

Fw 190A-8/R2

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item # 7467

The Focke-Wulf Fw 190 was the best of what the Luftwaffe had in its inventory during the second half of the World War II. It soldiered in various modifications and was tasked with many different missions.

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 design team led by Kurt Tank ran into several difficulties, which were addressed continually during the process of the development. The first prototype was taken 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 and served for further service trials. They revealed 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 finally gave the go ahead for the Fw 190 and the type was integrated into the Luftwaffe inventory.

Into combat

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

During November of the same year the production of the next version Fw 190A-2 commenced. The new variant was powered by a BMW 801C-2 engine and armed with two 7.9 mm MG 17s and two MG 151s of 20 mm caliber in the wings. Part of this series received an additional pair of 20 mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring of 1942, when the BMW 801D-2 engine became available. Its installation meant the new Fw 190A-3 variant was introduced 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 some other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the corresponding F types. July saw the development of a new strengthened wing, which incorporated MG 151s instead of the MG FFs machine guns in the outer position. The adoption of this wing led the development into

the Fw 190A-6 version. Further changes led to the Fw 190A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131s machine guns. Further improvements led to the Fw 190A-8.

Last of the radial breed

The final production version of the BMW 801 engine powered fighter was 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 their wing armament reduced to two MG 151 cannons in the wing root position. The engine was optimized for low level operations and the armament options varied to enhance the ground attack role. They included bombs of various caliber and a variety of anti-tank rockets. This branched into the extended range Fw 190G version. Development of the thoroughbred fighter continued in the guise of the Fw 190D, which was the result of installation of in-line Jumo 213A-1 engine into a modified Fw 190A-8 airframe. The Luftwaffe units were receiving these high-performance fighters during the second half of 1944. 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 and Fw 190s saw service on the Western Front as well as in the East.

This kit: Fw 190A-8/R2

Thanks to the lengthened fuselage of the Fw 190A-5, adopted due to the change of center of gravity of the aircraft, further development of the armament and armor of this fighter was offered. More power from the BMW 801D-2 engine (first used with the A-3 variant) developing 1,677 hp (1,250 kW), thus some 238 hp (103 kW) more compared to the previous C-2 variant, was also of good use. The development reached the Fw 190A-8 stage in February 1944, and this version emerged as the most produced Fw 190 with some 6,655 units manufactured. Apart of standard BMW 801D-2 engine also the 801Q unit with thicker armor of the annular oil cooler invented by BMW was used. The engine itself sported emergency boost system (Erhöhte Notleistung) used with the fighter variants of the A-8, which raised the maximum power to 1,950 hp (1,460 kW) available for 10 minutes.

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



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.



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTÁT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



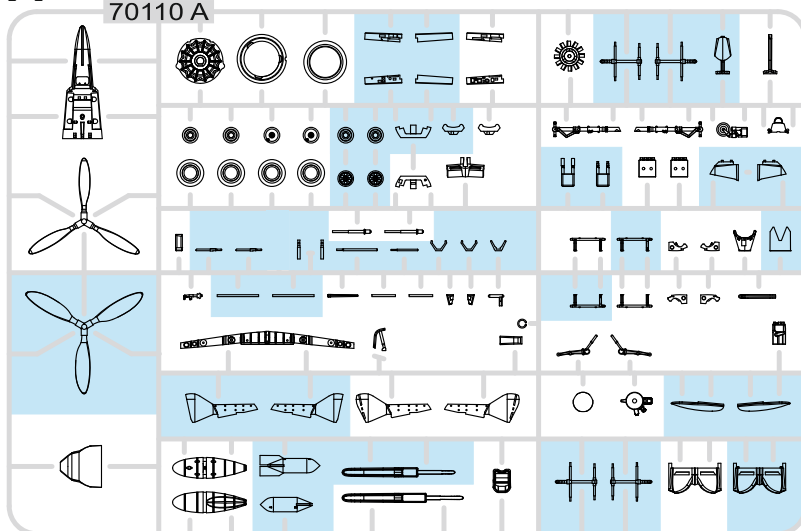
APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT



A>

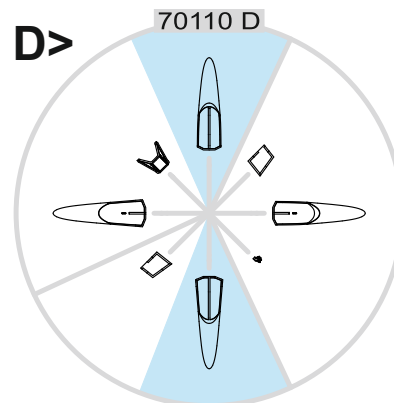
PLASTIC PARTS

70110 A



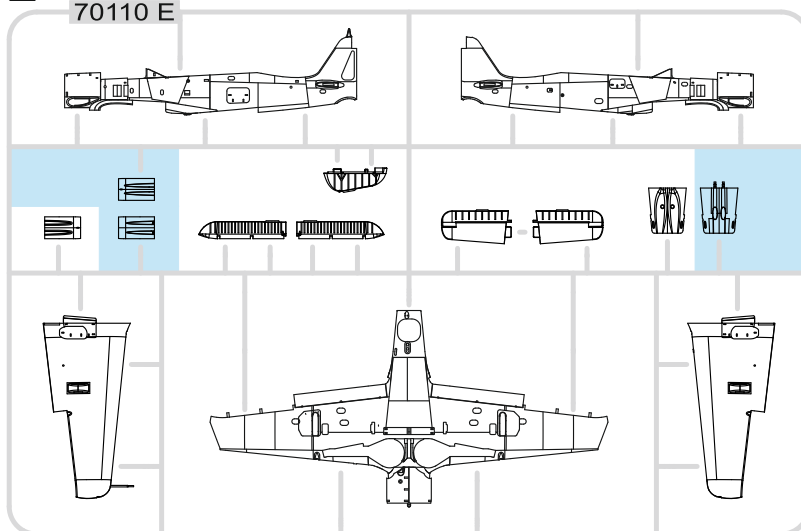
D>

70110 D



E>

70110 E



-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



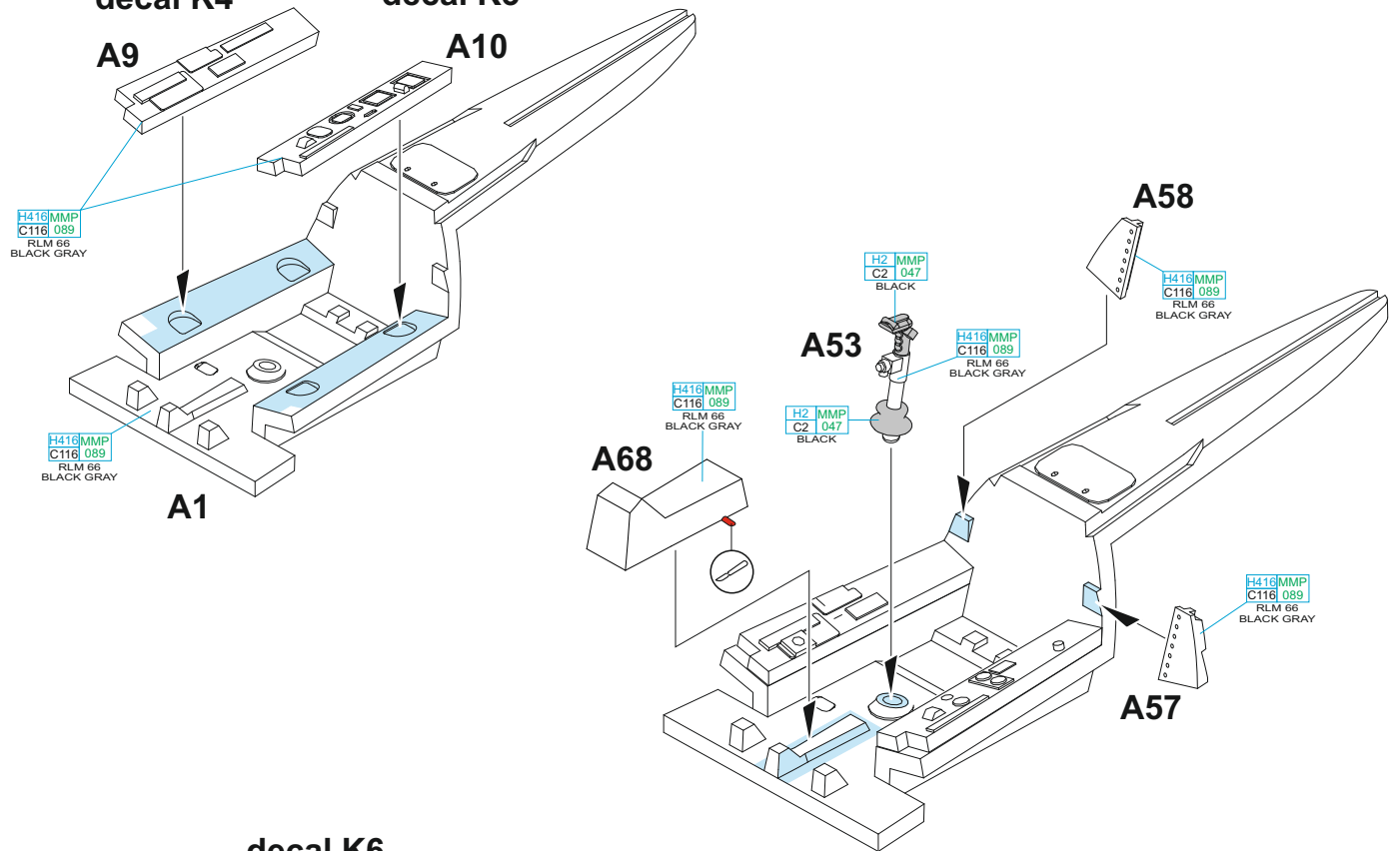
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	GRAY
H77	C137	MMP-040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

GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C116	MMP-051	LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STAINLESS
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

A

**OPTIONAL:
decal K4**

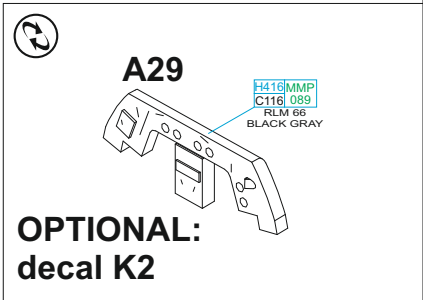
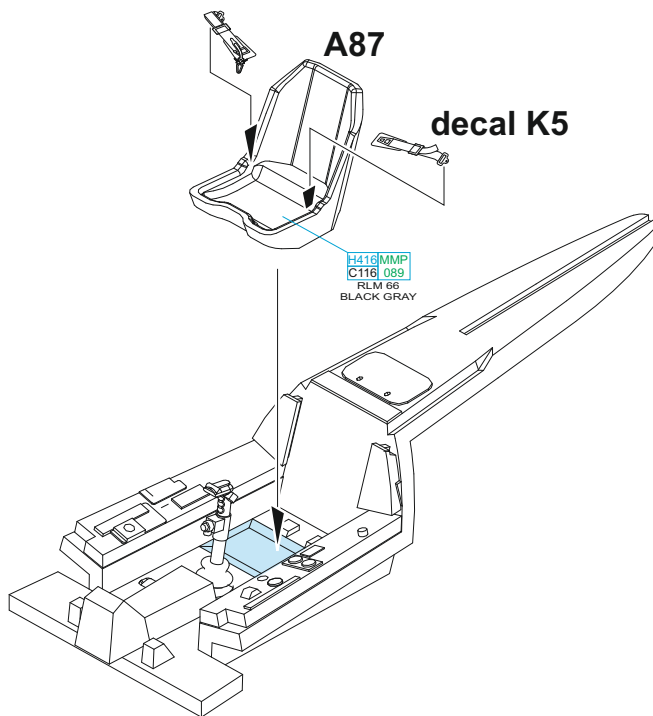
**OPTIONAL:
decal K3**



decal K6

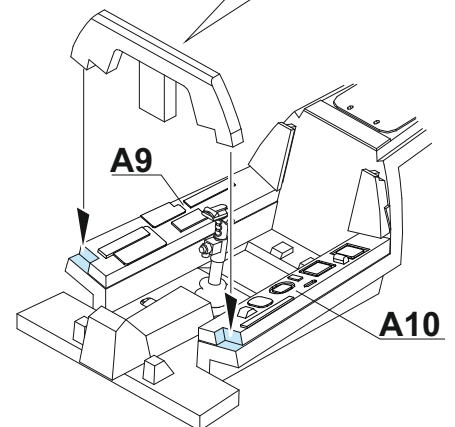
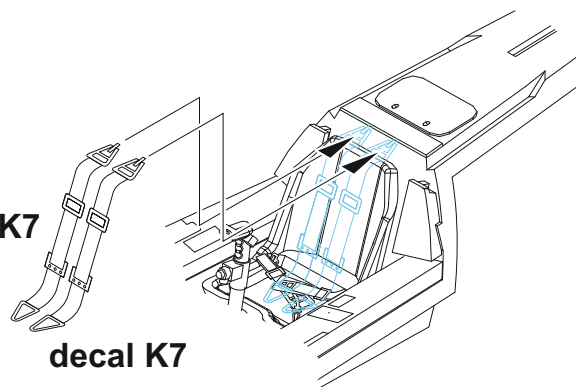
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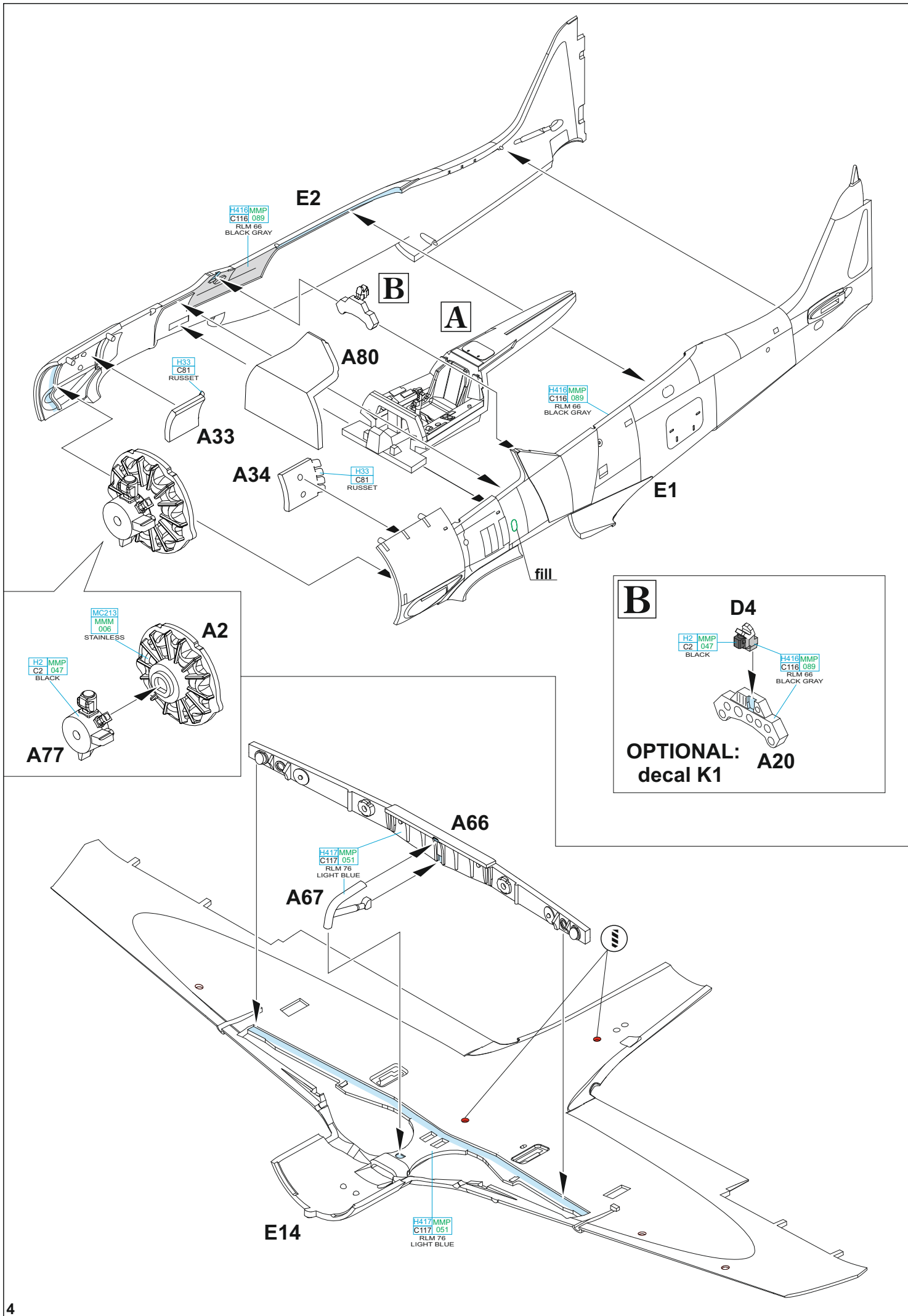
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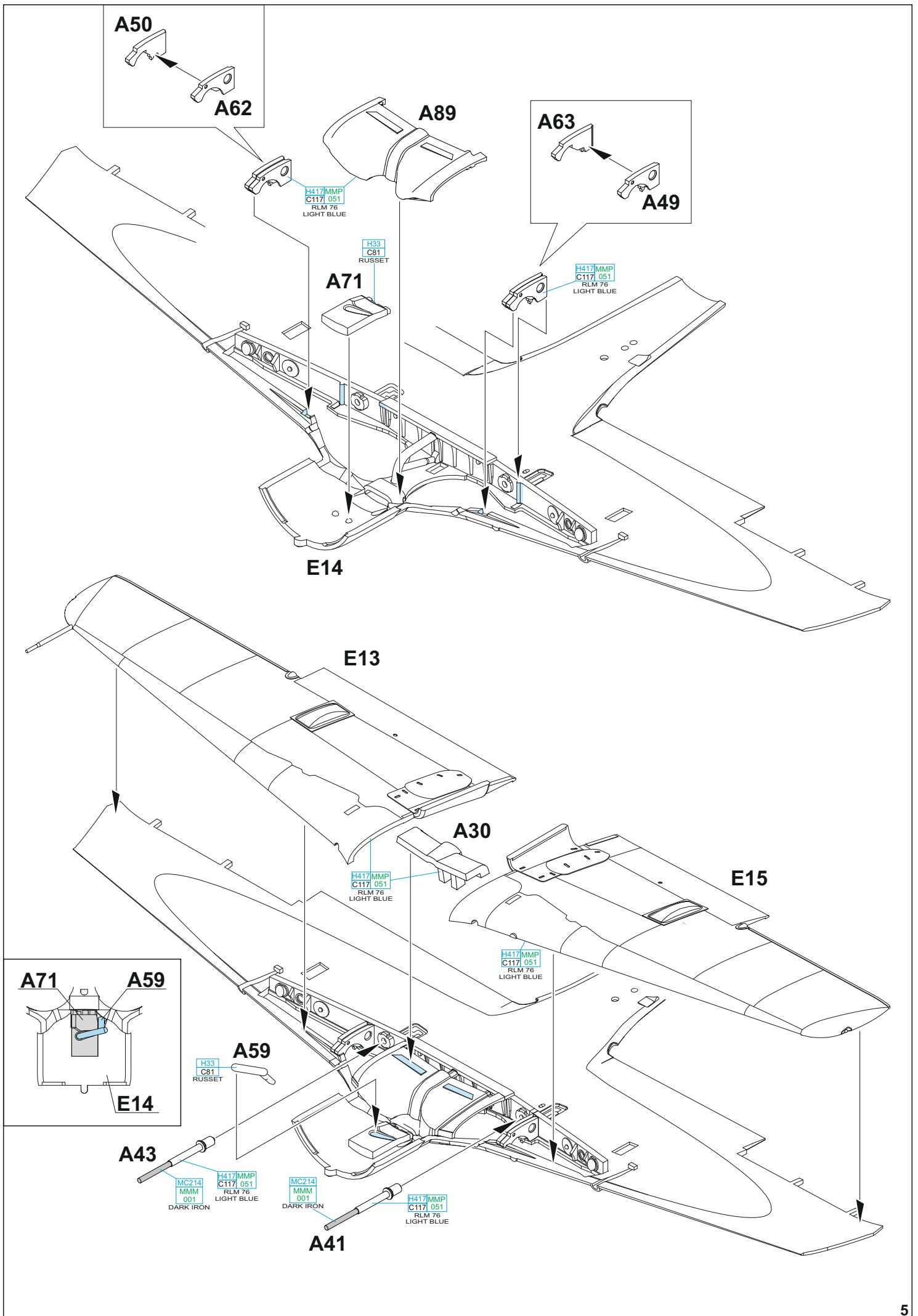


