

Junkers Ju 88 A-4

Von allen Flugzeugen der Luftwaffe während des 2. Weltkrieges war die Junkers Ju 88 die Baureihe mit den meisten Varianten. Ursprünglich als Schnellbomber gebaut, wies man ihr je nach Bedarf jede weitere Rolle zu. So kam sie z.B. als Sturzkampfbomber, Torpedobomber, Aufklärer, Wettererkundungsflugzeug, Trägerplattform für Lenkwaffen und schließlich auch als Nachtjäger zum Einsatz.

Eine der meistgebauten Varianten war die Serie A-4. Gegenüber ihren Vorgängern war sie zum Schutz der Besatzung umfangreicher gepanzert, hatte ein stärkeres Triebwerk und eine größere Abwehrbewaffnung. Dazu war sie auch noch etwa 25 km/h schneller als die Vorgängerin A-5, die trotz höherer Nummer vorher gebaut wurde. Sie war eine Übergangslösung für die geplante A-4, die wegen fehlender Motoren nicht serienreif war. Ihren ersten großen Einsatz hatte die neue Maschine beim KG 51 während der Rußland-Invasion am 22. Juni 1942. Gegen Ende des Jahres hatten fast alle Einheiten ihre alten Ju 88 gegen die neue A-4 ausgewechselt. Zusammen waren dies etwa 580 Maschinen - etwa die Hälfte aller verfügbaren Bomber der Luftwaffe zu diesem Zeitpunkt.

Die Ju 88 A-4 wurde auf allen Kriegsschauplätzen eingesetzt und während ihrer Serie ständig weiter verbessert. Neben aerodynamischen Verbesserungen wurde mit steigender Motorleistung auch die mögliche Zuladung vergrößert. So konnte die Ju 88 A-4 beim Einsatz mit bis zu 4 x SC 500 Bomben ausgerüstet werden. Vielfach flog man jedoch mit nur drei Bomben, sowie einem Zusatztank für eine Reichweitenverbesserung. Der ursprünglich interne Bombenraum im Rumpf wurde für den Einbau zusätzlicher Treibstofftanks benutzt oder bei der Aufklärerversion für den Einbau der Kameras.

Die genaue Zahl der gebauten Ju 88 ist heute nicht mehr exakt zu ermitteln. Rechnet man alle bekannten Daten zusammen, kommt man auf etwa 15.000 gebaute Ju 88.

Mit zwei Jumo 211J Motoren mit je 1.410 PS Leistung konnten die Ju 88 eine Geschwindigkeit von 440 km/h erreichen. Reichweite: 2.500 km/h; Gewicht 14.000 kg; Gipfelhöhe 8.500 m.

Junkers Ju 88 A-4

Of all the aircraft used by the Luftwaffe in World War II the Junkers Ju 88 was the range with most variants. Originally built as a high-speed bomber, its range was extended to different roles according to requirements. So it came to be used as dive bomber, torpedo bomber, destroyer, for reconnaissance and weather reconnaissance, as a carrier platform for guided missiles and finally as a night fighter.

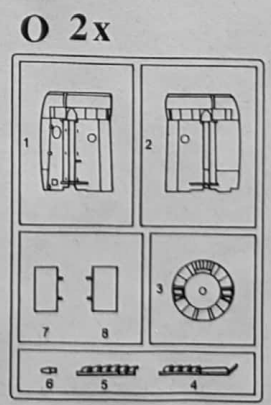
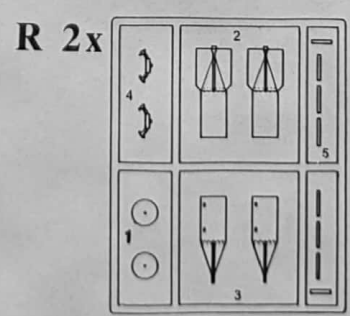
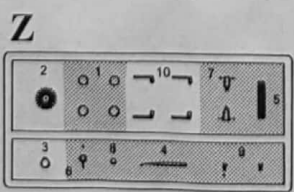
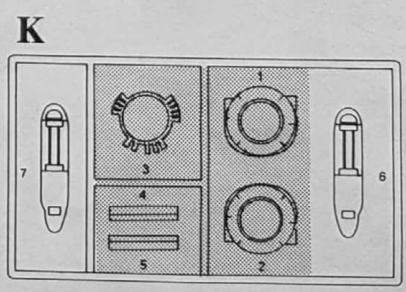
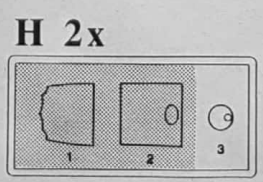
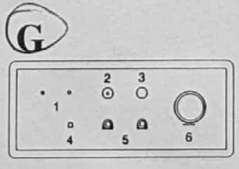
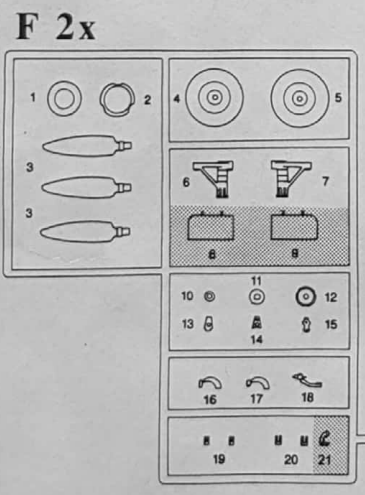
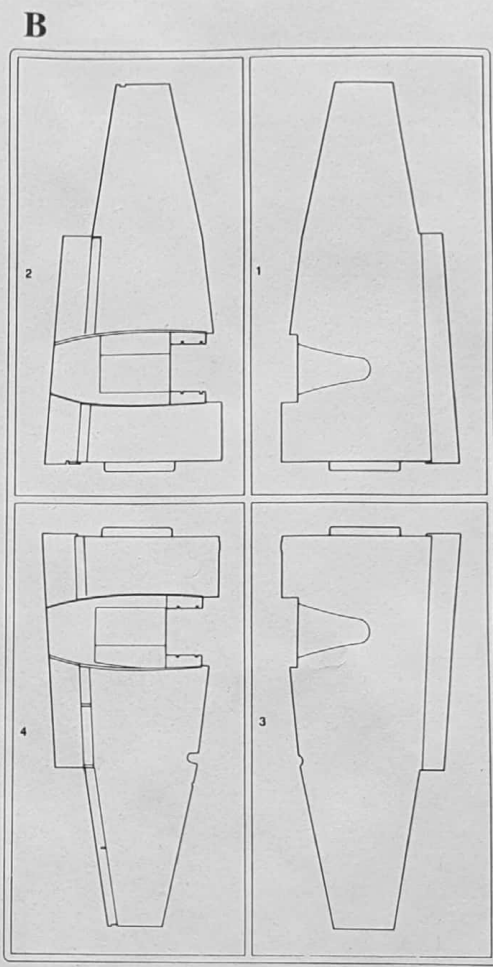
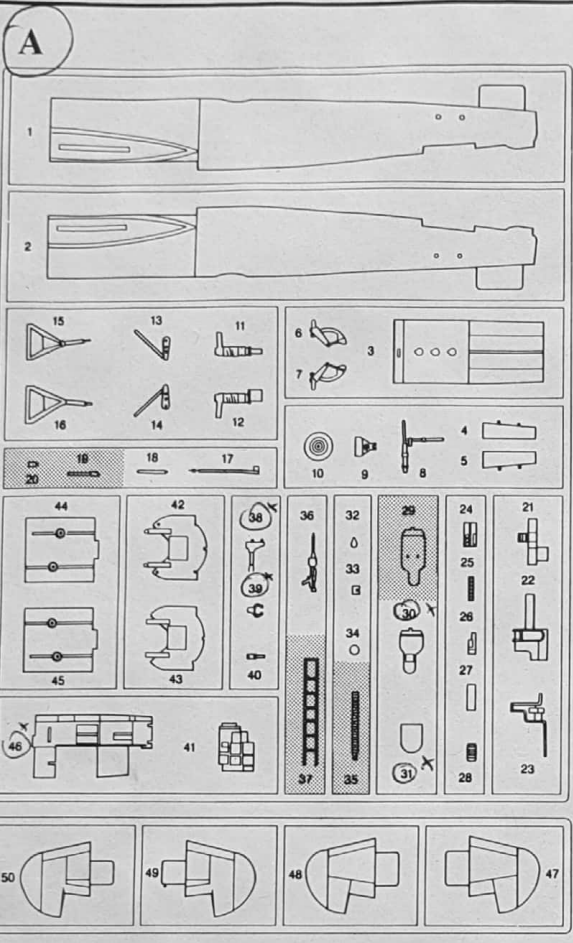
One of the most popular variants of the Ju 88 was the A-4 series. Unlike its predecessors, it was more heavily armoured to protect the crew, had a more powerful engine and more defensive weapons. It was also about 25 km/h faster than its predecessor the A-5 which was built first despite its higher number. It was a transitory solution for the planned A-4 which was not ready for mass production due to shortage of engines.

The new plane was widely used first in the 51 tactical group during the Russian invasion on 22nd June 1942. Towards the end of the year almost all units had changed their old Ju 88s for the new A-4. Together this made about 580 planes - about half of all the bombers available to the Luftwaffe at that time.

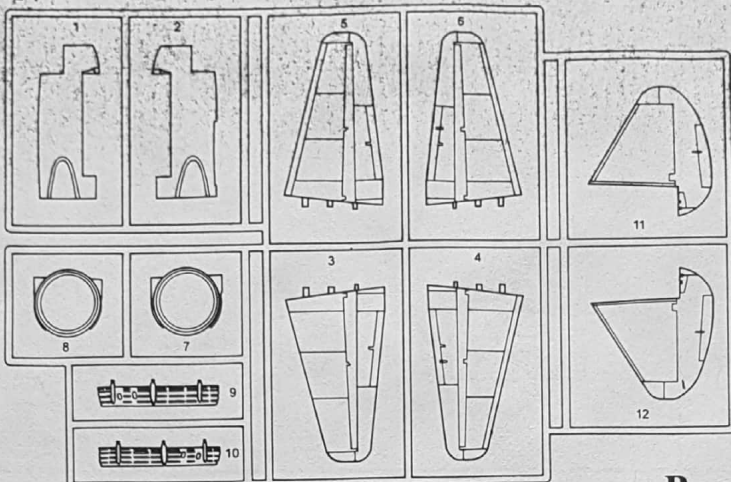
The Ju 88 A-4 was used in all theatres of war and continually improved while it was in production. In addition to aerodynamic improvements, increased engine power also increased its load bearing capacity. So it was possible to equip the Ju 88 A-4 in action with up to 4 x SC 500 bombs. However it often flew with only 3 bombs plus a reserve tank to extend its range. The original internal bomb compartment in the fuselage was used to accommodate additional fuel tanks or, in the reconnaissance version, for the cameras.

