

Model kartonowy **NR 32**

# FW 200 CONDOR

Focke - Wulf

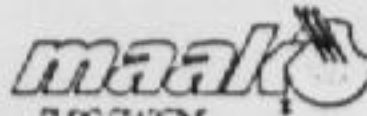


SPÓŁKA AUTORSKO-WYDAWNICZA  
J.Oleś & B.Czyżyński

# Focke Wulf FW-200 C

## "Condor"

Opracowanie modelu: **BOGUSŁAW CZYŻYŃSKI**  
Projekt okładki: **ZENON PECKO**

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Prototyp cywilnego samolotu transportowego FW-200 odbył swój pierwszy lot w 1937 r. Prace nad wersją bombową tego samolotu rozpoczęto w roku 1939 w związku z zainteresowaniem, jakie okazały japońskie siły powietrzne. Tak powstała wersja samolotu z silnikami o zwiększonej mocy, oznaczona FW-200 C. W chwili wybuchu II wojny światowej żadna z maszyn wersji militarnej nie była ukończona, a Luftwaffe zainteresowała się możliwością przeprojektowania samolotu dla potrzeb lotnictwa morskiego. W międzyczasie kilka maszyn wersji cywilnej FW-200 B i serii wstępnej FW-200 C zostało przystosowanych do zadań transportowych i wcielonych do służby. Produkcja seryjna samolotów trwała do początku 1944 r. i obejmowała dalsze wersje rozwojowe C1-4 i 6. Ogółem zbudowano 263 (276?) "Condorów" wszystkich wersji, służących jako samoloty dalekiego rozpoznania morskiego, bombowe, radarowe i transportowe.

### Dane techniczne:

Rozpiętość:	30,86 m
Długość:	23,46 m
Wysokość:	6,3 m
Prędkość max.:	360 km/h
Pułap praktyczny:	5800 m
Zasięg:	3550 km
Udźwig bomb:	2100 kg
Załoga:	8 ludzi
Uzbrojenie:	5 MG kal. 7,62-20 mm
Napęd:	4 silniki gwiazdowe 9 cylindrowe BMW o mocy 1200 KM każdy

Kartonowy model samolotu w wersji FW-200 C-4 opracowano w skali 1:33.

### Uwagi ogólne:

1. Linie zagięć lekko nacinać.
2. Części owalne przeciągnąć przed sklejeniem na krawędzi stołu.
3. Korzystać z pomocy rysunków montażowych.
4. Do klejenia używać szybkoschnących, wodoodpornych klejów.
5. Kolejność budowy odpowiada kolejności numeracji części.
6. Wręgi, żebra, dźwigary (arkusze miękkie) należy nakleić na fakturę o gr. ok. 1 mm.
7. Koła sklejamy z kilku krążków grubej faktury, profilujemy na papierze ściernym i zaczerniamy tuszem.
8. Gotowy model można dodatkowo wyretuszować i polakierować.

### Oznaczenia dodatkowe:

W - wyciąć  
P - część prawa  
L - część lewa

The prototype of civilian transportation plane FW-200 took its first test flight in 1937. Works on its bomber version started in 1939, because of Japanese air forces' interest. That was the origin of the plane with increased power engine, signed as FW-200 C. At the moment of II WW break any single machine in its military version was ready and Luftwaffe was interested in changing the designed to face special navy air forces' needs. In the meantime few planes in their civilian (FW-200 B) version and of primary series (FW-200 C) were adapted to transportation tasks and went into operation. Serial production was going on till the beginning of 1944 and covered next version C 1-4 and 6. Totally 263 (276 ?) "Condors" of all the types were built. They served as long distance navy spotters, bombers, radar and transportation planes.

### Technical data:

Wingspan:	30,86 m
Length:	23,46 m
Height:	6,3 m
Max. speed:	360 km/h
Ceiling:	5800 m
Range:	3550 km
Crew:	8 persons
Armament:	5 MG 7,62 - 20 mm
Drive:	4 x 9 cylinder radial engine BMW - 1200 hp

The model has been worked out in the scale 1:33.

### General orders:

1. Bend lines slightly cut.
2. Stretch the oval parts at the table edge several times prior the mounting.
3. Use auxiliary pictures during the mounting.
4. Use a quick - drying and waterproof glue.
5. Proceed according to parts numbering.
6. Fitting parts (inside the wings and fuselage) glue to cardboard 1 mm.
7. The wheels make of the cardboard, then profile them wit sand paper and blacken the tyres.
8. The ready model may be retouched and varnished.

### Additional signs:

W - cut out  
P - right side  
L - left side

Der Prototyp des zivilen Transportflugzeuges FW-200 machte 1937 seinen Erstflug. Die Arbeiten der Umkonstruktion zur Bomber begann 1939 auf Ersuchen der an einem solchen Projekt interessierten japanischen Armeeluftwaffe. Diese version hatte stärkere Triebwerke und erhielt die Bezeichnung FW-200 C, der war jedoch vor Fertigstellung der ersten Maschine ausgebrochen, und das Projekt wurde sofort von der deutschen Luftwaffe für den Einsatz als See-Aufklärer aufgegriffen. In der Zwischenzeit wurden die zivilen FW-200 B und die Wenigen O-Serienmaschinen der C-Reihe als Transportmaschinen in dem Truppendienst geholt. Die Serienfertigung wurde bis Anfang 1944 mit den Nachfolgemustern C 1-4 und 6 fortgesetzt. von allen Varianten wurden zusammen 263 (276 ?) "Condor" gebaut. FW-200 C diente als Seeaufklärer, Bomber und Lenkwaffen-träger, vielfach auch Transporter.

### Technische Daten:

Spanweite:	30,86 m
Länge:	23,46 m
Höhe:	6,3 m
Höchstgeschwindigkeit:	360 km/h
Dienstgipfelhöhe:	5800 m
Reichweite:	3550 km
Bombenlast:	2100 kg
Bewaffnung:	5 MG 7,62 - 20 mm
Antrieb:	4 x 9-Zylinder-Strahltriebwerk BMW 1200 PS

Das modell wurde im Maßstab 1:33 bearbeitet.

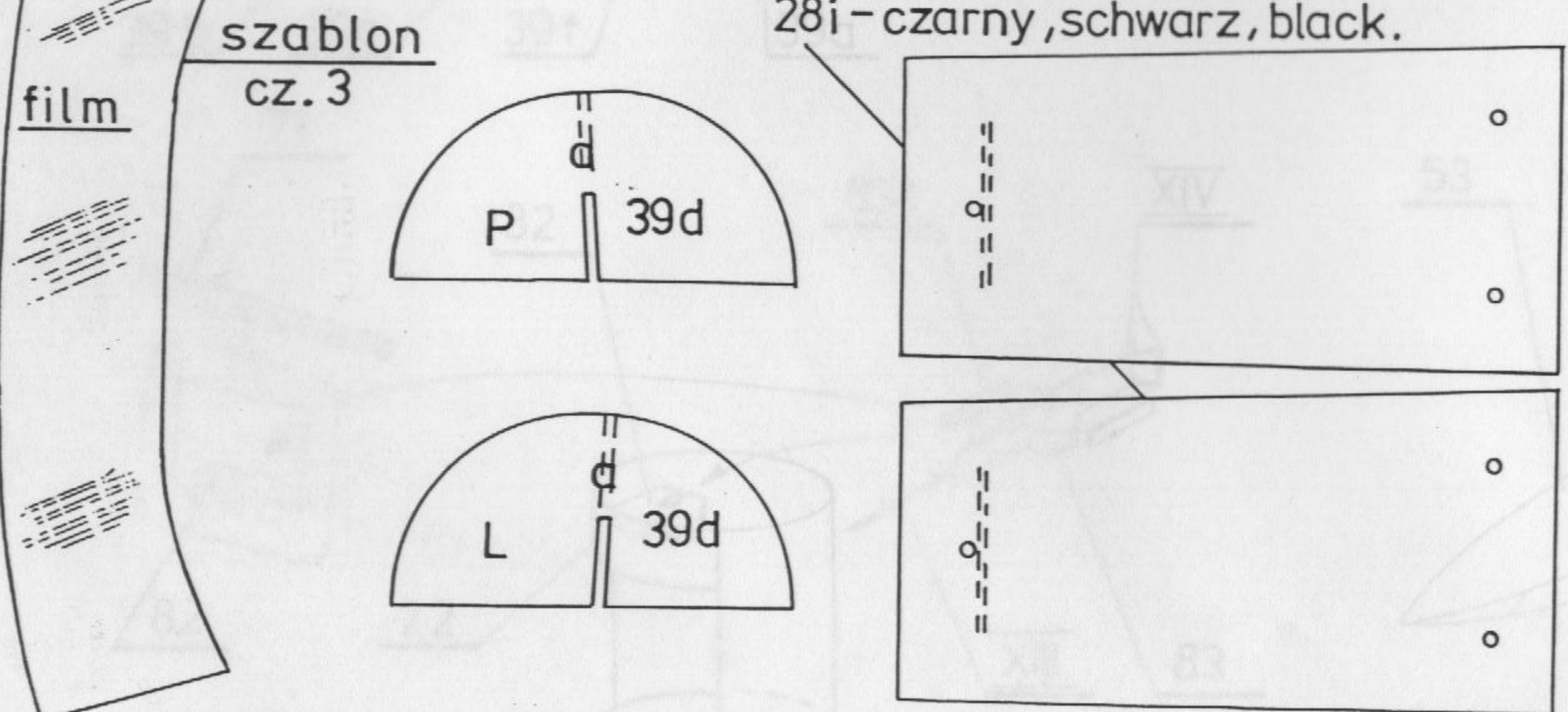
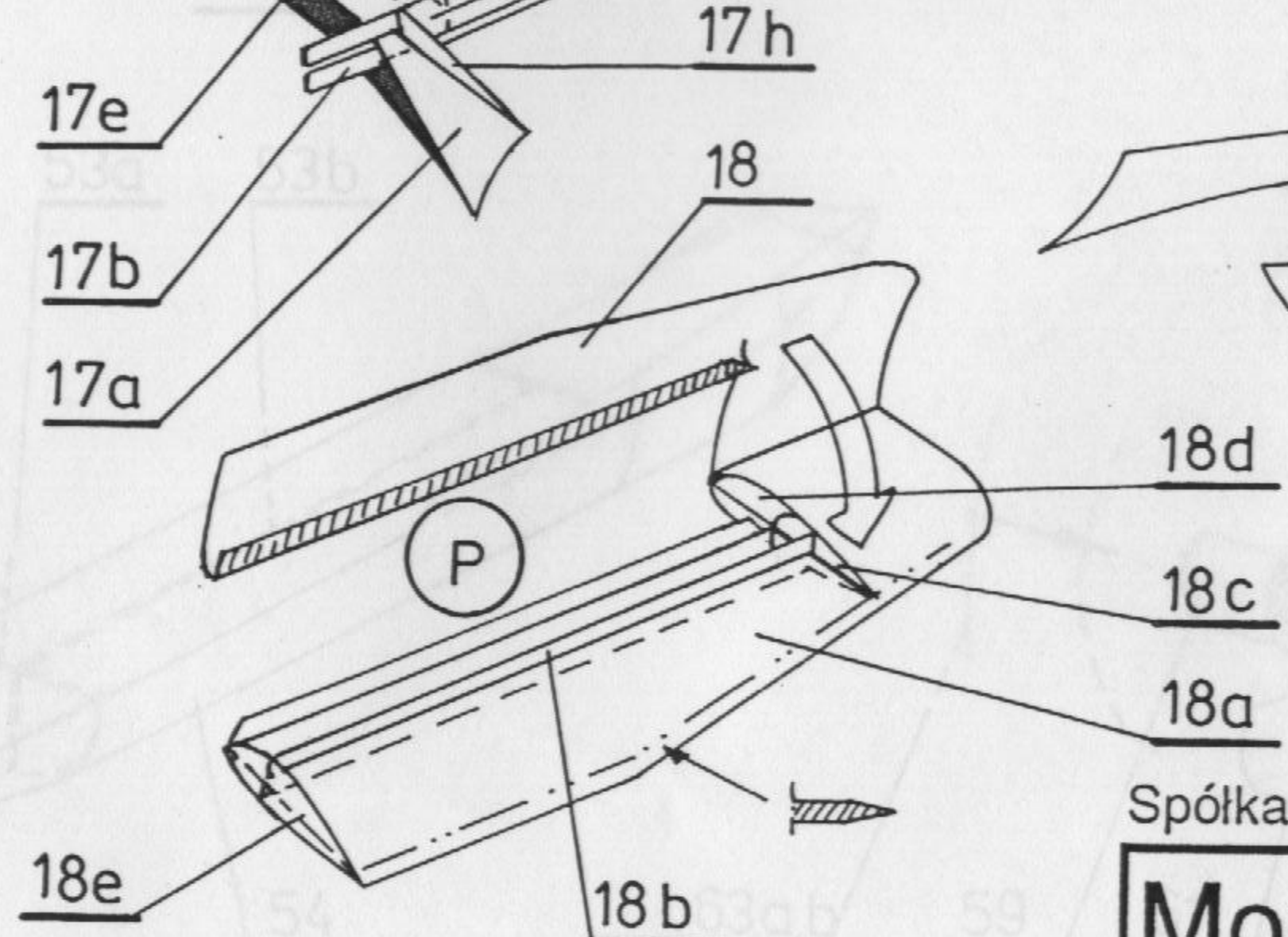
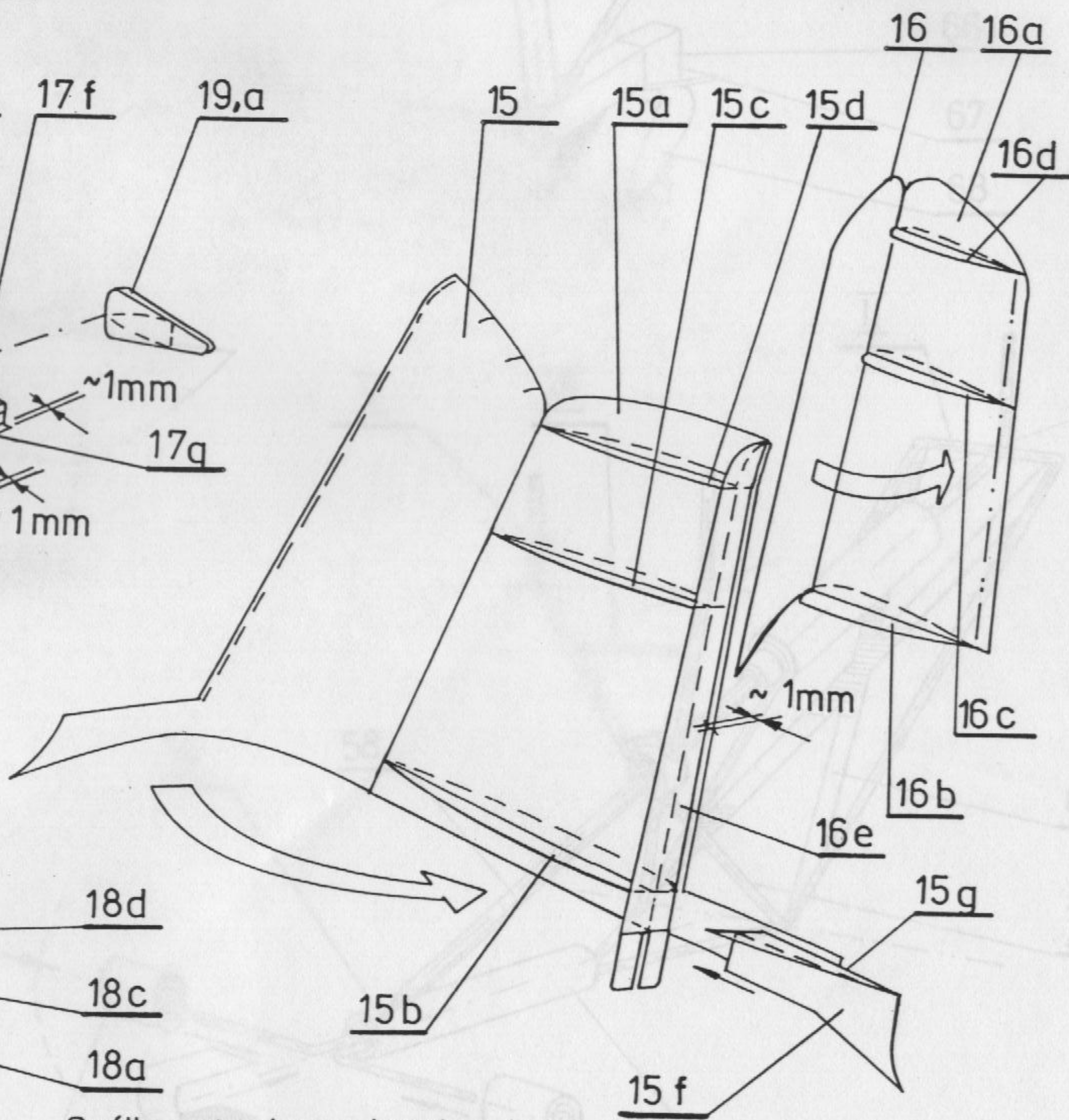
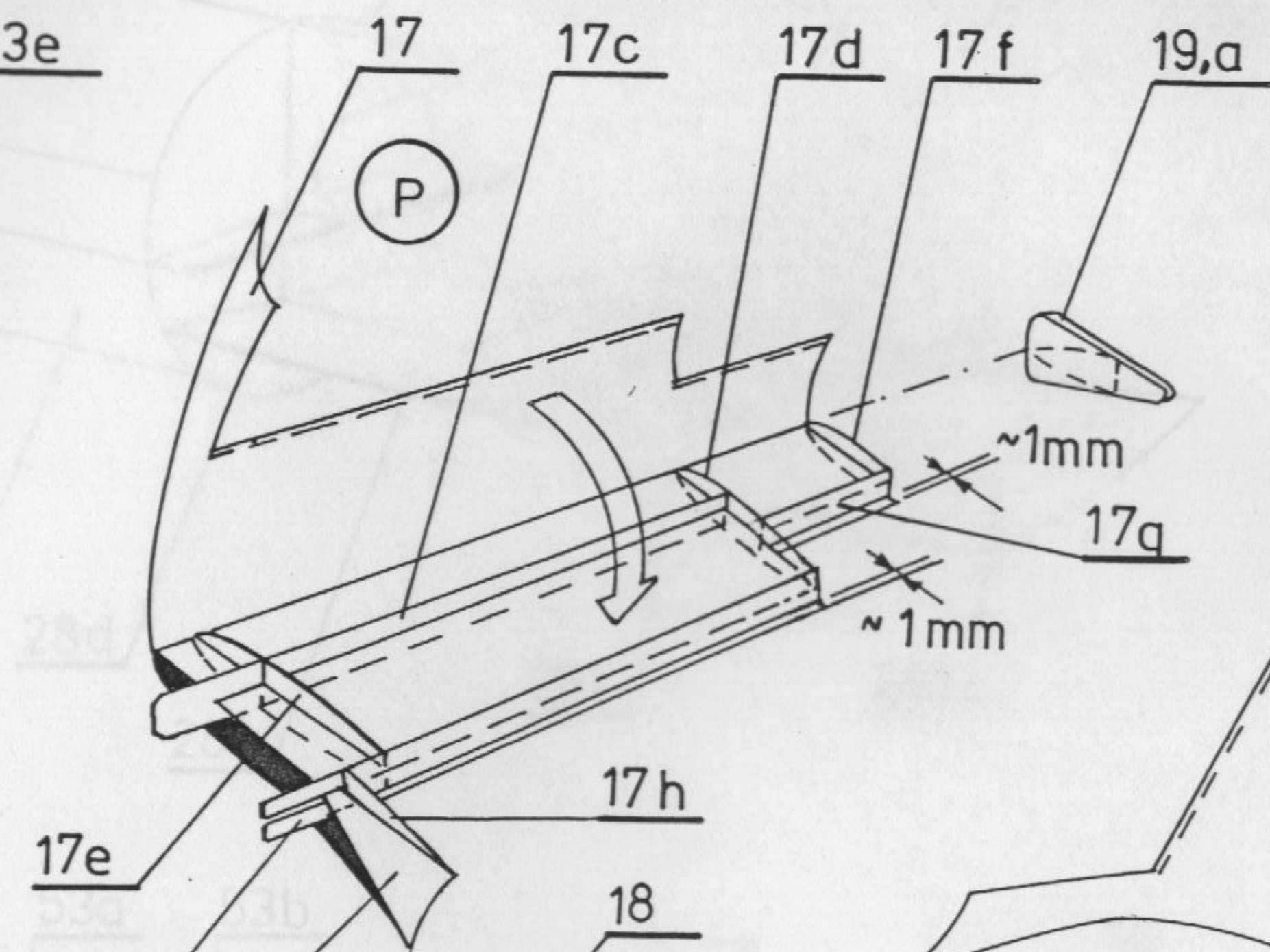
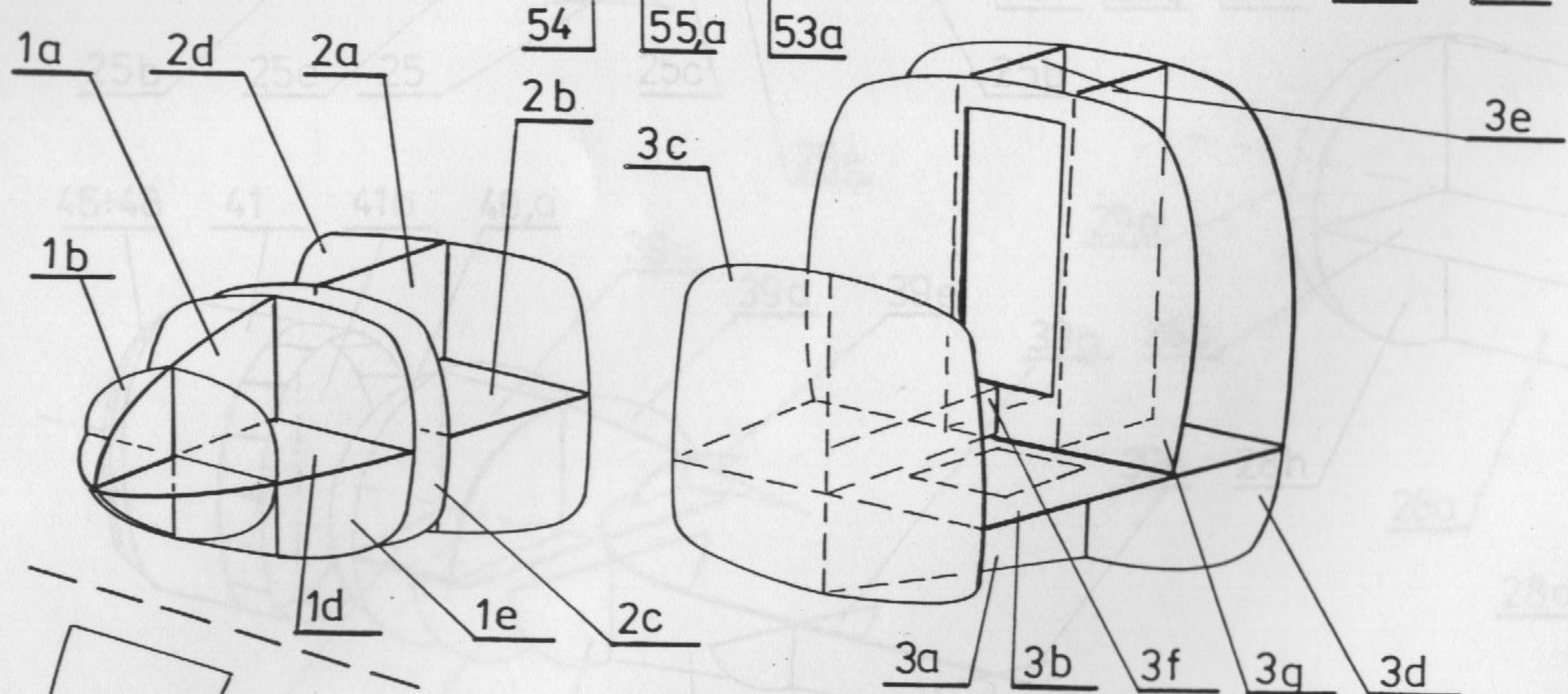
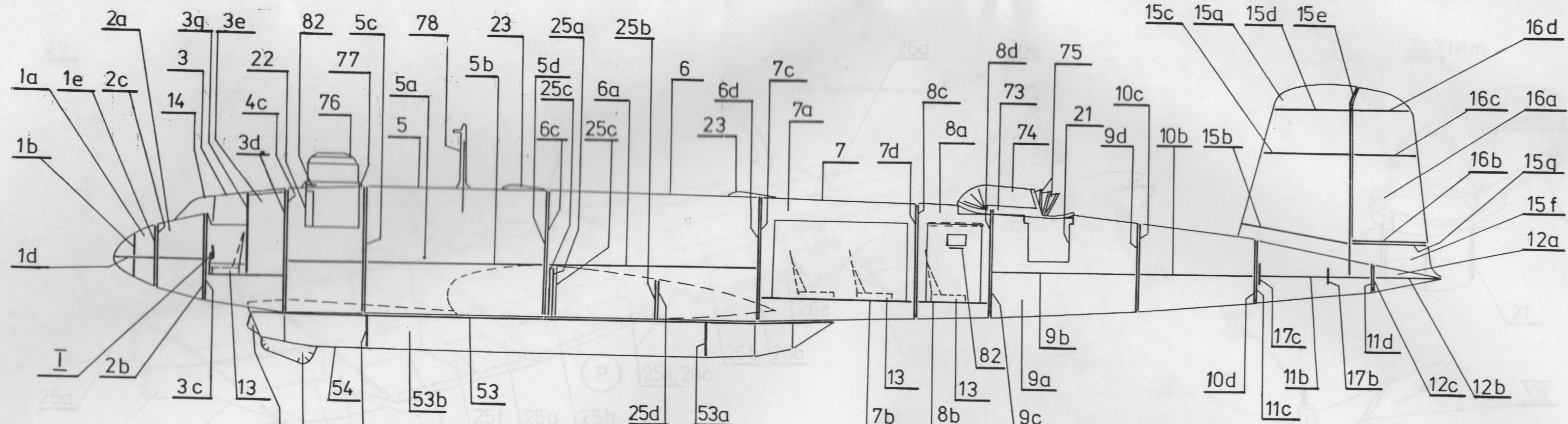
### Allemeine Hinweise:

1. Knicklinien leicht vorritzen.
2. Runde Teile in Form bringen (Tischkante oder Stricknadel).
3. Zeichnungen beachten.
4. Schnelltrocknenden, wasserfesten Kleber verwenden.
5. Die Reihenfolge nach vorgehen.
6. Spannten, Holme und andere Formteile mit dem Karton 1 mm verstärken.
7. Die Räder aus mehreren Pappscheiben zusammenkleben, rundschleifen und schwarz bemalen.
8. Fertiges Modell retuschieren und lackieren.

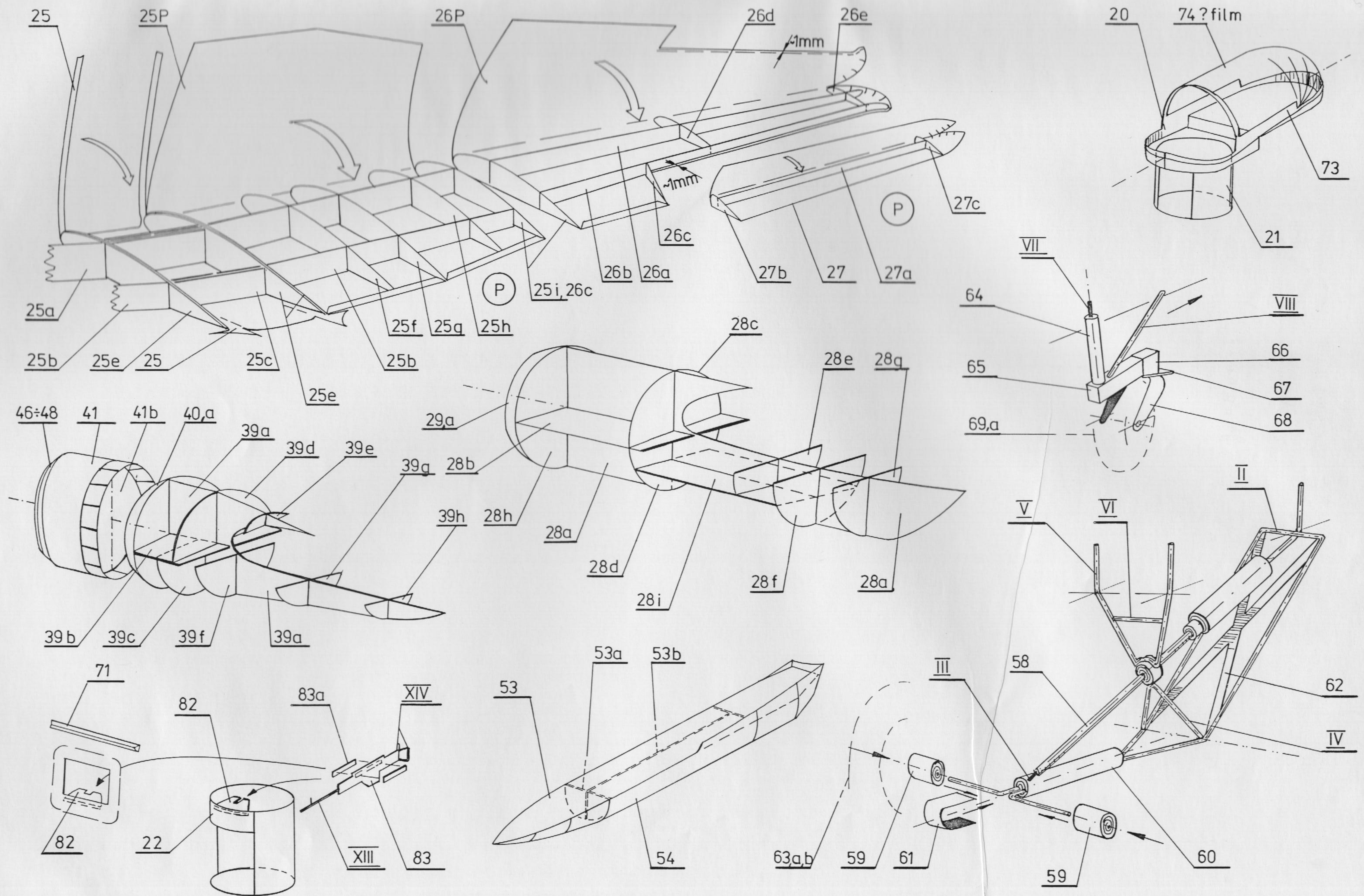
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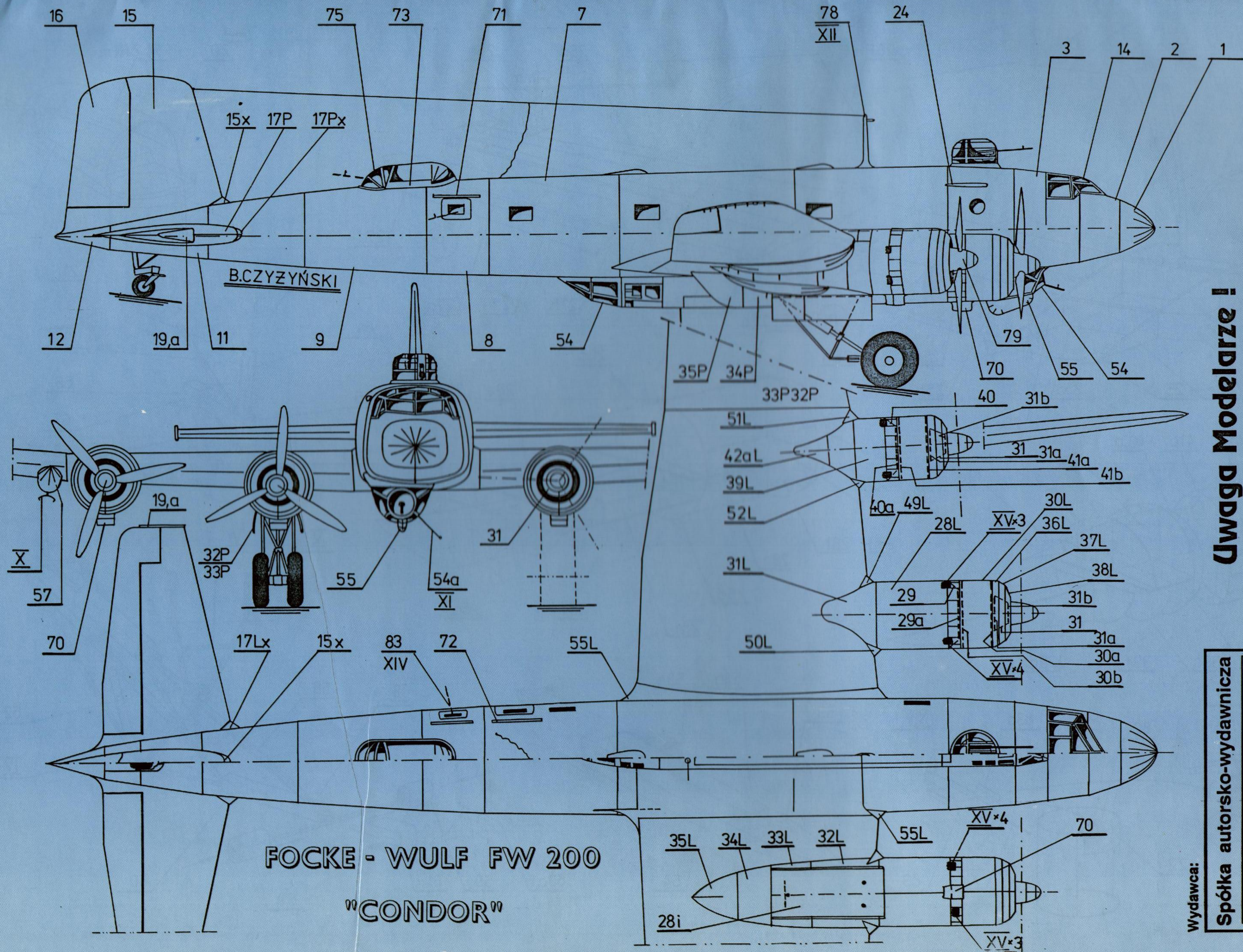
W - ausschneiden  
P - rechte Seite  
L - linke Seite

ISBN - 83-86435-20-8



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## Uwaga Modelarze !

Wydawnictwo prowadzi sprzedaż wysyłkową. Posiadamy bogatą ofertę modeli starszych i najnowszych. Istnieje możliwość prenumeraty na zasadzie stałego zamówienia na nowości (opłata przy odbiorze). Zainteresowanym prześlemy dokładne informacje z aktualną ofertą i cennikiem. Prosimy o kopertę i znaczek.

