



Mistel V Ta154 & Fw190

Die Ta 154 V1 war am 1. Juli 1943 zu ihrem Erstflug gestartet. Nach dem Vorbild der britischen in Holzbauweise produzierten De Havilland „Mosquito“ sollte ein mit möglichst wenig Aluminium zu bauendes, billiges, aber leistungsstarkes Mehrzweckflugzeug entstehen. Vorgesehen waren ein- und zweisitzige Nachtjagdflugzeug und Versionen für den Einsatz am Tage. Das Konstruktionsbüro der Firma Focke Wulf unter Leitung von Professor Kurt Tank betrat mit der technologisch aufwändigen Holzschicht-Bauweise in Verbindung mit Stahlblech-Bauteilen und dem Bugrad-Fahrwerk Neuland. Da die Produktion der vorgesehenen Triebwerke Jumo 213 noch nicht lief und der Jumo 211 zu leistungsschwach war, verzögerte sich der Serienbau. Hinzu kamen Fahrwerksprobleme und Festigkeitsmängel, hervorgerufen durch unbrauchbaren Holzleim. Außerdem fiel ein Großteil der wenigen verfügbaren Versuchsmuster den Bombenangriffen auf die Werke Erfurt, Langenhagen und Posen im Mai und Juni 1944 zum Opfer. Im Sommer 1944 erstellte das Konstruktionsbüro eine Kurzbeschreibung für das Mistelflugzeug Ta 154 A mit Fw 190 A-8.

Die zu etwa 50 Prozent in Holzbauweise konstruierte Ta 154 sollte als unbemannter Sprengstoffträger gegen die amerikanischen Bomberformationen zum Einsatz gebracht werden. Dazu war das Cockpit der Fw 190 als Führungsflugzeug so umzubauen, dass der Pilot das Fahrwerk, die Landeklappen sowie die Flug- und die Triebwerksteuerung der Ta 154 betätigen konnte. Bei einem Startgewicht des Mistelgespanns von rund 14,5 Tonnen wäre ein 2,5 bis 3,5 t schwerer Sprengkörper verwendbar gewesen. Außerdem legte man fest, dass der Start wegen des überlasteten Fahrwerks von einer Betonbahn erfolgen muss. Das am Sprengkopf montierte Bugrad-Fahrwerk der Ta 154 sollte mittels Sprengbolzen abgeworfen werden. Die Aufgabe des Piloten bestand dann darin, das Gespann von hinten oder frontal aus der Überhöhung im Bahnneigungsflug auf den Kurs des Bomberpuls zu steuern, die Führungsmaschine abzutrennen und mittels Fernzündung die Ta 154 in der Bomberformation zur Explosion zu bringen. Der Sprengkörper hätte nach den Berechnungen alle Flugzeuge in einem Umkreis von etwa 200 Meter zum Absturz gebracht. Im Herbst 1944 sind noch einige Ta 154 A-0 entsprechend vorbereitet worden. Beispielsweise wurde eine automatische Kurssteuerung eingebaut und die Tankanlage geändert, damit die Fw 190 beim Anflug aus den Behältern der „Moskito“ Treibstoff entnehmen kann. Über Testflüge oder einen Einsatz ist nichts bekannt geworden.

Technische Daten

Fw 190 A-8

Spannweite: 10,5 m; Länge 8,95 m; Höhe: 3,95 m; Startgewicht: 4,272 t; Triebwerk: BMW 801D; 1.700 PS; Bewaffnung: 2 MG 131, 4 MG 151/20

Ta 154 A

Spannweite: 14 m; Länge 11,75 m; Höhe: 3,1 m; Triebwerke: 2 Jumo 211R; je 1.350 PS; Mistelgespann (errechnete Werte); Höchstgeschwindigkeit in 8 km Höhe: 560 km/h; Steigleist. in 6 km Höhe: 3,5 m/s; Gipfelhöhe: 8,5 km

Mistel V Ta154 & Fw190

In July 1943 the Ta 154 V1 took-off on its maiden flight. Modelled on the British De- Havilland „Mosquito“ that was completely built with wood, it was designed to be an inexpensive yet powerful multi-purpose aircraft using as little aluminium as possible. Both single and two-seat night fighter versions were envisaged in addition to a day fighter. Led by Professor Kurt Tank the Focke Wulf design team entered the new territory of plywood wood construction combined with steel components and a nose wheel undercarriage, an elaborate technological field. Mass production was delayed due to the envisaged Jumo 213 engines being late and the Jumo 211 being under-powered. Problems with the undercarriage and rigidity defects caused by unusable wood glue also added to the dilemma. Additionally, most of the few available experimental aircraft fell victim to the bomb attacks on the works at Erfurt, Langenhagen and Poznan in May and June 1944. In the summer of 1944, the design office produced a brief specification for the „Mistletoe“ Ta 154A unit using the Fw 190 A-8. Built approximately 50 percent of wood the Ta 154 was to be used as an unmanned explosives weapon against the American bomber formations. For this purpose the cockpit of the Fw 190 was to be modified in order allow the pilot to operate the landing gear, flaps, and the flight and engine controls of the Ta 154. With a take-off weight of around 14.5 tons the „Mistletoe“ unit should be able to carry 2.5 to 3.5 tons of heavy explosive ordnance. Additionally it was stated that the take-off should be conducted from a concrete runway because of the over-loaded undercarriage. The nose wheel undercarriage of the 154 Ta mounted on the warhead was to be jettisoned using explosive bolts.

The pilots task of the was to fly the unit, from above and ahead or astern of the main bomber formation on a collision course, to separate the command aircraft and then by remote control explode the Ta 154 amongst the bomber formation. According to calculations the explosive device would cause all aircraft within a radius of about 200 meters to crash. In the autumn of 1944 a few Ta 154 A-0 had been prepared accordingly. For example, an autopilot was installed and the fuel system modified so that the Fw 190 could draw fuel from the „Mosquito“ during the approach. Nothing is known about Test Flights or operations.

Technical Data

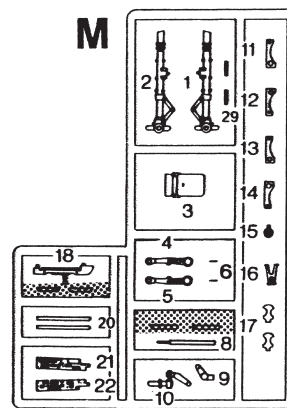
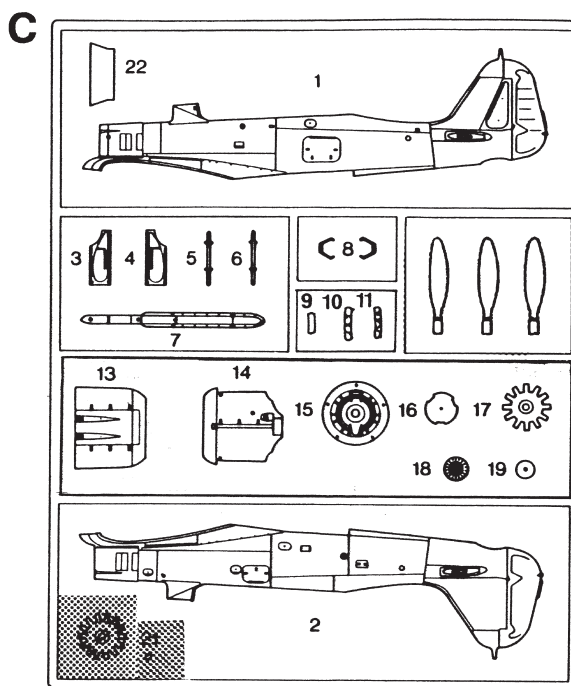
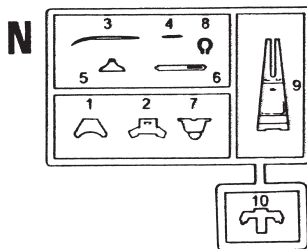
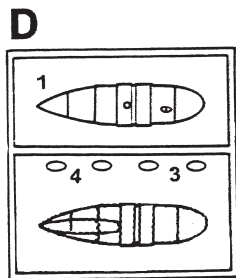
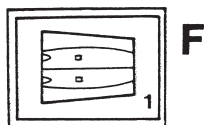
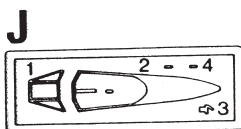
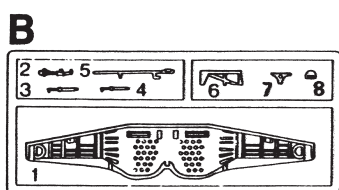
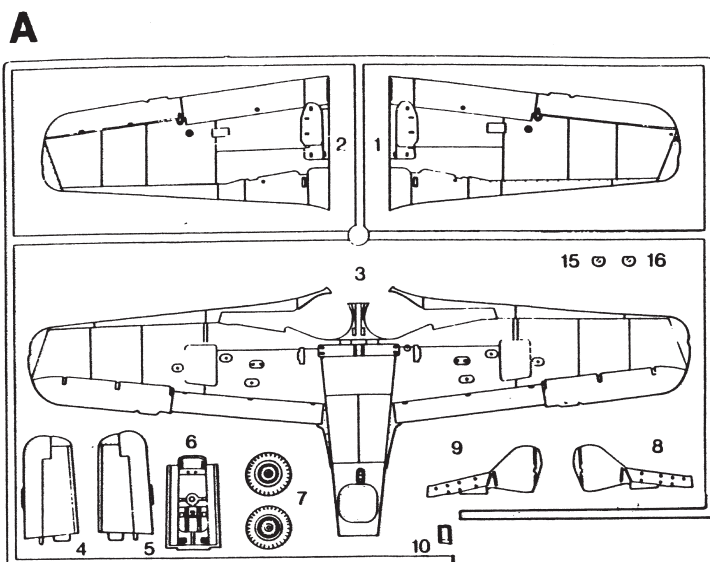
Fw 190 A-8

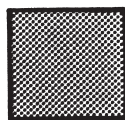
Wingspan: 10.5 m (34ft 4ins); Length: 8.95 m (29ft 4ins); Height: 3.95 m (13ft 0ins); Take-off weight: 4,272 tons; Engine: BMW 801D, 1,700 hp; Armament: 2 MG 131 4 MG 151/20

