

Ju 87 G-2 Tank Buster or D-5 Dive Bomber

H-142-380

**BUILD ONE OF TWO VERSIONS: G-2 TANK BUSTER
OR D-5 DIVE BOMBER**

In 1931 Major Al Williams, U.S.M.C. (Retired), invited a former World War I flying ace to represent Germany at the National Air Races in Cleveland, Ohio. The "flying fool," Ernst Udet, proved quite popular with his exhibition of crazy flying. He, in turn, was highly impressed with Major Williams' vertical diving demonstrations and the mock dive bombing attacks carried out by Curtiss "Helldivers" of the U.S. Navy for the crowd's benefit.

As a result of this experience, Udet became the driving force behind development of the dive bomber for the German Luftwaffe. By 1935, the first Ju 87 Stuka was flying, powered, ironically, by a British Rolls-Royce Kestrel engine. The name Stuka is a contraction of Sturzkampfflugzeug (literally dive-fighting airplane), and it originally applied to all dive bombers in much the same way that "Jabo" or Jagdbomber applied to all fighter bombers. "Stuka" soon came to be applied exclusively to the Ju 87.

From its use in the Spanish Civil War in 1937, in Poland in 1939 and in France in 1940, the Stuka gained a formidable reputation as a weapon of terror. Sirens were attached to the landing gear fairings. Their wail, combining with the sinister spectre of the Stuka's hawk-like form plummeting down, was enough to unnerve the most determined defender when seen for the first time. When opposed by fighters, however, the story was very different. It was soon realized that more armament and armor protection was needed.

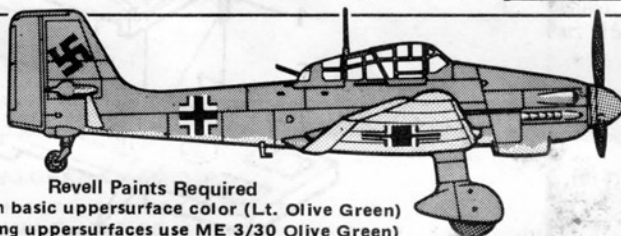
The Ju 87D model was introduced in 1941 as an interim measure. It offered a substantially increased capability in performance and load carrying as well as increased protection for the crew in terms of armor and armament. This interim measure turned out to be the final development of the Ju 87 series, apart from modifications to certain of the "D" versions converting them into Ju 87G tank busters or Ju 87H trainers.

The Ju 87G-2 came about as the requirements for an effective

"Panzerknacker" (tank cracker) was made obvious by the inability of the dive bomber version to stop a Russian tank with anything short of a direct hit. Two 37 mm. Flak 18 cannon with six round magazines were mounted beneath each wing of the Ju 87D, dive brakes and bomb rack being removed. If the conversion was performed on a Ju 87D-3 (short wing tip version of the "D"), a Ju 87G-1 resulted. If performed on the D-5 (with the longer wing tips), then a Ju 87G-2 was born. Both aircraft types could be reconverted for dive bombing by simply removing the guns and installing the bomb racks and dive brakes. The success of the "G" version can be measured in part by the score of Hans Ulrich Rudel of Stukageschwader 2 who converted no less than 519 Soviet tanks to scrap between October 1943 and May 1945 while flying the Ju 87G-2.

