

Fw 190A-5

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item No. 7470

The Focke-Wulf Fw 190 was the best what was available to the Luftwaffe during the second half of the World War II. It soldiered in various modifications as the aircraft 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 a 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 finally 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 the Hurricanes, but also to the Spitfires. The very first Fw 190 lost in combat action 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 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 151s 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, 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, 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 and 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 and 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 the result of mounting an 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-5

The Fw 190A-4 was very successful fighter, and with the more powerful BMW 801D-2 engine developing 1,677 hp (1,250 kW), showed promising potential as more power allowed more ordnance and protective armour. With A-5 the installation of the engine changed, moving it forward by 5.9 inch (15 cm). The reasoning behind this was to move the centre of gravity forward, allowing more weight to be carried aft. Later variants of Fw 190s utilised this change to great extent.

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. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN 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

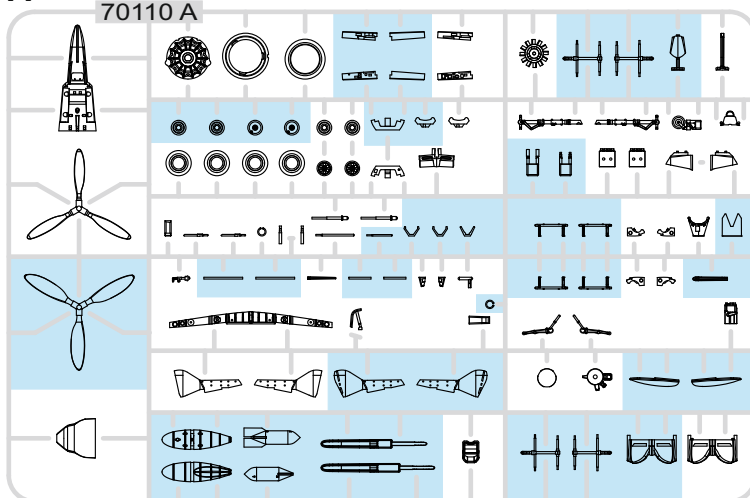


部品

PLASTIC PARTS

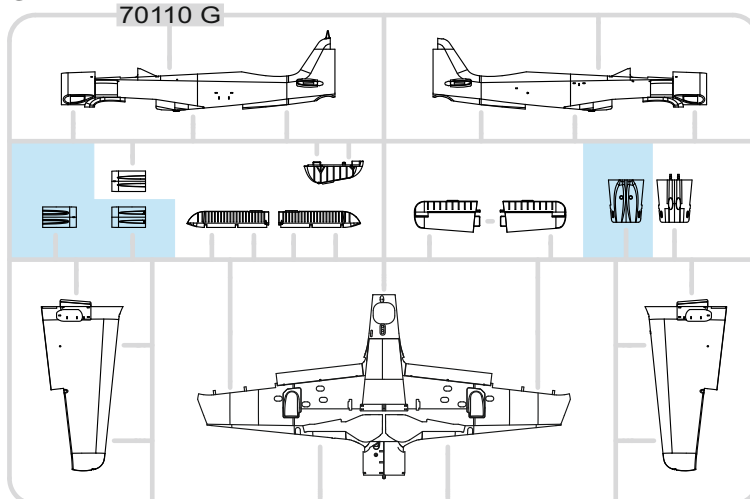
A>

70110 A



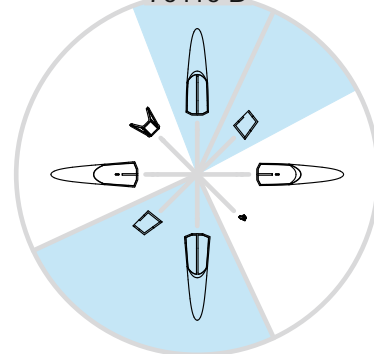
G>

70110 G



D>

70110 D



-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
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK

AQUEOUS	Mr.COLOR	
H303	C303	GREEN
H310	C310	BROWN
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
Mr.COLOR SUPER METALLIC		
SM206		SUPER CHROME SILVER 2

