HE-219

HEINKEL FIGHTER 219 A-2

amt ©

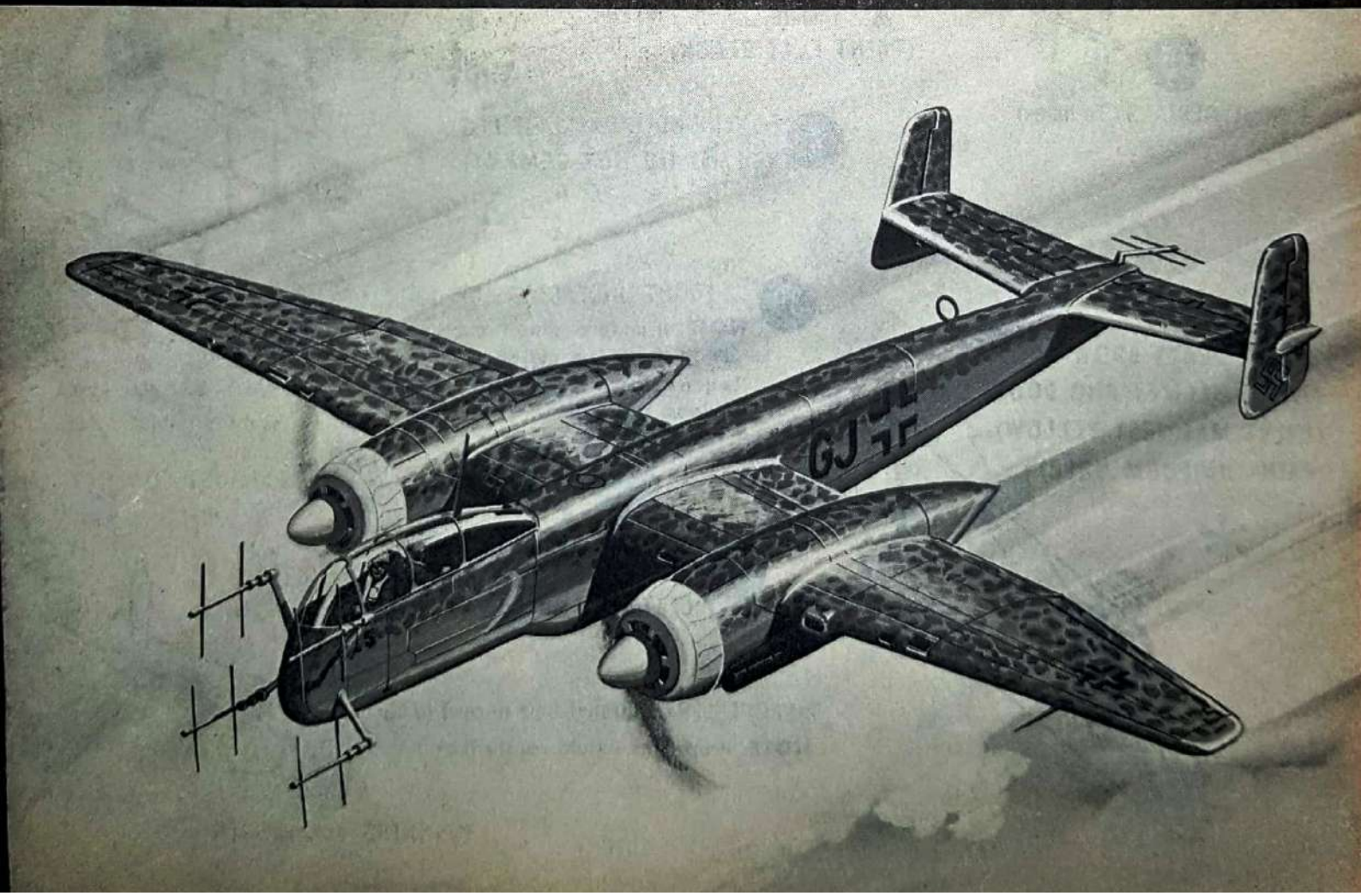
FROG

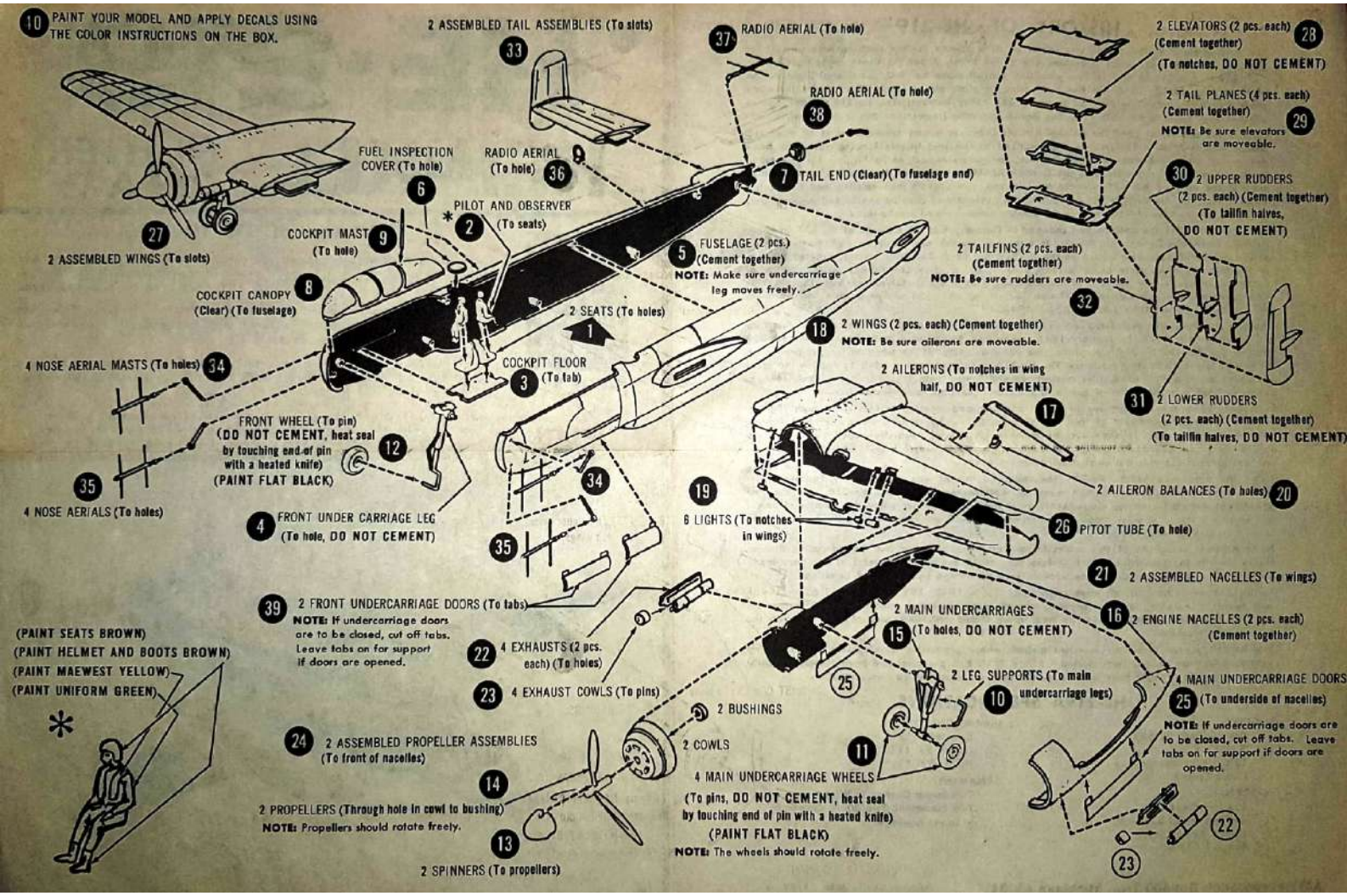
READ THIS BEFORE YOU BEGIN

AMT kits are moulded from the finest high-impact styrene plastic. Use only paint and cement made for styrene. Trim excess plastic from parts before joining. Use just enough cement to join parts, and be careful not to smear cement on exposed surfaces.