SPECIFICATIONS

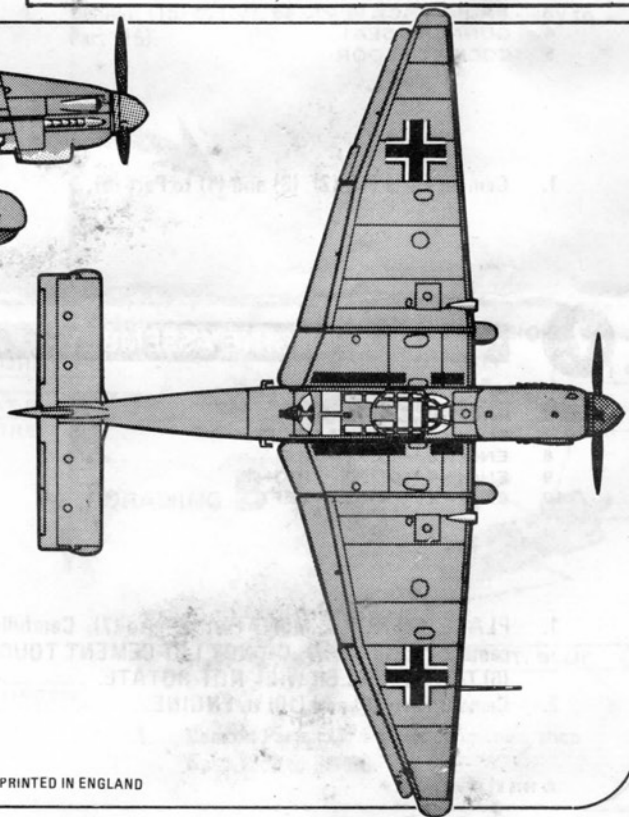
Span:	49' 2½"
Length:	37' 8¾"
Height:	12' 9¼"
Weights:	8,598 lbs. empty - 12,880 loaded, 14,550 overloaded
Maximum Speed:	255 at 13,500 feet
Range:	510 normal - 954 maximum
Powerplant:	Jumo 211J 12 cylinder Vee of 1,400 hp.
Armament:	2 forward firing 7.9 mm. MG, 1 MG 81Z twin 7.9 mm. MG in rear cockpit (2-37 mm. Flak 18 cannon) 1 - 4,000lb. or one 2,000 lb. or one 1,000 lb. or one 550 lb. bomb. 4 x 110 lb. or 2 x 550 lb. bombs on onboard racks if 4,000 lb. bomb not carried.



Revell Paints Required

- Molded in basic uppersurface color (Lt. Olive Green)
(If painting uppersurfaces use ME 3/30 Olive Green)
- ME 6/33 Matt Black
(Tires, prop, guns, bombs) B.S. 642
 - ME 15/24 Matt Yellow
(Fuselage stripe, wing tips (under)) B.S. 355
 - ME 12/60 Matt Red
(Spinner) B.S. 537
 - ME 10/34 Matt White
(splotchy overpainting on D-5 version). B.S. None
 - ME 11/25 Matt Blue
(For mixing)
 - ME 3/30 Olive Green
(For mixing)
 - FLAT LT. BLUE B.S. None
(Aircraft bottomside)
1 part 11/25 to 6 parts 10/34
 - Mixed Colors**
 - Flat Green Gray (RLM Gray) B.S. 283
(Interior parts and surfaces)
4 parts ME 3/30 to one part 6/33 and
20 parts ME 10/34
 - Flat Dark Gray B.S. 640
(Engine and wheels)
1 part ME 6/33 to 1 part ME 10/34

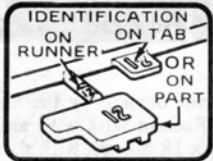
The Ju 87D-5 (Divebomber) has the splotches of white snow camouflage over the usual base color of olive green.



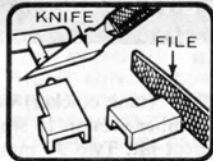
PRINTED IN ENGLAND

GET YOUR TOOLS READY:

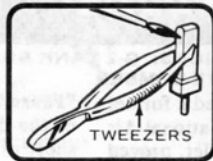
BEFORE YOU BEGIN



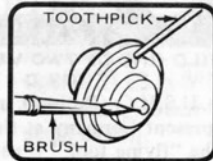
REMOVE PART WHEN CALLED FOR



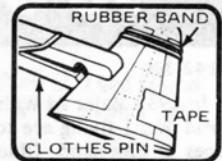
TO REMOVE AND TRIM PARTS



TO HOLD PARTS



TO APPLY CEMENT



TO HOLD PARTS AFTER CEMENTING

HELPFUL MODELING HINTS.

1. Fit parts together before cementing.
2. Trim away excess plastic.
3. Use cement sparingly, too much will damage your model.

4. Suggested painting colors are indicated by flags . Paint small parts **before** detaching from runner.

5. **TO OBTAIN A GOOD BOND, REMOVE PAINT WHERE PARTS ARE TO BE CEMENTED.**

IF YOU WISH TO STOP AT ANY POINT DURING THE CONSTRUCTION OF YOUR MODEL, DO SO ONLY AT THE END OF AN ASSEMBLY STEP.

