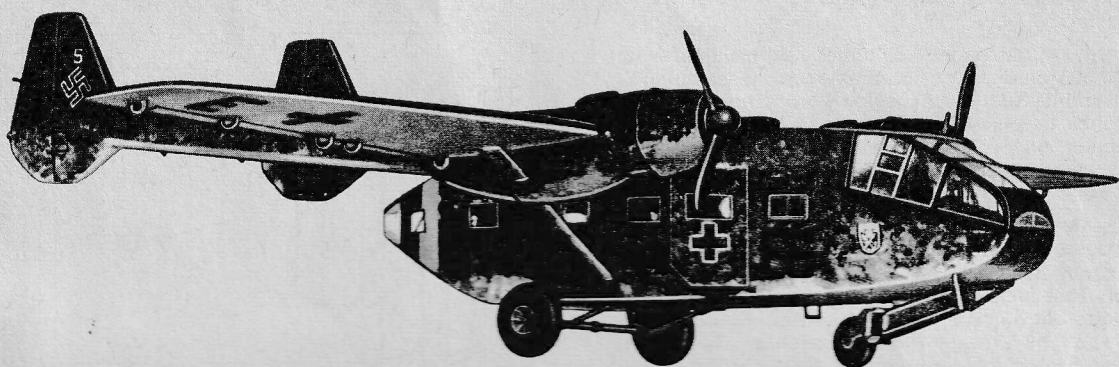
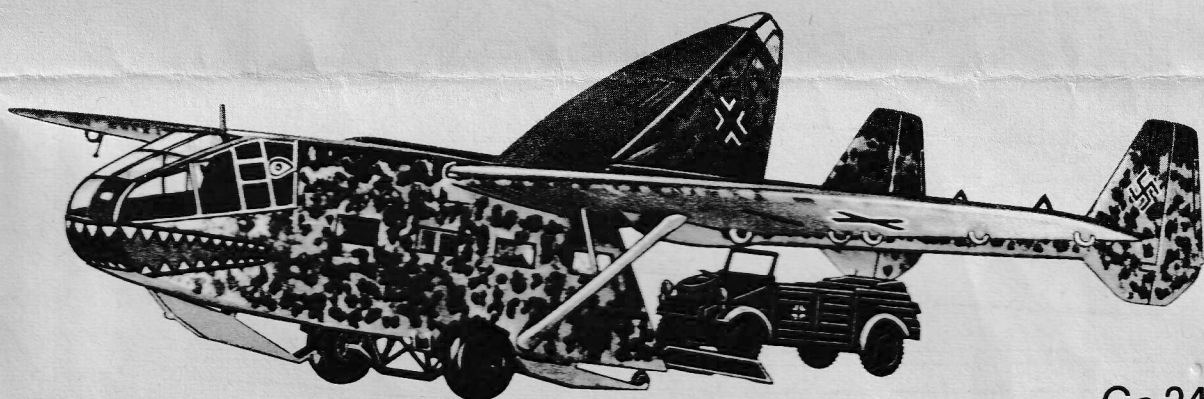


Gotha Go 242-Go 244



Go 244



Go 242

I successi ottenuti nella fase iniziale della guerra con azioni di truppe aerotrasportate spinsero le autorità tedesche a richiedere alle ditte costruttrici aliante da sbarco con migliori caratteristiche e maggiore capacità di carico. La sezione aeronautica della Gothaer Waggonfabrik A.G., che in quel periodo lavorava prevalentemente alla costruzione di aerei su licenza di altre ditte, propose un proprio progetto di aliante, il Go.242, a grande capacità di carico, con due travi di coda che collegavano gli impennaggi all'ala ed un'ampia fusoliera centrale appesa all'ala ed interamente apribile nella parte posteriore. Questo consentiva di trasportare 23 soldati con equipaggiamento completo; inoltre questa formula costruttiva consentiva al Go.242 di trasportare armi ed equipaggiamenti di notevoli dimensioni o addirittura veicoli. Il progetto iniziò nel 1940 e i primi due prototipi volarono con successo nella primavera del 1941. Nell'agosto dello stesso anno furono consegnati ai reparti i primi 12 esemplari e la produzione continuò con poche modifiche. La più notevole fu l'adozione di un carrello con due ruote gommate principali e ruotino anteriore orientabile mentre in origine vi erano solo pattini. Il Go.242 era di solito trainato dallo Ju 52-3M ma furono usati per il traino anche l'He 111 H e l'He 111 Z pentamotore.

Dopo l'occupazione della Francia furono disponibili dei motori Gnôme-Rhône 14 M a doppia stella con potenza intorno ai 700 H.P. e ridotto ingombro frontale. I tecnici della Gothaer Waggonfabrik ebbero così la possibilità di ricavare dalla struttura del Go.242 un nuovo trasporto completamente autonomo, il Go.244, senza richiedere motori all'industria tedesca occupata al massimo per le forniture ad altri settori. I due travi di coda furono prolungati in avanti e su ogni prolungamento, davanti al bordo d'attacco dell'ala fu montato un motore. Naturalmente la capacità di carico risultò diminuita e la scarsa potenza disponibile influì negativamente sulle prestazioni, rendendo ad esempio impossibile il mantenimento del volo orizzontale quando, con carico normale veniva a mancare uno dei due motori. Pur limitato dalla scarsa potenza; il Go.244 risultò operativamente valido e svolse una proficua attività nei gruppi da trasporto e presso le scuole di assaltatori e paracadutisti.

