

Fw 190D-11/13

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition

The Fw 190 was the best what was available to the Luftwaffe during the second half of the World War II. It soldiered in various modifications and the “long nose” versions powered by in-line engine emerged as the top of the development line.

To meet the 1938 specification issued by the Technisches Amt, RLM, the development team led by Kurt Tank prepared new fighter, but ran into several difficulties, which were addressed continually during the process of the development. The first prototype of the new Fw 190 took to the air on June 1, 1939 and after a series of improvements and after some quite radical changes, the development culminated during the fall of 1940, when twenty-eight pre-series Fw 190A-0 were built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, tasked with service trials, which revealed a wide range of flaws. 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 first of 100 Fw 190A-1s ordered, armed with four 7.9 mm MG 17 machine guns. The I./JG 26 was completely equipped with the type and operating on the Western Front by September 1941 they changed the game, as the new fighter was superior not only to the Hurricanes, but also to the Spitfires.

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 caliber 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. It's 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 was to become 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. 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.



item No. 8185

Reaching new heights

The fighter burden placed on the Fw 190A by the Luftwaffe was enormous. This very versatile aircraft found itself fulfilling fighter, fighter-bomber and ground support duties. Thanks to a robust airframe, the type was able to carry a wide variety of ordnance, which vastly improved upon the multi-role capabilities of the Luftwaffe's main fighter type, the Bf 109. Despite this, the design, which dated back to 1939, was showing its age towards the end of the war. The Fw 190A was falling short of its adversaries, especially at higher altitudes. The design development led first through the Fw 190B, powered by a BMW 801 with a turbo supercharger, followed by the Fw 190C, with in-line DB 603, but was finalized on the Fw 190D. Conversion to the D version, and namely the Fw 190D-9, involved installation of a new liquid cooled 12-cylinder Jumo 213A, rated at 1,726 hp. The front of the fuselage was therefore lengthened and in order to maintain the centre of gravity, there was a 50 cm extension at the rear of the plane as well. The overall length of the Fw 190D-9, compared to the A-9, was increased by 1.52 m (nearly 5 ft). The aircraft gained a new, more elegant shape, and was dubbed “Langnasen Dora” (Long-nose Dora). Other important changes in the type were the addition of MW 50 water methanol injection, temporarily boosting power output to 2,071 hp (1,545 kW), increasing maximum speed to 426 mph at 21,650 ft (680 km/h at 6600 m). Standard feature on the D-9 was the bulged canopy, covering an armored head and back rest for the pilot. Despite this, the first series of the Fw 190D-9 were equipped with the older, flat style canopy. The armament was composed of two 13 mm MG 131 machine guns mounted over the engine, and two MG 151/20 20 mm cannons in the wing roots.

Doras explained

All the modifications which the Fw 190D went through, were different enough to consider it a new aircraft. The first Fw 190D-9s were allocated to III./JG 54 in September 1944. This was followed by I./JG 26 in November and towards the end of the war there were some 183 Doras in service. According to some sources, more than 1,800 examples of Fw 190Ds were built. The D-9 led to other versions, of which only the D-11 and D-13 saw combat service. The more widely used D-11 differed from the D-9 first and foremost in armament, as the 13 mm machine guns were deleted, and two outboard wing mounted 30 mm cannons added. Upgraded Jumo 213E was also installed along with other improvements. The armament of the Fw 190D-11 was in fact similar to the Fw 190A-8/R-2, which is indicative of the planned use of the type against Allied formations of heavy bombers.

Out of over a thousand ordered D-13s, only 17 were built, and only a handful reached combat units. The armament of the D-13 composed of two 20 mm cannons in the wing roots and one firing through the propeller hub. The D-13 also had all-weather flying equipment, along with other relatively modern avionics. Some Doras were equipped with a larger tail unit (“Einheitsheck”) standardized on the Ta 152.

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. SYMBOLS * 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

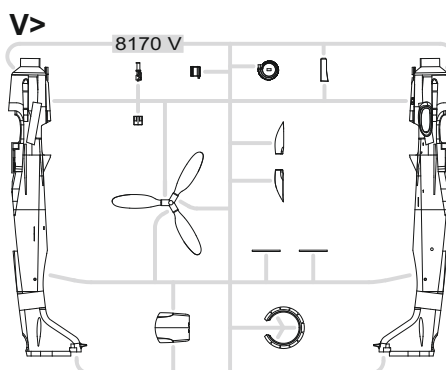
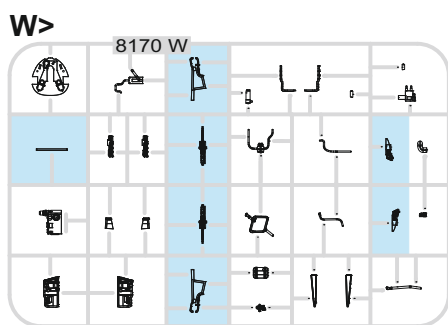
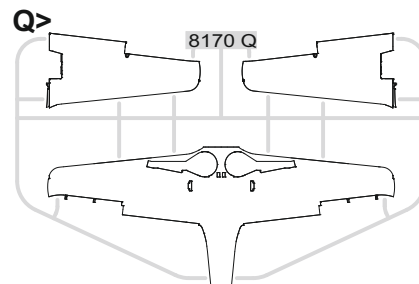
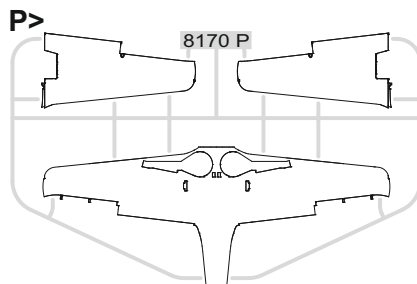
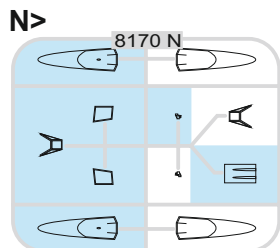
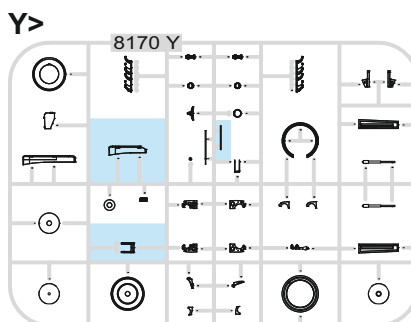
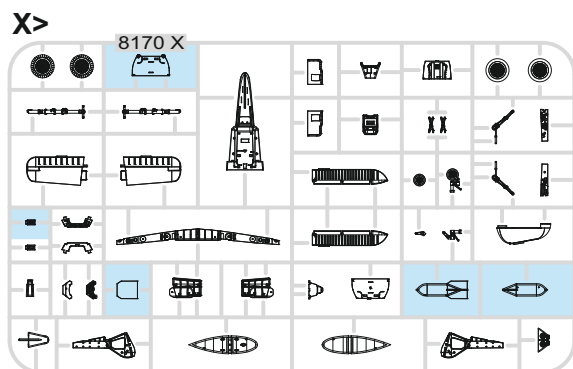
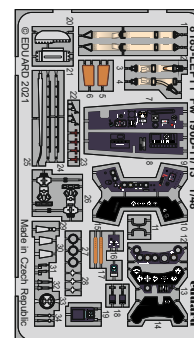


PIÈCES



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



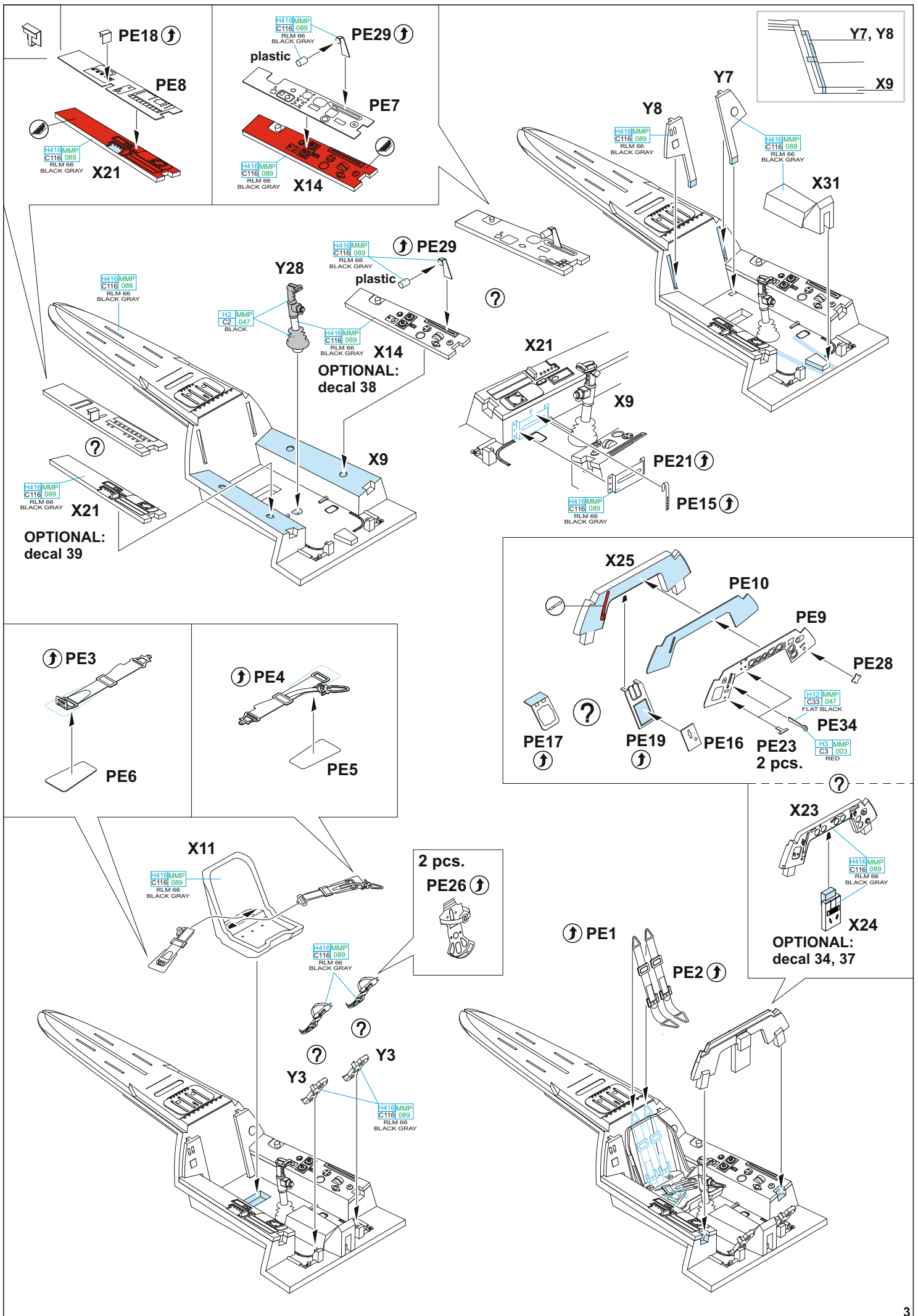
PEINTURE



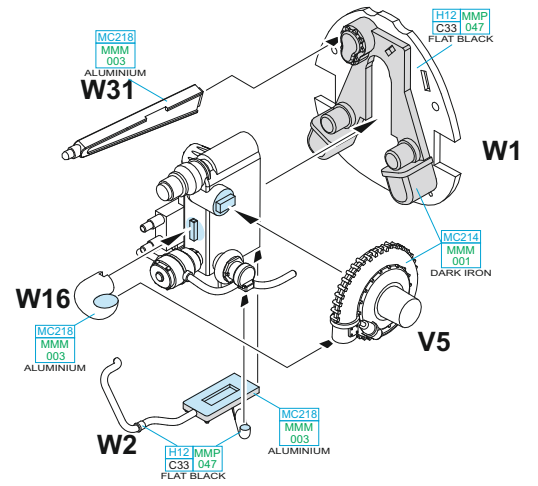
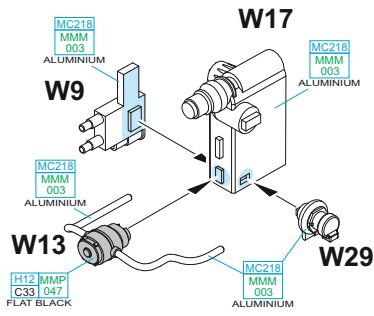
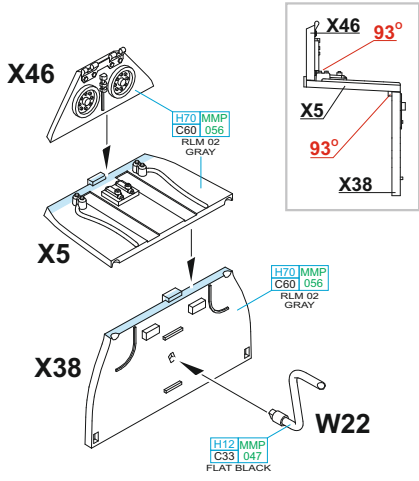
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H3	C3	MMP-003	RED
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
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H312	C312		GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H421	C121	MMP-052	RLM81 BROWN VIOLET
H422	C122	MMP-053	RLM82 LIGHT GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

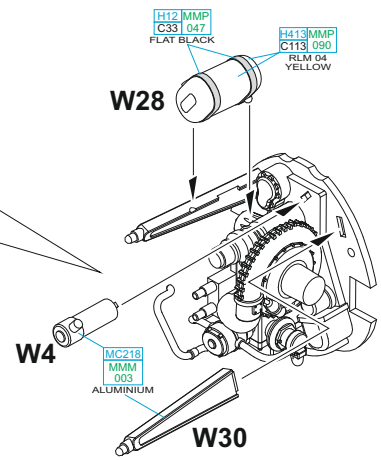
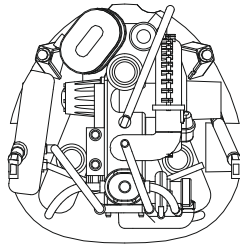
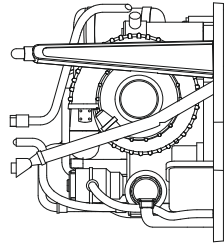
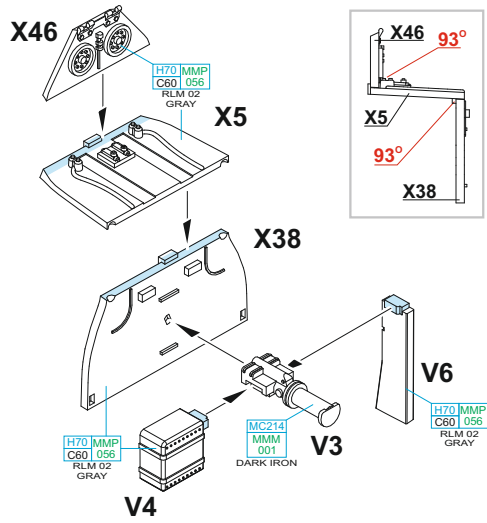


