



DUAL COMBO!



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 1st, 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 801C-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, whose 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 13 mm 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 801TS 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-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 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



SYMBOLLES

記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



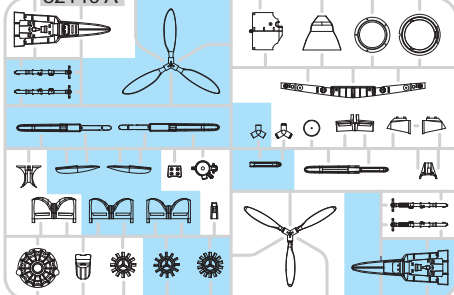
PIÈCES



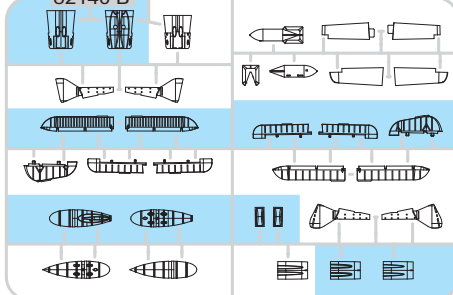
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PLASTIC PARTS

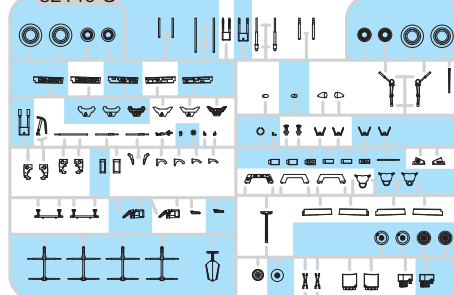
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82140 A



B> 2 pcs.
82140 B

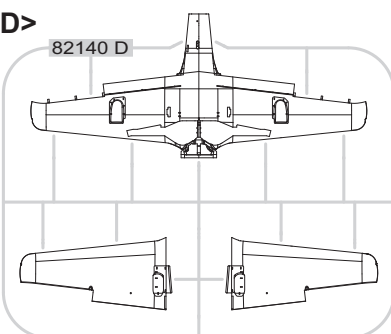


C> 2 pcs.
82140 C



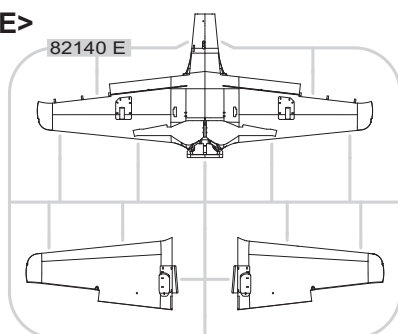
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82140 D



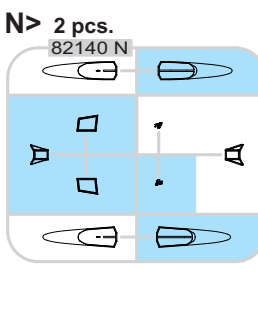
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82140 E



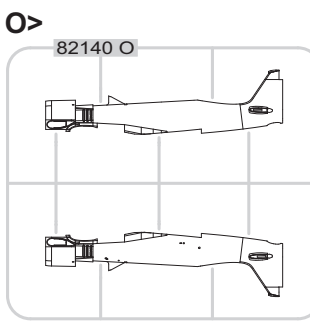
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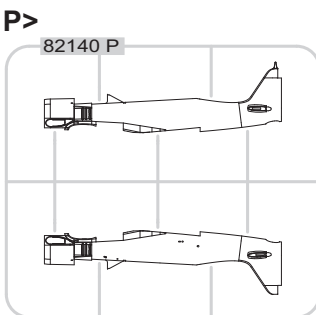
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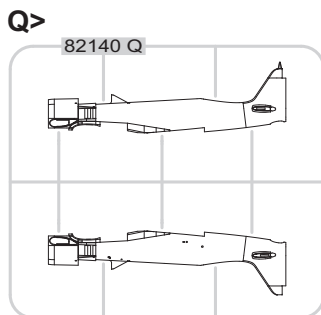
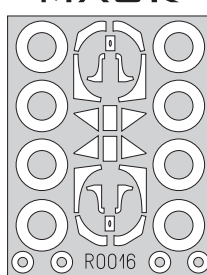
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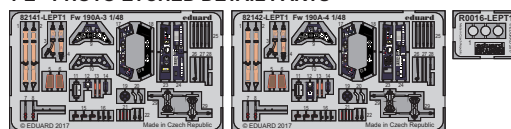


Q>

82140 Q

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS

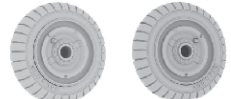


RP - RESIN PARTS

eduard
BRASSIN

R9 2 pcs.

R10 2 pcs.

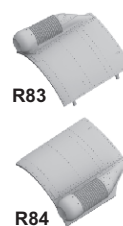


R81

R83

R82

R84



-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



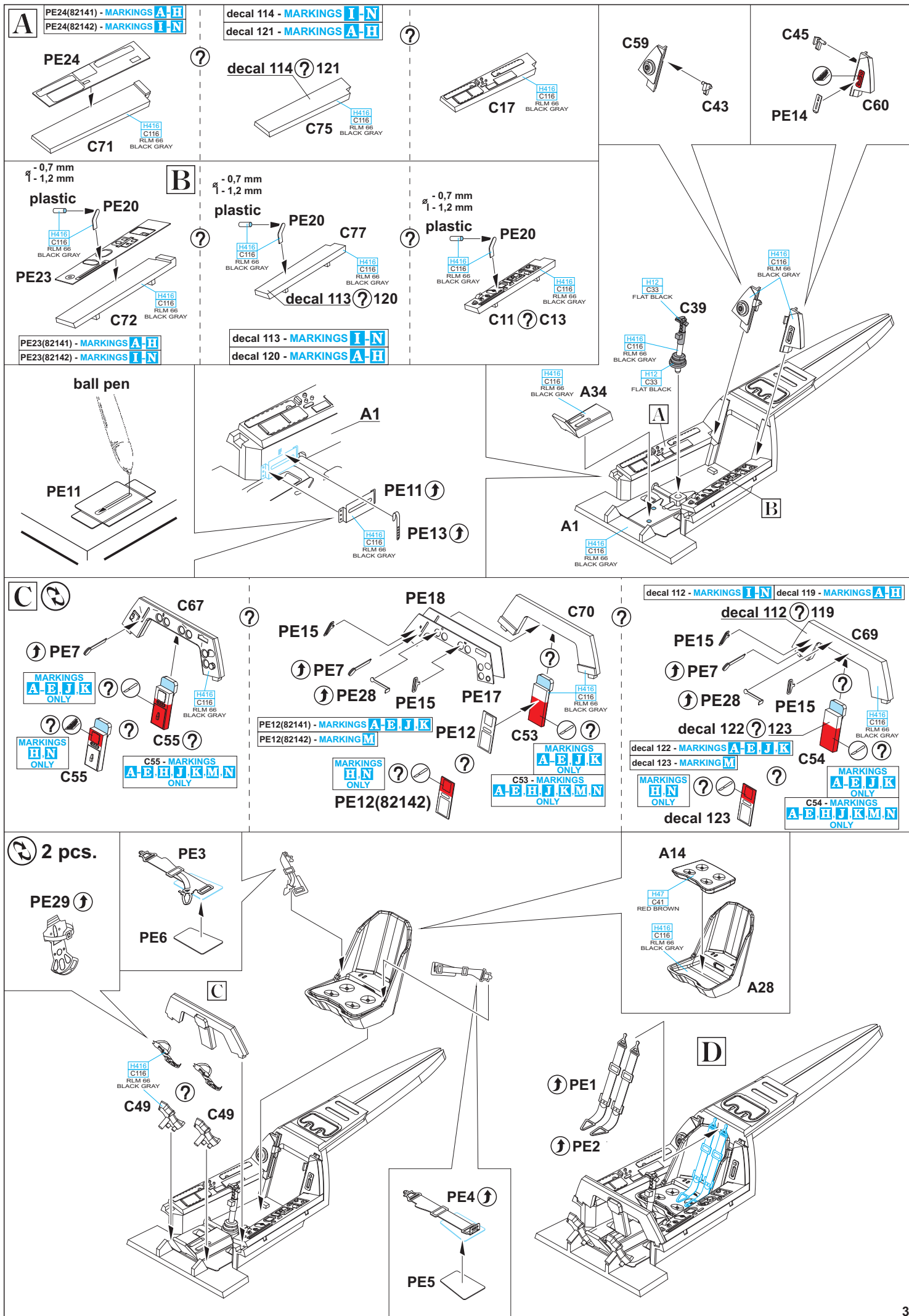
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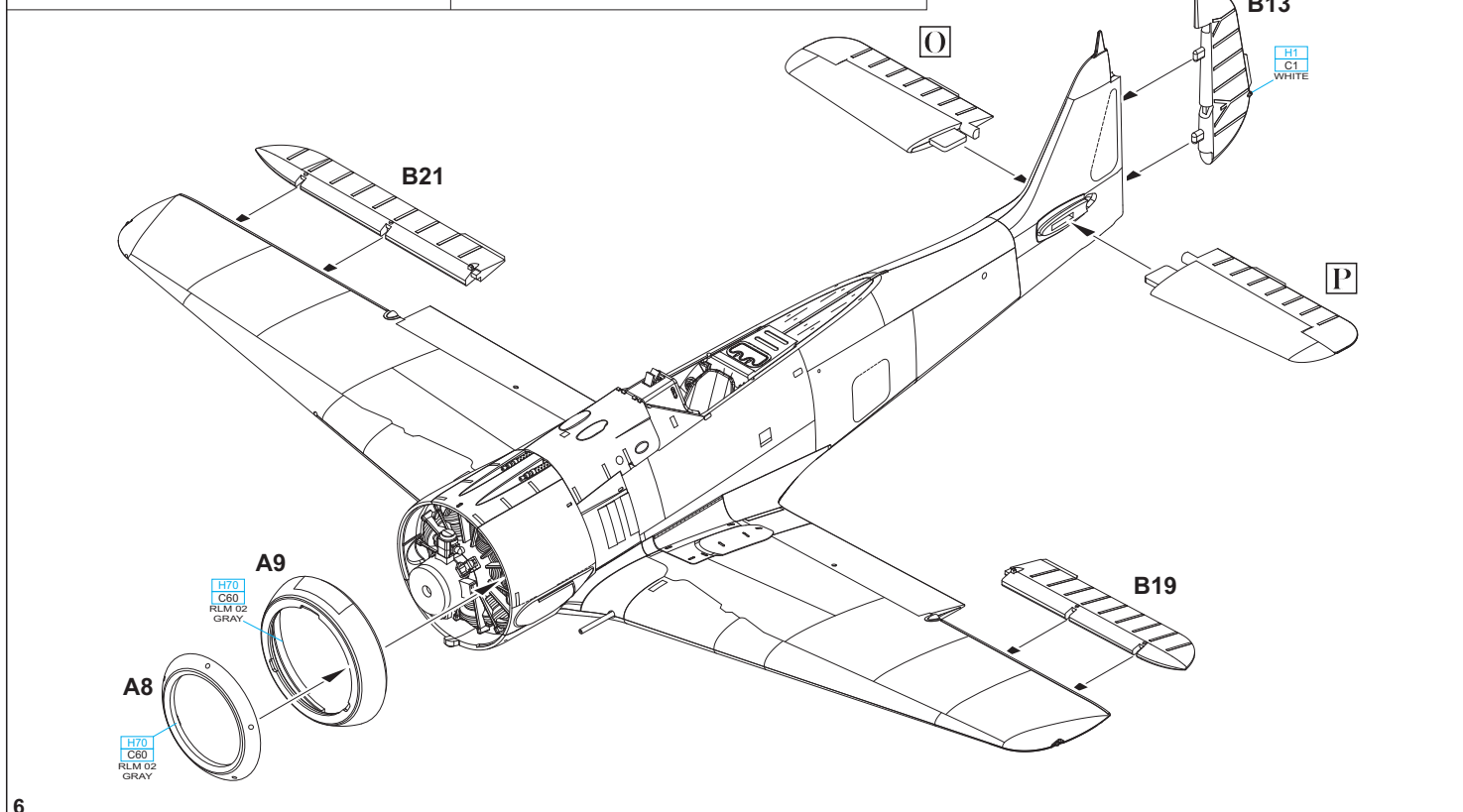
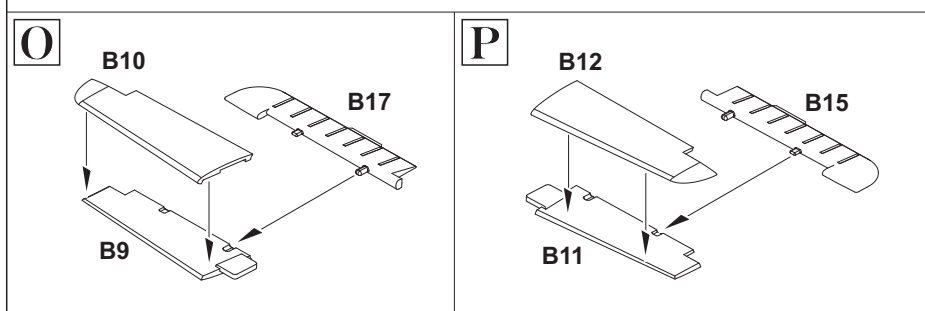
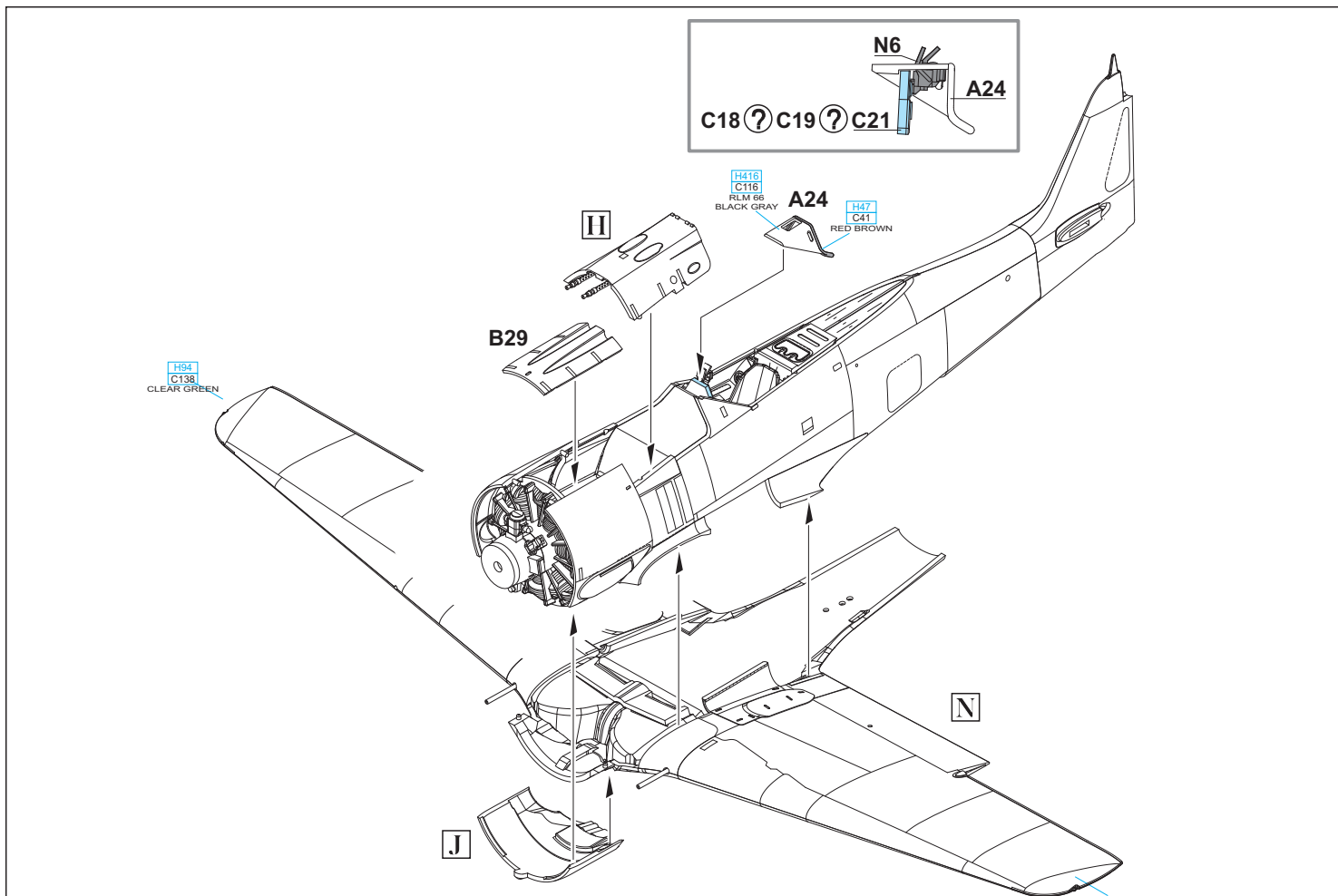


