

# INFO EDUARD

Vol. 10 • Issue 6 • June 2010

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## EDITORIAL

This May has provided some damn interesting times, on our own soil as well as the world around us. Flooding has progressively affected parts of Moravia, Poland and Germany. The EU has found itself dealing with unprecedented problems, the Czechs won the World Hockey Championships in fantastic fashion, and the end of the month saw national elections that have proven fatal for several political celebrities of the Czech Republic. All of the domestic events have been essentially good for us Czechs, although I understand how the Russians might see it differently. With the backdrop of world drama, we were busy dealing with our own problems here at Eduard. We were entangled in production rate problems to keep up with demand well into May, and we had difficulty with keeping up with photoetched as well as with kit demand. It was due to excellent orders coming in, but nevertheless, gave us little rest. So, we dealt with it, and hopefully, successfully.

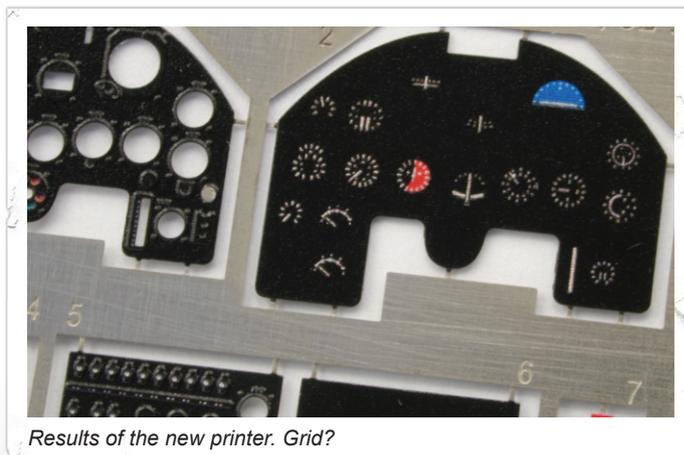
On Tuesday, May 11th, we received two new machines for printing colour photoetched parts. These pieces of equipment carry a lot of significance not just for an improvement of production capacity. As is well known, we have been criticized for the quality of some of the colour PE we have produced, concerning the colour



*Delivery of new equipment.*

grid of the printing process. We weren't happy with it either, and over the past twelve months, we have been fiercely battling the problem, with varying degrees of success. We implemented several technological upgrades and tightened controls, but it was clear that permanent improvements would only come with a ground level re-organization. So, enter the radical simultaneous purchase of two new machines. Within a week, they were in use, and all of our production is now running through them. The quality improvement is very evident and satisfactory, although the grid is a necessary component of the process. Its still there, its horrible, it was better before, and China will show us how. Now, THAT'S sarcasm!

Production capacity was a thorn in our side all spring, and, as mentioned, affected kit production



*Results of the new printer. Grid?*

as well. Through May, we went to three shifts, and by the end of the month, things were ironed out. That means that we are now back to producing kits that had to be temporarily halted. But, as you may have noticed on Facebook, a rapid increase in capacity is not without risk. New and inexperienced people need to be brought on, and the gates open to almost anything. Specifically, it cost us the mold for the Fw190D-11 wing, which was one of the reasons for the shortage of these kits as a whole. We were able to rectify the problem within about two weeks, but it cost us the time. But, the D-11/D-13 Doras are back in the game. And, to calm ourselves down a bit, we decided to move the release date of the 1/48th scale OEFFAG 253 to July. The busted mold has only a peripheral effect on this decision, the main one being that we wanted the proper time reserve to produce the best possible kit. At this point, though, its looking as though there will not be really much tweaking necessary. On Sunday, I assembled the first test shot. I was a happy boy. I had the very first test shots in my hands, which I do often, but this time the initial shots are basically sound.

Even so, we put a lot of careful effort into our OEFFAG. This new kit has nothing in common with our older Albatros, which we've produced in almost incalculable quantities. All is new. Added to the stitching details, we've added new features for the interwing strut assembly. As a result, the assembly of the upper



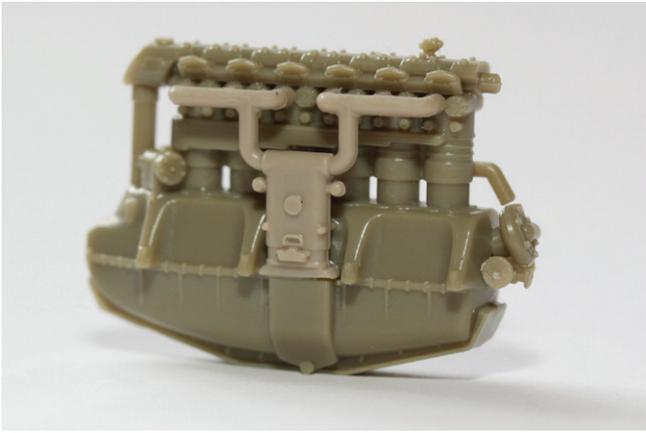
June headliner, Albatros D.III OEFFAG 253 1/48 Profipack edition



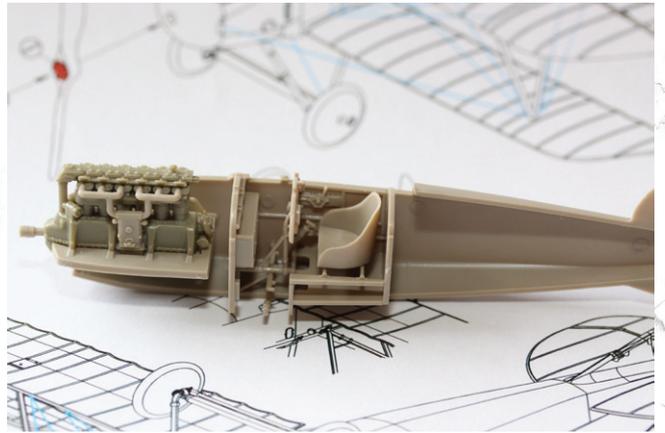
Frantisek Toman, technical master, making some final adjustments to forms



The first test shots and subsequent build of the OEFFAG met, and even surpassed, expectations. This was the first instance in our firm's history that a kit could be completed satisfactorily from the first test shot.



The Austro-Daimler is, by some, a model in and of itself.



The installation of the engine and the pilot's office in the fuselage.



Note the glue type being used :-)



The uncovered engine allows much of its details to be visible.



The newly engineered interwing struts allow for the precise anchoring of the wing support system in its required position. The maintaining of the proper wing geometry of our OEFFAG is surprisingly easy.



Fertig, Herr Oberst!



Kit designers Vaclav Pospisil and Stanislav Archman.

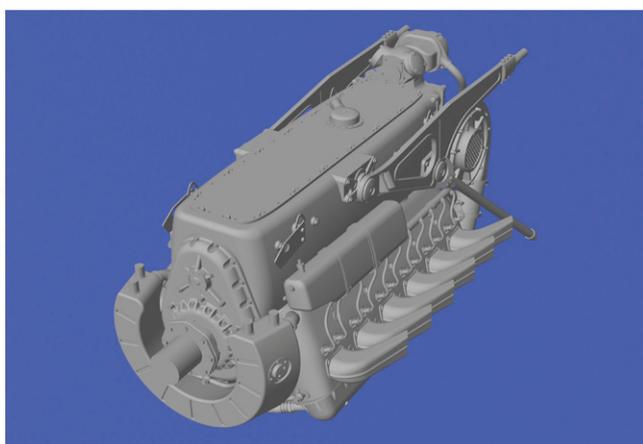
wing and maintaining the proper special geometry is surprisingly simplified. The same applies to the undercarriage and control surfaces. To this, we added new details, benefiting the engine the most. Add to this our colour PE, attractive marking schemes of the Austro-Hungarian Empire printed by Cartograf, and you end up with a superb model.

With the OFFAG set for July, the main kit release for June is the Su-22/Su-17M3. There has been talk of the shortcomings of the kit, but there can be more said for its strengths. There are also the new PE set, decal options, and a Brassin cockpit. Our Brassin seat for the Su-7 made a splash, and for the Su-22 it won't be any different. I would even go so far as to say the seat for this kit is better than the one in the Su-7, and, on top of that, there is a Brassin cockpit with other, smaller parts for the exterior.

