

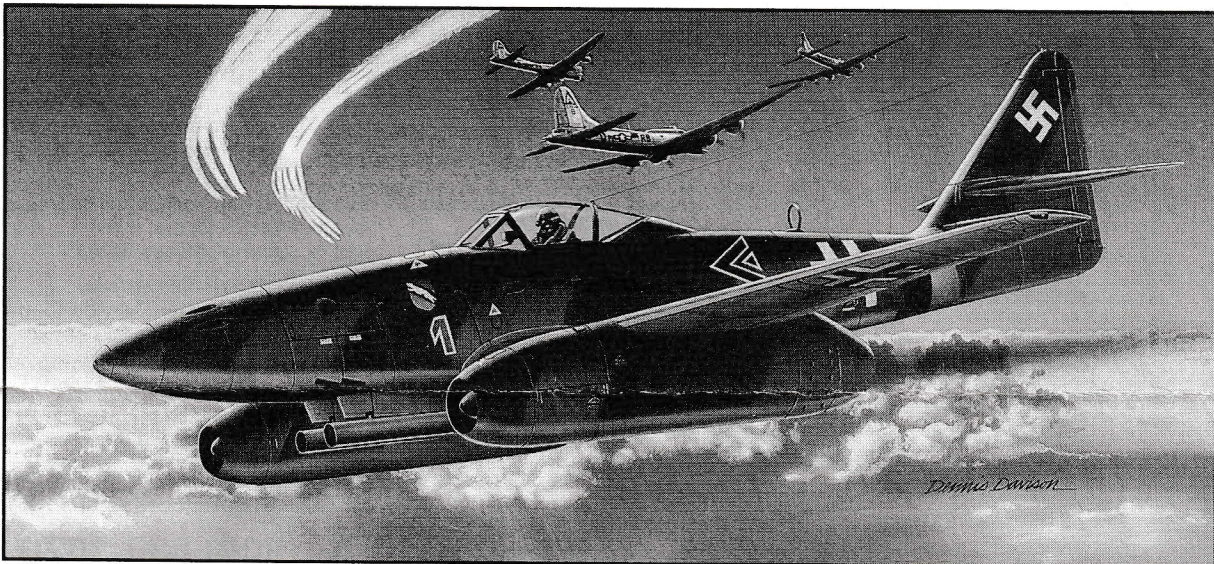
# PRO MODELER™

by Revell-Monogram

KIT 5942

## MESSERSCHMITT Me 262A

1/72 SCALE MASSTAB 1:72 ESCALA 1/72 1/72 ECHELLE



The Messerschmitt Me 262 is guaranteed a special place in aviation history, because it was the first jet fighter to become operational and to see combat. It was at least 100 miles-per-hour faster than the best propeller-driven fighters which were then in service with the Allies, and this gave the Luftwaffe a significant advantage in air-to-air combat.

Although a total of 1,433 Me 262s were built, deliveries to the Luftwaffe were delayed, because Germany's military and political leaders argued over how they should be used. As a result, less than fifteen percent of the Me 262s produced ever saw combat, and many of these were used in the fighter-bomber or close support roles. Adolf Hitler personally insisted that the "wonder weapon" be assigned these "revenge" roles. Had this jet fighter been utilized primarily as an interceptor against Allied bomber formations, it could have considerably reduced the effectiveness of the strategic bombing effort. Thus, the history of the world's first operational jet fighter includes a significant misuse of its outstanding capabilities.

The development of the Me 262 began in 1938 when the Reichsluftfahrtministerium (RLM) issued an order for an airframe which could be fitted with the jet engines then under development. Three prototypes were ordered on March 1, 1940, and these were completed long before the jet engines were available. To evaluate the flight characteristics of the design, the first prototype was fitted with a piston engine and flown on April 4, 1941.

It was not until July 18, 1942, that an Me 262 made its first flight on turbojet power. The prototypes were fitted with conventional landing gear which included a tail wheel. This proved unsat-

isfactory, so production aircraft were redesigned to have a tricycle landing gear.

The initial production model was the Me 262A-1a, and it was named the *Schwalbe*, which is German for Swallow. Its designers had intended it to be used exclusively in the interceptor mission, and it was armed with four 30-mm MK 108 cannon located in its nose. But subsequent variants were optimized for other roles and had different armament. Versions designed to be bombers, night fighters, reconnaissance aircraft, and trainers were all produced.

The Me 262 was powered by two Junkers Jumo 004B-1, -2, or -3 axial-flow turbojet engines. These delivered a maximum speed of 538 miles-per-hour at 29,560 feet and an initial rate of climb of 3,937 feet-per-minute. The service ceiling was 37,565 feet, and the maximum range was 650 miles at 29,560 feet. The Swallow had a wing span of 40 feet, 11 1/2 inches, and was 34 feet, 9 1/2 inches long. It had a maximum weight of 14,101 pounds.

Some external stores were carried on two pylons which were fitted under the nose section of the aircraft. Among the stores carried were bombs, rocket tubes, and external fuel tanks.

Your ProModeler kit comes with two sets of markings. One is for an aircraft from III./JG 7 *Nowotny*, which operated from Parchim in March 1945. A wartime photograph shows this aircraft with two WfGr. 21-cm rocket tubes under its nose, and these weapons, as well as external fuel tanks, are included in this kit. The second set of markings is for an aircraft from 7./KG(j) 54 *Totenkopf*, based at Neuburg-on-Danube during March 1945.

### READ THIS BEFORE YOU BEGIN

- Study the assembly drawings.
- Each plastic part is identified by a number.
- Scrape plating from areas to be cemented.
- Check the fit of each piece before cementing into place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Models 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.



**DO NOT CEMENT  
NE PAS COLLER  
NICHT KLEBEN  
NO US PEGAMENTO**



**OPTIONAL PARTS  
PIECES EN OPTION  
PIEZAS OPCIONALES  
BAUTEILE NACH WAHL**



**ALTERNATIVE ASSEMBLY  
ENSEMBLAGE ALTERNATIVE  
EINE ANDERE MÖGLICHKEIT  
ENSAMBLE ALTERNATIVO**



**REMOVE AND THROW AWAY  
A RETIRER ET JETER  
QUITE Y TIRE  
ENTFERNEN (ABFALL)**



**REPEAT SEVERAL TIMES  
A REPETER PLUSIEURS FOIS  
REPITA VARIAS VECES  
ARBEITSGANG MEHRMALS WIEDERHOLEN**

### LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE

- Etudier les schémas d'assemblage.
- Chaque pièce plastique porte un numéro d'identification.
- Grattez le chromage sur les surfaces à coller.
- Contrôler que chaque pièce soit bien cinfirmé 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 surboite.
- 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 des décalomanies, laver les pièces de plastique avec une légère solution savonneuse. Rince et laisser sécher à l'air.



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



**PAINTING TIPS AND NOTES**



**MODELING TIPS**

### LEA ESTO ANTES DE EMPEZAR

- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identificó por un número.
- Raspe el laminado de las superficies que serán pegadas.
- Verifique que cada pieza encaje bien antes de posición.
- No use demasiado pegamento para unir las piezas.
- Use únicamente pegamento para plástico de poliestireno.
- 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 lávese las piezas plásticas en una solución de detergente suave. Enjuague y dejese secar al aire.

### ALLGEMEINE HINWEISE

- Die Anordnung der Bauteile ist den Zeichnungen der Anleitung ersichtlich.
- Jedes Plastikteil ist durch eine Nummer gekennzeichnet.
- Die Beschichtung muss von allen Klebestellen vorher entfernt werden.
- Die Teile vor dem Verkleben ungeleimt zusammenhalten um ihre Passform zu prüfen.
- Klebstoff nicht zu dick auftragen.
- Nur Modellbaukleber für Polystyrol verwenden.
- Man kann das Modell nach den Fotos auf der Schachtel anstreichen.
- Bemalte Teile vor der Weiterverwendung gut trocknen lassen.
- Die Farbe muss von allen späteren Klebestellen abgeschabt werden.
- Damit sie Farbe und die Abziehbilder kleben sind die Plastikteile in einer milden Seifenlauge zu waschen. Dann abspülen und an der Luft trocknen lassen.

Every effort has been made to create and manufacture a model kit that is the finest available. If a part is missing, please write to:

**Revell-Monogram**  
Consumer Service Department  
8601 Waukegan Road  
Morton Grove, Illinois 60053

Be sure to include the kit number, part number, description, and your return address.

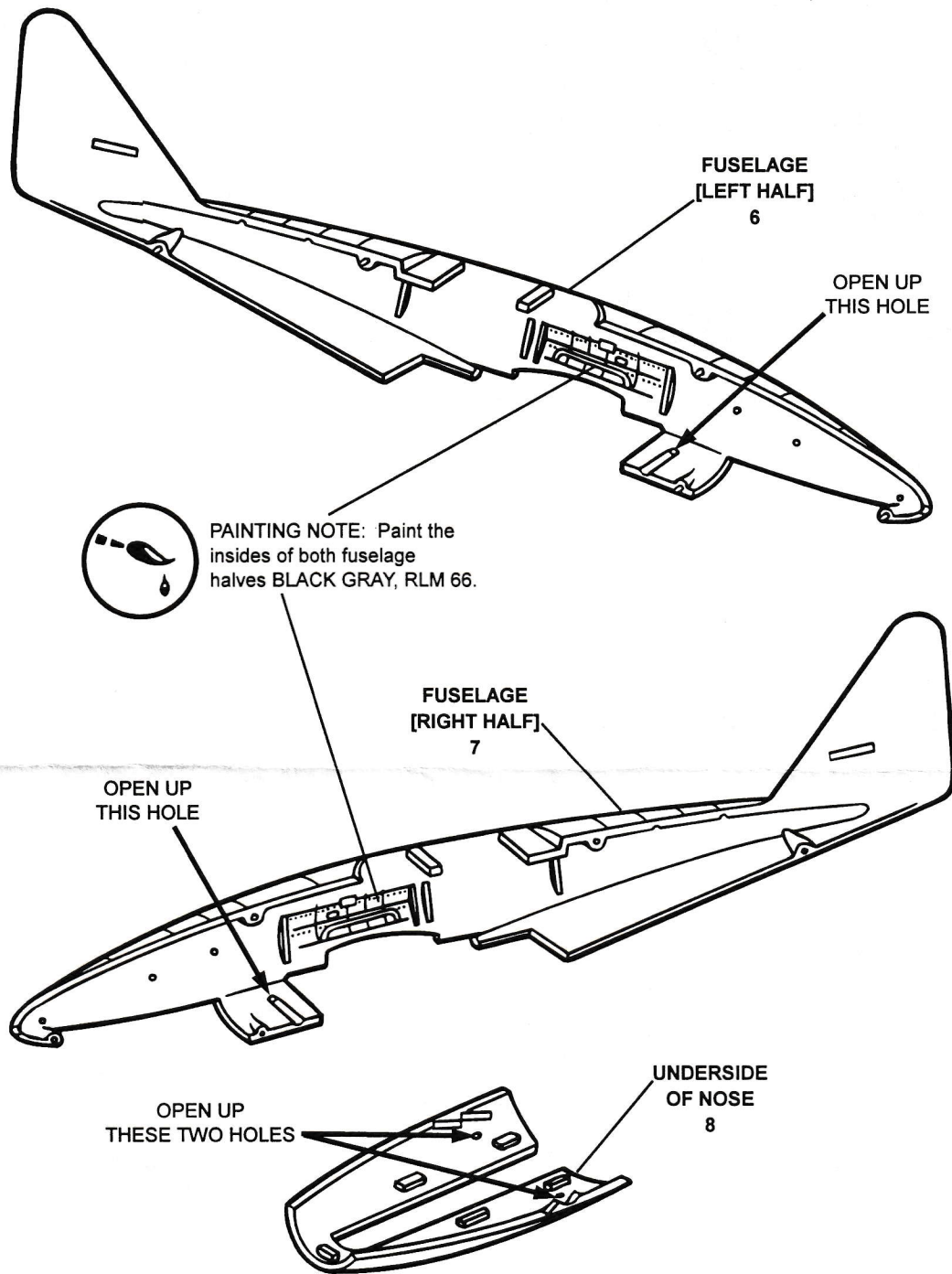
If you have any problems building this model, call our modeling tips hotline at:

**(800) 833-3570**

TO COMPLETE THIS KIT AS SHOWN, WE RECOMMEND THE FOLLOWING PAINTS.

