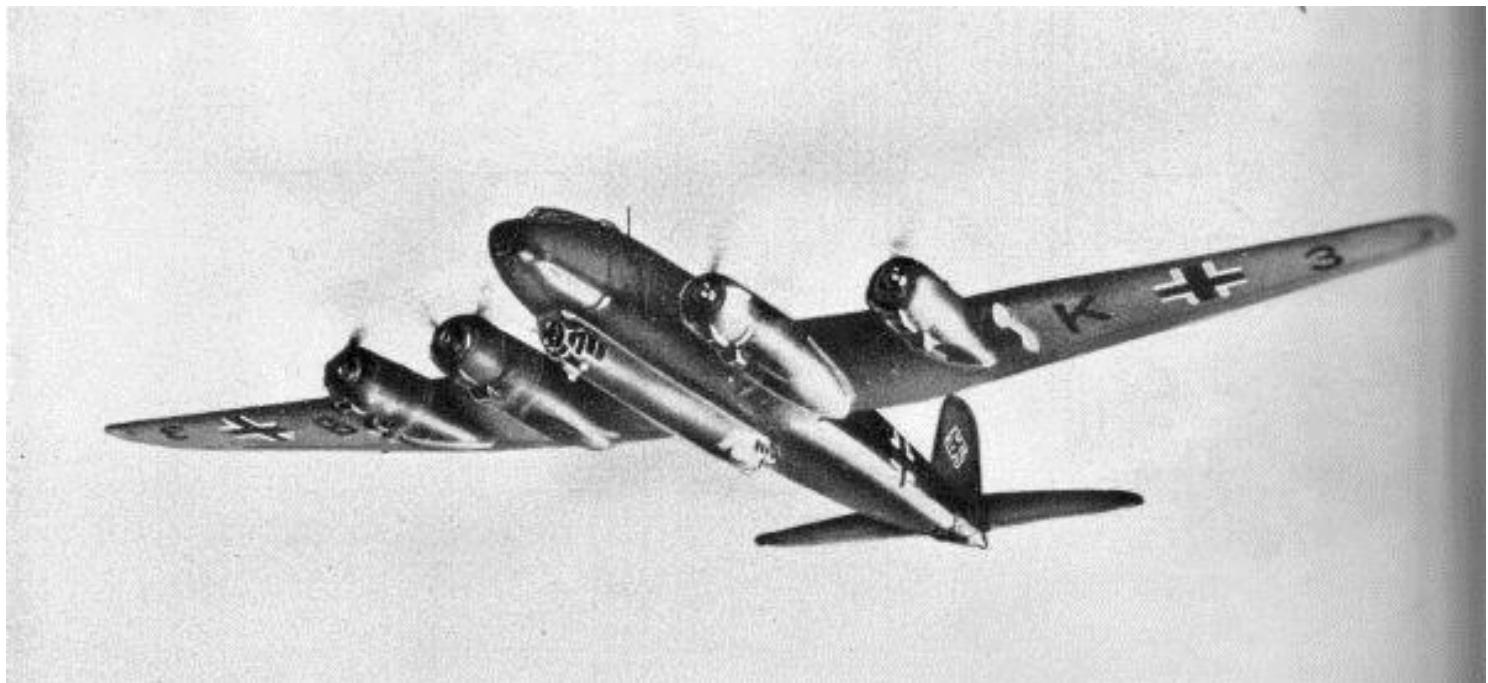


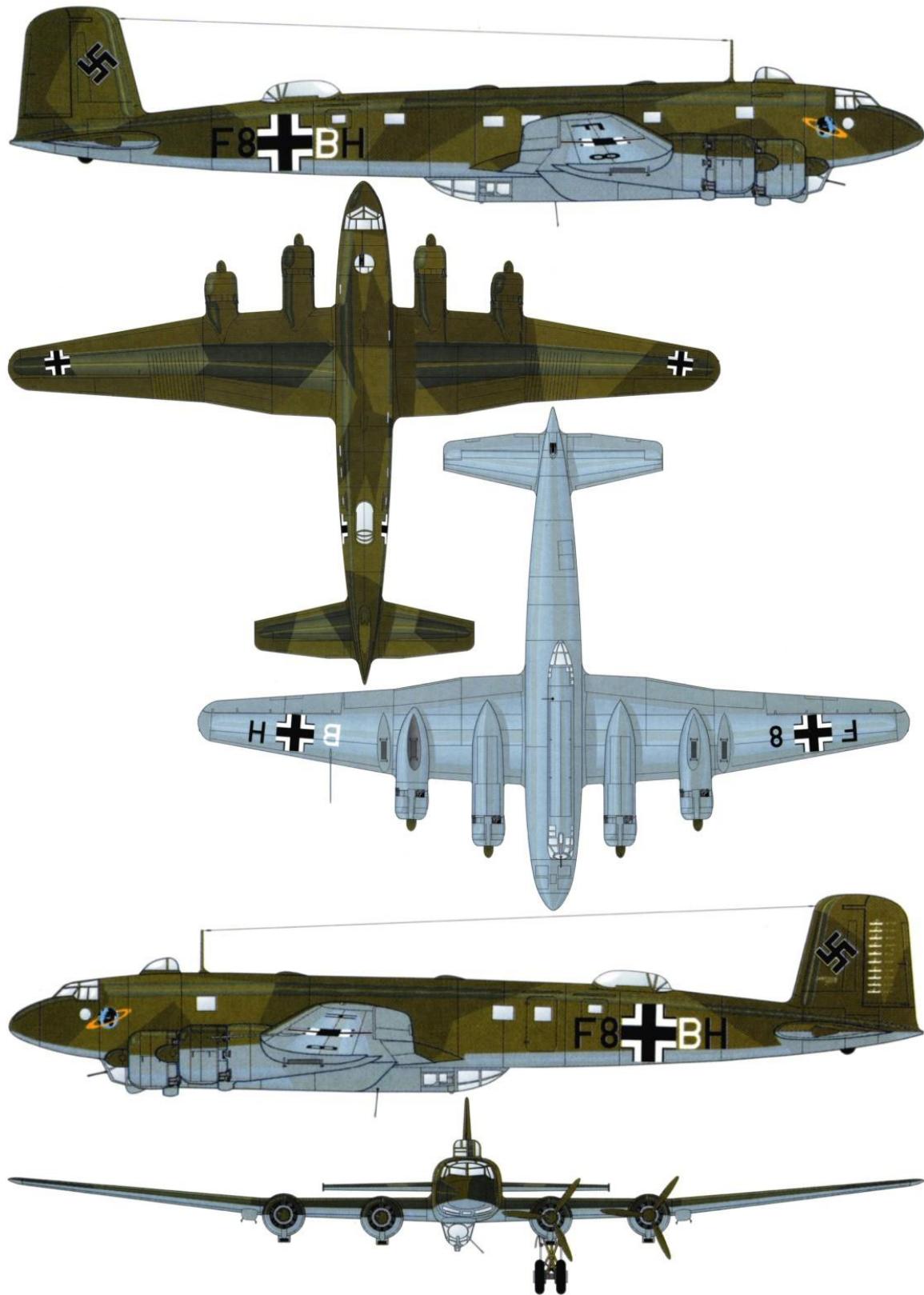
Focke-Wulf Fw 200



À la fin des années 1930, de nombreuses compagnies aériennes tentèrent d'établir des lignes commerciales régulières au-dessus de l'Atlantique Nord. L'avion qui fut sur le point de réussir cette tâche fut le Focke-Wulf Fw 200. Il est conçu au début 1936 sur demande expresse de la compagnie vedette allemande qui, face à la concurrence du DC-3, avait l'intention de remplacer ses trimoteurs Junkers Ju 52 par un appareil plus moderne, aux capacités plus grandes et aux performances supérieures. Le projet fut conçu par Kurt Tank. Le projet prit la forme d'un quadrimoteur monoplan fin et élégant à ailes basses, entièrement métallique, équipé d'un train escamotable fort ingénieux (il pouvait être abaissé, sans hydraulique, par la seule gravité.), et capable d'opérer sur les lignes transatlantiques.



