

A minimum of complex trim for scale effect. A few minutes with spray gun produces splotches.

54½" span Fox .35 Stunt Machine . . . Semi-Scale Controline:

by James R. Vornholt

# 'ME-262' STUNTER

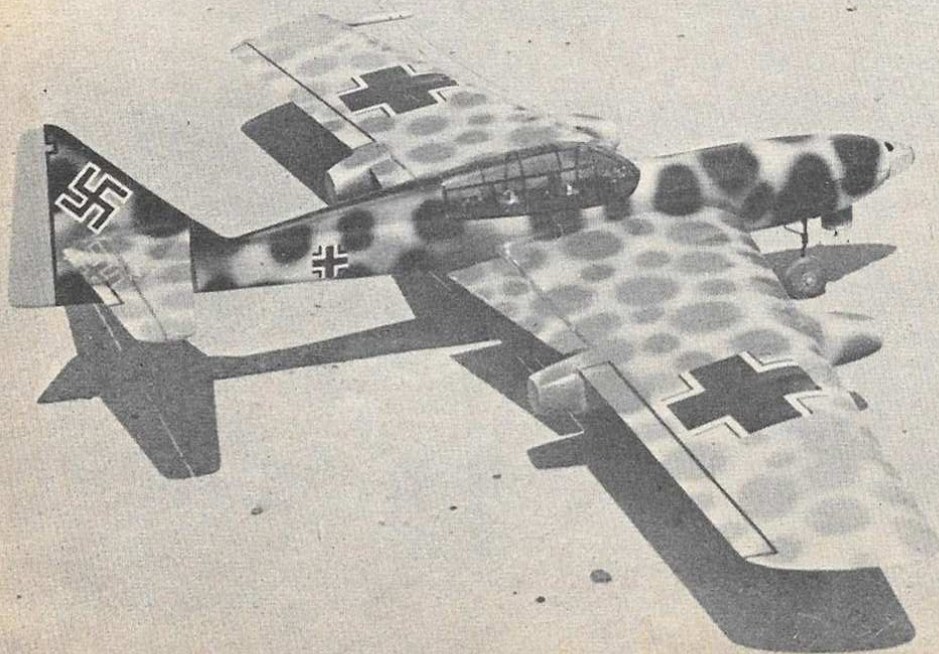
◆ First of the turbojet powered aircraft to achieve operational status, the "ME.262A" (single seat fighter) entered combat with the German Luftwaffe in August of 1944. Converted from its fighter configuration to that of a bomber as a result of Hitler's direct orders, the "262A" carried a bomb load of 2,200 lbs. Powered by two 1,960 lb. thrust Jumbo 004B turbojets, the "262A" was capable of approximately 522 mph, which was the fastest fighter in World War II.

