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Chapter 1 : Fw Condor Vs Atlantic Convoys : Robert Forczyk :

Most people who've studied the earlier part of WWII know that Winston Churchill referenced the FW Condor as the "scourge of the Atlantic" because of what was happening to the convoys going to England.

Existing airliners were designed to cruise at altitudes below 1, m 5, ft. The designation "Condor" was chosen because, like the condor bird, the Fw had a very long wingspan, to facilitate high-altitude flight. Deutsche Lufthansa issued a specification in June after discussions between Tank, Dr. The plane was designed by Ludwig Mittelhuber with Wilhelm Bansemir as project director. The first prototype, the Fw V1, made its first flight after just over one year of development on 27 July with Kurt Tank at the controls. This Fw 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. The extra weight introduced by its military fitments meant that some early Fw aircraft broke up on landing, a problem that was never entirely solved. These could not be delivered to Japan once the war began, so they were delivered to Deutsche Lufthansa instead. The first prototype, the Fw V1, upgraded with extra fuel tanks and redesignated Fw S-1, made several record flights. It was the first heavier-than-air craft to fly nonstop between Berlin and New York City c. It was damaged beyond repair in 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 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 the "Scourge of the Atlantic" during the Battle of the Atlantic due to its contribution to the heavy Allied shipping losses. After late, the Fw came to be used solely for transport. As France was liberated, maritime reconnaissance by the Luftwaffe became impossible as the Atlantic coast bases were captured. Production ended in with a total of aircraft produced. In the beginning, they were repaired and returned to their bases in France. After Operation Torch the Allied invasion of Africa , the Spanish government interned four aircraft that arrived 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 in around 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 are buried in the civilian cemetery of Moura in Alentejo Province , Portugal. The aircraft that crashed in Spain and Portugal had been based in Bordeaux-Merignac , France since Before then, the operational base of the Fw squadrons had been in Denmark. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. Originally configured as a passenger Lufthansa transport Works No. According to Baur, it was never armed. Variants[edit] A former Fw A airliner used as a Luftwaffe transport. The Fw B and Fw C models were used as long-range bombers, reconnaissance, troop and transport aircraft.

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Chapter 2 : WW2 Fw Condor vs Atlantic Convoy Osprey Duel 25 by Robert Forczyk | eBay

*Fw Condor vs Atlantic Convoy: (Duel) [Robert Forczyk, Ian Palmer, Howard Gerrard, Tony Bryan, Tim Brown] on racedaydvl.com *FREE* shipping on qualifying offers. With the fall of France in , Germany suddenly had the opportunity to strike at poorly guarded Allied convoys.*

Product Details Synopsis After the fall of France in , Germany attempted to strangle Britain into submission by attacking the Atlantic Convoys, which brought much need supplies and war materiel from the USA and Canada. While the U-boats attacked from beneath the seas, the Germans modified a civilian airliner to create the Fw Condor to attack from the skies. This book discusses the development of the Condor, and analyzes the various Allied responses, including the development of the Hurricat, a modified hurricane that could be launched via catapult from modified merchant ships. This is the account of the machines of war pitted against each other and the combatants who operated them. Step onto the battlefield and immerse yourself in the experience of real historic combat. After the fall of France in , Germany attempted to strangle Britain into submission by attacking the Atlantic Convoys, which brought much-needed supplies and war materiel from the USA and Canada. While the U-boats attacked from beneath the seas, the Germans converted a civilian airliner design into the Fw Condor and attacked from the skies. By the summer of , Condor attacks had been so successful that Winston Churchill called them "the scourge of the Atlantic. With the fall of France in , Germany suddenly had the opportunity to strike at poorly guarded Allied convoys. The Luftwaffe pressed into service the Fw Condor, a plane that had originally been designed as a civilian airliner and the first plane to fly non-stop from Berlin to New York in It was devastatingly effective; a single attack by five Condors on a convoy in February resulted in the sinking and damaging of 11 ships. Furthermore, the Condors passed on convoy sightings to the U-boats with devastating effect. By the summer of , the threat posed by the Condor was so great that Winston Churchill dubbed them "the scourge of the Atlantic. One solution was the Hurricate, a modified Hurricane that was launched by catapult from a converted merchant ship. But a more robust solution was required. This was delivered with the creation of the escort carrier to provide continuous air cover over a threatened convoy. By the duel for supremacy over the Atlantic began to turn in favor of the Allies and was furthered by the entry of the US into the war. The Germans made a last ditch attempt to turn the tide by equipping Condors with anti-shipping missiles, better defensive armament and airborne radar. But their numbers were too few to combat the ever-increasing might of the Allies. This volume highlights a classic duel between opposing tactics, doctrine and technology, with the Germans attempting to field an airborne weapon that could intercept the Atlantic convoys, while the Allies attempted to provide an effective defense umbrella over the ships carrying vital war-time supplies.

