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03-06-2004 #121

RAF74_Buzzsaw

Member
Join Date: Nov 2001
Posts: 290

Salute

Here's a fairly complete list of the aircraft captured and their eventual fate.

British

AIR FIGHTING DEVELOPMENT UNIT

AE479 - Messerschmitt Bf109E-3 - W.Nr.1304 - "White 1" of JG76 - damaged during forced landing in the US

AW177 - Heinkel He111H-1 - W.Nr.6853 - 1H+EN of II./KG26 - crashed November 1943

AX772 - Messerschmitt Bf110C-5 - W.Nr.2177 - 5F+CM of 4.(F)14 - scrapped November 1947

AX774 - possible Bf110C-5, coded 2N+EP?

AX919 - Junkers Ju88A-1 - W.Nr.7036 - 9K+HL of I./KG51 - used for spares

BV207 - Gotha Go145B - W.Nr.1115 - SM+NQ of Stab/JG27 - SoC April 1942

EE205 - Junkers Ju88A-5 - W.Nr.3457 - 4D+DL of I./KG30 - scrapped early 1948

ES906 - Messerschmitt Bf109F-2 - W.Nr.12764 - ? of 2./JG26 - SoC October 1941

MP499 - Focke-Wulf Fw190A-3 - W.Nr.313 - single chevron of III./JG2 - SoC September 1943

PE822 - Focke-Wulf Fw190A-4/U8 - W.Nr.7155 - H+ of II./SKG10 - crashed October 1944

PJ876 - Junkers Ju88R-1 - W.Nr.360043 - D5+EV of IV./NJG3 - static display RAF Museum @ Hendon

PM679 - Focke-Wulf Fw190A-4/U8 - W.Nr.5843 - "Red 9" of I./SKG10 - used for spares July 1944

PN999 - Focke-Wulf Fw190A-5/U8 - W.Nr.2596 - "White 6" of I./SKG10 - despatched to unknown destination July 1946

TF209 - Messerschmitt Me410A-3 - W.Nr.10259 - F6+OK of 2(F)/122

TP190 - Junkers Ju88G-1 - W.Nr.712273 - 4R+UR of III./NJG2 - scapped at Farnborough after October 1945

TP814 - Messerschmitt Bf109G-6/U2 - W.Nr.412951 - "White 16" of I./JG301 - crashed November 1944

TS439 - Heinkel He177A-5/R6 - W.Nr.550062 - F8+AP of II./KG40 - shipped to US to become FE-2100, fate unknown

unknown - Arado Ar234B - W.Nr.140173 - F1+MT of III./KG76 - fate unknown

SL538 - Gotha Go242 - W.Nr.unknown - unknown - unknown

unknown - Junkers Ju87B-1 - W.Nr.087/5600 - S2+LM of II./St G77 - noted on Farnborough scrap area December 1946

ENEMY AIRCRAFT FLIGHT

DG200 - Messerschmitt Bf109E-3 - W.Nr.4101 - "Black 12" of I./JG51 - on static display at RAF Museum, Hendon

HM509 - Junkers Ju88A-6 - W.Nr.6073 - M2+MK of KuFlGr.106 - damaged in landing accident May 1944

HX360 - Junkers Ju88A-5 - W.Nr.6214 - V4+GS of III./KG1 - used for spares

NF754 - Focke-Wulf Fw190A - W.Nr.unknown - unknown unit - fate unknown

NF755 - Focke-Wulf Fw190A - W.Nr.unknown - unknown unit - fate unknown

NF756 - Henschel Hs129B-1 - W.Nr.0297 - unknown code of I./SG2 - struck of charge August 1947

NN644 - Messerschmitt Bf109F-4 - W.Nr.7232 - "White 11" of IV./JG26 - fate unknown

RN228 - Messerschmitt Bf109G-2/trop - W.Nr.10639 - "Black 6" of III./JG77 - restored to flying condition, but now on static display at RAF Museum, Hendon

RN231 - Messerschmitt Me210 - W.Nr.unknown - unknown unit - possible not shipped to UK

