



Focke Wulf Fw190 F-8 „Schlächter“

Die Fw 190 war neben der Bf 109 der zweite Standardjäger der deutschen Luftwaffe. Das Flugzeug erwies sich im Gegensatz zur 109 als wesentlich robuster und vielseitiger einsetzbar. Der schwere Jagdbomber Fw 190 F-8 wurde ab Anfang 1944 neben der A-8 in großen Stückzahlen produziert. Die F-8-Reihe war seit 1943 speziell für den Erdkampfeinsatz entwickelt worden. Sie unterschied sich von der A-8 durch die sogenannte „große Bombenelektrik“. Damit waren alle 5 Außenlasten einzeln abwerfbar. Am serienmäßig vorhandenen Außenlastpylon ETC 501 auf der Rumpfunterseite konnte eine 500-kg-Bombe und an den vier Tragflächenträgern ETC 71 jeweils eine 50-kg-Bombe mitgeführt werden. Außerdem war der im Rumpf eingebaute Panzerschutz umfangreicher und die Tragflächen wurden im Bereich des Hauptfahrwerks verstärkt. Ansonsten entsprach die Maschine der A-8. Nach Anlauf der Serienproduktion wurden auch bei der F-8 neue Propellerblätter aus Holz und eine blasenförmige Cockpithaube mit verstärktem Kopfschutz eingeführt. Zur Gewichtsreduzierung waren die äußeren Flügelwippen und alle dazu notwendigen Öffnungen nicht vorhanden. Bei einem Teil der Serie wurden auch die „Beulen“ auf den Flügelunter- und Oberseiten entfernt. Die meisten F-8 waren jedoch mit den außenliegenden Waffen unter Verzicht auf die Bombenträger nachrüstbar. Mit der zusätzlichen Panzerung und durch das Mitführen schwerer Außenlasten verschlechterten sich die Flugleistungen deutlich. Ausgerüstet mit allen Außenlasten an den Rumpf- und Tragflächenträgern sank die Geschwindigkeit um 90 km/h. Die Steigleistungen, die Dienstgipfelhöhe und die Reichweite verringerten sich ebenfalls. Besonders störend machten sich die Bombenträger auch nach Abwurf der Außenlasten bei der Manövrierfähigkeit und der erreichbaren Höchstgeschwindigkeit bemerkbar. Als Außenlasten wurden auch Raketenröste, der Einkingerost ER 4 für vier 50-kg-Bomben und Bombenbehälter zum Abwurf von kleinen Streubomben eingesetzt. Ab Februar 1944 bis zum Kriegsende produzierten Focke Wulf und acht weitere Flugzeugwerke sowie eine Vielzahl von Unterlieferanten mehr als 6.500 Fw 190 A-8 und F-8. Alle Flugzeuge waren mit einer MW-50-Anlage zur Leistungssteigerung des BMW 801 D für die Dauer von 10 Minuten auf 2.000 PS ausgerüstet und konnten wahlweise einen 300-Liter-Zusatztank oder eine Bombenlast am Rumpfpylon mitführen. Die Umrüstung mit einer GM-1-Anlage für den Höheneinsatz war möglich.

Technische Daten:

Länge: 9 m
 Höhe: 3,95 m
 Spannweite: 10,51 m
 Tragfläche: 18,3 qm
 Triebwerk: BMW 801 D-2; 1.272 kW (1.730 PS) Starleistung
 Leermasse: 2,9 t
 Startmasse: 4,4 t
 Höchstgeschwindigkeit: 606 km/h in 6.200 m Höhe
 Reichweite: 715 km
 Gipfelhöhe: 8.200 m
 Bewaffnung: 2 MG 131 (13 mm) je 475 Schuss; 2 MG 151-20 (20 mm) mit 680 Schuss; verschiedene Außenlasten an 5 Pylonen

Focke Wulf Fw190 F-8 „Schlächter“

After the Bf 109 the Fw 190 was the second standard fighter in the German Luftwaffe. In contrast to the 109 the Fw 190 proved to be more robust and versatile. Along with the A-8 the heavier Fw190 F-8 fighter-bomber was produced in large numbers from early 1944 onwards. The "F" series was developed in 1943 specifically for the ground attack role. It differed from the A-8 with its so-called "large bomb-electrics". This meant that all 5 external loads points could be individually jettisoned. A 500 kg (1100 lb) bomb could be carried on the existing ETC 501 standard external load pylon under the fuselage and a 50 kg (110 lb) bomb on each of the four ETC 71 wings racks. Additionally the armour protection in the fuselage was more extensive and the wings were strengthened in the area of the main landing gear. Otherwise the F-8 corresponded to A-8 fighter version. After the start of series production a new propeller blade made of wood and a bubble-shaped canopy with reinforced head protection were also introduced onto the F-8. In order to reduce weight the outer wing weapons and all corresponding openings were dispensed with.

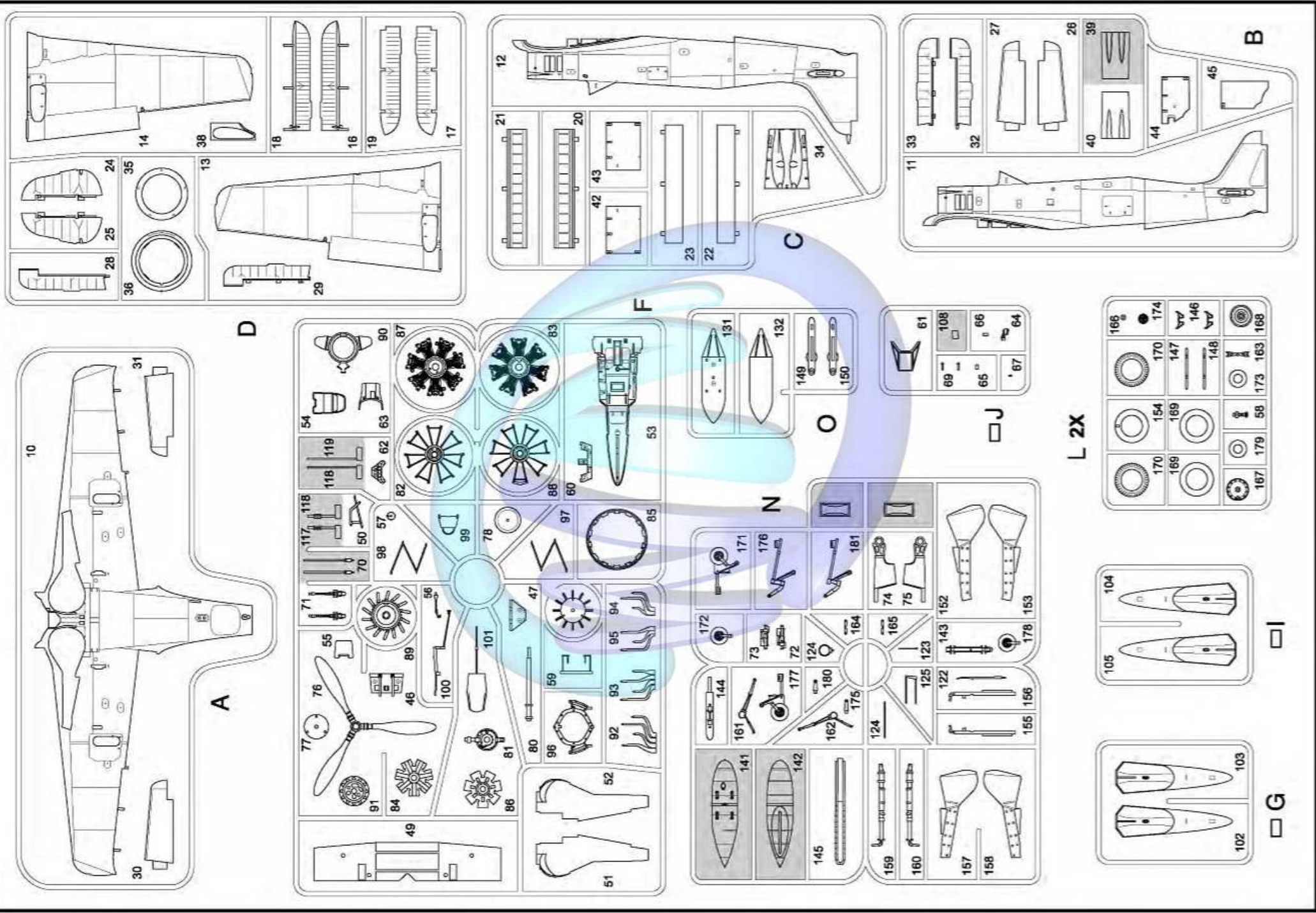
On some of the production aircraft, the „blisters“ on the upper and lower wing surfaces were also removed. Most F-8's however could be retrofitted with the outer weapons instead of the bomb carrier. Flight performance deteriorated significantly with the additional weight of armour plating and through carrying heavy external loads. Carrying all external loads on the fuselage and wings the maximum speed dropped by 90 km/h. Performance in the climb, the service ceiling and range were also reduced. The bomb carriers were particularly disruptive after the external loads had been dropped and reduced both the aircraft's manoeuvrability and maximum speed. Both rocket launch rails, the load rack ER 4 for four 50-lb bombs and bomb containers for dropping small cluster bombs were used as external load carriers. From February 1944 until the end of the war Focke Wulf and eight other aircraft factory's as well a variety of sub-contractors produced more than 6,500 Fw 190 A-8 and F-8's. All aircraft were fitted with a MW-50 unit to increase performance from the BMW 801 D to 2,000 bhp for a period of 10 minutes. They could also carry either a 300 litre auxiliary fuel tank or a bomb load on the fuselage pylon. Fitting a GM-1 unit was also possible for high altitude flight.

