



Arado Ar234B-2 "Blitz Bomber"

Already years ahead in development of other countries, Germany's Arado Flugzeugwerke began development of a jet propulsion system in autumn of 1940. Code named E370/IV, the aircraft consisted of a long cigar shaped fuselage and high set tapered wings with a engine set under each. The aircraft could carry cameras, bombs, fuel drop tanks and the Walther Ri-202 RATO (Rocket Assisted Take Off) bottles for assisted heavy ascents. Plans were in the "werkes" for four engine versions, v-tail versions, swept-wing versions and radar equipped, two man, night fighter versions.

In 1940, for comparison, the US, was for the most part still flying open cockpit and/or bi-planes. The best fighter the US had was likely the P-40, Germany on the other hand was building jets and rockets and toying with a space program. At wars end Germany had worked on hundreds of special projects like the "Blitz". I have to ask myself the "what ifs" of history. What would have happened if Germany had concentrate on fewer projects and stuck with workable systems like the Ar234 and the Me262. There are other questions that are on my mind, like why was Germany so far ahead of the rest of the world? Did Germany have all the good designers? Or was it the Nazis interest in the occult that led to their successes, and final defeat. Anyway you look at it the outcome was the same. The forces of darkness were vanquished, or were they? Both the US and the USSR space programs were developed by expatriated German scientists starting with captured and left over German equipment, weapons and salvaged data. The Ar234 aircraft that this model kit review is based on was tooled from one such piece of history, now residing, fully restored at Silver Hill, MD. Brought to the US to reverse engineer.

Hasagawa 1/48 Ar234B-2 MSRP \$39.95

Reviewed by D. Monet IPMS #32258

Kit #Jt83

I can't say enough good thing about this kit. It is very nice, however it is for experienced builders because of the small detail and the complexity of the instructions.

The kits cockpit is great and would work nicely out of the box, but because of the exceptionally good clear parts I suggest the Meteor Productions resin aftermarket cockpit. It's outstanding and replaces the kits existing parts exactly.

The aircraft has very thin wings. Take your time and do them right. Thinner wings = better chance of screwing up your alignment.

The kit instructions don't describe the yellow wiring that is apparent in color photos of the cockpit. Let me know and I'll supply you with color copies of the aircraft.