

# Alfa Model Focke-Wulf FW 190D

John Wheater reviews Alfa's colourful and unusual 'Dora'

In my recent review of the Alfa Model Spitfire Vb, I stated that it wasn't a model which could be bought on a Saturday morning and flown on the same afternoon. By contrast, the Alfa Model Focke-Wulf 190D is a horse of a very different colour (it's red for a start), which you could buy first thing on Saturday morning and fly it later the same morning (as long as you weren't desperate to apply the transfers!) By way of an introduction to the model and its very different colour scheme, it represents one of the later variants of the FW190, the long nosed, inline-engined 'D', nicknamed Dora, of the Jagdverband 44, which name translates to 'Hunting Association'. The squadron was inaugurated in 1944 to fly the ME262 jet fighter and was commanded by General Adolf Galland. The 'Doras' were employed for the protection of the 262 during take-off and landing and the amazingly different undersides, red with white stripes, were an effort to identify the aircraft for their own anti-aircraft gunners who, by this stage of the war, were mostly boys.

Box Art



Alfa's representation of this variant in moulded Depron is excellent. It would have been easy to have the fuselage on a constant taper from the width of the fuselage section to the tail but the uneven contours of the modified aircraft are well portrayed. So, what

do you get in the box? The fuselage, complete with its tailplane, the fin is part of the fuselage moulding, and the wing. The canopy is 'tack glued' in place, more anon, the cowling is loose fitted and the battery/radio installation hatch is in its normal position. The bag of hardware contains all you require except for the motor mounting screws. The instructions comprise four A4 sized printed pages without pictures and the usual Alfa exploded diagram.

*The contents of the hardware package, everything except motor mounting screws*



Most of the construction is done for you



### Wing Assembly

Commencing with the wing servo (yes, servo, in the singular!) I opted for the 12 g DYS0220 ball-raced micro servos from Giant Cod, which provide 1.8 kg of torque, which is remarkable for such small units. Cheap too. Needless to say, the 'snakes' are all in place as are the horns and the hinges. I cut out an extra sliver of Depron as it doesn't compromise structural integrity and makes things a little easier. Have you got two pairs of tweezers? If not, raid the memsahib's beauty box; it will make easier the setting of the pushrods to the servo using one of those little screw connectors that are supplied. The

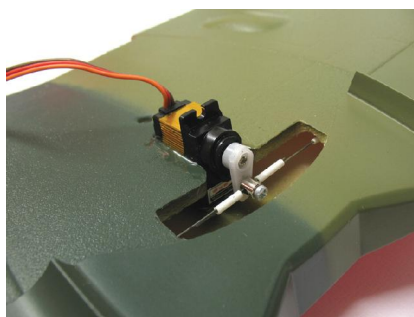
instructions dictate a modicum of 'up' into each aileron. This has the effect of adding 'washout' for lateral stability. The servo itself is mounted upright; this is entirely as detailed in the instructions. Total time involved; 45 minutes.



The neutral position for the ailerons offering, effectively, washout



The removal of the canopy in order to install the pilot will leave these marks. As long as you replace the canopy exactly there isn't a problem



The aileron servo epoxied into place, an easy job

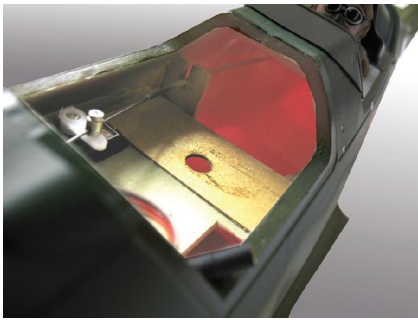
### Fuselage Assembly

The first thing I did was to remove the canopy, as it isn't very thick and I didn't want to spoil it. Alfa had 'tack glued' it and we are instructed to remove it in order to insert the pilot. Why, oh why, Alfa do you insist on gluing on the canopies? Removing this one removed the paint on the fuselage in a half

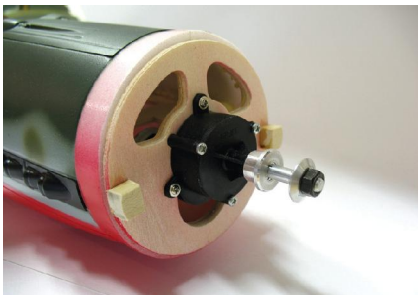
dozen places. There isn't a functioning rudder so there is only one servo to fit in and hook up to the elevator pushrod. The same type of 12 g DYS0220 servo was used as that in the wing and the cut out in the ply plate might have been designed for it, as it was a perfect fit.

