

Fw 190F-8

eduard

GERMAN WWII FIGHTER-BOMBER

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#70119



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 1, 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 801 C-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, who's 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 13mm 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 801 TS 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 it's 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 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 MONTÁŽNOTCH
ZÁREZREMOVE
ODRÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽÍ EDUARDS MASK
NABARVIT

PARTS



DÍLY



TEILE



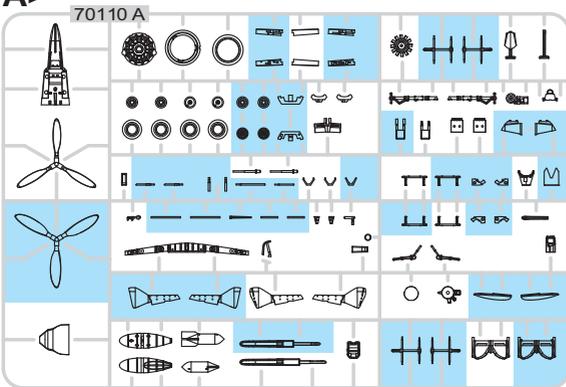
PIĚCES



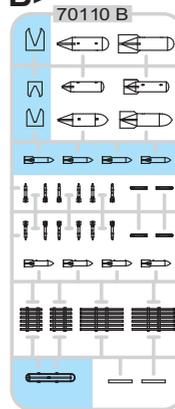
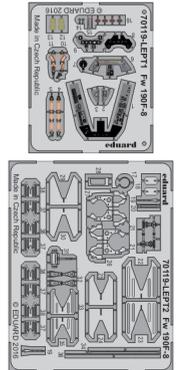
部品

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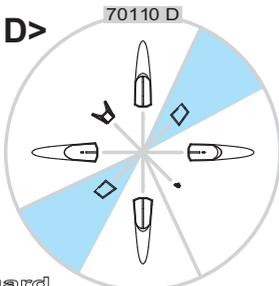
PLASTIC PARTS



