

## GERMAN WWII FIGHTER 1:48 SCALE PLASTIC KIT DUAL COMBO!



### Focke-Wulf Fw 190D-11/D-13

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 DB603, 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, canopy. The armament was composed of two 13mm MG131 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.

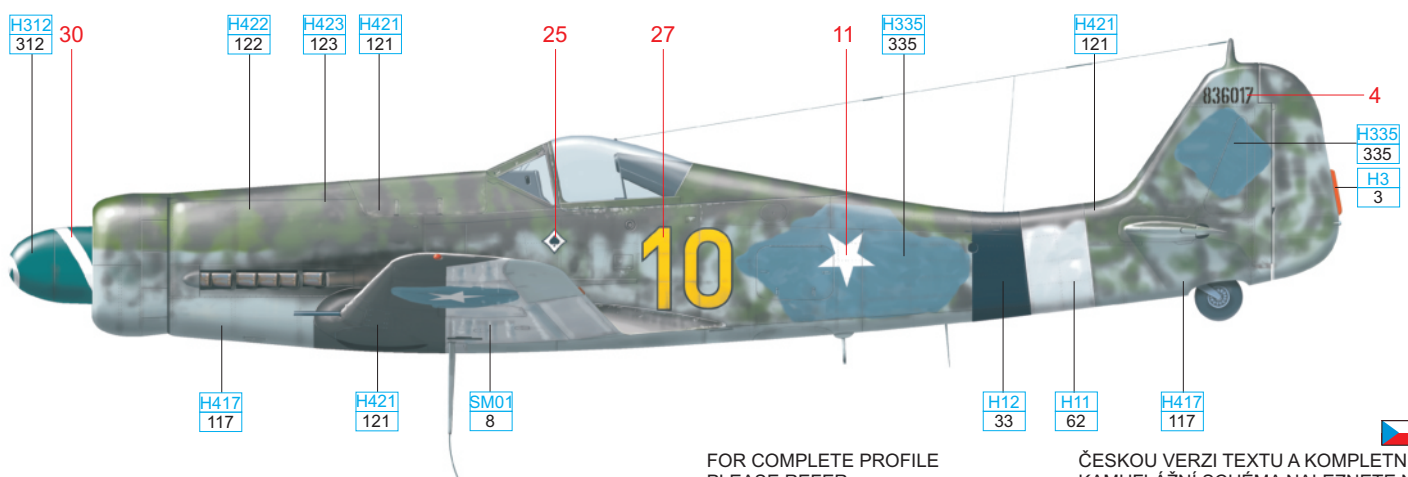
The first Fw 190D-9s were allocated to III./JG 54 in September, 1944. This was followed by I./JG 26 in November, and towards the end of the war there were 183 Doras in service. According to some sources, there over 1800 Fw 190Ds built.

The D-9 (Eduard Cat.No. 8184) led to other versions, of which only the D-11 and D-13 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 mounted relatively modern avionics. Few 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 (ca 23,000ft), 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.

It is recommended to check [www.eduard.com/info/photos/8185](http://www.eduard.com/info/photos/8185) for the latest color and instruction sheet updates.



FOR COMPLETE PROFILE  
PLEASE REFER  
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ČESKOU VERZI TEXTU A KOMPLETNÍ  
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA  
[www.eduard.com/info/photos/8185](http://www.eduard.com/info/photos/8185)

### F Fw 190D-13/R11, W.Nr. 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, Washington. Unfortunately, the reconstruction of the camouflage scheme is not accurate.

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře vetrané 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、破り捨ててください。

INSTRUCTION SIGNS \* INSTR. SYMBOL \* 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 EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS

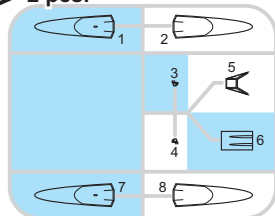
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TEILE

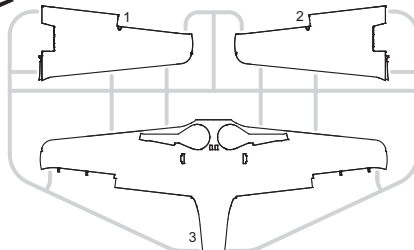
PIÈCES

部品

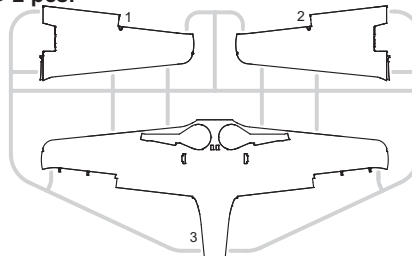
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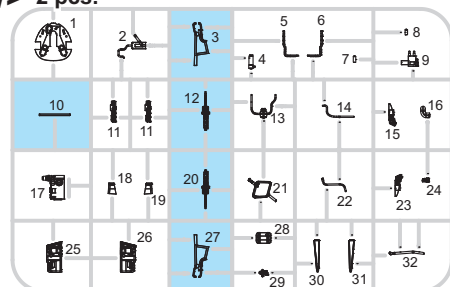
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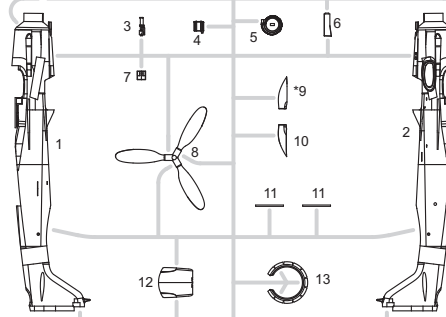
Q > 2 pcs.



W > 2 pcs.



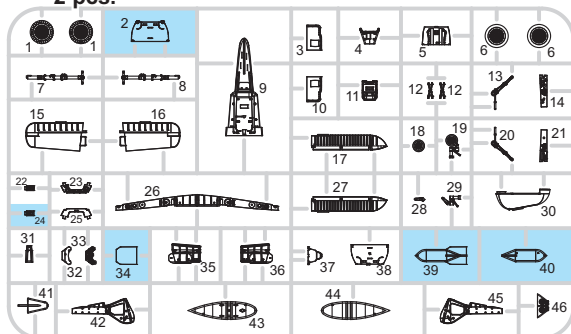
V > 2 pcs.



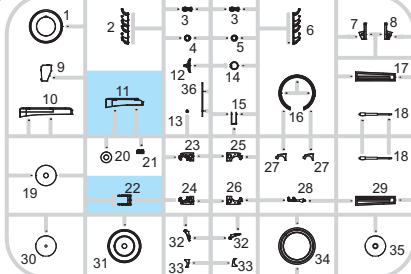
PE - PHOTO ETCHED  
DETAIL PARTS



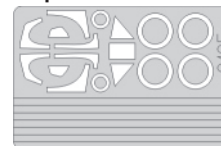
X > 2 pcs.



Y > 2 pcs.



eduard  
MASK  
2 pcs.



