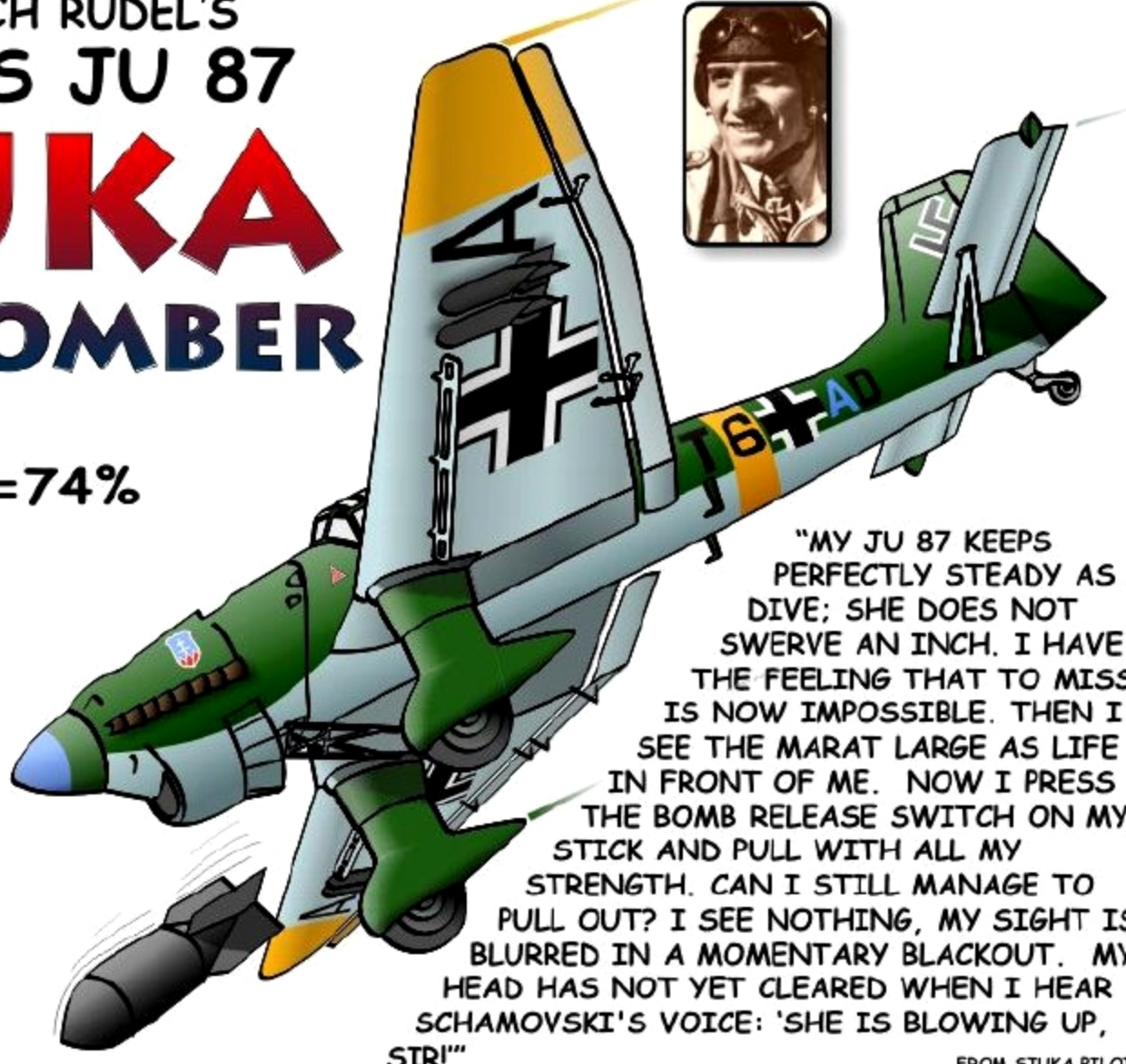


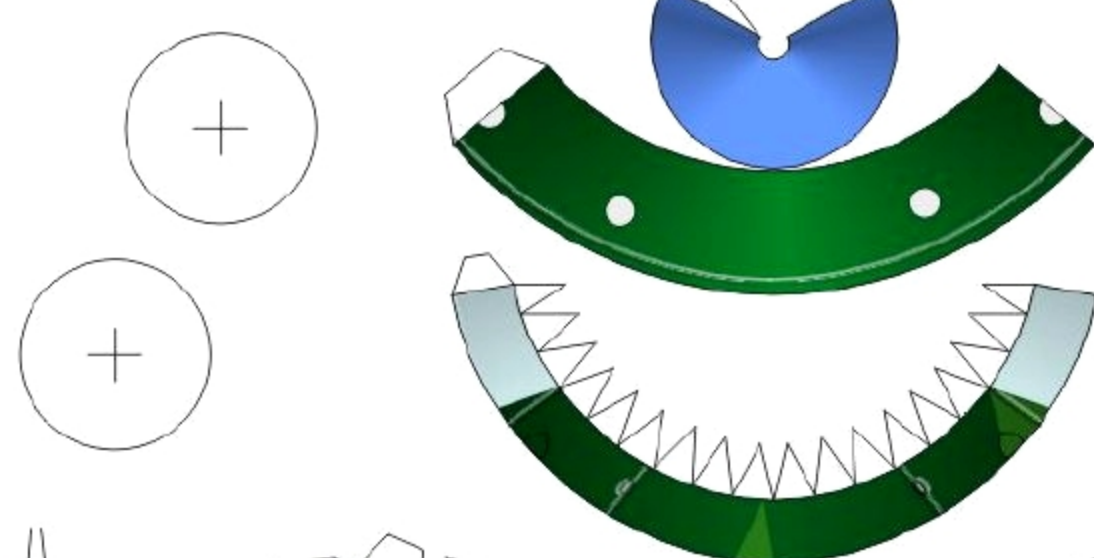
HANSULRICH RUDEL'S
JUNKERS JU 87
STUKA
DIVE BOMBER

WSAM=74%

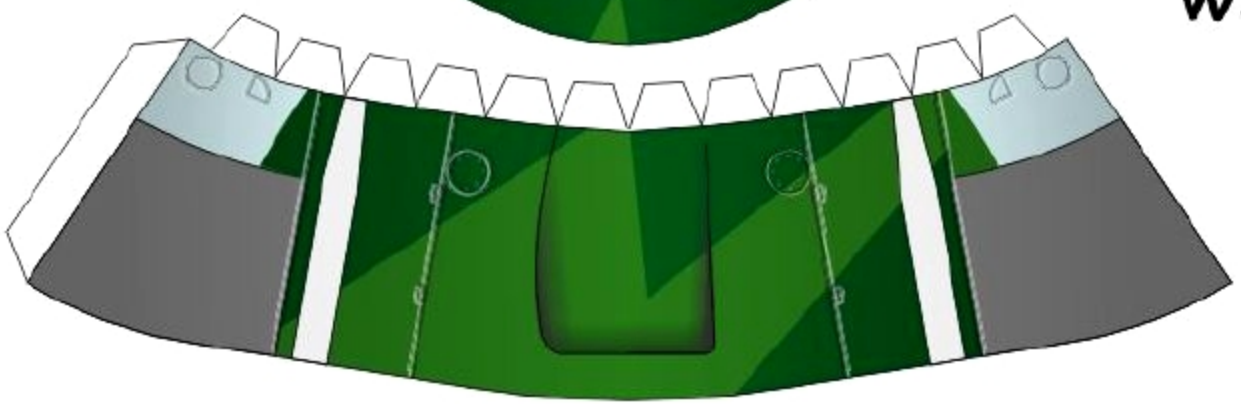


"MY JU 87 KEEPS PERFECTLY STEADY AS I DIVE; SHE DOES NOT SWERVE AN INCH. I HAVE THE FEELING THAT TO MISS IS NOW IMPOSSIBLE. THEN I SEE THE MARAT LARGE AS LIFE IN FRONT OF ME. NOW I PRESS THE BOMB RELEASE SWITCH ON MY STICK AND PULL WITH ALL MY STRENGTH. CAN I STILL MANAGE TO PULL OUT? I SEE NOTHING, MY SIGHT IS BLURRED IN A MOMENTARY BLACKOUT. MY HEAD HAS NOT YET CLEARED WHEN I HEAR SCHAMOVSKI'S VOICE: 'SHE IS BLOWING UP, SIR!'"

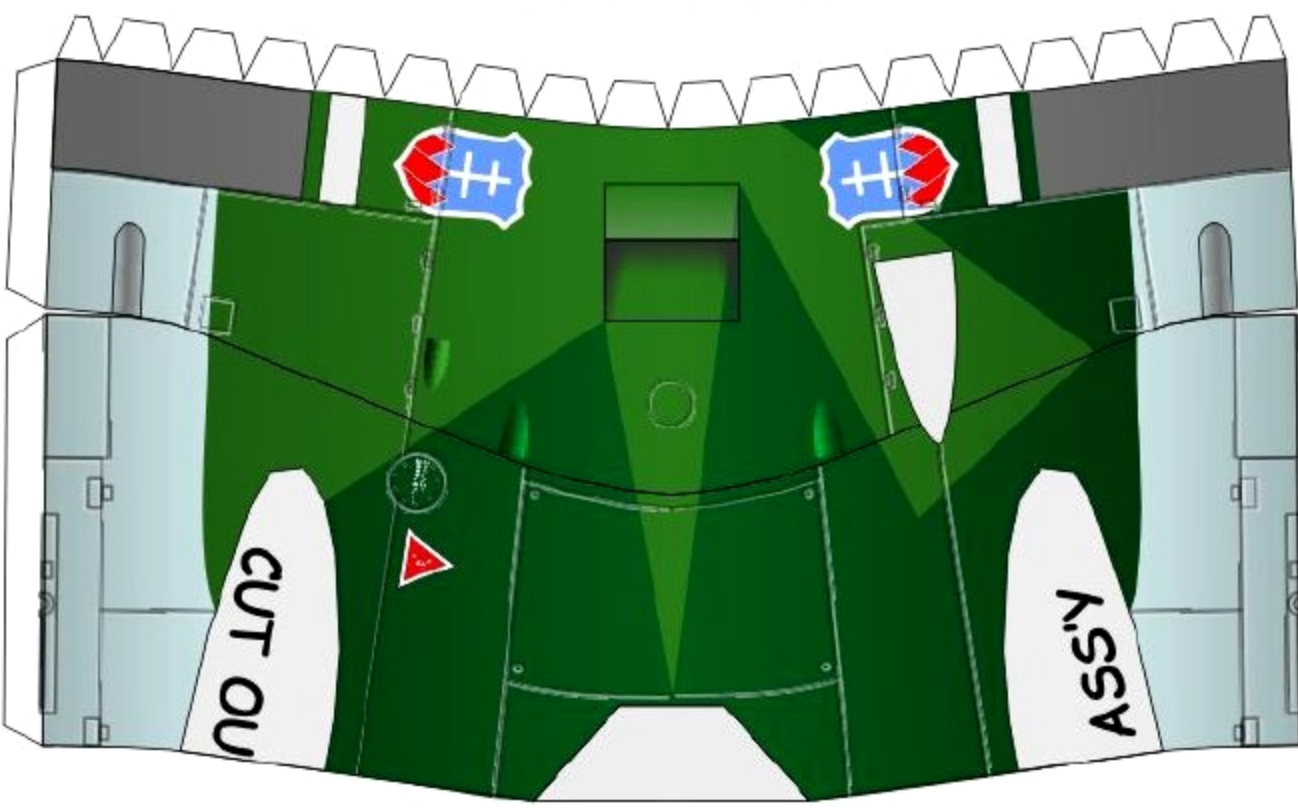
FROM STUKA PILOT
 BY HANS ULRICH RUDEL



EXHAUST



SNIP 'N' TUCK (BOTH SIDES)



