

# Fw 190D-9

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 8188

The Focke-Wulf 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 as the aircraft for many different tasks 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 BMW 139 radial engine powered 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, already powered by more powerful BMW 801 unit. After a series of improvements and following some quite radical changes, the development culminated during the fall of 1940, when 28 pre-series Fw 190A-0 were built. Six of these were retained by the test unit Erprobungsstaffel 190 at Rechlin, tasked with service trials.

The trials revealed a wide range of flaws to the point where the RLM halted further development. Nevertheless, as the test unit staff recommended, the design team was given another opportunity. After 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 II./JG 26 was fully equipped with the type and their operations on the Western Front changed the game by September 1941 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 armed with two 7.9 mm MG 17s plus two 20 mm MG 151 cannons in the wing and was powered by BMW 801C-2 engine. Some aircraft even received an additional pair of 20 mm MG FF cannons, 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. Its 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.

#### Continuous development

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. This version came about with the replacement of the fuselage mounted MG 17s with 13 mm MG 131 machine guns. More improvements led to the Fw 190A-8, the variant which became the most numerous 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.

The burden placed on the Fw 190As by the Luftwaffe was enormous. This very versatile aircraft found itself fulfilling fighter, fighter-bomber and attack 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 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.

#### The kit: Fw 190D-9

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 center of gravity, a 50 mm-long insert was installed in front of the tail surfaces. 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-nosed Dora). Other important changes in the type were the addition of MW 50 water-methanol injection, temporarily boosting power to 2,071 hp (1,545 kW). The maximum speed raised thanks to the additional power 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. Apart of the parent company with factories in Sorau, Marienburg and Cottbus, also Weser Nordenham, Mimetall Erfurt a Fiesler Kassel companies were producing the D-9s. All were supplied with the complete front-end of the fuselage including engine by Junkers. There were minor differences between aircraft from the factories, like, for example, the machine guns cover. The first Fw 190D-9s were assigned to III./JG 54 in September 1944. This was followed by I./JG 26 in November and by the end of the war there were 183 Doras still in service. According to some sources, more than 1,800 of these aircraft were built.

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  
OHNOUOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍTE EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

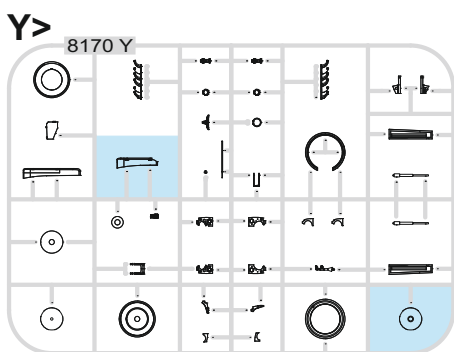
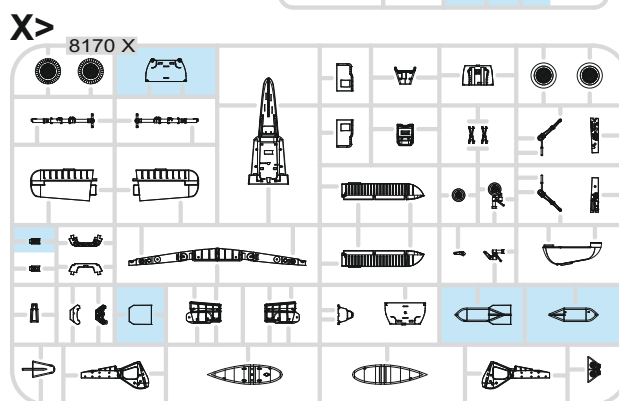
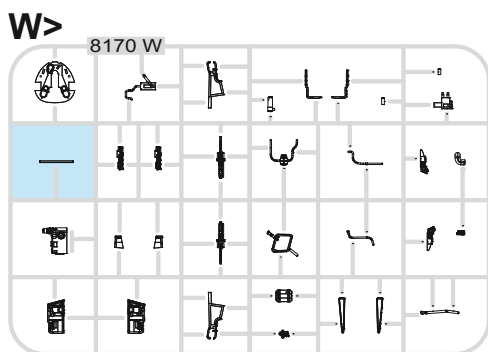
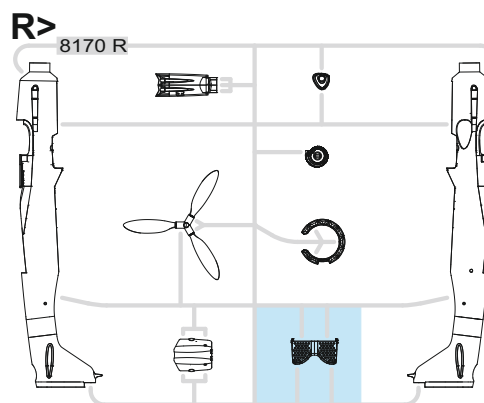
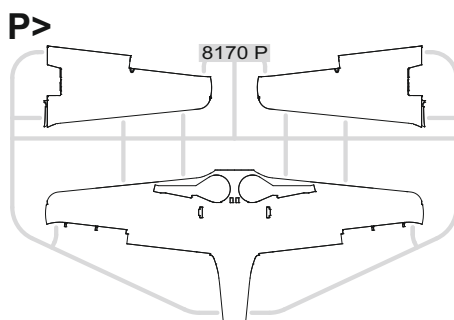
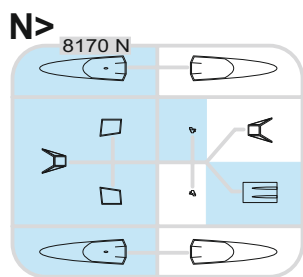
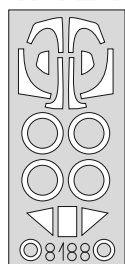


