

# Fw 190F-8

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 82139

**The Focke-Wulf Fw 190 was the best aircraft available to the Luftwaffe during the second half of the WW II. It soldiered in various modifications for many different tasks.**

The dedicated fighter version of Fw 190 was a high performance, heavily armed aircraft. To meet the 1938 specification issued by the Technisches Amt, RLM, the development team led by Kurt Tank ran into several difficulties, which were addressed continually during the process of the development. The first prototype took to the air on June 1, 1939 and after a series of improvements and, also after some quite radical changes, the design culminated during the fall of 1940, when twenty-eight units of pre-series Fw 190A-0 variant were built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, tasked with service trials. The trials revealed a wide range of flaws to the point where the RLM halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. After a series of some fifty modifications, the RLM gave the go ahead for the Fw 190 to be taken into inventory of the Luftwaffe.

#### Into combat

During June 1941, the Luftwaffe accepted the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17 machine guns. The II./JG 26 was completely equipped with the type and operating on the Western Front by September 1941 and its operations changed the game in the area, as the new fighter was superior to the Hurricanes as well as 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 inboard of the wheel wells.

#### Mass production begins

During 1942 the production of Fw 190 had intensified, and another production facility was set up at Fieseler, where the "Würgers", as the Fw 190s were nicknamed, were built under license. Thanks to this step and to other measures, production rose in 1942 to 1,878 units, comparing quite amazingly to just 224 aircraft in 1941. Large-scale production of the Fw 190A-5 was initiated in April 1943 with an identical wing to the A-4 variant, but with a nose extension that would become standard on all subsequent Fw 190A versions up to the A-9, and on the corresponding F types. July saw the development of a new strengthened wing, which incorporated MG 151s instead of the MG FFs 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 or 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 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. 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  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

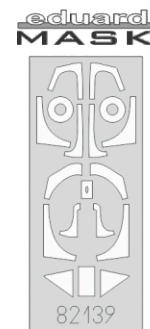
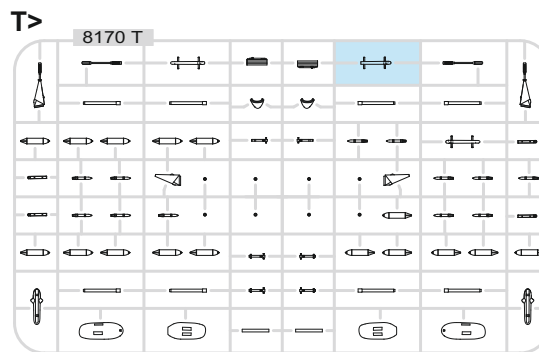
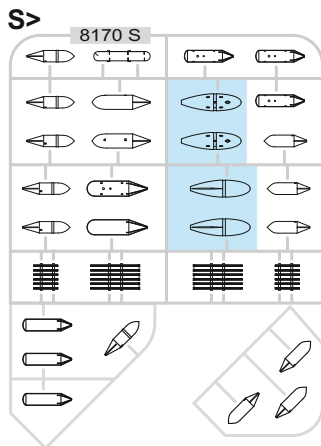
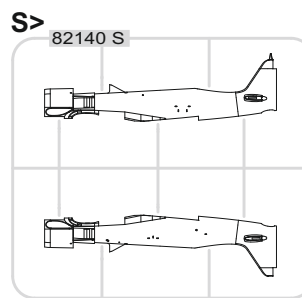
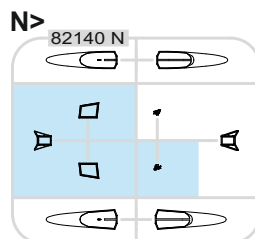
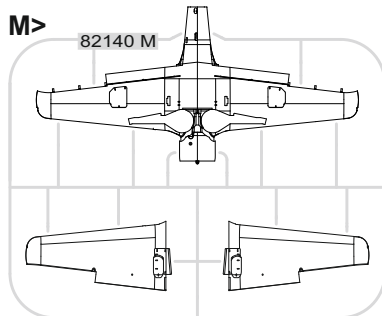
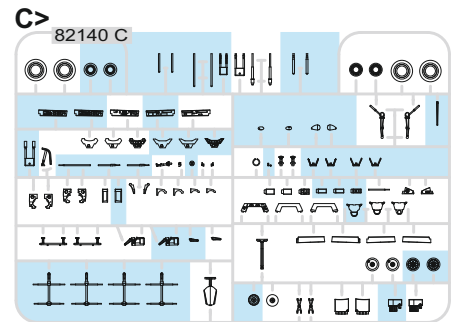
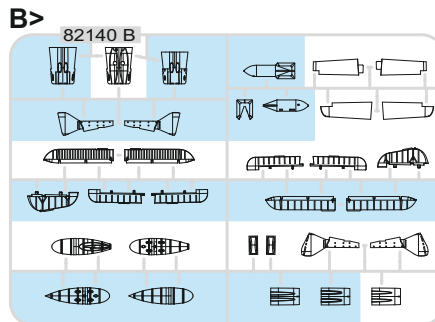
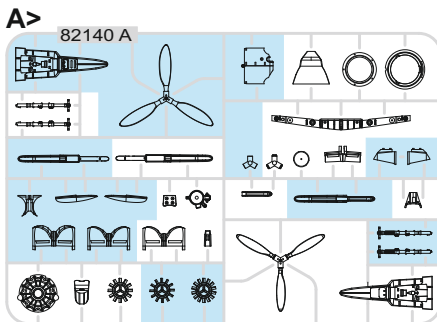
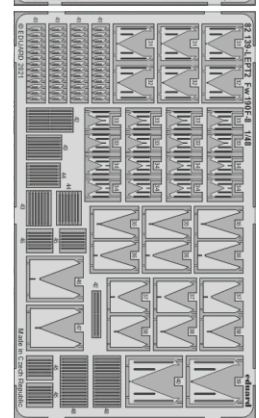
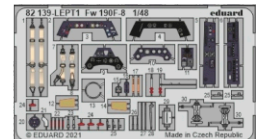


