

Ju 87 B/R STUKA

Revell

H-149-3800

**BUILD ONE OF TWO VERSIONS: Ju-87B DIVE BOMBER
OR Ju 87R LONG RANGE DIVE BOMBER**

PRINTED IN ENGLAND

This angular aircraft owed its existence to the determination of Ernst Udet, a former World War I fighter ace, who later became head of the Technical Office of the Reich's Air Transport Ministry. After witnessing dive-bombing demonstrations in the United States, Udet realized the awesome potential of such a weapon, and it was largely through his efforts that the dive bomber forces of the Luftwaffe were established. The first prototype Stuka Ju-87 flew on 17th September 1935 with, ironically, a British Rolls-Royce Kestrel engine.

After much development, the Ju-87A was delivered to the Luftwaffe during 1937 for operational testing in the Spanish Civil War. The airplane proved invaluable in service despite its relatively short range and the low power of its 610 hp. Jumo 210A engine. The lessons learned in Spain resulted in the Ju-87B version (with more horsepower) and its identical twin, the Ju-87R. The "Richard" (R version) differed from the "Berta" (B version) in that it could carry two 66 Imperial gallon fuel tanks in place of the wing-mounted bombs. This, coupled with increased internal fuel capacity, nearly doubled its range.

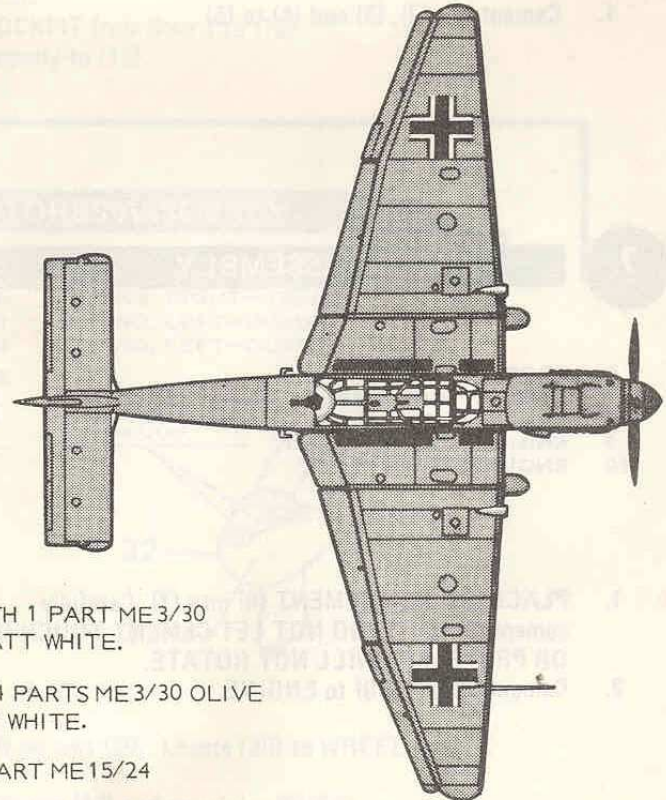
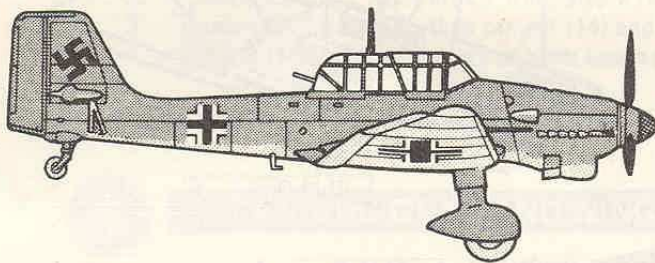
When World War II started in September 1939, many Stuka squadrons had been equipped with the Ju-87B. The results of their attacks on Polish road crossings, bridges, ships, airfields, strong points, massed troops, and vehicles served to build a legend of invincibility around the Junkers dive bomber. That legend collapsed during the Battle of Britain a year later.

The Ju-87s were active during the Norwegian and French campaigns, and later they saw extensive action in North Africa. During the Battle of Britain, however, the extent to which the Stuka had owed its success to German air superiority was graphically proved by the alarming (to the German High Command) losses experienced by the Stuka groups. Stukas operating in areas of determined fighter opposition suffered prohibitive losses.

