

# Fw 190F-8

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1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70119

**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 fighter aircraft, the result of the 1938 specification issued by the Technisches Amt, RLM. To meet its demands the design 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 matured during the fall of 1940, when 28 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. And these 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 and 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. Introduction of Fw 190 changed the game in the area, 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./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 calibre 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 190s, i.e., two fuselage mounted MG 17s, two wing mounted MG 151 cannons, and two MG FF cannons, placed between wheel wells and fuselage.

#### 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 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. Further improvements led to the Fw 190A-8, the variant, which became the most produced with some 6,655 units made. The most significant change was the installation of the GM-1 nitrous oxide injection system, used for temporary power boost in combat. 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 armoured 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, with its firepower, 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 190F-8

The Fw 190F-8 was dedicated ground attack fighter-bomber variant, directly developed from the A-8 fighter powered by BMW 801D-2 engine developing 1,677 hp (1,250 kW). The Fw 190F-8 had a slightly modified injector of the compressor, allowing for increased performance at low altitudes. The armament consisted of two 20mm MG 151/20 cannons in the wing roots and two 13 mm (0.51 in) MG 131 machine guns in the nose above the engine. There were four ETC 50 underwing racks capable to carry bombs and rockets, while the ETC 501 fuselage centreline rack could serve as the provision for the bomb up to the 500 kg calibre.

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidla 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  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE



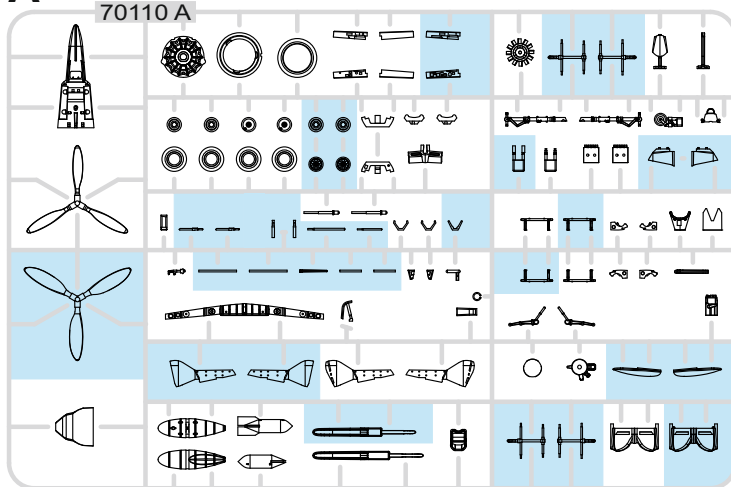
PIÈCES



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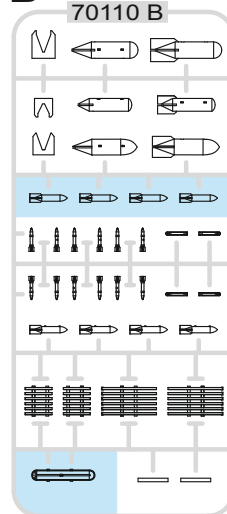
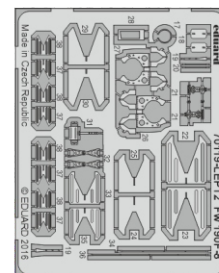
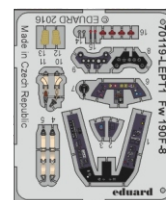
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PLASTIC PARTS

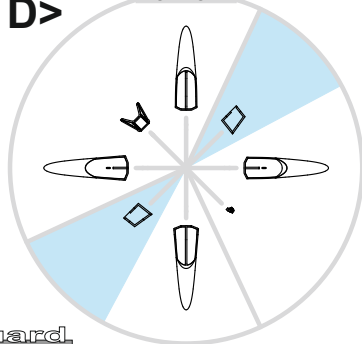
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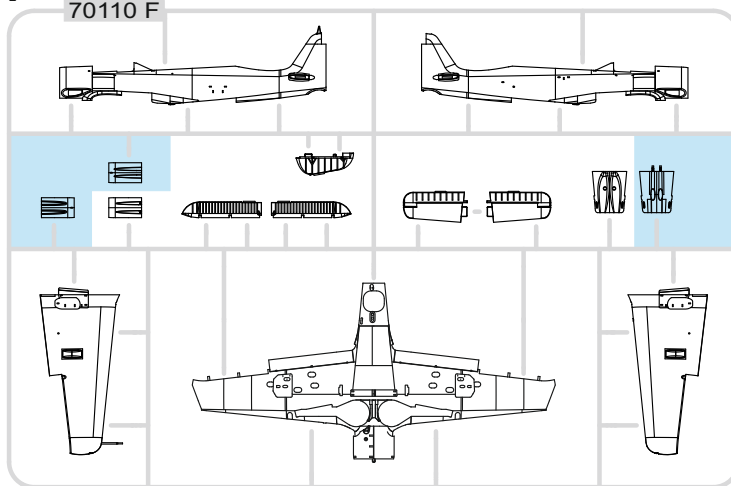
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MASK

F&gt;

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-Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