INSTRUMENT PANEL

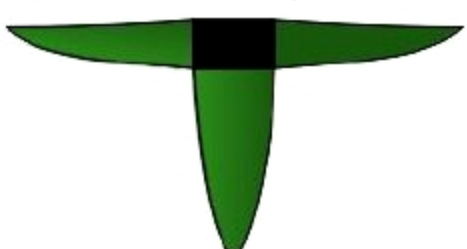


(OPTIONAL)

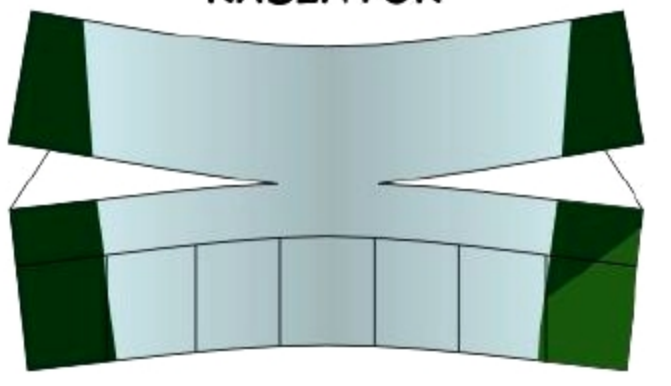
PILOT'S SEAT



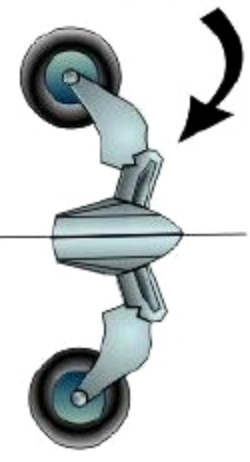
SUPERHUFFENPUFFEN AIRINTAKKEN (SUPERCHARGER AIR INTAKE)



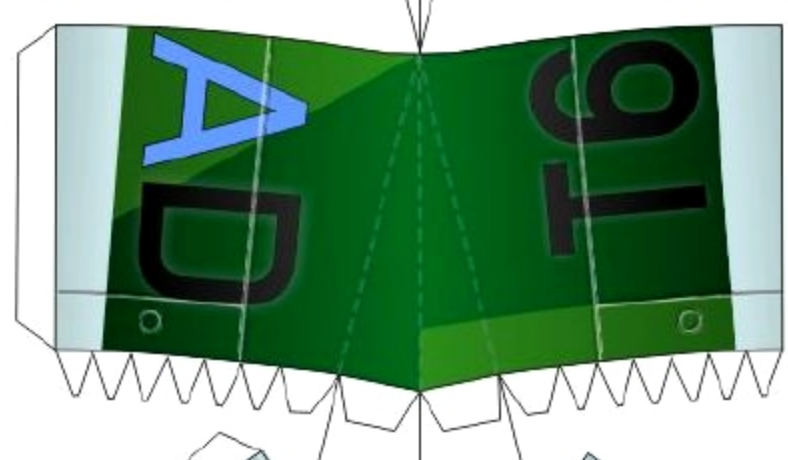
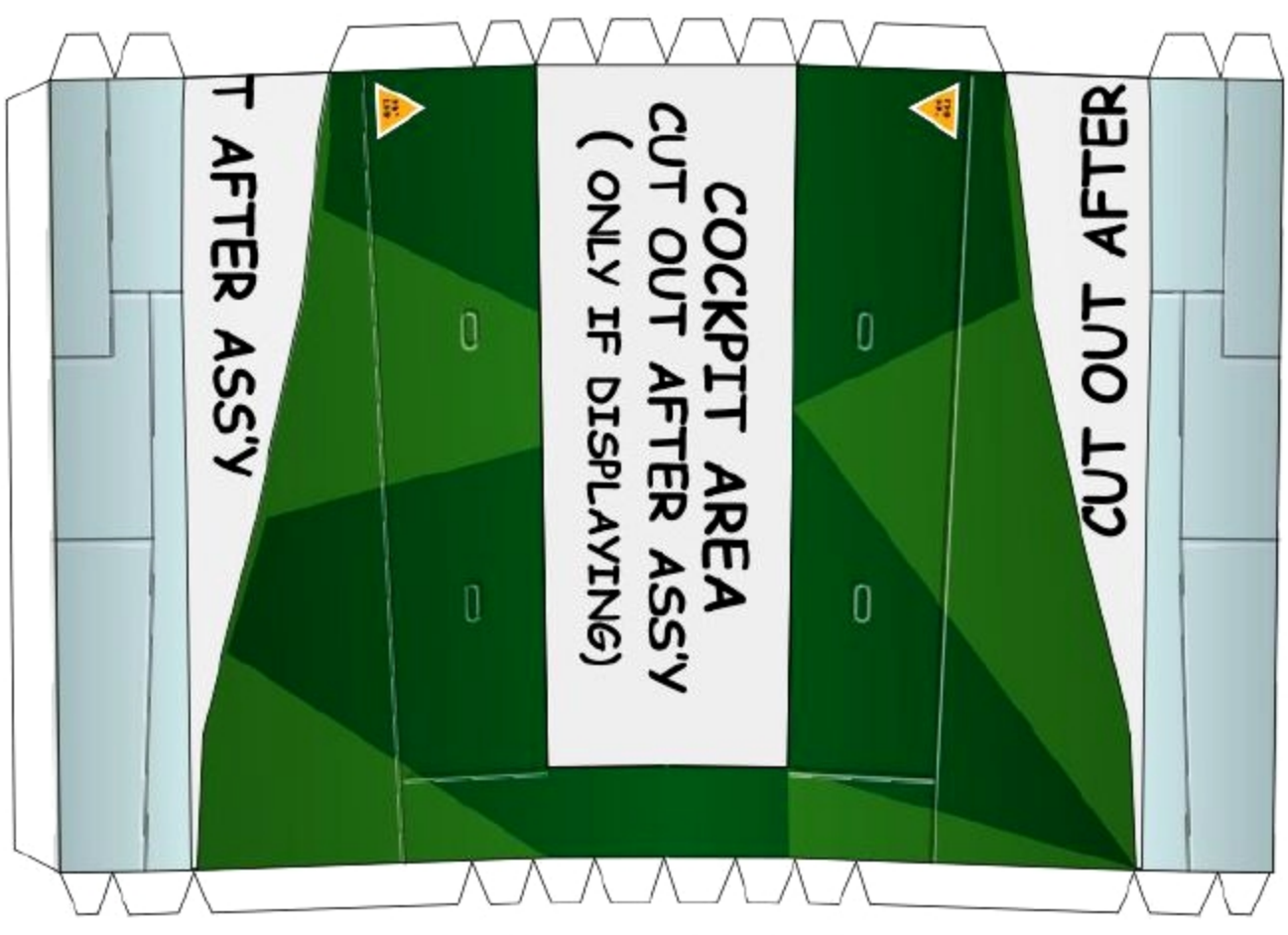
RADIATOR



TAIL WHEEL



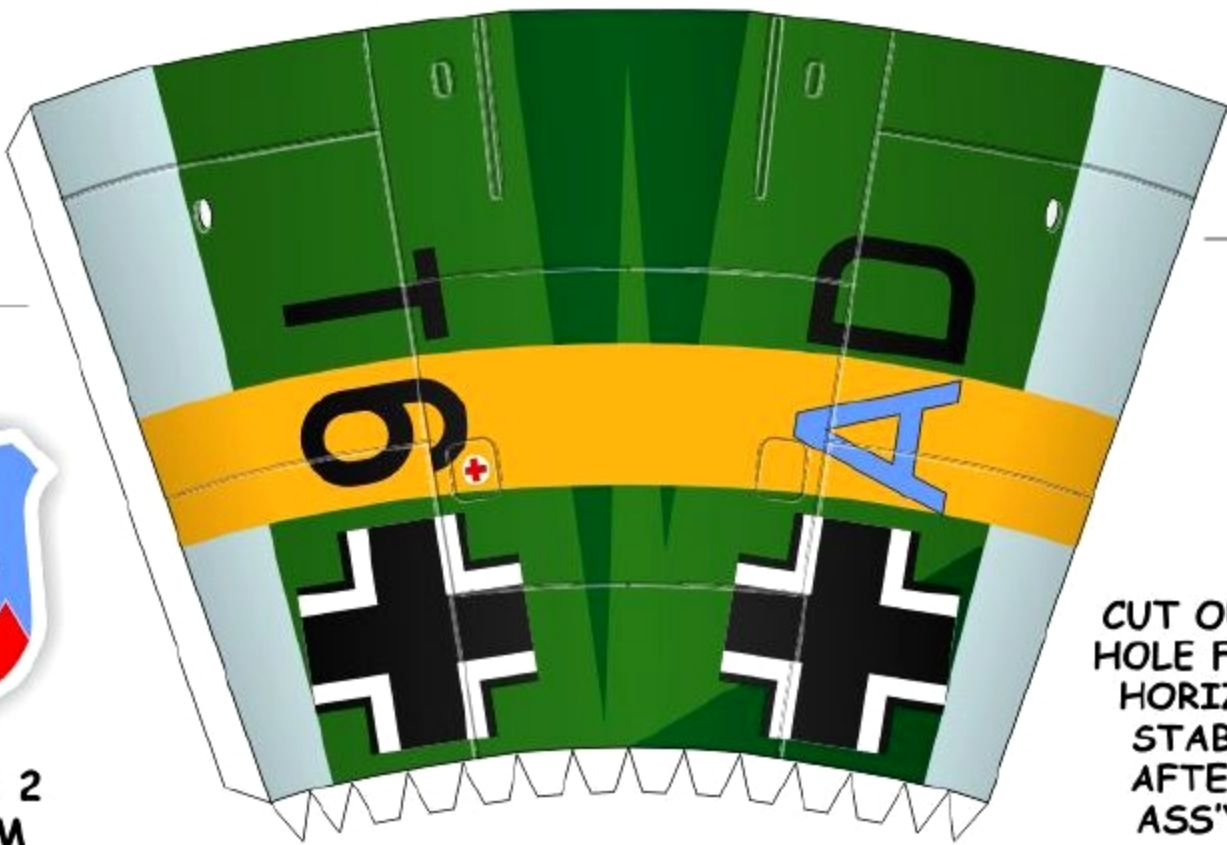
© 1999, 2002 CHAUNCY GREEN FOR FIDDLERS GREEN