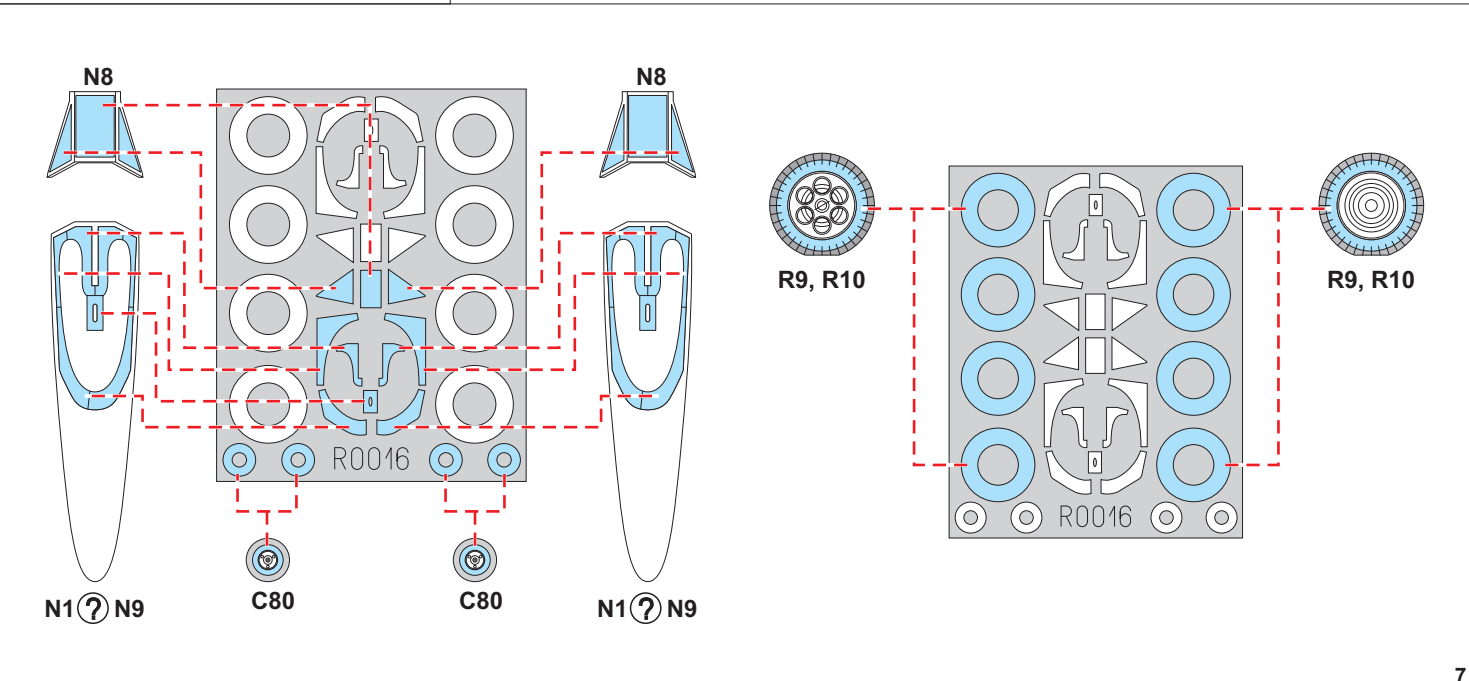
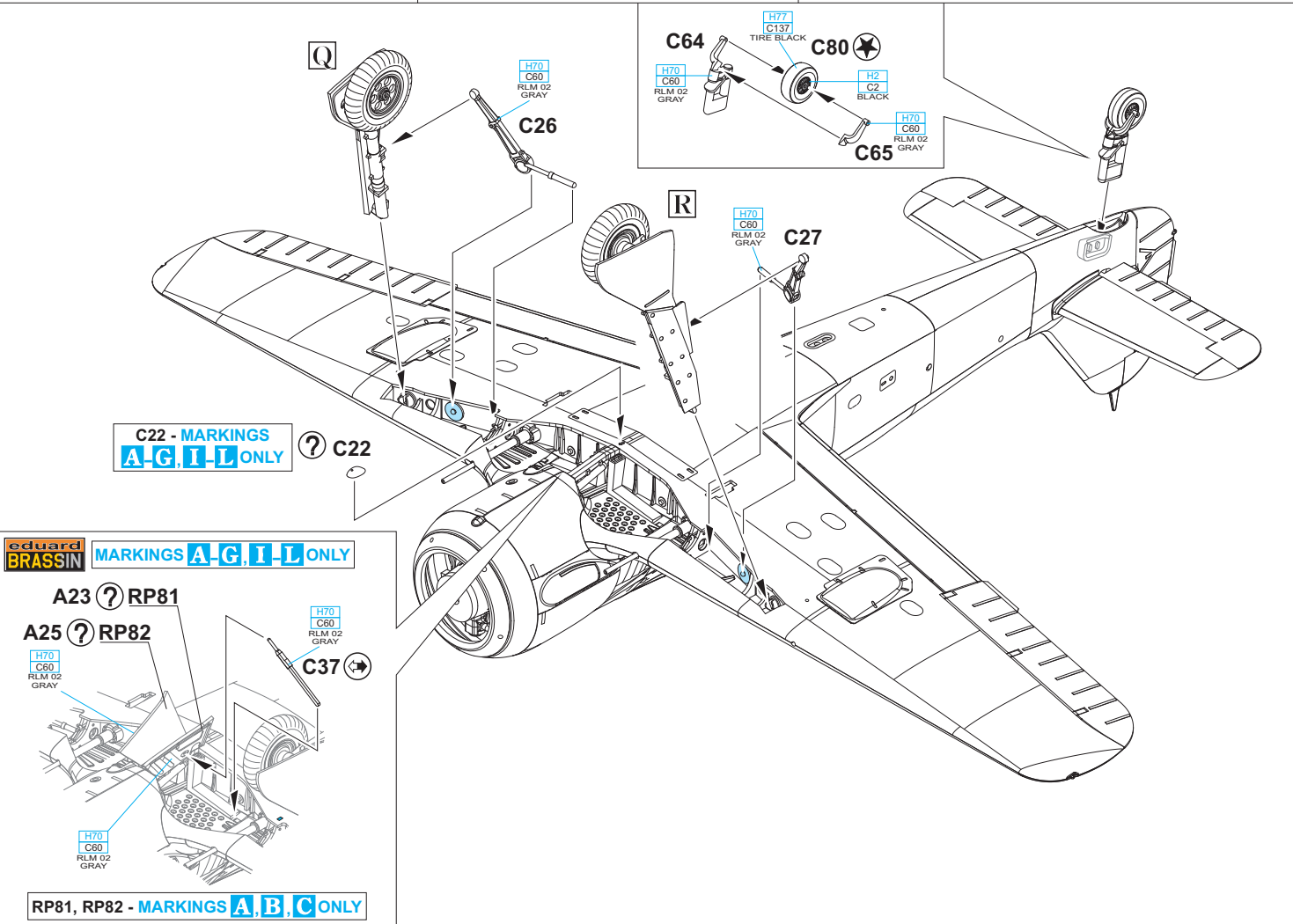
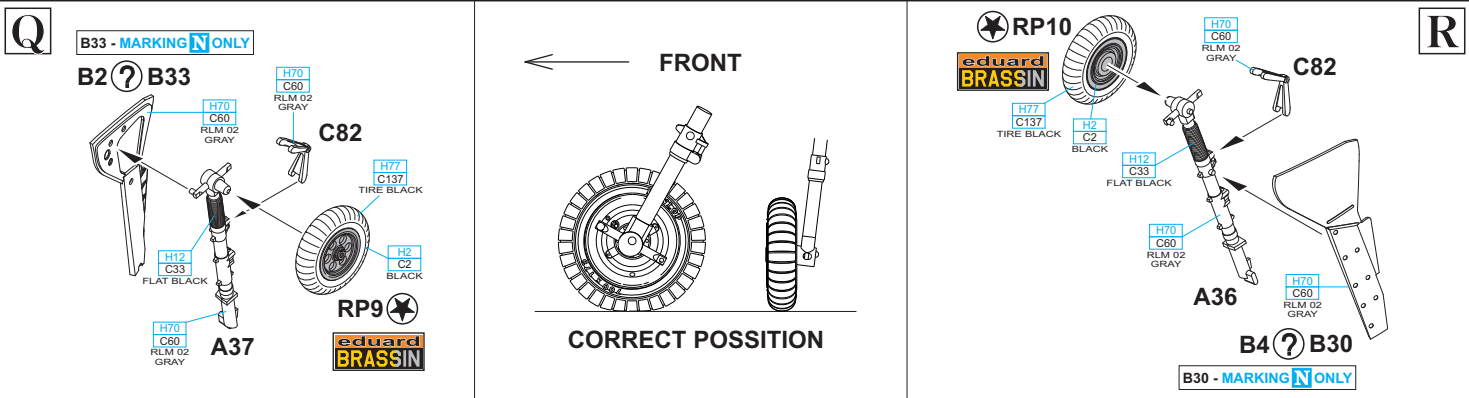
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H6	C6	GREEN
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SANDY BROWN
H67	C115	RLM65 LIGHT BLUE
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY

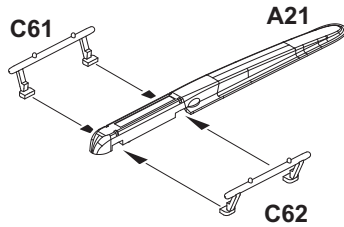
AQUEOUS	Mr.COLOR	
H77	C137	TIRE BLACK
H80	C54	KHAKI GREEN
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H303	C303	GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER



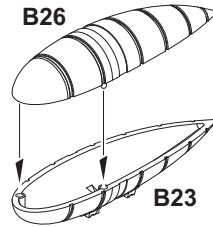




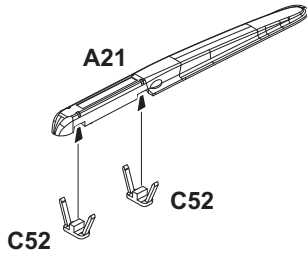
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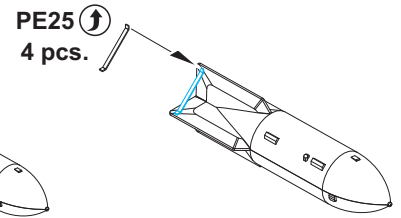
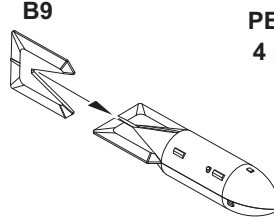
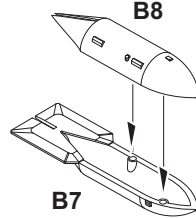
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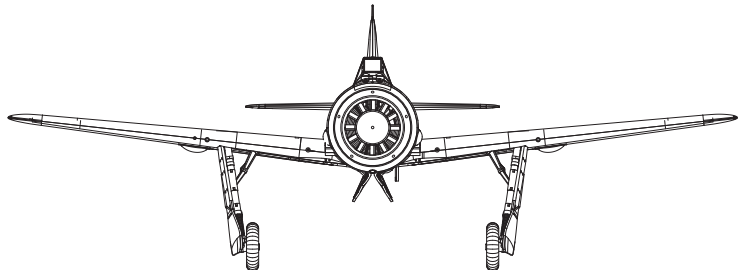
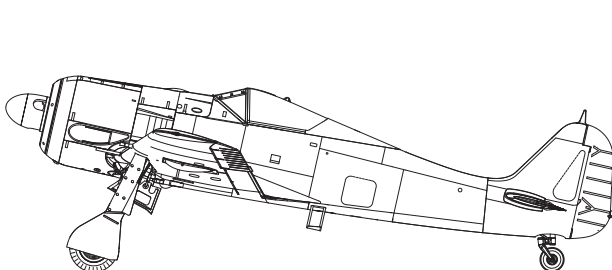
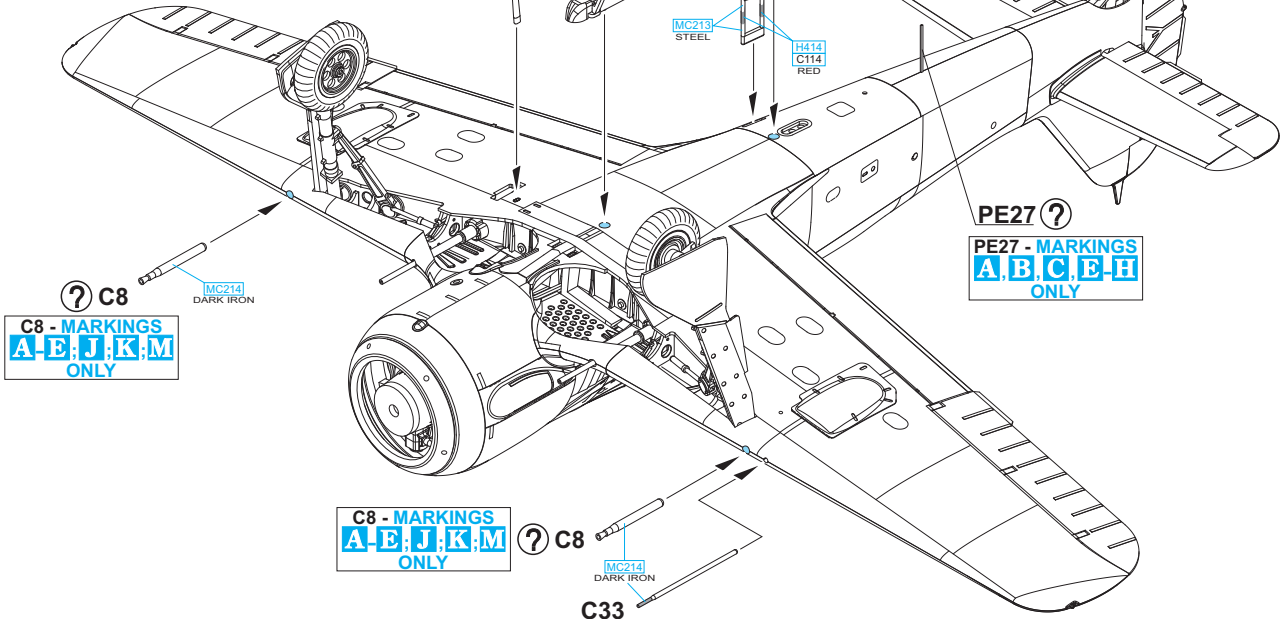
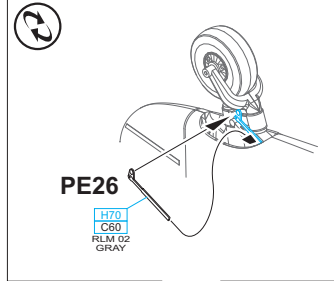
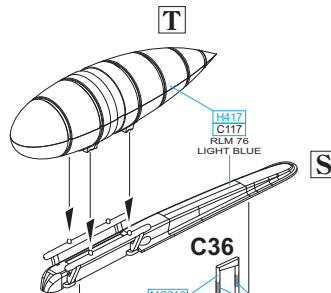
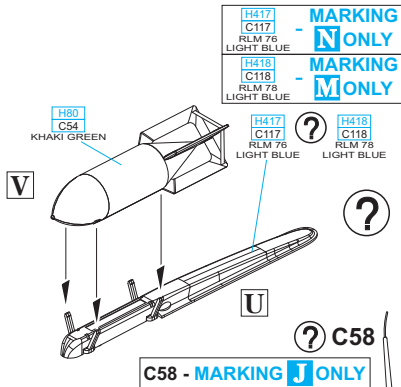
U MARKINGS **M**; **N** ONLY