Ta 154 A

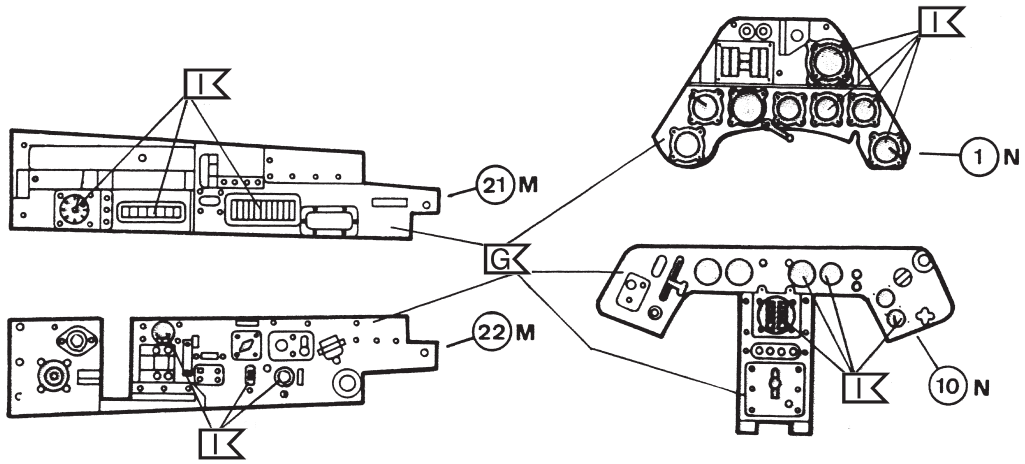
Wingspan: 14 m (45ft 11ins); Length: 11.75 m; (38ft 6ins); Height: 3.1 m (10ft 1ins); Engines: 2 x Jumo 211R, 1,350 hp; Mistletoe Unit (calculated values) Maximum speed at 8 km altitude: 560 km / h (348 mph); Climb to 6000m; Altitude: 3.5 m / s (688 ft/min); Service Ceiling: 8.5 km (27880 ft)

FW 190

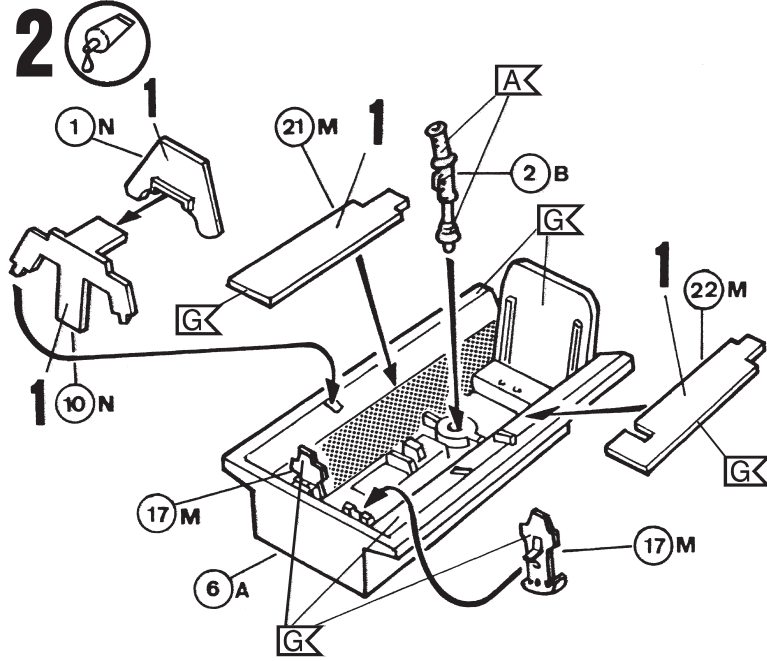



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 Pièces non utilisées
 Niet benodigde onderdelen
 Peças no necessárias
 Peças não utilizadas
 Parti non usate
 Inte använda delar
 Tarpeetomat osat
 Ikke nødvendige dele
 Deler som ikke er nødvendige
 Неиспользованные детали
 Elementy niepotrzebne
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 Gereksiz parçalar
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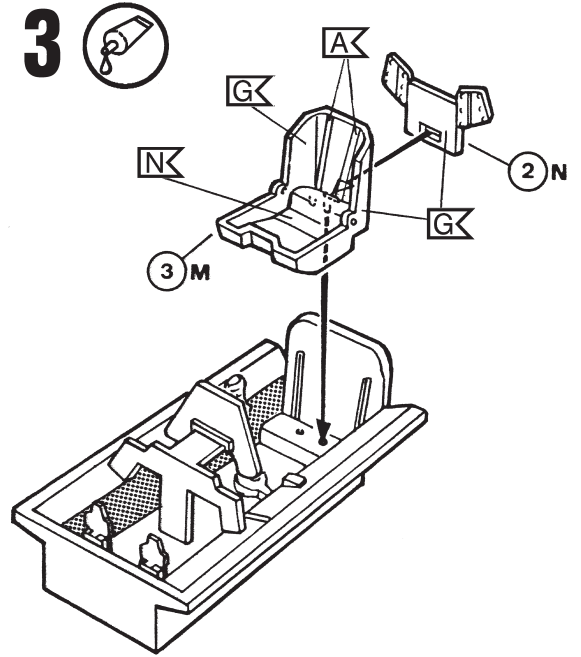
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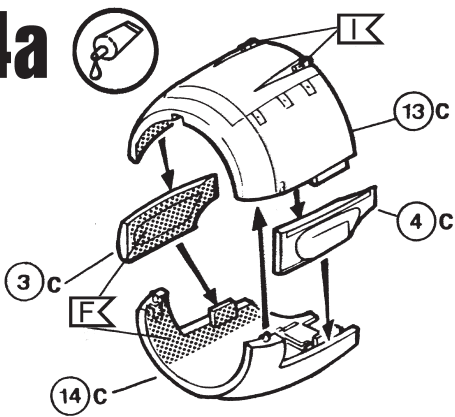
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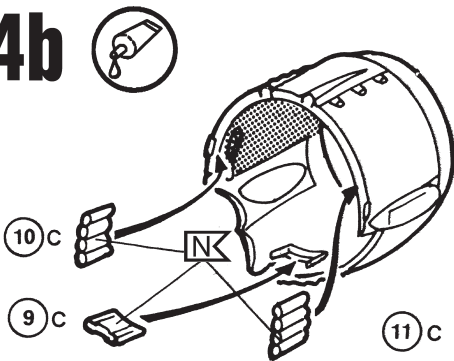
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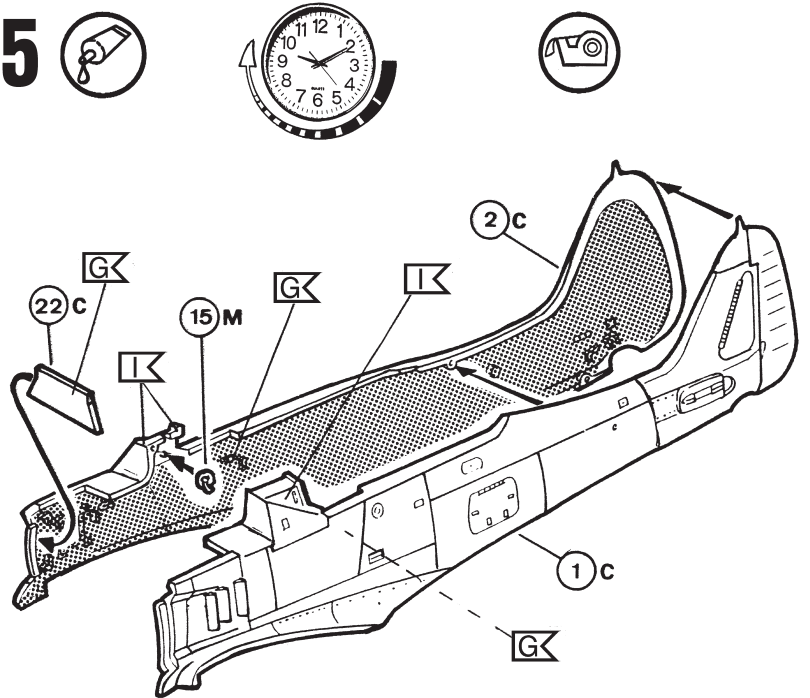
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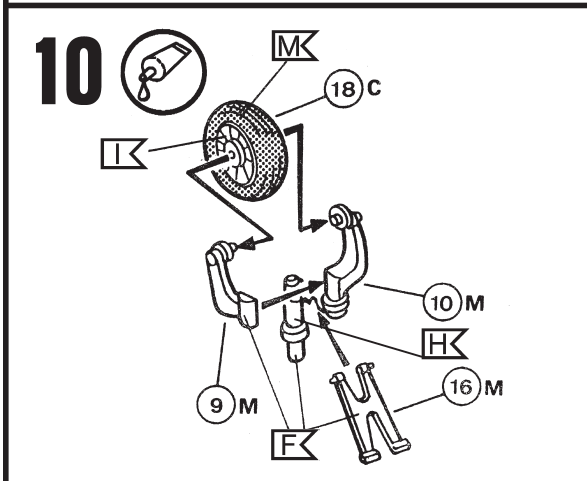
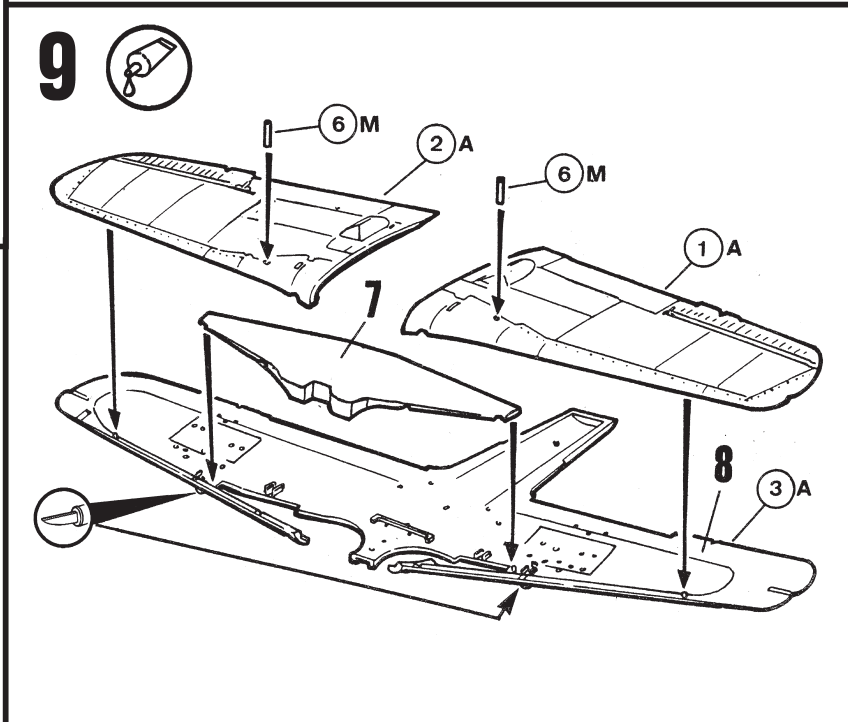
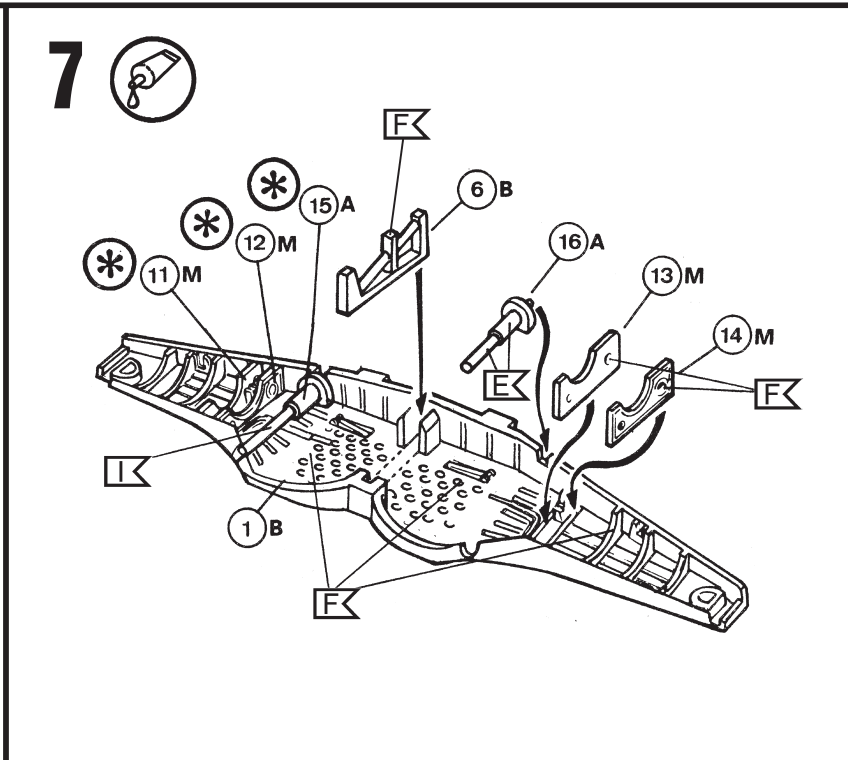
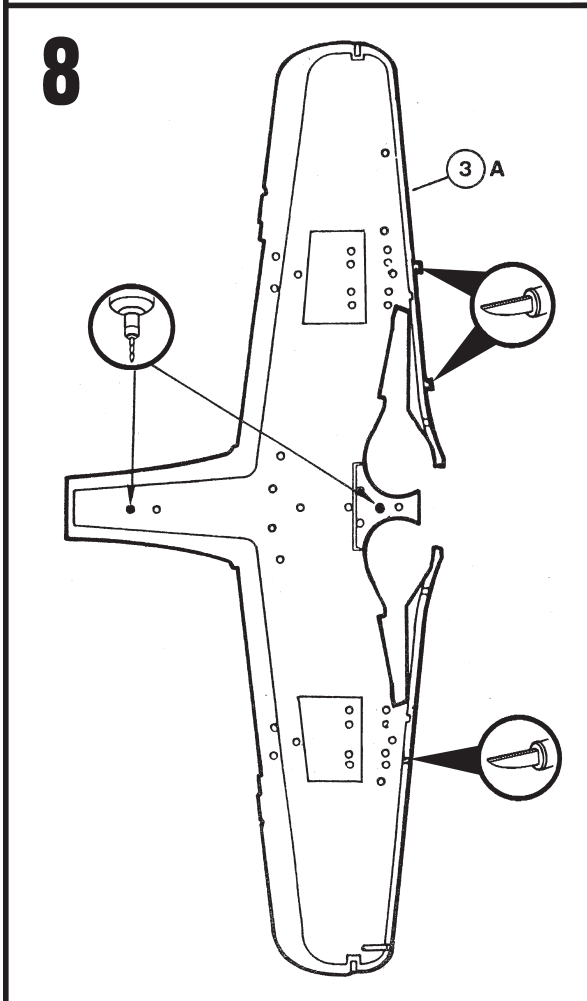
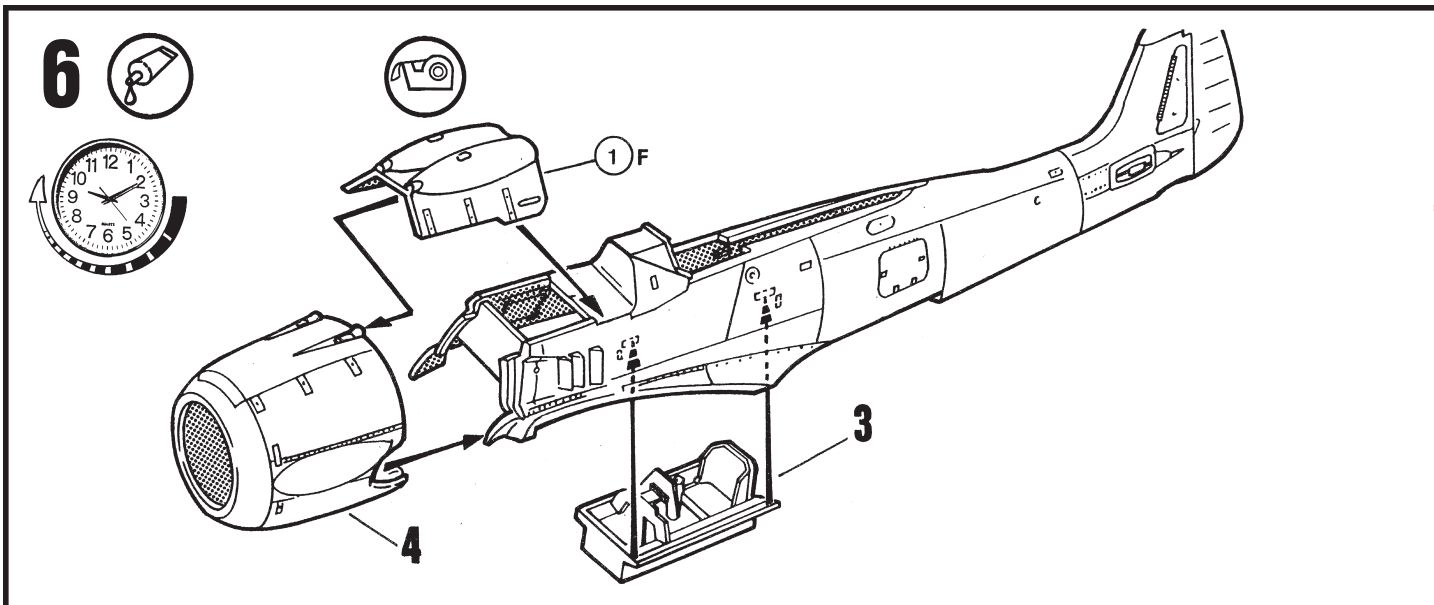