NOTE: For modelers wishing to paint their models in authentic colors we have included the Federal Standard Color Numbers. These numbers refer to color samples printed in FS 595. Copies may be purchased for \$2.75 each from:

**THE GENERAL SERVICE ADMINISTRATION
SPECIFICATIONS SECTION
Building 197, STOP 249
WASHINGTON, D.C. 20407**

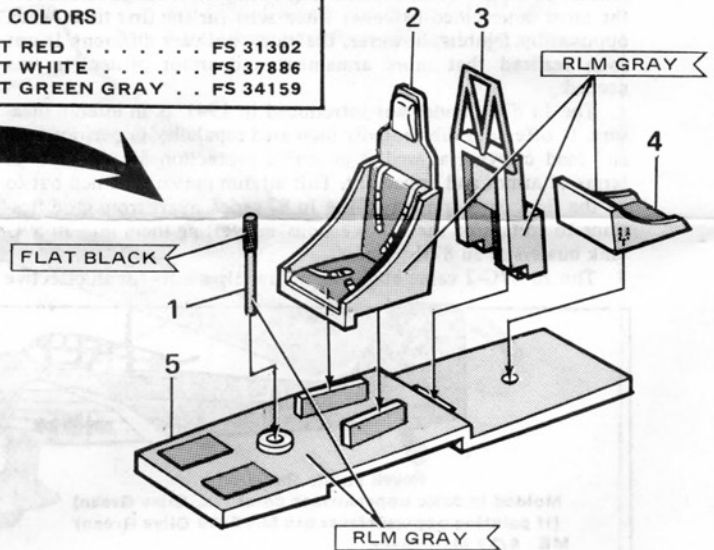
FEDERAL STANDARD COLORS

FLAT LT. BLUE FS 35550	FLAT RED FS 31302
FLAT BLACK FS 37038	FLAT WHITE FS 37886
FLAT YELLOW FS 33538	FLAT GREEN GRAY . . . FS 34159

1 COCKPIT ASSEMBLY

- 1 CONTROL STICK (2 PARTS)
- 2 PILOT'S SEAT
- 3 RADIO RACK
- 4 GUNNER'S SEAT
- 5 COCKPIT FLOOR

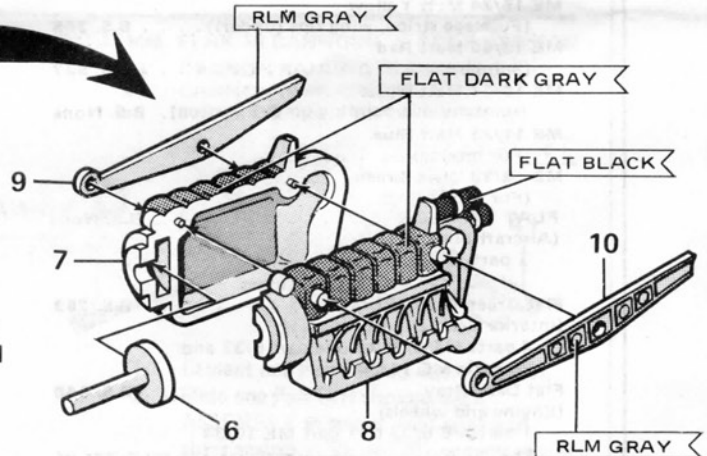
1. Cement Parts (1), (2), (3) and (4) to Part (5).



