

Fw 190A Nachtjäger

1144

LUFTWAFFE WWII NIGHT FIGHTER
1:48 SCALE PLASTIC KIT

DUAL COMBO!



Fw 190A-6/R11 'Neptun' Fhj. Ofw. Gunter Migge,
1./NJGr. 10, Werneuchen, 1944

eduard

A FEW WORDS FIRST

The second half of the Second World War saw the Focke-Wulf Fw190, in its various forms, emerge as the best of what was available to the Luftwaffe. The dedicated fighter version was a high performance, heavily armed machine. Its development had a precarious beginning, against a 1938 specification issued by the Technisches Amt, RLM. The first prototype took to the air on June 1, 1939. After a series of improvements and even radical changes, the design culminated in the fall of 1940 in the pre-series version Fw190A-0 to the tune of twenty-eight pieces. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, which was tasked with conducting service trials. These revealed a wide range of flaws to the point where the RLM halted further development. Despite this, on the basis of urgings from the test unit staff, the aircraft was not shelved. After a series of some fifty modifications, the RLM gave the go ahead for the Fw190 to be taken into inventory of the Luftwaffe. In June, 1941, the Luftwaffe accepted the first of 100 ordered Fw190A-1s, armed with four 7.9mm MG17s. By September, 1941, II/JG 26 was completely equipped with the type, operating on the Western Front. November saw the production of the next version Fw190A-2, powered by a BMW801C-2, and armed with two 7.9mm MG17s and two MG151s of 20mm caliber in the wings. Part of this series received an additional pair of 20mm MG FFs, thus attaining an armament standard of later types. A significant advancement to the design came in the spring of 1942, when the BMW801D-2 became available, whose installation gave birth to the Fw190A-3. July saw the development of the improved A-4. Both were armed with what became the standard two fuselage mounted MG17s, two wing mounted MG151 cannon, and two MG FF cannon, placed inboard of the wheel wells. During 1942, production had intensified, and a production facility was set up under license at Fieseler. Thanks in part to this, production rose in 1942 to 1,878 units as opposed to 224 in 1941. Large-scale production of the A-5 was initiated in April, 1943, with an identical wing to the A-4, but with a nose extension that would become standard on all subsequent Fw-190A versions up to the A-9, and also on the corresponding F types. July saw the development of a new, strengthened wing, which incorporated MG151s instead of the MG FFs in the outer position. The adoption of this wing developed the A-6 version. Further changes developed the A-7, produced during the end of 1943. This version came about with the replacement of the fuselage mounted MG17s with 13mm MG131s. Further improvements led to the Fw190A-8, and this version became the most widely produced with some 1400 units made. The most significant change to this variant was the installation of the GM-1 nitrous-oxide injection system, for temporary power boost in combat. A portion of A-8 production was built as the A-8/R2 and A-8/R8, armed with MK108 cannon in the outer wing location, and with armoured slabs added to the cockpit sides and a modified canopy. The final production version of the BMW801 powered fighter was the Fw190A-9, equipped with the BMW801TS of 2000hp (1470kW). There was a parallel development of these fighter optimized aircraft with a dedicated fighter-bomber version, the Fw190F. These aircraft had reduced wing armament to two MG151 cannon in the wingroot 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 Fw190G version. Development of the thoroughbred fighter continued in the guise of the Fw190D, which began to reach Luftwaffe units in the second half of 1944, and was the result of mounting an in-line Jumo213A-1 engine into a modified Fw190A-8 airframe. Although the Fw190 never achieved the widespread usage of the competing Bf109, its contribution to the German Air Force was certainly significant through the second half of WWII. Fw190s saw service on the Western Front as well as in the East. As heavy fighters with imposing firepower, they found themselves integral components, from 1943 onwards, within the units tasked with the protection of the Reich from the ominous clouds of allied four-engined bombers. This is where the A-8 version was instrumental, along with its A-8/R2 armoured development. This version, with its firepower, was a very ominous and daunting foe for the bomber crews. From the second half of 1944, their danger was kept in check to a degree by escorting P-47s, and necessitated the development of the P-51 Mustang.

Fw 190 Nightfighters

The use of a single engine fighter in the night fighting role brought with it a series of technical problems that required innovative engineering solutions. The Fw 190 was no different. The problems facing the development of the Fw 190 into a nightfighter could not always be solved by simply switching to a multi-engined type, and so engineering efforts were concentrated on the single-engined machine. Here, the versatile and robust Fw 190A offered potential (Eduard Cat. No. 8171, 8173, 8174, 8175, 8179, 8429, 8430 and 1144). The modifications within the evolution of the nightfighting Fw 190 are outlined within the camouflage notes for this kit. Some tactics utilized by these fighters required no modification from the standard day fighter at all, or required minor changes only, notably in radio equipment (profiles A, B and E). More complex modifications came with the addition of radar equipment, that were so much more involved that they were standardized within field modifications of 'Rüstsatz', in the case R11. Among the main radar units fitted to the Fw 190 were the FuG 217 and FuG 218 Neptun (profiles C, D and E). Along with the antennae and electronic gear, there was also an indicator on the instrument panel. Often, the aircraft gained other details, such as exhaust flame dampers (profile E), extended firing tubes for the fuselage guns (profiles D and E), supplementary radio equipment, and so on. Although the single-engined Fw 190 attained success as a night fighter, the bulk of that duty was still carried out by twin engined Bf 110 (Eduard Cat. No. 8206), Ju 88, Ju 188, He 219, Me 262 (Eduard 4421), and others, right through to the end of the war. Nevertheless, these attempts would result in one of the most combat capable versions of the Fw 190.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1144

Fw 190A-7/R-11 'Neptun',
Lt. Klaus Bretschneider,
6./JG 300, Rheine, March, 1944



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 započatím 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.



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、破り捨てして下さい。

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



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
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



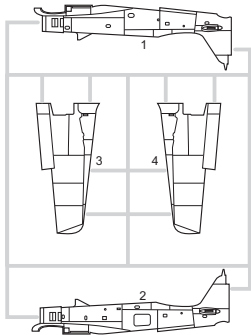
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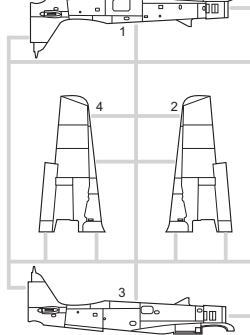
部品

PLASTIC PARTS

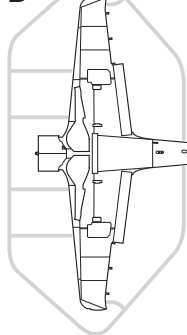
A> 2 pcs.



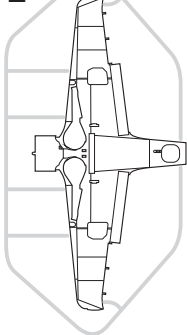
C>



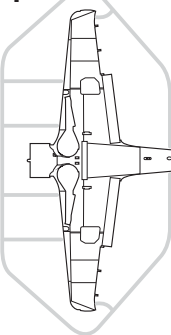
D>



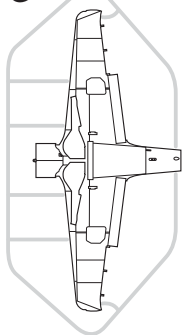
E>



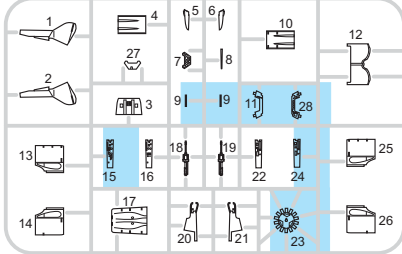
F>



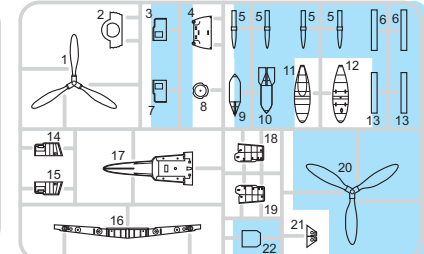
G>



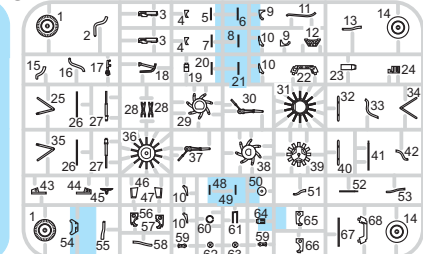
H> 2 pcs.



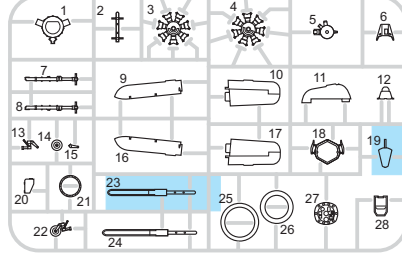
I> 2 pcs.



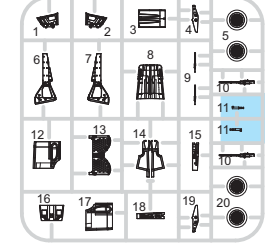
J> 2 pcs.

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MASK

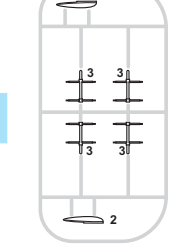
K> 2 pcs.



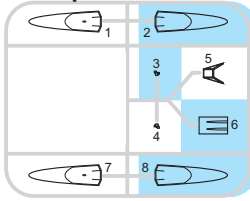
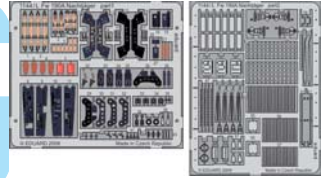
L> 2 pcs.



M>



N> 2 pcs.

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



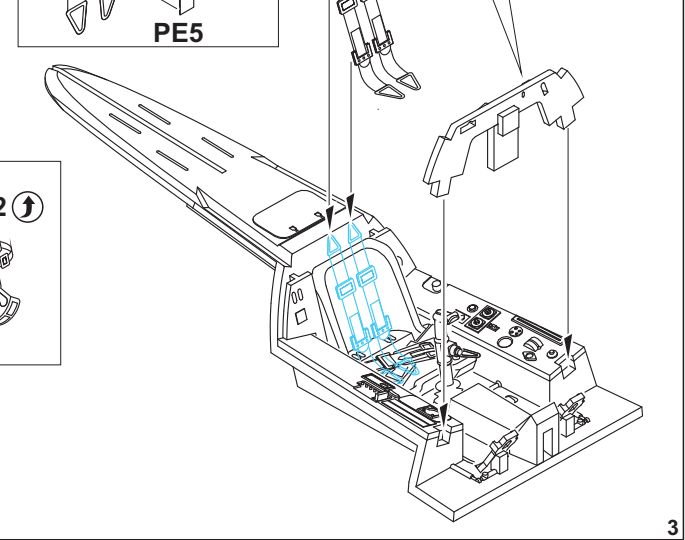
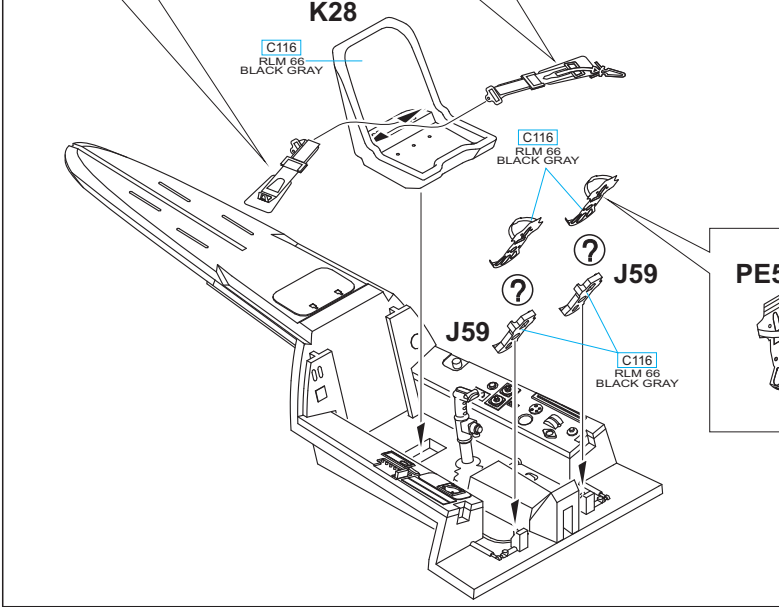
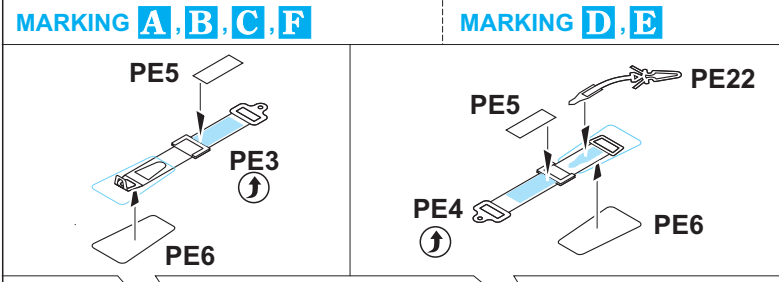
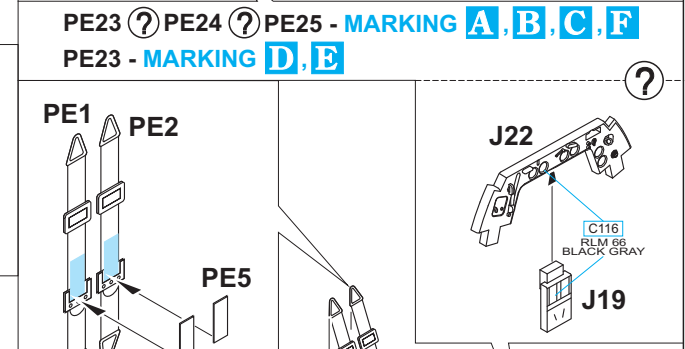
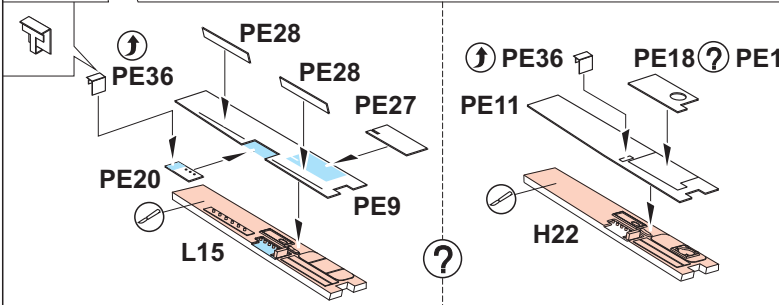
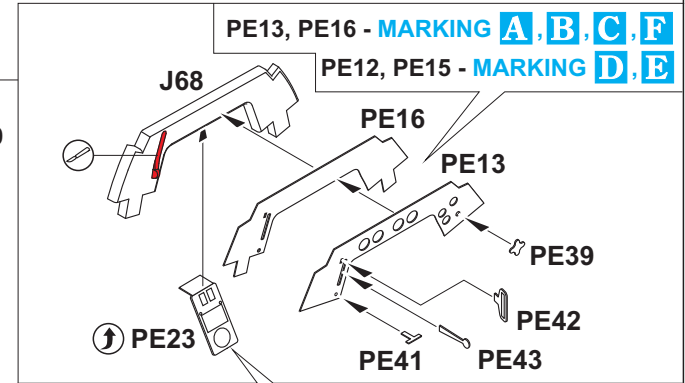
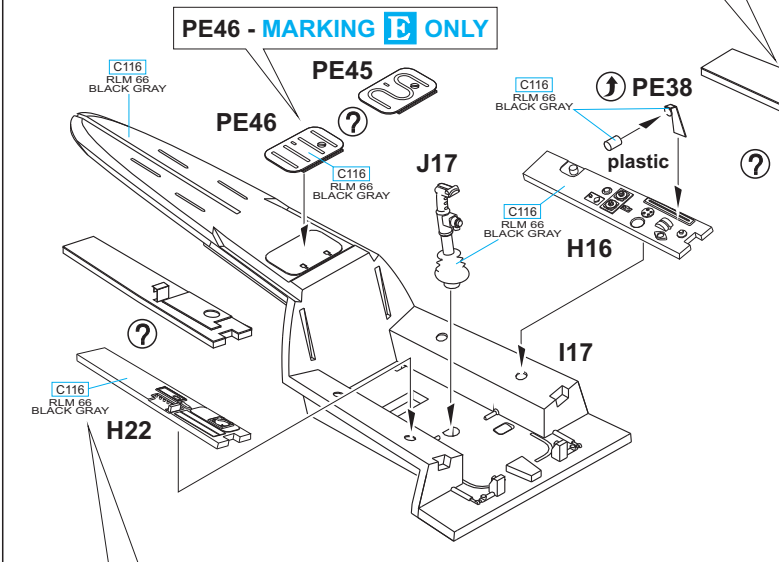
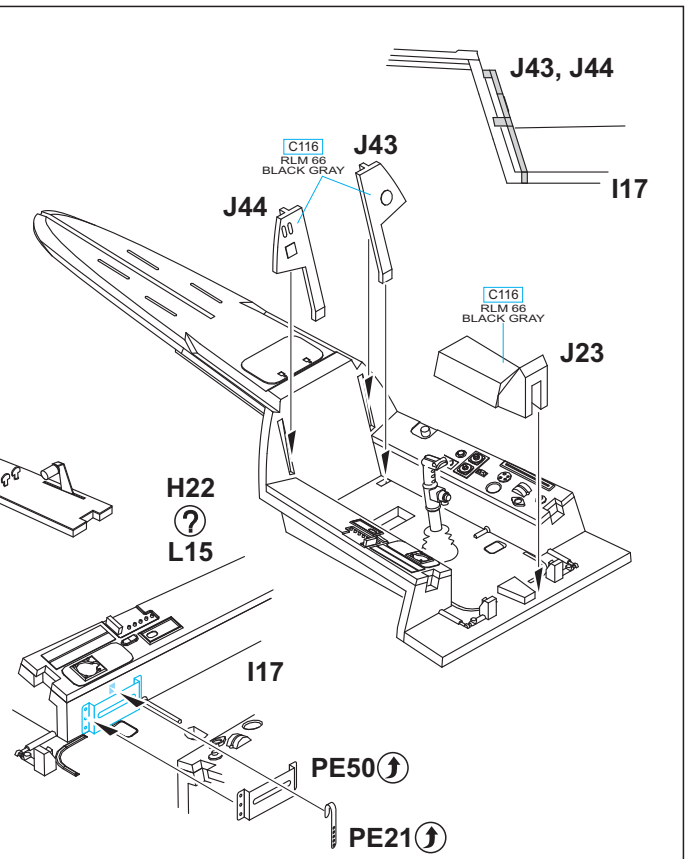
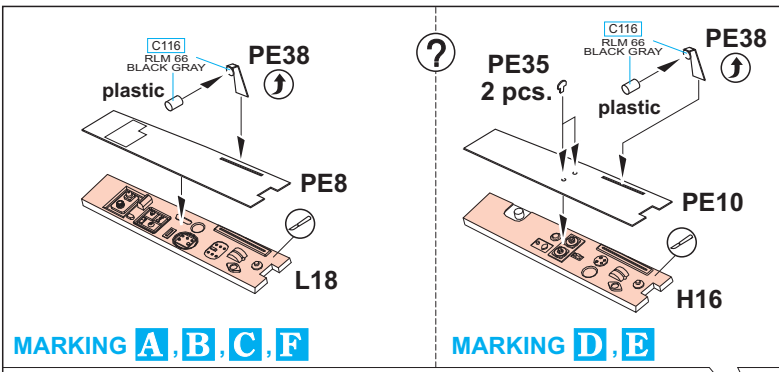
PEINTURE