PRESTAZIONI E CARATTERISTICHE:

GOTHA Go.242: Apertura alare mt. 24,50, Lunghezza mt. 15,80, Altezza mt. 4,40, Peso a vuoto kg. 3200, Velocità max. in traino km./h. 240,
GOTHA Go.244: Apertura alare mt. 24,50, Lunghezza mt. 15,80, Altezza mt. 4,70, Peso a vuoto kg. 5100, Velocità massima km./h. 290, Autonomia 740, Quota max. mt. 7500.

The success obtained by air transported troops in the early stages of the war induced German Authorities to ask manufacturing companies to construct landing gliders featuring better and better characteristics and greater capacity. The Air Department of the Gothaer Waggonfabrik A.G. Company, that at that time was mainly engaged with the construction of aircrafts designed by other companies, put forward the design for the construction of the Go.242, a glider featuring a high loading capacity with two tail girders connecting the tail planes to the wing and a large center fuselage hanging from the wing and whose lower part could be opened. This glider was capable of transporting 23 soldiers with complete equipment. Moreover, the glider was so designed that arms and equipments of considerable dimensions, and even vehicles, could be transported. The design was started in 1940 and the first two prototypes were successfully tested in Spring 1941. In August 1941, the first 12 specimens were delivered to the army divisions, and the production of this glider continued with little modifications only. Among these, of particular interest was the use of an undercarriage including two main tired wheels and one front caster in place of the original central runners.

The Go.242 was usually towed off by the Ju 52-3M, but the He 111 H and the five - engine He 111 Z were used as well. After the occupation of France, Gnôme-Rhône 14 M double-row radial engines rating about 700 H.P. and featuring limited front dimensions became available. The engineers of the Gothaer Waggonfabrik Company were thus capable of constructing a new entirely self-contained unit, the Go.244, without having recourse to the German manufacturing companies that were already very busy with the supply of engines for other applications. The two tail girders were extended and one engine was fitted on each extension, just opposite the leading edge. Obviously, the carrying capacity was considerably reduced and low power unfavourably affected the aircraft performance and made it impossible to keep level flight when — under normal load conditions — one engine failed. In spite of its limited power, the Go.244 was very successful in operations and was largely employed by transport divisions as well as for the training of assault and paratroops.

PERFORMANCE AND SPECIFICATIONS:

GOTHA Go.242: Wing span m. 24.50, Length m. 15.80, Height m. 4.40, Weight empty kg. 3200, Maximum speed when towed off km./h. 240 -

GOTHA Go.244: Wing span m. 24.50, Length m. 15.80, Height m. 4.70, Weight empty kg. 5100, Maximum speed km./h. 290, Range 740.

coi pezzi staccati pma di cominciare il montaggio. Montare i pezzi seguendo l'ordine della numerazione. Le frecce nere indicano i pezzi attaccati con colla, le frecce grigie indicano i pezzi montati senza colla. Usare colla per polistirolo.

It is recommended that the exploded view is studied before commencing assembly. Assemble parts in numerical order. Black arrows indicate parts to be cemented together, grey arrows indicate part to be fitted into place without cementing. Ensure that cement suitable for polystyrene plastics is used.

Il est recommandé d'étudier attentivement la vue écorchée avant de commencer l'assemblage. Assembler les pièces selon l'ordre prescrit. Les flèches noires indiquent les parties à coller, les flèches grises les parties à ne pas coller. Il est vivement conseillé de n'employer que de la colle à polystyrène.

Vor dem Zusammenbau sollte man sich mit den einzelnen Teilen in der Übersichtszeichnung vertraut machen. Der Zusammenbau der einzelnen Teile geschieht in der angegebenen Zahlenfolge. Schwarze Pfeile weisen auf Klebeverbindungen hin; graue Pfeile bezeichnen Teile, die ohne Kleber montiert werden. Bitte nur Polystyrol - Kleber verwenden.