PIÈCES



部品

## PLASTIC PARTS

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



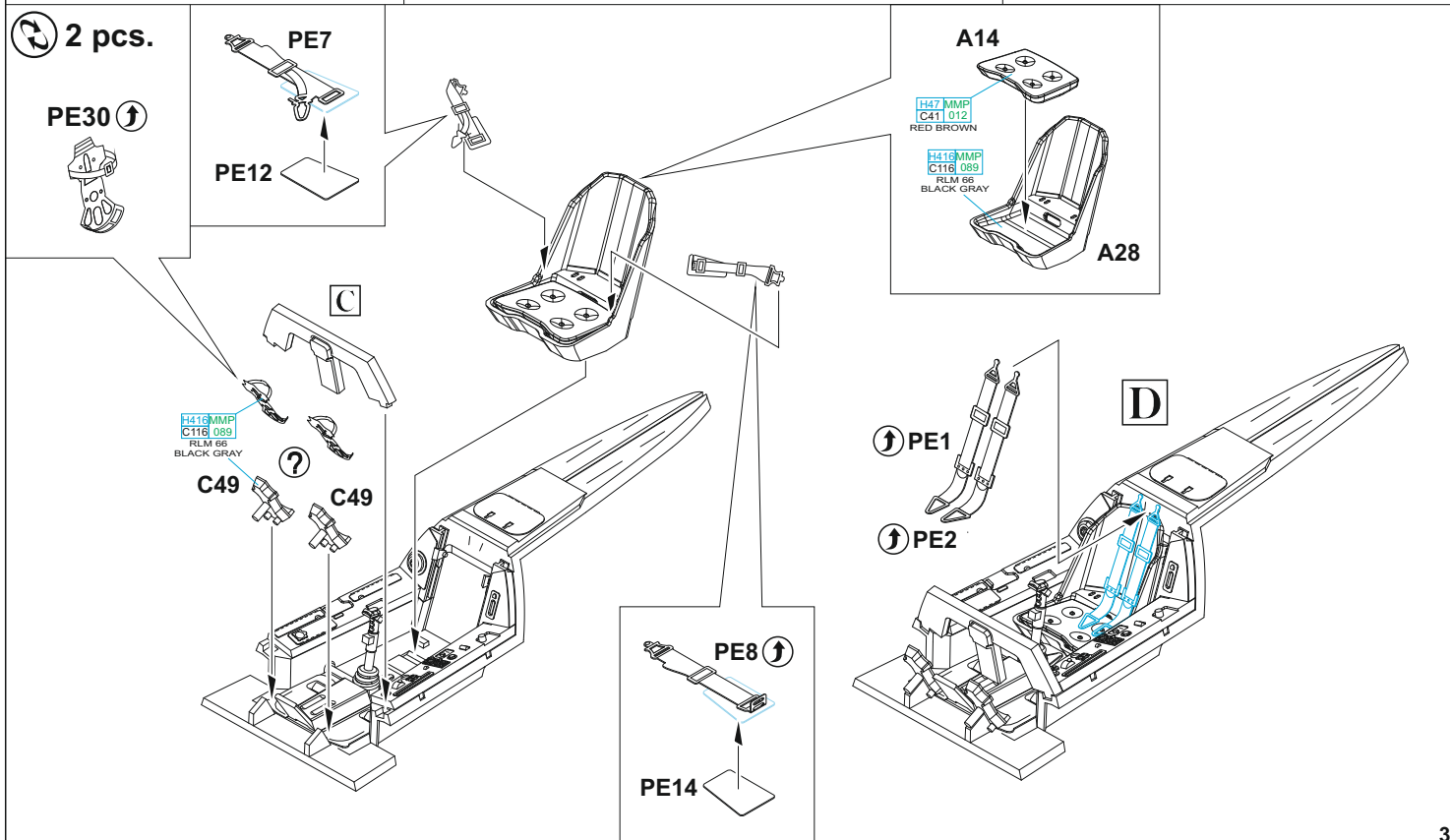
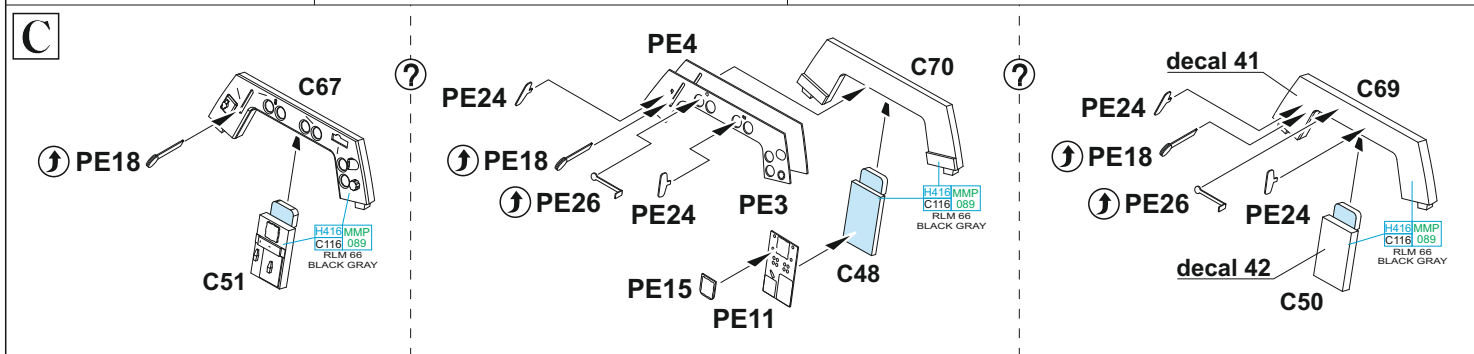
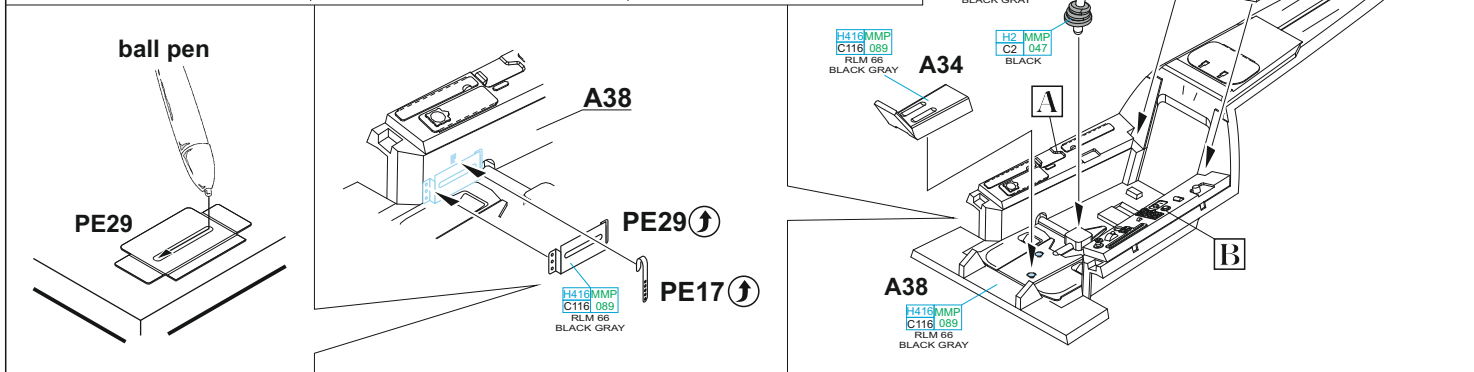
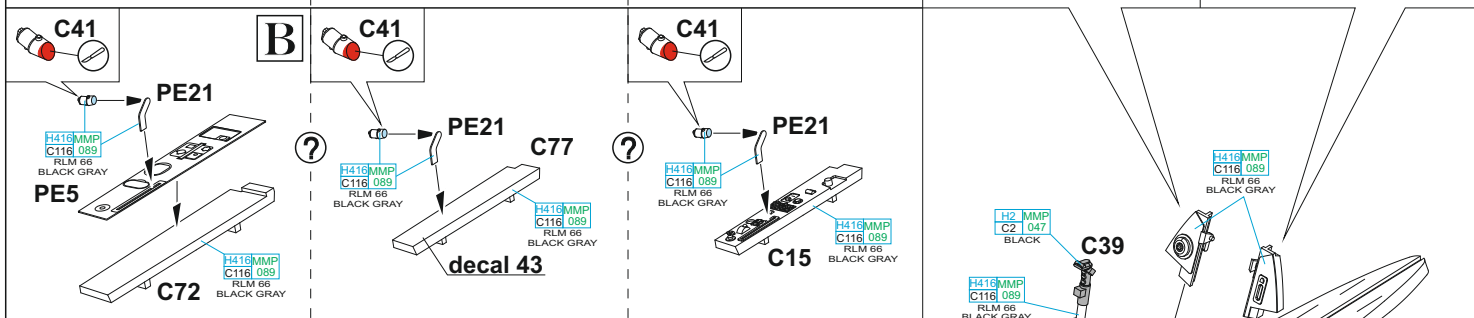
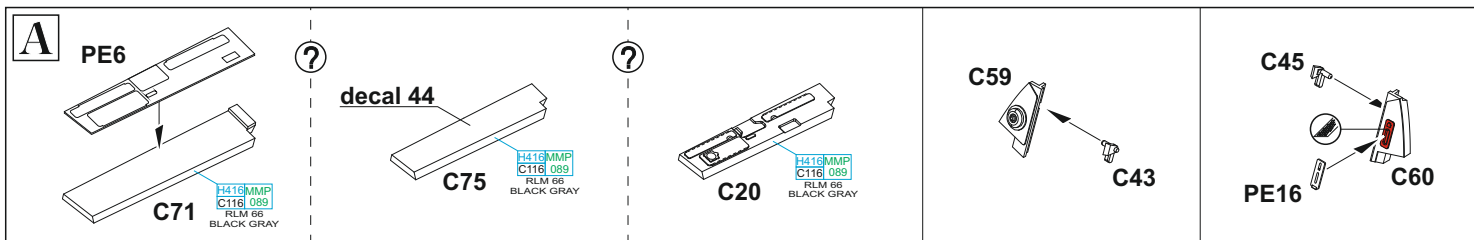
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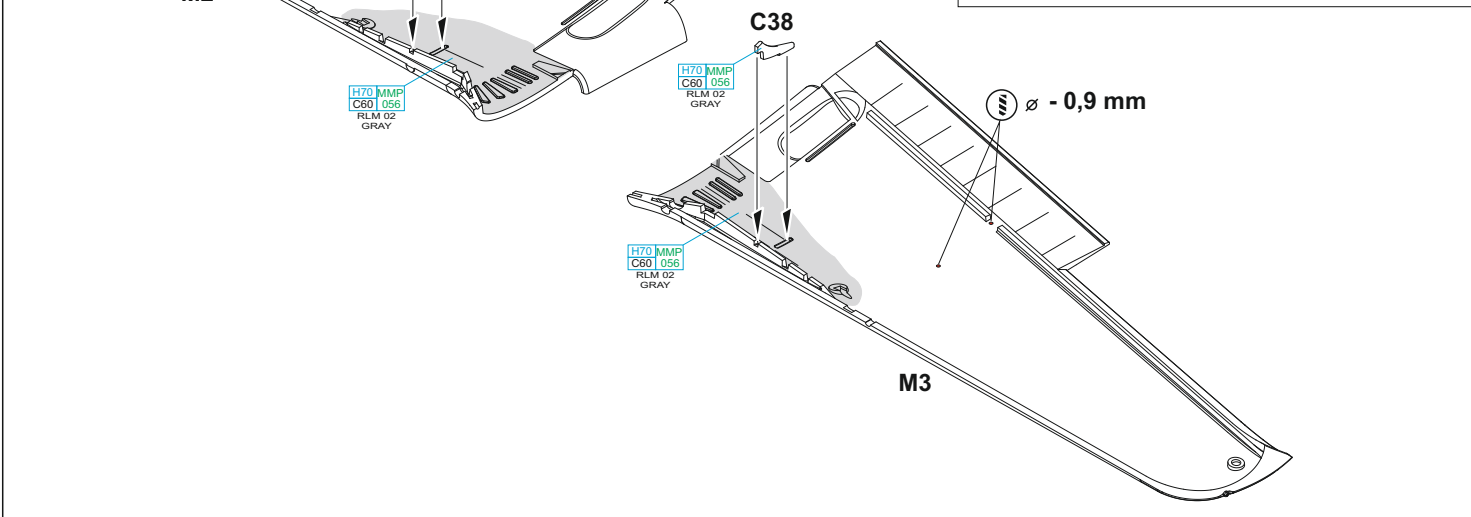
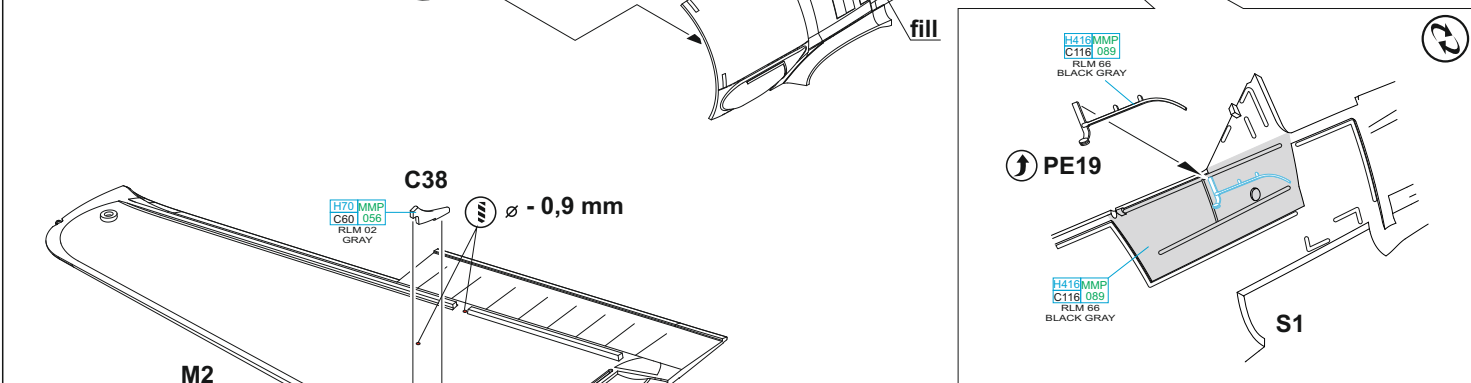
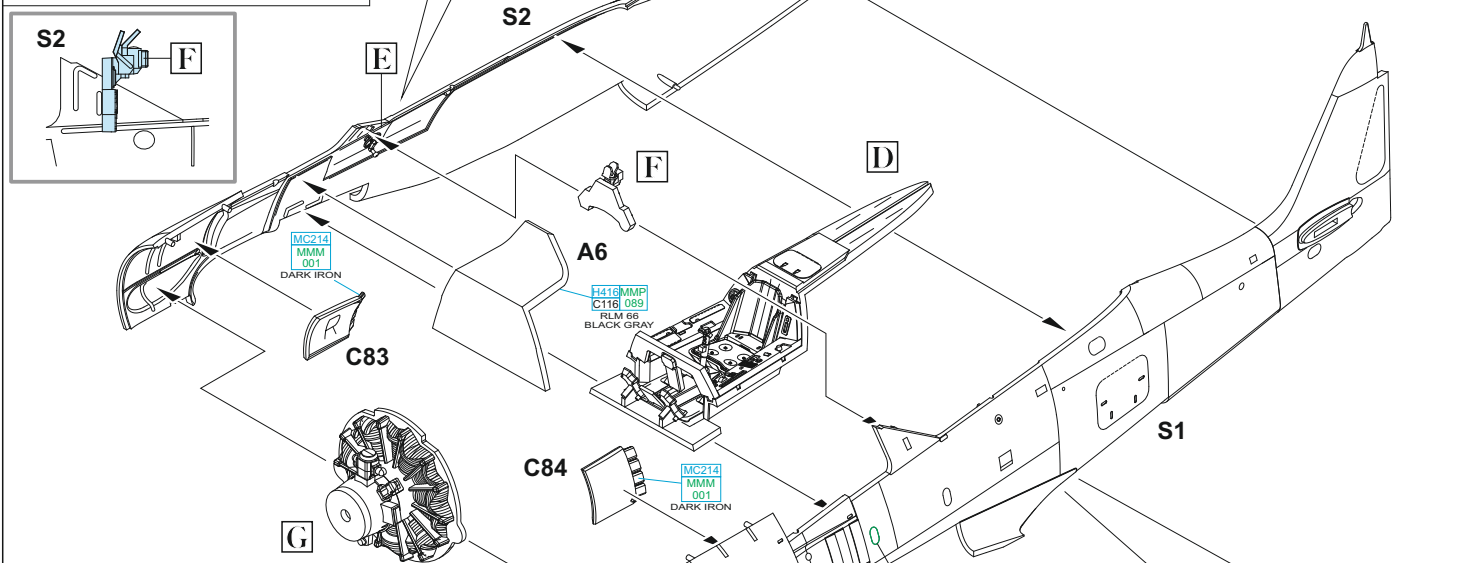
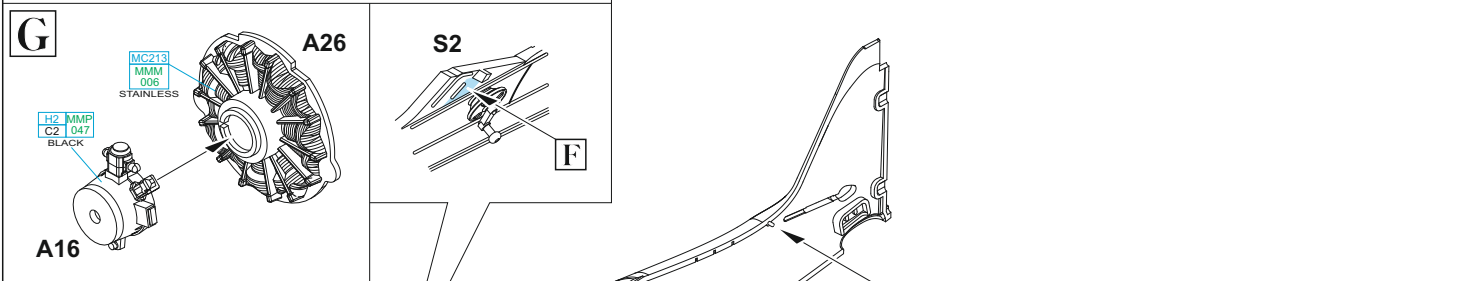
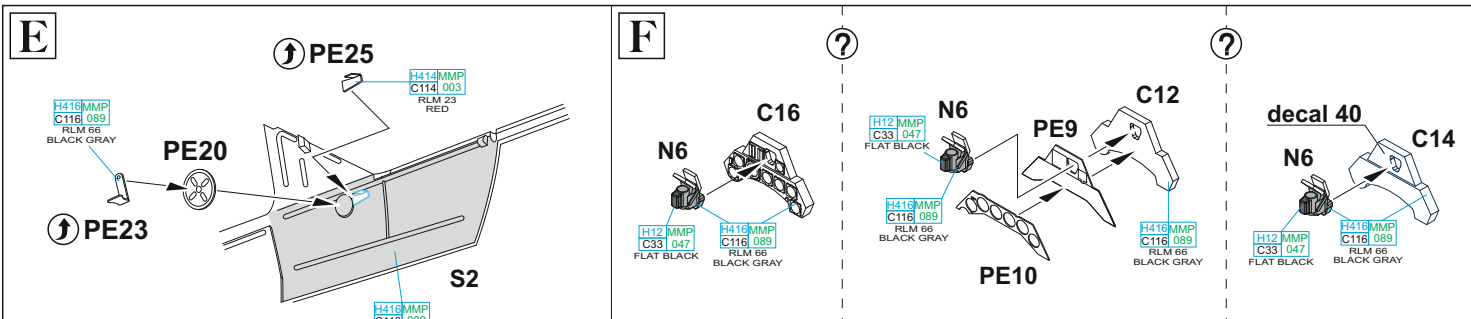


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H6	C6	MMP-004	GREEN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H66	C119	MMP-119	RLM79 SAND YELLOW
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H80	C54		KHAKI GREEN

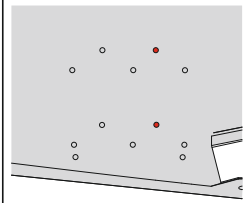
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H420	C120	MMP-120	RLM80 OLIVE GREEN
H423	C123	MMP-054	RLM83 DARK GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-008	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM206		MMC-001	CHROME SILVER



