

HASEGAWA FW-190D-9

Paul Hackmann

BACKGROUND

The Me-262 was most vulnerable during takeoff and landing, more so than piston aircraft due to the greater time and distance required for the process. Allied pilots knew this and hung around the jet's bases in hopes of an easy kill. Rather than depend on the High Command to supply air defense around his fields, Adolph Galland established his own defense squadron. To set up the squadron he turned to Eastern front ace, Lieutenant Heinz Sachsenberg.

The squadron was equipped with the long nosed Dora variant of the Fw 190, both D-9s and one very rare D-11 were used. The aircraft were painted with bright red and white striped undersurfaces to aid in recognition. The aircraft also had unusual markings including a personal inscription on the port fuselage side.

The Fw-190 pilots' mission was simple, take off, climb to 1500 ft. Protect the jets. Land once the jets were safely away. They were forbidden to chase Allied planes.

BUILDING THE KIT

This kit was the second release of a Fw 190D by Hasegawa, the first coming out in the early 1980's. This version is a completely new molding, bearing little resemblance to the original. I still have one of the first releases and when held side by side, you can see that much work went into the later release.

As with most 1/72-scale models I do, I began construction with the cockpit. The 4-piece cockpit consists of a tub, instrument panel seat and control stick. Once painted a dark gray and with the decals added, it looks pretty convincing. Only thing I added was some shoulder and lap restraints. When it was complete, it gets trapped between the fuselage halves. Addition of the upper engine deck and cowling complete the fuselage assembly. Take note: no, none, nada, filler is required.

Next came the assembly of the simple 3-piece wing. I made one modification to this by removing the molded-on cannons, opting to replace them with copper tubing at a later stage. Decide whether you want to depict your model with or without a drop tank, as you'll have to drill out the location holes at this point. Since I was building a basic point-defense fighter, there was no need for long-range fuel tanks. Pictures of Jv-44 Fw 190Ds verified that no tanks were carried, so I went ahead and attached the wings to the fuselage without opening the holes. Again no filler was required, but I did have to rig a piece of tape from wingtip to wingtip across the cockpit opening to set the proper dihedral.

The kit assembly was cleaned up with several grades of polishing cloth and prepped for painting. The headrest armor was painted and added. The canopy was masked and added. Next I painted the gear wells and inner side of the gear doors RLM02. The doors were tacked on in the closed position, serving as masks for the already painted gear wells. Then the carburetor and supercharger (turbocharger?) intakes were added. Once this was done, all of the panel lines were painted with a undercoat of flat black. A light coat of white was applied to the lower fuselage, then the surface coat of flat red. This was masked and rest the assembly was painted in the late-Luftwaffe scheme of 75/83/76, with a fuselage mottle of RLM81 and RLM83. The horizontal tail was painted separately and added when dry.

At this point I deviated from my normal procedure which is to add all of the remaining parts and gloss and weather the plane as a whole. But recently I've been too ham-handed and have knocked off or broken too many parts doing it this way. This time, I applied several coats of Future to the model assembled just as it was when I finished painting it. Then I weathered it with the oil wash and let sit several days. Now I went to work on the decals. This is a time consuming process, as each white stripe has to be measured and cut to length. I began on the left wing with the stripe farthest from the aircraft centerline or closest to the left wingtip. Once this stripe was positioned and dry, the rest of the stripes can be placed relative to it. It took three separate sessions across three evenings to complete the underside striping.

Now that the underside was complete, I finished off the rest of the decaling. One more final coat of Future sealed the decals. Taking a new Xacto blade, I had to cut the white decal stripes along the edge of the gear door to free them from the wing and leave part of the stripe on the door (refer to Profile 1). While I was waiting for the decals to dry I painted all of the accessory pieces, such as struts, wheels, antennas, propeller blades, spinner, etc. These were all added to their respective positions.

Once I completed adding all of the accessories, the model was given a light coat of Floquil Flat Coat. A little pastel chalk was used to simulate the exhaust staining that was apparent around the exhausts. One final light coat of Flat was applied to protect the chalk. Again, this was given several days to harden. Then the canopy masks were removed and the antenna wires were added using very light leader material.

Having built the original release, I thought there was no way it could be improved upon. But this kit was so easy to build and looks so much like the prototype that it's unbelievable. I had not built a WWII Luftwaffe model in a long time, mainly because so many other people were building them that I lost interest. But building this kit sparked an urge and I since began work on the Revell Fw-190A-8, Hasegawa Fw-190A-8 and the Aoshima Ta-152. If you want to build a fun little kit, that's relatively inexpensive, that goes together with no hassles, this is the kit. With the almost unlimited number of schemes and dozens of after-market decals available, it should not be too hard to find one that inspires.

Some Aftermarket Parts for the Fw-190D

<u>MANUFACTURER</u>	<u>DESCRIPTION</u>	<u>CATEGORY</u>	<u>COST</u>
ABER	ab72007 Fw.190D-9 Detail Set	Resin	\$10.40
Aires	FW-190 D-9 Cockpit	Resin	\$7.50
Aires	Fw 190D-9 Detail Set	Resin	\$26.00
Aires	ea7004 Jumo 213 Engine	Resin	\$6.40
Airwave	Fw 190D-9 Detail Set	Photo-Etched	\$8.00
Arba	AA72050 Fw 190D-11/13 conversion	Resin	\$5.00
Arba	AA72051 Fw 190D-9/Ta 152 tail conversion	Resin	\$5.00
Aries	Fw-190D Control Surfaces	Resin	\$4.00
Eduard	Fw-190 D-9 Detail Set	Photo-Etched	\$11.00
Eduard	Fw-190 D-9 (Hasegawa)	Photo-Etched	\$11.00
Eduard	Fw 190D-9 Detail Set	Photo-Etched	\$11.00
Engine & Things	ent72043 Junkers Jumo 213 V-12	Resin	\$3.00
Extra Tech	Fw-190 D Cockpit & Surface Detail Set	Photo-Etched	\$6.00
Parts Accessories	pt72007 Fw.190D-9 Detail Set	Photo-Etched	\$10.72
Pavla	Focke Wulf Fw 190D 9 cockpit interior	Resin	\$5.50

MARKINGS

The Fw-190D I chose to depict was similar to the decals supplied in the Hasegawa kit, but available on an Almark sheet. These are for an Fw-190D "White 1" with the inscription "Im Auftrage der Reichsbahn" over a stylized eagle. Both Hasegawa and Almark attribute these markings to Hptm. Waldemar Wübke.

Unfortunately, I was not able to confirm that these markings ever existed. Many photographs of Fw-190Ds in Jv-44 have surfaced, none I have seen show this aircraft. The closest I have seen has the number "1" in red and do not have the eagle. Additionally, several sources list this aircraft as being flown by Lt Heinz Sachsenberg and not Wübke. Below are several profiles for a Fw-190D in Jv-44 with the number 1 on the side and the inscription "Verkaaft's mei Gwand 'I foahr in himmel!".

So I sat in a quandary wondering whether to complete the model or not using the decals I had on hand. It came down to I couldn't prove that they are accurate, but I really couldn't prove they were not. So I used them and it looks great.

Profile 1



Profile 2



Profile 3

