



Die Focke Wulf Fw 190 A-8/R-11

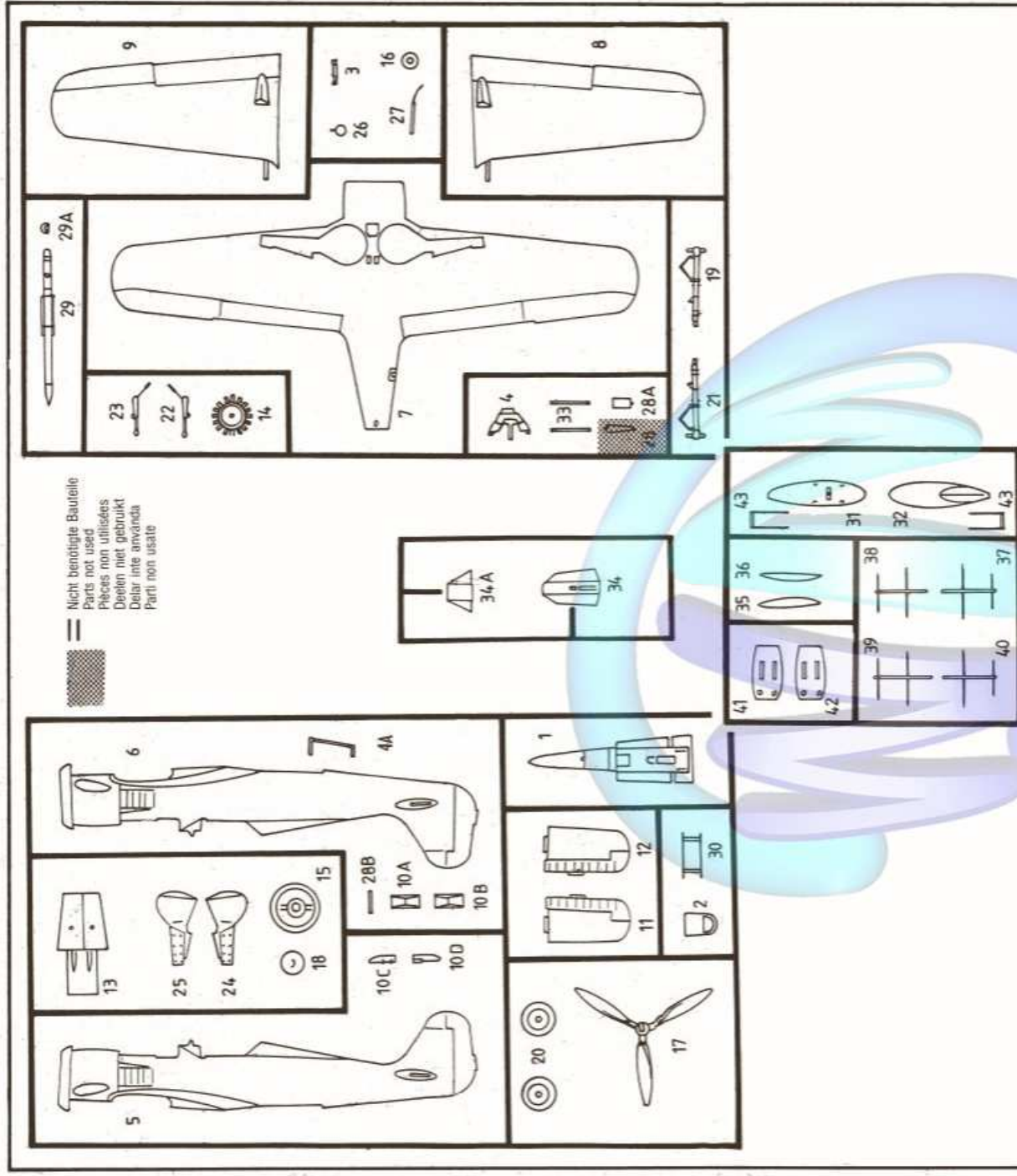
war der zweite Jäger, der für die deutsche Luftwaffe in höheren Stückzahlen produziert wurde. Sie war zur Ergänzung der Me 109 gedacht. Alles in allem wurden von 1942 bis 1945 19.999 Fw 190 gebaut, darunter 13.365 Jäger und Nachtjäger. Trotz des erhöhten Luftwiderstandes und der schlechteren Sicht bei Start und Landung entschied man sich bei der Konstruktion für einen Doppelsternmotor. Dies lag darin begründet, daß er als erster Motor seiner Leistungsklasse in größeren Mengen zur Verfügung stand und eine erhöhte Unempfindlichkeit gegen Beschuß aufwies. Der Prototyp der Fw 190 flog erstmals am 1. Juni 1939. Im Winter 1940 wurden mehrere Vorserienmuster in das Luftwaffenprobungszen-trum Rechlin geschafft und auf ihre Fronttauglichkeit von Luftwaffenpiloten überprüft. Vom Baumuster A-8, das als schwerer Jäger konzipiert war, wurden ab Februar 1944 1.344 Stück gebaut. Die Variante A-8/R-11 wies gegenüber der A-8 einen BMW 801 TU Motor mit 2.000 PS und eine geänderte Bewaff-nung mit 2 MG 131 und 4 MG 151/20 auf. Ab Sommer 1943 führte man ein Nachtjagd-Abfangsystem ein. Bei diesem System führte man die Tagjäger nachts über das Bodenradar, die sogenannte „Wilde Sau“. Ab 1944 experimentierte die neu gegründete Nachtjagdgruppe 10 mit verschiedenen Radar-geräten für einmotorige Maschinen. Die Fw 190 Nachtjäger wurden mit dem FuG217 Neptun J-20 oder mit dem FuG218 Neptun J-3 ausgerüstet. Bei einem maximalen Startgewicht von 4.460 kg konnte die Fw 190 mit einem BMW 801 Doppel-sternmotor eine Höchstgeschwindigkeit von 640 km/h in 6.200 m Höhe erreichen. Die Dienstgipfelhöhe betrug 10.400 m und die Reichweite 1.450 km.