Cet appareil, qui était capable d'emporter 26 passagers, effectua son premier vol, sous la désignation de Fw 200V-1, en juillet 1937, avec quatre moteurs en étoile Pratt & Whitney Hornet de 875 ch, on compte 3 prototypes. Neuf Fw 200A à moyen rayon d'action (1 250 km), dotés de moteurs en étoile BMW 132G-1, sortirent ensuite des chaînes de montage. La première compagnie à l'utiliser fut la DDL (Det Danske Luftfartselskab) qui en reçut deux dès l'été 1938 et deux autres fournis à la Syndicato Condor (filiale de Lufthansa), au Brésil. La Lufthansa en employa 10 au total dont 1 prototype, 5 Fw 200A et 4 Fw 200B à rayon d'action élargit (1 550 km). Le Fw 200V-1, transformé en Fw 200S-1, long courrier, relia Berlin à New York, soit 6 550 km, sans escale en août 1938 en 24 heures 55 minutes à l'aller puis 19 heures 47 minutes au retour, à une vitesse moyenne de 264 km/h et de 330 km/h respectivement. Au cours du conflit, la Lufthansa vit ses avions « militarisés » sauf deux. Le dernier vol sous les couleurs de la compagnie fut réalisé le 14 avril 1945 entre Berlin et Barcelone.