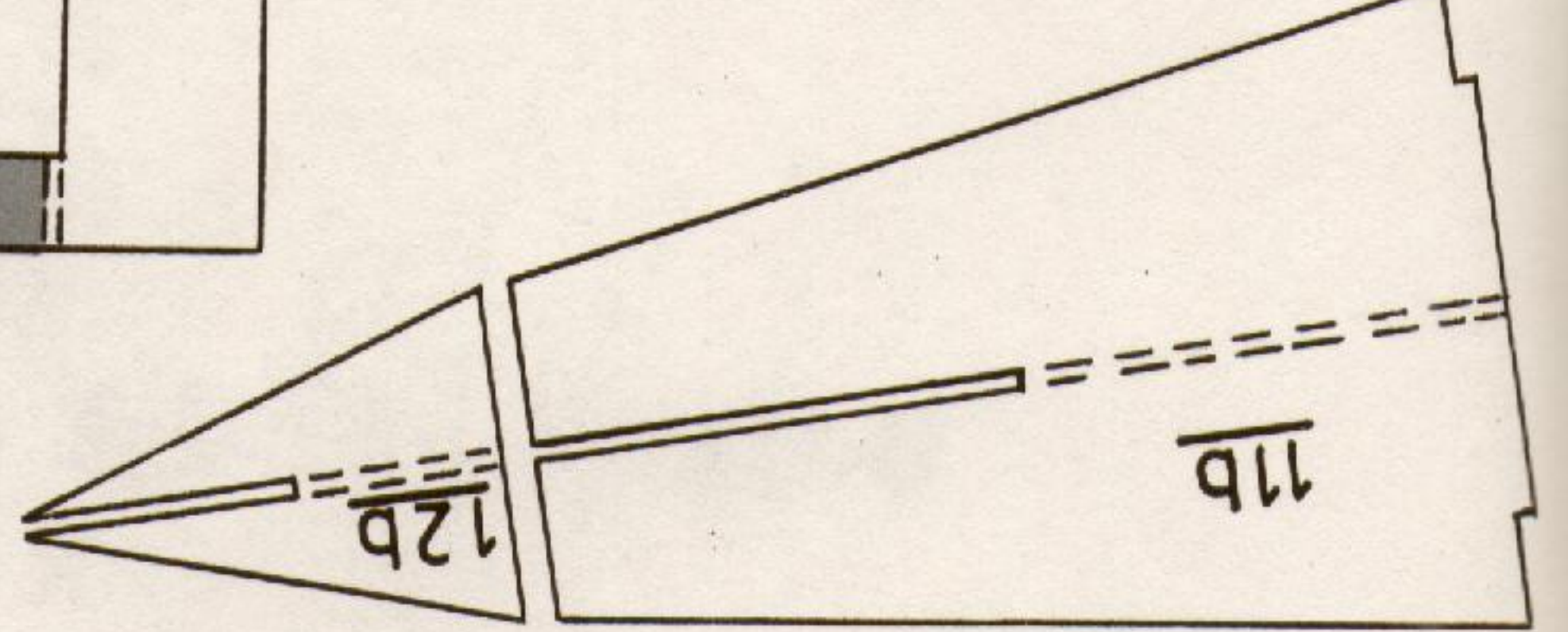
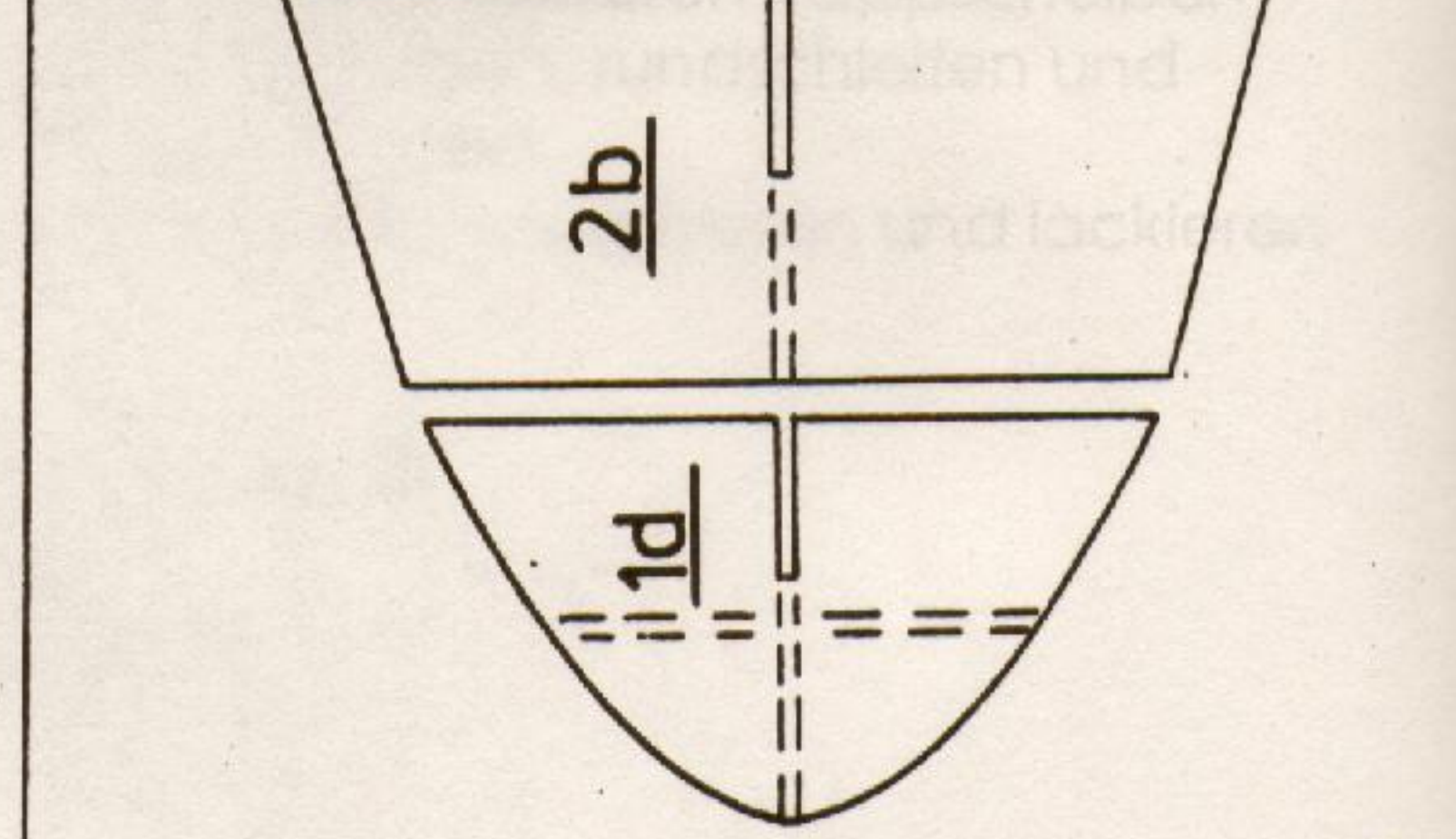
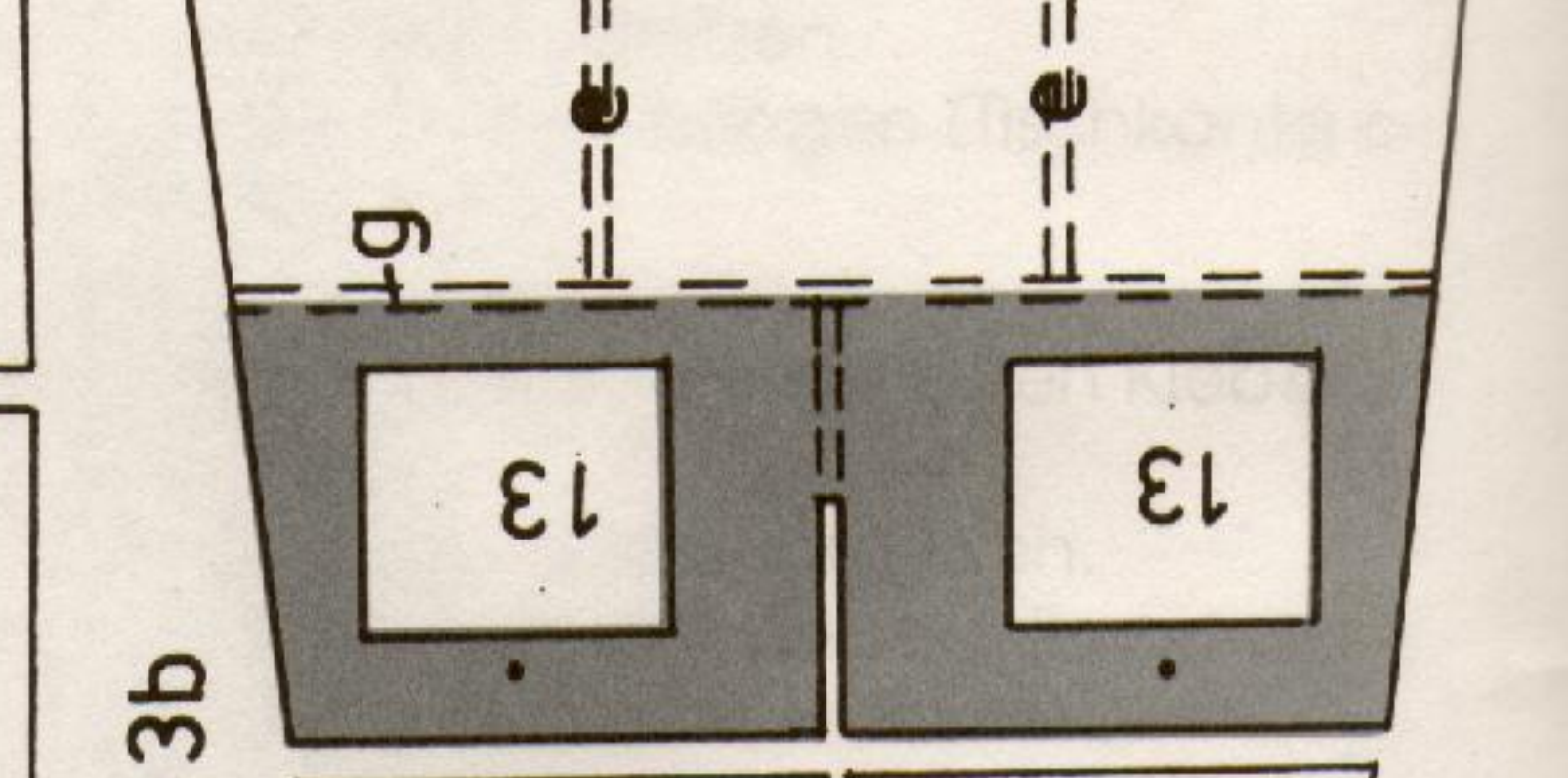
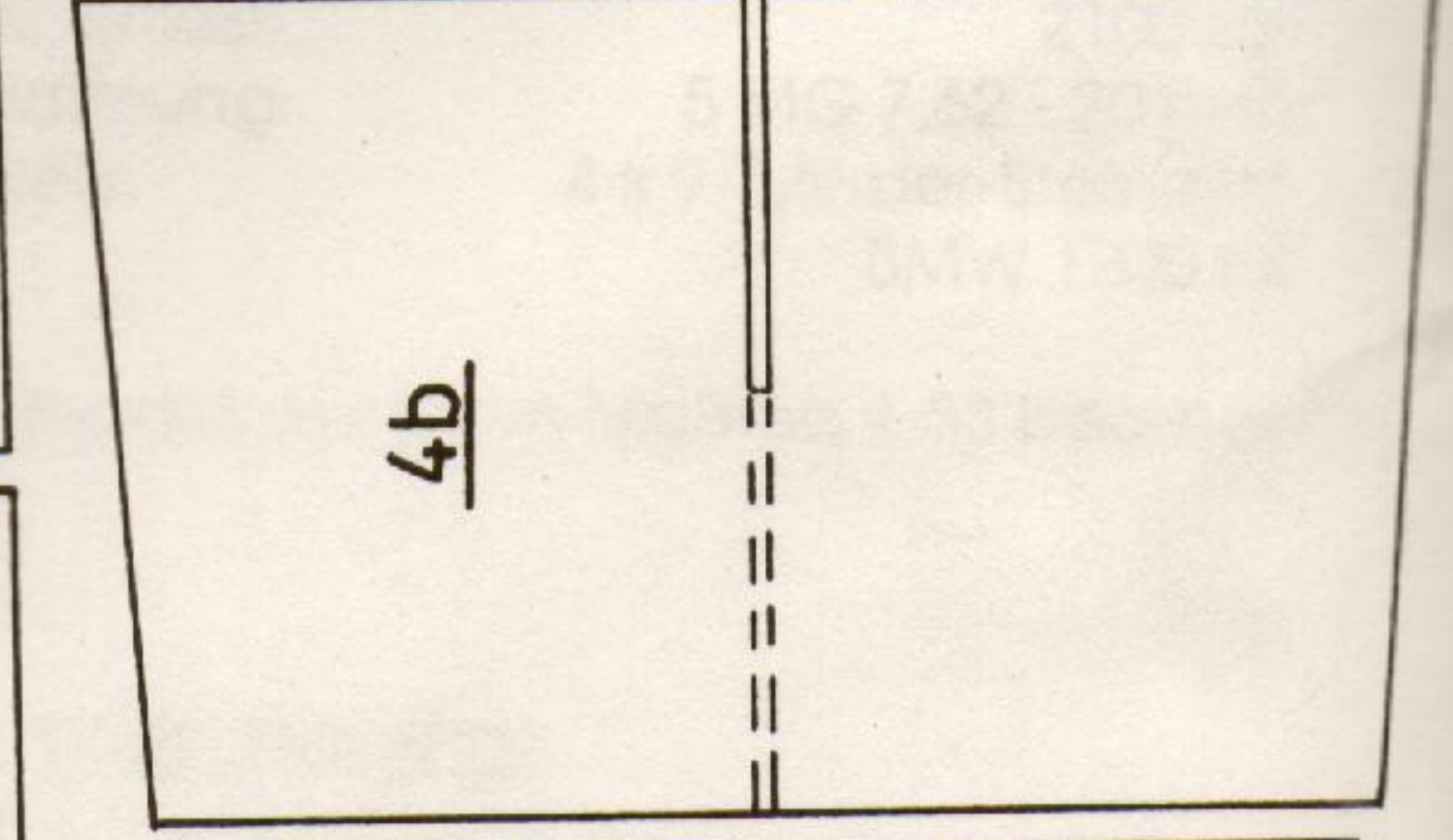
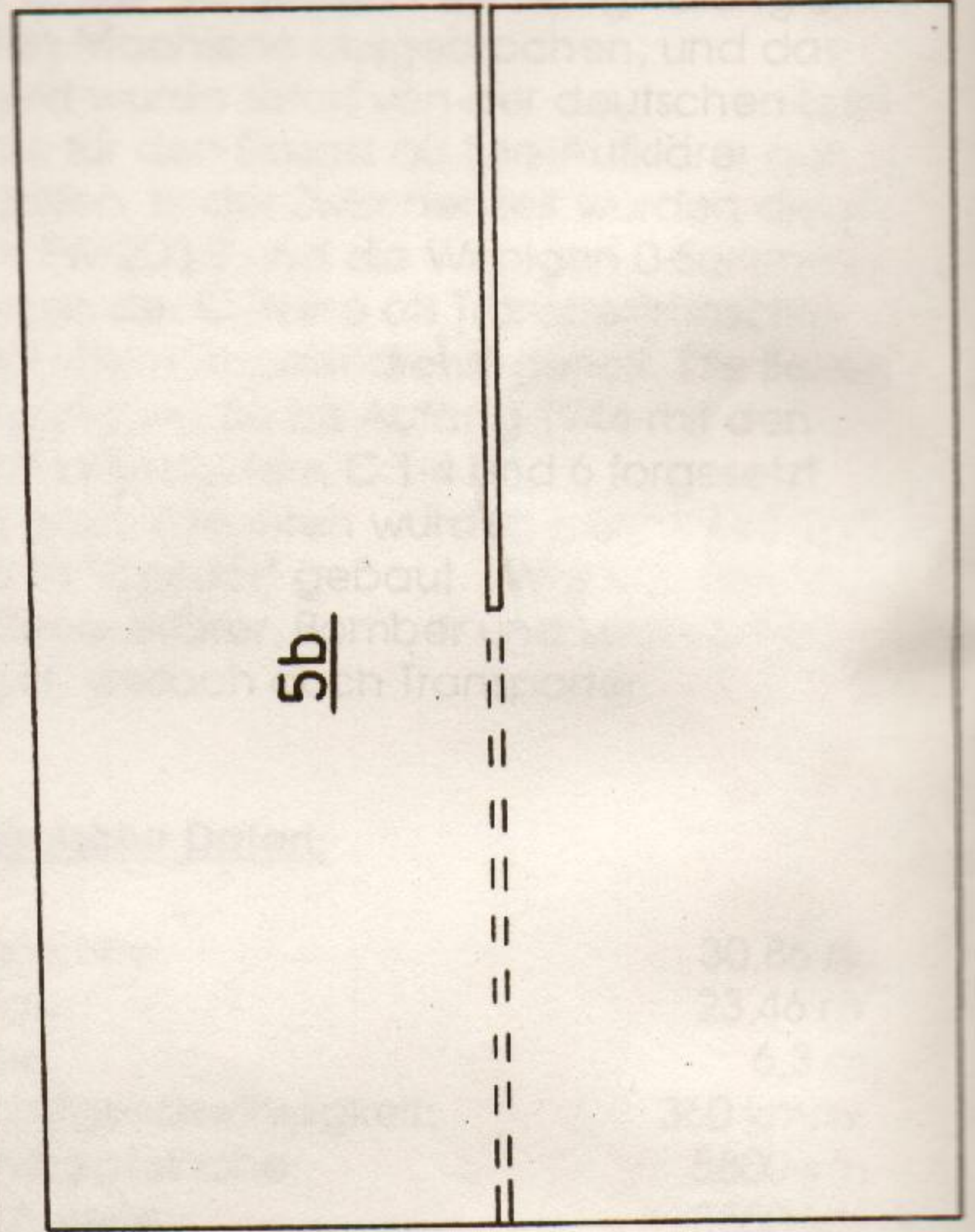
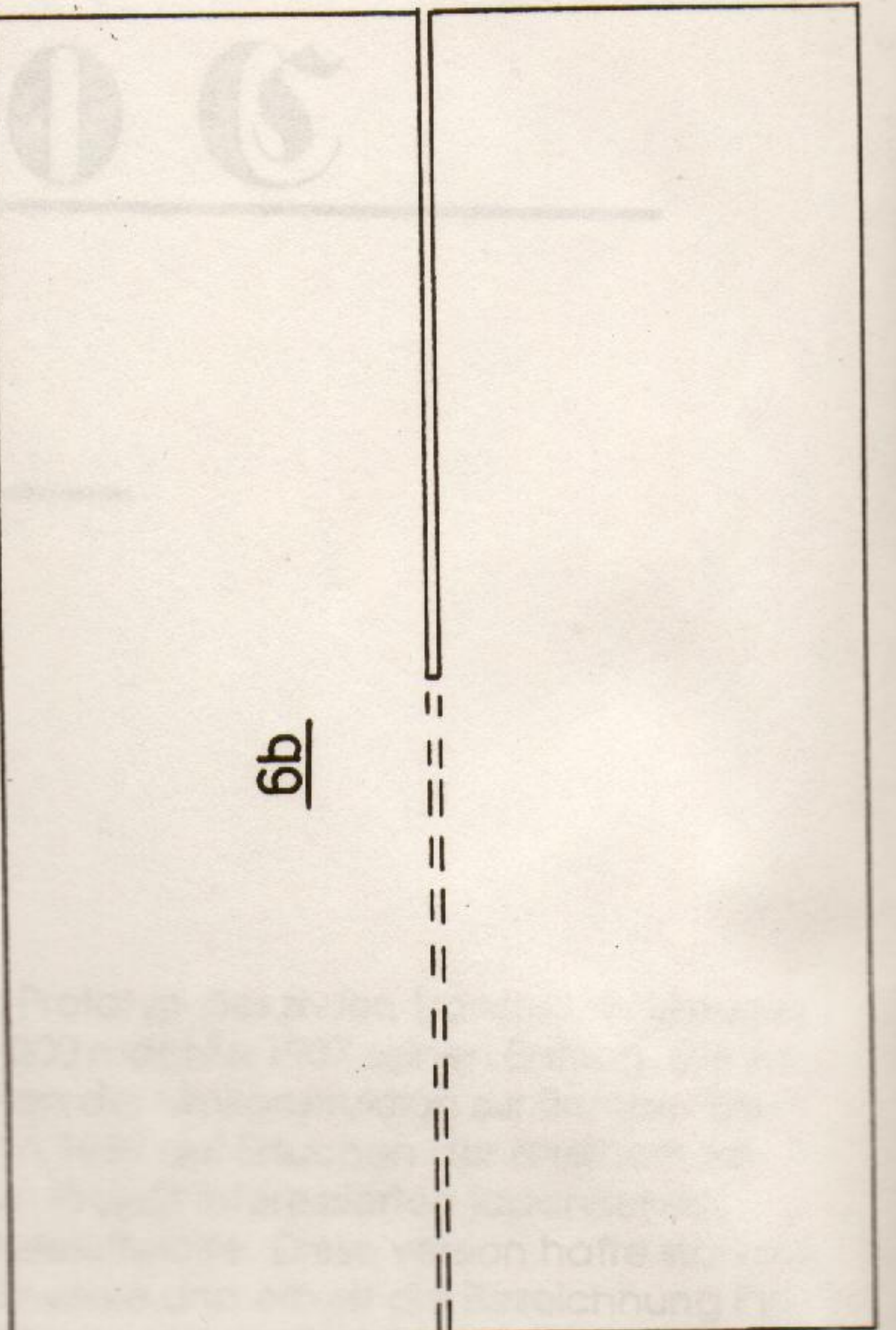
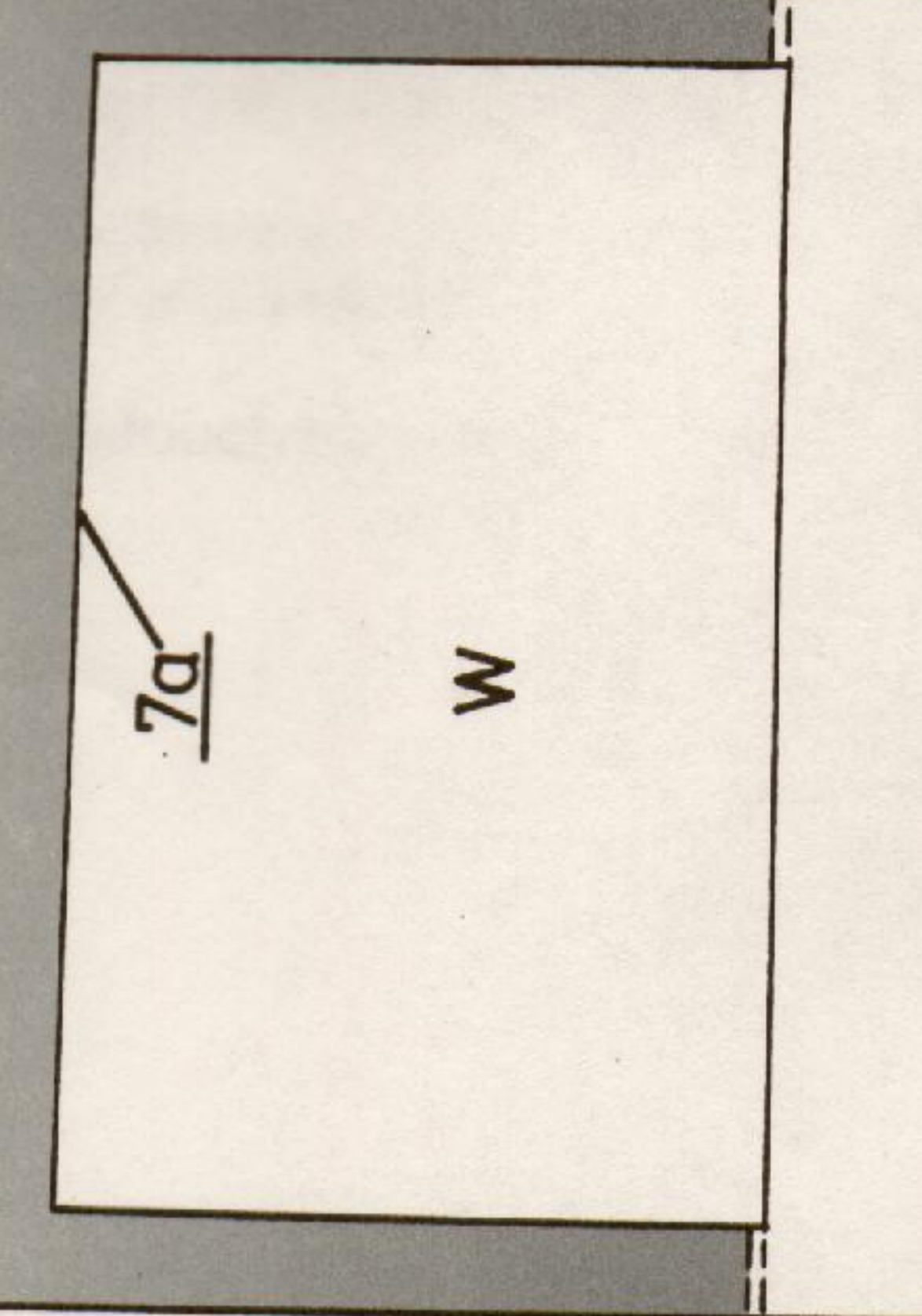
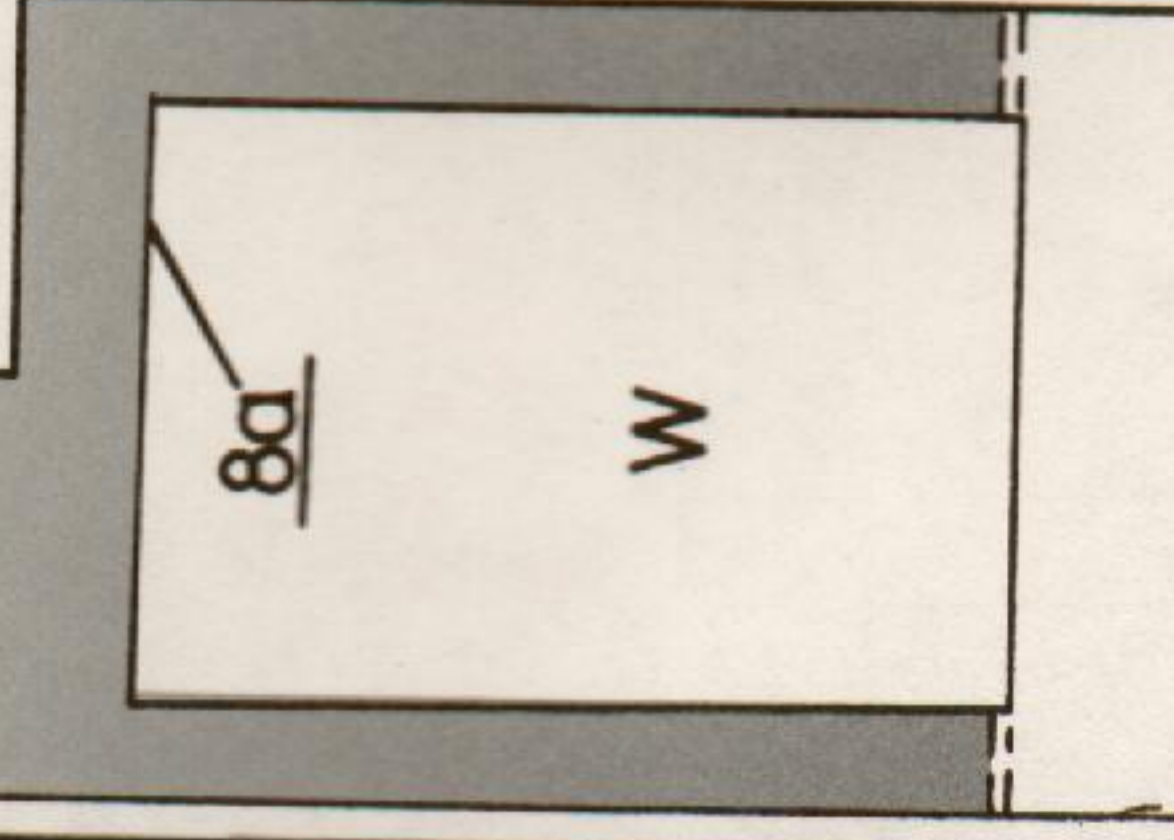
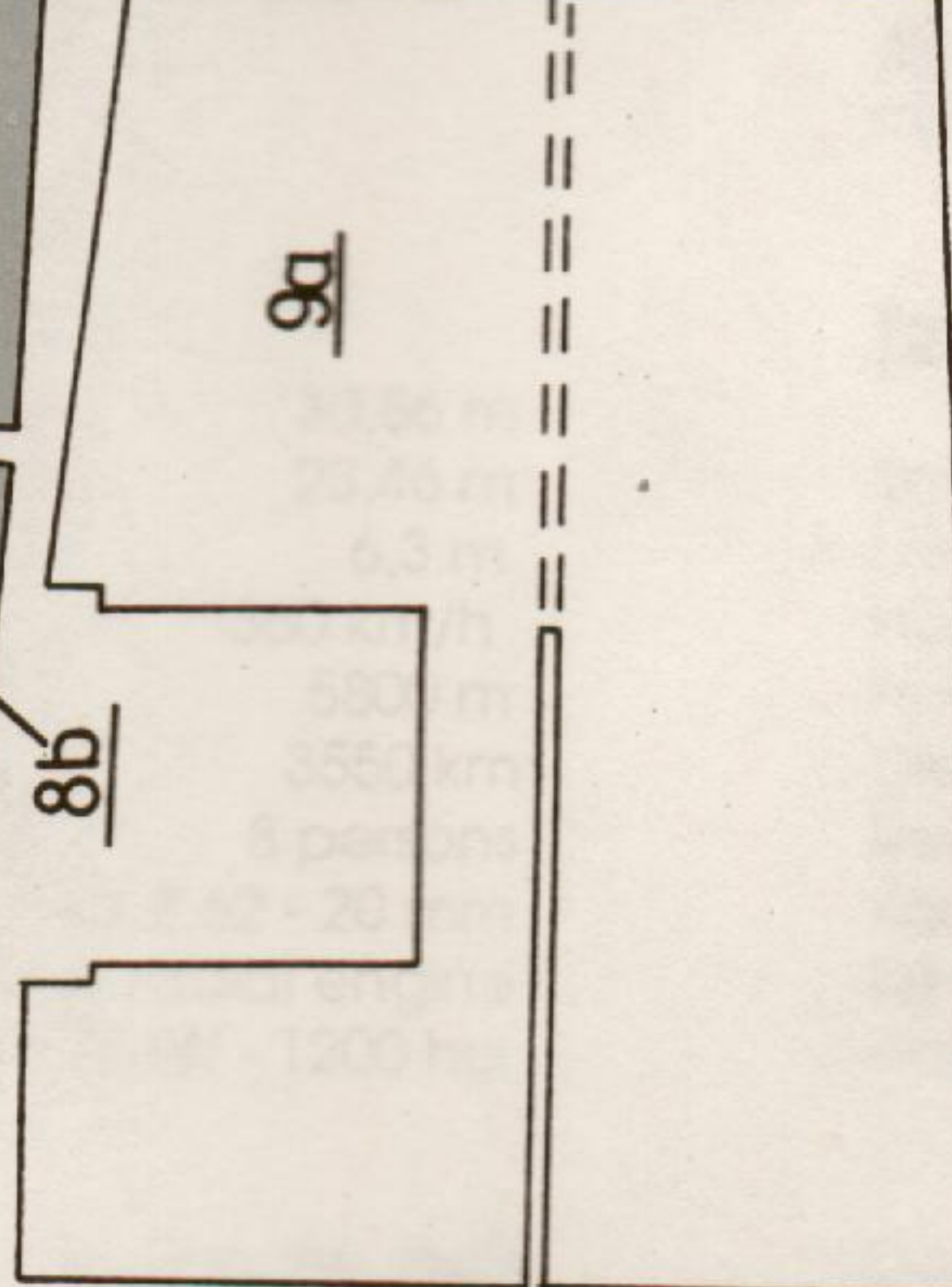
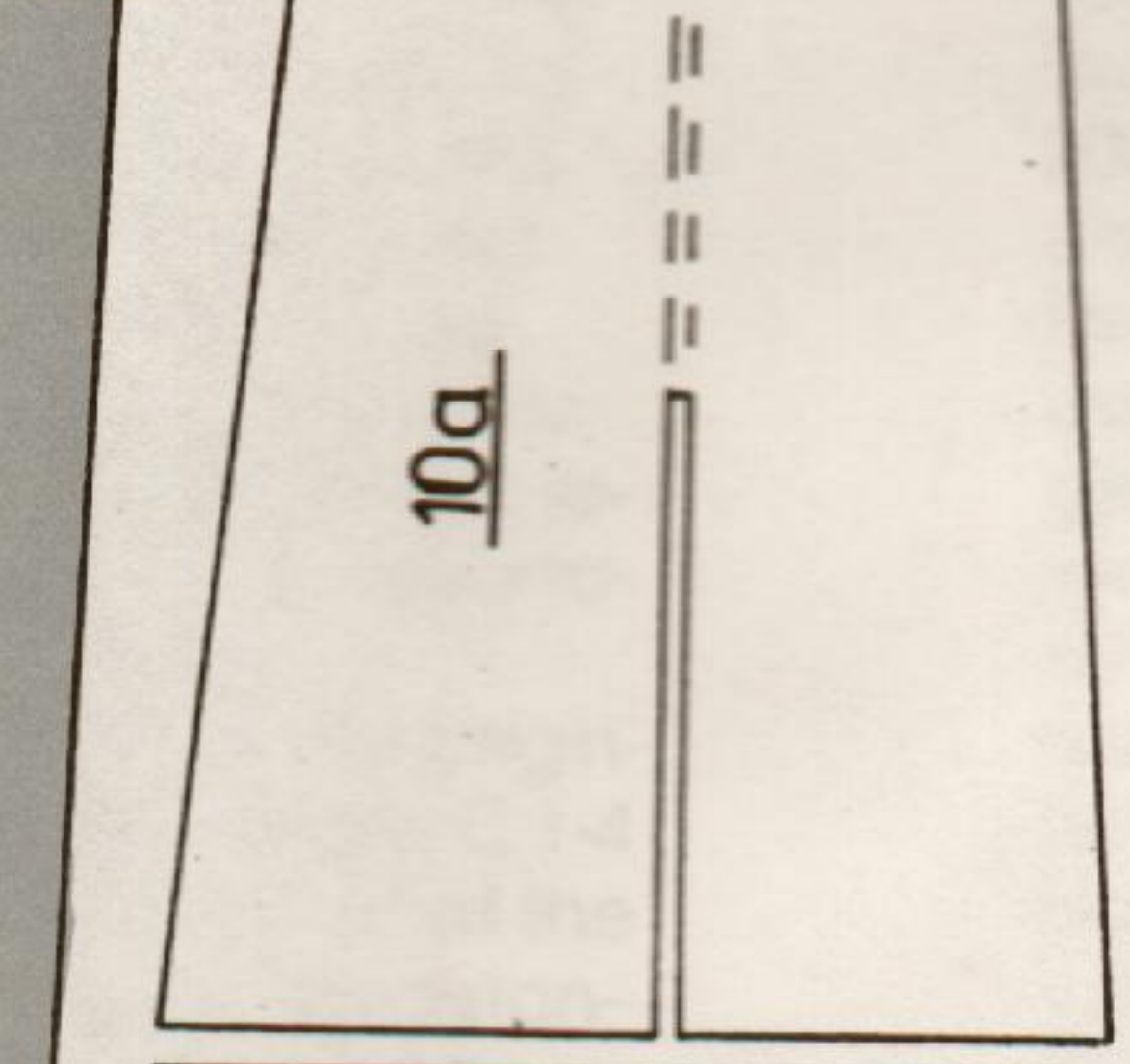
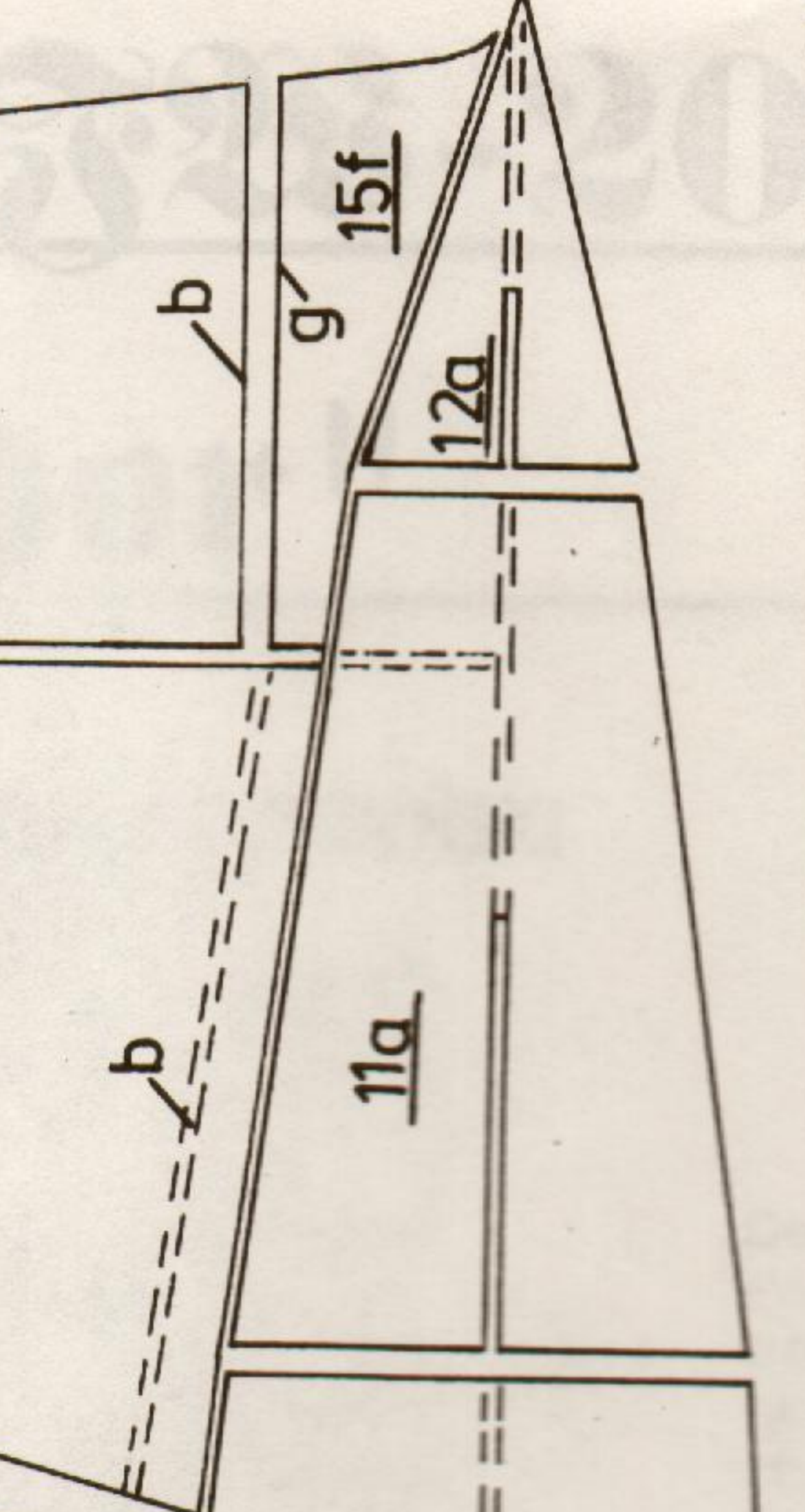
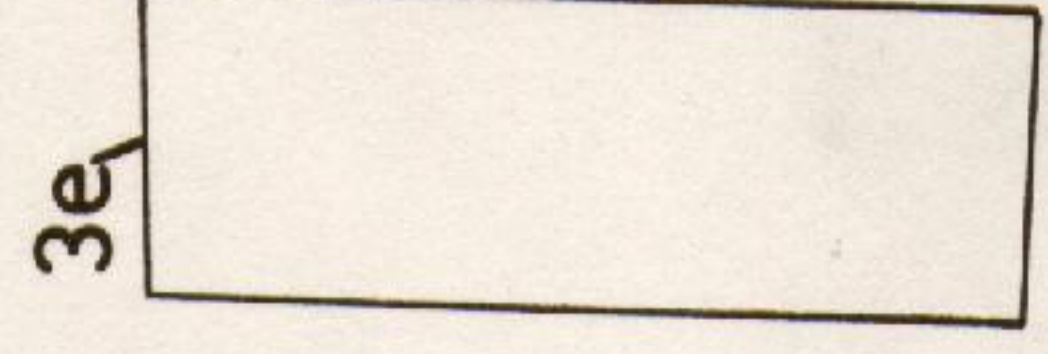
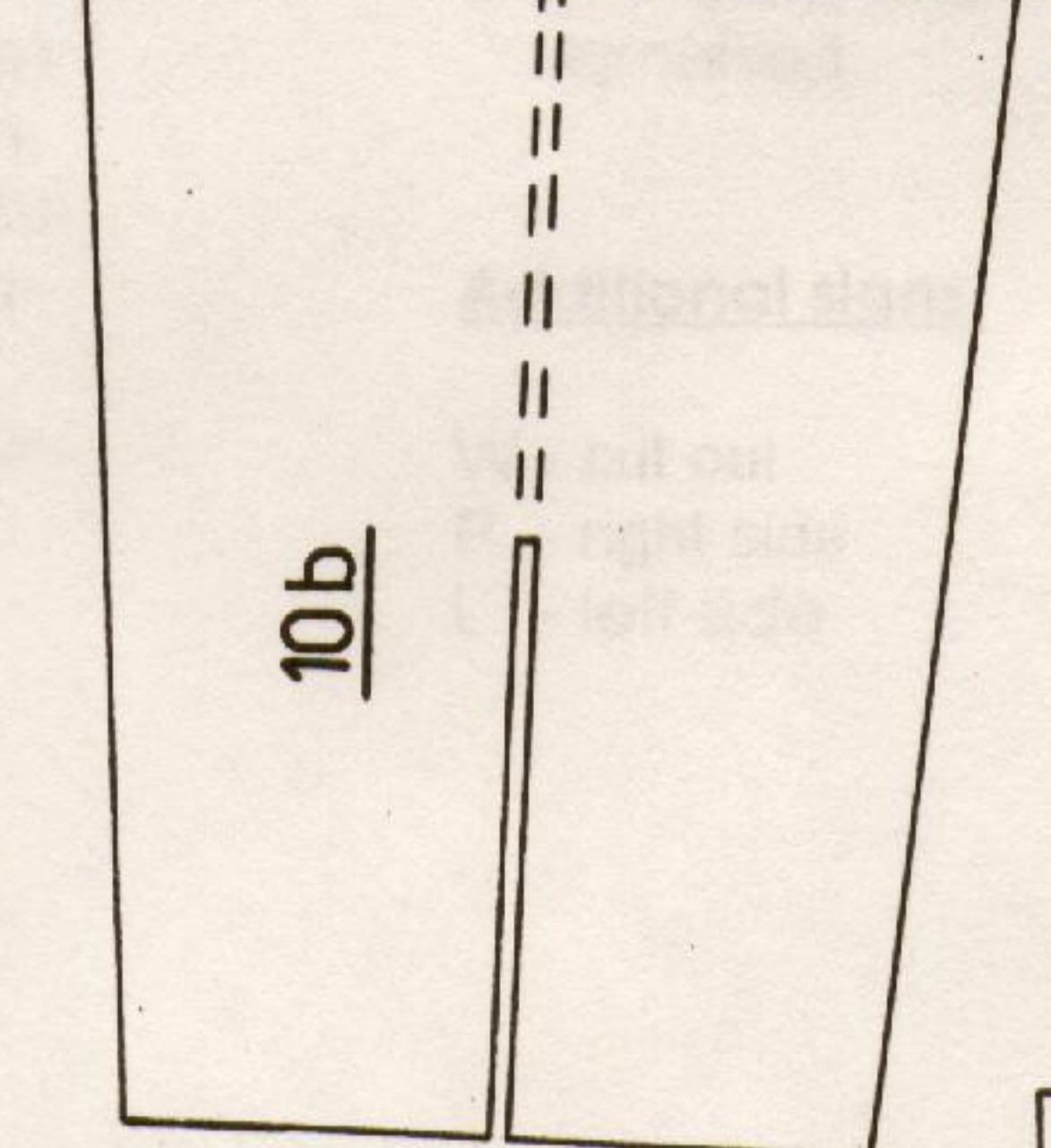
