

Lifelike Decals

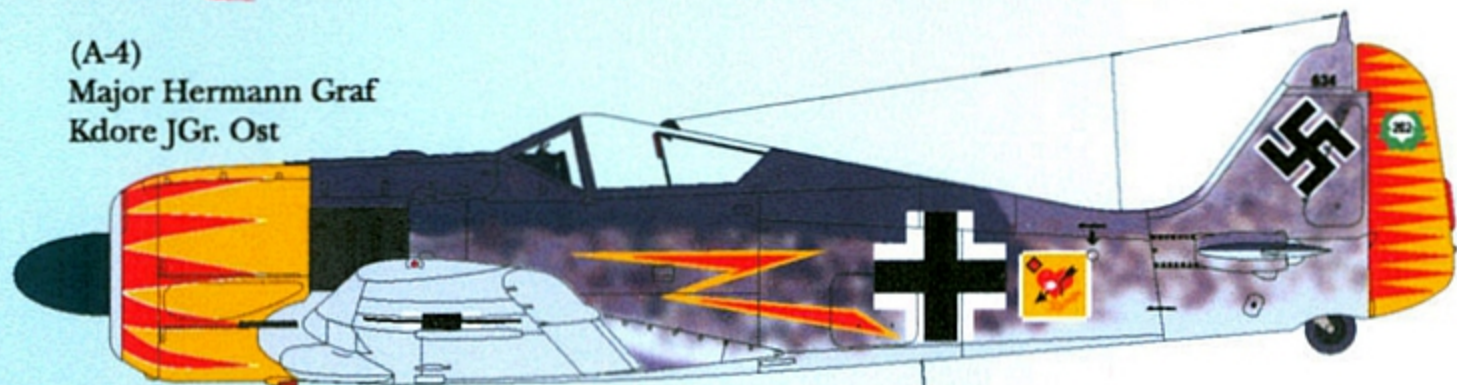
48-032

FOCKE WULF Fw 190

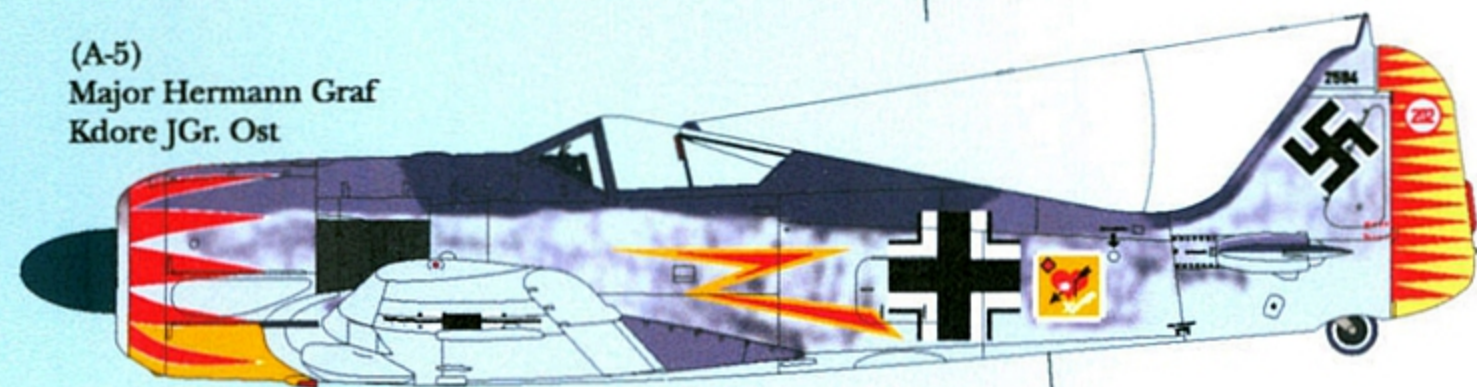
Part 3

Limited Edition!

