

Focke Wulf Fw 190C V-18/U-1 Känguru



1:32
PLT 233

Vývoj výškových stíhaček řady Fw 190 začal na základě požadavků Luftwaffe v roce 1942. Po prakticky nepodařených prototypech verze Fw 190B se konstruktéři soustředili na stroje s novými motory DB 603 a Jumo 213. Stroje s motory DB 603 dostaly označení Fw 190C a verze s motory Jumo 213 byly značeny Fw 190D.

Pro ověření koncepce Fw 190C byla postavena řada prototypů (Fw 190V-13, V-15, V-16, V18/U-1, V-19, V-29 až V-33), lišících se verzí motoru a dalším vybavením. Prvním prototypem, který používal ke zvýšení výkonů turbokompresor byl stroj W. Nr. 0040, přestavěný ze stroje serie Fw 190A-0. Dostal motor DB 603A, čtyřlístou vrtuli VDM, přetlakovou kabinu a pod trup do velké vany turbokompresor (prameny uvádí buď DVL TK-11 nebo Hirt 9-2281). Kompresor byl poháněn výfukovými spaliny. Ty přivádělo dlouhé potrubí po stranách trupu nad křídlem. Pro velkou vanu se stroji začalo říkat Känguru (Klokan). Lepší stabilitu zajistilo rozšíření SOP. Oficiální označení stroje bylo Fw 190V-18/U-1. V lednu 1943 dosáhl tento stroj rychlosti 680 km/h ve výšce 11 000 m. Vývoj pokračoval dalšími prototypy, ale byl zastaven pro potíže s přetlakovými kabinami a turbokompresory.

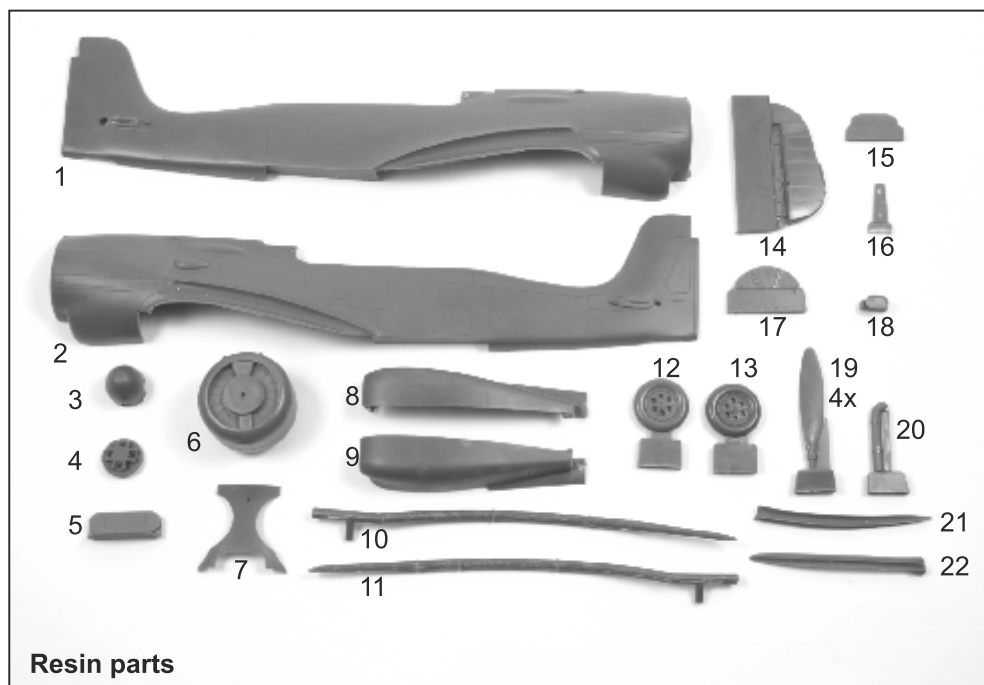
Technická data nejsou známa.

