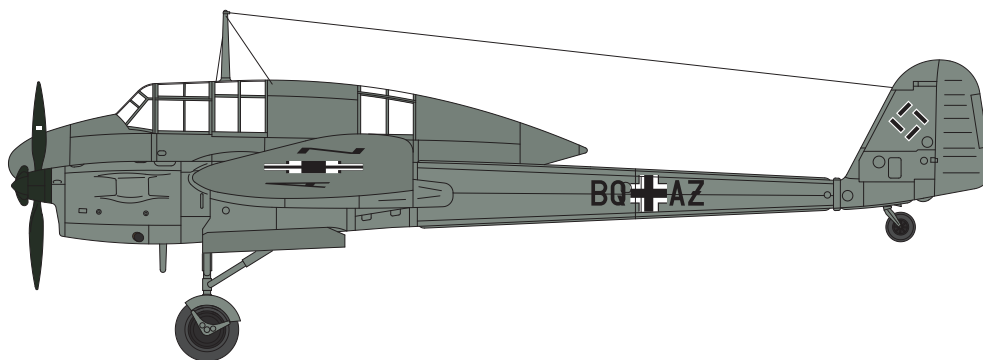




Focke Wulf Fw 189B Uhu 'Trainer'

1/72

CZ

Německá Luftwaffe před druhou světovou válkou používala k taktickému průzkumu letouny zastaralé hornoplošníky Heinkel He 46 a o něco modernější hornoplošníky Henschel He 126. Ani ty nedávaly záruku bezpečnosti při setkání se stíhačkami nepřítele. Proto RLM vypsal soutěž na nový taktický průzkumný letoun. Zúčastnily se jí firmy, Arado (Arado Ar 198), Blohm Voss (Blohm Voss BV 141) a Focke Wulf (Focke Wulf Fw 189). Celokovový dvoumotorový letoun s centrální gondolou a dvěma nosníky ocasních ploch se ve verzi Fw 189A stal standardním taktickým průzkumným letounem Luftwaffe. Používán byl celou válku a dostal se i do výzbroje letectev některých německých spojenců. Firma Focke Wulf a její šéfkonstruktér ing Kurt Tank se snažili uplatnit tento letoun i v jiných rolích. Tyto verze se ale nedočkaly takového rozšíření. RLM po úspěšných zkouškách prvních tří prototypů v roce 1937 objednalo další prototypy. Požadovalo stavbu dalších prototypů již testované průzkumné verze a prototypy cvičné verze, bitevní verze a cvičné námořní verze, vybavené plováky.

Prototyp Fw 189V-5 byl postaven jako vzor verze Fw 189B pro výcvik posádek vícemotorových letadel. Dostal zcela novou trupovou gondolu se stupněnou přídílí. Gondola byla pětimístná. Pilotní sedadla umístěná vedle sebe byla vybavena dvojím řízením. Stejně jako předchozí prototyp průzkumné verze Fw 189V-4 měl Fw 189V-5 namontovány jednoduché nohy podvozku a gondoly motorů Argus As 410 byly na levé straně osazeny nasavači. Zatímco sériové stroje Fw 189A byly vyráběny s dvojitými nohami podvozku a jejich motory neměly boční nasavače, pro verzi Fw 189B se tyto prvky staly standardem. Po prototypu V-5 byly postaveny další dva kusy před sériové verze B-0. Po nich bylo postaveno deset sériových cvičných Fw 189B-1. Dodány byly do konce února 1940. Sloužily jako cvičné a spojovací, ale podrobnosti o jejich službě nejsou známy.

Bitevní verze Fw 189C byla postavena jen v prototypech Fw 189V1b a Fw 189V-6. Prototyp plovákové verze Fw 189D označený V-7 nebyl dostavěn.

rozpětí: 18,4 m, délka: 12,20 m, max. rychlost: 325 km/h, dolet: 670 km, praktický dostup: 7300 m.

