

Junkers Ju 87B

STUKA

H-298-380-A

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LITHO IN U.S.A.

DEADLY – WHEN UNOPPOSED

One of the most frightening weapons used by the Germans in World War II was the *Junkers JU-87 Stuka* dive bomber. It was effective and deadly from the moment it first appeared, unopposed, on the war scene.

The *Stukas* were ugly, and carried sirens that screamed an unmistakable warning of doom as the planes plunged toward their targets, demoralizing the intended victims. Much of this terror was also due to the German propaganda machine that constantly hailed the *Stuka* as the supreme weapon.

DIVE BOMBING DEVELOPED

The *Stuka* first went into action during the Spanish Civil War in 1937. Here, with no air opposition, the techniques of dive bombing were developed. When the Germans invaded Poland, the *Stuka* proved effective in destroying tanks and communications, and in demoralizing troops. In fact, the *Stuka* played a greater role in this campaign than any other weapon. Again, during the Battle of France, the *Stuka* roamed the skies, its evil task unhindered by opposing aircraft.

OVERCONFIDENCE!

But these remarkable successes of the *Stuka* early in the war misled the Germans into believing it was their ultimate weapon — and invincible. Encouraged by the past performances of these dive bombers, the Luftwaffe sent swarms of *Stukas* over England as the Battle of Britain began. Now, when pitted against effective fighter opposition, the slow, under-armed, and unwieldy bomber itself became the victim. Suddenly the *Stuka* was a colossal failure, unable to strike its targets or even defend itself. So many *Stukas* were lost in the first six days of this Battle that the remainders of the shattered

squadrons were withdrawn. The *Stuka* was at last seen in its true light . . . a weapon only effective against a defenseless target! When air supremacy was denied the Luftwaffe, their "ultimate weapon" was useless.

WIDELY USED

On the Russian front, however, where the Germans had control of the air, the *Stukas* again cast their ugly shadows. Here they were used effectively against shipping and armored targets.

Germany provided *Stukas* for the Italians and they were operated throughout Italy. Other countries using the JU-87 were Rumania, Hungary, and Bulgaria. At one time, even the Japanese considered the plane as a possible weapon. Total number of JU-87's built was 4,881.

The *Stuka* was used throughout World War II, but never again with the effectiveness it enjoyed before its weaknesses were unveiled. Final versions of the JU-87 were designed as tank-busters and carried two 37-mm cannons instead of bombs.

Your Revell model of the *Junkers JU-87B* carries the marking of a *Stuka* operated by II/St.G2 in North Africa in 1941.

We are grateful to the Chicago Museum of Science and Industry for their assistance in developing this model.

JUNKERS JU-87B-2 STUKA SPECIFICATIONS

Dimensions:	Wingspan — 45 ft. 3¼ in. Length — 36 ft. 1 in.
Powerplant:	One Junkers Jumo 211D twelve cylinder liquid cooled engine of 1,100 hp
Performance:	Maximum speed — 232 mph at 13,000 ft. Range 370 miles
Armament:	Two fixed 7.9 mm machine guns in the wings. One 7.9 mm machine gun in rear cockpit. One 1,100 lb. bomb and four 110 lb. bombs.

★ ★ ★ BEFORE YOU BEGIN ★ ★ ★


RLM 85 71.106
RLM 76 71.257
RLM 62 71.104

GET YOUR TOOLS READY:

