

SH 72056

FOCKE-WULF Fw 187

1172

(GB)

Focke Wulf Fw-187A-0

The designer of the Focke Wulf company Kurt Tank designed in 1936 a heavy twin-engine fighter designated Fw 187. The aircraft had to present higher performance than single engined machines giving comfortable manoeuvrability. The Fw V-1 prototype was first flown in spring 1937, the second prototype V-2 was test flown later. They were driven by the Jumo 210 engine, the considered DB 600 engines being not available. The speed 525 km/h was by more than 50 km/h higher in comparison with the standard fighter Messerschmitt Bf 109B. The overall performance brought for the new aircraft the name Falke (Falcon). The Luftwaffe's command was hampered by the fact, that the new aircraft was single-seated. Therefore the third prototype Fw 187V-3 got behind the pilot's cockpit a cockpit for the wireless operator, in the same way as the V-4 and V-5 prototypes. The prototype V-6 received finally the DB 600 engines. The performance was increased, the maximum speed risen to 625 km/h, the standard speed after adaptation of the cooling was 560 km/h. The prototype V-6 became a pattern for the preseries Fw 187A-0. Owing to lack of back defence armaments Luftwaffe preferred (to its detriment) the aircraft Messerschmitt Bf 110. Fw 187 was no more manufactured. The available machines served in the frame of Industrie-Schutzstaffel as protection of the Focke Wulf factory in Bremen. The pilot Ing. Mehlhorn achieved allegedly on Fw 187 several shot downs. Photographs of Fw 187 aeroplanes were in 1940 used by the German ministry for propaganda for a desinformation campaign. In winter 1940/41 the 13. staffel/Jg 77 tested in Norway three Fw 187 with excellent results. One machine served in the Luftschliess-Schule in Danish Varlose. Not even this helped to start the production of Fw 187. The machines finished their service in training units and tests at the development of the Ta 154 fighter.

Technical data: span: 15,30 m, length: 11,01m, height: 3,85 m, max. speed: 560 km/h, ceiling 10 000 m, armaments: 2x MGFF 20 mm gun, 4x MG 17 mm machine gun

(CZ)

Focke Wulf Fw-187A-0

Konstruktor firmy Focke Wulf Kurt Tank navrhl v roce 1936 těžký dvoumotorový stíhač označený Fw-187. Letoun měl poskytovat vyšší výkony než jednomotorové stroje při stejné obratnosti. Prototyp Fw 187 V-1 vzletl na jaře 1937, druhý prototyp V-2 byl zalétán o něco později. Poháněly je motory Jumo 210, uvažované DB 600 nebyly k dispozici. Rychlost 525 km/h byla vyšší o více než 50 km/h proti rychlosti standardní stíhačky Messerschmitt Bf 109B. Výkony daly novému letounu jméno Falke. Velení Luftwaffe ale vadilo, že je nový letoun jednomístný. Proto třetí prototyp Fw -187 V-3 dostal za kabinu pilota prostor radisty, stejně jako prototypy V-4 a V-5. Prototyp V-6 dostal konečně motory DB 600. Výkony vzrostly, maximální rychlost stoupla na 625 km/h, standardem po úpravách chlazení bylo 560 km/h. Prototyp V-6 se stal vzorem pro předserii Fw 187 A-0. Luftwaffe však kvůli absenci obrané výzbroje vzad dala přednost (ke své škodě) letounu Messerschmitt Bf 110. Fw-187 se dále nevyráběl. Letouny sloužily v rámci Industrie-Schutzstaffel jako ochrana továrny Focke Wulf v Brémách. Pilot ing. Mehlhorn na Fw 187 údajně dosáhl několika sestřelů. Fotografie letounů Fw 187 využil v roce 1940 Říšské ministerstvo propagandy k dezinformační kampani. V zimě 1940/41 testovala tři Fw 187 13. staffel/JG 77 v Norsku s výbornými výsledky. Jeden stroj sloužil ve Luftschliess-Schule v dánském Varlose. Ani to nepomohlo výrobě Fw 187. Letouny dosloužily ve cvičných jednotkách a testech při vývoji stíhačky Ta 154.

Tech. Data: rozpětí: 15,30 m, délka: 11,01 m, výška: 3,85 m, max. rychlost: 560 km/h, dostup: 10 000 m, výzbroj: 2x kanon MG FF ráže 20 mm, 4x kulomet MG 17 ráže 7,9 mm