COLOURS



BARVY



FARBEN



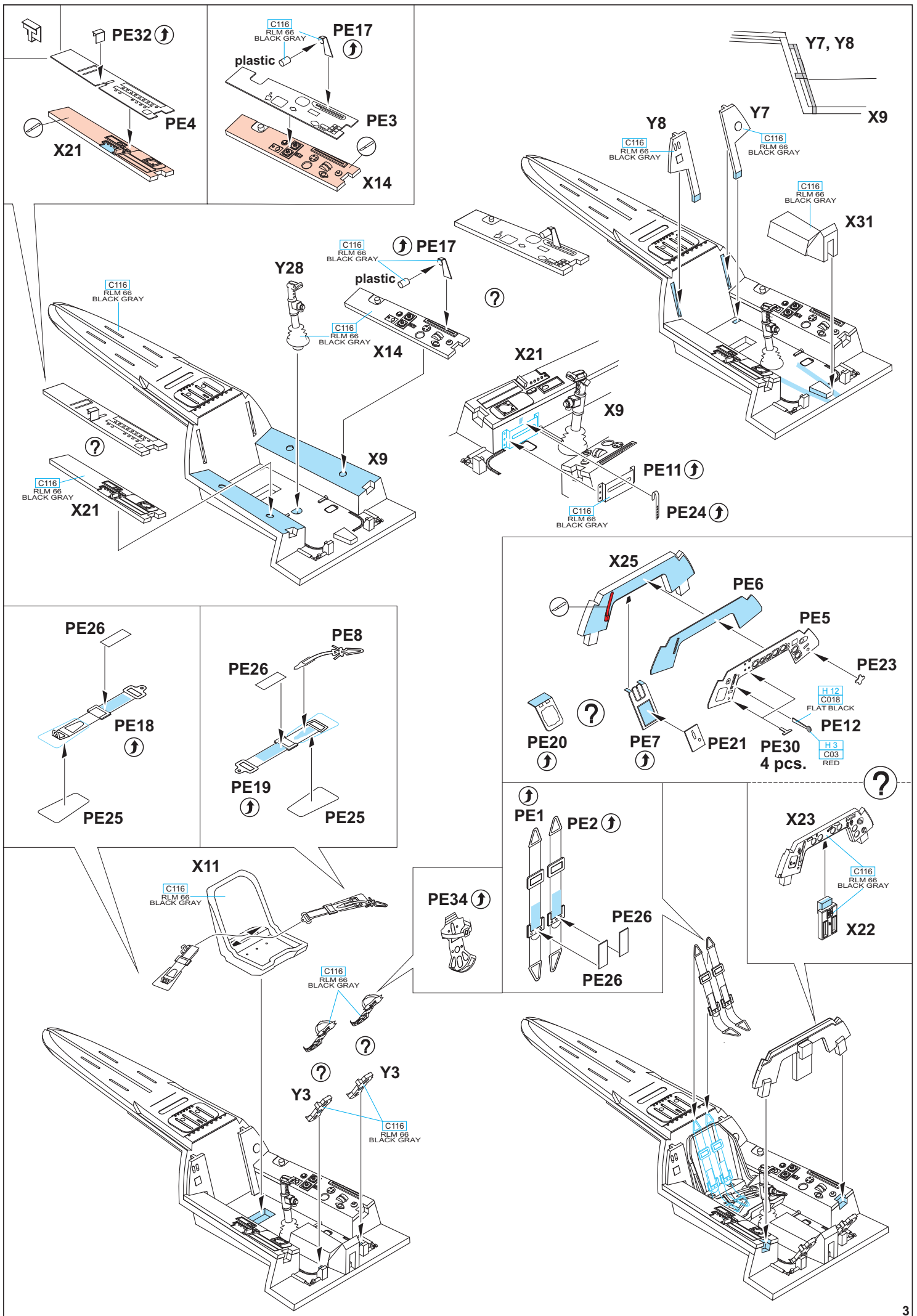
PEINTURE



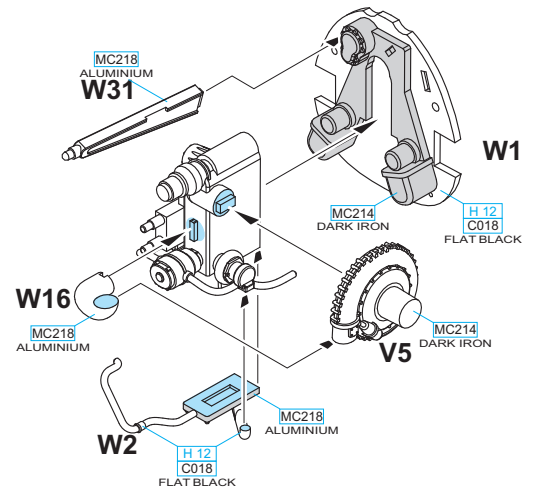
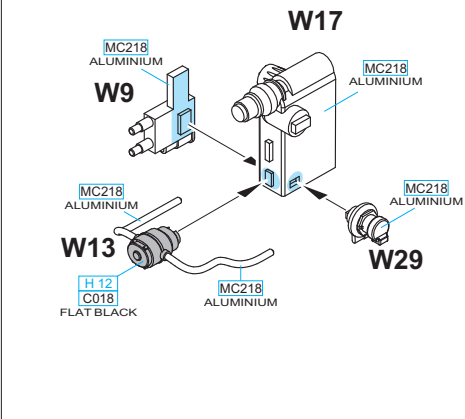
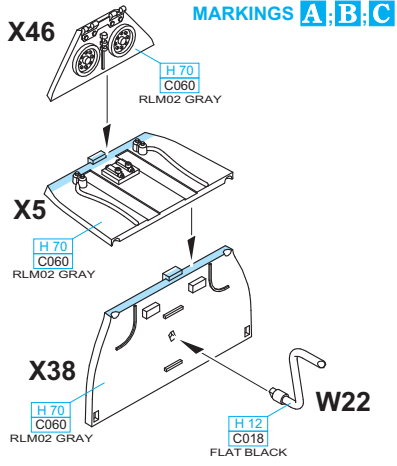
色

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 65]	C018	RLM70 BLACK GREEN
[H 69]	C037	RLM75 GRAY
[H 70]	C060	RLM02 GRAY
[H 77]	C137	TIRE BLACK
[H 312]	C312	GREEN
[H 335]	C335	SEAGRAY
[H 344]		RUST

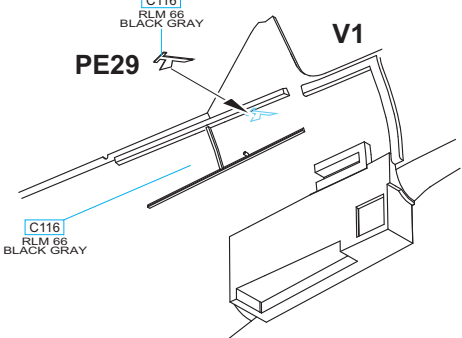
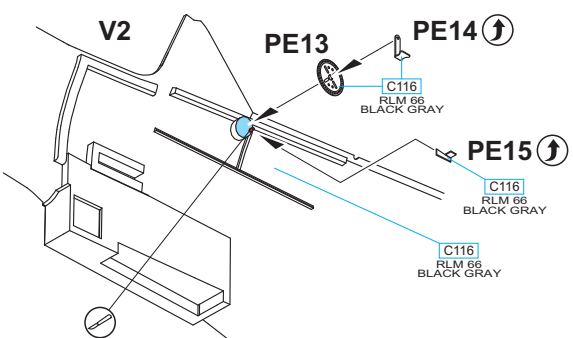
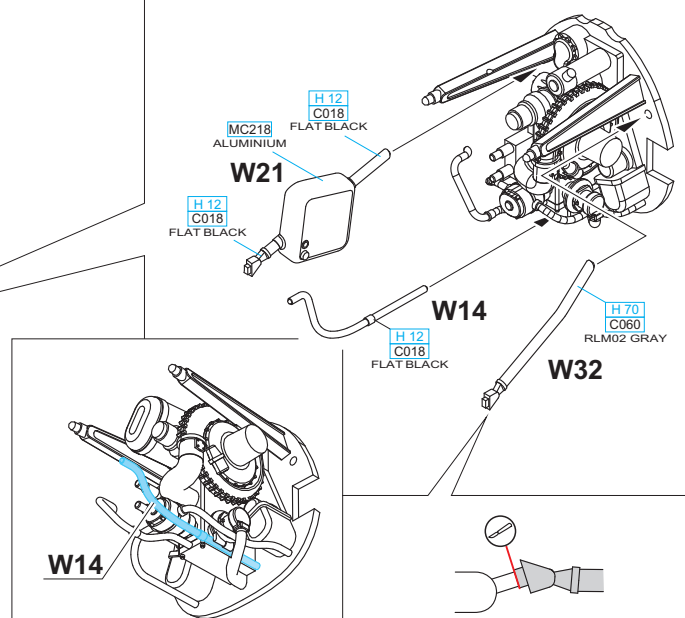
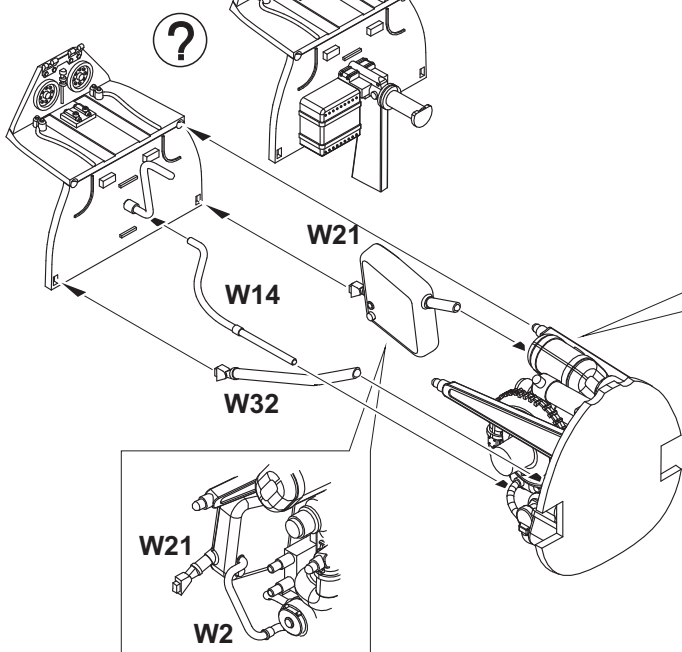
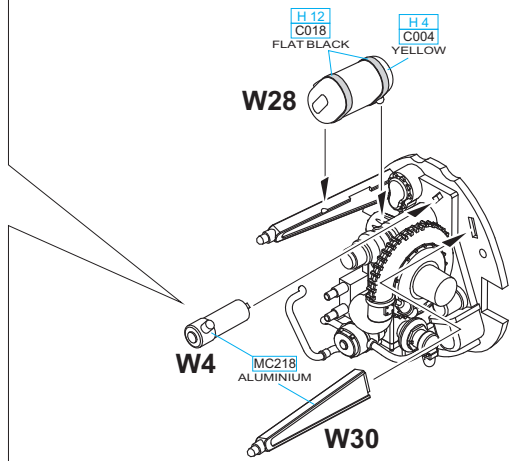
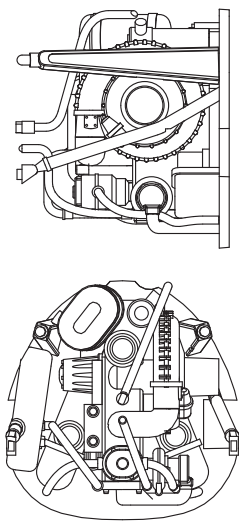
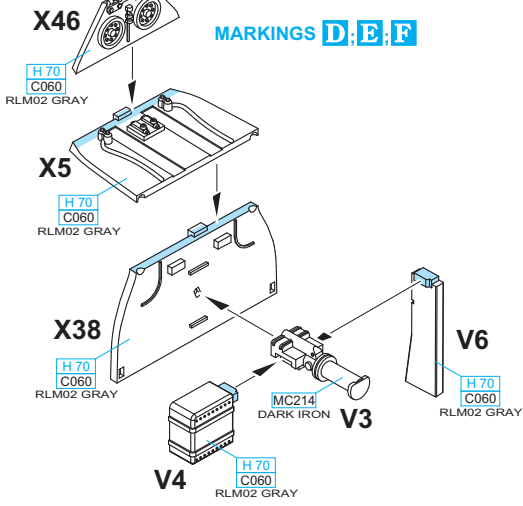
AQUEOUS	Mr.COLOR	
[H 414]	C414	RLM23 RED
[H 417]	C117	RLM76 LIGHT BLUE
[H 421]	C121	RLM81 BROWN VIOLET
[H 422]	C122	RLM82 LIGHT GREEN
[H 423]	C123	RLM83 DARK GREEN
	C008	ALUMINIUM
	C116	RLM66 BLACK GRAY
Mr.METAL COLOR		
	MC213	STAINLESS STEEL
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM01	SUPER FINE SILVER
	SM04	STAINLESS STEEL