The Alfa 'propulsion unit' comprising a 300 'can' brushed motor already attached to an ESC and an MP Jet 5:1 gearbox was screwed onto the bulkhead after checking that it was going to present the propshaft into the centre. Then came the shock! The battery (an 8-cell 1050 NiMH as the supplied speed controller wasn't LiPo friendly) had to be

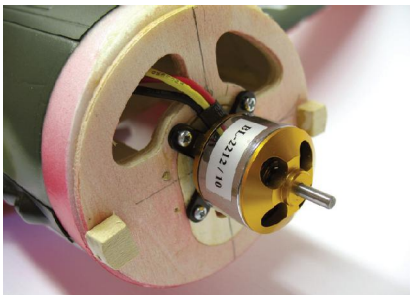




Inside the fuselage after the extension to support the battery. The hole is for access to the single wing bolt



The Alfa brushed motor and gearbox installed with three self-tappers



The alternative brushless motor installation



Feeding the transfers into the hinge apertures using a blunt instrument like the end of a steel rule

Right: The diagrammatic illustration, which forms part of the instructions

Right: The excellent decal sheet, although it could do with a heavier coat of adhesive. When cutting the white decal strips it is essential to cut off the dotted demarcation lines or they will float off and cause problems

placed as far back as it would go to preserve the C of G position. As the ply tray has a cut out at the back, which the battery would fall down, I epoxied a substitute 1 mm ply plate in position. This prevents access to the single wing fastening screw so I drilled a hole from the underside after it had dried and enlarged it to take the screw head with a stone abrasive tool in the Dremel.

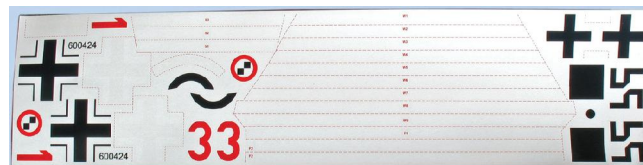
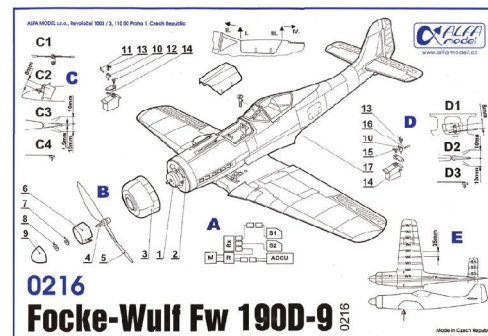
If you discount the time taken to 'construct' and paint the pilot, the total time expended here was actually less than 45 minutes. So there you have it, flight ready in an hour and a half and so straightforward that the complete beginner wouldn't have a problem. But what about the transfers?

### Gilding the Lily

There are no less than thirty-two decals on the underside of the aircraft and twenty-eight of those are the white stripes. Each is exactly the right length even allowing for your placing of those on the ailerons and elevator into the indentations that are the hinges. Use a blunt instrument like the end of a steel rule to get them in there. Pick a quiet time to put them all on; they took me an hour and fifteen minutes.

There are decals for the upper surfaces to represent the aircraft of two pilots and show the Luftwaffe had a sense of humour. I chose No. 1, which was flown by Lt. Heinz 'Heino' Sachsenberg, on which the slogan reads: 'Verkaaft's mei Gwand 'I foahr in himmel!' (Sell my Clothes I'm going to heaven!) The Swastikas for the fin are very clever. You will see that the decal sheet does not contain Swastikas but odd shapes, actually Swastikas in two halves, which you stick together when placing them. The reason for this is that it is illegal to print, sell or even show the swastika in Germany. An optional black square is provided if you are sensitive. For historical accuracy the review model shows the Swastikas.

Make sure you apply some matt varnish over all the transfers; the adhesive isn't desperately sticky.