EN

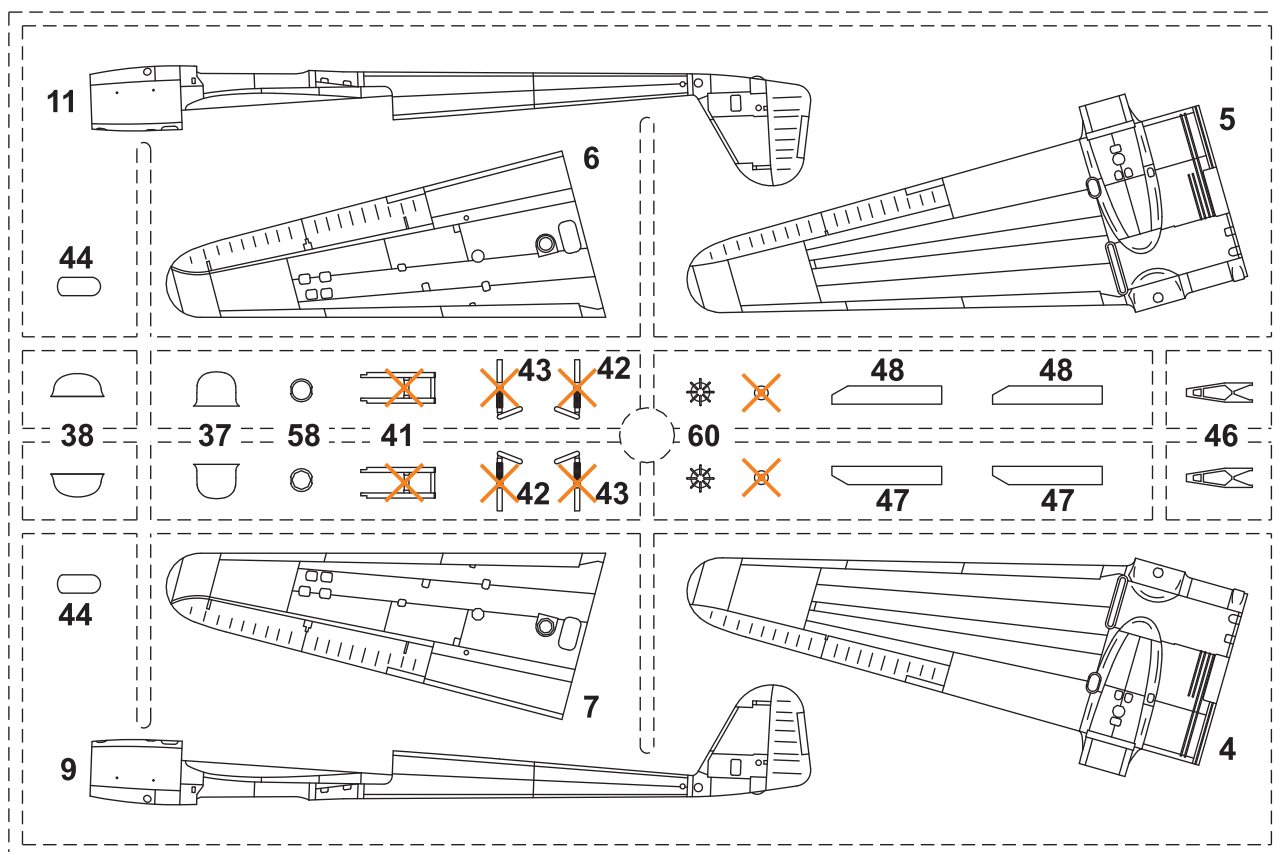
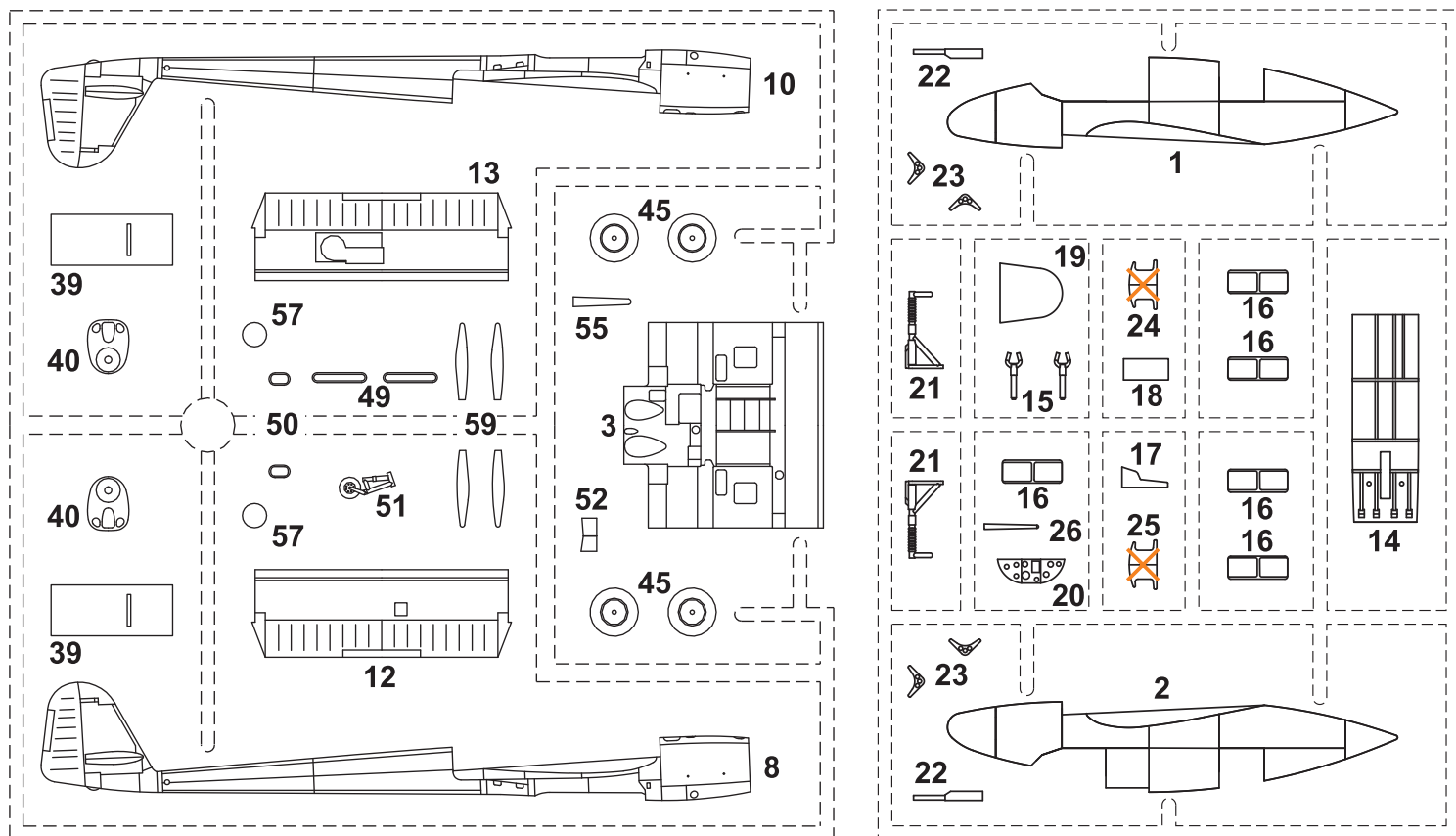
In the pre-war years, the German Luftwaffe operated for tactical reconnaissance the already rather obsolete Heinkel He 46 and Henschel He 126 parasols, the latter, even being of a bit more modern design, was not safe during an encounter with the enemy's fighter planes. So, the RLM issued a contest for a new tactical reconnaissance aircraft in which companies Arado (with the Arado Ar 198), Blohm Voss (Bv 141) and Focke Wulf (with their Fw 189) took part. The Fw 189, a twin-engined, all metal construction aircraft with a central fuselage nacelle and two tail booms won the competition and eventually became the Luftwaffe's standard tactical recon platform. The Fw 189 saw service with the Luftwaffe throughout the war and was also used in the air forces of some German satellite countries. The Focke Wulf company and its chief designer Kurt Tank also intended to find other use for the aircraft, the emerging versions, however, would not find such wide use. Following the successful trials of the first three prototypes in 1937, the RLM had ordered several more prototypes, demanding yet one more in the recon configuration and also a trainer version, ground attack version and a maritime trainer fitted with a pair of floats.

The Fw 189V-5 prototype was built as a first specimen for the Fw 189B version which was to serve for multiple engine aircraft crew training. The plane was fitted with a completely new fuselage nacelle with a stepped-off nose. The nacelle housed five seats, the two pilots sat side by side and both had a full set of controls. The V-5 prototype, like the previous one, the V-4 recon version prototype, featured a single undercarriage leg on either side and the Argus Ar 410 engine nacelles had air intakes on the left hand side. Whilst the production Fw189As were fitted with double legs in either nacelle and no side intakes, those features became a standard for the Fw189B version. Following the V-5 prototype, two more were built in the pre-production B-0 batch, followed by ten more Fw189B-1 training aircraft. Being delivered by the end of February 1940, they saw service in the training and liaison roles, with no more information of their career available.

