

## Heinkel He 162A Spatz 'Captured Birds'

EN

By 1944, it had already become clear to many Nazi officials in the leading posts that the Third Reich which had been thought to last for a thousand years was losing the war. Some others believed, however, that the course of the war could be reverted still and the war would be eventual won. The so-called wonder-weapons were to save the Reich, or perhaps mass deployment of standard weapons instead. The Volksjaeger Programme, falling to the latter category, meant mass employment of jet fighter planes with young members of Hitler's Youth or Hitlerjugend at the controls. One of those men in power sticking to that idea was also Hermann Goering, one of the leading figures of the Reich. He almost bursted with thrill after being introduced to a couple of mere photographic images showing the mock up model of the future volksjaeger fighter plane and pushed through the concept of the Heinkel He 500 (later to be known as the He 162) at the conference of aeronautics experts taking place in Berlin between 15–20 September 1944. This was not the very beginning of the programme though, the first idea had been conceived in spring 1944 by Alfred Keller, the head of the NSFK, the National Socialist Flyers Corps. With the support from Albert Speer and Oto Saur, he managed to breathe the life into the idea that almost a kid with just basic flying training could operate a fighter jet, which also gave the name Volksjaeger, or People's Fighter to the programme. On 8 September 1944, the Reichsluftfahrtministerium (RLM) issued a specification calling for a fighter plane built using, if possible, non-strategic raw materials. It should be powered by the BMW 003 turbojet with an armament of one or two 30 mm cannon. Top speed of at least 750 km/h was required as well as flight duration of at least 30 mins. Fighter plane designs were put forward by Arado, Blohm&Voss, Focke Wulf and Heinkel teams. Two projects were eventually picked at the conference, the BV P.211 and He 500, the experts not being able to chose finally which one of these two would be the winner. The final say belonged to the Reichsmarschall and his burst of thrill, so Heinkel was awarded with an order for as many as a thousand of planes built per month beginning since January 1945. Not very realistic order it was, really, and based just on the preliminary desings and a mock up model.

The construction work was to commence at once, being led by designers Siegfried Guenther and Karl Schwaerzler at Schwechat-based Heinkel factory. The plane's name was changed by the RLM from the He 500 to He 162 and a combat name the Spatz (or Sparrow) was also chosen. Mass production was being readied at various Heinkel plants, while the wings were supposed to be produced by outsourced woodworking companies under the cover name the Salamander. The first prototype He 162V1 (Wr.N.200 001) made its maiden flight on 6 November 1944 with Gotthold Peter in the cockpit. Just four days later during an official demonstration of the type for the top brass, a wing of the He 162 disintegrated in mid flight due to badly glued joints in the wing structure. Because of very low altitude of the demonstration flight, pilot G. Peter could not save his life with the ejection seat and perished in the ensuing crash. The tragedy, however, did not bring the programme and the mass production of the Volksjaeger to its halt. The second prototype machine was test-flown by Dipl.Ing Carl Francke. The analysis to the causes of the crash showed that some re-design of the wing would be necessary and beginning with the third prototype machine, the wings were fitted with down bent wing tips named after their author, a renowned aerodynamicist, Lippisch's ears. A few more prototypes and He 162A-0 pre-production machines were used to prove some design changes and improvements. The mass production was not launched until March, giving at first machines of the He 162A-1 variety (armed with a pair of 30 mm Mk.108 cannon) as well as the He 162A-2 (differing by having a pair of 20 mm MG151 cannon instead). These machines were built by Junkers at Bernburg and Heinkel at Oranienburg and Rostock, later by even more plants. A total of about 125 He 162s had been manufactured by the end of the war.

The combat career of the type was not very long. Soon it became quite clear that the original idea of young, inexperienced men flying the He 162 jets was almost nonsense. So it was decided to transfer the He 162 fighter planes to already established fighter unit, the JG1. The training was commenced on 8 February 1945 and was not free from initial chaos and moving to various bases. In the end, JG1 became stationed at Leck where the first combat flights also took place. The unit was supposed to engage the bomber boxes coming across the North Sea from the British Isles. The combat sorties were marred by troubles with the power plants which had bad effect on the planes' top speed as well as by the Allied fighters making their sudden attacks. In total, the whole fleet of the He 162 was credited with just one confirmed victory. On 6 May 1945, the British troops took the Leck base and the captured He 162s were handed over to the Western Allied forces for flight tests. The French tested the jets the latest and at least two of the machines reached the flying test centre in the Soviet Union.

Even though the end of the war was inevitably getting closer and closer, Heinkel's designers started preparing some more variants of the He162, including those being fitted with various power plants, as were for example ram engines, and with different armament too. Various wing arrangements were proposed as well, swept wings and butterfly type empennage. For training purposes, a two seater version or even a glider based on the He 162 sans any powerplant were considered. And a Mistel concept of a He 162 with a remotely controlled Arado E 377a bomb was planned too. Needless to say, all these plans were brought to their end in May 1945 when the Allies finally won the war in Europe.

Wingspan: 7.24 m, length incl. pitot tube: 9.87 m, max. speed at ground level / at 6,000 m: 790 km/h / 838 km/h, max. range: 975 km, ceiling: 12,000 m.

CZ

V roce 1944 bylo mnoha lidem ve vedoucích funkcích jasné, že „Tisíciletá Třetí Říše“ prohrává válku. Jiní ale věřili, že se průběh války dá zvrátit a válka vyhrát. Říši měly zachránit 'záračné zbraně' nebo masové nasazení zbraní konvenčnějších. Do druhé kategorie spadal program Volksjäger - idea nasazení proudové stíhačky pilotované masově vycvičenými mladými členy Hitlerjugend. Jedním z těch, kdo se k těmto zbraním upínali byl i Hermann Göring, jedna z hlavních postav Třetí říše. Jeho zácvat nadšení, po shlédnutí fotografií makety, prosadil na konferenci leteckých specialistů 15.–20. září 1944 v Berlíně do výroby Heinkel He 500, budoucí Heinkel He 162. To ale nebyl počátek programu Volksjäger. První nápad se zrodil na jaře 1944 v hlavě Alfreda Kellera, vedoucího organizace NSFK (nacistické organizace aeroklubů). S podporou Alberta Speera a Otto Saura prosadil ideu proudového stíhače ovládaného mladíky z Hitlerjugend se základním výcvikem, program Volksjäger – Lidový stíhač. RLM vydalo 8. září 1944 specifikace pro stíhačku tohoto programu. Požadována byla co nejjednodušší konstrukce, pokud možno z nestrategických surovin. Pro pohon byl vybrán proudový motor BMW 003, výzbroj měl tvořit jeden či dva kanóny ráže 30 mm. Požadována byla rychlost minimálně 750 km/h, vytrvalost alespoň 30 minut letu. Návrhy stíhaček pro konferenci připravily firmy Arado, Blohm & Voss, Focke Wulf a Heinkel. Na konferenci byly vybrány dva projekty, BV P.211 a He 500. Odborníci se nemohli shodnout. Konečné slovo měl ovšem výše zmíněný zácvat nadšení říšského maršála. Proto firma Heinkel získala zcela nereálnou objednávku na 1000 ks stíhaček měsíčně, které se měly vyrábět od ledna 1945. To vše jen na základě předběžného návrhu a makety.

