

GERMAN WW II HEAVY FIGHTER 1:48 SCALE PLASTIC KIT

DUAL COMBO!



Fw 190D JV 44 - Sachsenberg's Platzschuttschwarm

JV 44, Jagdverband 44, is, despite its short existence, one of the best known Luftwaffe units. It came about in early 1945 as an attempt to counteract, by any means possible, the catastrophic war situation developing for Germany at the time.

At the end of 1944, Hermann Göring's dissatisfaction with the performance of Luftwaffe units and differences of opinion with Adolf Galland resulted in the removal of the popular CO from his functions as General of Fighters (General der Jagdflieger). There was a plan to transfer Galland to one of the existing fighter units. However, thanks to support in high places, Galland received the opportunity to form his own unit. Reportedly, by decision of Hitler himself, he was given access to Messerschmitt Me 262 Schwalbe fighters, and he was able to demonstrate that the use of the Me 262 as an interceptor against incoming bombers was more effective than using them as fighter-bombers.

Galland began to form JV 44 in February, 1945, and chose Brandenburg-Briest as his base, some 50km west of Berlin. Progressively, he was able to accumulate actual aces of the German air force, among them seventeen Knight's Cross recipients. These included the likes of Oblt. Heinz Bär (221 victories), Maj. Gerhard Barkhorn (301 v.), Oberst Johannes Steinhoff (176 v.), Hptm. Walter Krupinski (197 v.), Oberst Gunther Lützow (108 v.), and others. Among the additions were pilots in similar situation as Galland, who had fallen from grace due to philosophical differences with the leadership, and others who jumped at the opportunity to fly the most modern piece of technology in the world. These names however, needed to be complemented by pilots and personnel who inevitably had varying levels of expertise, including those that had no experience with jet aircraft at all.

After the completion of training, at the beginning of April, the unit moved south to the airport at Munich-Riem. From here, attacks against the USAAF were conducted, and included combat against heavy bombers and fighters alike. Some success was achieved against the bombers using R4M unguided air-air rockets. Due to its speed, the Me 262 could outfly anything the Allies could make airborne, but thanks to the inability of the rapid application of throttle, the plane was vulnerable on takeoff and landing, making it an easy target for Allied fighters. The Allies had the Munich airport well in their sights, and the danger that this presented was very real. The protection of the jet fighters fell on high-performance piston engine fighters - the Fw 190D. This group, the airfield protection flight 'Platzschuttschwarm', under the leadership of Lt. Heinz Sachsenberg, was formed in mid-April, and had at its disposition five Fw 190D Doras, in D-9 and D-11 versions. Members of the unit included Hptm. Waldemar Wübke, Lt. Karl-Heinz Hofmann and Oblt. Klaus Faber. Also among this group was Fw. Bodo Dirschauer, but his role within Platzschuttschwarm carries with it some uncertainties. The role of these men was to take off before the Me 262s, and clear out the air space around the airfield. Once the Me 262s formed, and left the local airspace, the Fw 190s were to land. The protection of the Me 262s on landing approach was not mandated.

At the end of April, American ground forces were found so near to Munich, that plans to relocate to Austria, at the time a part of the Third Reich, were dropped. The Me 262s moved over to Maxglan airfield near Salzburg, and the Fw 190s to Ainring on April 28th, 1945. At the time JV 44 was commanded by Heinz Bär. At the very end of the war, on May 3rd, the highest leaders of the Luftwaffe attempted to have the unit move to Prague, and issued an order for the redesignation of the unit to IV./JG 7. Despite high levels of persuasion thrown at Bär, the unit stayed at Maxglan, where the unit capitulated on May 7th, 1945. Over the short duration of its existence, the unit shot down around sixty aircraft.

Airfield Protection Flight of JV 44 appears in literature and references under several different designations - Platzschuttschwarm, Sachsenbergschwarm, Würgerstaffel or Papagei Staffel (Parrot Squadron). In the interest of historical accuracy, the first of these is most accurate. The striking coloring of the bottom of the aircraft composed of a red surface with white stripes, was to allow the German anti-aircraft units to identify them as friendlies. This rather pragmatic approach to the problem ensured that JV 44 Doras were the most striking of all, and assured them an unequalled popularity among aviation fans. The Platzschuttschwarm would meet allied fighters once over Munich - Riem. Klaus Faber would down one, perhaps two, P-47s over Bad Aibling over the first days of May, 1945. More information can be obtained on JV 44, the Fw 190D-11, and on Heinz Sachsenberg on the internet magazine Eduard INFO from June and November, 2010, at www.eduard.com.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1154

E Fw 190D-11, W.Nr.2200??, Red 2, Munich – Riem airport, Bad Aibling, Germany, April - May 1945

The fifth Dora used by Platzschuttschwarm JV 44 was identified only recently. It was a D-11, Red '2', and at the end of the war was found at Bad Aibling airfield. There are currently no photographs showing the entire airframe, and as such, it is unknown if this aircraft carried any kind of inscription. The aircraft likely arrived at Bad Aibling at the end of April, 1945, when JV 44 moved from Munich to Salzburg, where for unknown reasons it remained until the occupation of the airfield. Who flew Red '2' is unknown. For modelers who wish to build this airplane, we are including red '2's on the decal sheet. For more information, please refer to Jerry Crandall's 'The Focke-Wulf Fw 190D Dora', Volume Two, from Eagle Editions.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Caressfully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání lepidel a barev v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití dřevěných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る



REMOVE
ODRÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



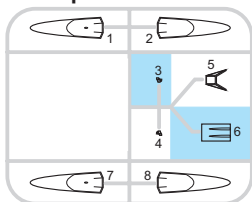
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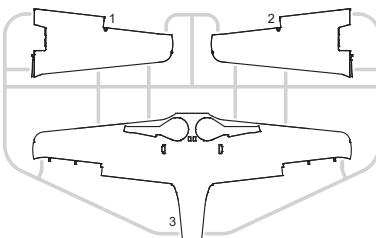
部品

PLASTIC PARTS

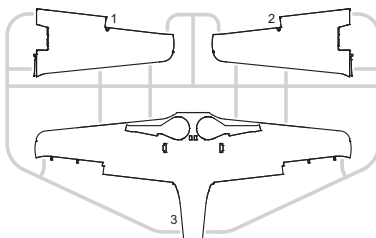
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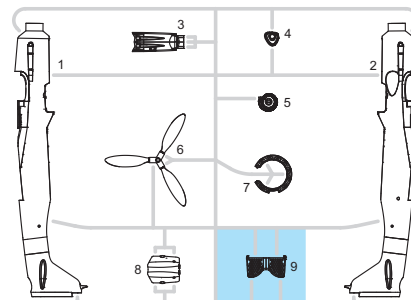
P >



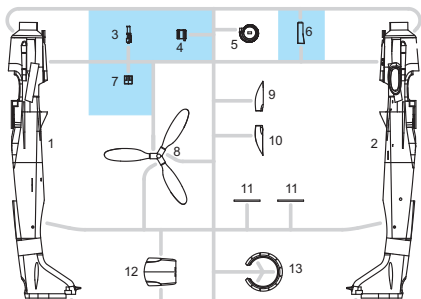
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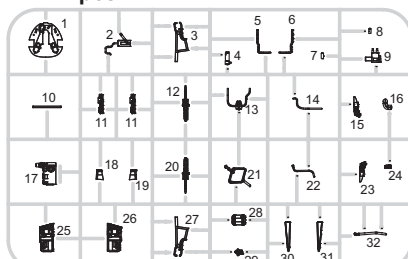
R >