Chapter 3 : Fw Condor vs Atlantic Convoy: (Duel) - PDF Free Download

Three days later, an Fw sank a straggler from convoy HG 49 west of Ireland, and on January 16, a Condor flown by Hauptmann Konrad Verlohr, the commander of racedaydvl.coml, spotted convoy OB Its 40 merchant ships were protected by an unusually strong escort with three destroyers and three Flower class corvettes, but Verlohr executed two.

Analysis[edit] The success of convoys as an anti-submarine tactic during the world wars can be ascribed to several reasons related to U-boat capabilities, the size of the ocean and convoy escorts. Submerged speed and endurance was limited and not suited for overhauling many ships. Even a surfaced U-boat could take several hours to gain an attack position. Torpedo capacity was also restricted to around fourteen Type VII or 24 Type IX , thus limiting the number of attacks that could be made, particularly when multiple firings were necessary for a single target. There was a real problem for the U-boats and their adversaries in finding each other; with a tiny proportion of the ocean in sight, without intelligence or radar, warships and even aircraft would be fortunate in coming across a submarine. For both major allied navies, it had been difficult to grasp that, however large a convoy, its "footprint" the area within which it could be spotted was far smaller than if the individual ships had traveled independently. In other words, a submarine had less chance of finding a single convoy than if it were scattered as single ships. Moreover, once an attack had been made, the submarine would need to regain an attack position on the convoy. U-boats patrolling areas with constant and predictable flows of sea traffic, such as the United States Atlantic coast in early , could dismiss a missed opportunity in the certain knowledge that another would soon present itself. The destruction of submarines required their discovery, an improbable occurrence on aggressive patrols, by chance alone. Convoys, however, presented irresistible targets and could not be ignored. For this reason, the U-boats presented themselves as targets to the escorts with increasing possibility of destruction. In this way, the Ubootwaffe suffered severe losses, for little gain, when pressing pack attacks on well-defended convoys. In the present day, convoys are used as a tactic by navies to deter pirates off the coast of Somalia from capturing unarmed civilian freighters who would otherwise pose easy targets if they sailed alone. Road convoys[edit] Humanitarian aid convoys[edit] The word "convoy" is also associated with groups of road vehicles being driven, mostly by volunteers, to deliver humanitarian aid , supplies, andâ€”a stated objective in some casesâ€”"solidarity". They also travel to countries where standards of care in institutions such as orphanages are considered low by Western European standards, such as Romania ; and where other disasters have led to problems, such as around the Chernobyl disaster in Belarus and Ukraine. The convoys are made possible partly by the relatively small geographic distances between the stable and affluent countries of Western Europe, and the areas of need in Eastern Europe and, in a few cases, North Africa and even Iraq. They are often justified because although less directly cost-effective than mass freight transport, they emphasise the support of large numbers of small groups, and are quite distinct from multinational organisations such as United Nations humanitarian efforts. Most truckers had difficult schedules to keep and as a result had to maintain a speed above the posted speed limit to reach their destinations on time. Convoys were started so that multiple trucks could run together at a high speed with the rationale being that if they passed a speed trap the police would only be able to pull over one of the trucks in the convoy. When driving on a highway, convoys are also useful to conserve fuel by drafting. The film Convoy , inspired by a song of the same name , explores the camaraderie between truck drivers , where the culture of the CB radio encourages truck drivers to travel in convoys. They have to be treated like a single vehicle. If the first vehicle has passed an intersection, all others may do so without interruption. Clear and uniform marking has been required in court decisions for these rights to apply. Operating such convoy usually needs special permission, but there are exemptions for emergency and catastrophe intervention. Common practice is, to operate with the same style of marking as NATO convoys: Today, catastrophes like large-scale flooding might bring a high number of flagged convoys to the roads. Large-scale evacuations for the disarming of World War II bombs are another common reason for non-governmental organization NGO unit movements under convoy rights. Storm convoys[edit] In Norway, "convoy driving" Norwegian: Convoy

driving is initiated when the strong wind quickly fills the road with snow behind snowplows, particularly on mountain passes. During the winter of there was convoy driving for almost hours at Saltfjellet [15].