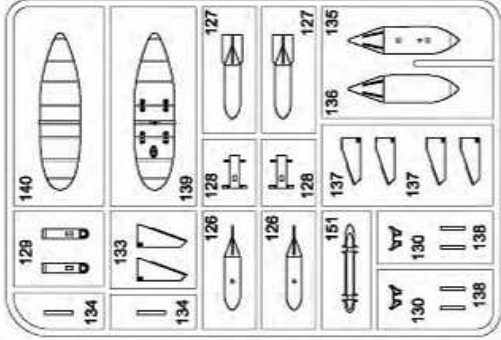
Technical Data:

Length: 9 m (29 ft 6 ins)
 Height: 3.95 m (12 ft 11 ins)
 Wingspan: 10.51 m (34 ft 6 ins)
 Wing area: 18.3 qm (197 sq. ft)
 Engine: BMW 801 D-2; 1.272 kW (1.730 bhp) take-off rating
 Empty weight: 2.9 t
 Take-off weight: 4.4 t
 Maximum speed: 606 km/h (376 mph) at 6,200 m (12,200 ft) altitude
 Range: 715 km (444 miles)
 Service ceiling: 8,200 m (16,100 ft)
 Armament: 2 x MG131 (13 mm) each with 475 rounds;
 2 x MG151-20 (20 mm) with 680 rounds;
 various external loads on 5 pylons

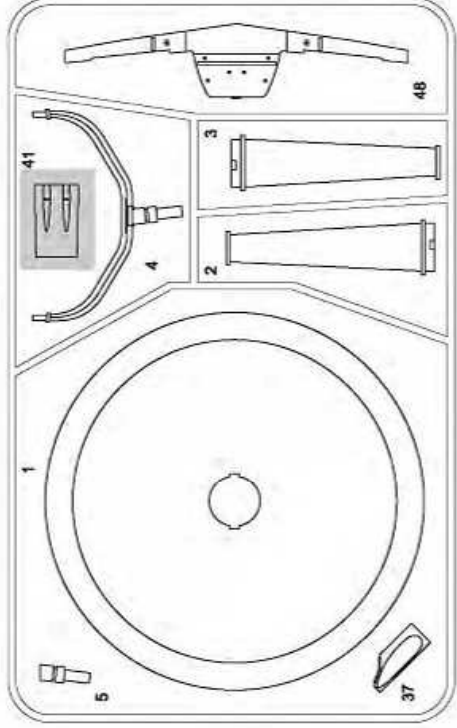
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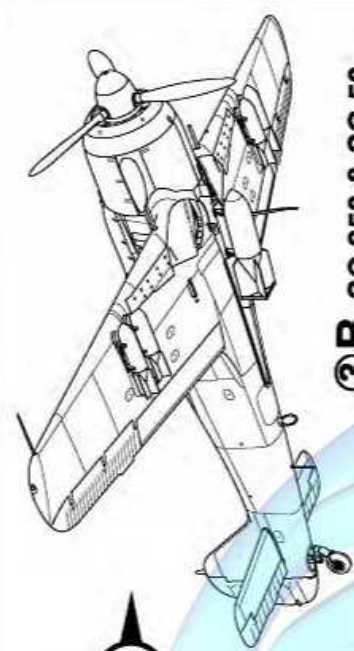
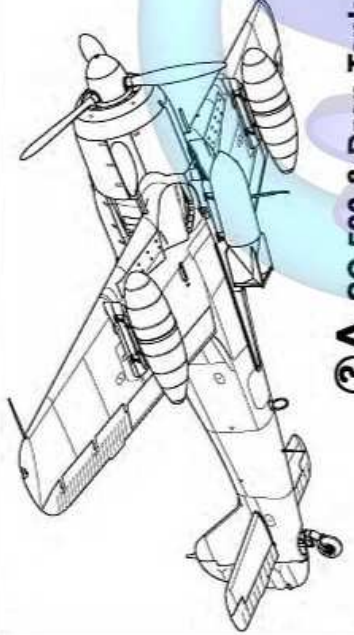




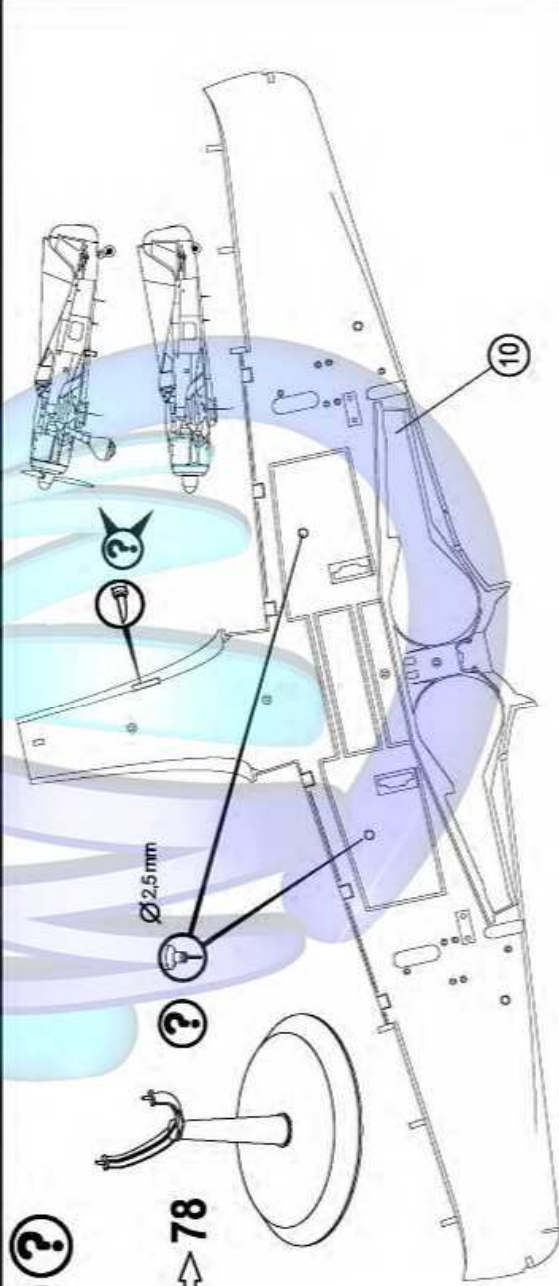
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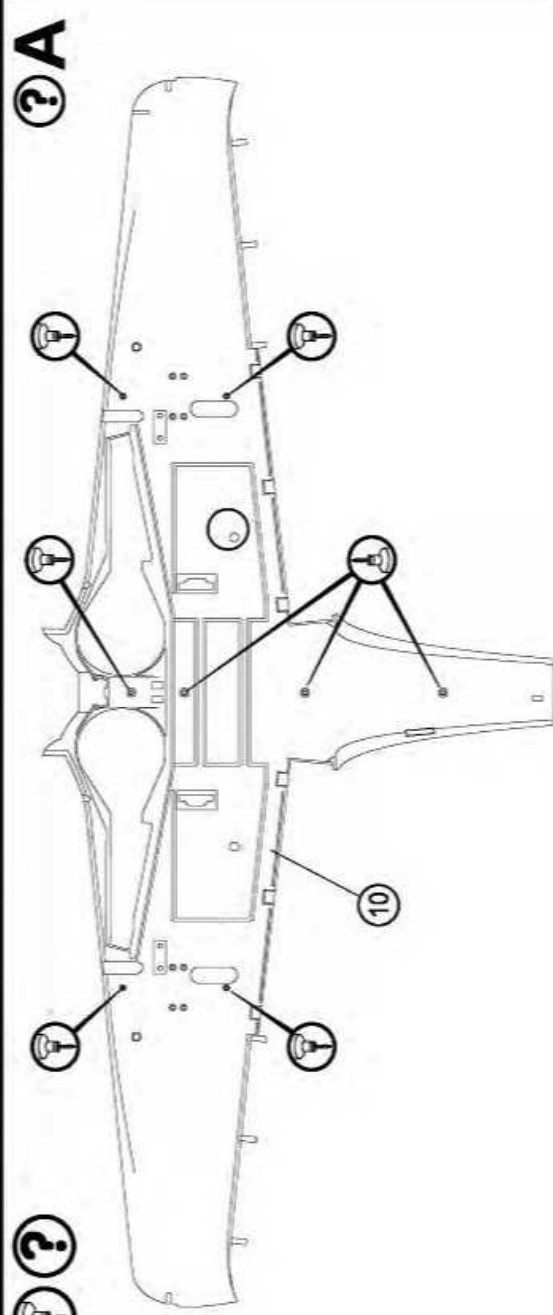
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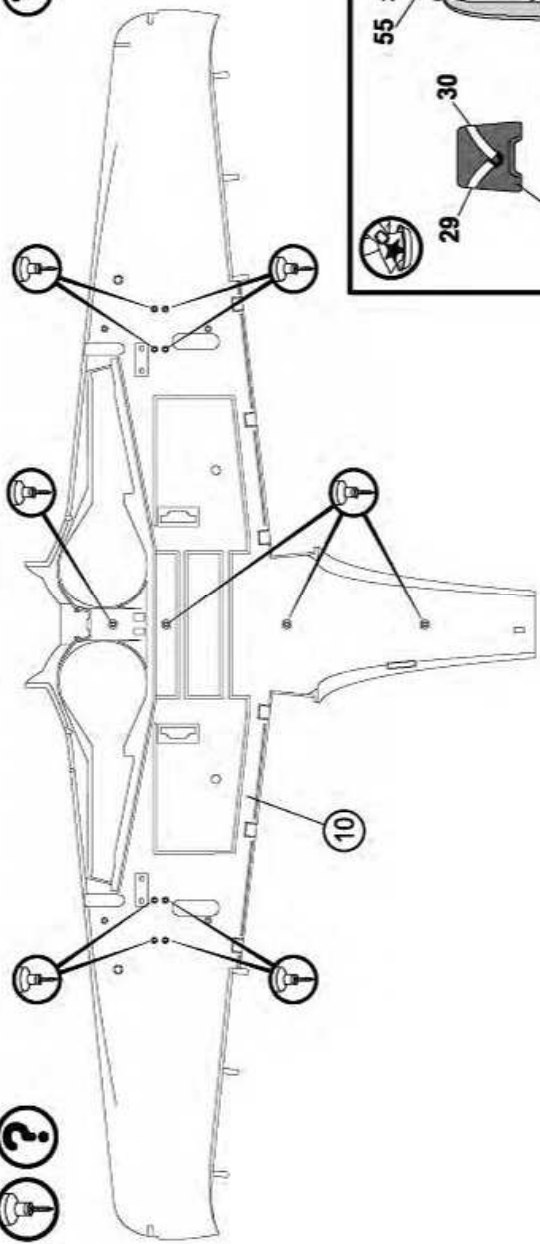
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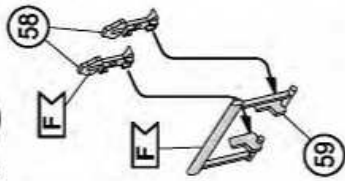


