

# MESSERSCHMITT Me 262A-1



H-218-300

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LITHO IN U.S.A.

At 1:45 p.m. on March 30, 1945, the distinctive whistle of a jet-powered airplane alerted the Allied troops stationed at Rhein-Main Airfield in Germany. They watched with astonishment as one of the German Luftwaffe's super-secret jet fighters touched-down and rolled to a stop before them. Here, because of a defecting Luftwaffe test pilot, was the first intact example of Germany's radical new jet fighter to fall into Allied hands.

When the jet-powered Messerschmitt Me 262 was first encountered by Allied bomber formations, it created havoc among the big planes. A typical attack run for the Messerschmitt, which was capable of a speed exceeding 500 mph, lasted about six seconds. The standard Bendix power turrets on the Flying Fortress could not track the jets as they flashed by, firing their rockets and cannon into the hapless bombers. The big bombers were at the mercy of the German jet fighters; but despite this lopsided advantage, the new jets were too few and too late to save the faltering Third Reich.

Germany made great technical advances in aircraft design during the Second World War. They had developed and flown the first jet-powered airplane in 1939, but the value of turbine power in military aircraft was not apparent to the German leaders. Development of the new jets was given a low priority, and Messerschmitt was authorized to develop a twin engine fighter to use the new power plant.

The first prototype was completed in the early part of 1941, but the engines were not yet ready for flight testing. To avoid additional delays, it was decided to test the airframe, now designated Me 262, with a single piston engine in the nose. Thus powered, the Me 262 began flight testing on April 4, 1941. By November, 1941, two jet engines were added to the first 262 and the initial jet-powered flight was attempted. The piston engine was retained for emergency, but the two jets failed at take-off revolutions and the test was abandoned. The first pure jet flight by the new fighter was made on July 18, 1942.

The design was refined and a tricycle landing gear was added because the powerful blast from the jet engines tore up the surface of the runways. Design problems were mostly corrected when the plane was demonstrated to Hitler in November of 1943. The flashing performance of the new fighter impressed the Fuhrer who immediately ordered it into production . . . as a bomber! Outraged by his failure to defeat the British, Hitler could only think in terms of offensive weapons and here was a plane which could break through the protective cover of the RAF and bomb England to her knees. But he did not realize that the aircraft's bomb load would be negligible, and the added weight and drag would reduce its efficiency to piston power level. Arguments in favour of the fighter design were to no avail and Hitler refused to consider the great potential value of the plane as a defensive weapon.

Development of the bomber version was given priority, and the entire Me 262 program suffered a setback that virtually nullified the great potential value of the jet fighter. By April of 1944 the German leaders realized the shortcomings of the bomber concept and ordered the fighters into mass production. But the sands of time had run out and the Allied bombers were destroying the lifeblood of the Luftwaffe. Daily raids were decimating the German industrial ability; oil and gas production facilities were in flames. The few Me 262's which were completed were often forced to sit on the ground due to the lack of fuel.

The planes that did fly, however, proved the value of the new power system. Once in the air the sleek fighter had a decided advantage over piston fighters. Allied fighter pilots were forced to devise new methods of combat with the fast jets. The most effective method found was that of attacking the jets as they took off or landed.

Today jet fighters are taken for granted, their value unquestioned. But one wonders what might have happened if the Me 262 had not been delayed until after the tide of war had turned!

**FS-36076**  
LT. GRAY PATCHES

**FS-35414**  
LT. BLUE

**FS-34052**  
DK. GREEN

**FS-34079**  
MED. GREEN

**FS-34052**  
DK. GREEN

**FS-34079**  
MED. GREEN

**FS-34052**  
DK. GREEN

**FS-34079**  
MED. GREEN

**MESSERSCHMITT Me 262A-1**

**Dimensions:**  
Wingspan - 40 feet 11½ inches  
Length - 34 feet 9½ inches

**Power Plant:**  
Two Junkers Jumo 109.004 B-1 turbojet engines, 1,980 lb. thrust each

**Performance:**  
Maximum speed - 542 mph at 19,686 feet  
Service ceiling - 36,091 feet

**Armament:**  
Four 30 mm cannon

**PACTRA COLOR GUIDE**

<b>BLACK</b> = # 1 BLACK	<b>MEDIUM GRAY</b> = # 9 AIRCRAFT GRAY
<b>WHITE</b> = # 2 WHITE	<b>SILVER</b> = # 11 CHROME SILVER
<b>RUST BROWN</b> = # F4 FLAT RED	<b>FLESH</b> = # 15 FLESH
<b>DARK GREEN</b> = # F5 FLAT GREEN	<b>MEDIUM GREEN</b> = # 54 FLAT LIGHT OLIVE
<b>RED</b> = # 7 RED	<b>LIGHT BLUE</b> = # 58 FLAT LIGHT BLUE

