

Junkers Ju 87 B-1



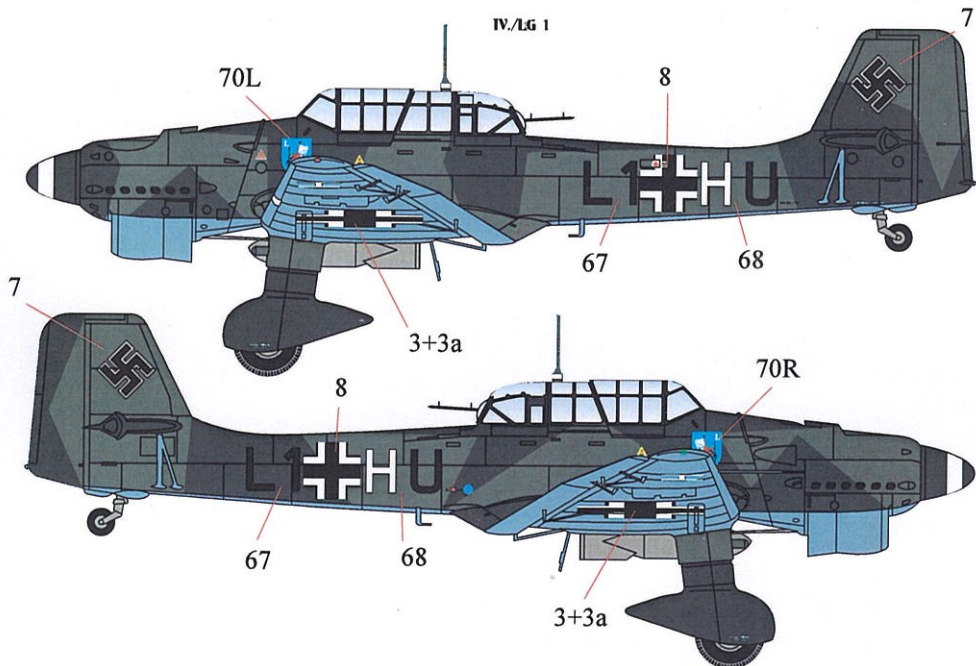
For the best results these decals should be applied to a gloss surface such as provided by either Xtracolor or Xtracrylix paints. Cut out the decal required and soak in warm water until the decal is released from the backing paper. Wet the area to be decaled with MICRO SET which will help to eliminate air trapped under the decal and position the decal.

After 5 or 10 minutes wet the decal with MICRO SOL which will soften the decal and ensure that it settles down over any surface detail. Allow the decal to dry for at least 12 hours. During this time some wrinkling of the decal may occur, this is normal. Do not touch the decal at this time.

Carefully check for small air bubbles and if there are any prick with a needle and apply a drop of MICRO SOL. After all air bubbles have been eliminated and the decals are dry wash the entire model with water to remove any excess decal adhesive.

When completely dry the whole model should be sprayed with a coat of Xtracolor or Xtracrylix with a coat of Flat, Satin or Gloss varnish depending on the finish required.

Store in a cool dry place, avoid sunlight, dampness or extremes of temperature and/or humidity.



Whilst Lehrgeschwader 1 is normally associated with the Ju 88, the 4th Gruppe was entirely made up Stuka Staffen undergoing operational training. This well known B-1 seen flying with L1+AU of IV./LG 1 sports underwing individual aircraft letter 'H' in white with black trim as per fuselage. It also has capped off wheel spat sirens. Aircraft is in standard RLM 70/71 over 65 (see key). Ju 87 Stuka in action, Squadron signal, p.18, Luftwaffe At War, Blitzkrieg the West 1939-192 p.26,27

Paints:

The colours used on these aircraft can be found in the Xtracolor (prefix number with X) and Xtracrylix (prefix number with XA1) range of paints.