TS472 - Junkers Ju88S-1 - W.Nr.140604 - radio code RF+MT of unknown unit - scrapped post-war

VD364 - Messerschmitt Bf109G-14/U4 - W.Nr.3114 or 2484? - unknown unit - struck of charge after landing accident May 1945

VX101 - Messerschmitt Bf109G-6/trop - W.Nr.unknown - unknown unit - used for spares after landing accident in May 1944

Air Fighting Development Unit (AFDU) & Associated Units
VD358 - Messerschmitt Bf109G-14/U4 - W.Nr.413598 - unknown unit - fate obscure

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Maintenance Command Communication Squadron (MCCS)

AW167 - Messerschmitt Bf108B-1 - W.Nr.370114 - former D-IJHW - survives today, was D-ESBH

DK280 - Messerschmitt Bf108B-1 - W.Nr.2039 - former G-AFRN - struck off charge August 1944

ES955 - Messerschmitt Bf108B-1 - W.Nr.1660 - former G-AFZO - crashed September 1980

Telecommunications Flying Unit (TFU)
DR626 - Bucker Bu131B - W.Nr.4477 - coded GD+EG of Luftdienst - struck off charge November 1941

Air Transport Auxillary (ATA)
DX177 - Focke-Wulf Fw200A-02 Condor - W.Nr.2984 - former OY-DAM & G-AGAY - scrapped January 1942

Royal Norwegian Navy Flight
BV184 - Heinkel He115A-2 - W.Nr.unknown - former 56 of Marinens Flyvevaesens - struck off charge May 1942

BV185 - Heinkel He115A-2 - W.Nr.unknown - former 58 of Marinens Flyvevaesens - struck off charge April 1942

BV186 - Heinkel He115A-2 - W.Nr.unknown - former 52 of Marinens Flyvevaesens - scrapped December 1942

BV187 - Heinkel He115A-2 - W.Nr.unknown - former 64 of Marinens Flyvevaesens - struck off charge April 1942

Sicily & Italy

No.601 Squadron - Messerschmitt Me410A - W.Nr.263 - coded 2N+HT of ZG76 - crashed October 1943

Iraq
HK846 - Messerschmitt Bf110D - W.Nr.4035 - coded in Iraqi markings of II./ZG76 - nicknamed "Belle of Berlin" - damaged beyond repair in belly landing

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USAF

Wright Field

EB-100 - Messerschmitt Bf109F-4 - W.Nr.7640 - unknown code or unit - fate unknown

EB-101 - Focke-Wulf Fw190A-3 - W.Nr.unknown - unknown code or unit - fate unknown, might have become FE-497

EB-102 - Messerschmitt Bf109G-6/trop - W.Nr.16416 - coded "White 9" of unknown unit - scrapped October 1944

Anacostia Field

CEE No.2900 - Focke-Wulf Fw190A-4 - W.Nr.160057 - fate unknown

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Tested in NW Europe:

???? - Heinkel He177A-5 - W.Nr.550256 - factory coded GP+RZ - crashed Orly, France en-route to the US.

???? - Fieseler Fi156 Storch - W.Nr.unknown - MS500 licence-built example, presented to Dwight Eisenhower. Fate unknown

???? - Focke-Wulf Fw190F-9/R1 - W.Nr.347763 - flown to the UK in May 1945 by pilots of 56th Fighter Group. Engine seized

???? - Focke-Wulf Fw190F - unknown - coded 1-1-45 on fin and painted overall red with US markings of 404th FG

???? - Focke-Wulf Fw190A-8 - W.Nr.unknown - operated by 356th FS of 354th FG

???? - Messerschmitt Bf108 - W.Nr.unknown - identified GA-2 and may have become FE-4610

C92 - Fieseler Fi156 - W.Nr.unknown - US 8th & 9th AAF after May 1945

C903 - Fieseler Fi156 - W.Nr.unknown - US 8th & 9th AAF after May 1945. Condemned to scrap August 1945

C5904 - Fieseler Fi156 - W.Nr.unknown - US 8th & 9th AAF after May 1945. Excluded from inventory December 1945

