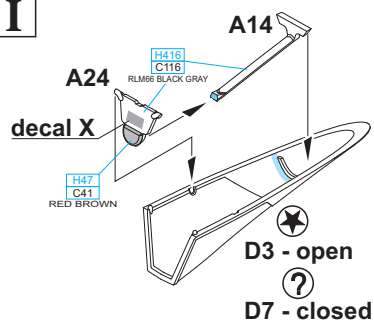
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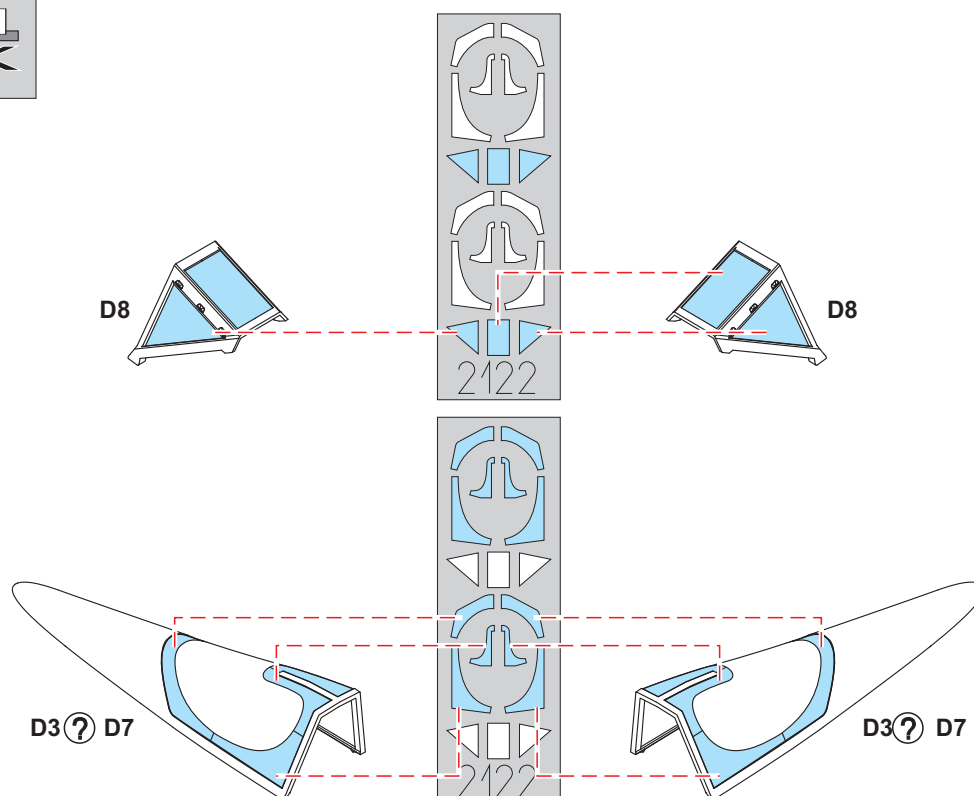
G



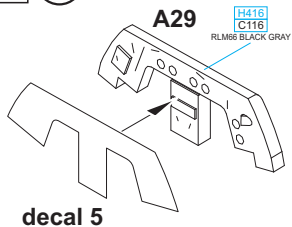


H**I**

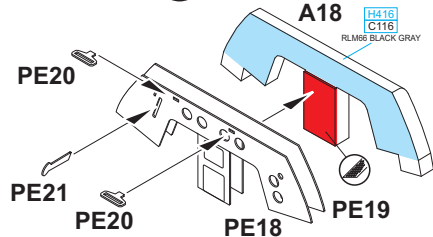
eduard
MASK



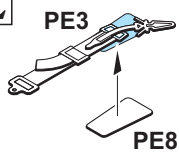
J



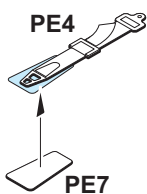
?



L



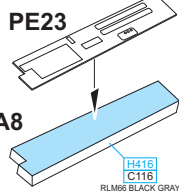
M



2 pcs.

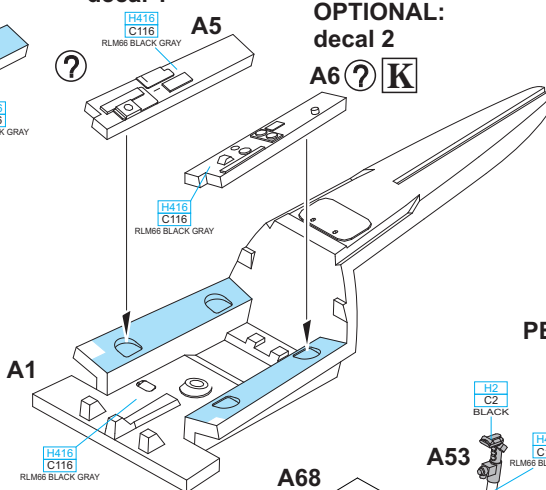


Fw 190A-8



**OPTIONAL:
decal 1**

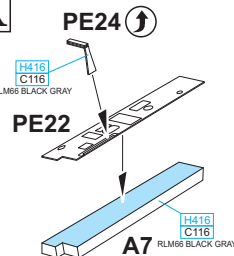
?