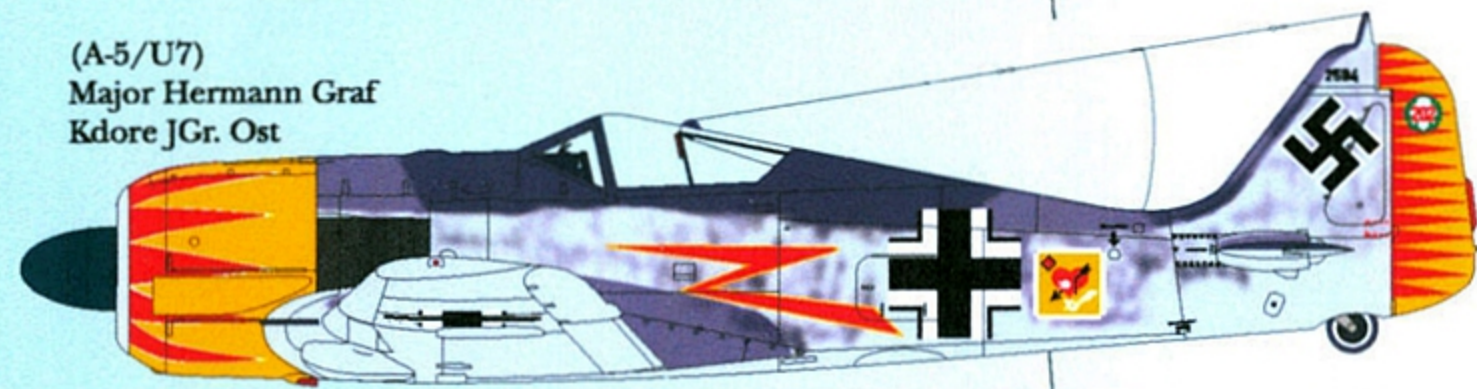
(A-4)
Major Hermann Graf
Kdore JGr. Ost



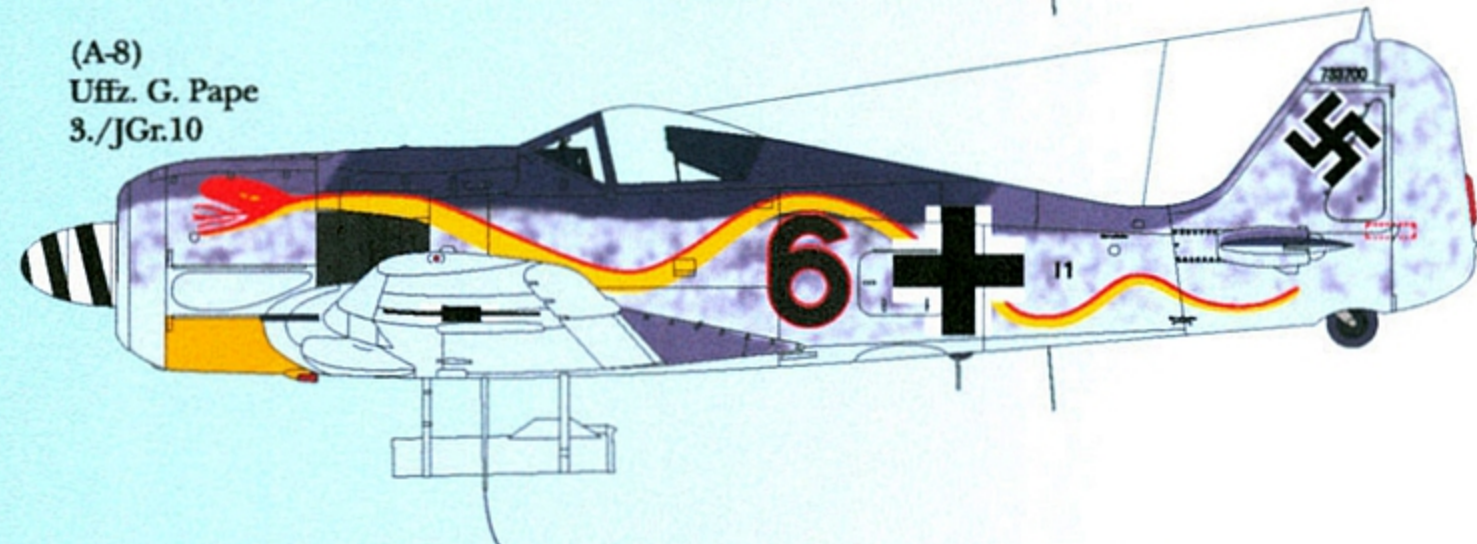
(A-5)
Major Hermann Graf
Kdore JGr. Ost



(A-5/U7)
Major Hermann Graf
Kdore JGr. Ost



(A-8)
Uffz. G. Pape
3./JGr.10



Recommended kit: Hasegawa Fw 190A-4, A-5
Hasegawa Fw 190F-8

Lifelike Decals wants to hear from you and your input.