LOTS MORE INFO ON THE STUKA AND OTHER MODELS: WWW.FIDDLERSGREEN.NET



III./SG 2 EMBLEM



STEP



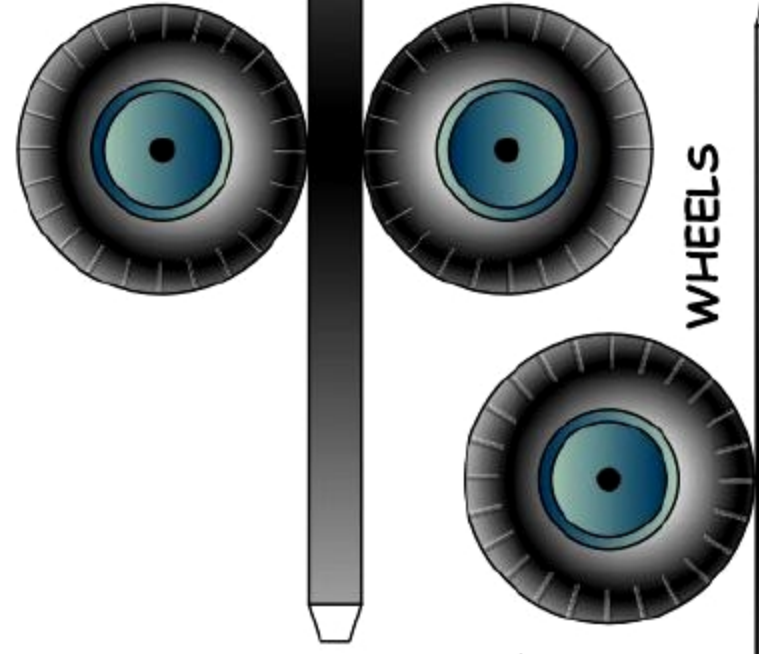
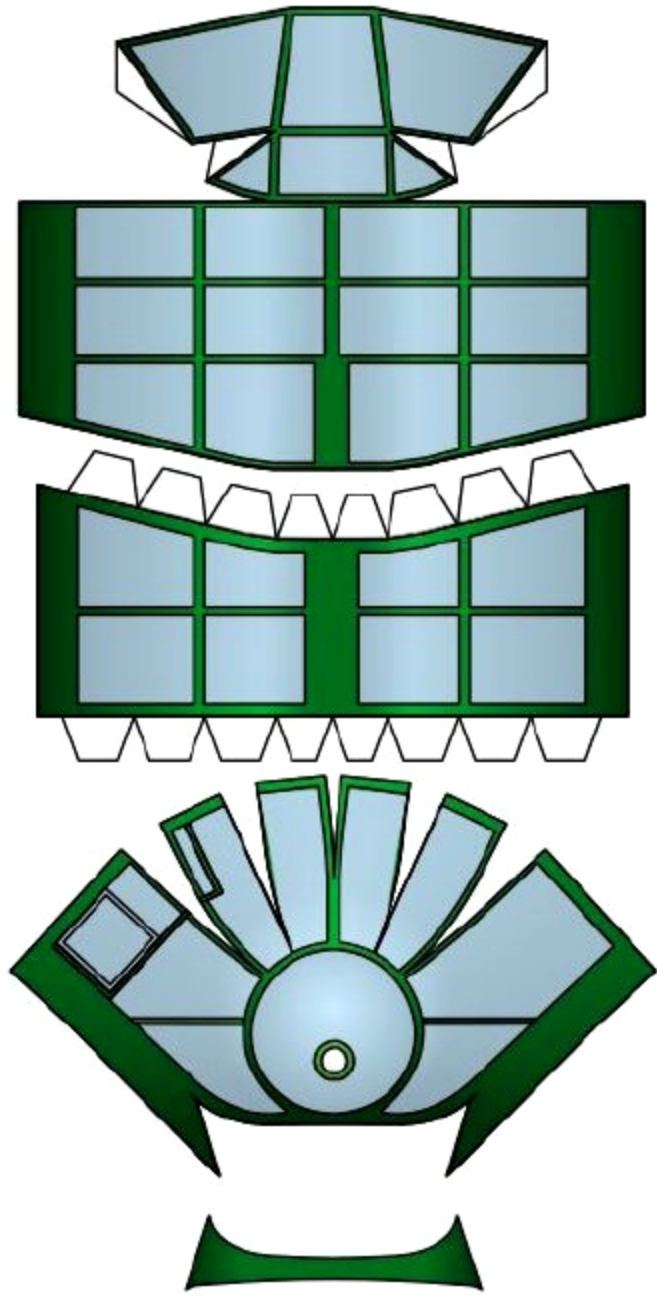
CUT OUT HOLE FOR HORIZ. STAB. AFTER ASS'Y



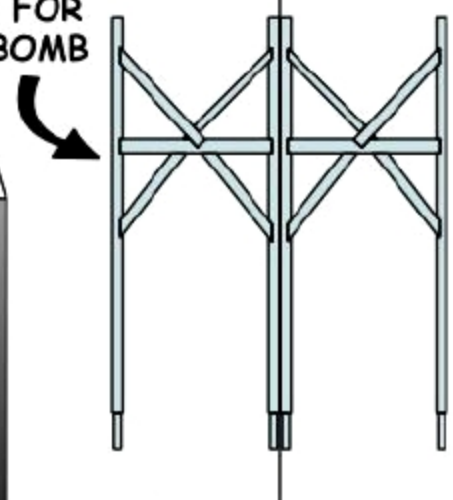
THANKS TO BIKER BOB, THE CAPTAIN, FLYPAPER, JESTER, TWIDGET, BONES AND BIG AL FOR THE TEST-BUILDS AND FEEDBACK.

LOTS MORE INFO
ON THE STUKA
AND OTHER MODELS:
WWW.FIDDLERSGREEN.NET

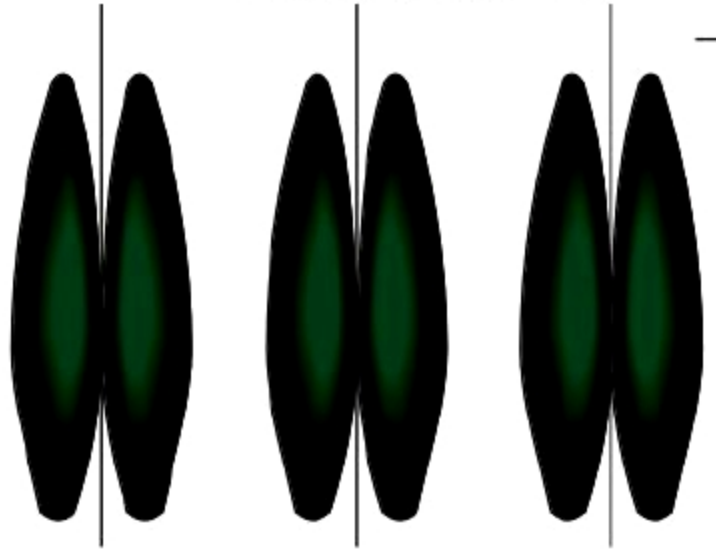
COCKPIT CANOPY



SWINGING
HOLDER FOR
250 KG BOMB



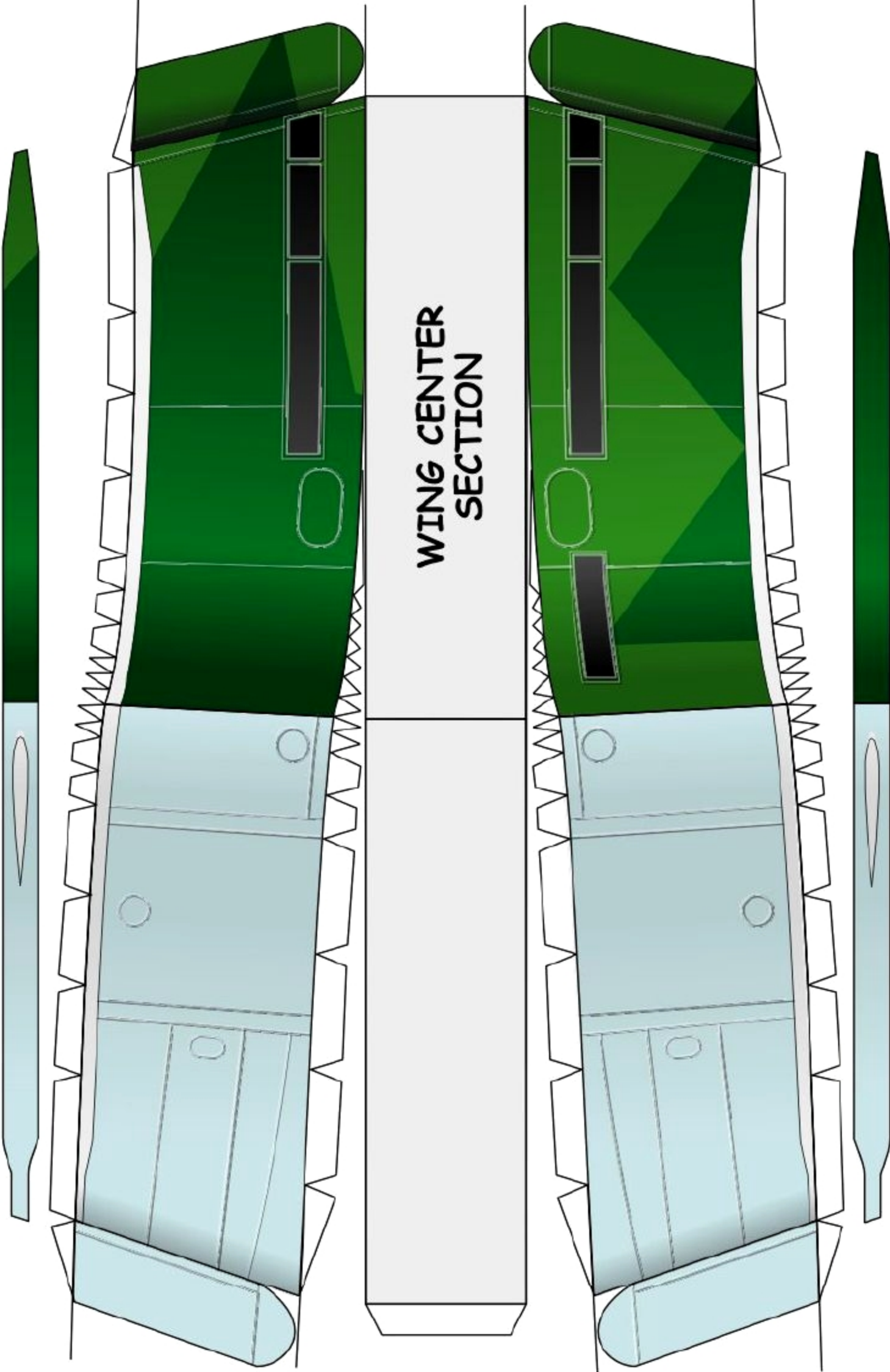
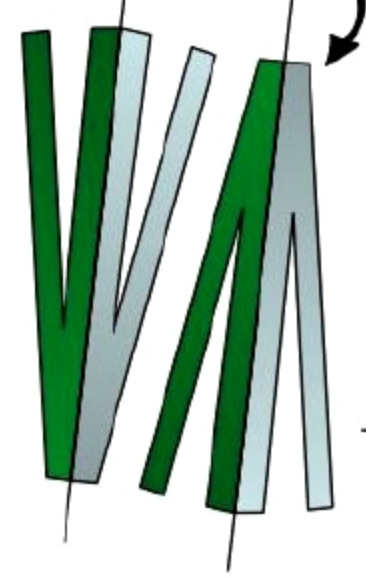
PROPELLER BLADES