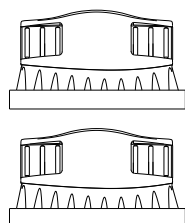
The Fw 189C ground attack version was built only in two prototypes, the Fw189V1b and Fw 189V-6. The V-7 prototype of the Fw189D floatplane version was never finished.

Span: 18.4 m, length: 12.20 m, max. speed: 325 km/h, range: 670 km, service ceiling: 7,300 m.

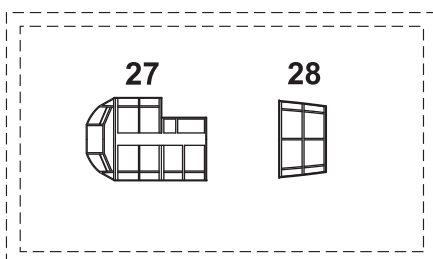
PLASTIC PARTS



POLYURETHAN PARTS (PUR)



CLEAR PARTS (CP)

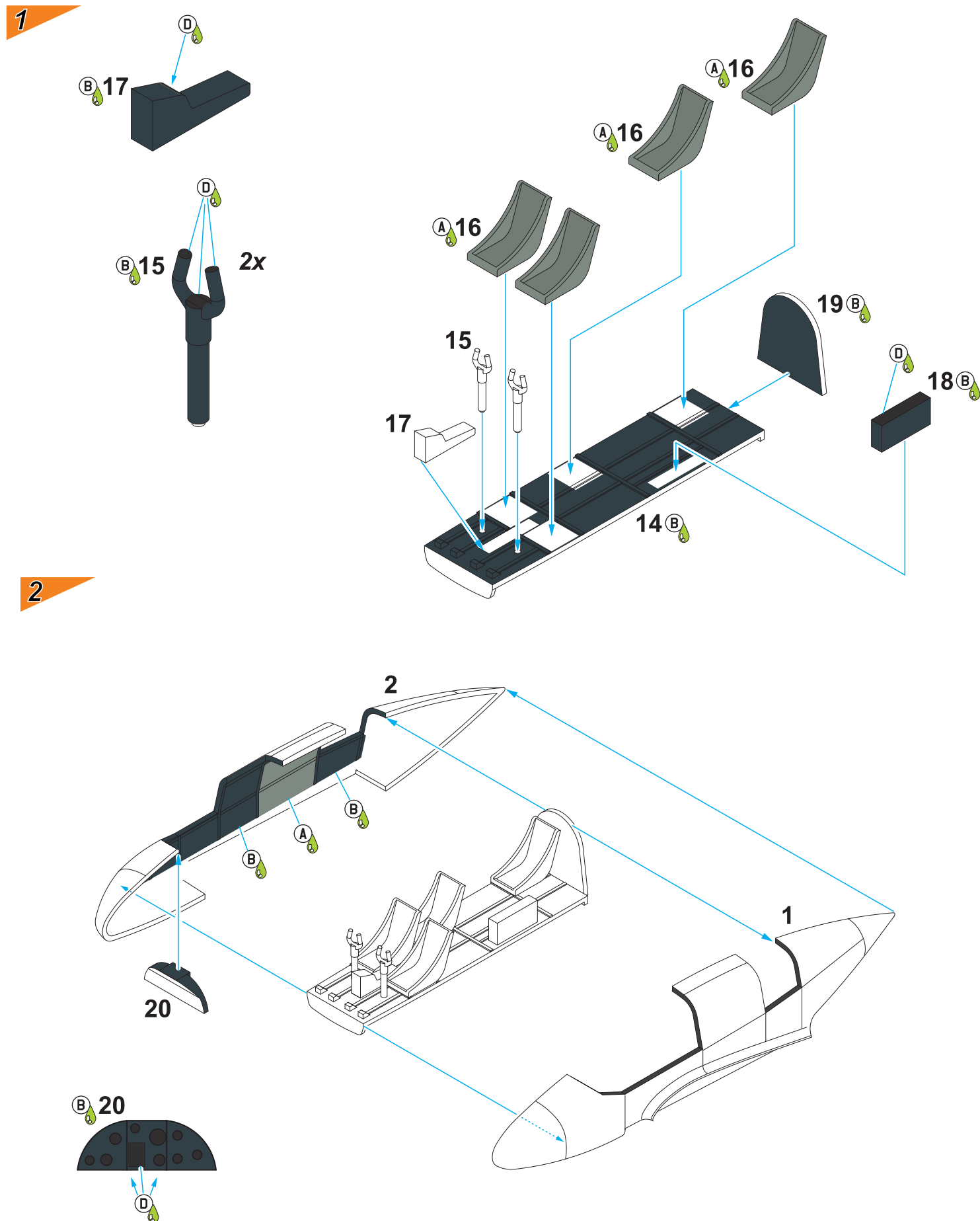


A	Šedá RLM 02 / GREY RLM 02	H70 / C60
B	Černošedá RLM 66 / BLACK GREY RLM 66	H416 / C116
C	Černozelená RLM 70 / BLACK GREEN RLM 70	H65 / C18
D	Černá / BLACK	H12 / C33
E	Barva pneu / TIRE BLACK	H77 / C137
F	Stříbrná / SILVER	H8 / C8

