

Focke-Wulf Fw 190D-9 - In-Box Review, Build Review

by Hal Marshman Sr

Scale: 1/48

Company: Hobby Boss

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Website: Hobby Boss

Product Web Page: [View](#)

In-Box Review

I just received this kit today, and would like to relate some of the high points of the kit, as well as a couple of low points. As a prelude to my commentary, let me advise you that I've built at least three of the Hobby Boss Ta 152C kits.

There are many similarities between the "Tanks" and the Doras, as well as a few differences as regards parts and assemblies.

HobbyBoss has packaged this kit beautifully with a sturdy box. The parts sprues are all bagged in plastic, with the clear parts sprue wrapped in foam before it was bagged. In addition to the plastic, there's a several-page instruction leaflet, a full color rendering with color call-outs and upper and side views of the two aircraft catered to on the nicely presented decal sheet. On the decal sheet, swastikas are provided, but presented in two halves. There's a complete selection of stencils, as well as the national markings, and tail stripes for the JG 301 example.



The castings are beautifully rendered, with smooth outer surfaces, and no dimples or press marks. Surface detail is restrained. Fabric surfaces reveal the underneath structure, but is also restrained. There's no unrealistic fabric texture. Simulated fabric texture may have seemed like a good idea at one time, but if you examine a real fabric covered airplane, you'll quickly notice that the fabric has received sufficient coats of paint (dope) to render them very smooth.

The clear parts tree contains the windscreen, one blown canopy, a gun sight, and very wee navigation lights for the wing tips. The instructions

erroneously advise you that the port light is green and the starboard is red. Reverse those - the port light should be red, and the starboard green, to be correct. The framework on the windscreen and canopy are dulled so that they are easier to see for masking purposes. Good idea, HobbyBoss. Unfortunately, they did not provide the earlier straight topped canopy that many D-9s wore. (For the low price HobbyBoss asks for this kit, I suppose that would have been like gilding the lily.)

Like the Ta 152 kits before it, HobbyBoss includes a small etched brass fret. It contains the shelf behind the seat, the exhaust blocker so that

exhaust doesn't enter the super-charger, the manual canopy opener, and a couple of filter screens. They are all well-executed.

One of the places where the earlier Ta 152 kits were deficient was in not providing a firewall between the cockpit, and the open engine rear compartment. I had to make one from sheet styrene for my models. HobbyBoss has seen fit to provide one in this kit, so no need for a scratchbuilt one. Another difference between this kit and its predecessors is in the exhaust stacks. The Ta 152 kits had their stacks in two halves, divided longitudinally, while this kit has them as one-piece entities. This kit provides both the open and closed cooling gills, with each attached to its own cowl ring. The cowl ring face is detailed, whereas the rear is not. The rear detailing would generally only be viewable to the "Flashlight Nazis" in any event. There is an error in the cooling gills, however. The flap in front of the super-charger intake was kept shut on the original airplanes, thus when the flaps were in the open position, that one would still be closed. Hobby Boss shows it open. They also show the area between flaps as filled, when they should be open.

There is a separate sprue with drop tank, 250k Bomb, and four 100k bombs, all with sway braces and racks. I've seen no pictures of a Dora fitted with the wing racks for the 100k bombs, so the jury is still out on that one. The racks provided for the bomb/drop tanks are somewhat shallow in comparison to the real article, and although they provide two of them, they do not give you the alternative of long or short racks. Fw 190Ds did carry the two different styles.

The interior is complete with seat with cushion, rudder pedals, joy stick, seat rails, and instrument panel. The panel is a one-piece casting, although nicely staggered, and displays raised detail. The decal sheet provides instrument and console decals.

The landing gear looks quite decent; however someone on the net suggested the gear covers might be a wee mite short. Wheels with treaded tires are given, but quite a few Doras operated with smooth tires.

This brings me to the engine. The inline powered Fw 190s displayed the rear of the engine, (mostly the supercharger) through open wheel wells. HobbyBoss does

indeed give you that engine rump, and the wheel wells are appropriately open to view same. It's a beautifully done representation, but much simplified over shall we say, the Eduard example. Plus side, it's nowhere near as finicky to assemble. No one says you can't add more detail.

Okay, there's the kit, and I've detailed as many of the drawbacks as I was able to spot without taking out the calipers, and digging out the specs of the airplane. I do believe it stacks up well with the competition, in particular as pertains to ease of construction. I'm basing that opinion on having done the earlier Tank versions. (Kurt Tank was the designer of these birds, and when the Ta 152 came out, the designation honored him with the use of Ta, the first two letters of his last name, rather than the manufacturer, Focke-Wulf. The pilots of those planes referred to them as "Tanks"). When you consider the retail price of 27 bucks, I think it's a good buy, and the few drawbacks should be easily dealt with. Bottom line, I do recommend this kit, and can't wait to dig into mine

Build Review

I have bought two of the HobbyBoss C-0 kits and one of the C-1. I am building these as a collection for Baycon/2012. The following are my experiences building the first. The Ta 152C-0 and the Ta 152C-1 are virtually the same kit, the sole difference being the wing undersides. The access panels are different between the two kits; everything else remains the same.

