

**Revell**

# Messerschmitt Me 262 A-1a

**1:72**

Plastik-Modellbausatz  
Plastic model kit  
Modèle réduit  
Modelbouwdoos

↔ 14,6 cm  
Ø 17,3 cm

Flugzeug-Illustration,  
Aircraft-illustration,  
Illustration d'un avion,  
Vliegtuig-illustratie:  
E. Friedl

**04166**



Pas de décalcomanies disponibles actuellement.



# Messerschmitt Me 262 A-1a

04166 - 0389

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## Die Messerschmitt Me 262

war der erste einsatzfähige Düsenjäger der Welt. Um seine Existenz rankt sich ein Mythos, der noch heute die Luftfahrtinteressierten begeistert. Bereits im April 1939 hatte man bei Messerschmitt mit der Projektierung eines neuen schnellen Jagdflugzeuges begonnen, dessen Antrieb mit dem System „Turbine-Luftstrahl“ (TL) bestehen sollte. Als Höchstgeschwindigkeit wurden für damalige Verhältnisse unvorstellbare 900 km/h angepeilt. Am 18. Juli 1942 konnte die Me 262 zu ihrem ersten Flug mit Düsentreibwerk starten. Am 26.07.1944 gelang einer Me 262 aus der Serienproduktion im Erprobungskommando Lager Lechfeld bei Augsburg der erste Luftsieg durch einen Düsenjäger in der Geschichte der Luftfahrt. Sie wurden in ihrer Rolle als Tagjäger zur Bekämpfung der über Deutschland operierenden Bomberverbände eingesetzt. Die Me 262 war mit zwei Motoren vom Typ Jumo 004B ausgerüstet, dem ersten in Großserie gebauten Düsentreibwerk. Die Leistung von 930 kp Standschub reichte bei der Me 262 für eine Höchstgeschwindigkeit von 870 km/h in 6.000 m Höhe. Ihre Dienstgipfelhöhe betrug 11.400 m und die Reichweite 1.050 km. Die Grundbewaffnung bestand aus 4 MK 108 Kaliber 30 mm, die im Bug eingebaut waren. Daneben konnten unter den Tragflächen noch 2 x 12 Raketen vom Typ R4M mitgeführt werden.

## The Messerschmitt Me 262

was the first operational jet fighter in the world. A legend has grown up around its existence which continues to inspire everyone with an interest in aviation. Project work had begun at Messerschmitt as early as April 1939 on a new high-speed fighter plane the propulsion of which was to consist of the „turbine jet“ (TL) system. Targeted maximum speed was 900 km/h, which was unimaginable at that time. On 18th July 1942 the Me 262 took off on its first flight with jet engines. On 26.7.44, a series production Me 262 from the Test Command at Lechfeld Station near Augsburg scored the first aerial victory by a jet fighter in the history of aviation. In its day fighter role the Me 262 was used for combating bomber formations operating over Germany. The Me 262 was fitted with two Jumo 004B type engines - this was the first large batch production jet engine. The output of 930 kp static jet thrust sufficed to give the Me 262 a maximum speed of 870 km/h at an altitude of 6000 m. Its service ceiling was 11,400 m, and its range was 1050 km. Basic armament consisted of 4 x 30 mm calibre MK 108 cannons installed on the nose. In addition, 2 x 12 type R4M rockets could be carried under the wings.

