

## GERMAN WWII FIGHTER 1:72 SCALE PLASTIC KIT

**ProfiPACK**



eduard

### intro

The second half of the Second World War saw the Focke-Wulf Fw190, 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 Fw190A-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 Fw190 to be taken into inventory of the Luftwaffe. In June, 1941, the Luftwaffe accepted the first of 100 ordered Fw190A-1s, armed with four 7.9mm MG17s. 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 Fw190A-2, powered by a BMW801C-2, and armed with two 7.9mm MG17s and two MG151s of 20mm caliber in the wings. Part of this series received an additional pair of 20mm MGFFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring of 1942, when the BMW801D-2 became available, whose installation gave birth to the Fw190A-3. July saw the development of the improved A-4. Both were armed with what became the standard two fuselage mounted MG17s, two wing mounted MG151 cannon, and two MGFF cannon, 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 MG151s instead of the MGFFs 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 MG17s with 13mm MG131s. Further improvements led to the Fw190A-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 MK108 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 BMW801 powered fighter was the Fw190A-9, equipped with the BMW801TS of 2000hp (1470kW). There was a parallel development of these fighter optimized aircraft with a dedicated fighter-bomber version, the Fw190F. These aircraft had reduced wing armament to two MG151 cannon in the wingroot 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 Fw190G version. Development of the thoroughbred fighter continued in the guise of the Fw190D, which began to reach Luftwaffe units in the second half of 1944, and was the result of mounting an in-line Jumo213A-1 engine into a modified Fw190A-8 airframe. Although the Fw190 never achieved the widespread usage of the competing Bf109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw190s 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-engined bombers. This is where the A-8 version was instrumental, along with its 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 ivory 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. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁREZREMOVE  
ODRÍZNOUTAPPLY EDUARD MASK  
AND PAINT  
POUŽÍJ EDUARD'S MASK  
NABARVIT

PARTS



DÍLY



TEILE



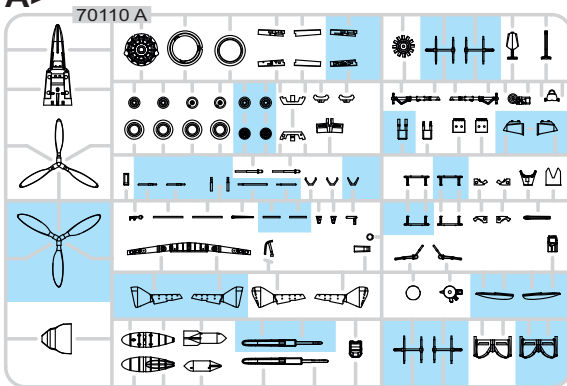
PIĚCES



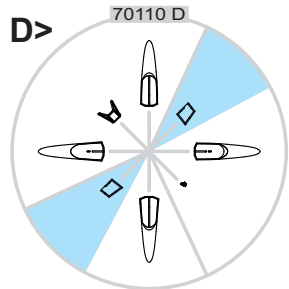
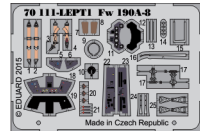
部品

A &gt;

PLASTIC PARTS

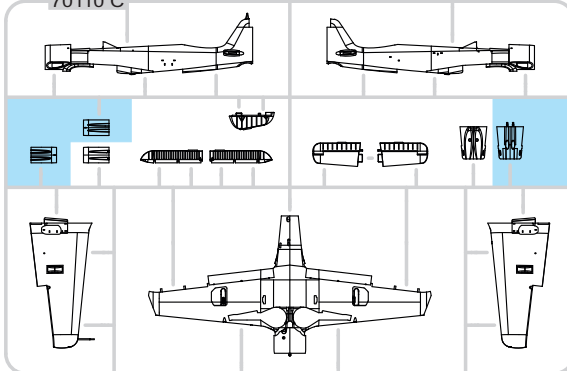


D &gt;

PE - PHOTO ETCHED  
DETAIL PARTSeduard  
MASK

C &gt;