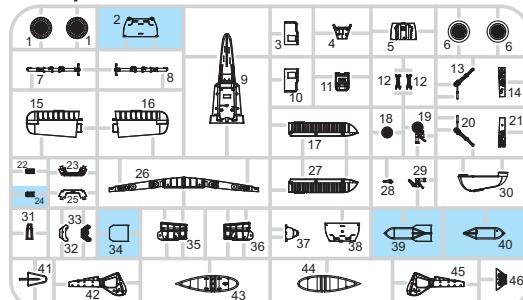
V >



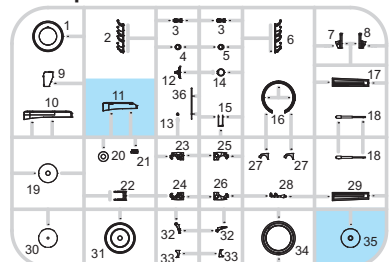
W > 2 pcs.



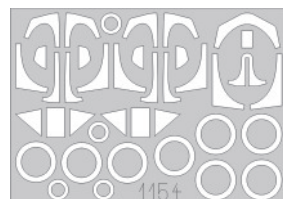
X > 2 pcs.



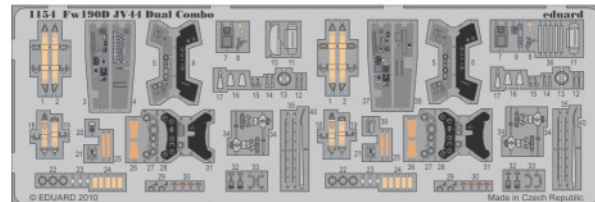
Y > 2 pcs.