 <p>KNIFE TO DETACH AND TRIM PARTS FILE TO REMOVE EXCESS PLASTIC</p>	 <p>TWEEZERS TO PICK UP AND HOLD SMALL PARTS</p>	 <p>PAINT BRUSH TOO THICK TOOTH PICK</p>	 <p>CEMENT USE TOOTH PICK, PAINT BRUSH OR PIN TO APPLY IT</p>	 <p>TAPE TO CLAMP AND HOLD PARTS UNTIL THEY ARE DRY</p>	 <p>DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM! PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON TAB NEXT TO PART OR ON PART ITSELF.</p>
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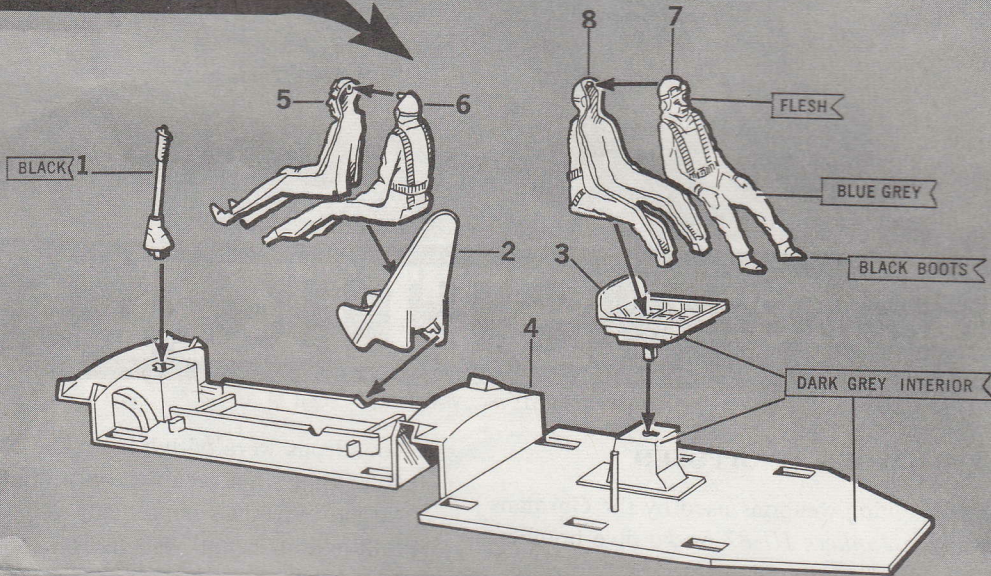
FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING FLAGS  for color suggestions.

- Paint small parts **before** detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.

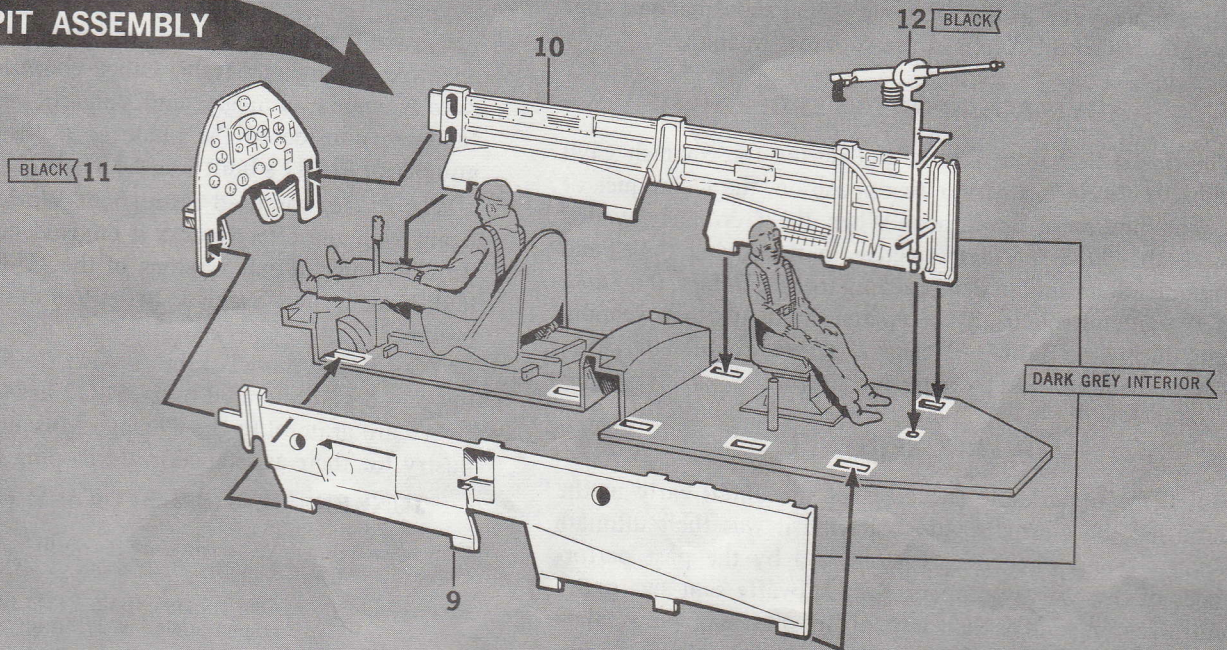
1 FLIGHT CREW ASSEMBLY



- 1 CONTROL STICK
- 2 PILOT'S SEAT
- 3 GUNNER'S SEAT
- 4 COCKPIT FLOOR
- 5 PILOT FRONT
- 6 PILOT BACK
- 7 GUNNER FRONT
- 8 GUNNER BACK

1. Cement CONTROL STICK PART (1), PILOT'S SEAT (2), and GUNNER'S SEAT (3) to COCKPIT FLOOR (4).
2. Cement the FRONT (5) and BACK (6) of PILOT and GUNNER (7) and (8) together. Cement figures to seats.

