

GERMAN WWII FIGHTER 1:48 SCALE PLASTIC KIT



eduard

intro

DUAL COMBO!



In this kit, released also as a Limited Series edition, we bring you the Focke-Wulf Fw 190A, that flew combat with the well known fighter unit, JG 54 'Grünherz'. Jagdgeschwader 54 was formed through a very complicated process, but this only served to raise the level of significance of the unit later on. The foundation for the unit was laid in February, 1940, but its formation with three Gruppe (each with Stab and three Staffel, with each Gruppe fielding some forty aircraft) goes back to the summer of the same year. Its Kommodore (Geschwader Commanding Officer) from August 24th, was Hannes Trautloft. The only original component of JG 54 can be considered I. Gruppe (I./JG 54). II./JG 54 was, up to July, 1940, an independent unit carrying the designation I./JG 76 (earlier being a component of JG 2) and III./JG 54, similarly an independent entity, originally designated I./JG 21 and operationally subordinate to JG 27. Trautloft was tasked with the chore of taking these elements, combining them into one unit and leading them successfully into combat. He managed to this by the end of the Battle of Britain, and his JG 54 became one of the best escort units in the Luftwaffe.

Another conflict in which Trautloft led his unit, was that of the Balkans. Participants included II. and III./JG 54, as well as, naturally, the Kommodore with his Stab. Here, the German pilots met the Bf 109E which served with the Yugoslav Air Force. After the end of that campaign, Trautloft flew a captured glider, which ended in a crash. Trautloft walked away.

In June, 1941, the entire Jagdgeschwader 54 took part in the attack on the Soviet Union. It was here that Trautloft initiated the use of his personal 'Green Heart' emblem as the unit insignia, but his personal use of it went back to his days as a volunteer in Spain. The choice of the 'Grünherz' had its basis in the fact that Trautloft hailed from Thuringia, a region that thanks to its widespread forested areas was known as 'the green heart of Germany'. His pilots adapted the marking as their own. It appeared on the units aircraft, groundcrew, and even on the collar of the Kommodore's Dachshund. Even to this day, some of the veterans of the unit have the emblem on their mail boxes!

In comparison with the fight over western Europe, the Soviet Union demanded a different approach and there were also different natural conditions that played their part, all of which quickly led JG 54 to modify the camouflage of their aircraft.

An example can be taken from the Kommodore's aircraft, who's aircraft bore little resemblance to prescribed instructions at the beginning of the attack on Russia. There are a lot of theories as to where these paints came from, and their actual shades. The vast majority of JG 54 combat on the Eastern Front under Trautloft's command encompassed the northern and central regions within the framework of Luftflotte 1. Despite the vastness of the area covered, Trautloft always maintained contact with all components of the unit, and he knew all pilots personally, including petty officers. Under his leadership, many successful pilots and commanding officers developed, such as Nowotny, Kittel, Phillip, Beisswenger, Hrabak, Ostermann, Rudorffer, Stotz, Koller, and so on.

On July 27th, 1941, Trautloft was awarded the Knight's Cross. He did not receive this for attaining a specific number of combat kills, but for the success of the whole of JG 54. The number of kills accumulated by German pilots on the Eastern Front, as opposed to the west, were nothing short of incredible. JG 54 recorded its 1000th kill already on August 1st, 1941 (Lt. Ostermann), its 2000th on April 4th, 1942 (Ofw. Klemm) and its 3000th on September 14th, 1942 (by Lt. Heyer).

In the winter of 1942/1943, part of the unit was transferred to the western Europe with their Messerschmitt Bf 109Gs for combat against a new enemy, at different altitudes, and against ground defenses that were untouchable on the Eastern Front. The remainder of JG 54 turned in their Bf 109Gs for the Focke-Wulf Fw 190A. The Focke-Wulf quickly acquired favor with the pilots. Compared to the Messerschmitts, the Focke-Wulfs were more comfortable to fly, had a safer landing gear, better armament and could also absorb significant damage.

The aforementioned Walter Nowotny gained the units 6000th kill on October 9th, 1943, flying the Fw 190. At the same time, he was the first member of JG 54 to reach 250 kills. The 200 kill threshold was crossed by four pilots, which for some time served with JG 54.

Jagdgeschwader 54 gained over 9000 kills over the course of the war, but lost over 700 pilots. In the last year of the war, it concentrated operations over Finland (as a part of the Kuhlmeij Combat Group protecting Fins in Karelia) and in the Baltics. Its III./JG 54 on the Western Front became the first unit to fly the Fw 190D, and was later integrated into JG 26. The end of the war saw them in northern Germany, where they fell into captivity to the British. After the war, many of its members returned to civil or military flying, some of them even reaching significant heights within NATO.

úvodem

V této stavebnici, vydané v limitované sérii, vám přinášíme Focke-Wulfov Fw 190 A, které bojovaly v řadách známé stíhací jednotky – JG 54 „Grünherz“.

Jagdgeschwader 54 vznikala velmi komplikovaným způsobem, ale o to významnější jednotkou se však později stala. Její štáb byl založen již v únoru 1940, ale vznik eskadry se třemi Gruppe (každá měla štáb a tři Staffel, celkem měla jedna Gruppe cca 40 letounů) se datuje až do léta 1940. Jejím Kommodorem (velitelem Geschwader) byl 24. srpna jmenován Hannes Trautloft. Za jedinou původní součást JG 54 lze považovat její I. Gruppe (I./JG 54). Naproti tomu II./JG 54 byla až do začátku července 1940 samostatnou jednotkou s označením I./JG 76 (dříve spadala pod JG 2) a III./JG 54 byla rovněž „samorostem“ – původně nesla označení I./JG 21 a operačně spadala pod JG 27.

Před Trautloftem stál úctyhodný úkol – vytvořit z těchto samostatných těles jednu eskadru a úspěšně ji vést v boji. To se mu v závěru Bitvy o Británii podařilo a jeho JG 54 patřila mezi nejlepší eskortní útvary Luftwaffe.

Dalším konfliktem, do kterého své stíhače Trautloft vedl, bylo tažení na Balkáně. Účastnily se ho II. a III./JG 54 a samozřejmě i Kommodore se svým štábem. Němečtí letci se zde střetli s Messerschmitty Bf 109 E, které používali jugoslávští piloti. Po skončení bojů si Trautloft nad Bělehradem vyzkoušel ukořistěný větroň. Let však skončil havárií během přistání, Trautloft našťastí vyvázl bez zranění.

V červnu 1941 se celá Jagdgeschwader 54 zapojila do útoku na Sovětský svaz. Právě v té době Trautloft zavedl svůj osobní emblém „zelené srdce“ jako emblém celé eskadry, sám jej používal již jako dobrovolník ve Španělsku. Volba symbolu „Grünherz“ měla základ ve skutečnosti, že Trautloft pocházel z Durynska, které bylo díky rozsáhlým lesům označováno jako „Zelené srdce Německa“. Jeho piloti přijali srdce za své. Začalo se objevovat na letounech, pozemní technice, dokonce jej měl na obojku i Kommodorův jezevčík. Ještě dnes jej mají někteří veteráni z JG 54 na svých pozemních schránkách!

Ve srovnání se západní Evropou se v Sovětském svazu vedl boj zcela jiným způsobem a panovaly zde odlišné přírodní podmínky, což rychle vedlo JG 54 k modifikacím kamufláží letadel.

Příkladem byl opět Kommodore, který již na počátku ruského tažení létal se stíhačkou, jejíž vzhled neměl se standardní tovární kamufláží mnoho společného. Existuje řada teorií, odkud mohly tyto barvy pocházet a o jaké odstíny přesně šlo.

Po převážnou většinu bojů na východní frontě pod Trautloftovým vedením působila JG 54 v severním a středním úseku fronty v rámci Luftflotte 1. I přes velikost území, kde eskadra bojovala, se Trautloftovi dařilo udržet si kontakt se všemi částmi eskadry a znal osobně všechny piloty, včetně poddůstojníků. Pod jeho vedením vyrostla řada úspěšných stíhačů a velitelů, jako byli Nowotny, Kittel, Phillip, Beisswenger, Hrabak, Ostermann, Rudorffer, Stotz, Koller atd.

Dne 27. července 1941 obdržel Trautloft Rytířský kříž, avšak nedostal ho za dosažení určitého počtu osobních vítězství. Za udělením tohoto prestižního vyznamenání stály dosavadní úspěchy celé JG 54.

Množství leteckých vítězství, kterých dosahovali němečtí stíhači na východní frontě, bylo ve srovnání s boji na Západě takřka neuvěřitelné. JG 54 zaznamenala své 1000. vítězství již 1. srpna 1941 (Lt. Ostermann), 2000. vítězství získal Ofw. Klemm dne 4. dubna 1942 a 3000. vítězství zaznamenal 14. září 1942 Lt. Heyer.

V zimě 1942/1943 se část eskadry přesunula s Messerschmitty Bf 109 G do západní Evropy a musela se zcela přeorientovat na boj s jiným nepřítelem, v jiných výškách a s pozemním zabezpečením, které bylo na východní frontě nedosažitelné. Zbytek JG 54 přezbrojil z Messerschmittů Bf 109 G na Focke-Wulfov Fw 190 A. „Stodevadesátky“ si piloti rychle oblíbili. Ve srovnání se stodevkami se daly mnohem komfortněji ovládat, měly bezpečnější podvozek, silnější výzbroj a vydržely i značná poškození.

Již zmíněný Walter Nowotny získal 6000. vítězství eskadry 9. října 1943 právě na Fw 190. Současně byl prvním příslušníkem JG 54, který docílil 250 vítězství. Hranici 200 vítězství překročili celkem čtyři letci, kteří po určitou dobu sloužili u JG 54.

Jagdgeschwader 54 dosáhla za celou dobu války více než 9000 vítězství, ale ztratila přes 700 pilotů. V závěrečném roce války působila především ve Finsku (jako součást bojového svazu Kuhlmeij při obraně Finů v Karelii) a v Pobaltí. Její III./JG 54 se na Západní frontě stala první jednotkou, která začala v boji používat Fw 190 D a později byla začleněna do JG 26. Konec války příslušníky JG 54 zastihl v severním Německu, kde se dostali do britského zajetí.

Po válce se řada stíhačů JG 54 vrátila k civilnímu nebo vojenskému letectví, někteří z nich dokonce dosáhli významných funkcí v rámci NATO.



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 lepidel pracujte v dobře vetrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOU
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る



REMOVE
ODRÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EXPRESS MASK
AND PAINT
POUŽIT EXPRESS MASK
NABARVIT

PARTS



DÍLY



TEILE



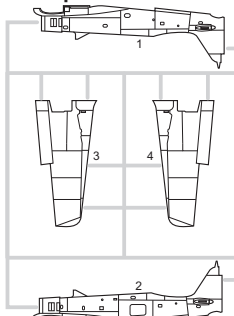
PIÈCES



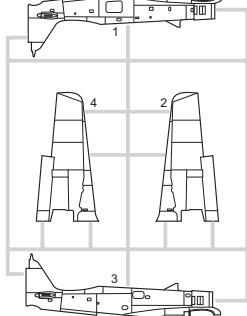
部品

PLASTIC PARTS

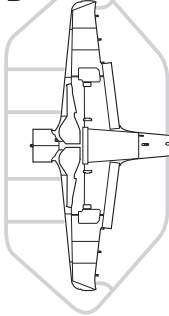
A> 2pcs.



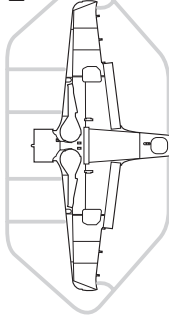
C>



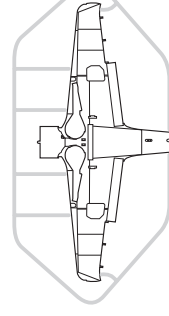
D>



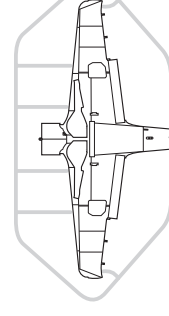
E>



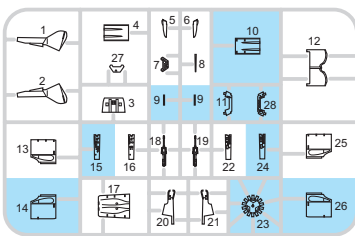
F>



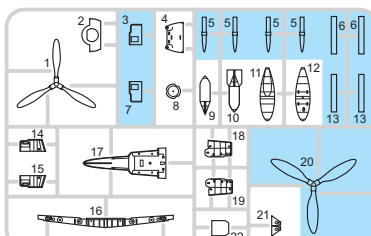
G>



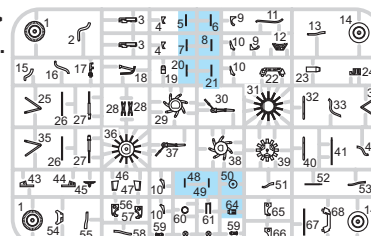
H> 2pcs.



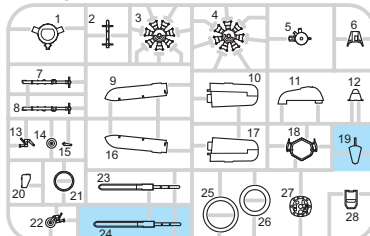
I> 2pcs.



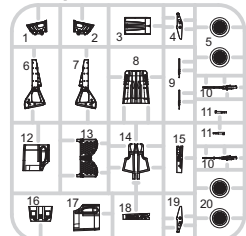
J> 2pcs.



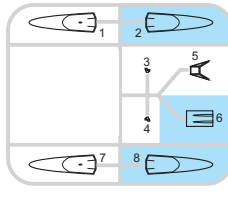
K> 2pcs.



L> 2pcs.