The Focke Wulf Fw 190 A-8/R-11

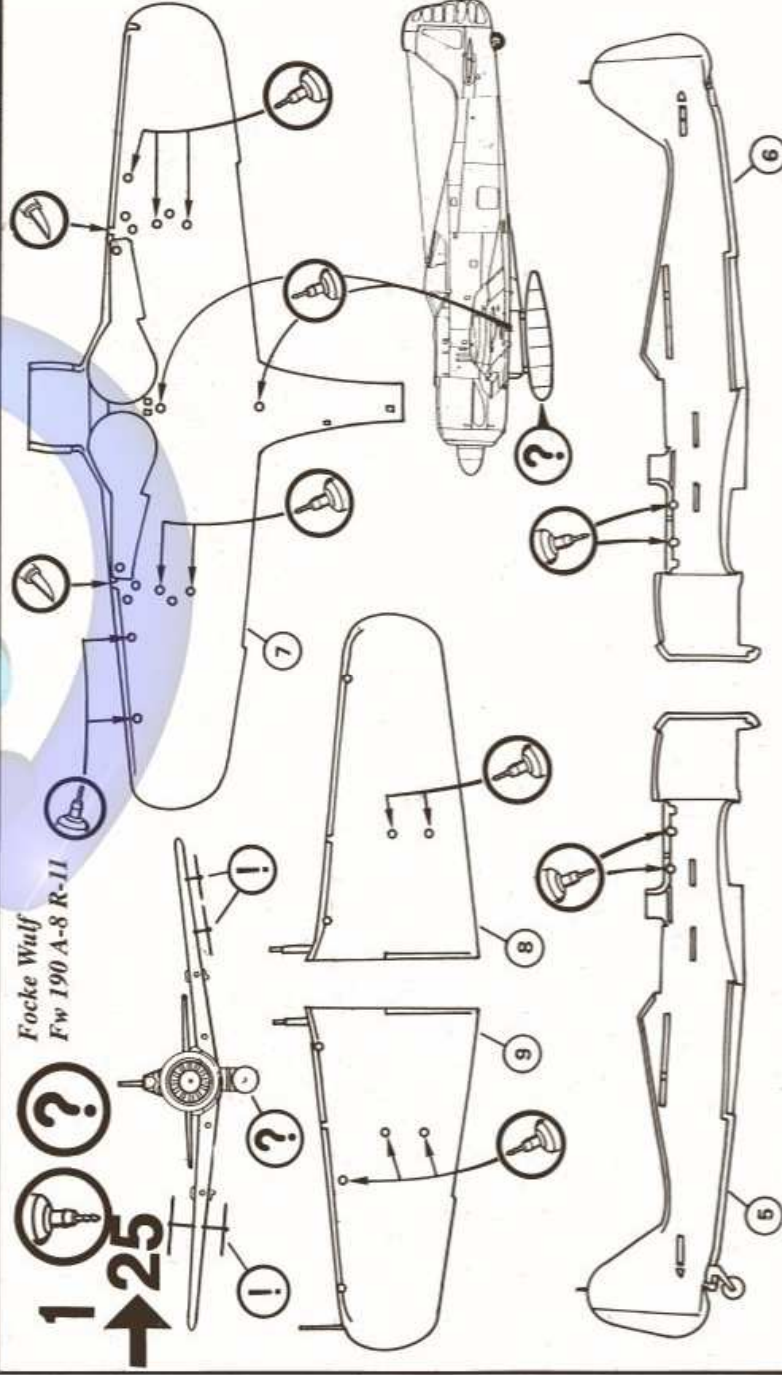
was the second fighter that was produced in large numbers for the German Air Force. It was designed to supplement the Me 109. All in all, 19999 Fw 190s were built between 1942 and 1945, including 13365 fighters and night fighters alone. Despite the increased drag and worse visibility for take-off and landing, it was decided to design it for a twin radial engine. The reason for this was that as the leading engine in its class it had proved highly reliable under fire and was available in large numbers. The prototype Fw 190 flew for the first time on 1st June 1939. In the following winter of 1940 a number of preproduction samples were obtained for the test centre at Rechlin and their suitability for action was tested by Luftwaffe pilots. From February 1944, 1344 planes were built from the A-8 model, which was designed as a heavy fighter. The A-8/R-11 variant, unlike the A-8, had a BMW 801 TU 2000 hp engine and modified armament with two 131 and four 151/20 machine guns. From the summer of 1943 a night fighter intercept system was introduced. This system enabled the day fighters to be guided at night via the ground radar, the so-called „Wild Sow“. From 1944 the newly established night fighter unit 10 experimented with different types of radar equipment for single engine planes. The Fw 190 night fighter was equipped with the FuG217 Neptune J-20 or the FuG218 Neptune J-3. To improve the camouflage, the tail pipes were equipped with flame dampers. With a maximum take-off weight of 4460 kg and BMW 801 twin radial engines, the Fw 190 could reach a max. speed of 640 km/h in 6200 m. The service ceiling was 10400 m and the range was 1450 km.