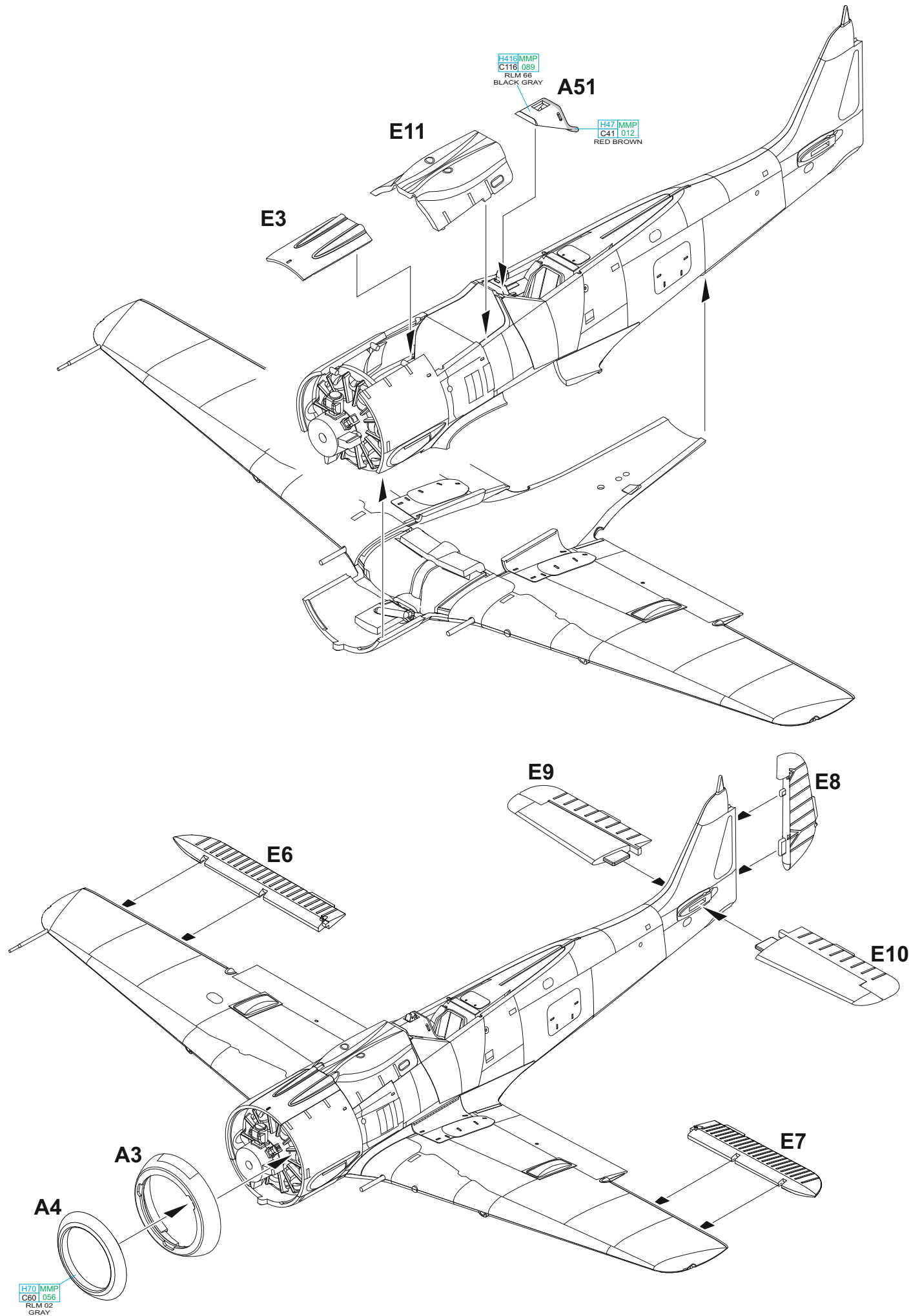
decal K7

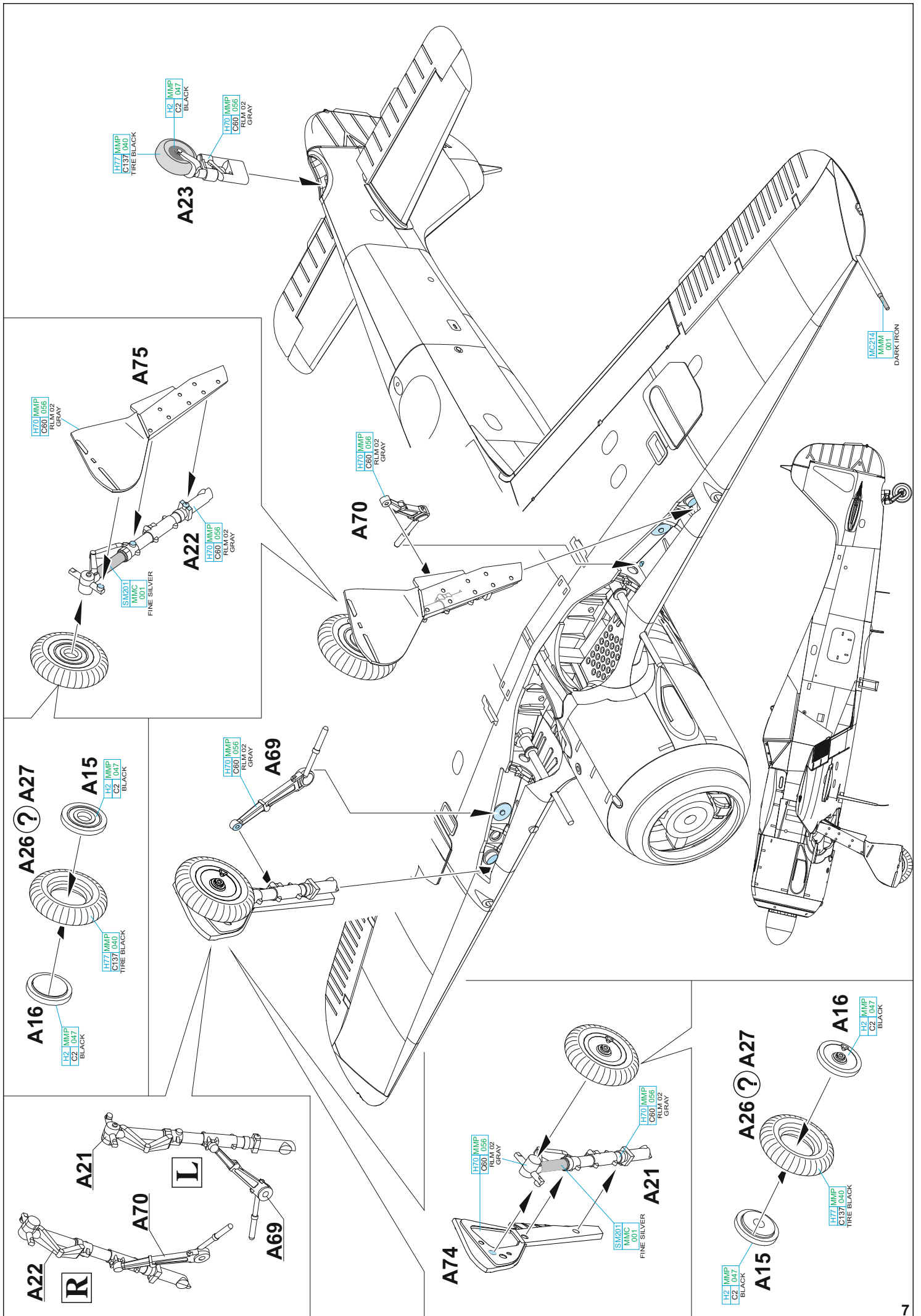
decal K7

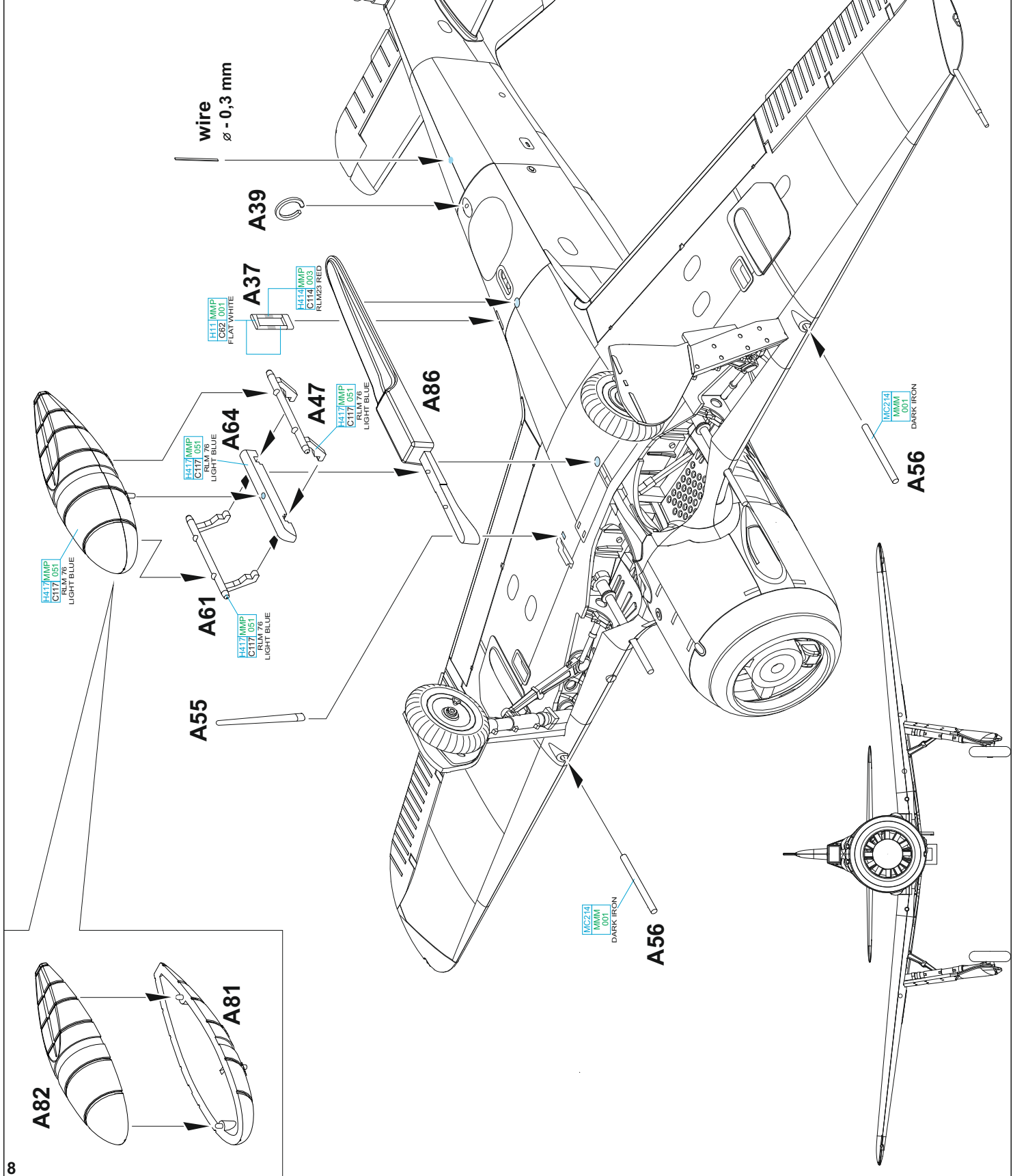
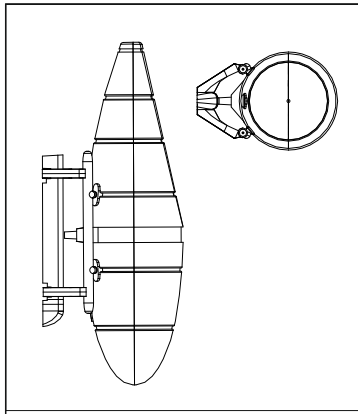