For modelers wishing to paint their models in authentic colors we have included the Federal Standard Color Numbers. These numbers refer to color samples printed in FS 595. Copies may be purchased for \$2.25 each from:

**THE GENERAL SERVICES ADMINISTRATION  
BUSINESS SERVICE CENTER  
REGION 3  
WASHINGTON 25, D.C.**

BW

## GET YOUR TOOLS READY: ★ ★ ★ BEFORE YOU BEGIN ★ ★ ★



FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

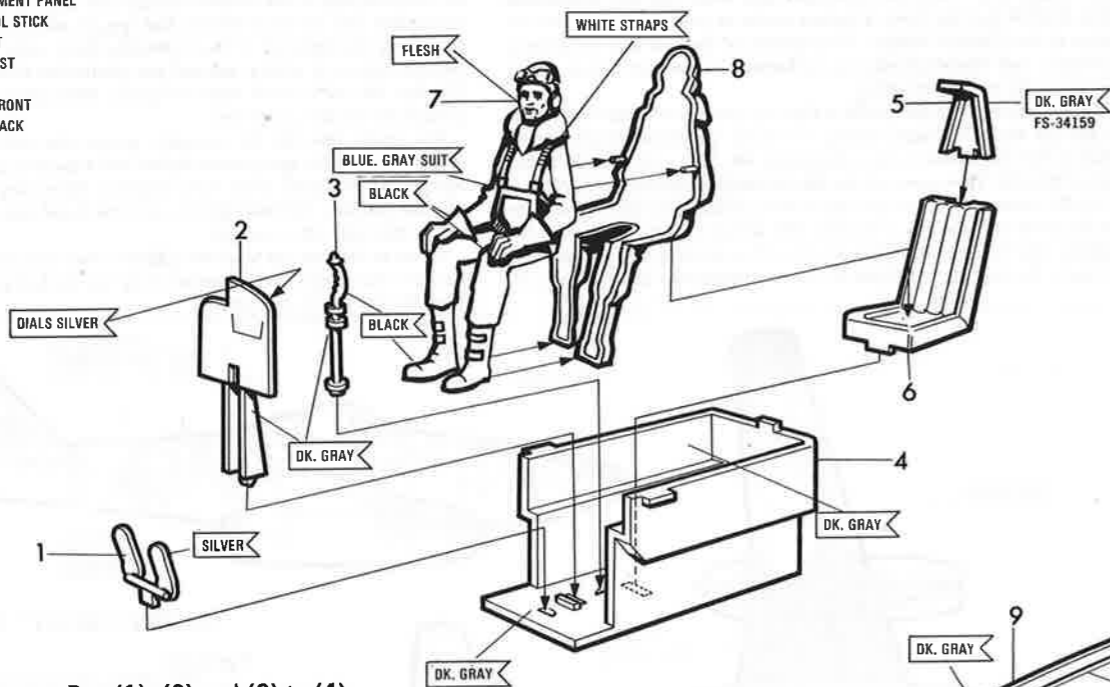
NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING FLAGS for color suggestions.

- Use paints made for plastics only.
- Paint small parts before detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.

