

GERMAN WW II HEAVY FIGHTER 1:48 SCALE PLASTIC KIT



Focke-Wulf Fw 190D-9 intro by Jan Zdiarský

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 (Eduard Cat.No. 8171, 8173, 8174, 8175, 8179 in ProfiPACK boxings, 8429, 8430 as Weekend editions, and 1144 as a Limited Edition release). Thanks to a robust airframe, the type was able to carry a wide variety of ordinance, 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 finding its age showing 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, powered by an in-line DB 603, but was finalized on the Fw 190D.

Conversion to the D version, and namely the Fw 190D-9, involved the installation of a new liquid cooled 12 cylinder Jumo 213A, rated at 1,726hp. The front of the aircraft was therefore lengthened from the Fw 190A, which was fitted with a BMW 801 radial. In order to maintain the centre of gravity, there was a 50 cm extension at the rear of the plane, and a relocation of some of the interior components. The overall length of the Fw 190D-9, compared to the A-9, was increased by 1.52m (just under five feet). The aircraft gained a new, more elegant shape, and was dubbed 'Langnasen Dora' ('Longnose Dora'). Other important changes in the type were the addition of MW50 water methanol injection, temporarily boosting power output to 2,071hp (1,545 kW), and increasing maximum speed to 680km/h at 6600m (426mph at 21,650ft). A 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 13mm MG 131 machine guns mounted over the engine, and two MG 151/20 20mm cannon in the wing roots. The modifications through which the Fw 190D went through, were different enough to virtually consider it a new aircraft from the A, F and G.

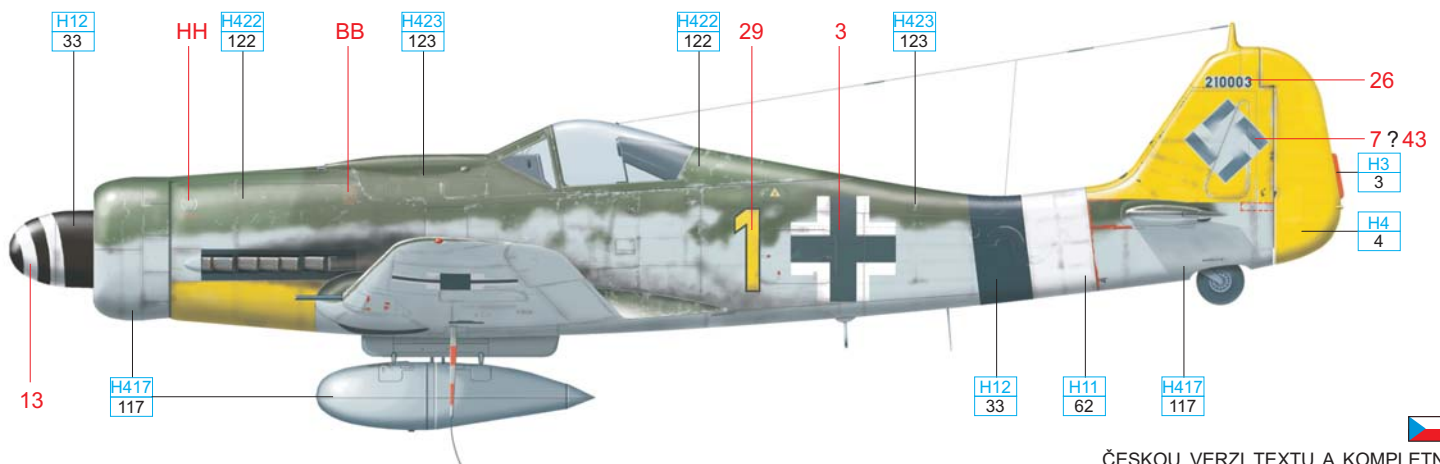
The first Fw 190D-9s were allocated to III./JG 54 in September, 1944. This was followed by I./JG 26 in November, and towards the end of the war there were 183 Doras in service. According to some sources, there over 1800 Fw 190Ds built.

The D-9 led to other versions, of which only the D-11 and D-13 (Eduard Cat.No. 8185) saw practical use. The more widely used D-11 (by some sources, the Luftwaffe took delivery of 17 pieces) differed from the D-9 first and foremost in armament, missing the 13 mm machine guns, but adding two outboard wing mounted 30 mm cannon, and by the installation of the upgraded Jumo 213E, along with other improvements. The armament of the D-11 was 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 seventeen were built, and only a handful reached combat units. The armament installation of the D-13 composed of two 20mm cannon 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 later Doras were equipped with a larger tail unit („Einheitsheck“) standardized on the Ta 152.

Volumes could (and have) be written covering the problematic subject of service camouflage schemes, which is quite varied and influenced by time and place of manufacture and the deteriorating conditions in Germany. The schemes consisted of RLM colors 70 and 80, as well as areas that remained in natural metal or fabric. Variations are also indicated in the scheme options in this kit.

The longnose Dora was built mainly to adapt the proven Fw 190A to combat operations at high altitudes, above 7,000m (20,000ft), where allied bomber formations operated. Due to the development of events, these operational altitudes were rare. Even so, this was a fighter that could stand up to the best the Allies could field, and along with the Ta 152, represented the epitome of German piston-engined fighter design.

Profiles artwork by Petr Štěpánek, profiles description by Martin Ferkl



FOR COMPLETE PROFILE PLEASE REFER
www.eduard.com/info/photos/8184

ČESKOU VERZI TEXTU A KOMPLETNÍ
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA
www.eduard.com/info/photos/8184

F Oblt. Hans Dortenmann, I./JG 26, Spring 1945

On March 29, 1945 Hans Dortenmann was appointed Staffelfkapitän of 3./JG 26. In accordance to this, the marking of his Dora W.Nr. 210003 was changed from 'Black 1' to 'Yellow 1'. Also, the IV. Gruppe wave disappeared as I. Gruppe didn't use any special marking of this type. This is a reconstruction based on Dortenmann's memoirs. On the other hand, various sources say this Dora was used by JG 26 for a short period of time only at the end of WWII. There are doubts concerning the camouflage scheme changes also, as it is possible that this Dora W.Nr. 210003 wore the original RLM 75/83 pattern throughout its whole life. The camouflage changes as described by Dortenmann were done during major repairs only. In such a case, the original colours would have been completely stripped down and replaced with new ones.

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、破り捨てて下さい。

INSTRUKTION SIGNS * INSTR. SYMBOLY * 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
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EXPRESS MASK
AND PAINT
POUŽIT EXPRESS MASK
NABARVIT

PARTS



DÍLY



TEILE

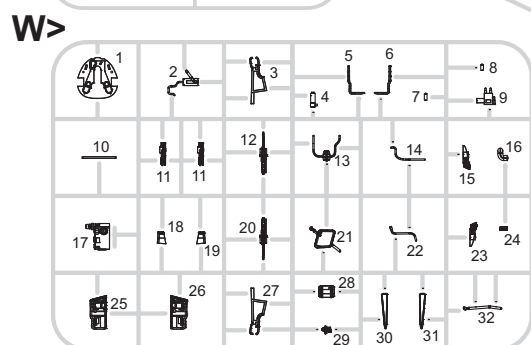
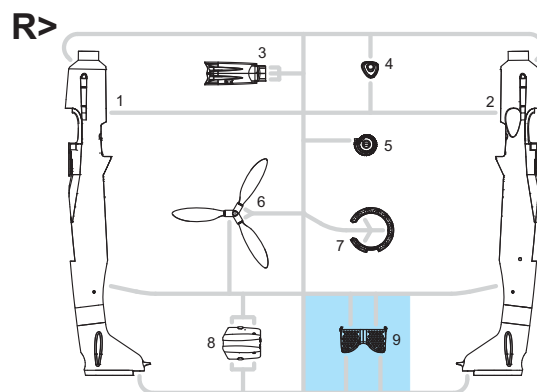
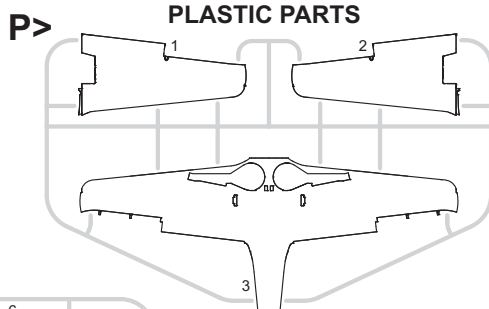
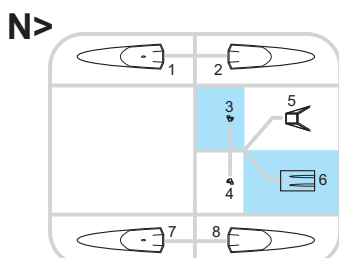


PIÈCES

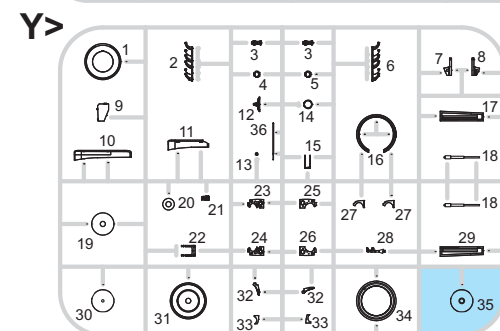
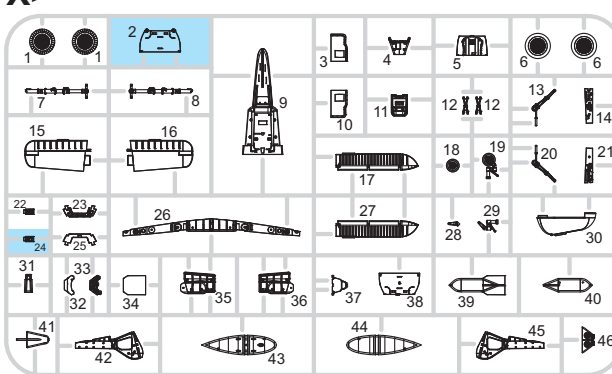


部品

PLASTIC PARTS

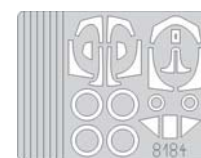


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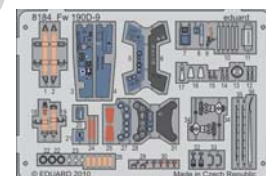


Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

eduard MASK



PE - PHOTO ETCHED DETAIL PARTS



COLOURS



BARVY



FARBEN



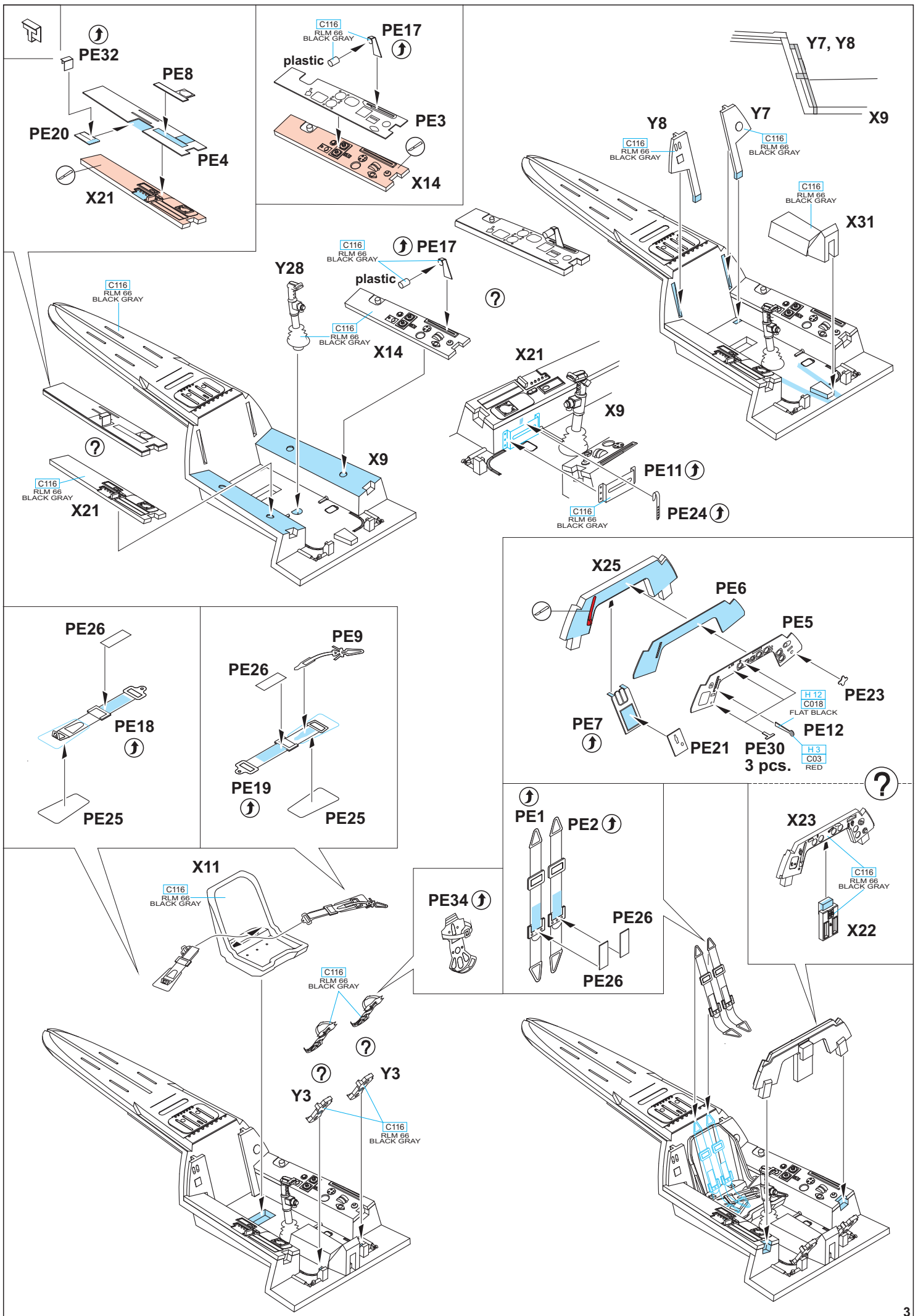
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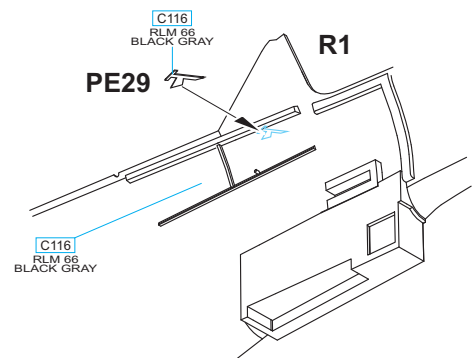
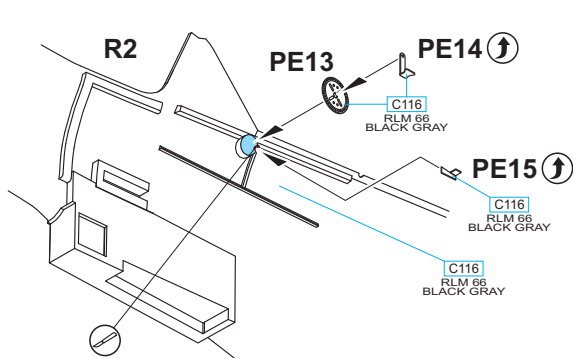
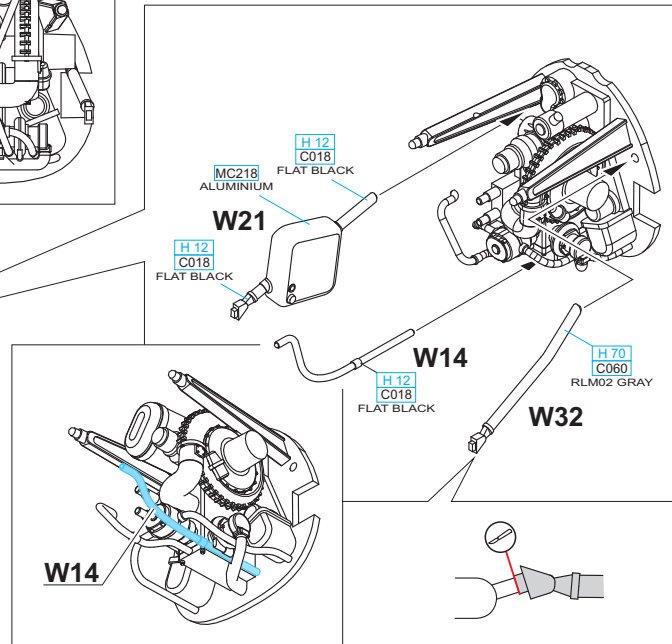
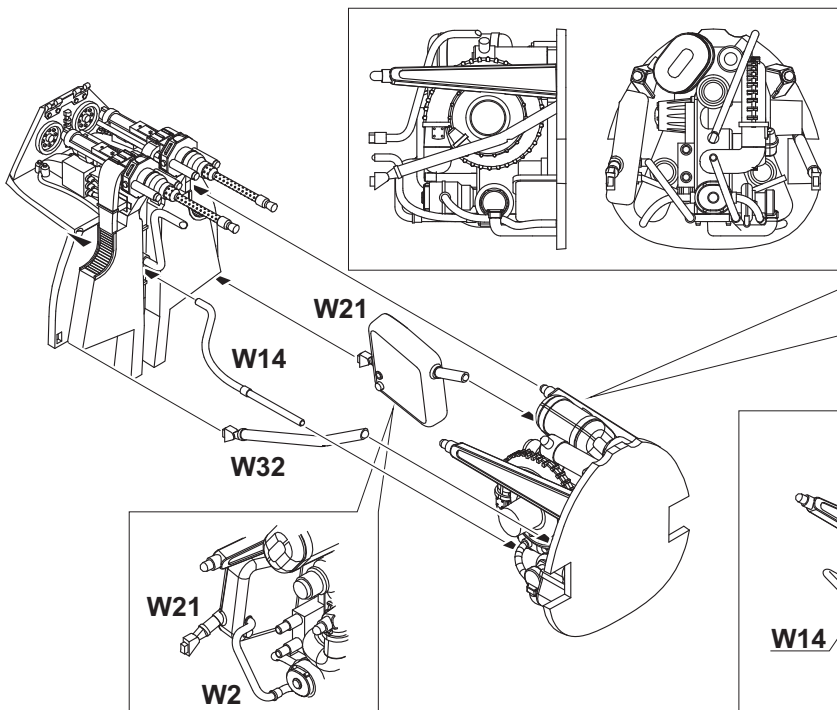
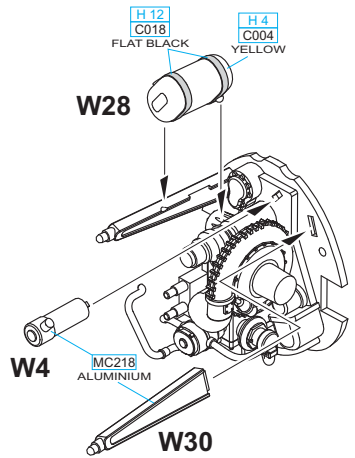
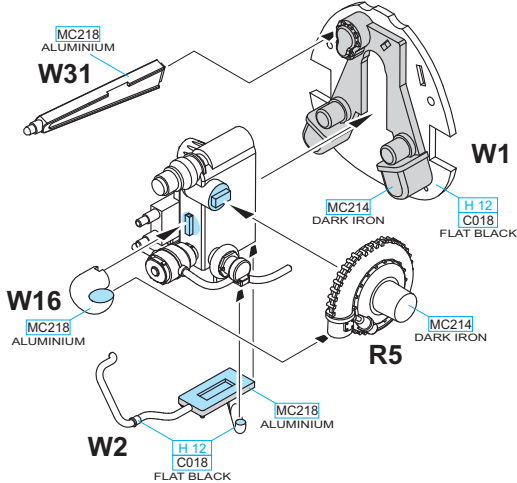
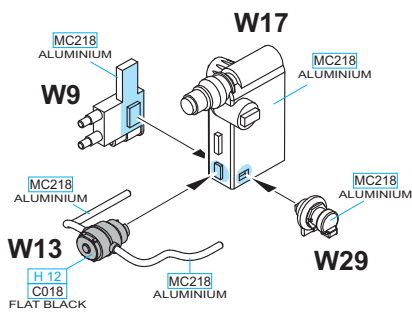
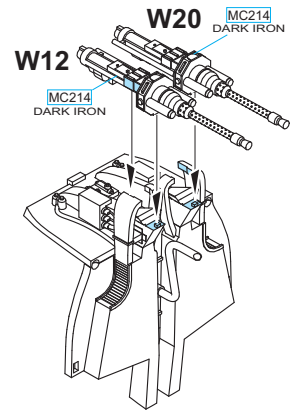
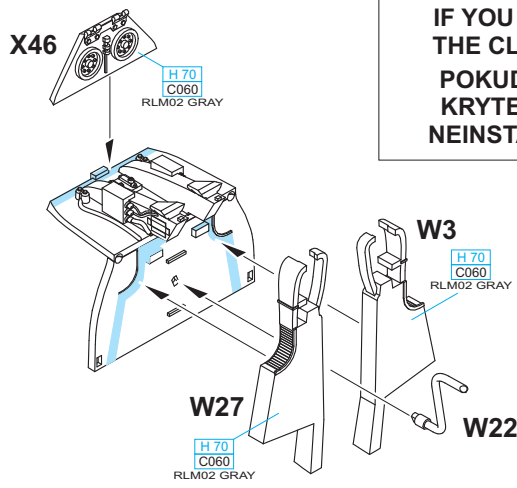
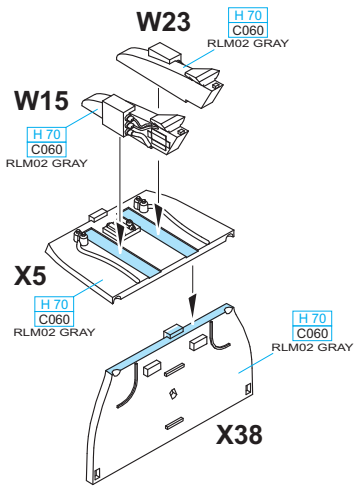
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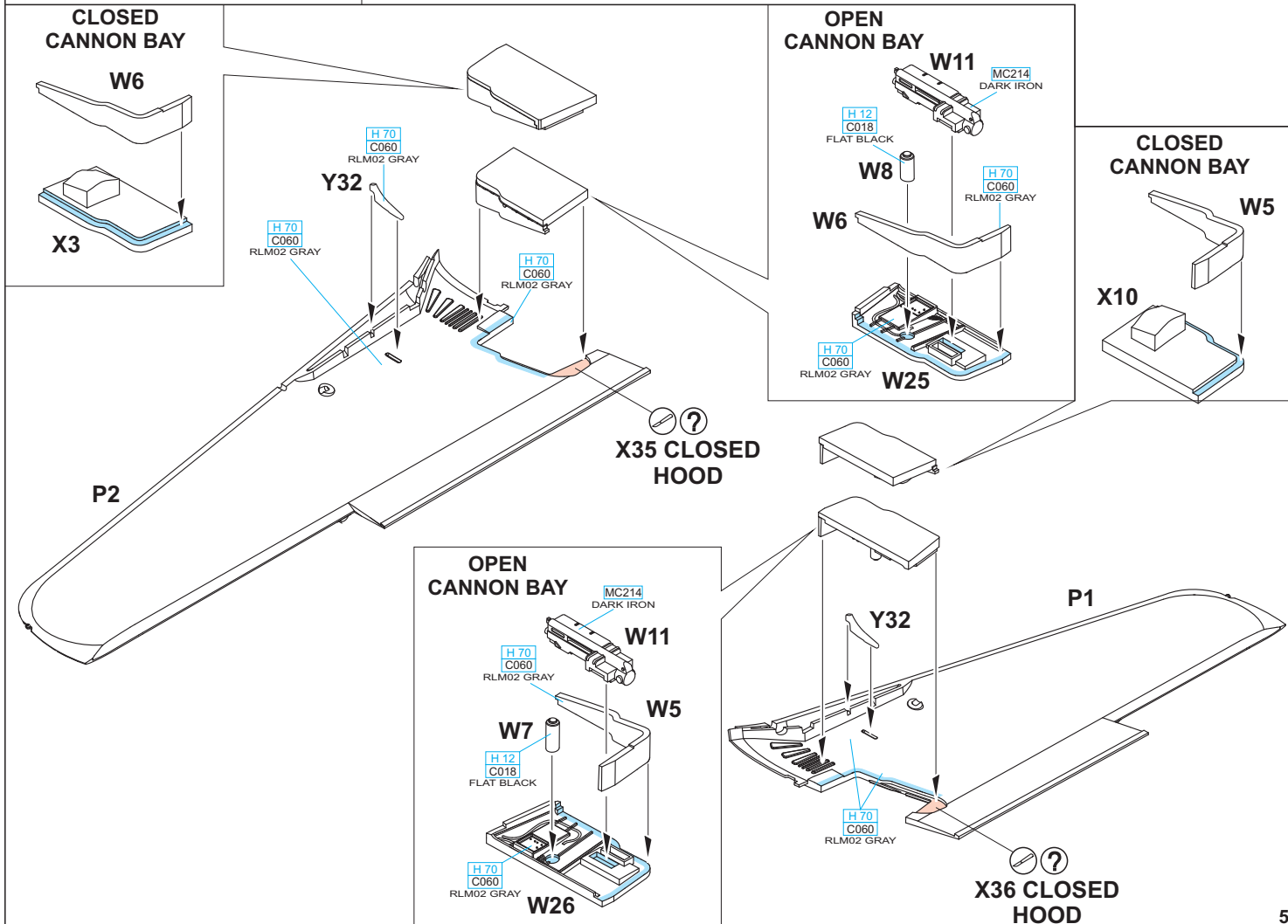
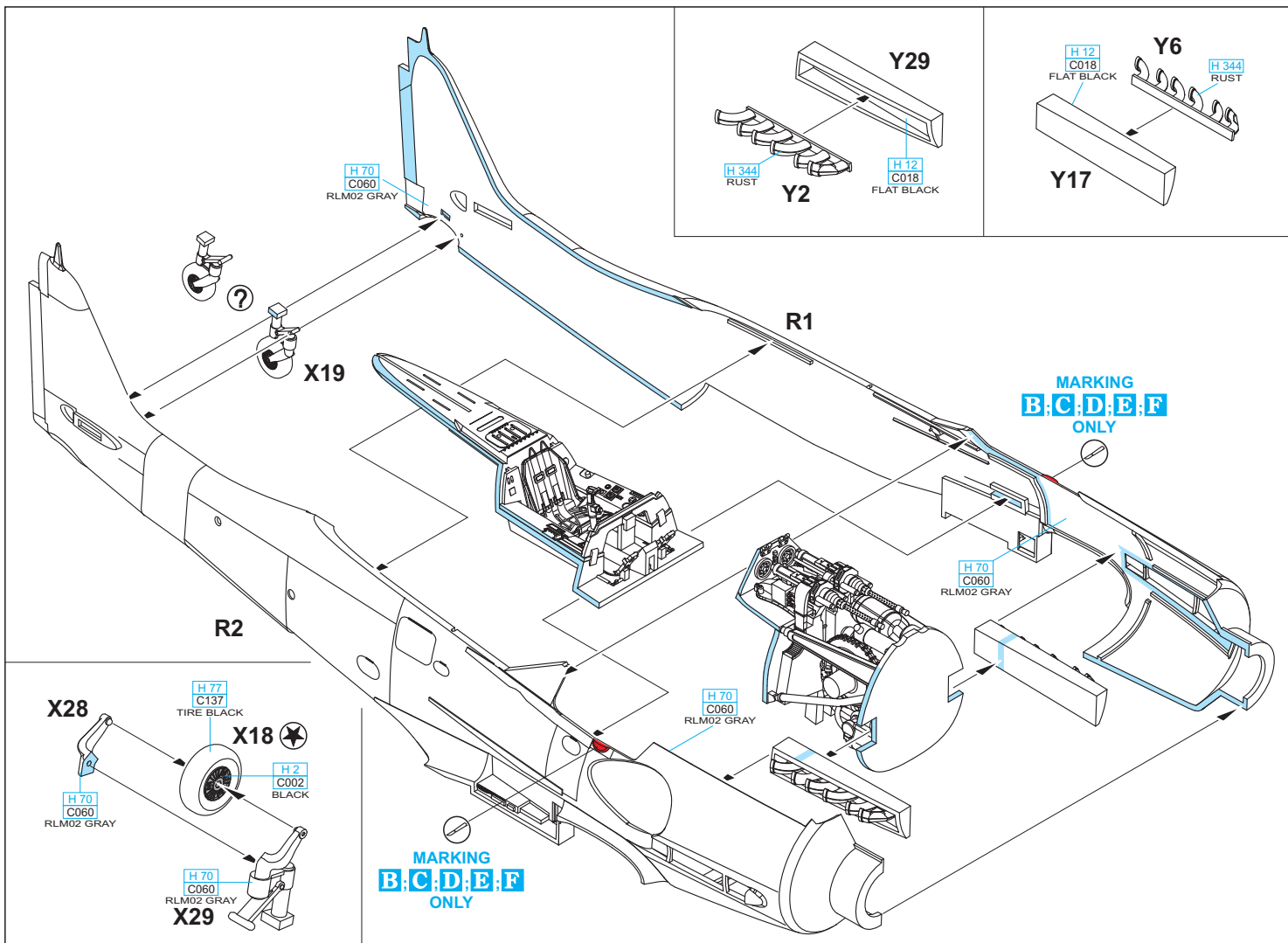
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 2]	C002	BLACK
[H 3]	C003	RED
[H 4]	C004	YELLOW
[H 11]	C062	FLAT WHITE
[H 12]	C018	FLAT BLACK
[H 47]	C041	RED BROWN
[H 69]	C037	RLM75 GRAY
[H 70]	C060	RLM02 GRAY
[H 77]	C137	TIRE BLACK
[H 80]		KHAKI GREEN
[H 344]		RUST
[H 417]	C117	RLM76 LIGHT BLUE