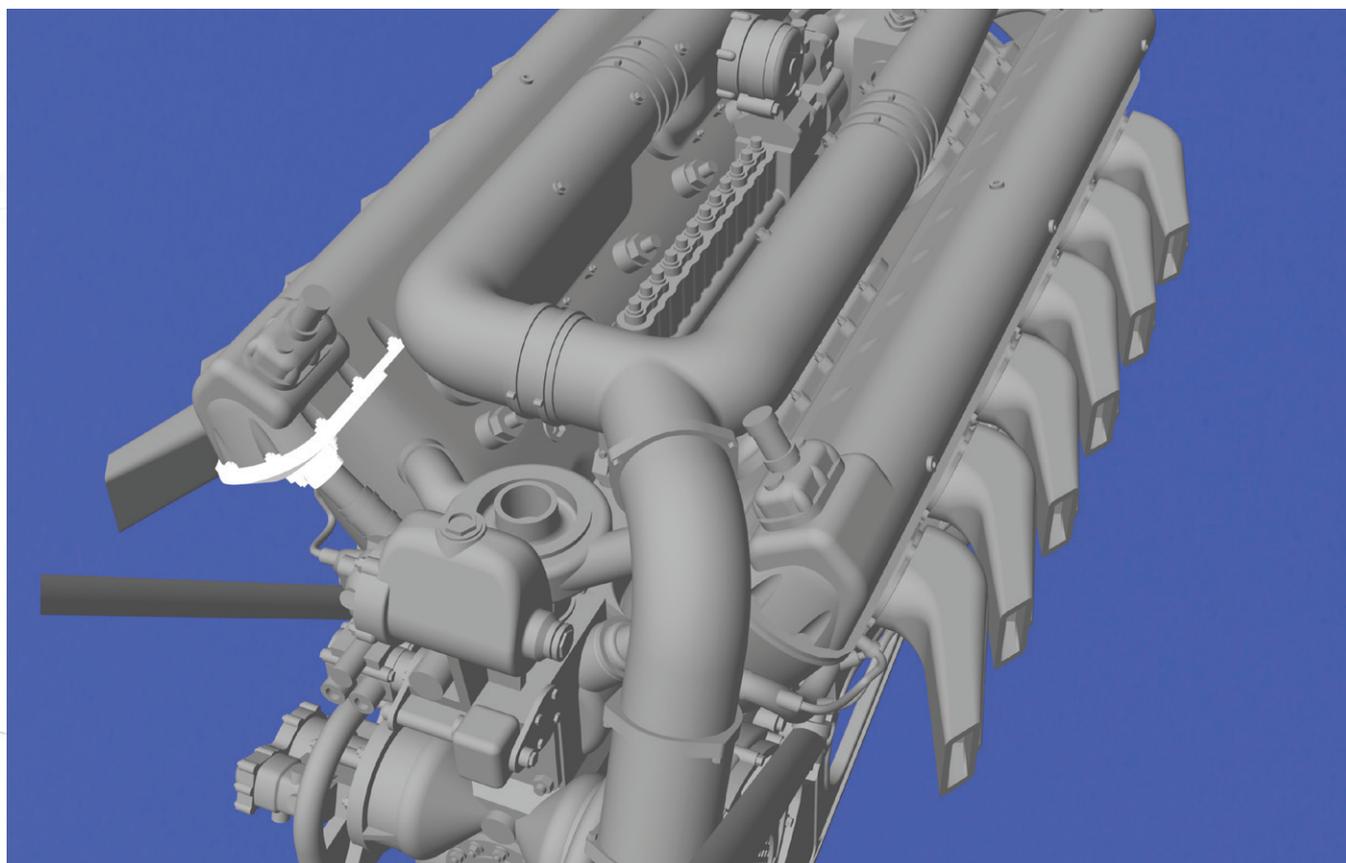
Then, there's the Brassin DB 601 in 1/32nd for our Bf 109E. It's not on the market as yet, but it's just around the corner. It's the first item in the Brassin line for a WWII aircraft, and is indicative what can be expected in the future. In the future, we'd like to release similar sets for our kits at around the same time as the actual kit



Su-22/Su17-M3 Seat



Overall view of the resin DB 601 engine for our Bf 109E



Bottom view of the engine showing off the inverted V details including fuel pump, compressor air intake, and other features.

release. The kits will be themselves less complex, but ready for inclusion of the accessories, if and as desired.

So, for example, the anticipated Bf 109F will not have an injection molded engine as the Bf 109E did.

The Friedrich will be simpler in this respect, but will have the same high standard of essential details such as surface details. The benefit of this will be a significantly lower base price for a very well executed kit, with the option of raising the level of detail via the Brassin sets. Incidentally, we have recently contemplated how to best execute the gun troughs of the fuselage weapons. The demolding of these has led to different solutions from different manufacturers, usually leading to the cutting off of the upper cowling. We chose a different route, and have chosen to separate just the troughs. This is how it was on the real thing. Don't be worried about fit problems of this part; the fit will be excellent. The designer, Stan Archman, who put through his proposal for this feature, has assured me that if the fit is less than perfect, he will sweep the property for two months. He hates sweeping. If the fit is less than perfect, his Christmas bonus will consist of a brand-spanking new wire broom. I think his risk is really small....he was responsible for the OEFFAG, and my confidence is inversely proportional to his risk.

At the end of June, we will be in Brno, at Modell-Brno. We're looking forward to it! Although the OEFFAG is now slated for July, there is a chance we will have some of them at Brno, which is at the end of June. Personally, I am pushing the boys

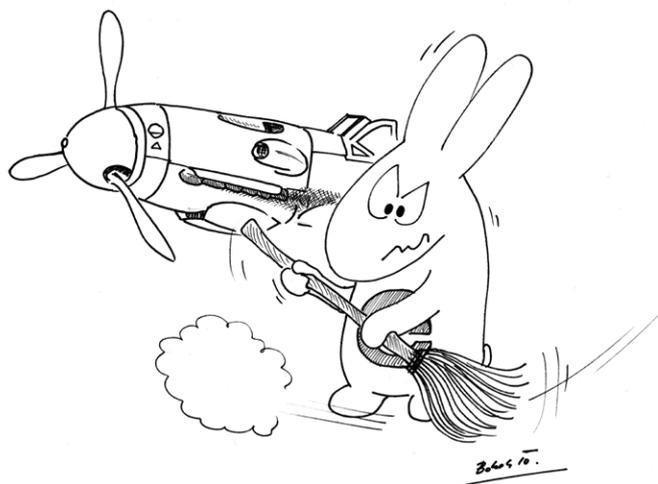


*The Brassin engine will also be applicable to the Bf 109E-1 Weekend Edition, slated for August, 2010.*

and girls to that end. In any case, we will be taking a lot of new items to Brno, and should the Su-22 be selling out by then, some will be held back for the show. Besides that, we'll have a load of new PE for the show, as well as new Brassin sets.

Keep on Modelin'!!

Vladimir Sulc



On the heels of March's Su-7 (Cat No. 1148), we continue with the release of another Sukhoi product from a former Kovoavody Prostejov mold. Just like the Su-7, the Su-22/Su-17M3 (as the original Soviet version was known) includes items to detail and correct the original kit with not just photoetched brass, but resin in the form of a relatively large assortment of parts from the Brassin line. Czechs and Slovaks may be disappointed at the lack of their respective markings, but fear not, this specific version was never in use with the CSLA. 'Our' version of the Fitter

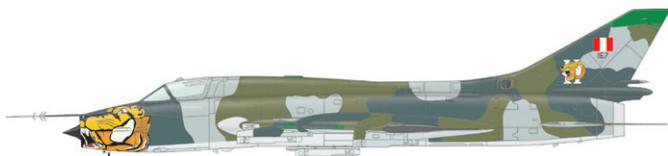
will be available in the second half of the year. The kit in question now, however, offers interesting Soviet, Peruan and Libyan markings. The second model for the month is the Weekend Edition of our very successful and beautiful monoplane from the First World War, the Fokker Eindecker. For those who want more than the simplified Weekend kit, we also offer the Eindecker E.I, E.II and E.III in 1/48th scale as a Limited Edition or a Profipack offering (Cat No. 1141 and 8156) (JZ)

## 1149 Su-22/Su-17M3 Fitter 1/48 LIMITED EDITION



### Cold War era Soviet fighter-bomber

Model from the Kopro line, with Eduard accessories and colorful marking options. 133 plastic and resin components, photoetched brass parts, Cartograf decals, Eduard Brassin seat, cockpit, and other details.



*Su-22, Grupo Aéreo No11, Escuadrón Aereo 111, Talara air base, Peru*



*Su-22, No. 1032 Squadron, OkbaBin Nafaa El' Woutia' air base, Libya*



*Su-17M3, Soviet Naval Air Forces, 1980-1990, Soviet Union*



*Su-17M3, 1st AE, 168th APIB, 36th ADIB, Bolshye Shiraki air base, Soviet Union, 1982*



*Su-17M3, 101st ORAP (Independent Reconnaissance Regiment), Soviet Union, late 80's*

**eduard**  
**BRASSIN**

Complete seat, pilot's cockpit and other details.



# 8418 Fokker Eindecker 1/48 WEEKEND EDITION

This Fokker E.II 68/15 was written off during landing by Leutnant Bruckmann. Black and white stripes identify this aircraft as flying with a unit that was attached to Aerm Abteilung Geade on the Alsatian Front. The black rudder was likely an identifier for aircraft serving with Kampfeindecker Halbabteilung in FFA9b. Out of this segment later came KEK Ensisheim, the basis for the future Jasta 16.