In 1942 was initiated development of the fighter series requested by Luftwaffe. prototypes were found unsuccessful the attention to machines powered by new DB 603 and Jumo 213 engines. The aircraft powered by DB 603 were designated Fw 190C and the ones powered by Jumo 213 were designated Fw 190D. Several prototypes were produced to examine the Fw 190C conception (Fw 190V-13, V-15, V-16, V18/U-1, V-19, V-29 to V-33). These prototypes differed in engine versions and other equipment. The first prototype to use the turbocharger for raising the engine's output was aircraft W. Nr. 0040 that was converted from Fw 190A-0 series machine. This aircraft was powered by DB 603A engine, which drove four-bladed VDM propeller. It was also equipped with pressurized canopy and turbocharger (references state either DVL TK-11 or Hirt 9-2281) mounted below the fuselage. This turbocharger was driven by exhaust fumes running through long tubes led at the fuselage sides and over the wings. Thanks to its large assembly on the belly the aircraft got the nickname "Känguru - Kangaroo". To ensure better stability the vertical fin was enlarged. The official designation of this aircraft was Fw 190V-18/U-1. In January 1940 this aircraft reached top speed of 608kmh at 11 000m. The design works continued on additional prototypes but eventually had been stopped for pressurized canopy and turbocharger troubles.

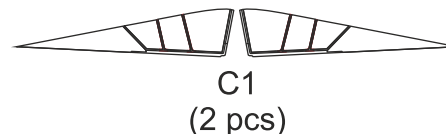
Technical specifications are not known.

Fw 190 high altitude
When Fw 190 B
designers turned their

attention to machines powered by new DB 603 and Jumo 213 engines. The aircraft powered by DB 603 were designated Fw 190C and the ones powered by Jumo 213 were designated Fw 190D. Several prototypes were produced to examine the Fw 190C conception (Fw 190V-13, V-15, V-16, V18/U-1, V-19, V-29 to V-33). These prototypes differed in engine versions and other equipment. The first prototype to use the turbocharger for raising the engine's output was aircraft W. Nr. 0040 that was converted from Fw 190A-0 series machine. This aircraft was powered by DB 603A engine, which drove four-bladed VDM propeller. It was also equipped with pressurized canopy and turbocharger (references state either DVL TK-11 or Hirt 9-2281) mounted below the fuselage. This turbocharger was driven by exhaust fumes running through long tubes led at the fuselage sides and over the wings. Thanks to its large assembly on the belly the aircraft got the nickname "Känguru - Kangaroo". To ensure better stability the vertical fin was enlarged. The official designation of this aircraft was Fw 190V-18/U-1. In January 1940 this aircraft reached top speed of 608kmh at 11 000m. The design works continued on additional prototypes but eventually had been stopped for pressurized canopy and turbocharger troubles.



Vacuformed canopies

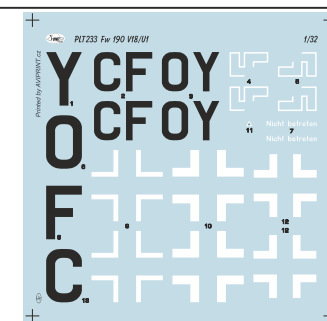


vakuumové kabiny

Konverzní set je určen pro nový model Focke Wulf Fw 190 verze A-5 až A-8 firmy Hasegawa.

Conversion set is intended for the new kit Focke Wulf Fw 190 versions A-5 to A-8 from Hasegawa.