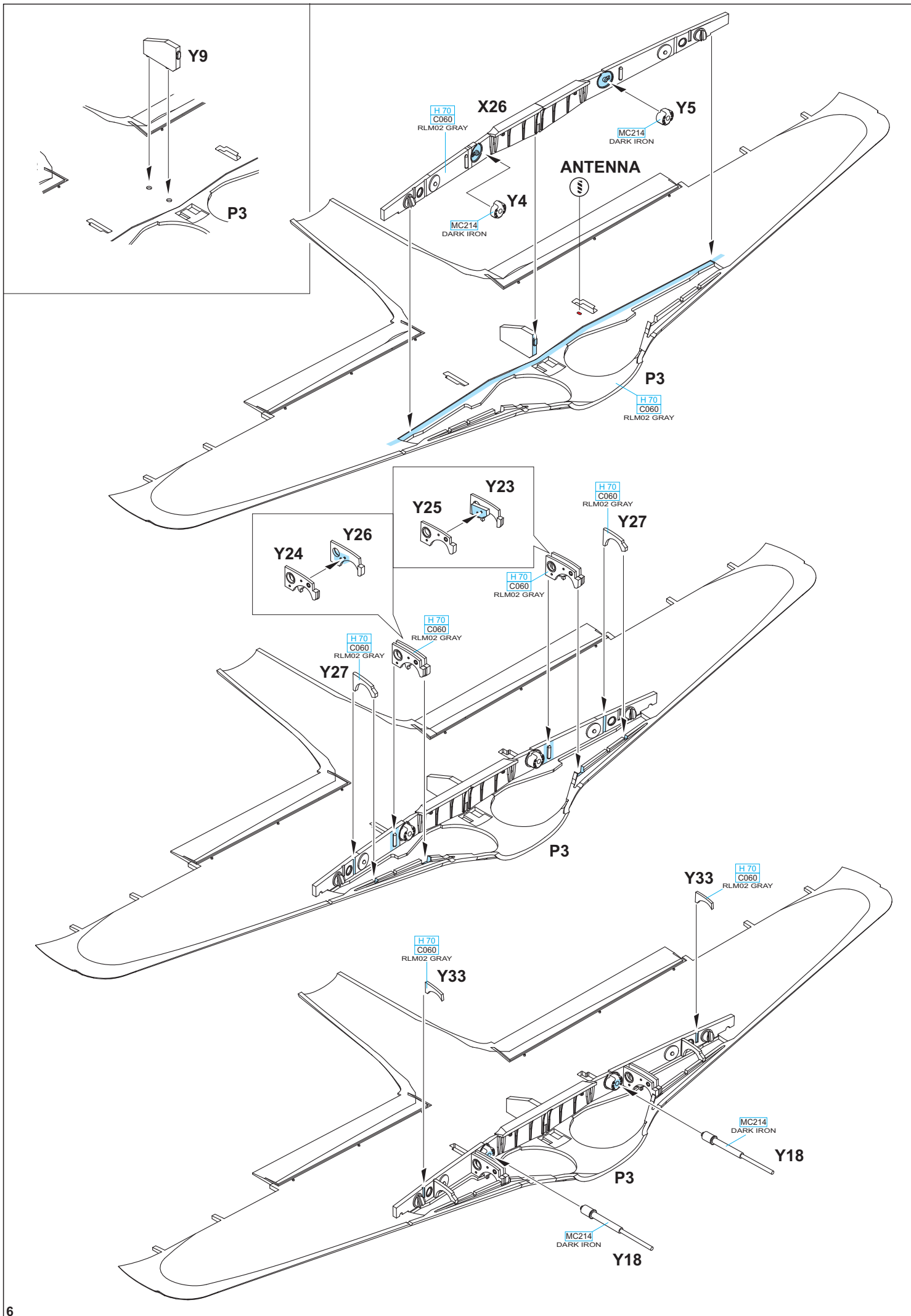
AQUEOUS	Mr.COLOR	
[H 421]	C121	RLM81 BROWN VIOLET
[H 422]	C122	RLM82 LIGHT GREEN
[H 423]	C123	RLM83 DARK GREEN
	C008	ALUMINIUM
	C116	RLM66 BLACK GRAY
Mr.METAL COLOR		
[MC213]		STAINLESS STEEL
[MC214]		DARK IRON
[MC218]		ALUMINIUM
Mr.COLOR SUPER METALLIC		
[SM01]		SUPER FINE SILVER
[SM04]		STAINLESS STEEL

