

HASEGAWA'S ALL-NEW Fw 190D-9



Doin' the Dora in a big way

By Jim Zeske Photos by Jim Forbes and William Zuback

The Focke-Wulf Fw190D-9 was arguably the best piston-engine fighter the Luftwaffe fielded during World War II. It was originally intended as an interim solution to obtain a high-altitude fighter. The first squadrons received their 190 "Doras" in October 1944.

Despite looking like a radial-engine fighter, the Doras had Junkers Jumo 213A-1 in-line engines mounted behind circular radiators (complete with cowl flaps). Designers compensated for the increased length ahead of the wing by increasing tail moment with a fuselage extension forward of the tail assembly.

Not your father's model. Hasegawa's Fw 190D-9 is an all-new kit, and it has nothing in common with the company's previous 1/32 scale "high tech" Dora. That old kit had combined a replacement Dora fuselage with an even older Fw 190A wingset.

Examining its components confirmed the Dora meets Hasegawa's usual high standards, **1**. The cleanly molded neutral-gray plastic parts feature beautifully engraved panel lines,

rear engine/accessory detail, a pilot figure, open and closed cowl flaps, a drop tank, flat and blown canopies, and a bonus set of photoetched parts, **2**.

Office work first. I started construction with the cockpit. As I used the bonus photoetched parts, I had to sand off the detail from the plastic instrument panels, **3**. The photoetched panels have separate instrument faces which must be added from behind. When the photo film instrument dials are added, the whole affair looks convincing, **4**. Other photoetched details include rudder pedals, seat belts, an armored headrest, and a cockpit-stowage door.

When installing the cockpit tub, I recommend dry-fitting it to one side of the fuselage for alignment, then gluing the two fuselage halves together. The cockpit tub can be properly aligned for gluing through the bottom opening (before adding the wing assembly). I found the tub can be pushed into the fuselage location tabs too far. That can cause it to be off the correct angle if you glue it to one half before closing the fuselage.



Kit: No. ST19

Scale: 1/32

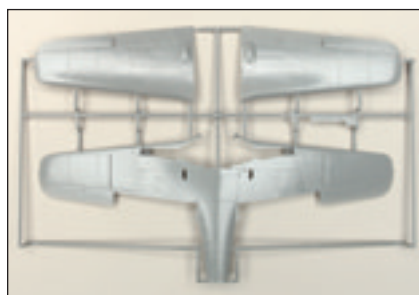
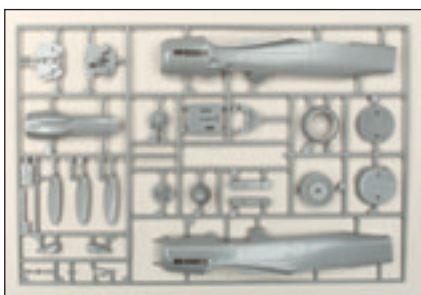
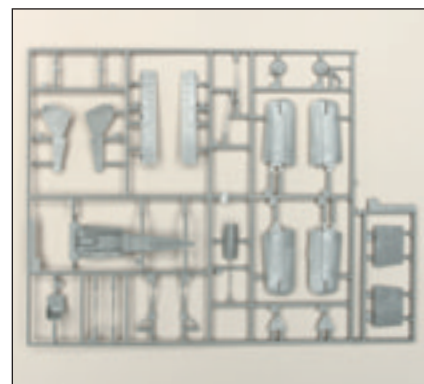
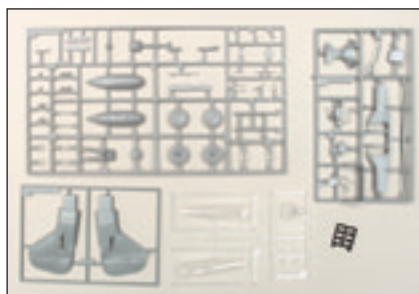
Manufacturer: Hasegawa, imported by Dragon Models USA, 1315 John Reed Court, City of Industry, CA 91745, 866-365-8721, www.dragonmodelsusa.com

Price: \$44.98

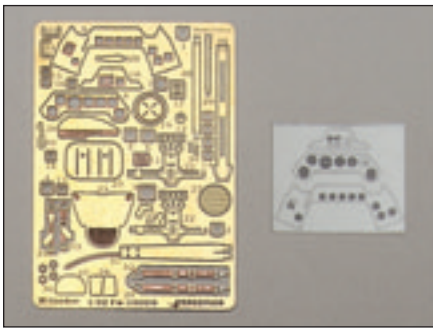
Comments: Injection molded, 152 parts (44 photoetched metal, 4 vinyl), decals

Pros: Accurate representation of the Dora, well-fitting parts, good detail, pilot figure. No need to buy aftermarket photoetched sets

