

Fw 190A-5

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84118

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 halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. After the line of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

Into combat

In June 1941, Luftwaffe accepted first of 100 ordered examples of Fw 190A-1, 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 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 the 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 190 variants, 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 also 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 then saw the development of a new, strengthened wing, which incorporated MG 151 cannons instead of the MG FFs ones 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 131 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 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 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 thoroughbred fighter continued in the guise of the Fw 190D, which began to reach Luftwaffe units in the second half of 1944 and was a 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 use of 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 on the East one.

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, but there was much more to the design of the type to be utilised as the BMW 801D-2 engine developing 1,677 hp (1,250 kW), thus some 238 hp (103 kW) more compared to the previous C-2 variant. The technical modifications allowed to use the 100-octane fuel instead of 87-octane one used with BMW 801C-2. The first variant with the D-2 engine, the Fw 190A-3, 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



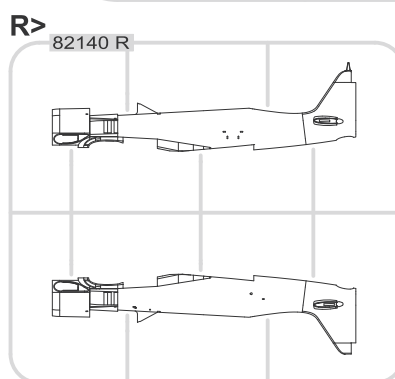
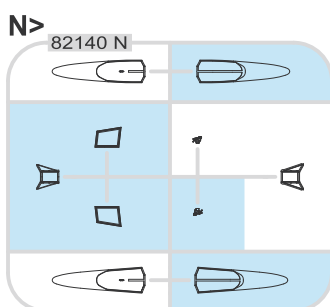
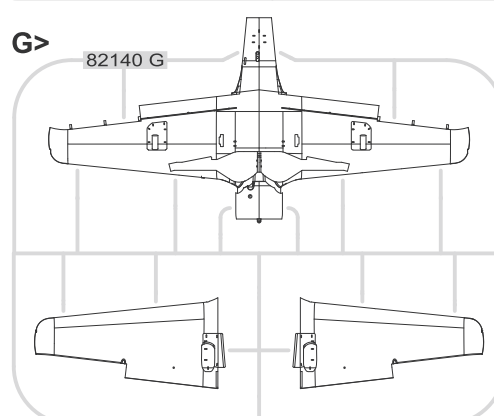
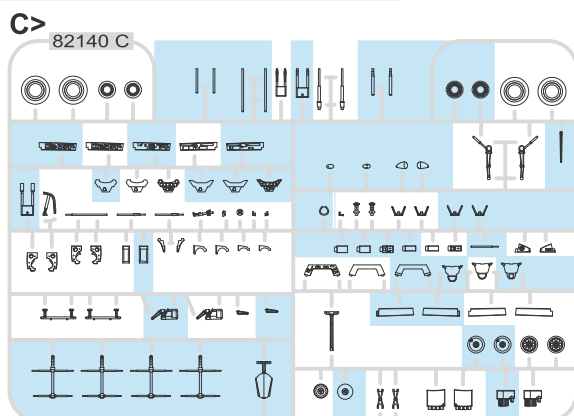
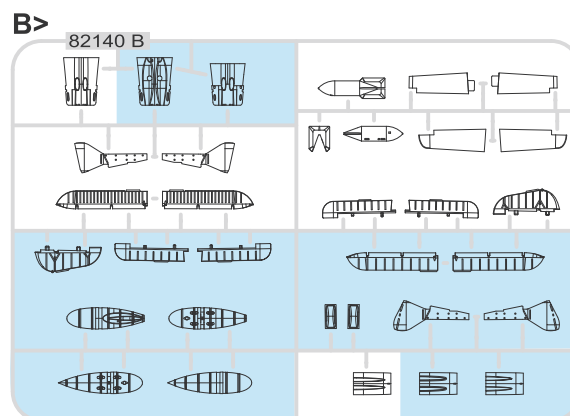
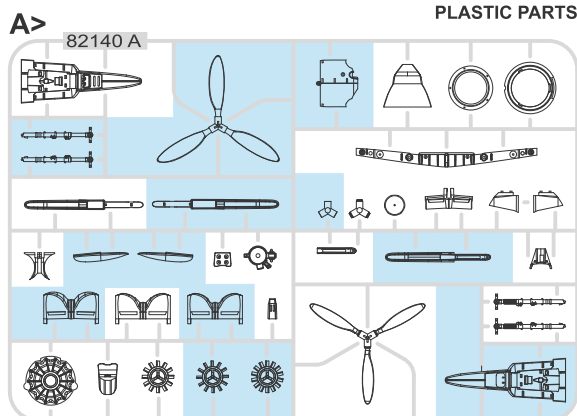
TEILE



PIÈCES



部品



-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



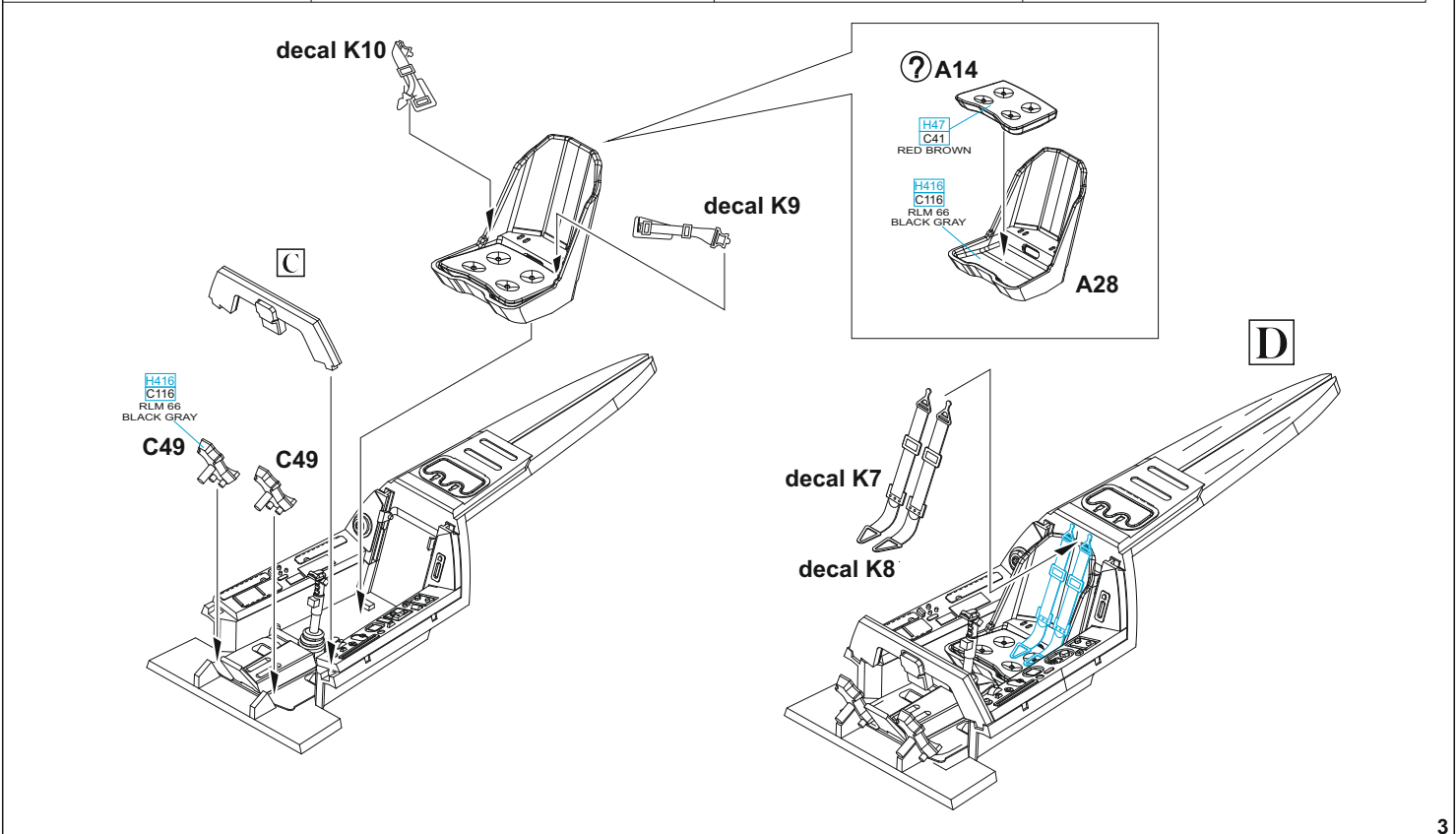
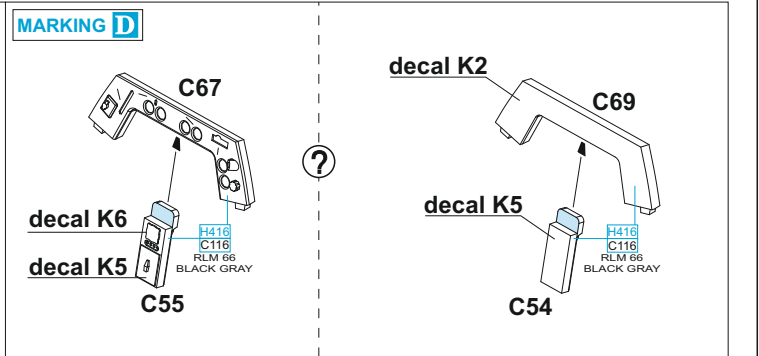
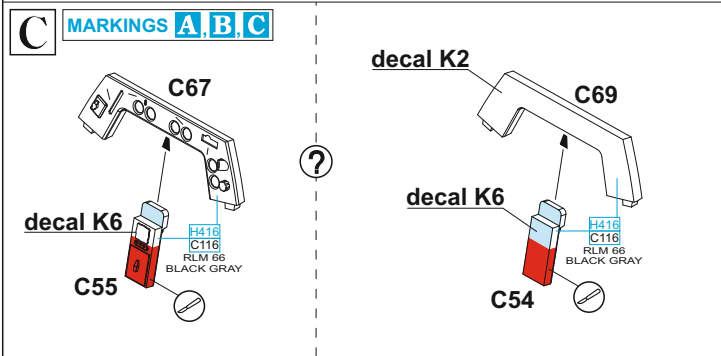
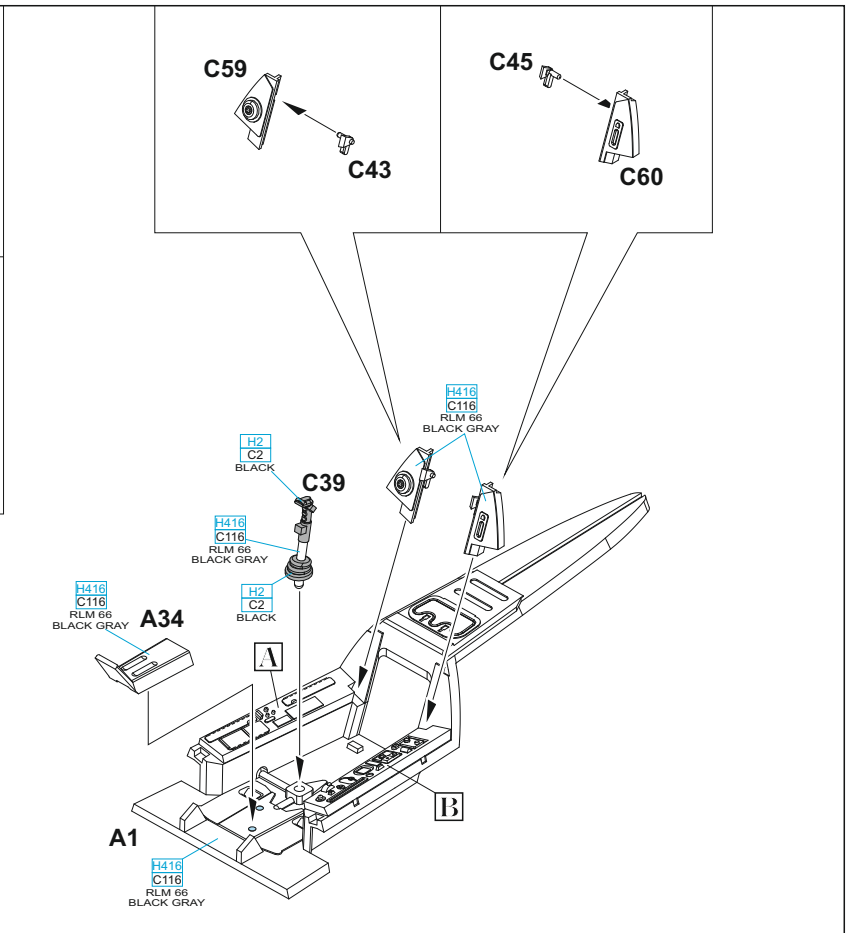
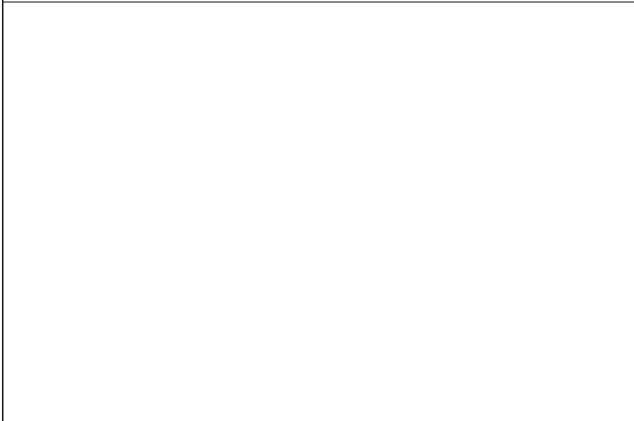
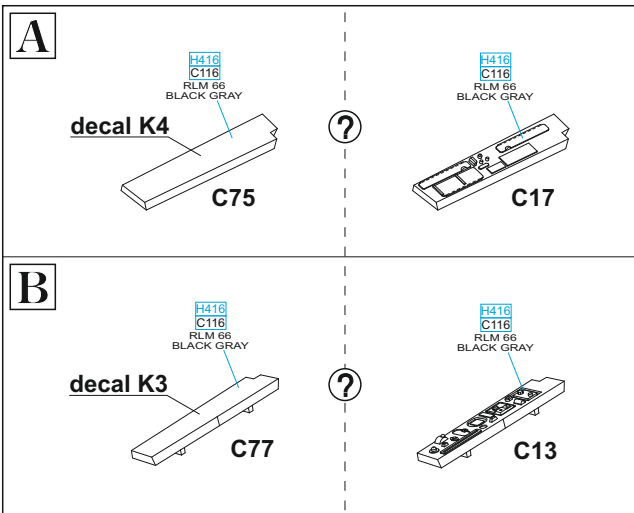
PEINTURE