eduard
MASK



PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



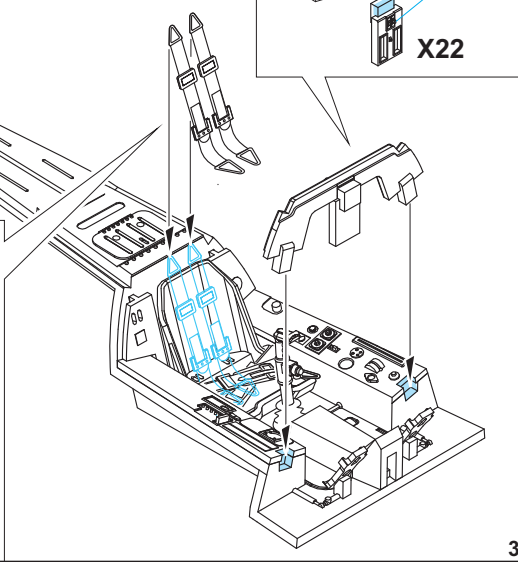
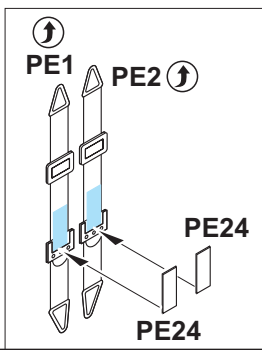
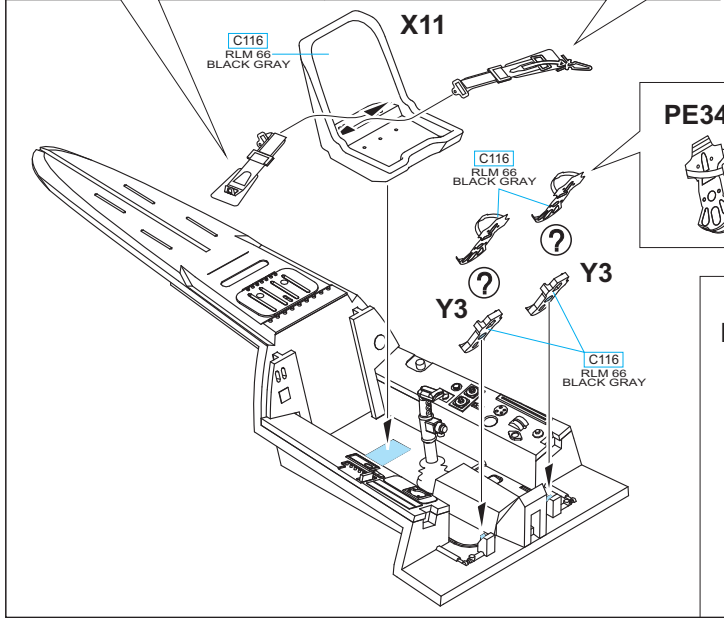
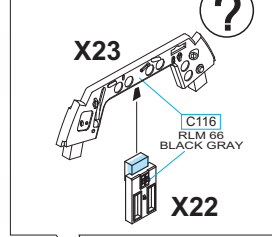
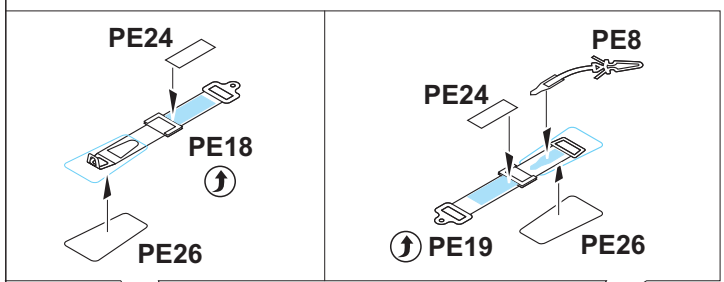
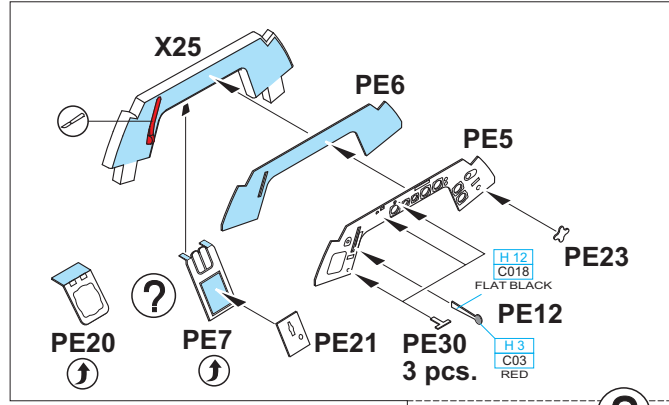
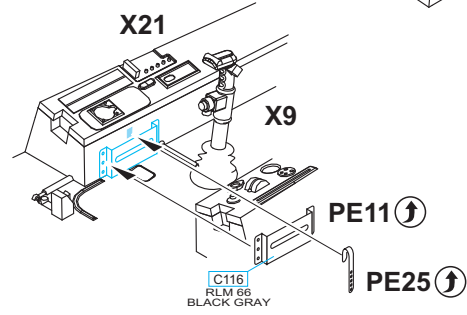
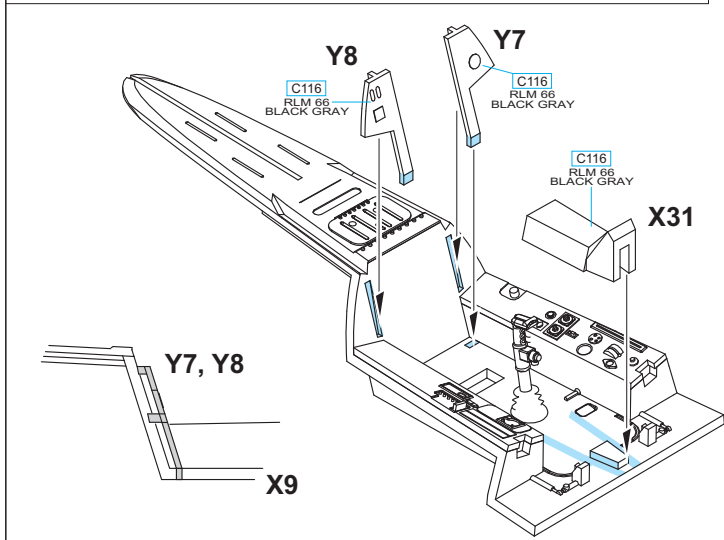
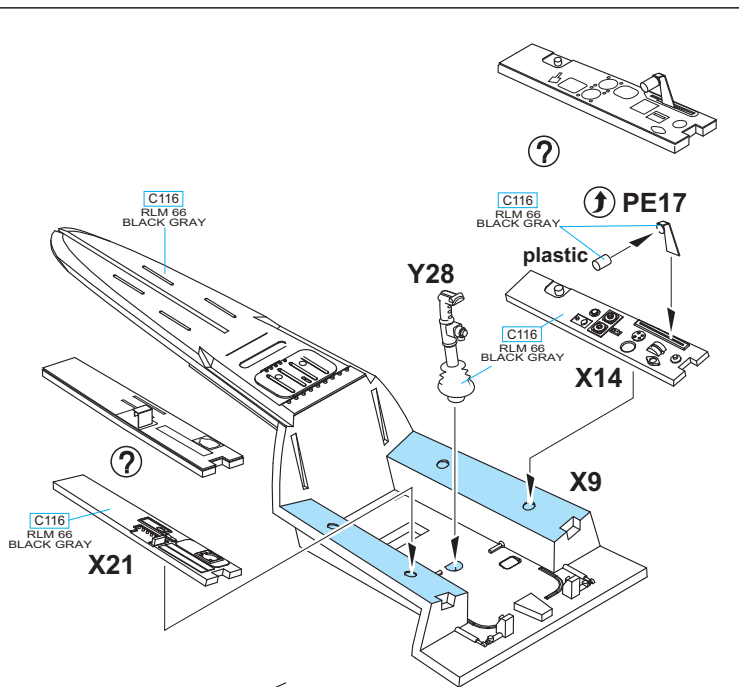
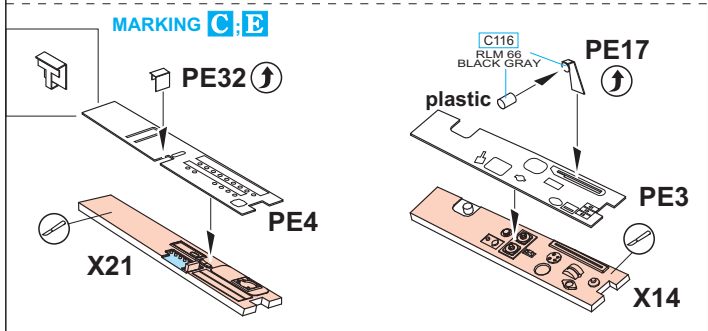
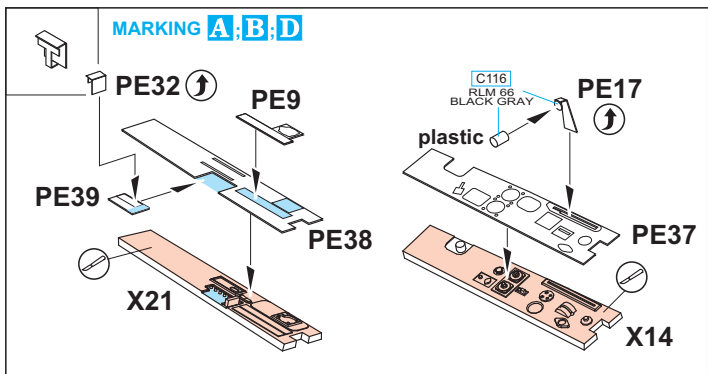
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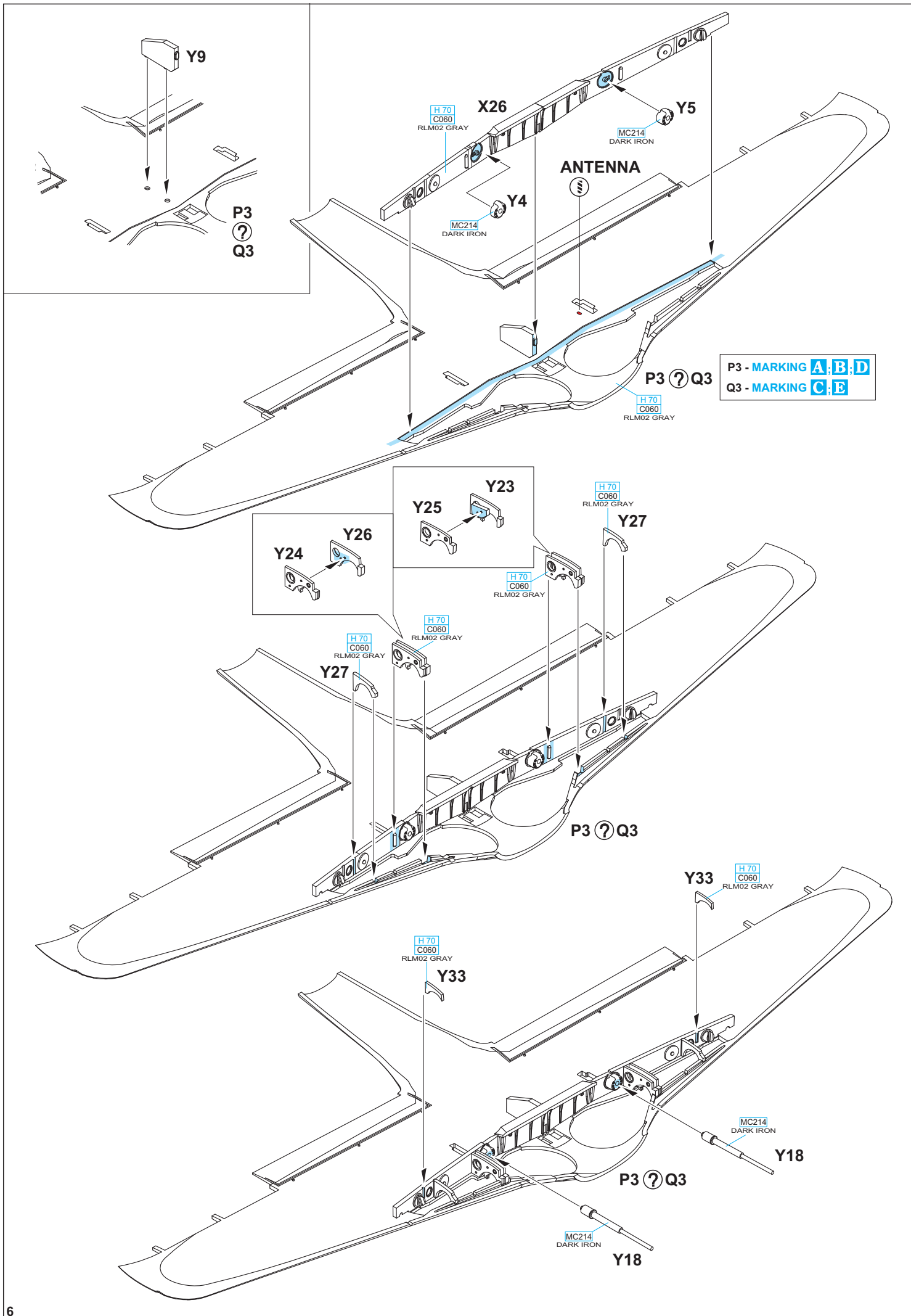


