

# Fw 190D-9

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84102

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 the first of 100 ordered Fw 190A-1s, armed with four 7.9 mm MG 17 machine guns. The II./JG 26 was completely equipped with the type and operating on the Western Front by September 1941 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 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.

#### Reaching new heights

The fighter burden placed on the Fw 190A by the Luftwaffe was enormous. This very versatile aircraft found itself fulfilling fighter, fighterbomber and ground support duties. 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 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 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.

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  
POUŽÍT EDUARD MASK  
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



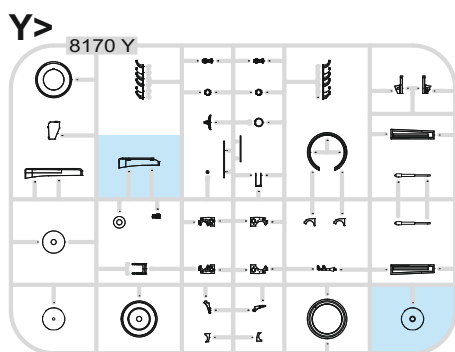
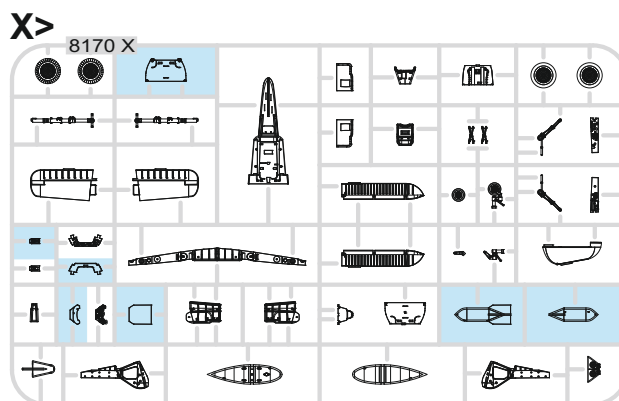
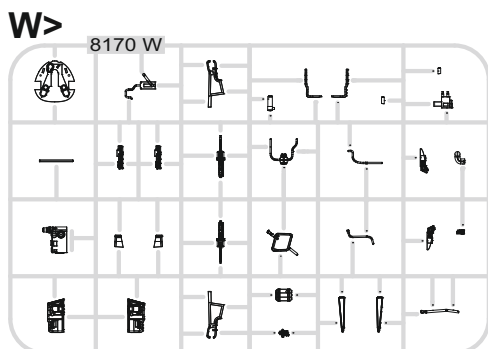
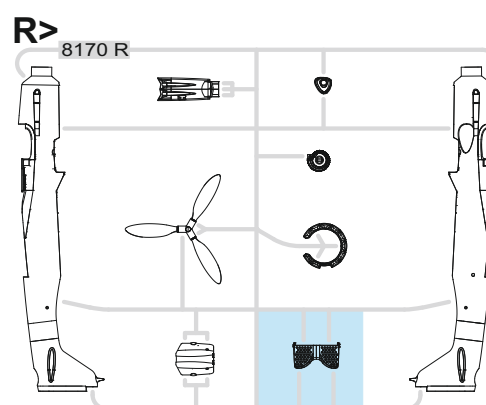
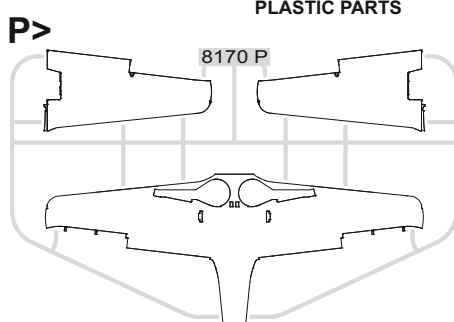
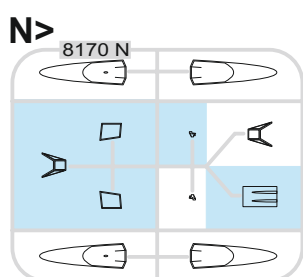
TEILE



PIÈCES



部品



-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



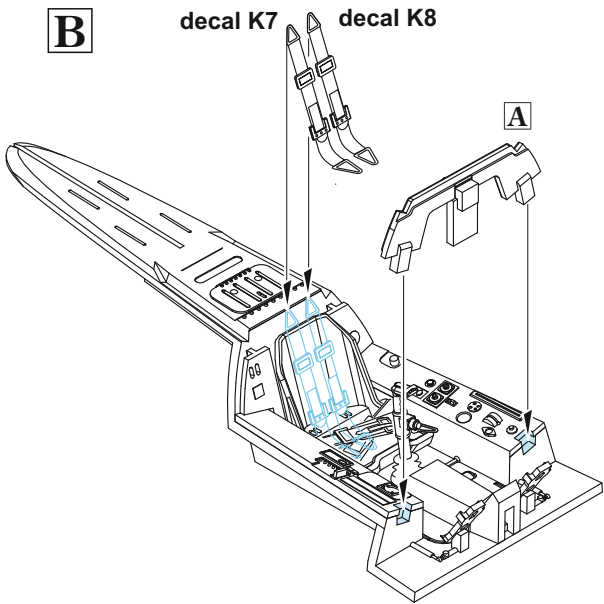
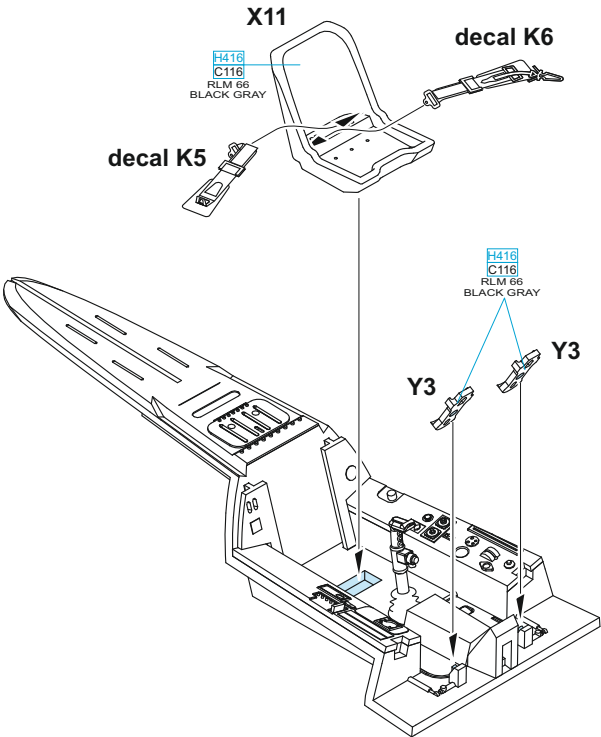
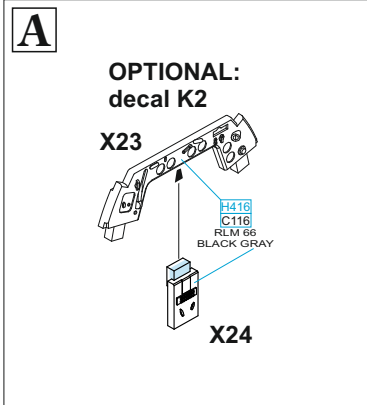
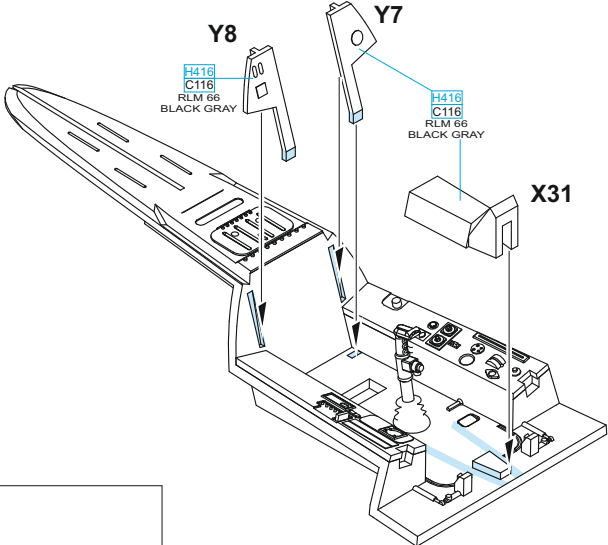
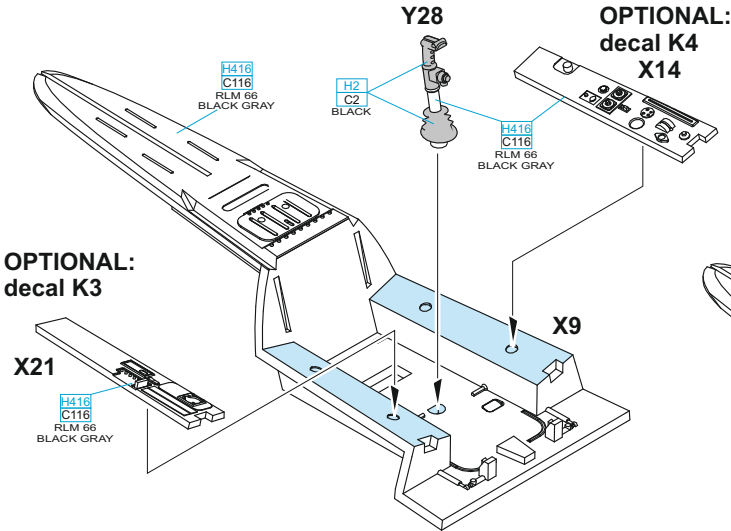
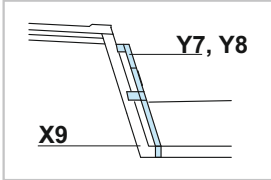
PEINTURE