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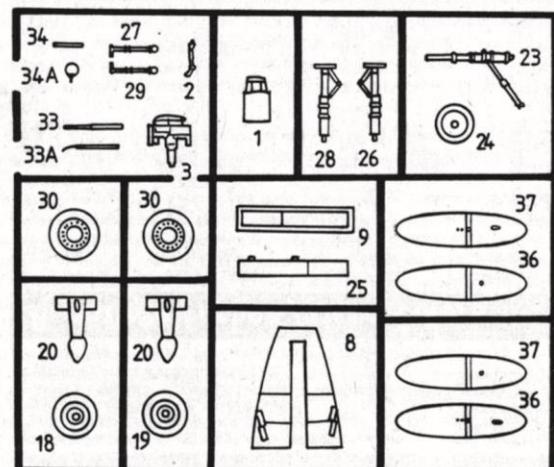
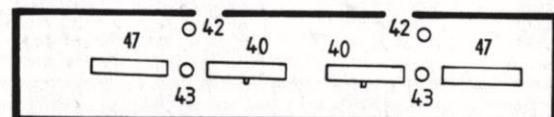
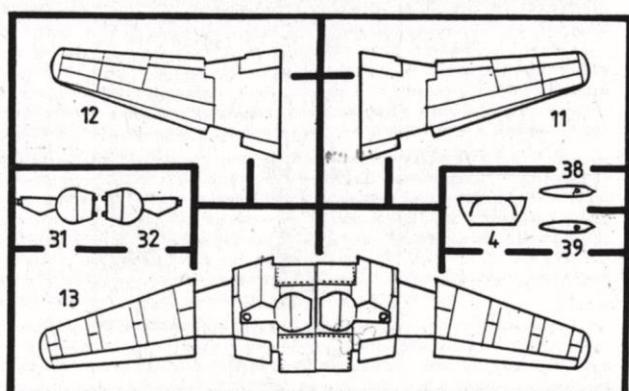
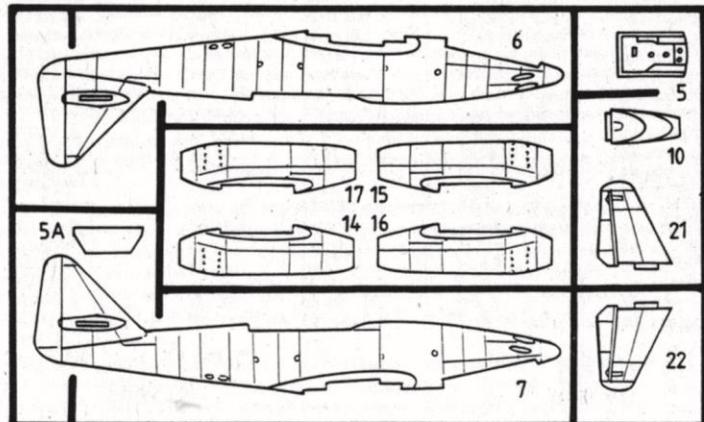
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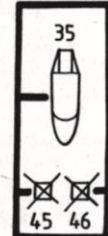
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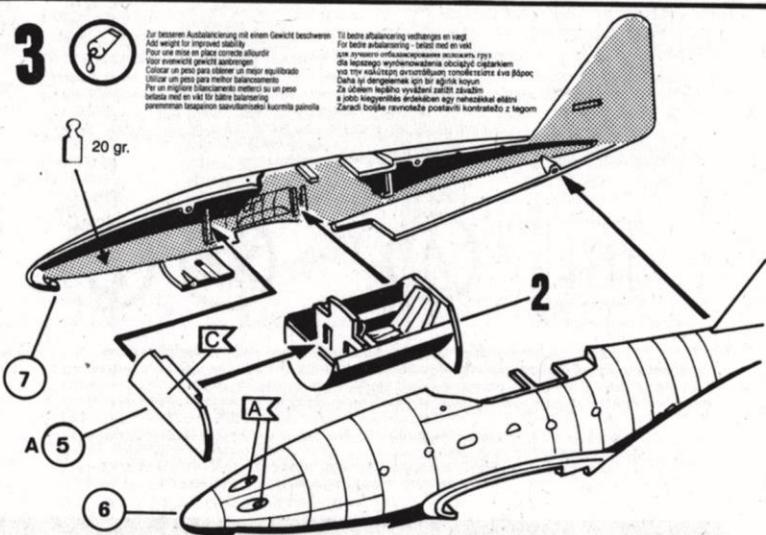
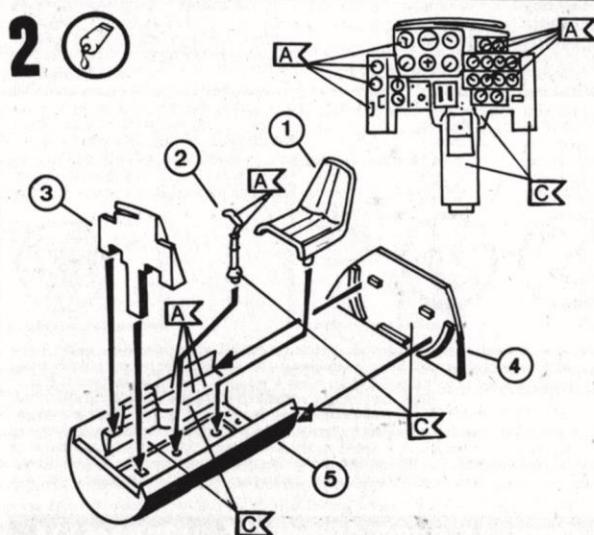
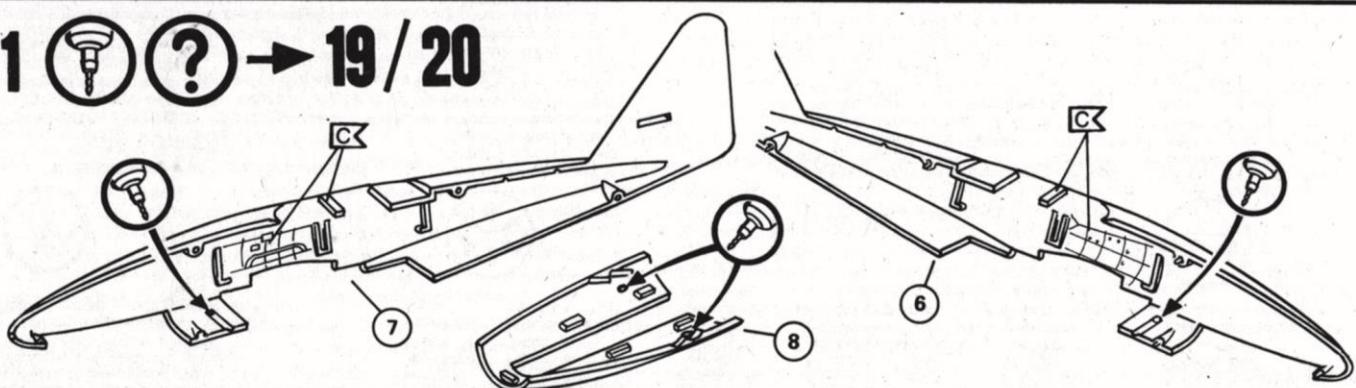