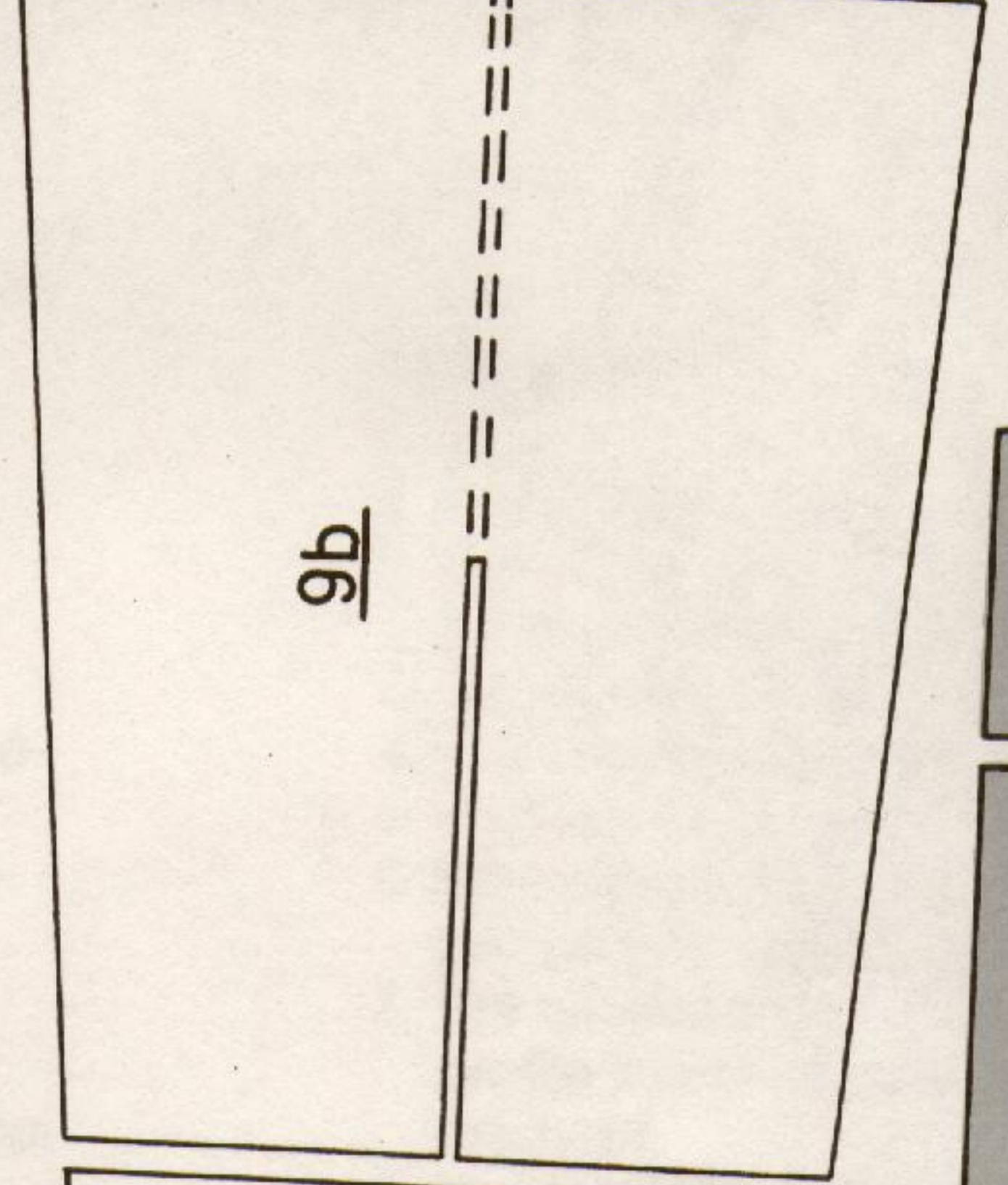
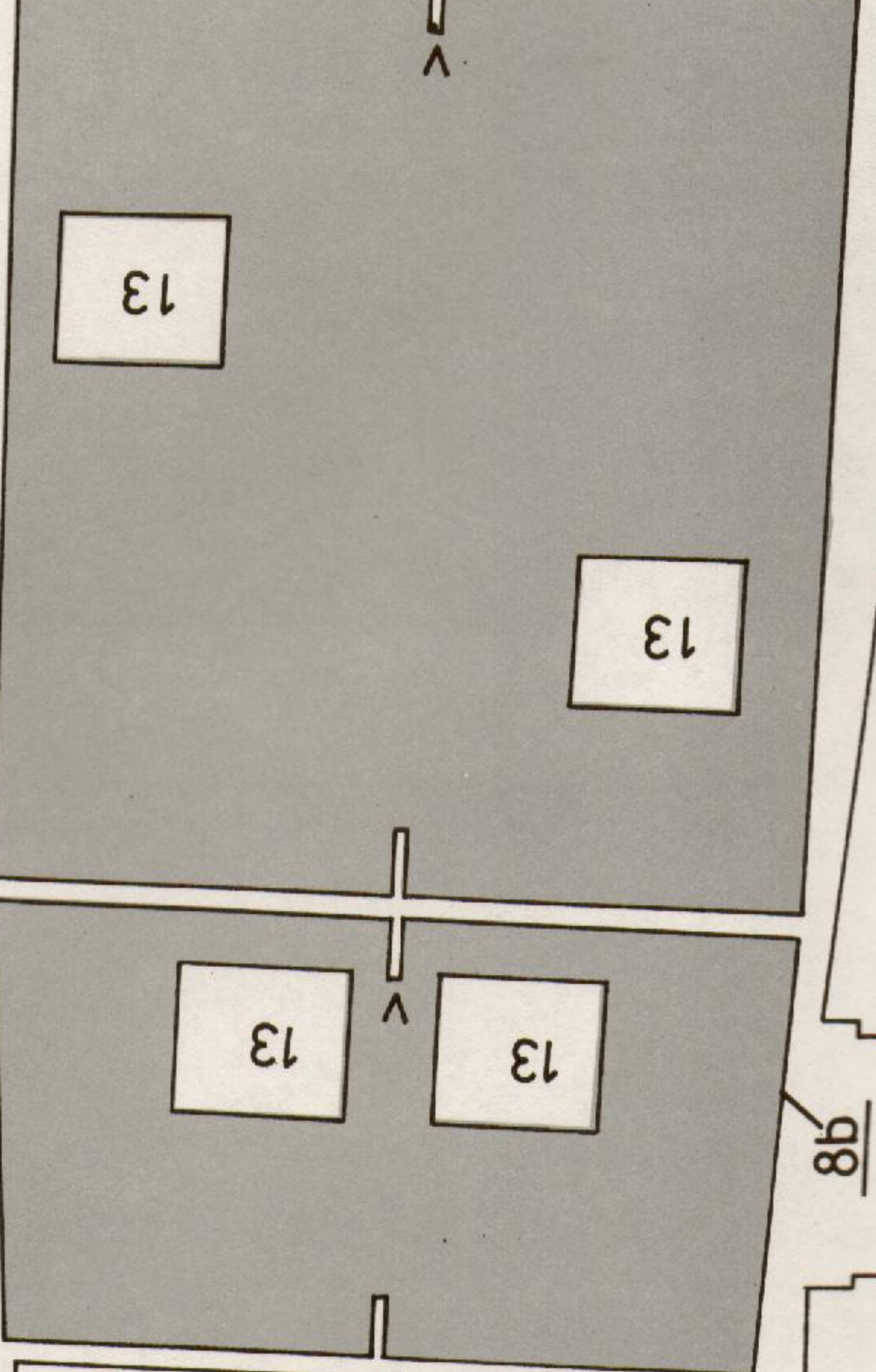
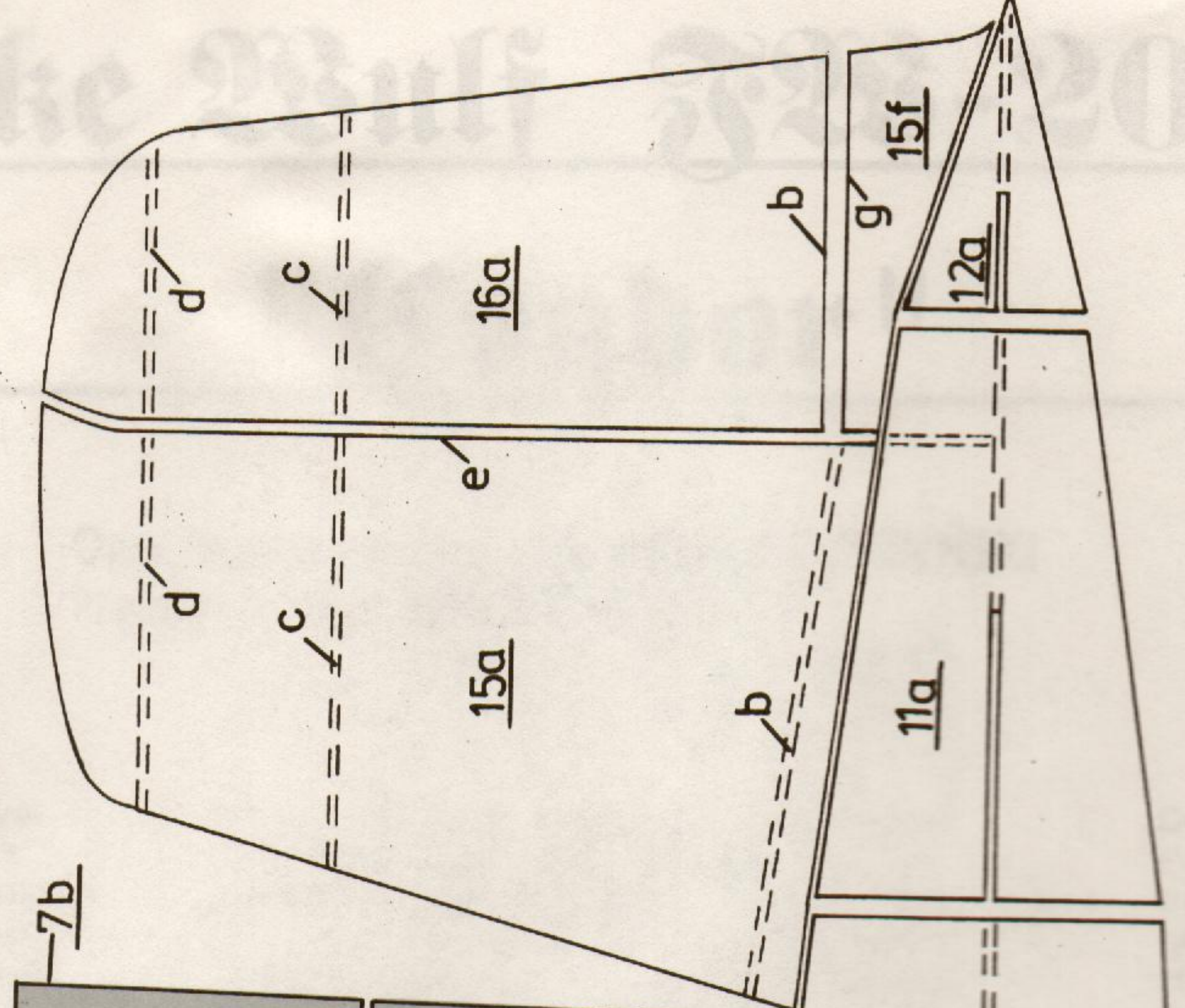
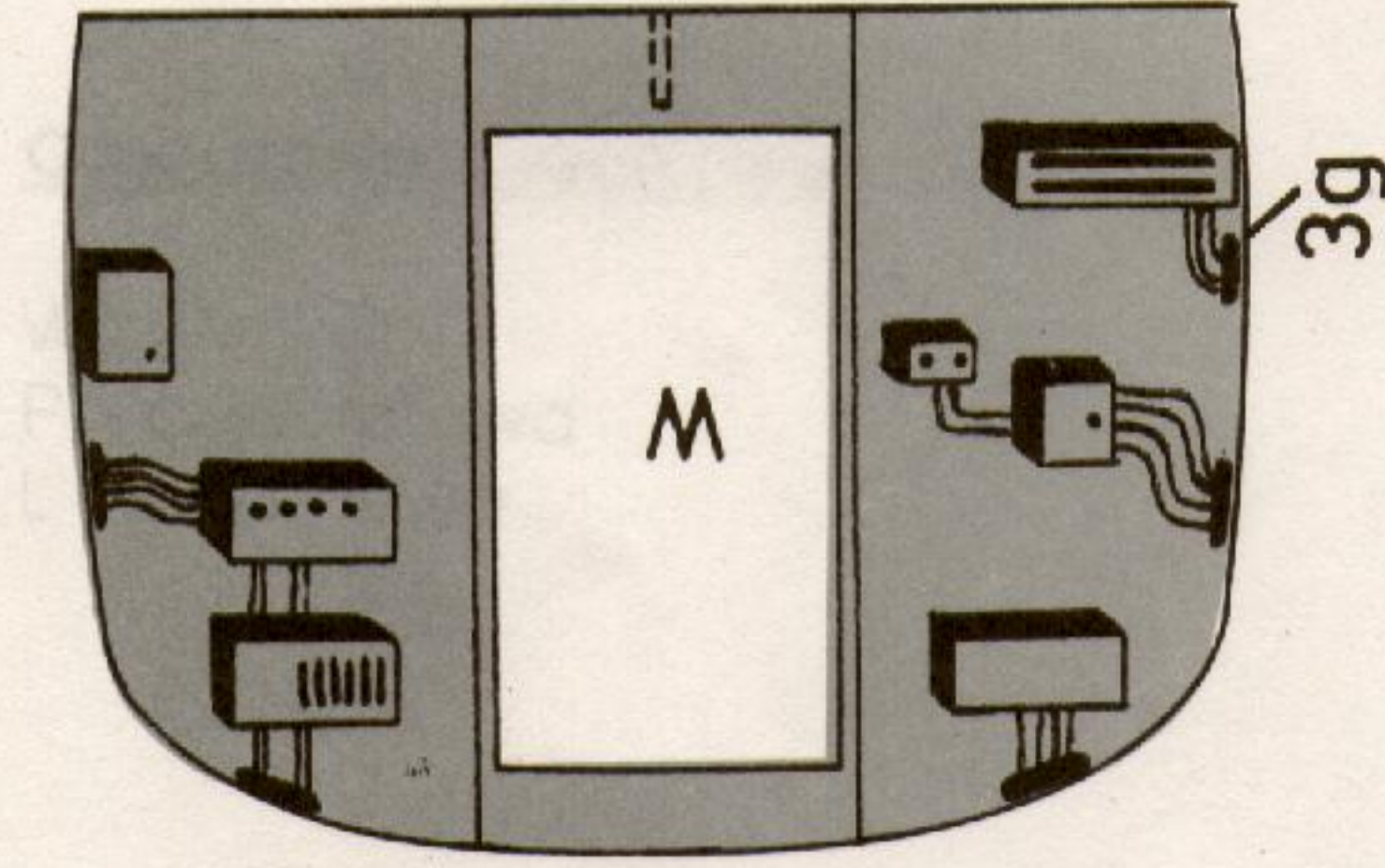
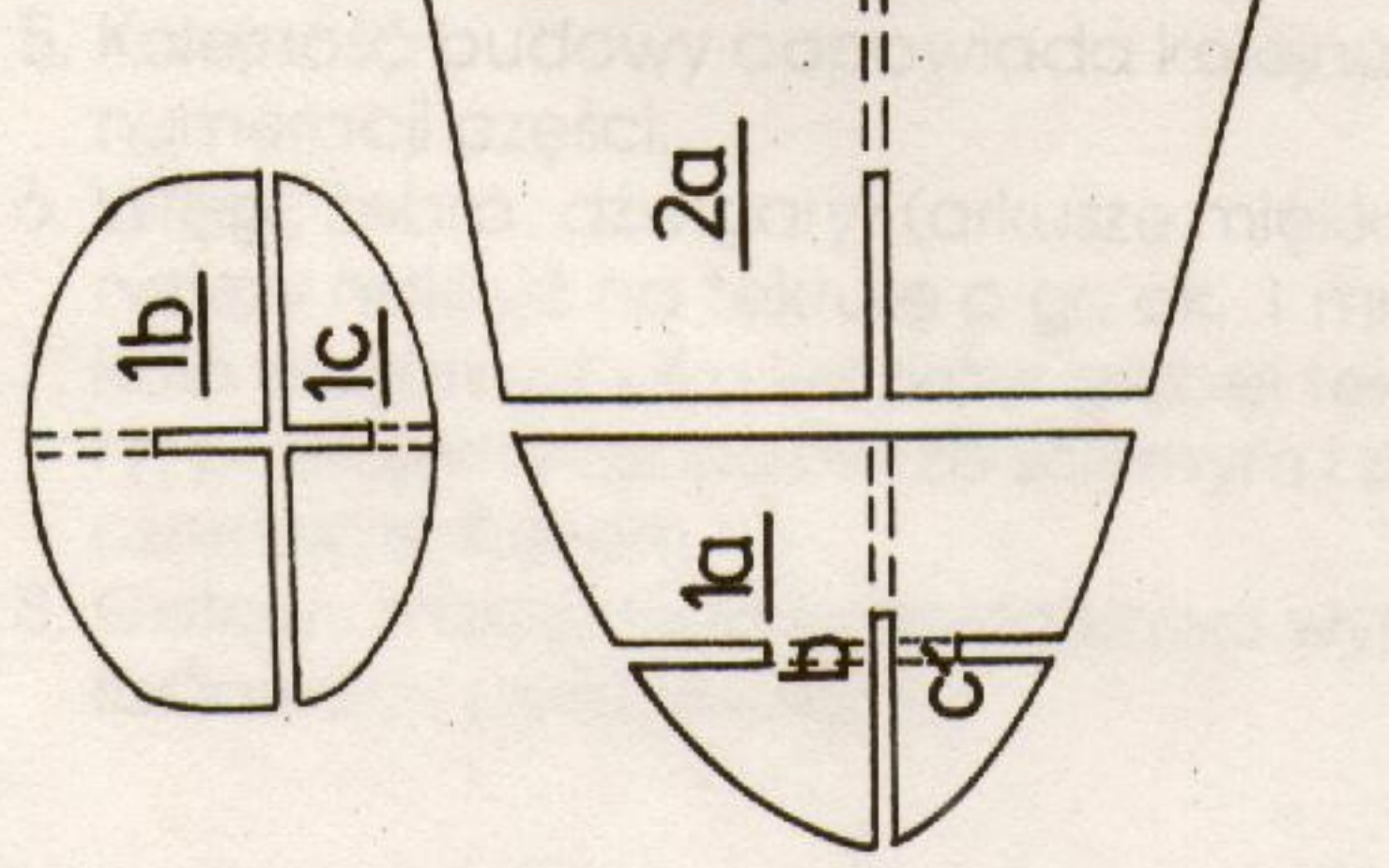
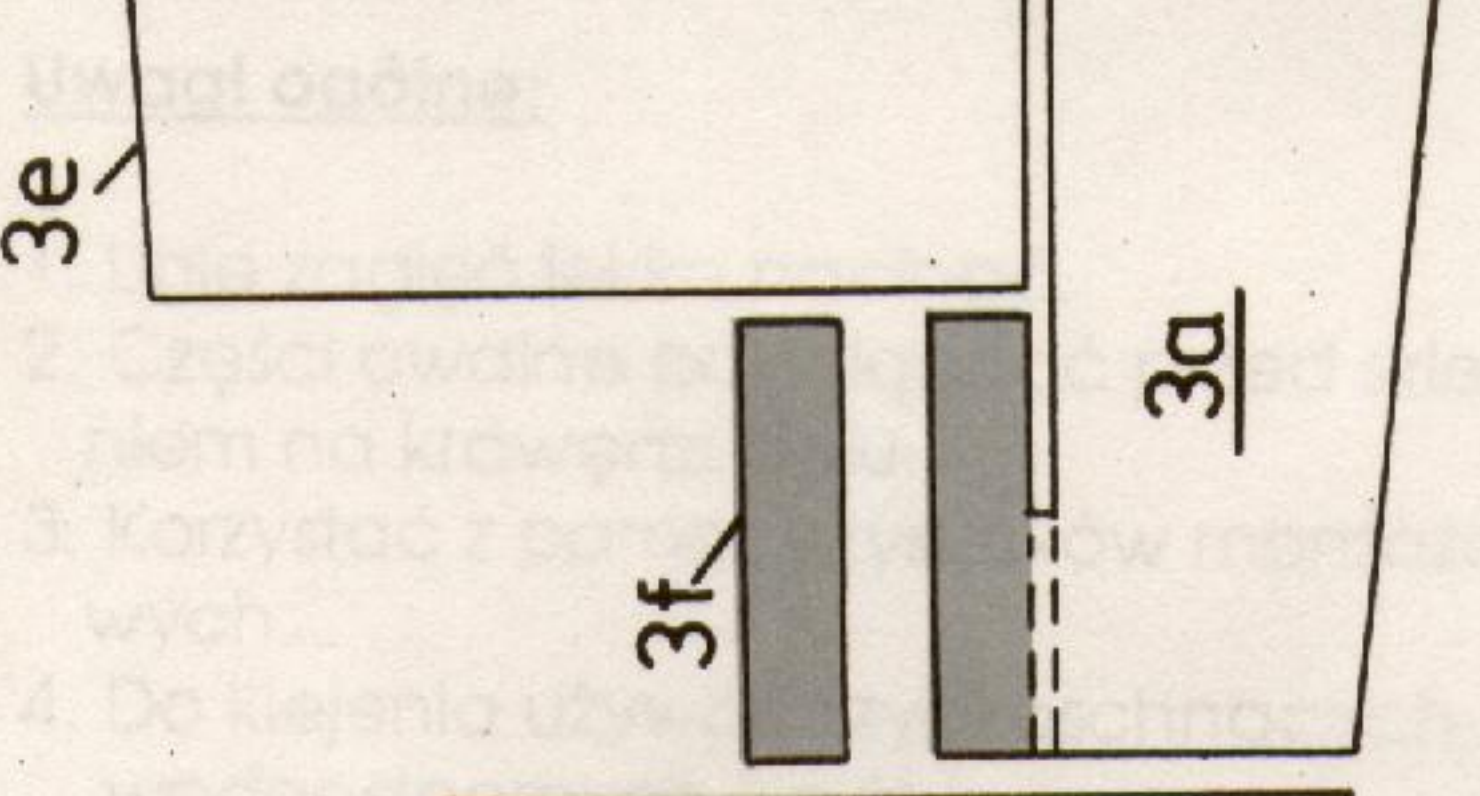
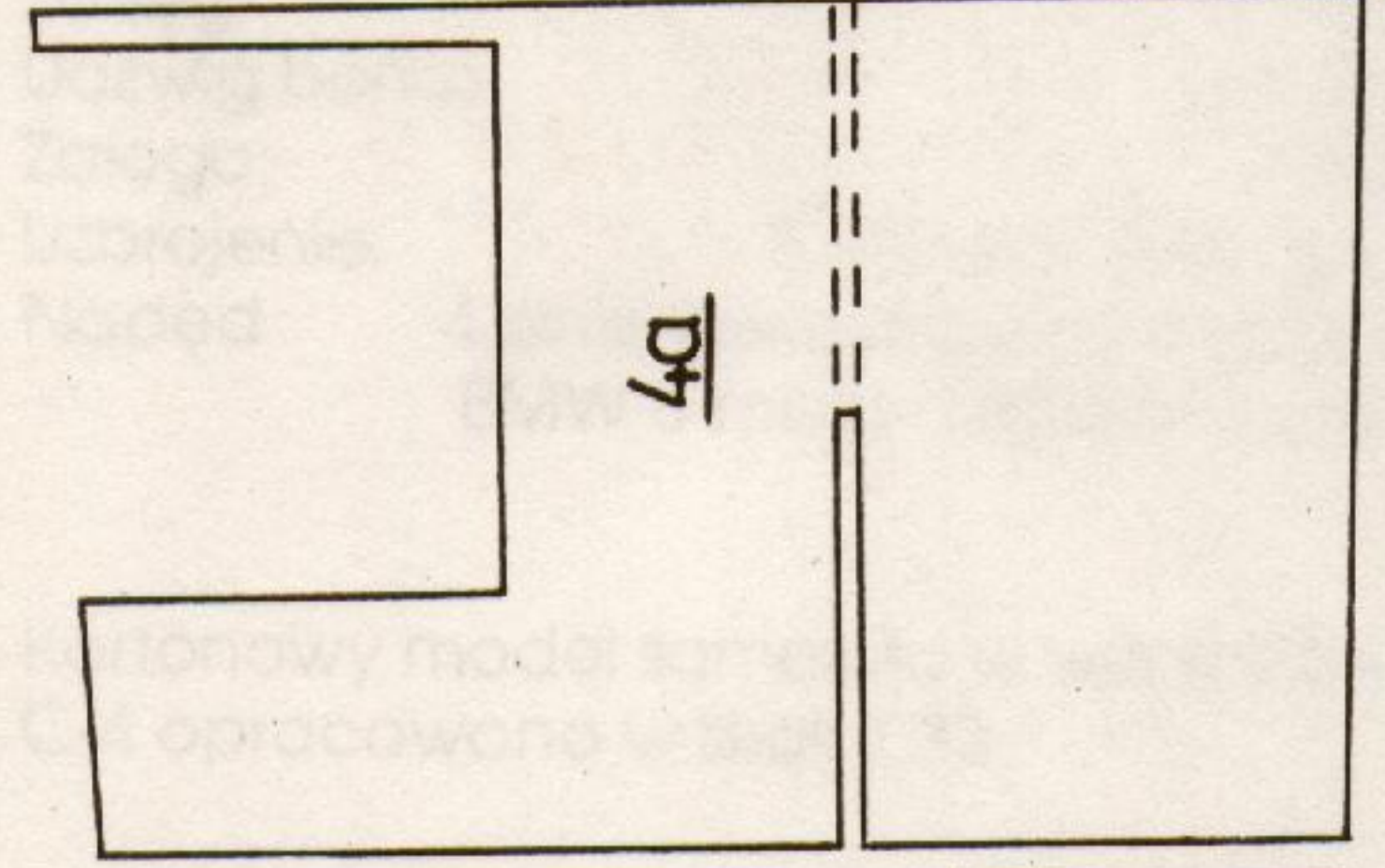
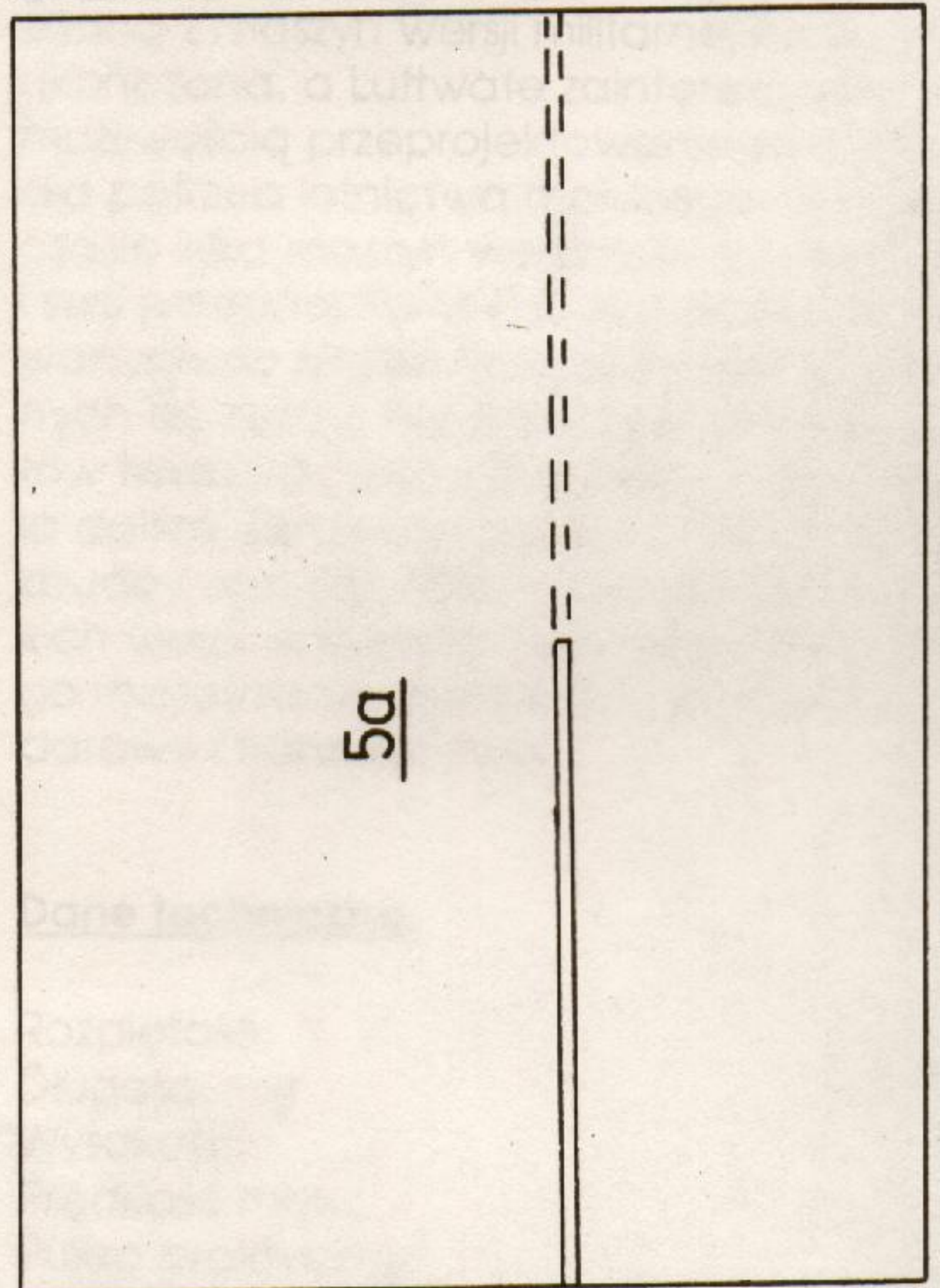
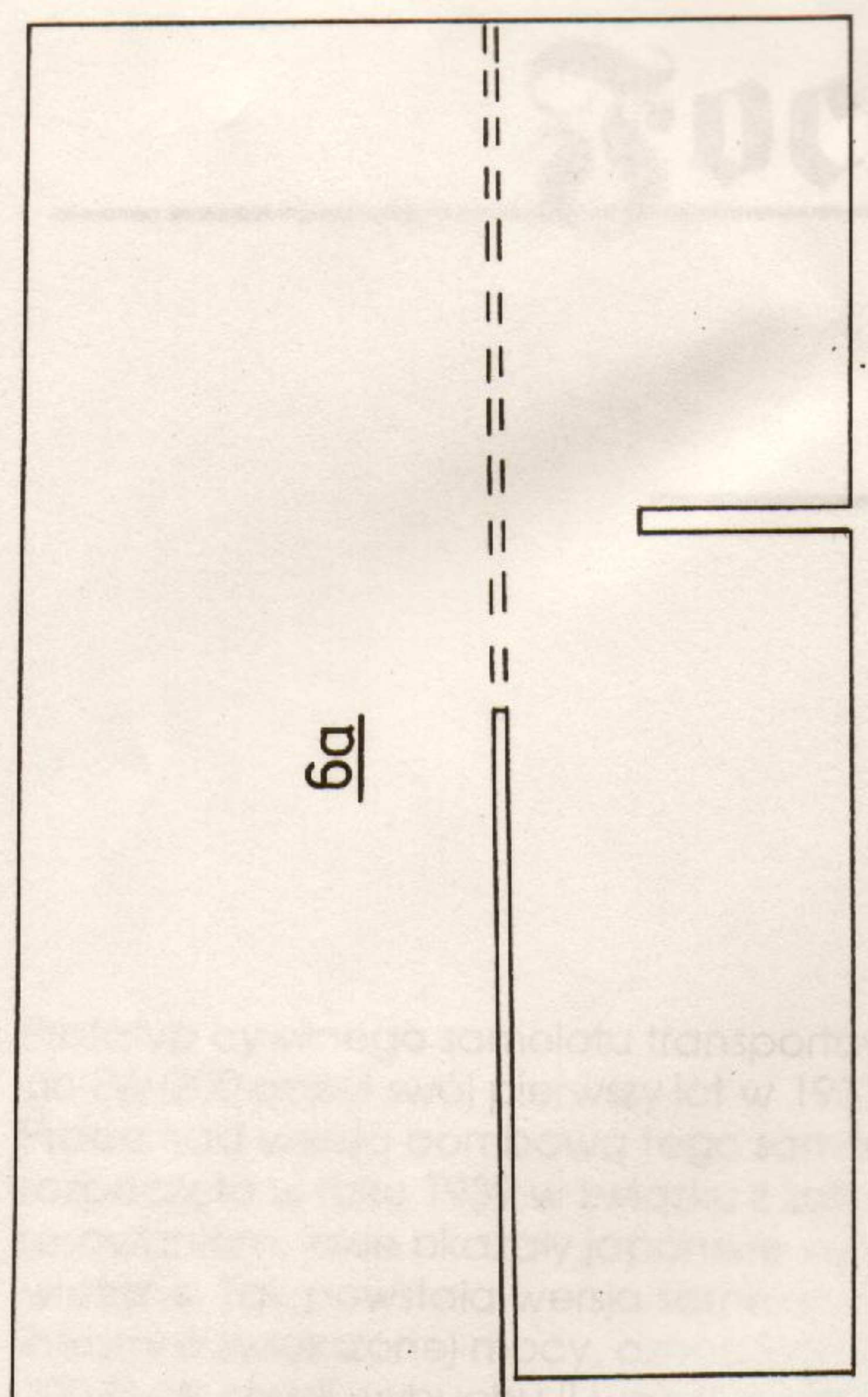
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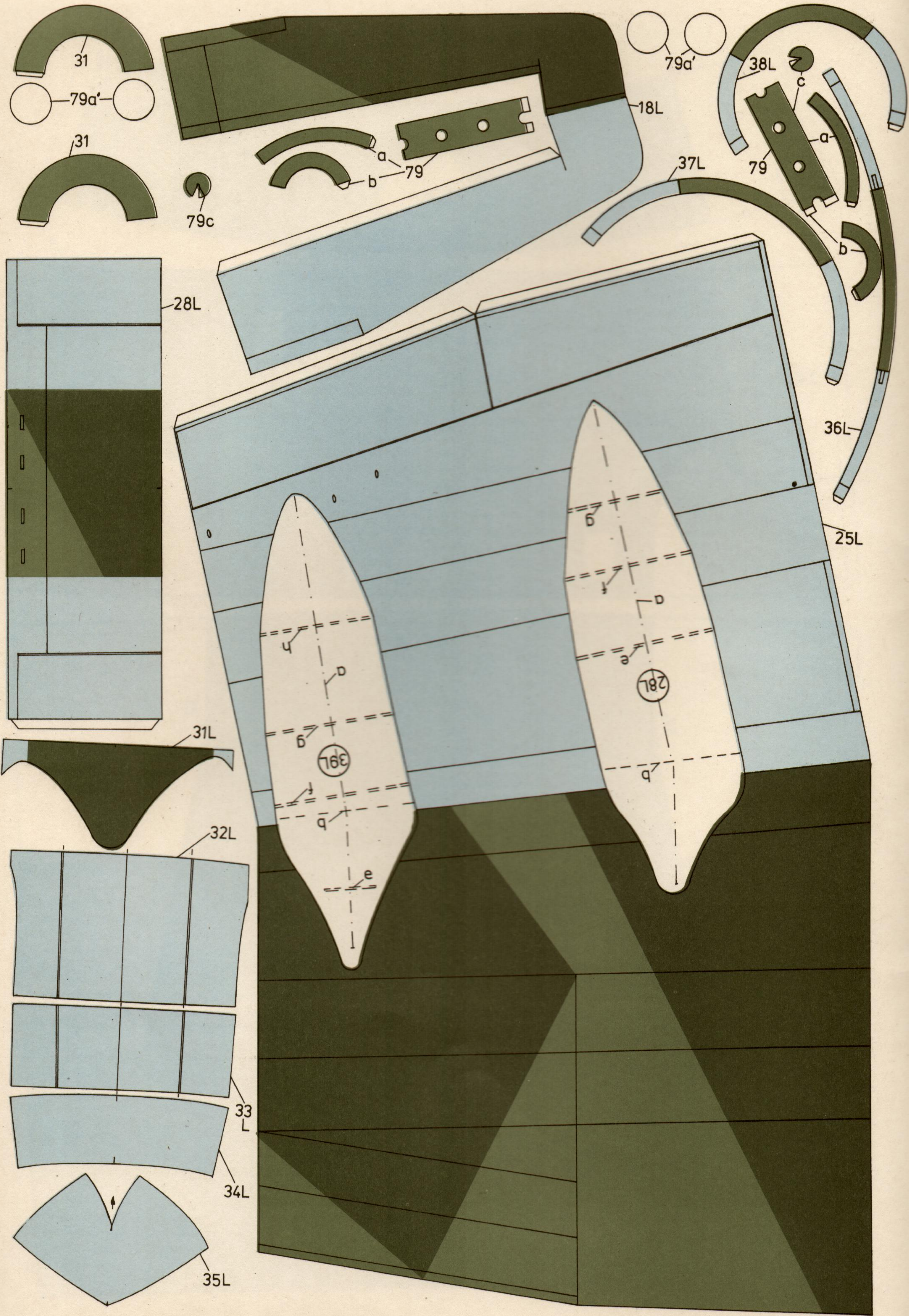
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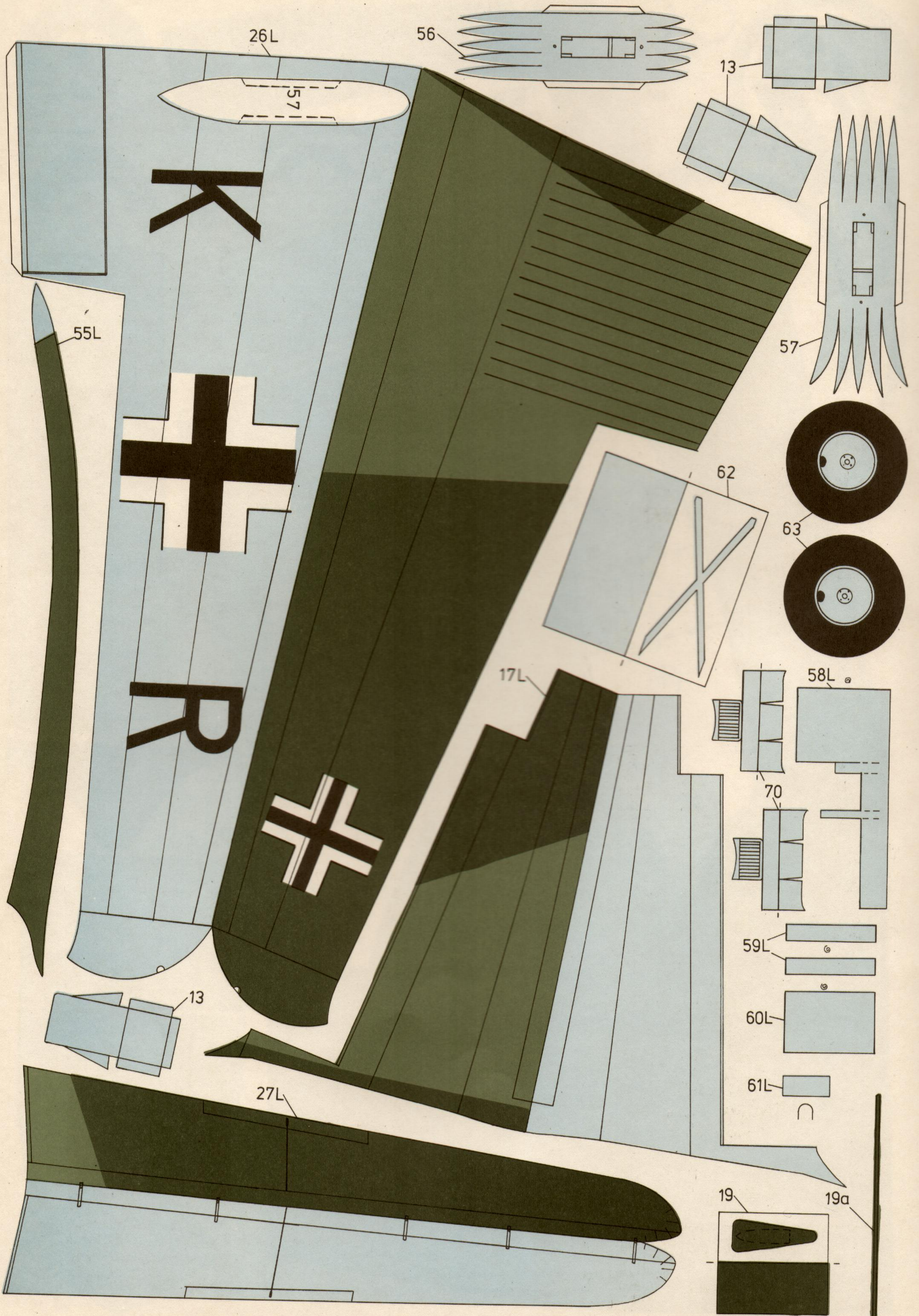
Model  Sp. C.