HORIZONTAL
STABILIZER
& BRACES



HORIZ. STAB.
BRACES

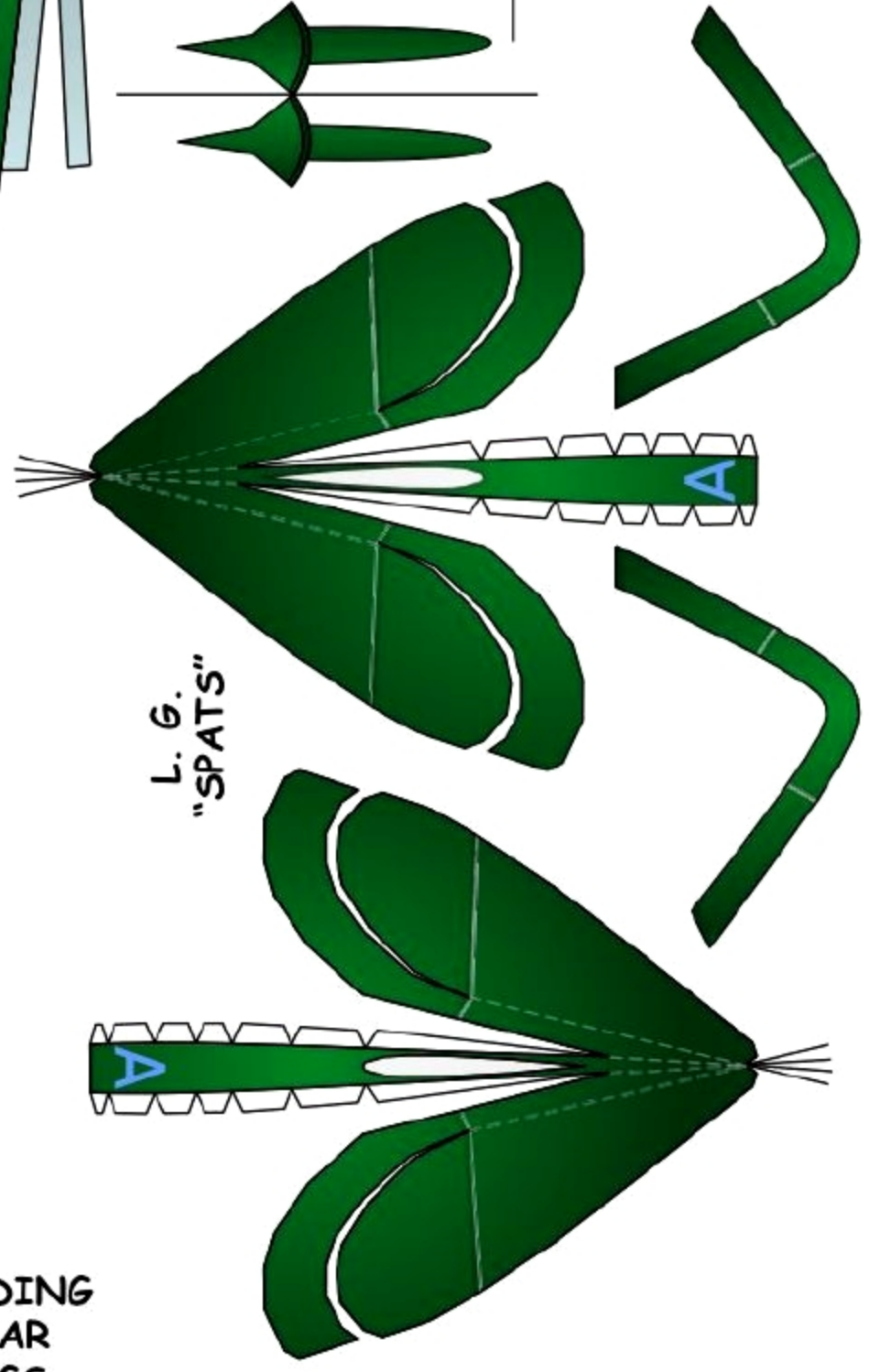


ANTENNA

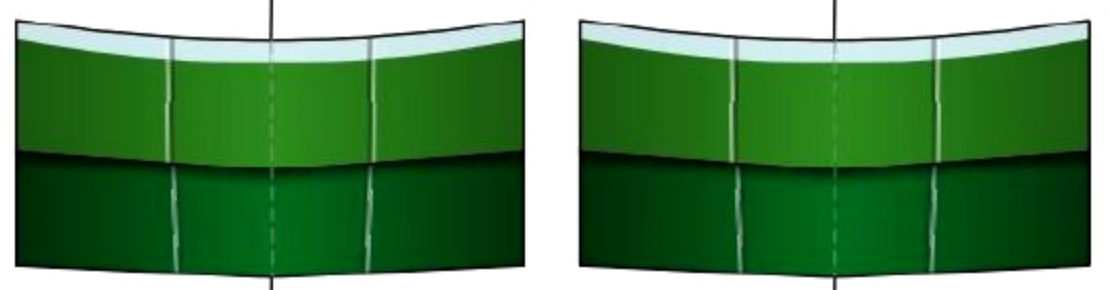


MG-15 7.9mm
MACHINE GUN

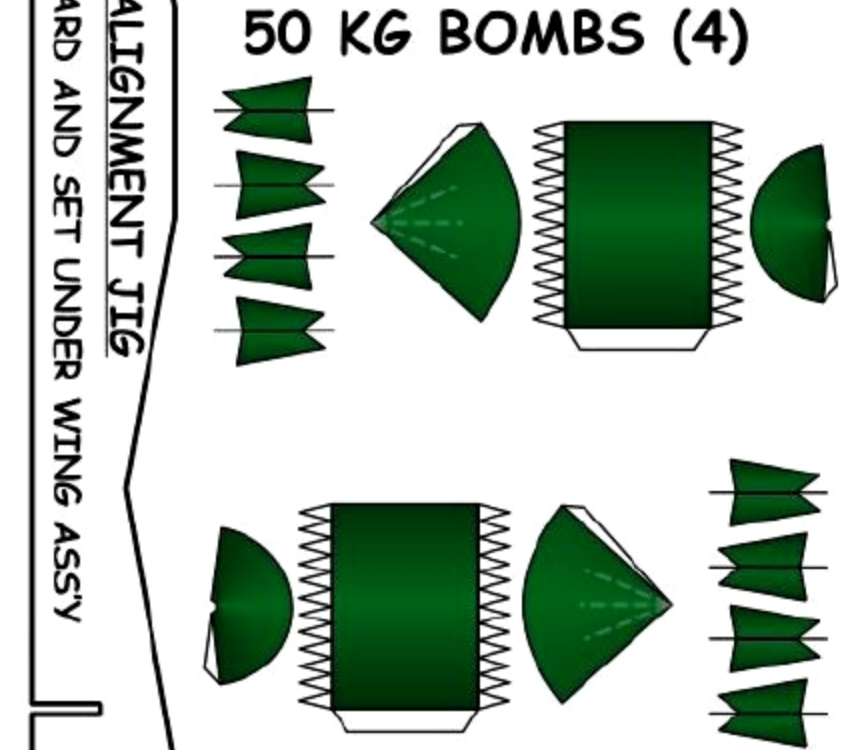
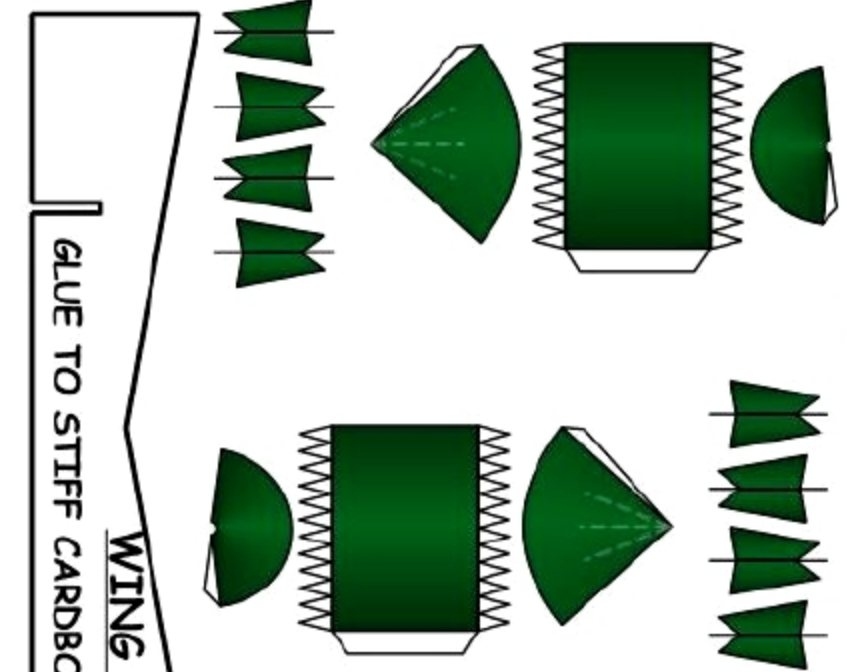
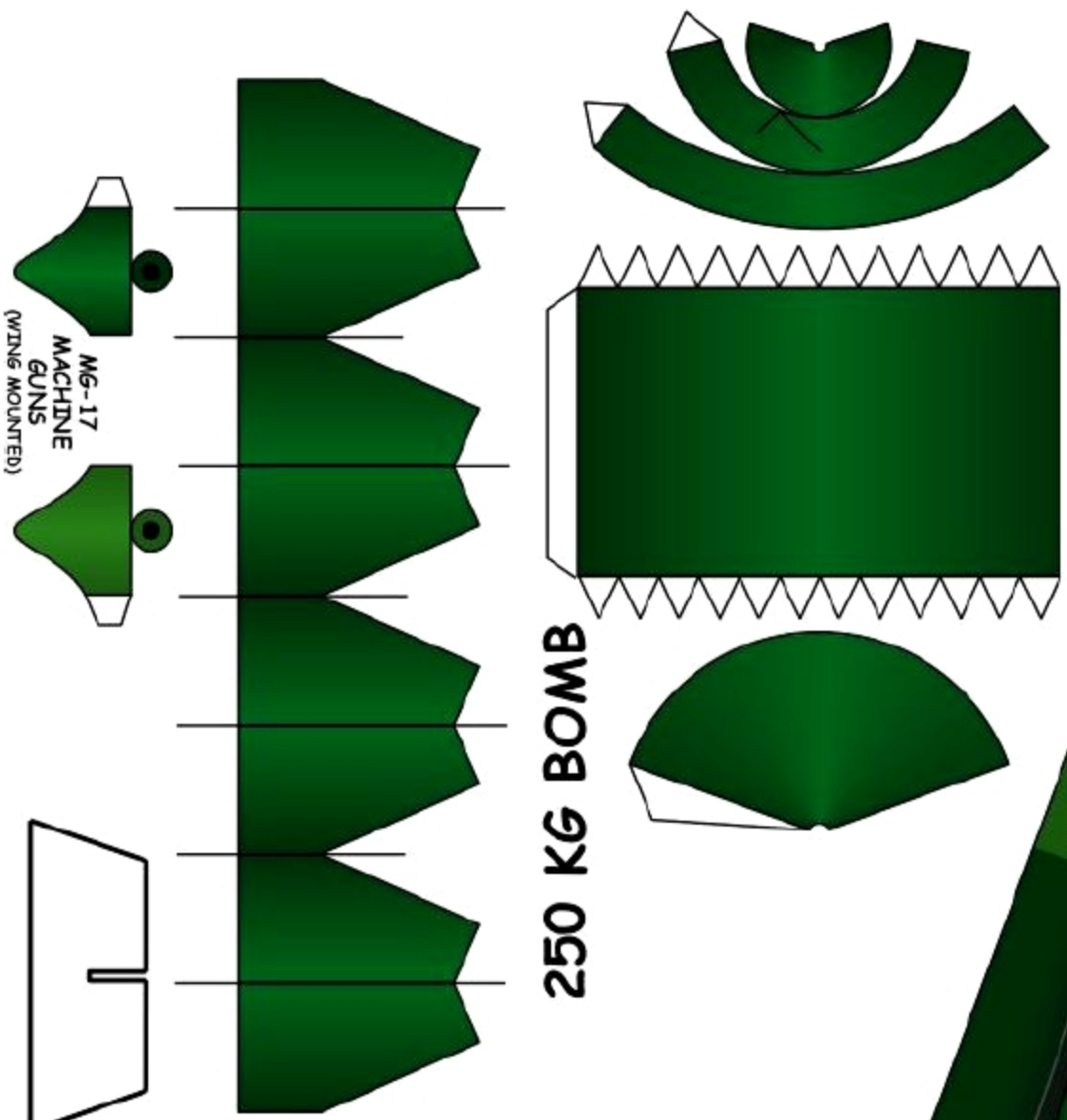
L. G.
"SPATS"