KEY



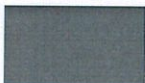
X213 RLM 04 Gelb
XA1213



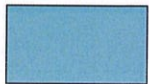
X204 RLM 70 Schwarzgrun
XA1204



X217 RLM 23 Rot
XA1217



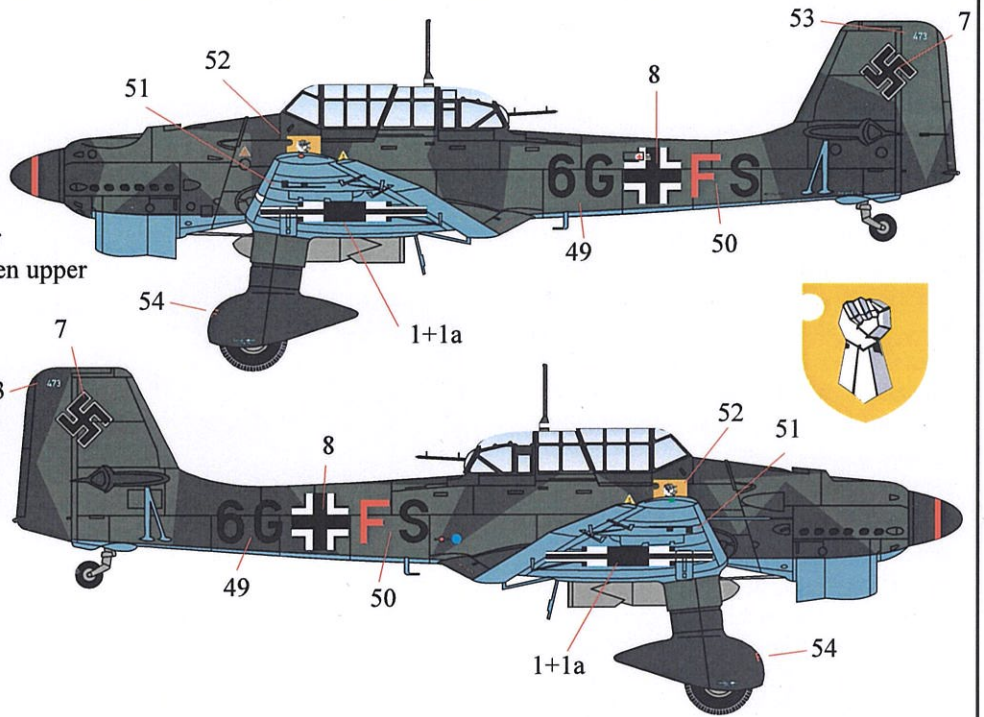
X205 RLM 71 Dunkelgrun
XA1205



X202 RLM 65 Hellblau
XA1202

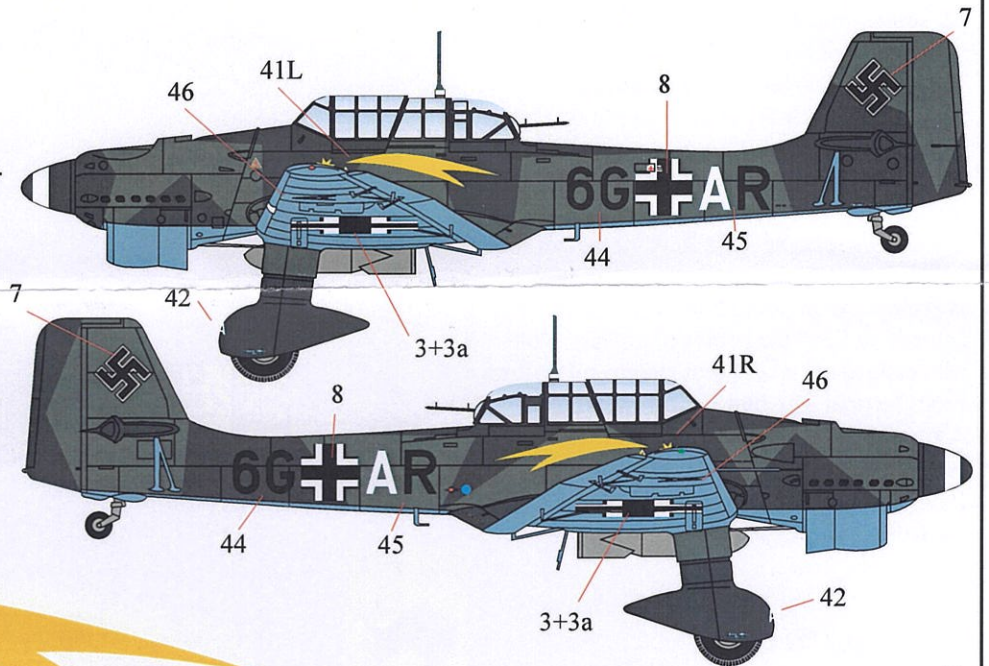
8./St.G 51

Seen in the snowy winter of 1939 this B-1 W.Nr 473 of 8./St.G 51 can be seen displaying full-chord lower wing Balkenkreuz. Upper wing markings are not in view but more often than not when lower wing markings have been misinterpreted then upper have also so full-chord provided for upper wing if you wish. Whilst some 8./St.G 51 badges do indeed show black border, other clear photos do not have it. This photo is not that clear but it looks more like it does not have it than otherwise. Aircraft is in standard RLM 70/71 over 65 (see key) Ebay photo.

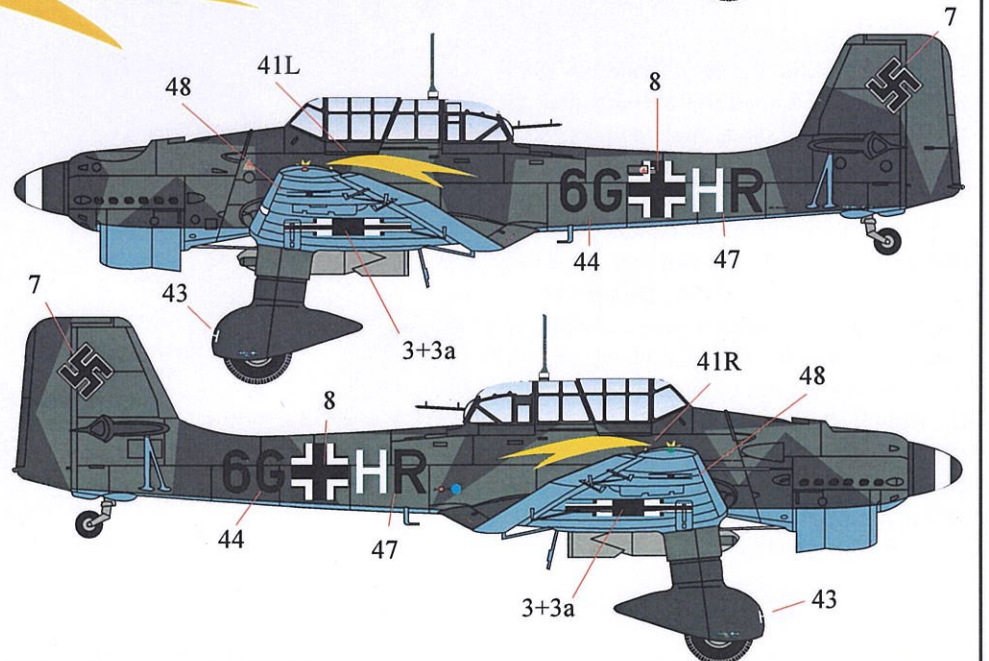


7./St.G 51

B-1 of 7./St.G 51 seen in France in 1940. Aircraft is in standard RLM 70/71 over 65 (see key). Position of Hekenkreuz not seen - maybe as per sister aircraft below? Mushroom Model Publications No. 6125 Junkers Ju-87 Stuka by Robert Michulec & Robert Willis. p.126, 134.



B-1 of 7./St.G 51 seen in France in 1940. Aircraft is in standard RLM 70/71 over 65 (see key). Ebay Photo

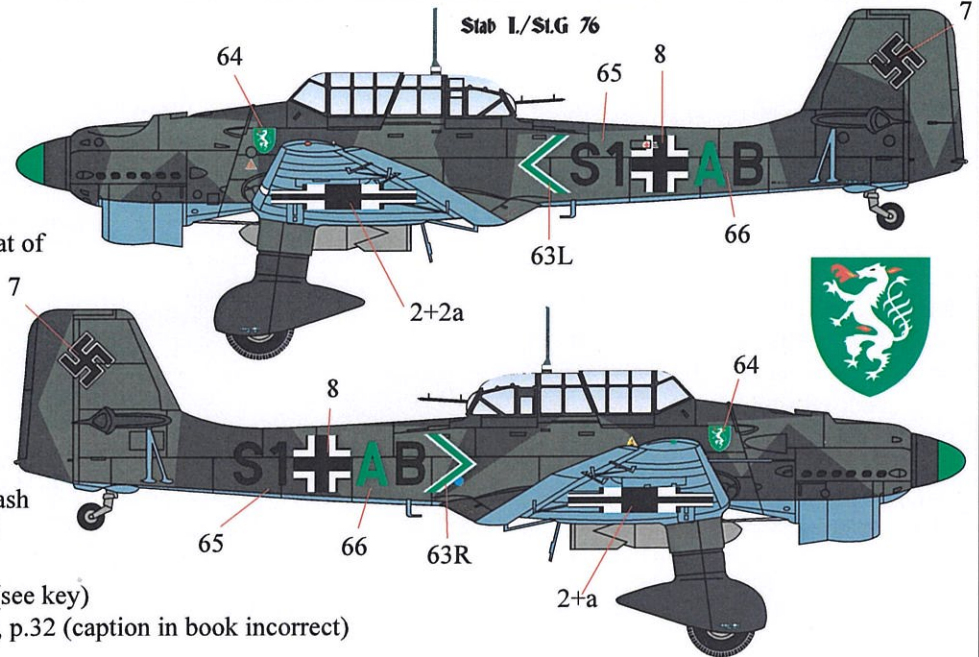


I./St.G 76

B-1 flown by Hptm. Walter Sigel when he was Kommandeur I./St.G 76 during the Battle of Poland during which time this aircraft was force landed revealing slightly larger lower wing Balkenkreuz and no repeat of individual letter on either lower wing or wheel spats. His next machine appears to have the fuselage 'A' in black rather than Stab Green RLM 25, indeed although the parked and in-flight photos are indeed a different machine as Hakenkreuz is in revised position - this machine may well also have black 'A' as it is out of view in crash photo. If making latter aircraft use decal 46 instead and move Hakenkreuz forward.