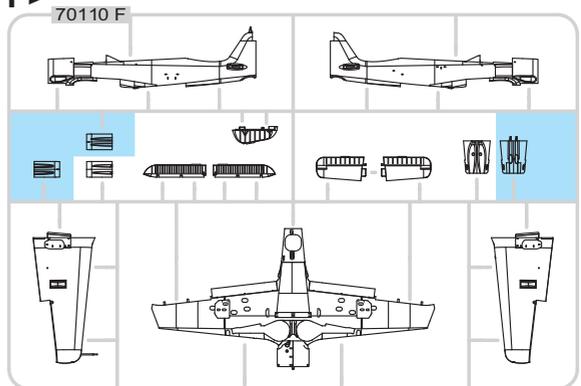
B>

PE - PHOTO ETCHED
DETAIL PARTS

D>



F>

eduard
MASK

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



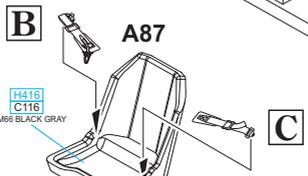
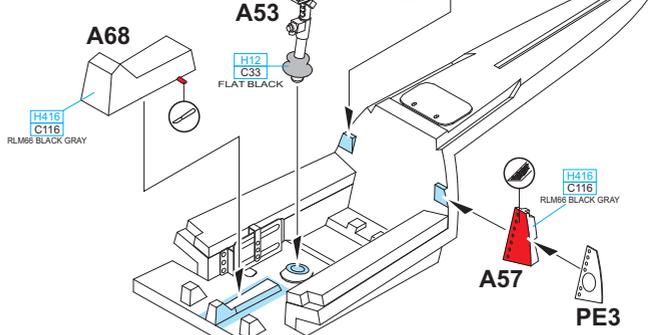
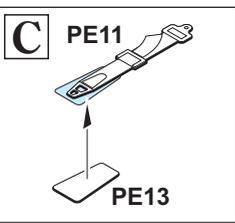
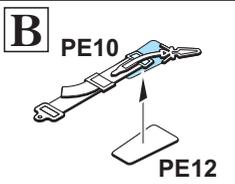
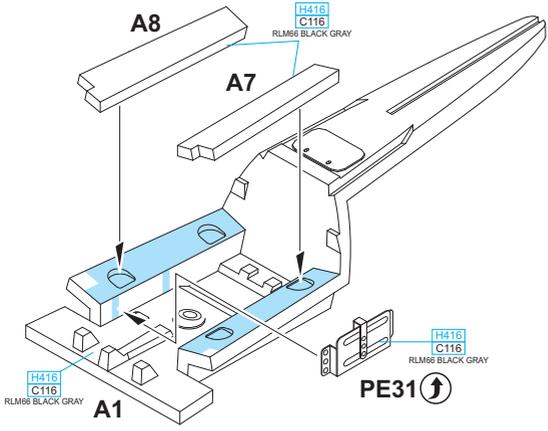
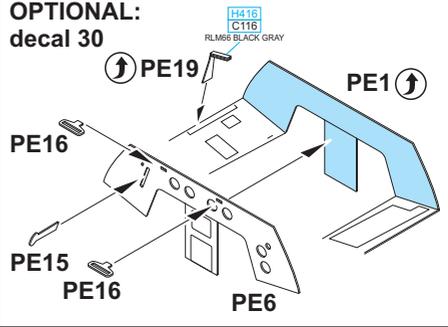
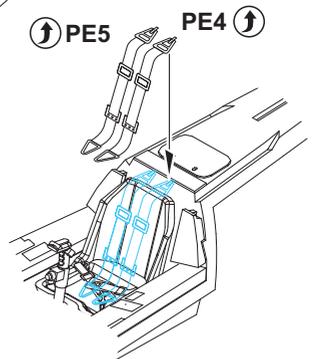
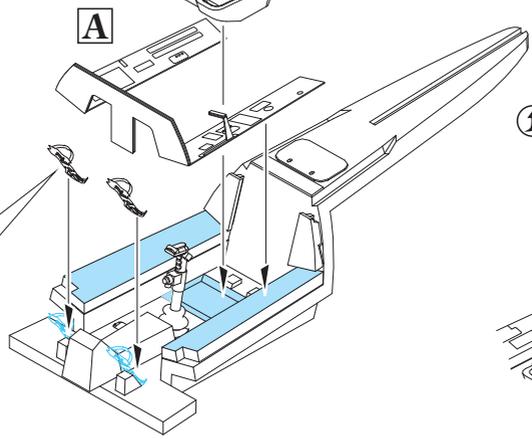
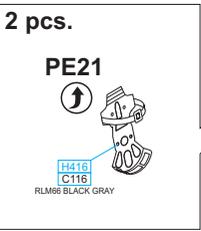
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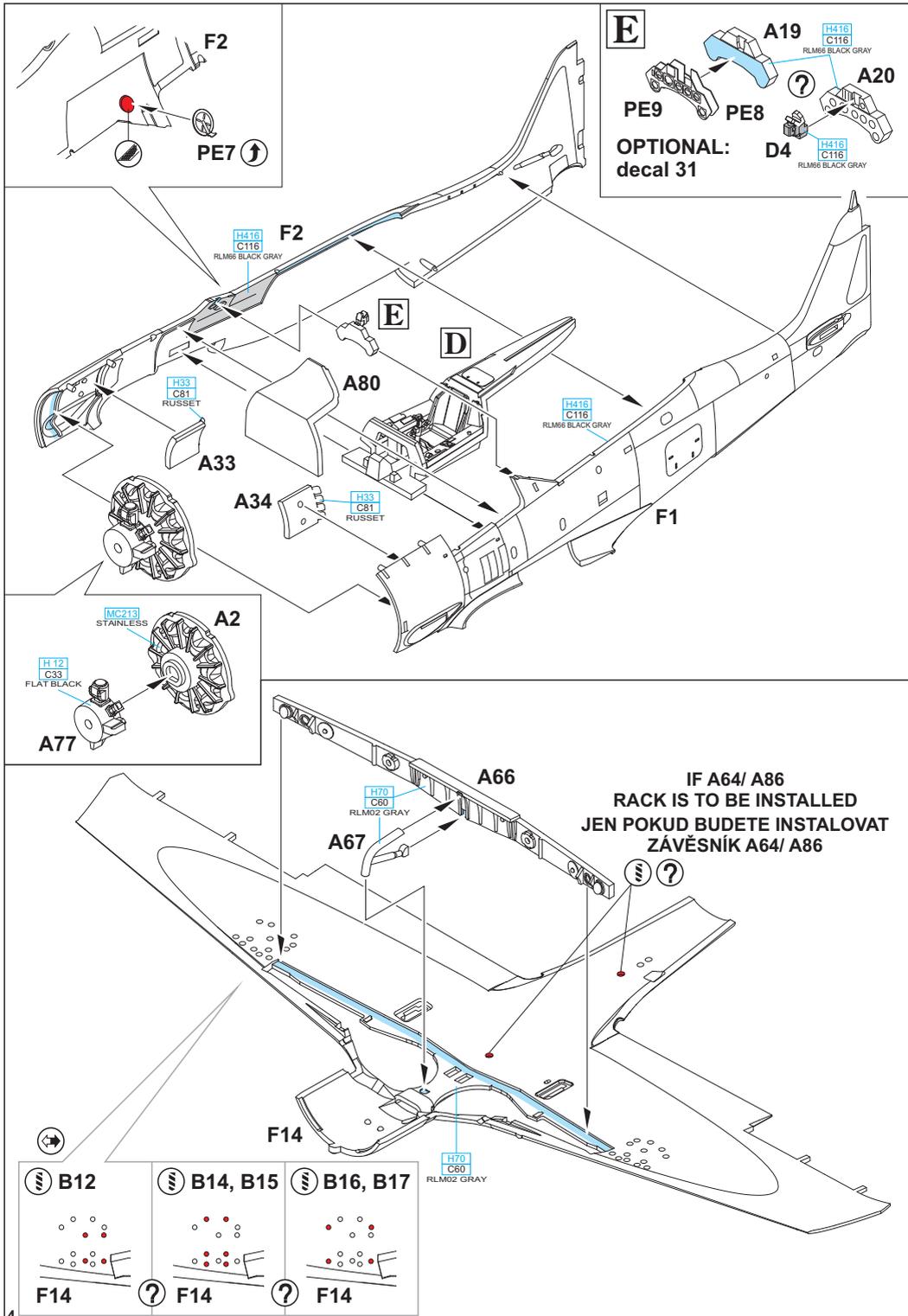


色

GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H2	C2	BLACK	
H11	C62	FLAT WHITE	
H12	C33	FLAT BLACK	
H33	C81	RUSSET	
H47	C41	RED BROWN	
H65	C18	BLACK GREEN	RLM70
H66	C119	SANDY BROWN	RLM79
H68	C36	DARK GRAY	RLM74
H69	C37	GRAY	RLM75
H70	C60	GRAY	RLM02
H77	S137	TIRE BLACK	
H90	C54	KHAKI GREEN	

AQUEOUS	Mr.COLOR		
H413	C113	YELLOW	RLM04
H414	C114	RED	RLM23
H416	C116	BLACK GRAY	RLM66
H417	C117	LIGHT BLUE	RLM76
H420	C120	OLIVE GREEN	RLM80
H421	C121	BROWN VIOLET	RLM81
H423	C123	DARK GREEN	RLM83
Mr.COLOR SUPER METALLIC			
S401		SUPER FINE SILVER	
S405		CHROME SILVER	
Mr.METAL-COLOR			
M213		STAINLESS	
M214		DARK IRON	