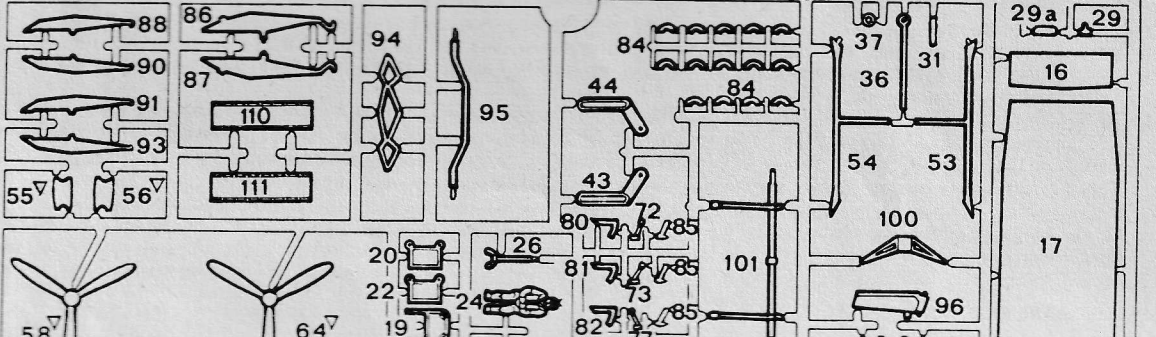
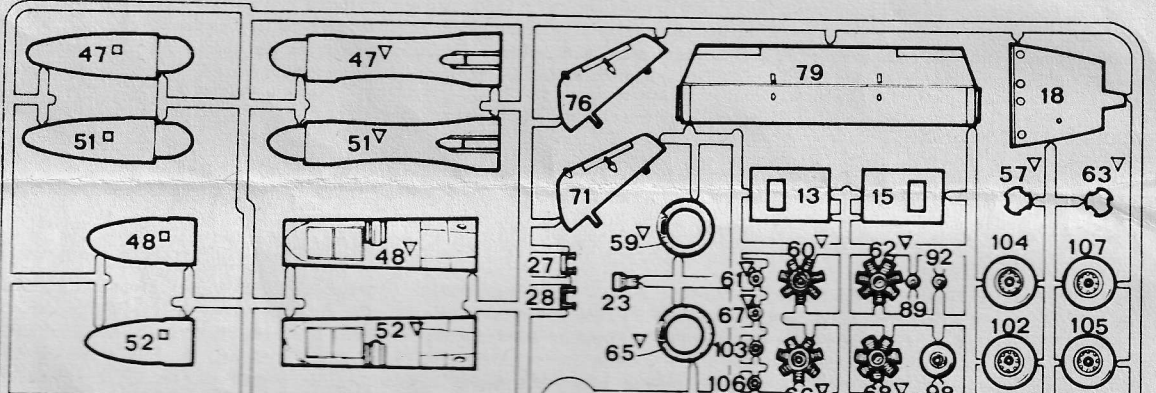
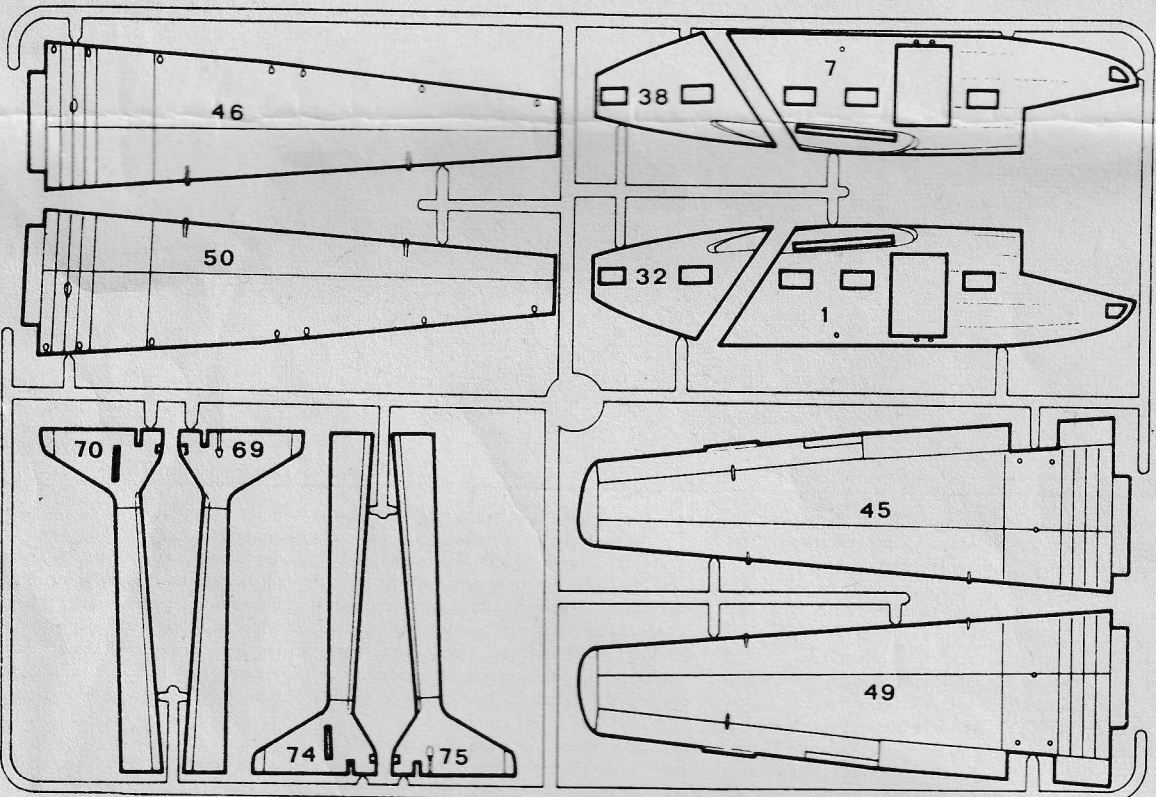
