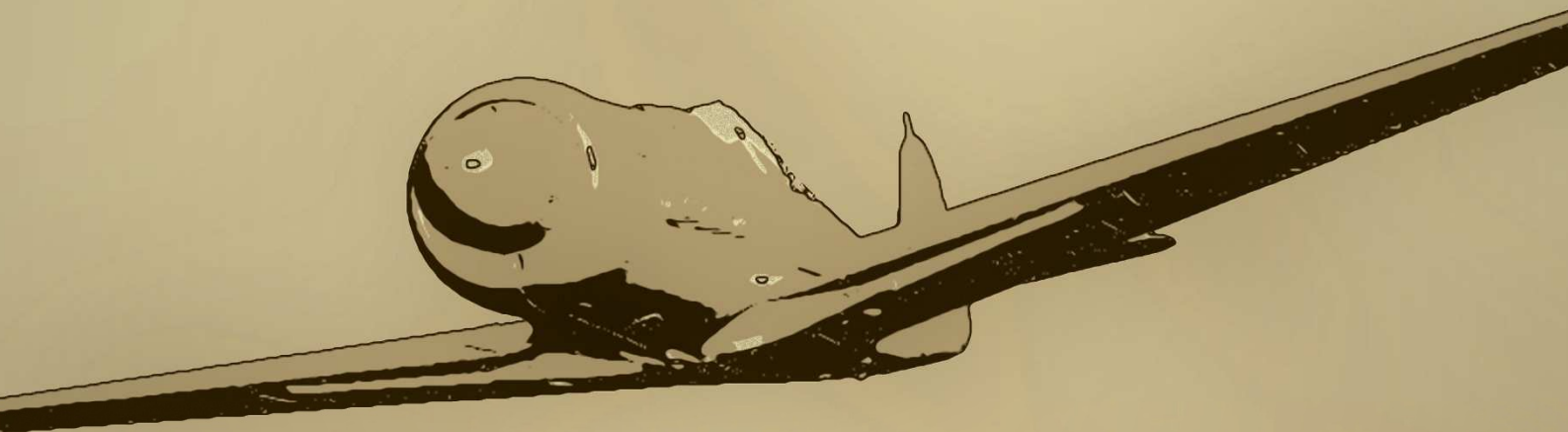


Focke-Wulf *Dora!*

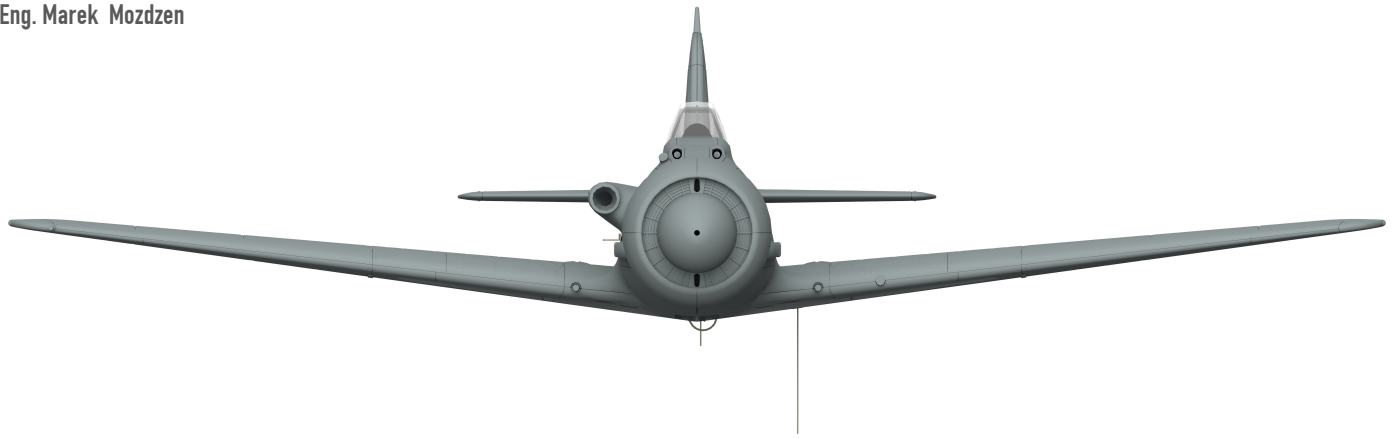
FW 190D SERIES



**THE FINEST VERSION OF THE FAMILY
VARIANTS OVERVIEW, PART 1**

1:72 SCALE - RICH INTERIOR - ENGINE INCLUDED





Focke-Wulf Fw 190 Dora - the finest version of the family

Serial variants

Comparing the Focke-Wulf Fw 190 A to an ugly duckling, the Fw 190D is more reminiscent of a swan than of a duck. Use of inline engine necessitated a complete redesign of the nose of the machine, which together with the elongated rear fuselage to maintain the center of gravity transformed the clumsy Sparrow into a sleek, elegant and menacing fighter. The Focke-Wulf Fw 190D was not produced in as large numbers as its earlier A and F versions, but it was undoubtedly a polished fighter that in the hands of an experienced pilot could compete with the best machines of its opponents.

In the dramatic months at the end of the war, the race for power and speed in the air was never-ending. This led to intensive development of ever more powerful engines and machines. This can be seen by looking at the development of the Fw 190D which, despite its short combat career, lived to see many more and more powerful sub-versions. In addition, the dispersal of production led to the creation of variations of the main series, the D-9. As a result of the intensive involvement of subcontractors, with increasing shortages of raw materials and interruptions