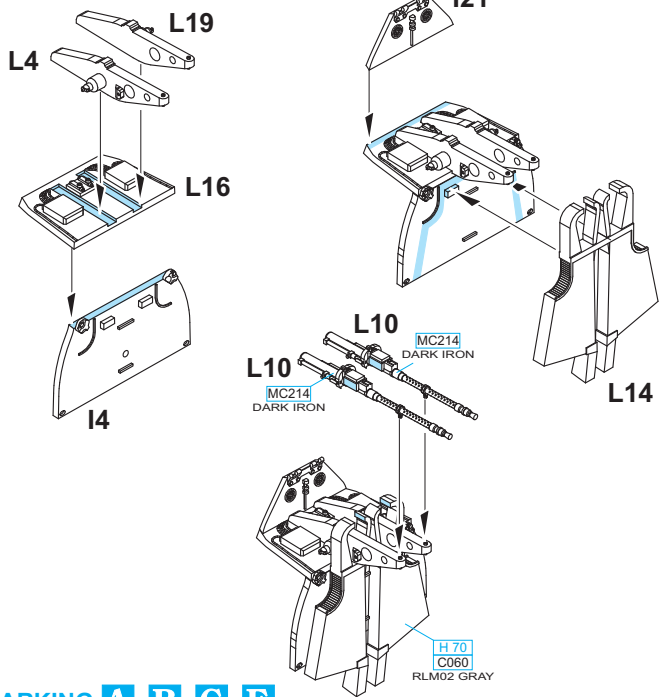


色

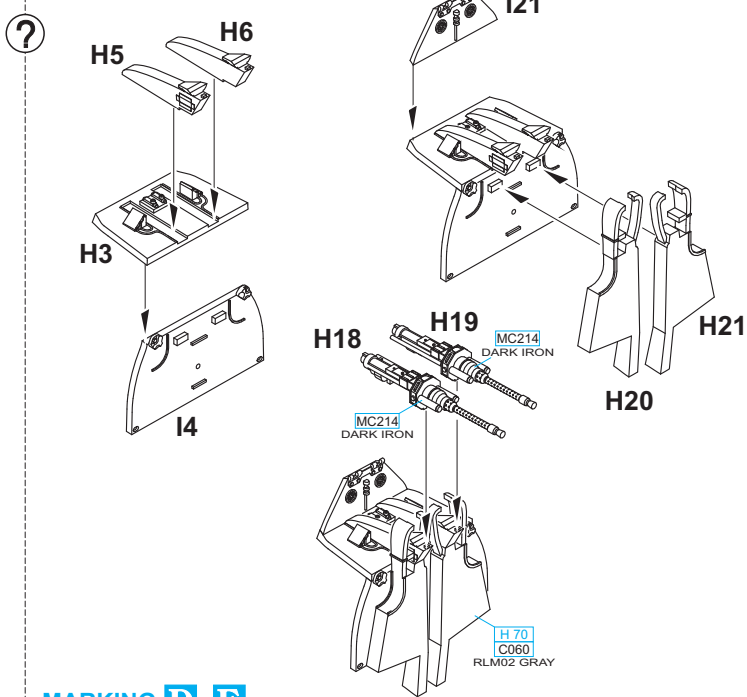
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 1	C001	WHITE
H 2	C002	BLACK
H 3	C003	RED
H 4	C004	YELLOW
H 6	C006	GREEN
H 12	C018	FLAT BLACK
H 13	C003	RED
H 47	C041	RED BROWN
H 65	C018	RLM70 BLACK GREEN
H 68	C036	RLM74 DARK GRAY
H 69	C037	RLM75 GRAY

AQUEOUS	Mr.COLOR	
H 70	C060	RLM02 GRAY
H 77	C137	TIRE BLACK
H 344		RUST
	C116	RLM66 BLACK GRAY
H 417	C117	RLM76 LIGHT BLUE
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
	MC213	STEEL
Mr.COLOR SUPER METALLIC		
	SM01	SUPER CHROME