2 ENGINE ASSEMBLY

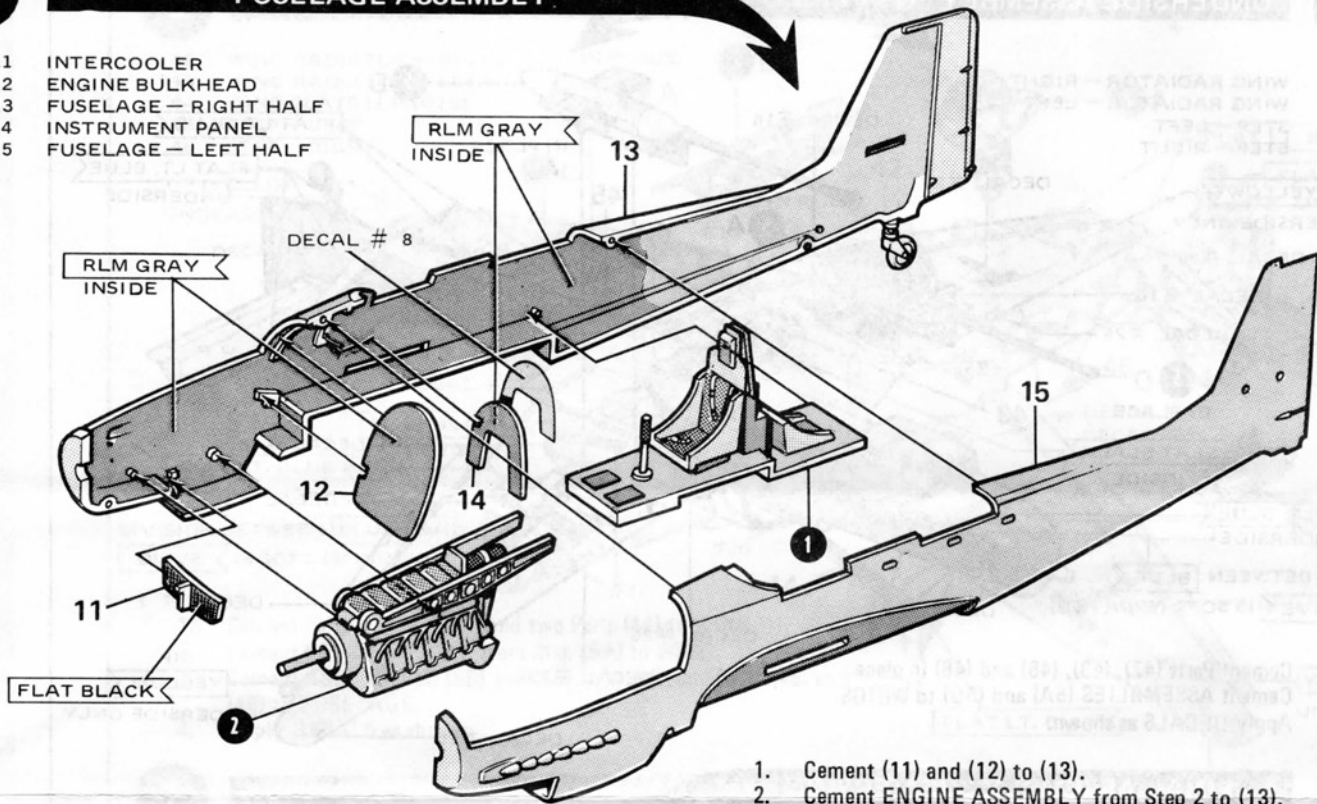
- 6 PROPELLER SHAFT
- 7 ENGINE - RIGHT HALF
- 8 ENGINE - LEFT HALF
- 9 ENGINE MOUNT - RIGHT
- 10 ENGINE MOUNT - LEFT

1. PLACE, DO NOT CEMENT Part (6) into (7). Carefully cement Part (8) to (7), DO NOT LET CEMENT TOUCH (6) OR PROPELLER WILL NOT ROTATE.
2. Cement Parts (9) and (10) to ENGINE.



3 FUSELAGE ASSEMBLY

- 11 INTERCOOLER
- 12 ENGINE BULKHEAD
- 13 FUSELAGE — RIGHT HALF
- 14 INSTRUMENT PANEL
- 15 FUSELAGE — LEFT HALF

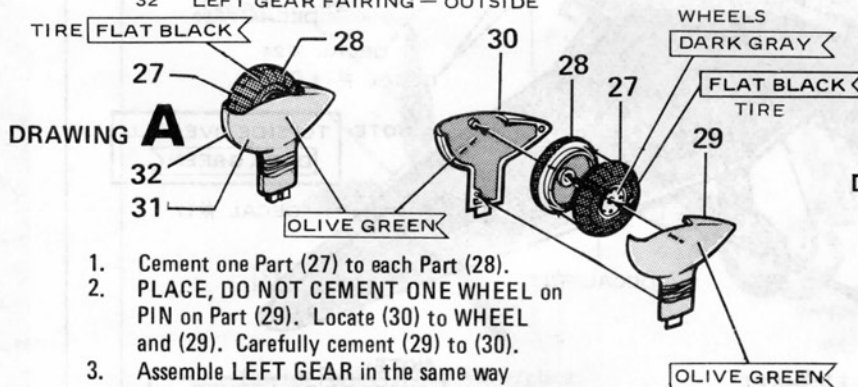


1. Cement (11) and (12) to (13).
2. Cement ENGINE ASSEMBLY from Step 2 to (13).
3. Apply DECAL to Part (14), then cement Part (14) and COCKPIT from Step 1 to (13).
4. Cement (15) to (13). Be sure all parts locate properly to Part (15).