Aircraft is in standard RLM 70/71 over 65 (see key)

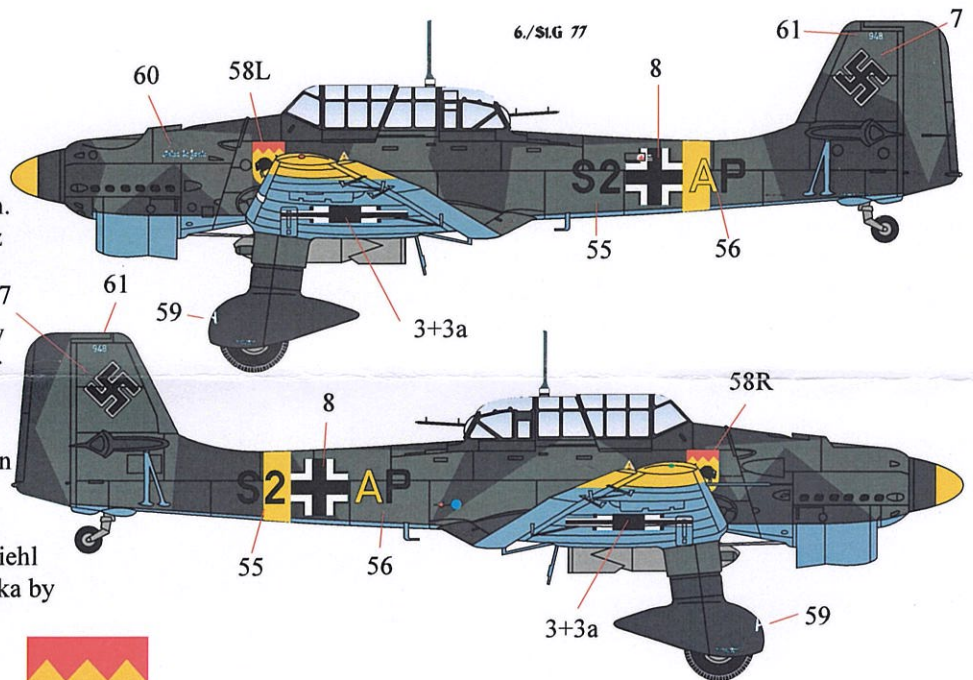
Les As du Junkers Ju-87 Stuka by J L Roba, p.32 (caption in book incorrect)



6./St.G 77

By some miracle this B-1 of 6./St.G 77 has survived until the invasion of Russia in July 1941. Photographed in colour at Cerkev airfield in Russia the aircraft flown by Hptm. Herbert Pabst and his crew mate Fw. Woletz Bielaya sports the name 'Anton der Zweite' on the left side of the engine cowl. Note that the wheel spat 'A' is in white not yellow - also note that decal 61 is fictitious as W.Nr is prominent on photo but not readable so something has been provided at least. Note also capped off wheel spat sirens and Eastern Front tactical RLM 04 Yellow markings.

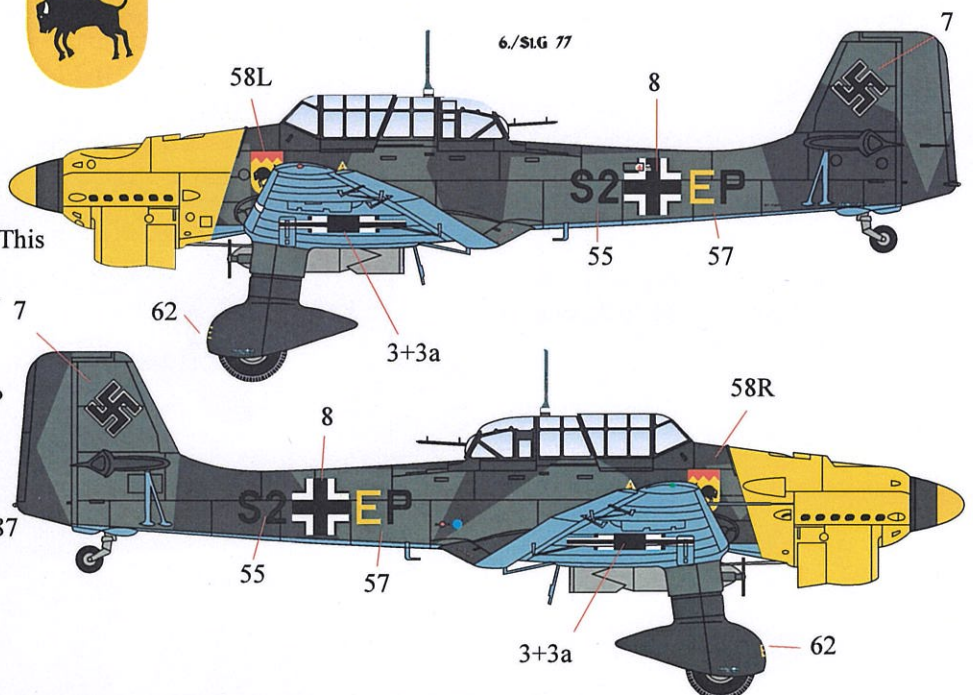
Aircraft is in standard RLM 70/71 over 65 (see key). Junkers Ju 87 Stuka, Manfred Griehl (colour insert), Les As du Junkers Ju-87 Stuka by J L Roba, p.92,93