A**OPTIONAL:
decal 30****D**



E

A19 H416 C116 RLM66 BLACK GRAY

A20 H416 C116 RLM66 BLACK GRAY

PE9 PE8

D4 H416 C116 RLM66 BLACK GRAY

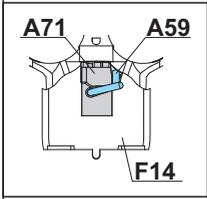
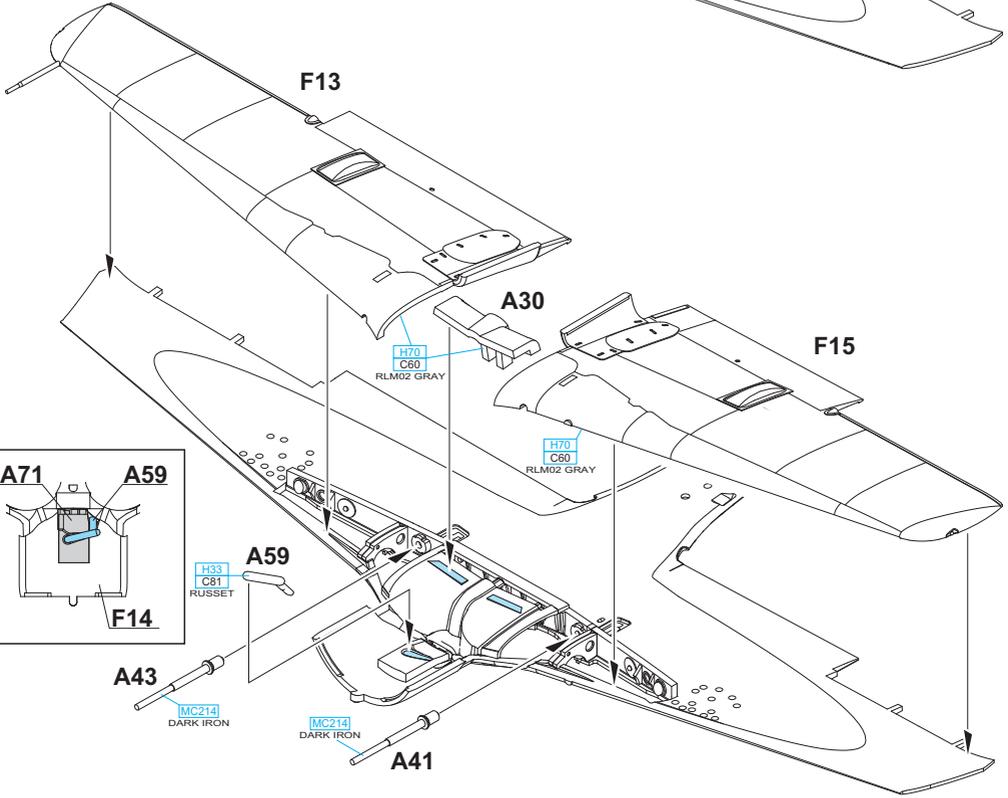
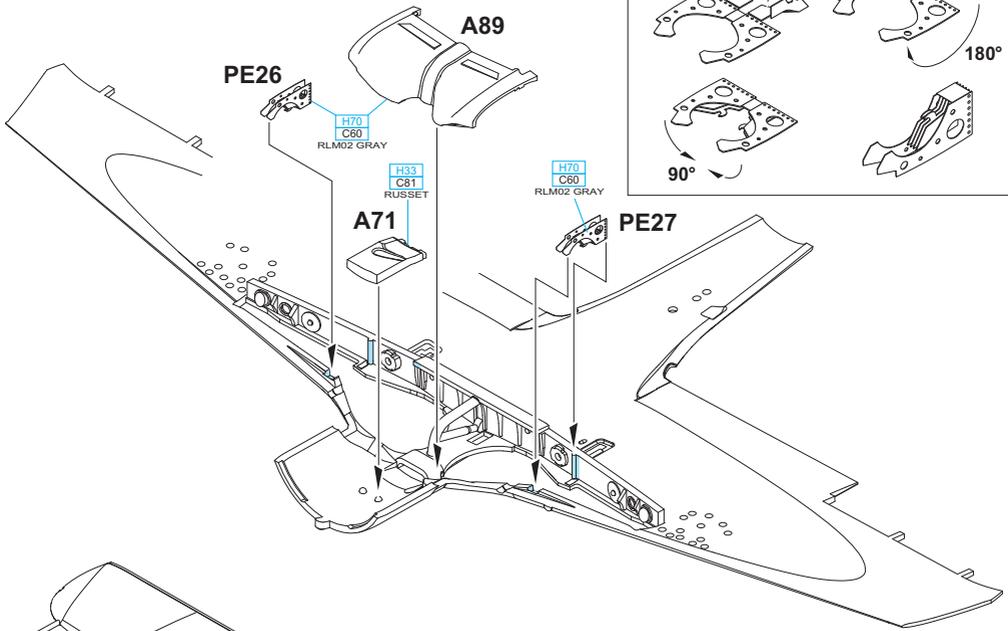
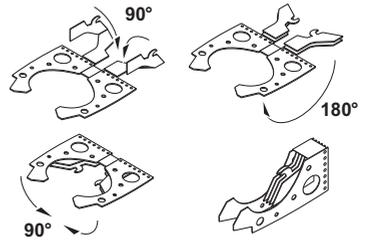
OPTIONAL:
decal 31

