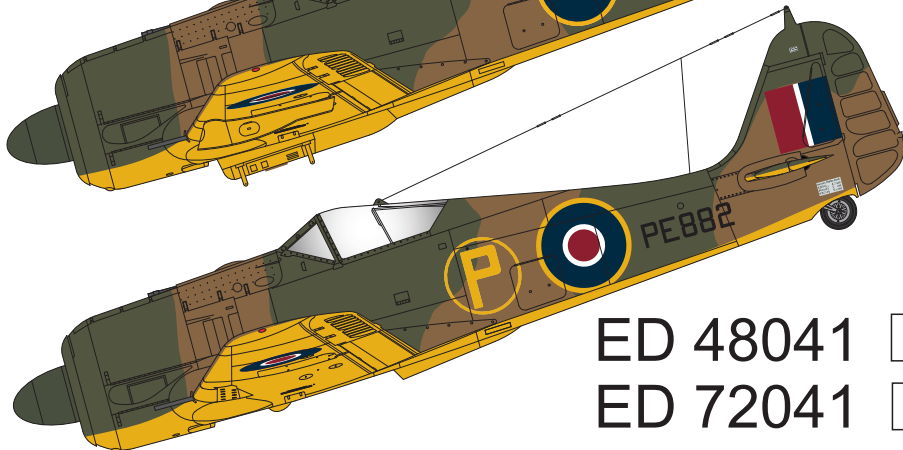
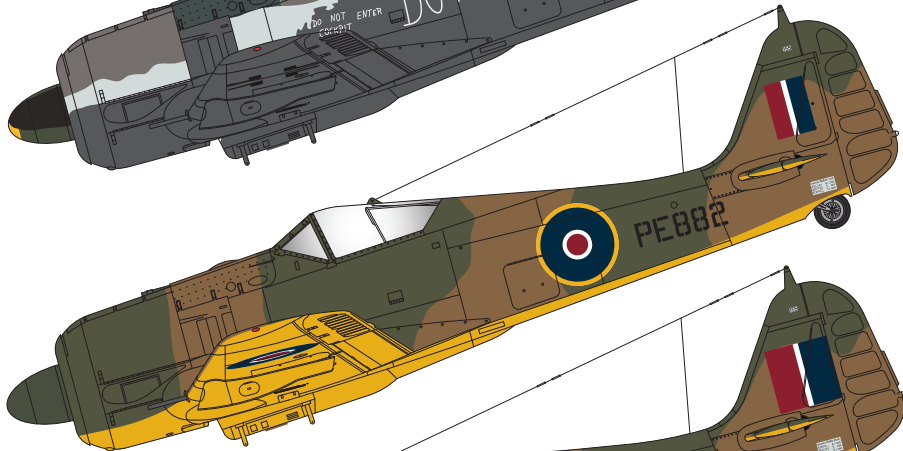
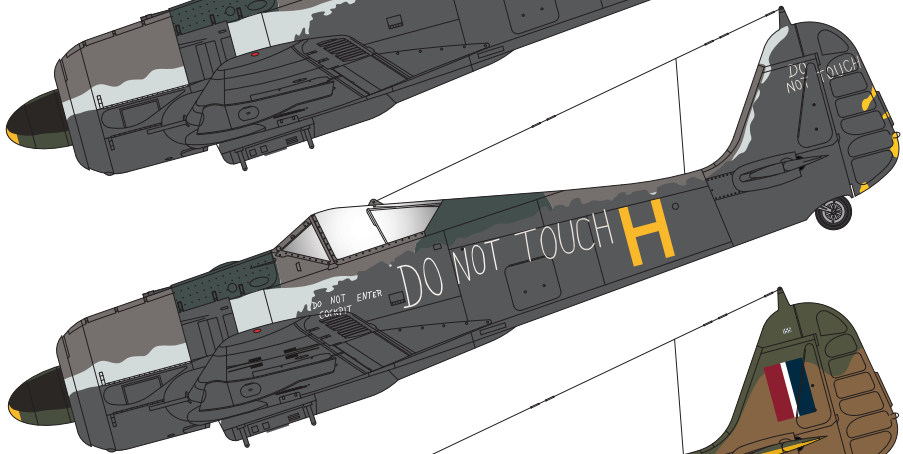
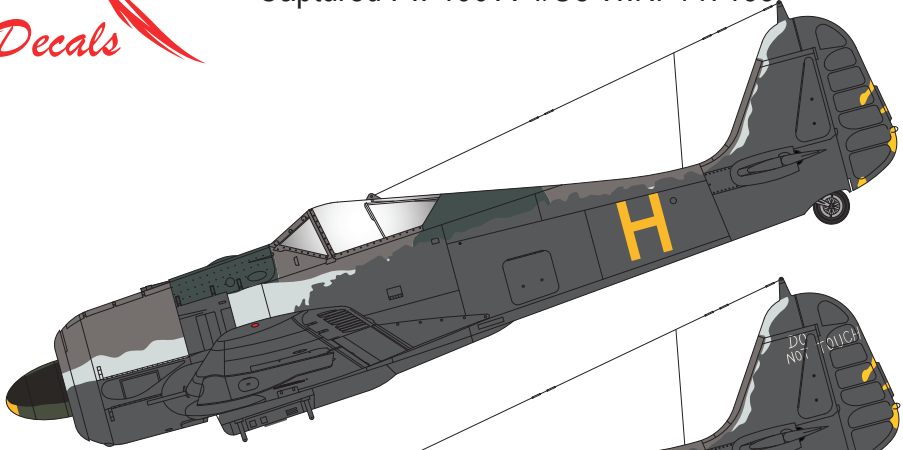




