



AIRFIX - 72 SCALE

Me 262A

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

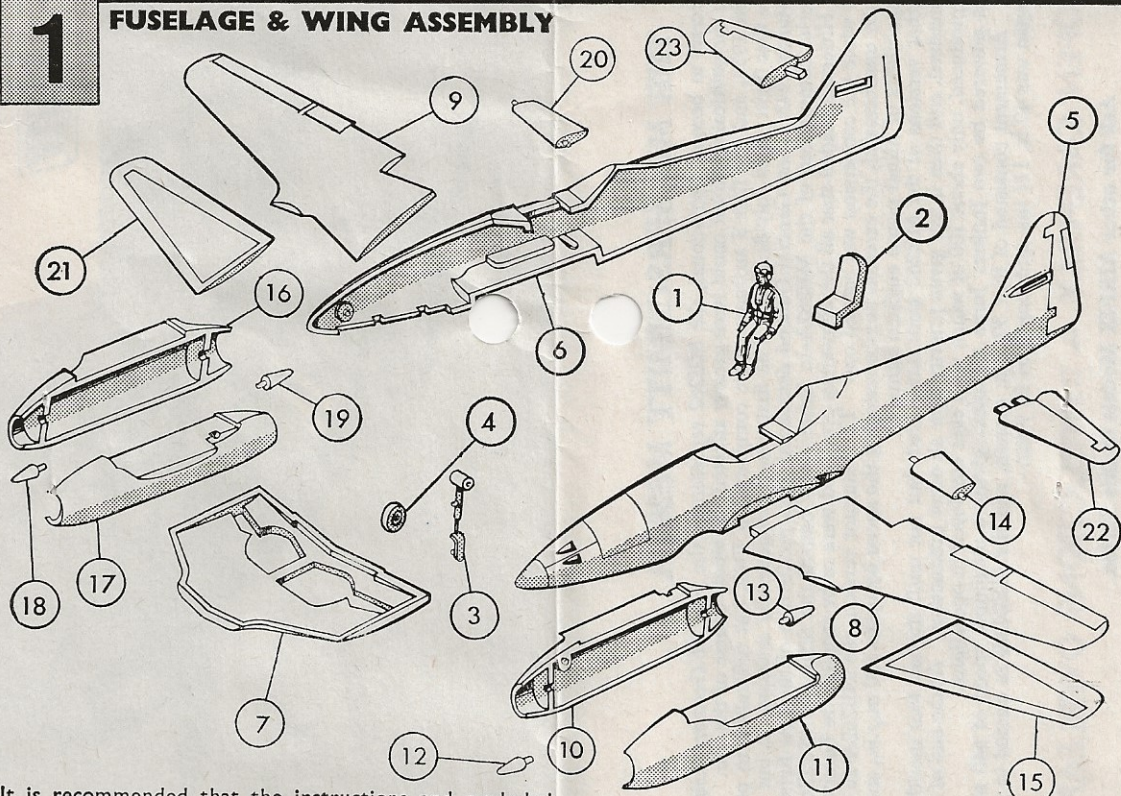
MESSERSCHMITT ME 262A

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1

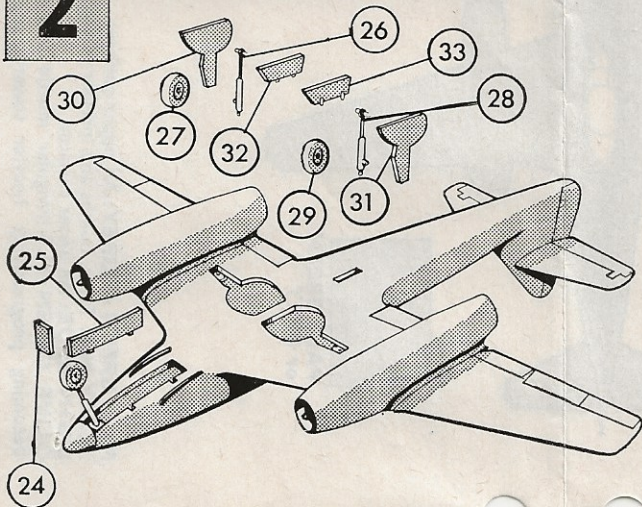
FUSELAGE & WING ASSEMBLY



It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as pilot and cockpit interior this should be done before assembly.