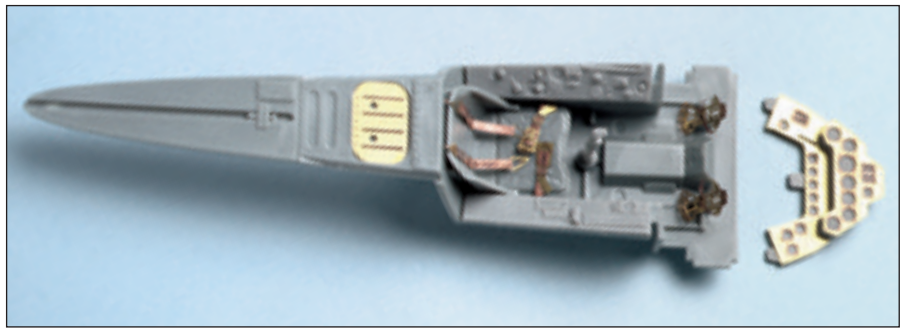
Cons: Some sink marks, landing gear struts are fragile



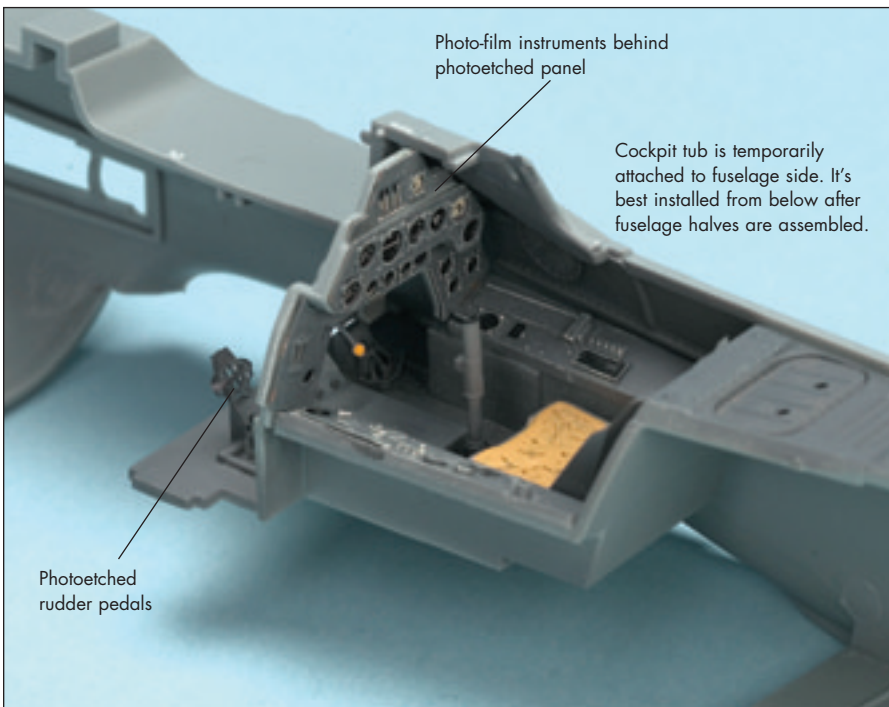
1 Here's what comes in the box. The separate flush lower-wing-surface panels and open area to the side of the sprue above suggest alternate versions to come; perhaps a D-11/D-12?



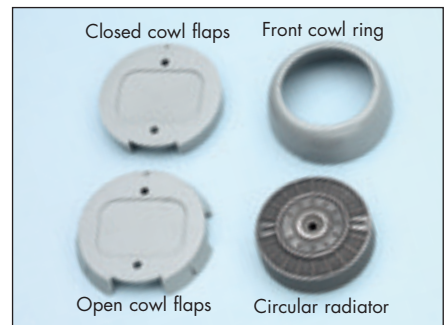
2 The Lion Roar photoetched fret is a bonus from the North American distributor, Dragon Models USA.



3 Here is the cockpit before painting, showing the photoetched instrument panel (without the photo-film dials), rudder pedals, and seat harness.



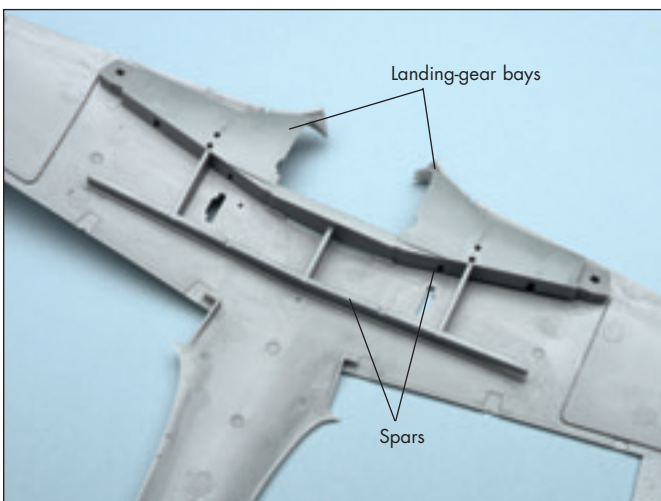
4 The finished cockpit shows off the plastic and photoetched detail.