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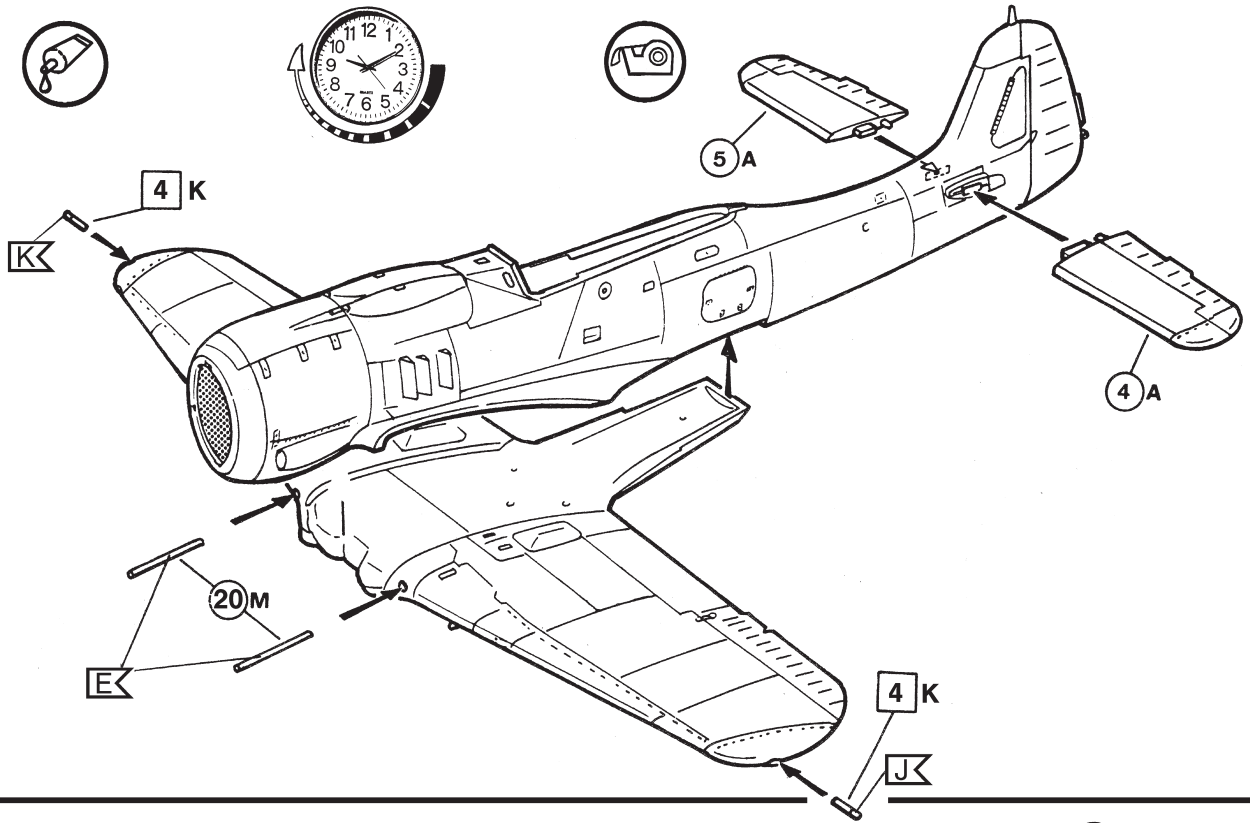


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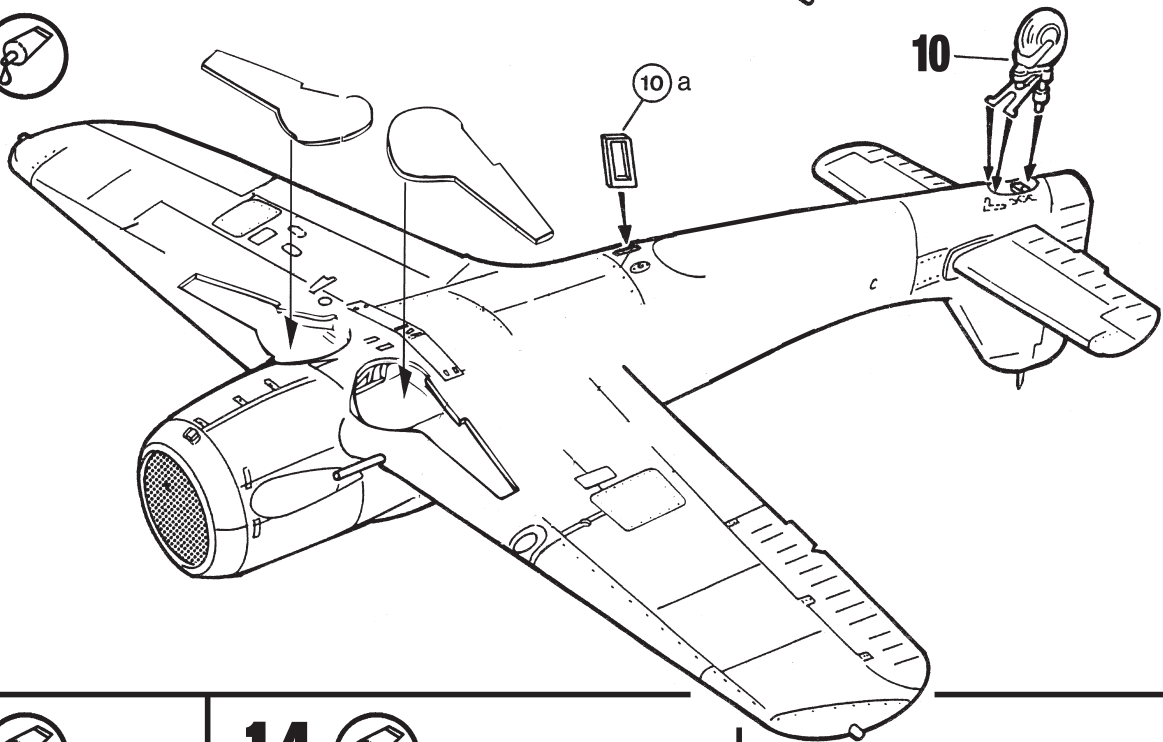