PIÈCES

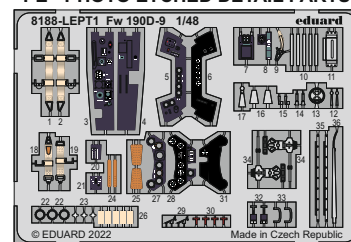


部品

## PLASTIC PARTS

eduard  
MASK

## 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



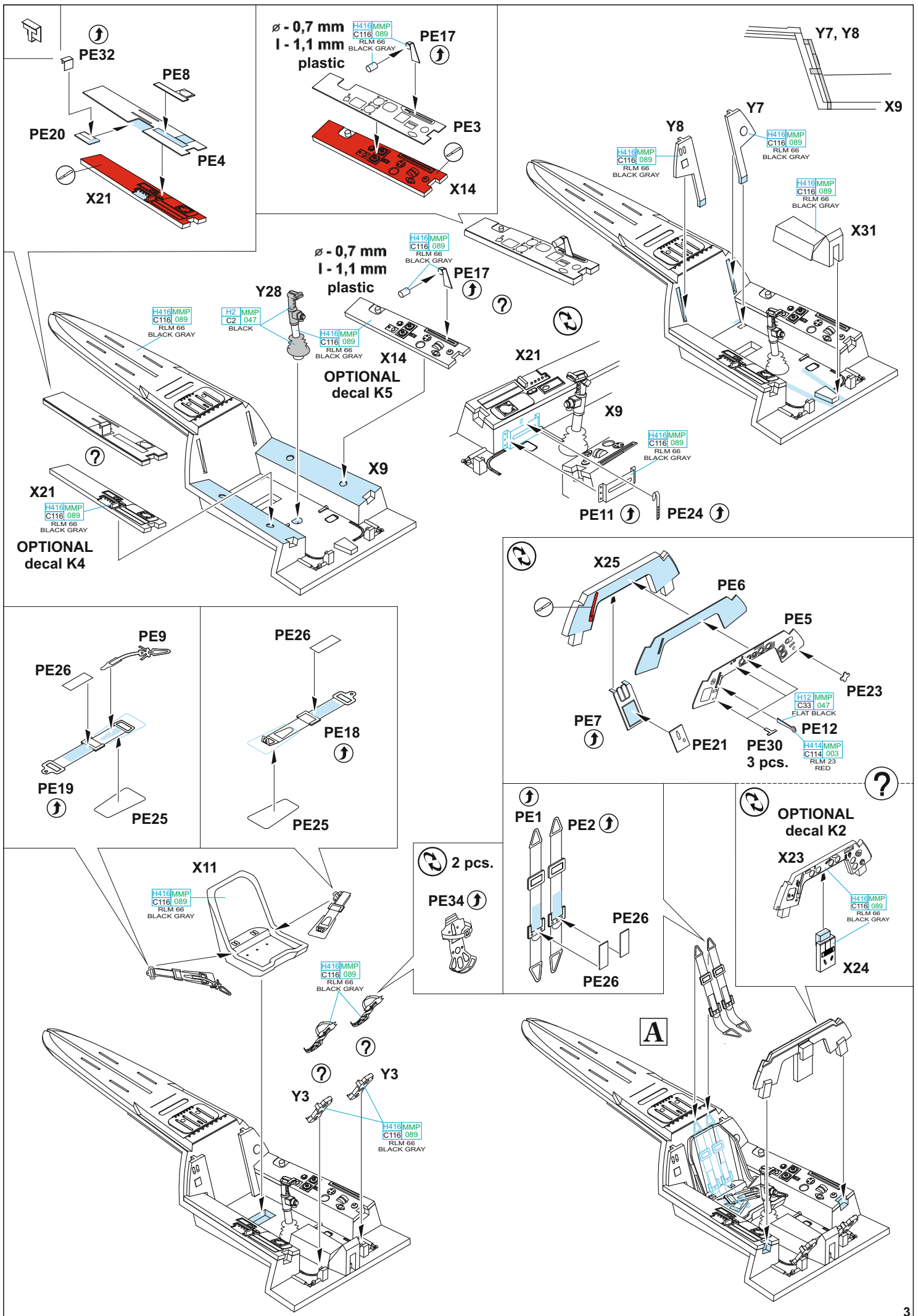
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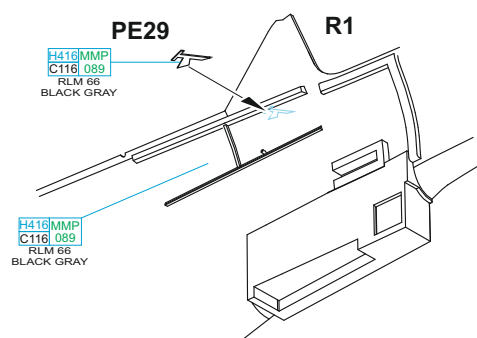
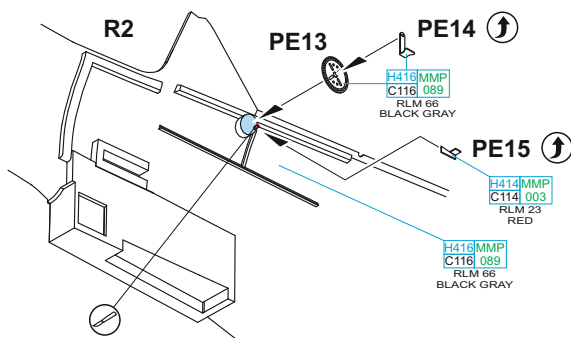
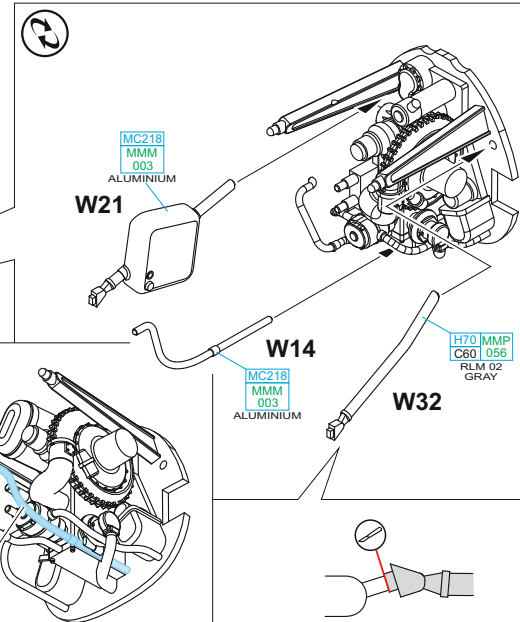
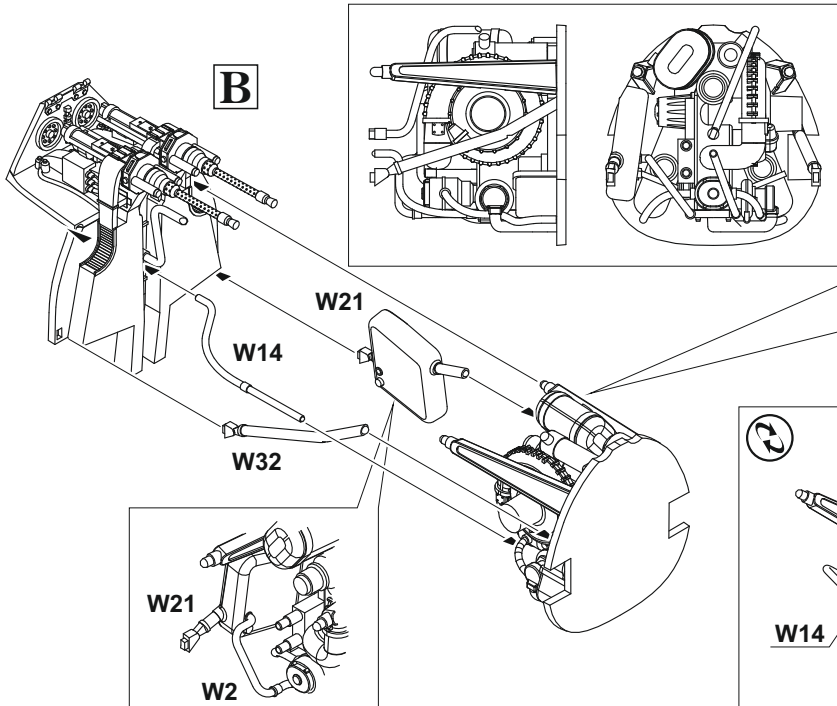
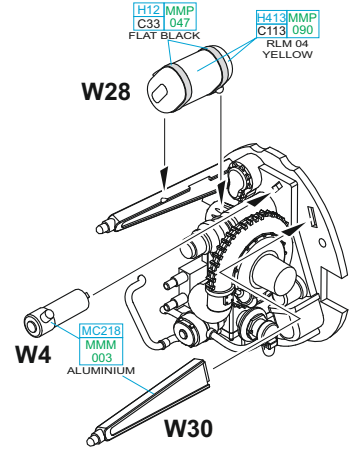
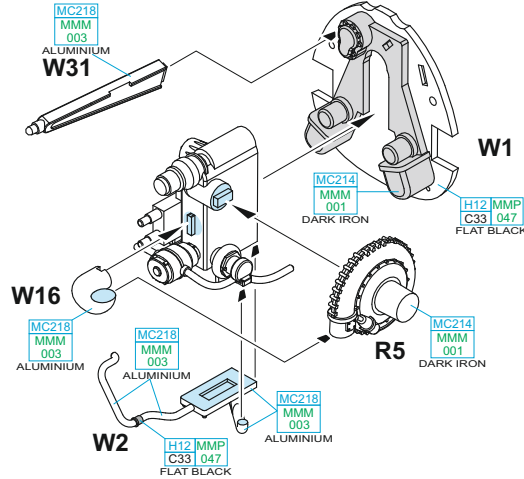
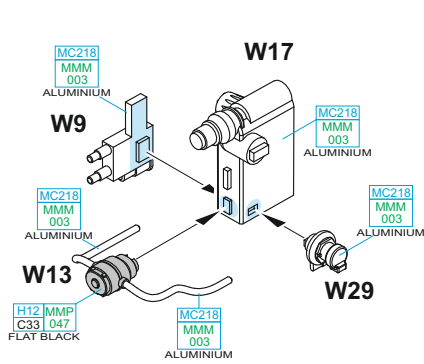
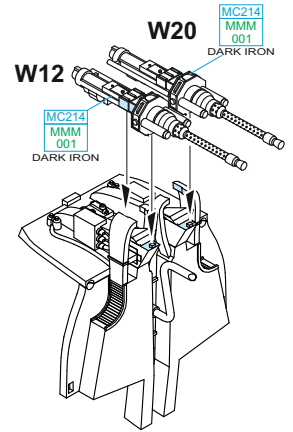
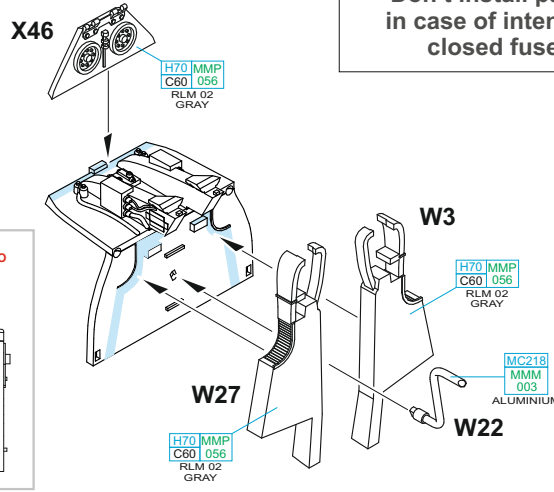
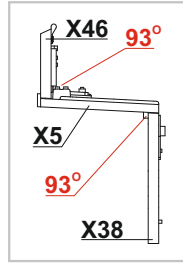
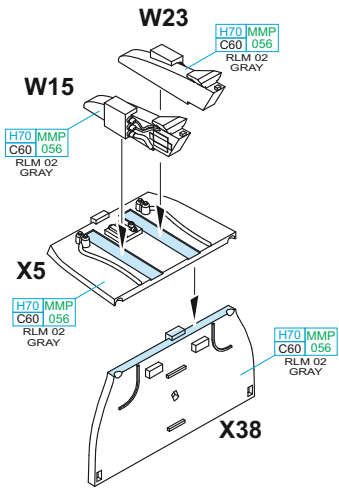
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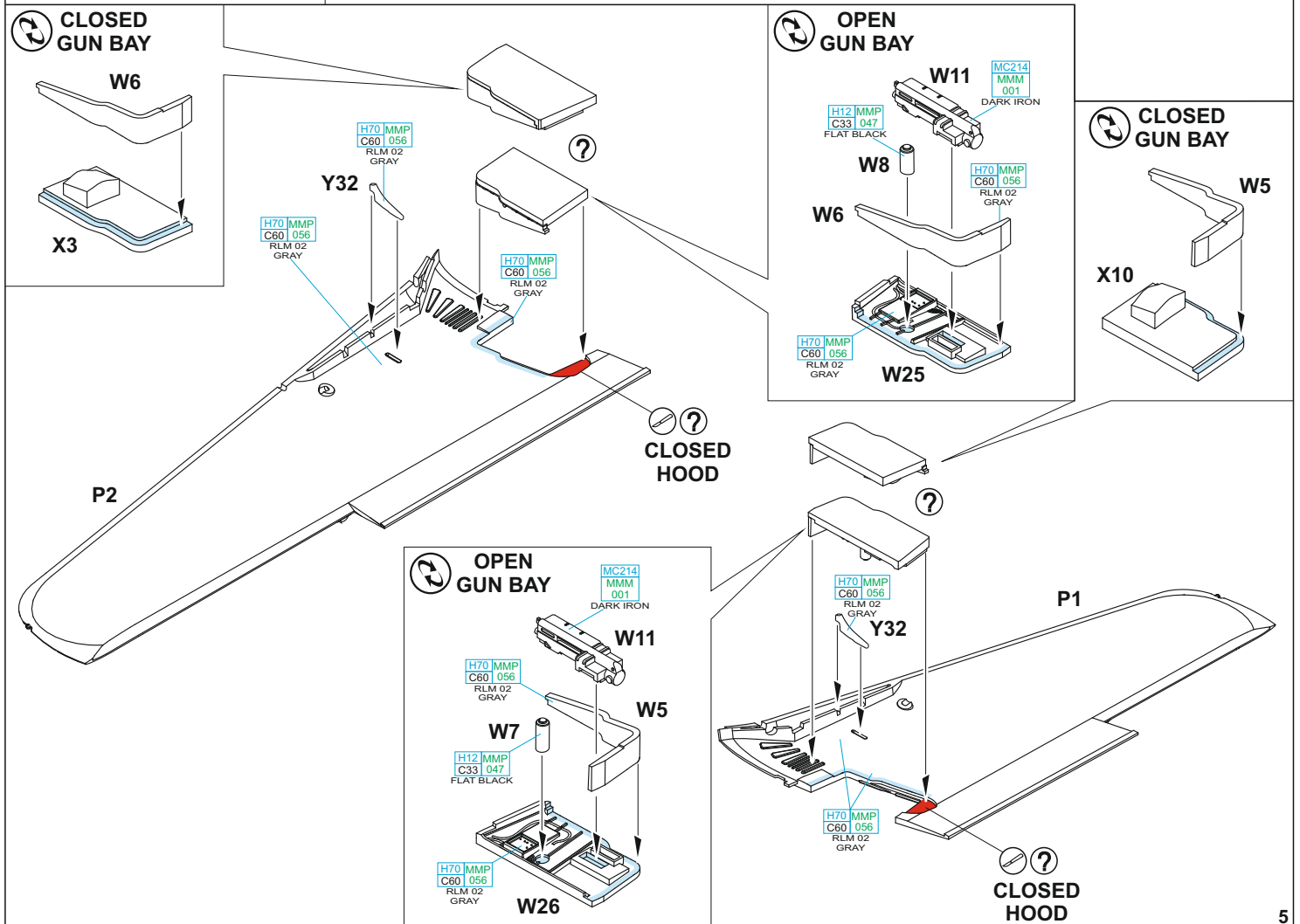
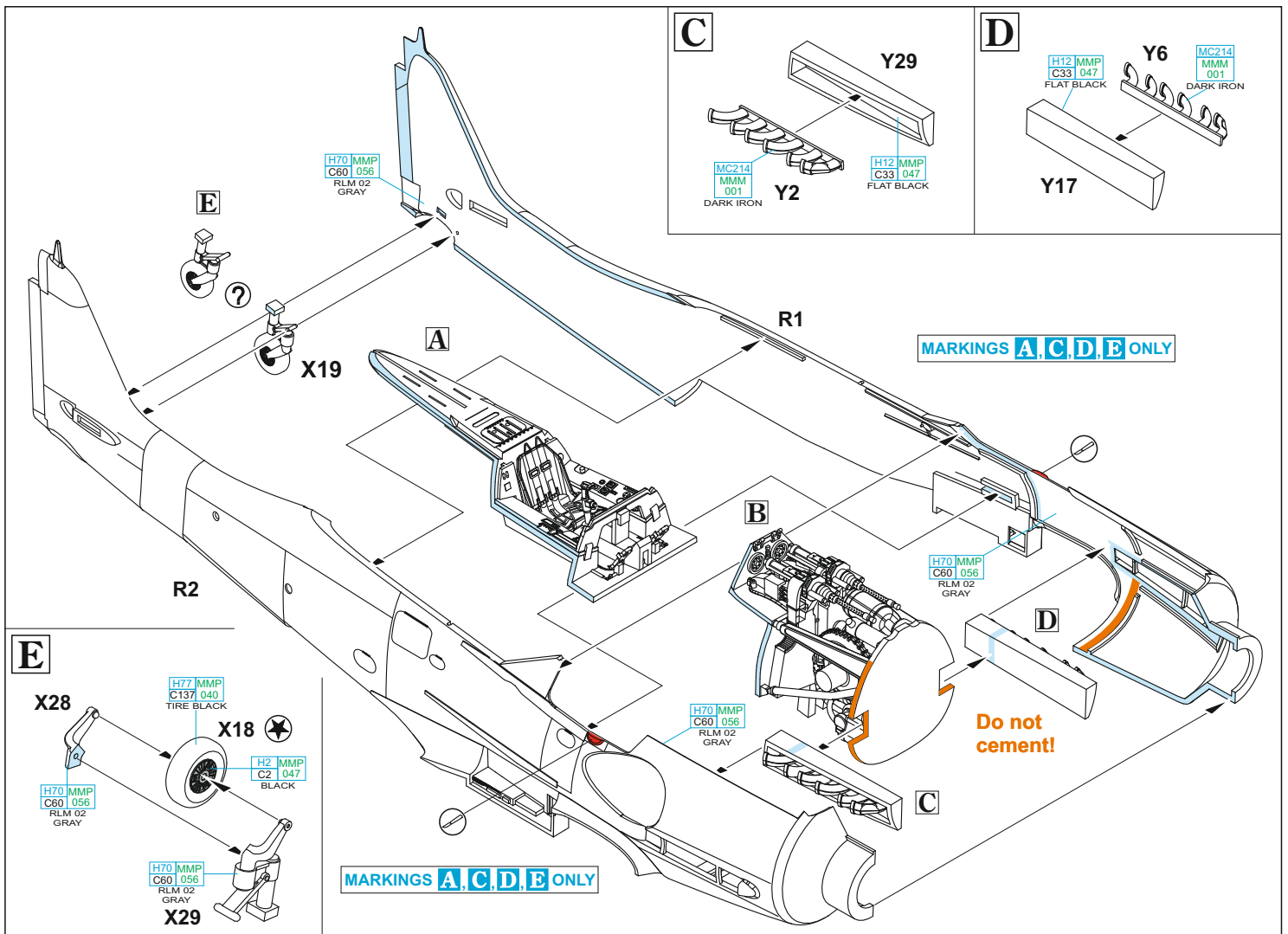
| GSI Creos (GUNZE) |          | MISSION MODELS |                  |
|-------------------|----------|----------------|------------------|
| AQUEOUS           | Mr.COLOR | PAINTS         |                  |
| H2                | C2       | MMP-047        | BLACK            |
| H8                | C8       |                | SILVER           |
| H11               | C62      | MMP-001        | FLAT WHITE       |
| H12               | C33      | MMP-047        | FLAT BLACK       |
| H47               | C41      | MMP-012        | RED BROWN        |
| H69               | C37      | MMP-050        | RLM75 GRAY       |
| H70               | C60      | MMP-056        | RLM02 GRAY       |
| H77               | C137     | MMP-040        | TIRE BLACK       |
| H80               | C54      |                | KHAKI GREEN      |
| H413              | C113     | MMP-090        | RLM04 YELLOW     |
| H414              | C114     | MMP-003        | RLM23 RED        |
| H416              | C116     | MMP-089        | RLM66 BLACK GRAY |