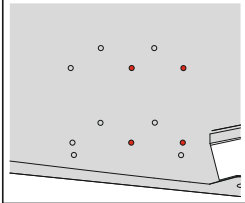




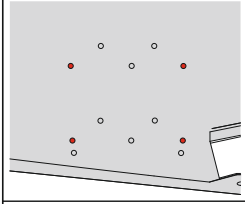
ETC 503 M1



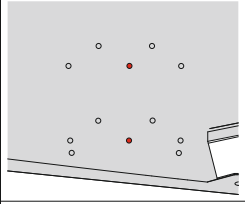
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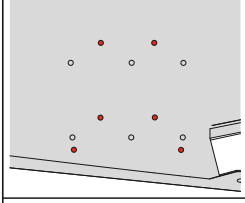
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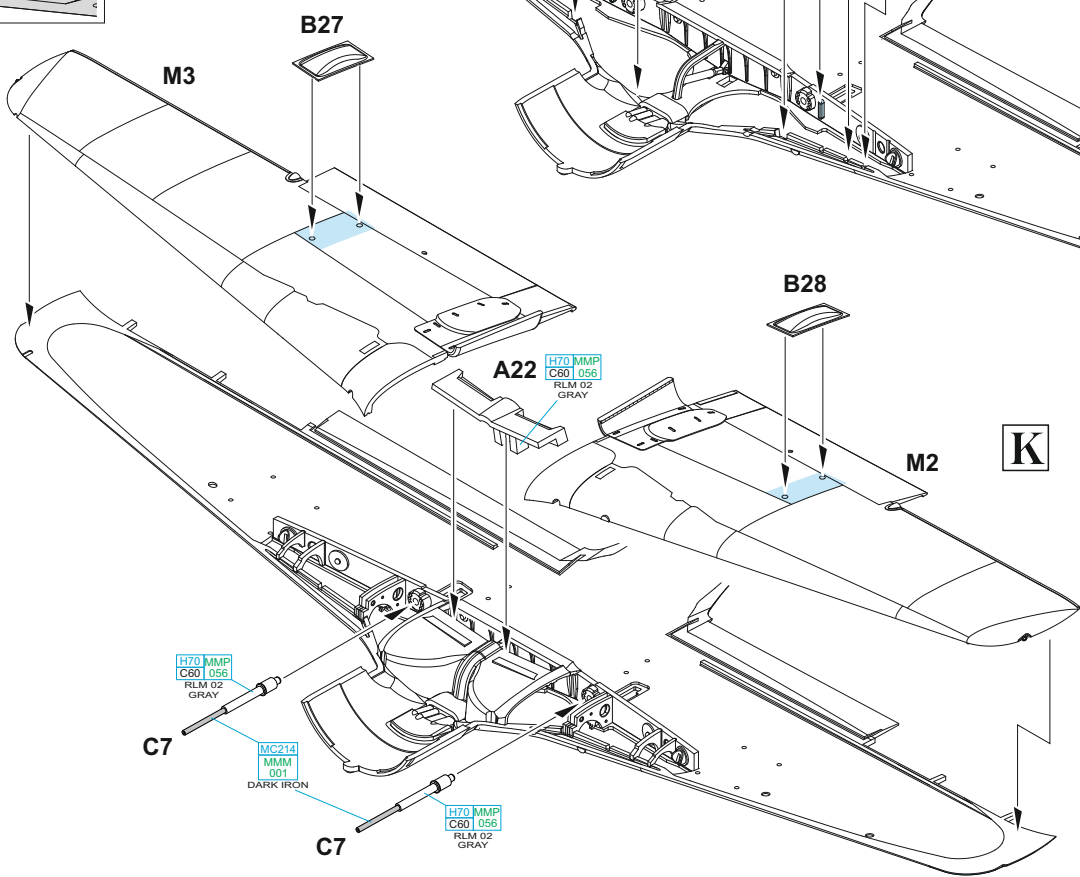
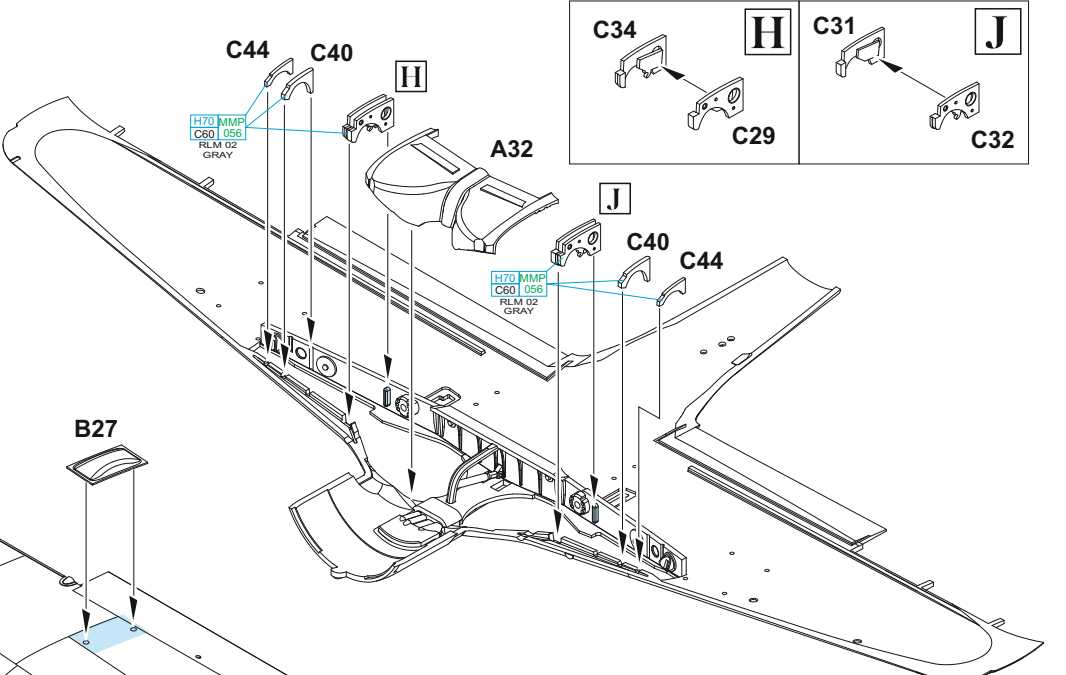
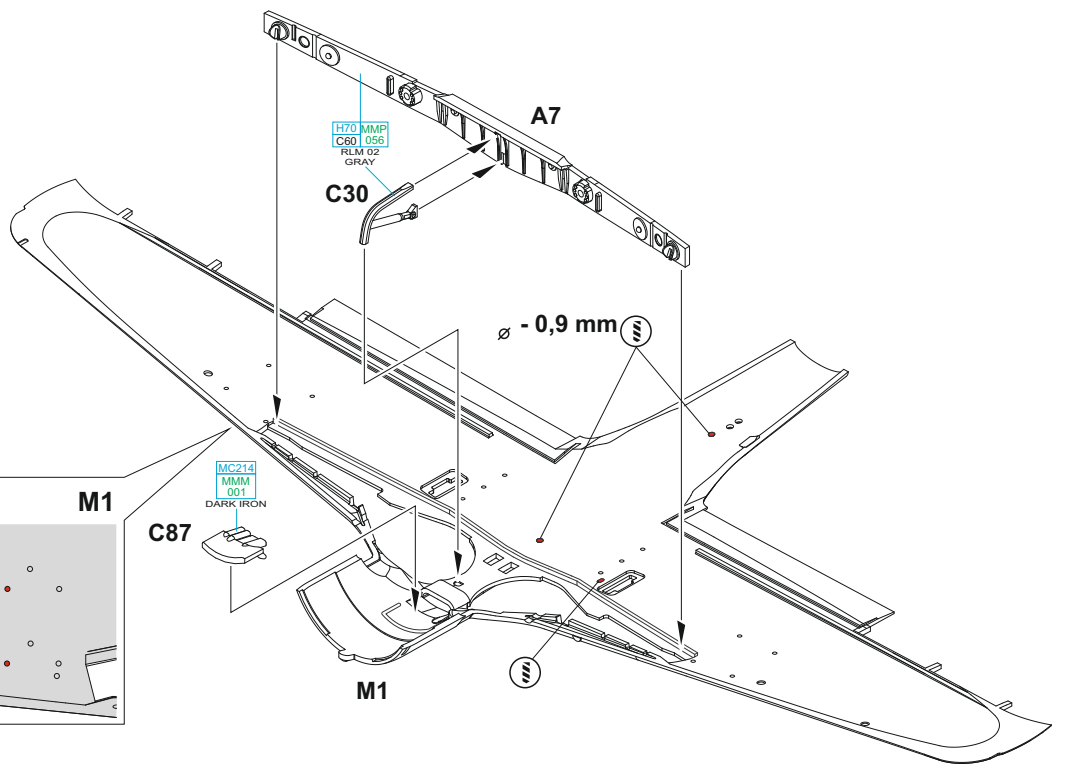
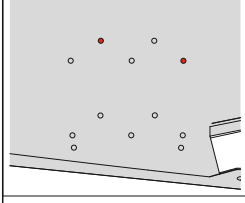
Ps 2 M1

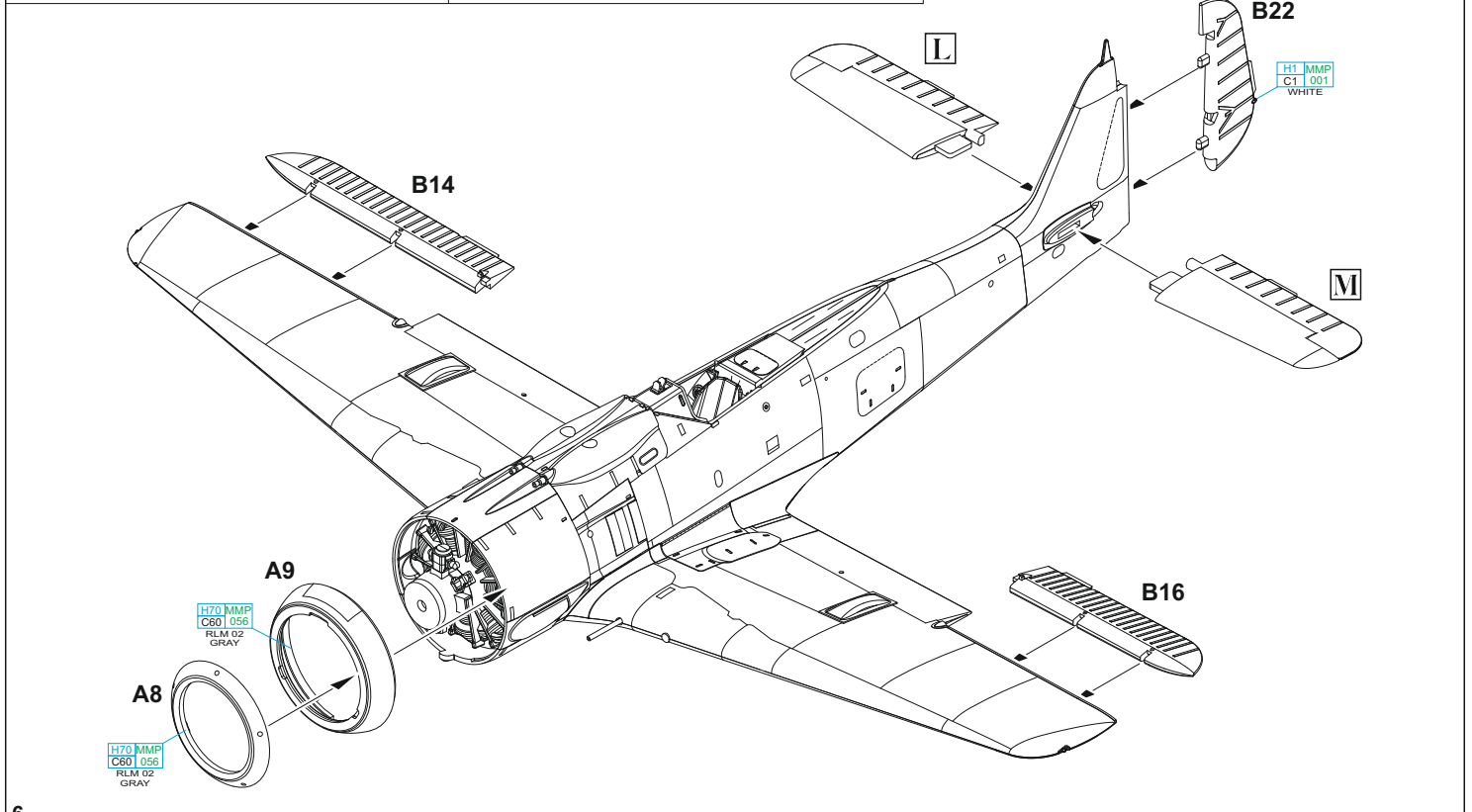
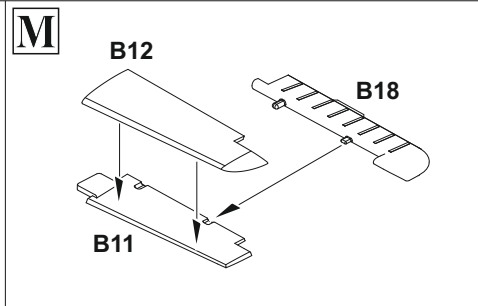
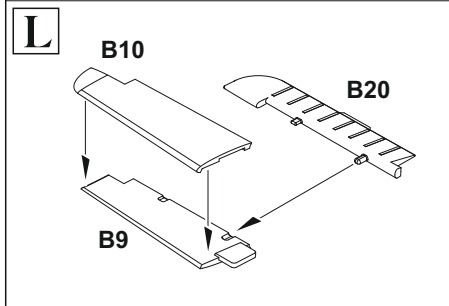
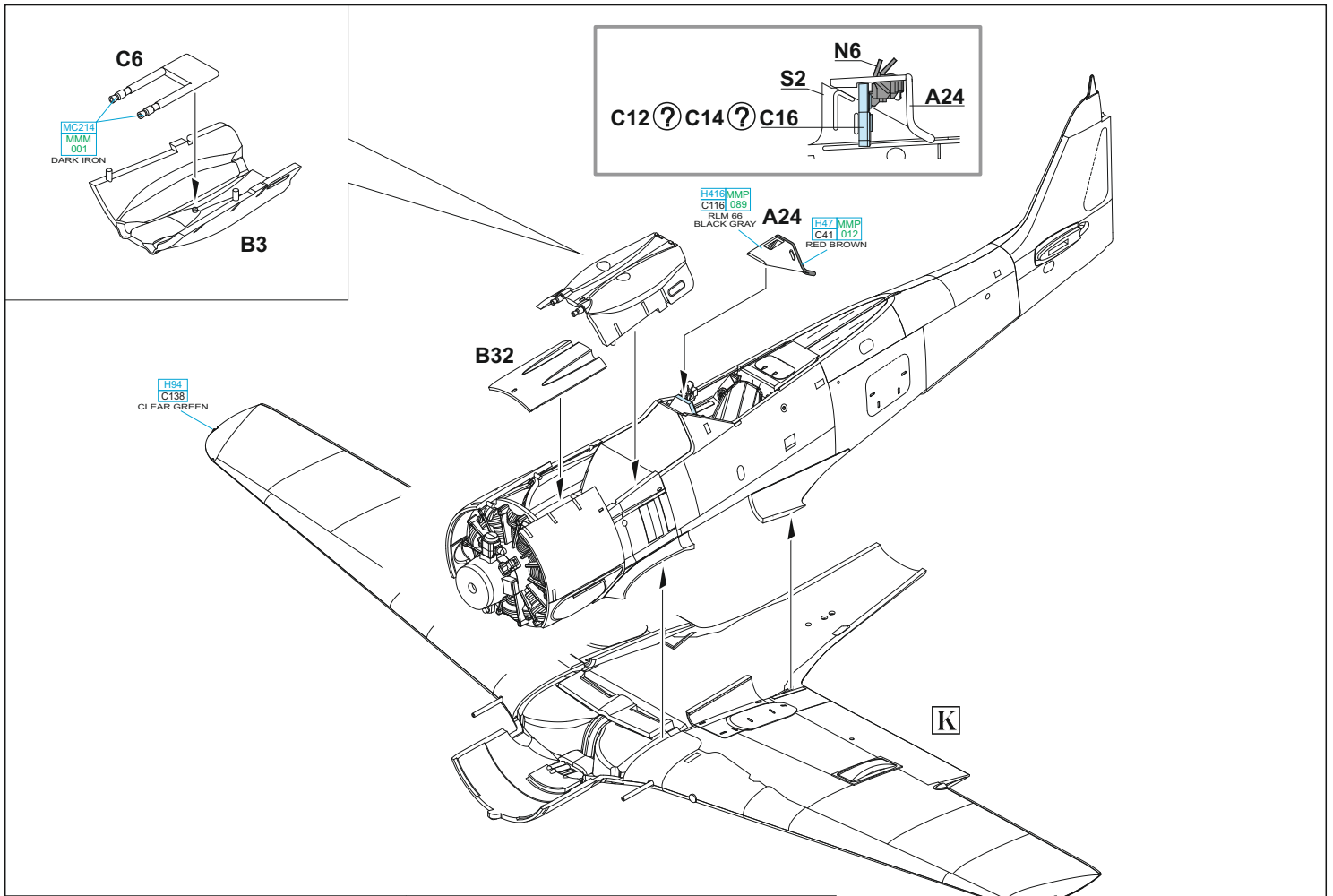