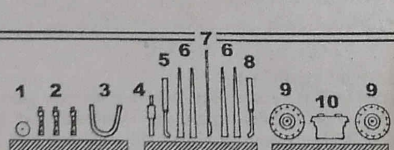
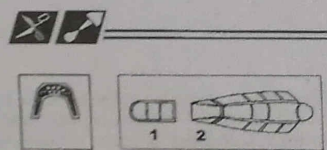
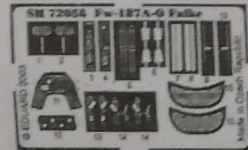
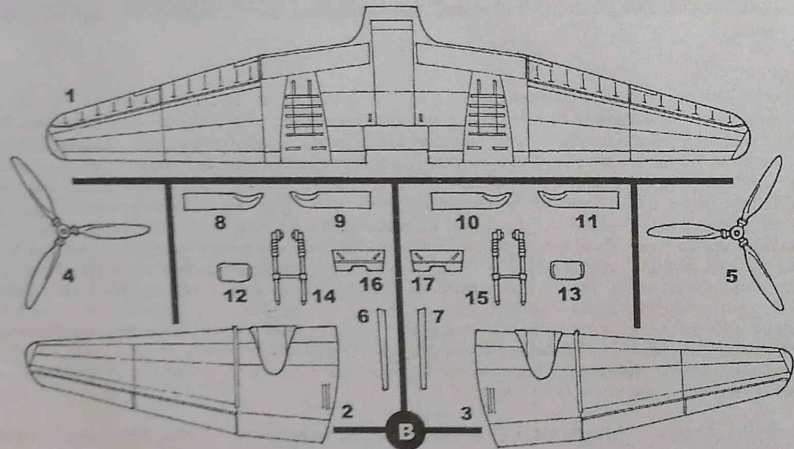