N> 2pcs.



eduard

MASK

PE - PHOTO ETCHED
DETAIL PARTS

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

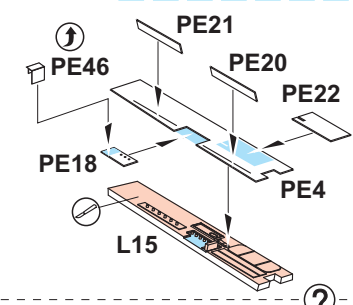


色

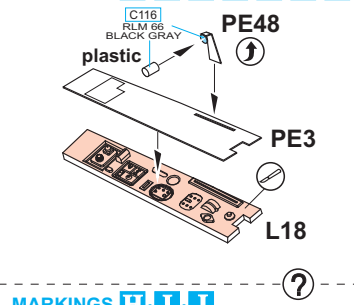
GSI Creos (GUNZE)		
AQUEOUS	Mr. COLOR	
[H 2]	C002	BLACK
[H 3]	C003	RED
[H 4]	C004	YELLOW
[H 11]	C062	FLAT WHITE
[H 12]	C018	FLAT BLACK
[H 25]	C034	SKY BLUE
[H 47]	C041	RED BROWN
[H 64]	C017	RLM71 DARK GREEN
[H 65]	C018	RLM70 BLACK GREEN
[H 68]	C036	RLM74 DARK GRAY
[H 69]	C037	RLM75 GRAY

AQUEOUS	Mr. COLOR	
[H 70]	C060	RLM02 GRAY
[H 77]	C137	TIRE BLACK
[H 80]		KHAKI GREEN
[H 344]		RUST
	C116	RLM66 BLACK GRAY
[H 417]	C117	RLM76 LIGHT BLUE
Mr. METAL COLOR		
[MC213]		STAINLESS
[MC214]		DARK IRON
[MC218]		ALUMINIUM
Mr. COLOR SUPER METALLIC		
[SM01]		SUPER FINE SILVER

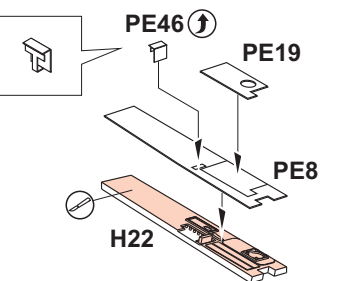
MARKINGS **A B C D E F G**



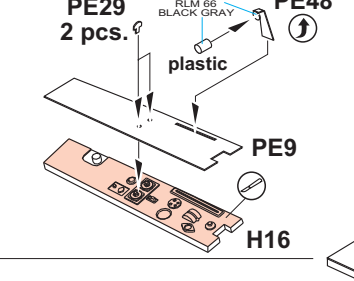
MARKINGS **A B C D E F G**



MARKINGS **H I J**

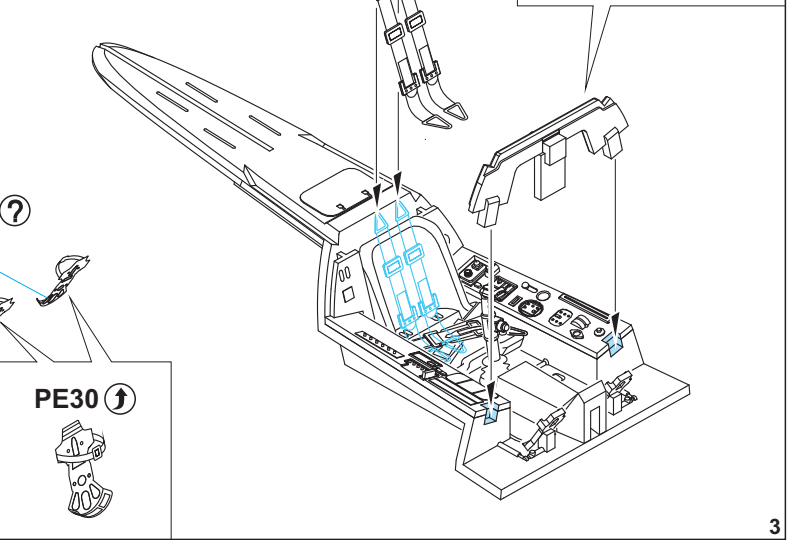
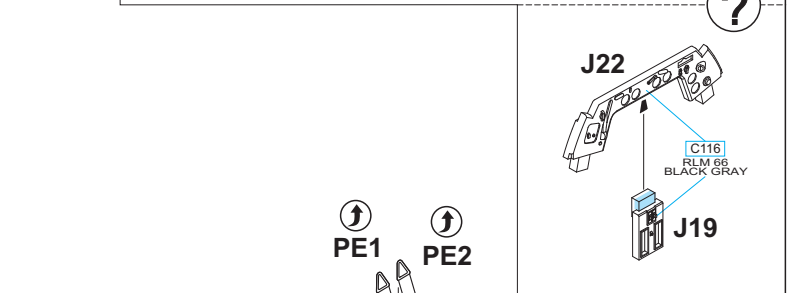
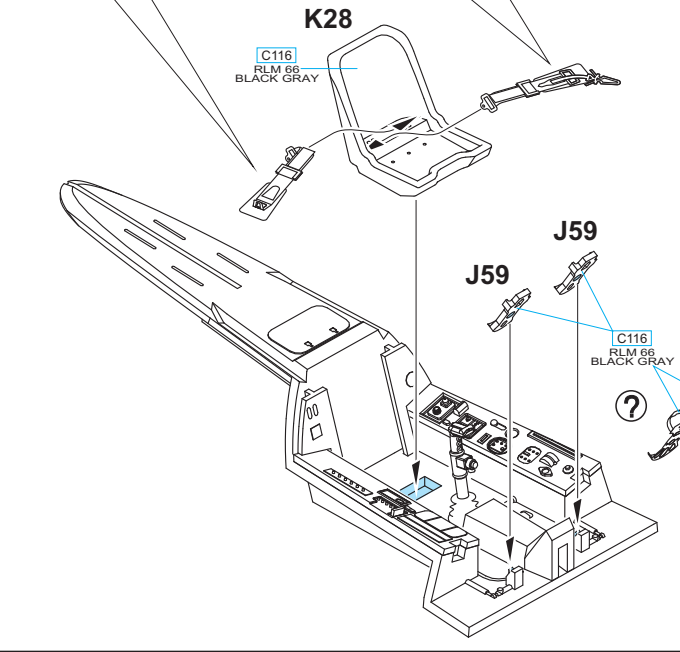
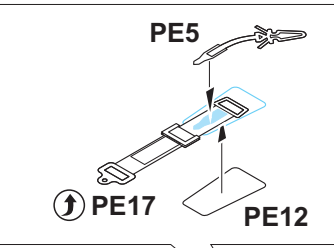
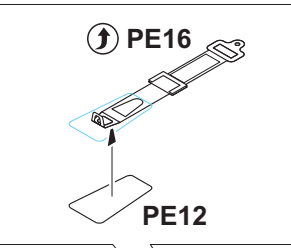
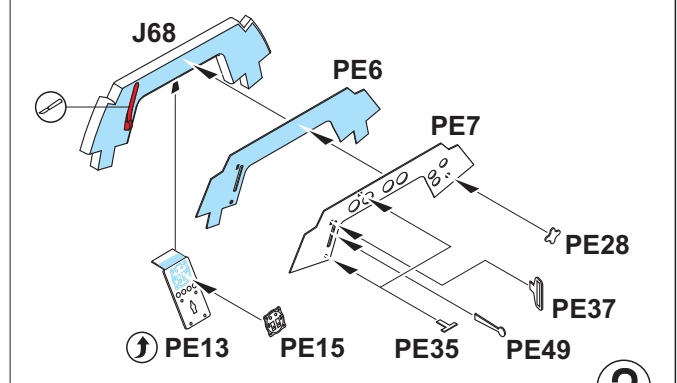
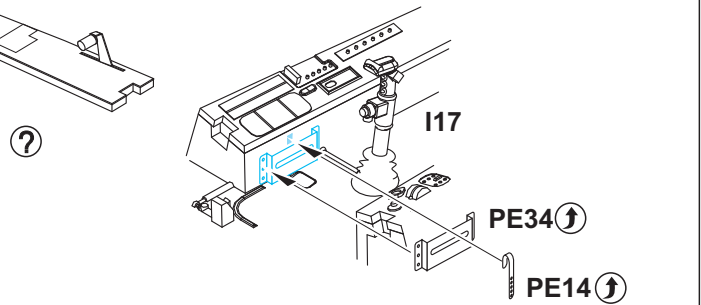
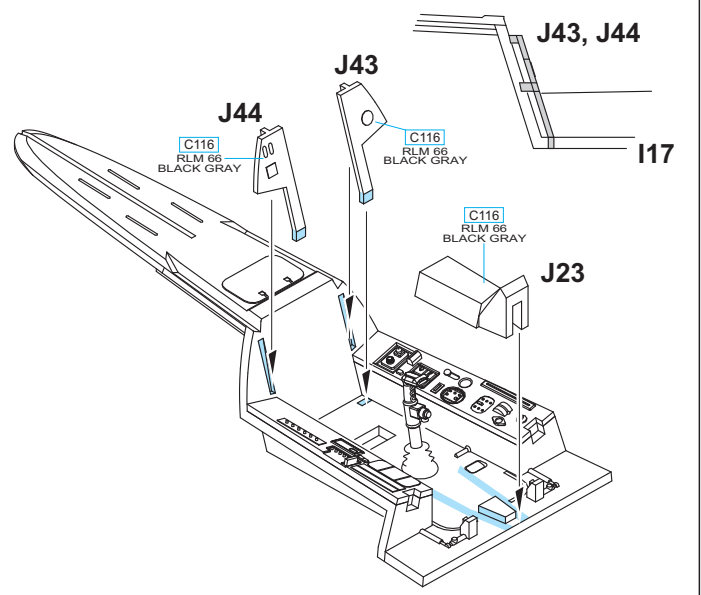
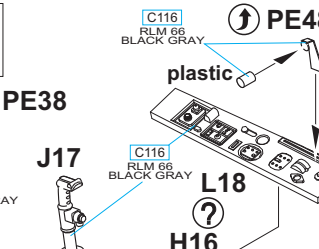
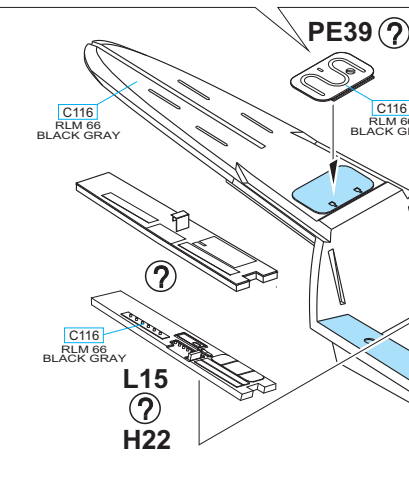


MARKINGS **H I J**

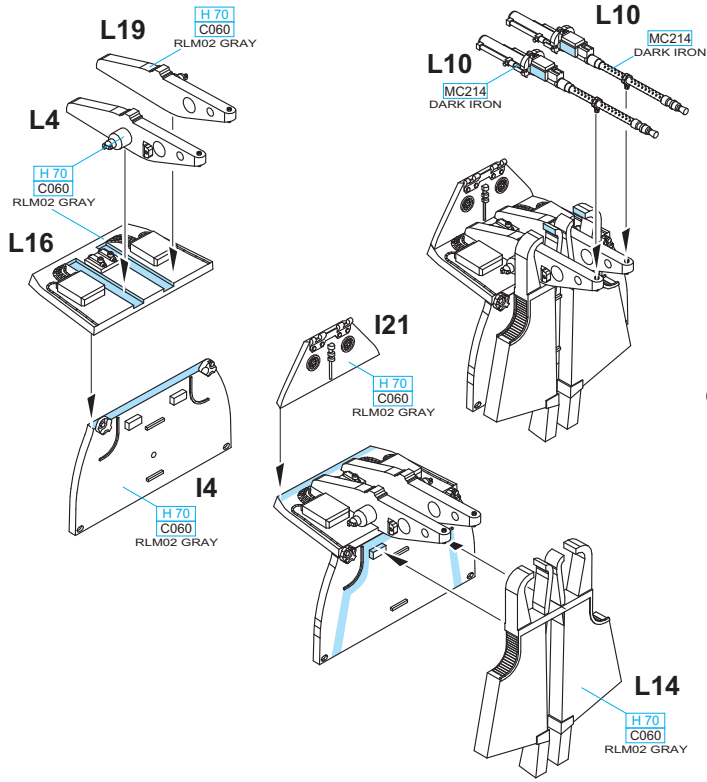


PE39 - MARKINGS **A B C D E F G**

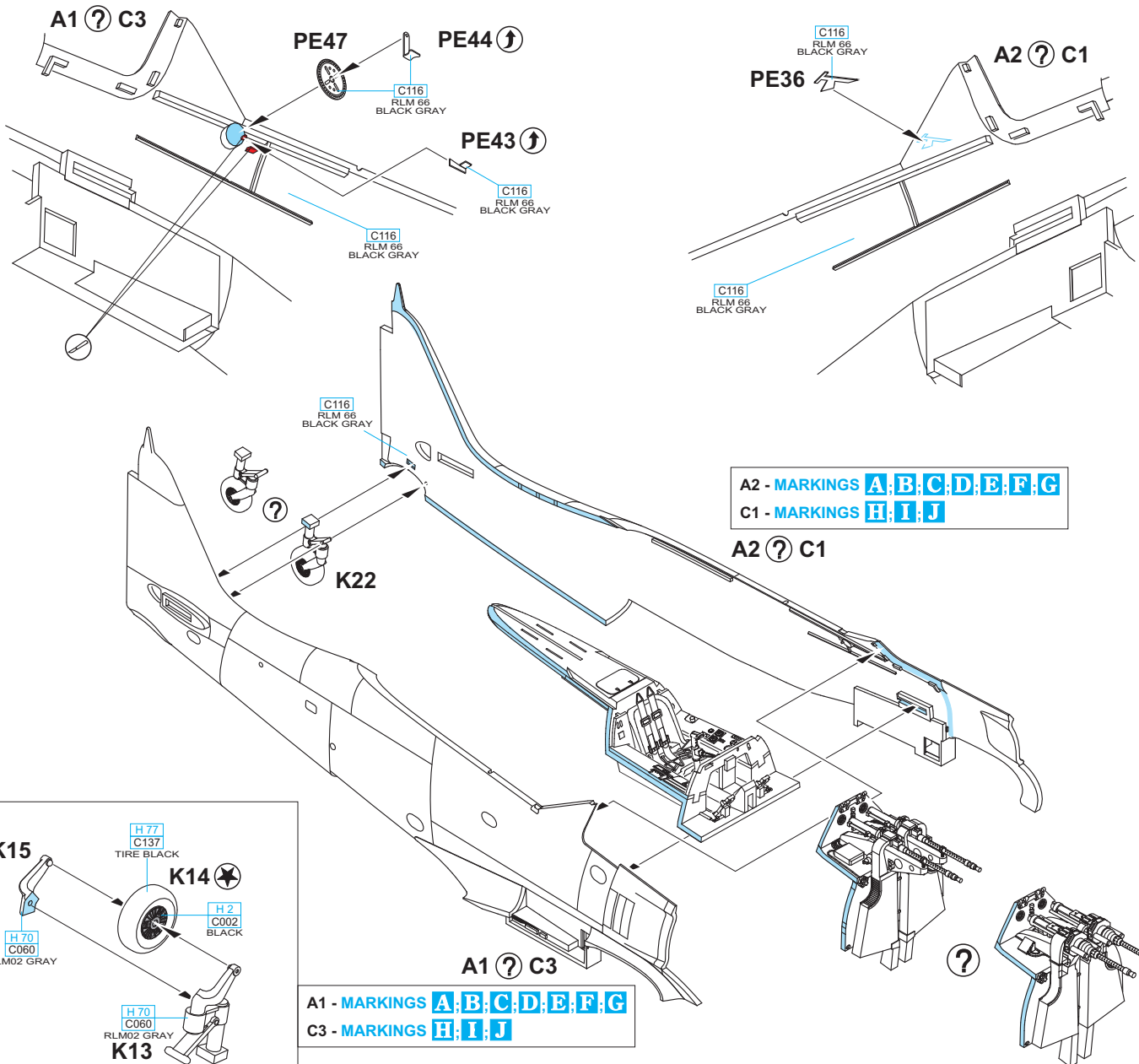
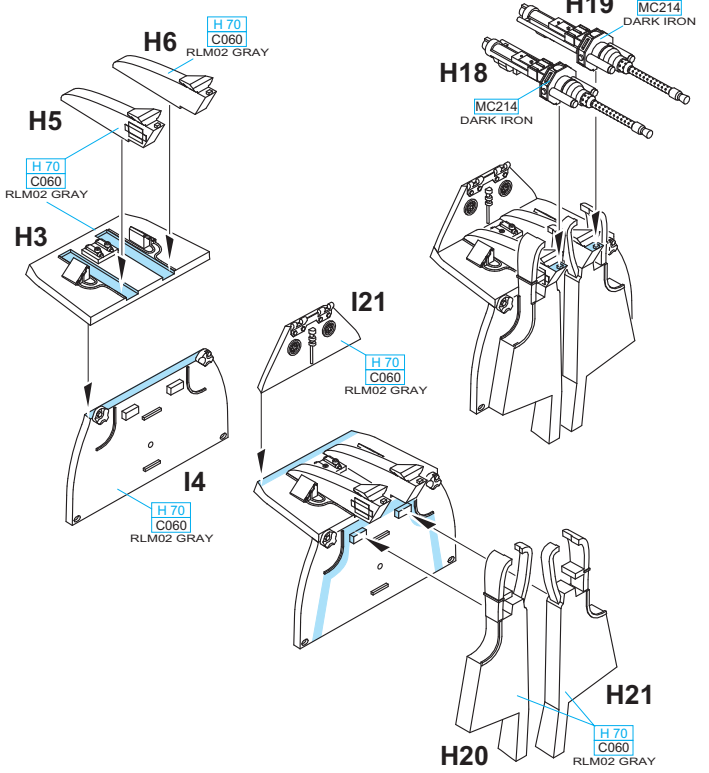
PE38 - MARKINGS **H I J**