**OPTIONAL:
decal 2**

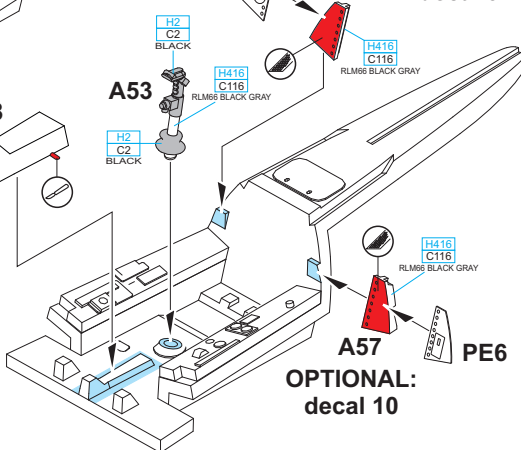
A6 ? K

K



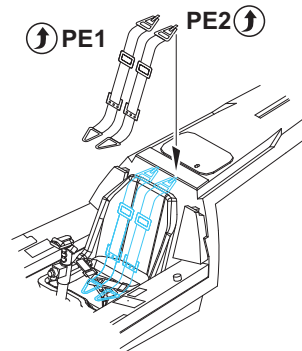
PE5

**OPTIONAL:
decal 9**

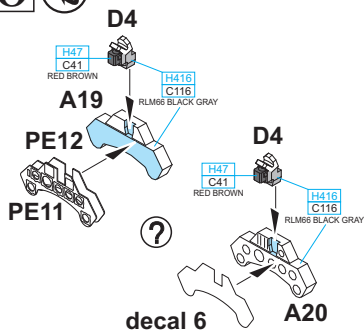


**OPTIONAL:
decal 10**

N

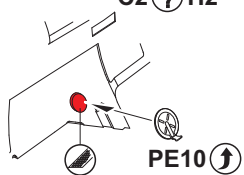


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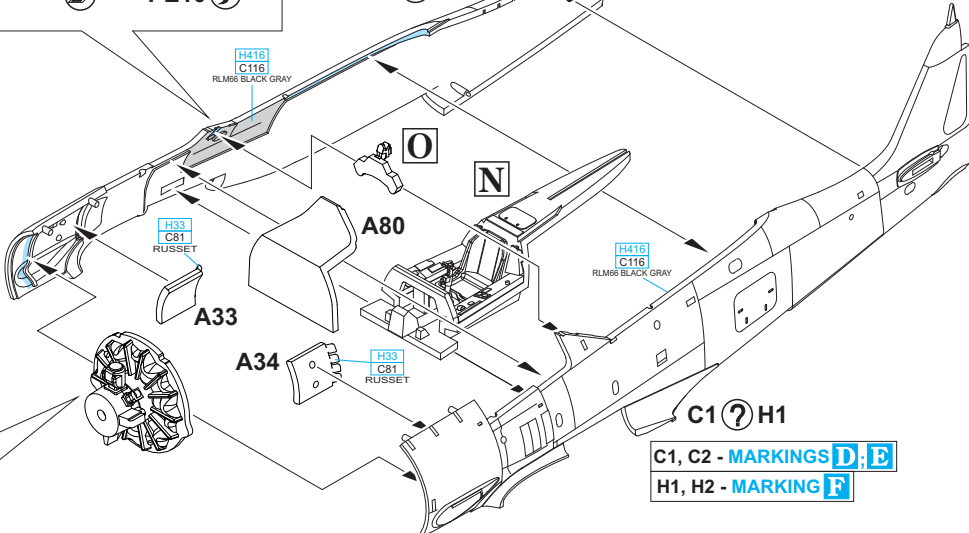