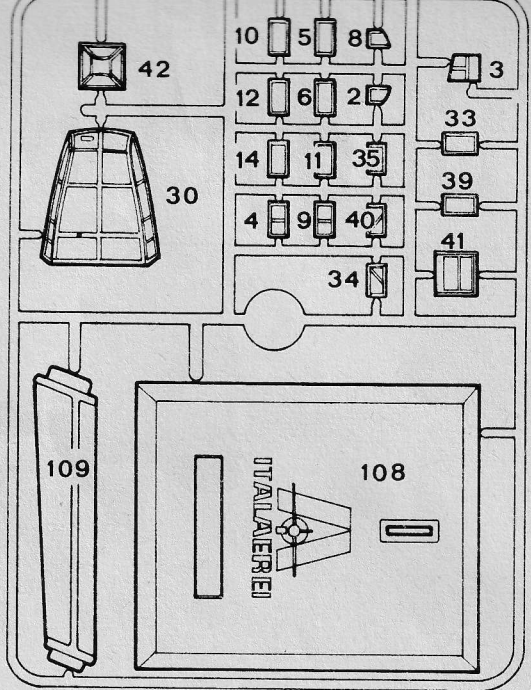
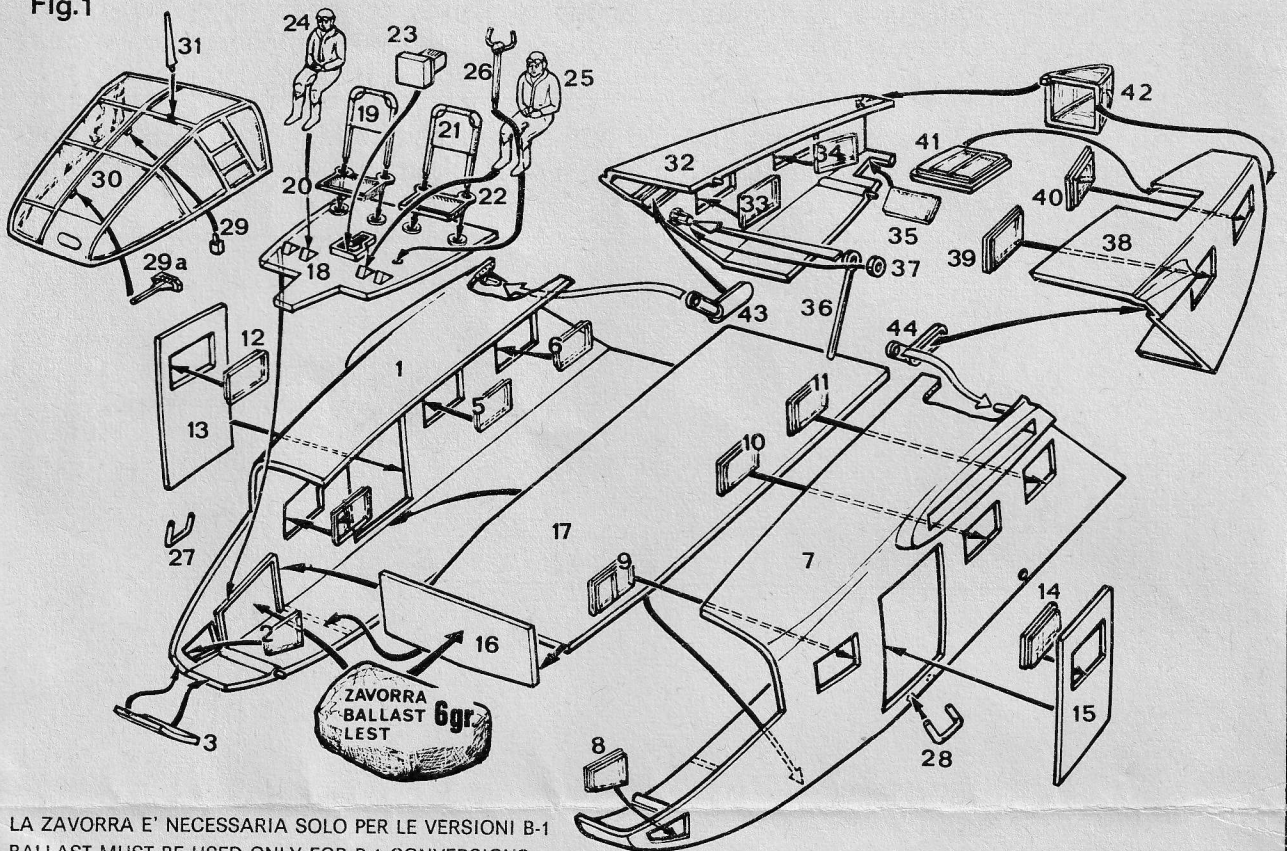