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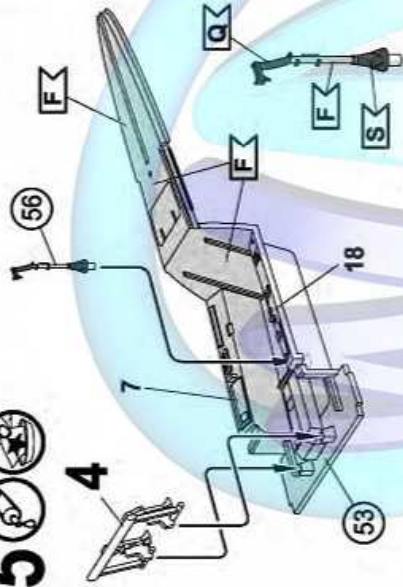


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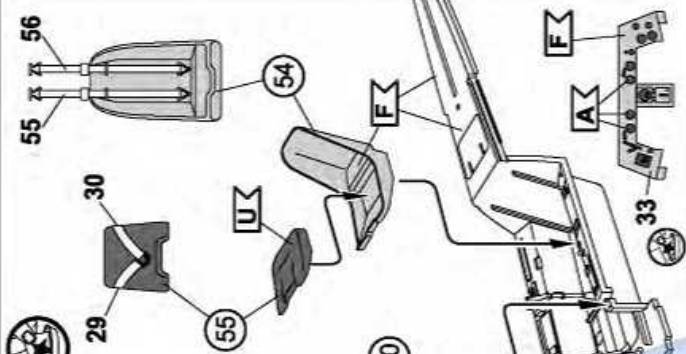
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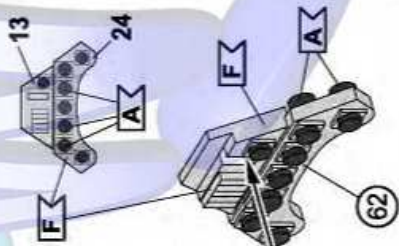
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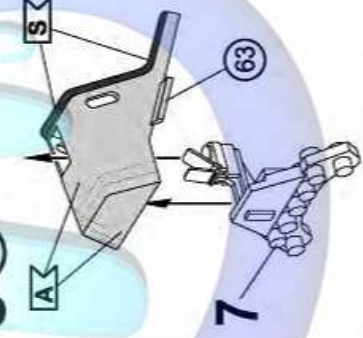
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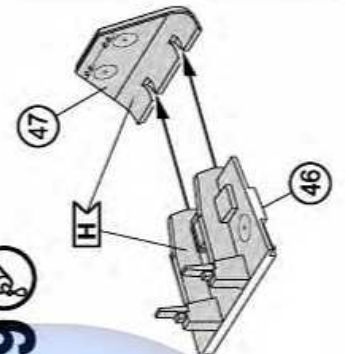
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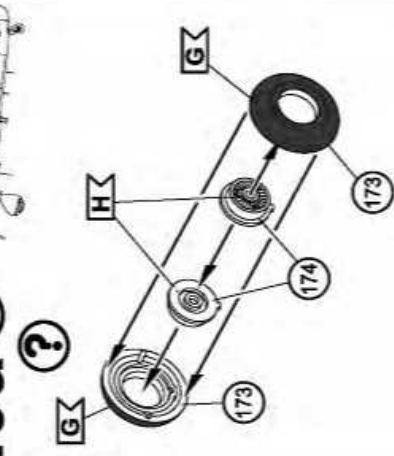
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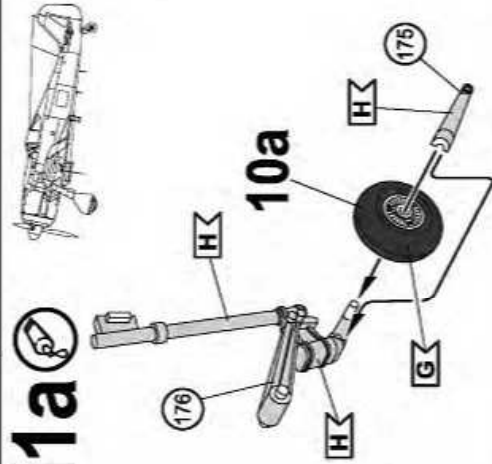


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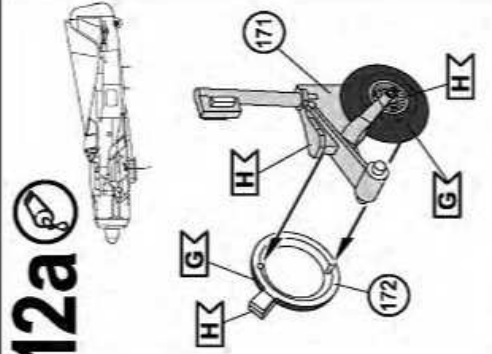
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10b ?



10b ?