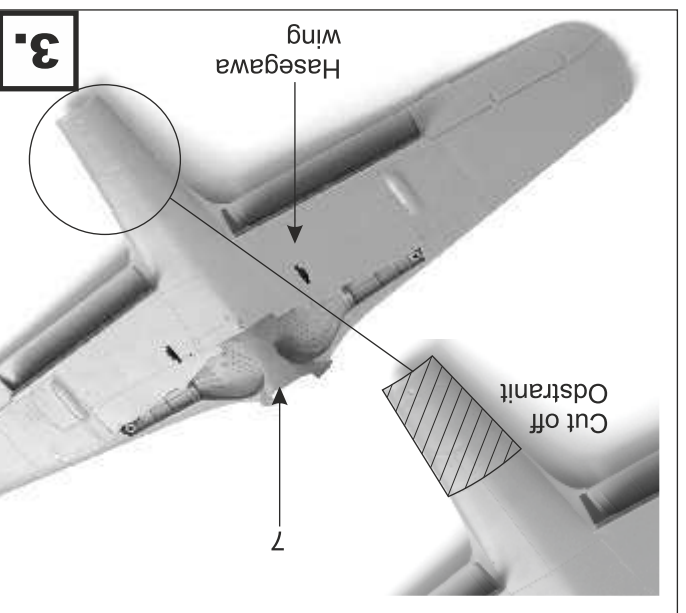
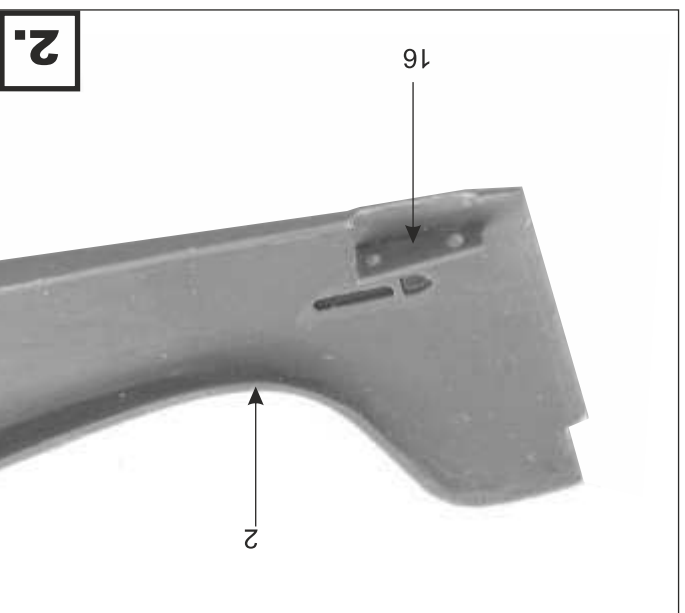
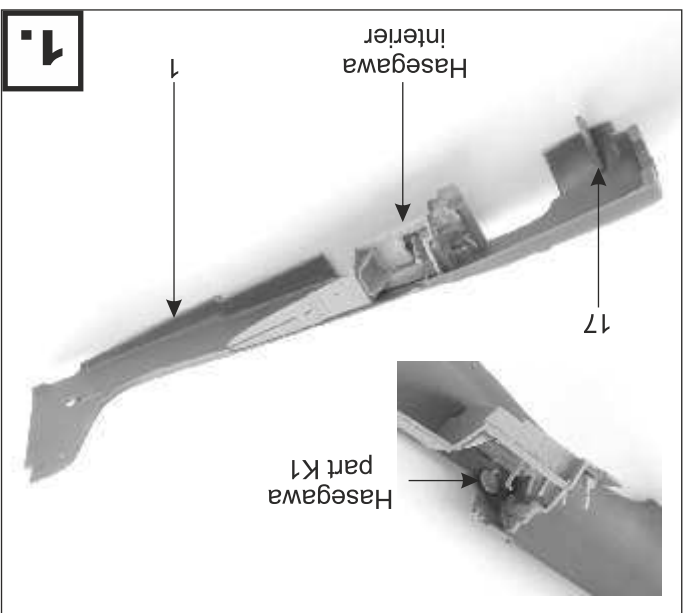
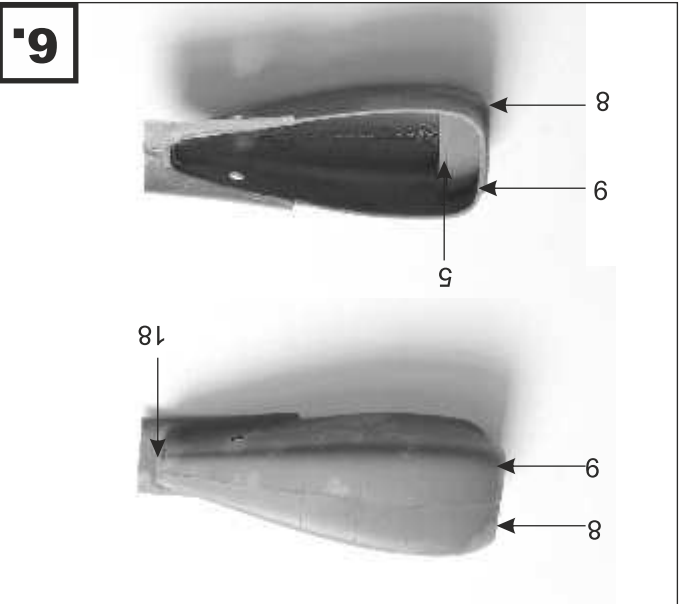
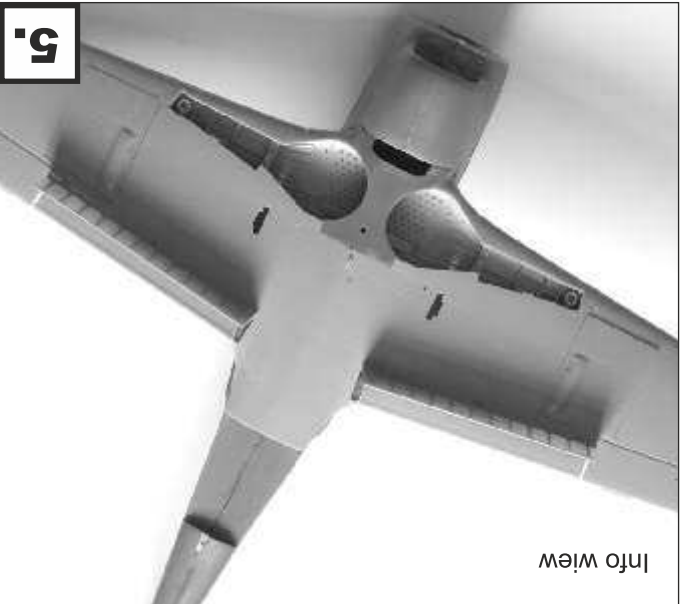
