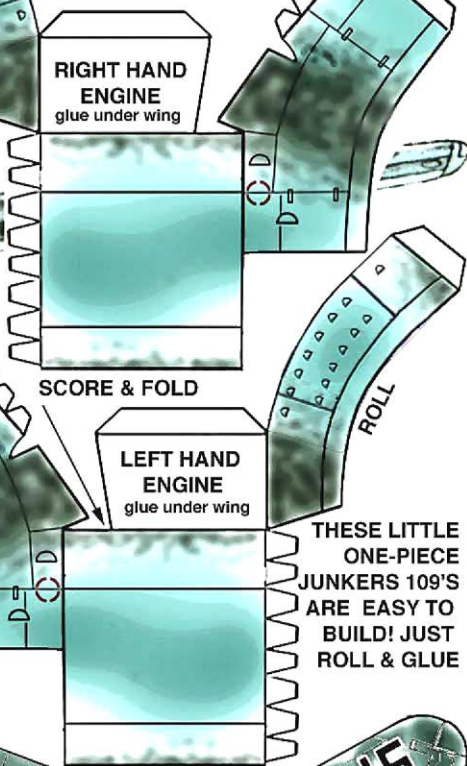
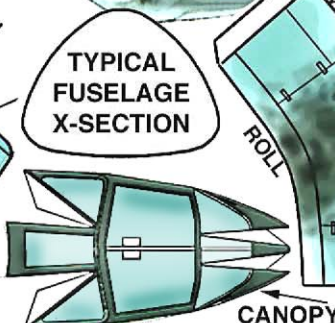
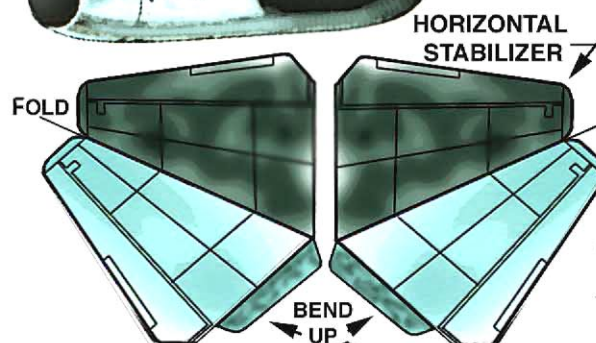


