

# Fw 190A-8 standard wings

eduard

1/72 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 7463

**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 A-8 variant became the most numerous of all the Würgers.**

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 series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

#### Into combat

During June 1941, the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, 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 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 to 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 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 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 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 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 on the East one.

#### This kit: Fw 190A-8 standard wings

Thanks to the lengthened fuselage of 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 possible. BMW 801D-2 engine developed 1,677 hp (1,250 kW), some 238 hp (103 kW) more compared to the previous C-2 variant, and this power raised the performance of the aircraft. 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 made. 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 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.

The production of the Fw 190A-8 started with the standard wing version. The armament installed in the wing was unified, two 20 mm MG 151 cannons were installed in inner as well as outer position in each half of the wing. This already quite heavy armament was supplemented with two 13 mm MG 131 machine guns in the front fuselage. Later, the universal wing was entered allowing installation of different weapons in the outer wing position.

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. SYMBOLY

\* INSTRUKTION

\* SINNBILDEN

\* SYMBOLES

\* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



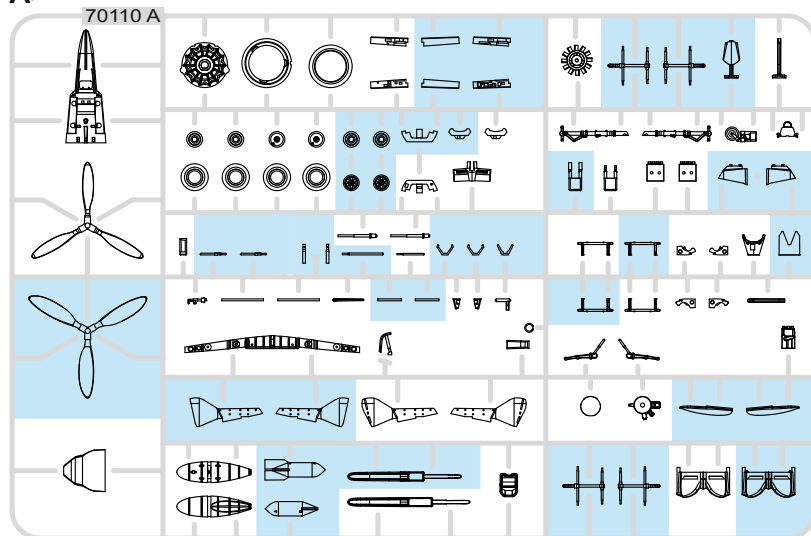
PIÈCES



部品

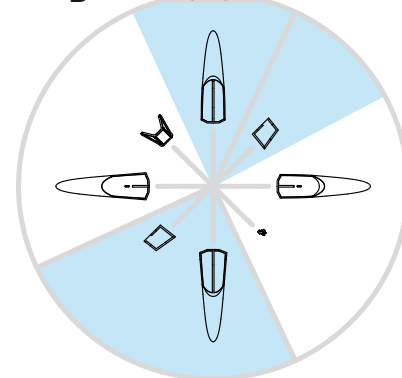
A&gt;

PLASTIC PARTS



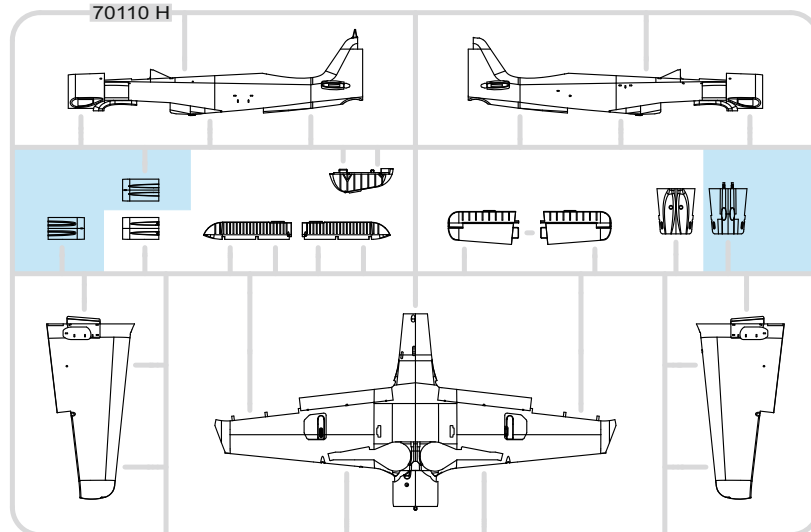
D&gt;

70110 D



H&gt;

70110 H



-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

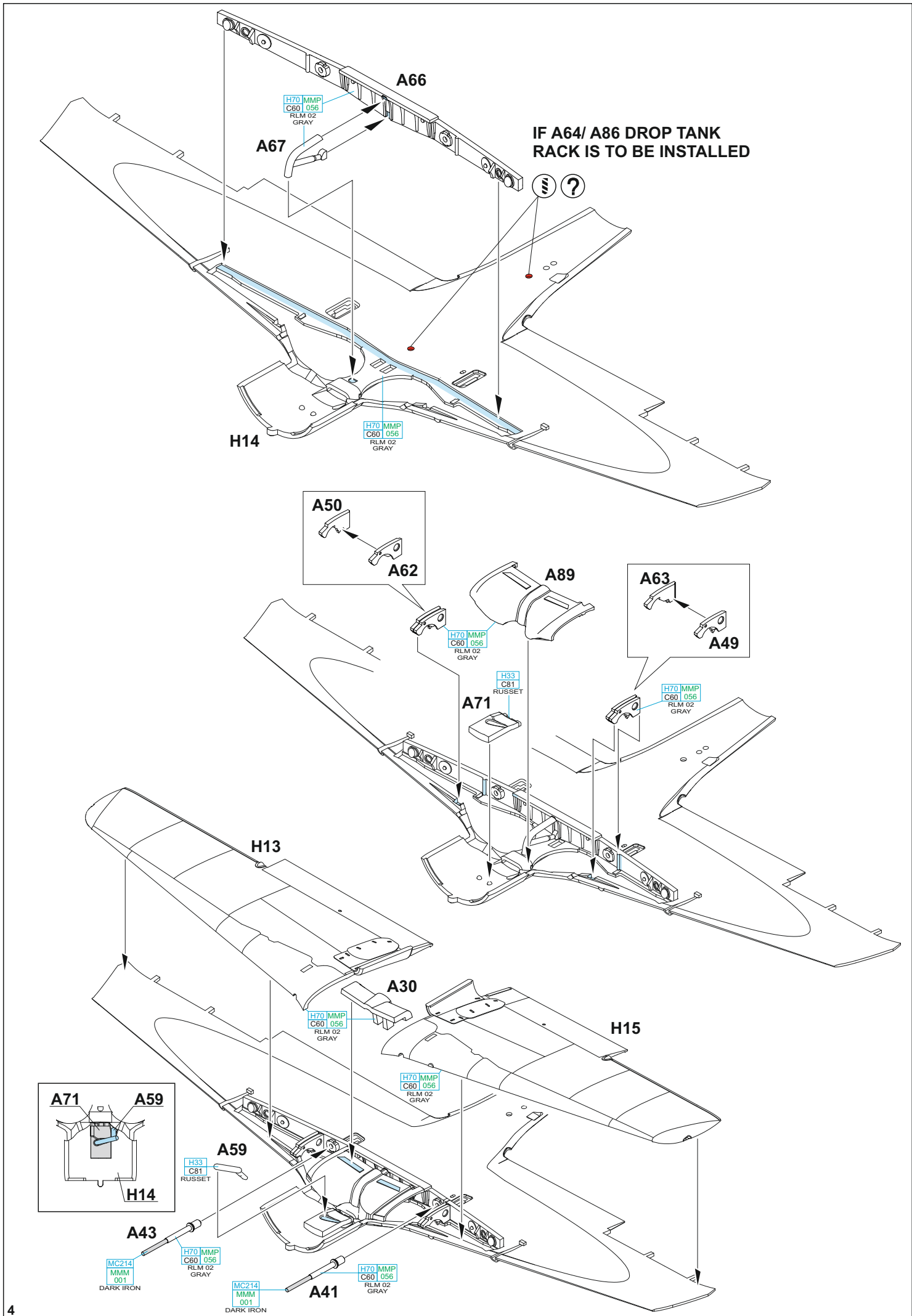
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H2</a>	<a href="#">C2</a>	<a href="#">MMP-047</a>	BLACK
<a href="#">H11</a>	<a href="#">C62</a>	<a href="#">MMP-001</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H15</a>	<a href="#">C65</a>		BRIGHT BLUE
<a href="#">H33</a>	<a href="#">C81</a>		RUSSET
<a href="#">H47</a>	<a href="#">C41</a>	<a href="#">MMP-012</a>	RED BROWN
<a href="#">H65</a>	<a href="#">C18</a>	<a href="#">MMP-088</a>	RLM70 BLACK GREEN
<a href="#">H68</a>	<a href="#">C36</a>	<a href="#">MMP-049</a>	RLM74 DARK GRAY
<a href="#">H69</a>	<a href="#">C37</a>	<a href="#">MMP-050</a>	RLM75 GRAY
<a href="#">H70</a>	<a href="#">C60</a>	<a href="#">MMP-056</a>	RLM02 GRAY
<a href="#">H77</a>	<a href="#">C137</a>	<a href="#">MMP-040</a>	TIRE BLACK