It is no longer possible to ascertain the precise number of Ju 88s built. If all the known data is added up we get about 15,000 Ju 88s built.

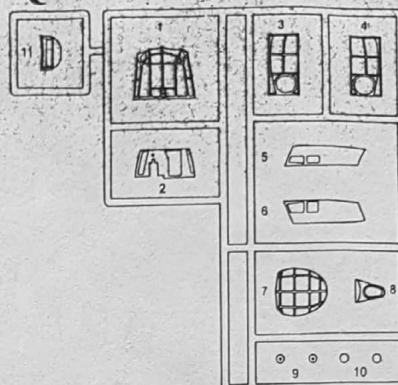
Engines: 2 x Jumo 211J each with a capacity of 1,410 hp Max. weight: 14,000 kg Max. speed: 440 km/h Ceiling: 8,500 m Range: 2,500 km



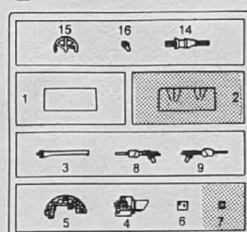
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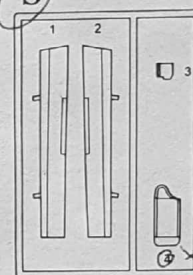
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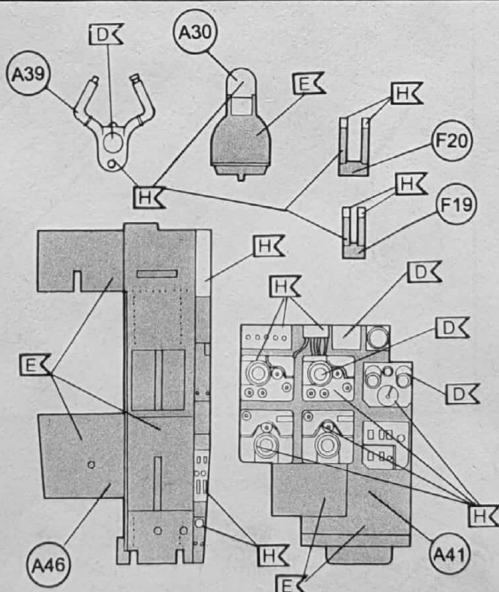
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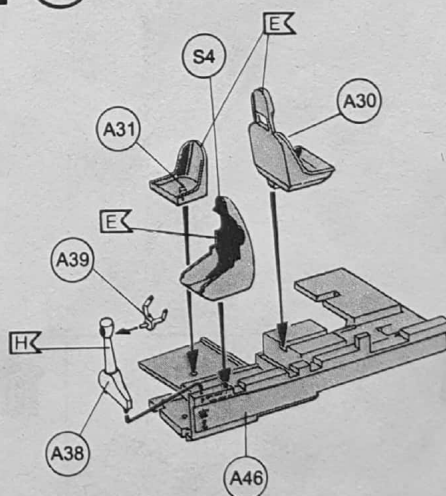
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 Elementy niepotrzebne
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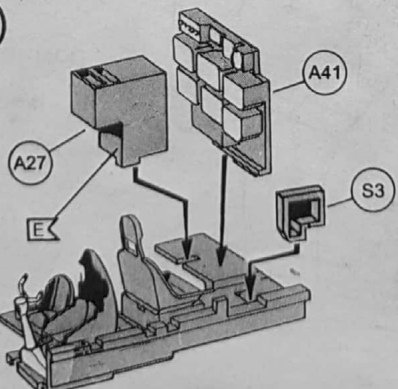
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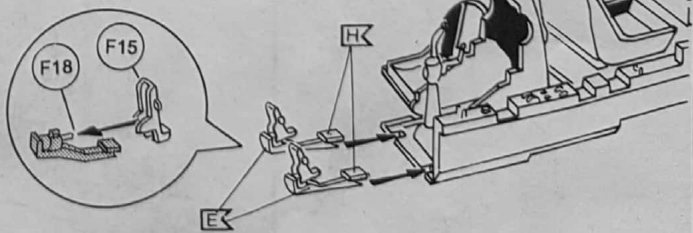
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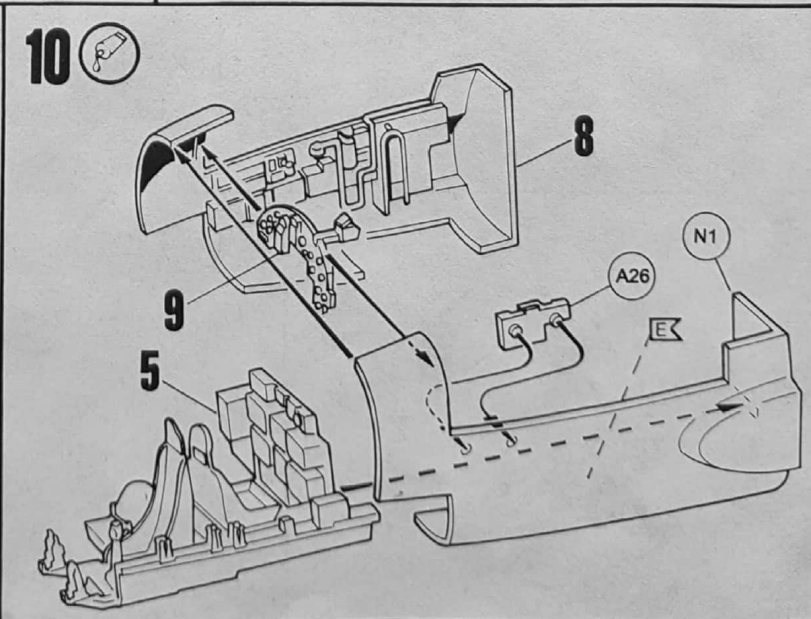
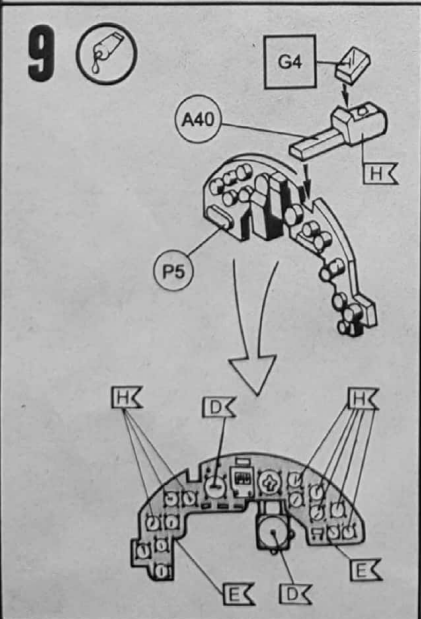
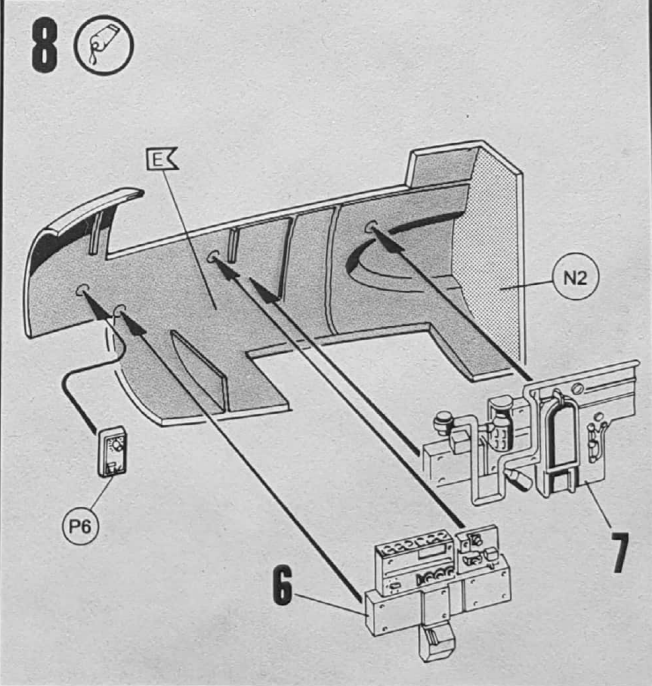
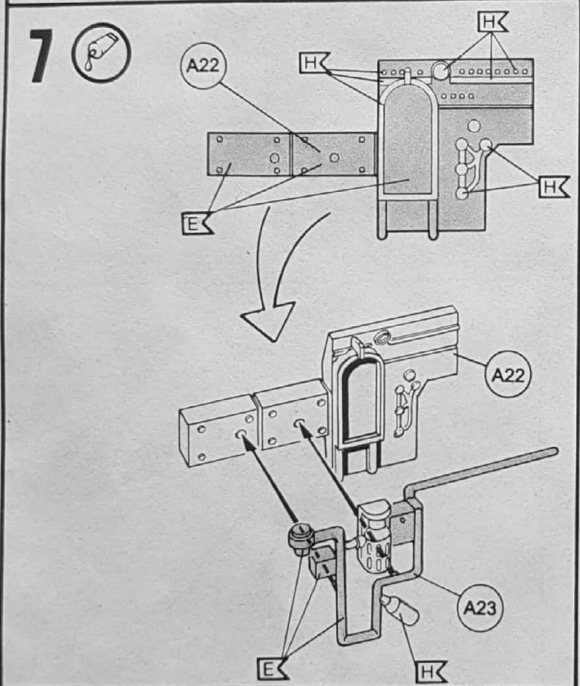
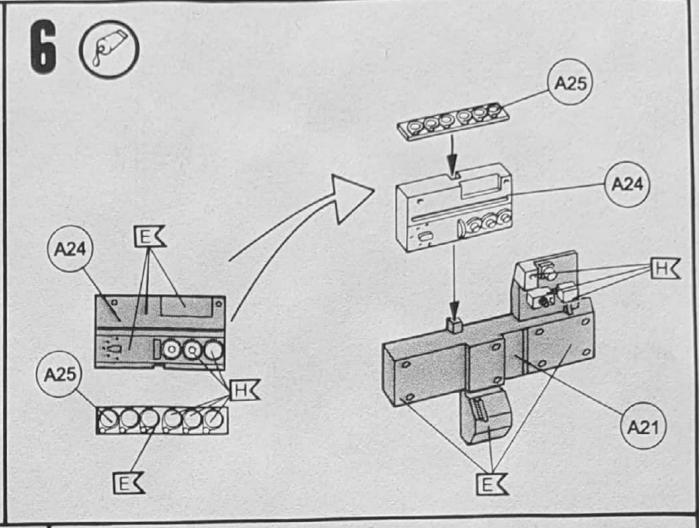
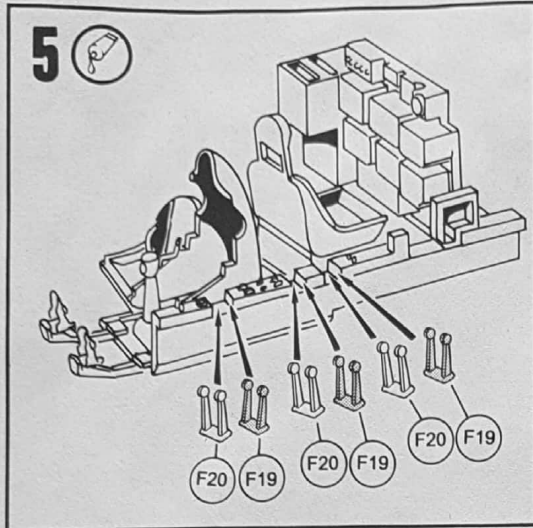