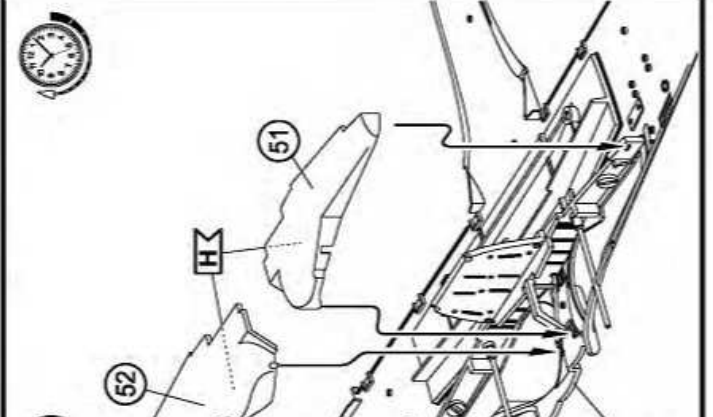
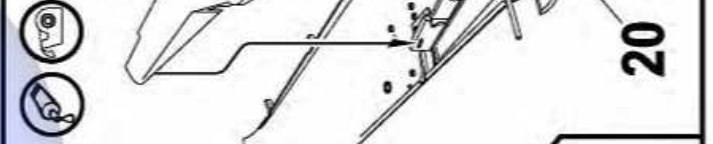
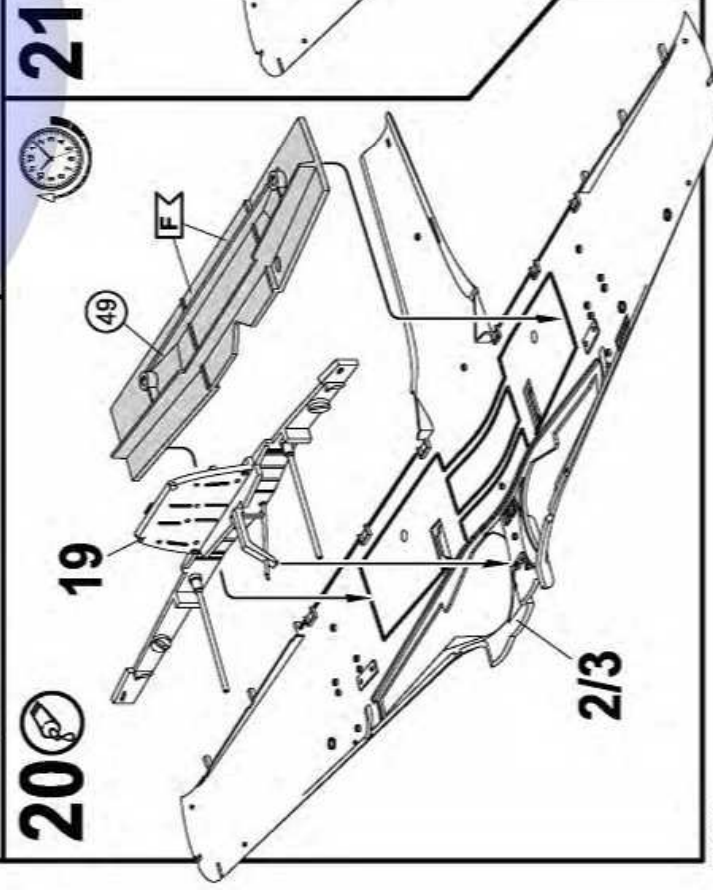
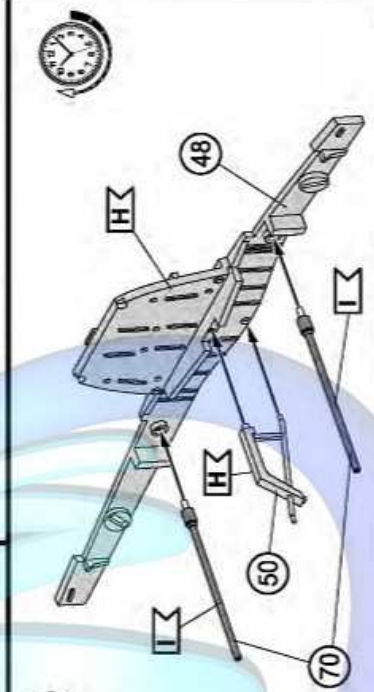
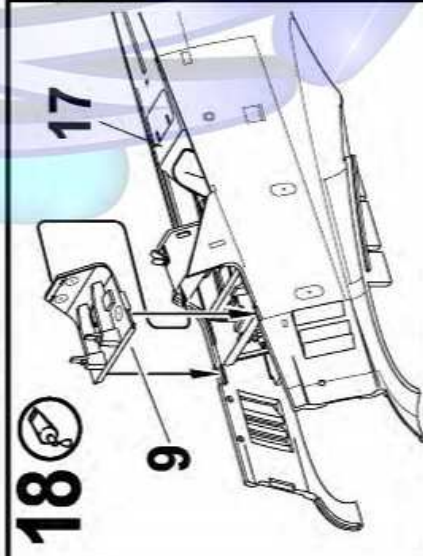
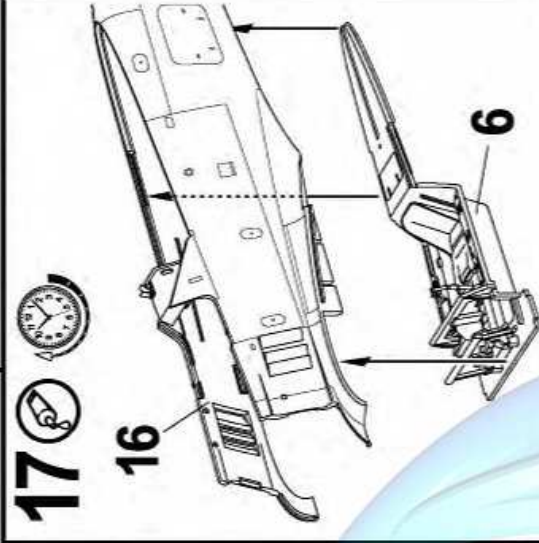
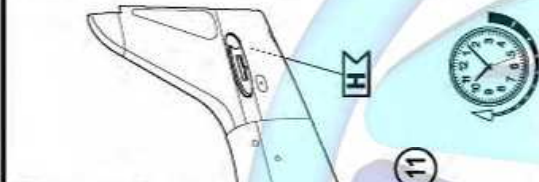
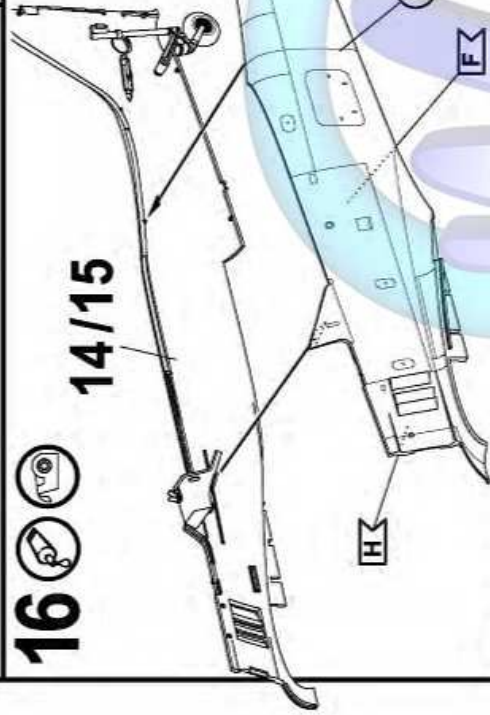
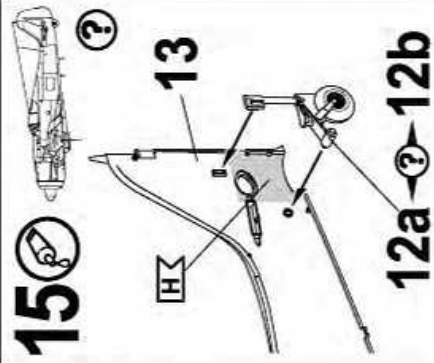
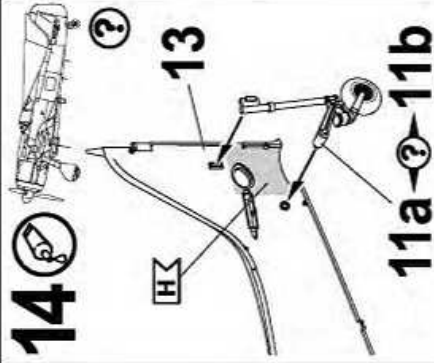
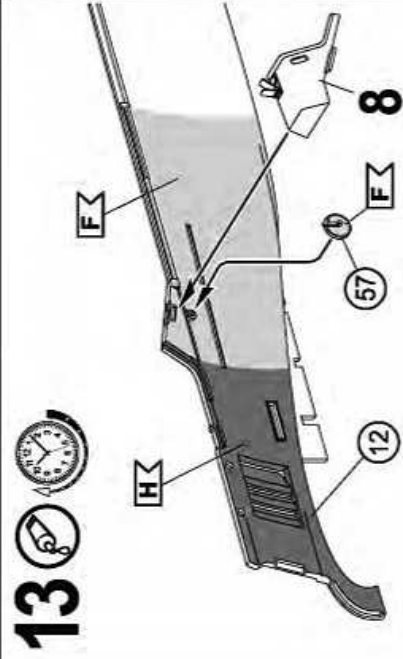
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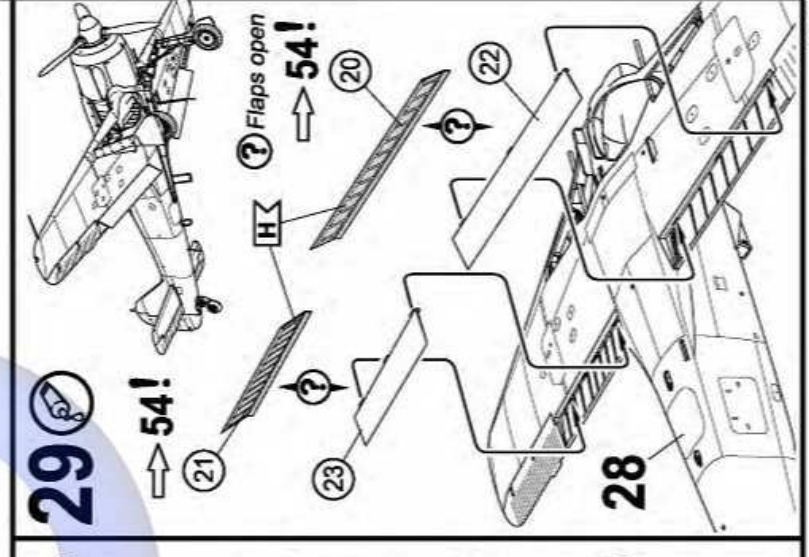
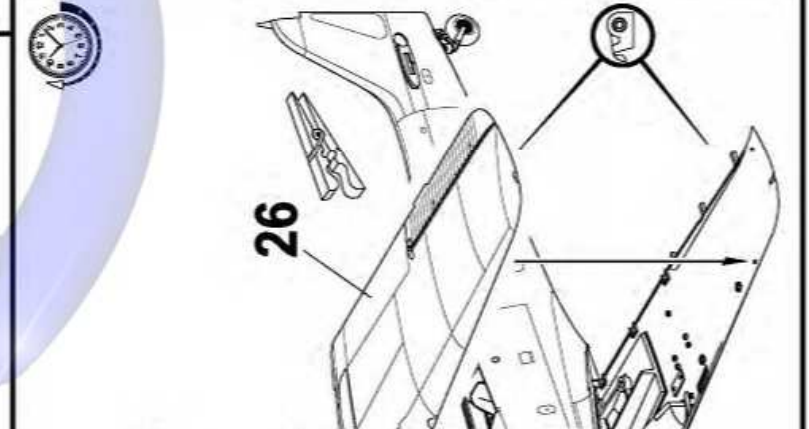
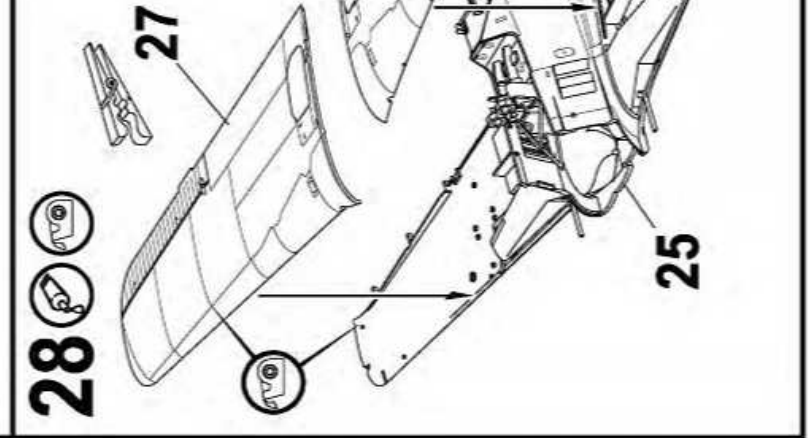
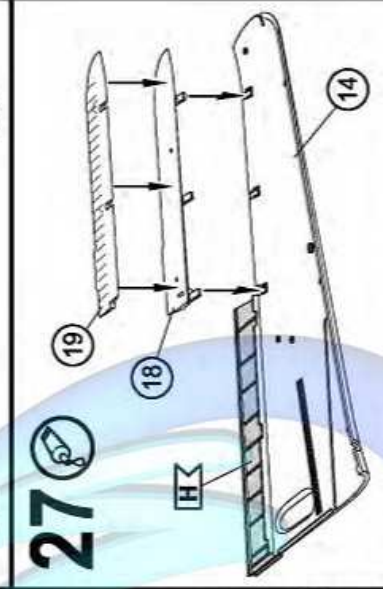
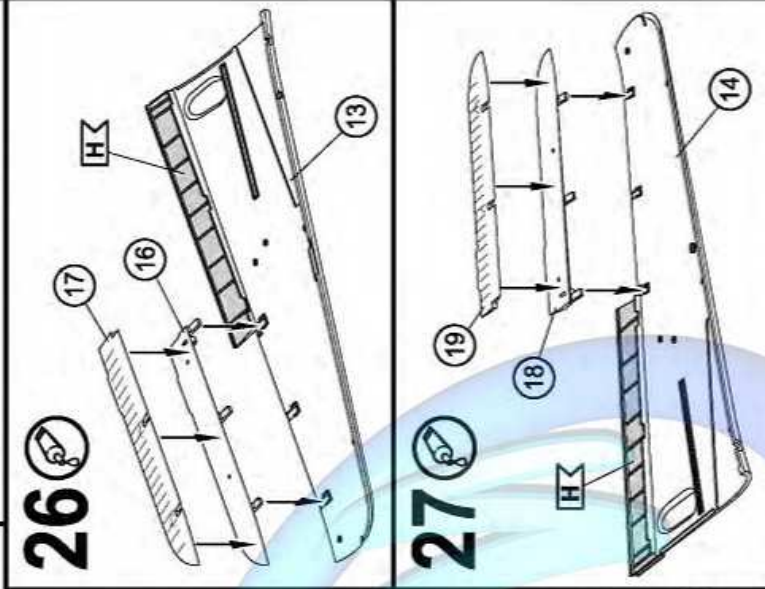
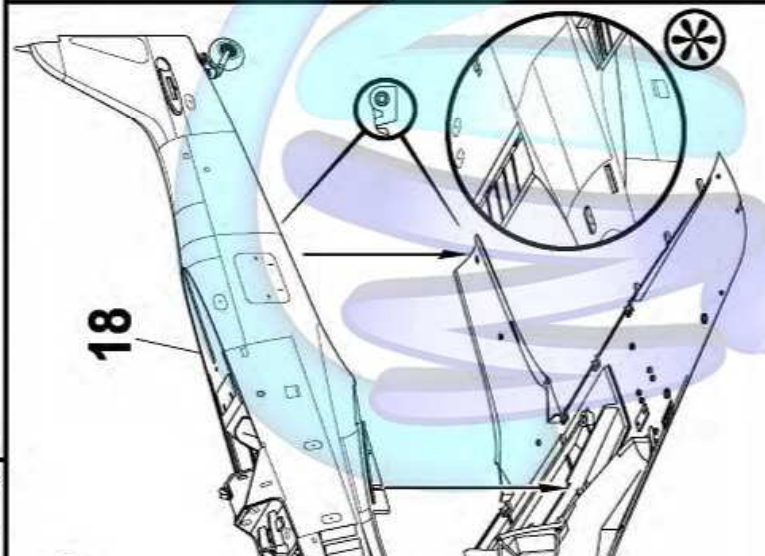
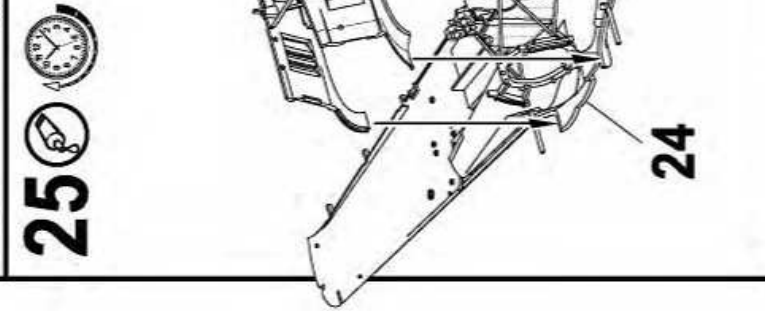
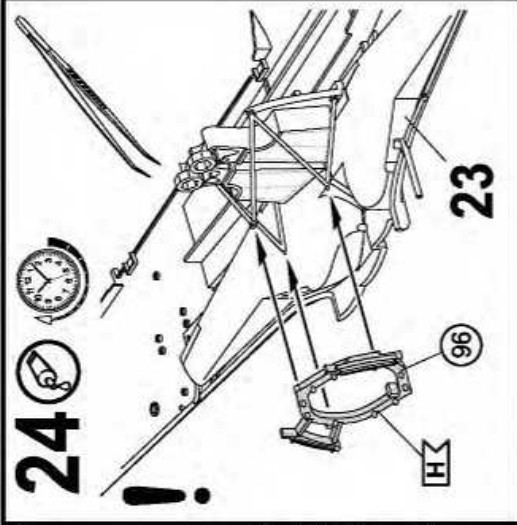
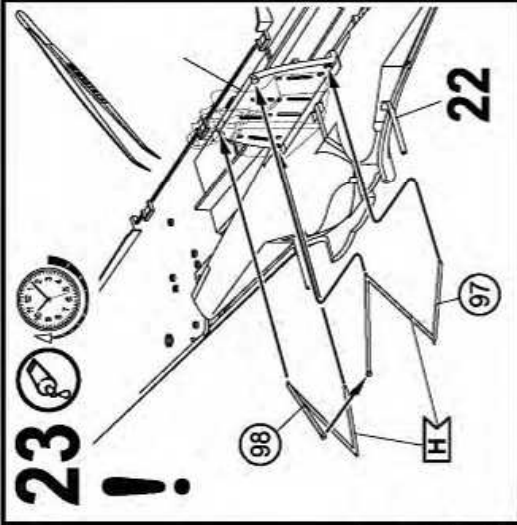
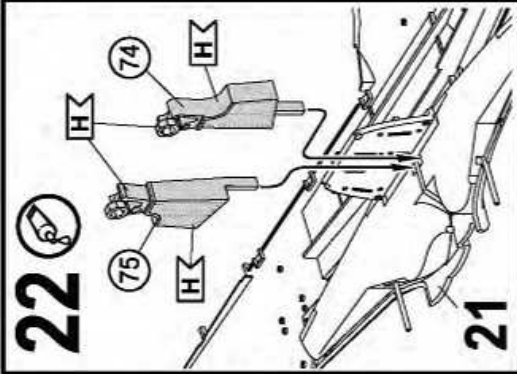


