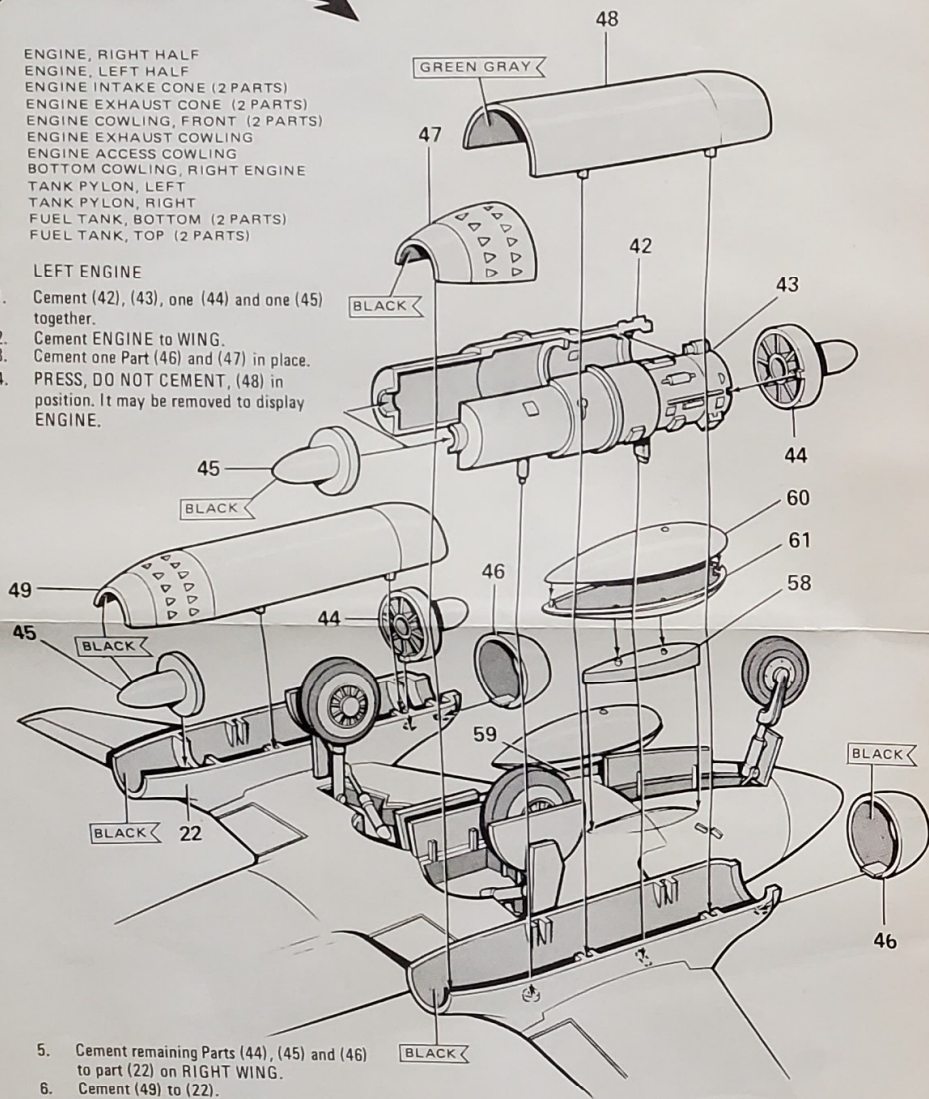


7 ENGINE ASSEMBLY

- 42 ENGINE, RIGHT HALF
- 43 ENGINE, LEFT HALF
- 44 ENGINE INTAKE CONE (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, RIGHT ENGINE
- 58 TANK PYLON, LEFT
- 59 TANK PYLON, RIGHT
- 60 FUEL TANK, BOTTOM (2 PARTS)
- 61 FUEL TANK, TOP (2 PARTS)

LEFT ENGINE

1. Cement (42), (43), one (44) and one (45) together.
2. Cement ENGINE to WING.
3. Cement one Part (46) and (47) in place.
4. PRESS, DO NOT CEMENT, (48) in position. It may be removed to display ENGINE.