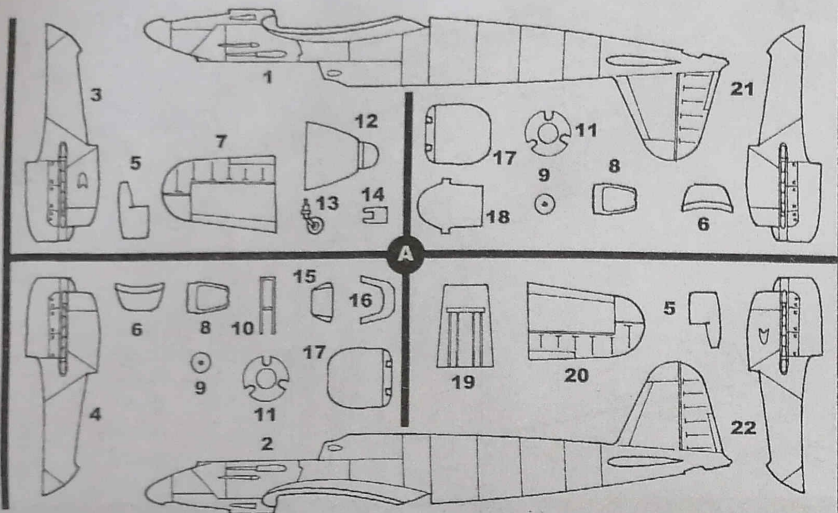
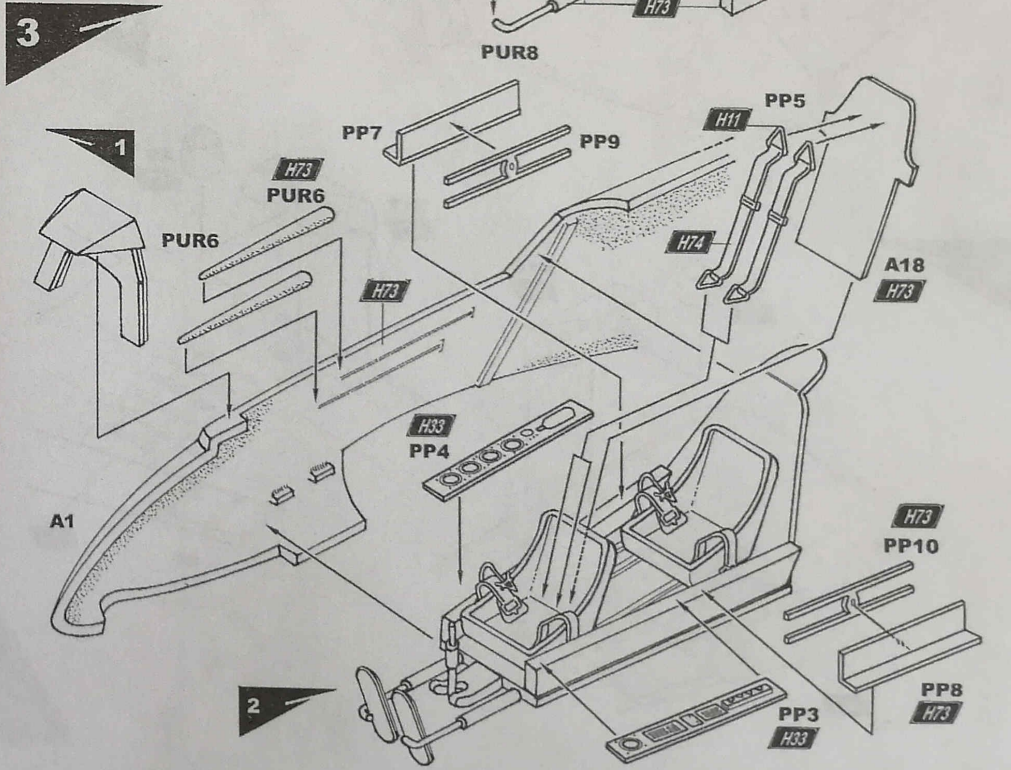
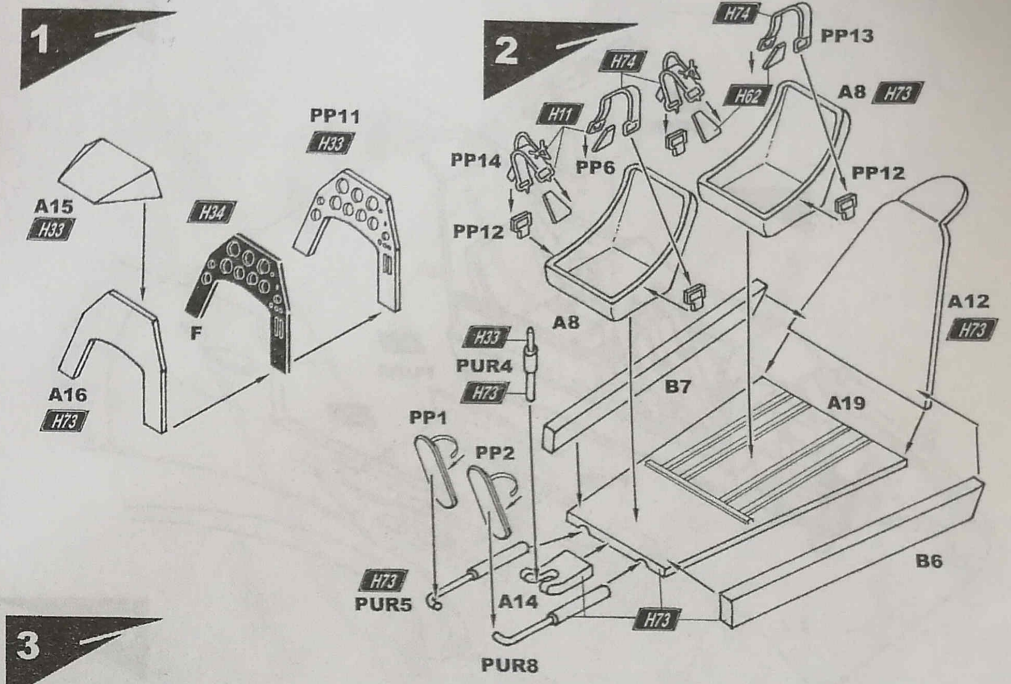
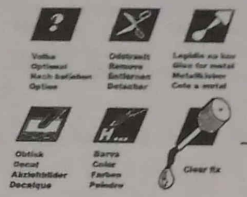
