

# Fw 190A-3 light fighter

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 82141

**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 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 a 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 the Hurricanes, but also to the Spitfires. The very first Fw 190 lost in combat was the Fw 190A-1 (factory No. 0028) flown by Gruppenkommandeur (Group Commander) of II./JG 26 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 the 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. With the BMW 801D-2 engine available, Fw 190A-3 was introduced in July 1942 and the development continued with the improvement in form of Fw 190A-4. Both were armed with what became the standard armament for future Fw 190s; 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 housed the MG 151s instead of the MG FFs in the outer position. This wing led to the Fw 190A-6 version and further changes created the Fw 190A-7, produced during the end of 1943. This version replaced the fuselage mounted MG 17s with 13 mm MG 131s.

Further improvements led to the Fw 190A-8, the variant, which became the most produced with 6,655 units. The most significant change was the installation of the GM-1 nitrous-oxide injection system, used for temporary power boost. A portion of A-8 production was dedicated to the A-8/R2 and A-8/R8 variants, armed with MK 108 cannon in the outer wing location, and with armored slabs added to the cockpit sides as well as to the modified canopy.

#### Last of the radial breed

The final production version of the BMW 801 engine powered fighter was the 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 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 thoroughbred 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.

#### 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 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-3 Light Fighter

After the early series of Fw 190A-1 and A-2, the significant change occurred with the installation of the BMW 801D-2 engine. This unit offered 1,700 hp (1,300 kW) which was 161 hp (120 kW) more in comparison to the previous BMW 801C-1 unit. The power increase was mainly achieved by the supercharger improvements and by higher compression ratio. Due to these changes the 100 octane fuel (C3) had to be used instead of 87 octane (B4). The armament was the same as with later A-2, i.e., two wing root-mounted 20 mm MG 151/20 cannons, two outer MG FF cannons and two 7,92 mm MG 17 machine guns in the front fuselage. As a measure to reduce the weight and improve maneuverability of the Fw A-3 the light fighter was introduced. It had the outer cannons deleted, thus returning to the early Fw 190A-2 armament standard.

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 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. 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



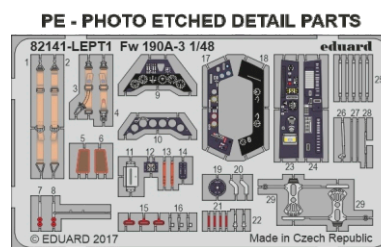
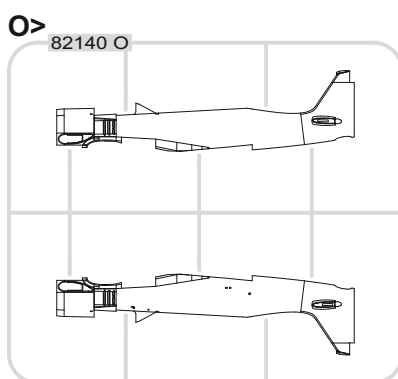
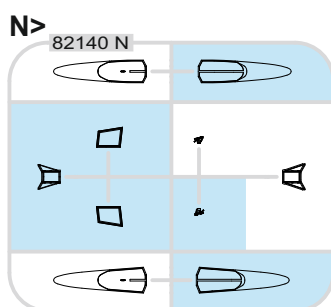
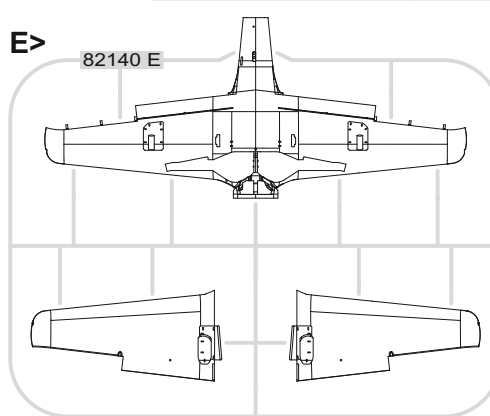
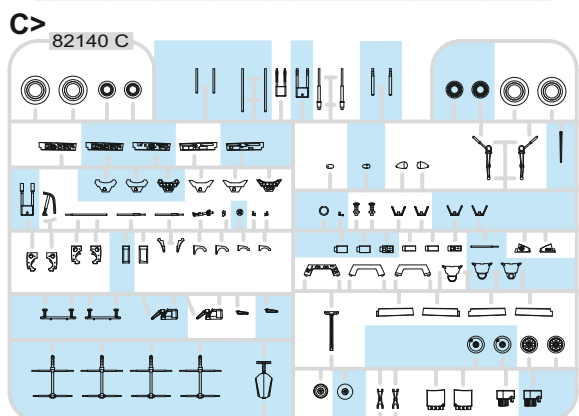
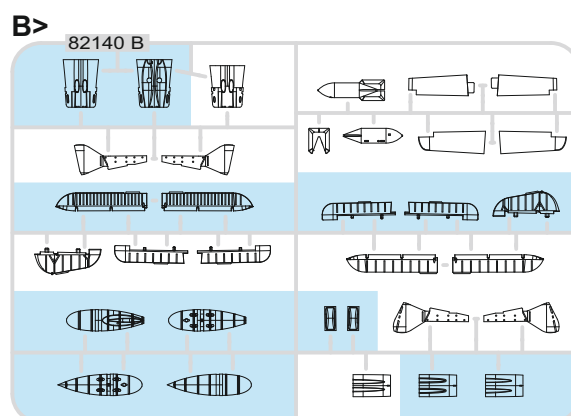
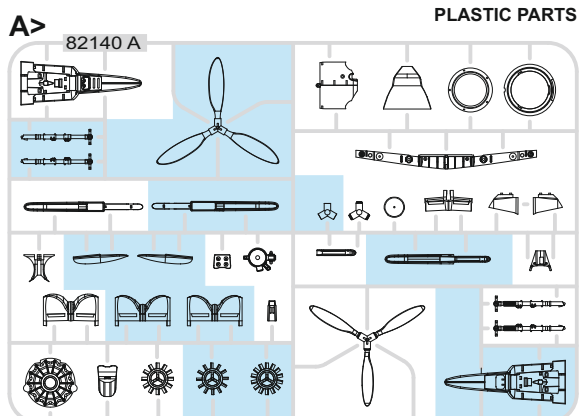
TEILE