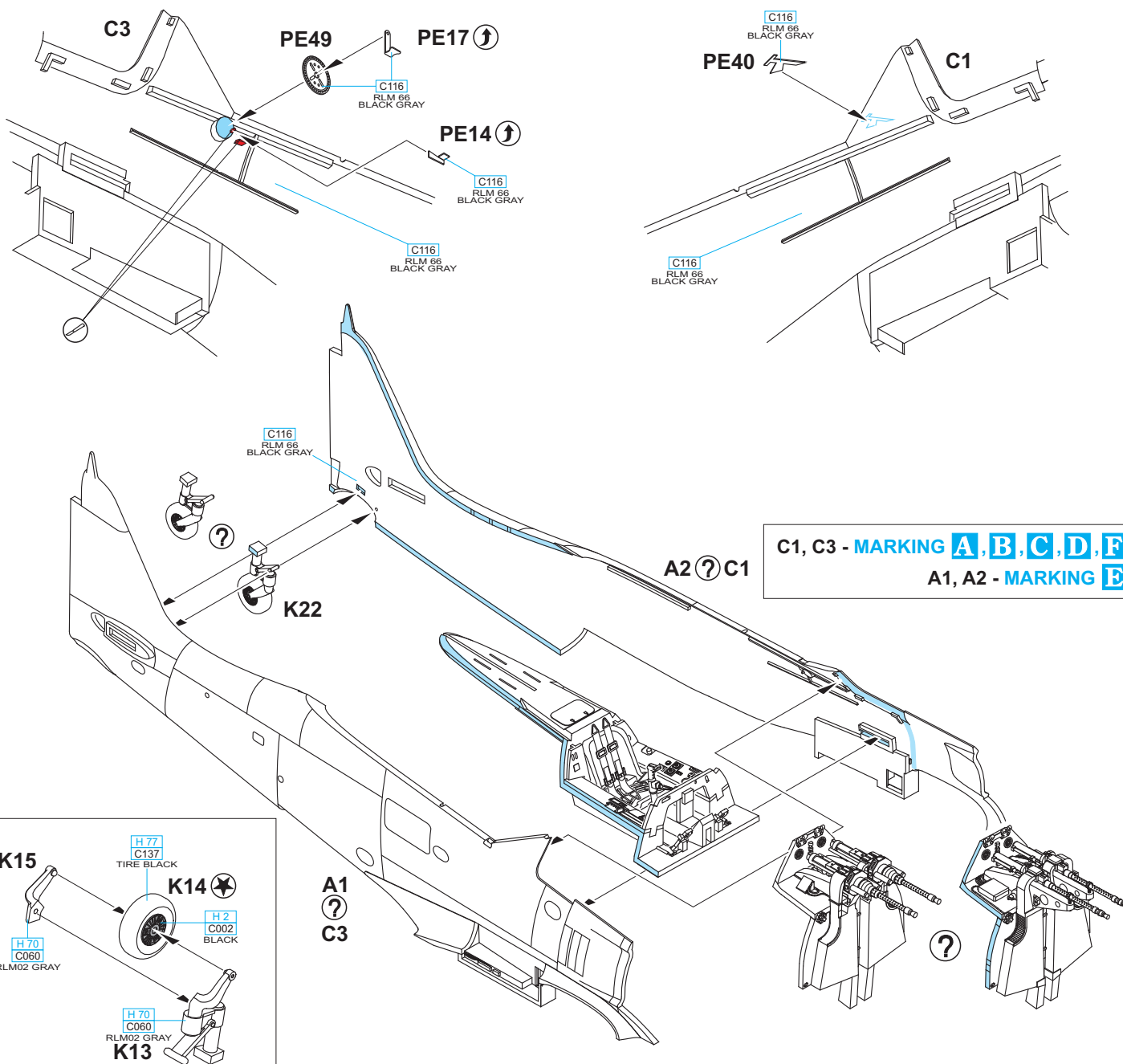




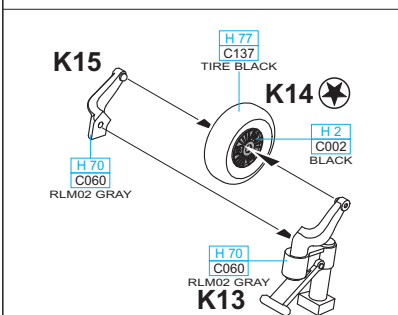
MARKING **A, B, C, F**



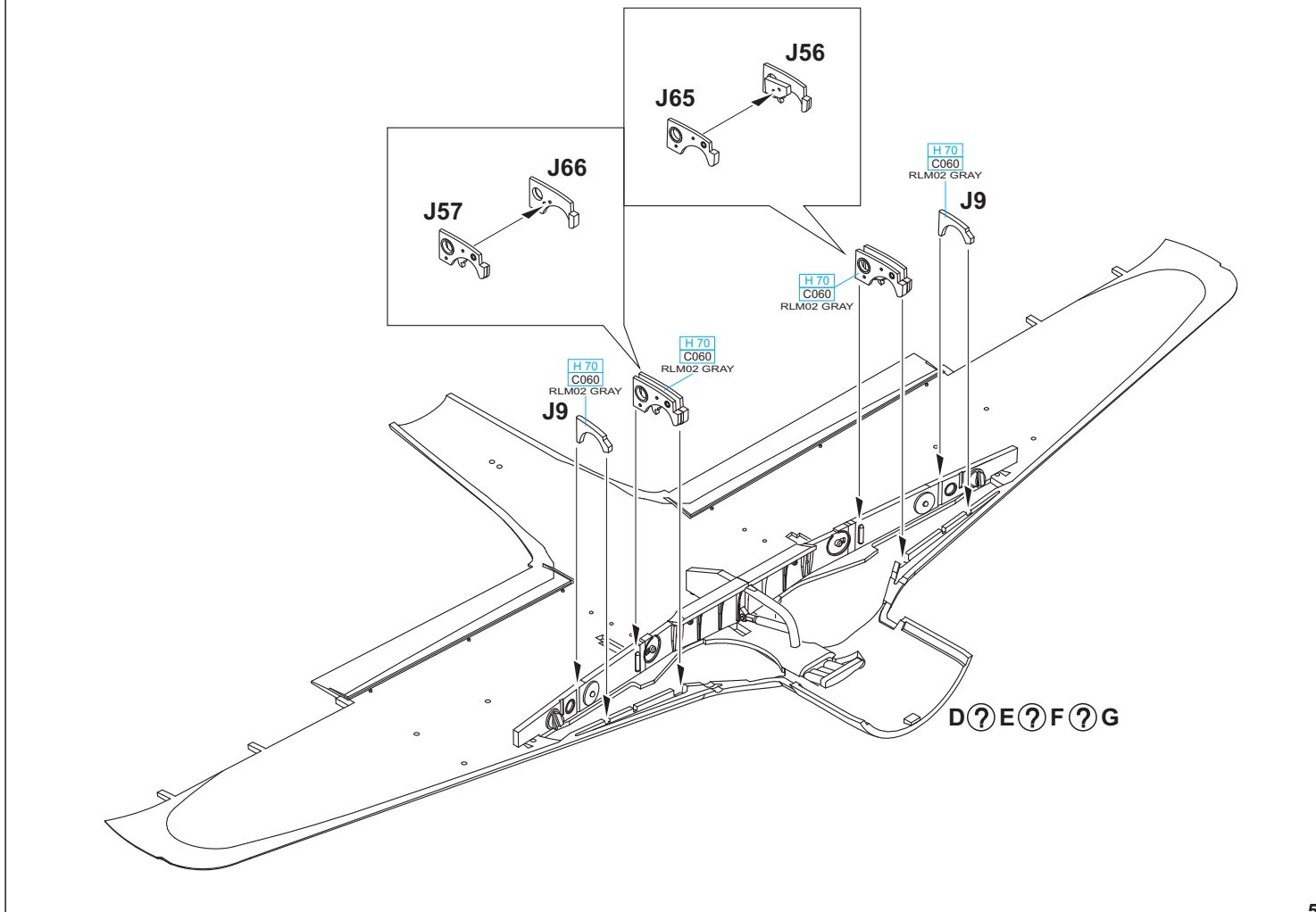
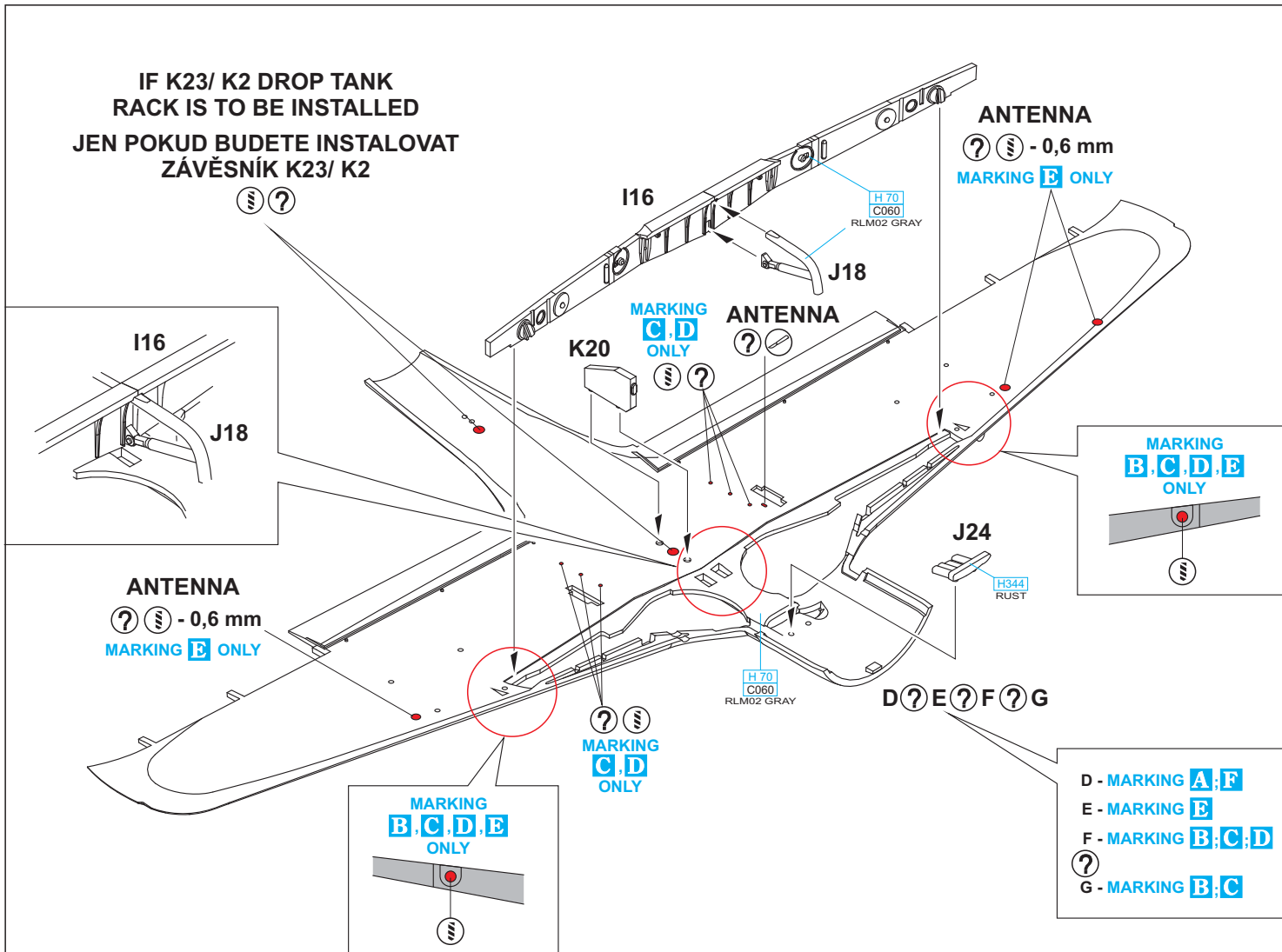
MARKING **D, E**



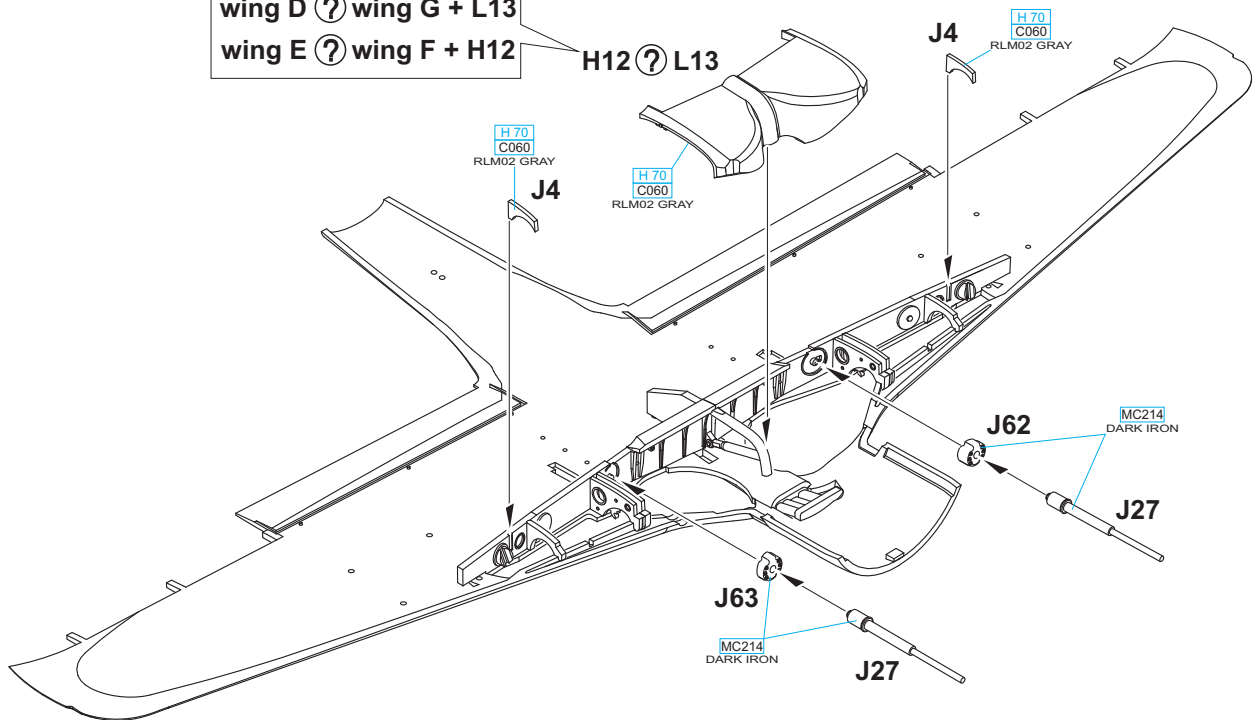
C1, C3 - MARKING **A, B, C, D, F**
 A1, A2 - MARKING **E**



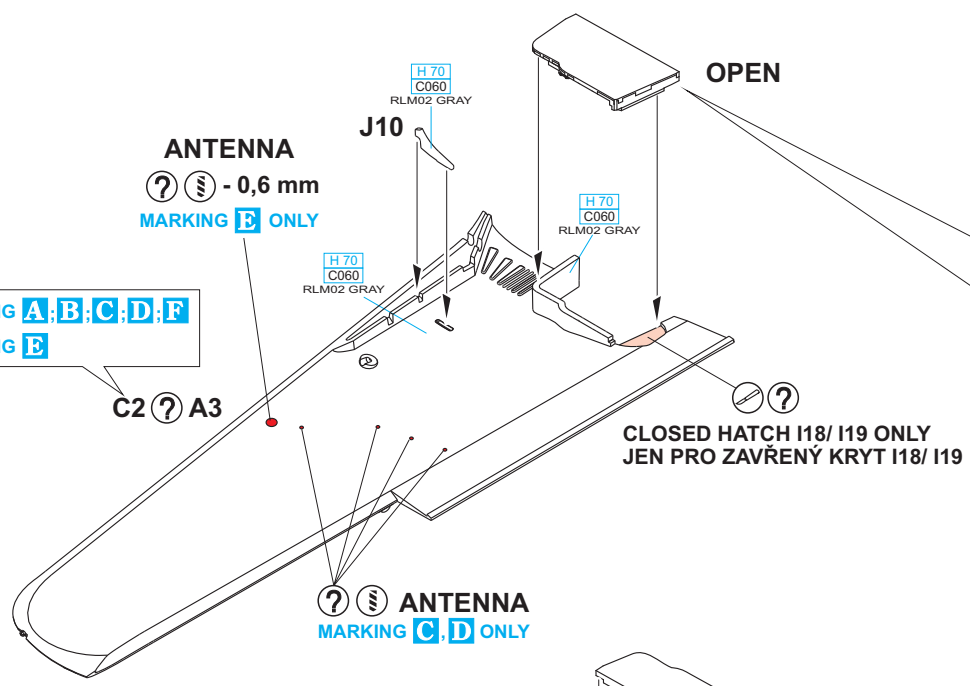
IF K23/ K2 DROP TANK
RACK IS TO BE INSTALLED
JEN POKUD BUDETE INSTALOVAT
ZÁVĚSNÍK K23/ K2



wing D ? wing G + L13
wing E ? wing F + H12

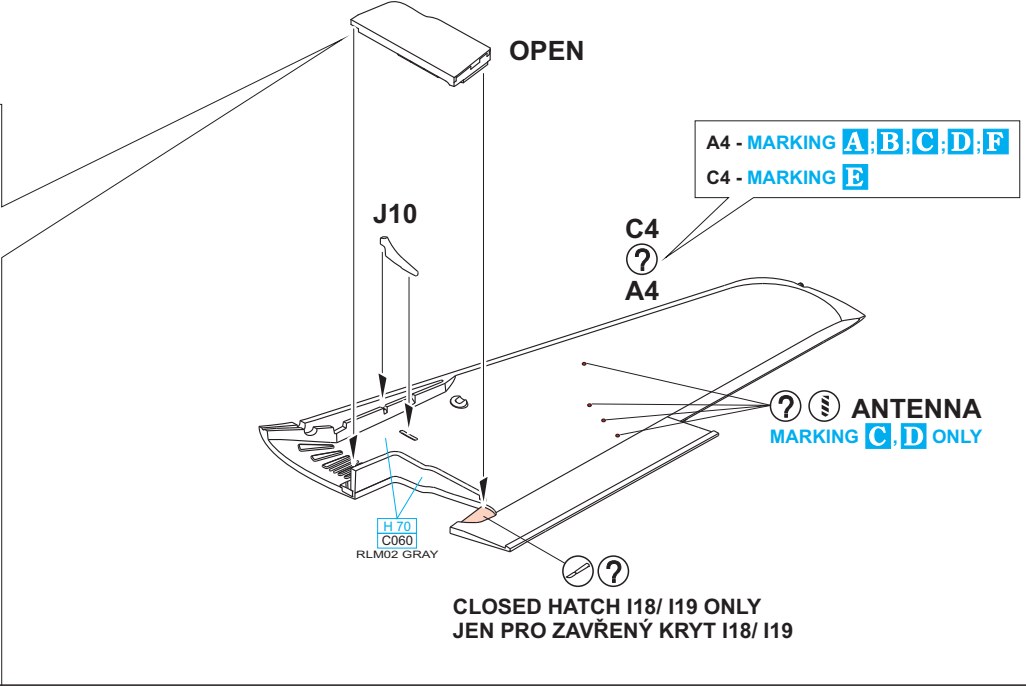


**DON'T USE PART J3
IF CANNON BAY HATCH I18/ I19
IS TO BE CLOSED POSITION
NEINSTALUJTE DÍL J3
POKUD MÁ BÝT KRYT KANÓNU
I18/ I19 ZAVŘENÝ**



A3 - MARKING **A;B;C;D;F**
C2 - MARKING **E**

**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**



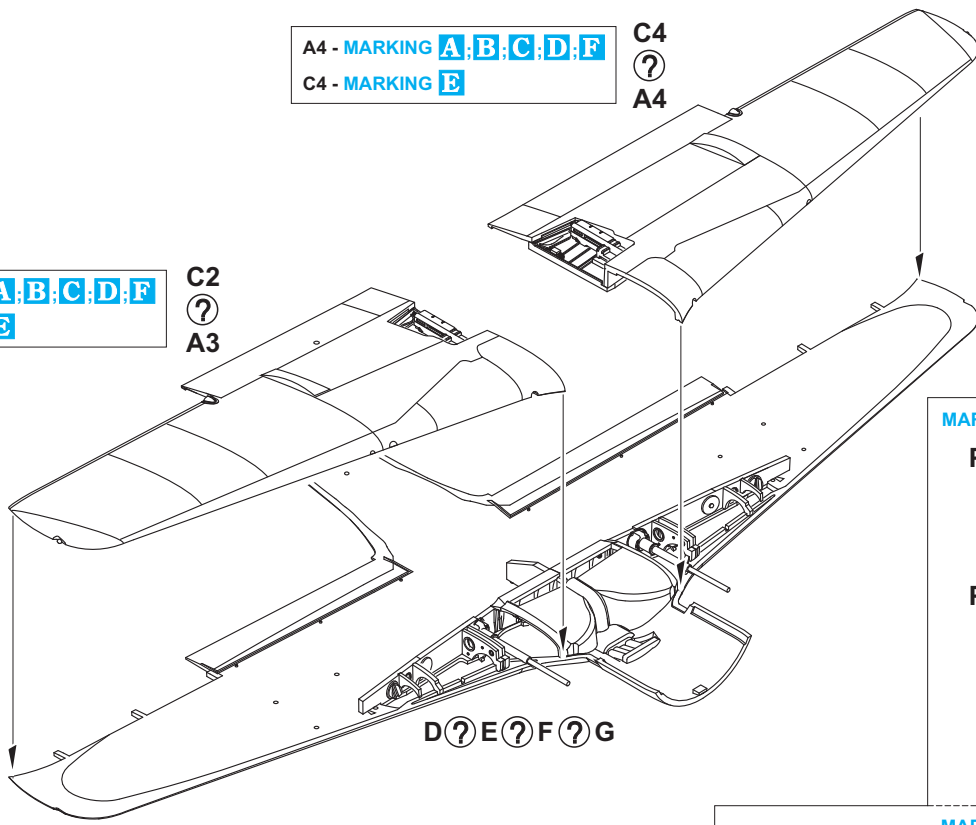
A4 - MARKING **A;B;C;D;F**
C4 - MARKING **E**

A4 - MARKING **A;B;C;D;F**
 C4 - MARKING **E**

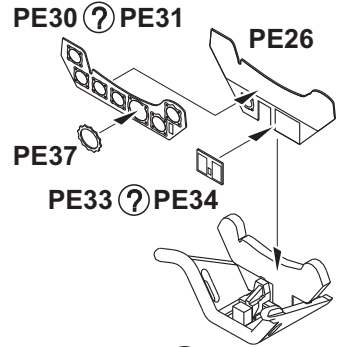
C4
 ?
 A4

A3 - MARKING **A;B;C;D;F**
 C2 - MARKING **E**

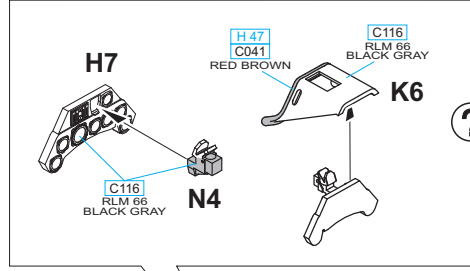
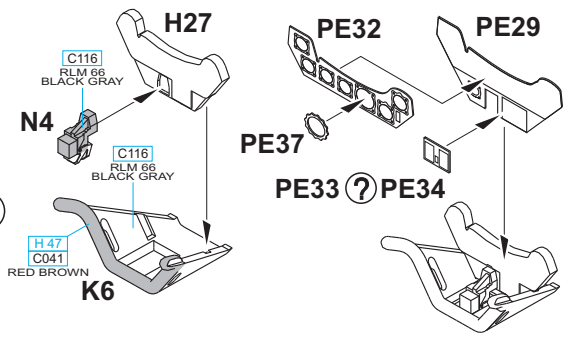
C2
 ?
 A3



