

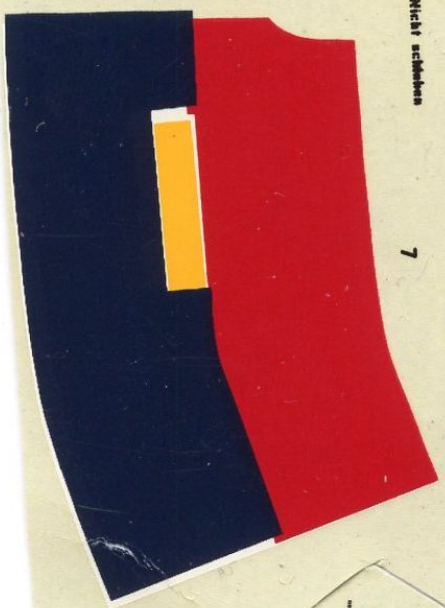
6

Nicht schneiden

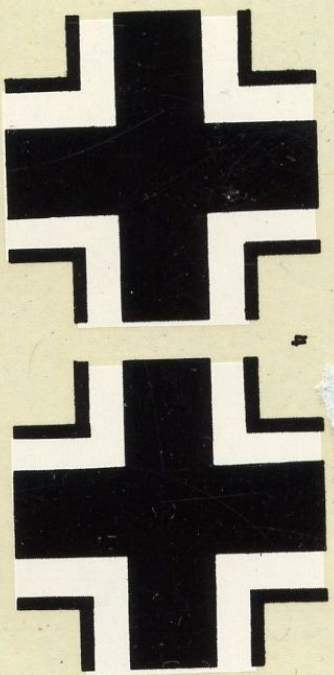
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Nicht schneiden

7



ME-262 4473-4310



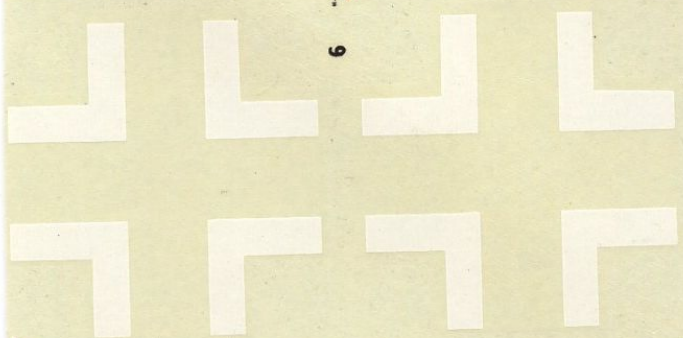
10



11

8

9



12

500491
500491

13

18
Vor dem Aufkleben Komplettsatz
aus 500 Bg entfernen

Nicht anfassen

Nicht anfassen

Nicht anfassen

Nicht anfassen

Nicht anfassen

Nicht anfassen



14

15



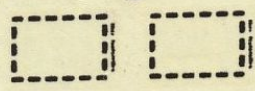
16



20



22



SMITHSONIAN

NATIONAL AIR AND SPACE MUSEUM COLLECTION

Revell

Messerschmitt Me 262



KIT 4473

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4473-4200

1/32 SCALE 1/32 ECHELLE ESCALA 1/32

READ THIS BEFORE YOU BEGIN

- Study the assembly drawings.
- Each plastic part is identified by a number.
- Check the fit of each piece before cementing in place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Model may be painted to match photos on box.
- Allow paint to dry thoroughly before handling parts.
- Scrape paint from areas to be cemented.
- For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.

- Laissez sécher la peinture complètement, avant de manipuler les pièces.
- Grattez la peinture sur les surfaces devant être collées.
- Pour assurer la meilleure adhésion possible de la peinture et des décalcomanies, lavez les pièces de plastique avec une légère solution savonneuse. Rincer et laisser sécher à l'air.

LISEZ CE QUI SUIT AVANT DE COMMENCER

LE MONTAGE

- Etudier les schémas d'assemblage.
- Chaque pièce plastique porte un numéro d'identification.
- Contrôler que chaque pièce soit bien conforme avant de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces.
- Utilisez uniquement une colle spéciale pour polystyrène.
- Le modèle peut être peint conformément aux photos sur la boîte.

