

# Focke - Wulf Fw 190 D-12

## FW 190D-11

17 Fw 190 D-11s were known to have been manufactured. This version was fitted with the uprated Jumo 213E series engine which was also used in the Ta-152 H series. Changes over the D-9 were the enlarged supercharger air intake on the starboard side cowling and the use of a wooden, broad-bladed VS 9 or 10 propeller unit utilizing three 9-27012 C-1 blades with a diameter of 3.6 m (11.8 ft). The 13 mm (.51 in) fuselage guns were removed, and the cowling redesigned by omitting the gun troughs and simplifying to a flat profile. Two 30 mm (1.18 in) MK 108 cannons were installed in the outer wings to complement the 20 mm MG 151s in the inboard positions. Of the 17 Dora-11s delivered, three can be accounted for. One, the best known, was Rote 4 (red 4) of JV 44's Platzschutz unit. Another, white chevron, was found at München-Riem, and may have served with JV 44 after serving at the Verbandführerschule General der Jagdflieger (Training School for Unit Leaders) at Bad Wörishofen; it is not known if it was actually used operationally. A third, "white <61," was also found after the war at the Verbandführerschule General der Jagdflieger.

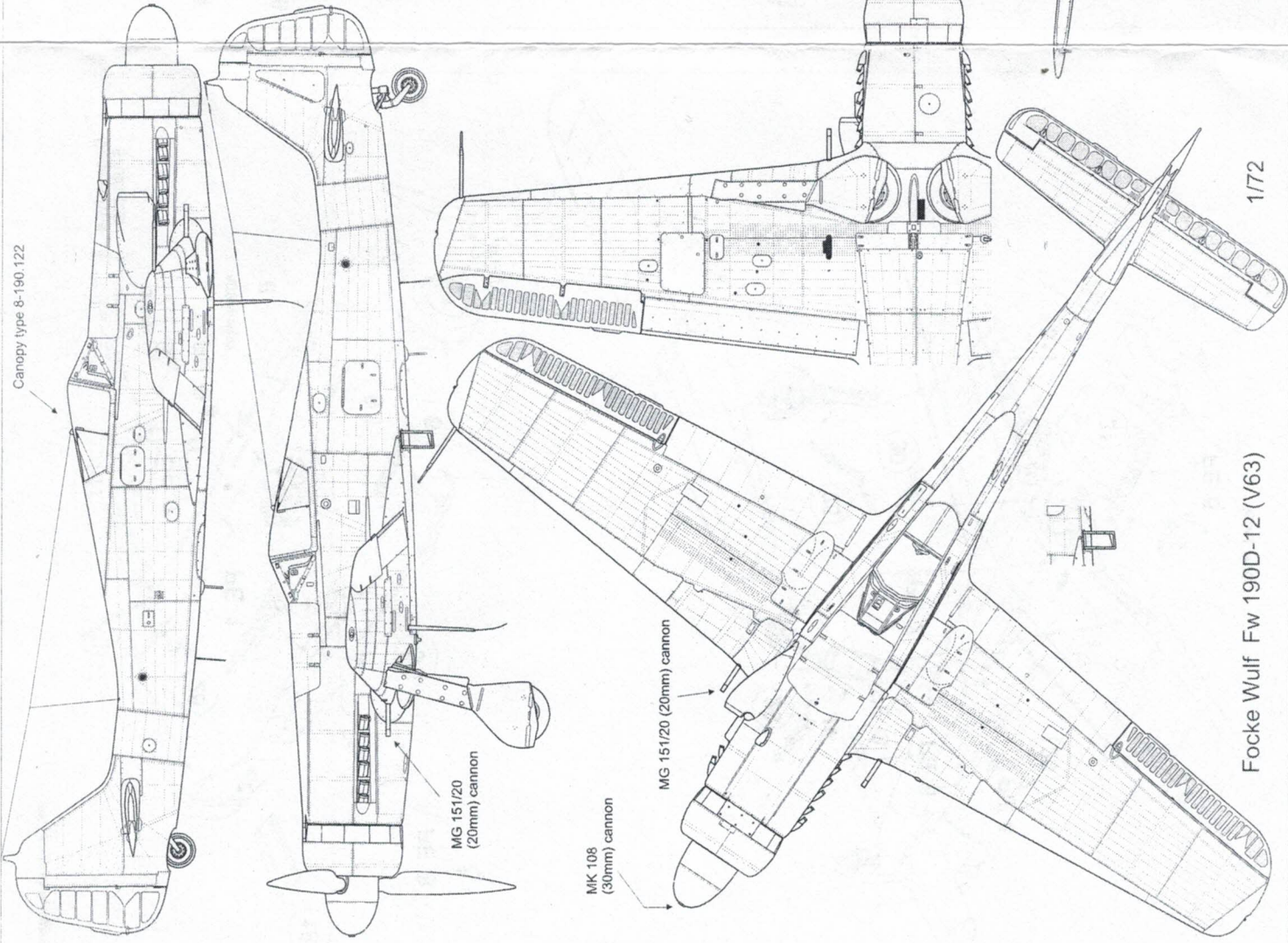