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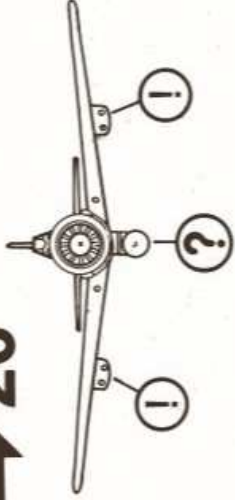
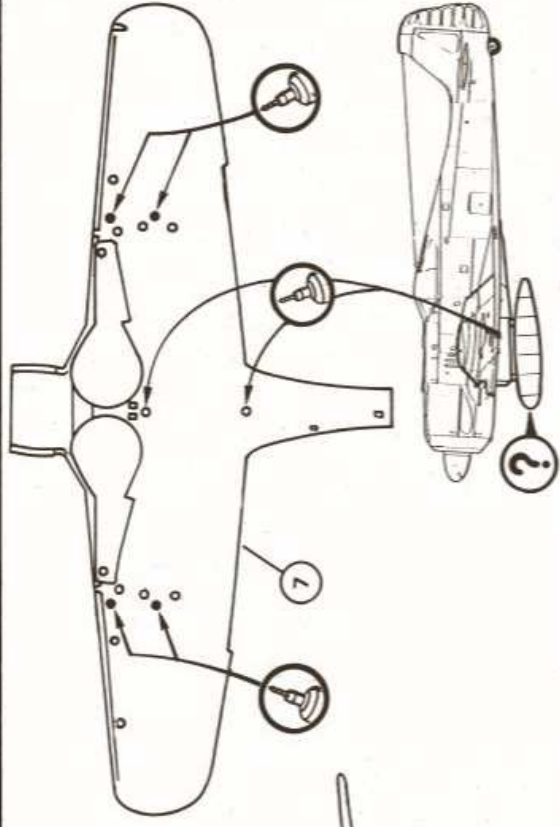
Focke Wulf
Fw 190 A-8 R-11



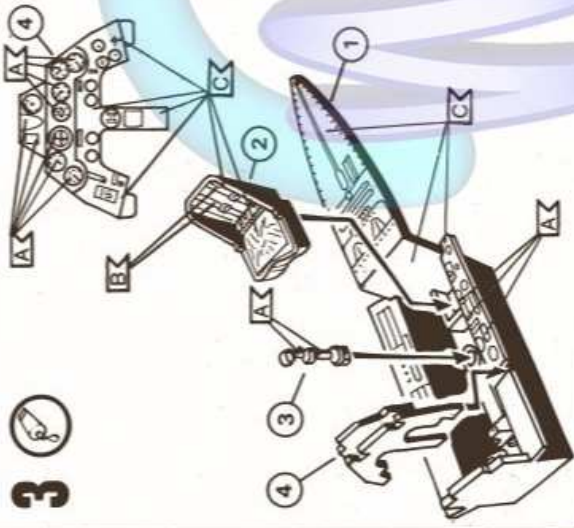
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Focke Wulf Fw 190 A-8