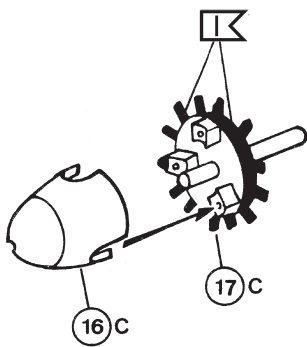
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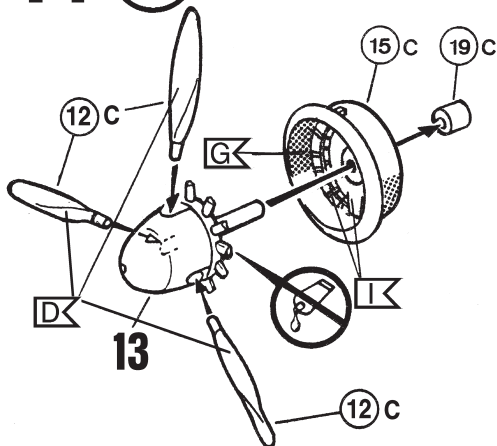
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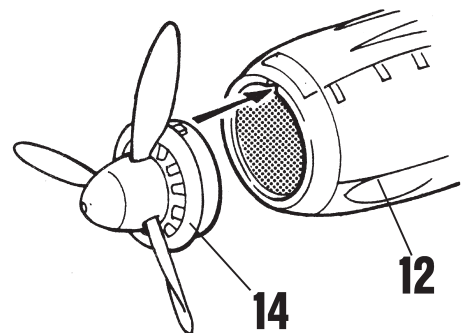
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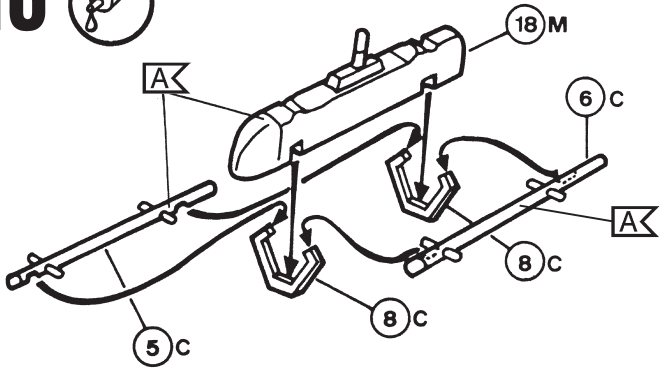
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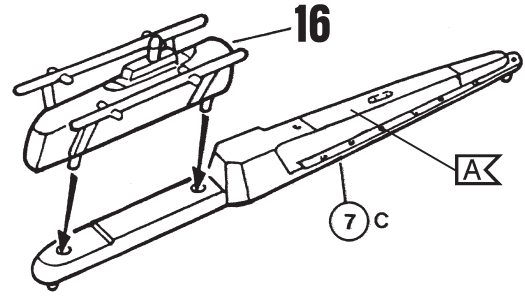
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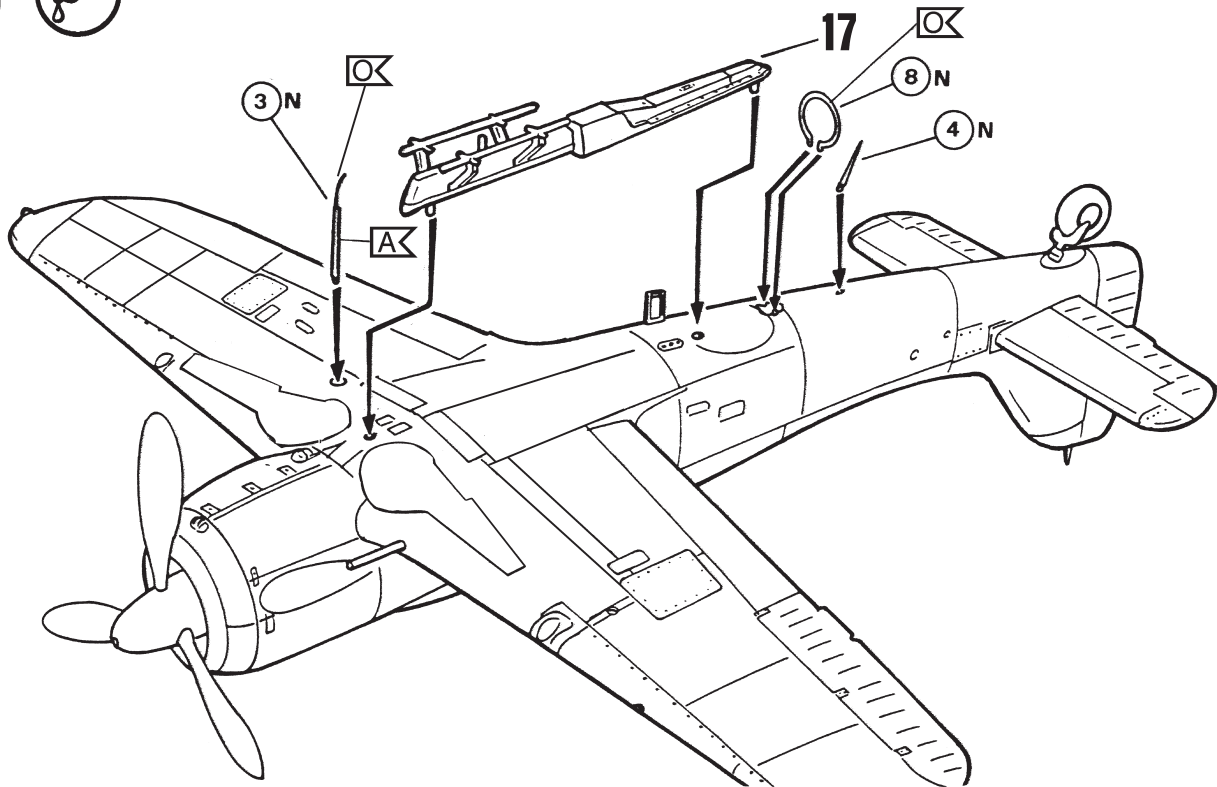
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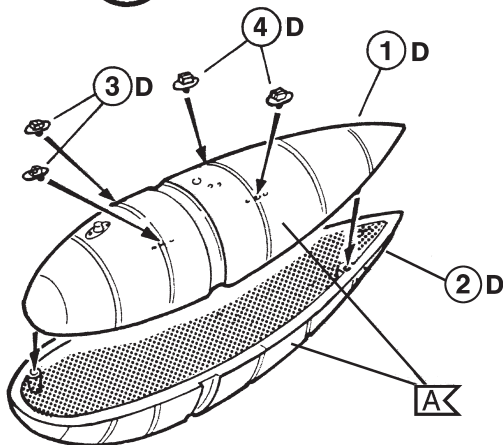
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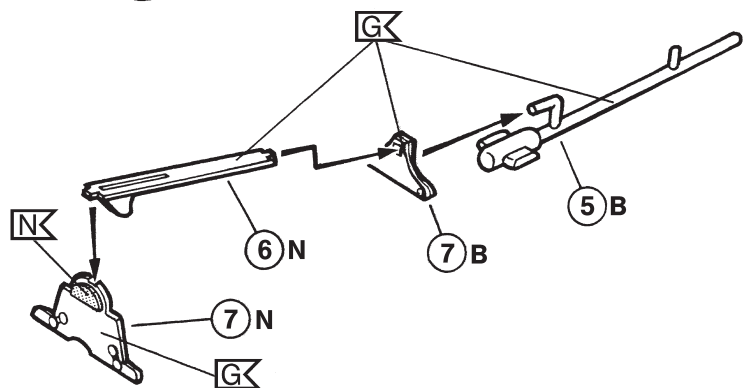
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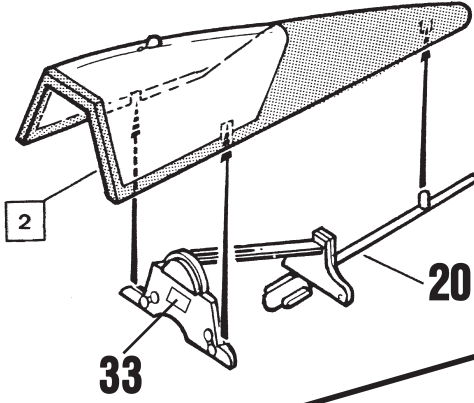
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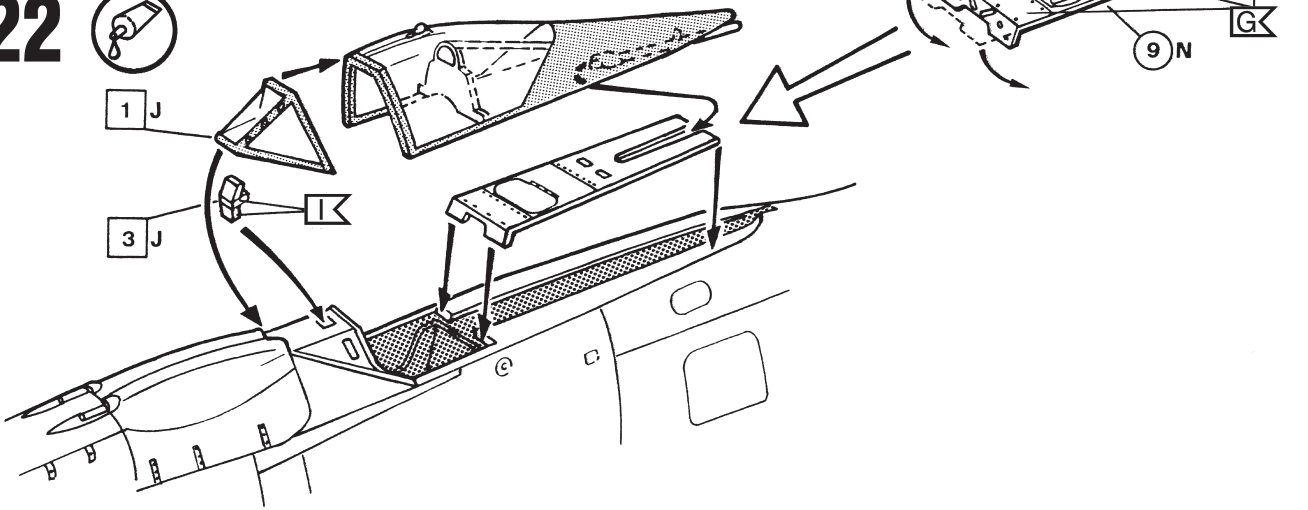
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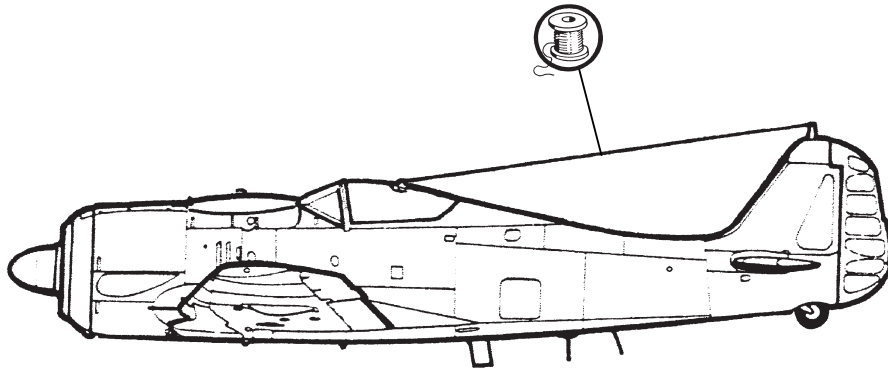
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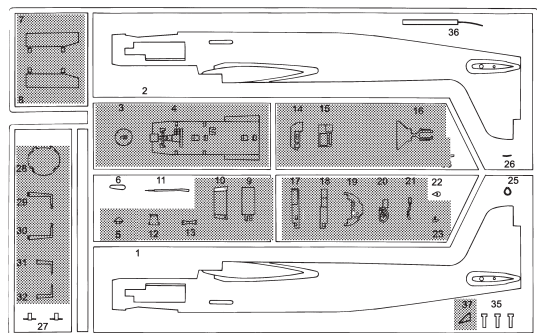