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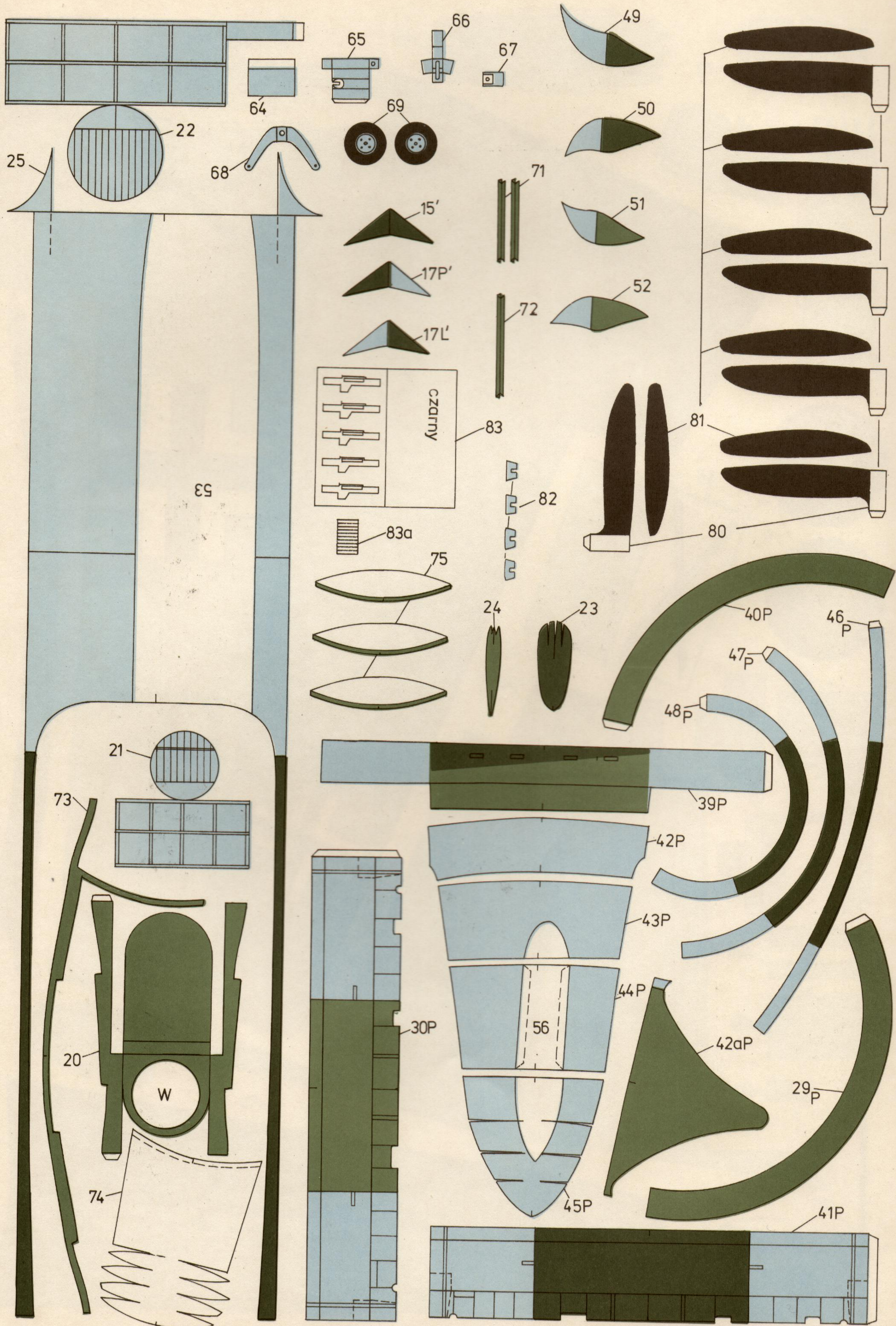
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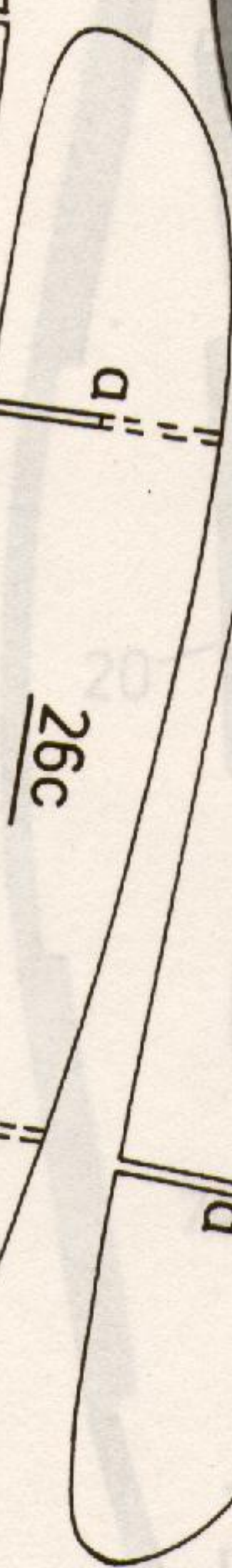
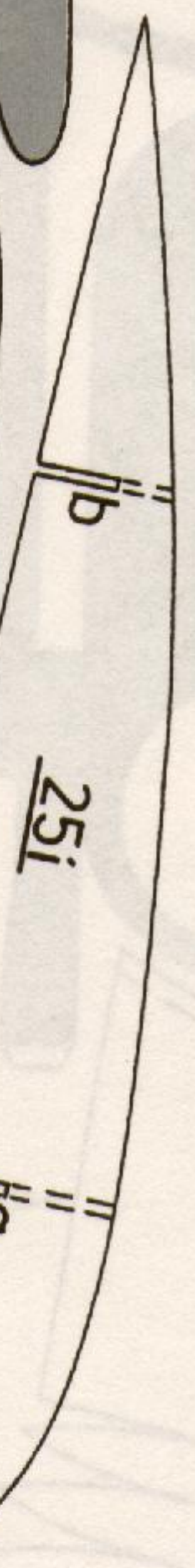
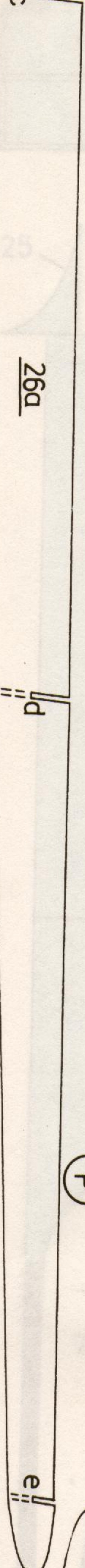
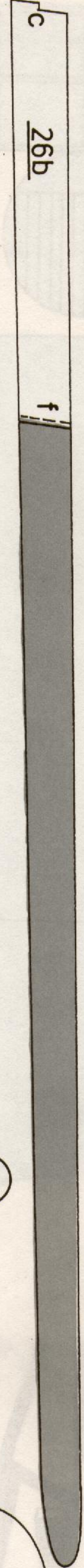
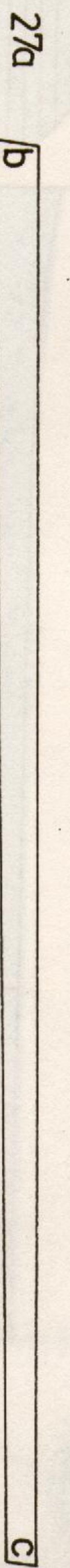
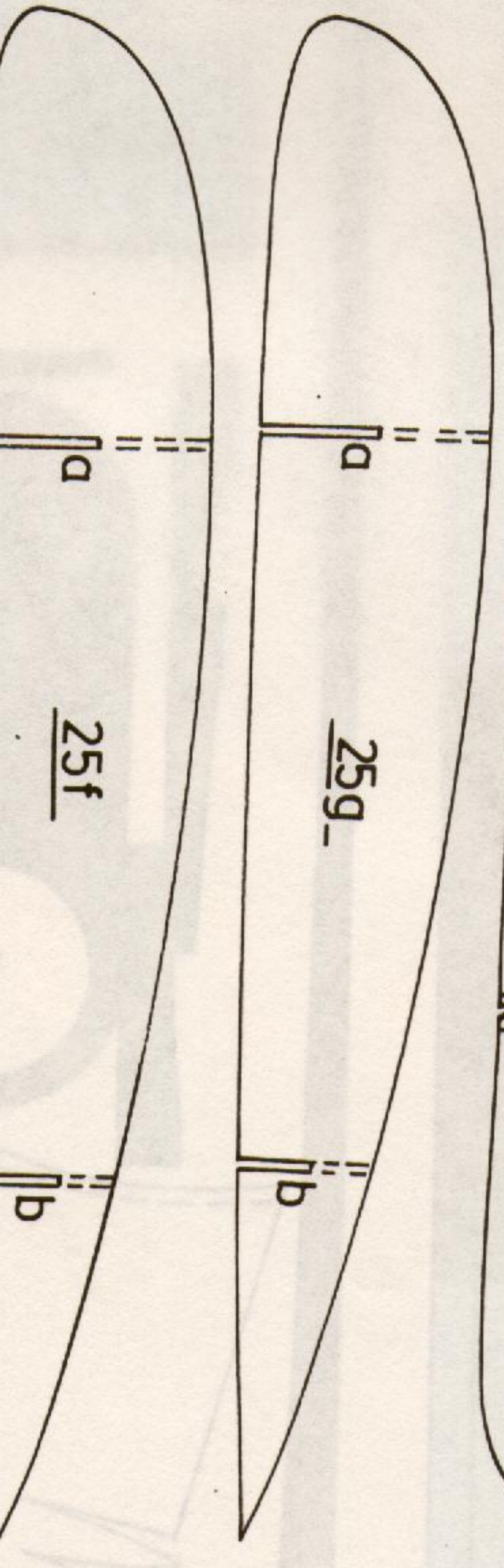
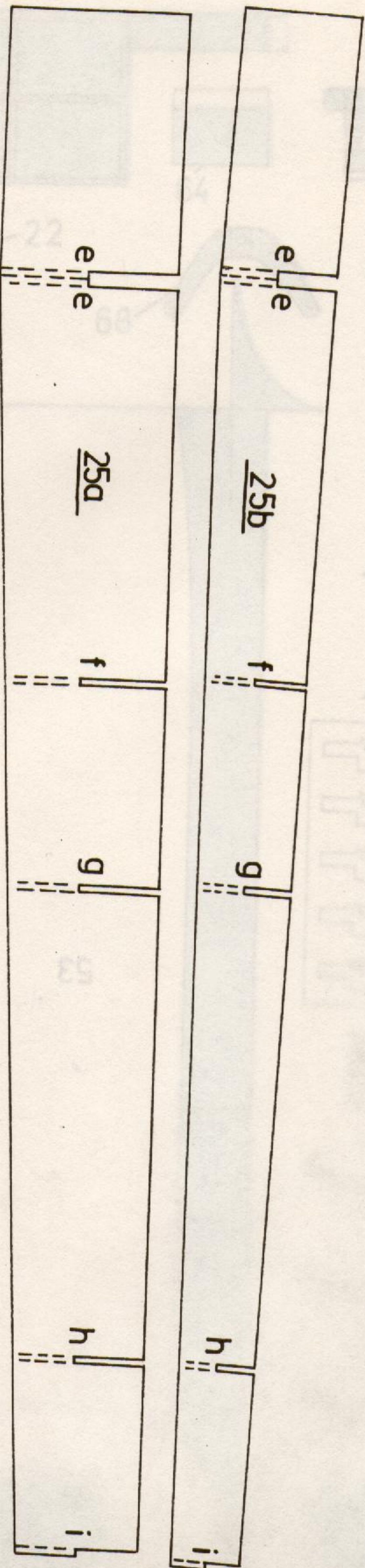
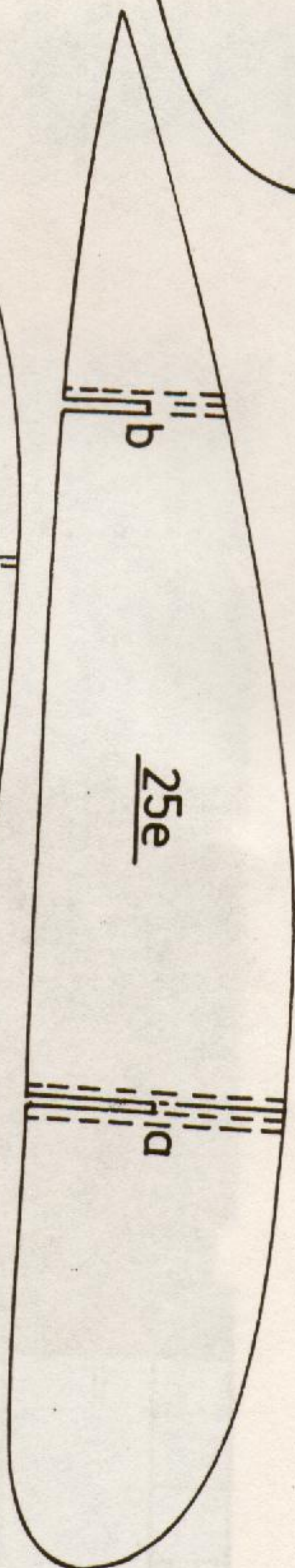
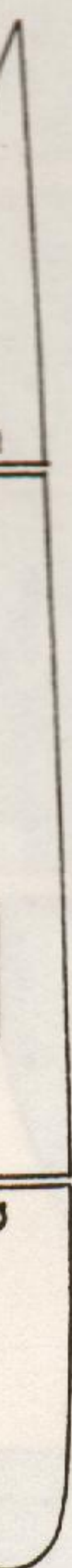
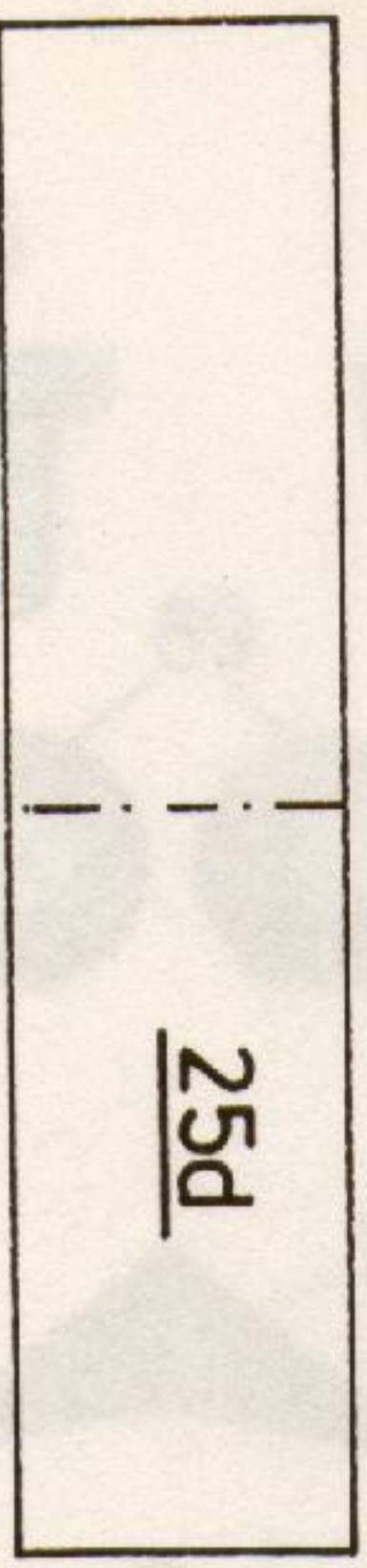
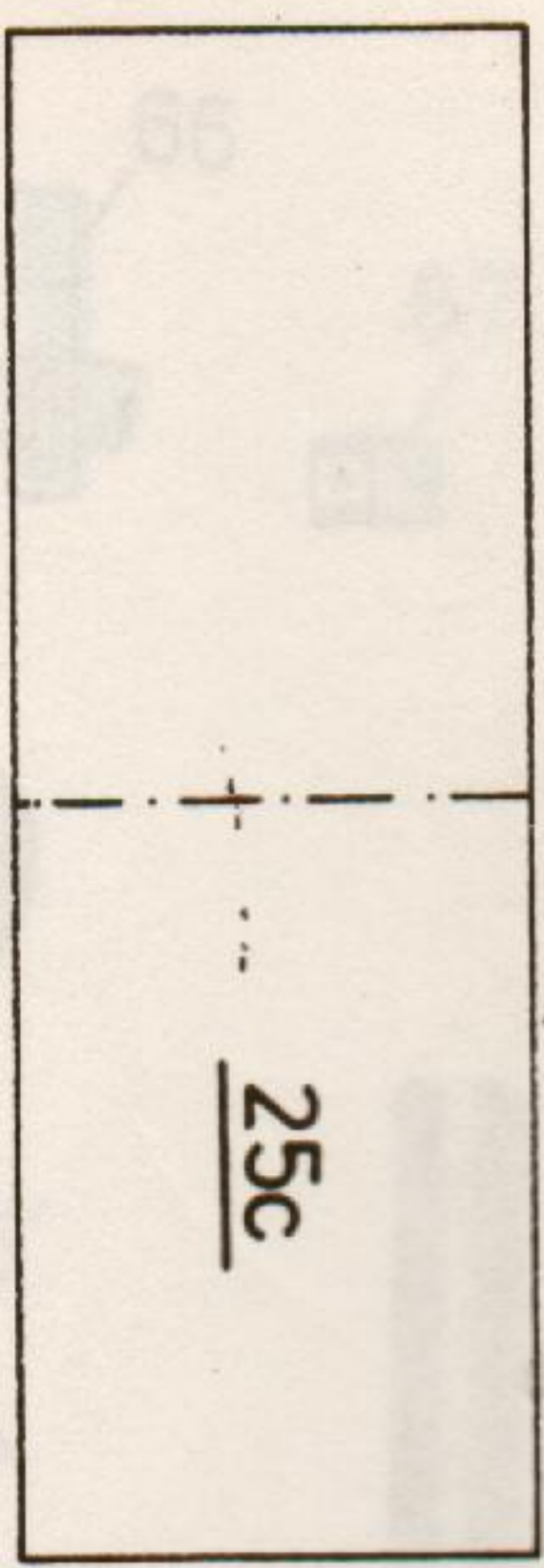
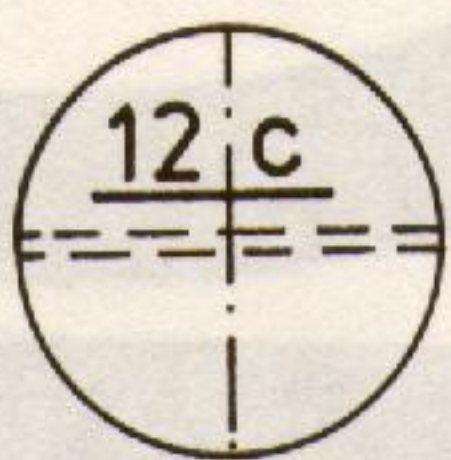
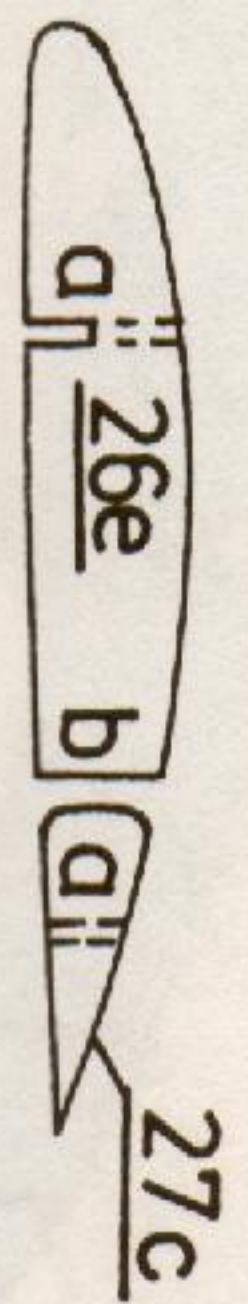
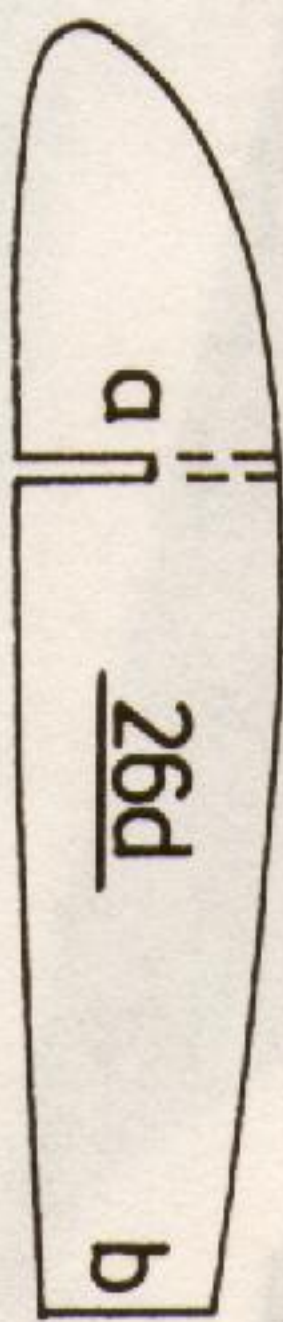
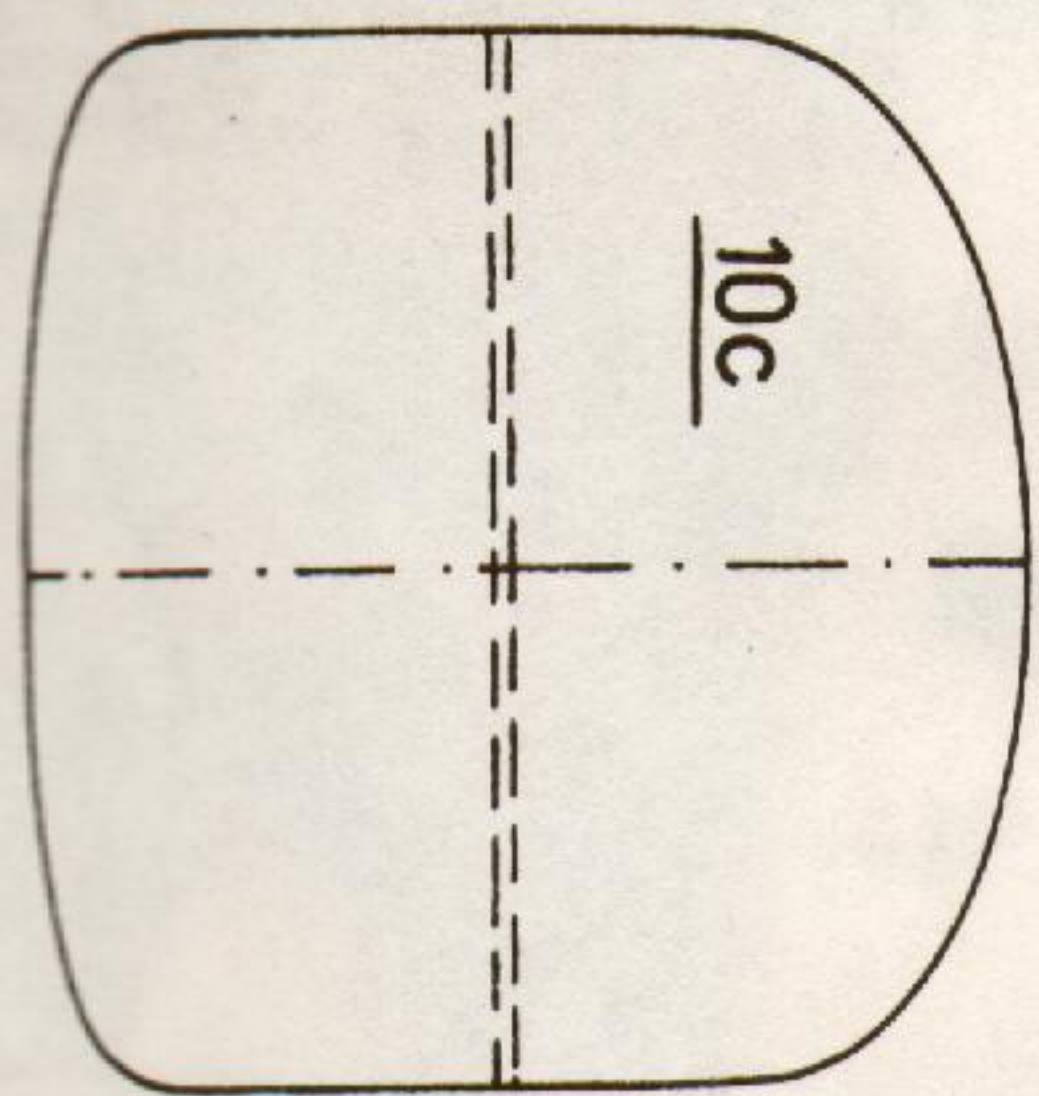
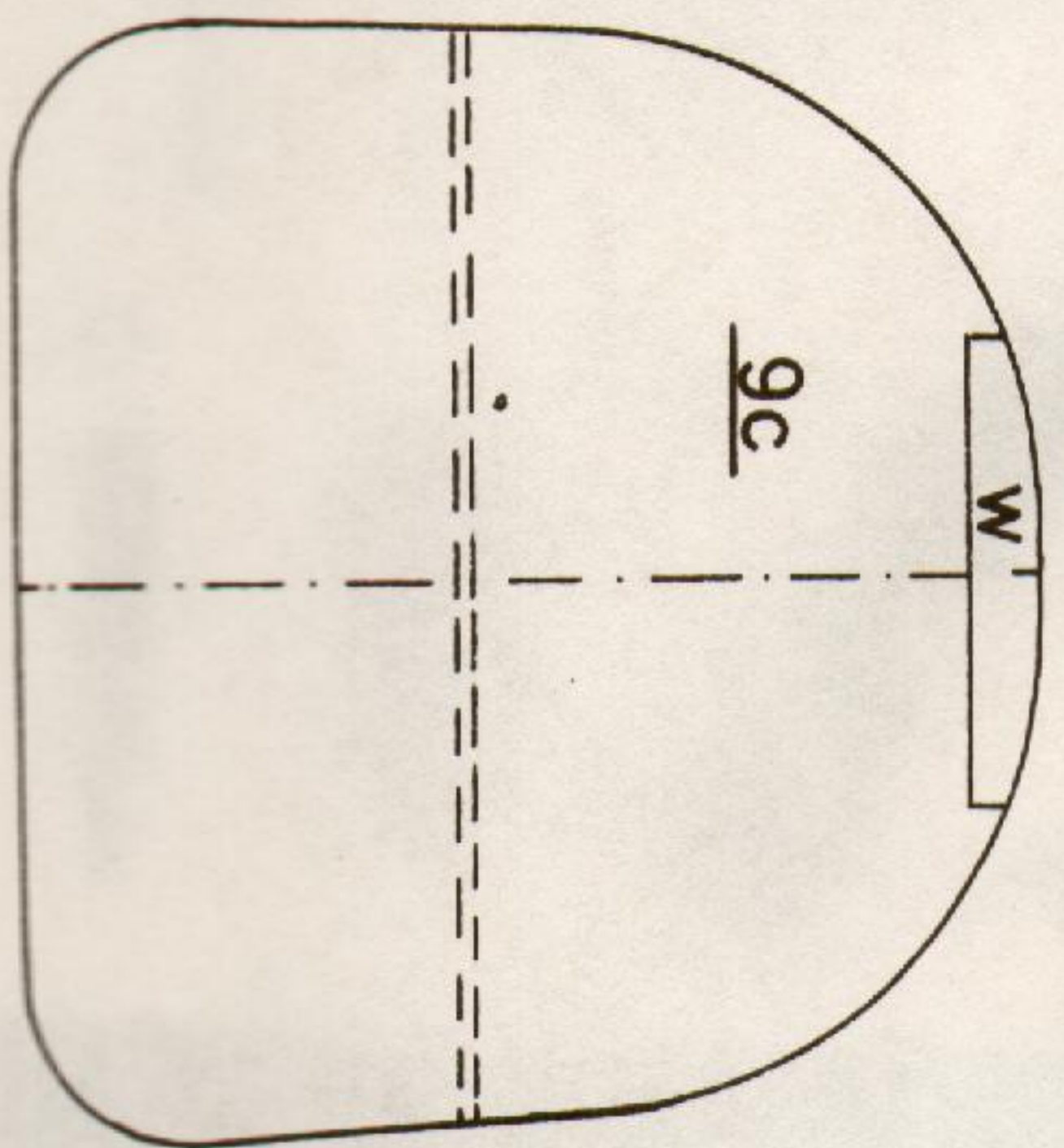
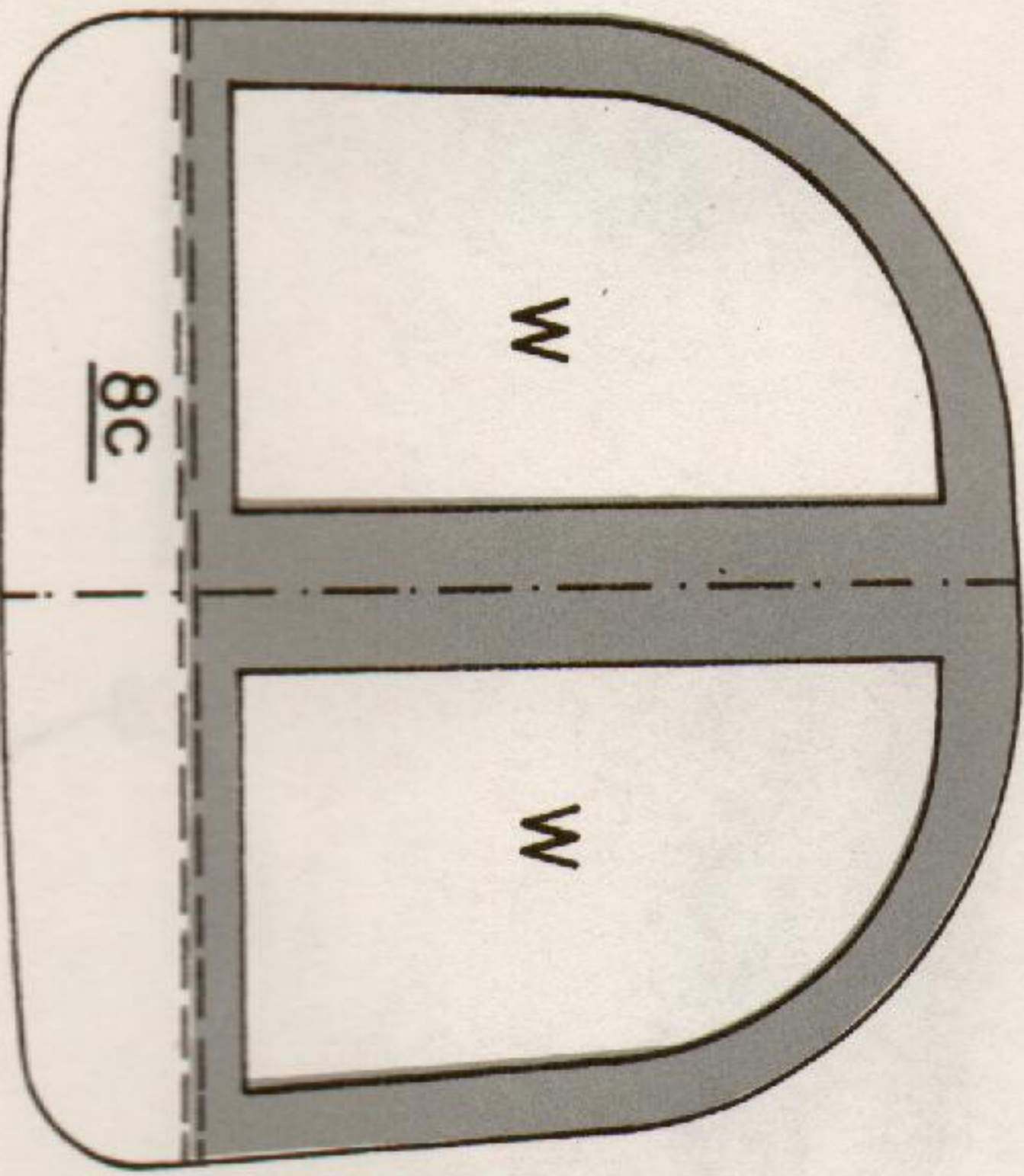
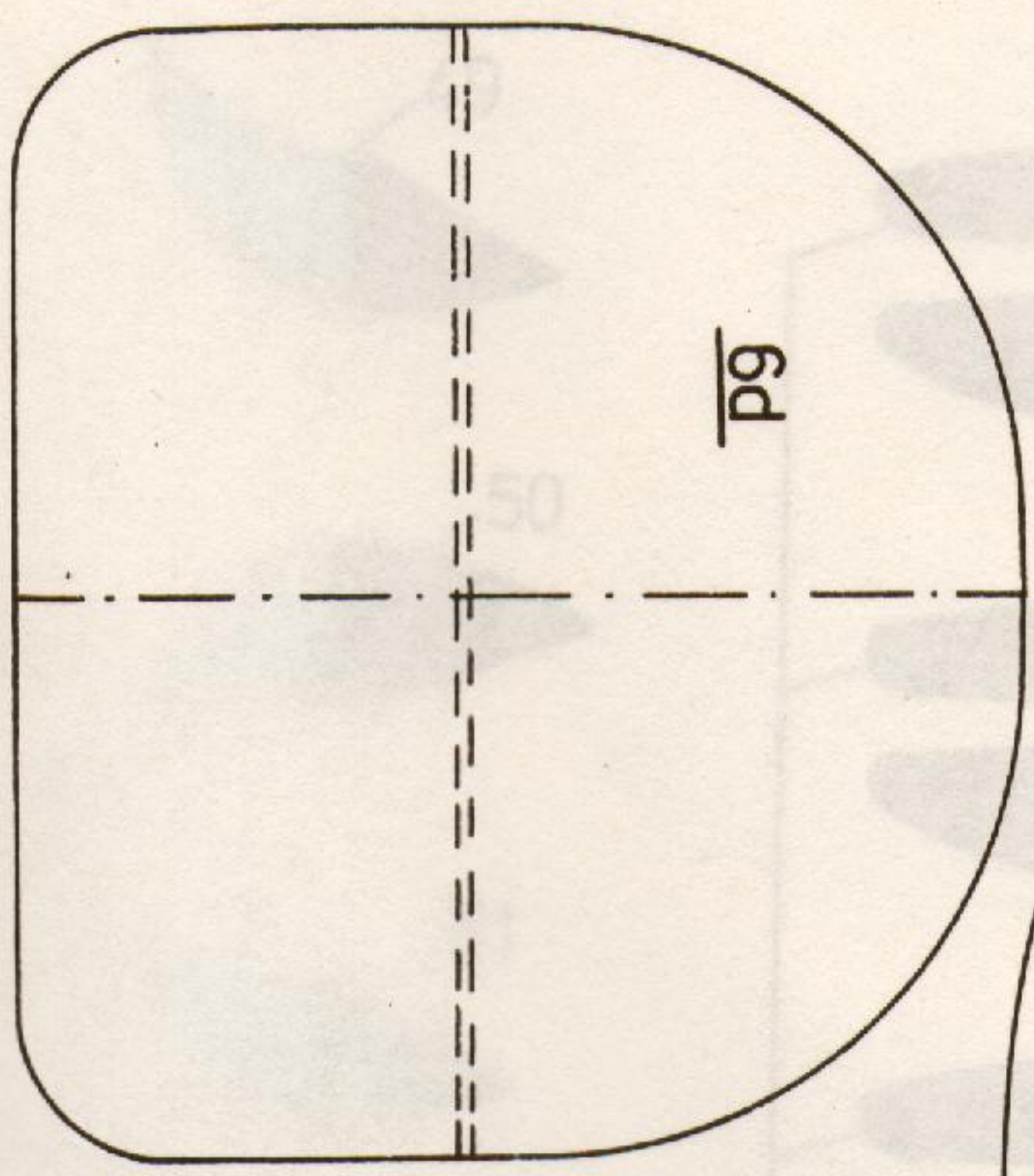
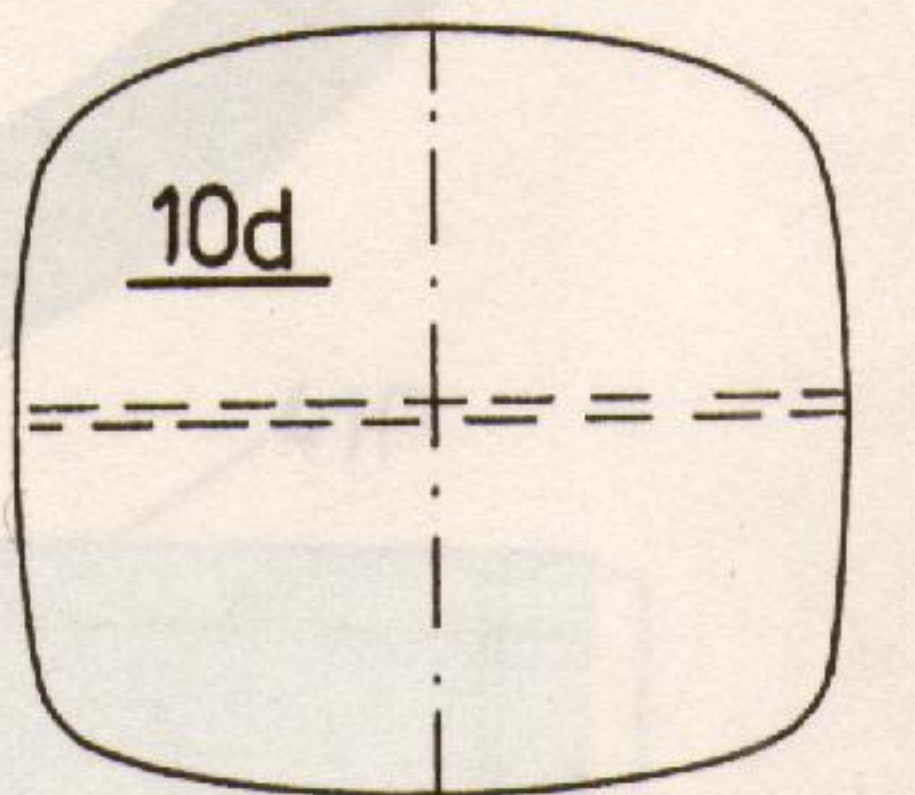
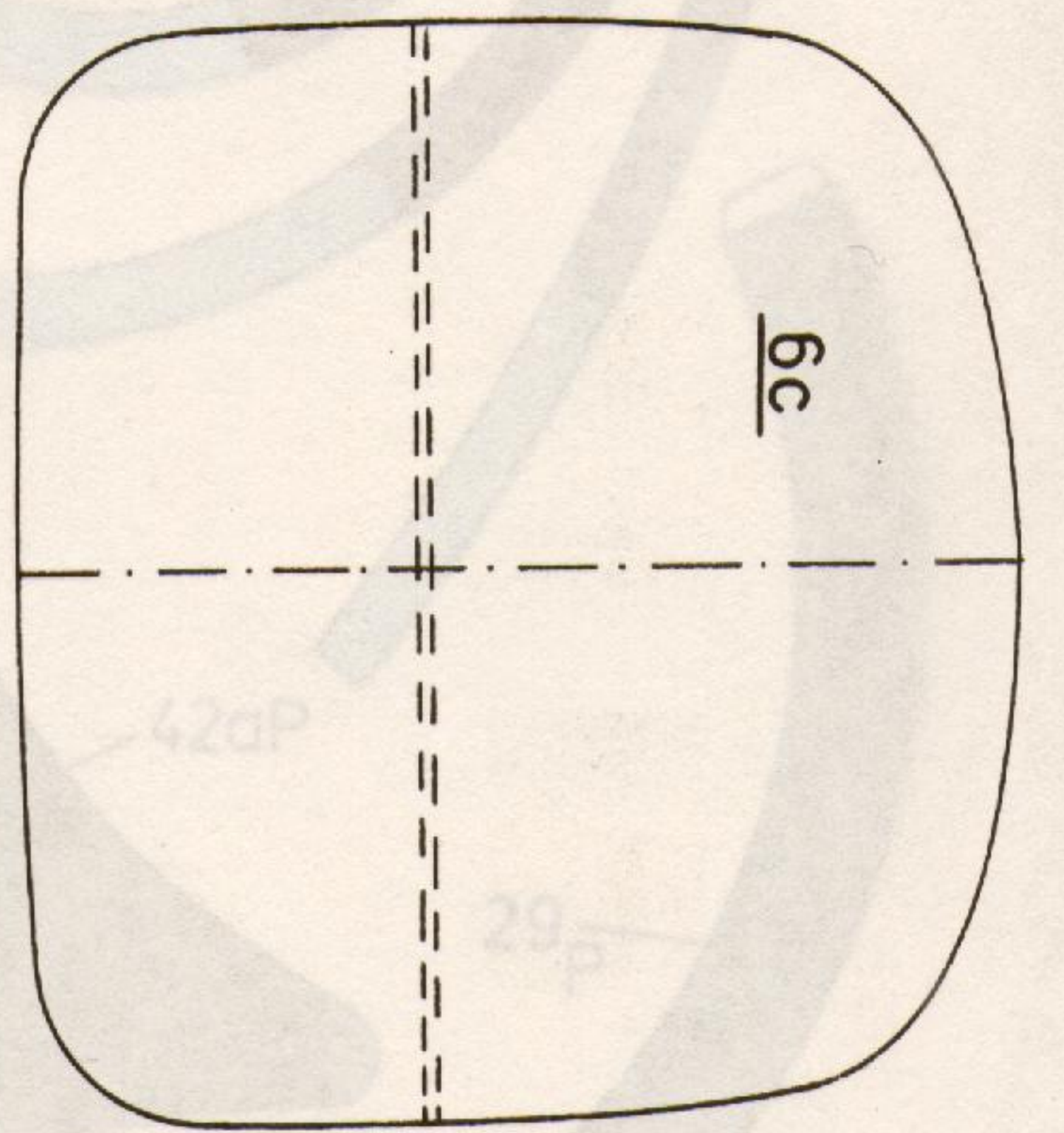
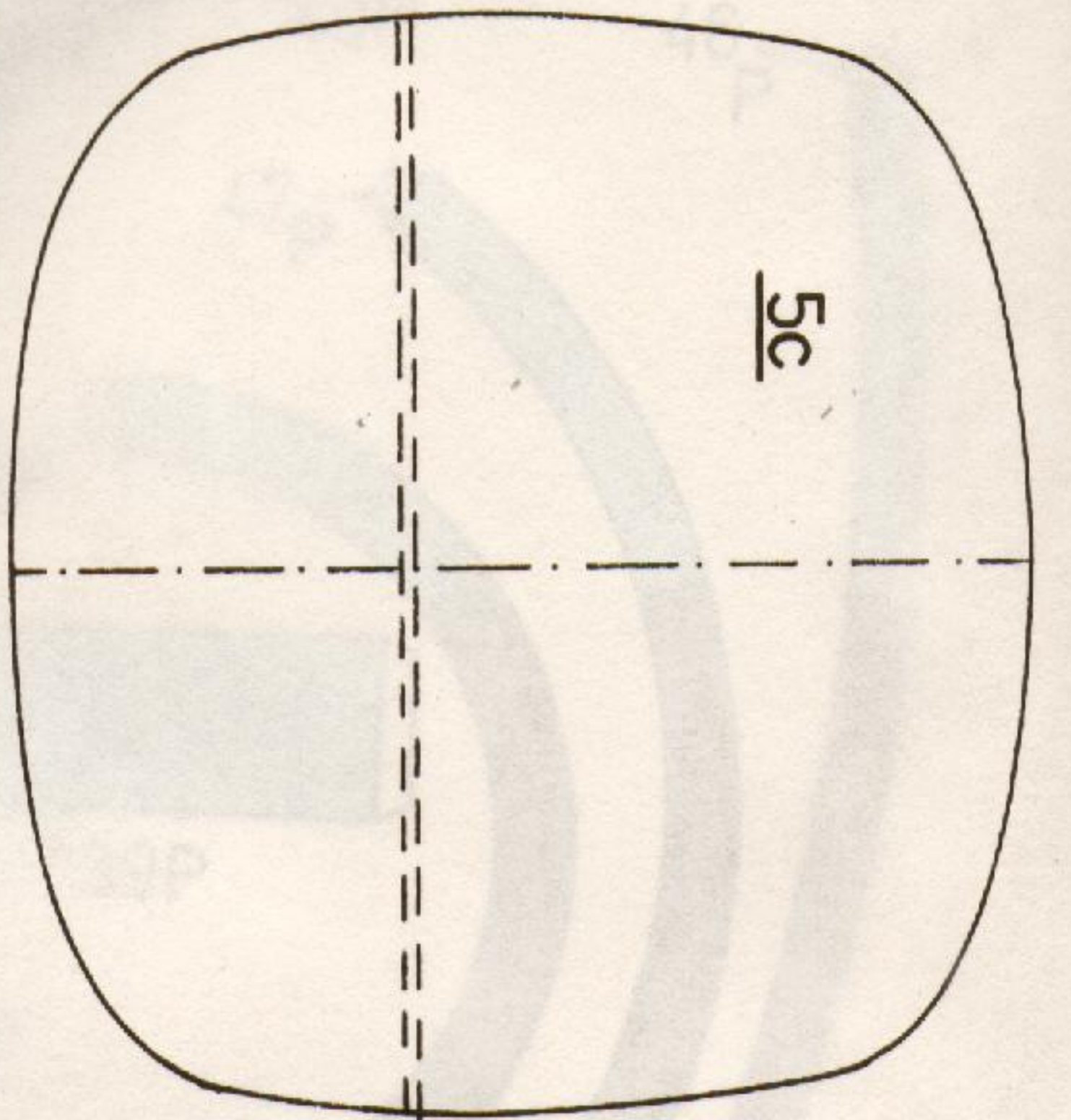
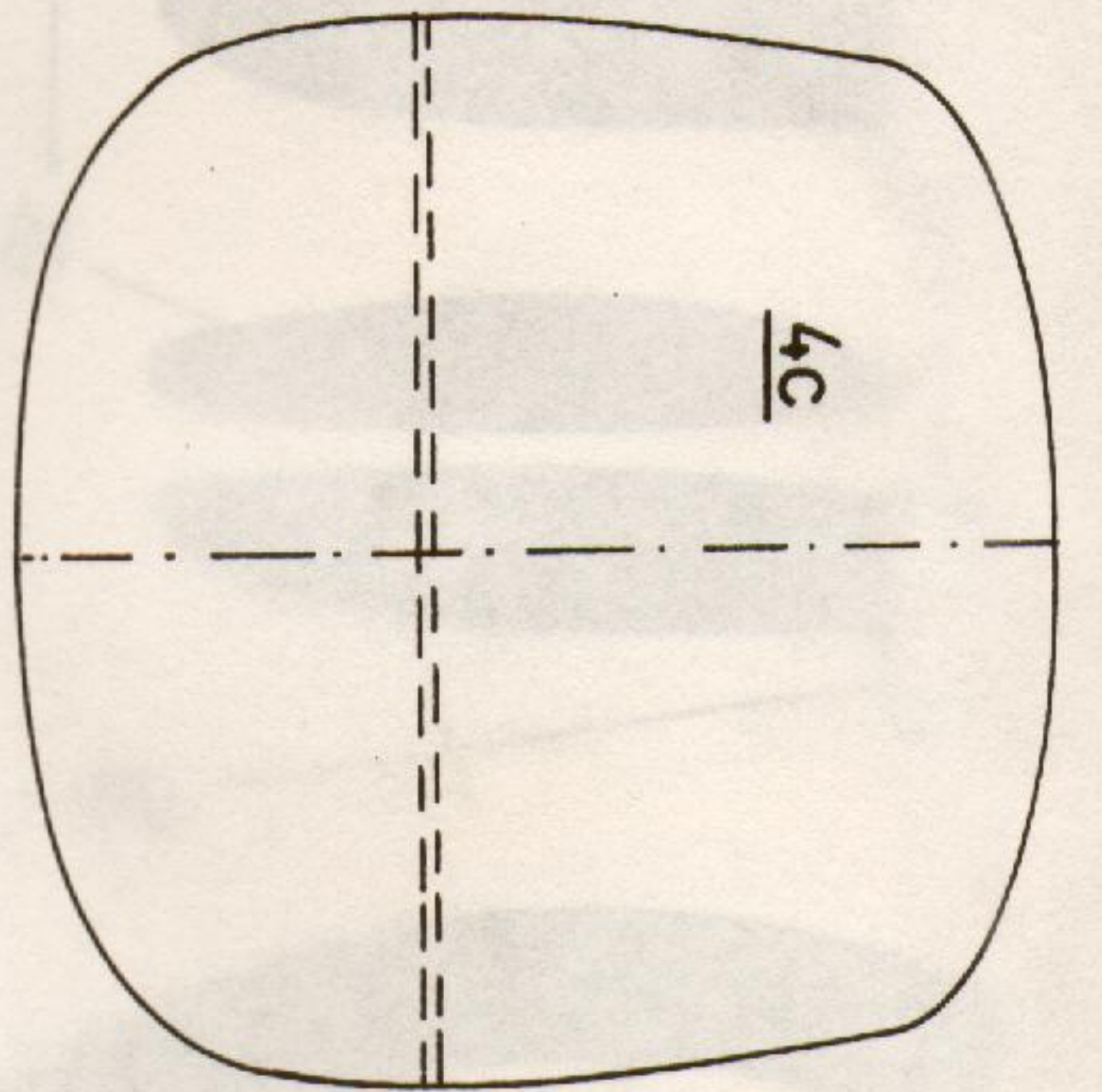
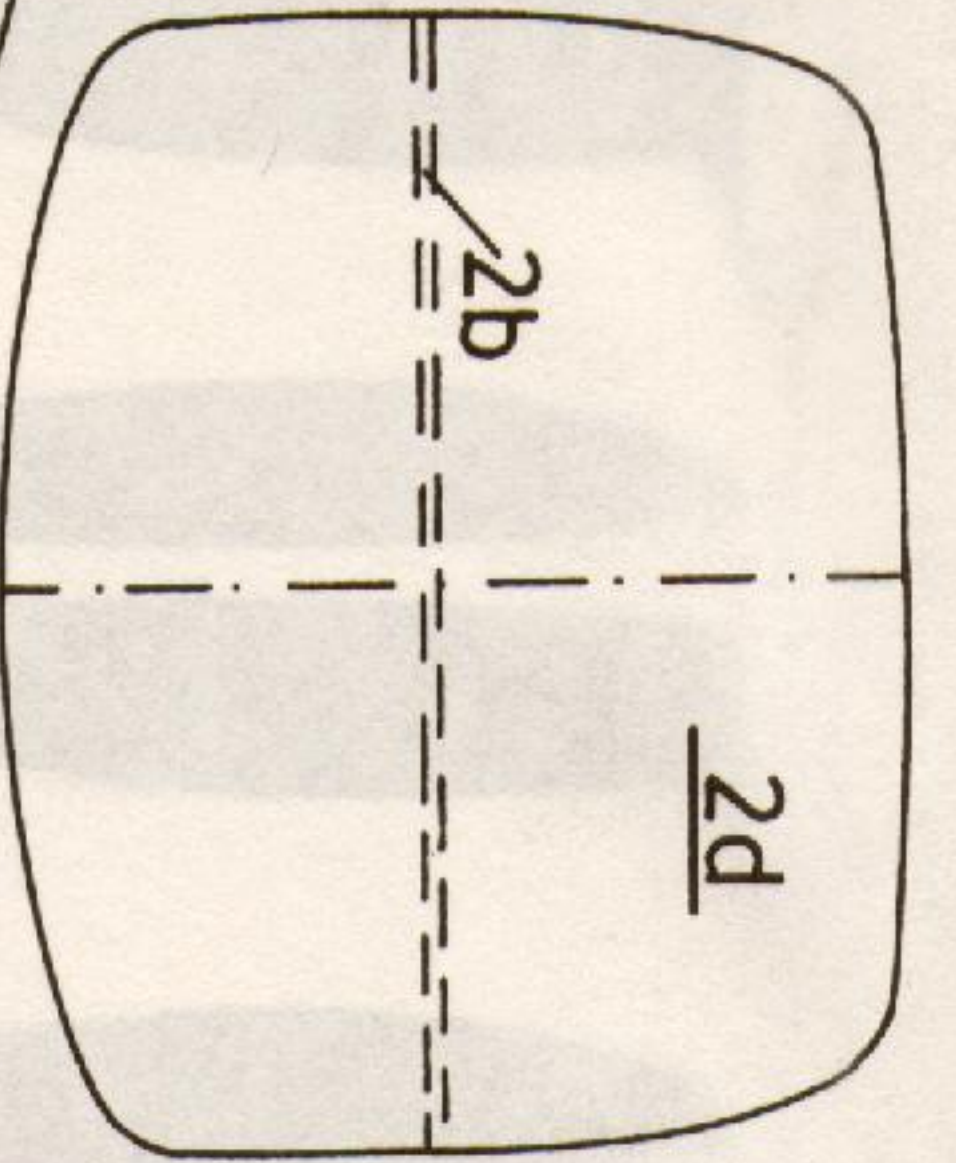
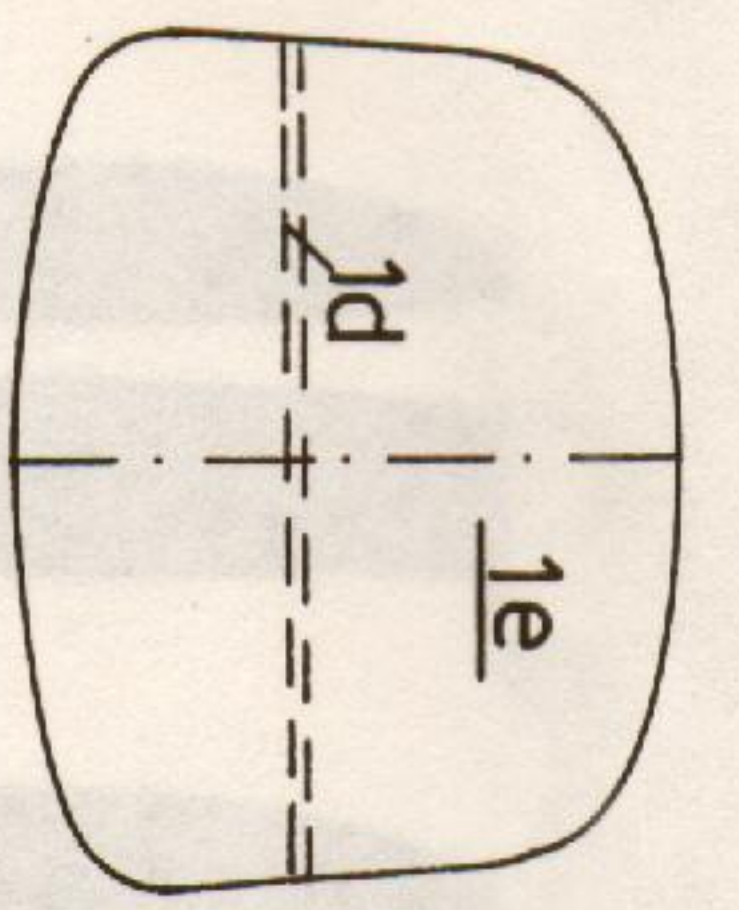




