



AIRFIX - 72 SCALE

Fw 190D

FOCKEWULF FW190D

The first prototype of the FW190 series of fighters flew on June 1, 1939, and in the summer of 1941 the A type, which was now being mass-produced, went into action. The early FW190A's were immediately successful and proved superior to the Spitfire V's then being flown by the R.A.F.; by the end of 1942 almost as many FW190's as Messerschmitt Bf109's were in service.

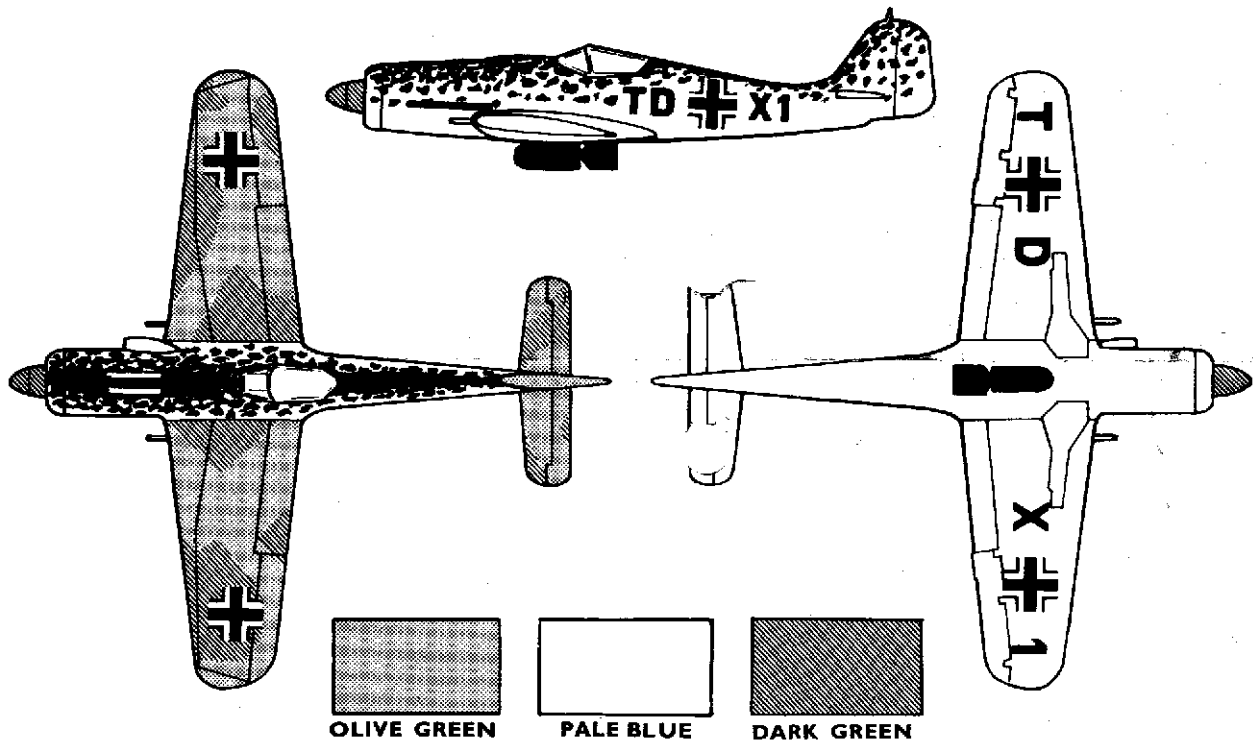
The FW190D was developed to employ the latest type of liquid-cooled engines in place of the air-cooled radials, and to improve the high altitude performance; the resultant aircraft employed most of the existing FW190 structure but had a longer nose and rear fuselage. The performance of the FW190D was a great improvement on the A model, and in the winter of 1943 the first D-9 production versions went into service.

During its brief career many variants of the FW190D were produced, differing in armament and power plant, and the D-13 fighter-bomber was introduced which is the subject of this model. Although it was primarily a ground-attack machine the FW190D-13 was quite capable of giving an excellent account of itself in the fighter role after delivering its bomb. FW190 development did not end with the D types but continued until the end of the war, culminating in the FWTa152 which was one of the fastest piston engined aircraft of the Second World War. When hostilities ended over 20,000 FW190's of various types had been produced.

