airmodel

KIT 126

GOTHA GO 229 A01 HO IX V3

History:

Spezialized on tailless airplanes, both unpowered and powered, the two brothers Horten had gained in the pre-war years much success with their designs. By avoiding all unnecessary drag, such a design would give, sufficiently powered, an excellent and superior fighter.

Constructed in 1942/44 mainly of wood and steel tubing, both non shortage materials, the first prototype Ho IX V1 was still a glider. The very promising flying qualities, also in the high speed range, accelerated the construction of the V2 now powered with two Jumo 004 engines.

Unfortunately this airplane crashed after only two hours of flight tests. The third prototype V3 was already built by Gothaer Waggonfabrik at Friedrichsroda under the new RLM designation Go 229. That manufacturer had been chosen for the massproduction of this outstanding new fighter. Just when ready for the first flight, the V3 was captured by American troops and brought to the United States where it seems to have been evaluated. Its further fate is unknown.

Instructions:

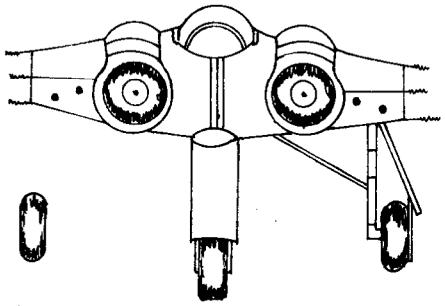
The construction of this model is relatively simple except the representation of the turbojet engine intakes and jet pipes.

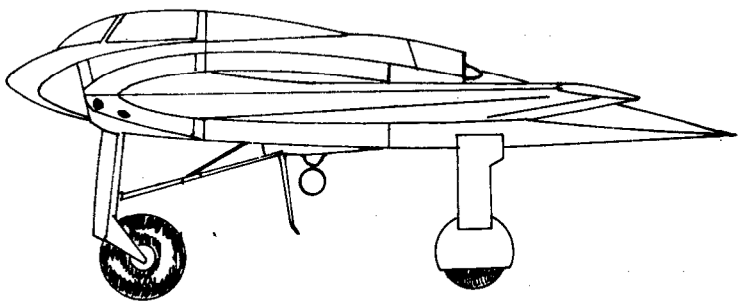
After having cut out and sanded the two halves (be careful not to abrase too much plastic at the curved trailing edge), cut out very carefully with a fretsaw with the thinnest available blade the undercarriage doors and cockpit opening.

Although the stiffness of the material is sufficient without any internal reinforcement, a central longitudinal spar and sidewalls for the main u/c housings are recommanded (See figure 1). The jet pipes can beinstalled in the upper wing halves at this stage following the instructions in the next chapter.

In order to achieve the necessary slight dihedral, let dry the whole after having cemented both halves together with wings supported and central body loaded with a weight.

In the meantime prepare the engine intakes and jet pipes. A good method is to make a tube out of 0,25 (10 thou) styrene sheet, wrapped exactly two times under addition of cement around a 6 mm diameter drill. The beginning and the end of the stripe must be sloped (See figure 2).





When dry pull the tube off the drill and cut four 8 mm long pieces (See figure 3), close them on one end by inserting a disc of 6 mm diameter, made of 30 or 40 thou styrene sheet. Drill a hole in its center to take up the cone. The cones can be made from sprue by using a simple lathe (See Chris Ellis: How to go advanced modelling, page 36). Otherwise the cones from a Me 262 kit are very useful.

Drill appropriate holes for intakes and jet pipes, starting with about 2 mm and increasing the openings step by step to 7 mm. Insert and adjust the prepared jet pipes in the upper half before cementing the halves together. The intakes must be installed later.
The undercarriage has to be made by using parts from the scrapbox or preparing them from sprue. Refer to drawings. No lead is needed for this model.
Make a suitable seat, detail interior of cockpit and paint all interior surfaces RLM grey 02. Finally fit and fix the canopy with an adhesive cement. Add antenna and D/F loop.

Painting:
Although the airplane did not see operational service, it is very probable that it would have appeared in light grey 76 mottled with grey 75 on its upper surface.
No code is known. The crosses would have been in the simplified style.