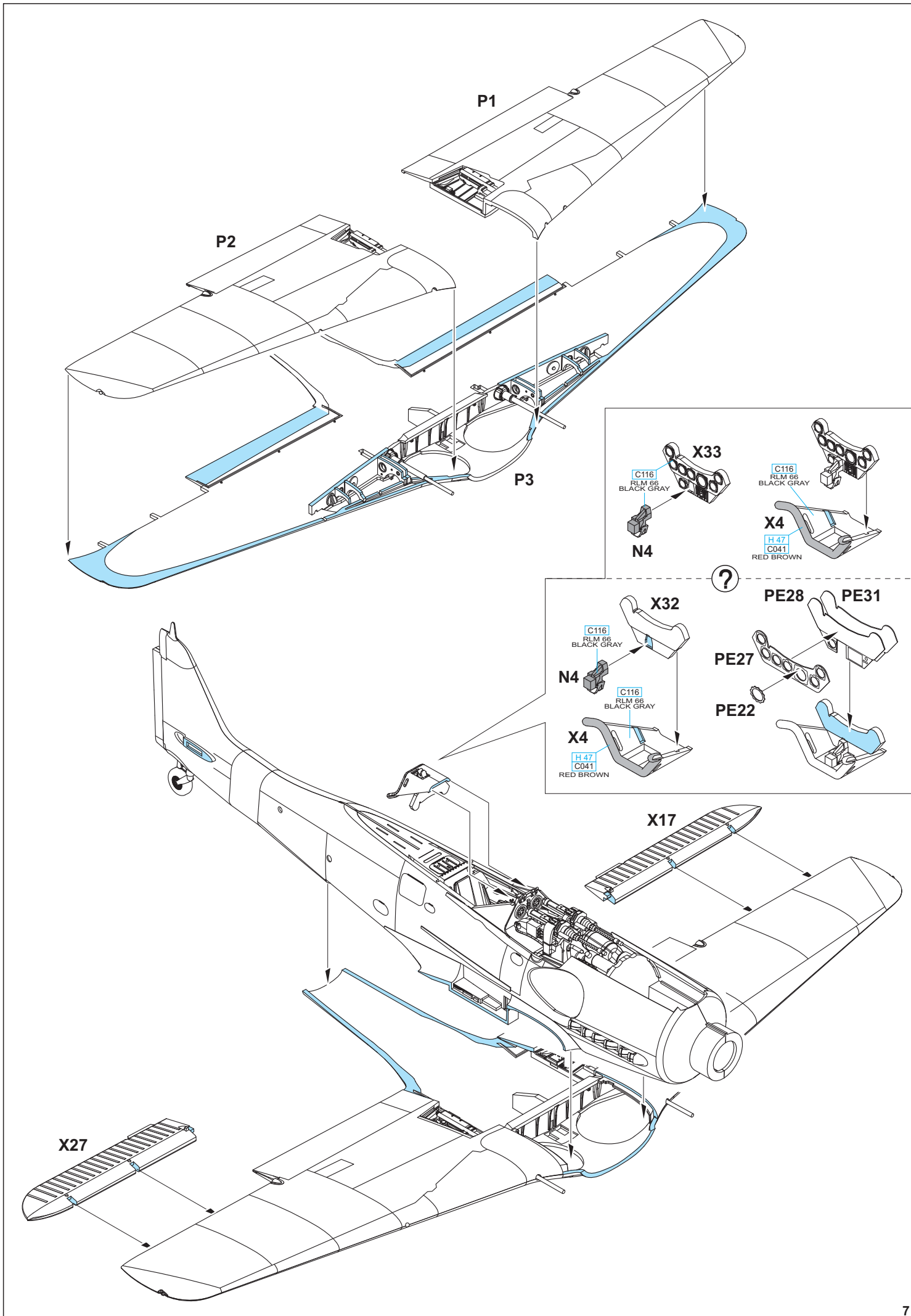


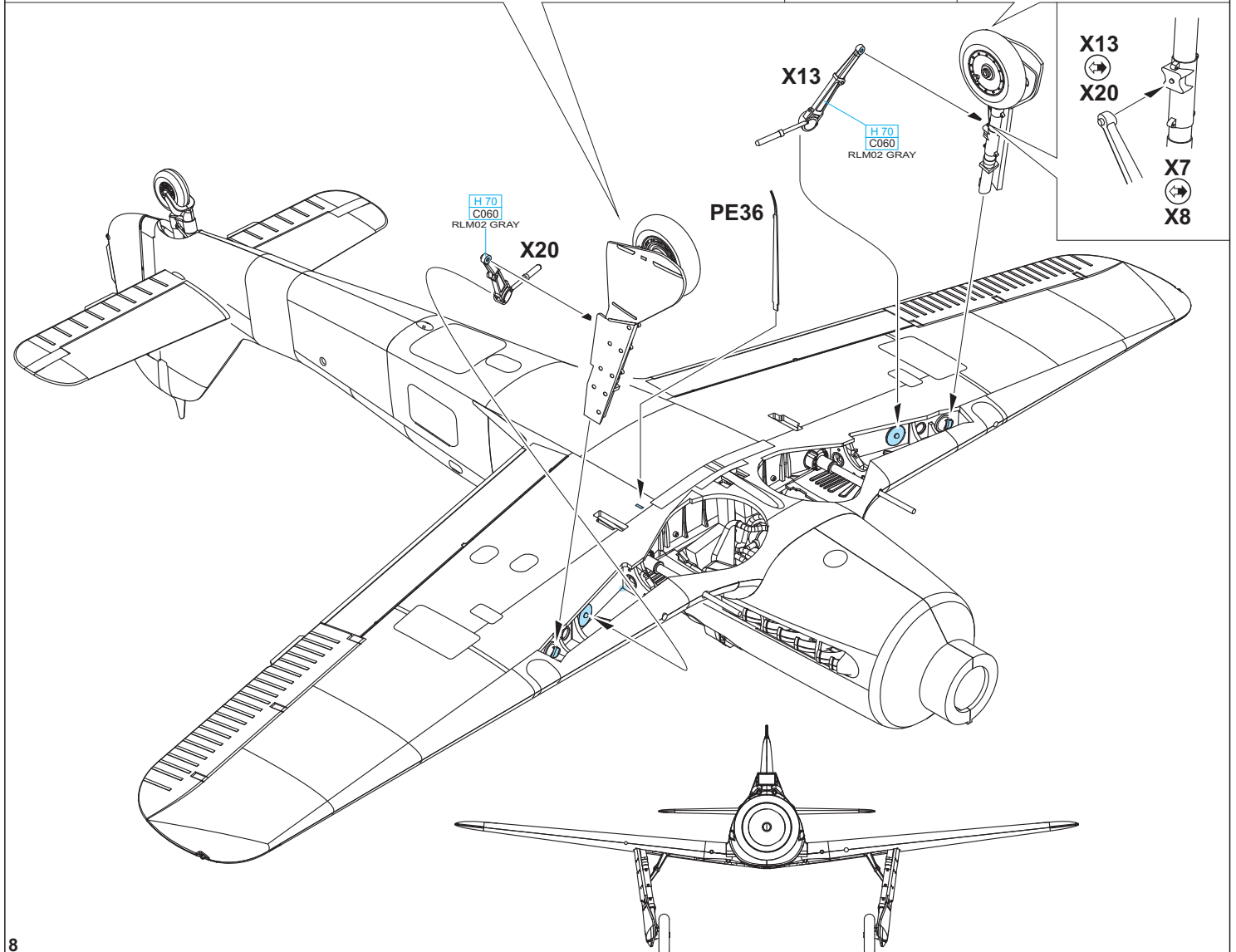
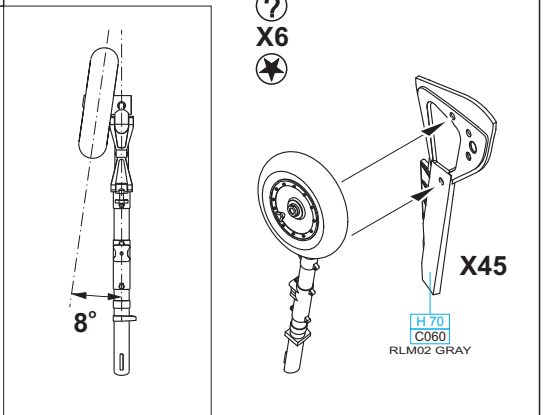
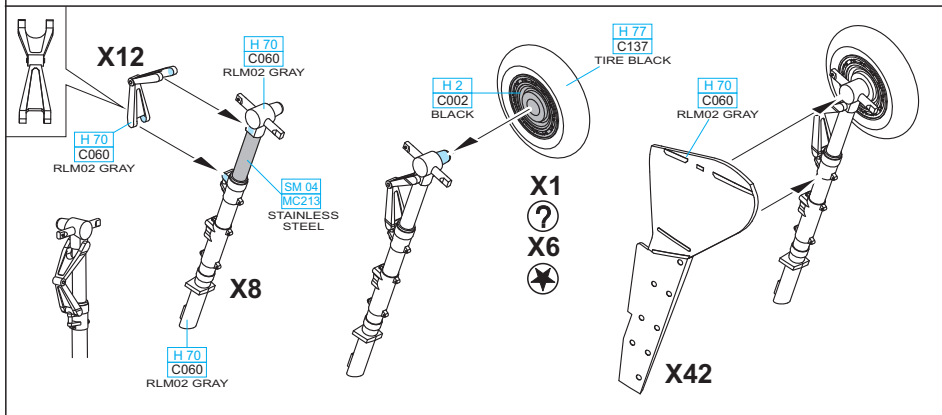
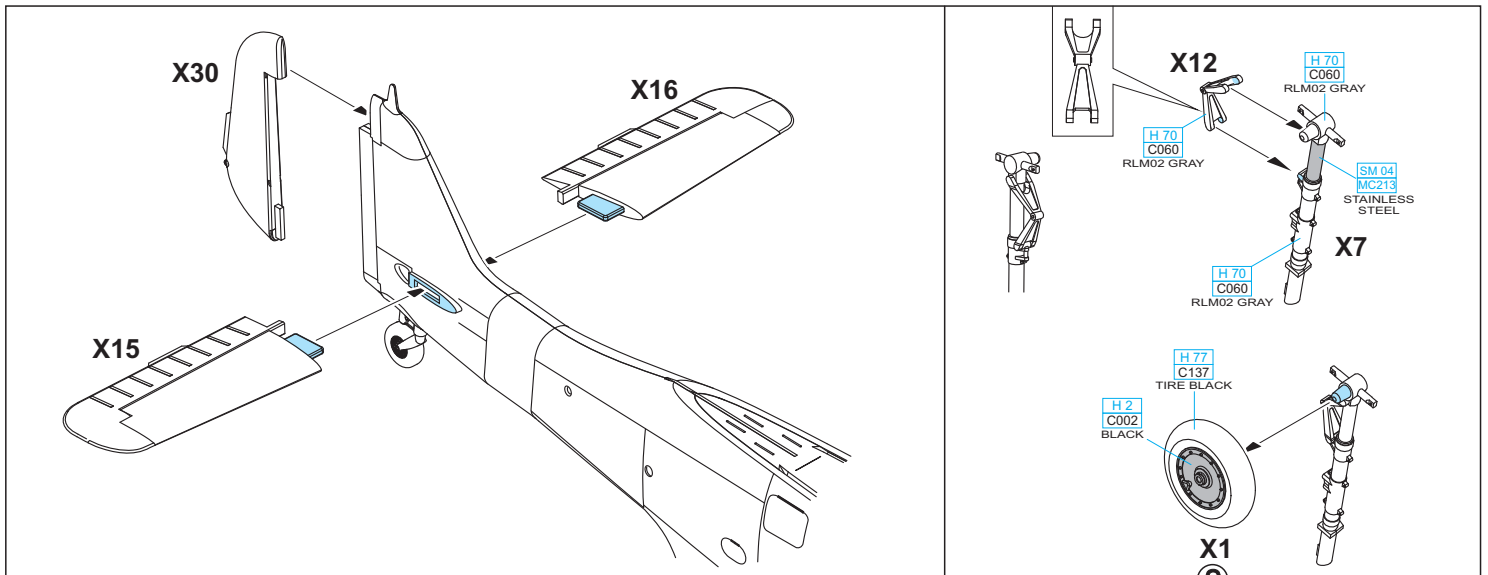
**DON'T INSTALL PARTS W12, W20, W3 AND W27 IF YOU ARE BUILDING THE MODEL WITH THE CLOSED FUSELAGE MG HOOD (R8).
POKUD STAVÍTE MODEL SE ZAVŘENÝM KRYTEM TRUPOVÝCH KULOMETŮ (R8),
NEINSTALUJTE DÍLY W12, W20, W3 A W27**