70110 C



-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



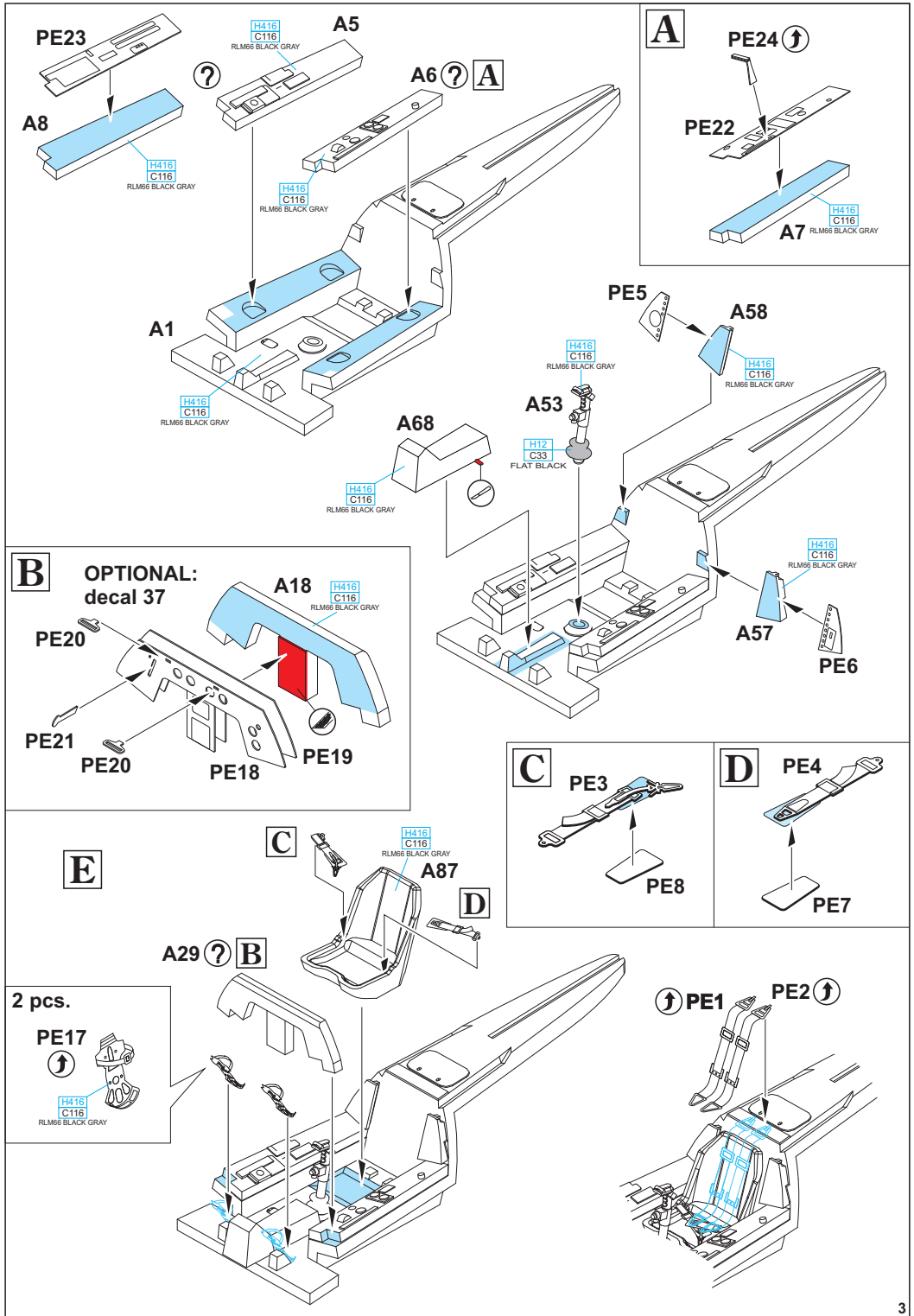
PEINTURE

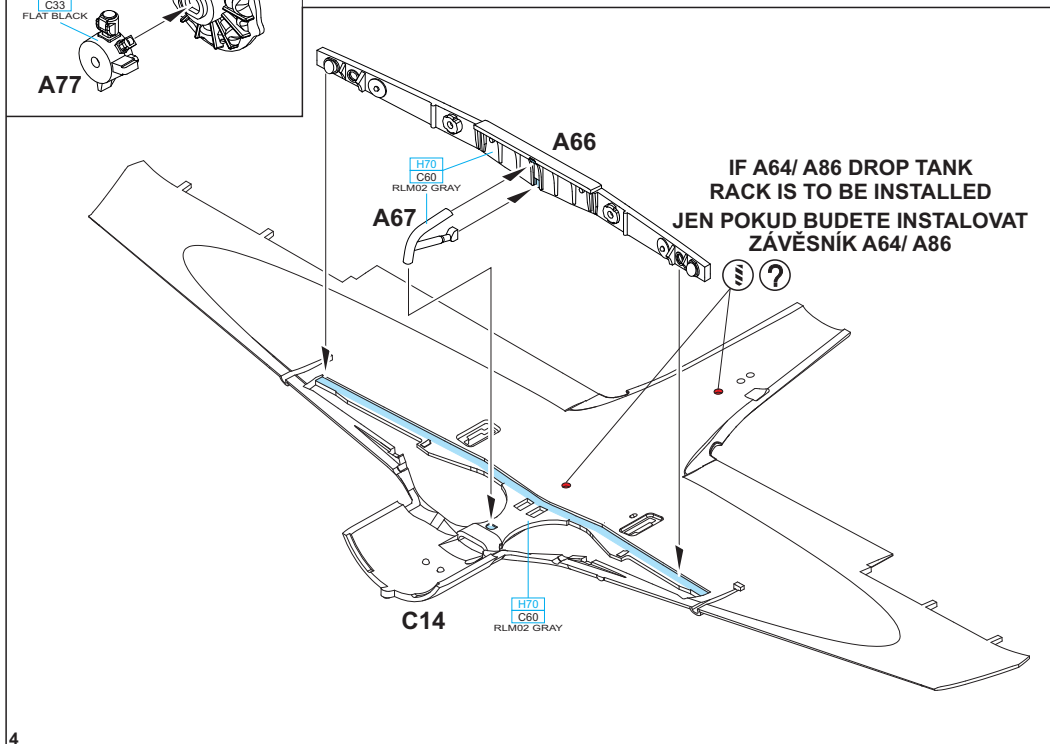
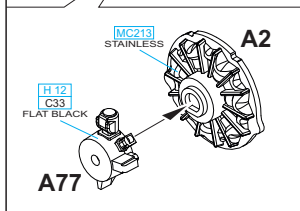
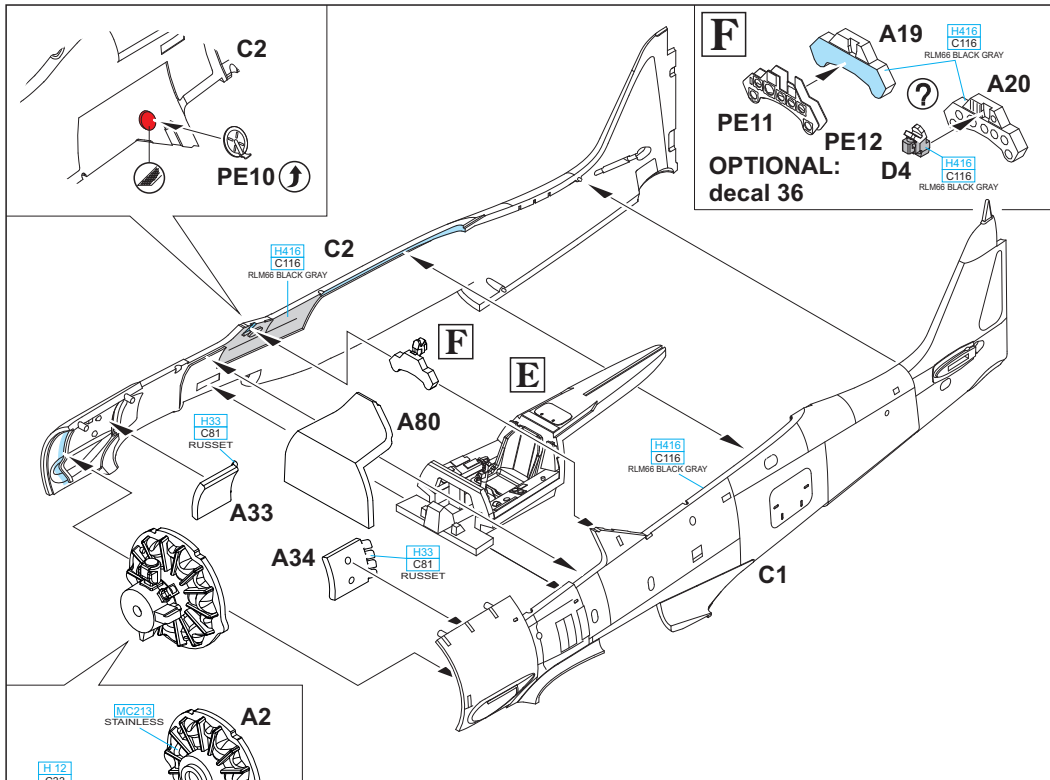