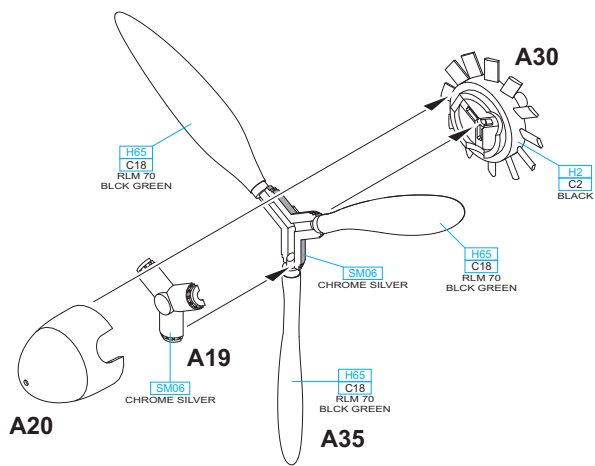
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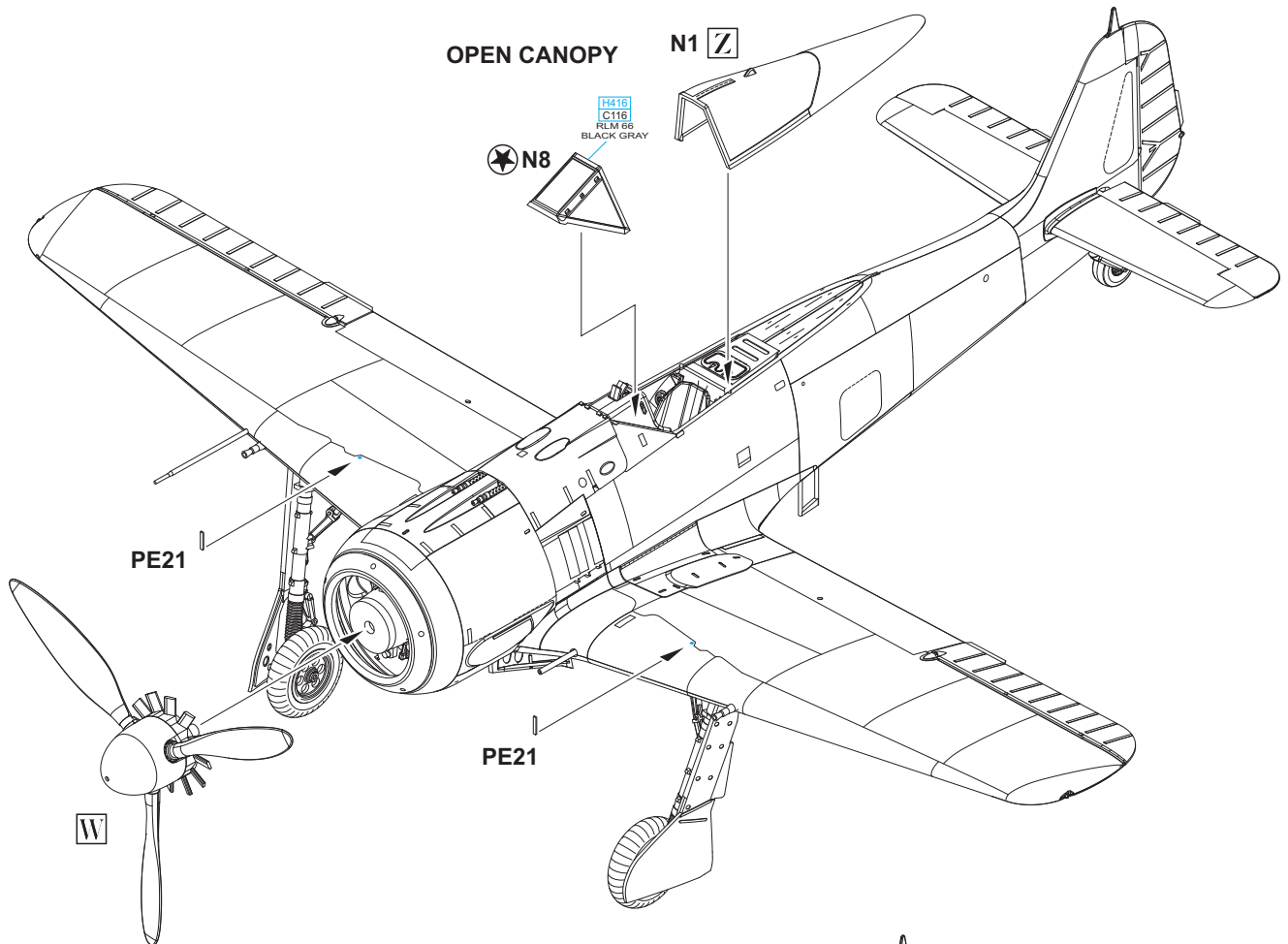
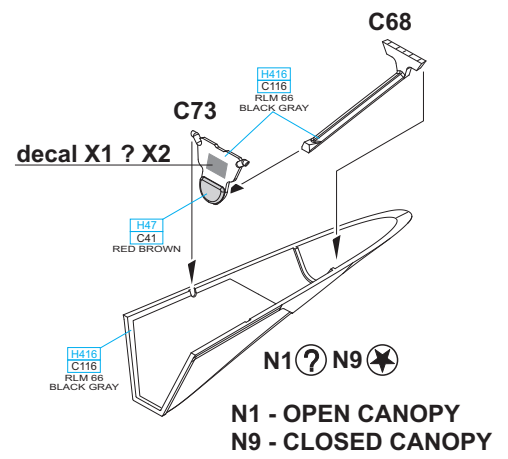
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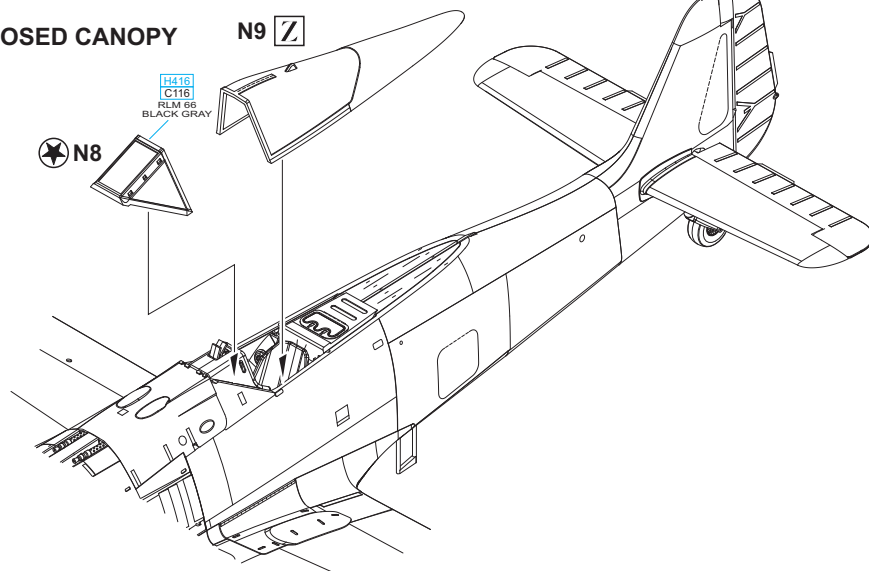
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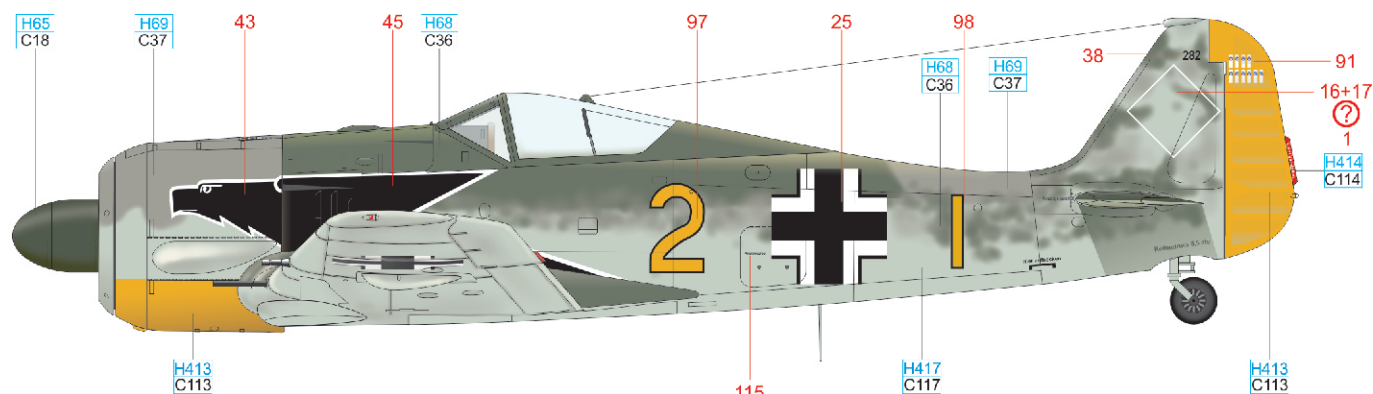


CLOSED CANOPY

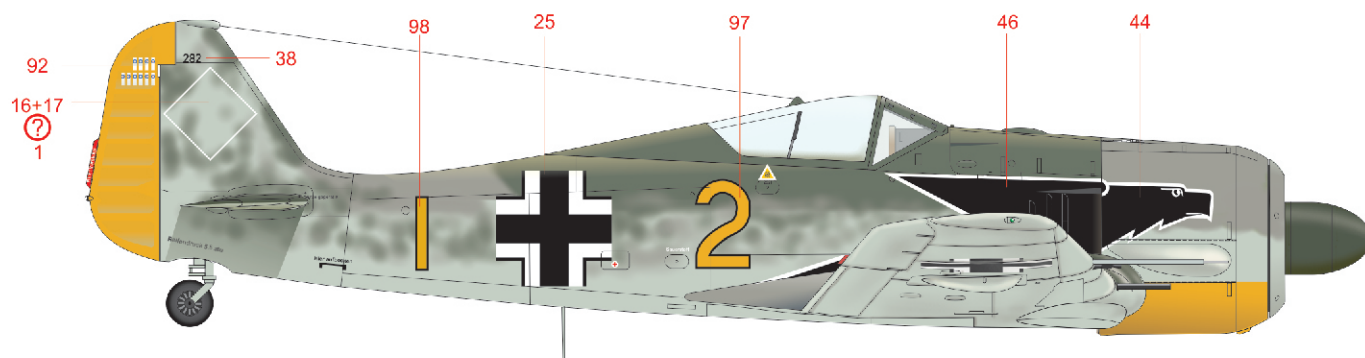
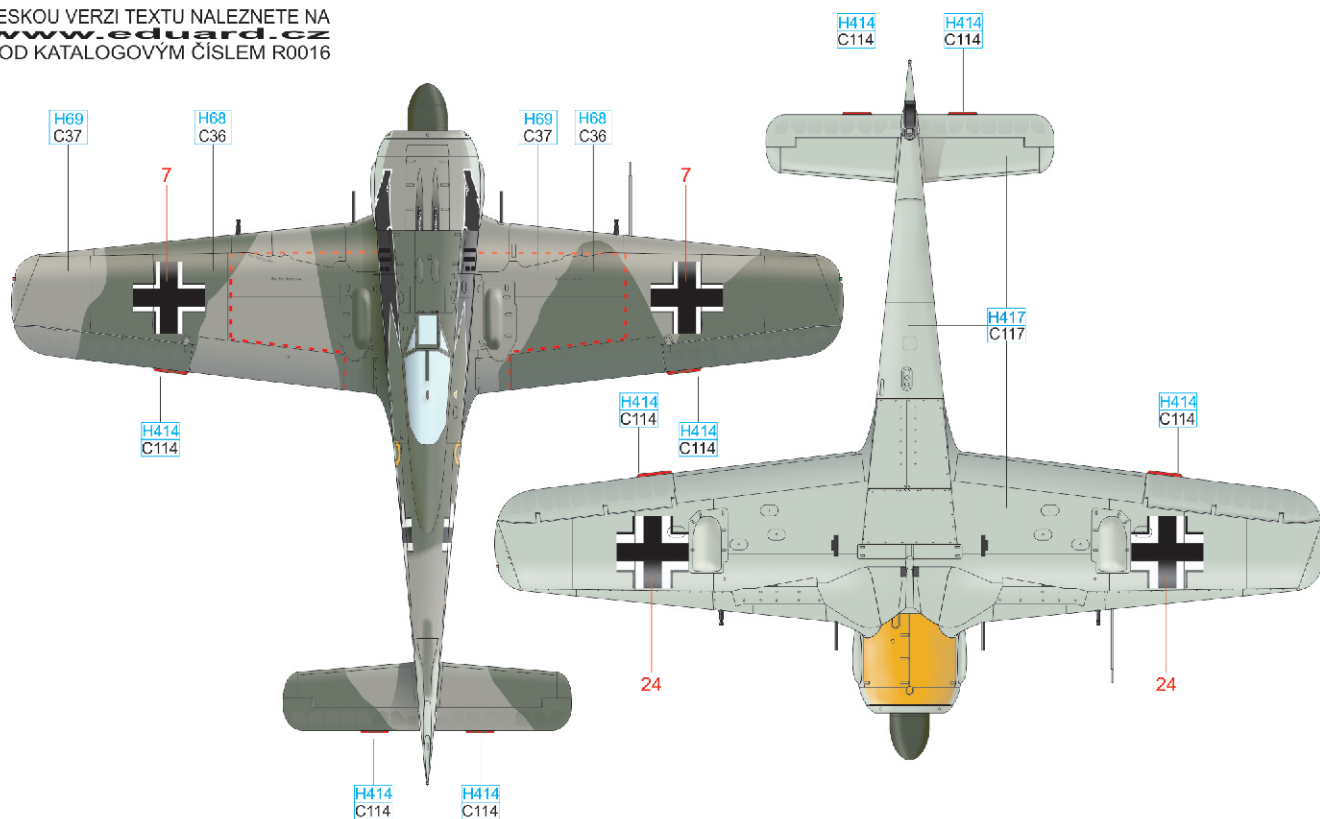


A Fw 190A-2, W. Nr. 120282, flown by Fw. K. Nowak, 9./JG 2, Théville, France, May 1942

The fate of Luftwaffe ace with twelve kills to his credit, Karl Nowak was sealed during the morning hours of June 10th, 1942, when he went MIA after being shot down in his Fw 190A-2 over La Manche, the English Channel. He was engaged in combat with No.41 Squadron Spitfires of the RAF at the time. The aircraft was camouflaged to Luftwaffe standards, comprising RLM 74/75/76. The aircraft carried the Adlerflügel marking, referring to the stylized eagle head and wing on the sides of the fuselage. The rudder markings signify ten enemy aircraft shot down.