## FW 190D-12

While the D-11 was under manufacture, work started on the Fw 190 D-12 and D-13 models. These were similar to the D-11, but featured Motorkanone nose cannons firing through the propeller hub. The D-12 would mount the 30 mm (1.18 in) MK 108 cannon and the D-13 would be fitted with a 20 mm MG 151/20 cannon. There were three test aircraft built for the D-12 line, V63, V64 and V65, but no production aircraft were built and the D-13 was selected instead.

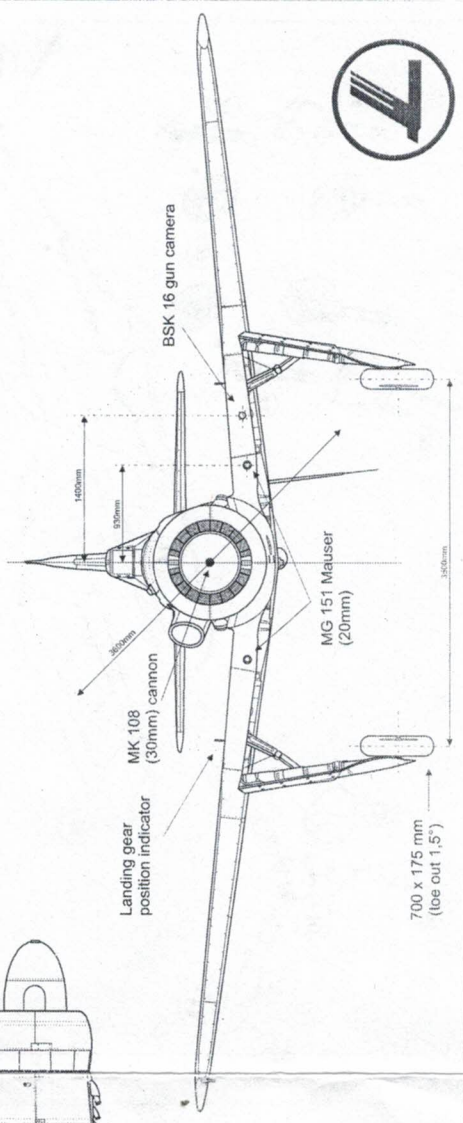
## FW 190D-13

Fw 190 D-13/R11, museum, Phoenix, Arizona  
The Fw 190 D-13 started with the construction of two prototypes (W.Nr 732053 and W.Nr 7322054), and the 20 mm MG 151/20 cannon was found to be quite suited for the aircraft and was already well known to be effective against allied bombers, as well as an effective ground support weapon. Thus the Fw 190 D-13/R11 was selected to enter production. The D-13/R11 was fitted with all-weather flying equipment including the PKS12 and K-23 systems for steering and autopilot. The FuG 125 radio system, known as Hermine was fitted to the aircraft, as well as a heated windshield. Pilots reported that due to the large amounts of torque produced by the engine, they usually used the steering system during the takeoff run as it helped with the rudder movements. The D-13 also introduced a hydraulic boost system for the ailerons, which was later used on the Ta 152.  
One example of the D-13 version still exists in the 21st century, and is being prepared to once again be airworthy in the United States.