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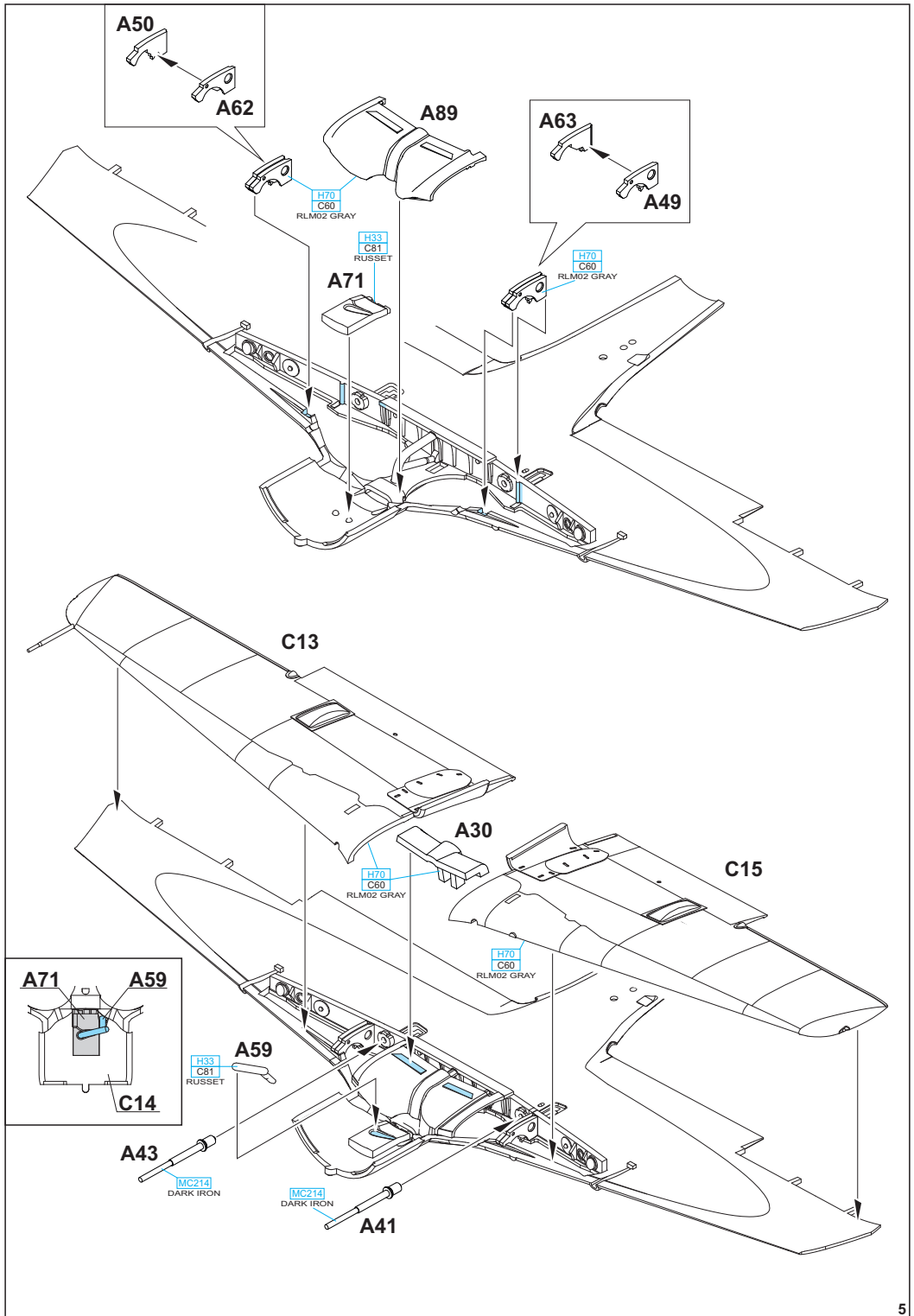
GSI Colors (GUNZE)			
AQUEOUS	Mr.COLOR		
H1	C1	WHITE	
H2	C2	BLACK	
H3	C3	RED	
H4	C4	YELLOW	
H12	C33	FLAT BLACK	
H25	C34	SKY BLUE	
H33	C81	RUSSET	
H47	C41	RED BROWN	
H65	C18	BLACK GREEN	RLM70
H68	C36	DARK GRAY	RLM74
H69	C37	GRAY	RLM75

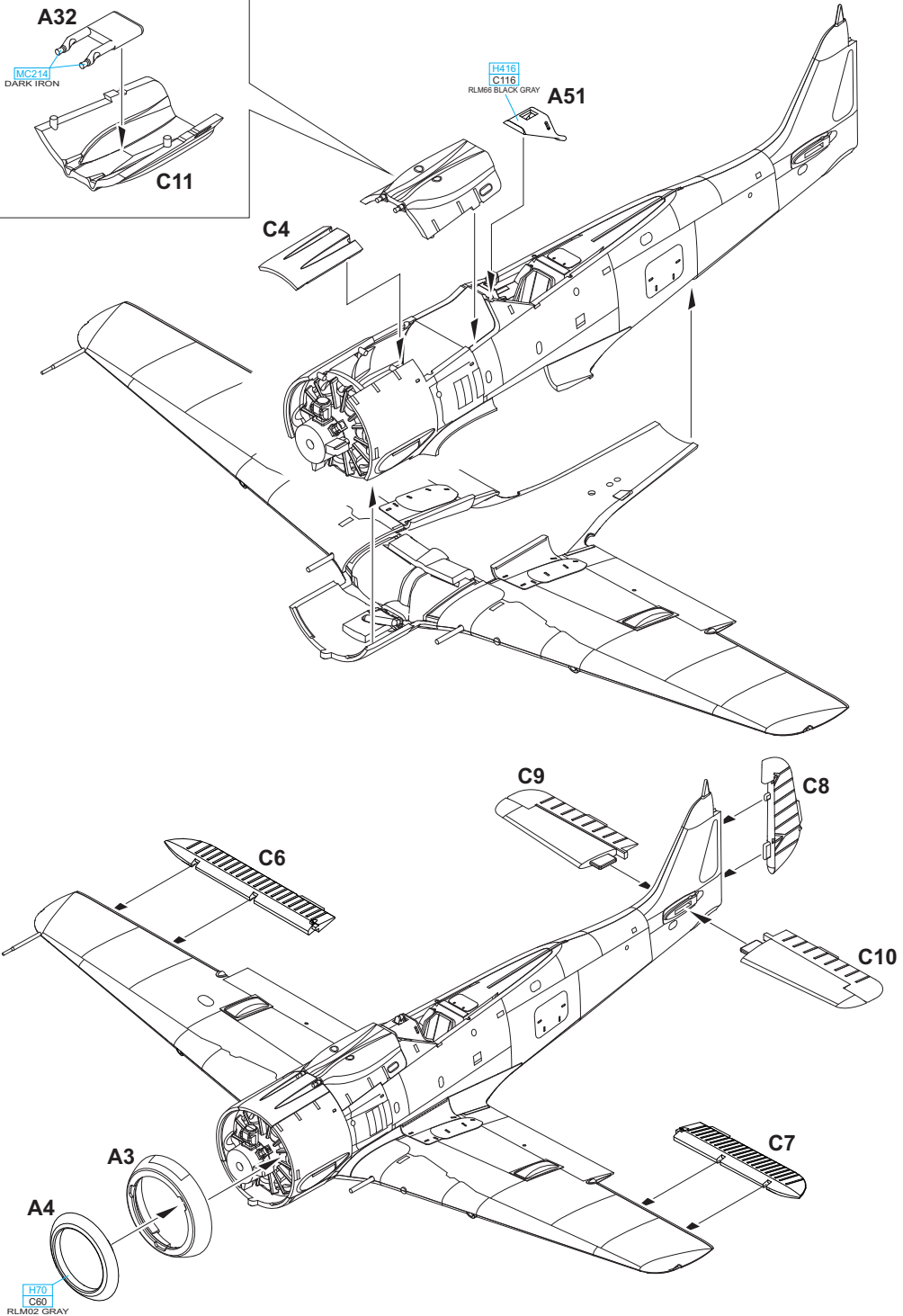
AQUEOUS	Mr.COLOR		
H70	C60	GRAY	RLM02
H77	C137	TIRE BLACK	
H80	C54	KHAKI GREEN	
H416	C116	BLACK GRAY	RLM66
H417	C117	LIGHT BLUE	RLM76
H421	C121	BROWN VIOLET	RLM81
H422	C122	LIGHT GREEN	RLM82
Mr.COLOR SUPER METALLIC			
S1006		CHROME SILVER	
Mr.METAL COLOR			
M213		STAINLESS	
M214		DARK IRON	