decal 6

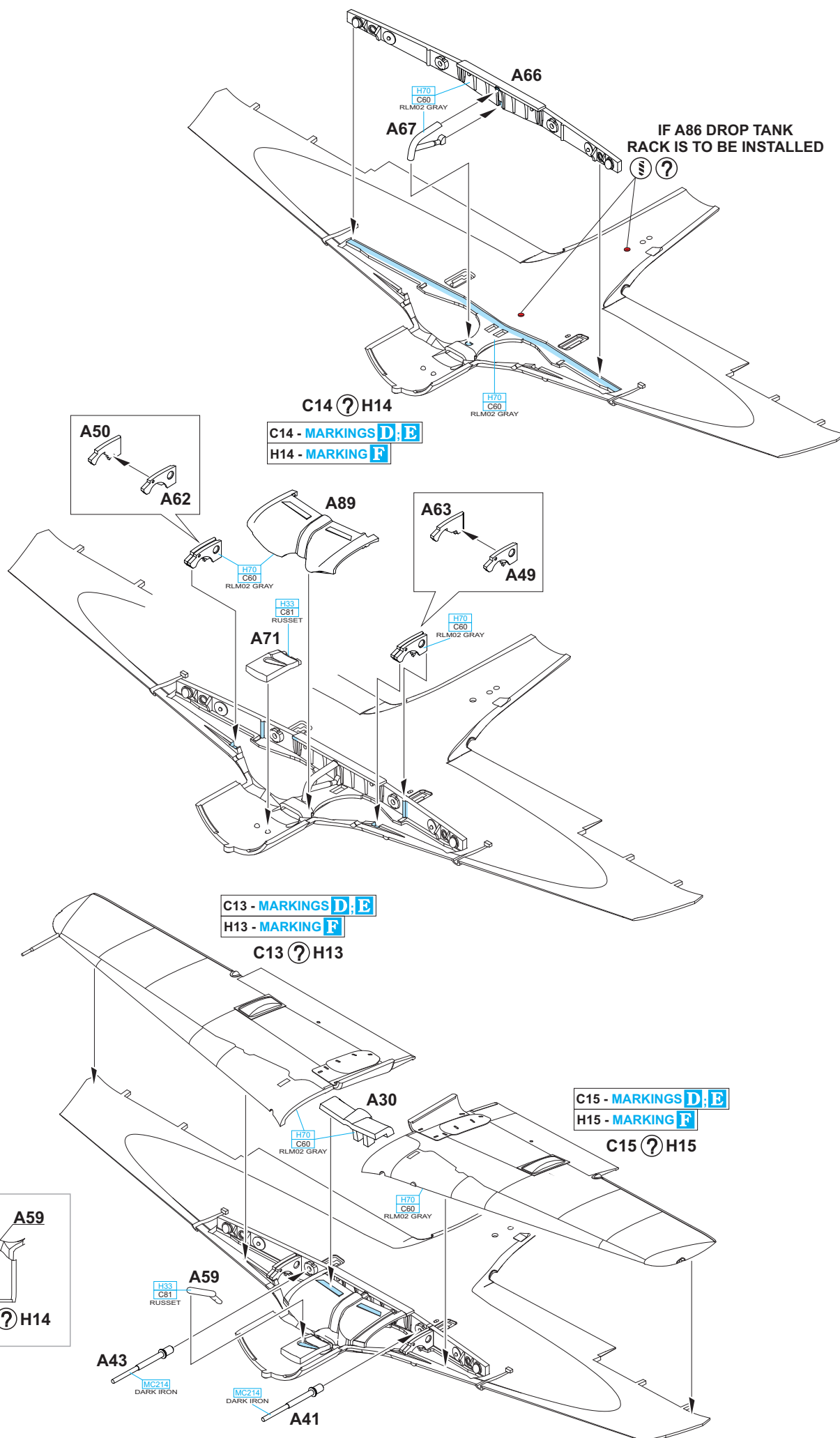
C2 ? H2

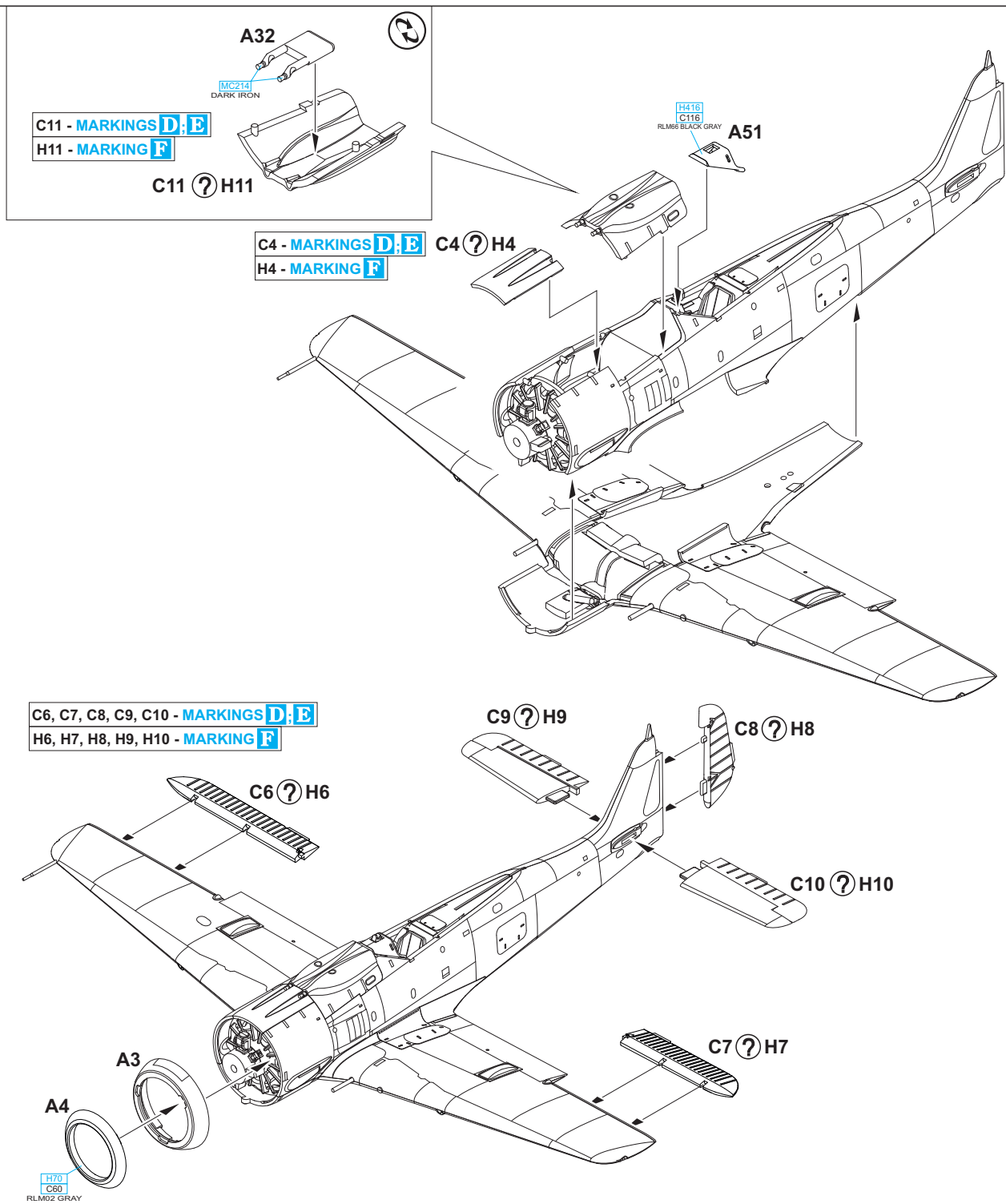


C2 ? H2

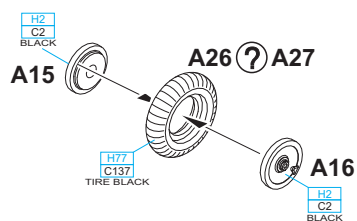
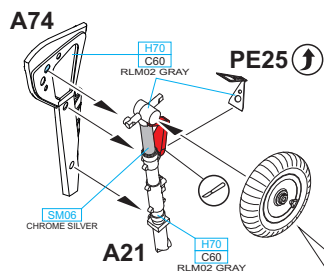


**C1, C2 - MARKINGS D, E
H1, H2 - MARKING F**

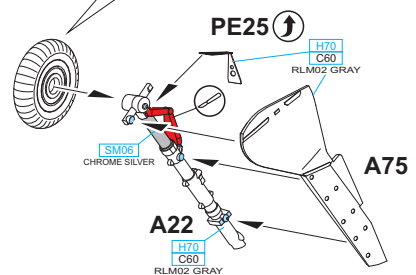
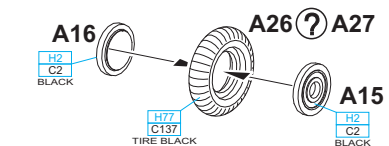