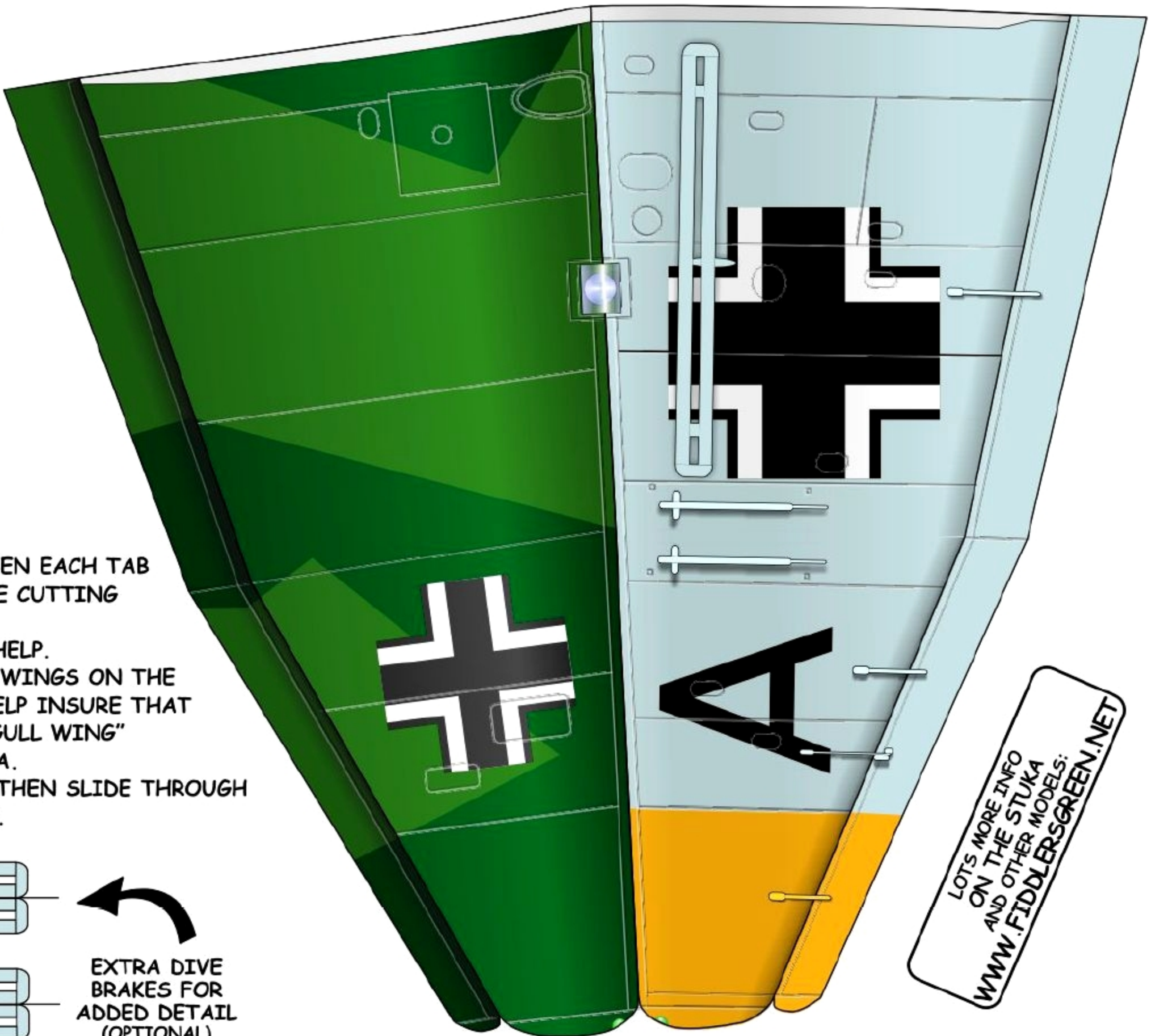
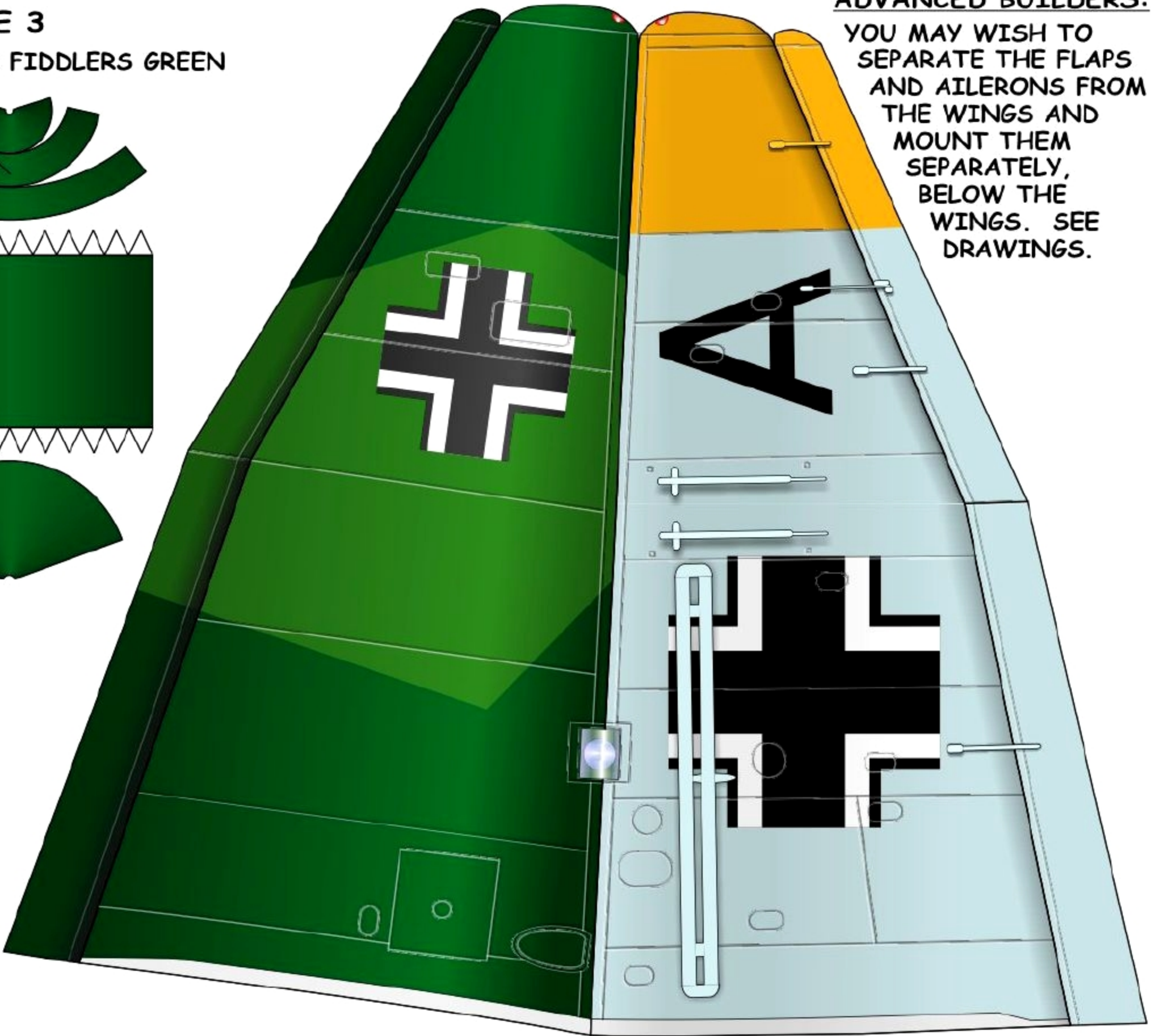
LANDING
GEAR
LEGS



ADVANCED BUILDERS:
 YOU MAY WISH TO SEPARATE THE FLAPS AND AILERONS FROM THE WINGS AND MOUNT THEM SEPARATELY, BELOW THE WINGS. SEE DRAWINGS.



- WING ASS'Y TIPS:**
- TAKE YOUR TIME!
 - PRE-SCORE THE LINE BETWEEN EACH TAB AND THE WING PART BEFORE CUTTING OUT.
 - A SLOW DRYING GLUE MAY HELP.
 - CAREFUL STUDY OF THE DRAWINGS ON THE INSTRUCTION PAGE WILL HELP INSURE THAT YOU ACHIEVE THE PROPER "GULL WING" APPEARANCE ON YOUR STUKA.
 - SET ASIDE UNTIL DRY AND THEN SLIDE THROUGH FUSELAGE, ALIGN AND GLUE.



LOTS MORE INFO ON THE STUKA AND OTHER MODELS:
WWW.FIDDLERSGREEN.NET

JUNKERS JU 87 STUKA DIVE BOMBER

THE IMAGE OF THE JUNKERS JU 87 IN A NEAR-VERTICAL DIVE WITH IT'S SIREN SCREAMING HAS BECOME ONE OF THE TRUE ICONS OF THE SECOND WORLD WAR. IT WAS AN ODD-LOOKING MACHINE, WITH LITTLE ATTENTION PAID IN IT'S DESIGN TO AERODYNAMICS. IT RESEMBLED A BIRD OF PREY WITH A W-FORM CRANKED WING, HIGH COCKPIT CANOPY, SQUARE TAIL AND SWEEP-FORWARD "TROUSERED" LANDING GEARS LIKE TALONS. A PERFECT REPRESENTATION OF "FORM FOLLOWS FUNCTION".

THE JU 87 WAS SLOW AND HAD A LIMITED RANGE, BUT IT WAS A SURPRISINGLY ACCURATE BOMBER. THE BOMBS WERE CONTROLLED BY THE PILOT UNTIL THE VERY LAST MOMENT. THE COMMON PRACTICE OF A PILOT WAS TO BEGIN HIS DIVE AT 15,000FT AT AN ANGLE OF 60°-90°, TURN ON THE SIREN TO DEMORALIZE THE ENEMY, AND DIVE EARTHWARD AT UP TO 350MPH. HE WOULD DROP THE BOMB AT AROUND 2,000FT, AND THEN IMMEDIATELY PULL UP THE NOSE. OFTEN TIMES THE PILOT WOULD BLACK OUT BECAUSE OF THE HIGH G-FORCES SO THE STUKAS WERE EQUIPED WITH AN AUTOMATIC PULL-OUT MECHANISM.

