



# JU 87B/R STUKA

In the 1930s, Germany began to secretly rebuild its military forces, which had been banned after the end of World War I. Junkers Flugzeugwerke began design work in 1933 that would ultimately lead to the JU-87 Stuka. At the time, the Stuka featured many cutting edge technologies. It was an unbraced monoplane with enclosed cockpit, completely cowled engine and dive brakes. It also carried vestiges of the previous generations, namely the fixed and spatted landing gear, which hampered performance and would lead to severe losses in later years. On September 17, 1935, the prototype Stuka completed its maiden flight. Powered by a British Rolls-Royce Kestrel engine, the twin tailed V1 crashed in a test dive, killing the crew. A German Junkers Jumo 210 engine, a single tail unit, and airbrakes were fitted to the second prototype and flight testing resumed. Many refinements were incorporated as testing progressed, including an automatic dive bombing system that released the bomb and pulled the aircraft out of its dive at a preset altitude, as the high G-forces involved sometimes led to pilots blacking out and not pulling out in time. The fuselage mounted main bomb was mounted on a crutch that swung down to clear the bomb of the airplane, so that it would not hit the propeller upon release.

In early 1937, the Ju-87A saw its first action in the Spanish Civil War, where it proved to be a terrifying psychological as well as military weapon. The Ju-87B followed shortly afterwards, and was fitted with the much more powerful fuel-injected Jumo 211 engine. The cowling, tail, and landing gear fairings were refined, resulting in load carrying and performance improvements. A pair of sirens could be fitted to the gearlegs, which produced a frightening wail when the Stuka dived on its target. By 1940, the Ju-87's performance was sadly lacking, and the Stuka squadrons were decimated in their first encounters with British Hurricanes and Spitfires. It became apparent that the Stukas would require heavy fighter support and even then would be vulnerable due to its slow speed. They Ju-87s were withdrawn from combat use over England, but soon found new life in missions over the Mediterranean, North Africa, and Russia. With the additions of two 300 liter droptanks, the R model Stuka had sufficient range to be useful in the anti-shipping role.

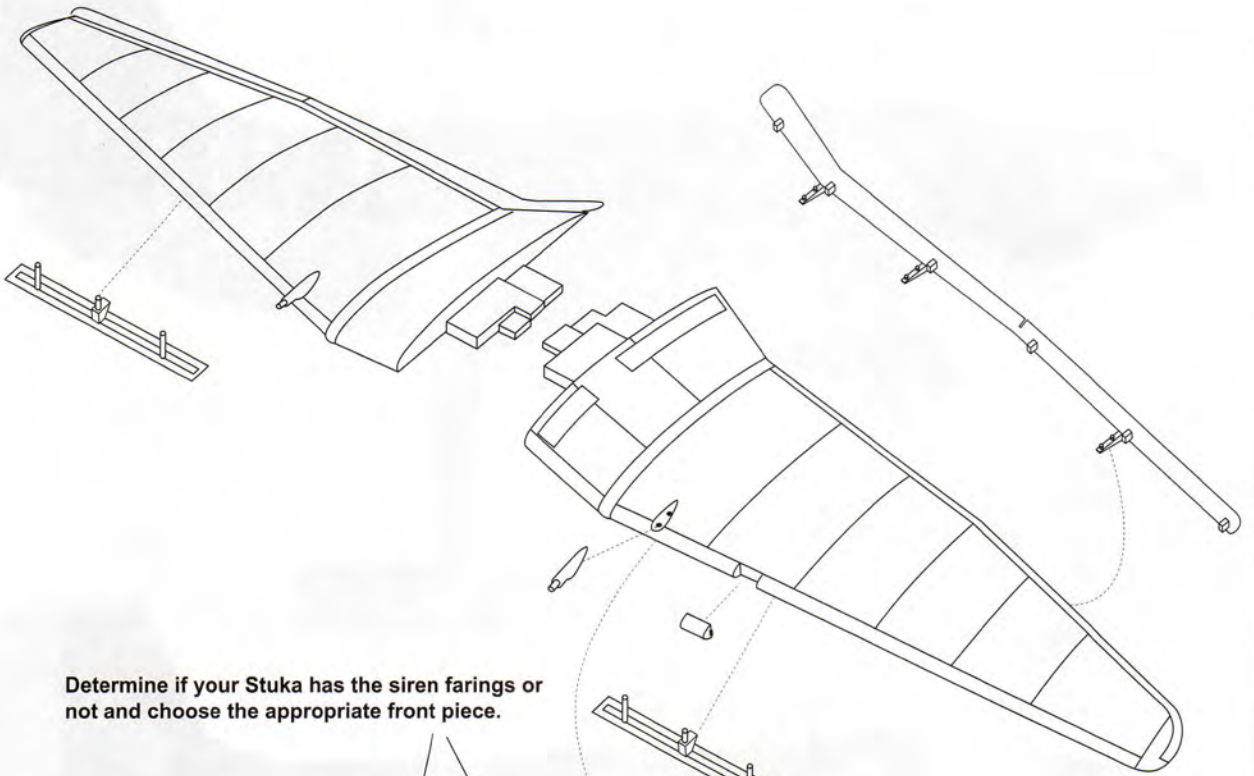
The Ju-87B had a wingspan of just over 45 feet 3 inches and a length of 36 feet 3 inches. Its liquid cooled 1200 hp Jumo 211 gave it a top speed of 240 mph, compared to 355 mph for the Spitfire Mk I. The Stuka had a crew of two; one pilot and a radio operator/gunner. It was capable of carrying up to 2,205 lbs of bombs, and had two fixed 7.92 Mg 17 machine guns in the wings and a rearward firing 7.92mm Mg 15 machine gun in a ball mount in the rear cockpit. The name Stuka is a shortened version of Sturzkampfflugzeug, which literally translates to 'dive bomber airplane'. Although this name applied to any dive bomber, it became synonymous with the Ju-87. The image of the Stuka screaming earthward in a near vertical dive with bombs falling away has become an iconic image of WWII.