LEA ESTO ANTES DE EMPEZAR

- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identifica por un número.
- Verifique que cada pieza encaje bien antes de pegar en posición.
- No use demasiado pegamento para unir las piezas.
- Use unicamente pegamento para plástico de poliestirina.
- El modelo puede pintarse de acuerdo con las fotografías de la caja.
- Permita que se seque la pintura completamente antes de tocar las piezas.
- Raspe la pintura de las superficies que serán pegadas.
- Para una mejor fijación de la pintura y de las calcomanías, lávense las piezas plásticas en una solución de detergente suave. Enjuáguese y déjense secar al aire.



DO NOT CEMENT
NE PAS COLLER
NO USE PEGAMENTO

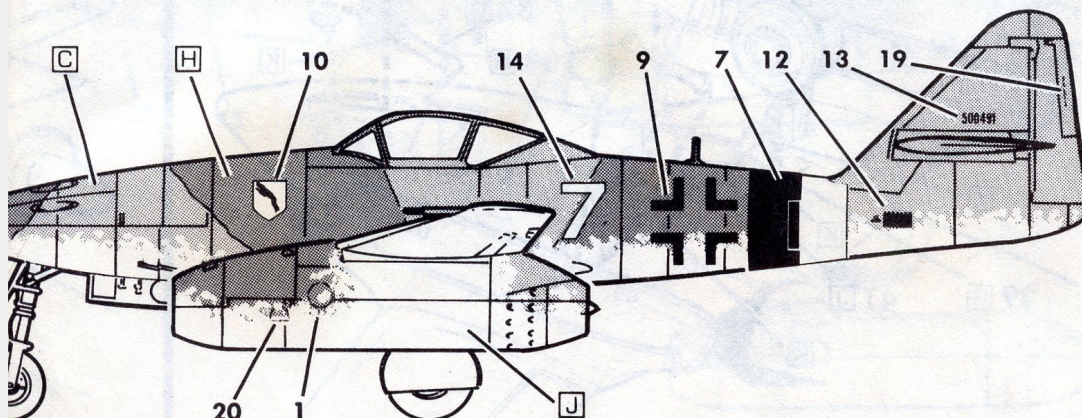


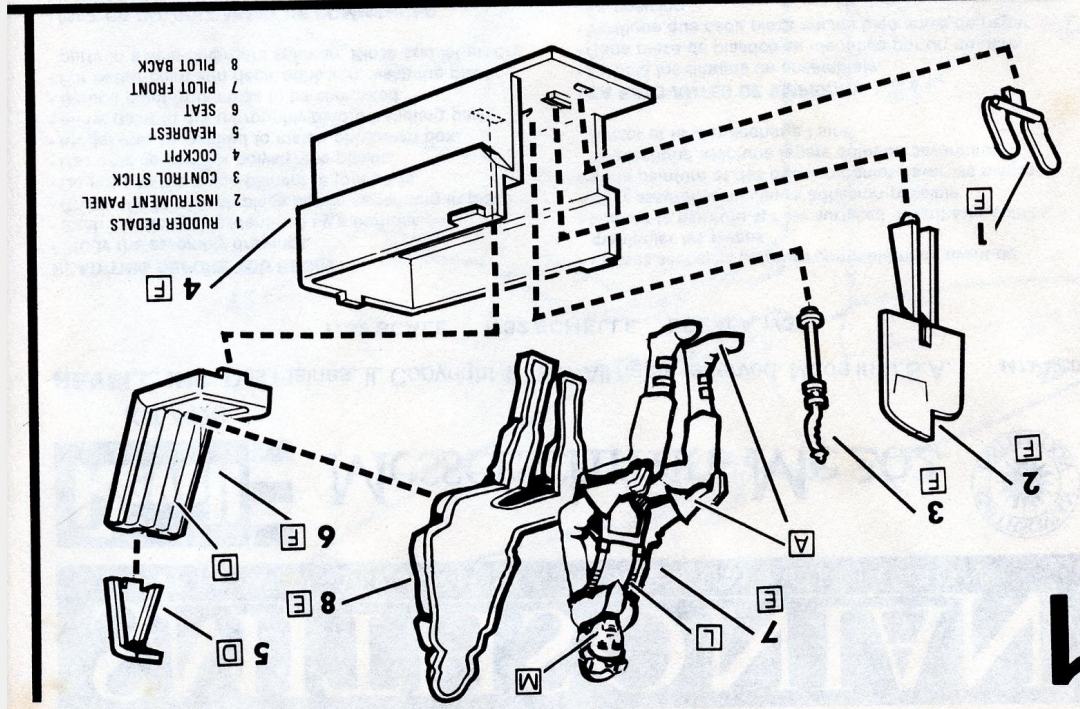
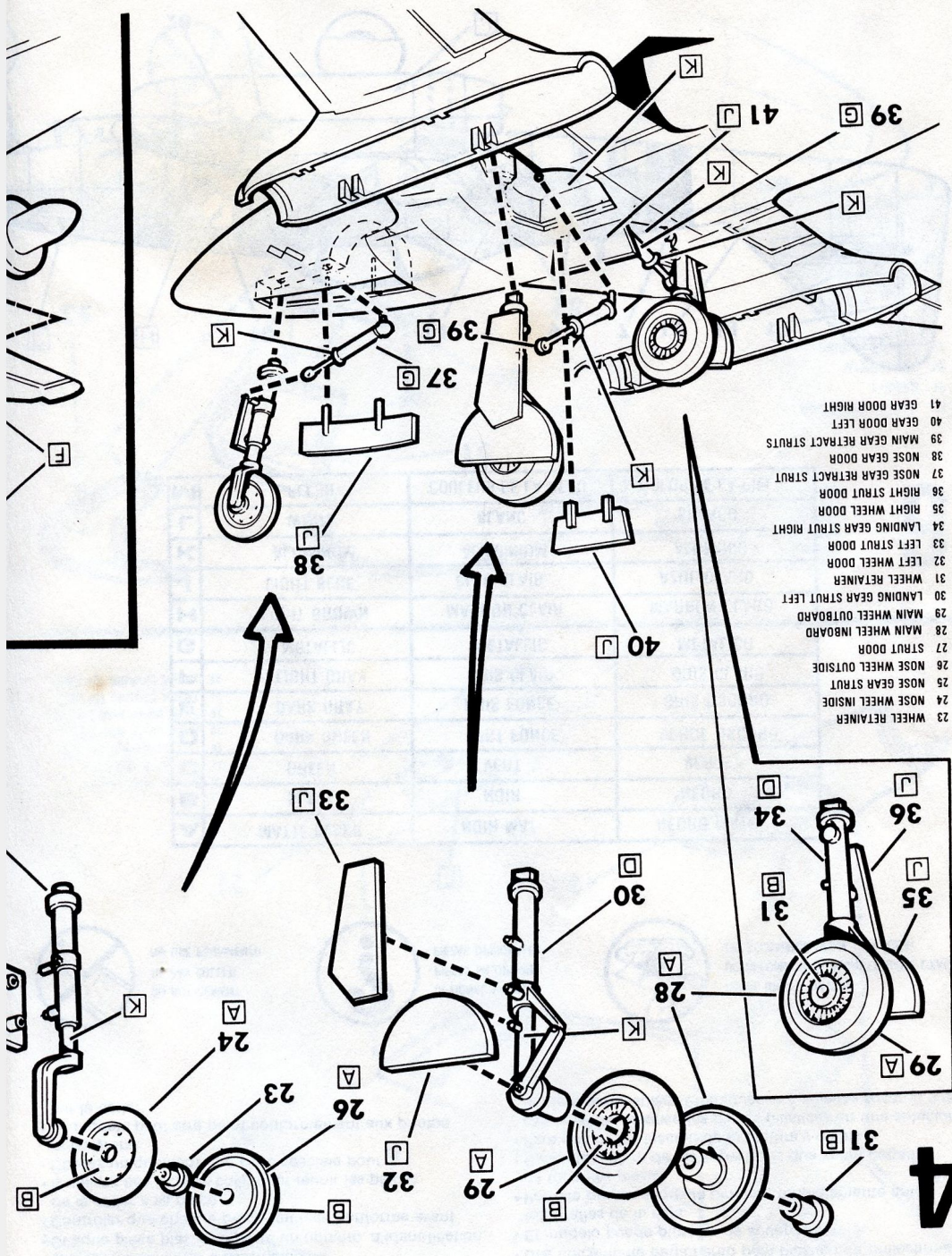
OPTIONAL PARTS
PIECES EN OPTION
PIEZAS OPCIONALES

