



Vintage Aeroplane Europe, ApS

Focke-Wulf F44J Stieglitz, OH-SZJ, sn 2927

The rarest of the WWII Trainers!



Less than 20 hours since a thorough, ground up restoration, including original Siemens SH-14 engine.

The USA had the Stearman, the Brits had the Tiger Moth, and the Germans? They had the Focke-Wulf FW44 Stieglitz, and they are as rare as rocking horse dung, as they say in the RAF.

“It’s a fantastically well balanced and delightful aircraft to fly”, according to historic aviator Mikael Carlson (www.aerodrome.se), “not at all heavy on the controls like the Stearman, or fragile and underpowered like the Tiger, the Stieglitz is German engineered for aerobatics and initial flight training.”





TYPE DESIGN

According to IPMS Stockholm, the FW-44 was one of the more successful pre-war Luftwaffe trainer aircraft. The design was partly the work of a new chief designer at the Focke-Wulf factory - Dipl.-Ing. Kurt Tank. Tank was by then only 33-years old but had already a considerable share of experience from his previous employment at Rohrbach.

The new trainer aircraft was a two-seat biplane of classic construction, powered by a Siemens Sh 14a 7-cylinder radial engine. The prototype first flew in August 1932. Flight trials were conducted personally by Kurt Tank - a commendable habit which he maintained even with his later (and greater) aircraft despite being officially forbidden to do so.

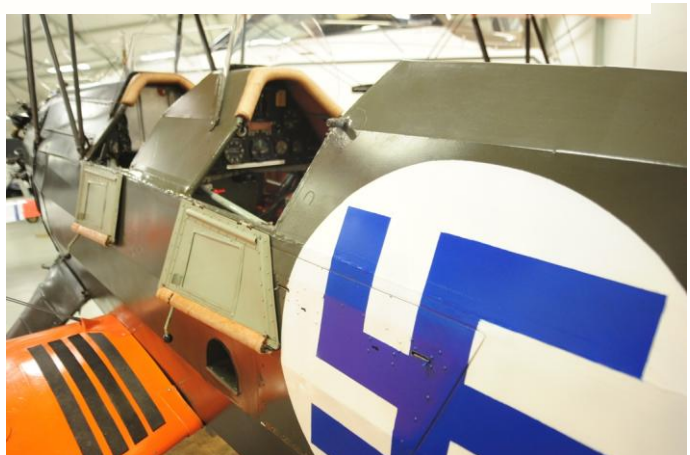
The Fw 44 turned out to be a very successful aircraft, with fine harmony of control, great maneuverability and full aerobatic capabilities, which also made it famous in the contemporary aviation world. It was used in international aerial displays by pilots like Ernst Udet, Gerd Achgelis and Emil Kopf. The Fw 44 was not only used in Germany, but also in Rumania, Sweden, Finland, Argentina, Chile, Brazil, Bulgaria, Czechoslovakia, China and Turkey.

In Luftwaffe, the Stieglitz soldiered until the end of the World War II - mainly as trainer aircraft in the many *Flugzeugführerschulen*.

A small but interesting chapter in the history of Fw 44 is that it also served as a basis for the World's first practical... helicopter. When Prof. Focke went on to build the first full-size prototype of the helicopter which was later to become Fw 61, he opted to rely on proven airframe. A Fw 44 was cannibalised for the purpose, lending its fuselage

AIRFRAME:

This FW-44 has been completely rebuilt and recertified in 2009. The fully documented scope of the work included a complete tear-down to basic frame, overhaul, recover in Stitts Polyfiber and painting in its original 1930s Finish Air Force colors and markings.





At present, the aircraft has less than 20 hours since complete restoration.

The total airframe time is 4457 hours.

Note that the blue swastika emblem is the original roundel of the Finish Air Force and both pre-dates and has no connections with the Nazi regime. The color and markings are period correct for the aircraft.

POWERPLANT:

This aircraft features an original Siemens-Halske SH14 engine that has only 20 hours since tear-down and overhaul to better than new condition. Many hard to find and well worn parts were replaced with new parts that were custom manufactured from more durable modern materials and certified by Finish authorities.



The propeller is also custom manufactured for the engine/airframe combination and has less than 20 hours since new.

A polished front exhaust ring and a new shielded ignition completes this installation.

COCKPITS

The cockpits have been refurbished to retain the original period instruments. All placards and marking are in the original Finish language. Instrument scales are, of course, in metric measures, as you would expect on an aircraft of this pedigree.



**LOCATION:**

The aircraft is presently located in Finland and may be test flown and inspected there. The price quoted includes disassembly, shipping, reassembly and certification in the USA in the Experimental Exhibition category.

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