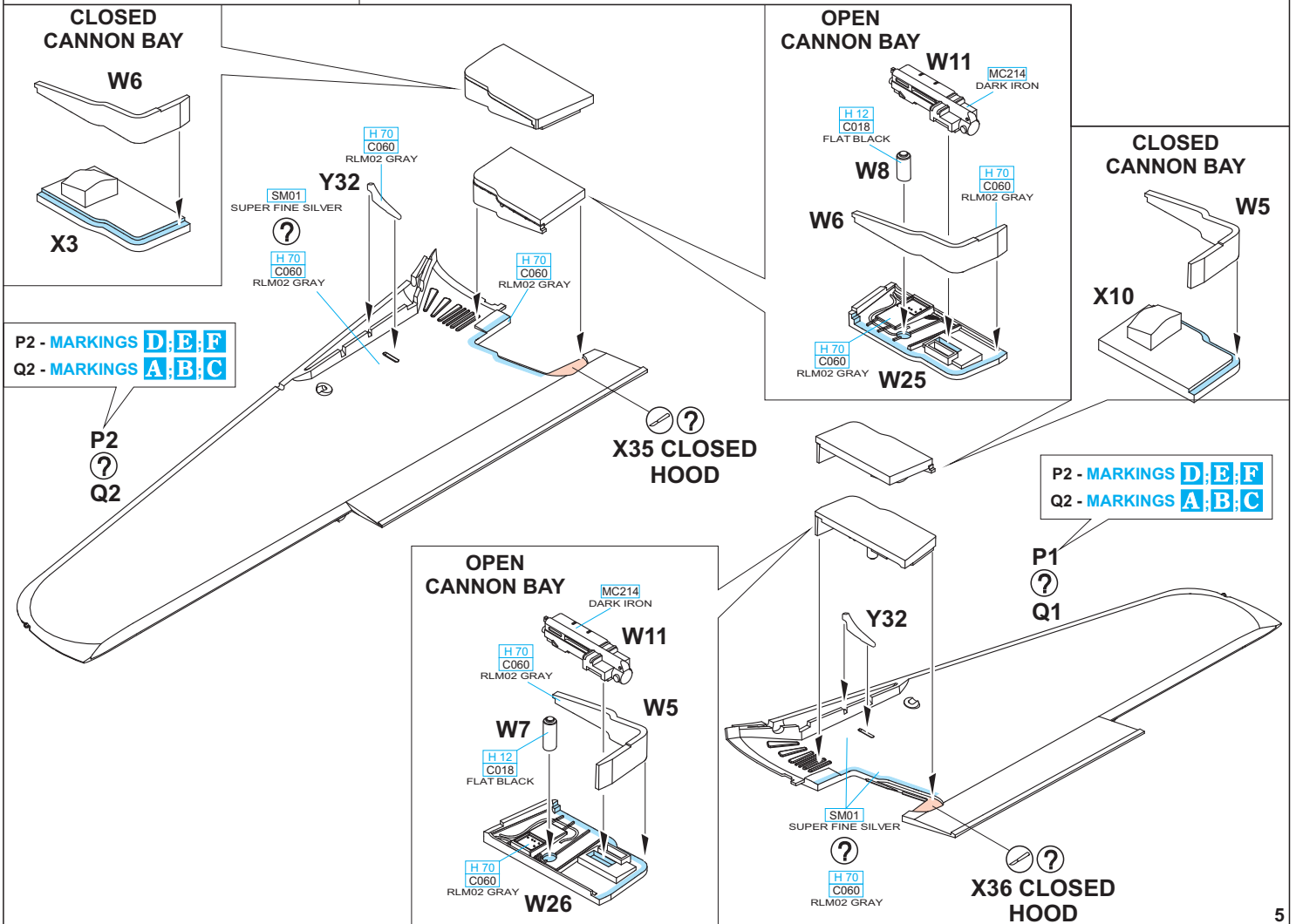
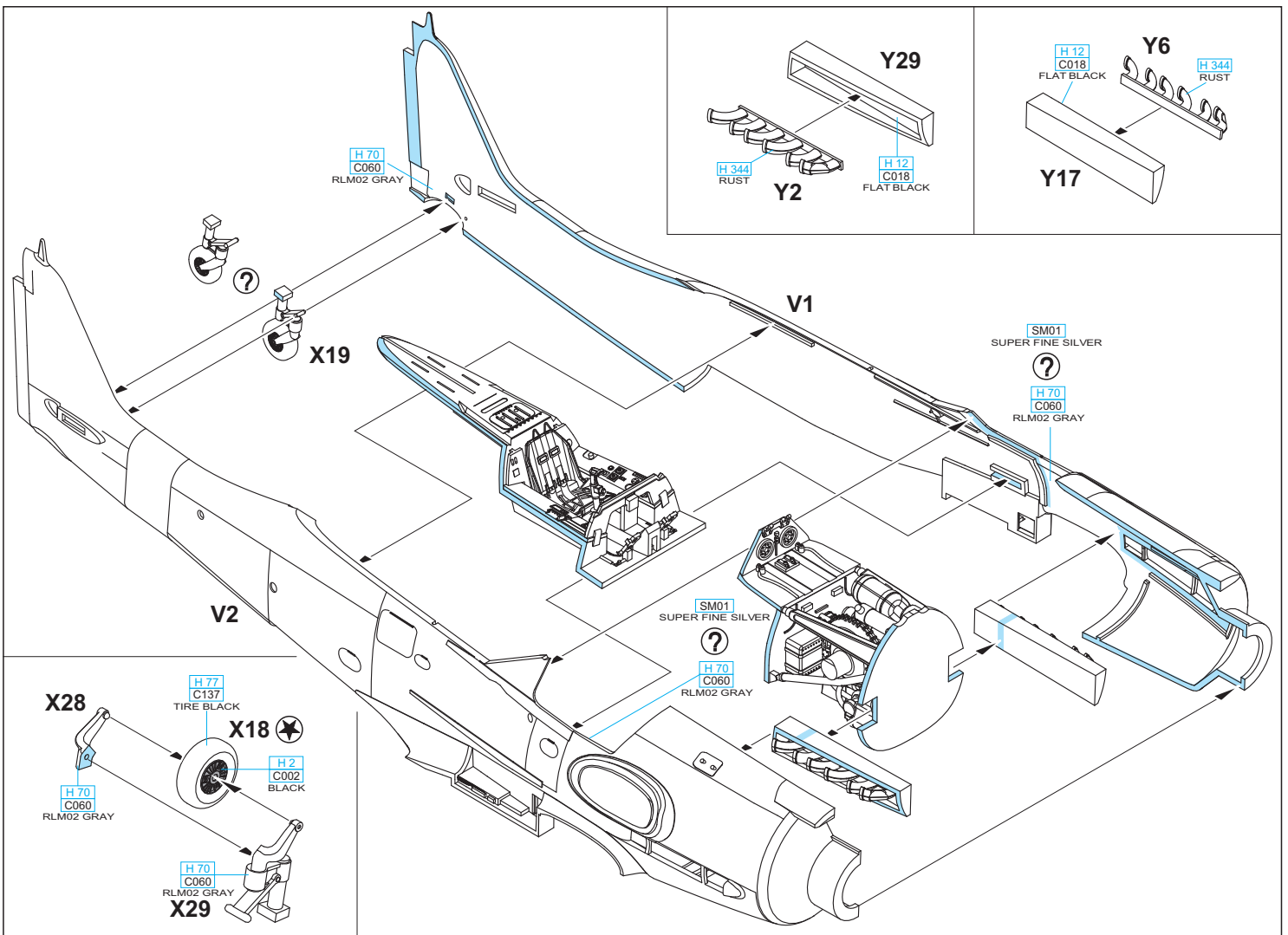
**MARKINGS A, B, C**



