

MESSERSCHMITT ME-163 KOMET

No. 7625

TESTORS



HISTORY

The Messerschmitt Me-163 Komet was perhaps the most unusual and dangerous warplane to ever see series production. Designed by Alexander Lippisch, the Komet was basically a high speed glider fitted with a rocket motor. Prior to the war Lippisch was involved in designing tail-less and all-wing aircraft, most of them gliders. In 1937 the German Air Ministry's research department asked Lippisch to design a plane to take a rocket motor being developed by Heilmuth Walter.

The Me-163A was originally intended as a high speed research plane, but its spectacular performance coupled with the exigencies of war soon demanded that it be developed into a fighter plane. The Me-163B was designed from the outset as a fighter. Fitted with two cannons and armor protection for the pilot, it was supposed to break up the Allied bomber formations. The small size and incredible speed of the Komet caused much fear among bomber crews, as well as making it a difficult target for their fighter-escort. Fortunately, the Komet was only produced in small numbers. Its only weaknesses were its short endurance and the highly volatile fuels used to propel it, which sometimes exploded upon landing.

The Komet was a true pioneering aircraft. The war forced its accelerated development despite its drawbacks. Its performance far exceeded anything of its time. The Komet was the first plane to scratch the sound barrier and its design parameters were soon to pave the way to the "jet-age".

SPECIFICATIONS

Wing Span	30'6"
Length	18'8"
Wing Area	210.97 sq. ft.
Power Plant	One Walter HWK 109-509A-2 bi-fuel liquid rocket motor
Max. Thrust	3,750 lbs.
Armament	Two 30mm MK 108 cannon with 60 r.p.g.
Weight	Empty- 4,200 lbs. Loaded- 8,500 lbs.
Max. Speed	596 mph

Reference Sources

- Aircraft in Profile Vol. 11 (No. 228) Wolfgang Spate and Richard P. Bates (Doubleday)
- Rocket Fighter (The Story of the Messerschmitt Me-163), Hans Ziegler (Squadron/Signal Publications)
- Messerschmitt Me-163 Komet, Aero series Vol. 17, Edward T. Maloney (Aero Publishers Inc.)
- Warplanes of the Third Reich, William Green (Doubleday)

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. If it is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts fit together) or imperfections with **Model Master Red Putty #8879C**, available at most hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor Enamels. Parts of the model are painted individually, and then the entire model is overpainted, when you have finished construction.

First of all, be sure your brushes are soft, clean and flexible. Keep them that way by cleaning them thoroughly with Testor Paint Thinner. Never use inexpensive brushes! A selection of Testor Shed-Proof Brushes will serve you well.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and fat.

Most parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

When your model is completed, apply a coat of Testor Dulcote #1290 to the entire model. This will give it an authentic, dull finish and protect the surface of the model.

1 PARTS 1, 2, 9-12, 14, 15, 18

Preliminary Painting

- 6, 10, 1, 2 inner walls of cockpit.
- "Black Gray 66" (mix 3 parts #1149 Flat Black and 2 parts #1163 Flat Battle Gray)
- 15, 11 propeller blades only.
- #1160 Steel
- 18 pilot figure (optional).
- #1165 Flat Military Brown suit, gloves and boots with #1163 Rubber helmet and #1170 Flat Light Tan face.