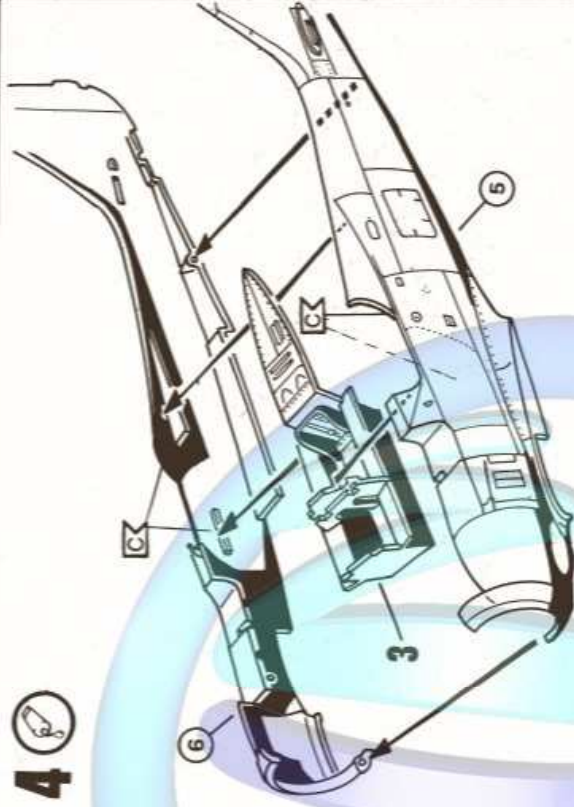
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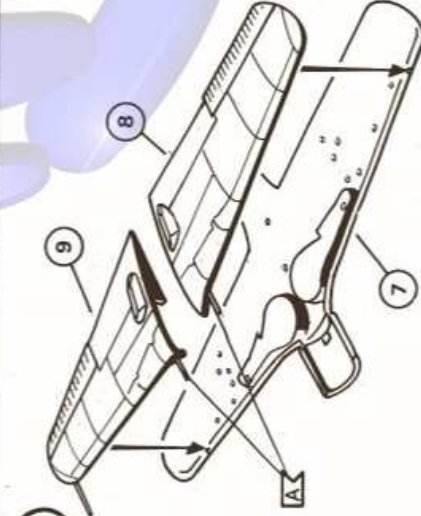
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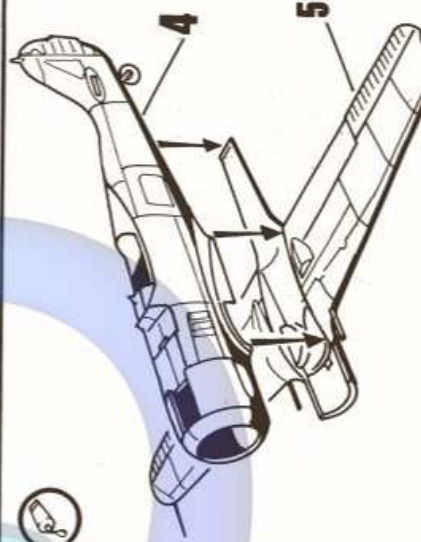
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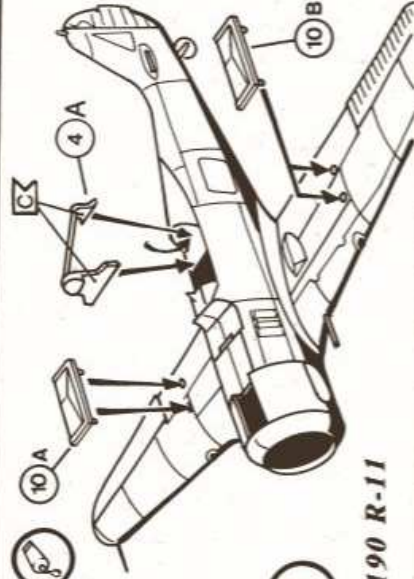
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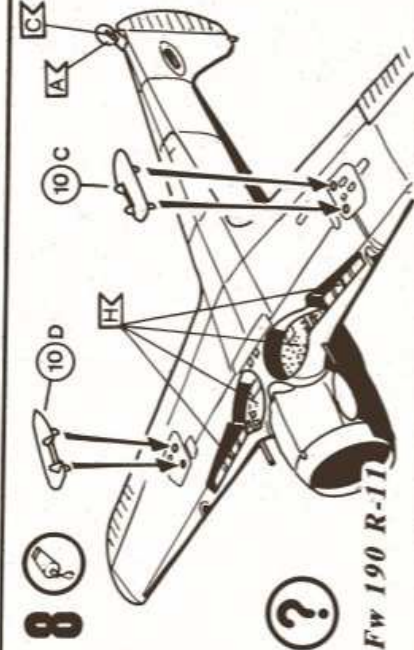
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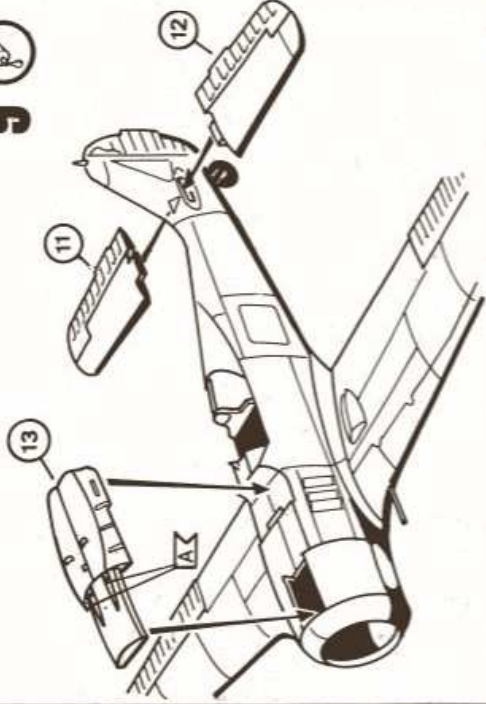