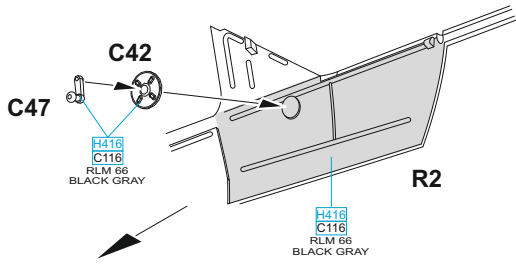
色

| GSi Creos (GUNZE) | | |
|-------------------|----------|-------------------|
| AQUEOUS | Mr.COLOR | |
| 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 |
| H80 | C54 | KHAKI GREEN |
| H90 | C47 | CLEAR RED |

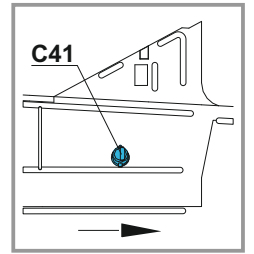
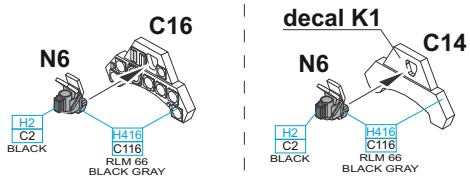
| AQUEOUS | Mr.COLOR | |
|-------------------------|----------|-------------------|
| H94 | C138 | CLEAR GREEN |
| H413 | C113 | RLM04 YELLOW |
| H414 | C114 | RLM23 RED |
| H416 | C116 | RLM66 BLACK GRAY |
| H417 | C117 | RLM76 LIGHT BLUE |
| Mr.METAL COLOR | | |
| MC213 | | STEEL |
| MC214 | | DARK IRON |
| MC219 | | BRASS |
| Mr.COLOR SUPER METALLIC | | |
| SM201 | | SUPER FINE SILVER |



