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 Junkers-Flugzeuge**

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**Die letzten Junkers-Flugzeuge**

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Almost 30.000 Junkers aircraft had been built by the Junkers company and their associated partner facilities during their 30 years of existence between 1915 and 1945. Most of these aircraft were built during World War II and were lost during their wartime utilization after only a few mission days. The few Junkers aircraft, which survived at the end of the war, consisted of valuable raw materials, which were urgently required during Europe's postwar reconstruction and were scrapped to gain these raw materials.

In Germany even such aircraft were not prevented from losses, which had already been transferred as cultural artefacts to museums and permanent exhibitions in the 20s and 30s. A lot of them were destroyed during Allied air raids on German cities. Others were transferred by the museums to supposed safe locations in the East to protect them against the air raids in Germany. But even these saved aircraft mostly got lost during the final phase of WWII.

In the beginning of the 50s none of the 30.000 Junkers aircraft existed any longer in Germany. All of the almost 100 original Junkers aircraft, which still exist today, survived WWII and the postwar years outside of Germany. Some of them were sold to foreign countries and were preserved after their operational lifetime. Some remained as wrecks at their crashsites in Russia and Scandinavia. A few were used by the Allies after the war as war trophy shows and were later stored for further utilization. Several replicas were added to the remaining Junkers fleet during the past 70 years.

Our book series lists the inventory of the today existing worldwide Junkers fleet as well as Junkers replicas. Each aircraft is documented with its individual history. Part I covers the early Junkers developments, which were built under the management of Hugo Junkers until 1932. Part II is dedicated to the Junkers Ju52 and their license production in France at Atelier Aeronautique Colombes as AAC.1 and in Spain at CASA as CASA 352 exclusively, which still exists in a larger number of aircraft. Part III is dedicated to the late Junkers developments, which were created during the NS time after 1933 without the support of Hugo Junkers.



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