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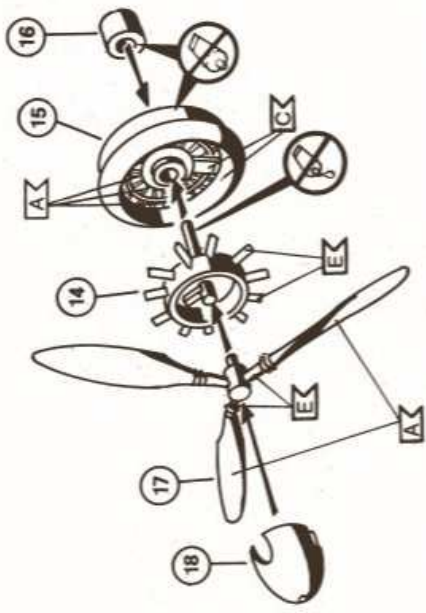


Fw 190 R-11

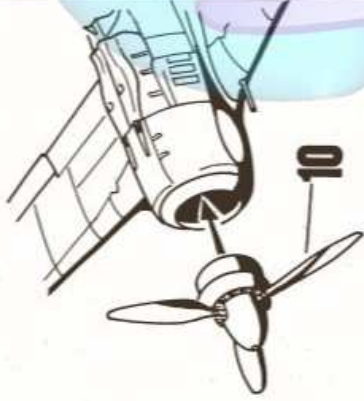
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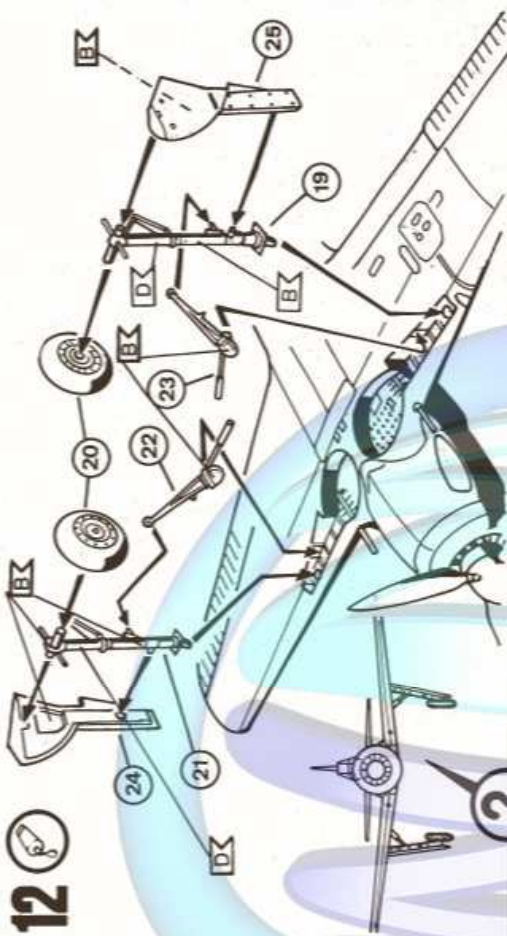
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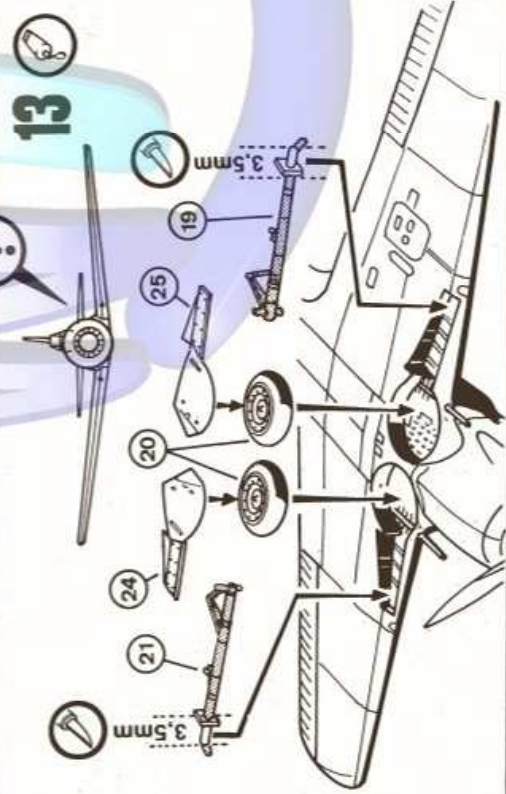
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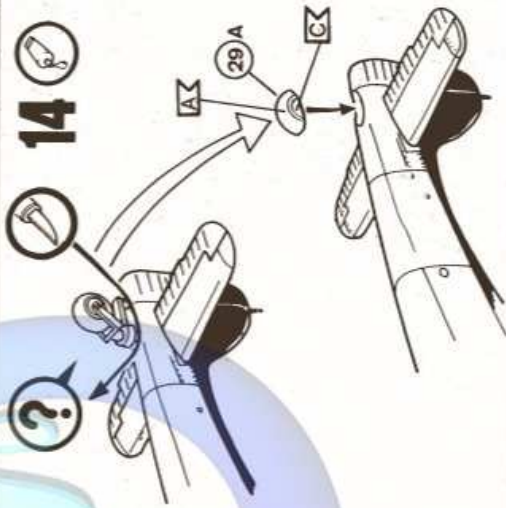
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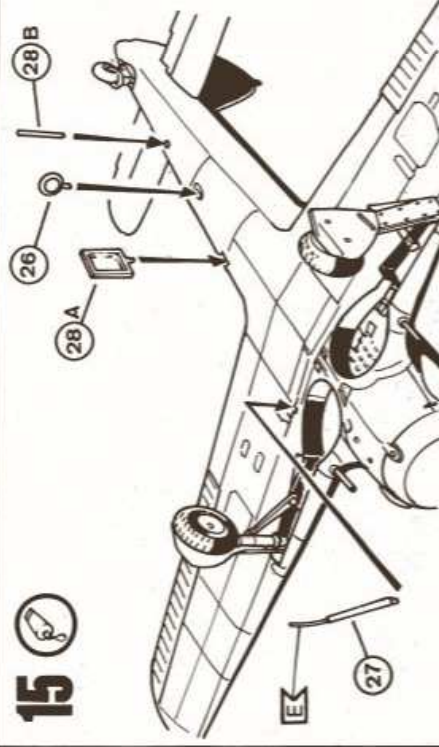
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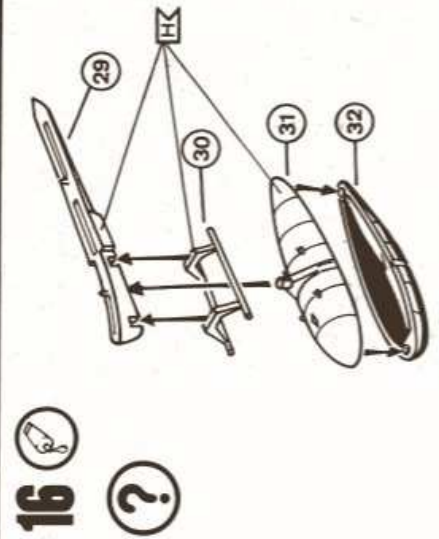
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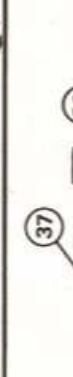


