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## DAVE PLATT'S FOCKE WULF FW-190 A-8


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# FOCKE WULF FW-190 A-8

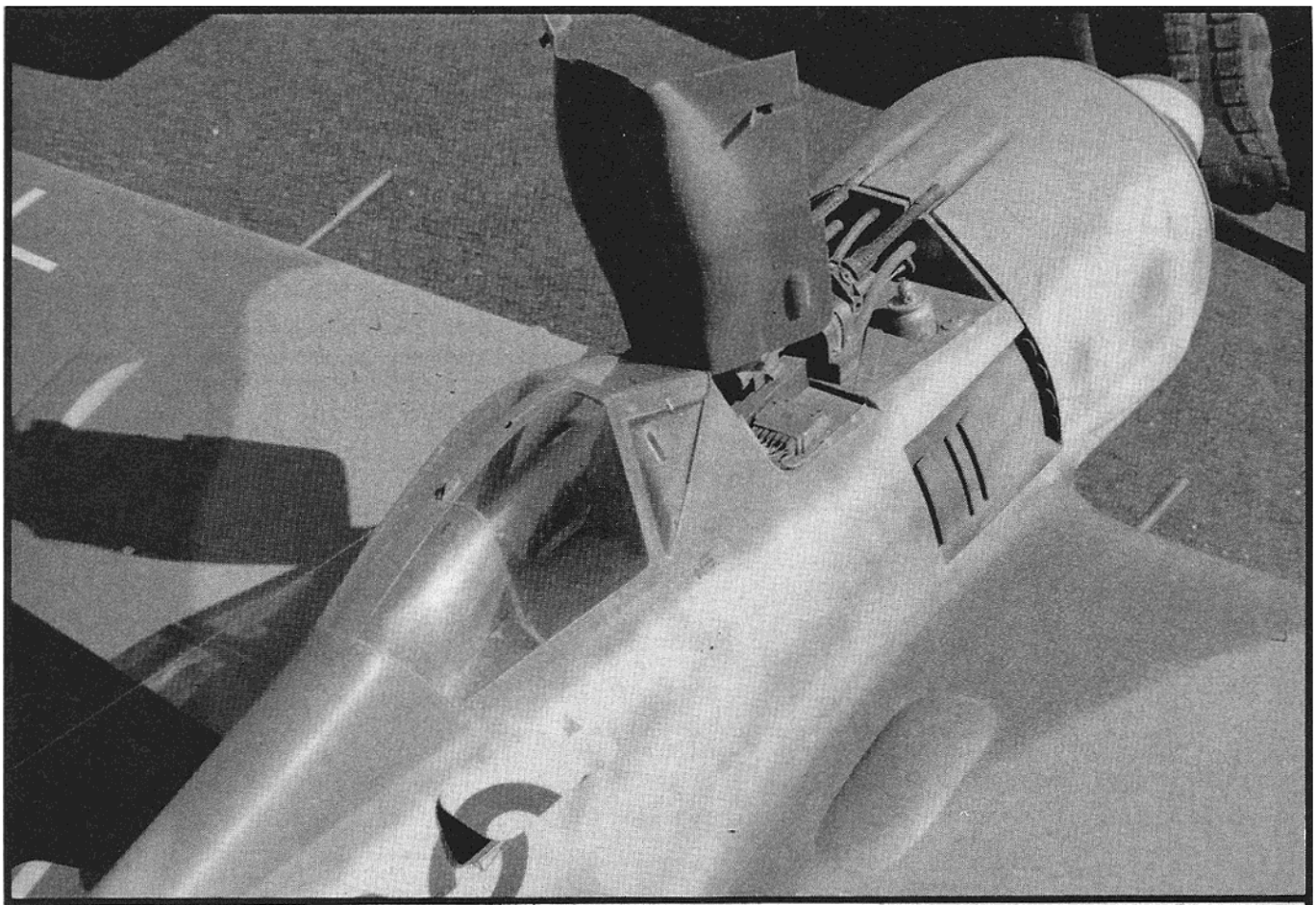
By Dave Platt

***As Dave Platt puts it — practice makes perfect. His latest rendition of the FW-190 is his best. Dave did this one in a scale of 1:5.2, giving it a span of 79.25". A Super Tigre 2500 in front does the job.***