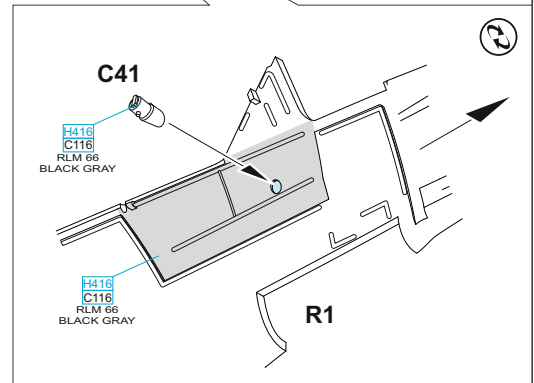
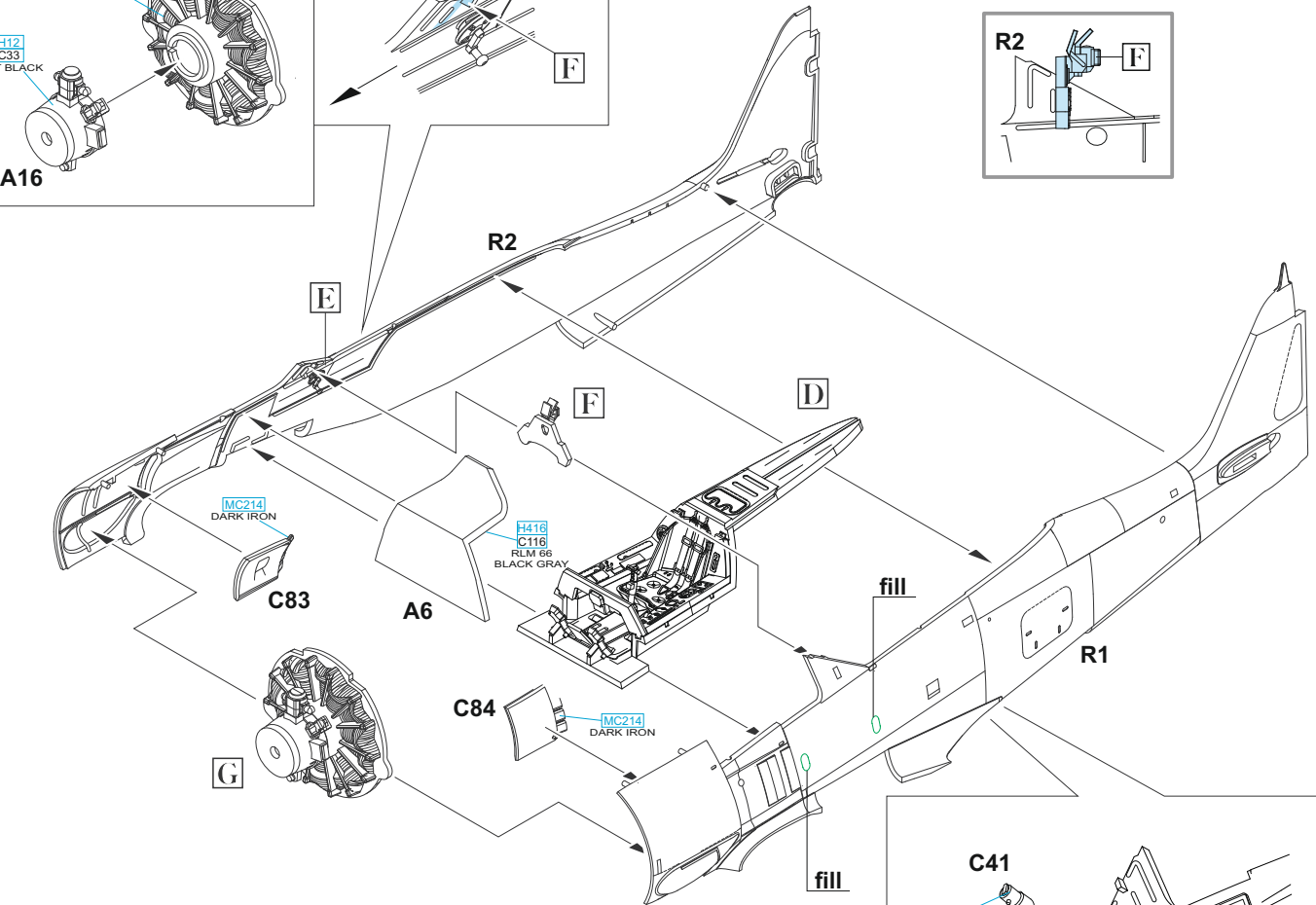
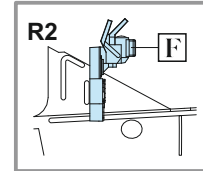
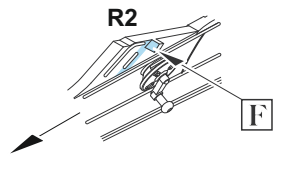
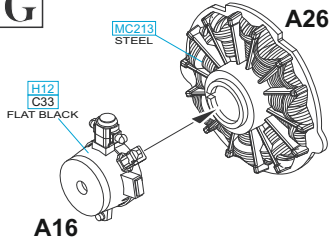
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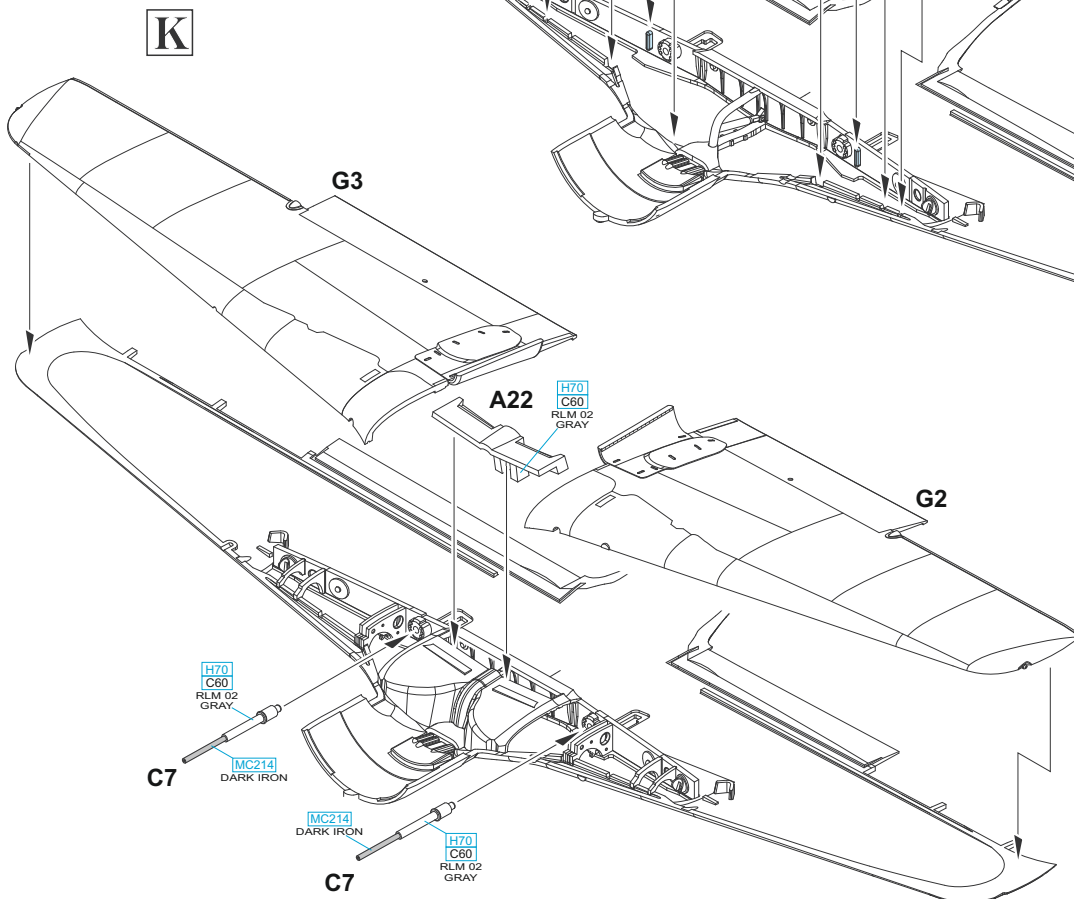
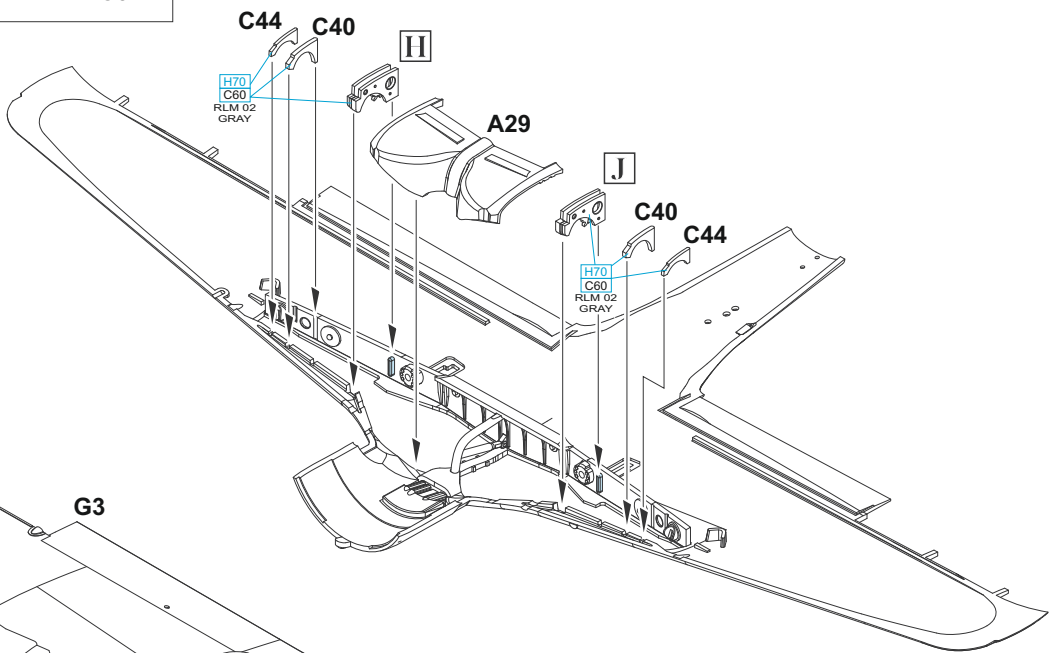
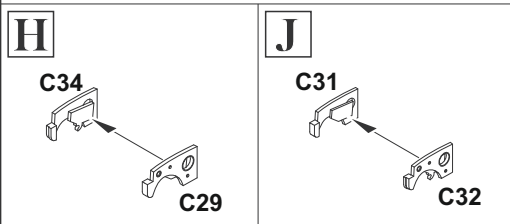
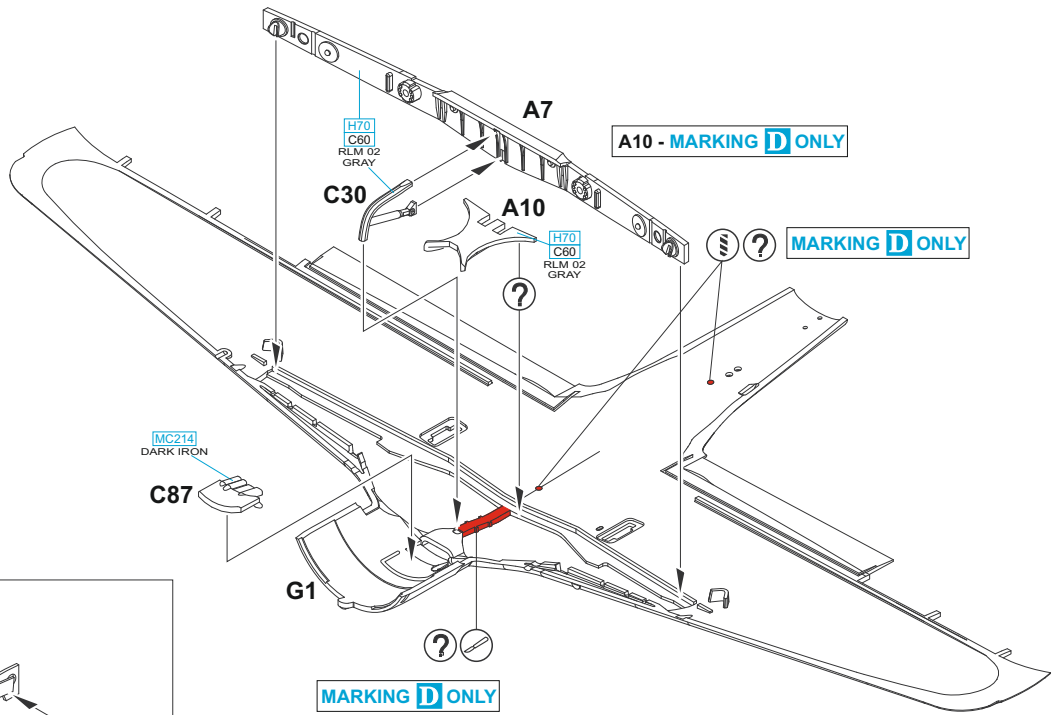