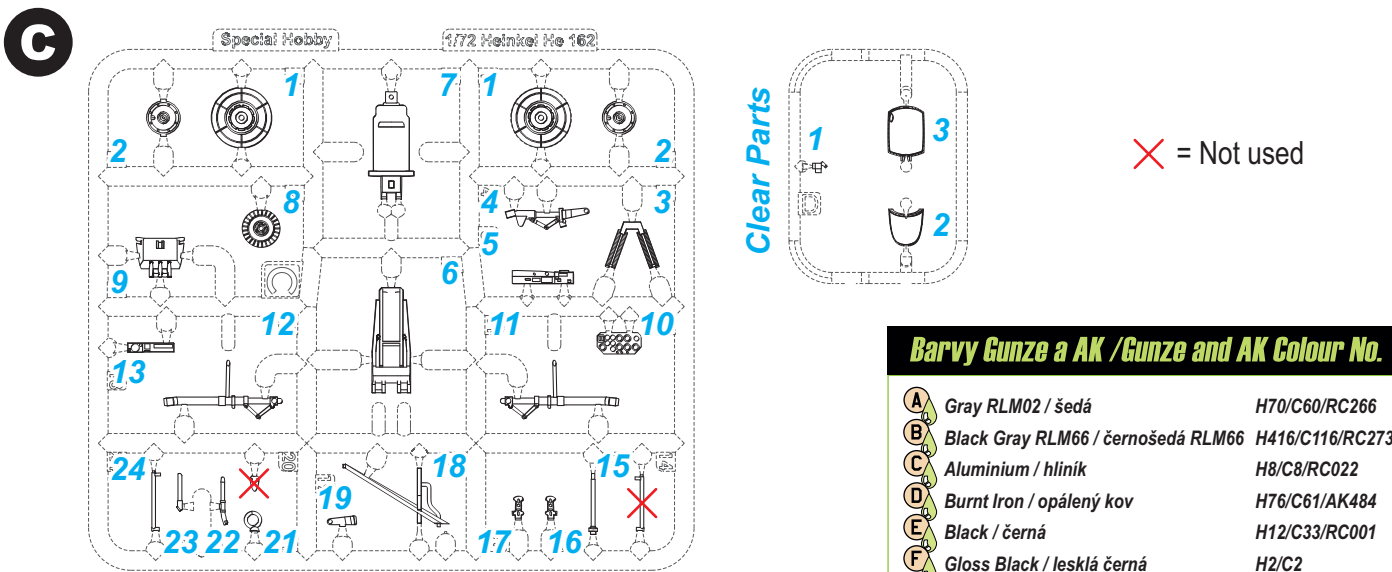
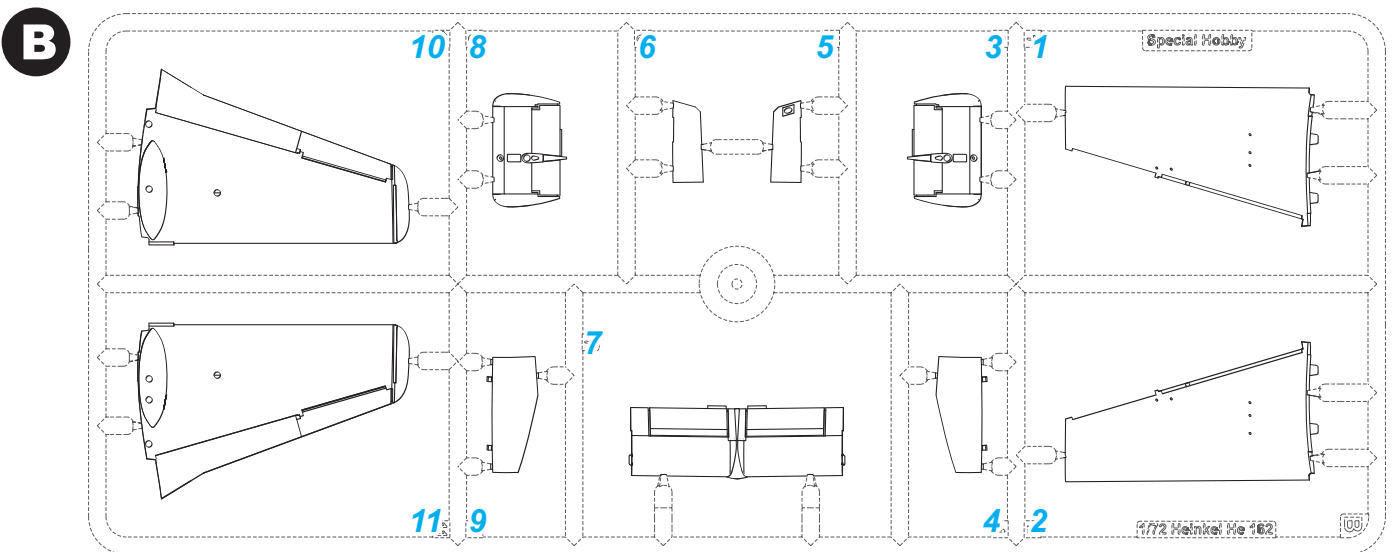
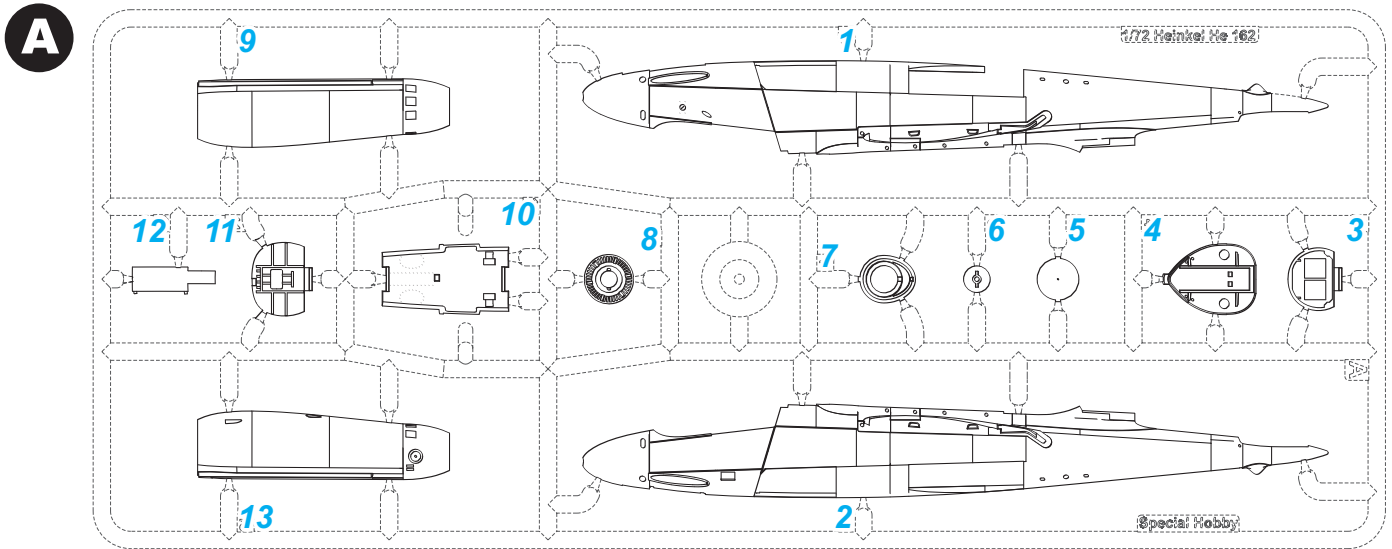
Konstrukční práce se rozeběhly okamžitě, pod vedením konstruktérů Siegfrieda Günthera a Karla Schwärzlera ve Schwechatské továrně Heinkel. Během prací RLM změnilo označení letounu z He 500 na He 162, zároveň dostal letoun bojové jméno Spatz (vrabec). Zároveň se připravovala sériová výroba v různých závodech Heinkel a v dřevozpracujících závodech výroba dřevěných křídel. Výroba křídel byla organizována pod krycím názvem program Salamander. První prototyp He 162 V1 Wr. N. 200 001 vzlétl poprvé, pilotován Gottholdem Peterem, 6. listopadu 1944. O čtyři dny později se při oficiálním předvádění rozpadlo špatně slepené křídlo, letoun se zřítíl a G. Peter zahynul. Vzhledem k malé výšce nestihl použít vystřelovací sedadlo, jímž byly všechny He 162 vybaveny. Katastrofa nezastavila rozeběhlou přípravu sériové výroby. Druhý prototyp zalétal Dipl. Ing Carl Francke. Na základě rozboru katastrofy byly od třetího prototypu na konce křídel montovány dolů skloněné konce, zvané podle autora, známého aerodynamika, Lippischovy uši. Na dalších prototypech a před sériových strojích He 162A-0 byly ověřovány různé úpravy a zlepšení. Až v březnu se rozeběhla sériová výroba verzí He 162A-1 (kanóny ráže 30 mm Mk. 108) a He 162A-2 (kanóny ráže 20 mm MG 151) v závodech Junkers v Bernburgu a Heinkel v Oranienburgu a Rostocku a později v dalších. Celkově bylo dodáno do konce války okolo 125 ks He 162.

Bojové nasazení bylo krátké. Brzy se ukázalo, že původní idea mladých nezkušených pilotů v kabinách He 162 je nesmyslná. Proto bylo rozhodnuto přezbrojit na He 162 stíhací jednotku JG1. Výcvik začal 8. února 1945. Ten prováděly zmatky a stěhování na různé základny. Nakonec JG1 zakotvila na základně Leck, kde začaly bojové lety. Jednotka měla napadat bombardéry přilétající z Velké Británie přes Severní moře. Nasazení provázely havárie, potíže s motory, ovlivňující maximální rychlost a náhlé útoky spojeneckých stíhaček. Na kontě He 162 je oficiálně jeden sestřel. 6. května 1945 obsadili letiště Leck britské jednotky. Ukořistěné stroje z Lecku si rozebrali západní spojenci. Nejdéle je testovali Francouzi. Minimálně dva stroje testovali i Sovětský svaz.

