

FOCKE-WULF FW 200 CONDOR

PART 1 - AIRLINER

CATN^o 72-238

PRINT & SCALE

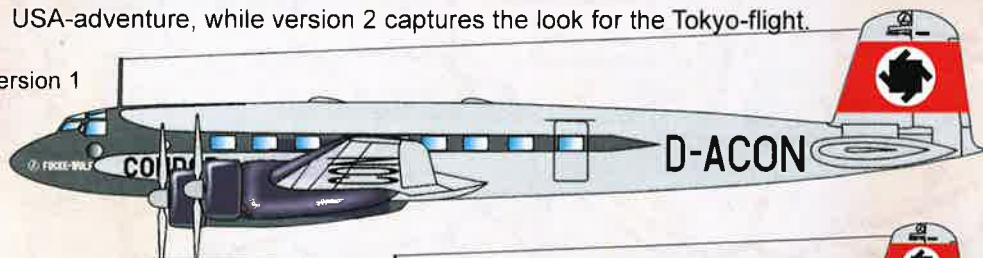
INFO.PRINTSCALE@GMAIL.COM

SCALE 1/72

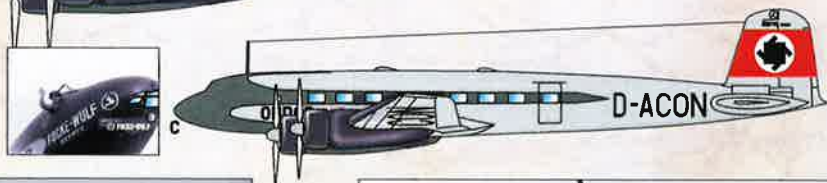
- ① Fw 200 V1, Unit: Focke-Wulf Company/Reichsluftfahrtministerium (RLM), Version 1: 11.08.1938, Floyd-Bennett-Field, New York/USA. Version 2: 30.11.1938, Tokyo/Japan. Code: D-ACON (V1, former D-AETA)

Historical background: This plane was the very first prototype and took to the sky the first time on 06.09.1937. After V1 & V2 were introduced to the Lufthansa on 27.11.1937. V1 then commenced its 200 hrs. of evaluation from 06.02.1938 as D-AERE "Brandenburg" at Berlin-Staaken at the RLM, but as soon as on 28.02.1939 it was returned to the manufacturer. After new wings were mounted and several other smaller problems solved, it returned to the scene from 04.07.1938 fully modified with as many tanks in the passenger room as possible. To make this beautiful new plane a good seller, now records have to be set! With Alfred Henke at the controls on 10.08.38 the plane started towards New York and did 6371km in 24 hrs and 36 mins (average speed 255,449 km/h). This caused a great sensation and the way back on 13.08.28 was made in 19 hrs and 55 mins (average speed 320,919 km/h). This transatlantic flight was absolutely ground-breaking! Now Brazil, Denmark, Finland and Japan showed big interest in the plane. Therefore a second record-flight was planned: Berlin - Basra - Karachi - Hanoi - Tokyo (13844 km!). On 28.11.1938 the plane started and reached Tokyo after 46 hrs and 18 mins (incl. 4 hrs. and 18 mins tank stops, average speed 192,208 km/h), again a new airliner world record! The flight back commenced on 05.12.1938, but in the morning of 06.12.1938 Henke made a personal mistake with the fuel connection and had to ditch the plane at a sand bank near Rosario point in the Philippines. Though the plane was recovered and shipped back to Germany, it was a complete write-off. Version 1 shows the plane at the time of the USA-adventure, while version 2 captures the look for the Tokyo-flight.