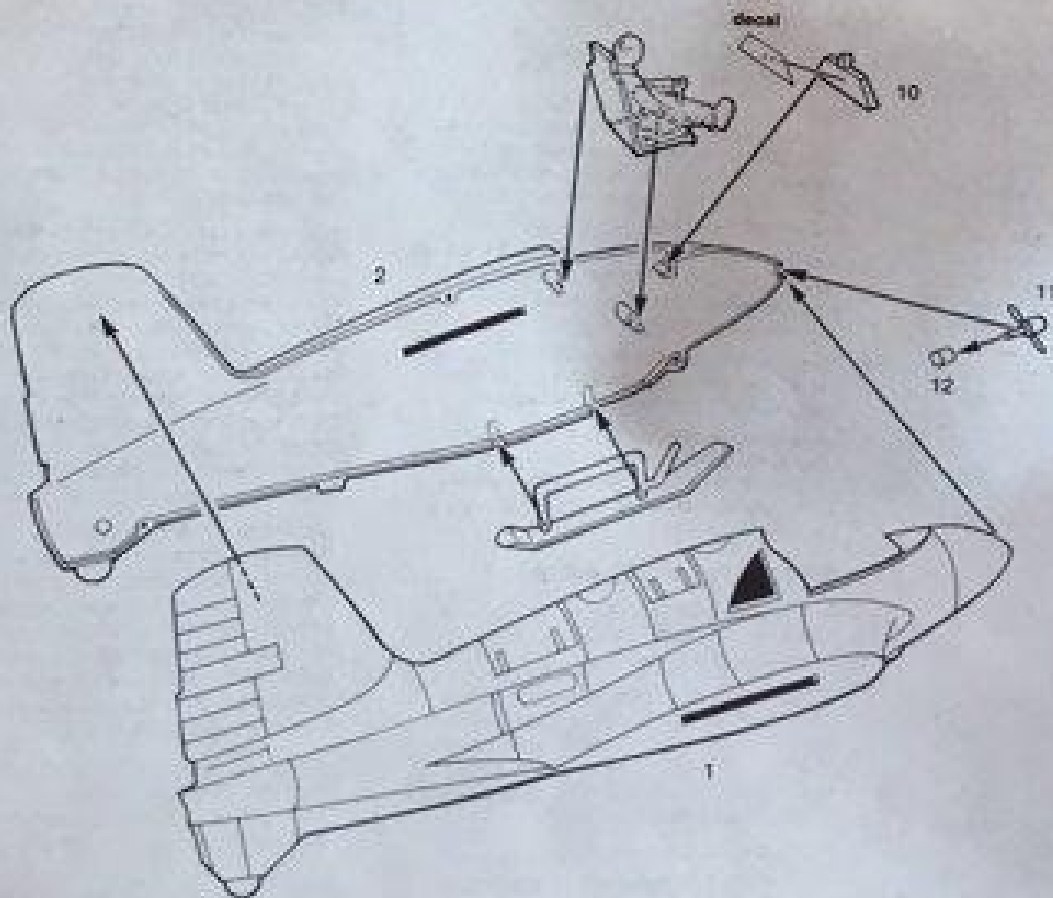
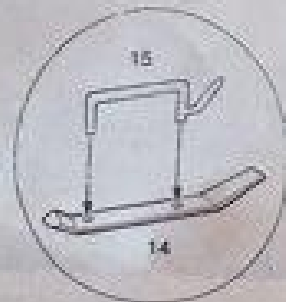
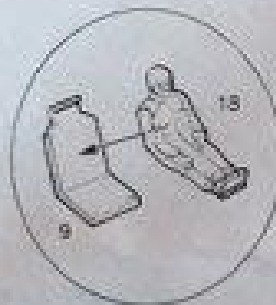
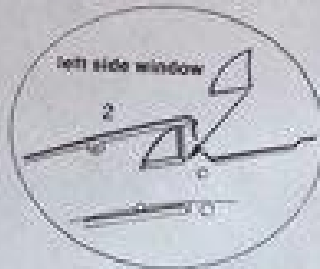
Assembly

- 1. Glue left and right side windows into left and right fuselage halves 2 and 1. Cement pilot 18 (optional) to seat 9 and cement seat to locating lugs inside fuselage half 2. Cut out instrument panel decal and cement to instrument panel 10 (do not dip in water). Cement instrument panel inside 2 as shown.
- 2. Cement landing skid strut 15 to landing skid 14. Cement hub 12 to generator prop 11. Place (do not cement) landing skid and generator into notches on fuselage half 2 as shown, then cement right fuselage half 1 to left fuselage half 2. Do not get cement on landing skid or generator or these parts will not operate.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do not use large amounts of cement.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

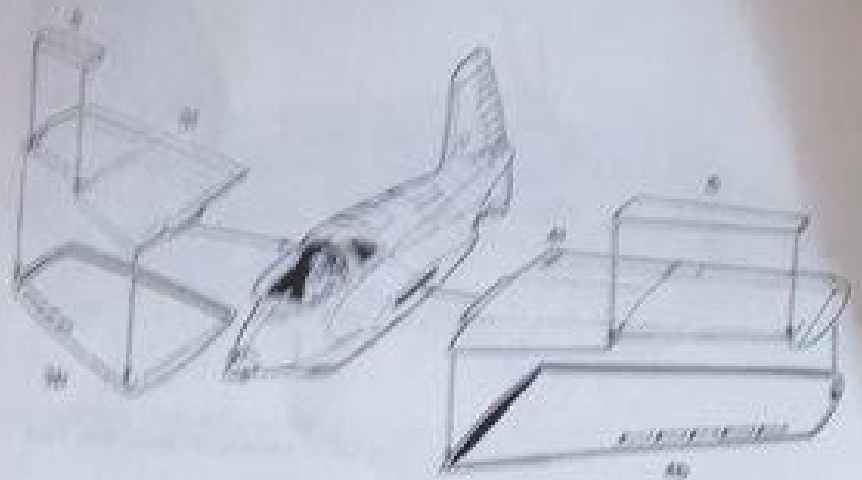
NOTE: Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.



2 PARTS 3-6

Assembly

1. Cement right wing halves 38 and 41 together. Cement left wing halves 39 and 41 together. Cement wing slot 5 to right wing and wing slot 6 to left wing as shown. (See box photo for proper slot fitting.) Cement wings to fuselage.