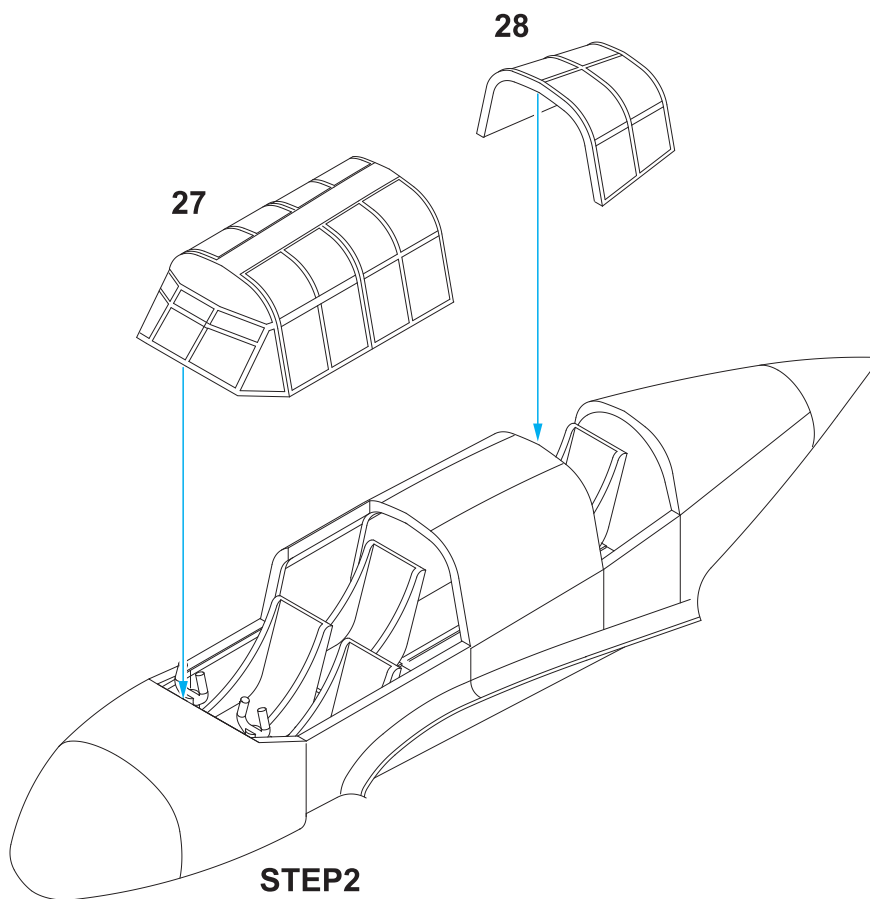
Barvy GUNZE / GUNZE Colour No.

SYMBOLS					 ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER	 GSI colour code	 NATŘÍT COLOUR FARBEN PEINDRE
 MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLATKLEBER COLLE CYANOACRYLAT	 OHNOUT BEND BIEGEN COURBER	 ZHOTOVIT NOVĚ SCRATCH BUILD FERTIGSTELLEN ACHEVER	 ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER			