2 COCKPIT ASSEMBLY



- 9 COCKPIT SIDE LEFT
- 10 COCKPIT SIDE RIGHT
- 11 INSTRUMENT PANEL
- 12 MACHINE GUN

1. Cement COCKPIT SIDES LEFT (9) and RIGHT (10) to floor.
2. Cement INSTRUMENT PANEL (11) to sides.
3. Cement MACHINE GUN (12) to floor.

3 ENGINE ASSEMBLY

- 14 ENGINE RIGHT SIDE
- 15 ENGINE LEFT SIDE
- 13 PROPELLER SHAFT
- 16 COOLANT RADIATOR
- 17 SUPPORT STRUCTURE

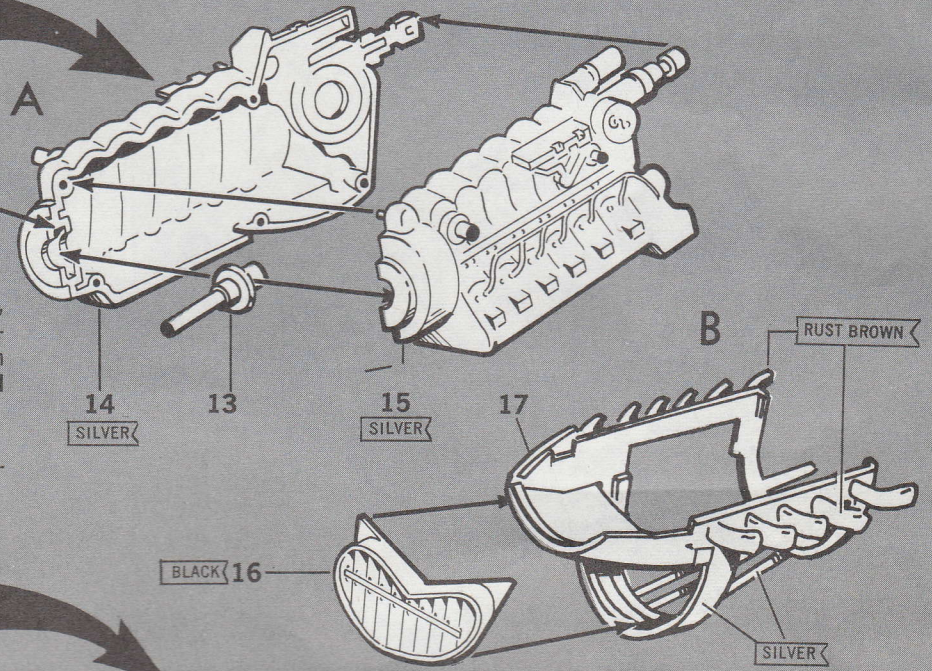
DO NOT CEMENT THIS AREA

DRAWING A

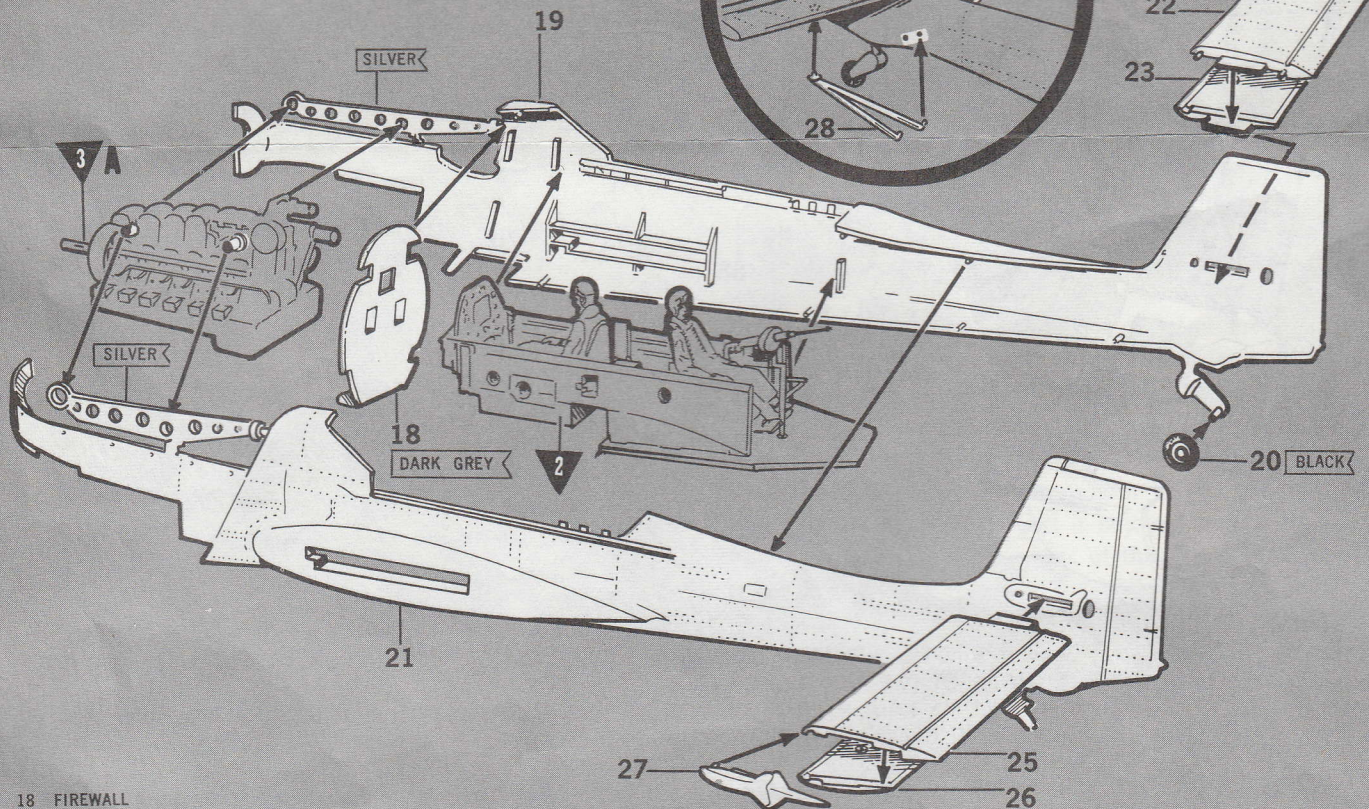