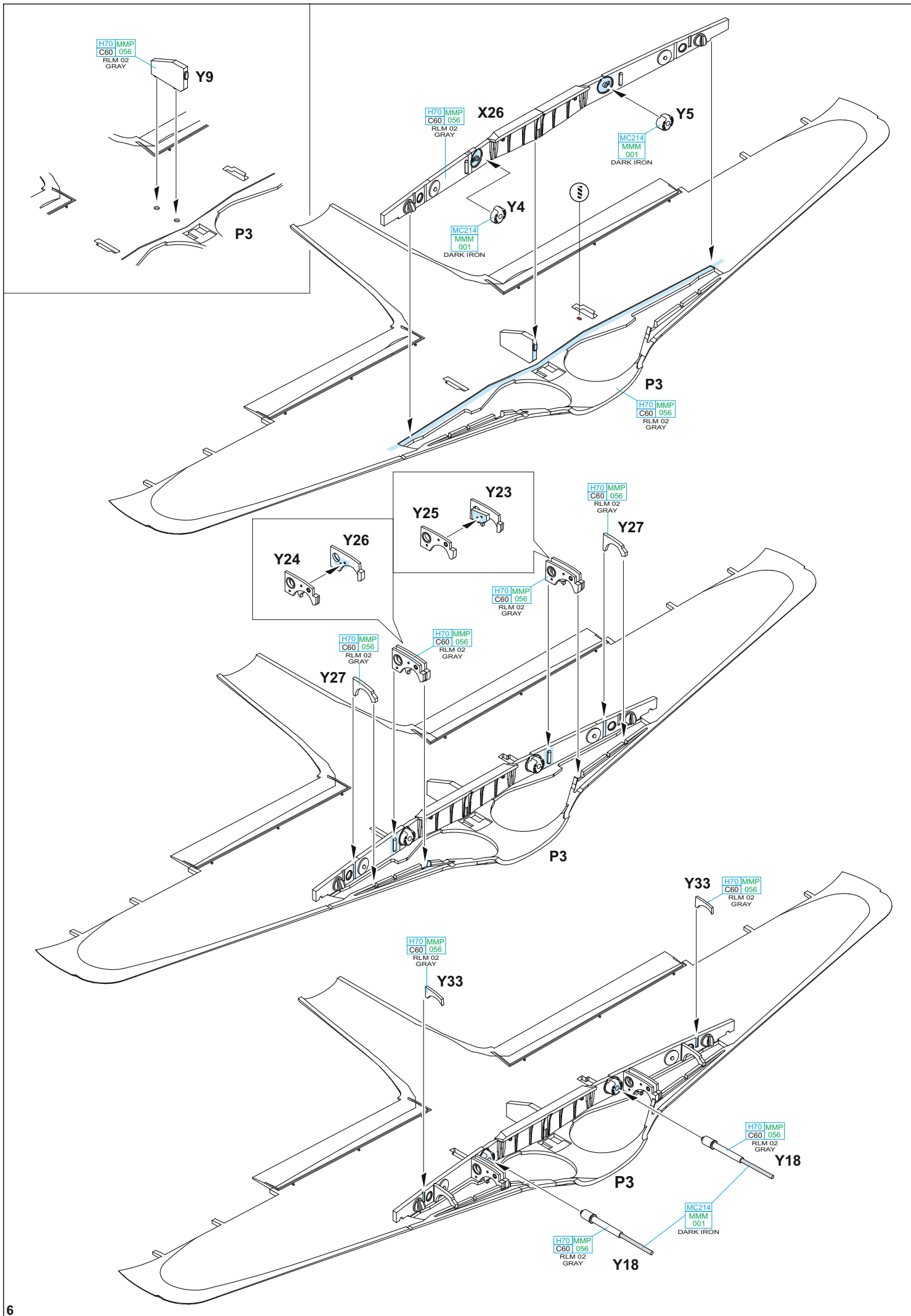
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|-------------------------|----------|----------------|--------------------|
| AQUEOUS                 | Mr.COLOR | PAINTS         |                    |
| H417                    | C117     | MMP-051        | RLM76 LIGHT BLUE   |
| H421                    | C121     | MMP-052        | RLM81 BROWN VIOLET |
| H422                    | C122     | MMP-053        | RLM82 LIGHT GREEN  |
| H423                    | C123     | MMP-054        | RLM83 DARK GREEN   |
|                         | C26      | MMP-080        | DUCK EGG GREEN     |
| Mr.METAL COLOR          |          | METALLICS      |                    |
| MC214                   |          | MMM-001        | DARK IRON          |
| MC218                   |          | MMM-003        | ALUMINIUM          |
| Mr.COLOR SUPER METALLIC |          | METALLICS      |                    |
| SM201                   |          | MMM-001        | SUPER FINE SILVER  |
| SM204                   |          |                | SUPER STAINLESS    |