MARKINGS A, B, C

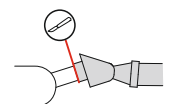
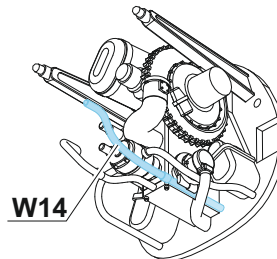
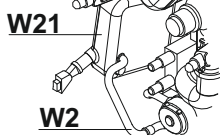
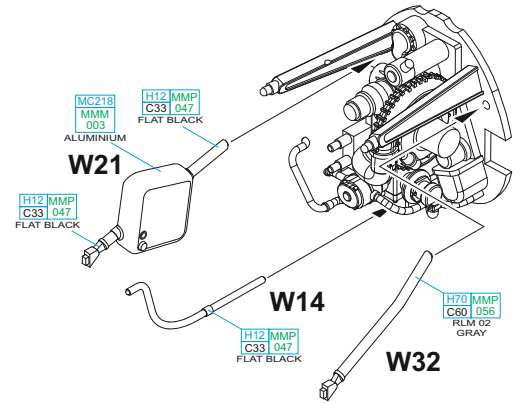
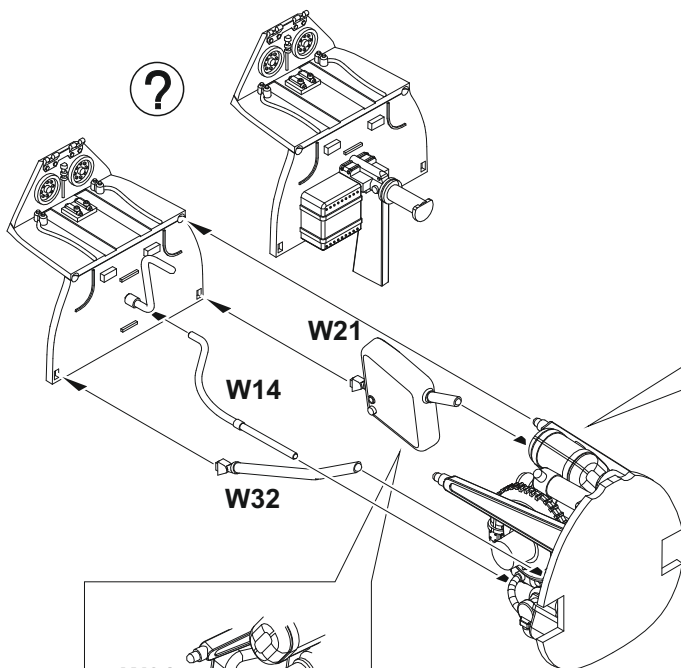


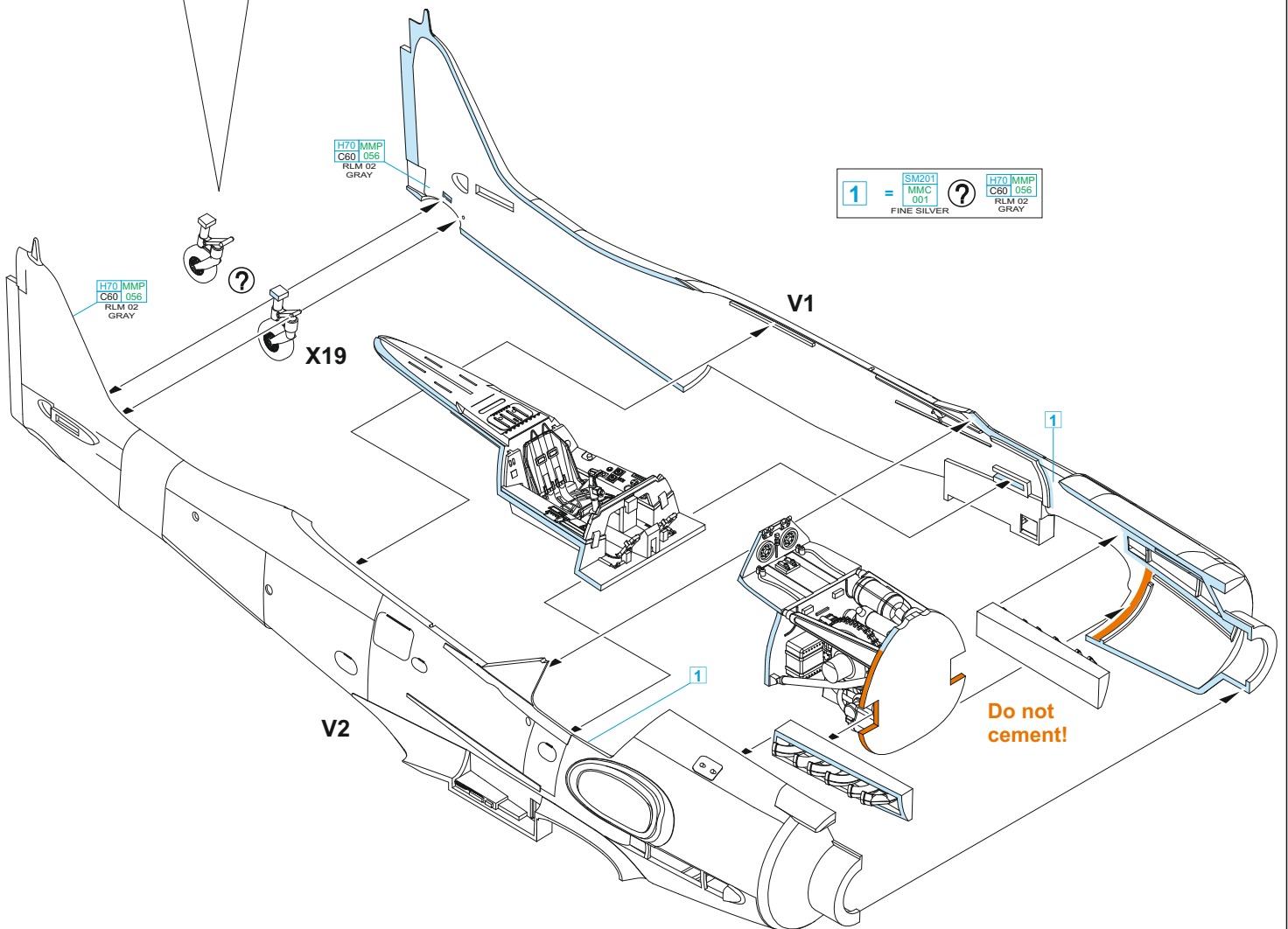
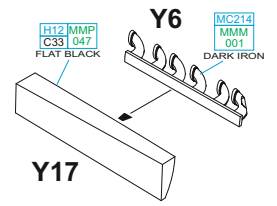
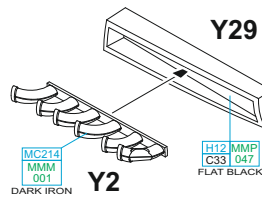
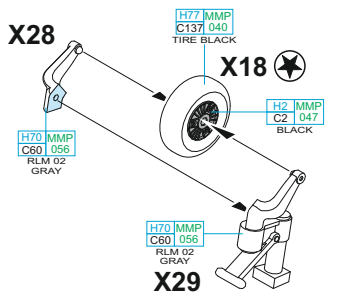
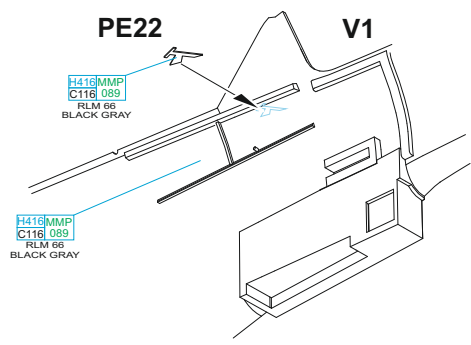
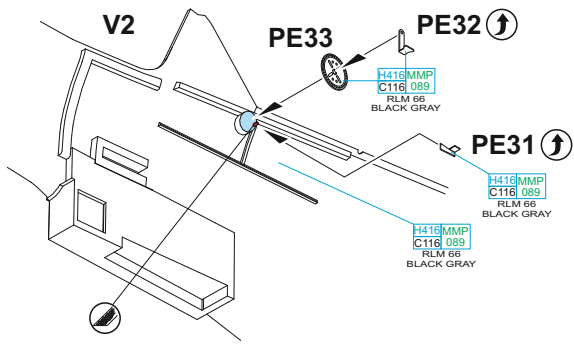
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MARKINGS D, E, F

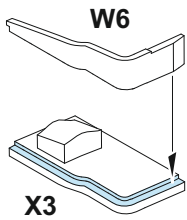


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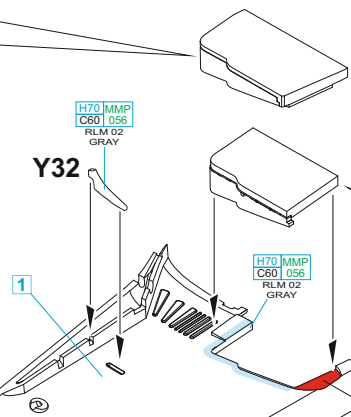


CLOSED GUN BAY

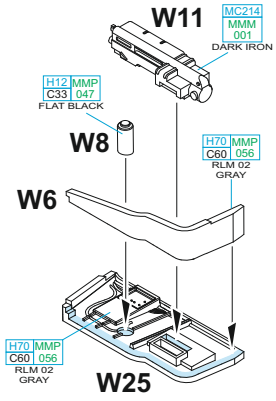


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 Q2 - MARKINGS **A;B;C**

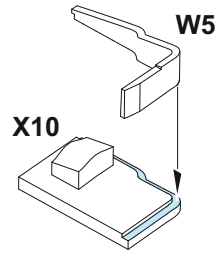
P2 ? Q2



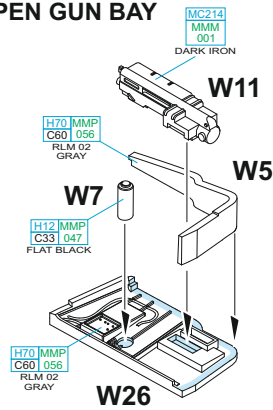
OPEN GUN BAY



CLOSED GUN BAY



OPEN GUN BAY



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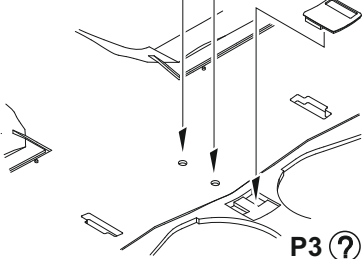
P1 - MARKINGS **D;E;F**
 Q1 - MARKINGS **A;B;C**

X36 CLOSED HOOD

Y9

V7 - MARKINGS **D;E;F ONLY**

V7 ?



