

Modellismo - Aereo disegno - Focke-Wulf Fw56 Stosser - Aircraft described No.165

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AIRCRAFT DESCRIBED No. 165

Focke-Wulf Fw56 Stosser

drawn by Ian Stair

One of our new series of subjects specially selected for scaling up as flying models.



D-1KNI with identification lettering on the nose was flown in the U.S.A. under the sponsorship of The Gilmore Oil Company by Gerd Achgelis. It was distinguished by additional small windows for illumination of the instruments during prolonged inverted flight. Seen at the famous Cleveland Air Races this Stosser was an extremely popular performer. D-1AQA shows its planform in a turn at left, note the prominence of the three exhaust stacks.

THIS parasol wing single seater was a unique type when it appeared in 1937. It was the first Kurt Tank design for Focke-Wulf, it was unusual in being a single seat fighter trainer, and it was also the first "Stuka" aircraft. This arose from a visit by W.W.I German Ace Ernst Udet to the U.S.A. where he was impressed by the accuracy of dive bombers. On return to Germany, Udet asked Tank to fit bomb racks to the Stosser and demonstrated the dive technique at the Luftwaffe test centre. The result of this was the order for an all metal machine, the Junkers 87, and the mixed construction Stosser was virtually relegated. While the fuselage and fin were of welded steel tube, covered with fabric, the flying surfaces were of wooden construction and this, coupled with the comparatively low power of the 240 h.p. Aircooled Argus 10C engine, was not considered "good enough".

Even so, the Stosser was built in large numbers and remained in service for several years. Armed with one or two M.G.17 machine guns as a fighter trainer it was also fully aerobatic and a great favourite with pilots.

Back page: top row left, the spatted wheel of a prototype and centre, the cantilever leg and torque link of the prototype which was changed to lever action (see plan) to avoid a Patent action. Right, the nose cowl and Heine propeller. Second row, left, the cockpit with starboard access flap down to show control column. Note the gun sight also seen in view at right, where gun troughs and cowling lines are usefully revealed. Third row illustrates the air cooled engine crankcase, engine bearers and gun with cowling shaped to deflect cooling air from engine bay. The Cockpit had a comprehensive array for 1937 when most of these photos were taken. Top row is Clock, Altimeter, Compass, deviation card and fuel pressure gauge. Lower row is ignition switch, Airspeed, Turn and Bank, RPM Oil pressure, Oil Temperature. Twin controls below are for radio, beside cubby hole for maps. At extreme right is a wobble pump for fuel and angled rudder pedals can just be observed. Bottom photos show comparison of a silver with red trim and black lettered RLM Flugbereitschaft liaison aircraft D-1G1R production version, and D-11KA the second prototype with spatted wheels. Photographs from VFW and archives of H. J. Meier.

The first prototype was registered D-JSOT and was generally remembered as the best looking Stosser with its cantilever undercarriage and spatted wheels. Unfortunately it was crashed on a demonstration flight, killing test pilot Siewecke. Patent difficulties over the undercarriage called for a revision and so the lever action gear was developed.

It was a very "clean" aeroplane, usually appearing in silver, at first with civilian registrations and the red band across the vertical tail. This was altered for one publicity photograph where the National black cross was added either side of the civilian markings on the wings and white numerals on a red background blotted out the middle pair of fuselage registration letters. In wartime service, the green/dark green camouflage and light blue undersurfaces changed its characteristic appearance enormously.

The FW 56 also served with the Air Forces of Austria, Hungary, Bulgaria, Bolivia and Holland, but strangely enough, very few photographs have ever been published of the Stosser in other than German markings.

Pre-war sales brochures advertised a maximum speed of 177 m.p.h. at sea level and 156 m.p.h. at 16,400 ft. Landing speed was only 55 m.p.h. and the range approximately 250 miles. Stressed to a breaking load factor of 14, it could carry a disposable load of half its empty weight (amounting to 705 lbs.) and with such utility it was perhaps a forerunner of the all-purpose trainer cum fighter attack type of today as exemplified by the Macchi m.b. 326 and the Jet Provost, except that they are each two seaters. Perhaps the greatest handicap the Stosser had to overcome was its single seat.

As a modelling subject it has always enjoyed popularity for it has all the ideal proportions, especially for free flight. We must thank Hans-Justus Meier for making available his invaluable documentation on the aeroplane which has enabled Ian Stair to produce the precise details in the drawing which follows on the next pages.



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Descrizione

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Disegno e descrizione dei dettagli in inglese

Dim: 36,6x24,6