



## EagleCals #144

## Stuka Ju 87 B/R

The Ju 87 B Stuka has been a popular release for manufacturers through the years. Fortunately, there is a wide selection of kits from which to choose all popular scales. Check with your local hobby shop or online distributor to find the model of choice.

T6+AK

Ju 87 B-2

St.G 2

Colors: Undersurfaces RLM 65. Uppersurfaces RLM 70/71 Nose & Rudder: Yellow (provisional). Spinner: Green with Red tip

National Markings: Factory standard

Stencils: Factory standard

References: Wings of the Black Cross Number Four, page 31 and 35

<F1+AN

Ju 87 B-2

8./St.G. 77 Russia 1941

Notes: Unusual chevron markings applied to this Stuka. Letter "A" applied to the front of both wheel covers. Pilot: Hptm. Gerhard Bauhaus, Staffelkapitän 8./St.G 77.

Colors: Undersurfaces RLM 65. Uppersurfaces RLM 70/71. Fuselage band and lower wingtips: Yellow. Spinner: Red, White and Green

National Markings: Factory standard

Stencils: Factory standard

References: Stuka Volume One: Luftwaffe Ju 87 Dive-Bomber Units 1939-1941, page 88

T6+AC

Ju 87 R-2 Stab II./St.G. 2 Mediterranean 1941

Pilot: Major Walter Enneccerus.

Colors: Undersurfaces RLM 65. Uppersurfaces RLM 70/71. Fuselage band: White. Spinner: Green. White vertical bars

applied to the front of both wheel covers.

National Markings: Factory standard

Stencils: Factory standard

References: Stuka Volume One: Luftwaffe Ju 87 Dive-Bomber Units 1939-1941, page 74

"White 18"

Ju 87 B-2

209 Squadriglia, 96 Gruppo Sept 1941

Notes: W. Nr 5763; this aircraft was fell into Allied hands after a raid to Sidi Barrani in Sept 1941. Eventually the aircraft was finished with dual British and Italian national insignia. Pilot: Sergente Bartolomasi.

Colors: Undersurfaces RLM 65. Uppersurfaces RLM 70/71. Fuselage band: White. Nose and Spinner: Yellow.

National Markings: Regia Aeronautica standard. German markings on uppersurfaces of wings were obliterated/not visible.

Stencils: Factory standard

References: Stuka Volume One: Luftwaffe Ju 87 Dive-Bomber Units 1939-1941, page 56

## With special thanks to Mark Proulx for his research.

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