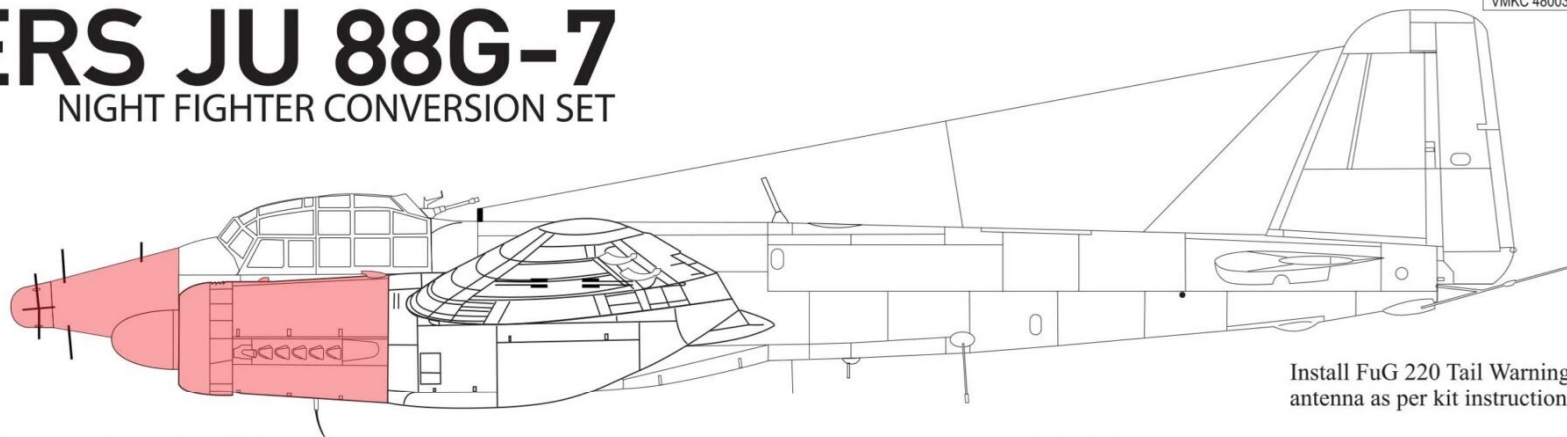




JUNKERS JU 88G-7

NIGHT FIGHTER CONVERSION SET

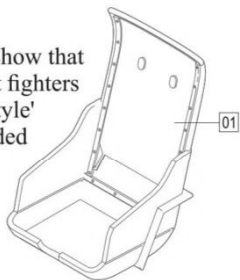
VMKC 48003



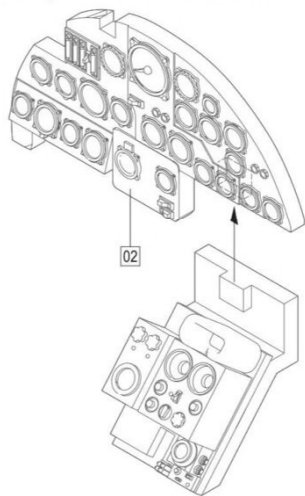
Install FuG 220 Tail Warning antenna as per kit instructions

COCKPIT

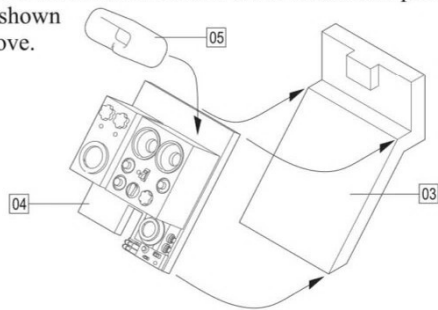
1 Armoured seat. References show that some late variant Ju 88 night fighters were equipped with a 'short-style' armoured seat. This is provided as an alternative. Carefully remove the part from the casting block and install in place.