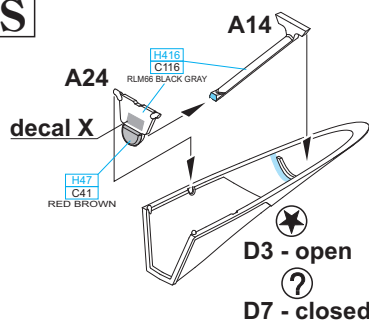
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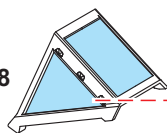
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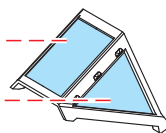
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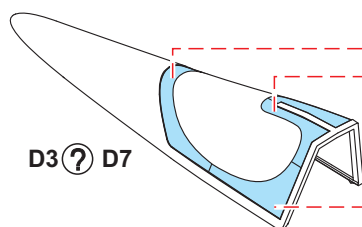
D8



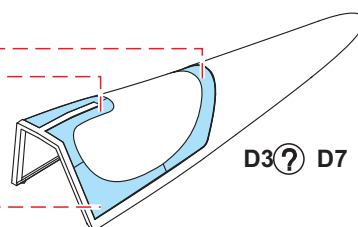
D8



D3 ② D7

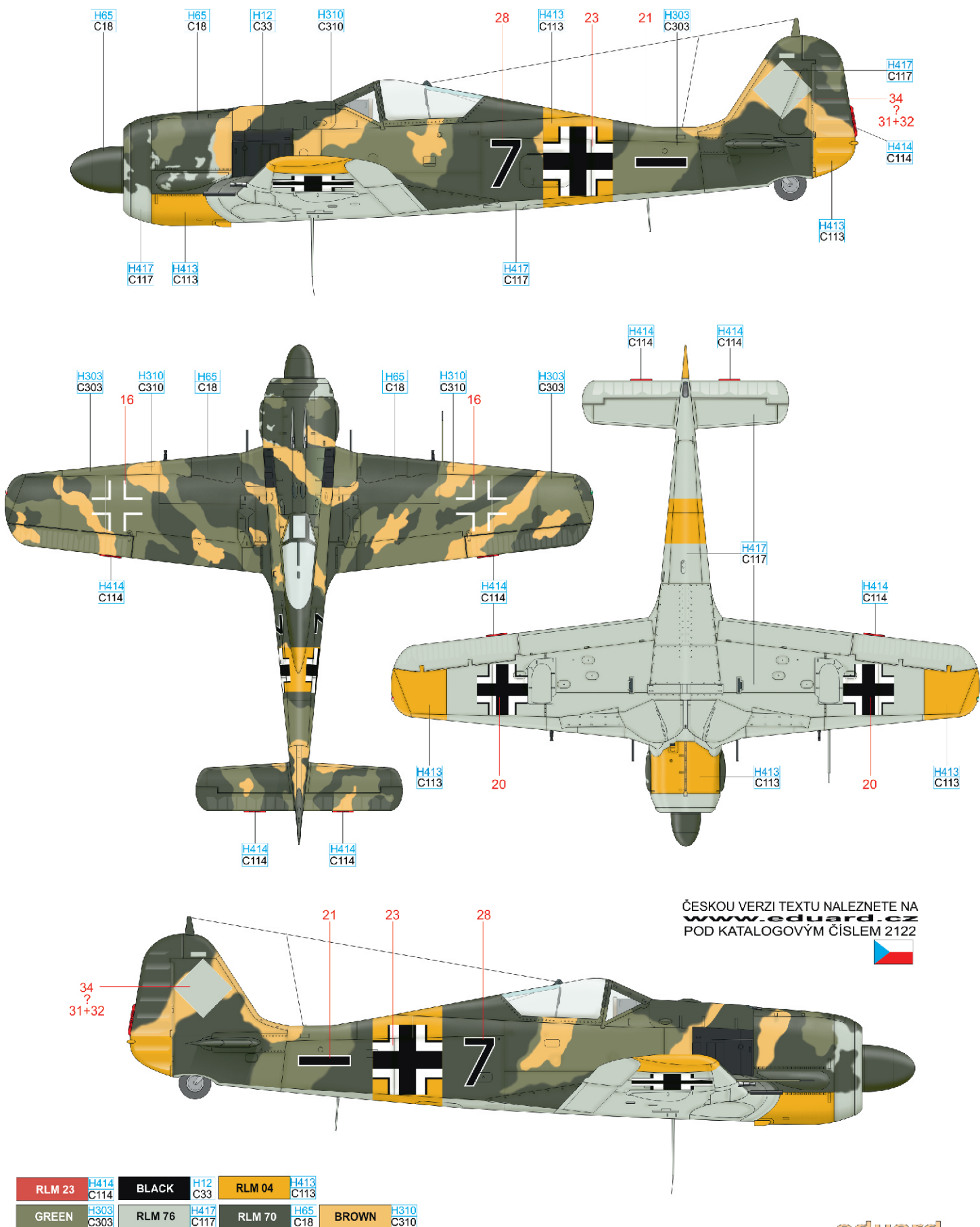


D3(?) D7



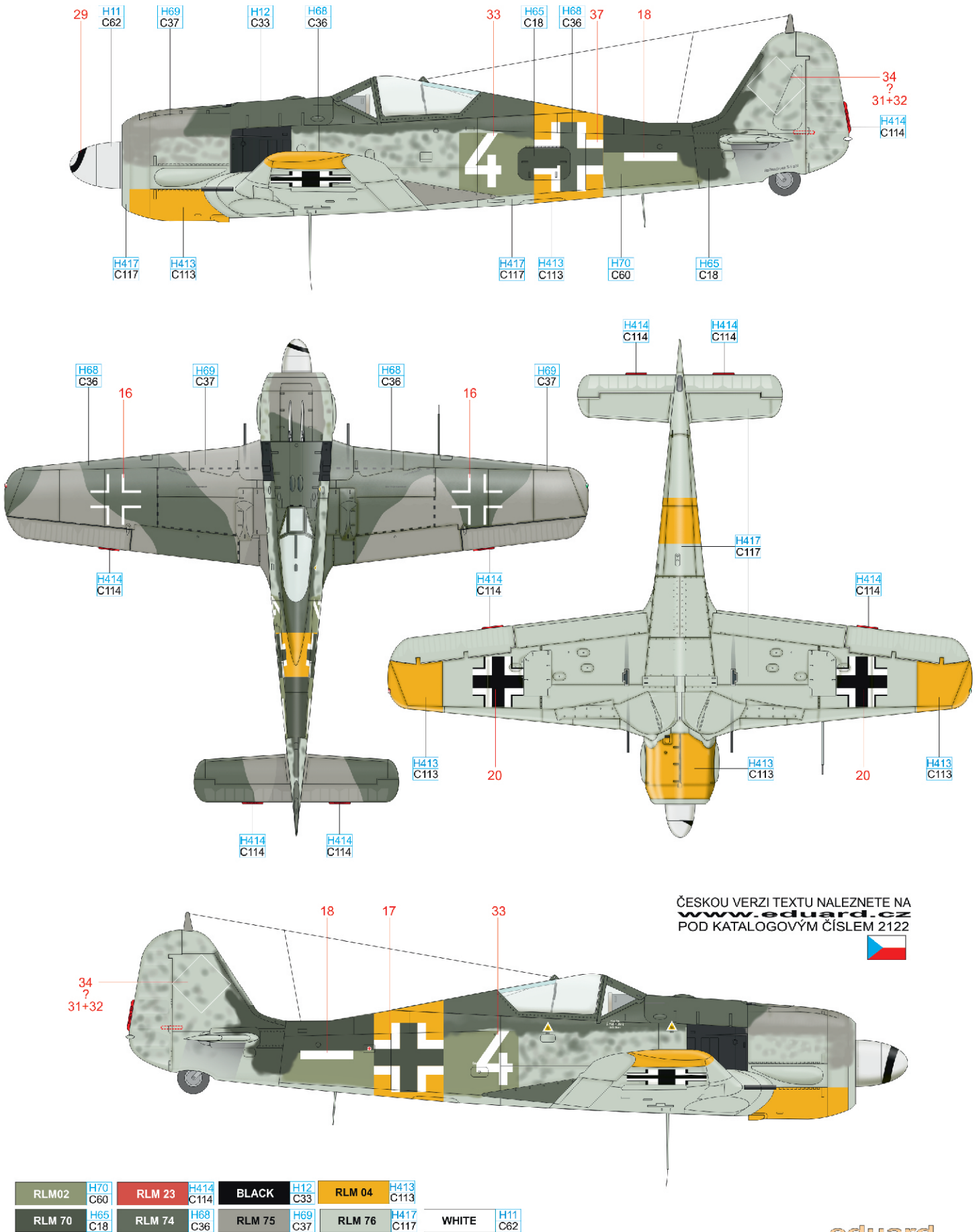
A Fw 190A-5, flown by Lt. E. Lang, 5./JG 54, Soviet Union, summer 1943

Lt. Emil "Bully" Lang, the bearer of the Knight's Cross awards, managed to shoot down 173 enemy aircraft over the course of more than 400 combat flights; 144 of these took place in the Eastern Front. This former athlete and Lufthansa pilot proved to be a real