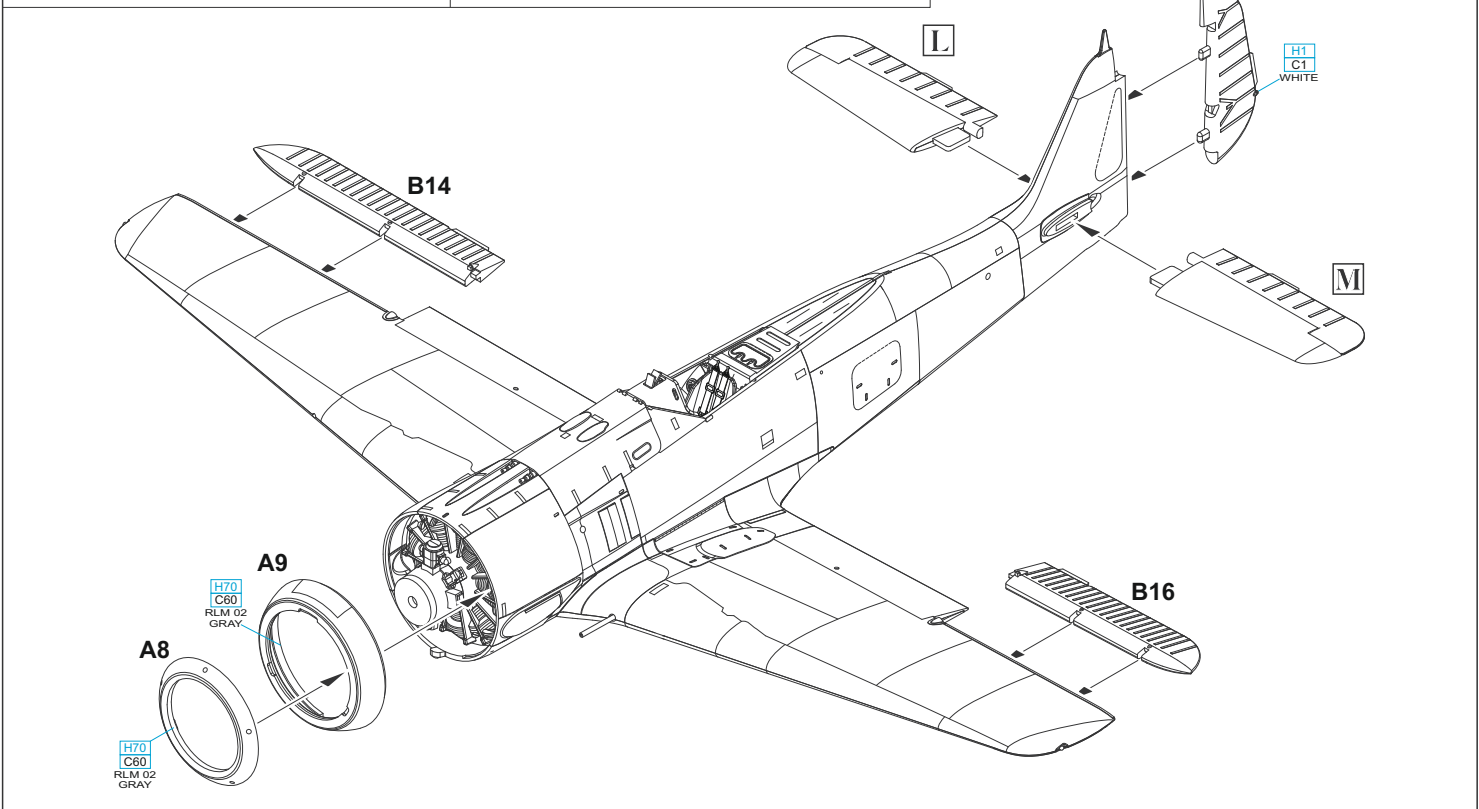
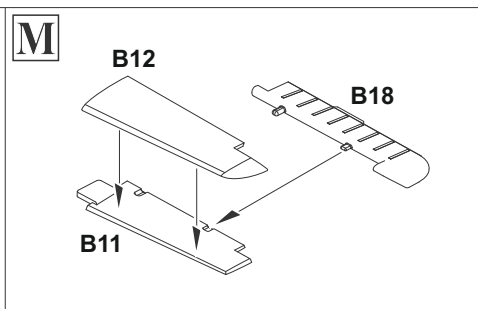
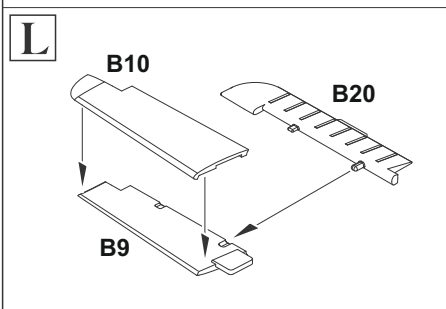
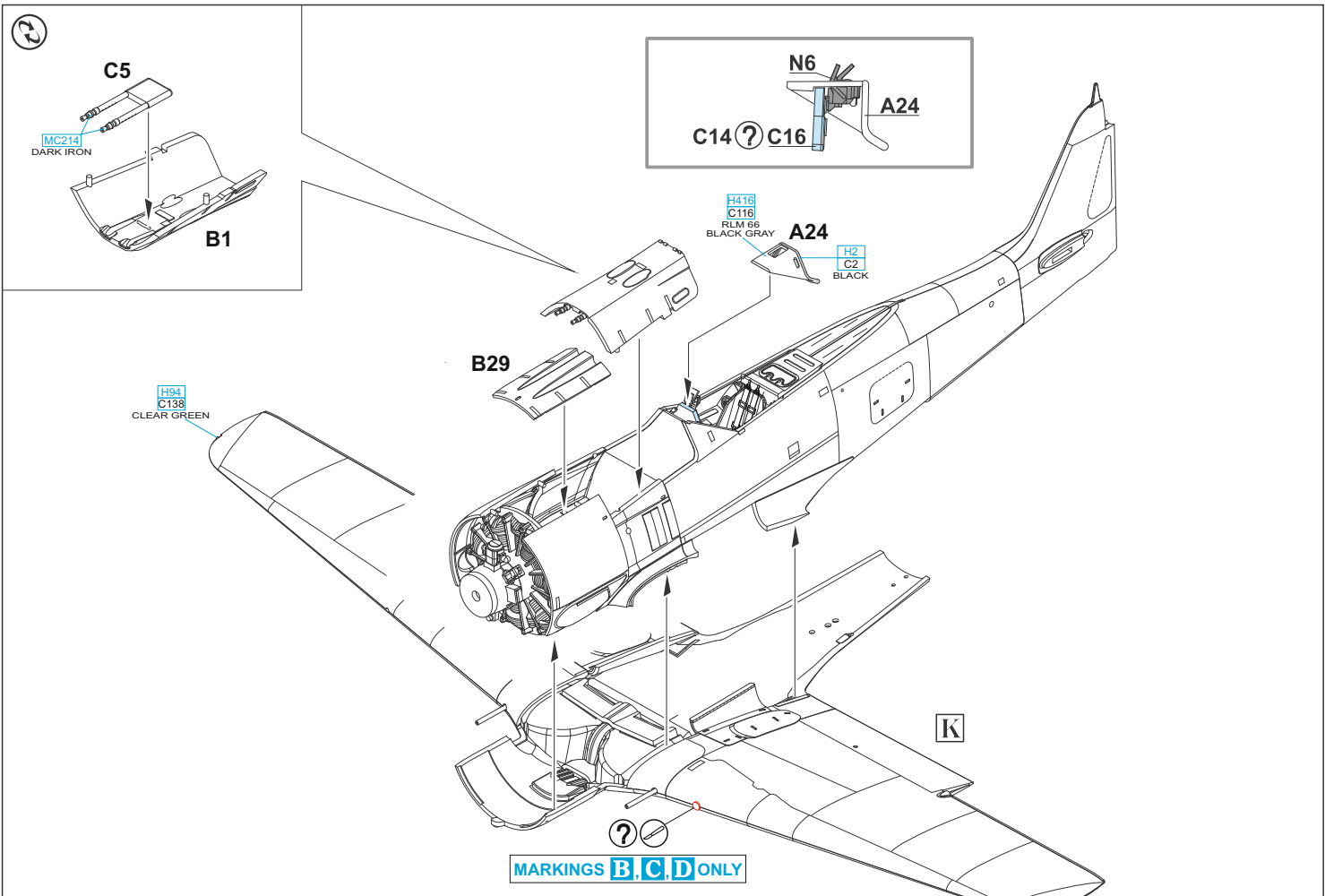
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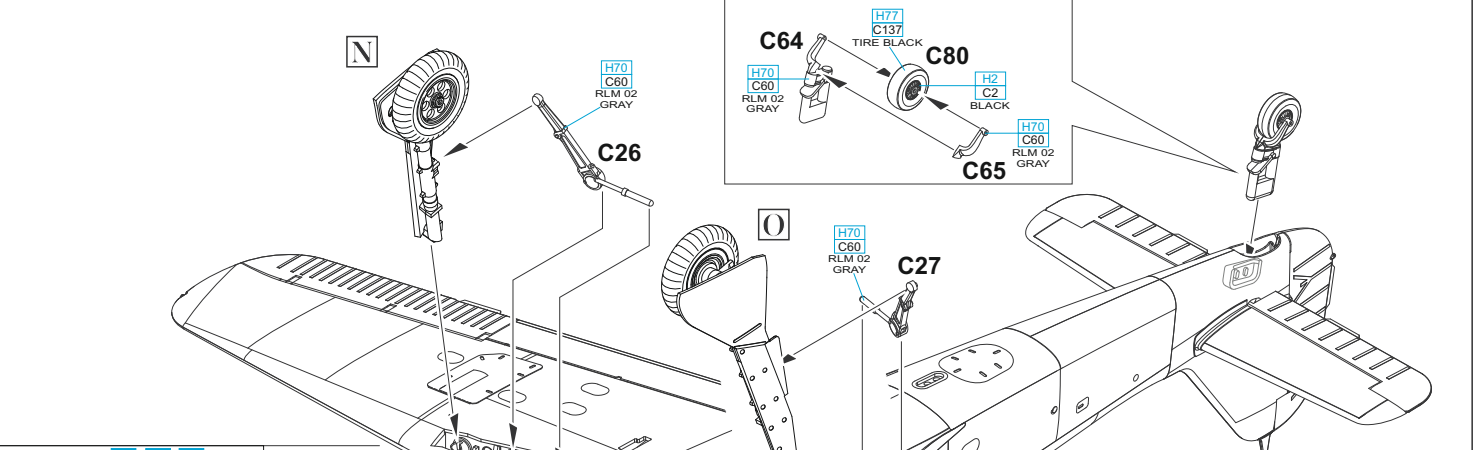
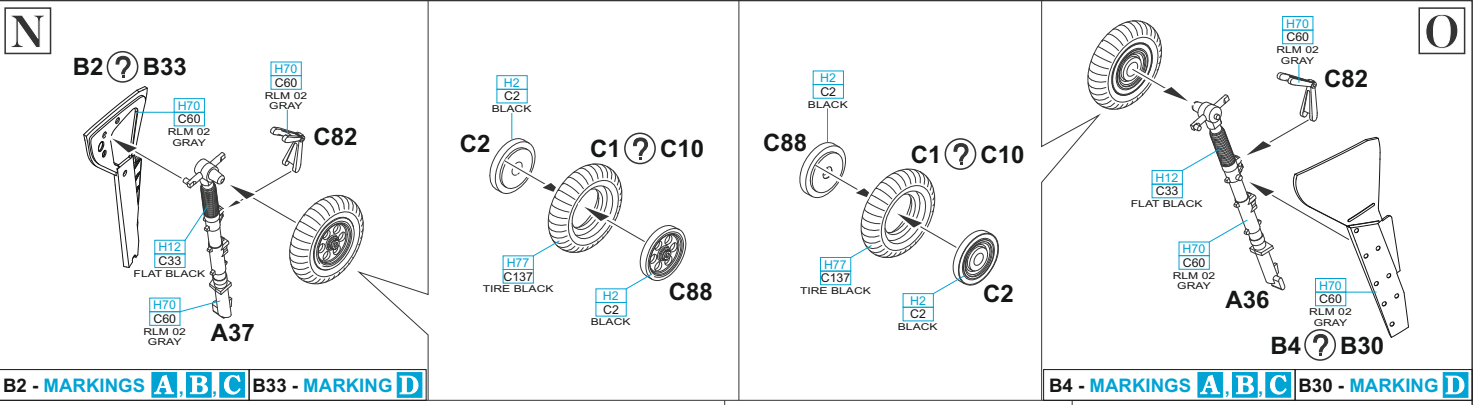


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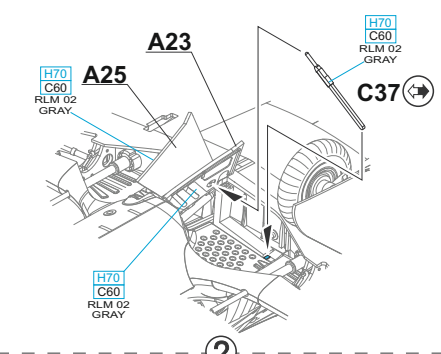