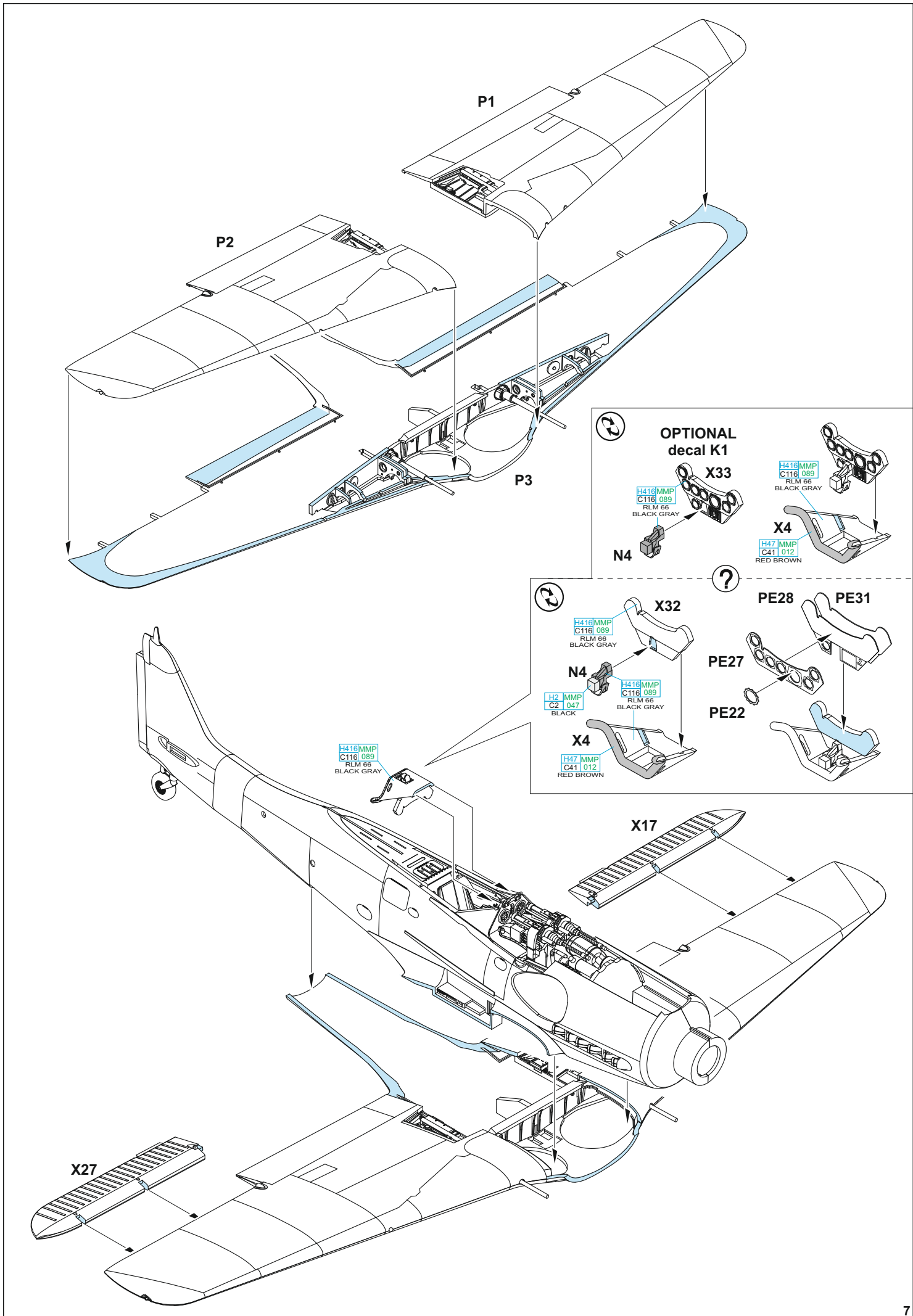


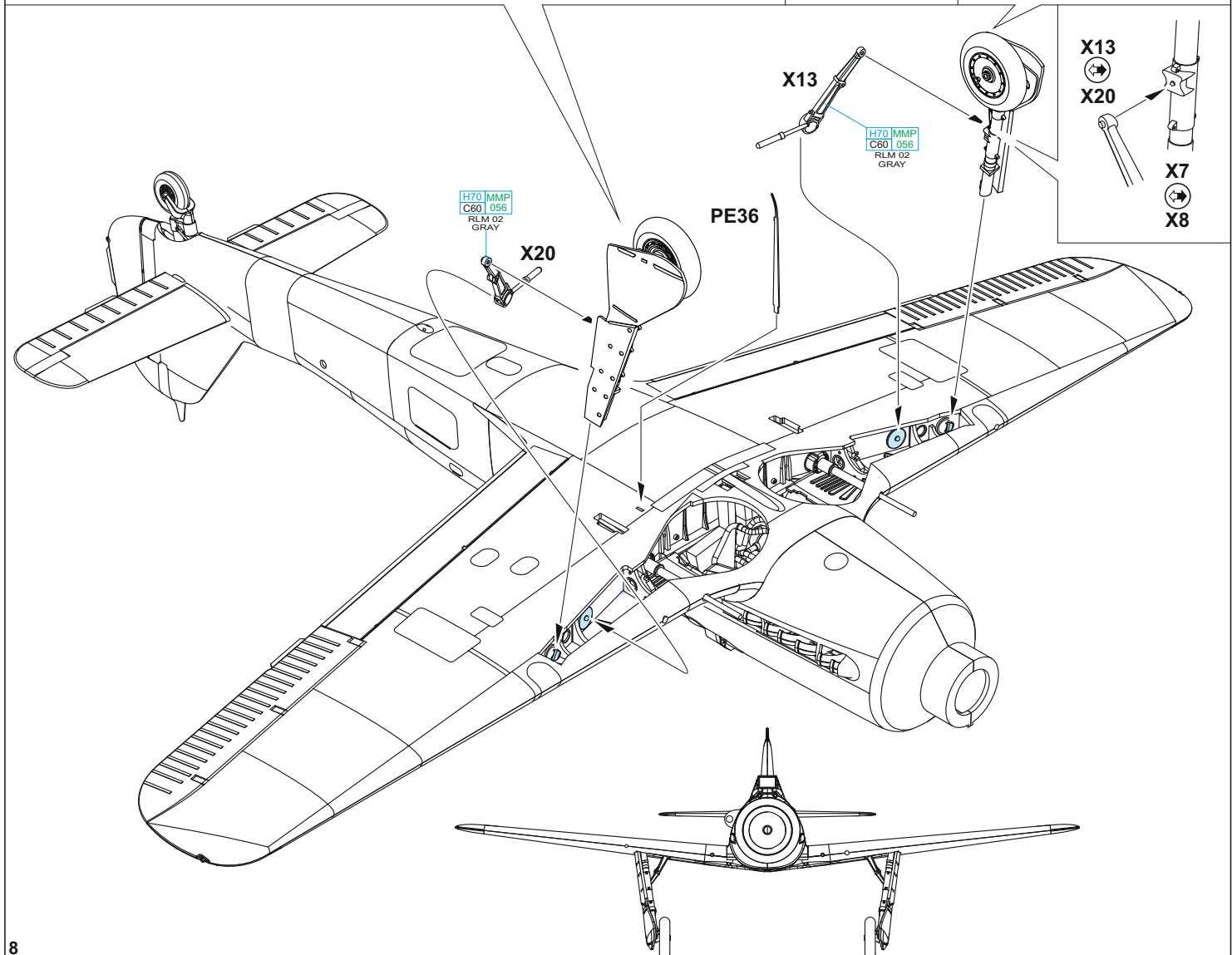
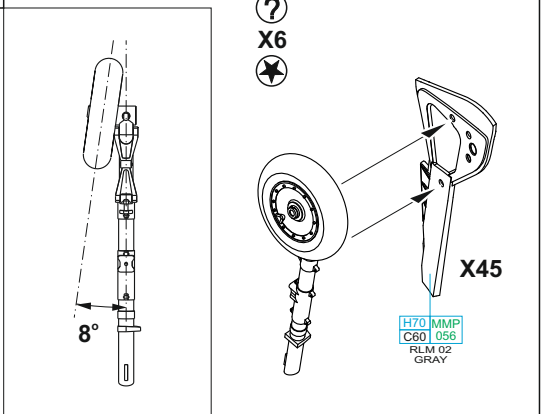
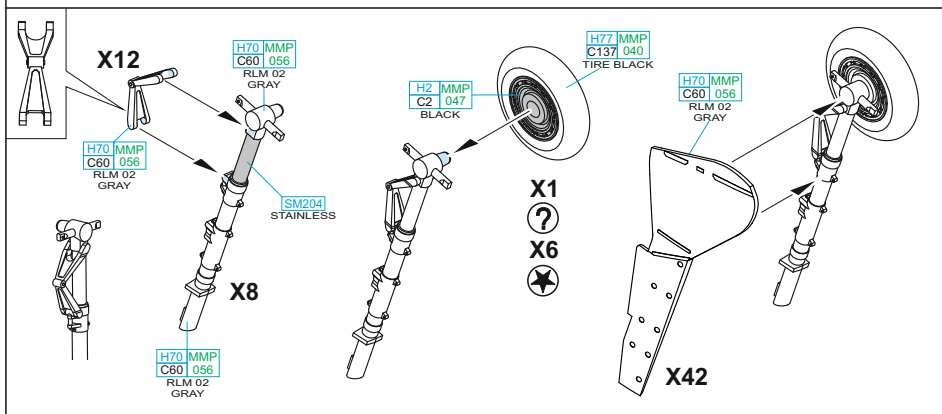
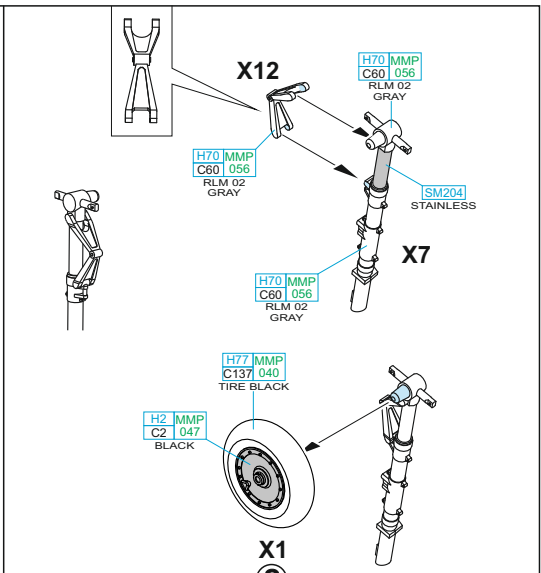
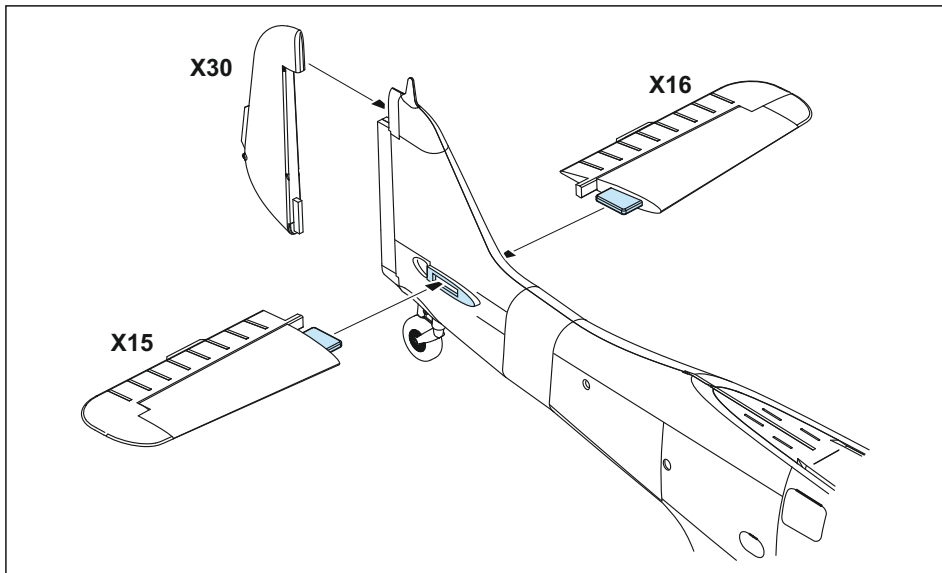
**Don't install parts W12, W20, W3 and W27 in case of intention to build the model with closed fuselage MG hood (part R8).**