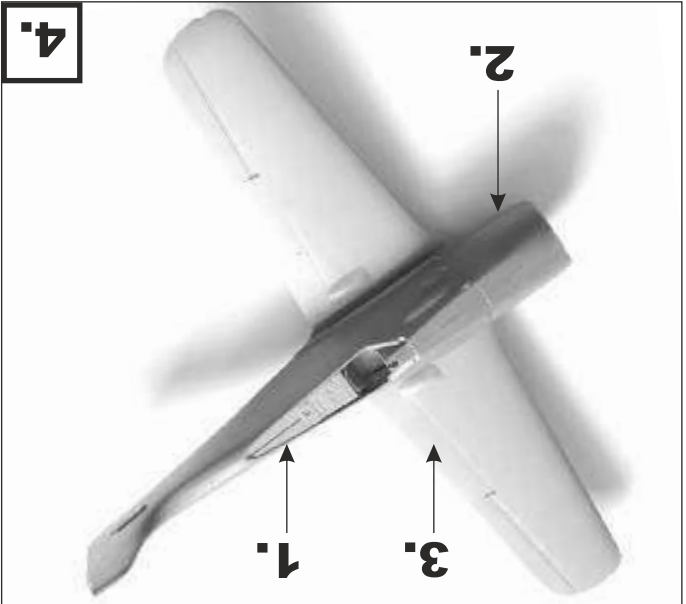
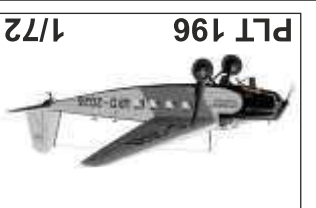
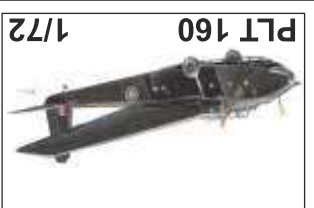
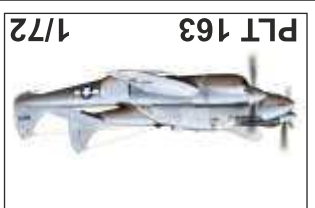
Decals