**A32**

MC214  
DARK IRON

**C11**

H416  
C116  
RLM66 BLACK GRAY

**A51**

**C4**

**C9**

**C8**

**C6**

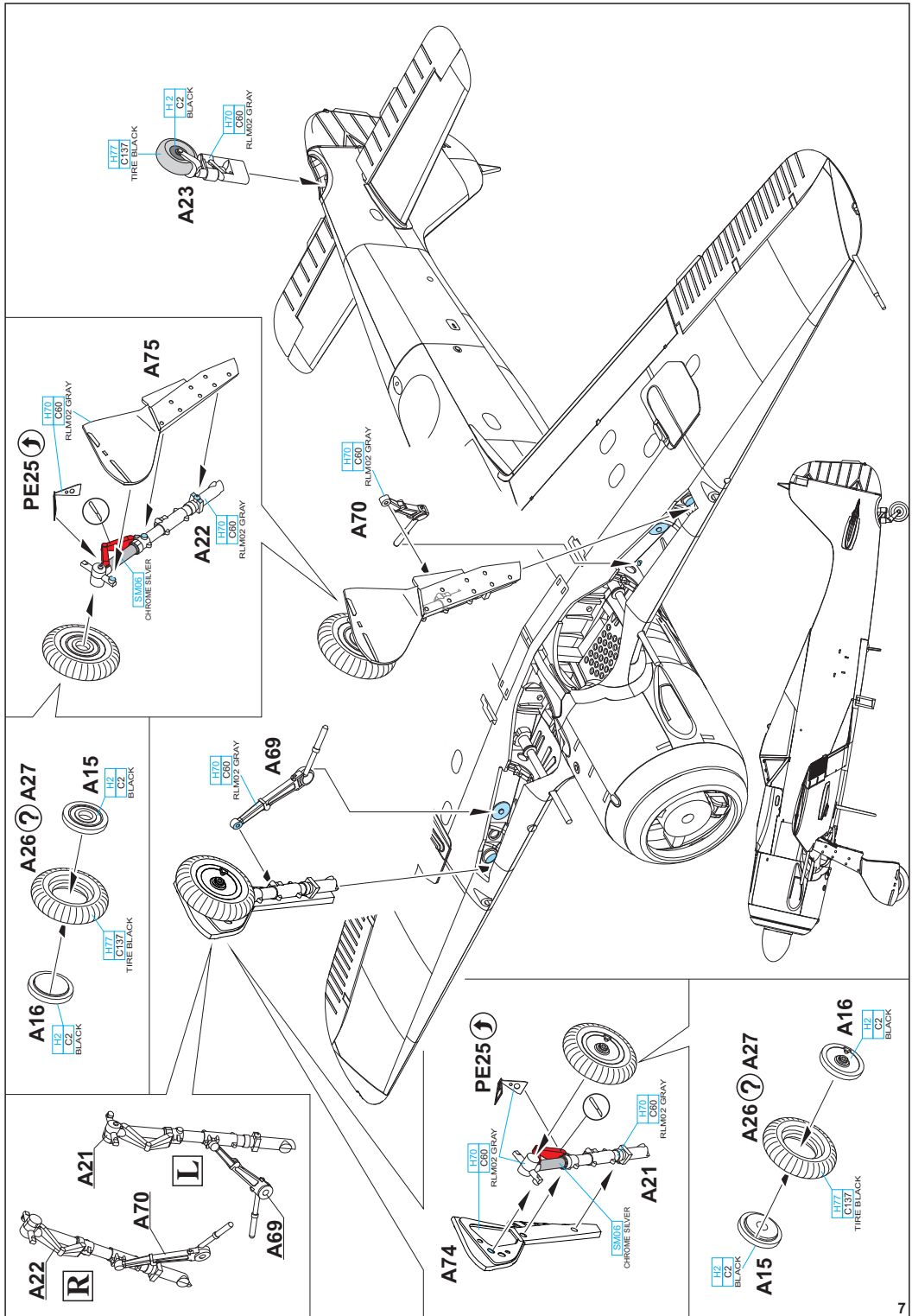
**C10**

**A3**

**C7**

**A4**

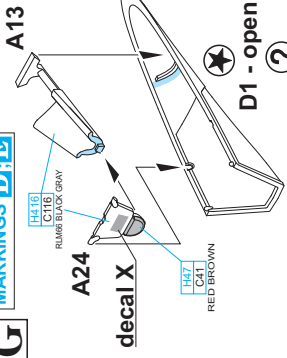
H70  
C80  
RLM02 GRAY



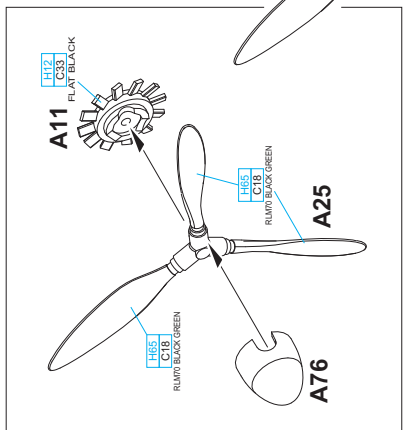
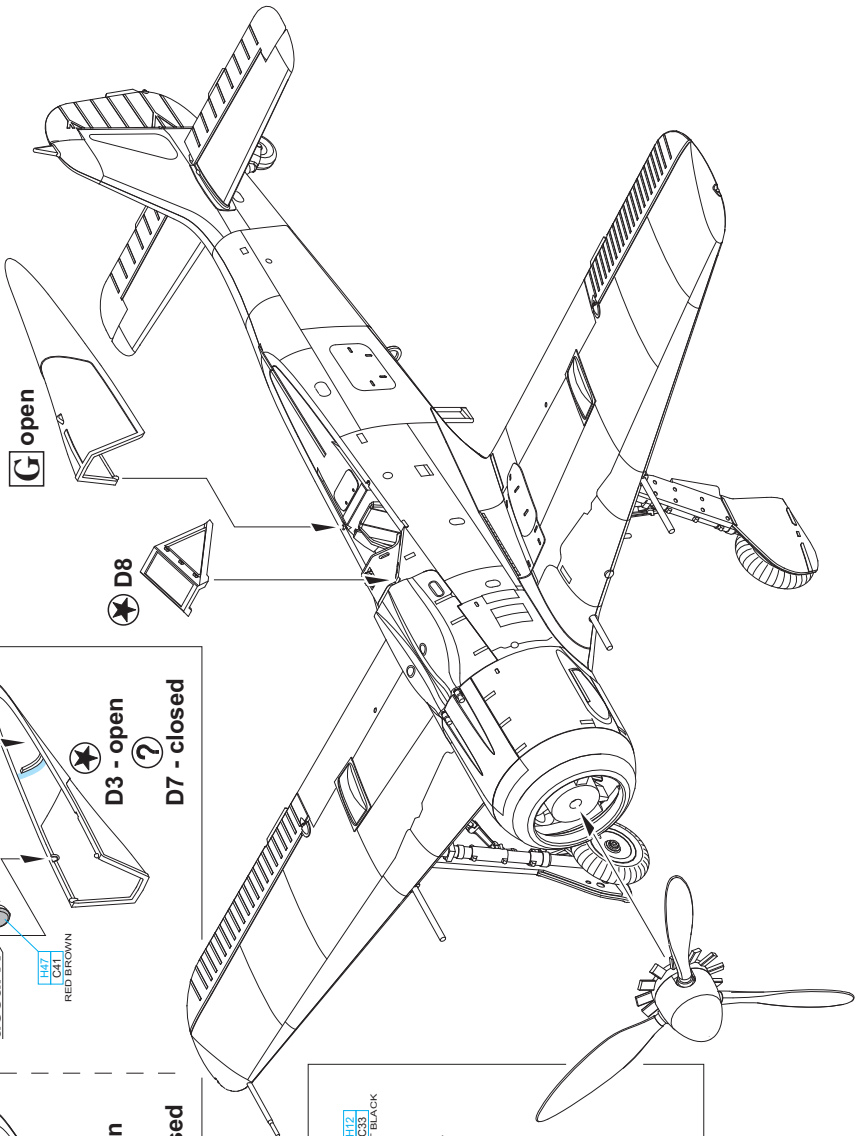
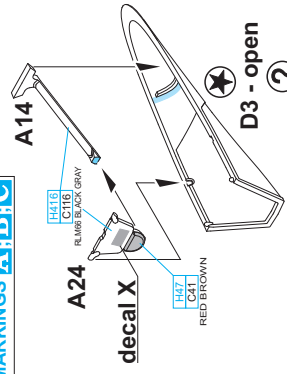


**G**

**MARKINGS D, E**

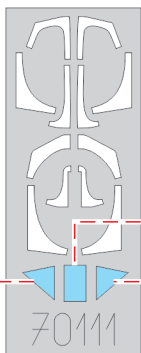
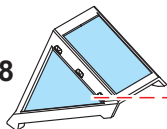


**MARKINGS A, B, C**

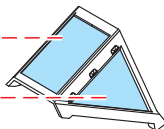