COLOURS



BARVY



FARBEN



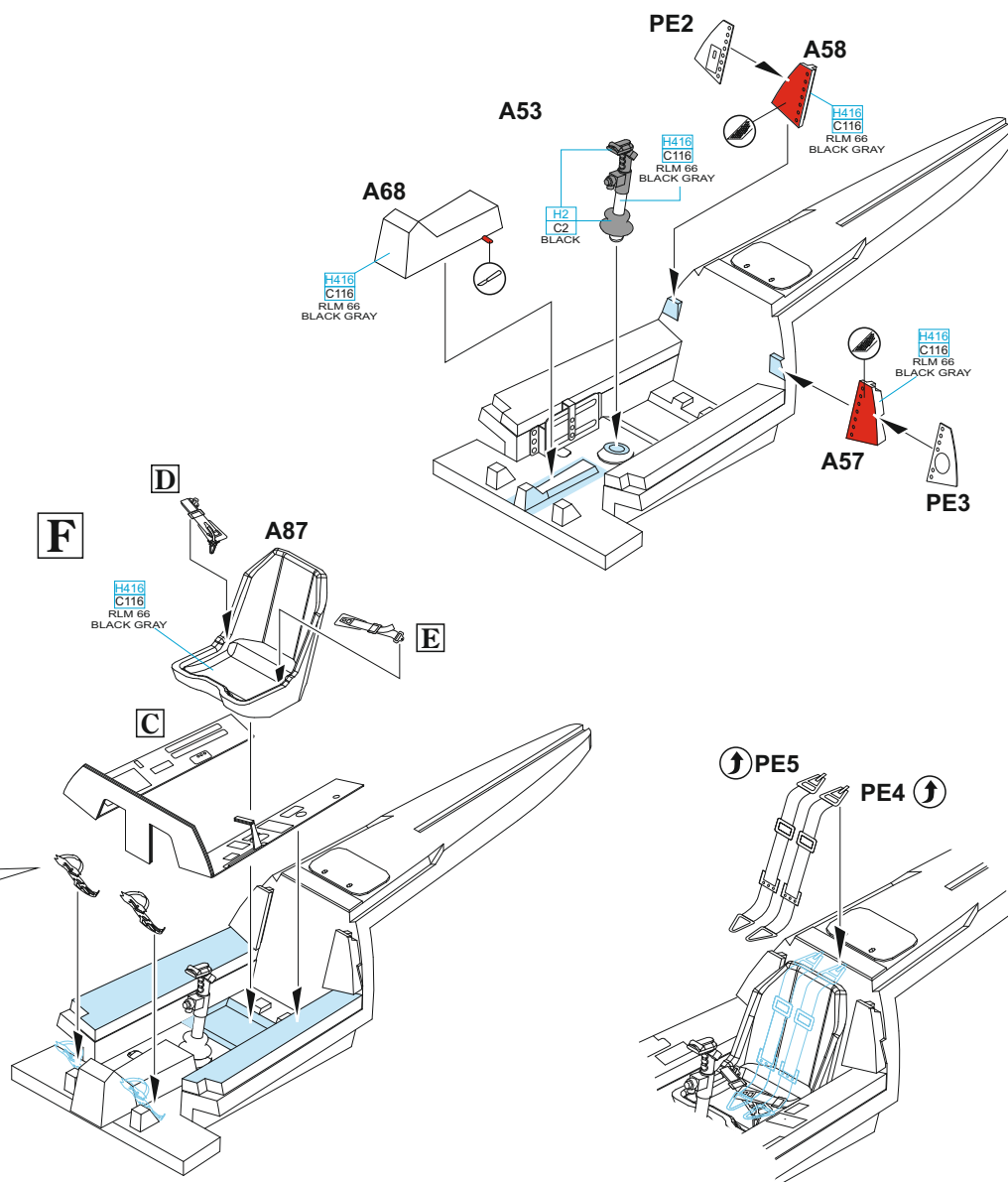
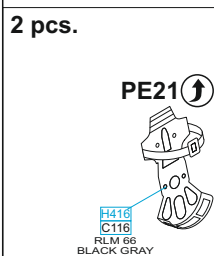
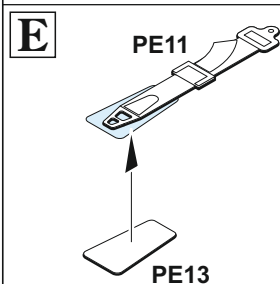
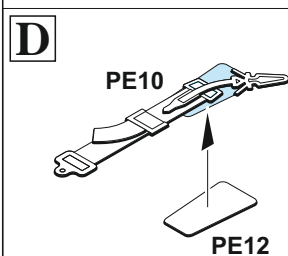
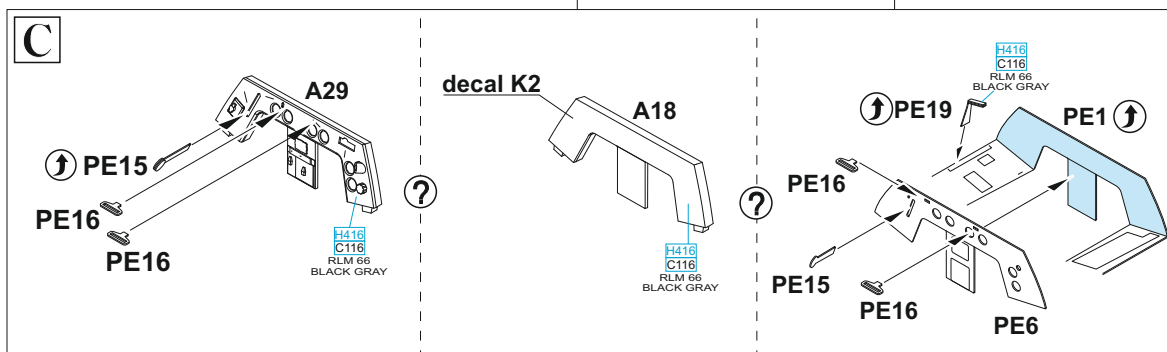
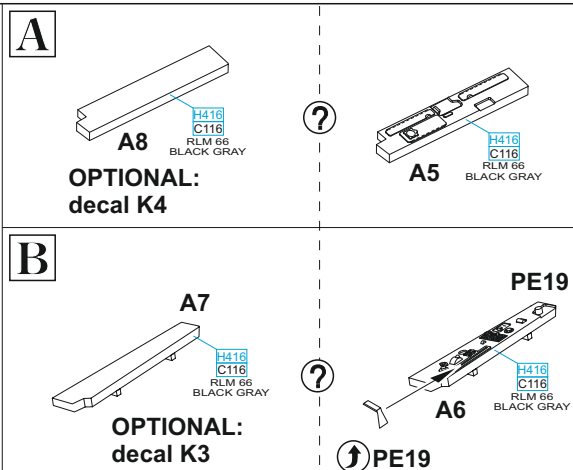
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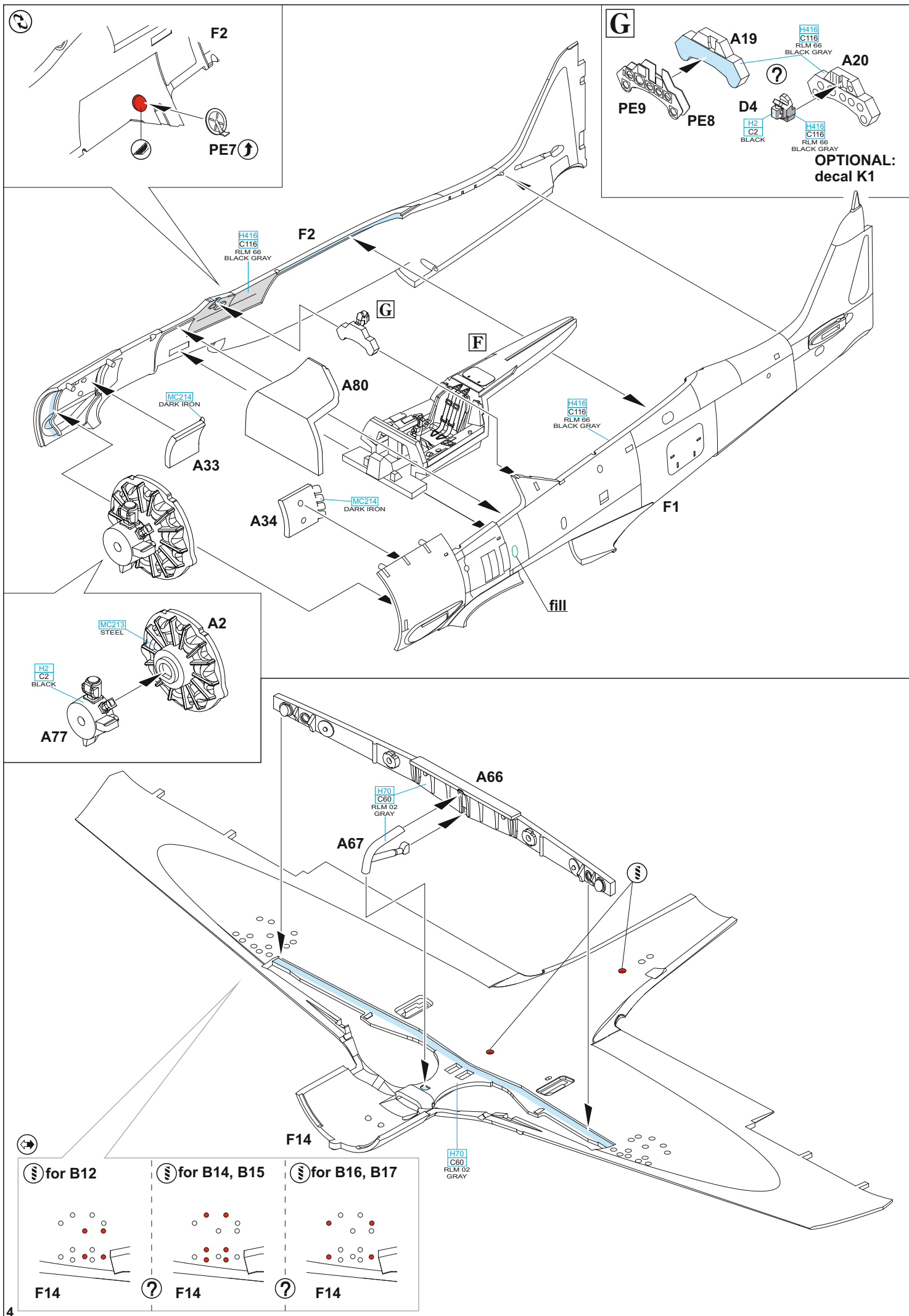