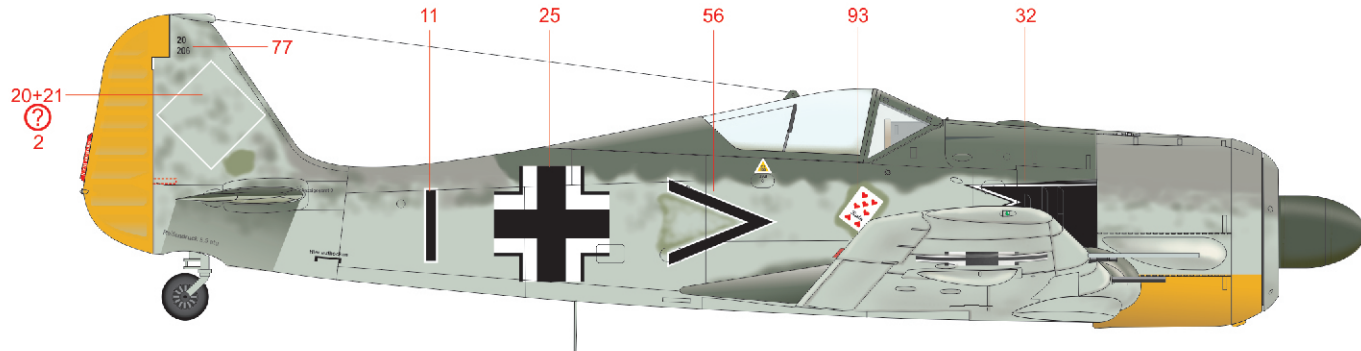
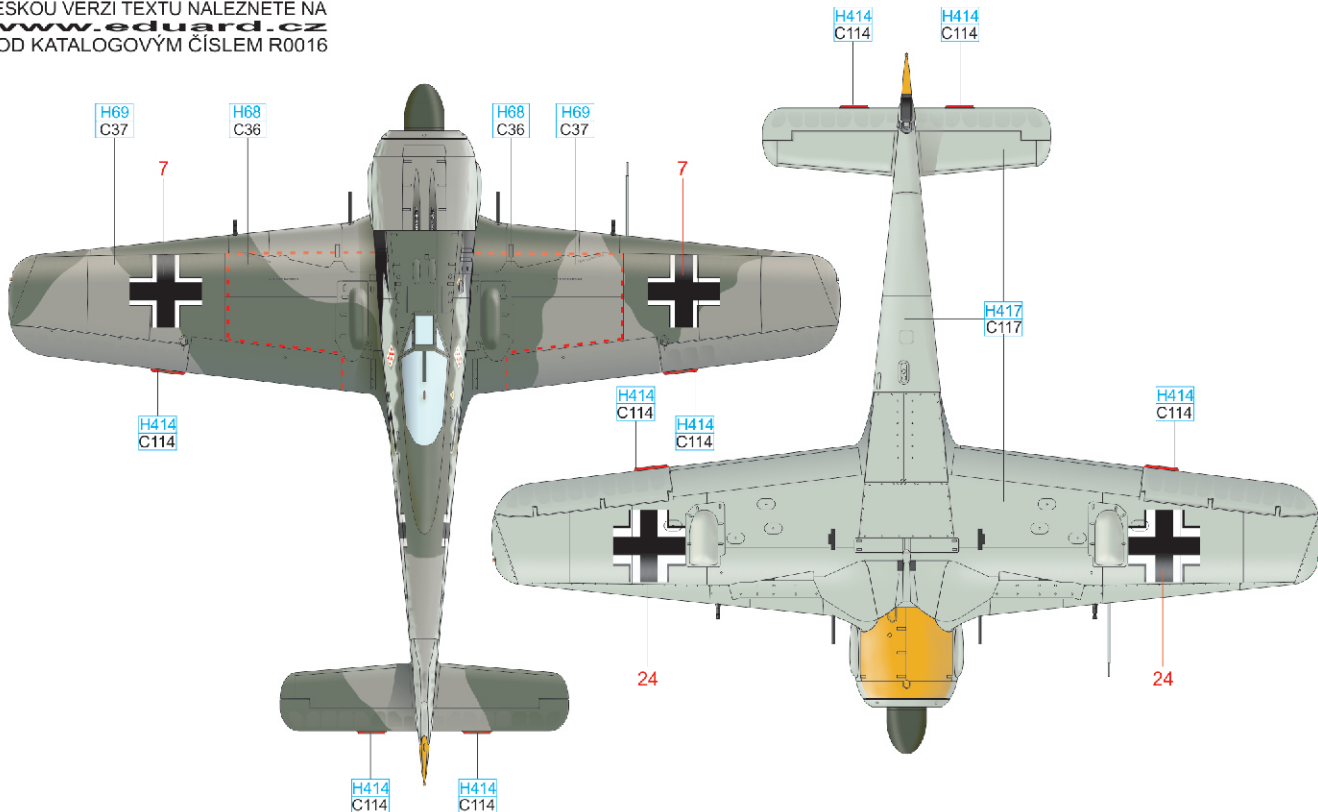
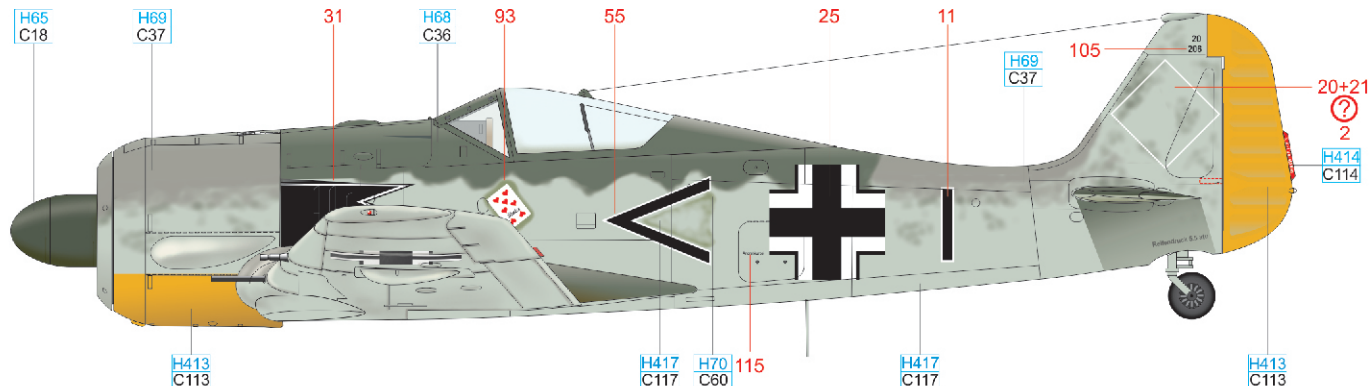
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POD KATALOGOVÝM ČÍSLEM R0016



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

B

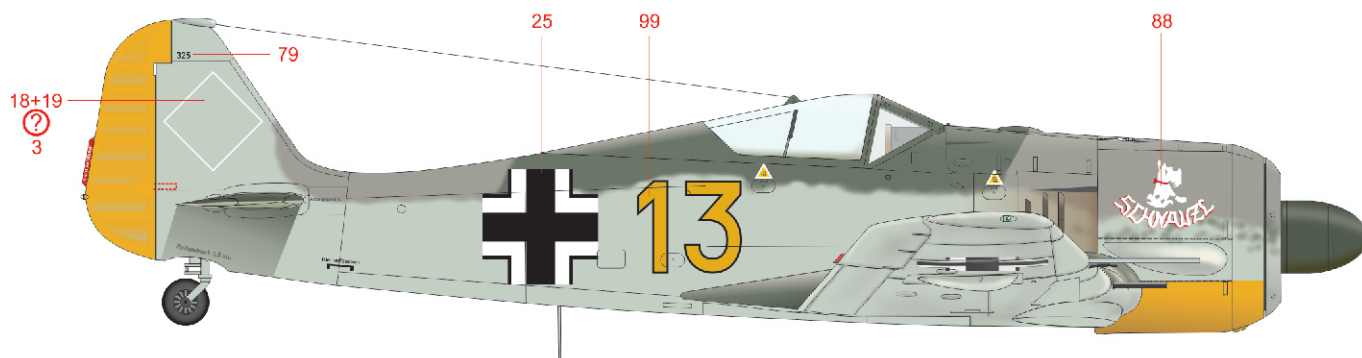
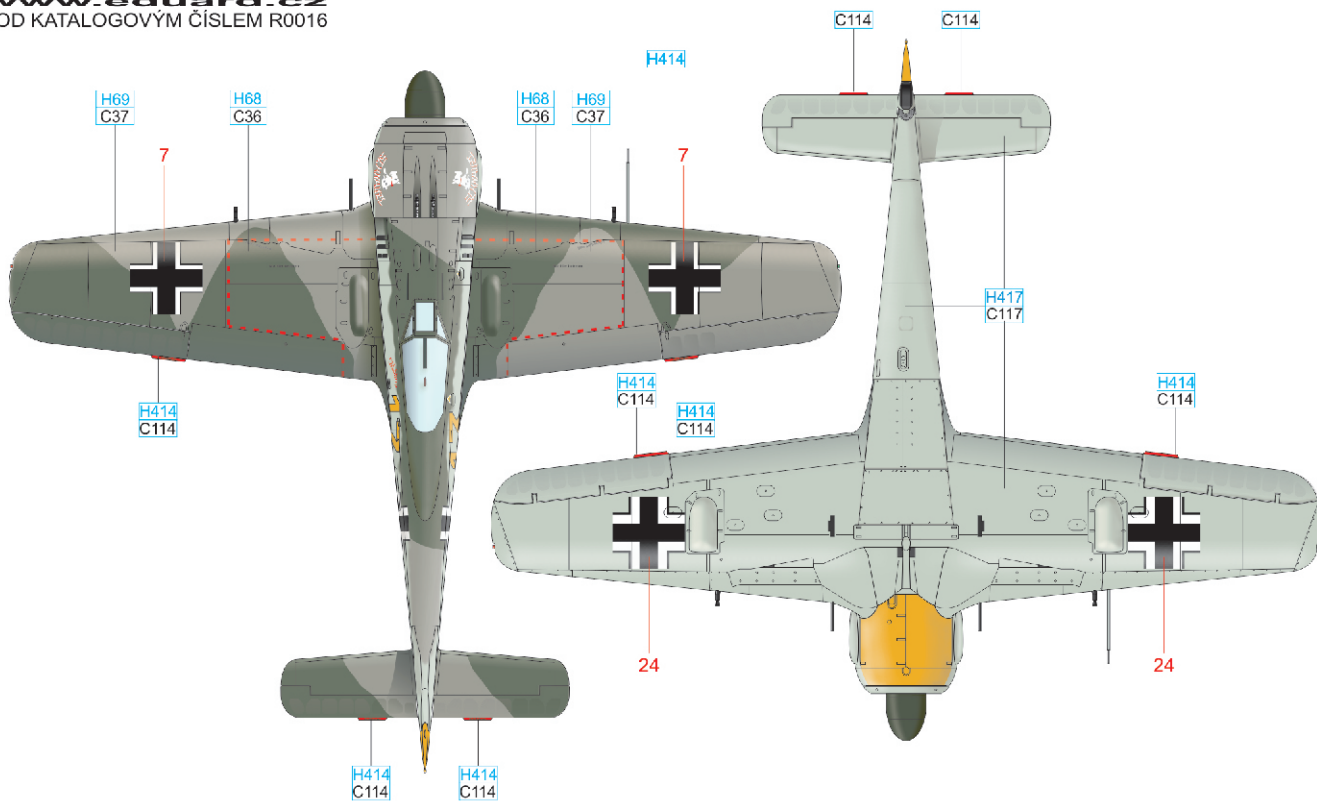
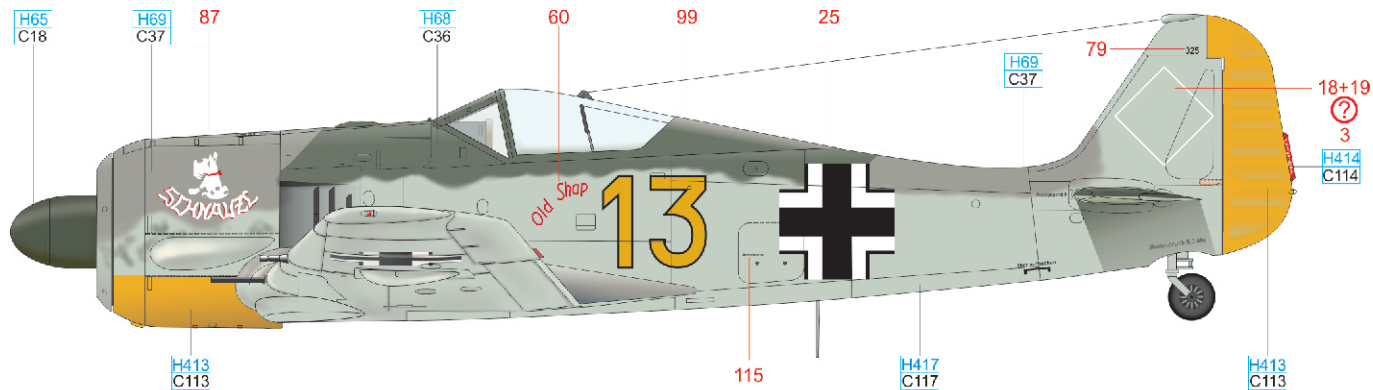
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RLM 23	H414 C114	RLM 04	H413 C113	RLM 02	H70 C60
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					RLM 70
					H65 C18

C

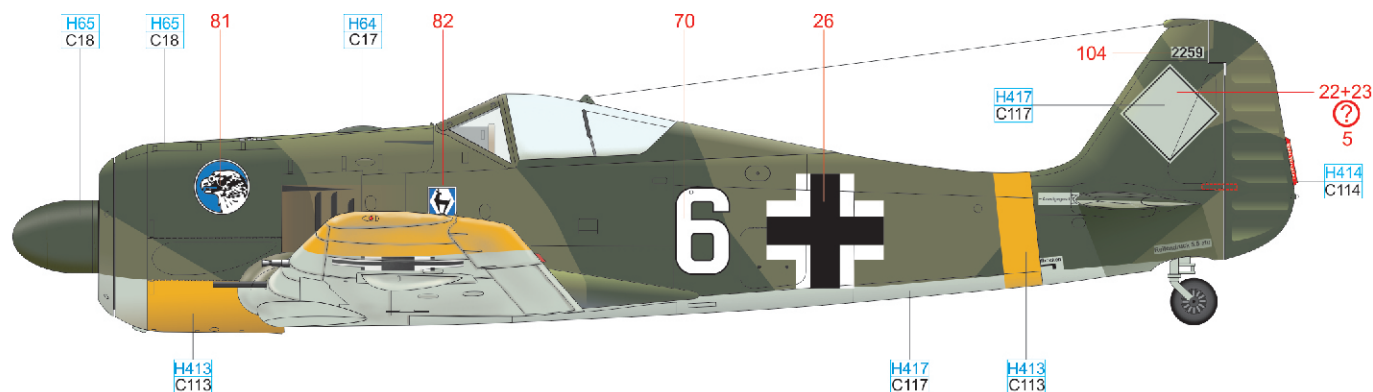
Josef Heinzeller, an ace with thirty-five kills to his credit, began his combat career with LG 2. After that, he was assigned to JG 3, from which he was transferred to JG 2 Richthofen in June 1942. He would also serve with JG 54 on the Eastern Front, and served as its 1st Staffel CO until May 1944. He would serve out the war with this unit. Josef Heinzeller had his Fw 190A-3, as he did his previous Bf 109E and Fs with JG 2 and JG 3, adorned with a rendition of his Schnauzer on the engine cowl. The 'Old Shap' inscription was carried under the cockpit on the left side.