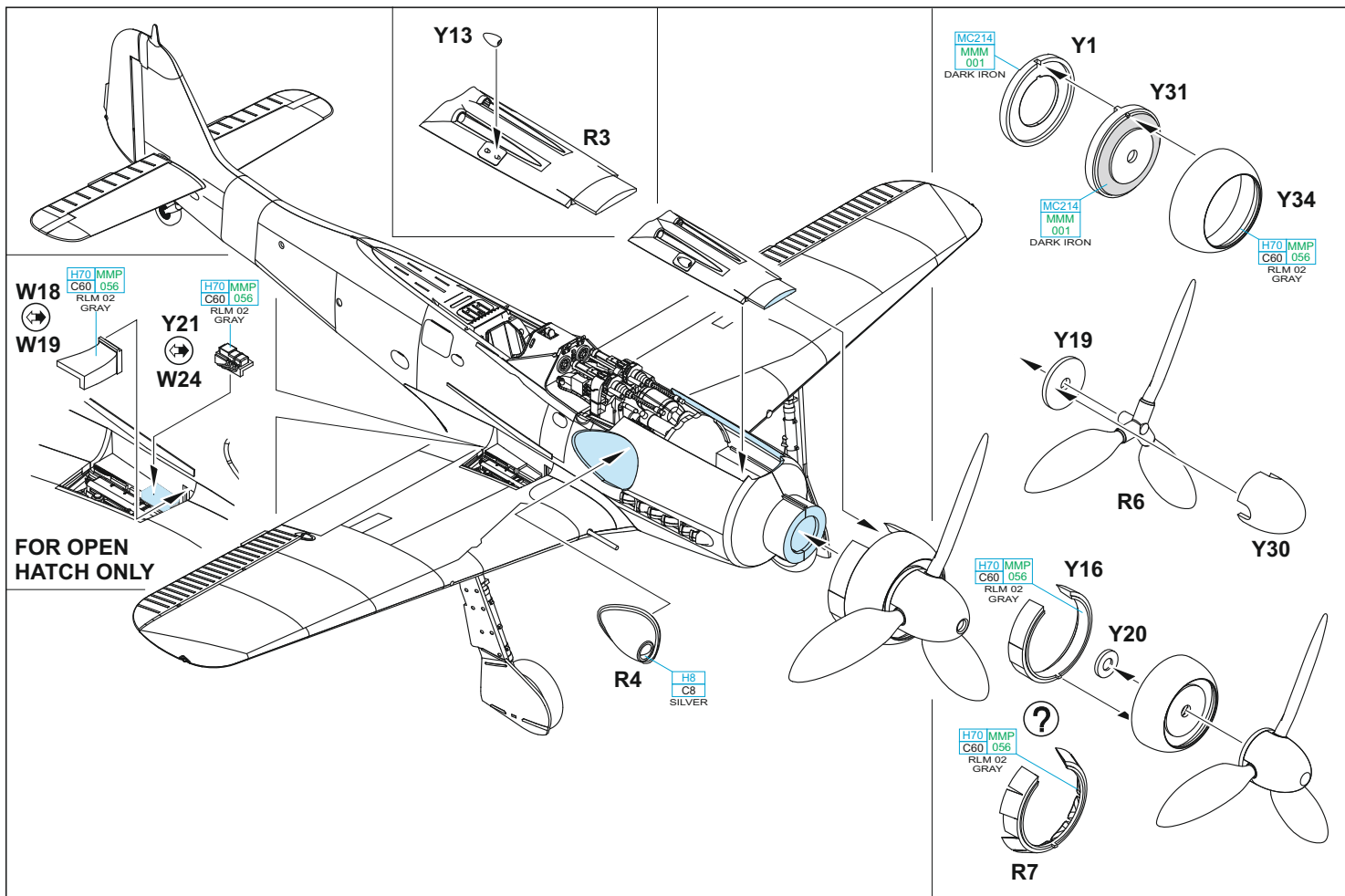












**F**

**MARKINGS A, C, E**

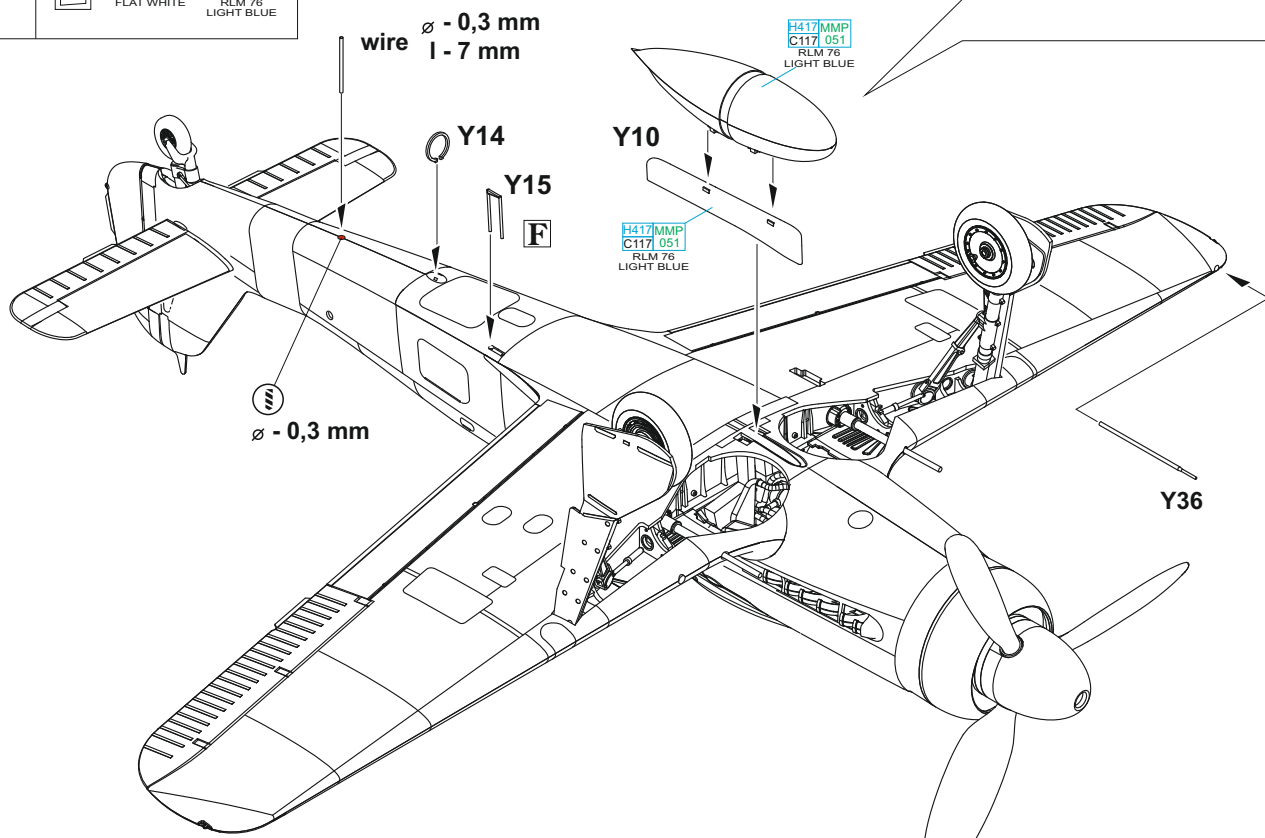
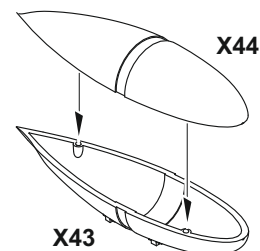
H11 MMP C62 001 FLAT WHITE