1. Cement the two halves of the ENGINE, RIGHT (14) and LEFT (15) together, trapping the PROPELLER SHAFT (13) between halves. **DO NOT LET CEMENT TOUCH PROPELLER SHAFT** or it will not turn.

DRAWING B

2. Cement COOLANT RADIATOR (16) in SUP-PORT STRUCTURE (17).



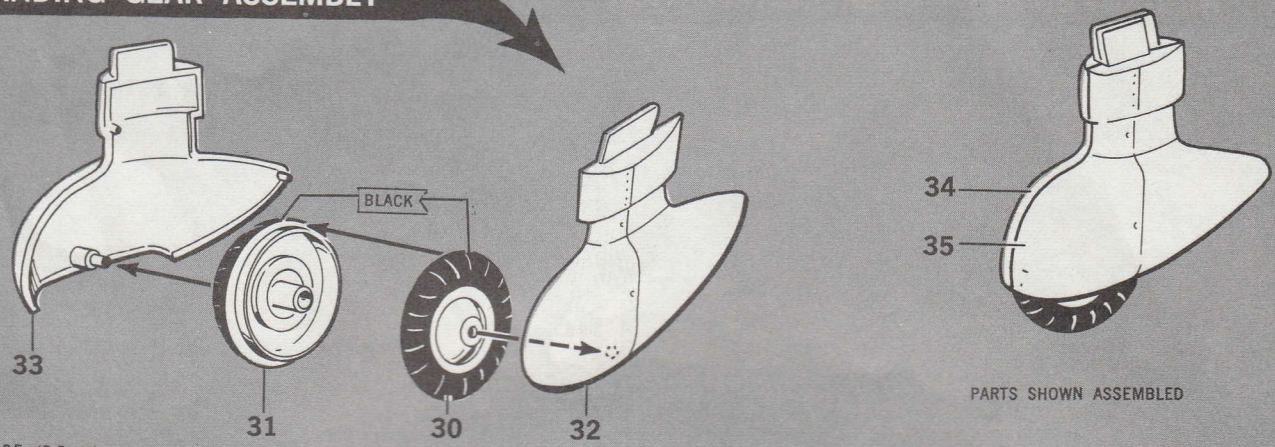
4 FUSELAGE ASSEMBLY



- 18 FIREWALL
- 19 RIGHT FUSELAGE
- 20 TAIL WHEEL
- 21 LEFT FUSELAGE
- 22 RIGHT STABILIZER TOP
- 23 RIGHT STABILIZER BOTTOM
- 24 RIGHT STABILIZER TIP
- 25 LEFT STABILIZER TOP
- 26 LEFT STABILIZER BOTTOM
- 27 LEFT STABILIZER TIP
- 28 RIGHT STABILIZER STRUT
- 29 LEFT STABILIZER STRUT