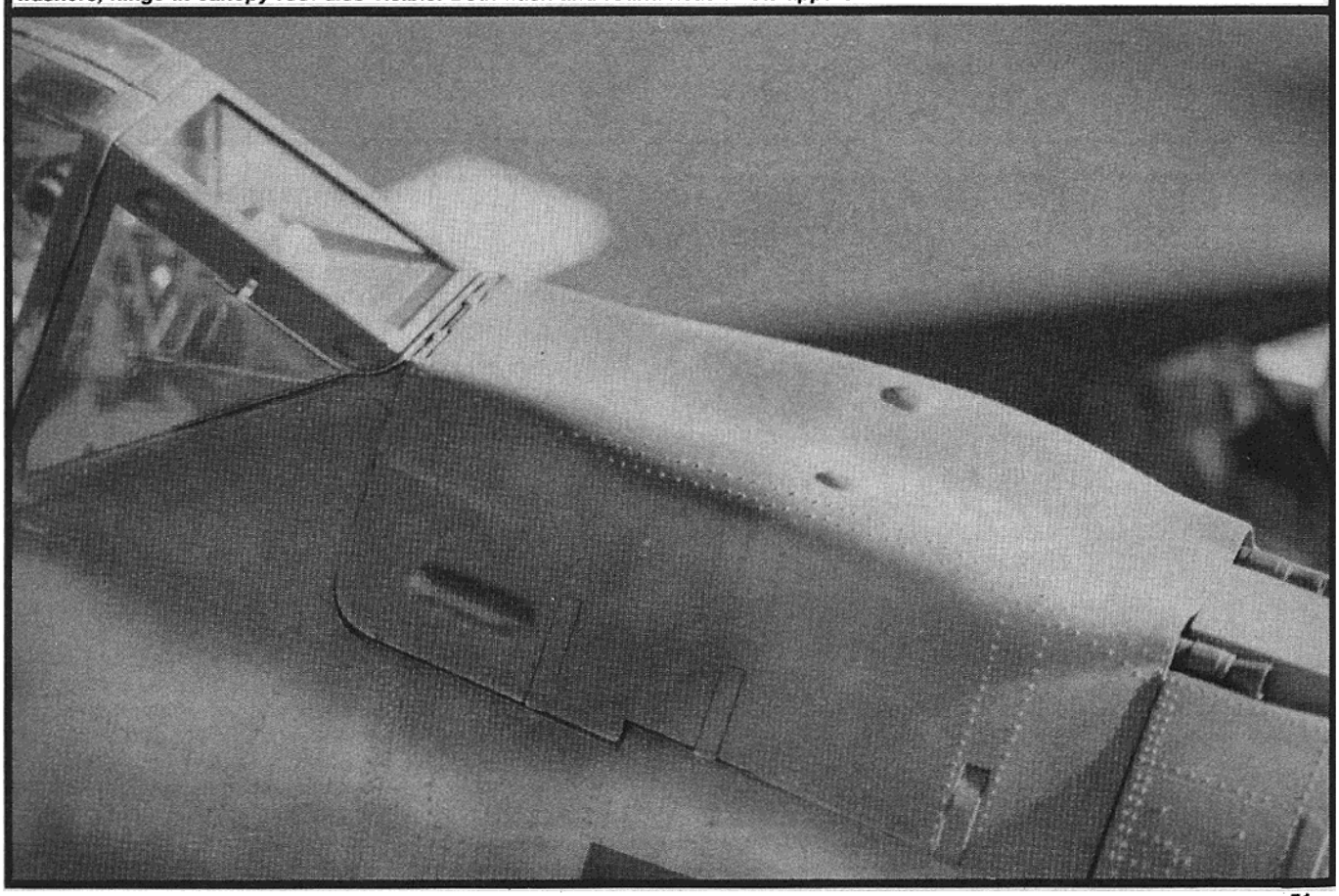
Gun hood raised to show scale MG-301's in forward fuselage. "How long to make the guns, Dave?" "About 100 hours. It was worth it," sez he.