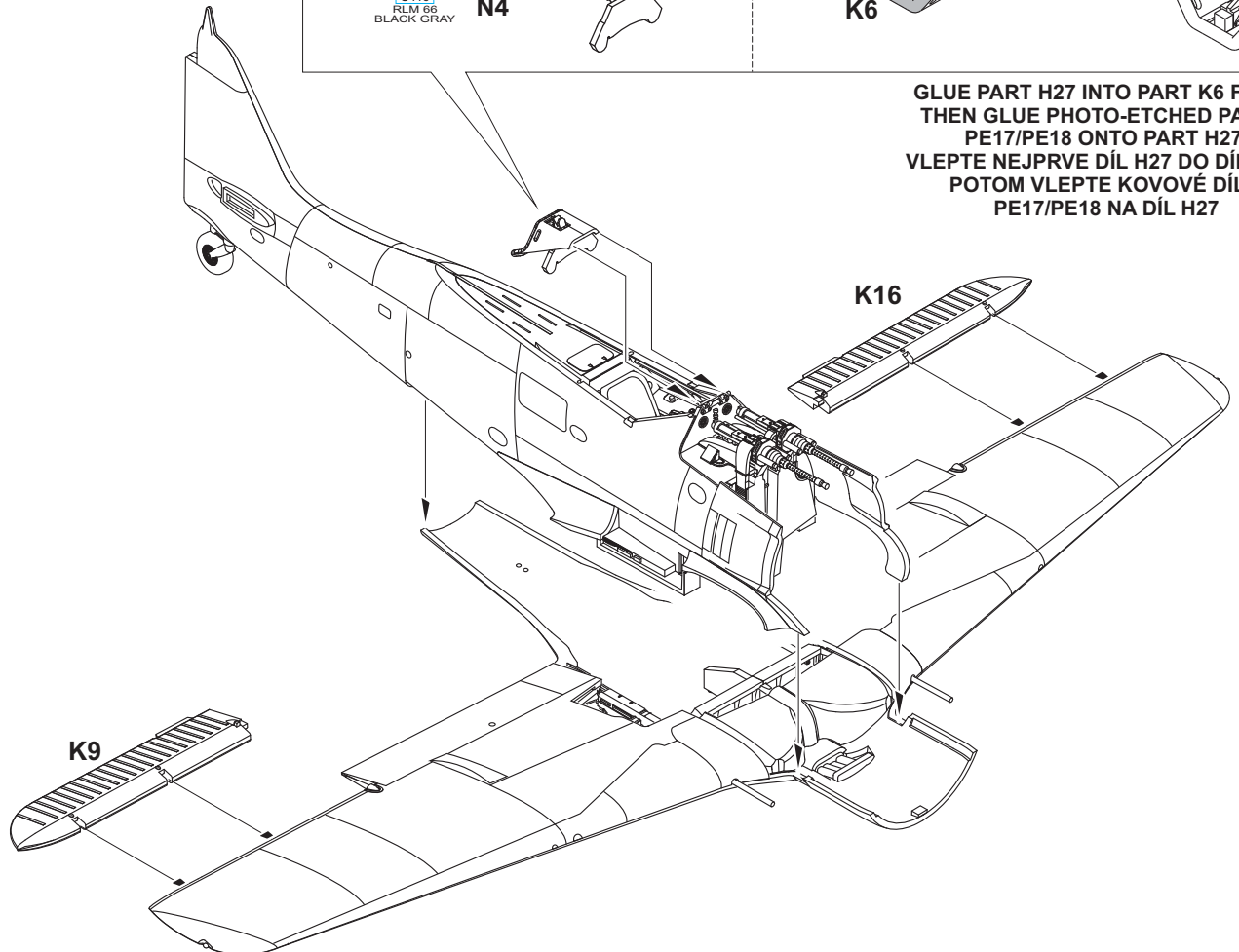
MARKING **A;B;C;F**

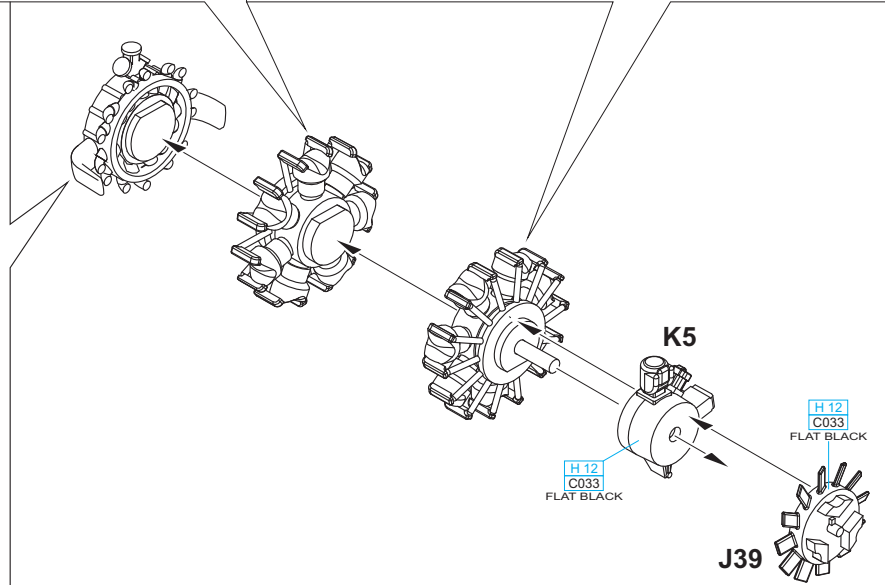
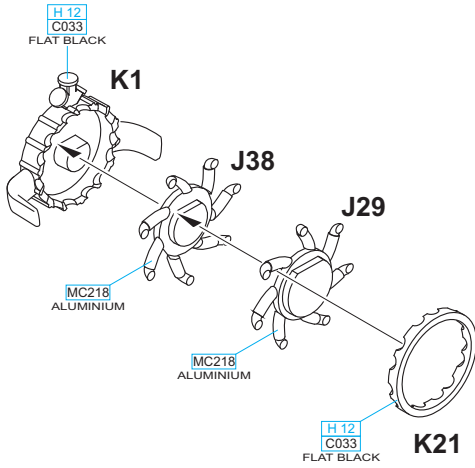
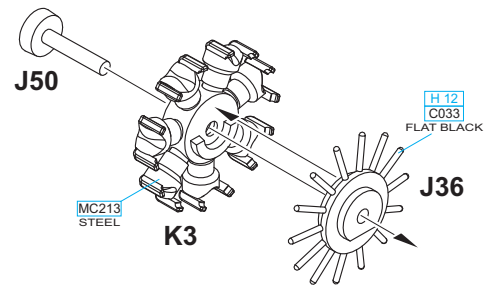
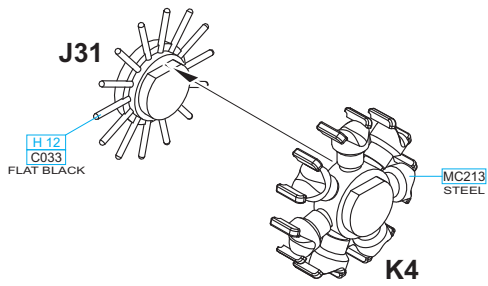


MARKING **D;E**



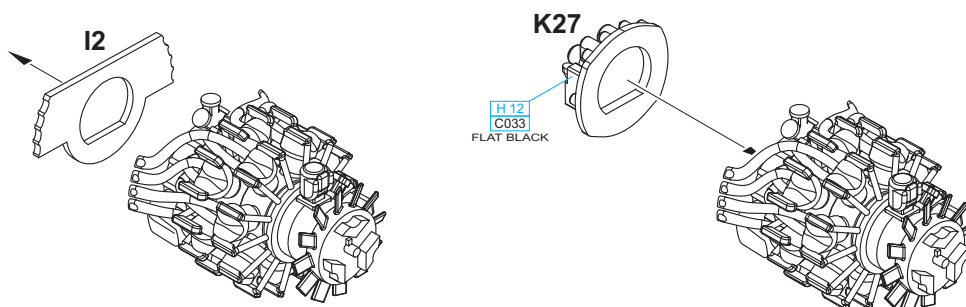
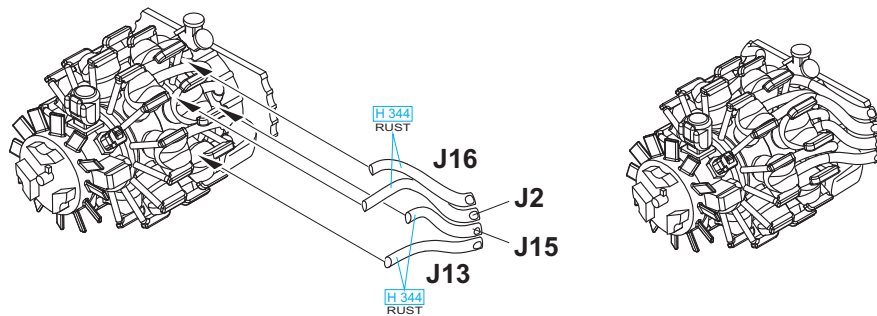
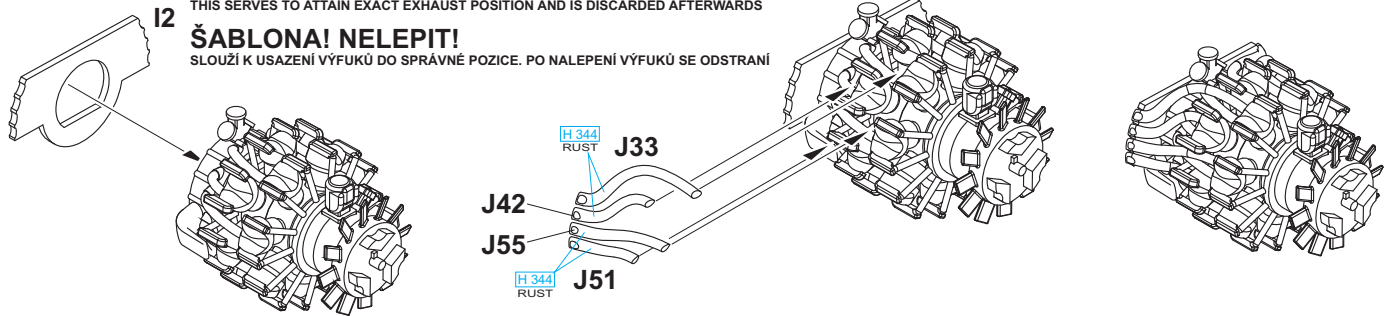
GLUE PART H27 INTO PART K6 FIRST,
 THEN GLUE PHOTO-ETCHED PARTS
 PE17/PE18 ONTO PART H27
 VLEPTE NEJPRVE DÍL H27 DO DÍLU K6,
 POTOM VLEPTE KOVOVÉ DÍLY
 PE17/PE18 NA DÍL H27

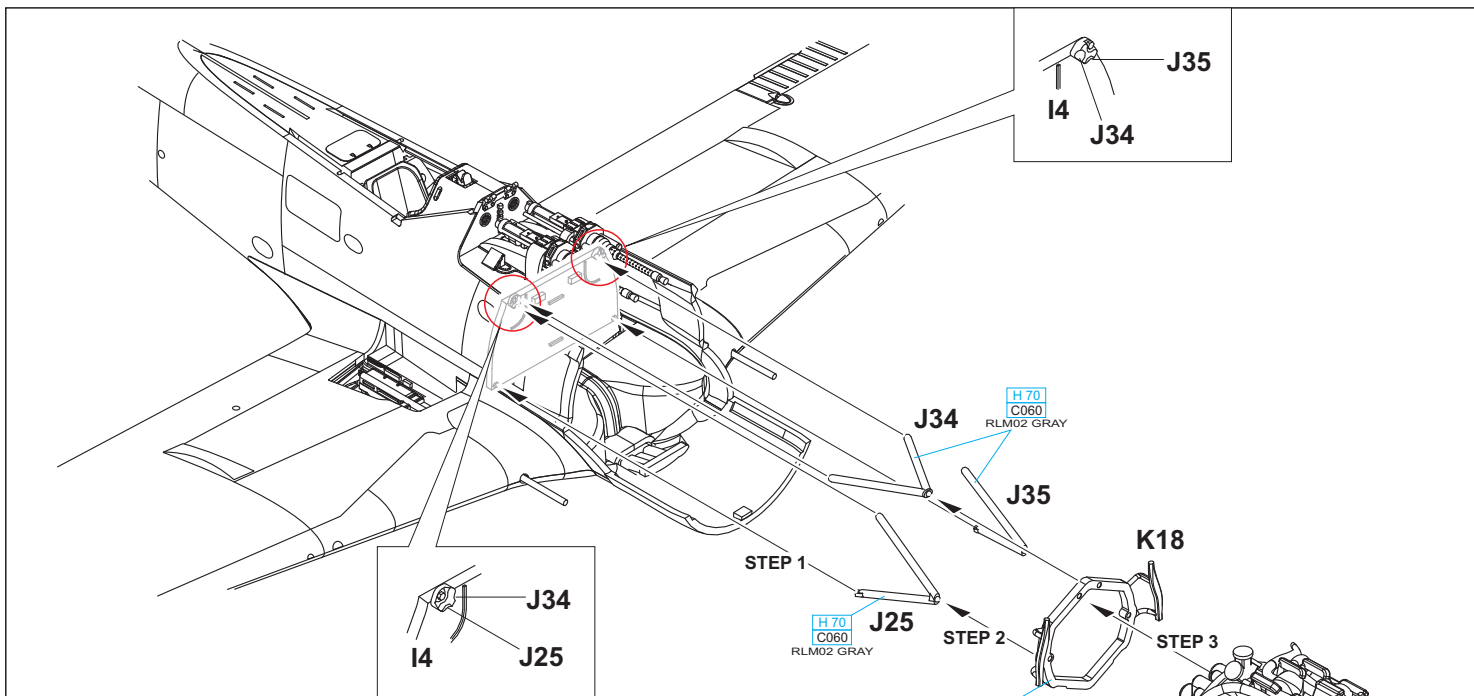




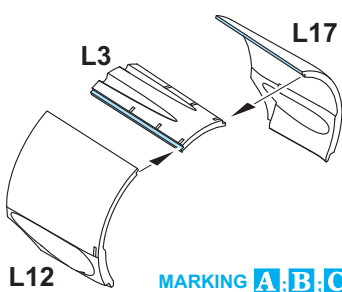
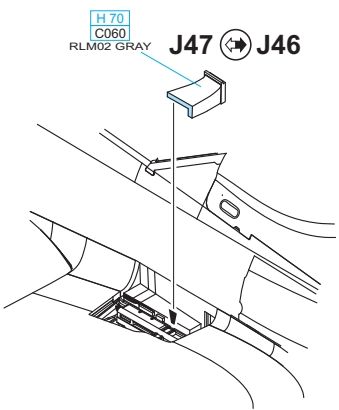
TEMPLATE ONLY! DO NOT GLUE!
THIS SERVES TO ATTAIN EXACT EXHAUST POSITION AND IS DISCARDED AFTERWARDS