3 PARTS 7, 8, 13, 15, 17, 19

Preliminary Painting

armor frame inside front of canopy; 7, 8 inner side of flaps

R0070 Schwarzgrau RLM 66

19 wheel hubs only

"Seed Gloss Black" (mix 4 parts #1149

Flat Black and 1 part #1147 Gloss Black)

19 tires only

#1153 Rubber

13 pilot lip only

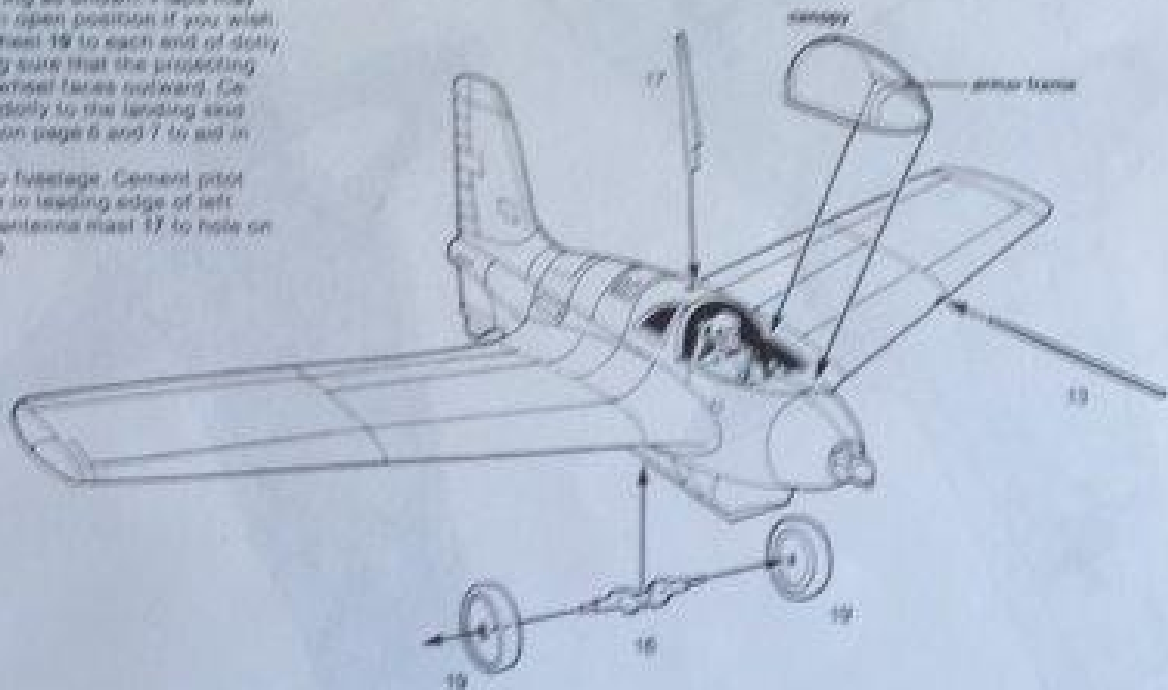
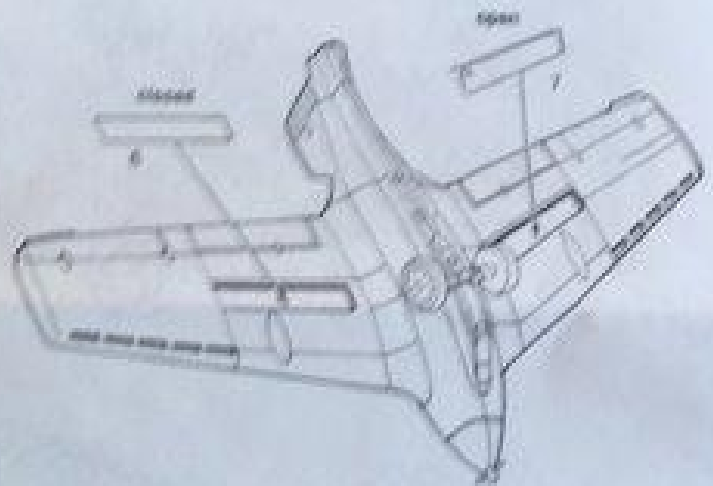
#1145 Silver

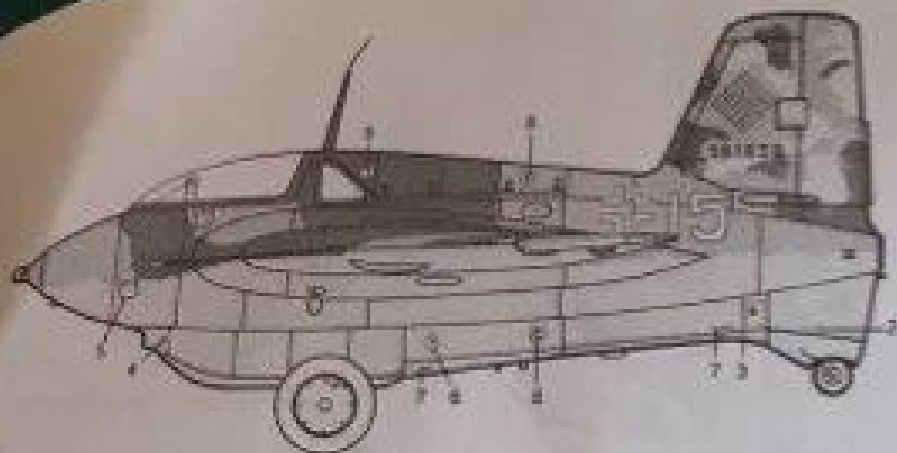
15 dolly

#1185 Steel

Assembly

1. Cement flaps 7 and 8 into depressions in underside of wing as shown. Flaps may be cemented in open position if you wish. Cement one wheel 19 to each end of dolly axle 15, making sure that the projecting boss on each wheel faces outward. Cement finished dolly to the landing gear tube drawings on page 6 and 7 to aid in positioning.
2. Slide canopy to fuselage. Cement pilot tube 13 to hole in leading edge of left wing. Cement antenna mast 17 to hole on top of fuselage.