Utilisation militaire

Au cours de la Seconde Guerre mondiale, le Fw 200 fut modifié pour les besoins de la Luftwaffe. Il était particulièrement bien adapté aux missions de reconnaissance en haute mer et comme bombardier. Il était mis en œuvre en équipe avec les sous-marins. Ces Fw 200, qui furent surnommés « fléau de l'Atlantique » par Churchill, coulèrent des dizaines de navires marchands alliés lorsqu'ils furent utilisés comme patrouilleurs/bombardiers au-dessus de l'Atlantique jusqu'en 1943.

La conversion en bombardiers commença en 1939 à la demande de l'armée de l'air japonaise. Cette version était équipée de moteurs plus puissants et baptisée Fw 200 C, mais la guerre avait commencé avant la fin du développement et la Luftwaffe se servit de l'appareil comme avion de patrouille maritime (Seeaufklärer).



Entre temps, les avions civils Fw 200 B et les quelques avions de série 0 de la version C furent réquisitionnés par l'armée pour le transport des troupes. La production en série continua jusqu'au début de l'année 1944 (modèles C-1, -2, -3, -4, -6 et -8) pour une quantité totale de 263 exemplaires. Vers la fin de la guerre, lorsque la tactique d'attaque du Fw 200 perdit en efficacité, quelques appareils furent réservés pour assurer les déplacements de Hitler et de son état-major. L'appareil « VIP » Fw 200 C-4/U1 (n° de série 0137) CE IB, était équipé d'un fauteuil spécial muni d'un parachute, installé au-dessus d'une trappe, ce qui aurait pu permettre au Führer d'évacuer l'avion en cas de détresse. Une version présentant une plus grande envergure et équipée de moteurs en V de plus grande puissance baptisée Fw 300 (en) ne dépassa pas le stade du dessin.

Variantes

Le Fw 200 fut construits en 3 modèles : Fw200A, B, et C. Le modèle A était la version civile destinée à la Lufthansa, à la Det Danske Luftfartselskab au Danemark, et au Syndicato Condor au Brésil. Les modèles Fw 200B et Fw 200C furent utilisés comme bombardier à grand rayon d'action, avion de reconnaissance et avion de transport.



Constructeur Focke-Wulf

Rôle Avion de transport-Avion de patrouille maritime

Premier vol 27 juillet 1937

Mise en service 28 novembre 1938

Date de retrait 1945

Nombre construits 263

Equipage 7

Armement

Interne : 1 MG 15 (en) de 7,9 mm (1 000 cartouches) en tourelle

1 MG 131 de 13 mm (500 cartouches) sur affût dorsal arrière

2 MG 131 de 13 mm (300 cartouches /arme) en sabord

1 MG 151 de 20 mm (500 obus) sur affût ventral avant

1 MG 15 (en) de 7,9 mm (1 000 cartouches) sur affût ventrale arrière.

Externe: 2 000 kg de bombes

Vitesse maximale 360 km/h (Mach 0,32)

Plafond 6 300 m

Rayon d'action 3 600 km

À vide 17005 kg

Maximale 22 670 kg

Envergure 32,84 m

Longueur 23,46 m

Hauteur 6,30 m

Surface alaire 118 m²

Moteur BMW-Bramo 323 R-2 (en)G-1

Nombre 4

Type Moteur en étoile

Puissance unitaire 1 200 ch



Fw 200 Condor personnel d'Adolf Hitler

Source

<http://militaires-d-hier.forumgratuit.org/t3196-focke-wulf-fw-200>
<http://milguerres.unblog.fr/focke-wulf-fw-200/>



Version anglaise

The **Focke-Wulf Fw 200 Condor**, also known as *Kurier* (German for *courier*) to the **Allies**, is a German all-metal four-engined [monoplane](#) originally developed by [Focke-Wulf](#) as a long-range [airliner](#). A Japanese request for a long-range [maritime patrol](#) aircraft led to military versions that saw service with the [Luftwaffe](#) as long-range [reconnaissance](#) and anti-shipping/maritime patrol [bomber](#) aircraft. The Luftwaffe also made extensive use of the Fw 200 as a transport aircraft. It achieved success as a [commerce raider](#) until mid-1941, by which time it was being harried by long-range [RAF Coastal Command](#) aircraft and the [Hurricane](#) fighters being flown from [CAM ships](#).