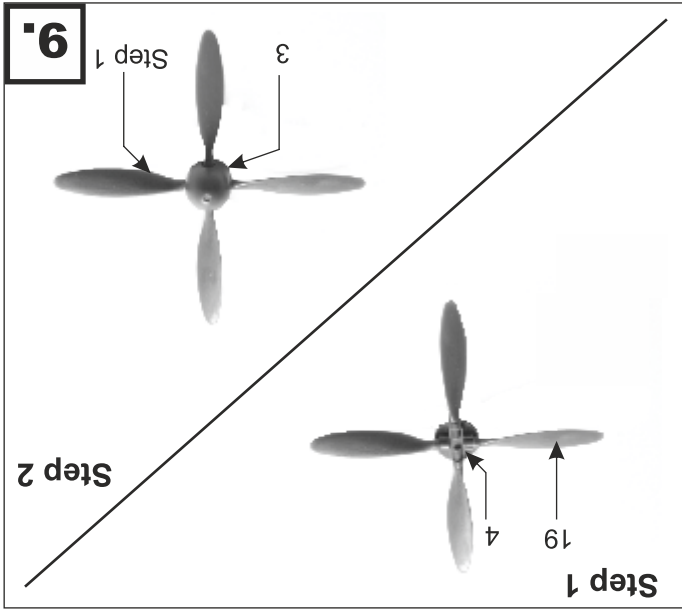
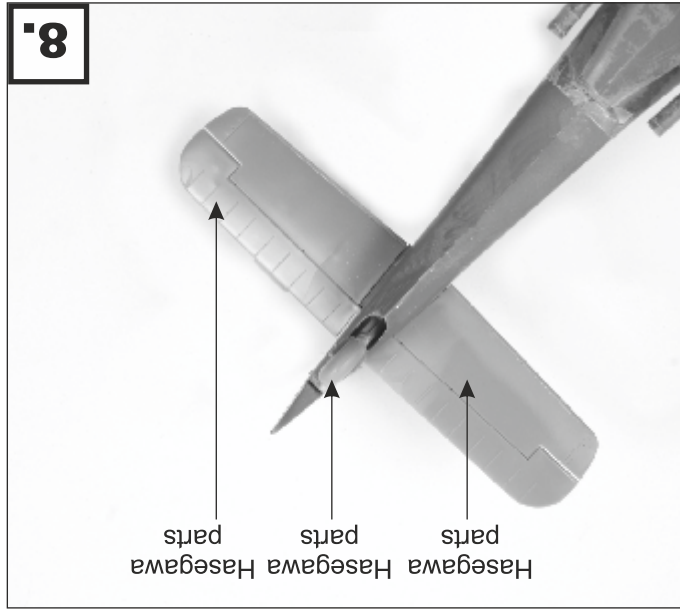
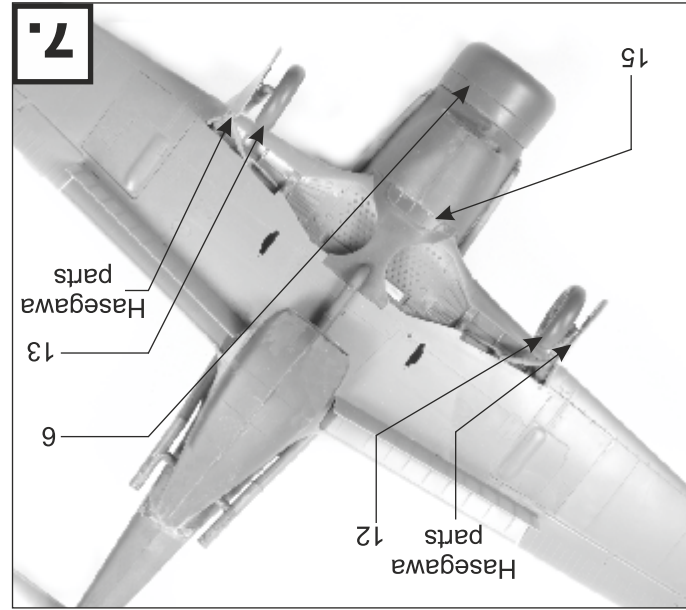
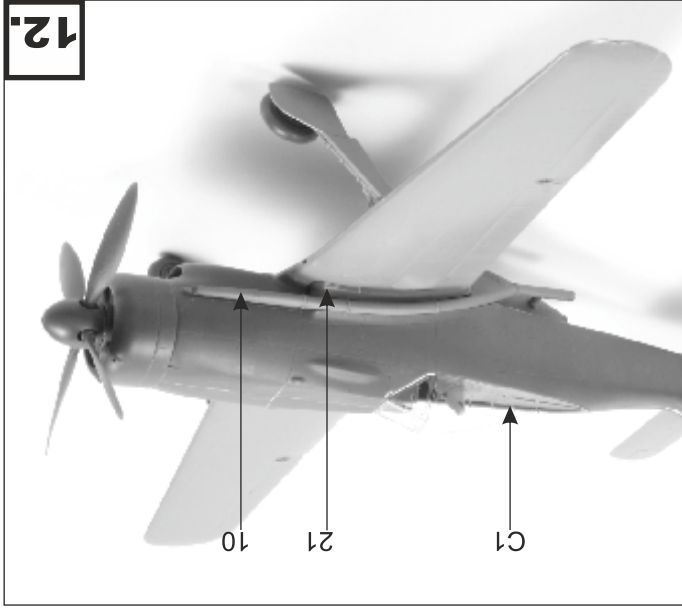