ASSEMBLY

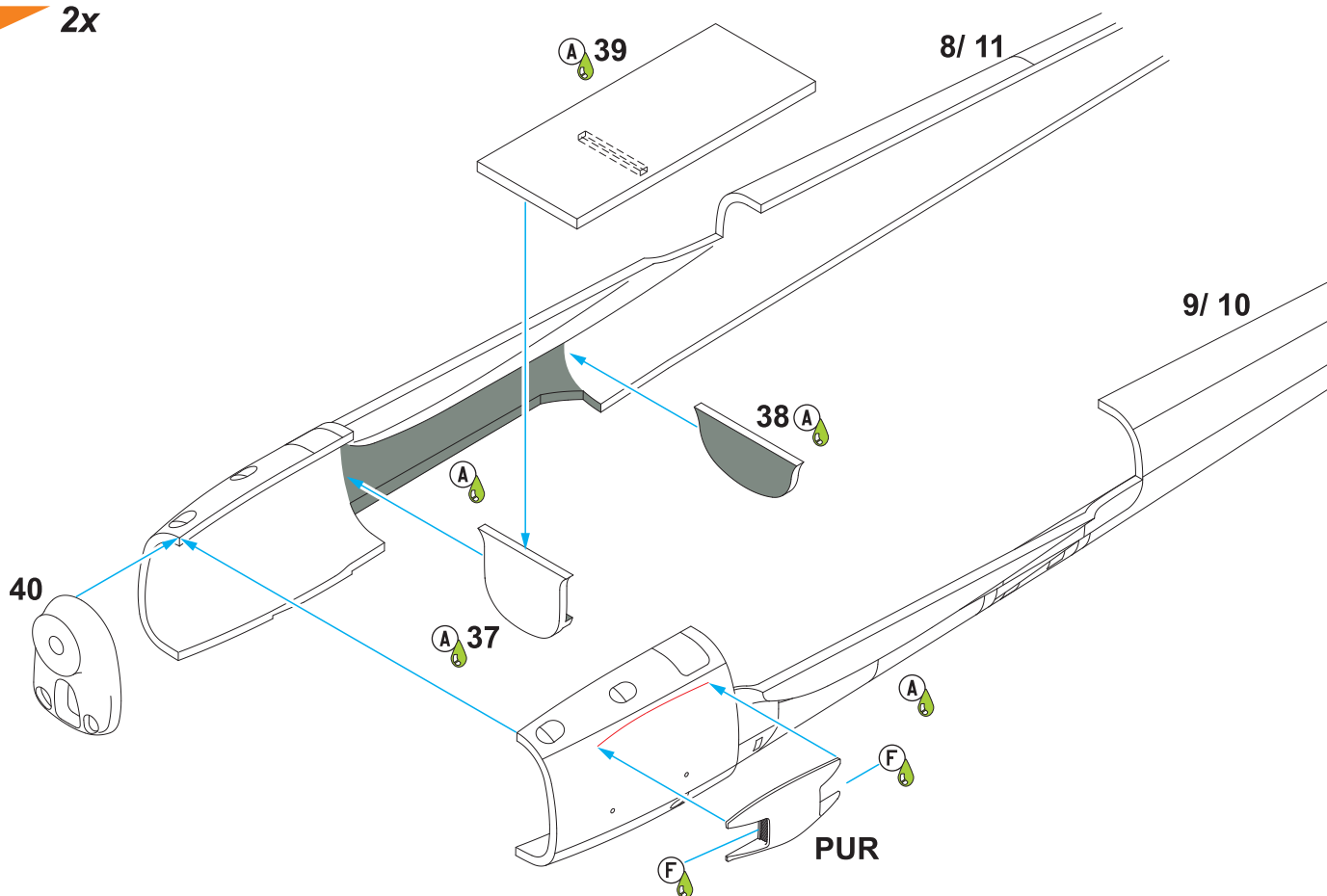


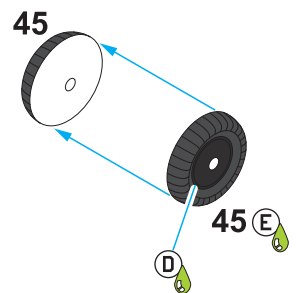
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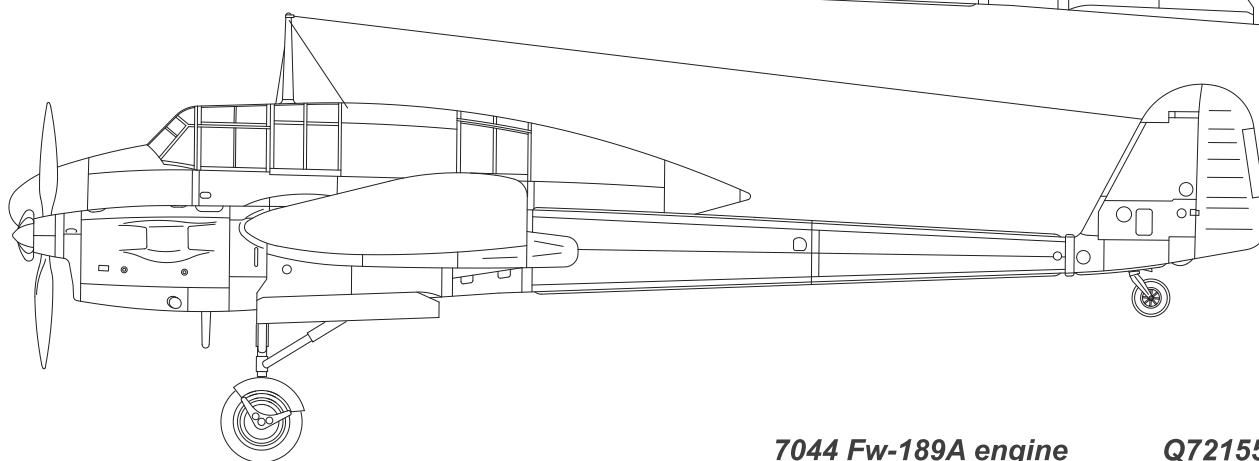
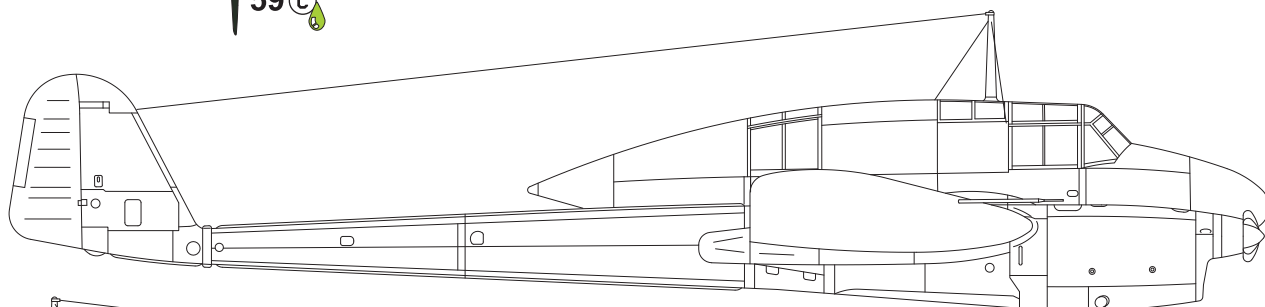
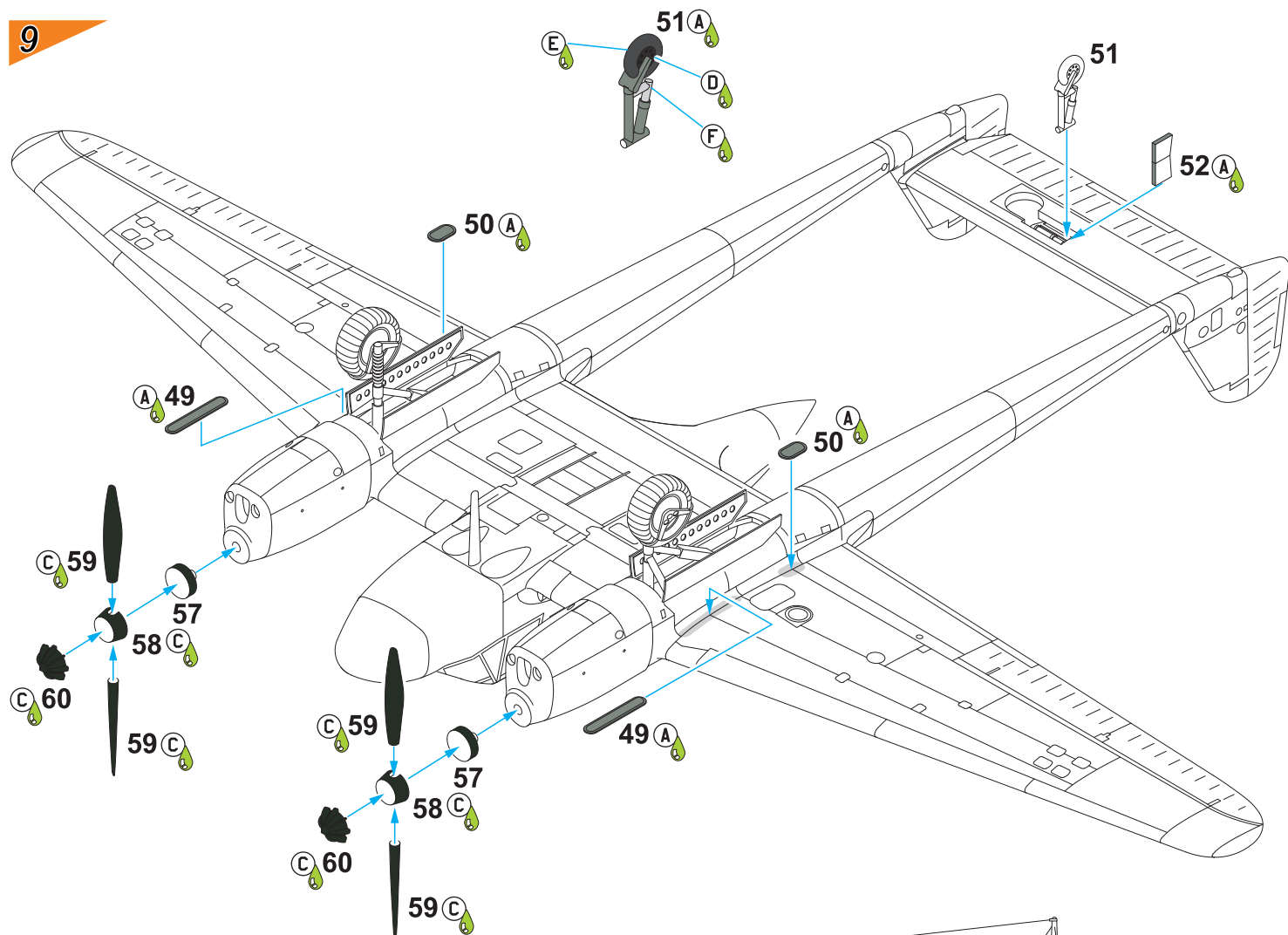