MARKINGS **A**:**B**:**C**:**D**:**E**:**F**:**G**



MARKINGS **H**:**I**:**J**



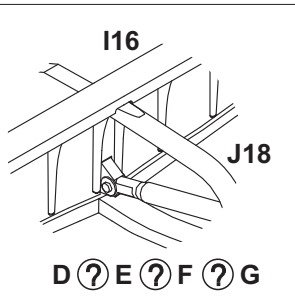
A2 - MARKINGS **A**:**B**:**C**:**D**:**E**:**F**:**G**
 C1 - MARKINGS **H**:**I**:**J**

A1 - MARKINGS **A**:**B**:**C**:**D**:**E**:**F**:**G**
 C3 - MARKINGS **H**:**I**:**J**

GLUE PART K20 INTO WING (D, E, F, G) FIRST,
 THEN GLUE I16 IN MARKED PLACE
 NALEPTE NEJPRVE DÍL K20 DO KŘÍDLA (D, E, F, G),
 TEPRVE PAK NALEPTE NOSNÍK I16 NA VYZNAČENOU POZICI

MARKINGS **C;H;I;J** ONLY

IF K23/ K2 FUEL TANK
 RACK INSTALED

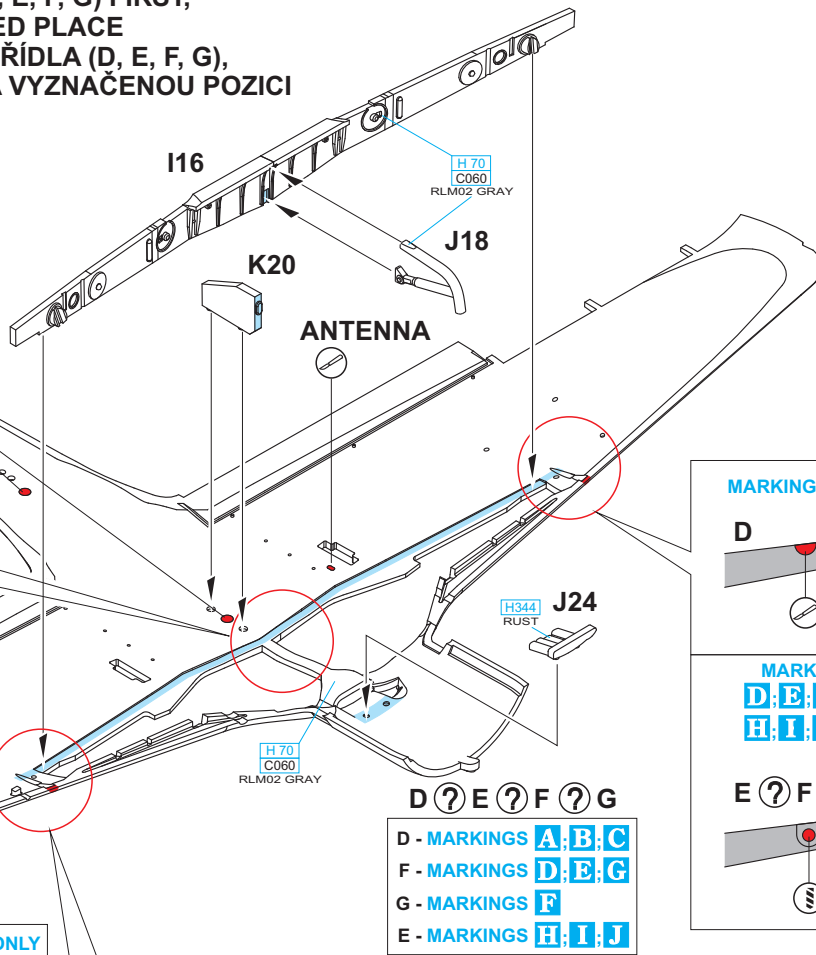


I16

J18

D ? E ? F ? G

⊗ ?



H 70
C060
RLM02 GRAY

J18

K20

ANTENNA

H344
RUST

J24

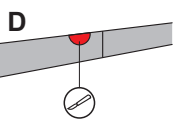
H 70
C060
RLM02 GRAY

D ? E ? F ? G

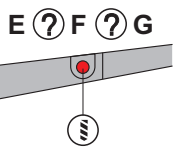
D - MARKINGS **A;B;C**
 F - MARKINGS **D;E;G**
 G - MARKINGS **F**
 E - MARKINGS **H;I;J**

E - MARKINGS **H;I;J** ONLY

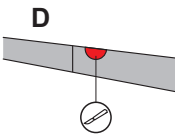
MARKINGS **B;C**



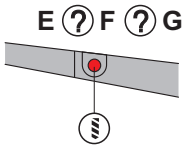
MARKINGS
D;E;F;G;
H;I;J



MARKINGS **B;C**



MARKINGS
D;E;F;G;
H;I;J



J56

J65

H 70
C060
RLM02 GRAY

J9

J66

J57

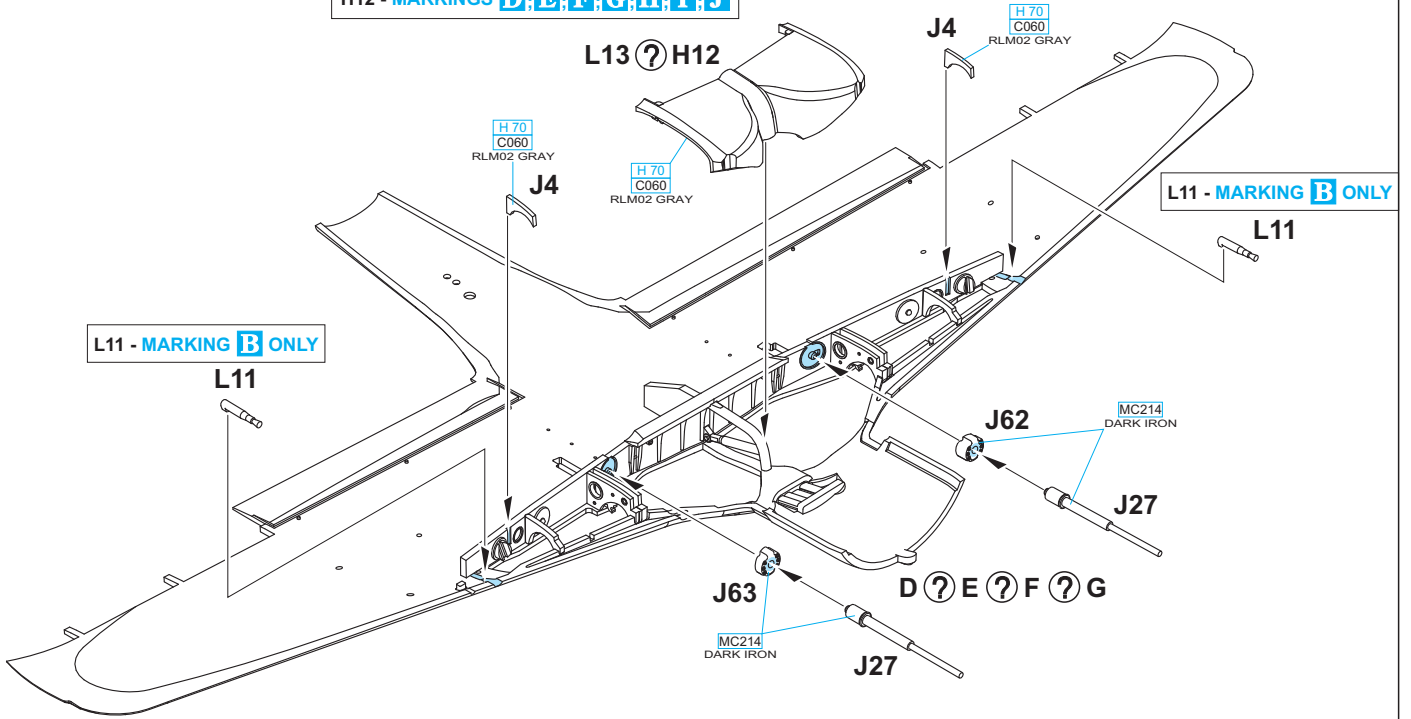
H 70
C060
RLM02 GRAY

H 70
C060
RLM02 GRAY

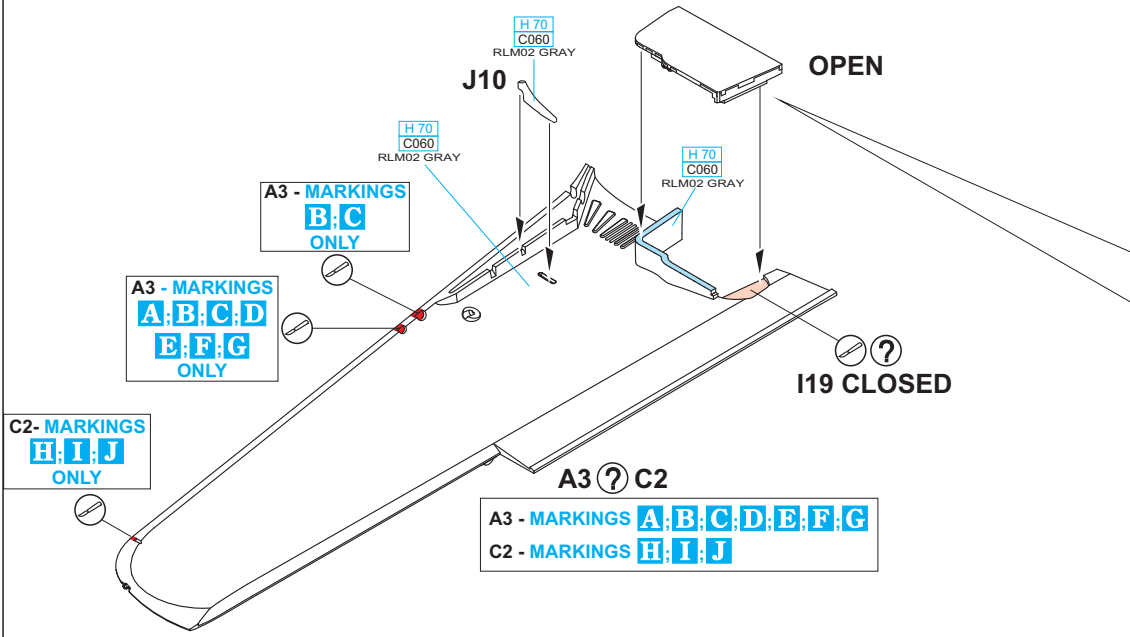
J9

D ? E ? F ? G

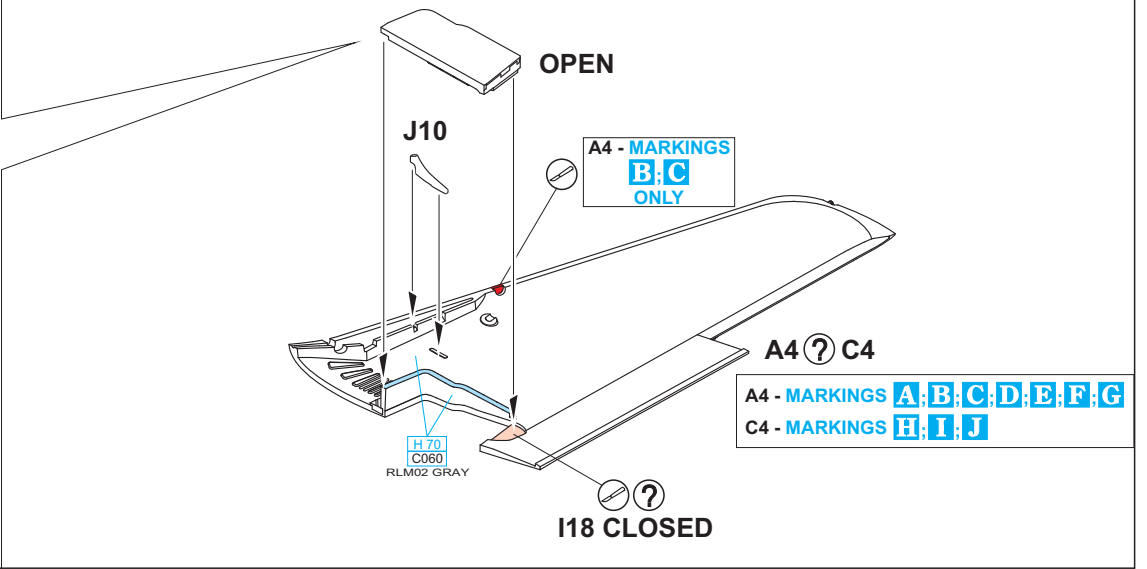
L13 - MARKINGS **A;B;C**
 H12 - MARKINGS **D;E;F;G;H;I;J**



DON'T USE PART J3 IF CANNON BAY HATCH I18/ I19 IS TO BE CLOSED POSITION
NEINSTALUJTE DÍL J3 POKUD MÁ BÝT KRYT KANÓNU I18/ I19 ZAVŘENÝ



DON'T USE PART J3 IF CANNON BAY HATCH I18/ I19 IS TO BE CLOSED POSITION
NEINSTALUJTE DÍL J3 POKUD MÁ BÝT KRYT KANÓNU I18/ I19 ZAVŘENÝ



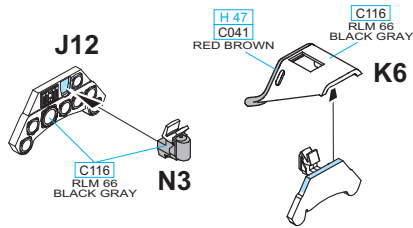
A4 ? C4

A3 ? C2

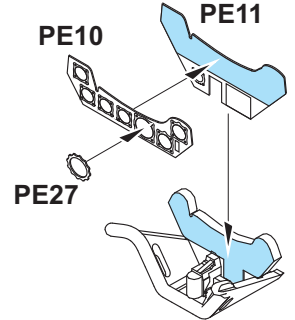
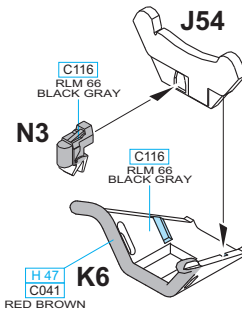
D ? E ? F ? G

GLUE PART J54, H27 INTO PART K6 FIRST,
THEN GLUE PHOTO-ETCHED PARTS
PE10/PE11 ONTO PART J54, H27
VLEPTE NEJPRVE DÍL J54, H27 DO DÍLU K6,
POTOM VLEPTE KOVOVÉ DÍLY
PE10/PE11 NA DÍL J54, H27

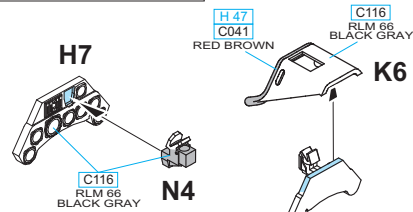
MARKINGS **A; B; C; D; E; F; G**



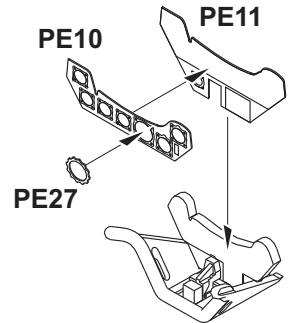
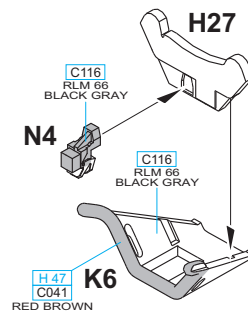
?