Version 1



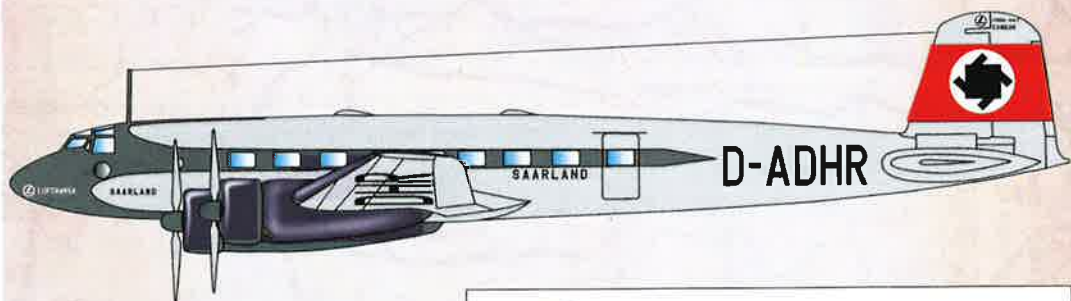
Version 2



TJN

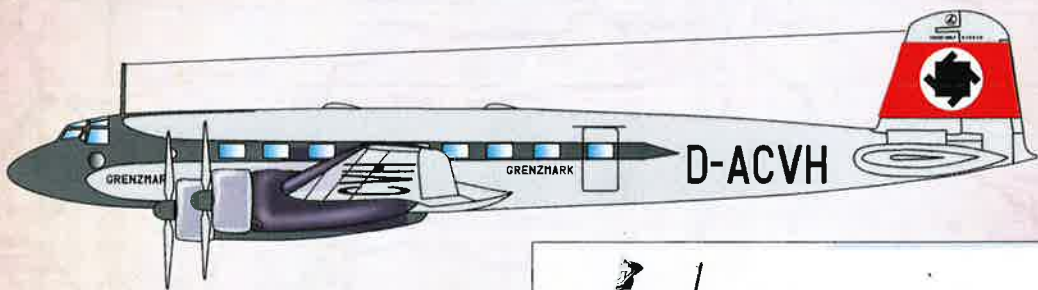
② Fw 200 A-0, S1 "Saarland"

Unit: Lufthansa. **Code:** D-ADHR (Werknummer 2893), Budaörs Airport/Hungary, Summer 1938. **Historical background:** "Saarland" was the first of a total of 11 A-0 type airliners and also the very first plane to set up a new Airline-record. Kurt Tank wanted to fly Berlin Cairo - Berlin below 24 hrs. and so the outbound-flight on 27.06.1938 was a huge success, but on the way back the tail wheel collapsed at a planned stop in Thessaloniki/Greece. The plane was repaired and put up service at Deutsche Lufthansa on 23.07.1938 until 14.03.1940 (but served in September of 1939 in the Polish campaign as a transport in 10./KG z.b.V.172). From 15.03.1940 S1 was given to 4./KGz. z.b.v. 107 to serve fully camouflaged as a transport machine as GF+GF at "Operation Weserübung" from 15.03.-17.06.1940. After rebuilding, from 26.07.1940 until 21.03.1941 the plane served again as "Saarland" for the Lufthansa to be then finally given to 10./KG 40 where it received its final call sign F8+CU on 26.05.1941. On 15.06.1941 F8+CU was destroyed at Aalborg-West due to motor-malfunction. The plane burnt out completely. This patchy history of S1 is synonymous for all the other A-0 types which were shifted around all the time to temporary transport-units when situations demanded immediate action - and were often handed back to Lufthansa temporarily in between.



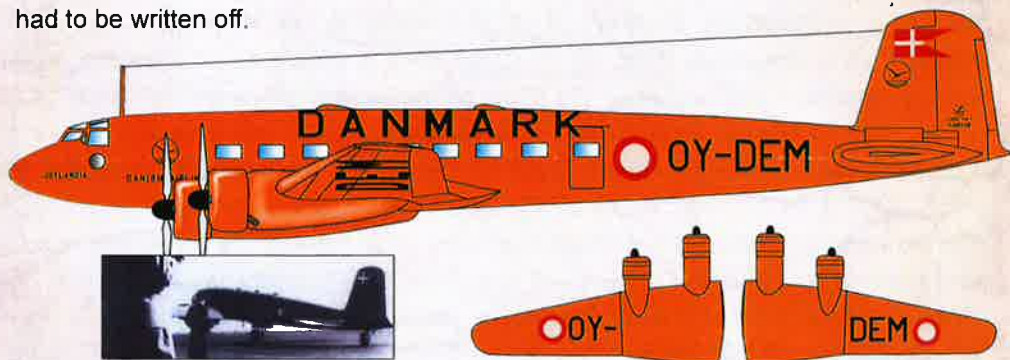
3 Fw 200 A-0, S8 "Grenzmark"