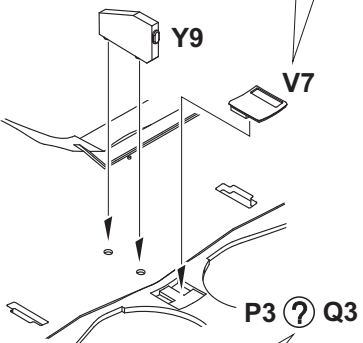
**MARKINGS D, E, F**



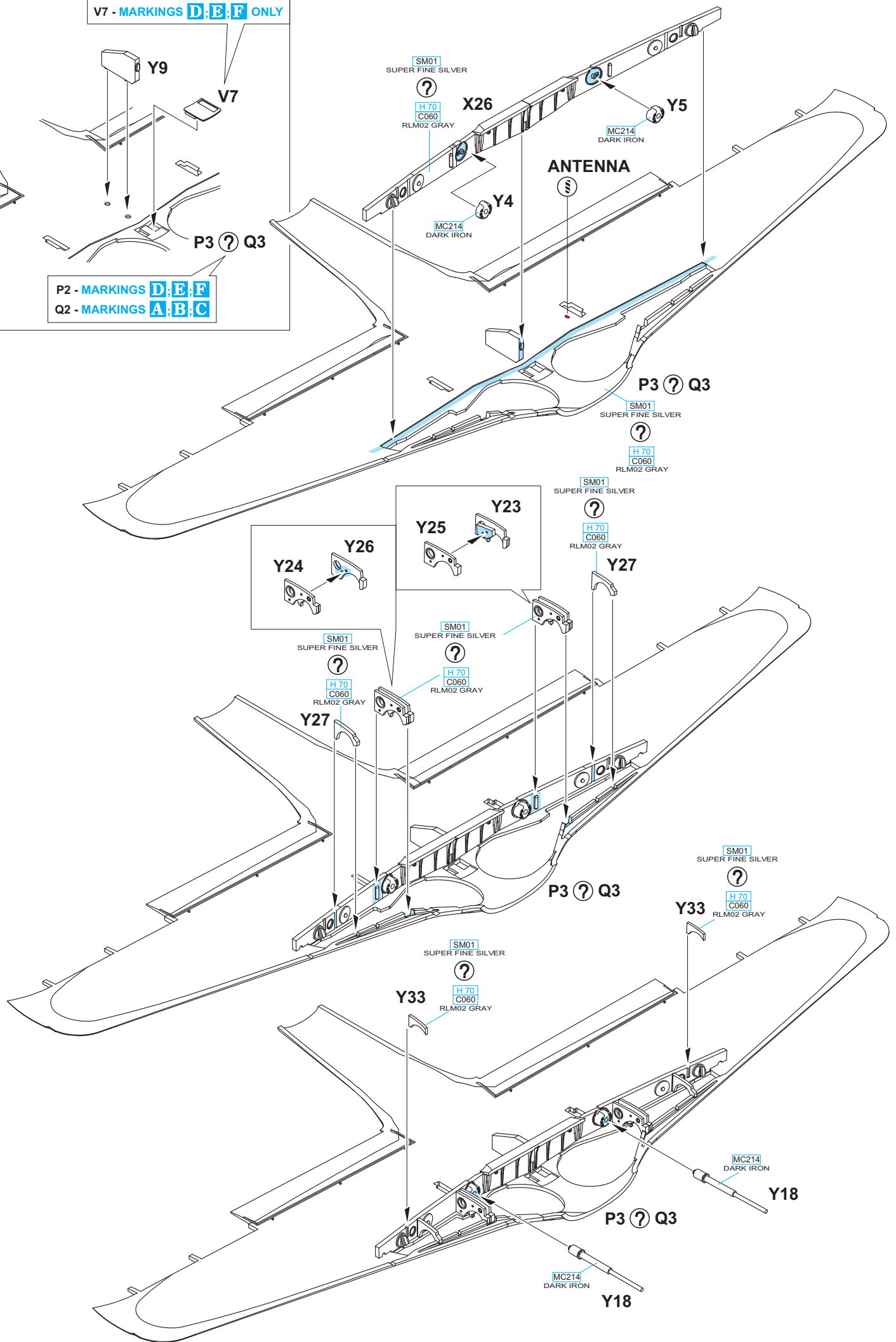


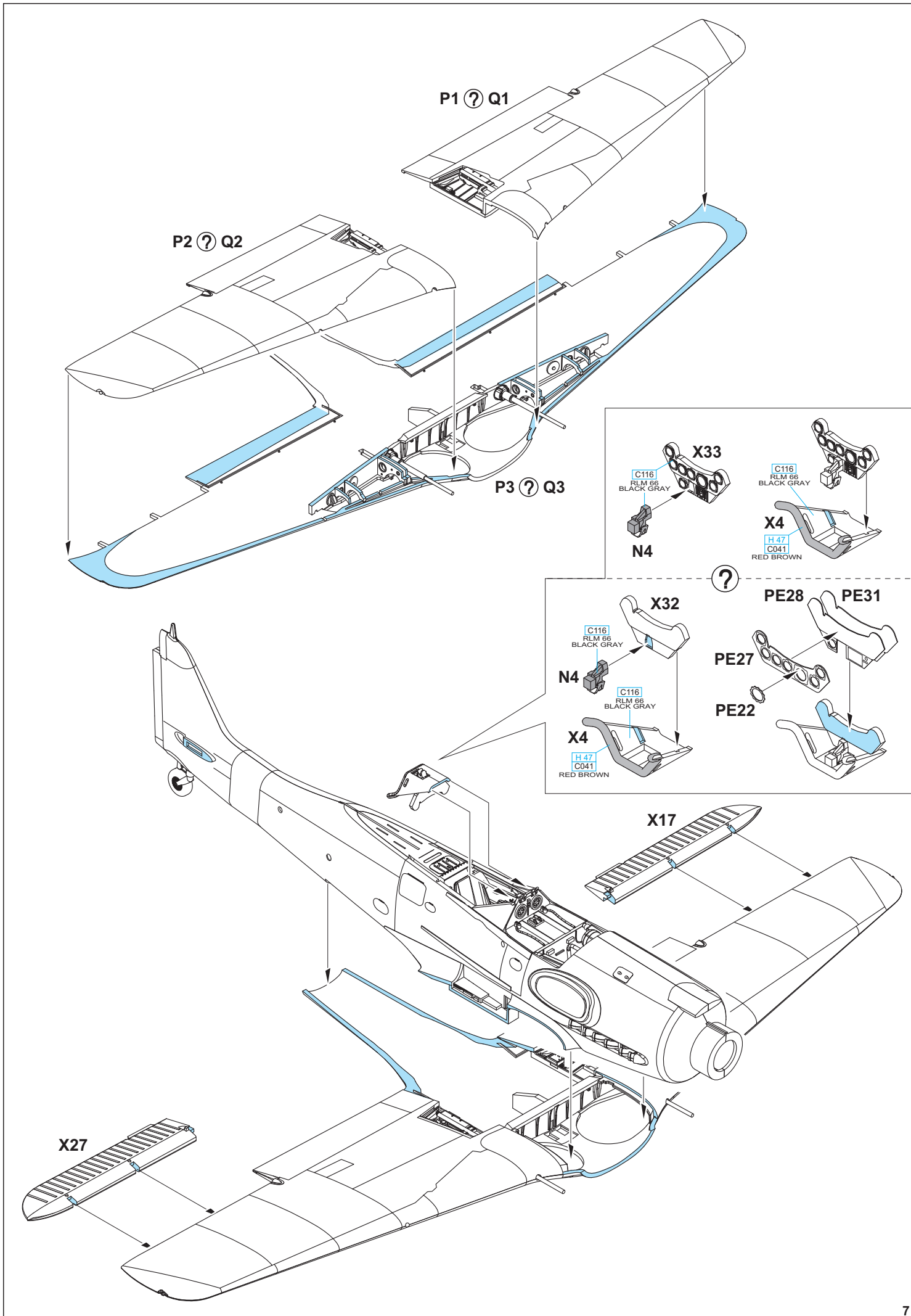


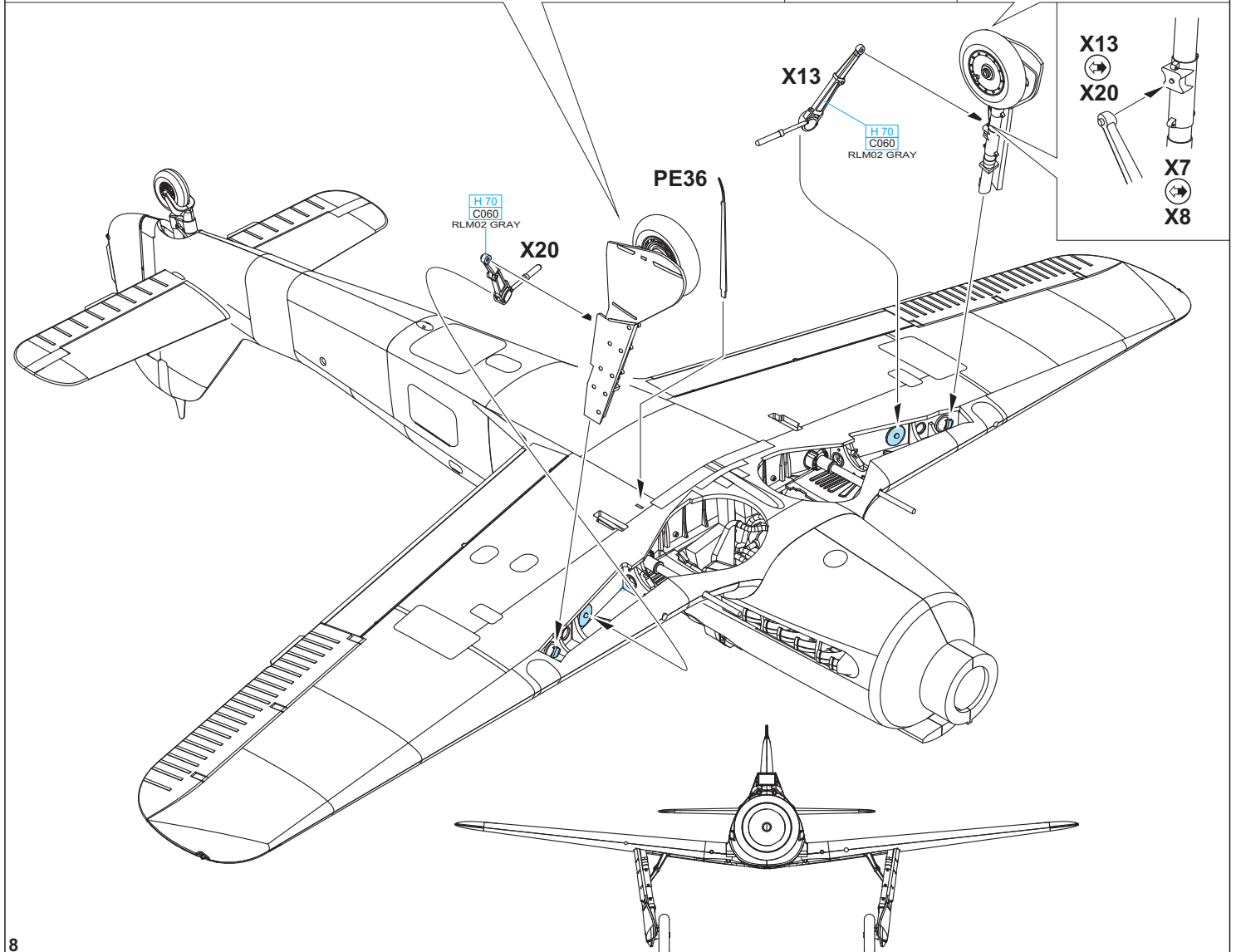
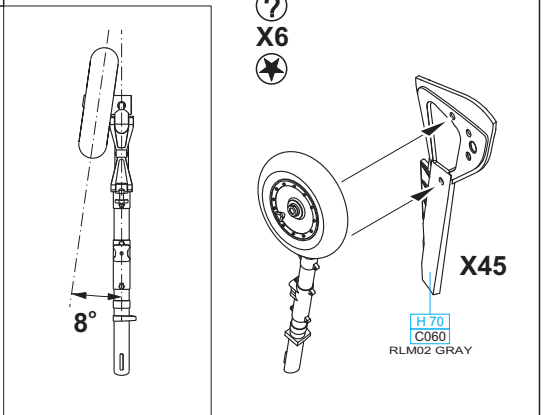
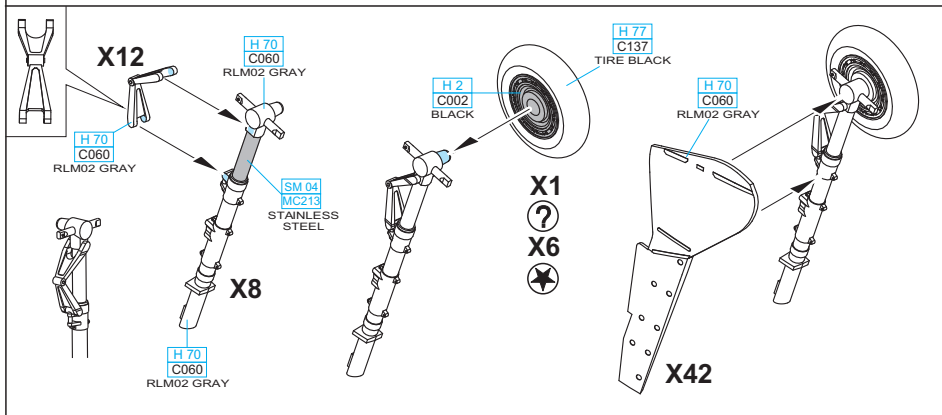
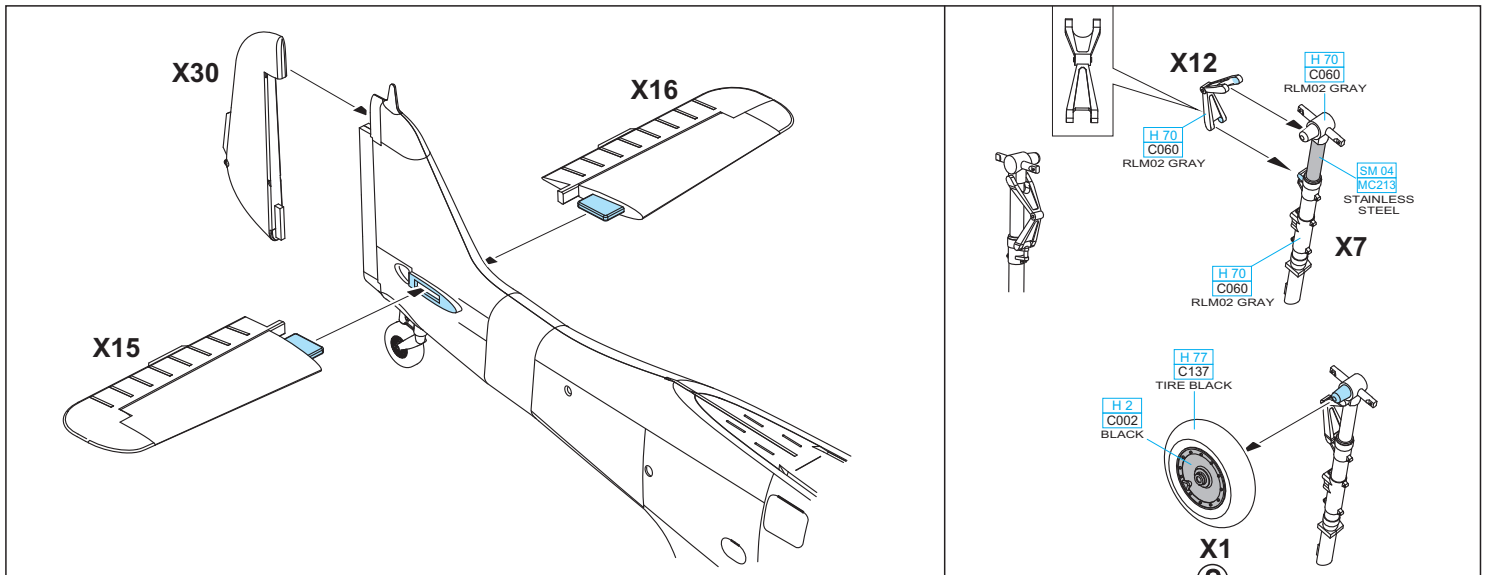
V7 - MARKINGS D, E, F ONLY