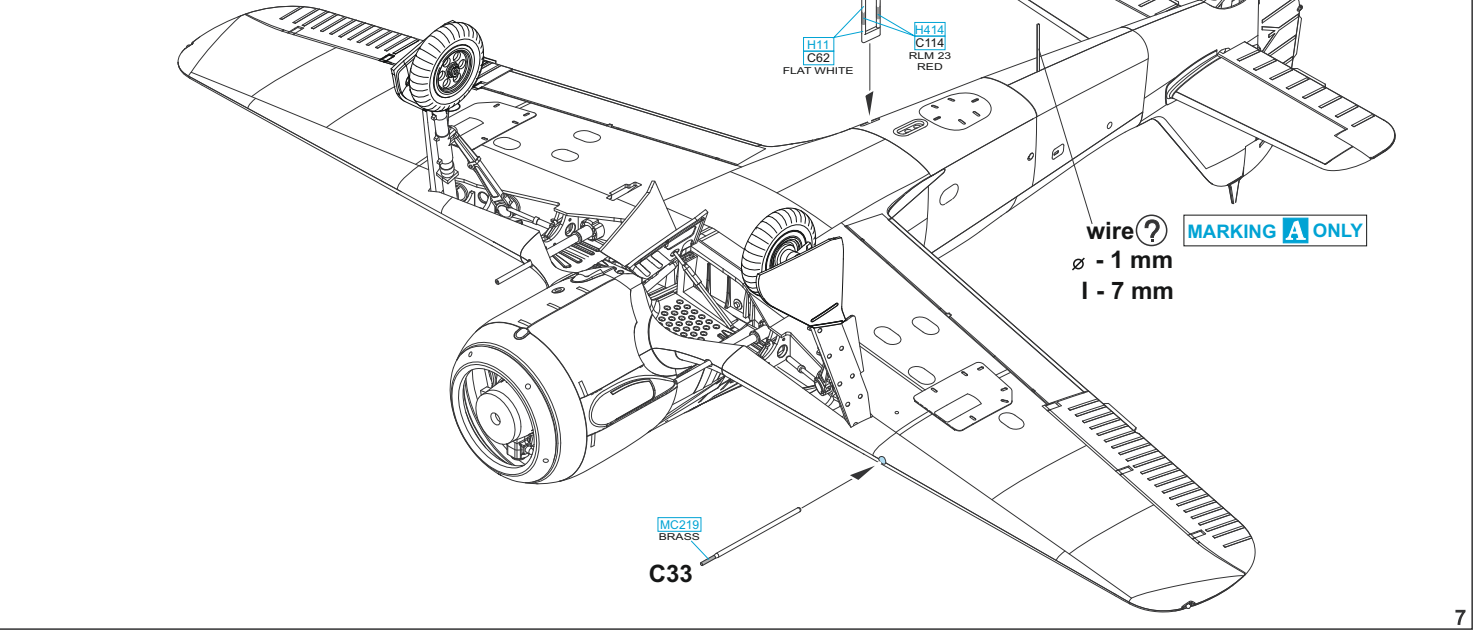
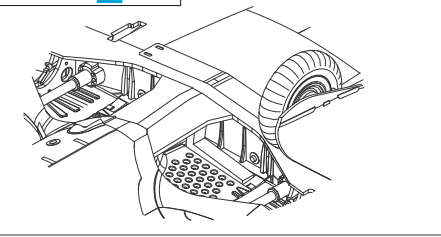




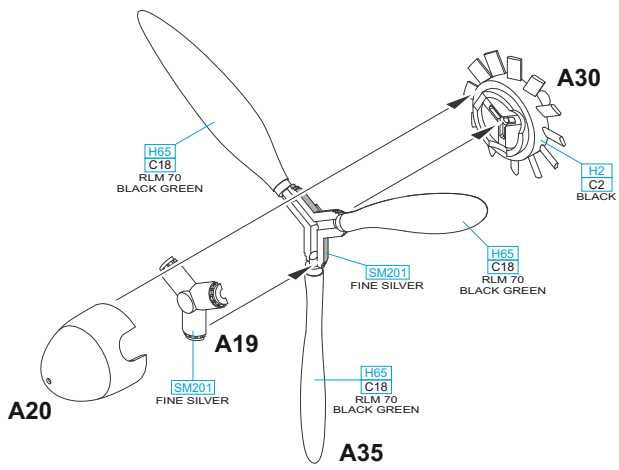
MARKINGS A, B, C ONLY



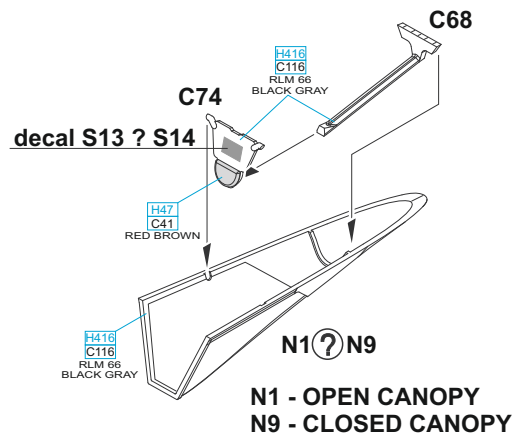
MARKING D ONLY



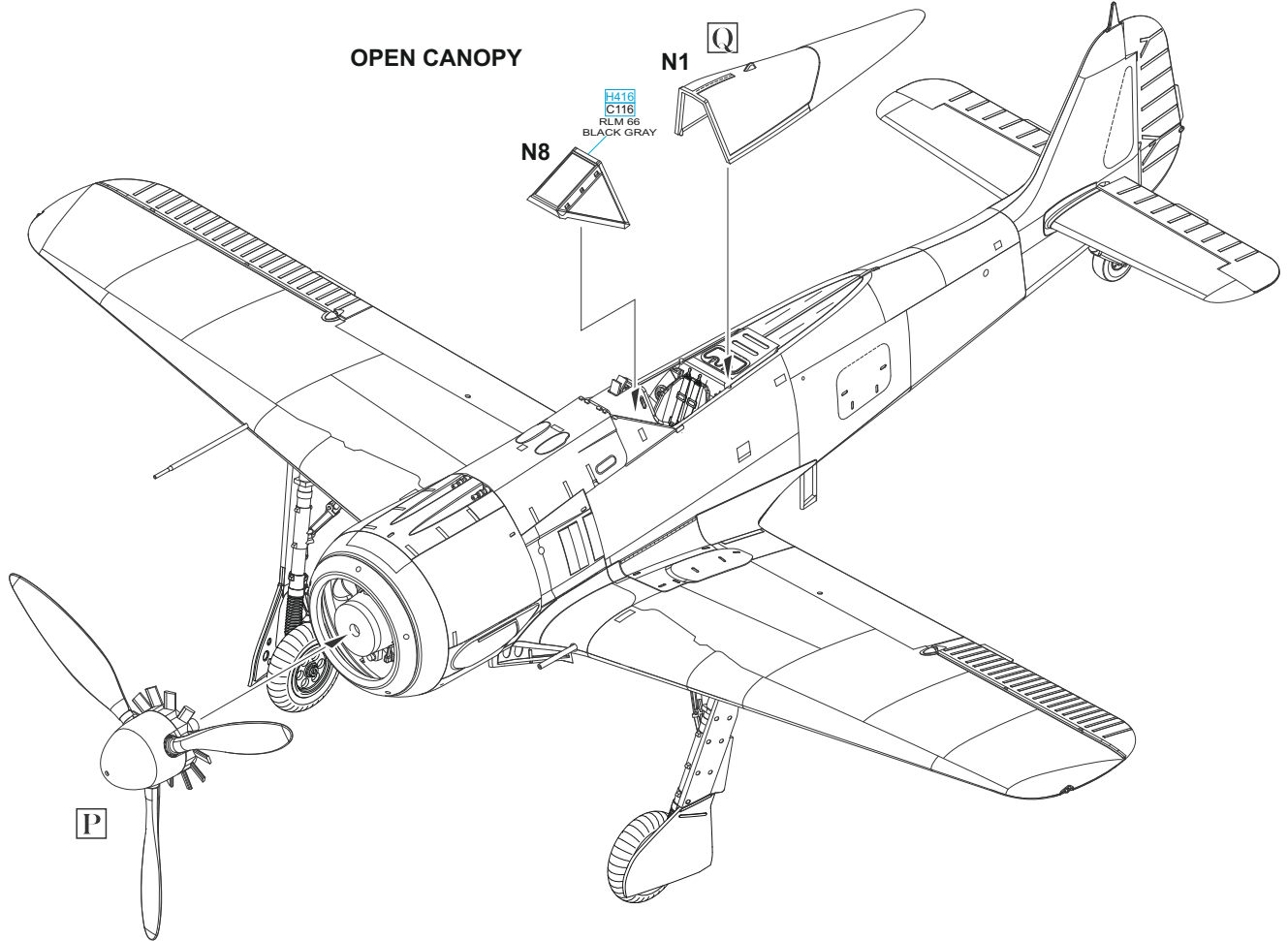
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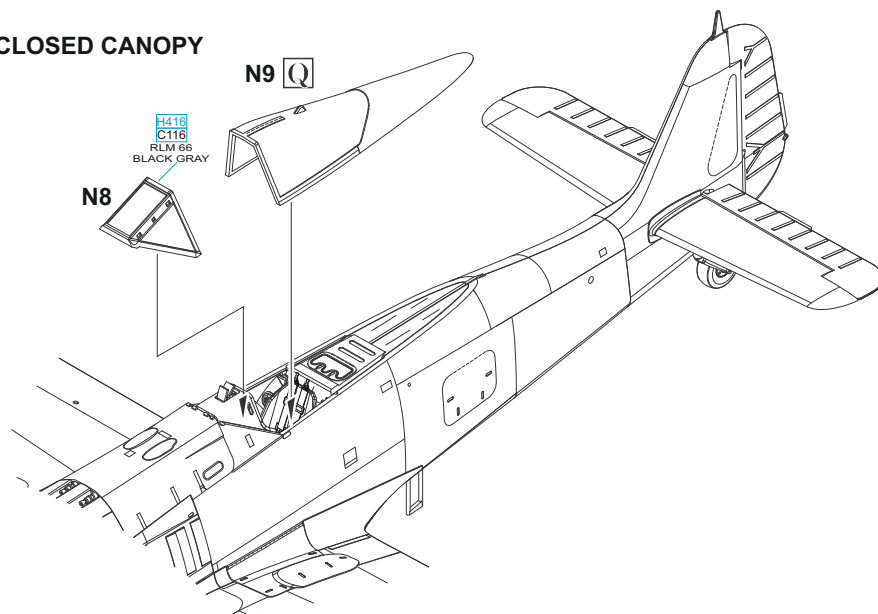
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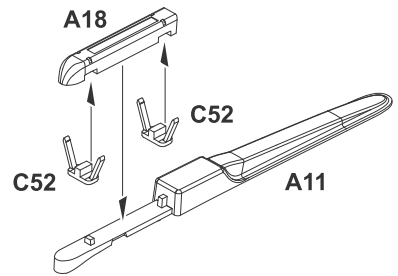
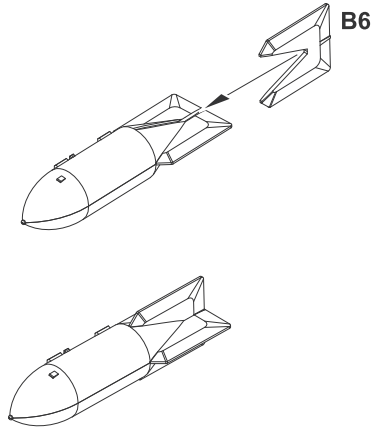
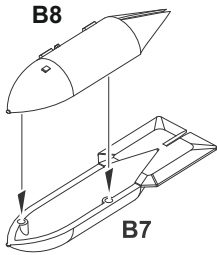
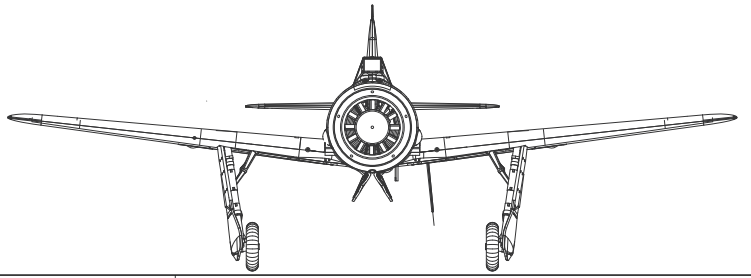
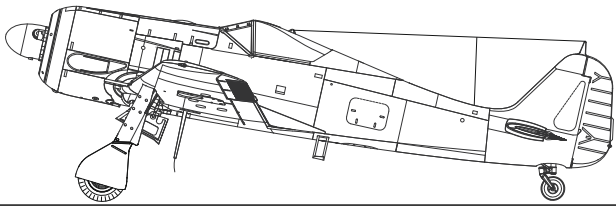


