

# Focke Wulf Fw 200 Condor

Juan Carlos Salgado

*Focke Wulf Fw 200 Condor* Marek Józef Murawski, 2009-12-15 Includes free decals and masking foil A monograph on German four-engined, long-range aircraft, Focke-Wulf Fw 200 Condor discusses its origins and development with coverage of changes made in its variants and sub-variants. Both civilian and military versions are specified and described. A separate chapter is devoted to camouflage and markings. The book constitutes a thorough insight into the Fw 200 service as airliner, transporter, bomber and reconnaissance plane. Its utility in warfare over the Atlantic, where Condors inflicted a massive toll on Allied convoys, is thoroughly described. Includes technical data. Complete with 104 pages, 119 photographs, 24 sheets of factory drawings, 5 color charts with 10 examples of camouflage schemes. Extra 1:32 or 1:48 canopy masks could be ordered. About the Series Monographs focuses on an individual type of aircraft. Each monograph contains descriptions of the aircraft's origin, its variants and combat history. Each volume includes several hundred archive photographs, technical scale drawings and color profile artwork. Each book also has free extras for modelers, with decals and masking foil.

**Focke-Wulf Fw 200** Chris Goss, 2016-07-30 In Dawn of D-Day David Howarth weaves together the testimony of hundreds of eye-witnesses and has produced a breath-taking and atmospheric account of the greatest amphibious landing ever attempted. Based on interviews with survivors and accounts by participants, including American paratroopers, British engineers, French civilians and German soldiers, this enthralling story brings all the drama of 6th June 1944 to life. David Howarth looks not only at the famous incidents but at the full range of D-Day experiences, relating the running battles between parachutists and Germans in the Norman countryside, the torment of being under fire for the first time, the agony on the invasion beaches, the shock of the German defenders and all the confusion, elation and horror of battle. Dawn of D-Day is superb history from the mouths and pens of the men who fought on that first day of the battle for Normandy.

*Focke-Wulf Fw 200 Condor* Heinz J. Nowarra, 1990 German long-range anti-shipping aircraft was also used as Hitler's personal aircraft.

Focke-Wulf Fw 200 Condor Juan-Carlos Salgado, 2009 This is a lavishly illustrated and highly detailed account of one of the most elegant and deadly aircraft to see service during World War 2. Designed and built in the late 1930s, originally as a civilian airliner to compete with the American DC-2 and DC-3, the Fw 200 grabbed the international stage when it broke the record for flying non-stop from Berlin to New York in August 1938. However, it is for its role as a maritime strike aircraft in World War 2 that the Fw 200 gained its reputation as the 'Scourge of the Atlantic'. The heavily armed Condor was equipped with a formidable array of bombs, 1000 kg air mines, Hs 293 guided missiles, as well as the latest radio equipment and search radars. It inflicted a massive toll on Allied convoys and merchant shipping over the North Atlantic between 1940 and 1943. As the war progressed and despite the fact that the Allies devised methods to increase convoy defence, the Condor soldiered on, latterly operating supply missions from bases in Norway in October 1944. The author, a renowned aviation specialist, has uncovered unique and unpublished material on this most revered aircraft of the Luftwaffe that will appeal to modellers and historians alike. The book will also feature the lesser-known use of the Fw 200 by the Spanish, as well as Focke-Wulf Condors in Soviet and South American colours. This is the most thorough and dedicated history of the only four-engined, long-range aircraft in service with the Luftwaffe during World War 2.

*Focke-Wulf Fw 200 "Condor"* Günther Ott, 2007

**Eagles of the Luftwaffe** Matthew Willis, 2021-11-02 The Focke-Wulf Fw 200 Condor was conceived for peace but turned to a warlike purpose savaging convoys bringing vital supplies to Britain. The aircraft Churchill called the scourge of the Atlantic became synonymous with the struggle to supply the Allies by sea. As a truly long-range reconnaissance bomber, the Condor acted as the eyes and ears of the Kriegsmarine, while packing a powerful punch itself. As the Allies stepped up their efforts to address the vulnerability of their convoys to aerial reconnaissance and attack, however, the Fw 200's weaknesses became ever more apparent. Naval aviation author Matthew Willis tackles the career of the feared aircraft, from its beginnings as a cutting-edge airliner, through its early development into a military transport and a maritime bomber and 'spyplane', including the addition of ever more armament and technology such as radar and the carriage of radio-controlled glider bombs. From the expanses of the Atlantic, via the freezing Arctic seas to the heat and dust of North Africa, the operational history of the Fw 200 is examined.