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



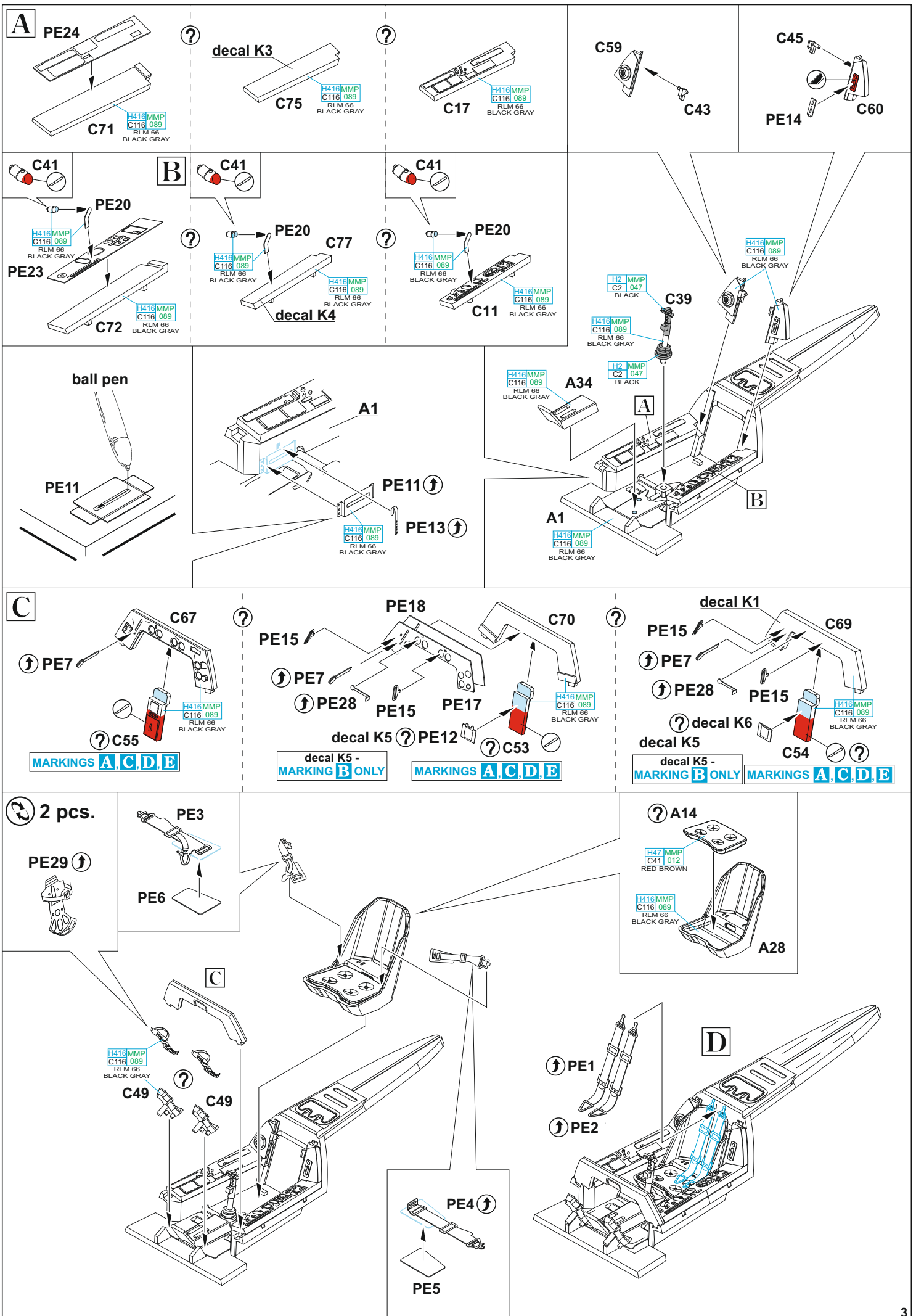
PEINTURE

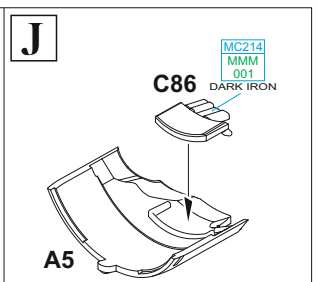
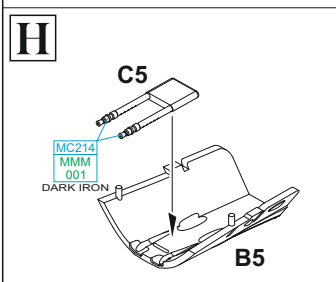
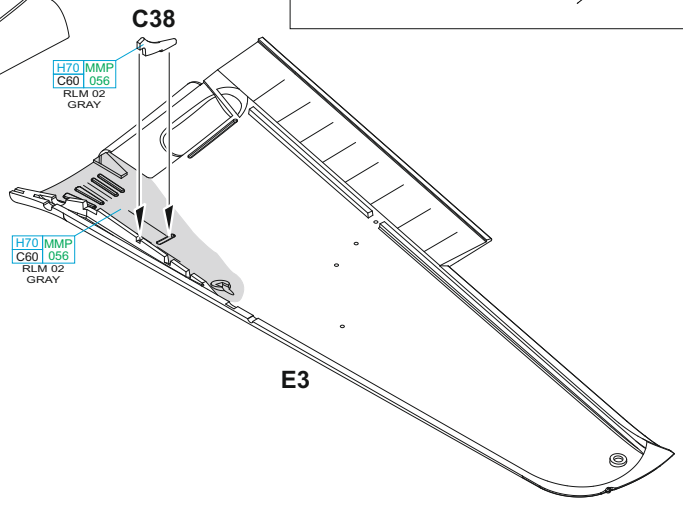
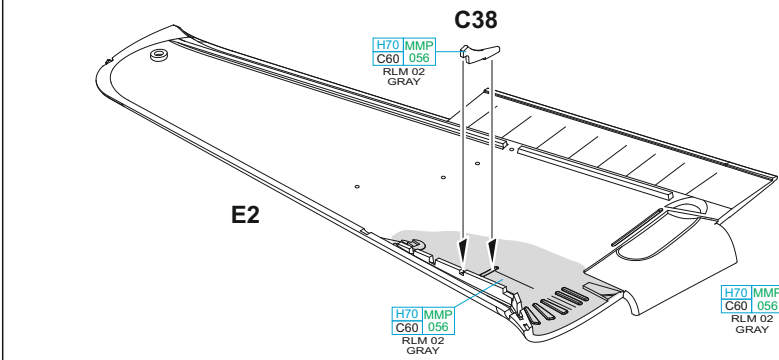
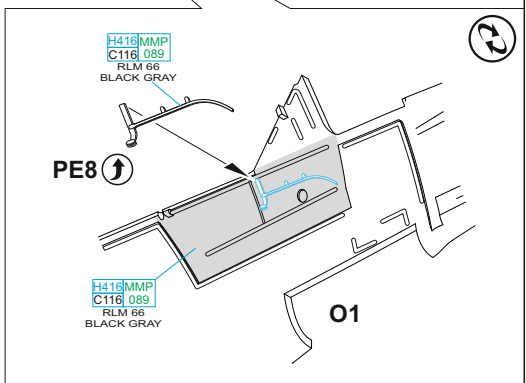
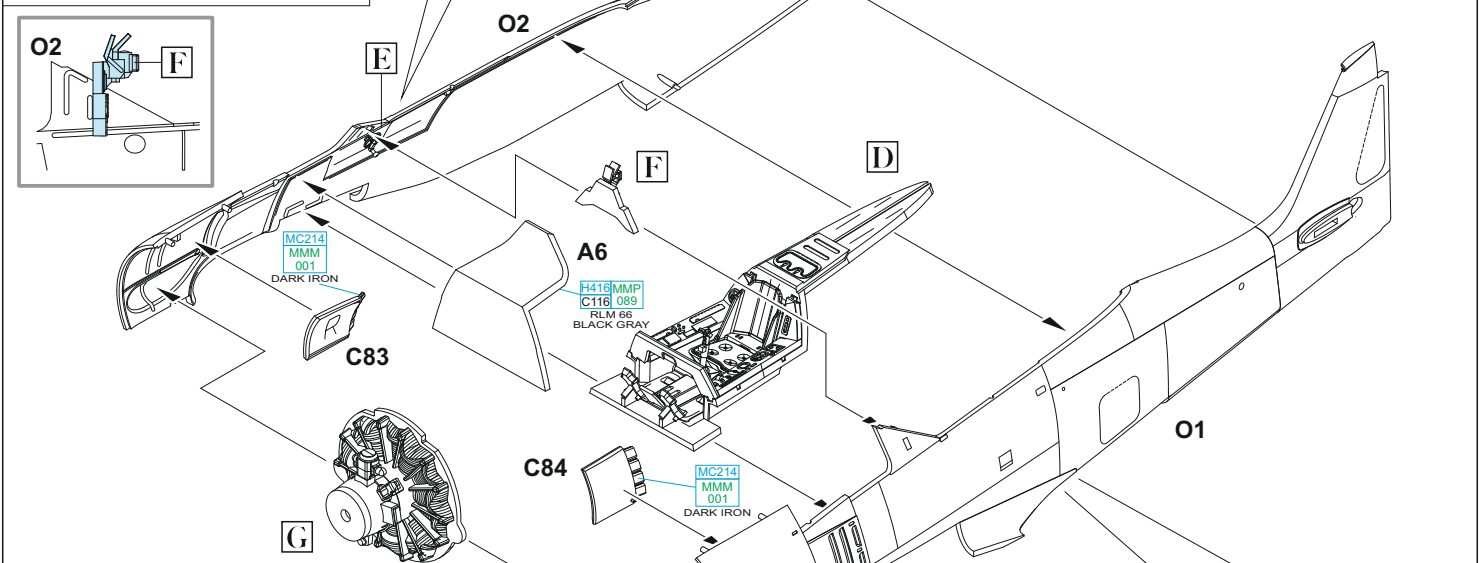
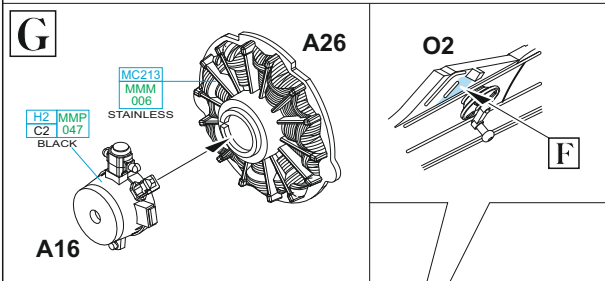
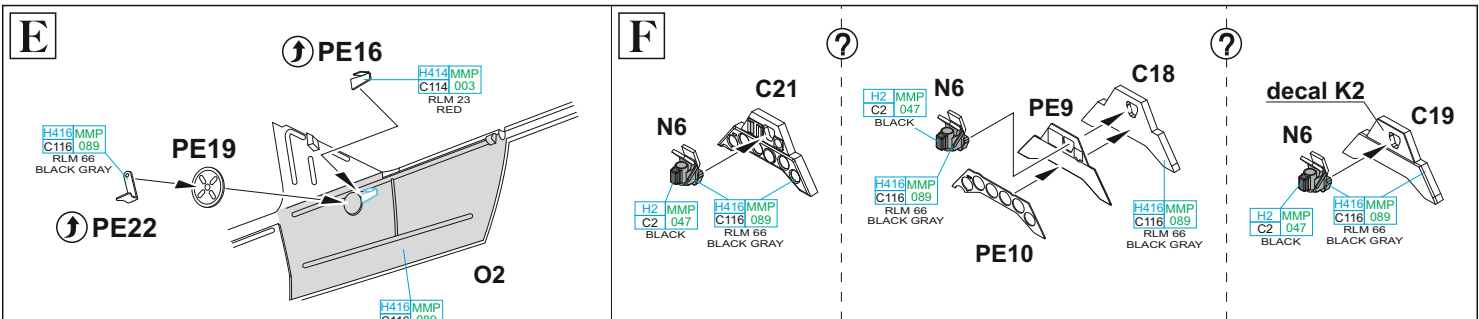