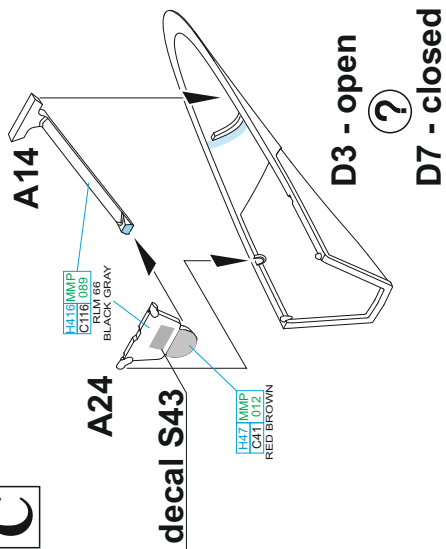




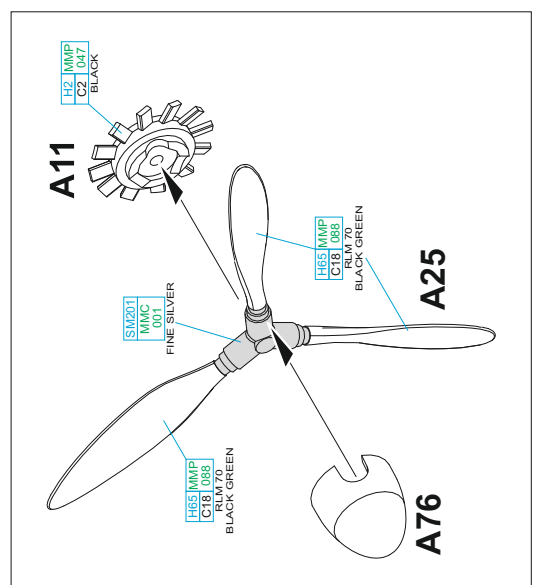
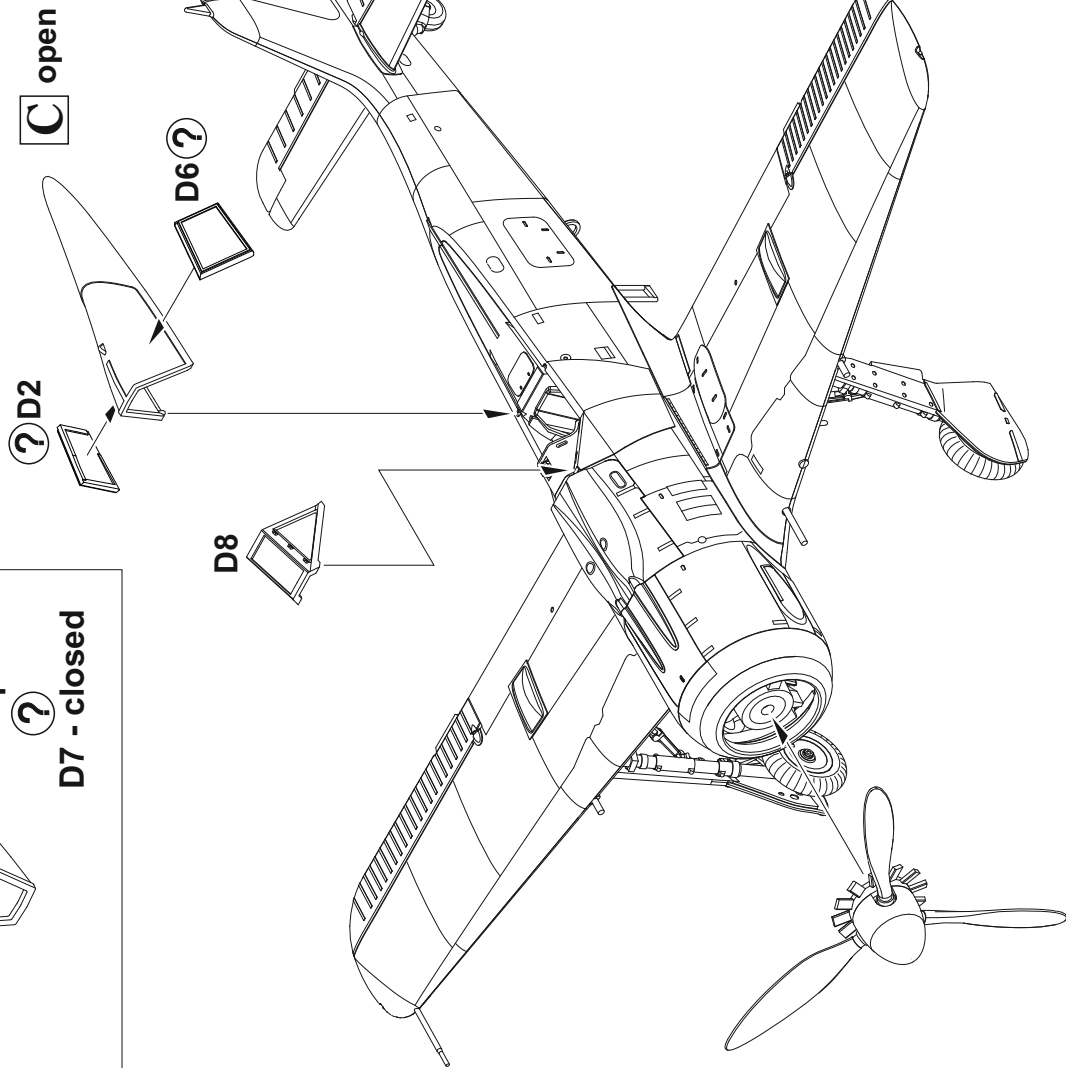