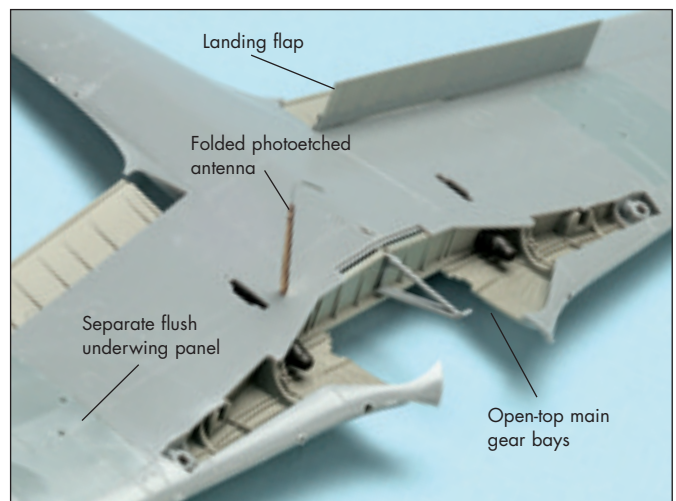
5 The distinctive circular radiator comes with alternate open or closed cowl flaps.



6 A photoetched grille goes into the intake for the supercharger.



7 Spars and landing gear bay structures automatically set the proper wing dihedral.



8 Wing details include a realistic wheel well and dropped flaps. The photoetched antenna has been temporarily installed.

The cowl flaps, **5**, were a tight fit to the fuselage. Light scraping with a knife at the top cutout solved this. The engine exhausts comprise three parts per side and went in without a problem. I removed the molded-on exhaust shield and used the provided photoetched shield.

One of the photoetched parts is a grille for the carburetor/supercharger intake on the right side of the nose, **6**.

Hasegawa thoughtfully included the rear accessory section of the engine, which is visible through the open-topped main wheel bay. The engine module installs neatly in front of the cockpit.

Wings. The wing assembly goes together easily, too. Included is a landing gear bay with integral spars to help set the correct wing dihedral, **7**.

The bottom fuselage/wing unit is a complex, multi-joint assembly. The center piece, C1, is a tight fit. I recommend several dry runs to get the feel for how it attaches. The forward end of the wing root required a bit of pressure to get a smooth joint when I glued it to the fuselage.

The landing flaps are separate parts. As provided, they can be installed only in the lowered position, **8**. My sample's flaps had some sink marks, but they were less noticeable when painted over.

The tail is provided as a separate assembly (indicating that a late, Ta 152-tailed version is to come). This assembly went onto the fuselage easily. The horizontal tail planes have interlocking tabs and attached beautifully. The proper angle is assured with this setup – thank you, Hasegawa!

I replaced the plastic “Morane” radio antennas and direction-

finding (DF) loop with the photoetched alternatives.

The landing gear legs fit tightly into their locating holes and set up at the correct angle. Don't try to file or sand them for a looser fit as that will cause misalignment. The main struts are sized to scale, but are fragile for the weight of the model.

I added the drooping radio antenna wire from stretched sprue. It's attached to the canopy and droops when the canopy is open.

Camouflage and markings. I followed the kit instructions for the paint scheme of the special base-defense Doras of JV44 with that unit's unique white-stripes-on-red undersurfaces. I used Gunze Sangyo's late-war Luftwaffe acrylics.

The decals include markings for three Doras: one from IV./JG3 and two from JV44 (red 1 and red 3). The special red undersurfaces of the JV44 aircraft identified them as friendly fighters flying cover above Me 262 bases. The white-stripe decals went on well with a bit of decal setting solution.

A good, readily available reference is *Aero Detail No. 2 Focke-Wulf 190D*, my primary source. A great reference for the JV44 aircraft is *EagleFiles No. 1, Doras of the Galland Circus*, by Jerry Crandall.

I built my Dora in 25 hours. It was fun to build and measures to scale. What's best, though, is that it looks just right. Other than the challenging fit of the lower wing center component, the overall task was a smooth one.

If you want a nearly effortless kit that yields a well-detailed large-scale model of the Luftwaffe's best, look no further. The new Dora can take its place alongside Hasegawa's Bf 109G as anchors in any 1/32 scale WWII fighter collection. **FSM**



Hasegawa's kit is the best 1/32 scale Fw 190 going away! The radio antenna wire was attached to the canopy, so when the canopy was pushed back, the wire drooped.