A

**OPTIONAL:
decal K4**

A9

H416
C116
RLM 66
BLACK GRAY

**OPTIONAL:
decal K3**

A10

A1

H416
C116
RLM 66
BLACK GRAY

H416
C116
RLM 66
BLACK GRAY

A58

H2
C2
BLACK

H416
C116
RLM 66
BLACK GRAY

A53

H2
C2
BLACK

A68

H416
C116
RLM 66
BLACK GRAY

A57

H416
C116
RLM 66
BLACK GRAY



A29

H416
C116
RLM 66
BLACK GRAY

**OPTIONAL:
decal K2**

decal K6

A87

H416
C116
RLM 66
BLACK GRAY

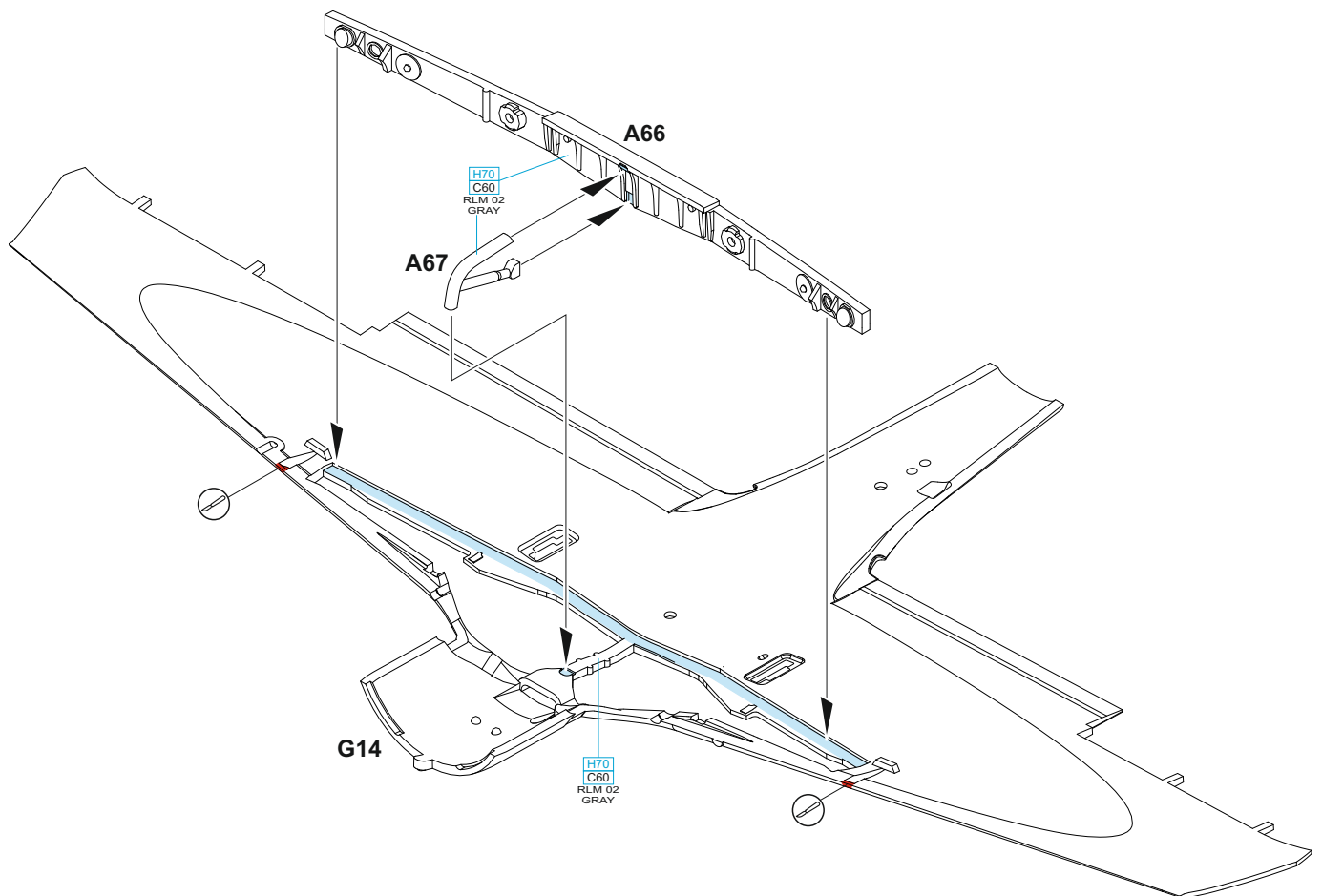
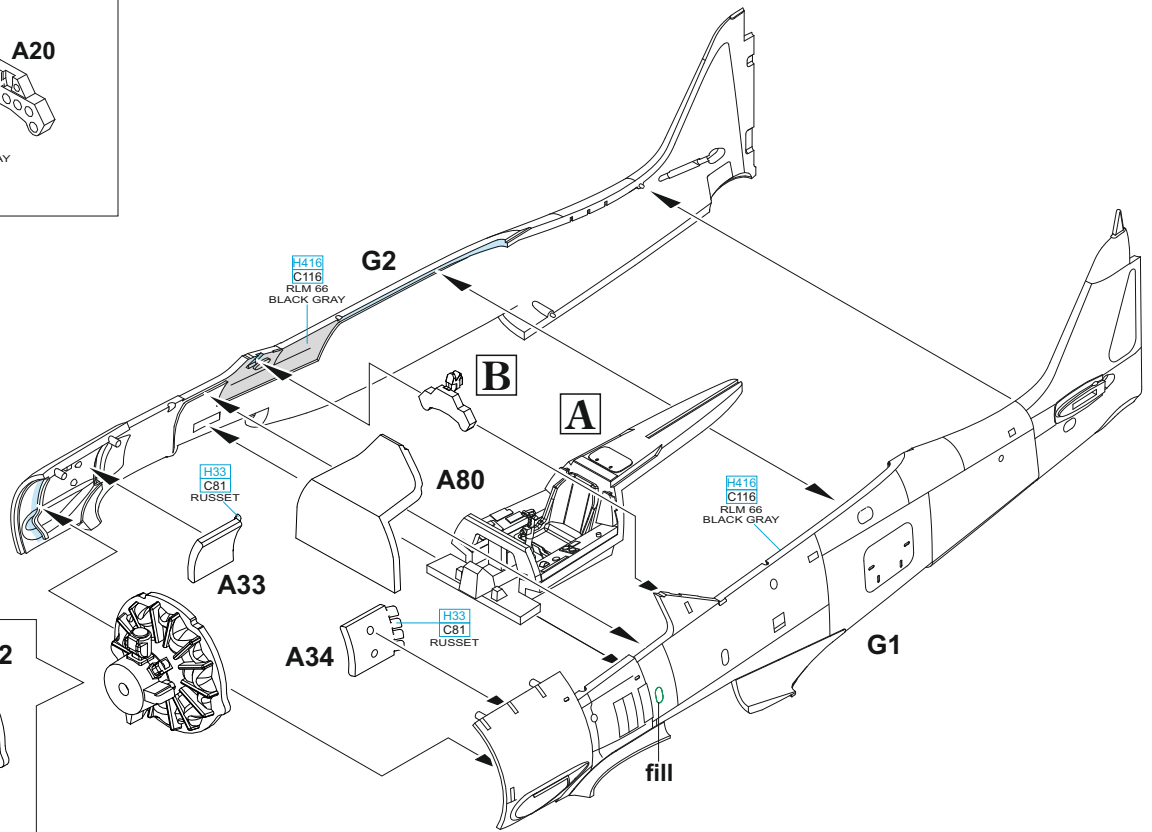
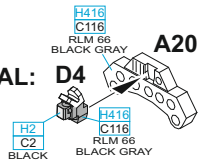
decal K5