So, while the fighters of both sides slugged it out, the dive bombers were withdrawn to await the establishment of German airfields in Britain, a hope that soon vanished as the Luftwaffe continued to lose the Battle of Britain.

SPECIFICATIONS – Ju-87B AND R

Span:	.....	45'3"
Length:	.....	36'5"
Height:	.....	13'2"
Powerplant:	.....	1200 hp. Junkers Jumo 210Da
Armament:	.....	Two 7.9 mm. MG 17 wing guns, one 7.9 mm. flexible MG 15, one 1,102 lb. bomb, or one 551 lb. and four 110 lb. bombs, or (Ju-87R) one 551 lb. bomb, if two fuel tanks were carried.
Weight:	.....	Empty 5,980 lbs., maximum 9,560 lbs.
Maximum Speed:	.....	238 mph. at 13,410 feet
Maximum Range:	.....	Ju-87B: 490 miles without bomb; Ju-87R: 888 miles with two 66 Imperial-gallon fuel tanks



REVELL COLOUR GUIDE

MATT WHITE ← ME 10/34

MATT BLACK ← ME 6/33

MATT SCARLET ← ME 12/60

OLIVE GREEN ← ME 3/30

SEA GREY ← ME 2/27

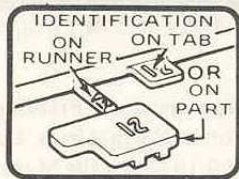
MATT LT. BLUE ← MIX 1 PART ME 11/25 MATT BLUE WITH 1 PART ME 3/30 OLIVE GREEN & 5 PARTS ME 10/34 MATT WHITE.

R.L.M. GREY ← MIX 1 PART ME 2/27 SEA GREY WITH 4 PARTS ME 3/30 OLIVE GREEN AND 10 PARTS ME 10/34 MATT WHITE.

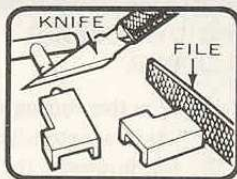
DESERT TAN ← MIX 1 PART ME 24/26 KHAKI WITH 1 PART ME 15/24 MATT YELLOW.

GET YOUR TOOLS READY:

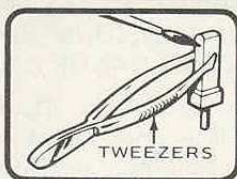
BEFORE YOU BEGIN



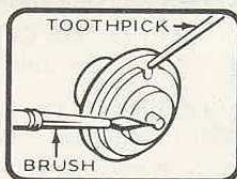
REMOVE PART WHEN CALLED FOR



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.