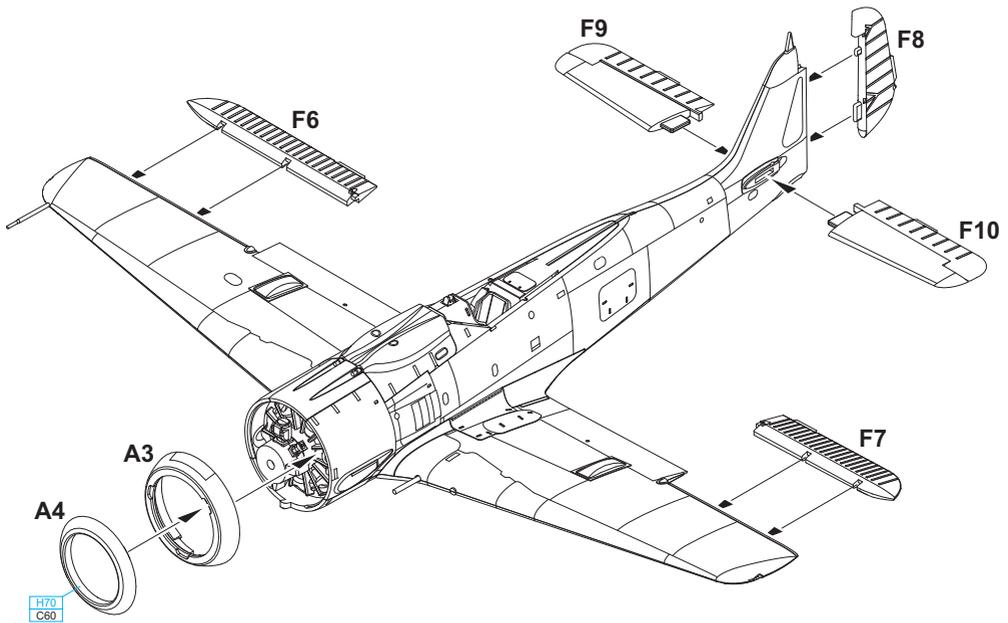
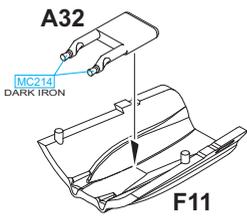
IF A64/ A86
RACK IS TO BE INSTALLED
JEN POKUD BUDETE INSTALOVAT
ZÁVĚSNÍK A64/ A86

