

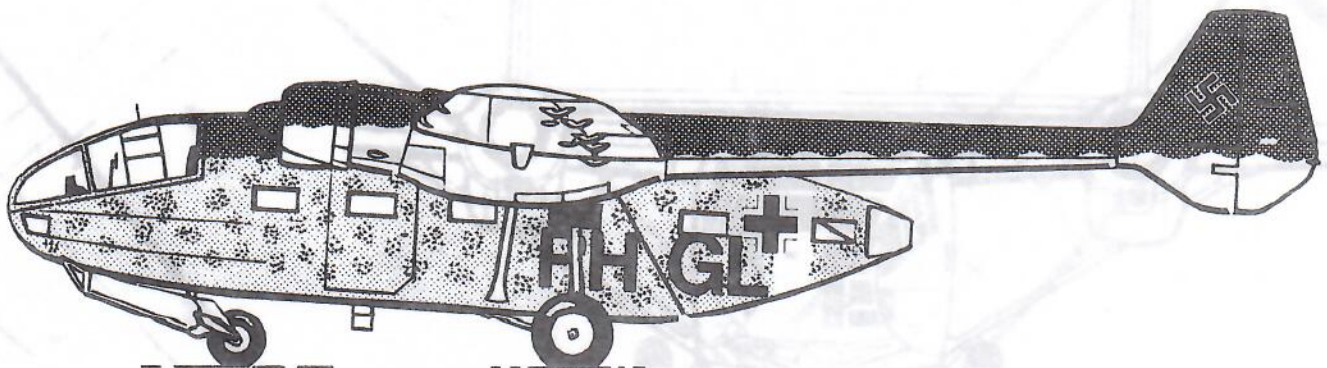
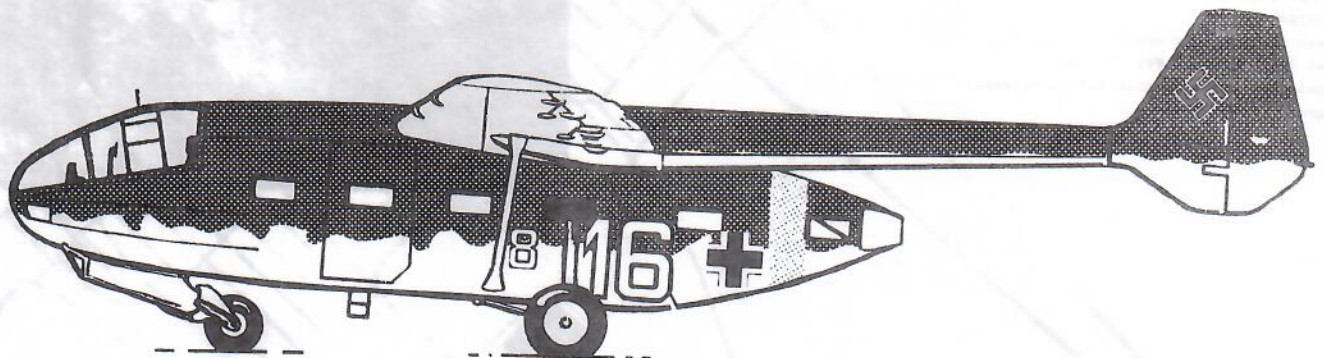


GOTHA 242/244

After a successful operational career of the DFS 230, the RLM required a glider with increased capacity. The Gothaer Waggonfabrik under supervision of Dipl.Ing. Albert Kalkert developed subsequently the Go 242 of which the prototype made the initial flights in the spring of 1941. There were two series, the A- and B-series, built in substantial numbers. The projected C-series was intended to land on water.

The usual tug planes were the Ju 52, He 111 and the huge He 111 Z. (Airmodel will release a conversion kit for the He 111 Z in 1972). Extensive trials with take-off assistance rockets were made too.

From the outset the Go 242 was intended to be motorized. For this a certain number of Go 242 B's was equipped with Gnôme-Rhone 14M radials as used for the Potez 63. The production aircraft got the designation Go 244 B.



General instructions

1. Cut out parts with a sharp knife or a fretsaw as close as possible to the contours.
2. Trim all cut out parts to the correct shape using wet- and dry-paper of medium grain. All overlapping has to disappear completely. It is recommended to use for this a piece of smooth wood fixed to the part by a double facing adhesive tape.

Instructions

1. Wings and tailbooms

Cut out wing halves, upper and lower wing central part, the two wing spar halves, the tailbooms and the horizontal tailsurfaces. Sand all smooth, remove unnecessary parts - hatched in drawing - and cement halves together.

For the assembling prepare a simple rig as represented in the drawing. This guarantees the correct position and dihedral of the wing-tail assembly.

Decide whether the Go 242 or Go 244 has to be built. In first case add upper and lower tailboom extensions, in the second the engines with their upper fairings. Watch for exact fitting. When dry fill all joints with body putty or similar and sand smooth.