Look over this instruction sheet carefully before you begin building. Follow the assemble instructions and "test fit" the parts without cementing. This will familiarize you with the fit and location of the parts.

Built according to the instructions on this sheet, you should have no trouble assembling your model. Just FOLLOW THE NUMBERS. The parts are numbered in the order of assembly.




10 PAINT YOUR MODEL AND APPLY DECALS USING THE COLOR INSTRUCTIONS ON THE BOX.
2 ASSEMBLED TAIL ASSEMBLIES (To slots)
33
37 RADIO AERIAL (To hole)
RADIO AERIAL (To hole)
38
2 ELEVATORS (2 pcs. each) (Cement together)
28
(To notches, DO NOT CEMENT)
2 TAIL PLANES (4 pcs. each) (Cement together)
29
NOTE: Be sure elevators are moveable.
FUEL INSPECTION COVER (To hole)
6
RADIO AERIAL (To hole)
36
7 TAIL END (Clear) (To fuselage and)
30 2 UPPER RUDDERS (2 pcs. each) (Cement together) (To tailfin halves, DO NOT CEMENT)
PILOT AND OBSERVER
2
(To seats)
27
2 ASSEMBLED WINGS (To slots)
COCKPIT MAST
9
(To hole)
5 FUSELAGE (2 pcs.) (Cement together)
NOTE: Make sure undercarriage leg moves freely.
2 TAILFINS (2 pcs. each) (Cement together)
NOTE: Be sure rudders are moveable.
32
COCKPIT CANOPY
8
(Clear) (To fuselage)
2 SEATS (To holes)
1
18 2 WINGS (2 pcs. each) (Cement together)
NOTE: Be sure ailerons are moveable.
4 NOSE AERIAL MASTS (To holes)
34
COCKPIT FLOOR
3
(To tab)
2 AILERONS (To notches in wing half, DO NOT CEMENT)
17
31 2 LOWER RUDDERS (2 pcs. each) (Cement together) (To tailfin halves, DO NOT CEMENT)
FRONT WHEEL (To pin)
(DO NOT CEMENT, heat seal by touching end of pin with a heated knife)
(PAINT FLAT BLACK)
12
34
19
2 AILERON BALANCES (To holes)
20
35
4 NOSE AERIALS (To holes)
4 FRONT UNDER CARRIAGE LEG
(To hole, DO NOT CEMENT)
35
6 LIGHTS (To notches in wings)
26 PITOT TUBE (To hole)
21 2 ASSEMBLED NACELLES (To wings)
39 2 FRONT UNDERCARRIAGE DOORS (To tabs)
NOTE: If undercarriage doors are to be closed, cut off tabs. Leave tabs on for support if doors are opened.
2 MAIN UNDERCARRIAGES
15
(To holes, DO NOT CEMENT)
16 2 ENGINE NACELLES (2 pcs. each) (Cement together)
(PAINT SEATS BROWN)
(PAINT HELMET AND BOOTS BROWN)
(PAINT MAEWEST YELLOW)
(PAINT UNIFORM GREEN)
22 4 EXHAUSTS (2 pcs. each) (To holes)
25
2 LEG SUPPORTS (To main undercarriage legs)
10
4 MAIN UNDERCARRIAGE DOORS
25
(To underside of nacelles)
NOTE: If undercarriage doors are to be closed, cut off tabs. Leave tabs on for support if doors are opened.
23 4 EXHAUST COWLS (To pins)
2 BUSHINGS
24 2 ASSEMBLED PROPELLER ASSEMBLIES
(To front of nacelles)
2 COWLS
11
4 MAIN UNDERCARRIAGE WHEELS
(To pins, DO NOT CEMENT, heat seal by touching end of pin with a heated knife)
(PAINT FLAT BLACK)
NOTE: The wheels should rotate freely.
14
2 PROPELLERS (Through hole in cowl to bushing)
NOTE: Propellers should rotate freely.
13
2 SPINNERS (To propellers)
22
23