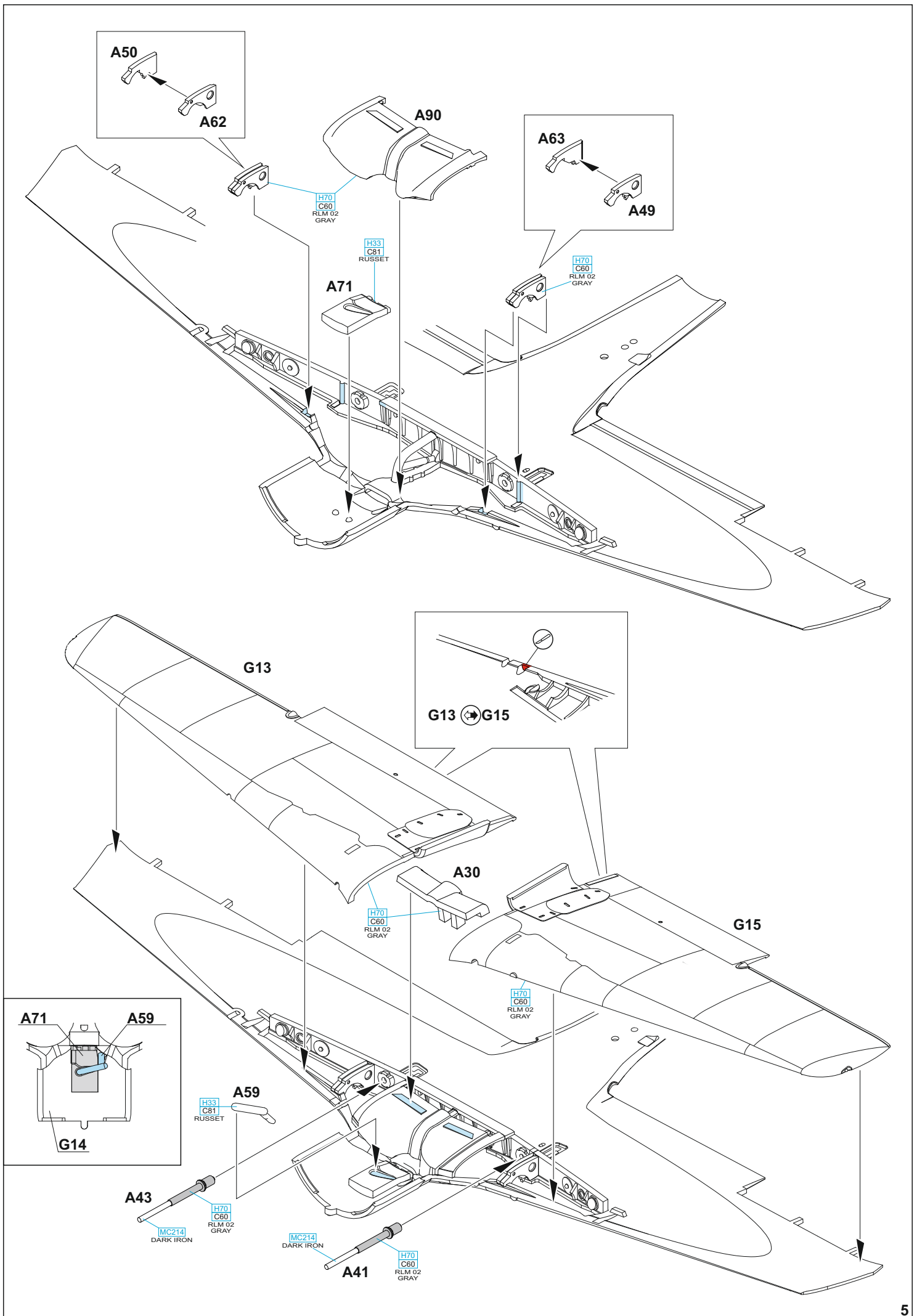
decal K7

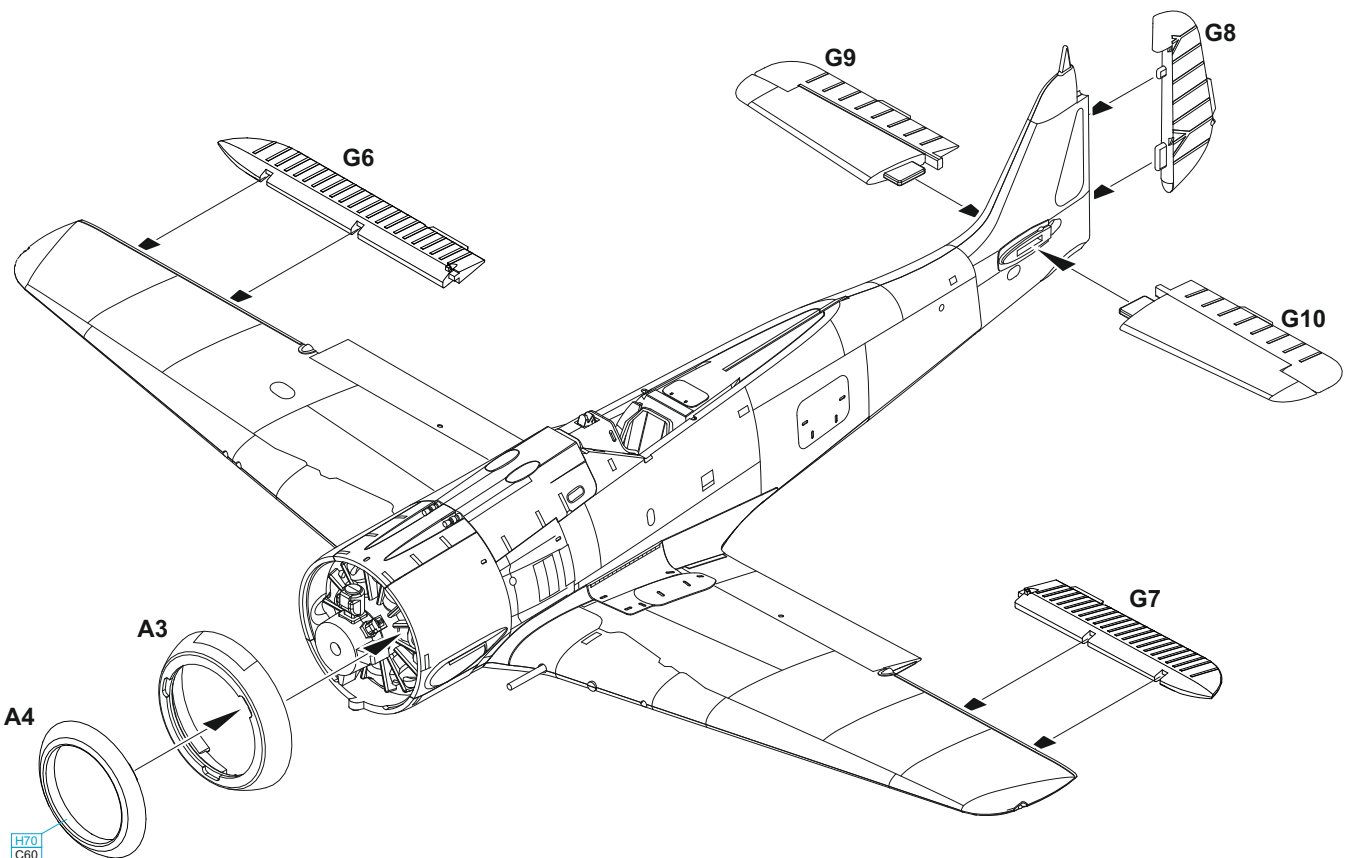
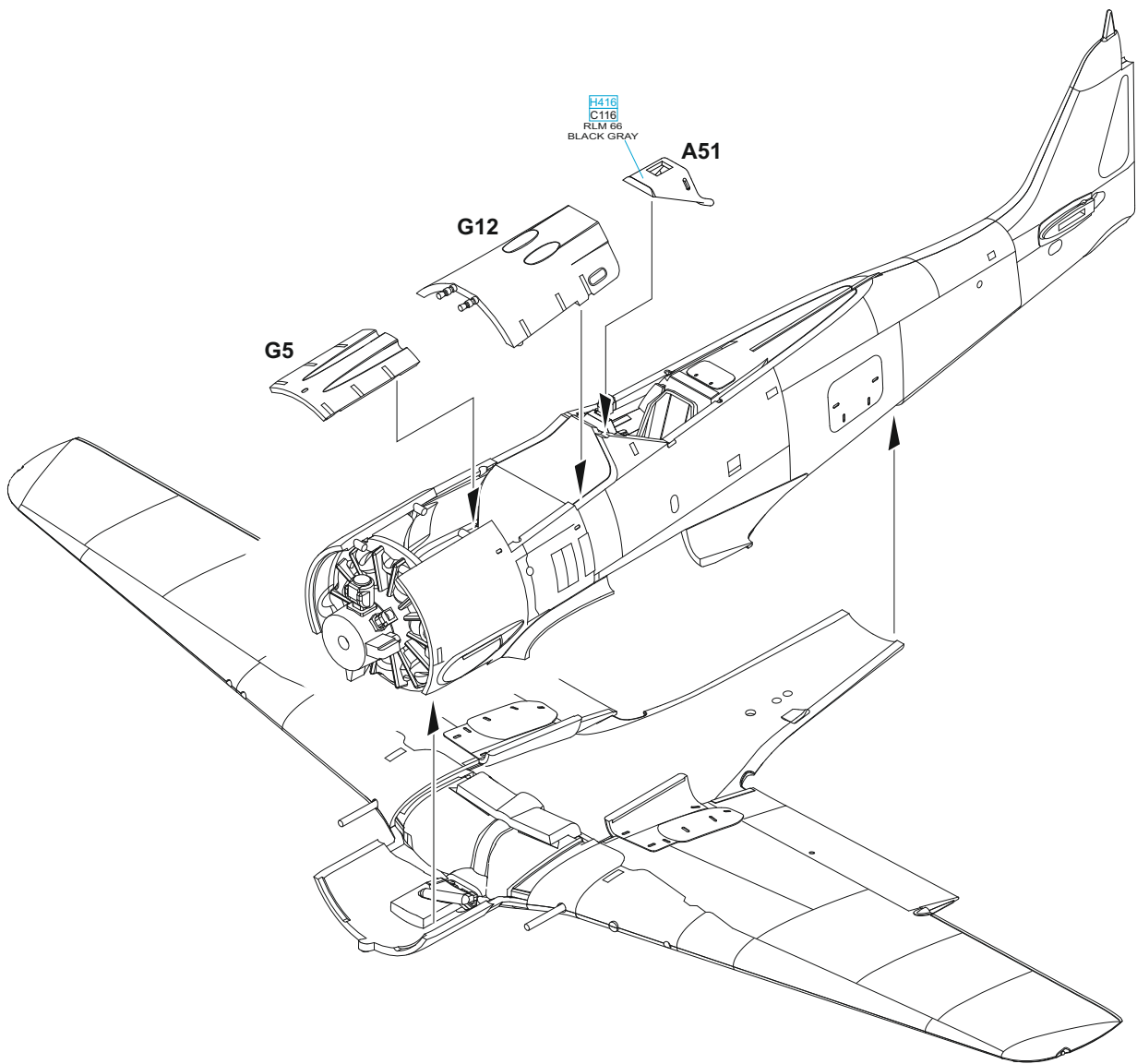
decal K7