2. Fuselage

Cut out upper and lower part of fuselage as well as transparent central part. Remove shaded parts. Prepare a framework bulkhead (refer to drawing in the upper left corner and to picture of cockpit interior), cockpit floor and cargo hold floor. For better connection between lower part and window transparency the use of stripes of styrene sheet located exactly in the spaces between windows is recommended.

As alternate method the central part can be replaced by 4,2 mm wide 20 thou transparent stripes on each side glued on several vertical stripes of styrene sheet which connect the upper and lower fuselage parts with 4,3 mm space between.

When ready sand all smooth, but take care to keep the windows clear. Paint interior of cargo hold (RLM-grey 02).

3. Final assembly

Cement wing-tailboom assembly to fuselage. Fill all joints and sand smooth.

Detail cockpit interior and paint inside before cementing canopy and tailcone.

Add wing struts made of bamboo - on the 244 these struts penetrate the engine nacelles -, undercarriage and props. Seen from front the starboard prop turns anti, the port one clockwise. Props of Lindberg or Airfix can be used also.

4. Remarks

The kit allows also the construction of other versions as A-series or B-1 after the necessary simple modifications.

5. Colours

A paint scheme is given for a Go 244 on page 112 of the Ries Markings book, Vol 2. Otherwise many different paint schemes mainly in Dark green 71, Black green 70 and Light blue 65 as well as temporary winter white painted over are possible.

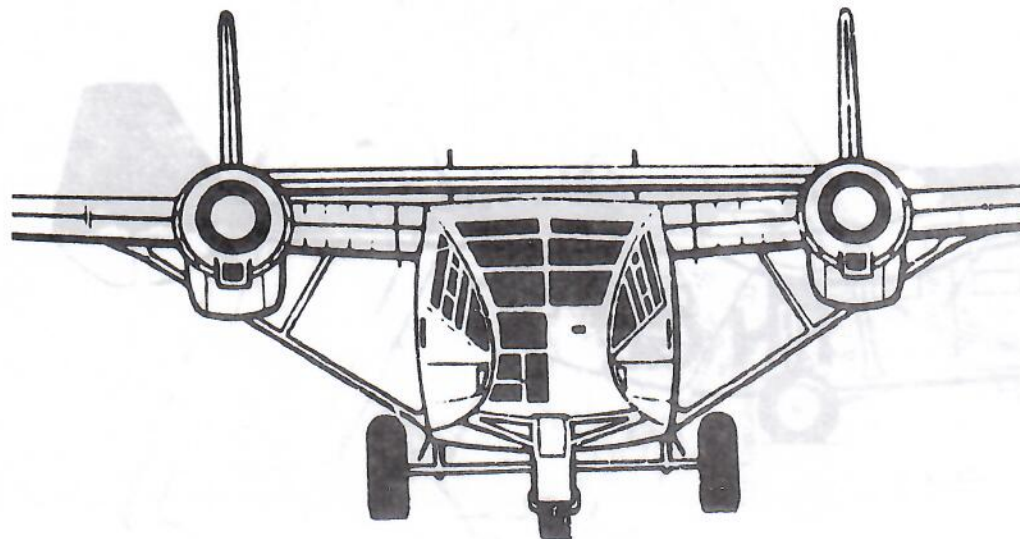
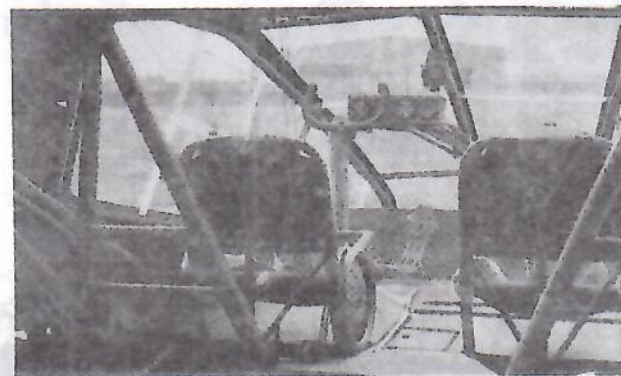
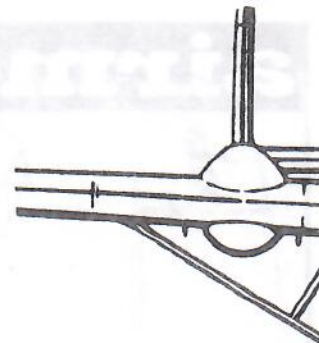
6. References