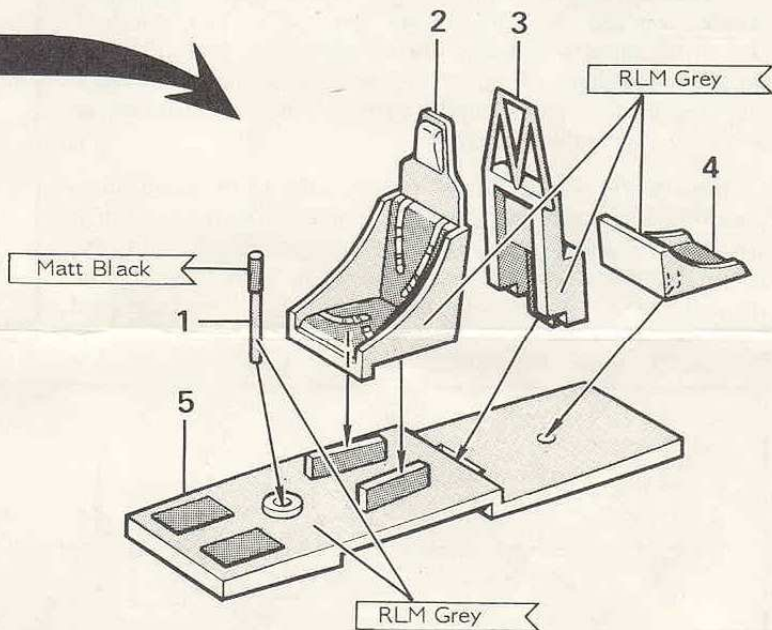
5. **TO OBTAIN A GOOD BOND, REMOVE PAINT WHERE PARTS ARE TO BE CEMENTED.**

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

1

COCKPIT ASSEMBLY

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

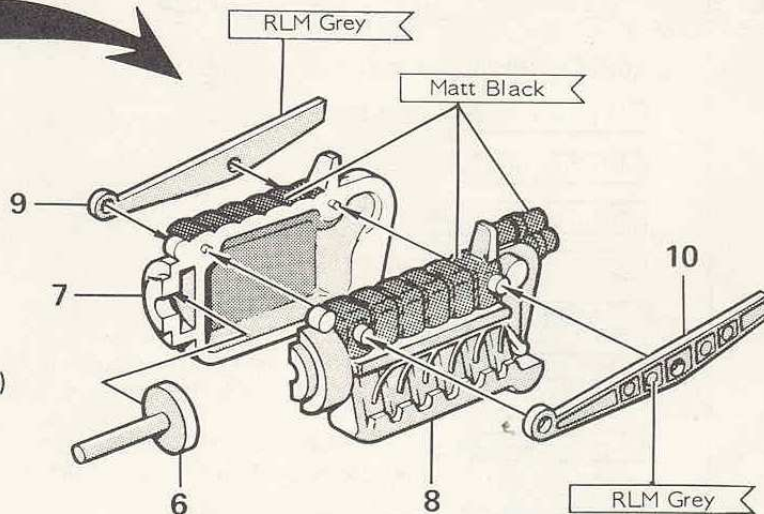


1. Cement (1), (2), (3) and (4) to (5).

2

ENGINE ASSEMBLY

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

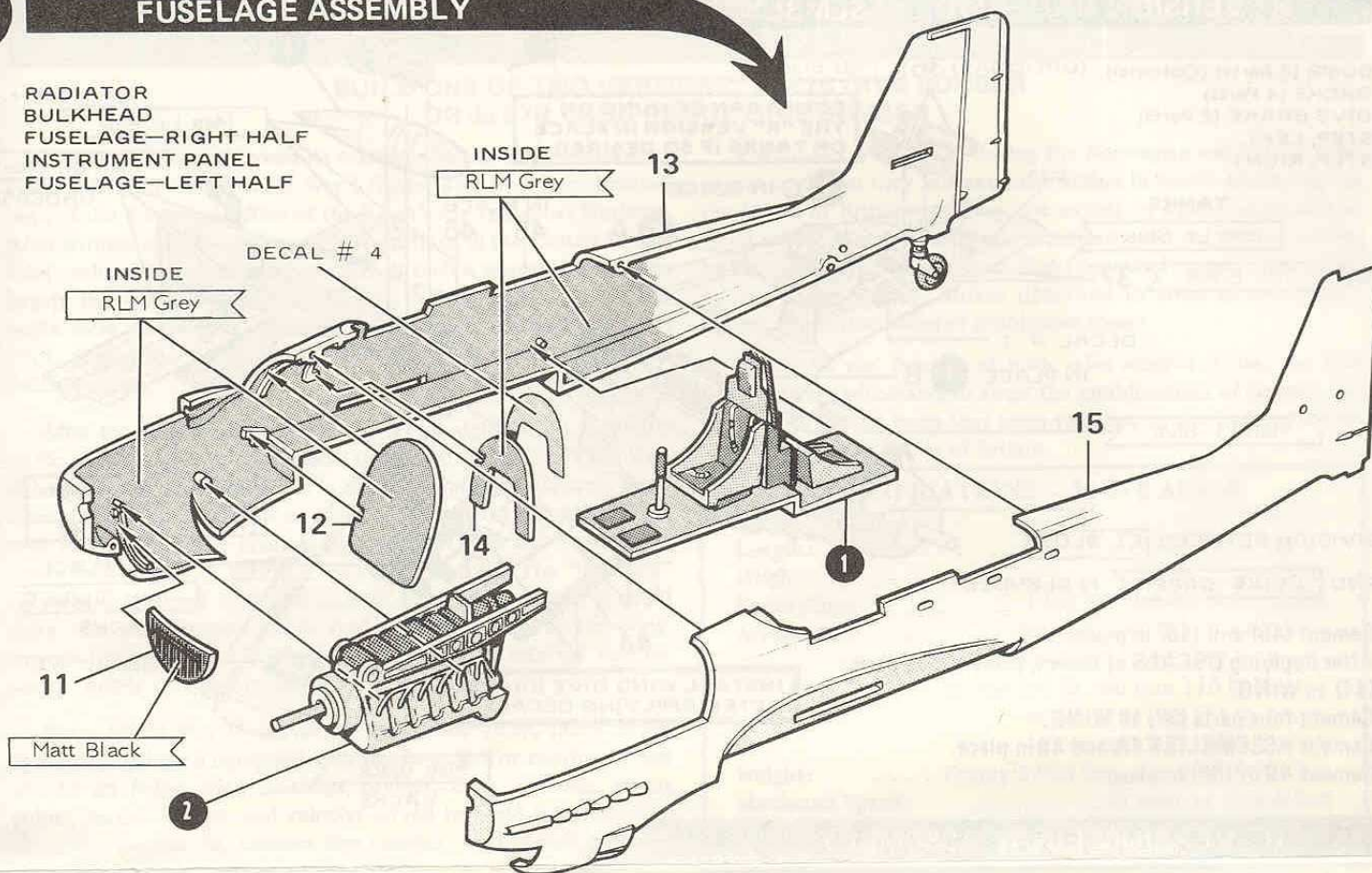


1. PLACE, DO NOT CEMENT (6) into (7). Carefully cement (8) to (7). DO NOT LET CEMENT TOUCH (6) OR PROPELLER WILL NOT ROTATE.
2. Cement (9) and (10) to ENGINE.

3 FUSELAGE ASSEMBLY

5

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



- 16 S
- 17 S
- 18 S
- 19 S
- 20 V
- 21 V

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

4 LANDING GEAR AND WING STORES ASSEMBLY

LANDING GEAR ASSEMBLY

- | | |
|----------------------------------|--------------------------|
| 27 WHEEL HALF, OUTSIDE (2 Parts) | 30 FAIRING, RIGHT—INSIDE |
| 28 WHEEL HALF, INSIDE (2 Parts) | 31 FAIRING, LEFT—INSIDE |
| 29 FAIRING, RIGHT—OUTSIDE | 32 FAIRING, LEFT—OUTSIDE |