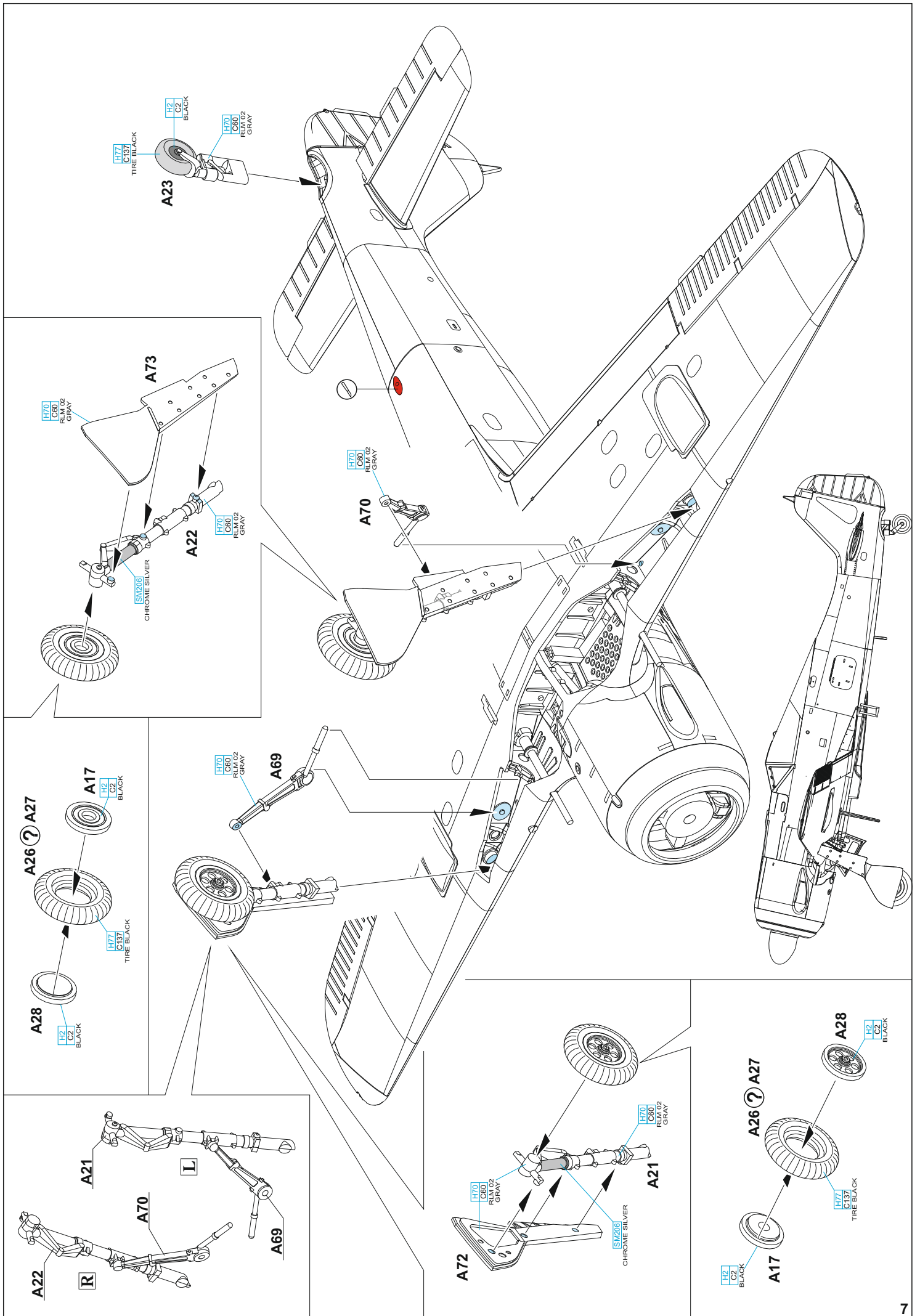
B

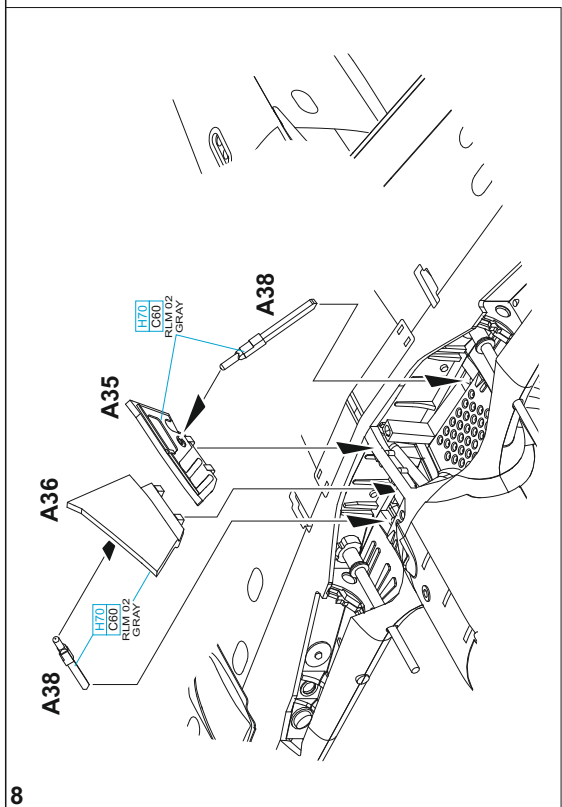
OPTIONAL:
decal K1



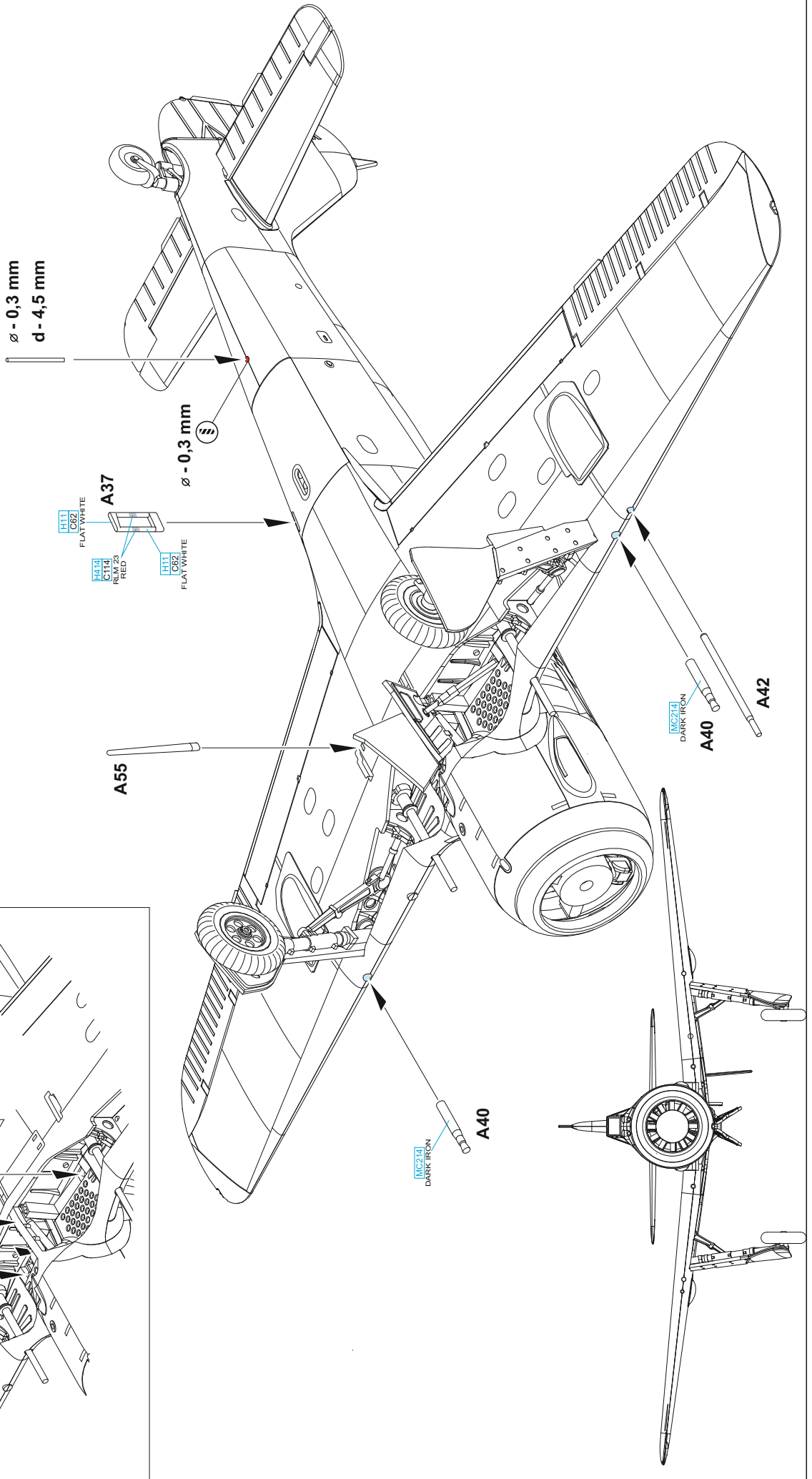