Design and development

The Fw 200 resulted from a proposal by [Kurt Tank](#) of [Focke-Wulf](#) to Dr. Rudolf Stüssel of [Deutsche Lufthansa](#) to develop a landplane to carry passengers across the Atlantic Ocean to the US. At the time, it was an unusual concept because airlines used [seaplanes](#) on long over-water routes. To fly long distances economically, the Fw 200 was designed to cruise at an altitude of over 3,000 m (9,800 ft) - as high as possible without a [pressurized cabin](#). Existing airliners were designed to cruise at altitudes below 1,500 m (4,900 ft). The Fw 200 was briefly the world's most modern airliner, until other high-altitude airliners started operating: the [Boeing 307 Stratoliner](#) in 1940 and the [Douglas DC-4](#) in 1942. The designation "Condor" was chosen because, like the [condor](#) bird, the Fw 200 had a very long wingspan relative to other planes of its era, to facilitate then high-altitude flight.

Deutsche Lufthansa issued a specification in June 1936 after discussions between Tank, Stüssel and [Carl August von Gablenz](#). The plane was designed by Ludwig Mittelhuber with Wilhelm Bansemir as project director. The first prototype, the Fw 200 V1, made its first flight after just over one year of development on 27 July 1937 with Tank at the controls. It was an all-metal, four-engined [monoplane](#) powered by four American 652 kW (875 hp) [Pratt & Whitney Hornet radial engines](#), and intended to carry 26 passengers in two cabins for up to 3,000 km (1,900 mi). Two further prototypes were powered by German 540 kW (720 hp) [BMW 132G-1](#) radials.

The [Japanese Navy](#) requested a military version of the Fw 200 for search and patrol duties, so Tank designed the Fw 200 V10 with military equipment. This Fw 200 was held in Germany because war had broken out in Europe by that time. This aircraft became the basis for all later military models used by the [Luftwaffe](#).

To adapt it for wartime service, [hardpoints](#) were added to the wings for bombs, the fuselage was strengthened and extended to create more space. Fore and aft dorsal gun positions were added, in addition to an extended-length version of the [Bola ventral gondola](#) typical of World War II German bomber aircraft; incorporating a central [bomb bay](#) (usually used for additional long-range fuel tanks), as well as heavily glazed fore and aft ventral flexible [machine gun](#) emplacements at either end. The extra weight introduced by its military equipment meant that some early Fw 200 aircraft broke up on landing, a problem that was never entirely solved. Later models were equipped with Lorenz [FuG 200 Hohentwiel](#) low UHF-band ASV [radar](#) in the nose. In 1943 a version entered service that could carry the [Henschel Hs 293](#) guided missile, mandating fitment of the associated [Funkgerät FuG 203 Kehl](#) radio guidance gear on a Condor to steer them.

Operational history



Focke-Wulf Fw 200 B Condor of [Deutsche Lufthansa](#) (Model)



Fw 200 D-2, export version of B-2 variant, ordered but not delivered to Dai Nippon Kabushiki Kaisha. Later operated by Lufthansa. [Budaörs Airport](#), 1938 (?)



Danish Fw 200 airliner *Dania* at [Fornebu Airport](#) in Norway in 1939, with early single-wheel main gear.

The Fw 200 was operated by [Deutsche Lufthansa](#), [DDL](#) and Lufthansa's Brazilian subsidiary [Syndicato Condor](#). [Dai Nippon KK](#) of Japan also ordered Fw 200 airliners. These could not be delivered to Japan once the war began, so they were delivered to Deutsche Lufthansa instead. On 14 April 1945 an Fw 200 flew Lufthansa's last scheduled service before the end of World War II, from Barcelona to Berlin.^[4] Other airlines continued to operate the Fw 200 after the end of World War II.

The first prototype, the Fw 200 V1, upgraded with extra fuel tanks and redesignated Fw 200 S-1, made several record flights. It was the first heavier-than-air craft to fly nonstop between [Berlin](#) and [New York City](#), about 4,000 miles (6,400 km), making the flight from [Berlin-Staaken](#) to [Floyd Bennett Field](#) on 10/11 August 1938 in 24 hours and 56 minutes. The return trip on 13 August 1938 took 19 hours and 47 minutes. These flights are commemorated with a plaque in [Böttcherstraße](#), a street in [Bremen](#). Beginning on 28 November 1938 it flew from Berlin to Tokyo via Basra, Karachi and Hanoi.