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
<a href="#">H90</a>	<a href="#">C47</a>		CLEAR RED
<a href="#">H94</a>	<a href="#">C138</a>		CLEAR GREEN
<a href="#">H413</a>	<a href="#">C113</a>	<a href="#">MMP-090</a>	RLM04 YELLOW
<a href="#">H414</a>	<a href="#">C114</a>		RLM23 RED
<a href="#">H416</a>	<a href="#">C116</a>	<a href="#">MMP-089</a>	RLM66 BLACK GRAY
<a href="#">H417</a>	<a href="#">C117</a>	<a href="#">MMP-051</a>	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
<a href="#">MC213</a>		<a href="#">MMM-006</a>	STEEL
<a href="#">MC214</a>		<a href="#">MMM-001</a>	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
<a href="#">SM201</a>		<a href="#">MMC-001</a>	SUPER FINE SILVER

**A****OPTIONAL:  
decal K4****A5**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**OPTIONAL:  
decal K3****A6****A68**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**A53**H2 MMP  
C2 047  
BLACKH416/MMP  
C116 089  
RLM 66  
BLACK GRAY**A58****A1**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**A57**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**decal K8****A87**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**decal K7****A29**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**OPTIONAL:  
decal K1****decal K5****decal K6****B****OPTIONAL:  
decal K2****A20**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**D4**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**H2**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**B****A****A80**H416/MMP  
C116 089  
RLM 66  
BLACK GRAY**H1****A33**H33  
C81  
RUSSET**A34**H33  
C81  
RUSSET

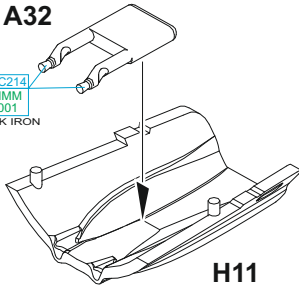
fill

**A2**MC213  
MMM  
006  
STAINLESS**A77**H2 MMP  
C2 047  
BLACK



**A32**

MC214  
MMM  
001  
DARK IRON

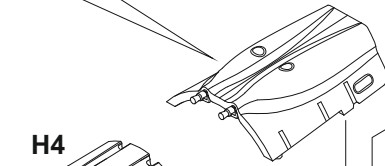


**H11**

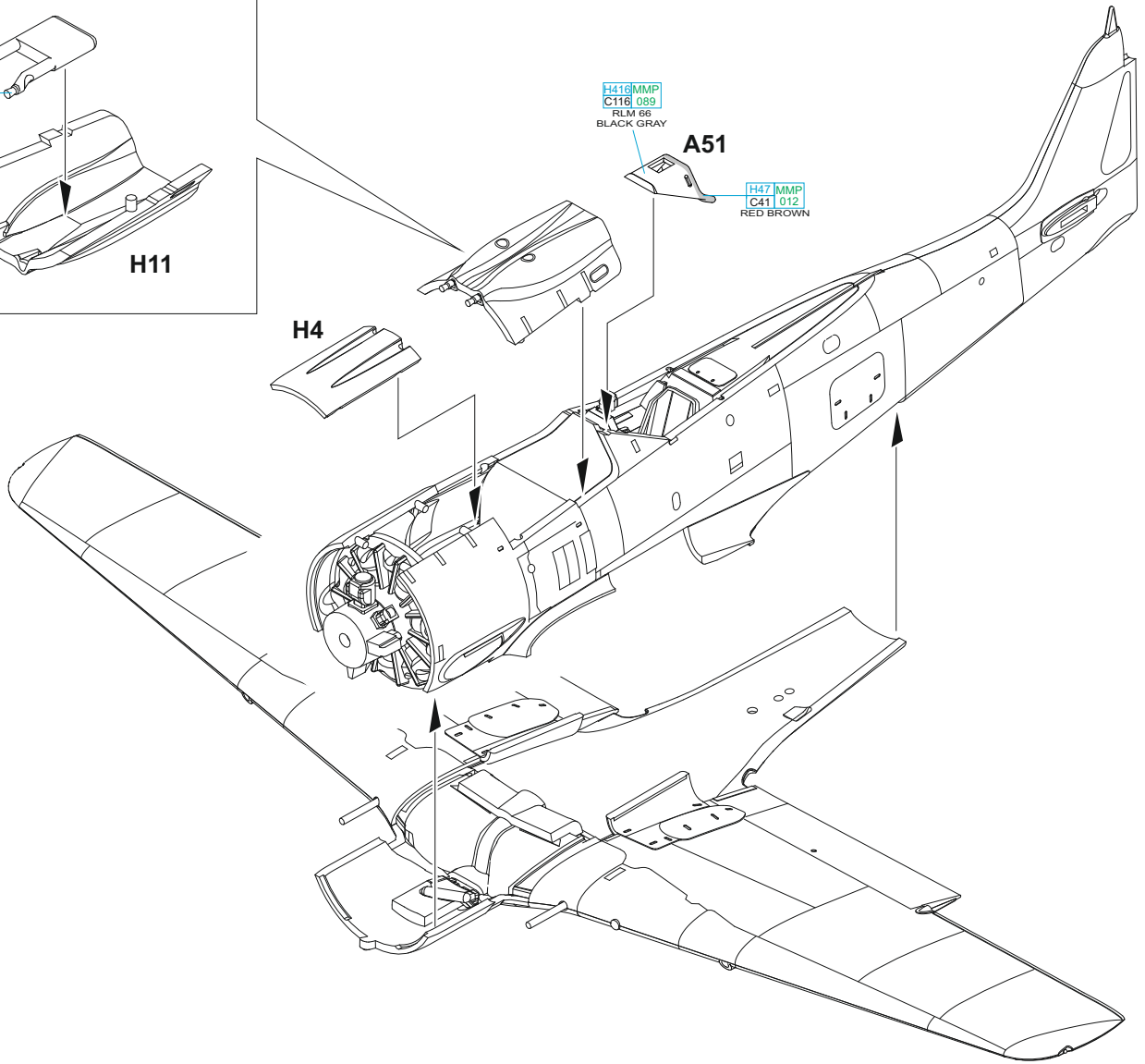
H416 MMP  
CT16 089  
RLM 66  
BLACK GRAY