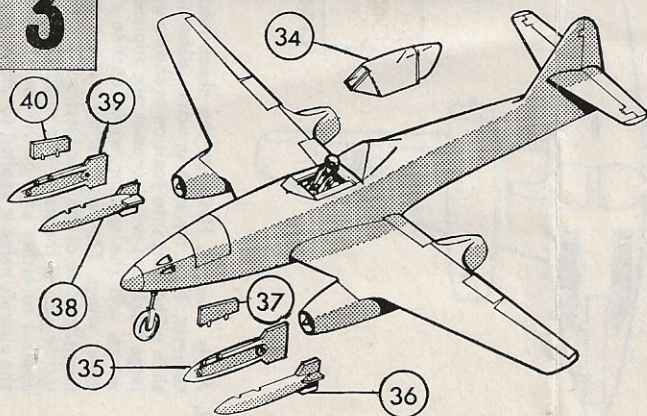
1. Cement pilot (1) on seat (2) after first painting if required.
2. Cement seat on to starboard fuselage (6) location.
3. Cement nose wheel (4) on to nose undercarriage leg (3).
4. Place bush of nose wheel leg on pivot pin in nose of starboard fuselage half, and cement port half of fuselage (5) to starboard half; ensure that the undercarriage leg is located between pivot pins and that no cement comes into contact with moving leg.
5. Cement wing centre section (7) in place beneath fuselage.
6. Locate and cement upper wing halves (8 & 9) to centre section and fuselage.

7. Cement together inner and outer halves of port engine nacelle (10 & 11).
8. Locate and cement bullet fairings (12 & 13) in to locating holes in engine bulkheads.
9. Insert inner pin of flap (14) in locating hole in port fuselage wing root, and in recess in port upper wing, cement engine assembly in place beneath upper wing; note that the nacelle carries a locating recess, for the port flap; ensure that no cement comes into contact with the moving flap.
10. Cement port lower wing half (15) in place beneath upper wing.
11. Repeat the above procedure for the starboard engine and wing assembly (16-21).
12. Locate and cement port and starboard tailplanes (22 & 23) into locating slots in fin.

2**UNDERCARRIAGE ASSEMBLY**

THE DESIRED UNDERCARRIAGE POSITION MUST NOW BE SELECTED.

13. For a model with lowered undercarriage the forward nose wheel door (24) is cemented on to the nose wheel leg, and the rear nose wheel door (28) is cemented into the locating slots in the starboard fuselage half. For a model with retracted undercarriage the leg is swung into the fuselage and the doors cemented flush with the fuselage.
14. Next assemble the main undercarriage, first cement the main wheels (27 & 29) on to undercarriage leg axles (26 & 28), then locate and cement legs into bushes inside wheel wells. Note that legs locating pins are angled so as to keep the undercarriage vertical. For a model with retracted undercarriage these parts are omitted.
15. On a lowered undercarriage cement the outer wheel doors (30 & 31) on to the main undercarriage legs, and the inner wheel doors (32 & 33) to the inside edges of the wheel wells, hanging vertically down. For a model with retracted undercarriage the doors are cemented in place in the closed position.
16. If the model is required to stand upon the undercarriage the nose should now be weighted. This is best done with Plasticine, packing through the nose wheel opening until the model balances upon its undercarriage.