### 1 COCKPIT

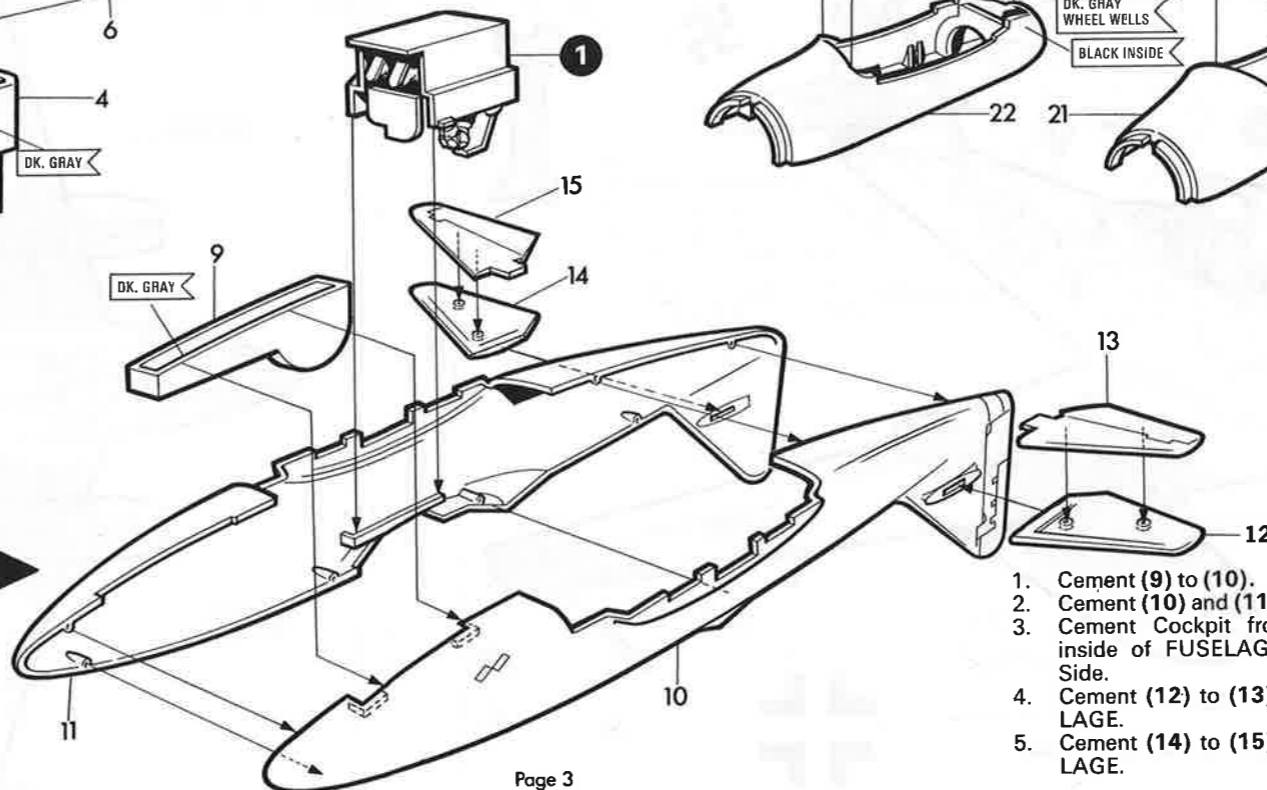
- 1 RUDDER PEDALS
- 2 INSTRUMENT PANEL
- 3 CONTROL STICK
- 4 COCKPIT
- 5 HEADREST
- 6 SEAT
- 7 PILOT FRONT
- 8 PILOT BACK