**A51**

H47 MMP  
C41 012  
RED BROWN



**H4**



**H9**

**H8**

**H6**

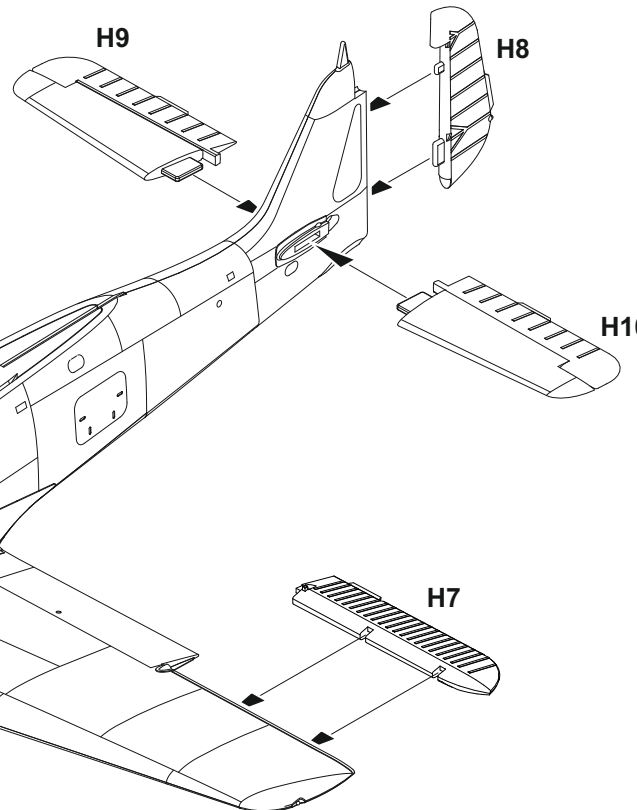
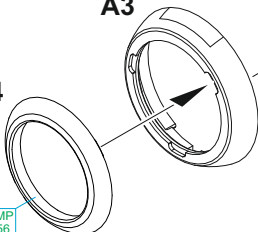
**H10**

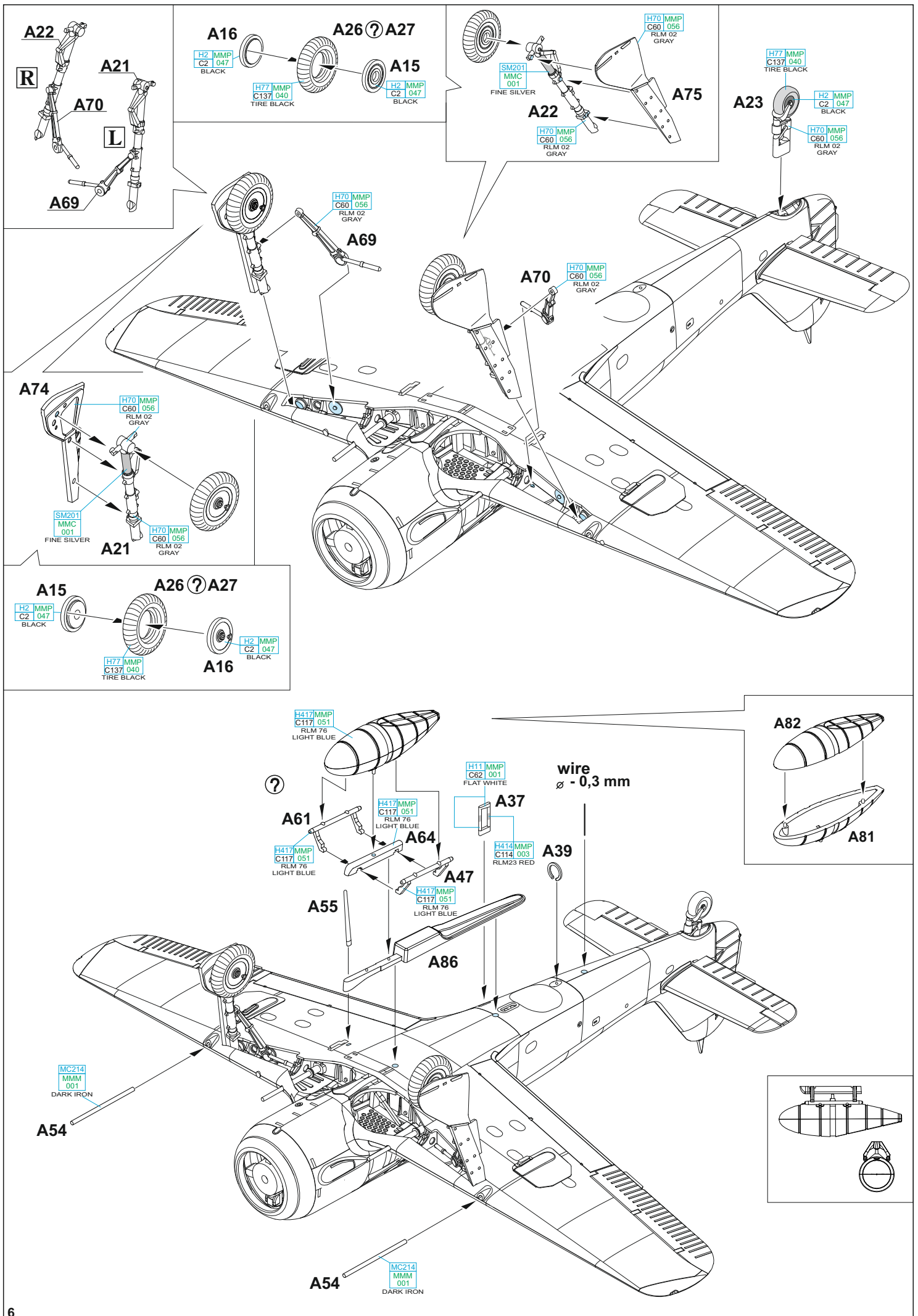
**H7**

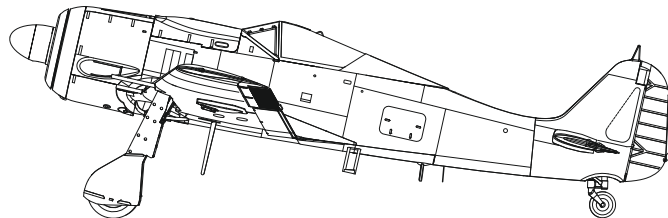
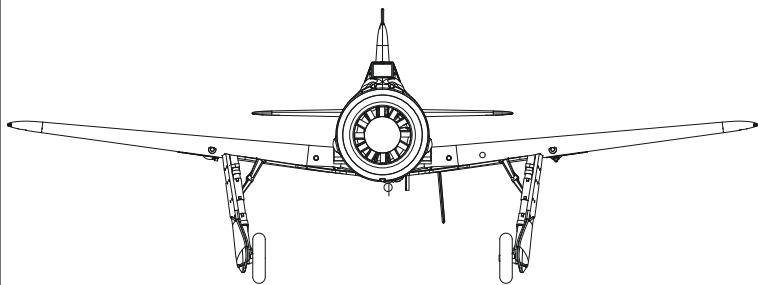
**A3**