1. Cement one (27) to each (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 (31) and (32) and remaining WHEEL.

DETAIL

RIGHT

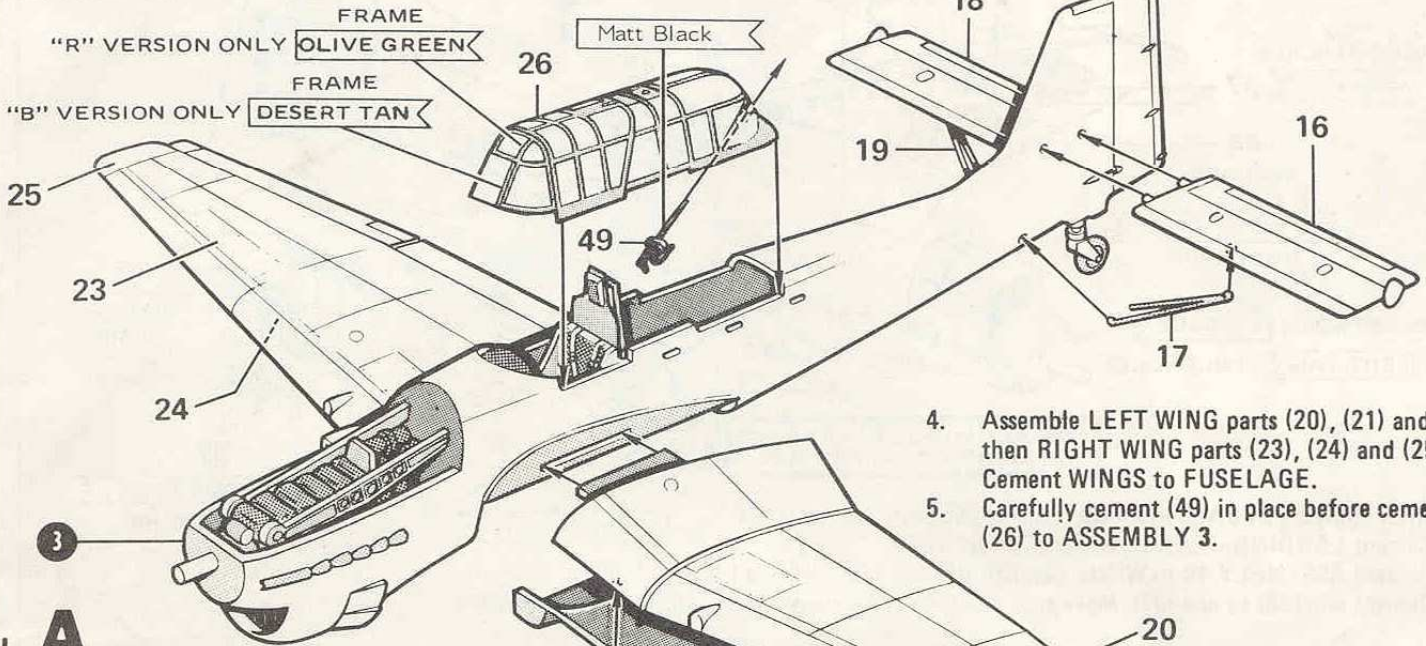
35

1. Cemen

5 WINGS AND CANOPY ASSEMBLY

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

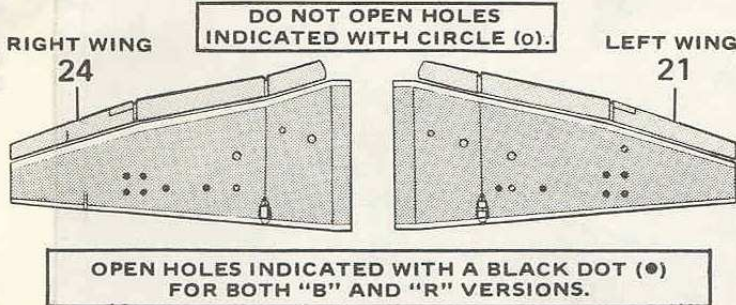
1. Cement (16) and (17) to left side of FUSELAGE.
2. Cement (18) and (19) to right side of FUSELAGE.
3. Open HOLES in WING parts (21) and (24) as indicated by black dots (●) for either "R" or "B" versions (see detail "A" below).



4. Assemble LEFT WING parts (20), (21) and (22), then RIGHT WING parts (23), (24) and (25). Cement WINGS to FUSELAGE.
5. Carefully cement (49) in place before cementing (26) to ASSEMBLY 3.

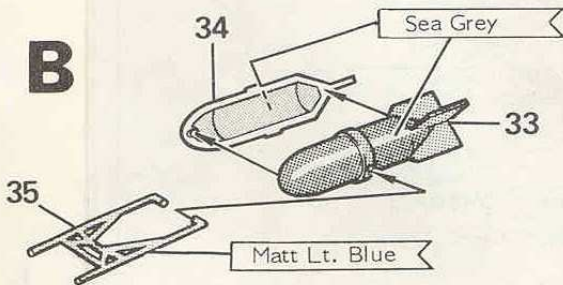
DETAIL A

INSIDE VIEW OF BOTTOM WING HALVES



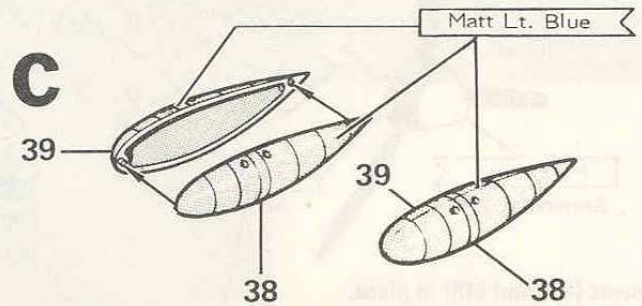
551 LB. BOMB

- | | |
|----|------------------|
| 33 | BOMB, RIGHT HALF |
| 34 | BOMB, LEFT HALF |
| 35 | BOMB SWING RACK |



66 IMP. GALLON DROP TANKS

- | | |
|----|-----------------------|
| 38 | TANK, LEFT (2 Parts) |
| 39 | TANK, RIGHT (2 Parts) |