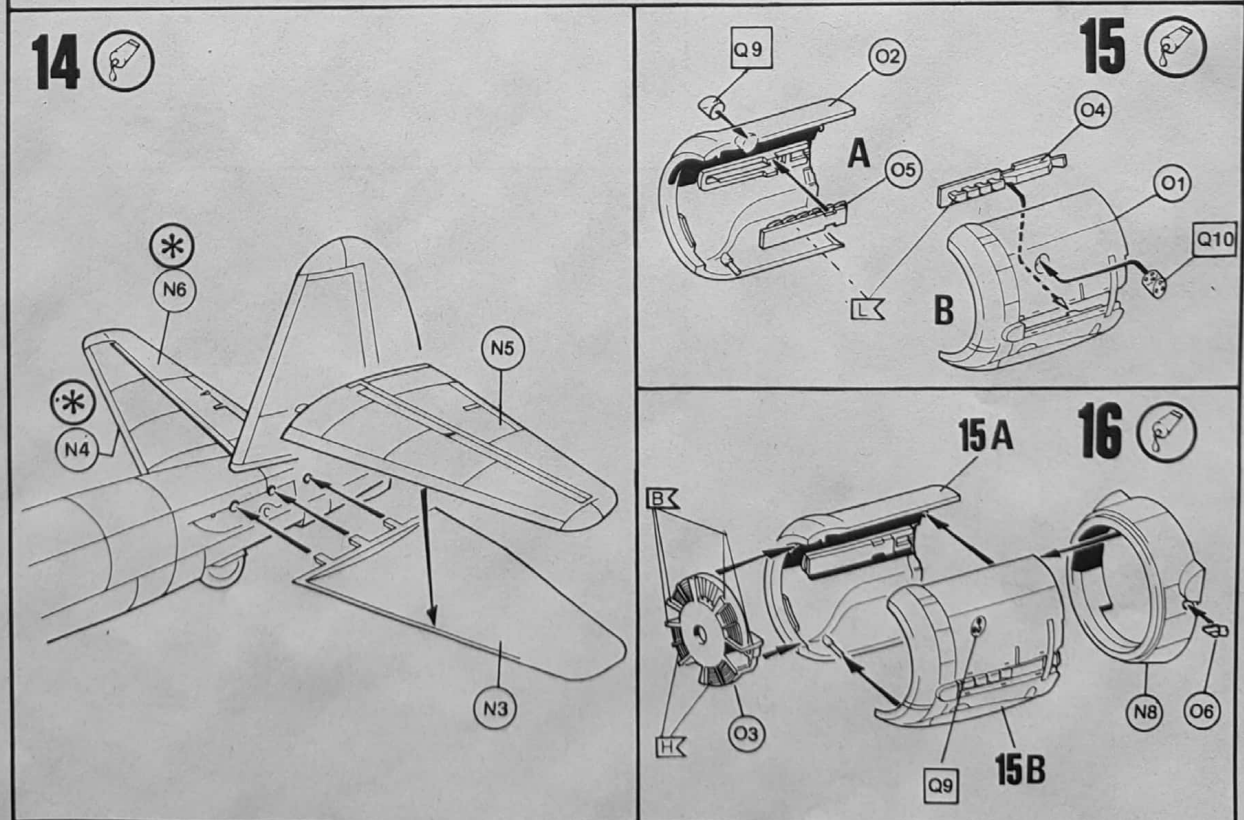
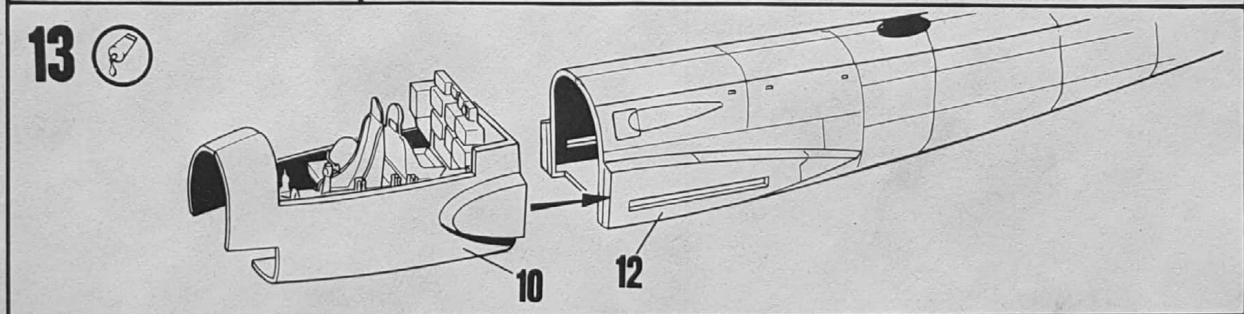
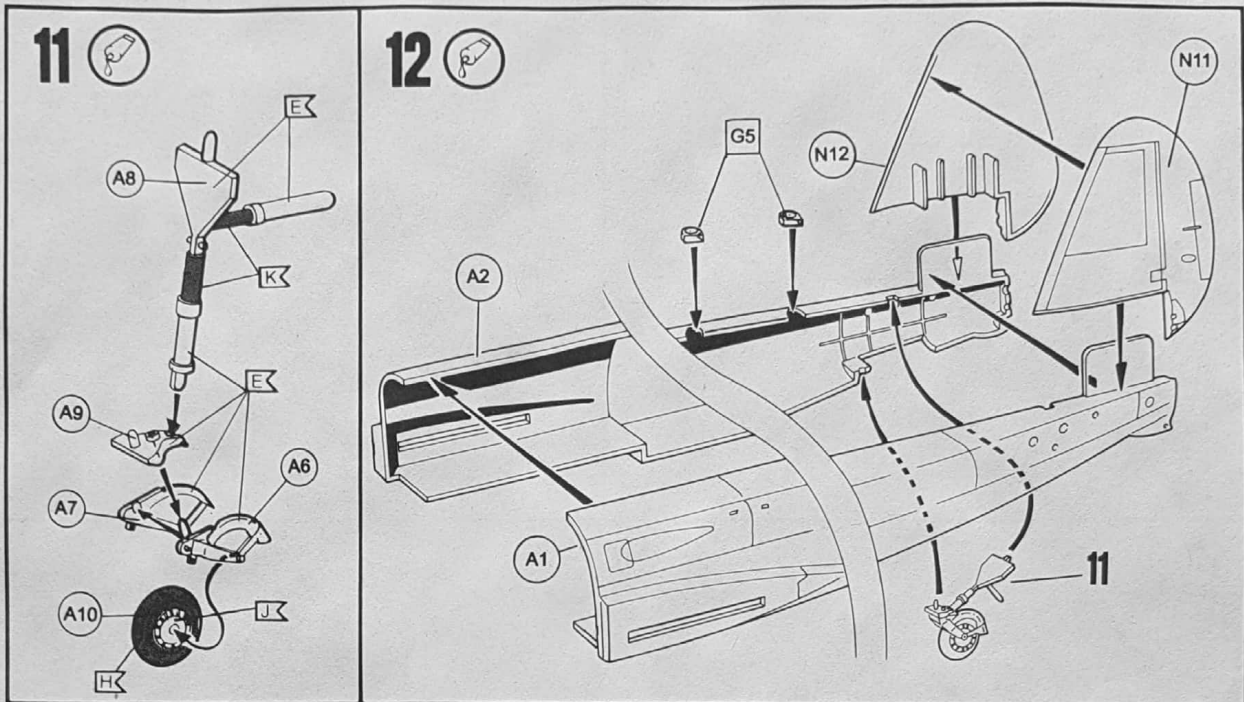
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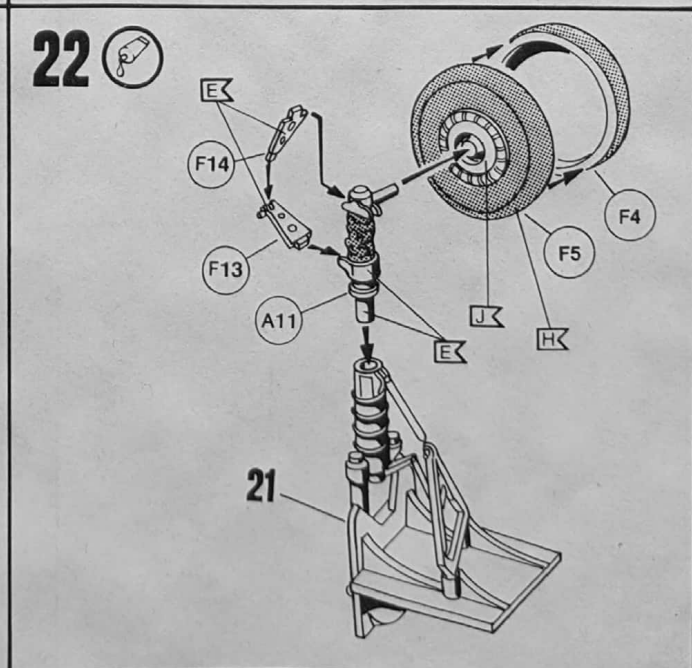
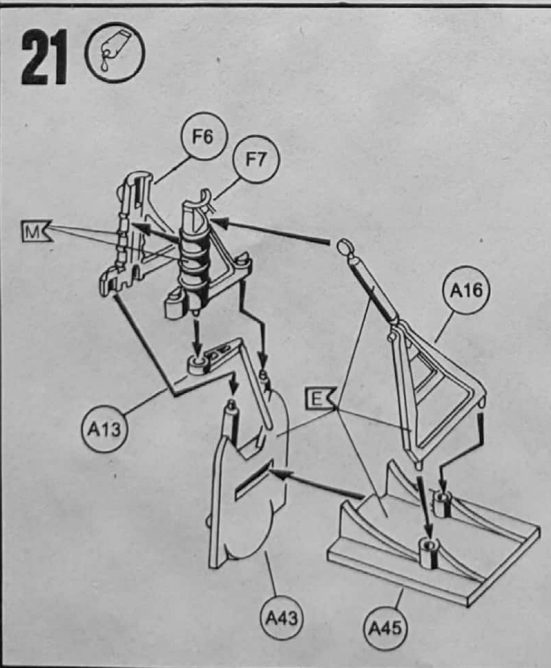
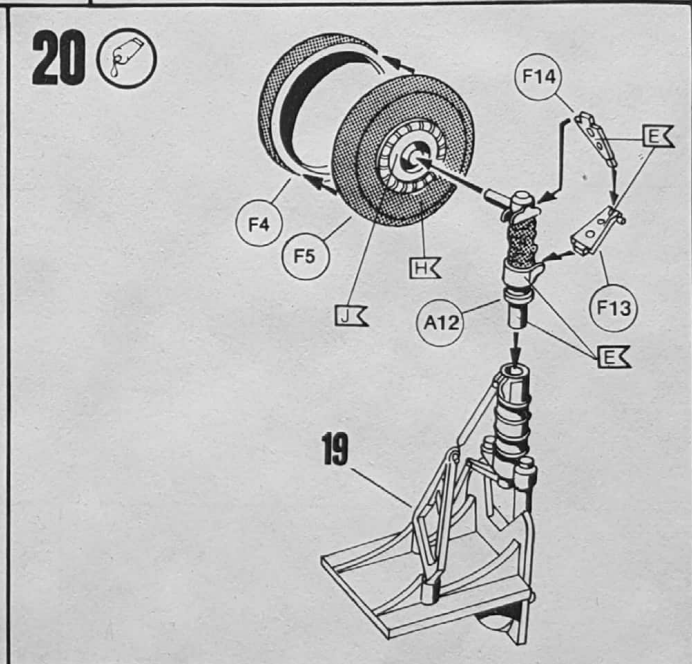
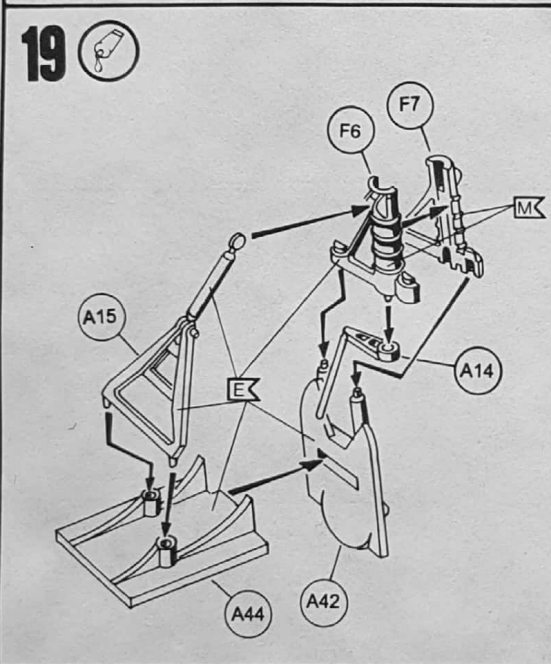
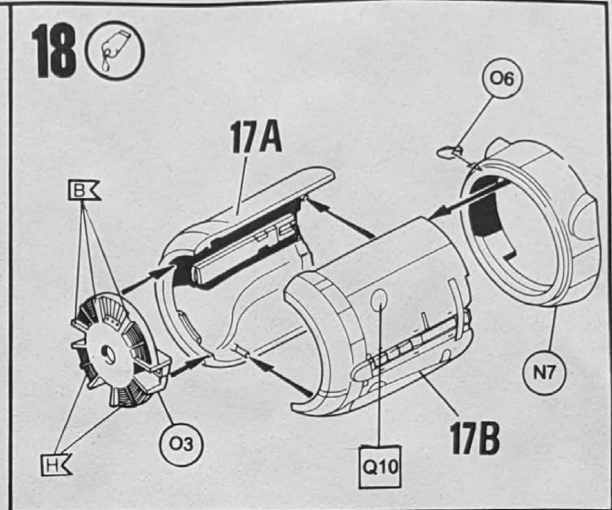
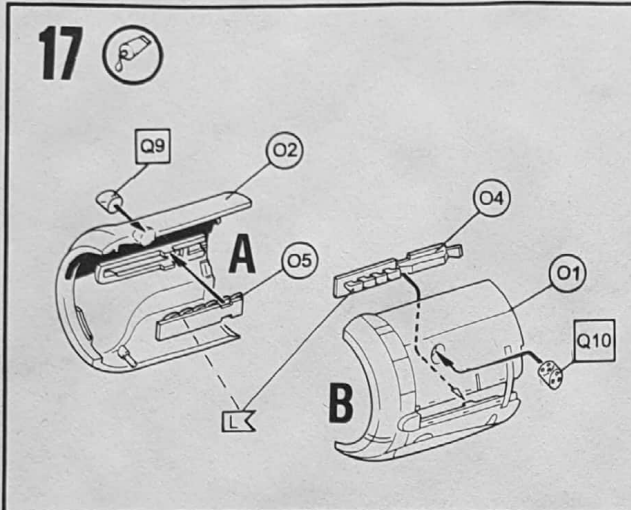