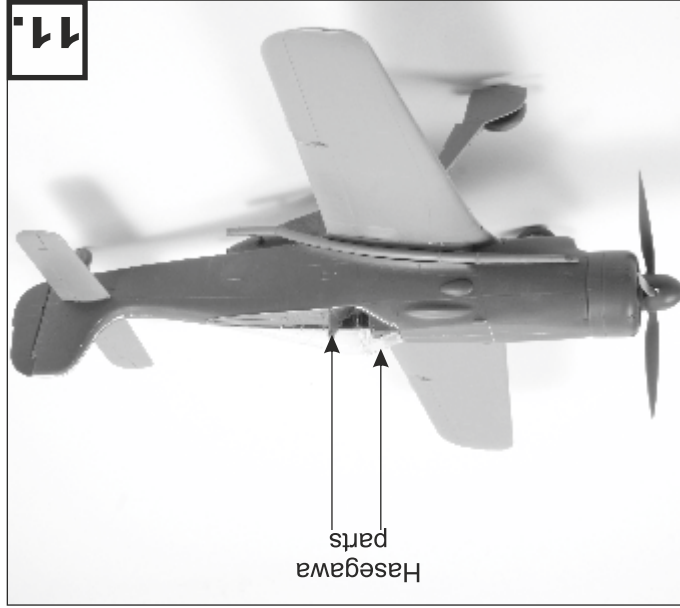
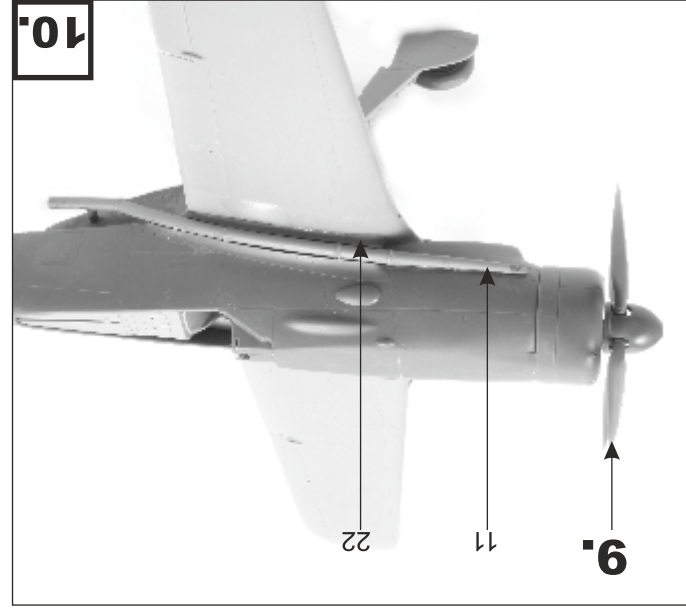
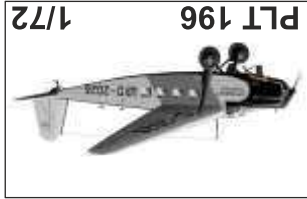