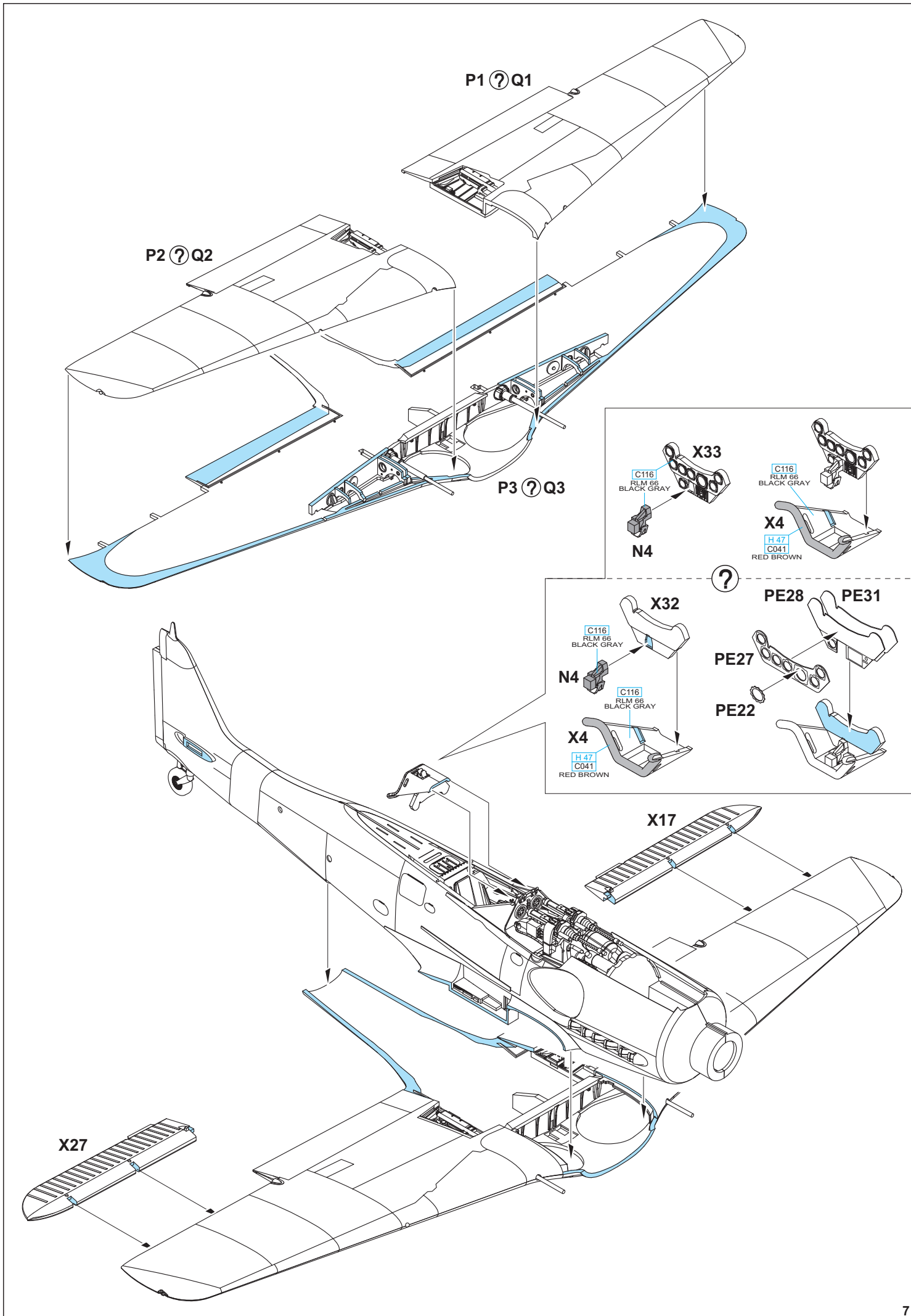
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 2]	C002	BLACK
[H 3]	C003	RED
[H 4]	C004	YELLOW
[H 11]	C062	FLAT WHITE
[H 12]	C018	FLAT BLACK
[H 47]	C041	RED BROWN
[H 70]	C060	RLM02 GRAY
[H 77]	C137	TIRE BLACK
[H 80]		KHAKI GREEN
[H 414]	C414	RLM23 RED
[H 417]	C117	RLM76 LIGHT BLUE

AQUEOUS	Mr.COLOR	
[H 421]	C121	RLM81 BROWN VIOLET
[H 422]	C122	RLM82 LIGHT GREEN
[H 423]	C123	RLM83 DARK GREEN
	C116	RLM66 BLACK GRAY
Mr.METAL COLOR		
	[MC214]	DARK IRON
	[MC218]	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	[SM01]	SUPER FINE SILVER
	[SM04]	STAINLESS STEEL







P1 ? Q1

P2 ? Q2

P3 ? Q3

?