1. Cement Part (1), (2) and (3) to (4).
2. Cement (5) to (6) and to (4).
3. Cement (7) to (8) and then to (6).

### 2 FUSELAGE ASSEMBLY

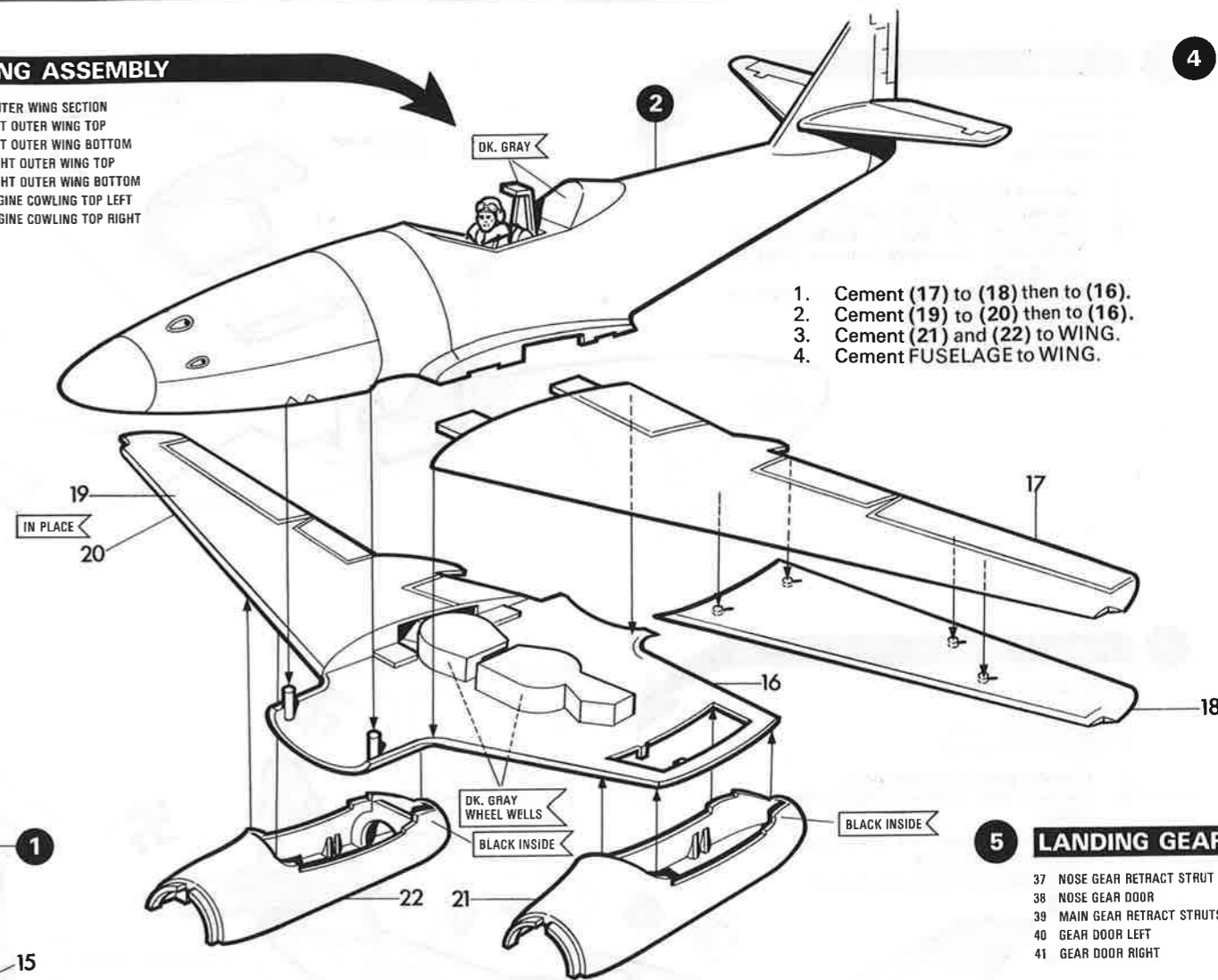
- 9 NOSE WHEEL WELL
- 10 FUSELAGE RIGHT
- 11 FUSELAGE LEFT
- 12 STABILIZER TOP RIGHT
- 13 STABILIZER BOTTOM RIGHT
- 14 STABILIZER TOP LEFT
- 15 STABILIZER BOTTOM LEFT



1. Cement (9) to (10).
2. Cement (10) and (11) together.
3. Cement Cockpit from STEP 1 to inside of FUSELAGE from Bottom Side.
4. Cement (12) to (13) then to FUSELAGE.
5. Cement (14) to (15) then to FUSELAGE.

### 3 WING ASSEMBLY

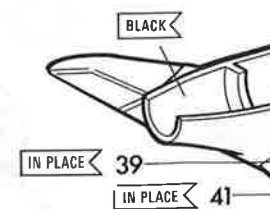
- 16 CENTER WING SECTION
- 17 LEFT OUTER WING TOP
- 18 LEFT OUTER WING BOTTOM
- 19 RIGHT OUTER WING TOP
- 20 RIGHT OUTER WING BOTTOM
- 21 ENGINE COWLING TOP LEFT
- 22 ENGINE COWLING TOP RIGHT



1. Cement (17) to (18) then to (16).
2. Cement (19) to (20) then to (16).
3. Cement (21) and (22) to WING.
4. Cement FUSELAGE to WING.