Me-163B-1 of 7./JG-400, Schleswig-Holstein, May 1945

COLOR KEY



1. #1150 Flat Red



2. #2086 Lichtblau RLM76



3. #2091 Dunkelgrun RLM 82

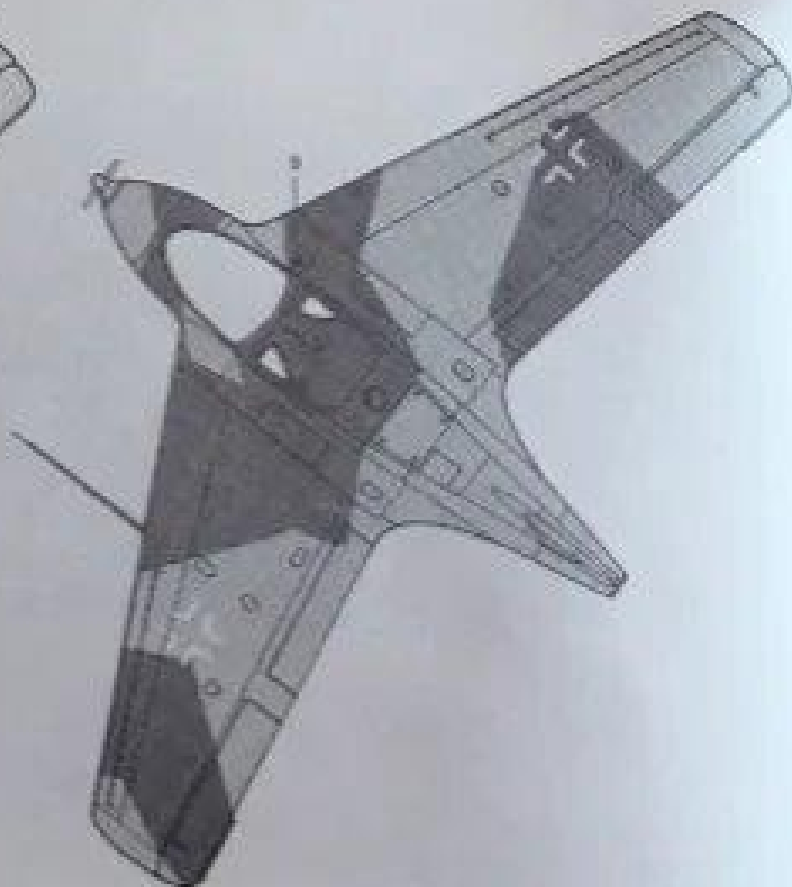
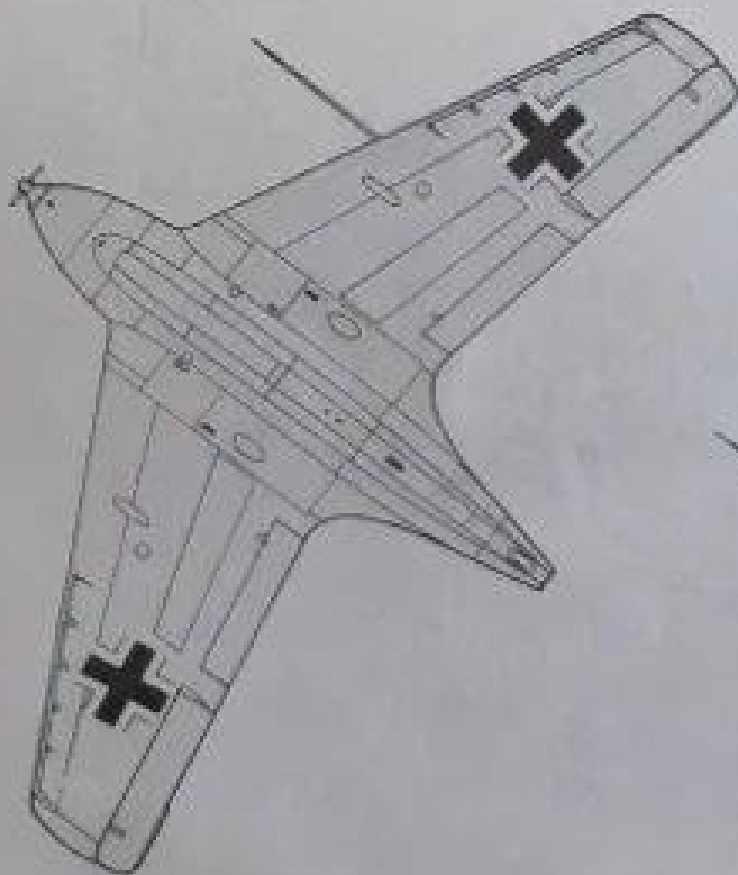


4. #2090 Braunviolett RLM 81



5. #1160 Flat White

NOTE: The numbers on the drawings refer to the numbers next to the appropriate marking on the decal sheet. The numbers in circles refer to the colors indicated on **COLOR KEY**. Instructions for applying decals appear on page 8.