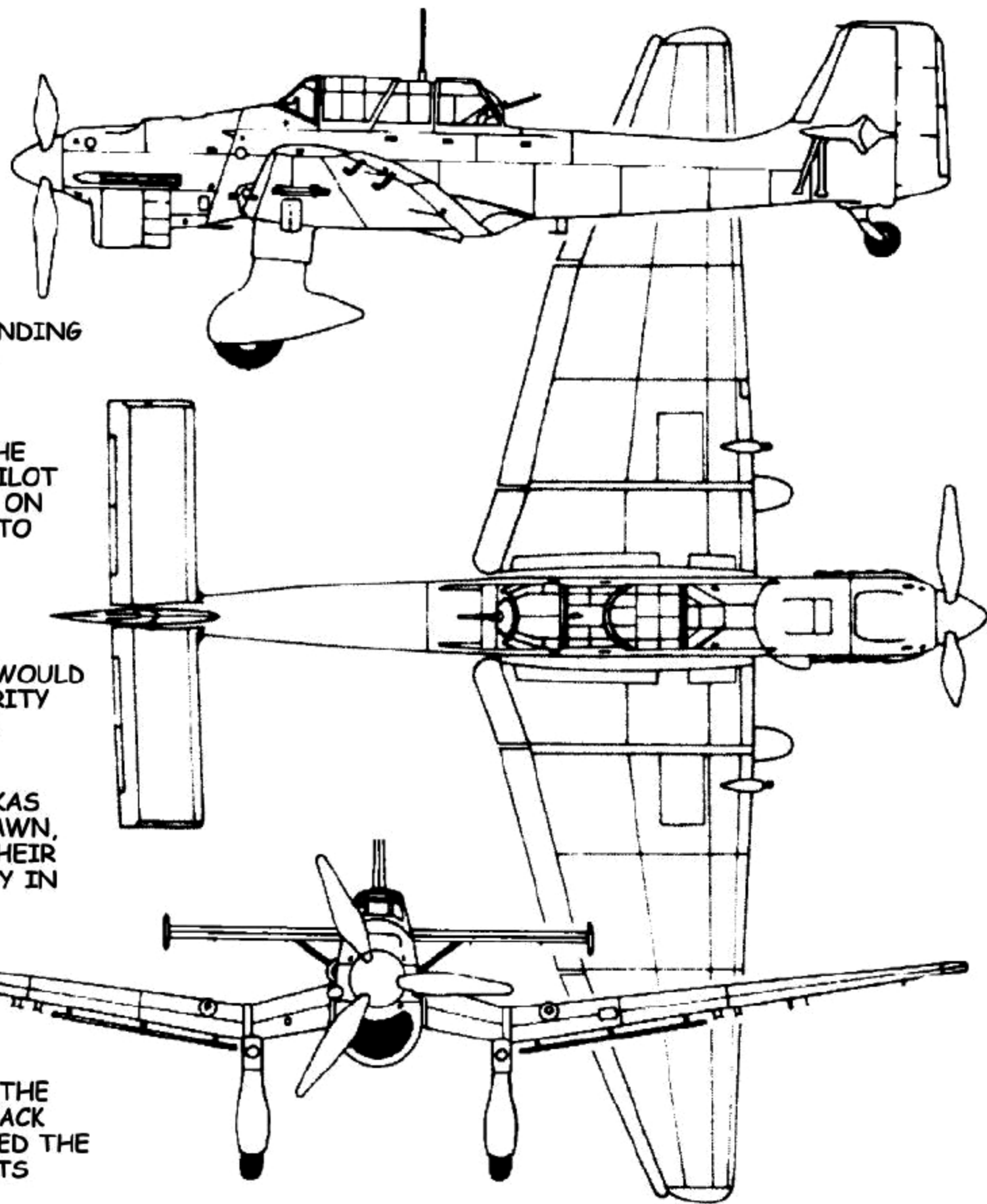
THE STUKA WAS USUALLY DEPLOYED BEFORE THE ARMY'S ATTACK AND WOULD SOFTEN ANY KNOWN DEFENSIVE STRONG POINTS. ONCE AIR SUPERIORITY WAS OBTAINED, THE STUKAS WOULD HARASS RETREATING OR TRAPPED ALLIED TROOPS. THE SMOOTH COOPERATION BETWEEN ARMY AND LUFTWAFFE COMMANDERS WAS THE KEY ELEMENT IN THE SUCCESSFUL CAMPAIGNS EARLY IN THE WAR. IN THE BATTLE OF BRITAIN THE STUKAS PROVED VULNERABLE TO BRITISH FIGHTERS, AND WERE SOON WITHDRAWN, BUT IN RUSSIA AND OVER GREECE AND CRETE THE STUKAS REPEATED THEIR DEADLY WORK AND CAUSED HEAVY LOSSES TO SHIPS OF THE ROYAL NAVY IN THE MEDITERRANEAN.

HANS ULRICH RUDEL

HANS RUDEL WAS GERMANY'S NUMBER ONE "STUKA ACE". AS A STUKA PILOT HE MANAGED TO DESTROY ENORMOUS NUMBERS OF ENEMY EQUIPMENT, INCLUDING 519 SOVIET TANKS.

ON SEPTEMBER 23RD OF 1941, RUDEL'S GROUP ATTACKED ELEMENTS OF THE SOVIET BALTIC FLEET IN KRONSTADT HARBOR (LENINGRAD). THIS ATTACK WAS TO EARN HIM GREAT FAME, AS IT WAS HIS STUKA THAT DELIVERED THE 2000 POUND BOMB WHICH SANK THE BATTLESHIP MARAT BY HITTING ITS AMMUNITION DUMP AND BREAKING THE SHIP IN HALF.

RUDEL'S FAMOUS QUOTATION WAS "VERLOREN IST NUR, WER SICH SELBST AUFGIBT" ("LOST ARE ONLY THOSE, WHO ABANDON THEMSELVES").



JU 87 B-2 SPECIFICATIONS

Dimensions:		Performance:		
Wing span	13.20m	Maximum Speed	350km/h (mph)	
Length	11.00m	Dive Speed	600km/h	
Height	3.77m	Ceiling	8100m	
Engine:	1200hp Junkers Jumo 211D	Climb	3000m in 8.8min	
		Range	800km	
Weights:		Armament:		
Empty	2760kg		Two MG17 7.9mm (Wings)	
Maximum	4400kg		One MG15 7.9mm (Rear Cockpit)	
			BombLoad	1000kg

HORIZ. STAB.
SLIDE THROUGH CUT
OUT IN TAIL.

MACH. GUN
CUT HOLE IN
REAR CANOPY,
SLIDE THROUGH,
GLUE.

BRACES

WING ASS'Y
CAREFULLY SLIDE
THROUGH FUSELAGE,
ALIGN, GLUE.

EXHAUST PORTS

MAP PIN
(OR EQUIV.)

RADIATOR
ASSY

MG 17
MACHINE
GUNS

A CUT OFF
TOOTHPICK MAKES
A NICE AXLE

LANDING
GEAR
ASSYS



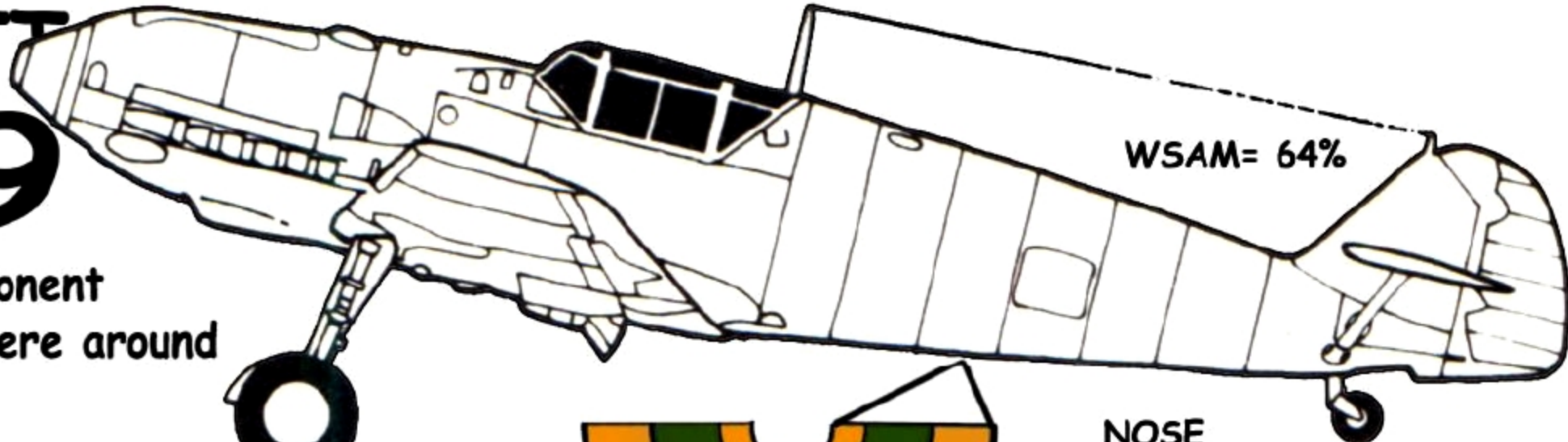
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LOTS MORE INFO
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AND OTHER MODELS:
WWW.FIDDLERSGREEN.NET

MESSERSCHMITT ME-109

The Me-109 was a formidable opponent during the entire WWII.. Somewhere around

33,000 WERE BUILT!!



WSAM= 64%



UPPER NOSE
(ROLL TO FIT)

GUN PORTS CAN BE CUT EXCEPT FOR THE NARROW (FWD) END



OIL COOLER SCOOP

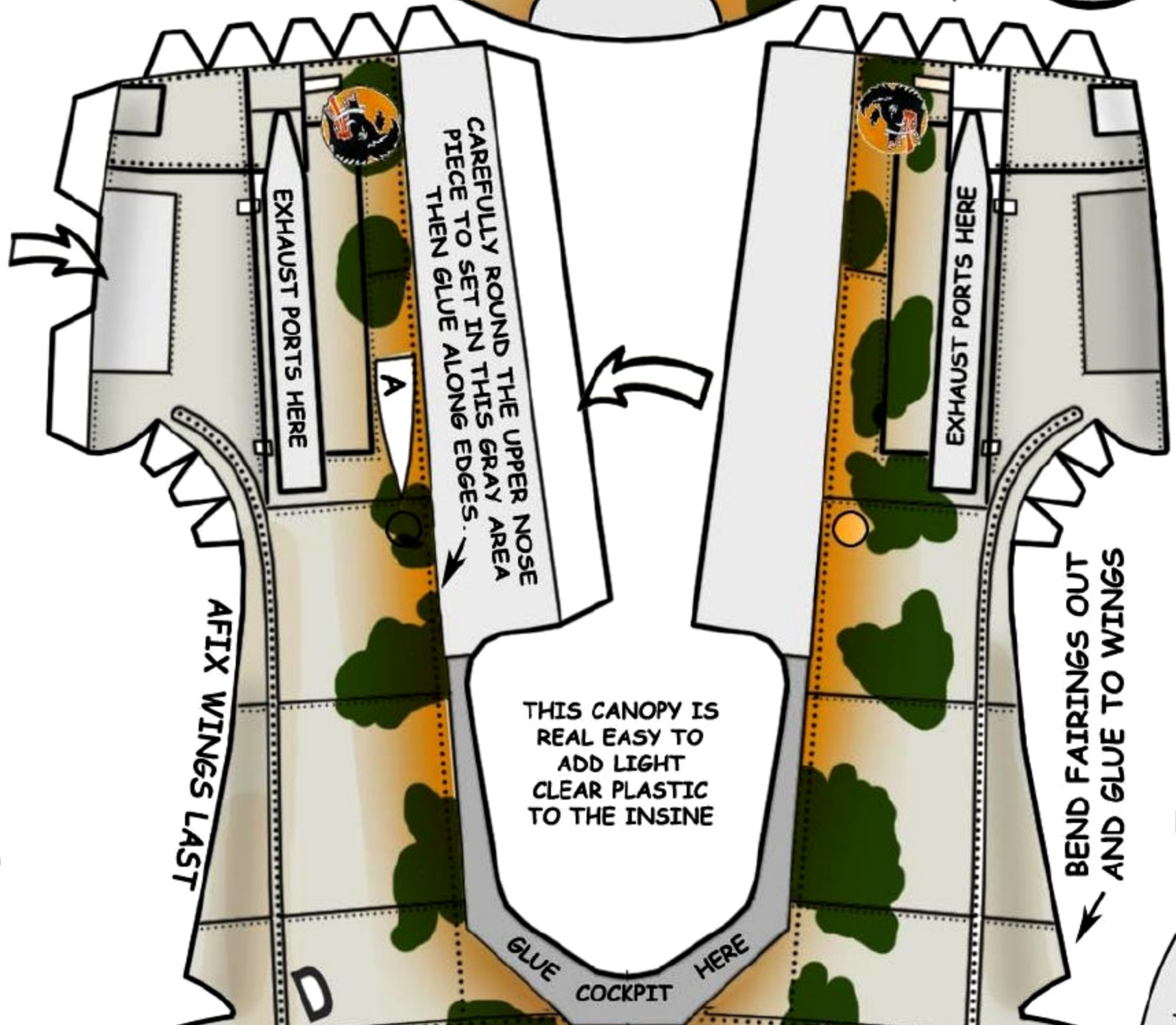
SPINNER



NOSE
PIECE



ENGINE DISC



AFIX WINGS LAST

CAREFULLY ROUND THE UPPER NOSE PIECE TO SET IN THIS GRAY AREA THEN GLUE ALONG EDGES.