Fig.1



LA ZAVORRA E' NECESSARIA SOLO PER LE VERSIONI B-1
BALLAST MUST BE USED ONLY FOR B-1 CONVERSIONS
METTRE LE LEST SEULEMENT POUR LES VERSIONS B-1
BALLAST IST NÖTIG NUR FÜR TYP B-1

Verniciare le parti interne visibili con grigio-verde RLM 02

Paint inner visible parts with grey-green colour RLM 02

Peindre les parties internes visibles en couleur gris-verte RLM 02

Die sichtbaren Innenteile mit grau-grüner Farbe RLM 02 Lackieren

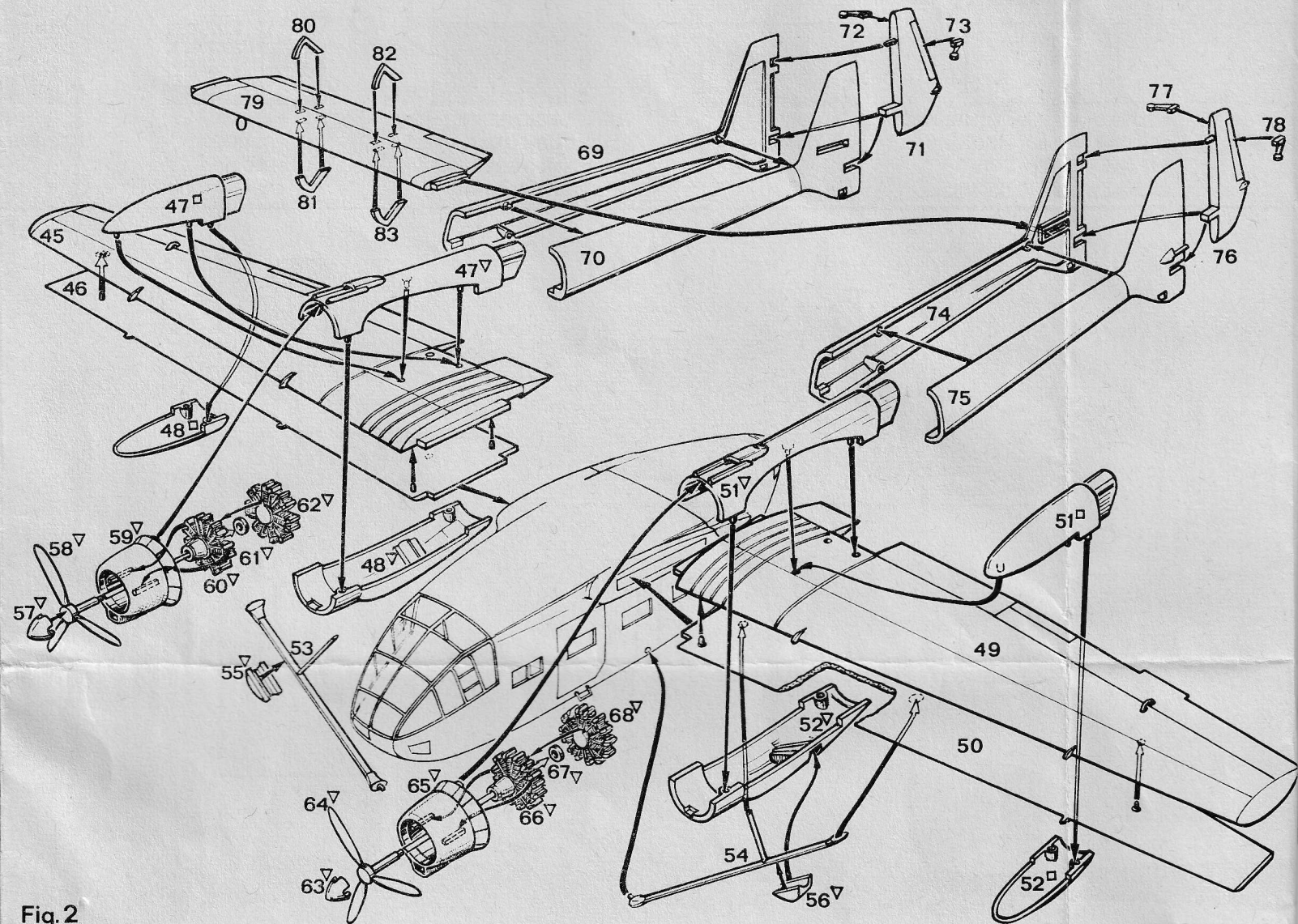


Fig. 2

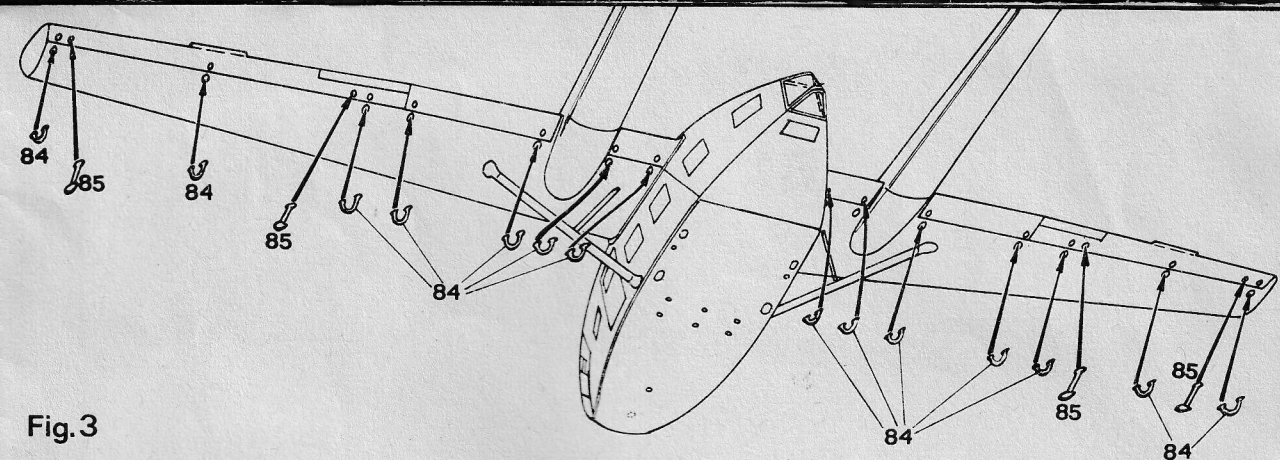


Fig. 3

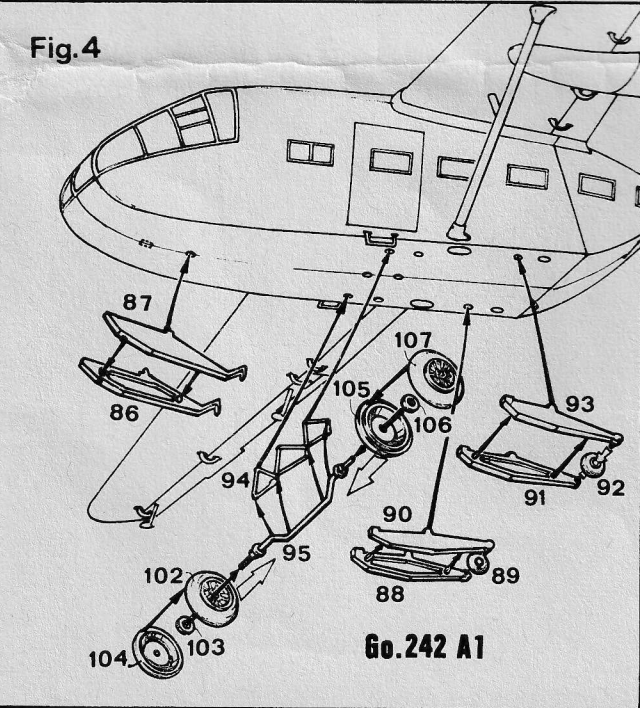


Fig. 4

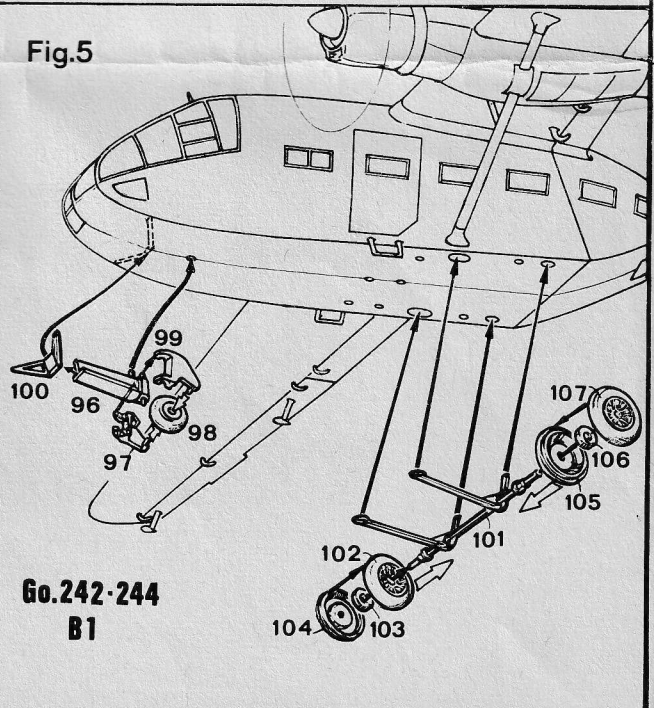


Fig. 5

Go. 242-244
B1