COLOR	FS OR RLM NUMBER	PROMODELER	GERMAN	SPANISH	FRENCH
BROWN VIOLET	RLM 81	NONE	BRAUNVIOLET	CAFE-PURPURA	BRUN VIOLET
DARK GREEN	RLM 82	NONE	DUNKELGRÜN	VERDE OSCURO	VERT FONCÉ
LIGHT BLUE	RLM 76	88-0042	HELLGRAU	AZUL CLARO ALEMÁN	BLEU CLAIR-ALLEMAND
BLACK-GRAY	RLM 66	NONE	SCHWARZGRAU	NEGRO-GRIS	NOIR-GRIS
INTERMEDIATE GRAY	RLM 02	88-0045	GRAUGRÜN	GRIS INTERMEDIO	GRIS MOYEN
RED	RLM 23	88-0003	ROT	ROJO	ROUGE
YELLOW	RLM 27	88-0005	GLEB	AMARILLO	JAUNE
GLOSS BLACK	FS 17038	88-0001	SCHWARZ-GLÄNZEND	NEGRO BRILLANTE	NOIR BRILLANT
FLAT BLACK	FS 37038	88-0022	MATT SCHWARZ	NEGRO APAGADO	NOIR MAT
GLOSS DARK GREEN	NONE	88-0007	DUNKELGRÜN-GLÄNZEND	VERDE OSCURO	VERT FONCÉ BRILLANT
DARK BROWN	FS 30118	88-0027	DUNKELBRAUN	CAFE OSCURO	BRUN FONCÉ
TAN	FS 30279	88-0025	HELLBRAUN	CANELA	BRUN CLAIR
FLAT WHITE	FS 37875	88-0023	MATT-WEISS	BLANCO	BLANC MAT
SILVER	NONE	88-0013	SILBER	PLATA	ARGENTÉ
STEEL	NONE	88-0015	EISENFARBIG	METALICO	ACIER
ALUMINUM	NONE	88-0014	ALUMINIUM	ALUMINIO	ALUMINIUM

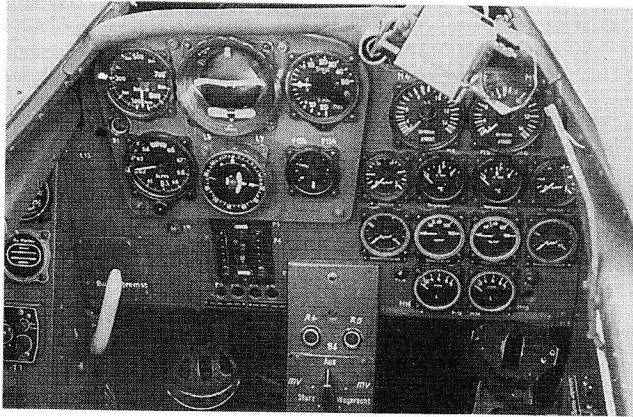
# STEP 1, PRELIMINARY PREPARATIONS



1. Before beginning the assembly of your Me 262 model, paint the inside of the FUSELAGE [LEFT HALF] (6) and the FUSELAGE [RIGHT HALF] (7) Black Gray, RLM 66 as shown. This is the area where the completed cockpit assembly will be positioned during construction of the model.

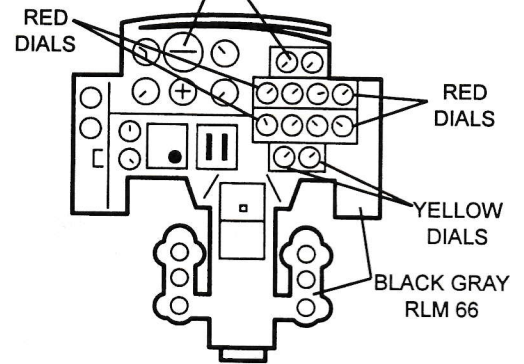
2. This kit comes with two pylons that can be attached under the nose of the aircraft as optional pieces. Rocket tubes or external fuel tanks can be fitted to these pylons. Refer to STEP 10, EXTERNAL STORES, and decide if you want to include these parts on your model. If so, open up the hole in each fuselage half and the two holes in the UNDERSIDE OF NOSE (8) as indicated in the drawing above.

# STEP 2, COCKPIT ASSEMBLY



Details of the instrument panel in a Me 262A are shown in this photograph. (Photo courtesy of Richard Lutz)

FLAT BLACK INSTRUMENTS WITH WHITE DIALS, NEEDLES, AND NUMBERS ON ALL INSTRUMENTS EXCEPT AS INDICATED.



INSTRUMENT PANEL  
3

CONTROL COLUMN  
2

SEAT  
1

BLACK GRAY, RLM 66, WITH DARK BROWN LEATHER CUSHIONS. BELTS ARE TAN WITH SILVER BUCKLES

FLAT BLACK  
BLACK GRAY  
RLM 66

AFT COCKPIT BULKHEAD  
4  
BLACK GRAY  
RLM 66

COCKPIT TUB  
5  
BLACK GRAY  
RLM 66



**PAINTING NOTE:** Panels on the side consoles are flat black with silver switches.

PAINT ALL PARTS BEFORE ASSEMBLY.

1. Cement the AFT COCKPIT BULKHEAD (4) to the back of the COCKPIT TUB (5).
2. Glue the SEAT (1) in place inside the COCKPIT TUB (5).
3. Cement the CONTROL COLUMN (2) into its hole in the floor of the COCKPIT TUB (5).
4. Glue the INSTRUMENT PANEL (3) in place inside the COCKPIT TUB (5).

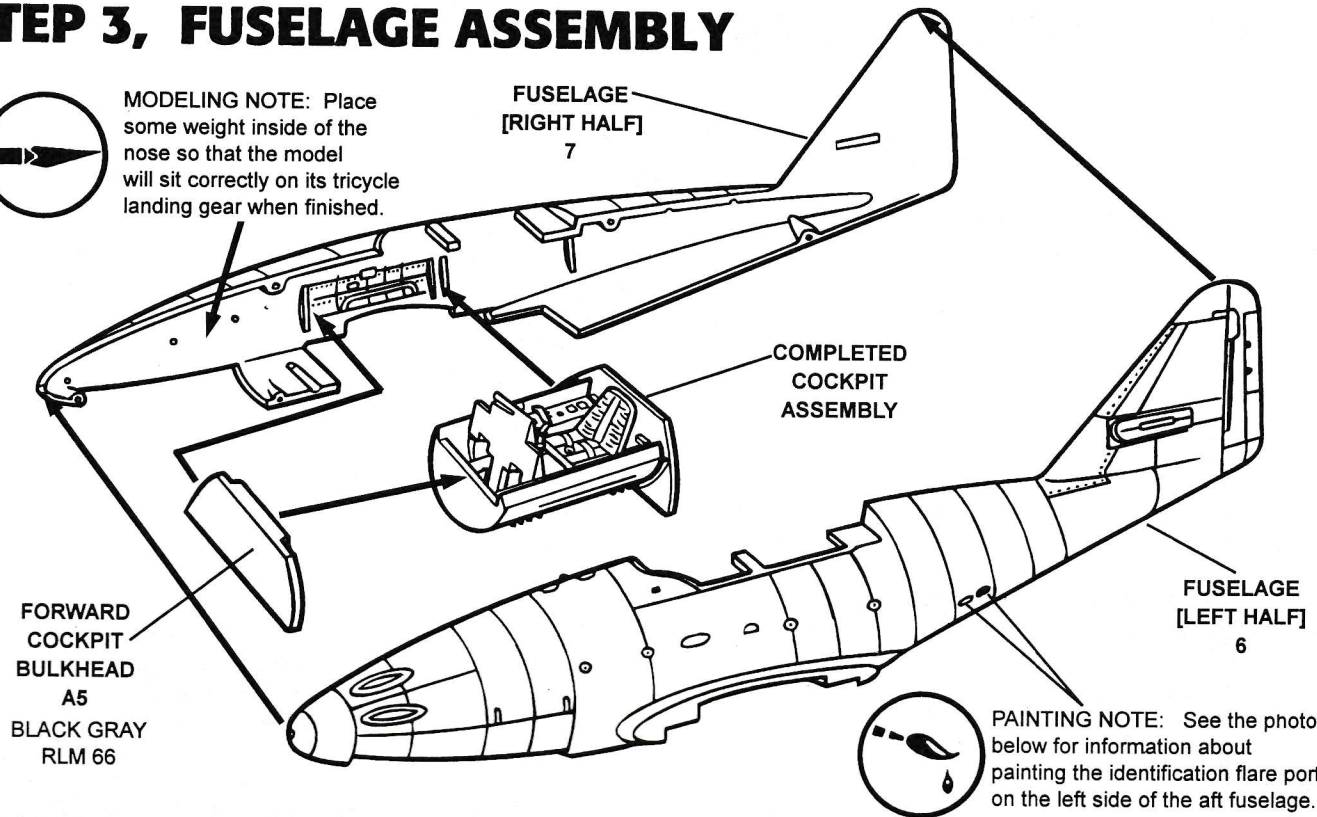


**PAINTING TIP:** Place a drop of clear gloss over each dial on the instrument panel to simulate glass. Use the pointed tip of a very small brush for this purpose. Also, run a little medium gray wash around the highlights and raised details inside the cockpit to make them more visible. This will also add a weathered affect to the cockpit area. Use this gray wash on the insides of both fuselage halves as well.

# STEP 3, FUSELAGE ASSEMBLY



**MODELING NOTE:** Place some weight inside of the nose so that the model will sit correctly on its tricycle landing gear when finished.