P3 ? Q3

P3 - MARKINGS **D;E;F**
 Q3 - MARKINGS **A;B;C**

X26

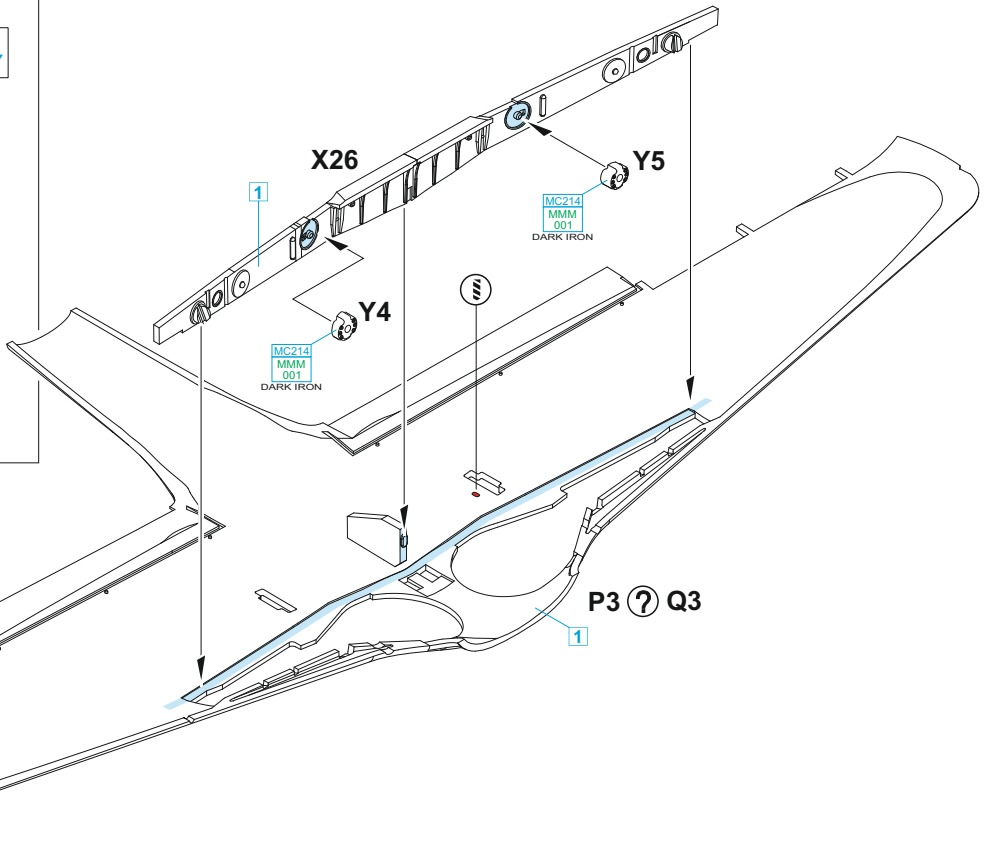
Y5

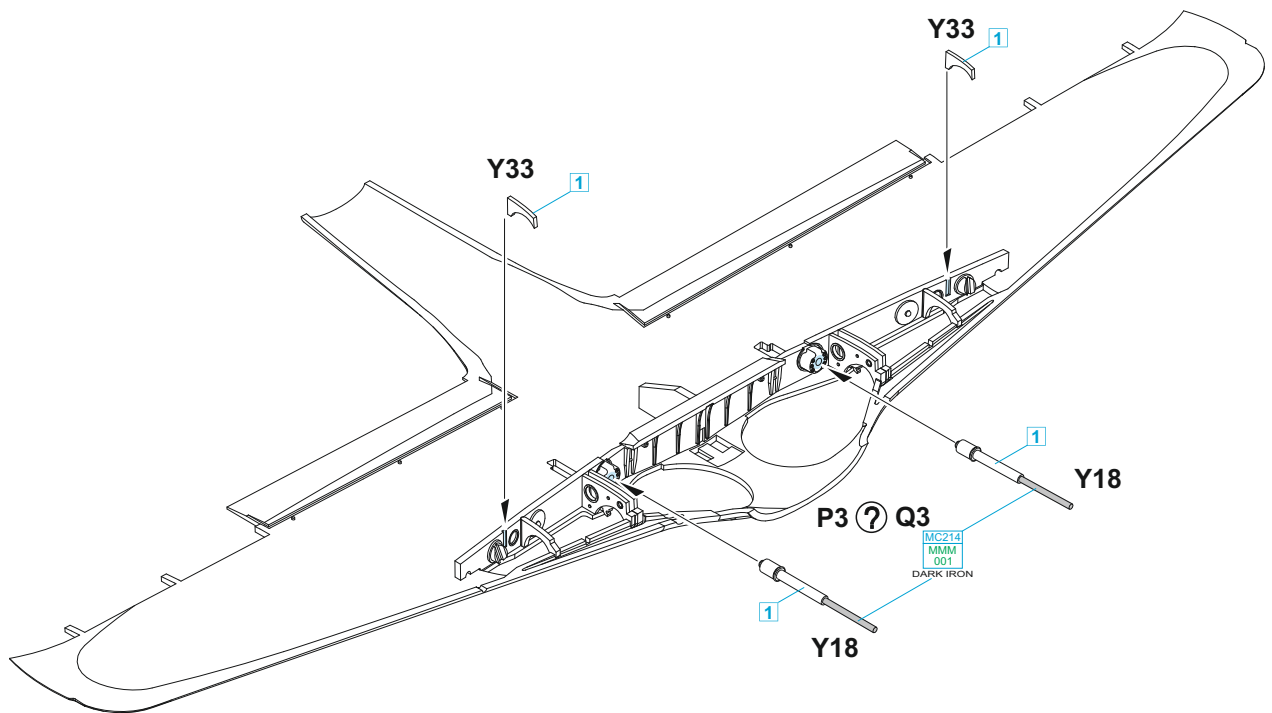
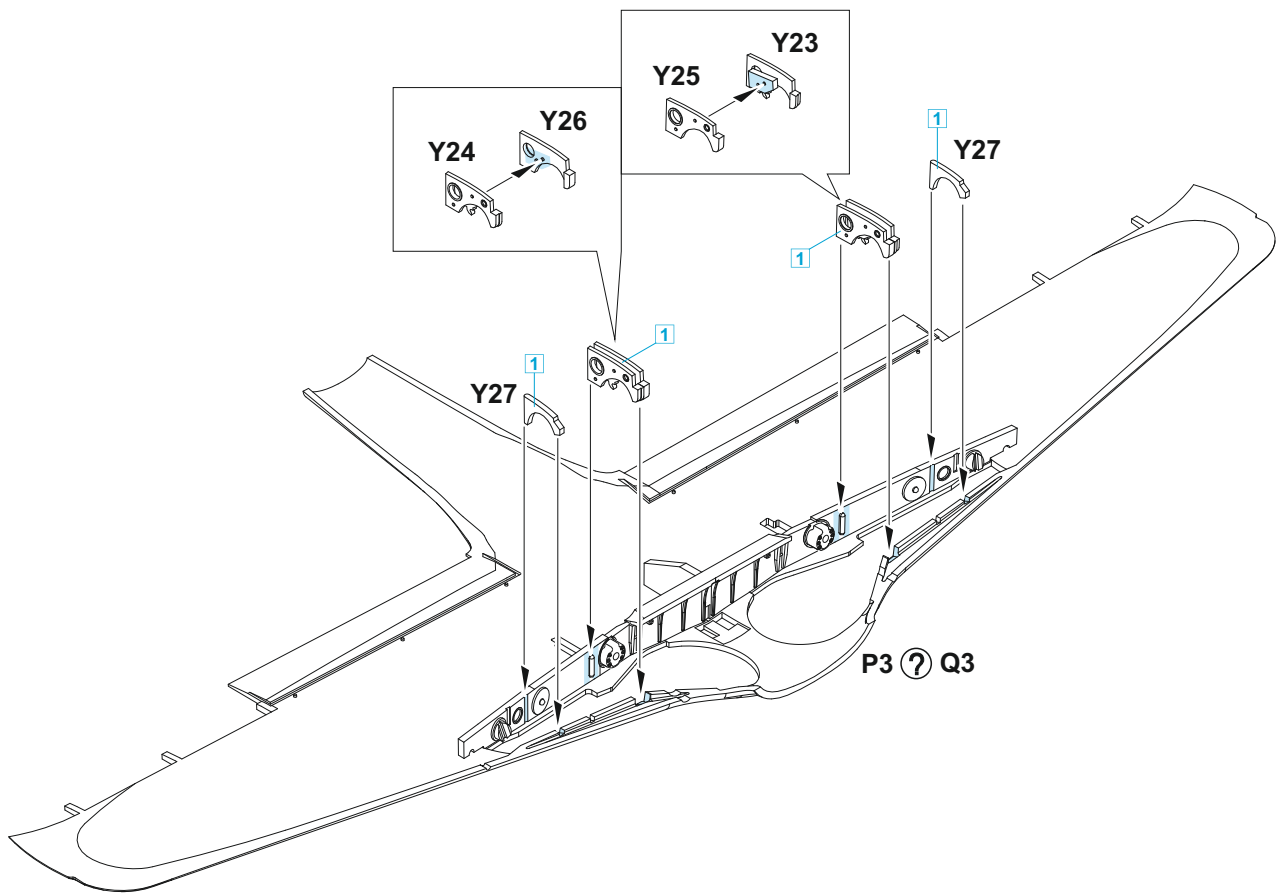
MC214
 MMM
 001
 DARK IRON