I pezzi segnati con □ si riferiscono esclusivamente al GO-242

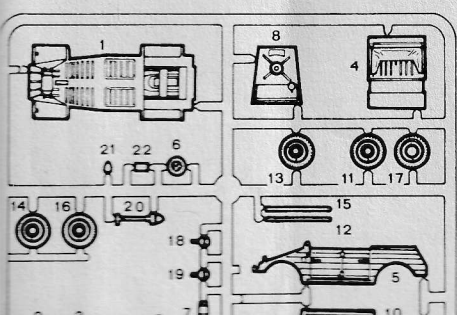
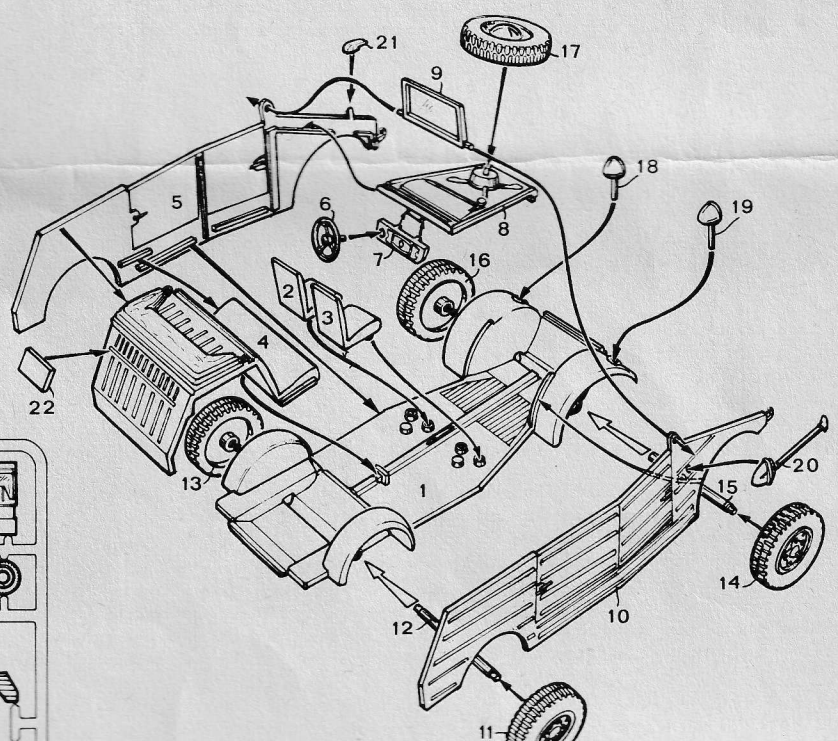
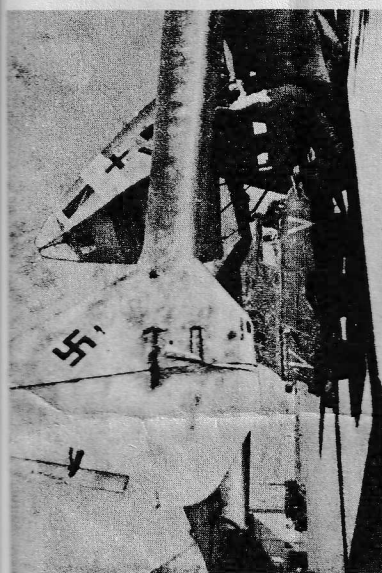
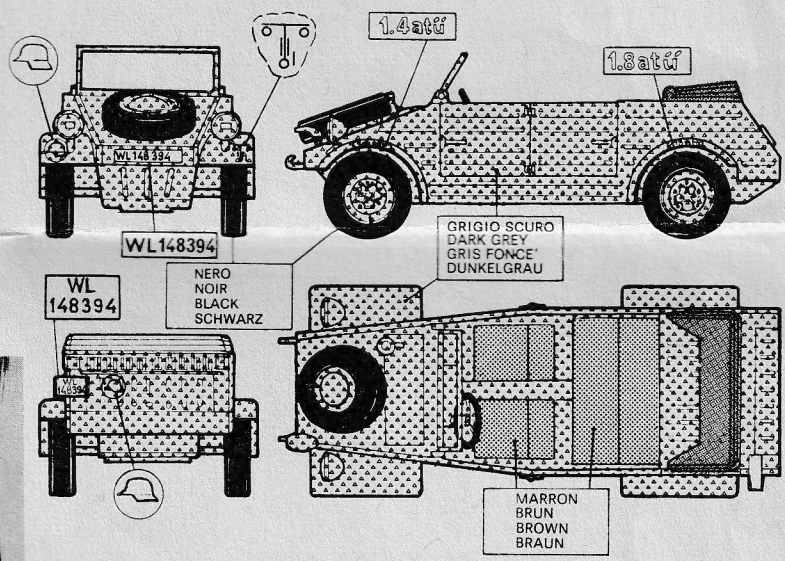
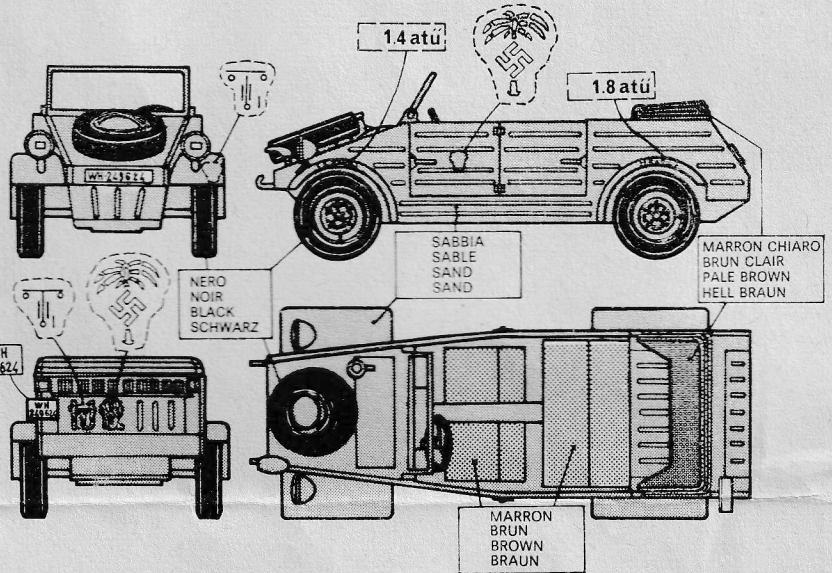
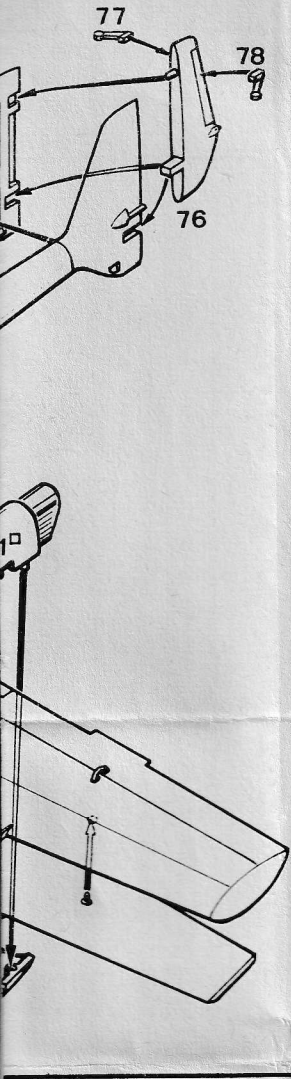
Parts marked with □ only refer to GO-242

