

# Fw 190A-8/R2

eduard

GERMAN WWII HEAVY FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK  
edition

#70112



## 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 započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době 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. SYMBOLY \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

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

PARTS



DÍLY



TEILE



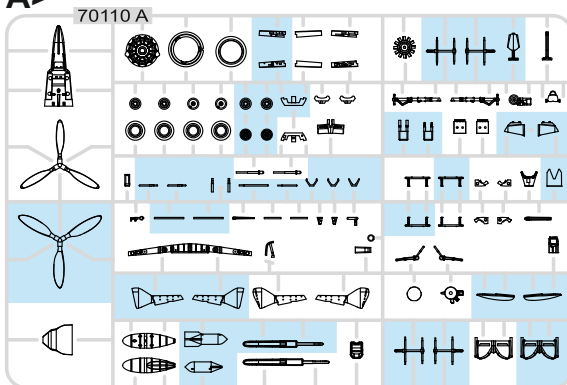
PIĚCES



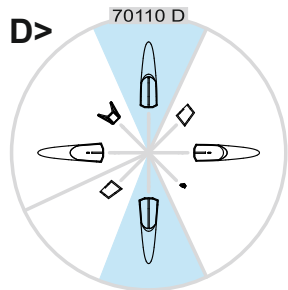
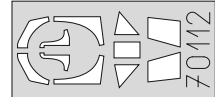
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A&gt;

PLASTIC PARTS

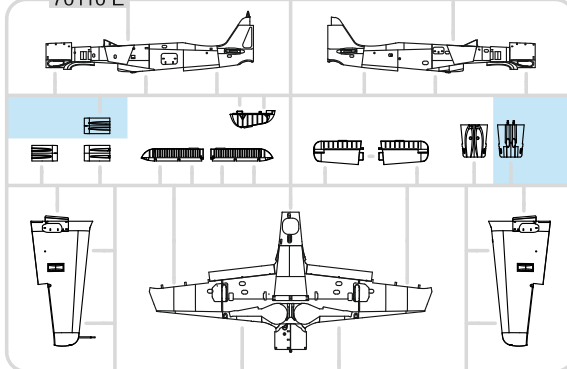
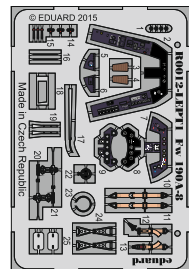


D&gt;

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MASK

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PE - PHOTO ETCHED  
DETAIL PARTS

-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

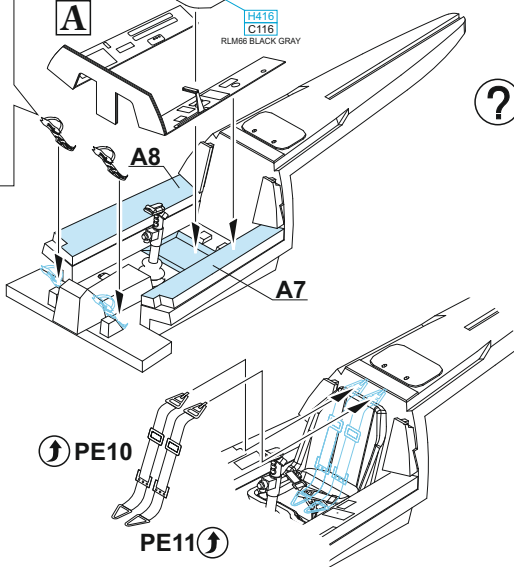
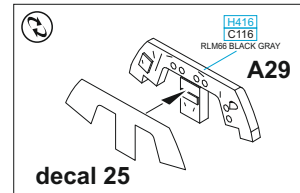
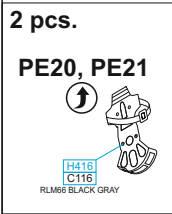
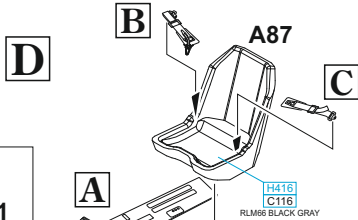
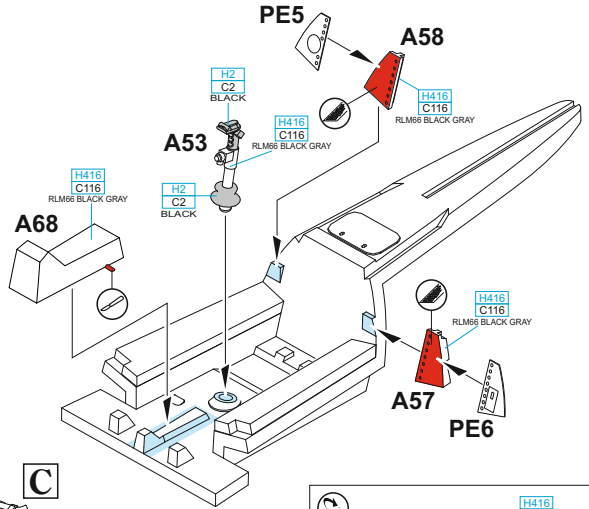
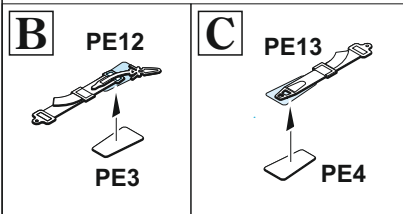
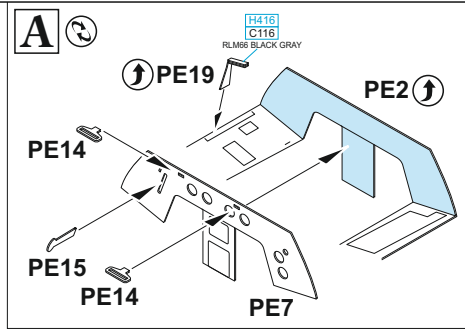
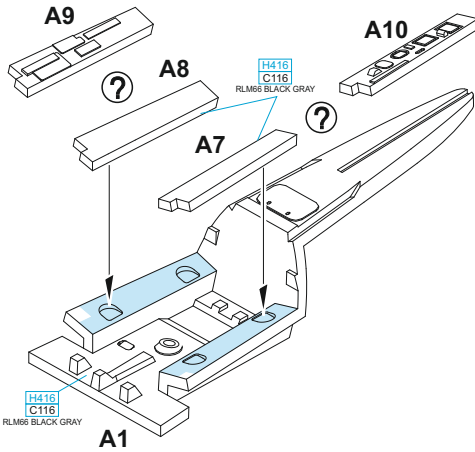