1. Cement FIREWALL (18) to RIGHT FUSELAGE (19).
2. Cement COCKPIT ASSEMBLY and ENGINE to RIGHT FUSELAGE.
3. PLACE, DO NOT CEMENT TAIL WHEEL (20) on pin, and cement LEFT FUSELAGE (21) to right side.
4. Cement the RIGHT STABILIZERS, SECTIONS (22), (23) and (24) together. Cement LEFT STABILIZER SECTIONS (25), (26) and (27) together. Cement both STABILIZERS to FUSELAGE.
5. Cement STABILIZER STRUTS RIGHT (28) and LEFT (29) in position as shown in DETAIL A.

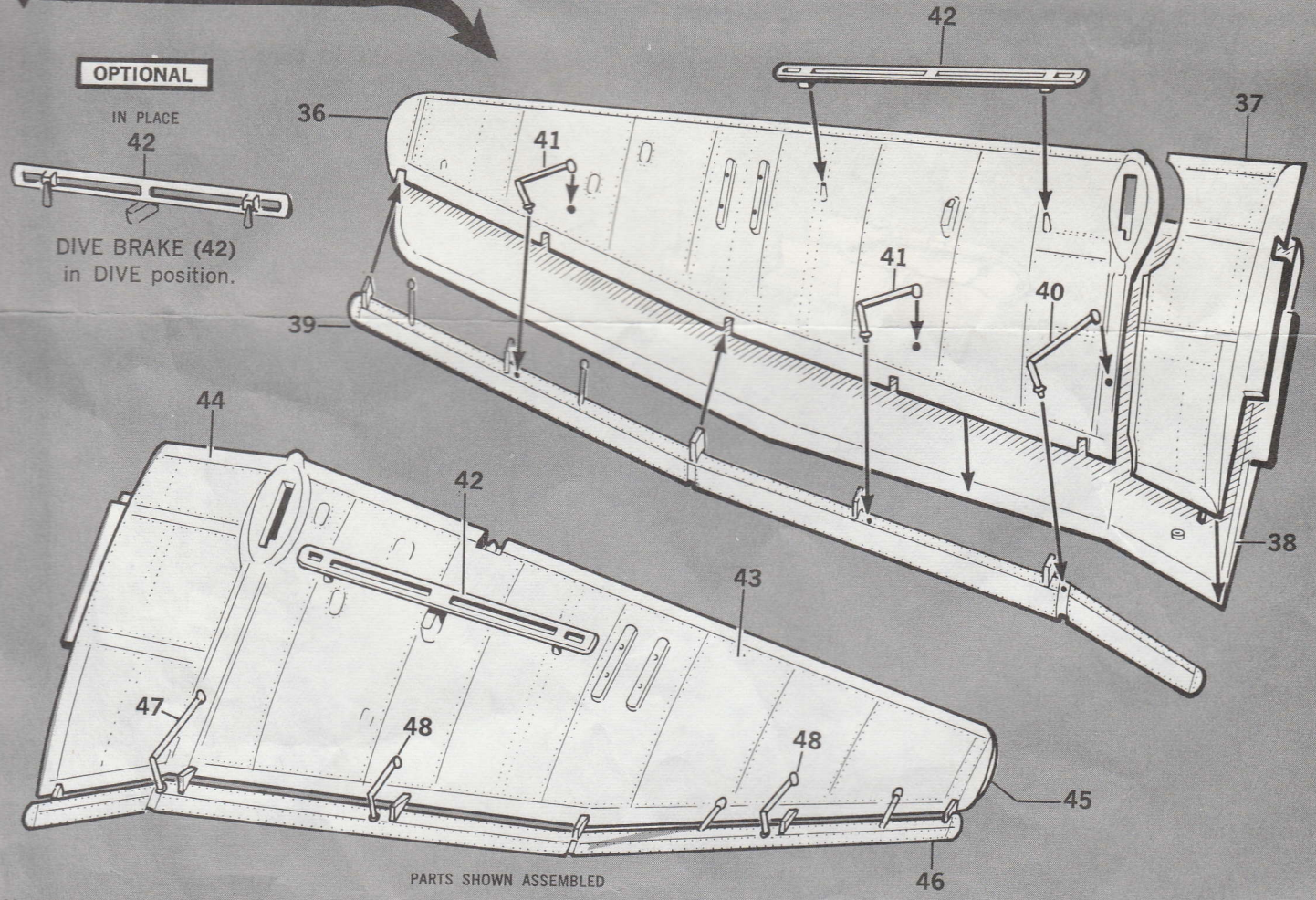
5 LANDING GEAR ASSEMBLY



- 30 WHEEL INSIDE (2 Parts)
- 31 WHEEL OUTSIDE (2 Parts)
- 32 RIGHT GEAR FAIRING INSIDE
- 33 RIGHT GEAR FAIRING OUTSIDE
- 34 LEFT GEAR FAIRING INSIDE
- 35 LEFT GEAR FAIRING OUTSIDE

1. Make two WHEELS by cementing the INSIDE HALVES (30) to OUTSIDE HALVES (31).
2. **PLACE, DO NOT CEMENT** a WHEEL on pin of RIGHT GEAR OUTSIDE FAIRING (32) and cement to INSIDE FAIRING (33).
3. Assemble remaining WHEEL and LEFT GEAR FAIRING (34) and (35) in the same way.