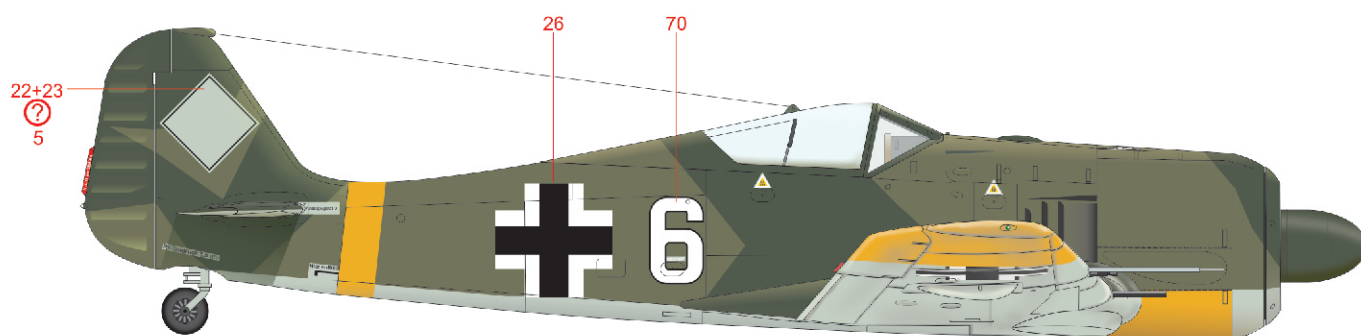
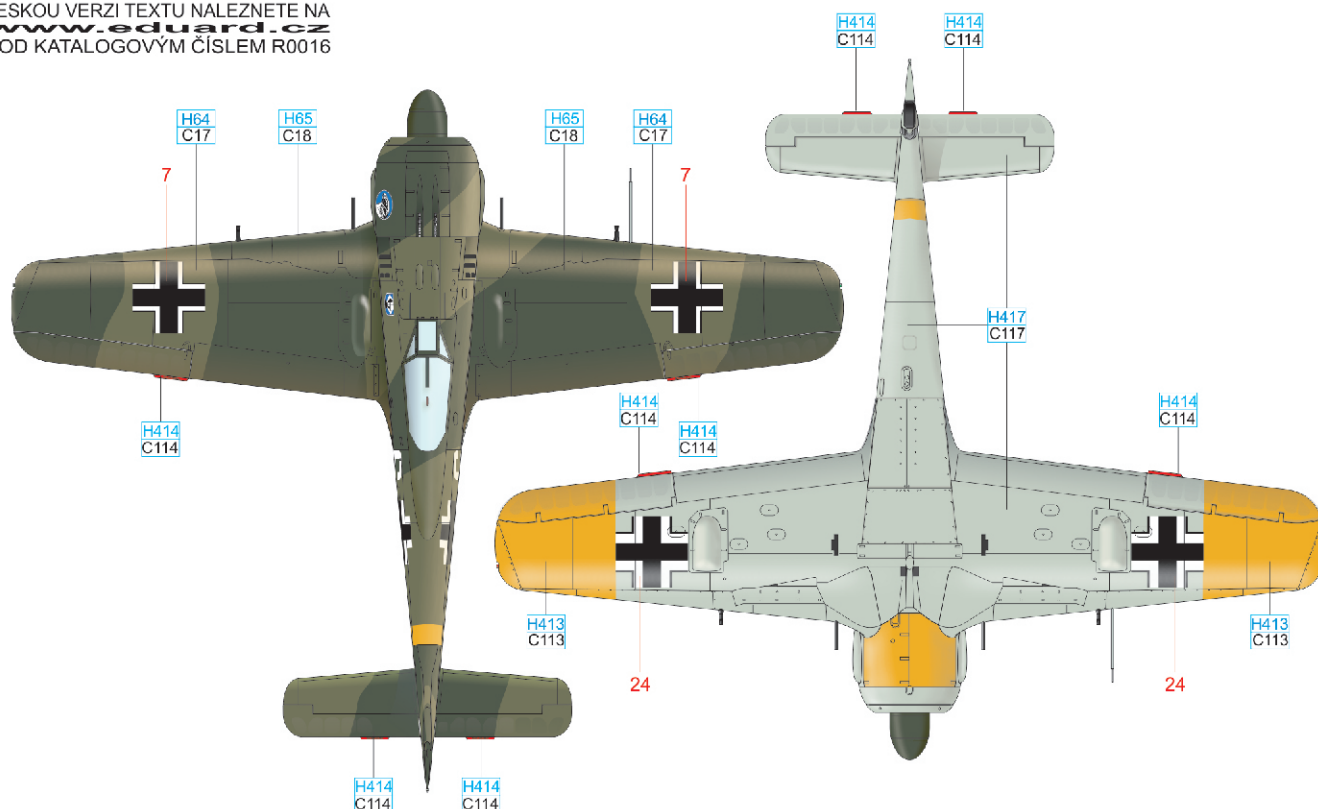
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					H65 C18

D Fw 190A-3, W. Nr. 132259, flown by Uffz. G. Josten, 1./JG 51, Lyuban, Soviet Union, Autumn 1942

Eighteen year old Gunther Josten joined the Luftwaffe in January 1940, underwent flight training as a fighter pilot, and in September 1942 was assigned to 1./JG 51. As a holder of the Knight's Cross with Oak Leaves, which he received on April 2nd, 1945 (after claiming his 161st of a final total of 178 kills), he was named CO of IV. Gruppe JG 51, a position he would hold through to the end of the war. On April 4th, 1956 he entered the post-war Luftwaffe and became the CO of JG 71 in 1962. His final post was that of Deputy Commander of 4. Luftwaffedivision. He retired on March 31st, 1981 with the rank of Oberst, and passed away on July 7th, 2004. The aircraft flown by Gunther Josten depicted here carried a non-standard scheme consisting of two dark greens. The yellow wing tip bottoms and fuselage band were Eastern Front identifiers. The engine cowl carried the unit badge of JG 51, and the 1./JG 51 emblem was carried under the windscreen.



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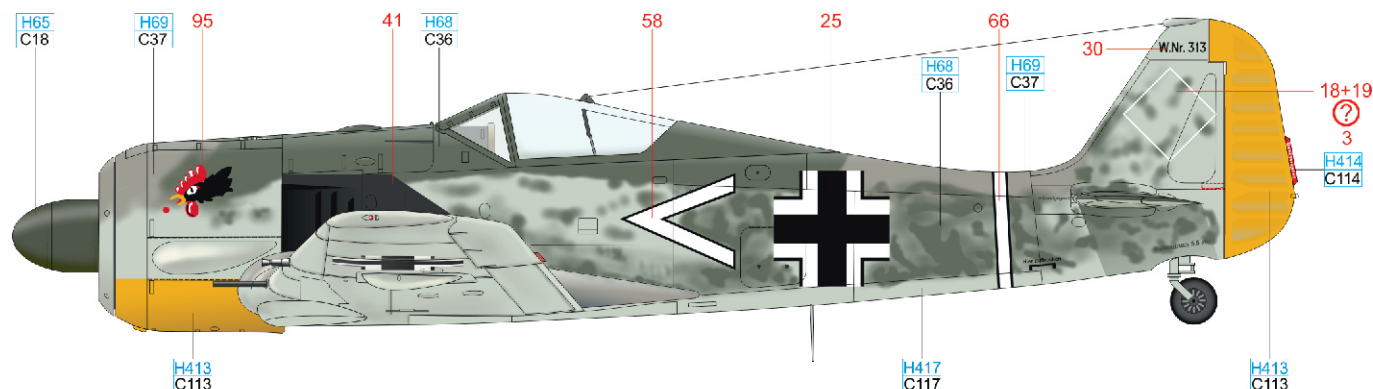


RLM 23	H414 C114	RLM 04	H413 C113
RLM 70	H65 C18	RLM 71	H64 C17
		RLM 76	H417 C117

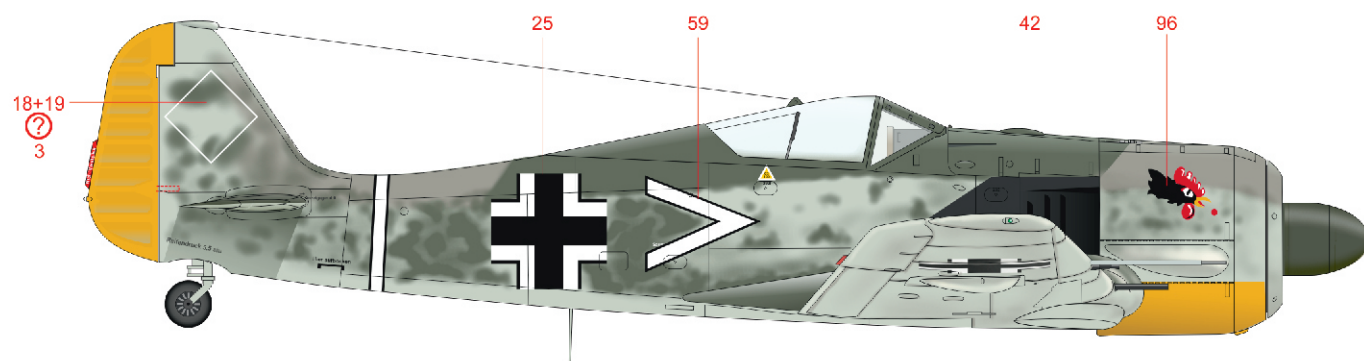
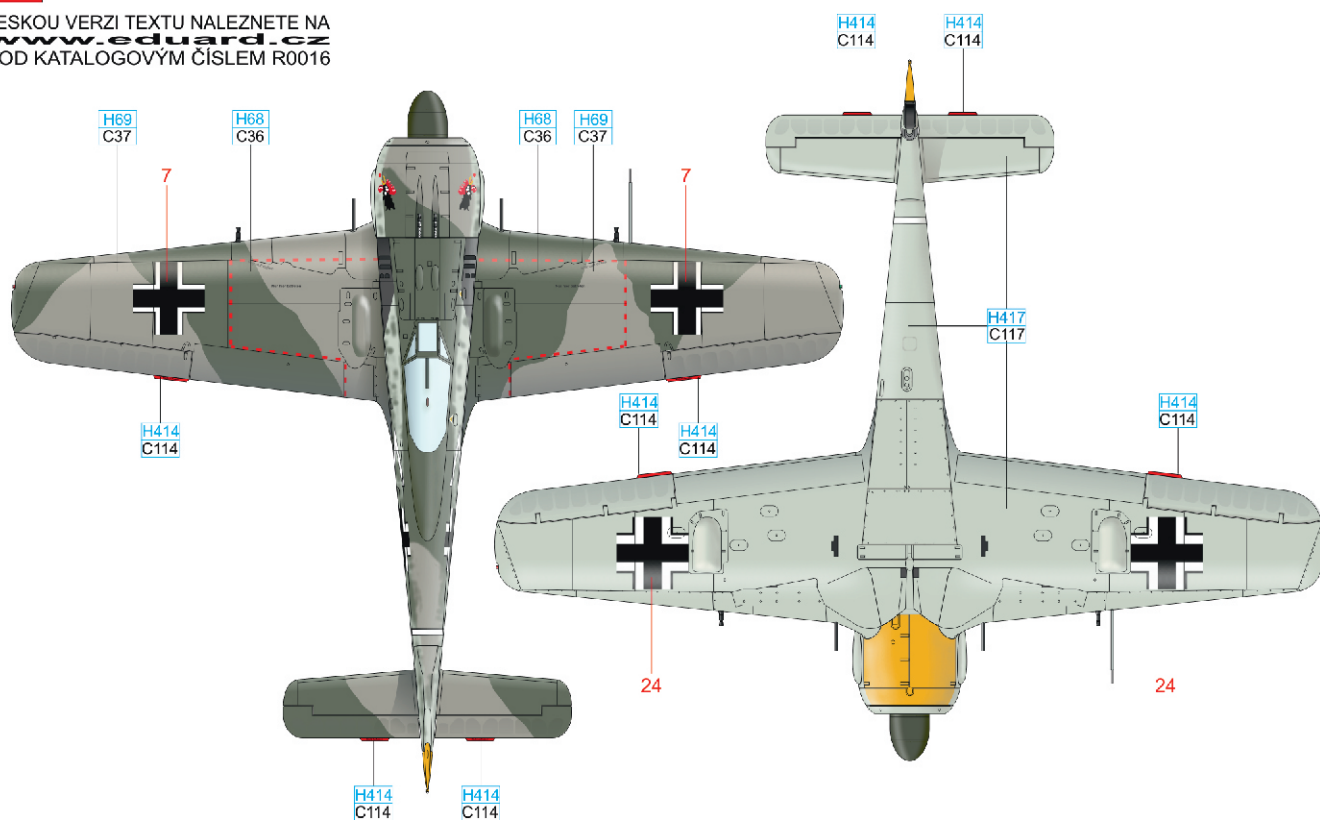
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E Fw 190A-3, W. Nr. 135313, flown by Oblt. A. Faber, III./JG 2, Morlaix, France, June 1942

On June 23rd, 1942 a navigational error by III./JG 2 Adjutant Armin Faber, causing him to land his Fw 190A-3 at Pembrey in South Wales, handed over to the British the aircraft in perfect condition. Faber's aircraft carried the Adjutant marking in the form of a white wedge with a black outline ahead of the fuselage crosses. A non-traditional marking composed of a vertical black trimmed white band over the rear fuselage was carried. The rooster head marking of III./JG 26 was placed on both sides of the cowling.