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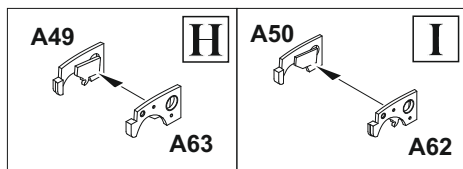
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H5	C5	BLUE
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SAND YELLOW
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H74	C26	GREEN - BLUE
H77	C137	TIRE BLACK
H80	C54	KHAKI GREEN

AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H420	C120	RLM80 VOLIVE GREEN
H421	C121	RLM81 BROWN VIOLET
H422	C122	RLM82 LIGHT GREEN
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

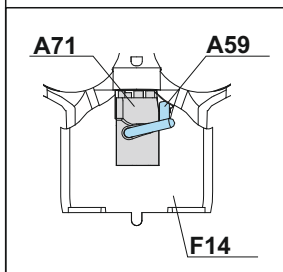
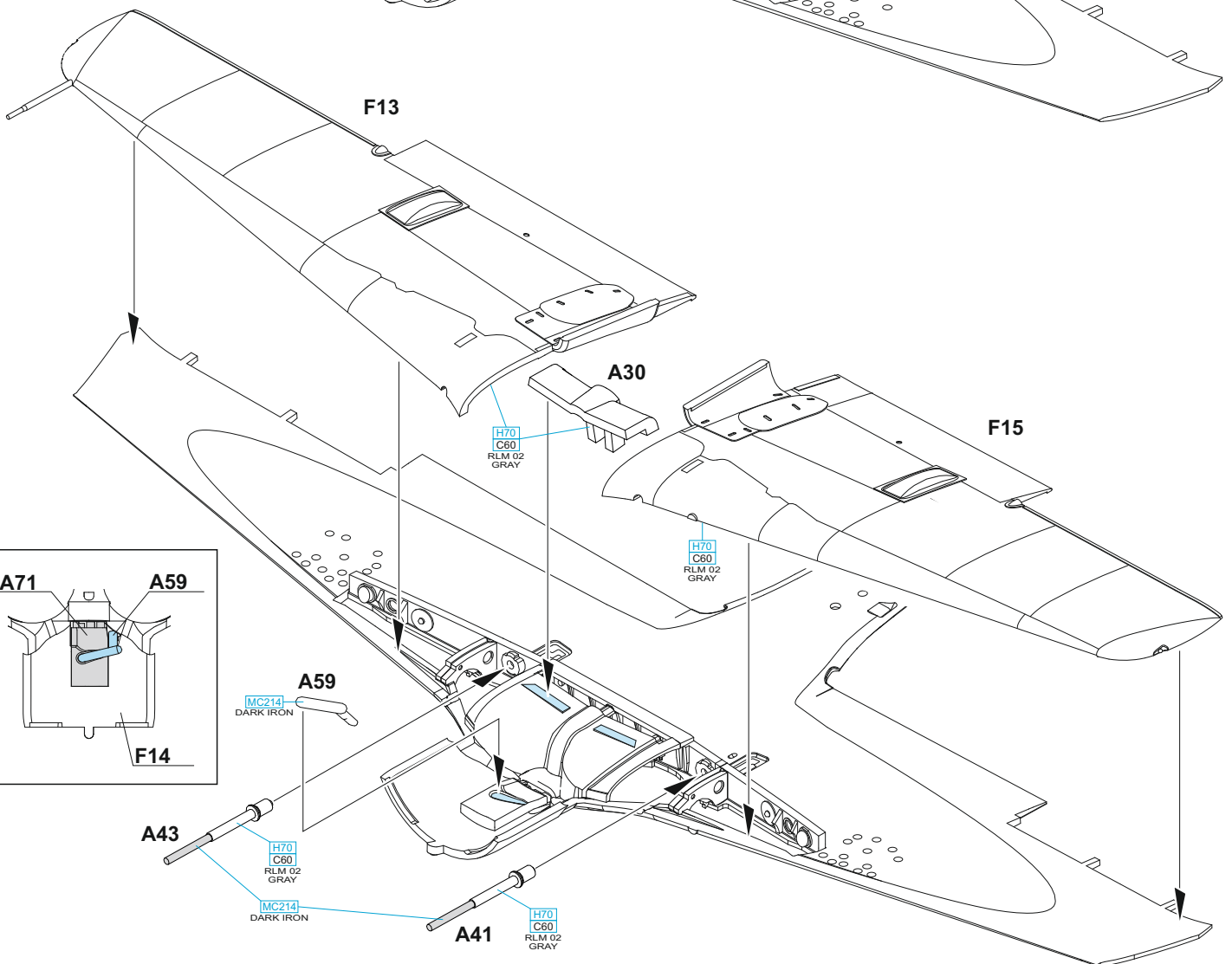
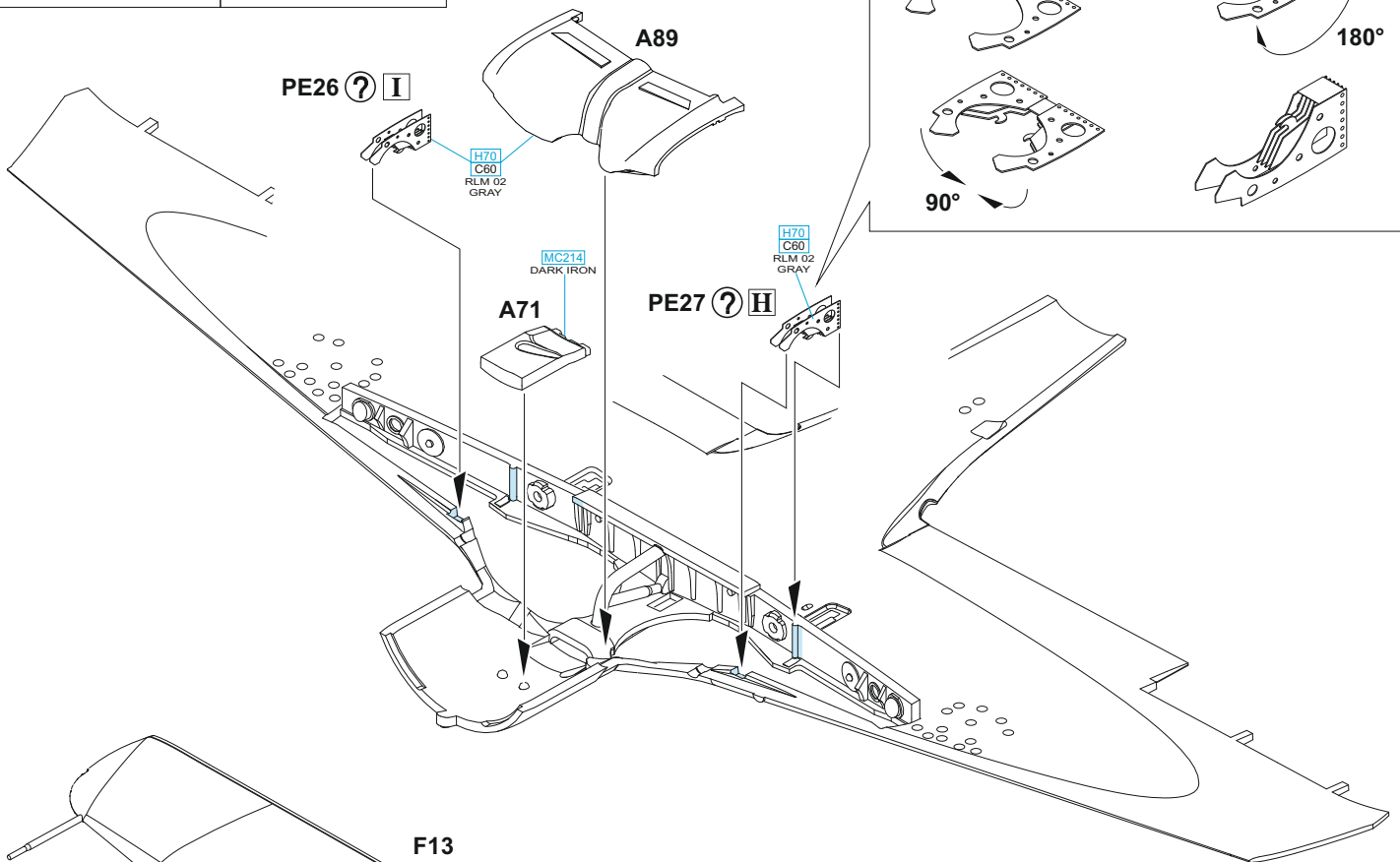
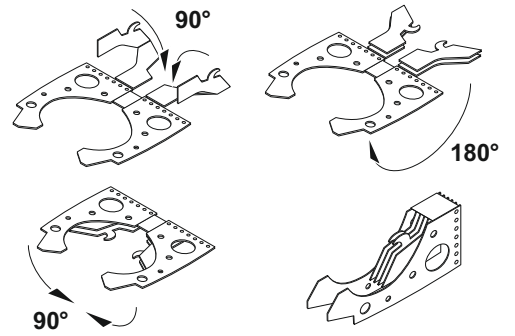