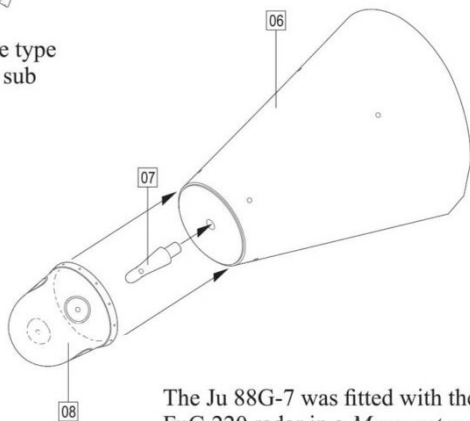
2 Instrument Panel and Radar Console. A late type instrument panel (found on the G-1 to G-6 sub variants) is included in the kit.



3 Also included is a detailed radar console for the FuG 220 system. Assemble the parts as indicated below; attach the finished console to the instrument panel as shown above.



NOSE SECTION



The Ju 88G-7 was fitted with the FuG 220 radar in a *Morgenstern* antenna array. The antennas were attached as 'X-elements on a central mast', and covered with a streamlined plywood nose cone with a plexiglass dome tip. In this configuration, the FuG 350z Naxos homing device was relocated from the cockpit roof to inside the nose cone.

Carefully remove the parts from the casting block and glue them into position. Use scratch metal rods to simulate the protruding antenna dipoles.

VMKC wishes to thank Steve McCready and John McIlmurray for their invaluable assistance in the development of this conversion set.

NOTE: In an unexplained anomaly, photographs of one of the first known new production G-7's, WNr. 240125, show that it did not conform to the specification having the FuG 220 installed in the conventional 'antler' array and with the Naxos 350z mounted on the cockpit roof as per the G-6 configuration. WNr. 240125 is one of the options provided for.

2 The Ju 88G-7 featured the same annular radiators and intake design as the Focke Wulf Ta 152H. The Jumo 213E installation also incorporated 'fish-tail' exhaust stubs for flash suppression, a feature not seen on earlier models. The fortunate availability of the factory drawings has enabled us to accurately reproduce these details for the first time.

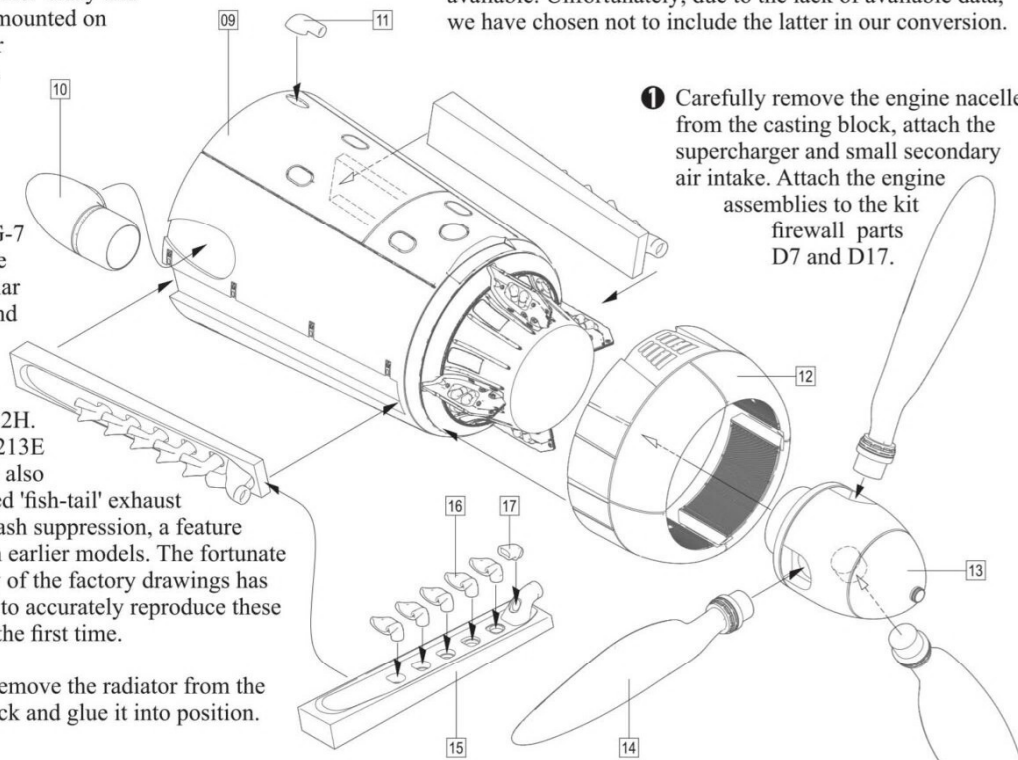
Carefully remove the radiator from the casting block and glue it into position.