ŠABLONA! NELEPIT!
SLOUŽÍ K USAZENÍ VÝFUKŮ DO SPRÁVNÉ POZICE. PO NALEPENÍ VÝFUKŮ SE ODSTRANÍ

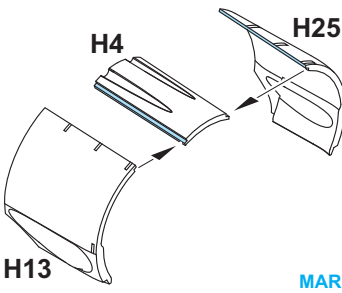




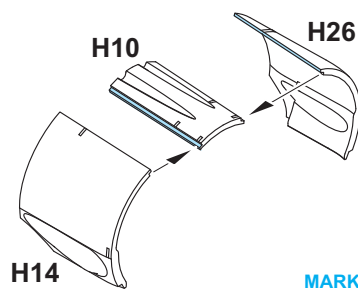
**DON'T USE
IF CANNON BAY HATCH I18/ I19
IS TO BE CLOSED POSITION
NEINSTALUJTE
POKUD MÁ BÝT KRYT KANÓNU
I18/ I19 ZAVŘENÝ**



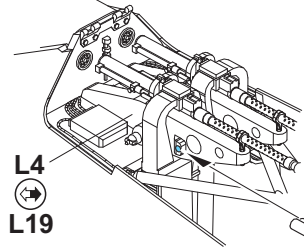
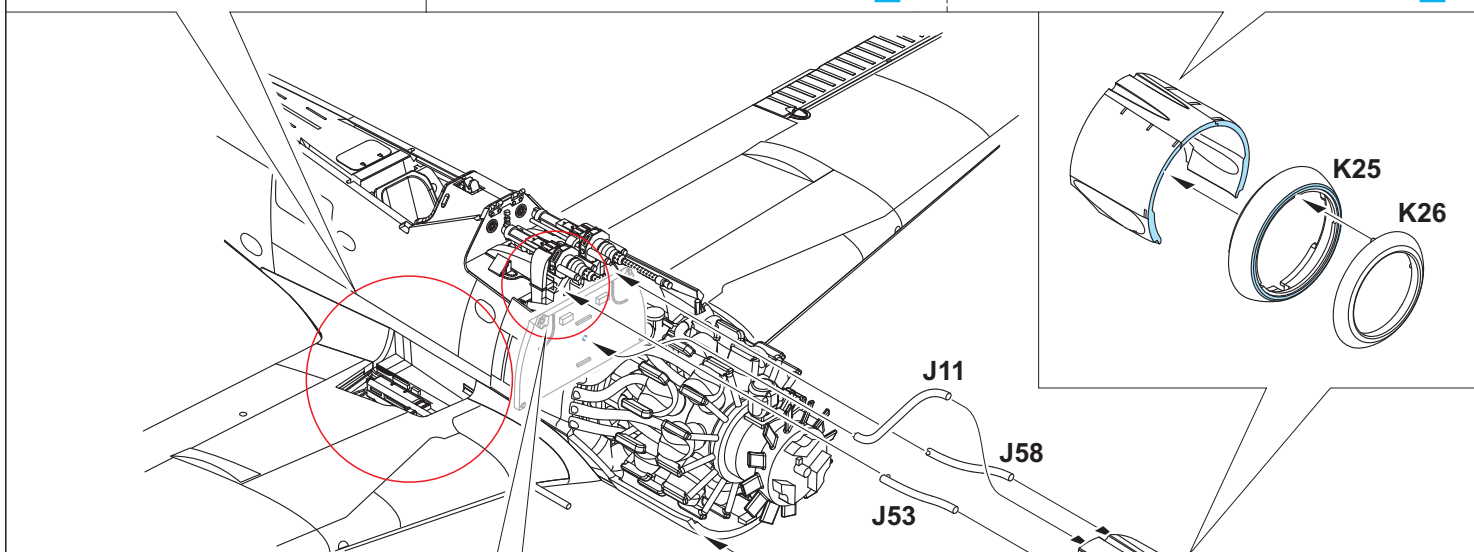
MARKING A; B; C; F



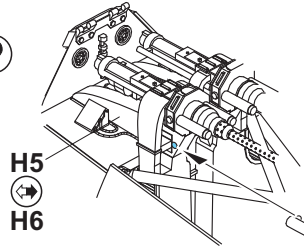
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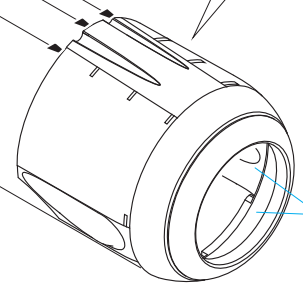
MARKING D

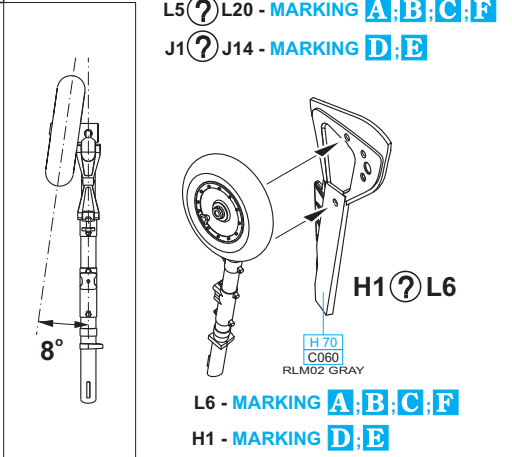
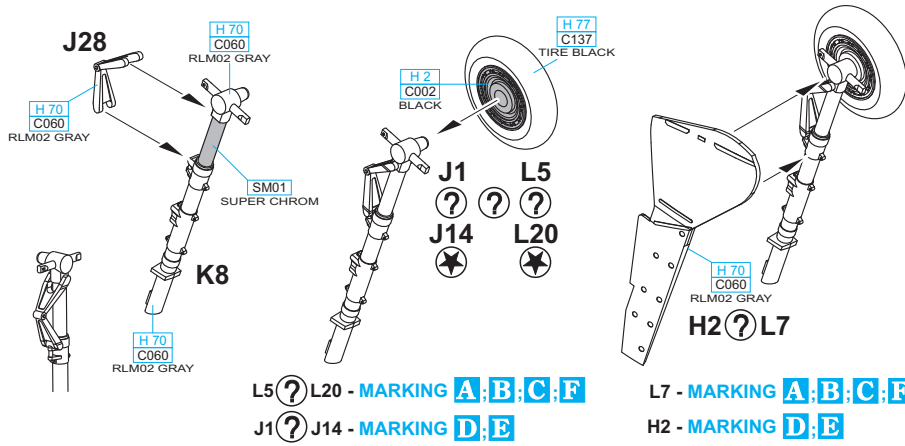
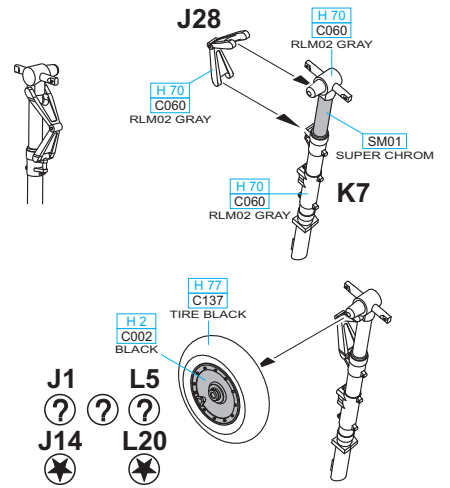
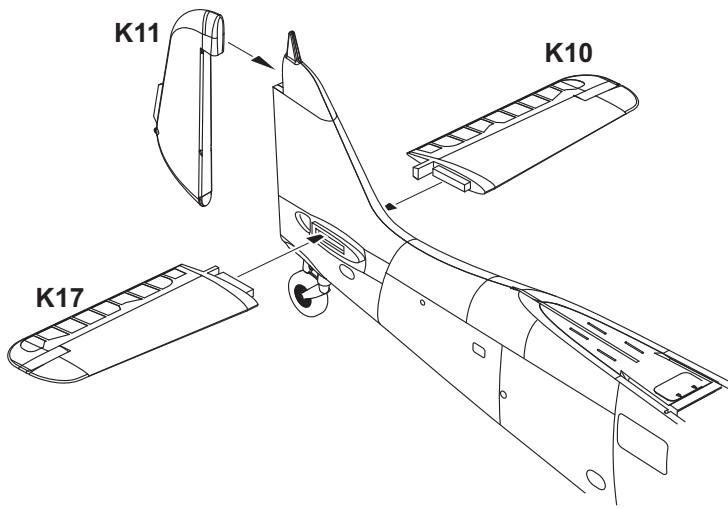


**J53
J58**



**J53
J58**

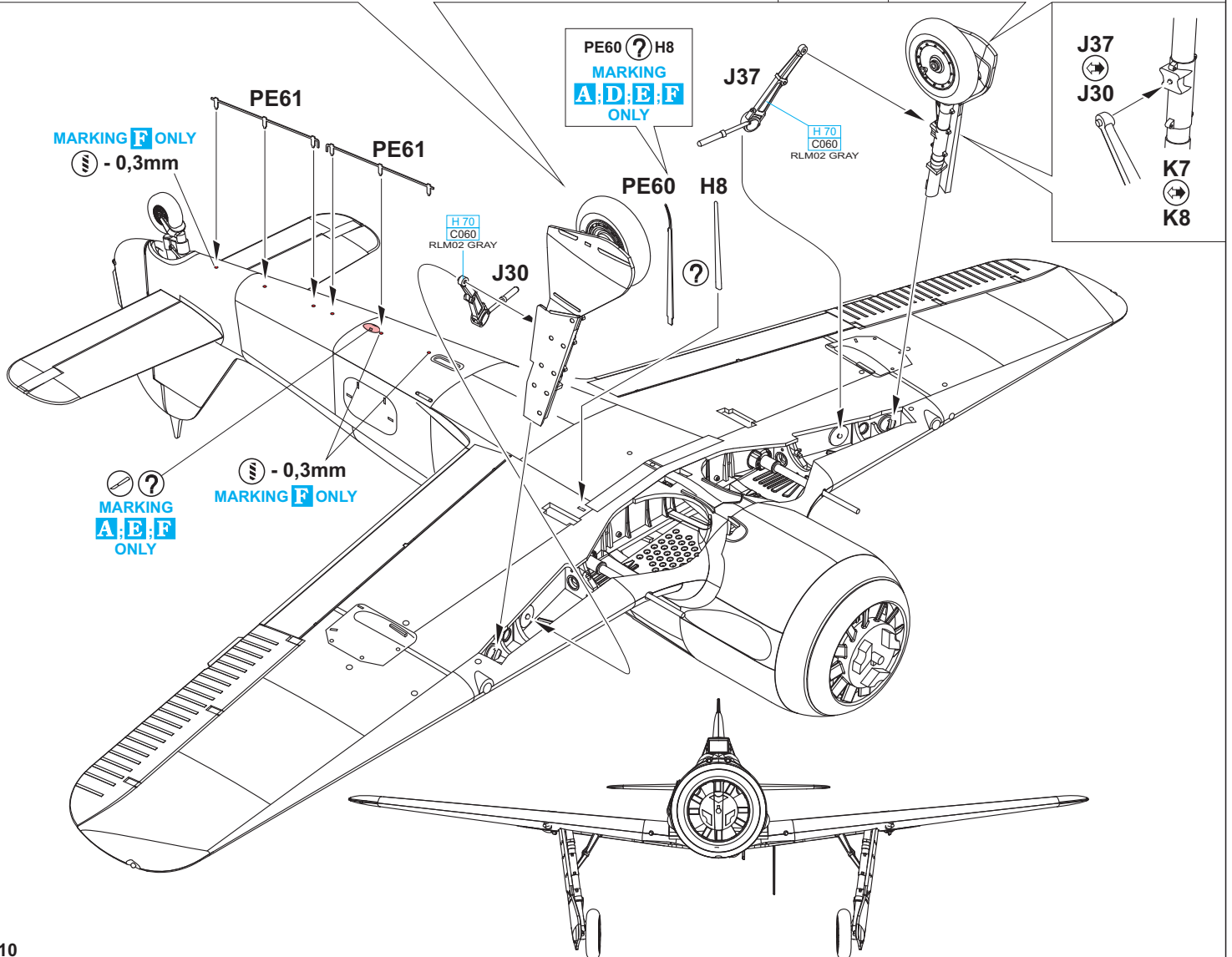


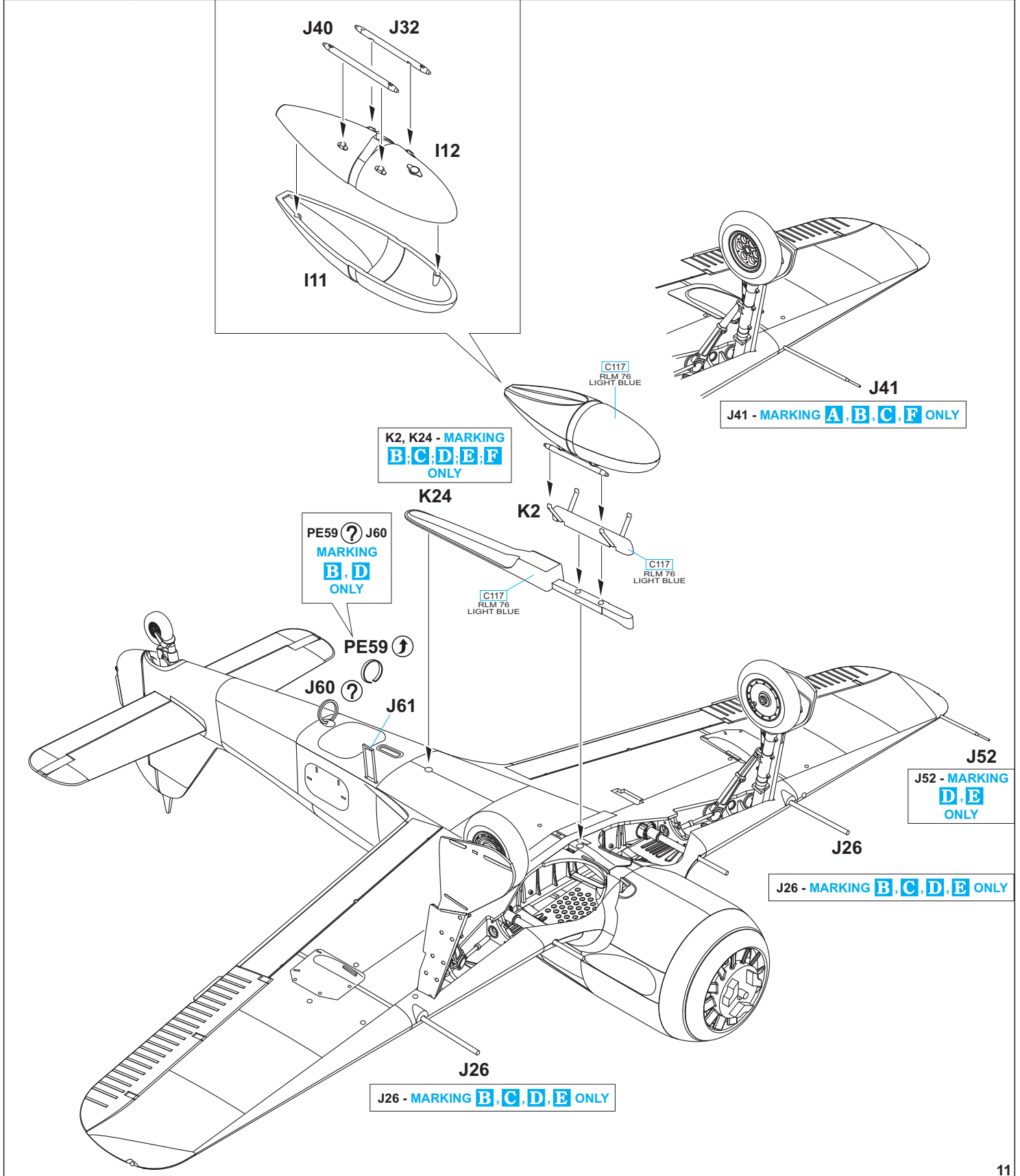
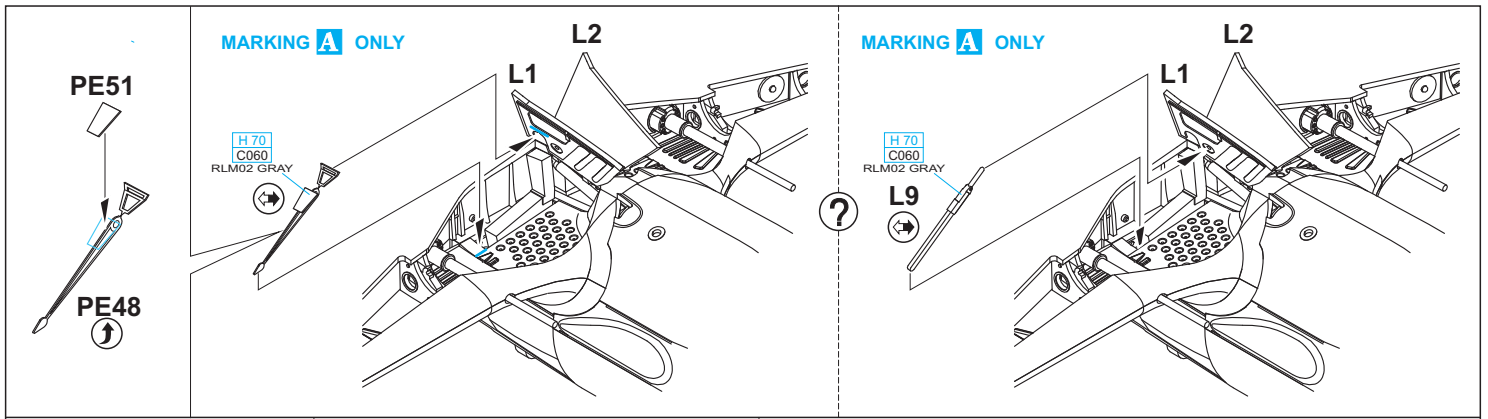