expert in combat flights. His immense success rate could nicely be illustrated with a shot down of 72 enemy aircraft within three weeks of December 1943. At that time he was 34 and ranked among the oldest Luftwaffe pilots. His lucky days ended on September 3rd, 1944. He then was a commander of II./JG 26 and in a cockpit of Fw 190A-8 he was shot down in combat with Spitfires Mk. XII of No. 41 Squadron RAF above Belgian territory. He lost combat to F/Lt. Terry Spencer. The pictured Fw 190A-5 was flown by Lt. Lang when he served as a commander of 5./JG 54. The camouflage of the aircraft was composed of three colours, two shades of green and sand colour; the same applied to all other aircraft of Jagdgeschwader 54.



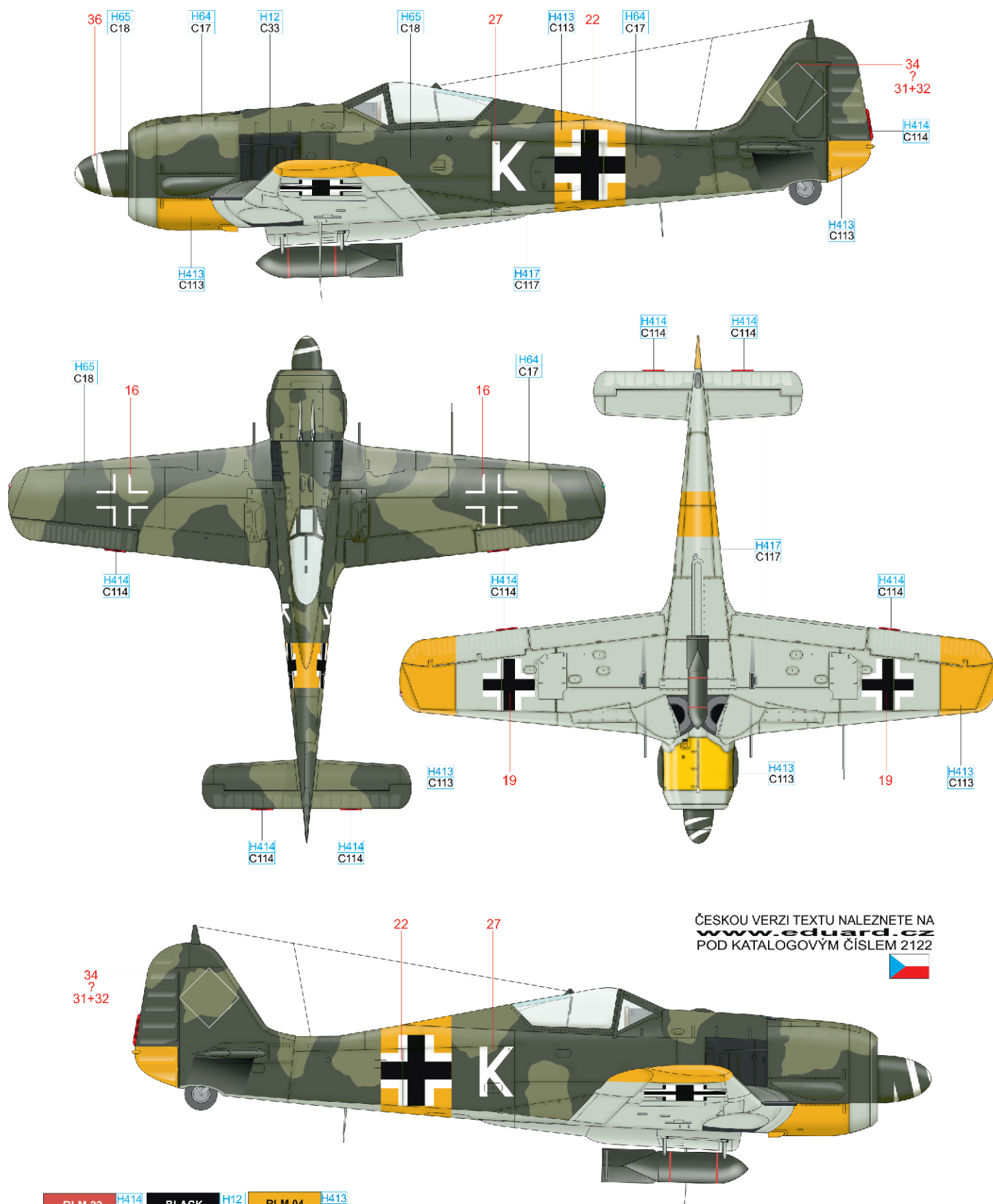
B Fw 190A-5, 4./JG 54, Immola, Finland, summer 1944