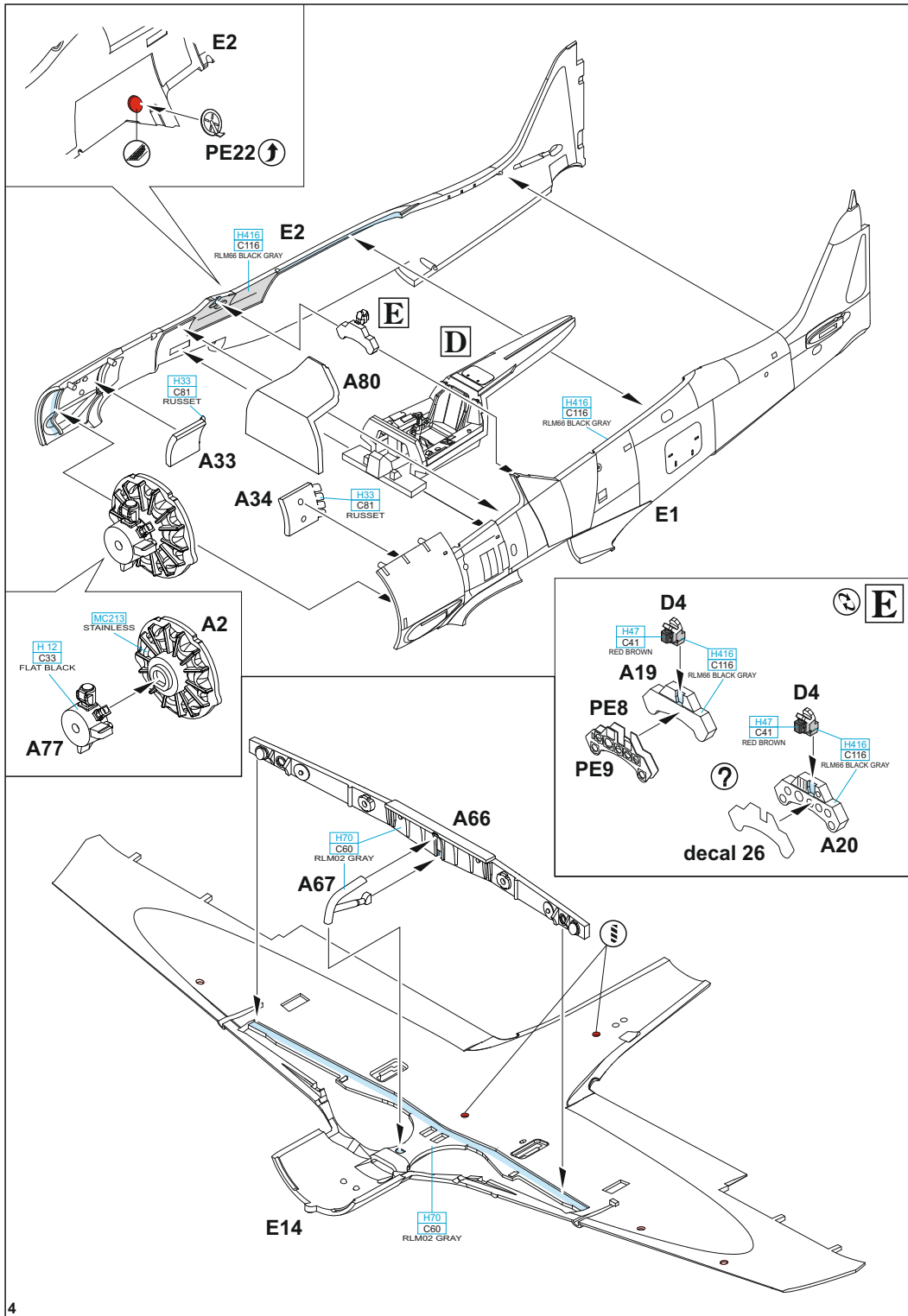
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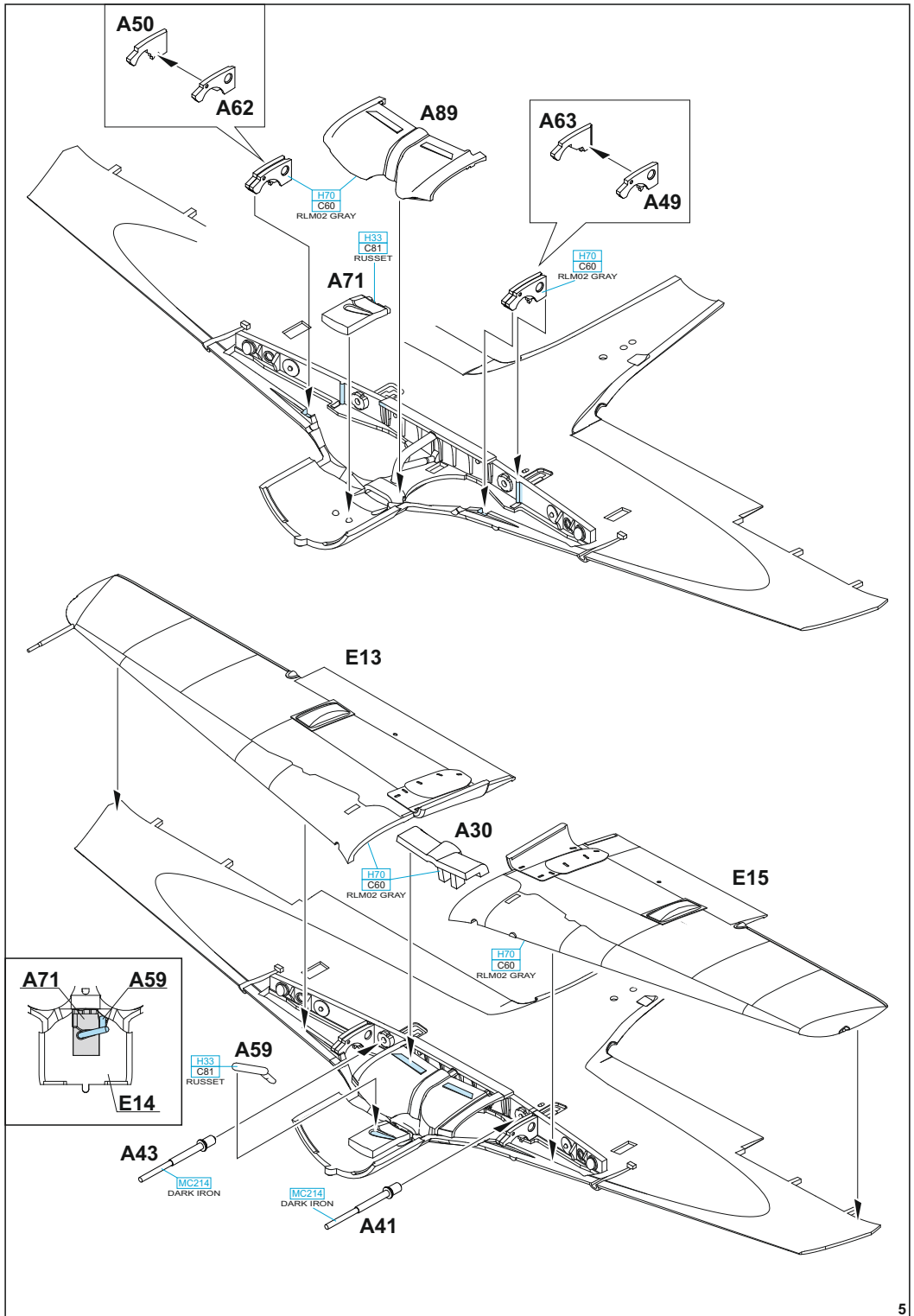
GSI Cross (GUNZE)			
AQUEOUS	Mr.COLOR		
[H2]	[C2]	BLACK	
[H11]	[C62]	FLAT WHITE	
[H12]	[C33]	FLAT BLACK	
[H33]	[C81]	RUSSET	
[H47]	[C41]	RED BROWN	
[H65]	[C18]	BLACK GREEN	RLM70
[H68]	[C36]	DARK GRAY	RLM74
[H69]	[C37]	GRAY	RLM75
[H70]	[C80]	GRAY	RLM02
[H77]	[C137]	TIRE BLACK	