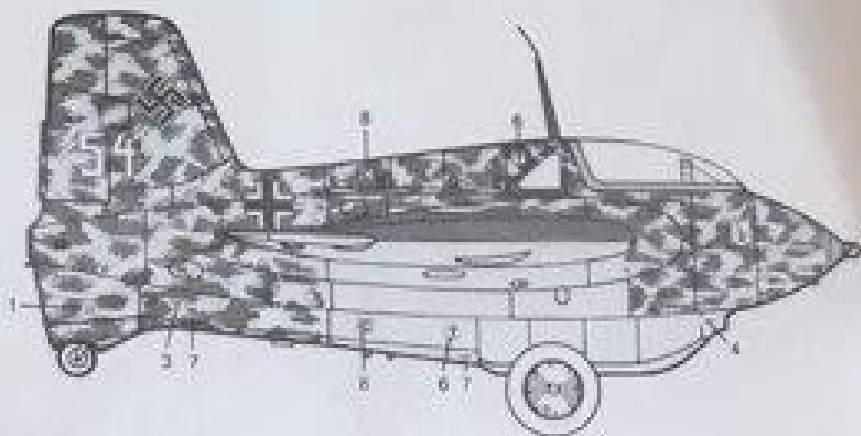


SPECIAL NOTE

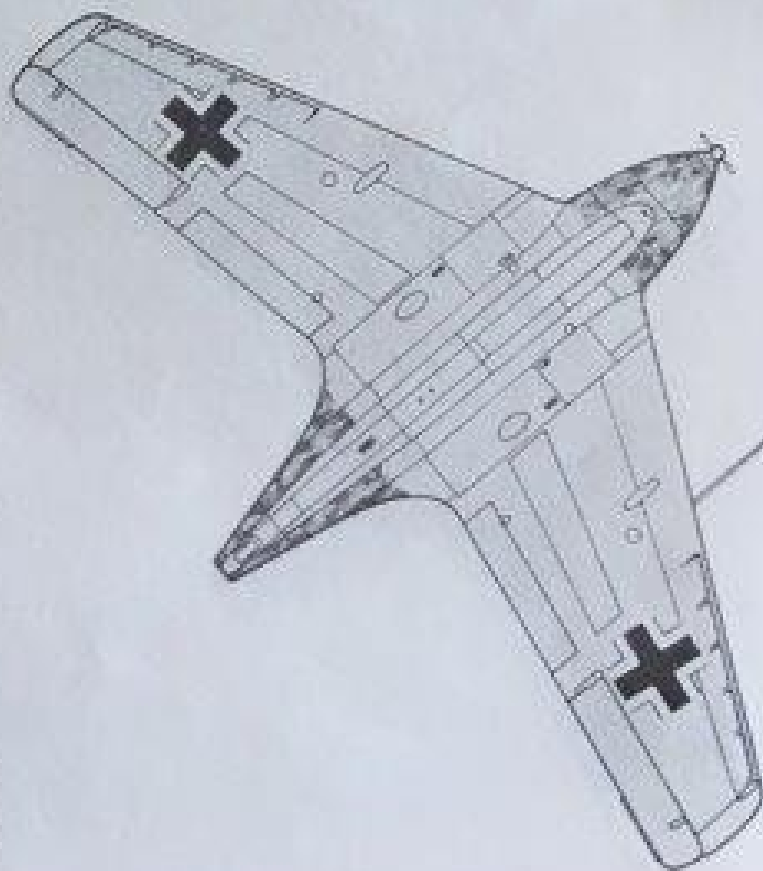
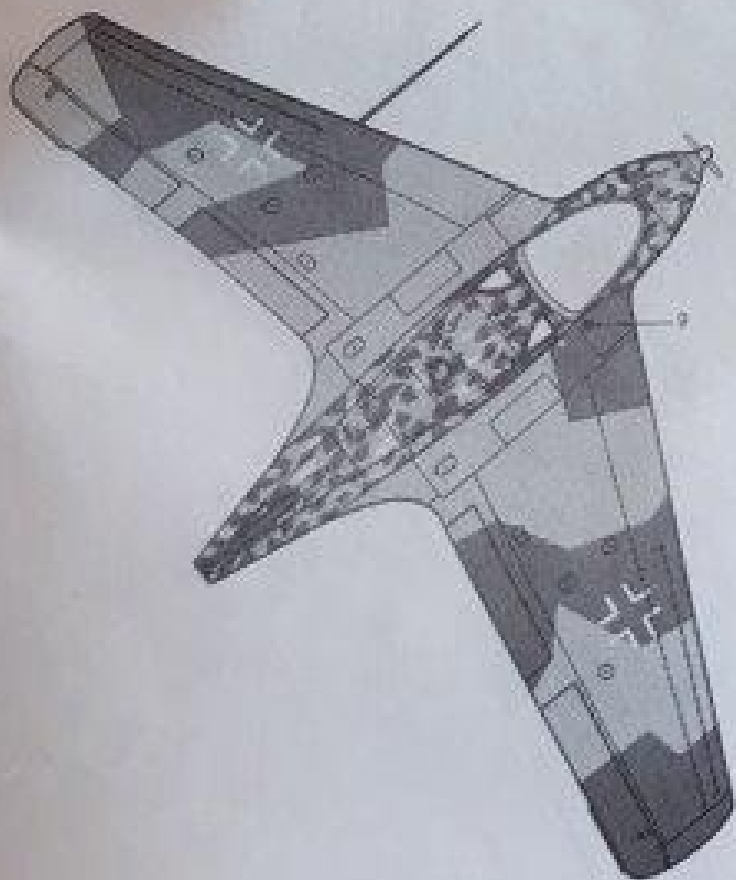
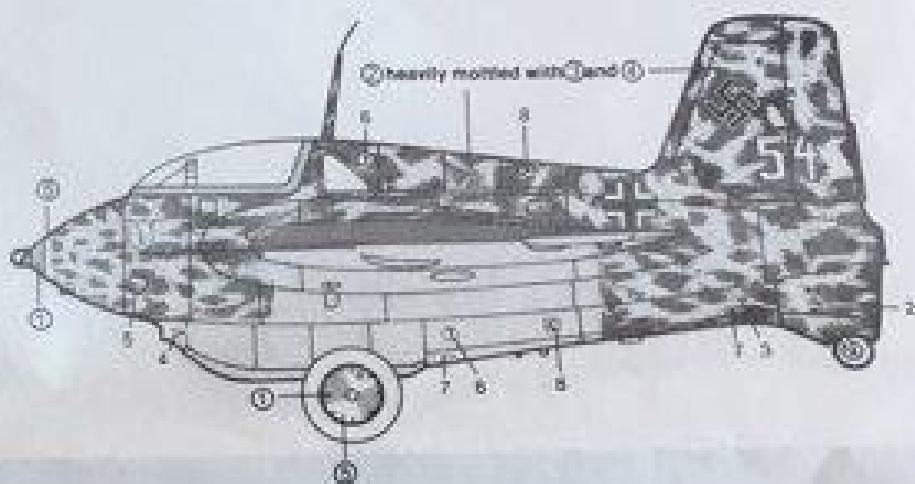
In our efforts to give the modeler the most accurate model possible, we have included German swastika markings on our painting guides and decal sheet. It is not our intention to glorify Nazism or its causes, but only to present an historically accurate model. It is left up to the individual to use or discard these decals.