6./St.G 77

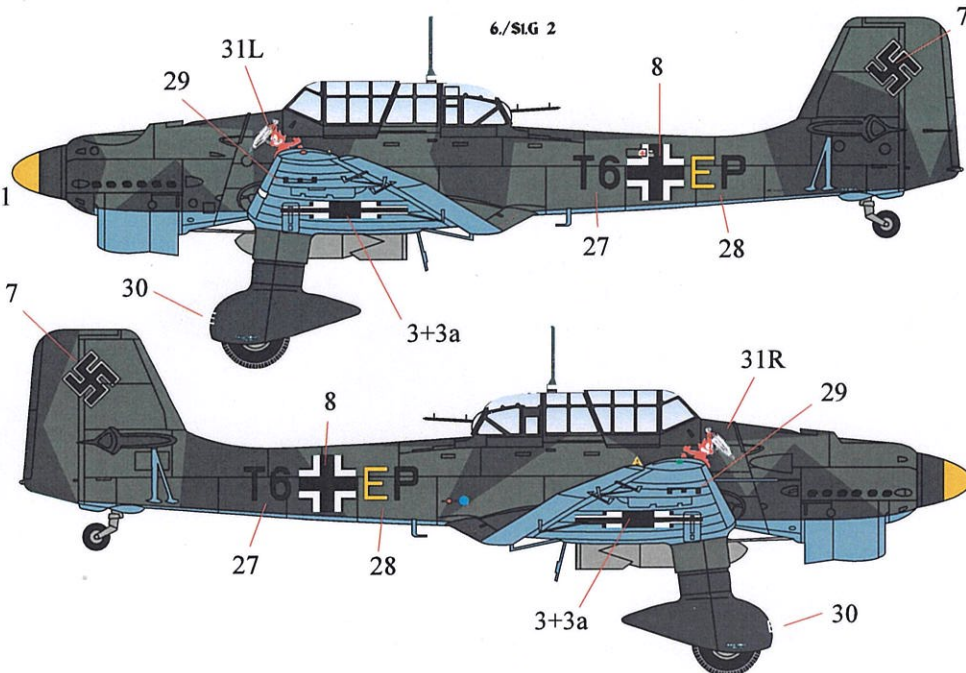
By the time of the Battle of Britain in 1940 tactical coloured markings accompanied the revised sizes of Balkenkreuz to make aircraft recognition easier in the busy skies of the Channel and South coast of England. This 6./St.G 77 sports RLM 04 Yellow cowlings and spinner cap. The aircraft is also the only one on this sheet where the 'Trumpet of Jericho' sirens are clearly seen and not just capped off or not installed. Although S2+AP did not carry repeat of aircraft letter under the wing that does not mean S2+EP did not carry this marking but it is out of area of photo. use decal 29 if you wish. Junkers Ju 87 Stuka, Manfred Griehl p.175

Aircraft is in standard RLM 70/71 over 65 (see key)



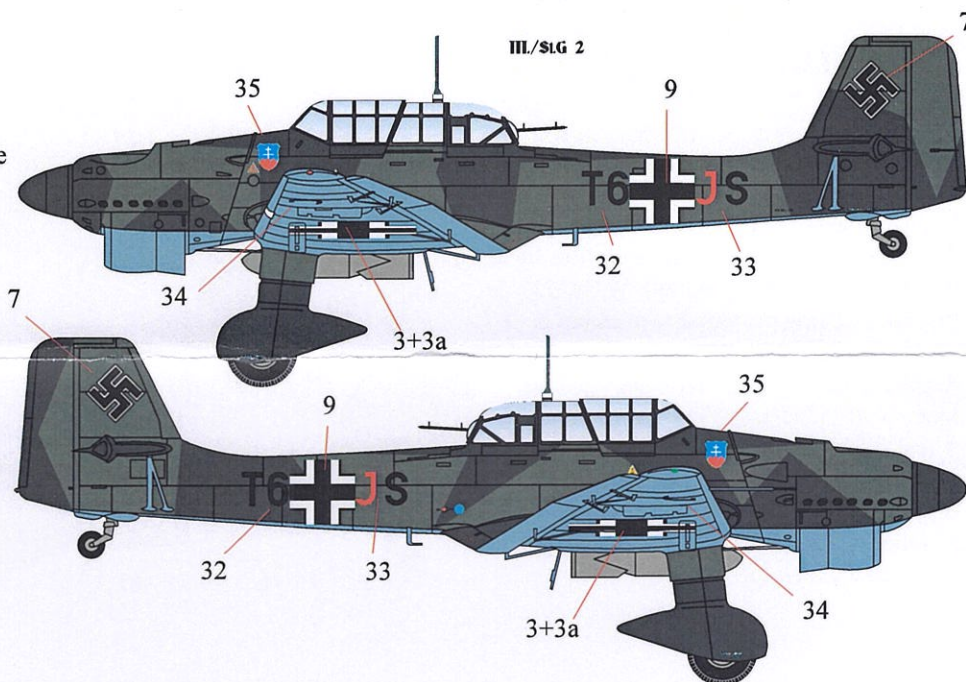
6./St.G 2

Seen tipped on its nose this B-1 of 6./St.G 2 wears the amazing Felix the cat motif brandishing no doubt 'Chamberlain's Umbrella.' Aircraft is in standard RLM 70/71 over 65 (see key) Lower wing Balkenkreuz forward edge just forward of dive brake supports. Luftwaffe Codes and Markings & Units 1939-1945, Schiffer , p.351



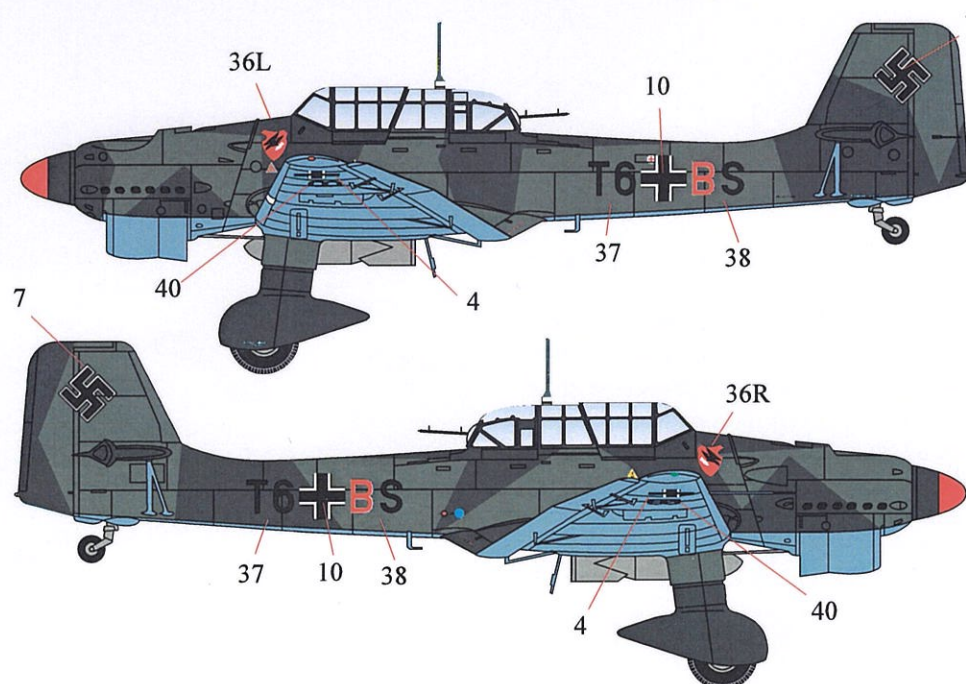
III./St.G 2

'J' was reserved for 17th Staffel - at this time however it was used within Stab Staffen. This B-1 of Stab. III./St.G 2 is in standard RLM 70/71 over 65 (see key) Aircraft is in standard RLM 70/71 over 65 (see key) www.worldwarphotos.info/gallery/germany/aircrafts-2/junkers-ju87



