



Kit # 5944

1/48 Scale

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The Junkers Ju 52 was originally designed and produced as a single-engine civil transport which first flew in October, 1930. In 1931 Junkers modified the design to make it a three engined aircraft. The Ju52/3 first flew in April, 1932 and it was produced in large numbers for use by Lufthansa and for airlines of twenty other nations.

In 1934, the first Ju52/3mg3e was produced as a transport and medium bomber. It could carry a bomb load of approximately 1,300 pounds and was defended by machine guns in the dorsal position and a retractable "dust bin" under the fuselage.

When the Spanish Civil War began in July, 1936, Germany provided twenty Ju 52/3mg's to the Nationalist forces. They later saw duty with the Legion Condor. These aircraft were used primarily as transports but also saw duty as bombers as well. Combat operations illustrated the fact that although the Ju 52/3m was an excellent transport aircraft, it was not well suited as a bomber. As a result, it was soon replaced in the bomber role by other aircraft that were specifically designed for that mission.

The Ju52/3m remained the most important transport aircraft in the Luftwaffe throughout World War II, delivering men and supplies wherever needed by the Wehrmacht. The Ju 52/3m was also the Luftwaffe's primary air assault aircraft. It dropped thousands of paratroopers as the German army moved into Poland, Norway, France, Russia, The Netherlands, and other countries. For the transport version the lower "dust bin" gun position was deleted, but a single machine gun remained as a defensive weapon on top of the fuselage. The Ju 52/3m6e variant also had an enclosed gun mount above the cockpit.

During World War II several specialized versions of the Ju 52 were developed. These included aircraft fitted with floats for operations on water and a special mine warfare variant that had a large hoop antenna to explode magnetic mines that jeopardized German shipping. Ju 52/3ms also served as glider tugs for assault operations while others were employed as VIP transports. Adolf Hitler often used one as his personal aircraft.

REVIEW

Steps 1 is assembly of the interior and cockpit of the aircraft. The interior of this model is cavernous and detail here is outstanding. Any injection marks are hidden by over laying details.

Steps 2-4 are assembly of the fuselage(2), Wing(3) and Tail(4). Everything here fits perfectly. And to Rev-Mon's credit all seams on the model fall on true panel lines.

Step 5 is a choice between two different landing gear assemblies, depending on which aircraft version you're doing, German or Spanish. Both versions fit perfectly. If you opt for the Spanish version you've got really neat tear drop wheel covers that exemplify 1930's styling.

Step 6 is assembly of the dust bin gun position that hangs under the aircraft on the Spanish model version. The only problem here is the one you could make for yourself. You need to cut a marked panel out of the fuselage floor to install the dust bin. I opted for the German version.

Step 7 is the 3 engines. There perfect in every way. All 3 have separate push rods, engine covers and exhausts.

Step 8 & 9 are all the little widgets that go on the exterior of the aircraft. They're alot, around 30 more pieces. Stuff like antennas, clear parts, ladders, pitot tubes, etc.

Step 10 is assembling the 4 nicely detailed paratrooper figures included in the kit.

Overall Revell- Monograms Pro Modeler release of the Ju52 is outstanding. The clear parts are wrapped and perfectly clear. The decal sheet is large and is up to snuff with the aftermarket sheets. All of the exterior corrugated skin of the aircraft is replicated to incredibly great detail, and I couldn't find one sink hole on the surface of the model. The Ju52 may have been delayed a couple of months in its release but it was well worth the wait. Revell -Monogram has set a new standard for the other model companies to follow.