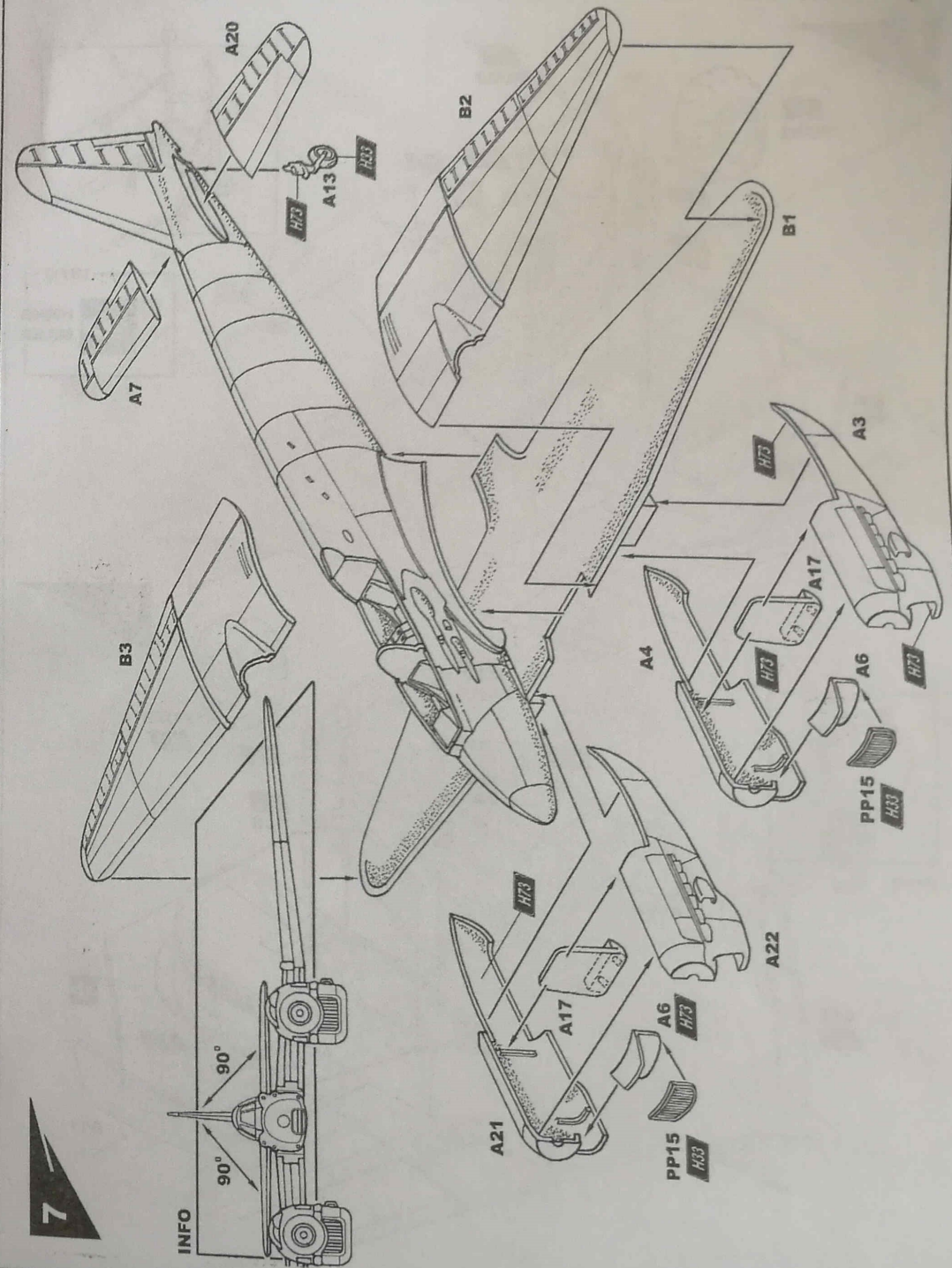
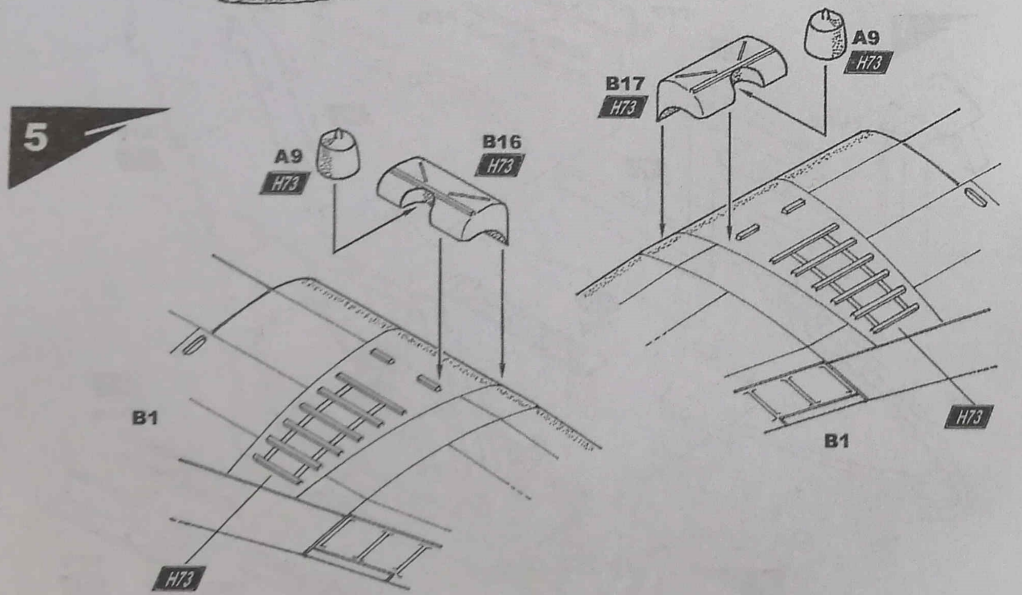
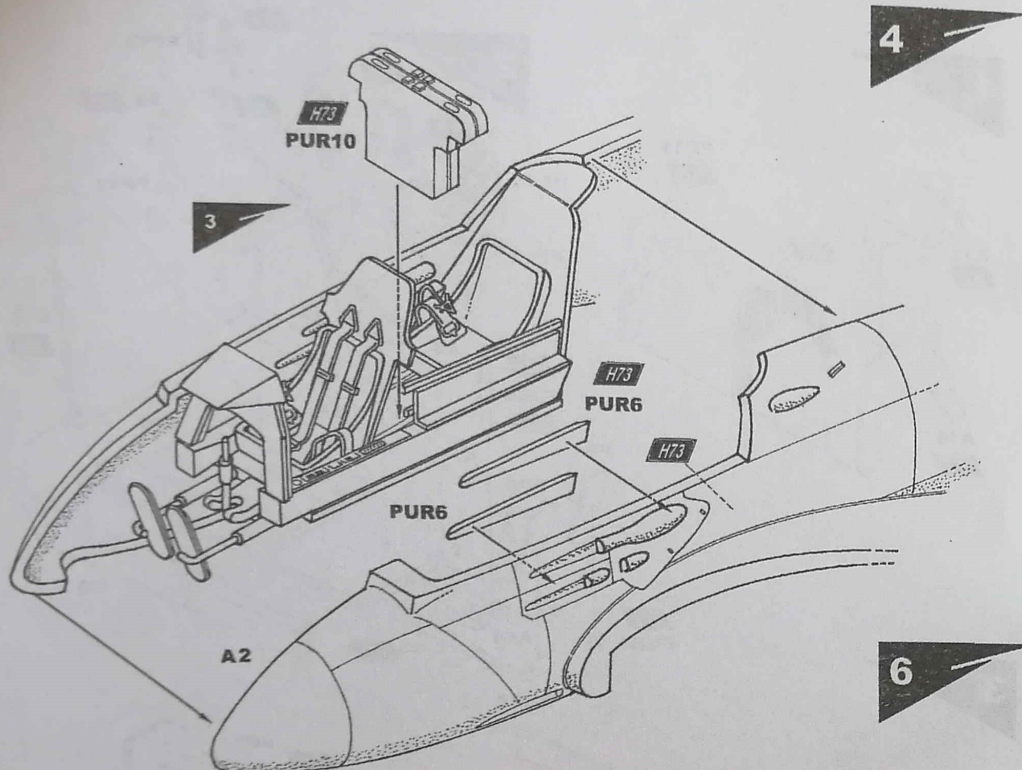
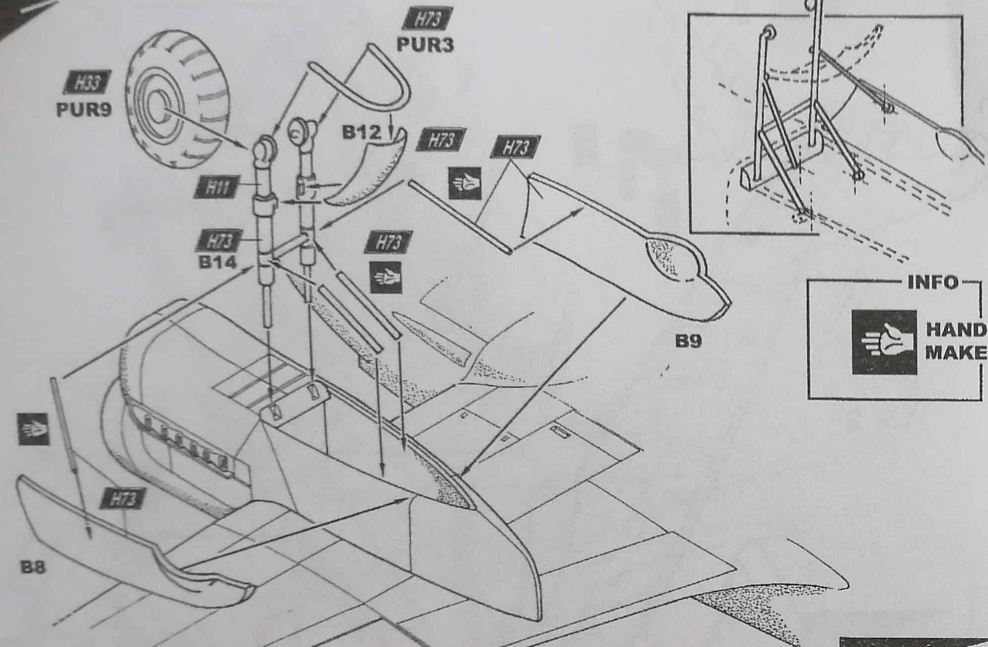