During the retreat fights of Wehrmacht in the north of the Soviet Union, through summer of 1944, the German troops had a support from the air. JG 54 had I. and II. Gruppe allocated to this area; its aircraft attempted to stop the attack of Russian fighter planes tackling German soldiers. II. Gruppe was stationed at Immola Airfield in Finland. This aircraft, bearing the standard camouflage of common Luftwaffe fighter plane, has worn out signs on the fuselage, and signs of being repainted by RLM 02 and RLM 70 colours. The spinner spiral is painted in black colour on a white background.



C Fw 190A-5, I./JG 54, Orel, Soviet Union, summer 1943

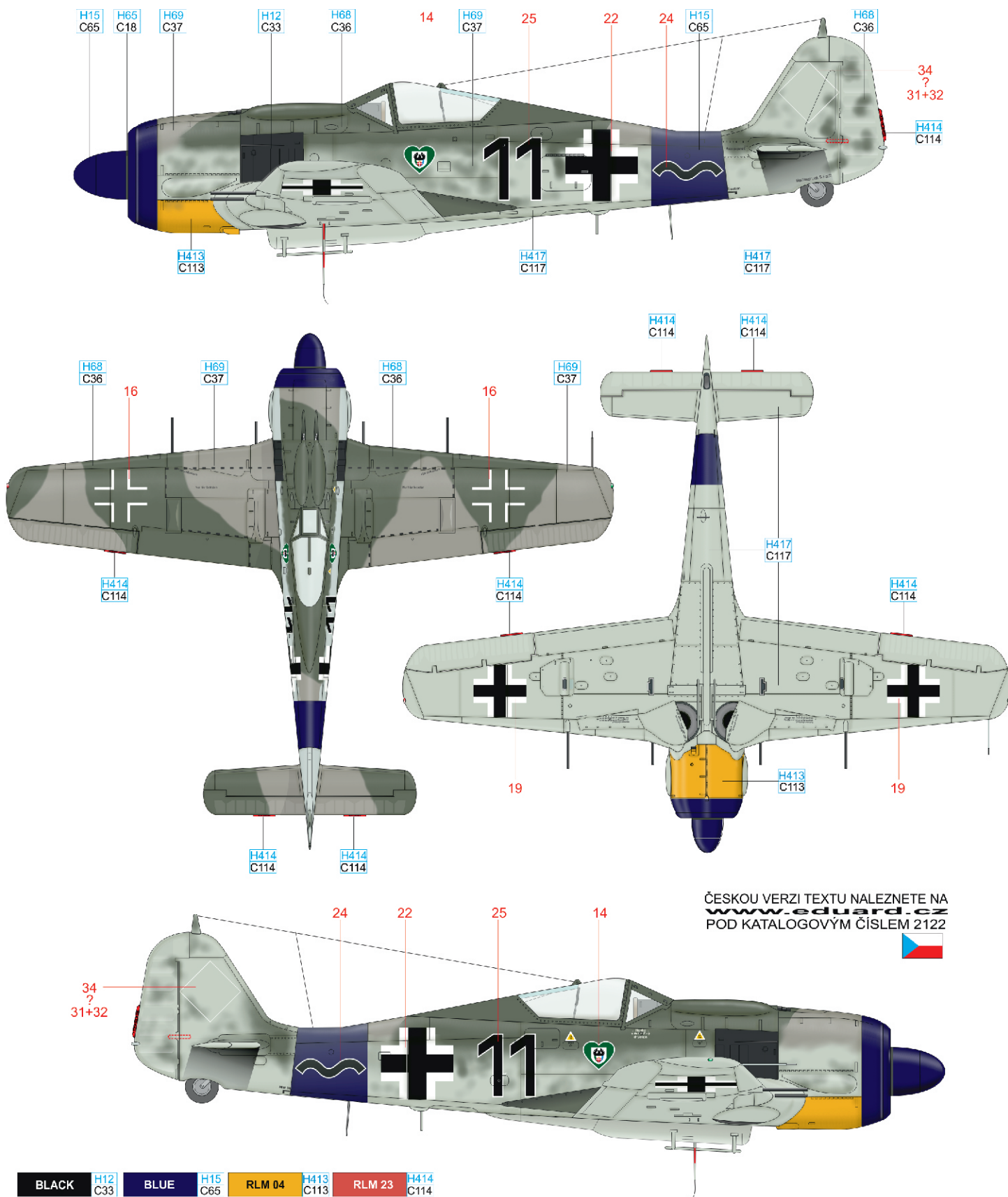
The aircraft is pictured with a camouflage of I/JG 54 where it served as a fighter-bomber for attacks on ground targets. As part of the fighter plane wings there were Staffels that took over the role of Jabo (Jagdbomber) as their priority. As an example could serve parts of I/JG 54 at the turn of summer and autumn of 1943; the indicative of this is change of marking of the aircraft from number to letter call sign. The white colour of the letter "K" should stand for the aircraft being part of the 1. Staffel ranks. The camouflage was composed of two shades of green applied on top surfaces of the planes covering the original camouflage paint with RLM 74/75/76 colours. The green camouflage is dominated by RLM 70 paint, which adds a compact and very dark final coat. Yellow complements in a form of yellow stripe on the fuselage and bottom parts of the ends of wings were applied to aircraft serving in Eastern Front.