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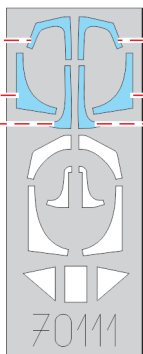
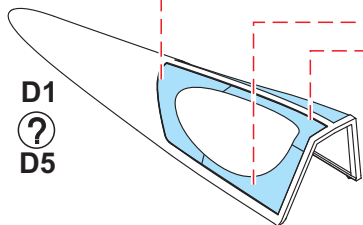
D8



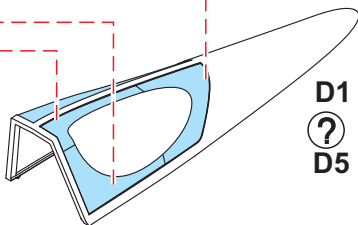
D8



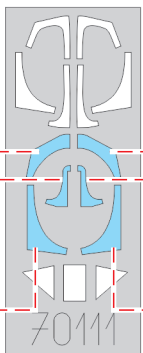
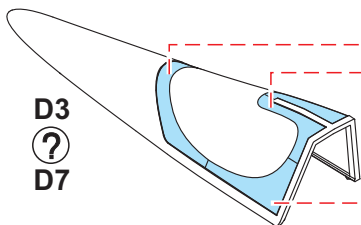
D1  
Ⓚ  
D5



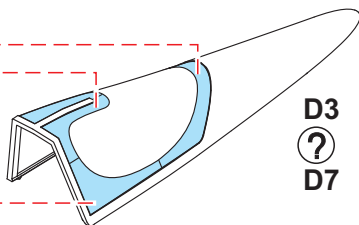
D1  
Ⓚ  
D5



D3  
Ⓚ  
D7



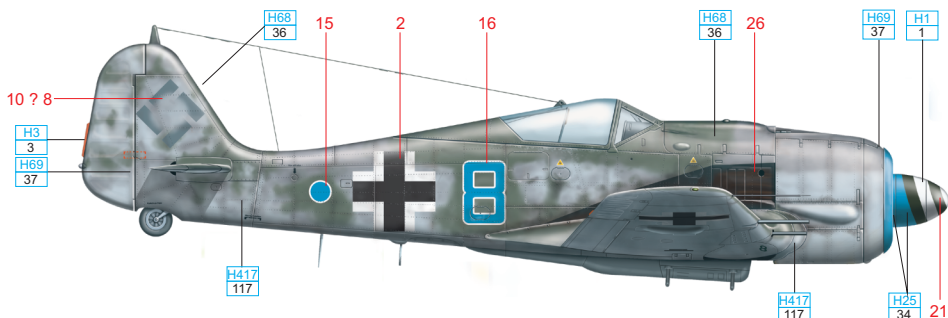
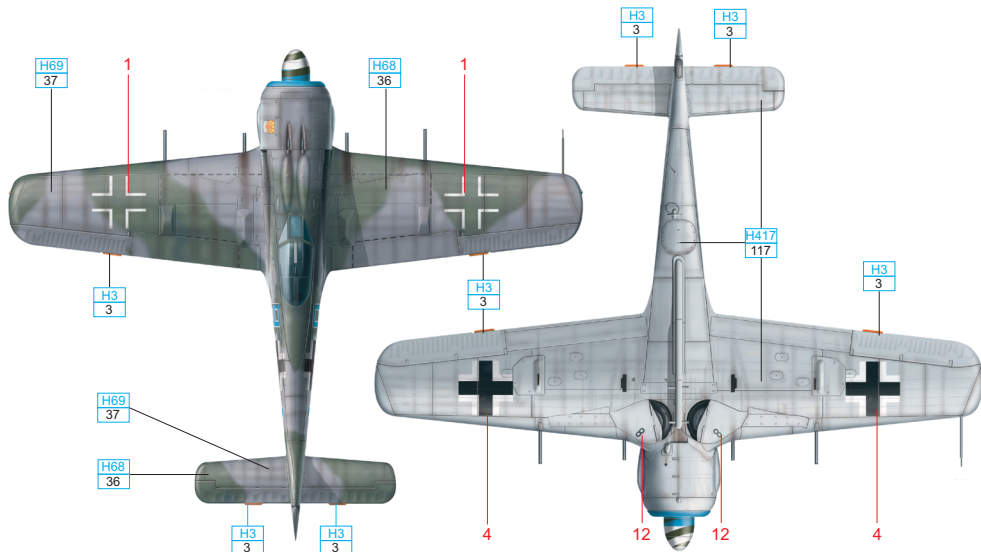
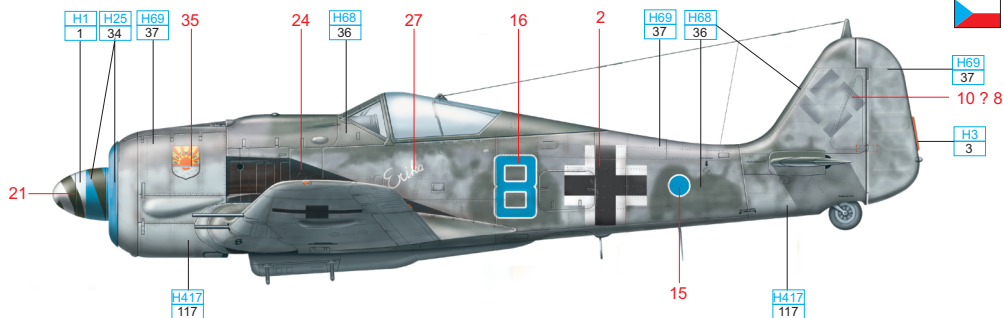
D3  
Ⓚ  
D7