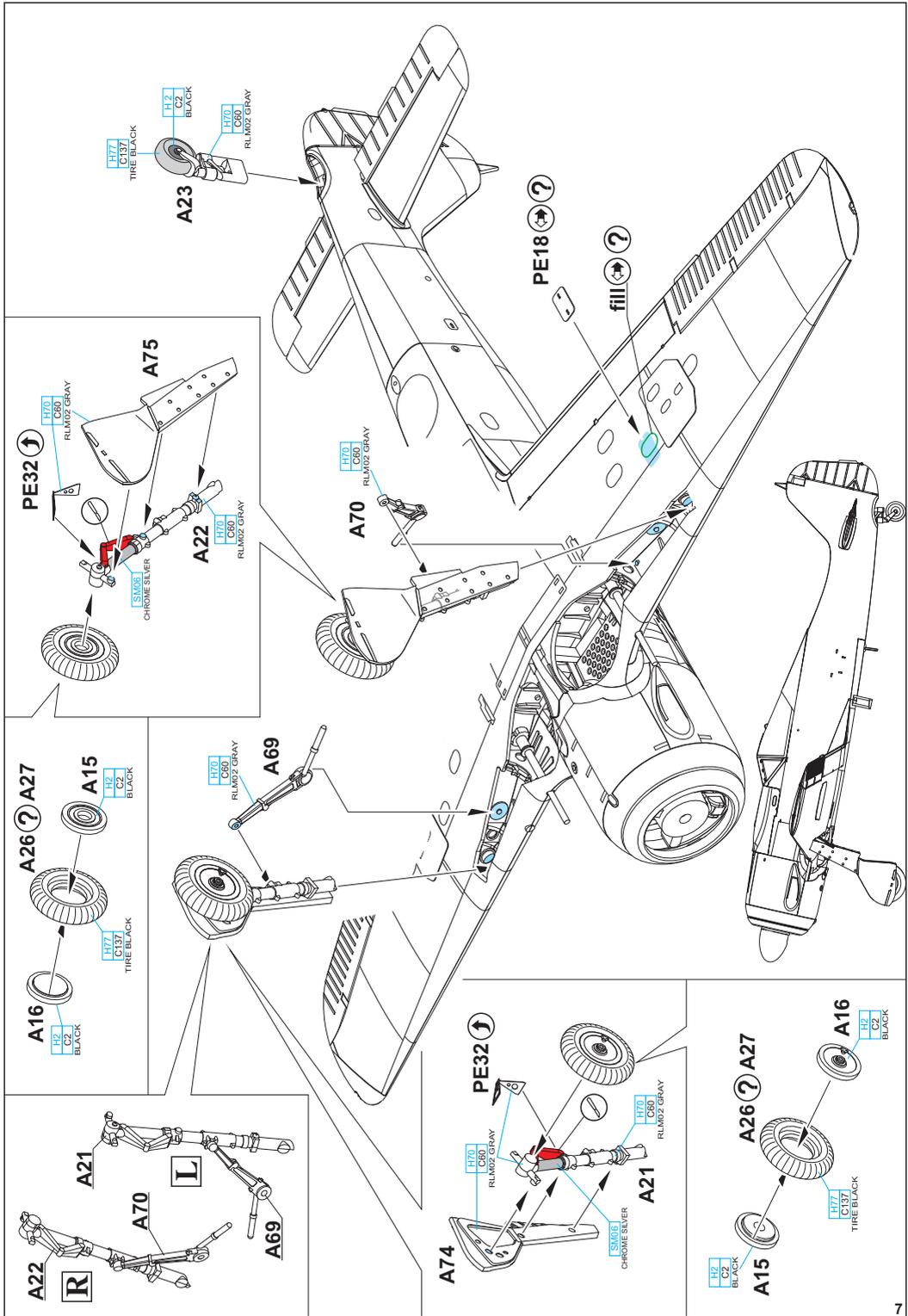
B12 B14, B15 B16, B17

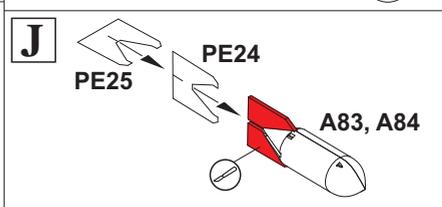
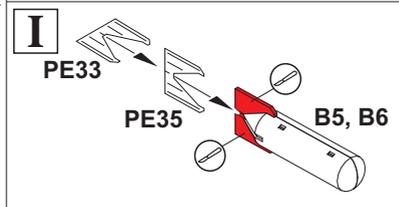
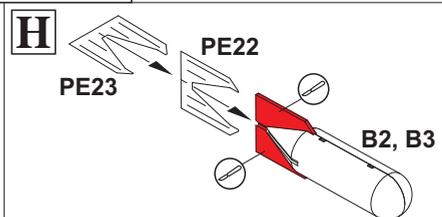
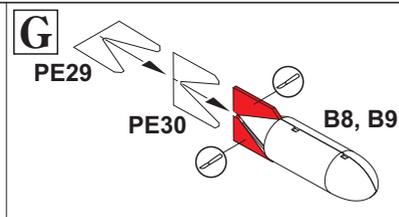
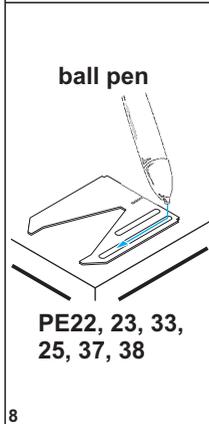
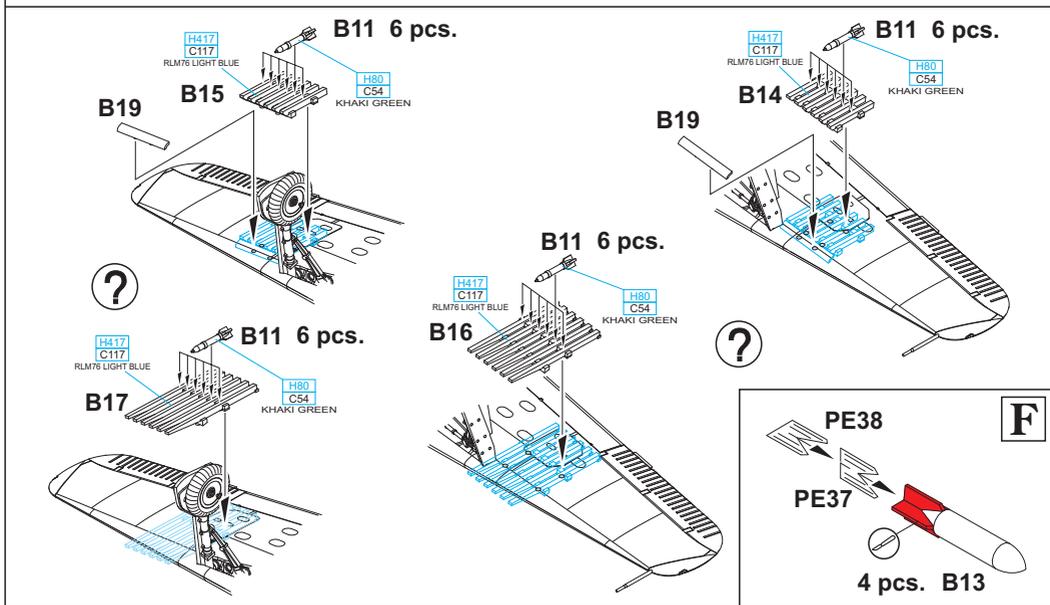
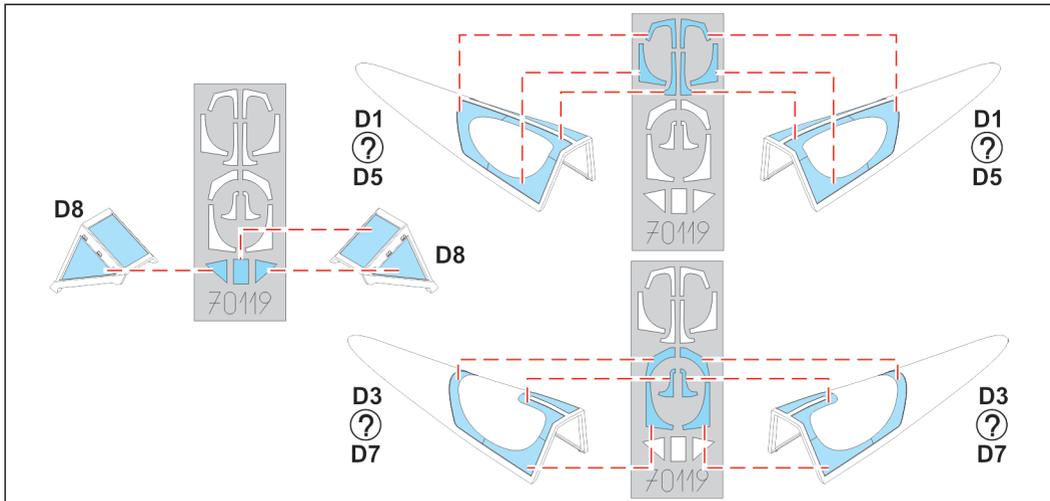
F14 F14 F14