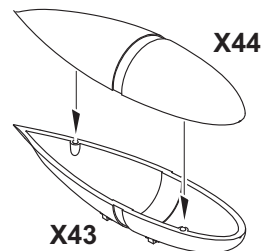
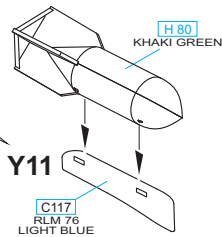
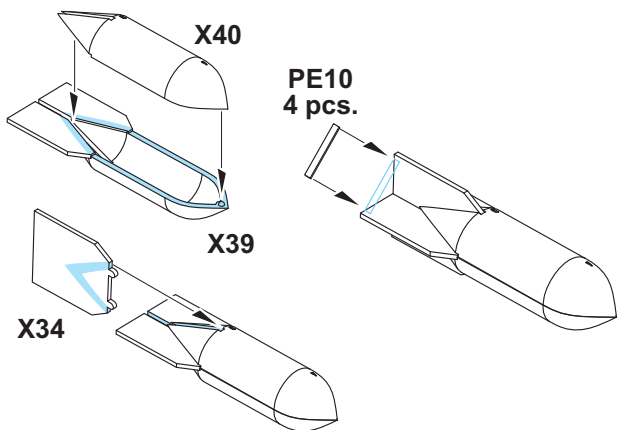
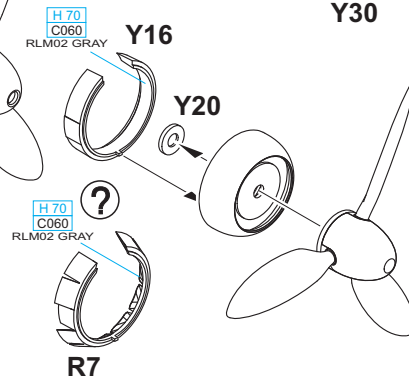
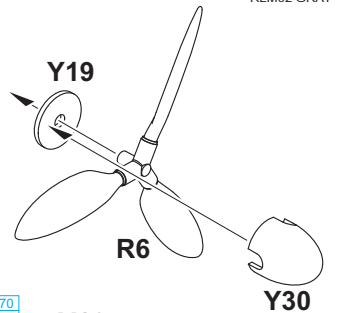
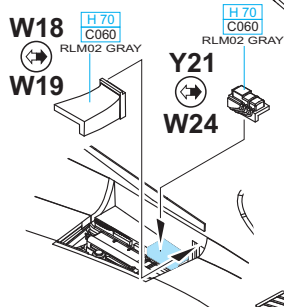
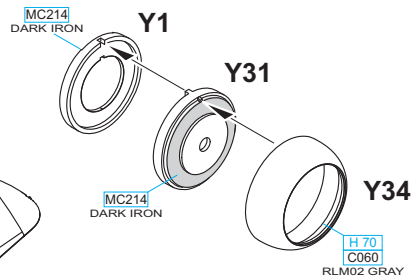
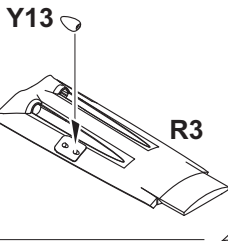
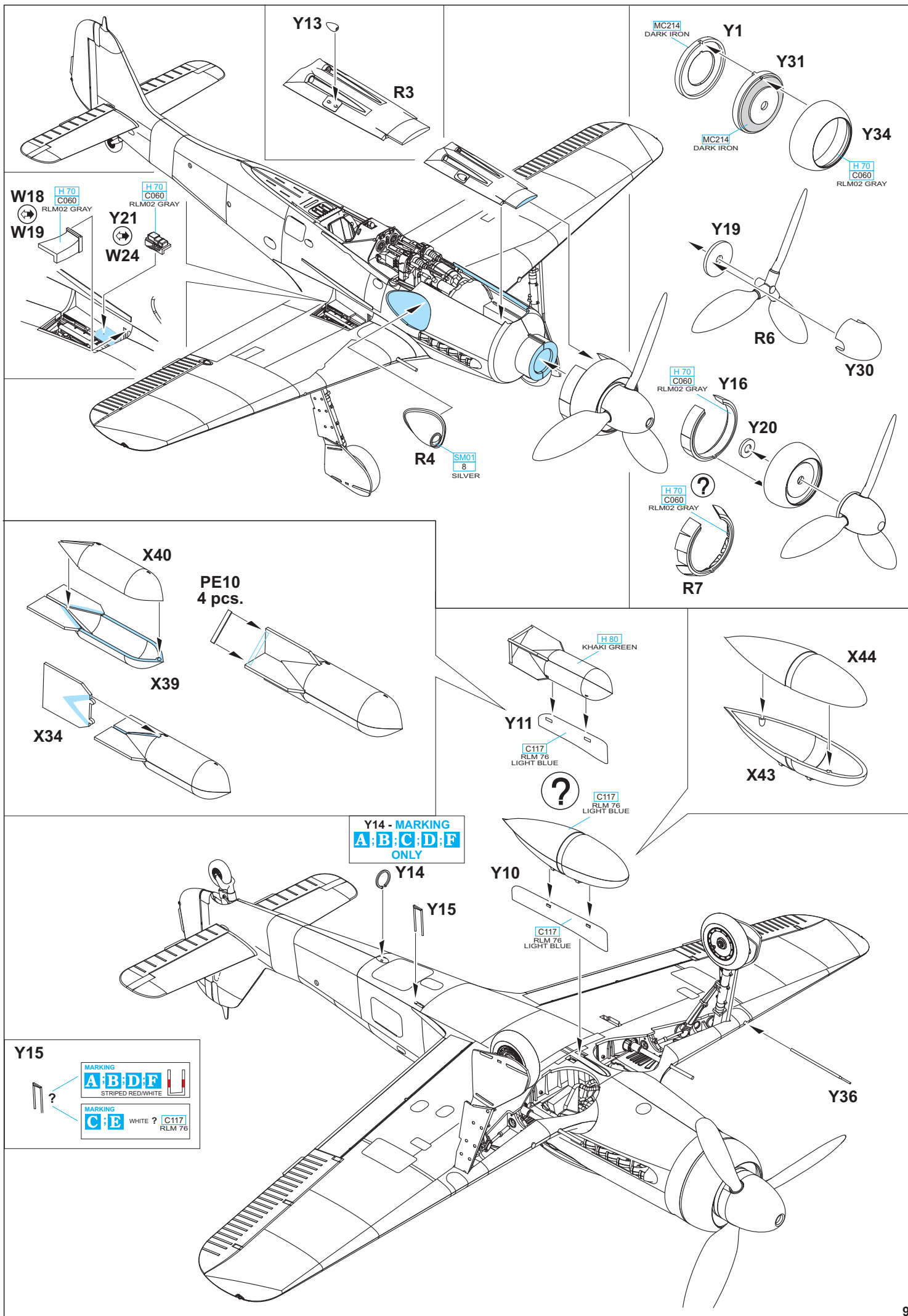




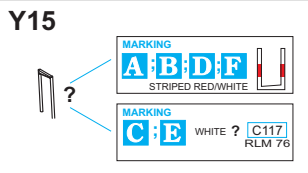
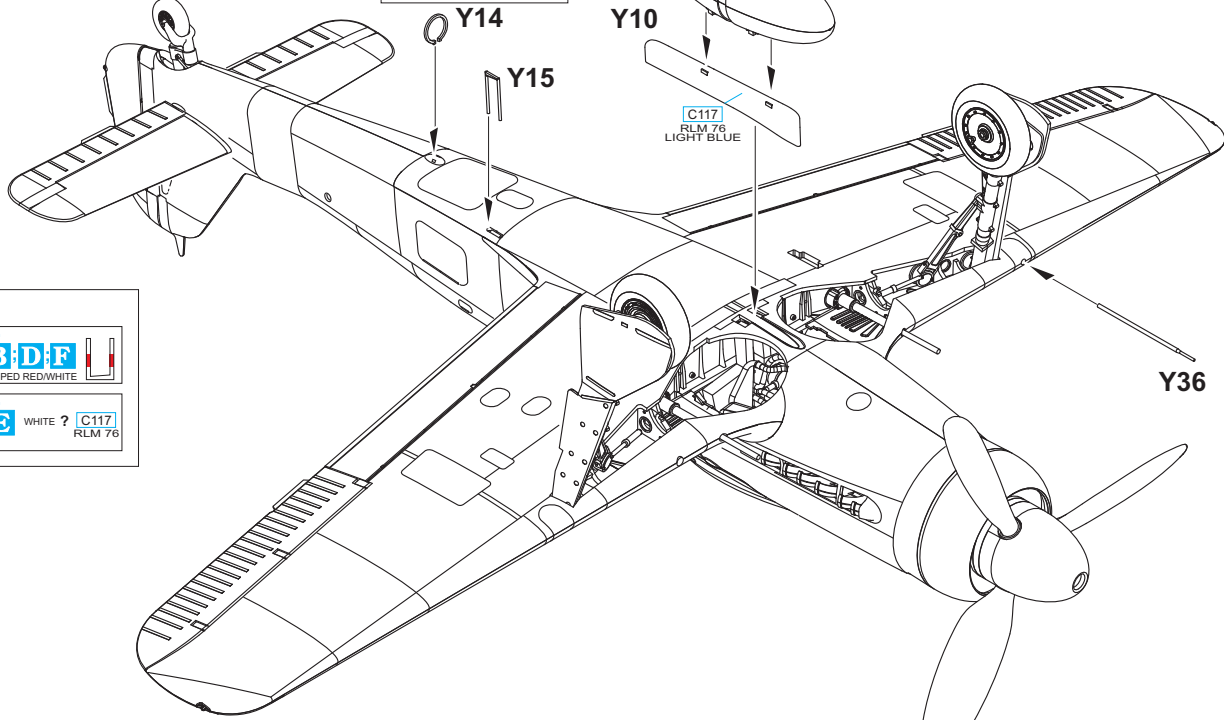