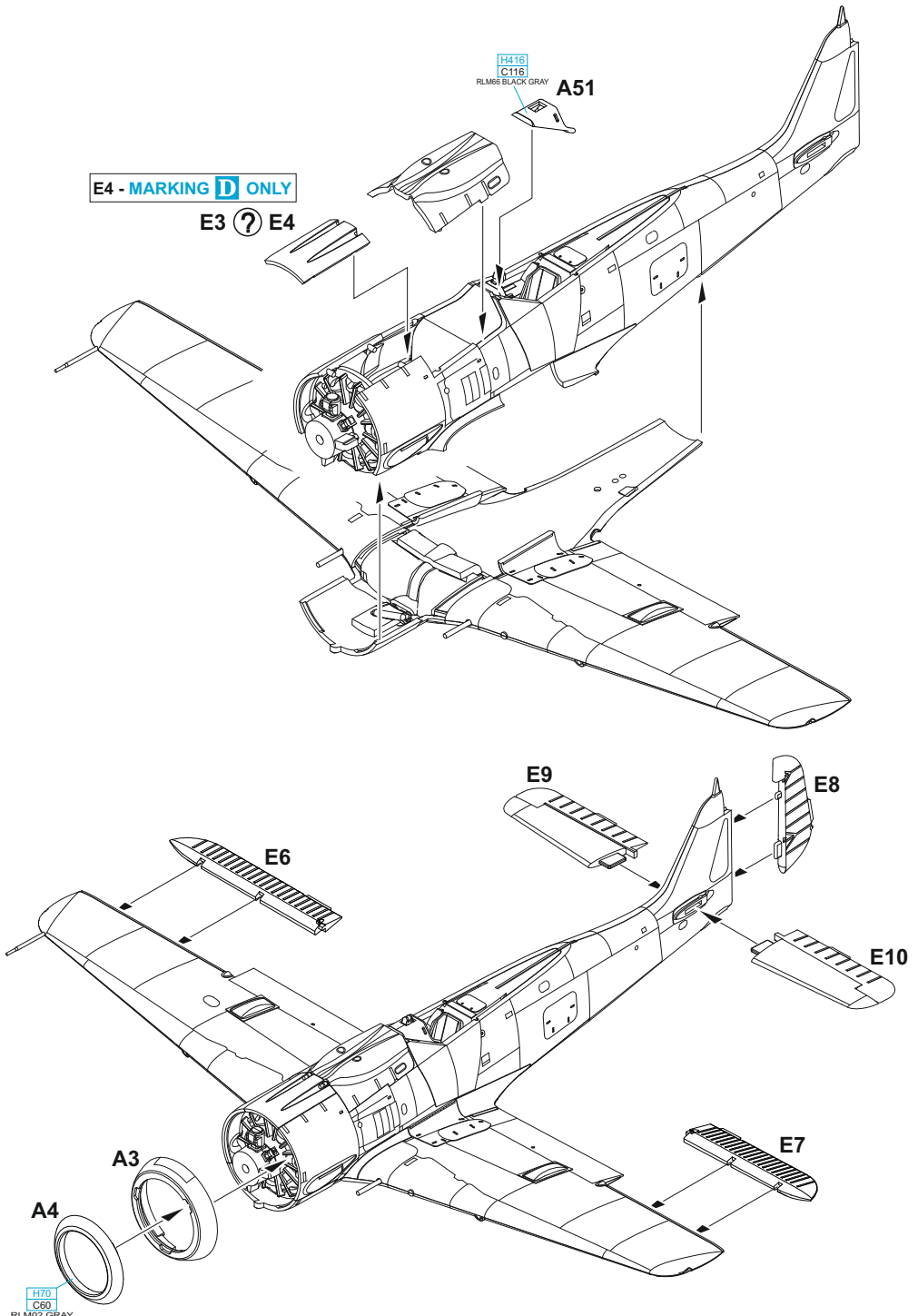
AQUEOUS	Mr.COLOR		
[H38]	[C32]	GRAY	
[H113]	[C113]	YELLOW	RLM04
[H114]	[C114]	RED	RLM23
[H119]	[C116]	BLACK GRAY	RLM66
[H117]	[C117]	LIGHT BLUE	RLM76
Mr.COLOR SUPER METALLIC			
	[SM01]	SUPER FINE SILVER	
	[SM06]	CHROME SILVER	
Mr.METAL COLOR			
	[MC213]	STAINLESS	
	[MC214]	DARK IRON	