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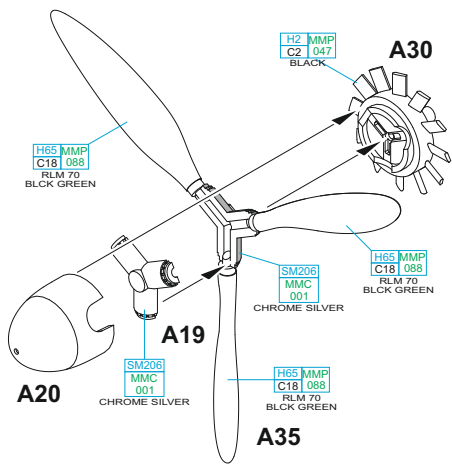
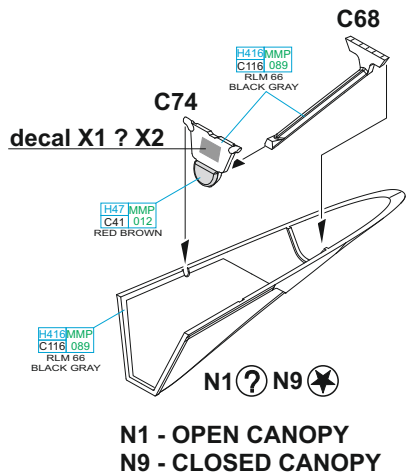
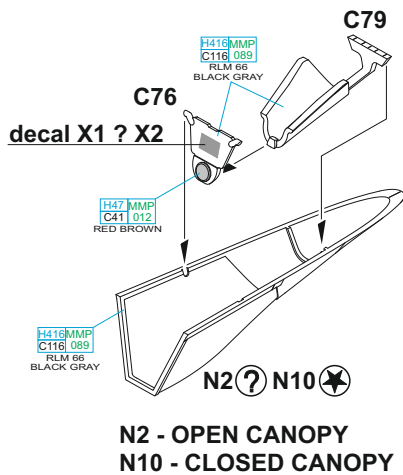


Mk 103 M1

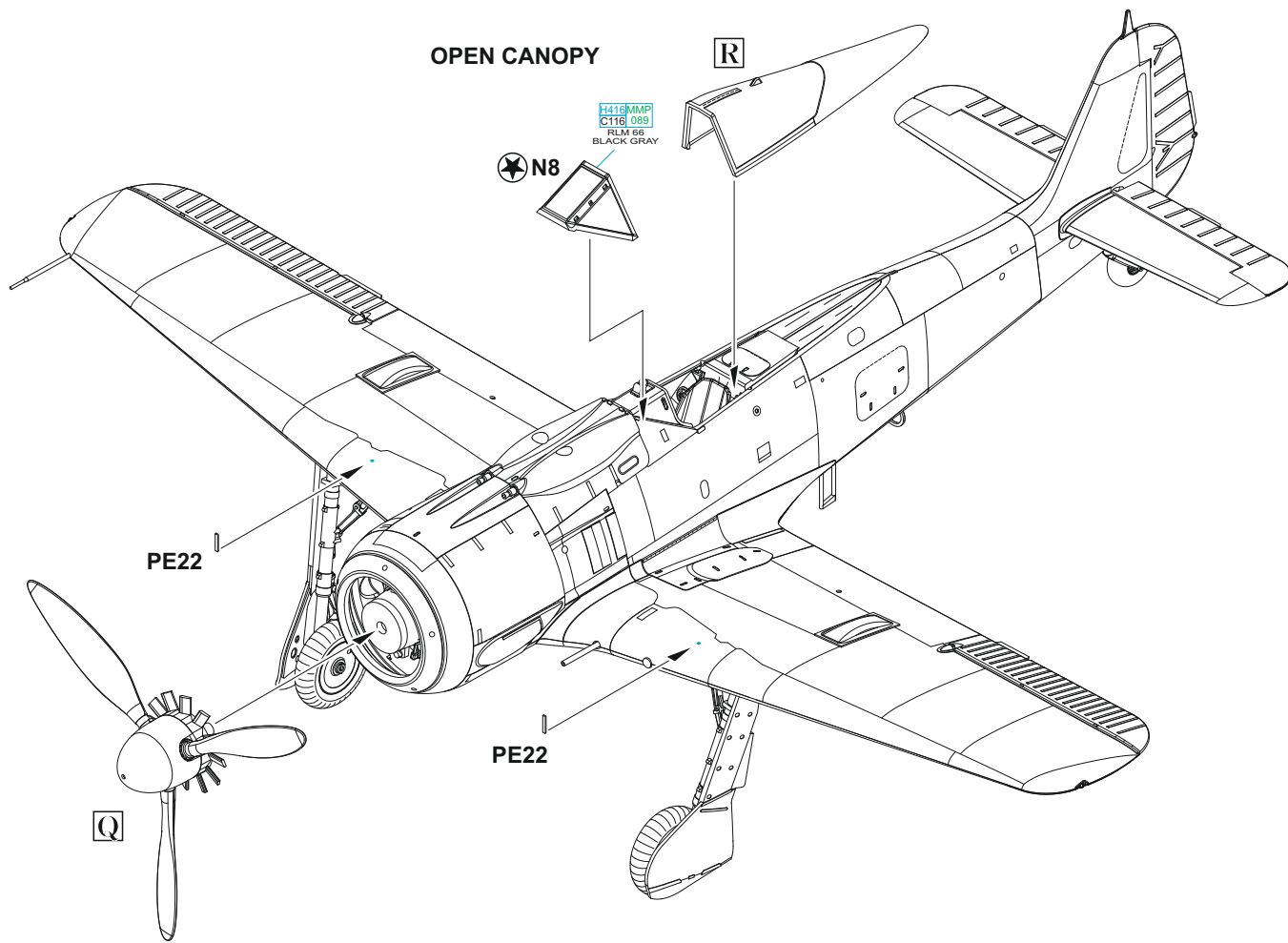
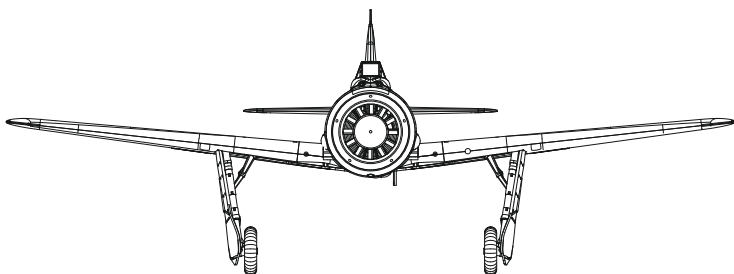
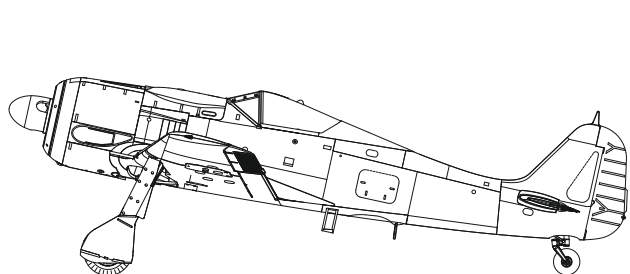






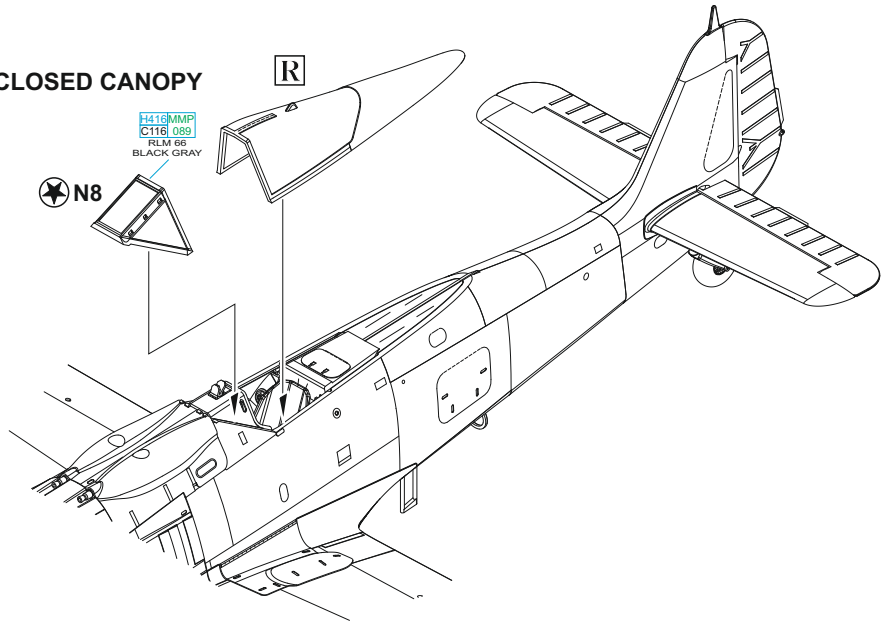
**Q****R**MARKINGS **A, C** ONLY

OPEN CANOPY

**R****Q**

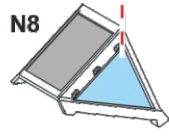
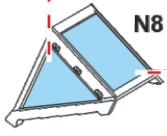


**CLOSED CANOPY**



**C81**  
**LIQUID MASK**

**C81**  
**LIQUID MASK**



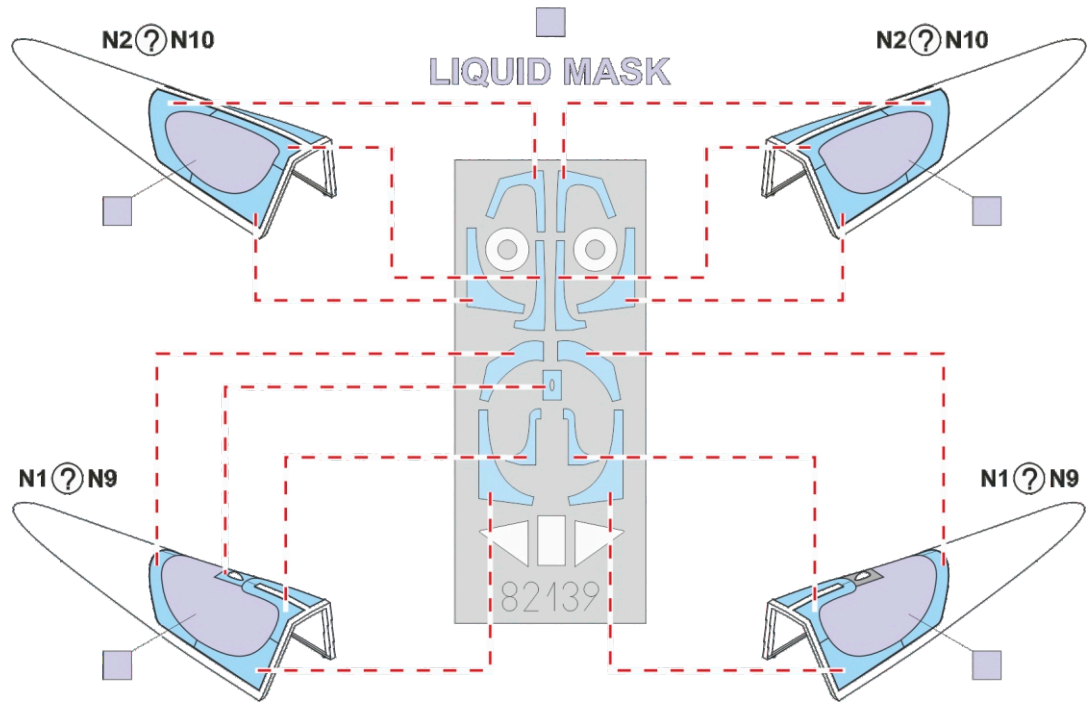
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**N2 ? N10**