The FW190D-13 was powered by a Junkers Jumo 213E engine of 1,776 h.p. (increased to 2,240 h.p. by using methanol-water injection), giving a maximum speed of approximately 440 m.p.h. Armament normally consisted of three 20 mm. cannon (two wing-mounted and one firing through the airscrew boss), and two 13 mm. machine guns in the engine cowling. The usual bomb load was one 550 lb. bomb, although one sub-type could carry eight 110 lb. bombs. Wing span was 34 ft. 6 ins. and length 33 ft. 6 ins.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

SUGGESTED COLOUR SCHEME



17. Apply transfers. First cut the sheet into seven separate subjects. Then dip each in warm water for a few minutes, slide transfer off backing into position as indicated on illustration. The large crosses are applied above the wing. The large crosses together with serial letters are applied beneath the wings, 'T' 'D' beneath starboard wing and 'X' '+' '1' beneath the port, both reading from the rear. The smaller crosses and serials are applied on either side of the fuselage. The aircraft name is applied to the transport base.

PALE BLUE All undersurfaces and fuselage sides.

OLIVE GREEN M.3. Over all uppersurfaces.

DARK GREEN blotches becoming progressively heavier towards top of fuselage, propeller spinner, over upper wing and tail surfaces, to give splinter camouflage effect.

BLACK M6 Tyres, propeller blades, exhaust outlets, engine front and bomb.

AIRFIX

CONSTRUCTION KIT

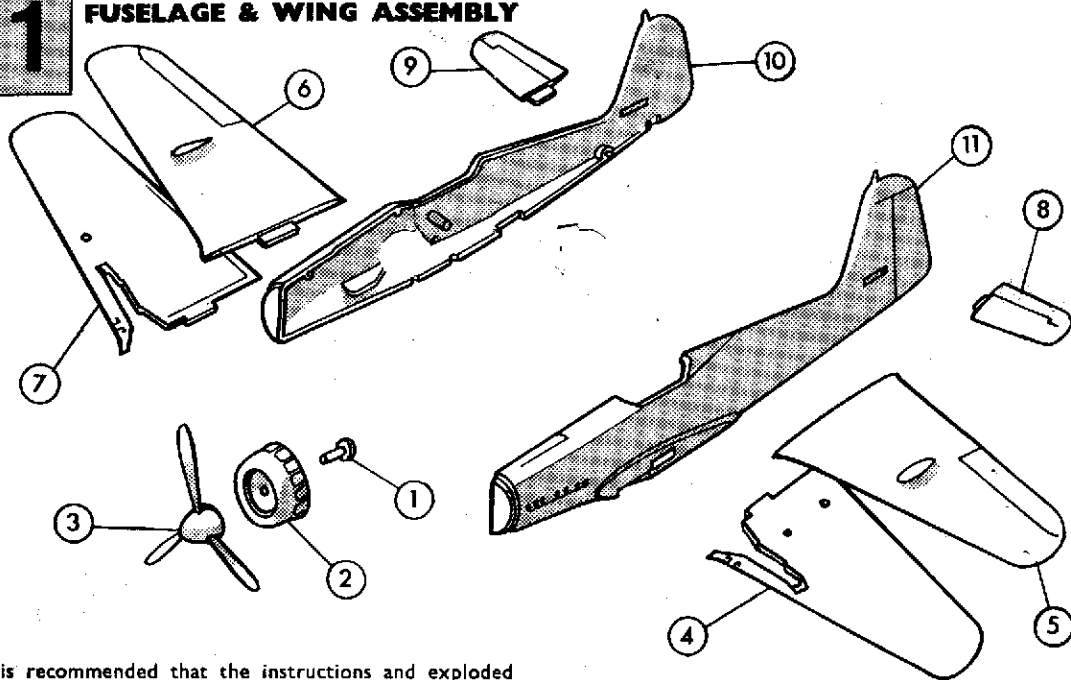
1/72 SCALE MODEL CONSTRUCTION KIT

FW 190 D

INSTRUCTIONS

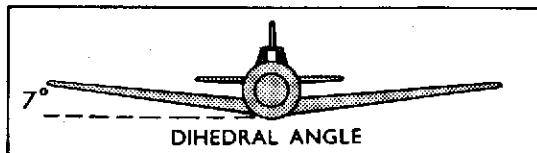
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE & WING ASSEMBLY