C5905 - Fieseler Fi156 - W.Nr.unknown - US 8th & 9th AAF after May 1945. Excluded from inventory December 1945

CA3 - Focke-Wulf Fw190 - W.Nr.unknown - written off November 1945

CA11 - Focke-Wulf Fw190 - W.Nr.unknown - condemned to scrap July 1945

CA45 - Focke-Wulf Fw190 - W.Nr.unknown - condemned to scrap July 1945

C901 - Klemm Kl35 - W.Nr.unknown - condemned to scrap April 1945

???? - Heinkel He111H-20 - W.Nr.701152 - coded HV by 61st Fighter Squadron and shipped to the UK. On static display at RAF Museum, Hendon

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Tested in Med

???? - Messerschmitt Bf109G-2/R2 - W.Nr.14329 or 14629 - coded "14" of 2(H)14 - recoded X8-7 of 87th FS 79th FG. Shipped to US and used for structural tests and then scrapped.

???? - Focke-Wulf Fw190 - W.Nr.160057 - made airworthy by 85th FS, possible shipped to US Navy Anacosta

???? - Focke-Wulf Fw190 - W.Nr.181550 - made airworthy by 85th FS, possible shipped to US Navy Anacosta

???? - Junkers Ju88A-4 - W.Nr.4300227? - made airworthy by 86th FS. Flown to the US to become FE-1599

???? - Messerschmitt Me410A - W.Nr.263 - coded 2N+HT of ZG76 - previous with 601.Squadron RAF. Still in RAF markings during first flight with 12th BG. Crashed

???? - Bucker Bu181 - W.Nr.unknown - US unit unknown

???? - Junkers Ju87B - W.Nr.unknown - US unit unknown

???? - Junkers Ju188A - W.Nr.0590 - coded F8+CM of KG40 - planned shipment to Wright Field, but fate unknown

???? - Messerschmitt Bf108 - W.Nr.2246 - registered in US as N108HP

???? - Messerschmitt Bf109G-6 - W.Nr.166133 - Rumanian AF example, fate unknown

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Postwar Aircraft:

USA 1 - Messerschmitt Me262A - W.Nr.500443 - coded "Yellow 5" of unknown unit - not taken up by the US, shipped to the UK and then on to South Africa.

USA 2 - Messerschmitt Me262B-1a/U1 - W.Nr.110306 - coded "Red 6" of IV./NJG11 - also allocated 999 in the Watson Whizzer series. Shipped to the US and allocated FE-610

USA 3 - Messerschmitt Me262B-1b - W.Nr.110165 - unknown code and unit - shipped to the US and allocated BuAer.No.121441

USA 4 - Messerschmitt Me262B-1/U1 - W.Nr.110635 - coded "Red 10" of IV./NJG11 - not handed over to Col.Watson

USA 5 - Arado Ar234B - W.Nr.140489 - unknown code and unit - allocated either 202 or 303 and shipped to the US

USA 6 - Arado Ar234B - W.Nr.unknown - unknown code and unit - no further details

USA 7 - Arado Ar234B - W.Nr.unknown - unknown code and unit - no further details

USA 8 - Heinkel He219A-0 - W.Nr.210903 - factory coded SP+CR - shipped to the US and allocated FE-612

USA 9 - Heinkel He219A-2 - W.Nr.290060 - factory coded CS+QG - shipped to the US and allocated FE-613

USA 10 - Heinkel He219A - W.Nr.290202 - unknown code - shipped to the US and allocated FE-614. In storage at NASM Silver Hill

USA 11 - Focke-Wulf Ta152H-0 - W.Nr.150003 - shipped to the US and allocated FE-112. In storage at NASM Silver Hill

USA 12 - Focke-Wulf Fw190D-9 - W.Nr.unknown - shipped to the US and allocated either FE-119 or FE-120

USA 13 - Focke-Wulf Fw190D-9 - W.Nr.401392 - coded "Black 5" of JG26 - shipped to the US and allocated FE-121

USA 14 - Focke-Wulf Fw190D-13 - W.Nr.836017 - coded "Yellow 10" of JG26 - shipped to the US and allocated FE-118. On static display at Fighter Museum, Arizona