# A IV./JG 5, Herdla, Norway, Spring, 1945

Blue '8' with the name 'Erika' below the cockpit, was one of several Fw 190A-8 that 12. Staffel/JG 5 abandoned at Herdla in Norway after disbanding in the spring of 1945. The aircraft carried RLM 74/75/76 camouflage with a blue cow ring and spinner denoting its Staffel. The applied Adlerflugel behind the exhausts was for the noted time period uncommon. The JG 5 insignia 'Eismeer' on the engine cowling was applied only on the port side. The aircraft number was repeated on the wheel hub. IV./JG 5 took part in the defence of northern sector of occupied Europe, but was not standardized within the Defence of the Reich system.

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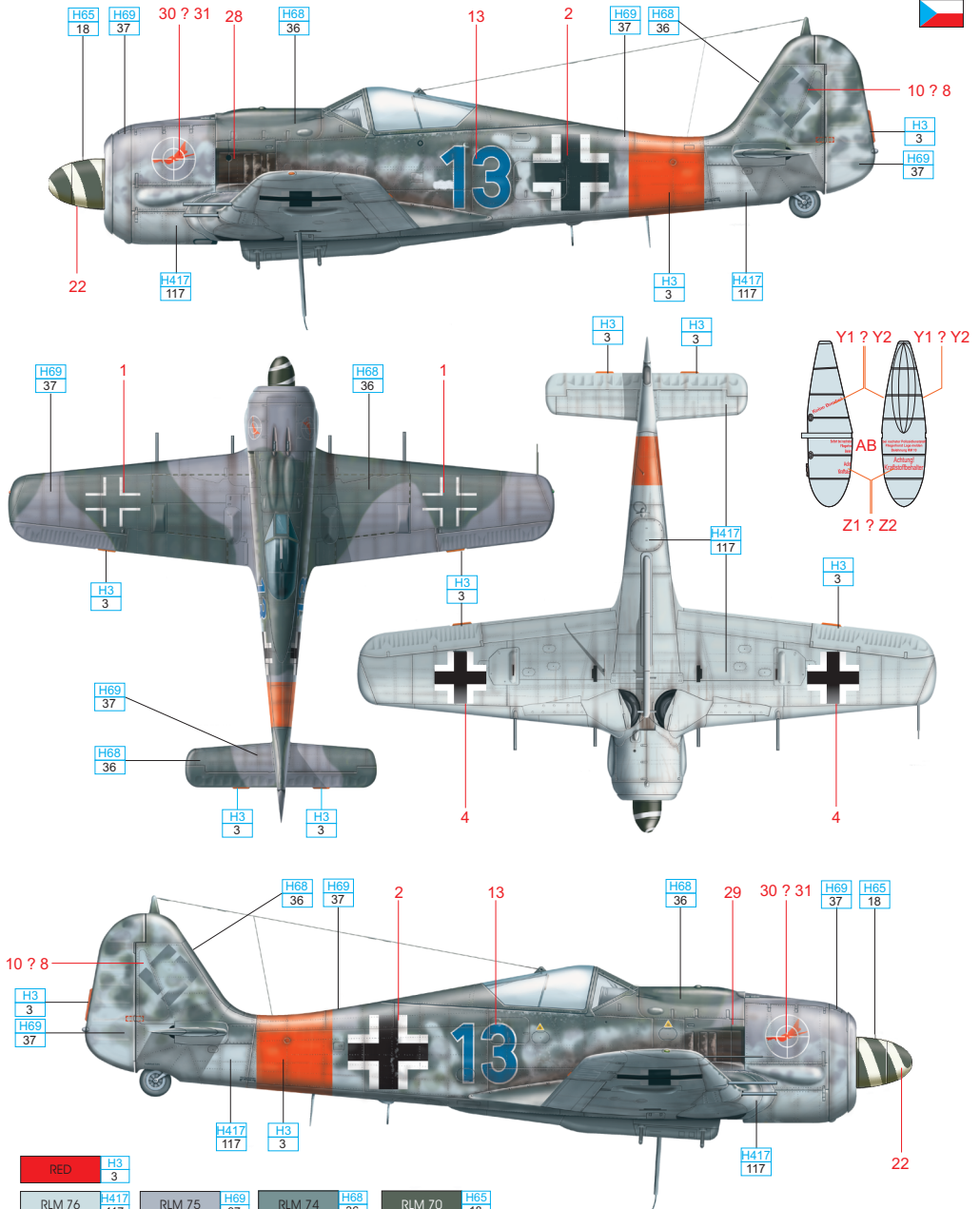
WHITE	H1 1	BLUE	H25 34	RED	H3 3
RLM 76	H417 117	RLM 75	H69 37	RLM 74	H68 36



# B Maj. Walter Dahl, Stab/JG 300, Jüterbog, Germany, December 1944

With the illustrated aircraft, the later of his two documented Blue '13's, Maj. Walter Dahl took part in combat operations in the Defence of the Reich in 1944, as Kommodore of JG 300. For a time, the plane carried the emblem of Stab JG 300, a B-17 silhouette in crosshairs. This emblem likely also appeared on the other side of the engine cowl. Although this was in all likelihood without a background, it has been speculated that this may also have been in a light blue color. The aircraft carries the standard camouflage of RLM 74/75/76 with obvious signs of repair and respraying. This may have included a yellow underside of the cowlings, which at this time was ordered to have been overpainted. The red identification band on the fuselage used in the ID system within the Defence of the Reich may have also been switched later to blue-white-blue.