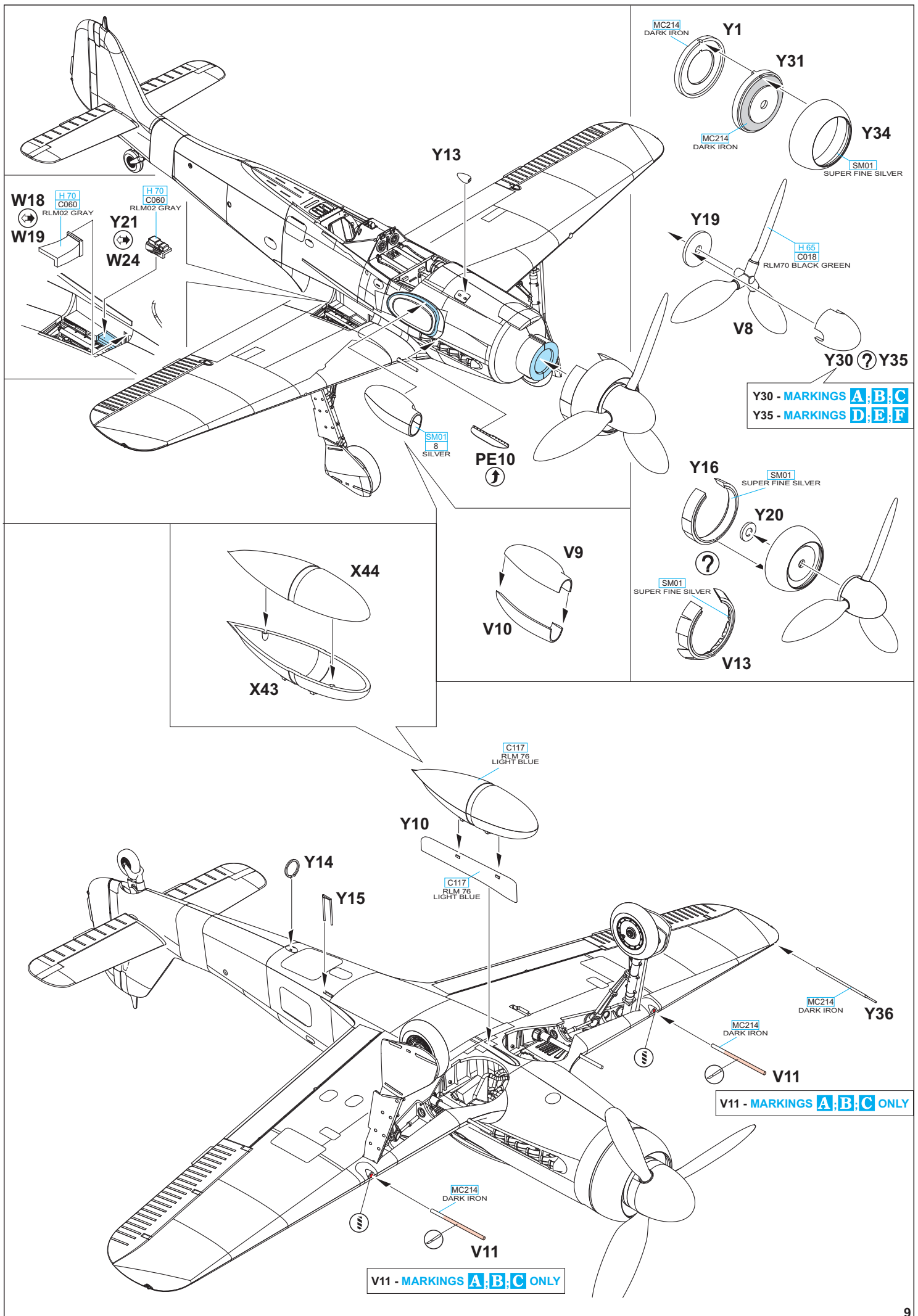
P2 - MARKINGS D, E, F  
Q2 - MARKINGS A, B, C