**PAINTING NOTE:** See the photo below for information about painting the identification flare ports on the left side of the aft fuselage.

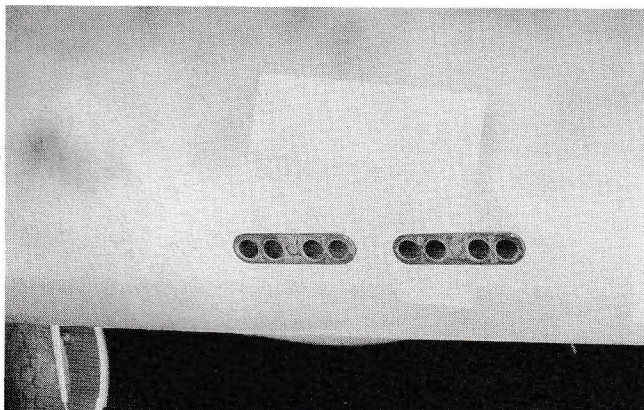


**LOWER NOSE PANEL**  
8  
**NOSE GEAR WELL**  
9  
INTERMEDIATE GRAY, RLM 02 [INTERIOR]

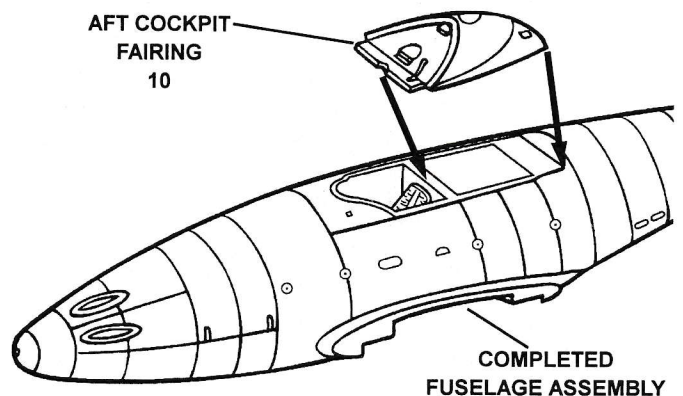
**UNDERSIDE OF THE FORWARD FUSELAGE**

## PAINT ALL PARTS BEFORE ASSEMBLY

1. Cement the FORWARD COCKPIT BULKHEAD (A5) to the front of the COMPLETED COCKPIT ASSEMBLY.
2. Glue the COMPLETED COCKPIT ASSEMBLY in place inside the FUSELAGE [RIGHT HALF] (7).
3. Join the FUSELAGE [LEFT HALF] (6) to the FUSELAGE [RIGHT HALF] (7) as indicated in the top drawing.
4. Cement the NOSE GEAR WELL (9) to the inside of the LOWER NOSE PANEL (8).
5. Glue the LOWER NOSE PANEL (8) into place on the UNDERSIDE OF THE FORWARD FUSELAGE as illustrated in the drawing at left.
6. Cement the AFT COCKPIT FAIRING (10) to the top of the COMPLETED FUSELAGE ASSEMBLY as shown in the drawing below.



Two small natural metal areas on the lower left side of the aft fuselage each contained four flare ports. Colored flares, used for visual identification, could be fired from these ports. (Detail & Scale photo by Bert Kinzey)



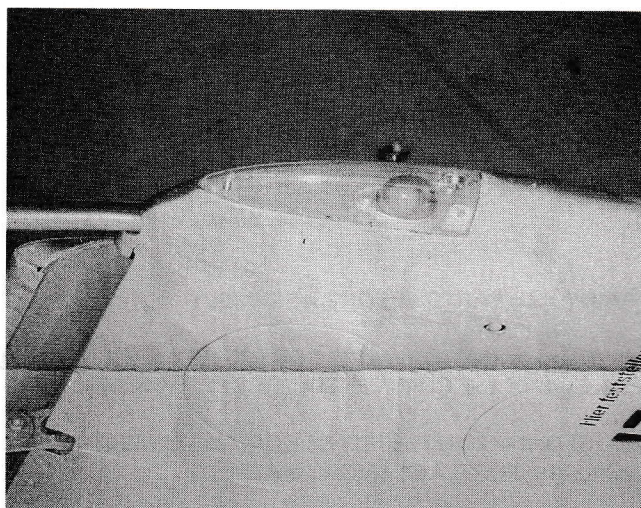
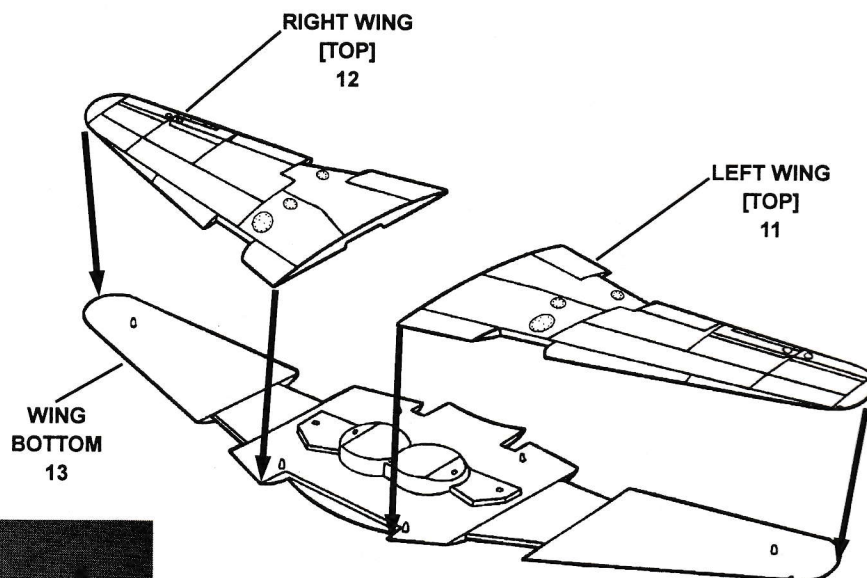
**AFT COCKPIT FAIRING**  
10

**COMPLETED FUSELAGE ASSEMBLY**

## STEP 4, WING ASSEMBLY

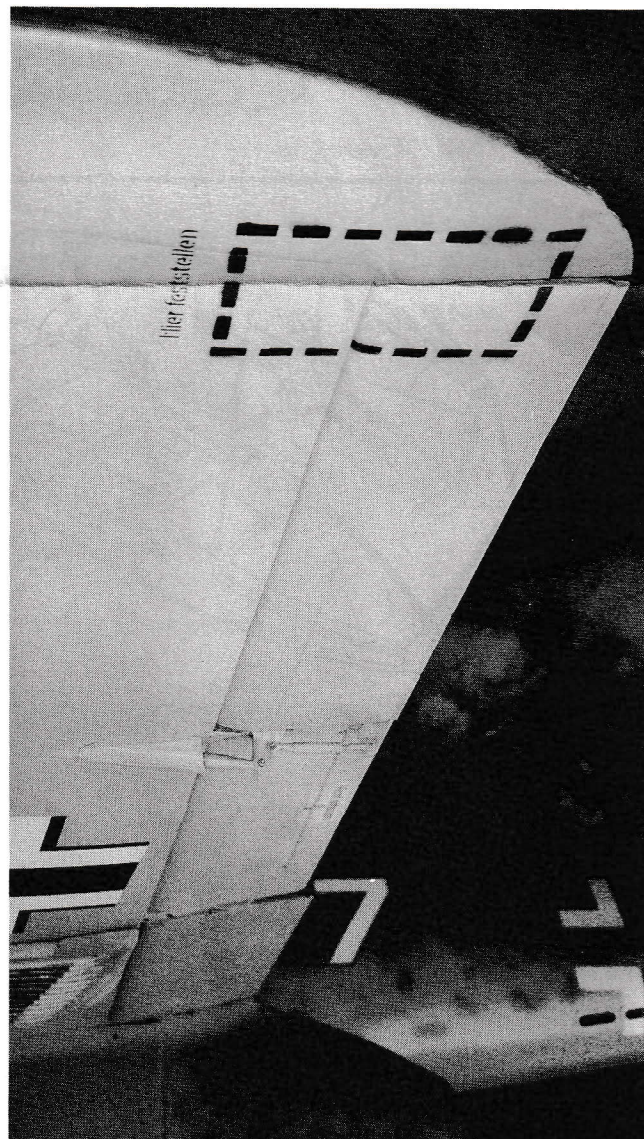
PAINT ALL PARTS AFTER ASSEMBLY.

1. Glue the LEFT WING [TOP] (11) to the WING BOTTOM (13).
2. Cement the RIGHT WING [TOP] (12) to the WING BOTTOM (13).
3. Refer to the drawing at the bottom of this page and glue the COMPLETED WING ASSEMBLY to the COMPLETED FUSELAGE ASSEMBLY. Carefully check the alignment of the parts before the glue sets.



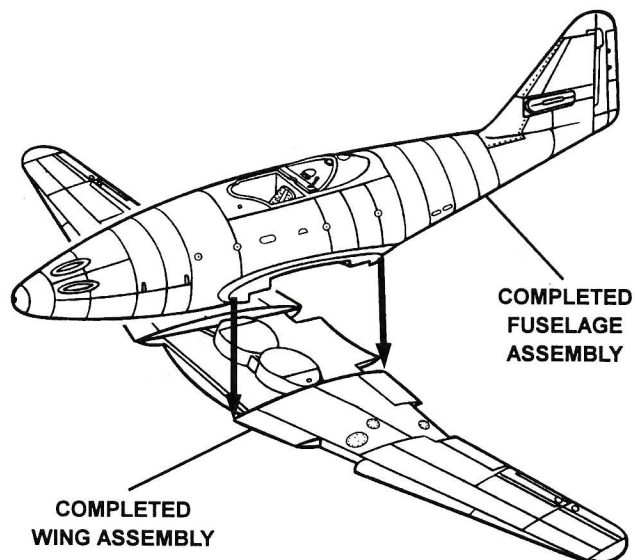
*A red navigation light was located on the left wing tip as shown here. A green light was in the same position on the right wing tip. These lights can be represented by a small drop of gloss paint on your model. Some clear gloss can be painted over the lens area to simulate glass.*