A very common trait among model airplane people (and perhaps especially those inclined toward scale) is a tendency to play favorites. Many builders return over and over again to a certain subject that happens to ring their chimes and, through the years, they make several versions of the same airplane. Perhaps the most well-recognized example is Henry Haffke, who seems to not know that any other airplane than the Gee Bee exists. Or, if he does, he doesn't acknowledge it.

While not so extreme as dear Henry, I'm the same way. There are several ships of which I've made two or more --- SBDs, Spitfires, Macchi 202s, Me 109s; there are more, but you get



*ABOVE: Several interesting details in this view: exhaust pipes, gear-down indicators, flap-angle indicators in the wing. Also note the careful joint where the wing separates for transport. BELOW: Toggle-clamps hold down the gun hood, as on full size ship. Windshield washers, hinge in canopy roof also visible. Both flush and round-head rivets apparent.*



*Spitfire MK XII by Frank Tiano and the author's FW 190 A-8. Today's R/C scale ships are larger, far more impressive both on the ground and in the air.*

the drift. Although "variety is the spice of life," in this context we could quote in opposition that "practice makes perfect." Certainly, repetition of a well-loved subject will lead to an outstanding model.

This is my umpteenth FW 190. Various factors such as superior equipment and materials, better techniques, more experience and, not the least, the continued accumulation of more accurate and complete data on the full size ship, have made this 190 put all past efforts in the shade. Who among us has not said, "If I did this again, I could do it better?" I hold that a great model is not designed, it is **redesigned.**

Upon reflection, it's quite possible that my past attempts at the FW 190 were merely the warm-up exercises necessary to the eventual creation of a definitive model. You need to know what the problems are going to be and my earlier versions, using the best tackle available at the time, showed that a truly magnificent 190 would have to wait for better equipment.

In particular, the landing gear calls for special mention. It is unlikely that any other fighter of WW II has a more severe leg length/wheel size set-up. To lift these legs cleanly and dependably requires a daunting amount of power. Of course, you can take the easy way out and shorten the legs. My last FW 190 of several years ago did exactly this. But there's a price — the proud stance of the aircraft on the ground is lost; the appearance disappointing.

Experiments with the "Competition Special" air-driven gear units showed that the set-up required by a **true scale** gear for an FW 190 could be managed — and easily, at that. More good news — no doors! Except for a few special purpose odd variants, most all 190s had no inner gear doors. The problem would have been minor in any event, as the door lifting mechanism proved out on my earlier Zero (RCM 5/84) has remained dependable.

The tail wheel retraction system used by the Focke-Wulf is another oddball. This one retracts neither forward nor aft — it retracts straight up! Again, the answer was evolved, some head scratching later.

With the landing gear problem licked, only one other difficulty inherent to a true-scale "short nosed" FW 190 remained — getting the C.G. right. This nose is **short.** Fortunately, the engines we use these days have gotten somewhat heavier and this is a help. Even so, clever design of the structure aft of the wing main spar would be vital; it must be strong but light. No one likes adding lead to the nose of a model. Builders of this model **must** keep an awareness of this element and avoid all unnecessary weight aft of the marked C.G. No nose weight was needed in my own 190, so it can be done.

At this point in the proceedings it becomes a matter of choosing **which** 190? Of all the many and varied versions — and each one with great appeal — my own final decision favored the A-8. Perhaps this was because, of all the 190s made, the A-8 is the most **aggressive.** This is a weapon! With a fixed armament of four cannons and two large bore machine guns and a simply incredible arsenal of belligerent droppable stores, the FW 190 A-8 was one airplane you didn't want to be in front of. Besides simple bombs (of eleventy-eight kinds) the 190 could fire rockets. Drop torpedoes! They even tried a glider bomb, if you'll believe it.

Using the nose length as designed, the possible variants include the A-5 through A-9, the F-series and the G-series. Conversion to the earlier A-3 or A-4 would require a slightly shortened nose (Joseph Wurmheller's A-4 is an especially attractive scheme). Note also that the "blown" canopy shown is appropriate to **some** late A-8s as well as **some** F-series versions. The more normal "flat" canopy is also available for those building any version that requires it.