8./St.G 2

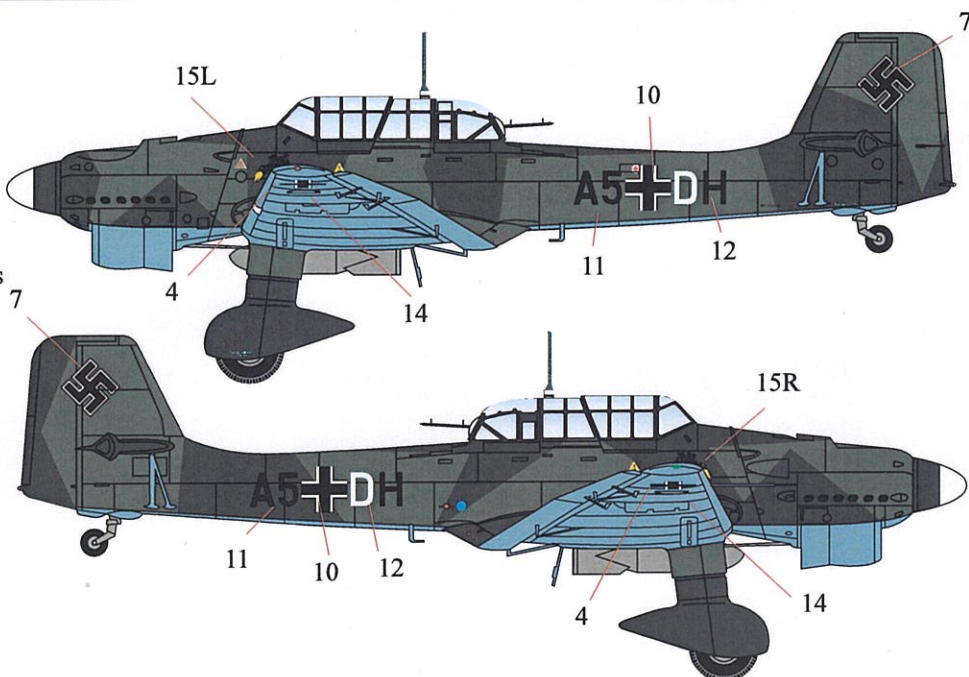
This B-1 of 8./St.G 2 was included as a still on the AKH film M 430 after its rudder - displaying bullet holes had been replaced sometime during Campaign in Poland. Aircraft is in standard RLM 70/71 over 65 (see key)



1./St.G 1



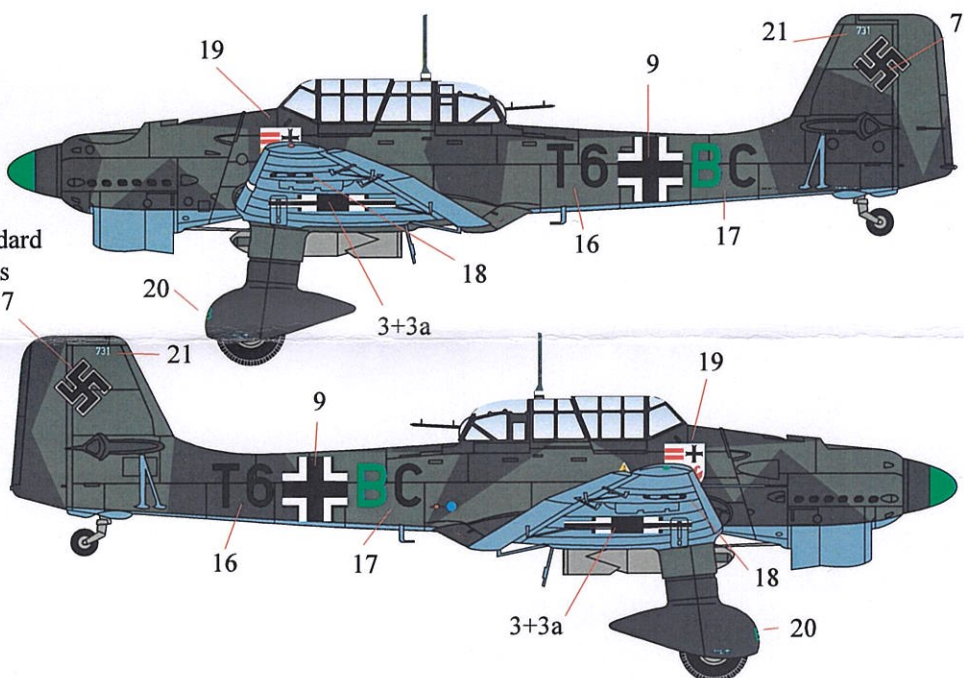
Seen in September 1939 on a mission over Poland this B-1 of 1./St.G 1 wears pre-war national insignia dimensions and placement. Aircraft is in standard RLM 70/71 over 65 - see key. Luftwaffe At War, Blitzkrieg the West 1939-192 p.25.