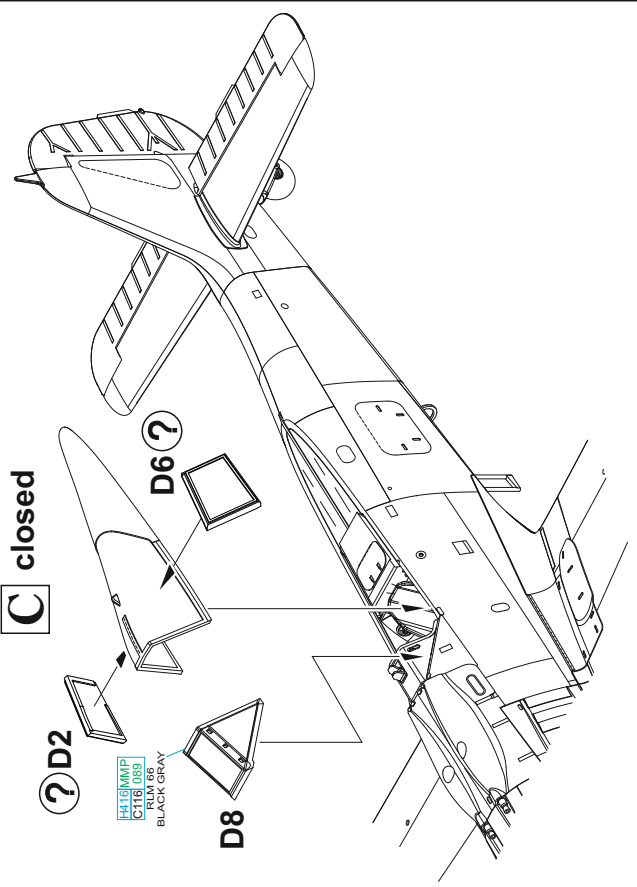
C



D2, D6 - MARKINGS A, B, C ONLY

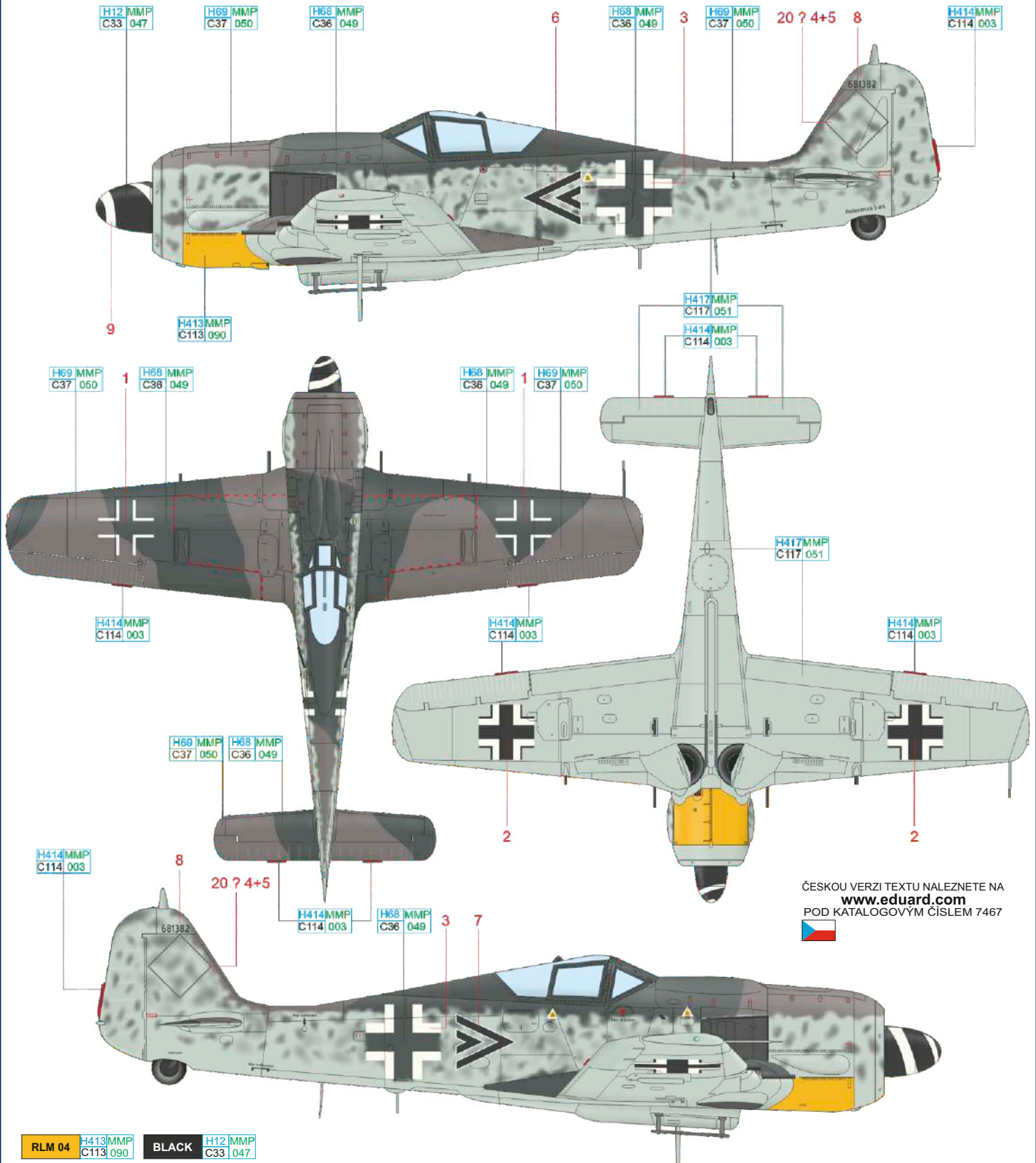


C closed



C open

Wilhelm Moritz was born on June 29, 1913, in Hamburg and joined the German army in 1933. He was assigned to the air force and went through fighter pilot training. The beginning of the war found him flying the twin-engine Bf 110 with II./ZG 1. In the summer of 1940 he was reassigned to 6./JG 77 and in April 1942, he served as CO of 11./JG 1. In September 1942, he was transferred to JG 51 on the Eastern Front where he would go on to shoot down twenty-five aircraft. On October 19, 1943, he was made Staffelkapitän of 6./JG 3. JG 3 was a component of the fighter network tasked with the defense of the Reich (Reichsverteidigung) and on