The Stuka, despite many improvements and modifications, remained hopelessly obsolete and outclassed. Yet the Ju-87 remained highly effective and served with distinction until the final days of WWII.

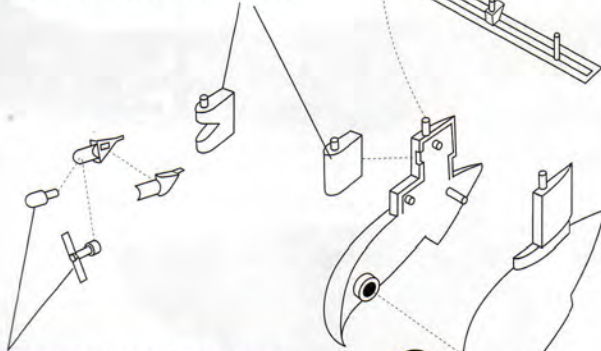
**21st**  
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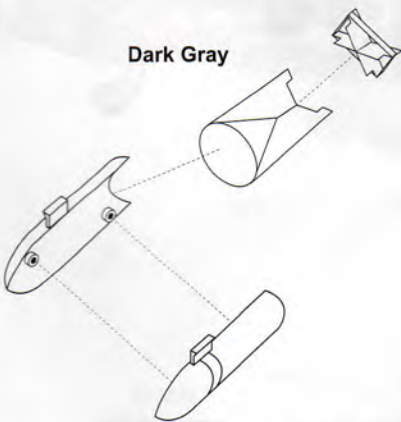
Determine if your Stuka has the siren farings or not and choose the appropriate front piece.