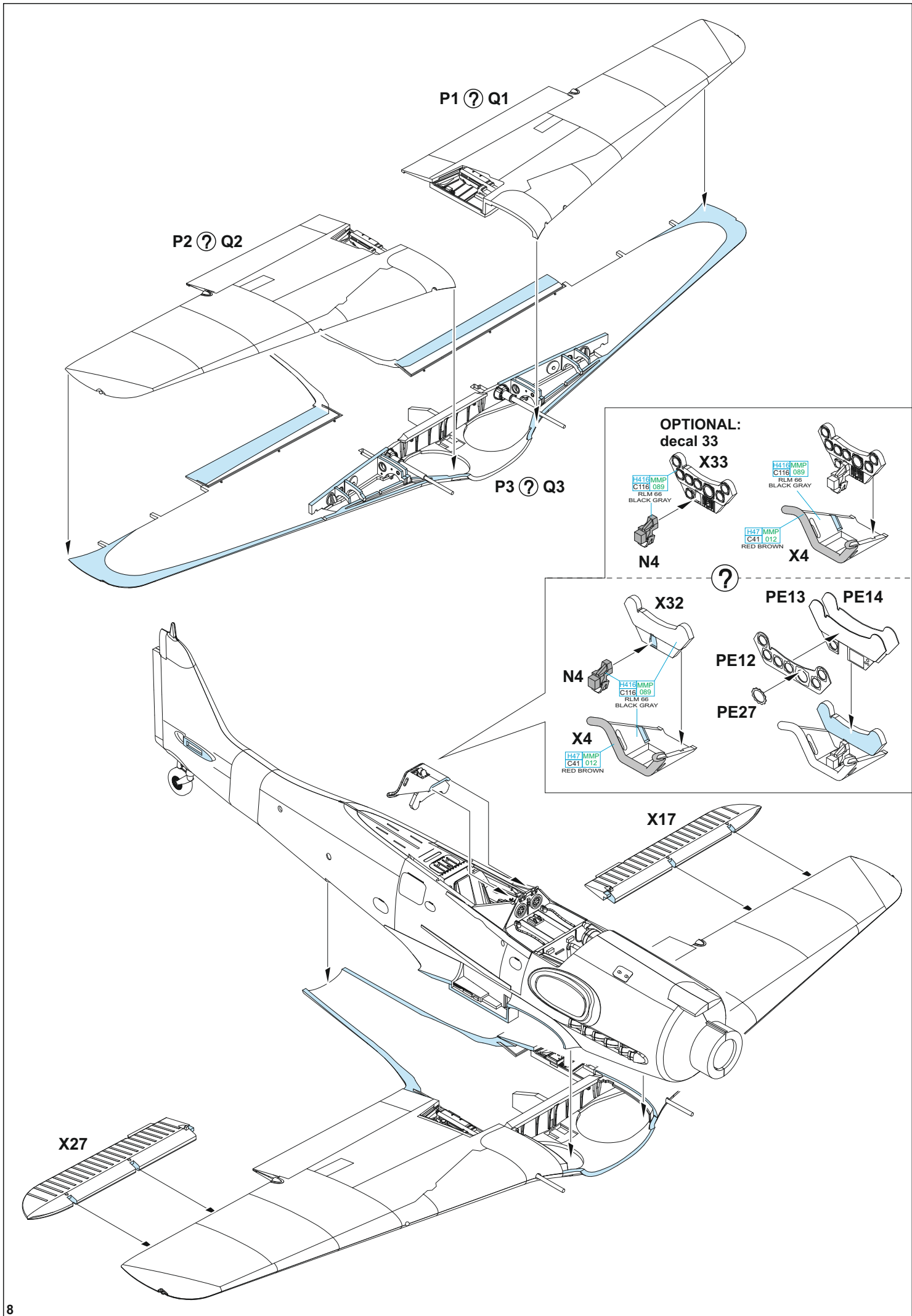
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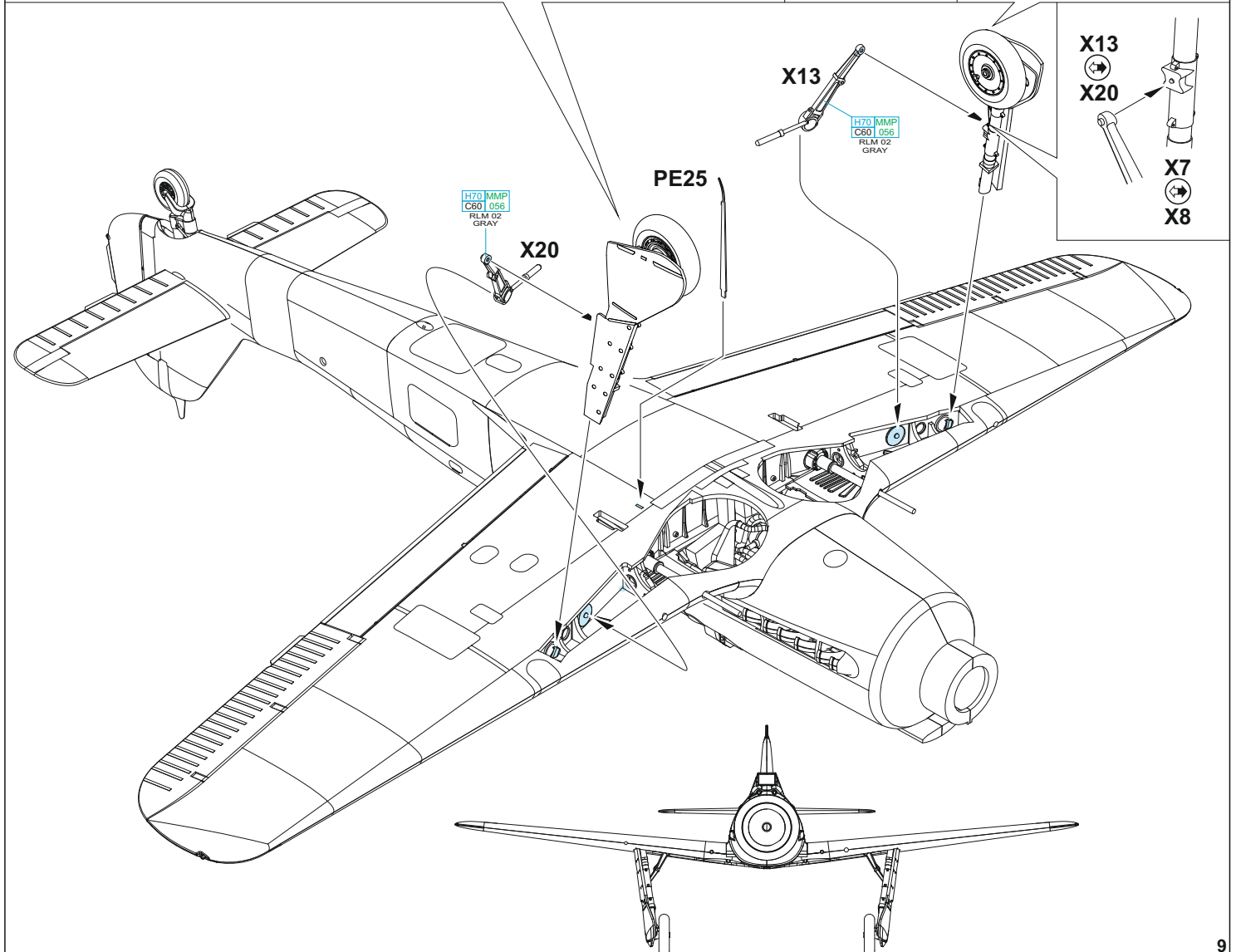
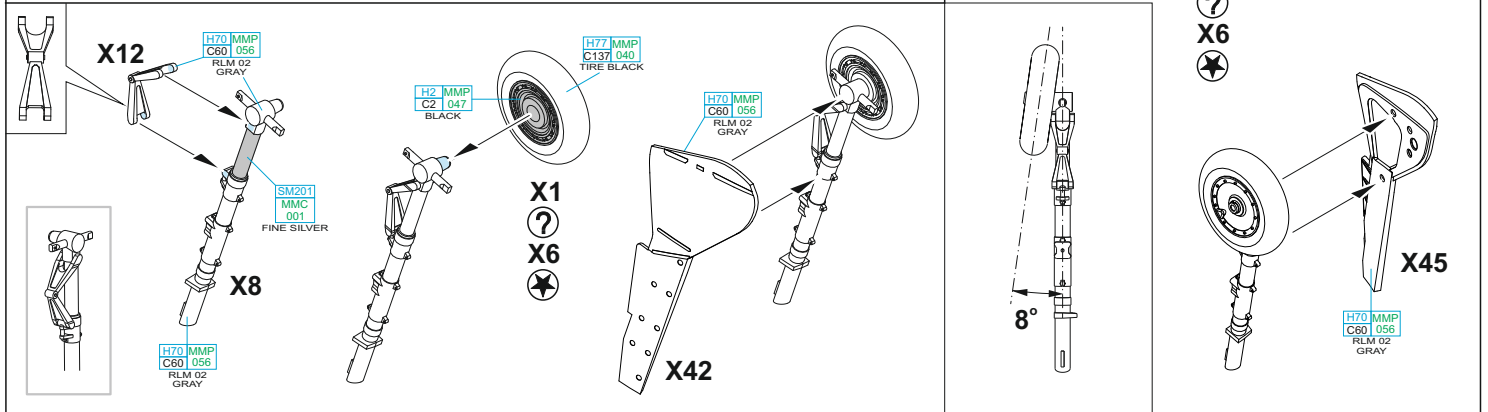
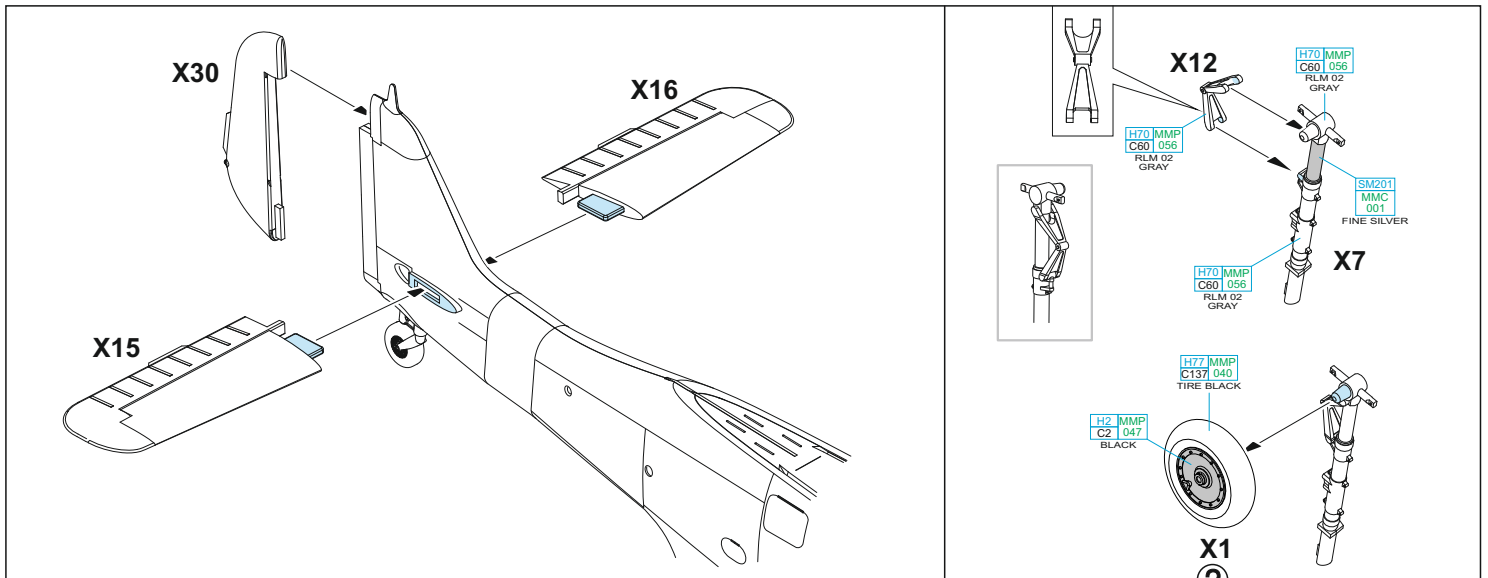
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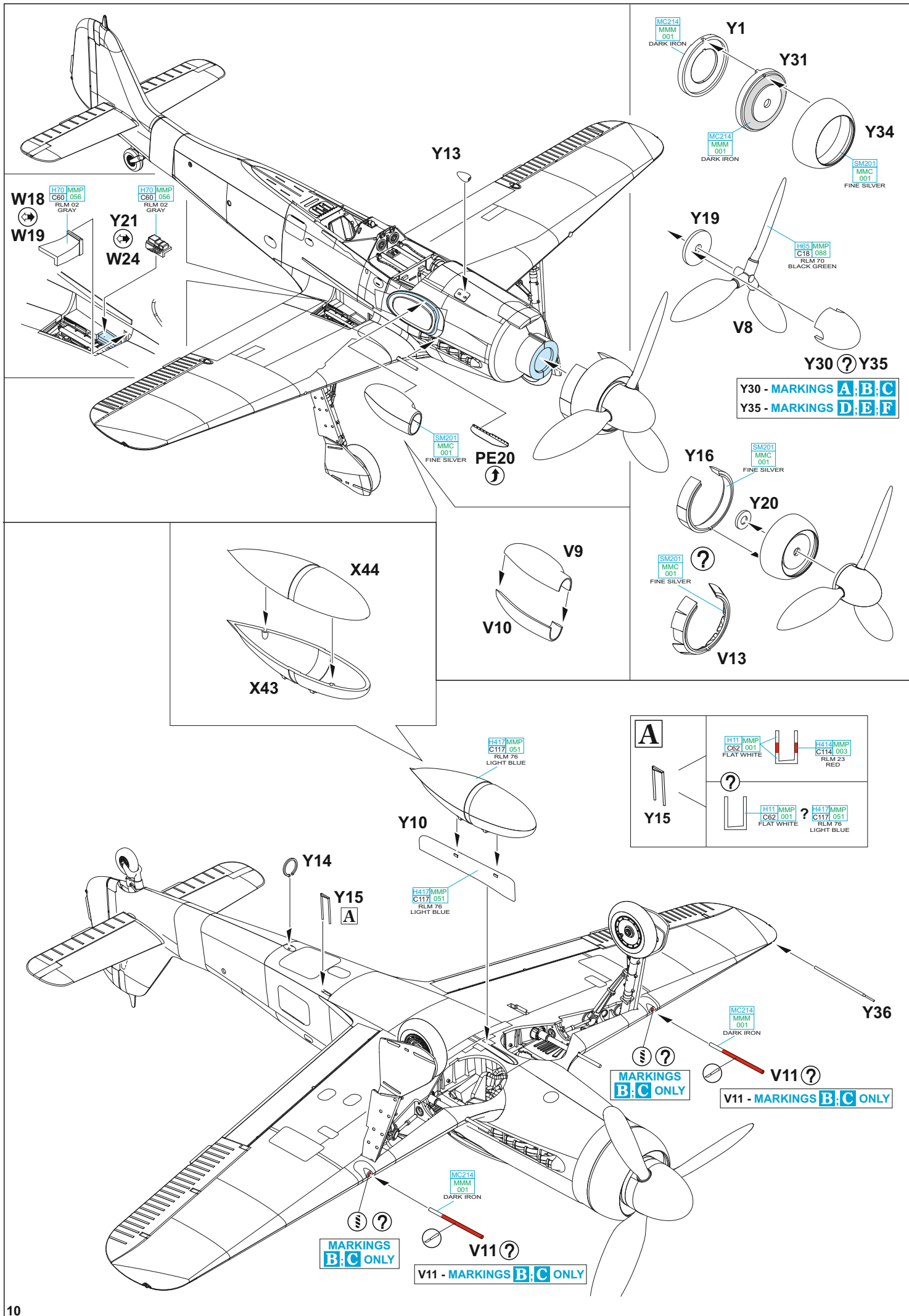
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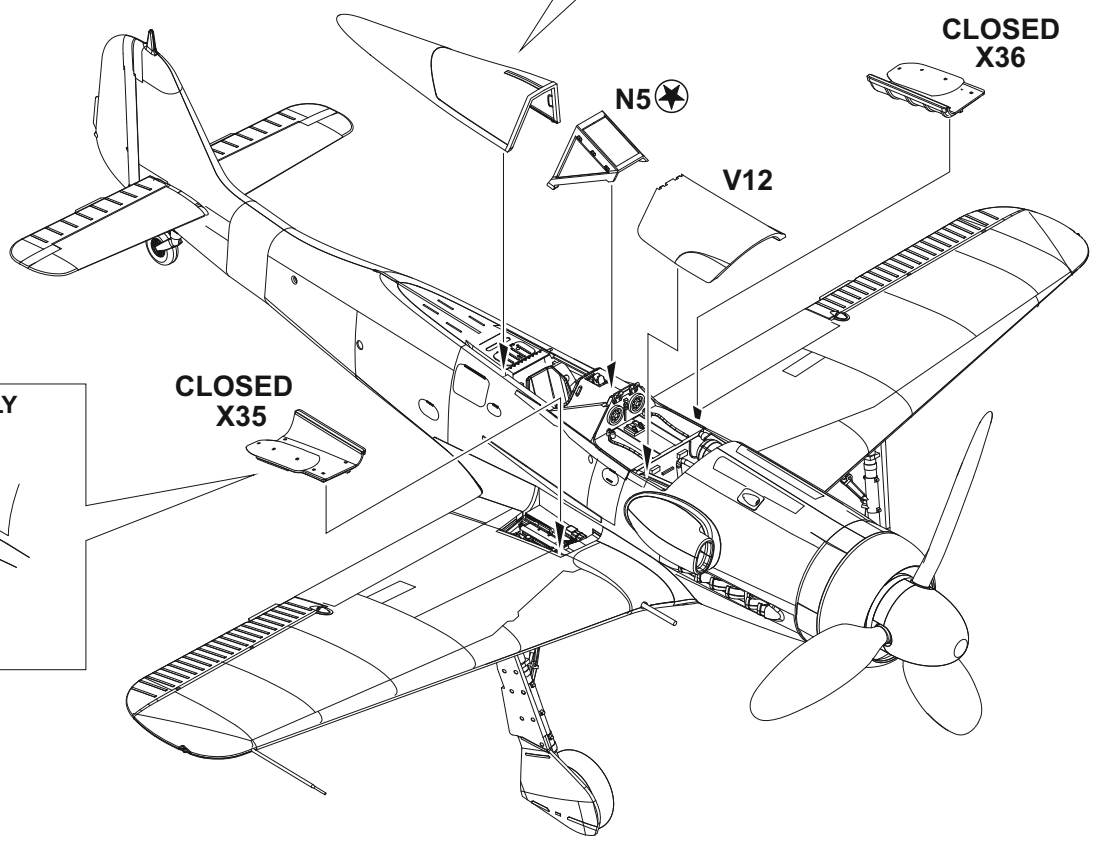
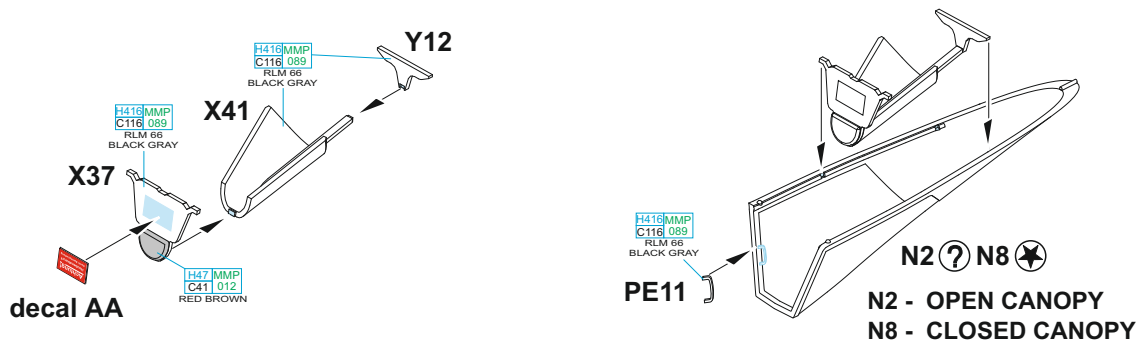