Stab./St.G 2



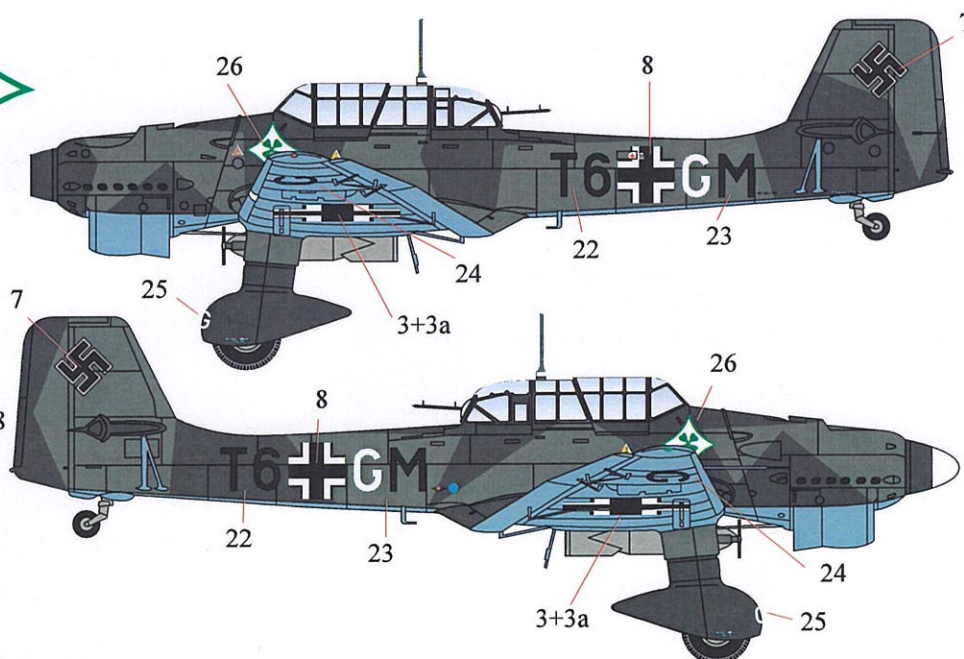
This Stab./St.G 2 B-1 was seen at Bonn-Hangelar in 1940. Spinner cap is in Stab Green RLM 25, rest of aircraft in standard RLM 70/71 over 65 (see key). W.Nr '731' is fictitious - being provided as marking is visible in photo although unreadable. Repeat of aircraft letter on wheel spat not seen so provided as typical. On options where it is not provided it is because you can see it is not there. Wheel spat sirens capped off. Junkers Ju-87 'From Dive - Bomber to Tank Buster 1934-1945' by Eddie J Creek, p.114



7./St.G 2

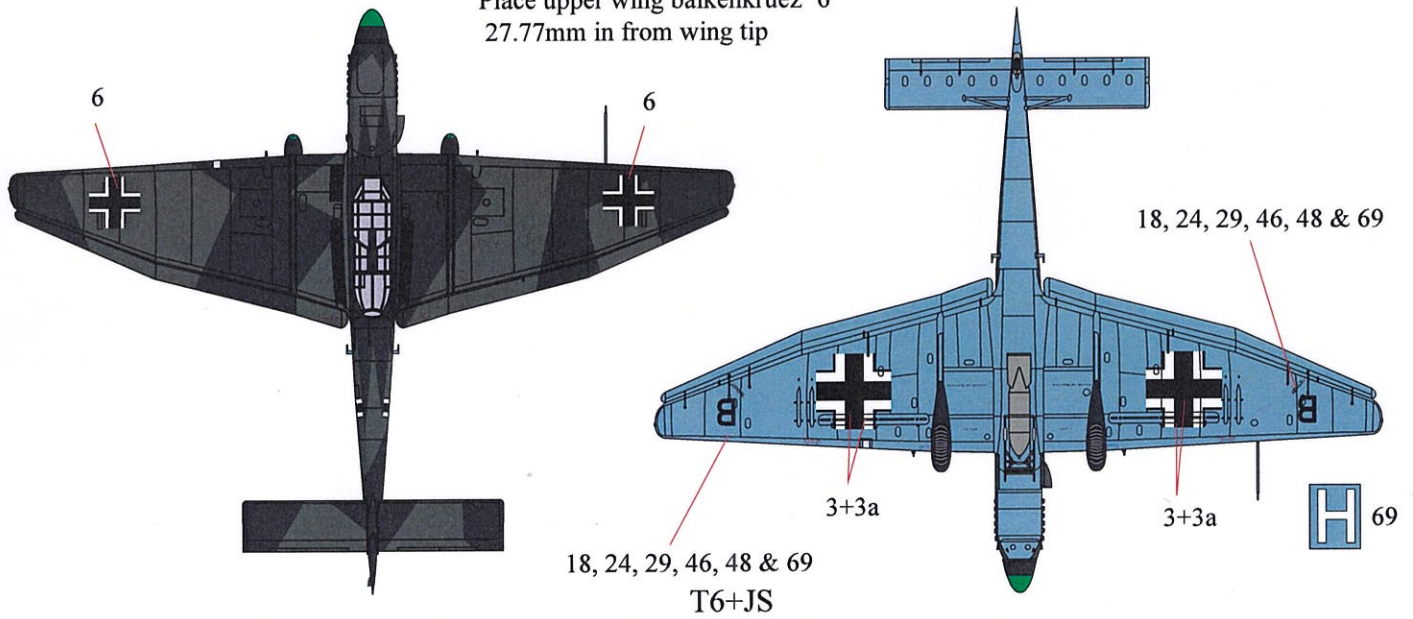


Exhaust ports not seen in photo (wheel spat 'trumpet's of Jericho' sirens not seen either) This B-1 of 7./St.G 2 was photographed in a repair facility in 1939. Wheel spat letter provided because sister B-1 T6+GM seen sporting them. Ju 87 Stuka in action, Squadron signal, p.18 Mushroom Model Publications No. 6125 Junkers Ju-87 Stuka by Robert Michulec & Robert Willis, p.127. Aircraft in standard RLM 70/71 over 65 (see key)