April 18, 1944, Wilhelm Moritz became the CO of its IV. Gruppe. The Gruppe specialized in the use of heavily armed and armored single-engine fighters against Allied four-engine bombers. He was relieved of his command of IV. Gruppe on December 5, 1944, following a nervous breakdown. After convalescence he took over command of the Luftwaffe replacement training unit IV./EJG 1. He found his way back to a combat unit before the war ended, becoming CO of II./JG 4 on April 18, 1945, a post he held till the end of the war. He is credited with the downing of 44 enemy aircraft in total. He was awarded the Knight's Cross on July 18, 1944.

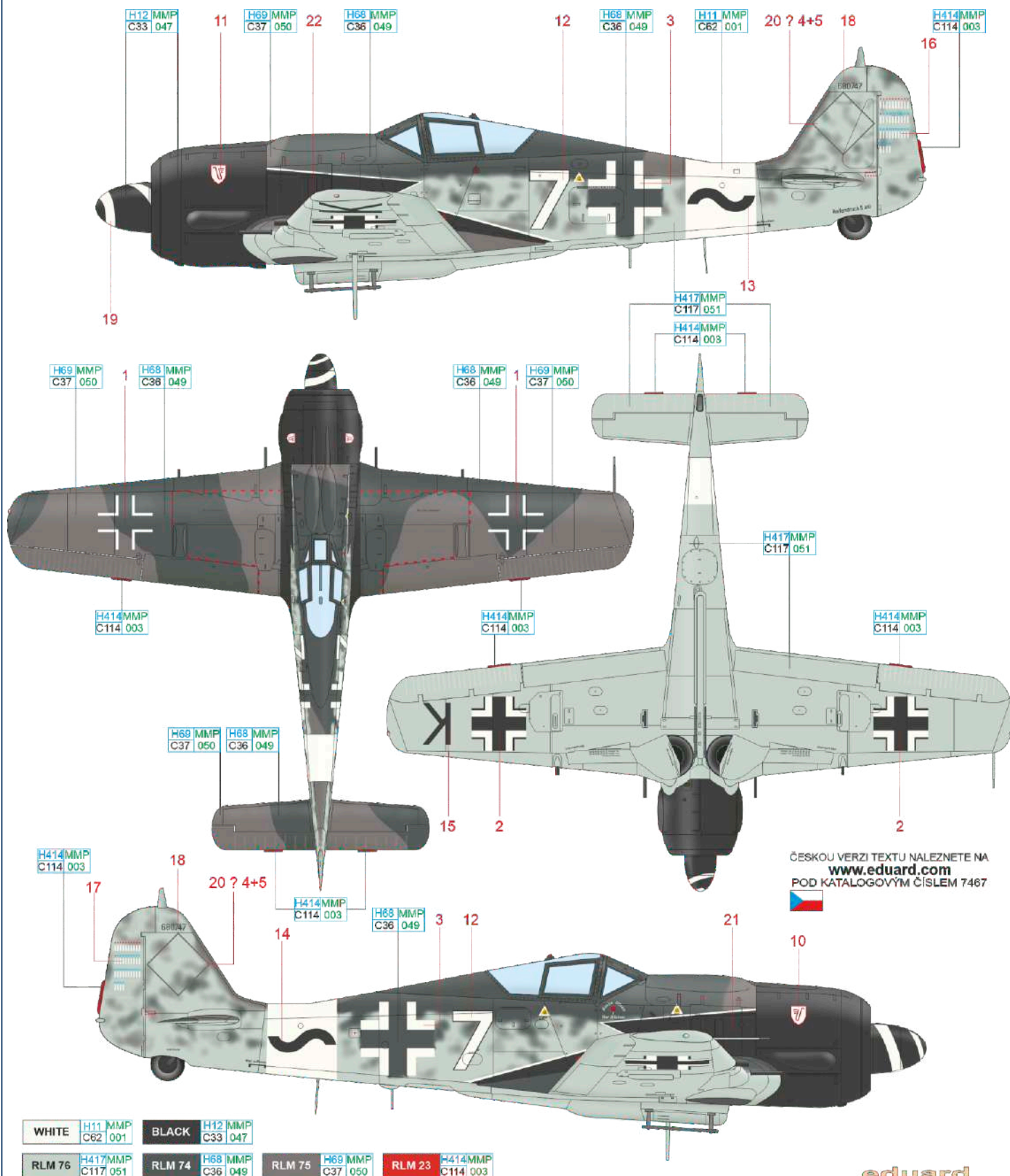


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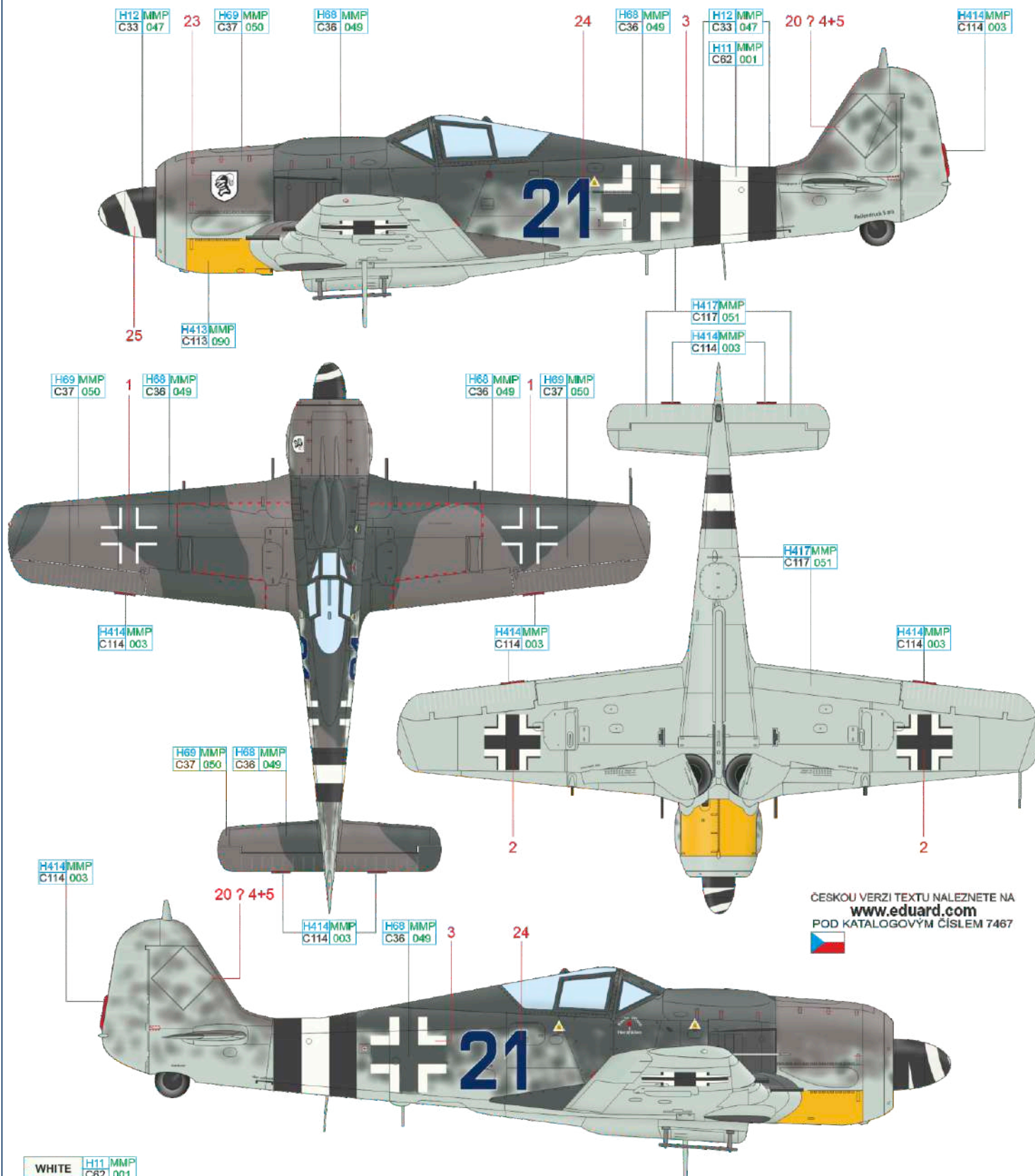


RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049
		RLM 75	H69 MMP C37 050
		RLM 23	H414 MMP C114 003

Hans Weik was born on July 6, 1922, in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21, 1943, and sent to the Eastern front where he shot down ten Soviet aircraft. From May to November he served as an instructor at 4./JGr Ost and there he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./JG 3 and on February 10, 1944, he was promoted to Commanding Officer position of 10. Staffel JG 3, where he achieved 23 kills. Twenty of them were four-engine heavy bombers. He was awarded the Knight's Cross for his achievements on July 27, 1944. In April 1945 he was assigned to III./EJG 2, where he was retrained for Me 262. After the war, Hans Weik studied architecture and was responsible for the design of many structures. During retirement years he dedicated his time to ship modelling and died on June 5, 2001, in Heidenheim an der Brenz. The aircraft flown by Weik carried the markings of IV. Gruppe JG 3, i.e., a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage sports a white fuselage band that was common to JG 3 aircraft within the structure of the Defense of the Reich units. On these aircraft, the wave sign denoted the IV. Gruppe. The rudder carries victory markings up to June 1944.



The death of Obstlt. Hans-Günther von Kornatzki allowed 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12, 1944. Kornatzki died in a failed emergency landing attempt that ended in high voltage transmission lines. Schröder was thirty-two years old at the time and remained Gruppe commander until the beginning of March 1945, when he was replaced by the cured Maj. Wilhelm Moritz. He held the post until the end of the World War II. Historians generally assert that the reason for the change of the II. Gruppe command was the poor showing of the unit during Operation Bodenplatte. The aircraft was camouflaged in the standard colors of RLM 74/75/76 and carried the JG 4 emblem on the nose and JG 4's Defense of the Reich identifier in the form of black-white-black fuselage bands ahead of the tail surfaces.



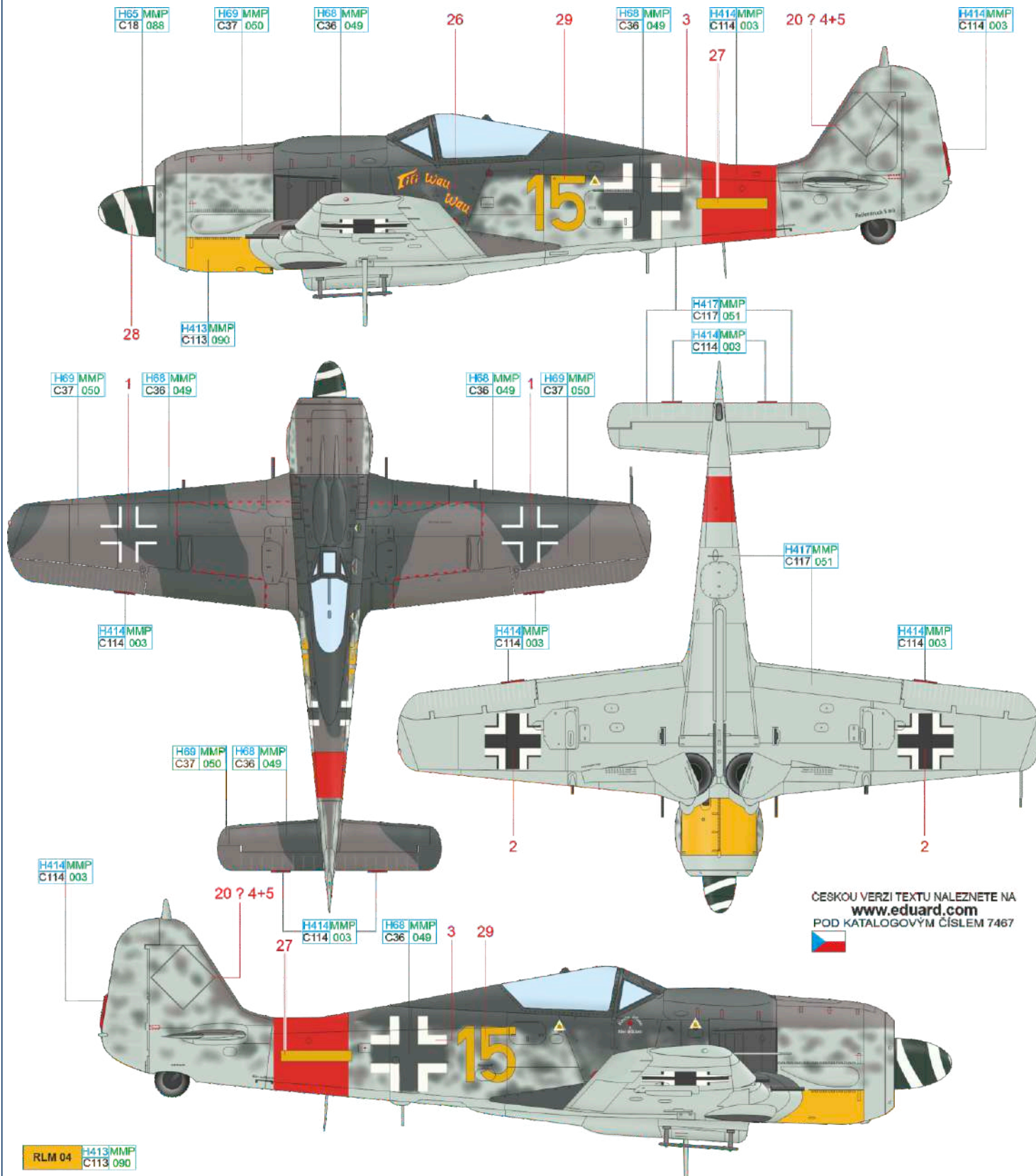
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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 04	H413 MMP C113 090	RLM 74	H68 MMP C36 049
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050
		RLM 23	H414 MMP C114 003