5 LANDING GEAR AND WING STORES ASSEMBLY

LANDING GEAR ASSEMBLY

- 27 WHEEL HALF — OUTSIDE (2 PARTS)
- 28 WHEEL HALF — INSIDE (2 PARTS)
- 29 RIGHT GEAR FAIRING — OUTSIDE
- 30 RIGHT GEAR FAIRING — INSIDE
- 31 LEFT GEAR FAIRING — INSIDE
- 32 LEFT GEAR FAIRING — OUTSIDE

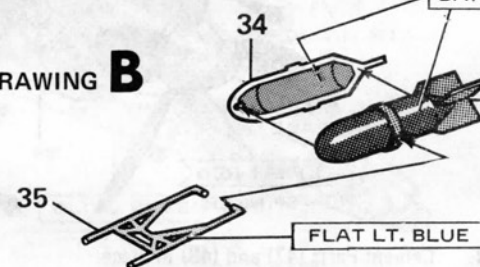


1. Cement one Part (27) to each Part (28).
2. PLACE, DO NOT CEMENT ONE WHEEL on PIN on Part (29). Locate (30) to WHEEL and (29). Carefully cement (29) to (30).
3. Assemble LEFT GEAR in the same way using Parts (31) and (32) and remaining WHEEL.

ONE 550 LB. BOMB Ju 87D-5 VERSION

- 33 BOMB — RIGHT HALF
- 34 BOMB — LEFT HALF
- 35 BOMB SWING RACK

DRAWING B

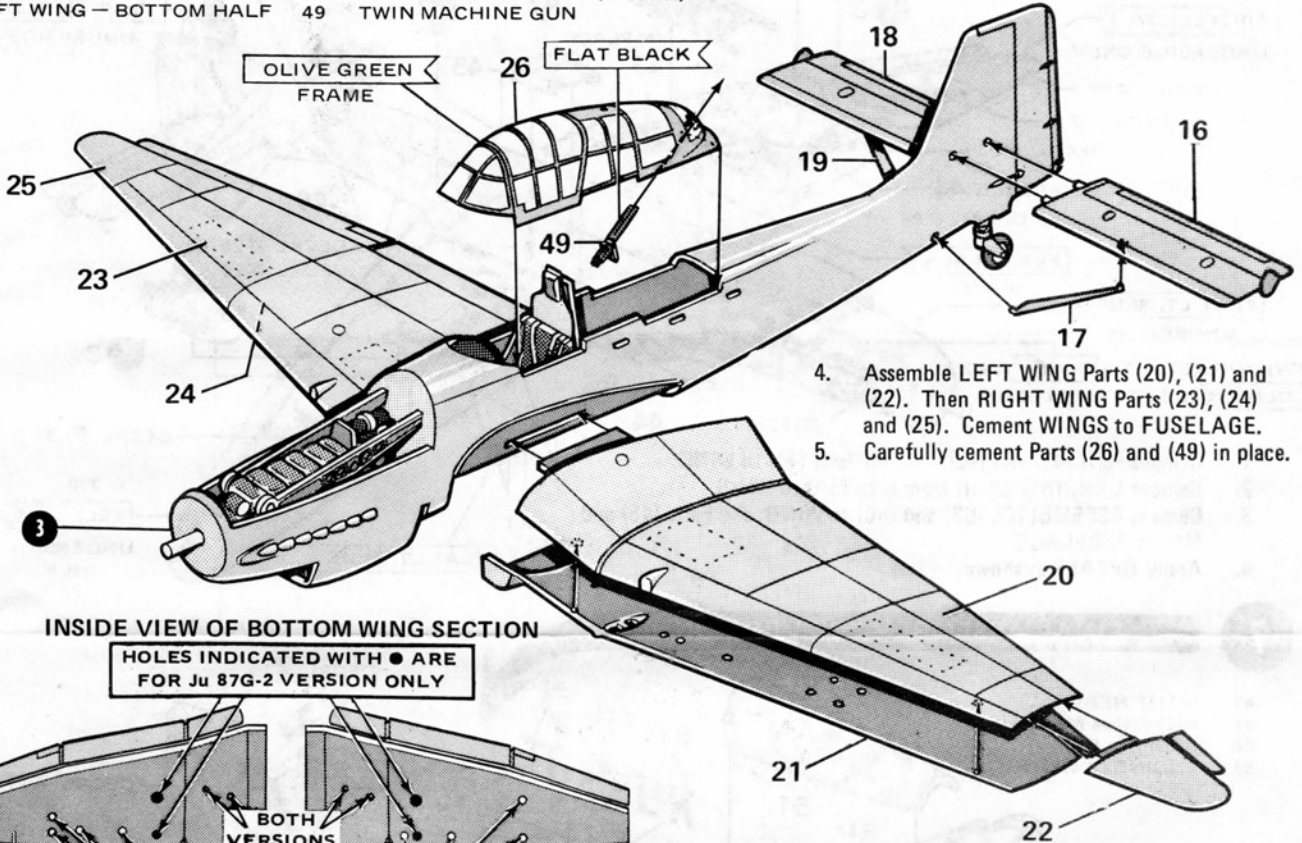


1. Cement Parts (33) and (34) together, then Snap (35) to BOMB.

4 WINGS AND CANOPY ASSEMBLY

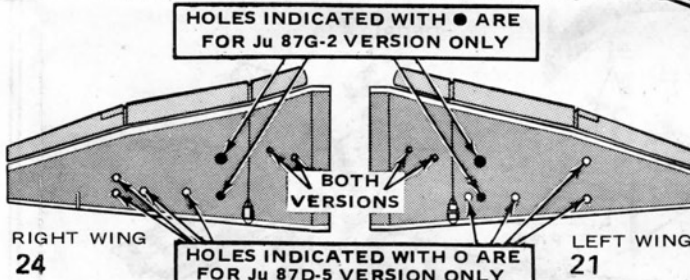
- | | | | |
|----|-------------------------|----|---------------------------|