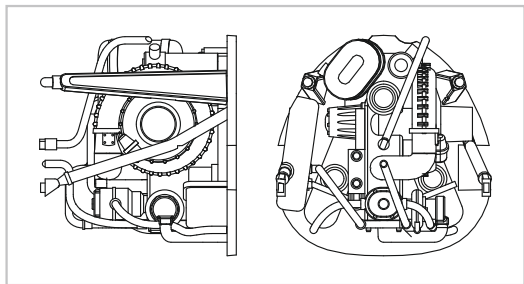
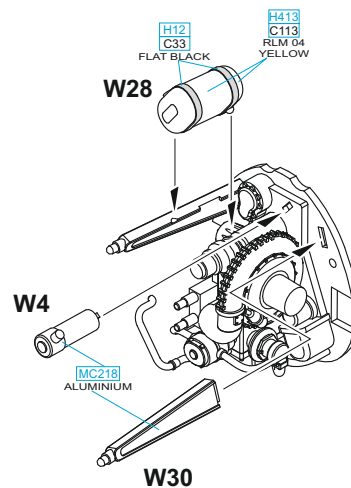
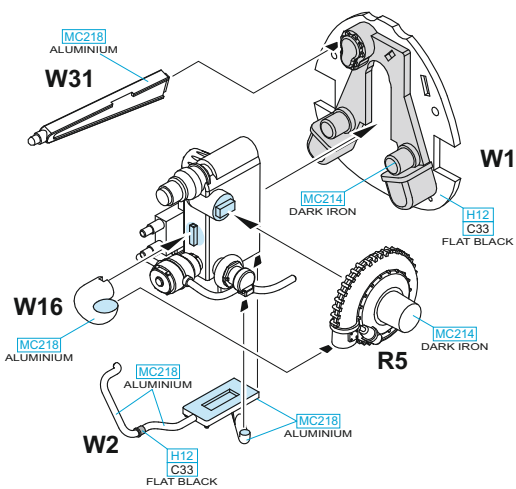
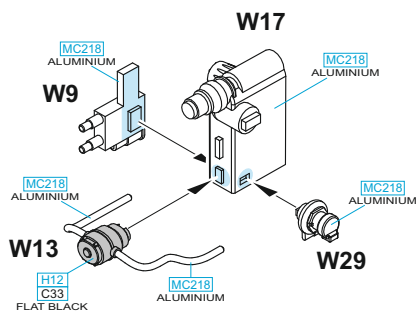
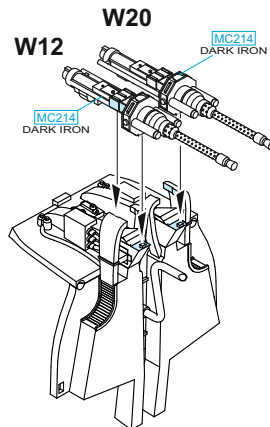
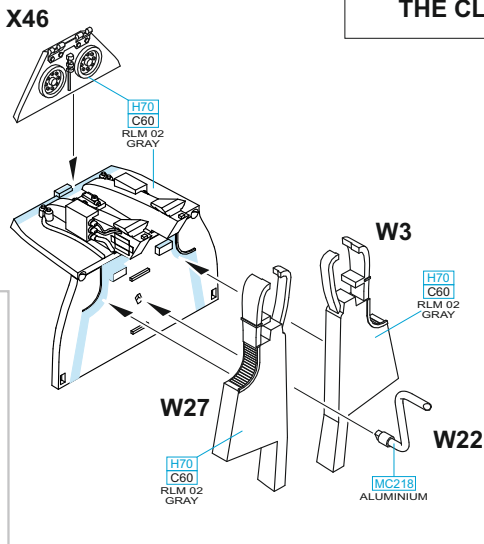
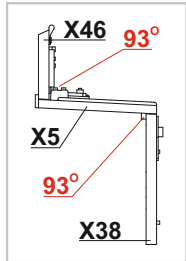
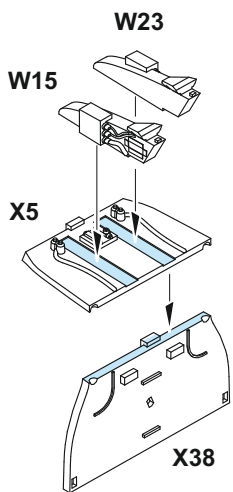
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
<a href="#">H2</a>	<a href="#">C2</a>	BLACK
<a href="#">H8</a>	<a href="#">C8</a>	SILVER
<a href="#">H11</a>	<a href="#">C62</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	FLAT BLACK
<a href="#">H47</a>	<a href="#">C41</a>	RED BROWN
<a href="#">H68</a>	<a href="#">C36</a>	RLM74 DARK GRAY
<a href="#">H69</a>	<a href="#">C37</a>	RLM75 GRAY
<a href="#">H70</a>	<a href="#">C60</a>	RLM02 GRAY
<a href="#">H77</a>	<a href="#">C137</a>	TIRE BLACK
<a href="#">H90</a>	<a href="#">C47</a>	CLEAR RED
<a href="#">H94</a>	<a href="#">C138</a>	CLEAR GREEN
<a href="#">H413</a>	<a href="#">C113</a>	RLM04 YELLOW

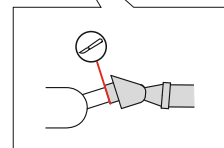
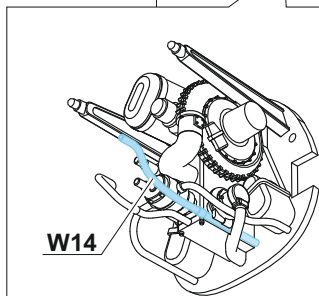
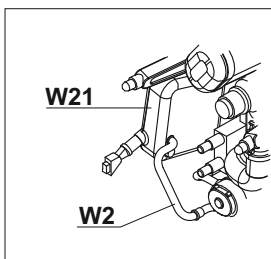
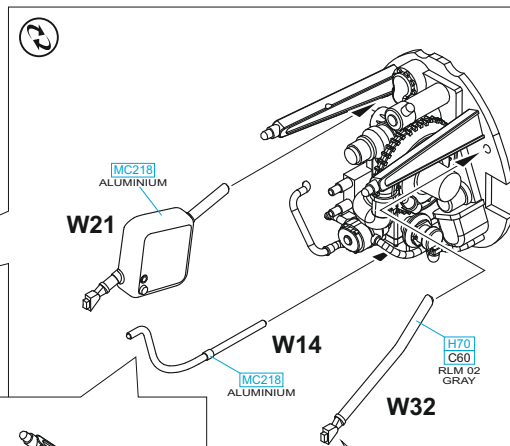
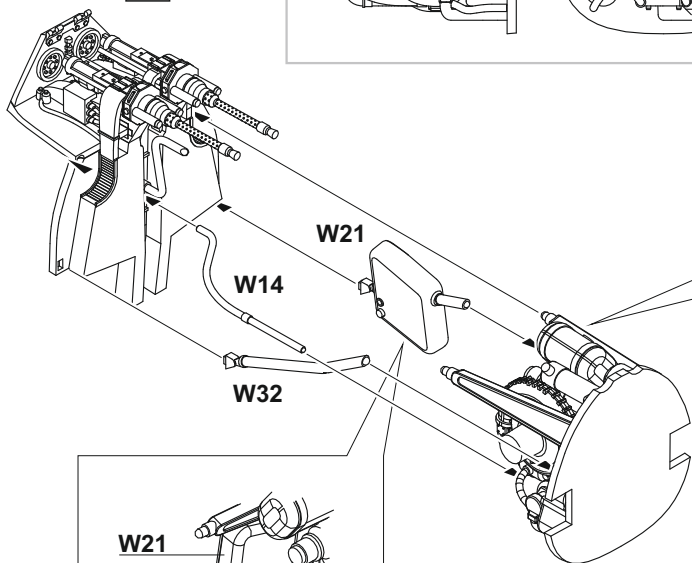
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
<a href="#">H414</a>	<a href="#">C114</a>	RLM23 RED
<a href="#">H416</a>	<a href="#">C116</a>	RLM66 BLACK GRAY
<a href="#">H417</a>	<a href="#">C117</a>	RLM76 LIGHT BLUE
<a href="#">H421</a>	<a href="#">C121</a>	RLM81 BROWN VIOLET
<a href="#">H422</a>	<a href="#">C122</a>	RLM82 LIGHT GREEN
Mr.METAL COLOR		
<a href="#">MC214</a>		DARK IRON
<a href="#">MC218</a>		ALUMINIUM
<a href="#">MC219</a>		BRASS
Mr.COLOR SUPER METALLIC		
<a href="#">SM201</a>		SUPER FINE SILVER