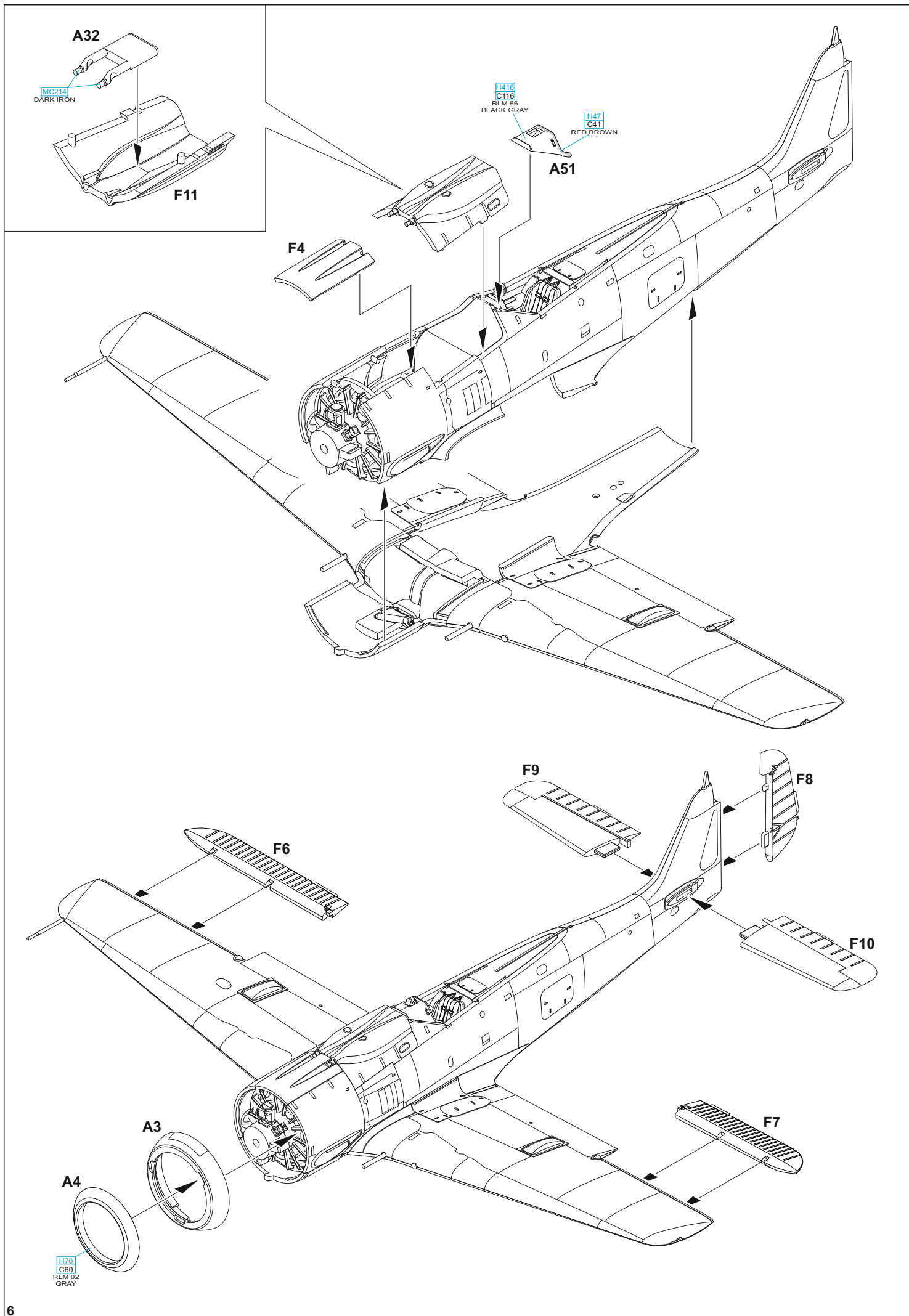




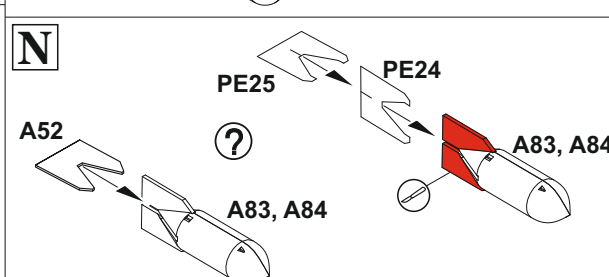
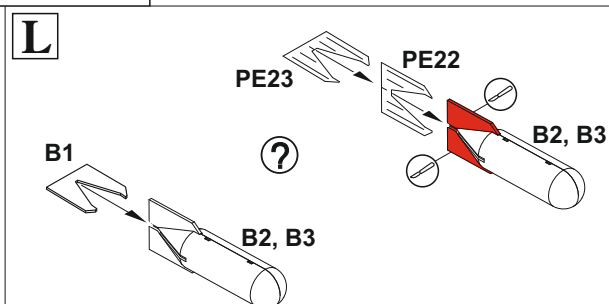
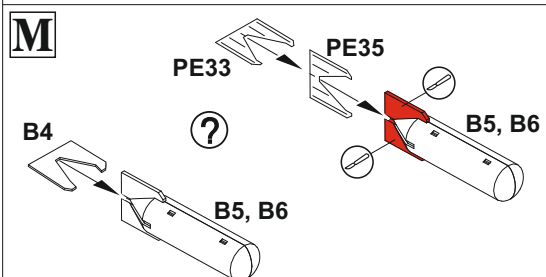
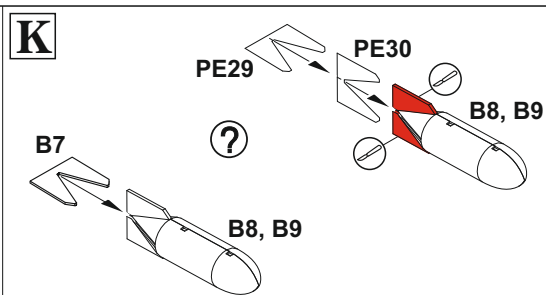
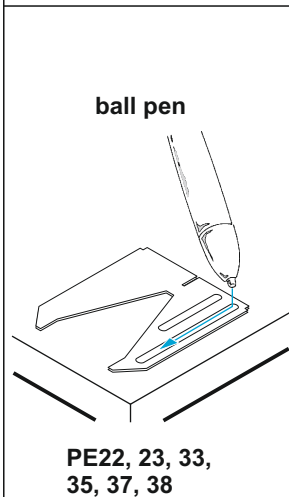
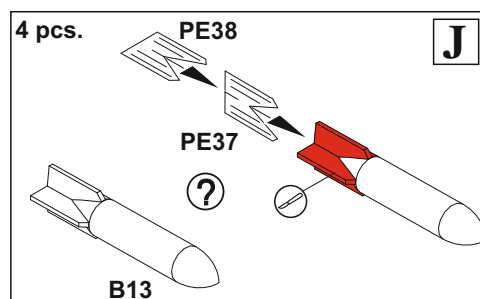
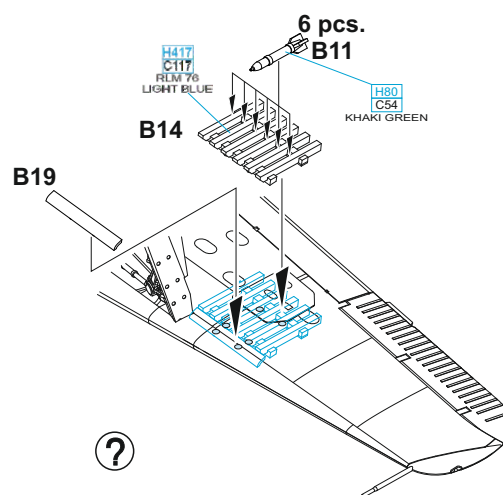
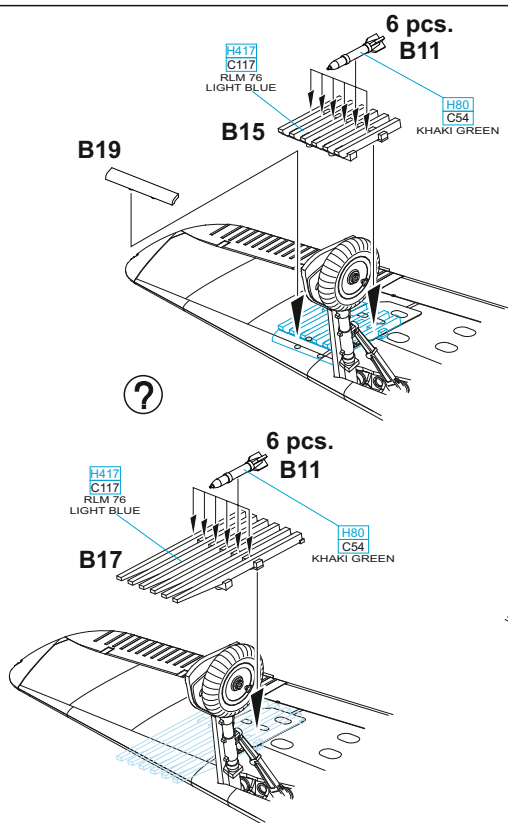
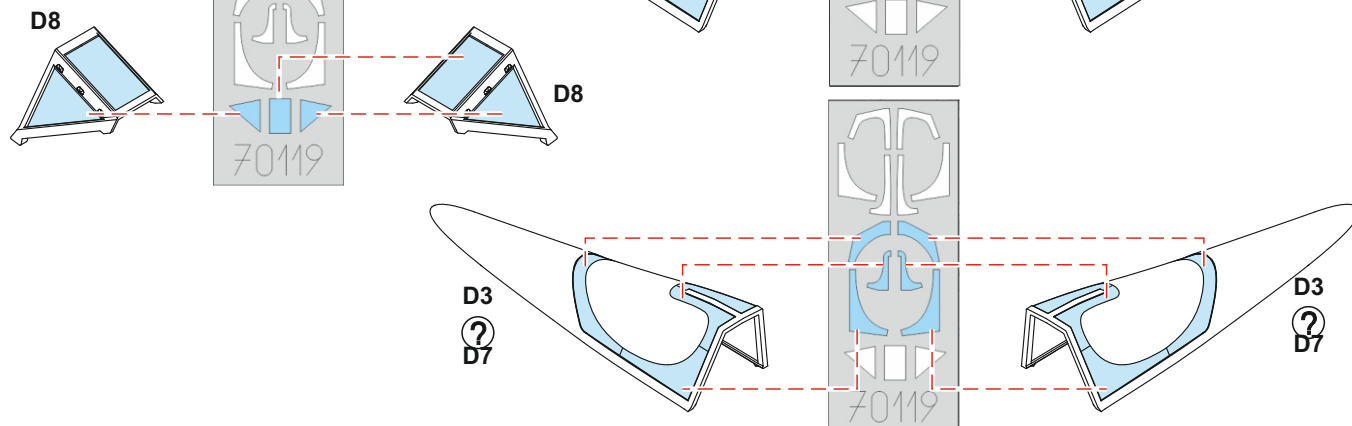