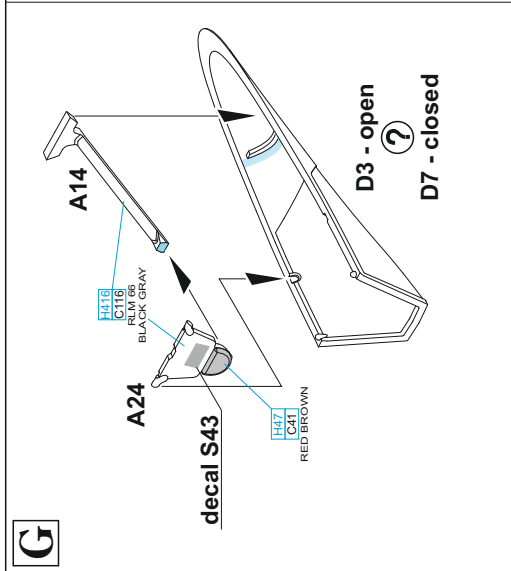




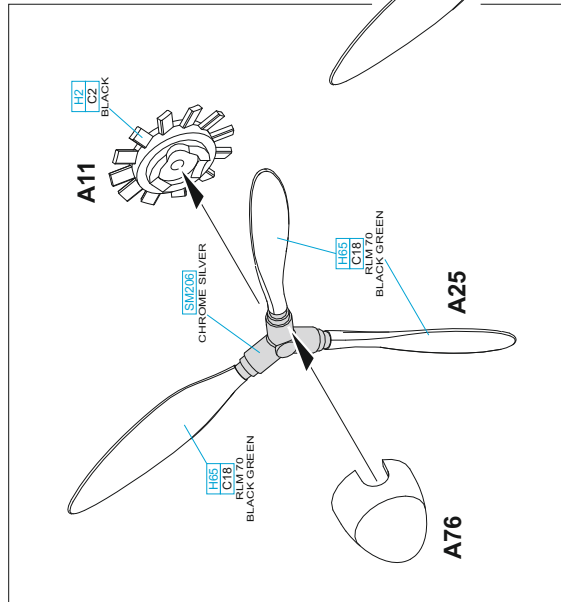
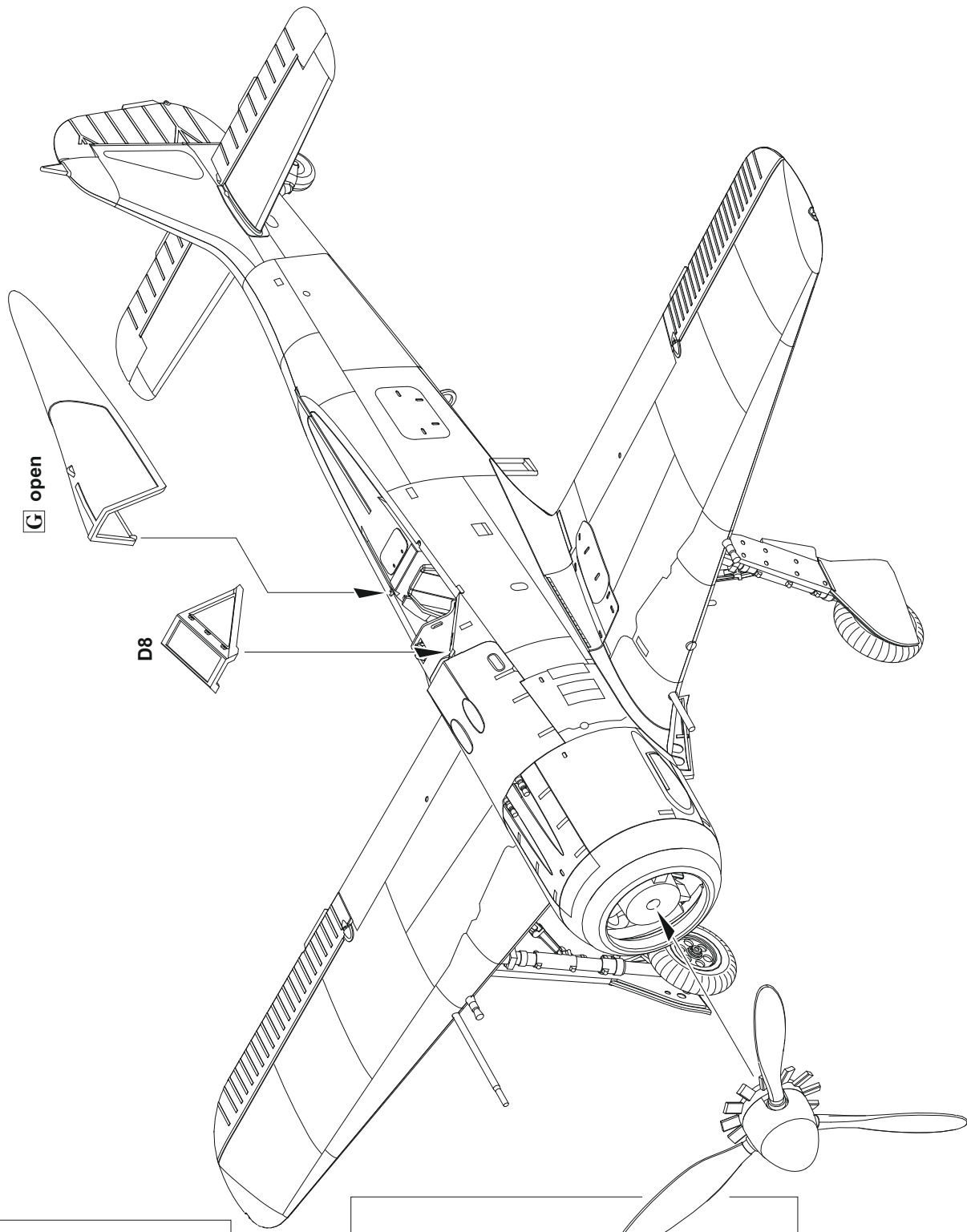