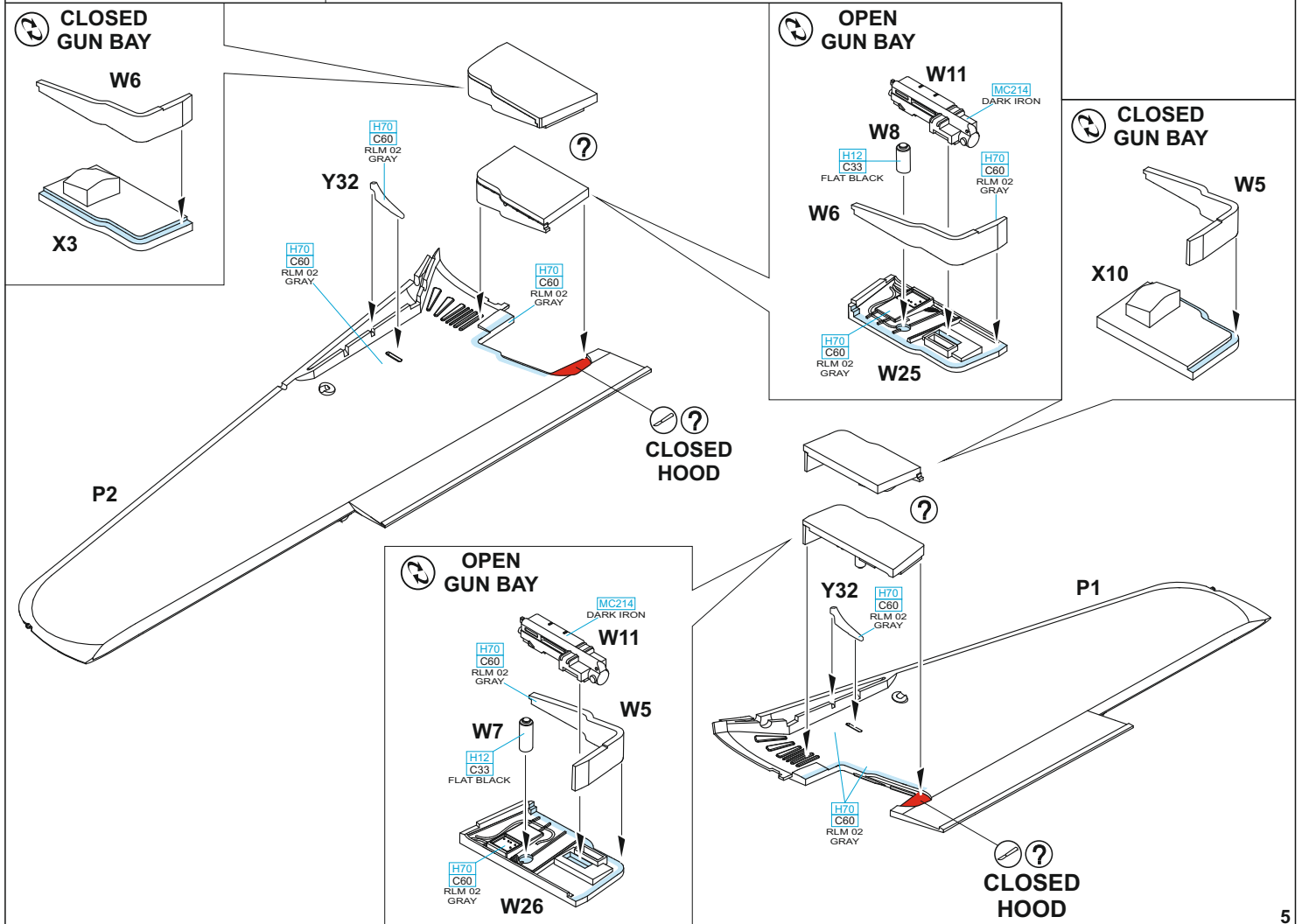
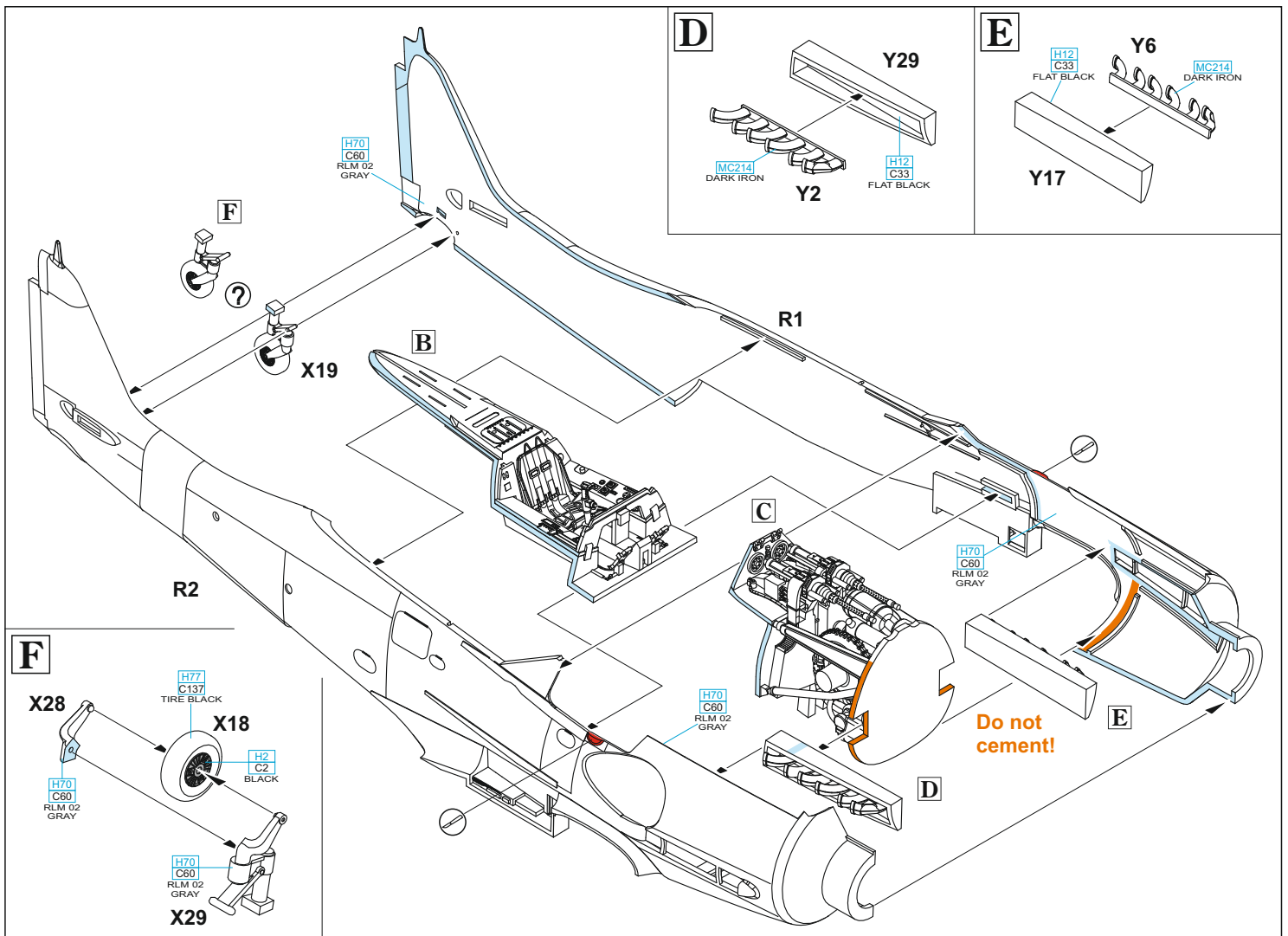


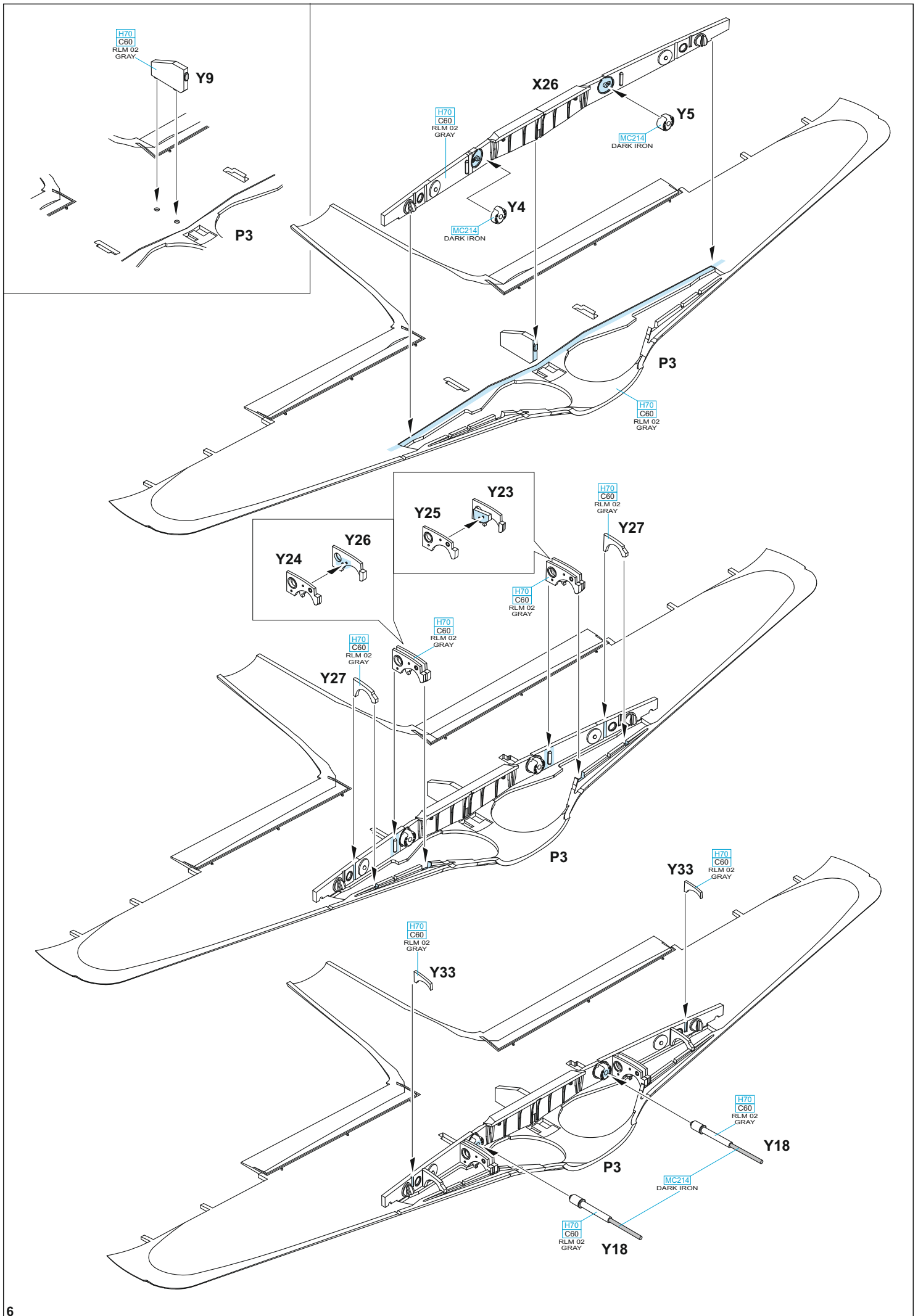
**DON'T INSTALL PARTS W12, W20, W3 AND W27 IF YOU ARE BUILDING THE MODEL WITH THE CLOSED FUSELAGE MG HOOD (R8).**