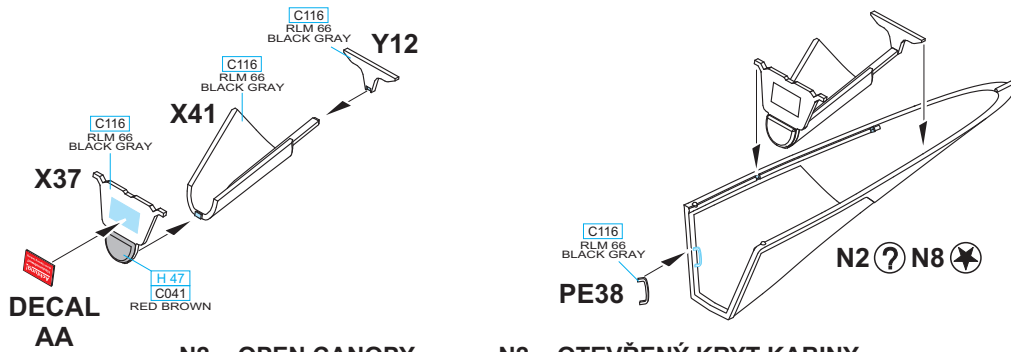






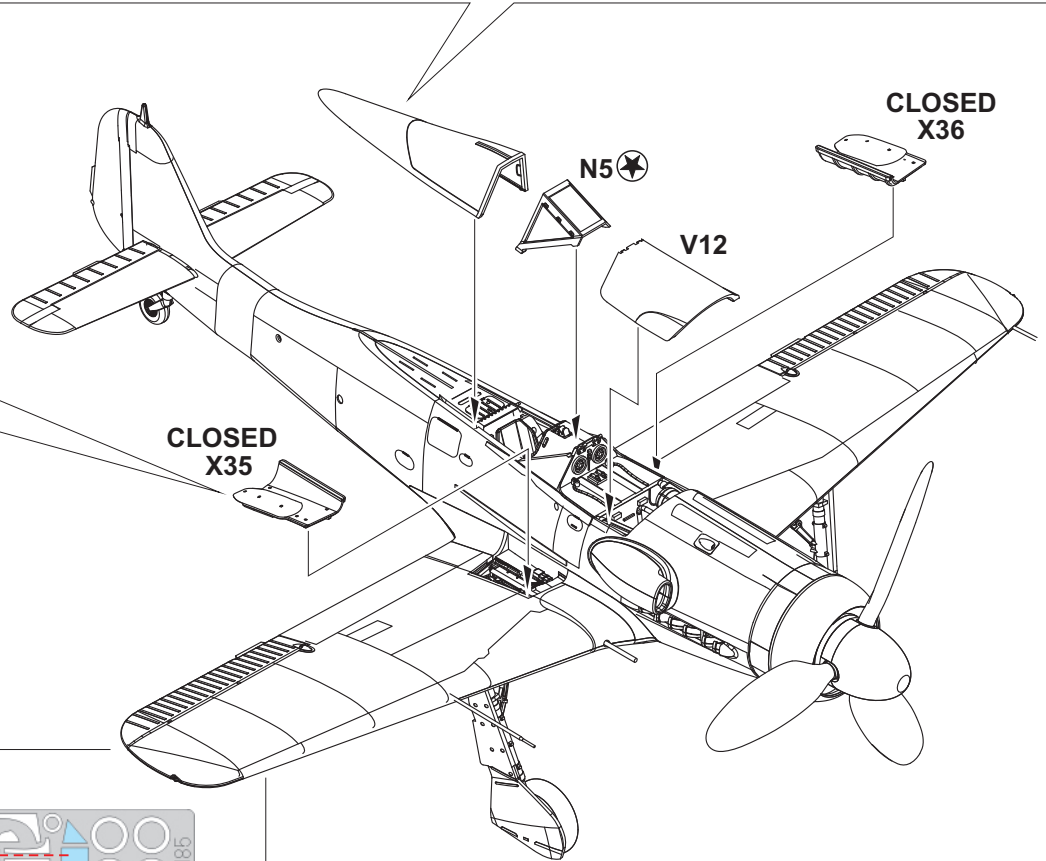




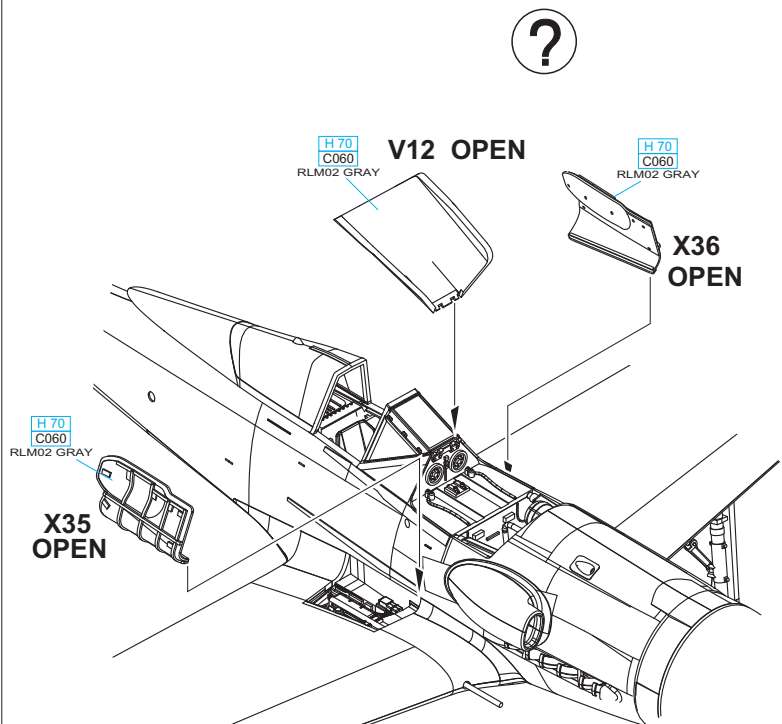
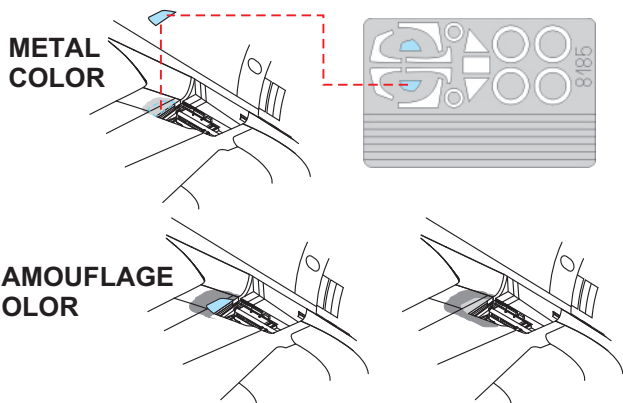
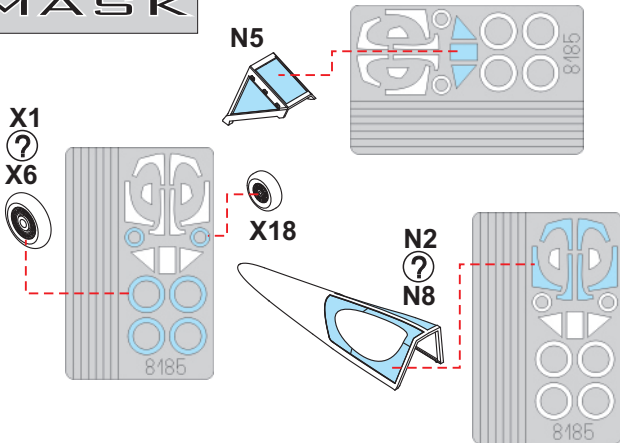


N2 - OPEN CANOPY  
N8 - CLOSED CANOPY

N2 - OTEVŘENÝ KRYT KABINY  
N8 - ZAVŘENÝ KRYT KABINY



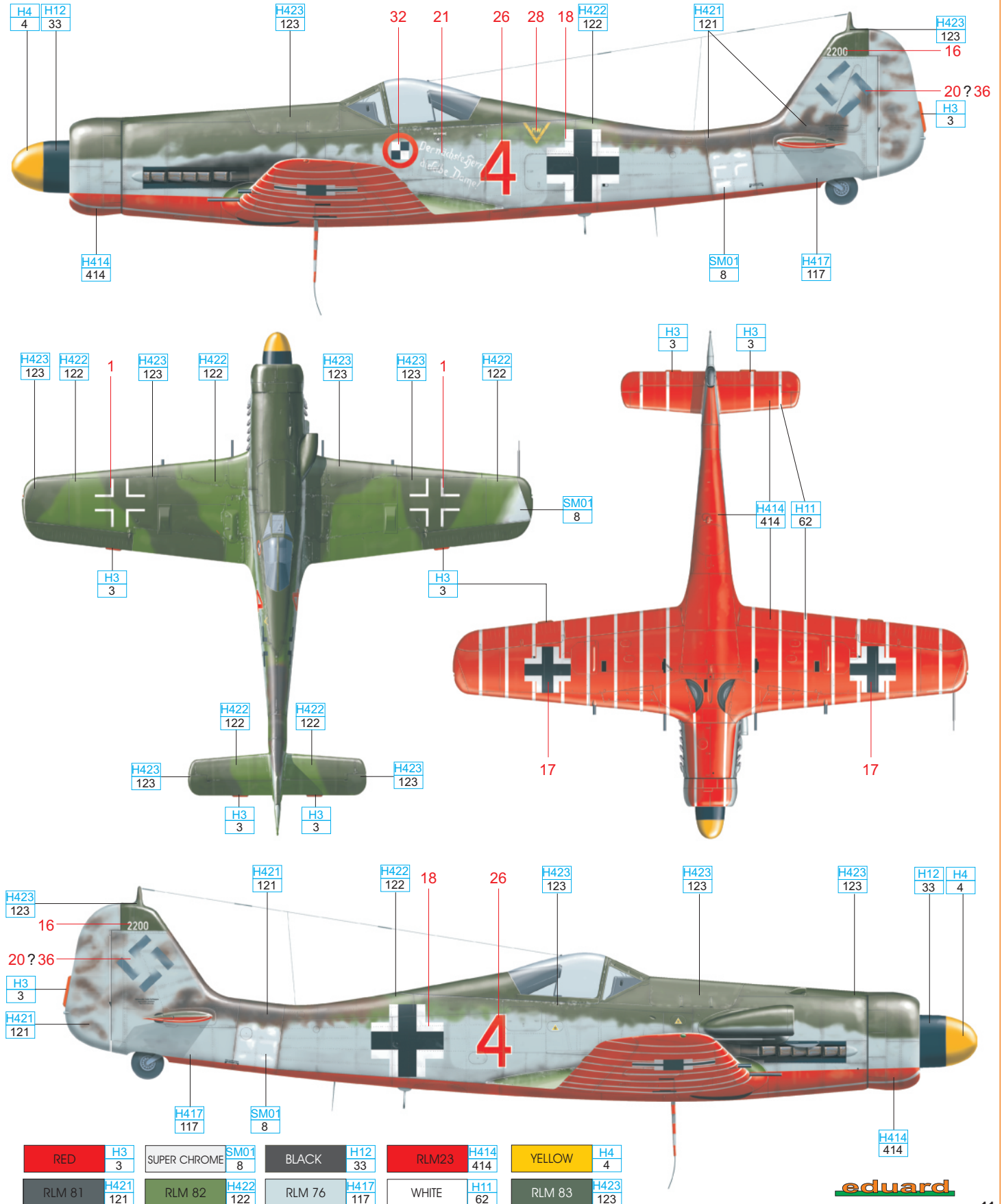
**eduard  
MASK**



# A Fw 190D-11, W.Nr.2200XX, Lt. Karl-Heinz Hofmann, Sachsenberg Schwarm of JV 44, München – Riem, 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 - diesselbe 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.

Nejslavnější jednotkou, která používala Dory, je JV 44. Dodnes je známo pět Focke-Wulfů Fw 190D sloužících u této jednotky v rámci tzv. Sachsenberg Schwarmu. Popularitu jí zajistily pestré zbarvené spodní plochy, které upozorňovaly vlastní protiletadlové dělostřelce, že se jedná o vlastní letoun. Tyto Dory ochraňovaly proudové Me 262 Schwalbe z JV 44 během vzletu a přistání, kdy byly ze strany spojeneckých stíhačů nejzranitelnější. Červená 4 s nápisem „Der nächste Herr - diesselbe Dame“ (v češtině lehce frivolní „další pán, ta samá dáma“) je připisována Lt. Karl-Heinzovi Hofmannovi. Letoun zakončil svou pouť na letišti Mnichov-Riem.

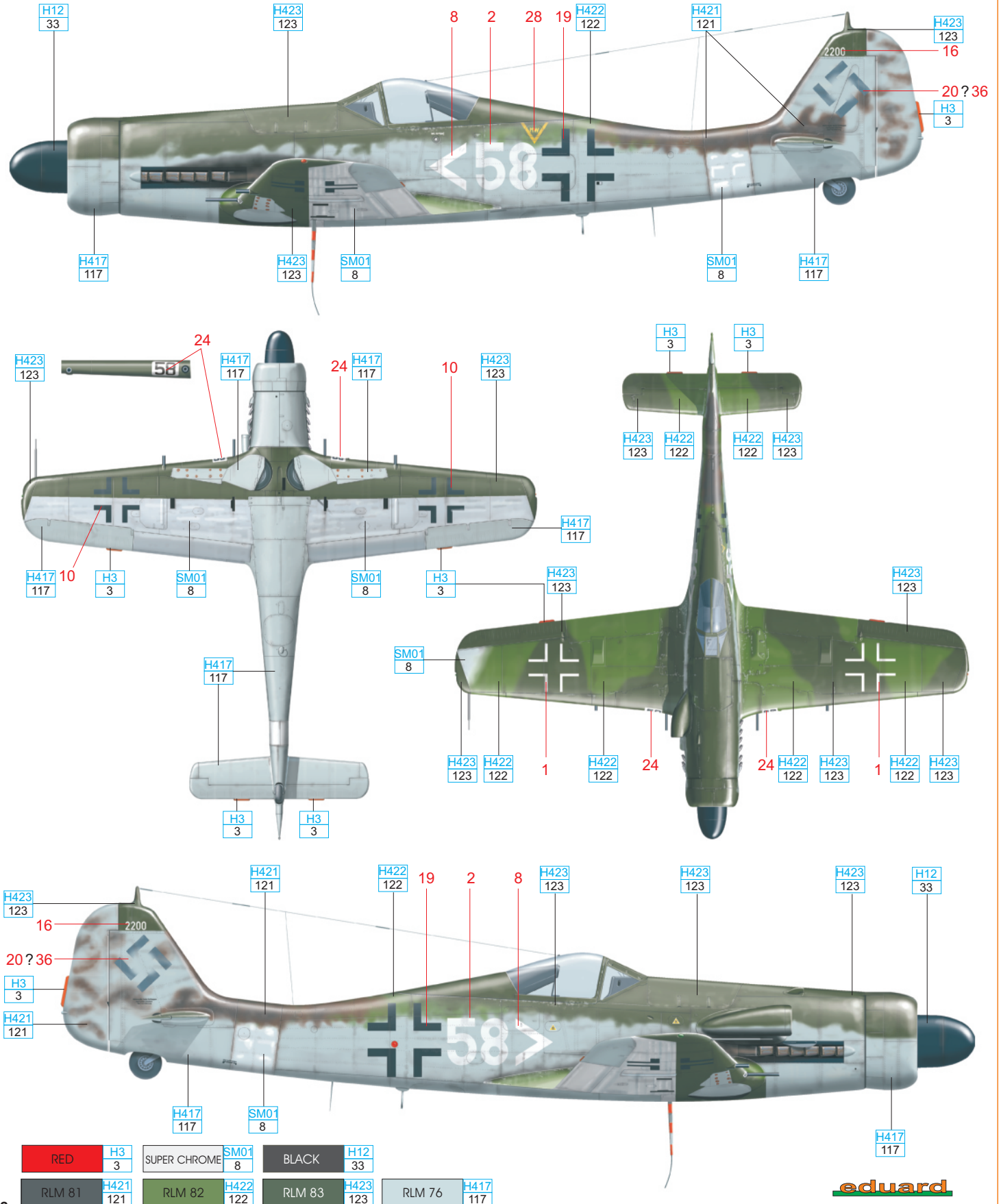




# B Fw 190D-11, W.Nr. 2200XX, VFS des G. d. J., Bad Wörishofen, March - April 1945

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 '< 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.