Canopy type 8-160,122



Focke Wulf Fw 190D-12 (V63)

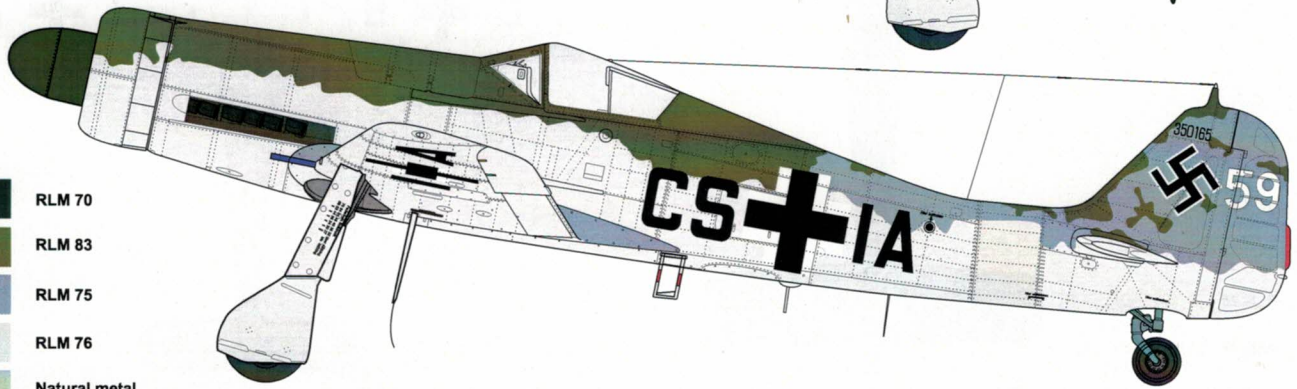
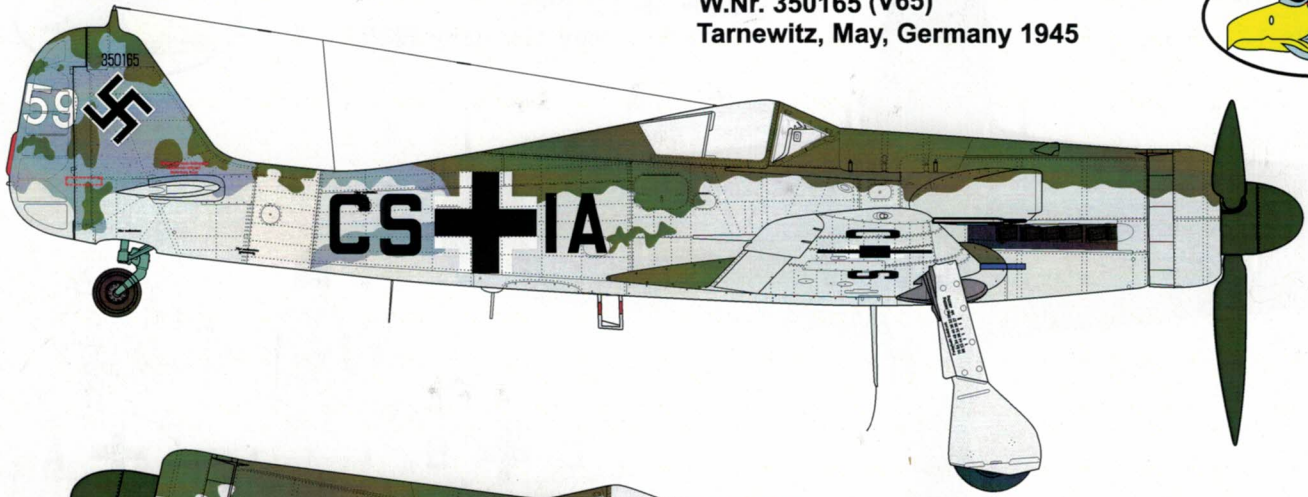




# Fw 190D-12

W.Nr. 350165 (V65)