MARKINGS **H; I; J**

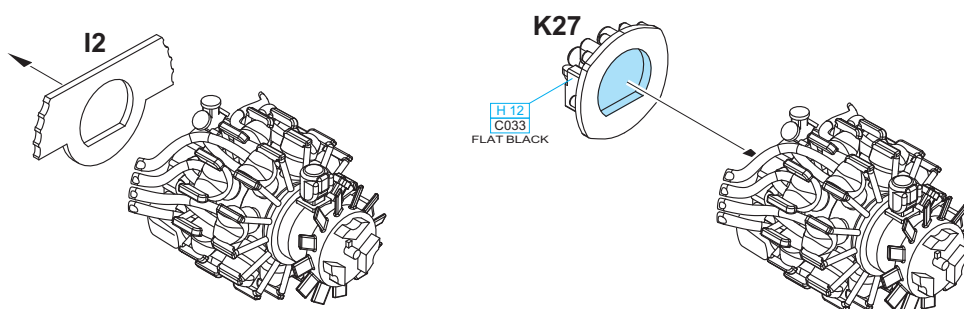
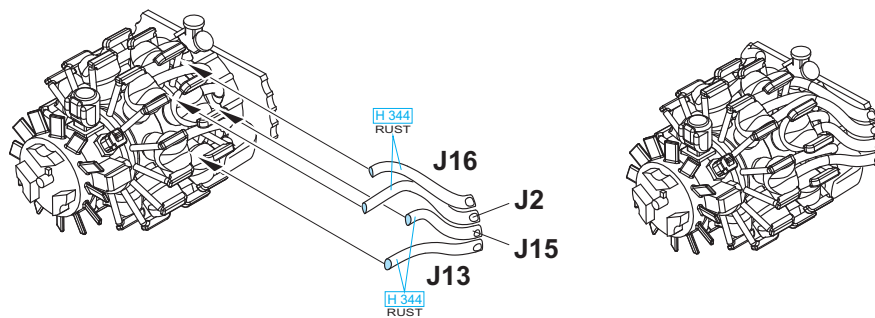
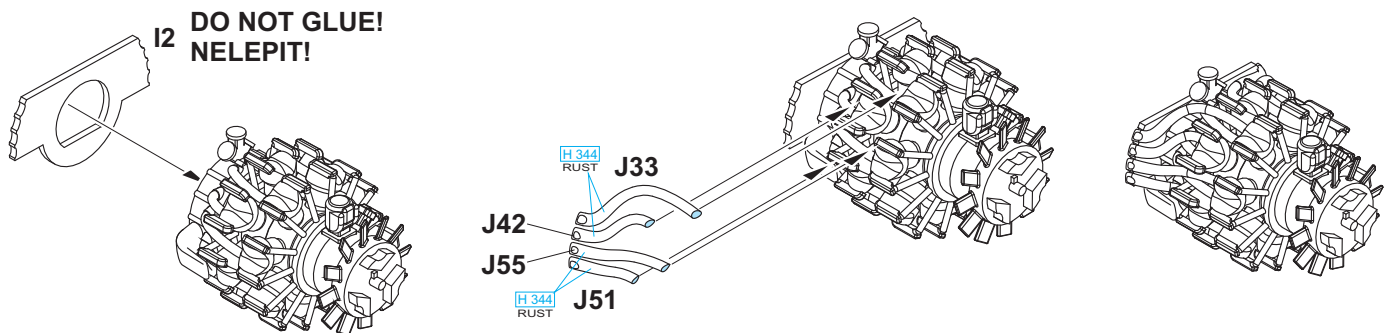
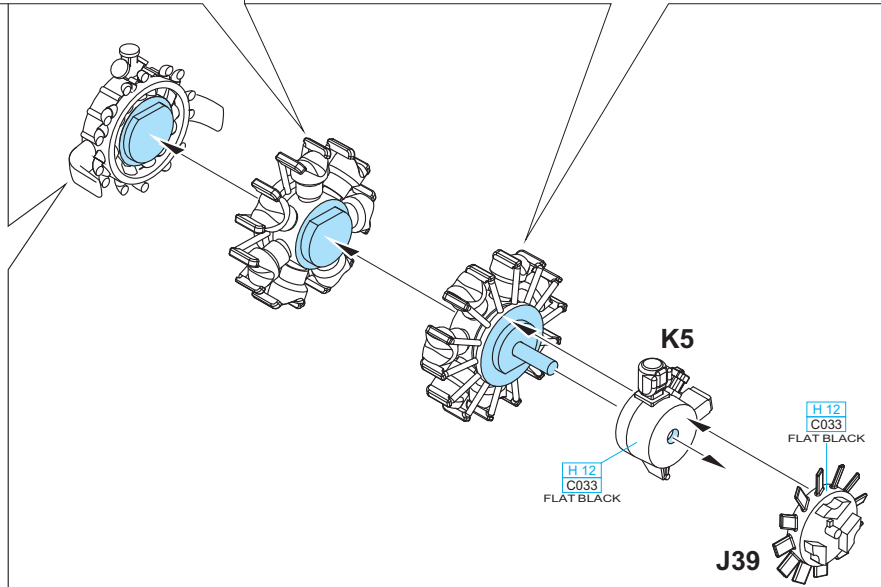
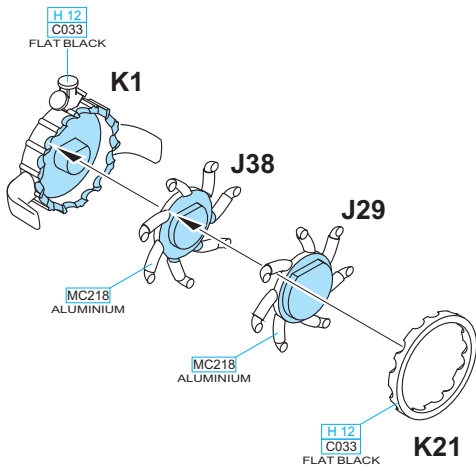
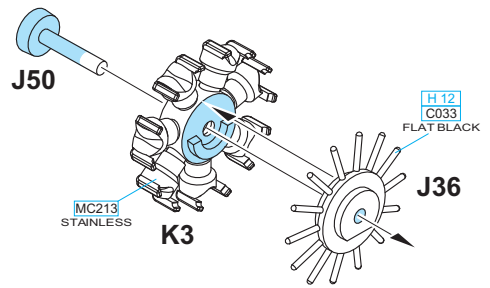
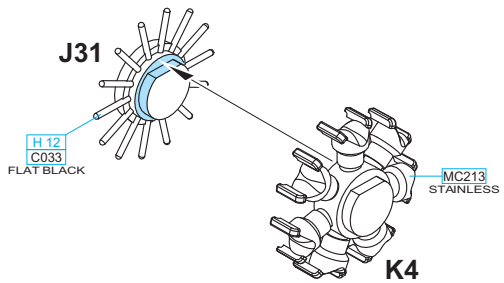


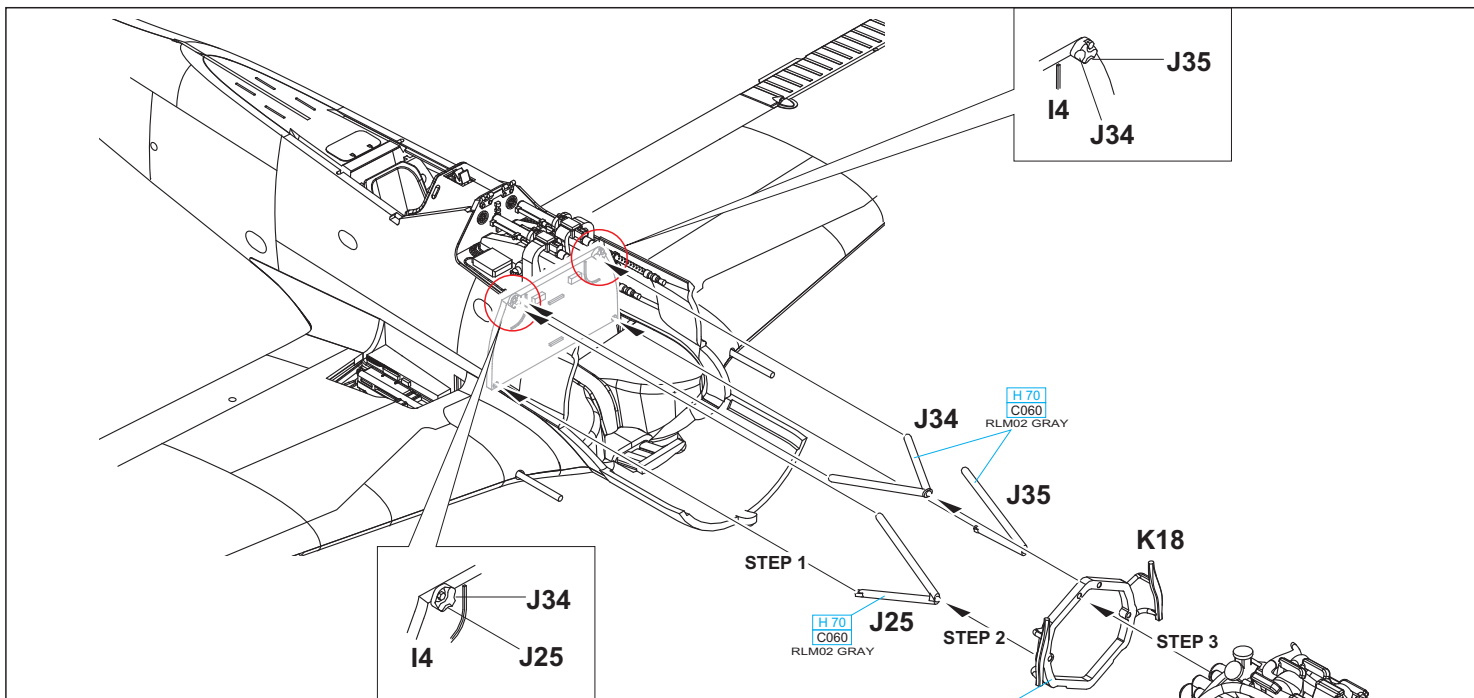
?



K16

K9



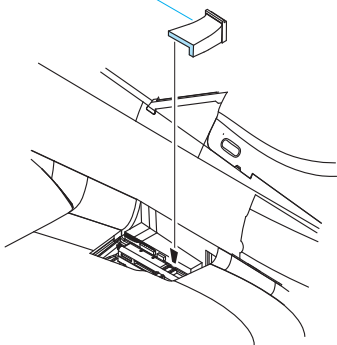


NEINSTALUJTE
POKUD MÁ BÝT KRYT KANÓNU
I18/ I19 ZAVŘENÝ

DON'T USE
IF CANNON BAY HATCH I18/ I19
IS TO BE CLOSED POSITION

H70
C060
RLM02 GRAY

J47 ⇄ J46

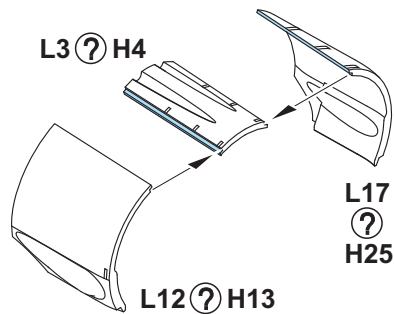


L3, L12, L17 - MARKINGS **A; B; C; D;**

E; F; G;