3 Carefully assemble the VS9 blades with the spinner/hub using a slow curing super glue in order to set them at the correct angle. Align propeller assembly and attach it to air intake.

ENGINES

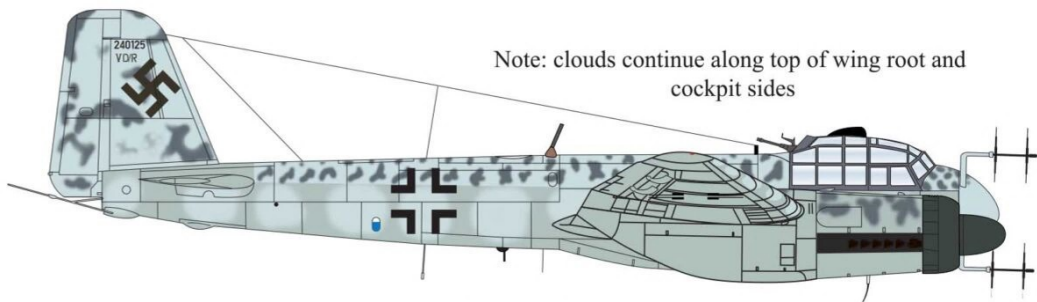
The Ju 88G-7 was powered by a pair of Jumo 213E engines, each producing 1750HP and driving the broad three-bladed VS9 propellers. The G-7 was also specified with four-bladed VS19 propellers, which were planned to be fitted when available. Unfortunately, due to the lack of available data, we have chosen not to include the latter in our conversion.

1 Carefully remove the engine nacelle from the casting block, attach the supercharger and small secondary air intake. Attach the engine assemblies to the kit firewall parts D7 and D17.



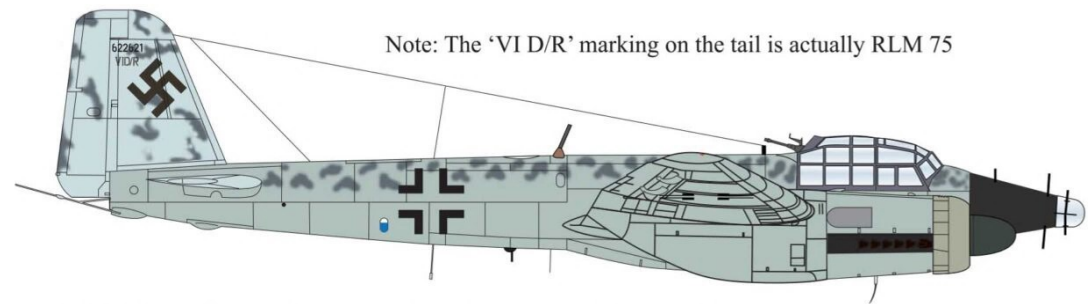
4 Assemble the exhaust stubs in the exhaust support panels, taking care with the alignment of the stubs; attach finished assemblies to the nacelles.