RLM 23	H414 C114	BLACK	H12 C33	RLM 04	H413 C113
RLM 71	H64 C17	RLM 76	H417 C117	RLM 70	H65 C18

D Fw 190A-8, 14./JG 54, Mörtitz, Germany, November 1944

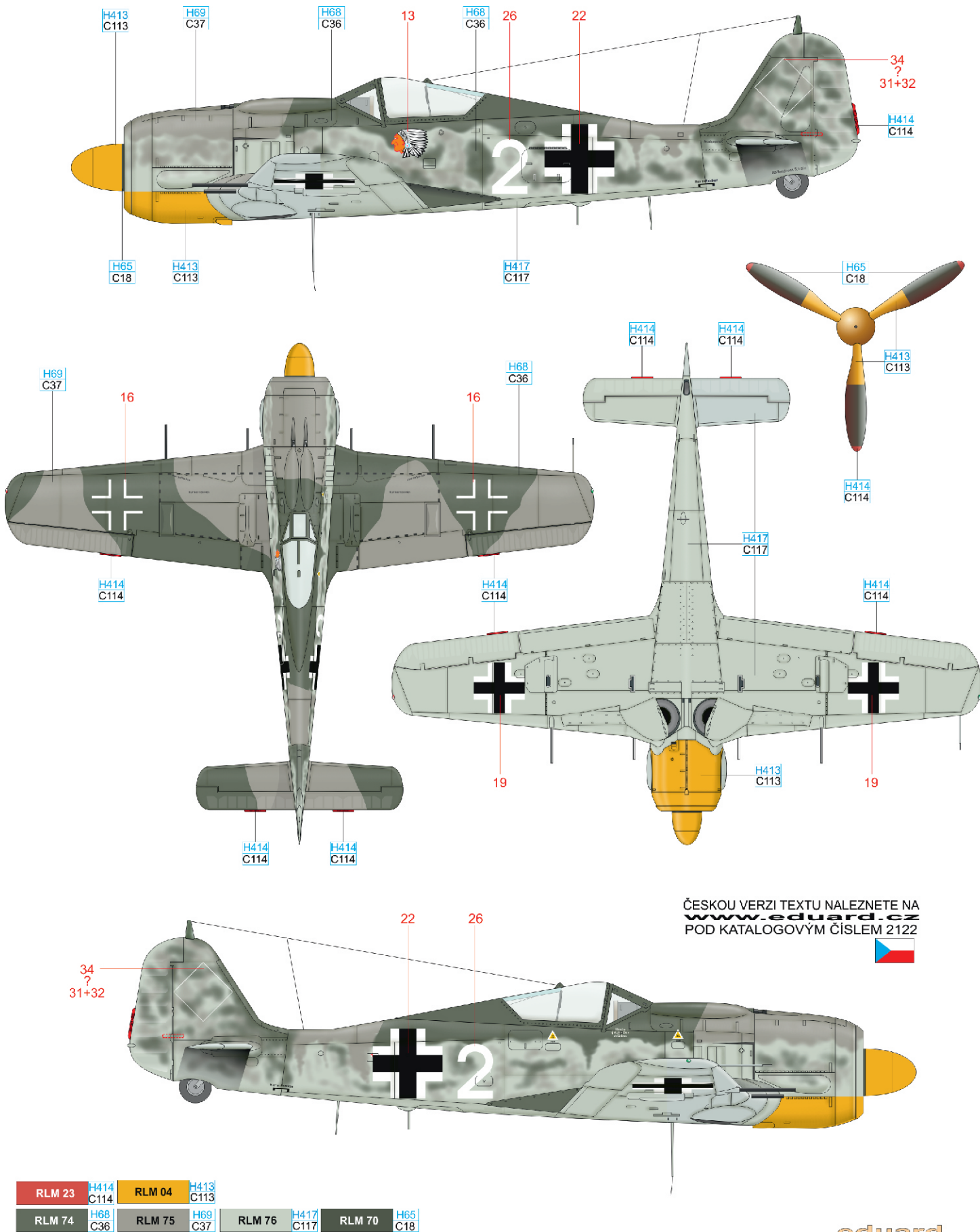
14. Staffel JG 54 was established in August 1944 on the basis of 11. Staffel of the same squadron. During the military operation Market Garden, the whole of the IV. Gruppe, the 14. Staffel was part of this squadron, was sent to combat and there it was decimated. Its residuals were then sent to the German base in Mörtitz where the fleet was restored. On November 21st, 1944 the fleet was transferred to the Vörden base where it further served as the German Empire defence unit. This Gruppe later supported the German counter-offensive in Ardennes and that not only in a role of fighter plane squadron, but also in a role of fighter-bombers supporting the ground tank storm troops. The Fw 190A-8, painted in a standard camouflage, bears the symbol of the IV. Gruppe underneath the cockpit – green heart and coat of arms of the City of Königsberg (the name of the city stayed till July 4th, 1946, later the city was renamed to Kaliningrad). The marking of the aircraft is complemented by blue stripe on the tail of the aircraft; this marking of the aircraft, belonging to JG 54, symbolized the planes, which were part of Defence of the Reich. The aircraft also bears the sign of black wave line lined with white colour. The wave line marked the aircraft belonging to IV. Gruppe of the Geschwader.