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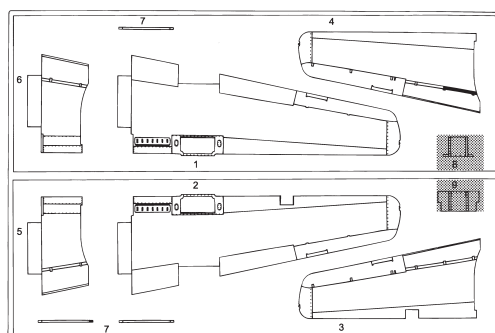


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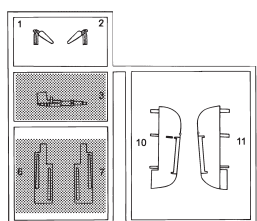
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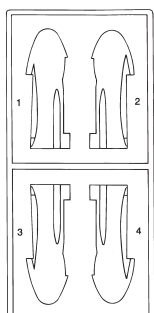
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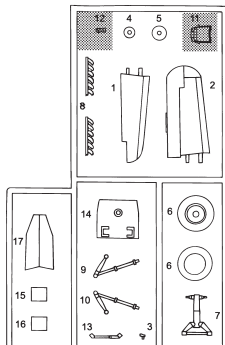
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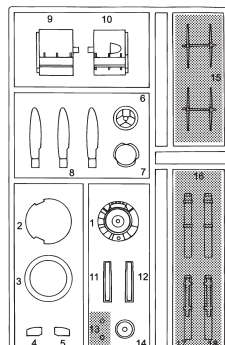
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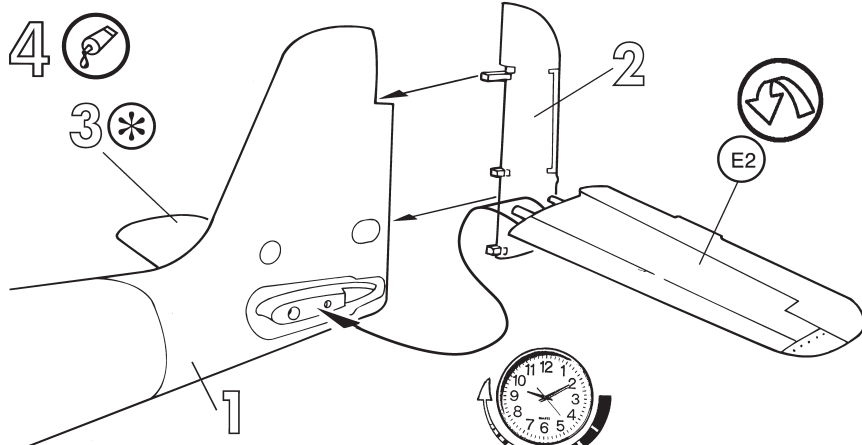
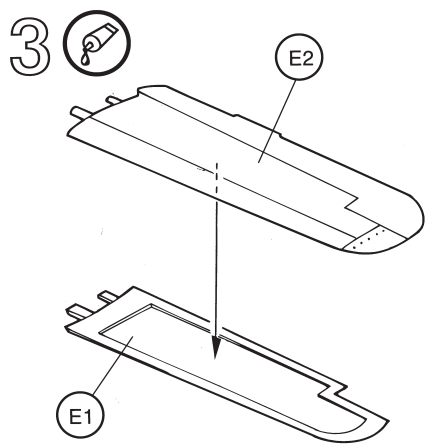
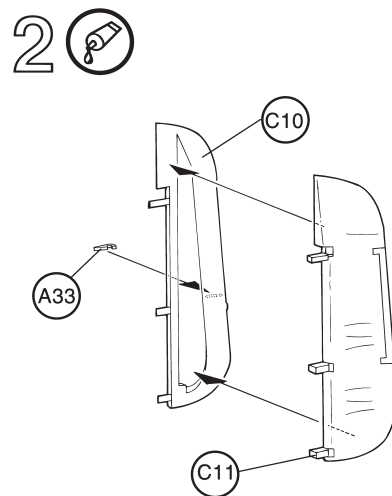
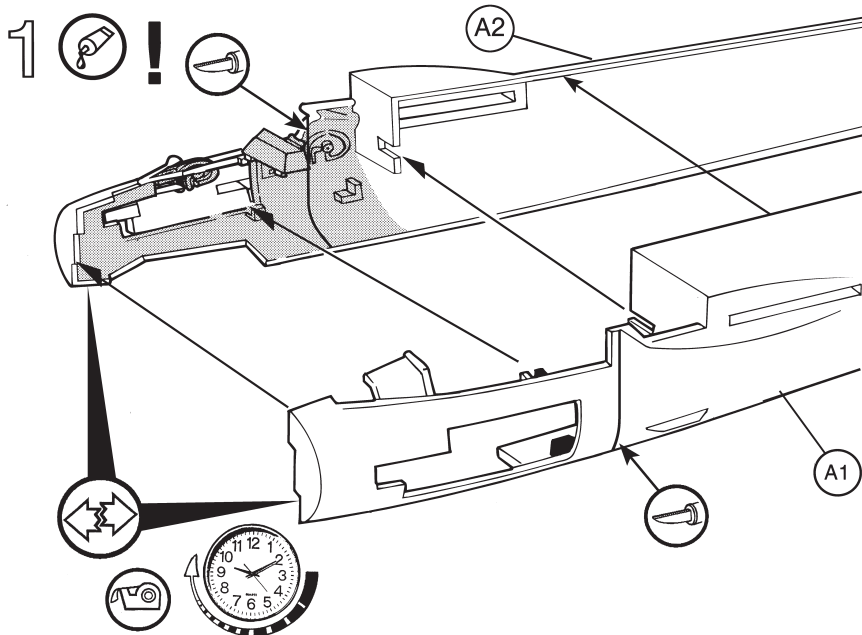
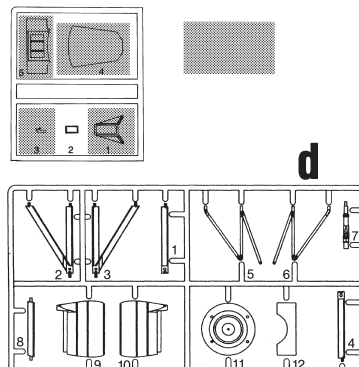
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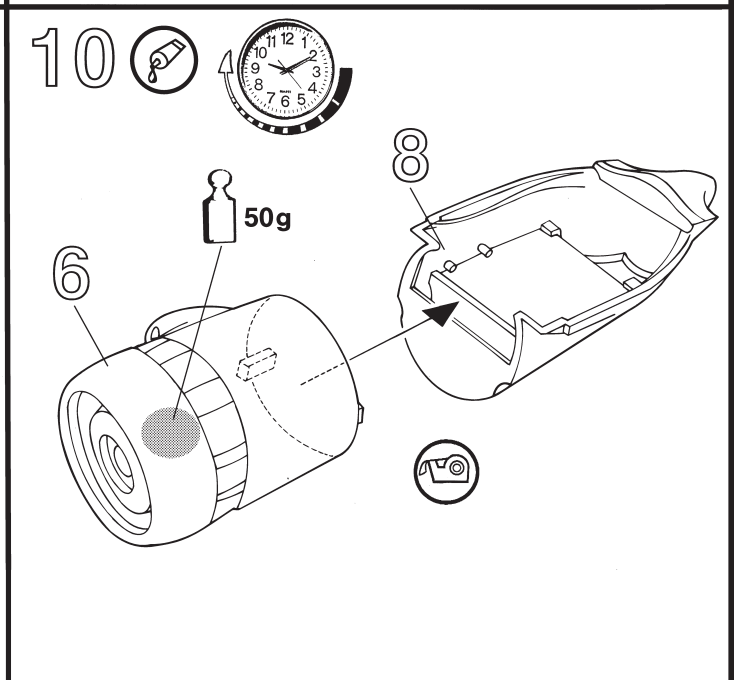
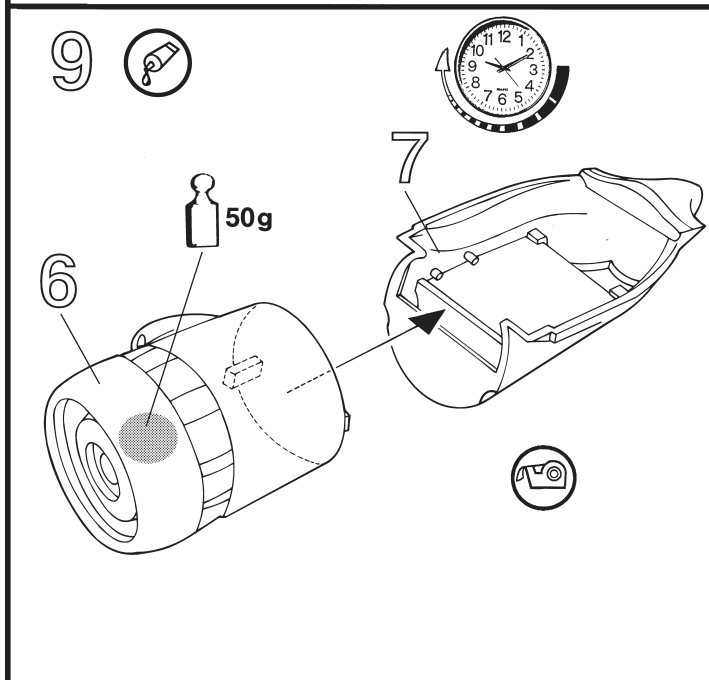
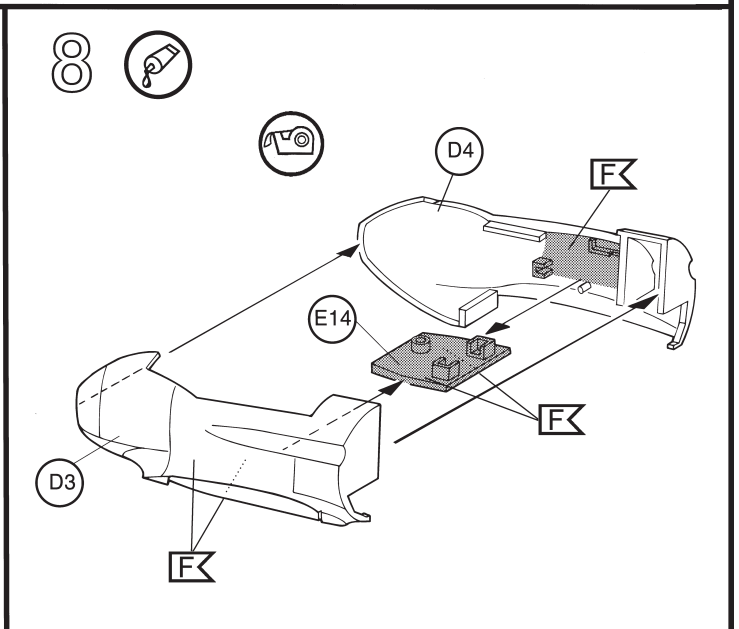
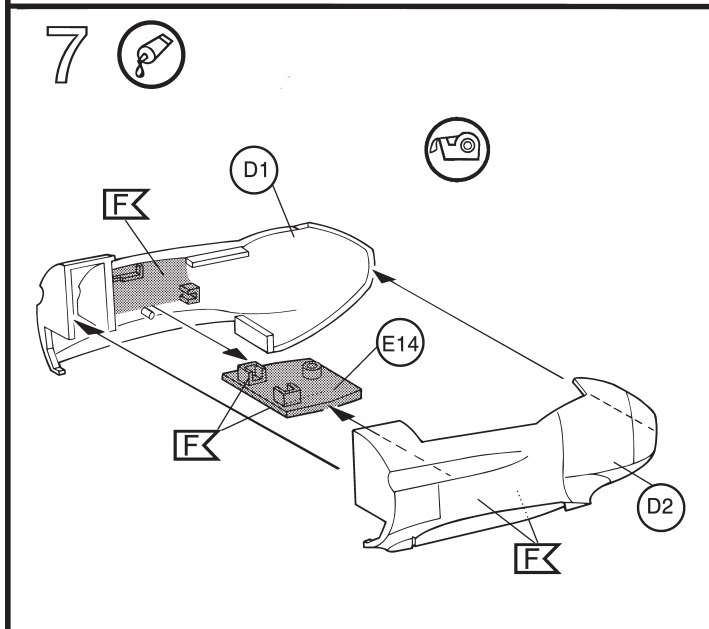
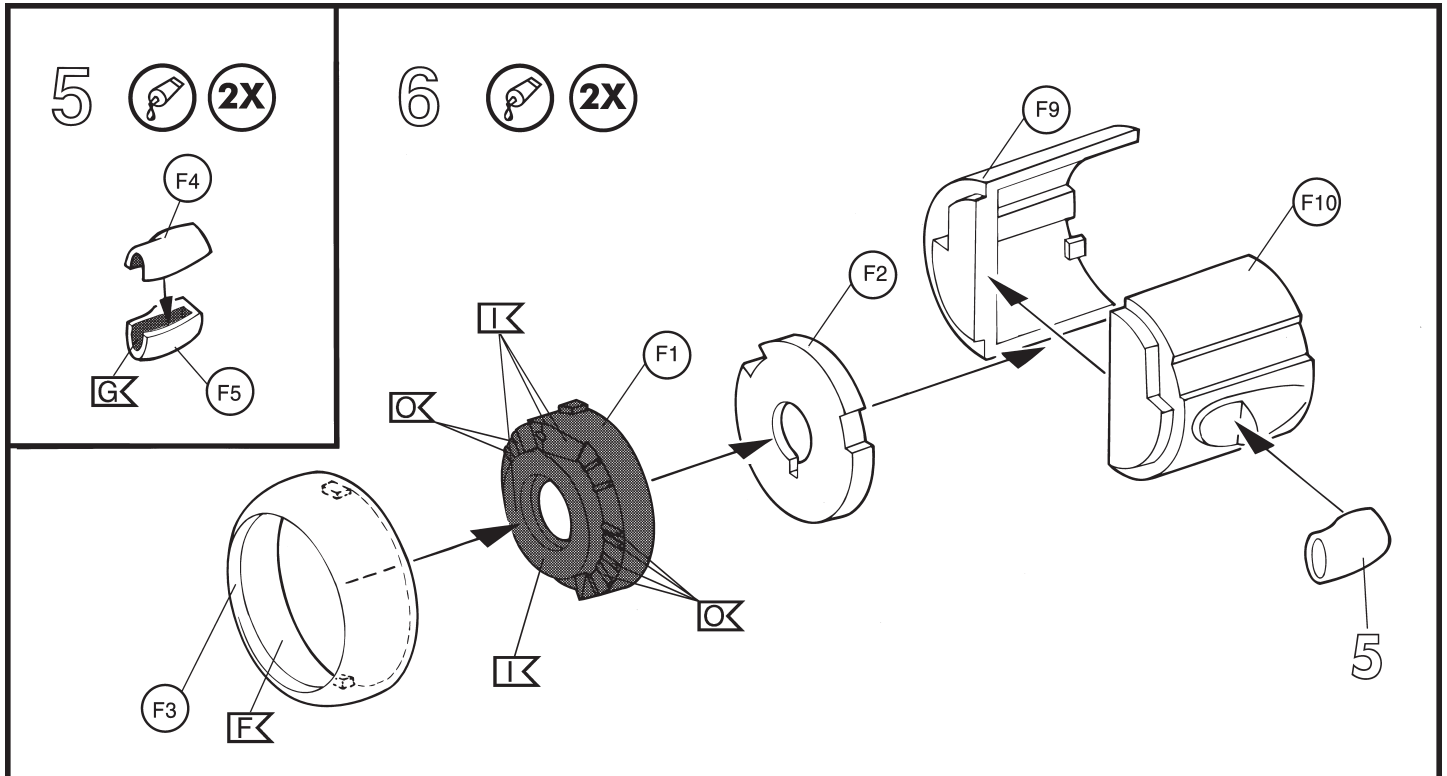