The German Foreign Minister, [Joachim von Ribbentrop](#), used a specially outfitted Condor "Grenzmark", on his two flights to Moscow in 1939, during which he negotiated and signed the "Treaty of Non-Aggression between Germany and the Soviet Union", better known as the [Molotov–Ribbentrop Pact](#). His aircraft bore the German civil registration of D-ACVH.

A Danish-owned Fw 200 aircraft named *Dania* was seized by the British at [Shoreham Airport](#) after [Denmark was invaded](#) by German forces in 1940. It was subsequently operated by the [British Overseas Airways Corporation](#) (BOAC) and was then pressed into service with the [Royal Air Force](#). It was damaged beyond repair in 1941.

The *Luftwaffe* initially used the aircraft to support the [Kriegsmarine](#), making great loops out across the [North Sea](#) and, following the [fall of France](#), the [Atlantic Ocean](#). The aircraft was used for maritime patrols and reconnaissance, searching for [Allied](#) convoys and warships that could be reported for targeting by [U-boats](#). The Fw 200 could also carry a 1,000-kilogram (2,200 lb) bomb load or naval mines to use against shipping, and it was claimed that from June 1940 to February 1941, they sank 331,122 tonnes (365,000 tons) of shipping despite a rather crude bombsight. The attacks were carried out at extremely low altitude in order to "bracket" the target ship with three bombs; this almost guaranteed a hit. [Winston Churchill](#) called the Fw 200 the "Scourge of the Atlantic" during the [Battle of the Atlantic](#) due to its contribution to the heavy Allied shipping losses.

Following the debut of what would become the *Luftwaffe*'s primary *seaborne* maritime patrol aircraft, the rival [trimotored BV 138C flying boat](#) in March 1941; from mid-1941, Condor crews were instructed to stop attacking shipping and avoid all combat in order to preserve numbers. In August, the first Fw 200 was shot down by a [CAM ship](#)-launched [Hawker Hurricane](#), and the arrival of the U.S.-built [Grumman Martlet](#), operating from the Royal Navy's new [escort carriers](#), posed a serious threat. The six Martlets operated by the Royal Navy from the first escort carrier [HMS Audacity](#) shot down a total of seven Condors while escorting three convoys during her short career in the final months of 1941. On 14 August 1942, an Fw 200C-3 was the first German aircraft to be destroyed by USAAF pilots, after it was attacked by a [Curtiss P-40C Warhawk](#) and a [Lockheed P-38F Lightning](#) over [Iceland](#). The Fw 200 was also used as a transport aircraft, notably flying supplies into [Stalingrad](#) in 1942. After late-1943, the Fw 200 came to be used solely for transport. For reconnaissance, it was replaced by the [Junkers Ju 290](#), and even some examples of the [Heinkel He 177 Greif](#) bombers serving with [Kampfgeschwader 40](#). With the Allied advance into France, maritime reconnaissance by the *Luftwaffe* became impossible as the Atlantic coast bases were captured. Production ended in 1944 with a total of 276 aircraft produced.



Fw 200 in Greece, circa 1941

Several damaged Fw 200s landed in [Spain](#) during the war. In the beginning, they were repaired and returned to their bases in France. After [Operation Torch](#) (the Allied invasion of [French North Africa](#)), the Spanish government interned four aircraft that arrived on Spanish territory (although their crews were still allowed to return to Germany). Since the aircraft could not be used, they were sold by Germany to Spain. One of the three flyable aircraft was then operated by the [Spanish Air Force](#) and the others used for spares. Because of damage and lack of spares, and for political reasons, they were grounded and scrapped around 1950.

Some Condors also crashed in [Portugal](#). Their crews were allowed to return to Germany while the British authorities were allowed to inspect the aircraft and accompanying documentation. Some crew members died in these crashes and were buried in the civilian cemetery of [Moura](#) in [Alentejo Province](#), Portugal. The aircraft that crashed in Spain and Portugal had been based in [Bordeaux-Mérignac](#), France since 1940. Before then, the operational base of the Fw 200 squadrons had been in Denmark.