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H80	C54		KHAKI GREEN

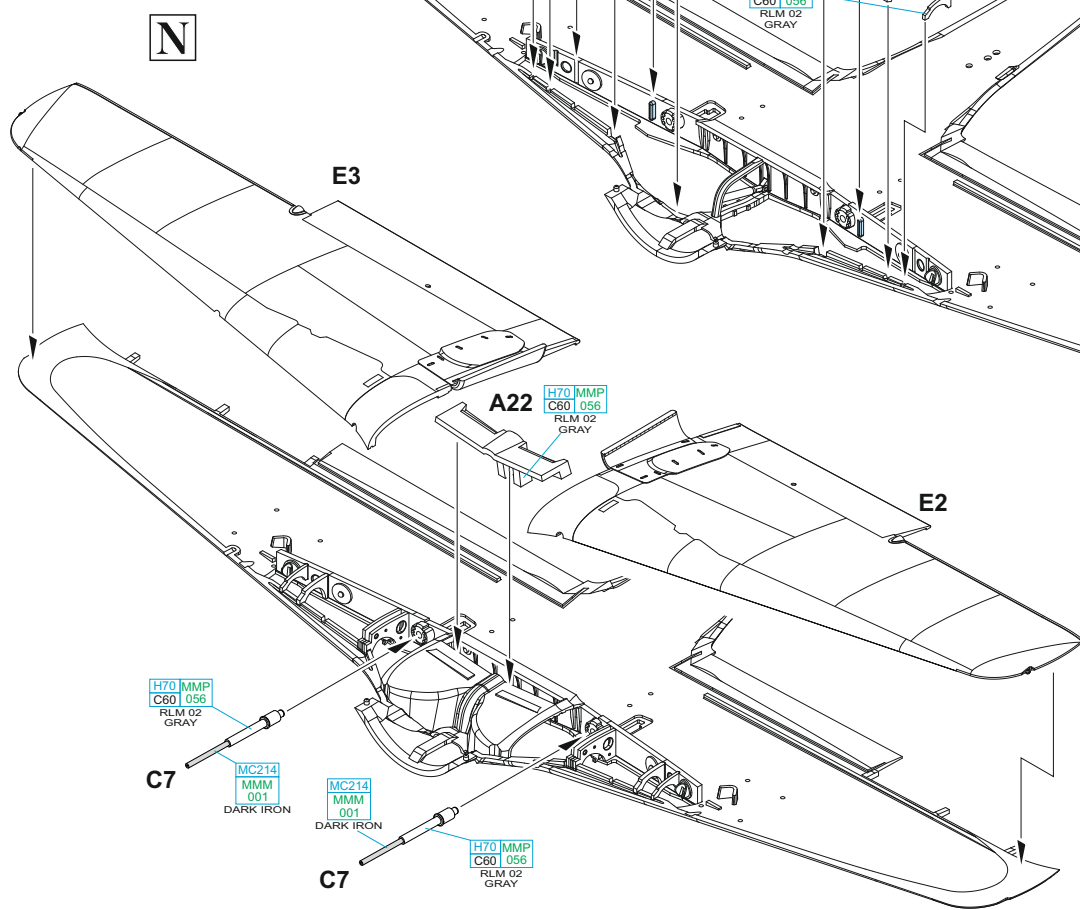
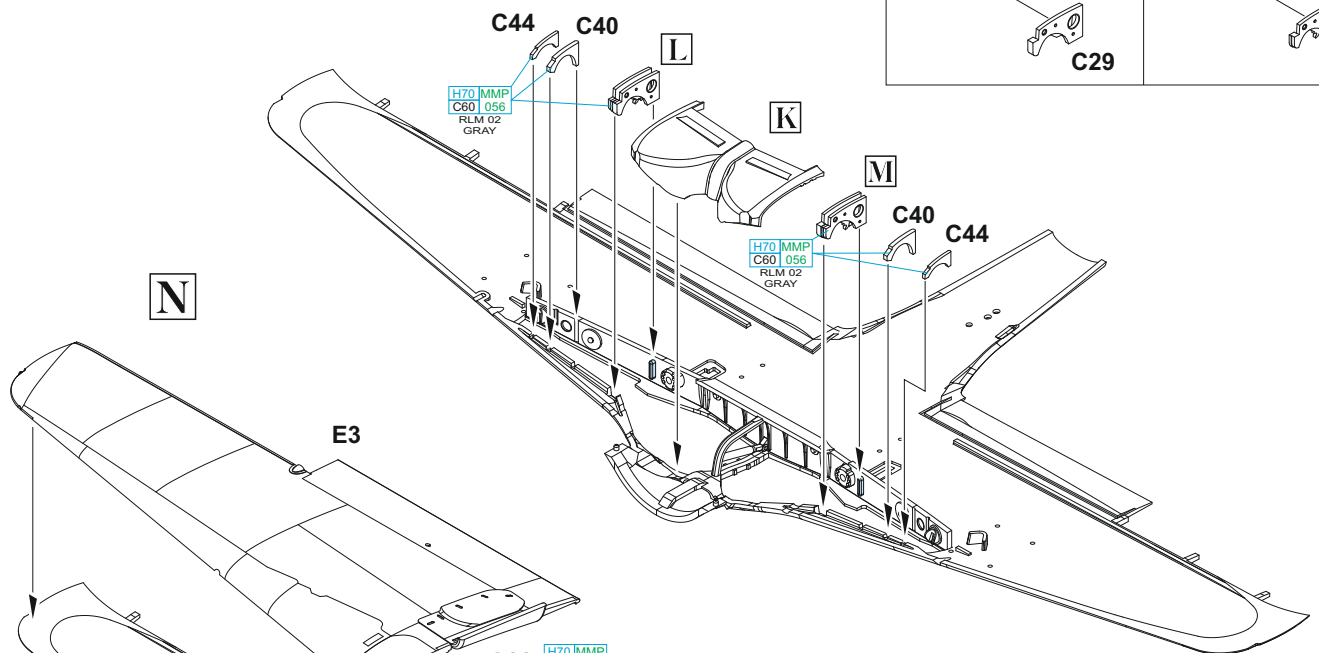
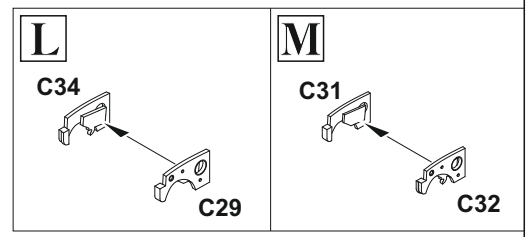
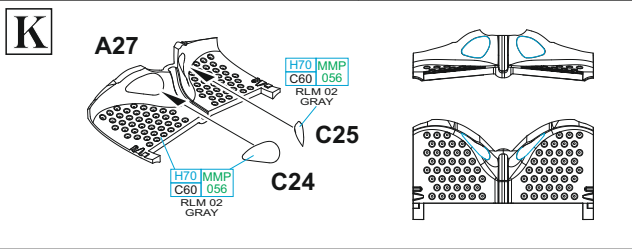
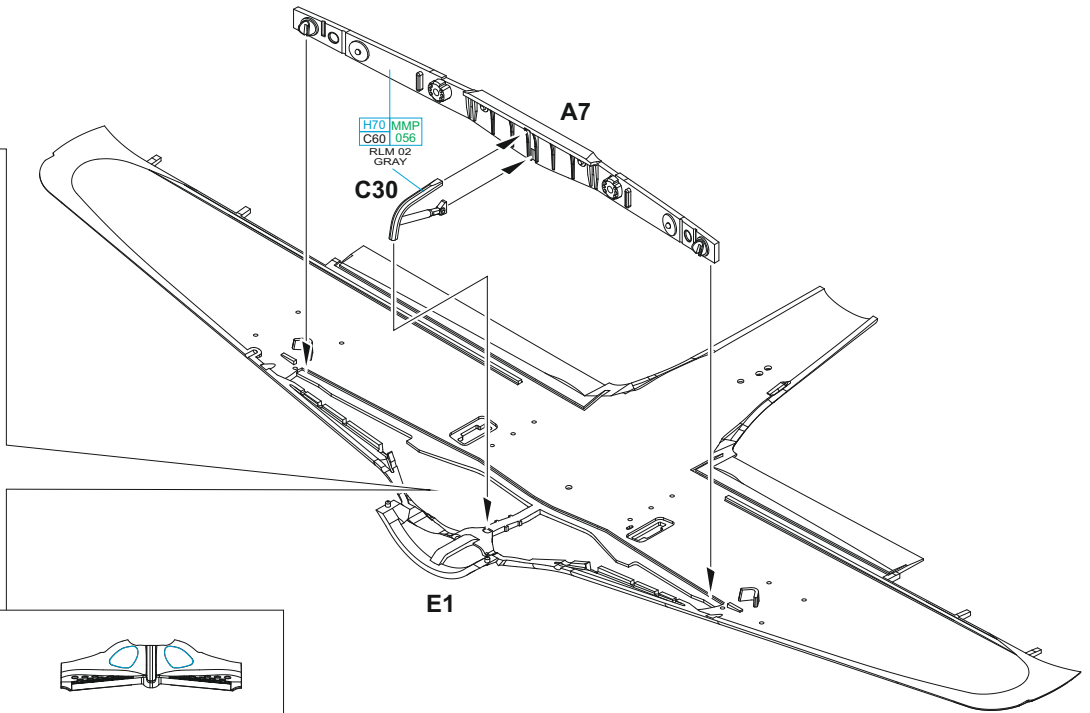
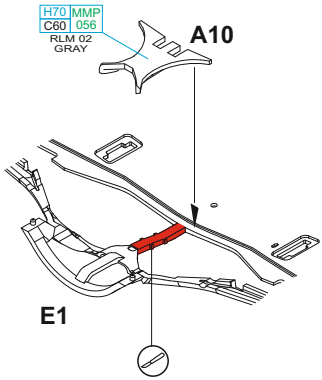
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR		
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-008	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2