plastic
 $\varnothing - 0,3 \text{ mm}$
 $d - 4,5 \text{ mm}$



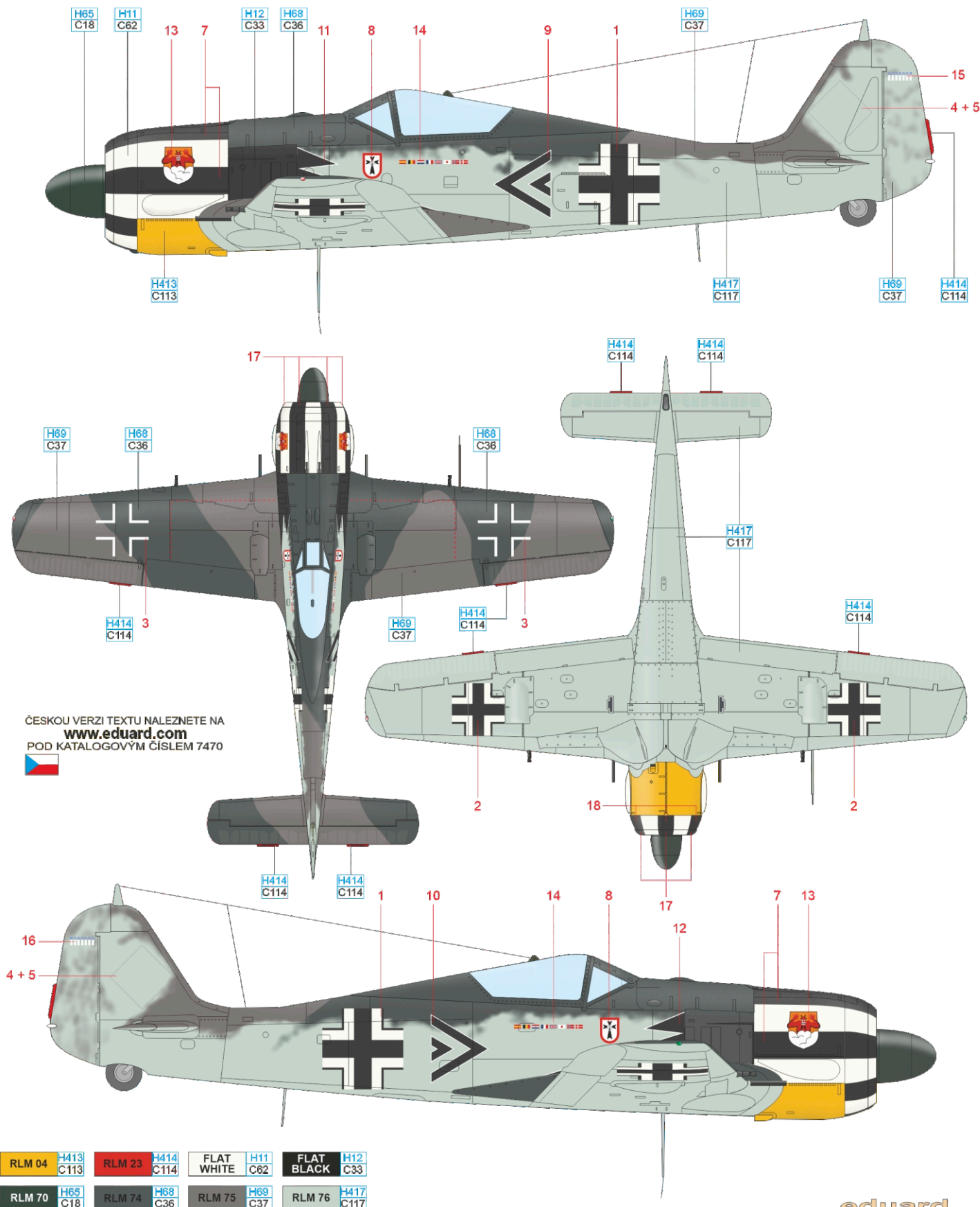


G



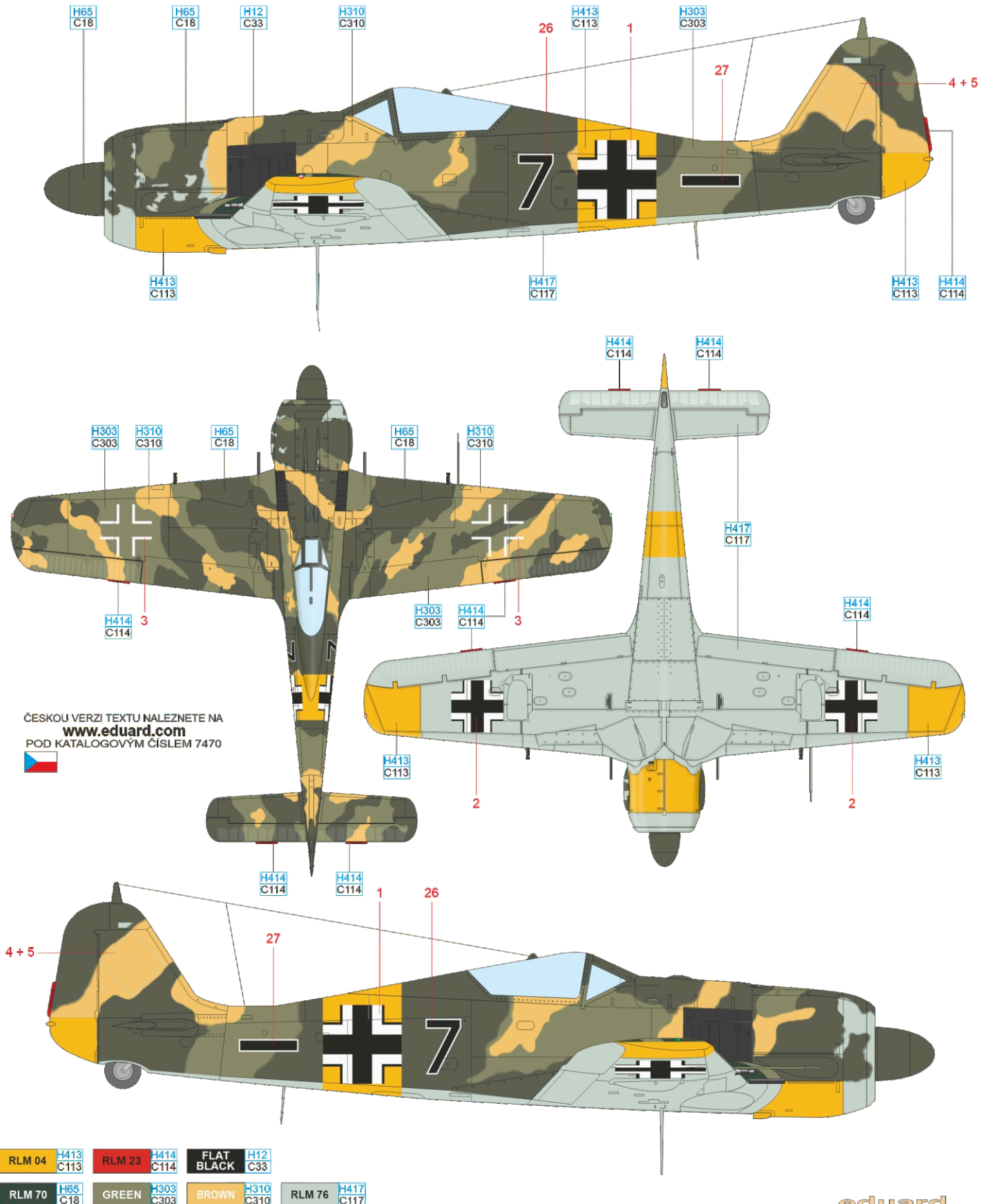
B Maj. Fritz Losigkeit, CO of I./JG 1, Deelen, the Netherlands, April 1943

Fritz Losigkeit (1913–1994) was born in Berlin and starting from October 1936 served with JG 2 "Richthofen". He joined Legion Condor in Spain in March 1936 but was shot down and captured. In April 1939 he joined 2./JG 26 and later became CO of this unit. A shift in his career occurred in June 1941, when he became member of the diplomatic mission in Japan. After his return in March 1942 he took over the command of I./JG 26, but he did not stay too long there, as he was sent to Eastern Front to lead III./JG 51 shortly afterwards. In April 1944 he became Kommodore of JG 51 and a year later he took over the command of JG 77. Losigkeit scored 68 victories in approximately 750 missions flown and was awarded Knight's Cross. An interesting feature of the marking of his Fw 190 was the stripe of the flags under the canopy representing his combat deployments and foreign affairs assignments. Emblem of IV./JG 1 and victory marks on rudder are not confirmed by photos. After the war Losigkeit was working for CIA-controlled organization Gehlen, later he became secretary of Free Democratic Party (FDP). Camouflage consists of RLM 74, 75 and 76 colors with spinner in RLM 70.



