



Revell's FW-200 Condor: Great Model for Moderate Price

By Dick Smith

There's a lot of model packed in the Revell of Germany's 1/72nd scale kit of the Focke-Wulf 200/C-4 box. While the nearly \$50. price tag is a little expensive, the 220 pieces that make up the kit is good value for the money.

There's a full interior in this big model. The cockpit and radio operator's compartment fits in the forward section of

the fuselage. Revell calls for the walls and bulkheads to be painted "hell olive," a match for FS-34258. This is possibly an error since it is a departure from the generally

accepted World War II German aircraft interior color, RLM-02. Undoubtedly this

subject will be controversial among the "purist" modelers.

The interior continues with gunner's compartment located aft of the bomb bay area. There are hatches on the top of the fuselage that allow the crew quarters to be displayed. If you decide to detail the cockpit paint the instrument panel "anthracite gray," the seat frames dark olive, RLM-80, with dark tan cushions, ANA-617. Behind the cockpit, the radio faces are also anthracite gray and shelving on the starboard side of the compartment is "wood" with an over-brushing of clear orange.

The gunner position floors and bulkheads are also painted light olive with details picked out in RLM-80 for interest. A chart

table is in one of the compartments is "wood" with gunner's seats in dark olive. Seat belts for the crew members come from an Eduard 1/72nd scale Luftwaffe bomber set. The belts add considerable interest to the interior. Before cementing the fuselage parts together, don't forget to locate and glue the tail wheel strut into place.

Cement together the top and bottom portions of the horizontal stabilizers and



don't forget the vertical tips on these control surfaces. Attaching the wings will benefit from carefully aligning the top sections of the port and starboard pieces to their respective fuselage parts. Glue is applied to the inside of the wing to fuselage joint. This alignment step of these parts eliminates any glue seeping out of the joint and damaging the wing's surface.

When the top sections of the wing have dried solid, align and glue the bottom portions into place. Since the plastic in this area is very thin, be sure the pieces of the engine nacelles are cemented exactly into position. (The glue used to build this model is Tamiya's "extra thin" and comes with an applicator brush. A thin line of cement dries almost the instant it is applied but will give just enough time to nudge parts into position before it sets.)



The four BMW-132G-1, later 132H, radial engines are made up of six parts each. The cylinder fronts are painted steel and then dry brushed with black to bring out the detail. The exhaust pipes are "burnt iron" and are slipped into the part containing the cowl flaps. Revell provides a choice of open or closed flaps. The propellers are schwarzgrün, RLM-70, with yellow, RLM-04, spinners.

The Condor was designed originally an airliner. When converted to a maritime reconnaissance aircraft, a gondola was fitted below the fuselage to provide a bomb bay and defensive gun positions. This three-part assembly is molded in clear plastic and requires the windows and gun positions to be masked before painting. The bomb bay is painted light olive and then two bombs loaded into place. All of the machine guns are painted "gunmetal" with "wood" grips.

With the basic model complete, check over all seams, apply putty where necessary and sand them smooth. As this aircraft was originally designed as an airliner; the fuselage, wings and tail surfaces were clean and had few protrusions into the air stream.

The underside of the Condor is light blue, RLM-65, with topside splinter camouflage of RLM-72 and RLM-73. Markings are provided for two KG-40 Condors. I selected an aircraft flying from Avard, France in summer 1944.