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Featured herein as A/C #1~3 are the famous Fw190 flown by Major Hermann Graf as Kdore JGr. Ost in spring 1943 in southern France. Please note also that Hasegawa kit has rudder trim and tail light on erroneous position, and the cowling of Hasegawa A-4 and A-5 kit has different length (should be the same in reality), so the nose petal marks are adjusted to each model.

A/C #1 is Fw190 A-4, W. Nr. 0140634, BK-WH, that he flew in Toulouse/France in March 1943, and its photos are shown in ref. 1, 2 and 3 (bottom funeral photo). It is camouflaged in RLM74/75/76 colors with a dense mottling on left fuselage sides and yellow cowling and rudder. At some later date it was converted to U7 with a short air intake on the side of the cowling. When it was a normal A-4, the outer wing cannon was not fitted (ref. 2), but when converted to A-4/U7, it was obviously fitted. Photos in ref. 1~3 show that fuselage and lower wing crosses are without black outline, and upper wing cross is probably white outline only. Laurel kill mark with black "202" is placed over 5th to 7th red tulip petals on both sides of the rudder. Photos in ref. 1 and 2 show that fuselage lightning bolt (red with yellow outline, but no white trim upon magnification) has a rather narrow center section, and red bolt is smaller than those of his A-5 (A/C #2) or A-5/U7 (A/C #3). Probably the nose petal marks do not cover lower cowling. From Ashimoto-san and Aida-san we could also get a close-up photo (A) of its left rear fuselage to rudder section, and another photo (B) showing more details of left side rudder (once shown on internet, but up to now both of them are not published in any books). From all these photos it is clear that on both sides red rudder tulip petals are NOT ALWAYS reaching to the rim of the rudder, but some petals terminate at some way behind. Photo (A) also clarifies some differences

A/C #2 is Fw190 A-5, W. Nr. 0152594, CL-QF, that he flew in Bordeaux or Bussac/France in March to April 1943, and **A/C #3** shows its conversion to Fw190 A-5/U7.

The photos of this A/C are shown in various sources including ref. 2 to 10. It is camouflaged in RLM74/75/76 with modest mottling on fuselage sides and yellow rudder (lighter than rear fuselage rectangle mark). Fuselage and wing iron cross has black outline, but upper wing cross seems to be white outline only. At the initial stage cowling was camouflaged with yellow color on lower part only, and kill marks on the rudder were simple white/red circle with red "202" over 4th to 6th petals. We got another photo (C) of this A/C with whole cowling in yellow from Ishizuka-san, and it shows that laurel leaves are already applied on its tail kill mark. Photos in ref. 5 and 6 clearly show the absence of red tulip petal on lower cowling, and again SOME of the rudder tulip petals are terminating at some way back from the rudder trim. Ref. 6 asserts that front nose is painted in white, but its photo clearly shows tonal difference from the white outline of red tulip pedal. Also in photo (C) nose ring is slightly darker than the white national insignia of a Me109 (black 9) behind. So it should be painted in RLM 76 color.

The photos in ref. 8 and 9 clearly show the fuselage lightning bolt of his A-5 which has more extended red bolt than that of his A-4, but still the upper and lower part is not connected. Photo in ref. 5 clearly shows the details of personal mark on the left rear fuselage, and it has more white frills and different blood style than that of his A-4. "Karaya" mark in this case is white.