**A4**

H70 MMP  
C80 056  
RLM 02  
GRAY

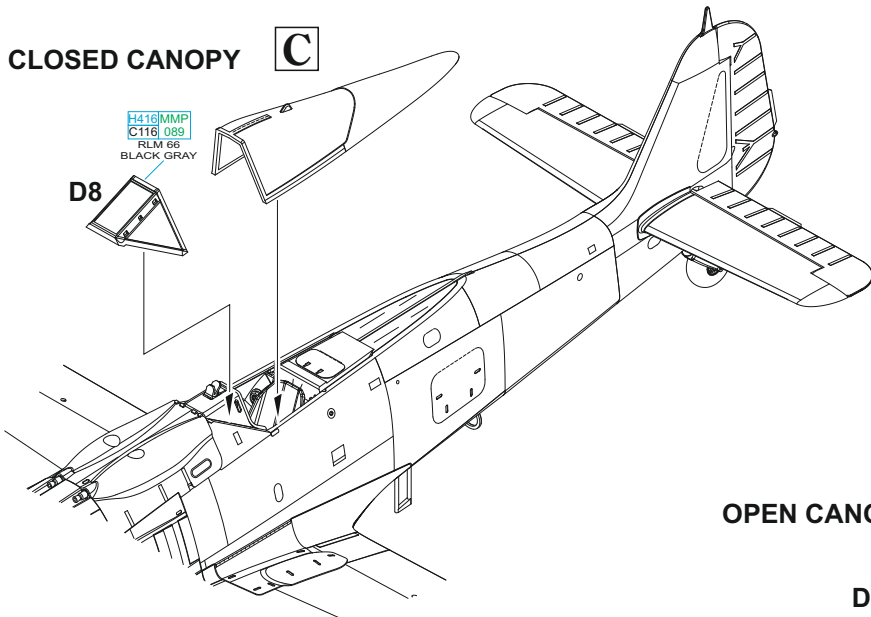




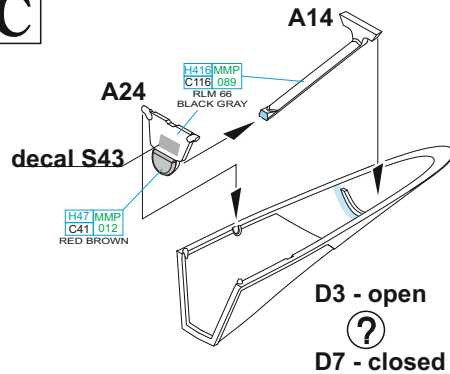


**CLOSED CANOPY**

**C**

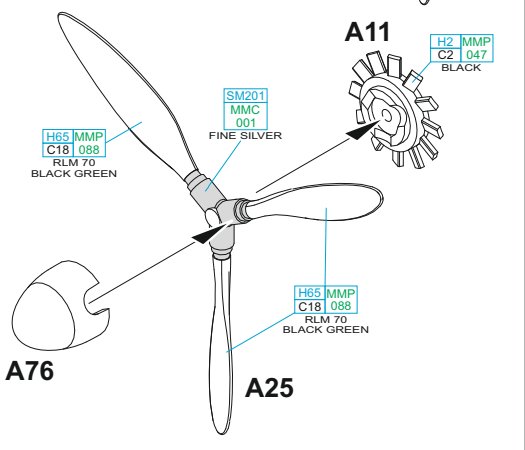
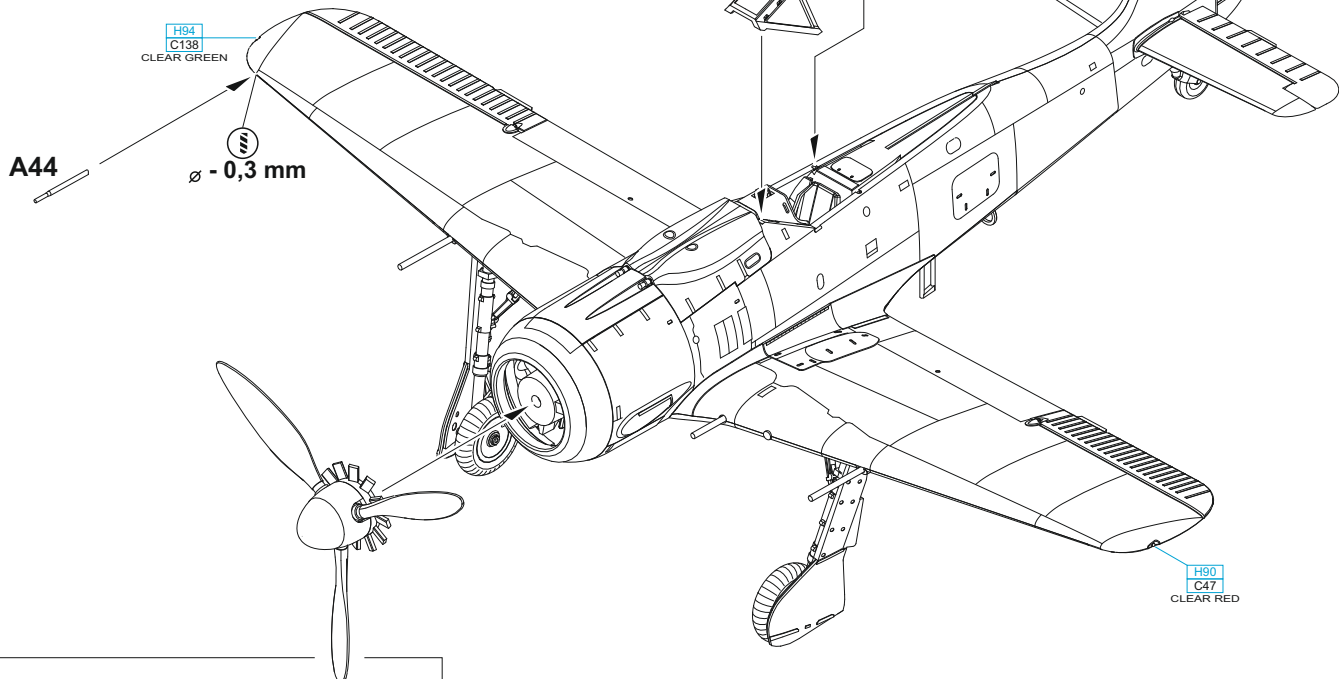