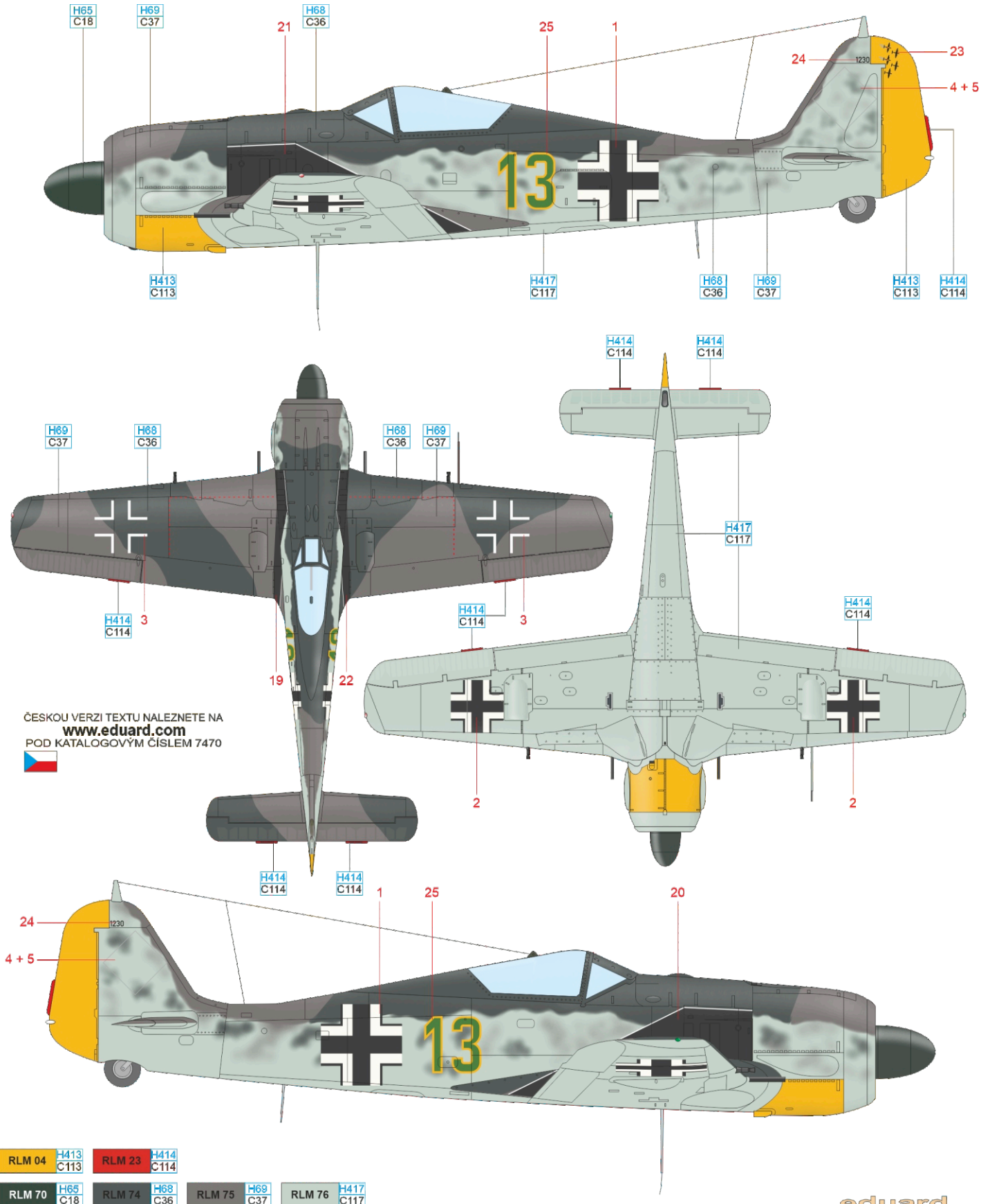
C Lt. Emil Lang, 5./JG 54, the Soviet Union, summer 1943

Lt. Emil "Bully" Lang managed to shoot down 173 enemy aircraft over the course of more than 400 combat missions. Of these, 144 were achieved in the Eastern Front. Lang, pre-war athlete and Lufthansa pilot, proved to be a real expert in combat flying. His immense success rate could nicely be illustrated with downing 72 enemy aircraft within three weeks of December 1943. At that time, he was 34 and thus one of the oldest Luftwaffe pilots. His lucky days ended on September 3, 1944. At the time, he was a commander of II./JG 26 and was shot down during combat with Spitfires Mk. XII of No. 41 Squadron RAF over Belgian territory. He fell victim to F/Lt. Terry Spencer. This Fw 190A-5 was flown by Lt. Lang during the time he was commander of 5./JG 54. The upper surfaces of Lang's Fw 190A-5 were camouflaged by irregular fields of two shades of a green and a sand color. The darker of greens was probably RLM 70, while the other two shades were non-standard colors. Undersurfaces were painted in RLM 76 and the aircraft sported yellow markings of the Eastern Front: lower engine cowl, bottom wingtips and rudder and also wide band around the rear fuselage. Other aircraft of JG 54 were finished in the same manner.

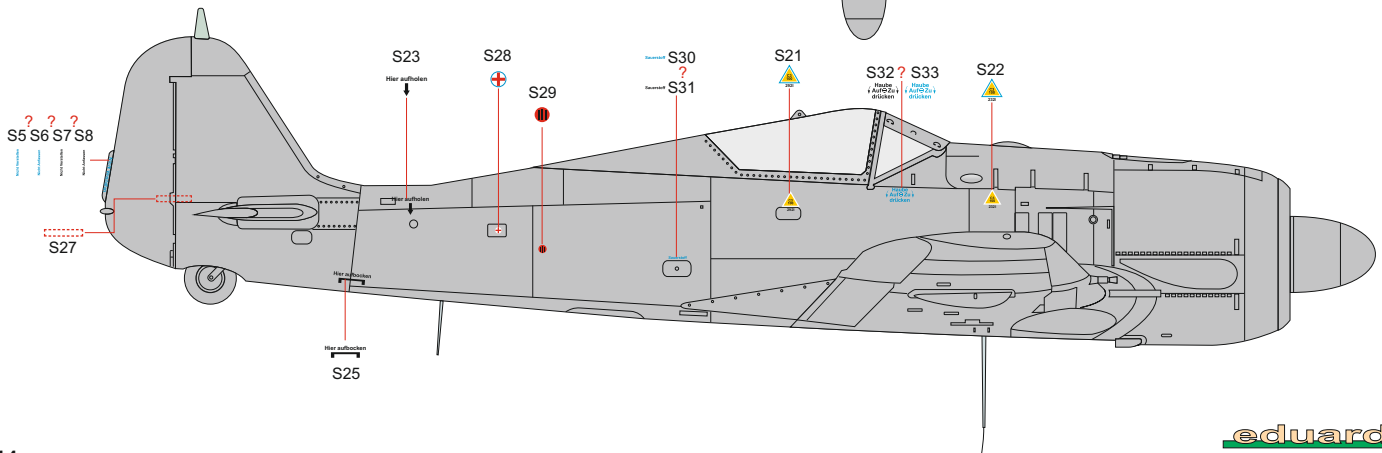
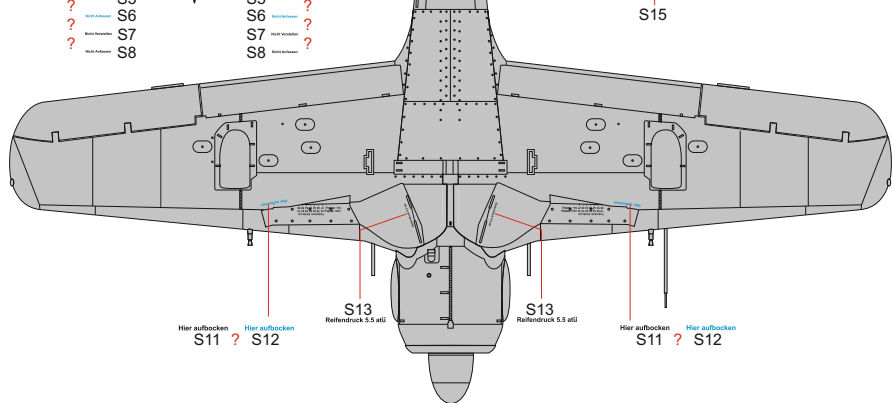
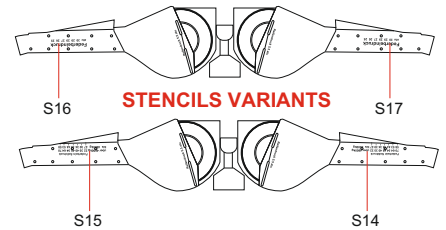
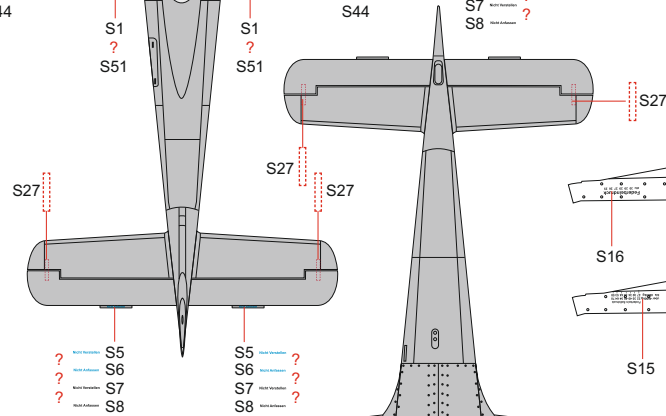
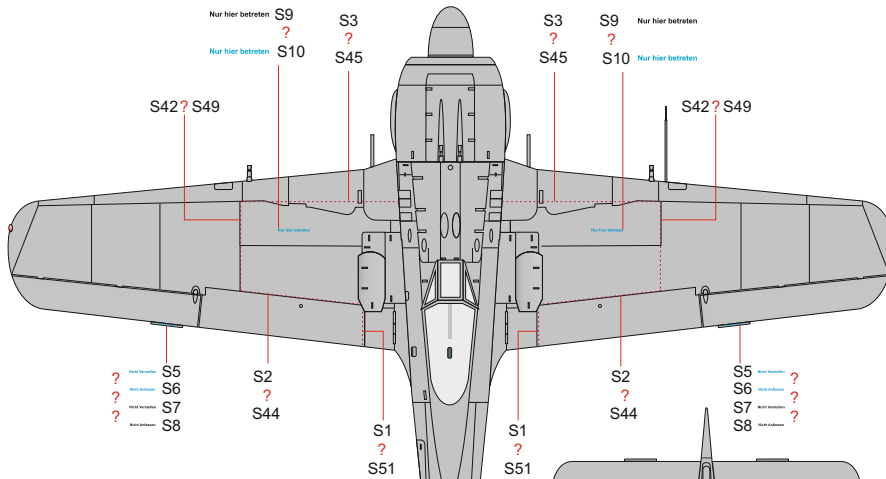
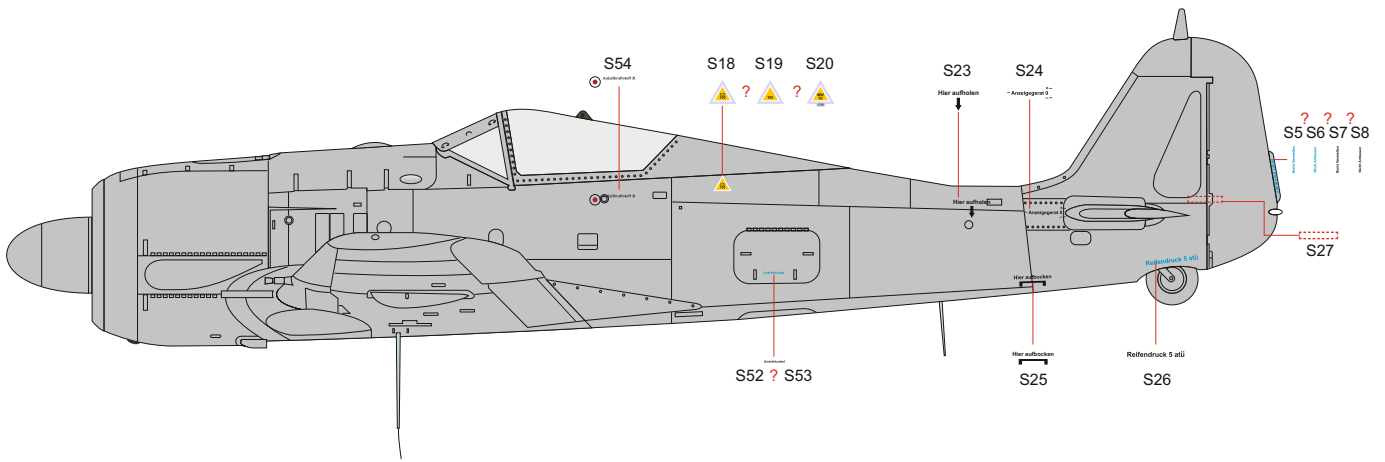


