

INDIVIDUAL HISTORY

JUNKERS Ju-87G-2 494083/8474M
MUSEUM ACCESSION NUMBER 78/AF/657

Thought to have been built 1943-4 as one of 1,178 Ju87 D-5 ground-attack variants ordered, but later modified to G-2 standard, including fitting underwing mounting points for the two 37mm (1.46inch) Bk37/Flak 18 cannon carried by this variant. The werke number may have been changed from 2883 (D-5) to 494083 when rebuilt as a G-2, of which 210 were produced. (Reference: Aeroplane Monthly July 1976 - 'Yesterday's Enemies' No.5, Ju87G). Hards (027926) suggests G-2 outer wings fitted to a D-3 ground attack variant airframe.

c. May 45 Captured in Germany, possibly at a factory near the Russian border-Ju 87s remained operational on the Eastern Front until the end of the European war in May 1945. The British Disarmament Wing located 59 Ju-87s at the end of the war. Definitely later at Eggebek airfield, Schleswig-Holstein. Photo: War Prizes (DoRIS Ref.027726) p.151. Coded RI-JK (unidentified unit).

This was one of 12 German aircraft selected by the Air Ministry for museum display, rather than as evaluation aircraft, so it did not receive an 'Air Min' number. Nine of these museum aircraft still survive.

04 Sep 45 Left Eggebek by surface transport - not flown. Original markings retained for display purposes.

Jan 46 Arrived at No.47 MU Sealand (Packing Depot) by this date for storage.

1947/48 Due to shortage of space at Sealand, moved to the German Air Force Equipment Centre located in five hangars at RAF Stanmore Park, Middx, along with other Air Historical Branch Aircraft and administered by No.4MU based at Ruislip from 1 Nov 1949, who provided a detachment of airmen for repairs to cased engines and aircraft. Noted at Stanmore Park in 1949 still carrying its data plate (now lost?) with the w/nr 494083 although w/nr 2883 has also been quoted for this aircraft - see introductory paragraph.

Sep 54 Displayed at RAF Andover, Hants Battle of Britain Day Display. At this date still normally stored crated at RAF Stanmore Park.

c. Late 1955 Moved from RAF Stanmore Park to storage with other AHB aircraft at No. 15MU RAF Wroughton, Wilts (No.15 MU).

c. Mid 1958 Moved with other AHB aircraft to storage at RAF Fulbeck, near Cranwell, Lincs.

At this time apparently bore mottled grey camouflage, and complete except for a few instruments (see 'the Black Hangar', Control Column May 1968).

- Aug 60 To No.4 SoTT, RAF St Athan - the first historic aircraft to be allocated there - when the Fulbeck collection was dispersed.
- 27 May 61 Viewed at St Athan by party from Air Britain. Described as being 'in immaculate condition and was particularly well cared for' coded RI + JK. Photo: Air Britain Digest July 1961 p.82. Further photo at St Athan - Air Britain Digest May 1965 p.116; Flight 08 June 1961 p.809.
- Mar 67 Moved to RAF Henlow, Beds by this date (Air Britain Digest April 1967 p.99) along with other AHB aircraft for possible use in the 'Battle of Britain' film. Repainted, codes W8 + A (carried by a Ju87 unit in Europe in 1940). Also given dummy wooden dive brakes, undercarriage leg sirens, a fibreglass bomb and a modified rear gun position (removed and replaced by the original rotating twin 7.92mm MG81 Z mount in Dec 1998). Engine run at least once and probably taxied - see St Athan Collection Guide 1973 (R015562) and archives B2707. Photos: Flying Review International Sep 67, Air Pictorial Sep 67 p.327, Aeromilitaria 3/1984 p.75, The Captive Luftwaffe (009336) p.62; Aircraft Illustrated Sep 71 p.358; Aeroplane October 2009 p.25; Flypast February 2011 p.72.

The film makers eventually obtained MoD permission to restore the Ju87 to airworthy condition, and Viv Bellamy had started the engine on the third pull (Aeroplane Monthly May 98 p.62) but inspection of the airframe revealed that restoration to airworthiness would be a costly exercise, so three Percival Proctors were modified as 'Proctukas', although scale models (fashioned after late model Stukas to match the RAFM example if it had flown for the film) were used in the final film version. Inspection at this time confirmed that the w/nr was 494083 (FlyPast Aug/Sep 67).