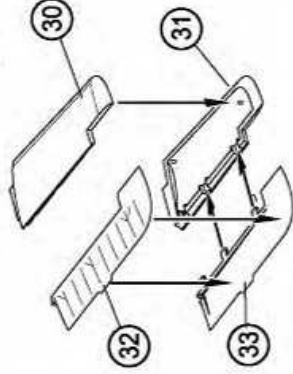
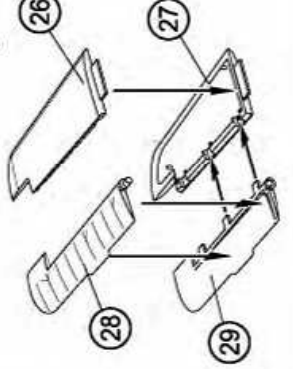
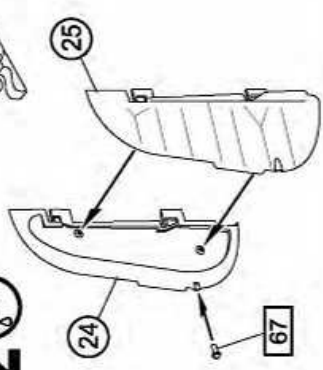
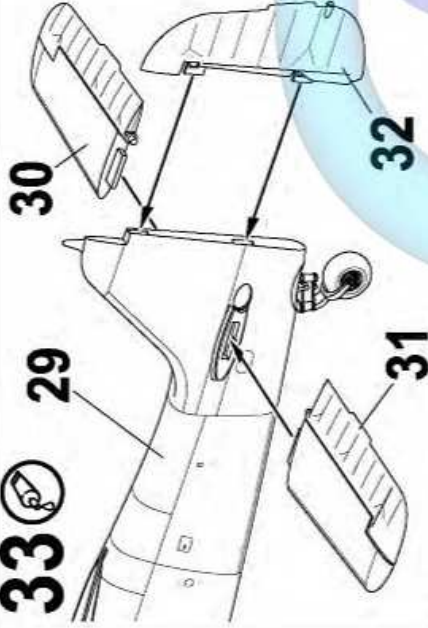
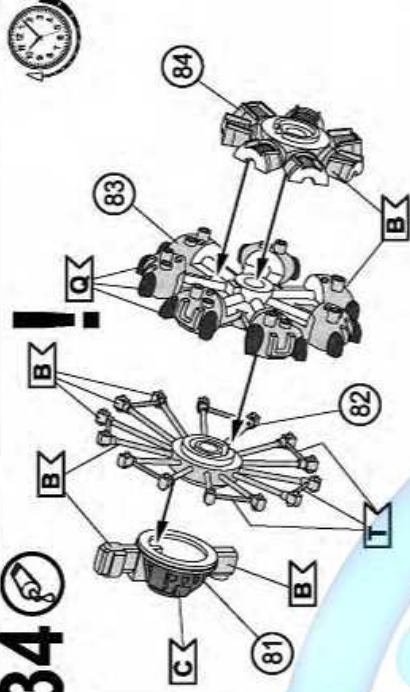
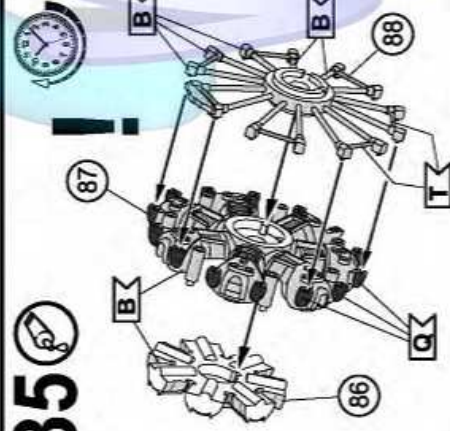
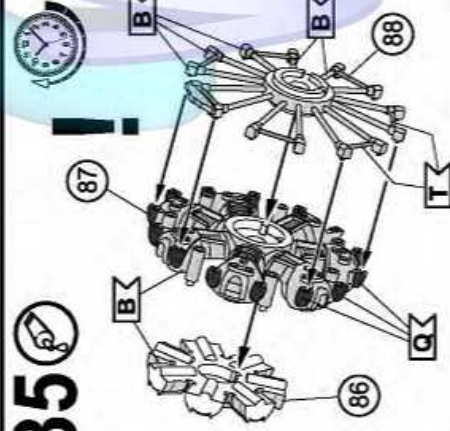
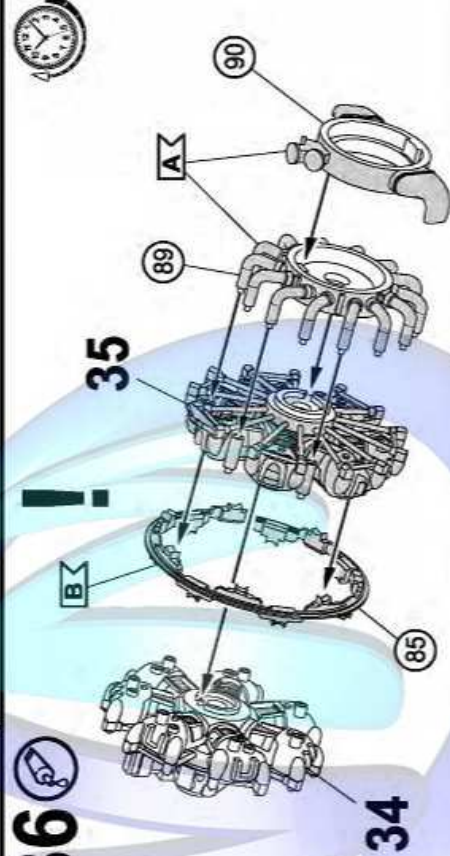