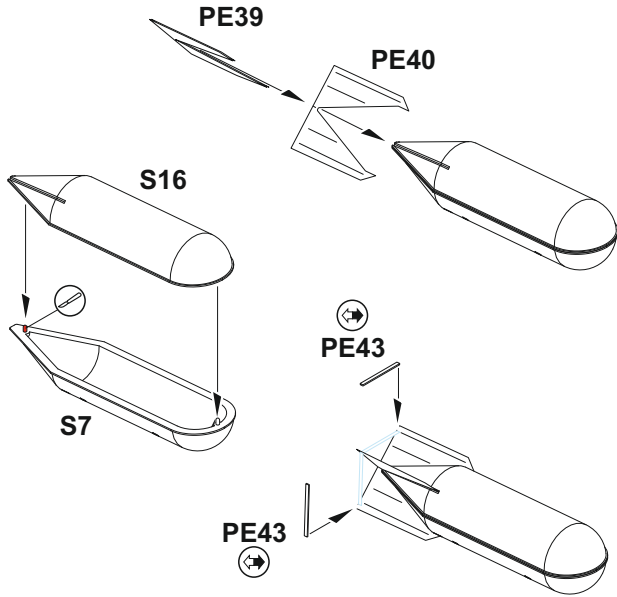
**LIQUID MASK**

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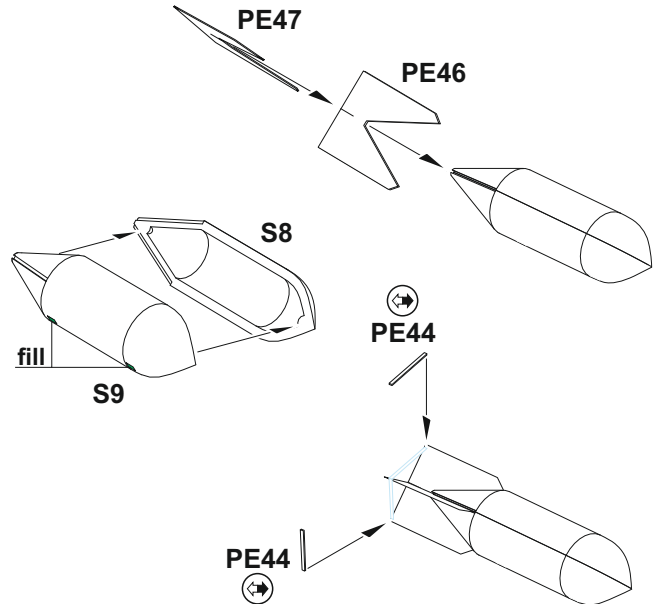
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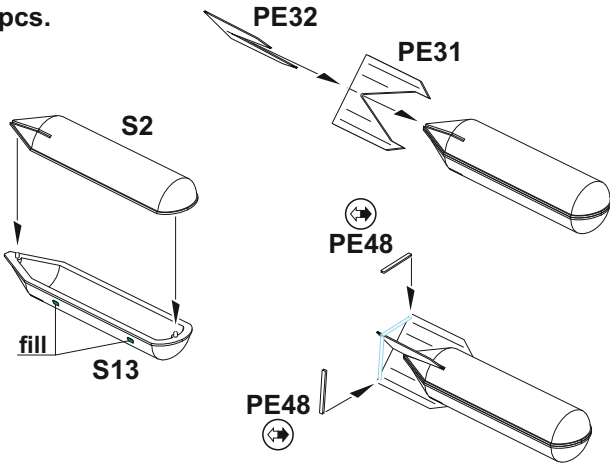
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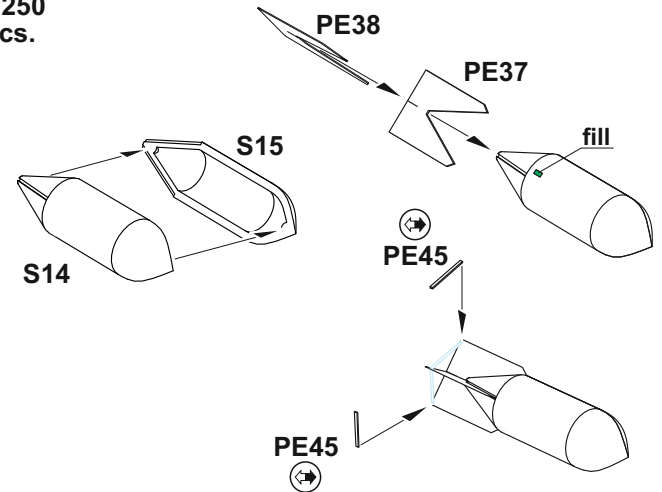
SC 500



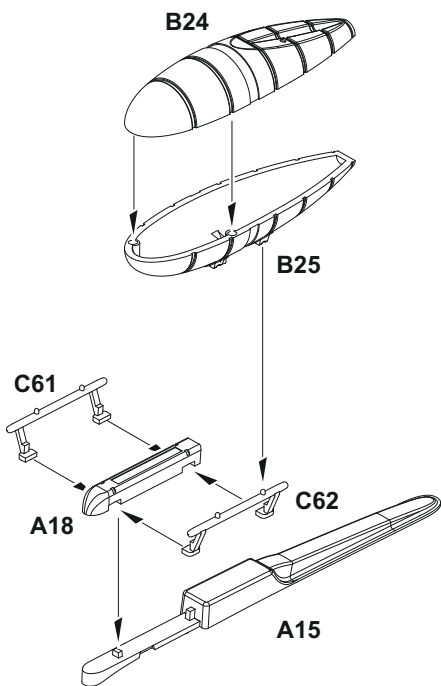
AB 250  
3 pcs.



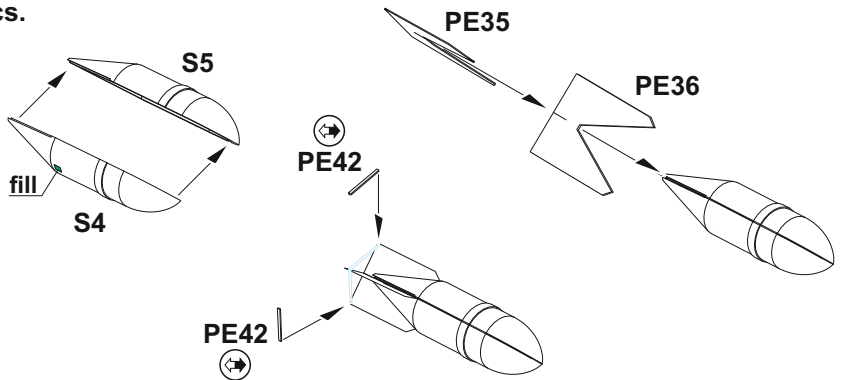
SC 250  
3 pcs.



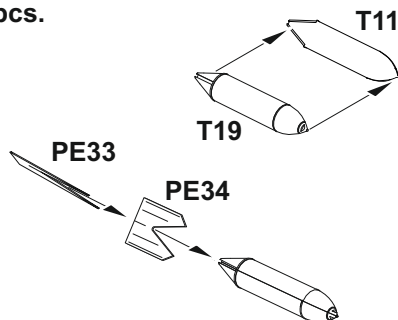
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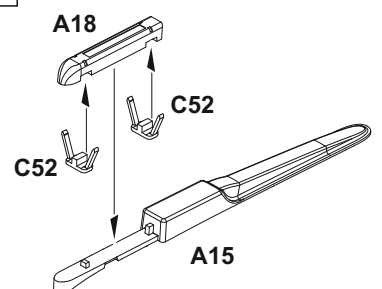
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3 pcs.



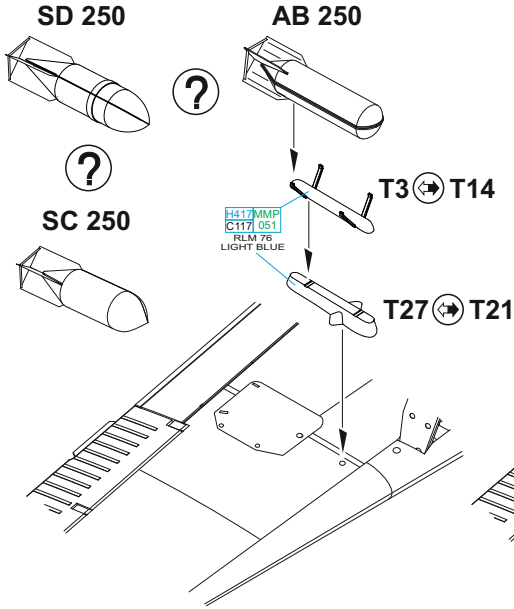
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8 pcs.



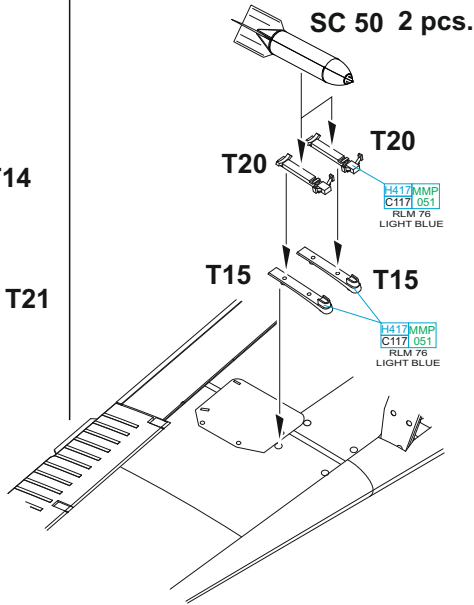
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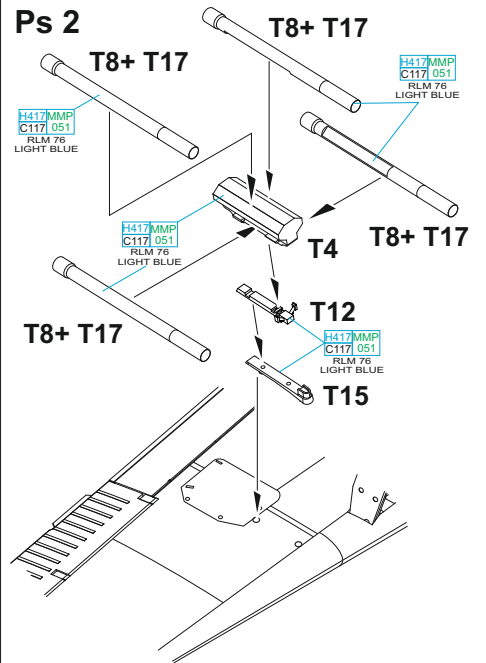
ETC 503



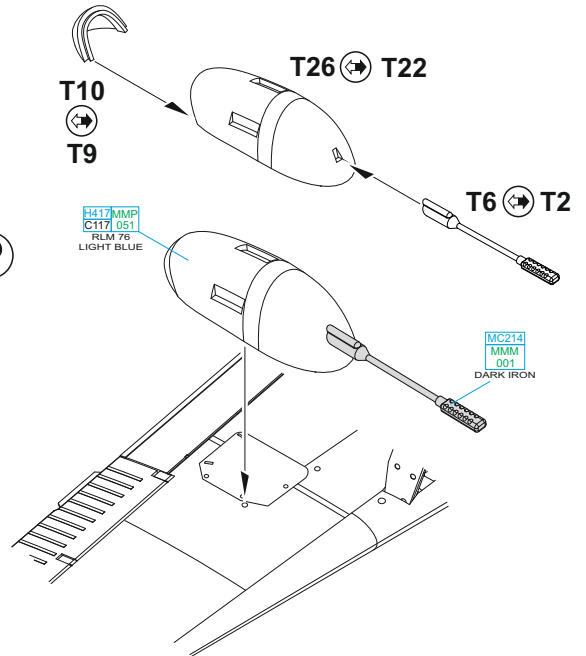
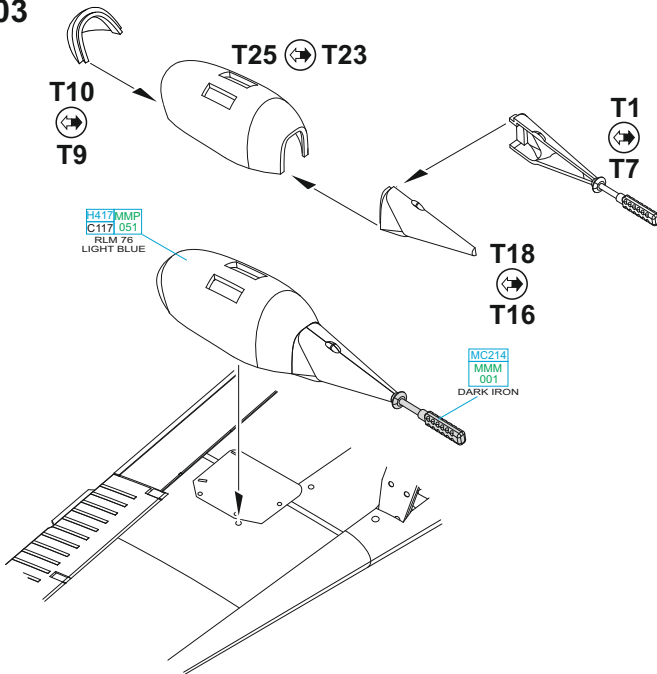
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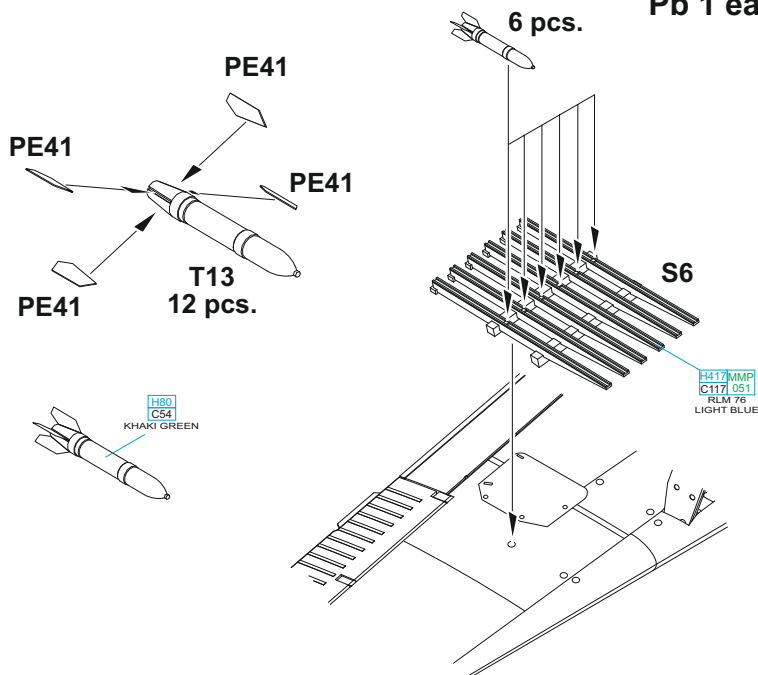
Ps 2