in the supply of parts, the final assembly plants implemented their own variants of elements. This, together with distinctive paint principles, resulted in noticeable external differences, characteristic of specific factories. The evolution of the D version was very intensive and resulted in a succession of sub-versions starting with D-9 and ending with D-15, some of which like D-10, D-12 and D-14 remained prototypes while for the D-11 and D-13 serial production began. The prototype version D-15 was flown just before the end of the war, but serial production of this version remained only in plans. In this part we focus on mass produced machines and the latest version planned for mass production.

The following illustrations with appropriate notes summarize the evolution of the last operational version of the Fw 190 – the D version.

1. Focke-Wulf Fw 190D-9

- The first series-produced version
- Powered by Junkers Jumo 213 A-1, A-2 or AG-1 with VS111 variable pitch propeller
- Aviation fuel: 87-octane B4
- Armed with 2x MG131 13mm machine guns and 2x MG151/20 20mm cannons
- The individual production batches differed externally depending on the final assembly plant, including parts differences and painting rules
- Fairing between undercarriage common for all D-9 variations

Fig. 1

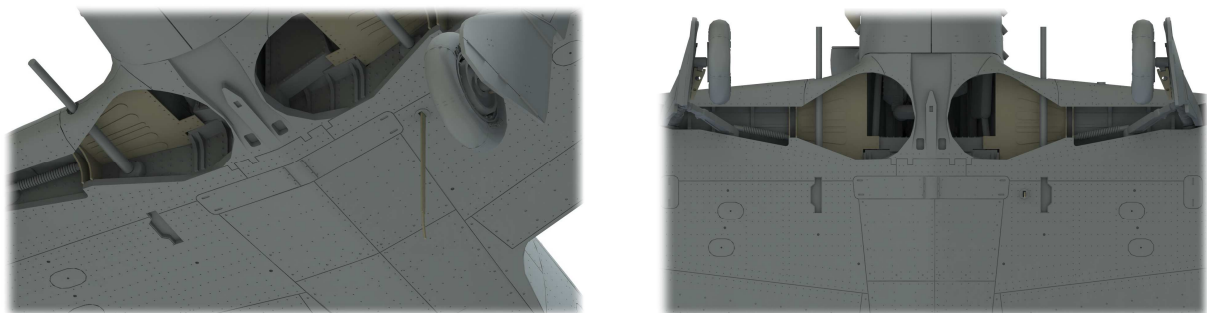


Fig. 1A

Fw 190D-9 Early series produced by Focke-Wulf Sorau factory (code: ncc)– Series Wk.Nr. 210xxx