Firma Heinkel i přes blížící se konec války rozpracovala, alespoň na papíře, další varianty He 162 s různými typy motorů, včetně náporových a různou výzbrojí. Připravovány byly i verze s různými typy špičkových křídel či ocasními plochami do „V“. K výcviku měl být používán bezmotorový kluzák odvozený od He 162 a cvičná dvoumístná verze. Dokonce byl plánován i Mistel s dálkově řízenou bombou Arado E 377a. Veškeré plány ale zastavil konec války v květnu 1945.

Rozpětí: 7,24 m, délka s pit. trubici: 9,87 m, max. rychlost u země/v 6 000 m: 790 km/h / 838 km/h, dolet maximální: 975 km, dostup: 12 000 m.

# Parts List



✗ = Not used

## Barvy Gunze a AK / Gunze and AK Colour No.

<b>A</b>	Gray RLM02 / šedá	H70/C60/RC266
<b>B</b>	Black Gray RLM66 / černošedá RLM66	H416/C116/RC273
<b>C</b>	Aluminium / hliník	H8/C8/RC022
<b>D</b>	Burnt Iron / opálený kov	H76/C61/AK484
<b>E</b>	Black / černá	H12/C33/RC001
<b>F</b>	Gloss Black / lesklá černá	H2/C2
<b>G</b>	Tyre black / barva pneu	H77/C137/RC022

## SYMBOLS

**?** OPTIONAL  
MOŽNOST VOLBY  
NACH BELIEBEN  
OPTION

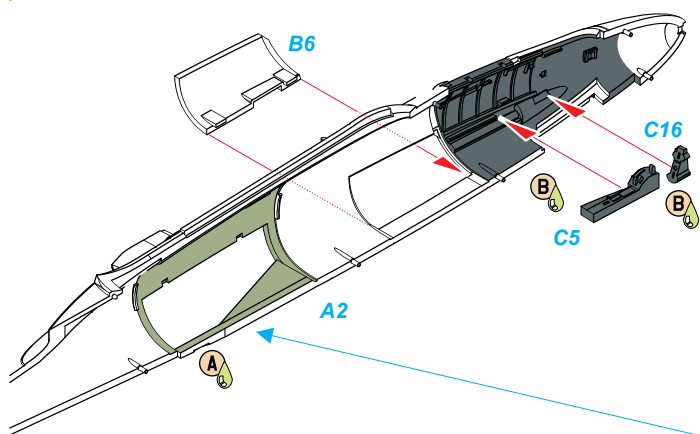
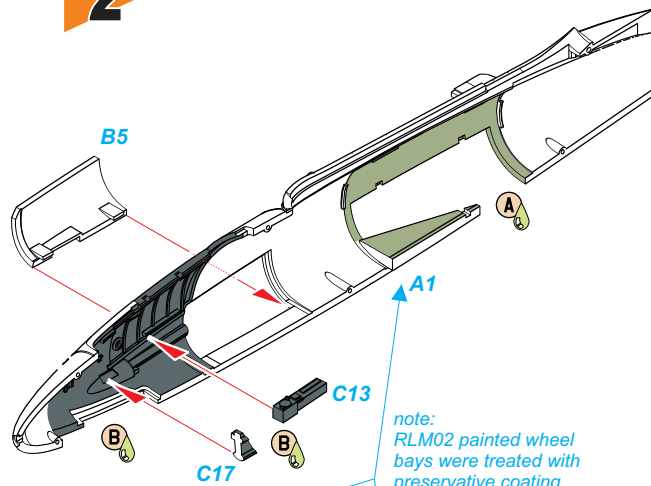
**💧** INSTANT CYANOACRYLATE GLUE  
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO  
ZYANOAKRYLATKLEBER  
ADHÉSIF CYANOACRYLAT

**↪** BEND  
OHNOUT  
BIEGEN  
COURBER

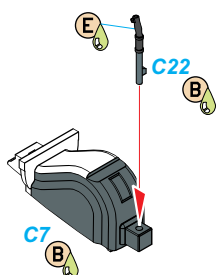
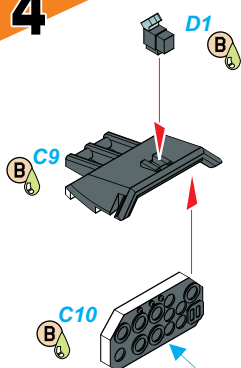
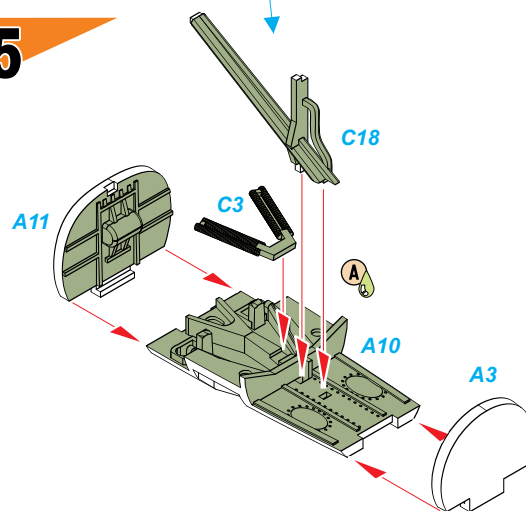
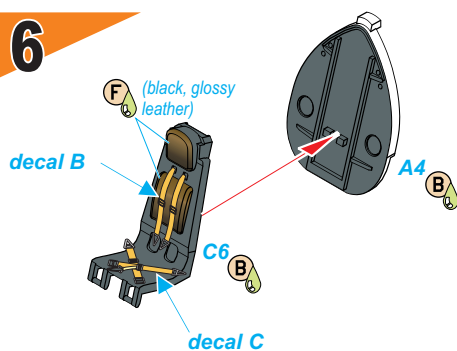
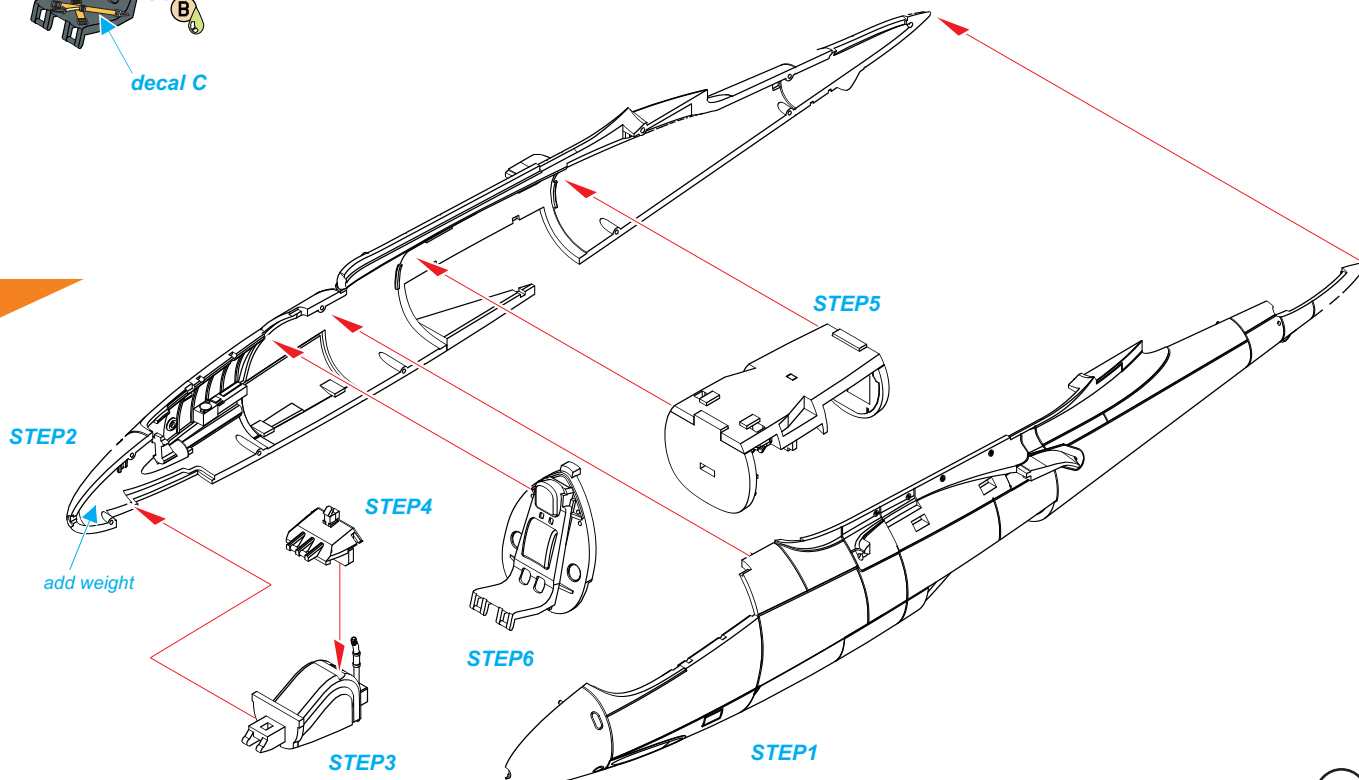
**✋** SCRATCH BUILD  
ZHOTOVIT NOVÉ  
FERTIGSTELLEN  
ACHEVER