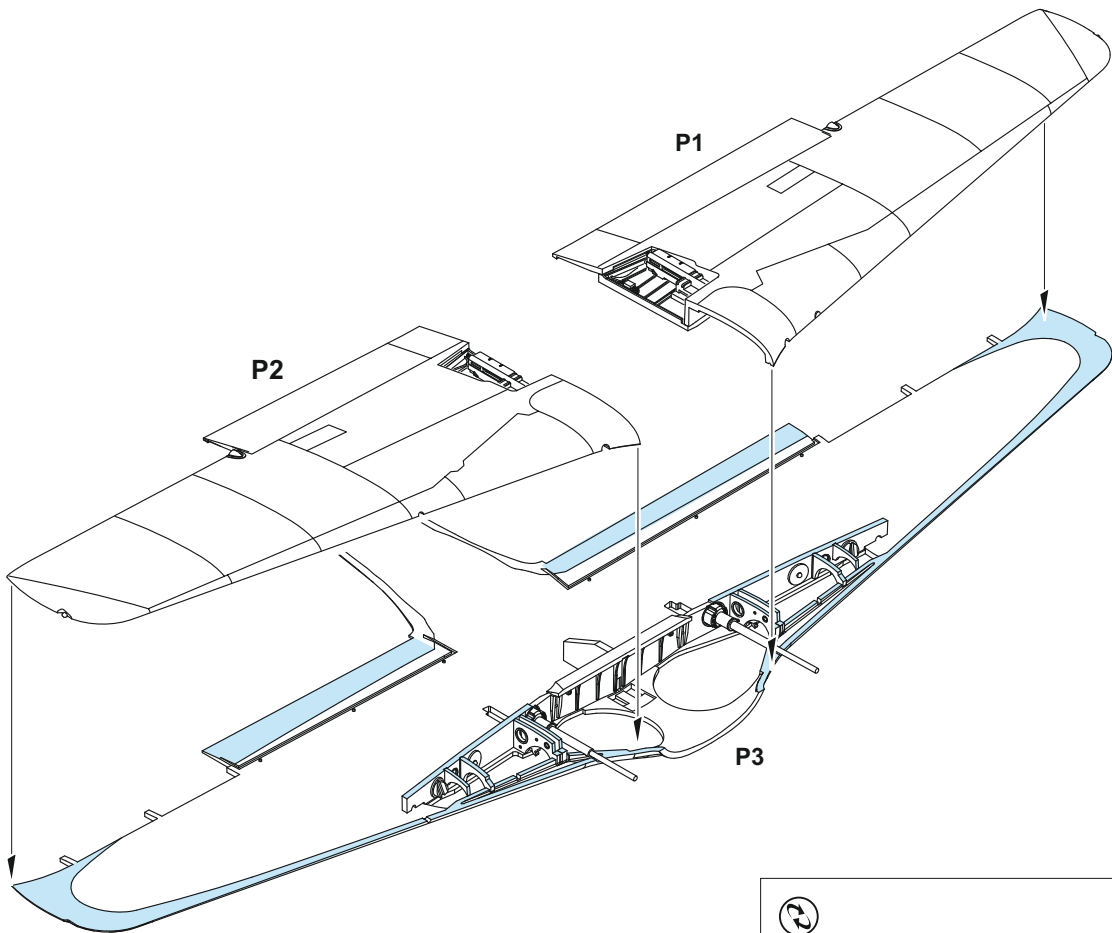


**C**









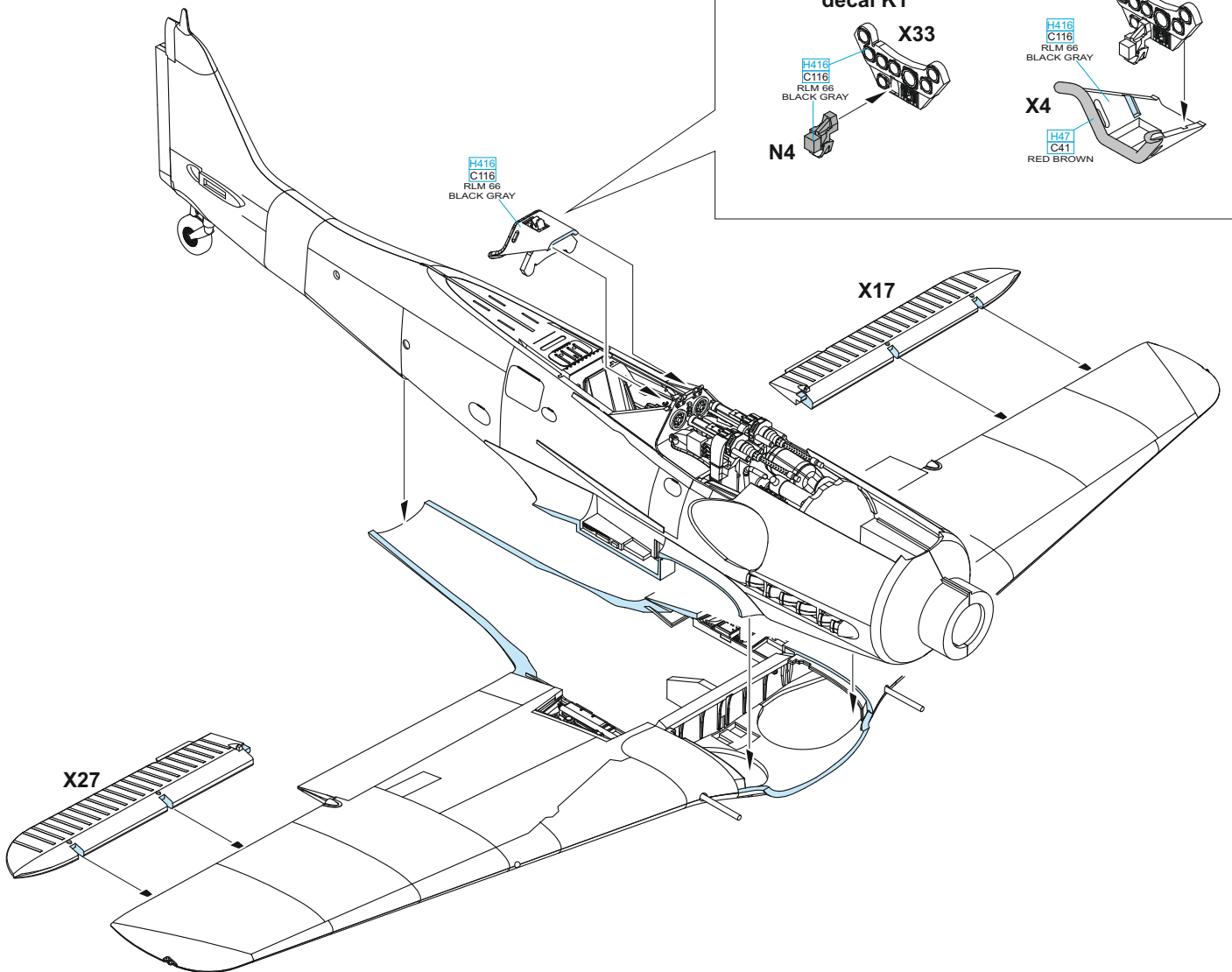
OPTIONAL:  
decal K1

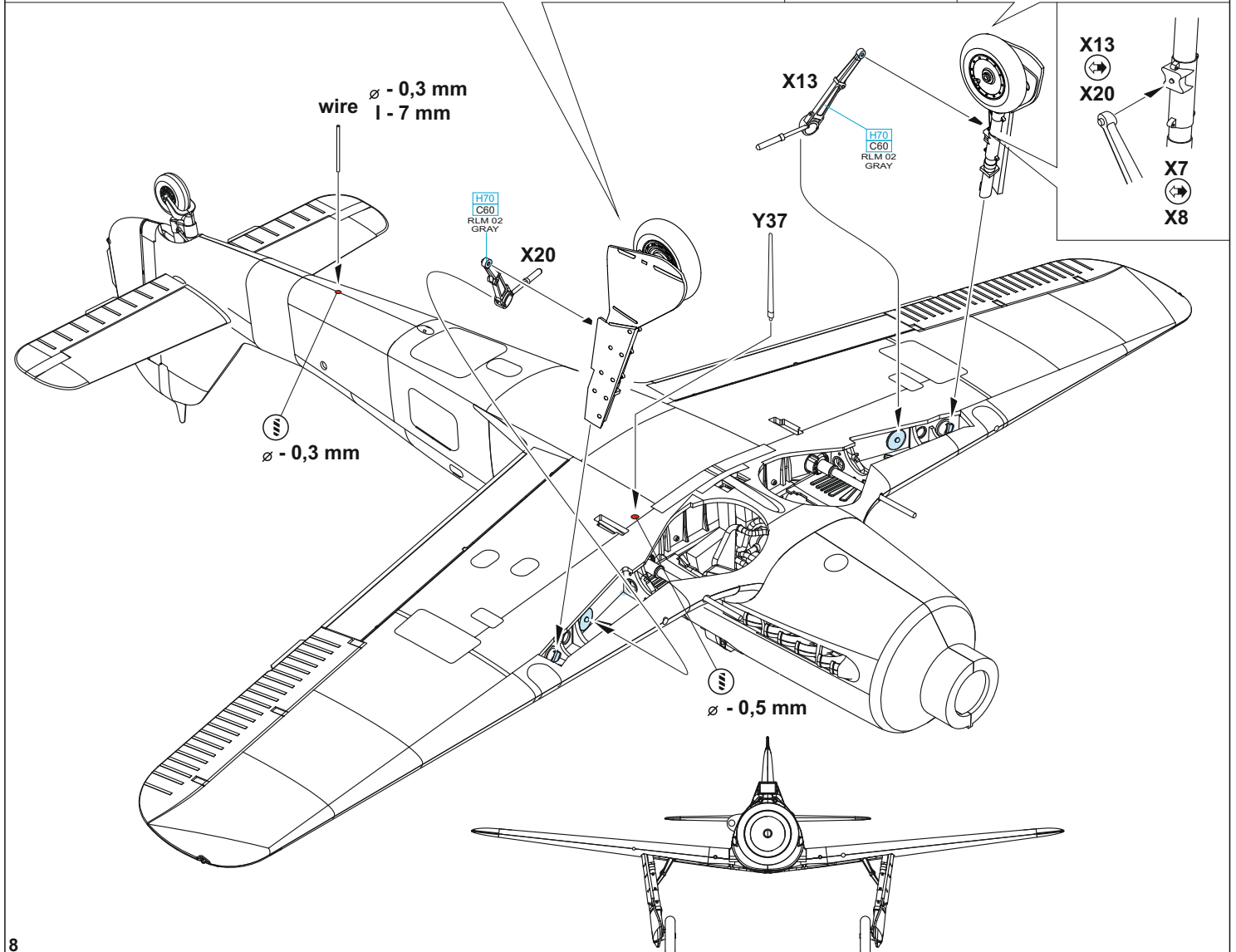