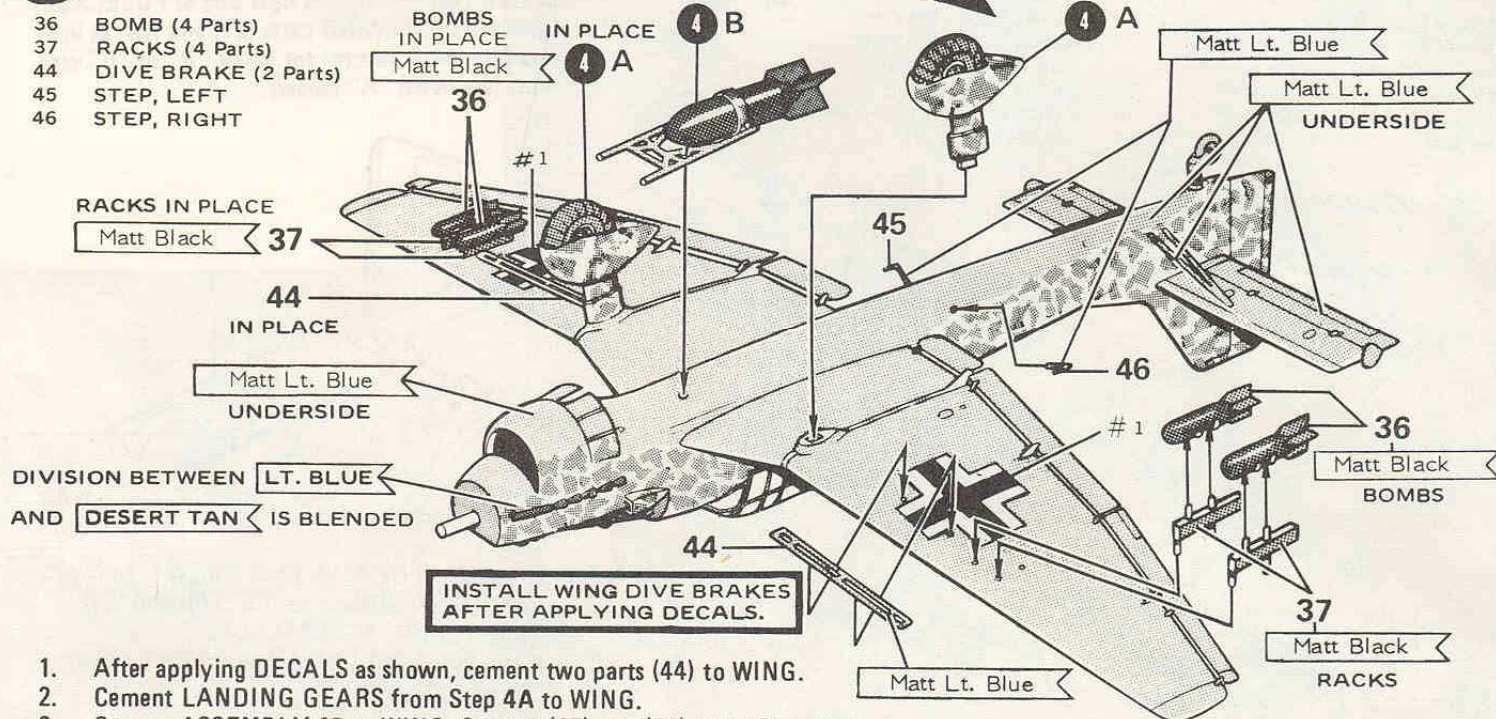


Ju 87R VERSION ONLY

1. Cement one (38) to each (39). Make two ASSEMBLIES.

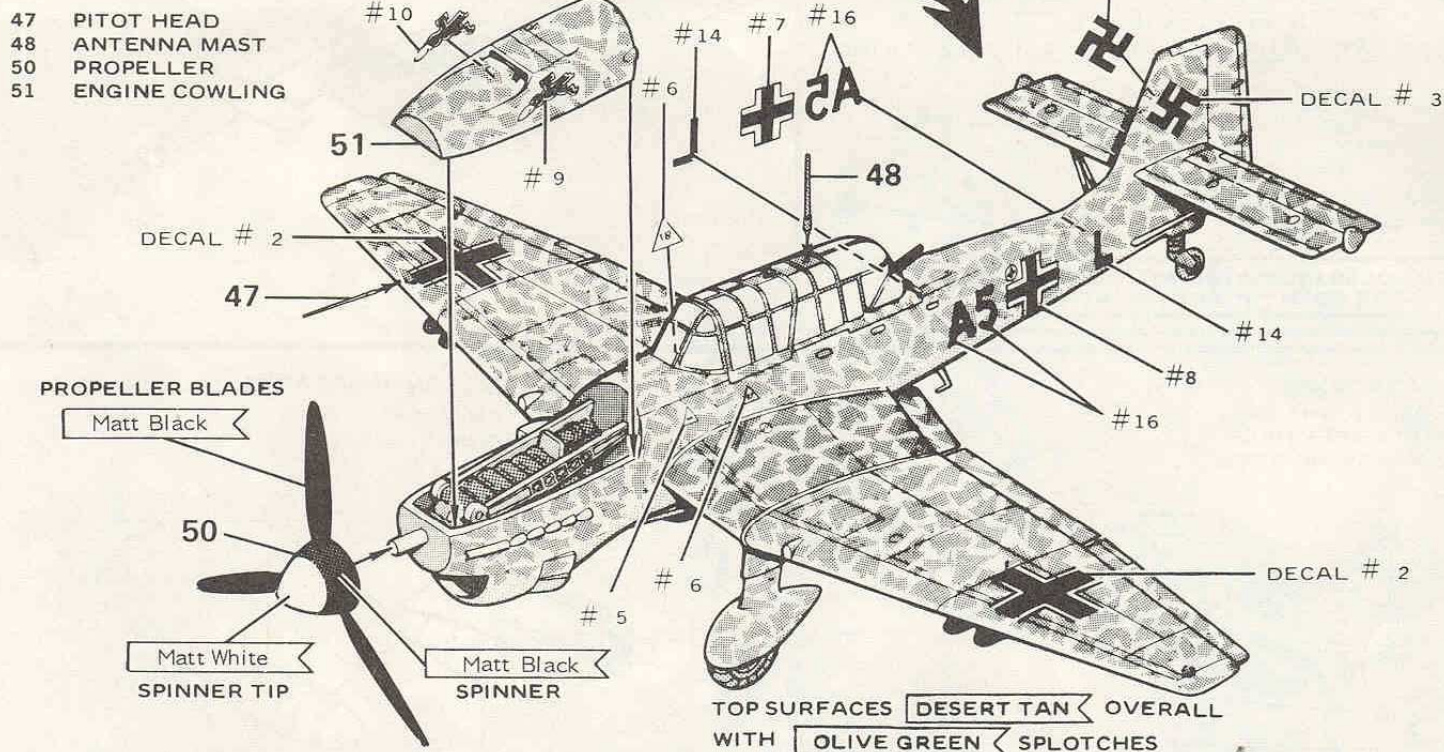
1. Cement (33) and (34) together, then snap (35) to BOMB.

6

"B" VERSION UNDERSIDE ASSEMBLY

1. After applying DECALS as shown, cement two parts (44) to WING.
2. Cement LANDING GEARS from Step 4A to WING.
3. Cement ASSEMBLY 4B to WING. Cement (45) and (46) to FUSELAGE.
4. Cement one (36) to one (37). Make four ASSEMBLIES, then cement ASSEMBLIES to WING.