Hitler's personal transport



Adolf Hitler's personal Fw 200 Condor, bearing the insignia of the [Fliegerstaffel des Führers](#) on its nose

At the suggestion of his personal pilot [Hans Baur](#), [Adolf Hitler](#) specified a modified and unarmed prototype Condor, the Fw 200 V3, as his personal transport, as a replacement for his [Junkers Ju 52](#). Originally configured as a 26-passenger *Lufthansa* transport (Works No. 3099), it was reconfigured as a plush two-cabin airliner. Hitler's armchair-style seat in the cabin was equipped with a wooden table, seat-back armour plating, and a parachute in the seat cushion, with an escape hatch in the floor. In line with Hitler's aircraft preferences, it carried the markings "D-2600" and was named "Immelmann III" in honour of World War I flying ace [Max Immelmann](#). As the war progressed it changed designation to "WL+2600" and finally "26+00"; it was destroyed at [Berlin Tempelhof Airport](#) in an Allied bombing raid on 18 July 1944. FW 200s of various types were configured as VIP transports, for the use of Hitler and his staff, and also other aircraft assigned to [Heinrich Himmler](#), [Albert Speer](#), [Hermann Göring](#), and [Karl Dönitz](#).

Allied tactics used against the Condor

Royal Naval Fleet Air Arm pilot Captain [Eric Melrose "Winkle" Brown](#)'s plane was attacked and seriously damaged by a Condor in 1940, and he narrowly survived. After this, he studied the design of the Condor seriously for some time. He managed to work out that the forward firing machine gun positions could swivel, but could only fire in a certain arc otherwise they would hit the fuselage of their own plane. Brown worked out where the arc was, and realised this was a blind spot, if you attacked the front of the plane. He used this to successfully destroy a Condor, then informed his fellow squadron pilots who used the tactic to destroy even more of them.

Variants



A former Fw 200 A airliner used as a Luftwaffe transport.



The [ASV radar-equipped](#) Fw 200 C-4, showing the twin-wheel main gear used for all production Fw 200Cs and enlarged dorsal turret of the C-3/U1

There were three variants of the aircraft: the Fw 200A, B, and C. The Model A was a purely civilian variant used by [Deutsche Lufthansa](#), [DDL](#) in [Denmark](#), and [Syndicato Condor](#) in [Brazil](#). The Fw 200B and Fw 200C models were used as long-range bombers, reconnaissance, troop and transport aircraft.

Fw 200 V1

First prototype. Converted to a Fw 200 S-1 in 1938.

Fw 200 V10

Military prototype developed for Japan, but held in Germany due to the start of WWII. Served as the basis for the C-series.

Fw 200 A-0

Pre-production batch of fourth to ninth prototypes.

Fw 200 B-1

Transportation aircraft fitted with four BMW 132Dc engines; one built.

Fw 200 B-2

Transportation aircraft fitted with four BMW 132H engines; three built.

Fw 200 C-0

Pre-production batch of 10 aircraft, structural strengthening, the first four were manufactured as unarmed transports, the remaining six were fitted with armament.

Fw 200 C-1

First military production version, BMW 132H engines, fitted with full-length *Bola* ventral gondola which added a narrow [bomb bay](#) to the airframe, increased defensive armament, provisions for four 250 kg (550 lb) bombs.

Fw 200 C-2

Similar to C-1, but featured a recessed underside to the rear sheet metal of each of the two outboard engine nacelles which reduced drag, where a hardpoint for a 250 kg (550 lb) bomb or a 300 L (80 US gal) capacity, standard Luftwaffe drop tank was placed.

Fw 200 C-3

Structurally strengthened, fitted with Bramo 323 R-2 radial engines.

Fw 200 C-3/Umrüst-Bausatz 1(U1)

Featured an increased defensive armament, a 15 mm [MG 151 cannon](#) in an enlarged powered forward dorsal turret similar to those used for the [BV 138](#)'s bow turret position, the 20 mm [MG FF](#) replaced by a [MG 151/20 cannon](#).

Fw 200 C-3/U2

Fitted with original, "hemispherical" dorsal turret, and had the 20 mm MG 151/20 at the front end of the ventral *Bola* gondola replaced with a 13 mm (0.5 in) [MG 131 machine gun](#), which allowed space for the installation of a [Lotfe 7D bombsight](#).

Fw 200 C-3/U3

Fitted with two additional 13 mm MG 131s.

Fw 200 C-3/U4 Fernaufklärer

Had 7.92 mm (0.31 in) [MG 15 machine gun](#) replaced by 13 mm MG 131s and carried an extra gunner.

Fw 200 C-4

Similar to C-3, but carried FuG Rostock search radar, late production aircraft used [FuG 200 Hohentwiel](#) low-UHF band ASV sea search radar.