*(Detail & Scale photo by Bert Kinzey)*

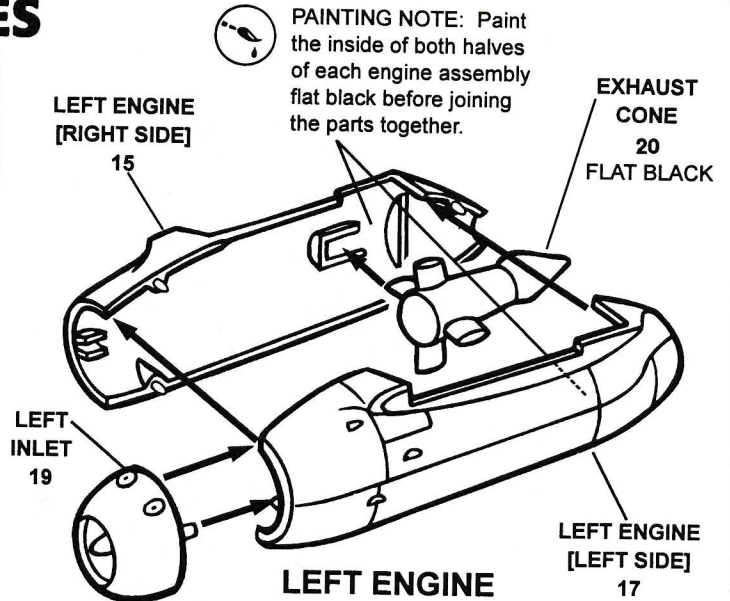
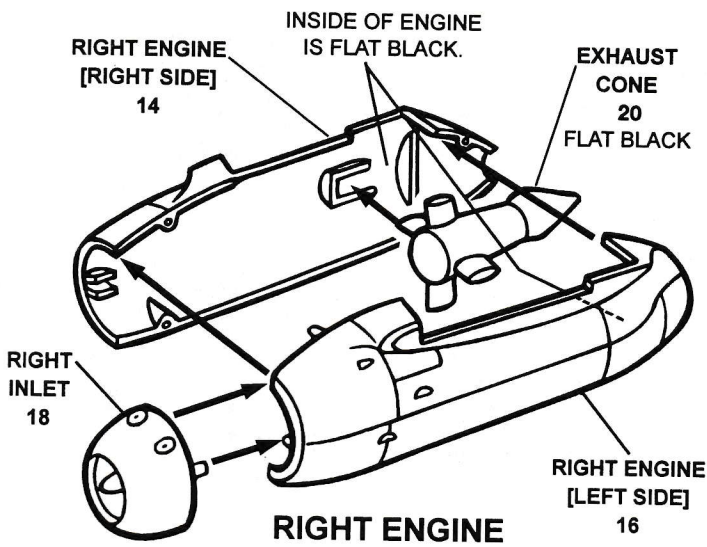


*Details and markings under the left wing are shown here. Both the aileron and outer flap are visible.*

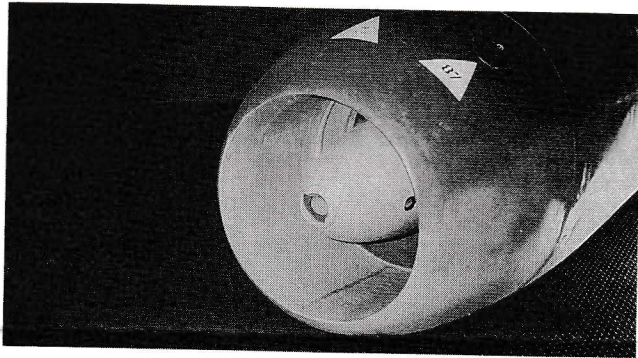
*(Detail & Scale photo by Bert Kinzey)*



# STEP 5, ENGINE ASSEMBLIES

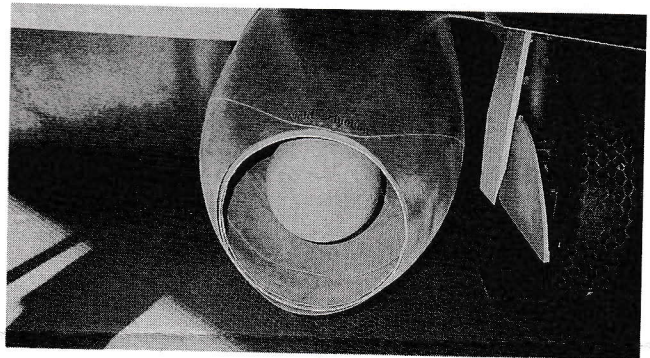


**PAINTING NOTE:** Paint the inside of both halves of each engine assembly flat black before joining the parts together.



*The inlet for the right engine is shown here. A pin vise with a very small bit can be used to drill out the small hole at the center of each inlet cone.*

*(Detail & Scale photo by Bert Kinzey)*

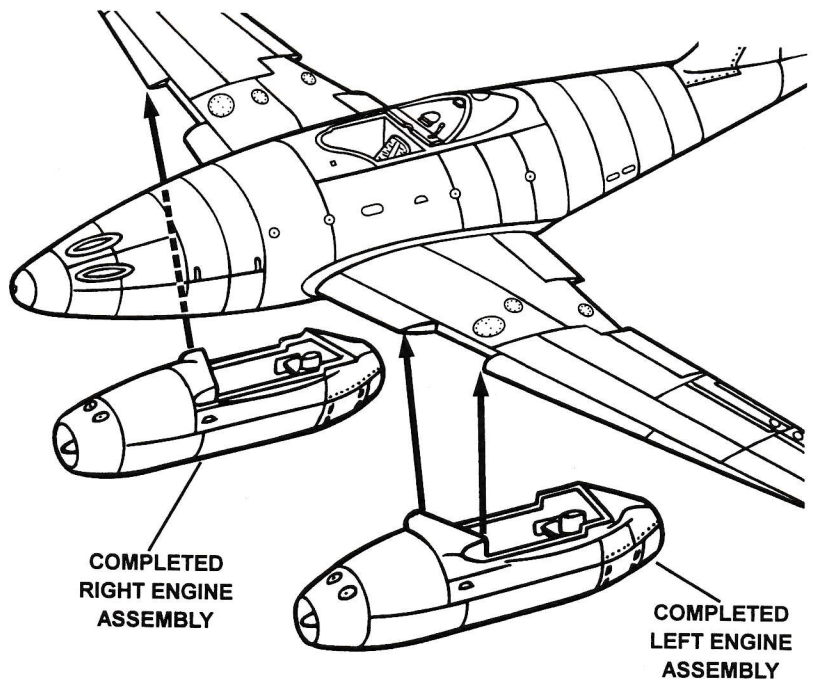


*The exhaust cone in the left engine is illustrated in this view. On an operational aircraft, the area inside the exhaust would be a sooty flat black color.*

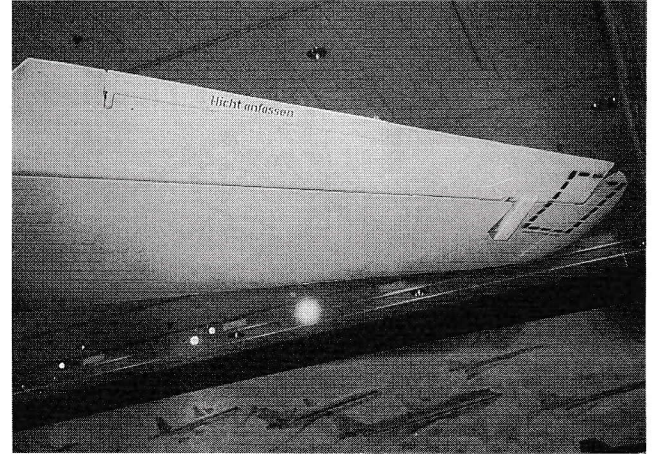
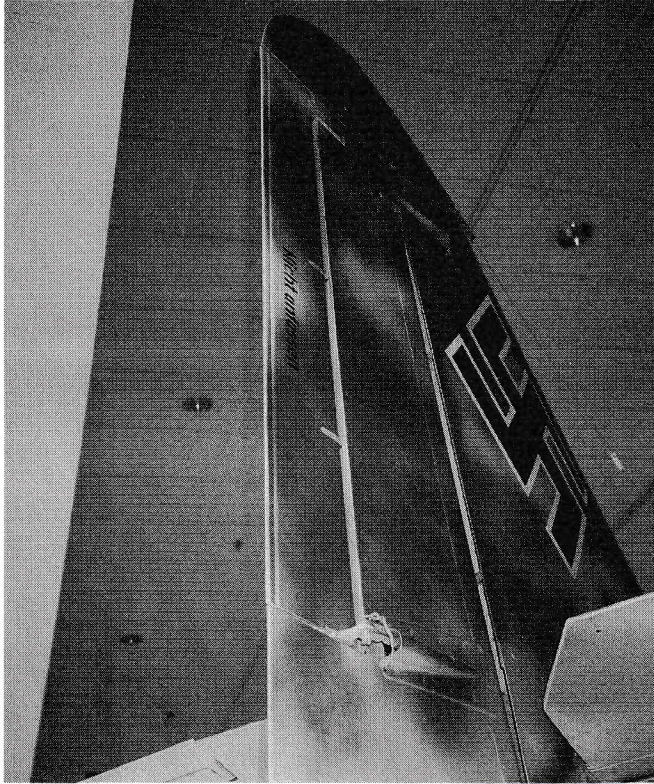
*(Detail & Scale photo by Bert Kinzey)*

PAINT THE TWO EXHAUST CONES (20) AND THE INSIDES OF THE EXHAUST AREAS BEFORE ASSEMBLY. PAINT ALL OTHER PARTS AFTER ASSEMBLY.

1. Glue an EXHAUST CONE (20) to the inside of the RIGHT ENGINE [RIGHT SIDE] (14) as indicated in the top left drawing.
2. Cement the RIGHT ENGINE [RIGHT SIDE] (14) to the RIGHT ENGINE [LEFT SIDE] (16).
3. Glue the RIGHT INLET (18) to the front of the right engine assembly.
4. Cement a second EXHAUST CONE (20) inside the LEFT ENGINE [RIGHT SIDE] (15) as shown in the top right drawing.
5. Glue the LEFT ENGINE [RIGHT SIDE] (15) to the LEFT ENGINE [LEFT SIDE] (17).
6. Cement the LEFT INLET (19) to the front of the left engine assembly.
7. Glue the two completed engine assemblies to the wings as shown at right.