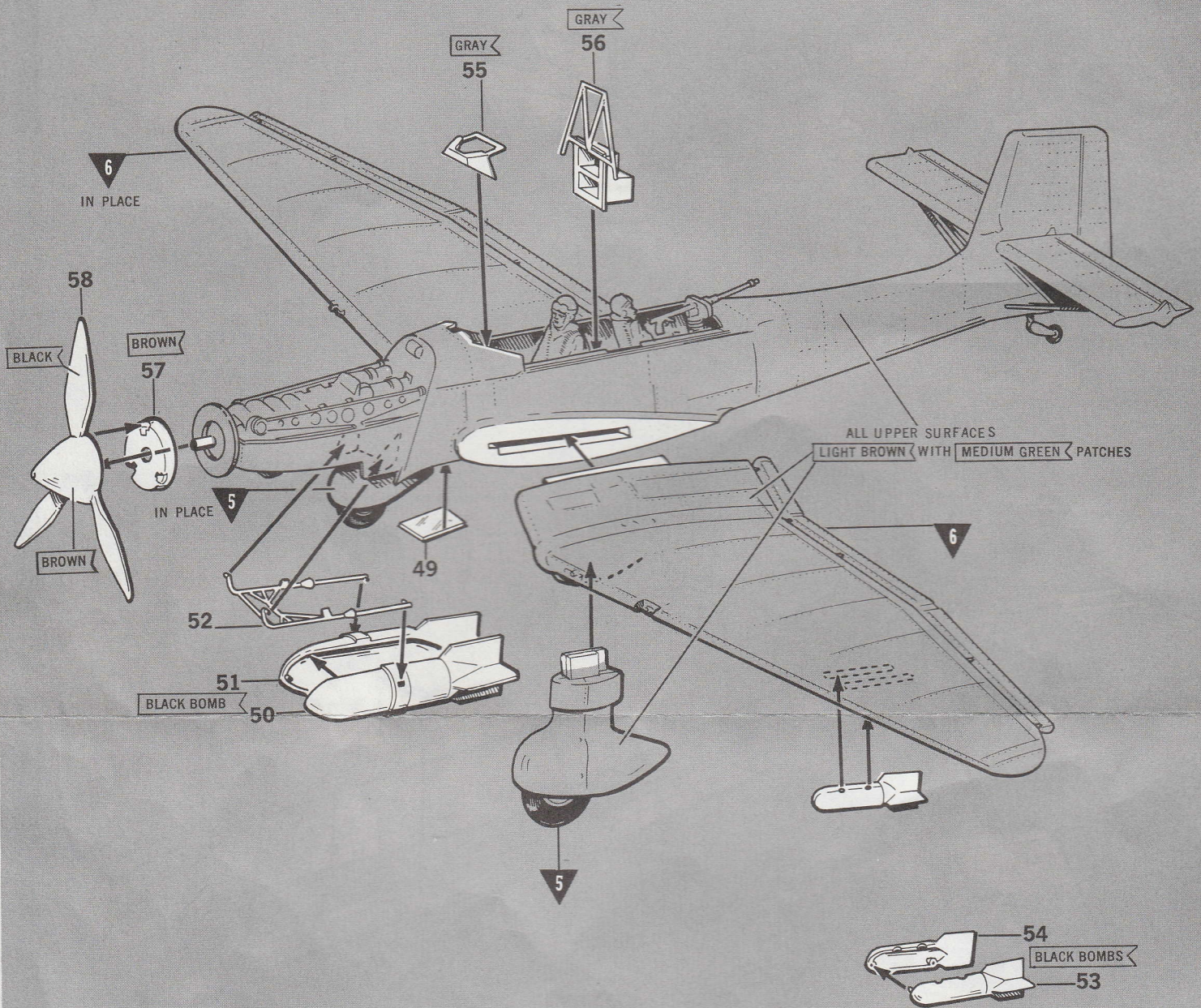
6 WING ASSEMBLY



- 36 RIGHT WING LOWER OUTBOARD
- 37 RIGHT WING LOWER INBOARD
- 38 RIGHT WING TOP
- 39 RIGHT WING FLAP
- 40 RIGHT WING FLAP INBOARD LINKAGE
- 41 RIGHT WING FLAP OUTBOARD LINKS (2 Parts)
- 42 DIVE BRAKE (2 Parts)
- 43 LEFT WING LOWER OUTBOARD
- 44 LEFT WING LOWER INBOARD
- 45 LEFT WING TOP
- 46 LEFT WING FLAP
- 47 LEFT WING FLAP INBOARD LINKAGE
- 48 LEFT WING FLAP OUTBOARD LINKAGE (2 Parts)

1. Cement RIGHT LOWER WING SECTIONS OUTBOARD (36) and INBOARD (37) to TOP WING (38).
2. Cement RIGHT WING FLAP (39) to WING.
3. Cement WING FLAP activating LINKAGE INBOARD (40) and two OUTBOARD (41) to bottom of WING.
4. Cement one DIVE BRAKE (42) to pins on WING.
5. Assemble LEFT WING in the same way using LOWER WING SECTIONS (43) and (44), UPPER WING (45) and FLAP (46). Then add LINKAGES INBOARD (47) and OUTBOARD (48) and DIVE BRAKE (42).