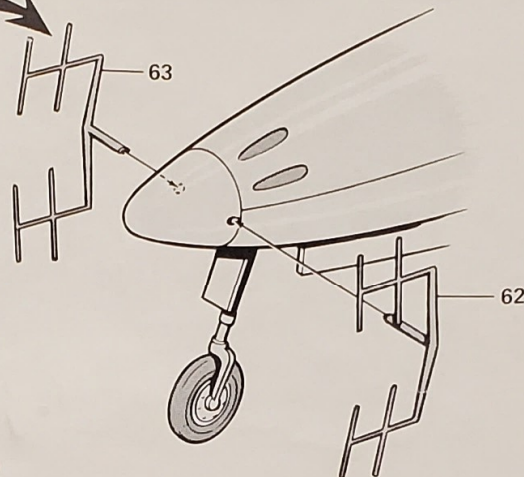


5. Cement remaining Parts (44), (45) and (46) to part (22) on RIGHT WING.
6. Cement (49) to (22).
7. Cement (58) to LEFT SIDE of FUSELAGE and (59) to RIGHT SIDE.
8. Cement one Part (60) to one Part (61), make 2 Tanks. Cement TANKS to Parts (58) and (59).

8 ANTENNA INSTALLATION

- 62 RADAR ANTENNA, LEFT
- 63 RADAR ANTENNA, RIGHT

1. Cement (62) and (63) to FUSELAGE.

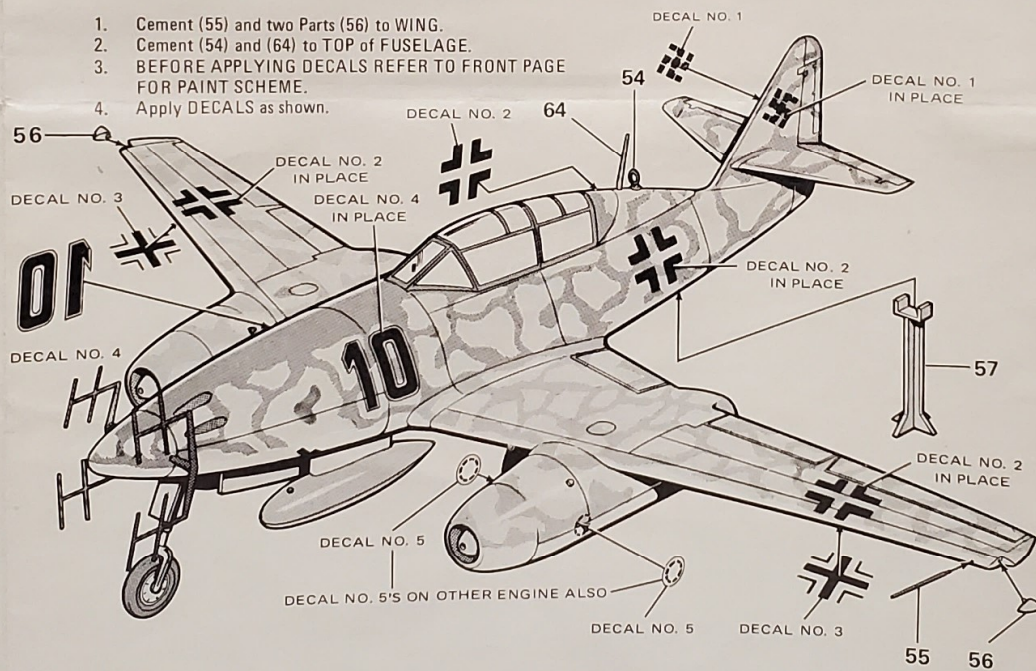


9 FINAL ASSEMBLY

- 54 LOOP ANTENNA
- 55 PITOT TUBE
- 56 NAVIGATION LIGHTS (2 PARTS) (CLEAR)
- 57 OPTIONAL FUSELAGE SUPPORT
- 64 RADIO ANTENNA MAST

1. Cement (55) and two Parts (56) to WING.
2. Cement (54) and (64) to TOP of FUSELAGE.
3. BEFORE APPLYING DECALS REFER TO FRONT PAGE FOR PAINT SCHEME.
4. Apply DECALS as shown.

BEFORE APPLYING DECALS REFER TO FRONT PAGE FOR PAINT SCHEME.