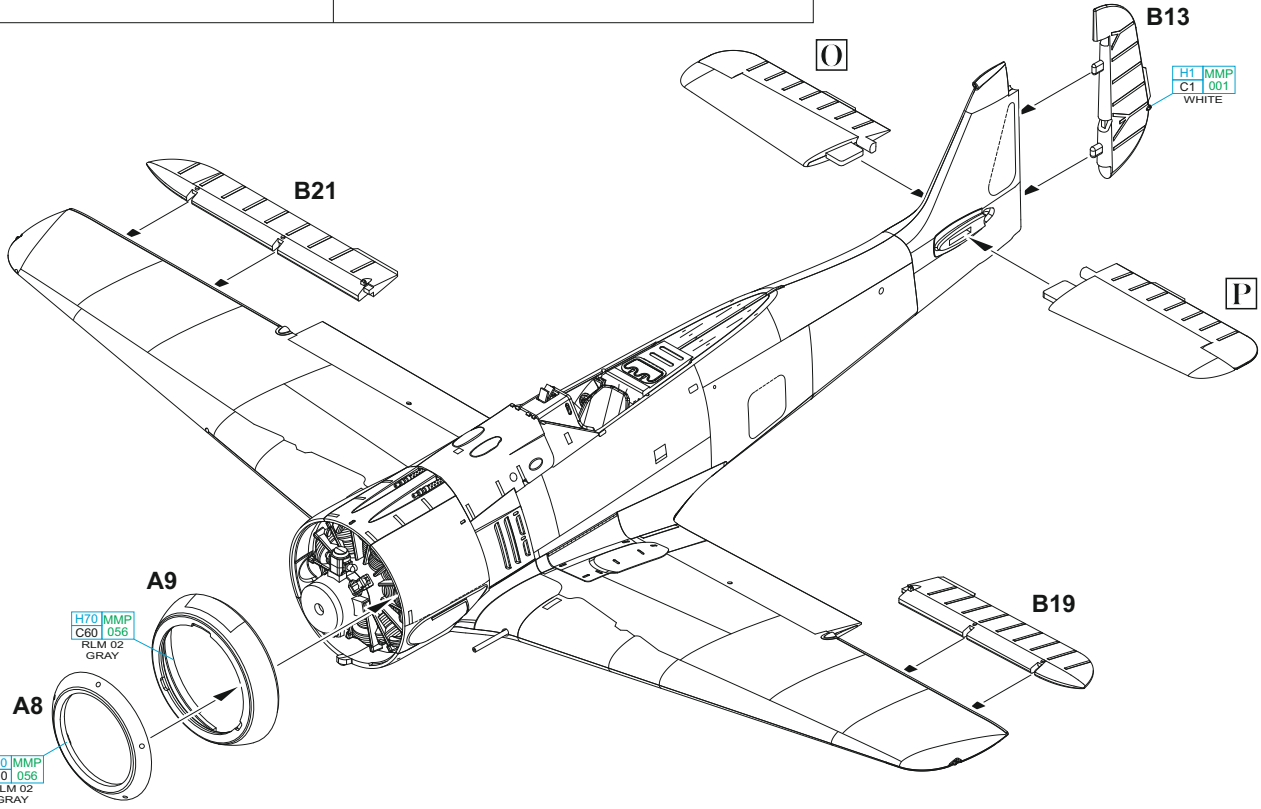
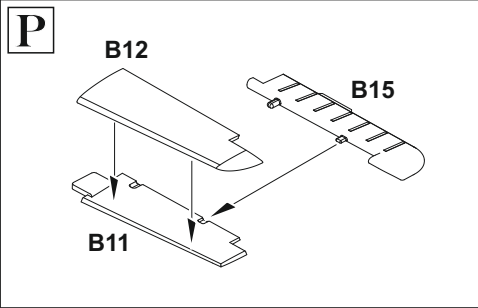
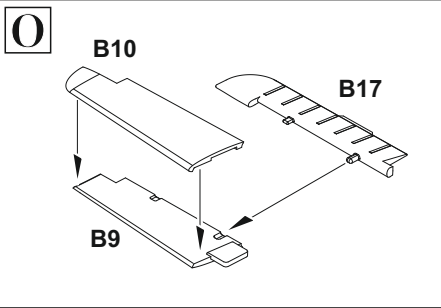
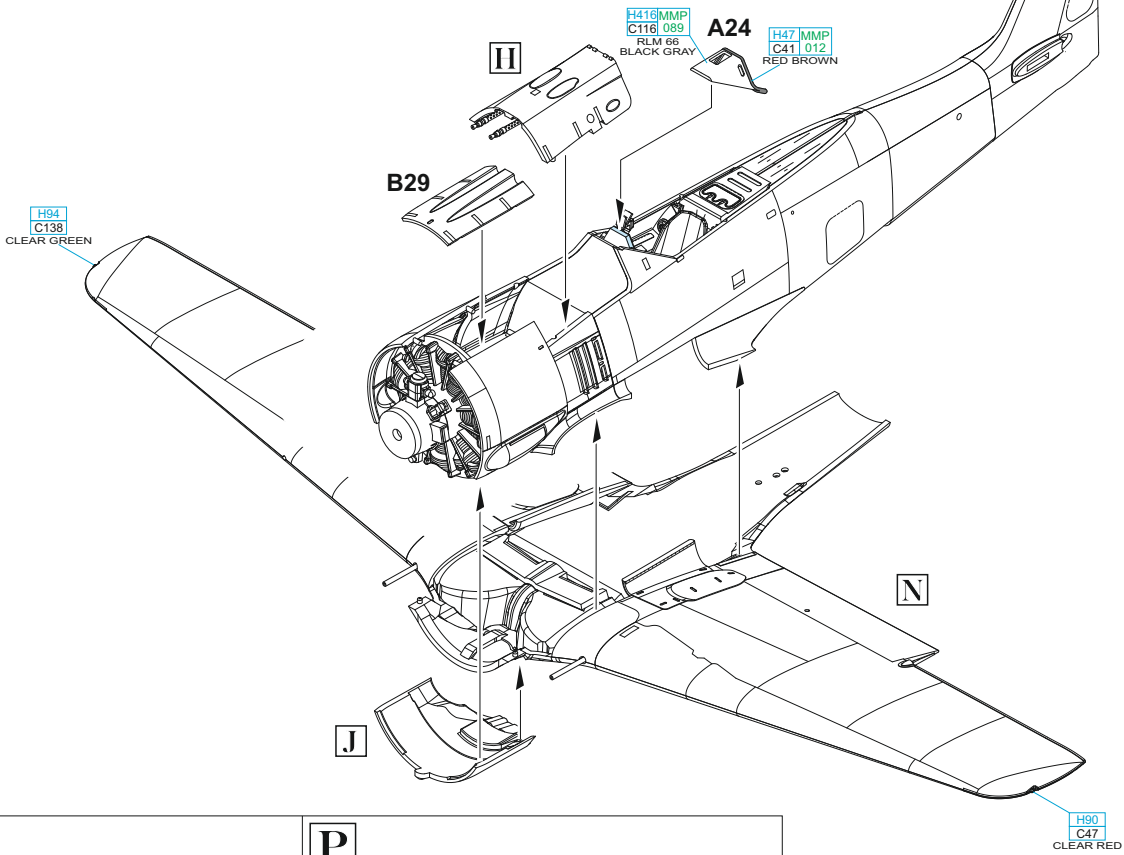
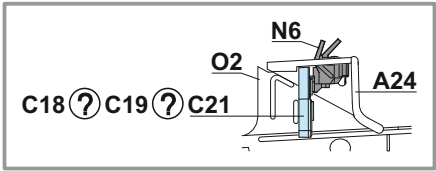


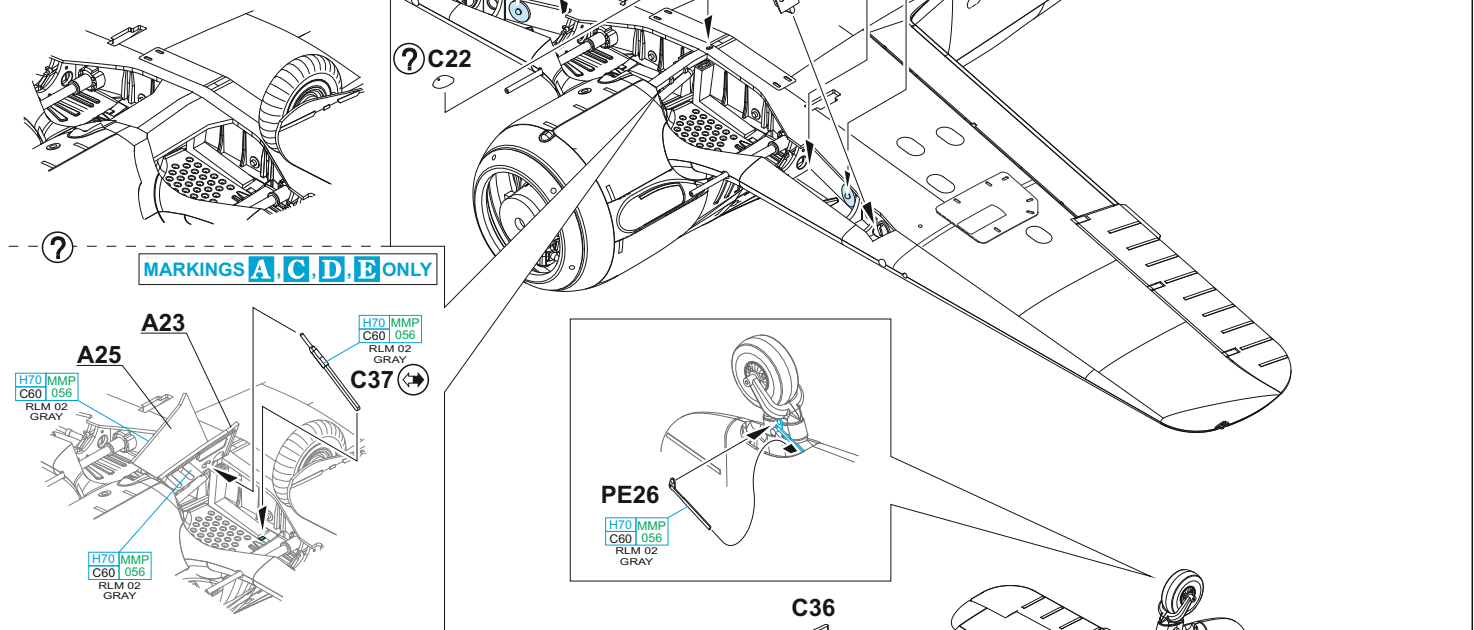
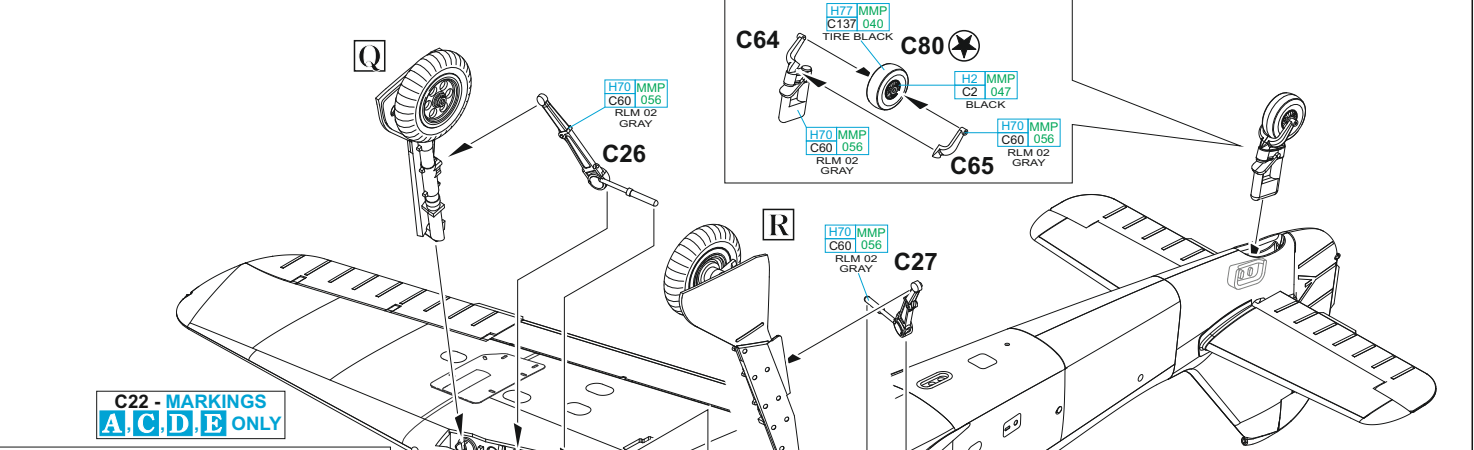
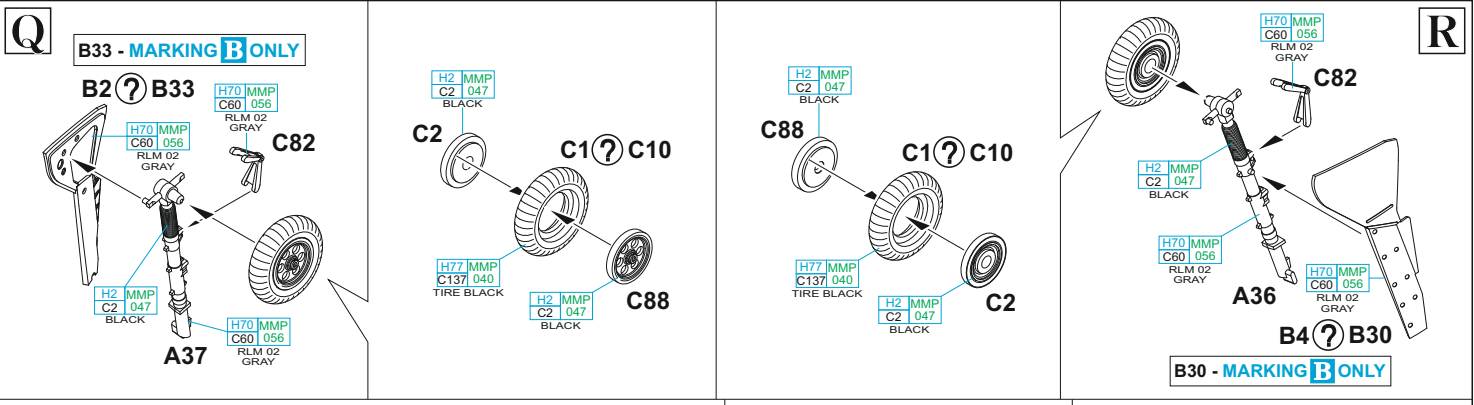