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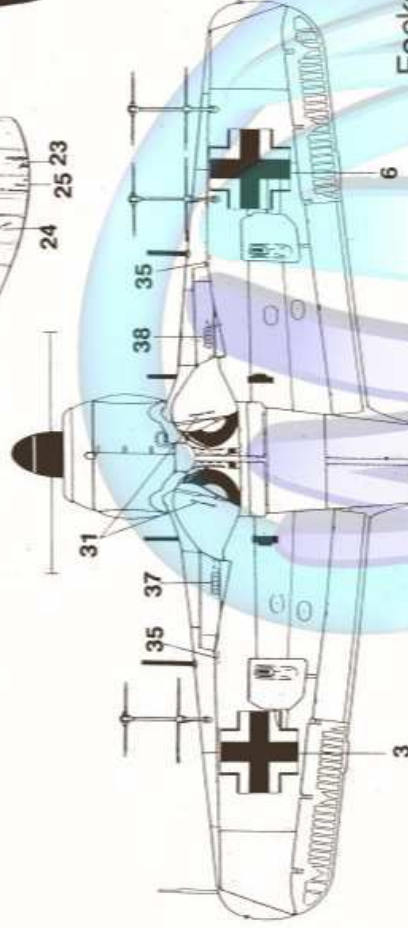
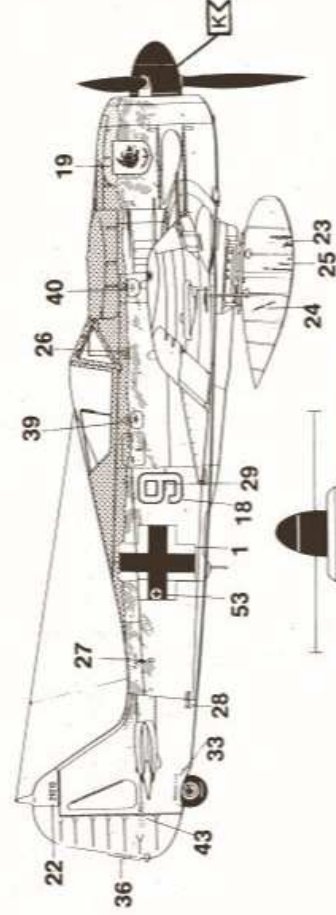
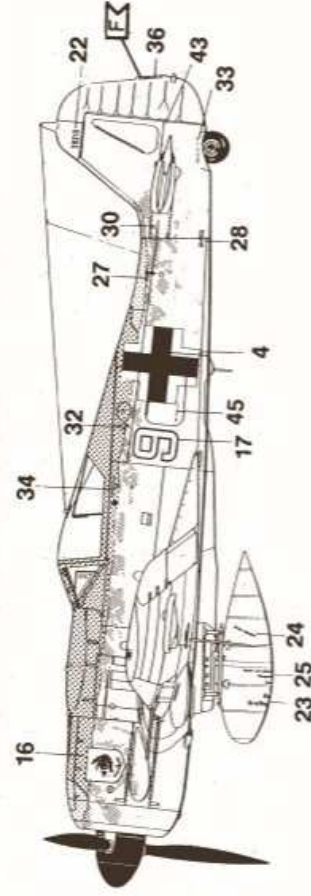
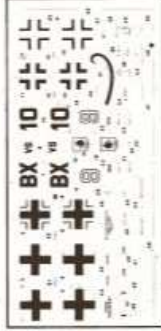