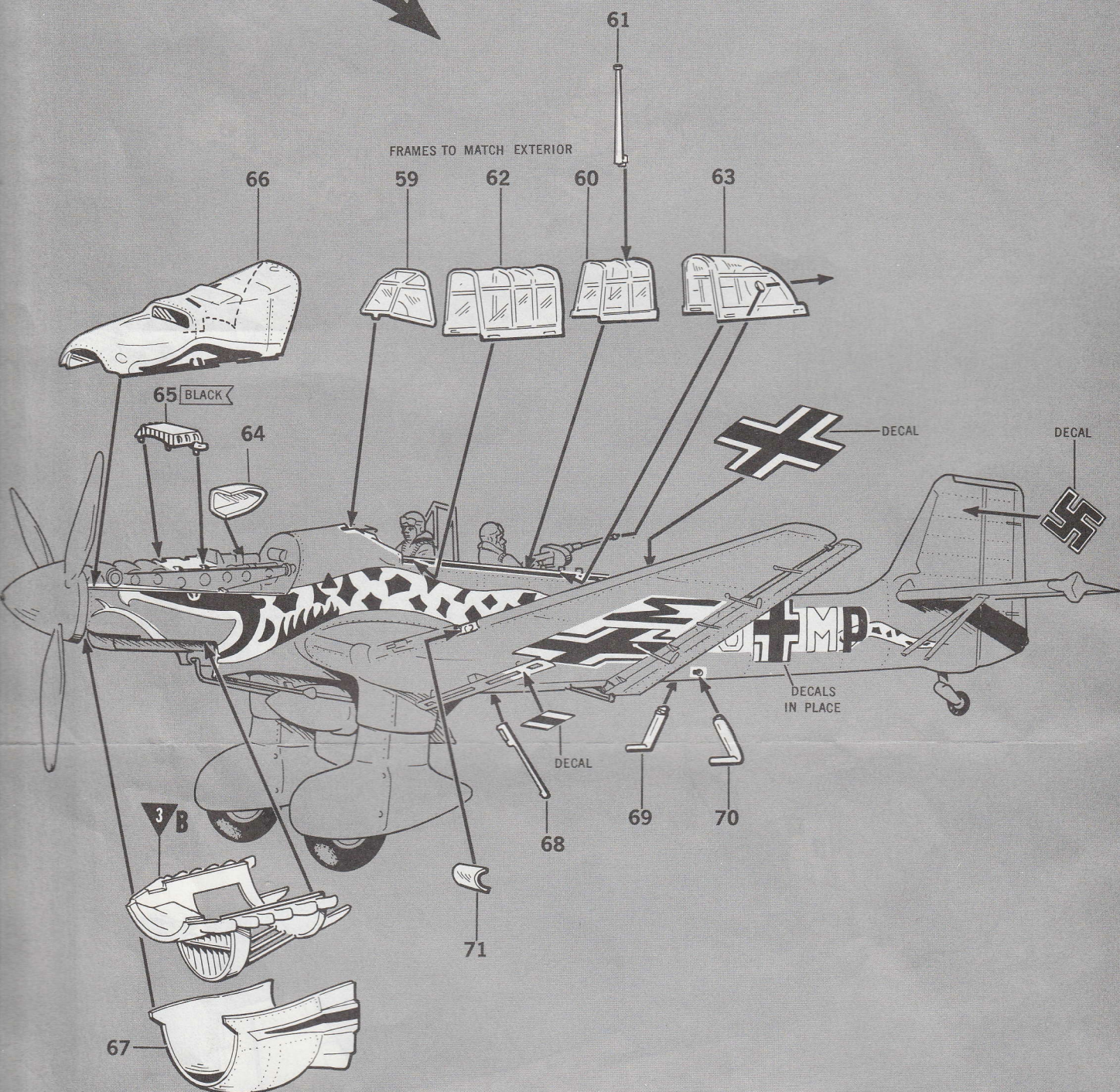
7 WINGS — BOMBS — GEAR INSTALLATION



- 49 PILOT'S LOWER WINDOW
- 50 LARGE BOMB LEFT SIDE
- 51 LARGE BOMB RIGHT SIDE
- 52 BOMB RACK
- 53 SMALL BOMB LEFT SIDE (4 Parts)
- 54 SMALL BOMB RIGHT SIDE (4 Parts)
- 55 CRASH BAR
- 56 RADIO AND OVERTURN STRUCTURE
- 57 PROPELLER BACK PLATE
- 58 PROPELLER

1. Cement RIGHT and LEFT WINGS to FUSELAGE.
2. Cement RIGHT and LEFT LANDING GEARS to WINGS.
3. Cement PILOT'S LOWER WINDOW (49) to bottom of FUSELAGE.
4. Cement halves of LARGE BOMB (50) and (51) together.
5. **SNAP, DO NOT CEMENT** pins on front of BOMB RACK (52) in FIREWALL LOCATORS, and rear pins in locating holes in sides of bomb. Swing bomb back and up and cement to bottom of fuselage.
6. Make four SMALL BOMBS by cementing HALVES (53) and (54) together. Cement two to the locators on each wing.
7. Cement CRASH BAR (55) to FUSELAGE and RADIO-OVERTURN STRUCTURE (56) in place behind pilot's seat.
8. **PRESS, DO NOT CEMENT** PROPELLER BACK PLATE (57) to PROPELLER SHAFT. Then cement PROPELLER (58) to BACK PLATE.

FINAL ASSEMBLY



1. Cement PILOT'S WINDSHIELD (59) and FIXED CANOPY (60) to FUSELAGE, then cement ANTENNA MAST (61) to top of CANOPY.