**C**



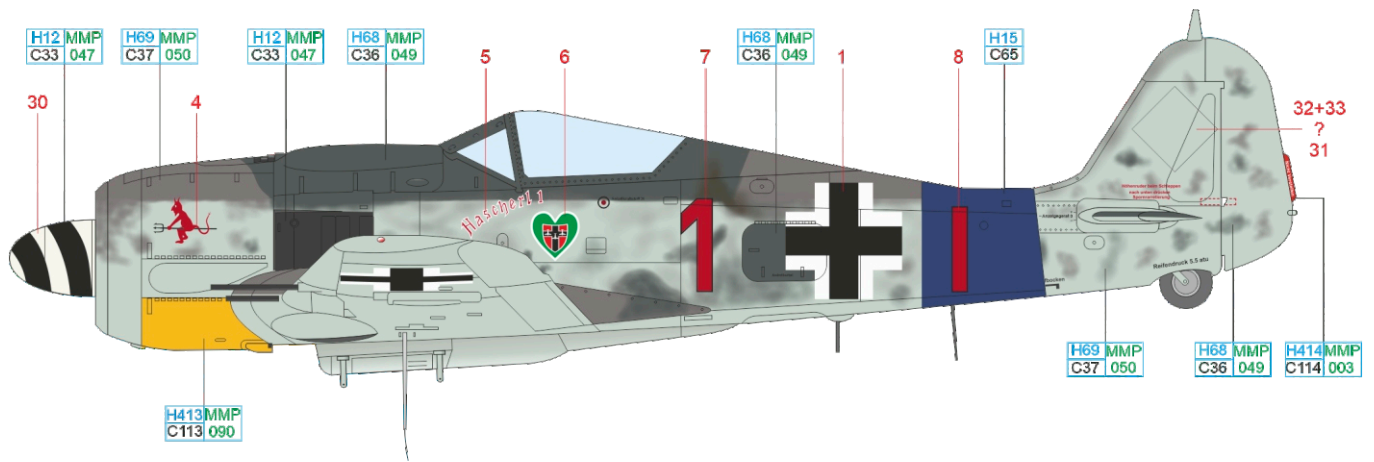
**OPEN CANOPY**

**C**

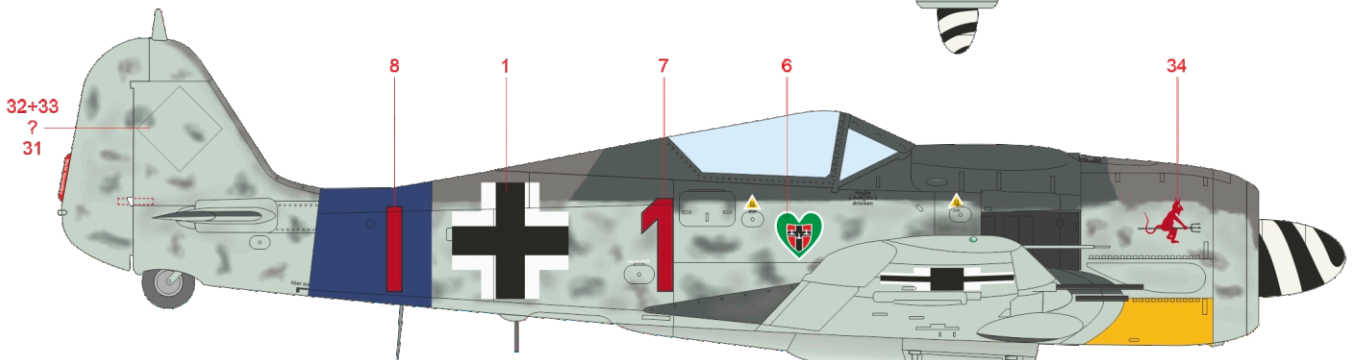
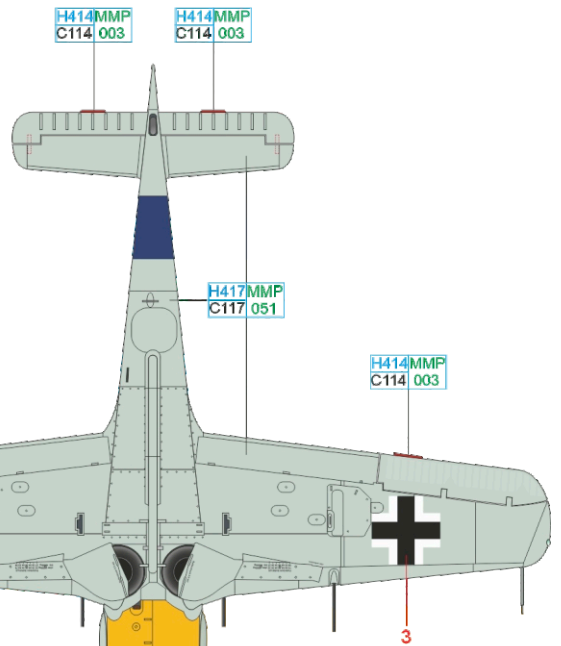
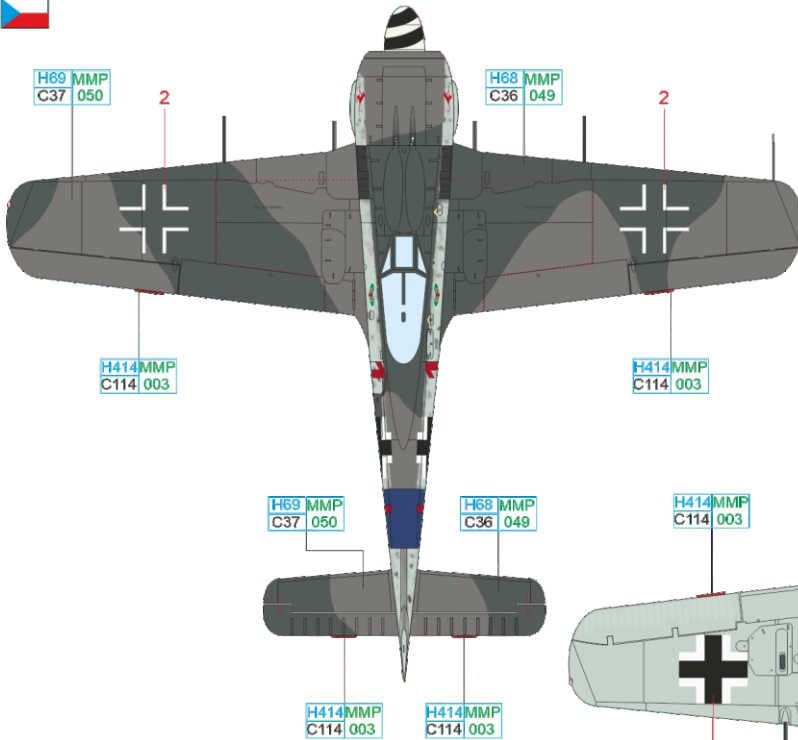


# A Lt. Hans Dortenmann, 2./JG 54, Villacoublay, France, June 1944

On June 10, 1944, 2./JG 54 was withdrawn from the Eastern Front and deployed to France to join III./JG 54. On June 20, 1944, Hans Dortenmann assumed command of 2. Staffel JG 54. At that time, he flew a Fw 190A-8 marked "Red 1" which sported the green heart with the emblem of III. Gruppe under the cockpit on both sides of the fuselage. Vertical band behind the fuselage cross was marking of III. Gruppe, while there was also emblem of 2. Staffel painted on the nose. A blue band on the tail was JG 54 Defense of the Reich marking. On June 24, 1944, Dortenmann shot down a P-51 near Evreux but two days later he himself was shot down near Paris. The aircraft was destroyed but the pilot bailed out and survived.



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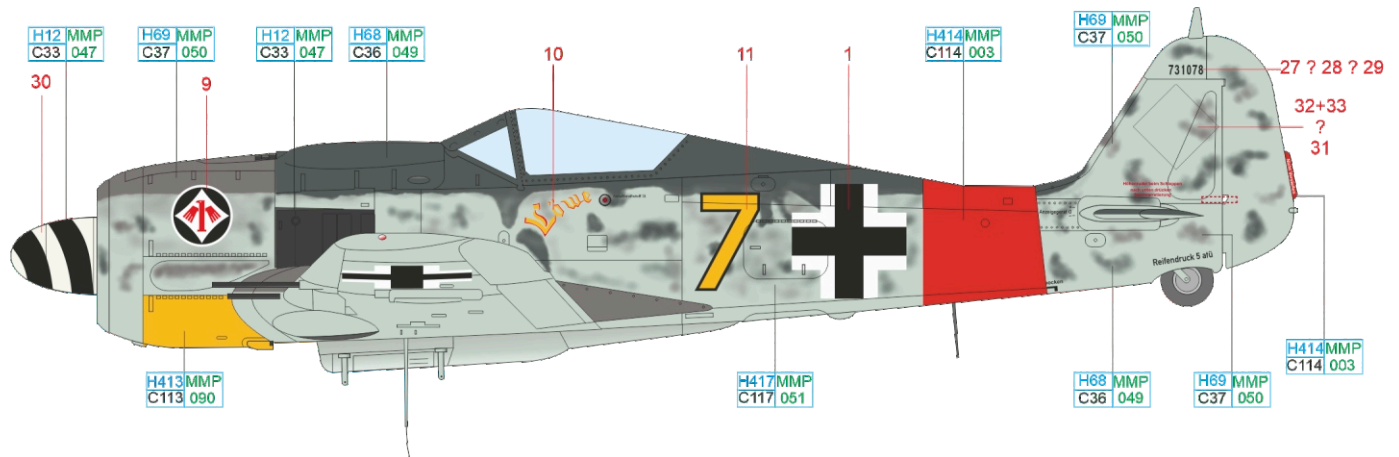
BLACK H12 MMP C33 047 RLM 23 H414 MMP C114 003