| 16 | LEFT STABILIZER | 22 | LEFT WING TIP |
| 17 | LEFT STABILIZER STRUT | 23 | RIGHT WING - TOP HALF |
| 18 | RIGHT STABILIZER | 24 | RIGHT WING - BOTTOM HALF |
| 19 | RIGHT STABILIZER STRUT | 25 | RIGHT WING TIP |
| 20 | LEFT WING - TOP HALF | 26 | COCKPIT ENCLOSURE (CLEAR) |
| 21 | LEFT WING - BOTTOM HALF | 49 | TWIN MACHINE GUN |

1. Cement (16) and (17) to left side of FUSELAGE.
2. Cement (18) and (19) to right side of FUSELAGE.
3. Open HOLES in WING Parts (21) and (24) as indicated for either "D" or "G" version (see detail below).



4. Assemble LEFT WING Parts (20), (21) and (22). Then RIGHT WING Parts (23), (24) and (25). Cement WINGS to FUSELAGE.
5. Carefully cement Parts (26) and (49) in place.

INSIDE VIEW OF BOTTOM WING SECTION



HOLES INDICATED WITH ● ARE FOR Ju 87G-2 VERSION ONLY

BOTH VERSIONS

HOLES INDICATED WITH ○ ARE FOR Ju 87D-5 VERSION ONLY

OPEN HOLES IN LOWER WING AS INDICATED FOR EITHER VERSION: Ju 87D-5 OR Ju 87G-2.