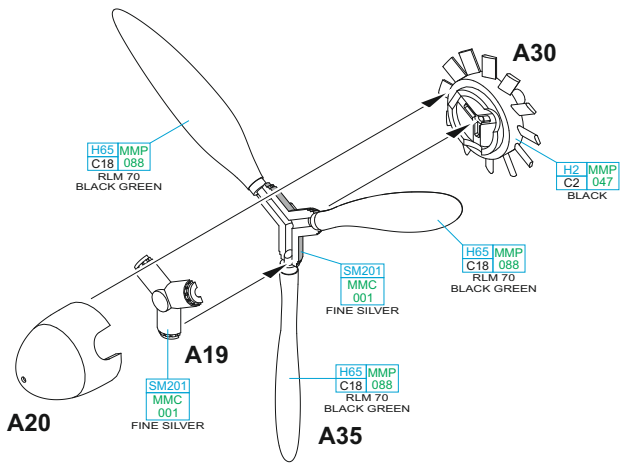
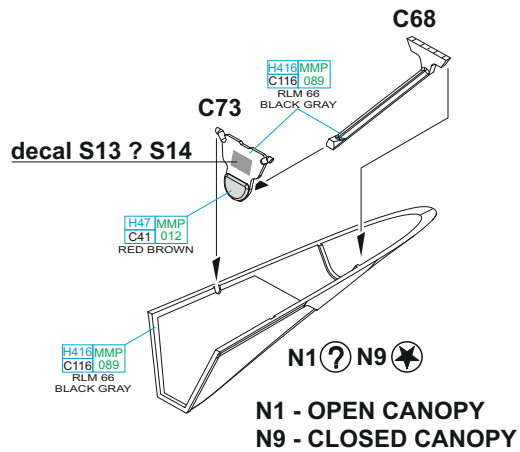
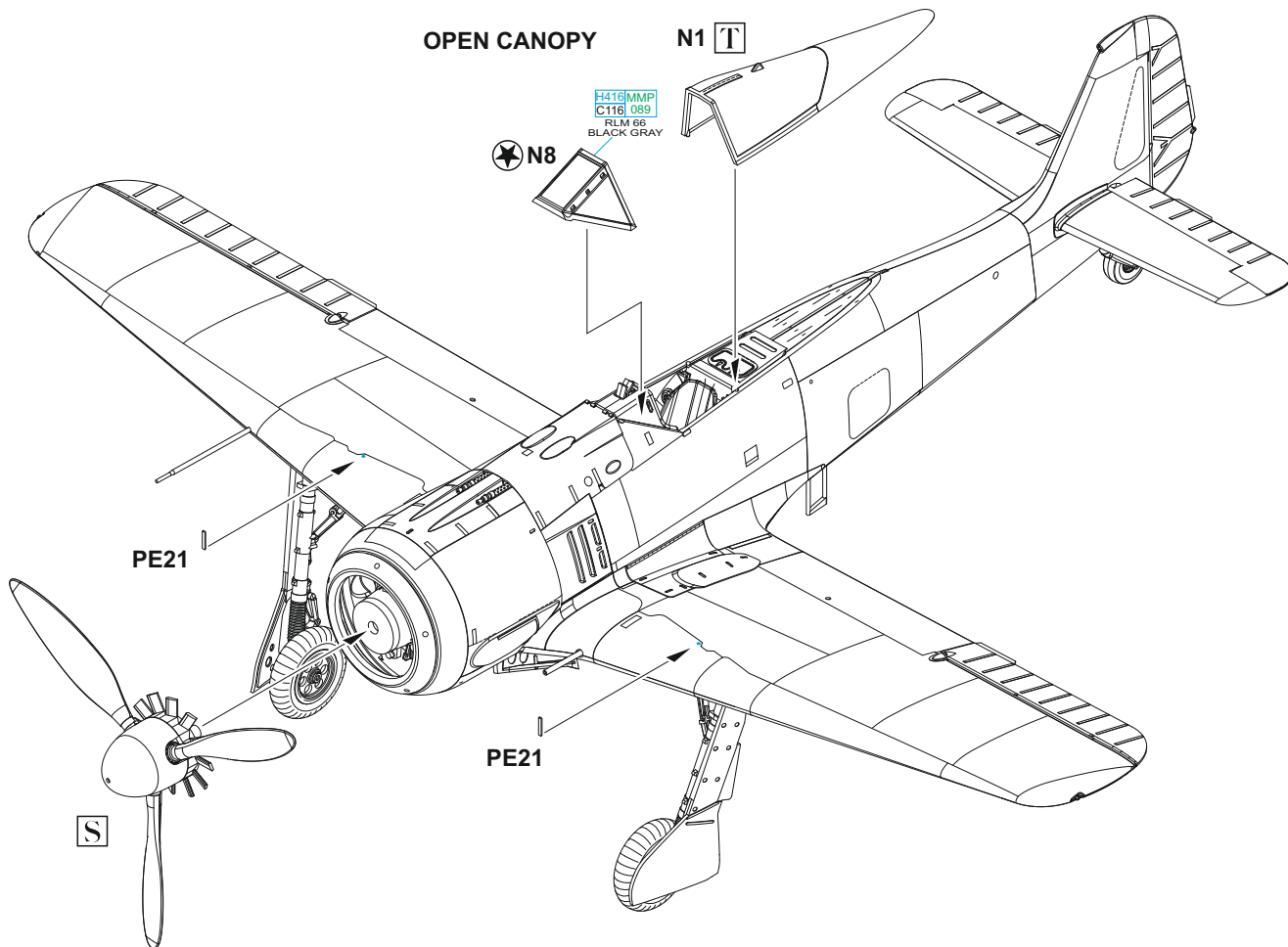
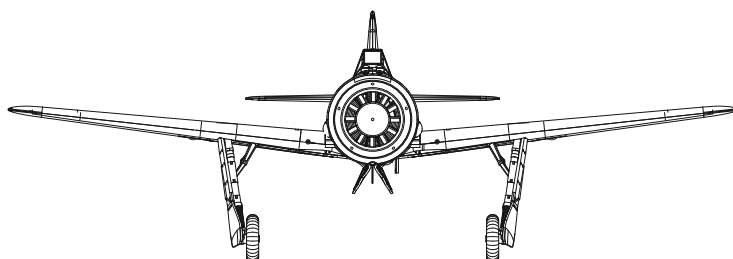
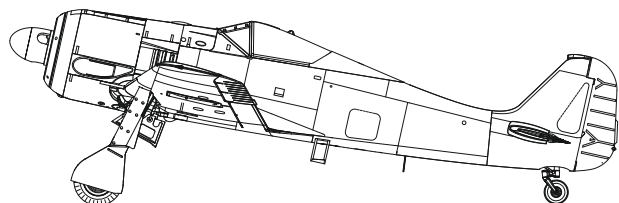


**MARKING B ONLY**



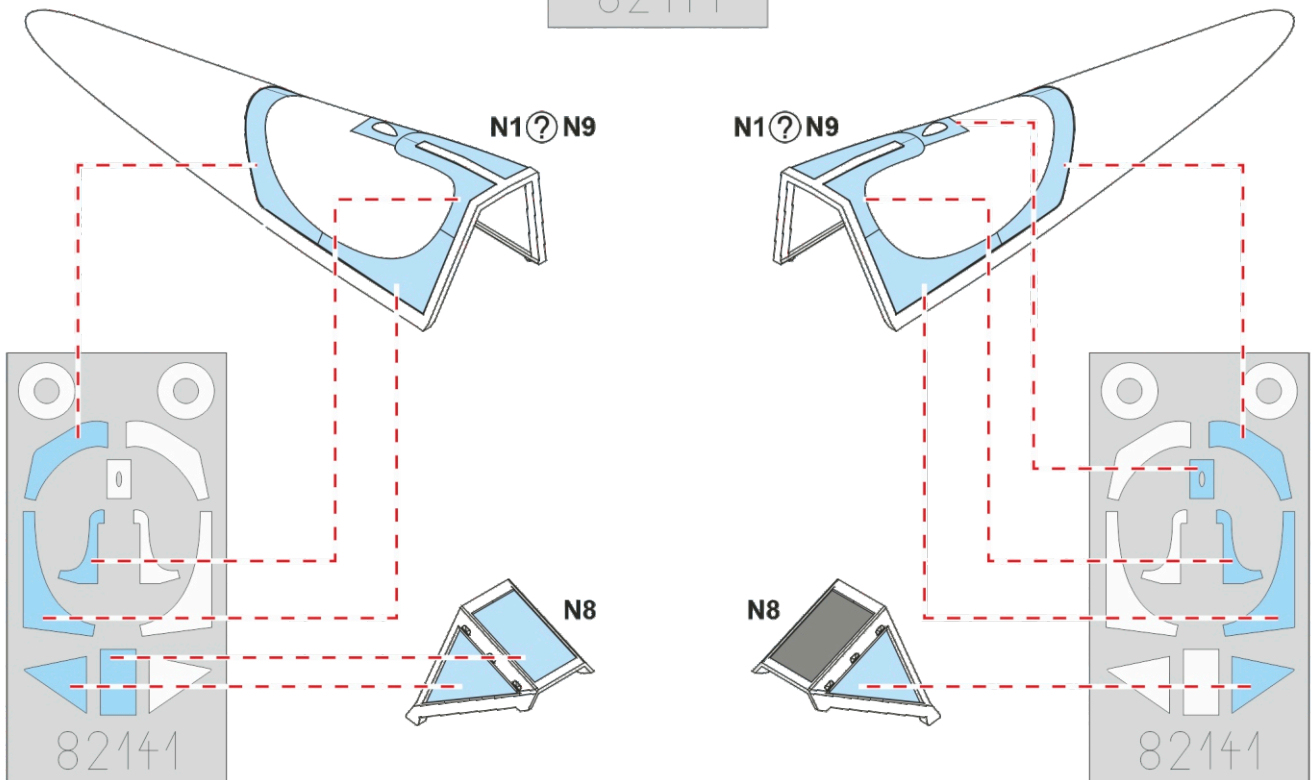
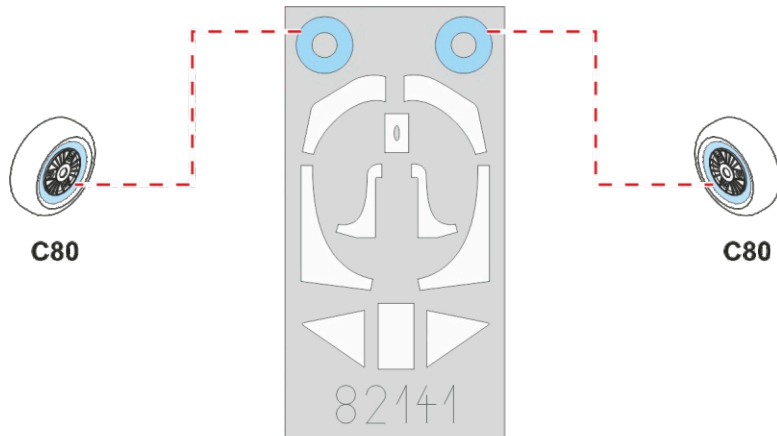
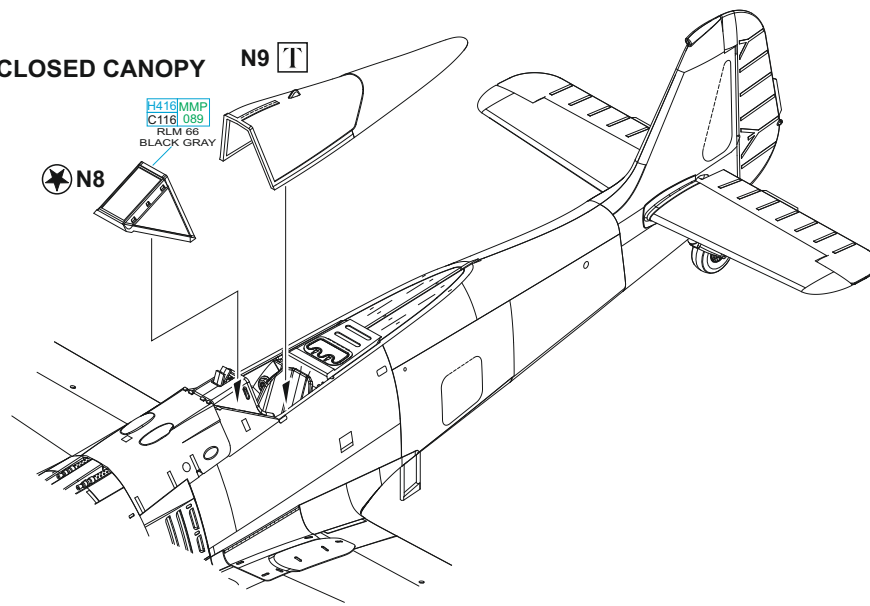