D Fw. Adalbert Koch, 6./JG 300, Löbnitz, Germany, fall 1944

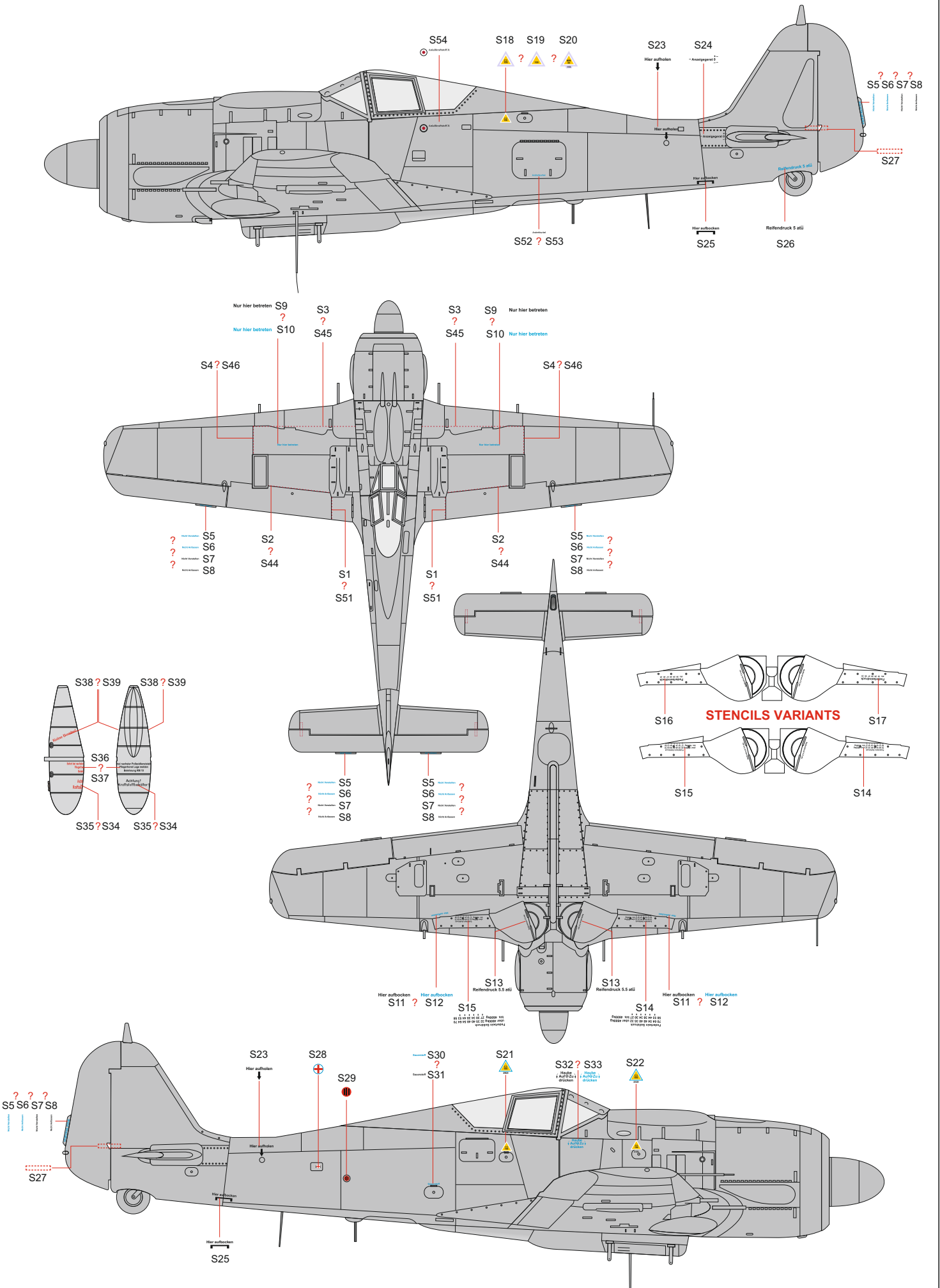
JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe as was the case with her sister unit JG 301 as well. However, at the beginning of 1944, attention shifted to daylight operations. The II. Gruppe of the unit was formed in July 1943 and equipped with heavily armed and armored Fw 190A-8/R2s or R8s in the summer of 1944. It was also designated as a Sturmgruppe. One of the unit's pilots was Fw. Adalbert Koch, who in the fall of 1944 flew an aircraft with the "yellow 15" code. The armor plating on the sides of the fuselage carried the inscription "Titi Wau Wau". The Defense of the Reich marking for JG 300 consisted of a red fuselage band. By this time, very few of these aircraft retained their armored glass on the sliding portion of the canopy. The pilots generally had these removed because of condensation, which formed between the glass surfaces at high altitude, compromising visibility of the pilot.



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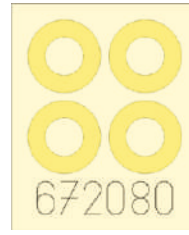
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|--------|---------------------|--------|---------------------|
| RLM 04 | H413MMP
C113 090 | RLM 70 | H65 MMP
C18 088 |
| RLM 76 | H417MMP
C117 051 | RLM 75 | H69 MMP
C37 050 |
| RLM 74 | H68 MMP
C36 049 | RLM 23 | H414MMP
C114 003 |



Eduard goodies for

Fw 190A-8/R2 1/72

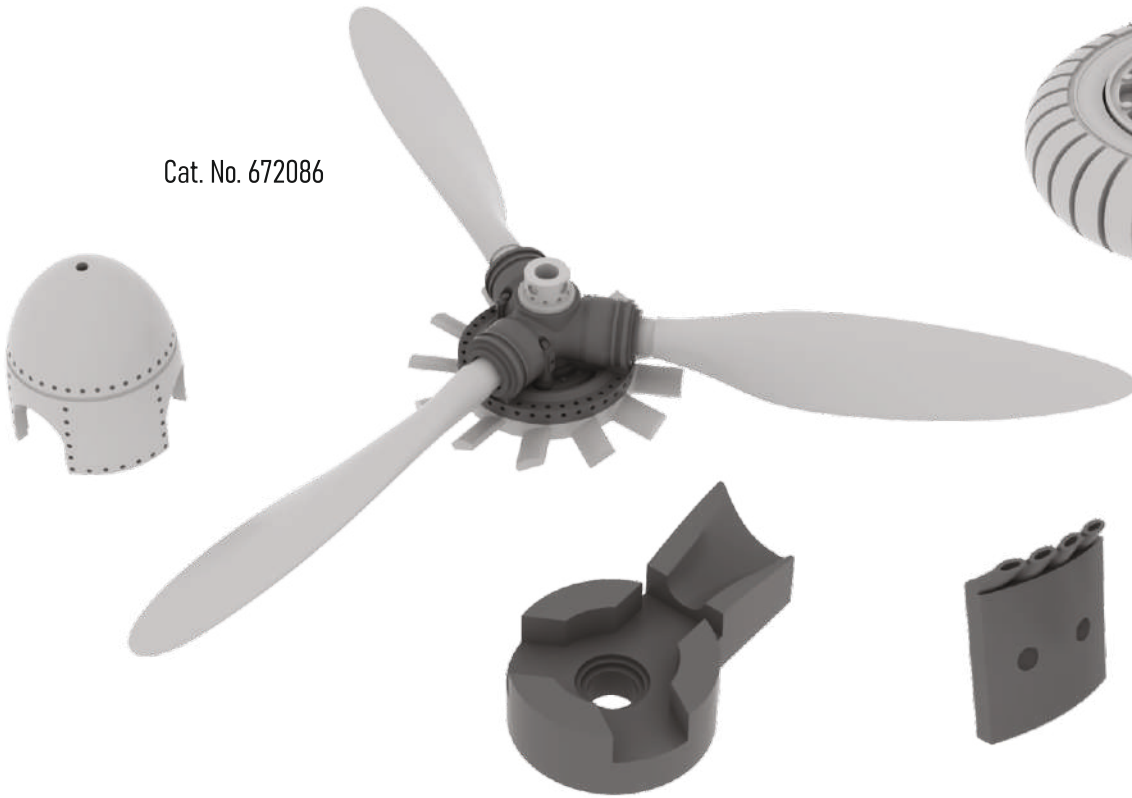
- 72611 Fw 190A-8 (PE-Set)
- 72612 Fw 190A-8 landing flaps (PE-Set)
- SS557 Fw 190A-8/R2 Weekend (PE-Set)
- 672080 Fw 190A wheels late (Brassin)
- 672081 Fw 190A-8 cockpit (Brassin)
- 672085 Fw 190A exhaust stacks (Brassin)
- 672086 Fw 190A propeller (Brassin)
- D72018 Fw 190A-8/R2 national insignia (Decal Set)



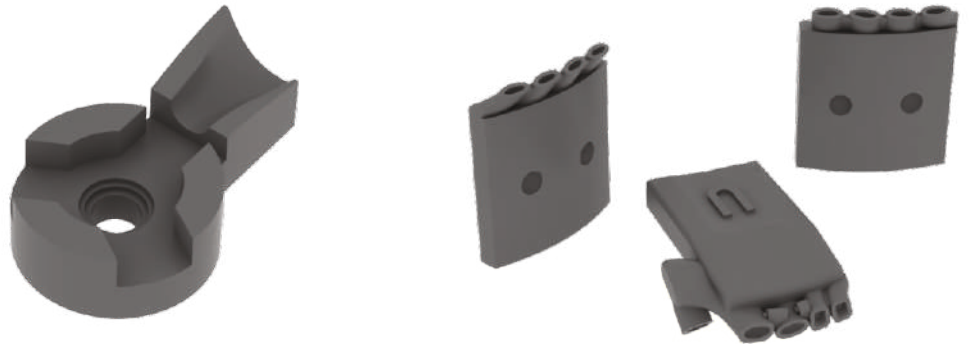
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Cat. No. 672081