PE26   PE27



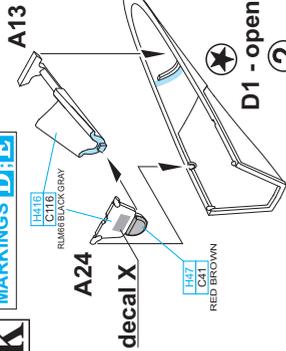




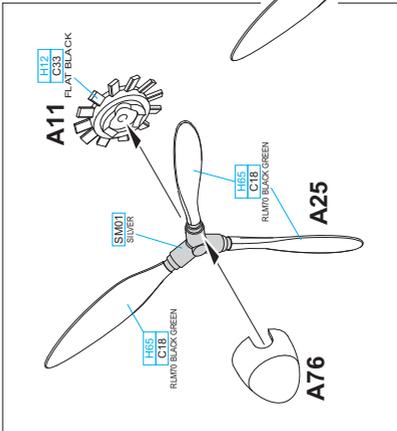
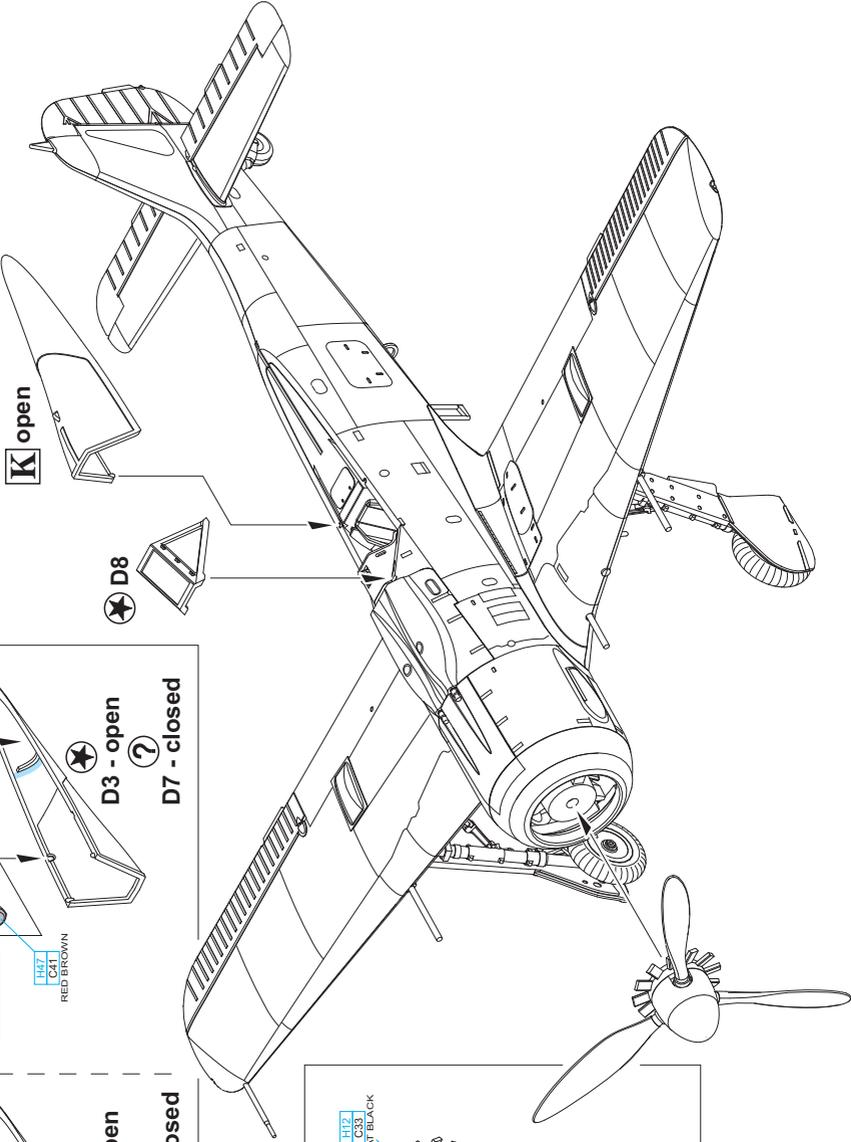
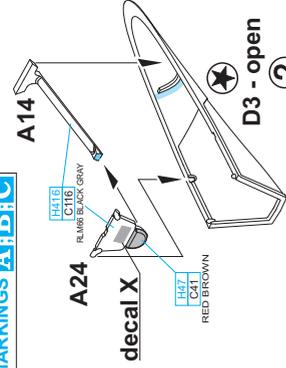


K

MARKINGS D:E



MARKINGS A:B:C



A 5/SG 77, Cottbus, Germany, early 1945

This aircraft was photographed in early 1945 on Cottbus air base. The camouflage is the regular one made of RLM 74 and 75 on upper sides and RLM 76 on undersides. According to the black horizontal bar on the fuselage this Fw 190F-8 belonged to 5th Staffel of SG 77. The exact meaning of the red lightning of the cowling is not known.

ČESKOU VERZI TEXTU NALEZNETE NA
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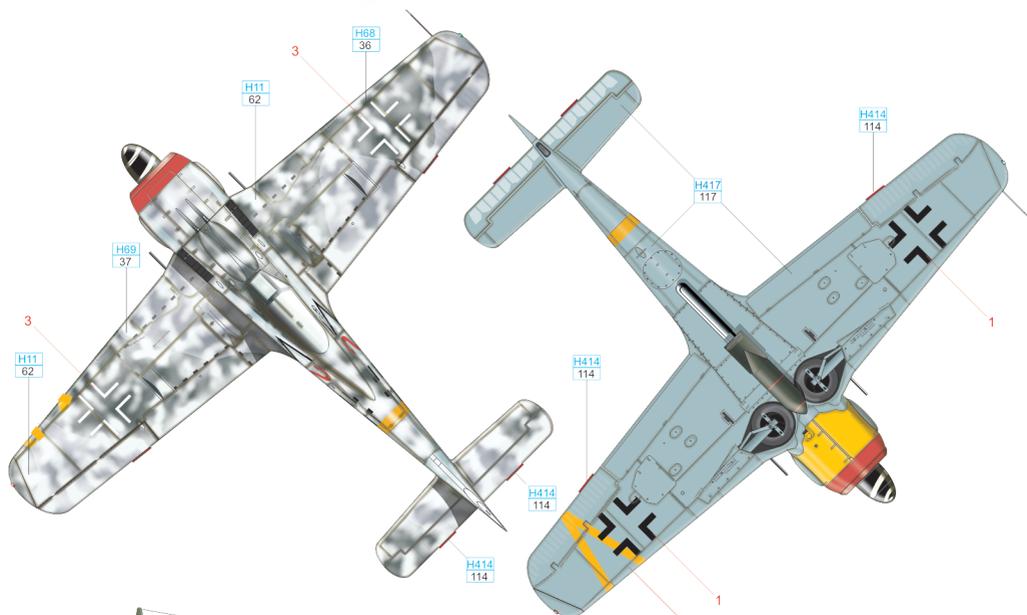
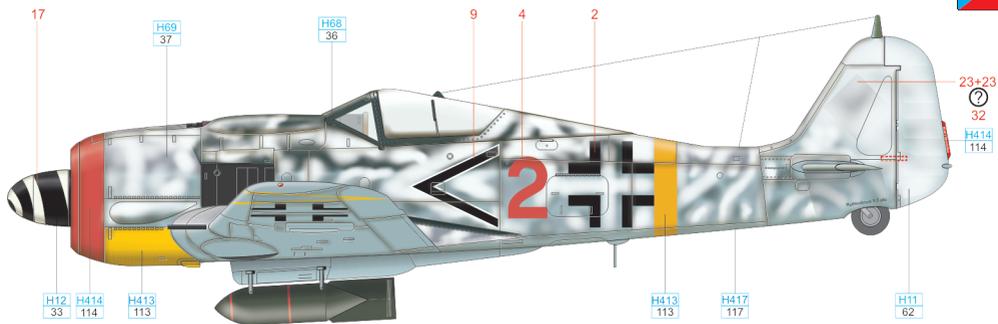