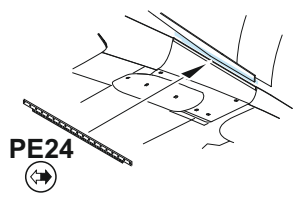




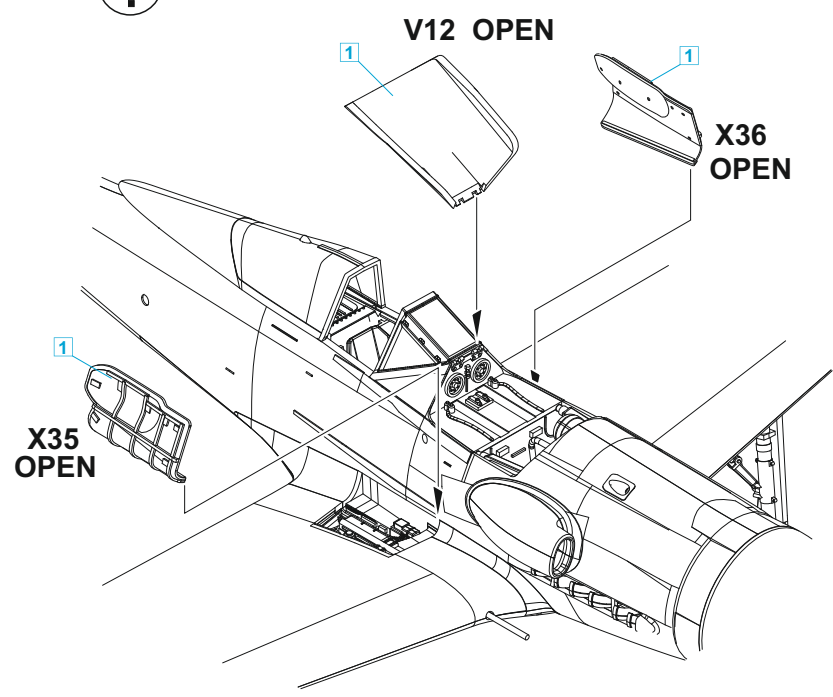


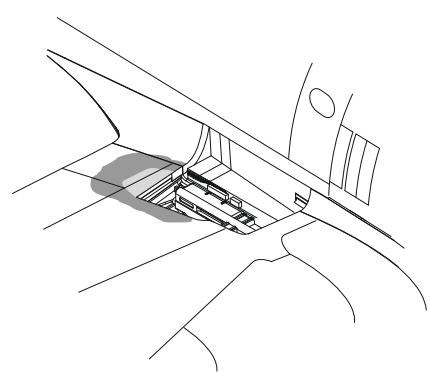
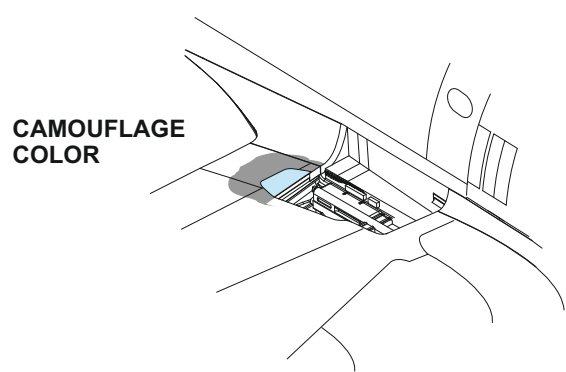
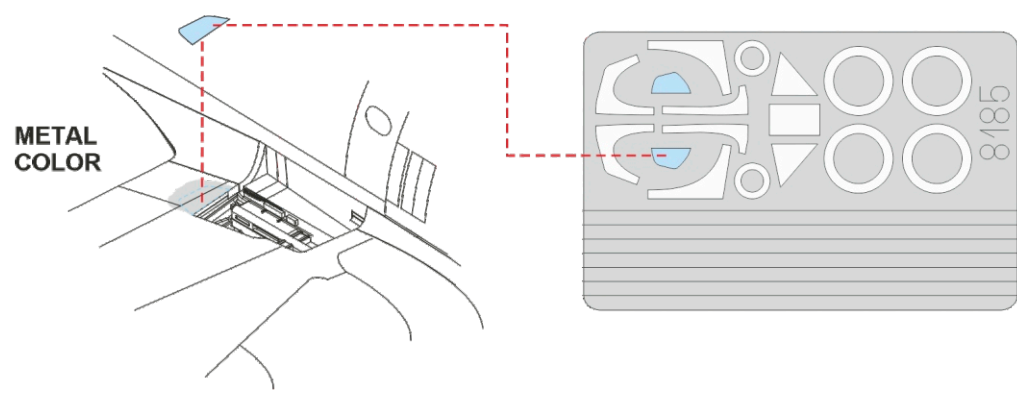
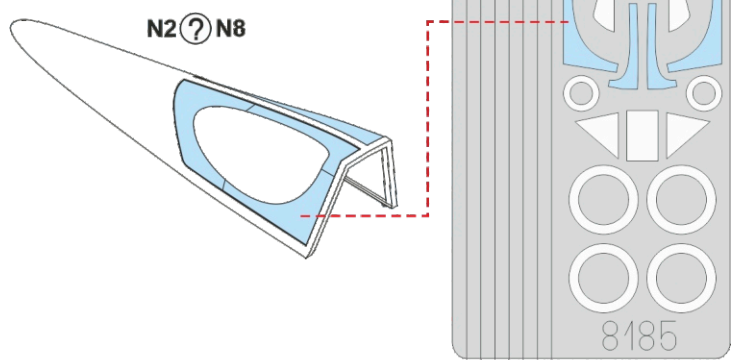
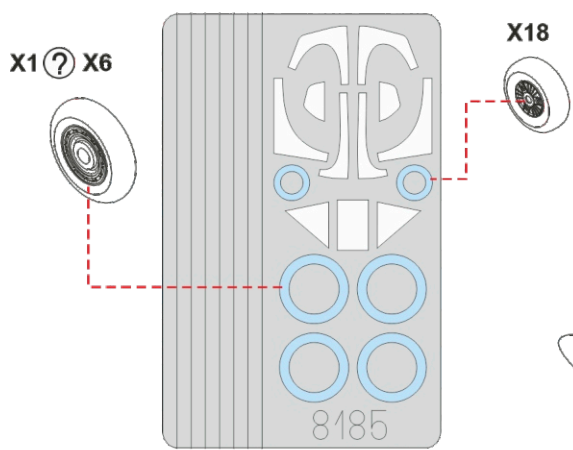
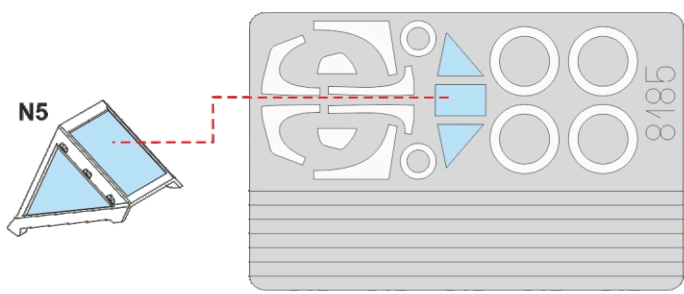


CLOSED HATCH ONLY



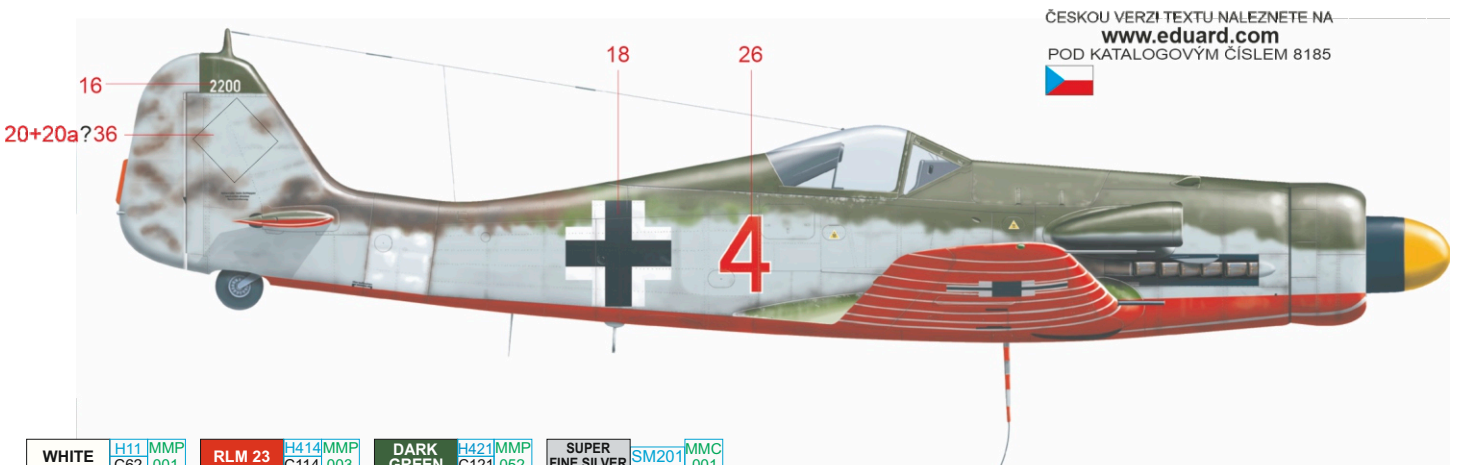
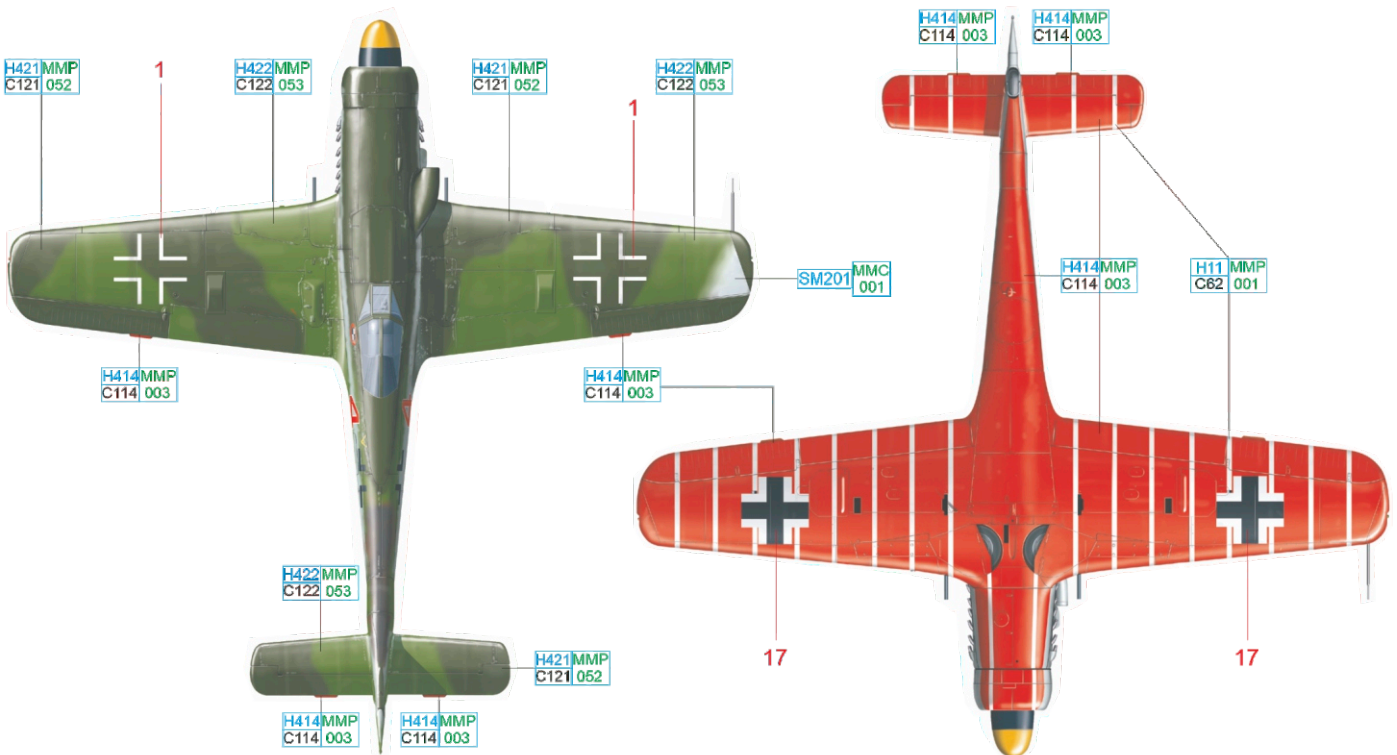
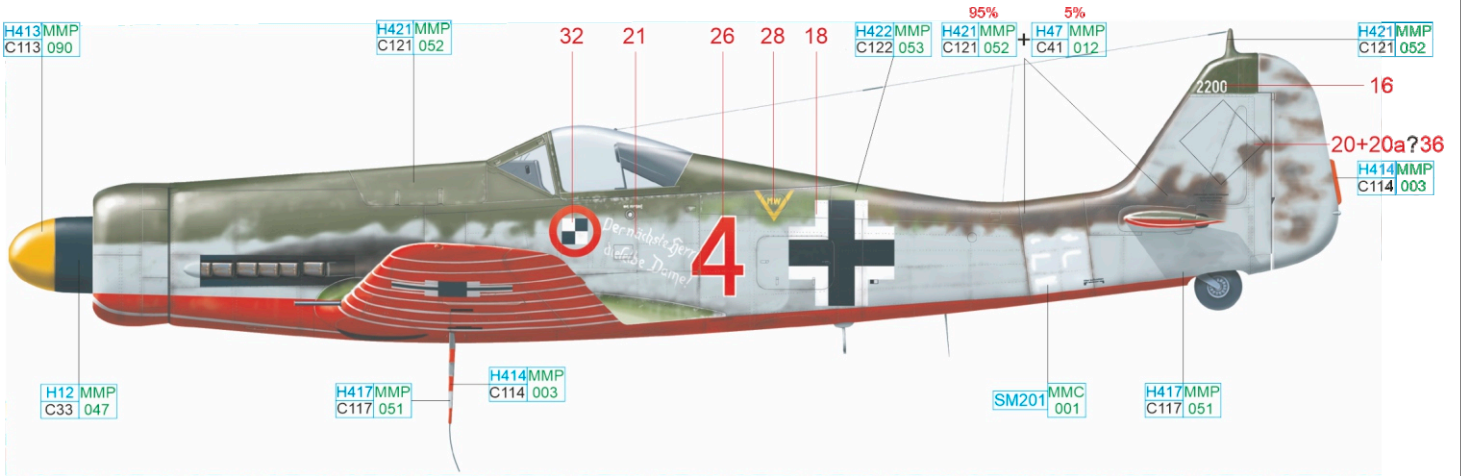
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A Fw 190D-11, WNr. 2200XX, Lt. Karl-Heinz Hofmann, Platzschuttschwarm of JV 44, München – Riem, Germany, May 1945

The most famous unit which flew the Fw 190D is JV 44. Up to this time, five Focke-Wulf Fw 190Ds are known to have been used by JV 44, part of the so-called 'Sachsenberg Schwarm'. Fancy, red lower surfaces with white stripes were used as a recognition feature to prevent friendly AA fire. These Doras protected Me 262 Schwalbe jets from JV 44 during their most vulnerable phase of flight – take-off and landing. 'Red 4', with the 'Der nächste Herr – die selbe Dame' inscription is documented as being flown by Lt. Karl-Heinz Hofmann. The inscription can be translated as 'different man, same woman'. This Dora ended her life at München-Riem airfield.