MESSERSCHMITT 262 B-1a/U-1



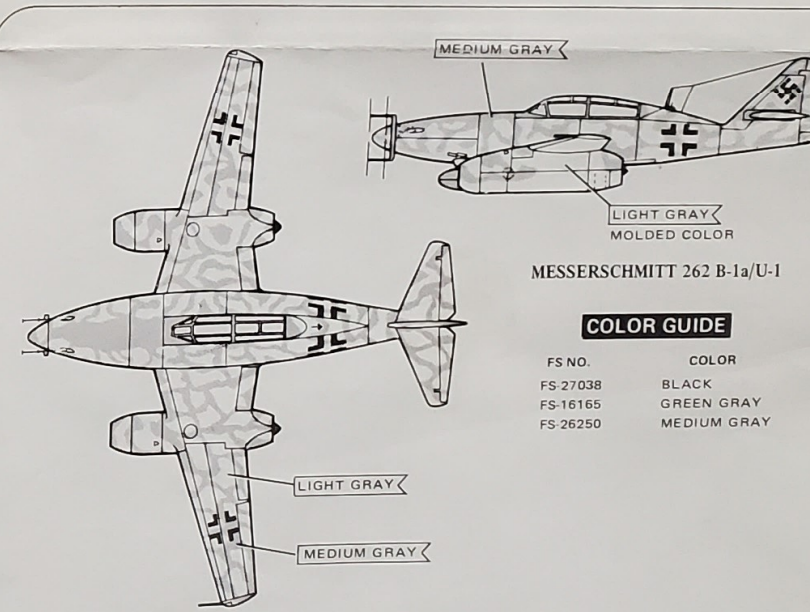
The most successful development in fighter design since the demise of the biplane, Messerschmitt's deadly Me 262, was proving its worth over Germany despite a very late start and more than its share of teething problems. More pilots were needed to fly the new jet fighter and it was soon discovered that it was not going to be just a matter of putting a pilot used to piston engine airplanes in the cockpit and pointing him in the direction of the enemy. The new jets had several nasty tricks, as many Luftwaffe pilots violently discovered! To cut down on the growing number of operational accidents, the Me 262 B series trainer was developed by removing the rear fuselage tank and installing a cockpit for an instructor. The fuel needed to make up for the loss of the fuselage tank was carried in two tanks on the "Viking Ship" pylons under the nose.

At the same time, the tempo of night attacks on the Reich had increased to the point where Germany's leaders were searching in every direction for night fighter aircraft. It was found that by putting a radar operator in the instructor's seat of the Me 262 B and a radar set in the nose, a very effective night fighter was created. Thus was born the Me 262 B-1a/U1.

The only unit to be equipped with this new fighter was one based near Berlin named "Kommando Welter," after

its leader, Kurt Welter. Welter had served with "Kommando Stamp" while pioneering single-seat Me 262 night fighter tactics and had become the top scoring pilot of the unit. By distinguishing himself, he was picked to lead the first two-seat type Me 262 night fighter unit from February to May 1945. Little is known of the success or failure of this unit. Its main claim to fame was that it and "Kommando Stamp" were the world's first operational radar-equipped jet night fighter squadrons and as such foretold the development of today's all-weather interceptors.

The Me 262 B-1a/U1 had the same Junkers Jumo 004B Turbo-jet engines of its single-seat cousin, the Me 262 A-1a. The armament consisted of four 30 mm Mk 108 cannons, the upper pair having 100 rounds per gun, the lower pair 80 rounds per gun. Some aircraft carried only two Mk 108 cannons with long barrels in the lower nose positions. The radar fitted to the Me 262 B-1a/U1 was the FuG 218 "Neptun" V. "Naxos" equipment which homed in on the emissions from the British H26 bombing radar was also fitted. Dimensions of the two-seater remained the same as the single-seater at 40' 11-1/2" span, 34' 9-1/2" length and 12' 7" height.

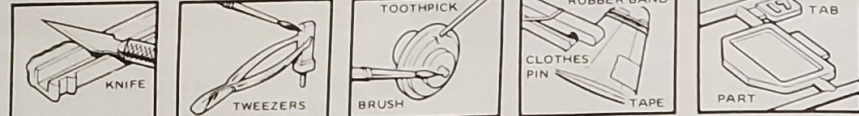


MESSERSCHMITT 262 B-1a/U-1

COLOR GUIDE

FS NO.	COLOR
FS-27038	BLACK
FS-16165	GREEN GRAY
FS-26250	MEDIUM GRAY

GET YOUR TOOLS READY:



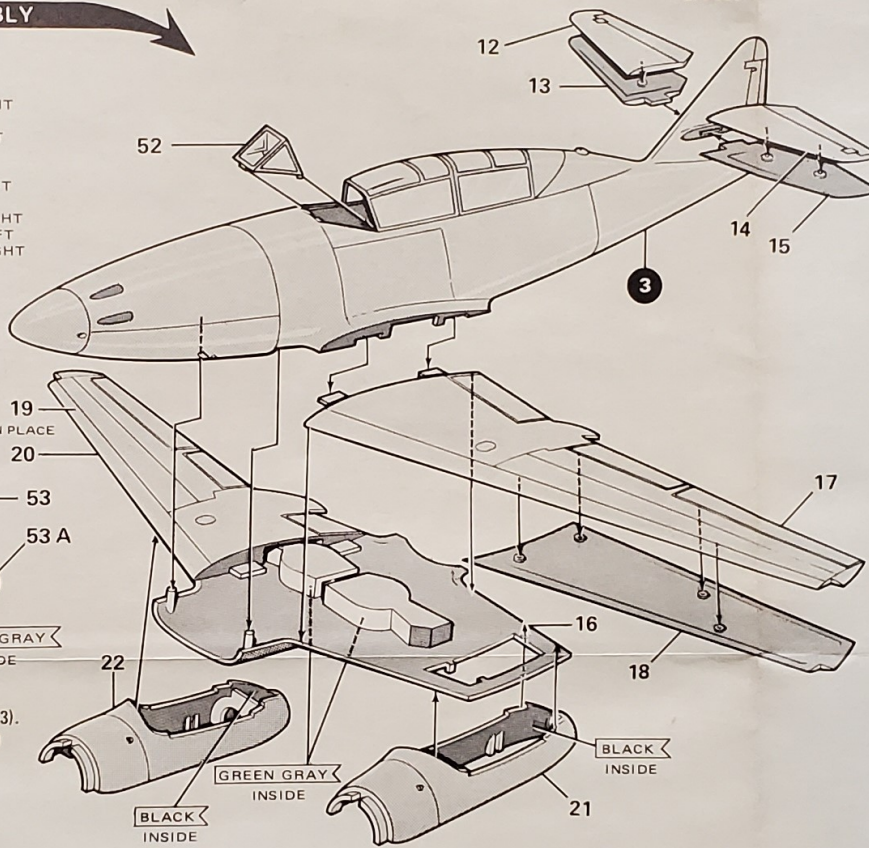
- TO TRIM PARTS
 - TO HOLD PARTS
 - TO CEMENT PARTS
 - TO HOLD PARTS AFTER CEMENTING
 - REMOVE PART WHEN CALLED FOR
1. Fit parts together before cementing.
 2. Trim away excess plastic.
 3. Use cement sparingly, too much will damage your model.
- If you wish to stop at any point during the construction of your model do so at the end of an assembly step.

BEFORE YOU BEGIN

REMOVE PAINT WHERE PARTS ARE CEMENTED TO OBTAIN A GOOD BOND

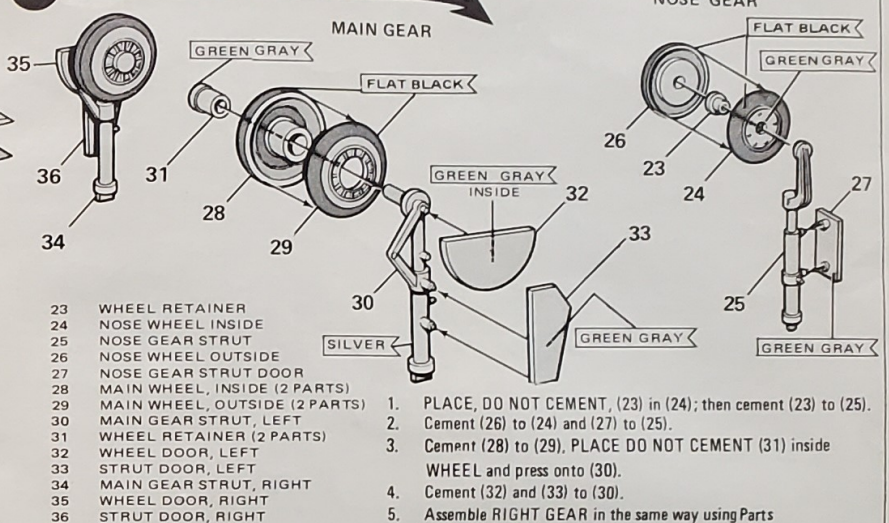
4 WING ASSEMBLY

- 12 STABILIZER, TOP RIGHT
- 13 STABILIZER, BOTTOM RIGHT
- 14 STABILIZER, TOP LEFT
- 15 STABILIZER, BOTTOM LEFT
- 16 CENTER WING SECTION
- 17 OUTER WING, TOP LEFT
- 18 OUTER WING, BOTTOM LEFT
- 19 OUTER WING, TOP RIGHT
- 20 OUTER WING, BOTTOM RIGHT
- 21 ENGINE COWLING, TOP LEFT
- 22 ENGINE COWLING, TOP RIGHT
- 52 WINDSHIELD (CLEAR)



1. Cement (12) to (13) and (14) to (15). Cement assemblies to FUSELAGE.
2. Cement (17) to (18) and (19) to (20). Cement outer WINGS to (16).
3. Cement (21) and (22) to (16).
4. Cement FUSELAGE to WING.
5. Cement (52) to FUSELAGE. DO NOT LET CEMENT TOUCH CANOPY.