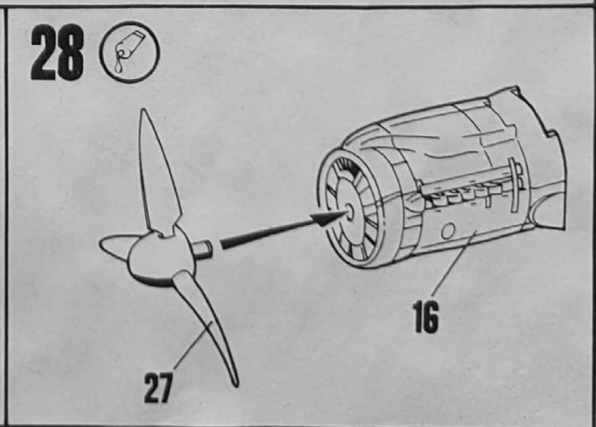
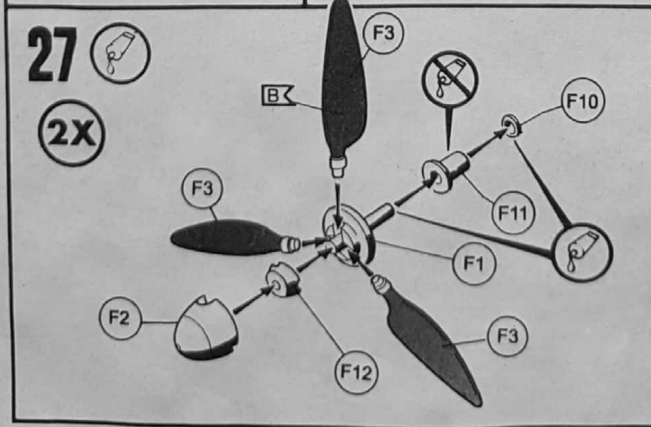
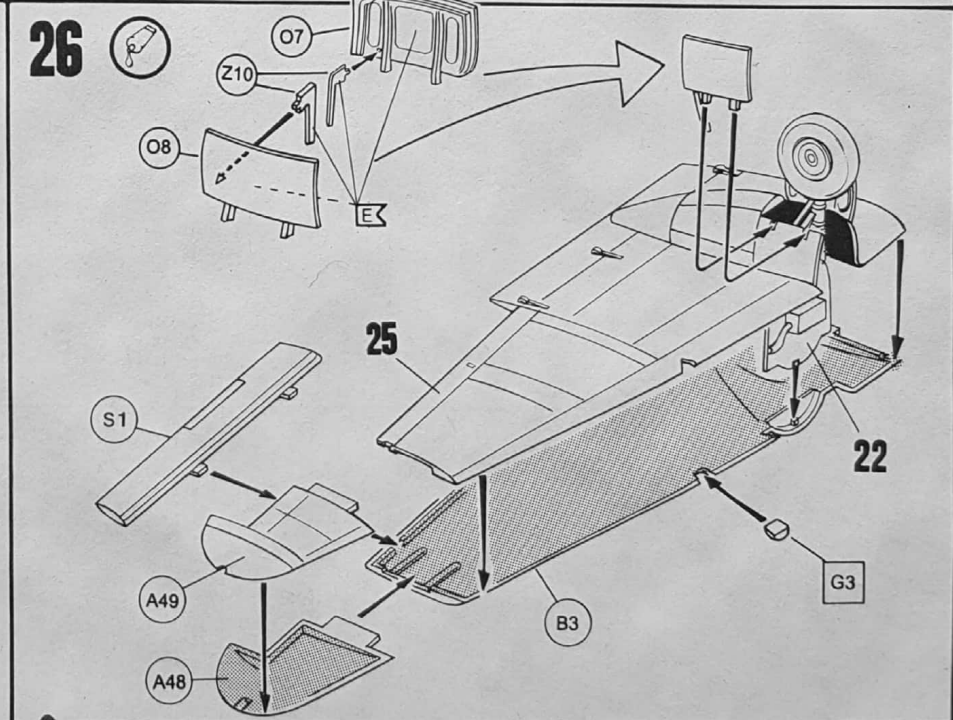
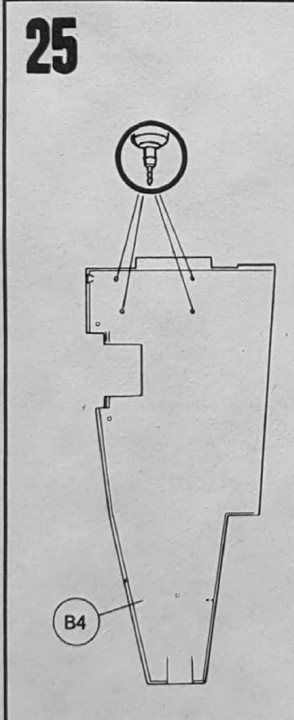
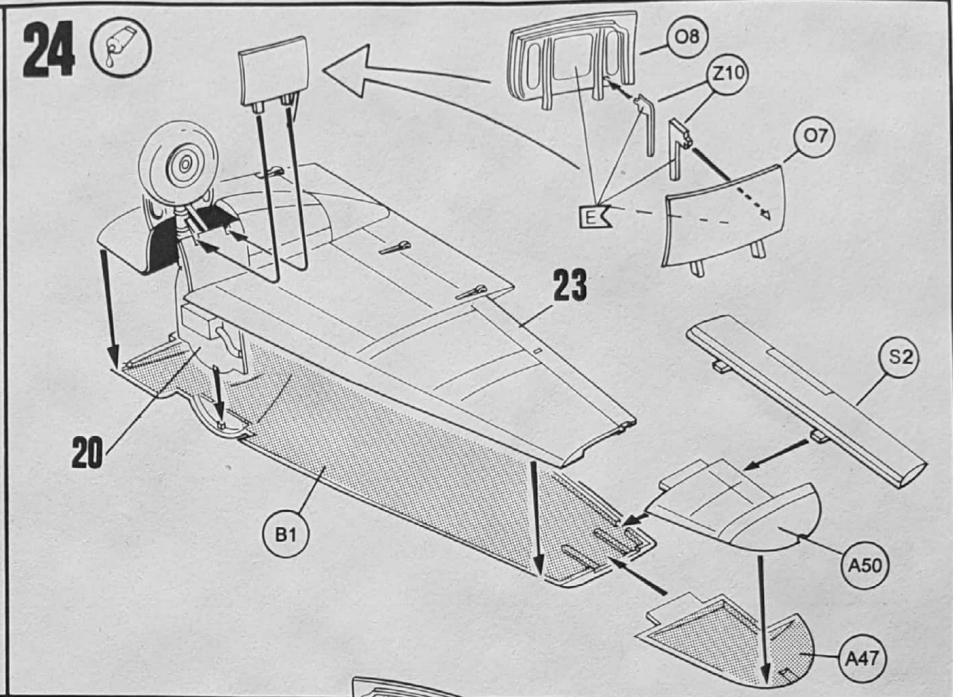
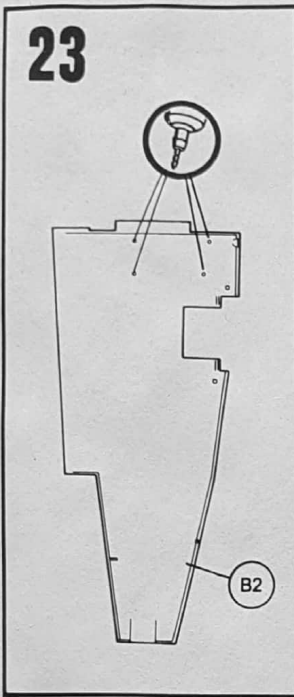
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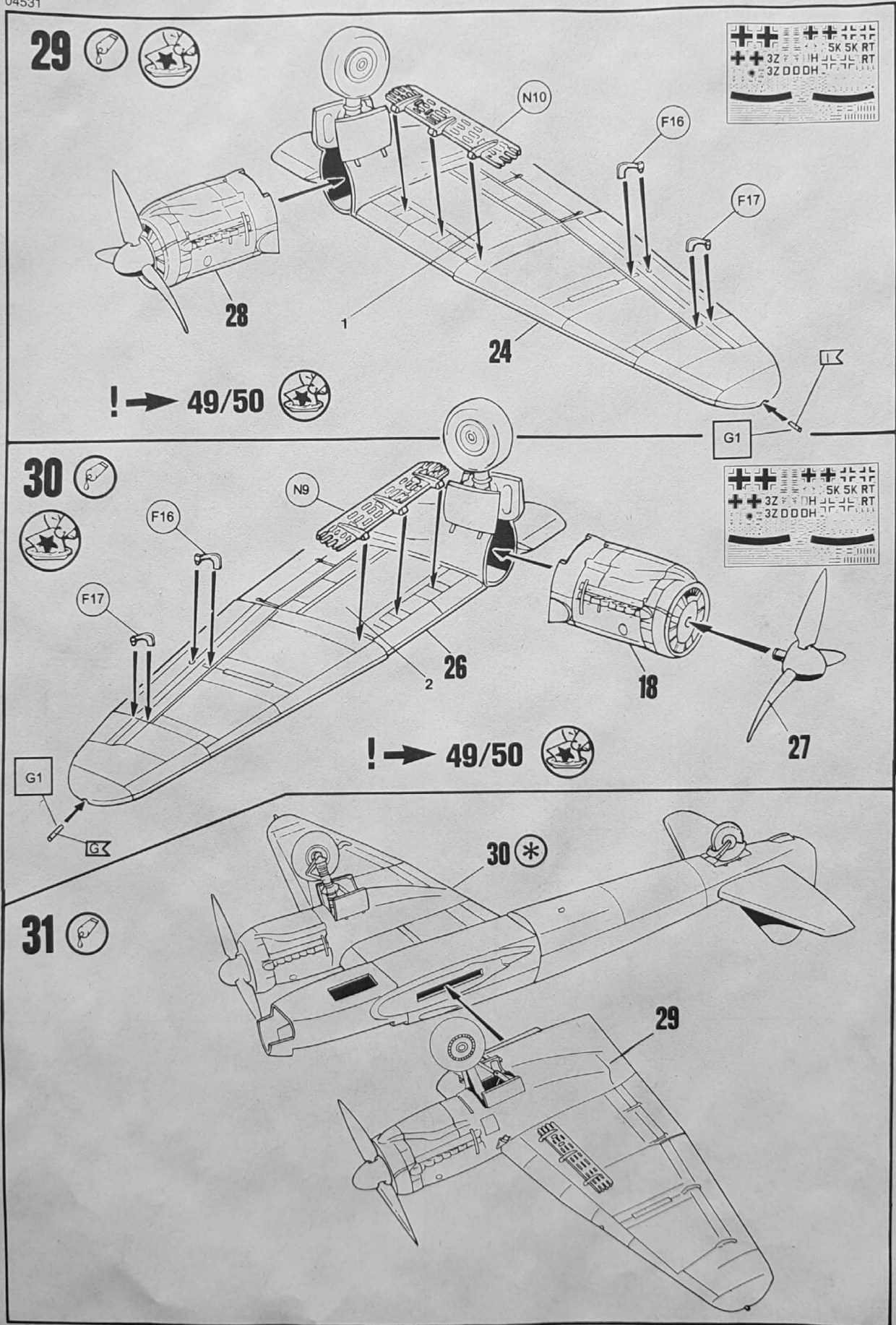


