

Messerschmitt Me262 Schwalbe (Swallow)

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Wingspan	1220mm/49 inches
Weight	950g (RTF) 28-33oz
Airfoil	Eppler 374 Modified
Motors	2x Permax 7.2v Speed 480 motors
Props	Graupner Semi-scale 6.5x4
Battery	8x cp1300
BEC	35a (made by club member)
Manufacturer	S&B Model Aircraft

What's In The Box?



The kit contains two very nice pre-sheathed foam wing cores, with the leading edge and wing tips sanded to shape, one EPP fuselage sanded to shape, two nacelles shaped with holes already drilled out for the motor wires, laser cut tail feathers and motor mounts, and a bag of hardware and an instruction manual with heaps of photos. These guys are true to their word that no sanding is required. It's all done for you.



Let's Build It

The first step is to cover everything with packing tape. Start by spraying 3M77 over the surface to be taped. Once tacky, apply the tape with about a 3mm overlap. Keep a rag handy to flatten any bumps or lumps that appear in the tape. I started with the wings, then the fuselage, and finally the nacelles. Once this is done, join the wings together using 30-minute epoxy. When they are ready, follow the directions, and cut out the ailerons from each wing. You then add the aileron cable.



The outer tube in the wing is already installed for you, so all you do is push through the supplied inner wire. Next, I mounted the servo into the wing, and ran the wire through the supplied mounts on each aileron.





Next, run the motor wires throughout the wings and out to where the nacelles will be mounted. Push the wire through each nacelle and then tape it into its correct spot. Solder the motors to the wire and tape the mounts to the nacelle.



I then covered the fuselage using the same method as the wings, installed the wing bolt, and mounted the wing. With the wing now on, I added the tail feathers. I then installed all of the radio gear and prepped it for painting.

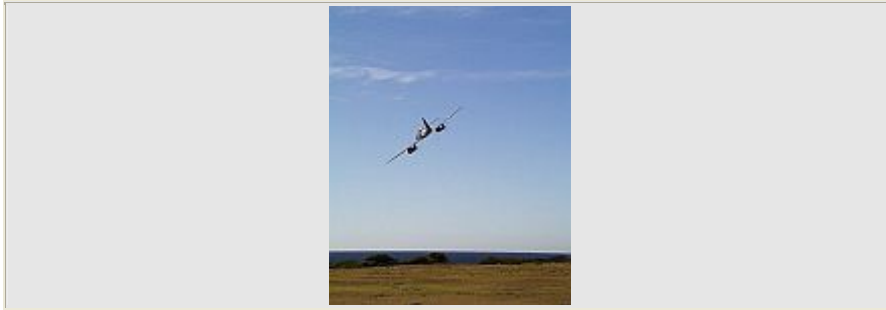
Finishing





First thing to do here is to shrink the tape with a heat gun. This was a non-event, and I got rid of any bumps I may have missed when I originally taped it. The tape was then sanded, and the entire model sprayed in a grey auto primer from Kmart. I then airbrushed a darker grey in splinter camouflage on the wings, and gave the fuselage a matted spray. Panel lines were drawn on, and it was ready to go.

Flying



With the throttle at full, the two Permax 480 motors were providing heaps of power, so I went for it. With a good throw, it was away. The climb out was a non-event, and the model needed some up trim, but otherwise, it flew as if it was on rails. I think that it looks very realistic in the air, and it will give a twinjet a run for its money. Beware, as it has an interesting tip stall, but Geoff from S&B has told me that moving the CG forward more will eliminate this.

Crashing

Okay, we all aren't perfect, and even the best of us have bad days, but hey, this model it just bounces!!! That's right. It's made of EPP foam, so it is almost indestructible. If you crash, you won't be coming home with plastic bags of model bits. Just pick it up and fly again.

Conclusion

All in all, this is a great plane in both ease of construction and performance in the air. It is definitely not a beginner's plane, but is suited to the more experienced flyer who likes to fly fast!

Many thanks go to Geoff and Daryl at S&B models for giving me an opportunity to build one of the first production kits in Australia; they are great guys, and they offered me lots of hints and tips while building the 262. Their website, www.sbrcmmodels.com, is worth checking out, so look them up. You won't be disappointed.