X33
C116
RLM 66
BLACK GRAY
N4

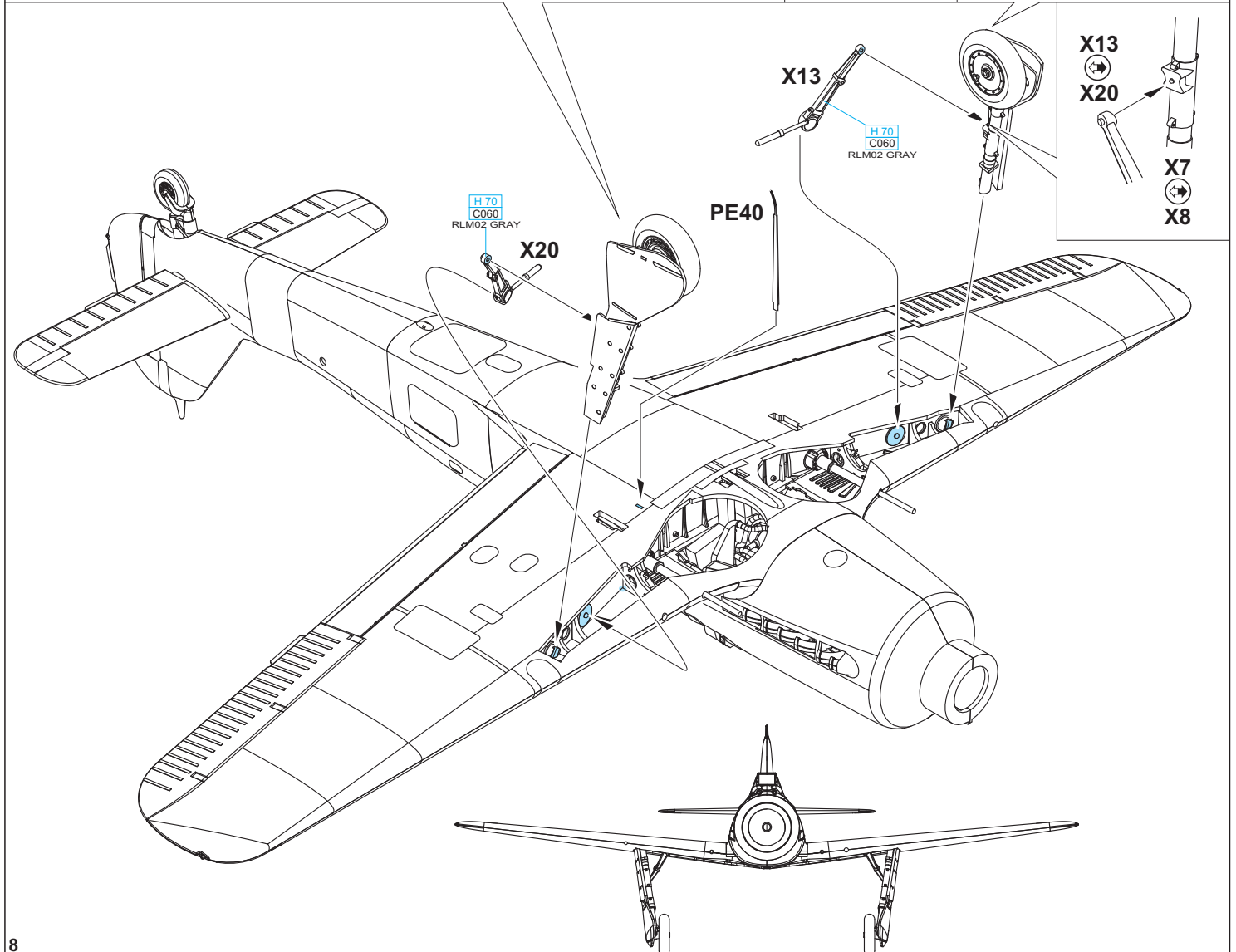
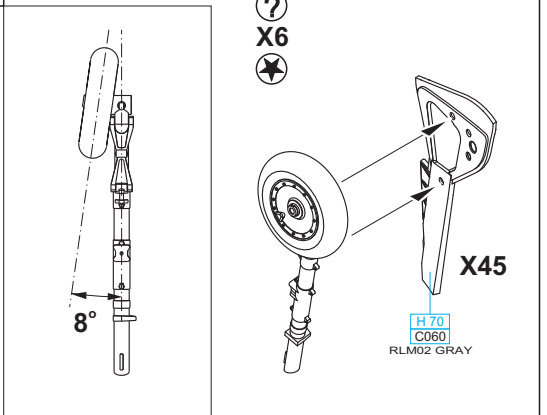
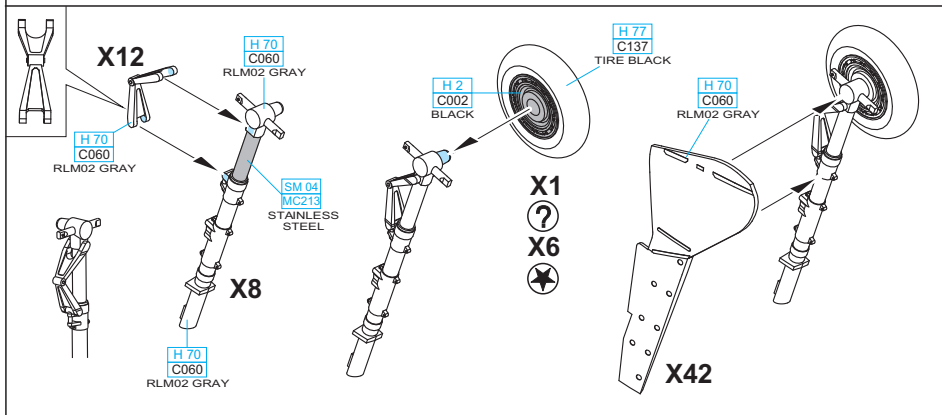
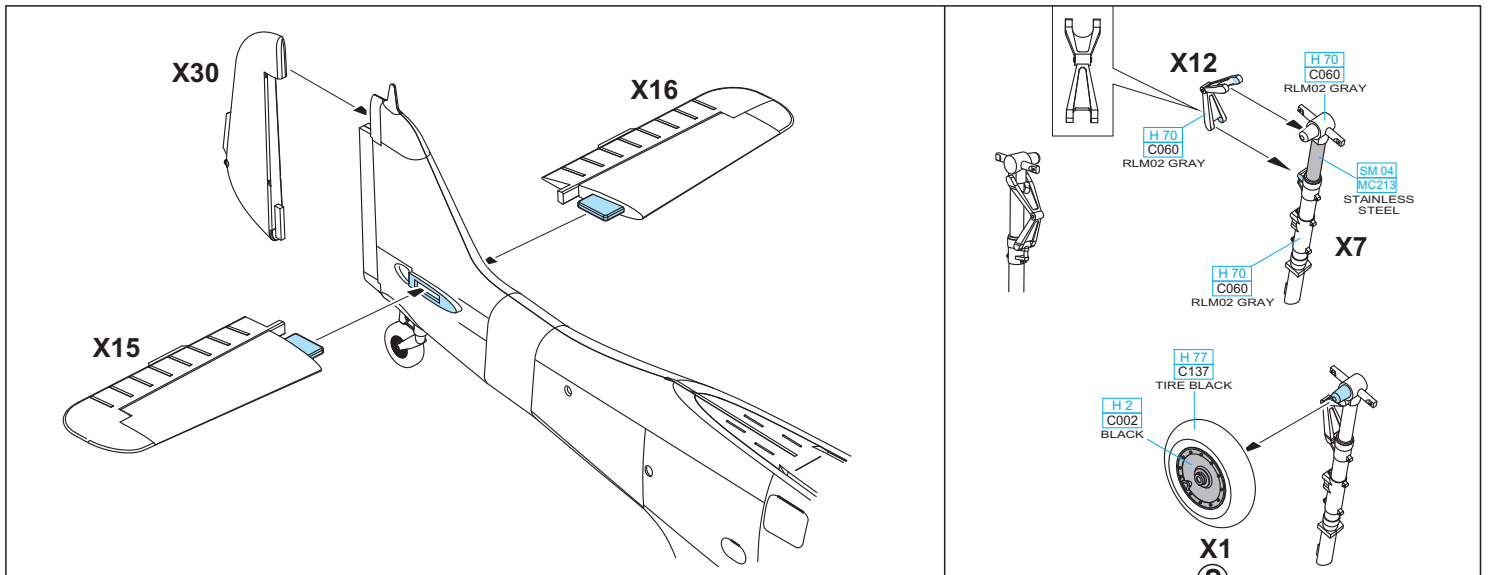
C116
RLM 66
BLACK GRAY
X4
H 47
C041
RED BROWN