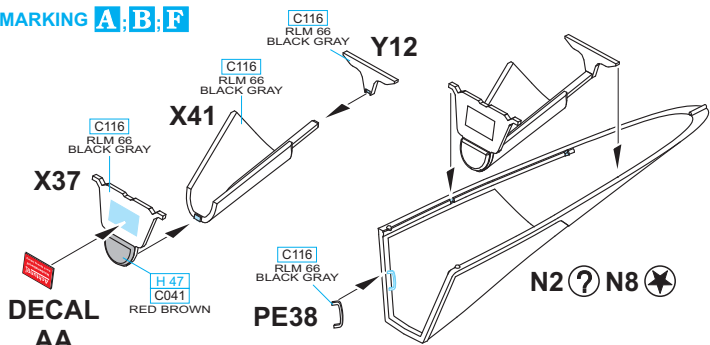




Y14 - MARKING
A:B:C:D:F
ONLY



MARKING A;B;F

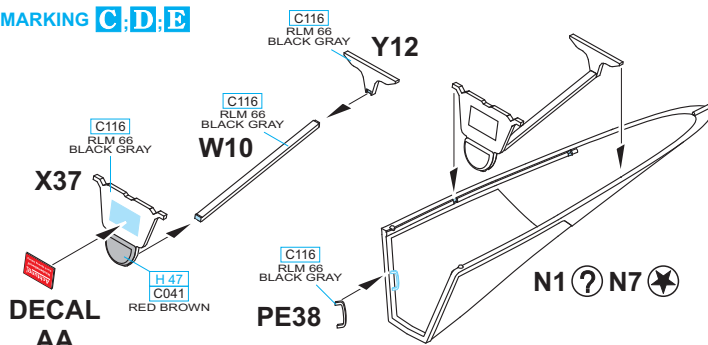


DECAL AA

**N2 - OPEN CANOPY
N8 - CLOSED CANOPY**

**N2 - OTEVŘENÝ KRYT KABINY
N8 - ZAVŘENÝ KRYT KABINY**

MARKING C;D;E

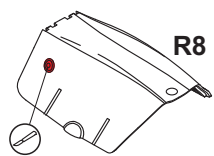


DECAL AA

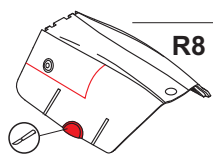
**N1 - OPEN CANOPY
N7 - CLOSED CANOPY**

**N1 - OTEVŘENÝ KRYT KABINY
N7 - ZAVŘENÝ KRYT KABINY**

MARKING A

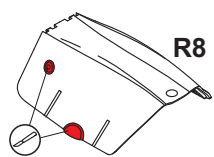


MARKING B;F

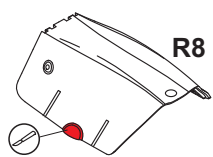


**ADD PANEL LINE ON BOTH SIDES
DOPLŇTE RYTI NA OBOU STRANÁCH**

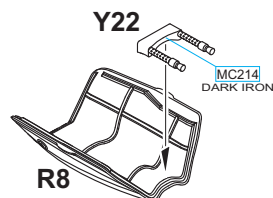
MARKING C



MARKING D;E

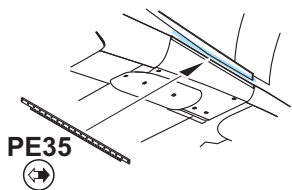


**CLOSED HOOD
ZAVŘENÝ KRYT**

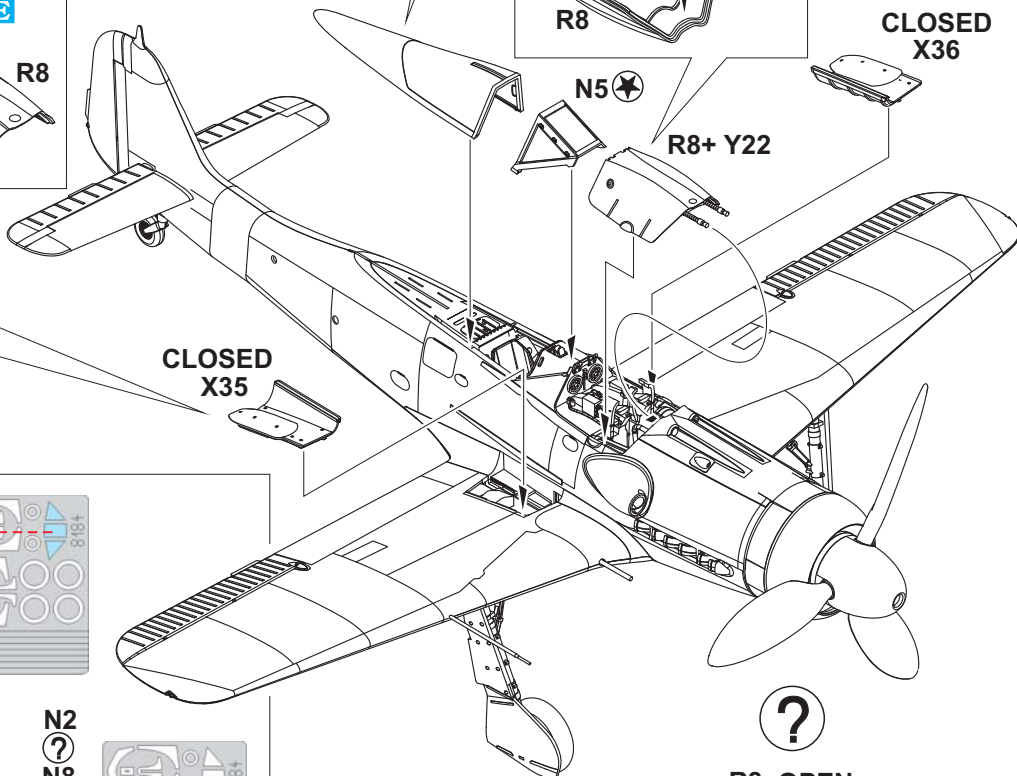


**CLOSED
X36**

**CLOSED HATCH ONLY
JEN PRO ZAVŘENÝ KRYT**



**CLOSED
X35**



eduard MASK

**X1
X6**

X18



X18

**N2
N8**

**N1
N7**

**METAL
COLOR**

**CAMOUFLAGE
COLOR**

?

R8 OPEN

**H 70
C060
RLM02 GRAY**

**X35
OPEN**

**X36
OPEN**

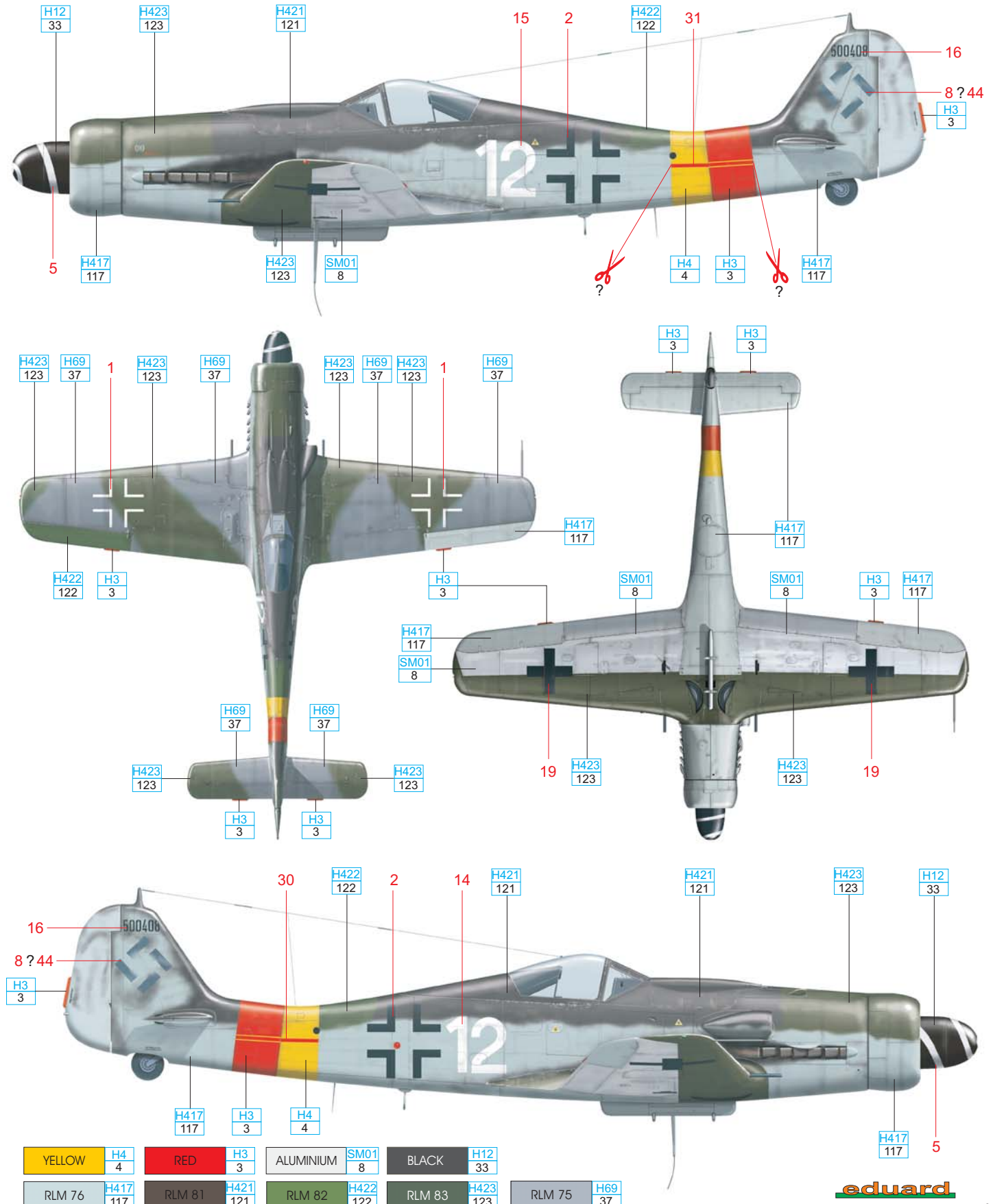
A 5./JG 301, Bad Langensalza, Germany, May 1945

This Dora, W.Nr. 500408, was discovered by U.S. forces at the airport near Bad Langensalza. She was one of seventy aircraft of Mimetal's second production batch, produced between December 1944 and January 1945. The yellow-red tail band indicates that this aircraft belonged to JG 301, the red horizontal bar denotes use by II. Gruppe, and the white individual numbers denote 5. Staffel aircraft. The fuselage was camouflaged in an RLM 81 and 82 pattern. Wing upper surfaces were in RLM 75 and 83. The forward part of the wing under surfaces were RLM 83. Note two variations of the RLM 76 color. The camouflage of the aileron uppersurfaces indicate field replacement.