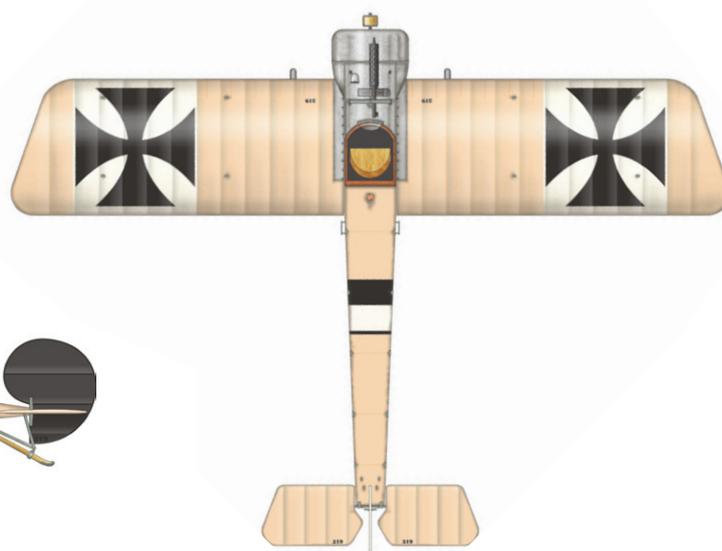
Fokker E.II 68/15, Lt. Brückmann, late 1915

In the spring of 1915, the air force brass of the warring nations turned their attention to the question of arming combat aircraft. The most effective form of armament was deemed to be a forward firing machine gun setup, but this was affected by the rotating propeller. Different air forces approached the problem in different ways. The French mounted the gun on the top wing, and above the propeller arc, or firing through the propeller arc which was equipped with deflector strips. The British introduced pusher aircraft, the engine being placed behind the cockpit and gun assembly. The most effective and modern method of solving this issue was developed by the Germans, when Anthony Fokker, a Dutchman working in their services, developed a synchronization mechanism. This prevented firing at the moment when the prop blade traversed the field of fire from the gun. This synchroniza-

tion mechanism was mounted on the single seat monoplane M5K, which Fokker himself demonstrated on the front at the end of May and the beginning of June, 1915. The success of this type was full and immediate, and was followed by an order for the supply of these aircraft to the German air force. Production was initiated quickly, and supplied 415 aircraft spread between E.I to E.IV versions. When these aircraft reached combat in the summer and fall of 1915, they brought with them a distinct change in the direction of the war. Flown by aggressive pilots such as Boelcke and Immelmann, the Fokkers elevated the fighter to a very dangerous weapon, and became a symbol of the superiority of the German air force in air combat through the second half of 1915 and into the beginning of 1916.

## SPECIFICATIONS:

Length: 7.30 m  
 Span: 10.04 m  
 Empty Weight: 349 kg  
 Take-off Weight: 604 kg  
 Maximum Speed: 150 km/h  
 Powerplant: Oberursel U.I rated at 100 hp  
 Armament: one LMG 08/15 7.62 mm machine gun.

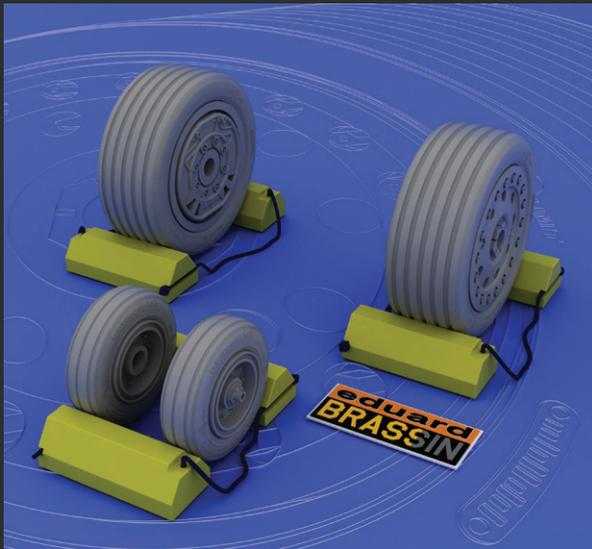


The Eduard Brassin kitchen serves up two sets of F-4 wheels this month. This is for the Hasegawa family of Phantoms for which we have seats and wheels for the F-4C/D/E/F/G (Cat No. 648009 and 6480012). The seat to go with the wheels released this month

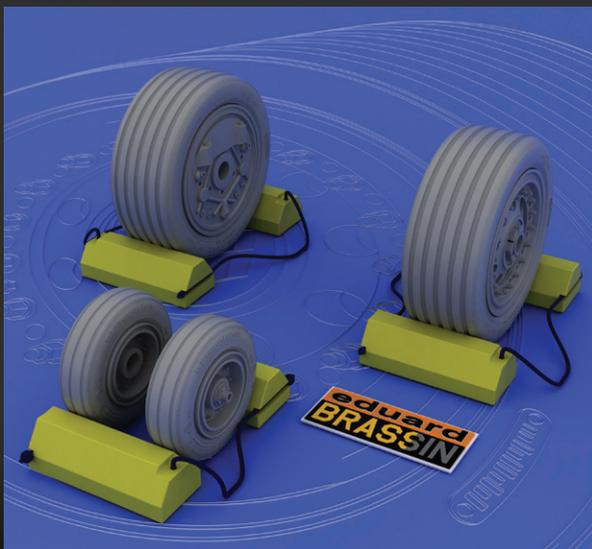
(for the J/N and S) will be available in July under the designation 'F-4B/J/N/S Seat', Cat No. 6480019. And that will certainly not even be close to the finale of parts for the Hasegawa 1/48th scale Phantoms from our Brassin line. (JZ)



648014 F-4J/N wheels 1/48 (Hasegawa)



648015 F-4S wheels 1/48 (Hasegawa)



**MEET US ON FACEBOOK**

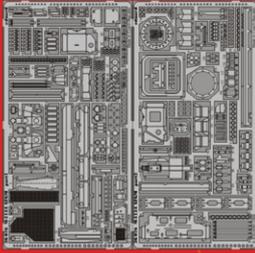
[www.facebook.com/EduardCompany](http://www.facebook.com/EduardCompany)



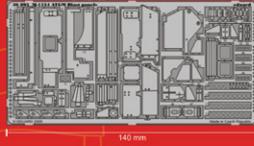
# BIG ED

## BIG3571 M-1134 ATGM 1/35 (Trumpeter)

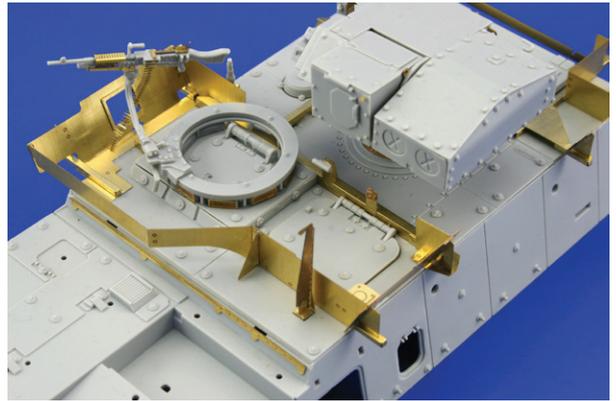
36076 M-1134 ATGM



36093 M-1134 ATGM blast panels



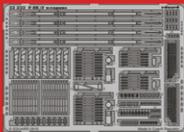
\* items of this set are displayed in the same scale



36093 M-1134 ATGM blast panels

## BIG3284 F-8E US NAVY 1/32 (Trumpeter)

32233 F-8E/J weapon



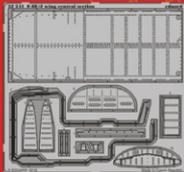
32237 F-8E exterior



32501 Remove Before Flight



32241 F-8E/J wing central section



32647 F-8E/J M.B.Mk. 7A USN seatbelts



JX088 F-8E



32637 F-8E interior S.A.



32237 F-8E exterior

## BIG4927 B-24J 1/48 (Revell/Monogram)

48618 B-24J exterior



48621 B-24J rear interior



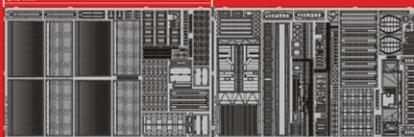
48647 B-24 surface panels



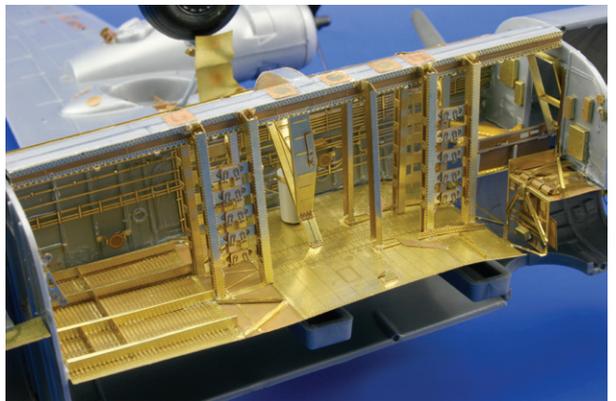
49440 B-24J front interior



48634 B-24 bomb bay



EX136 B-24J



48634 B-24 bomb bay

## BIG4928 F-15K 1/48 (Academy)

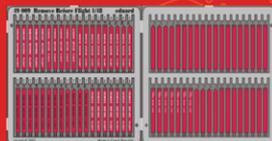
48648 F-15K exterior



49476 F-15K seatbelts



49009 Remove Before Flight



49464 F-15K interior S.A.



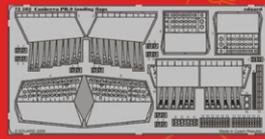
EX278 F-15K



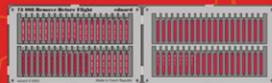
73352 Canberra PR.9 S.A.