Unit: Fliegerstaffel des Führers, Führerbegleitmaschine, Moscow/Russia, 23.08.1939
Code: D-ACVH (Werknummer 3098). **Historical background:** "Grenzmark" was the 8th A-0 series plane and the only one of them together with V-3 (A-0 plane no. 9) that never flew for an airline company or the Luftwaffe. Both planes went straight to the "Regierung" (Government) and built the nucleus of the "FdF" ("Fliegerstaffel des Führers"). "Grenzmark" started service there on 01.06.1939 and V3 became the famous 26+00 "Immelmann III" (the personal plane of Adolf Hitler). S8 "Grenzmark" became the "Führerbegleitmaschine" or "accompanying/substituting partner". The "Grenzmark" was used by German foreign minister Joachim von Ribbentrop to fly to Moscow on August 1939 to sign the infamous "non-aggression-pact" on 23.08., better known as "Hitler/Stalin-pact", that finally opened Hitler the door to attack Poland on 01.09.1939. "Grenzmark" was also often used by the "Führer" itself too as long as "26+00" was not yet available (only from 19.10.1939!). So Hitler visited troops in Poland in September 1939 in "Grenzmark", which then wore the codes WL+ACVH and later even AC+VH respectively. In 11/1939 Grenzmark was fully camouflaged and received the call-sign NK+NM. The plane was finally destroyed in a crash-landing in Orel/Russia on 23.12.1941.



4 Fw 200 KA-1 (A-0), S4 "Jutlandia"

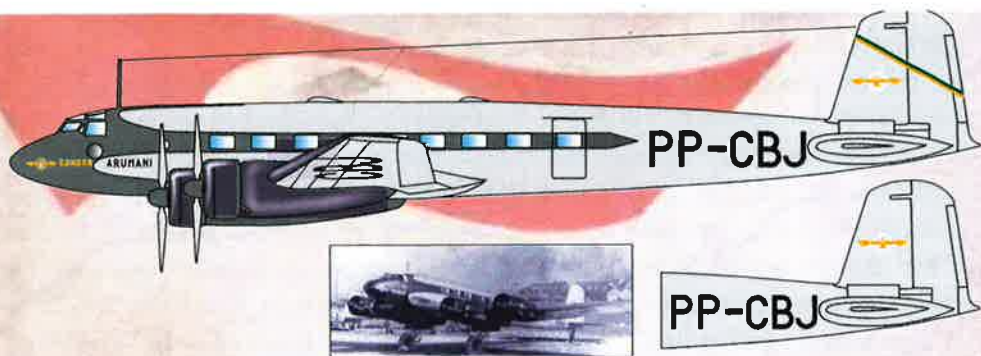
Unit: Det Danske Luftfartselskab (DDL), Copenhagen/Denmark, late 1939/early 1940
Code: OY-DEM (Werknummer 2993). **Historical background:** The Danes quickly noticed the value of the "Condor" and ordered two planes for their long-range flights. These were S2 OY-DAM "Dania" (delivered 14.07.1938) and S4 OY-DEM "Jutlandia" (delivered 15.11.1938). While "Dania" had a rather short career in getting confiscated by the British on 09.04.1940 in Shoreham/England, "Jutlandia" changed her appearance a few times until Germany invaded Denmark in April of 1940. This is the last appearance of the plane after WW II broke out but before neutral Denmark got occupied. Because the Fw 200 was a German plane "Jutlandia" got away from the rather similar appearance-lines to Lufthansa-planes to a broad overall orange, even with Danish roundels applied on top of the wings and onto the fuselage. On the fin a Danish flag was painted also to avoid any misunderstandings. Interestingly the plane flew on into service from 1940-1945 under the German spell, but was hidden at the end of the war. When the war was over, "Jutlandia" resumed international airline-works for the Danes until 04.09.1946, when the plane crashed at Northolt/England and finally had to be written off.