- first few hundred machines
- Early five-piece fuselage gun cover with side bulge in the upper position
- Early canopy with flat sliding hood, later without antenna pulley system

Fig. 1A

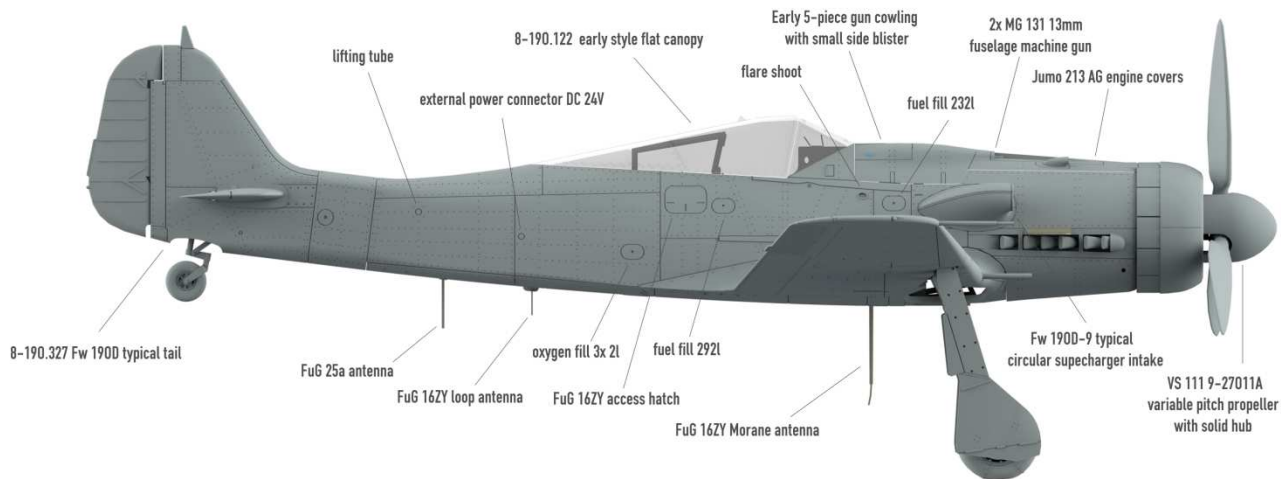


Fig. 1B

Fw 190D-9 Late series produced by the factories:

Focke-Wulf Sorau and Focke-Wulf Marienburg (code: nat) and Cottbus facility (code: naz) – Series Wk.Nr. 210xxx, 211xxx, 212xxx and 213xxx

Weser Nordenham (code: mdc) and Lemwerder (code unknown) – Series Wk.Nr. 400xxx and 401xxx

- Late three-piece fuselage gun cover with side bulge in a lower position than on the early variant
- Early batch still had early canopy with flat sliding hood and no antenna pulley system
- Blown canopy for mass production with improved-view sliding hood

