

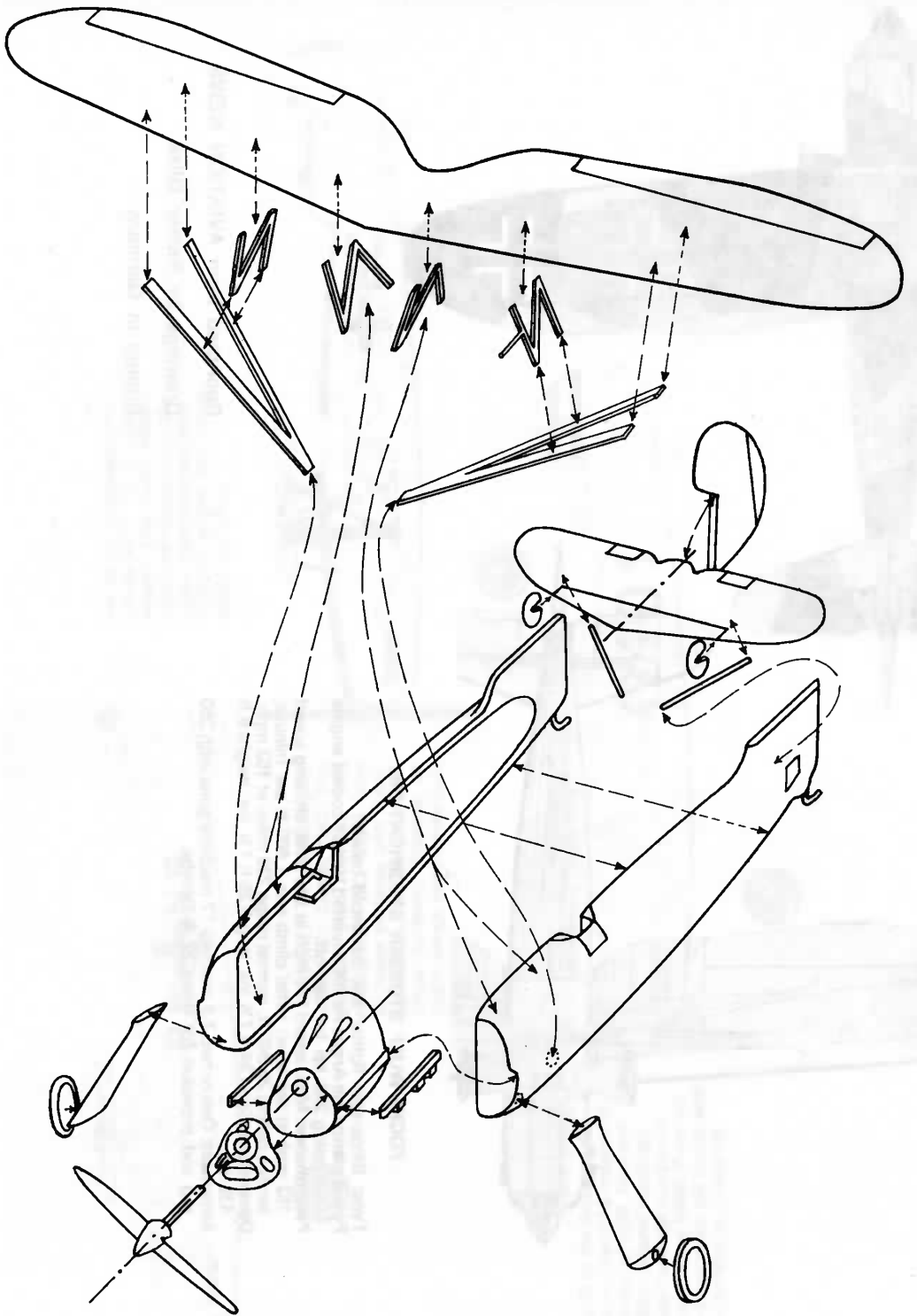
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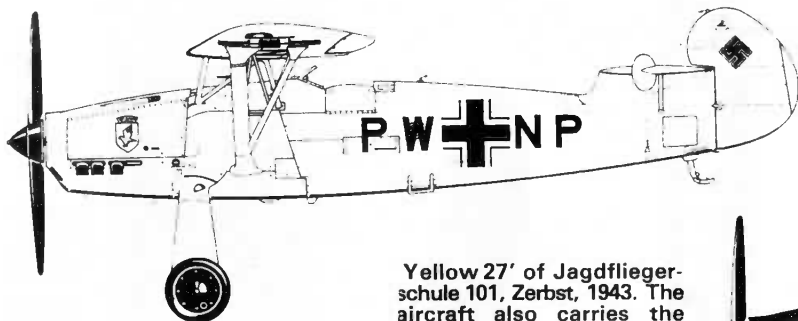
**airmodel**