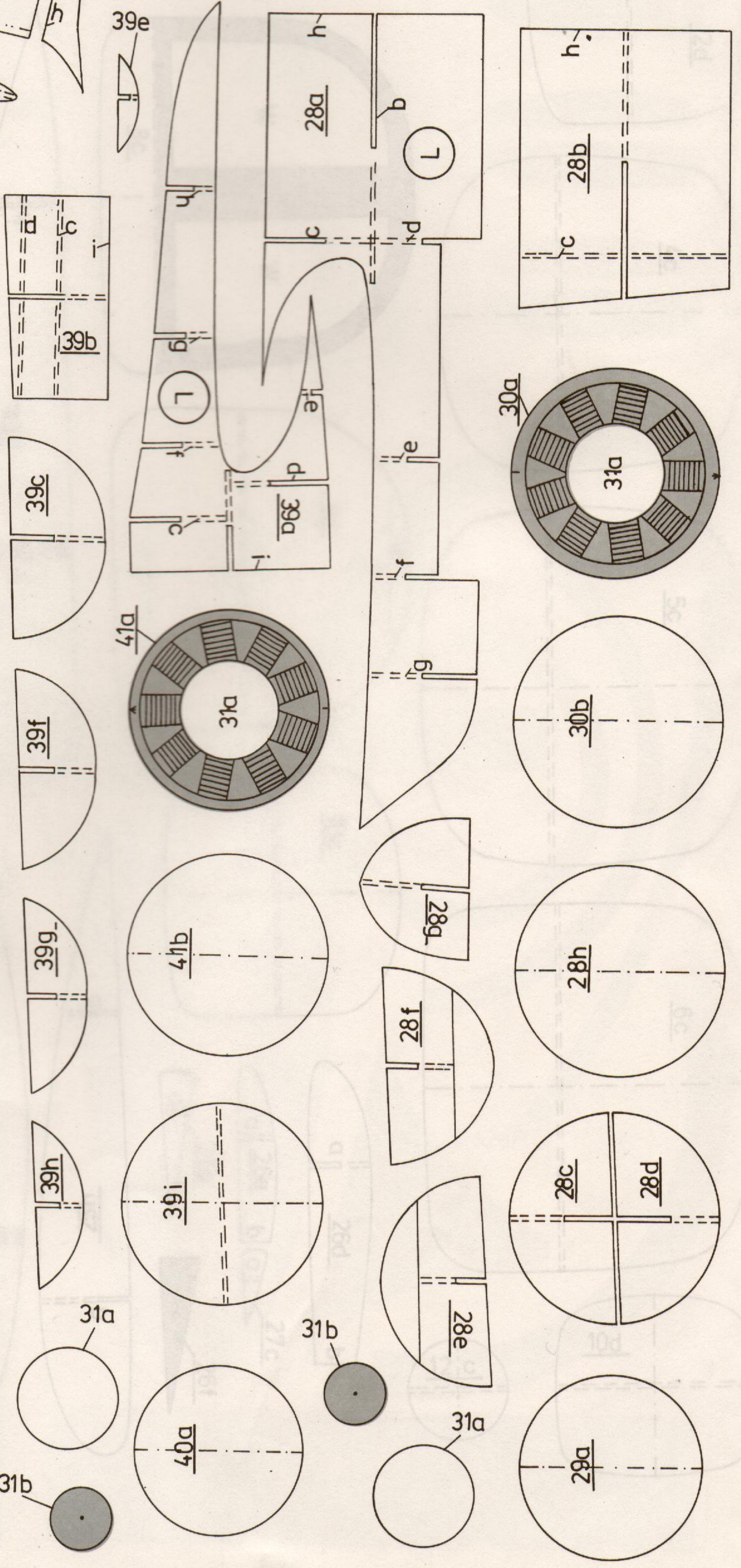
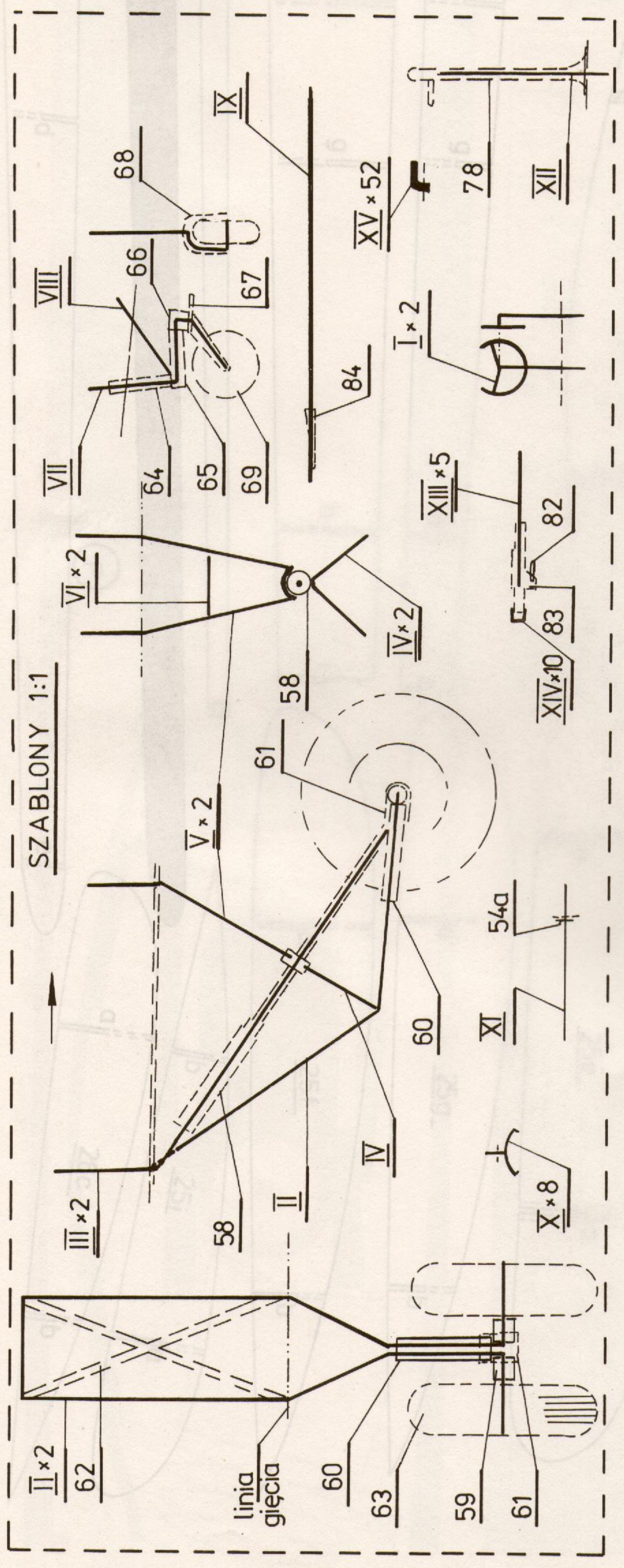
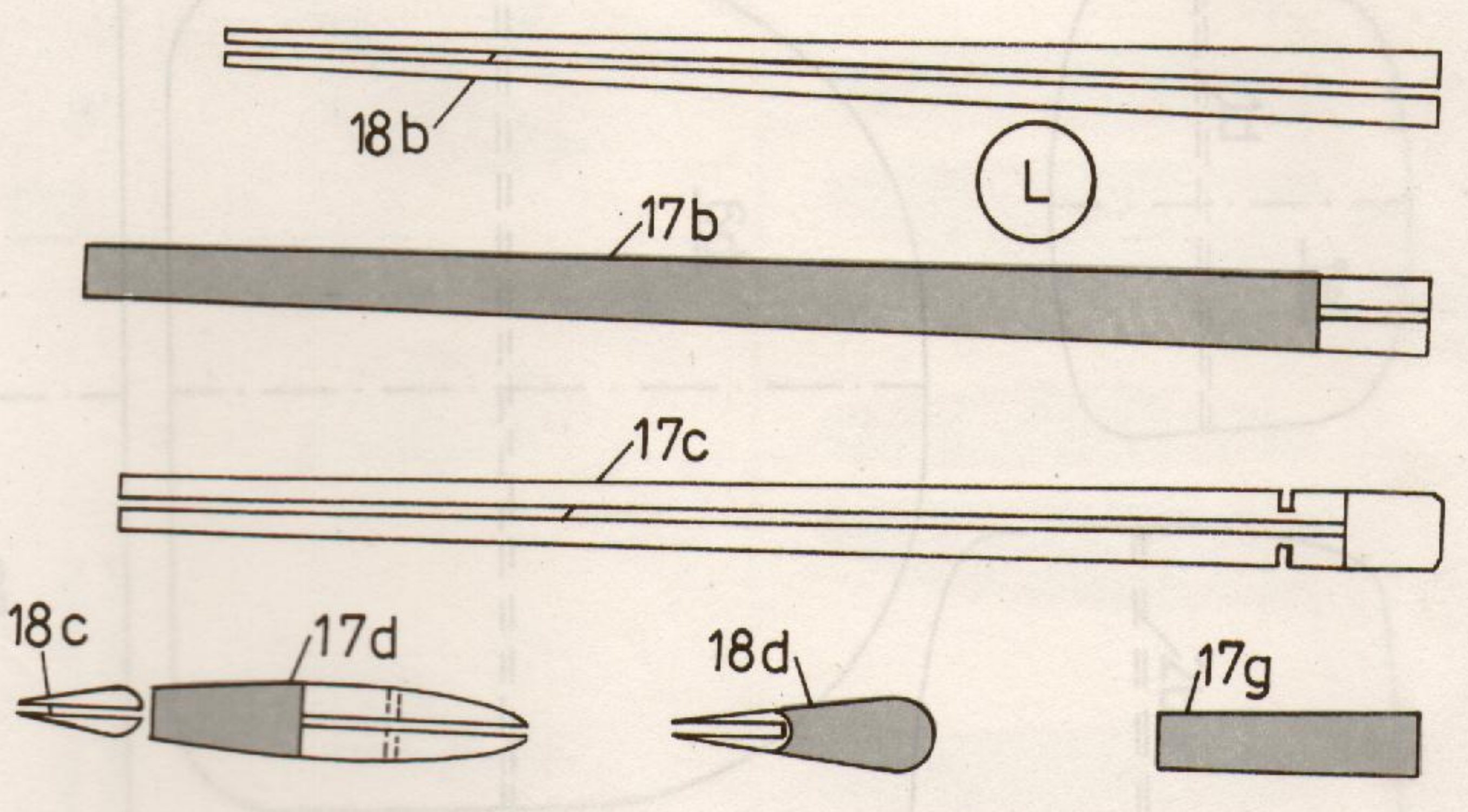
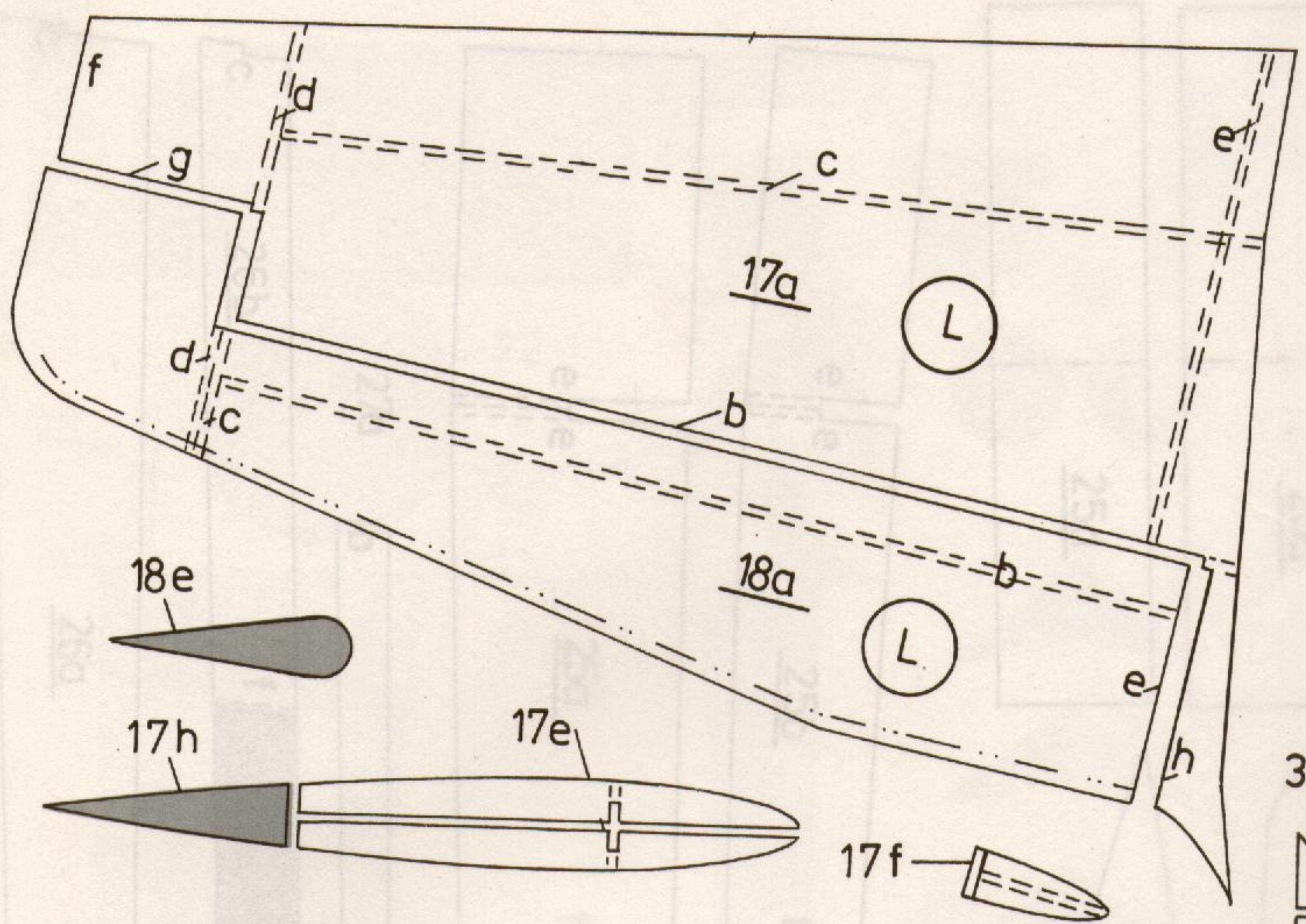