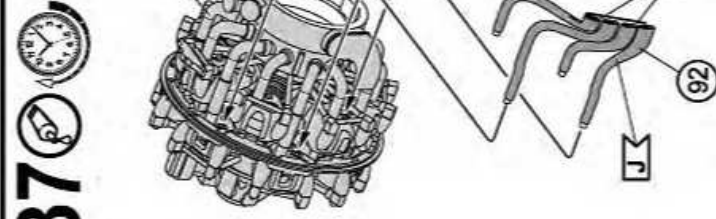
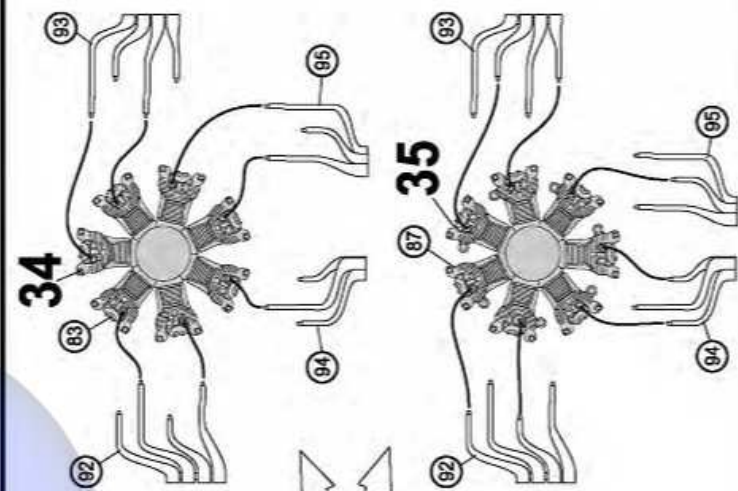
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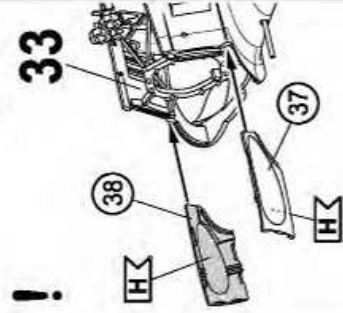
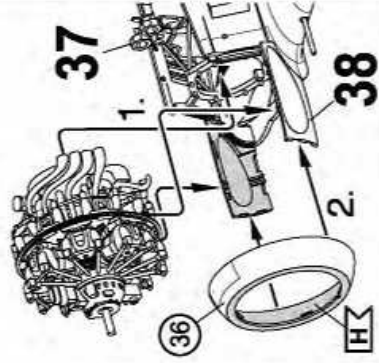
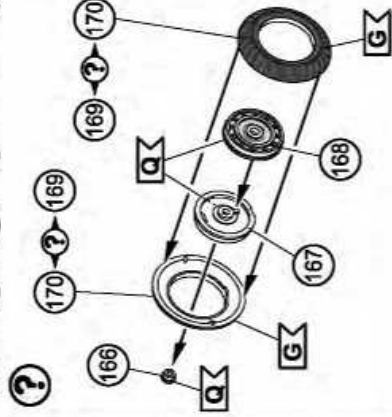
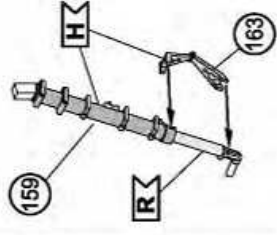
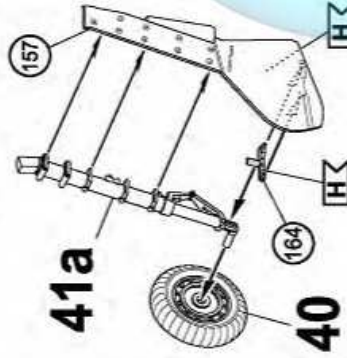
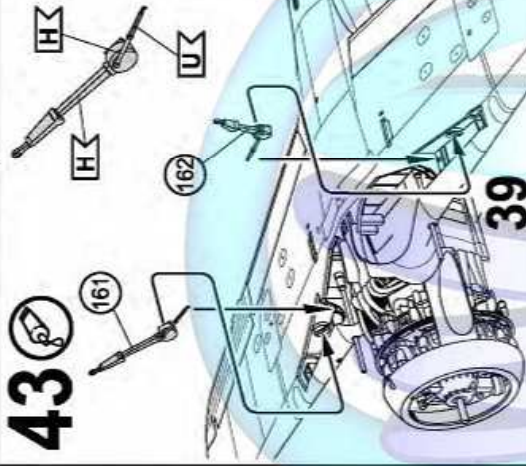
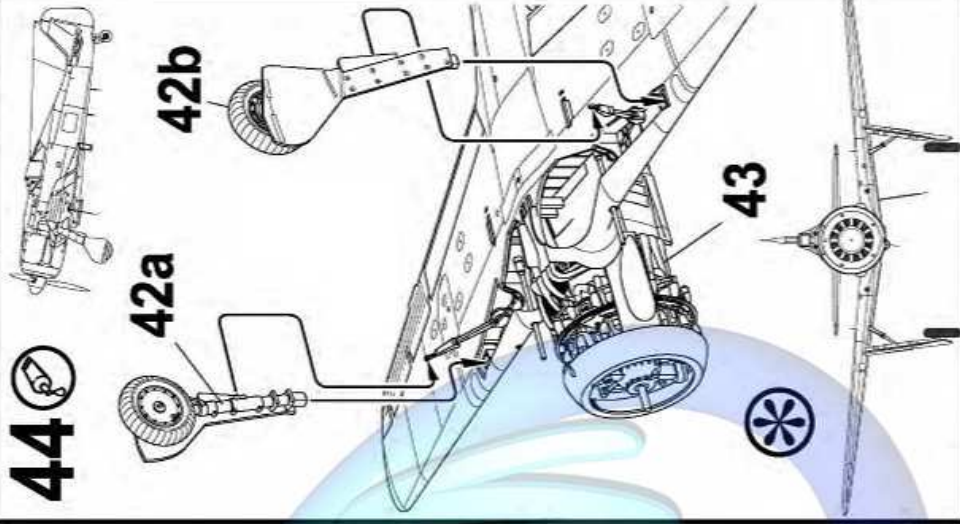