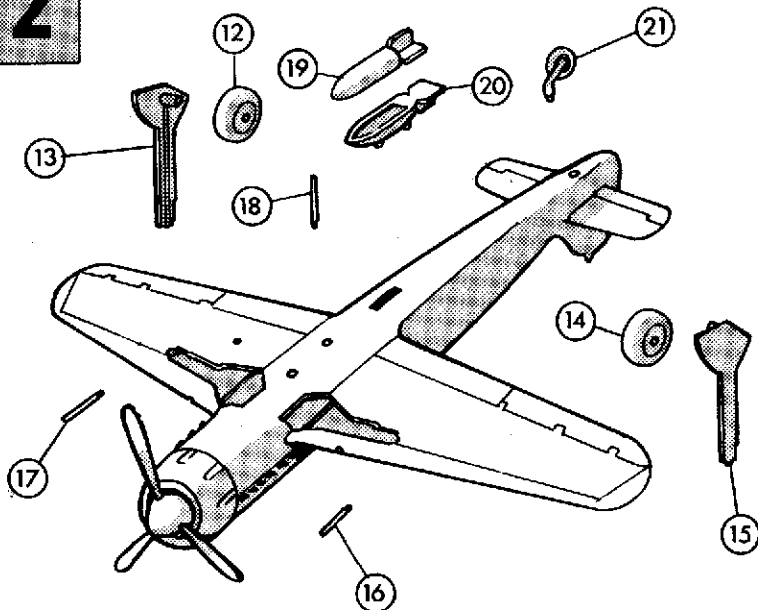


It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as pilot, or cockpit interior, this is best done before assembly.

1. Insert propeller shaft (1) through rear of engine cowling (2) and cement into propeller (3).
2. Cement together fuselage halves (10 & 11).
3. Cement together port and starboard wing halves (4-7)
4. When wings are firmly set, cement tabs on wings into slots in wing roots on fuselage sides, at the correct dihedral angle,



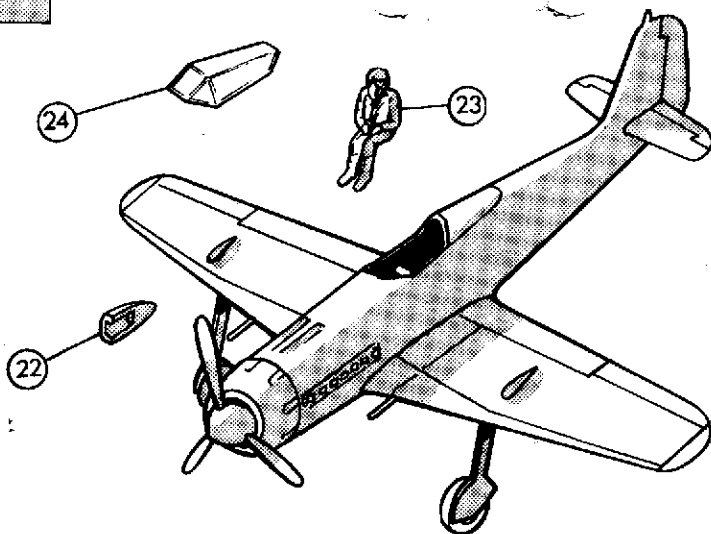
5. Repeat this procedure for the port and starboard tailplanes (8 & 9).
6. Locate and cement engine cowling and propeller to fuselage.

2**UNDERCARRIAGE ASSEMBLY**

THE DESIRED UNDERCARRIAGE POSITION MUST NOW BE SELECTED.

For a model with retracted undercarriage the locating pins are removed from the top of each undercarriage leg, and the legs cemented into the wheel wells, flush with the wing.

7. Cement wheels (12 & 14) onto undercarriage leg axles, (13 & 15) then cement legs into locations beneath wings.
8. Cement cannon (16 & 17) into locating holes in leading edge of wings.
9. Locate and cement radio antenna (18) beneath port wing.
10. Cement together two halves of bomb, (19 & 20) and cement bomb into fuselage locations by means of pins on bomb.
11. Cement tailwheel (21) onto locating hole beneath rear fuselage.

3**TRANSPARENCY ASSEMBLY**

12. Cement air intake (22) into position on starboard side of nose.
13. Cement pilot (23) into position on location in cockpit, after first painting if required.
14. Finally cement cockpit canopy (24) in position.
15. Cement together both parts of stand.
16. Cement arm of stand into slot provided in base.

NOTE: If it is wished to paint the model it should be done at this stage.

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TD  **X1** **TD**  **X1** 

FOCKE WULF Fw 190 D

T  **D X**  **1** 