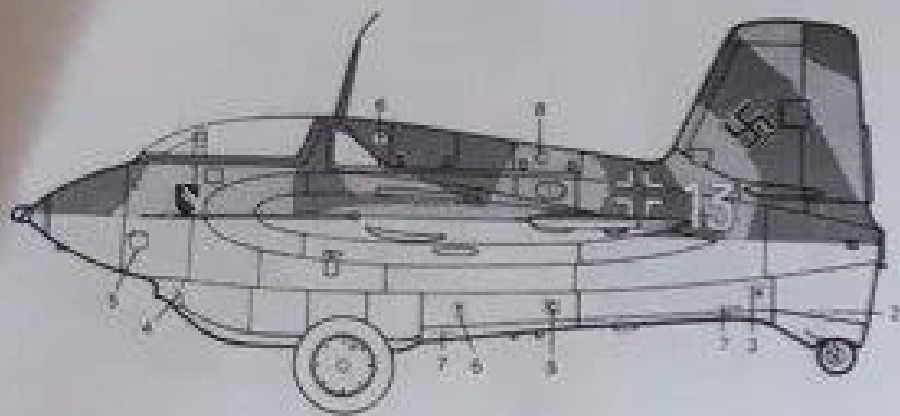
NOTE: Most Komets were sprayed at the factory with a special clear varnish to help improve streamlining. This finish was applied directly over the camouflage and resulted in a semi-gloss appearance. This finish can be duplicated by doing the following:

1. Spray the model overall with #1261 **Glosscoat** and allow to dry.
2. Apply the decals following the instructions on page 8, and allow to dry.
3. Spray the entire model with unshaken #1260 **Dulcote**. By not shaking the Dulcote, the dulling agent will remain settled in the bottom of the can, and the resultant finish will have a slight sheen to it.