This model was designed around the

**FOCKE WULF FW-190 A-8**
**Designed By:**
Dave Platt
**TYPE AIRCRAFT**
Scale
2.3" = 1' (1:5.2)
**WINGSPAN**
79.25 Inches
**WING CHORD**
13 Inches (Avg.)
**TOTAL WING AREA**
1042 Sq. In.
**WING LOCATION**
Low Wing
**AIRFOIL**
Semi-symmetrical
**WING PLANFORM**
Double Taper

**DIHEDRAL EACH TIP**
4¼ Inches At W-11
**O.A. FUSELAGE LENGTH**
67.60 Inches
**RADIO COMPARTMENT SIZE**
Ample
**STABILIZER SPAN**
27.5 Inches
**STABILIZER CHORD (incl. elev.)**
6 Inches (Avg.)
**STABILIZER AREA**
156 Sq. In.
**STAB. AIRFOIL SECTION**
Symmetrical
**STABILIZER LOCATION**
Top of Fuselage
**VERTICAL FIN HEIGHT**
9 Inches

**VERTICAL FIN WIDTH (incl. rud.)**
9 Inches (Avg.)
**REC. ENGINE SIZE**
S.T. 2500
**FUEL TANK SIZE**
16 Oz.
**LANDING GEAR**
Conventional
**REC. NO. OF CHANNELS**
5 Min. — Up to 8
**CONTROL FUNCTIONS**
Rud., Elev., Ail., Throt., Retracts (flaps)
**BASIC MATERIALS USED IN CONSTRUCTION**
Fuselage ..... Balsa, Ply, Hardwood
Wing ..... Balsa, Ply, Hardwood
Empennage ..... Balsa
**Wt. Ready To Fly .. 272-320 Oz. (17-20 Lbs.)**
**Wing Loading ..... 37.6-44.2 Oz./Sq. Ft.**

Super Tigre S-2500. An ST-2000 or 3000 would also be suitable, although, of them all, the 2500 is the best engine. If you want to use a 4-stroke and wonder if it will work, ask someone else. Not having tried it, I can't say. Gas-burners? Same answer.

As the photos show, I got a bit carried away with the animal beauty of my first really **true scale** Focke-Wulf and found myself adding all kinds of details. Among these the detailed fuselage gun bay, windshield washers, fuel filling points, working retractable step, complete cockpit interior, fuselage hatches along with their interior equipment, and the rolling flap indicator in its window in the wing. If you think these things are redundant, or not really "Stand-Off Scale," that's okay. I just did them because I wanted to, and because the 190 lends itself so well to such treatment. Even so, at the Masters final I got clipped (as did everyone else, I suppose) for not having wheel well details. You can take two attitudes to this. You can get mad and moan about it, or you can rise to the challenge. (Note to those rascally judges: I'm building another one. I'll fix you!)

A few points of interest to those who care to make one of these 190s. **Flaps:** they work nicely. Slight pitch-up but easily manageable. **Engine cooling:** definitely a problem unless you make careful air ducting to ensure that air entering the cowl does not stray from passing right next to the cylinder. **Rudder control:** a "Swingee" is used to avoid any non-scale external horn. This needs to be treated with care. I haven't had any trouble with mine, but a buddy broke a couple. Don't hit the rudder when putting the ship in the car. **Tail wheel cylinder:** ensure that this part of the system is very hygenic. You can't get at the cylinder to correct an air-leak at a fitting without removing some of the fin skin. **Information:** the drawings by Bentley were used to design this model. These come from England and are available from Bob Holman Plans, P.O. Box 741, San Bernardino, California 92404. They'll tell you more about the FW 190 than you want to know. As for plastic kits, sorry, but they're a poor lot. None are error-free. The 1/24 example by Airfix (MPC) should be acquired even though it has several serious errors, because it will be useful for exterior detailing — rivet and panel lines, etc. The book by Grinsell/Watanabe is excellent and highly recommended. Incidentally, the 6-view drawing in this book was clearly "inspired" by the Bentley drawings, and thus is useful for a contest presentation.

One last thought: a conversion to Ta-152 H, someone? □

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