**✂** CUT OFF/DRILL  
ŘEZAT/VRTAT  
ENTFERNEN  
DETACHER

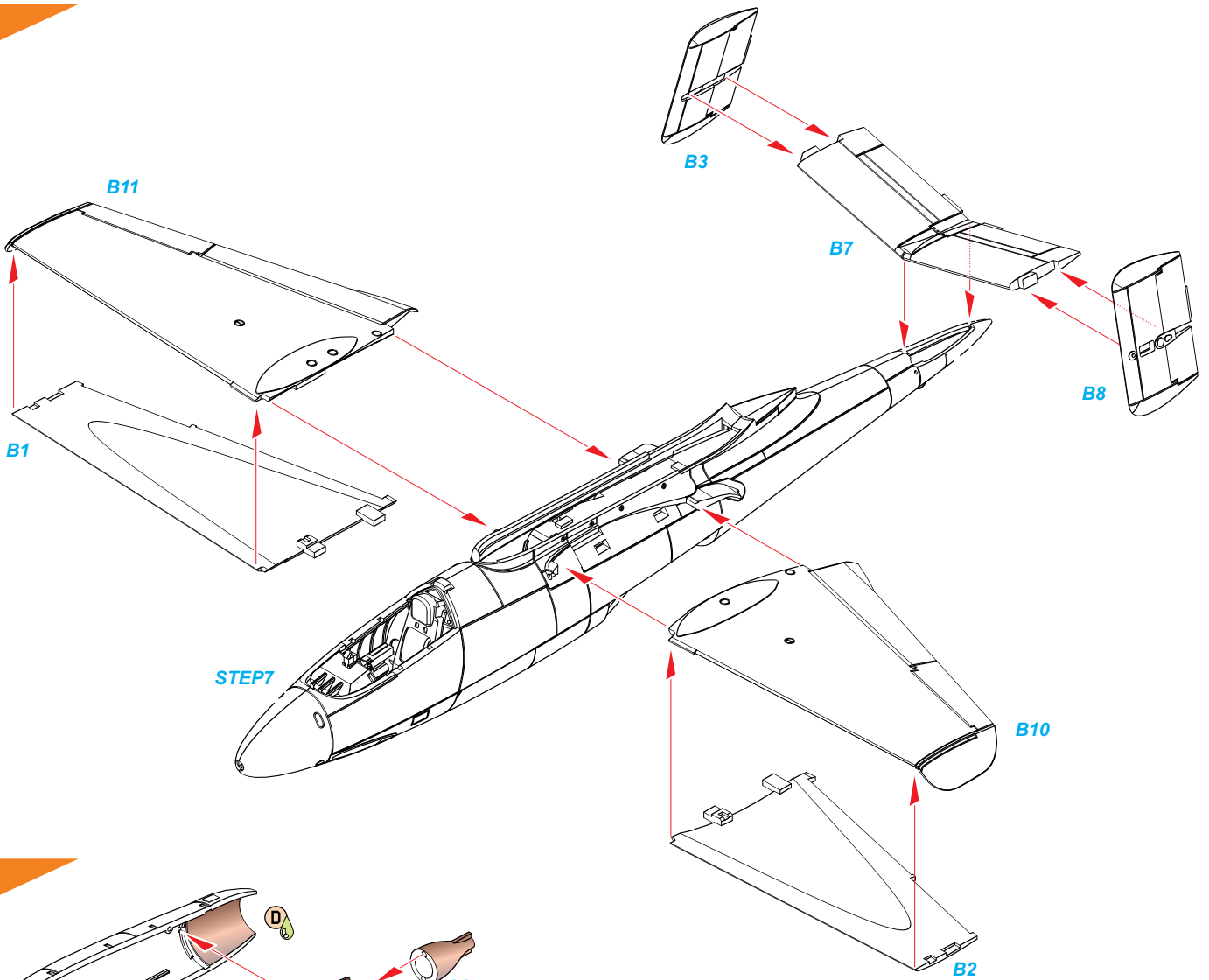
**A** COLOUR  
NATRÍT  
FARBEN  
PEINDRE  
GSI colours code

**1****2**

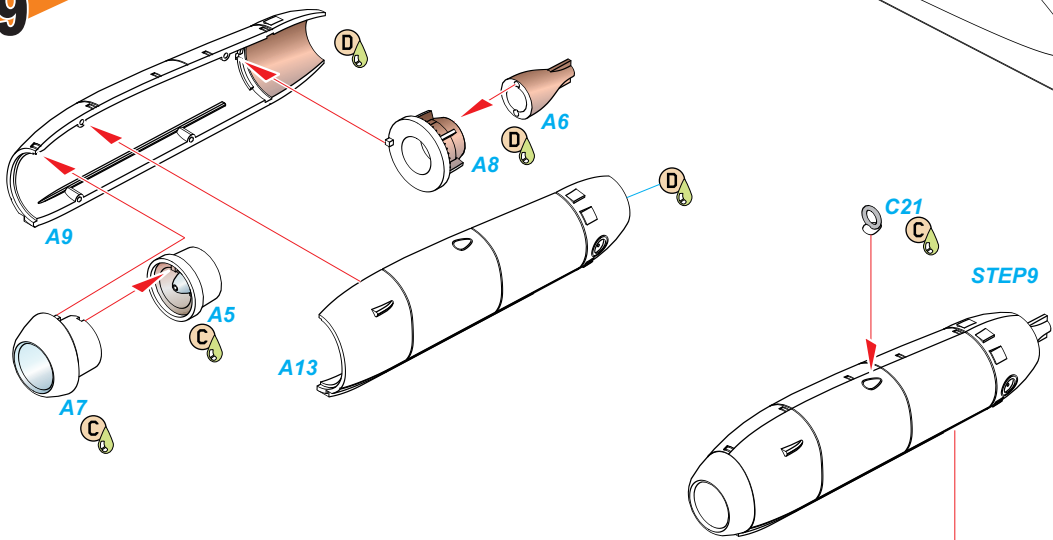
note:  
RLM02 painted wheel bays were treated with preservative coating making them look a bit brownish.  
Legs and cover panels were left in standard RLM02