4

2x







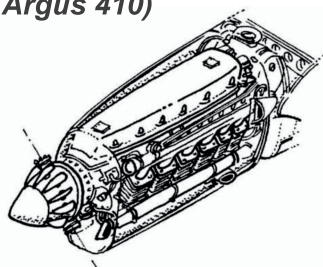
**Q72290 Fw 189A
Corrections Propellers
for SH/ICM**



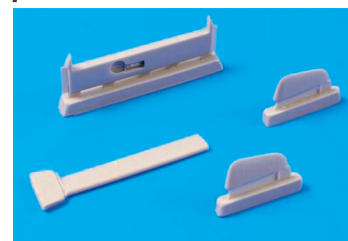
**Q72284 Fw 189A-1/-2
Mainwheels Set for
SH/ICM**



**7044 Fw-189A engine
set for SH/CON
(Argus 410)**

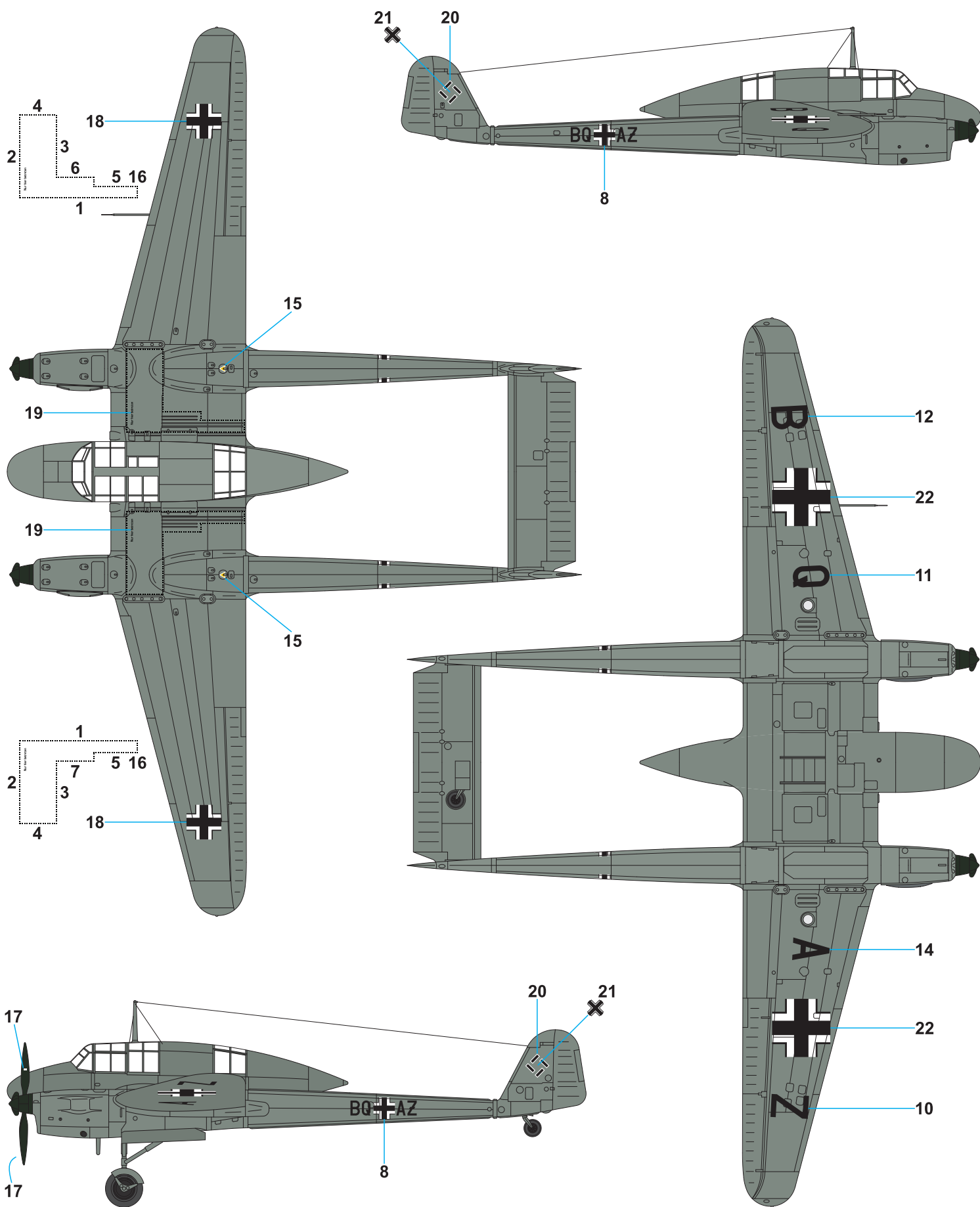


**Q72155 Focke Wulf
Fw 189A/B/V-6 Tail
planes for MPM/SH**



Focke Wulf Fw 189B-0, W.Nr. 0010, BQ+AZ, pravděpodobně tovární letiště firmy Focke Wulf, Brémy, 1940. Některé publikace uvádějí, že stroje série B-0 nebyly vybaveny lapači na motorových gondolách. Fotografie ale ukazují, že BQ+AZ měl lapače na levých stranách obou motorových gondol instalované.