2. Snap PILOT'S CANOPY (62) and GUNNER'S CANOPY (63) in slots in FUSELAGE sides.
3. Cement AIR SCOOP (64) to right side of FUSELAGE.
4. Cement OIL RADIATOR (65) to ENGINE.
5. Upper ENGINE COWLING (66) presses in place and may be removed to display engine detail.
6. Cement COOLANT RADIATOR and SUPPORT STRUCTURE from **STEP 3B** to FUSELAGE under ENGINE, when cement has set press RADIATOR COWLING (67) in position. It may be removed to display lower engine detail.
7. Assemble ENGINE COWLINGS (66) and (67) to FUSELAGE and carefully apply DECALS to FUSELAGE as shown in Box Art. When DECALS have dried thoroughly, use a sharp knife or razor blade to separate COWLING SECTIONS so they will be removable.
8. Cement TRAILING ANTENNA MAST (68), and RIGHT (69) and LEFT (70) STEPS to bottom of FUSELAGE.
9. Cement LANDING LIGHT COVER (71) to LEFT WING.

- 59 PILOT'S WINDSHIELD
- 60 FIXED CANOPY
- 61 ANTENNA MAST
- 62 PILOT'S CANOPY
- 63 GUNNER'S CANOPY
- 64 AIR SCOOP
- 65 OIL RADIATOR
- 66 UPPER ENGINE COWLING
- 67 RADIATOR COWLING
- 68 TRAILING ANTENNA MAST
- 69 STEP LEFT
- 70 STEP RIGHT
- 71 LANDING LIGHT COVER