OPEN CANOPY



CLOSED CANOPY

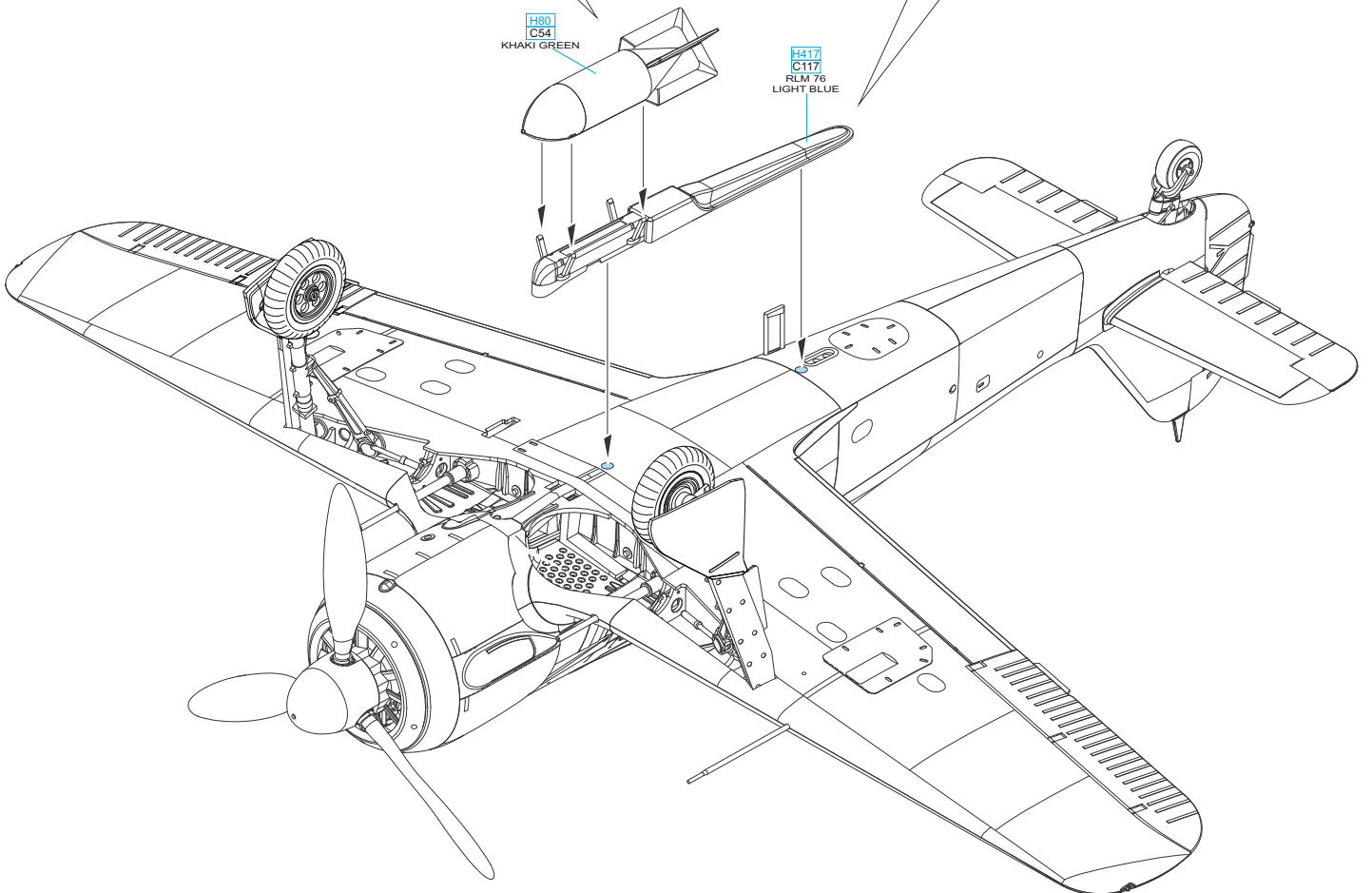




MARKING **D** ONLY

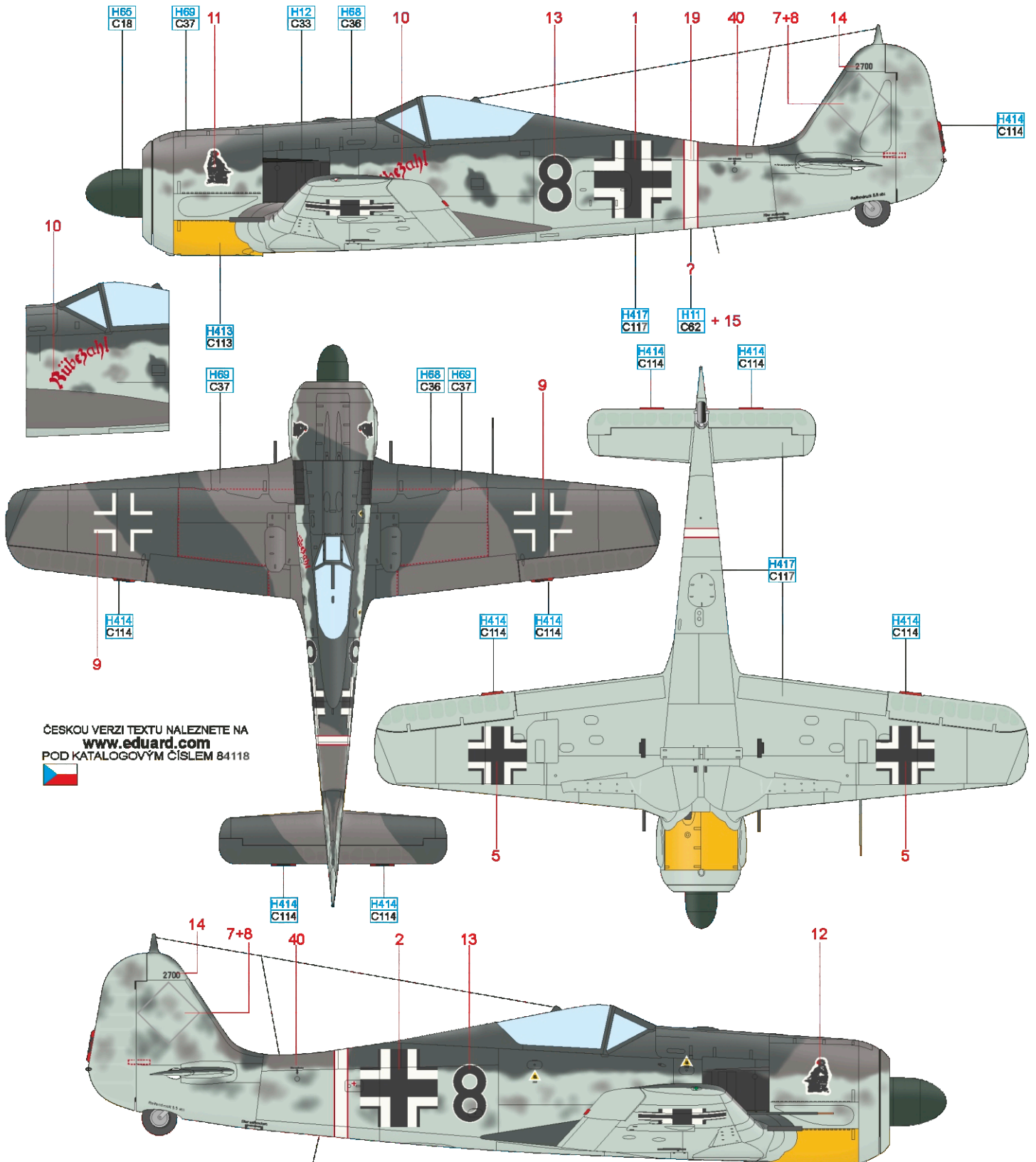
H80
C54
KHAKI GREEN

H417
C117
RLM 76
LIGHT BLUE



A Fw 190A-5, WNr. 2700, 2./JG 11, Husum, Germany, August 1943

Fighter unit 2./JG 11 was formed on April 1, 1943, from 8./JG 1. Its first commander was Hptm. Emil Rudolf Schnoor but in May the command was taken over by Oblt. Heinz Grosser. The first base of the unit was Husum airfield in northern Germany. The mission was to defend the cities of Hamburg and Hannover from American bombing raids. Members of the 2./JG 11 were engaged in dogfights with B-17s, which at the time flew without fighter escort. This later changed and the missions were flown under the protection provided by P-47s and P-51s. We have been unable to trace who flew the Fw 190A-5 WNr. 2700. She was 60 % damaged on August 12 during an emergency landing at Friedrichstadt due to a technical failure. The black 8 aircraft in standard RLM 74/75/76 camouflage had the 2./JG 11 emblem on both sides of the nose. On the left side of the fuselage under the front plate it has a red inscription Růžehajl (spirit of Giant Mountains on Czech-Silesian border). It is possible the pilot originated from this region (Krkonoše in Czech, Riesengebirge in German) and this was his way to express the relation to the homeland. In front of the tail surfaces there was a white stripe with red edging, which was the color of 2. Staffel.