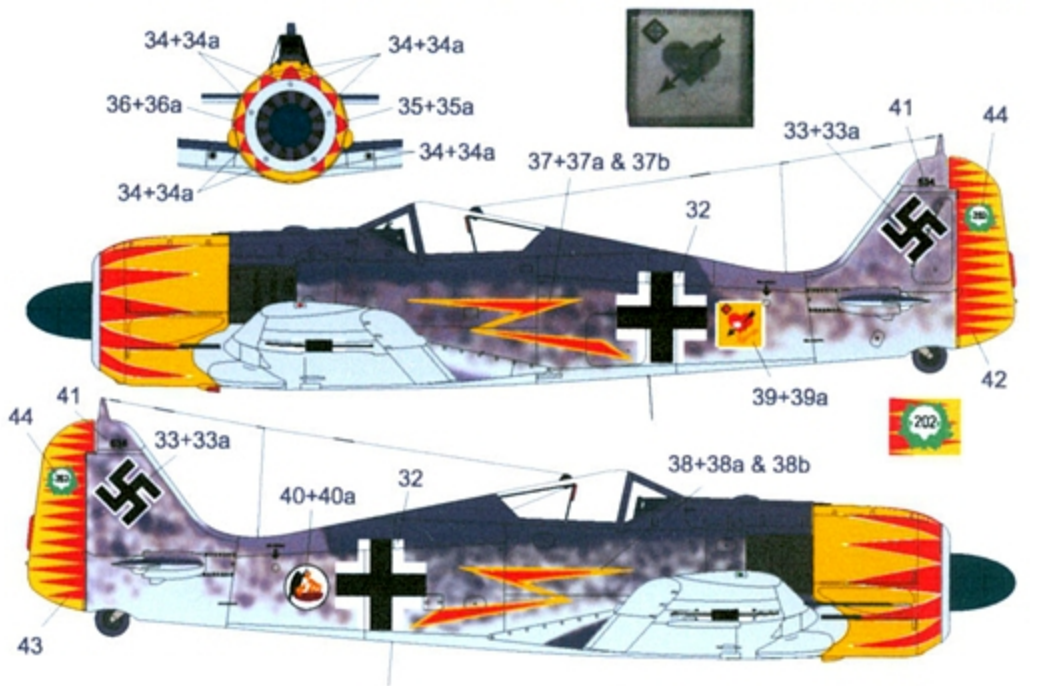
Later this A/C was converted to U7, and its photos are shown in ref. 2, 3, 6 and 7. Clear differences of marking from his A-5 are the much broader and one piece fuselage red lightning bolt, and normal tone yellow color on its rudder (same tone as his rectangular personal mark).

A/C #4 Fw190 A-8, W.Nr. 733700, flown by Uffz. Günther Pape, 3/JGr. 10, Jüterbog or Redlin/ Germany, late November 1944 to early January 1945.

The photo of this A/C (left fuselage side) was once shown on the internet, and clearly showed the red outlined black 6 code. It is now shown in ref. 11 and 12 as flown by Uffz. Pape, who used it to "fire a rocket" on January 4, 1945 intercept mission.