Chapter 4 : Fw Condor vs Atlantic Convoy: â€“43 by Robert Forczyk

All in all, FW CONDOR VS ATLANTIC CONVOY is a good addition to Osprey's popular 'Duel' series. Recommended. 12 people found this helpful. Helpful. 0 Comment.

On August 10, , a selected crew flew the prototype non-stop from Berlin to New York, a distance of 6,km 4, miles , in just under 25 hours. Having set the transatlantic record, the prototype was sent on a round-the-world flight via Basra, Karachi, Hanoi and Tokyo, in November Emperor Hirohito of Japan personally met the crew and the Japanese were very impressed by the V1. However, when continuing on to Manila, the crew made a mistake with the fuel pumping system that caused the aircraft to ditch offshore. Despite the loss of the prototype and indications that this finicky aircraft was quite fragile, Tank had impressed the world with his Condor. Converting this technological marvel into a profitable airliner proved to be more difficult than Lufthansa had realized. Since an Fw cost almost three times as much as a Ju 52, the airline decided to order only three of them in and four more in The Condors were used on trial flights to Brazil and West Africa in , further demonstrating the long-range capabilities of the aircraft, but these flights served more as a propaganda stunt than as a demonstration of the viability of a commercial passenger service. In order to keep the production line open and hopefully recoup its development costs, Focke-Wulf sought to export the Condor and sold two planes each to Denmark, Finland and Brazil. The Imperial Japanese Navy was also interested in using the Condor as a maritime patrol bomber and asked Focke-Wulf to develop a military version. The V10 was equipped with cameras and five light machine guns but had no provision for carrying bombs. Lufthansa was forced to suspend most of its long-distance international flights, but kept a few civilian Condors serving the routes to Rome, Madrid and Stockholm. Staffel of KGrzbV for use as transports. Although British Intelligence was convinced that the Luftwaffe was using Lufthansa as a test bed to covertly develop long-range bombers, the Luftwaffe leadership had no interest in the Fw as a military aircraft prior to World War II. The Luftwaffe had begun developing the Do 19 and Ju 89 four-engined heavy bombers in , but as they proved to be too expensive, both these projects were cancelled after just a few prototypes had been built. Subsequently the Luftwaffe leadership saw the Ju 86B passenger airliner as having potential use as a bomber and encouraged Lufthansa to order five of them. The Fw , however, was considered to be more a propaganda device than a potential weapon. Not expecting an imminent outbreak of war, the RLM had placed an order with Heinkel in early for the He , believing this would provide a long-range bomber for the Luftwaffe. The He could carry 1,kg of bombs over a distance of 6,km 4, miles , which far exceeded the capabilities of militarized versions of civilian airliners. Yet the aircraft would not make its first flight until November and would not be ready for operational use until â€”42 at best. Just before war broke out, the Luftwaffe realized that it needed some kind of offensive anti-shipping capability in case of hostilities with Great Britain, and Generalleutnant Hans Geisler, a former officer in the Imperial Navy, was ordered to begin forming the cadre of a new special-purpose unit. By pre-war agreement, the Kriegsmarine had no strike aircraft of its own and the Luftwaffe had been responsible for anti-shipping attacks. Fliegerkorps and it was tasked with attacking British warships and merchant ships in the North Sea. At first, Geisler had three bomber groups with medium-range He s and Ju 88s, but he had no long-range aircraft. Since the He bomber would not be ready for some time, Geisler ordered one of his staff officers, Hauptmann Edgar Petersen, to examine existing civilian airliners and determine if any would be suitable for use as auxiliary maritime patrol aircraft. Petersen initially looked at the Ju 90 passenger airliner, but only two had been completed before Junkers suspended the program. Once again energetic in promoting his design, Tank convinced Petersen that the six nearly completed Fw Bs intended for Japan could be converted into armed maritime patrol aircraft in just eight weeks and that more could be built in a matter of months. Petersen wrote a memorandum after his visit to Focke-Wulf, recommending that X. Fliegerkorps use armed Condors for both maritime reconnaissance and attacks on lone vessels. Petersen then found himself invited to Obersalzberg, where Hitler heard his briefing on the Fw and gave approval to set up the new unit. Even though the civilian version of the Fw was priced at more than , Reichsmarks, Kurt Tank was so desperate to land a contract with the Luftwaffe that he sold these first aircraft to the RLM for only