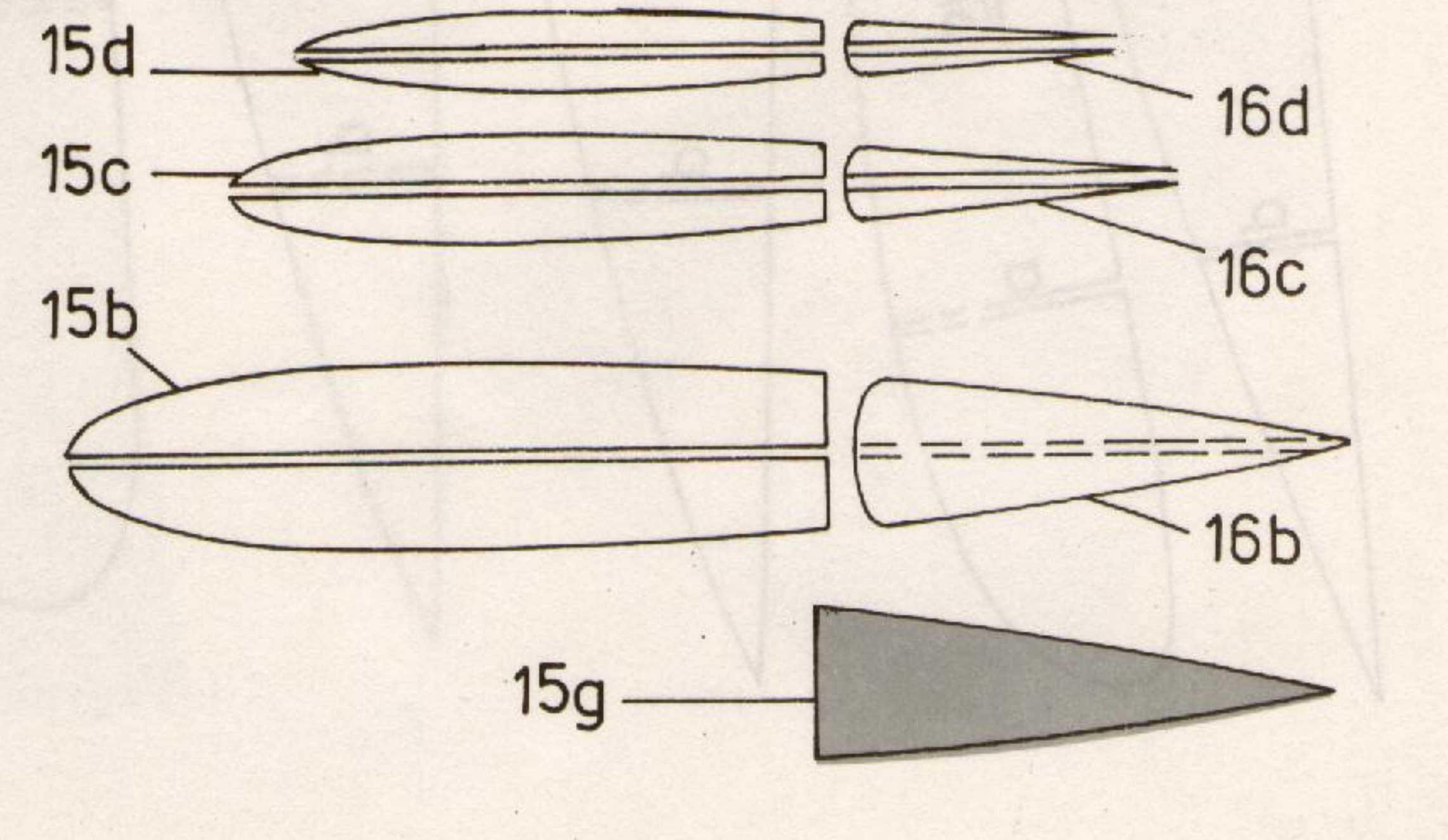
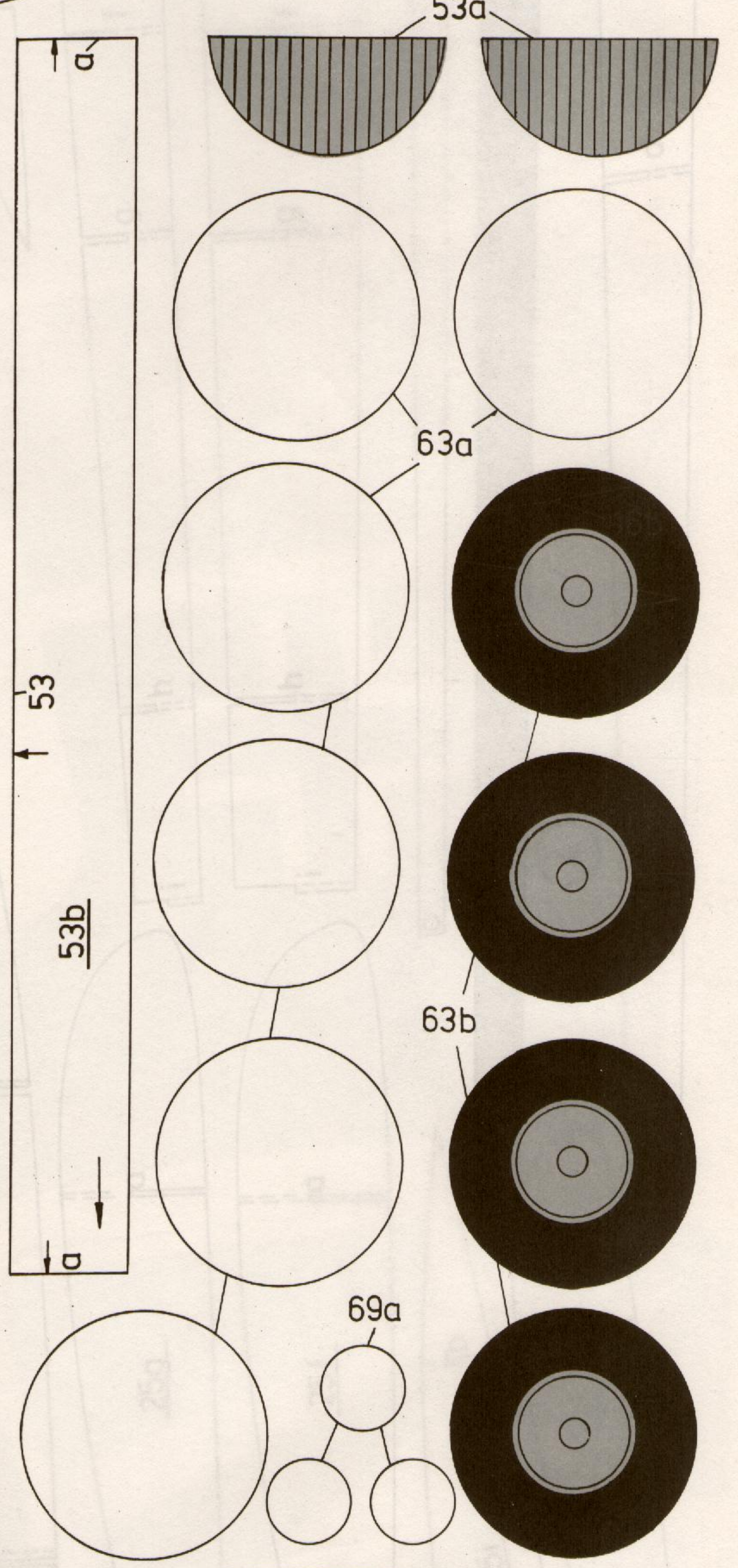
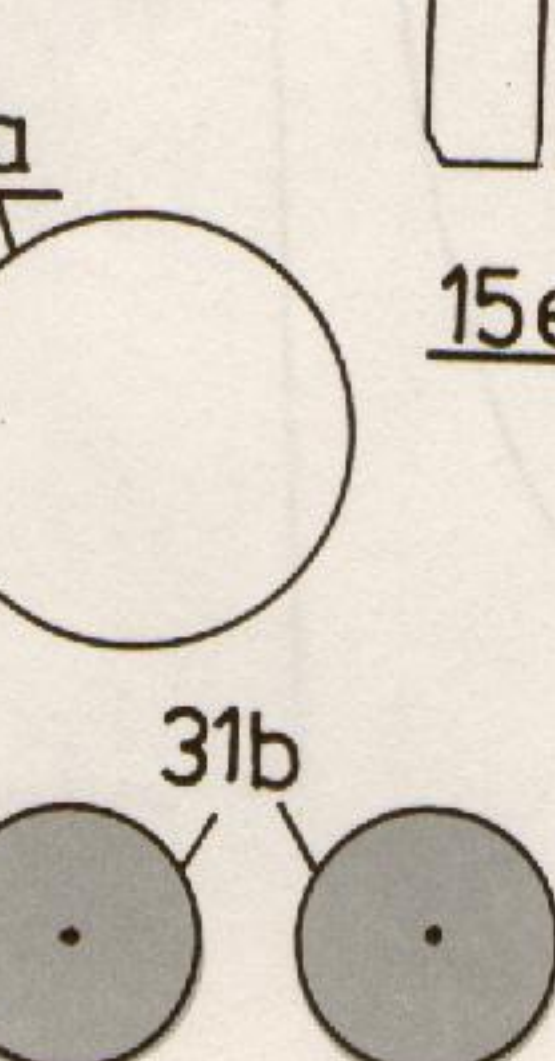
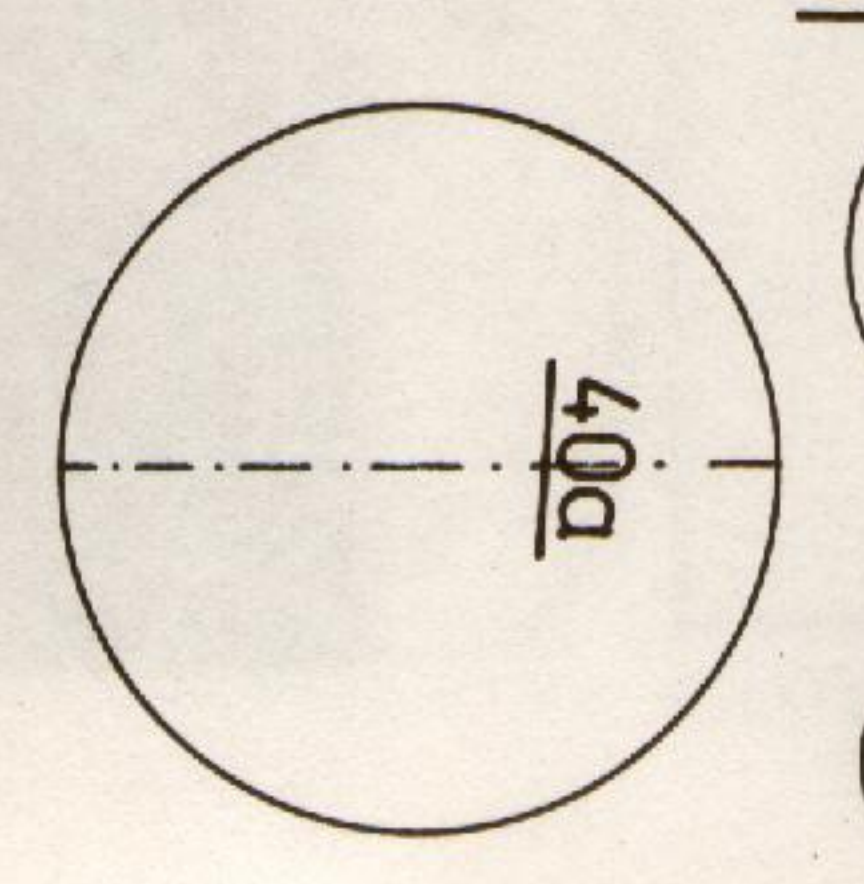
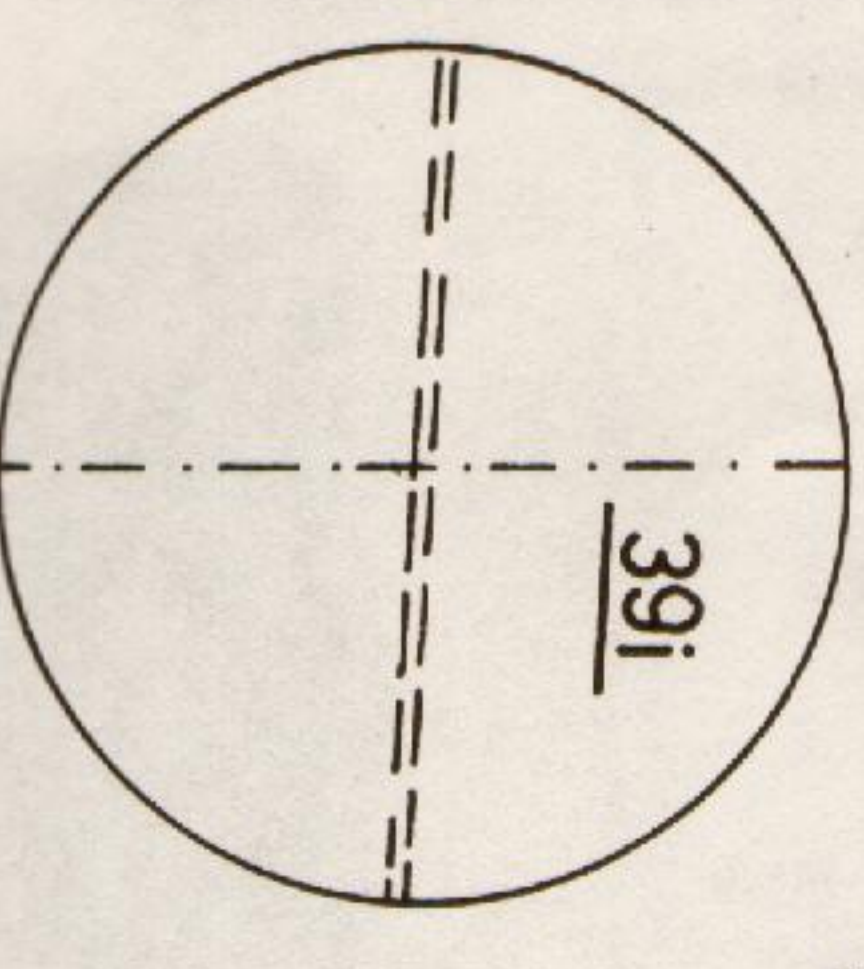
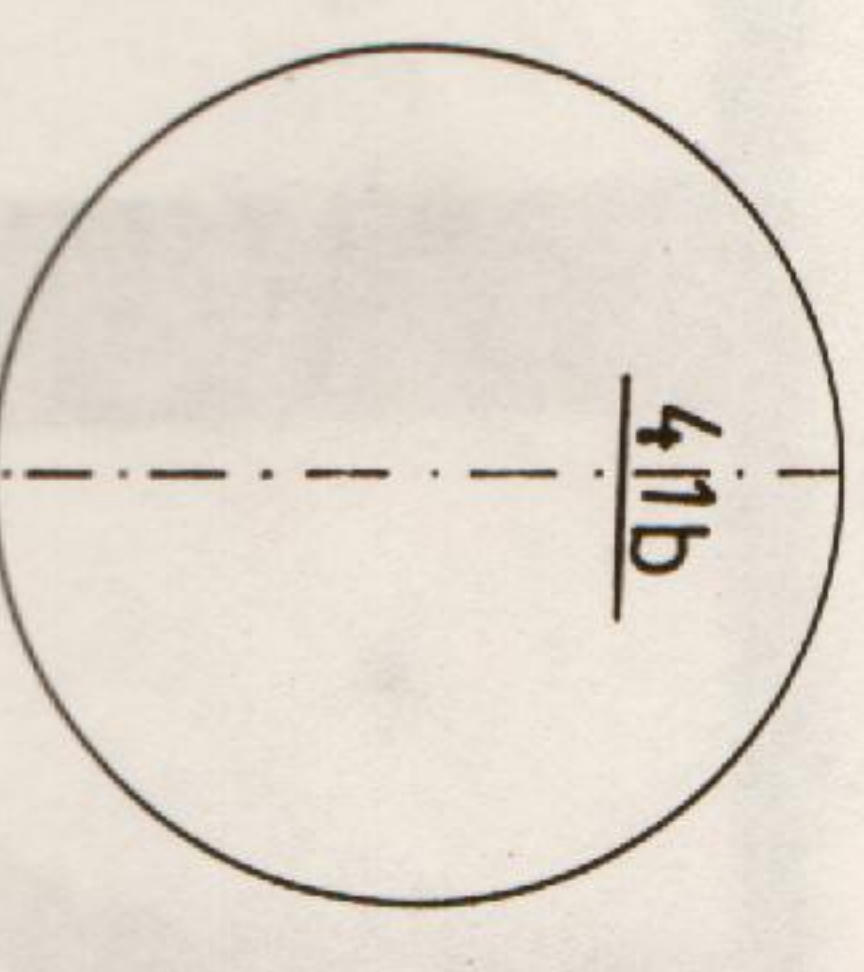
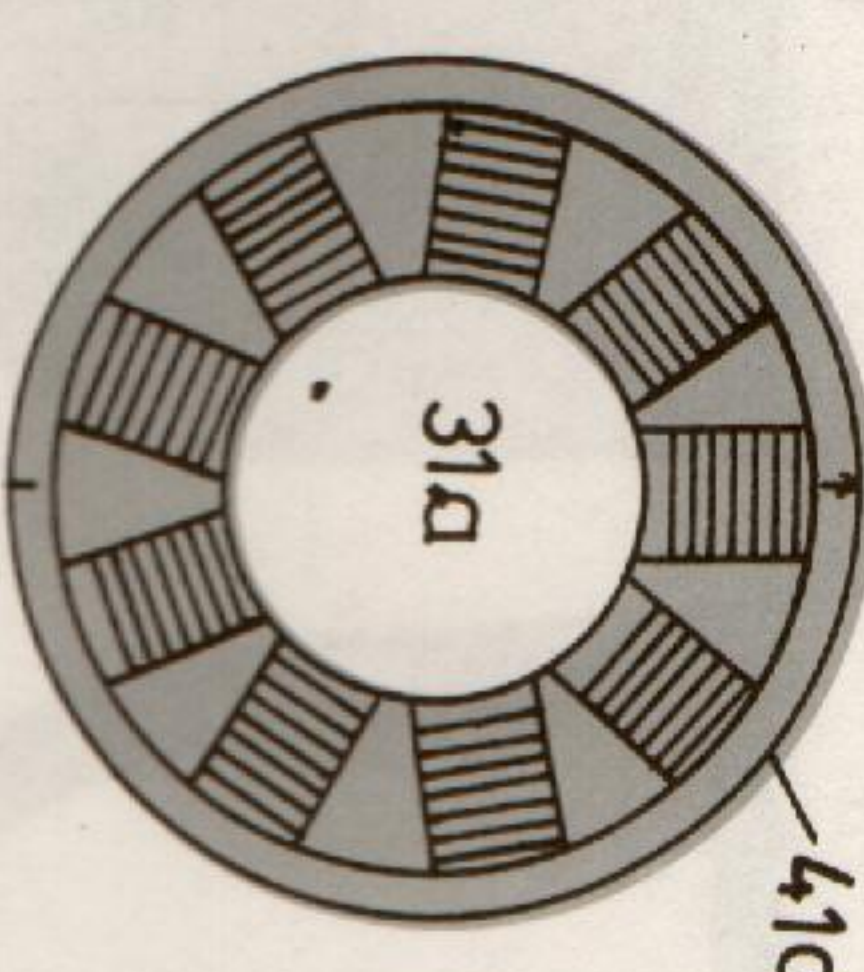
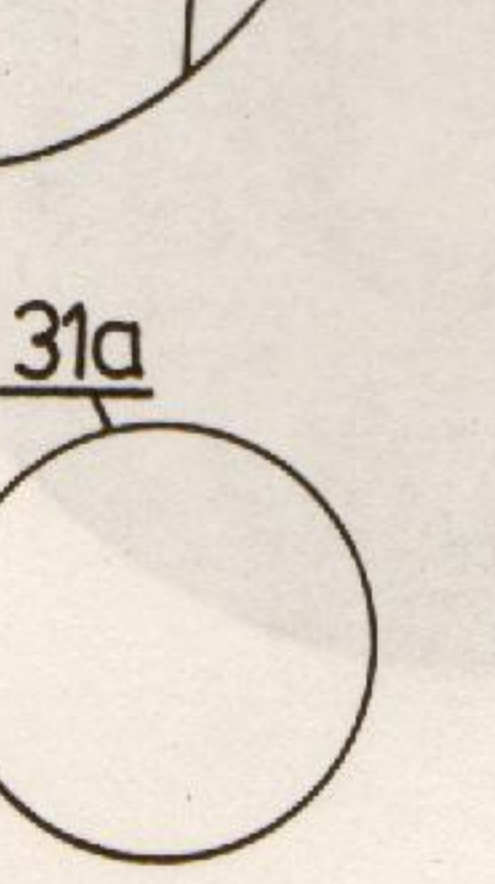
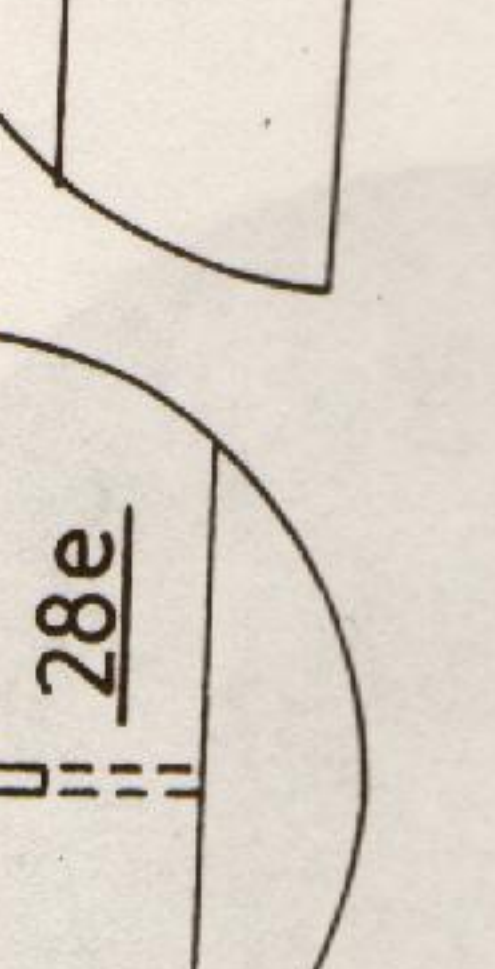
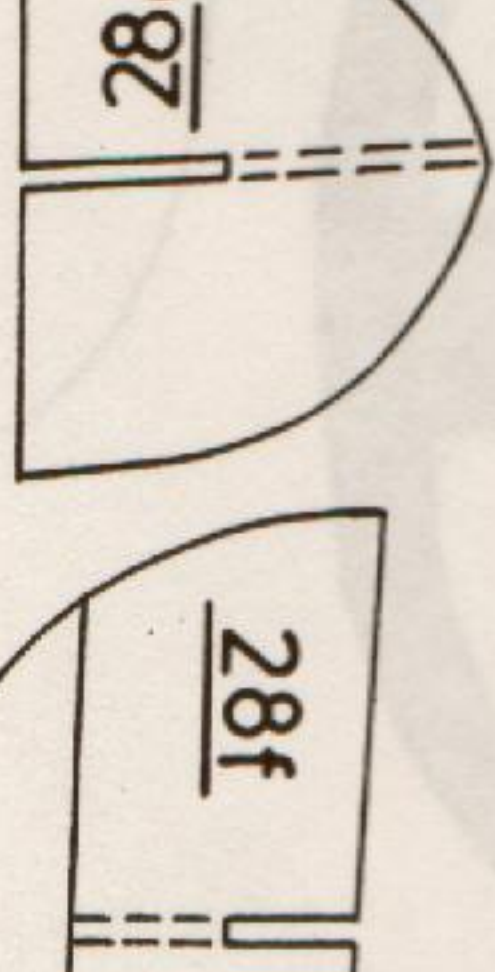
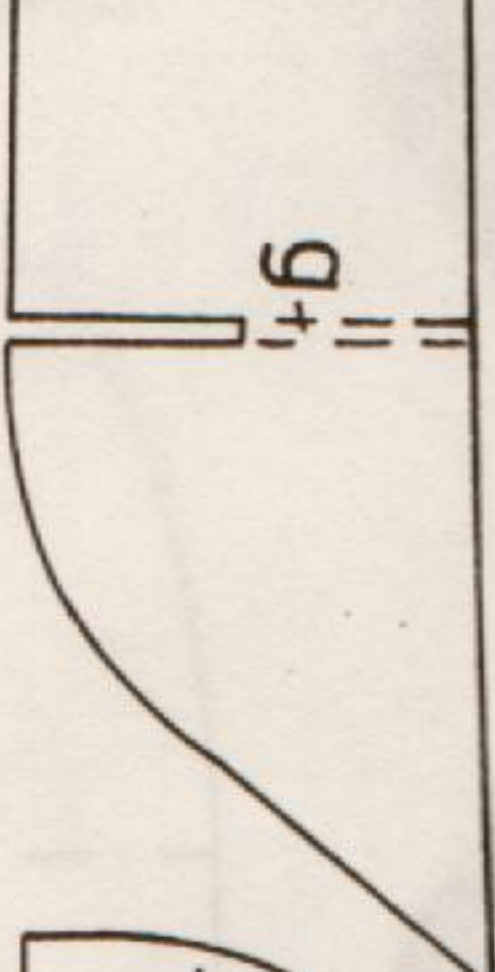
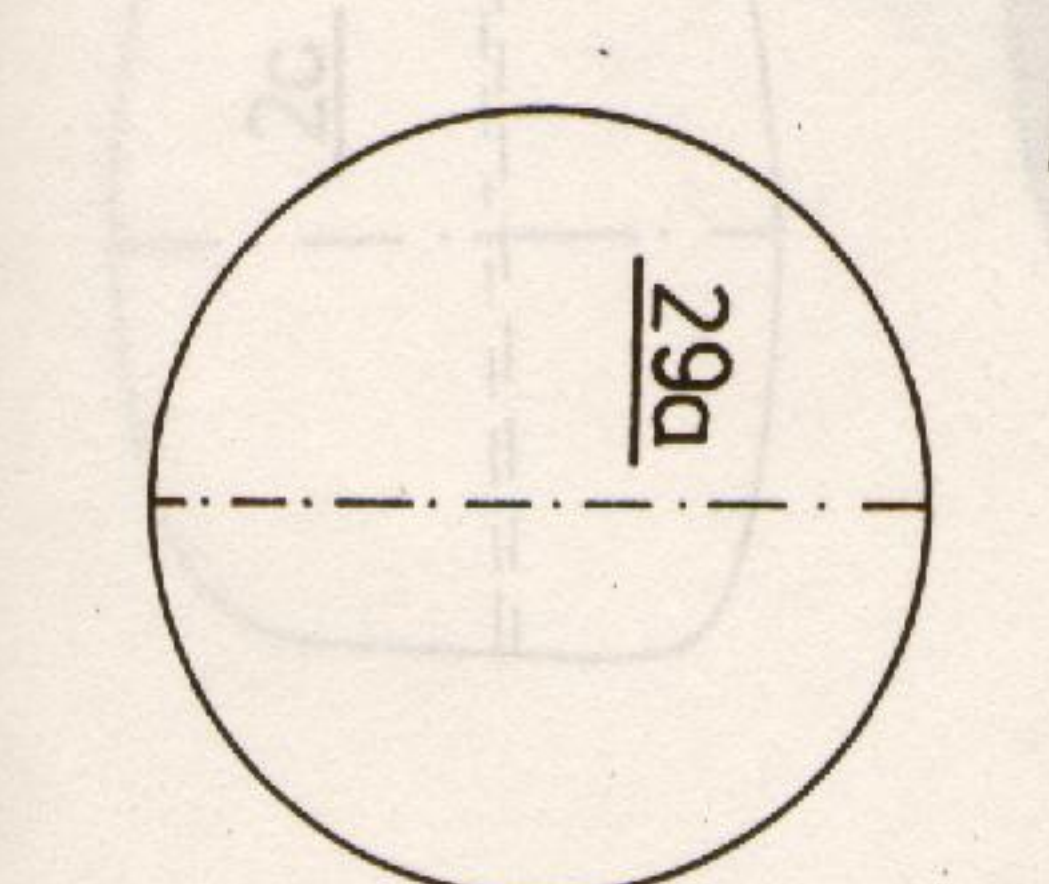
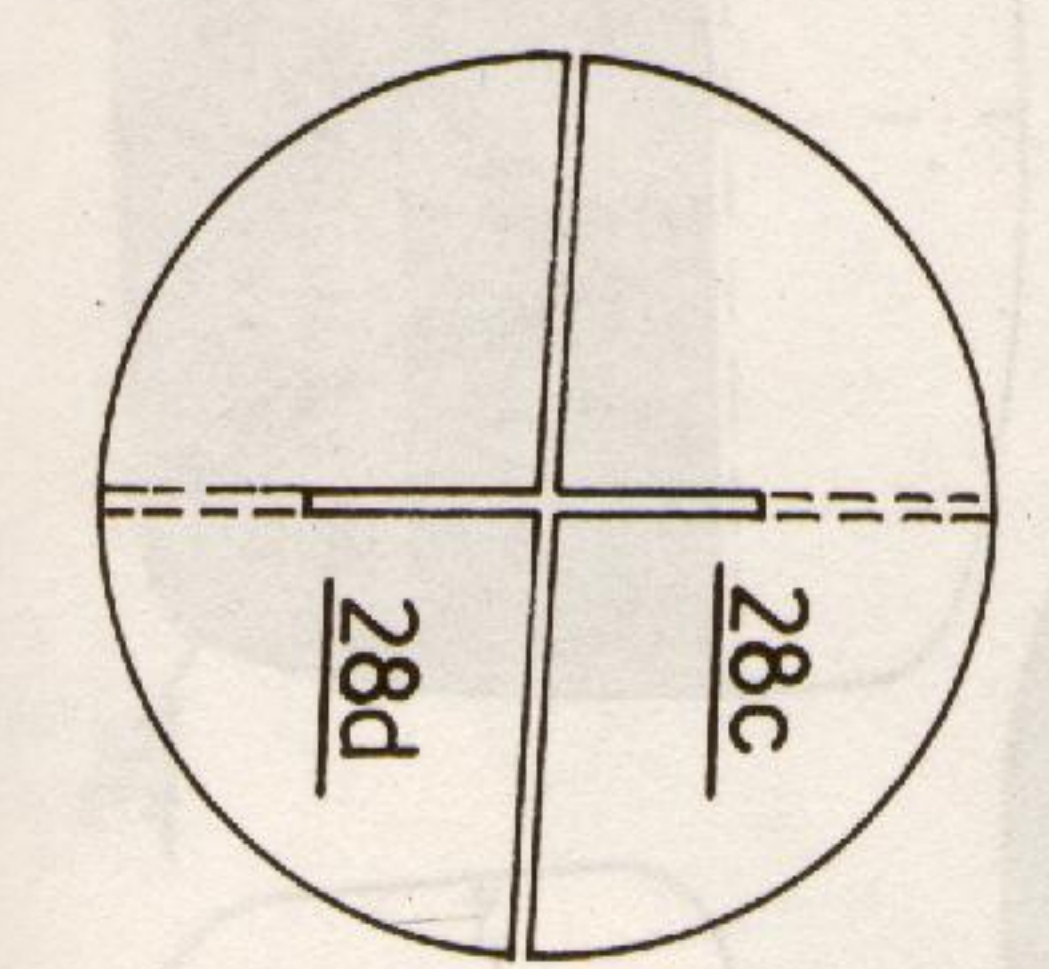