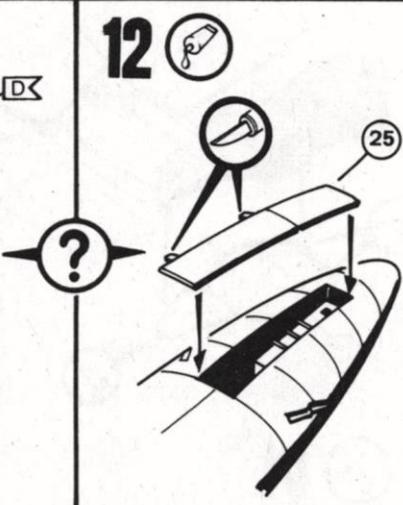
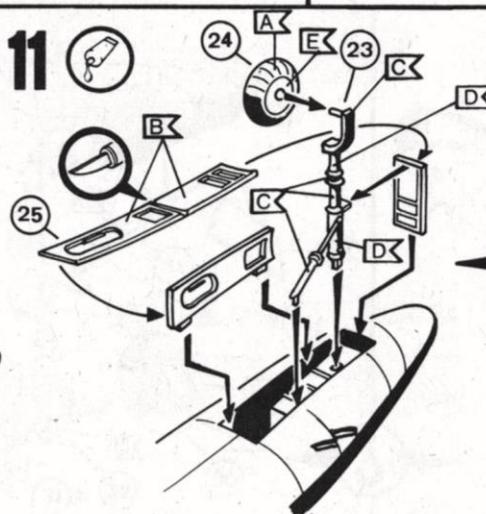
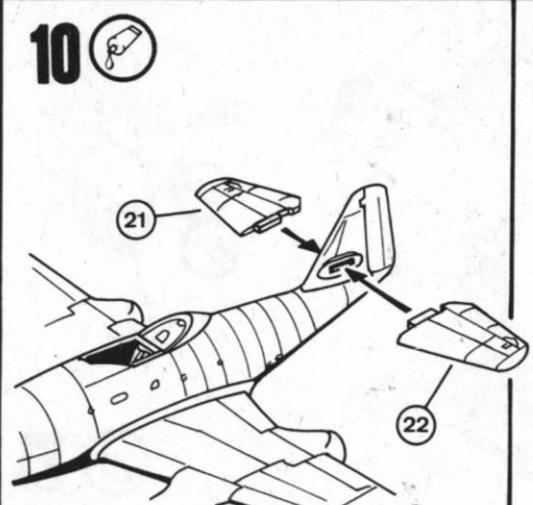
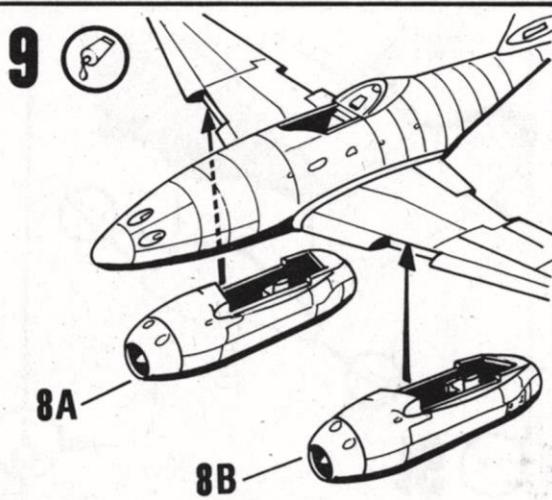
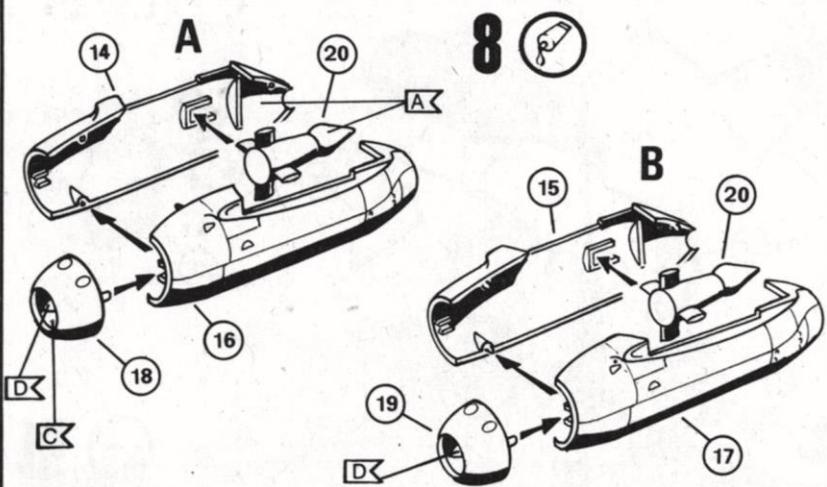
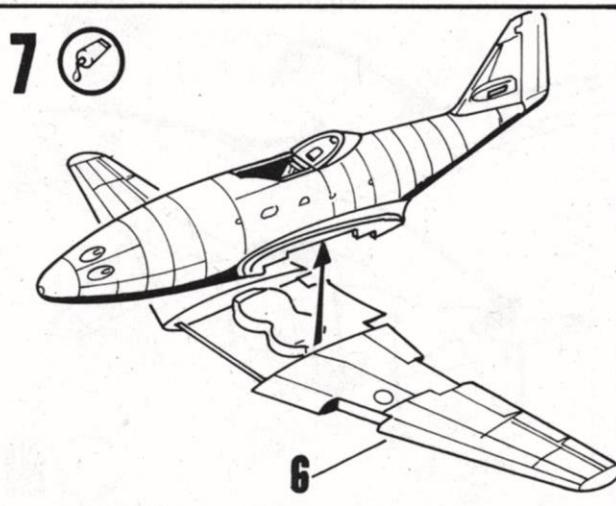
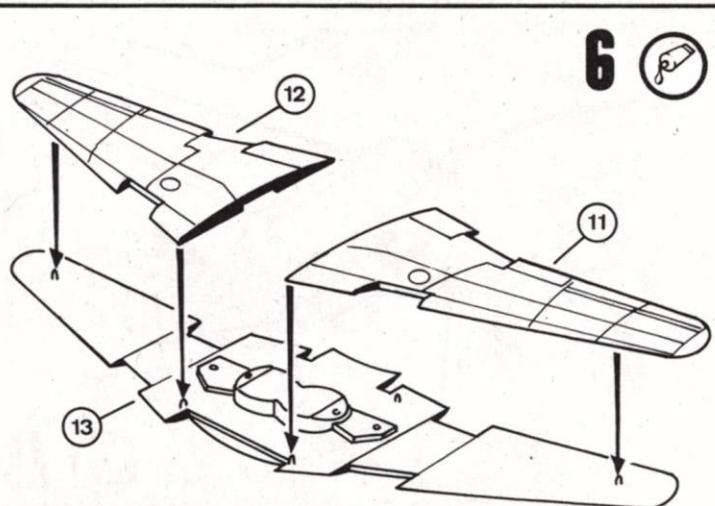
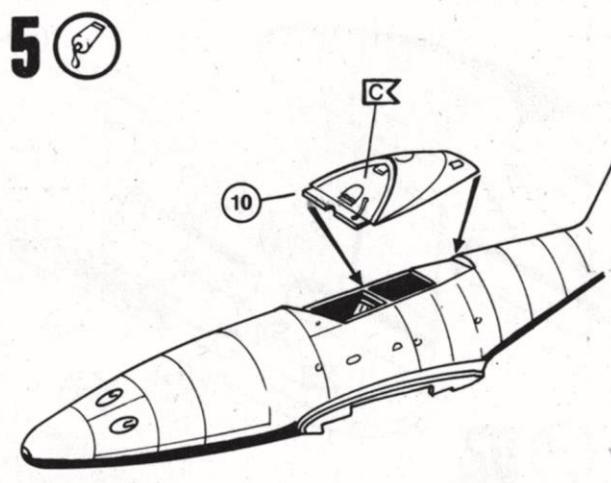
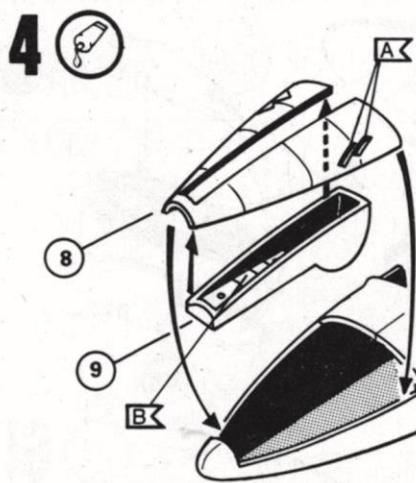