X32
C116
RLM 66
BLACK GRAY
N4
C116
RLM 66
BLACK GRAY
X4
H 47
C041
RED BROWN

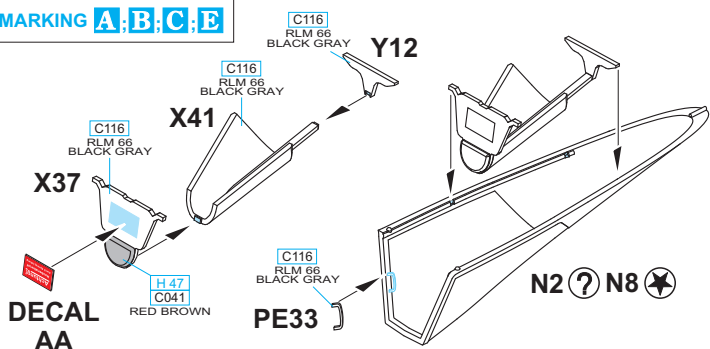
PE28 PE31
PE27
PE22

X17

X27



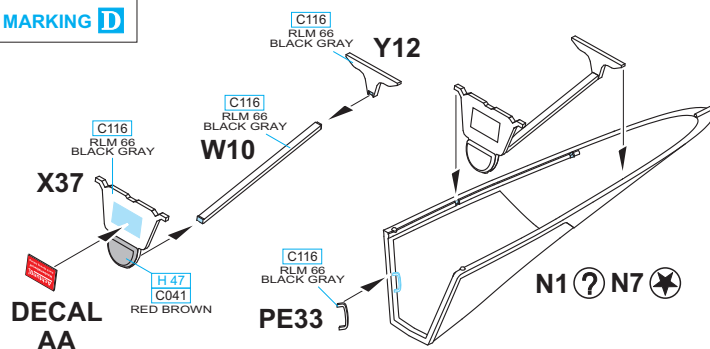
MARKING A;B;C;E



DECAL AA
 N2 - OPEN CANOPY
 N8 - CLOSED CANOPY

N2 - OTEVŘENÝ KRYT KABINY
 N8 - ZAVŘENÝ KRYT KABINY

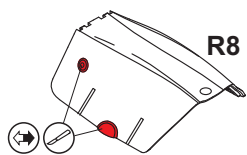
MARKING D



DECAL AA
 N1 - OPEN CANOPY
 N7 - CLOSED CANOPY

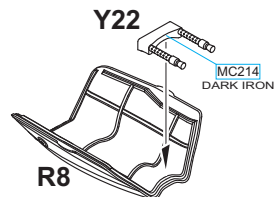
N1 - OTEVŘENÝ KRYT KABINY
 N7 - ZAVŘENÝ KRYT KABINY

MARKING A;B;D ONLY



R8

CLOSED HOOD
ZAVŘENÝ KRYT

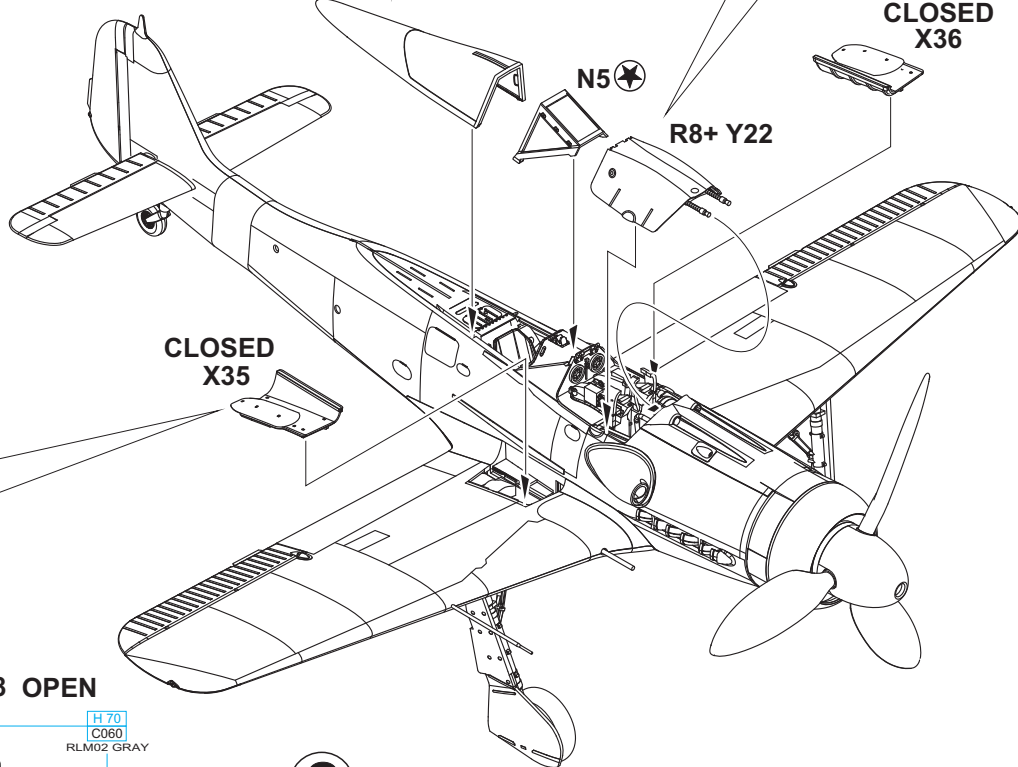


Y22

MC214
DARK IRON

R8

MARKING A;B;D



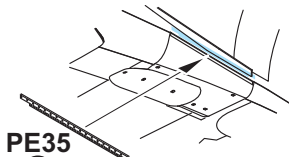
CLOSED
X36

R8+ Y22

N5

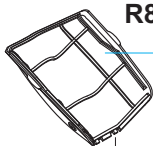
CLOSED
X35

CLOSED HATCH ONLY
JEN PRO ZAVŘENÝ KRYT



PE35

R8 OPEN



H 70
C060
RLM02 GRAY

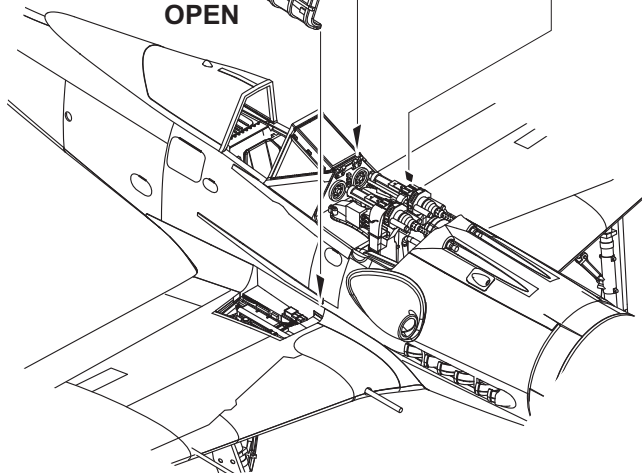
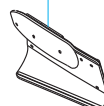
?