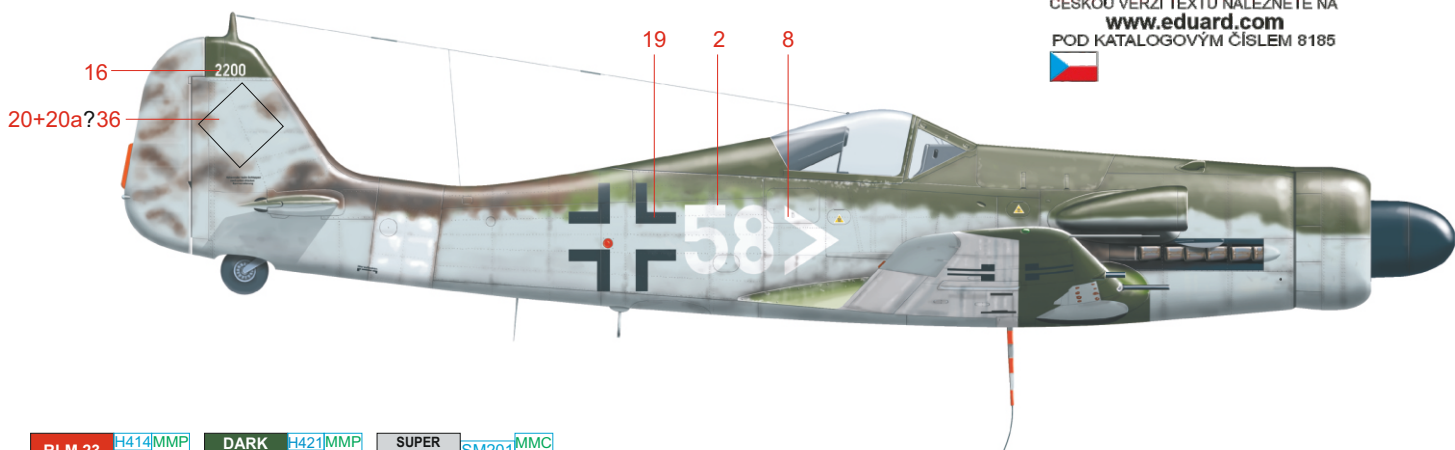
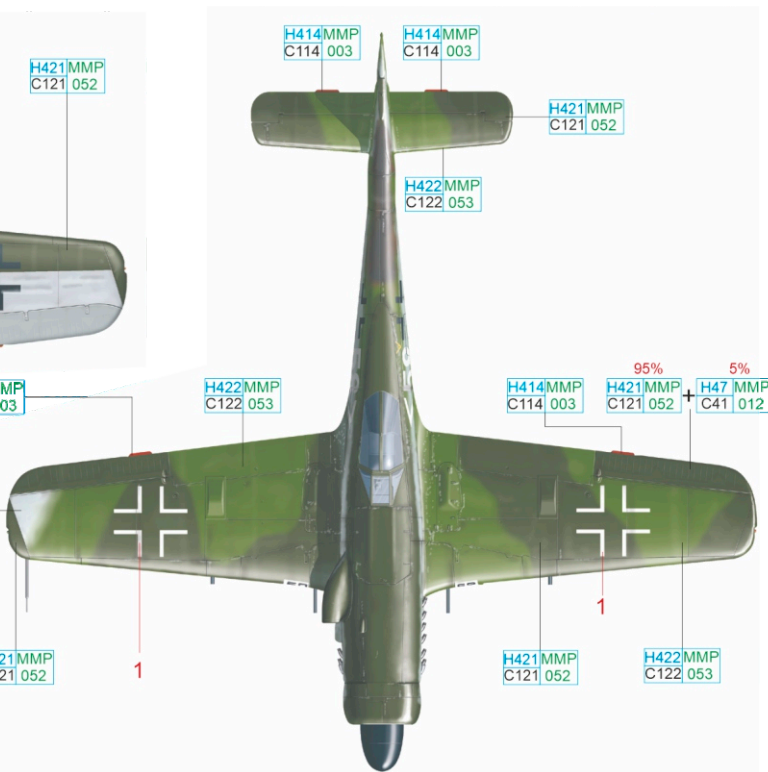
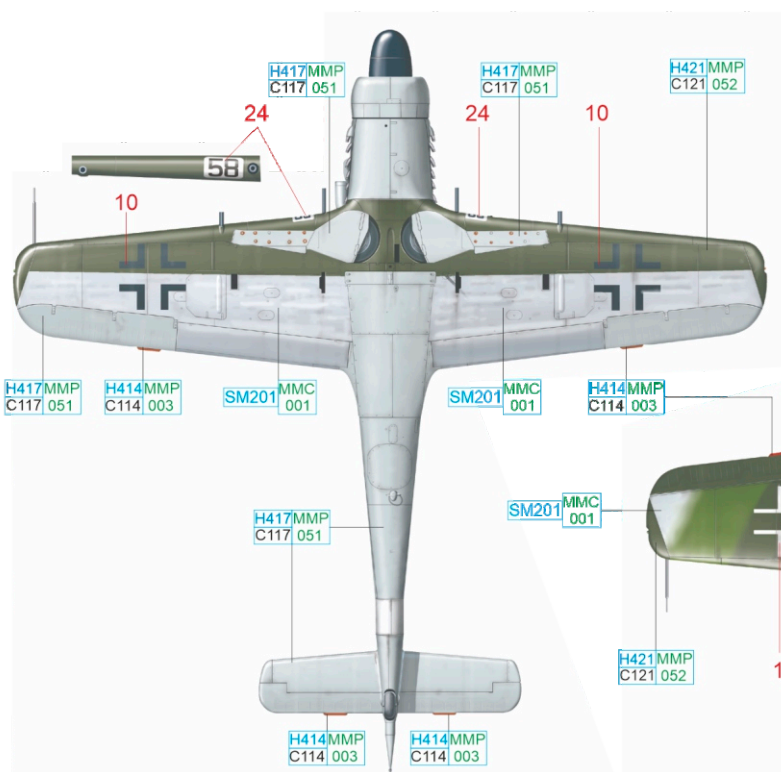
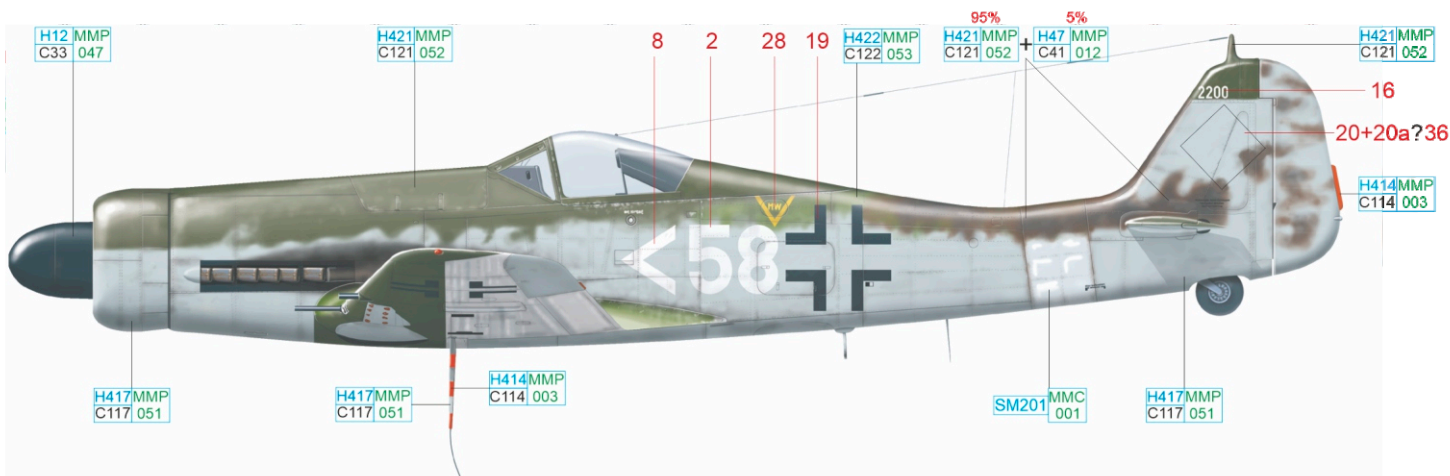
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WHITE	H11 MMP C62 001	RLM 23	H414MMP C114 003	DARK GREEN	H421MMP C121 052	SUPER FINE SILVER	SM201 MMC 001
RLM 04	H413MMP C113 090	BLACK	H12 MMP C33 047	RLM 76	H417MMP C117 051	RLM 82	H422MMP C122 053
						RED BROWN	H47 MMP C41 012

B Fw 190D-11, WNr. 2200XX, VFS des G. d. J., Bad Wörishofen, Germany, March - April 1945

Based on the post-war pictures, it is clear that Fw 190D-11 'Red 4' from the famous 'Sachsenberg Schwarm' was previously used by Verbandsführerschule des G. d. J. under the designation 'x 58' at Bad Wörishofen. This school unit offered specialized training for fighter unit leaders. As this unit was a pilot school, the white spinner spiral, typical for frontline fighters, was not present.



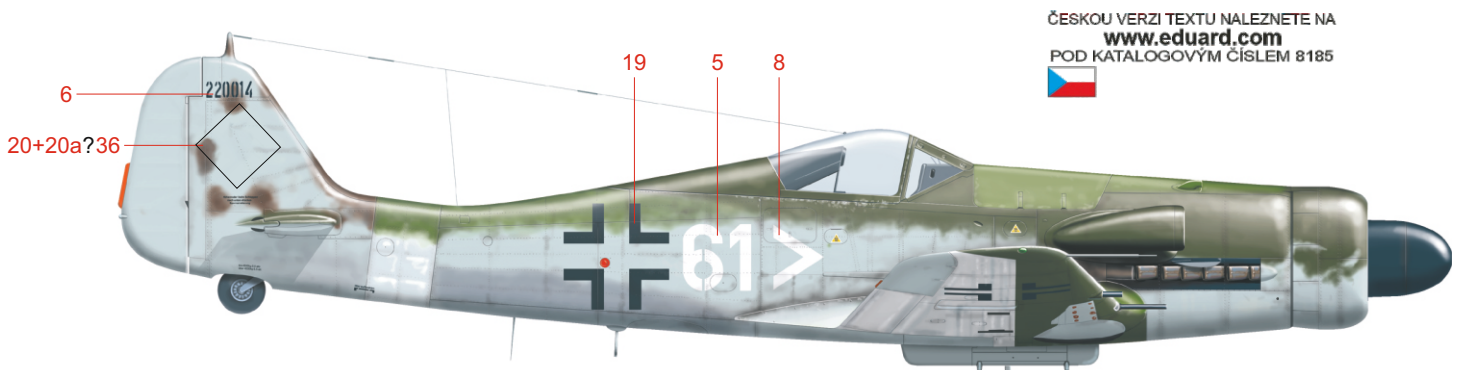
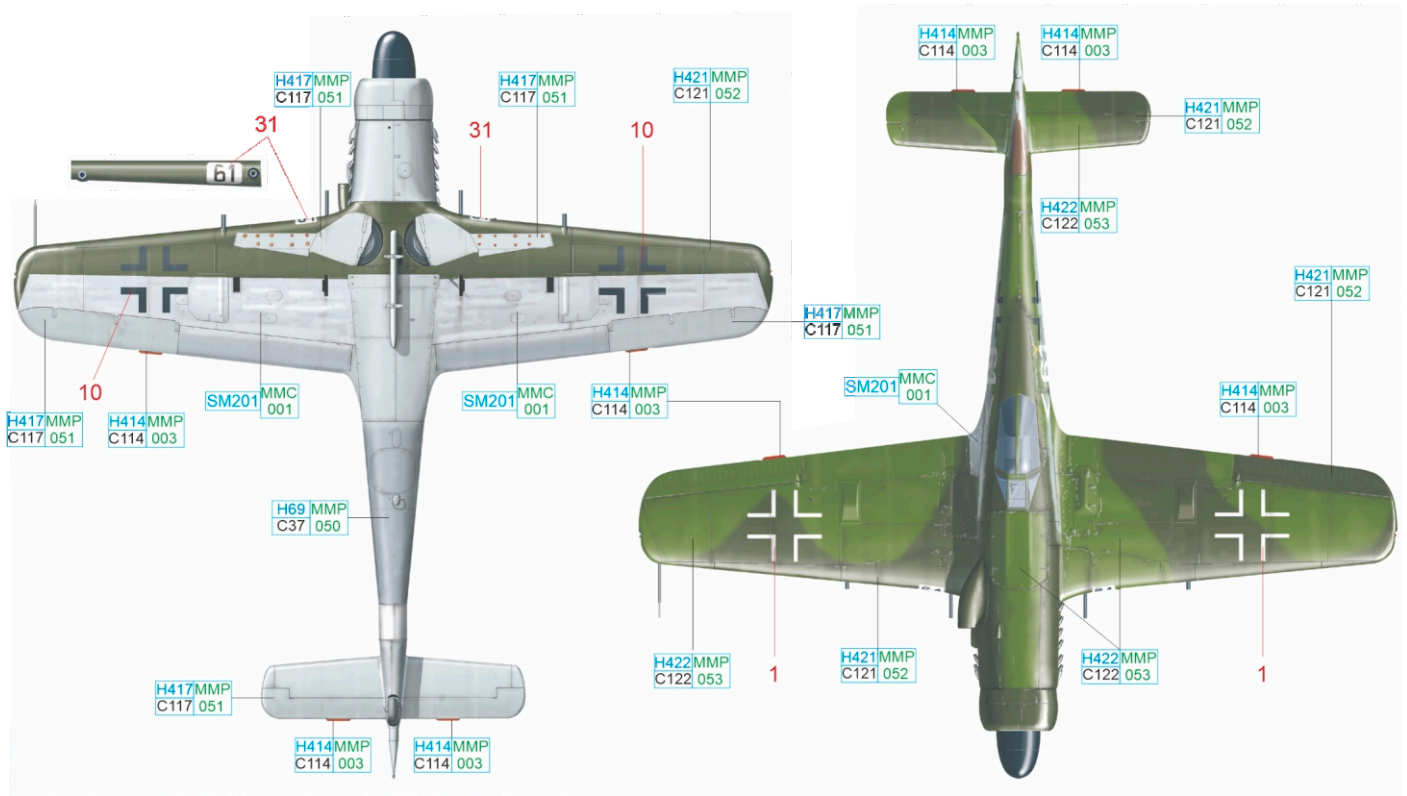
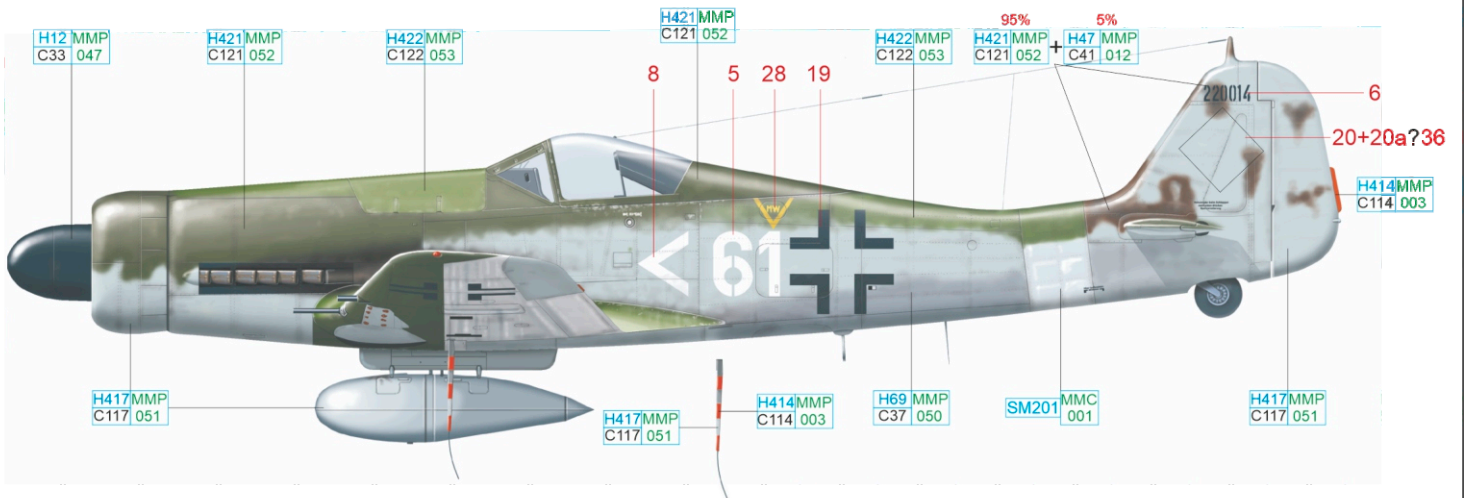
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RLM 23	H414 MMP C114 003	DARK GREEN	H421 MMP C121 052	SUPER FINE SILVER	SM201 MMC 001
BLACK	H12 MMP C33 047	RLM 76	H417 MMP C117 051	RLM 82	H422 MMP C122 053
				RED BROWN	H47 MMP C41 012

C Fw 190D-11, WNr. 220014, VFS des G. d. J., Bad Wörishofen, Germany, April 1945

Verbandsführerschule des General der Jagdflieger was founded in September 1944, by Adolf Galland in Königsberg in der Neumark (located in western Poland nowadays), where it was based until February 1945. The beginning of February 1945, saw the unit at Bad Wörishofen, and the VFS des G. d. J. had operated from this airfield till April 27, 1945, when it was disbanded. This Dora, WNr. 220014, was found at this airfield along with other D-11s used by VFS des G. d. J. The gun covers and upper part of engine cowling are unusually camouflaged with RLM 82.