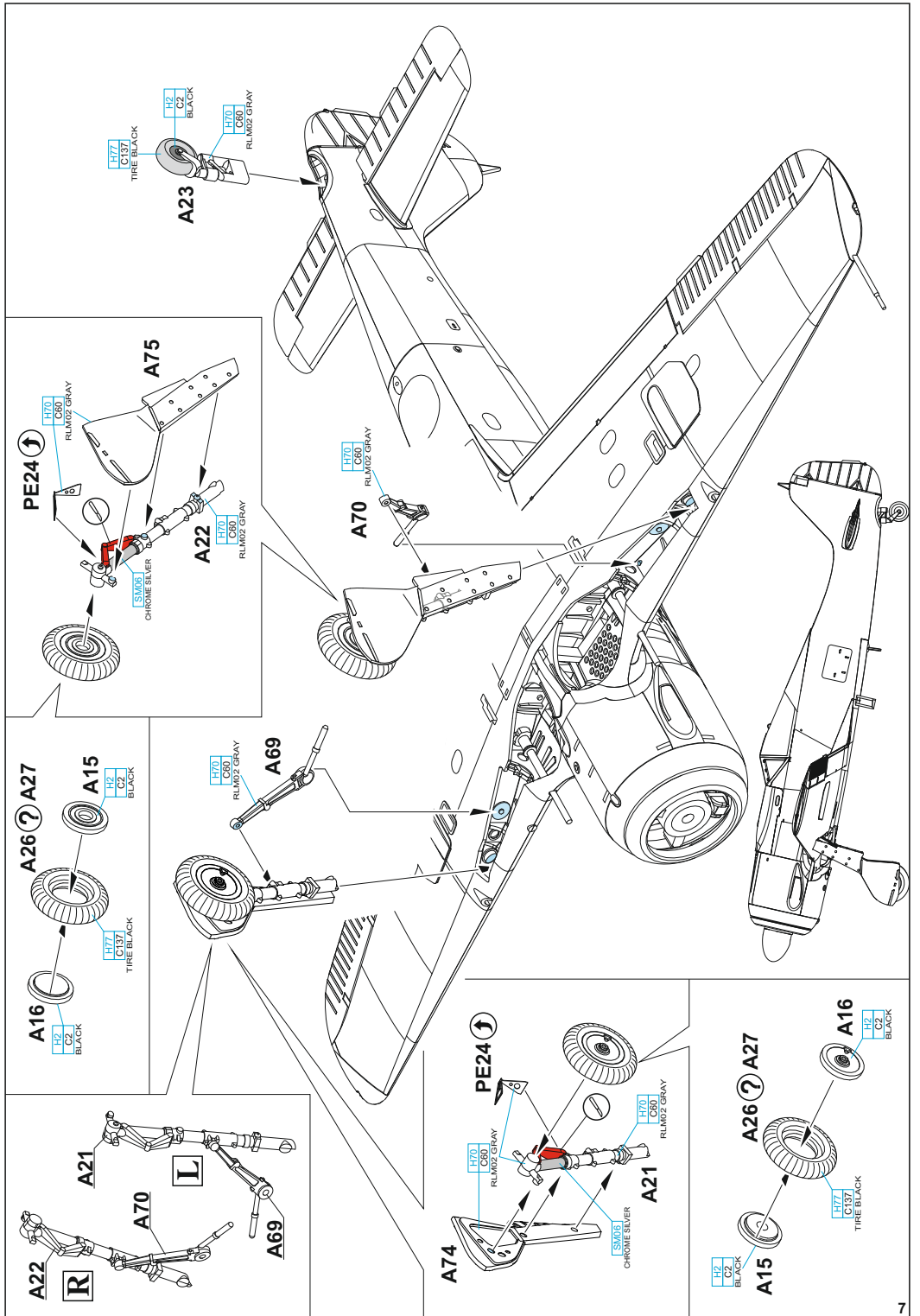
**IF YOU USE PARTS PE2 AND PE7,  
THEN YOU MUST USE PARTS A7 AND A8.**



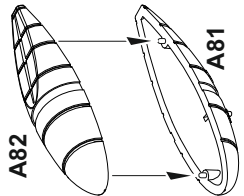
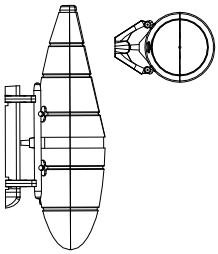






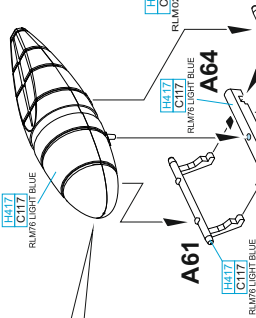






A82

A81



PL17  
C117  
RLM/R LIGHT BLUE

PL77  
C60  
RLM/02 GRAY

PL17  
C117  
RLM/R LIGHT BLUE

PL17  
C117  
RLM/R LIGHT BLUE

PL17  
C117  
RLM/R LIGHT BLUE

PL57-1  
DARK IRON

PE18

PE23

PE16

PE1

PE17

A55

A61

A64

A47

A37

A39

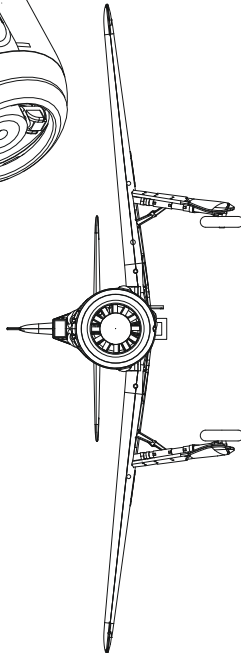
A86

PL214  
DARK IRON

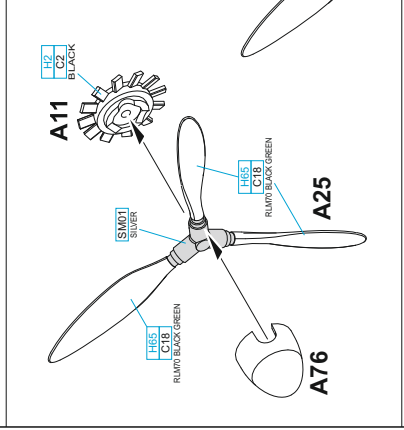
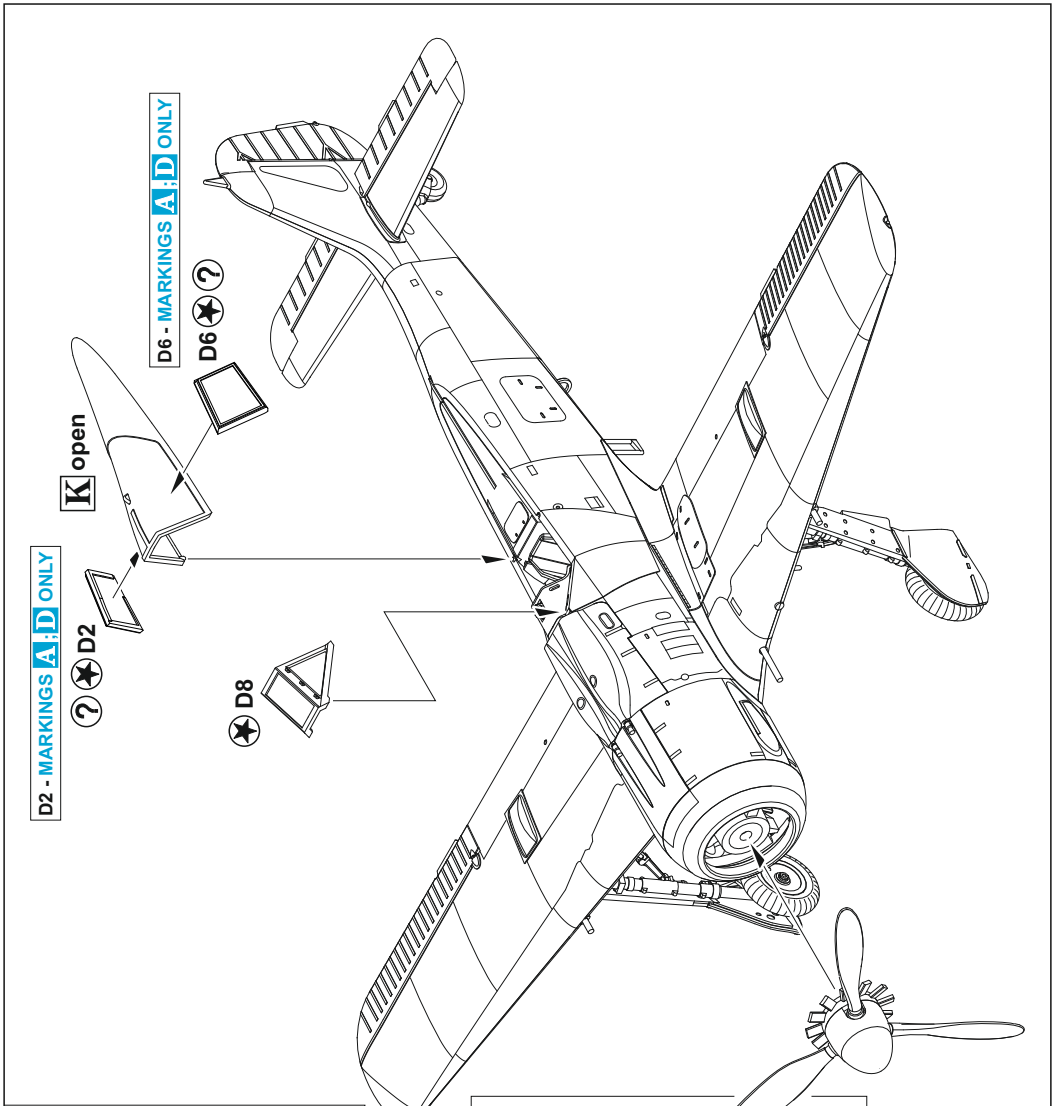
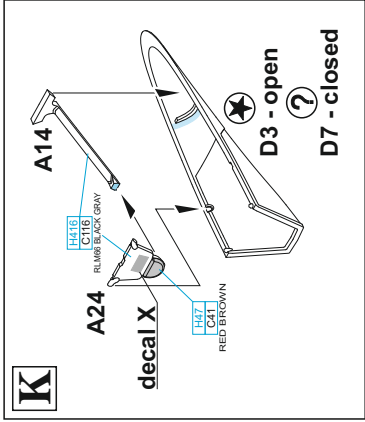
A56