L5 ? L20 - MARKING A;B;C;F
J1 ? J14 - MARKING D;E

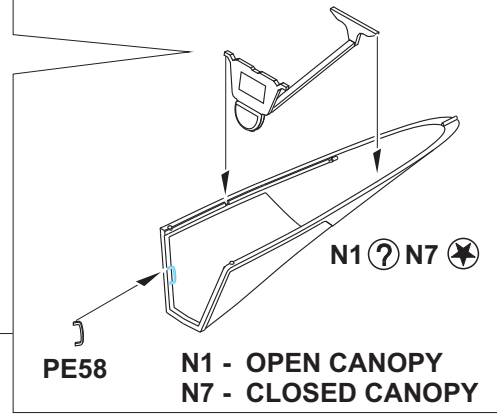
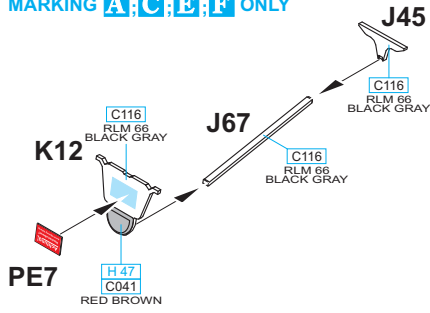
L7 - MARKING A;B;C;F
H2 - MARKING D;E

L6 - MARKING A;B;C;F
H1 - MARKING D;E

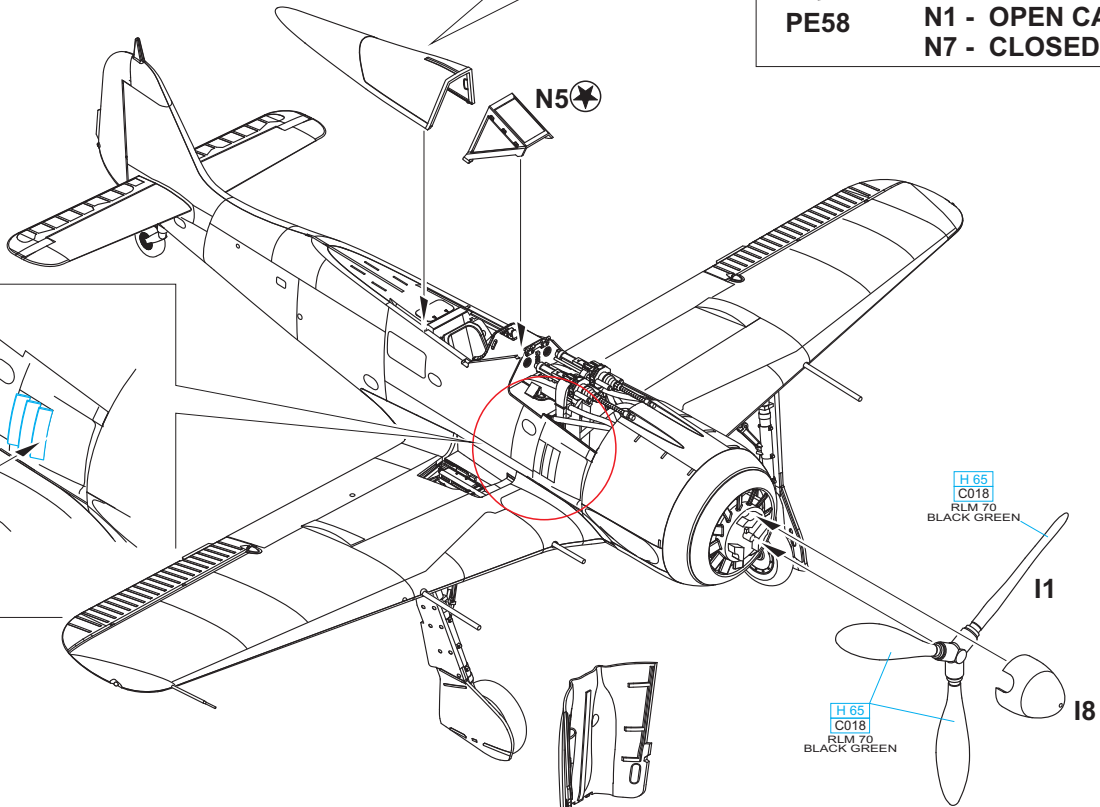




MARKING **A;C;E;F** ONLY



?
PE44
3 pcs.



OPEN H17

L8 - MARKING **A;B;C;F**
H17 - MARKING **D;E**

CLOSED I19

OPEN L8

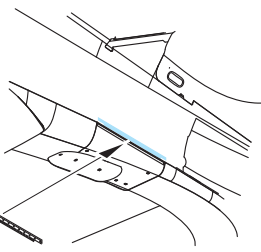
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I18 CLOSED

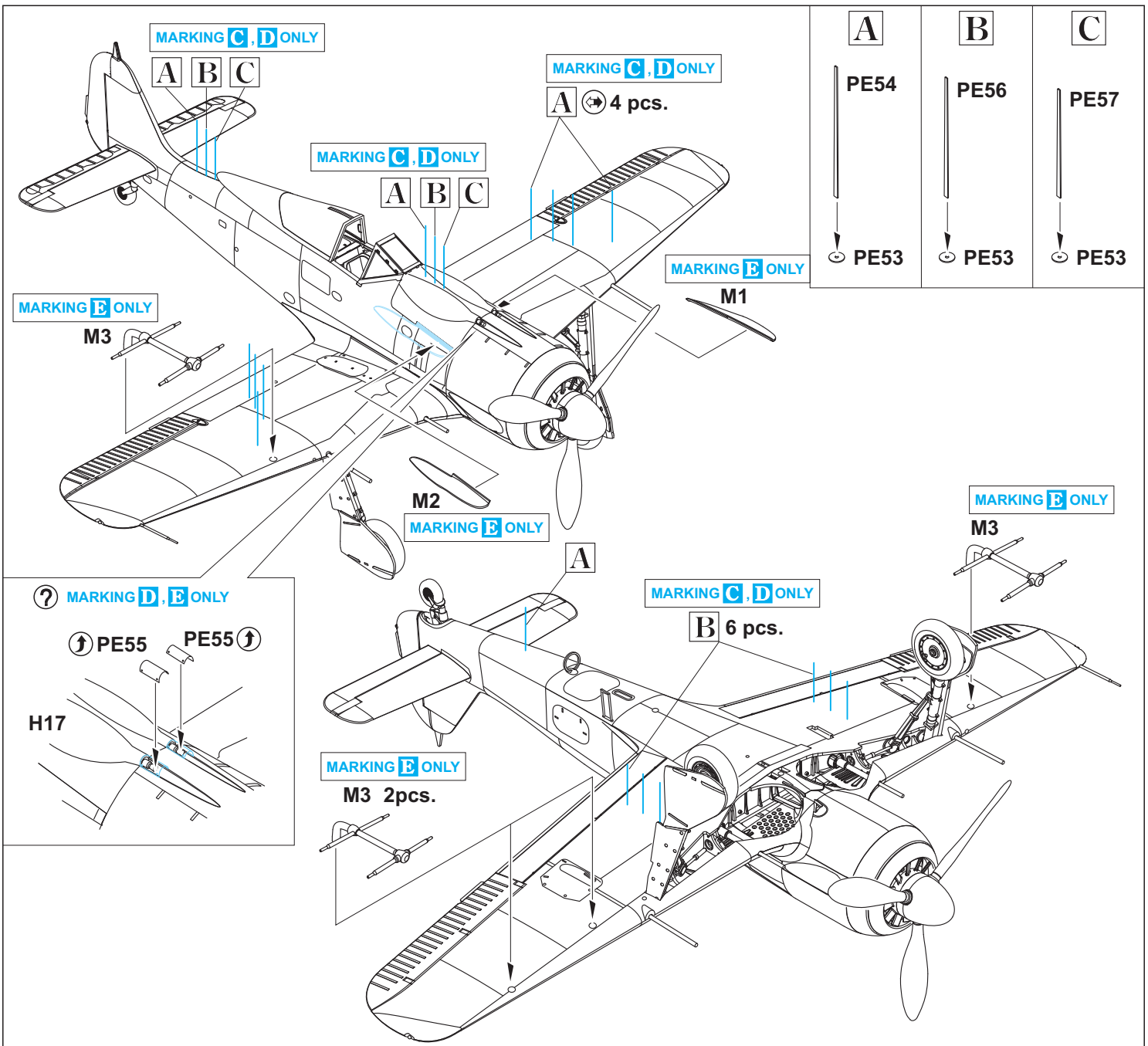
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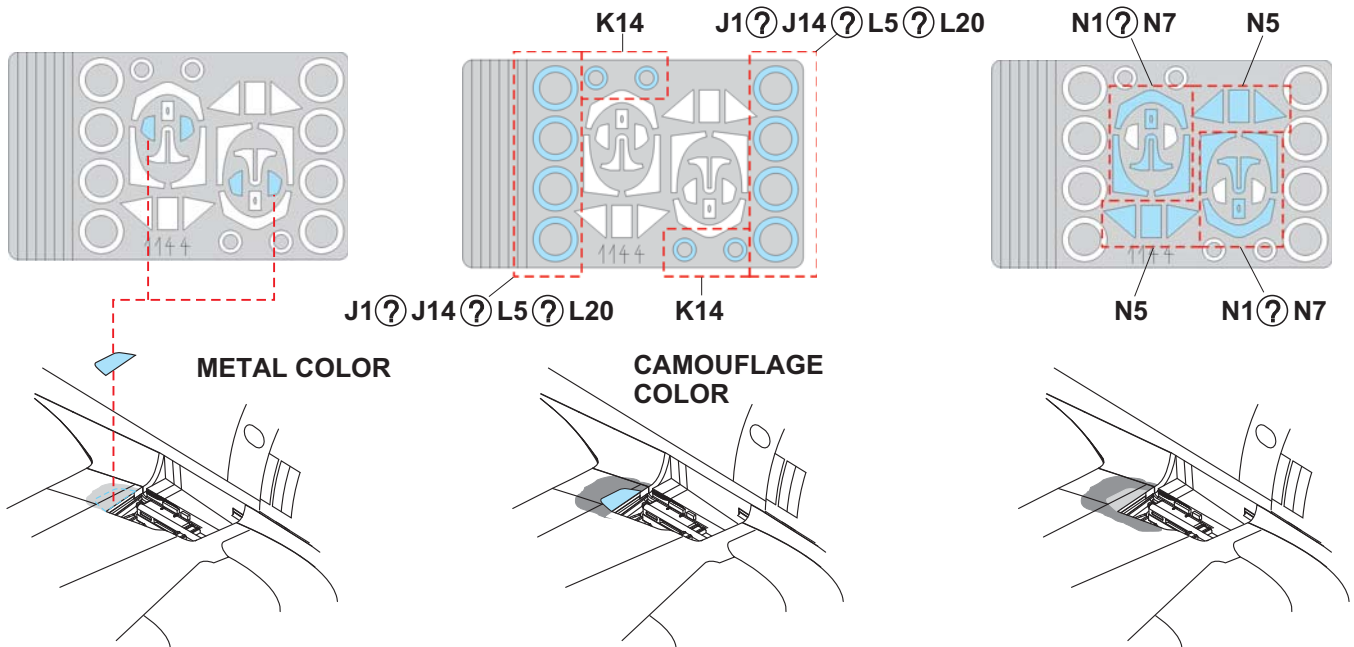
CLOSED HATCH ONLY
JEN ZAVŘENÝ POKLOP

PE47





MASK APPLICATION GUIDE



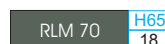
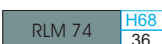
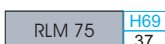
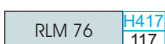
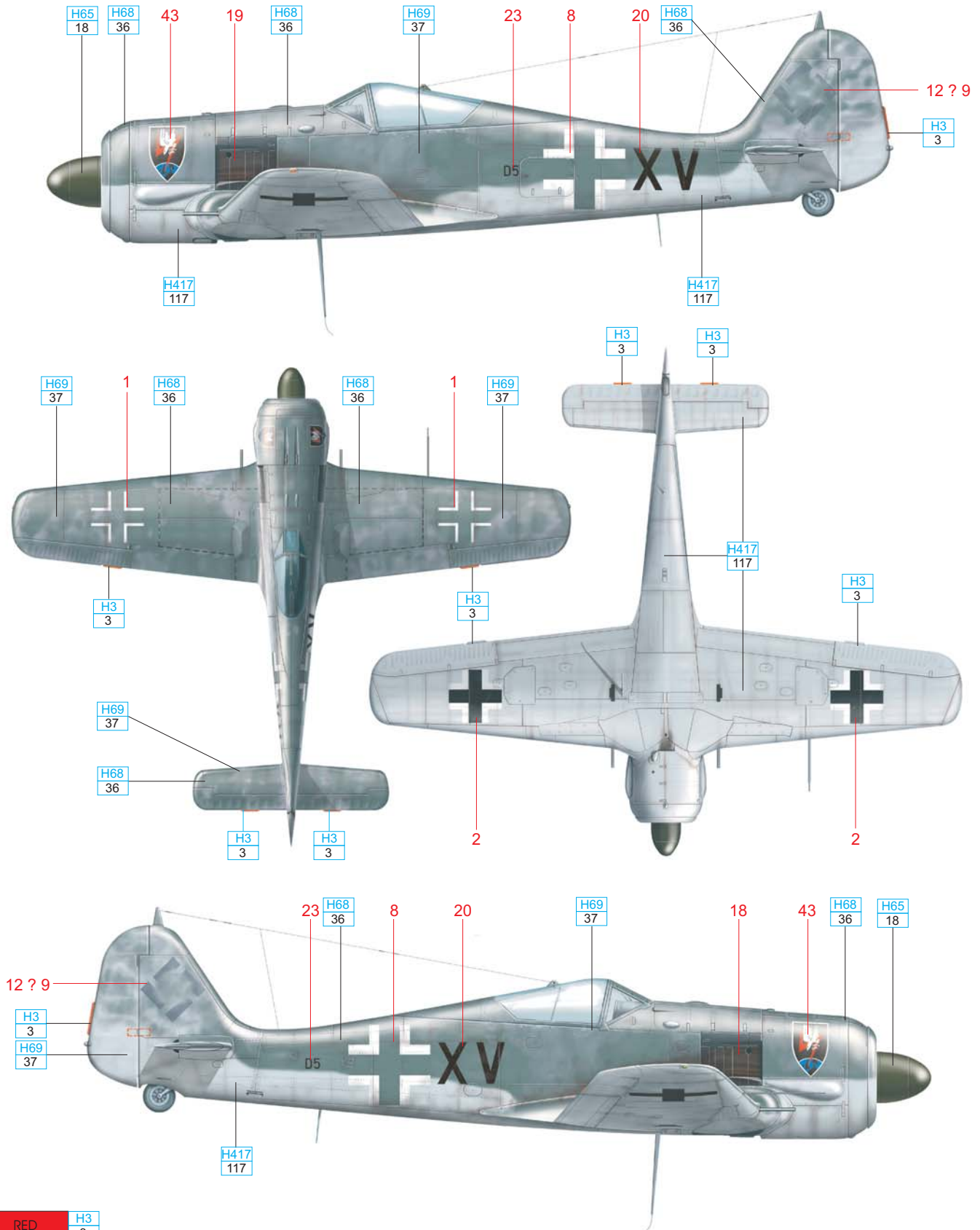
A. A-5 10./NJG 3 'Nachtjagdkommando 190', Aalborg-West, Denmark, Winter, 1944