USA 15 - Focke-Wulf Fw190D-9 - W.Nr.500618 - shipped to the US and allocated either FE-120 or FE-119

USA 16, USA 17, USA 18, USA 19 - possible allocation to Me410's

USA 20 - untraced

USA 21 - Junkers Ju88G-6 - W.Nr.unknown - shipped to the US and allocated FE-611

USA 022 - Junkers Ju290A-4 - W.Nr.110196 - factory coded PI+PS - shipped to the US and allocated FE-3400

USA 23 to USA 39 - untraced

USA 40 - Arado Ar234B-2 - W.Nr.140311 - unknown code of II./KG76 - allocated Watson Whizzer No.404 and later allocated FE-1011

USA 41 to USA 49 - untraced

USA 50 - Arado Ar234B-2 - W.Nr.140312 - unknown code of II./KG76 - shipped to the US and allocated FE-1010

Patuxent River, Postwar US trials:

121441 - Messerschmitt Me262B-1b - W.Nr.110165 - possible Watson Whizzer 101. Noted scrapped November 1946

121442 - Messerschmitt Me262A-1a - W.Nr.501232 - previous Watson Whizzer 111 and test flown a number of time. On static display at USAF Museum, Ohio

121443 - Messerschmitt Me262A - W.Nr.unknown - previous Watson Whizzer 222 but crashed on first flight and stricken off

121444 - Messerschmitt Me262A - W.Nr.unknown - previous Watson Whizzer 333. Scrapped circa 1946/47

121445 - Arado Ar234B - W.Nr.unknown - previous Watson Whizzer 202. Not test flown due to lack of spares and scrapped circa 1946/47

121446 - Arado Ar234B - W.Nr.unknown - previous Watson Whizzer 303. Not test flown due to lack of spares and scrapped circa 1946/47

121447 - Dornier Do335A-02 - W.Nr.240102 - coded VG+PH - in storage at NASM Silver Hill

121448 - Messerschmitt Me262B - W.Nr.110639 - previous Watson Whizzer 555. On static display at NAS Willow Grove

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Freeman Field Postwar tests:

FE-1/T2-1 - Bachem Ba349B Natter - W.Nr.unknown - on static display at NASM Silver Hill

FE-7/T2-7 - Horten Ho IIIh - W.Nr.unknown - in storage at NASM Silver Hill?

FE-106 - Junkers Ju88 - W.Nr.unknown - possible became FE-1598 or FE-1599

FE-107/T2-107 - Messerschmitt Me262A-1a - W.Nr.unknown - possible engineless example

FE-108 - Messerschmitt Me262 - W.Nr.unknown - allocation only, delivered to US Navy

FE-109 - Messerschmitt Me262 - W.Nr.unknown - allocation only, delivered to US Navy

FE-110/T2-110 - Messerschmitt Me262A-1a - W.Nr.unknown - previous Watson Whizzer 777. Possible W.Nr.113367. Fate unknown

FE-111/T2-111 - Messerschmitt Me262A-1a - W.Nr.500491 - previous Watson Whizzer 888. On static display at NASM Washington DC

FE-112/T2-112 - Focke-Wulf (Tank) Ta152H-0 - W.Nr/150020 - possible "6" of JG301 - under restoration at NASM Silver Hill

FE-113 - Focke-Wulf Fw190F - W.Nr.unknown - coded "10" - damaged in landing accident in the US

FE-114 - Focke-Wulf Fw190F - W.Nr.unknown - fate unknown

FE-115 - Focke-Wulf Fw190F - W.Nr.unknown - fate unknown

FE-116/T2-116 - Focke-Wulf Fw190F-8 - W.Nr.unknown - code & unit unknown - scrapped circa 1946

FE-117 - Focke-Wulf Fw190F-8/R1 - W.Nr.931884 - coded "Yellow 10" of I./SG2 - on static display at NASM Silver Hill