PE26 PE27







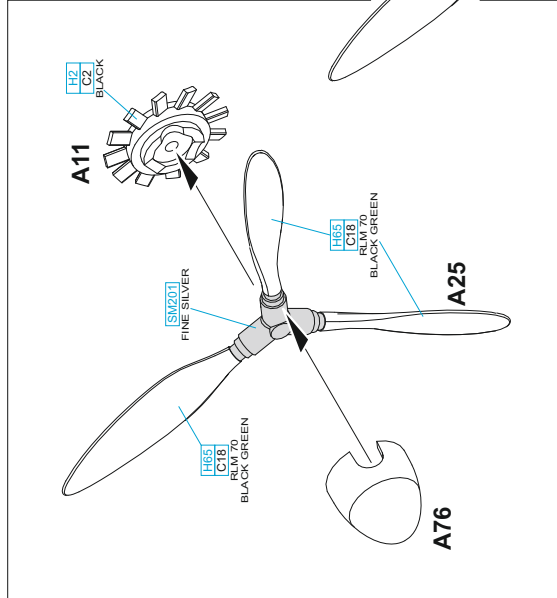
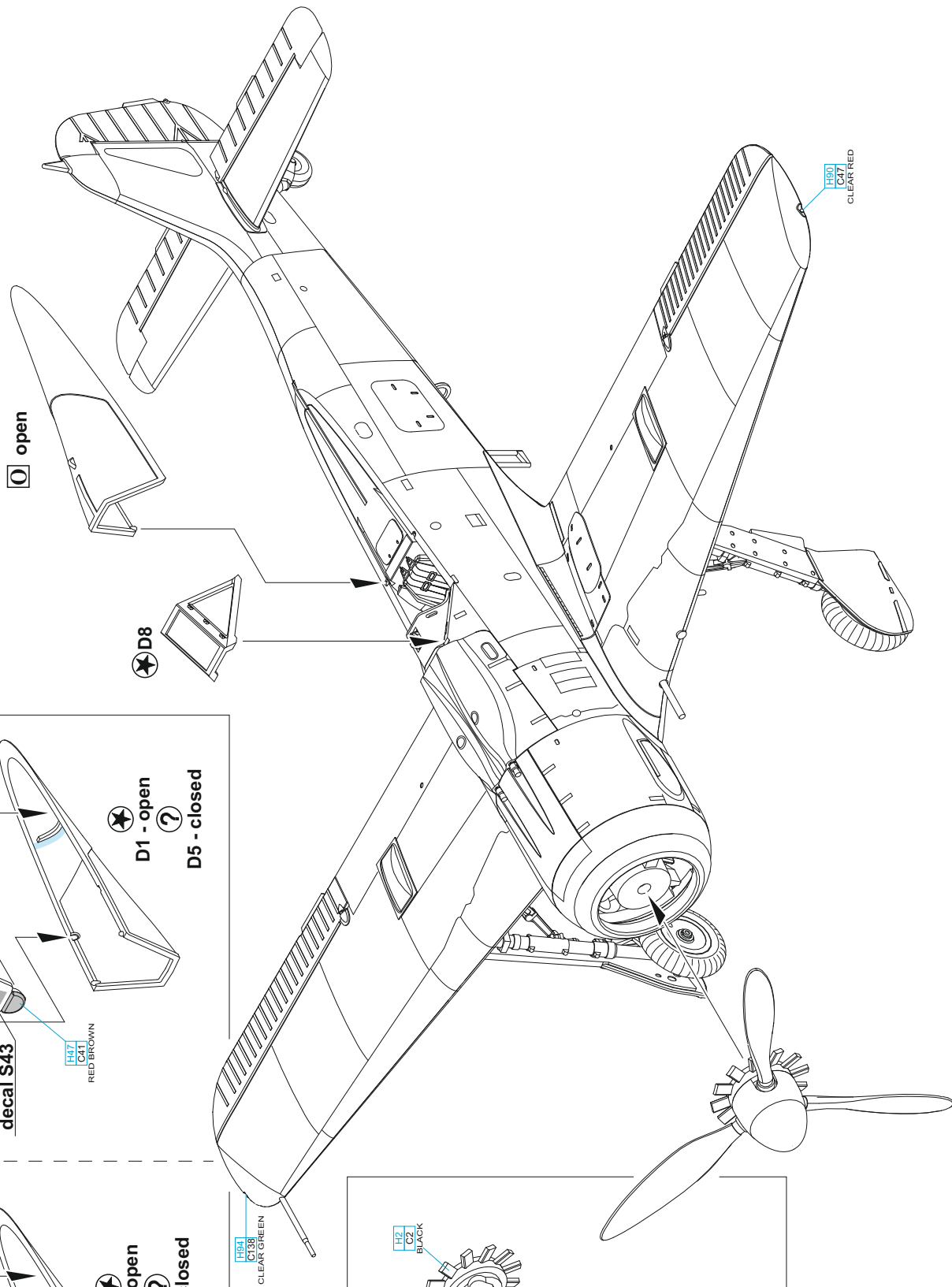
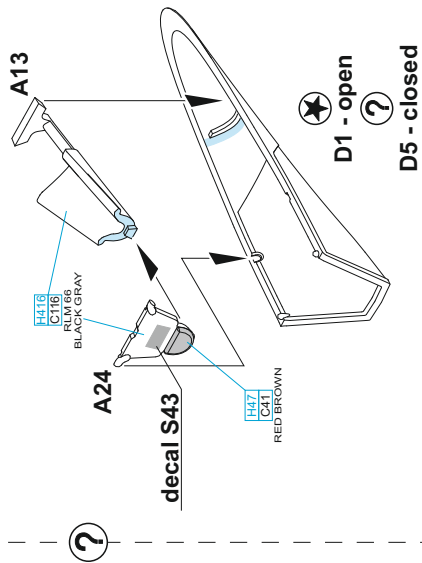
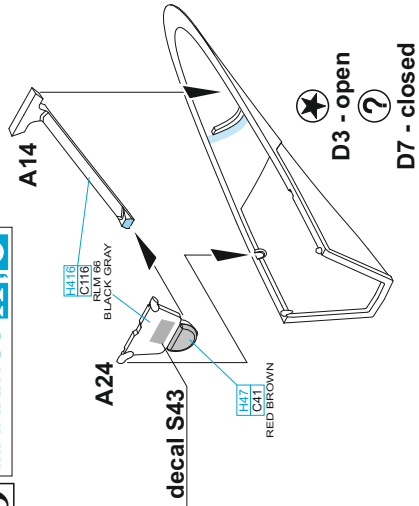