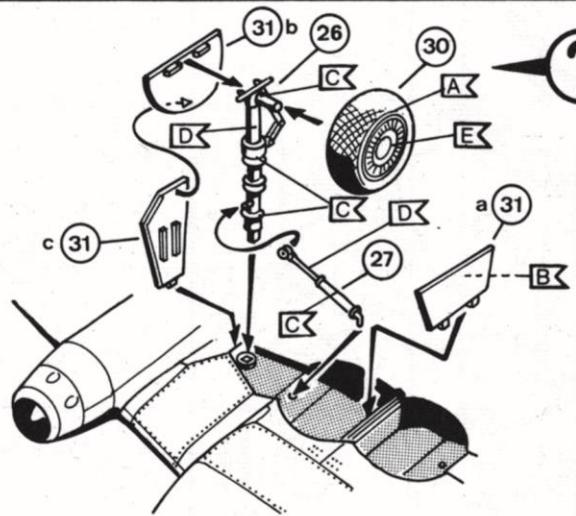
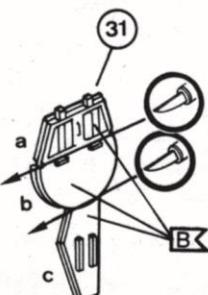
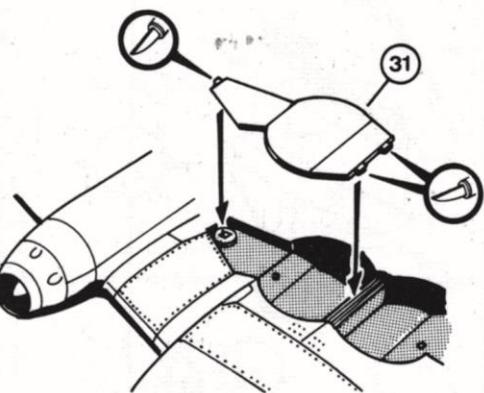
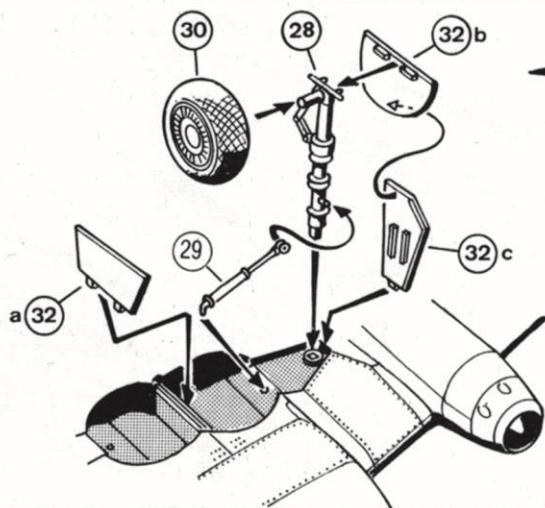
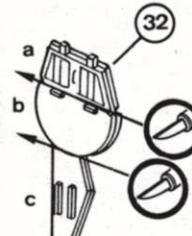
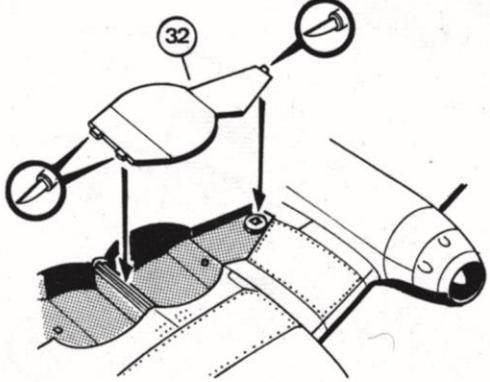
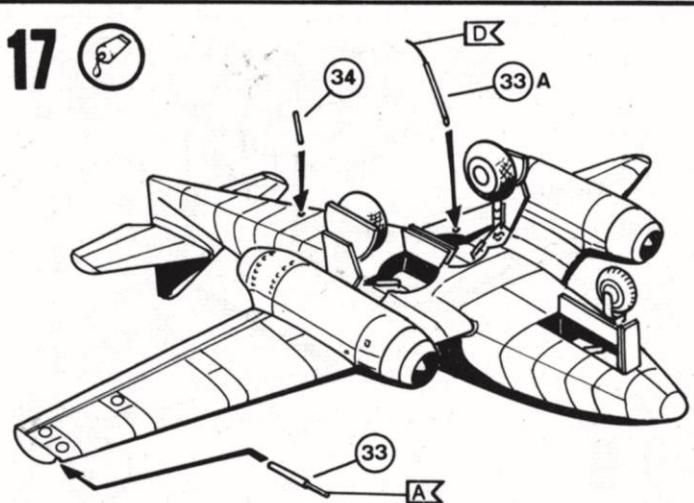
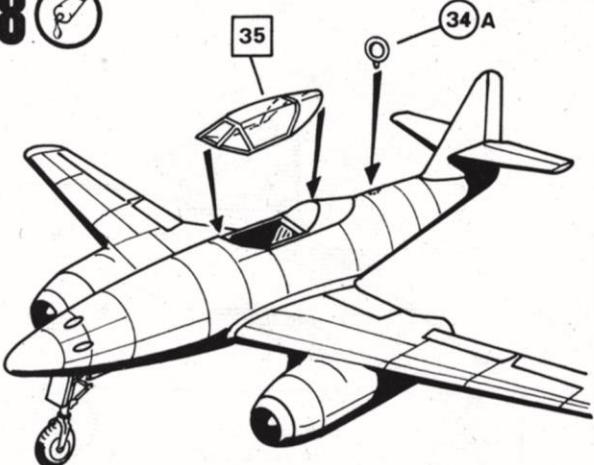
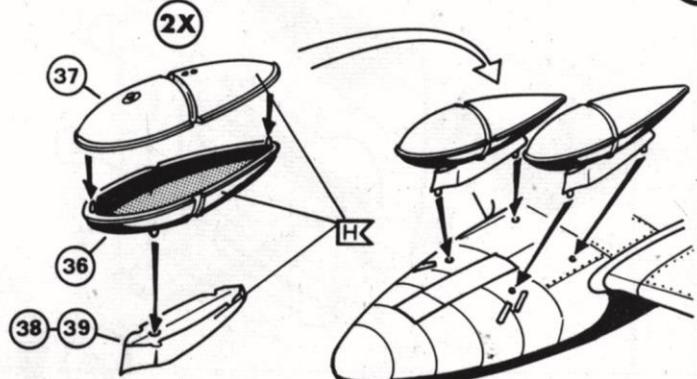
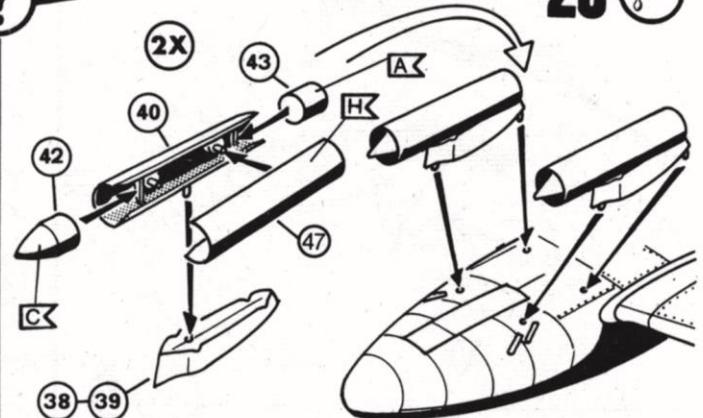
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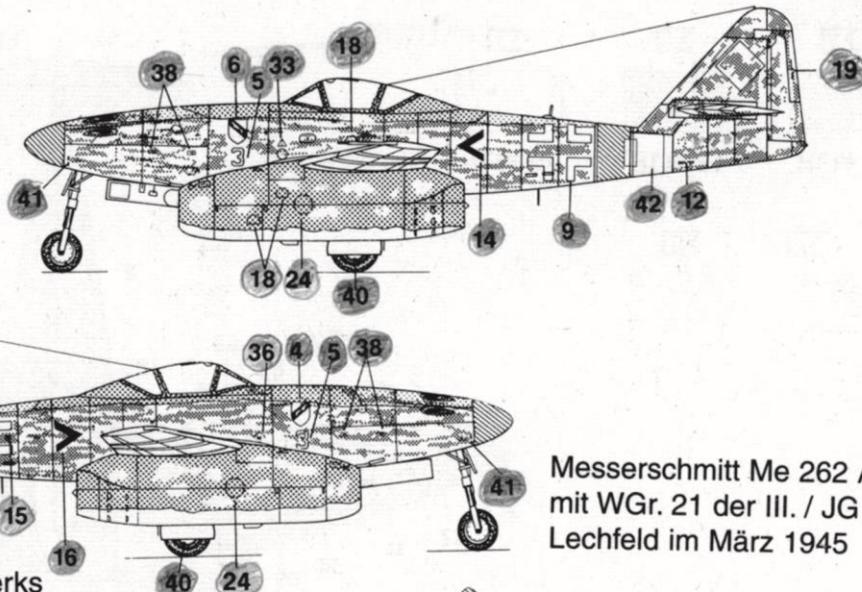
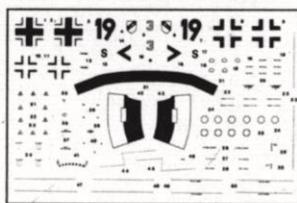