RLM 04	H413 113	BLACK	H412 33
RLM 74	H68 36	RLM 75	H69 37
		RLM 76	H417 117
		RLM 23	H414 114

B SG 2, Hungary, late 1944 / early 1945

The regular camouflage of RLM 74 and 75 on the upper sides was overpainted with irregular white splatches. The yellow fuselage band and wings chevron were introduced by Fliegerkorps IV in August 1944 when Romania declared war on Germany, his former ally. German armed forces wanted to distinguish their own aircraft from Romanian ones.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/70119



RLM 04	H413 113	BLACK	H117 33	WHITE	H11 62
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117
				RLM 23	H414 114

C 1./SG 4, Piacenza air base, Italy, 1944

During attempts to stop the Allied advance into Italy, Schlachtgeschwader 4's Fw 190F-8s received an interesting camouflage scheme consisting of an overspray of sand brown over the upper surfaces with irregular green fields. These schemes were hastily applied at unit level, and national insignia was not masked off, so overspray was common. Partial overspray was also noted over the white fuselage band that placed the aircraft in the MTO. The illustrated aircraft served with I. Gruppe. The cowl carries the unit marking consisting of Minnie Mouse riding a bomb and wielding a battleaxe. The spinner was likely black with a white spiral.

ČESKOU VERZI TEXTU NALEZNETE NA
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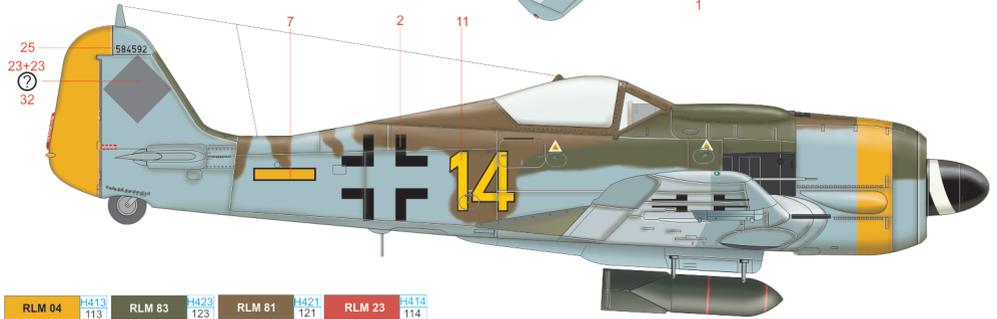
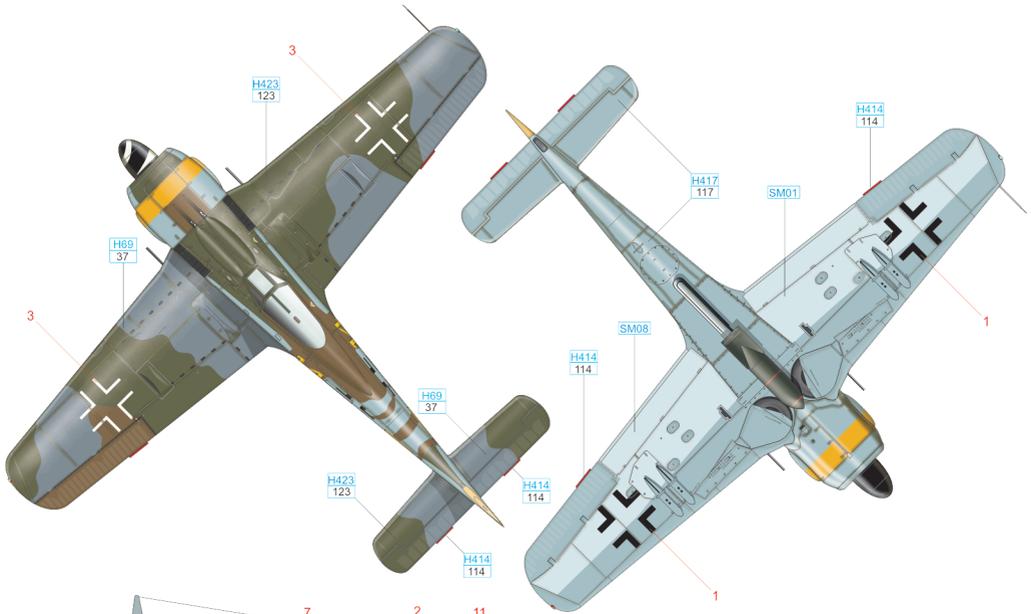
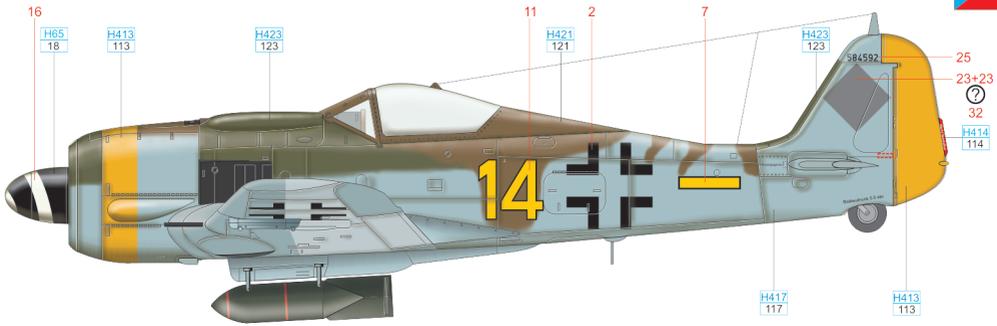