*Focke Wulf Fw 200 Condor I* Juan Carlos Salgado, 2006-10 These aviation profile books present some of the very best profiles we have seen and we are delighted to present them for the first time in the USA.

Focke-wulf Fw200 Chris Goss, 2017-10-15 Conceived and developed as a civilian airliner during the 1930s, the elegant four-engined Focke-Wulf Fw200 Condor soon became one of the Luftwaffe's most immediately recognizable and potent maritime armed reconnaissance aircraft. Following its introduction into service in 1939, the Condor took part in the German campaign against Norway and the British Isles in 1940 before being subsequently deployed over the Mediterranean in 1941 and the Atlantic between 1940 and 1944. Used as a transport for high-level German personnel in the Fliegerstaffel des Führers, as well as military transport missions on the Eastern Front, the Condor became involved in the catastrophic Stalingrad airlift. Later in the war, over the Atlantic convoy routes and despite the introduction by the Allies of escort carriers, catapult-fighter ships and long-range patrol aircraft, the Fw200 continued to wage an anti-shipping campaign, but by the autumn of 1944 and into 1945, it was relegated to pure transport missions flying from bases in Norway. In *Focke-Wulf Fw200: The Condor at War*, Chris Goss and Günther Ott present the most richly detailed narrative ever written on the campaigns undertaken by the Fw200. Their account is accompanied by hundreds of rare images, many previously unpublished, representing the largest assembly of photography relative to the aircraft ever published. A unique reference source for historians and modelers alike.

*Fw 200 Condor Units of World War 2* Chris Goss, 2016-08-25 The Fw 200 Condor first made an appearance over Norway in April 1940, flying with the unit that eventually become synonymous with it – Kampfgeschwader 40. As the war in the west progressed, and German forces advanced, French airfields opened up, allowing the Condor to fly around the UK and out into the Atlantic, where it rapidly established itself as one of the key menaces to Allied shipping. Able to attack shipping directly, or able to guide U-Boats to their prey the Condor scored its first major success when it crippled the liner Empress of Great Britain. But the tables were to turn on the 'Scourge of the Atlantic' as mechanical failures induced by their harsh operating environment and changes in Allied tactics began to take a toll. Vulnerable to aerial attack, the deployment of Allied carriers and their associated fighters combined with the introduction of more long range maritime patrol aircraft exposed the Condor's deficiencies. Packed with rare first-hand accounts, profile artwork and photographs, this is the history of one of the unsung types to take to

the skies during World War 2.

**Focke-Wulf Fw 200 Condor** Marek Józef Murawski,2007

The Fw200 Condor Jerry Scutts,2010 Born of an idea suggested by the Japanese Navy to arm Germany's elegant Fw 200 Condor airliner for a maritime reconnaissance role, the Luftwaffe's long-range Condor proved its worth in the first years of World War II. The FW200 Condor describes the development of the aircraft and its varied roles, missions and personnel, including the fate of all aircraft built. Color profiles and a wealth of photographs provide comprehensive information on this elegant aircraft.

*Focke Wulf Fw 200 Condor II* Juan Carlos Salgado,2006-10-01 These aviation profile books present some of the very best profiles we have seen and we are delighted to present them for the first time in the USA.