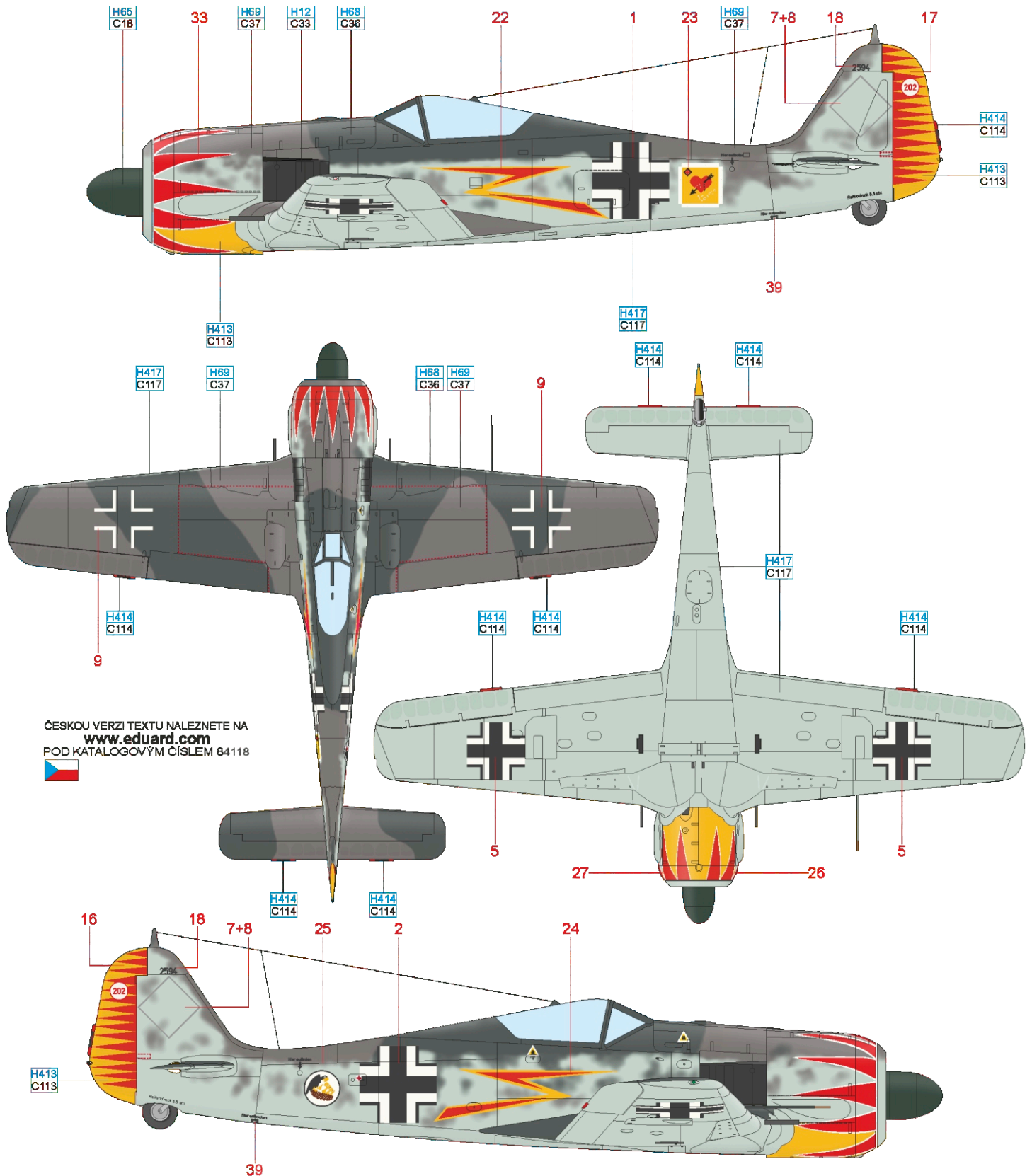
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|------------|--------------|--------|--------------|
| FLAT WHITE | H11 C62 | RLM 23 | H414 C114 |
| RLM 04 | H413 C113 | RLM 76 | H417 C117 |
| RLM 75 | H69 C37 | RLM 74 | H68 C36 |
| FLAT BLACK | H12 C33 | RLM 70 | H65 C18 |

B Fw 190A-5, WNr. 0152594, Maj. Hermann Graf, CO of JGr. Ost, Toulouse-Blagnac, France, April 1943

Hermann Graf, although flying with the Luftwaffe already from the start of the Second World War, didn't fly combat missions until operations over Crete. His first victories were achieved over the plains of the Soviet Union with JG 52. He was very successful and in the space of thirteen months he would amass 202 kills over Soviet aircraft. On September 16, 1942, he was awarded Germany's highest honor, the Knight's Cross with Oak Leaves, Swords and Diamonds. After that, he was withdrawn from combat and made CO of the training unit JGr. Ost. After a short stint with JG 50, he was made CO of JG 1 in October 1943 and on November 11, 1943, took over command of JG 11. He stepped into the same role with his former JG 52 on October 1, 1944, which he would lead up to the end of the war. After the war, the Americans handed him over to the Soviets, who would not release him until December 25, 1949. Hermann Graf died on November 4, 1988, in Engen. Hermann Graf flew two aircraft while serving with JGr. Ost, an Fw 190A-4 and an Fw 190A-5. The aircraft carried a red tulip motif on the yellow engine cowl, with a similar design being carried on the rudder with a scoreboard of his kills. Graf's personal marking appeared on the rear fuselage on the left side, while the unit badge of an eagle teaching its young to fly appeared on the right side.

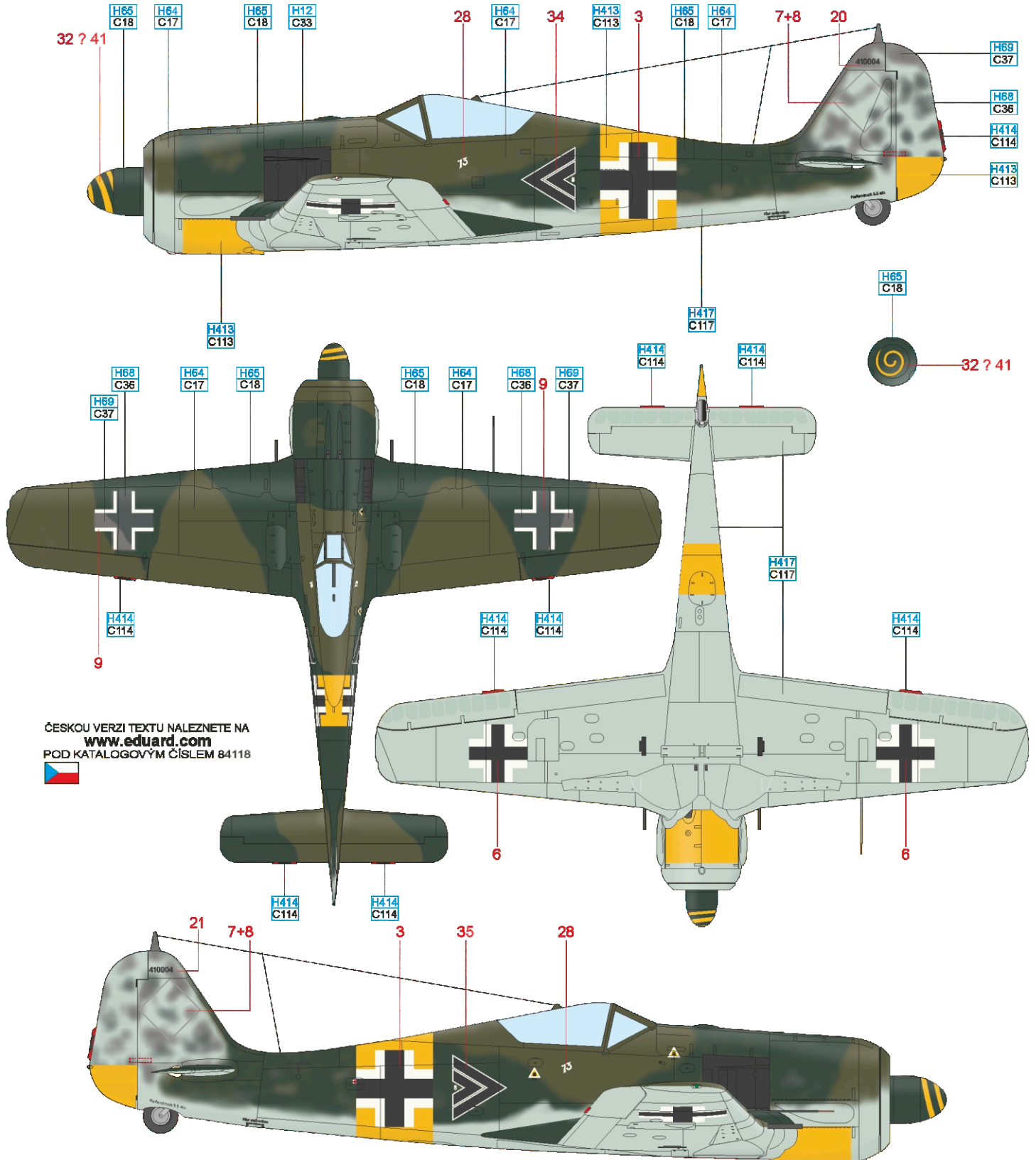


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|--------|--------------|--------|--------------|--------|------------|--------|------------|--------|------------|---------------|------------|--------|--------------|
| RLM 04 | H413 C113 | RLM 76 | H417 C117 | RLM 75 | H69 C37 | RLM 74 | H68 C36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

A German fighter pilot of Austrian origin and a native of Gmünd situated near the border with Czechoslovakia, Walter "Nowi" Nowotny was a holder of the Knight's Cross with Oak Leaves, Swords and Diamonds, and shot down 258 enemy aircraft over the course of 442 combat sorties. He was killed in an Me 262 Schwalbe in combat with American escort fighters near an airfield at Hesepe on November 8, 1944. "Nowi's" aircraft got a non-standard camouflage consisting of two shades of dark green, most likely RLM 70 and RLM 71. The yellow wingtips of the undersides and yellow band round the fuselage identified the aircraft flying in the Eastern Front. The JG 54 aircraft bore yellow band on the fuselage, underneath the fuselage crosses, and bottom part of the rudder was painted yellow as well.