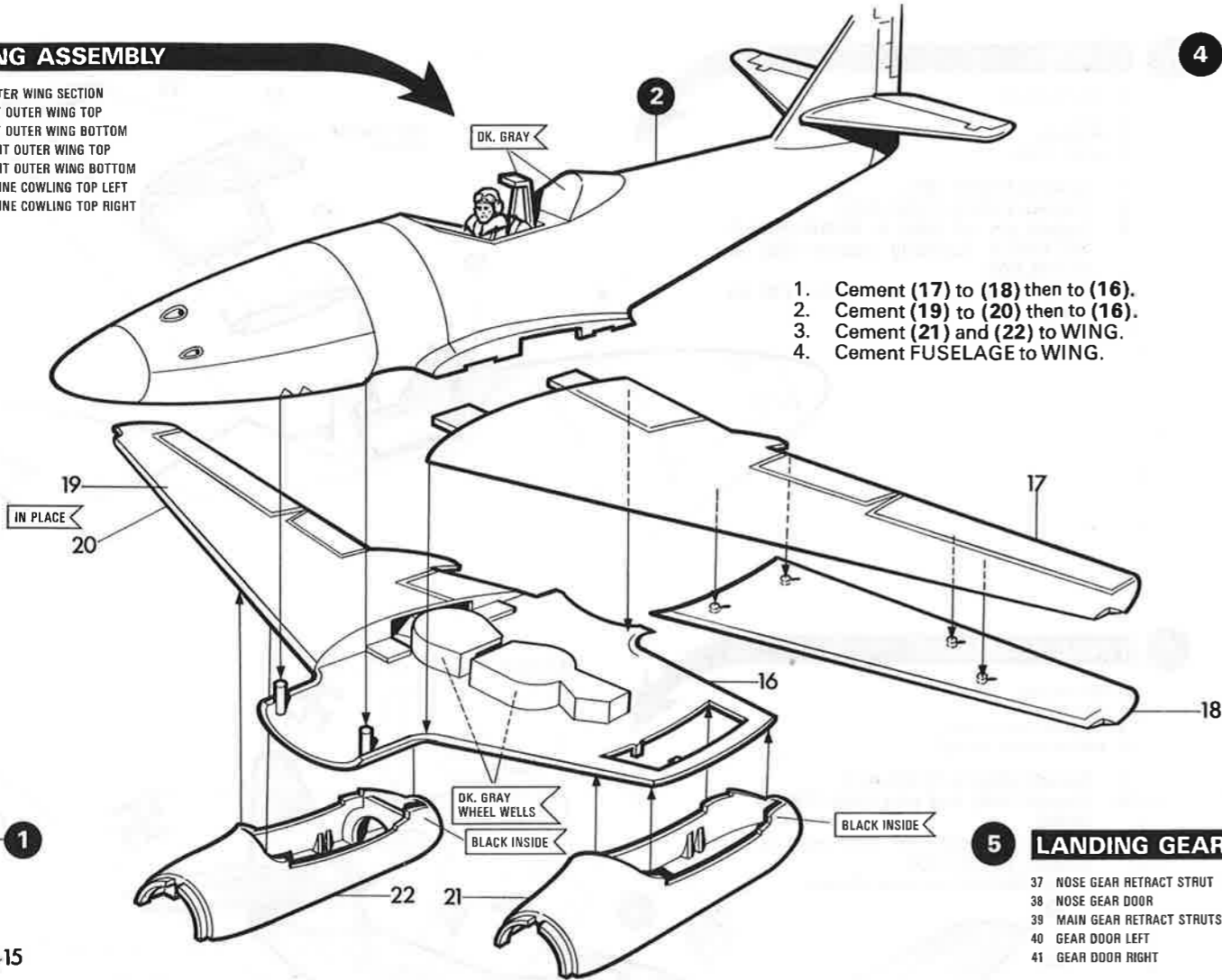
### 5 LANDING GEAR

- 37 NOSE GEAR RETRACT STRUT
- 38 NOSE GEAR DOOR
- 39 MAIN GEAR RETRACT STRUTS
- 40 GEAR DOOR LEFT
- 41 GEAR DOOR RIGHT

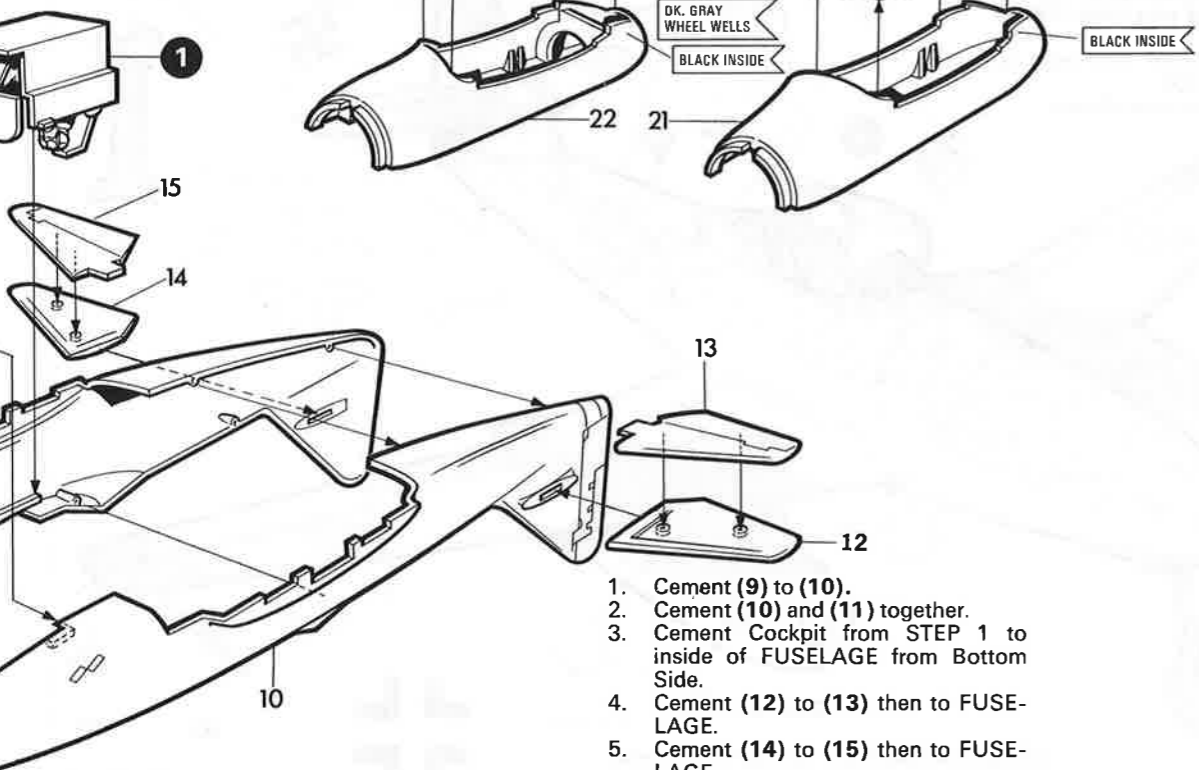


### 3 WING ASSEMBLY

- 16 CENTER WING SECTION
- 17 LEFT OUTER WING TOP
- 18 LEFT OUTER WING BOTTOM
- 19 RIGHT OUTER WING TOP
- 20 RIGHT OUTER WING BOTTOM
- 21 ENGINE COWLING TOP LEFT
- 22 ENGINE COWLING TOP RIGHT



1. Cement (17) to (18) then to (16).
2. Cement (19) to (20) then to (16).
3. Cement (21) and (22) to WING.
4. Cement FUSELAGE to WING.