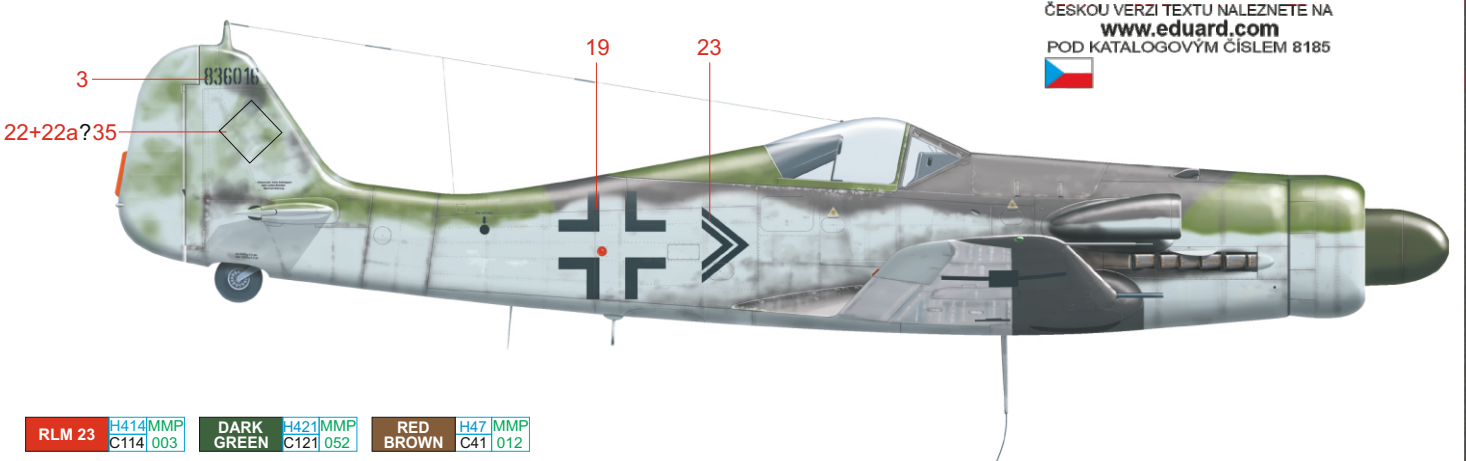
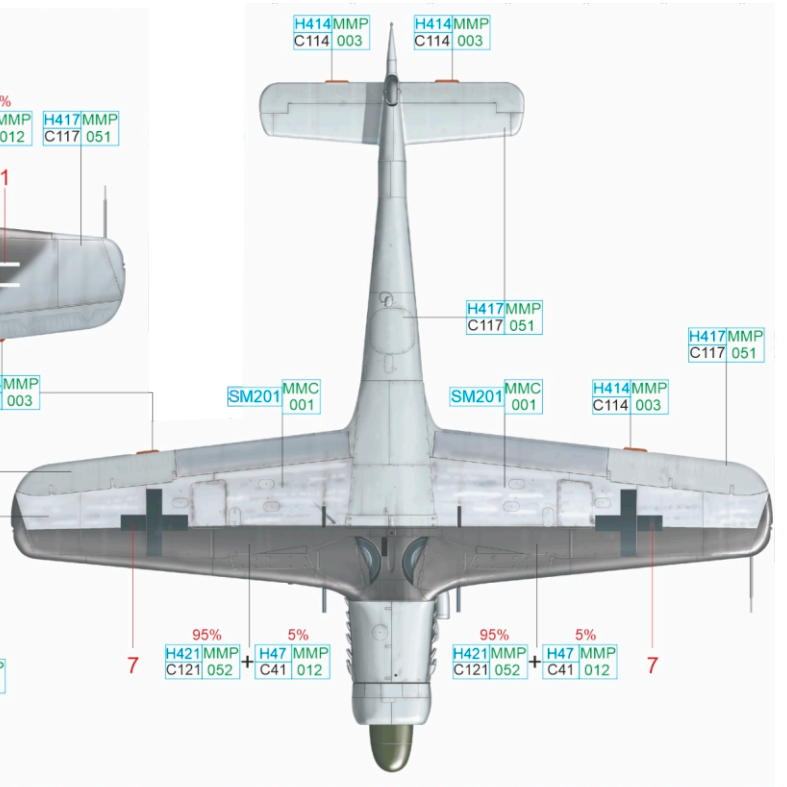
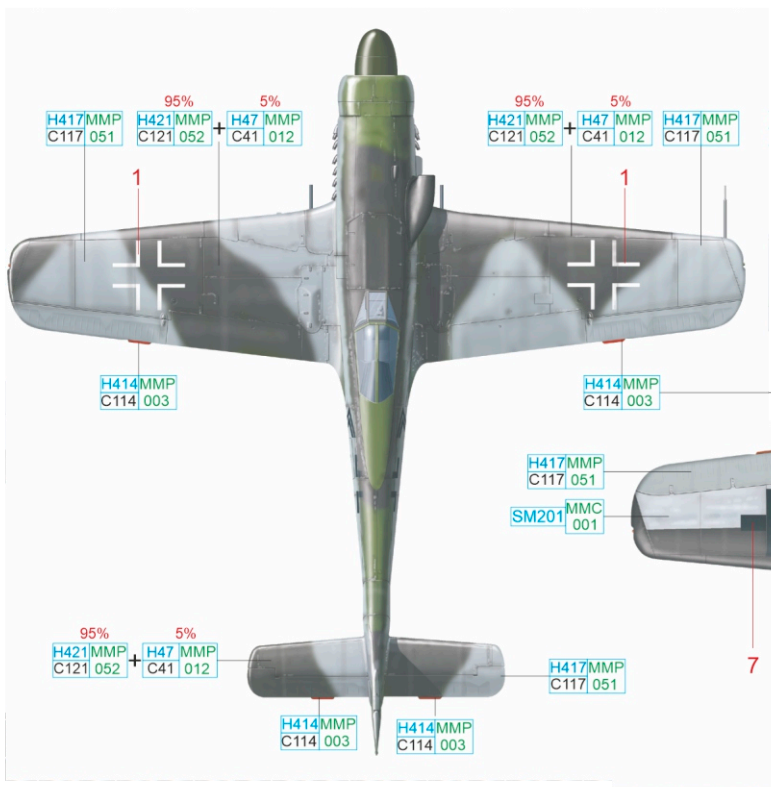
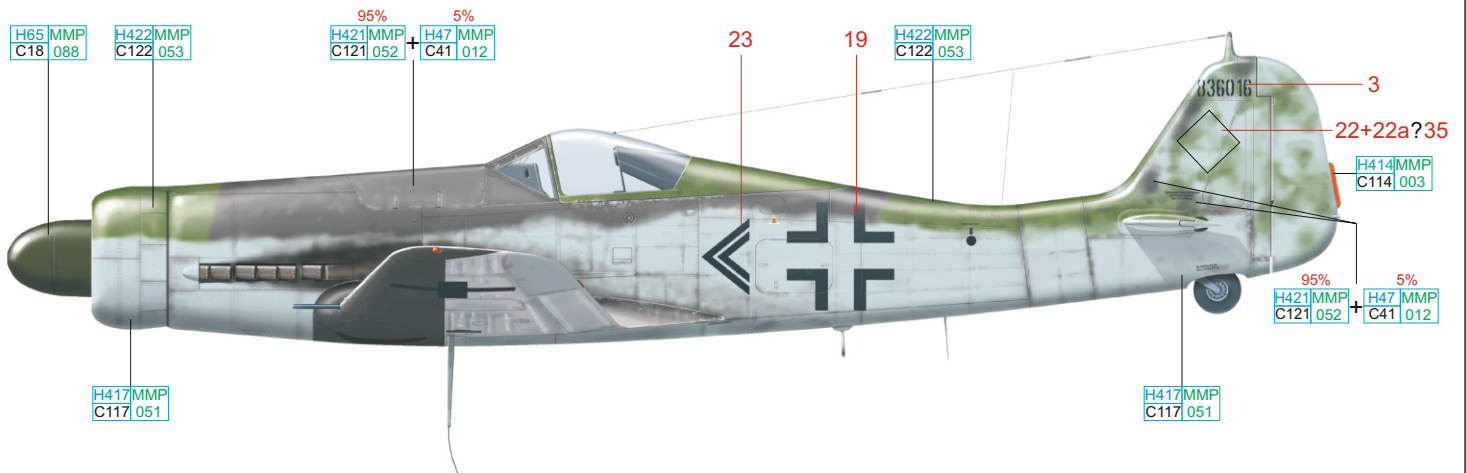
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RLM 23	H414 MMP C114 003	DARK GREEN	H421 MMP C121 052	RLM 75	H69 MMP C37 050	RED BROWN	H47 MMP C41 012
BLACK	H12 MMP C33 047	RLM 76	H417 MMP C117 051	RLM 82	H422 MMP C122 053	SUPER FINE SILVER	SM201 MMC 001

D Fw 190D-13, WNr. 836016, V./EJG 2(?), Pilsen – Bory, Czechoslovakia, May 1945

Only two Fw190D-13s are currently photographically documented. This one was found at Pilsen – Bory airfield with the engine dismantled at the end of the war. The Black Stab marking on the fuselage shows that this particular aircraft was flown by the Gruppenkommandeure. The exact operator of this Dora is not known, and V./EKG 2 formed from I./EKG (J) is one of the possibilities. If this theory is correct, then this Dora was flown by Hptm. Walter Grasemann. Nevertheless, thanks to confusion during final days of the war, this aircraft could also have been flown by other units, such as JG 2 or JG 6. The series of at least fifteen Fw 190D-13s was manufactured by Weser Flugzeugbau in March and April, 1945.



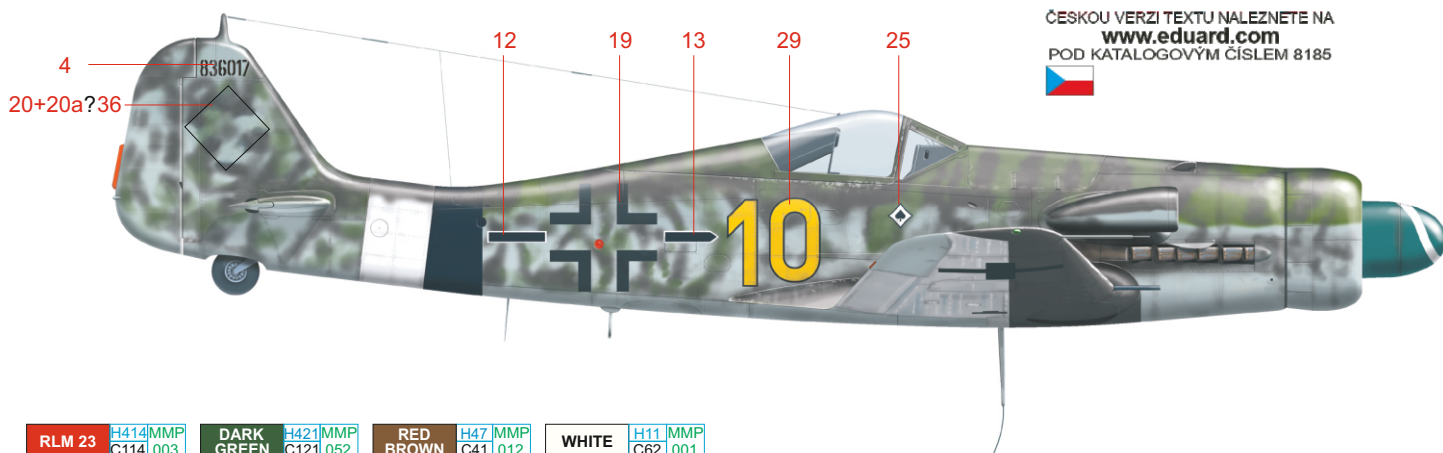
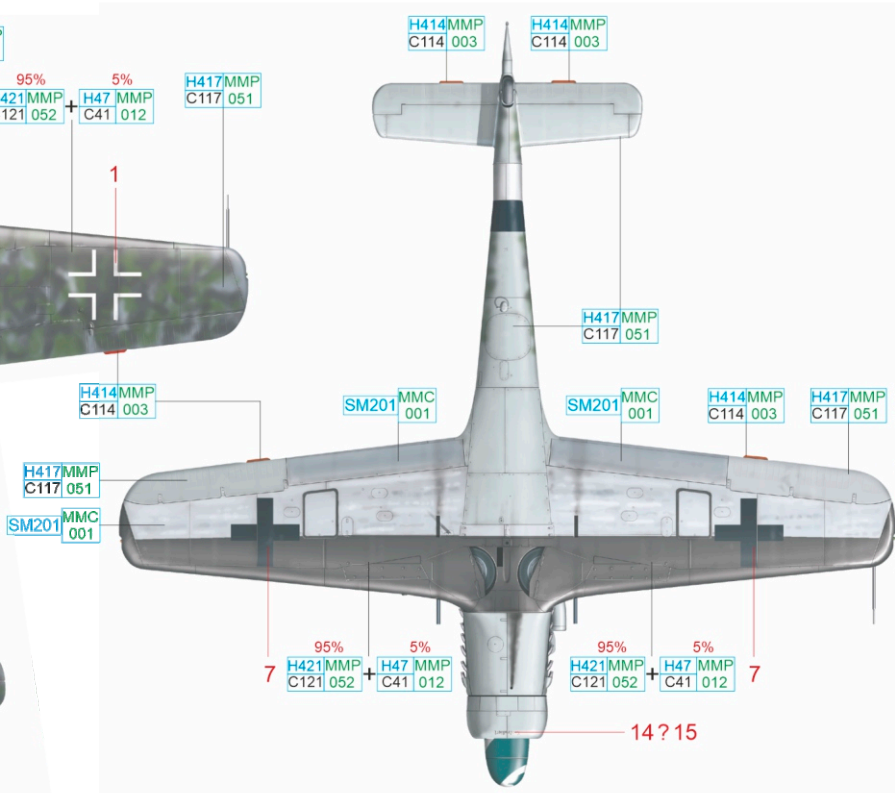
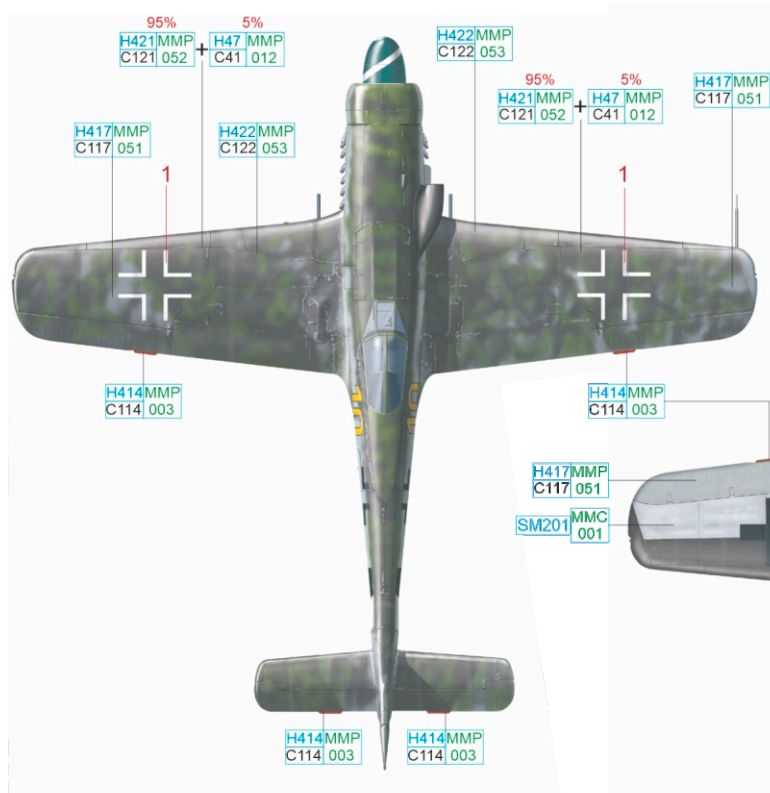
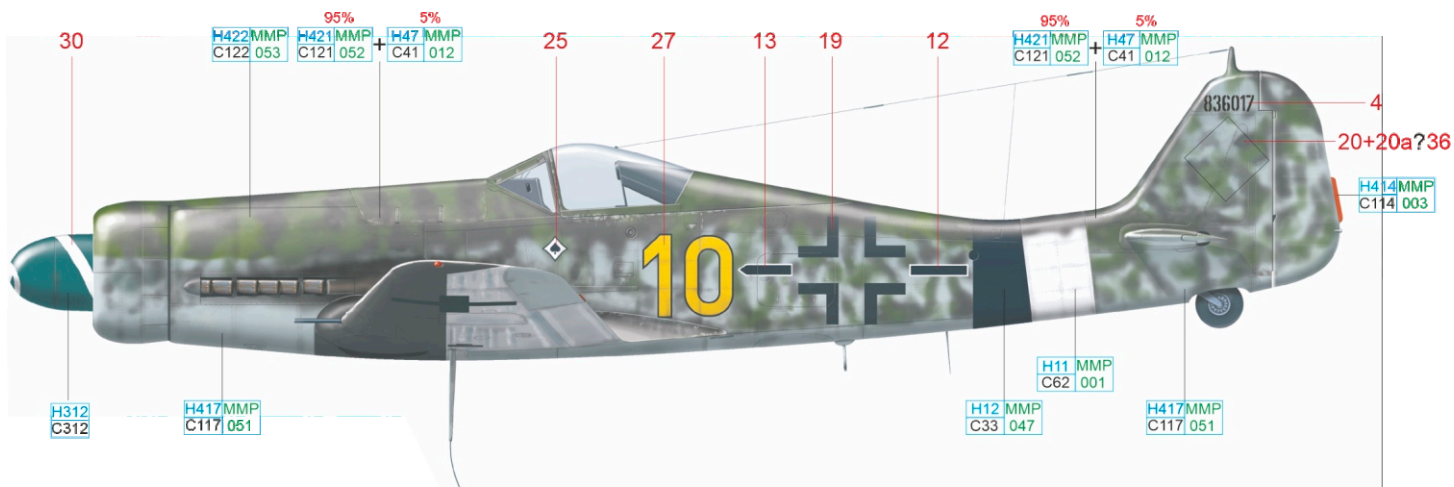
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- RLM 23 H414 MMP C114 003
- DARK GREEN H421 MMP C121 052
- RED BROWN H47 MMP C41 012
- RLM 70 H65 MMP C18 088
- RLM 76 H417 MMP C117 051
- RLM 82 H422 MMP C122 053
- SUPER FINE SILVER SM201 MMC 001