## BIG7256 CANBERRA PR.9 1/72 (Airfix)

72502 Canberra PR.9 landing flaps



73008 Remove Before Flight



73352 Canberra PR.9 S.A.



72506 Canberra PR.9 ladder



CX251 Canberra PR.9



This month brings you the offering of 21 etched sets, and eight of their Zoom derivatives. Allow me also to point out the expanding line of sets offered for the Revell and Monogram B-24 in 1/48th scale, same scale sets for the B-57B from Airfix, and the exterior set for Trumpeter's Swordfish in 1/32nd. There are two sets for the EF2000 in 1/32nd meant for the Revell kit, although the ladder can certainly be applied to the Trumpeter kit as well. Owners of the F6F-3 from

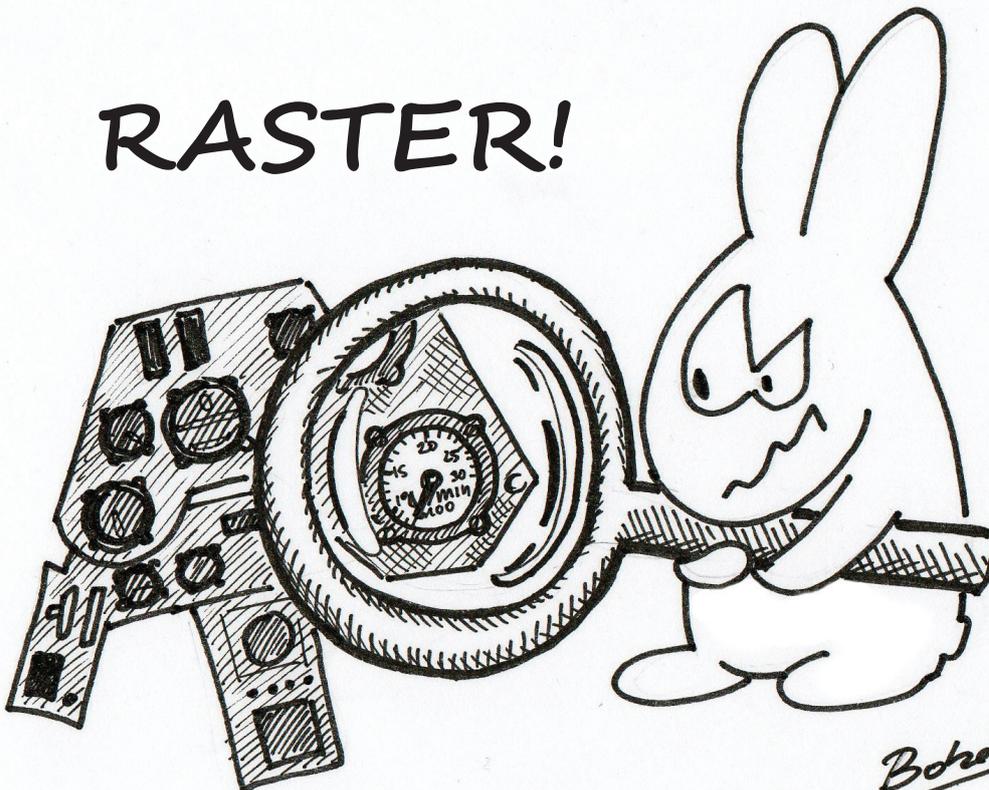
Hobby Boss shouldn't overlook our sets for its interior and exterior, which will allow the kit to be brought to a much closer representation of the real thing. The list of aircraft for which we will be releasing sets will, as usual, be expanding in the coming months. Here, we show only some of the sets available for the month, and you can find the full listing on the next page. (JZ)



<b>KITS</b>					
1149	Su-22/Su-17M3	1/48	Limited edition	33067	Swordfish Mk.II interior S.A.
8418	Fokker Einedecker	1/48	Weekend edition	FE465	B-57B interior S.A.
<b>BRASSIN</b>				FE470	F-100C interior S.A.
648014	F-4J/N wheels	1/48	Hasegawa	FE472	A-4B S.A.
648015	F-4S wheels	1/48	Hasegawa	FE478	F6F-3 interior S.A.
<b>PE-SETS</b>				FE484	F-16I SUFA interior S.A.
32245	EF 2000 Single Seater exterior	1/32	Revell	SS349	HAS.2 S.A.
32248	EF 2000 ladder	1/32	Revell/Trumpeter	SS357	J 35Ö Draken S.A.
32250	Swordfish Mk.II exterior	1/32	Trumpeter	<b>MASKS</b>	
32671	Swordfish Mk.II interior S.A.	1/32	Trumpeter	CX260	F-100C
36114	T26E4 Super Pershing	1/35	Hobby Boss	CX261	Ju 88A
48635	B-24D exterior	1/48	Revell/Monogram	CX262	F/A-18D
48636	B-24D rear interior	1/48	Revell/Monogram	EX299	Tornado IDS
48639	F-100C exterior	1/48	Trumpeter	EX301	Ta 152C
48642	F6F-3 exterior	1/48	Hobby Boss	EX302	Bf 110D
48649	A-4B landing flaps	1/48	Hasegawa	JX108	Bf 109E-3
48653	F-16I SUFA exterior	1/48	Hasegawa	XT160	M-26 wheel masks
48656	F-100C undercarriage	1/48	Trumpeter	XT161	Challenger Enhanced armor wheels
49465	B-57B S.A.	1/48	Airfix	XT163	Crusader III wheel masks
49470	F-100C interior S.A.	1/48	Trumpeter	<b>BIG-ED sets</b>	
49472	A-4B S.A.	1/48	Hasegawa	BIG3571	M-1134 ATGM
49475	B-24D seatbelts	1/48	Revell/Monogram	BIG3284	F-8E US NAVY
49478	F6F-3 interior S.A.	1/48	Hobby Boss	BIG4927	B-24J
49484	F-16I SUFA interior S.A.	1/48	Hasegawa	BIG4928	F-15K
49495	B-57B seatbelts	1/48	Airfix	BIG7256	CANBERRA PR.9
73349	HAS.2 S.A.	1/72	Hobby Boss		
73357	J 35Ö Draken S.A.	1/72	Hasegawa		

## COMMENTS AND INPUT FROM J&T

RASTER!



*Bobo 10.*

## Eduard at Shizuoka

Between May 13th and 16th, 2010, there was the traditional convention at the Shizuoka Hobby Show, which can be likened to a Japanese Nuremberg Toy Fair. Not missing this event for anything that has to do with toys, hobbies and modeling on the Japanese islands is a good idea. Eduard was represented by our Japanese distributor, the Beaver Corporation, and also by our own Karel Padar. For those that may not know, Karel Padar is responsible for the development and production of our photoetched lines, and is very well respected and popular in Japan, thanks in part to his life-long fascination and modeling dedication to Japanese subjects. (JZ)



Opening of the 49th Shizuoka Hobby Show. Second from the right is Mr. Irisawa, the owner of Beaver Corporation, our distributor in Japan.



May 15th was the first general day of the show. The Beaver tables were so packed at times, that not even the employees of the firm could move around.



Karel Padar demonstrating the application of photoetched brass. Karel's demonstrations draw as much attention there as they do at home, despite a definite language barrier. We weren't sure what to make of a suspiciously high number of observers at one of his presentations wearing Lion's Roar tags.





1144 Fw 190A „Nachtjäger“ – Dual Combo in 1/48



8184 Fw 190D-9 in 1/48, one of the news for 2010.

We would like to express our gratitude to Mr. Daisuke Yasutake, marketing manager of Beaver Corporation for the photographs and information from the show.

## EXPO 2010 IPMS Rio, Brazil

For the second time, Eduard took part in the main Brazilian model show hosted by IPMS Rio. This year, the theme of the show was squarely aimed at the American air force. For this event, Eduard sponsored several awards including our traditional Eduard Trophy.

1. Best USN Aircraft to 1945, one by an F6F-3,
2. Brassin Award for best jet aircraft irrespective of category, the winner of which won three Brassin sets of his or her choice,

3. Best WWI aircraft, the winner of each wins a dual combo kit from Eduard of his or her choice,
4. Best Eduard kit with the winner getting an Eduard Profipack kit of his or her choice, and
5. Best use of Eduard PE, the prize there being a Big Ed set of his or her choice.

The results were well worth it:



1. Best USN Aircraft to 1945 – Eduard Trophy: Helldiver from Academy in 1/72nd scale by Alysson Cesar Oliveira De Castro from Fortaleza/CE, some 2500 km from Rio. This was his second visit to this contest, and again he walked away with many awards.



2. Best Jet: Hasegawa F-18 by Carlos Magno Leal. Furthermore, the Eagle Statue confirmed that this was one of the 'top ten' models of American aircraft at the show. The IPMS-RIO Trophy went to Rodrigues Vaz.