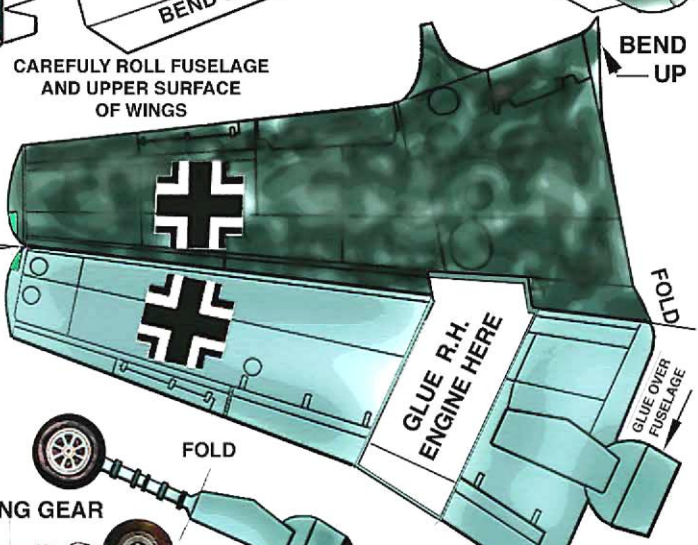
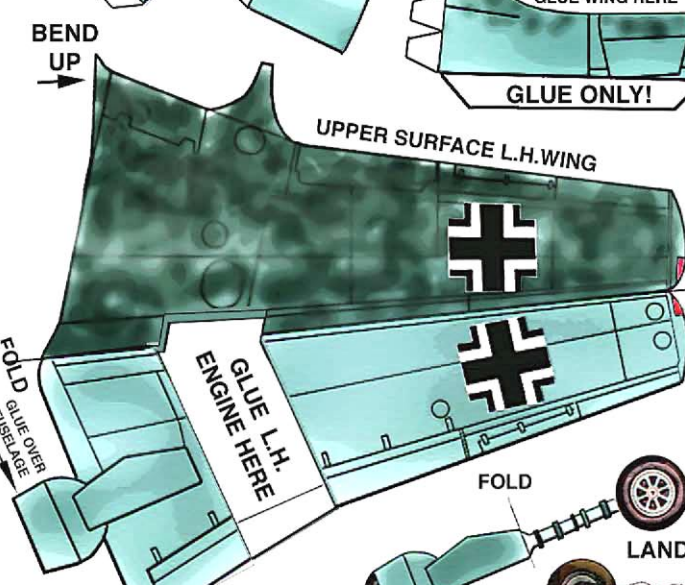
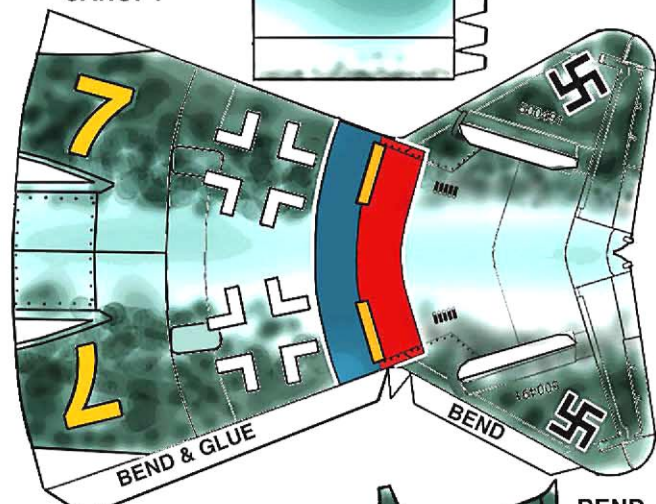
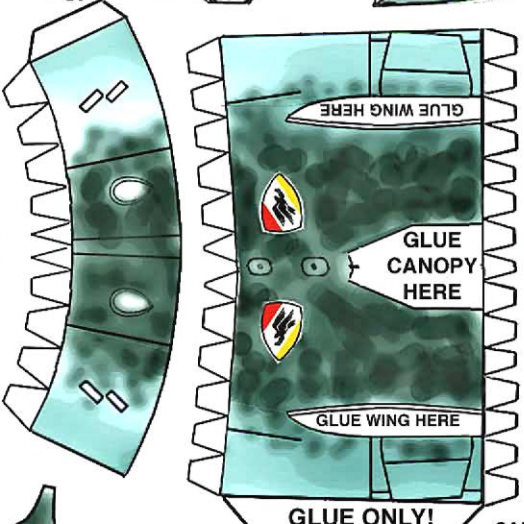
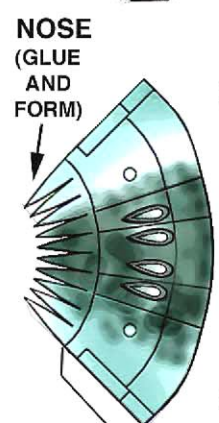
MESSERSCHMITT Me 262

Swallow
(1944)