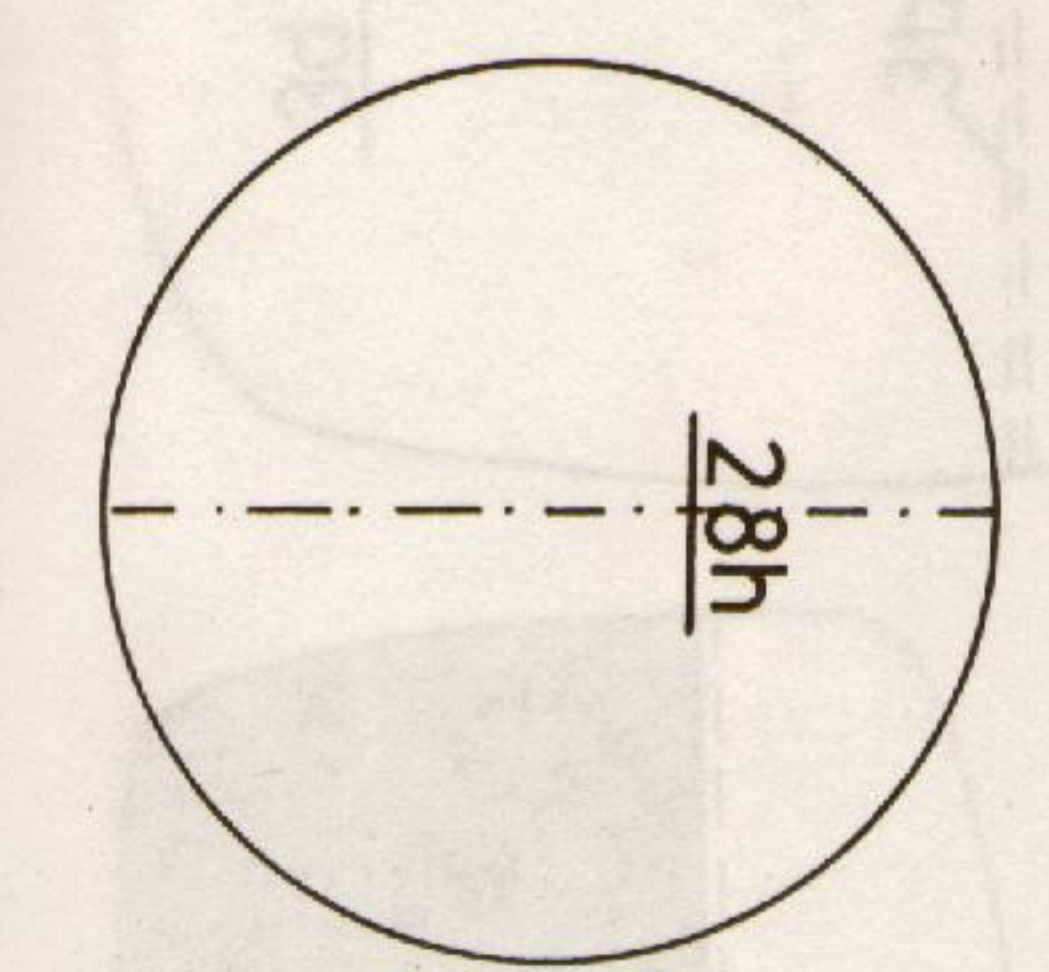
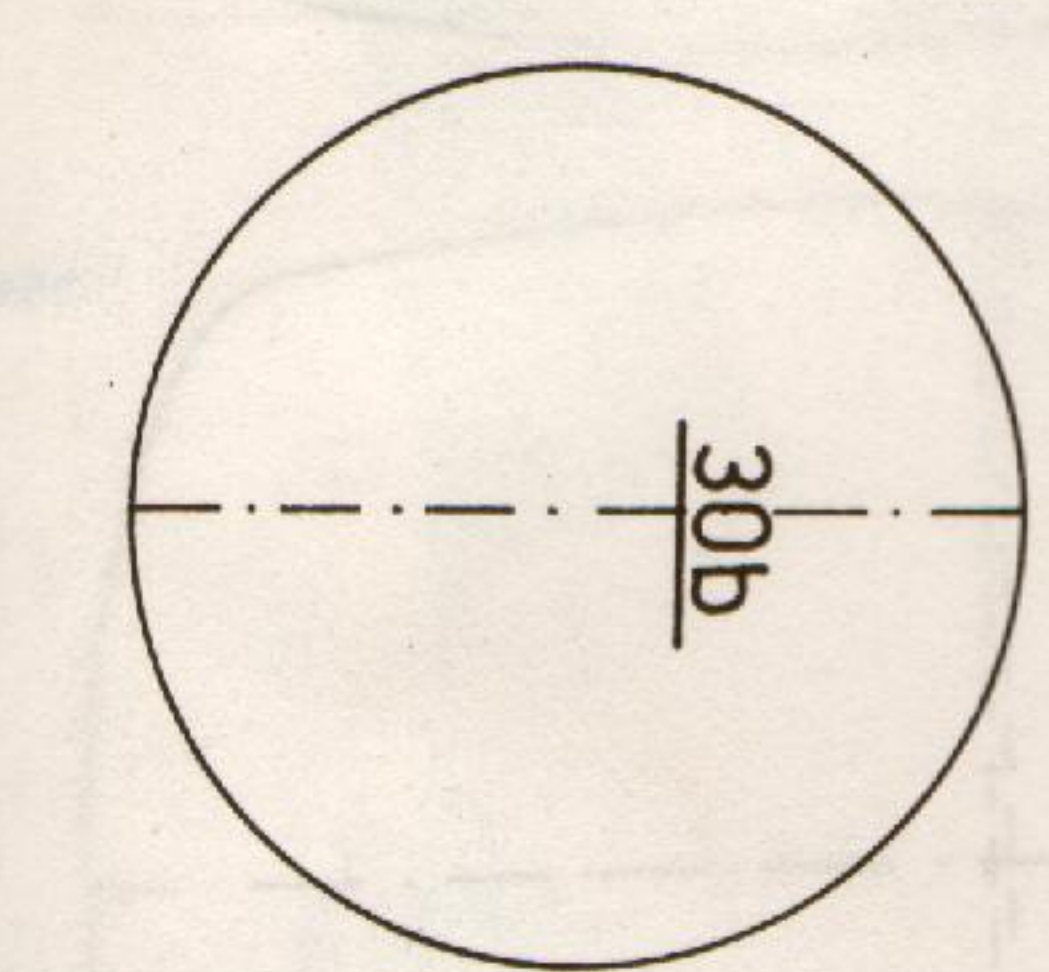
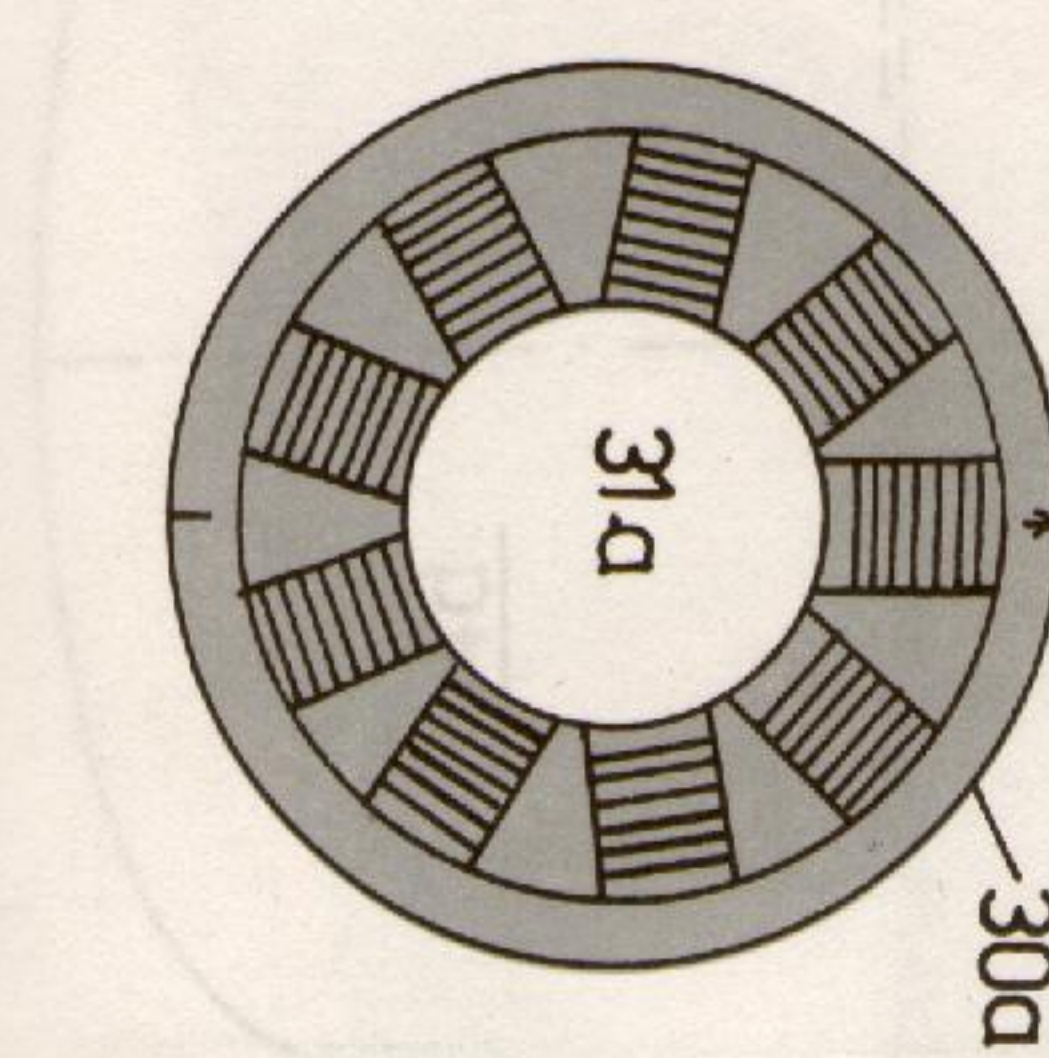
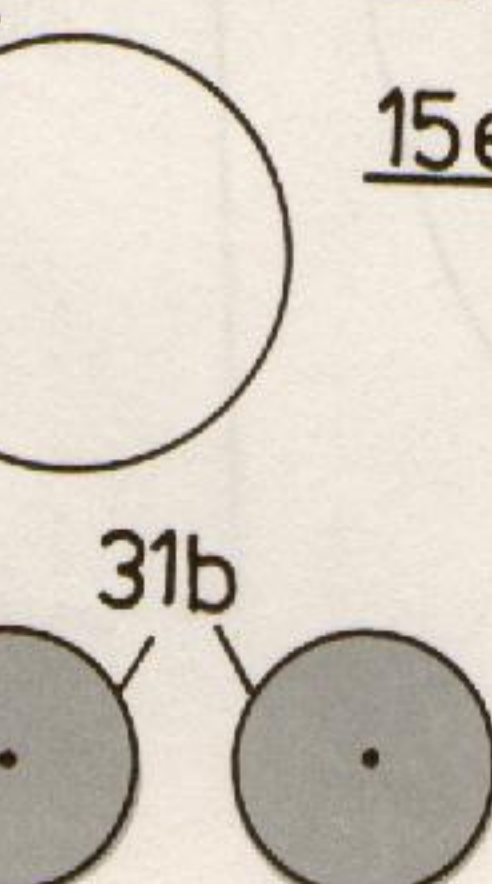
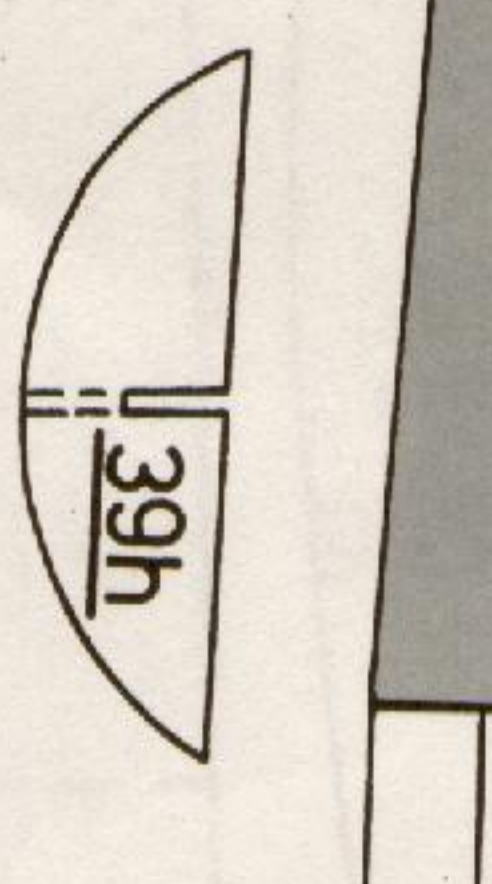
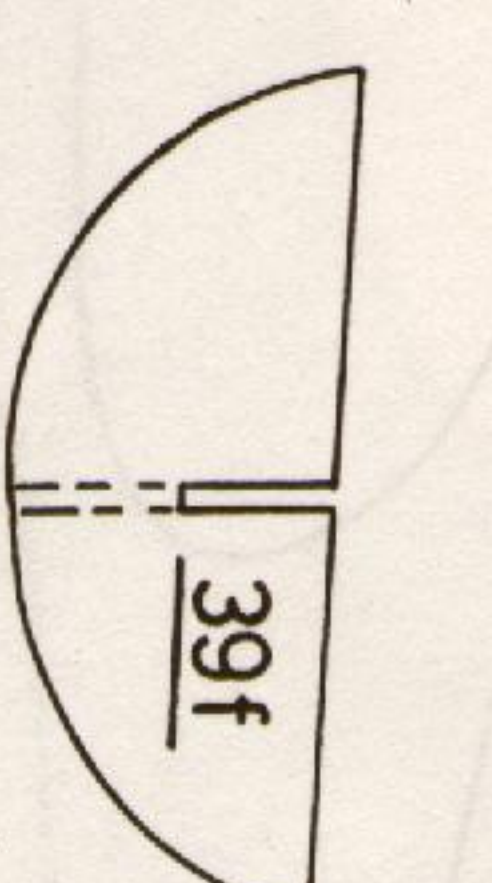
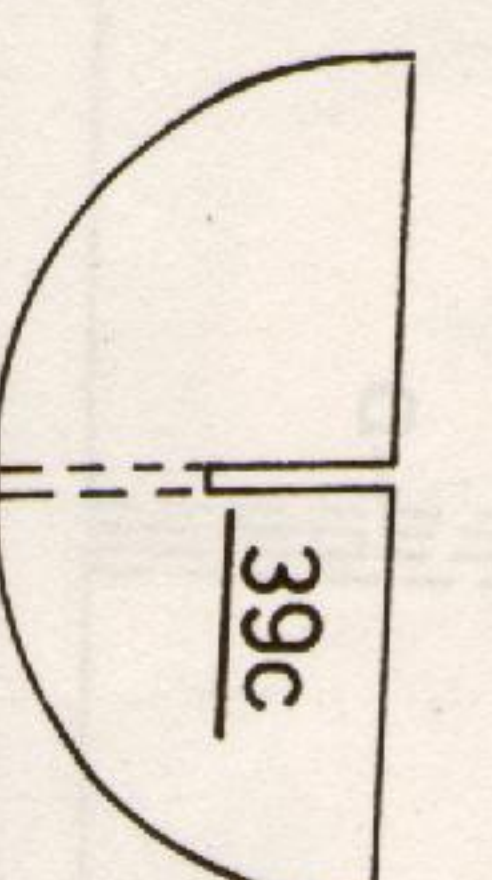
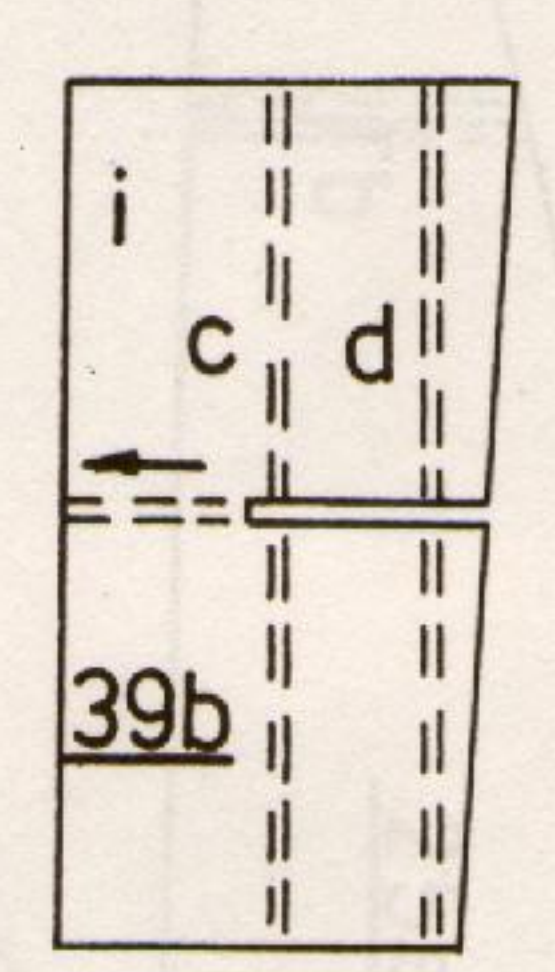
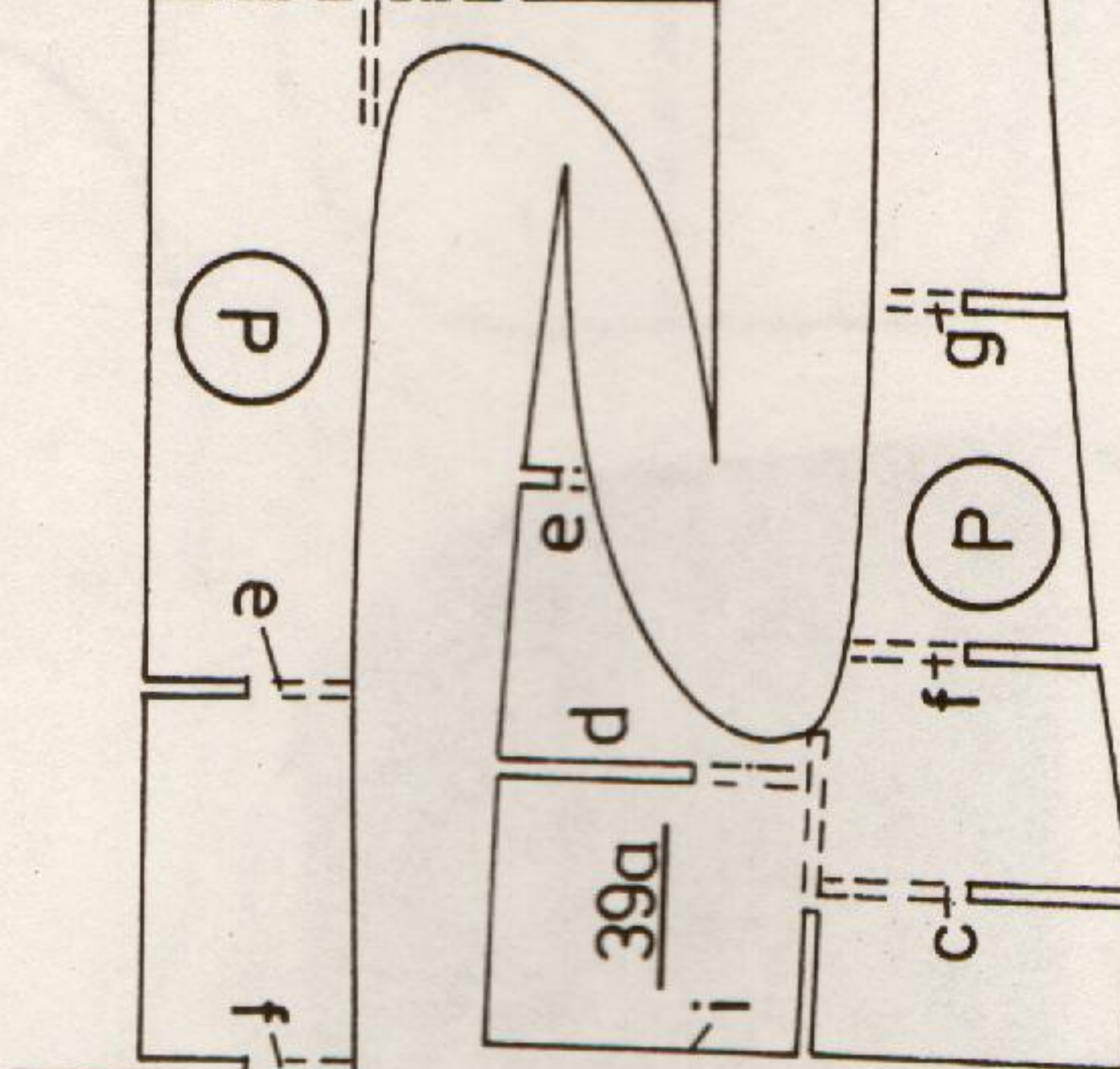
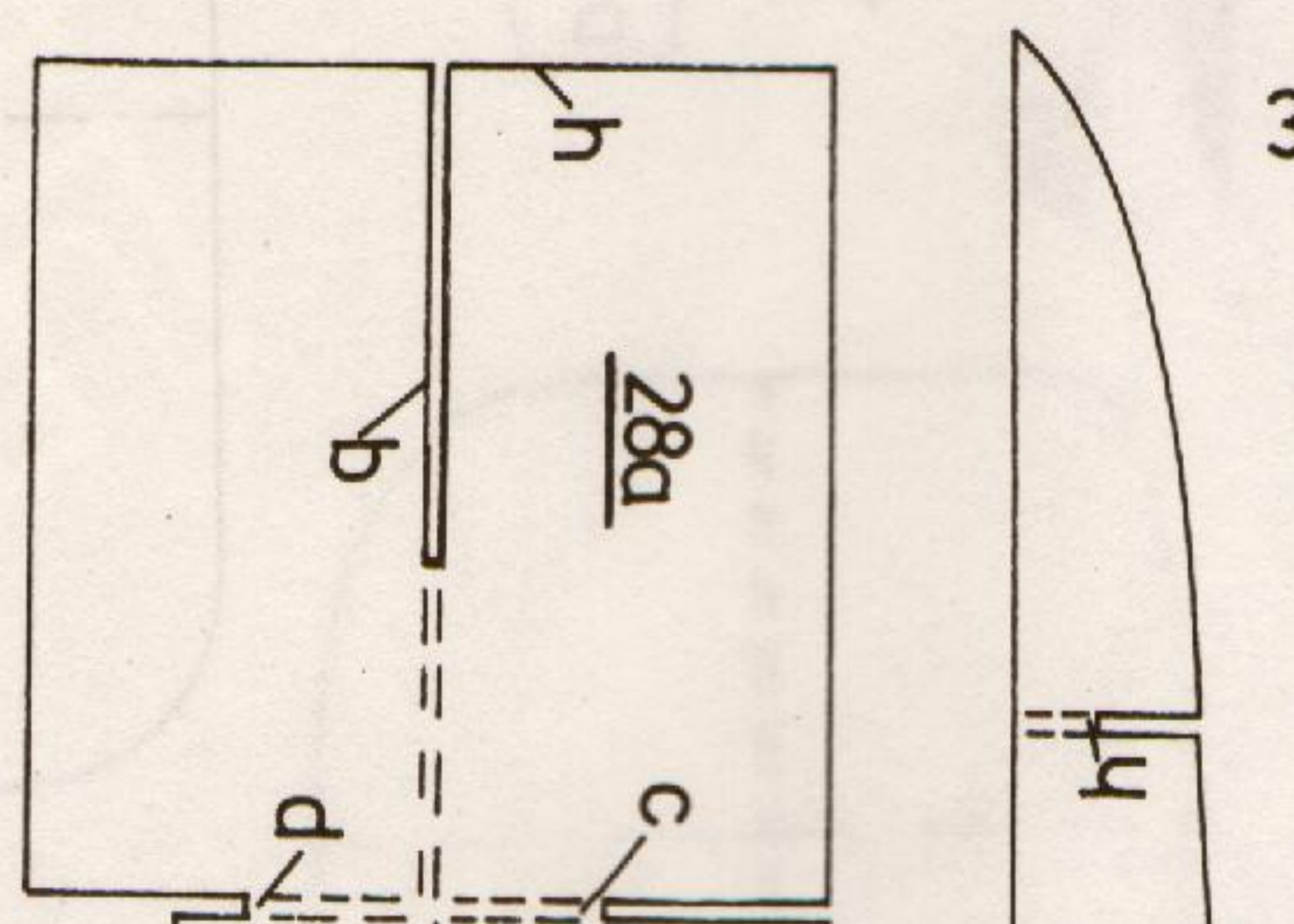
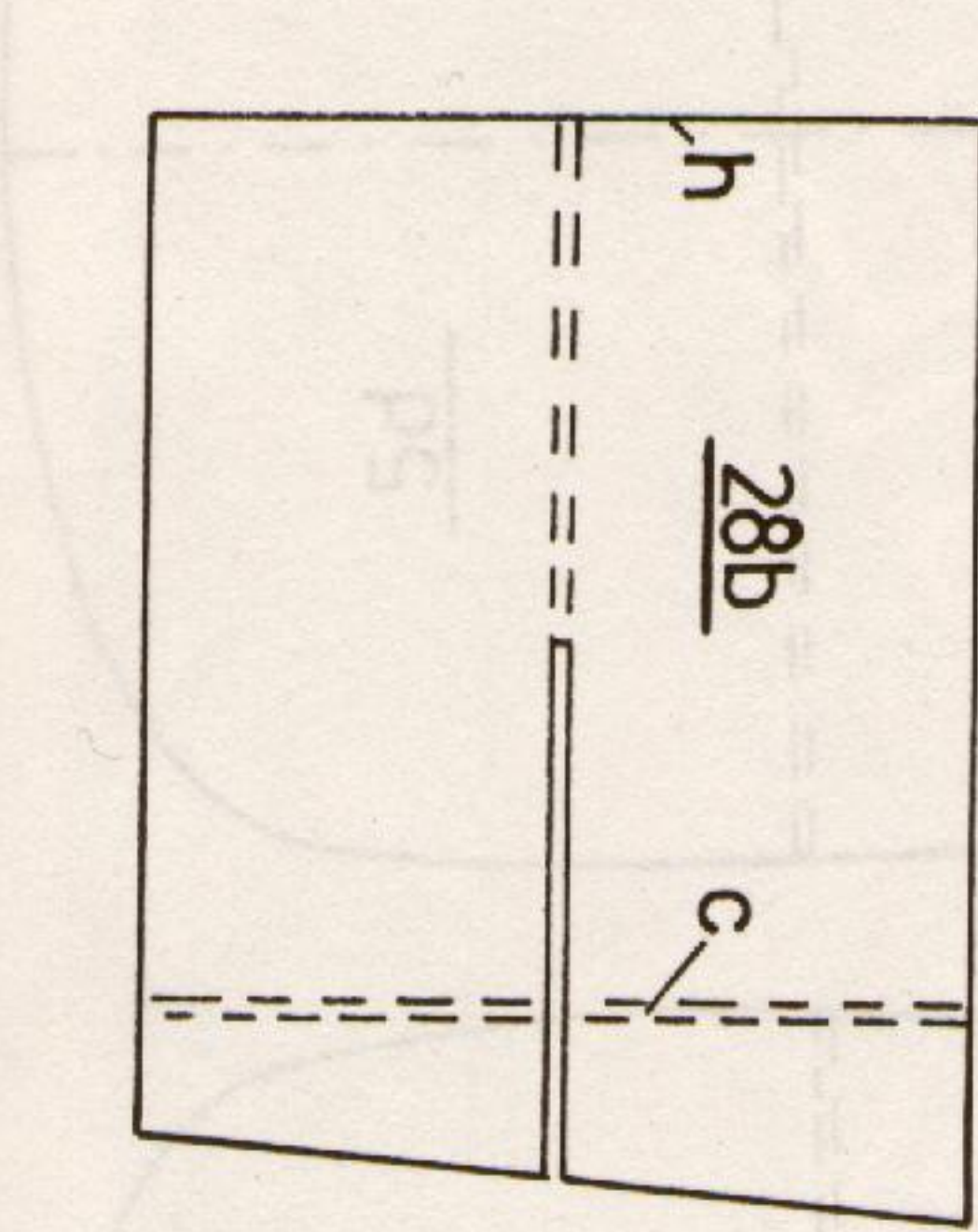
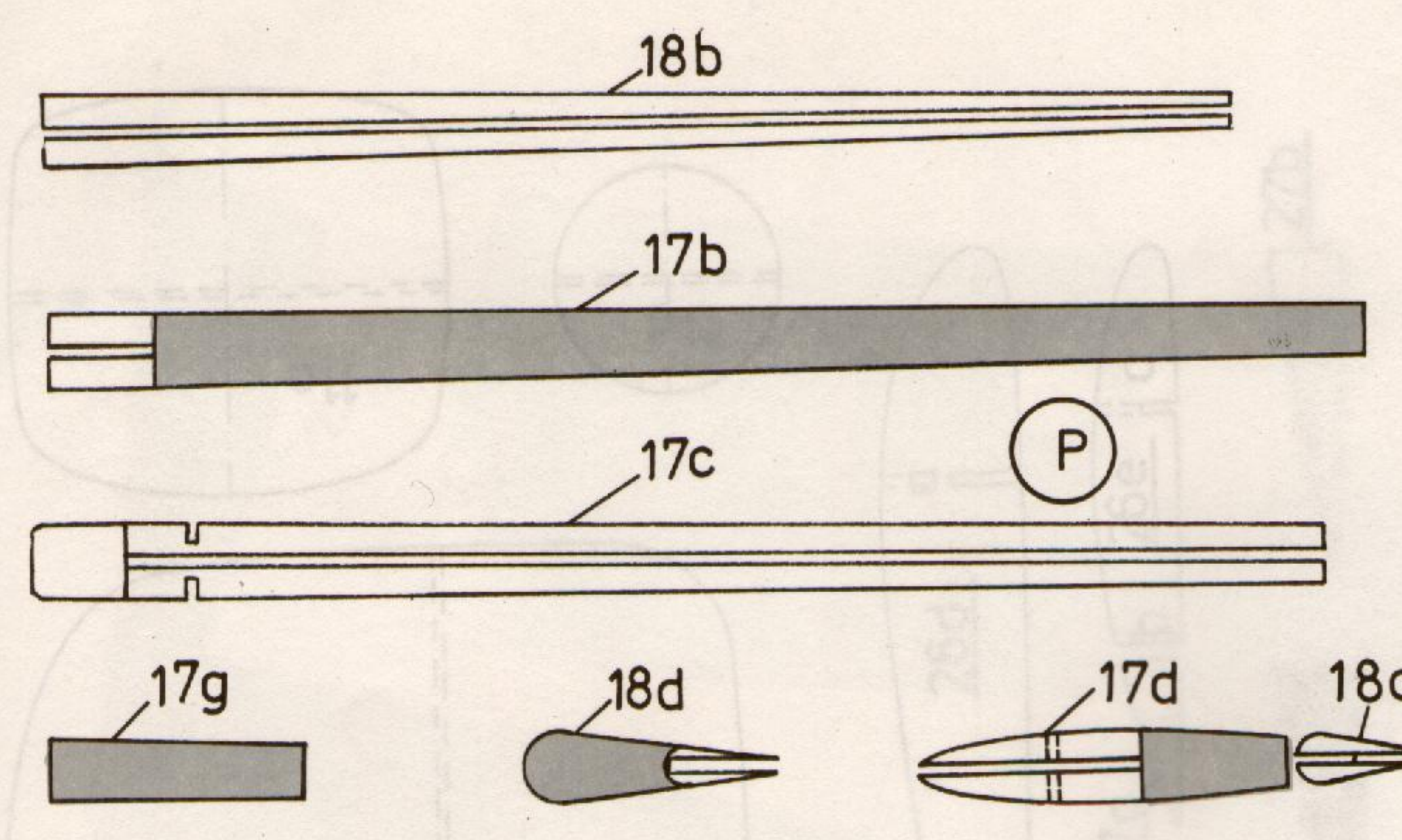
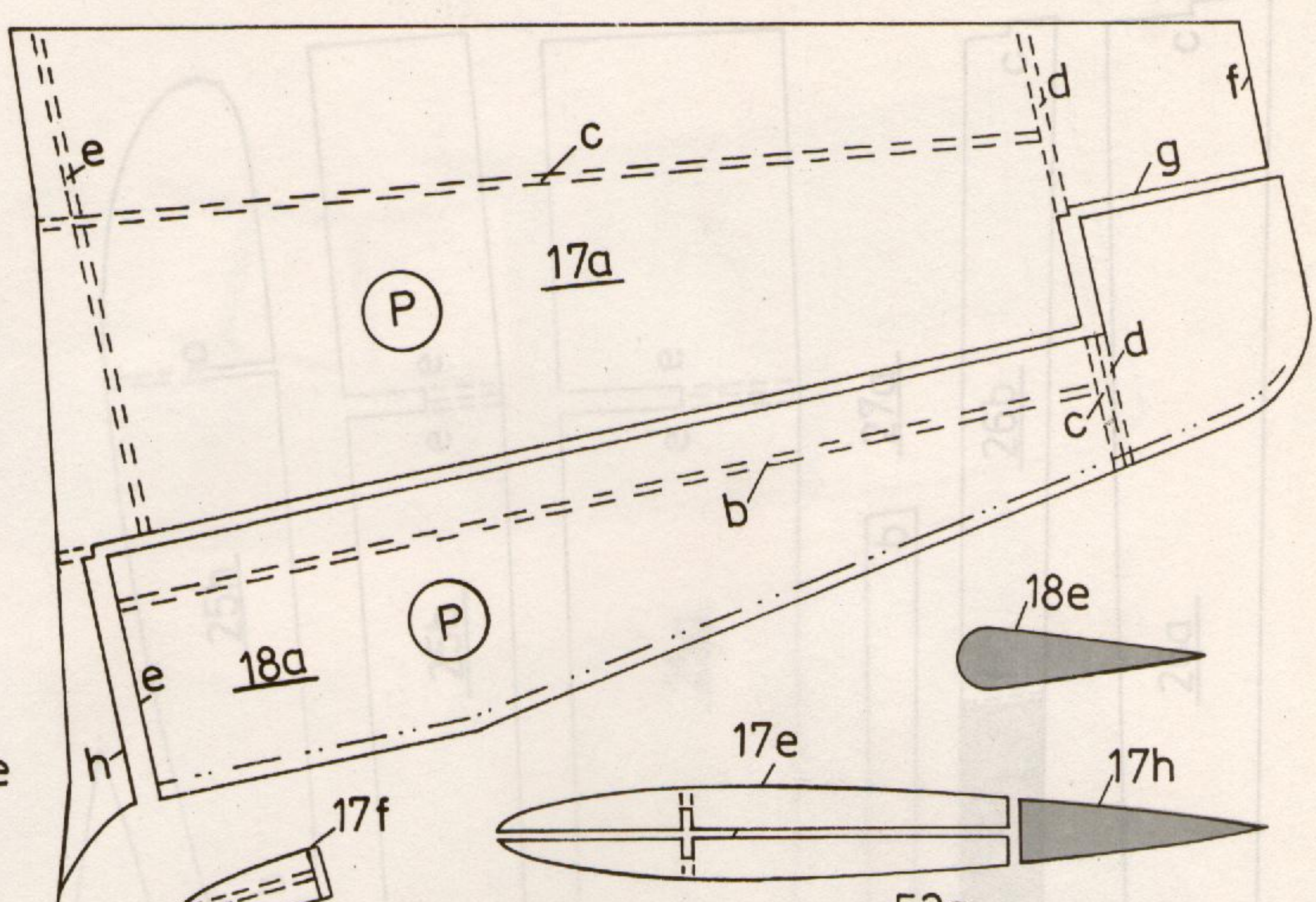