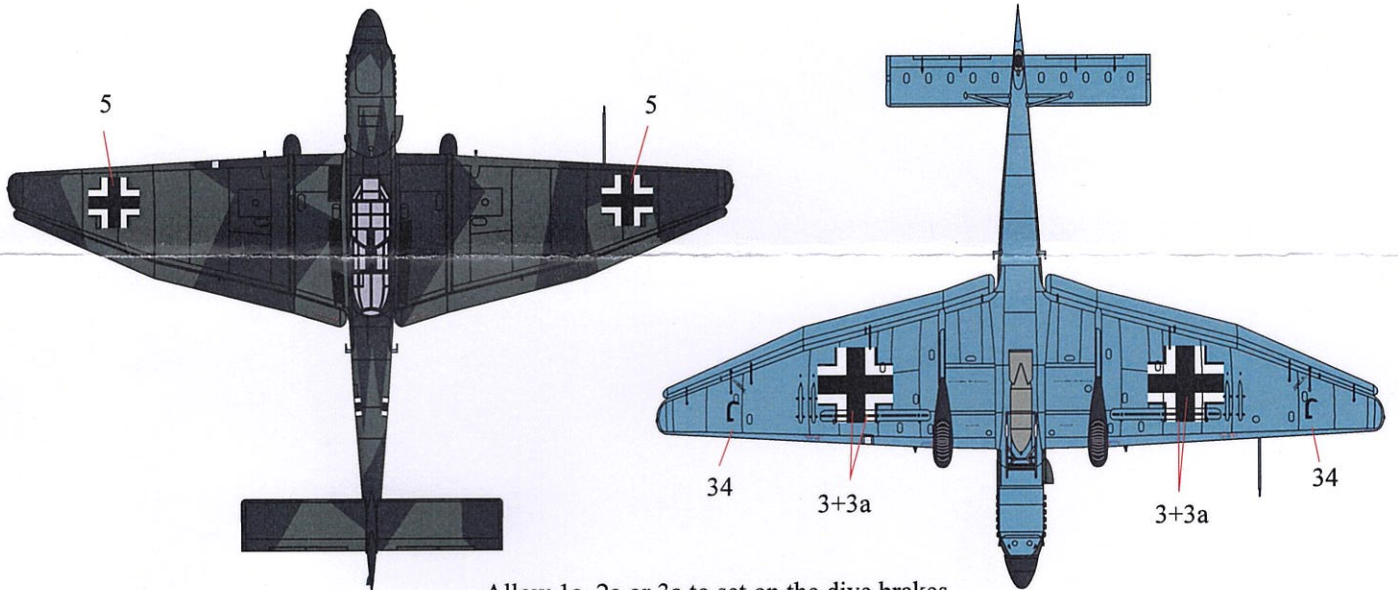


T6+BC, T6+GM, T6+EP, 6G+AR, 6G+HR, S2+EP, L1+HU

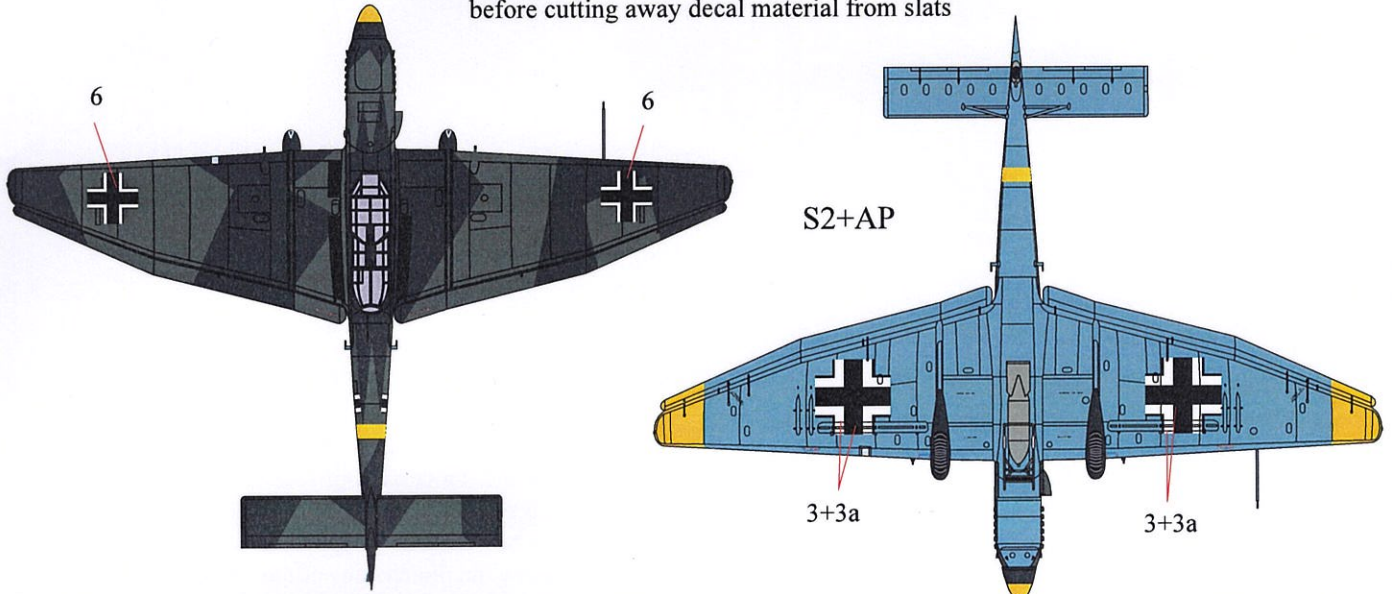
Place upper wing balkenkreuz '6'
 27.77mm in from wing tip



Photos show that the lower wing repeated individual aircraft letter takes the size as per the fuselage code letter

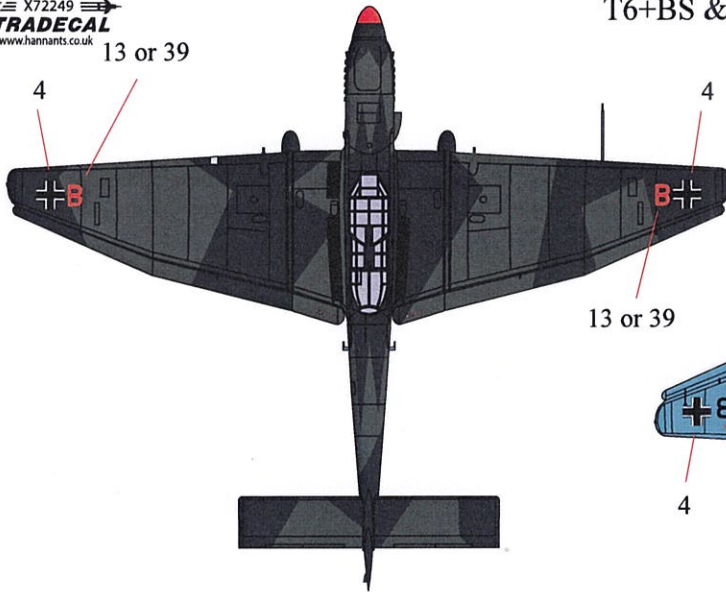


Allow 1a, 2a or 3a to set on the dive brakes
 before cutting away decal material from slats

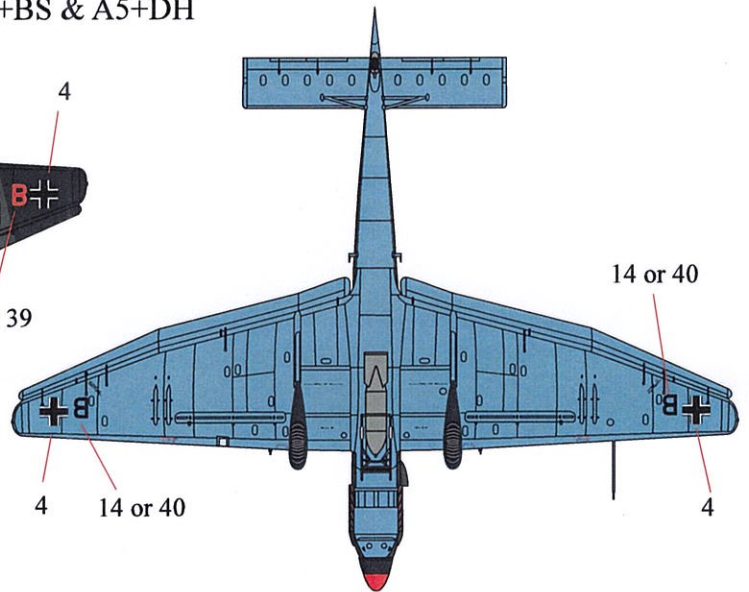


Balkenkreuz '3' is the standard size Ju 87 lower size and would remain in these dimensions at least for the remainder of production although style and position changed, in this period some can be seen dead level with dive brake supports, others are about 0.5mm forward of them in 1/72