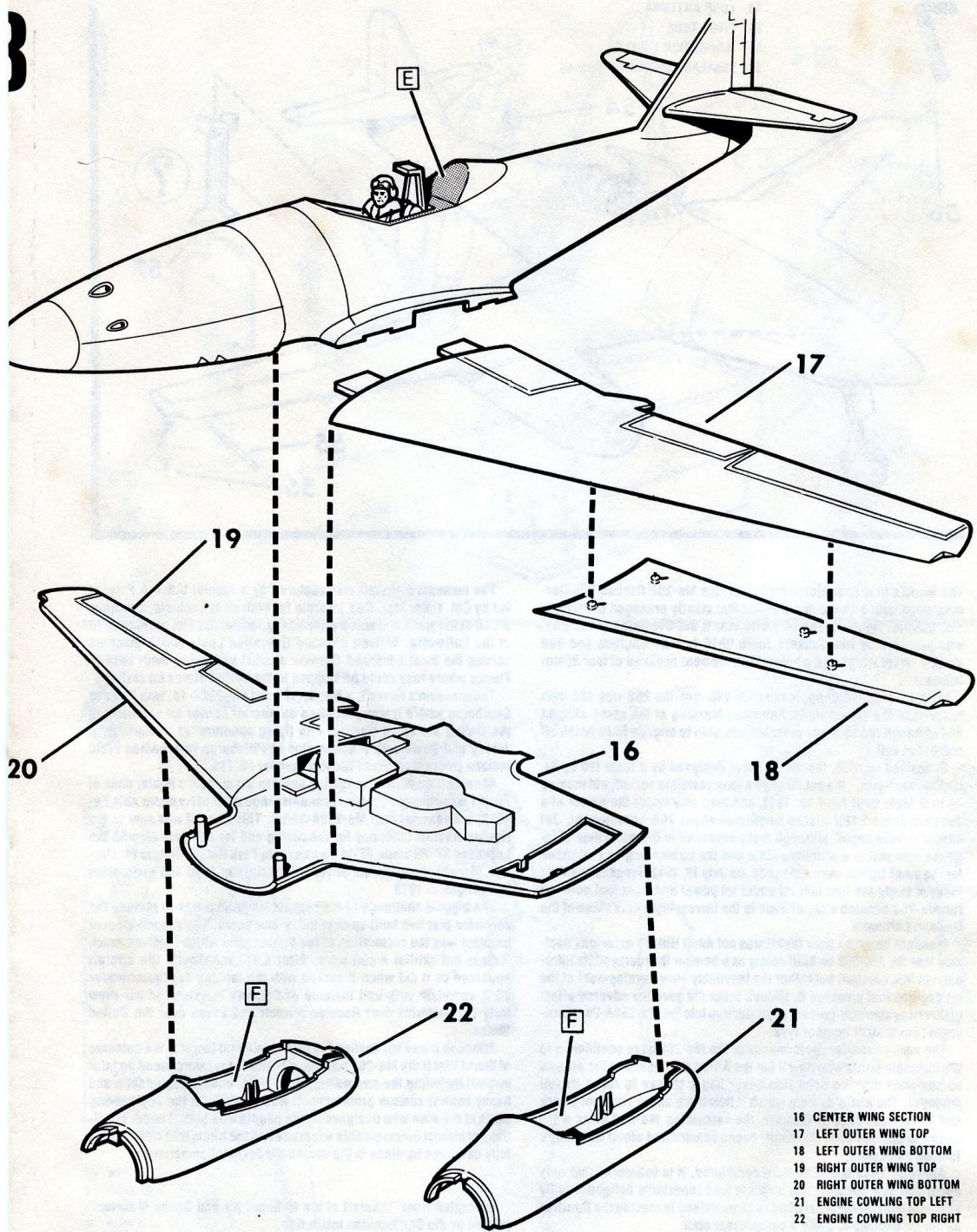


DECAL (DIP IN WATER)
DECALCOMANIE (À PLONGER DANS L'EAU)
DECALCOMANIA (MOJE CON AGUA)

A	MATTE BLACK	NOIR MAT	NEGRO MATE
B	BLACK	NOIR	NEGRO
C	GREEN	VERT	VERDE
D	DARK GREEN	VERT FONCE	VERDE OSCURO
E	DARK GRAY	GRIS FONCE	GRIS OSCURO
F	LIGHT GRAY	GRIS CLAIR	GRIS CLARO
G	METALLIC	METALLIC	METALICO
H	LIGHT BROWN	MARRON CLAIR	MARRON CLARO
J	LIGHT BLUE	BLEU CLAIR	AZUL CLARO
K	ALUMINUM	ALUMINIUM	ALUMINIO
L	WHITE	BLANC	BLANCO
M	FLESH	COULEUR DE LA PEAU	COLOR DE LA PIEL