World's First
Operational
Turbojet Fighter

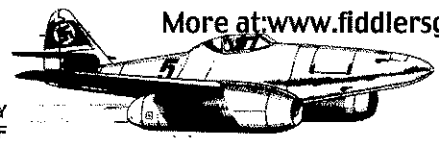
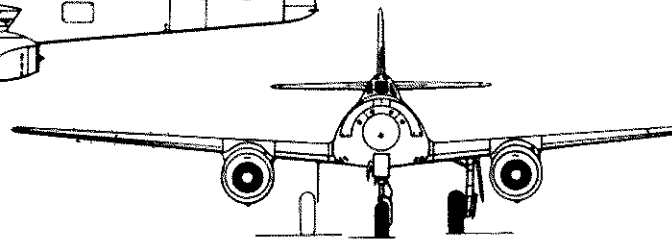
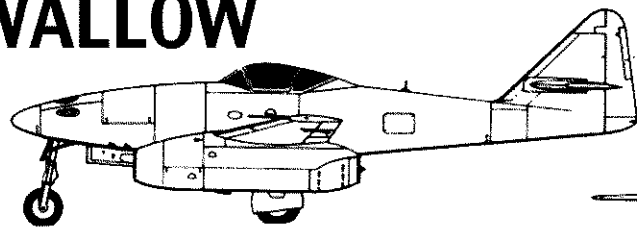
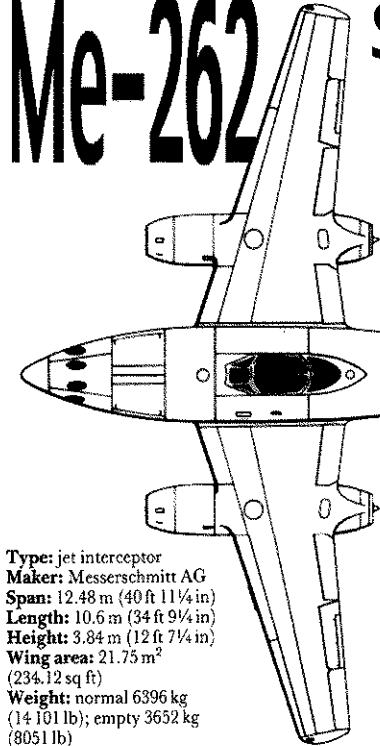


THESE LITTLE ONE-PIECE JUNKERS 109'S ARE EASY TO BUILD! JUST ROLL & GLUE



FYN/98
WSAM=100%!
SCORE ALL FOLD LINES

Me-262 SWALLOW



More at: www.fiddlersgreen.net

Type: jet interceptor
Maker: Messerschmitt AG
Span: 12.48 m (40 ft 11 1/4 in)
Length: 10.6 m (34 ft 9 1/4 in)
Height: 3.84 m (12 ft 7 1/4 in)
Wing area: 21.75 m²
 (234.12 sq ft)
Weight: normal 6396 kg
 (14 101 lb); empty 3652 kg
 (8051 lb)
Powerplant: two 900-kg
 (1984-lb) st Junkers Jumo
 004B turbojets
Performance: maximum
 speed 870 km/h (541 mph) at
 6000 m (19 685 ft); range
 1050 km (652 miles);

ASSEMBLE TAIL
AS SHOWN

GLUE CANOPY
TO TOP OF
FUSELAGE

SCORE ALL BEND LINES
CHECK FITS BEFORE GLUEING
SEND ME \$20.00

GLUE A SMALL
ROCK OR THREE
PENNYS INSIDE NOSE
BEFORE GLUEING TOGETHER

TYPICAL
FUSELAGE
X-SECTION

IT'S REAL
IMPORTANT YOU
CAPTURE THIS
'SHARKLIKE' TRIANGULAR
FORM OF THE FUSELAGE

CAREFULLY CURVE
AND GLUE ENGINES
AND THEN AFIX TO
BOTTOM OF WINGS

STRENGTHEN
LANDING GEAR WITH
TOOTHPICKS

LIBERLY DAB
GLUE ON THE TIP
OF THE NOSE AND
COAX THE FORM
INTO SHAPE

**DON'T WORRY RED
LEADER! I'M CUTTIN'
HIM OFF IN THE TURN!**

BONK!

CLANK!