HISTORY OF HE-219

The Heinkel He-219 Uhu (Owl) was conceived as a private venture multi-purpose aircraft for daytime operations. In service it became one of the finest, if not the finest, night fighting aircraft envolved in World War II. This promising aircraft made her first operational flight on the night of June 11-12, 1943. On this first sortie, its pilot, Major Streib, flew one of the early production types against a flight of incoming EAF heavy bombers. The He-219's radar was so effective that Major Streib shot down five British Lancaster bombers on this initial flight.

Early in the summer of 1940 the Heinkel Aircraft Company began development of an advanced design with such novel features as a pressurized cockpit and tricycle landing gear. The basic design was readily adaptable to any of several configurations such as fighter, bomber or torpedo bomber. The design was offered to the German Air Ministry, but at that stage of the war they were of the opinion that victory could be achieved with aircraft then existing and the project was shelved. The Air Ministry did not consider it necessary to develop specialized night fighters as it was felt that the Me-110 and Ju-88 bomber could be modified to this role.

By the end of 1941 the position had changed in Germany and the pressure of the RAF bombing by night forced the German Air Ministry to alter their opinion and request a night fighter version of the Heinkel design, now known as the He-219. In March 1942 the aircraft suffered the first of the setbacks which were to be a feature of its career. Two EAF attacks on the factory at Rostock destroyed eighty per cent of the drawings, though the prototype survived. The development program was transferred to Vienna for safety and 130 pre-production aircraft were ordered to be in operational service by April 1943.

The first prototype was completed within eleven months of receipt of the contract and first flew on November 15, 1942. In January 1943 comparison flights were made between the He-219 and the Ju-188. The He-219 was proven the more successful of the two and the pre-production order was increased to 300 machines. The He-219 underwent various trials to finalize the ideal armament and the first production aircraft were delivered with four 15mm or 30mm cannon. Extensive trials were also carried out to find the most suitable radar installation.

By August 1943 the aircraft was in full production and meeting success as a night fighter. The EAF countered the threat of this new German fighter by sending Mosquito night fighters with the bomber stream to seek out the Heinkels. A special "Anti-Mosquito" version of the He-219 with more powerful engines and a higher top speed was hurriedly evolved. This model had less protective armor but carried tail warning radar.

During the production of the He-219 the radar equipment was progressively improved. The crew, engines, fuel and ammunition were all well protected and the He-219 was the first operational aircraft to feature ejector seats. Fully loaded the fighter enjoyed a surplus of power and in one instance a pilot made an emergency take-off on one engine with his flaps and landing gear fully extended.

Many different variations of this successful aircraft were proposed but the advancing Russian armies overran the production plants before they could materialize. Several of the hand-made prototypes, including a high-altitude version, were destroyed by the Allied bombing.

In all, 268 production aircraft were completed (11 in 1943, 195 in 1944 and 62 in 1945) and twenty "versuchs", or experimental, aircraft were employed operationally. A further six He-219s had been assembled secretly from spare components at service airfields bringing the total to 294 machines.

The He-219 proved to be an excellent aircraft whose production development, like so many advanced German designs, was started too late. If its true potential had been recognized early in its design life it might have inflicted severe damage to the Allied bombing effort.

HE-219A SPECIFICATIONS

ENGINES:
- Daimler-Benz DB 603
- 1,900 H.P.
- 12 Cylinder Inverted-Voe
- Liquid-Cooled

PERFORMANCE:
- Top Speed 416 mph
- Cruising Speed 335 mph
- Ceiling 41,660 feet
- Range 1,243 miles

DIMENSIONS:
- Span 60′ 8½″
- Length 50′ 11¾″
- Height 13′ 5½″

ARMAMENT:
- Two 30mm Cannon in Wings
- Two 20mm and Two 30mm Cannon in Lower Fuselage

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