BLACK	H12 C33	BLUE	H15 C65	RLM 04	H413 C113	RLM 23	H414 C114
RLM 70	H65 C18	RLM 75	H69 C37	RLM 76	H417 C117	RLM 74	H68 C36

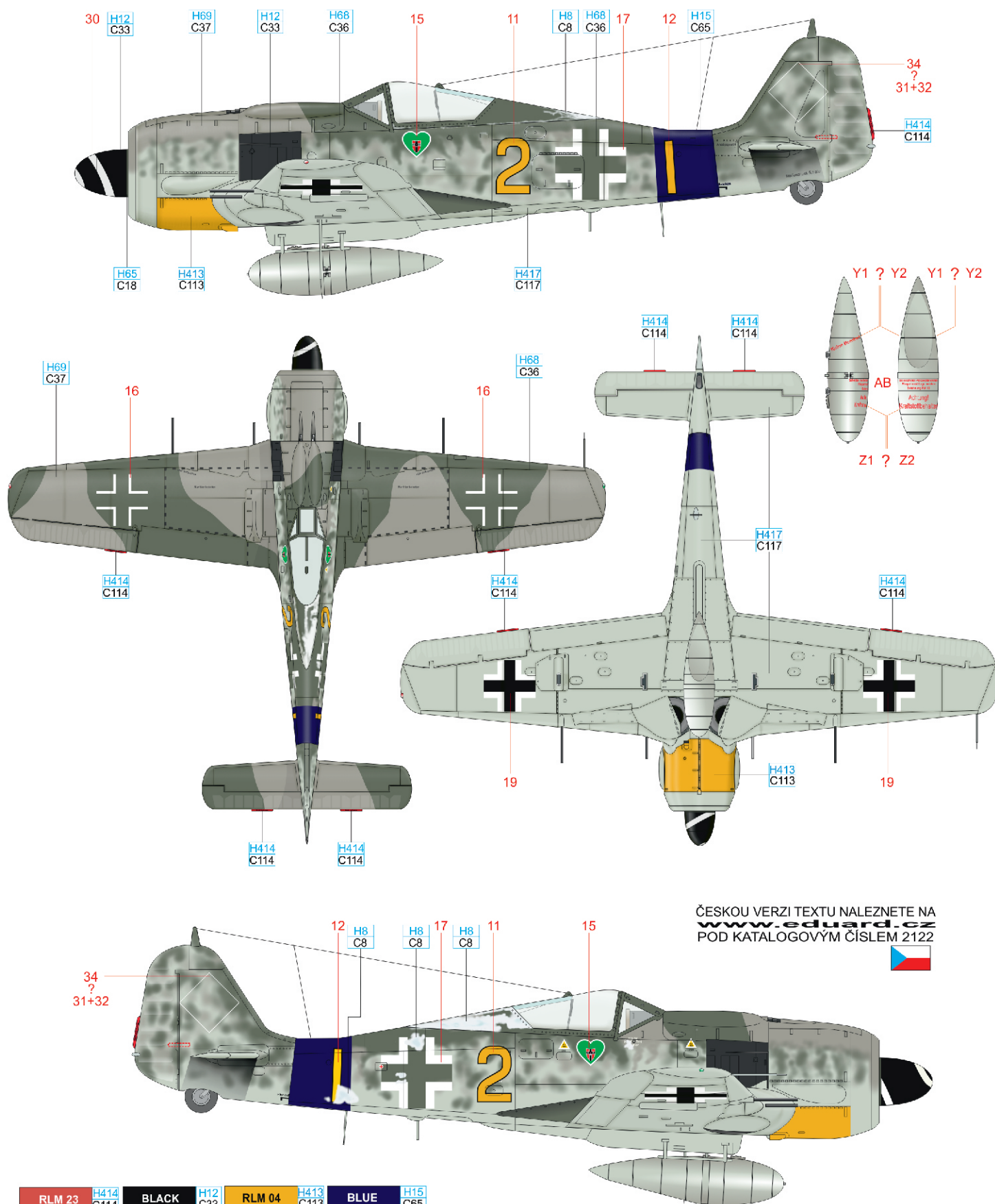
E Fw 190A-8, flown by Uffz. J. Händel, IV./JG 54, Nasielsk, Poland, August/ September 1944

This aircraft, bearing the camouflage colours RLM 74/75/76, accompanied by yellow spinner paint, served at 13. Staffel of JG 54 in the Eastern Front and was flown by Unteroffizier Julius Händel. The yellow paint was also applied partly on the propeller blades. The symbol of an Indian on the left side of the fuselage was a symbol of 13. Staffel. The aircraft lacked the marking of the IV. Gruppe on the back part of the fuselage. In September 1944, the IV./JG 54 was made to retreat from the Eastern Front to Illersheim to take a break. Soon after it got back to fighting, this time in the Western Front. Uffz. Händel died during the fight with USAAF Thunderbolts on September 23rd, 1944 in the area of Kleve/Nijmegen.



F Fw 190A-8, 9./JG 54, Villacoublay, France, summer 1944

In February 1943, after its transfer from Smolensk, the III./JG 54 started to operate in the Western Front. Their airfields were located in France and Germany. Their pilots defended the seized territory from sweeps and bombing raids of the Allied forces. During the course of May and June 1944, the wing switched from Bf 109 to Fw 190, which was supposed to support the effort of Luftwaffe and Wehrmacht to stop the progress of Allies after their invasion in Normandy. Run-down by war, but still very colourful "Yellow 2" from 9. Staffel/JG 54 represents the period of fights with the Allied forces in summer 1944. The RLM 74/75/76 camouflage, as well as the spiral on the propeller spinner, corresponds to the colour standards of Luftwaffe fighter aircraft. The blue stripe at the end of the fuselage marks the JG 54; this marking symbolized the planes, which were part of Defence of the Reich. The yellow Gruppe marking and fuselage number symbolize its affinity to the 9. Staffel. The fuselage cross core is painted in RLM 74. The sign of the III./JG 54 was located on both sides of the fuselage.



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RLM 23	H414 C114	BLACK	H12 C33	RLM 04	H413 C113	BLUE	H15 C65
RLM 74	H69 C36	RLM 75	H69 C37	RLM 76	H417 C117	RLM 70	H65 C18
						SILVER	H8 C8