HobbyBoss has cast their kit in a light gray plastic with rather petite engraved detailing. There seems to be a slightly pebbly effect to the surface, but once painted it is undetectable. Separate rudders, wing flaps, and ailerons are provided, along with two cowlings featuring opened or closed cowl flaps. There are two cowl top flaps, one with a small supercharger hump on the left side, the other with a more pronounced hump. There is a small etched brass fret enclosed containing the seatbelts, shelf behind the seat, rudder pedals, and a small semicircular exhaust deflector, meant to prevent exhaust gasses from entering the supercharger scoop. Compared to other German inline-engine-powered planes, this is one large item, the opening being oval in cross section, rather than the normal circular affair. The rudder

pedals, and the behind the seat shelf, are also provided on the plastic sprues.

The clear parts consist of a windscreen, blown style hood, and the gun sight. Oddly enough, the gun sight is also duplicated on one of the regular plastic sprues. I gave my clear parts a bath in Future floor polish, and it brought them off nicely.

The landing gear is well represented, and nicely detailed. The oleo piston has an attachment that needs to be carefully removed and polished before painting, particularly if you paint the pistons silver.

The gear covers are nicely detailed both inside and outside. This kit provides inner gear doors, and what seemed odd at first, a piston type opening strut. On previous Focke Wulf fighters, we are used to seeing a hinged affair here, but checking what photos are available, it seems like they made a change for the Ta 152.

Other external accessories include an RDF loop and an FuG-16 antenna, along with the Morane antenna to go under the left wing. The Ta 152 was armed with two 20mm cannon in the cowl and two of the same in the wings. The spinner carried the muzzle for an engine mounted 30mm cannon. HobbyBoss gives you breach works for the wing cannon, but the covers are not openable, thus once constructed, they're not visible. Little hitch here, the holes for the muzzles do line up well, and would have the barrels tilted toward the engine cowling. You will need to make an adjustment.

The decal sheet for both airplanes includes some small stenciling, with a small separate sheet containing instrument panel gauges and console top detail. I used the panel IPMS Seattle Chapter Newsletter Page 11 decals, but painted the console tops. Although these decal sheets look quite good on the backing paper, I found them to be much



less than adequate when it came to actually using them. Lots of breaking up, folding under or over, etc. It was so bad that I photostatted them onto clear decal sheet. Even coating with the Micro Scale Decal Maker, and coating them with Future did not improve their performance.

Getting down to actual construction, the basic kit went together pretty well. with no poorly fitting parts, On Long Nosed 190s and Ta 152s, the rear of the engine was visible from the gear wells, and HobbyBoss has provided this kit with a nicely done item here, that also goes together smoothly. There is one fly in the ointment, however. There's no bulkhead separating the cockpit area from the open gear wells, thus you can look up into the front of the cockpit. I constructed a bulkhead from sheet styrene, gluing it to the rear of the very nicely done main wing spar. If you'll look at the attached picture, you will note my bulkhead and a ceiling I also made to prevent seeing the inside of the gun mounts.

The kits include a color drawing depicting both side elevations, plus top and bottom renderings. They've color coded the drawings so that you can easily identify what shades are being used. The -0 kit provides decals and

instructions for both the factory test version and a proposed scheme for what the fighter might have looked like had it been attached to JG 301. This is the scheme I used on my completed model. The factory scheme is currently being applied to the second -0 kit. The Ta152C-1 kit provides only that factory applied scheme. I find these late war paint jobs very interesting, even for factory schemes.

For my purposes, I prefer to not use etched metal, so where there was an injected alternative, I used it. I also prefer to make my seat belts and buckles, and have done so here. I also drilled out the guns, and substituted a fine piece of wire for the plastic

Fug-16 antenna. You will note that the antenna cable is not taut. This is because the blown hood birds did not feature a tensioner, so that when the canopy was opened, the cable drooped. Note also that HobbyBoss did not provide a mast for the fin. Many builders of these kits on the net do not include antenna cables on their birds, but closely inspecting what photos are available, I did find a small mast mounted further forward on the fin than the larger triangular one we're used to seeing on Fw 190s.

My model is painted with WEM Colorcoats RLM 81/RLM 82 for the upper camouflage with RLM 70 for the spinner. The undersides are RLM 76 from Model Master.



I must say, I've really enjoyed my modeling experience with this kit, in spite of the few problems. Knowing about these difficulties makes doing the further two in my series more of a breeze.

Highly recommended.