7

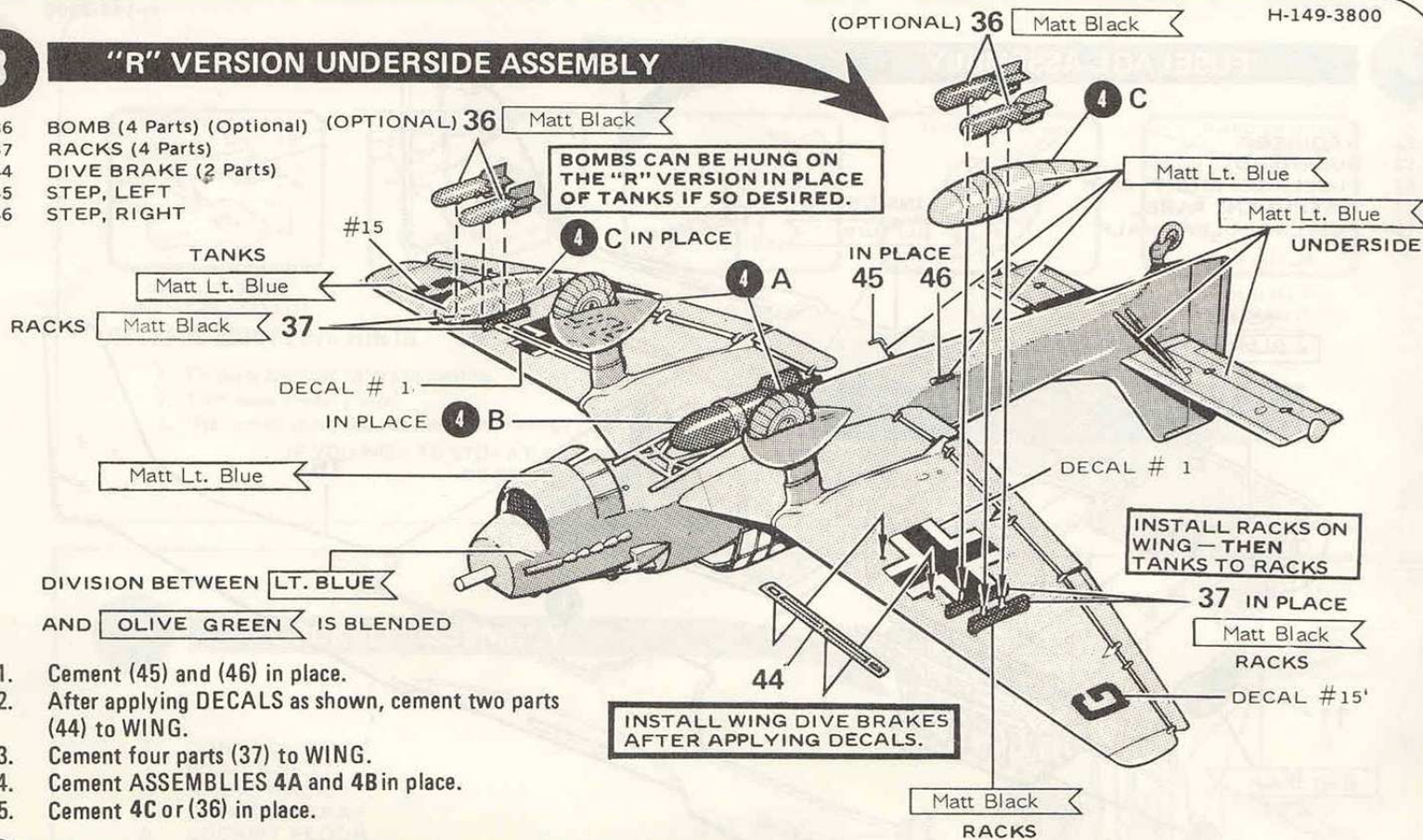
"B" VERSION FINAL ASSEMBLY

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

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

8 "R" VERSION UNDERSIDE ASSEMBLY

- 36 BOMB (4 Parts) (Optional)
- 37 RACKS (4 Parts)
- 44 DIVE BRAKE (2 Parts)
- 45 STEP, LEFT
- 46 STEP, RIGHT



9 "R" VERSION FINAL ASSEMBLY

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