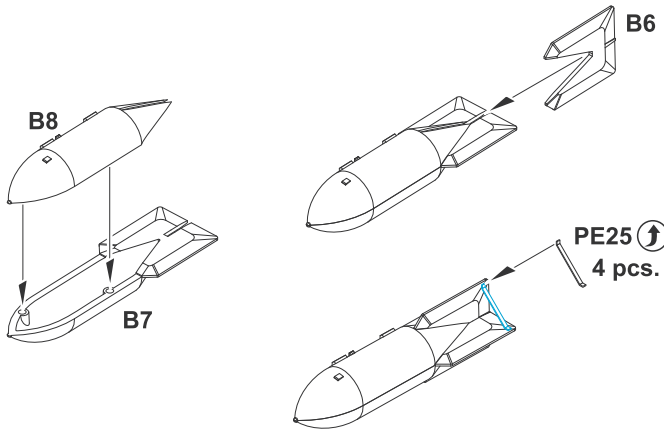
**S****T****OPEN CANOPY****N1** **T****S**



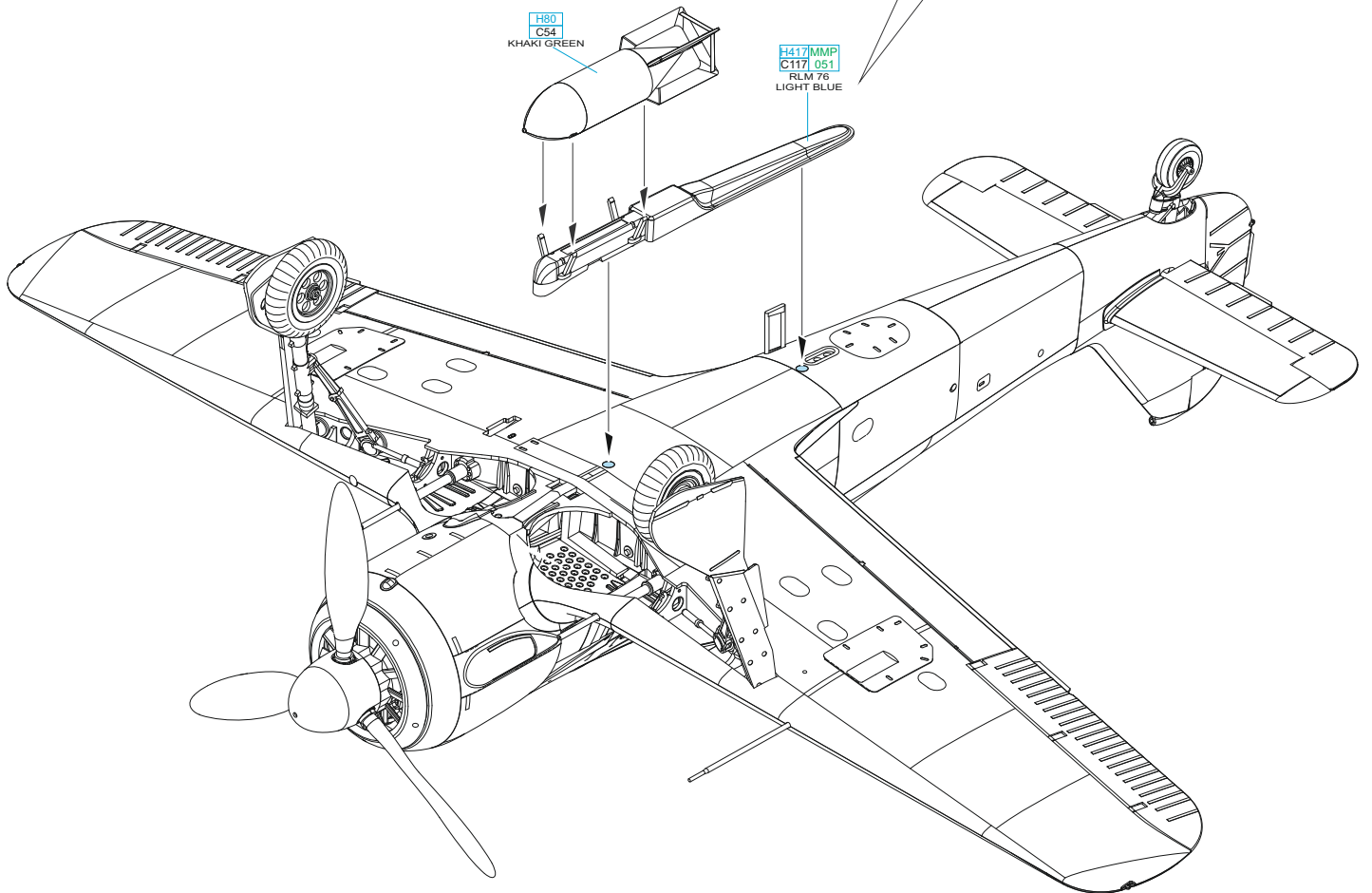
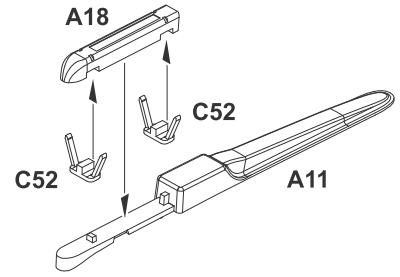
**CLOSED CANOPY**