PHOTO-ETCHED PARTS (PP) FILM (F) CLEAR PARTS (CP) POLYURETAN PARTS (PUR)

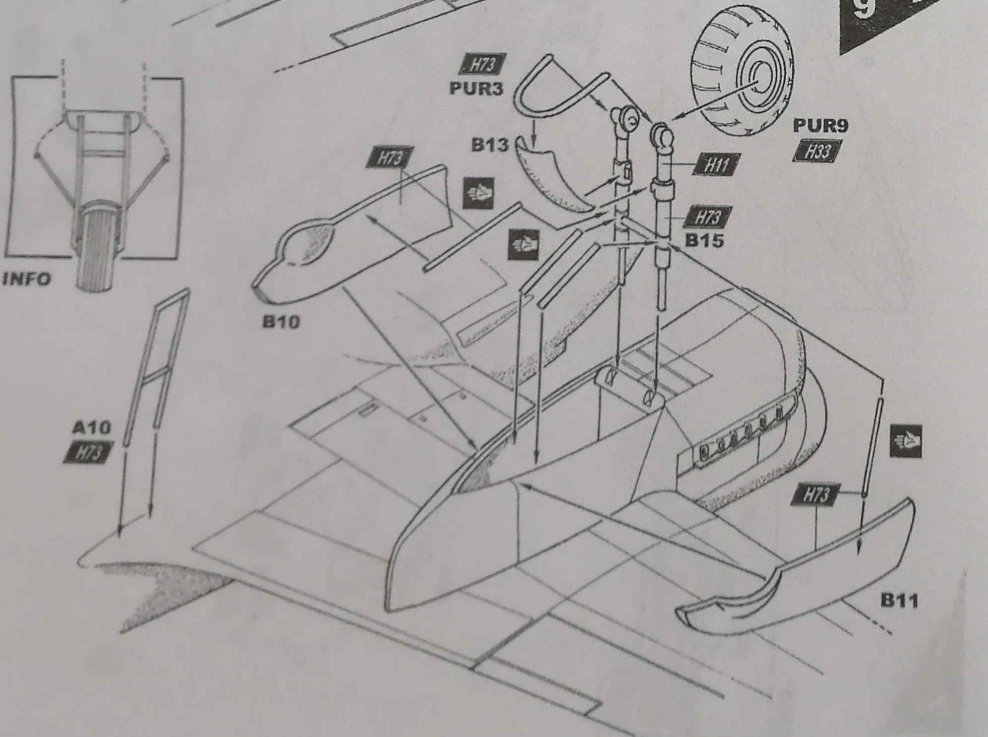




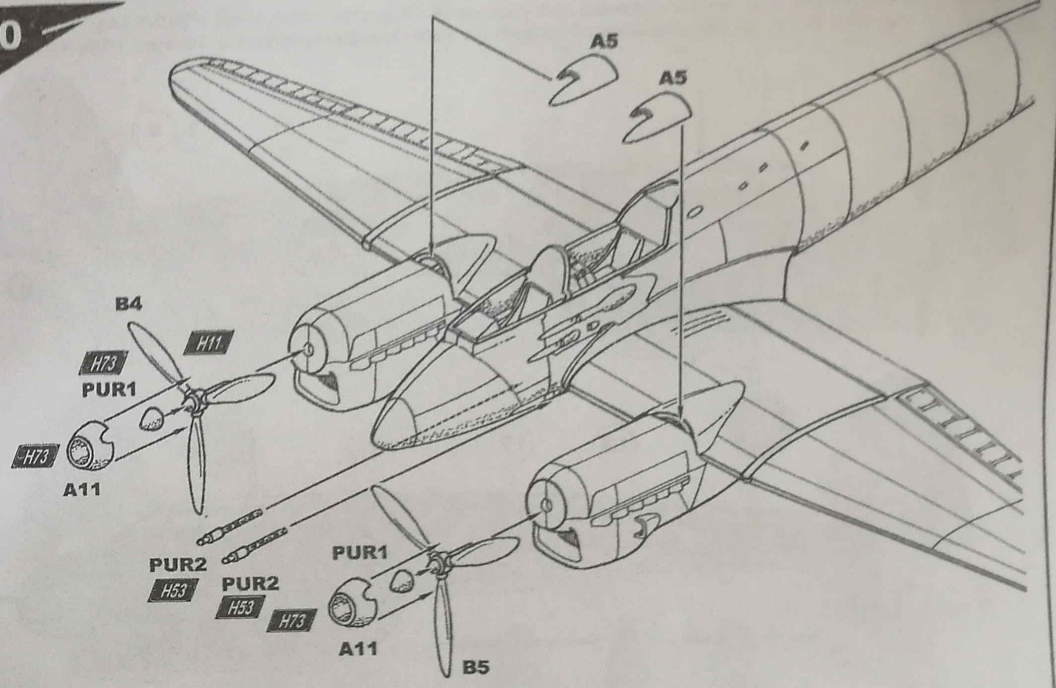
8



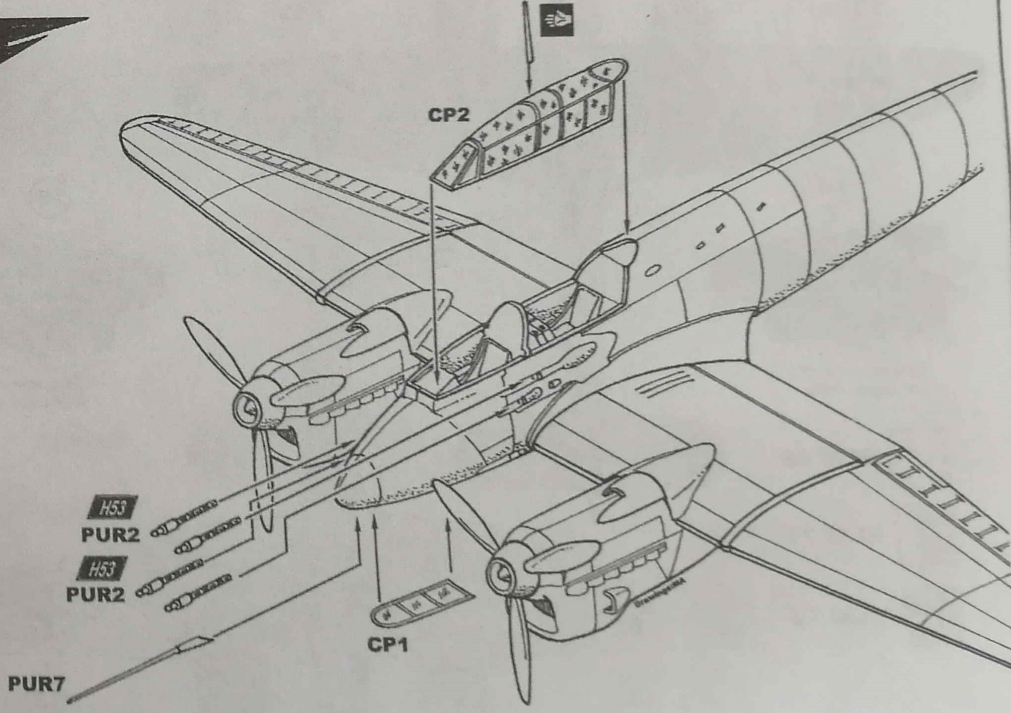