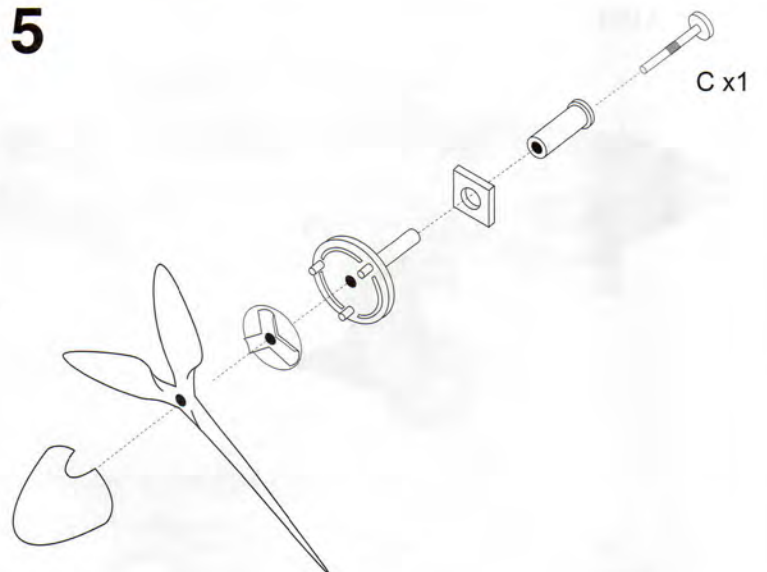
Use either capped end or propeller for siren faring.



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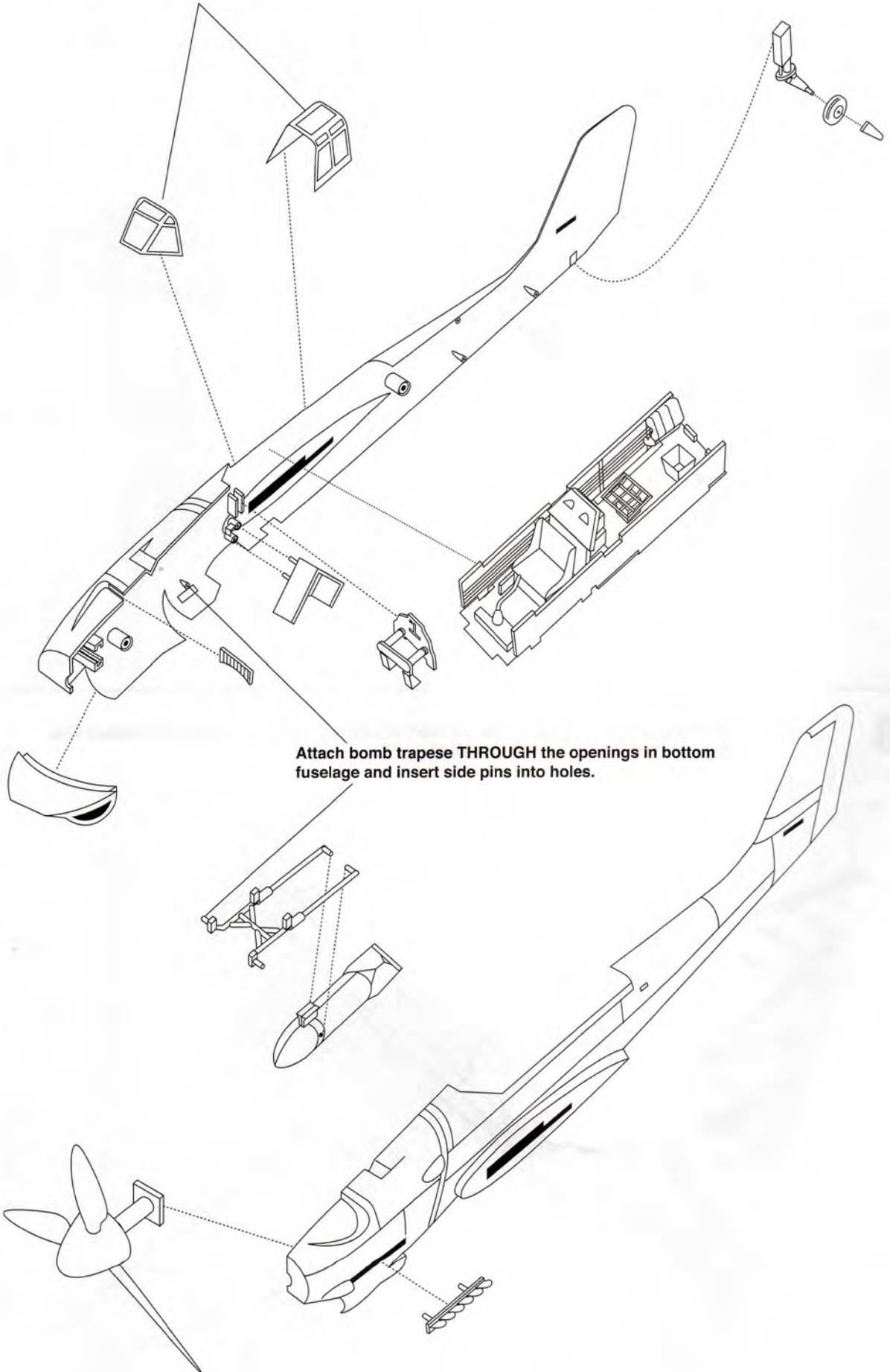