FE-118/T2-118 - Focke-Wulf Fw190D-13 - W.Nr.836017 - coded "Yellow 10" of I./JG26 - on static diaplay at Champlains Fighter Museum, Arizona

FE-119/T2-119 - Focke-Wulf Fw190D-9 - W.Nr.211016 - coded "White 14" of II./JG26 - shipped to the US but crashed September 1945

FE-120/T2-120 - Focke-Wulf Fw190D-9 - W.Nr.601088 - surrendered to the RAF and allocated USA 12 or USA 15. Shipped to the US and test flown anumber of time. On static display at USAF Museum, Wright-Patterson AFB

FE-121/T2-121 - Focke-Wulf Fw190D-9 - W.Nr.401392 - coded "Black 5" of JG26 - surrendered to the RAF abd allocated USA 13. Scrapped circa 1946

FE-122/T2-122 - Messerschmitt Bf109G-10/U4 - W.Nr.unknown - coded "Yellow 13" - on static display at Planes of Fame Museum, Chino

FE-123/T2-123 - Messerschmitt Bf109K-4 - W.Nr.unknown - code & unit unknown - fate unknown

FE-124/T2-124 - Messerschmitt Bf109G-14 - W.Nr.610937 - static display at Evergreen Museum

FE-125/T2-125 - Focke-Wulf Fw190G-3 - W.Nr.160016 - factory coded DN+FP - previous EB-104, fate unknown

FE-489/T2-489 - Heinkel He162A-2 - W.Nr.120077 - static display Palnes of Fame museum

FE-490/T2-490 - Horton Ho229V-3 - W.Nr.unknown - in storage NASM Silver Hill

FE-493/T2-493 - Heinkel He162A-1 - W.Nr.unknown - possible W.Nr.120067 "White 7", fate unknown

FE-494/T2-494 - Heinke He162A-2 - W.Nr.120017 - possible "Yellow 6" of JG1 and used as source of spares for T2-489. Fate unknown

FE-495/T2-495 - Messerschmitt Me163B-1a - W.Nr.unknown - scrapped circa 1950

FE-496/T2-496 - Messerschmitt Bf109G-6 - W.Nr.160163 - code & unit unknown - on static display at NASM, Washington

FE-497/T2-497 - Focke-Wulf Fw190A-3 - W.Nr.unknown - possible EB-101

FE-499/T2-499 - Messerschmitt Me410A-2/U1 - W.Nr.10018 - coded F6+WK of 2(F)./122 - previous EB-103, in storage at NASM Silver Hill

FE-500/T2-500 - Messerschmitt Me163B-1a - W.Nr.191301 - static display NASM Silver Hill

FE-501/T2-501 - Messerschmitt Me163B-1a - W.Nr.unknown - used for spare parts on FE-500

FE-502/T2-502 - Messerschmitt Me163B-1a - W.Nr.unknown - used for spare parts on FE-500

FE-503/T2-503 - Messerschmitt Me163B-1a - W.nr.unknown - fate unknown

FE-504/T2-504 - Heinkel He162A-2 - W.Nr.120230 - on static display NASM Silver Hill

FE-505/T2-505 - Blohm und Voss Bv155V-2 - W.Nr.unknown - in storage NASM Silver Hill

FE-610/T2-610 - Messerschmitt Me262B-1a/U1 - W.nr.110306 - surrendered to RAF and allocated USA 2 then Watson Whizzer 999. Scrapped circa 1950

FE-611/T2-611 - Junkers Ju88G-6 - W.Nr.unknown - surrendered to RAF and allocated USA 21. Fate unknown

FE-612/T2-612 - Heinkel He219A-0 - W.Nr.210913 - surrendered to RAF and allocated USA 8. Shipped to US and scrapped circa 1946/47

FE-613/T2-613 - Heinkel He219A - W.Nr.290060 - factory code CS+QG - surrendered to RAF and allocated USA 9. Shipped to US and scrapped circa 1946/47

FE-614/T2-614 - Heinkel He219A - W.Nr.290202 - surrendered to RAF and allocated USA 10. Shipped to US and in storage at NASM Silver Hill

