

Focke-Wulf Fw190

an enigma.....



.....and a unique opportunity

Fw190 - The History

Though flown well before World War II this trim little fighter was unknown to the Allies and caused a nasty surprise when first met over France in early 1941. Indeed, it was so far superior to the bigger and more sluggish Spitfire V that for the first time the RAF felt not only outnumbered but beaten technically. Fortunately, an Fw 190 landed by mistake in England in June 1942 and the RAF was given a heaven-sent opportunity for testing the aircraft in direct comparison to their beloved Spitfire. However, the Fw 190 turned out to be even better than expected.

It was faster than any other Allied fighter in service at that time, had far heavier armament, was immensely strong, had excellent power of manoeuvre and good pilot view. It was also an extremely small target, much lighter than any Allied fighter and had a stable wide-track landing gear (unlike the Bf109).

Altogether it gave Allied pilots and designers an instant inferiority complex. It was considered in most circles to have been a far better aircraft than the Messerschmitt Bf109.



The A series included many fighter and fighter bomber versions, some having not only the increasingly heavy internal armament but also two or four 20 mm cannon or two 30 mm cannon in underwing fairings. Most had an emergency power boost system, using MW 50 (methanol/water) or GM-1 (nitrous oxide) injection, or both. Some were two-seaters, and a few had autopilots for bad weather and night interceptions. The F series were close-support attack aircraft, the G was another important series of multi-role fighter/dive bombers, but by 1943 the main effort was devoted to what the RAF called the "long-nosed 190", the 190D or the "Dora". The "Dora" replaced the BMW801 radial engine with the Junkers V12 Jumo 213 for additional power at altitude. This was once more the fastest fighter in the sky, Tank himself easily outpaced a flight of P-51D Mustangs which surprised him on a test flight. Altogether 20,051 Fw 190's were delivered.

It is curious that the Messerschmitt Bf109, a much older and less attractive design with many shortcomings, should have been made in greater quantities.



Why an enigma?

Since the late 1960's, when the `Warbird' movement really commenced, collectors, museums and investors have sought to recover, restore and fly examples of the greatest aircraft flown during World War 2.



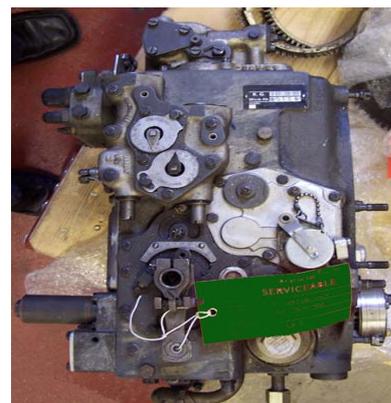
Spitfires, Hurricanes, Mustangs, Messerschmitt Bf109s and a host of less significant aircraft have all been recovered and restored and now grace collections all over the World thrilling airshow crowds. For example, there are currently over 50 flying Spitfires with at least another 30 being restored to fly.

Probably the technically finest aircraft of it's time, the Fw190 has so far thwarted every attempt by restorers to return a correct example to the air. A genuine

flying Fw190 is undoubtedly the most desirable `warbird' for any serious collection to own and has remained, until now, totally out of reach.

A proper restoration will need a reasonable percentage of an original aircraft as an identity plus a supply of those overhaulable critical components which wouldn't be financially viable to re-manufacture (engines, propellor hubs, undercarriage legs etc.) Restorable airframes tend to come from 3 sources: crash wrecks recovered from original combat zones; museum or state-owned storage and those that were originally sold as scrap after the war and survived the years in somebody's barn!

The problems faced by anybody contemplating a Fw190 rebuild are largely as a result of the Fw190's technical innovation back in the 1940's. Post-war most surviving aircraft were carefully scrapped to prevent their technology being freely circulated. Those that were retained for evaluation by various governments were subsequently stripped of their revolutionary equipment and given to museums. The Fw190 was never used in great numbers in the areas most likely to preserve crash wreckage (N. Russia for example) so there is a dearth of available airframes. The examples which do exist are almost all missing certain critical components, such as the revolutionary `**Kommandogerat**'. This very complex electro-hydraulic `computer' automatically controls throttle, mixture, prop pitch, boost pressure in real-time with respect to aircraft altitude allowing the pilot to fly the aircraft with just a single throttle control. Without components such as these a flyable restoration is an impossible task. The World's surviving population of potentially serviceable Fw190 variant BMW & Jumo engines are probably only just into double figures and other major critical components are just as rare.