## STEP 6, TAIL ASSEMBLY

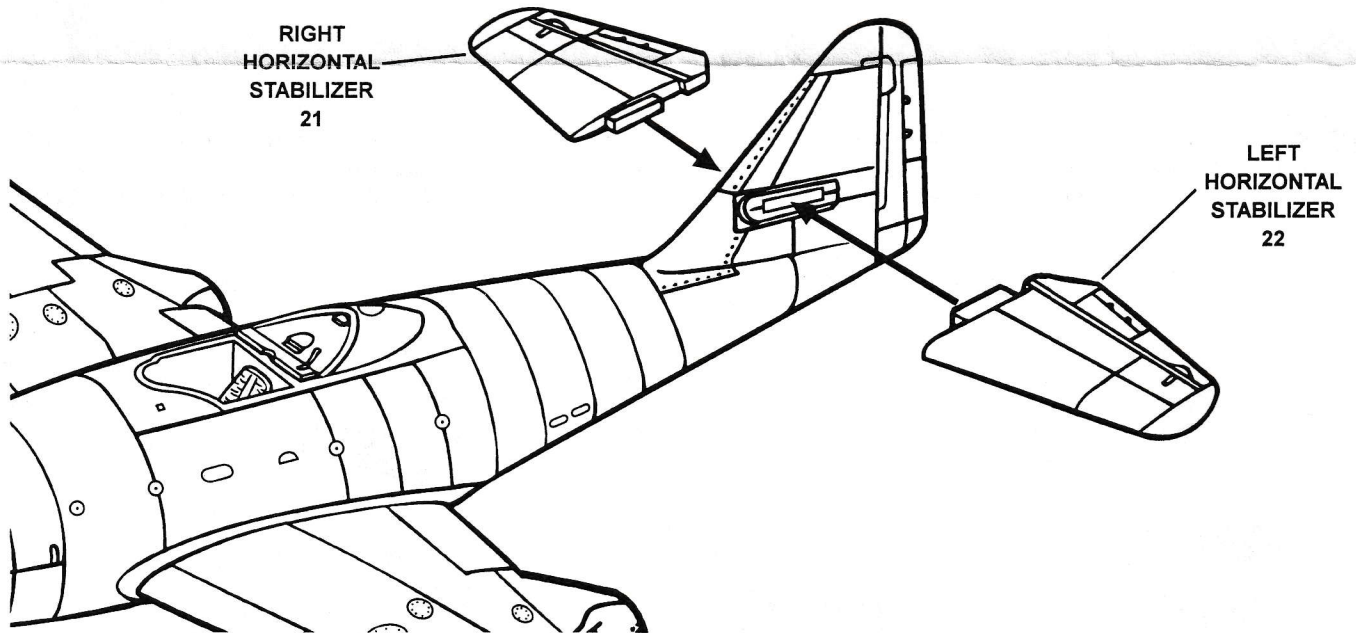


*Left: The rudder and its tall trim tab are shown here from below and to the right.*

*(Detail & Scale photos by Bert Kinzey)*

*Above: This is an underside view of the right horizontal stabilizer showing the location of the two markings.*

*(Detail & Scale photo by Bert Kinzey)*



PAINT THESE PARTS AFTER ASSEMBLY.

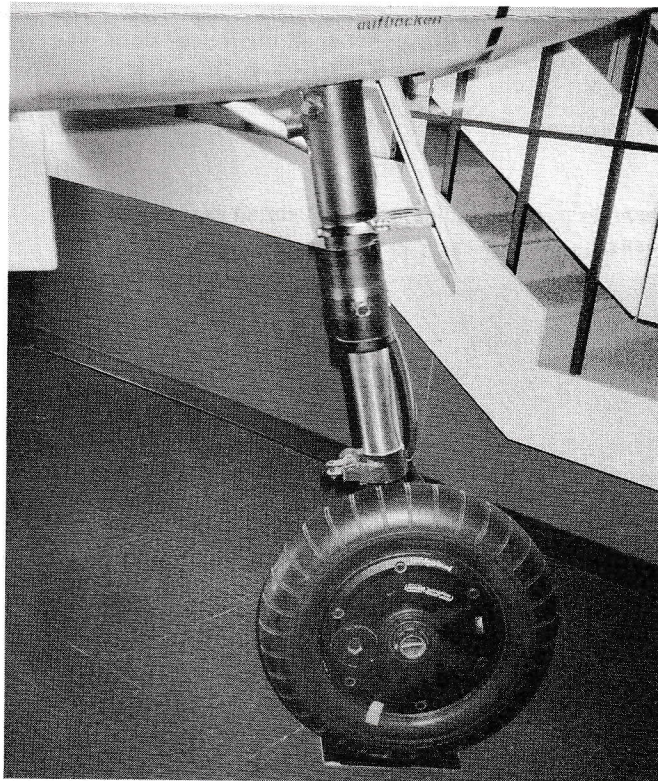
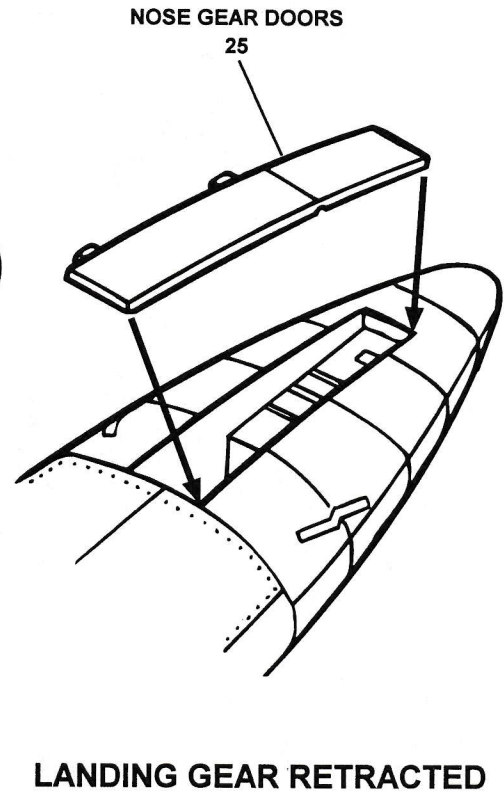
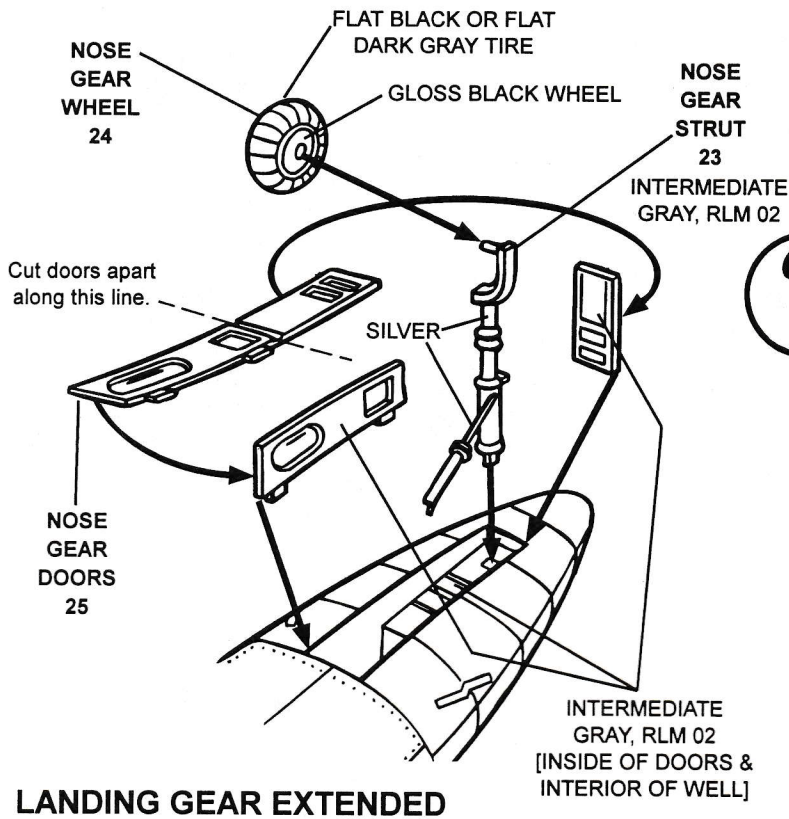
1. Glue the RIGHT HORIZONTAL STABILIZER (21) into its slot in the vertical tail.
2. Cement the LEFT HORIZONTAL STABILIZER (22) into the slot on the vertical tail. Check alignment of both stabilizers before the glue sets.



**PAINING TIP:** Now is the best time to paint the general camouflage scheme on your model. First, check the seams where the parts were joined for any cracks, and fill any with modeling putty. Once this has dried, sand the putty smooth. Refer to the last three pages of this instruction booklet for painting information.



# STEP 7, NOSE LANDING GEAR ASSEMBLY



*The nose landing gear can be seen here from the right side. The strut was usually Intermediate Gray, RLM 02, but this varied from aircraft to aircraft. In some cases it was light gray or a dark steel color. The nose gear wheel was gloss black. (Detail & Scale photo by Bert Kinzey)*

PAINT ALL PARTS BEFORE ASSEMBLY.

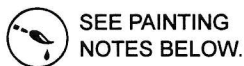
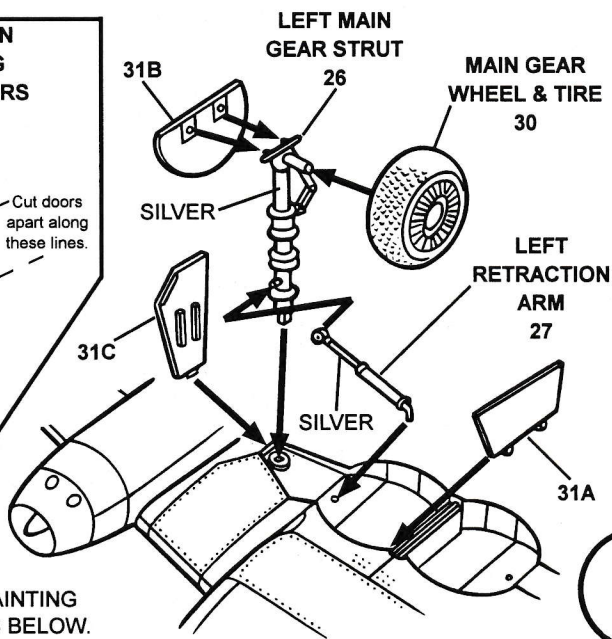
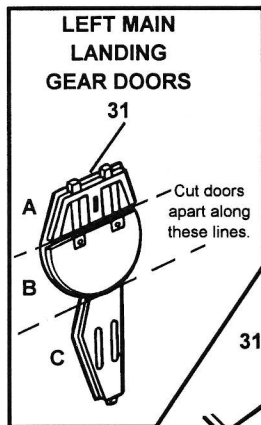


**PAINTING NOTES:** The nose gear well and the inside of the nose gear doors were INTERMEDIATE GRAY, RLM 02. The nose gear strut was also often the same color, but in some cases it was light gray or a dark steel color. The oleos on the main strut were a bright silver color. The wheel was gloss black with a flat black or flat dark gray tire. The outside of the nose gear doors was painted the same color as the underside of the aircraft.

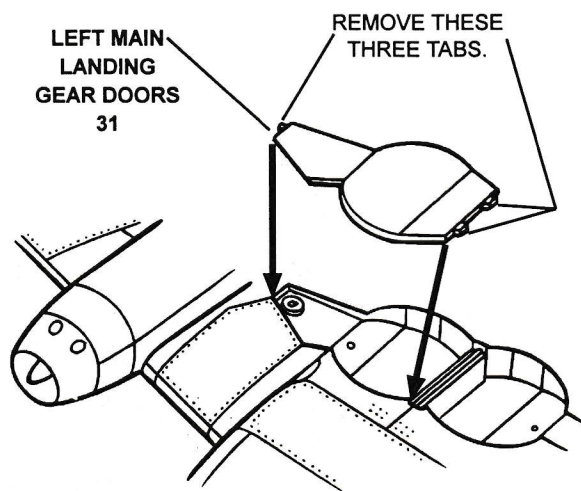
**NOTE:** To build the landing gear in the extended position, proceed with items 1 through 4. To build it in the retracted position, complete item 5 only.