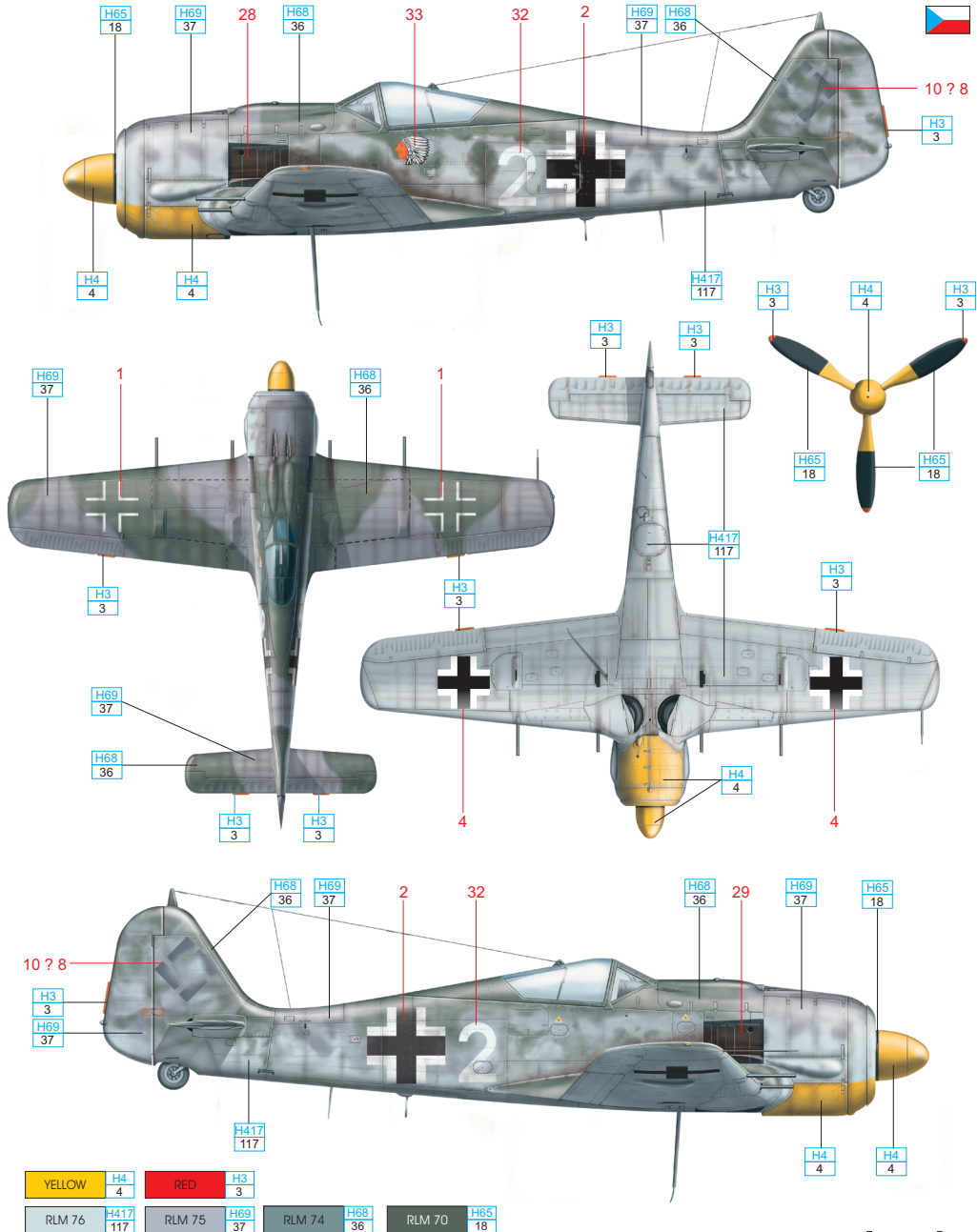
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# C Uffz. Julius Händel, IV./JG 54, Poland, August/September, 1944

Uffz. Julius Händel flew this very interestingly painted machine in the service of 13.(10) Staffel JG 54 on the collapsing Eastern Front. It carried a scheme of RLM 74/75/76 with a yellow prop hub, with the yellow extending to the propeller blades. The Indian emblem on the port side of the fuselage was an identifier for 13.Staffel/JG 54. This aircraft didn't carry the IV. Gruppe marking on the rear fuselage, and has been documented without a fuselage rack. In September, 1944, IV./JG 54 stood down for R and R time at Illshheim, but soon entered combat operations against the Allies when Uffz. Händel lost his life in a dogfight with USAAF Thunderbolts on September 23, 1944 over Kleve/Nimwegen. Two days later, he was awarded the Iron Cross, Second Class...

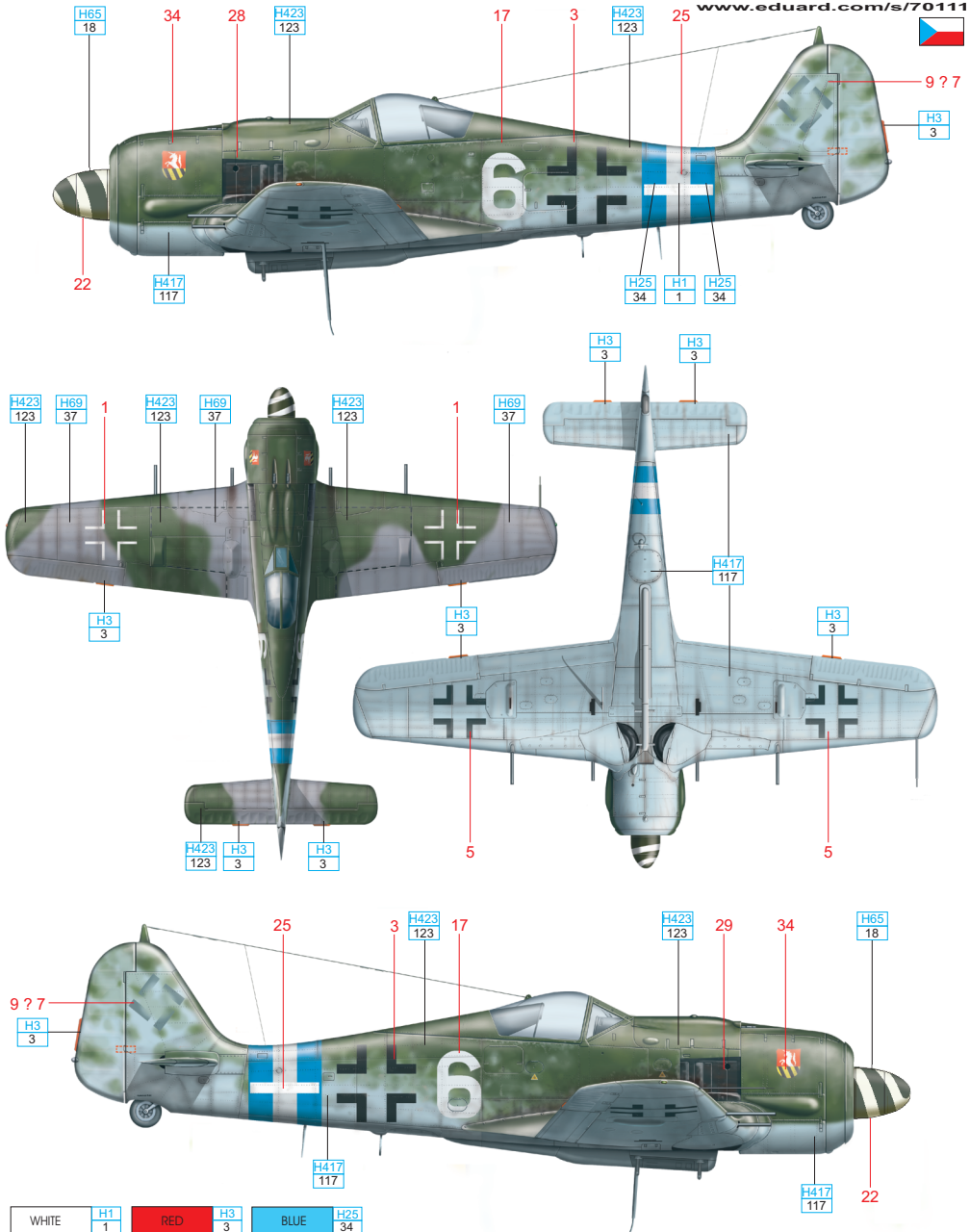
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# D Lt. Gustav Salfner, 7./JG 300, Lobnitz, Germany, March, 1945