MARKING **B** ONLY

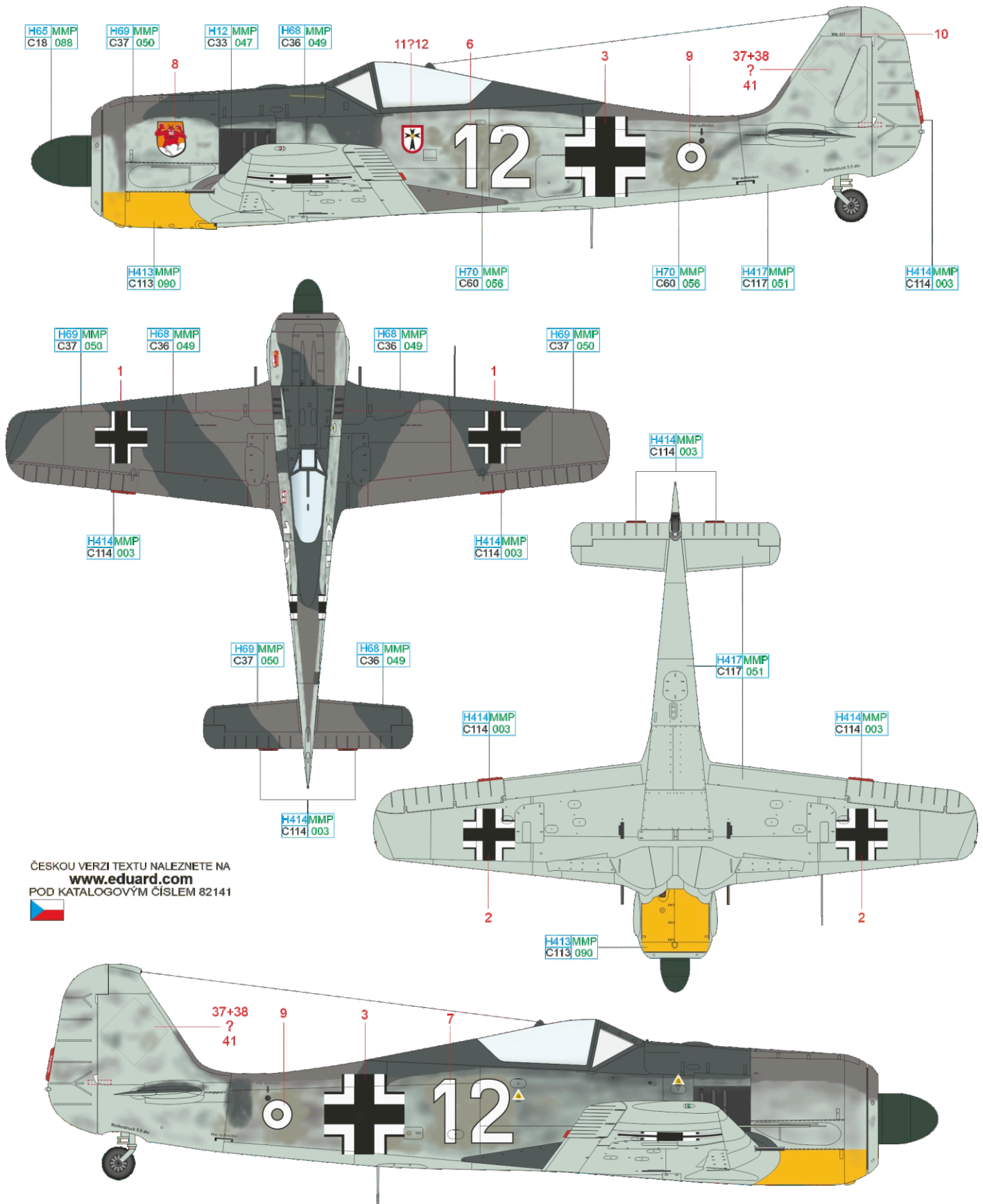


MARKING **B** ONLY



# A WNr. 437, Uffz. Johannes Rathenow, 10./JG 1, Woensdrecht, the Netherland, July 1942

On July 4, 1942, in this Fw 190A-3 Uffz. Rathenow scored his first air victory over the enemy aircraft, the victim was a Boston Mk.III from No. 226 Squadron RAF. The British bomber crashed into the sea twenty kilometers west of the Dutch village of Callanstoog. During WWII Johannes „Boulette“ Rathenow scored in total seven kills, besides the British Boston all the others were American B-17s. He met his fate on November 3, 1943 when he took off with 1./JG 1 for a mission against the American bombers and their escorting P-38 fighters who were headed for a raid on Wilhelmshaven. After he was hit over Bad Zwischenahn Rathenow's Fw 190A-6 exploded.

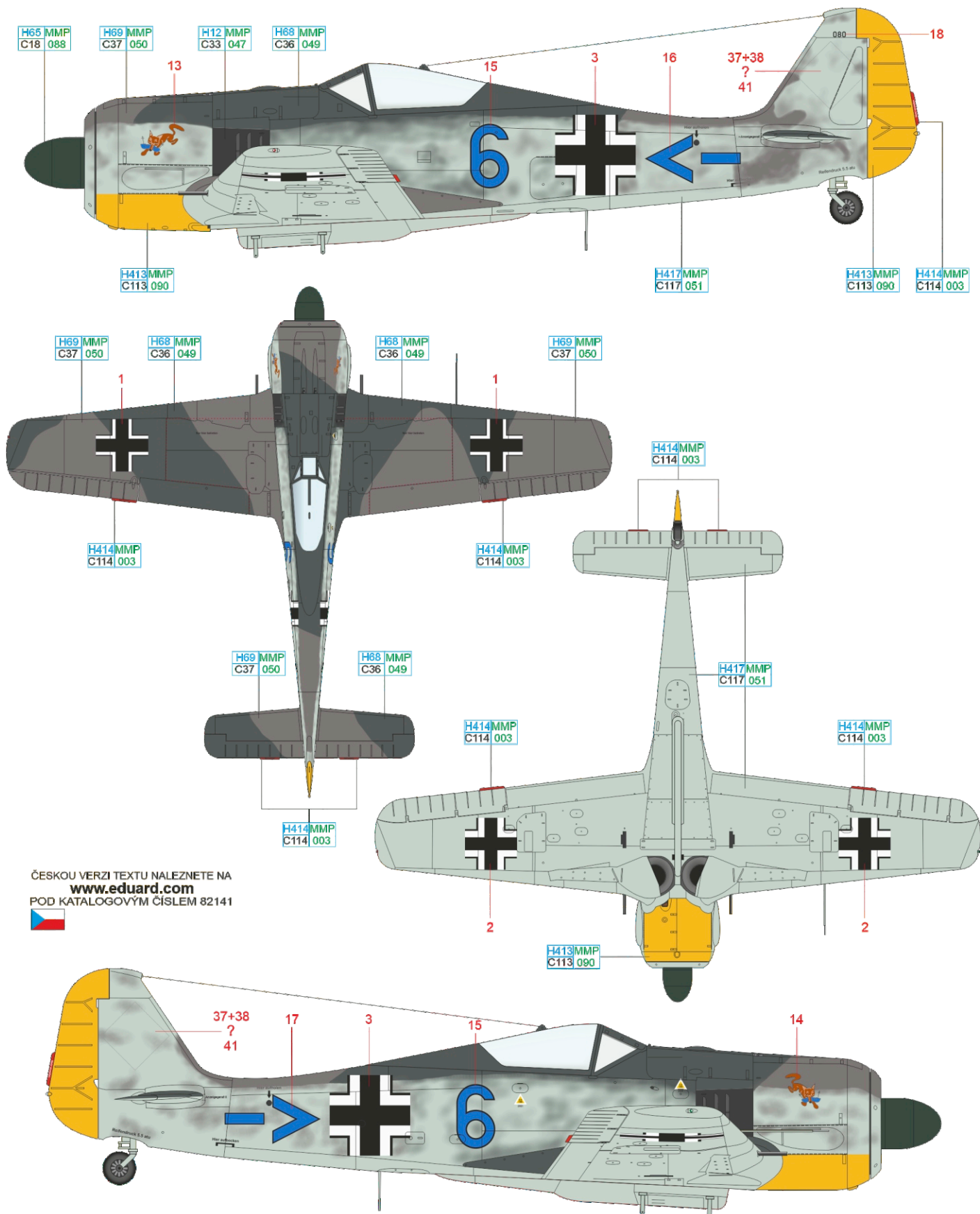


ČESKOU VERZI TEXTU NALEZNETE NA  
**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 82141



RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003
RLM 70	H65 MMP C18 088	RLM 76	H417 MMP C117 051
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
RLM 02	H70 MMP C60 056	BLACK	H12 MMP C33 047

In the end of 1941 Luftwaffe was considering to restart its bombing of the Great Britain as well as the coastal shipping. It was established that each fighter unit deployed against Great Britain will commission one Staffel to the „hit and run“ bombing attacks. 10.(Jabo) Staffel of the JG 2 flew in this role. Led by Oblt. Frank Liesendahl, in four months the unit sank 20 ships representing 630 000 BRT displacement. Blue 6 flying with 10.(Jabo)/JG 2 sported the standard Luftwaffe day fighters' camouflage of RLM 74/75/76. The units insignia was a fox biting the ship. On August 26, 1942 this Focke Wulf, at that time attached to 10.(Jabo)/JG 26 as black 13, was shot down by the AA fire of a Canadian unit at Eastbourne. The pilot, Ofw. Werner Kassa was killed.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 82141

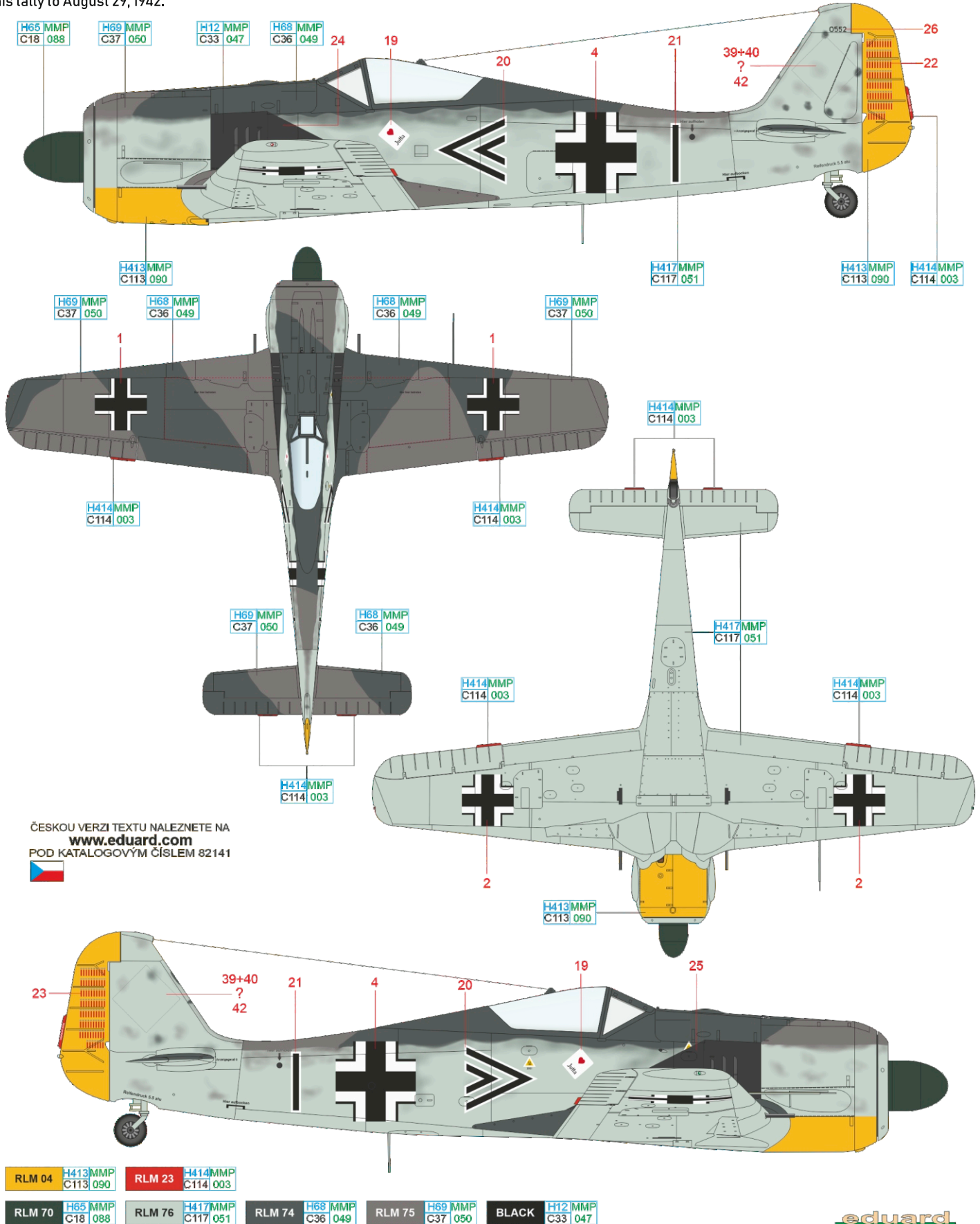


RLM 04 H413 MMP C113 090 RLM 23 H414 MMP C114 003

RLM 70 H65 MMP C18 088 RLM 76 H417 MMP C117 051 RLM 74 H68 MMP C36 049 RLM 75 H69 MMP C37 050 BLACK H12 MMP C33 047



Josef "Pips" Priller was born on July 27, 1915 in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht, and as soon as one year later, in October 1936, he started to attend the fighter pilot training. He managed his first shot down as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./JG 26. On December 6, 1941, he became commander of III./JG 26, from January 11, 1943 he led the whole Jagdgeschwader 26. His total number of shot downs kept growing. On December 20, 1941, his successes were rewarded - Priller was decorated with Knights Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed a post of an Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score of shot downs was 101 enemy aircraft. All of the shot downs happened in the Western Front. After war he married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. The aircraft flown by Josef Priller in late summer 1942, in the standard camouflage scheme for Luftwaffe fighters, had a yellow rudder and bottom portion of the engine cowl. It also carried the marking for the CO of the III. Gruppe. The tail carried 77 kill markings, his tally to August 29, 1942.