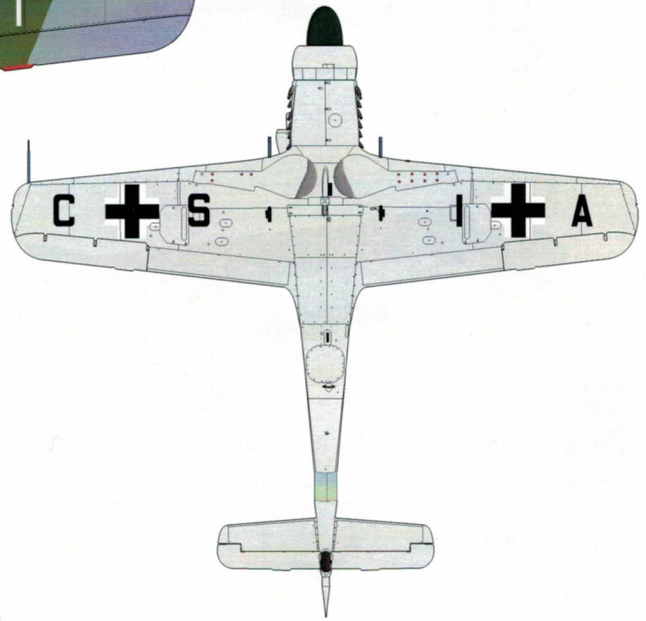
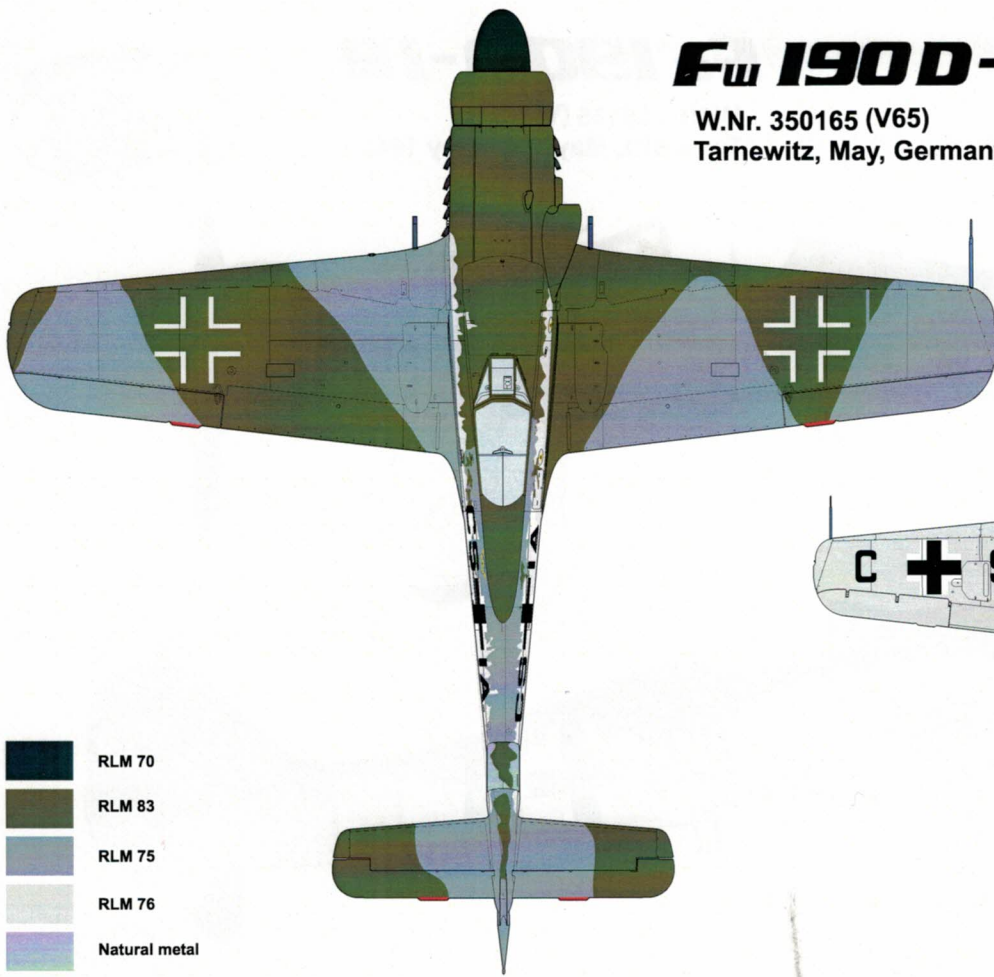
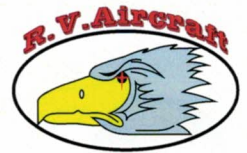
Tarnowitz, May, Germany 1945



-  RLM 70
-  RLM 83
-  RLM 75
-  RLM 76
-  Natural metal

# Fw 190D-12

W.Nr. 350165 (V65)  
Tarnowitz, May, Germany 1945



-  RLM 70
-  RLM 83
-  RLM 75
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-  Natural metal