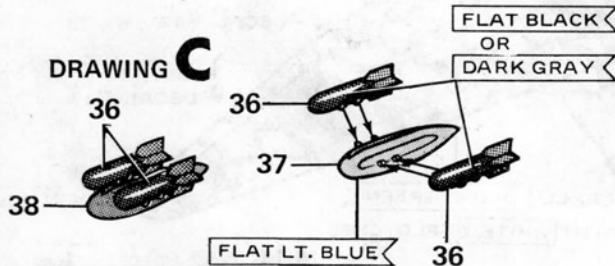
FOUR 110 LB. BOMBS Ju 87D-5 VERSION

- | | |
|----|-----------------|
| 36 | BOMB (4 PARTS) |
| 37 | RIGHT BOMB RACK |
| 38 | LEFT BOMB RACK |

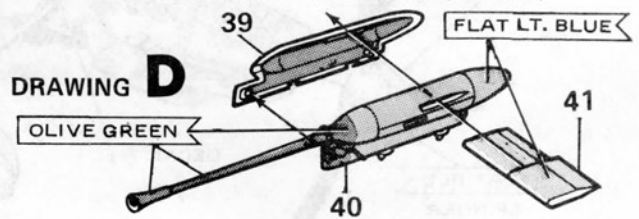
TWO 37 MM. FLAK 18 CANNONS. Ju 87G-2 VERSION

- | | |
|----|--------------------------|
| 39 | CANNON FAIRING (2 PARTS) |
| 40 | CANNON (2 PARTS) |
| 41 | AMMO CONTAINER (2 PARTS) |

BLACK
DARK GRAY



1. Cement two Parts (36) to (37) and (38) as shown.

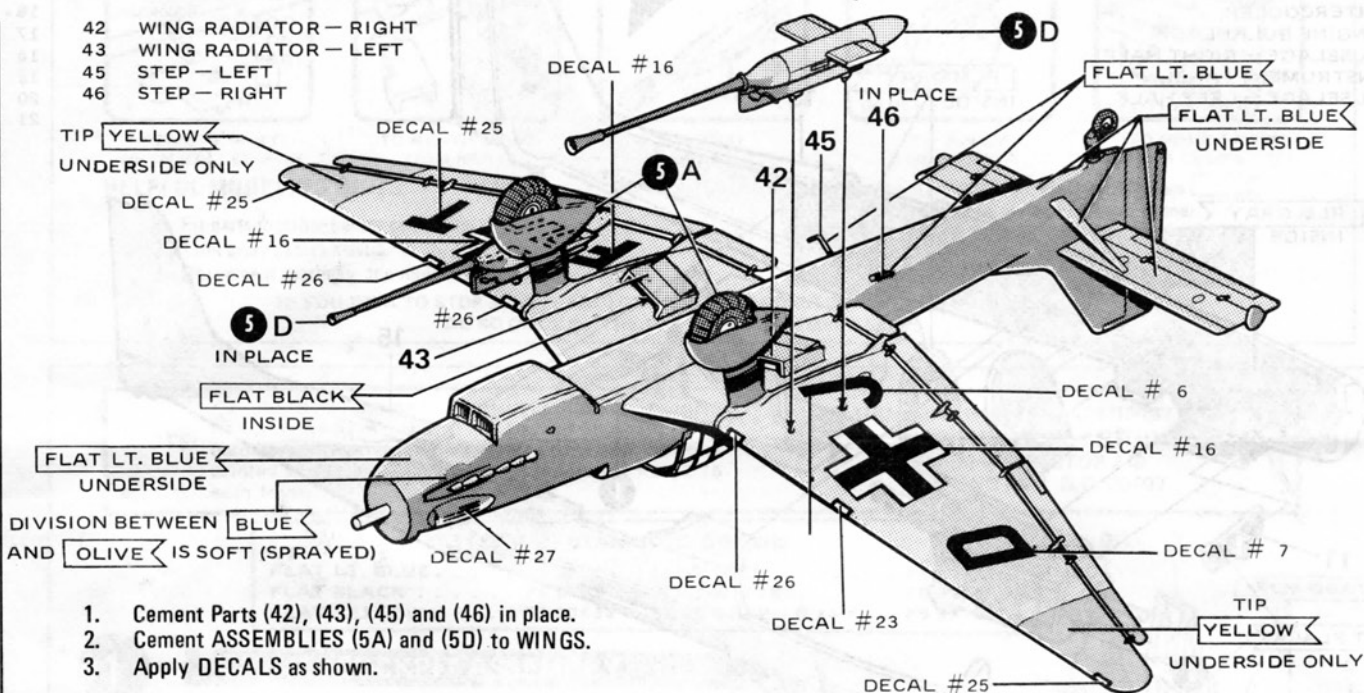


1. Cement one Part (39) to each Part (40).
2. Slide one Part (41) through each ASSEMBLY as shown until wide part stops against inside of (39), cement in place.