RLM 76 H417 MMP C117 051 RLM 75 H69 MMP C37 050 RLM 74 H68 MMP C36 049 RLM 04 H413 MMP C113 090 BLUE H15 C65

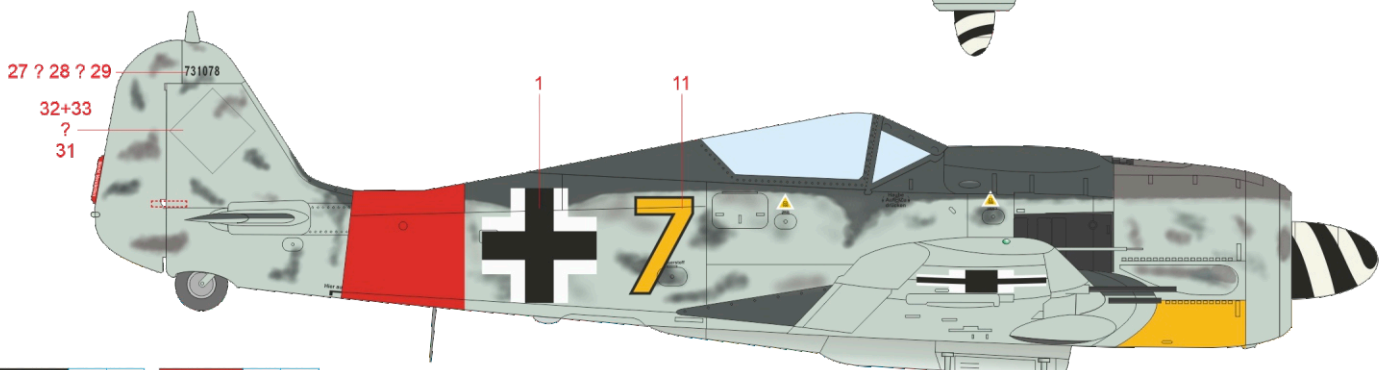
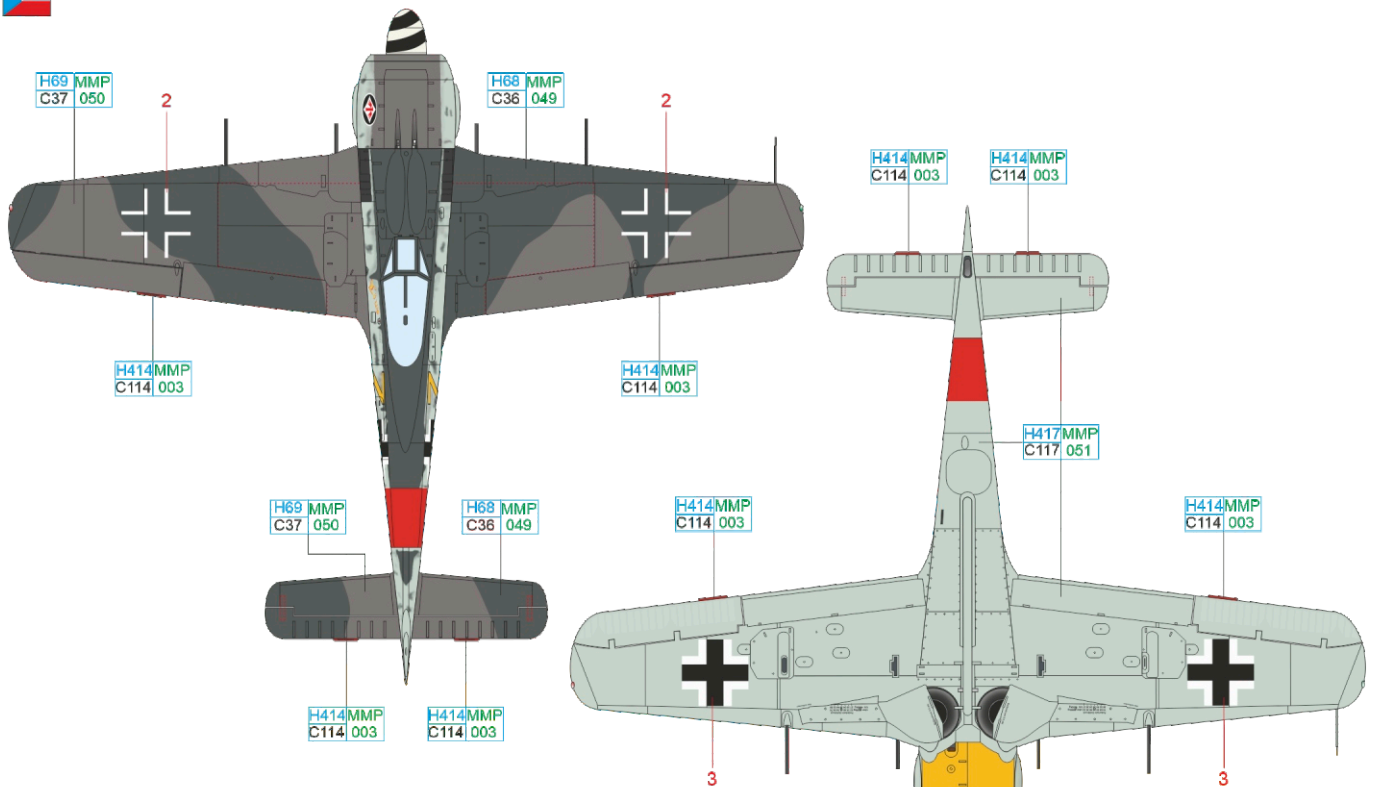


# B Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944

Shortly after the attack on the Soviet Union, Walter Köhne was seriously wounded. On June 4, 1943, following a long period of recuperation, he was assigned to 2./JG 1, at the time based at Deelen in the Netherlands. He flew combat missions over the Western Europe up to the end of the war, scoring thirty kills in total, the majority of which were B-17 and B-24 heavy bombers. The standard camouflage scheme of this Fw 190A-8 is supplemented by Defense of the Reich JG 1 markings – 900 mm wide red fuselage band, the JG 1 unit marking, and a personal marking in the form of the name of the dog that was the 3. Staffel mascot.