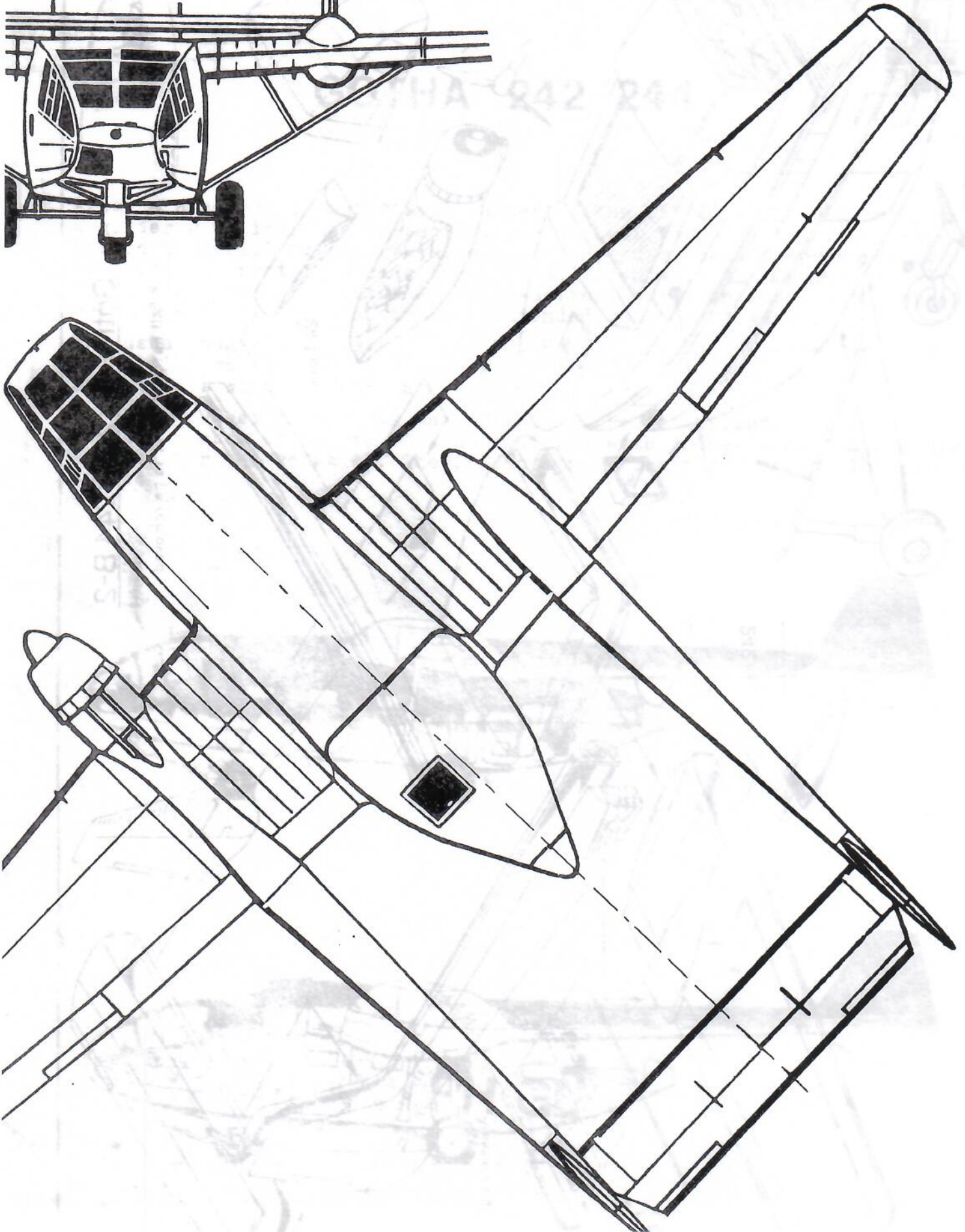
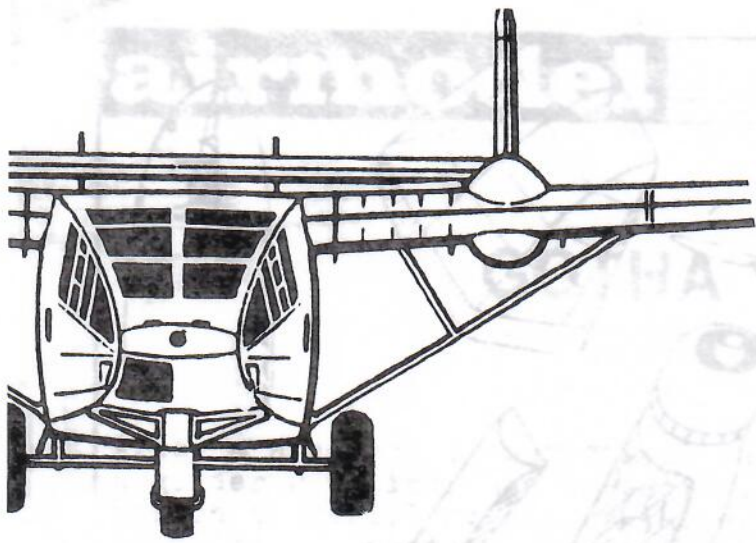
Green: Warplanes of the Third Reich, pages 251 - 257

Ries: Dora Kurfürst Vol. 1 - 4

Lange: Buch der deutschen Luftfahrttechnik

Flugrevue March 1965





Gotha Go 242/244 B-2

All hatched parts to be removed

