

Tamiya 1/48th FW-190D-9

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The Tamiya FW-190D-9 kit is an interesting mix. The fit is typical Tamiya, which is to say that it pretty much just falls together, but they cut some big corners and there are several inaccuracies. First, (apparently) to cut costs, Tamiya used the FW-190A series parts in the landing gear wells. This is flat out wrong, as the “D” model wells were open to the engine. Next, the wheels are significantly undersized, which leaves the model sitting rather flat, compared to the sharply nose high aspect of the real aircraft. The kit prop spinner is too small and the prop blades can also be improved by aftermarket parts. One final problem is that while the Tamiya engineers apparently worked off of the actual a/c located at the AFM in Dayton, the museum a/c had the wing of a later model FW-190D-13 installed. This means that the shell ejection chutes on the bottom of the Tamiya wing are incorrect.

I used the Parts-R-Parts FW-190D-9 Wing insert and Lower Wing Correction sets, which between the two, allow you to open up the gear wells, replace the wing spar, add a resin engine block and correct the shell ejection chute problems. While the instruction sheets are very good, these involve a lot of work and if you aren't building a contest model or don't care about that level of accuracy; you can simply ignore this issue. I would highly recommend that you replace the kit parts and use the EagleParts resin spinner, prop blades and wheels however – the model has a completely different and more accurate look that way.

Simply because they were so unusual, I built the model to represent the airfield protection flight for JV-44. The red undersides and white striping also gained them the name of the “papagei staffel”. These a/c took off prior to the Me-262's and orbited the field to protect the jets while they took off or landed. The wild colors were applied both to keep the largely untrained Flak gunners from

shooting at them and to allow the jet pilots to know at a glance whether they were looking at friendly support or attacking Allied aircraft.



The EagleCals decals for these aircraft are very high quality and have very thorough instructions, so I won't repeat them here. I will point out a couple of things I did – or could have done better though. First, I overlooked painting the undersides white before painting the red. "If" I had done it correctly, the red would have been the correct shade and I could have simply masked off all of the stripes rather than having to go back later and decal them. In the end, the decal route was very trouble free, but it was really unnecessary. I recommend using either ModelMaster Italian Red or White Ensign RLM 23 for the underside color if you are using enamel paints. Next, FW-190D's were rebuilt from existing airframes and the "power egg" was received as a complete pre-painted subassembly. As a result, the colors and join line are very distinct from the rest of the aircraft, as shown on the model. Finally, the sizes of the hackenkreuz and balkankreuzes that were applied depended upon which factory built the airframe. The small fuselage cross and large Swastika are correct for this Feisler built serial number.

Photo's show that much of the paint had worn off of the canopy framing on this particular machine and a lot of natural aluminum was showing through. In order to replicate that, I first painted the inside of the canopy frame dark gray and the outside aluminum. I do NOT recommend using Testors paint for this – it is simply too soft & will pull up in the next step. After letting everything dry very thoroughly, I painted the camouflage color and waited until it was only partially dry. Then I used tape to pull off some of the camouflage color and let the aluminum show through.



Other than that, the model is straight out of the box. It's not finished yet however, as I still need to add the cannon barrels to the wings, paint the very distinctive black exhaust on the forward fuselage and add the antenna wire. I'll get around to it someday when I get some more time.....

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