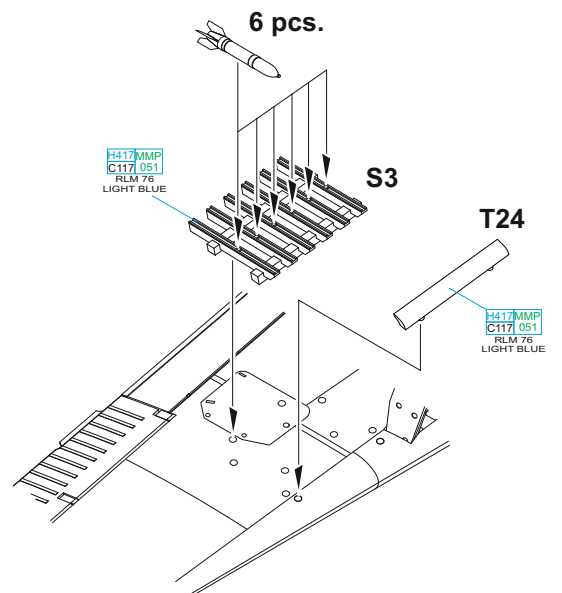
Mk 103

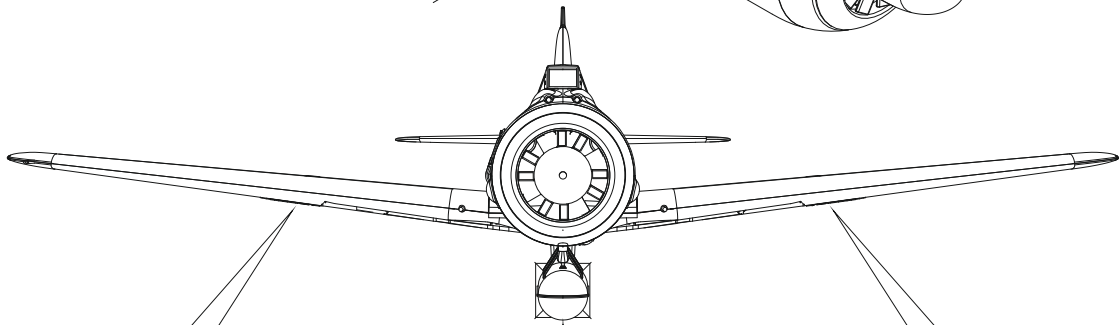
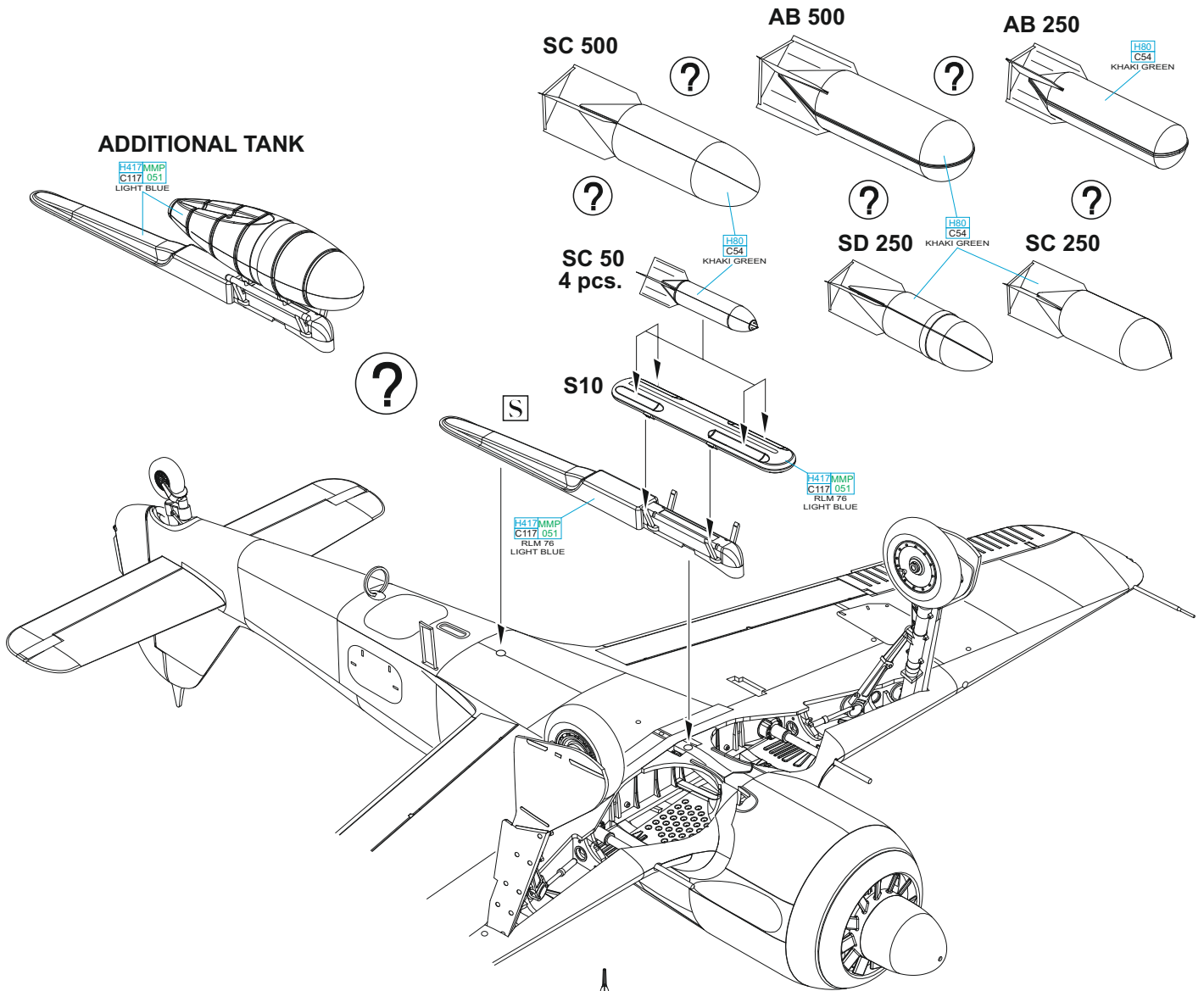


Pb 1 early



Pb 1 late





AB 250
SD 250
2x SC 50
Pb 1 early
Pb 1 late
Ps 2
Mk 103 early
Mk 103 late

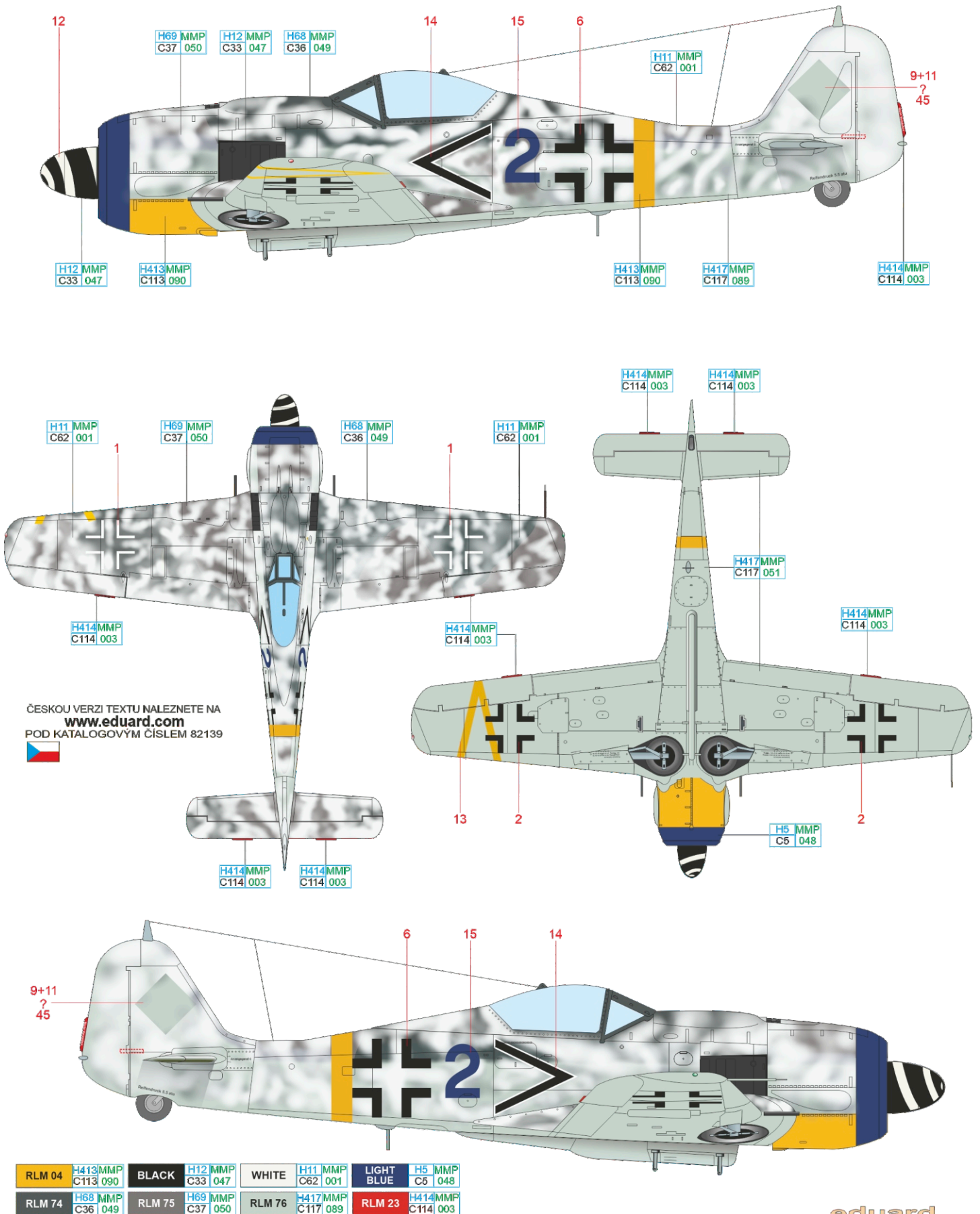
AB 500
SC 500
AB 250
SC 250
SD 250
4x CS 50
FUEL DROP TANK

AB 250
SD 250
2x SC 50
Pb 1 early
Pb 1 late
Ps 2
Mk 103 early
Mk 103 late



# A Stab I./SG 2, Csar or Raab, Hungary, winter 1944/1945

Original camouflage in the colors RLM 74 and 75 was overpainted with washable white winter paint on the aircraft. Focke-Wulf 190s of the Stab I. Gruppe SG 2 had blue numbers in the fuselage markings during this period. The I./SG 2 was deployed in Hungary until March 1945. Hptm. Herbert Bauer, the Austrian native from Innsbruck held the command of the unit from November 1944 until the end of the war. From the beginning of 1941 he flew Stukas with I./St.G. 2 "Immelmann" (later I./SG 2). From June 1943 to May 1944, he was commander of the 3<sup>rd</sup> Staffel. Prior to rearming of the unit with Fw 190F during May 1944, he was given the task of commanding operational training unit II./SG 103 in France. During the war, he conducted 1071 combat flights, 70 of them with Fw 190. He destroyed 51 tanks, two armored trains and achieved a direct hit of the battleship Oktyabrskaya Revolutsiya. He was awarded 11 aerial victories as well (one with Ju 87), while another 12 were not confirmed. Bauer was awarded the Knight's Cross with an Oak leaves.