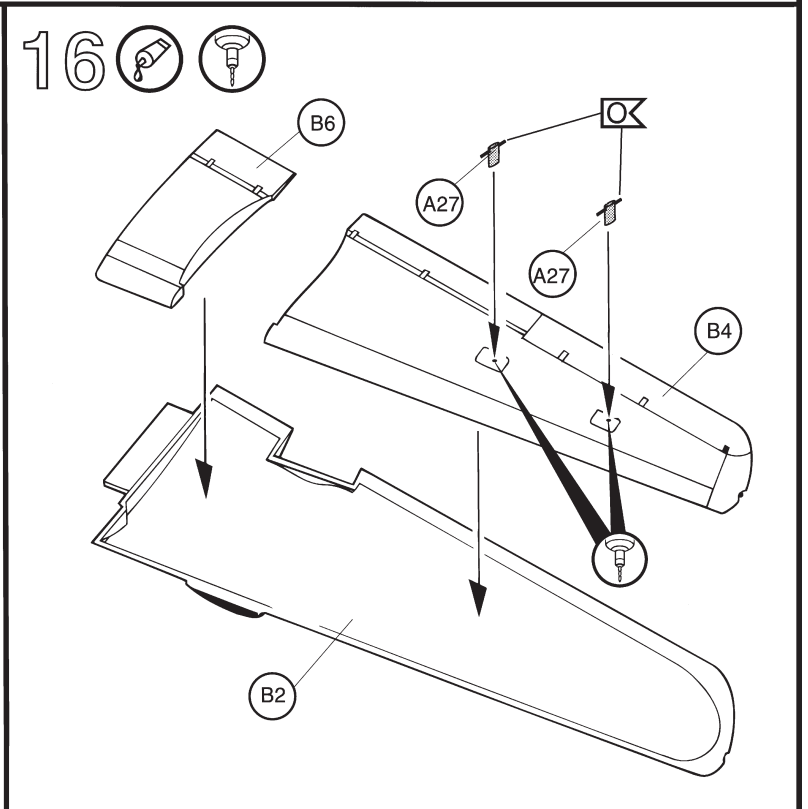
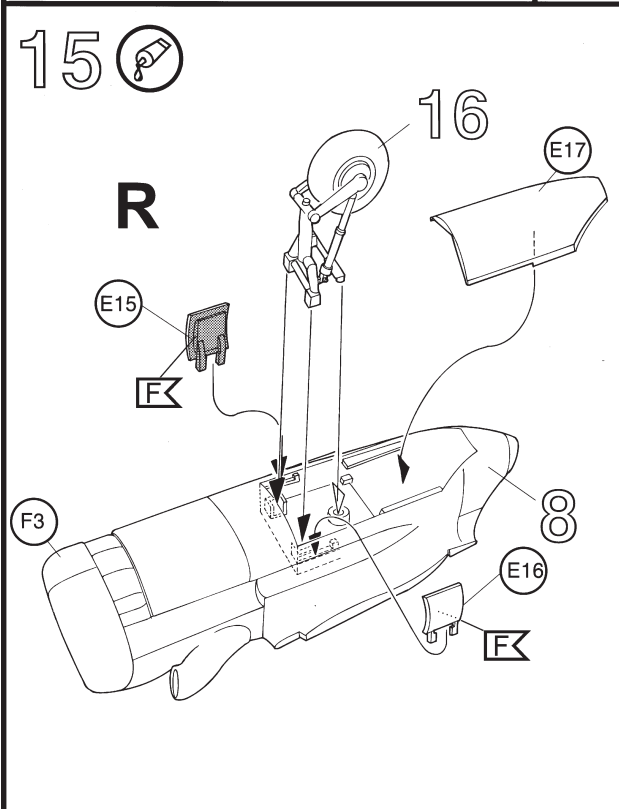
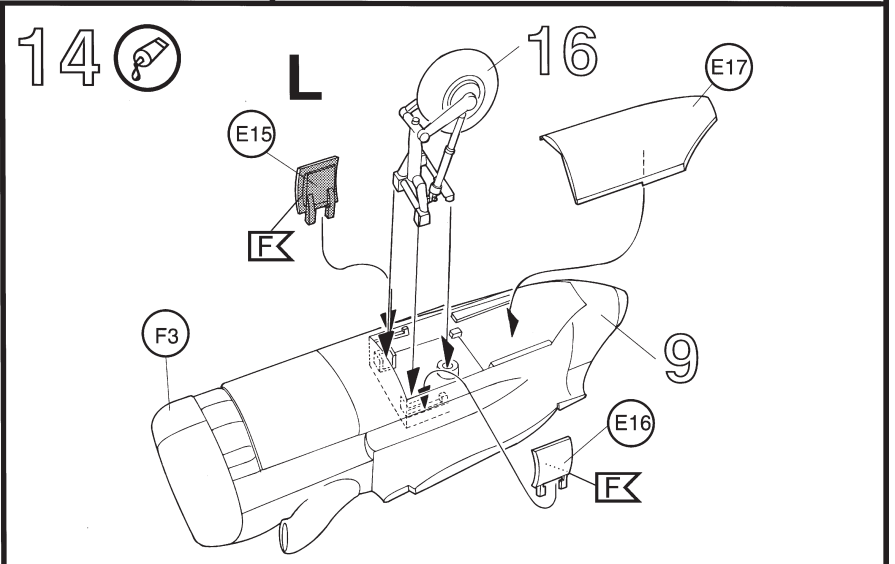
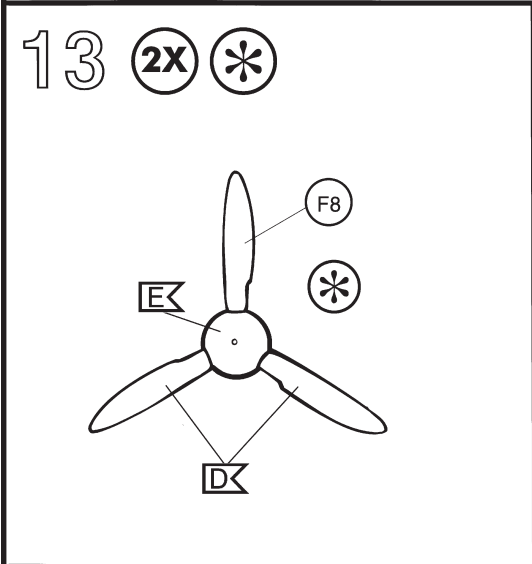
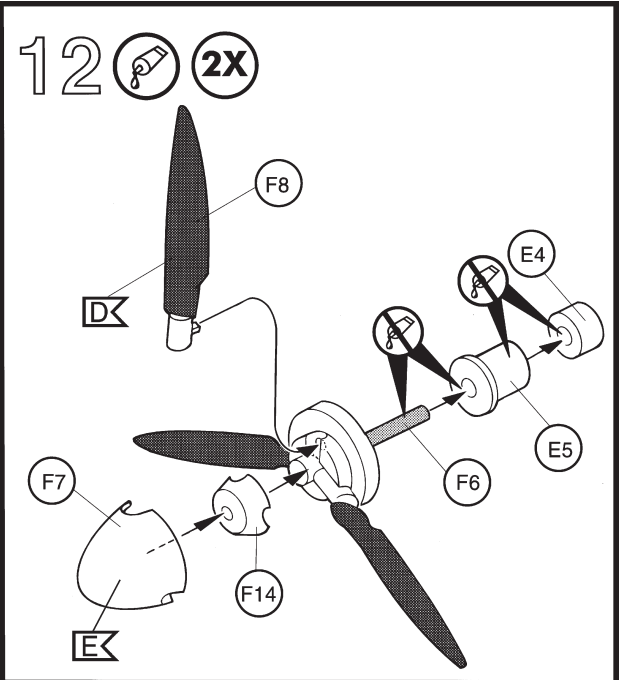
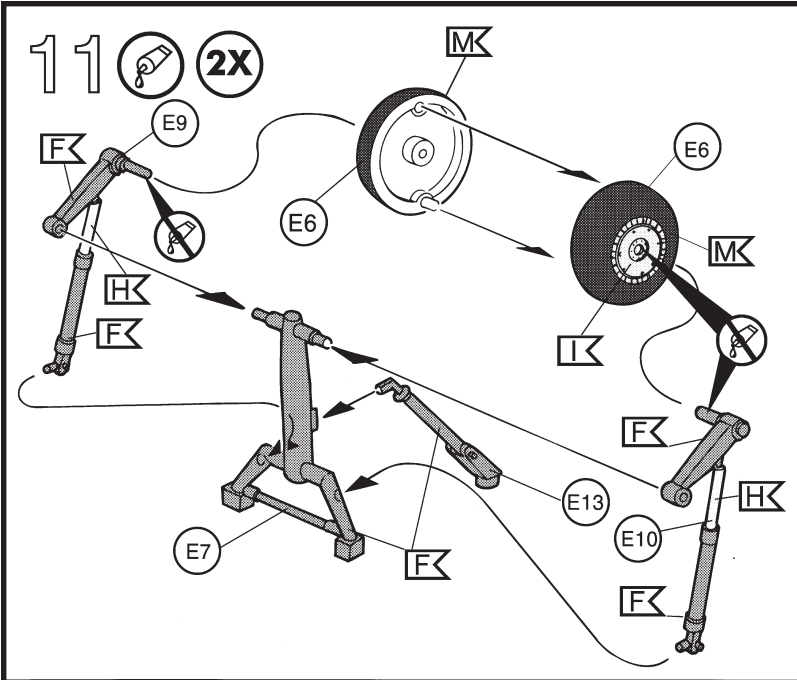