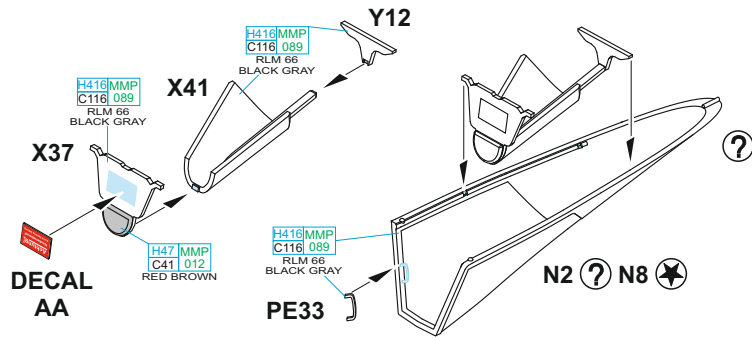
H412 MMP C114 003 RLM 23 RED

**MARKINGS B, D**

H11 MMP C62 001 FLAT WHITE

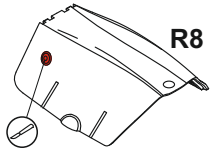
H417 MMP C117 051 RLM 76 LIGHT BLUE



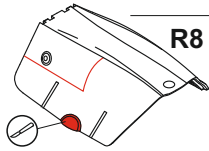


**N2 - OPEN CANOPY N8 - CLOSED CANOPY**

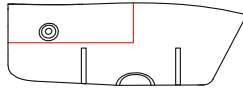
**MARKING B**



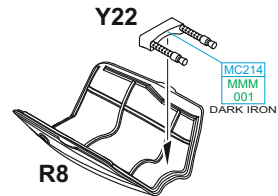
**MARKING C**



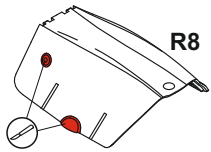
**SCRIBE PANEL LINE ON BOTH SIDES**



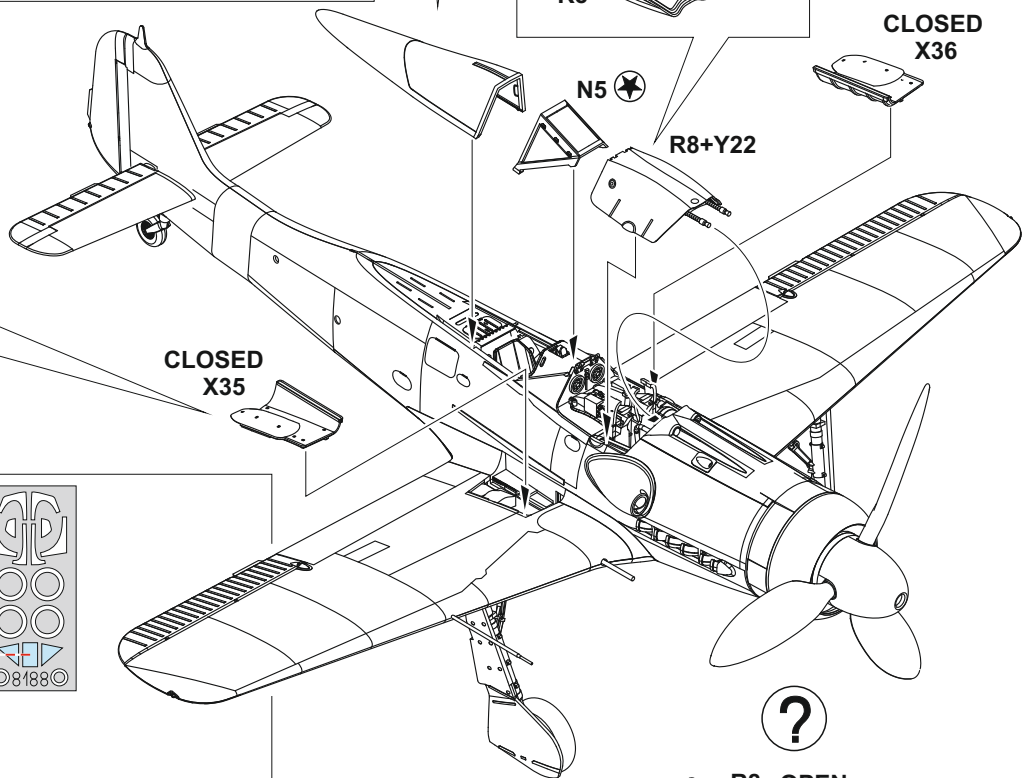
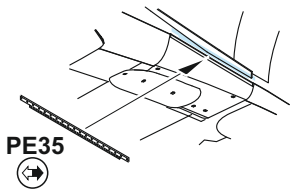
**CLOSED HOOD**



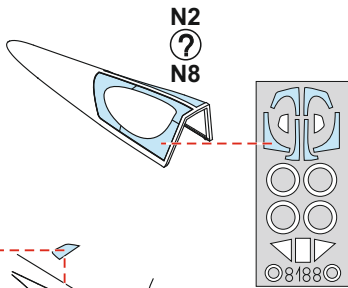
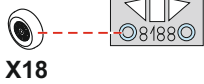
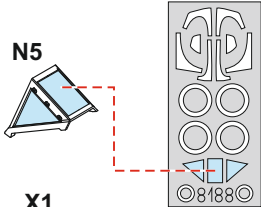
**MARKINGS A, D, E**



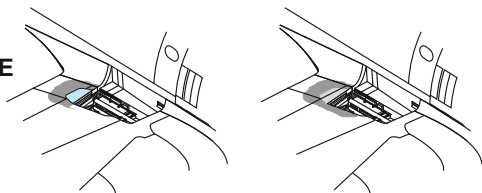
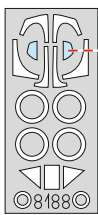
**CLOSED HATCH ONLY**



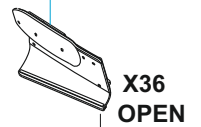
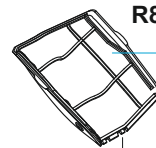
**eduard MASK**