Fw 200 C-4/U1 (Werk-Nr 137)

High-speed transport aircraft, only one example built with shortened *Bola* gondola without bomb bay. Used to transport Adolf Hitler, [Heinrich Himmler](#) and [Karl Dönitz](#). Bore the *Stammkennzeichen* alphabetic code of GC + AE. Captured by British and used as transport by them while based at [Airfield B.164 Schleswig](#), flown frequently by [Eric Brown](#) - later to [RAE Farnborough](#) with [Air Min](#) number 94

Fw 200 C-4/U2 (Werk-Nr 138)

High-speed transport aircraft with similarly shortened *Bola* gondola (with no bomb bay) to earlier C-4/*Umrüst-Bausatz* 1 version, with accommodation for 14 passengers, only one example built.^[12]

Fw 200 C-6

Several aircraft were outfitted with an early version of the FuG 203 *Kehl* series missile control transmitter, to carry [Henschel Hs 293](#) missiles and re-designated C-6.

Fw 200 C-8

Fitted with [Lorenz](#) FuG 200 *Hohentwiel* low-UHF band ASV sea-search radar as with some C-4 examples; some examples equipped with [FuG 203b Kehl III](#) missile control transmitter and fitted with capability to deploy [Henschel Hs 293](#) MCLOS guidance, rocket-boosted anti-ship missiles from the pair of outer-engine nacelle hardpoints.

Fw 200 S-1

Special designation for Fw 200 V1 that was flown from Berlin to [Tokyo](#).

MK-200

Two Fw 200C-4 re-engined with [ASh-62IR](#) engines, operated 1947 to 1950.

Accidents and incidents

- On 6 December 1938, a Deutsche Lufthansa Fw 200S-1 (D-ACON, *Brandenburg*) ditched in [Cavite Bay](#), Philippines following a loss of engine power due to a broken fuel line; all six on board survived, but the aircraft was written off. The aircraft was on a Berlin–[Basra](#)–[Karachi](#)–[Hanoi](#)–Tokyo publicity flight.
- On 22 April 1940, Luftwaffe Fw 200S-10 "CB+FB" of I/KG 40 (former Deutsche Lufthansa D-ABOD *Kurmark*) crashed during the [invasion of Norway](#).
- On 20 July 1940, two Deutsche Luftwaffe Fw 200C [KG 40](#) were lost—one (F8-EH) shot down over [Sunderland](#) (Crew 3 lost/2 POW); the other lost off Northern Ireland to cause unknown (Crew 2 Killed/3 POW)
- On 20 August 1940, Luftwaffe Fw 200C-1 "F8+KH" of I/KG 40 crashed at Faha Ridge, [Cloghane](#), Ireland; all six on board survived and were interned in Ireland.
- On 22 October 1940, Luftwaffe Fw 200C-1 "F8+OK" of I/KG 40 went missing over the [Irish Sea](#). Possibly unknown bomber which sank the Irish Vessel "Kerry Head" in the Atlantic Ocean off [Cape Clear Island](#), [County Cork](#), Ireland; reportedly the bomber was brought down in explosion; no survivors from either ship or plane.



A Focke-Wulf Fw 200C of KG 40 sinking in the Atlantic Ocean west of Ireland, after being shot down by a [Lockheed Hudson](#) Mk V of [No. 233 Squadron RAF](#) 23 July 1941.

- On 15 June 1941, Luftwaffe Fw 200A-0 "F8+CU" (former Lufthansa D-ADHR) burned out at [Aalborg Airport](#) following an engine fire.
- On 23 July 1941, a Deutsche Luftwaffe Fw 200C of KG 40 was lost in the Atlantic Ocean west of Ireland, after being shot down by a Lockheed Hudson Mark V of No. 233 Squadron RAF.[\[19\]](#)
- On 22 October 1942, Luftwaffe Fw 200C-4/U3 "F8+EK" of 1.(F)/120 and I./KG 40 was shot down by two USAAF P-38 Lightning fighters and crashed at Kleppatagi, Iceland, killing all seven on board.
- On 9 July 1943, a Luftwaffe Fw 200 of III/KG 40 was shot down by a British fighter and struck a cliff near [Aljezur](#), Portugal, killing all seven on board.
- On 18 July 1944, Adolf Hitler's personal Fw 200 V3 [26+00] was destroyed in bombing
- On 27 September 1944, a Deutsche Lufthansa Fw 200D-2 (D-AMHL) en route to Spain was shot down by an RAF [Bristol Beaufighter](#) night-fighter of [No. 415 Squadron](#) and crashed at Saint-Nicolas-lès-Cîteaux, France, killing all nine on board.
- On 29 November 1944, a Deutsche Lufthansa Fw 200A-0/S-5 (D-ARHW, *Friesland*) en route from Berlin to [Stockholm](#), was accidentally shot down by a German patrol boat and crashed off [Måkläppen](#), Sweden, killing all ten on board.
- On 11 October 1944, Luftwaffe Fw 200C-4 (radio code F8+ES, *Werknummer* 0163) of 8./KG 40 crashed at Kvanntoneset, Norway due to tail separation while flying over Lavanger fjord, killing all 21 on board.
- On 21 April 1945, a Deutsche Lufthansa Fw 200KB-1 (D-ASHH, *Hessen*) crashed near Piesenkofen, Germany, killing all 21 on board.
- On 4 September 1946, a [Danish Air Lines](#) (DDL) Fw 200A-5 (OY-DEM, *Jutlandia*) crashed at [Northolt Airport](#) after landing in crosswinds; there were no casualties, but the aircraft was written off.
- On 13 December 1946, a Polyarnaya Aviatsiya ('Polar Aviation', a division of Aeroflot) Fw 200C-3 (CCCP-N400) force-landed off Ostrov Litne due to engine problems; all 21 on board survived, but the aircraft was written off.
- On 8 March 1947, a Cruzeiro do Sul Fw 200A-0 (PP-CBI, *Abaitara*) was struck by a [Panair do Brazil Douglas DC-3](#) (PP-PCK) that was landing at [Santos-Dumont Airport](#), there were no casualties, but the Fw 200 was written off.
- On 23 April 1950, a Polyarnaya Aviatsiya MK-200 (CCCP-N500) overran the runway and crashed at [Yakutsk Airport](#) due to crosswinds; all nine on board survived, the aircraft was written off.