8

UNDERSIDE ASSEMBLY "G" VERSION

- 42 WING RADIATOR — RIGHT
43 WING RADIATOR — LEFT
45 STEP — LEFT
46 STEP — RIGHT

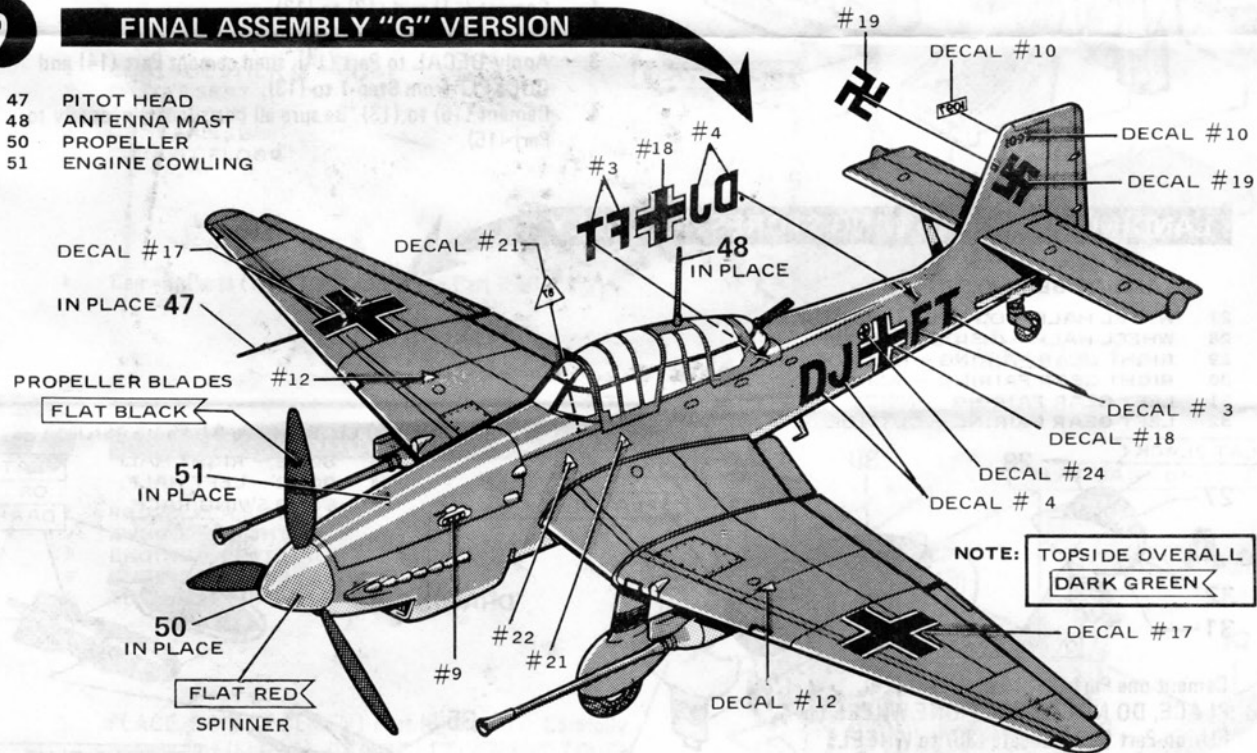


1. Cement Parts (42), (43), (45) and (46) in place.
2. Cement ASSEMBLIES (5A) and (5D) to WINGS.
3. Apply DECALS as shown.

9

FINAL ASSEMBLY "G" VERSION

- 47 PITOT HEAD
48 ANTENNA MAST
50 PROPELLER
51 ENGINE COWLING



1. Cement Parts (47) and (48) in place.
2. PRESS, DO NOT CEMENT (50) onto PROPELLER SHAFT.
3. PLACE, DO NOT CEMENT (51) in place, it may be removed to display ENGINE.
4. Apply DECALS as shown.

NOTE:

REFER TO BOX COVER
AS AN AID IN PAINTING
AND DECAL PLACEMENT.