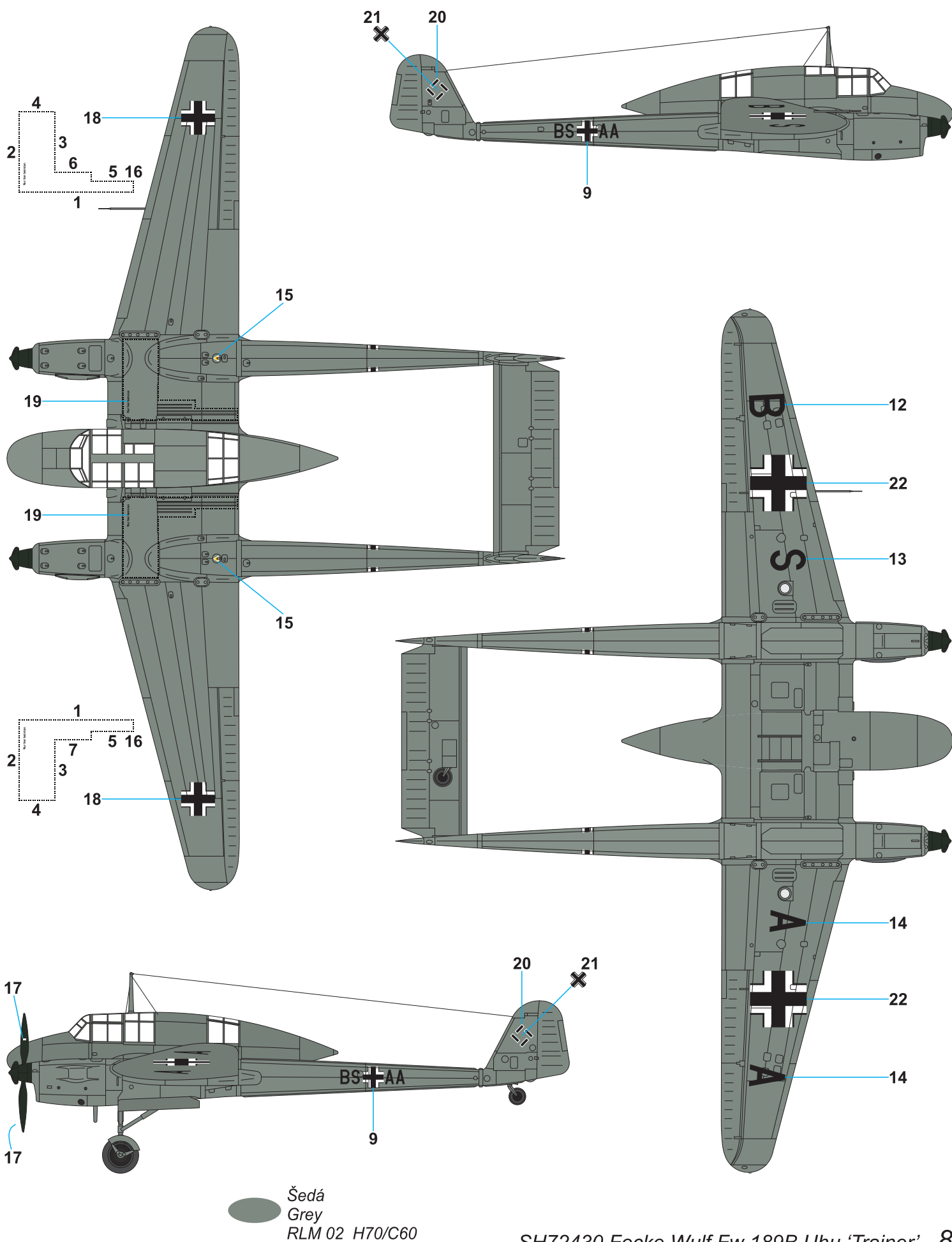
Focke Wulf Fw 189B-0, W.Nr. 0010, BQ+AZ, probably at the Focke Wulf factory airfield, Bremen, 1940. Some references say the B-0 series machines did not have the engine nacelle air intakes. Available photographs show, however, BQ+AZ being fitted with these on the port side of the nacelles.



Šedá
Grey
RLM 02 H70/C60

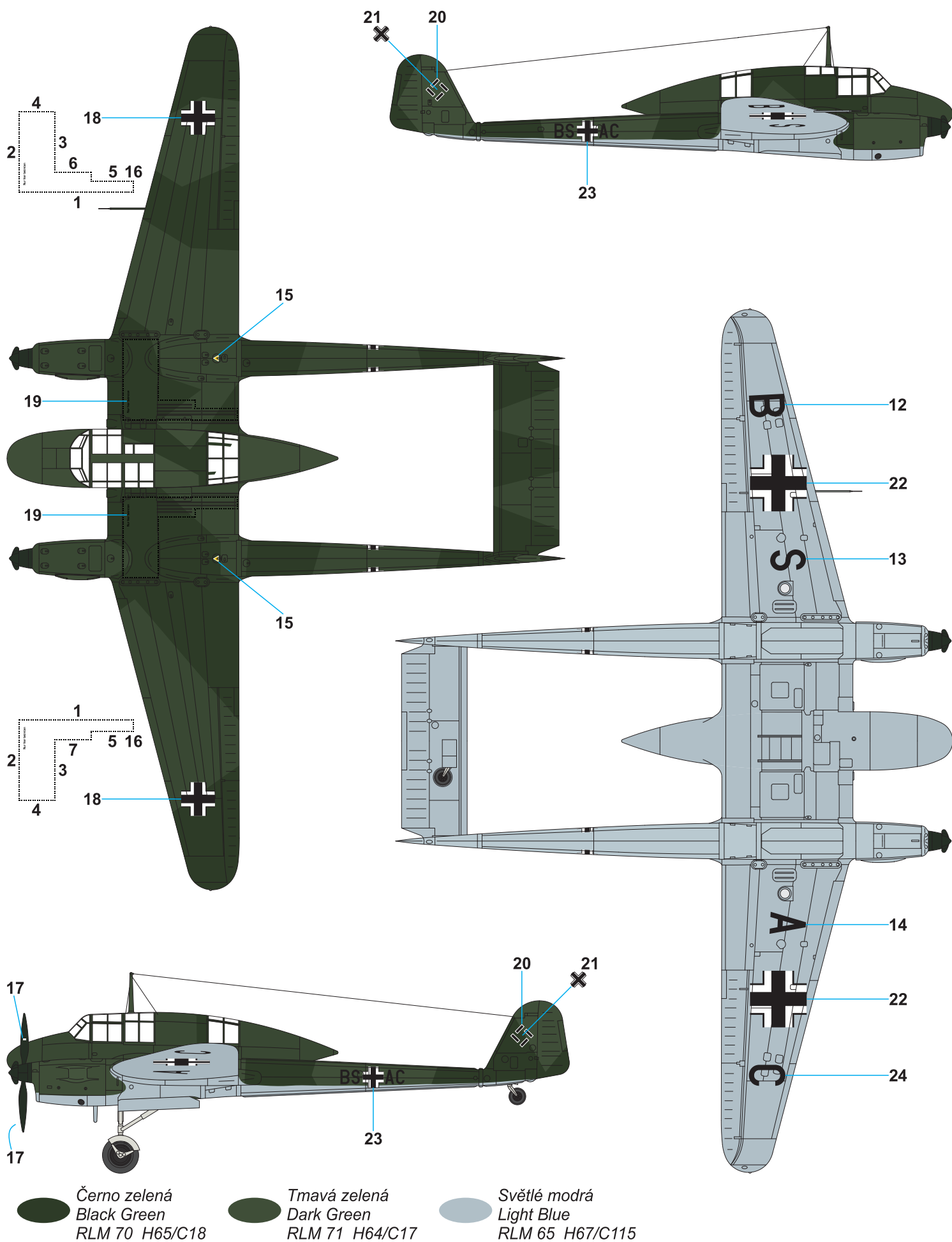
Focke Wulf Fw 189B-1, W.Nr. neznámý, BS+AA, jeden z deseti sériových kusů této verze, 1940.