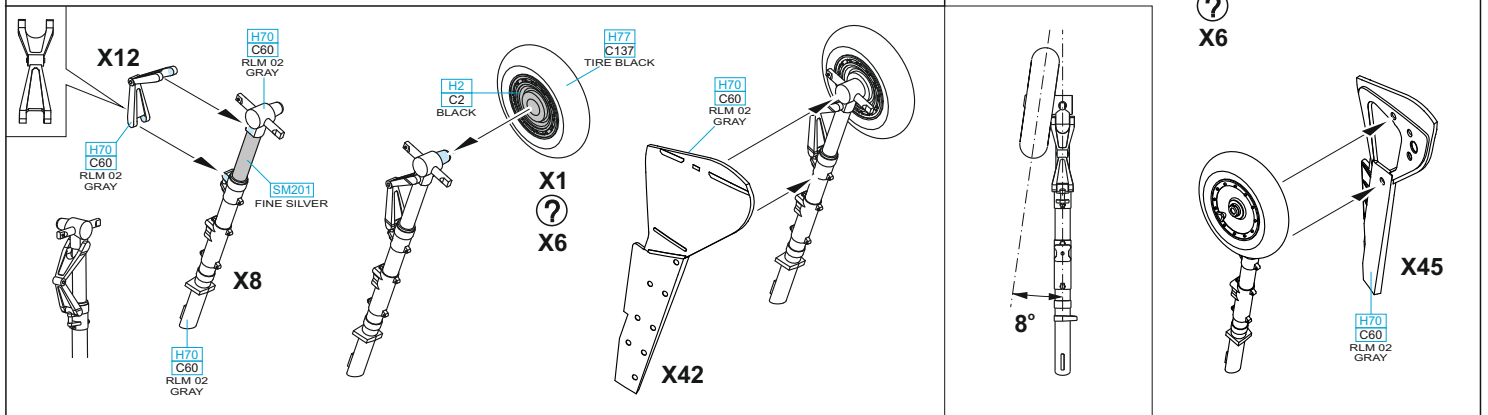
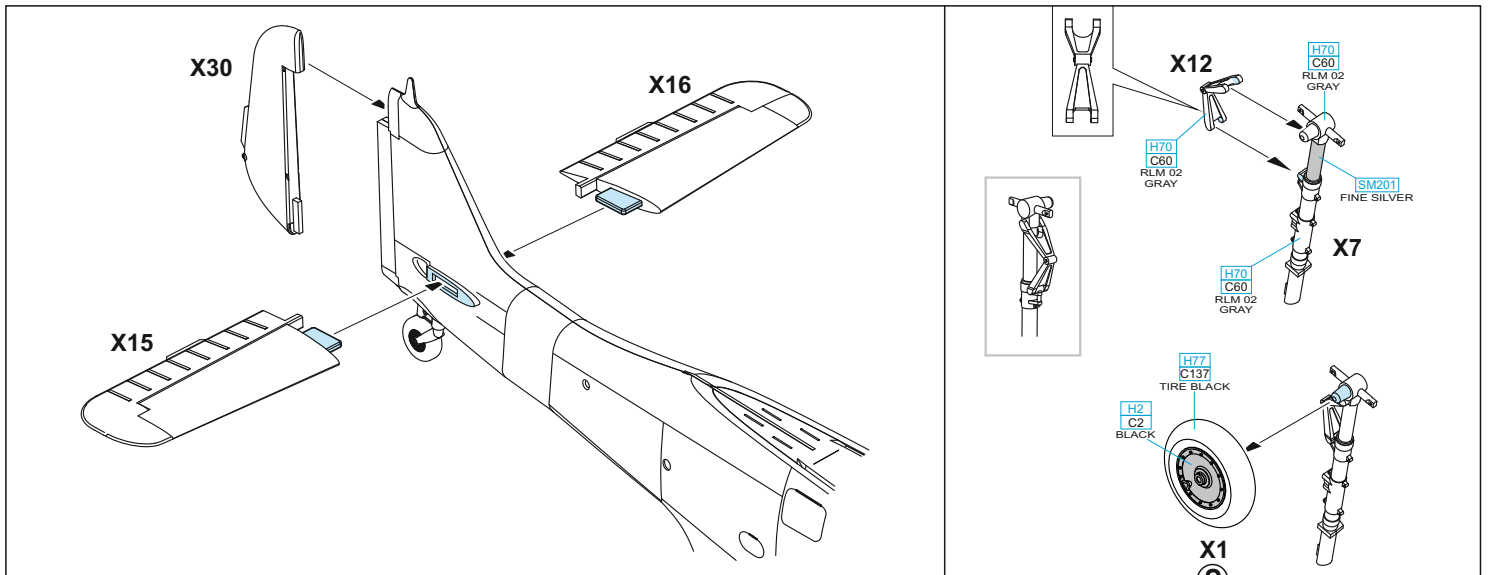
**X33**  
H416  
C116  
RLM 66  
BLACK GRAY