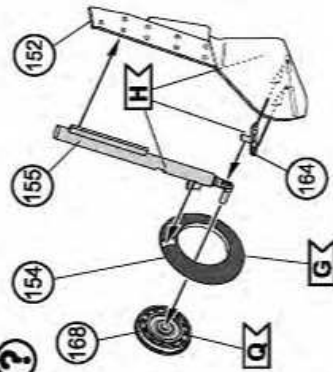
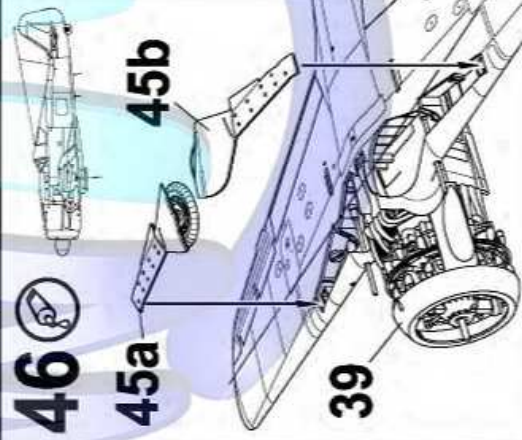
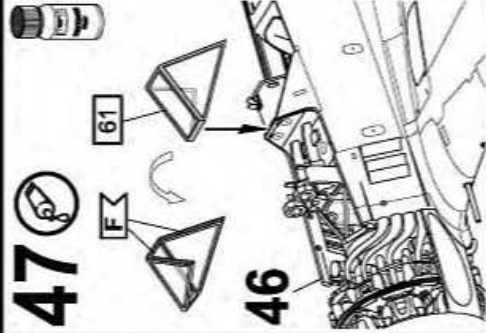
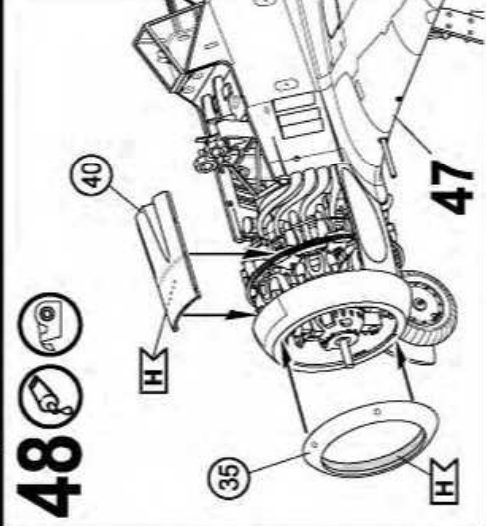
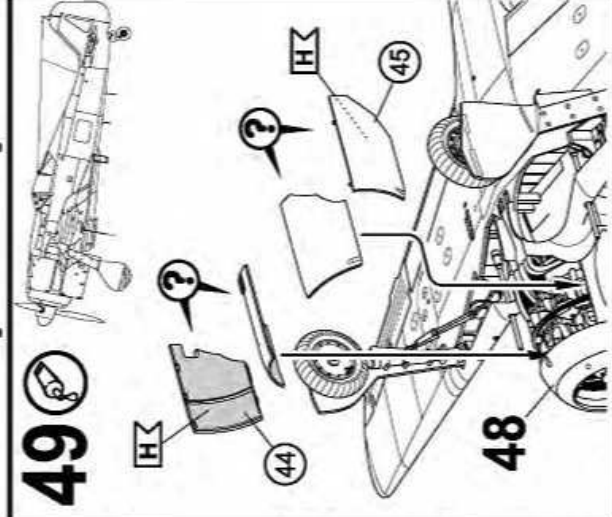
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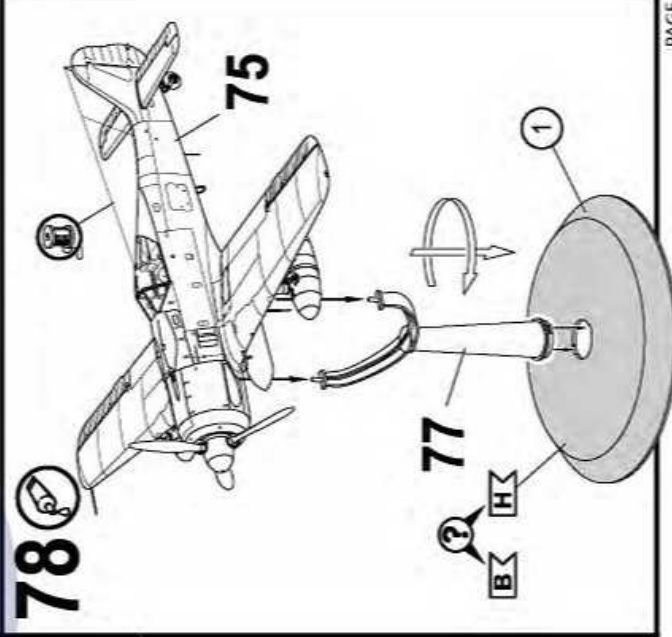
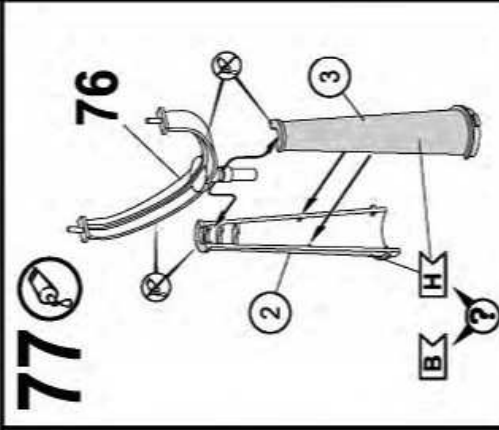
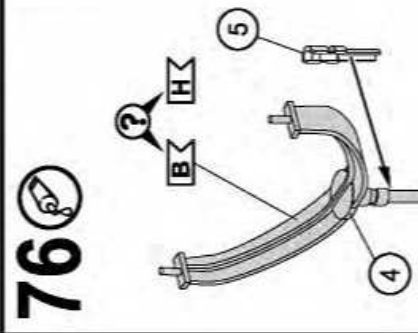
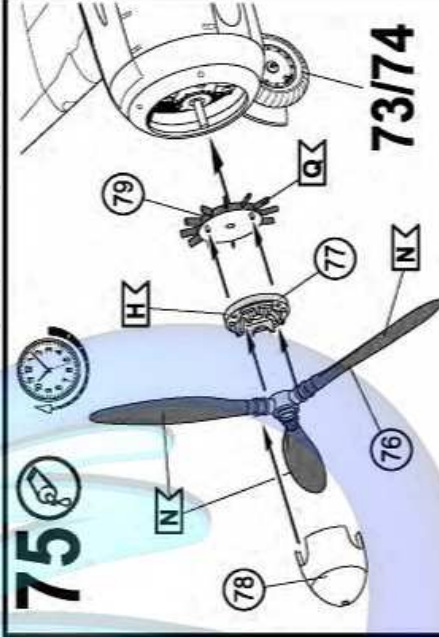
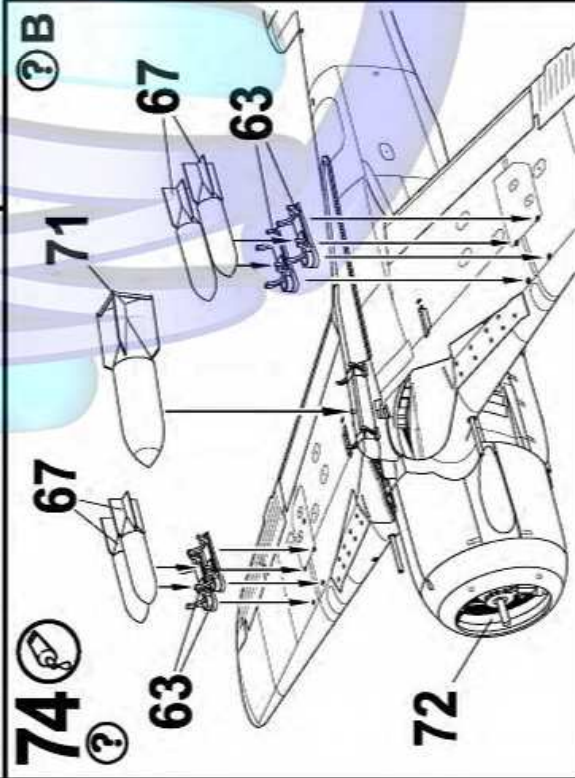
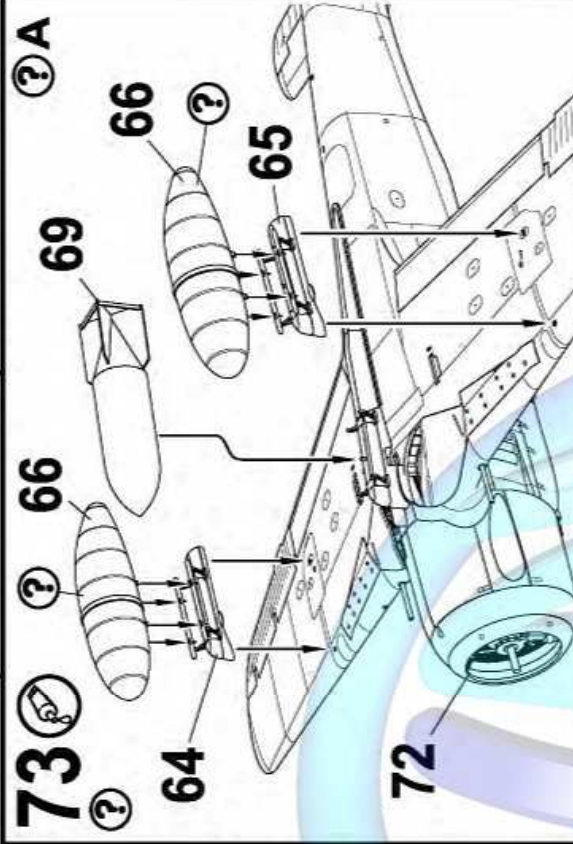
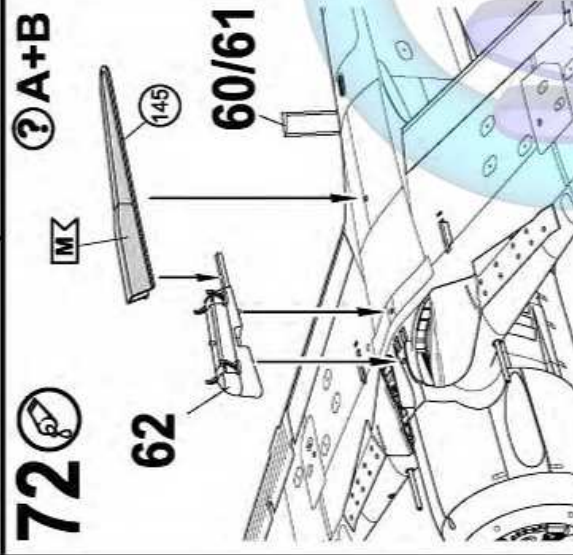
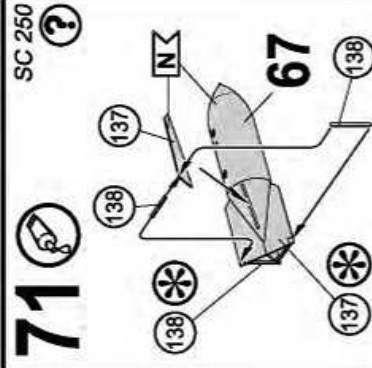
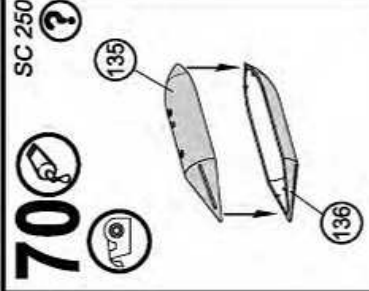
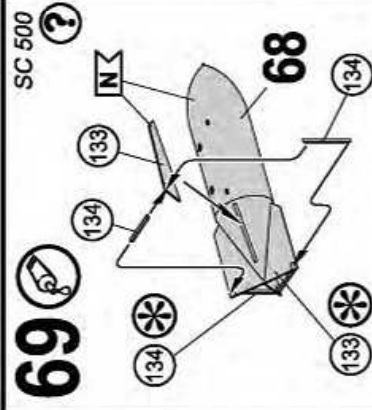
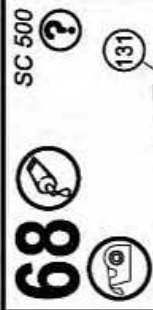