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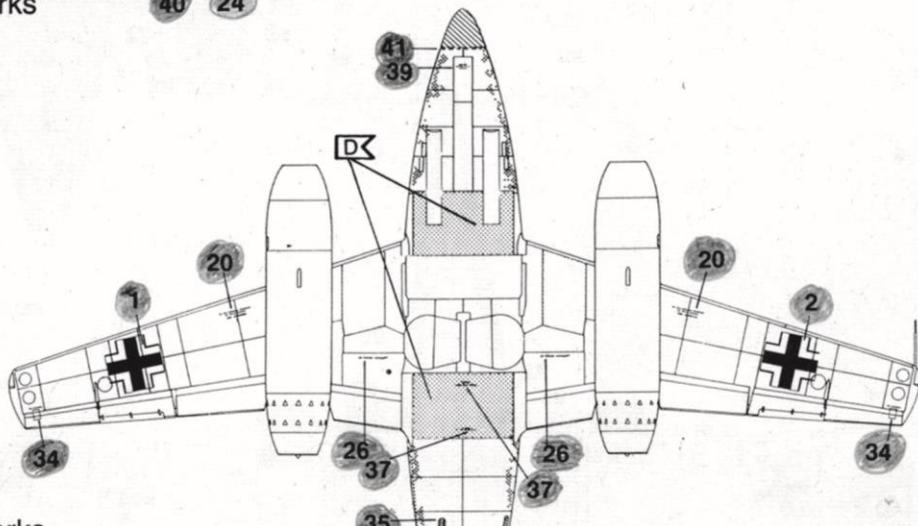
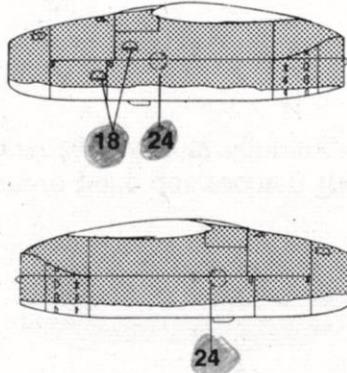