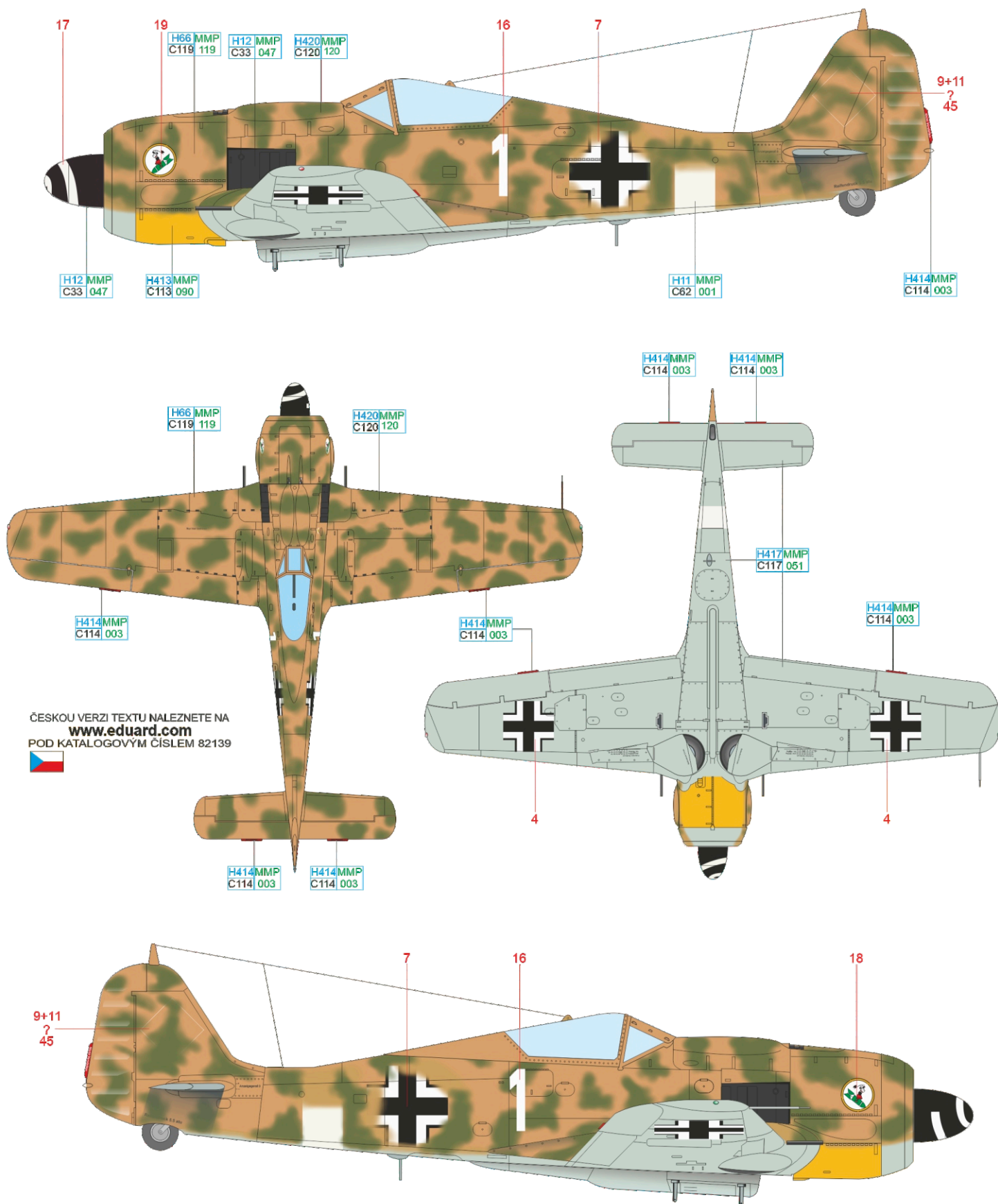


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RLM 04	H413MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	LIGHT BLUE	H5 MMP C5 048
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 089	RLM 23	H414MMP C114 003

# B 1./SG 4, Airasca, Italy, June 1944

The I./SG 4 was formed from the II./Sch.G. 2 in Italy during October 1943. The unit used the Fw 190s of A and G versions and the F-8 starting from June 1944. By then, unit lost almost sixty aircraft in combat on the Italian battlefield, as the Luftwaffe faced strong Allied air superiority in Italy over this period. Therefore, to achieve lower visibility over the battlefield, the crosses on the upper surfaces and the upper half of the white fuselage band of this aircraft were over-painted. The I./SG 4 took over Fw 190F-8s in June 1944 at the base of Airasca during rest and refitting. In July, the unit moved to the Eastern Front under the command of Maj. Werner Dörnback, who later became Kommodore of SG 4. At the end of the war, I./SG 4 had a base in Kostelec na Hané in the then Protectorate Böhmen und Mähren (Czechoslovakia after the war and Czech Republic today).

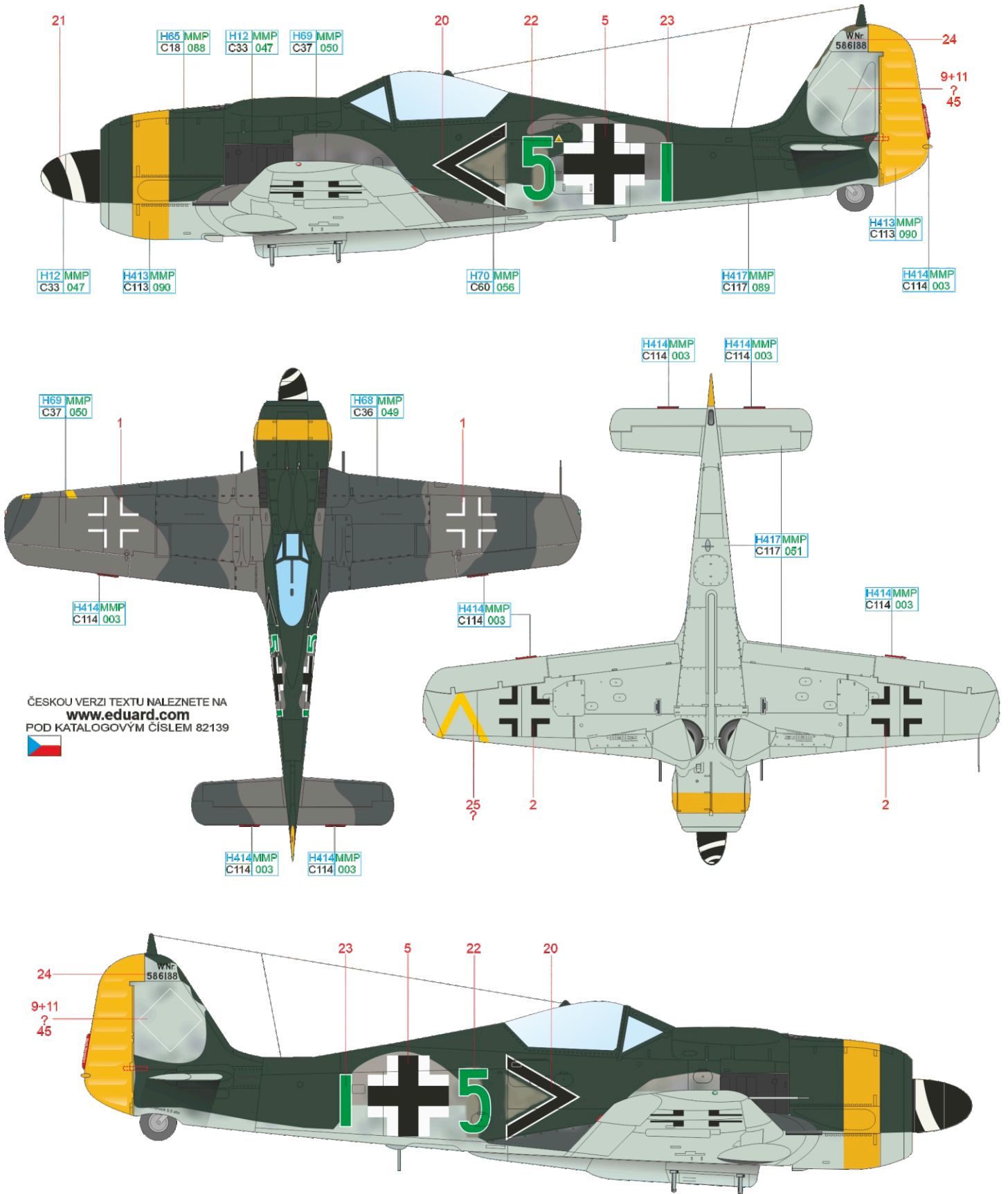


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RLM 80	H420MMP C120 120	RLM 79	H66 MMP C119 119	RLM 76	H417MMP C117 089
				RLM 23	H414MMP C114 003

This aircraft was found in Dolní Kamenice (the then Protectorate Böhmen und Mähren) at the end of the war after an emergency landing. It probably belonged to SG 10. Camouflage colors RLM 74, 75 and 76 is partly overpainted on the upper surfaces with dark paint, probably RLM 70. Yellow "V" and a band on the engine cover carried Luftflotte 4 aircraft since September 1944. This was identification introduced due to the Romanian Air Force, which joined the Allied forces and used German aircraft. From July 1944 to April 1945 the III./SG 10 was commanded by Hptm. Horst Steinhardt, former member of I./JG 2 "Richthofen" and Sch.G. 1. In the last weeks of the war, the unit was commanded by Major Arnulf Blasig. He flew Stuka bombers before the war and gradually served in St.G. 77, IV (Stuka) / LG 1 (later I./St.G. 5) and St.G. 51. He was awarded the Knight's Cross in September 1941 and completed a total of about 200 combat flights.



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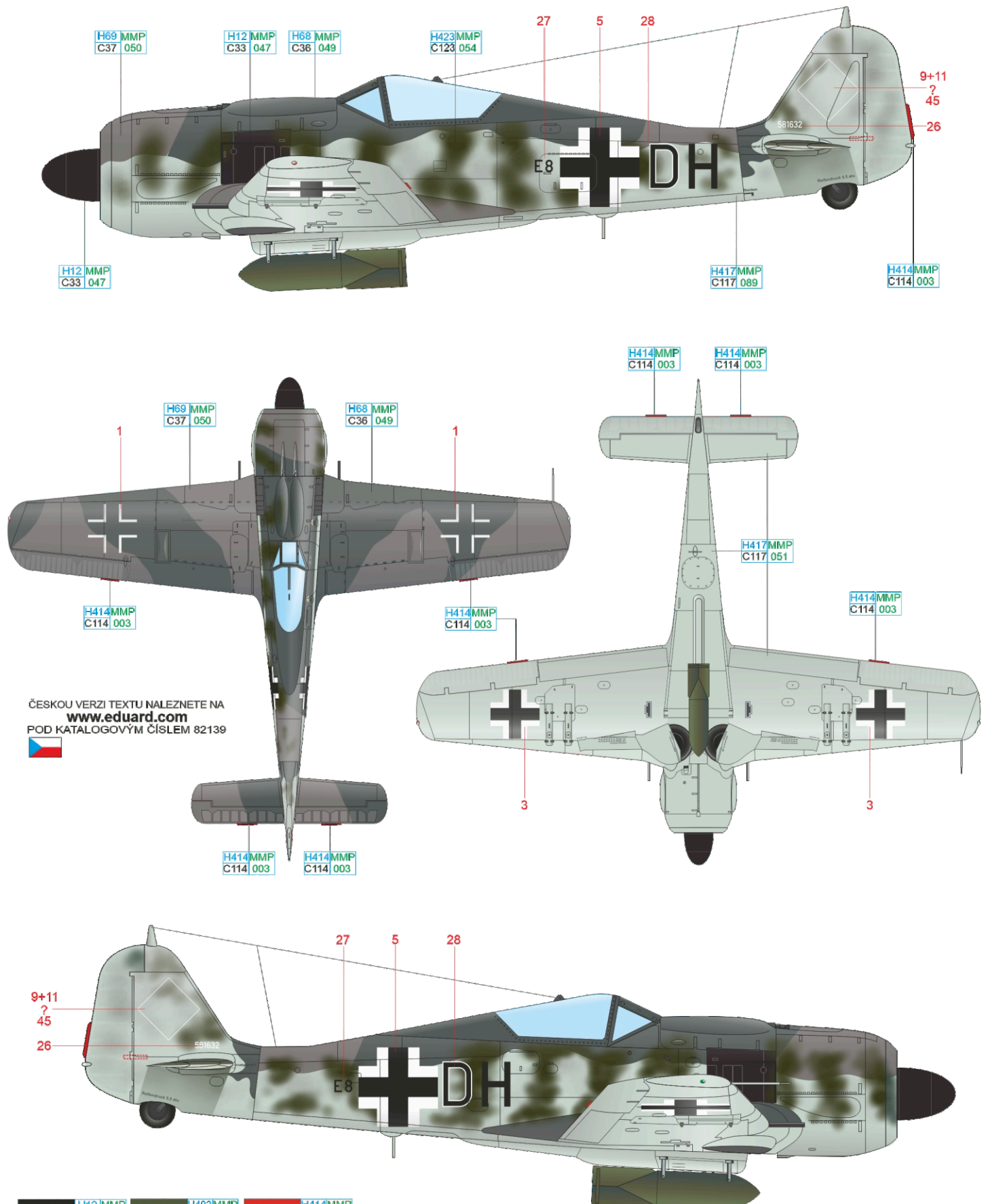


RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	RLM 02	H70 MMP C60 056	RLM 70	H65 MMP C18 088
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 089	RLM 23	H414 MMP C114 003



# D W.Nr. 581632, 1./NSGr. 9, Villafranca di Verona, Italy, May 1945

The aircraft is painted in colours of RLM 74, 75 and 76 with spots of green on the side of the fuselage. Due to night combat flights, it was probably equipped with a FuG 25a (IFF). Nachtschlachtgruppe 9 was formed in Italy at the end of 1943 and was used for night bombing missions using aircraft types Ju 87, Fiat Cr.42 and Caproni Ca 314. During 1944 the unit converted to Stukas completely. The only part of NSGr. 9, which received the Fw 190F planes in early 1945, was the 1<sup>st</sup> Staffel, which used F-8 and F-9 versions. Commander of NSGr. 9 was Obstlt. Dipl. Ing. Karl Vehmeyer, who previously led several Gruppen of Lehrgeschwader 1. From the autumn of 1944, Hptm. Karl-Heinz Kuhle the former Bf110 pilot of ZG 26, was commanding the 1./NSGr. 9 was.