3. Best WWI Aircraft: Zeppelin Staaken from Roden, 1/72nd scale. The model was built by professional modeler Afonso Giordano Neto (his diorama contains a Fokker D.VII from Revell and a Fokker E.V. from Eduard).



4. Best Eduard Kit: Bf 108 in 1/48th by Afonso Giordano Neto.



5. Best use of Photoetched: Fw 190D-9 from Eduard in 1/48th by Eduardo Brettas.

2011 will focus on the Italian air force. We are looking forward to seeing what will be brought to South America. In any case, we wish the organizers of the event a lot of luck and success for the coming year. (JZ)

**eduard**

# BEST BRASS AROUND SELECTED JUNE RELEASES

32245 EF 2000 Single Seater exterior 1/32 (Revell)



32245 EF 2000 Single Seater exterior 1/32 (Revell)



32248 EF 2000 ladder 1/32 (Revell/Trumpeter)



48642 F6F-3 exterior 1/48 (Hobby Boss)



49472 A-4B S.A. 1/48 (Hasegawa)



48639 F-100C exterior 1/48 (Trumpeter)



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## Focke-Wulf Fw 190 D-11

Jan Bobek

The development and production of military aircraft in Germany at the end of the war was impacted on by virtually everything one can think of. There was a lack of strategic raw materials, delays in the development of new engines, a shortage of quality C3 fuel, and above all, a shortage of time.

When contemplation was being made as to which in-line engine to install into the Focke-Wulf Fw 190, the decision was quickly made in favor of Junkers' Jumo 213A. Not because it was readily available, but because newer engines in the works were still being developed, or their production was dedicated to other types (such as the Daimler Benz DB 605 for the Messerschmitt Bf 109G).

With the installation of the Jumo 213A came the 'Dora', or the Fw 190 D-9, and production was initiated in August, 1944. Initially, the aircraft was met with skepticism, but this quickly turned to enthusiasm among pilots of the 'Longnose Dora'. The engine produced 1750 hp, and with MW 50 injection, the output was raised for short bursts by a useful amount. The armament consisted of 13mm MG131 machine guns in the upper fuselage, and two 20mm cannon in the wing roots.

So, the Dora was introduced into combat, and understandably, the designers turned their attention on ways to increase the aircraft's performance and armament. Work was begun in the summer and

fall of 1944 on prototypes of the Fw 190 D-12 and Fw 190 D-13. These had two main things in common: one, they were powered by the long awaited Jumo 213 F (rated at 1870 hp and 2050 hp with MW 50), and two, these engines were designed to use B4 fuel, with an octane rating of 87, instead of C3 fuel, which had a higher octane value but was in hopelessly short supply.

The armament was switched from two 13mm machine guns above the engine to a cannon with its barrel in the engine shaft. In the case of the Fw 190 D-12, this was to have been a 30 mm MK 108, and in the D-13, a 20 mm MG 151. Furthermore, both versions were to be equipped with instrumentation for adverse weather flying, and some were to also have the EZ 42 gyroscopic gunsight, which was being combat tested in the fall of 1944.

D-12 Doras were to be manufactured by Arado and Arbeitsgemeinschaft Roland. The latter produced the first Fw 190 D-13s. However, initiating the production of both versions was constantly delayed, and it appears as though the production of the D-12 was never initiated at all. The first D-13 produced by Focke-Wulf weren't delivered until March, 1945.

For this reason, it was decided to initiate production of a D-9 and D-12/D-13 hybrid as an interim (Zwischenserie) solution. Testing of the Fw 190 D-11 prototype was begun as early as August and September,



*The photograph illustrates Focke-Wulf Flugzeugbau GmbH's production facility in Sorau. The Allies mounted 61 attacks on this company's facilities during the war, hitting this one twice, both times in the spring of 1944, and each time causing about 50% destruction to the area. Production was restarted quite quickly, usually with the help of external personnel that weren't recovering from shock after the bombardment. In one instance, production in machine tool plant was able to restart in 48 hours.*

*Thanks to the Allied attacks, Focke-Wulf filled about 73% of its orders during 1944, and about 50,000 man-hours were needed for the cleanup and repairs necessary. The factory at Sorau at the end of the war produced the Fw 190 D-11, and employed about 4,500 people. The company employed a total of about 30,000 people, out of which some 50% were from concentration camps and forced labor from occupied countries. Among the biggest problems caused by the bombings was the disruption of production at the Focke-Wulf plant in Gassen and production of plexiglass by Rohm & Hass in Darmstadt.*

(NARA, via Footnote.com)

1944, with production starting at Sorau (today Zarow in Poland). Sorau was captured by the Red Army in mid February, 1945. It's possible that production continued at Focke-Wulf at Cottbus, before even this town fell to the enemy in the latter half of April.

It has been widely reported that there were about twenty D-11s produced, but this number is evidently higher. This notion is supported by two period documents. In the records of Jumo-Aussendienst (service outsourcing) we can conclude that at Sorau, there were forty powerplants installed in D-11s. And just to complicate the matter, these were supposed to be the more modern Jumo 213F-1. This, of course, doesn't confirm that all forty birds reached combat units. A number of these could have been in various states of completeness, could've been destroyed in the fighting for the town, and they could've also been captured by the Soviets. The second document from mid-February, 1945, suggests that parts in short supply for forty aircraft being assembled at Sorau and Cottbus were to be supplied by Arado in Prague. Current information states that Focke-Wulf had, in preparation, fifty Fw 190 D-9s and one-hundred Fw 190 D-11s (bringing the total count of D-11s to 140).

These elegant machines were then equipped with a version of the Jumo 213 F (incorrectly identified as the Jumo 213 E in the Eduard instructions) but carried no armament in the fuselage. The wings gained two 30 mm MK 108 cannon in the outboard wing gun bays to go with the two 20 mm cannon already present. The MK 108s could also have been substituted by a pair of 20 mm MG 151 weapons. From period records, we know that fifteen Fw 190 D-11s were delivered to units by the end of March, and that four of these were equipped with the EZ 42 gyroscopic gunsight. There were teething problems with the Jumo 213 F, and flying this aircraft was probably not

for greenhorns. So far, there have been three units identified that flew this unique aircraft.

### VERBANDSFÜHRERSCHULE DES GENERALS DER JAGDFLIEGER (VFS des G.d.J.)

This training unit was formed in September, 1944, at Königsberg-Neumark (today Chojna in western Poland). The unit primarily used the Messerschmitt Bf 109 G-6 and Focke-Wulf Fw 190 A-8, but from the beginning of 1945, began to also use the Bf 109 G-14 and Fw 190 F-8. The unit answered to the 'General of Fighter Units' (General der Jagdflieger), who at this time was Adolf Galland, and its purpose was to train unit COs in combat tactics against waves of four-engined bombers. Talented young fighter pilots passed through the training facility, as well as unit commanders that were to improve deficiencies in combat tactics against four-engined heavy bombers, and to train their units accordingly to be successful against the Americans. A third group of "students" were commanders of bomber units that were supposed to convert their units to fighter aircraft.

The training was completed by such pilots as Werner Schroer (114 victories), better known for his service in the MTO with JG 27. He was there for about three months, and flew around 30 training flights. Most often, he flew Fw 190 As with the fuselage markings '< 75' and '<58' (not to be confused with Fw 190 D-11 '<58!'). Two digit numerals with the chevron were characteristic markings of this unit. In February, 1945, Schroer became Kommodore of Jagdgeschwader 3 'Udet', and successfully took the unit into combat on the Eastern Front. This was, however, the exception, rather than the rule. In the opinion of Günther Rall (275 victories), who commanded the training unit from November, 1944, the majority of the commanders to come through the school lacked quick reaction times, advantageous flexibility and initiative.



Fw 190 D-11, W.Nr. 220 009 with Verbandführerschule des Generals der Jagdflieger at Bad Wöörishofen. This aircraft may have been test flown by the CO of this unit, Gunther Rall. (JaPo)

Under the leadership of Günther Rall, the school found it necessary to relocate from Königsberg, which was being approached by the Red Army, to the southern Germany, to Bad Wörishofen. Among others, this was also the base for elements of the training unit I./JG 101 and also a specialized unit nicknamed 'Zirkus Rosarius', which demonstrated to German airmen captured enemy equipment. Günther Rall was able to try out machines that he had met in combat, such as the Spitfire, Mustang, Lightning and Thunderbolt.

Günther Rall received orders in mid-February to take command of Jagdgeschwader 300, but before leaving the VFS des G.d.J., he had the opportunity to test fly the Fw 190 D-11. He did have memories of the event, but more precise information could not be obtained, as, unfortunately, his late war log-book was not preserved. Today, there are known quite a few examples of Fw 190 D-11s carrying the markings of the VFS des G.d.J. as many of these found their way into the viewfinders of American cameramen and local aviation enthusiasts. The first Fw 190 D-11s were ferried from the production lines through February. It is practically certain that the machines carrying the double chevron, that we know of today, were allocated to unit commander. It cannot be ruled out that Günther Rall also flew one of these machines. Why would I make this claim, when G. Rall was to be transferred to JG 300? Transferring command and function was seldom a straight forward affair. It was similar to the leaving of a head of a firm. So-



*Fw 190 D-11, W.Nr. 220 017 (also identified as 220 012) with Verbandsführerschule des Generals der Jagdflieger at Bad Wörishofen. Fhr Otto Leisner of I./JG 300 flew training missions in this aircraft on March 14th and 15th, 1945.* (JaPo)

metimes, it could've taken weeks for the transition to be fully implemented.