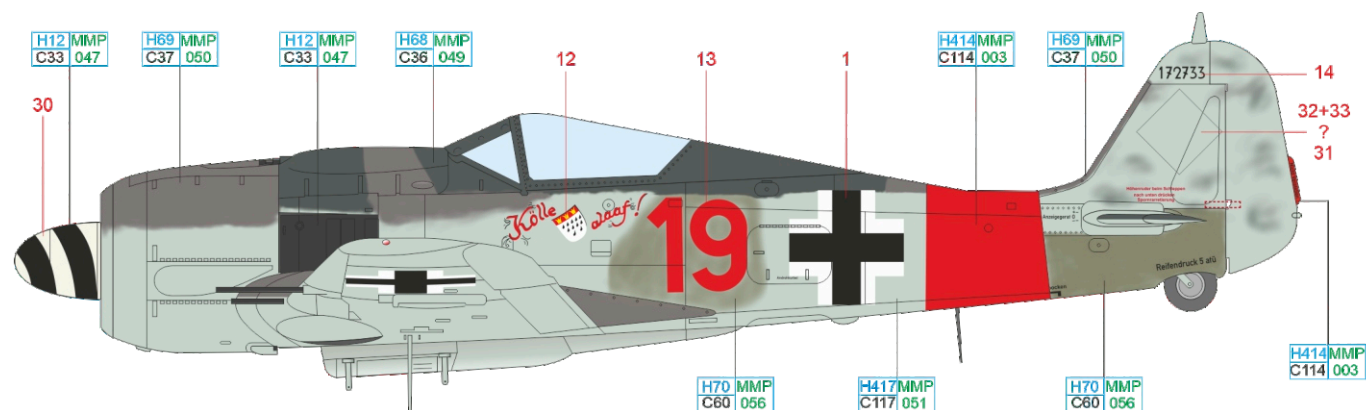


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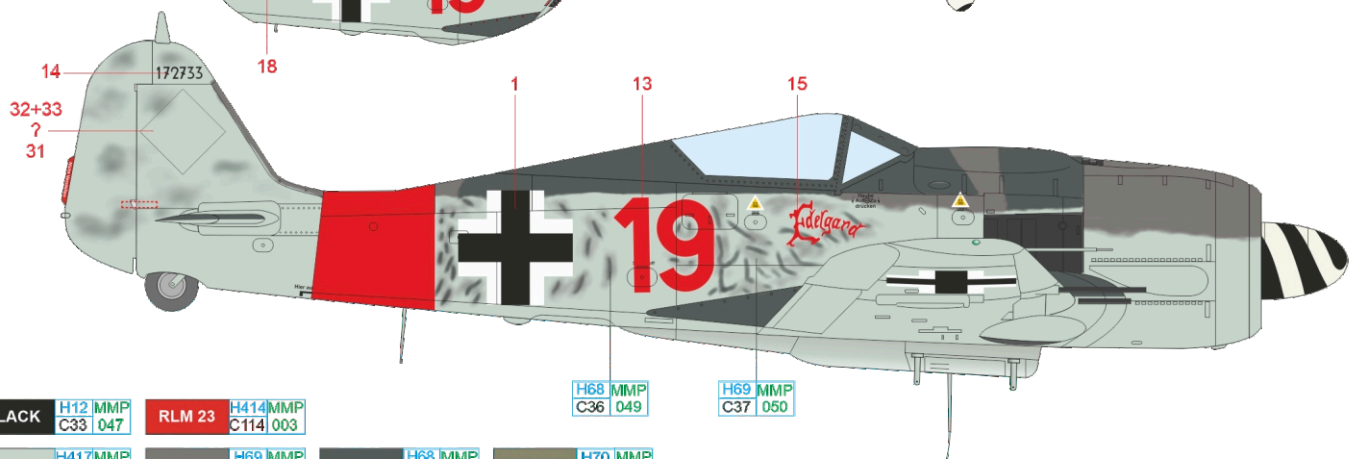
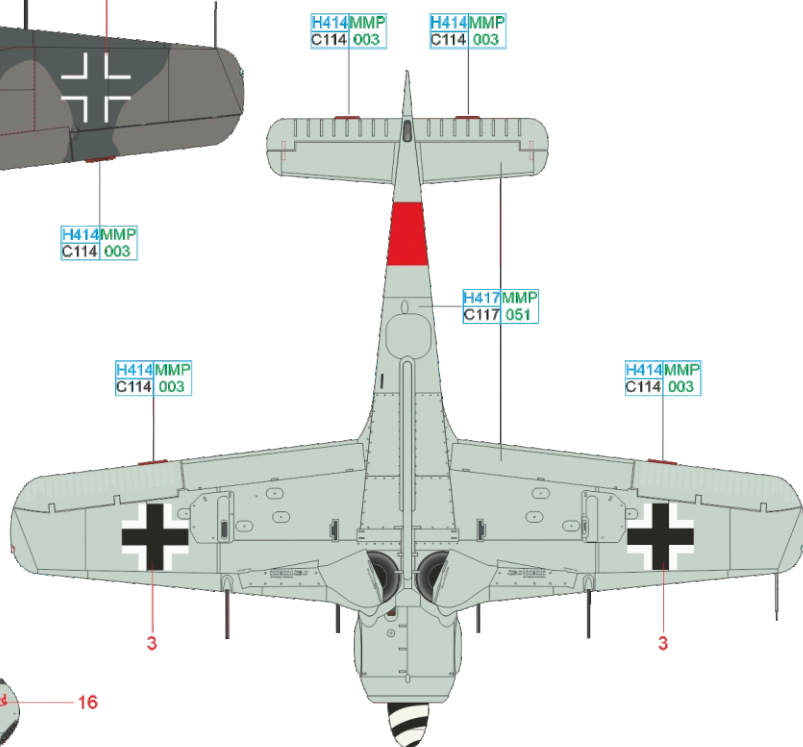
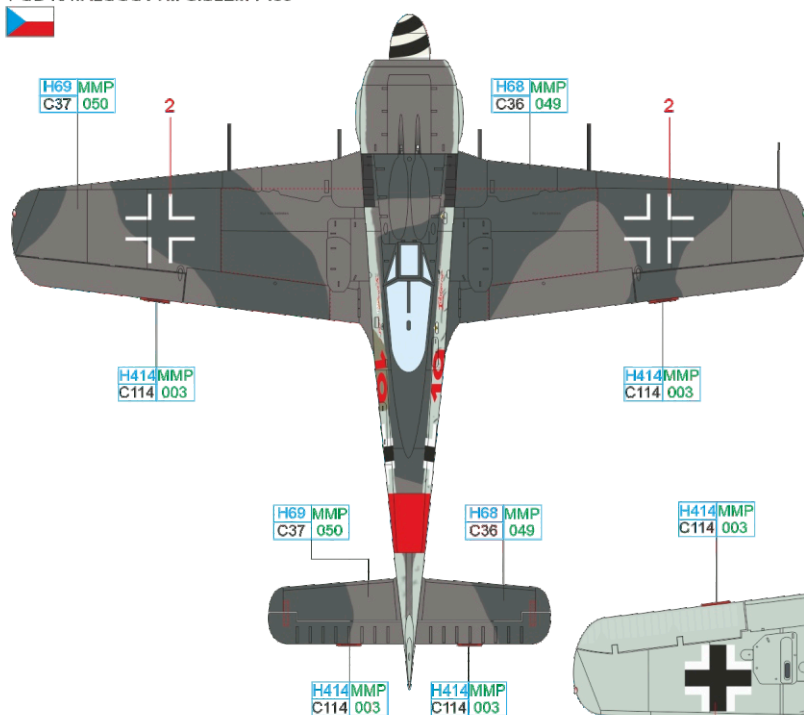


BLACK	H12 MMP C33 047	RLM 23	H414 MMP C114 003
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050
		RLM 74	H68 MMP C36 049
		RLM 04	H413 MMP C113 090

In October 1944, the aircraft flown by Ernst Schröder carried II. Gruppe markings in the form of a horizontal bar in the Staffel color behind the fuselage cross. The slogan *Kölle alaaf* with the Cologne Coat of Arms was carried on the port side of the fuselage, while the name of Schröder's girlfriend Edelgard was painted on the starboard. In November, the II. Gruppe marking disappeared under the 900 mm wide red fuselage band on the rear fuselage. At the same time the shadows were added to the coat of arms and the second part of the inscription and the exclamation mark was added as well. The name of the girlfriend was modified to a fancier appearance.