**CONDOR The Focke Wulf Fw 200** Nitin Wasant Shirsekar,2022-11-11 The book is based on the venerable, Focke-Wulf, Fw-200 Condor, the four engine, long range maritime reconnaissance bomber of the Luftwaffe that begun life as a civilian airliner, in 1937. It explores Germany's desire in nineteen thirty-five, to possess a long range airliner, in competition to other nations, and traces the initial discussions about its acquisition by the Reich Air Ministry (RLM) and Deutsche Luft Hansa (DLH), with the planning that went into its performance parameters and efforts of the DLH in scouring a suitable manufacturer, for building the aircraft. The narrative highlights the Bremen railway station meeting between Dr. Rudolf Stuessel, Technical Head of DLH, and the gifted Kurt Tank, chief designer of Focke Wulf Flugzeugbau, who was able to ink the deal for its development. The design and production process of the first prototype of the Focke Wulf Fw-200 called Versuchs.1 [Experimental.1] depicts the prevalent technology of the era and outlines the sequence of the Fw-200 test flights, culminating in the much publicized maiden flight with Kurt Tank on July 27,1937 at Neuenlander airfield, Bremen. The peculiar circumstances of how the airliner was adapted and altered to a long range maritime reconnaissance bomber for the Luftwaffe is highlighted, along with the Fw-200 C1's, initial successes against merchant shipping in the North Atlantic. Germany's changing fortunes after Operation Barbarossa, coerced the Luftwaffe to transfer elements of several Fw-200 Staffeln directly from France, Italy and the Mediterranean, to Russia to bolster the Stalingrad airlift and relieve the beleaguered Wehrmacht troops trapped inside the pocket. The converted airliner however proved ineffective, in the harsh and unforgiving conditions of the Russian front, in and around the airfields of the pocket. Failing to make a difference to the airlift along with other aircraft types, in forming a continuous air bridge supplying fuel, rations and munitions to the trapped formations, the Fw-200's ignominious exit from the theatre, culminated in the defeat of the German Army at Stalingrad. By late 1943, the Luftwaffe acknowledged that the Fw-200 was obsolete and its subsequent combat engagements, in face of overwhelming Allied air power lead to the withdrawal of the Fw-200 Condor from operations around the French Atlantic coast. A severe shortage of aviation gasoline also gripped Germany by 1944, leading to the last Fw-200 unit, [KG.40] being officially disbanded in August 1944, with the mothballing of the few remaining Condors. However, the Luftwaffe, still had use of the long range endurance capabilities of the Fw-200 as a 'civilian airliner', with limited direct, night courier services, to nearby European capitals of Denmark, Norway and Spain, ferrying covert civilians and cargo. The collapse of Germany, ended the career of the venerable Fw-200 Condor, with the exception of a few civilian examples flying abroad, until the unavailability of spares parts, lack of servicing and increasing damage from wear and tear, consigned them to the scrap heap. The crash of a Fw-200 [F8]BR], in a Norwegian fjord, near Trondheim in April 1942, on returning from a 10 hour maritime patrol over the North Sea, is outlined. The discovery of the wreck in Hommelvik bay in 1981, was to inspire a dramatic recovery effort of the airframe from the bay in May 1999 and a historic joint rebuilding effort coordinated by Germany for the next 20 years, that transformed the debris, and several new parts and wing sections, fabricated from the dimensions of the salvaged remains, into a fully restored, semi-working, scale replica of the Condor, in Sept, 2021. Today the 'Trondheim' Condor is the only example of a surviving Focke-Wulf Fw-200 anywhere in the world. The exhibit is on display beginning July 2022 in a hangar at Berlin's Tempelhof airport., for the viewing pleasure of aviation enthusiast and 'Condorians' around the glo