**STÖSSER**



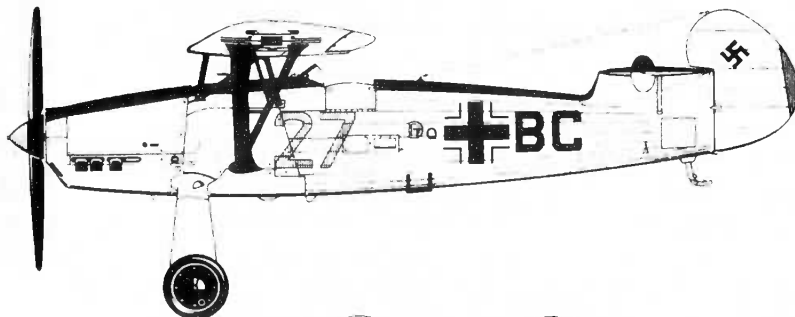
**Focke-Wulf Fw 56** MADE IN GERMANY



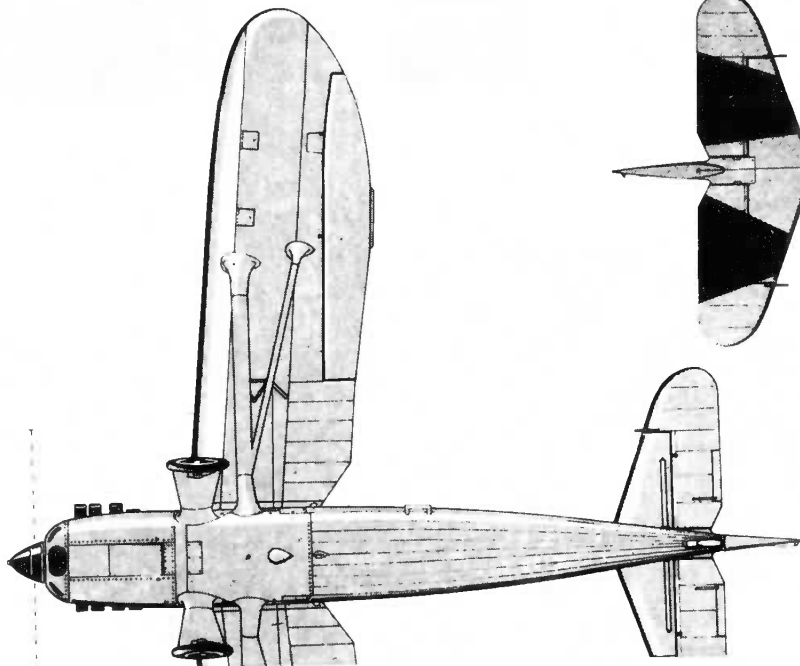
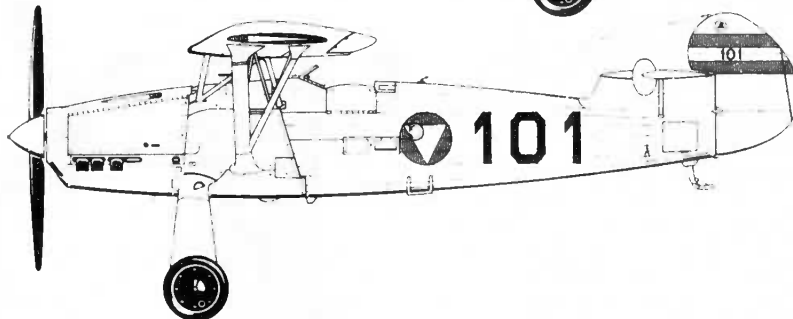


Fw 56 of Flugzeugfuhrerschule A/B 112 Langenlebarn. The code letters were not repeated on the upper mainplane surfaces. Yellow eagle on blue shield on nose.