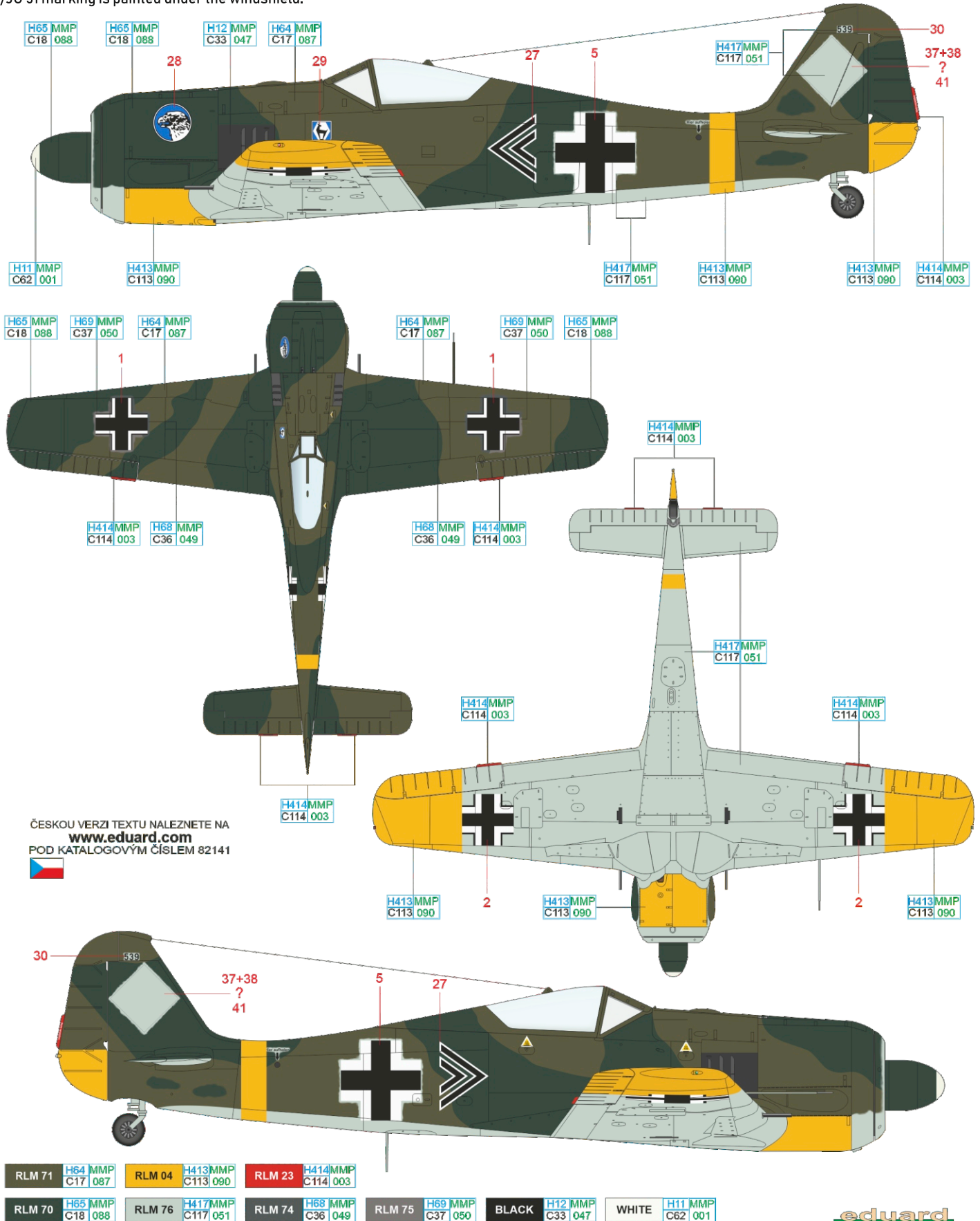


ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 82141

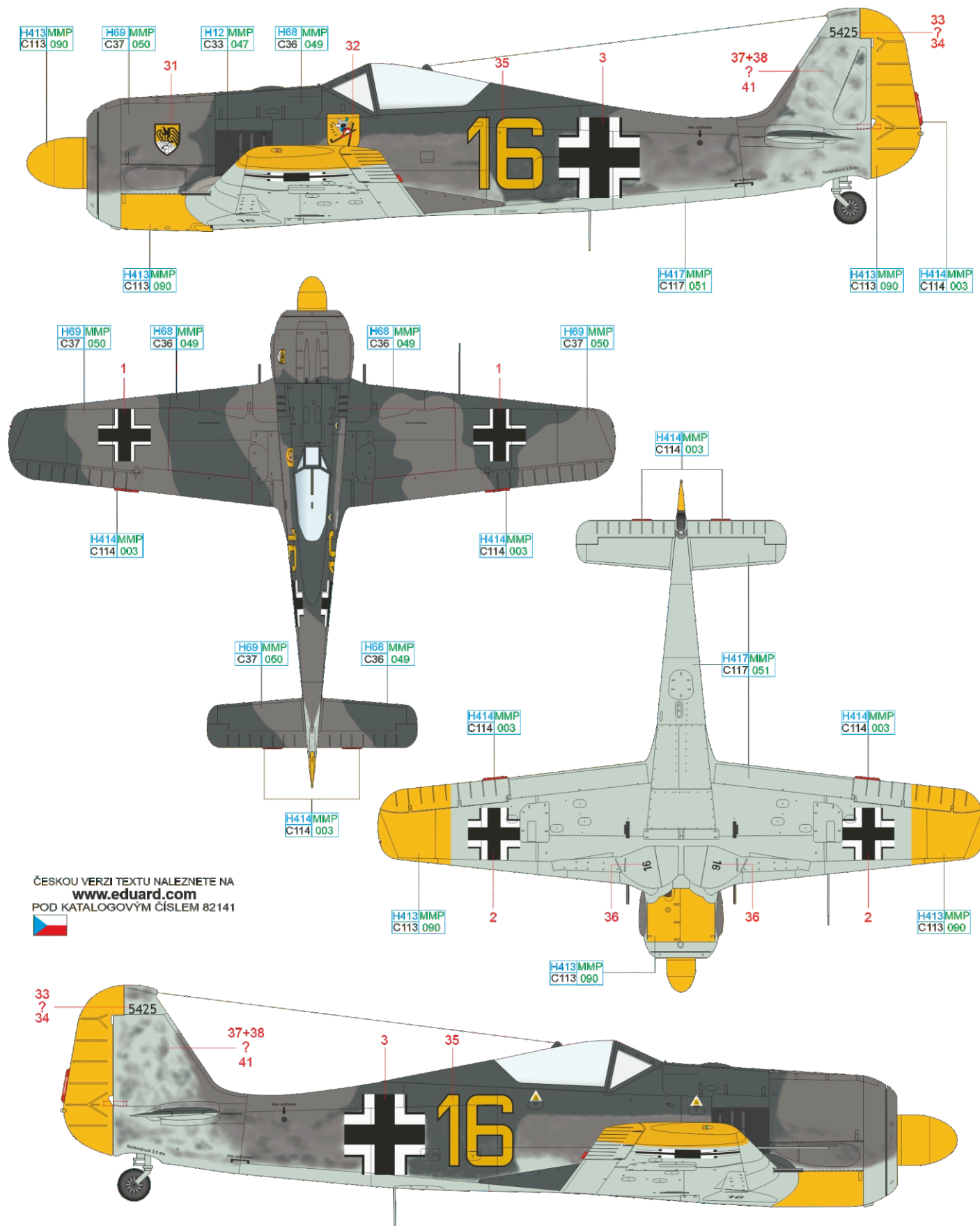
RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003
RLM 70	H65 MMP C18 088	RLM 74	H68 MMP C36 049
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050
		BLACK	H12 MMP C33 047

# D WNr. 130539, Hptm. Heinz Krafft, CO of I./JG 51, Vyazma, Soviet Union, Autumn 1942

Heinz Kraft was born on August 13, 1914 in Bílina, Austria-Hungary (nowadays Czech Republic). After the birth of Czechoslovakia his parents emigrated with him to Germany where in 1935 he joined Wehrmacht and the following year was accepted to Luftwaffe. In 1939 he flew with 3./JG 51. During the Western campaign he scored four kills. On November 11, 1940 he was ordered to command 3. Staffel which he led during the attack of the Soviet Union. On March 18, 1942 he was decorated with the Knights Cross having scored 48 kills and on June 1, 1942 he was promoted to command the whole I. Gruppe. After the conversion training to Fw 190 his I./JG 51 returned back to the Eastern Front in Leningrad area. On December 10, 1942 he scored his last kill, number 78. Four days later he was shot down by the AA fire of a soviet unit south of the village of Beliy at Rzhev and was killed during the emergency landing. Fw 190A-3 in which Heinz „Gaudi“ Krafft was killed featured a non-standard camouflage in two shades of dark green. It remains unclear what kind of paint they were exactly. One of the possibilities is the combination of RLM 70 and RLM 71. The yellow wingtips on the lower surfaces and the fuselage band under the fuselage cross identify the aircraft assigned to the Eastern Front. The engine cowling sports the JG 51 insignia and the I./JG 51 marking is painted under the windshield.



This aircraft was built as an Fw 190A-2. During its service life, it had a BMW 801D-2 engine installed, which was a change that introduced the A-3 model. On December 15, 1943, Kundrus set the aircraft down gently into the sea after taking off from Herdla and suffering engine failure. After some 63 years, the aircraft was raised and has been in the collection of a museum in Herdla since 2007. The aircraft was camouflaged in RLM 74/75/76 and carried yellow Eastern Front recognition markings on the bottom wingtips and rudder. The engine cowl sports the IV./JG 5 unit marking while the 12./JG 5 badge appears below the windscreen.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 82141



RLM 04	H413MMP C113 090	RLM 23	H414MMP C114 003
RLM 76	H417MMP C117 051	RLM 74	H68 MMP C36 049
		RLM 75	H69 MMP C37 050
		BLACK	H12 MMP C33 047