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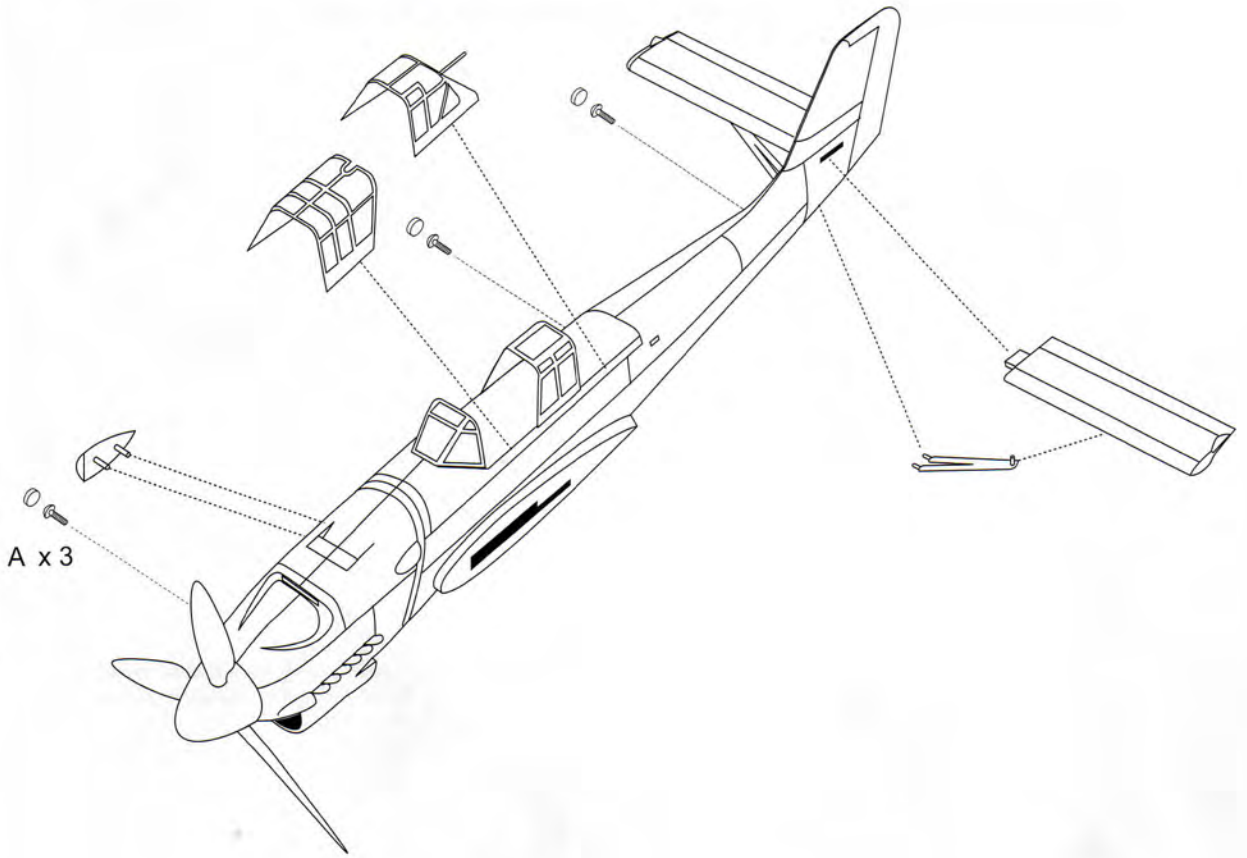


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Apply these two canopy sections when assembling the fuselage halves. The other sections are attached AFTER the fuselage is completed.