PL57-1  
DARK IRON

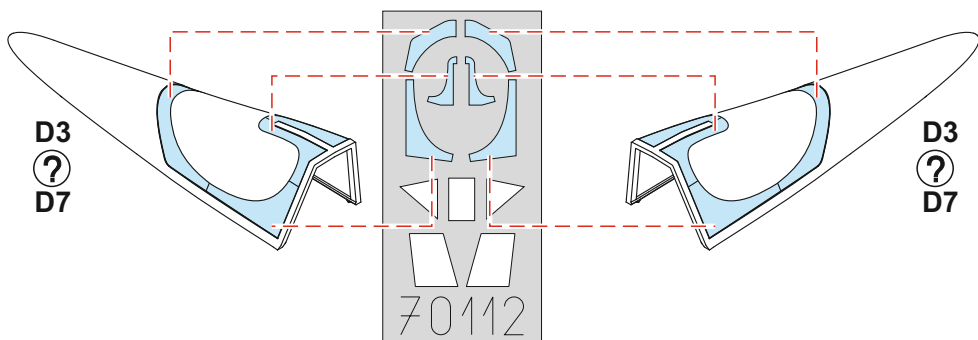
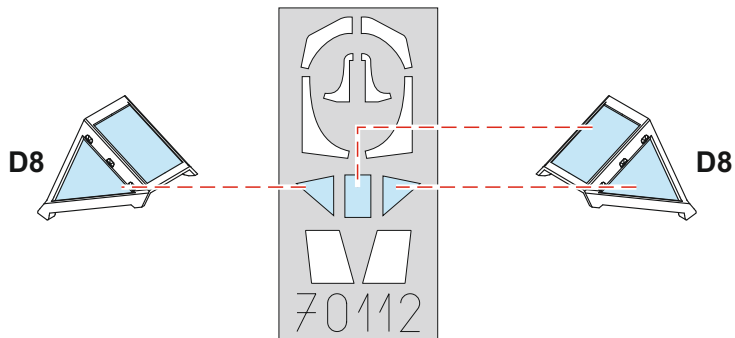
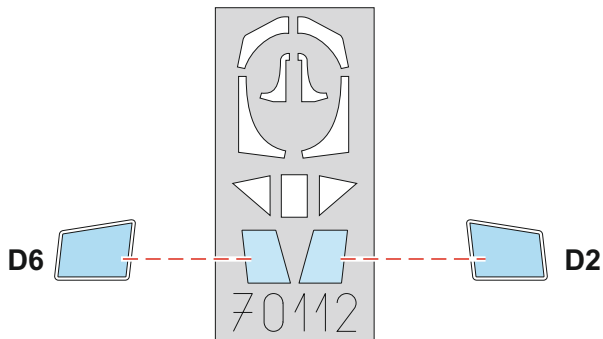
A56