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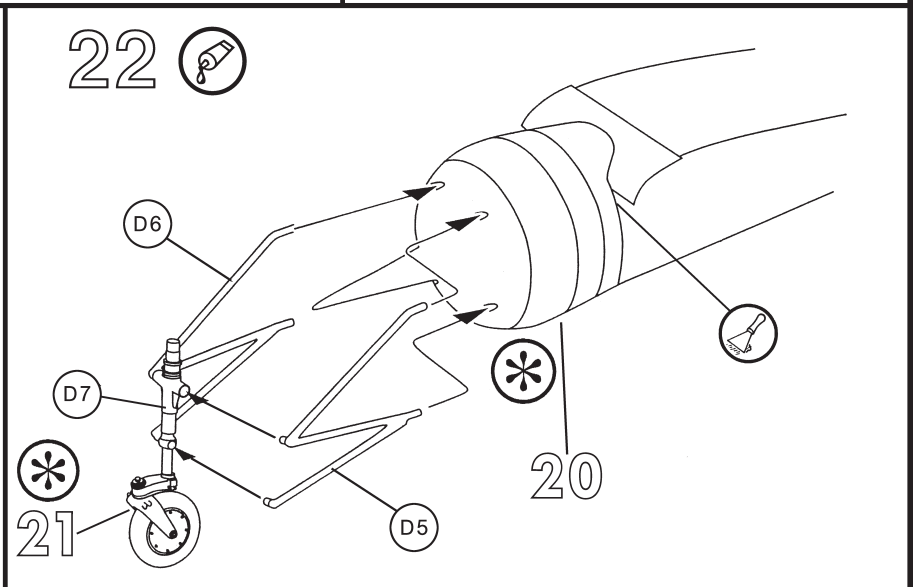
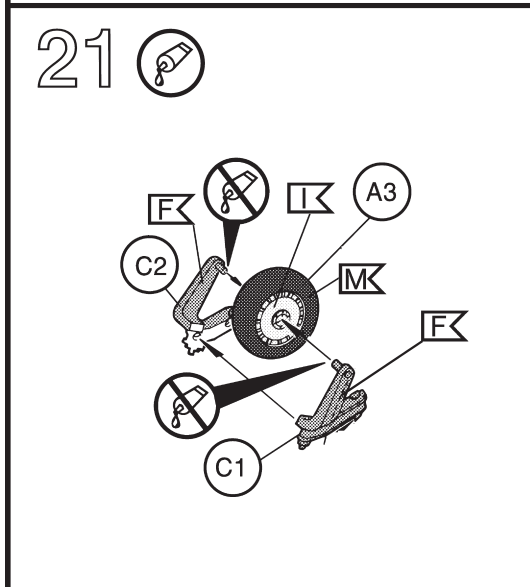
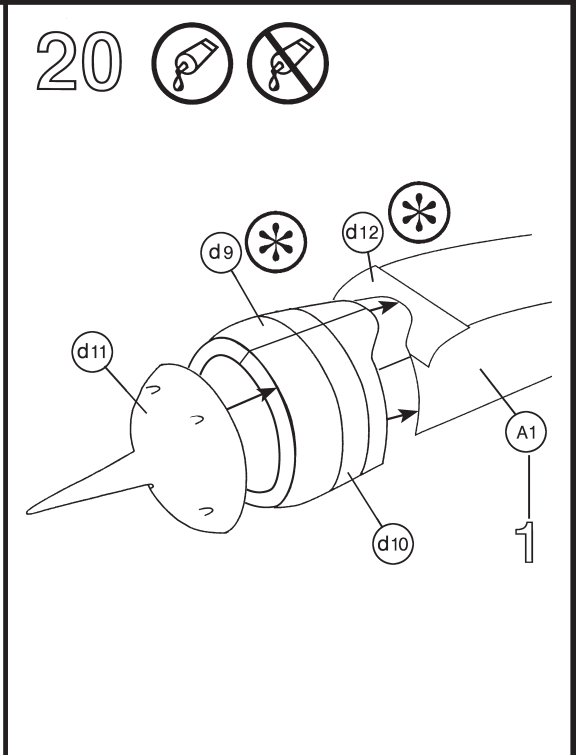
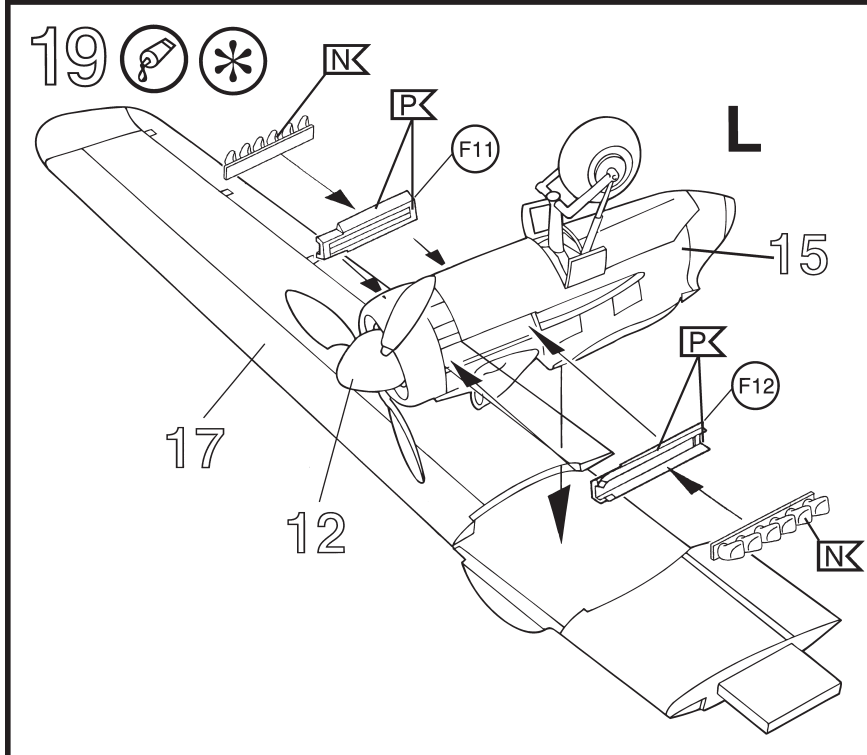
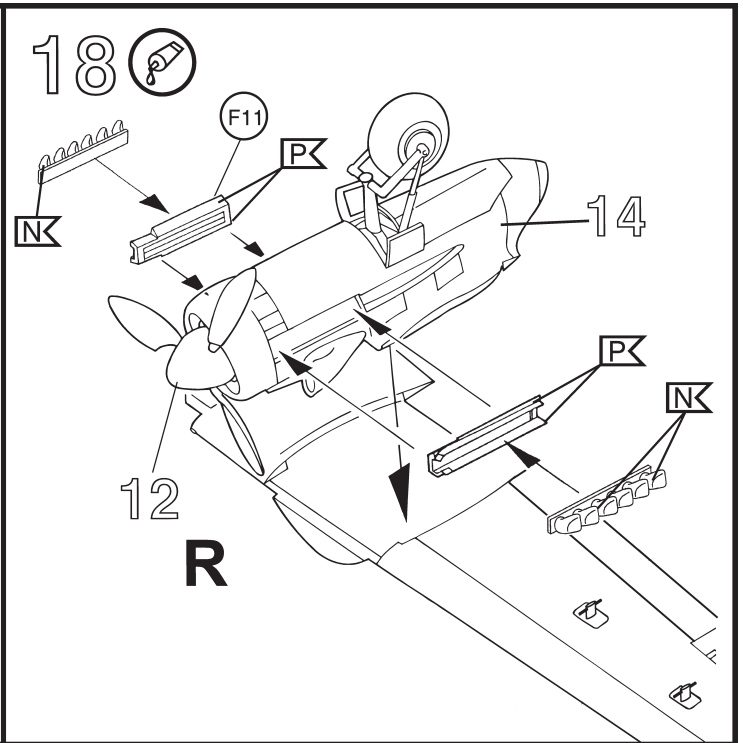
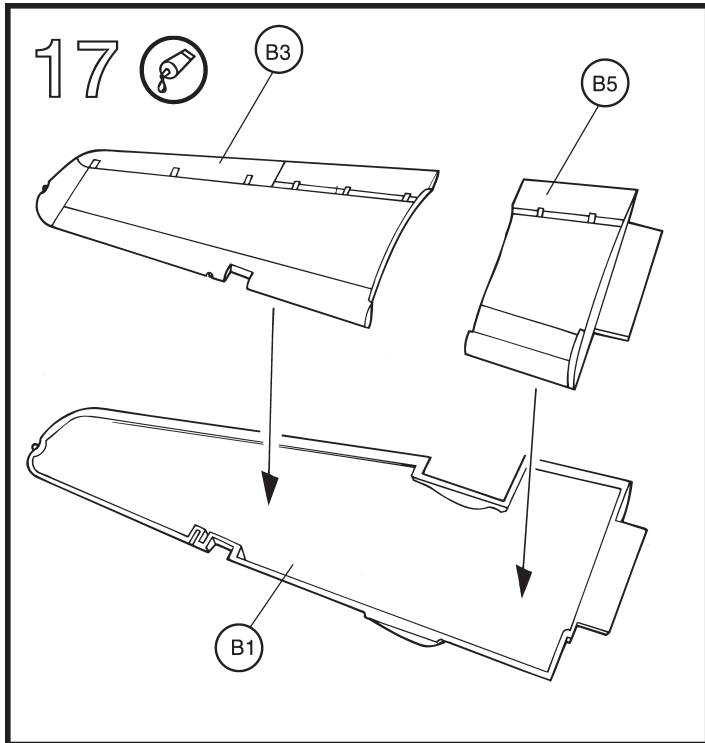