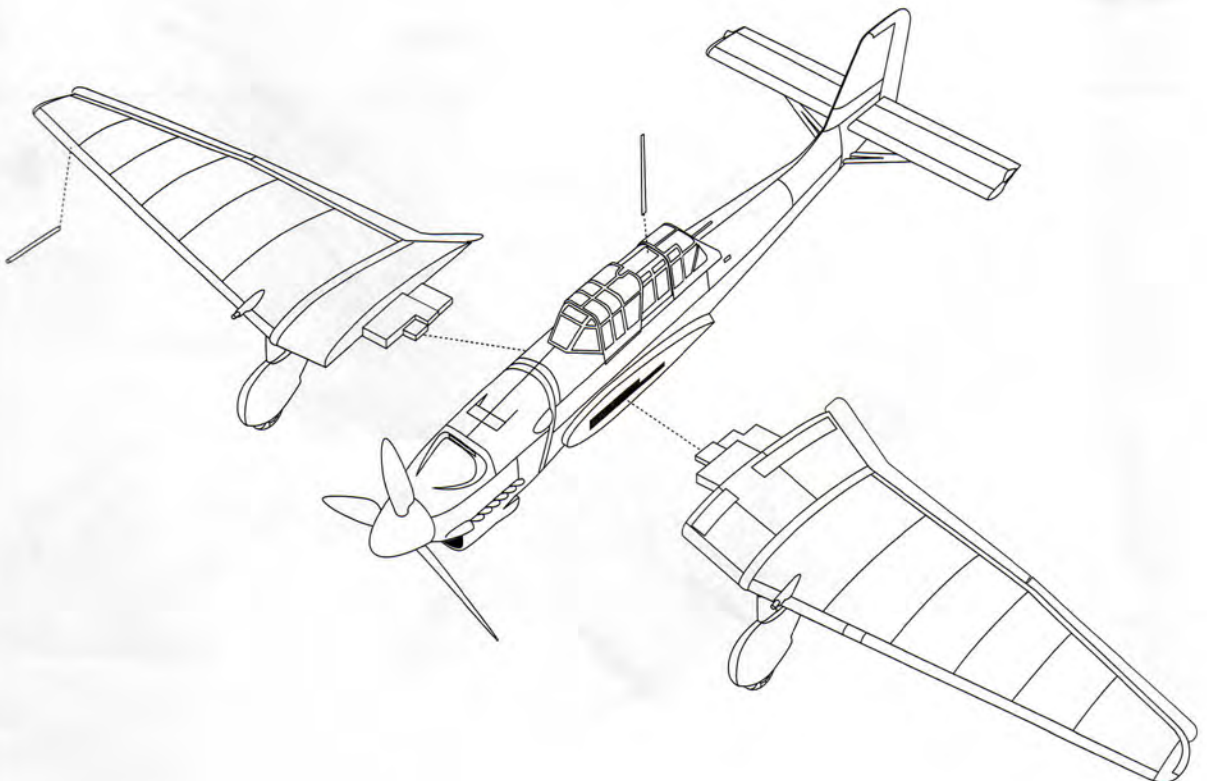


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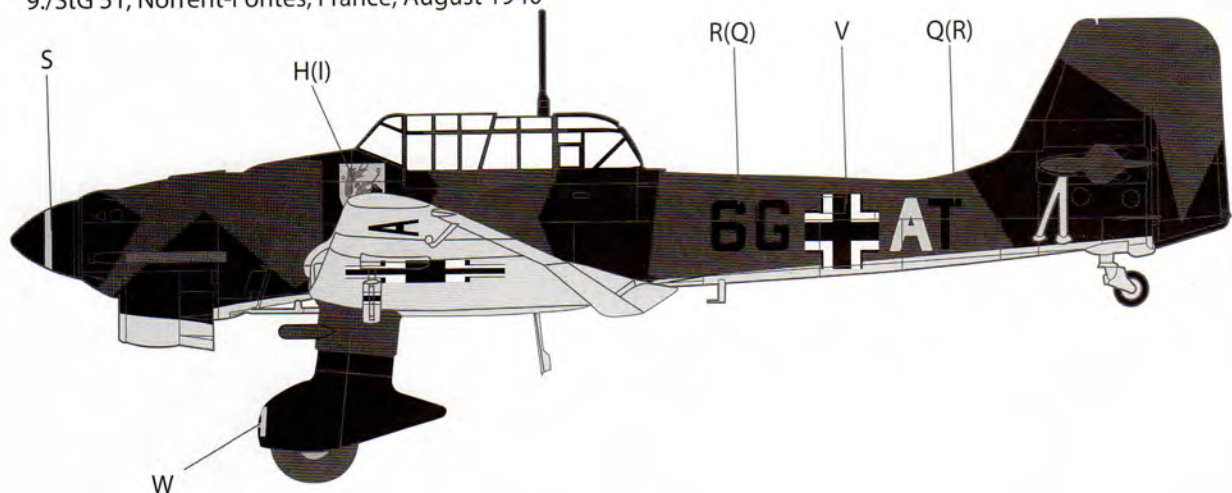