**3****4****5****6****7**

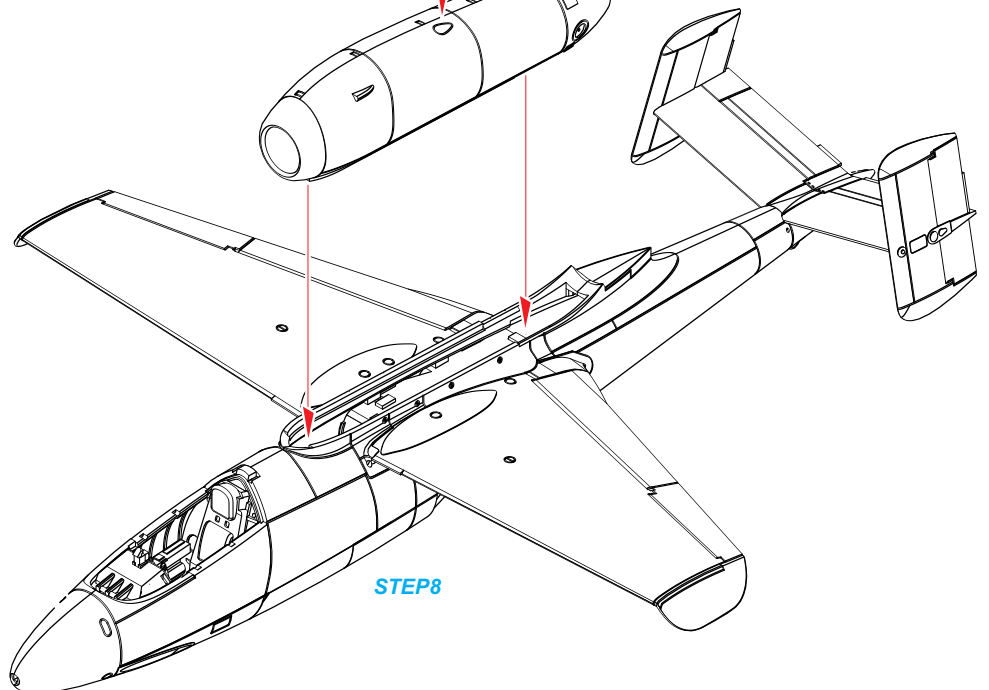
8



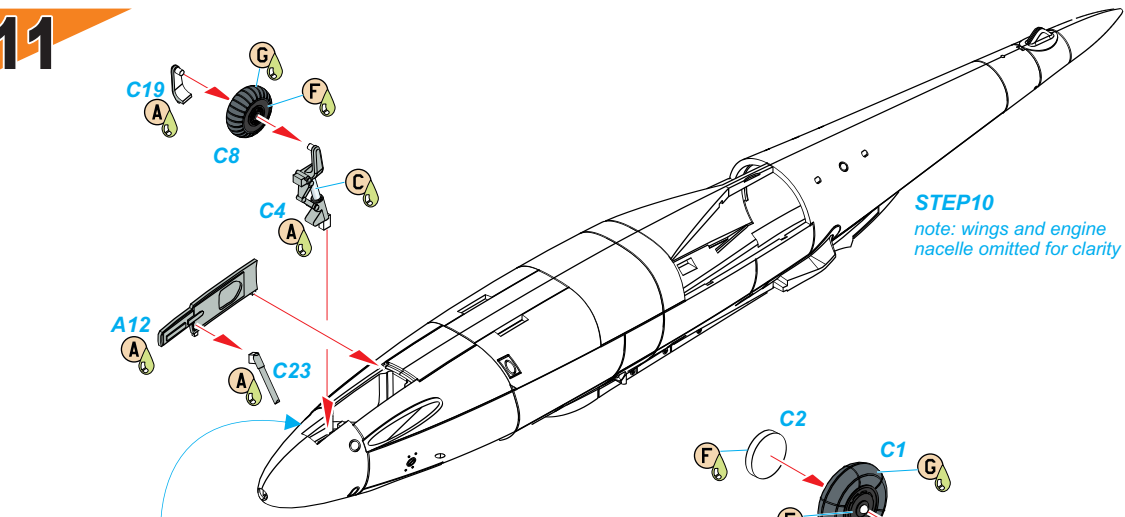
9



10

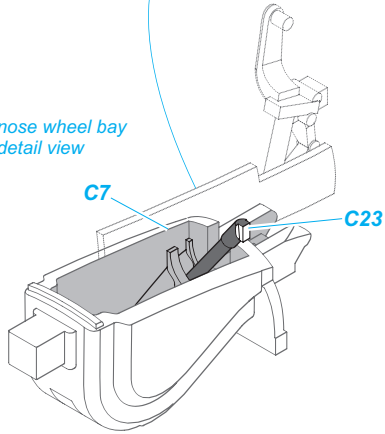


# 11

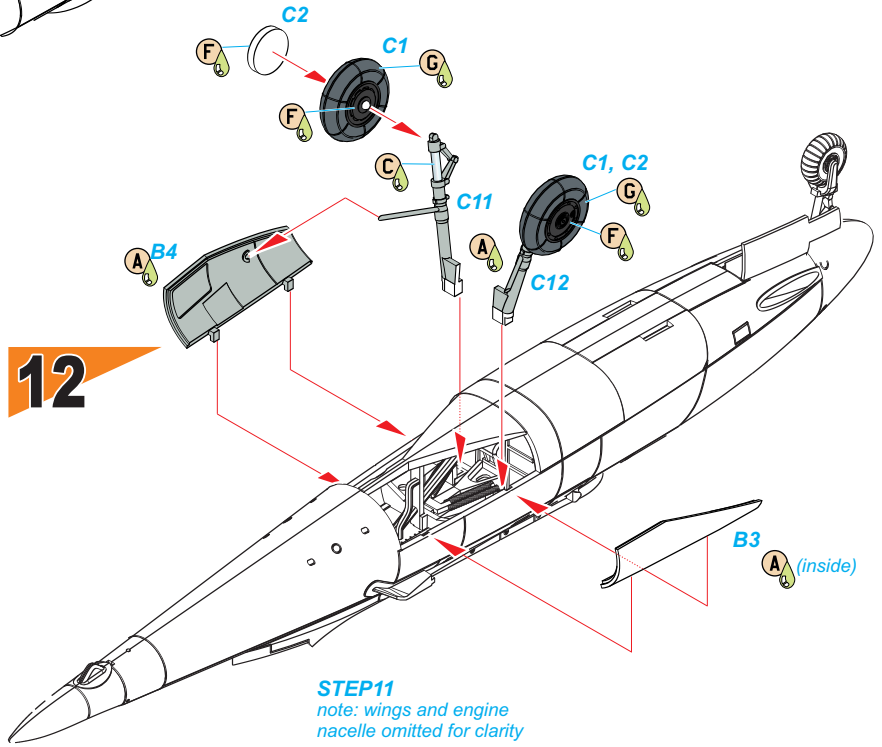


**STEP10**  
note: wings and engine nacelle omitted for clarity

nose wheel bay detail view

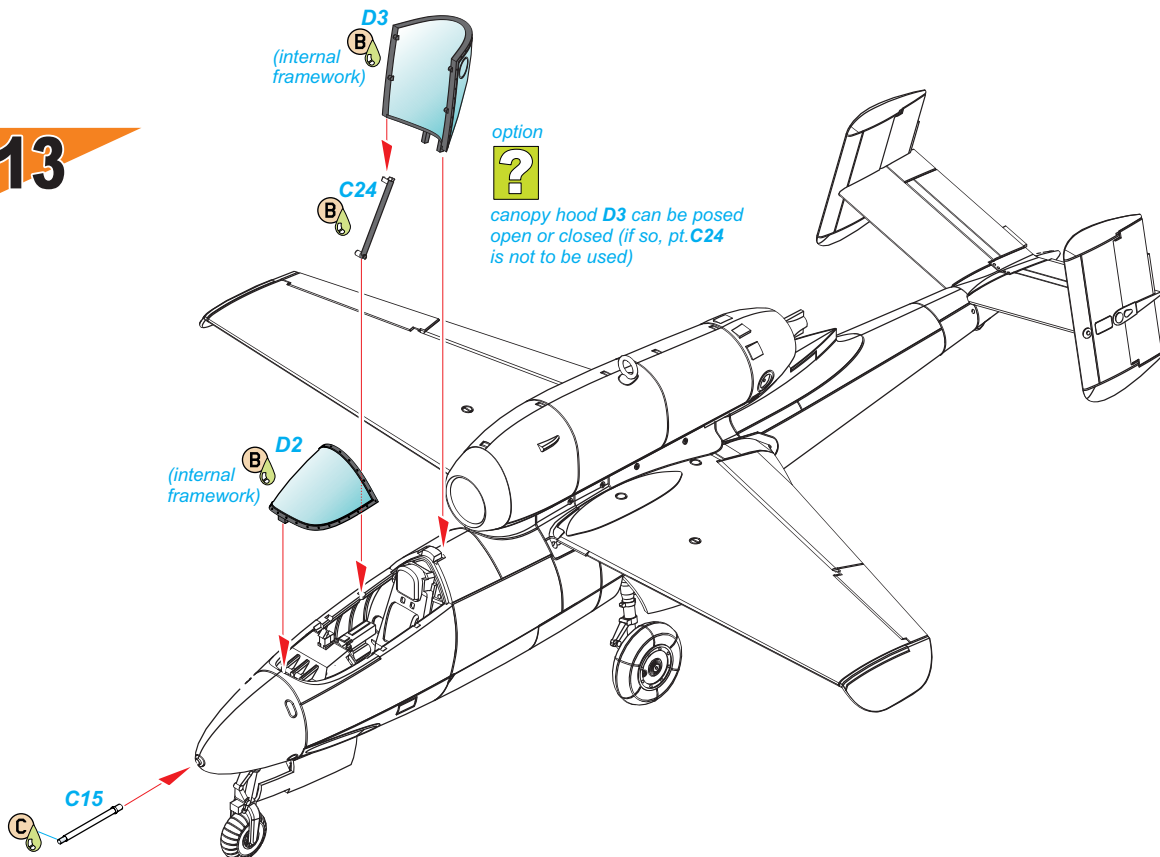


# 12



**STEP11**  
note: wings and engine nacelle omitted for clarity

# 13

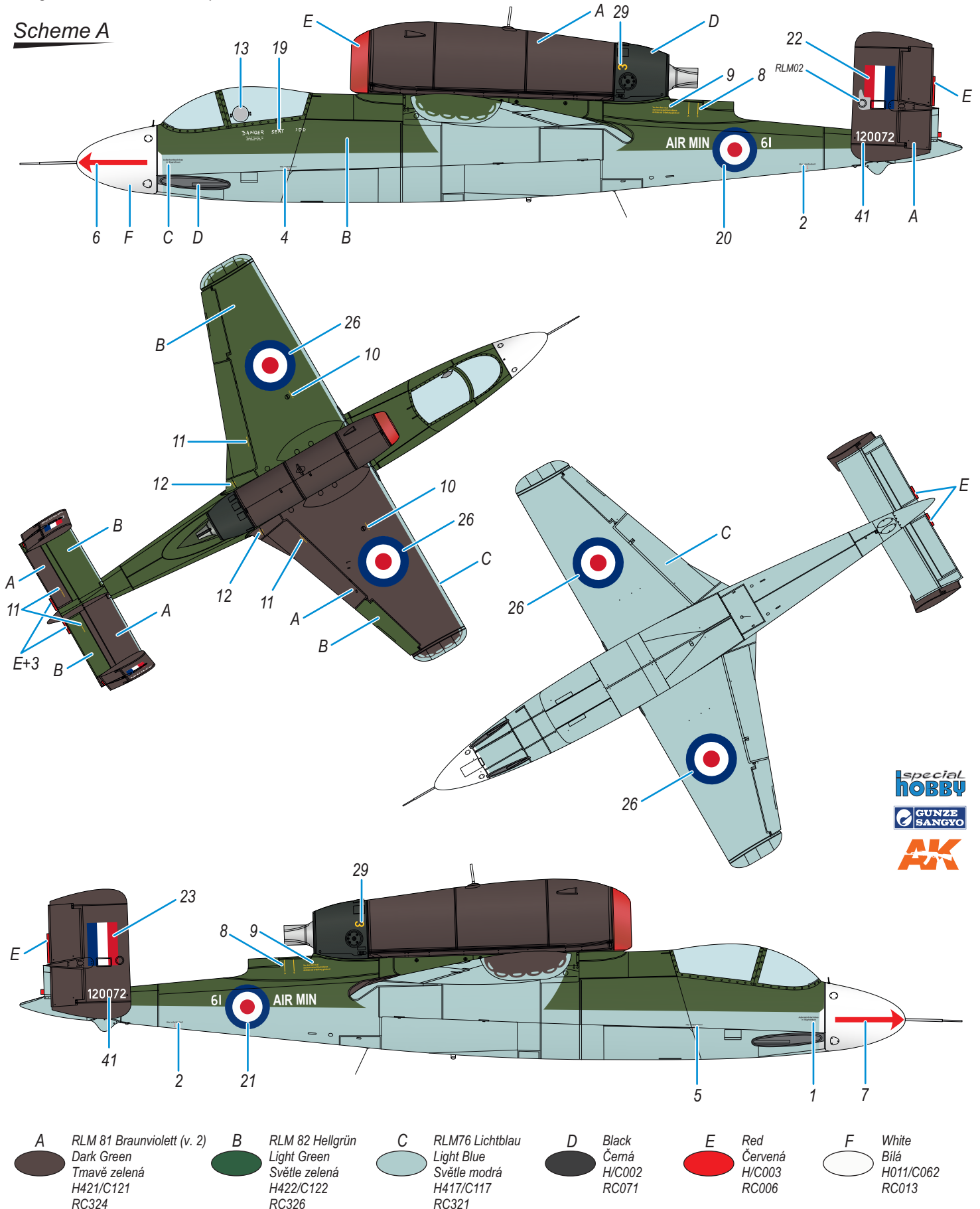


option  
? canopy hood D3 can be posed open or closed (if so, pt. C24 is not to be used)

Heinkel He 162A-2 Spatz, W.Nr. 120 072, AIR MIN 61, RAE Farnborough, August 1945. Originally Yellow 3 when on the strength of 3.JG 1 and eventually captured by the Allies at Leck airfield. In the final stages of the war, it was usually flown by Luftwaffe pilots G.Kirchner and G.Stierner. On 9 November 1945 RAE test pilot F/Lt. Robert Alan Marks was killed flying this Spatz during a demonstration flight at Farnborough as the empennage broke off and the aircraft crashed causing one more casualty on the ground – a Canadian troop.

Heinkel He 162A-2 Spatz, W.Nr. 120 072, AIR MIN 61, RAE Farnborough, srpen 1945. Původně žlutá 3, patřila 3./JG 1 a v květnu 1945 byla ukořisťena na letišti v Lecku. Na konci války do jeho kabiny usedali piloti luftwaffe G. Kirchner a G. Stierner. 9. listopadu se v jeho kabině zabil při předváděcím letu ve Farnborough testovací pilot RAE F/Lt. Robert Alan Marks. Letounu se při manévru odlomila část ocasních ploch a zřítíl se. Na zemi přitom zahynul kanadský voják.