White '6', flown by the CO of 7. Staffel/JG 300, carried the typical camouflage pattern from the closing months of the war. The top surfaces of the fuselage was sprayed RLM 83 that carried over to the side fuselage color, RLM 76. The top of the wings were covered with RLM 75/83 (perhaps 81/83). JG 300 ID markings in their later form, composed of blue-white-blue rear fuselage stripes, were carried. The emblem consisting of a unicorn on a red background was a simplified insignia of Salfner's family. Munich's Gustav Salfner ended the war with an Iron Cross Second Class and seven confirmed and seven probable victories.

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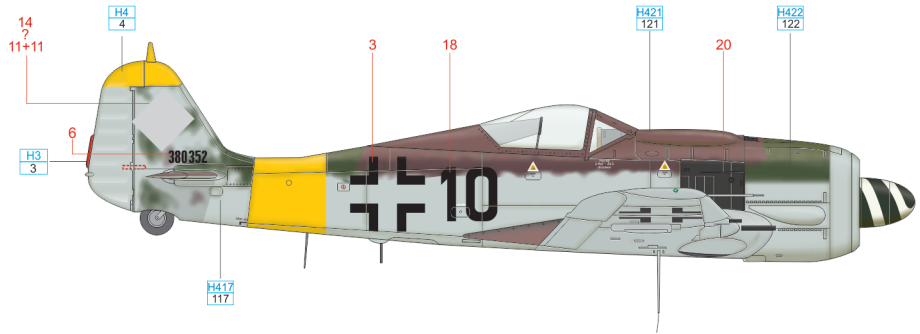
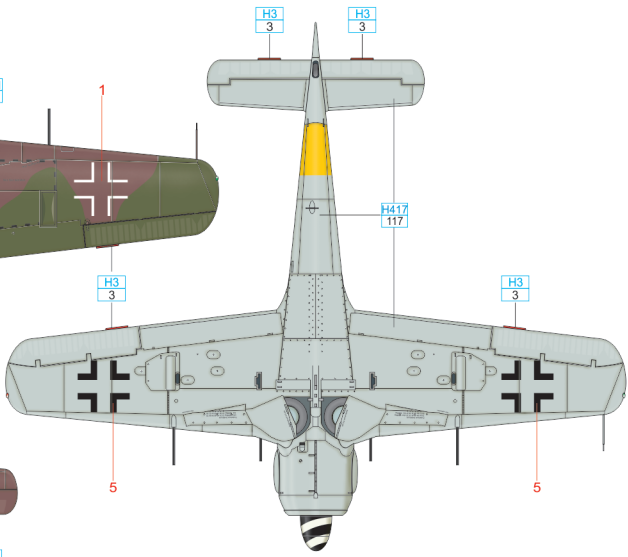
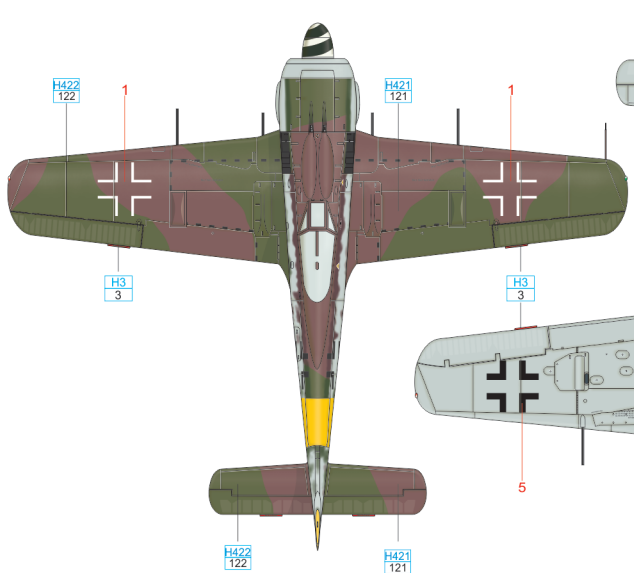
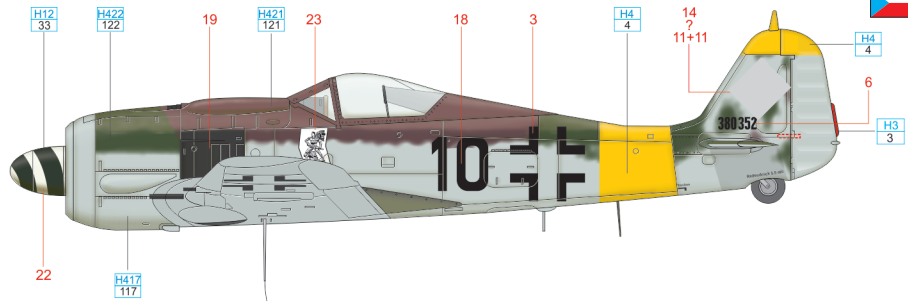


WHITE	H1 1	RED	H3 3	BLUE	H25 34
RLM 76	H417 117	RLM 75	H69 37	RLM 83	H423 123
				RLM 70	H65 18

# E W.Nr 380352, I./JG 11, Darmstadt, Germany, Spring, 1945

This reconstruction of the aircraft discovered at Darmstadt after the end of the war shows off the late war scheme of RLM 81/83/84. The fuselage side below the cockpit carries the black and white emblem of JG 11 'Der Wächter'. The yellow band denoting service with JG 11 within the Defence of the Reich is complemented by the yellow tail surface tips.

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RLM 76	H417 117	RLM 81	H421 121	RLM 82	H422 122	YELLOW	H4 4	BLACK	H12 33	RED	H3 3
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