EXHAUST PORTS HERE

EXHAUST PORTS HERE

THIS CANOPY IS REAL EASY TO ADD LIGHT CLEAR PLASTIC TO THE INSIDE

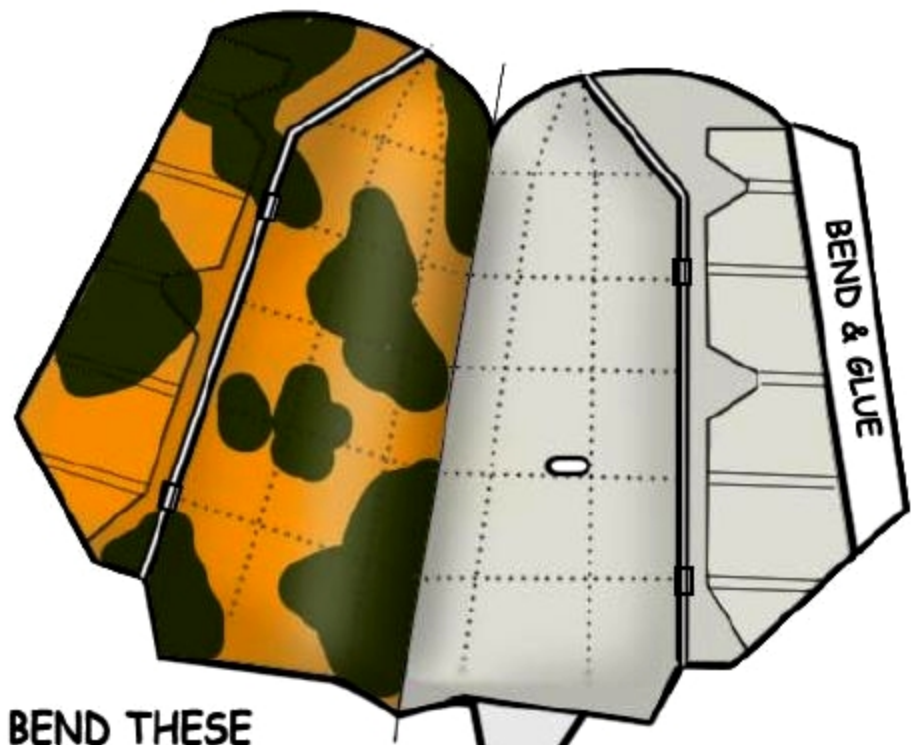
BEND FAIRINGS OUT AND GLUE TO WINGS



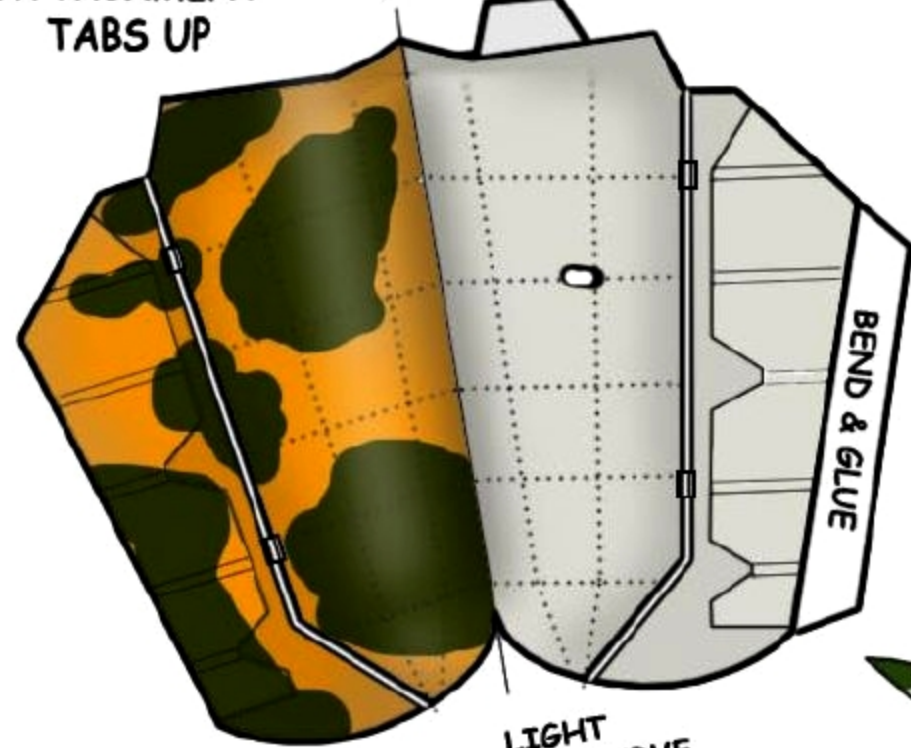
EXHAUST PORTS

TYPICAL FUSELAGE CROSS SECTION

THE PROPER SHAPE OF THE ME-109 FUSELAGE IS CRUCIAL (SEE INSTR)

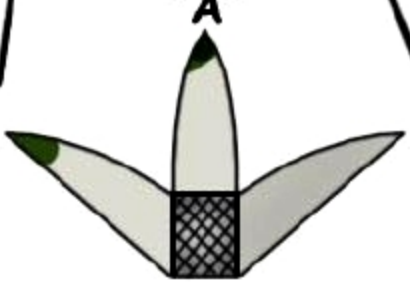


BEND THESE ATTACHMENT TABS UP



THIRD RE-DRAW AND DESIGN 9-2003

AIR SCOOP "A"



DON'T SCORE THIS TAB. OK?