At the end of April, 1945, the training unit was disbanded, and most of its Fw 190 D-11s (among others) stayed in bad Wörishofen and its satellite airfields, but some apparently found their way to combat units in the surrounding region.

Why would the first produced, and unique, Fw 190 D-11 be delivered to a school rather than a combat unit? I can present two possible explanations, and I do not discount other alternatives:

- In its day, it was one of the most advanced high performance fighters available to the Luftwaffe, and was



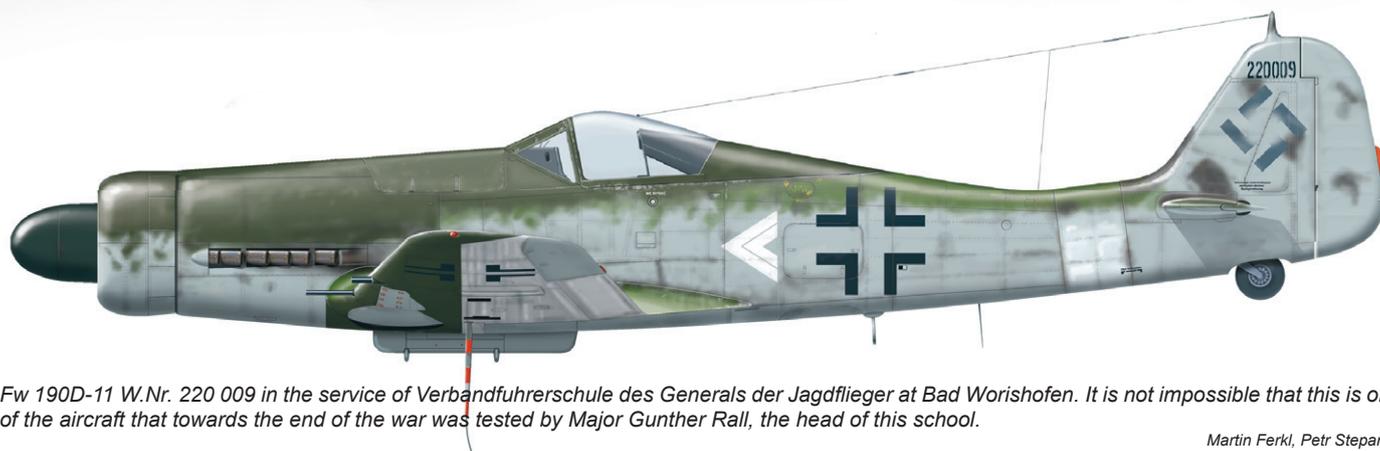
*Günther Rall (1918-2009), who's units flew the Fw 190 D-11 at the end of the war, was, with his 275 victories, the third most successful fighter ace in history. In August, 1939, he was attached to III./JG 52, and remained there until the spring of 1944. His first kill came in the Battle of France, and then (as CO of 8. Staffel) took part in the Battle of Britain, and also the battles over Crete. His second victory didn't come until the conflict began with the Soviets. By the end of November, 1941, he gained another 34 victories, but was himself shot down and suffered spinal injuries that took him some eight months to recuperate from. During this period he met a doctor that eventually became his wife.*

*In July, 1942, he returned to the Eastern Front, and for his one hundredth victory was awarded the Oak Leaf to go with the Knight's Cross he received not even two months previous. In April, 1943, he was credited with JG 52's 5000th kill, and at the end of August, he attained the two hundred mark. From the beginning of June, 1943, he was named CO of III./JG 52, which was the most successful component of JG 52. This unit amassed over 10,000 kills, and Rall's III. Gruppe was credited at least with 4,000 of them. His personal best month came in October, 1943, over the course of which he destroyed forty Soviet fighters.*

*In the spring of 1944, JG 52 needed to pick five commanders with significant enough combat experience against fighters to be recalled back to Germany, to take part in the planning of the 'Defense of the Reich'. Günther Rall became the commanding officer of II./JG 11 on April 19th, and less than a month later, on May 12th, he was shot down during combat with 56th FG Thunderbolts and suffered a hand injury. In the fall of 1944,*

*he became CO of Verbandsführerschule des Generals der Jagdflieger, and the spring he took over command of JG 300. After the war, he returned to flying, not avoiding the military, and progressively built a second career. He trained in the United States, and became a pioneer in the use of the F-104 in Germany. In the sixties, he was Kommodore of Jagdbombergeschwader 34, and later commanded the 3rd and 1st Luftwaffendivision, and at the start of the seventies, he became Inspekteur der Luftwaffe. Up to 1975, he was Germany's attaché to NATO. Up to last year, he was intensively involved with veteran reunions internationally, and in work with German Fighter Pilots Association. He is the author of a very good memoir, which has been published in German (Mein Flugbuch), and in English (My Logbook). Mr. Rall displayed, despite his age and past injuries, a unique vitality, friendliness, and, quite literally, emitted energy. However, in Prague he did claim at a book signing that signing such a huge quantity of autographs took more out of him than fighting Thunderbolts in May, 1944.*

(Bundesarchiv Bild 146-1990-021-11A via Wikimedia Commons)



Fw 190D-11 W.Nr. 220 009 in the service of Verbandführerschule des Generals der Jagdflieger at Bad Worishofen. It is not impossible that this is one of the aircraft that towards the end of the war was tested by Major Gunther Rall, the head of this school.

Martin Ferkl, Petr Stepanek



In post war photographs, it is evident that Red '4' from the famous 'Sachsenberg Schwarm' earlier flew from Bad Worishofen with Verbandführerschule des G.d.J. with the marking '< 58'. This unit provided specialized training for squadron COs. Since the aircraft served with a school, there was no spinner spiral., which was reserved for combat units (scheme can be found in the Fw 190D-11/D-13 kit, cat No. 8185).

Martin Ferkl, Petr Stepanek

then the ideal choice for preparing pilots for the jet powered Me 262, which was considered the future core type for the Defense of the Reich.

- Problems with the Jumo 213 F were significant enough to cause the leadership to not dare release the type to combat units, and instead wait until the more advanced Jumo 213 F-1 could be installed into the Fw 190 D-12 and D-13.

One Fw 190 D-11 that belonged to the VFS des G.d.J. was found after the war with rails for R4M rockets. This was rather rare, but the same weapons were found on some Fw 190 D-9s. Besides that, it is known that the trials unit Jagdgruppe 10 used these weapons on Fw 190 D-9 against air as well as ground targets. Commanders that passed through Rall's training unit, in many instances gravitated towards elements flying the Me 262 that used the R4M against enemy bomber formations. It then makes a certain amount of sense, that the firing of the weapons would be tried out from the Fw 190 D.

### JAGDGESCHWADER 300 (JG 300)

Another unit to which the Fw 190 D-11 found itself attached was fighter Geschwader JG 300. It was formed in June, 1943, as a unit specializing in night fighting with single engine Bf 109 G and Fw 190 A. Progressively, there were four Gruppe within this Geschwader, and later flew daylight combat missions against four-engined heavy bombers. Its II. Gruppe (II./JG 300) gained the status of 'Sturmgruppe' in the summer of 1944. This means that its pilots flew heavily armored Fw 190 As to penetrate into American bomber formations and attack at close range.

They became among the most feared units serving within the Defense of the Reich. Among their ranks were such pilots as Kommodore Walther Dahl (129 victories), Klaus Bretschneider (34) and Konrad Bauer (57).

Among notable personalities that served with JG 300 was Major Alfred Lindenberger, who was at one time CO of II./JG 300 and attained four victories. That wasn't particularly impressive, if not for the fact that he had twelve in the First World War! He was a noteworthy ace flying with the legendary Jasta 2 'Boelcke'. This 'Alte Adler' with JG 300 flew through to the end of the war, and despite his age (born in 1897) was an excellent pilot.

Modelers will generally be well familiar with Fw 190 A Red '19' flown by Ernst Schröder of II./JG 300. To this day, he is an active veteran, and his love of flying has even led him to plastic modeling. He was also one of the members of JG 300 to have come into contact with the 'Dora'.

JG 300 had predominantly the Messerschmitt Bf 109. Only the leadership of the unit and II./JG 300 used Focke-Wulf Fw 190 A. At the end of the war, remnants of JG 300 operated in southern Germany, and primarily undertook missions of attacking ground targets and fought against Allied strafers. One of the airfields used by II./JG 300 was Neubiberg, south of Munich. As an emergency strip for this base, pilots of JG 300 used a portion of the nearby Munich highway!

There were plans to re-equip JG 300 with the Messerschmitt Me 262. Thanks to this fact, some pilots had already come into contact with the Fw 190 D-11 before this type was integrated into JG 300.