T2-711 - Messerschmitt Me262A-1a - W.Nr.111711 - crashed August 1946

FE-1010 - Arado Ar234B-2 - W.Nr.140312 - in storage NASM Silver Hill

FE-1011 - Arado Ar234B-2 - W.Nr.140311 - surrendered to RAF and allocated USA 40. Shipped to US and scrapped cira 1946/47

FE-1597/T2-1597 - Junkers Ju188D-2 - W.Nr.150245 - surrendered to RAF and allocated Air Min 35. Shipped to the US and final fate not known

FE-1598 - Junkers Ju88D-1/trop - W.Nr.430650 - ex HK959 of RAF Middle East - on static display in US

FE-1599 - Junkers Ju88A-4 - W.Nr.4300227? - captured at Foggia, Italy, shipped to the US - used for spare parts and scrapped

FE-1600/T2-1600 - Heinkel He111H-16 - W.Nr.8433 - coded 2B+DC and "Red 4" - shipped to the US. Fate ubknown

FE-1948 - Arado Ar234B - possible erroneous report

FE-2000/T2-2000 - Dornier Do17Z - W.Nr.unknown - fate unknown

FE-2100/T2-2100 - Heinkel He177A-5 - W.Nr.550062 - ex-RAF example coded TS439. Shipped to the US and allocated FE-2100. Fate unknown

FE-2600/T2-2600 - DFS108-49 Grunau Baby - W.Nr.031016 - static display NASM Silver Hill

FE-2601/T2-2601 - DFS108-49 Grunau Baby? - W.Nr.unknown - possible W.Nr.030240, registered in US

FE-2700/T2-2700 - Gotha Go242B-4 - W.Nr.unknown - fate unknown

FE-3400/T2-3400 - Junkers Ju290A-4 - W.Nr.110165 - coded A3+HB of KG200 - surrendered to RAF and allocated USA 022, then named "Alles Kaput". Flown to US, scrapped December 1946

FE-4010/T2-4010 - Junkers Ju388L-1 - W.Nr.560049 - unknown code or unit - in storage NASM Silver Hill

FE-4011 - untraced, possibily Me262A-1a/U3, W.Nr.500098

FE-4012 - Messerschmitt Me262A-1a/U3 - W.Nr.unknown - Watson Whizzer 444, static display at Planes of Fame, Chino

FE-4600/T2-4600 - Henschel Hs129B-a/R1 - W.Nr.unknown - earlier EB-105. Nose section survives today

FE-4610/T2-4610 - Messerschmitt Bf108B-1 - W.Nr.8378 - unknown code and unit - owned by Planes of Fame Museum

FE-4611/T2-4611 - Bucker Bu181 - W.Nr.unknown - in storage at NASM Silver Hill

FE-4612/T2-4612 - Bucker Bu181 - W.Nr.unknown - scrapped circa 1946

FE-4613/T2-4613 - Flettner Fl282V-23 - W.Nr.280023 - factory coded CI+TW - fate unknown

FE-4614/T2-4614 - Flettner Fl282V-12 - W.Nr.280008 - factory coded CJ+SF - recorded as sold in 1955

FE-4615/T2-4615 - Doblhoff WNF342V-4 - W.Nr.unknown - fate unknown

FE-4616/T2-4616 - Focke-Achelis Fa330A - W.Nr.unknown - fate unknown

FE-4617/T2-4617 - Focke-Achelis Fa330A - W.Nr.unknown - static display USAF Museum, Wright-Patterson AFB

FE-4618/T2-4618 - Focke-Achelis Fa330A - W.Nr.unknown - crashed and lost at sea

FE-5004/T2-5004 - DFS 108-14 Schulgleiter SG38 - W.Nr.unknown - possible in storage NASM Silver Hill

FE-5005/T2-5005 - DFS 108-12 Schulgleiter SG38 - W.Nr.unknown - possible in storage NASM Silver Hill

FE-5038/T2-5038 - Focke-Achelis Fa330A - W.Nr.unknown - fate unknown

FE-5039/T2-5039 - Horten Ho IIIf - W.Nr.32 - in storage NASM Silver Hill

FE-5040/T2-5040 - Horten Ho VI V2 - W.Nr.34 - in storage NASM Silver Hill

FE-5041/T2-5041 - Horten Ho IIIh - W.Nr.31 - in storage NASM Silver Hill

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03-06-2004 #122

RAF74_Buzzsaw

Member
Join Date: Nov 2001
Posts: 290

Salute

Whether the 190A3 was tested at 1.42 atas or not, the fact is, that it was only briefly, and this aircraft was not the only 190 to be used in comparative tests. In fact the later A4's and A5's were used more often. And they were cleared.