about ,RM each. Indeed, in Focke-Wulf only sold these eight Condors and six Fw reconnaissance planes to the Luftwaffe, compared to the hundreds of aircraft sold by Dornier, Junkers, and Heinkel. Bundesarchiv, Bild 13 14 Although some sources identify the V10 prototype as the genesis of the armed Condor, it was only equipped with defensive armament. In order to meet the X. This was no easy task since in contrast to purpose-built bombers, the Condor did not have either a bomb bay or a glazed nose for the bombardier. Starting with a standard Fw B, which was redesignated V11, Tank added a ventral gondola beneath the fuselage, which could carry a simple bombsight and two light machine guns. Rather than try to fit bombs internally, Tank installed hardpoints under the wings and outboard engine nacelles to carry a total of four kg bombs. He also added a small dorsal turret A-stand behind the cockpit and another dorsal MG 15 position B-stand further aft. By removing all the seats from the passenger area and replacing them with internal fuel tanks, he increased fuel capacity by 60 percent, which resulted in a combat radius of about 1,km. Overall weight of the aircraft was increased by about two tons, but Tank was in such a hurry to deliver the Fw C-0 to the Luftwaffe that he failed to strengthen the structure or examine the impact of carrying bombs and a heavy fuel load. The Fw C-0 was also significantly slower than the civilian passenger version. This staffel, which was redesignated as 1. The RLM waited until March 4, , to sign a series production contract with Focke-Wulf, which specified the construction of 38 Fw C-1 and C-2 models for a fixed price of ,RM each, minus weapons. At that point, Focke-Wulf began serial production of the Fw at the rate of four aircraft per month, a situation which remained in effect until By the start of the invasion of Norway in April , Petersen had a handful of operational Fw C-0 and C-1s, which he used to conduct long-range reconnaissance missions around Narvik and to harass British shipping. Most of the pre-production Fw C-0s that Tank had built so quickly suffered from cracks in their fuselage and wings, caused by the problems of overloading and a landing gear that could not handle rough airstrips. Furthermore, the defensive armament was quite weak and the lack of armor plate and self-sealing fuel tanks made the Fw extremely vulnerable to even light damage. Petersen remained convinced as to the potential of the Fw , but recommended that Focke-Wulf quickly develop more robust and better-armed Condors in order to carry the fight to the British at sea. Kurt Tank spent the next three years trying to upgrade the Condor, increasing its range, armament and protection, but was never able to escape the fact that the basic design was poorly suited for a demanding combat environment. The pdr had entered Royal Navy service back in as its first purpose-built AA gun, but it was a manually operated weapon with a low rate of fire. At the low end of the spectrum, the. Pre-war estimates suggested that perhaps ten percent of the rounds fired might hit an approaching aircraft, so the Royal Navy was satisfied with installing just one AA gun mount on most of its escorts. However, British pre-war anti-aircraft tactics relied on the obsolete method of curtain fire â€" massing fire in a barrier between the ship and aircraft â€" rather than trying to actually strike the incoming aircraft. In reality, existing gun direction systems on British ships were incapable of tracking fast-moving targets at low level and the handful of AA guns on British escorts could not mass sufficient fire to protect a convoy that might stretch for miles. The Admiralty was aware that its anti-aircraft defenses were falling behind developments in aviation technology and in it began to look for a new weapon that could be used specifically on small escort warships and merchant ships. This elderly weapon had far too low a rate of fire to effectively deter lowlevel aircraft attacks. Note the dog next to the gun crew. Tracker escorted several convoys on the Halifax-toLiverpool run in late , and in March its fighters would shoot down three Condors. Imperial War Museum A 15 The Royal Navy set up several courses to teach merchant sailors how to use elderly weapons like these Lewis and Hotchkiss machine guns for anti-aircraft defense of their ships. Britain had more than 50, of these weapons in stock and oftentimes these were the only shipboard defense against Condor attacks in â€" Imperial War Museum A 16 the Royal Navy initially rejected it as too complicated and expensive to manufacture. It was not until after war broke out in September that the Admiralty changed its mind and ordered a prototype from Oerlikon. About Oerlikon guns were purchased before the fall of France in June cut off all further imports from Switzerland. The British succeeded in getting the design for the weapon, but failed to assign it high priority so production did not begin in Britain until November Very few Oerlikons were at sea during the critical period of â€"41 however, and the Navy allocated the majority to defense of the fleet rather than defense of convoys. Another excellent foreign-built AA weapon that emerged just before the