Surviving aircraft

Only one complete reconstructed Fw 200 exists today, an aircraft that ditched in February 1942 and sank to a depth of 60 m (197 ft). This aircraft was raised from [Trondheim Fjord](#) in Norway on 26 May 1999. Although the airframe disintegrated while being lowered onto a recovery platform, the remains were transported to Airbus Bremen and spent 22 years being rebuilt. A request from the Berlin museum for a set of separate wings to be recovered from the [Kvitnosi](#) mountain near [Voss](#) in Norway to complete the rebuilding was at first denied, because the local population wanted the wings to be left *in situ* as a war memorial. A compromise was reached in 2008, where parts not needed for the restoration would be left on the mountain. In 2009, parts were moved down by helicopter and made ready for transport to Bremen. Other wrecks were also found, but in extremely poor conditions, one at 68 m deep. The aircraft was finished in June 2021, then dismantled and transported to the former [Berlin Tempelhof Airport](#) for final assembly as an exhibit in Hangar 7.

Specifications (Fw 200 C-3/U4)

General characteristics

- **Crew:** five
- **Capacity:** 30 fully armed troops in transport configuration
- **Length:** 23.45 m (76 ft 11 in)
- **Wingspan:** 32.85 m (107 ft 9 in)
- **Height:** 6.3 m (20 ft 8 in)
- **Wing area:** 119.85 m² (1,290.1 sq ft)
- **Empty weight:** 17,005 kg (37,490 lb)
- **Max takeoff weight:** 22,714 kg (50,076 lb)
- **Powerplant:** 4 x [Bramo 323R-2](#) 9-cylinder single-row air-cooled [radial piston engine](#), 809 kW (1,085 hp) each
- **Propellers:** 3-bladed variable-pitch propellers

Performance

- **Maximum speed:** 380 km/h (240 mph, 210 kn) at 4,800 m (15,700 ft)^[34]
- **Cruise speed:** 335 km/h (208 mph, 181 kn) at 4,000 m (13,000 ft) (Max cruise)
- **Range:** 3,560 km (2,210 mi, 1,920 nmi)
- **Endurance:** 14 hours
- **Service ceiling:** 6,000 m (20,000 ft)

Armament

- **Guns:** ** 1 × 7.92 mm (0.312 in) [MG 15 machine gun](#) in *Drehkranz D-30* forward dorsal turret with 1,125 rounds
 - 1 × 13 mm (0.51 in) [MG 131 machine gun](#) in aft dorsal turret with 1,000 rounds
 - 1 × 20 mm (0.79 in) [MG 151 cannon](#) in forward ventral gondola position with 800 rounds
 - 1 × 7.92 mm (0.312 in) MG 15 machine gun in rear ventral gondola position with 750 rounds
 - 2 × 7.92 mm (0.312 in) MG 15 machine gun in flexible mountings firing laterally, one on each side of the fuselage with 1,500 rounds
- **Bombs:** Up to 1,000 kg (2,200 lb) of bombs internally or up to 5,400 kg (11,900 lb) externally on four PVC 1006 underwing racks