5 Fw 200 A-0, S6 "Arumani"

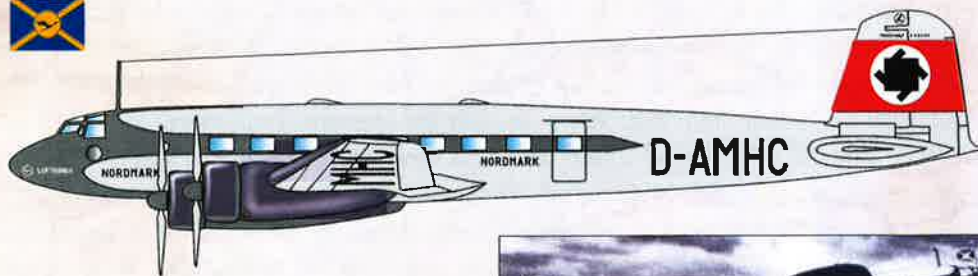
Unit: Sindicato Condor, from 16.01.1943 Serviços Aéreos Cruzeiro do Sul, Airport Santos Du Mont, Rio de Janeiro/Brazil 1938-1943. **Code:** PP-CBJ (Werknummer 2995). **Historical background:** S6 started out as "Holstein" on 13.02.1939 with Deutsche Lufthansa, but was flown to Rio de Janeiro soon from 25.07.-29.07. together with S7 "Pommern" which set up a new world record for airliners on this transatlantic-route. While "Pommern" became "Abaitará", "Holstein" received the name "Arumani". "Arumani" served significantly longer as her sister ship (which was grounded since May 1947) and was heavily damaged on 12.03.1950, when it was rammed by a DC-3 "PP-PCK" in a parked position and had to be written off soon after. 2 different versions of the fin (with or without diagonal stripe) shows different periods of service of this plane.