Me-163B-1 of I/JG 400 (training staffel), Merseberg, May 1945

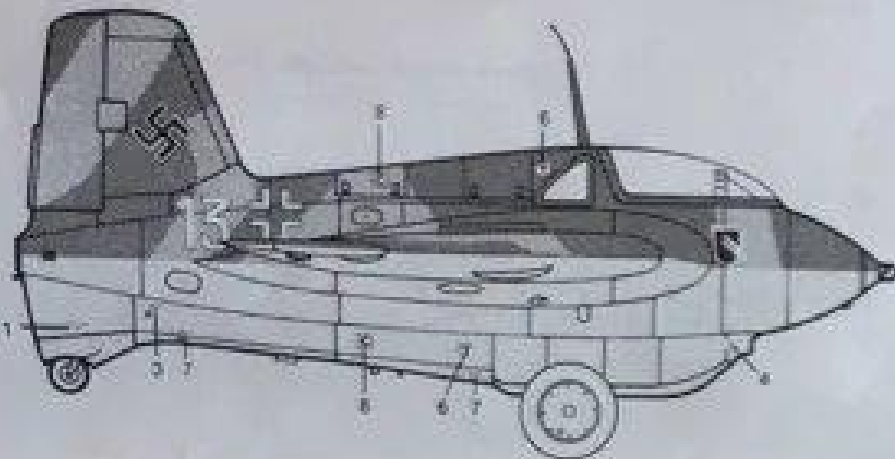




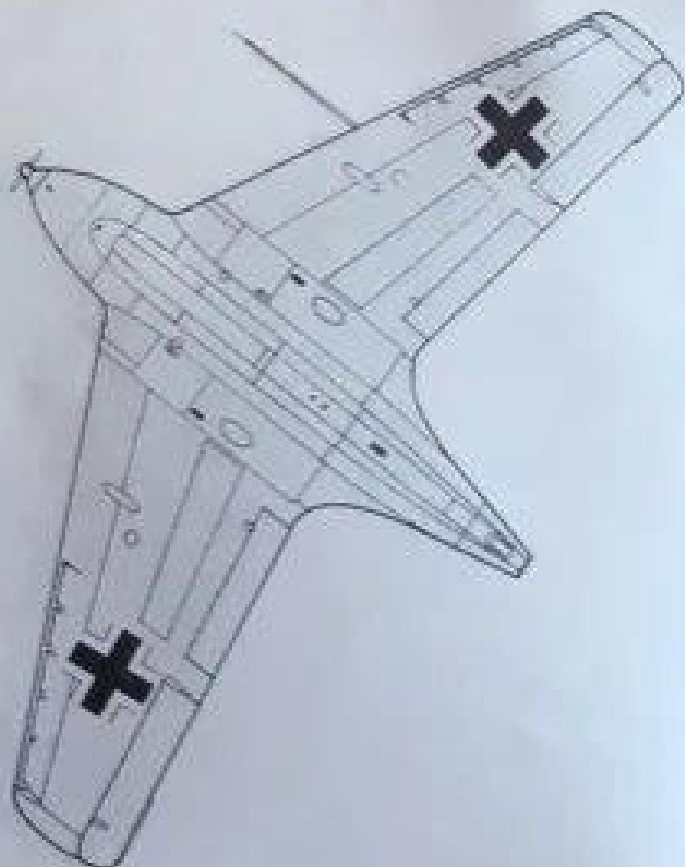
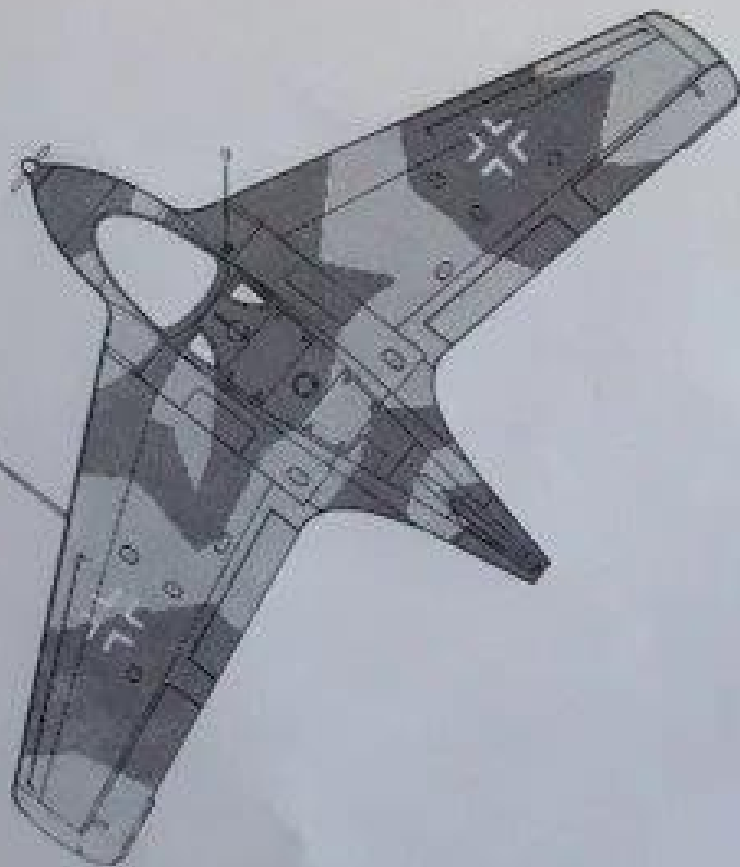
Me-163B-1 of 2,120 400, Brandis, Jan. 1945