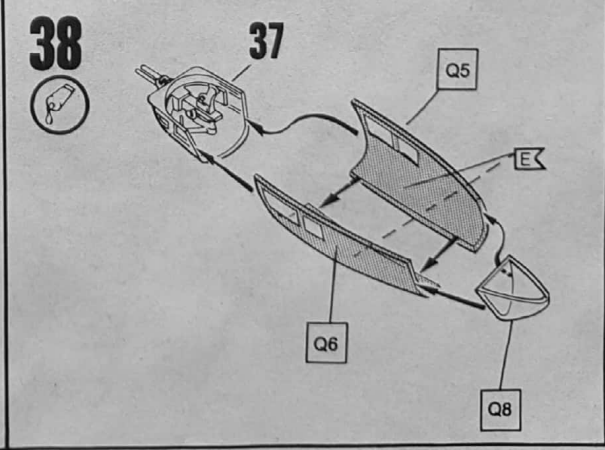
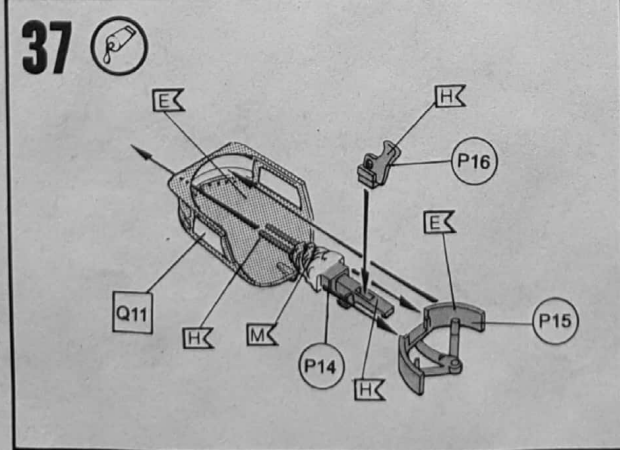
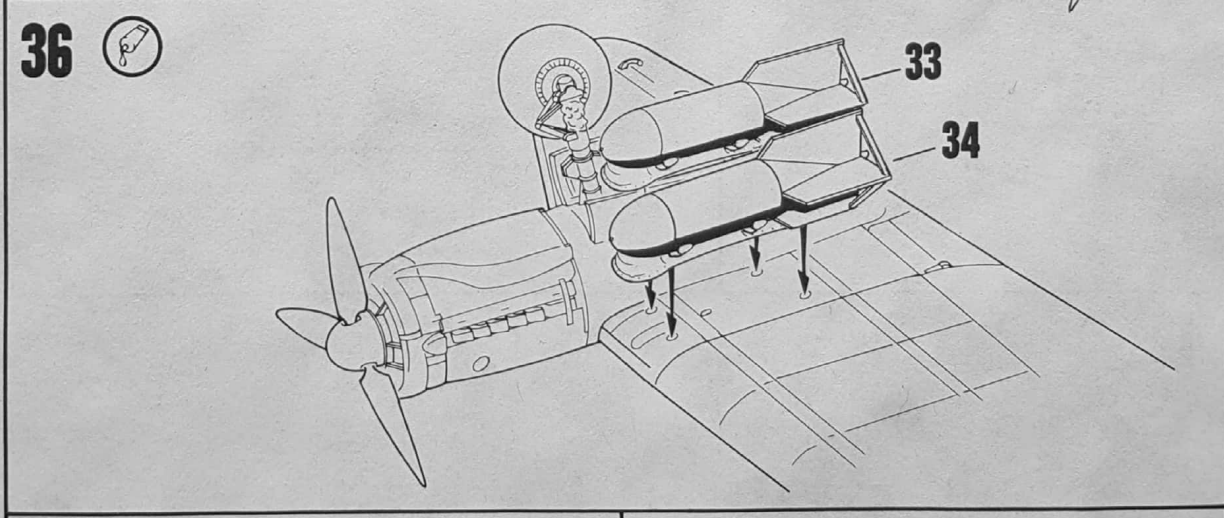
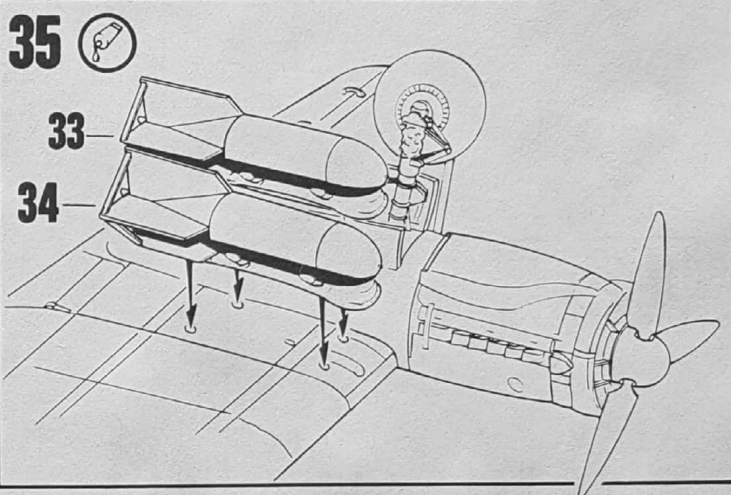
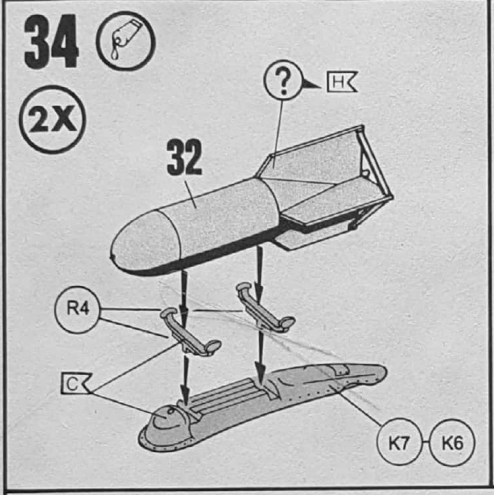
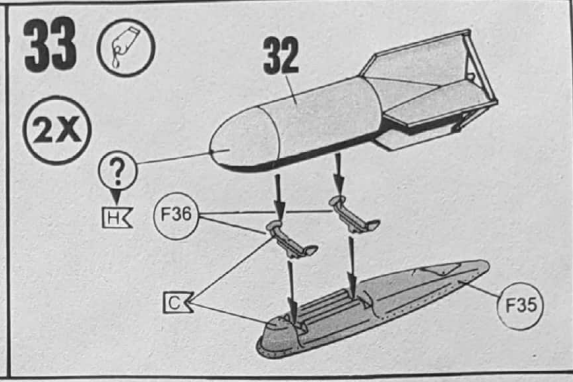
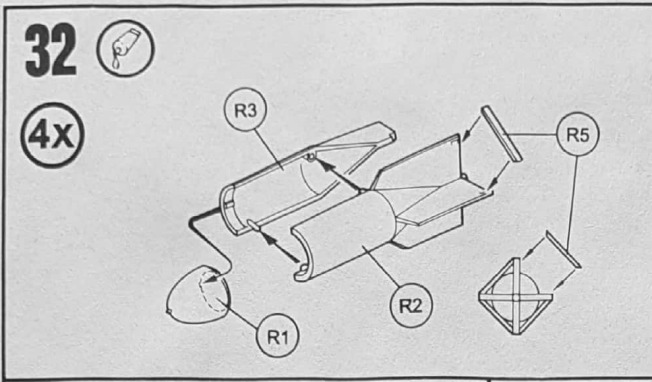