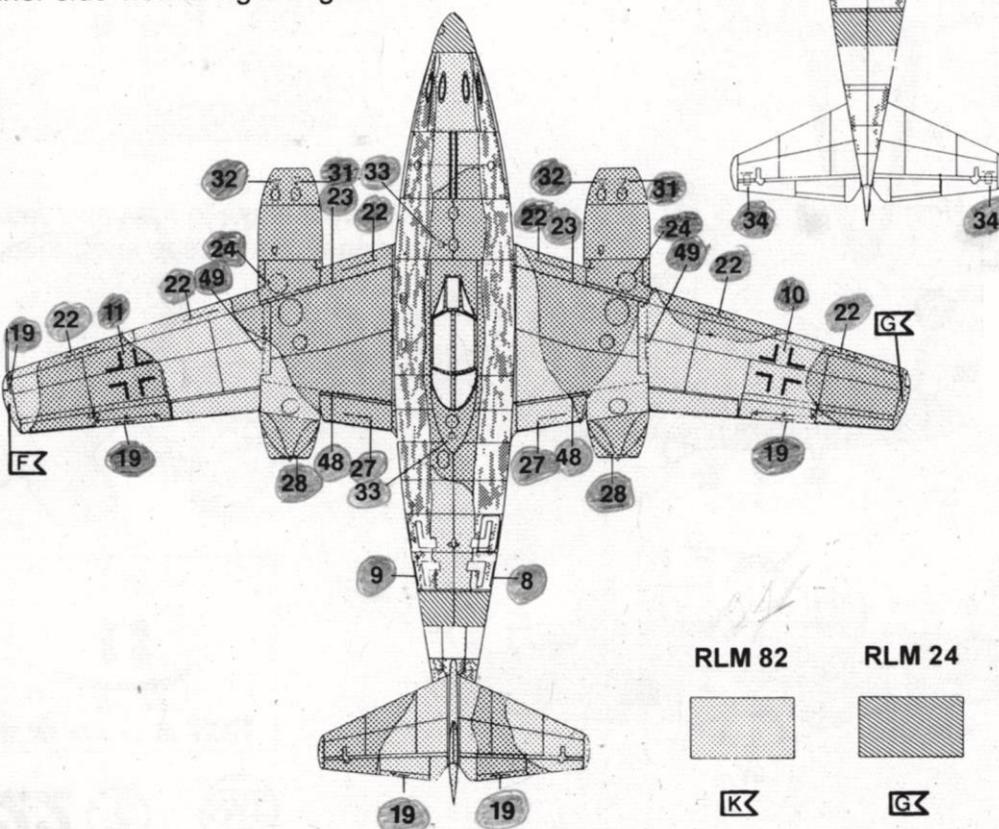
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**21 ?**