5 LANDING GEAR ASSEMBLY



1. PLACE, DO NOT CEMENT, (23) in (24); then cement (23) to (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 GEAR in the same way using Parts (28), (29), (31), (34), (35) and (36).

1 COCKPIT ASSEMBLY

- 1 RUDDER PEDALS
- 2 INSTRUMENT PANEL
- 3 CONTROL STICK
- 4 COCKPIT
- 5 RADAR PANEL
- 5A RADAR SCOPES
- 6 PILOT'S SEAT
- 7 FIGURE FRONT (2 PARTS)
- 8 FIGURE BACK (2 PARTS)

2 COCKPIT ENCLOSURE

- 51 PILOT'S CANOPY (CLEAR)
- 51A PILOT'S CANOPY HINGE (CLEAR)
- 53 RADAR OPERATOR'S CANOPY (CLEAR)
- 53A RADAR OPERATOR'S CANOPY HINGE (CLEAR)

1. Cement (51A) to (51) and (53A) to (53). Allow cement to set before assembling to FUSELAGE.

1. Cement Parts (1), (2), (3) and (6) to part (4).
2. Cement Part (5A) to (5) and then (5) to COCKPIT and SEAT (6).
3. Cement one Part (7) to one part (8), make two. Cement FIGURES to SEATS.

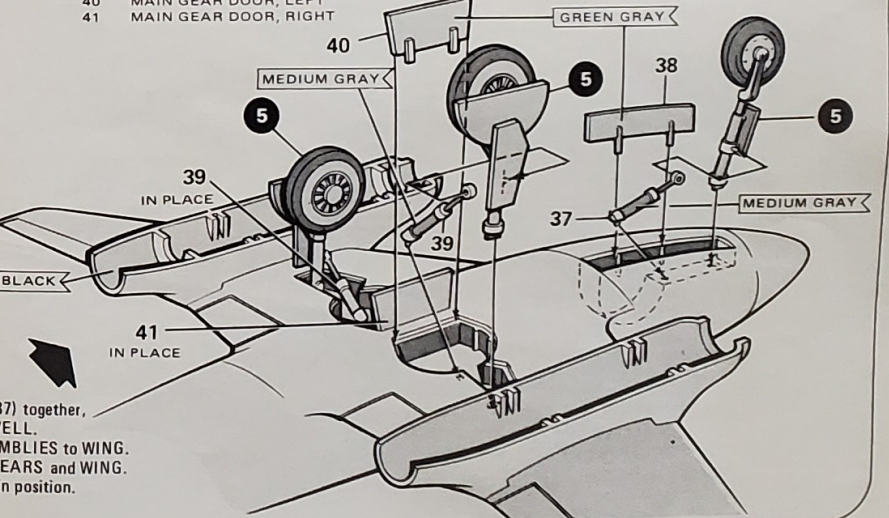
3 FUSELAGE ASSEMBLY

- 9 NOSE WHEEL WELL
- 10 FUSELAGE RIGHT SIDE
- 11 FUSELAGE LEFT SIDE

1. Cement (9) to (10).
2. Cement (10) and (11) together.
3. PLACE, DO NOT CEMENT, CANOPY ASSEMBLIES in position on fuselage, use short lengths of tape on the outside to hold them in place.
4. Apply a small bead of cement to TOP EDGE of COCKPIT ASSEMBLY except in the area of CANOPY HINGES. Position COCKPIT in FUSELAGE through bottom opening. BE SURE CANOPY HINGES LOCATE IN NOTCHES IN EDGE OF COCKPIT SIDE. (BE SURE CEMENT DOES NOT TOUCH HINGES OR CANOPIES WILL NOT MOVE).

6 LANDING GEAR INSTALLATION

- 37 NOSE GEAR RETRACT STRUT
- 38 NOSE WHEEL DOOR
- 39 MAIN GEAR RETRACT STRUT (2 PARTS)
- 40 MAIN GEAR DOOR, LEFT
- 41 MAIN GEAR DOOR, RIGHT



1. Cement NOSE GEAR and (37) together, then cement into WHEEL WELL.
2. Cement MAIN GEAR ASSEMBLIES to WING. Cement two Parts (39) to GEARS and WING.
3. Cement (38), (40) and (41) in position.