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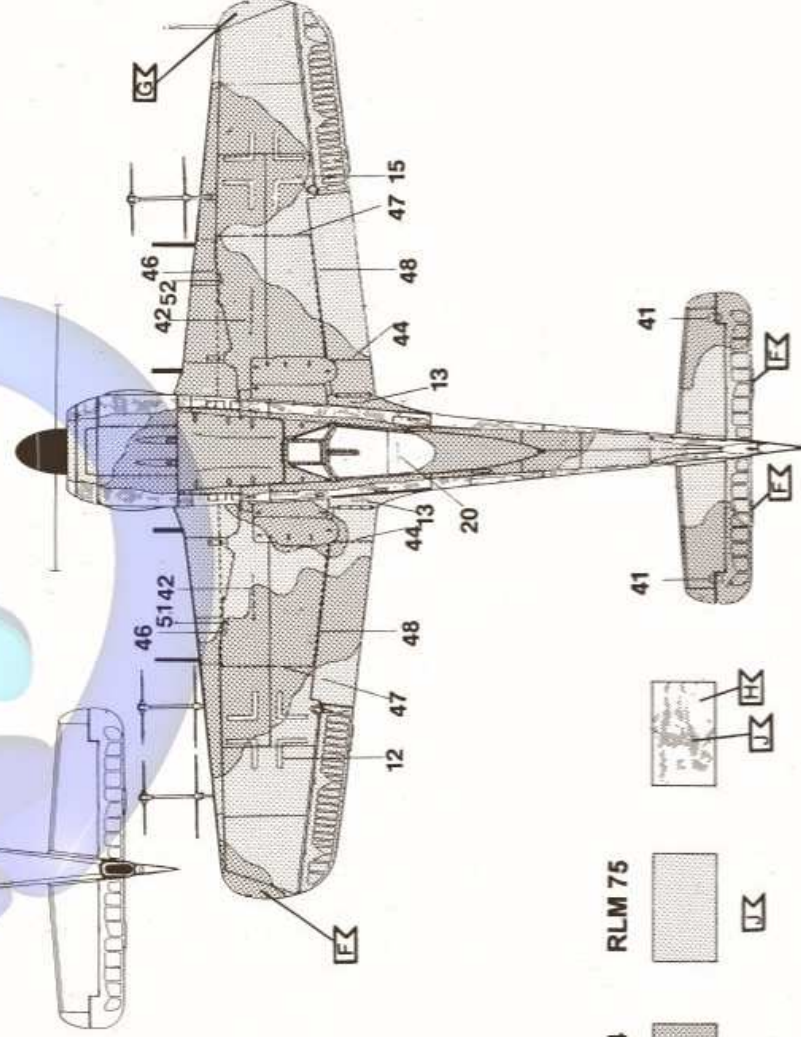
Fw 190 R-11



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Focke Wulf Fw 190 A-8/R11
der 1./Nachtjagdgeschwader 10
Oberfeldwebel Migge
Werneuchen, 1944