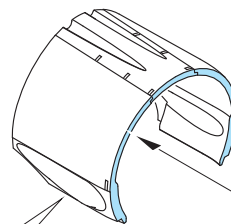
H4, H13, H25 - MARKINGS **H; I; J**

L3 ? H4



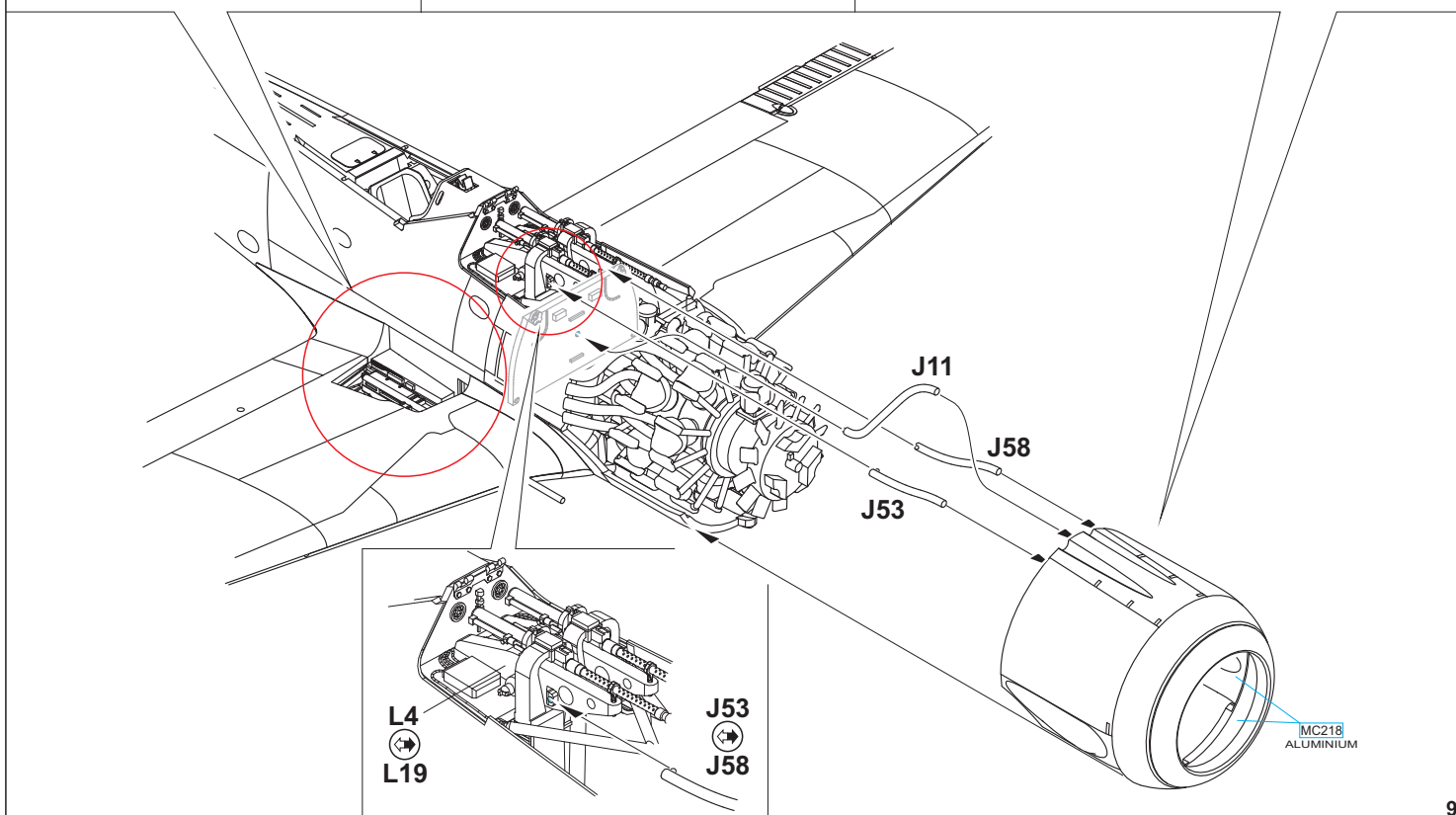
L17
? H25

L12 ? H13



K25

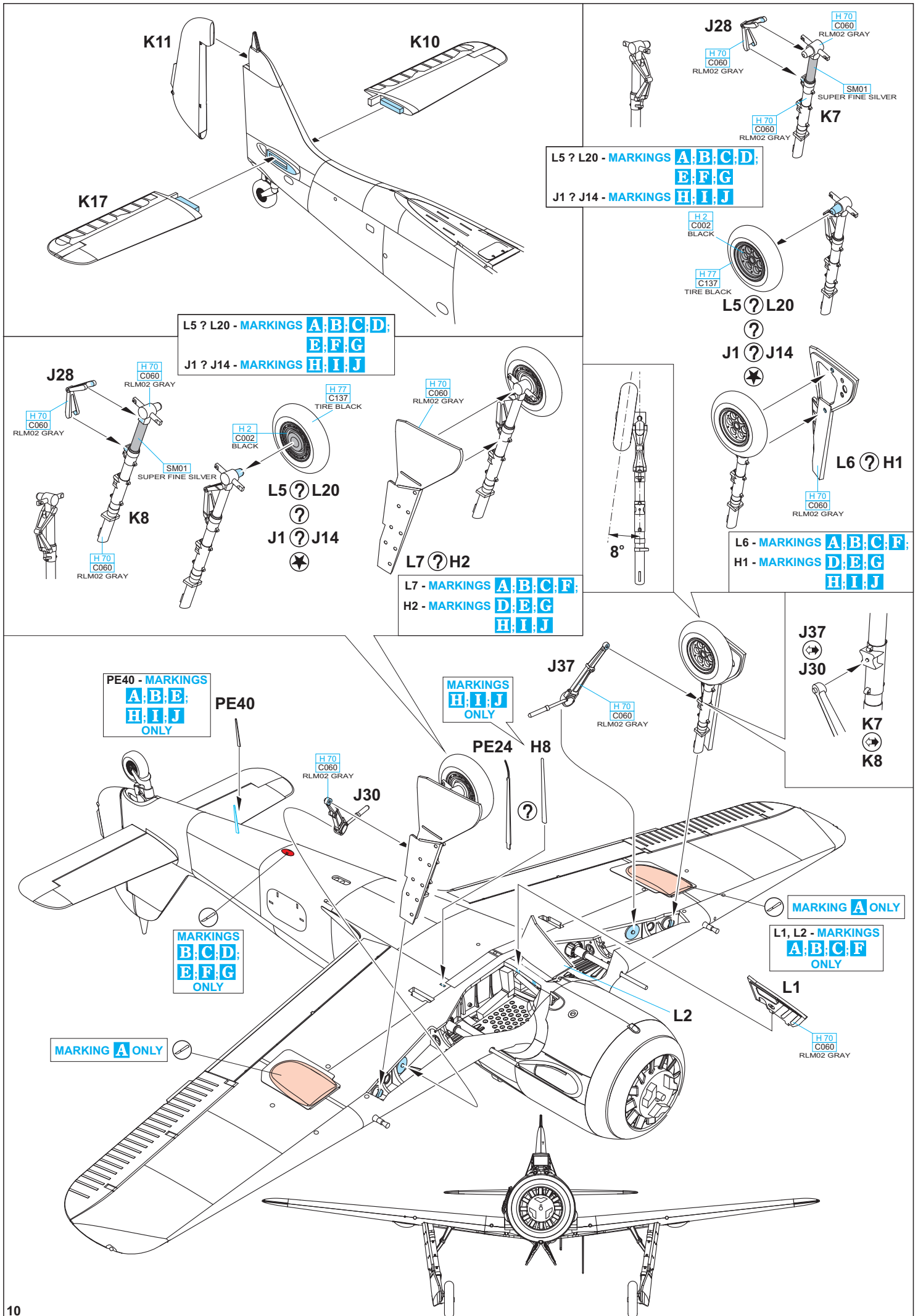
K26



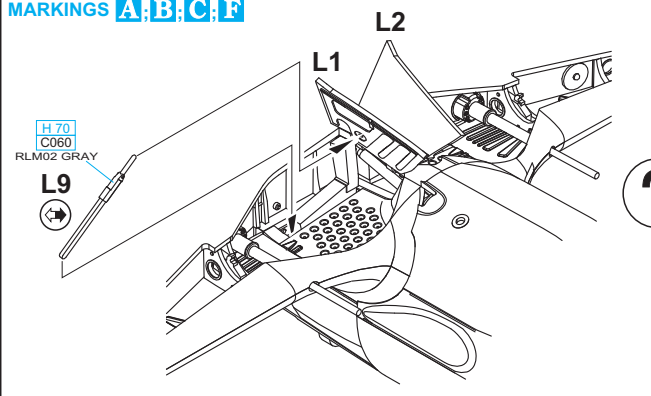
L4
⇄ L19

J53
⇄ J58

MC218
ALUMINIUM



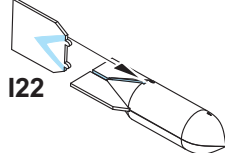
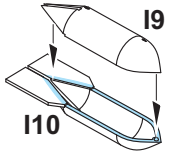
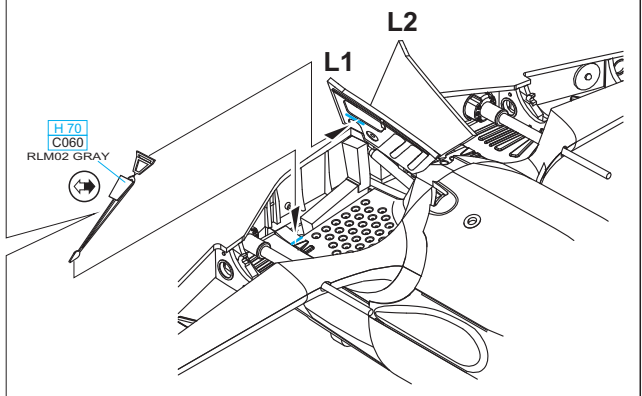
MARKINGS **A, B, C, F**



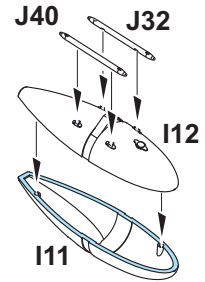
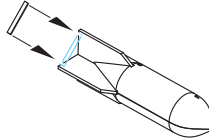
PE45

PE31

H 70 C060 RLM02 GRAY



PE33
4 pcs.



K23 - MARKINGS
C, H, I, J
ONLY

K23

K2

H 80
KHAKI GREEN

H 417
C117
RLM 76
LIGHT BLUE

H 417
C117
RLM 76
LIGHT BLUE

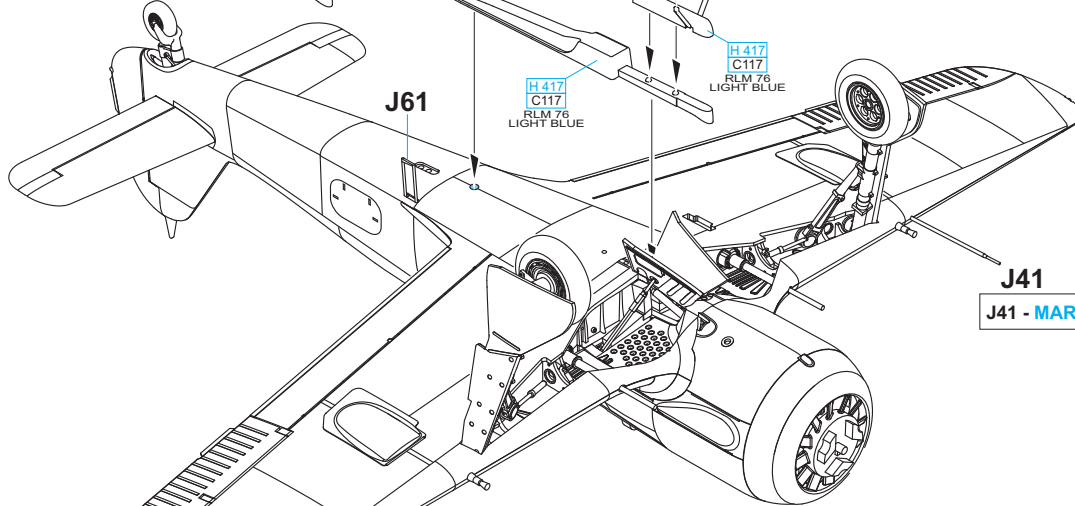


K23

K2

H 417
C117
RLM 76
LIGHT BLUE

H 417
C117
RLM 76
LIGHT BLUE



J41

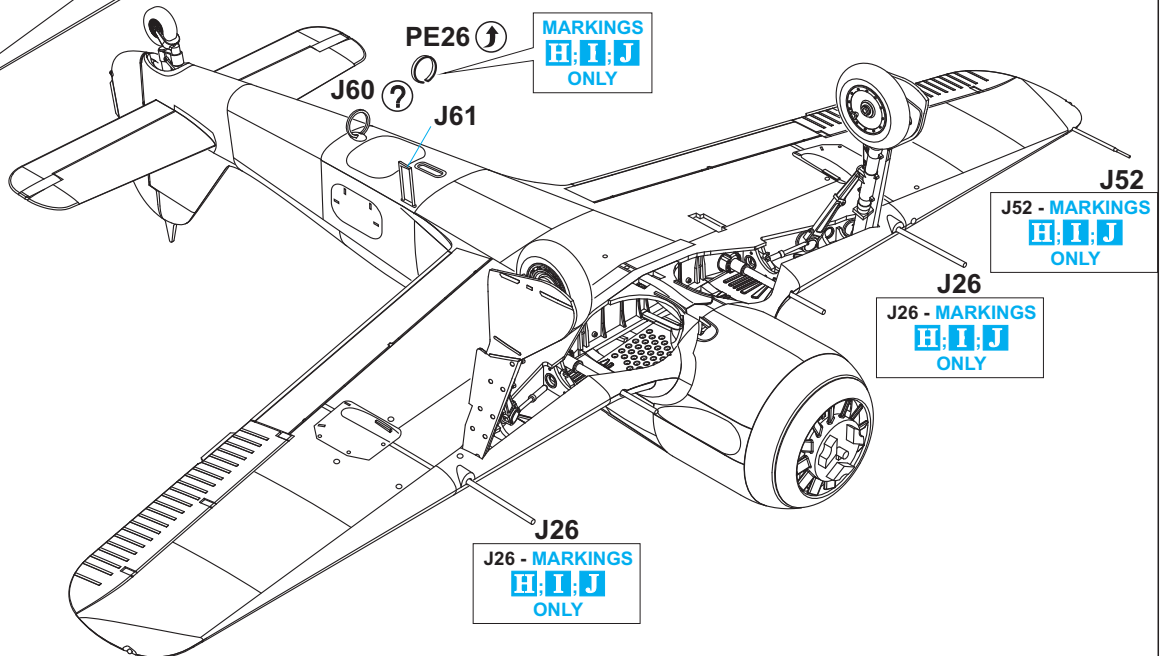
J41 - MARKINGS **A, B, C, D, E, F, G** ONLY

PE26

MARKINGS
H, I, J
ONLY

J60

J61



J52

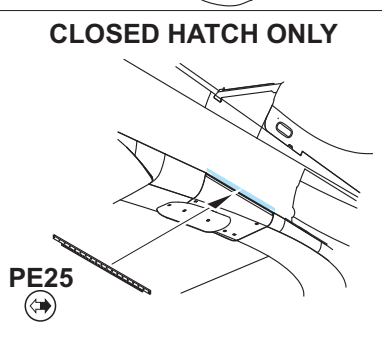
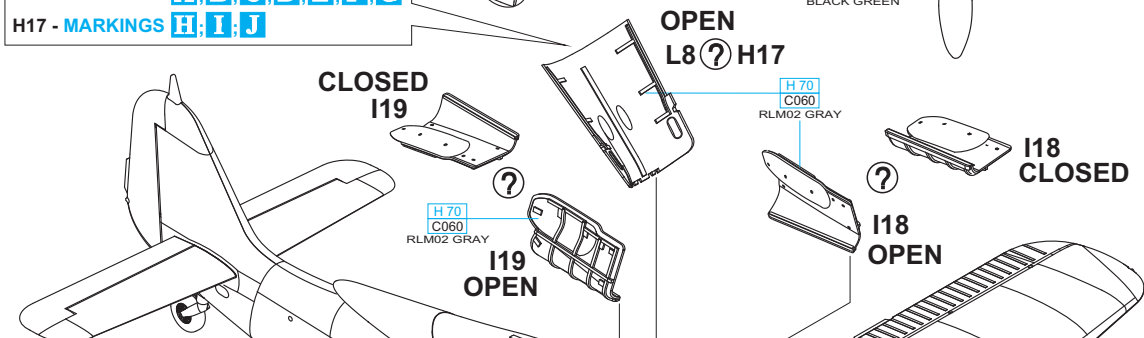
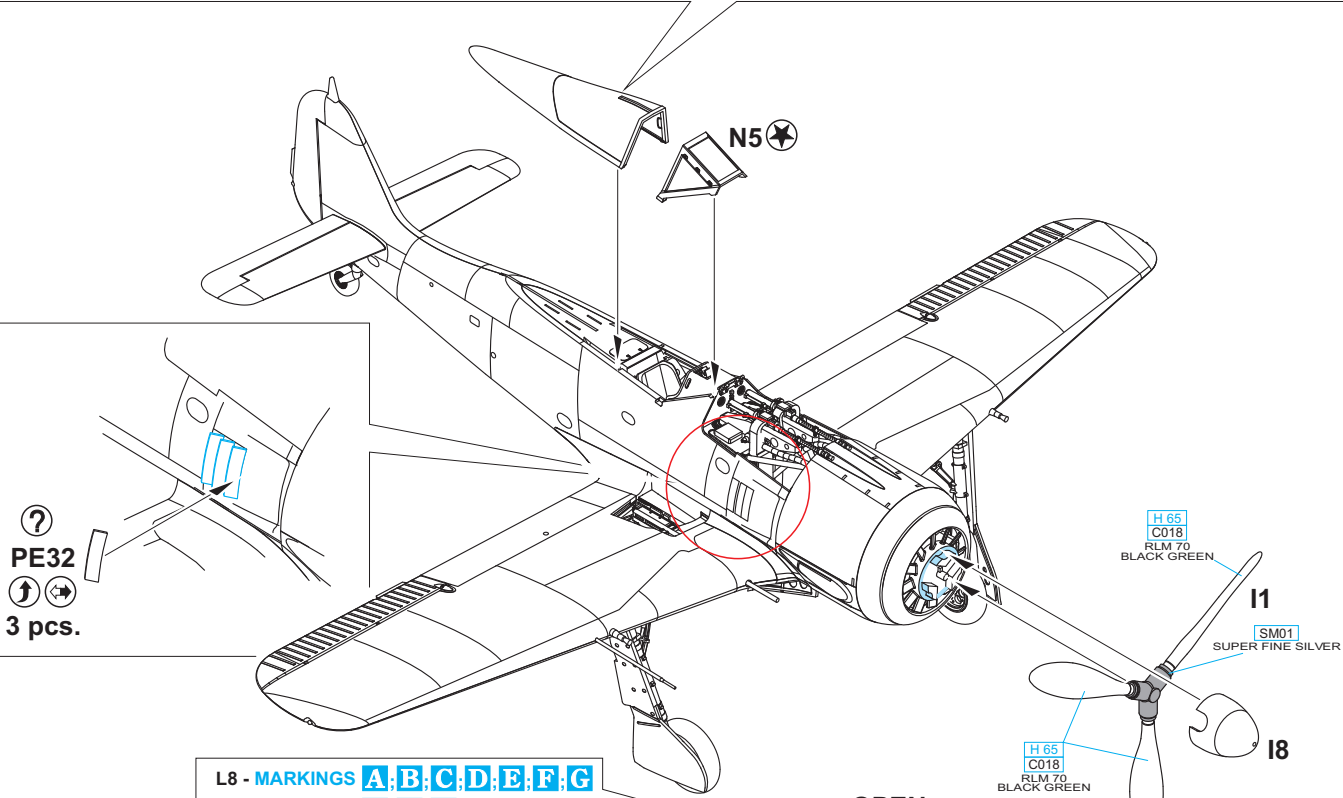
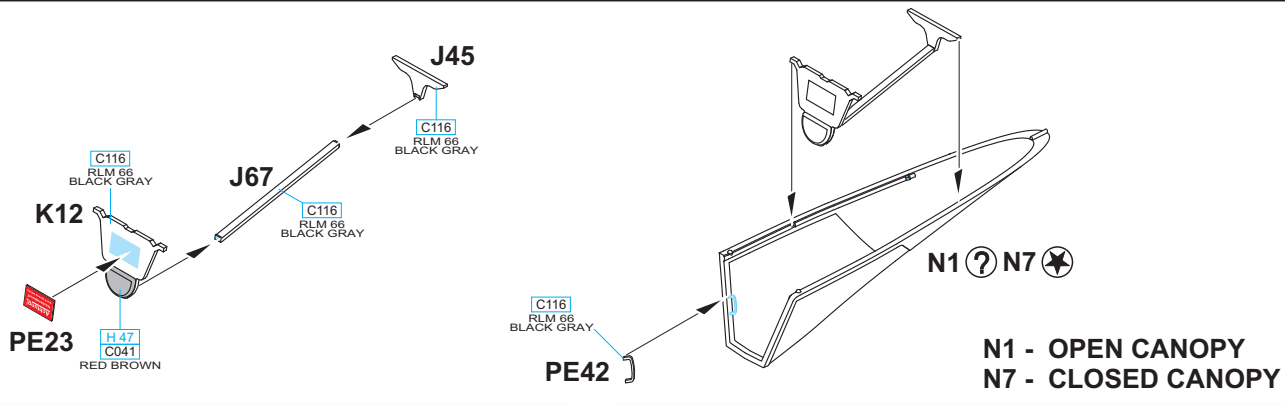
J52 - MARKINGS
H, I, J
ONLY