1. Glue the NOSE GEAR STRUT (23) to the inside of the nose gear well. Check alignment carefully from the front.
2. Cut the NOSE GEAR DOORS (25) into two parts as illustrated in the top left drawing.
3. Glue the two parts of the NOSE GEAR DOORS (25) into place as shown.
4. Cement the NOSE GEAR WHEEL (24) in place on the NOSE GEAR STRUT (23).
5. If you want to build your model with the landing gear in the retracted position, simply glue the NOSE GEAR DOORS (25) in place over the nose gear well as indicated in the top right drawing.

# STEP 8, MAIN LANDING GEAR ASSEMBLY



LANDING GEAR EXTENDED



LANDING GEAR RETRACTED

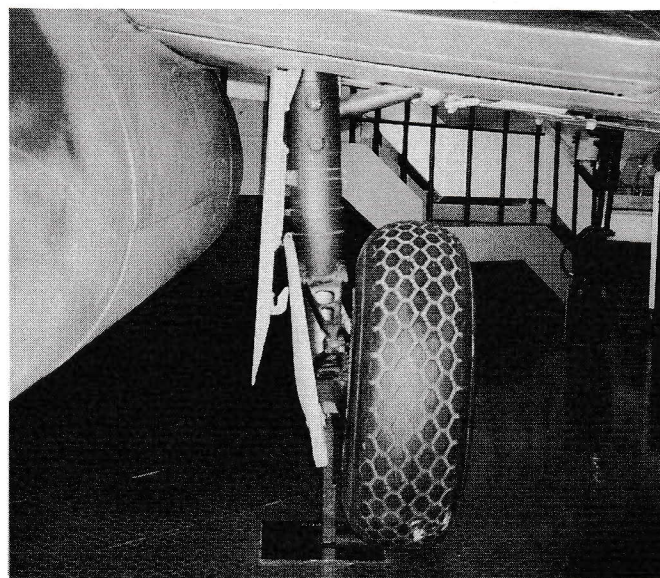
PAINT ALL PARTS BEFORE ASSEMBLY.



PAINTING NOTES: The main gear wells and the inside of the main gear doors were INTERMEDIATE GRAY, RLM 02. The main gear struts were also often the same color, but in some cases they were light gray or a dark steel color. The oleos on the main struts and the retraction arms were a bright silver color. The wheels were gloss black with flat black or flat dark gray tires. The outside of each main gear door was painted the same color as the underside of the aircraft.

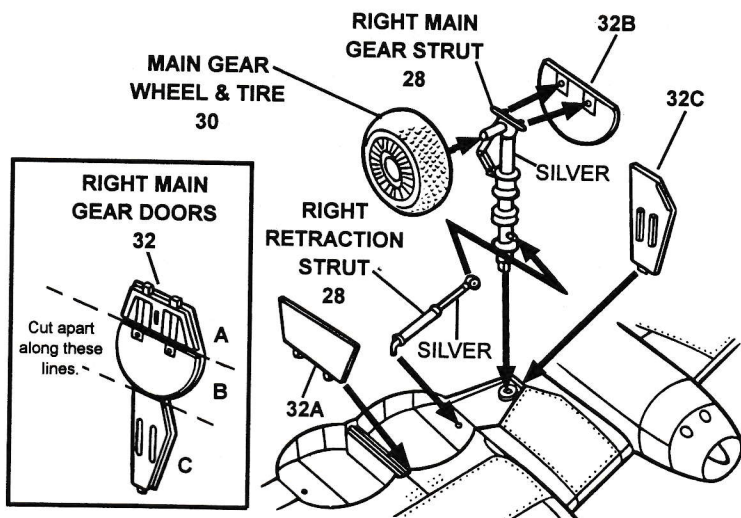
NOTE: To build the left main landing gear in the extended position, proceed with items 1 through 7. To build it in the retracted position, complete item 8 only.

1. Cut the LEFT MAIN LANDING GEAR DOORS (31) into three separate parts as indicated in the detail drawing at left. These parts will become 31A, 31B, and 31C for assembly purposes.
2. Glue the LEFT MAIN GEAR STRUT (26) into the hole inside the left wheel well.
3. Cement the LEFT RETRACTION ARM (27) to the LEFT MAIN GEAR STRUT (26) and the hole inside the left main gear well.
4. Glue a MAIN GEAR WHEEL & TIRE (30) to the LEFT MAIN GEAR STRUT (26).
5. Using the first of the three separated sections of the LEFT MAIN LANDING GEAR DOORS (31), glue part 31A to the inboard edge of the left main gear well.
6. Cement part 31B to the LEFT MAIN GEAR STRUT (26).
7. Glue part 31C to the LEFT MAIN GEAR STRUT (26) and the outer edge of the left main gear well.
8. To build the left main landing gear in the retracted position, cement the unseparated LEFT MAIN LANDING GEAR DOORS (31) over the left main landing gear well as illustrated in the top right drawing.

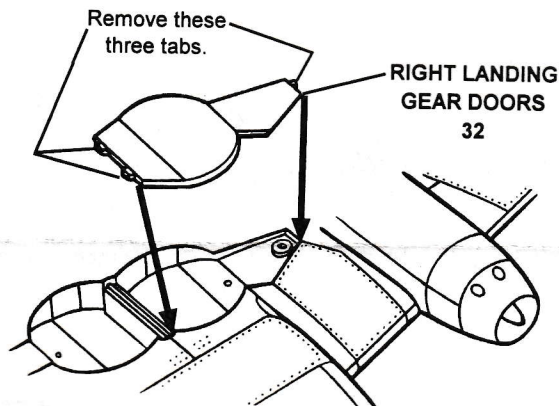


*This photo was taken from behind the left main landing gear to show the correct angles for the two outer gear doors, the strut, and the wheel.*

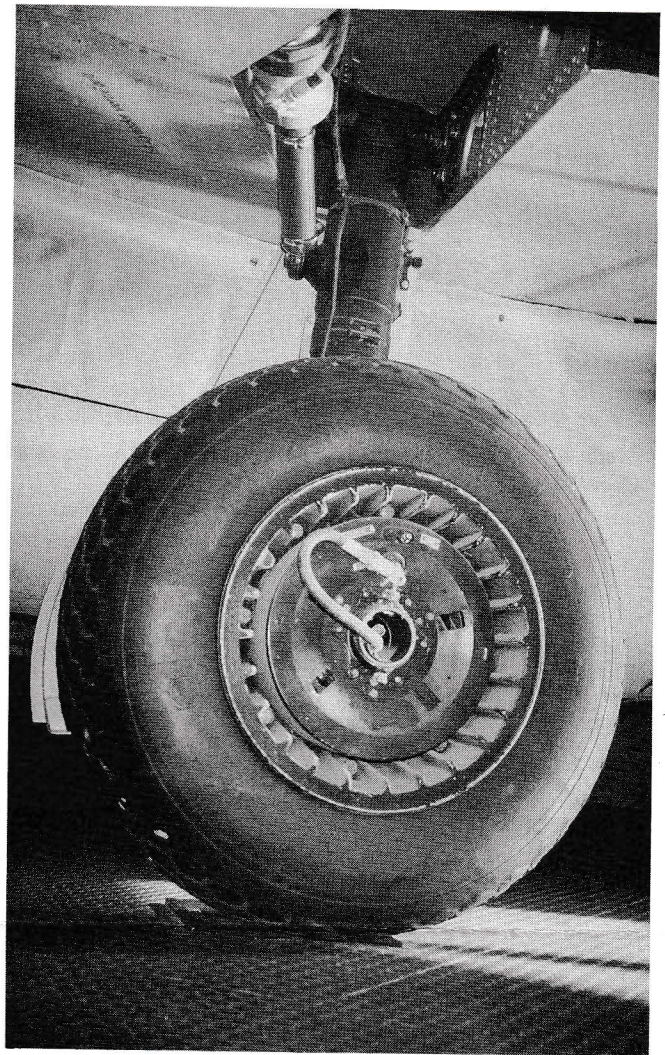
*(Detail & Scale photo by Bert Kinzey)*



### LANDING GEAR EXTENDED



### LANDING GEAR RETRACTED

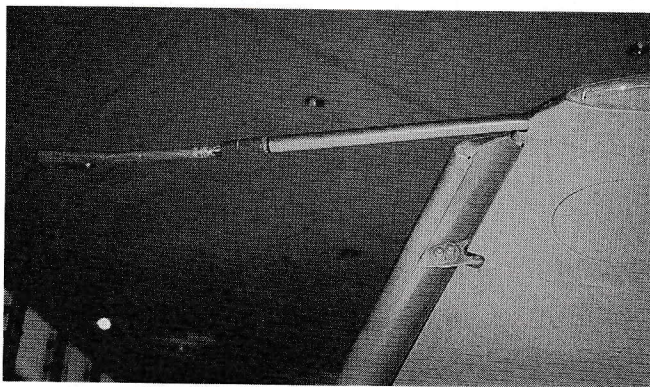


*This photograph provides a look at the right main wheel, tire, strut, and retraction arm. Some very fine wire can be used to represent the hydraulic brake lines on the wheel and strut. (Detail & Scale photo by Bert Kinzey)*

**NOTE:** To build the right main landing gear in the extended position, proceed with items 9 through 15. To build it in the retracted position, complete item 16 only.

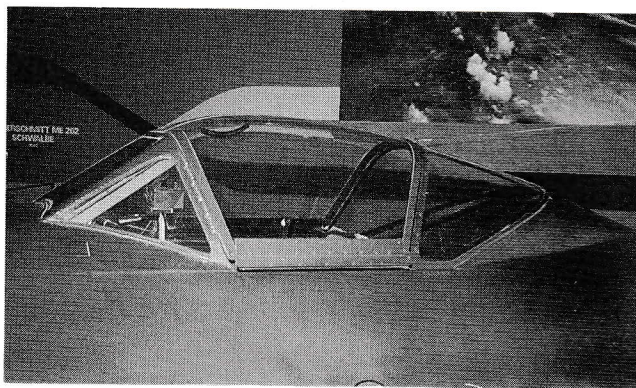
9. Cut the RIGHT MAIN LANDING GEAR DOORS (32) into three separate parts as indicated in the detail drawing at left near the top of the page. These parts will become 32A, 32B, and 32C for assembly purposes.
10. Glue the RIGHT MAIN GEAR STRUT (28) into the hole inside the RIGHT wheel well.
11. Cement the RIGHT RETRACTION ARM (28) to the LEFT MAIN GEAR STRUT (28) and the hole inside the right main gear well. Note that both of these parts are numbered 28.
12. Glue a MAIN GEAR WHEEL & TIRE (30) to the RIGHT MAIN GEAR STRUT (28).
13. Using the first of the three separated sections of the RIGHT MAIN LANDING GEAR DOORS (32), glue part 32A to the inboard edge of the right main gear well.
14. Cement part 32B to the RIGHT MAIN GEAR STRUT (28).
15. Glue part 32C to the RIGHT MAIN GEAR STRUT (28) and the outer edge of the right main gear well.
16. To build the right main landing gear in the retracted position, cement the unseparated RIGHT MAIN LANDING GEAR DOORS (32) over the right main landing gear well as illustrated in the lower drawing.