There have been some very commendable attempts to put a Fw190 into the air; a "Dora" was beautifully restored in the US some years ago but has never flown. A German company has manufactured a `run' of replica Fw190s using different engines, undercarriage and a host of other components. Good as these are, they are not `real' Fw190s.

After many years of research and acquisition, the World's largest collection of Fw190 components has been gathered together with both BMW and Jumo-engined original airframe parts and now has the capability to restore absolutely correct aircraft to full flight status.

The Opportunity

Legendary Aircraft Kft and the owner of the huge Fw190 inventory have joined forces to restore (note: not recreate or re-manufacture) at least two absolutely correct Fw190 aircraft for an enlightened collector or collectors.

We have complete drawings and manuals plus a great deal of original component and sub-assembly manufacturer's data to complete the restoration with perfect accuracy and authenticity. We have both a genuine Fw190 'A' series and another 'D' series airframe with proper, proven identities. With a collection of original engines (both BMW and Jumo 213) plus an absolute plethora of spares for them, the spares inventory includes absolutely everything required for these most spectacular restorations (including several examples of the elusive Kommandogerat) and, possibly just as important, Legendary Aircraft Kft have the experience and capability to undertake the restorations to the standard required for International Flight Certification.

The opportunity is very simple:

These aircraft, once completed and flown, will offer an investor both a very good return on investment and an increasing asset as the aircraft are campaigned. At current levels we conservatively value the aircraft at something like \$10M apiece although how do you value the World's best of anything, especially with this kind of rarity?

The Fw190 by all contemporary accounts was simple to fly and operate and didn't suffer from some of the problems (particularly ground-handling) of the Bf109 for instance. From an operational standpoint any experienced 'warbird' pilot should be able to handle the Fw190 with relatively little trouble, and certainly with far more confidence than a Bf109.

After careful study we are confident that each aircraft will require approx. 55,000 man hours of labour plus, obviously, components and materials which, at current Legendary Aircraft Kft costs, equates to a final build cost of around \$3-4M apiece over an estimated period of 4 years.

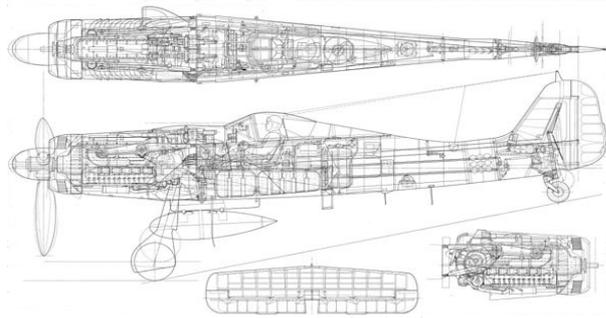
The initial purchase cost for the two existing airframes and entire inventory of the necessary components is \$1.5M which not only secures all of the critical components required but also a sizeable collection of parts to maintain the aircraft in the future. Securing this inventory also has the added benefit of preventing any of it becoming available for other rebuilds in the future thus maintaining the rarity and value of these aircraft.

The new owner will need to commit to either one or both aircraft and to fund this project over the period of the restoration through stage payments made in line with a pre-ordained schedule.

Mustangs change hands around the \$1-1.5M mark, Bf109s at a similar level and Spitfires slightly higher but with restoration costs for all of these either at, or higher, than their eventual value it's obvious that these aircraft typically take years to recoup their level of investment through ever-increasing values.

These Fw190 projects will not only provide their owner(s) with a unique and beautiful aircraft, the envy of collections everywhere, but an increasingly valuable asset which, from day one will have a monetary value far in excess of the investment in it.

In Conclusion



This unique opportunity offers a fastidious collector (or collectors) the unique opportunity to acquire not only the finest `warbird' in the World but an investment opportunity unparalled in the aviation market.





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