H 70
C060
RLM02 GRAY

X35
OPEN

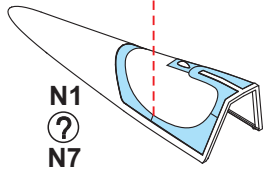
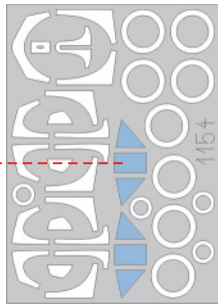


X36
OPEN

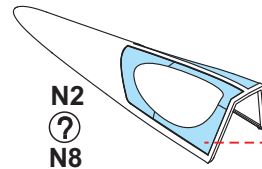
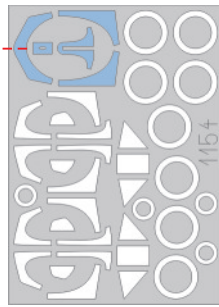




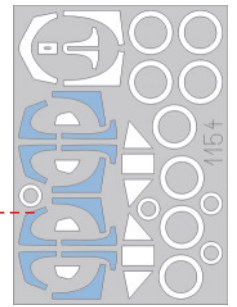
N5



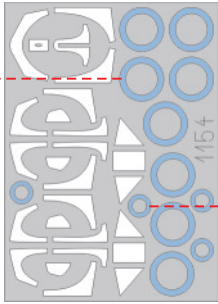
N1
N7



N2
N8



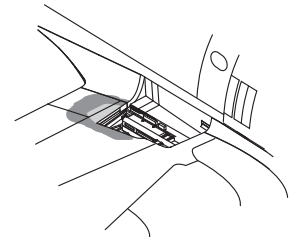
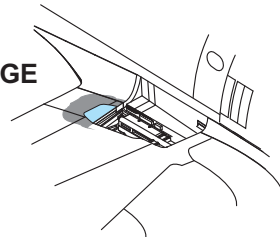
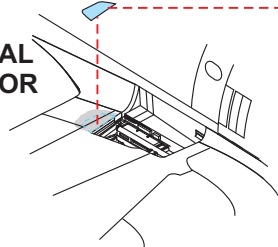
X1
X6



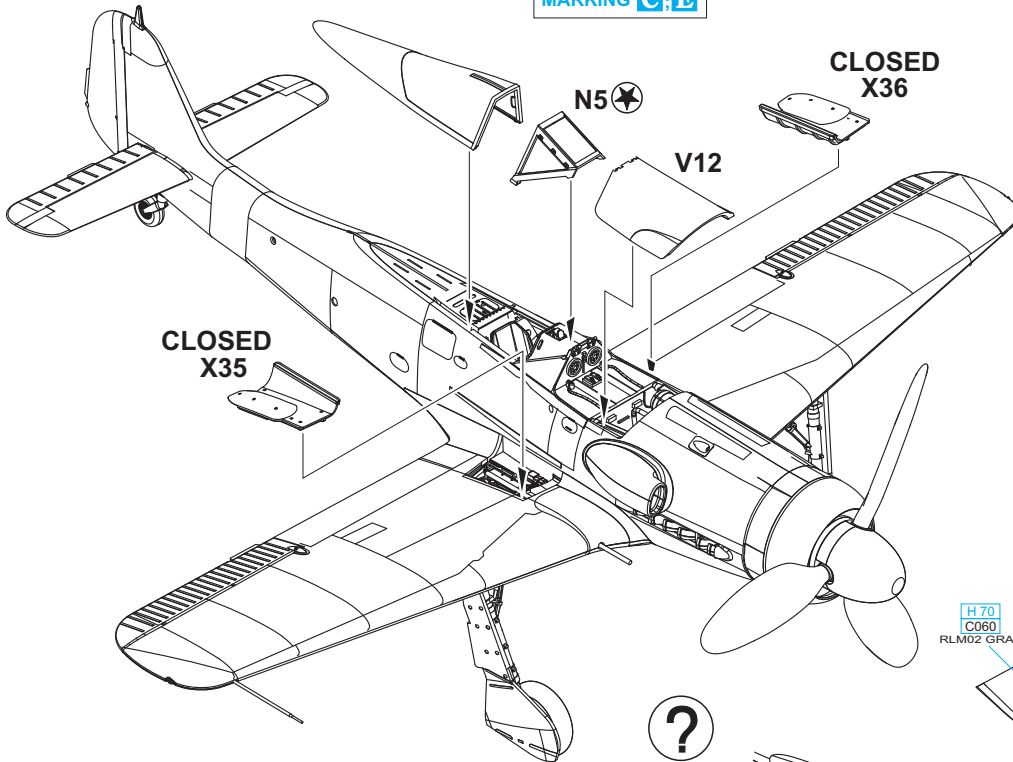
X18

METAL
COLOR

CAMOUFLAGE
COLOR



MARKING C;E



CLOSED
X36

CLOSED
X35

V12 OPEN

X36 OPEN

X35 OPEN

H 70
C060
RLM02 GRAY

H 70
C060
RLM02 GRAY

H 70
C060
RLM02 GRAY

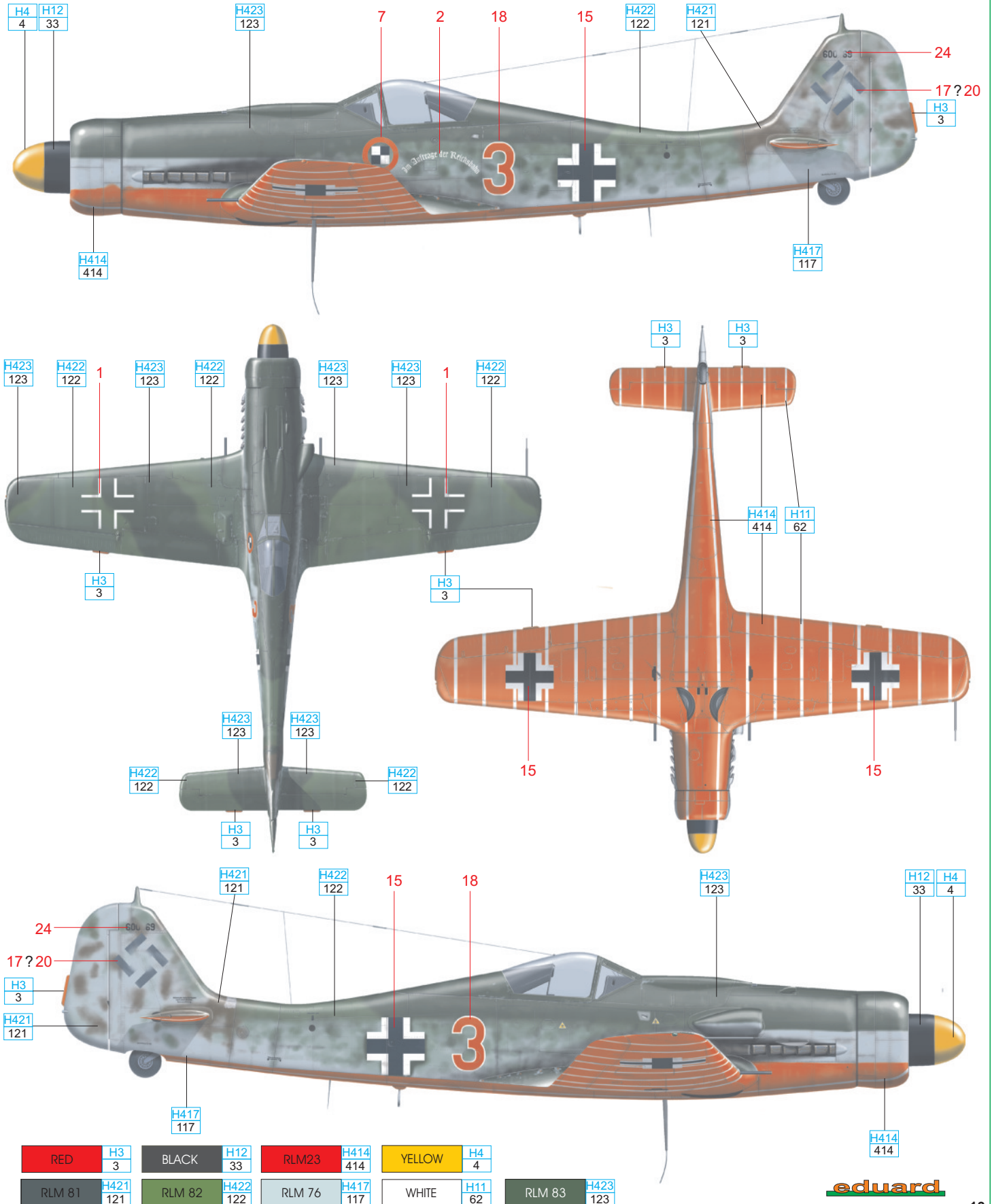
B Fw 190D-9, W.Nr. 600?69, Hptm. Waldemar Wübke, Ainring airbase, Austria, May 1945