- Sep 69 Returned to RAF St Athan by this date and displayed at the bases' Battle of Britain Open Day - photos Control Column Vol.3 No.10 and Air Britain Digest Nov 69 p.309. Still wearing its film codes (W8 + A).
- 1970 Displayed at RAF Chivenor, Devon Open Day. Photos-Aviation News 2-15 Feb 90 p.863; War Prizes – The Album (cover). Also displayed at the RAF Colerne, Wilts Air Show on 4th July the same year. Photos: Control Column Apr 71 p.53; La Fana d'Aviation Sep 90 p.42.
- 11/17 Jun 72 Loaned to RAF Colerne for R.A.F.A Bristol open days on these dates, arriving on 26th May 1972. Damaged in transit upon return to St Athan when the lorry hit a curb and bounced its load. See photos of damage to wing and tail leading edges in DoRIS Ju87 Ref.B2707.
- 1975 Repainted at RAF St Athan as RI + JK. Colour photo prior to repaint, 1974; Wrecks and Relics – The Album p.54.

- Nov 75 Displayed outside at RAF Museum Hendon for 'Wings of the Eagle' display. Photo: Scale Aircraft Modelling Sep 87; Control Column Jan 76 p.6; Aeroplane February 2005 p.84. Colour photo, 1975; Lost Aviation Collections of Britain (Ellis) Exhibition closed 20 September 1976.
- 13 Feb 76 Allotted RAF Maintenance Serial 8474M.
- 1978 Returned to Hendon for display in the new Battle of Britain Museum, opened 28 Nov 78 - detailed photos in Aero Detail No.11 Junkers Ju87 D/G Stuka (027926)
Also Wingspan International No.18, 2003, pp.24-27 and Flypast August 2006 p.28, and War Prizes – The Album p.110.
- Dec 98 Original MG81 Z rear twin gun mounting recovered from RAFM RC & RC Cardington and temporarily refitted at Hendon; later removed for full restoration, and now refitted.
- 2 Feb 2017 Following closure of Battle of Britain Hall for redevelopment temporarily moved into Milestones building for storage, and to Bomber Hall for reassembly 4th April 2017.

Survivors

Of some 5,709 Ju87 variants built, only a few others survive substantially complete:

Ju87B-2 WNr 0870406 98+01 Yugoslav Aeronautical Museum, Belgrade. Restored tail section only, with seat, windscreen, canopy parts, firewall, and other centre/wing section parts from three other Ju 87s in storage, possibly now sold to UK owner.

Ju87R-4 WNr 1394 A5+DN Private, UK. Rear fuselage and cockpit parts.

The former Front Line Aviation Museum, Sandown Airport, IoW, displayed the rear Fuselage, propeller, canopy frame and undercarriage parts of Ju87B-1 WNr 5518 A5+DN recovered from Fishbourne Creek in the 1970s; these survive in private ownership and some are now on display at the Wings Museum at Balcombe, West Sussex..

The Auto und Technik Museum, Sinsheim, Germany, display the wings and front half of Ju87B-2, WNr1301643 recovered from the Mediterranean off St Tropez in 1989. Photo - Air Pictorial June 1999/Flypast October 2001 p.18.

Ju87D-3/Trop? 100375 S7+GM Recovered from sea off Greece October 2006; Flypast December 2006 p.20, Aeroplane December 2006 pp.4-5. Now displayed at the Hellenic Air Force Museum, Dekhelia, Athens.

W/nr 5954 Ju87 R-2/Trop A5+HL Chicago Museum of Science & Industry, Illinois.

W/nr 5856 Ju87 R-4 L1+BL Ex-Russia. Fuselage & wings; Deutches Technik Museum Berlin from 1997.

Also, Sir Tim Wallis in New Zealand had the engine, centre section and rear fuselage/tail/tailplane/port wing/badly damaged starboard wing of a Ju87 w/nr 6234 (R-4), L1+FW ex-Russia. In 2004, 6234 was registered as G-STUK to Glenn Lacey in Epsom, Surrey-registration later cancelled-remains with Deutches Technik Museum.

A collector in Belgium has a variety of parts including those from Ju 87R 5820 for a long-term rebuild project.

The remains of Ju87R-2 w/nr 0875709 LI+KZ are undergoing long-term restoration in the USA for the Flying Heritage Collection, Everett, WA.

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