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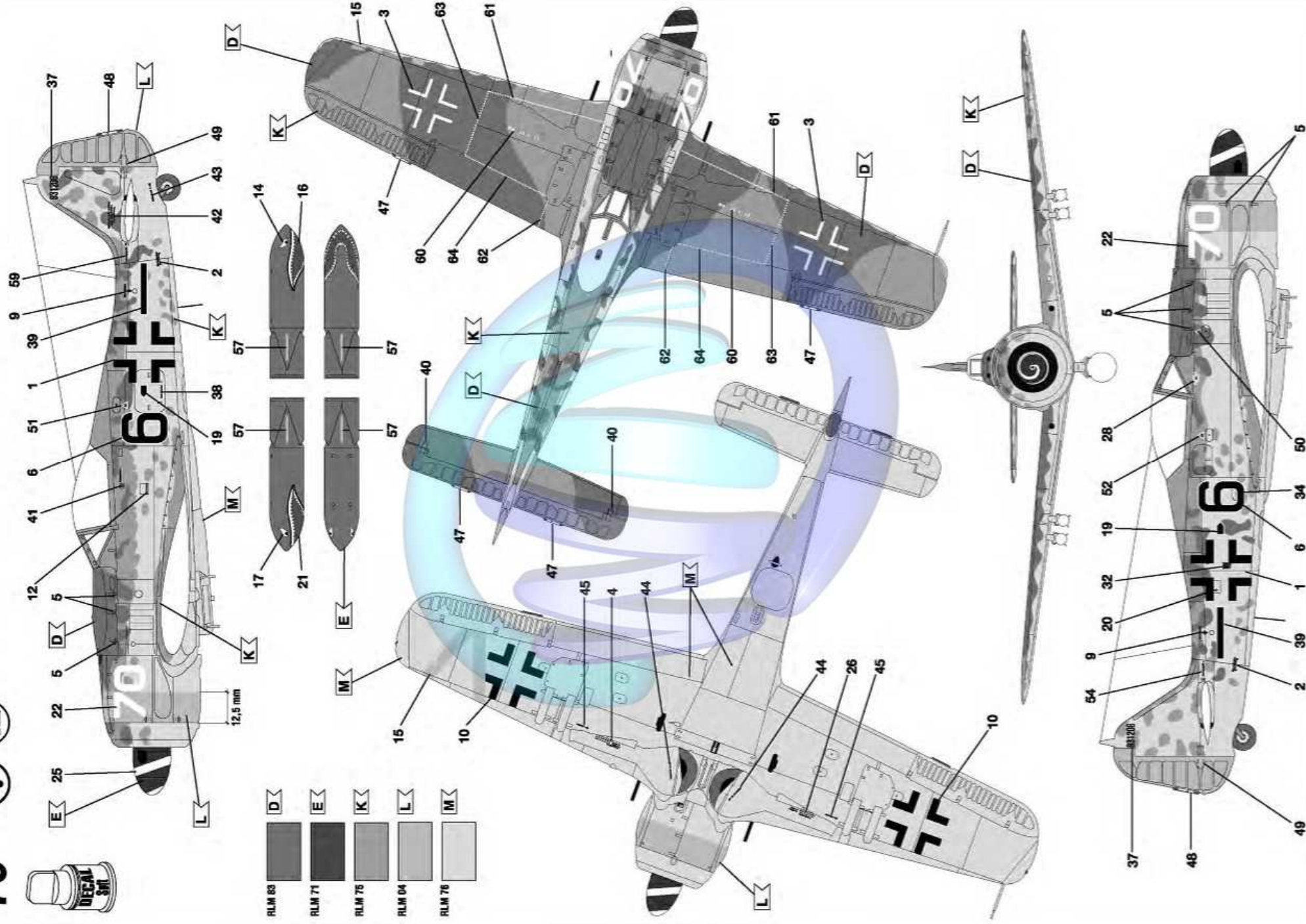
38  **39**  **!****40**  **2x** **41a** **41b**   **160** **163****42a**  **43**  **44**  **42b**   **158** **165** **40** **41b****45a** **46** **47** **48**  **49**  



79



Fw 190 F-8/R1, „black 6“, St.SG.10, Czech Territory, 1945



80



Fw 190 F-8, „black 2“, St.SG.10, Czech Territory, 1945