innere Seite des linken Triebwerks  
inner side view of left engine

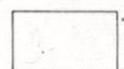


innere Seite des rechten Triebwerks  
inner side view of right engine



RLM 76

RLM 81



RLM 82

RLM 24

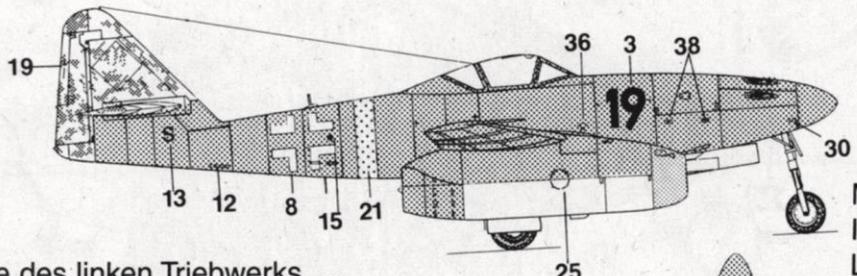
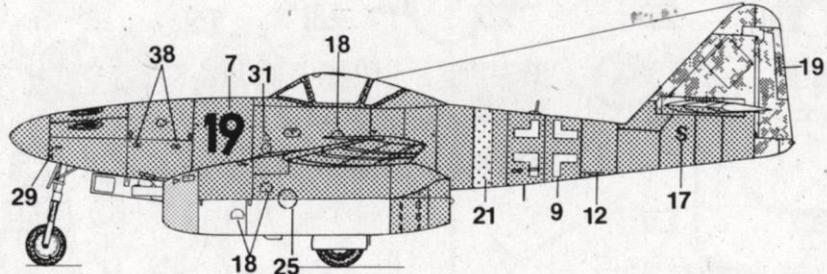
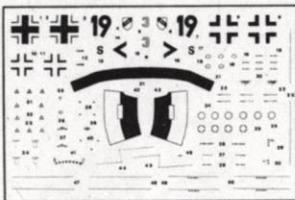


