Focke - Wulf FW 200 Condor

Flight manual

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FW 200 Condor

Flight Manual

by

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AVIATION HISTORY

Art work

GREG LAW

GROUNDCREW

General Flying

Once cruise airspeed is achieved the aircraft is very stable but not very maneuverable. Roll rate is slow and changes in pitch equally so. **Below** 1500 meters (**5,000 feet)**, speed is limited to **450 km/h (280 mph)**. **Above** 1500 meters (**5,000 feet)** speed should not exceed **482 km/h (300 mph)**. The aircraft requires re-trimming with most pitch and speed changes. The Condor can carry an enormous fuel load at the sacrifice of some of its weapons loadout and with extra tanks and max internal fuel it can stay aloft up to **18 hours** depending on the altitude and power settings. In rough air or steep turns, speed should be kept below **270 km/h (168 mph)** to minimize risk of structural damage.

Flying Characteristics

Controls / Taxi

The Condor controls are quite complete and well arranged. All engine controls are centrally located between the two pilots and a full set of instruments is available at both pilot stations. The ground visibility from the pilot stations is rather limited by the large canopy framework and the aircraft has a lot of inertia to overcome in stopping and starting. This coupled with its long wing span requires some care in taxing. Taxi speed should be kept below **32 km/h** (**20 mph**). Use the brakes and engines to turn. The brakes should be applied slowly. Sudden turns should be avoided.

Take off

The Condor is a heavy aircraft and can use quite a bit of runway when fully loaded. The aircraft does have a tendency to swing to the left until the rudder is effective but otherwise the take off is straight forward for the type. One notch of flap is used for takeoff and the recommended procedure is to use **50%** power until about **80 km/h** (**50 mph**) when the tail begins to lift, then advance to max mil power. Methanol boost may be used if the runway is short or the load heavy. The take off run is rather long but the aircraft flies off nicely if rotated at about **167km/h** (**104 mph**). The main gear retract very slowly and the initial climb out is slow with speed kept **below 201km/h** (**125 mph**). The flaps are retracted after the gear is up and climb out continued at around **250 km/h** (**155 mph**). Power may be reduced when the climb is established at an altitude greater than **450 meters** (**1500 feet**) **above** the ground.

Landing

The maximum weight for landing is around **18000 kg (41,000 lbs)**. The gear should not be lower until **201km/h (125 mph)** and the flaps **below 193 km/h (120mph)**. Power is maintained on the approach and gradually reduced as landing is assured. Line up with the runway should be achieved early since it is not quick to respond to control inputs, especially when slow and with gear and flaps. Touch down should occur around **136 km/h (85 mph)**. The fuselage was the aircraft weakest point and care should be taken to avoid rough landings.

Engine loss

If an engine is lost, speed should be maintained **above 201km/h (125 mph)** with the gear and flaps raised until ready for landing when it can be reduced to **193 km/h (120mph)** to lower the gear and flaps. The failed engine should be promptly feathered and power advanced as necessary on the remaining engines to maintain altitude and air speed. Turns should be made in the direction of the good engines. Any removable stores or fuel should be jettisoned as soon as practicable.

Defense

The best defense against fighters is to use the clouds to avoid or evade detection.
If this is not possible, the best option is to fly level and give a stable platform for the aircraft's impressive defensive armament. The Condor is not capable of effective evasive action.

Aviation History

The flight model of this Condor was made with the Aviation History flight model workbook v283.06 and should be flown in the same manner as described above. This version of the workbook features increased elevator sensitivity and care should be taken to observe the G limits above the corner speed to avoid structural failure

Cockpit Layout