WHITE	H11 62	BLACK	H12 33
RLM 76	H417 117	RLM 80	H420 120
		RLM 79	H66 119
		RLM 23	H414 114

D W.Nr. 584592, SG 2 or SG 10, Neubiberg, Germany, May 1945

Yellow '14', belonging to II. Gruppe SG 2 or SG 10, and abandoned at Neubiberg, represents an example of the Fw 190F-8 from the final production series. Upper surfaces were camouflaged in RLM 75/76/81/83, while the undersides were painted in the common RLM 76, but not covering the entire lower wing surface. As was the practice with the Fw 190D-9 at the end of the war, RLM 76 was applied from the leading edge to mid wing, with no paint in the rear half of the wing. Landing flaps, ailerons and the bottom fuselage were also in RLM 76. The bottom side of the rudder seems to be somewhat darker, this is caused by the different exposition to the light. The cowling sported a yellow stripe, a Luftwaffe identifier for ground attack aircraft.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/70119

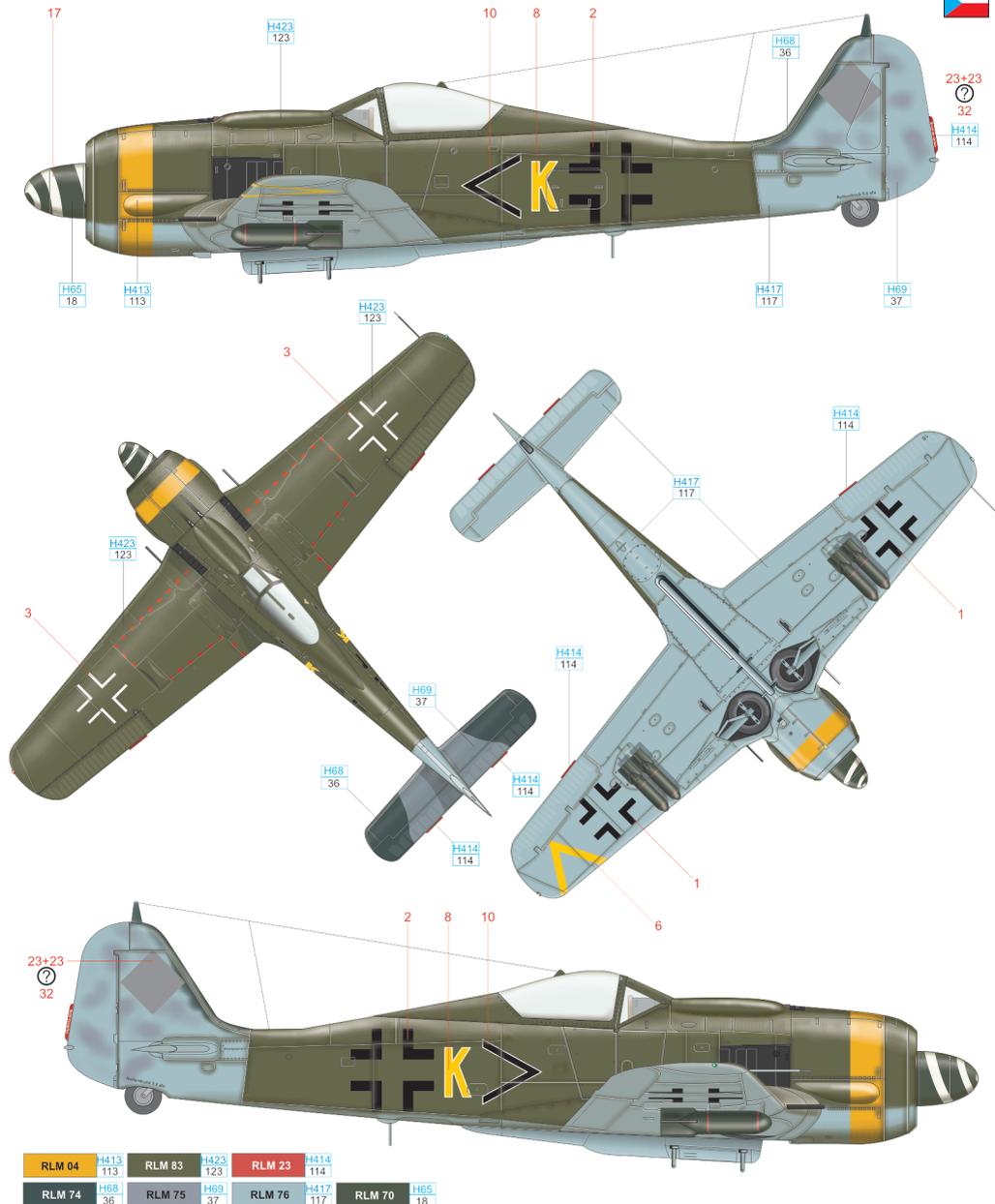


RLM 04	H413 113	RLM 83	H423 123	RLM 81	H421 121	RLM 23	H414 114
RLM 75	H69 37	RLM 76	H417 117	RLM 70	H65 18	SILVER	SM01

E SG 10, Ceske Budejovice, Czechoslovakia, May 1945

One of the abandoned aircraft left behind by Stab SG 10 and some of its Gruppe was this Fw 190F-8 marked Yellow 'K'. The plane carried some camouflage modifications of SG 10 seen at the end of the war. The upper surfaces were brushed over with dark green, RLM 83 or similar, in the field. This color also extended to the undersurfaces, and also partially obscured the national insignia on the fuselage and wing tops. After the application of this scheme, Yellow 'K' received a new tail section from a written-off Fw 190 sporting the more traditional grey scheme, and there was an inconsistency between the fuselage crosses and tail swastika. By May, 1945, the brushed-on paint was well worn, and the identifier, in the form of a yellow stripe, adorned the cowl. Misinterpretations regarding this stripe led to variations in width and exact placement. For this profile, the most common placement within SG 10 was used. Worth noting is the absence of the wheel covers, removed in the field to reduce the accumulation of mud, and the use of ETC 50 racks for four 50kg bombs.

ČESKOU VERZI TEXTU NALEZNETE NA
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RLM 04	H413 113	RLM 83	H423 123	RLM 23	H414 114
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117
				RLM 70	H65 18