Fig. 1B

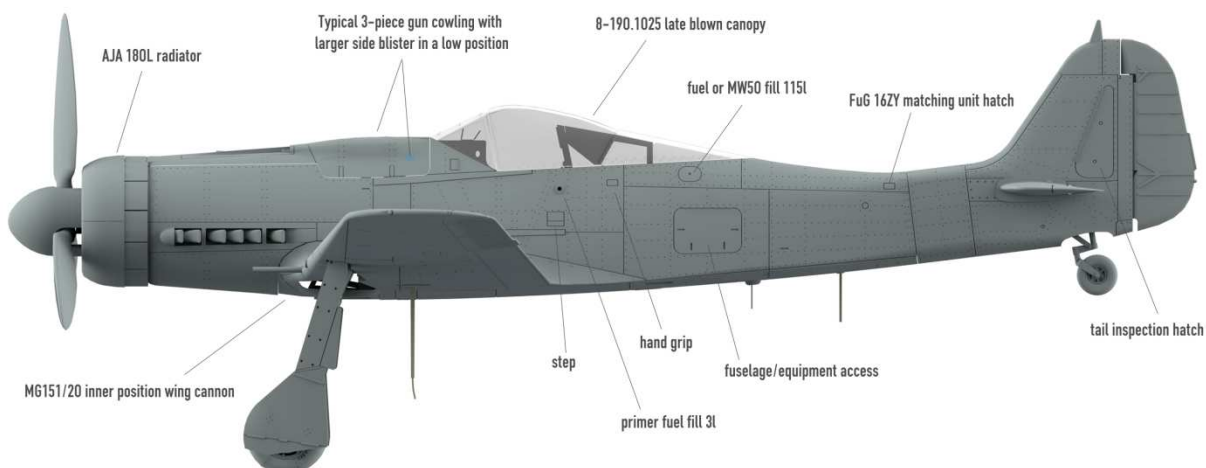


Fig. 1C

Fw 190D-9 series produced by Metallurg Erfurt factory (code unknown) – Series Wk.Nr. 500xxx