For example, Fhr. Otto Leisner, who had up to this point flown Bf 109 Gs with I./JG 300, flew the Fw 190 D-11 with VFS des G.d.J. at Bad Worishofen in preparation for flying the Me 262. Among them was '<<->' and '< 61'. Later, he was to transfer to JG 7 to fly the jet.

In February, 1945, the Kommodore of JG 300 was not in reality yet Günther Rall, but the leadership of the Geschwader fell on a former member, Major Kurd Peters. Major Rall doesn't appear at JG 300 in Holzkirchen until the second half of April, 1945, at a time when the disbandment of his VFS des G.d.J. in nearby Bad Wörishofen was taking place. Shortly thereafter, the Fw 190 D-11 made its appearance at Stab and II./JG 300. This is known from reports of April 23 and over several of the following days. It is evident from them that with Stab JG 300 (Rall's HQ flight), there were two Fw 190 D-11s. The same sources specify over thirty Fw 190 D-9s and D-11s with II./JG 300. The count with respect to specific versions remains unknown. Furthermore, to this day there are no photographs verifying an Fw 190 D-9 or D-11 in the services of JG 300.

Ernst Schröder recounts not only the Fw 190 D-9, but also other Dora versions with II./JG 300 at the end of April. He recalls mechanics explaining that these versions lacked the MG 131s. In his memoirs, he identifies these as Fw 190 D-12s. He further reveals that within the entire inventory of II./JG 300, he saw between three and five Fw 190 Ds, out of which one or two were D-12s. These were in all probability Fw 190 D-11s, which are accounted for in the above mentioned reports.

During the last days of the war, the remaining elements of Jagdgeschwader 300 were merged with Jagdgruppe 300 as an emergency measure, and Günther Rall was ordered to move his unit to Prague. Some of the pilots actually did end up in Prague, and these flew combat as late as May 8th, 1945, out of Žatec (Saaz). Most of the personnel and technical equipment of JGr. 300 remained in Bavaria and Austria.

### JAGDVERBAND 44 (JV 44)

The last unit, as far as currently known, that used the Fw 190 D-11 was the elite fighter Jagdverband 44



Feldwebel Konrad 'Pitt' Bauer and his Fw 190 A-8 'Kornjark' with the identifier Red '3' and W.Nr. 171 641. Bauer initially flew on the Eastern Front with JG 51, but from the spring of 1944, he served in the Defense of the Reich with JG 3, after which he transferred to 5. Staffel within the structure of Sturmgruppe II./JG 300. Reportedly, he was shot down seven times, but destroyed 57 enemy aircraft, 32 of which were reported as four engine heavy bombers. Today, some forty of his kills have been documented. For his success, he was awarded the Knight's Cross, and nominated for the Oak Leaf. During combat with Mustangs on September, 11, 1944, he was injured, where he lost a couple of fingers on his right hand, but shot down three Mustangs. Shortly thereafter, he returned to combat and flew specially equipped Fw 190s. At the beginning of 1945, he was named CO of 5./JG 300, was grounded over February, but after that, flew combat again until the beginning of April, 1944. His favorite wingman was a First World War veteran, Alfred Lindenberger. In the closing stages of WWII, II./JG 300 obtained Fw 190 D-9 and D-11 fighters.

(Bundesarchiv Bild 183-J27642 via Wikimedia Commons)

formed by Adolf Galland. Behind the formation of this squadron lay animosity between Galland and the head of the Luftwaffe, Hermann Göring. At the beginning of 1945, Galland was recalled from the General der Jagdflieger role, and was replaced by his rival, Gordon M. Gollob. Göring wanted to sweep Galland under the rug, and so allowed him to form his own unit equipped with modern Me 262 jets. This was completely unorthodox for several reasons:

- It did not answer to any superior element of the Luftwaffe, but fell directly under the upper echelons of Luftwaffe command (OKL), and, in other words, to a certain point, Galland could do what he wanted.
- Galland gathered for his unit almost 20 Knight Cross holders, very high figure as compared to other units at that time



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 - dieselbe 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.

Martin Ferkl, Petr Stepanek

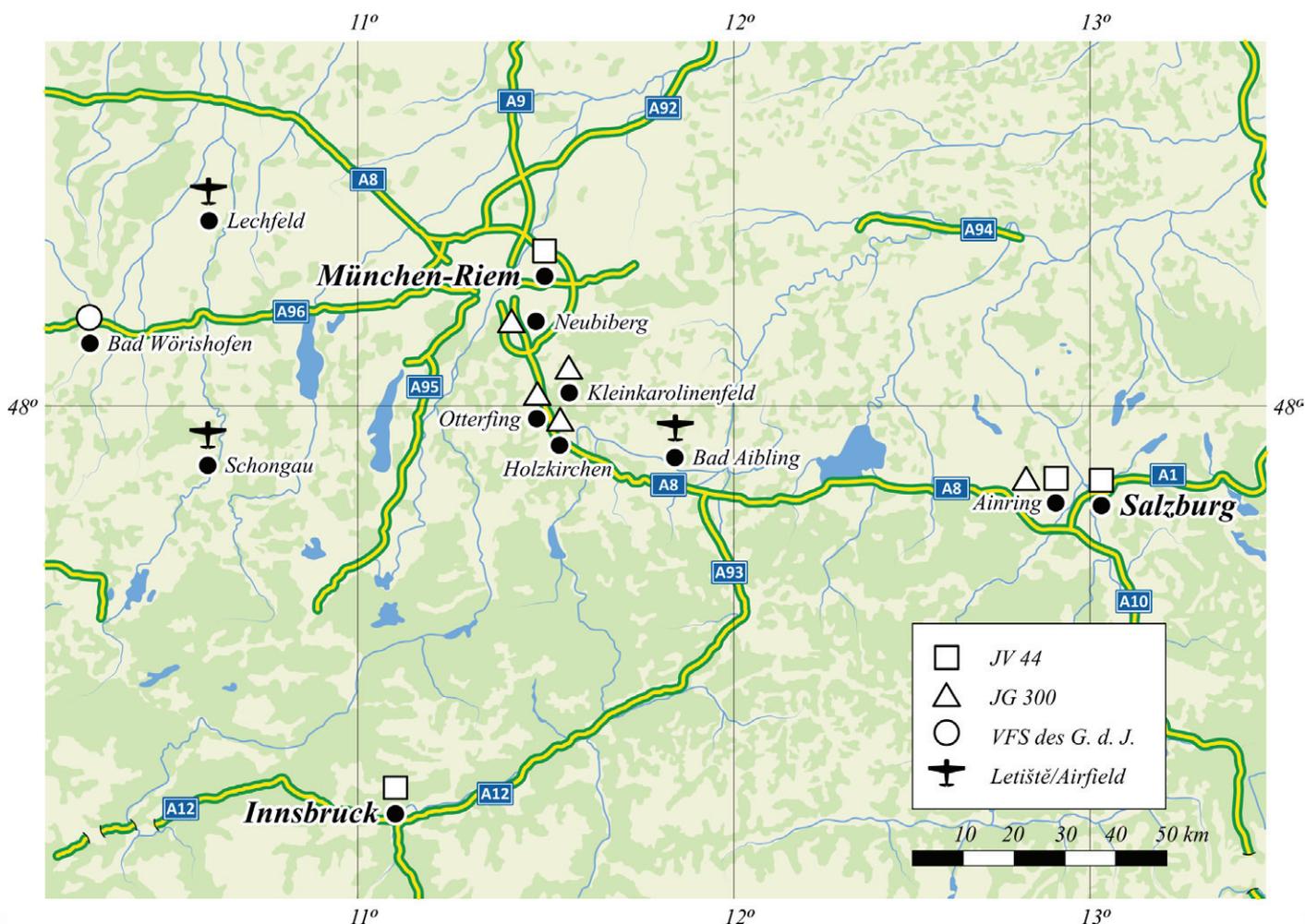


- At the closing of hostilities, Galland initiated negotiations with the Allies, offering his unit after capitulating to surrender with his complete inventory of aircraft, ground equipment and personnel. This is, in the annals of aerial warfare unprecedented.

JV 44 flew combat operations chiefly in southern Germany from Munich-Riem. By April, 1945, its pilots racked up some sixty kills. The contribution of JV 44

Adolf Galland (right) in a photo from 1943 taken at the Rechlin testing center. At this time, Galland had ceased combat flying and served as General der Jagdflieger. Constant animosity with German leadership progressively isolated him which paradoxically led to his being allowed to form his own unit, Jagdverband 44, which, besides Me 262s, also flew Fw 190 Ds. On the left with his arms crossed is Armaments Minister Albert Speer, and in the middle with the cigar looking at the sky is Erhard Milch, Goring's Luftwaffe representative and the man responsible for aircraft production in Germany.

(Bundesarchiv Bild 183-H28056 via Wikimedia Commons)



Airfields in Bavaria and Austria that, at the end of April and beginning of May, 1945, were used by units flying the Fw 190 D-11. (Martin Lébl)

to the outcome of the war was therefore pretty much negligible, but it does serve to illustrate the incredible possibilities in the Third Reich at the end of the war.