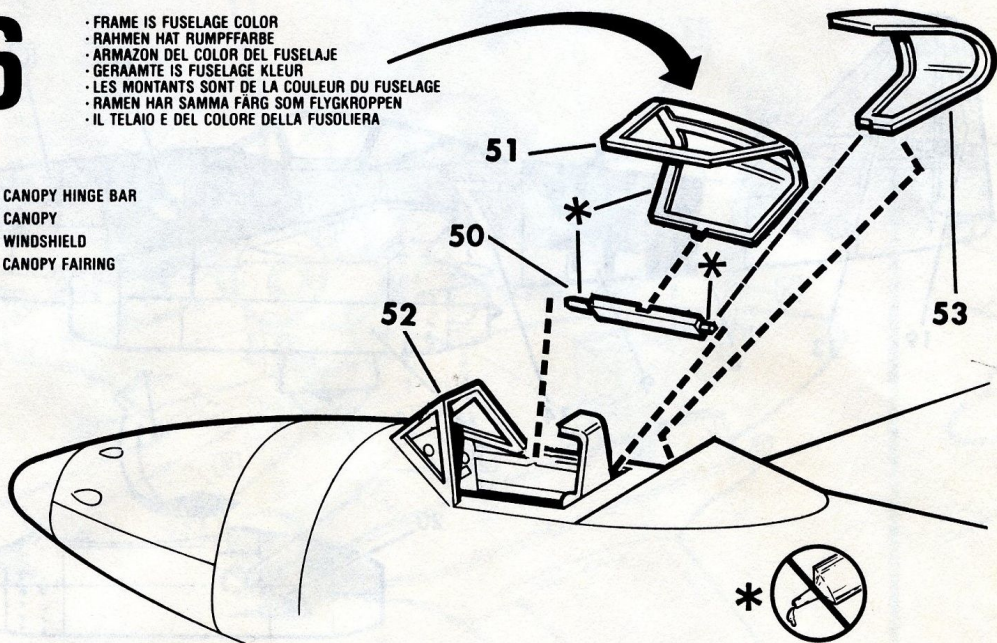


- 16 CENTER WING SECTION
- 17 LEFT OUTER WING TOP
- 18 LEFT OUTER WING BOTTOM
- 19 RIGHT OUTER WING TOP
- 20 RIGHT OUTER WING BOTTOM
- 21 ENGINE COWLING TOP LEFT
- 22 ENGINE COWLING TOP RIGHT

6

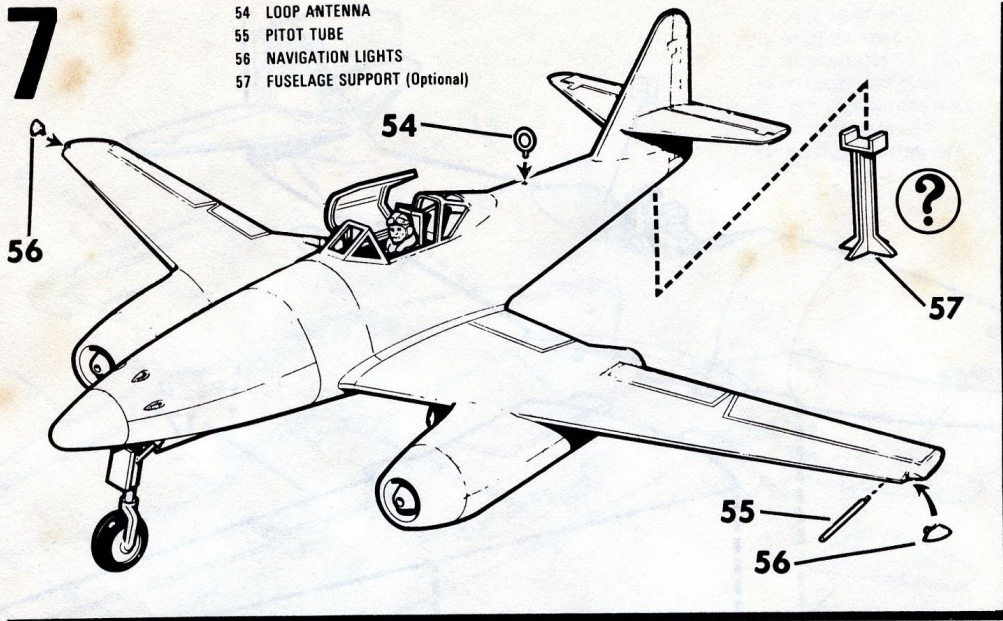
- FRAME IS FUSELAGE COLOR
- RAHMEN HAT RUMPFARBE
- ARMAZON DEL COLOR DEL FUSELAJE
- GERAAMTE IS FUSELAGE KLEUR
- LES MONTANTS SONT DE LA COULEUR DU FUSELAGE
- RAMEN HAR SAMMA FÄRG SOM FLYGKROPPEN
- IL TELAIO E DEL COLORE DELLA FUSOLIERA