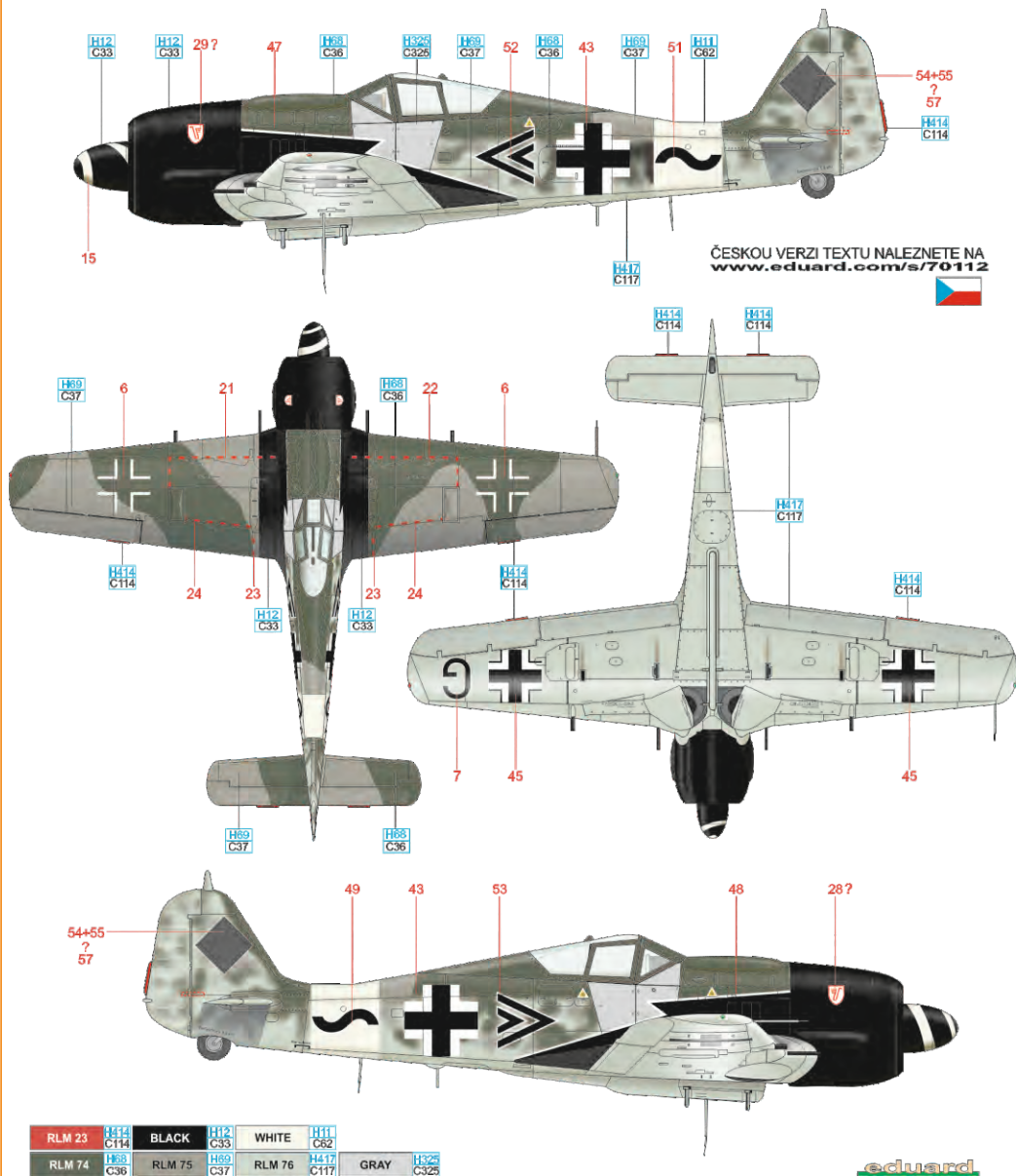


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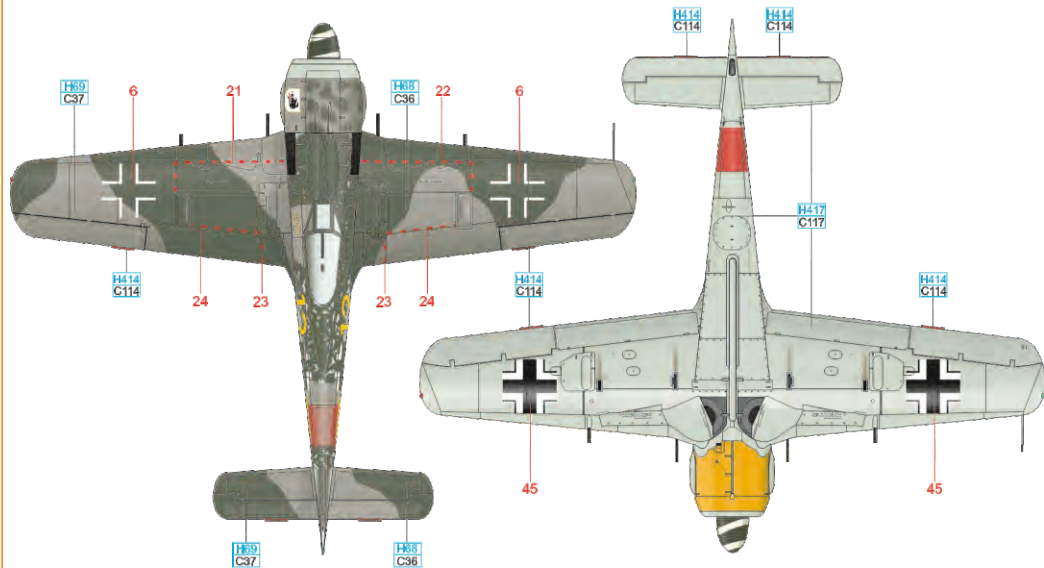
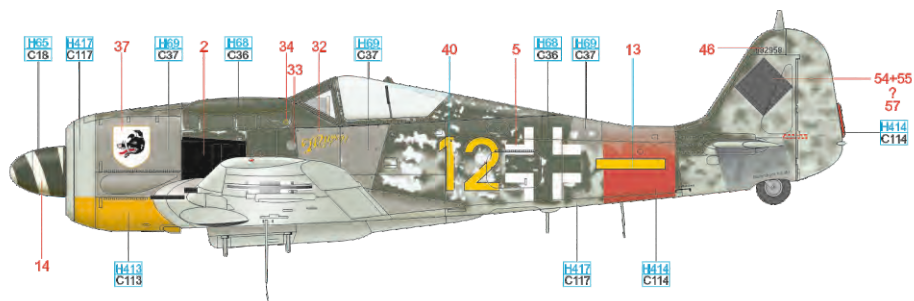
# A flown by Hptm. W. Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944

Wilhelm Moritz was born on June 29th, 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 19th, 1943, he was made Staffelführer of 6./JG 3. JG 3 was a component of the fighter network tasked with the defence of the Reich (Reichsverteidigung) and on April 18th, 1944, Wilhelm Moritz became the CO of its IV. Gruppe. This Gruppe specialised in the use of heavily armed and armoured single engine fighters against Allied four-engine bombers. He was relieved of his command of IV. Gruppe on December 5th, 1944, following a nervous breakdown and after recuperating 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 18th, 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 18th, 1944. Moritz's aircraft carried the standard Luftwaffe fighter camouflage scheme. Aircraft of IV./JG 3 had black engine cowls. The double wedge identifies the Gruppe leader's aircraft and the wave marking on the rear fuselage was carried by aircraft of the IV. Gruppe. Fuselage armour plates protecting the cockpit were light gray or unpainted. The majority of JG 3 aircraft carried the unit marking on the engine cowl, but available photographs cannot confirm whether or not this was the case with this machine flown by Moritz.

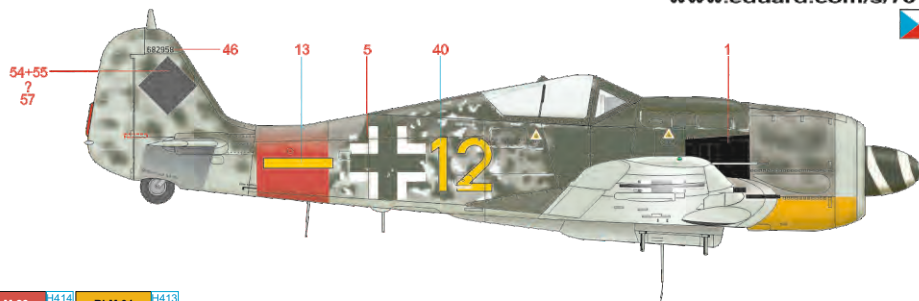


# B W. Nr. 682958, flown by Uffz. P. Lixfeld, 6.(Sturm)/JG 300, Löbnitz, Germany, December 1944

As with its sister unit JG 301, JG 300 was originally intended to be a night fighter unit tasked with combating Allied bombers attacking targets in occupied Europe. At the beginning of 1944, the role was changed to that of day fighting. II. Gruppe, formed in July 1943, was in the summer of 1944 equipped with heavily armed and armoured Fw 190A-8/R2 or R8 aircraft designed specifically for use against Allied heavy bombers and was designated as a Sturmgruppe. One of the unit's pilots would be the then eighteen-year-old Uffz. Paul Lixfeld, who's machine, 'Yellow '12', carried the inscription 'Muschi'. The Defence of the Reich role of JG 300 was identified by the red fuselage band. Lixfeld's Sturmbock was not equipped with the side armour glass panels on the moving portion of the canopy, nicknamed 'Scheuklappe' (blinds used on horses).