### Flying

Two motor options, two flying reviews: The first, with the brushed set-up, picking a moment of relative calm on a fairly blustery day, my ace photographer Trevor Chadwick hand launched the model into a fairly stiff breeze and it flew away absolutely straight and level. I executed some rectangular circuits for the camera without too much difficulty but the wind had 'freshened' and whilst the downwind passes were a piece of cake it was really quite slow upwind. Trevor was muttering that it was too small a model to get any decent photographs so I got closer and lower. By the time he was happy I felt that in respect of aerobatics discretion was the better part of valour given, a) the wind speed and b) I had already been in the air for about four minutes and as I like to ensure that there are plenty of amps left in the battery for a go round I elected to land. No trim changes had been made throughout the flight. The throws were as per the instructions.

This aircraft didn't perform as well as the Alfa Spitfire last month on the brushed motor/gearbox set. I put this down to the higher drag of a fuselage, which is twice the width of the Spit, and has that bluff nose of the Wulf's annular radiator. So, before the second session, I substituted a Giant Cod A2212-10 1400 kV 16 A brushless outrunner motor. This little fellow, which costs less than seven quid provides 11.7 amps on a 7" x 4" Master Aircscrew with a 1000 mAh 3s LiPo. After just one circuit to make sure all was well, I took it up to check out some scale like manoeuvres. Predictably, the outrunner was producing noticeably more usable power than the brushed unit. Loops can be reasonably large from straight and level but are better for a shallow dive to pick up speed. Rolls are relatively slow with the recommended throws and need a bit of 'down' in the inverted position but they look all the better for it. 'Split Esses' and 'Cuban Eights' are a doddle. The stall is absolutely benign; it just mushes with no hint of dropping a wing. The 'ersatz' washout, by setting the ailerons with a little 'up', no doubt helps there. It slowed up easily for a landing on the scrub with no damage other than a scratch or two on the transfers. You will get plenty of fun flying with the Alfa 'Dora'.

### Summary

This is a park flyer and a jolly good one that can hold up its head on the club field too. It has no foibles, it is stable, very easy to fly and whilst a modicum of aileron experience is necessary it is unlikely to bite you if you are a novice. Highly recommended. Q&EFI



# Q&EFI Specification



**Name:** Focke-Wulf FW 190D-9  
**Manufacturer:** Alfa Model, Czech Republic  
**Distributor:** CML Distribution  
 www.cmldistribution.co.uk  
 01527 575349  
**Tel:** £84.99  
**Price:** £84.99  
**Model Type:** Scale parkflyer  
**Construction:** All-moulded Depron foam/ply

## R/C FUNCTIONS

1. Ailerons
2. Elevator
3. Throttle (ESC)

## MODEL SPECIFICATIONS

**Wingspan:** 851 mm (33 1/2")  
**Length Overall:** 825 mm (32 1/2")  
**Wing Area:** 12 dm<sup>2</sup> (186 sq in)  
**Flying Weight:** 460 g dependent on motor/battery set-up, (16.5 oz)  
**Wing Loading:** 38.33 g per dm<sup>2</sup> (12.7 oz per sq ft)

## EQUIPMENT USED

### Motor

- a) Alfa 'Propulsion Pack' 300 brushed motor with MP 5:1 gearbox and 12 amp controller
- b) Giant Cod A2212-10 1400 kV 16 A Brushless Outrunner Motor

### Prop

- a) 9" x 6" APC Slow Fly (supplied in the Propulsion Pack)
- b) Master Airscrew Electric 7" x 4" ESC

- a) 12 A brushed
- b) 30 A Keda brushless Battery
- a) 8-cell NiMH 1050 mAh
- b) 1000 mAh 3s LiPo

### Dislikes

Glued-on canopy  
 Transfers need stronger adhesive

### Likes

Speed of the assembly  
 Scale appearance and colour scheme  
 flying characteristics



*Above: It really was worth an hour or two affixing all of the white stripes!*



*Right: You simply could not imagine a more unusual, scale, WWII colour scheme. It's a fantastic aid to orientation too*

*Below: Trevor the photographer stood his ground but in truth with a long lens it wasn't really as close as it looks*



*Over the top onto a large loop*



*The airframe inspires confidence for zero height manoeuvres*