J26

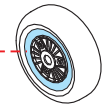
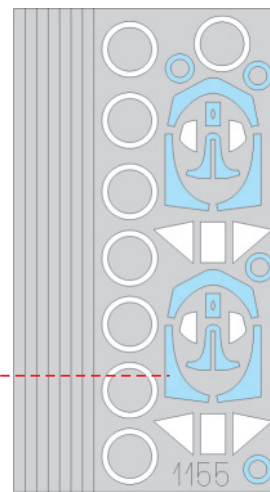
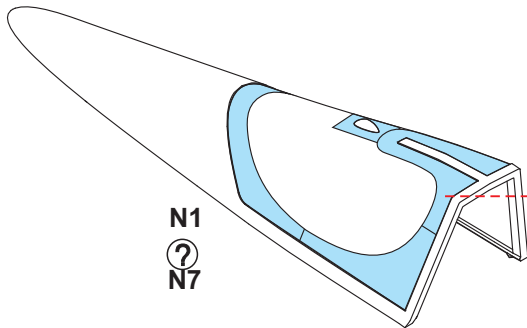
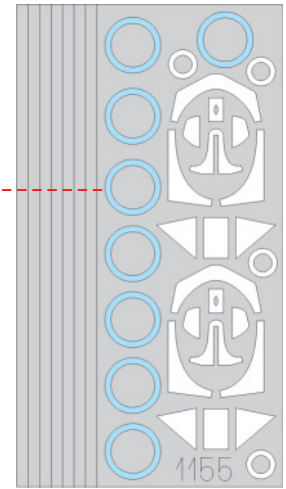
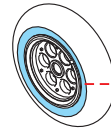
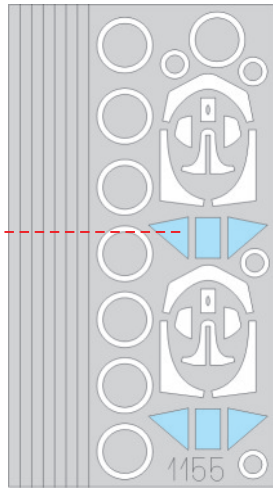
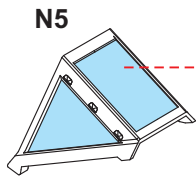
J26 - MARKINGS
H, I, J
ONLY

J26

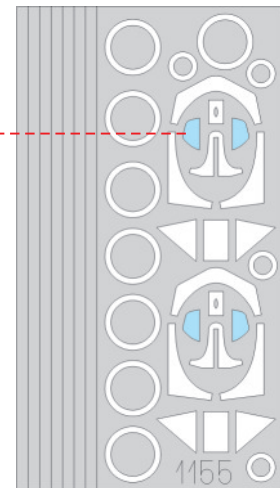
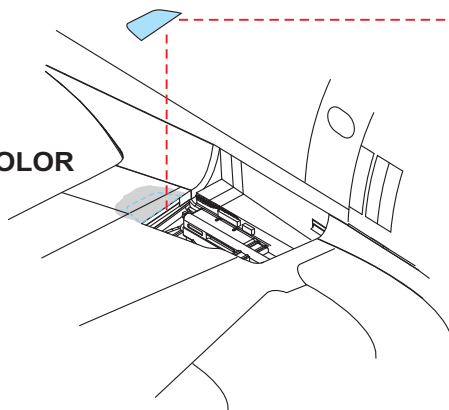
J26 - MARKINGS
H, I, J
ONLY



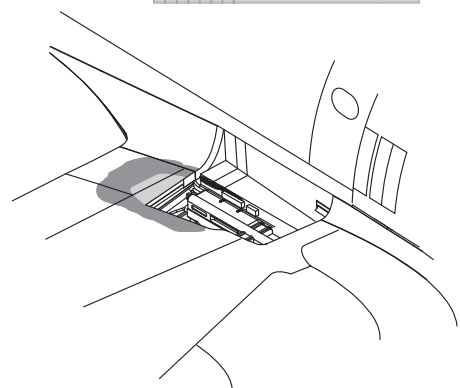
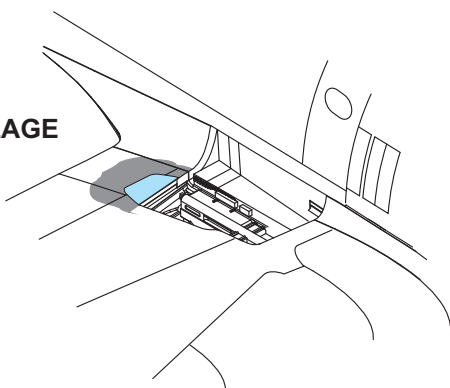
MASK APPLICATION GUIDE



METAL COLOR



CAMOUFLAGE COLOR

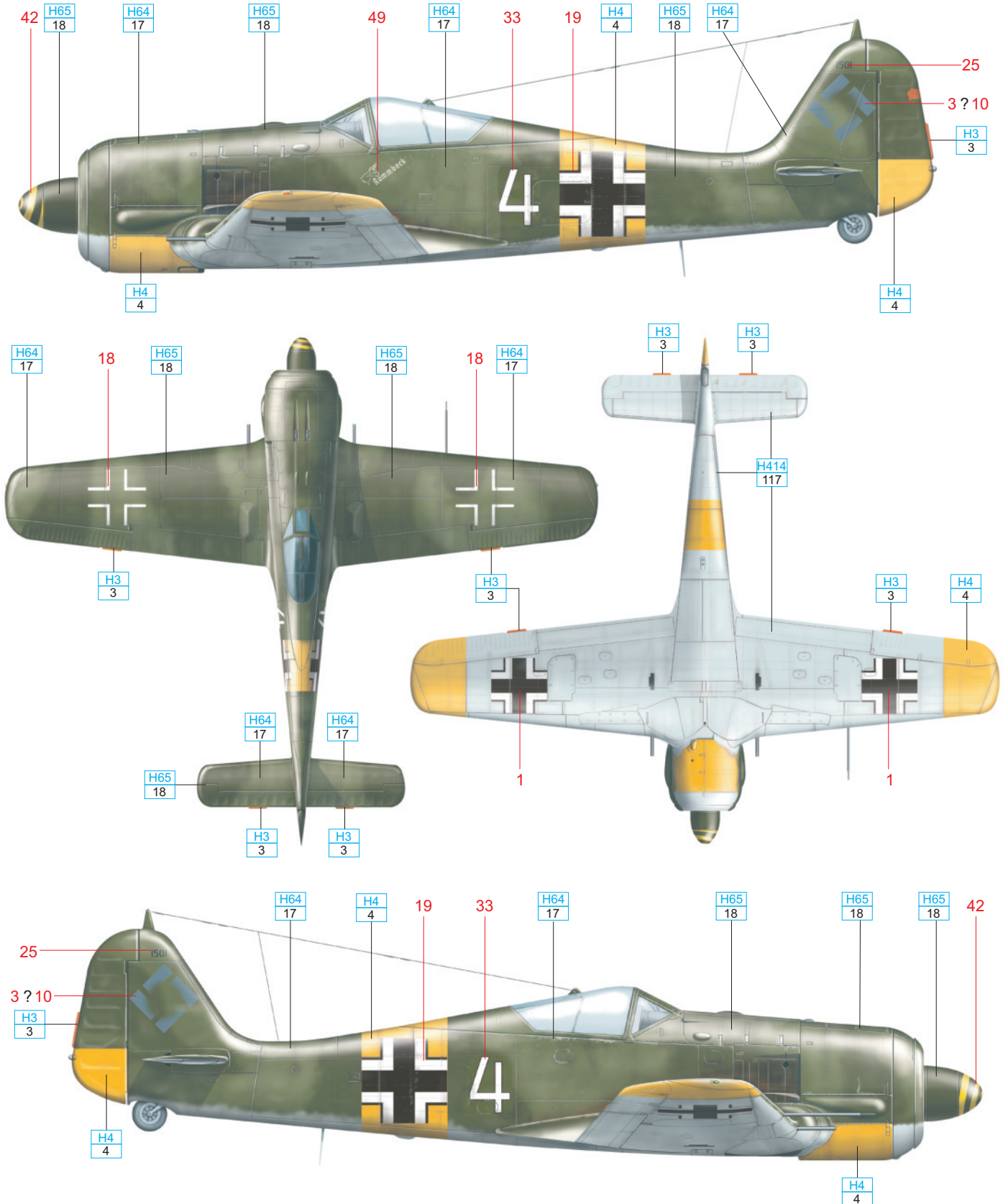


A Fw 190A-5, W.Nr. 01501501, 1./JG 54, Oblt. Walter Nowotny, Krasnogvardeisk Area, Russia, August, 1943

Green camouflaged Focke-Wulf marked White '4', with a rendering of a goat and inscription 'Rammock', was flown by Walter Nowotny, CO of 1. Staffel I./JG 54, holder of the Knight's Cross, in the summer of 1943. At that time, the 23-year-old 'Nowi', born in the Czech-Austrian border region, was one of the most significant personnel of JG 54 on the Eastern Front specifically, and the Luftwaffe in general. He died on November 8th, 1944, as the CO of the first German unit equipped with the jet powered Me 262. Up to the time of his death, he was credited with 258 aerial victories, the vast majority of which were achieved on the Eastern Front in the ranks of JG 54.

The camouflage of the illustrated aircraft consisted of two closely toned unspecified greens, one of which was probably RLM 70, and the other mixed from that. These shades were sprayed in irregular fields over the original RLM 74/75/76, which was visible in places through the newer application, and the lower colors remained unchanged, extending up the sides of the fuselage. The widely applied yellow recognition markings, typical for the time and area of ops, was indicative of the need for the Luftwaffe to differentiate their aircraft from those of the similarly painted enemy. The inscription 'Rammock' on the left side of the fuselage under the cockpit, needs to be translated more along the lines of the local culture rather than literally, and in this case that would be as a 'virile ram'.

The wing armament of this aircraft consisted of only two MG 151/20 cannon, with the outboard MG/FF cannon positions being faired over.



RED	H3 3	YELLOW	H4 4
RLM 70	H65 18	RLM 71	H64 17
		RLM 76	H417 117

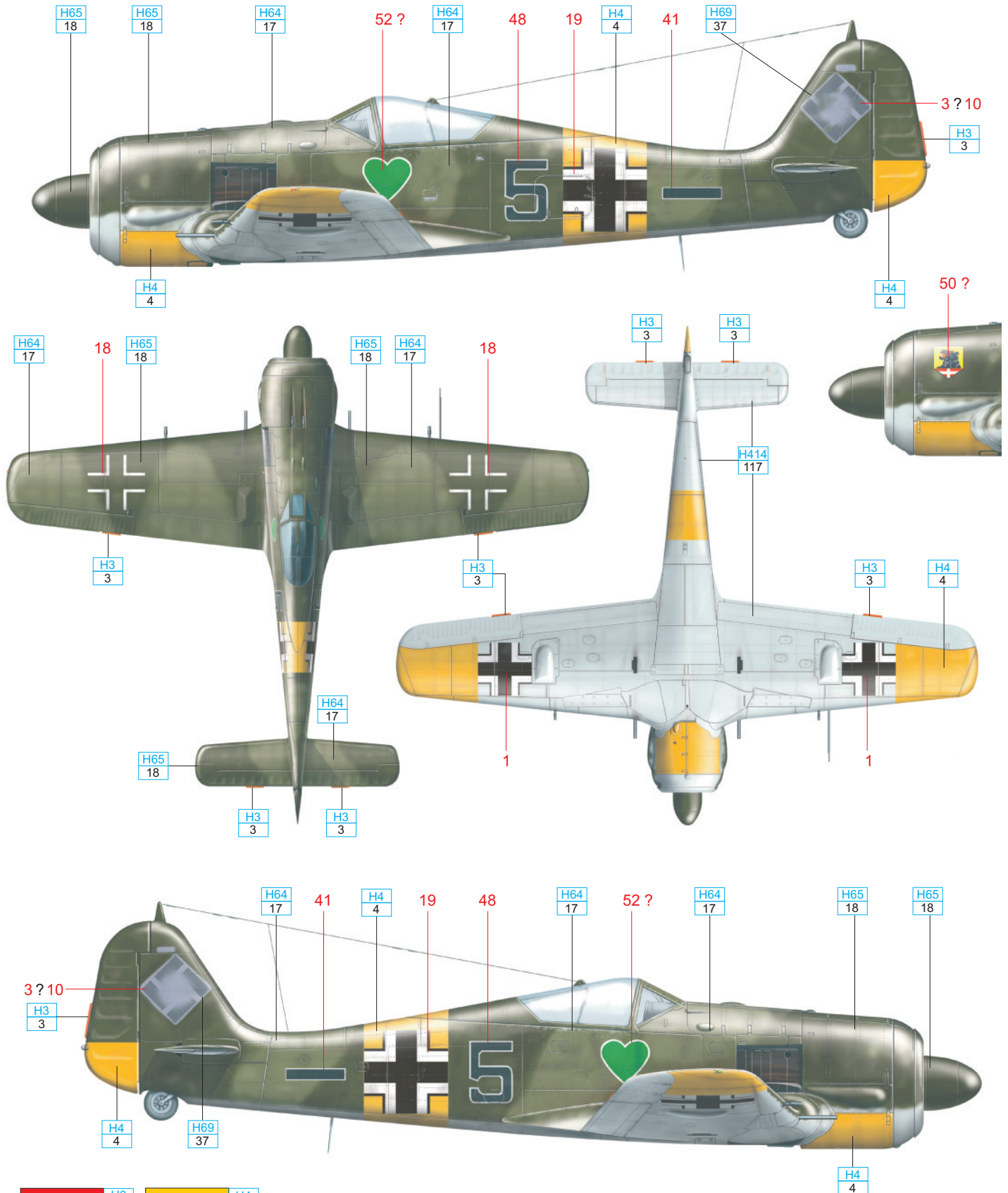
B Fw 190A-5, Oblt. Max Stotz, 5./JG 54, Russia, Spring, 1943

The aircraft depicted here is dated from the winter to summer time frame, 1943, when the Fw 190s of JG 54 went through frequent camouflage scheme modifications that bore little resemblance to the prescribed instructions. Black '5', flown by Oblt. Max Stotz, is camouflaged in a similar way to that of Fw 190A-5 'Rammbock' (Scheme 'A'), consisting of two similar greens, applied over the original scheme of RLM 74/75/76. In this case, this did not include the area of the Swastika or the W.Nr. at the tip of the fin.

A large unknown remains the application of the JG 54 emblem and its II. Gruppe on the front fuselage. Although these are represented in most previous reconstructions, it must be noted that their exact rendering on this bird could not be based on any serious documentation. They could not be backed by photographic resources, nor on any other II./JG 54 aircraft of the same time. That opens up to the possibility that these were not even carried. If they were in fact applied, then the heart emblem would have been carried on both sides under the cockpit, same as the II./JG 54 marking on both sides of the nose. The 'Aspern Lion' - emblem of II./JG 54, would also have been applied such that it was always facing forward.