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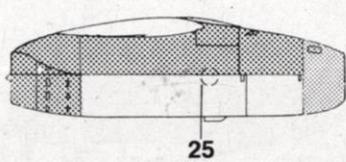
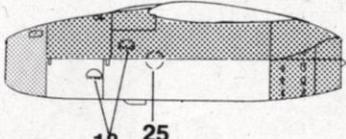
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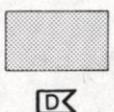
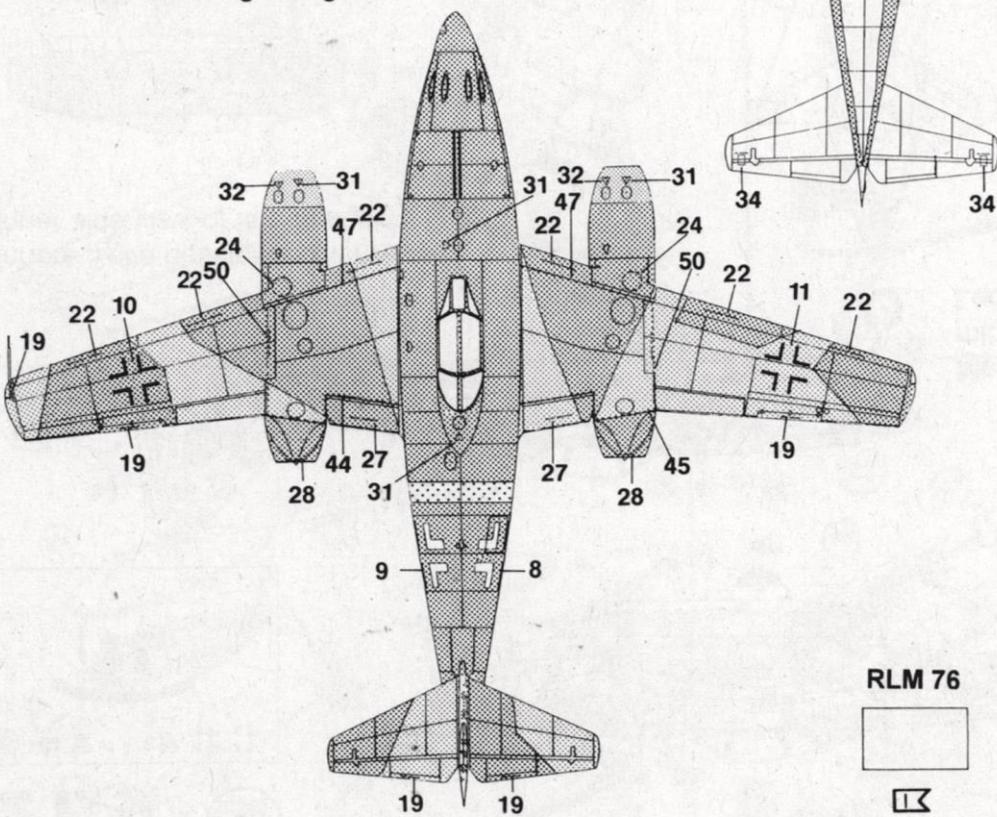
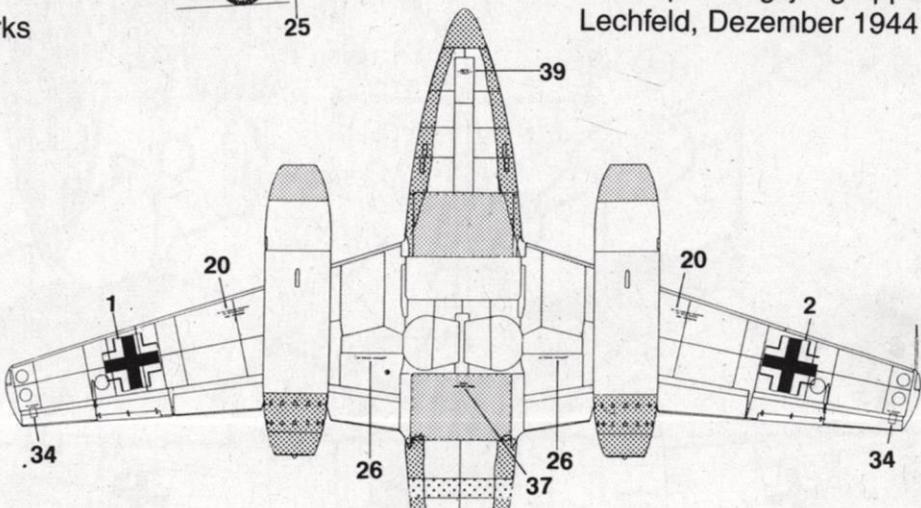
**22 ?**

Messerschmitt Me 262 A-1a  
III. / Erprobungsjagdgruppe 2  
Lechfeld, Dezember 1944

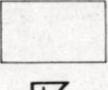
innere Seite des linken Triebwerks  
inner side view of left engine



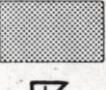
innere Seite des rechten Triebwerks  
inner side view of right engine



RLM 76



RLM 81



RLM 82