## STEP 9, AIRFRAME DETAILS



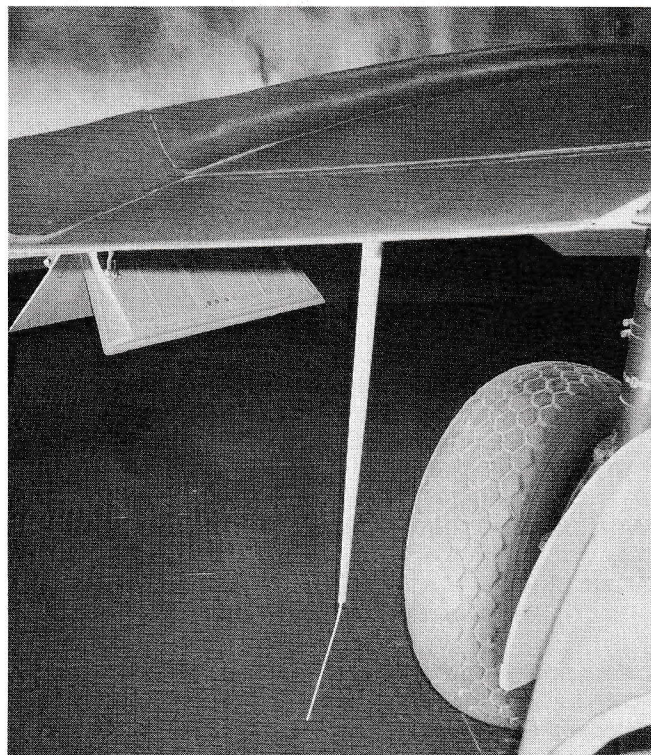
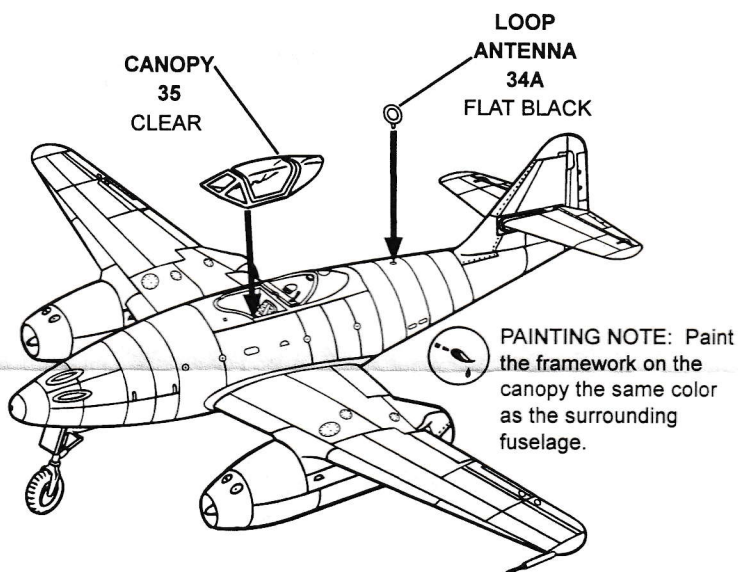
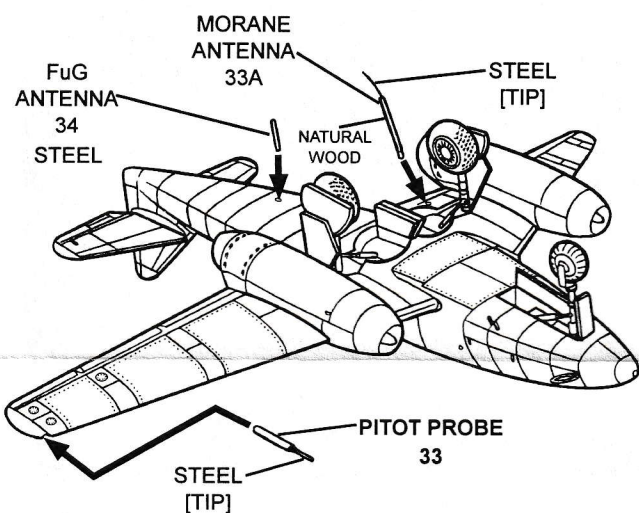
Details of the pitot probe can be seen here. The tip is a natural metal or steel color.

(Detail & Scale photo by Bert Kinzey)



The windscreen and canopy are shown here. The framework is painted the same color as the surrounding fuselage.

(Detail & Scale photo by Bert Kinzey)

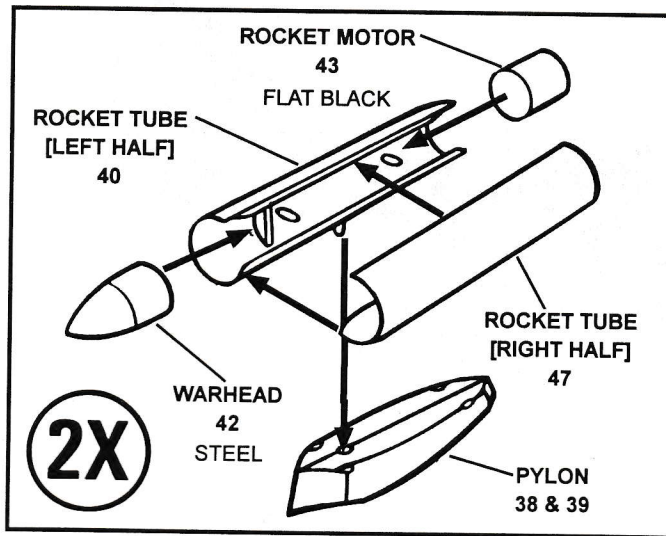


PAINT ALL PARTS BEFORE ASSEMBLY.

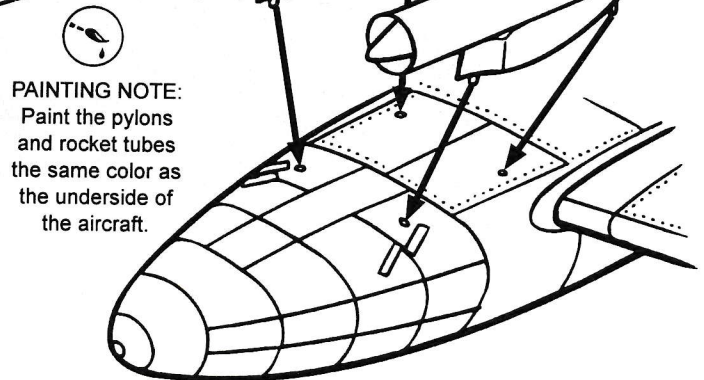
1. Refer to the drawing at left and glue the PITOT PROBE (33) into the hole in the left wing tip.
2. Cement the MORANE ANTENNA (33A) into its hole in the underside of the right wing root.
3. Glue the FuG ANTENNA (34) into the hole in the underside of the aft fuselage.
4. Cement the LOOP ANTENNA (34A) into the hole in the spine of the fuselage as shown in the drawing at right.
5. Use a water-based white glue and attach the CANOPY (35) to its position over the cockpit.

*Left: The Morane antenna was made of wood and had a steel colored metal tip. It was located under the right wing root.*  
(Detail & Scale photo by Bert Kinzey)

# STEP 10, EXTERNAL STORES



COMPLETED  
WfGr. 21-cm  
ROCKET TUBES  
& PYLONS

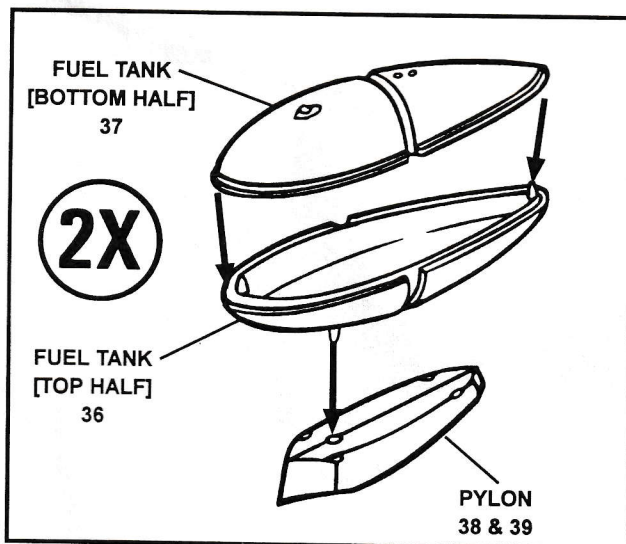


PAINTING NOTE:  
Paint the pylons  
and rocket tubes  
the same color as  
the underside of  
the aircraft.

PAINT ALL PARTS AFTER ASSEMBLY.

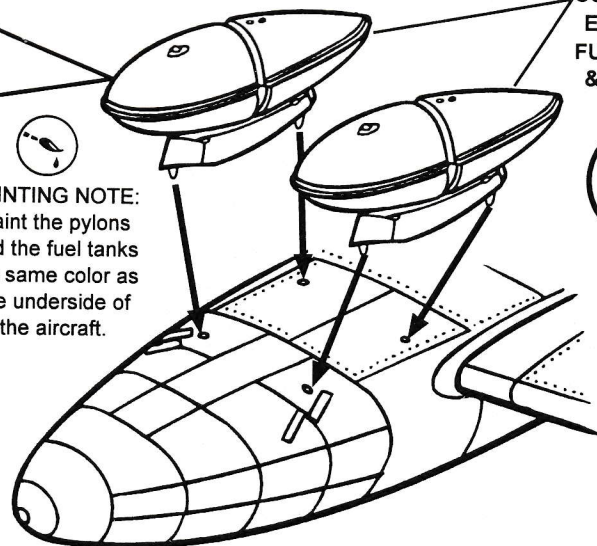
NOTE : If you opened up the holes in the underside of the two fuselage halves and in the underside of the nose as indicated in Step 1, proceed with the assembly of these optional parts.

1. If you prefer to use the WfGr. 21-cm rocket tubes, glue a ROCKET TUBE [LEFT HALF] (40) to a ROCKET TUBE [RIGHT HALF] (47).
2. Cement a WARHEAD (42) into the forward end of the rocket tube, and a ROCKET MOTOR (43) into the aft end.
3. Repeat Items 1 and 2 to make a second rocket tube.
4. Glue one completed rocket tube to the PYLON (38) and the second to the PYLON (39).
5. Glue the COMPLETED ROCKET TUBES AND PYLONS to the underside of the nose.