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03-06-2004 #123

FW190fan

Member
Join Date: Oct 2002
Posts: 459

<BLOCKQUOTE class="ip-ubbcode-quote">quote:<HR>Originally posted by RAF74BuzzsawXO:

this so called 'rough' running did not impair the aircraft's ability to perform and in fact was a standard characteristic of the engine, ie. it vibrated.

<HR></BLOCKQUOTE>

"We had found that the BMW almost invariably fired the first time and emitted a smooth purr as it ran, such being the case on this particular morning."

- Eric Brown, commenting on the BMW801 in FW190A-4/U8 PE882.

Lt. Eberhard Burath describes having a cylinder head blown off by return fire from a B-17:

"At least they had provided me with an alibi by a hit in the engine, but the BMW801 continued to run smoothly even on 13 cylinders".

I don't think I would write off rough running and excessive vibration as a normal charachteristic of the engine.

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03-06-2004 #124

Koohullin

Comments from soldiers, said they knew what a/c was around even if they could not seem them, for the LW a/c always sounded like they were out of tune, ie running rough.

It is all relative to what one is used to.

Banned

Join Date: Mar 2004
Posts: 92

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03-06-2004 #125

FW190fan

Member

Join Date: Oct 2002
Posts: 459

My grandfather said the Japanese Zero sounded like an old washing machine.

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03-06-2004 #126

faustnik

Senior Member

Join Date: Dec 2001
Posts: 4,417

Buzzsaw,

As you seem to have a good handle on the tested captured aircraft. Do you think that the Spit VB 1941 with Merlin 45 should be able to outclimb the standard production 190A4 from sea level to 5,000 meters?

I still have need seen anything that would support this.

I understand the LF had great low level climb.

www.7Jg77.com
CWoS FB forum. More Cheese, Less Whine.

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Reply

03-06-2004 #127

RAF74_Buzzsaw

Member

Join Date: Nov 2001
Posts: 290

Salute Faustnik

The standard Spitfire Vb, 1941 model with a Merlin 45 or 46 should not be able to outclimb a 190A4, or even a 190A3 with its derated engine. (at least not under 25,000 ft)

I have not tested the 190A4 in this sim for this particular patch, but I have the Spitfire.

There is nothing wrong with the Spitfire Vb 1941 climb in this patch.

Whether the 190A4 is off is another question.

My understanding, and I am writing from work so don't have the tests in front of me, is that the following were the approx. max. climbrates for the 190's.

A3 (1.33 ata) 3450 fpm

A4 (1.42 ata) 3800 fpm
A5 (1.65 ata) 4250 fpm

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03-06-2004 #128

faustnik

Senior Member

Join Date: Dec 2001
Posts: 4,417

Thanks very much Buzzsaw. I think I have a handle on the situation now.

If the 190A4 in FB is not the same as those used on the channel front, I like to know that too. That would explain everything. If that is the case I would love to see a "Channel Front" 190A4 added to FB.

www.7Jg77.com
CWoS FB forum. More Cheese, Less Whine.

[This message was edited by faustnik on Sat March 06 2004 at 06:02 PM.]

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06-15-2007 #129

LStarosta

Senior Member

Join Date: Jun 2004
Posts: 4,631

<BLOCKQUOTE class="ip-ubbcode-quote"> quote: Originally posted by Oleg_Maddox:
Damn.....Where you did read about Spitfire made from a wood? Close this book forever and don't open anymore!
</BLOCKQUOTE>

I accept your apology, Mr. Maddox.

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