**N4**

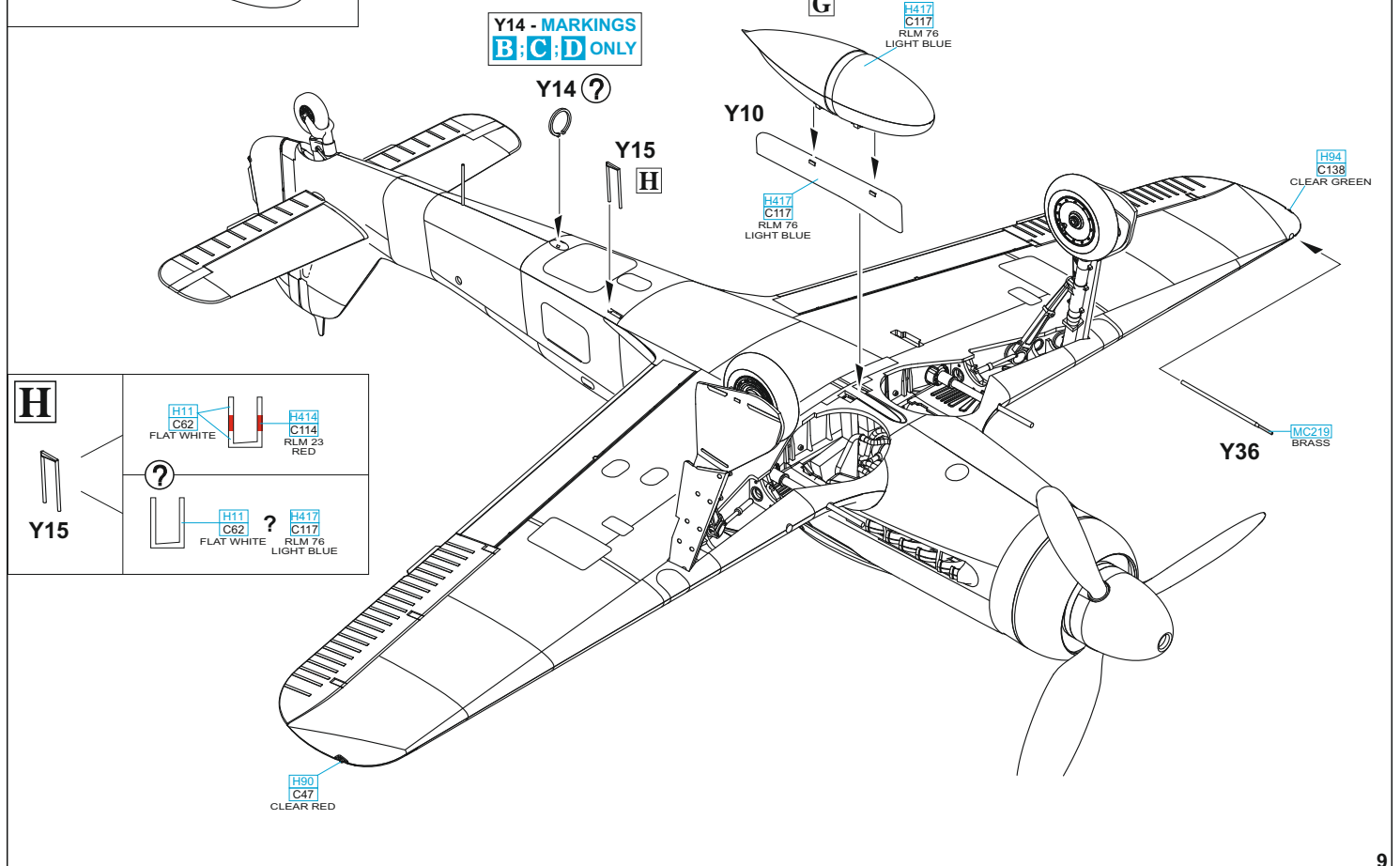
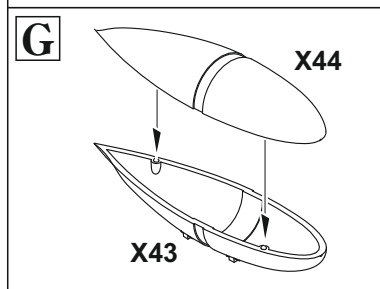
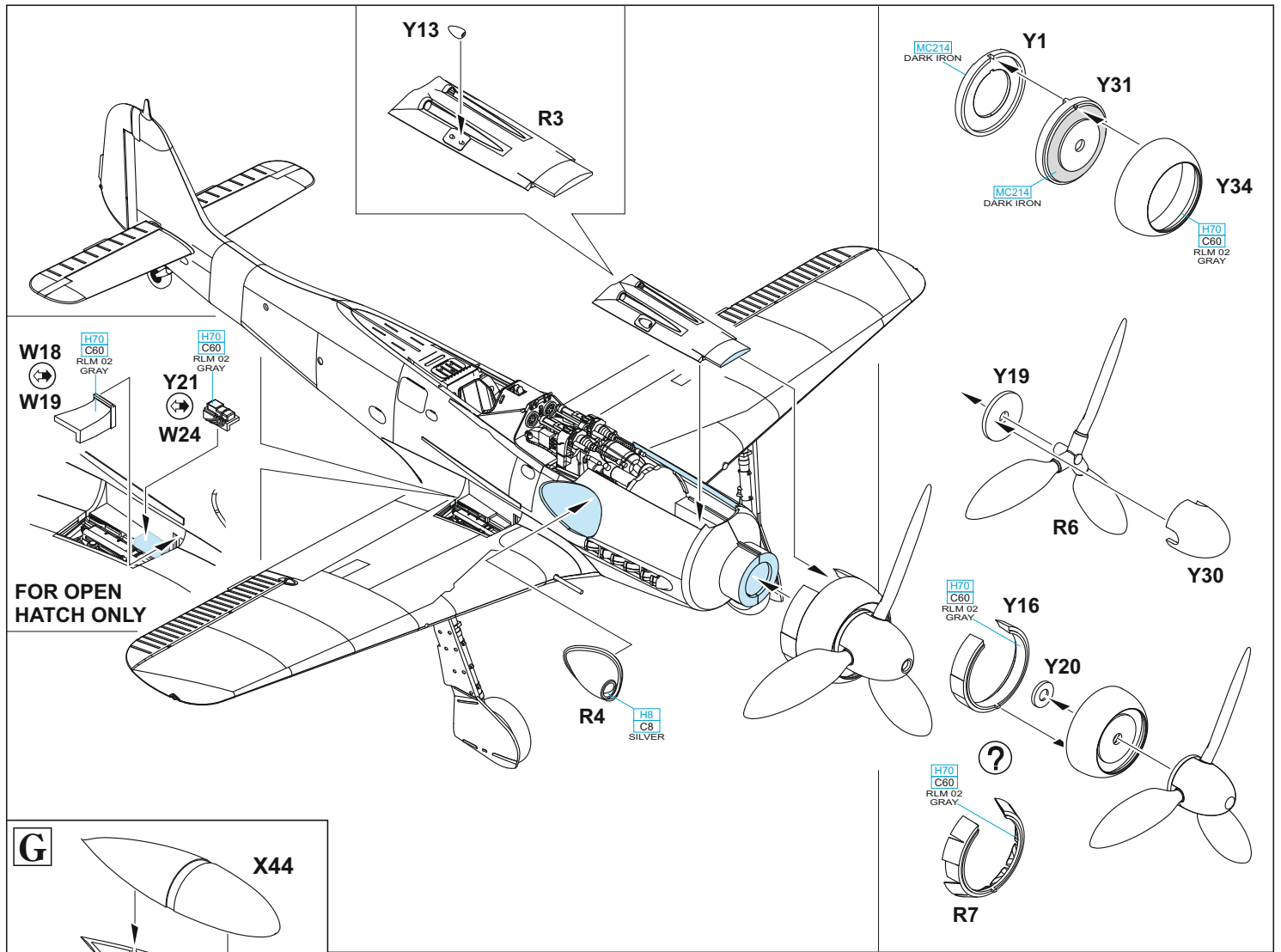
**X4**  
H416  
C116  
RLM 66  
BLACK GRAY