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



7

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



The world's first operational jet fighter, the Me-262 flashed into German skies with a shape and a sound that clearly presaged the future. The premier fighter plane of World War II the Schwalbe (Swallow), was powered by two Junkers Jumo 004B turbine engines and had sleekly swept wings and a powerful armament package of four 30mm cannons.

With a top speed of approximately 540 mph the 262 was 120 mph faster than the famed North American Mustang at the same altitude and although not so maneuverable was able to engage in or break off combat at will.

Conceived in 1938, the Me-262 was designed by a team led by Dr. Waldermar Voigt. It went through a long gestation period, not making its first flight until April 18, 1941, and then only under the power of a Junkers Jumo 210G piston engine of about 700 horsepower. Jet engine development, although more advanced in Germany than elsewhere was still in a primitive state and the turbine engines intended for the sleek fighter were not ready. On July 19, 1942, Flugkapitan Fritz Wendel made the first takeoff under jet power and from that point on the Me-262 became a ray of hope in the increasingly dark skies of the German Luftwaffe.

It should be noted here that it was not Adolf Hitler's notorious decision that the Me-262 be built solely as a bomber that delayed its introduction into combat, but rather the inevitably slow development of the jet engines that powered it. Hitler's order did have the adverse affect of diverting some 30 percent of production into the Me-262A-2a Sturm-vogel (Stormbird) bomber type.

The vastly superior performance of the Me-262 gave confidence to the fortunate pilots who flew it but the Allied dominance of the air was so complete that the Schwalbe never had a chance to reach its full potential. The airfields from which it flew were under constant attack and in the last days of the war, the remaining Me-262 units were forced to operate from makeshift bases constructed along Germany's famous autobahns.

Although 1,443 Me-262s were completed, it is estimated that only about 300 saw combat. The airplane was reportedly delightful to fly although considerable care had to be exercised in moving the throttles on the jet engines to avoid a compressor stall.

The museum's aircraft was captured by a special U.S.A.A.F. team led by Col. (later Maj. Gen.) Harold M. Watson at Lechfeld, Germany which at the war's end was a principal experimental and training base of the Luftwaffe. Watson directed Operation Lusty which involved seizing the most advanced German aircraft and flying them back to France where they could be shipped to the United States for testing.

The museum's aircraft, a Messerschmitt Me-262A-1a, was flown to Cherbourg where it was placed on an aircraft carrier for shipment to the United States. It was put into flying condition at Newark, New Jersey and flown with a single stop at Pittsburgh to Freeman Field Indiana where it received the test number FE-111.

At some time during the testing process the standard fighter nose of FE-111 was changed for the reconnaissance nose of its sister ship FE-4012, a Messerschmitt Me-262A-1a/U3. This aircraft was sent to the Hughes Aircraft Company for rebuilding and for comparison with the Lockheed XP-80 while FE-111 was sent to Park Ridge, Illinois for storage. It was brought to the Silver Hill Facility in 1950 and restoration work began in 1978.

The biggest challenge in the restoration project was to remove the corrosion that had built up over thirty-four years. The second-biggest problem was the restoration of the fighter nose which involved much tedious but skillful metal work. After 6,077 manhours, the aircraft appeared as it did when it served with the famous Jagdgeschwader JG 7, complete with unit insignia and victory markings which show forty-two victories over Russian aircraft and seven over the United States.

Although it was not destined to be a significant factor in the outcome of World War II the Me-262 had many features that were found on later aircraft including the sweptwing, wing slots, underlung nacelle and heavy central cannon armament. It was a tribute to the engineering skills of the men who designed it, the people who built it under conditions of almost unimaginable adversity and the pilots who flew it and it fully deserves its place in the museum's Jet Aviation gallery.

Excerpted from "Aircraft of the National Air and Space Museum" printed by the Smithsonian Institution.