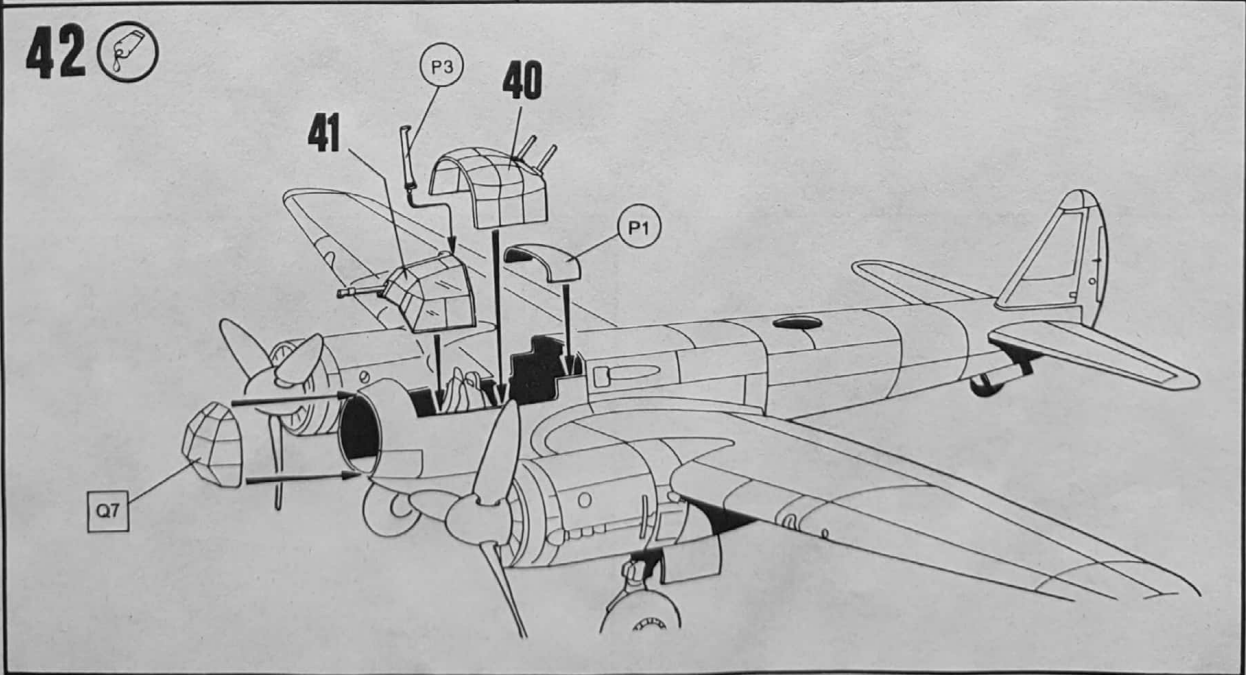
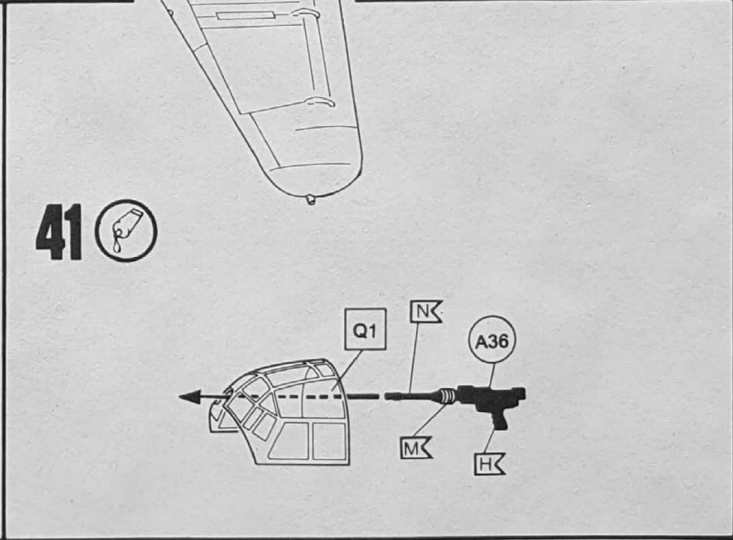
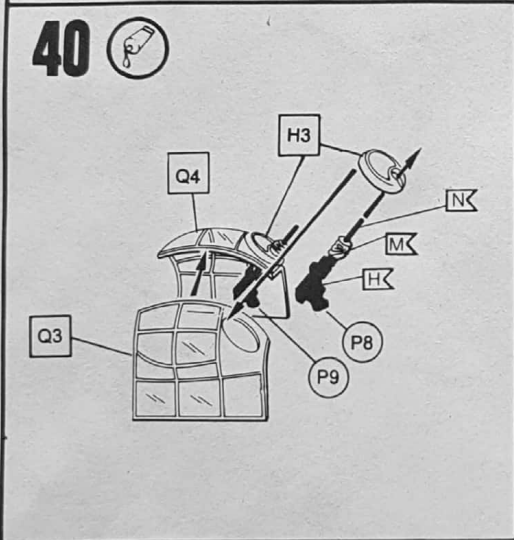
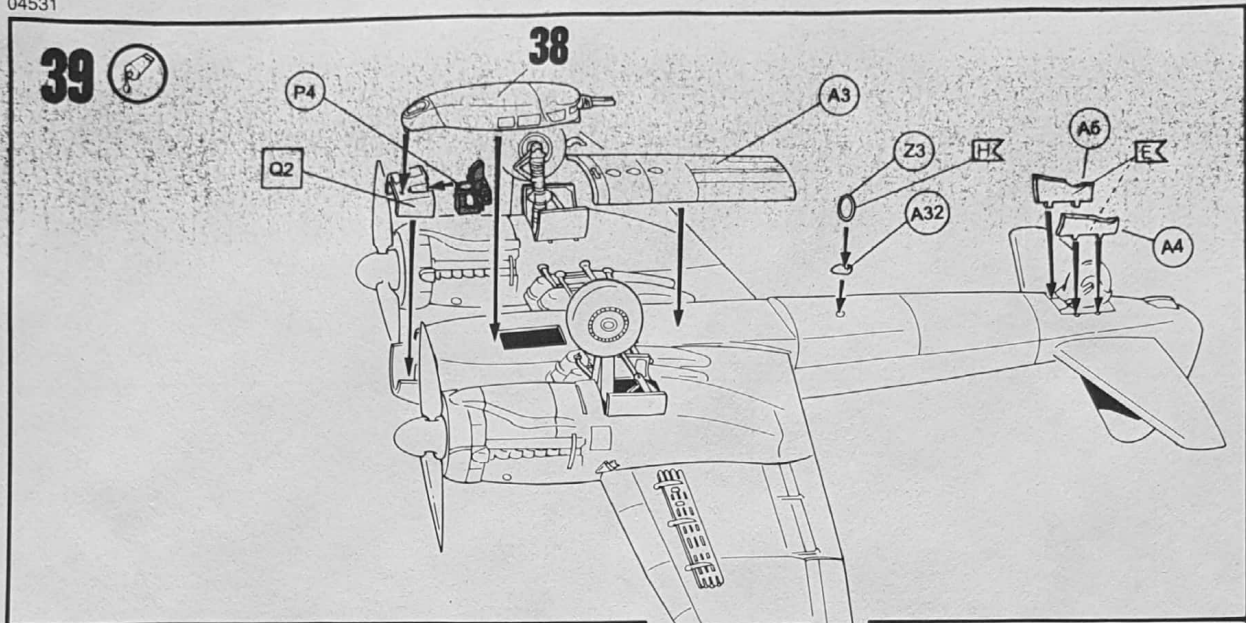