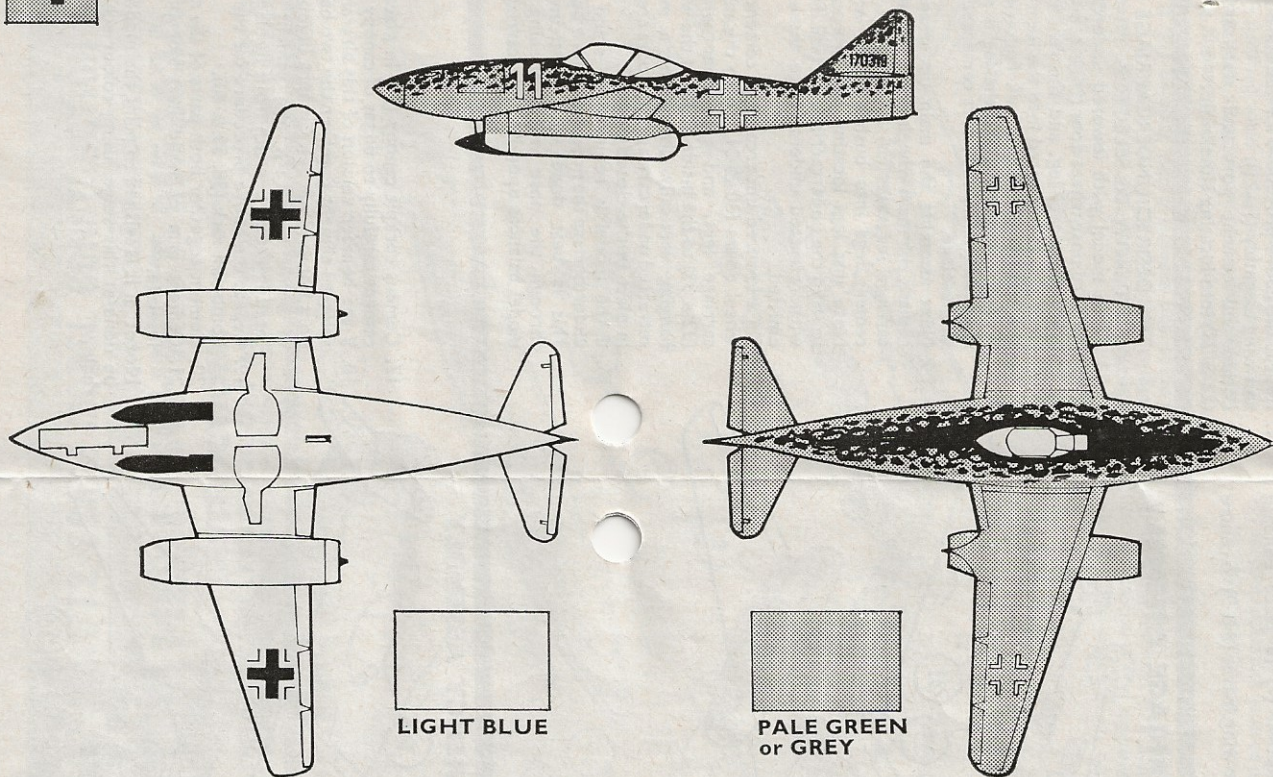
3**TRANSPARENCY ASSEMBLY**

17. Cement cockpit canopy (34) in place, applying cement carefully to edges of canopy
18. If the bomber version of this aircraft has been selected cement together the two halves of the port bomb (35 & 36). Cement bomb on to pins of bomb rack (37), and cement rack, into locating recess beneath front fuselage.
19. Repeat the above procedure for the starboard bomb and rack (38, 39 & 40).
20. Cement together both parts of the stand.
21. Cement arm of stand into slot provided in fuselage.

Note: If it is wished to paint the model it should be done at this stage, using colour scheme given below.

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SUGGESTED COLOUR SCHEME



22. Apply transfer. First cut the sheet into eleven separate subjects. Then dip each in warm water for a few minutes, slide off backing into position as shown on illustration. The large black and white crosses are applied below the outer wings, and the smaller white outline crosses above the outer wings. The larger white outline crosses are applied to either side of the rear fuselage, and the figures "11" to either side of the nose. The small black serial numbers are applied to either side of the fin, above the tailplane, and the aircraft name is applied to the transparent base.

PALE GREEN or GREY: All upper surfaces.

BLACK M.6: Tyres, bombs and interior of engines.

LIGHT BLUE: All under surfaces.

OLIVE GREEN: M.3. Irregular mottle over upper surfaces becoming progressively heavier towards top of fuselage.

THE MESSERSCHMITT ME2629A

The first turbojet aircraft to become operational, the ME262 represented the peak of German design in World War II. Had it not been for political apathy it could have greatly affected the whole course of the war.

Design commenced in 1938, and the first 3 airframes were completed in 1941, but difficulties in production of the jet engines delayed the first flight until July 8, 1942. The first tests were generally satisfactory, but little official interest was taken until March 1943, when General Galland demanded mass production of the new fighter.

In April 1944, deliveries commenced of the ME262A-1a fighter, now named the Schwalbe (Swallow). In the summer of the same year Hitler demanded that all the Schwalbes produced were to be modified to bombers, resulting in a delay of four months while the conversion was carried out. The resultant version, the ME262A-2a (Sturmvogel Stormbird) proved generally unsuccessful, the external bombs reducing the speed by up to 120 m.p.h., and bringing it within the interception capabilities of Allied piston engined fighters.

Night fighters and other versions of the ME262 were introduced, but not until the last four months of the war was mass production emphasized, and then it was given priority over all other production. At the end of the war over 1,400 ME262's had been produced, only about 100 of which were ever employed in operations.

The ME262A-1a was powered by two Junkers Jumo turbojets, giving a maximum speed of 540 m.p.h., and a range of up to 625 miles. Armament consisted of four 30 mm. cannon, and the ME262A-2a carried in addition two 1,100 lb. bombs. Wing span was 40 ft. 11½ ins. and length 34 ft. 9 ins.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

Ask for other AIRFIX Models in this Series.