The port side of this Dora carries the inscription 'Im Auftrage der Reichsbahn' ('In order of the State Railways'), which Wübke carried on at least two other aircraft he flew, 109s, from when he served with JG 54. The slogan can be traced back to the Battle of Britain years when Wübke, in a rather irritated state, noted that as a fighter, he often carried a bomb under his fuselage. Another version of the story has this down as a reference to the several times that Wübke was shot down and ended back at his unit via the railway. Wübke (15 victories) flew with JV 44 from April 16, 1945 and initially flew the Me 262. As indicated by the serial number, this aircraft was built by Gerhard Fieseler Werke.

Recommended sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Lager, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1154



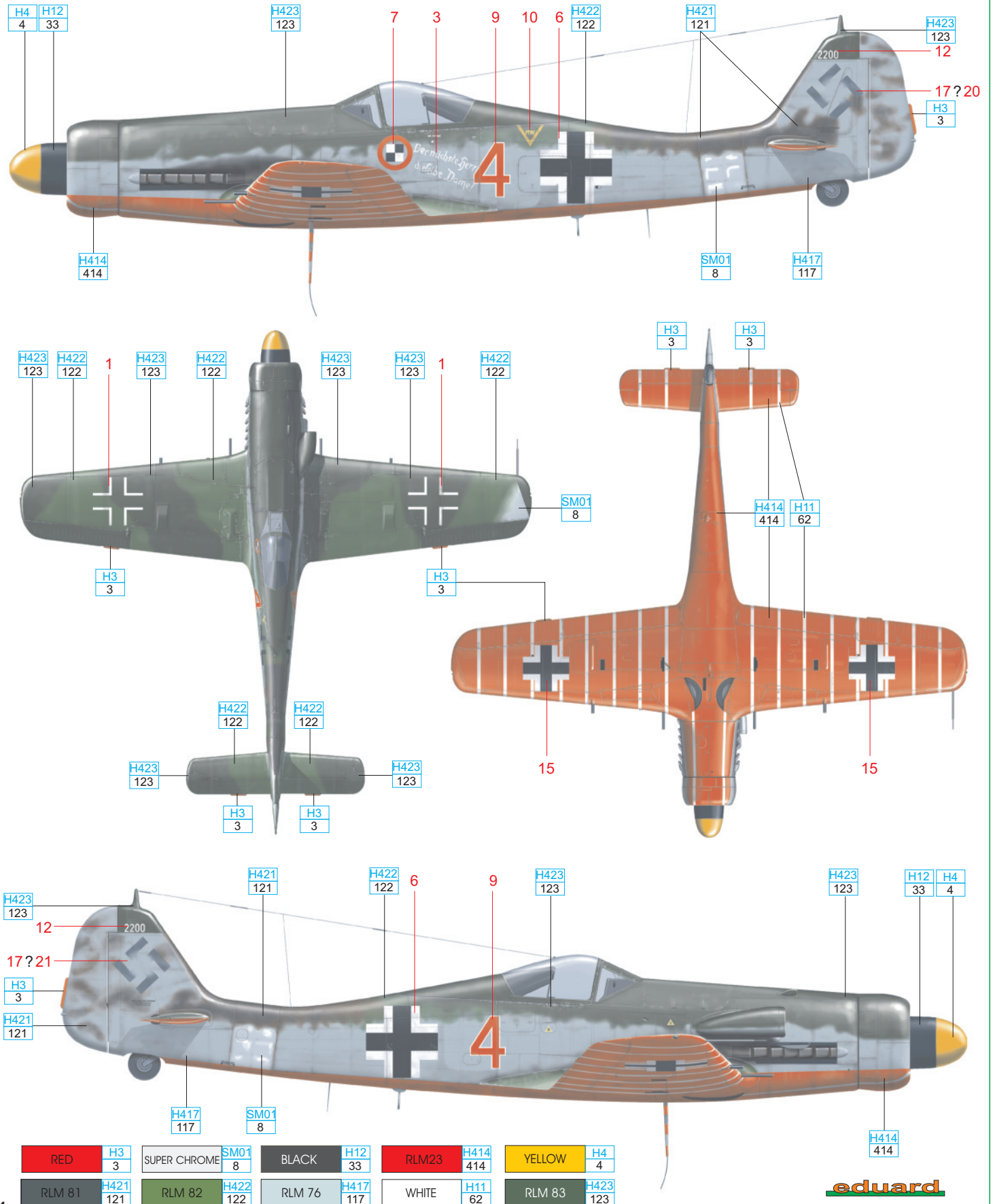
C Fw 190D-11, W.Nr.2200??, Lt. Karl-Heinz Hofmann, Munich – Riem airport, Germany, April - May 1945

This aircraft was first used by Verbandsführerschule des General der Jagdflieger in March and April, 1945, a unit that supplied specialized training to fighter unit COs and was based at Bad Wörishofen, near Munich. At the end of the war, the aircraft came to JV 44. Red '4' carried the inscription 'Der nächste Herr Diesselbe Dame' ('Next Man, the same Woman'), and was assigned to Lt. Karl-Heinz Hofmann probably. After the unit moved to Austria, this aircraft remained at the Munich airfield.

Recommended sources:

JaPo: Focke-Wulf Fw 190D camouflages and markings, Part I. and II. by M. Deboeck, E. Lager, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

ČESKOU VERZI TEXTU NALEZNETE NA
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D Fw 190D-9, W.Nr. 210240, Oblt. Klaus Faber, Ainring airbase, Austria, May 1945

This aircraft also carried a slogan on the port side with a light hearted connotation to it, 'Rein Muss er, und wenn wir beide weinen' ('he must go in, even if we both cry'). Faber stated that on the 2nd or 3rd of May, 1945, he shot down one, perhaps two, P-47s near Bad Aibling. In all probability, he was flying this airplane at the time. Together with Wübke's Red '3', Red '13' fell into the hands of the Allies at Ainring.

The black-white-red emblem on the port side of the fuselage under the cockpit designates Headquarters (black and white checkerboard) protected by the flight of red aircraft (red circle).

Recommended sources:

JaPo: Focke-Wulf Fw 190D camouflage and markings, Part I. and II. by M. Deboeck, E. Lager, T. Poruba
Eagle Editions: The Focke-Wulf Fw 190 Dora by Jerry Crandall, Vol. I., vol. II

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