Focke-Wulf Fw 200 Condor Rob J.M. Mulder,Günther Ott,2013

**Fw 200 Condor vs Atlantic Convoy** Robert Forczyk,2010-03-23 With the fall of France in 1940, Germany suddenly had the opportunity to strike at poorly guarded Allied convoys. The Luftwaffe pressed into service the Fw-200 Condor, a plane that had originally been designed as a civilian airliner and the first plane to fly non-stop from Berlin to New York in 1938. After various modifications, the Fw-200 became the Luftwaffe's long-range maritime patrol and strike bomber. It was devastatingly effective; a single attack by five Condors on a convoy in February 1941 resulted in the sinking and damaging of 11 ships. Furthermore, the Condors passed on convoy sightings to the U-boats with devastating effect. By the summer of 1941, the threat posed by the Condor was so great that Winston Churchill dubbed them the scourge of the Atlantic. Losses to Condor attacks resulted in various crash efforts to find a solution to the predator. One solution was the Hurricane, a modified Hurricane that was launched by catapult from a converted merchant ship. But a more robust solution was required. This was delivered with the creation of the escort carrier to provide continuous air cover over a threatened convoy. By 1941 the duel for supremacy over the Atlantic began to turn in favor of the Allies and was furthered by the entry of the US into the war. The Germans made a last ditch attempt to turn the tide by equipping Condors with anti-shipping missiles, better defensive armament and airborne radar. But their numbers were too few to combat the ever-increasing might of the Allies. This volume highlights a classic duel between opposing tactics, doctrine and technology, with the Germans attempting to field an airborne weapon that could intercept the Atlantic convoys, while the Allies attempted to provide an effective defense umbrella over the ships carrying vital war-time supplies.

**Focke Wulf FW 200 "Condor"** Waldemar Trojca,2005

*Hitler's Squadron* C. G. Sweeting,2001 Details the aircraft and missions of Adolf Hitler's personal aircraft transportation squadron; An unparalleled reference guide to some of the legendary aircraft of the era, including the Junkers Ju 52/3m, the Focke-Wulf FW 200 Condor, and the Junkers Ju 290; Contains rare photographs of Hitler's personal planes and of life inside the inner circle of the Third Reich; Adolf Hitler was the first head of state to have his own personal pilot and airplane. His interest in aviation as a propaganda weapon as well as transportation led him to order the establishment of a special air squadron, the Fliegerstaffel des Fuehrers. To command this unique unit, he chose Hans Baur, veteran World War I combat ace and pioneering airline pilot. During the 1930s and World War II, the Fuehrer's own pilot and special aircraft flew the famous and the infamous. Baur flew Hitler, his inner circle, and visiting dignitaries throughout Europe, to Hitler's secret headquarters and to the far-flung battlefields of the Eastern Front.. The aircraft used in the squadron were the Junkers Ju 52/3m,

D-2600; the Focke-Wulf FW 200 Condor; and the Junkers Ju 290, a true flying fortress. Sweeting also discusses the remark

**Eagles of the Luftwaffe: Focke-Wulf FW 190 A, F and G** Dan Sharp,2020-04-14 Full profile of the legendary German Second World War fighter.

*Focke-Wulf Fw 190* Chris Goss,2019-06-30 An exploration of the early service of Germany’s Fw 190, containing a unique collection of rare photos displaying the wide use of this aircraft. Widely regarded as the Luftwaffe’s finest fighter, the Focke-Wulf Fw 190 first saw service in France in August 1941, immediately proving itself at least the equal of the then-latest Spitfire variant, the Mk.V. In this volume, Chris Goss takes a close look at the aircraft’s features as well as its early history. There were a number of characteristics which contributed to the Fw 190’s success. For instance, it was designed as a weapons platform and built to withstand heavy punishment. Another element in the Fw 190’s construction which added to its durability was its wide-tracked, inwards-retracting landing gear. The Fw 190’s BMW 801 D-2 radial engine also produced 1,677 horsepower, giving the early Focke-Wulf 190 A-8 a top speed of more than 400 miles per hour—which was considerably faster than the early variant Spitfires. As Goss points out, it was the Spitfires with which the Fw 190 pilots frequently had to contend when in combat over the English Channel, and particularly during the Allied raid on Dieppe in August 1942. The Fw 190’s weapons capability also saw it used as a fighter-bomber against Allied shipping in the Channel and against the southeastern coasts of England in 1942 in tip-and-runs raids. These fast, low-level attacks proved difficult for the defending RAF squadrons to counter and only one Fw 190 was lost on these operations. In this first of two volumes, Goss examines the aircraft’s features and early days, showing exactly why it was the workhorse of the Luftwaffe.

**FOCKE – WULF Fw 200 Condor** Jürgen Prommersberger,2022

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