

LIMITED EDITION! CED48071

CED72071

Focke Wulf Fw 190A-8

Fw 190A-8 of I/JG 301

**ADVANCED
RESEARCH
SERIES**



Recommended kits:

1/48: Tamiya Fw 190F-8 (with Cutting Edge conversion kit)

1/72: Hasegawa Fw 190A-8

**Cutting
Edge**

MODELWORKS

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Focke Wulf Fw 190A-8, I/JG301



**Cutting
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- This striking aircraft exhibits the Luftwaffe practice of recycling airframe parts quite well. An older fuselage assembly appears to have been grafted to a newer tail unit. The main fuselage is painted in a faded RLM 74 & 75. The tail subassembly is painted in a lighter shade of RLM 76 (weiss-blau), but has DARKER spots than the rest of the airframe. We believe these spots to be RLM 83 or *fresh* RLM 74. The seam where the newer tail assembly was grafted to the older fuselage has been retouched with a dark primer. This was likely the dark 'rust' colored primer found on numerous other late war Luftwaffe fighters. The rudder & fin cap are darker than the RLM 76 on the tail assembly. After careful study, we believe this color to be one of the numerous variations of RLM 76, also referred to as RLM 84 in some publications. While it is common to see a difference in tone on the rudder when compared to the tail assembly of a Fw 190 due to the former's fabric covering, this is definitely not the case on this aircraft as the fin cap (metal) matches the rudder as well. As the horizontal stabilizers are not well covered in our photos, we are not positive about which camouflage colors used, but in our opinion the most likely combination would be RLM 74/75
- The most unusual feature on this aircraft is the red & yellow stripes on the cowling. While this is very unusual, we do have a theory as to the origins of this marking. A BMW 801 power egg (engine assembly & cowl) with a RLM 04 stripe around the center for ground recognition purposes was attached to this aircraft (or it was part of the older fuselage assembly when it was repaired). Once flying with JG 301, someone decided that the JG 301 band could be easily created by just adding red to the armored rings on the cowl. No matter how it came about, the red & yellow cowl stripes make an extremely eye catching model.
- While the canopy was not visible in our photos, most other Fw 190A-8s of JG 301 had the blown hood and we feel that this aircraft did as well. NOTE: The blown hood on the Fw 190 did NOT have an antenna retraction pulley, so if you decide to have your canopy in the open position remember to have the antenna wire fall limp along the fuselage spine.
- As this was a recycled fuselage, much of the original stencilling has been either worn off or over-painted. Some of the stencils are visible in the photos, so the final decision as to how many to apply is up to the modeler.

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process...however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Bibliography

Original photographs from the collection of James V. Crow.