One of the problems that the night fighting units of the Luftwaffe were faced with in 1943 resulted from the introduction of night fighters by the RAF over Germany and occupied Europe. The task of RAF Mosquitos was to engage and eliminate German fighters before they could attack the streams of incoming RAF bombers. Standard Ju 88s and Bf 110s couldn't match the Mosquito in performance, and so alternative solutions needed to be looked at. The idea of using the much faster Fw 190 in the night fighting role was first brought forth by the CO of 10. Staffel NJG 3, Oblt. Hans-Hermann Mueller. Several standard Fw 190A-4 and A-5 aircraft were subsequently allocated to 10./NJG 3 within 'Nachtjagdkommando 190'. Testing was carried out from the end of 1943 to March, 1944 without any stunning successes. Useful attempts at countering the RAF Mosquito didn't occur until the introduction of upgraded versions of the twins in service in later years. The illustrated aircraft, a participant of tests with Nachtjagdkommando 190, was a standard A-5 with armament and equipment consistent with the day fighter. For night fighting duties, the only change was the darkening of the upper surfaces with irregular application of RLM 74. The colors have relatively sharp demarcations. The aircraft also carried markings and the 'Englandblitz' emblem that were consistent within nightfighting units of the Luftwaffe.

Additional sources: Classic Colours: Luftwaffe Night Fighters, pg.125



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1144



B. A-6 W.Nr.550445, Major Hajo Hermann, Stab/JG Hermann, Bonn-Hangelar, August, 1943

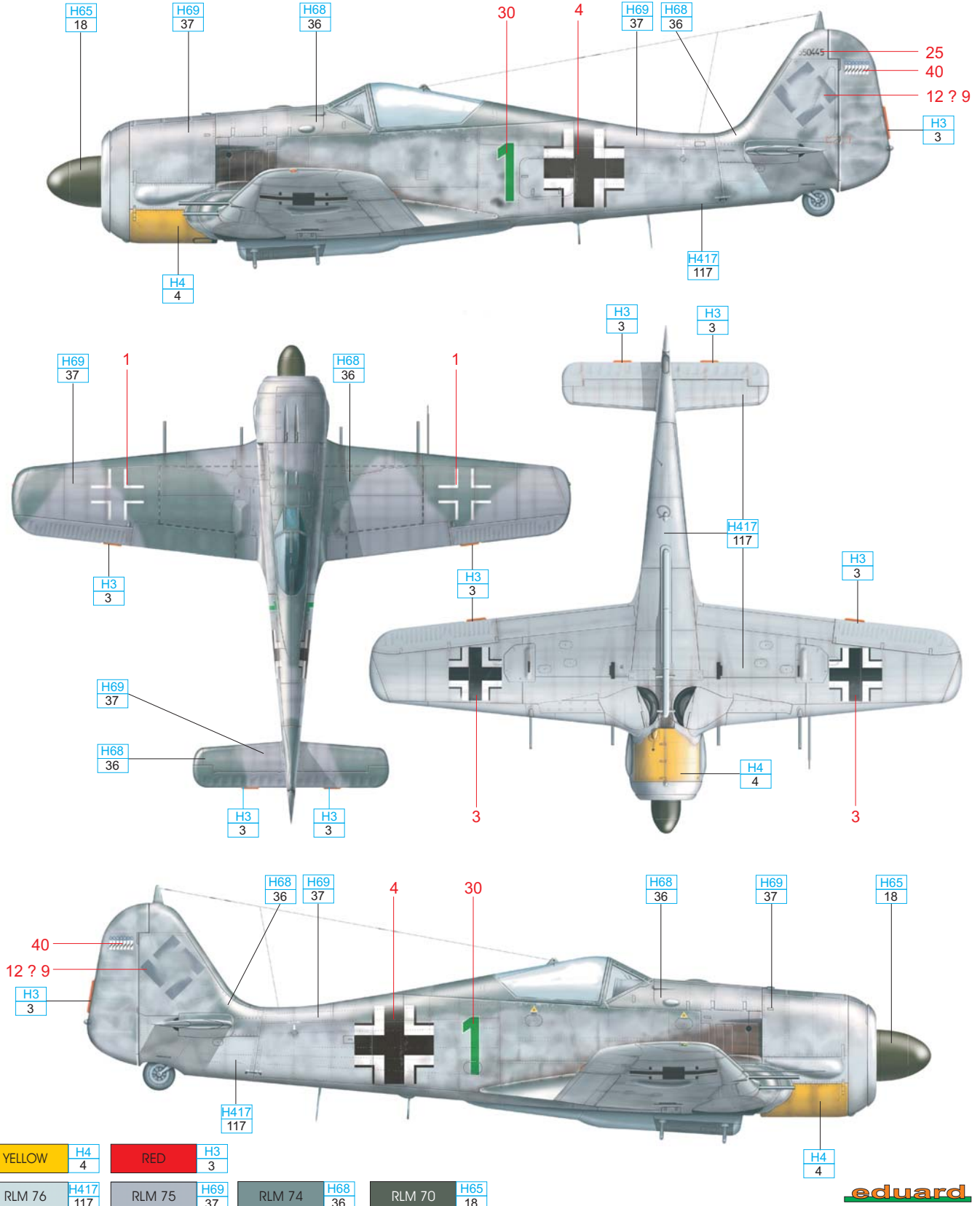
Former He 111 and Ju 88 bomber pilot, Hans-Joachim Hermann, was an uncommon and innovative tactician and flew as a bomber pilot with the Legion Condor in the Spanish Civil War. Later, he flew with KG 4 and KG 30. After more than 320 operational flights as a bomber pilot, he was promoted in July, 1942 into the higher ranks of the Luftwaffe Staff that, among other items, concerned itself with the growing ferocity of RAF night bombing attacks. It was here that Hajo Hermann began to realize his vision of using single-engine fighters to attack bombers at night. These aircraft were to be flown by experienced pilots, without the radar systems associated with multi-engine night fighters. The tactics involved called for pilots of Fw 190s and Bf 109s to criss-cross the sky, and using the backlights of fully lit cities, burning targets and searchlights from the ground or even from specially equipped Ju 88s, to acquire their targets visually. The movement of the fighters among the silhouettes of the RAF bombers were reminiscent of angry, wild pigs, and this led to the coining of the term 'Wilde Sau' (Wild Swine). As with all tactics in aerial warfare, reality limped behind theory. Nevertheless, pilots flying with Hermann's unit 'Versuchskommando Hermann', later 'JG Hermann' and finally JG 300, achieved some very interesting victories. One of the biggest was achieved on the night of 24th and 25th of August, 1943, during an RAF attack on Berlin. With the direct control of their Kommodor, and developer of the tactics used, JG 300 pilots racked up 57 RAF bombers. For this accomplishment, Hajo Hermann received the Oak Leaves to go with his Knight's Cross. After passing on command of JG 300, Obstlt. Hermann continued on in various command functions, and feverishly attempted to stem the tide of the fortunes of the war by developing new tactics, including ideas of the controversial Sonderkommando Elbe. Hermann ended the war as CO of 9. Flieger-Division (J), and was a Soviet prisoner for ten years. The illustrated aircraft was used by Hajo Hermann during August, 1943. This was a standard Fw 190A-6 with a camouflage consisting of RLM 74/75/76, with no evidence of emblems, but with the green commander's digit on the fuselage sides. The aircraft carries seven kill markings. The absence of the armor plate behind the pilot's head is noteworthy.

Version of the landing gear bay is not determined for this particular plane. There could be used two alternatives for the lower wing area – frame F (late style) or frame G (early style). In case of applying the F part, the tire J1 or J14 (and doors H1 and H2) should be used. In case of applying the G part, the tire L5 or L20 (and doors L6 and L7) should be used.

Additional sources: Jean-Yves Lorant, Richard Goyat: JG 300 / June 1943 – September 1944 (vol.1)



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C. A-6/R-11 'Neptun' II./JG 300, Lobnitz, Fall, 1943

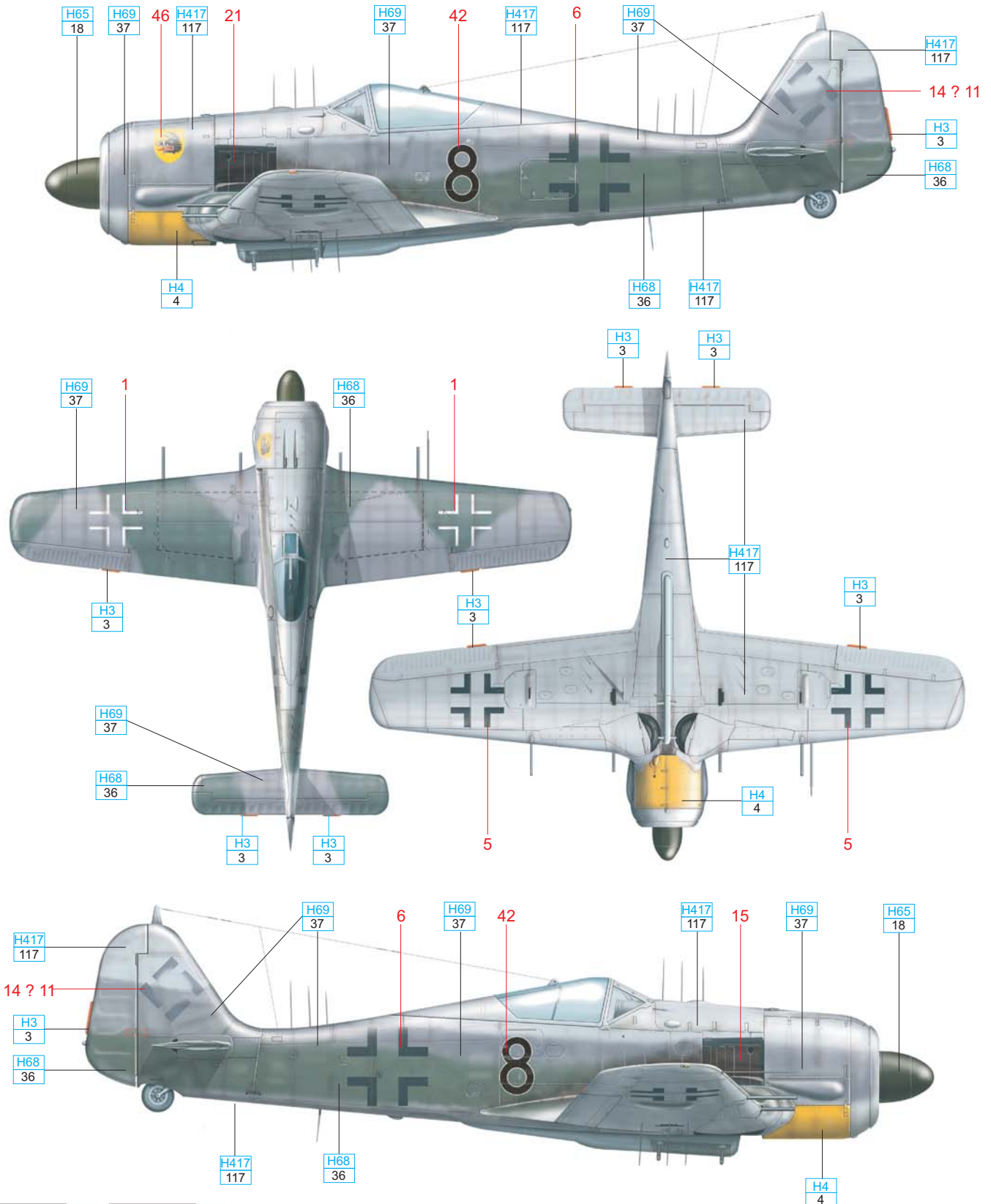
Jagdgeschwader 300 'Wilde Sau' was formed from JG Herrmann (hence 'B' marking) in July, 1943 with the main task allotted it being the perfecting of single-engined aircraft night fighting tactics. Besides the visual acquisition of targets, testing was initiated using on-board radar systems. The Fw 190 was equipped with 'Neptun', along with associated radar antennae. The illustrated Fw 190A-6 'Black 8', field modified R-11 for night fighting, was one of the Neptun equipped aircraft of JG 300. What makes this aircraft even more interesting is its camouflage application. The search for effective camouflage schemes gave rise to interesting color variations. The pictured Fw 190 received a lighter spray of RLM 76 over the top portions of the fuselage that blended into the darker sides of RLM 75 and 74 and into the RLM 76 bottom. Known photographs of this aircraft have been interpreted as the sides of the fuselage being composed of sharply demarked RLM 76 and 74. Closer inspection reveals that the contrast between the darker and lighter shades were not so strong, and further research leads to the presentation here. The top and bottom camouflage colors are RLM 74/75/76. The Wilde Sau emblem is in its classic style as used by JG 300 on a yellow background and as per the usual practice of the unit, appeared only on the left side.

Version of the landing gear bay is not determined for this particular plane. There could be used two alternatives for the lower wing area – frame F (late style) or frame G (early style). In case of applying the F part, the tire J1 or J14 (and doors H1 and H2) should be used. In case of applying the G part, the tire L5 or L20 (and doors L6 and L7) should be used.