-Three-piece fuselage gun cover with flare on the lower edge

-Small batch fitted with larger tail of Ta-152 type

Fig. 1C

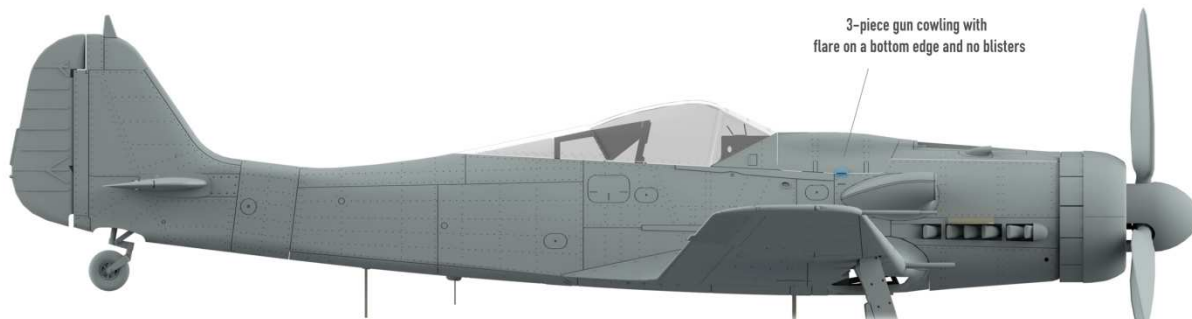


Fig. 1C

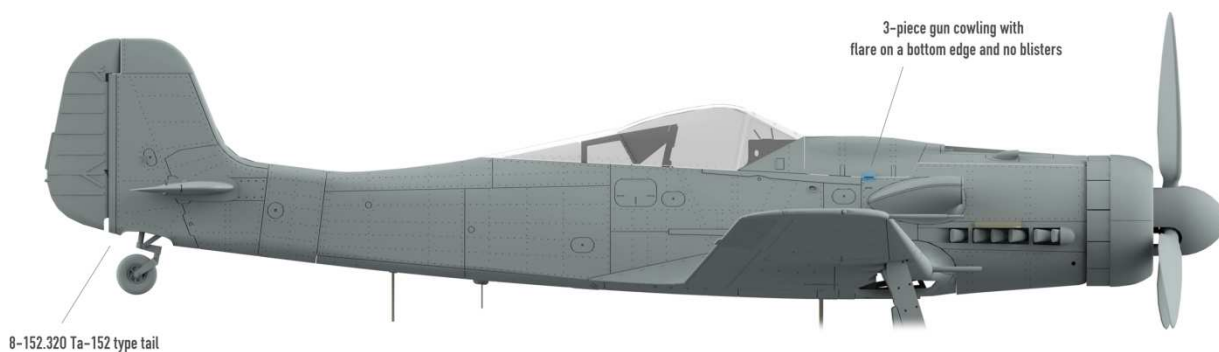
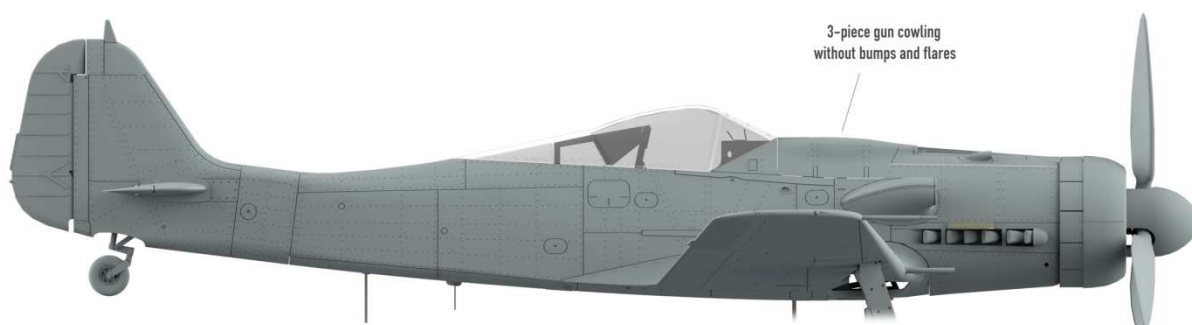


Fig. 1D

Fw 190D-9 series produced by Fieseler Kassel factory (code: hps) – Series Wk.Nr. 600xxx and 601xxx

-Three-piece fuselage gun cover without bulges

Fig. 1D



2. Focke-Wulf Fw 190D-11

- Version produced exclusively by Focke-Wulf Sorau factory – Series Wk.Nr. 220xxx
- Powered by Junkers Jumo 213 F-1 with paddle blade VS9 variable pitch propeller (clipped-tip sub-version)
- Aviation fuel: 87-octane B4
- Armed with 2x MG151/20 20mm and 2x MK30 30mm cannons with corresponding covers and fairings on a wing
- Large oval supercharger air intake on starboard side
- Fitted with flat streamlined upper fuselage cover with corresponding side bumps for new engine bed and larger supercharger
- Streamlined fairing between undercarriage common for variants D-11 and D-13 onward