DESIGNED FOR DRAGON/DML
1:48 JUNKERS JU 88G KITS



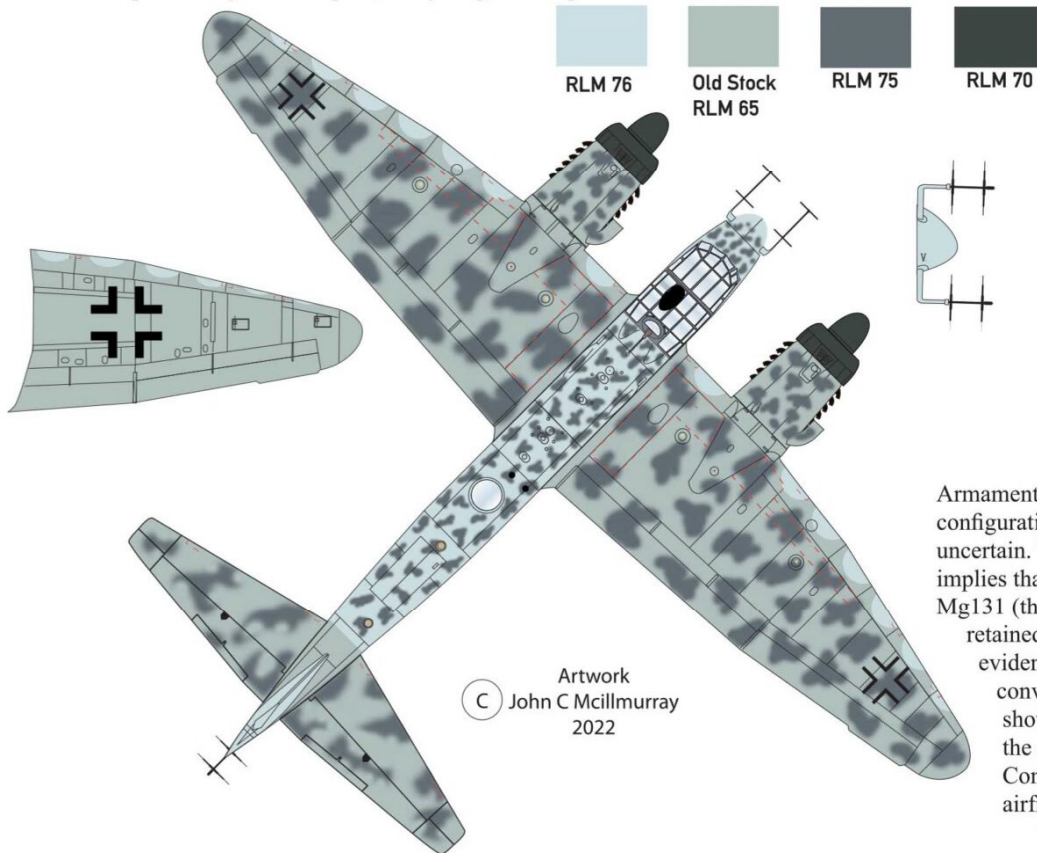
Note: clouds continue along top of wing root and cockpit sides

Ju 88 G-7 WNr. 240125 found at Bernburg without its main or tail planes, or FuG 220 SN2 receivers, or dipoles - awaiting final assembly. Aircraft is fitted with standard single 'B-stand' rear defence position as per G-1 and G-6 and is fitted with Naxos with its rubberised cover. This G-7 - like many G-10s in the Mistel program illustrates perfectly the need to use what paint stocks were at hand and so old stock RLM 65 (with its well documented chemical imbalance and green tint if unused for too long) has been used along with the much reduced cobalt RLM 76. As the old stock 65 was darker than required the darker paint has been broken up with clouds of cobalt reduced 76 which is also used on the spine with a hard edged demarcation line from the centre of the horizontal stabiliser to the corner of the RLM 75 canopy frame. Airframes with old stock 65 can often be recognised by the RLM 76 clouds also appearing along the leading edge of the wings. A burnt out G-7 at Bernburg had the radiator section of the engines in a very dark colour like RLM 70 - identical to that of Ju 388 K, DW+ZB - (obviously a sub-contracted part with only this paint at hand perhaps normally for just doing spinners?) and so this has been used to illustrate a 'finished' look. Ref: Captured Eagles Vol 1. p.56, 57 by Roger Gaemperle.