For reference:

Green: Warplanes of the Third Reich, page 247
Flugrevue No.2/1959
Flying Review Febr.1957 and Oct.1958

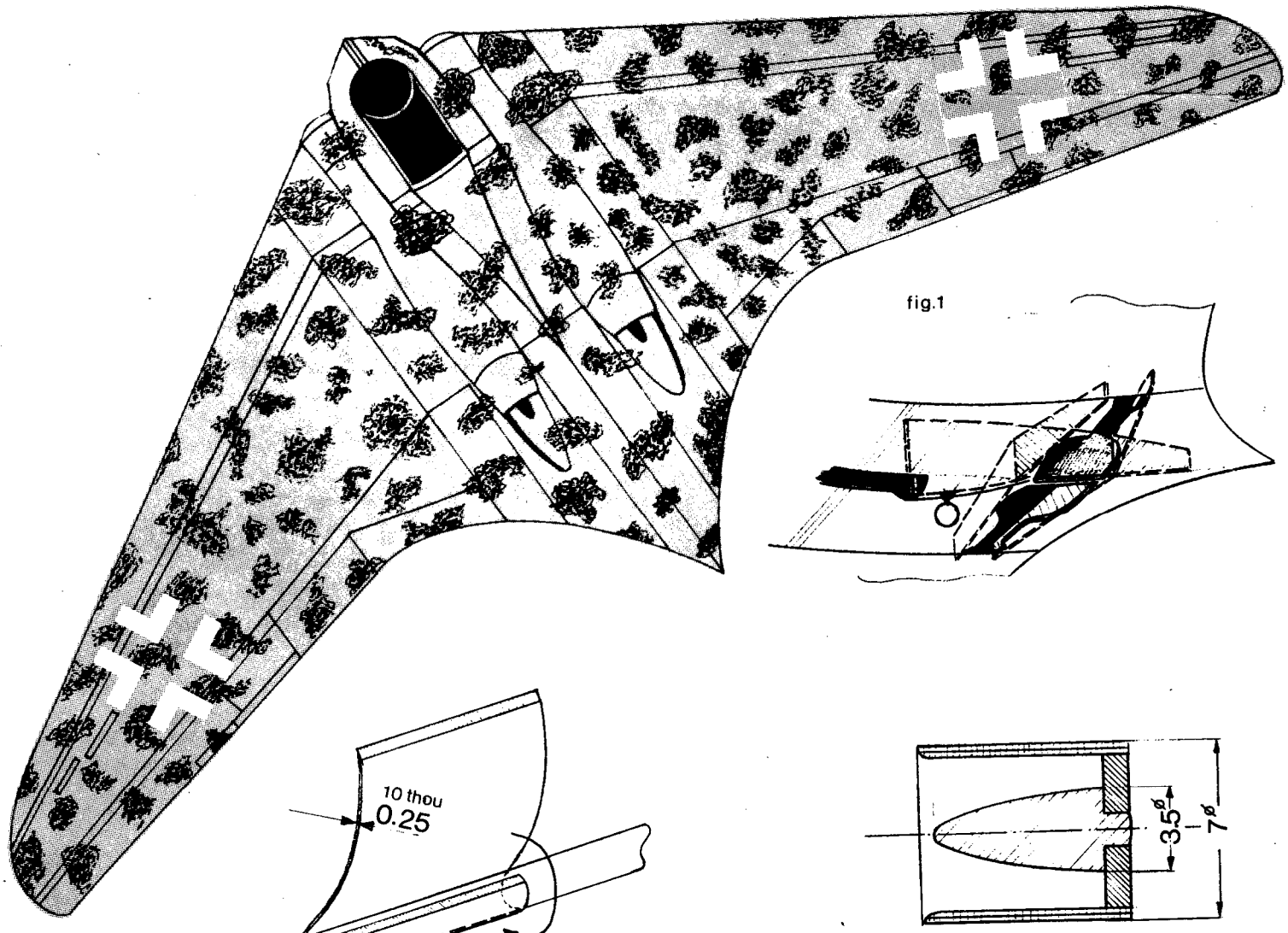


fig.1

fig.2

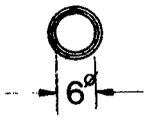


fig.3