RLM 76



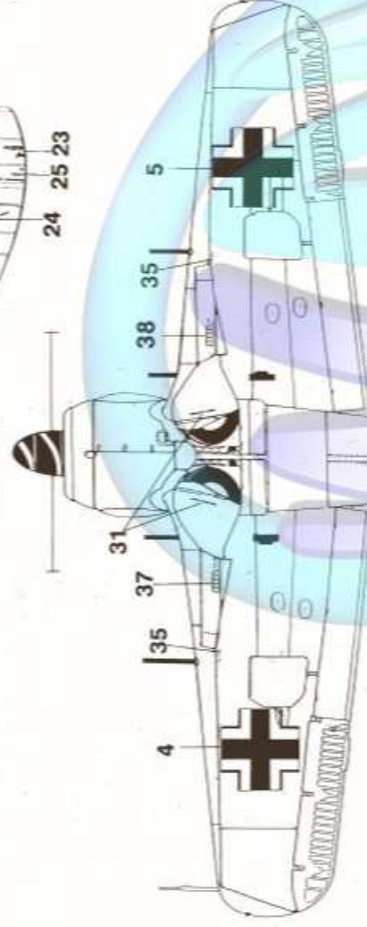
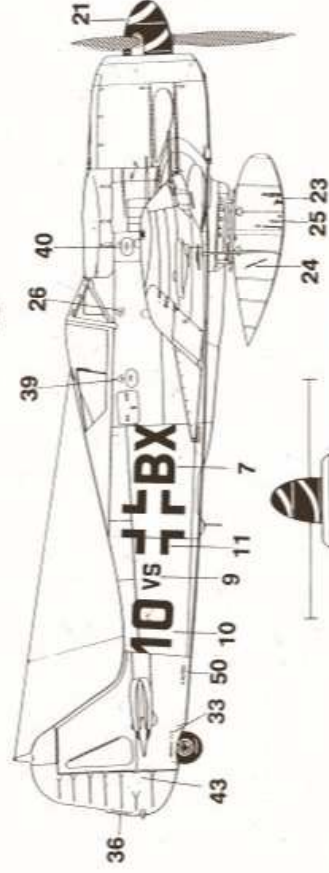
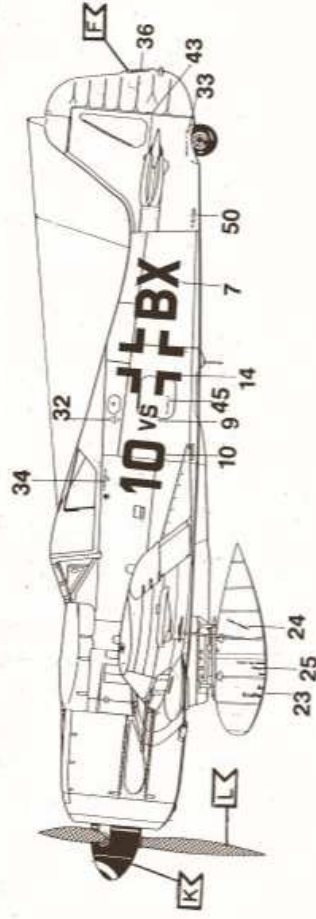
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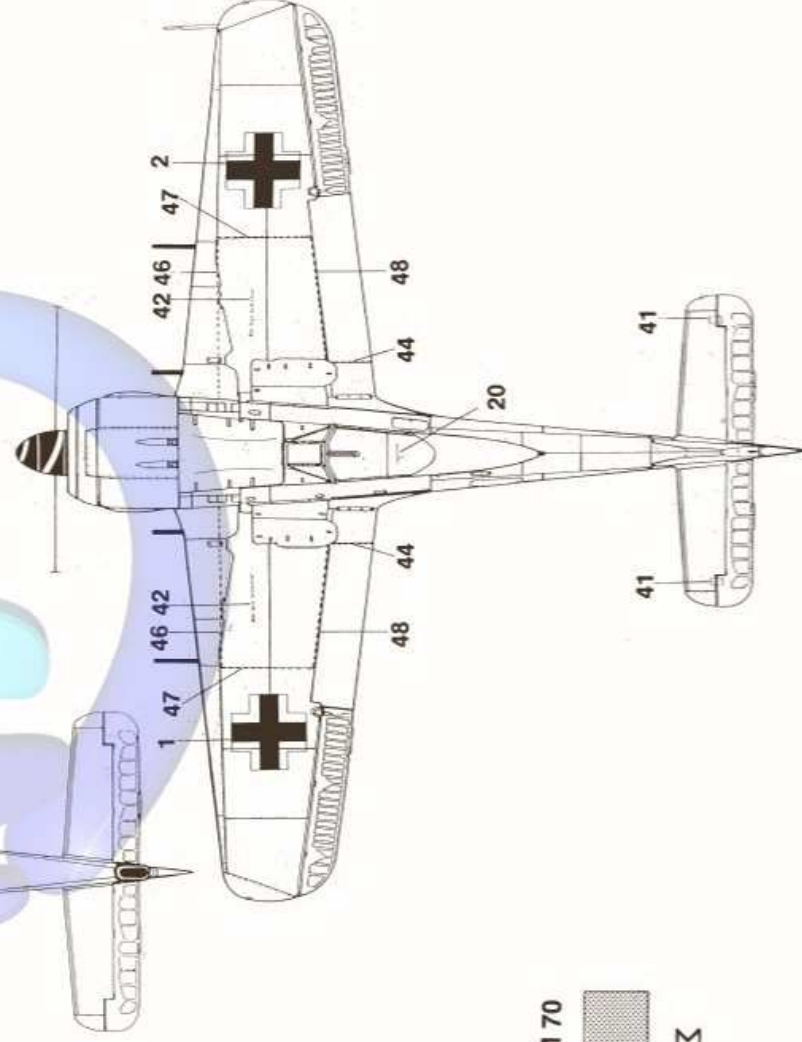
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Focke Wulf Fw 190 A-8
Bad Aibling, Mai 1945



RLM 76



RLM 70