Z poválečných fotografií je zřejmé, že „červená 4“ ze slavného „Sachsenberg Schwarmu“ dříve létala v Bad Wörishofenu u Verbandsführerschule des G. d. J. s označením „< 58“. Tato jednotka poskytovala speciální výcvik velitelům stíhacích jednotek. Protože se jednalo o pilotní školu, stroj nemá spirálu na vrtulovém kuželu, jež byla vyhrazena bojovým stíhacím jednotkám.



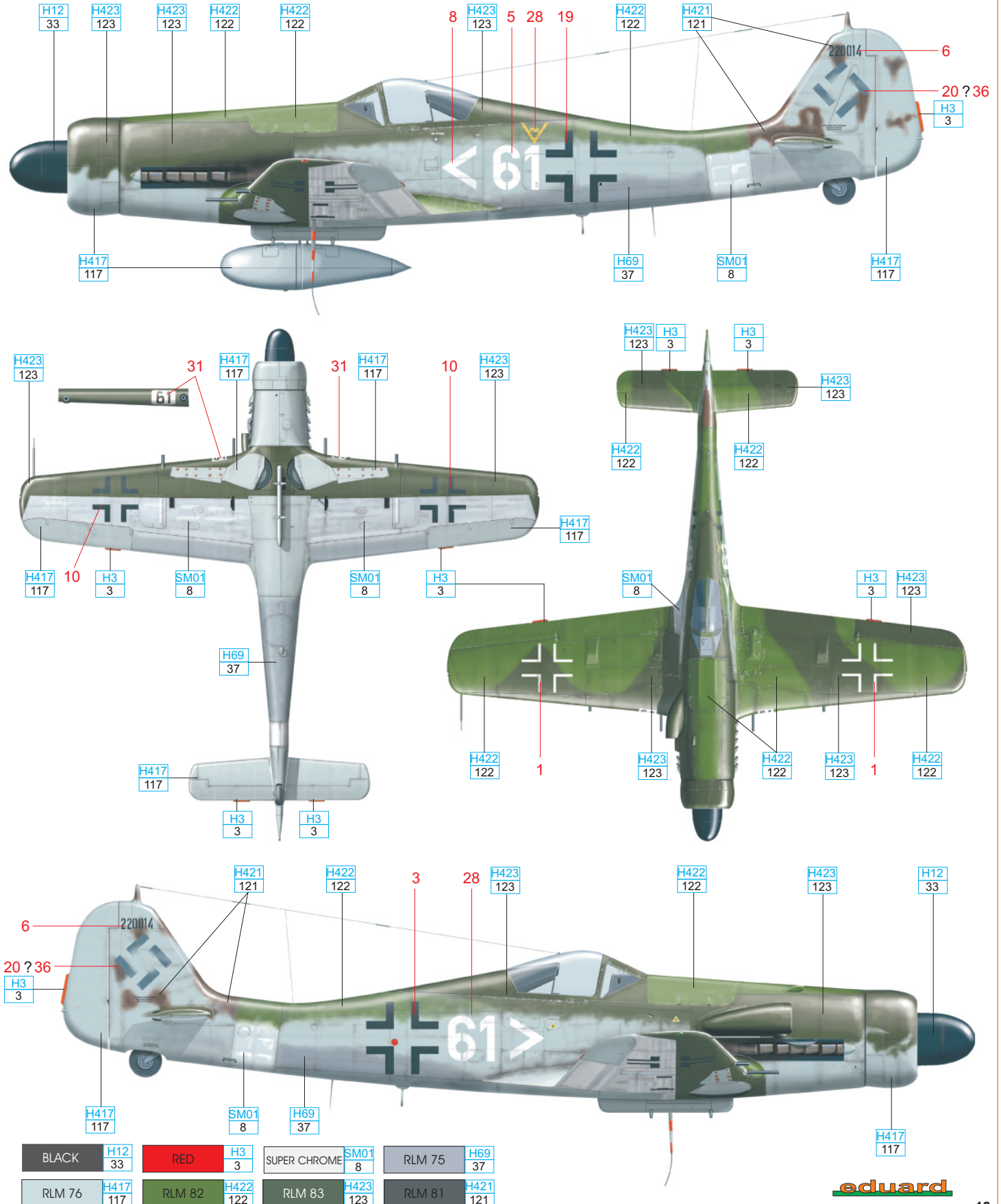
RED	H3 3	SUPER CHROME	SM01 8	BLACK	H12 33
RLM 81	H421 121	RLM 82	H422 122	RLM 83	H423 123
				RLM 76	H417 117



# C Fw 190D-11, W.Nr. 220014, VFS des G. d. J., Bad Wörishofen, 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, W.Nr. 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.

Verbandsführerschule des General der Jagdflieger byla založena v září 1944 Adolfem Gallandem v Königsbergu der Neumark (dnes Chojna v západním Polsku), kde působila do ledna 1945. Na počátku února 1945 se objevila na letišti Bad Wörishofen, kde setrvala až do svého zrušení dne 27. dubna 1945. Dora W.Nr. 220014 byla po válce nalezena na ploše letiště Bad Wörishofen společně s dalšími Dorami D-11 používanými VFS des G. d. J. Kryt trupových zbraní a horní část motorového krytu jsou oproti standardu zbarveny světlejší RLM 82.