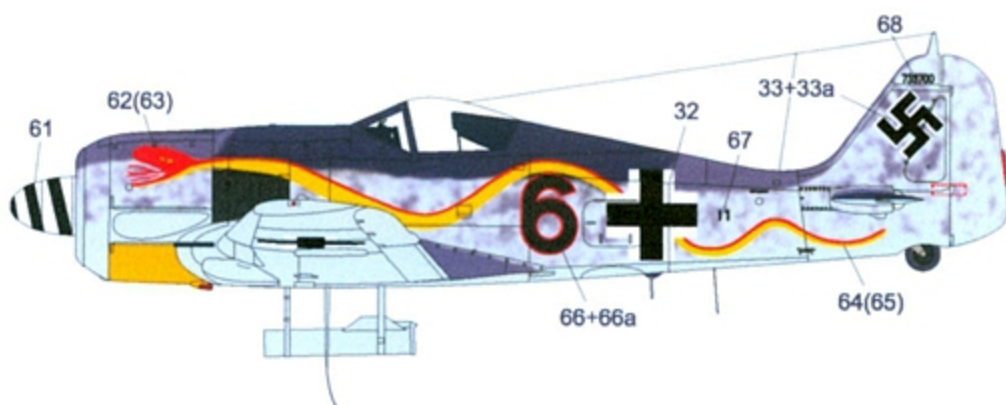
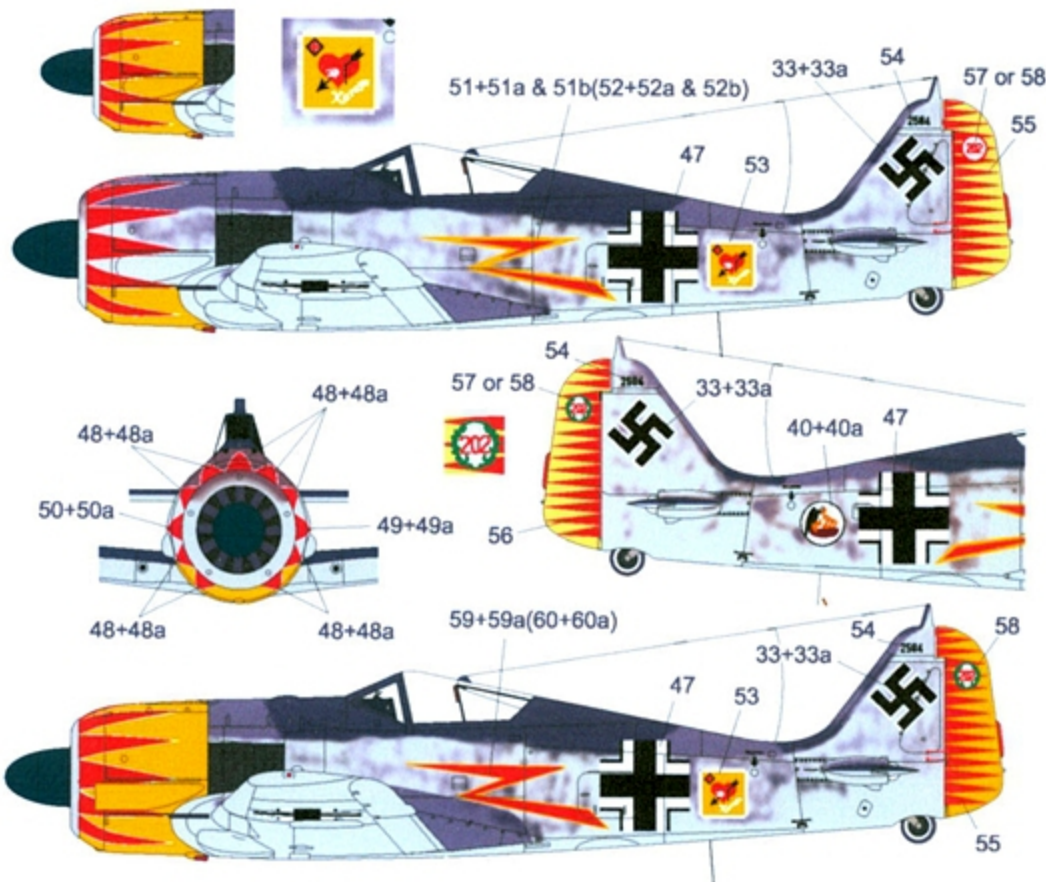
It is camouflaged in RLM74/75/76 colors, and its noteworthy features are the blown canopy frame with wider head rest arm (similar to that of F-8), and absence of ETC rack below fuselage. It is not clear whether this A/C had WGr. rocket below wings, or "Grab" rocket below the fuselage center (rear firing). Lower cowling is probably yellow.