COLOR KEY

-  1. #1150 Flat Red
-  2. #2085 Lichtblau RLM76
-  3. #2091 Dunkelgrun RLM 82
-  4. #2090 Braunviolett RLM 81



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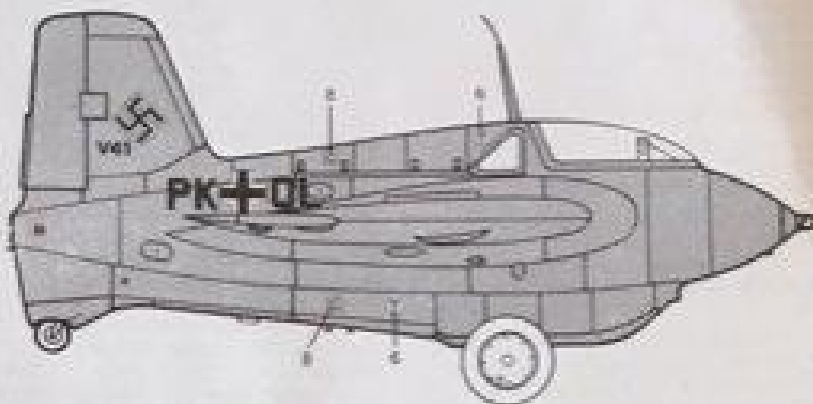


SPECIAL NOTE

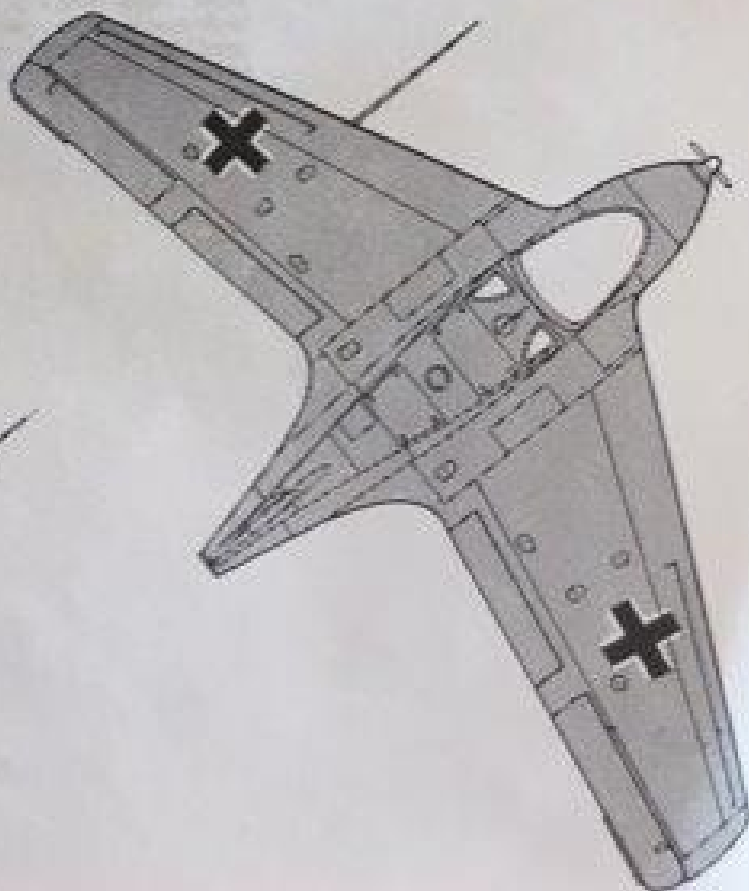
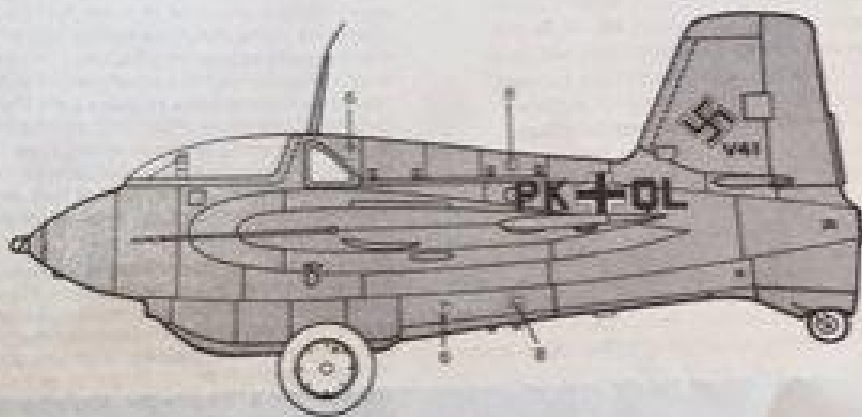
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Me-163B-O V-41, Eprobungskommando 16, Bad Zwischenahn, May 1944
(flown on first operational Komet mission)



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ME-163 KOMET NO. 625

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