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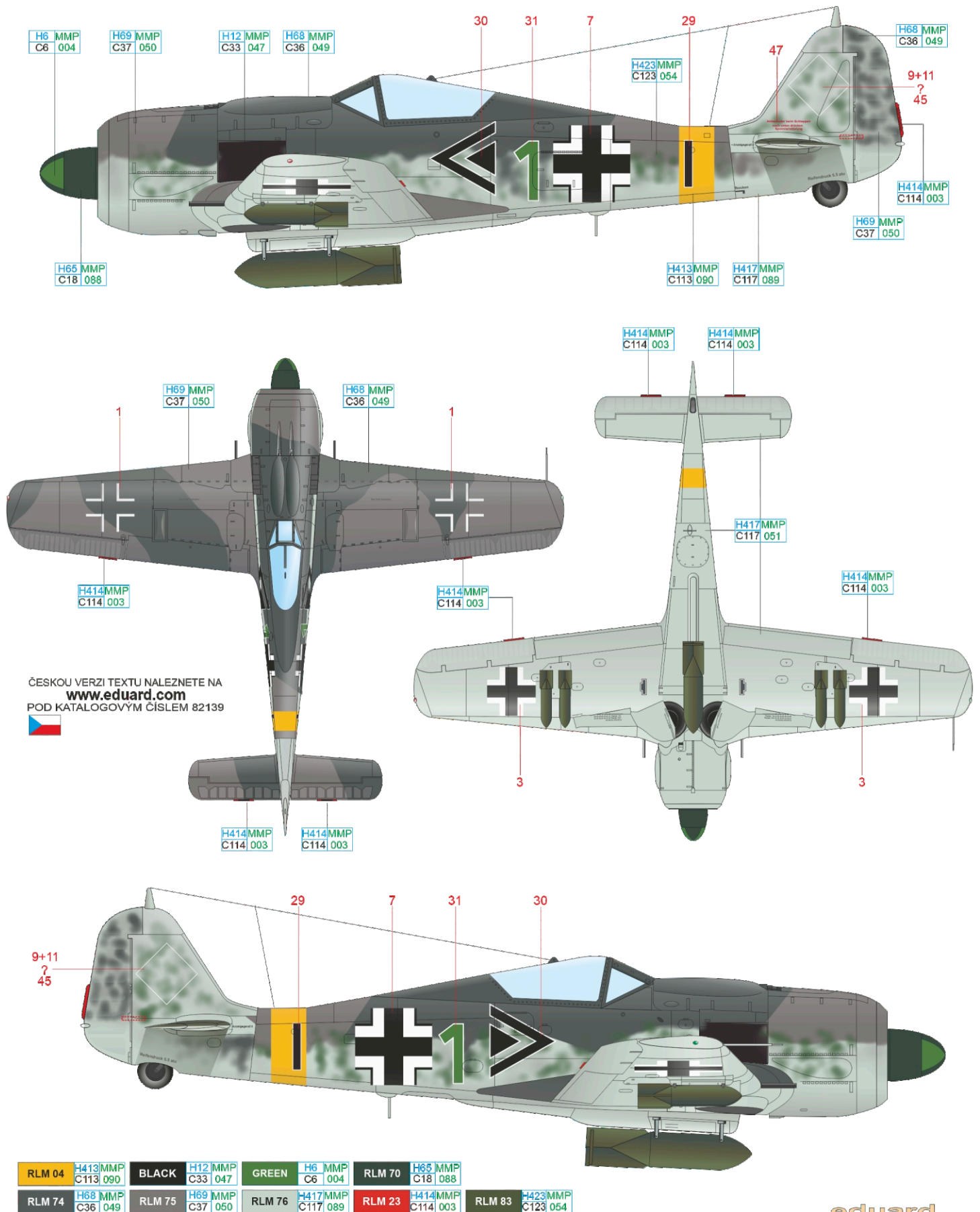


BLACK	H12 MMP C33 047	RLM 83	H423 MMP C123 054	RLM 23	H414 MMP C114 003
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 089



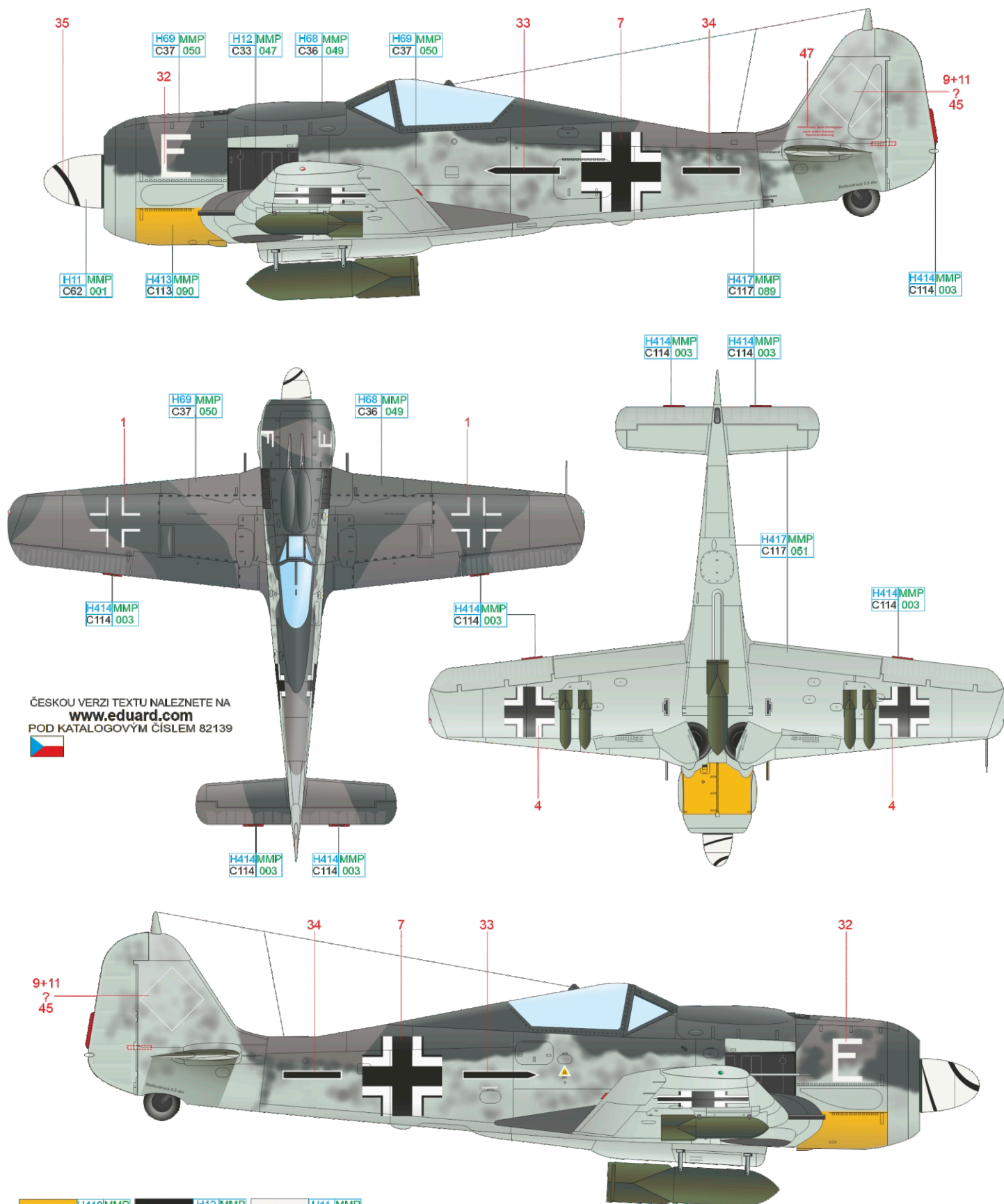
# E Flown by Major Karl Schrepfer, CO of III./SG 1, Kraków, Poland, August 1944

The unit this aircraft belonged to, is tentatively identified as Stab III./SG 1, but it is just probable, not certain. This group was in fact renamed III./St.G. 1, the change occurred in October 1943. Until May 1944 the unit used Junkers Ju 87D-5 bombers, but from March it started to rearm with Focke-Wulf Fw 190s planes of A and G versions. In May the unit received the first aircraft of the F-8 version. Major Karl Schrepfer was the commander of the III./SG 1 from April 1944. He flew Stukas before the war and for the entire duration of his frontline service he was assigned to St.G. 1 (SG 1). He was deployed in the Battle of Britain, carried out raids on Malta, took part in the African campaign and from June 1941 fought on the Eastern Front. During the period from May 1943 to March 1944 he led two training units. Schrepfer completed approximately 800 combat flights and received Oak Leaves to the Knight's Cross as the last ground attack pilot on April 28, 1945. He died in an accident in September 1946 in Wertheim.



# F Stab SG 77, Schönfeld-Seifersdorf (Łukaszów), Silesia, August 1944

This aircraft probably belonged to the Stab SG 77. The fuselage marking indicate the wingman within the Geschwaderstab. The white E identifies the fifth wingman's machine. Stab SG 77 received Fw 190 F-8 planes in June 1944 and had six of them available. From February 1943 to November 1944, Oberst Helmut Bruck was commander of SG 77. He joined the Luftwaffe in 1935 and during whole frontline career served with St.G. 77 (SG 77). He was shot down during the attack against Poland on September 1, 1939 and was rescued by German tank crew. In August 1940 he took command of I./St.G. 77 and participated in the campaign against Yugoslavia and Crete. For the rest of his frontline service, he was deployed on the Eastern Front. Twice he landed in the enemy territory to pick up a downed crew. From January to April 1945, he commanded operational training unit SG 151. In April he was appointed General der Schlachtfliieger-Nord. He completed 973 combat flights, including 15 with Fw 190. He was awarded the Knight's Cross with Oak Leaves.

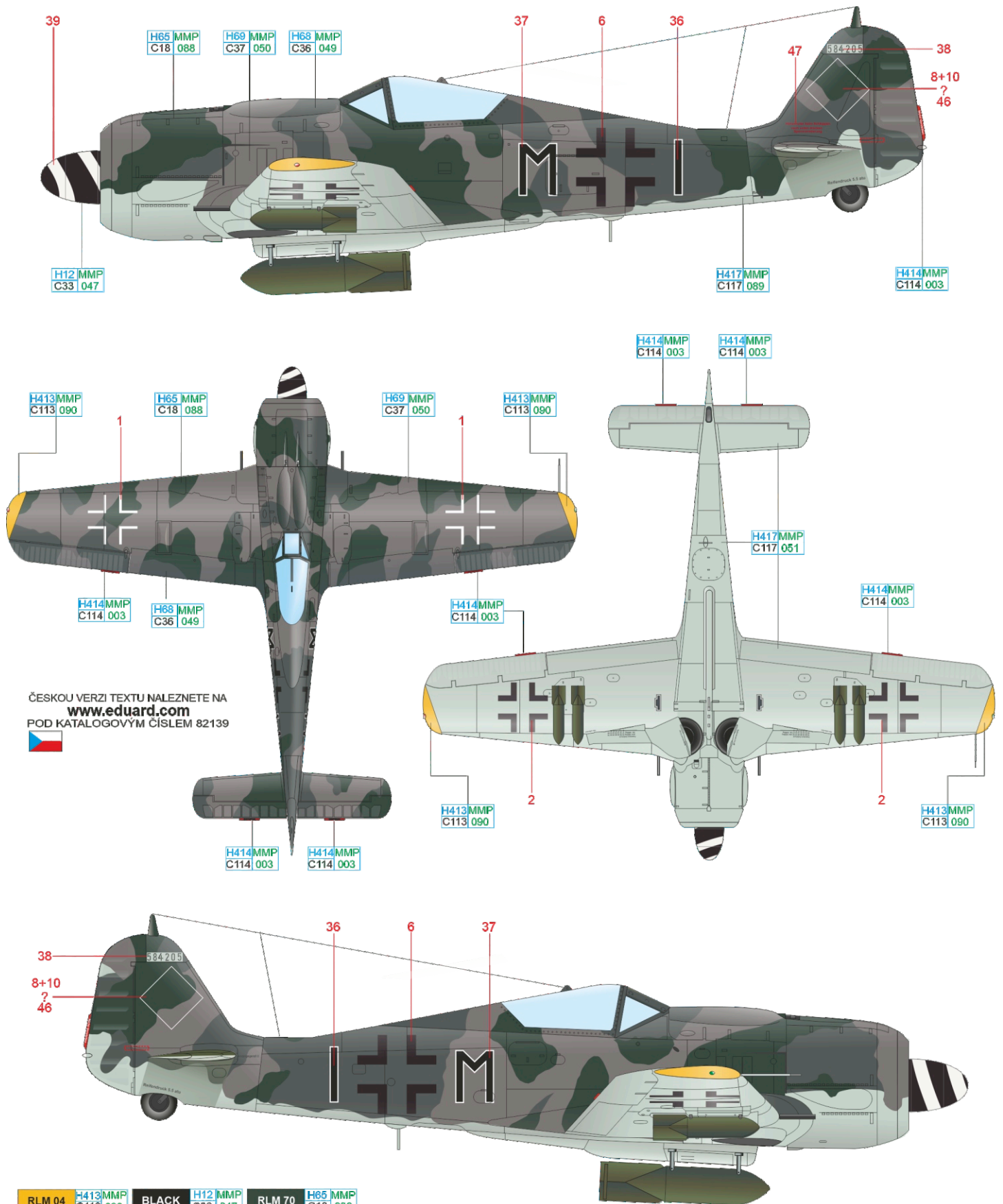


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RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 089
				RLM 23	H414 MMP C114 003

This aircraft took escaped from the Courland pocket in the Baltics on May 8, 1945, and landed in Glemminge (Ystad), Sweden, at 5:55 p.m. On board there were three members of the Luftwaffe – pilot Stabsfeldwebel Werner Skirlo, Fw. Johann Gruber and Fw. Adolf Karnel. Originally, they wanted to fly to the Danish island of Bornholm. Parts of the aircraft were handed over to the USSR in November 1945. Unusual camouflage with the colors RLM 74, 75 and 76 is supplemented on the upper surfaces with a dark color, probably RLM 70. The last commander of III./SG 3 was supposedly Hptm. Erich Bunge. He joined the army in 1935, first serving in the artillery, later in the reconnaissance aviation unit. From 1941 he worked as an instructor and in February 1944 became commander of the 5./SG 4. A month later he received the Deutsches Kreuz in Gold. In July 1944 he became commander of the training unit I./SG 151 and in March 1945 commanded III./SG 3 in Courland.



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RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 089
				RLM 23	H414MMP C114 003