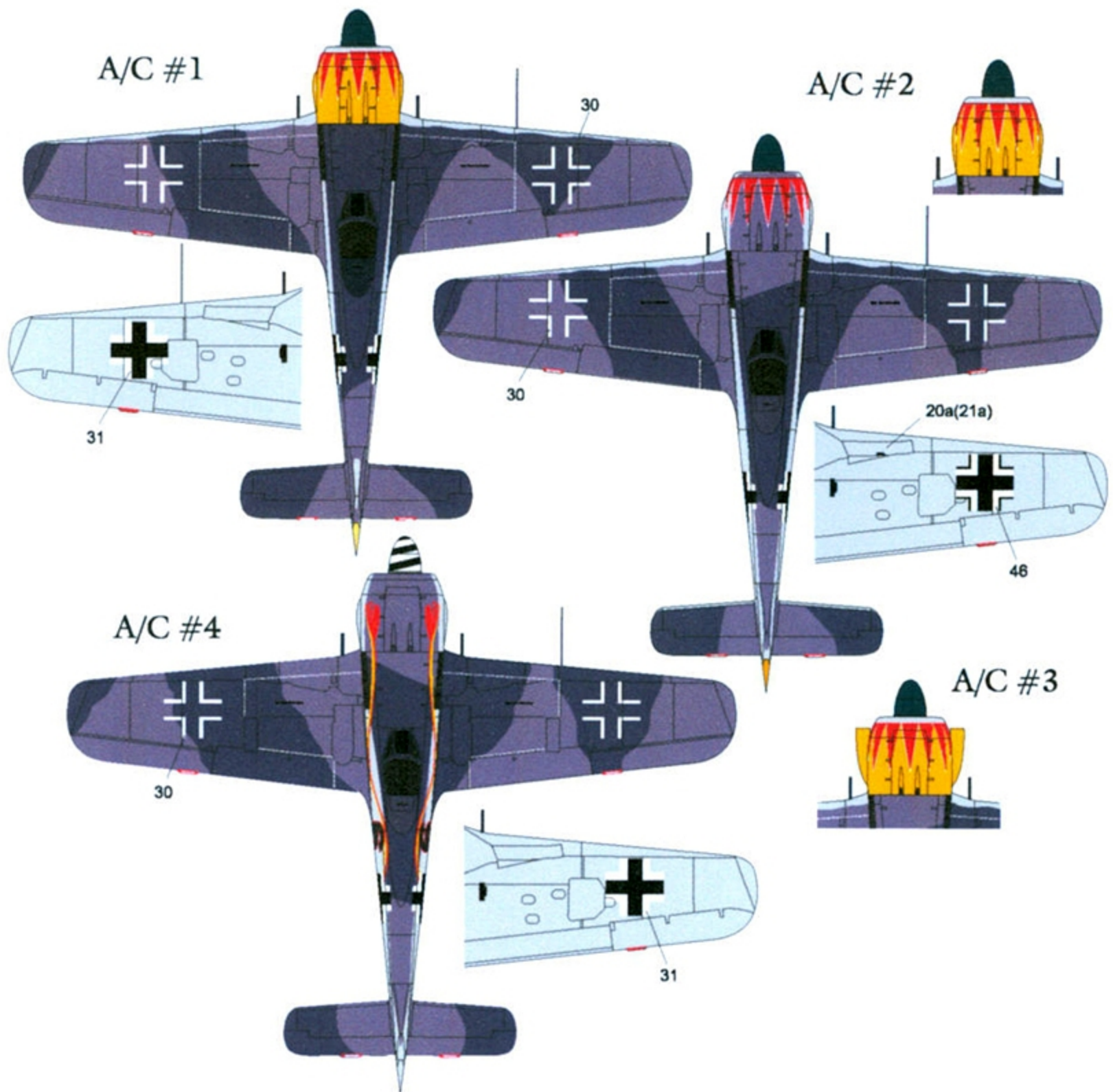
The photo in ref. 12 clearly shows the details of serpent head with 3 red tongues. Regrettably forward fuselage is out of photo, and the spinner marking is our best guess from other A/C of this Staffel.



in the rear fuselage personal mark from that shown on his A-5 (A/C #2 and 3). These differences are the number of white frills around the square, slightly different blood style and unexpectedly colored "Karaya" word. We do not know precisely what color it is, but it is slightly darker than yellow rectangle and much lighter than red heart. Orange "Karaya"

provided here is our guess. Probably Graf did not make any operational sortie with this A/C, and it was later handed to 1/JGr. Ost, and was lost by Uffz. Heimberger over Marseille against a B-17 on August 17, 1943.





Special thanks to Mr. Ashimoto and OB'z model club members (Tokyo), especially Mr. Chinen and Mr. Ishizuka, for a vast collection of Grafs Fw190 photos (including those from Internet) and their source information.

References

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