Although the evidence on the use of the emblem is lacking, we have included it on the decal sheet. For its application on the model, please refer to the reference drawing on this page for an alternative appearance of the nose of the aircraft.

The pilot of this aircraft, Oblt. Max Stotz, was credited with 189 kills over the course of over 700 combat flights, and was awarded the Knight's Cross with Oak Cluster. He is still listed as MIA after combat in the area of Vitebsk in the Soviet Union on August 19, 1943.



RED	H3 3	YELLOW	H4 4
RLM 70	H65 18	RLM 71	H64 17

RLM 76	H417 117	RLM 75	H69 37
--------	-------------	--------	-----------

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1155

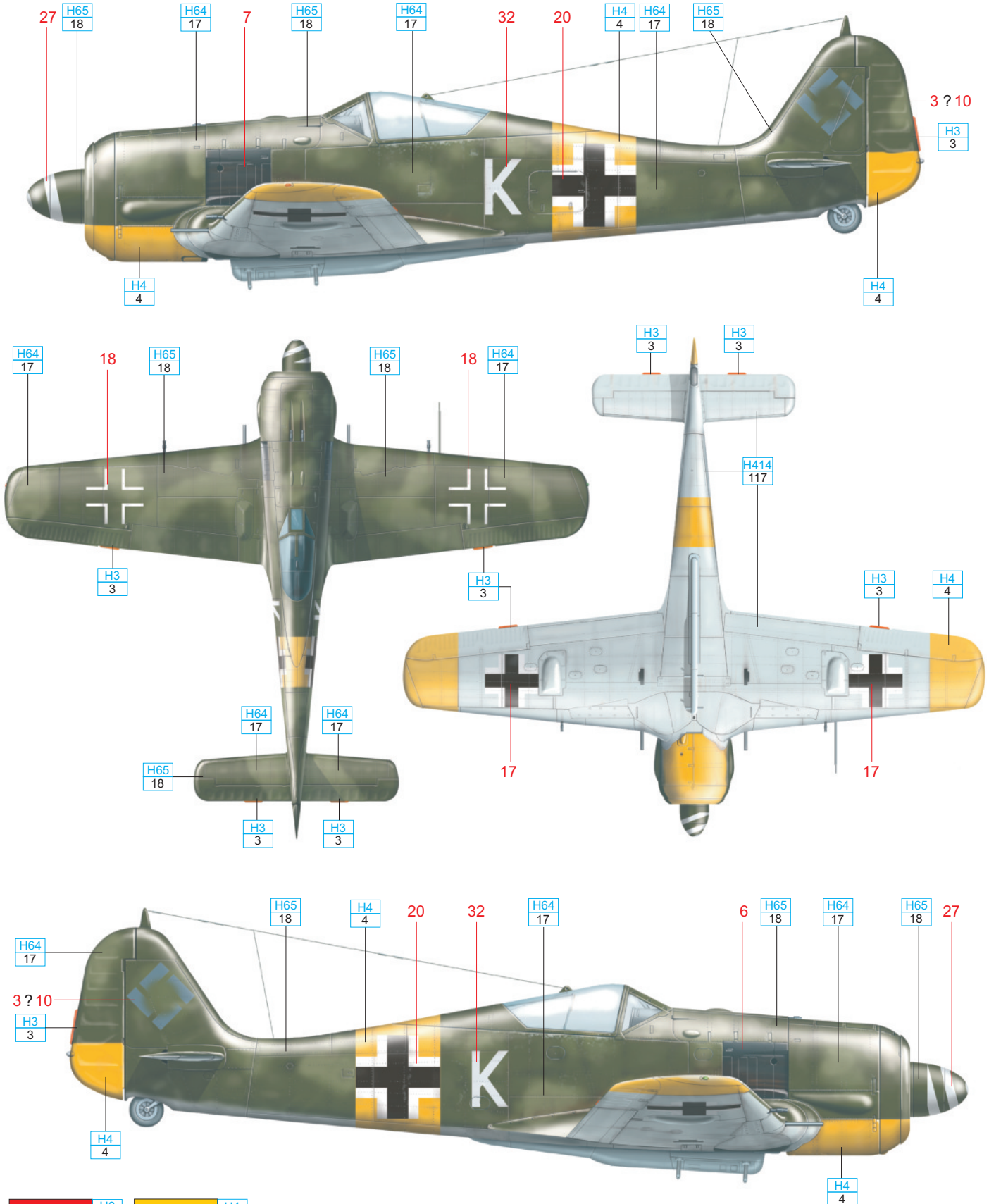
eduard

C Fw 190A-5, I./JG 54 (Jabo), Soviet Union, Summer, 1943

This aircraft is shown as it appeared during service with I./JG 54 as a fighter-bomber and used mainly in attacking ground targets. In this way, fighter units often supported ground units as the opportunity arose. Less often did the role of the Jabo (Jagd-Bomber) see ground attack become the main role within the fighter units. Some examples could be taken from elements of I./JG 54 as summer turned to fall in 1943, as indicated by the switch from a number code to a letter one. The white color of the 'K' should place the aircraft within the 1st Staffel.

The camouflage consisted of, as with the first two offered choices, two greens applied over the original RLM 74/75/76. Of the green-green scheme, RLM 70 is more prevalent, which gives a final look of almost a monotone, dark green.

Fairly uncommon for the given time frame, the spinner has a white spiral applied to it. Also worth noting is the extension of the undercowling yellow to the oil cooler and oil tank. Non standard are also the crosses on the fuselage and wing undersides that lacked the black outline. These appear to have been applied fresh over the new green scheme.



RED	H3 3	YELLOW	H4 4
RLM 70	H65 18	RLM 71	H64 17
		RLM 76	H417 117

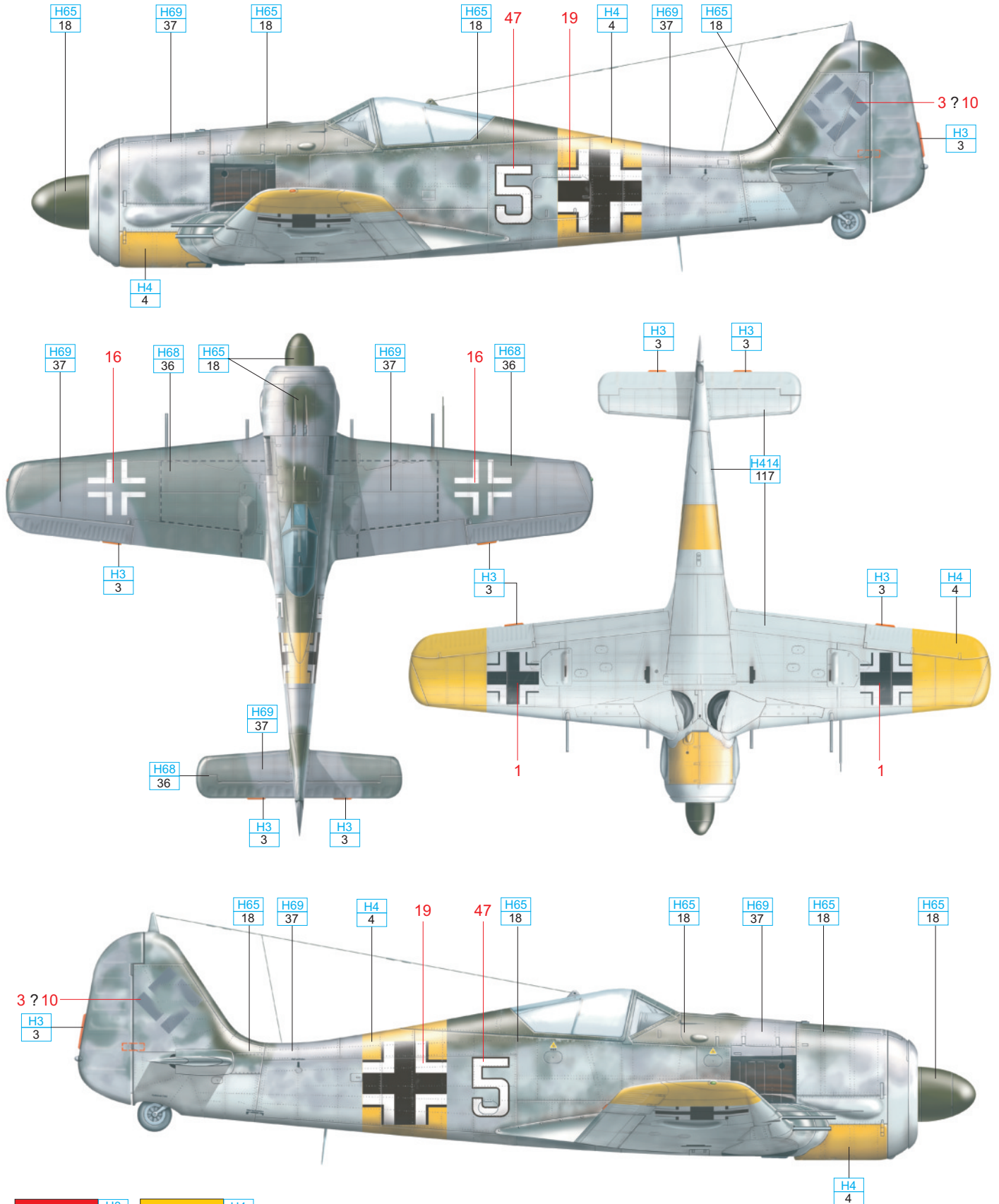
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1155

eduard

E Fw 190A-6, 1./JG 54, Russia, Summer, 1943

The uniquely painted White '5' of 1st Staffel, JG 54 is attributed to being flown by Walter Nowotny, which he did actually fly, but in all probability was not a personal aircraft of his. The aircraft is interesting first and foremost by its camouflage scheme, as it appeared at a time when the Fw 190s of JG 54 were painted in the original factory scheme of RLM 74/75/76 in combination with the yellow identification markings used on the Eastern Front. The light coloring of the fuselage was darkened with a spray of green, likely RLM 70. Also non-standard was the width of the segments of the upper wing crosses.

As noted earlier, Walter Nowotny was one of the more interesting of personnel to serve with JG 54. Initially, he flew Bf 109s, and switched over to the Fw 190 when the unit re-equipped with this type. The bulk of his victories were gained on the Focke-Wulf, often through extraordinary circumstances. For example, there were nine kills credited to him on August 13th, 1943, and even ten gained on September 1st, 1943 (five which were flamed within a span of twelve minutes). On October 14th, 1943, he became the first German fighter pilot to cross the 250 victory mark. After receiving diamonds to go with his Knight's Cross and Oak Cluster with Swords, he was called back from his CO of I./JG 54 posting and utilized in a propaganda role, that really did not sit well with a combat fighter pilot and natural hunter. On April 1st, 1944, he was assigned to command the training unit JG 101, and in September, 1944 to the command of Kommando Nowotny, equipped with the Me 262. This unit was activated to develop tactics for jet fighters to combat allied aircraft, and for Nowotny, became his last military, and life's, function.....



RED	H3 3	YELLOW	H4 4
RLM 74	H68 36	RLM 75	H69 37

RLM 76	H417 117	RLM 70	H65 18
--------	-------------	--------	-----------

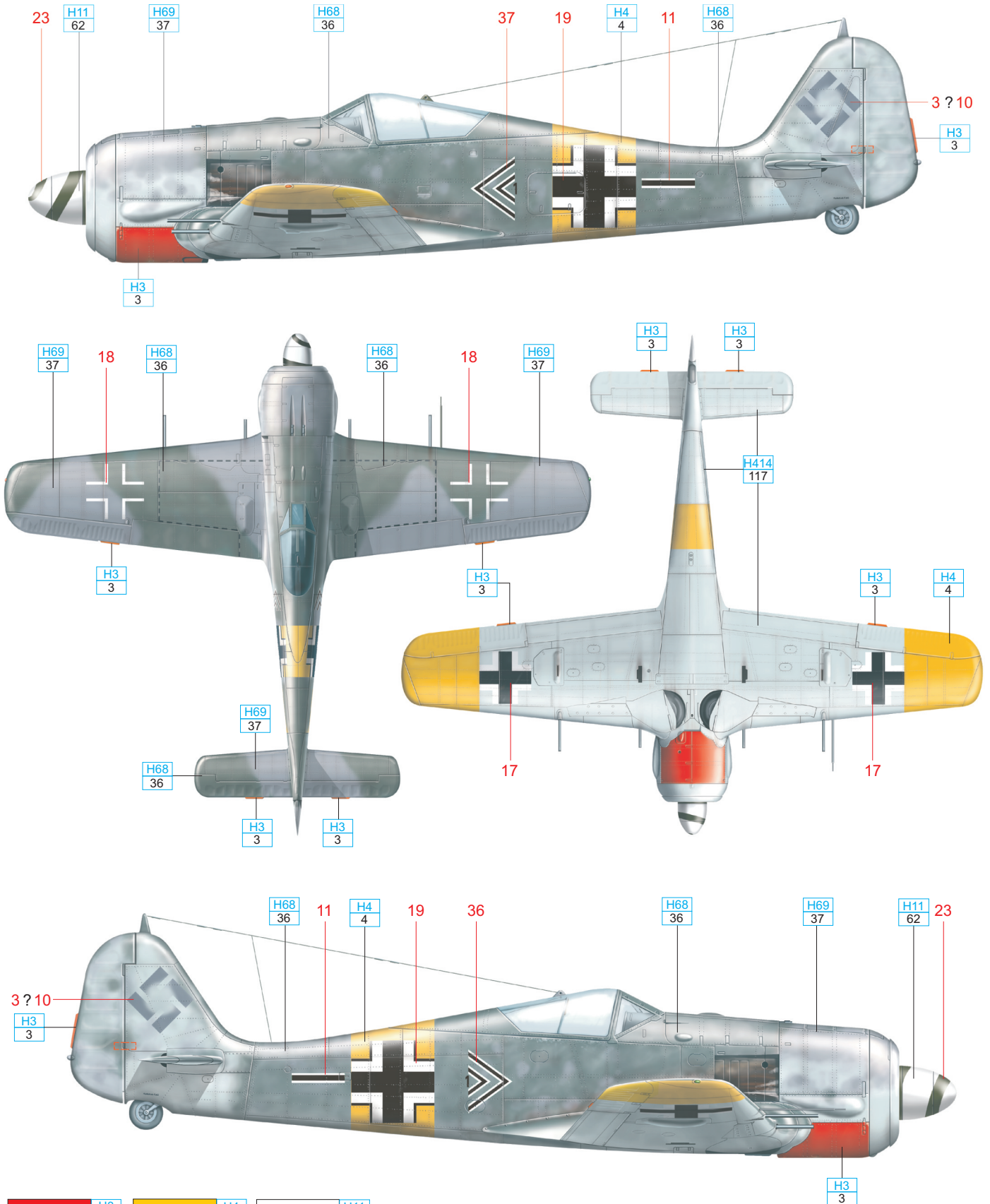
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1155

eduard

G Fw 190A-6, W.Nr. 550528, Maj. Erich Rudorffer, CO of II./JG 54, Immola, Finland, Summer, 1944

Personal aircraft of the CO of II./JG 54, Maj. Rudorffer, from the summer of 1944 carried a standard camouflage scheme consisting of RLM 74/75/76, which was significantly darkened from nose to tail, likely utilizing a spray of RLM 74. The tactical CO marking, '<<' was supplemented by a small black '1'. The bottom of the cowlings comes across as quite dark in black and white photographs, and was probably red. It is quite possible that the top wing colors were mirror images of each other, much like in that of the aircraft depicted in Scheme F (Black '12', W. Nr. 550889). The crosses on the bottoms of the wings did not carry the usual black outline. The black spiral on the white spinner was a typical marking carried by aircraft of the 4. and 5. Staffel JG 54 in the summer of '44, but in the case of this aircraft, that spiral also may have been red. This aircraft was lost on December 15th, 1944 in combat with Pe-2s and Airacobras, along with its pilot, Uffz. Walter Lewe.