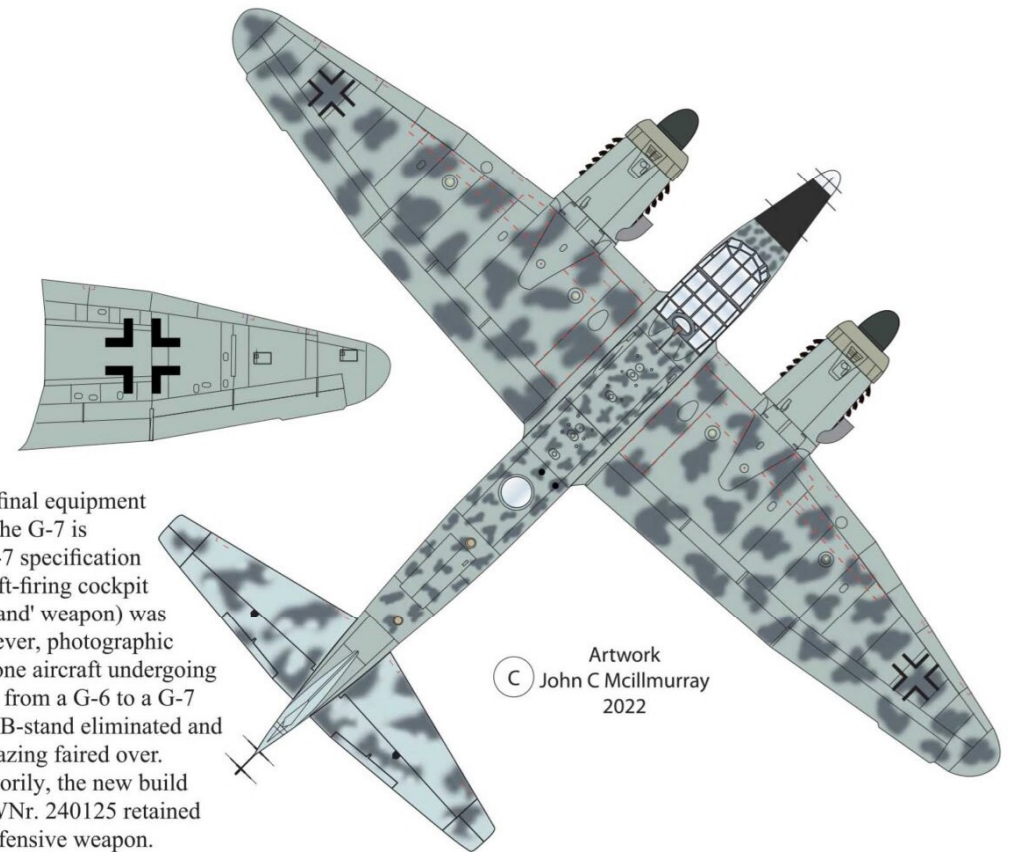
Note: The 'VI D/R' marking on the tail is actually RLM 75

Ju 88 G-6 WNr. 622621 - allocated to the G-7 program and found at Dessau. Only the rear fuselage and tail section are on view in photo and therefore the opportunity presents itself to apply the covered *Morgenstern* radar and unfinished engines as per another Dessau machine whose WNr. is sadly unknown. Fuselage is in the much darker old stock RLM 65 with its green tint. In this case cobalt reduced RLM 76 has not been used to lighten the look but the subcontracted tail assembly is in the cobalt reduced 76 leading to a very clear contrast. The radiator section appears to be in RLM 02 primer whilst the super-charger is still in natural metal. Ref: Ebay photo from US 3rd Armor Division album.



Artwork
© John C Mcillmurray
2022

Armament. The final equipment configuration of the G-7 is uncertain. The G-7 specification implies that the aft-firing cockpit Mg131 (the 'B-stand' weapon) was retained; however, photographic evidence of one aircraft undergoing conversion from a G-6 to a G-7 shows the B-stand eliminated and the rear glazing faired over. Contradictorily, the new build airframe WNr. 240125 retained this defensive weapon.



Artwork
© John C Mcillmurray
2022