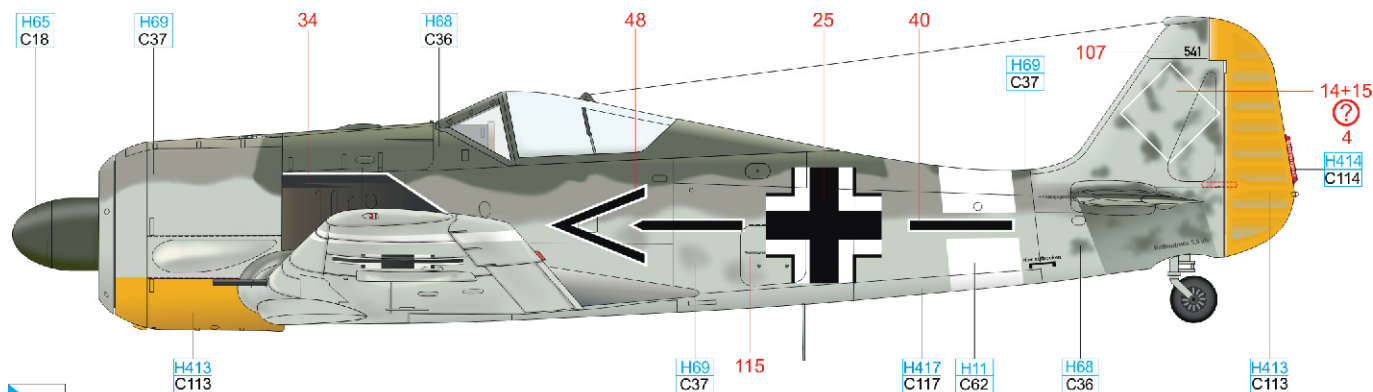
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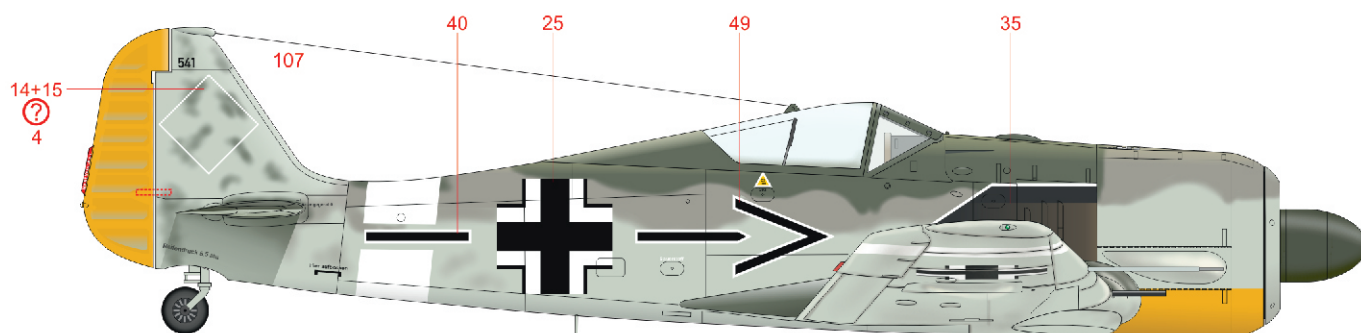
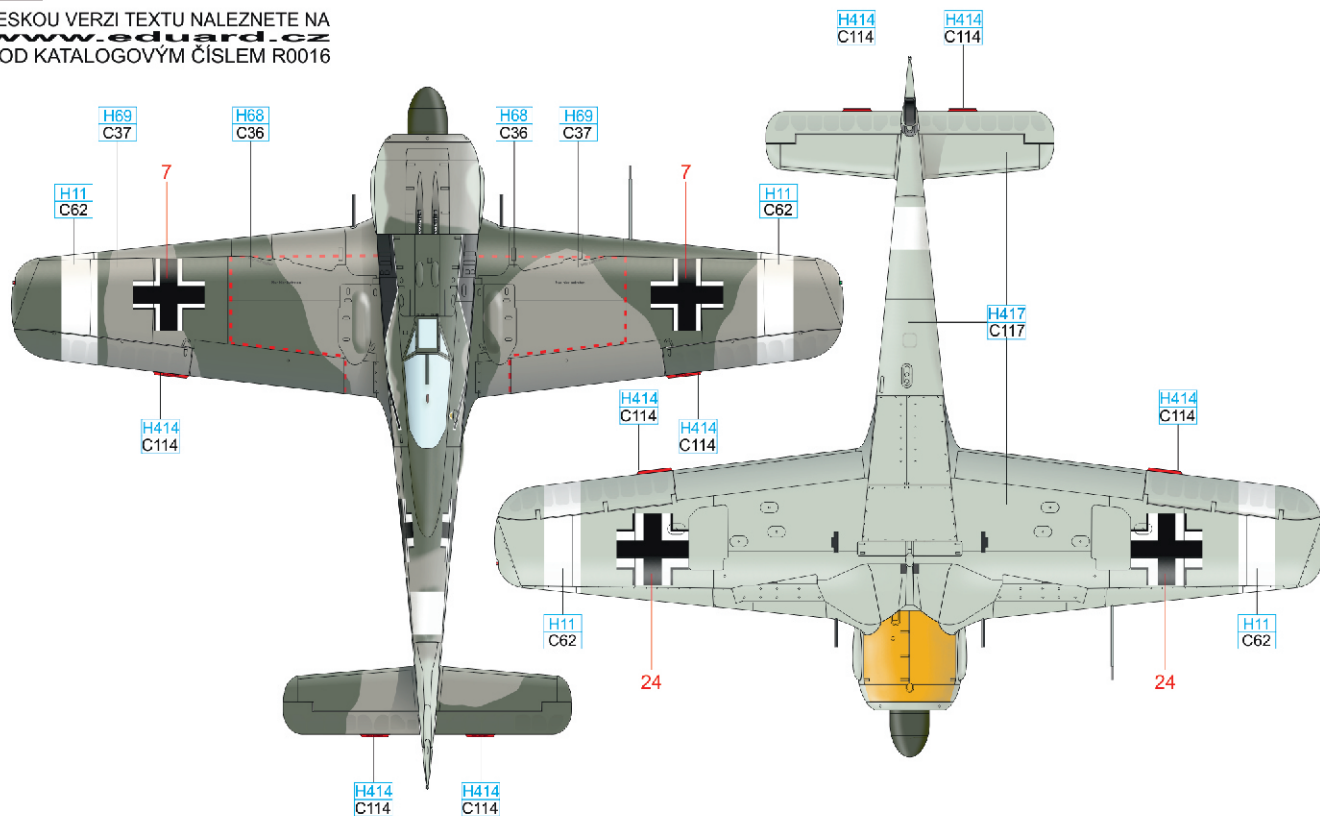
RLM 23	H414 C114	RLM 04	H413 C113
RLM 74	H68 C36	RLM 75	H69 C37
RLM 76	H417 C117	RLM 70	H65 C18

G Fw 190A-3, W. Nr. 130541, flown by Oblt. A. Dickfeld, CO of II./JG 2, San Pietro, Italy, November 1942

Adolf Dickfeld was born on February 20th, 1910 in Juterbog. Prior to the war, he had made a name for himself as an amateur ham radio enthusiast. In 1928 he picked up a distress call from the airship 'Italia', which was on a polar research expedition and thus was involved in its rescue. On March 1st, 1937 he joined the ranks of the Luftwaffe and was assigned to III./JG 52 when the war began. In November 1942 already a holder of the Knight's Cross with Oak Leaves which he received on May 19th, 1942, he was made CO of II./JG 2 and was transferred along with his men to North Africa. After recovering from injuries sustained on January 8th, 1943 he was made CO of II./JG 11, and after a second incident in which he sustained injuries he was withdrawn from front line duties and served as Reichsinspektor der Flieger-Hitlerjugend. He returned to combat duty for the last few months of the war, when he flew Bu 181s equipped with Panzerfaust weapons against Soviet ground equipment. Reportedly, he downed an American P-47 flying an He 162. He would tally up a total of 136 confirmed kills with another fifteen unconfirmed. After the war he moved to eastern Africa where he would found the company Alf Air. He died on May 17th, 2009. The aircraft flown by Adolf Dickfeld which he inherited from his predecessor as CO of II./JG 2 Hptm. Helmut-Felix Bolz carried a standard camouflage scheme consisting of RLM 74/75/76. The white bands on the wings and fuselage were carried by aircraft taking part in Operation Anton, which was the occupation of Vichy French territory in November 1942.



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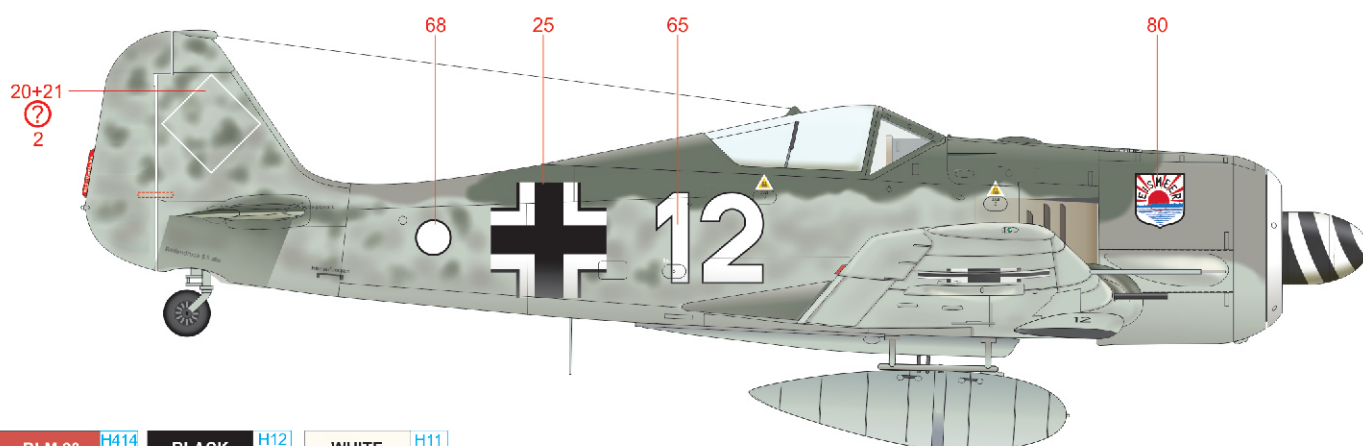
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RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 70	H65 C18

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Even as late as 1945, there were several examples of the Fw 190A-2 and A-3 serving with 9./JG 5 Eismeer along side of Fw 190A-8s and some F-8s. These would take part in the protection of the area and of the Norwegian shoreline. This Fw 190A-3 was painted RLM 74/75/76 and carried the JG 5 unit marking on the port side of the engine cowl. The white fuselage band identified aircraft of III. Gruppe JG 5. The white colouring of the front of the airplane was specific to the 9. Staffel.



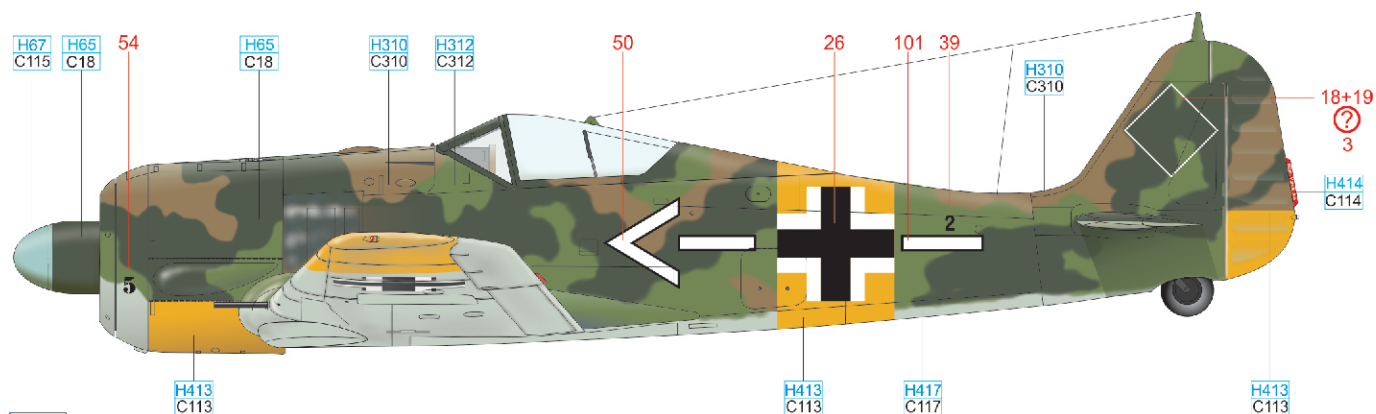
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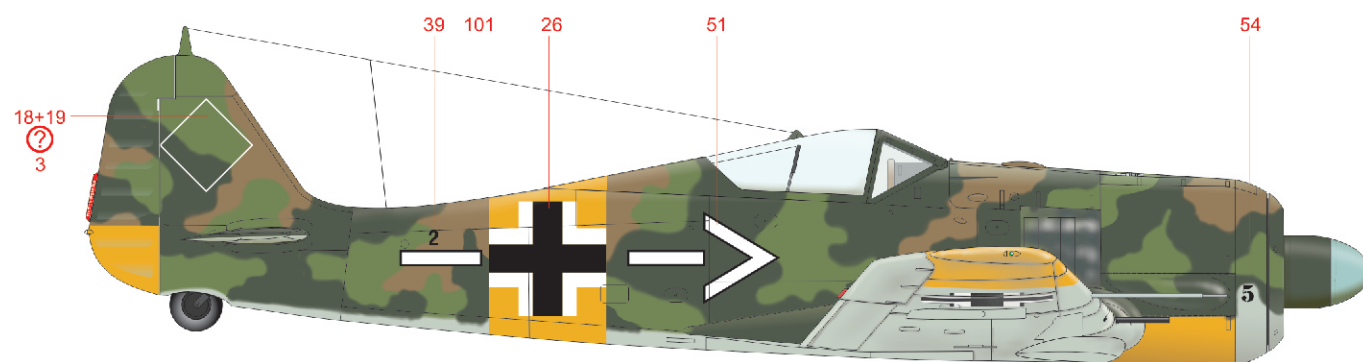
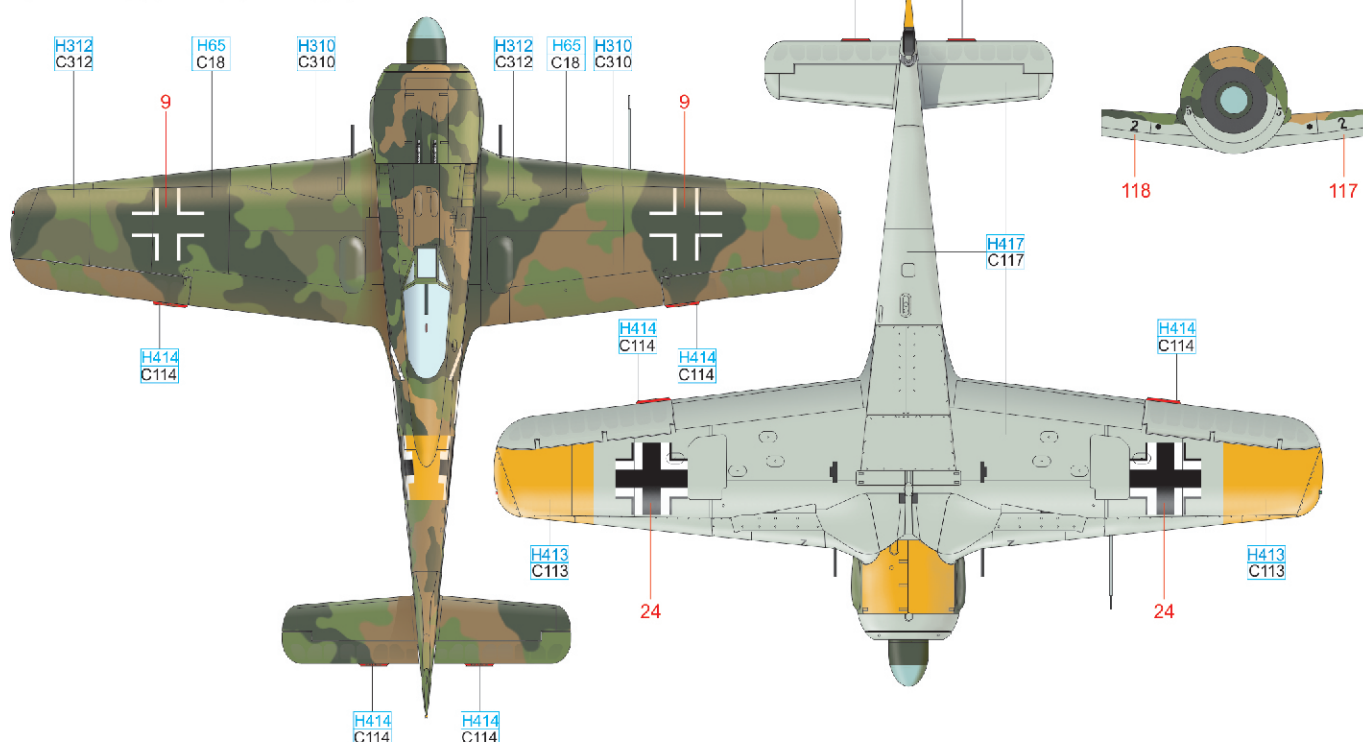
RLM 23	H414 C114	BLACK	H12 C33	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

Fw 190A-4, flown by Maj. H. von Bonin, CO of JG 54, Pskov, Soviet Union, Spring 1943

Future ace with 77 kills to his credit, Hubertus von Bonin was born on August 3rd, 1911 in Potsdam. As a fighter pilot, he already saw combat with the Legion Condor in the Spanish Civil War. His combat career would continue, first as a member of 5./JG 26, and later as CO of I./JG 54. From October 1st, 1944 he commanded III./JG 52. On November 17th, 1942 he was awarded the Knight's Cross after having claimed his 51st kill. He would only enjoy the honour for a little over a year, as on December 15th, 1943, by then as the CO of JG 54 Grunherz, he was shot down flying an Fw 190A-5 near the town of Gorodok. He was the victim of Soviet pilots flying the P-39. JG 54 aircraft were camouflaged in a somewhat atypical scheme, still not fully understood today. In all likelihood, the schemes consisted of RLM 70 in combination with RLM 71 or RLM 02, and possibly even with the use of captured Soviet paint stocks. The bottom wingtips, the lower part of the rudder and the fuselage band, in the case of JG 54 coinciding with the location of the fuselage Balkenkreuz, were in yellow, the identifying colour of aircraft serving on the Eastern Front.