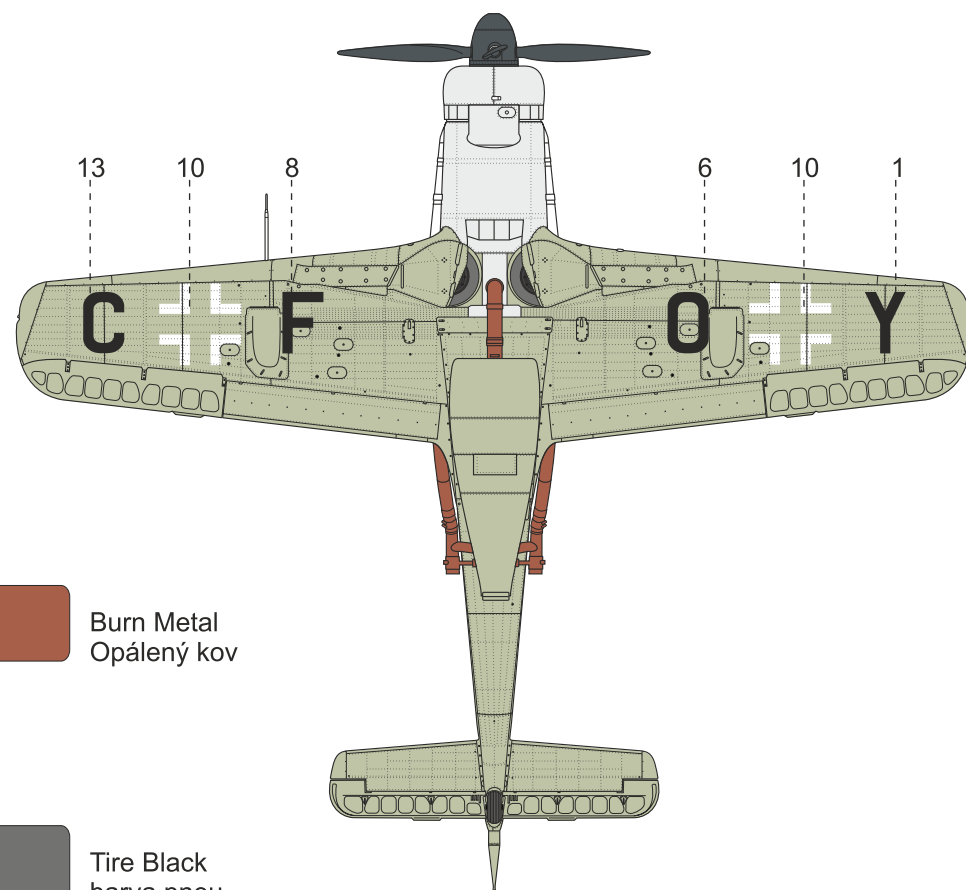
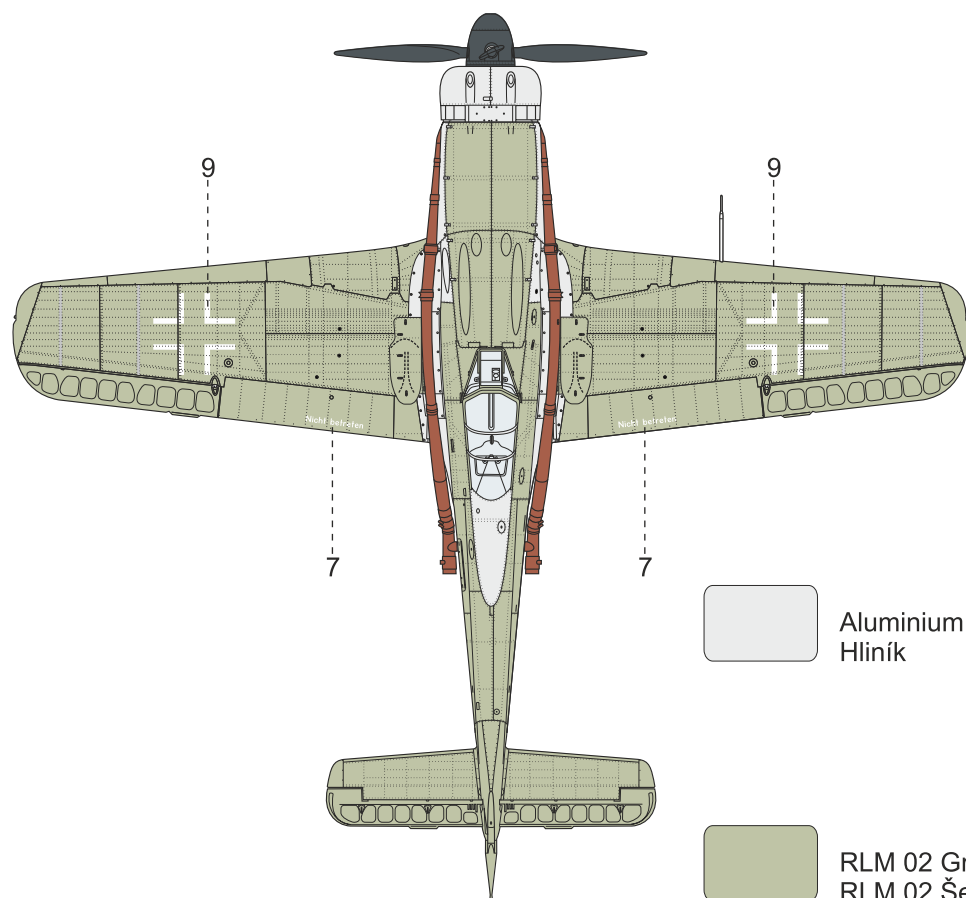
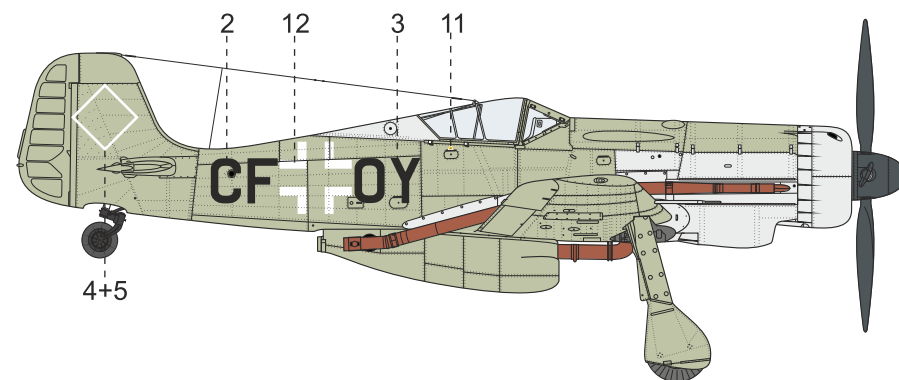
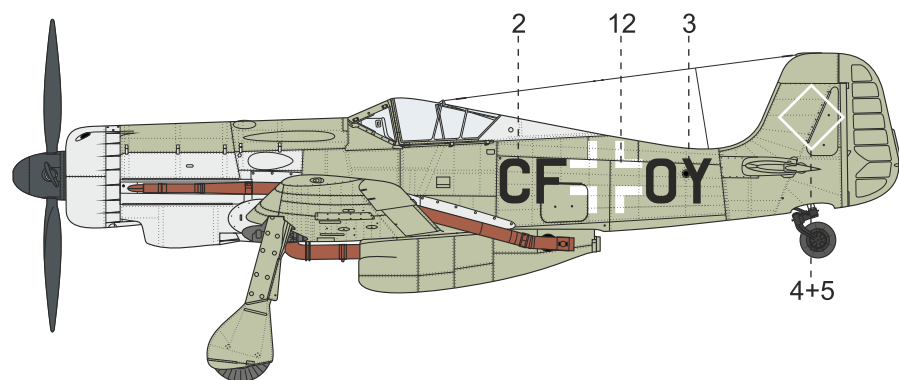
Obtisky

K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmastit.

For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shape by hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.







Aluminium
Hliník



Burn Metal
Opálený kov



RLM 02 Grey
RLM 02 Šedá



Tire Black
barva pneu