**X4**  
H47  
C41  
RED BROWN

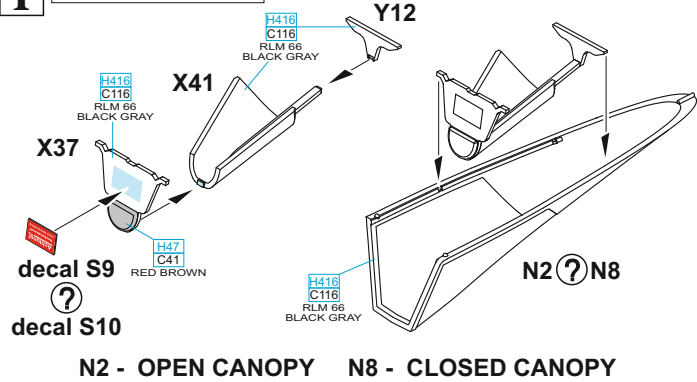




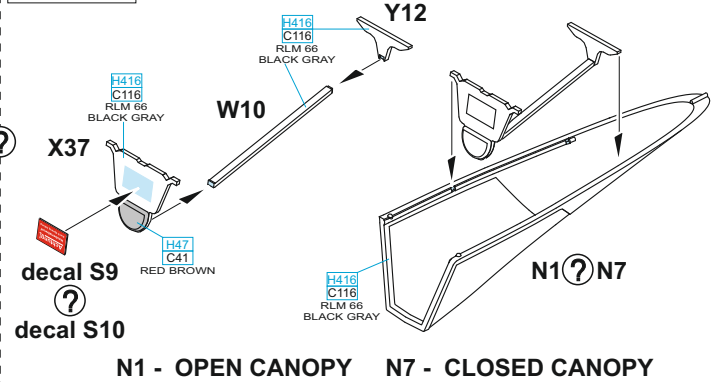




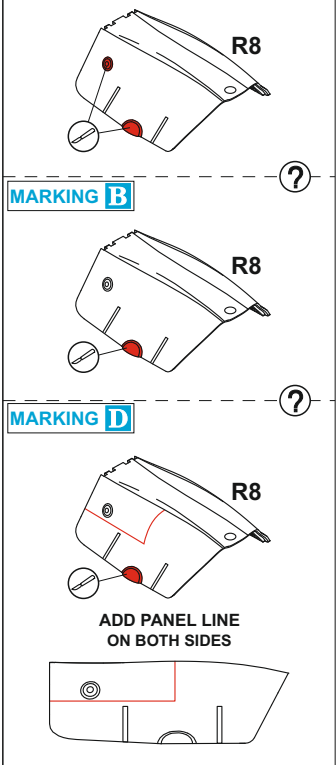
**I** MARKINGS **A, C, D**



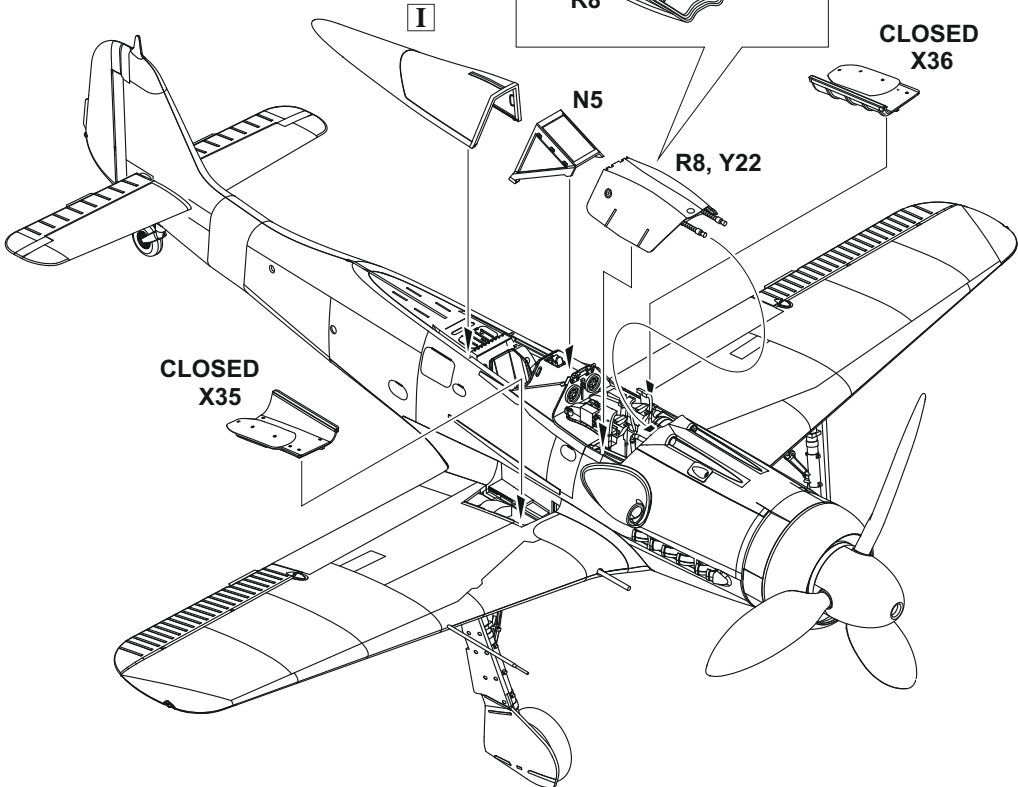
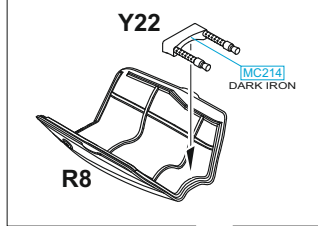
MARKING **B**