Additional Sources: Classic Colours: Luftwaffe Night Fighter Units, pg 120; Eduardo Soler & Aurelio Gimeno: Fw 190 and Ta152



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

D. A-7/R-11 'Neptun' Lt. Klaus Bretschneider, 6./JG 300, Rheine, March, 1944

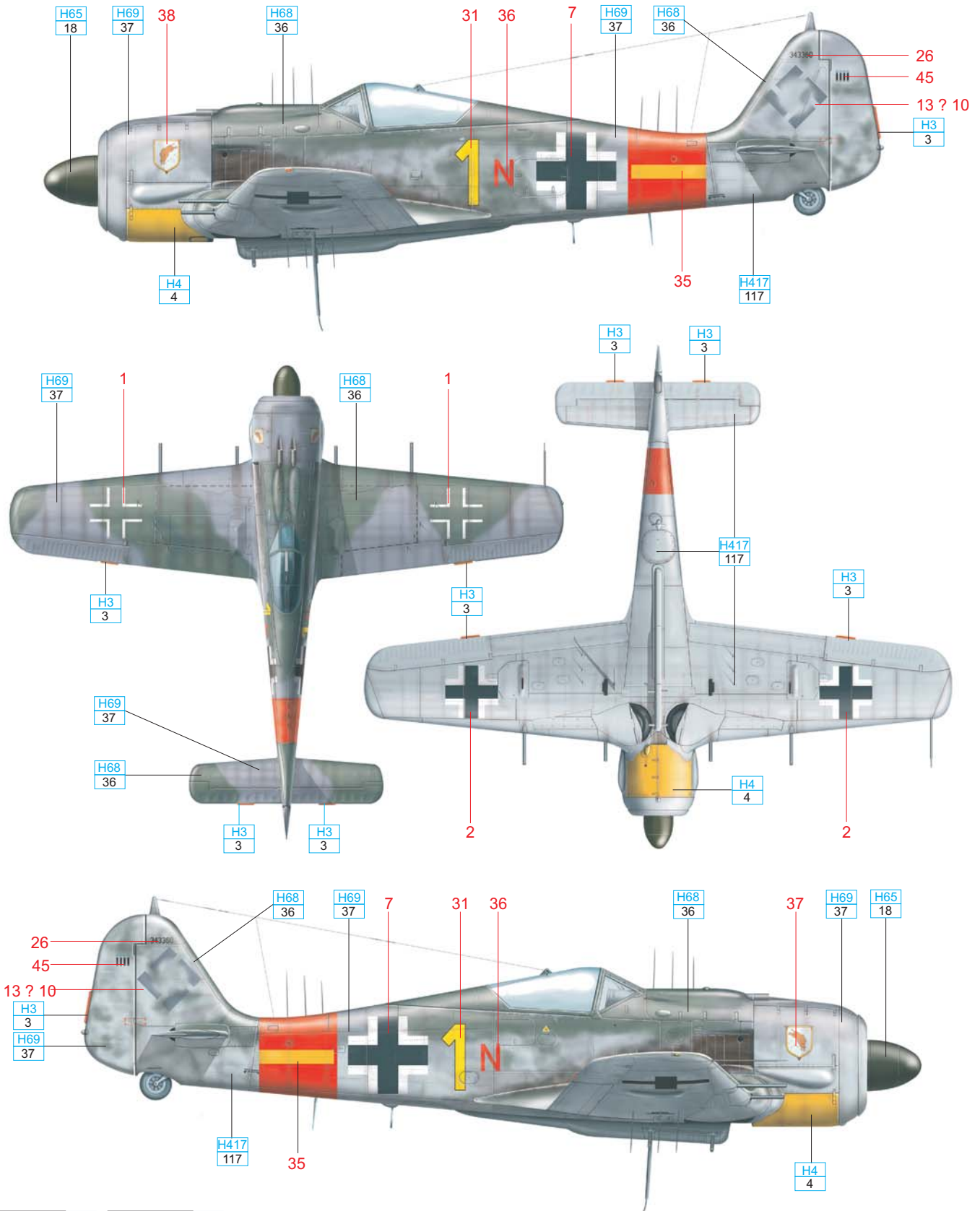
Holder of the Knight's Cross, Oblt. Klaus Bretschneider was certainly one of JG 300's more formidable personalities. By the time of his death on December 24, 1944, as CO of 5. Staffel JG 300, he had amassed 34 victories, among which were 14 at night. Among his day and night victims were thirty four-engine heavy bombers. Although his fateful mount would prove to be a 'Sturmböck' (Fw 190A-8/R2), specially equipped to counter day bombings by American bomber formations, he had been involved in the development of tactics for 'Wilde Sau' operations on R11 modified Fw 190s, which were radar equipped for night intercepts.

The illustrated Fw 190A-7/R11 featuring antennae for the FuG 217 radar, was flown by Klaus Bretschneider in the pre-spring, 1944, period, achieving several of his night victories. The standard camouflage scheme of RLM 74/75/76 was adorned with a red fuselage band, an identifier of JG 300 within the Defense of the Reich system. The yellow horizontal marking betrays its II. Gruppe affiliation. Known reconstructions of this aircraft lack the yellow segment, but the use of this is confirmed by recent documentation. The engine cowl is lighter (lacking the RLM 74 overspray). The effective II. Gruppe / JG 300 emblem is, in all likelihood, applied to both sides. The application of the kill markings on both sides is speculative at this point. Photographic evidence indicates that at different times, the pilot armor plating was missing.

Additional Sources: Lorant Jean-Yves, Goyant Richard: JG 300 / June, 1943 – September, 1944 (vol.1)



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1144



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

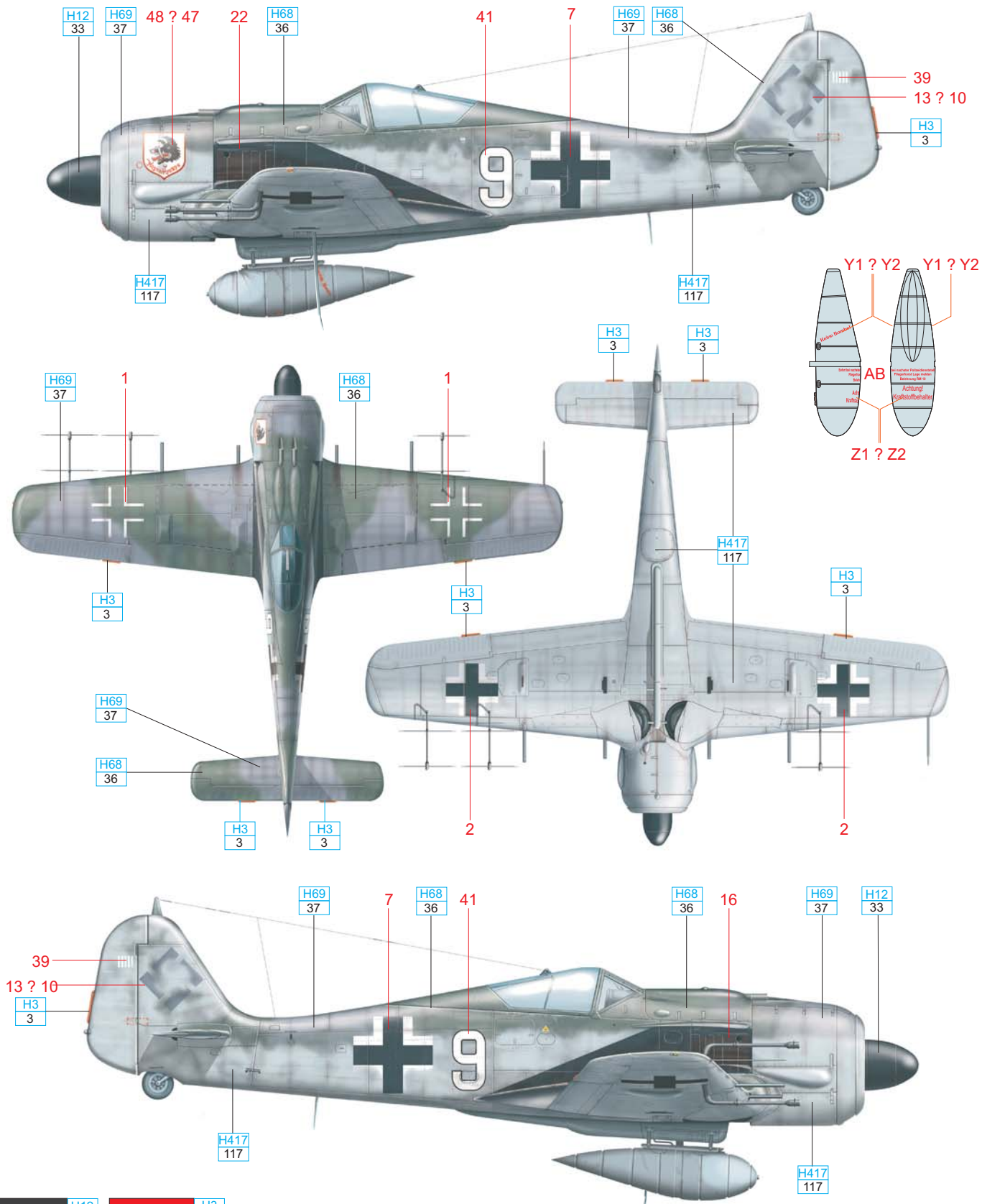
E. A-8/R11 'Neptun' Fhj. Ofw. Gunter Migge, 1./NJGr. 10, Werneuchen, 1944

The Fw 190A-8/R11 'Neptun' was also used in the night fighting role by Nachtjagdgruppe 1 (formed January 1st, 1944, from a part of JG 300), operating primarily from fields east of Berlin. The unit, formed with only three Staffeln with a very wide variation of types in service (including Bf 109, Bf 110, Ju 88, He 219 and Ta 154 besides the Fw 190), was tasked with the defense of important German cities. Above all, the unit tested new equipment for Luftwaffe night fighters under combat conditions, including Fw 190 versions from A-5 to A-8, including this machine from January to July, 1944 when they began to switch to the Bf 109G-6. With them, they transformed into a Mosquito hunting unit. In February, 1945, the unit became 2./NJG 11. One of the pilots of 1. Staffel NJGr. 10 was Fhj. Ofw. Gunter Migge, a former night fighter pilot of JG 300. His Fw 190 carried the Wilde Sau emblem, and also carried the inscription 'Kognakpumpe' and a glass of Migge's favorite poison. The border of the emblem, as well as the noted inscription, were in all probability, red. However, black cannot be ruled out. The aircraft carried the standard camouflage scheme of RLM 74/75/76, with the only attempt to darken the scheme being the less common, for this timeframe, the 'Adlerflugel' in the form of the black wedge behind the exhaust stacks. The spinner was black. The bottom white segments of the fuselage balkenkreuz were subdued. The often quoted W.Nr. of 29210 is probably incorrect, but is supplied on the decal sheet, just in case. The kill marks on the rudder are in the form of simple white bars. The tally includes victories achieved by the pilot when flying with JG 300. Even so, Gunter Migge, with JGr. 10, achieved several kills flying this aircraft.

Additional Sources: Luftwaffe at War: Nightfighters over the Reich; Classic Colours: Luftwaffe Night Fighter Units; Kagero: Fw 190, Vol. 1,3.



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1144



BLACK	H12 33	RED	H3 3
RLM 76	H417 117	RLM 75	H69 37
RLM 74	H68 36	RLM 70	H65 18

F. Oberst Walter Grabmann, Jagdfliegerführer Holland & 3. Jagddivision, 1943-1944

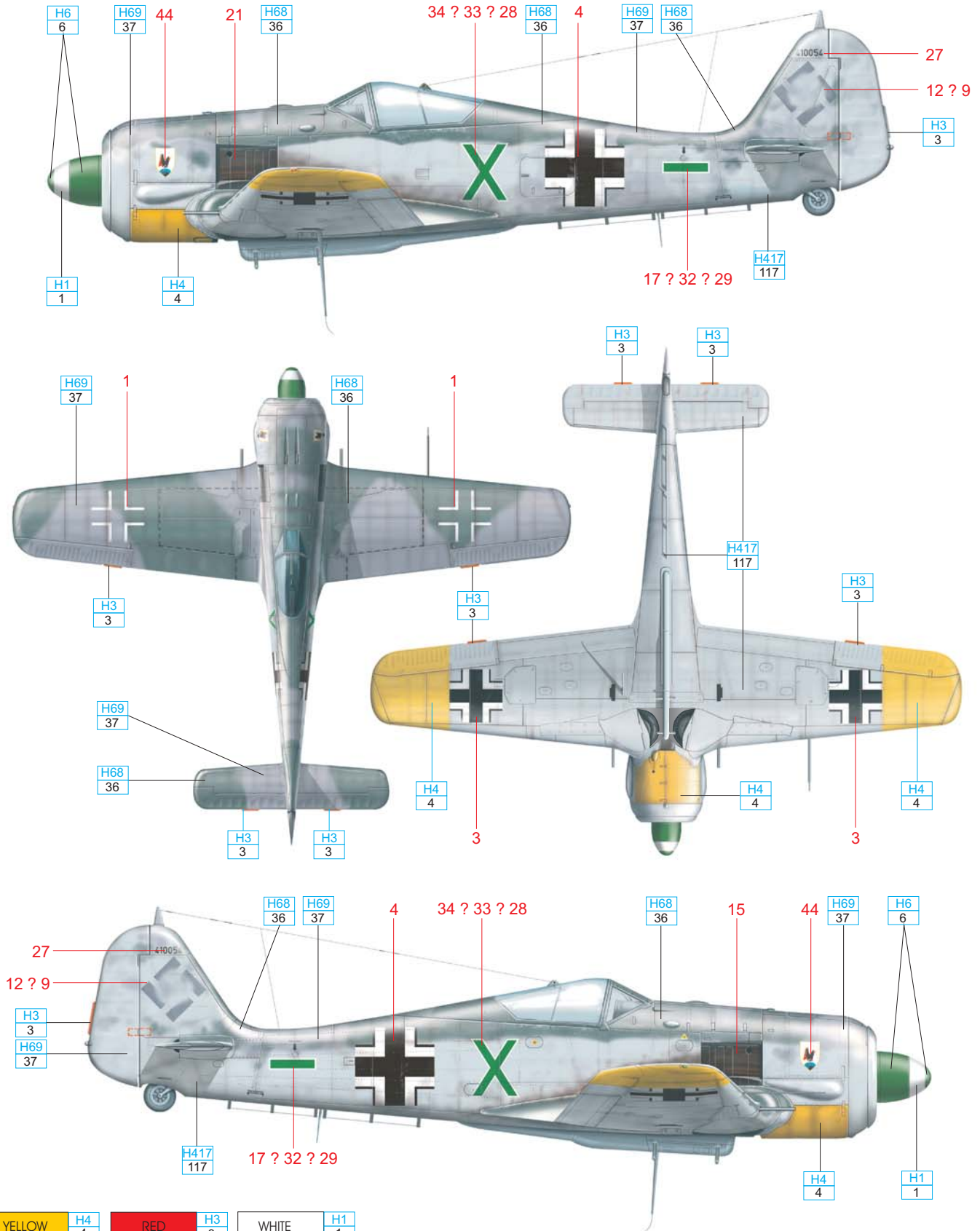
Fw 190A-5, W.Nr. 410054 was flown from June, 1943, by the commanding officer of Jafu Holland and later of 3. Jagddivision, Oberst Walter Grabmann, as his personal mount. As such, the aircraft was not tasked with combat flying, but the pilots logs put this aircraft as participating in some fierce combat action. Not a big surprise, given that Walter Grabmann was an experienced combat pilot as far back as the Spanish Civil War, where he commanded JGr. 88 and gained seven victories. During the French campaign of 1940, he commanded ZG 76. This Fw 190 was one of several CO aircraft used by Walter Grabmann carrying the 'X' marking.

This standard Fw 190A-5 had modified electronic equipment, including the installation of FuG25a (IFF). The aircraft is painted in RLM 74/75/76, with a fairly high color demarcation. The Nachtjagd (Englandblitz) emblem was of an uncommon color variation, and on the left side of the cowl, and if the usage of this emblem on other aircraft of this unit is any guide, appeared also on the right. Grabmann's 'lucky' tactical letter 'X' is very likely in green. Some sources claim yellow or red as well. The spinner was in the same color, adorned with the white striping. Oberst Grabmann flew a minimum of 73 missions on this aircraft between June, 1943 and April, 1944.

Additional Sources: Classic Colours: Luftwaffe Night Fighter Units, 1943-1945, pg 118; Luftwaffe im Focus, 3/2003



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/info/photos/1144



YELLOW	H4 4	RED	H3 3	WHITE	H1 1
RLM 76	H417 117	RLM 75	H69 37	RLM 74	H68 36
		GREEN	H6 6		