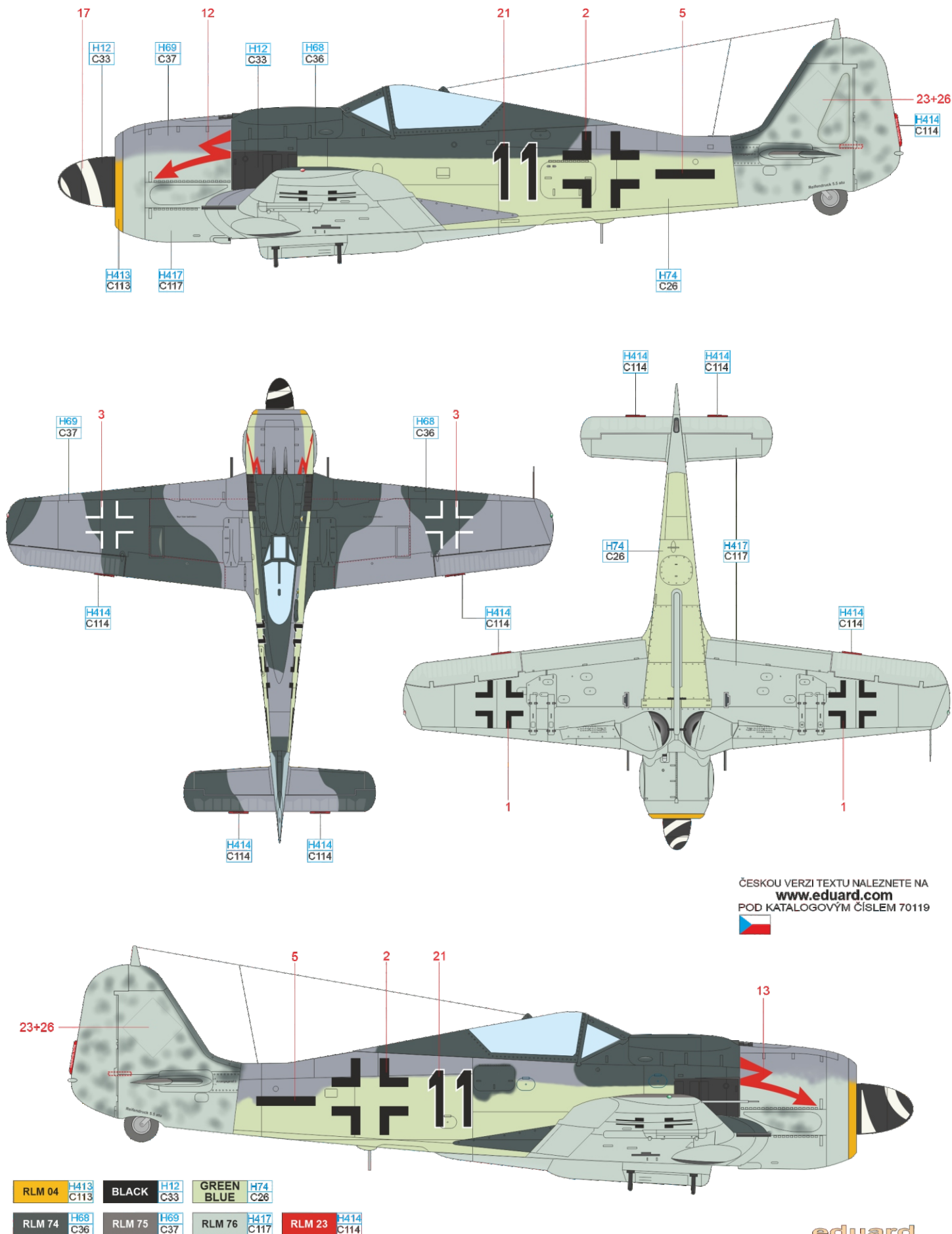
**O MARKINGS A;C**

**MARKINGS B;D;E**



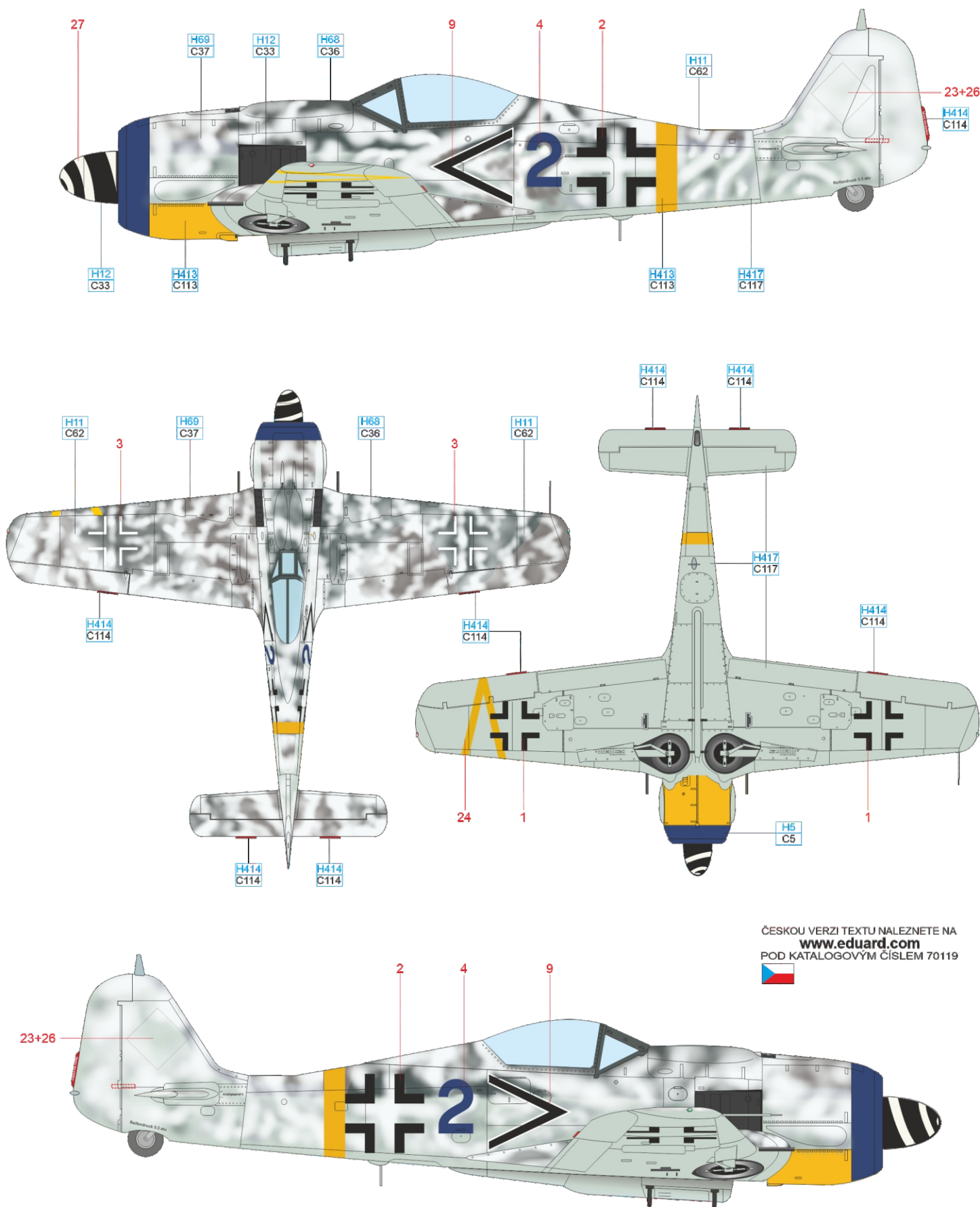
# A 5./SG 77, Cottbus, Germany, early March 1945

This aircraft was photographed at Cottbus airport in early 1945. It bore a standard camouflage scheme consisting of the RLM 74 and 75 colors on the upper surfaces. The lower surfaces were sprayed in RLM 76, which was complemented on the fuselage bottom by a green-blue shade of the RLM 76. The black horizontal stripe indicates the aircraft belonged to 5. Staffel SG 77. The significance of the red flash on the engine cowlings is unknown.