Butcherbird over England

Captured Fw 190 A-4/U8 W.Nr 147155



ED 48041

ED 72041

Butcherbird over England

Captured Fw 190 A-4/U8 W.Nr 147155

In August 1942, assembly began on a new version of the Fw 190 A-4, equipped with an improved power unit adapted to work with the MW50 installation, which allowed a short-lasting power increase by injection of a water-methanol mixture. This made possible achieving a power of 2100 HP for a period up to 10 minutes. However, due to production delays, the MW50 system was not installed on the Fw 190A-4.

Asside from the power plant replacement, the Fw 190 A-4 received a more modern FuG 16Z radio set, and its characteristic feature was the placement of a small vertical antenna mount on the top of the fin.

Fw 190A-4/U8 was a *Jabo-Rei* (long range fighter-bomber). With full shooting armament, it was equipped with a 300l underslung drop tank and carried two SC 50 bombs under each wing. If the MG FF/M cannons were removed, it could take one SC 250 bomb under each wing on both sides of the drop fuel tank, and if the MG 17s were also dismantled, it could take two fuel tanks on streamline-fairingd VTr-Ju 87 rack and ventrally mounted SC 250 bomb. This modification soon became the base for the development of new *Jabo* version - the Fw 190G

Aircraft of this type were used by SKG 10 (*Schnellkampfgeschwader 10*), where they participated in night raids harassing the south coast of England.

Focke-Wulf Fw 190 A-4/U8 W.Nr. 141755 fell into British hands on April 17, 1943, when Feldwebel Otto Bechtold mistakenly landed at the RAF West Mailing base.

The aircraft was transported to the Royal Aircraft Establishment at Farnborough, where it was repainted and tested. It received the British registration number PE882. During the repainting in British colors, the "windows" for German service markings (on the main landing gear cowling and on the fuselage side near the tail wheel) were masked, and the last digits of the German serial number were left unprinted.

info from Krzysztof Janowicz „Focke Wulf Fw 190 vol.1” book
and Wojtek Matusiak article „Polacy na Focke Wulfach 190”, Gapa No.32



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