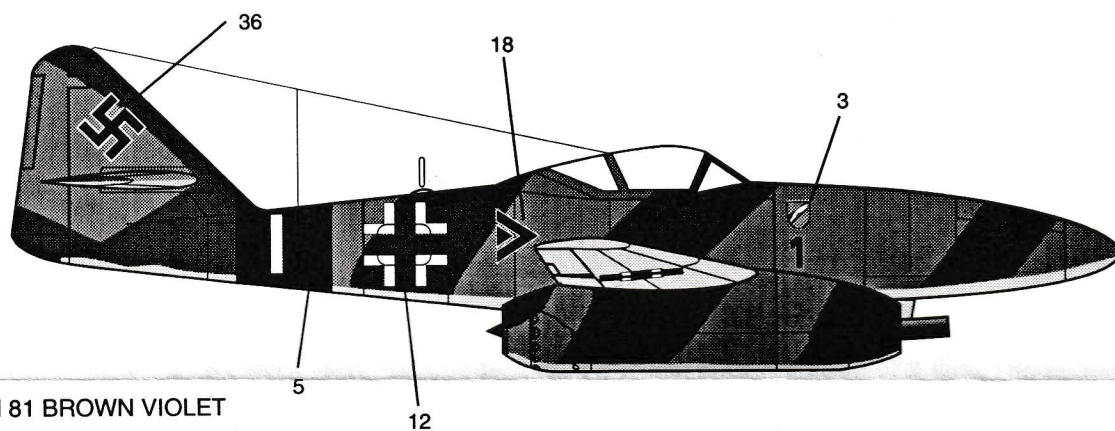
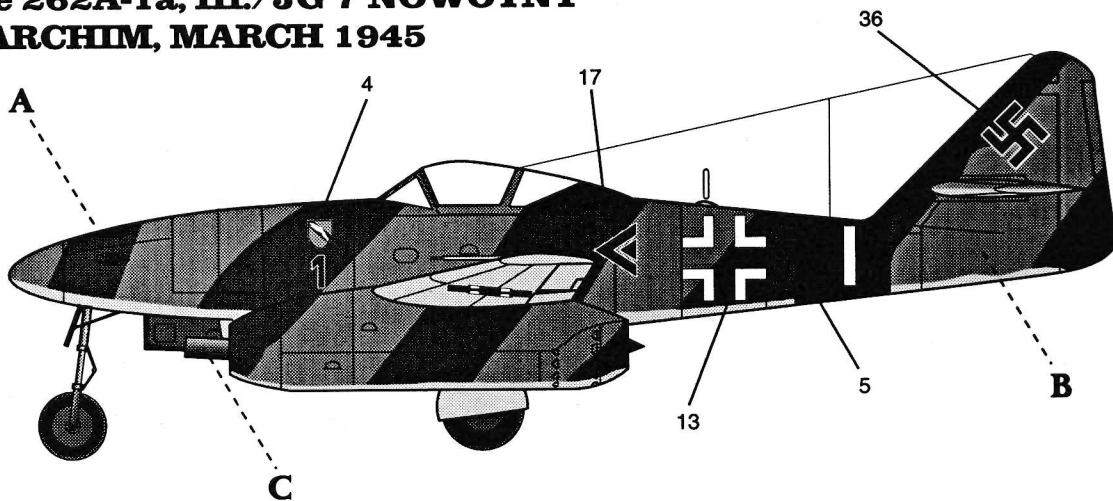
PAINTING NOTE:  
Paint the pylons  
and the fuel tanks  
the same color as  
the underside of  
the aircraft.

COMPLETED  
EXTERNAL  
FUEL TANKS  
& PYLONS



6. If you wish to use the external fuel tanks on your model, make one tank by gluing a FUEL TANK [TOP HALF] (36) to a FUEL TANK [BOTTOM HALF] (37). Repeat the procedure to make a second fuel tank.
7. Glue the fuel tanks to the PYLONS (38 & 39).
8. Cement the two COMPLETED EXTERNAL FUEL TANKS AND PYLONS to the underside of the nose section.

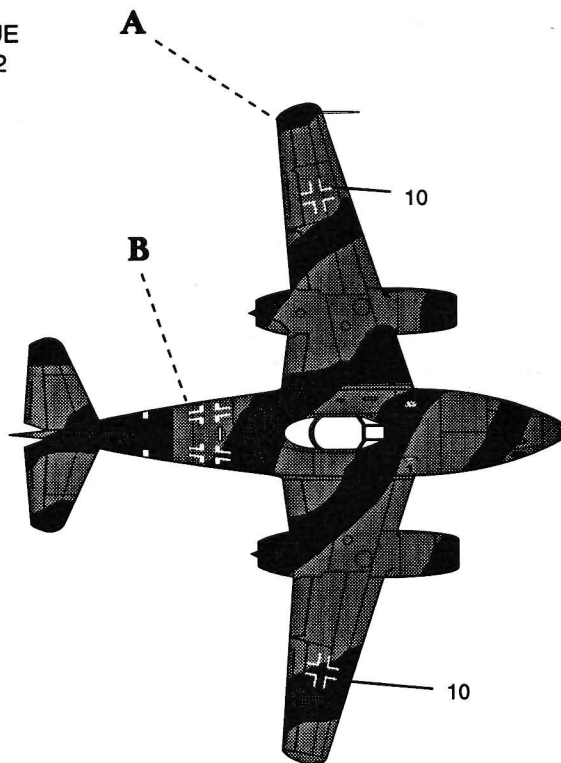
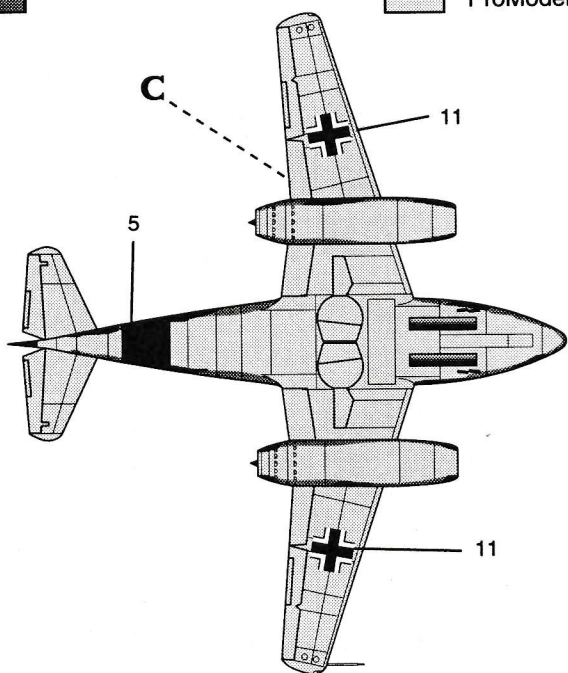
**Me 262A-1a, III./JG 7 NOWOTNY  
PARCHIM, MARCH 1945**



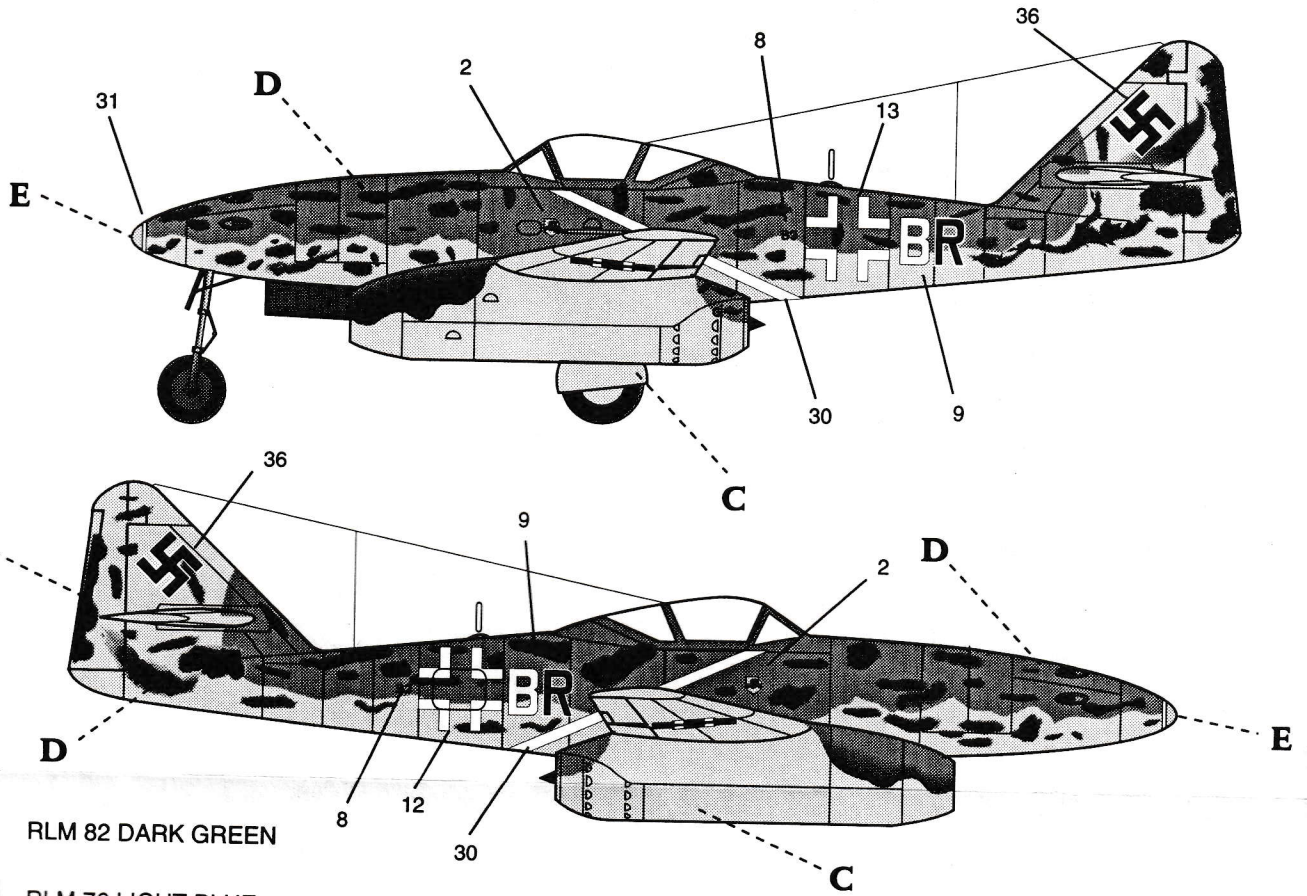
**A** RLM 81 BROWN VIOLET





**B** RLM 82 DARK GREEN

**C** RLM 76 LIGHT BLUE  
ProModeler 88-0042



**Me 262A-1a,7./KG(j) 54 TOTENKOPF  
NEUBURG-ON-DANUBE, MARCH 1945**



- B**  RLM 82 DARK GREEN
- C**  RLM 76 LIGHT BLUE  
ProModeler 88-0042
- D**  RLM 81 BROWN VIOLET  
PATCHES (OVER RLM 82  
AND RLM 76)
- E**  RLM 27 YELLOW  
ProModeler 88-0005