# B SG 2, Hungary, Winter 1944/1945

The standard camouflage of this aircraft of RLM 74 and 75 colors was covered with irregular white patches on the upper and side surfaces. The yellow band around the fuselage was complemented by yellow stripes forming a V on the wing. This marking was introduced by Fliegerkorps IV after Romania had crossed over to the other side of the conflict and it was necessary to visually distinguish its own German aircraft from the same types of Romanian aircraft, which became enemies.



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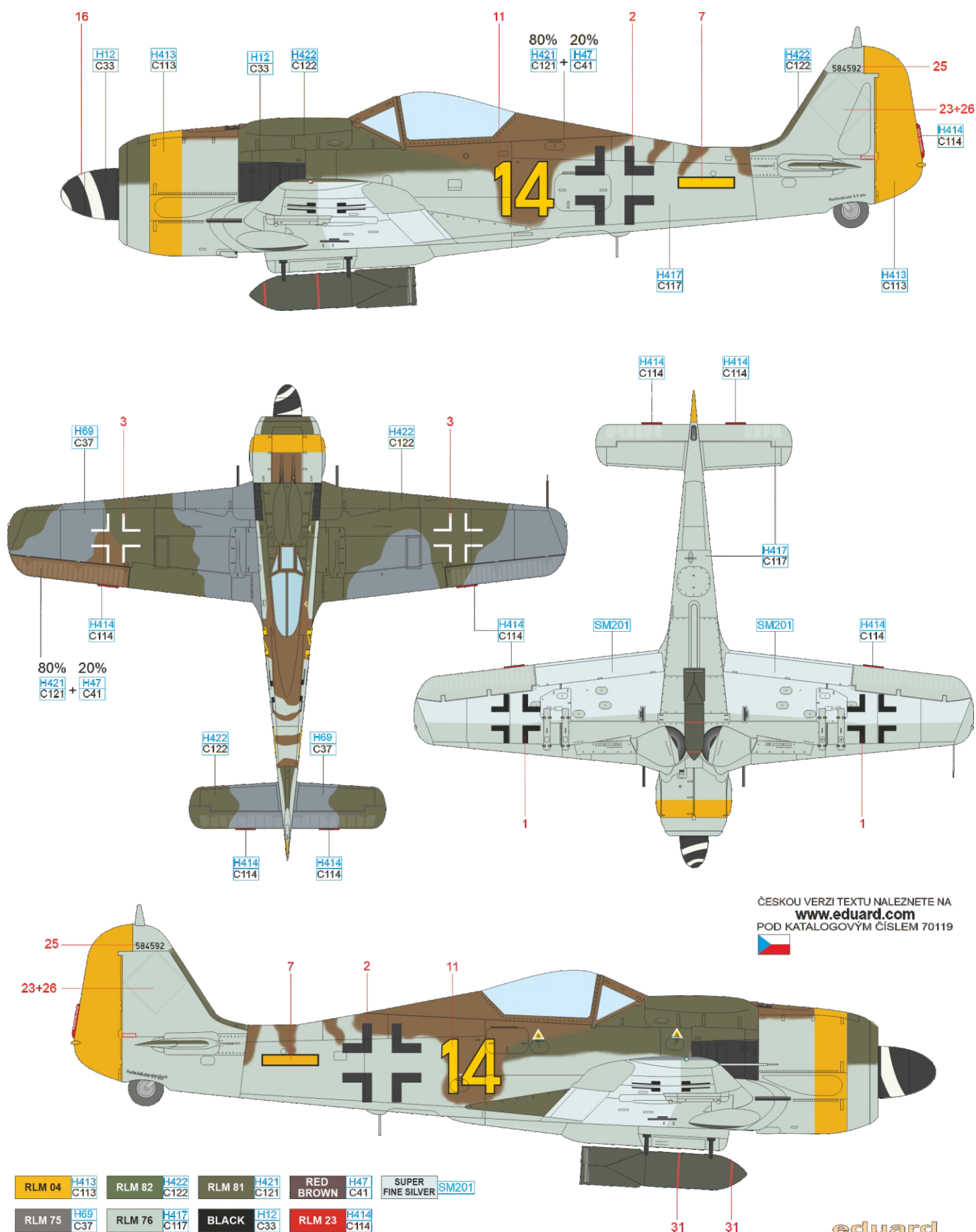
RLM 04	H413 C113	BLACK	H12 C33	WHITE	H11 C62	LIGHT BLUE	H5 C5
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117	RLM 23	H414 C114