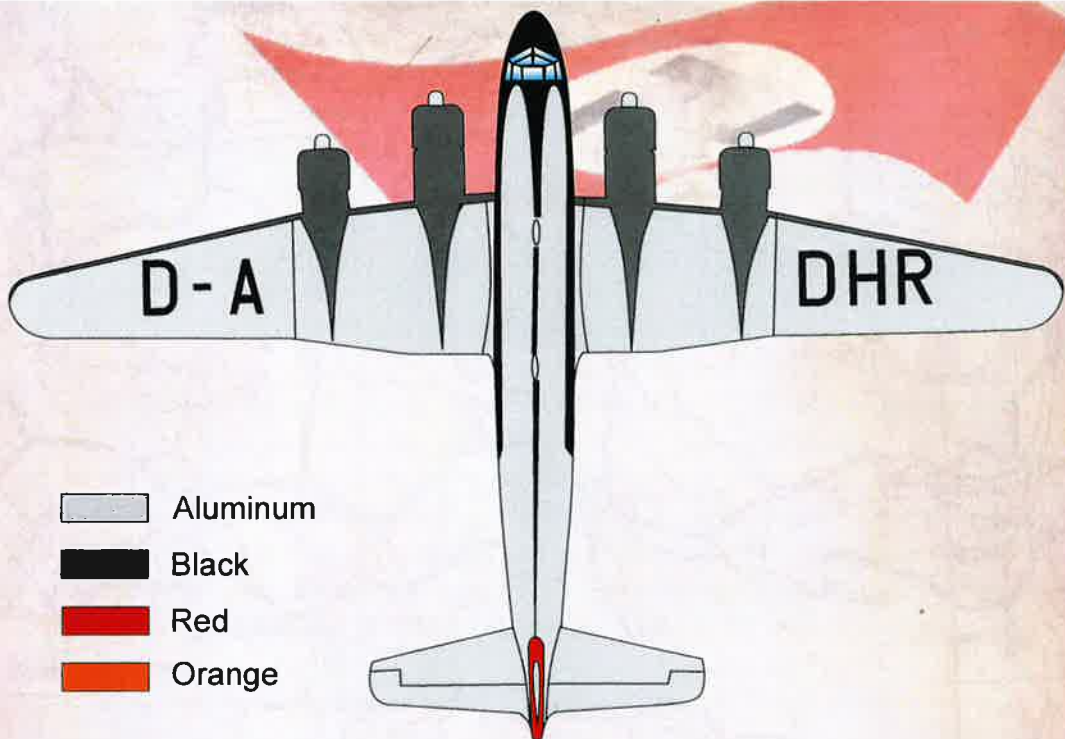




6 Fw 200 A-0, S3 "Nordmark"

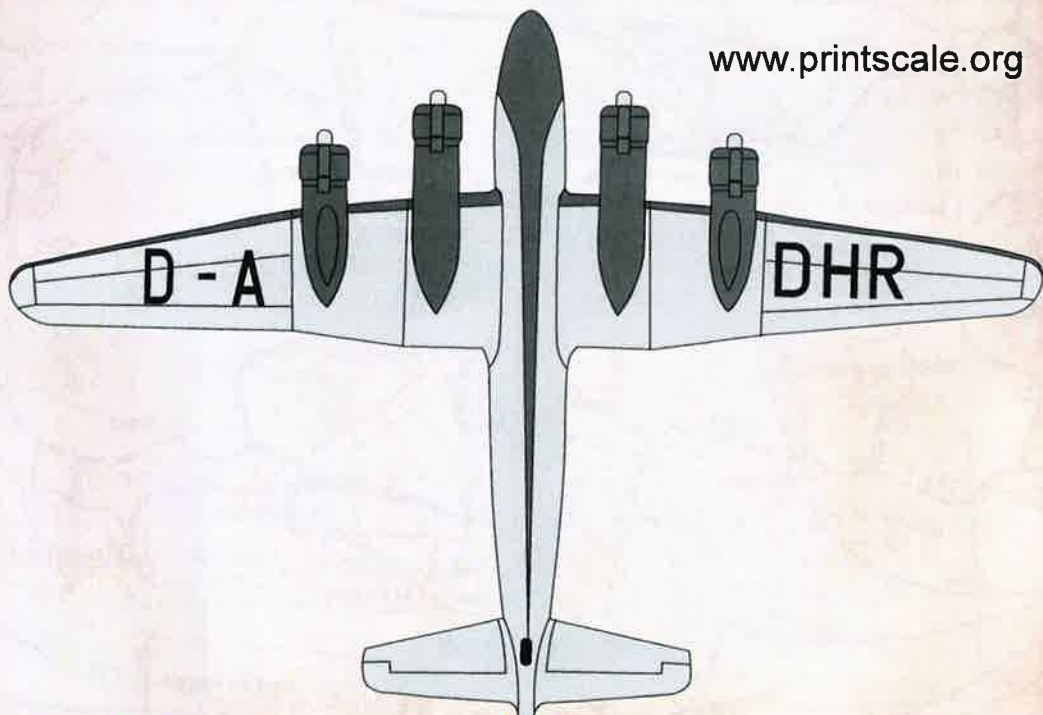
Unit: Lufthansa, Germany, Summer/Autumn 1938. **Code:** D-AMHC (Werknummer 2895). **Historical background:** S3 started out as "Nordmark" and after "Saarland" was the 2nd Airliner built for Lufthansa. It started service life on 29.08.1938 and flew exactly one year in this configuration. Together with S1 "Saarland" and V-2 "Westfalen" these three planes amassed a total of 273.743 flight-km's in this period! S3 had a turbulent life. From 09-11/1939 it served as WL-AMHC for "Kommando Rowehl" as a spy-plane. From 28.11.-07.04.1940 it served as F8+HH in 1./KG 40. During Operation "Weserübung" the plane served with 4./KGr z.b.V 107 from 04.05.-17.06.1940 as TK+BS. From there it was transferred again, this time to 2. KGr. z.b.V. 108. After refurbishment it served again as "Nordmark" for Deutsche Lufthansa from 26.07.1940 – 21.03.1941. From 26.05.-29.07.1941 it served at 10.(Erg.)/KG 40 as F8+DU when it crashed at Farmbach/Germany. After repairs, the plane was re-coded and finished its career in 11./KG 40. It flew there from January 1942 and 18.01.1943 when it was rammed at Chateaudun on the ground by a Bf 109 and had to be written off. So S3 changed its appearance seven times in a span of a bit over 5 years of service which was not uncommon for the early "Condors".





-  Aluminum
-  Black
-  Red
-  Orange

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