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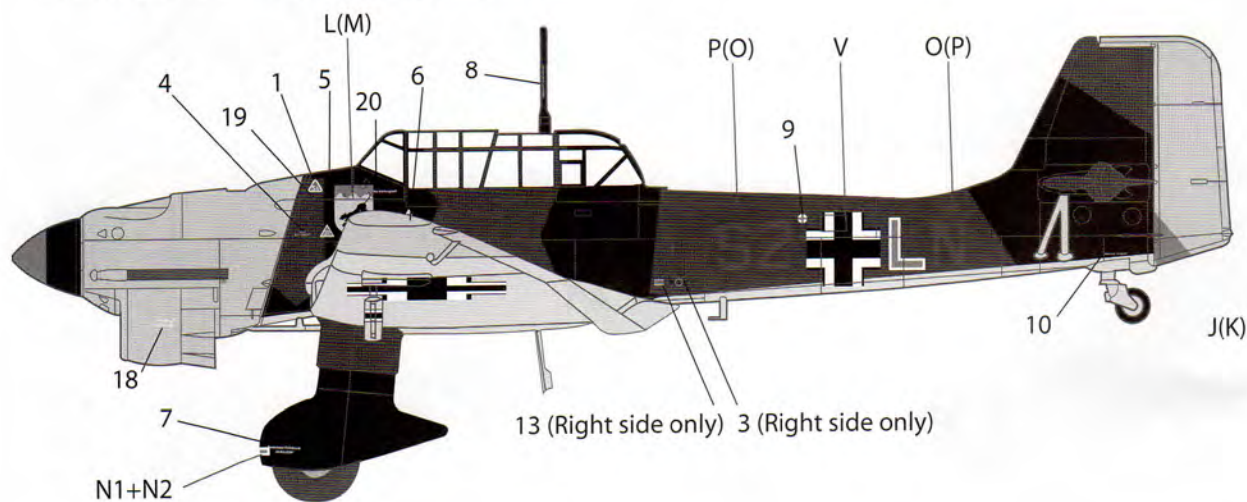
Insert wings into the fuselage. Do not insert at an angle, but rather apply force straight side-to-side to lock wings together in position.



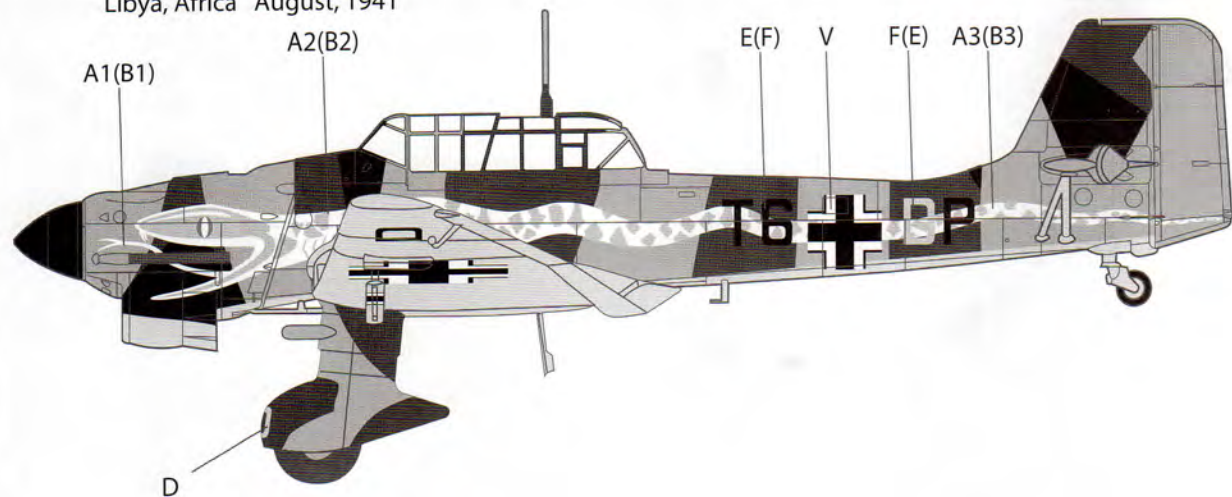
Ju-87B-2 Stuka Pilot: Unknown  
 9./StG 51, Norrent-Fontes, France, August 1940