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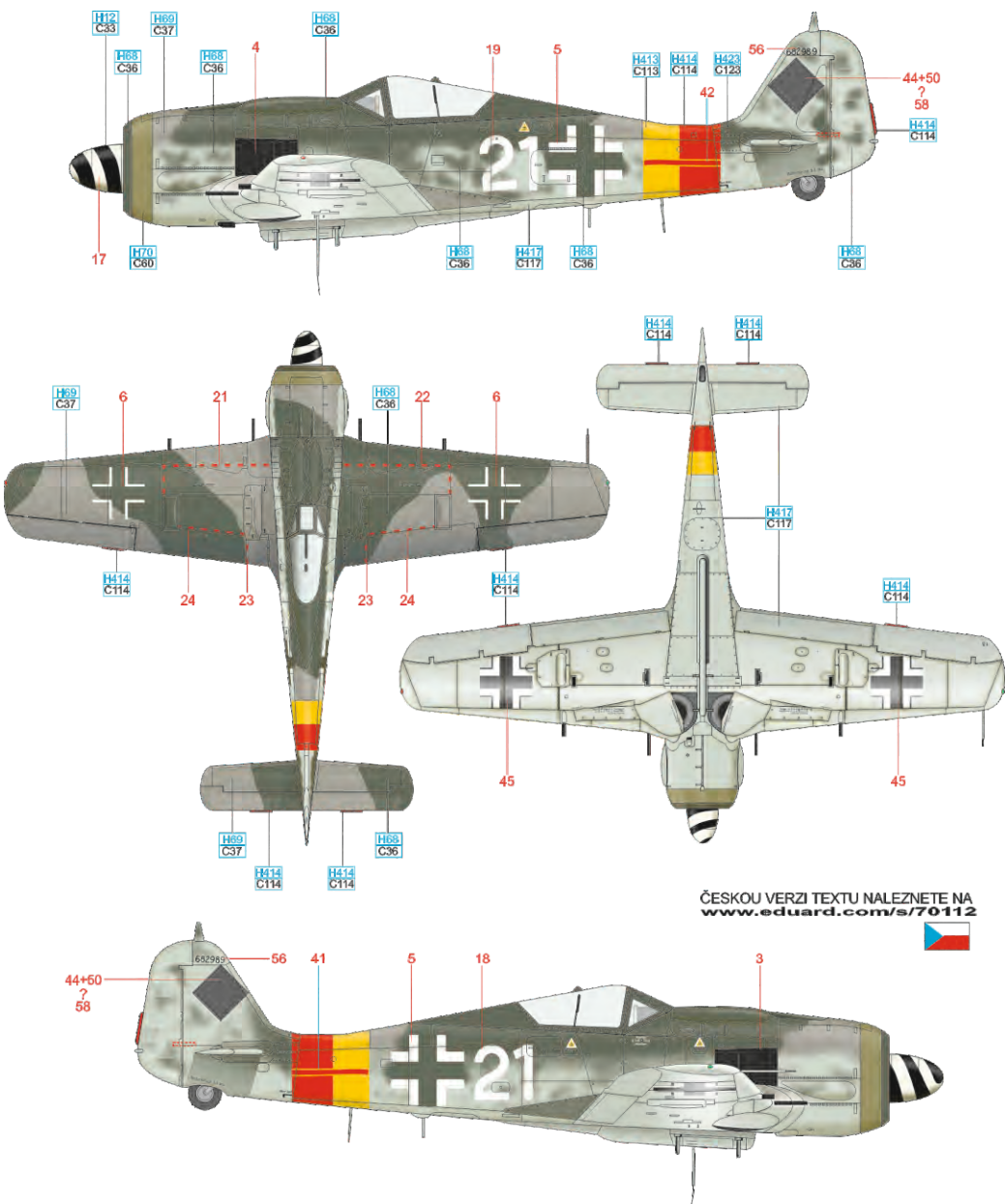


RLM 23	H414 C114	RLM 04	H413 C113
RLM 74	H68 C36	RLM 75	H69 C37
		RLM 76	H417 C117
		RLM 70	H65 C18

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# C W. Nr. 682989, 5./JG301, Germany, May 1945

The order for the formation of Jagdgeschwader 301 was issued on September 26th, 1943 and the unit was to be equipped with single engine fighters tasked with night fighting duties. In March 1944, this role was changed to day fighting within the framework of the Defence of the Reich. The unit was initially equipped with Bf 109G-6 fighters, but over time, re-equipped with the Fw 190A-8 and A-9, followed by Fw 190D-9s. JG 301 went on to become the first unit to be given the Ta 152 at the beginning of March 1945. The pictured Sturmbock was discovered by Allied troops in May 1945. The yellow-red fuselage band identified JG 301 aircraft within the Defence of the Reich network.



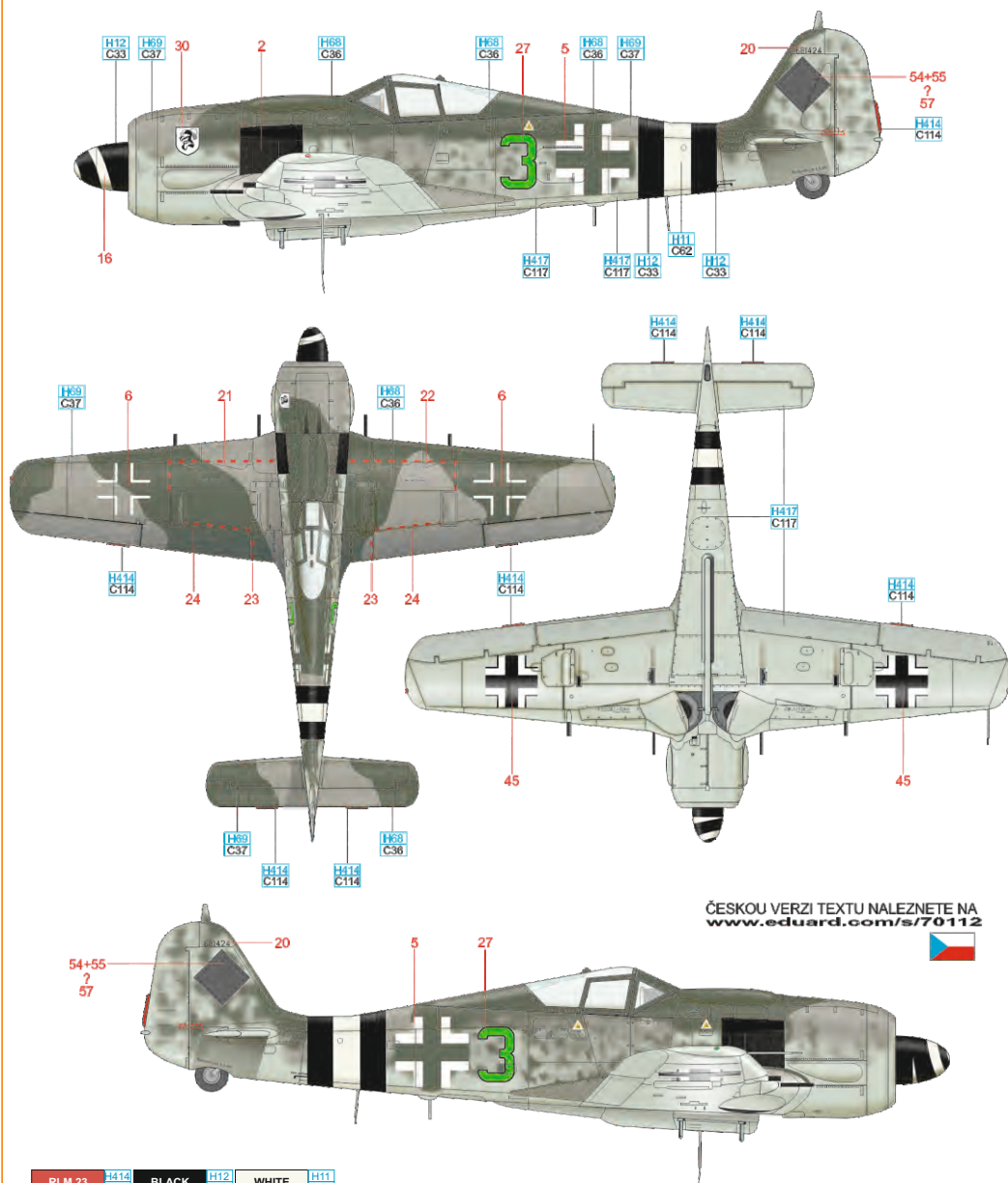
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RLM 23	H414 C114	RLM 04	H413 C113	BLACK	H12 C33
RLM 74	H683 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 02	H70 C60