Fig. 2

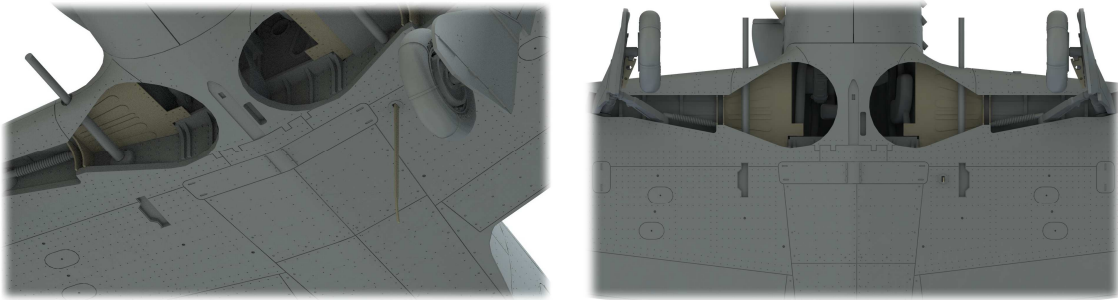
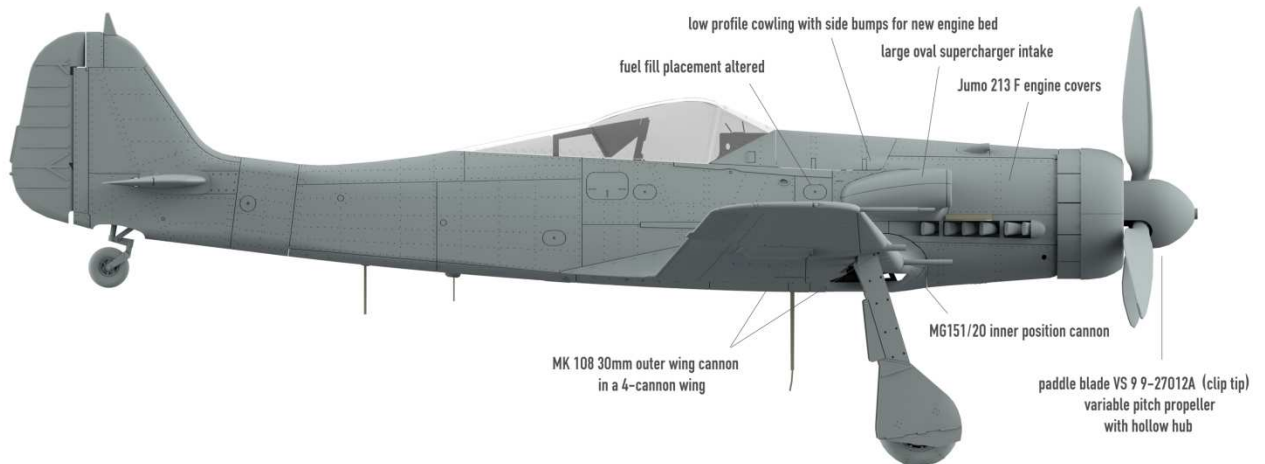
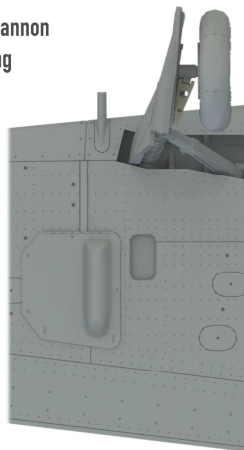


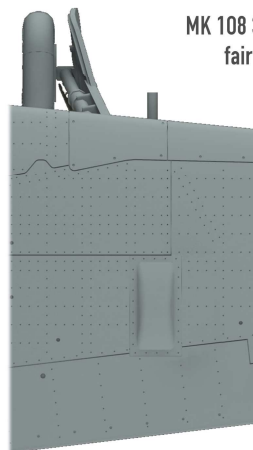
Fig. 2A



MK 108 30mm outer wing cannon
bottom hatch with fairing



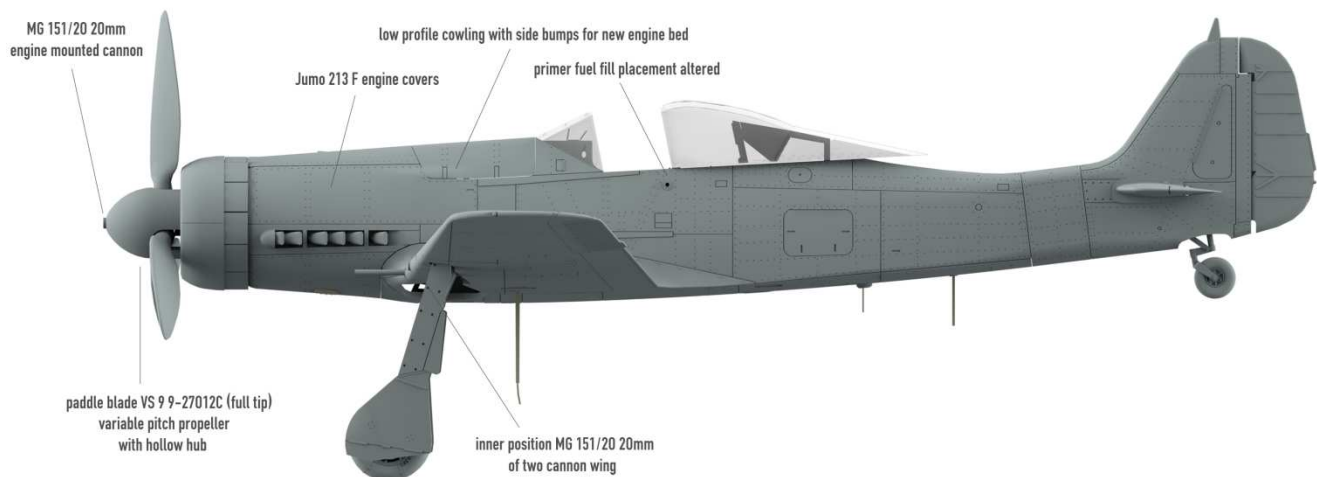
MK 108 30mm outer wing cannon
fairing on the upper side