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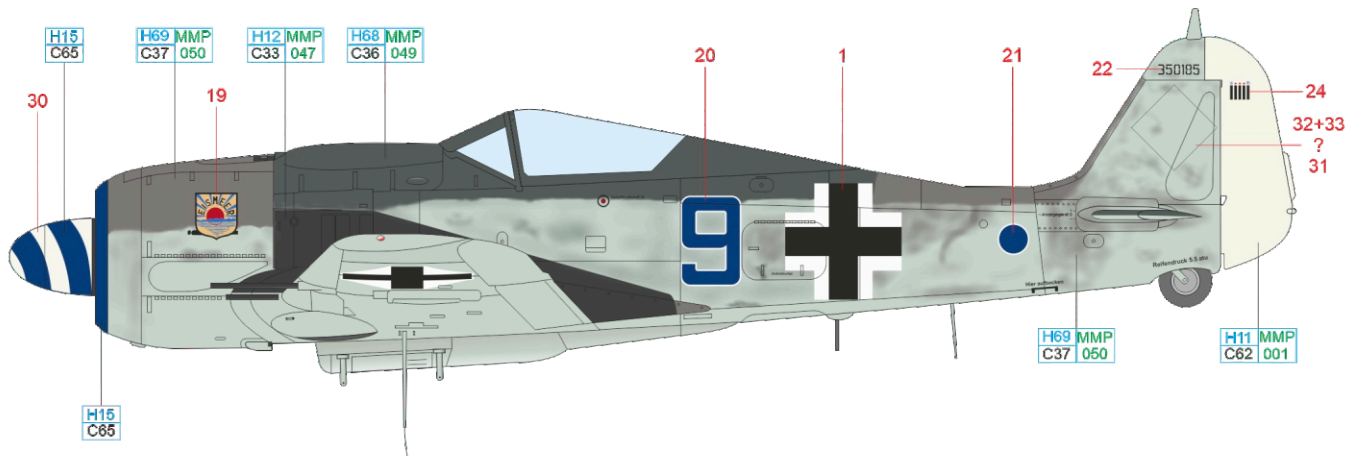


BLACK H12 MMP C33 047 RLM 23 H414 MMP C114 003

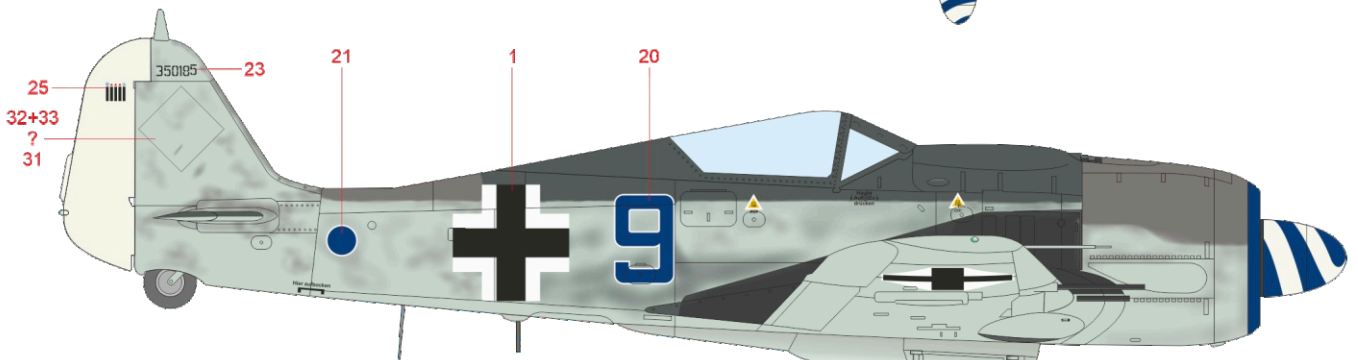
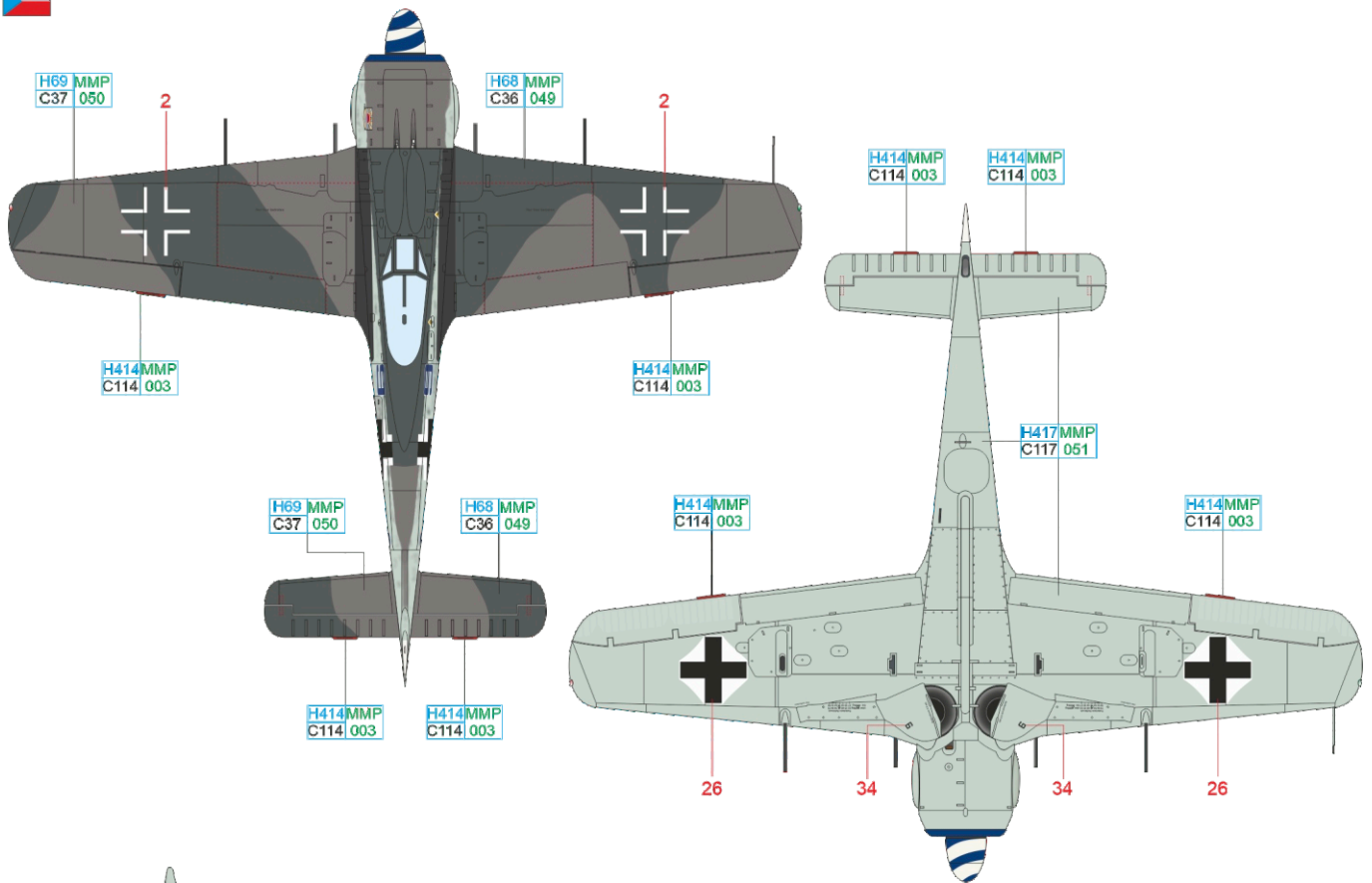
RLM 76 H417 MMP C117 051 RLM 75 H69 MMP C37 050 RLM 74 H68 MMP C36 049 RLM 02 H70 MMP C60 056

# D W.Nr. 350185, Oblt. Karl-Heinz Koch, CO of 12./JG 5, Herdla, Norway, April 1945

In the end of 1944, Oblt. Karl-Heinz Koch flew with 13./JG 5. In the beginning of 1945, he was transferred to 12./JG 5 where he was flying Fw 190A-8 (W.Nr. 737070) marked "Blue 9". On February 9, 1945, this aircraft was lost in the dogfight with No. 65 Squadron RAF Mustangs Mk.III near Førdefjord. Oblt. Karl-Heinz Koch obtained another Fw 190A-8 (W.Nr. 350185) and it was again marked "Blue 9" and also carried JG 5 insignia on the nose portside. There were five kill marks painted on its white rudder. On April 5, 1945, Oblt. Koch was shot down in this plane which was heavily damaged during the emergency landing.



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BLACK	H12 MMP C33 047	RLM 23	H414 MMP C114 003
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050
		RLM 74	H68 MMP C36 049
		WHITE	H11 MMP C62 001
		BLUE	H15 C65