GLUE ONLY AROUND EDGES

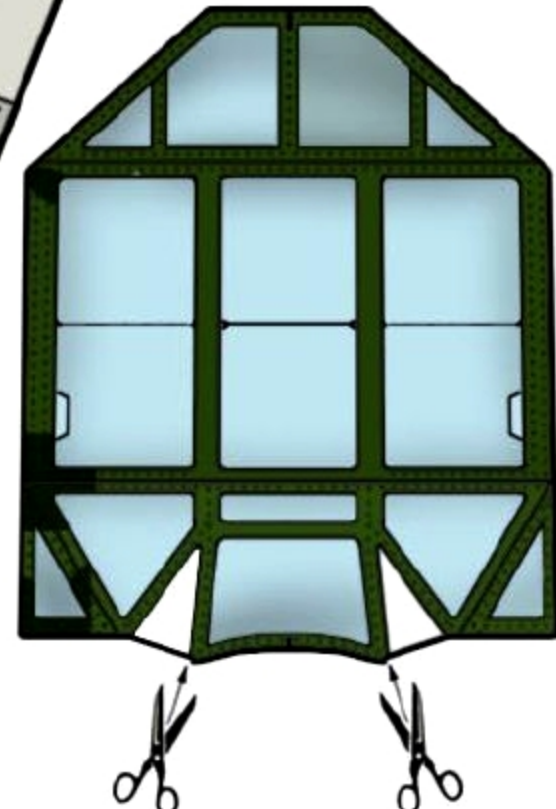
TAIL WHEEL



FIN GOES HERE

GLUE HERE LAST

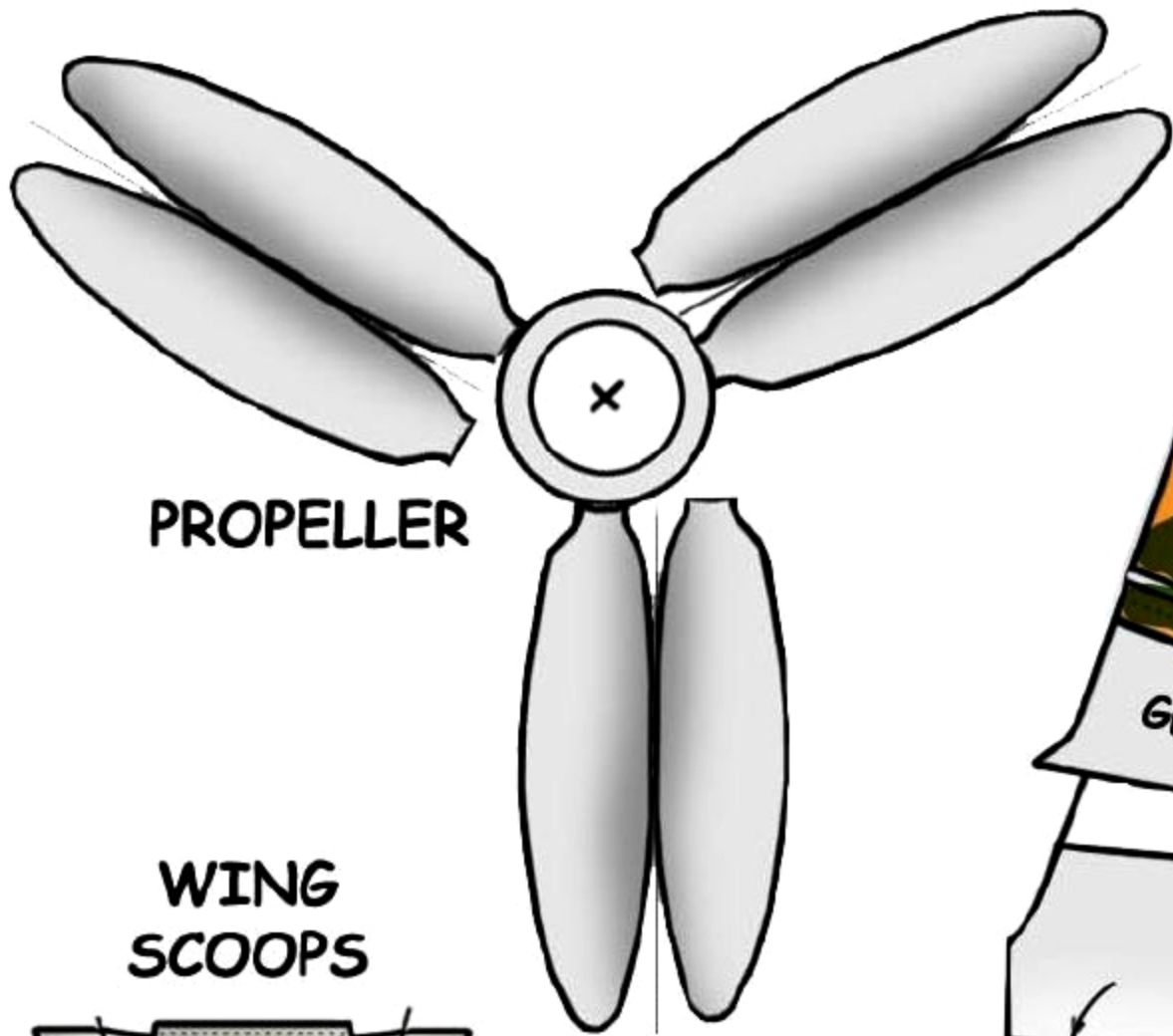
CANOPY



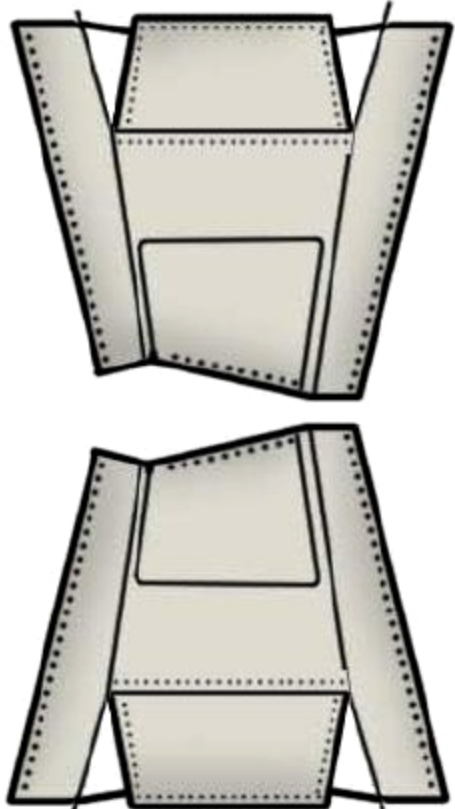
LIGHT SCORE & CURVE TAIL LEADING EDGES

ME-109 SHEET TWO

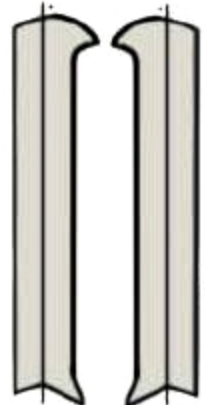
The Messerschmitt had its vices: the cockpit was small, the heavily framed canopy restricted the pilot's field of view and the plane's narrow undercarriage made it extremely prone to ground accidents. Many of the 33,000 Me-109s produced were lost in ground accidents.



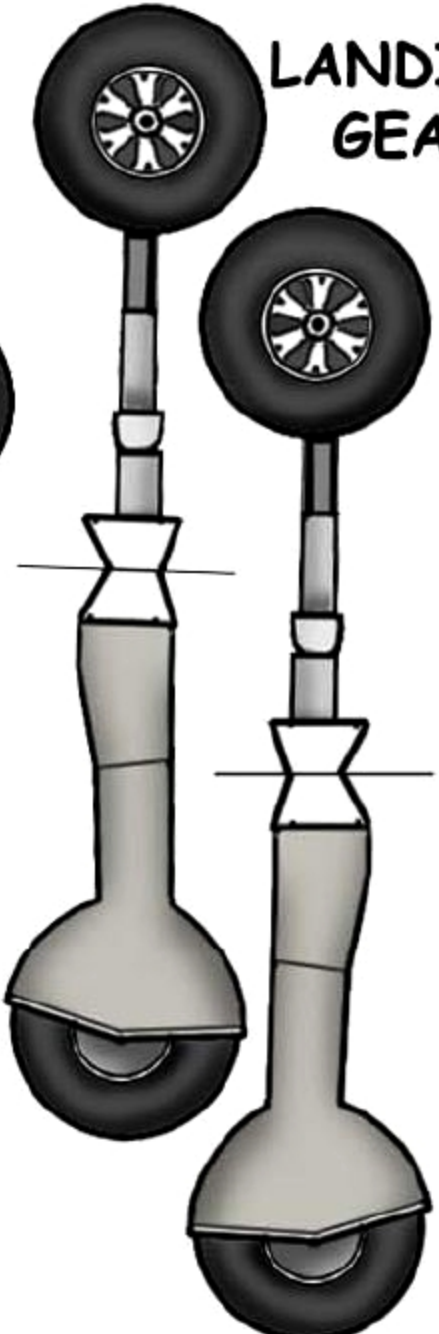
PROPELLER



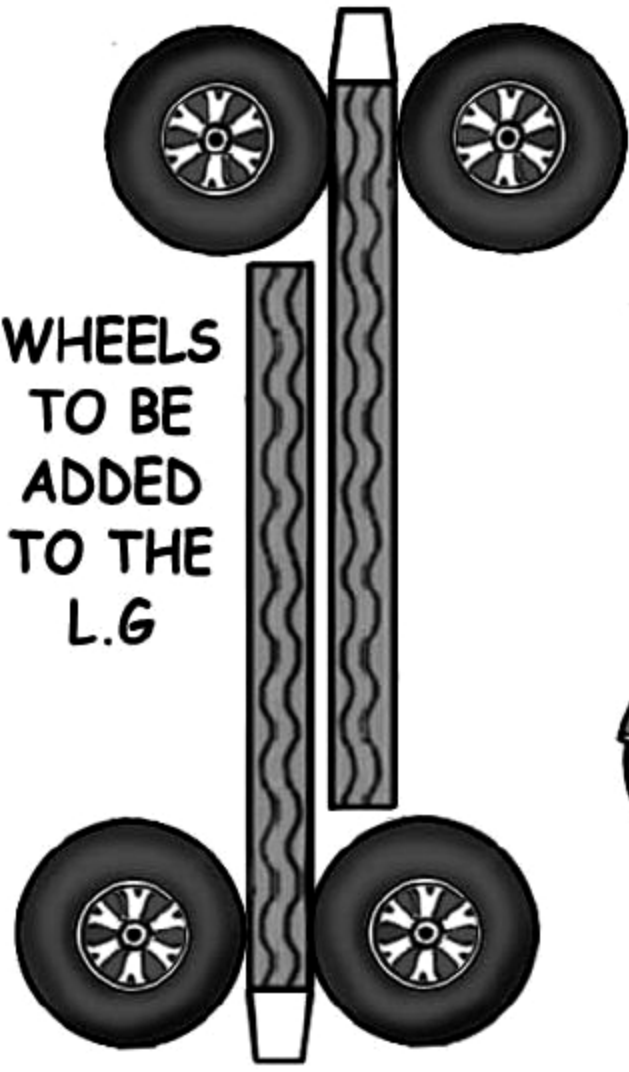
WING SCOOPS



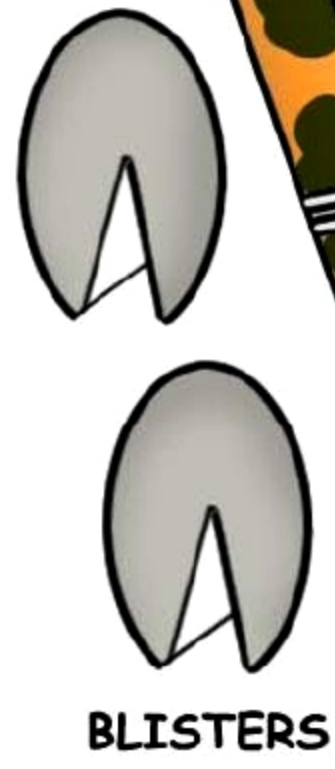
TAIL STRUTS



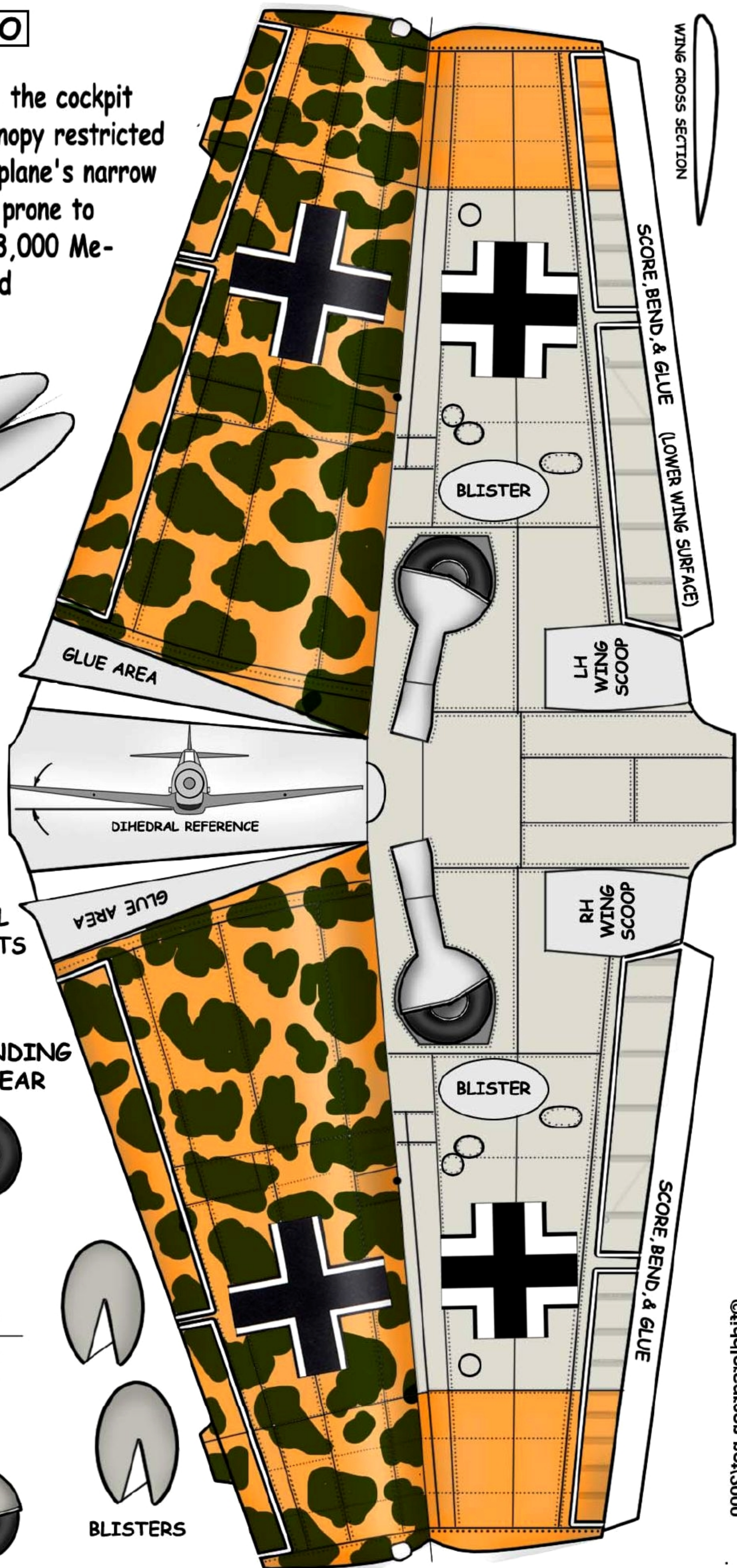
LANDING GEAR



WHEELS TO BE ADDED TO THE L.G



BLISTERS



WING CROSS SECTION