3. Focke-Wulf Fw 190D-13

- Version produced exclusively by Weser Nordenham facility Series Wk.Nr. 836xxx
- Powered by Junkers Jumo 213 F-1 with paddle blade VS9 variable pitch propeller (full tip sub-version)
- Aviation fuel: 87-octane B4
- Armed with 3x MG151/20 20mm cannons
- Featuring flat streamlined upper fuselage cover and large oval supercharger air intake on starboard side as on D-11 version

Fig. 3



4. Focke-Wulf Fw 190D-15

- Prototype based on rebuilt Fw 190D-9 Wk.Nr 601286 with DB 603E engine, completed in March 1945
- Version prepared for mass production with Series Wk.Nr. 31xxxx
- Serial version powered by Daimler-Benz DB 603LA engine with VDM 9 variable pitch propeller
- Aviation fuel: 87-octane B4
- Armed with 2x MG151/20 20mm and 2x MK30 30mm cannons, weapons reduced for planned specialized versions and on the prototype
- Fitted with flat upper fuselage cowl designed to accommodate new engine, similar to Ta-152 versions
- Large circle supercharger air intake on port side

Fig.4

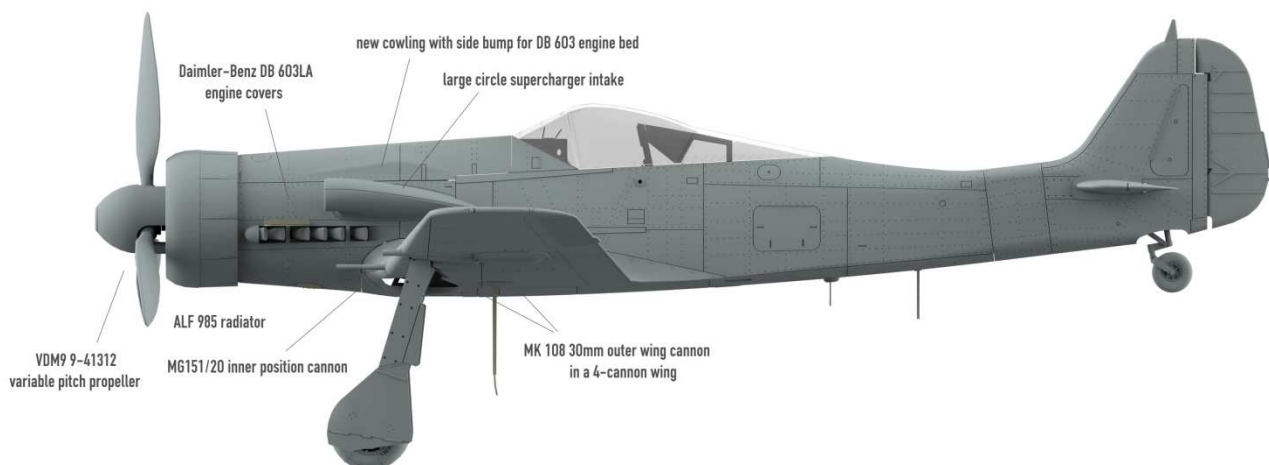
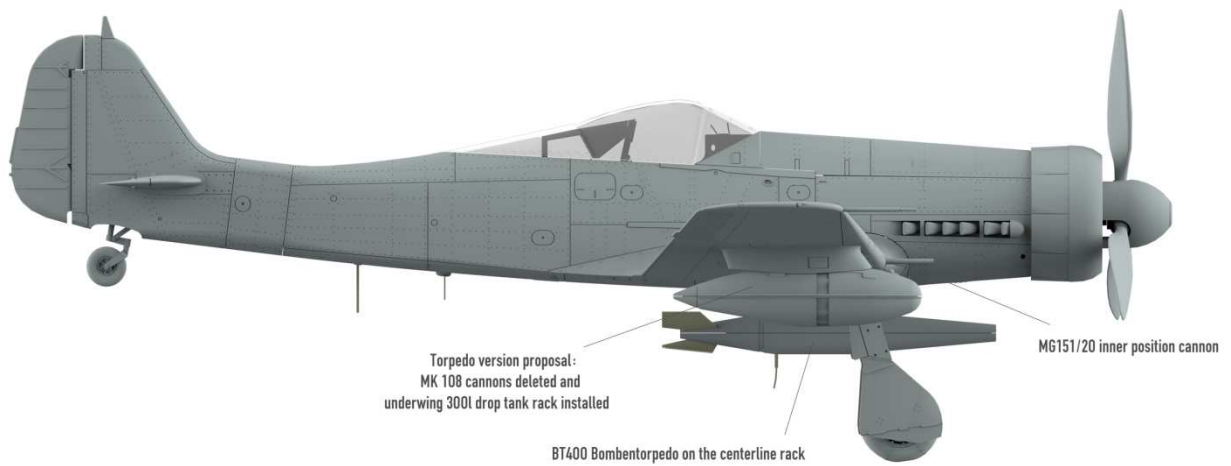
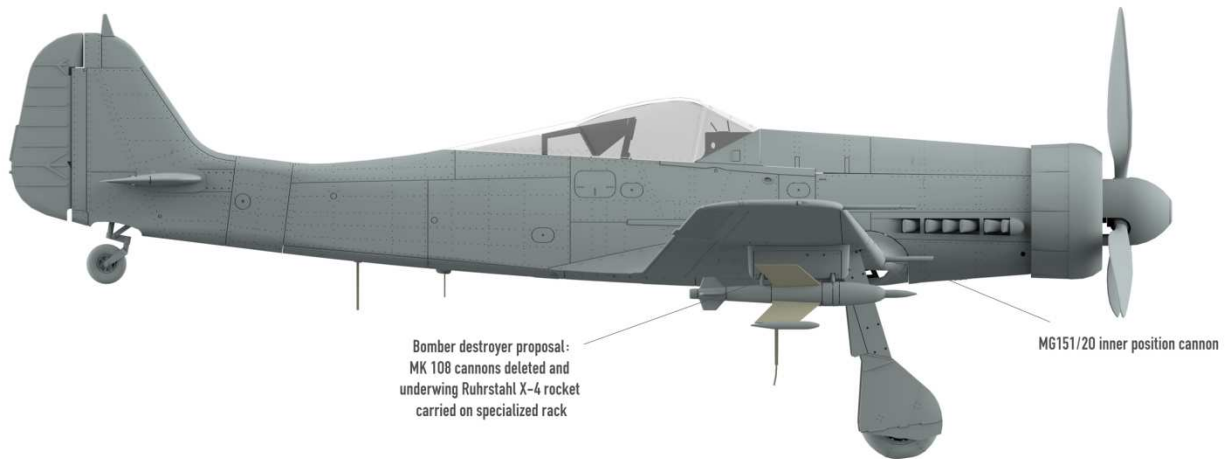


Fig. 4A What-if paper project: drafted variant which did not make it to production

A Torpedo version



Bomber destroyer version



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