Focke Wulf Fw 189B-1, W.Nr. unknown, BS+AA, one of only ten production machines built in this version, 1940.



Focke Wulf Fw 189B-1, W.Nr. neznámý, BS+AC, jeden z deseti sériových kusů této verze, 1940. Tento kamuflovaný stroj byl vyfocen na letišti Prag-Rusin v Protektorat Böhmen und Mähren (okupovaném Československu), tedy na nynějším pražském letišti Václava Havla.

Focke Wulf Fw 189B-1, W.Nr. unknown, BS+AC, one of only ten production airframes built in the B-1 version, 1940. The camouflaged machine was photographed at Prag-Rusin air base in the Protectorate of Bohemia and Moravia (occupied Czechoslovakia), today's Vaclav Havel Airport Prague.



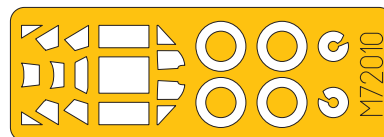
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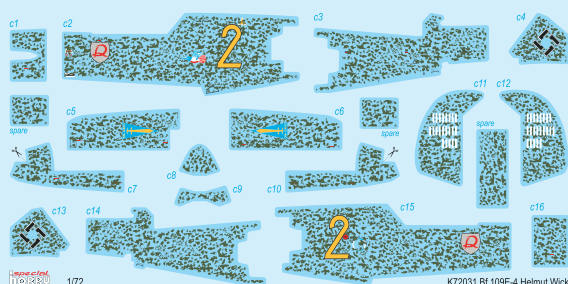


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Messerschmitt
Bf 109-E4

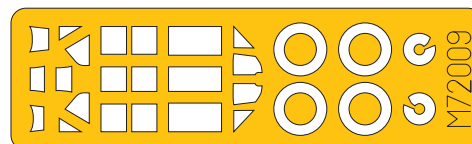
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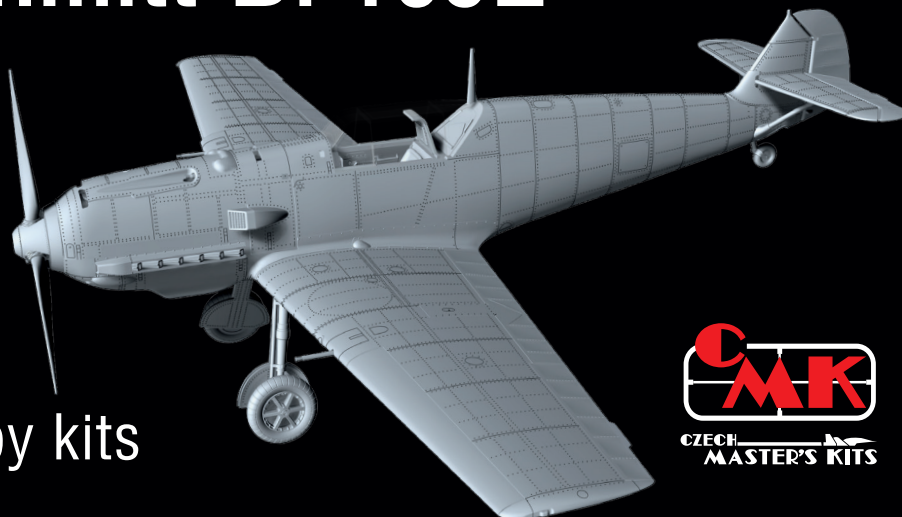
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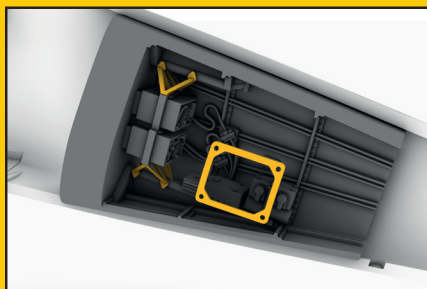
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Wing Guns



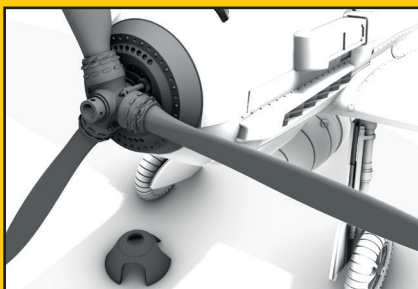
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Gun Camera



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Messerschmitt Bf 109E
Wheels



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Detail Set



129-Q72390
Messerschmitt Bf 109E
Exhausts

129-7455
Messerschmitt Bf 109E Engine

129-7456
Messerschmitt Bf 109E Fuselage Machine Guns and Ammo Boxes

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Messerschmitt Bf 109E-4/B SC500 Bomb and Rack



1/72
SH72442

EoN Eton TX.I/SG-38
'Over West Europe'

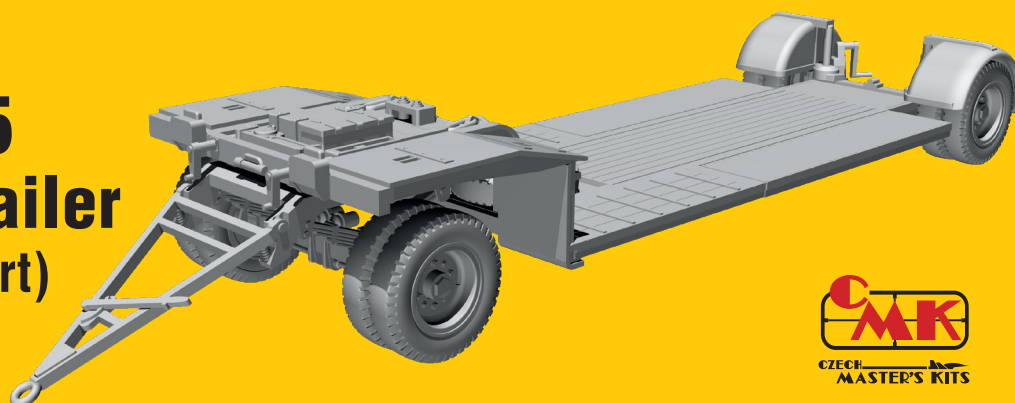
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