Additional sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Lager, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/8184



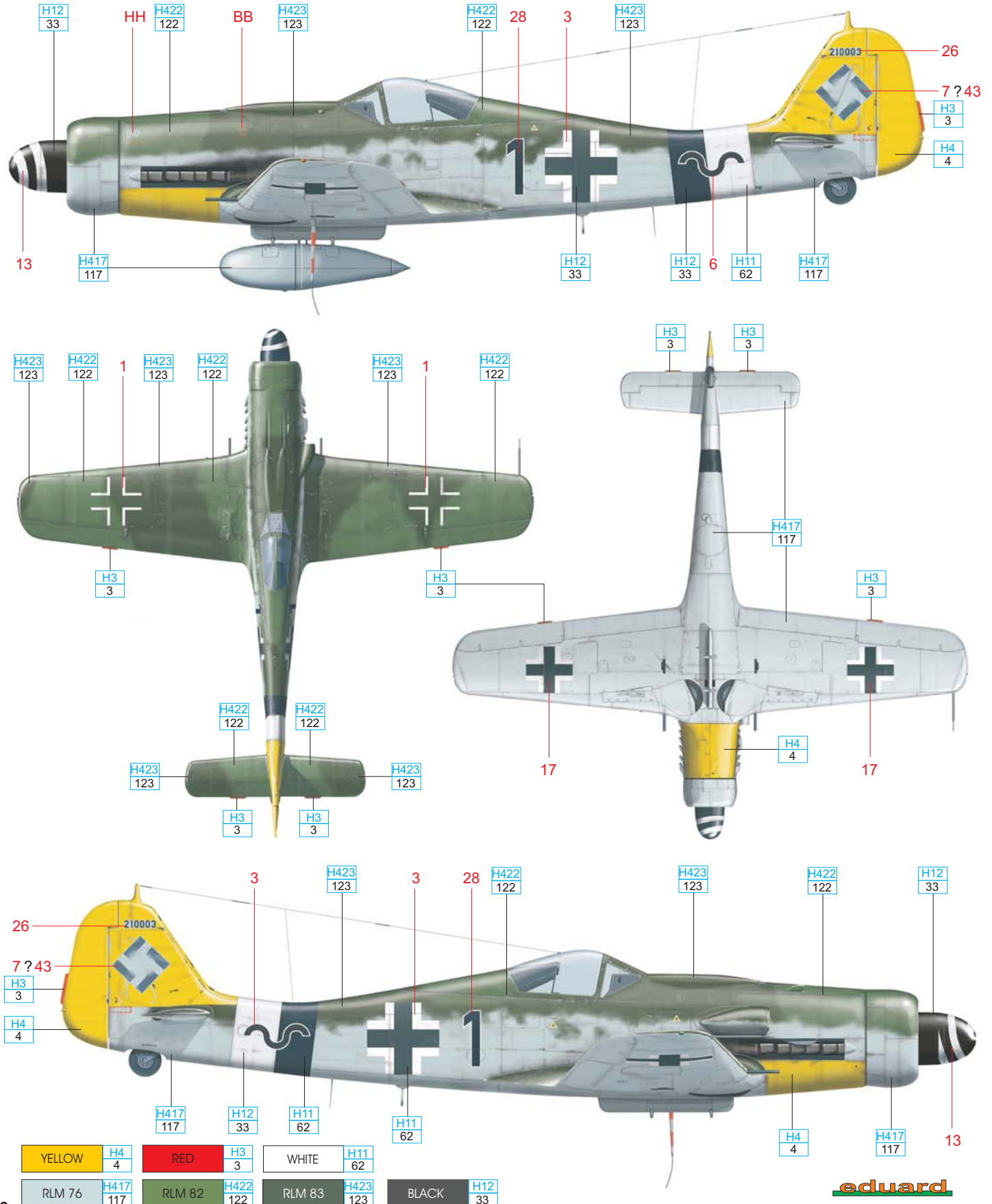
B Oblt. Hans Dortenmann, IV./JG 26, 1945

Oblt. Hans Dortenmann, a 38 kill fighter ace and Knight's Cross holder, noted in his memoirs that he used Dora W.Nr. 210003 as a personal mount from September 1944 to the end of hostilities. He personally destroyed her at the end of hostilities to avoid falling into enemy hands. At first, during Dortenmann's service with III./JG 54, the airplane was marked 'Red 1'. In late February, III./JG 54 was redesignated IV./JG 26, and Dortenmann was appointed Staffelkapitän of 12./JG 26. His Dora became 'Black 1'. The White-Black band appeared on the tail as well as IV. Gruppe's wave. According to Dortenmann's memoirs, the original RLM 75/83 camouflage scheme was changed to RLM 82/83, but the reason for re-painting remains unknown. A new-style blown canopy was installed instead of the original flat one. The vertical part of the tail unit was painted yellow from JG 54 days.

Additional sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Larger, T. Poruba
 Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

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C Stab/JG 4, Frankfurt am Rhein-Main, April 1945

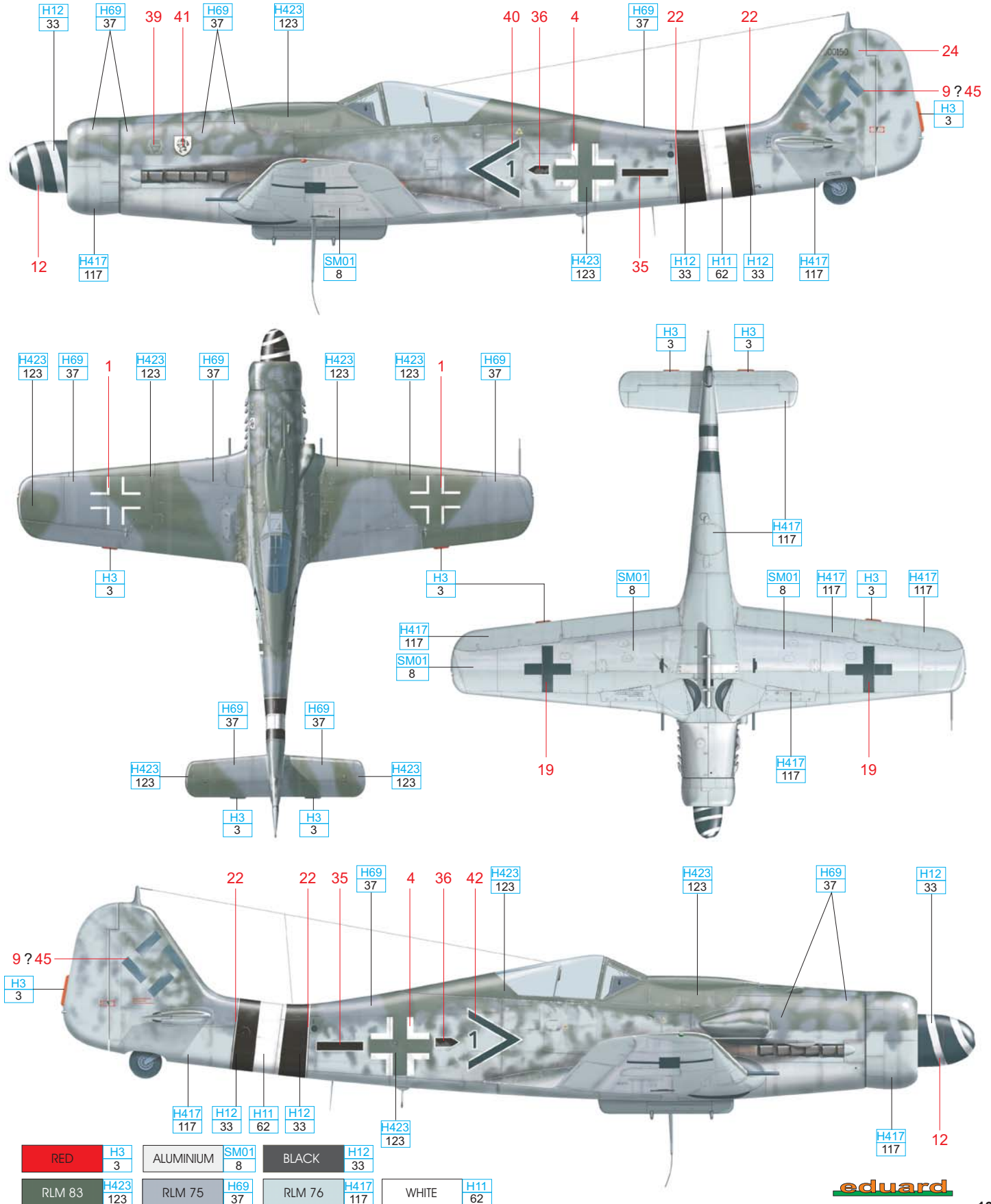
Dora W.Nr. 600150 was built by Gerhard Fieseler Werke (first production batch). It is the only recently discovered JG 4 Dora that sports the unit's badge. U.S. forces found her at Frankfurt am Rhein-Main airfield in April, 1945. Camouflage consisted of RLM 75/83 on the upper surfaces, and blue-green RLM 76 on the lower. The RLM 75 and 83 were applied to the fuselage, and the tail unit wore RLM 83 mottling. The engine section showed original Junkers paint of RLM 83 and a whitish RLM 76. The RLM 75 spots were added to the upper cowling by GFW. The forward part of the wing under surfaces, ailerons and landing flaps were blue-green RLM 76. The Werk Number is present on the port side of the fin only. There is no pulley system on the early-style canopy. The Black-White-Black band on the tail identifies this as a JG 4 aircraft.

Additional sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Larger, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II



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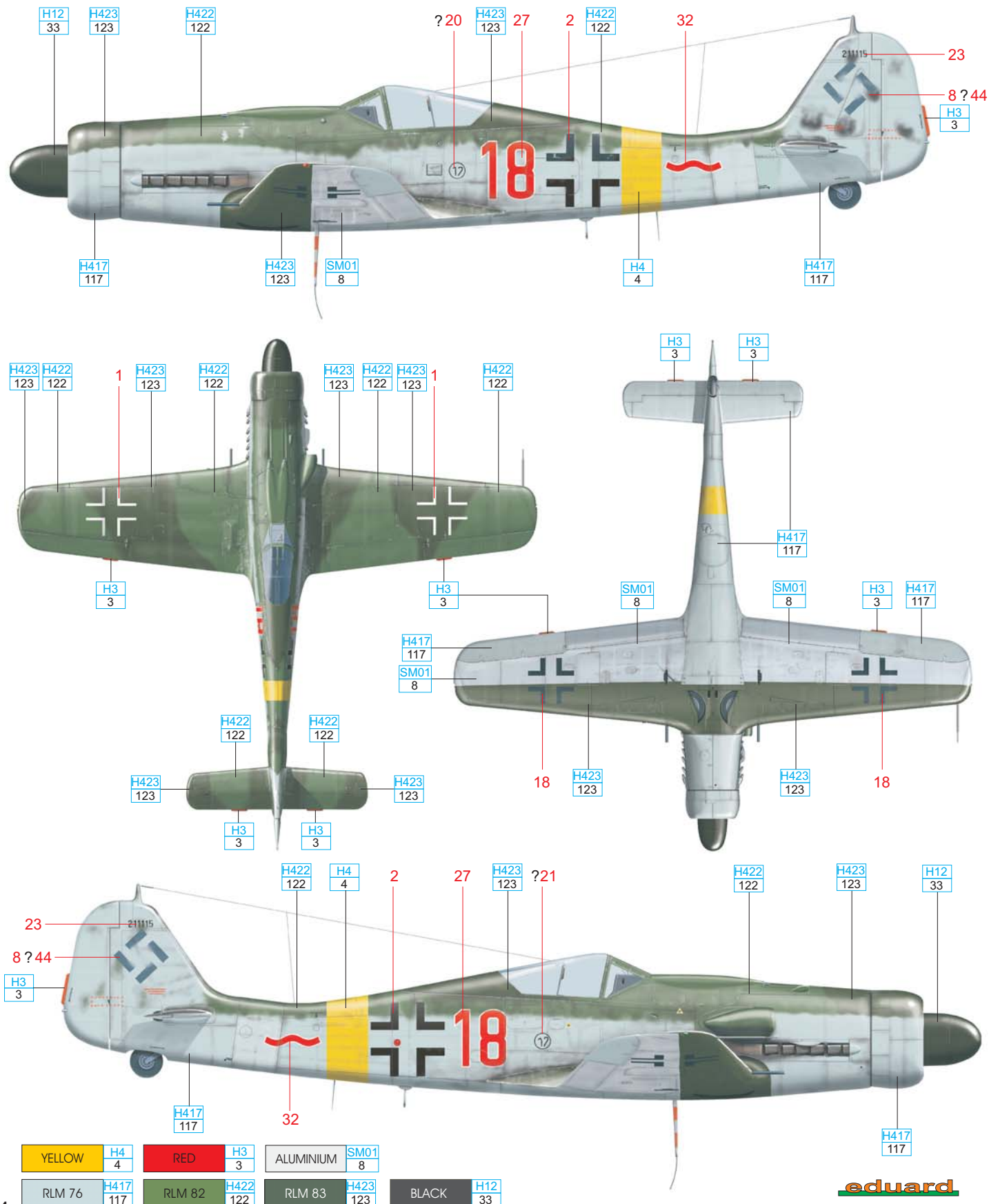
D I./EKG(J) or V./EJG 2, Pilsen, Czechoslovakia, May 1945