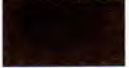




Ju-87B-2 Stuka Pilot: Unknown  
 5./StG 77, Graz-Thalerhof, Austria, Spring 1941

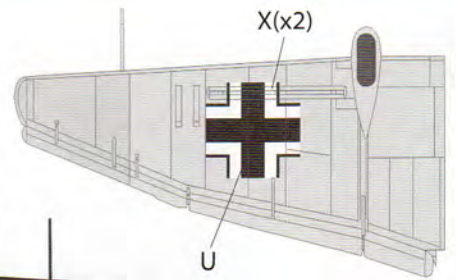
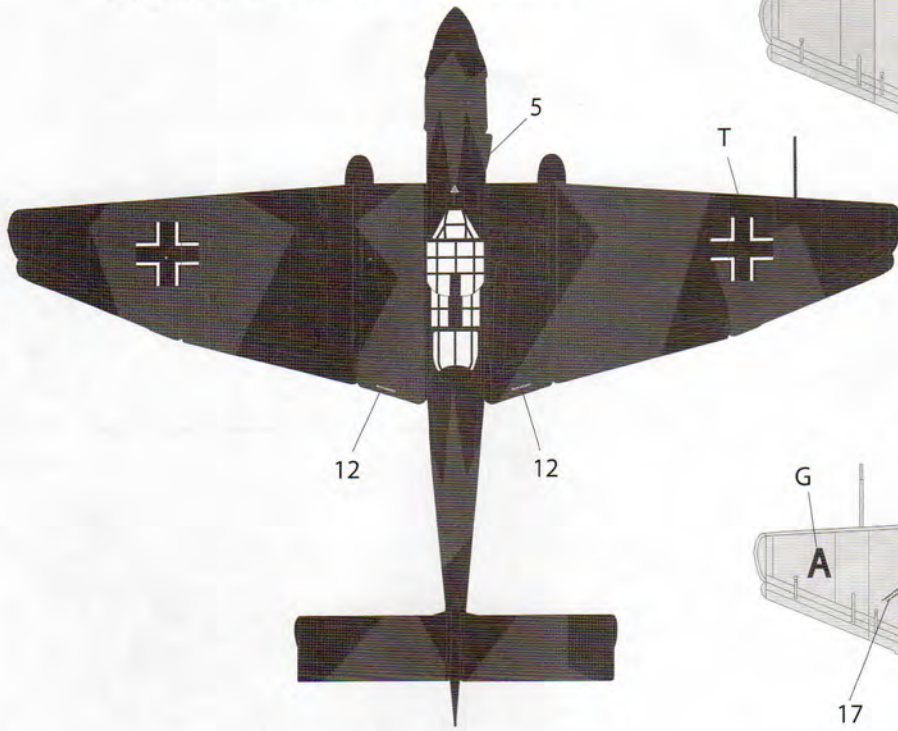


Ju-87B Stuka Pilot: Lt. Hubert Polz  
 6./Stuka Geschwader 2  
 Libya, Africa August, 1941