D WNr. 1230, Obstlt. Walter Oesau, CO of JG 2, Beaumont le Roger, France, June 1943

Walter "Gulle" Oesau joined JG 2 "Richthofen" before the war and in April 1938 was transferred to Legion Condor in Spain. In August 1940, already as CO of 7./JG 51, he was awarded Knight's Cross after gaining 20 victories in WWII. He briefly led III./JG 51 and in November was appointed CO of III./JG 3. On July 15, 1941, his victory tally had reached 80 and at the end of July 1941, he took command of JG 2 in France. Oesau recorded his 100th victory on October 26, 1941 and was appointed Kommodore of JG 1 in November 1943, following the death of Oberst Hans Philipp. On May 11, 1944, Oesau was shot down and killed by P-38s in the cockpit of Bf 109G-6/AS (WNr. 20601) "Green 13" near St Vith. "Gulle" Oesau scored 127 victories in over 300 combat missions. Nine of them in Spain, 74 in the West and 44 over the Eastern Front. This Fw 190A-5 was manufactured by Focke-Wulf in Marienburg in the first half of 1943. Camouflage consisted of RLM 74, 75 and 76 color shades with spinner painted RLM 70. The rudder sported symbols of five victories (101st to 105th) against four-engined bombers.



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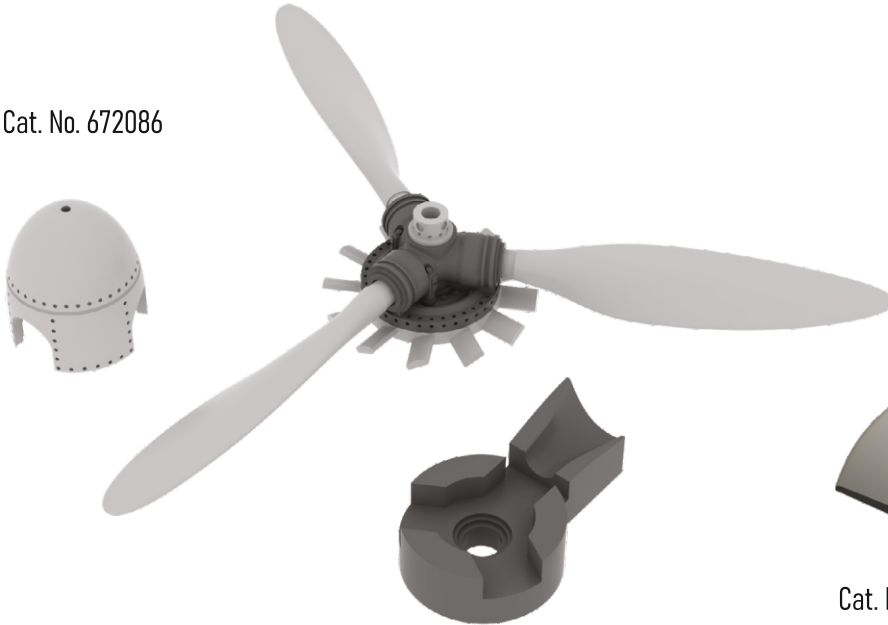


Eduard goodies for

Fw 190A-5 1/72

- SS804 Fw 190A-5 Weekend (PE-Set)
- 672085 Fw 190A exhaust stacks (Brassin)
- 672086 Fw 190A propeller (Brassin)
- 672118 Fw 190A-5 engine & fuselage guns (Brassin)
- 672196 Fw 190A-5/U12 gun pods (Brassin)
- CX456 Fw 190A-5 (Mask)

Cat. No. 672086



Cat. No. 672085



Cat. No. 672196

eduard **WEEKEND**
edition

A dynamic action scene featuring a Fw 190A-8/R2 in the foreground, flying through a cloudy sky. The aircraft is dark blue with white markings, including a large swastika on the fuselage and wings. In the background, several other aircraft are engaged in a dogfight, with one showing signs of damage and fire. A gun barrel is visible in the bottom foreground, suggesting the viewer's perspective is from the cockpit of another aircraft.

Fw 190A-8/R2

scale **1/72**

Cat. No. 7467