# D W. Nr. 681424, flown by Oberstlt. H. - G. von Kornatzki, CO of II./JG 4, Welzow, Germany, September 1944

Hans-Günther von Kornatzki was born in Liegnitz in Lower Silesia (today Legnica, Poland) on June 22nd, 1906. In 1928, he first joined the army, and transferred to the Luftwaffe on its formation in 1933. In May 1941, he married Goering's secretary Ursula Grundtmann. After she became a victim of an Allied bomber raid on Berlin, he became a supporter, and later a leader, of units tasked with intercepting the heavy bombers with heavily armed fighters from as close a range as possible. The first such unit was Sturmstaffel 1, which was deemed combat ready on January 1st, 1944. It was disbanded in May 1944 and Kornatzki took command of II. (Sturm)/JG 4. On September 12th, 1944, he led an attack against a B-17 formation near Magdeburg. After destroying one of the bombers, he was engaged by escort fighters and was shot down. In his attempt to belly in, he hit high power lines, crashed, and was killed. Aircraft of JG 4 were identified by the emblem on the engine cowl, and the black-white-black fuselage band were carried by JG 4 aircraft within the framework of the Defence of the Reich.



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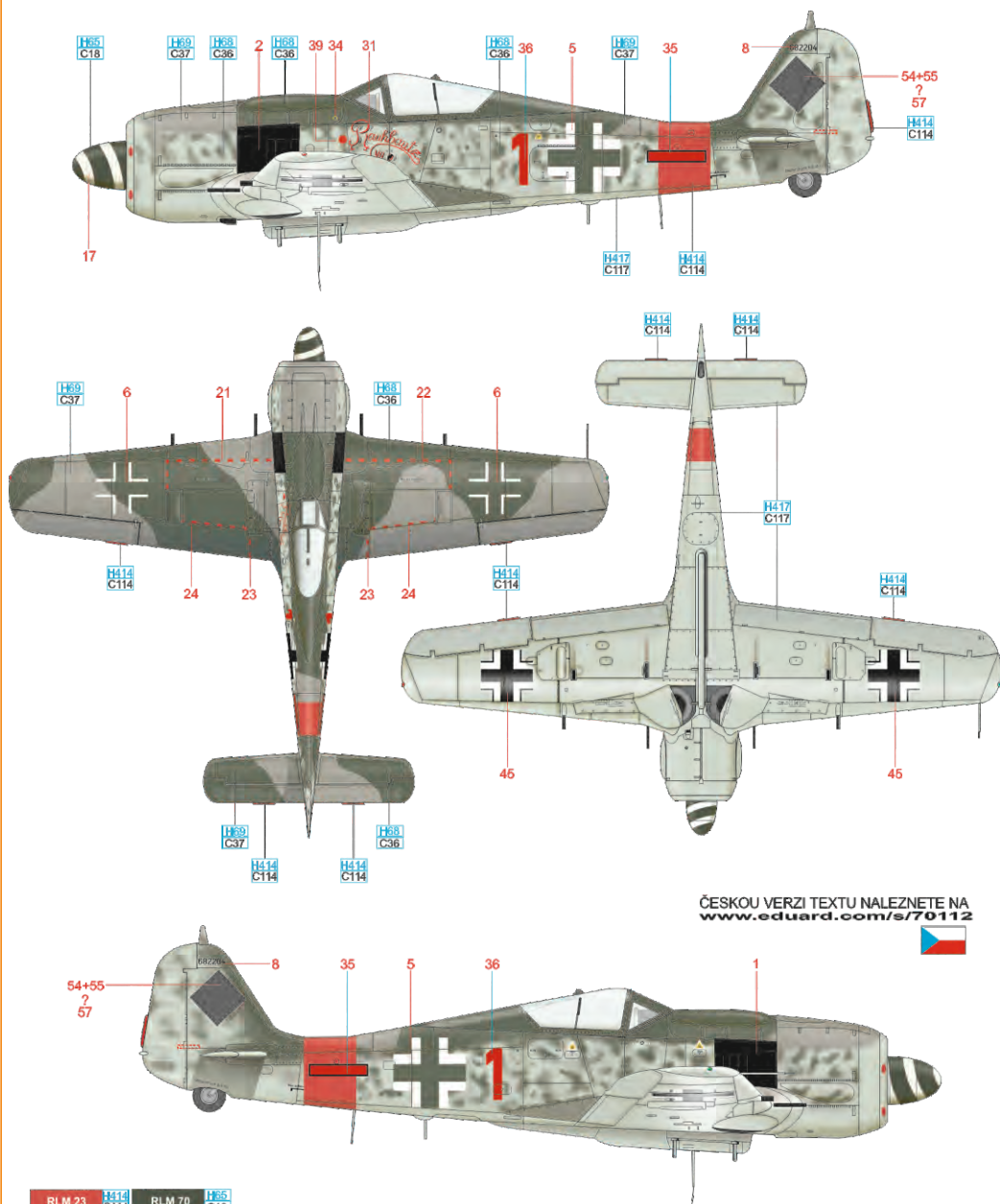
RLM 23	H414 C114	BLACK	H12 C33	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

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# E W. Nr. 682204, flown by Lt. K. Bretschneider, 5./JG 300, Löbnitz, Germany, December 1944

A fighter ace and holder of the Knight's Cross, Klaus Bretschneider was one of the founding pilots of II. Gruppe JG 300. He wound up with a total of fourteen kills before retraining on Sturmjäger tactics, after which he would add another 20 victories, the majority of which were four engine heavy bombers. He died as CO of 5./JG 300 on December 24th, 1944 after an attack on a group of American B-17s. He was the victim of escort fighters, likely from the 357th Group of the USAAF. His aircraft went down not far from the town of Oberaula, in Hesse. Bretschneider's Sturmbock, dubbed "Rauhbatz VII", had the side armour glass panels removed from the sliding portion of the canopy. The red fuselage band identifying JG 300 Defence of the Reich aircraft was supplemented by a red horizontal stripe placing this aircraft with the 5. Staffel.



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RLM 23	H414 C114	RLM 70	H65 C18
RLM 74	H68 C36	RLM 75	H69 C37
		RLM 76	H417 C117