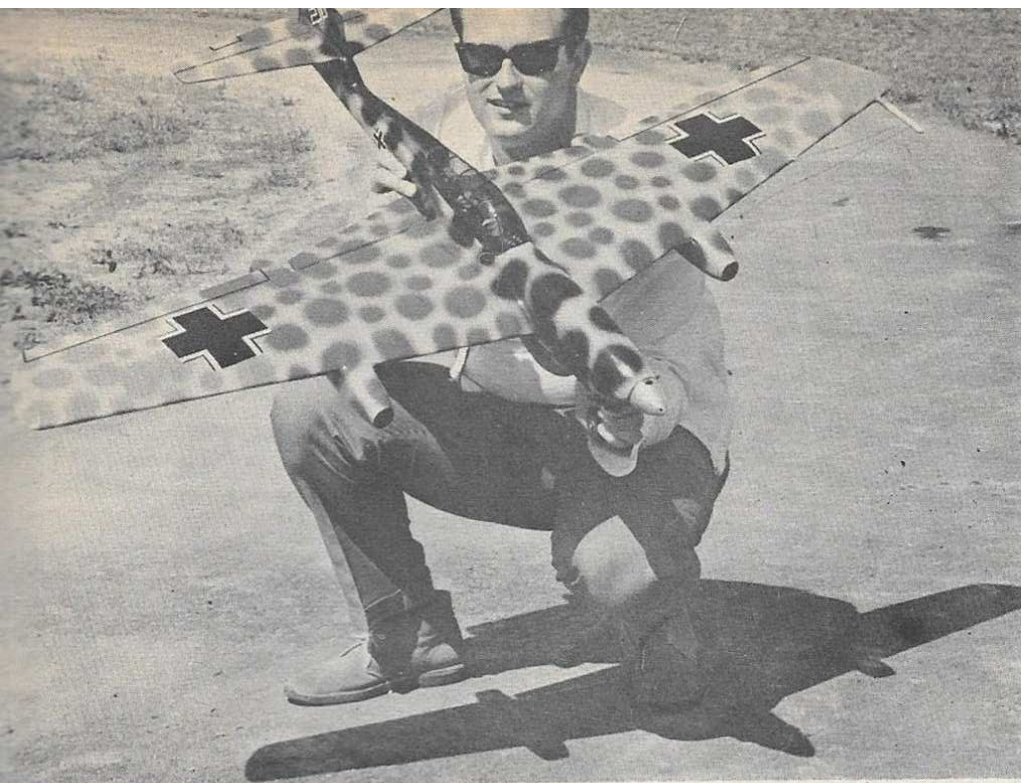
The "ME. 262B" all-weather fighter and two-seat trainer was adapted to carry the new Fug 218 radar, as was as additional radio and communications equipment. Perfection of the airborne radar system proved highly successful, despite its vulnerability to window-jamming countermeasures by the Allied Air Forces.

This semi-scale stunt model may be built as the "262A" bubble canopy version or as the 262B turtle deck version as shown on plans. So, if you like semi-scale type stunter with a realistic fighter look, why not build one?

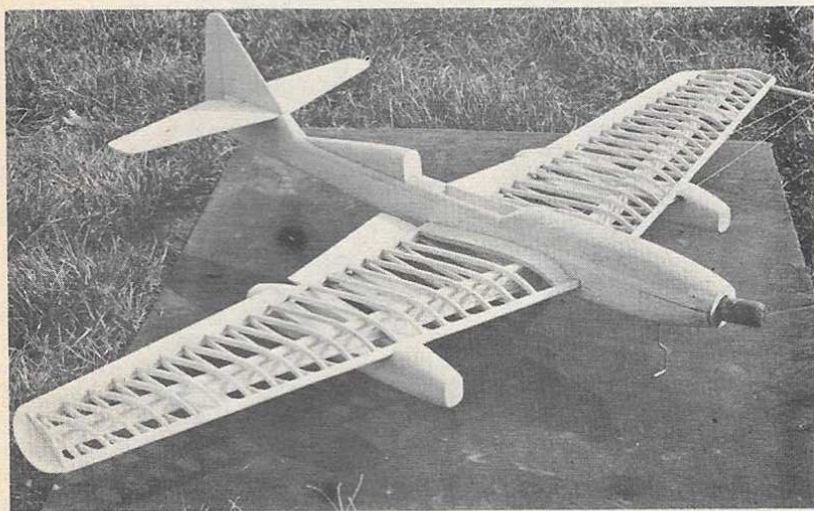
Construction: Start with a good level work table. Cut the body sides from ⅛" sheet, using the straight edge for the top of the body. This is what you use for your alignment. Cut ¼" plywood doublers and ⅛" plywood formers. Glue engine mounts, doublers and body formers in place. We always fiberglass the engine and tank compartment, but of course this is up to you. Next, we are ready for the "I-Beam," which is quite simple. We suggest you select strong straight-grained ¼" balsa for this. Cut ¼" plywood doublers for each side of the inboard wing. Cut tip rib former and

The adequate area for stunting is plainly visible here, a lean, lithe machine with .35 mill.





Jim and the "Me-262." Semi-scale, so no concessions to stunt performance. Unique, capable.