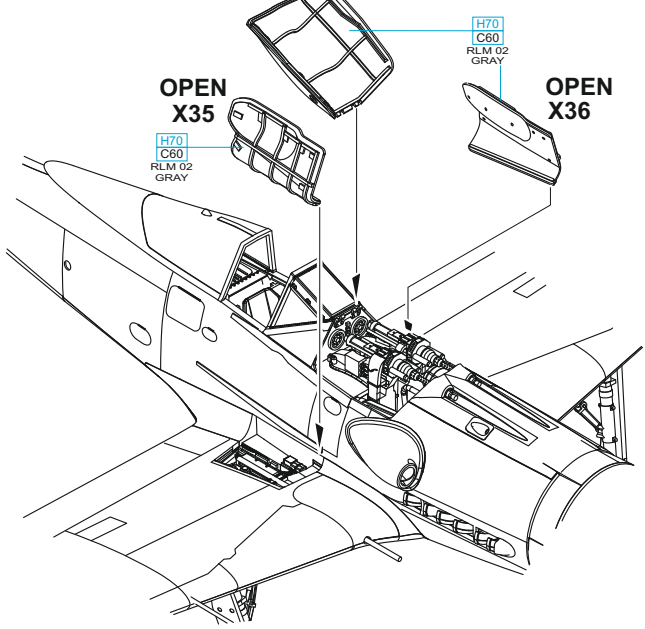
MARKINGS **A, C**



CLOSED HOOD

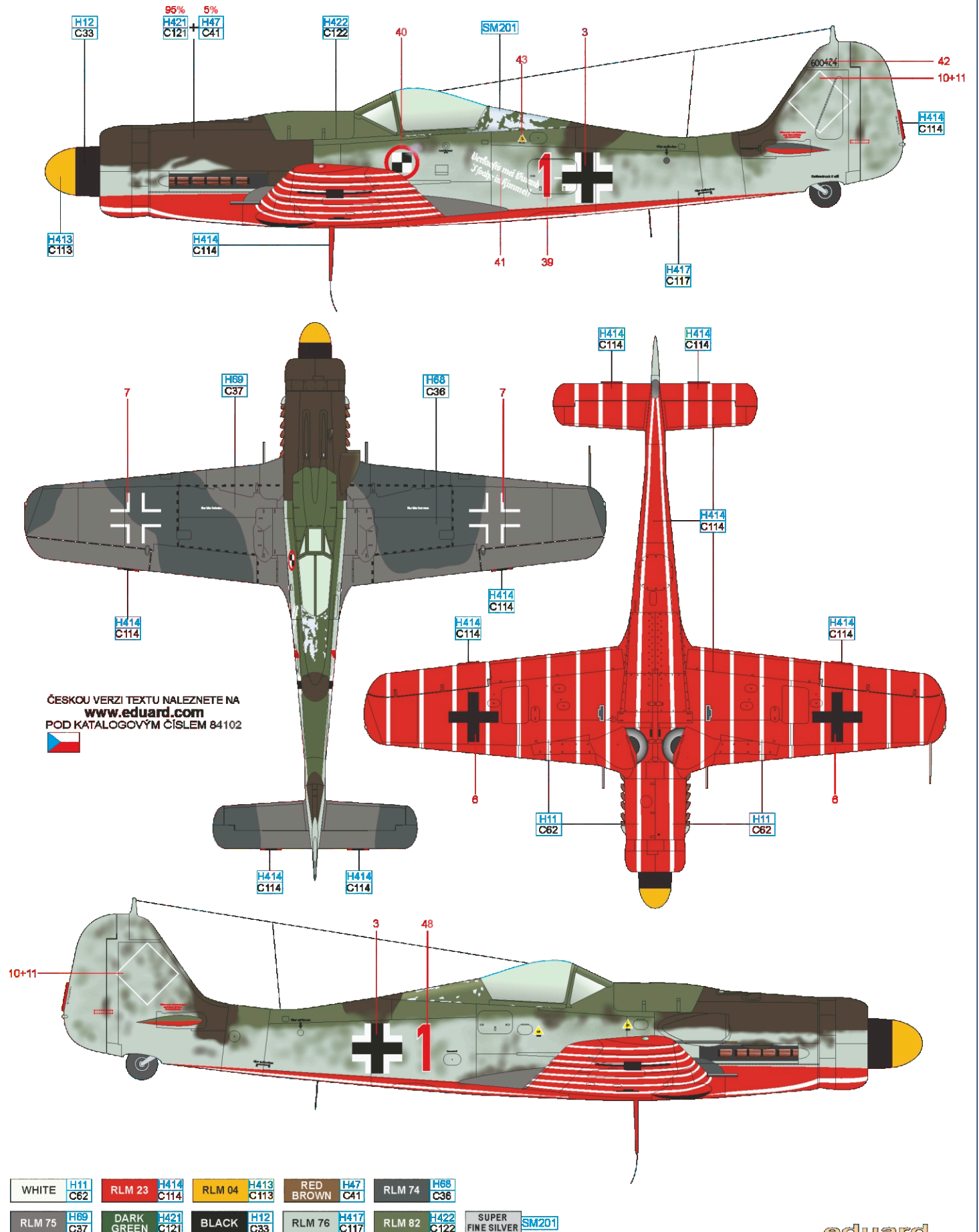


OPEN R8



# A WNr. 600424, Lt. Heinz Sachsenberg, München-Riem, Germany, April-May 1945

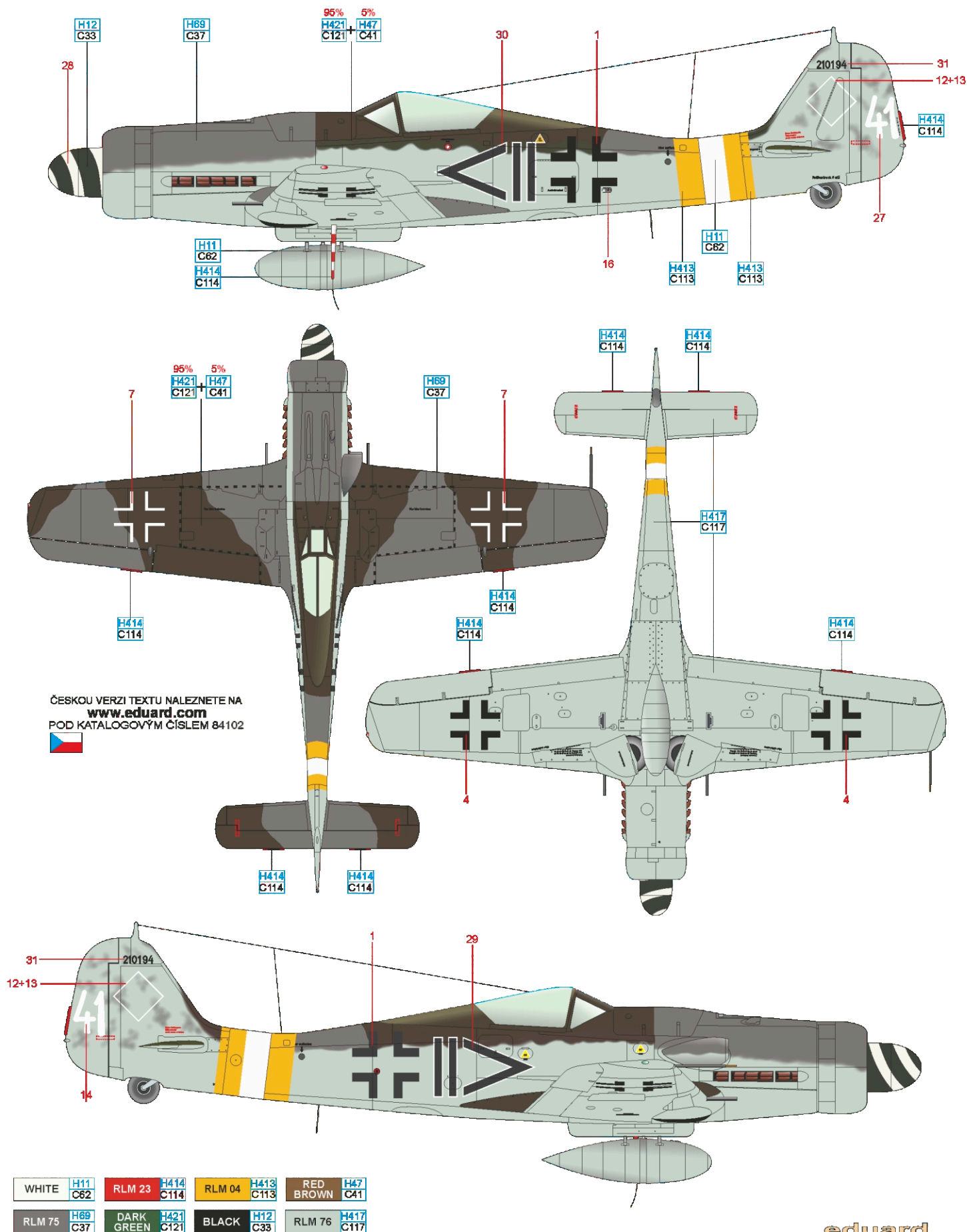
Lt. Heinz Sachsenberg (104 victories) was the CO of Platzschuttschwarm. The aircraft assigned to Sachsenberg carried the inscription 'Verkaaft's mei Gwand, I foahr in himmel', which is a Bavarian proverb 'sell my shroud, I am leaving for Heaven'. The font was Schwab, which was popular at the time. Sachsenberg, holder of the Knight's Cross, came from an aviation family. His uncle Gotthard was a World War I ace and holder of Pour le Mérite, as he shot down 31 enemy aircraft. Heinz's brother, also named Gotthard, flew a night fighter with NJG 3 and shot down two British bombers and fell on March 8, 1943. Sachsenberg's 'Dora' was found at the end of the war at Munich-Riem, where it was left behind after the JV 44 fled to Austria at the end of April 1945.



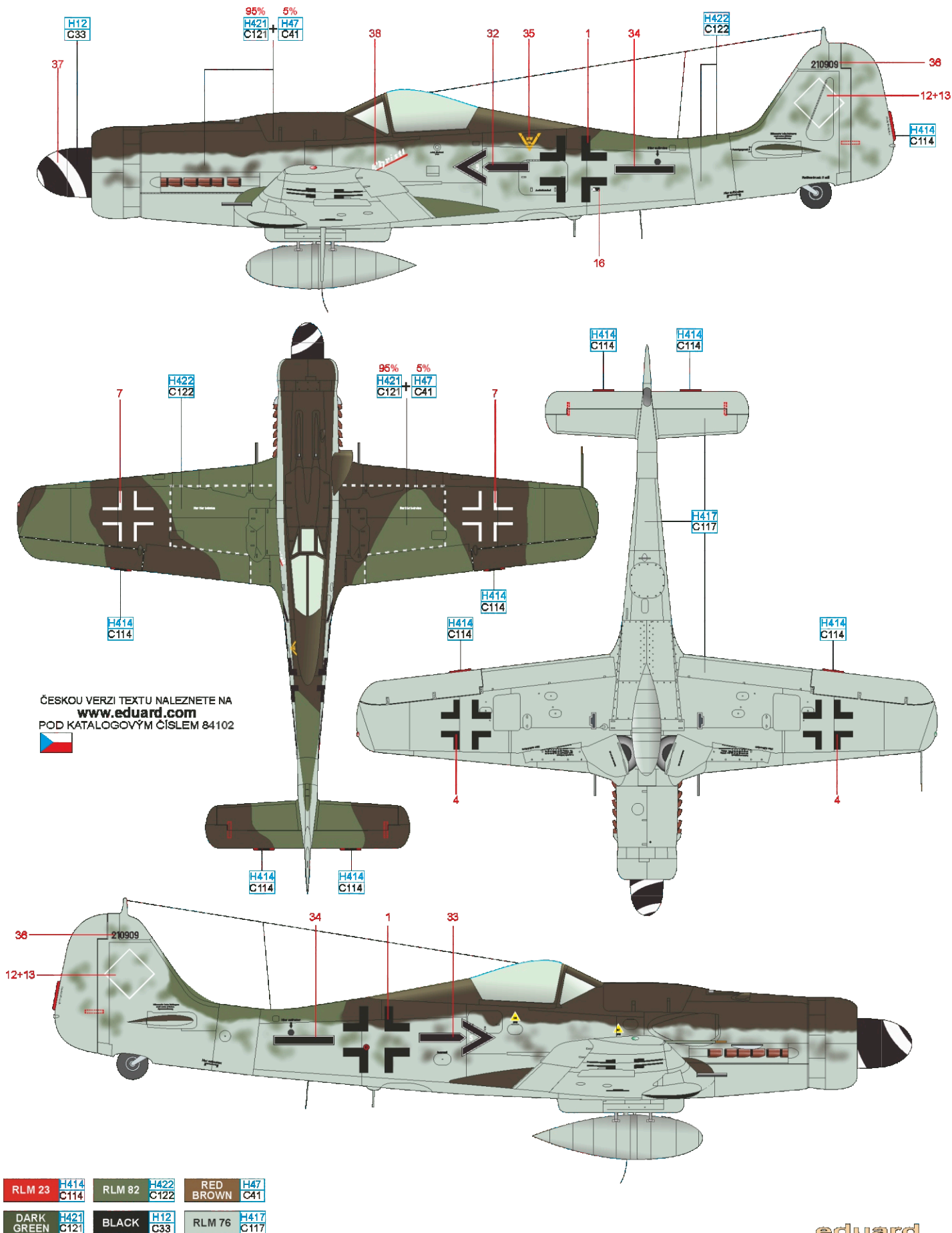
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 84102

WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113	RED BROWN	H47 C41	RLM 74	H68 C36	
RLM 75	H69 C37	DARK GREEN	H421 C121	BLACK	H12 C33	RLM 76	H417 C117	RLM 82	H422 C122	
									SUPER FINE SILVER	SM201

Fw. Werner Hohenberg, took part in the raid on St. Trond airport flying as a part of the I./JG 2 staff flight of commander Franz Hrdlicka. During this sortie Hohenberg's aircraft was hit in the tail surfaces and on return the engine of his aircraft was hit by the anti-aircraft gun projectiles. At 9:35 he force-landed at Dorff village and spent the rest of the war in captivity. The B Battery of the 430th AAA Batalion was credited with shooting him down. Hohenberg's Dora sports a typical Sorau factory camouflage in RLM 75/81/76 on the fuselage and also on the wings. The spiral was painted on the front part of the propeller spinner only. Stripes on the rear fuselage indicate JG 2 deployment in the Reich Defense role.



The personal aircraft of Gerhard Barkhorn, the new CO of JG 6 at the time, was manufactured by the Focke-Wulf factory in Sorau. The name 'Christl' is a reference to Barkhorn's wife Christa. Marking on the fuselage identifies the Geschwader's CO aircraft. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. His first victory was achieved on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German surrender. Barkhorn was awarded the Knight's Cross on August 23, 1942, with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944). In the post-war era, he joined Bundesluftwaffe.



# D WNr. 210003, Oblt. Hans Dortenmann, 12./JG 26, Germany, 1945

Oblt. Hans Dortenmann, a 38-kills fighter ace and Knight's Cross holder, noted in his memoirs that he used Dora WNr. 210003 as a personal mount from September 1944 to the end of hostilities. He personally destroyed her to avoid falling into enemy hands at the end of the war. 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 Staffelfkapitän 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 74/75 camouflage scheme was changed to RLM 81/82, 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.