outbreak of war was the Swedish 40mm Bofors. As with the Oerlikon, the Bofors went to arm capital ships first and did not begin to reach escorts or merchant ships until â€" This would provide surplus naval armament to civilian vessels to protect themselves against both U-boat and air attack. As originally envisaged, the DEMS program recommended equipping each British merchant ship with one low-angle medium-caliber gun between 76mm and mm , one pdr anti-aircraft gun and one or more AAMGs. However, given that there were more than 1, ocean-going vessels in the British Mercantile Marine and just of the pdr guns in naval stocks, DEMS lacked the resources to arm even half the merchant fleet to minimum standard. Exacerbating the weapon shortage, the Royal Navy decided to requisition 54 civilian vessels at the outset of the war for conversion into Armed Merchant Cruisers AMCs , each armed with six to eight mm guns and two pdr AA guns. The Admiralty concentrated its efforts through the winter months of â€"40 on equipping these AMCs, which were primarily intended for defense against surfaced U-boats and surface raiders. As a result, fielding the AMCs diverted a large number of weapons and trained gun crews into vessels that generally proved ill suited as convoy escorts. The Royal Navy trained some merchant sailors to act as gun crews and provided naval personnel to form cadres on larger civilian vessels, but prioritizing the AMCs delayed any significant improvements in merchant ship defenses until well into However when France fell abruptly in June , British merchant convoys suddenly began to come under low-level Luftwaffe air attack, not just in coastal waters but even to the west of Ireland, and very few vessels had any kind of defense against them. In desperation, the Admiralty sought ad hoc measures to accelerate the DEMS program and provide some degree of self-protection against air attack for every ship in a convoy. By the start of the Condor attacks against individual ships in July , most merchantmen were fortunate if they had an elderly Lewis or Hotchkiss light machine gun, even though these weapons offered little chance of shooting down a fast-moving target. The Admiralty strengthened DEMS by establishing a special school for teaching anti-aircraft gunnery to merchant sailors, and added more Royal Navy sailors and Royal Marines to act as gun crews on convoys. The Royal Canadian Navy also made great efforts to improve training for merchant gun crews, but most of these efforts would not begin to pay off until late or early Aggravating the problems caused by the dearth of effective anti-aircraft weapons, trained gun crews and appropriate tactics, the air defense of British convoys was seriously undermined by the lack of adequate early warning of enemy air attack. The Royal Navy had given little priority to developing air surveillance radar before the war and had only installed an experimental set on a minesweeper in early An order was placed to equip 38 more ships, but then only battleships and cruisers, as the emphasis was placed on fleet, not convoy, defense. The Royal Navy slowed down the introduction of radar into the fleet by mandating that only new-build ships or ships in long-term repair would receive the Type 79Y, which ensured that few vessels were equipped before mid He would then only have about seven seconds before the Condor was within bombing range. The Oerlikon had a round drum full of HE-T or HEI-T ammunition and the tracer rounds gave the gunner a good ability to determine if he was actually hitting the target. The Condor comes into range around m out The gunner opens fire with tracer rounds Type 79Y had a fairly narrow beam and could only detect aircraft flying at just over 6,m 19,ft out to km 95 miles. Throughout most of â€"41, Allied convoys had little or no radar warning of low-level Condor attacks. It was not until the introduction of the improved Type and Type radar in late that smaller warships began to receive some form of early warning, and by even the ubiquitous Flower class corvettes were receiving radar. Once the convoy escorts were adequately equipped with radar in â€"43, the Condors lost their main advantage of surprise. However once war began, it quickly became obvious that the RAF would not be able to protect distant convoys at sea from air attack and that shipboard defenses were inadequate. In particular, the long-range Fw Condors were able to strike convoys with near-impunity in areas well beyond range of landbased RAF fighters. Imperial War Museum CH a number of possible emergency measures for deterring Condor attacks, including the use of expendable aircraft launched from merchant ships. The ability of the British services to cooperate, unlike the Germans, was decisive in their eventual success in the duel between Condors and convoys. Hurricanes were loaded onto the ship using cranes, and each CAM ship had two fighters, with one ready to launch and the other on deck. The catapult was angled toward the starboard bow and the fighter sat atop a trolley that was propelled forward by a series of 3-inch rockets. Instead of using the higher-performance Hurricane fighter, these two ships carried one