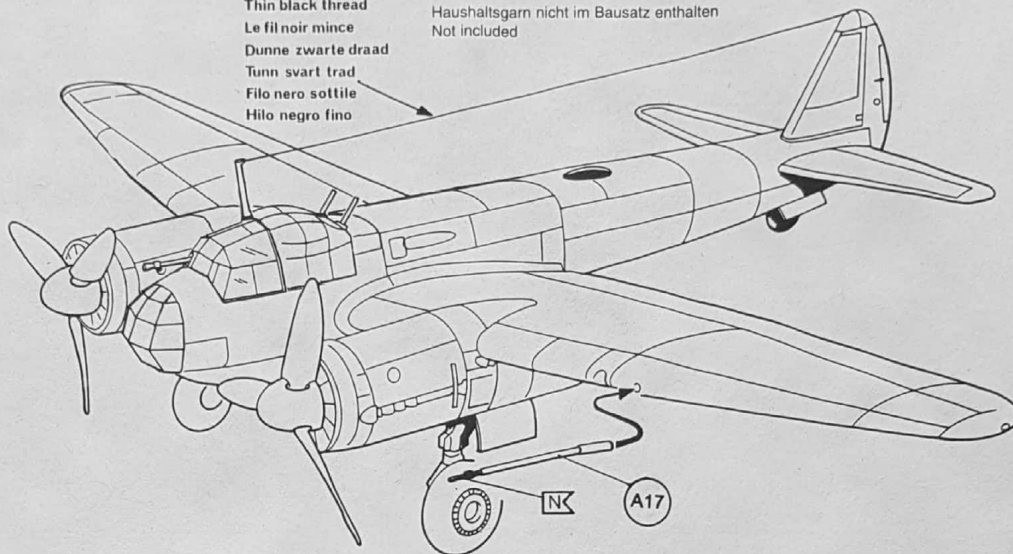


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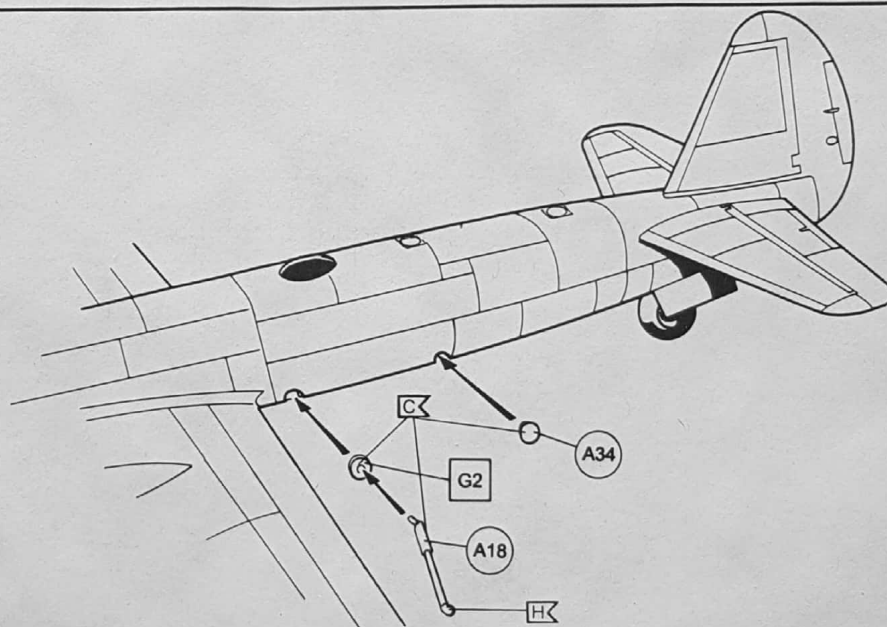


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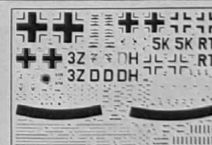
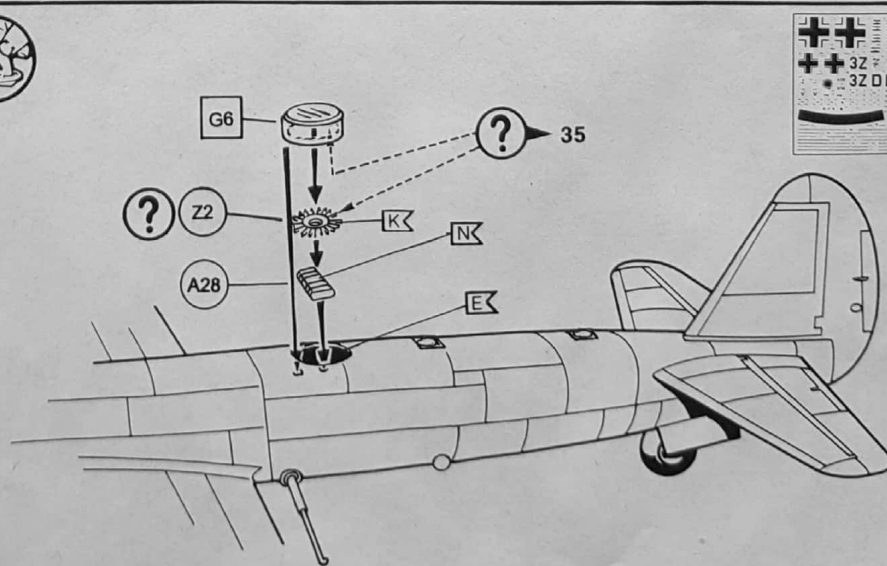
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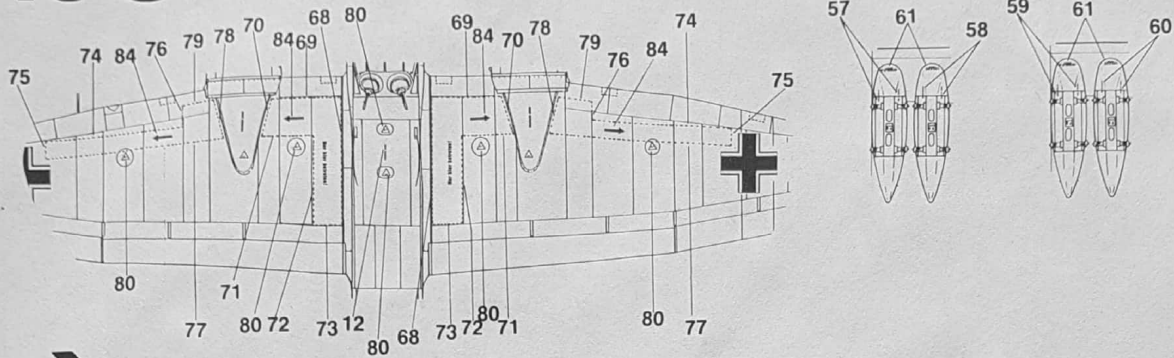
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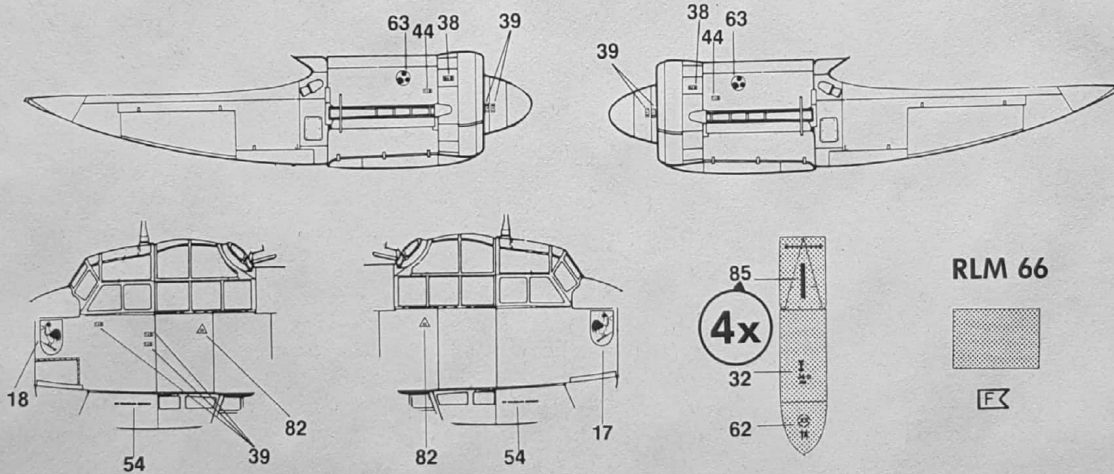