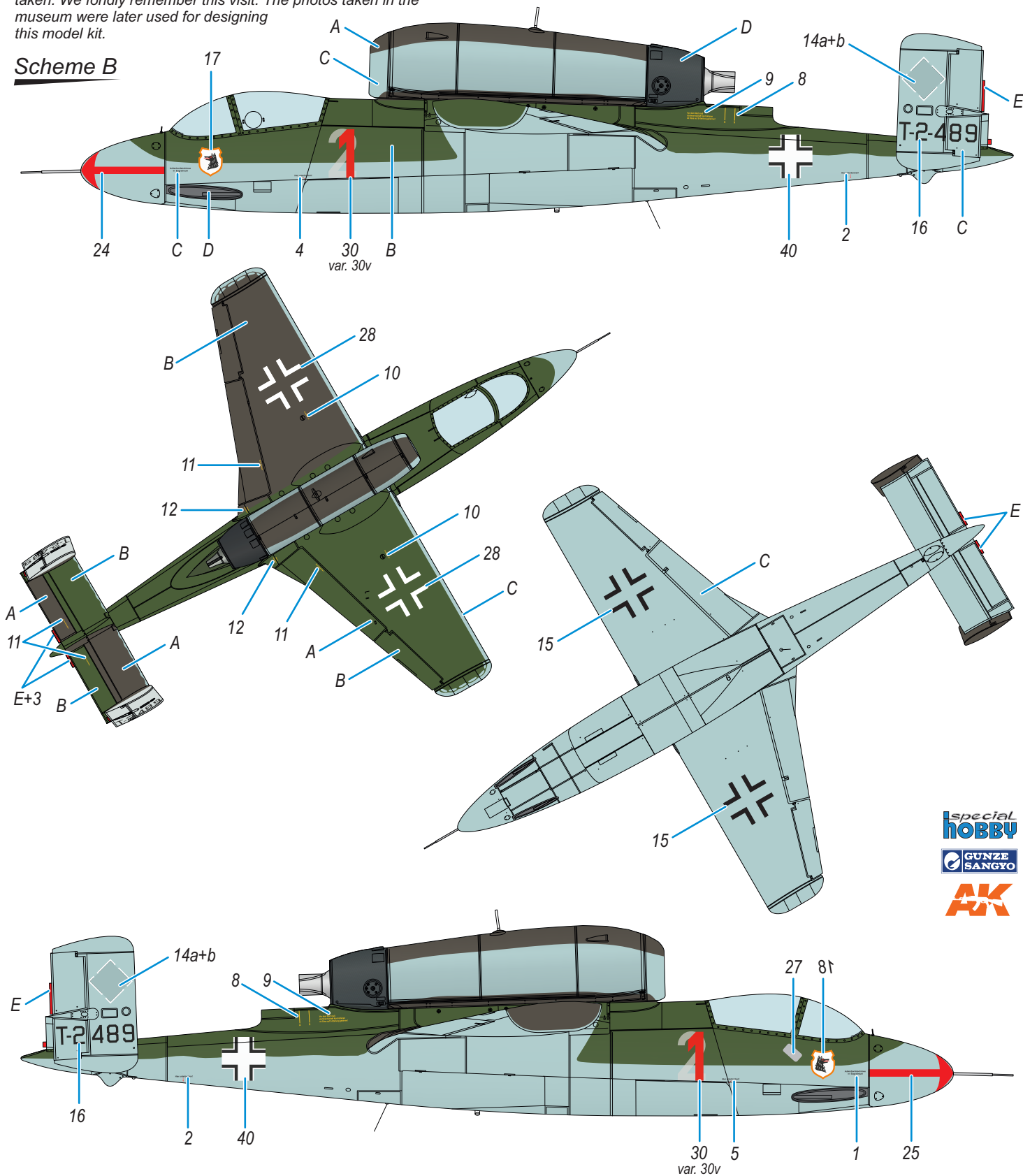
### Scheme A



Heinkel He 162A-2 Spatz, W.Nr. 120 077, T-2-489/ Red 1, Muroc Flight Test Base, California, USA, July 1946. The machine was captured at Leck (pilot G.Hanf) and later test-flown by Robert 'Bob' Hoover. The name Nervenklau on the forward fuselage does not seem to have been confirmed on period photographs. Later, this airframe was handed over to the Planes of Fame Museum in Chino, California. In 2007, its founder Edward T.Maloney (sadly no longer with us), kindly allowed the Special Hobby team to tour his museum including the close inspection of this He 162 with various panels removed so that many unique photos might be taken. We fondly remember this visit. The photos taken in the museum were later used for designing this model kit.

Heinkel He 162A-2 Spatz, W.Nr. 120 077, T-2-489/ červená 1, Muroc Flight Test Base, Kalifornie, USA, červenec 1946. Stroj, ukořistěný v Lecku (pilot G. Hanf) byl na Murocu testovaný pilotem Robertem „Bobem“ Hooverem. Pojmenování Nervenklau dobové fotografie nepotvrzují. Později se tento letoun dostal do vlastnictví Planes of Fame Museum v Chinu, Kalifornie. Zakladatel tohoto muzea, bohužel již zesnulý Edward T. Maloney, v roce 2007, umožnil zástupcům Special Hobby prohlídku svého muzea včetně rozkrytí a nafocení tohoto He 162. Na tuto návštěvu rádi vzpomínáme. Fotografie později posloužily při přípravě tohoto modelu.

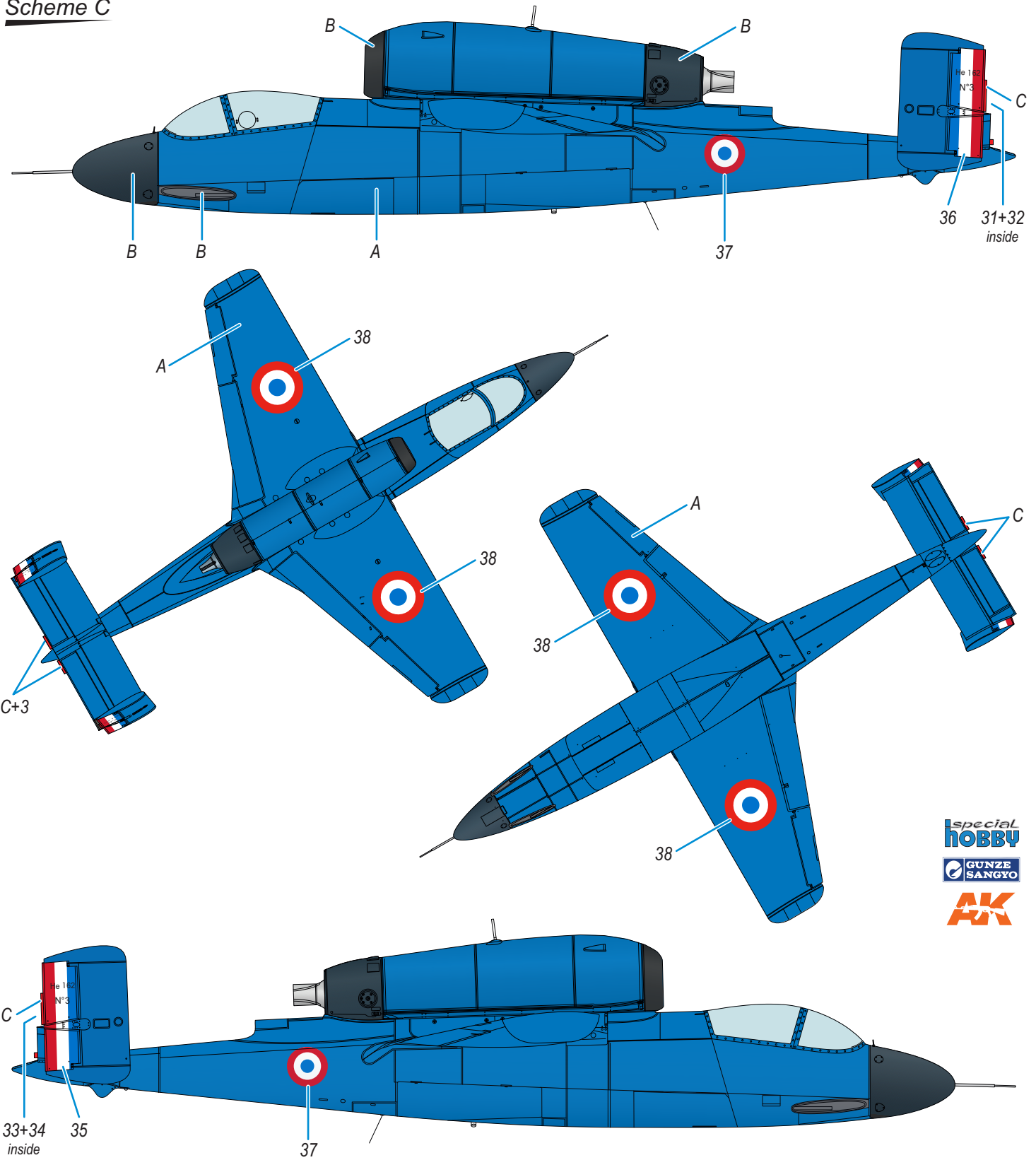
### Scheme B






- |          |  |          |   |          |   |          |                                   |          |                                   |
|----------|--|----------|---|----------|---|----------|-----------------------------------|----------|-----------------------------------|
| <b>A</b> | RLM 81 Braunviolett (v. 2)<br>Dark Green<br>Tmavě zelená<br>H421/C121<br>RC324 | <b>B</b> | RLM 82 Hellgrün<br>Light Green<br>Světle zelená<br>H422/C122<br>RC326 | <b>C</b> | RLM76 Lichtblau<br>Light Blue<br>Světle modrá<br>H417/C117<br>RC321 | <b>D</b> | Black<br>Černá<br>H/C002<br>RC071 | <b>E</b> | Red<br>Červená<br>H/C003<br>RC006 |
|----------|--|----------|---|----------|---|----------|-----------------------------------|----------|-----------------------------------|