9



10



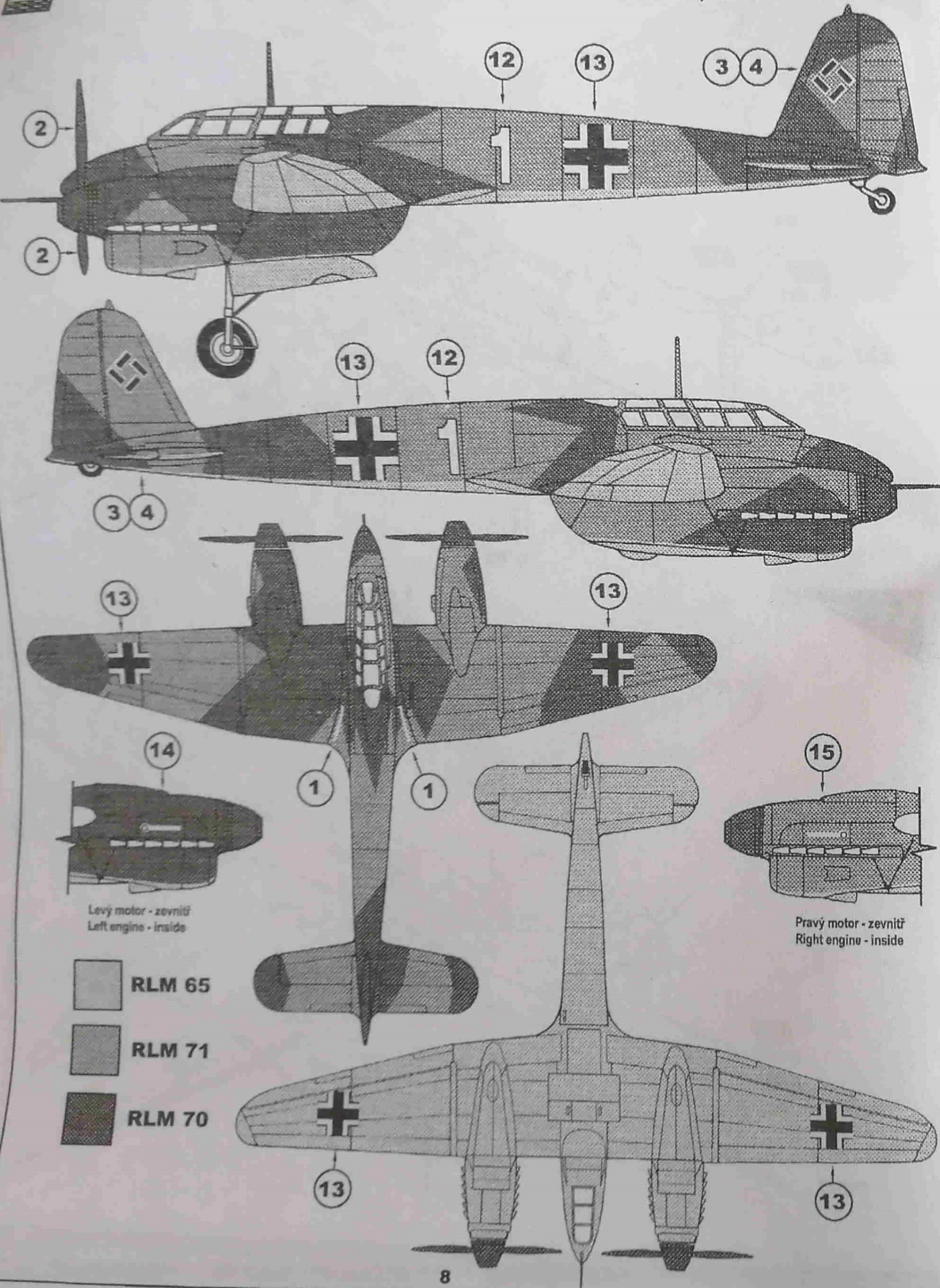
11



ZBARVENÍ a OZNAČOVÁNÍ

CAMOUFLAGE and MARKING - TARNUNG und KENNUNG - CAMOUFLAGE et DESIGNATION