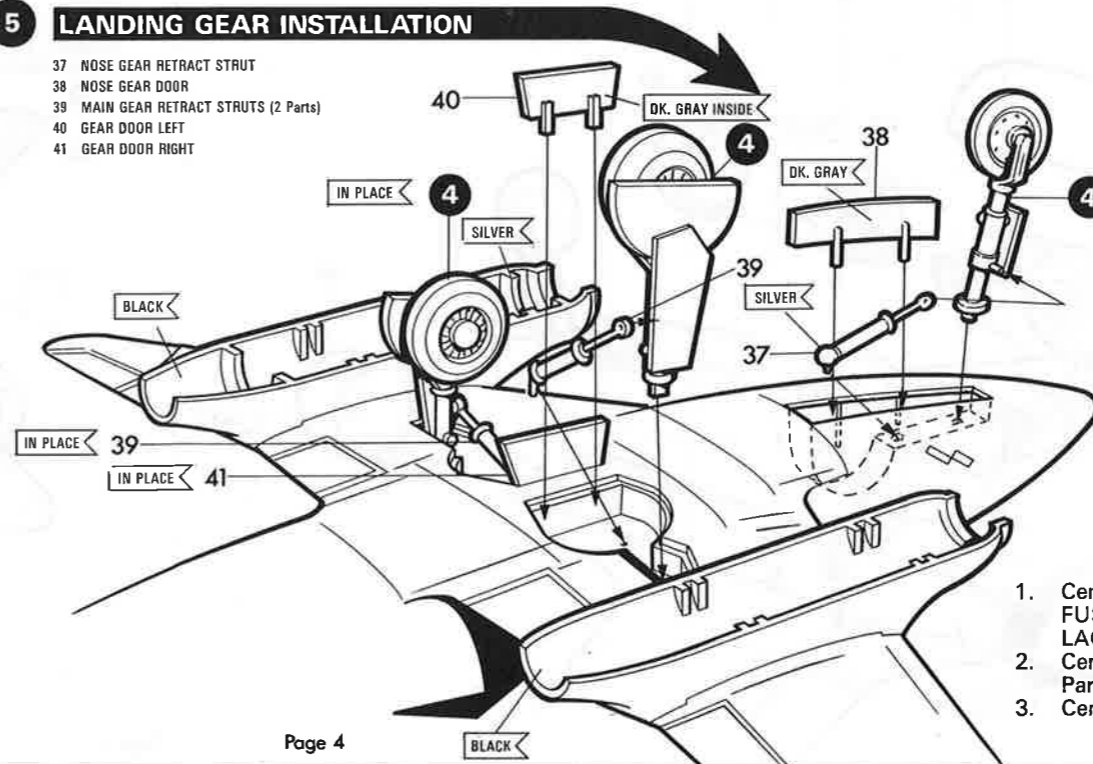
### 4 LANDING GEAR ASSEMBLY

- 23 WHEEL RETAINER
- 24 NOSE WHEEL INSIDE
- 25 NOSE GEAR STRUT
- 26 NOSE WHEEL OUTSIDE
- 27 STRUT DOOR
- 28 MAIN WHEEL INBOARD (2 Parts)
- 29 MAIN WHEEL OUTBOARD (2 Parts)
- 30 LANDING GEAR STRUT LEFT
- 31 WHEEL RETAINER (2 Parts)
- 32 LEFT WHEEL DOOR
- 33 LEFT STRUT DOOR
- 34 LANDING GEAR STRUT RIGHT
- 35 RIGHT WHEEL DOOR
- 36 RIGHT STRUT DOOR

1. PLACE DO NOT CEMENT (23) in (24) then cement (23) on (25).
2. Cement (26) to (24) and (27) to (25).
3. Cement (28) to (29), PLACE DO NOT CEMENT (31) inside WHEEL and press onto (30).
4. Cement (32) and (33) to (30).
5. Assemble RIGHT HAND GEAR in the same way using Parts (28), (29) and (31) to (34) then add (35) and (36).

### 5 LANDING GEAR INSTALLATION

- 37 NOSE GEAR RETRACT STRUT
- 38 NOSE GEAR DOOR
- 39 MAIN GEAR RETRACT STRUTS (2 Parts)
- 40 GEAR DOOR LEFT
- 41 GEAR DOOR RIGHT