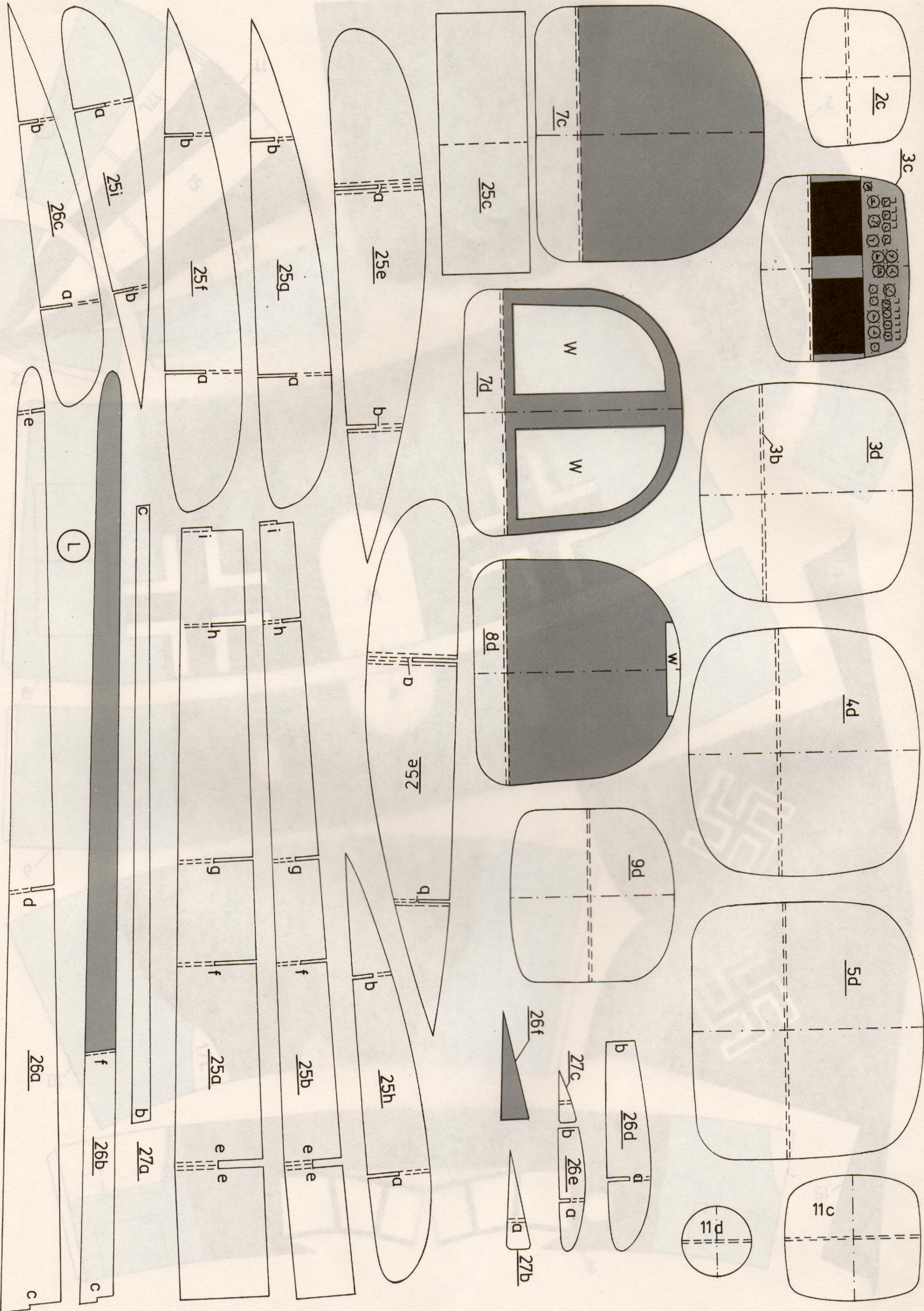


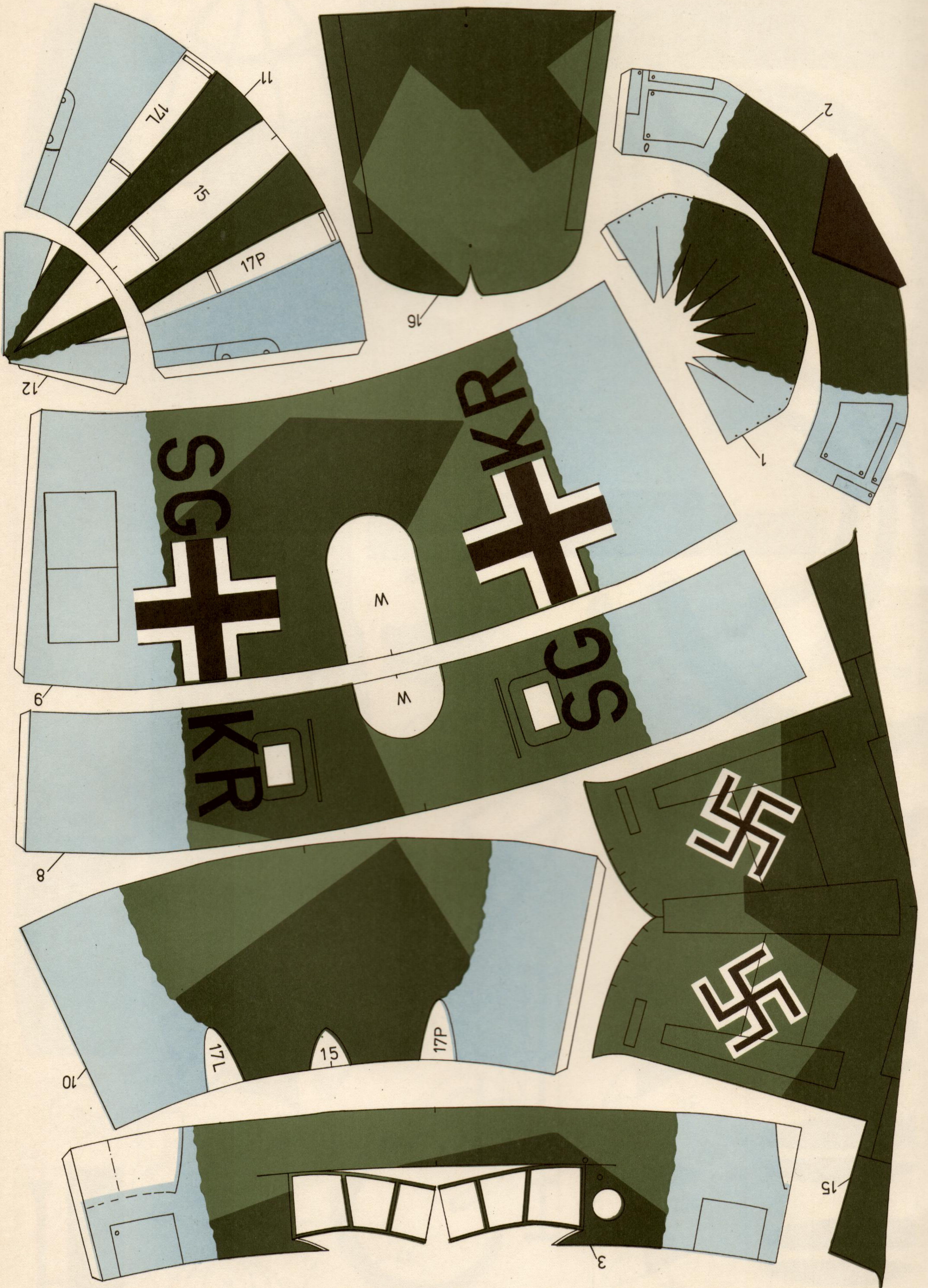


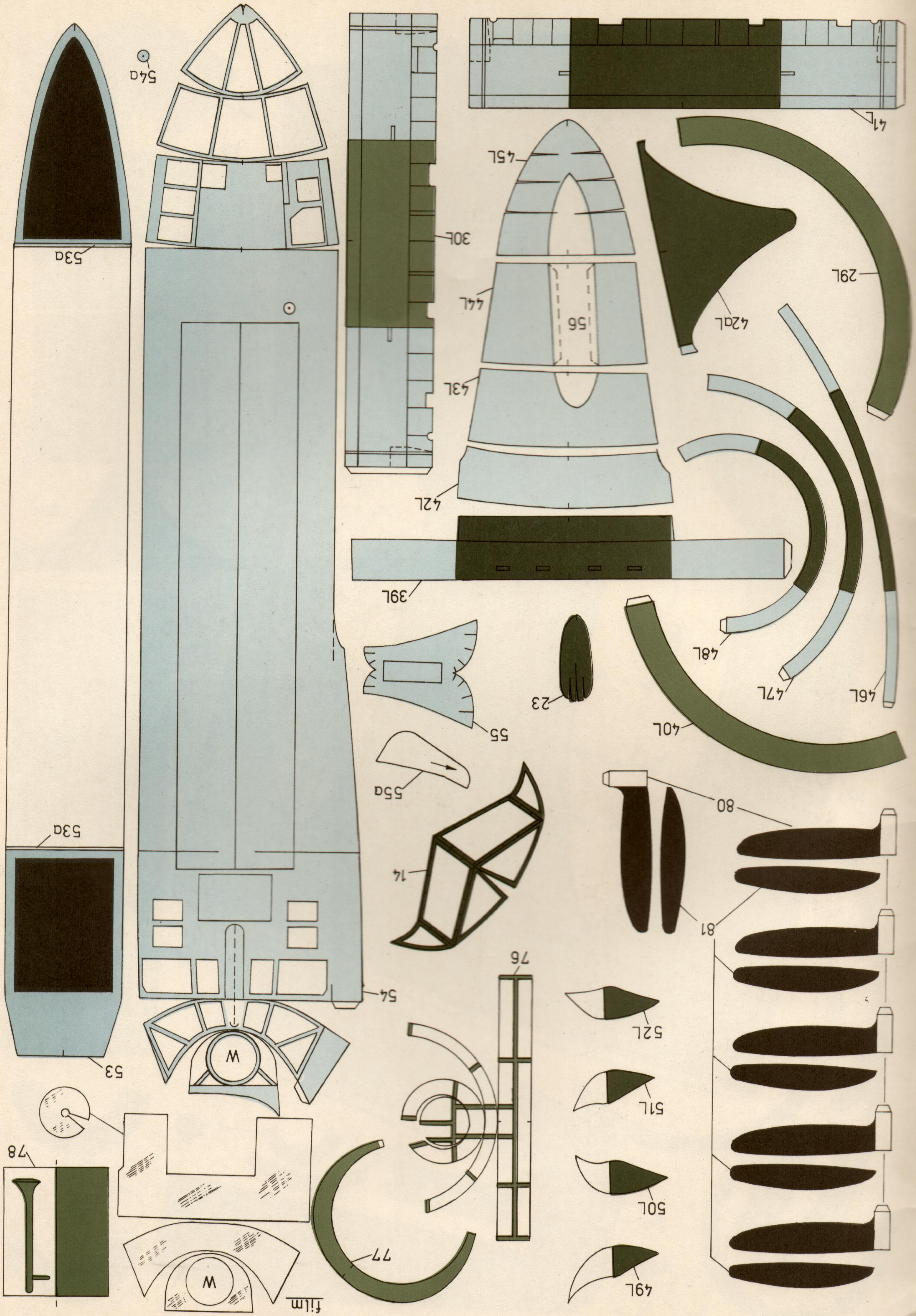
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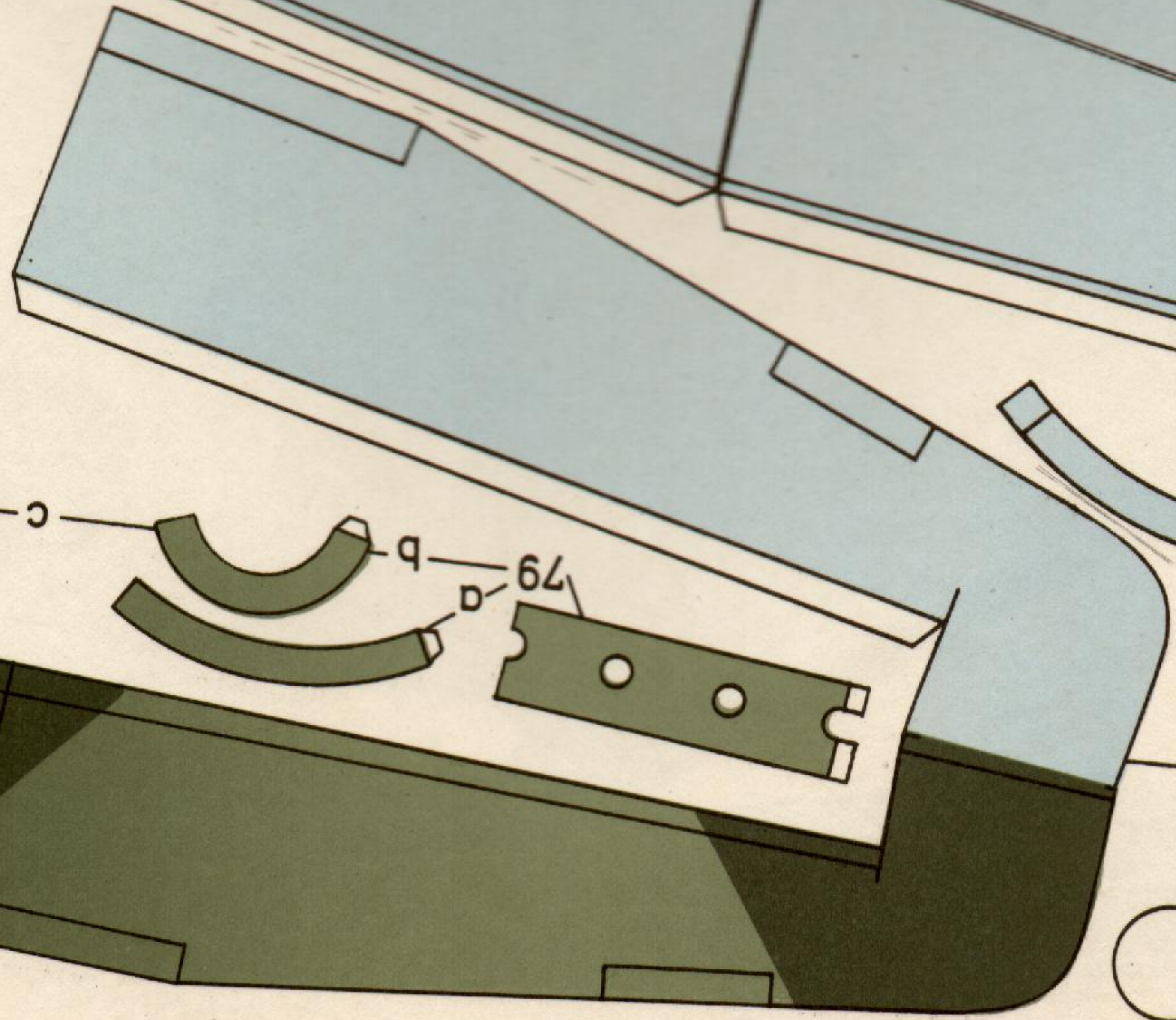
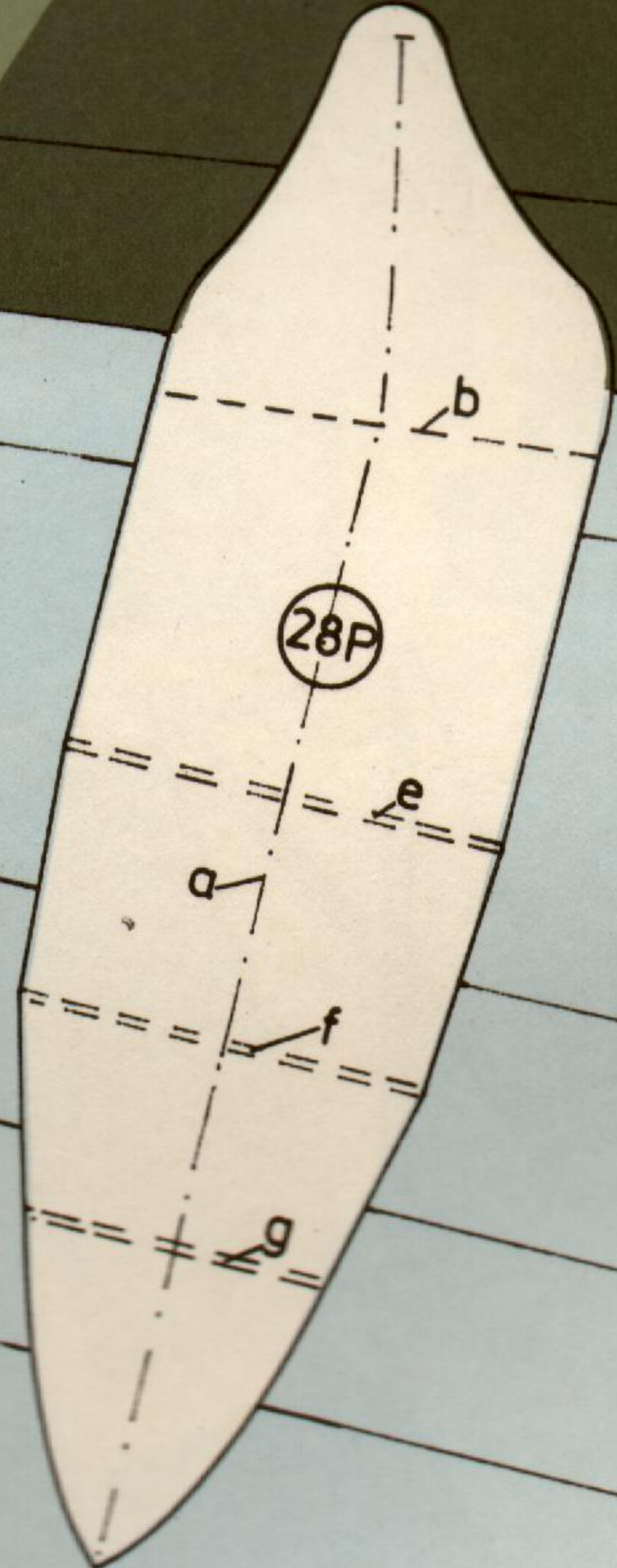
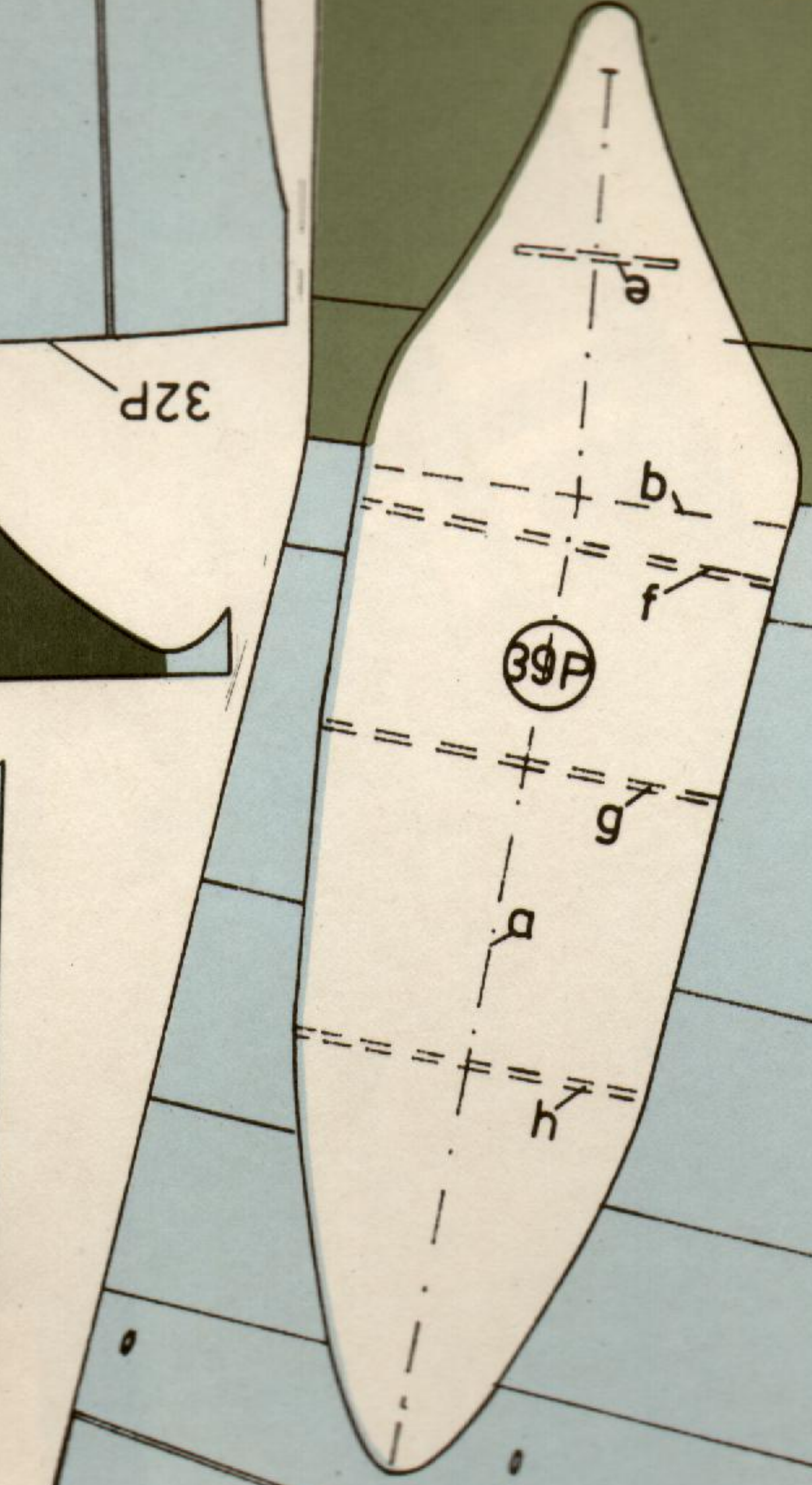
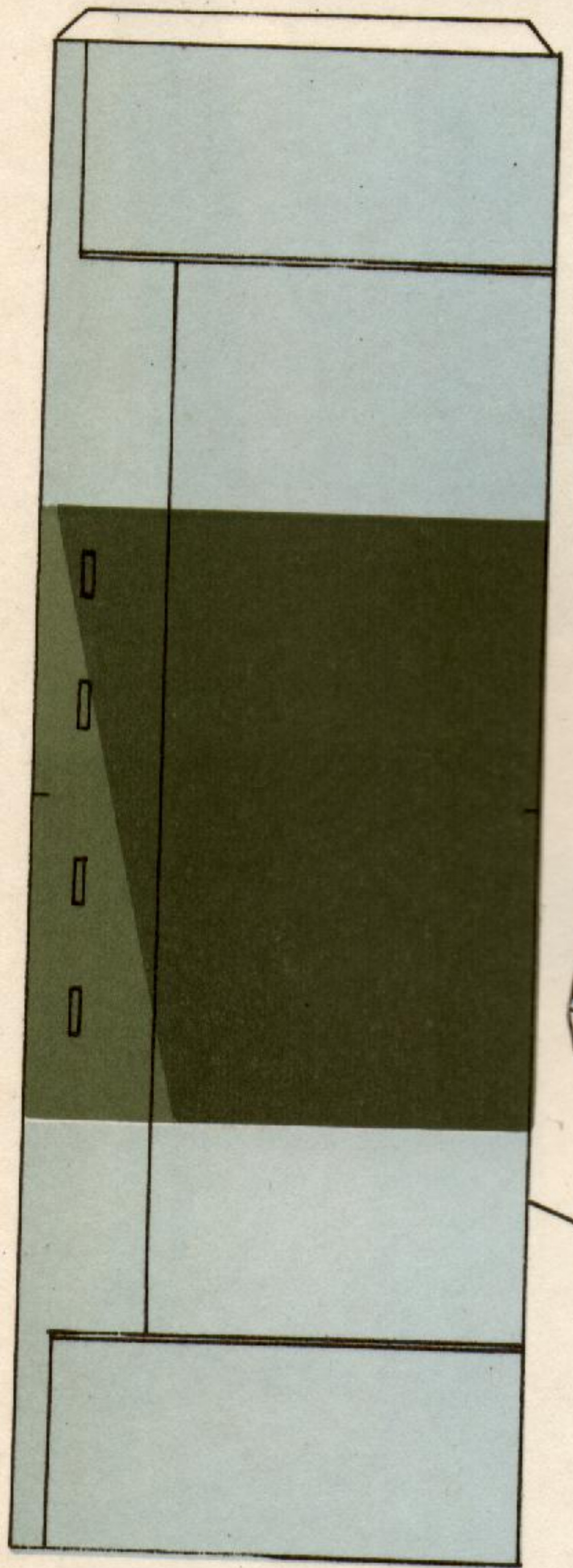
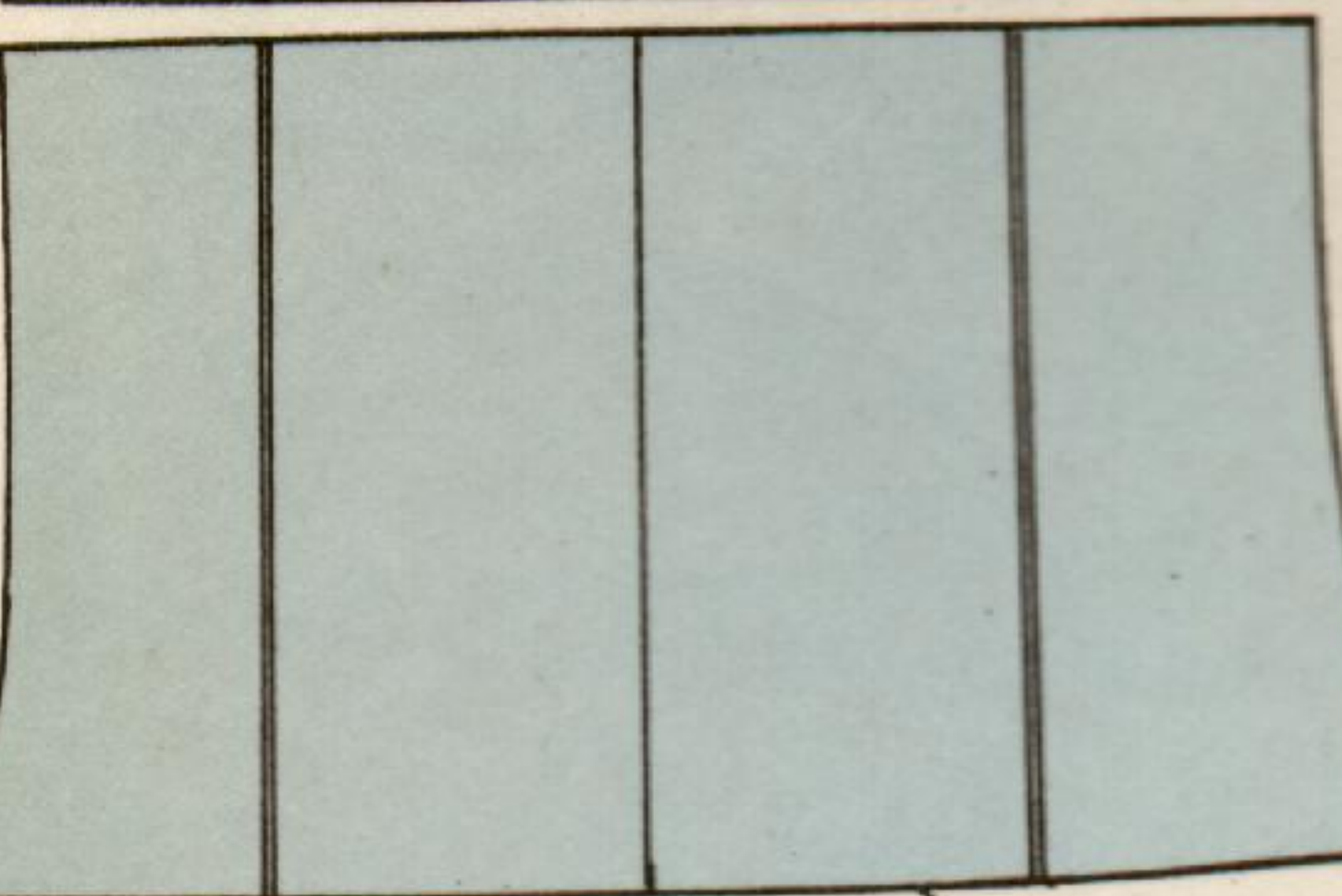
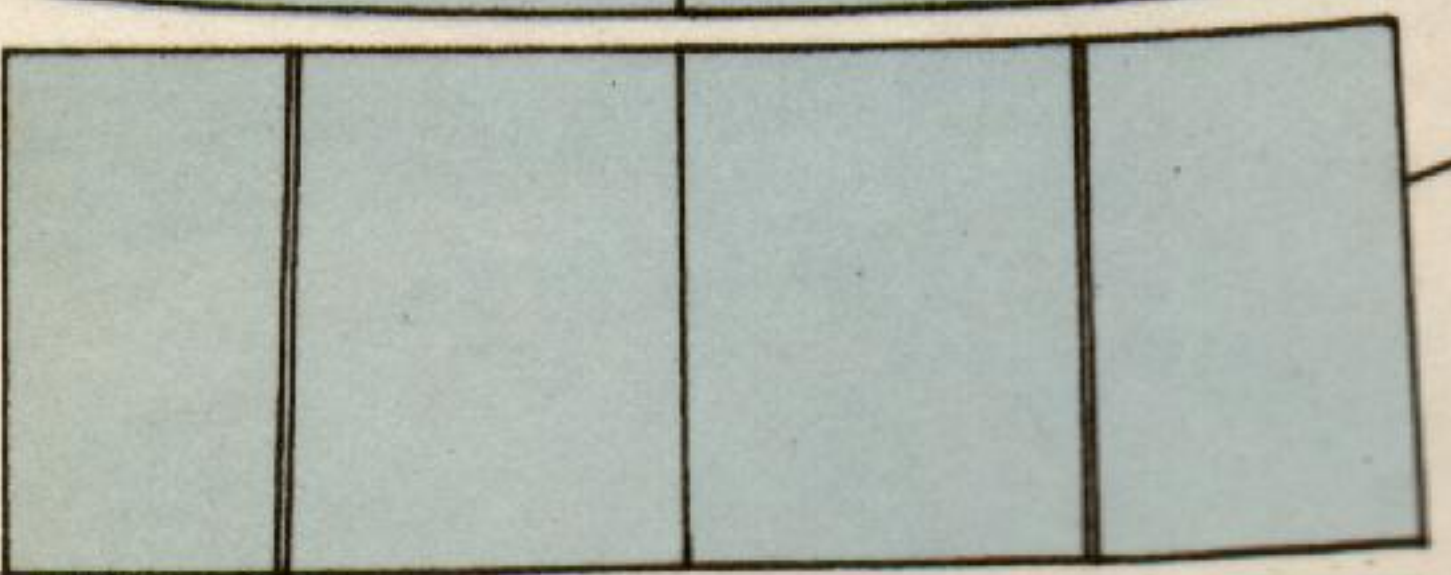
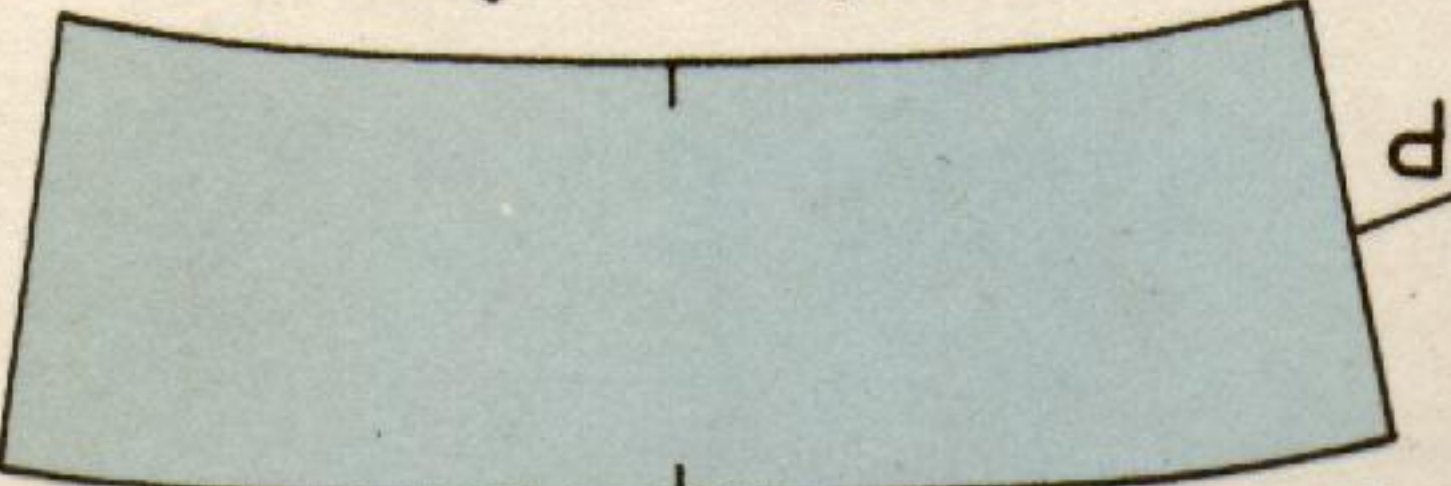
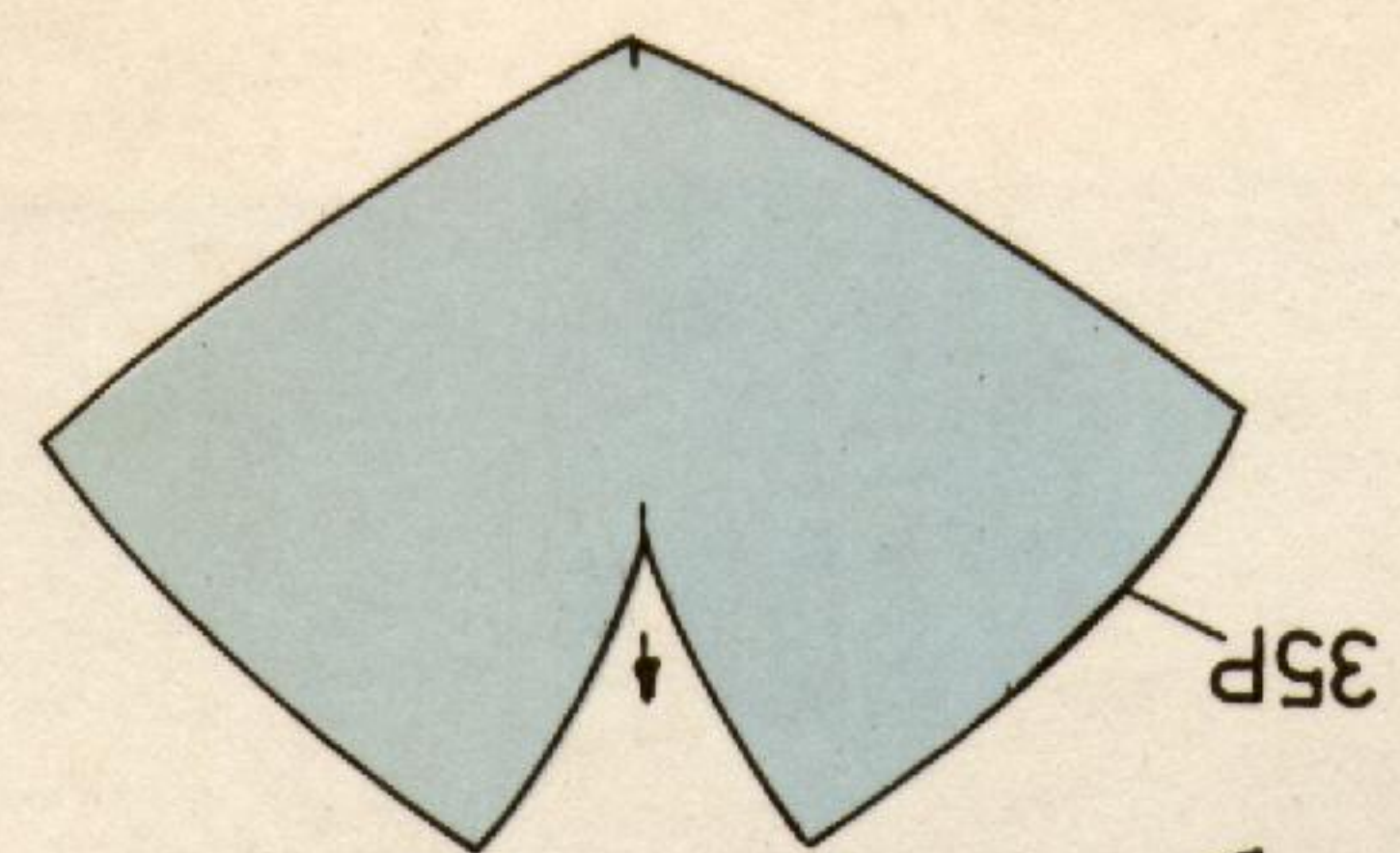
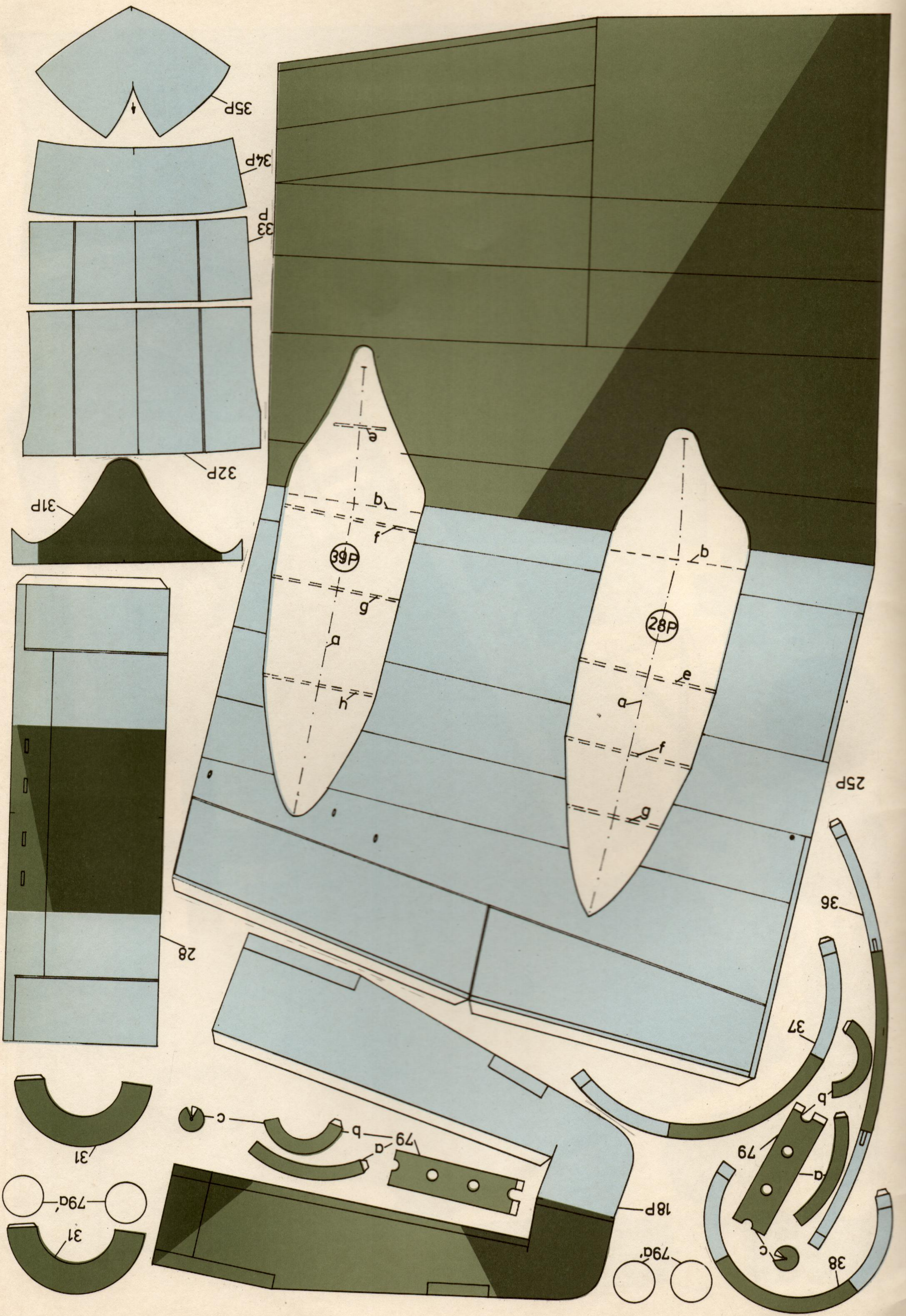












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