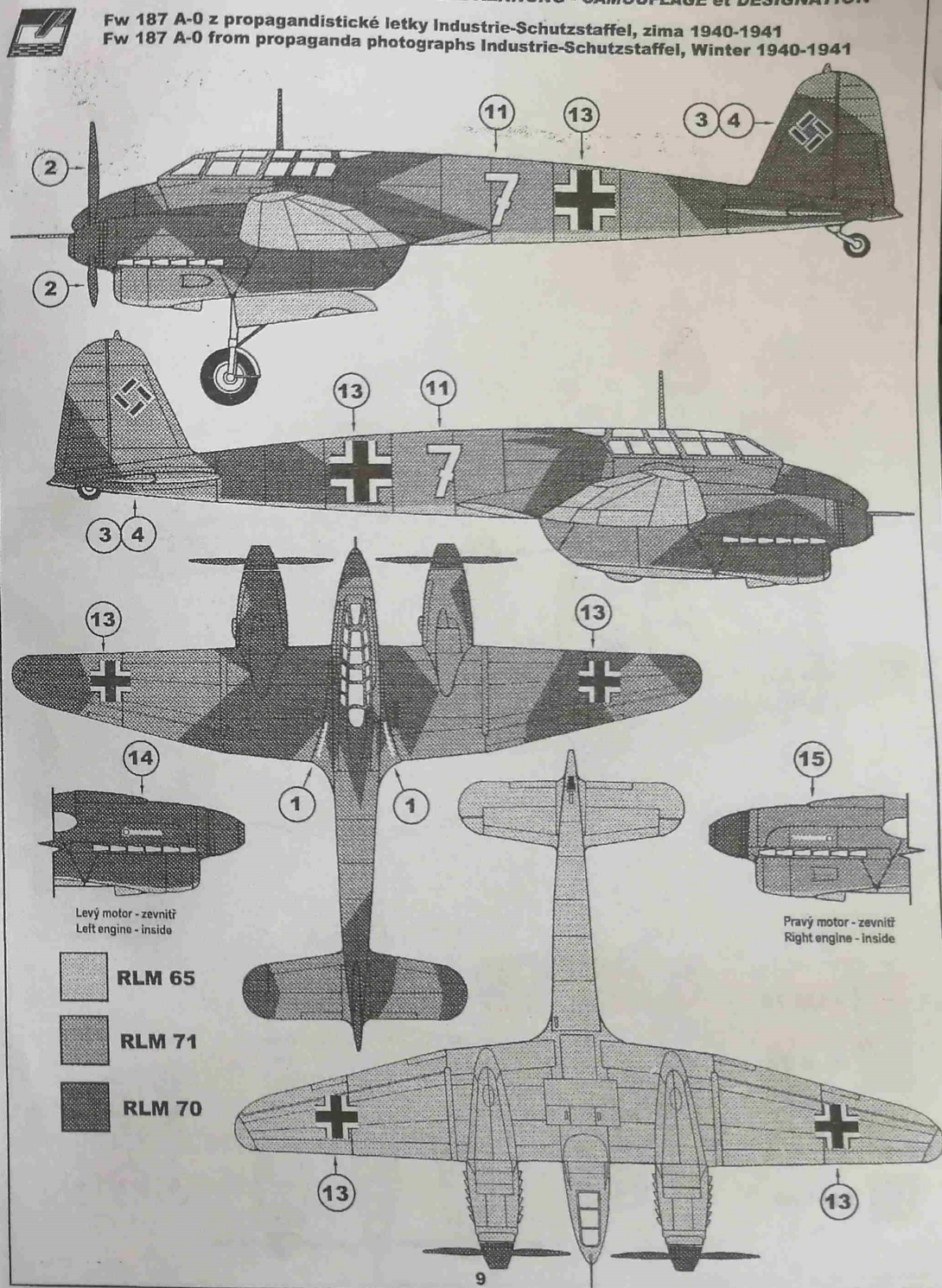
Fw 187 A-0 z propagandistické letky Industrie-Schutzstaffel, zima 1940-1941
 Fw 187 A-0 from propaganda photographs Industrie-Schutzstaffel, Winter 1940-1941