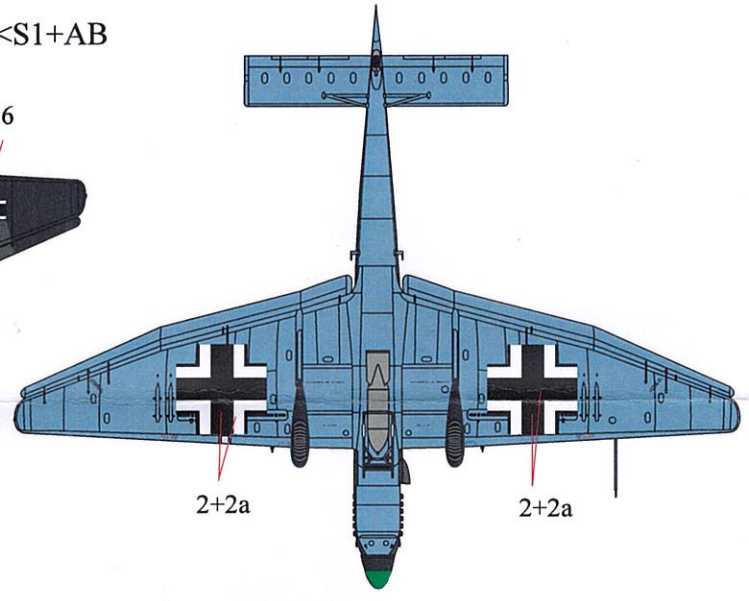
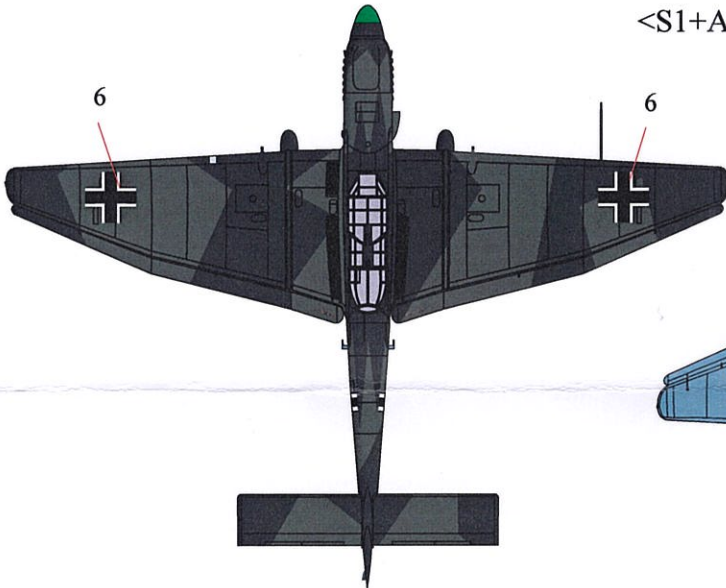
T6+BS & A5+DH



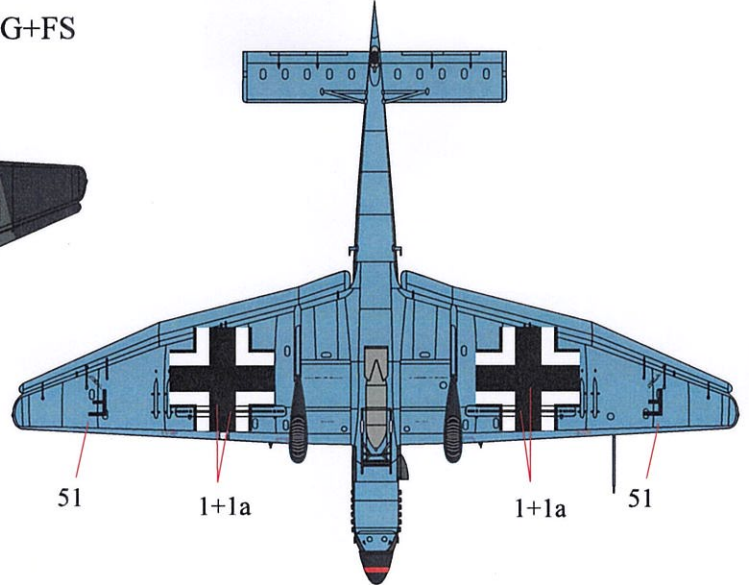
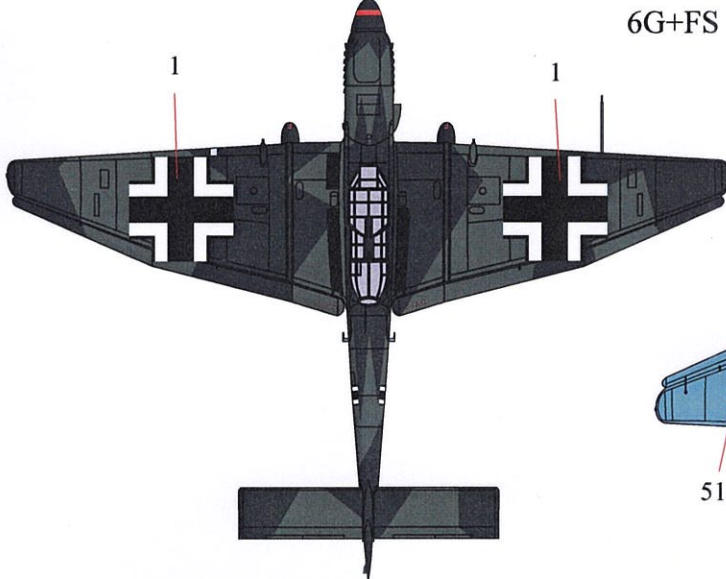
13 or 39



<S1+AB



6G+FS



Operation experience in the Polish campaign led to official revisions to the size and dimensions of fuselage and wing Balkenkreuz markings but without diagrams being issued both factory and unit level markings appeared in a range of miss-interpreted markings so that by the winter of 1939 nearly every Luftwaffe front line combat aircraft can be seen photographed in snowy conditions with oversized upper and lower wing crosses - some of them full chord in size, some taking the dimensions of the 1936 Balkenkreuz for upper and lower - some using the revised 1939 dimensions for both upper and lower markings instead of just lower wing and fuselage. By early 1940 these mistakes had all but disappeared but it makes for interesting period of time together with the pride in unit badges.