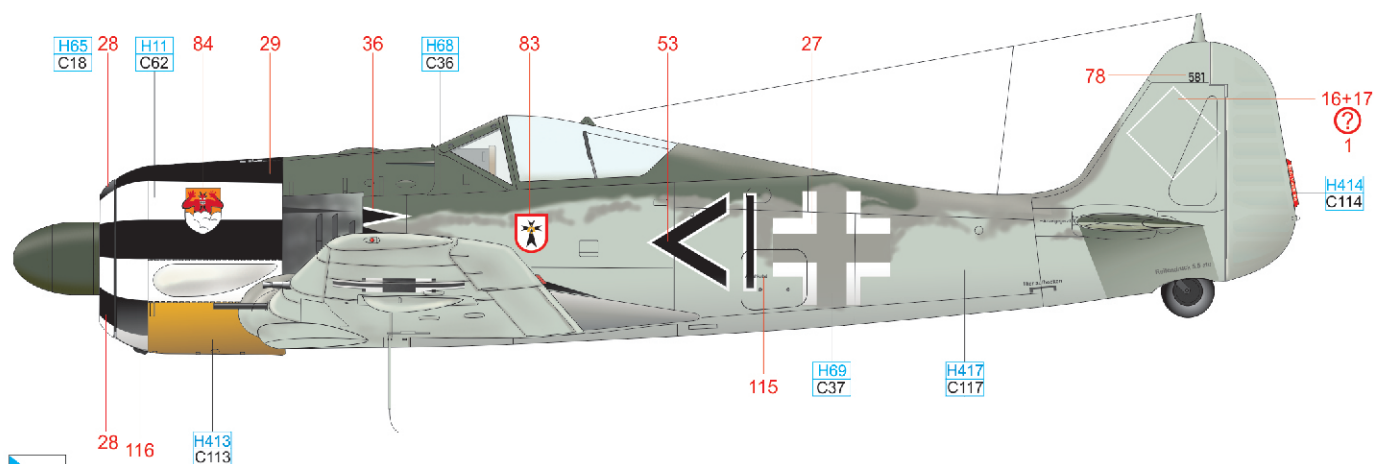
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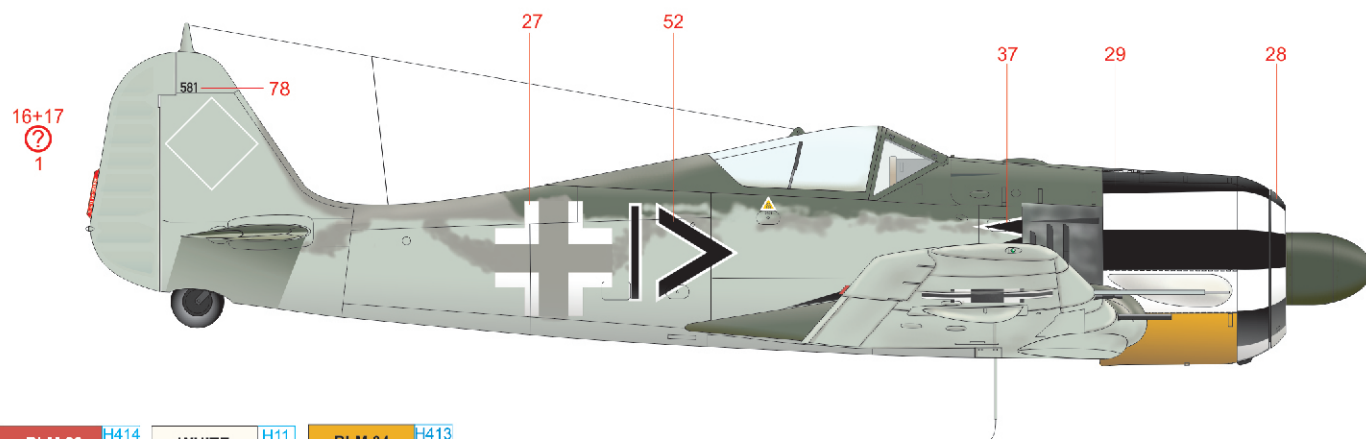
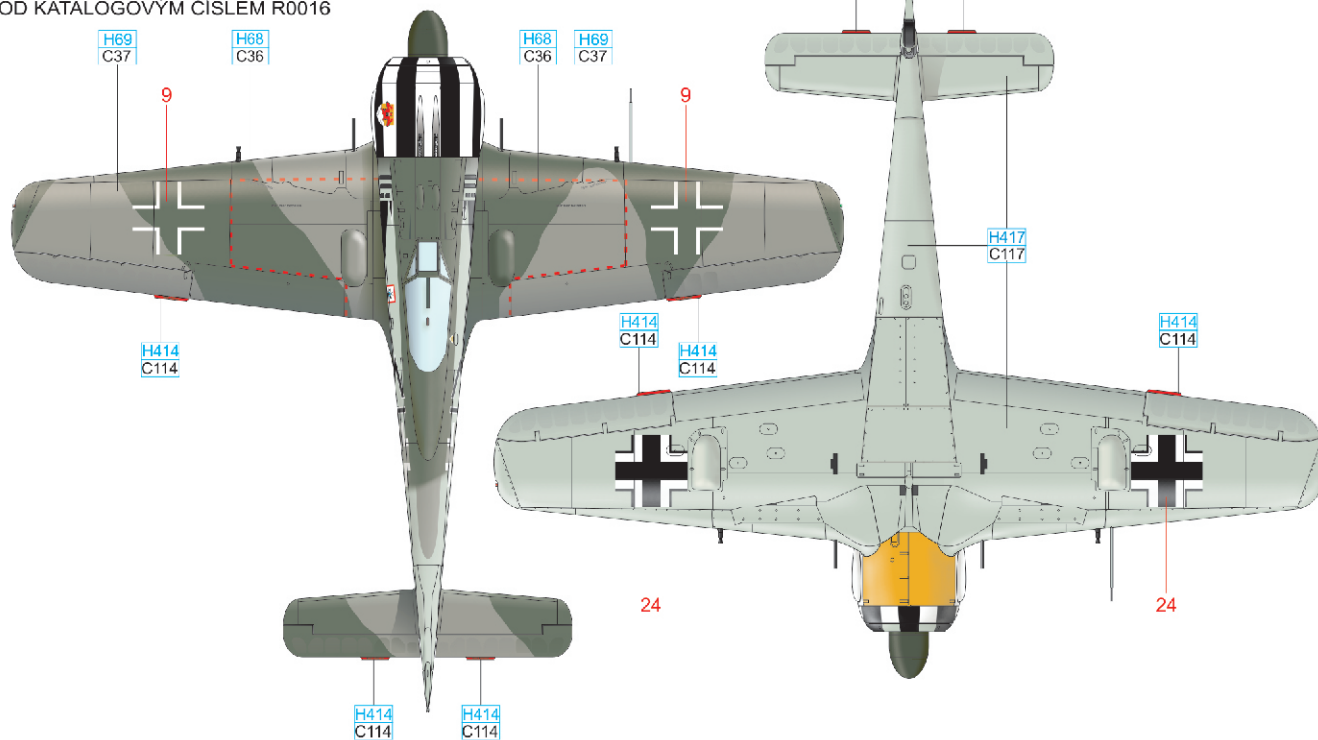
RLM 23	H414 C114	RLM 04	H413 C113	RLM 65	H67 C115
GREEN	H312 C312	BROWN	H310 C310	RLM 76	H417 C117
				RLM 70	H65 C18

J Fw 190A-4, W. Nr. 140581, flown by Lt. E. Burath, Stab I./JG 1, Deelen, the Netherlands, April 1943

In October 1942 and at the age of twenty-four, Eberhard Burath joined the ranks of Jagdgeschwader 1 on completion of flight training, and would remain with the unit until March 1945. During his service over this span, he was credited with the downing of six B-17s. In March 1945, he was named CO of 9./JG 51, where he would add a Pe-2 bomber to his score on the 22nd of the month. The Fw 190A-4 flown by Lt. Burath at the time when he served in the Adjutant role of I. Gruppe JG 1 carried a standard camouflage scheme consisting of RLM 74/75/76. The black and white colouring on the engine cowl was representative of Stab I./JG 1 aircraft, and the cowl also carries the I./JG 1 unit marking. Below the windscreen is the JG 1 badge. The centre of the fuselage crosses were sprayed RLM 75, which was not all that common in the spring of 1943.



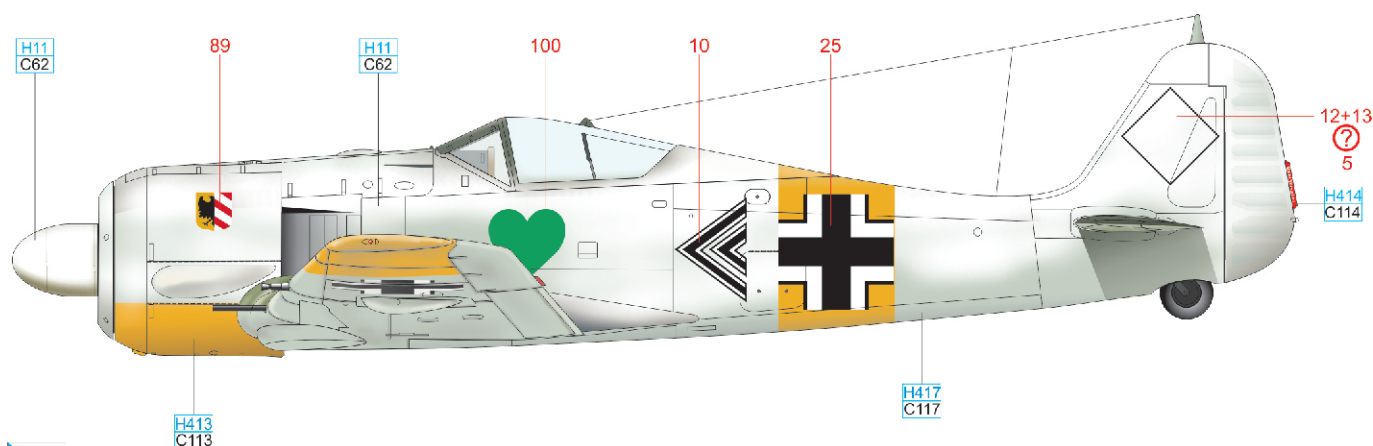
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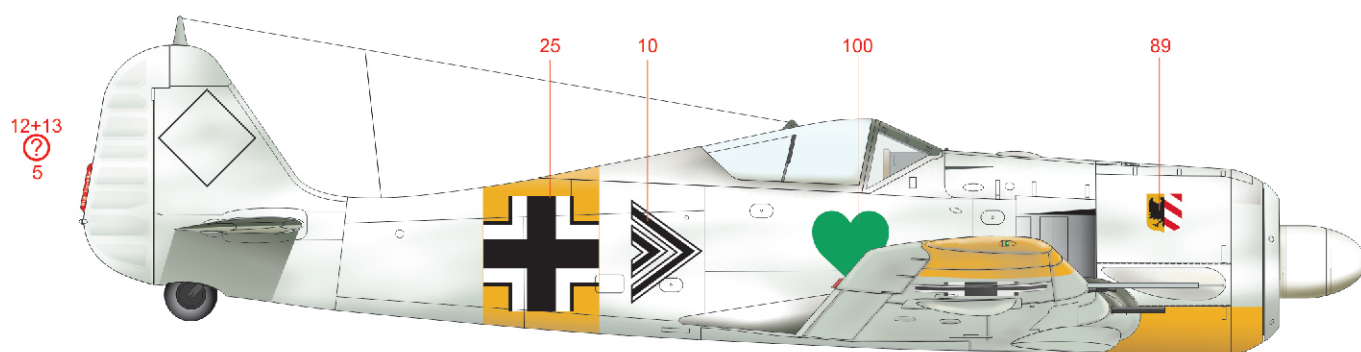
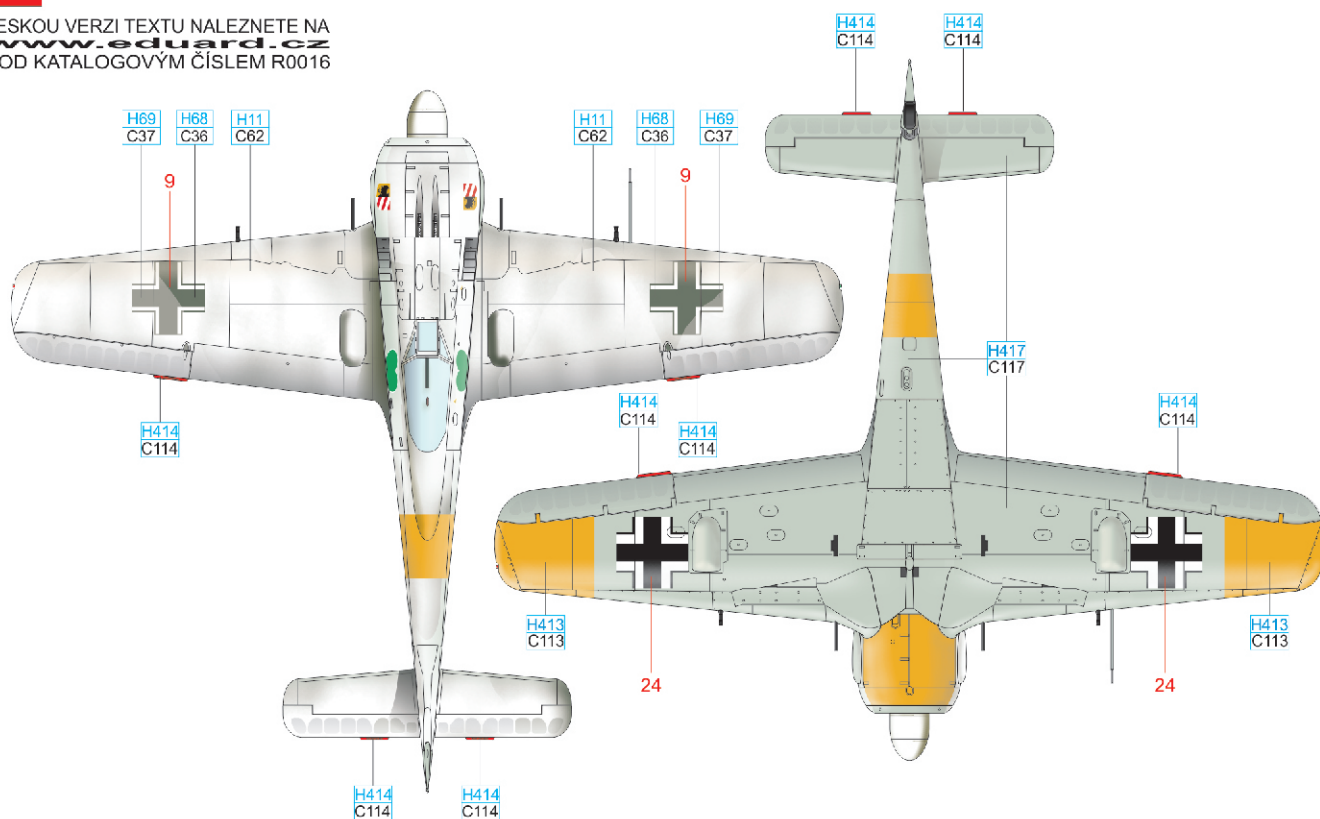
RLM 23	H414 C114	WHITE	H11 C62	RLM 04	H413 C113
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 70	H65 C18

K Fw 190A-4, flown by Hptm. H. Philipp, CO of I./JG 54, Krasnogvardeysk, Soviet Union, January 1943

Hans 'Fips' Philipp was an ace with 206 kills that had accumulated over the course of some 500 combat sorties. He was born on March 17th, 1917 and joined the Luftwaffe in 1936. At the beginning of the Second World War, he served with I./JG 76, which was redesignated as II./JG 54 in June 1940. With this unit, he would take part in combat over Britain, the Balkans and during Operation Barbarossa. In April 1943, he took command of JG 1, and on October 8th of the same year he was shot down and killed while trying to escape his aircraft by way of parachute. For his combat success, he was awarded the Knight's Cross with Oak Leaves and Swords. The aircraft flown by Hans Philipp in the winter of 1943 in the vicinity of Leningrad was oversprayed in white to better conceal the aircraft during that season. The fuselage carried the Gruppe CO marking, and the I. Gruppe JG 54 badge was carried on the engine cowl. The JG 54 emblem appeared under the cockpit.