ZBARVENÍ a OZNAČOVÁNÍ

CAMOUFLAGE and MARKING - TARNUNG und KENNUNG - CAMOUFLAGE et DESIGNATION

Fw 187 A-0 z propagandistické letky Industrie-Schutzstaffel, zima 1940-1941
 Fw 187 A-0 from propaganda photographs Industrie-Schutzstaffel, Winter 1940-1941

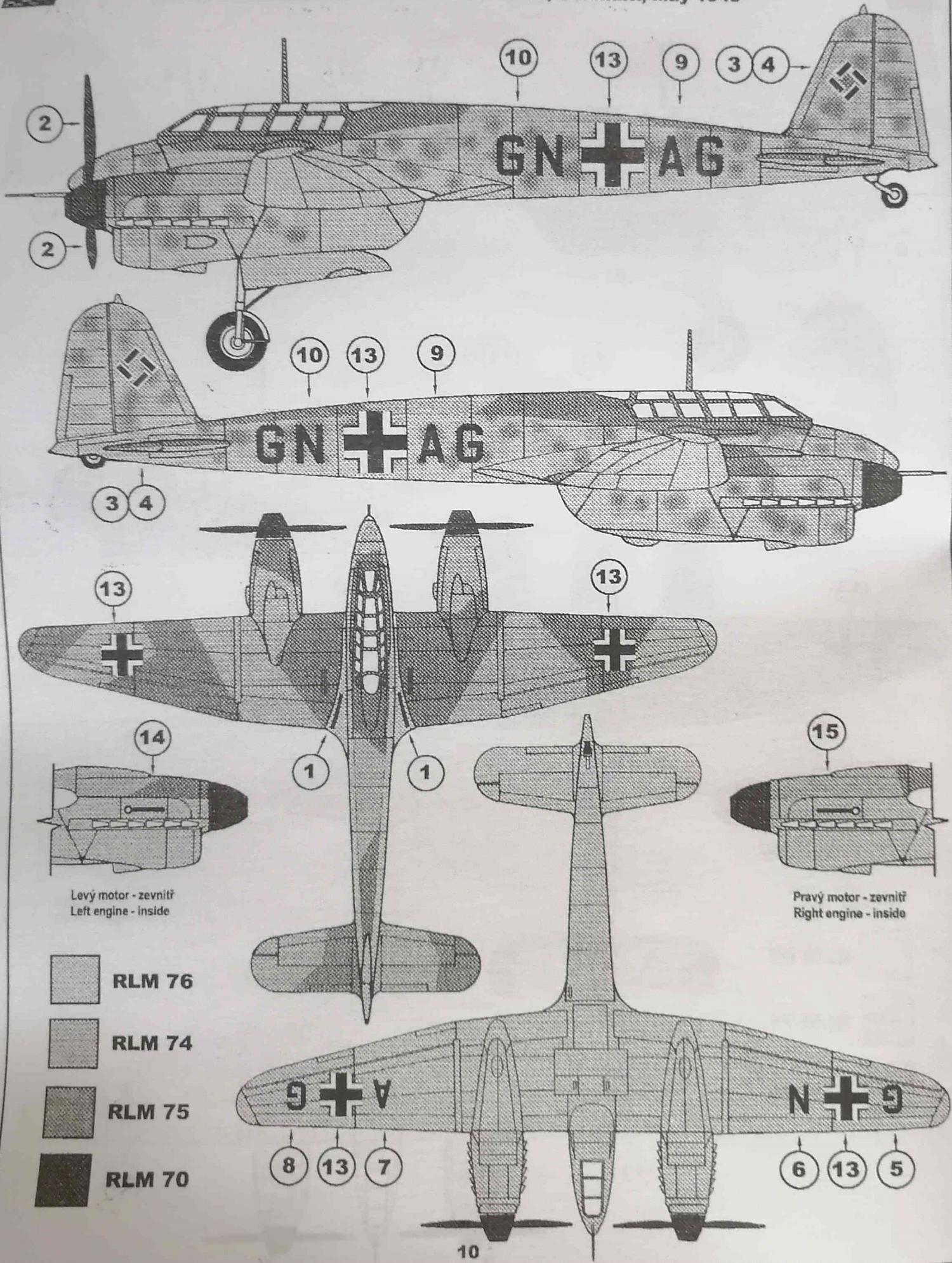


ZBARVENÍ a OZNAČOVÁNÍ

CAMOUFLAGE and MARKING - TARNUNG und KENNUNG - CAMOUFLAGE et DESIGNATION



Fw 187 A-0, Luftschiesschule Vaerlose, Dánsko, květen 1943
 Fw 187 A-0, Luftschiesschule Vaerlose, Denmark, May 1943



Levý motor - zevnitř
 Left engine - inside

Pravý motor - zevnitř
 Right engine - inside

- RLM 76
- RLM 74
- RLM 75
- RLM 70