The Me 262 was most vulnerable on take-off and landing. Aircraft of JV 44 were no different, and during low speeds, the Me 262 was more difficult to control, and care had to be exercised on the throttle. Otherwise, there was the danger of an engine stall or fire. During the final months of the war, it was standard practice for the jets to be covered by piston engined fighters during the critical phases of flight. With JV 44, a protection flight was organized using Fw 190Ds under the leadership of Lt. Heino Sachsenberg (104 victories). His pilots had to contend with other distractions – friendly anti-aircraft fire. The crews of flak batteries around Munich, some operated by women, made no real distinction between enemy and friendly aircraft. The Me 262 fared better since their silhouette and sound of engine was quite unique and more recognized. This is likely the reason why JV 44 Doras were painted red with white stripes underneath.

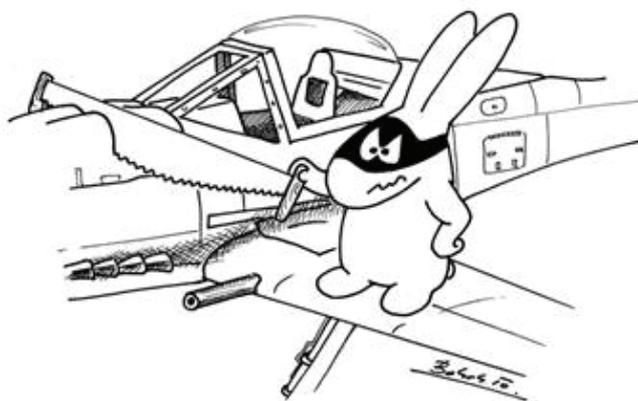
JV 44 declared, on April 23, that they had on hand not only the Fw 190 D-9, but also the D-11. In all, there were five Doras, four of which were reported as serviceable. In the 1990s, photographs were discovered showing Fw 190 D-11, Red '4', which remained in Munich at the end of the war. Initially, it was thought that the aircraft in question was the Fw 190 D-11 prototype, V58, but now it looks as though it was an ex-VFS des G.d.J. machine with fuselage identifier '< 58' which was characteristic for the school. From further photographic evidence, three further Fw 190 D-9s have been identified as belonging to JV 44 (Red '1', Red '3', and Red '13'). One also remained in Munich, and two were found in Ainring. The fifth and final machine went missing. Many people, myself included, suspected it is also an Fw 190 D-9.

I dare say that probably the biggest surprise of last year was the discovery of a photograph of the fifth and missing Dora. It was published in his book by Jerry Crandall, and is specifically Fw 190 D-11, Red '2'. It was found at the end of the war at Bad Aibling. But, this mystery is far from over. So far, detail photos of the port side are non-existent, so I have no way of knowing if and how any personal markings looked like on this bird. Hopefully, photographs from Bavaria over time will reveal more Doras. For example, there was reportedly another Dora at Ainring at the end of the war, and this could also have been an aircraft from JG 300, and could also have been a D-11

For their invaluable co-operation in the preparation of this article, I would like to thank Kurt Braatz, Martin Ferkl, Tomáš Poruba and Matti Salonen

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### Focke-Wulf Fw 190D

camouflage & markings  
Part II



JaPo

### Focke-Wulf Fw 190D

camouflage & markings  
Part I

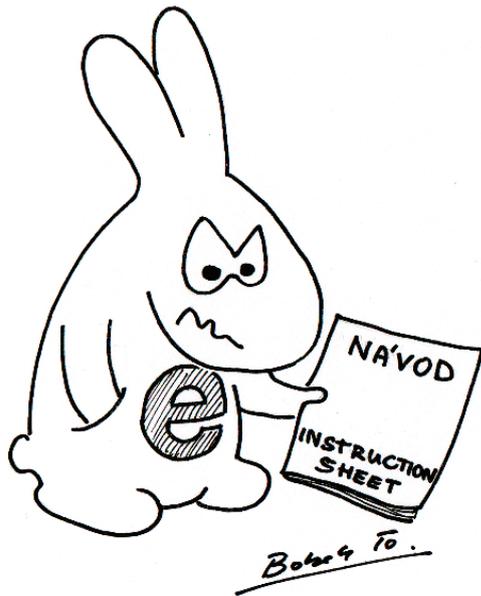


JaPo

Photographs of aircraft of *Verbandsführerschule des Generals der Jagdflieger CO* was kindly supplied by JaPo.

The first of our display Fw 190D-11 in 1/48th (Cat No. 8185), built by Jiri Pospisil (from the Modelclub of Museum of Air battle over the Ore Mountains on September 11th, 1944), in the camouflage scheme of Verbandführerschule des Generales der Jagdflieger at Bad Worlshofen, 1945.



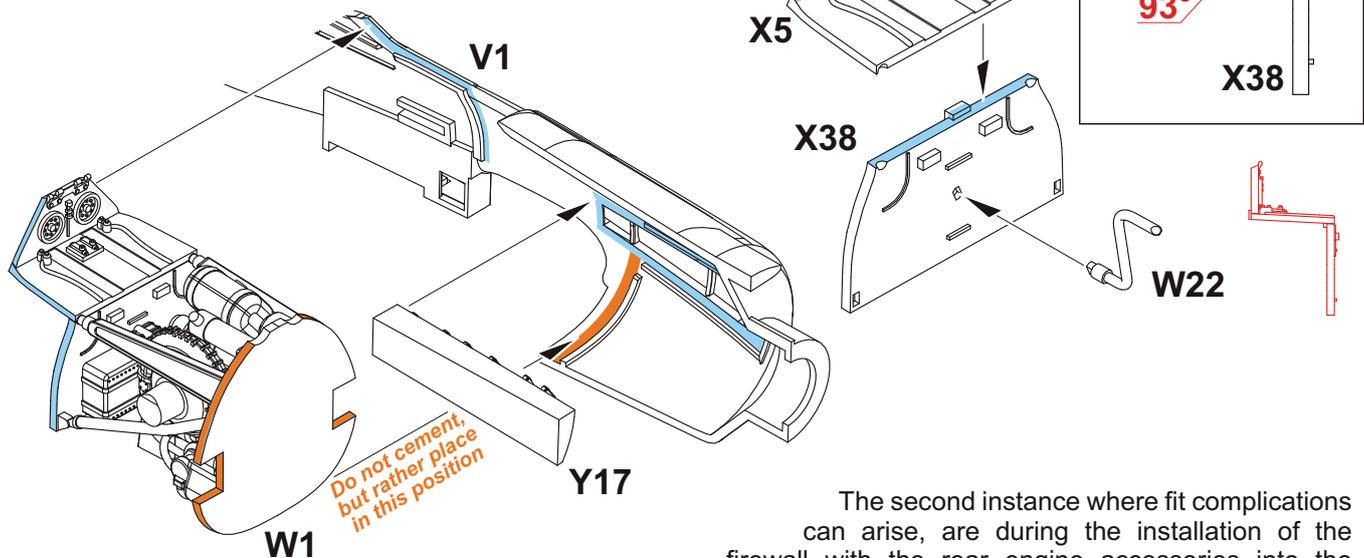


THE ADDENDUM IS NOT MERELY  
A NICE PIECE OF EYE CANDY!

Over the past several weeks, we encountered a problem that was also met by several modelers of the Fw 190D-11/D-13, and even the earlier D-9, whereby there may have been a problem with the forward fuselage, and subsequently, the fuselage to wing joint. This resulted in either a small gap, or in some cases, a situation where the fuselage and wing section wouldn't meet up and sit right. After careful analysis, we concluded that the problem is the result of not following the instructions to the letter, as it were. The ambiguity that results comes from the forward fuselage assembly, where the incorrect assembly between the rear engine area and the firewall behind it and subsequently the incorrect insertion of these components into the fuselage halves, cause the halves to be spread further apart than they should be, and/or causing the fuselage to be narrower in the cockpit and centre wing area. We have therefore formulated a detailed description as an addendum to the instructions which should alleviate the potential problem.

## Recommendations for the proper installation of forward fuselage subassemblies in the Fw 190D-9 and Fw 190D-11/D-13

The key problem in the successful assembly of the forward fuselage is the precise attachment of fuselage/engine firewall and the maintaining of the relative positions of its three key components, X5, X38 and X46. Careless observation will lead to the assumption that the common angle of these components is 90o, but this is not, in fact, the case. It is in reality, 93o ! Beware of these angles, they are important. Refer to the profile of the entire assembly, and to the location tabs in the fuselage halves (V1/V2).



The second instance where fit complications can arise, are during the installation of the firewall with the rear engine accessories into the fuselage. We recommend gluing into the fuselage only the rear part of the entire assembly, parts X5, X38 and X46. Don't glue the front part of the assembly, attached to bulkhead W1. Just place this part in position, the cutout in part W1 for parts Y17/Y29 into position behind the vertical tabs molded into the insides of fuselage halves V1/V2. After the cementing of the fuselage halves together, the bulkhead sandwiched therein will lock precisely into place, and won't adversely affect the relative positions of the halves. To the contrary, if bulkhead W1 is glued in place, adverse consequences for later fit can occur, because the position of W1 is very critical. Not gluing it will allow it to sit where it's supposed to sit!

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