**METAL COLOR**

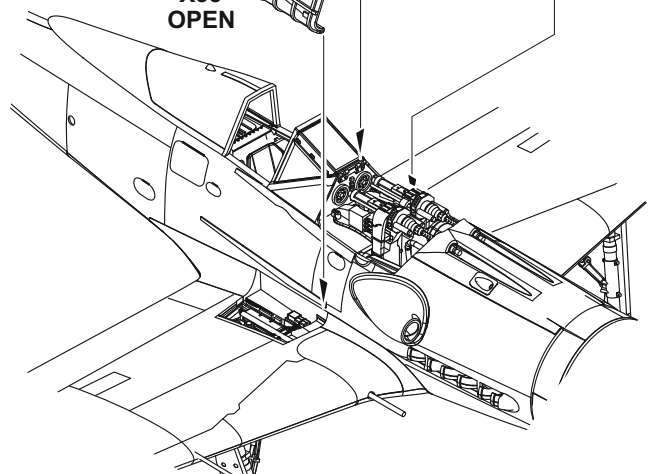


**R8 OPEN**

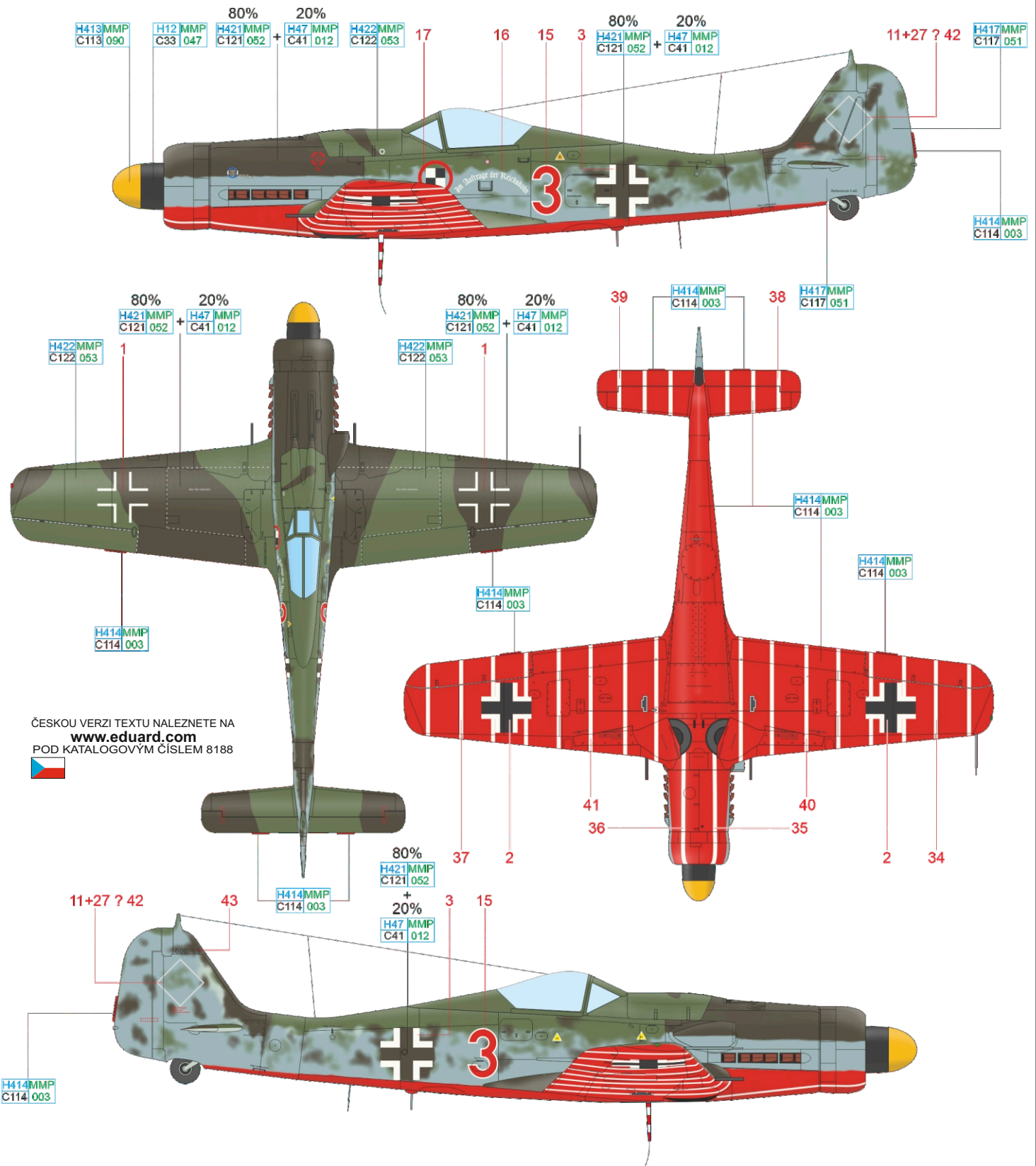


**H70 MMP C80 056 RLM 02 GRAY**

**X35 OPEN**



Waldemar Wübke was one of the few Luftwaffe fighter pilots to survive combat duty over the entire course of the WWII. He started his fighter pilot career in May 1940 as a Lieutenant with I./JG 27. In July he was transferred to 9. Staffel of III./JG 54, flying the Bf 109E-4 and went through the Battle of Britain with this unit. He was credited with 15 victories plus one at night, first of this tally being Blenheim shot down over the Channel on September 9, 1940. Wübke was shot down six times during his spell with the JG 54 and twice wounded. His career ended with the JV 44, where he flew "Platzschutz" (airfield defense) missions with the so called "Papageistaffel", where he accompanied other experienced German fighter pilots. Their task was to provide cover for Adolf Galland's group of Me 262 jets during take-offs and landings. Due to the rather inexperienced women-crewed Flak defensive artillery of the Munich-Riem airfield, the Fw 190D-9s of the JV 44 were painted red on undersurfaces, highlighted by white stripes to make the recognition of friendly fighters as easy as possible for them. According to the newest findings these stripes were not reaching the tail on the fuselage bottom but ended at the front of the wheelbays. Wübke's Dora was an example from the Fieseler factory with typical no-bulges three piece machine guns cover and with later production blown canopy. The inscription "Im Auftrage der Reichsbahn" had been on various Wübke machines since the beginning of the war. He started using it when he returned to his home base several times by train after being shot down.



ČESKOU VERZI TEXTU NALEZNETE NA  
**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 8188



# B WNr. 500698, Lt. Günter Seyd, 7./JG 26, Uetersen, Germany, May 1945

JG 26 was established on November 1, 1938, (originally as JG 132) with Eduard von Schleich, an ace with 35 kills in WWI as its first Kommodore. JG 26 entered the war under the command of Hans Hugo Witt but stayed in Germany during the invasion of Poland. It then operated on the Western Front until 1943, with its most famous Kommodore, Adolf Galland, taking command on August 22, 1940. Galland was leading JG 26 for the rest of the Battle of Britain and well beyond until December 5, 1941. In early 1943, JG 26 was to replace JG 54 in the Luftflotte 1 formation on the Eastern Front, but in the end, it was only a brief episode of I./JG 26. The group continued to operate in France and then as a part of the defense of the Reich system. From late 1941 onwards all Gruppe except III./JG 26 started their conversion to Fw 190As, the first to receive Fw 190D-9s were I. Gruppe and II. Gruppe starting from mid-October 1944. Lt. Günter Seyd of 5./JG 26 took off with this aircraft from Uetersen on May 5, 1945, but due to an engine failure he made an emergency landing in Schleswig. In the only known photograph, the lower engine cowling appears slightly darker and it is likely it was painted RLM 76 early (probably taken from another aircraft), but a yellow color cannot be completely ruled out. The brown color of the fuselage numbers was unusual, with only a few Staffeln within the Luftwaffe using it. However, 7./JG 26 kept this habit throughout the war. Günter Seyd scored a single kill during the war when he shot down a Lancaster from No. 405 (or No. 582) Sqn. RAF west of Cologne on December 23, 1944. It was not only his first kill, but also the first kill of II./JG 26 after conversion to Fw 190D-9.

80% 20%  
 H12 MMP C33 047 H422 MMP C122 053 H421 MMP C121 052 + H47 MMP C41 012

13 18 4 19 45 12 11+27 ? 42 H417 MMP C117 051

H414 MMP C114 003

80% 20%  
 H421 MMP C121 052 + H47 MMP C41 012

H417 MMP C117 051

1

H414 MMP C114 003

H422 MMP C122 053

H422 MMP C122 053

80% 20%  
 H421 MMP C121 052 + H47 MMP C41 012

H417 MMP C117 051

1

H414 MMP C114 003

H414 MMP C114 003

MMP C26 080

H11 MMP C62 001

H12 MMP C33 047

MMP C26 080

SM201 MMC 001

SM201 MMC 001

H414 MMP C114 003

H417 MMP C117 051

H423 MMP C123 054

H423 MMP C123 054

H414 MMP C114 003

19 4 18

8 44 44 8

H69 MMP C37 050

H69 MMP C37 050

MMP C26 080

11+27 ? 42

H414 MMP C114 003

H414 MMP C114 003

19 4 18

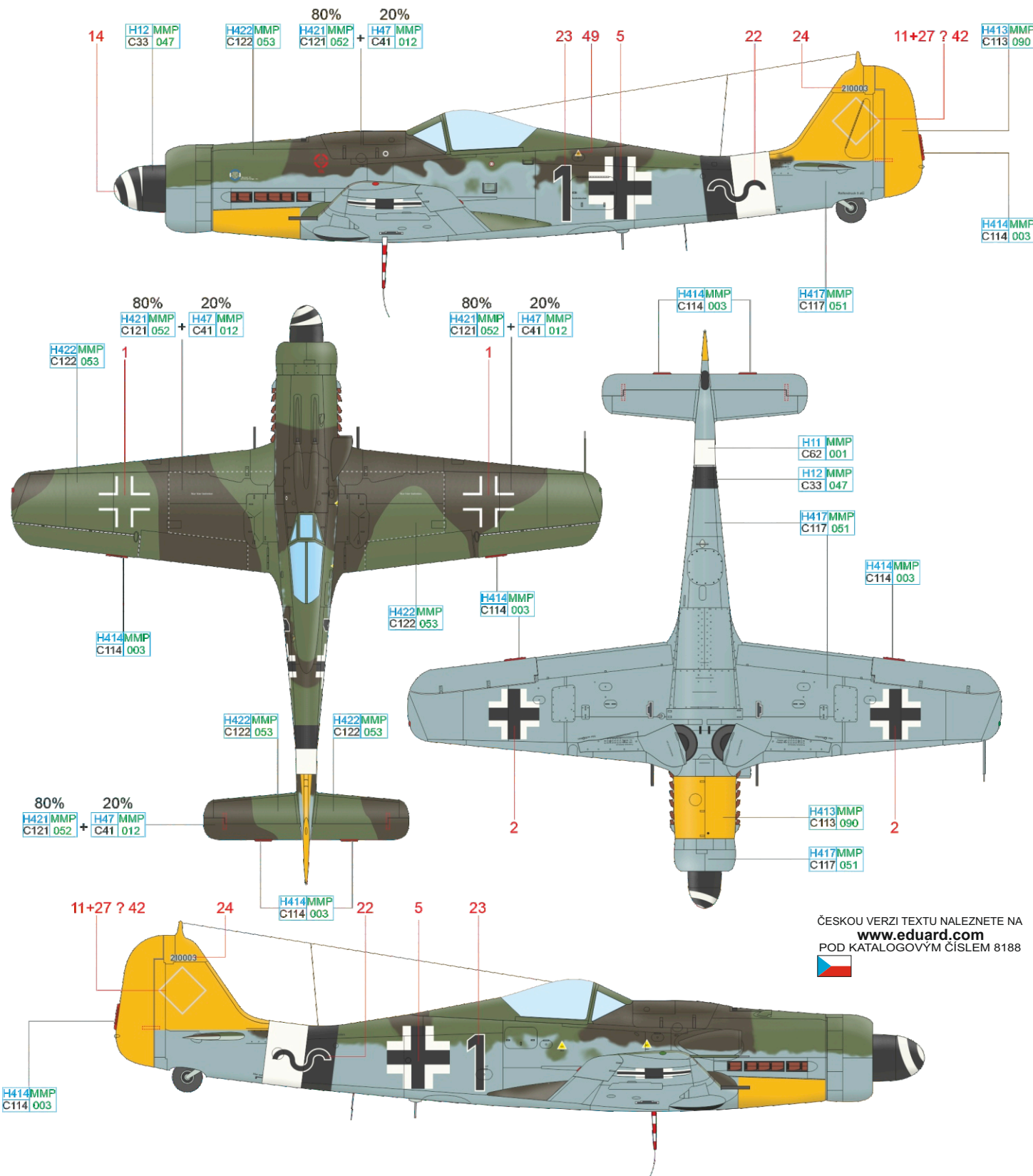
H414 MMP C114 003

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|              |                   |        |                   |                   |                   |
|--------------|-------------------|--------|-------------------|-------------------|-------------------|
| WHITE        | H11 MMP C62 001   | RED    | H47 MMP C41 012   | SUPER FINE SILVER | SM201 MMC 001     |
| YELLOW GREEN | MMP C26 080       | RLM 82 | H422 MMP C122 053 | RLM 83            | H423 MMP C123 054 |
| RLM 76 EARLY | H417 MMP C117 051 | RLM 81 | H421 MMP C121 052 | RLM 75            | H69 MMP C37 050   |
|              |                   | RLM 23 | H414 MMP C114 003 | BLACK             | H12 MMP C33 047   |

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Oblt. Hans Dortenmann, an ace with 38 kills to his credit and holder of the Knight's Cross, flew this Fw 190D-9 WNr. 210003 from September 1944 until the end of the war, when he personally destroyed the aircraft. Dortenmann scored 18 kills with this Dora, making him the most successful fighter pilot on this type. The aircraft also became the longest-serving Dora in combat. It would begin its career as a "Red 1" while Dortenmann was a member of III./JG 54. At the end of February, III./JG 54 was redesignated IV./JG 26, which also brought a change in the markings of the aircraft. As Staffelkapitän of 12./JG 26, Dortenmann now had a black "1" on his Dora, with the typical white and black stripe identifying JG 26 and a wave mark on the rear, indicating his affiliation with IV. Gruppe. At the same time, the camouflage was modified, with the colors of RLM 74/75 being replaced by the shades of RLM 81/82, and a later type of blown canopy was fitted in place of the early straight one. The lower surfaces were to carry a full coat of RLM 76. The keel and rudder were painted yellow white still in the ranks of JG 54.