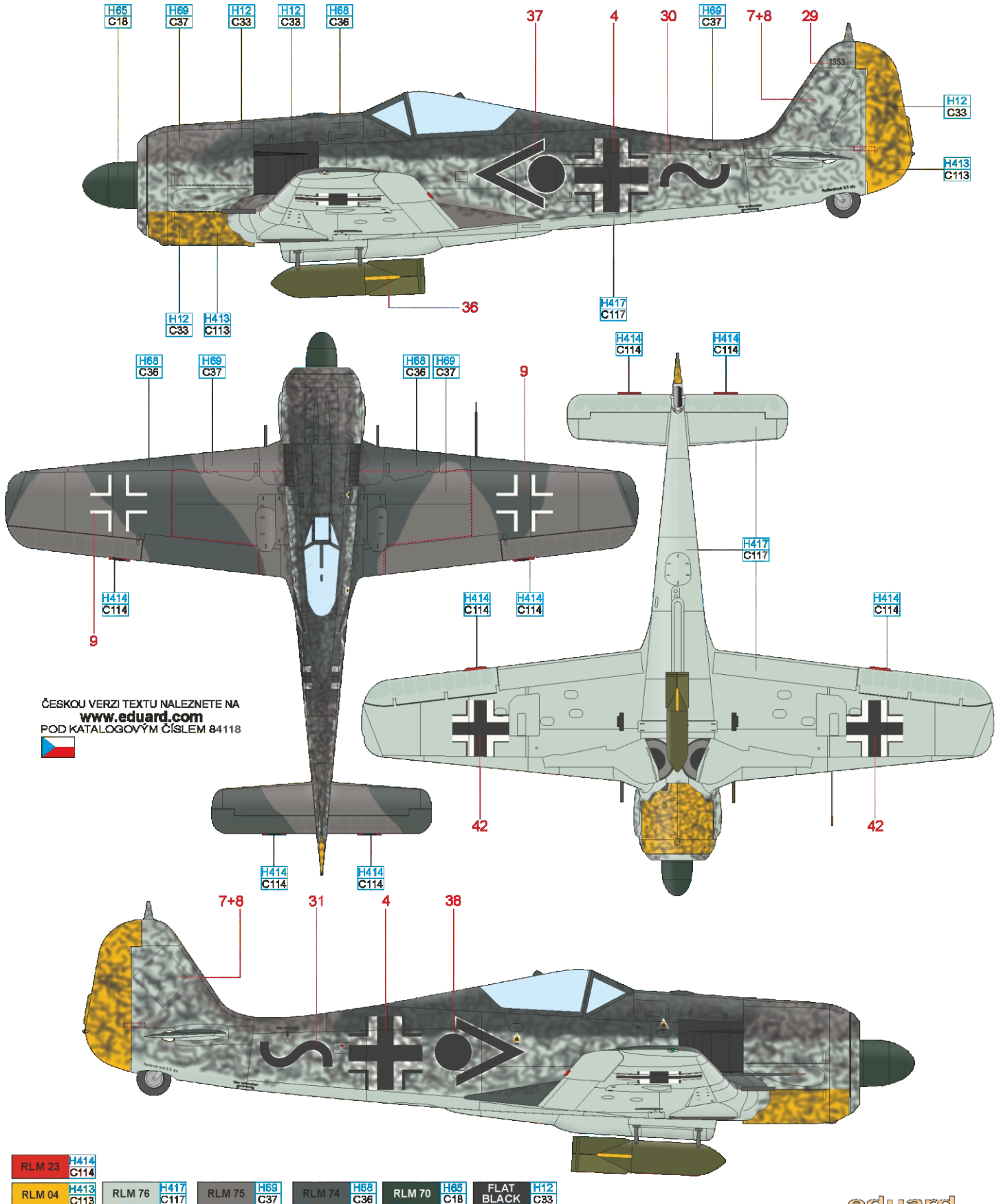


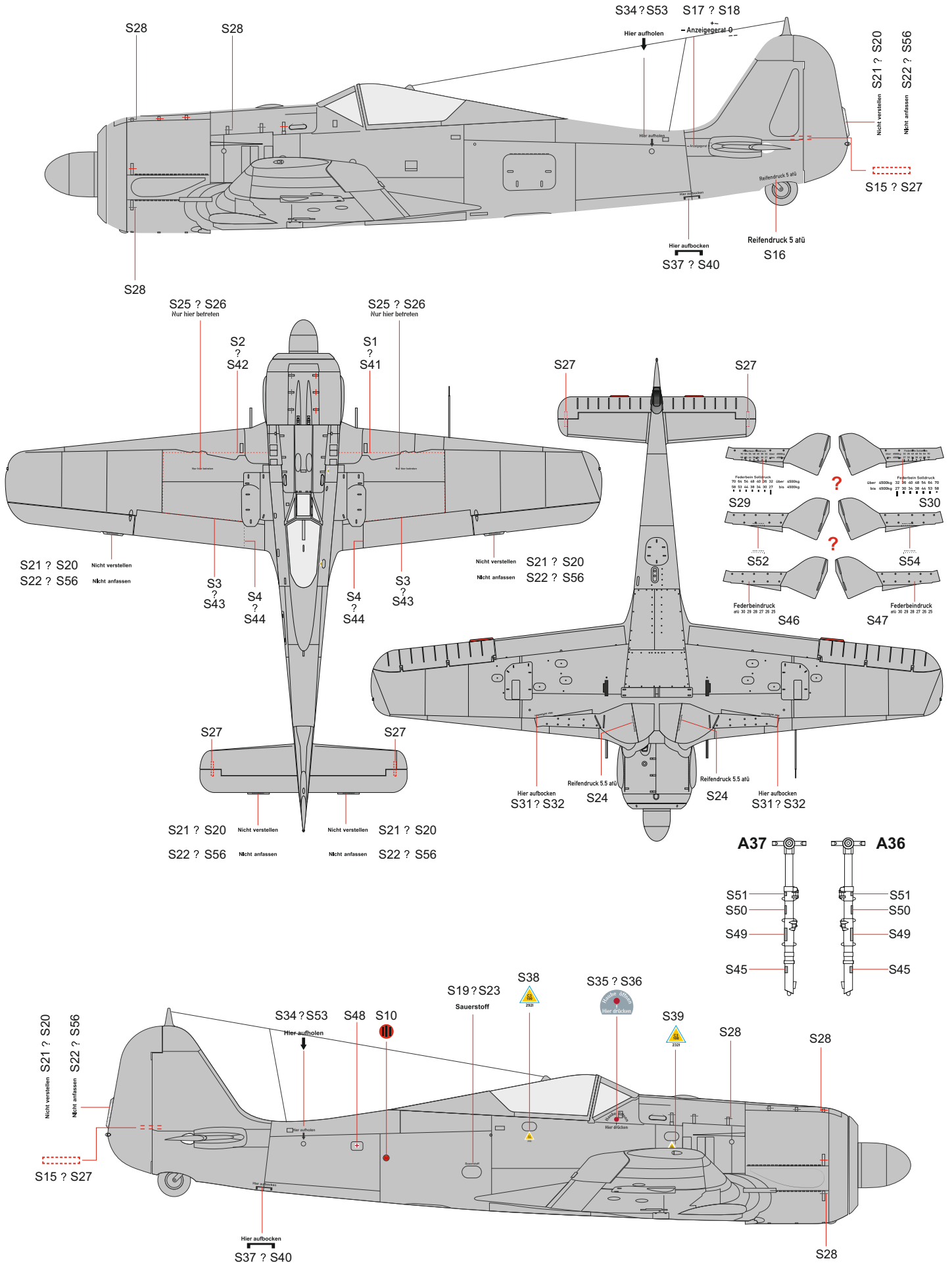
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D Fw 190A-5/U8, WNr. 01501353, Oblt. Kurt Hevler, Stab IV./SKG 10, Cognac, France, June 1943

On June 4, 1943, eighteen Fw 190s from IV./SKG 10 with bombs under their racks headed towards the city of Eastbourne. The aircraft carrying Gruppenadjutant markings was hit by anti-aircraft fire and turned back home. However, the damaged engine could not supply the necessary power and the pilot attempted the emergency landing. That ended in the crash nearby the town of Normans Bay which Oblt. Hevler did not survive. According to the period description of the crashed aircraft yellow rudder and bottom of the engine cowling were oversprayed in the black irregular stripes. Kurt Hevler was born on July 21, 1917, in Prague. The family later apparently lived in Germany, because already in August 1939 he had the rank of Leutnant and from September of the same year he served in the 10./JG 26. In the spring of 1940 he fought in the ranks of the 5.(J)/Tr.Gr. 186 and on May 10 shot down a Dutch Fokker D.XXI near De Kooi. From 1940 to 1943 he flew with 7./JG 77 and JG 27. From February 1943 he was a fighter-bomber instructor with Erg. JGr. Süd. He was posthumously promoted to the rank of Hauptmann on July 1, 1943. He is buried at Cannock Chase.



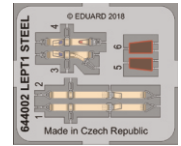


Eduard goodies for Fw 190A-5 light fighter 1/48

- 48949 Fw 190A-5 (PE-Set)
- 48950 Fw 190A-5 landing flaps (PE-Set)
- FE863 Fw 190A seatbelts STEEL (Brassin)
- 644002 Fw 190A-5 LööK (Brassin)
- 648152 Fw 190 wheels early (Brassin)
- 648373 Fw 190A Pitot tubes early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)
- 648390 Fw 190A-5 cockpit (Brassin)
- 648391 Fw 190A-5 engine (Brassin)
- 648392 Fw 190A-5 fuselage guns (Brassin)
- 648408 Fw 190A-5 engine & fuselage guns (Brassin)
- 648436 Fw 190A-5 undercarriage legs BRONZE (Brassin)
- SIN64843 Fw 190A-5 ADVANCED (Brassin)
- SIN64851 Fw 190A-5 ESSENTIAL (Brassin)
- 3DL48047 Fw 190A-5 SPACE (3D Decal Set)
- D48029 Fw 190 A stencils (Decal)
- D48039 Fw 190A-5 national insignia (Decal)
- EX724 Fw 190A-5 TFace (Mask)



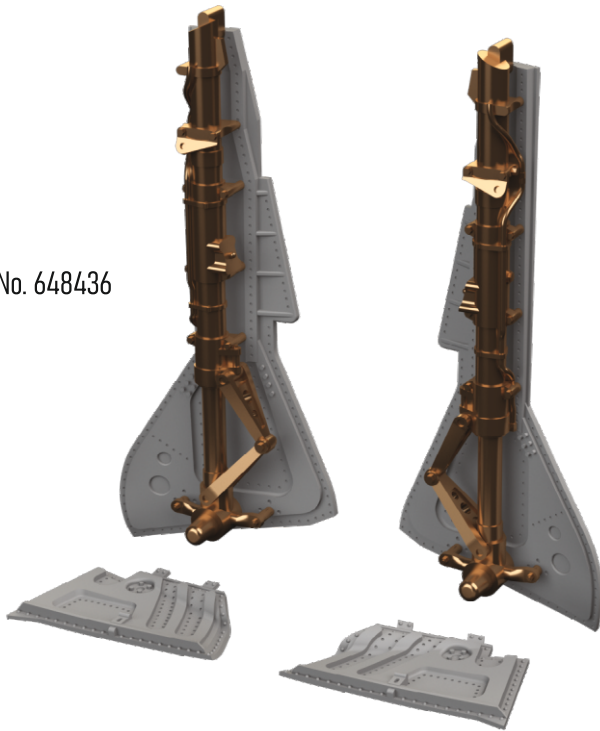
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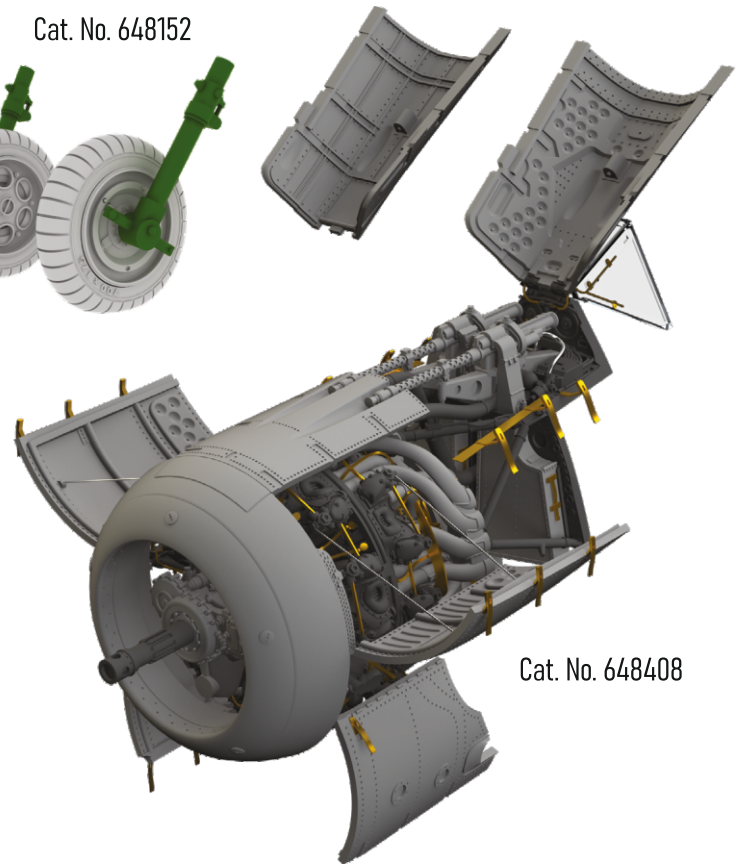
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