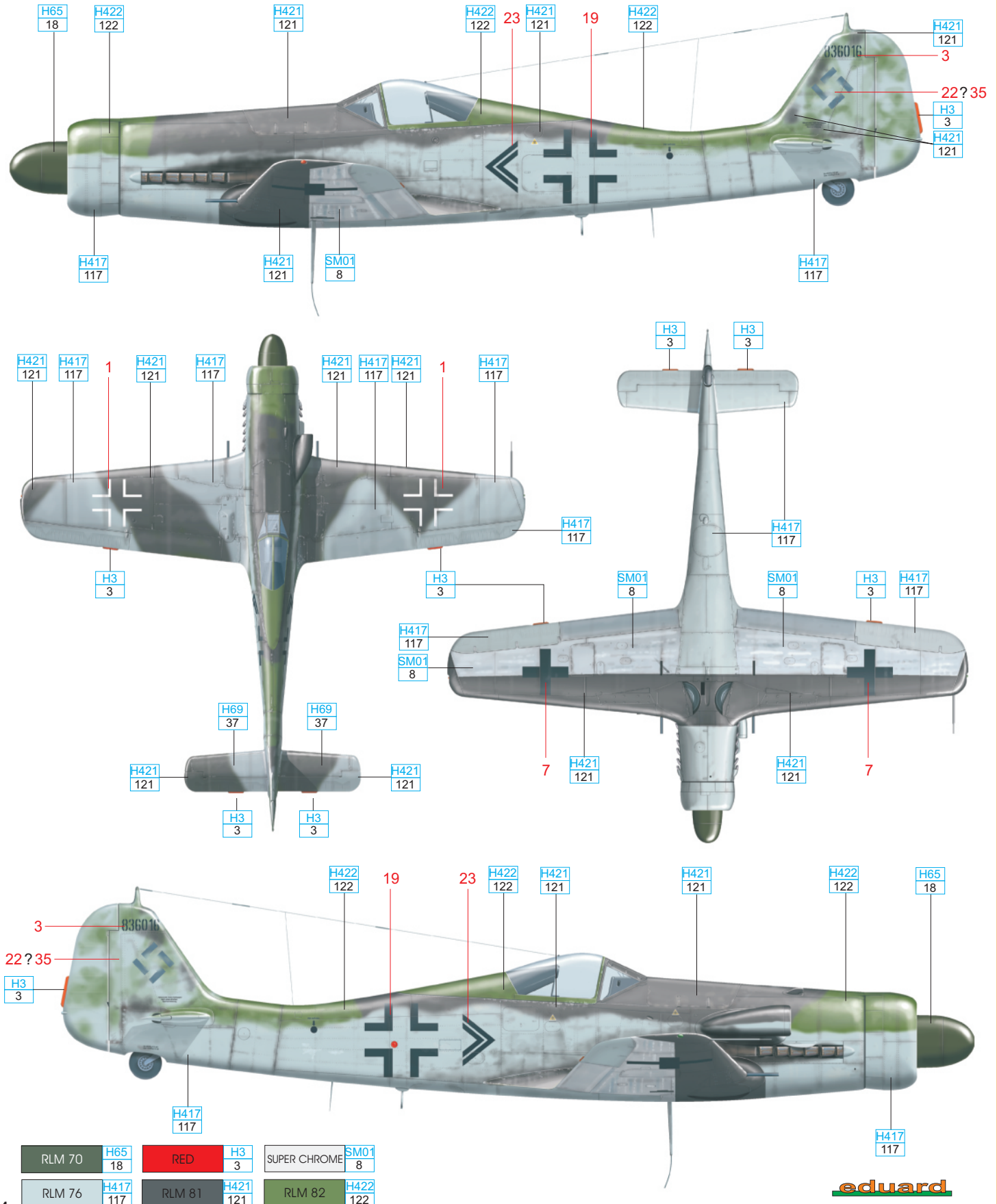


BLACK	H12 33	RED	H3 3	SUPER CHROME	SM01 8	RLM 75	H69 37
RLM 76	H417 117	RLM 82	H422 122	RLM 83	H423 123	RLM 81	H421 121

# D Fw 190D-13, W.Nr. 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.

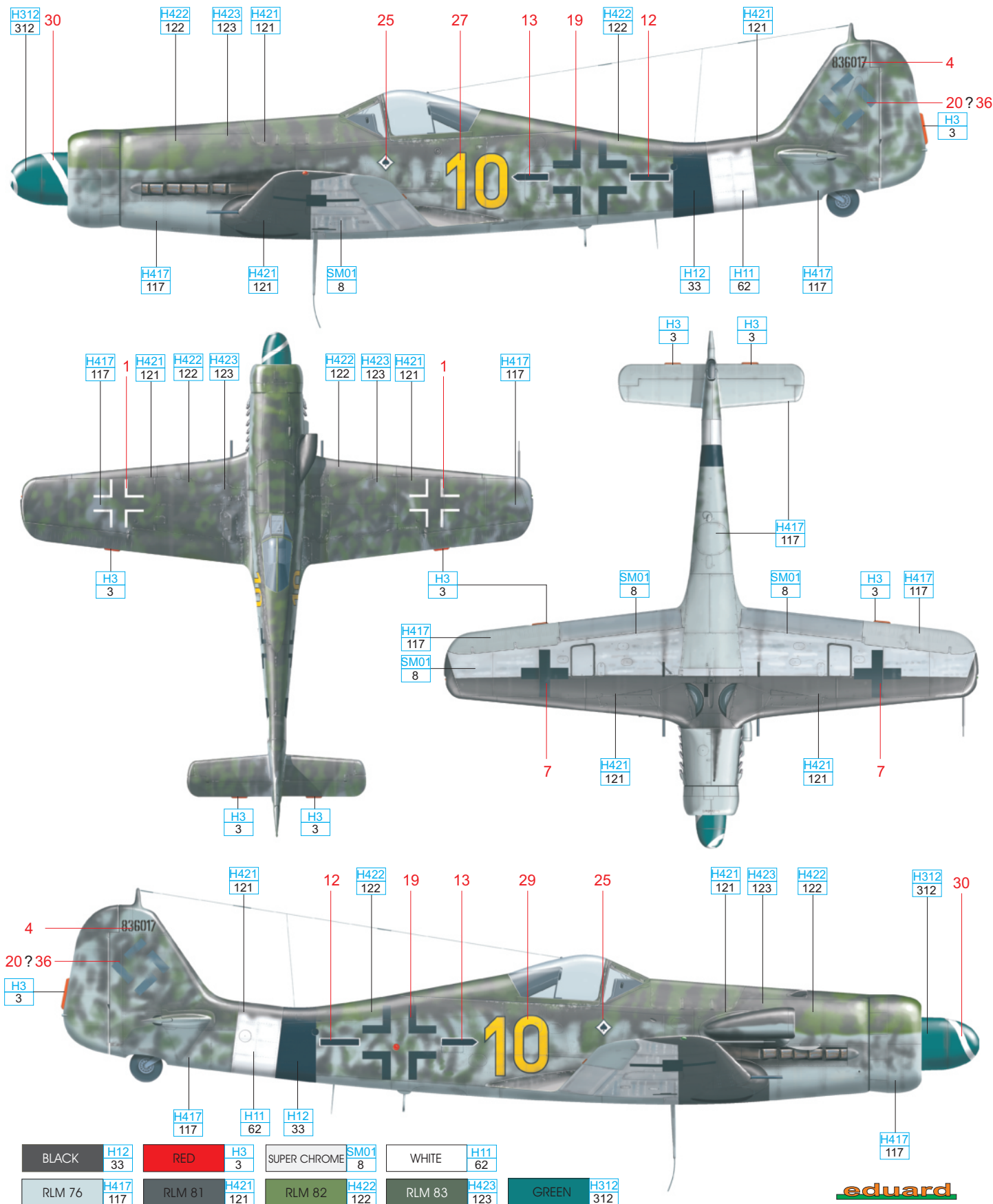
V současné době jsou fotograficky zdokumentovány pouze dvě Dory D-13. Tato byla po válce nalezena bez demontovaného motoru na letišti v plzeňských Borech. Černé štábní označení na trupu napovídá, že s letounem létal velitel Gruppe. Jednotku, do které patřil, však nelze s jistotou určit. Je možné, že se jednalo o V./EJG 2, která vznikla z I./EKG(J) a stroj patřil Hptm. Walteru Grasemannovi. Vzhledem ke zmatku na konci války však může jít i o stroj z jiných útvarů Luftwaffe. Sérii minimálně patnácti kusů Fw 190D-13 vyrobila společnost Weser Flugzeugbau počínaje březnem 1945.



# E Fw 190D-13/R11, W.Nr. 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 cowl 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 82 and RLM 83 colours

Tento stroj patřil do JG 26 a 5. května 1945 padl na letišti Flensburg-Weiche do rukou RAF. Je vysoce pravděpodobné, že s tímto letounem létal velitel JG 26 major Franz Götz (držitel Rytířského kříže, 63 vítězství). Žlutá desítka měla být jeho šťastným číslem. Na Götzovo působení na postu velitele III./JG 53 „Pik As“ upomíná malý emblém pikového esa na obou bocích trupu. Malý nápis na spodku přídě není přesně znám – nejčastěji se zmiňuje slovo „Kontrolliert“, jenž byl k vidění i na dalších německých letounech. Rüstsatz (doplňková sada) označovaná R11 představovala zástavbu autopilota PKS 12. Původní tovární schéma WFG bylo u jednotky ztmaveno skvrnami barev RLM 83 a 82.

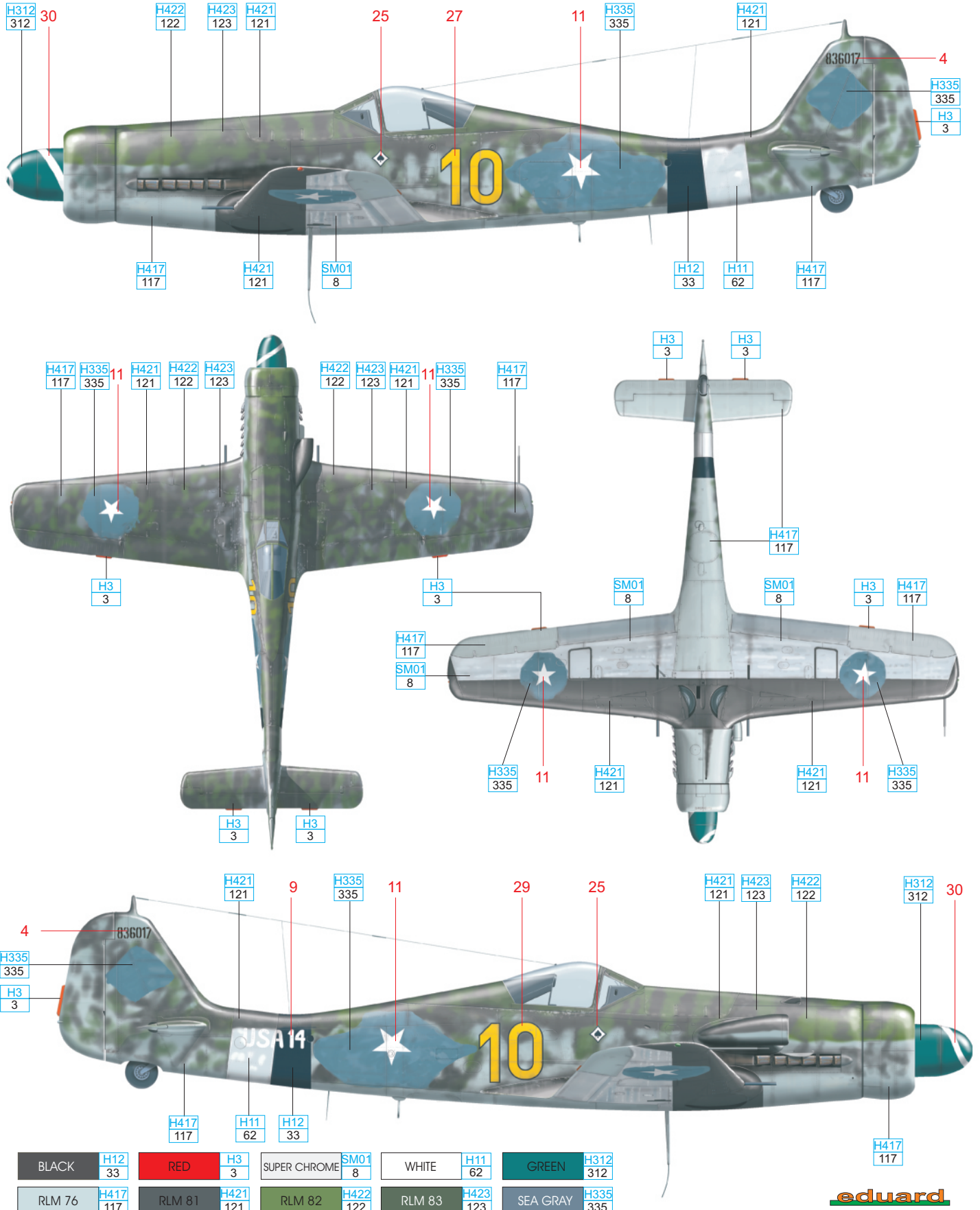




# F Fw 190D-13/R11, W.Nr. 836017, Flensburg – Weiche, Germany, summer 1945

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, Washington. Unfortunately, the reconstruction of the camouflage scheme is not accurate.

Royal Air Force ukořistilo tento letoun v Flensburgu a byli to právě Britové, kdo zamaloval německé výsostné znaky tmavou modro-šedou barvou a nahradil je bílými hvězdami s poněkud podivnou orientací cípů. Na pravém boku trupu se objevil ručně napsaný nápis USA 14. Dne 25. července 1945 byl tento stroj nasazen ke dvěma cvičným soubojům s Hawkerem Tempest Mk.V – za řízení se střídali němečtí piloti – Maj. Heinz Lange (původně velitel JG 51, držitel Rytířského kříže, 70 vítězství) a Oblt. Günther Josten (původně velitel IV./JG 51, 178 vítězství). Letouny byly hodnoceny jako vyrovnané s výjimkou rychlosti ve velkých výškách, kde měl Focke-Wulf převahu. Poté byla Dora W.Nr. 836017 předána Američanům. Následně putovala do přístavu Cherbourg ve Francii, kde byla naložena na letadlovou loď HMS Reaper a odvezena do USA. Zde vystřídal několik majitelů, prodělala několik pokusů o restauraci. Nakonec skončila v Museum of Flight v Seattle, provedená rekonstrukce kamufláže se bohužel příliš nepovedla.



BLACK	H12 33	RED	H3 3	SUPER CHROME	SM01 8	WHITE	H11 62	GREEN	H312 312
RLM 76	H417 117	RLM 81	H421 121	RLM 82	H422 122	RLM 83	H423 123	SEA GRAY	H335 335