Maj. Rudorffer, holder of the Knight's Cross with Oak Cluster and Swords, was CO of II./JG 54 from July, 1943 to the end of 1944. Among his confirmed 224 kills (according to some sources, 222), gained over the course of more than 1000 combat sorties were 58 Il-2s and nine B-17s which he overwhelmed flying the Me 262 Schwalbe as a member of Stab I./JG 7. During his career he was flamed at least sixteen times, nine of which required his use of a parachute.



RED	H3 3	YELLOW	H4 4	WHITE	H11 62
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117
		RLM 70	H65 18		

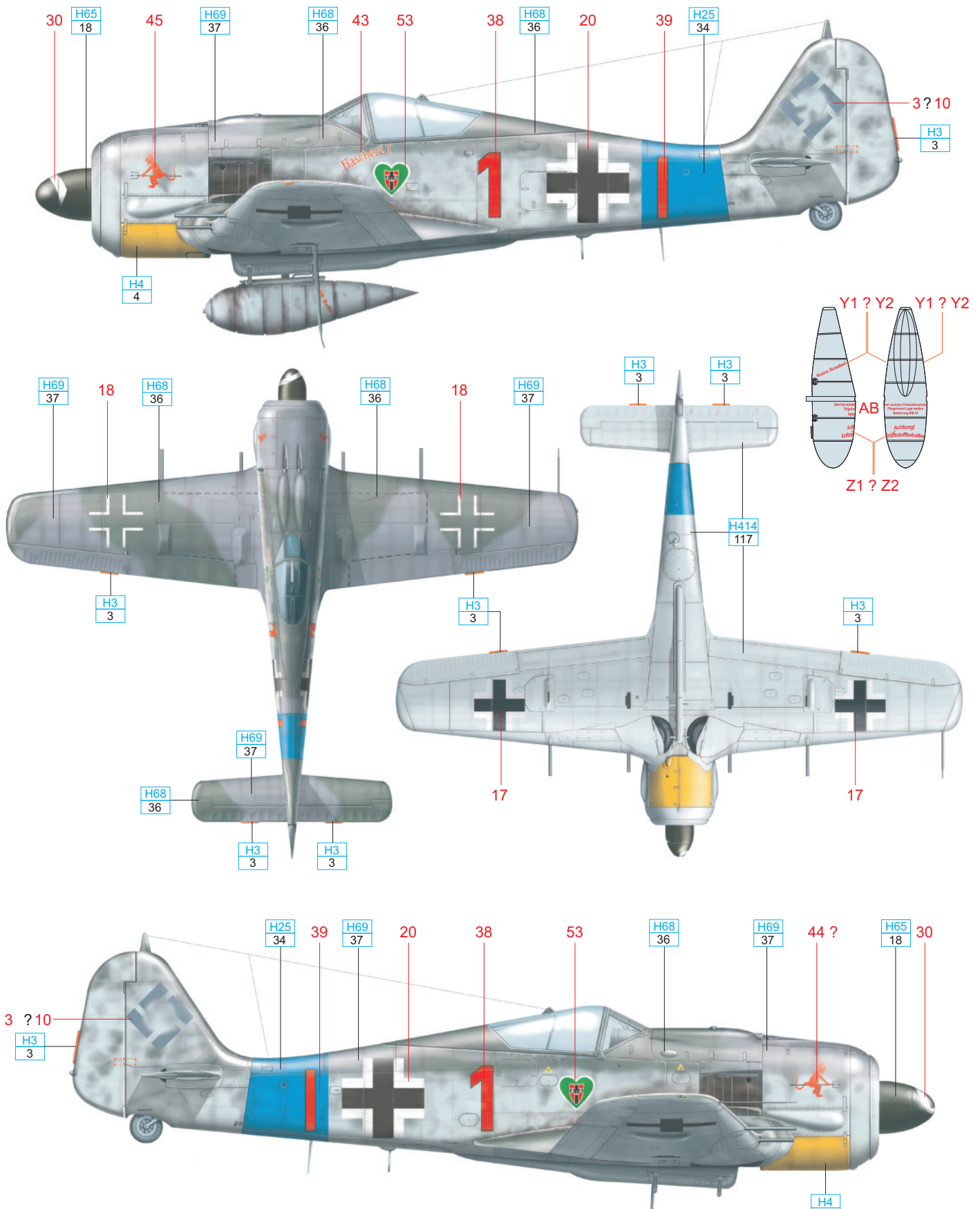
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1155

eduard

Fw 190A-8, Lt. Hans Dortenmann, 2./JG 54, Villacoublay, France, June, 1944

The second of Hans Dortenmann's aircraft to be offered in this kit is one used in the Defense of the Reich (Reichsverteidigung). With the illustrated Red '1', Dortenmann flew as CO of 2. Staffel, temporarily subordinate to III. Gruppe, in France during the summer of 1944. At the end of the war, the twenty-three-year-old pilot and holder of the Knight's Cross had 38 kills under his belt, which he gained during the very short span of just fourteen months. During his combat career, he fought against the Soviets, British and Americans.

This aircraft carries a standard scheme consisting of RLM 74/75/76 with a white spiral on the spinner. It also carries the markings of the Defense of the Reich (a blue band for JG 54), and a red vertical band on the rear fuselage denoting service with III. Gruppe. The red color means 2. (or 10.) Staffel, and the number 1 belongs to the Staffel CO. The inscription 'Hascher 1' under the cockpit was only carried on the left, and together with the devil insignia on the engine cowl are personal markings of the pilot. Whether or not the devil was on both sides has not been identified in photographs, but it is possible. The unit marking for III. Gruppe JG 54 was applied to both sides of the Fw 190A-8. The simplified later variation on the fuselage cross was in this case with a black interior.



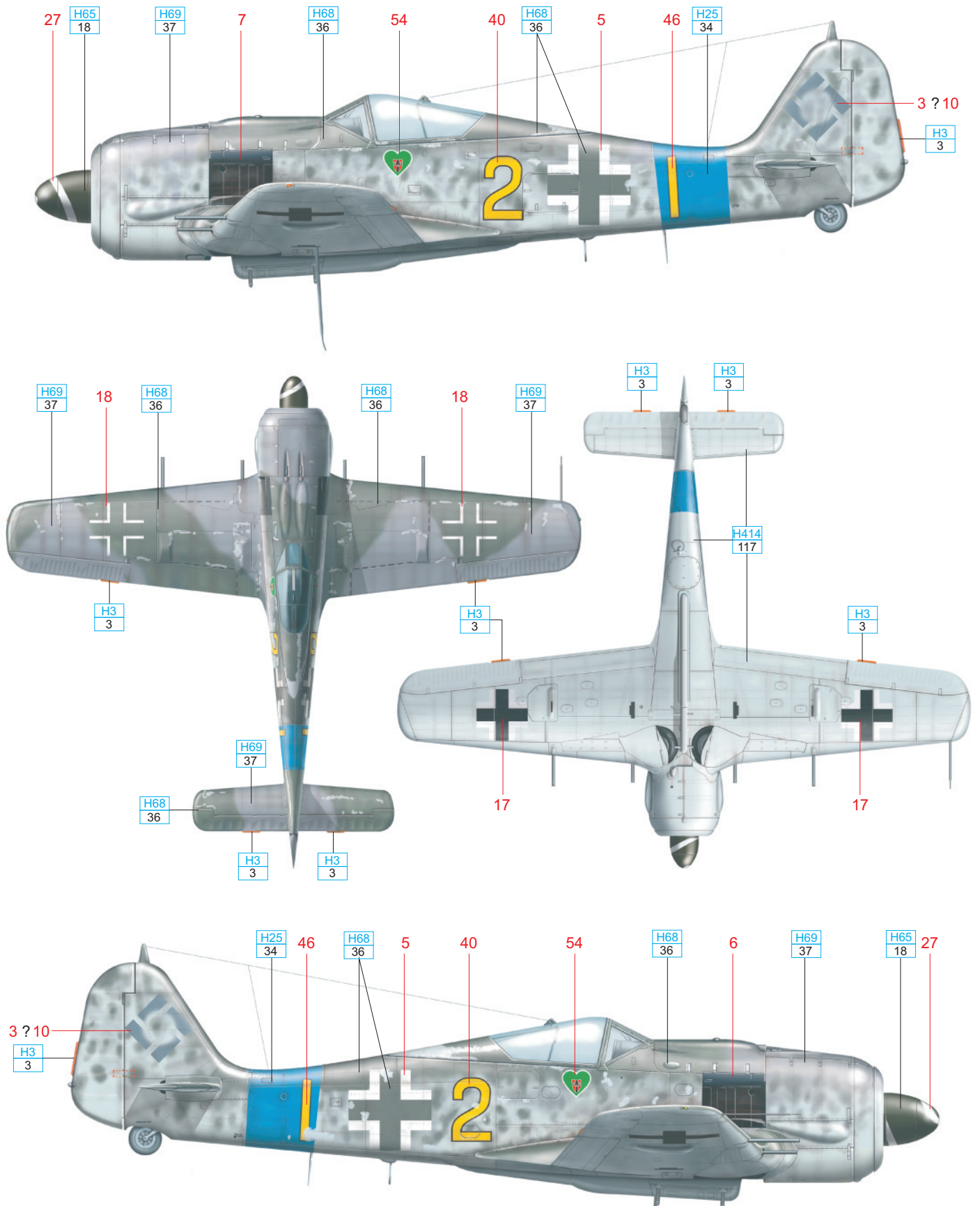
RED	H3 3	YELLOW	H4 4	BLUE	H25 34
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117
				RLM 70	H65 18

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1155

eduard

Fw 190A-8, 9./JG 54, Villacoublay, France, Summer, 1944

War weary but striking, Yellow '2' of 9. Staffel/JG 54 hails from the days of combat against the Americans within the Defense of the Reich in the summer of 1944. The camouflage of RLM 74/75/76 and the spiral on the spinner all correspond to Luftwaffe standards. The blue rear fuselage band identifies service with JG 54 in the Defense of the Reich system, and the 9. Staffel by the yellow Gruppe marking and fuselage number. The fuselage crosses had their inside sprayed RLM 74. The marking of III./JG 54 was found on both sides of the fuselage. III./JG 54 operated on the Western Front from French and German airfields after being reassigned from Smolensk in February, 1943. The unit's pilots protected defeated territory from allied fighter sweeps and bombing attacks. During May and June, 1944, the unit turned in their Bf 109s for Fw 190s, which they used in the Luftwaffe's and Wehrmacht's attempts to stem the tide of the allied invasion of Normandy. Later, III./JG 54 was tasked with the priority of defending against attacks of the USAAF, usually in combat against allied escort fighters. The unit's attack against American bomber formations are also not to be forgotten.



RED	H3 3	RLM 70	H65 18	BLUE	H25 34
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117

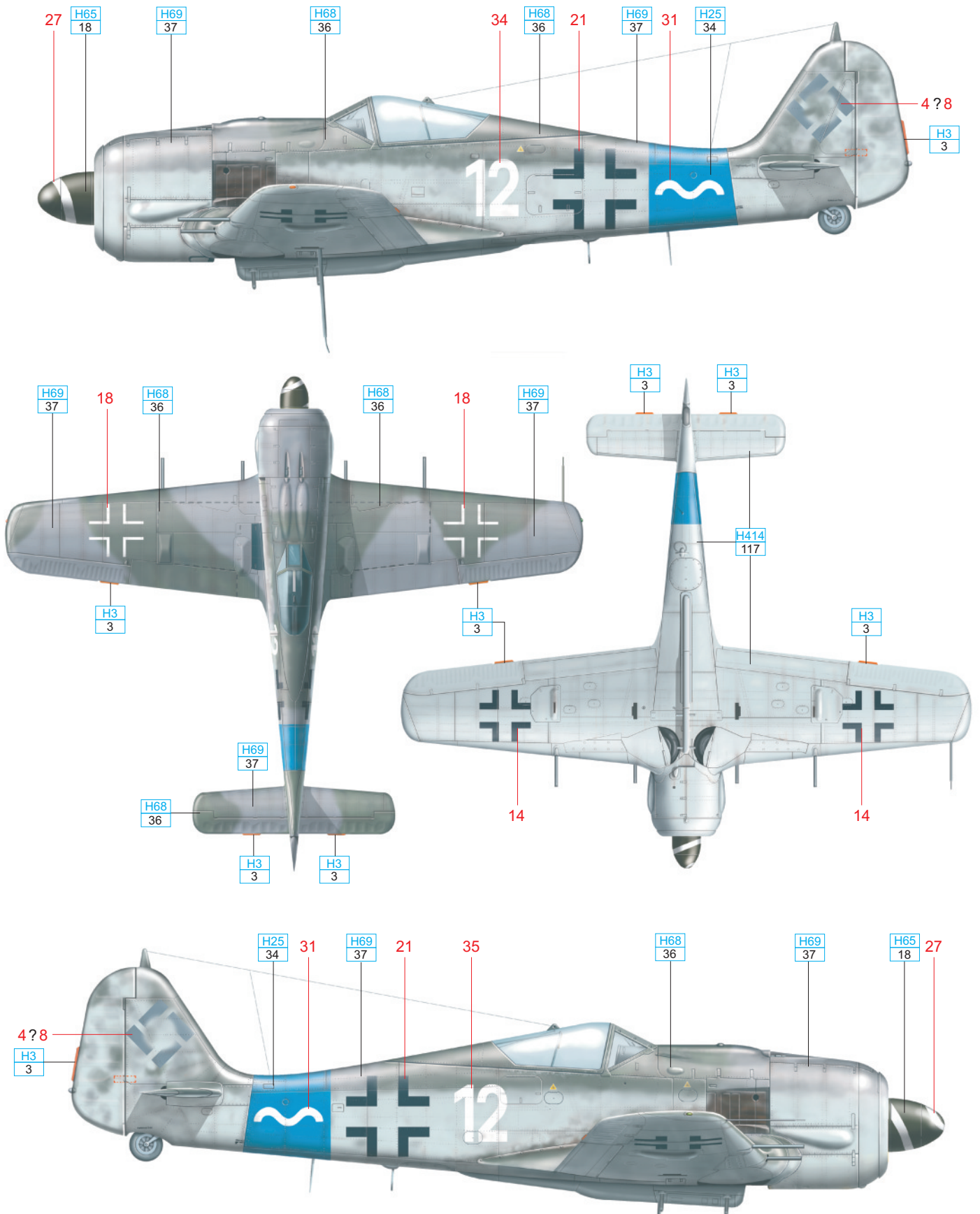
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1155

eduard

J Fw 190A-8, 13./JG 54, Villacoublay, France, 1944-45

The camouflage scheme and the rendering of the national insignia, documented on the later A-8 variant, apply to this aircraft of IV. Gruppe JG 54. The wavy demarcation between the RLM 76 color from those of the darker shades on the upper surfaces (RLM 74/75) is located fairly high up and gives the aircraft a decidedly light appearance. The national insignia are the simplest version of the later cross type. JG 54 service is indicated only by the blue fuselage band, which adorned the aircraft of the units within the Defense of the Reich system. The white wave marking then indicates the IV. Gruppe and the white number the 13. Staffel.

IV. Gruppe JG 54 flew from air fields in Eastern Prussia and later, from September 1944, in Germany. At this time, the unit was commanded by Maj. Wolfgang Späte (Knight's Cross with Oak Cluster, 99 kills, best known for his service with JG 400 equipped with the Me 163 rocket fighter), who was replaced in October, 1944, by Hptm. Rudolf Klemm (Knight's Cross, 42 kills). IV. Gruppe was the only component of JG 54 that, after re-equipping with the Fw 190, exclusively flew the 'A' variant up to the end of the war.



RED	H3 3	RLM 70	H65 18	BLUE	H25 34
RLM 74	H68 36	RLM 75	H69 37	RLM 76	H417 117

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1155

eduard