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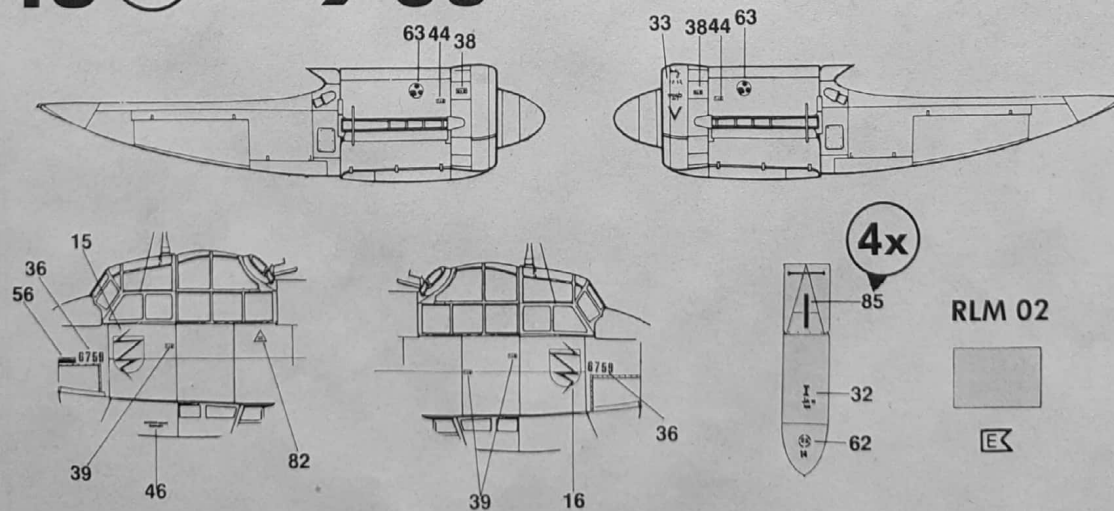


➔ Abziehbildbestückung für beide Versionen / Decal placement for both versions

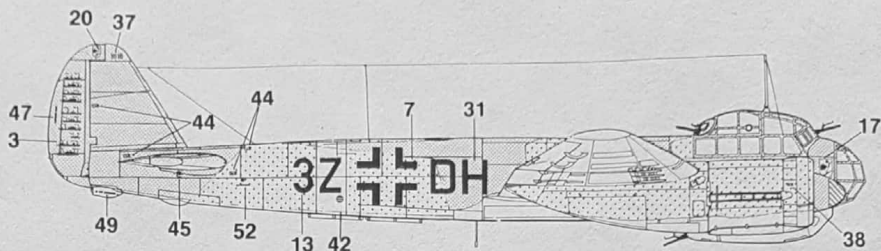
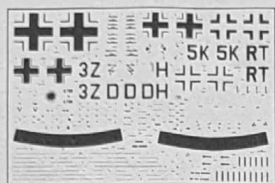
47 ? ➔ 49



48 ? ➔ 50

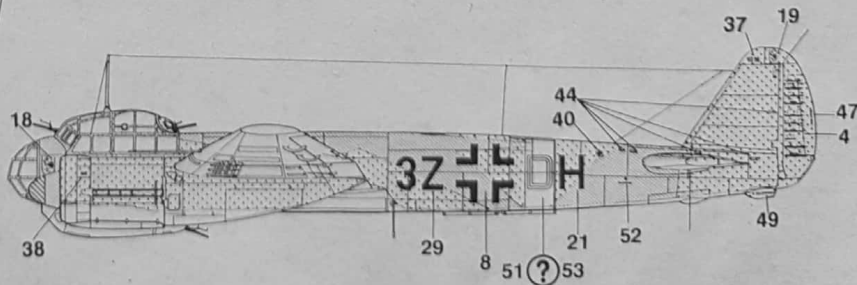
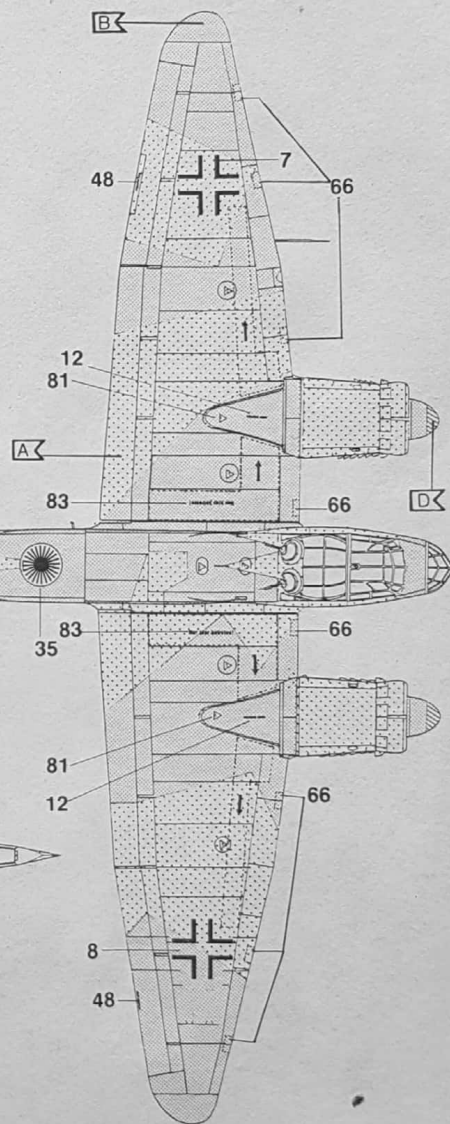
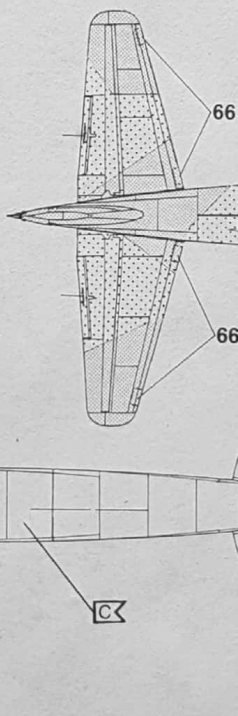
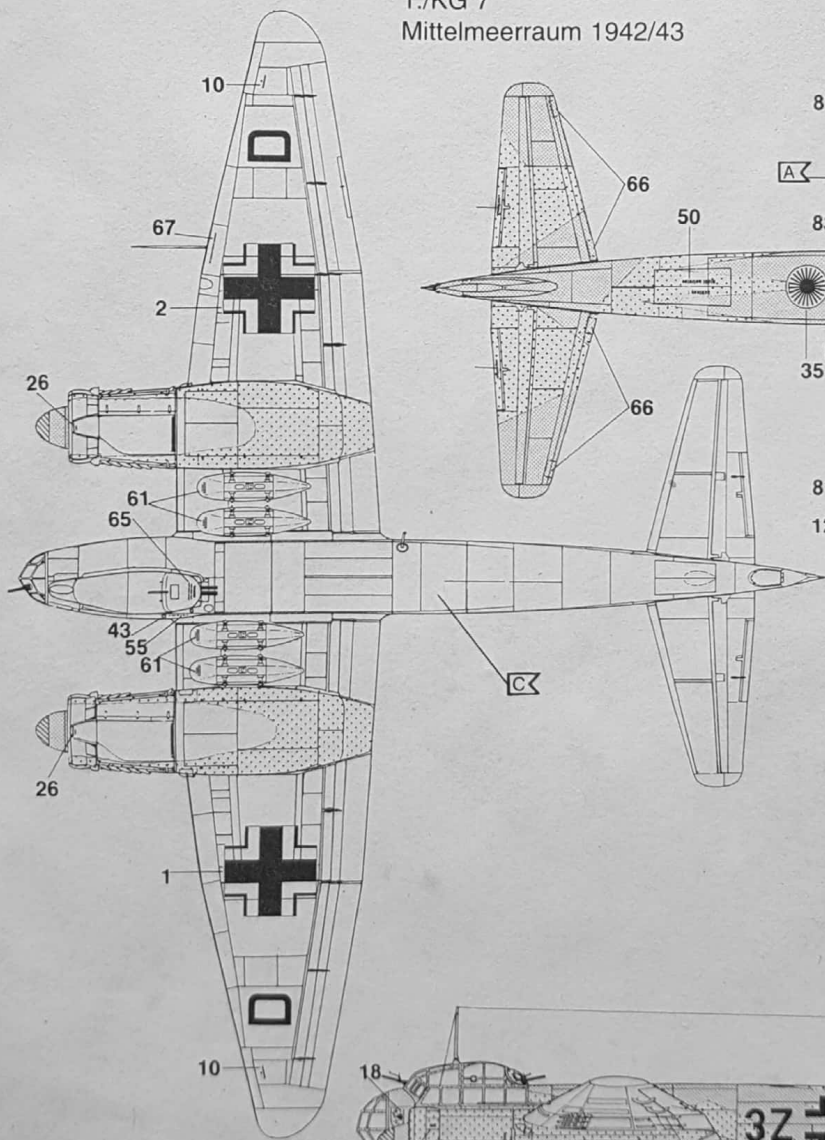


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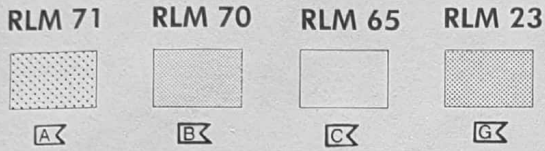
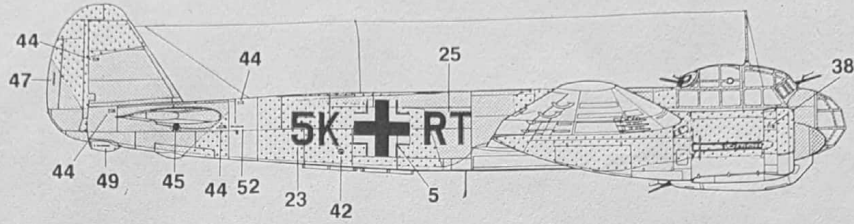
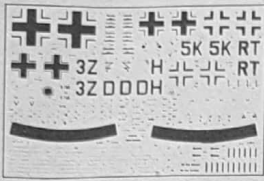


RLM 71	RLM 70	RLM 65	RLM 04

1./KG 7
Mittelmeerraum 1942/43



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7./KG 3
„Blitzgeschwader“, Rußland 1942