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RLM 23	H414 C114	RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

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side, while the unit badge of an eagle teaching her young to fly appeared on the right side.

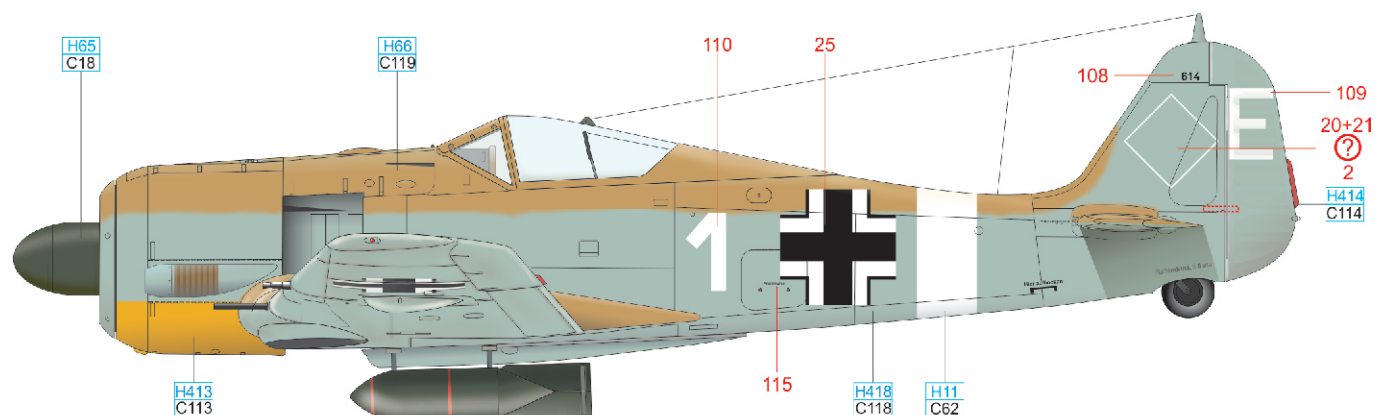


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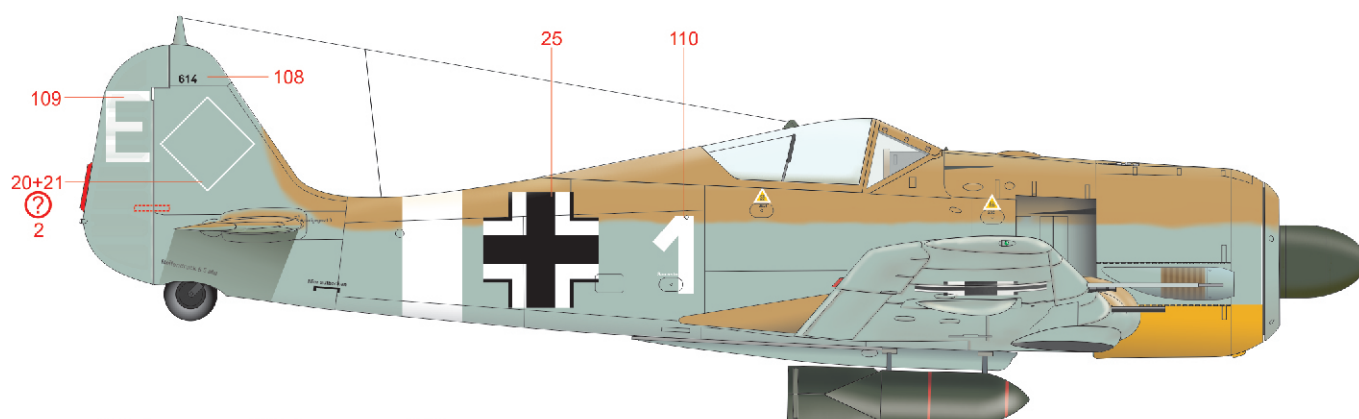
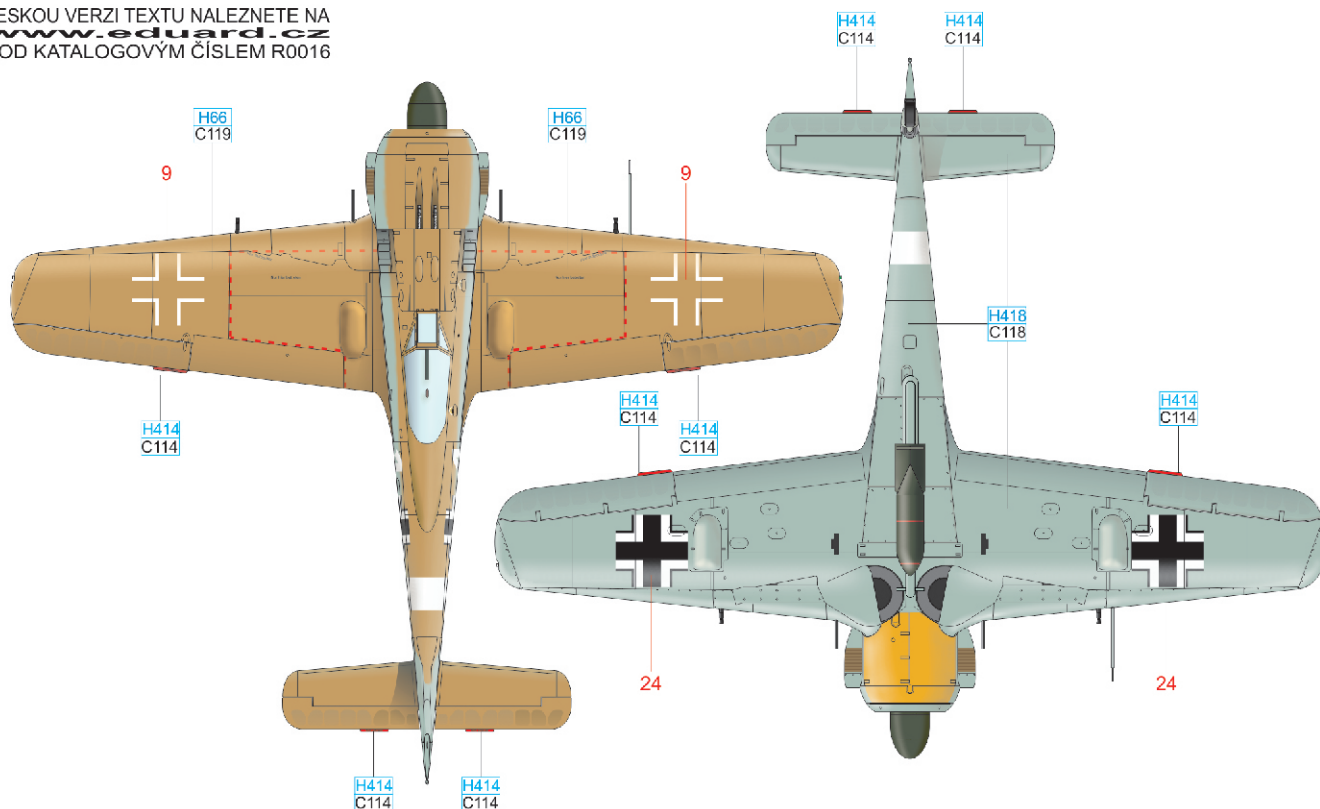
RLM 74 H68
C36

M Fw 190A-4/Trop, W. Nr. 145614, EKdo 19, Benghazi, Lybia, November 1942

On July 1st, 1942 Erprobungskommando 19 was formed, who's task it was to evaluate the suitability of the Bf 109 and Fw 190 as a fighter-bomber under tropical conditions. The unit was manned by two instructor/pilots and six pilots that came from Ergänzungsgruppe JG 27 and JG 53. This unit was disbanded after a few months and their assets were distributed among other units. Aircraft of EKdo 19 carried the so-called desert scheme, composed of RLM78/79, and also carried a white fuselage band with a white 'E' on the rudder.



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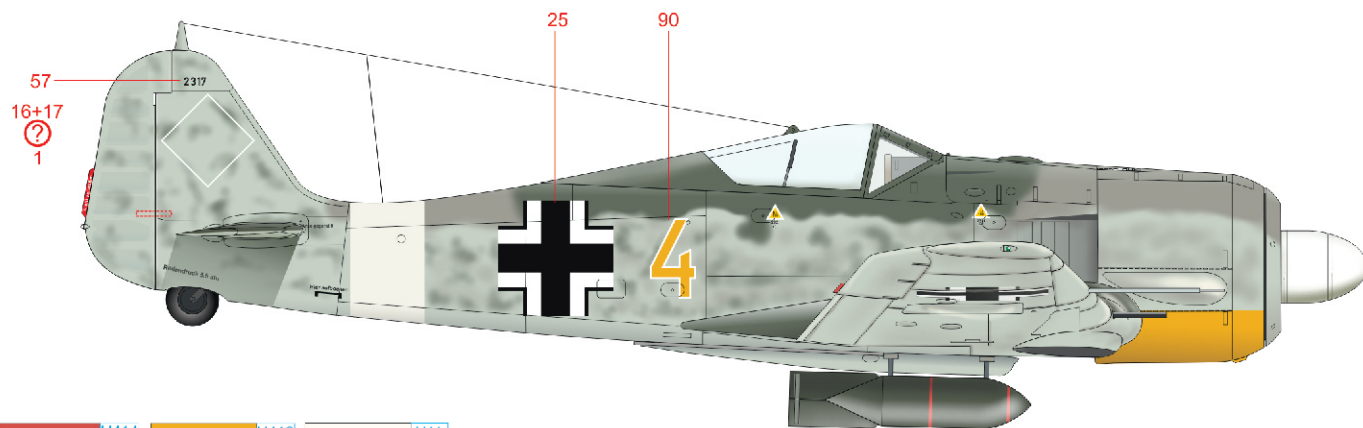
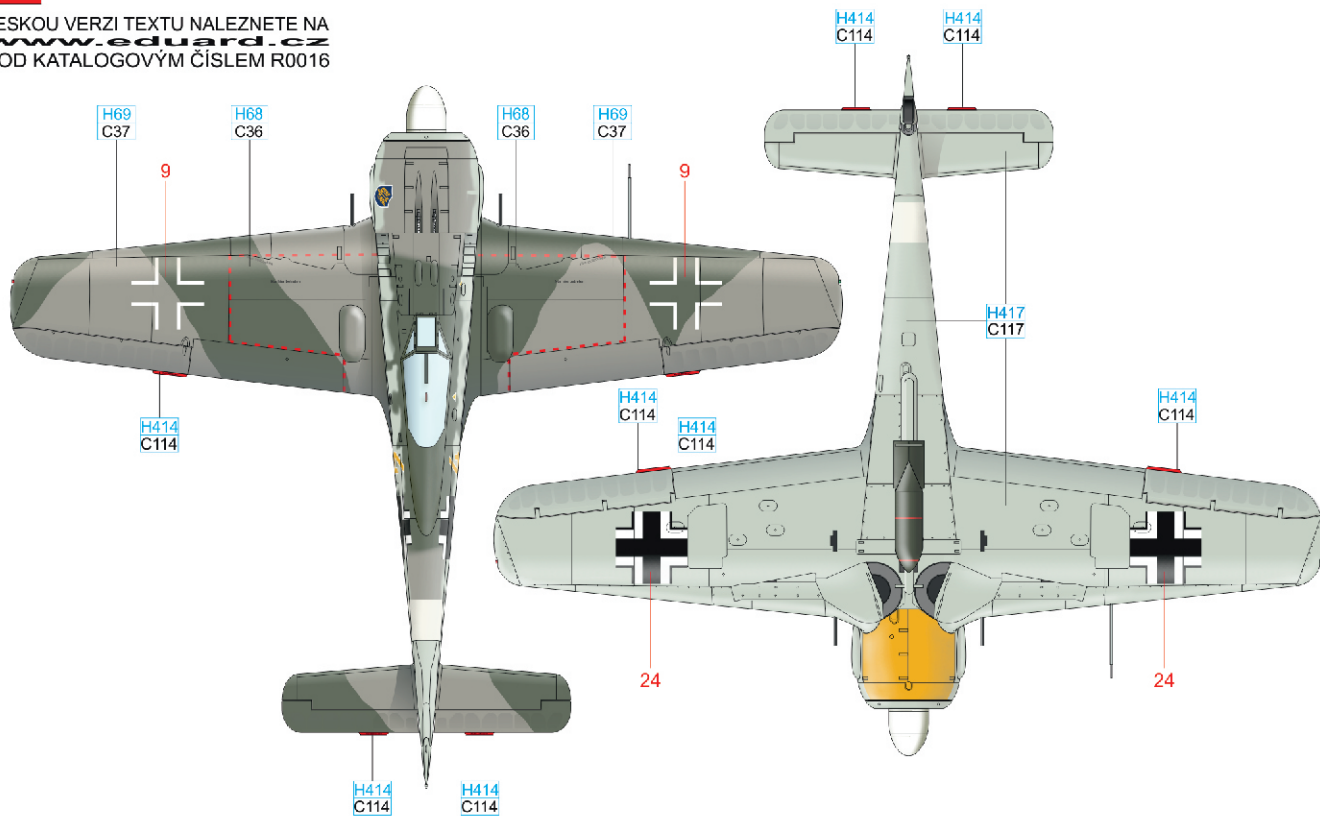
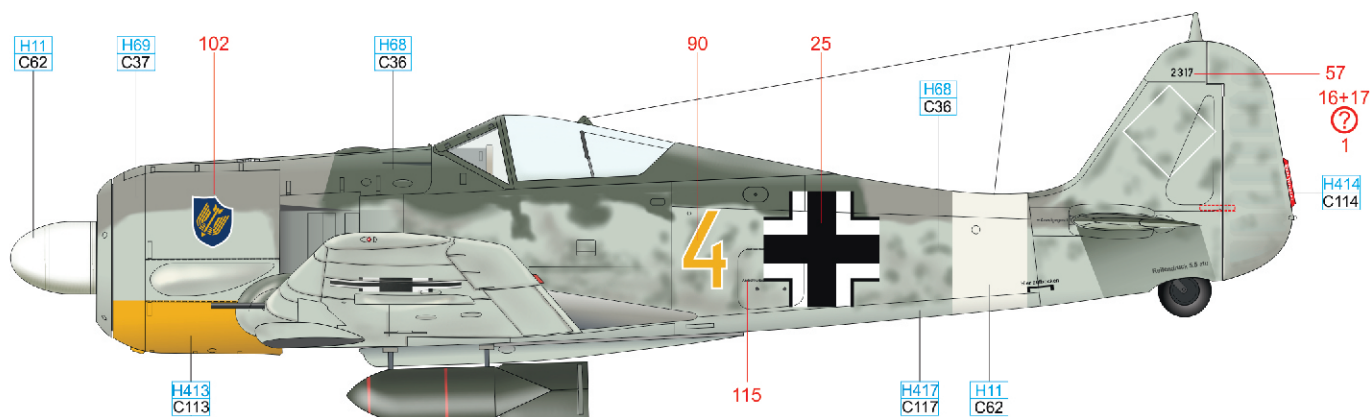


RLM 23	H414 C114	RLM 04	H413 C113	WHITE	H11 C62
RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18

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N Fw 190A-4, W. Nr. 142317, flown by Fw. L. Seif, 11./SKG 10, Sidi Ahmed, Tunisia, January 1943

An order dated November 30th, 1942 redesignated III./ZG 2 as III./SKG 10, but the unit maintained its job description, that of ground support, bombing and destroying enemy ground assets including airfields and ports in Tunisia. III./SKG 10 operated in the area until April 30th, 1943, when they turned over their remaining four machines to II./Schl. G 2, with whom they shared a base. During combat operations, pilots of III./SKG 10 destroyed hundreds of Allied tanks and other ground equipment, shot down thirteen aircraft and sank or damaged twelve ships. The aircraft flown by Feldweb Seif was camouflaged in RLM 74/75/76. The white fuselage band was applied to aircraft operating in the MTO. The port side of the engine cowl bore the III./SKG 10 unit marking, a yellow winged arrow on a blue shield.



RLM 23	H414 C114	RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

