



Butcherbird in the Navy Now

Fw 190 G-3 W.Nr 160057 tested by US Navy



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It might be strange but Fw 190s were tested also by US Navy. It is strange because US Navy or Marine aircraft never met the Fw 190 in combat. However, the Hellcat or Corsair combat tactics would be different than that of the Mustang and Thunderbolt. Test conducted by the Navy's air force specialists were necessary.

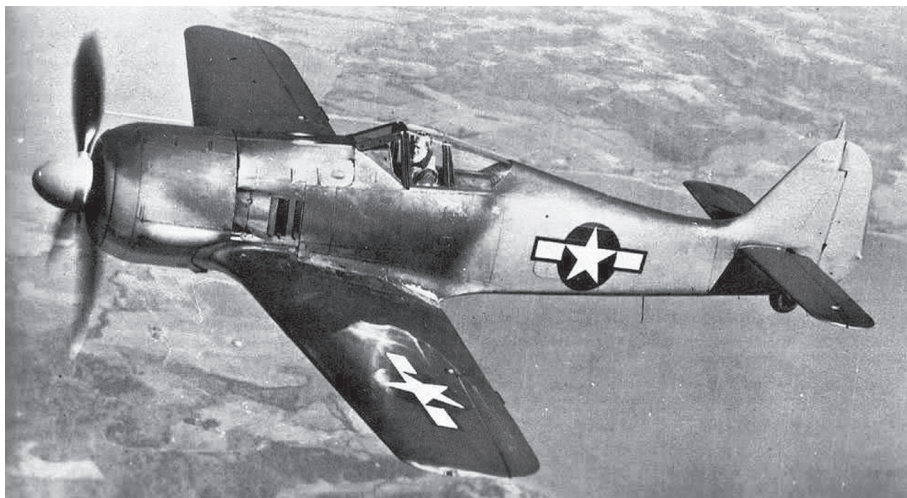
A Butcherbird tested by the US Navy was a machine captured in September 1943 in Gerbini, Sicily. Fw 190 G-3 W.Nr 160057, was one of the Fw 190s captured by 85th FS/79th FG. Its travel to the USA started on 19 November 1943 when the aircraft flew from Foggia No.3 to Bari. Then, it was transported by a ship to NAS Anacostia, where it arrived on 24 January 1944.

After repairs the machine, piloted by Lt. C.c.Andrews, took off on 25 February on a flight to NAS Patuxent River. The aim of the tests conducted at the facility was not only to determine technical parameters but also to conduct comparative tests with two types of navy aircraft: the F4U-1 Corsair and F6F-3 Hellcat. The Focke Wulf flew 9,7 hours, which resulted in Capture Aircraft Equipment Report 14.

Fw 190 G-3 W.Nr 160057 was a quite new machine found in September 1943 in Gerbini, Sicily and taken over by the 85th FS/79th FG. At the time, the plane was marked with the radio code CL+WE, with a standard Luftwaffe camouflage scheme RLM 74/75/76 with MTO white fuselage band. After the capture, Americans removed the under-wing racks and with basic USAAF paint colors, Olive Drab and Neutral Grey, they covered the Luftwaffe markings and replaced them with American stars. The plane received also wide yellow band around the fuselage, red spinner and cooler armored ring. When an order of confiscation arrived from the higher command to the 79th FG, the mechanics remounted the under-wing racks and plane was sent to Bari, from where it was dispatched to the USA. The destination was NAS Anacostia, where the machine was examined and painted white with a red spinner and engine cowling, as well as an anti-glare panel in deep navy blue in front of windscreen. Red bands were painted around the rear of the plane and around the starboard wing. With this look, the plane was recorded in the navy documents as CE.2900, but old German W.Nr was still visible on the tail.

In early 1945, the white paint covering CE.2900 started to wear through and peel off, which just quickened a decision to „dress up” the plane in an official US Navy „uniform” - Non-Specular Sea Blue 697 (on the upper surfaces), Intermediate Blue 608 (on the sides of the fuselage and vertical tail) and Insignia White 601 (all horizontal surfaces seen from below). On the top of a fin a little stencil CE.2900 was painted.

info from Jacek Jackiewicz & Robert Bock book "Captured Butcherbirds vol.1"



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