During the time Schlachtgeschwader 4 operated in Italy, where the unit was part of efforts to slow down advancing Allied forces, its Fw 190F-8s sported an interesting appearance. The upper surfaces were painted over with sandy brown color complemented with irregular olive spots. This modification was done hastily in field conditions and led to partial respray of the insignia. Also, the white stripe on the upper side of the fuselage which indicated the unit operating in the Mediterranean theatre was resprayed. The aircraft belonged to the I. Gruppe and sported unit's emblem on the nose. The propeller cone was probably black, complemented with a white spiral.

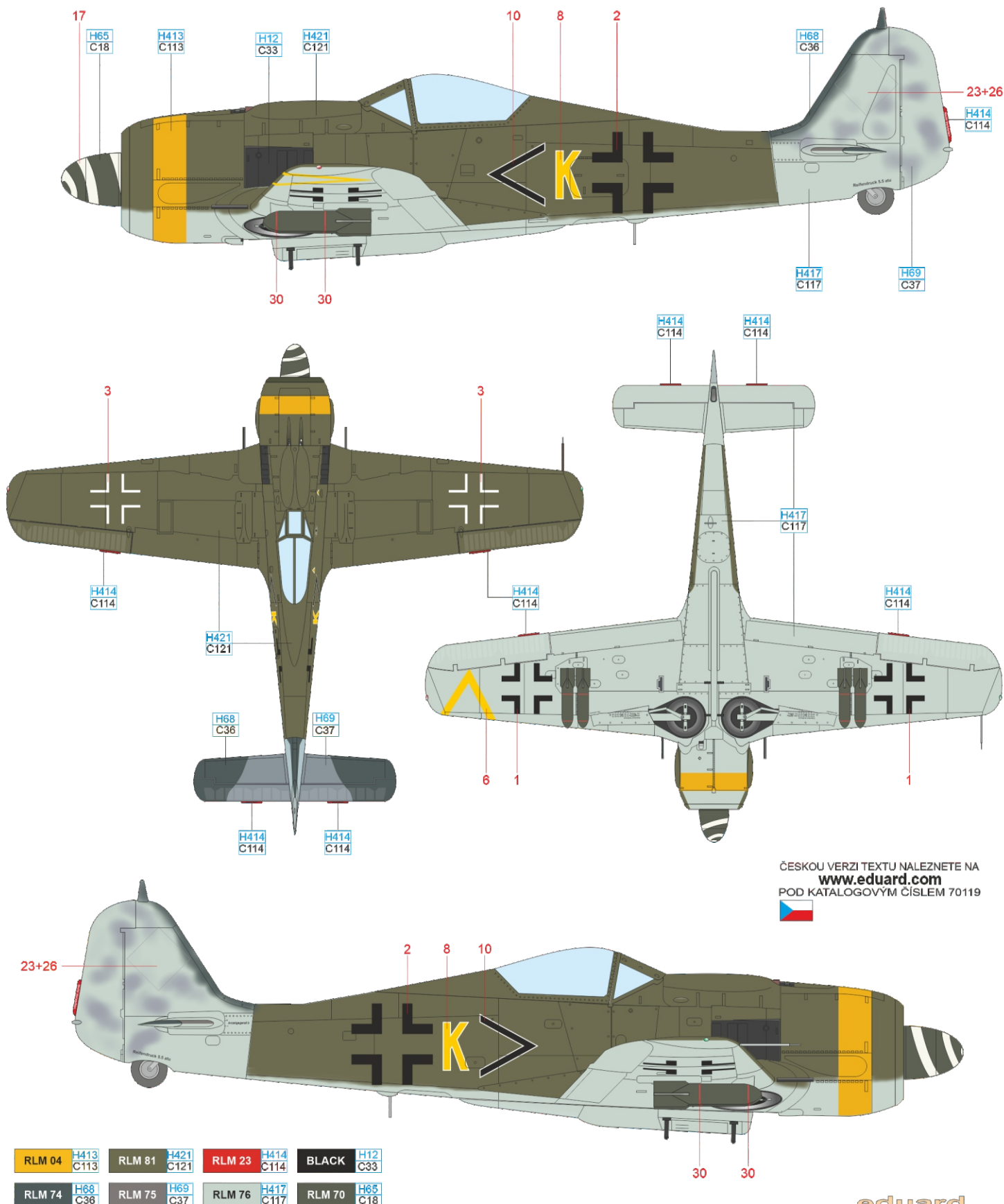


The yellow 14, belonging to II. Gruppe SG 2 or SG 10 and left behind by Luftwaffe personnel at the end of the war at Neubiberg, represents the Fw 190F-8 of the last production series. The upper surfaces were painted in RLM 75/76/81/82, while the lower surfaces were partly sprayed in RLM 76. Similar to the Fw 190D-9s produced at the end of the war, part of the lower wing surfaces were left in bare metal for example, while the flaps, ailerons and fuselage bottom were sprayed with RLM 76. The bottom of the elevator appears dark in the photo, but this is down to the different angle of its surface to the light source. A yellow band was sprayed around the nose, indicating attack aircraft of the Luftwaffe at the time.



# E SG 10, České Budějovice, Protectorate of Bohemia and Moravia, May 1945

One of the aircraft left by Stab SG 10 and some of its Gruppe at the airfield in České Budějovice was the Fw 190F-8 marked with a yellow letter K. It sported signs of camouflage modifications of some SG 10 aircraft at the end of the war. The entire upper surfaces were brushed over with dark green RLM 81 or a very similar color. As it was made in field conditions the green color interfered irregularly with the lower surfaces. The insignia on the upper side of the wing and on the fuselage partially perished under the new paint. Shortly afterwards the yellow K got a replacement tail surfaces in the standard grey-gray camouflage from a destroyed Fw 190. This was the reason for the mismatch in the style of the applied crosses and swastikas. By May 1945, the brush-painted green color was considerably worn. The identifying yellow Jabo stripe wrapped around the engine cowling. Inconsistent interpretation of the regulation on the application of this stripe led to different widths of the stripe and also to different positions of its application. For this scheme, the yellow stripe appearance was reconstructed according to the most common occurrence within SG 10. It is worth noting the removal of the lower main landing gear wheel covers, which was intended to prevent operational difficulties on muddy airfields. The aircraft carried ETC 50 hangers for four 50 kg bombs under the wings.



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