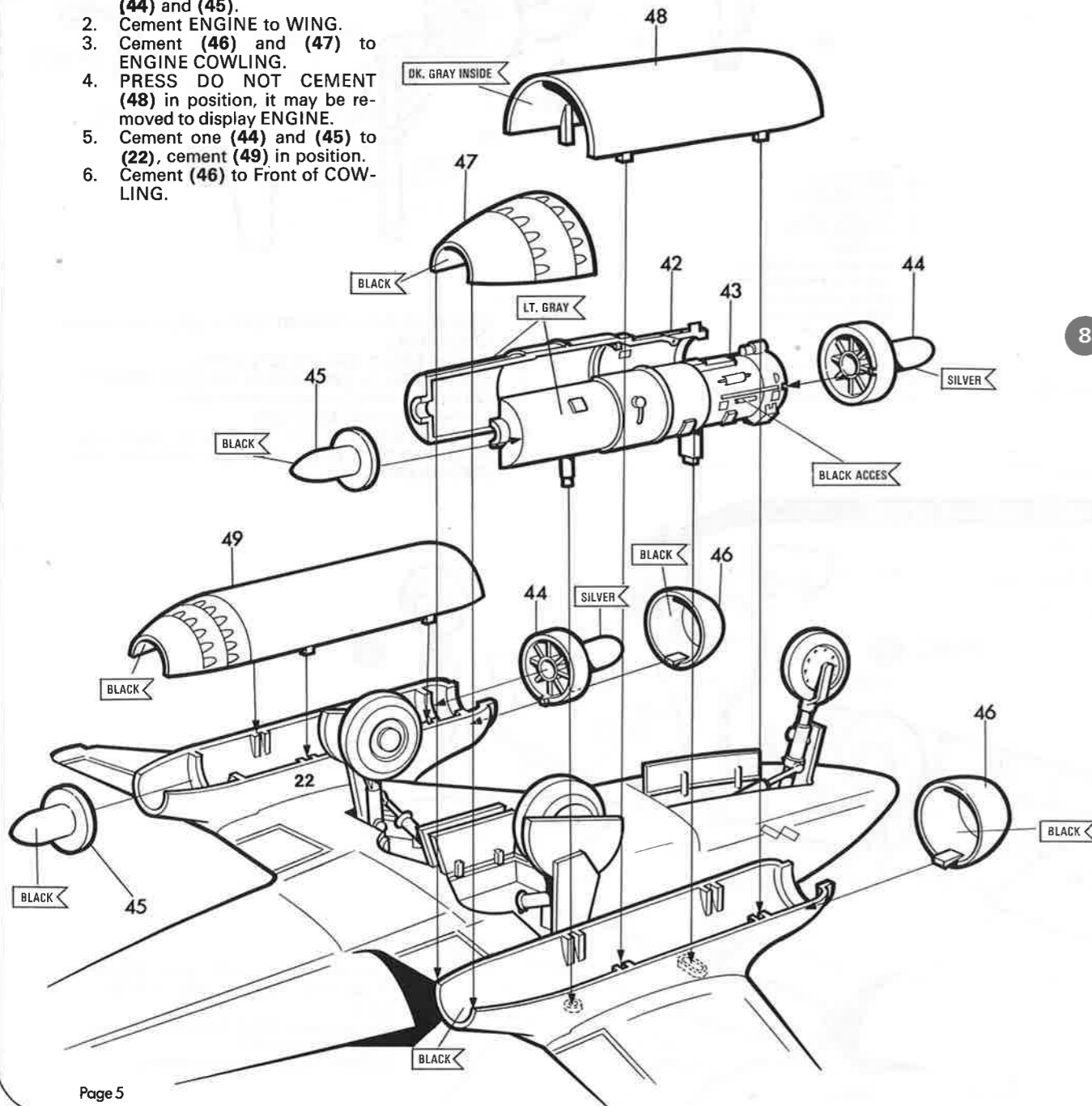


1. Cement NOSE GEAR and (37) to FUSELAGE. Cement (38) to FUSELAGE.
2. Cement both MAIN GEARS and two Parts (39) to WING.
3. Cement (40) and (41) to WING.

## 6 ENGINE ASSEMBLY

- 42 ENGINE RIGHT HALF
- 43 ENGINE LEFT HALF
- 44 ENGINE INTAKE (2 Parts)
- 45 ENGINE EXHAUST CONE (2 Parts)
- 46 ENGINE COWLING FRONT (2 Parts)
- 47 ENGINE EXHAUST COWLING
- 48 ENGINE ACCESS COWLING
- 49 BOTTOM COWLING

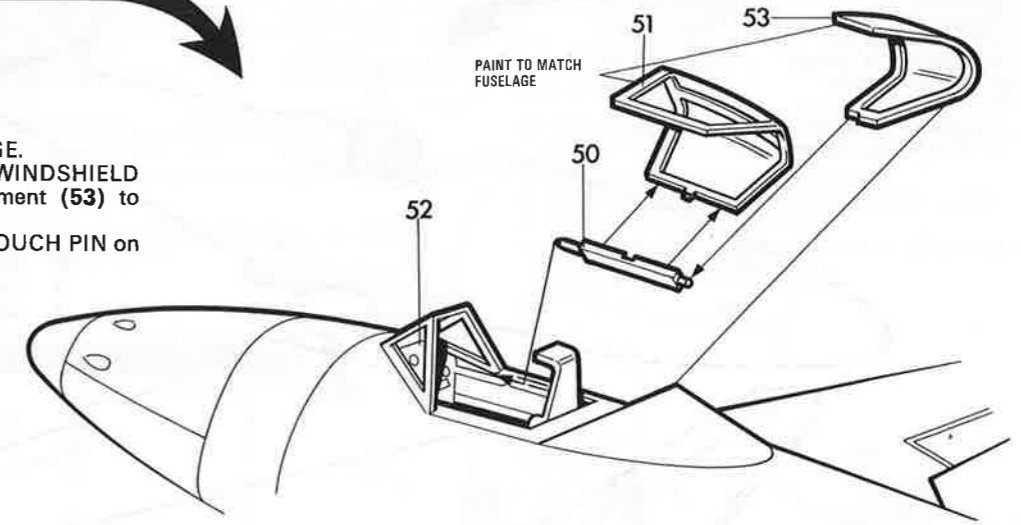
1. Cement (42) to (43) then add (44) and (45).
2. Cement ENGINE to WING.
3. Cement (46) and (47) to ENGINE COWLING.
4. PRESS DO NOT CEMENT (48) in position, it may be removed to display ENGINE.
5. Cement one (44) and (45) to (22), cement (49) in position.
6. Cement (46) to Front of COWLING.



## 7 CANOPY

- 50 CANOPY HINGE BAR
- 51 CANOPY
- 52 WINDSHIELD
- 53 CANOPY FAIRING

1. Cement (50) to (51).
2. Cement (52) to FUSELAGE.
3. Locate pin on (50) in WINDSHIELD RETAINER. Carefully cement (53) to FUSELAGE. DO NOT LET CEMENT TOUCH PIN on (50).



## 8 FINAL ASSEMBLY

- 54 LOOP ANTENNA
- 55 PITOT TUBE
- 56 NAVIGATION LIGHTS (2 Parts)
- 57 FUSELAGE SUPPORT (Optional)

1. Cement (54) to FUSELAGE.
2. Cement (55) and two Parts (56) to WING.
3. (57) is an optional part used to support FUSELAGE.
4. Install DECALS in areas shown.