**Scheme C**



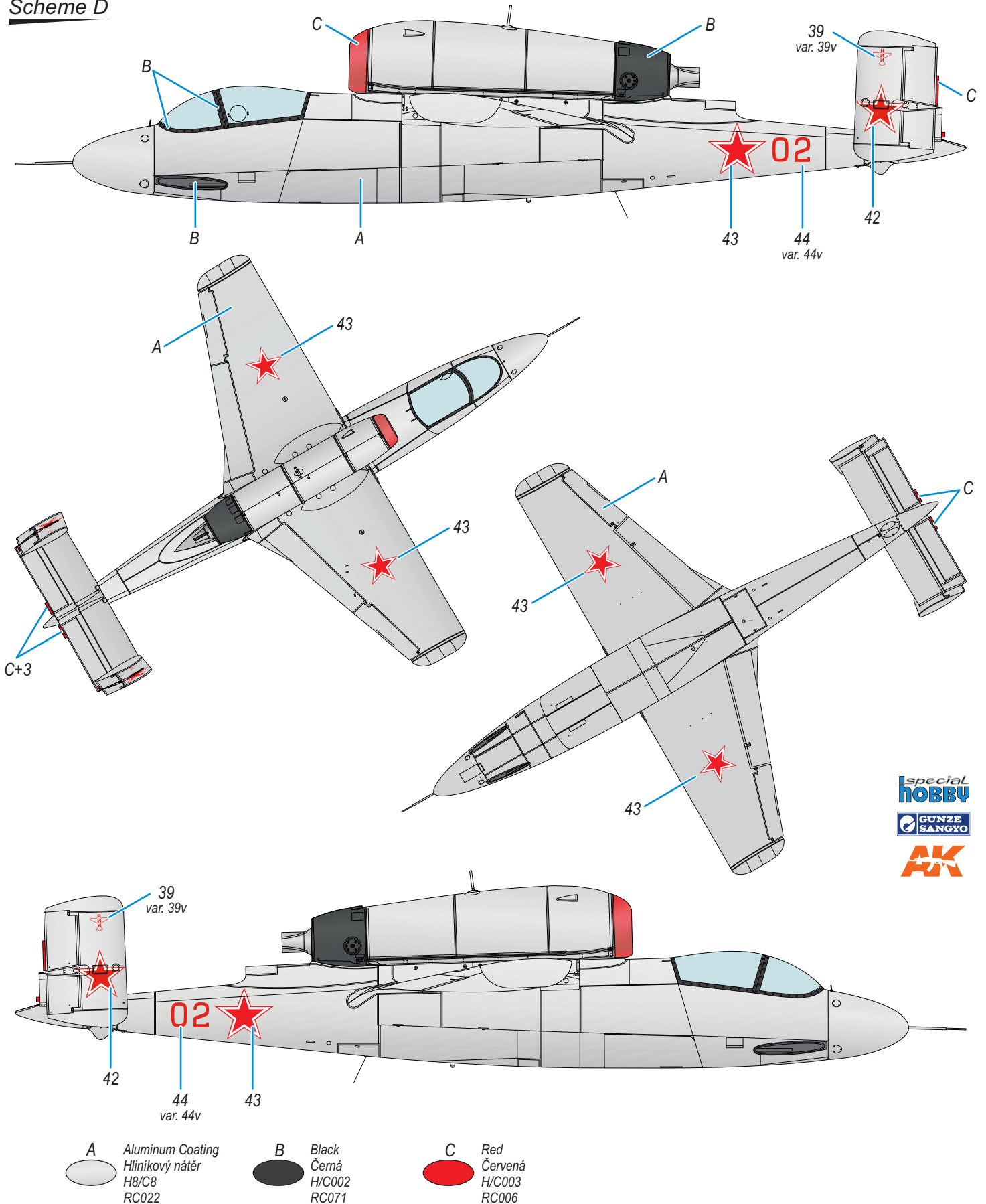
- |  |   |   |
|--|---|---|
| <br><b>A</b> Bright Blue<br>Modrá<br>H015/C065<br>RC010 | <br><b>B</b> Black<br>Černá<br>H/C002<br>RC071 | <br><b>C</b> Red<br>Červená<br>H/C003<br>RC006 |
|--|---|---|



Heinkel He 162A-2 Spatz, Red 02, LII NKAP (Лётно-исследовательский институт - Народный комиссариат авиационной промышленности / Flight Research Institute / People's Commissariat of Aviation Industry), flown by G.M.Shiyanov and A.G.Kotchetkov, Ramenskoye, USSR, 1946.

Heinkel He 162A-2 Spatz, červená 02, LII NKAP (Авиационный исследовательский институт – Народный комиссариат авиационной промышленности / Letecký výzkumný ústav státního lidového komisariátu pro letecký průmysl), piloti G. M. Šijanov a A. G. Kočetkov, Ramenskoye, SSSR, 1946

**Scheme D**





1/72  
SH72448

## Junkers Ju-87D-5 'Axis Satellites'



1/72  
SH72458

## Junkers Ju 87D-5/N 'Night Attack Stukas'



1/72  
SH72470

## Junkers Ju 87D-3 Stuka 'Stuka Experten'

**RECOMMENDED FOR OUR AND ACADEMY STUKA KITS**

**P72002**

Ju 87D/G Gunner's Seat  
and MG 81Z machine gun  
3D Printed Parts  
for Academy / SH kits



**Q72409**

Junkers Ju 87D/G Exhaust  
for Academy and  
Special Hobby Kits



**F72377**

Ju-87D/G  
Stuka  
Pilot and  
Gunner



**Special  
MASK**

**M72038**

Junkers  
Ju 87D/G  
Stuka Mask

**special  
HOBBY**



facebook.com/specialhobby | [WWW.SPECIALHOBBY.EU](http://WWW.SPECIALHOBBY.EU) | [WWW.CMKKITS.COM](http://WWW.CMKKITS.COM)

**CMK**

1/72  
SH72472

New range of outstanding  
Bf 109E kits in 1/72 scale

Messerschmitt  
Bf 109E  
'Slovak and Rumanian Aces'

1/72 SH72462

Messerschmitt  
Bf 109E-7Trop  
'Braving Sand and Snow'

1/72  
SH72459

Messerschmitt  
Bf 109E-1  
'J/88 Legion Condor'

Special  
MASK

M72009 Messerschmitt  
Bf 109E-4/7 Mask

M72010 Messerschmitt  
Bf 109E-1/3 Mask

Messerschmitt Bf 109E **CMK RESIN SETS** for Special Hobby kits



7455  
Bf 109E  
Engine



7457  
Bf 109E-3/4/7  
Wing Guns



7458  
Bf 109E  
FuG VII Radio  
Equipment



7460  
Bf 109E-1/5  
Wing  
Machine Guns



7461  
ESK 2000 B  
German WWII  
Gun Camera



Q72390  
Bf 109E  
Exhausts



Q72384  
Bf 109E  
Wheels



Q72391  
Bf 109E  
Tailwheel with  
Strengthened Leg



Q72389  
Bf 109E  
Propeller  
Spinner



F72369  
Bf 109E Ace  
A. Galland and  
Mechanic

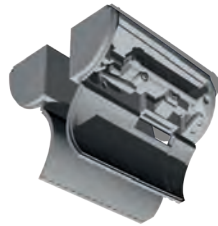
**To spruce up your Heinkel He162A you can use these resin sets:** 7443, 7444, Q72361, Q72362. Your work can be made easier with the pre-cut mask for clear parts and wheels, M72030 (sold separately). We also offer the resin figures F72365 and F72372 to go with the Heinkel He 162A.



**7443**  
Heinkel He 162A Engine  
(BMW 003 Jet Engine)



**Q72361**  
Heinkel He 162A  
Ejection Seat



**7444**  
Heinkel He 162A Gun bays  
(BMW 003 Jet Engine)



**Q72362**  
Heinkel He 162A  
Wheels

**Special MASK**

**M72030**  
Heinkel  
He 162  
MASK



**F72365**  
Three Pilot Figures, Each in Different Gear:  
Great Coat, Flying Suit, Breeches



**F72372**  
German He 162A  
Mechanics (2 figures)

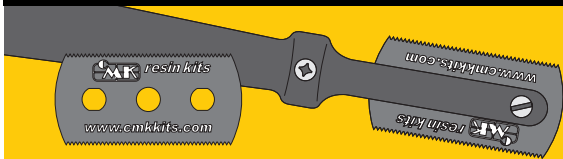


**F72346**  
Ox towing a Me 163B w/2 Luftwaffe  
Around Crew



**F72229**  
WWII German Pilots At Rest

## H1010 Razor Saw with Handle



*The Razor Saw with Handle (cat. n. H1010) is a great tool for cutting both plastic and resin. CMK also offers a wide variety of coarse/medium/fine saws.*

**H1000** Ultra smooth and extra smooth saw  
(2 sides – 70 teeth / 42 teeth) 1 pc

**H1001** Ultra smooth saw  
(both sides – 70 teeth / 70 teeth) 1 pc

**H1002** Very smooth saw  
(both sides – 42 teeth / 42 teeth) 1 pc

**H1003** Smooth saw  
(both sides – 31 teeth / 31 teeth) 1 pc

**H1004** Ultra smooth and extra smooth saw  
(2 sides – 70 teeth / 42 teeth) 5 pcs

**H1005** Ultra smooth saw  
(both sides – 70 teeth / 70 teeth) 5 pcs

**H1006** Very smooth saw  
(both sides – 42 teeth / 42 teeth) 5 pcs

**H1007** Smooth saw  
(both sides – 31 teeth / 31 teeth) 5 pcs

**H1010** Razor Saw with Handle

## H1020 Razor Saw Profi Set



*A new type handle for our razor saws. Also contains H1018 and H1019 spare saws.*

**H1018**  
Triangle Razor Saw (1pc)



**H1019**  
Multi-Shift Razor Saw (1pc)



**Star Dust**  
weathering pigments