Fairey Fulmar fighter each, which were the absolute weight limit that the catapults could launch. Pegasus was converted quickly in December , but Springbank was not ready until May Nevertheless, the Admiralty realized that it needed a better launching mechanism and tasked the research unit at the Royal Aircraft Establishment at Farnborough with developing an alternative. In a remarkable piece of wartime improvisation, the engineers at Farnborough built a prototype rocket catapult that could launch a Hurricane from a 23m 75ft rail.

Chapter 5 : Fw Condor vs Atlantic Convoy , Robert Forczyk

After the fall of France in , Germany attempted to strangle Britain into submission by attacking the Atlantic Convoys, which brought much need supplies and war materiel from the USA and Canada.

As the war in the Atlantic heated up in , an ad hoc Luftwaffe Kampfgeschwader was created. Flying in a converted airliner, the Fw , the group became the scourge of the Atlantic. Faced with mounting losses, the British responded with improved anti-aircraft guns, fighter aircraft based on merchant ships, and escort carriers. These solutions mitigated the problem and established air superiority in the convoy routes approaching Britain and the Mediterranean Sea. Developed as an airliner, the four-engine Condor filled a gap in the Luftwaffe inventory. It was the only aircraft available to both track and attack convoys south, west, and north of the British Isles. Unfortunately, it could not shed its civilian pedigree and despite its fearsome reputation, it never lived up to its potential. Concentrating on the U-Boat menace, the British were slow to catch on to the threat from the Condors. After a slow start, by husbanding the number of Fw s, the Germans managed to increase their sortie rate, catching the British unprepared. Given that the theme of the series is a duel between German and British assets, the first part of the narrative concentrates on anti-aircraft defenses. Unfortunately, British anti-aircraft weapons were unable to effectively counter the Condor and the ones that could, the 20 mm Oerlikon cannon, were only available in small numbers. Despite mounting more weapons on ships and making attacks more difficult, it was a less than perfect solution. To even the odds in this duel, the only effective counter measure was a mixture of land-based aircraft from RAF coastal command and British ingenuity. Coastal Command was slow to respond and it was not until late and beyond that they could counter the Condor. In the meantime, the British responded to this threat by putting planes over convoys. With the advent of CAM Catapult Aircraft Merchant and escort carriers, even though they were stop gap measures, proved effective in keeping Condors away from Convoys. In the final analysis, despite sinking 93 ships and damaging 73 others, the Condor was less of a threat than U Boats and other Luftwaffe air assets. One is left thinking that despite its fearsome reputation, even after 65 years, the Condor was a brief episode in the bitter struggle that was the battle of the Atlantic. This little book does a fair job of putting the Condor it the context of the struggle between the Germans and the Allies in contesting the Atlantic. For a more in-depth look at Luftwaffe anti-ship operations, it might be helpful to take a look at the two volume Ian Allen series, Sea Eagles, Luftwaffe Anti-Shipping units. For more information, please visit their web site at www.

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Chapter 6 : Fw Condor Vs Atlantic Convoy | Download eBook PDF/EPUB

FW Condor vs Atlantic Convoy by Robert Forczyk, Osprey Publishing, Oxford, England, , $ Up to now, the formula behind Osprey's successful series of "Duel" books has usually been to compare two contemporary opposing aircraft, warships or armored fighting vehicles.

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Chapter 7 : Focke-Wulf Fw Condor - Wikipedia

Additional resources for Fw Condor vs Atlantic Convoy: Example text On November 9, another KG 40 Condor found the 26,ton liner Empress of Japan km (miles) west of Ireland and executed a perfect low-level attack from astern.

Chapter 8 : Fw Condor vs Atlantic Convoy: by Robert Forczyk PDF - Starfish Travel Book Archive

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The popular 'duel' series takes a look at a brief, but important phase of the battle of the Atlantic - the Focke Wulf (Fw) vs. the convoy. As the war in the Atlantic heated up in , an ad hoc Luftwaffe Kampfgeschwader was created.