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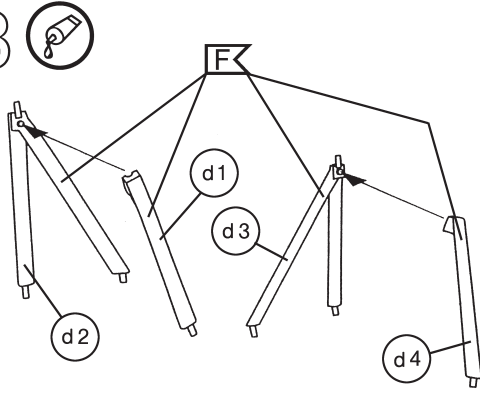




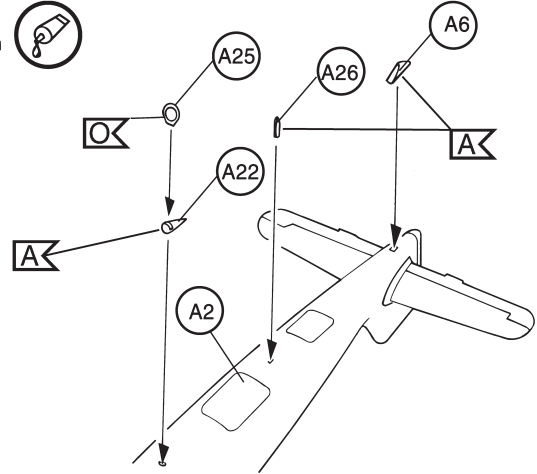




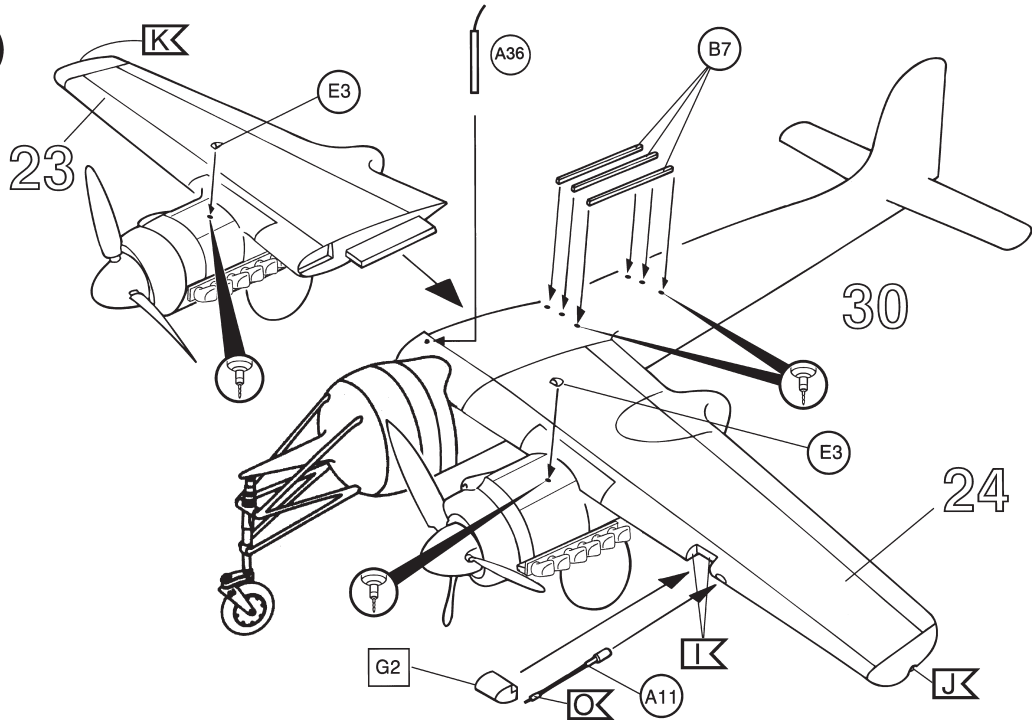
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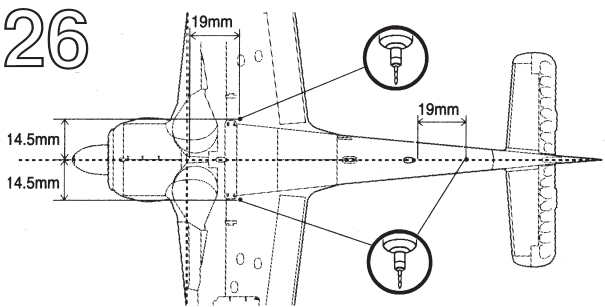
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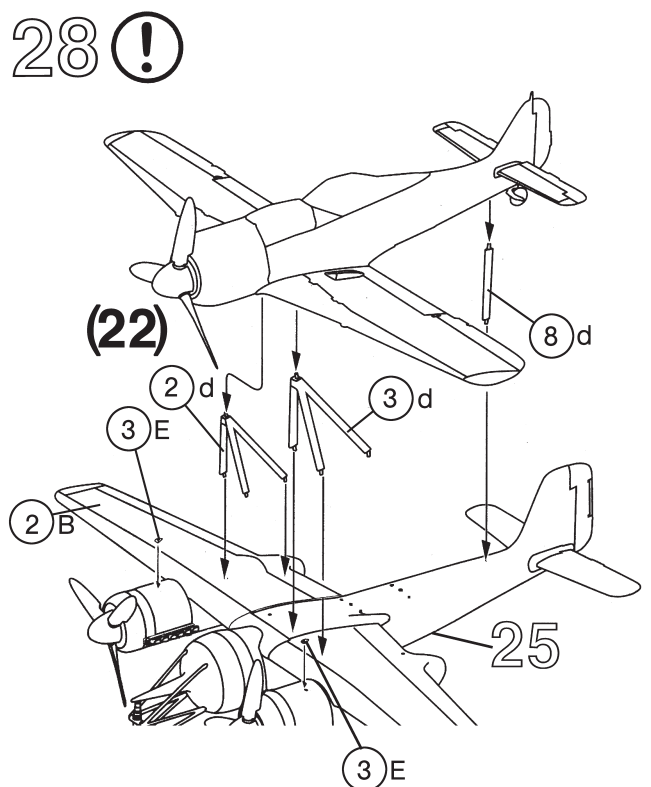
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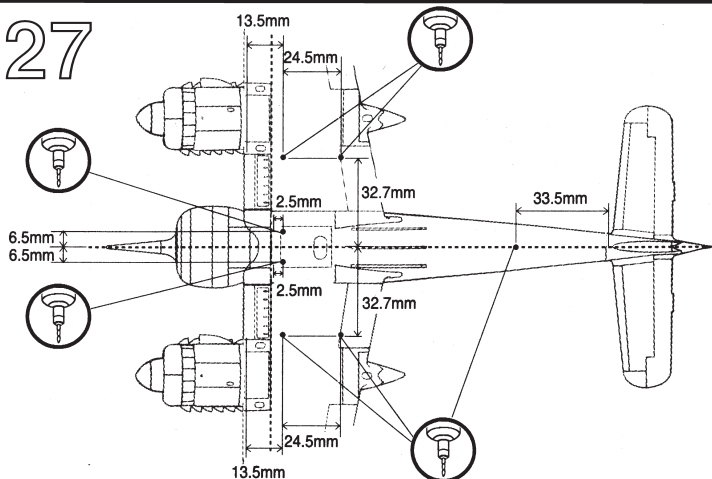
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Focke-Wulf Mistel-Gespann V "Pulk-Zerstörer", project, Fw 190 A-8, Ta 154, 1944