Design of the Me 262 jet fighter, which had the Messerschmitt Projekt number 1065, began about a year before the outbreak of World War 2. But, due to delays in the development and delivery of satisfactory engines, the deprecations caused by Allied air attacks, a troublesome development programme, and Hitler's refusal to be advised regarding its most appropriate role, it was six years before the aircraft entered Luftwaffe squadron service. A mockup of the aircraft was completed during the latter half of 1939, examination of which prompted the RLM to order three flying prototypes in the spring of 1940. These were all completed by early 1941, long before the arrival of their engines; so, to test the basic attributes of the airframe, the Me 262 V1 (PC + UA) made its first flight on 18 April 1941 with dummy jet-engine nacelles under the wings and a single 700hp Jumo 210G piston engine mounted in the nose. On 25 March 1942 it made a barely-successful attempt to fly with two underwing BMW 003 jet engines, but still with the nose-mounted Jumo 210G. The first all-jet flight was made on 18 July 1942, when the Me 262 V3 (PC + UC) took off under the power of two 840kg (1,852lb) st Jumo 004A turbojets. Many more prototypes were completed and used for trials with various armament and equipment installations, and from the VS onward (first flight 26 June 1943) a tricycle landing gear was substituted for the original tailwheel type. Plans for priority mass-production were seriously affected by Allied air attacks upon Messerschmitt's Regensburg factory, and there were numerous development

problems involving engine fires and failures, landing gear collapses, guns jamming, and in-flight break-ups. Engine deliveries began in earnest in June 1944, permitting deliveries of production Me 262As to begin, and 513 had been accepted by the Luftwaffe by the end of the year—less than 40 per cent of the planned number. The Me 262's flying qualities were excellent, and a pre-series batch of 23 A-0s was accepted in the spring of 1944. These were allocated to the Erprobungsstelle at Rechlin and the conversion unit EKdo 262, the latter unit becoming, on 25 July 1944, the first to fire the Me 262's guns in anger. The two principal basic production versions to become operational were the Me 262A-1a Schwalbe (swallow) interceptor and the Me 262A-2a Sturm-vogel (stormbird) fighter-bomber. The former was built in numerous sub-types with four 30mm MK 108 cannon in the nose, or alternative armament installations; the latter, produced as a result of Hitler's insistence upon developing the aircraft as a bomber, had external racks for one 1,000kg or two 500kg bombs. Other variants included the A-1a/V 083, with a single 50mm BK 5 cannon in the nose; the A-1b, with twelve 55mm R4M unguided rocket projectiles under each wing; the one-off A-2a/U2 with a glazed nose-cap over a prone bomb-aiming position; the ground attack Me 262A-3a; and the photo-reconnaissance Me 262A-1a/U3 and Me 262A-5a. A tandem two-seat trainer version was designated Me 262B-1a, and one prototype was completed of a proposed two-seat night fighter, the Me 262B-2a. This incorporated a longer fuselage, containing more fuel, and a Schräge Musik installation of two MK 108 cannon aft of the cockpit, firing upward. The B-2a did not enter production, but several B-1as were converted for night fighting (without the extended fuselage) and redesignated Me 262B-1a/U1. These were employed quite successfully by the Kommando Weiter, or 10./NJG 11 as it was later known. The few Me 262C models completed before VE-day were fitted with various rocket motors in the fuselage to boost the fighter's climb rate. Although little more than 500 Me 262s had been produced by December 1944, by the end of the war the total had risen to about 1,430. Probably less than a quarter of these saw front-line service, and losses among them were quite heavy, even though relatively few losses were realised in combat. Despite this, their destruction of Allied bombers and fighters was greater than one for one, and JV 44, the top-scoring Me 262 interceptor unit, achieved some 50 'kills' in little more than a month's operations in 1945. In air-to-air combat the Me 262 never engaged its British counterpart, the twin-jet Gloster Meteor (which was slower and less well armed); conversely, many Me 262s were destroyed by Allied Mustang, Spitfire, Tempest and Thunderbolt piston-engined fighters.

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