E Fw 190D-13/R11, WNr. 836017, Stab./JG 26, Flensburg-Weiche, Germany, May 1945

This aircraft had belonged to JG 26 and was captured by the RAF at Flensburg-Weiche airfield on May 5, 1945. It is highly possible that this aircraft was flown by Major Franz Götz, CO of JG 26 (Ritterkreuz holder, 63 victories). Yellow '10' is said to be Götz's lucky number. The small Ace of Spades badge on both fuselage sides refers to his career in the role of III./JG 53 'Pik As' commanding officer. The small inscription on the lower part of the cowlings is not accurately known - the most often mentioned likelihood is 'Kontrolliert', seen on other German aircraft. The R11 designation indicates installation of the PKS 12 autopilot, and the letter 'R' stands for Rüstsatz ('additional set' in German). The WFG factory camouflage scheme was darkened using RLM 81 and RLM 82 colours.



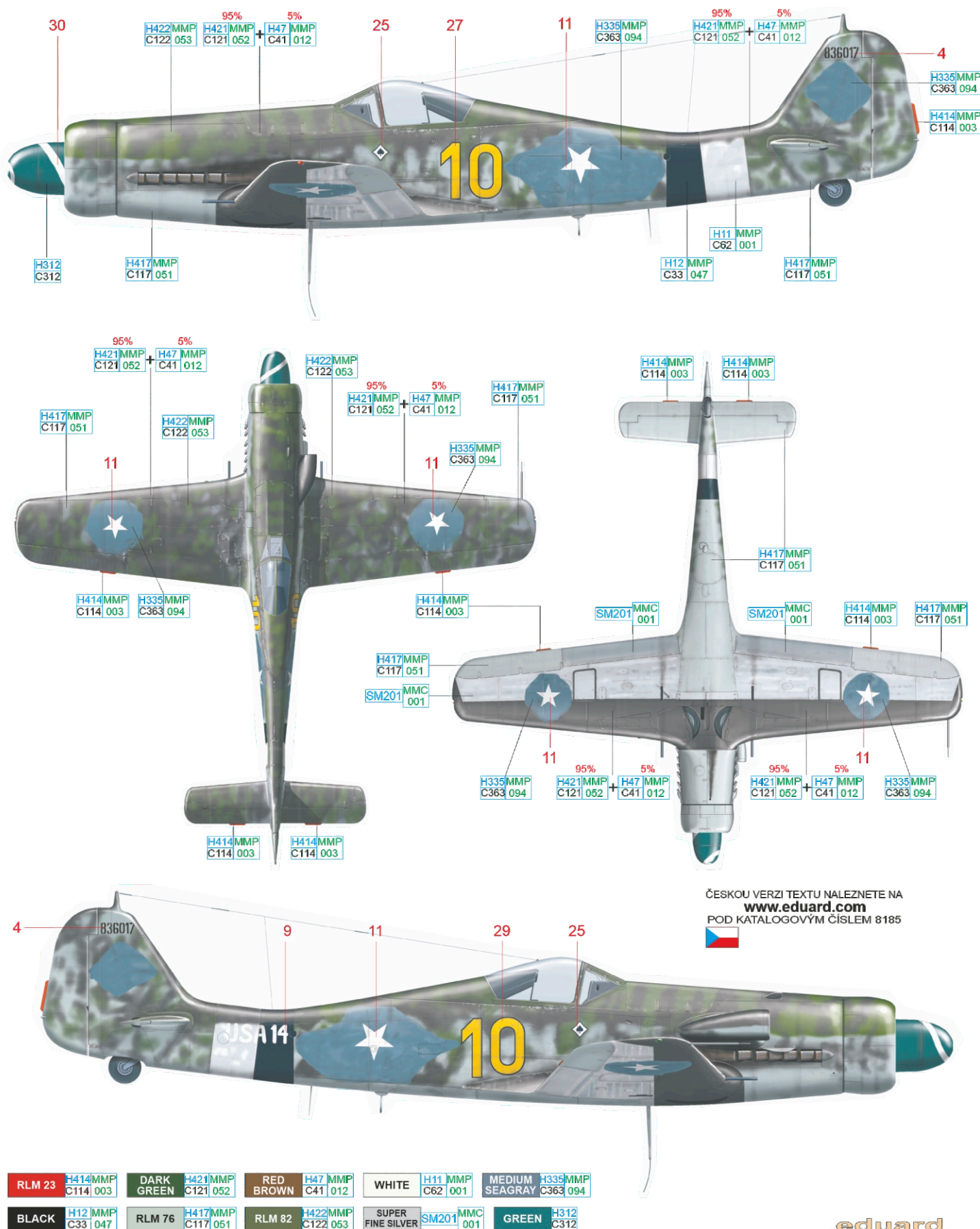
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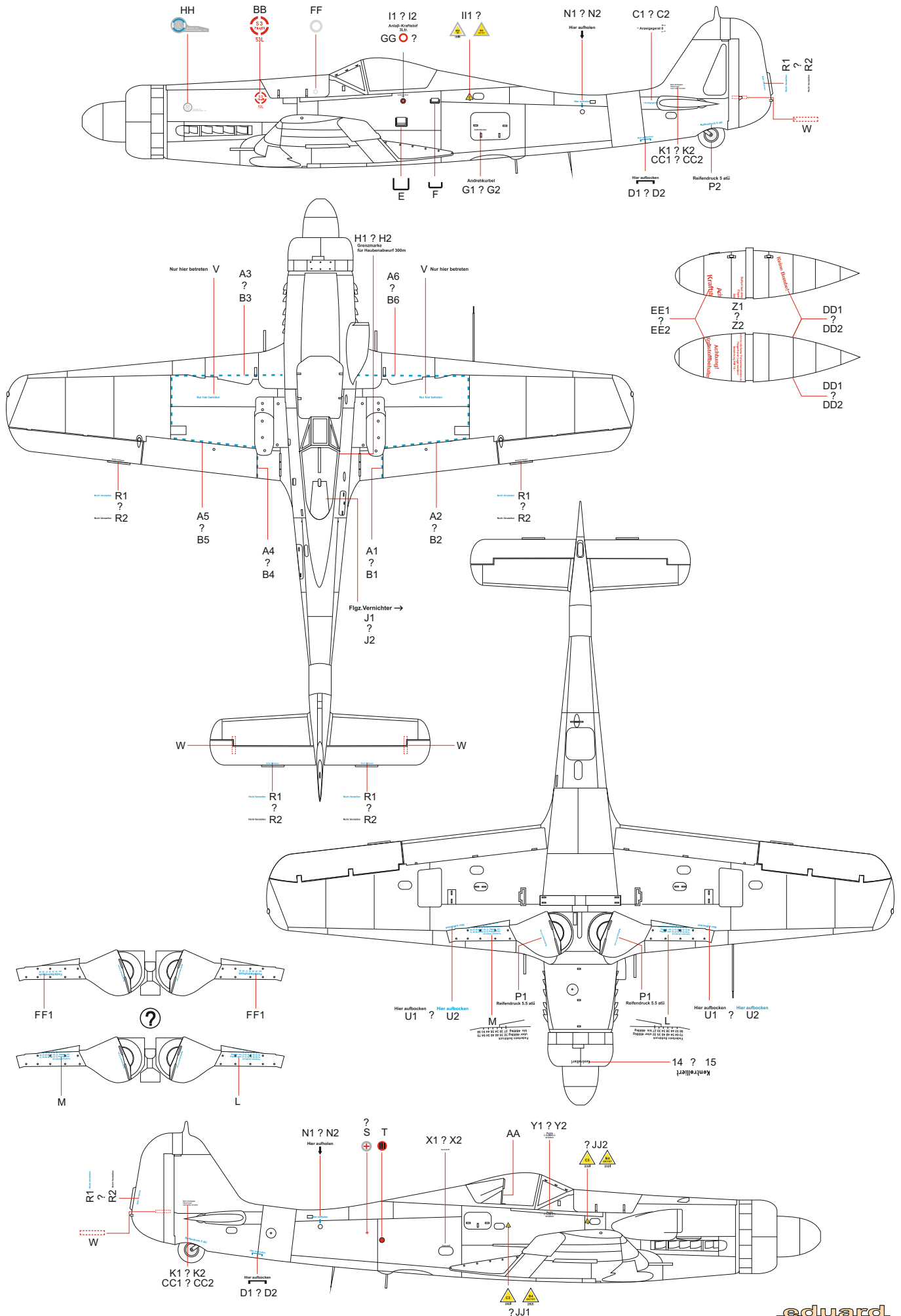


RLM 23	H414MMP C114 003	DARK GREEN	H421MMP C121 052	RED BROWN	H47 MMP C41 012	WHITE	H11 MMP C62 001
BLACK	H12 MMP C33 047	RLM 76	H417MMP C117 051	RLM 82	H422MMP C122 053	SUPER FINE SILVER	SM201 MMC 001
						GREEN	H312 C312

F Fw 190D-13/R11, WNr. 836017, Flensburg – Weiche, Germany, summer 1945

This Dora was captured by the Royal Air Force at Flensburg–Weiche airfield. The German national insignia was overpainted with a dark blue-grey colour by British personnel with strangely positioned small white stars on the fuselage and wings. The inscription 'USA 14' was handpainted on the starboard side of the tail also. This aircraft took part in two mock dogfights with a Hawker Tempest Mk.V on July 25, 1945. The Dora was flown by German pilots – Maj. Heinz Lange (former Kommodore of JG 51, Ritterkreuz holder, 70 victories) a Oblt. Günther Josten (former Kommandeure of IV./JG 51, 178 victories). Based on this evaluation, both aircraft were considered to be nearly equal except for speed at height where the Dora was better. This Dora was handed over to the Americans and shipped overseas via Cherbourg, France, aboard the British aircraft carrier HMS Reaper to the U.S.A. It was restored and found its way to the Museum of Flight in Seattle, WA. Unfortunately, the reconstruction of the camouflage scheme is not accurate.

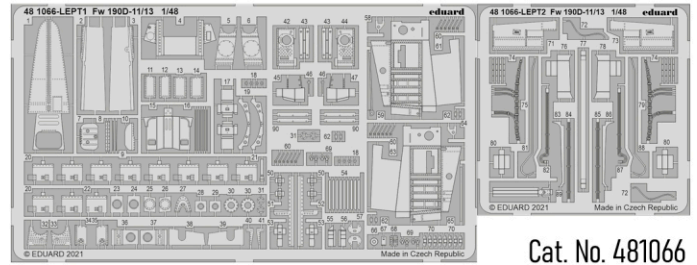




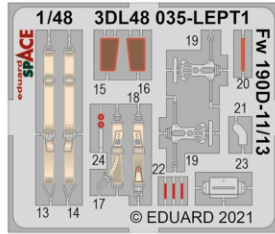
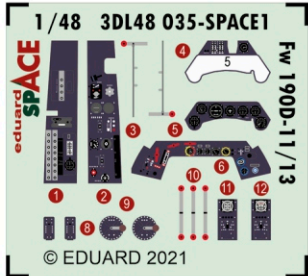
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- 481066 Fw 190D-11/13 (PE-Set)
- FE1211 Fw 190D-9 seatbelts STEEL (PE-Set)
- 648150 Fw 190 wheels late (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 3DL48035 Fw 190D-11/13 SPACE (3D Decal set)



Cat. No. 481066



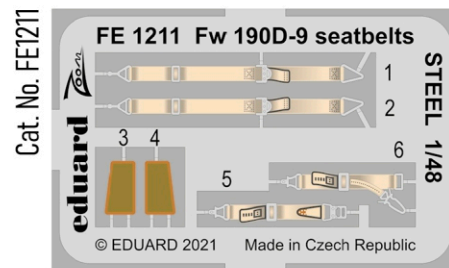
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