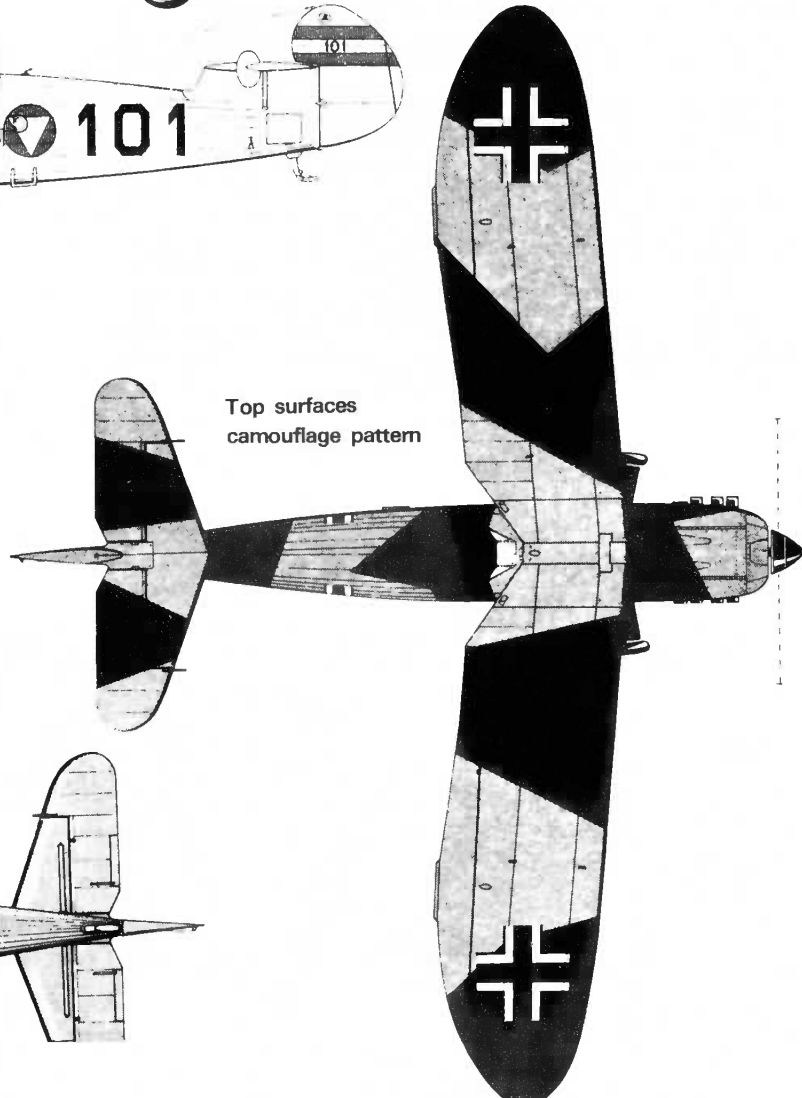
Yellow 27' of Jagdfliegerschule 101, Zerbst, 1943. The aircraft also carries the coding TQ+BC. Light blue 85 lower surfaces and fuselage sides, black-green 70 upper surfaces. Crosses on upper wings were white outlines only.



Fw56 of the Austrian Air Force, one of 12 ordered at the end of 1938. Red and white national markings, black fuselage number on overall silver finish. Two red and one white tail bands with Fw symbol on rudder tip.



Top surfaces camouflage pattern



#### FOCKE-WULF STOSSER SPECIFICATION

**Type:** Single-seat fighter and advanced trainer.  
**Power plant:** One Argus As 10C inverted Vee air-cooled engine developing 240 hp for take-off.  
**Performance:** Max. speed 166 mph at sea level; cruising speed 152 mph at sea level; initial climb rate 1,650 ft per minute; service ceiling 20,340 ft; normal range 230 miles at 152 mph.  
**Dimensions:** Span 34 ft 7 1/2 ins; length 25 ft 1 1/4 ins; height 8 ft 4 1/2 ins.  
**Armament:** One or two 7.9 mm MG 17 machine guns with 250 rpg and provision for three 22 lb bombs.

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ONE of the first Focke Wulf types in which that prolific designer Kurt Tank was fully involved, the Fw 56 was originally intended to meet a requirement for a home defence fighter. Competitive trials for all aircraft tendering for a contract were scheduled for 1935, the winning design intending to be used as both an auxiliary target defence fighter and advanced trainer. Tank himself gave the Fw 56 the name 'Stosser'—Falcon—continuing the traditional Focke Wulf use of birds' names.

The Fw 56a flew for the first time in November 1933, powered by an Argus As 10C Series 1 engine developing 240 hp for take-off. A parasol wing monoplane, the Stosser was sturdy enough to exceed 300 mph in a dive—a fact that led Ernst Udet to test fly it with makeshift bomb racks in 1935, leading to the erroneous belief that the type had played a large part in the development of the dive bomber. True, the Stosser showed superior dive bombing characteristics in these tests, which were made with the second prototype, registered D-IIKA, but dive bombers were already in production by the time they ended.

In 1934, letters replaced numerals in German commercial registrations and the Fw 56a (later V1) became D-ISOT, the Fw 56b (V3) D-IIKA and the third, D-ILAR. This latter Stosser was fitted with a redesigned undercarriage, as the existing unit was found to infringe Messier patents. The new landing gear dispensed with wheel fairings, but was generally similar to the original type.

The Fw 56 V3 was considered by Kurt Tank to be the true production prototype and work was started on three Fw 56A-O aircraft. The first of these, the Fw 56A-O1, was also referred to as the V4 and was registered D-ITAU. The V4 was also the first Stosser to be fitted with armament, two 7.9-mm machine guns in the upper fuselage decking. A magazine for the carriage of three vertically-hung bombs was fitted between the landing gear legs.

The evaluation trials of 1935 led to an order to proceed with production of the Fw 56A-1, which was to retain the wooden wing used by all but the second prototype, and the Argus engine. By no means a docile aircraft, the Stosser needed mastering to quite a degree, especially by a novice pilot, but once its characteristics were known it was delightful to fly and many pre-war aerobatic displays were staged with it.

The Stosser was issued to the National Socialist Flying Corps prior to service with the Luftwaffe and in 1937, the first export order was placed by Austria, for 12. Hungary bought 18 Stossers, which were delivered in 1937-38, and the early Luftwaffe received substantial numbers for use as single seat advanced trainers. Stossers remained in production until 1940 and some 1,000 are believed to have been built. A number of experimental programmes included the use of Stossers, one being the Huckepack combination with a DFS 230 transport glider.