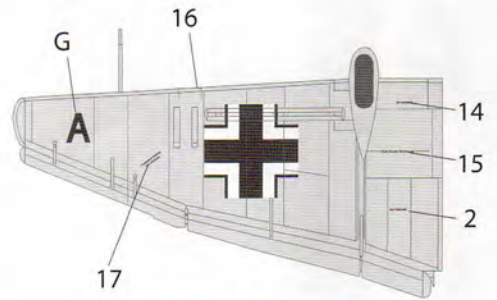


RLM 02	RLM 04	RLM 65	RLM 70	RLM 71	RLM 79
					
Model Master 2071 Polly Scale F505075	Model Master 2072 Polly Scale F505017	Model Master 2078 Polly scale F505051	Model Master 2080 Polly Scale F505055	Model Master 2081 Polly scale F505056	Model Master 2088 Polly Scale F505320

Top view camo pattern for S2+LN and 6G+AT

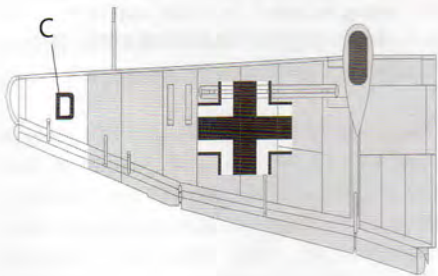
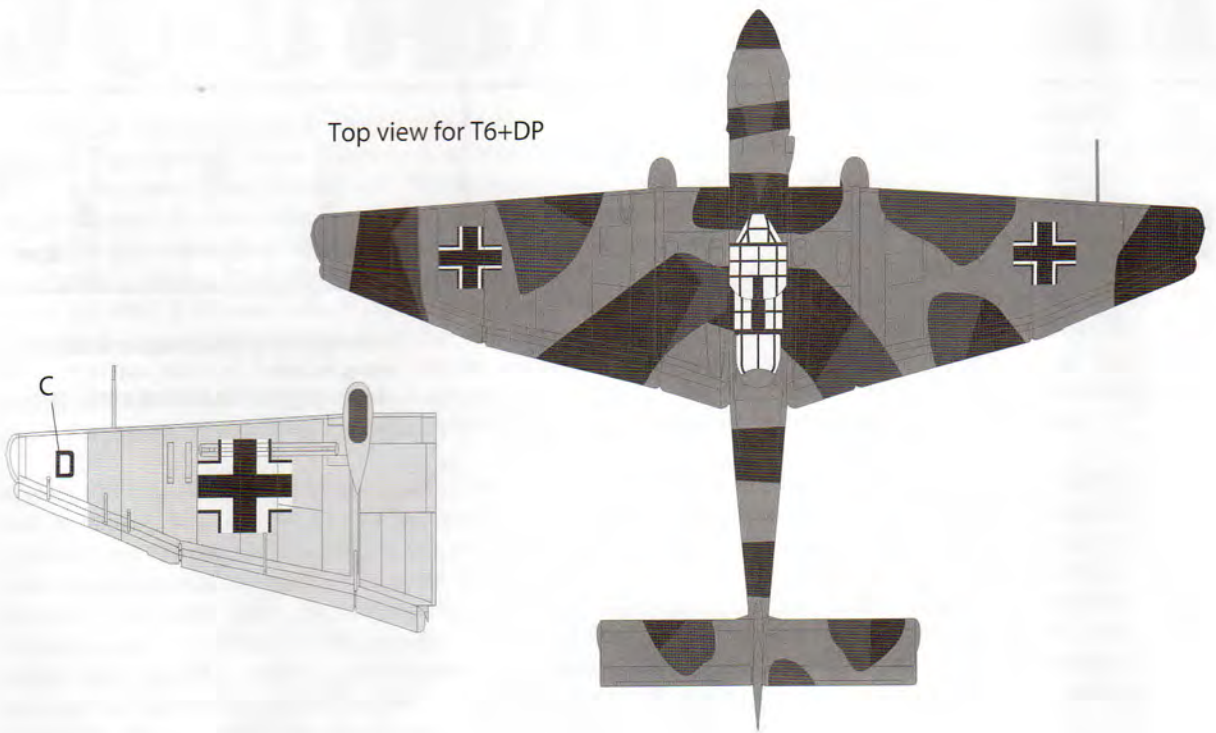


Bottom view for S2+LN



Bottom view for 6G+AT

Top view for T6+DP



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