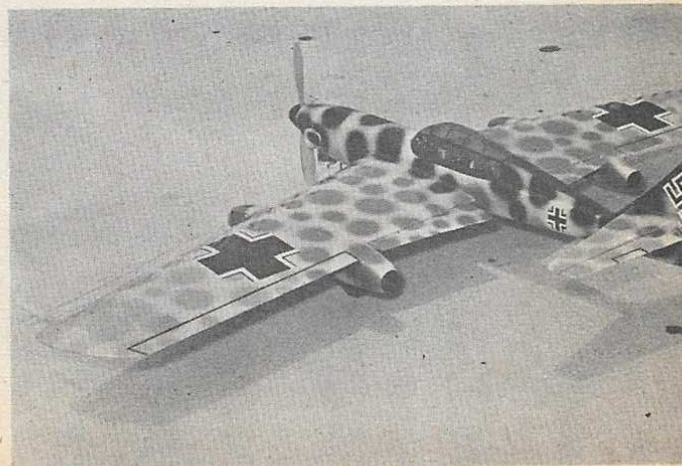
Typical I-beam cambered rib-strip structure, a fast way to scratch-build this efficient wing.



Side profile offers a distinctively scale look.

Bernard Ash turns it loose, a potent machine.

Dummy jet engine pods, belly tank for realism.



SEMI-SCALE

# "ME-262"

WWII FIGHTER:

install leading and trailing edges, then, let this dry overnight.

While this is drying, you can be cutting and hinging the stab and elevators and flaps. Mount the bell-crank and install pushrods and control horns. Cut two  $\frac{1}{4}$ " balsa pieces that the stab sits on. Now glue on stab and flaps. When dry you are ready for top and bottom blocks, as well as the nose block which we suggest you hollow for less weight. Next, install  $\frac{1}{8}$ " plywood landing gear platform and mount the gear. This is made from  $\frac{1}{8}$ " dia. wire.

Now you are ready to cut your wing ribs, using the rib pattern shown on the plan. Cut this pattern from  $\frac{1}{16}$ " plywood, drilling three small holes  $\frac{1}{4}$ " down from top of pattern. Place pattern on  $\frac{1}{8}$ " sheet balsa, pin the



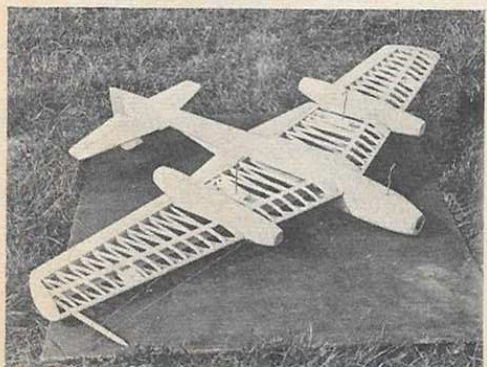
Beneath: trike gear design, similar trimming

## "ME-262" STUNTER

pattern to the sheet in all three holes. Make your cut and then move the pattern down to the pin marks. This will give you a place to make your next cut.

Almost forgot! Cut the jet pod sides to shape as shown on plan. Next, place  $\frac{3}{8}$ " balsa in front, in back and along the side of each pod. It should look like a box. When dry, sand to an oval shape, then glue to the wing. Along each side of the jet pods and the body, (top and bottom) 1" wide ribs are installed. Cut them from the same rib pattern you use for wing ribs. These ribs, reinforce the structure, and give you a surface to hold your wing covering. Next pin  $\frac{1}{8}$ " ribs into place, then cement in position. When dry sand them smooth with a long block and sandpaper. This will help you keep the same airfoil all the way out the wing. Next final sand all rough places and cover the structure when satisfied with the smoothness.

Finish: Telling a man how to finish is like telling him how to fly. It's something you do the way that is best for you. We used a light gray for the main color with three darker grays for the spots, starting with the lighter gray for the spots on the tip. As you go closer to the fuselage the spots get darker and finally ending in black. The Iron Crosses are black and white. The "262" weighed in at 48 ounces and flew best on 70 foot lines. Good luck and happy flying. ●



Wings sweep back a fair amount, well tested on earlier designs. Note leadout positions, pods.

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