Dora captured by U.S. forces at Pilsen airfield in May, 1945, formerly belonged to I./EKG(J) – I. Gruppe of Ergänzungskampfgeschwader (Jagd). This supplementary unit was redesignated as V./EJG 2 on March 29, 1945, and was located in Pilsen by the end of hostilities. Unusual style of Gruppe wave in red indicates that this Dora belonged to V./EJG 2 rather than to I./EKG(J) as this Gruppe marking wasn't used by I. Gruppe. The upper surfaces were camouflaged in RLM 82/83, and the under surfaces in RLM 76. The forward part of wing under surfaces were RLM 83, while the remainder of the wing bottoms were left unpainted except for the RLM 76 ailerons. The small black circle with a stylized number 17 under the cockpit appeared on the aircraft after capture and its exact meaning is unknown.

Additional sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Larger, T. Poruba
 Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

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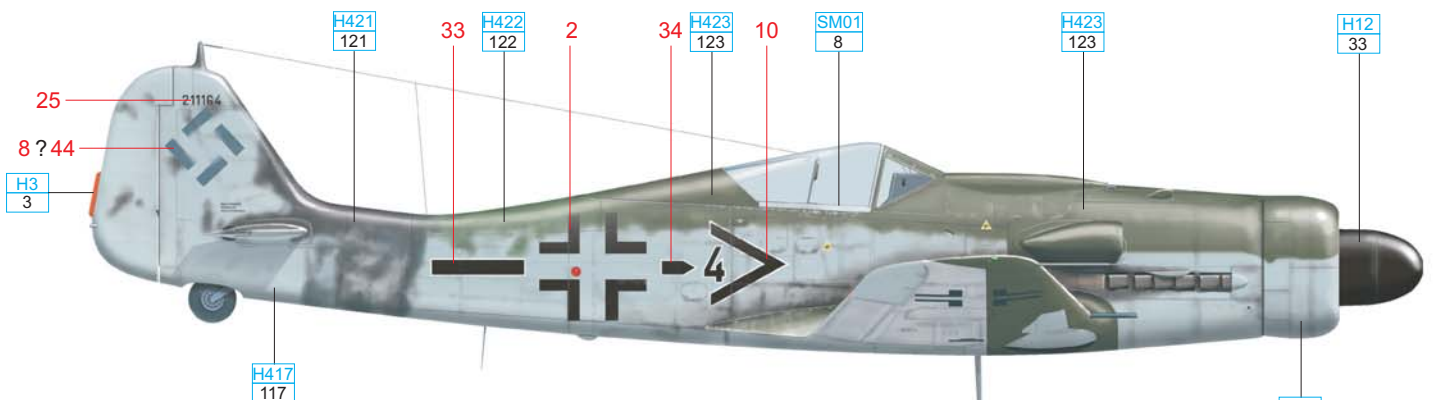
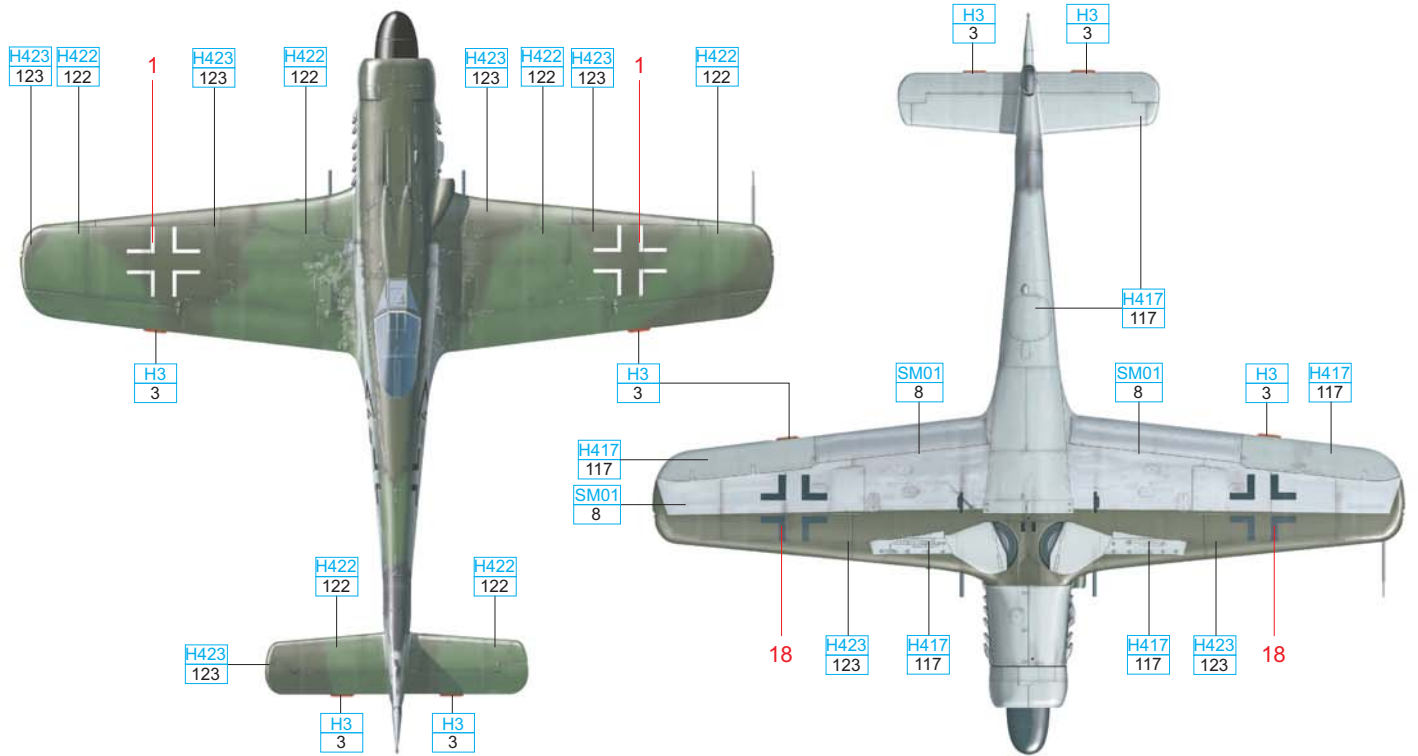
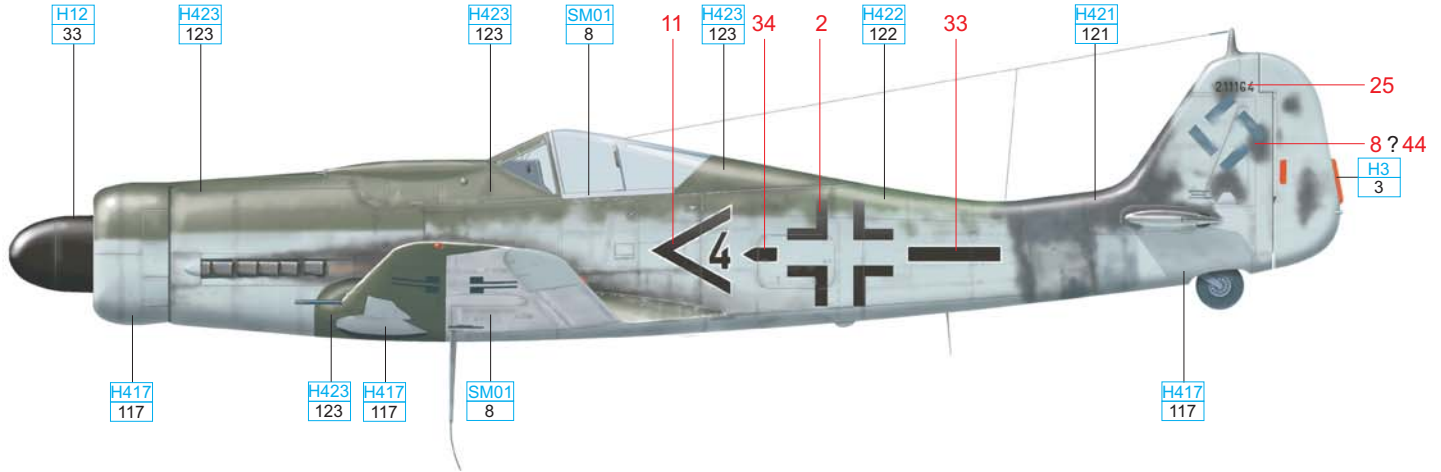
E Stab/JG 6, Prag – Rusin, Czechoslovakia, May 1945

Dora W.Nr. 211164 found at Prague-Rusin airfield after WWII, in all probability belonged to Stab/JG 6. The upper cowling was painted in RLM 83 as well as the rest of the fuselage except for the rear, which was sprayed RLM 82. The tail section had previously been painted with a light colored tailband, which was oversprayed with RLM 81. The same colour was used for spots sprayed on the vertical tail surface. Wing upper surfaces were in RLM 81/82. The forward part of the wing undersides were painted RLM 83. Note the lack of a white spiral on the propeller spinner that was prescribed for all fighter aircraft engaged in the Western theatre of operations from July 1944 onwards.

Additional sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Larger, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

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YELLOW	H4 4	RED	H3 3	ALUMINIUM	SM01 8	BLACK	H12 33
RLM 76	H417 117	RLM 81	H421 121	RLM 82	H422 122	RLM 83	H423 123
						RLM 74	H68 36

F Oblt. Hans Dortenmann, I./JG 26, Spring 1945

On March 29, 1945 Hans Dortenmann was appointed Staffelkapitän of 3./JG 26. In accordance with this, the marking of his Dora W.Nr. 210003 was changed from 'Black 1' to 'Yellow 1'. Also, the IV. Gruppe wave diappeared as I. Gruppe didn't use any special marking of this type. This is a reconstruction based on Dortenmann's memoirs. On the other hand, various sources say this Dora was used by JG 26 for a short period of time only at the end of WWII. There are doubts concerning the camouflage scheme changes also, as it is possible that this Dora W.Nr. 210003 wore the original RLM 75/83 pattern throughout its whole life. The camouflage changes as described by Dortenmann were done during major repairs only. In such a case, the original colours would have been completely stripped down and replaced with new ones.

