

Hasegawa 1/48 Stuka Ju-87B-2



By Mike Hanlon

It was a simple plan, in January all of the club members were instructed to bring an unstarted model that they would be building as a club project. The duration of the build would be three months. Each month the club members would bring in the model and describe their progress. All models were to be finished by the April meeting and some kind of contest or drawing would be held. It started off well; everyone brought a kit and sundry accessories and described their plans for construction. It is now August and the Stuka is the finally finished. Many excuses have been offered (especially by me) and several members have disappeared entirely. There are rumors of a suicide, but no one really liked that guy anyway.

My kit was a ProModeler/Hasegawa Ju-87B/R Stuka. I began my build by straightening a slight warp in the lower wing. The wing snapped in half. Deep breathe. I pulled out the Hasegawa version of the kit and started over. The second wing was not warped and construction proceeded.

I used an Eduard Zoom set for the interior. These sets include colored instrument panels, radio faces and seat belts as well as a few small knick-knacks for the interior. The basic interior was painted RLM 02, given a dark wash and dry-brushed with a lighter color. The Eduard set really dresses up the interior.

Once the interior was together, the fuselage halves were assembled. As is common with Hasegawa kits today, the kit is designed to maximize the number of variants possible. As a result the nose area forward of the cockpit is a separate assembly allowing Hasegawa to release the D/G versions of the Stuka.

The main fuselage parts fit well, but the fit of the engine and forward area was challenging. All the parts are butt jointed together and like to slide around. The first time didn't work out so well, but having a second kit for spares let me take another shot at it. I told you I had excuses! Once sanded and filled, the forward area is set aside and the wing is assembled. First a number of holes must be opened. Pay close attention when building the kit that you don't miss any holes that you need or open any that you don't. I only opened one too many. I told you I had excuses! Once the wing was together I attached it to the main fuselage. Unusual for a kit the wing actually wants to sink too deeply into the fuselage. I had to correct this several times as left to it's own devices the wing kept moving too far up the fuselage. I finally tacked it into place with super glue and then applied Tamiya liquid cement. The tail planes have external actuators on the tips; these are separate pieces on the kit pieces and took a lot of filling and sanding to look right.



At this point I assembled the tires and wheel pants. The tires are trapped between the wheel pant halves so I painted them first and then masked them off after gluing the wheel pants together. The landing gear was left off the kit until after painting was complete.

With all of the major assemblies complete, it was time to paint. The canopy was masked with E-Z Masks. Normally I attach the canopy to the fuselage and mask the interior with it, but the canopy overlaps the fuselage. I carefully masked the interior with paper towel. The aircraft I was modeling was from the 2nd Staffel,

1/StG 3 stationed in Greece during April 1941. The basic colors were RLM 70/71 splinter camouflage over RLM 65. The theatre markings consist of a yellow nose and rudder. To begin, I primed the nose and rudder with Alclad gray primer. A few days later I followed up with an undercoat of Tamiya flat white and finally sprayed with RLM Yellow from Gunze Sangyo. When it came time to mask the rudder I used Tamiya masking tape, while adjusting the tape I noticed that the paint was lifting! After further inspection I found that the gray primer had lifted right down to the plastic! I stripped the paint back and removed the yellow nose of the aircraft; I hadn't masked it, so I carefully set it aside. I told you I had excuses!



After a brief interlude during which I built a 1/48 Tamiya Sherman tank, I returned to repainting the Stuka. I sprayed the rudder flat white and then added the RLM Yellow. After a few days I masked the rudder and checked it. No lifting! The Alclad primer hit the garbage can. The undersides were painted Gunze Sangyo RLM 65; the topside was painted with Gunze Sangyo RLM 71. Normally, I like to use paper masks for camouflage; Hasegawa provides templates for this. Because the angles of the splinter are so acute I decided to try masking with Friskit paper. I used Tamiya RLM 70 for the Black Green. Little did I know that Friskit paper also could lift paint! Fortunately, it didn't lift the paint in sheets, just small spots.

I went back and painted the Sherman.

Later, I carefully repainted the damaged areas on the Stuka. Any further masking was done with Tamiya masking tape. Each color on the upper side of the aircraft was randomly sprayed with a lightened version of the original color to

give contrast and simulate sun fading and wear. Once I was satisfied with the paint I reattached the nose and gave the model a wash of Windsor Newton Raw Umber oil paint. Once dry, I sprayed the model with Future and considered decaling. It was at this point I discovered that I had sprayed the yellow too far back on the nose.

I began weathering the Sherman.



Returning to the Stuka several days later, I tested the yellow paint with a piece of Tamiya tape, the paint had been on for three months at this point. No lifting! I carefully masked the nose and added the camouflage colors, sprayed the model with Future and began decaling.

The decals are from Aeromaster, Stuka Bombers Part III, and have been out of production for quite sometime. Not wanting to take any chances, I obtained a second sheet from E-Bay. Fortunately, I didn't need it.

Once the decals had set I sealed the decals with Future and flatted the model with Polly Scale Clear Flat. Final assembly included adding the bombs, landing gear and dive flaps. The final challenge was painting the spinner, which is RLM 65 with a red forward section and a white circular stripe. It took a couple of tries and two spinners to do it, but I finally got the spinner done. The circular decal went on without any problems.

The final step was to unmask the canopy. The Stuka canopy is unusual in that it has internal framing. Rather than mold this on the inside of the canopy,

Hasegawa and ProModeler replicate these braces with decal. I went with the ProModeler decals. They went on all right, but I would have preferred to paint them.



There you have it. I learned a lot from this model, I have a load of spare Stuka parts and I really liked building the Tamiya Sherman! Seriously, outside of painting problems, the Hasegawa Stuka is a very nice kit. Construction is a bit fiddly, but not beyond the average modeler's skills.