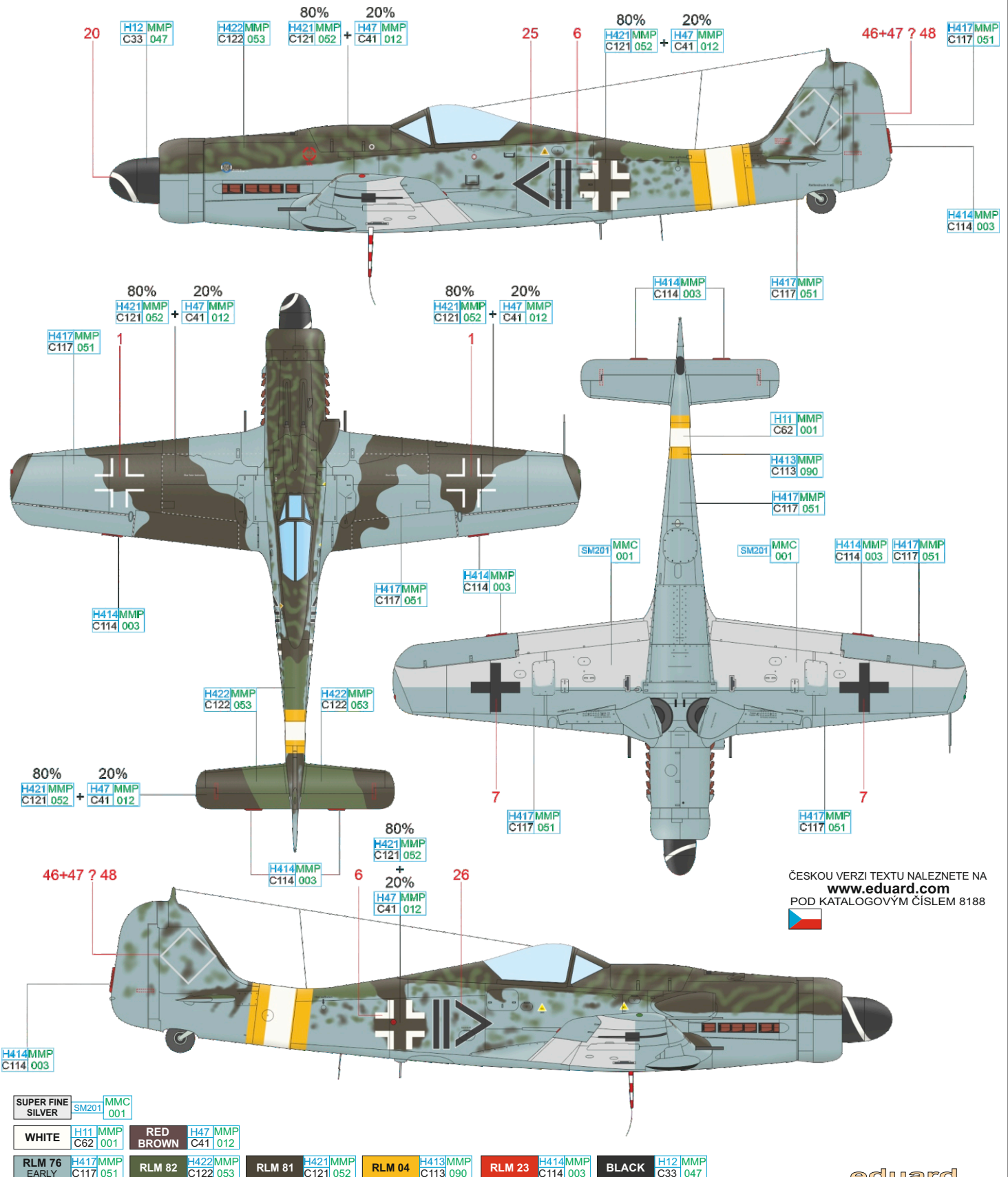
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|              |                   |        |                   |
|--------------|-------------------|--------|-------------------|
| WHITE        | H11 MMP C62 001   | RED    | H47 MMP C41 012   |
| RLM 76 EARLY | H417 MMP C117 051 | RLM 82 | H422 MMP C122 053 |
|              |                   | RLM 81 | H421 MMP C121 052 |
|              |                   | RLM 04 | H413 MMP C113 090 |
|              |                   | RLM 23 | H414 MMP C114 003 |
|              |                   | BLACK  | H12 MMP C33 047   |

# D Stab I./JG 2, Frankfurt/Rhein-Main, Germany, April 1945

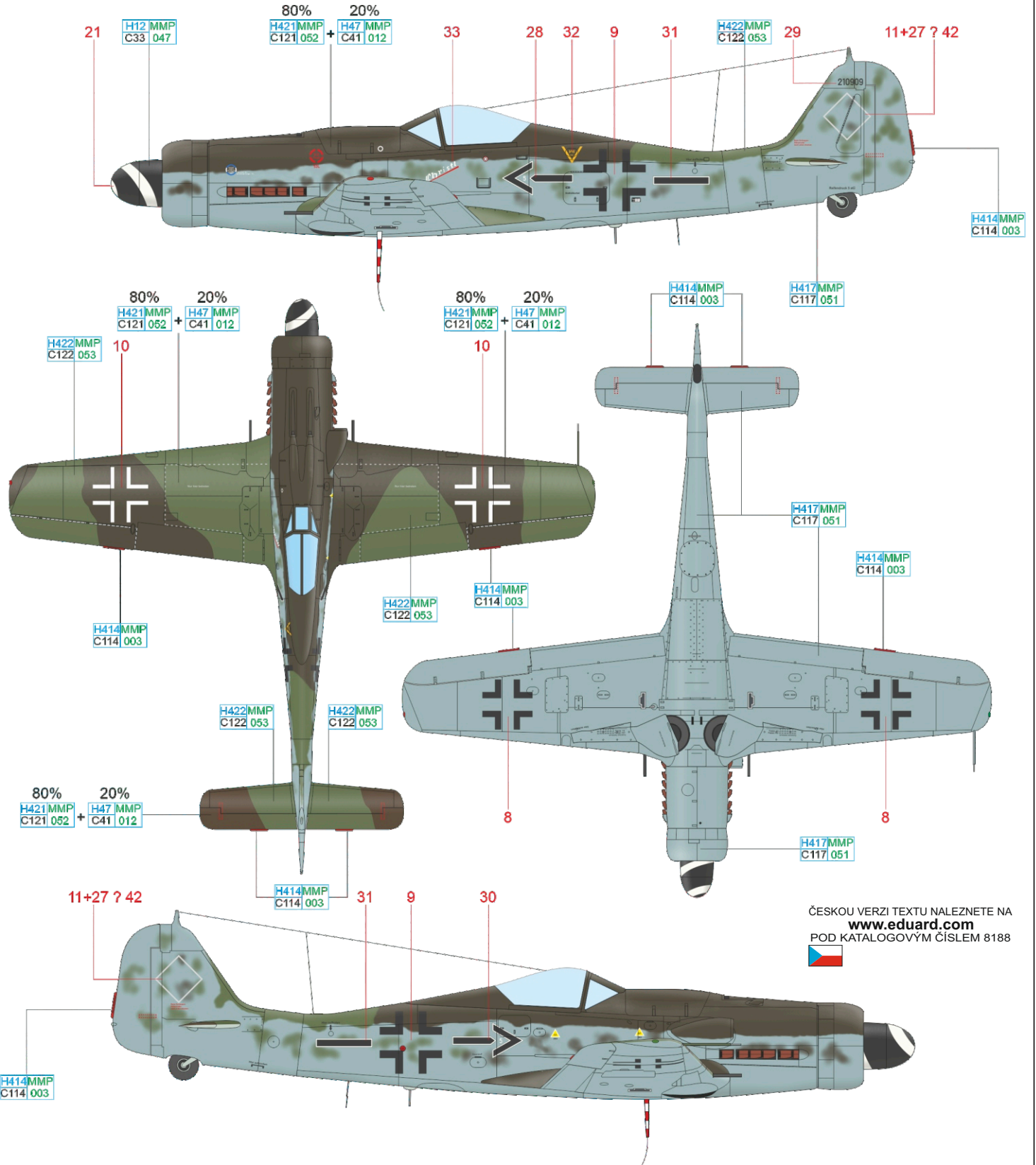
Assignment to JG 2 is probable but not certain in the case of this aircraft. It relies mainly on the appearance of the identification markings. JG 2 was one of the oldest fighter units of the Luftwaffe. It was formed as Jagdgeschwader Richthofen as early as 1934, from May 1, 1939, it was designated JG 2 Richthofen after the most successful WWI fighter. The first Kommodore was Oberst Gerd von Massow and during the Polish campaign JG 2 was assigned to the defense of the Reich. It subsequently joined the fighting on the Western Front and after the Battle of Britain remained in France until September 1944. Shortly thereafter, I. Gruppe and III. Gruppe began taking over their first "Doras" in the second half of October. Hptm. Franz Hrdlicka, an ace with 60 confirmed kills, took over the command of I. Gruppe from December 18. He was a native of Dvorská, the suburb of Brno city in than Czechoslovakia, but of German nationality. Hrdlicka (means dove in Czech) led the I. Gruppe until March 25, 1945, when he was killed in combat with American fighters. According to some sources, his score may have been as high as 96 victories. This aircraft sported the designation of the I. Gruppe Stab (staff) and was found in the middle of the runway at Frankfurt/Rhein-Main Airport. Apparently, it had made an emergency landing, possibly due to engine failure, judging by the oiled lower engine cowling. The aircraft was not recovered and was found where it had stopped by the Allies. There it remained until the spring of 1946. Apparently, it was a second production run aircraft at Fieseler, the 600xxx series.



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Gerhard Barkhorn's JG 6 personal aircraft was produced by the Fiesler Kassel factory. The inscription "Christl" under the cockpit is a diminutive of the name of Barkhorn's wife Christy. The marking on the fuselage identifies the aircraft as belonging to Geschwaderkommodore. During the war, Barkhorn achieved a total of 301 victories, which ranks him as the second most successful fighter ace of all time. All of his kills were scored in the ranks of JG 52, with the first one scored on July 2, 1941 and the last one on January 5, 1945. He then commanded JG 6 and at the very end of the war became a member of JV 44 armed with Me 262 jets. For his achievements in combat, he was awarded the Knight's Cross on August 23, 1942, with the Oak Leaf added on January 11, 1943 and the Swords on March 2, 1944. After the war he continued to serve in the Bundesluftwaffe. The coloring of his Dora is a reconstruction, only photographs of the central part of the fuselage are known. These show, among other things, that the design of the Kommodore markings was smaller than was usual.



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