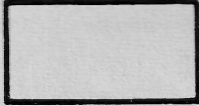
Parts marked with △ only refer to GO-244

Les pièces marquées avec □ se rapportent seulement au GO-242

Les pièces marquées avec △ se rapportent seulement au GO-244

Die mit □ gezeichneten Teile beziehen sich lediglich auf den GO-242
Die mit △ gezeichneten Teile beziehen sich lediglich auf den GO-244





BIANCO
BLANC
WHITE
WEISS



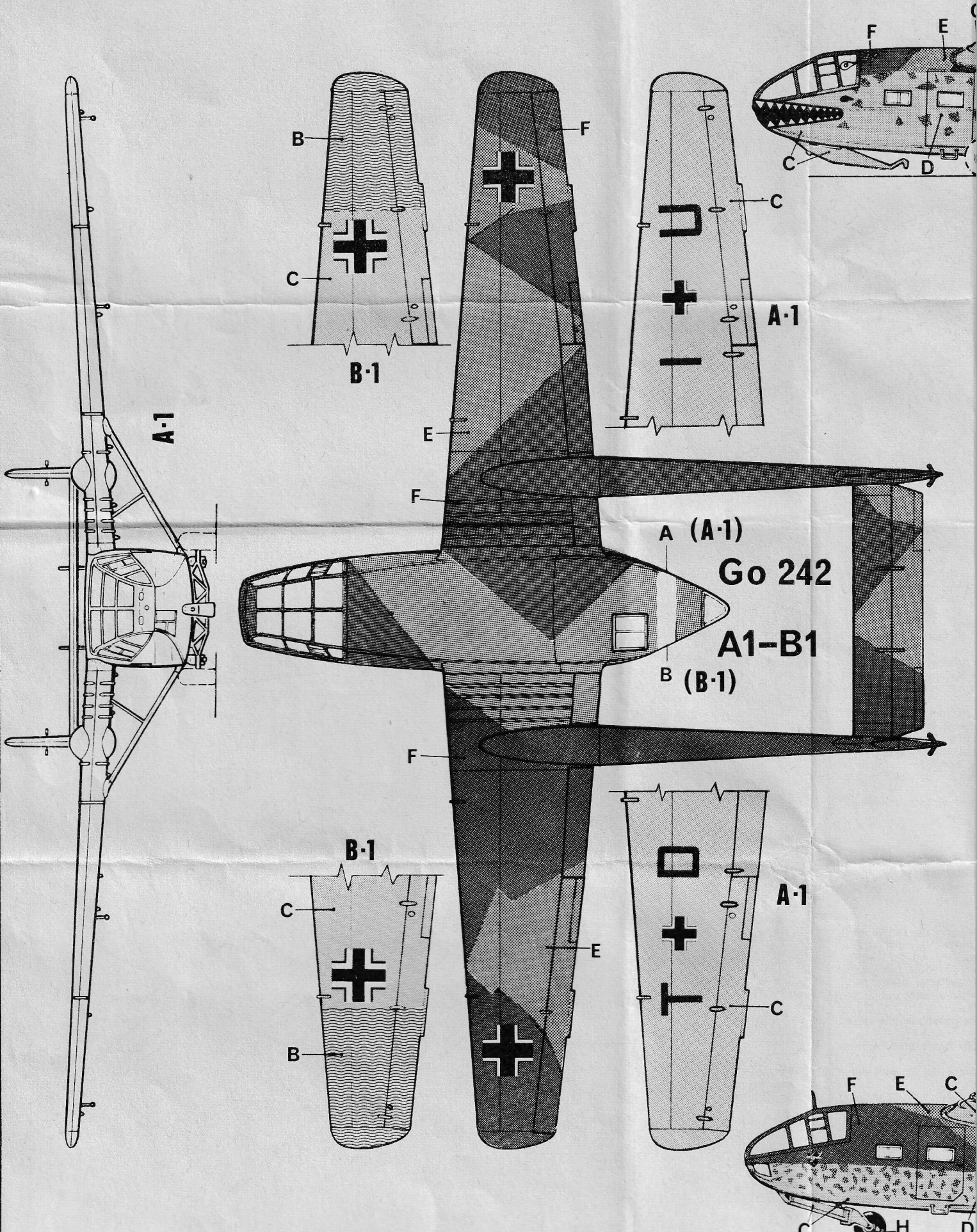
GIALLO
JAUNE
YELLOW
GELB



AZZURRO CHIARO
AZUR CLAIR
PALE BLUE
HELLBLAU



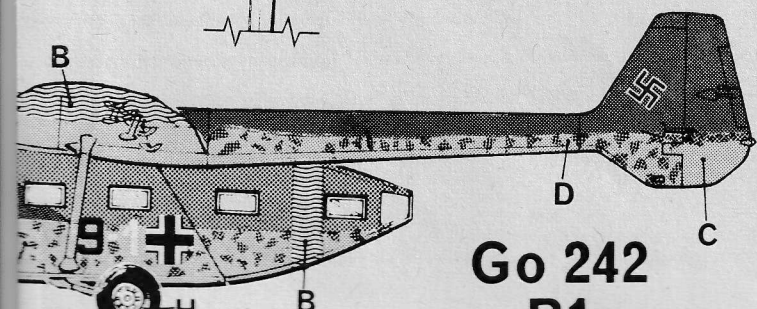
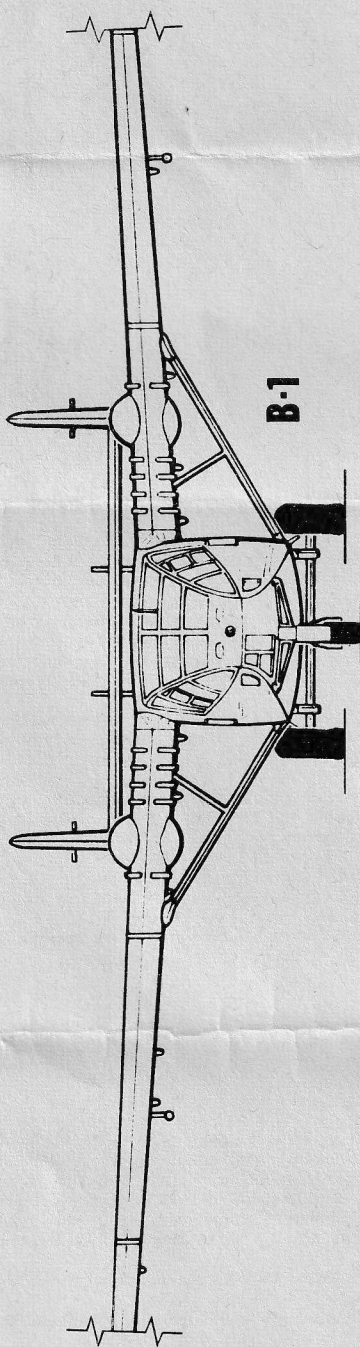
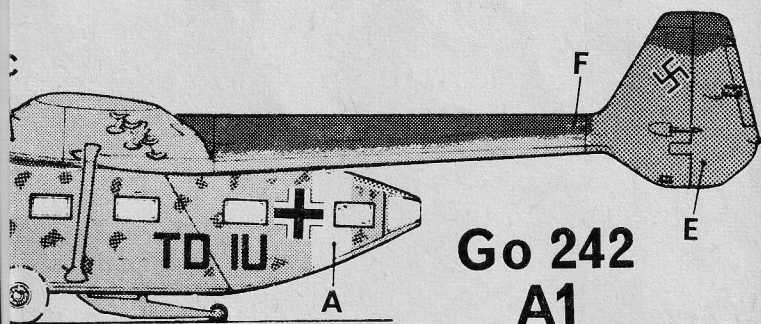
AZZURRO CHIARO CON MACCHIE GRIGIE
AZUR CLAIR A TACHES GRISSES
PALE BLUE WITH GREY SPOTS
HELLBLAU MIT GRAUEN FLECKEN



GRIGIO
GRIS
GREY
GRAU

GRIGIO SCURO
GRIS FONCÉ
DARK GREY
DUNKELGRAU

ROSSO
ROUGE
RED
ROT

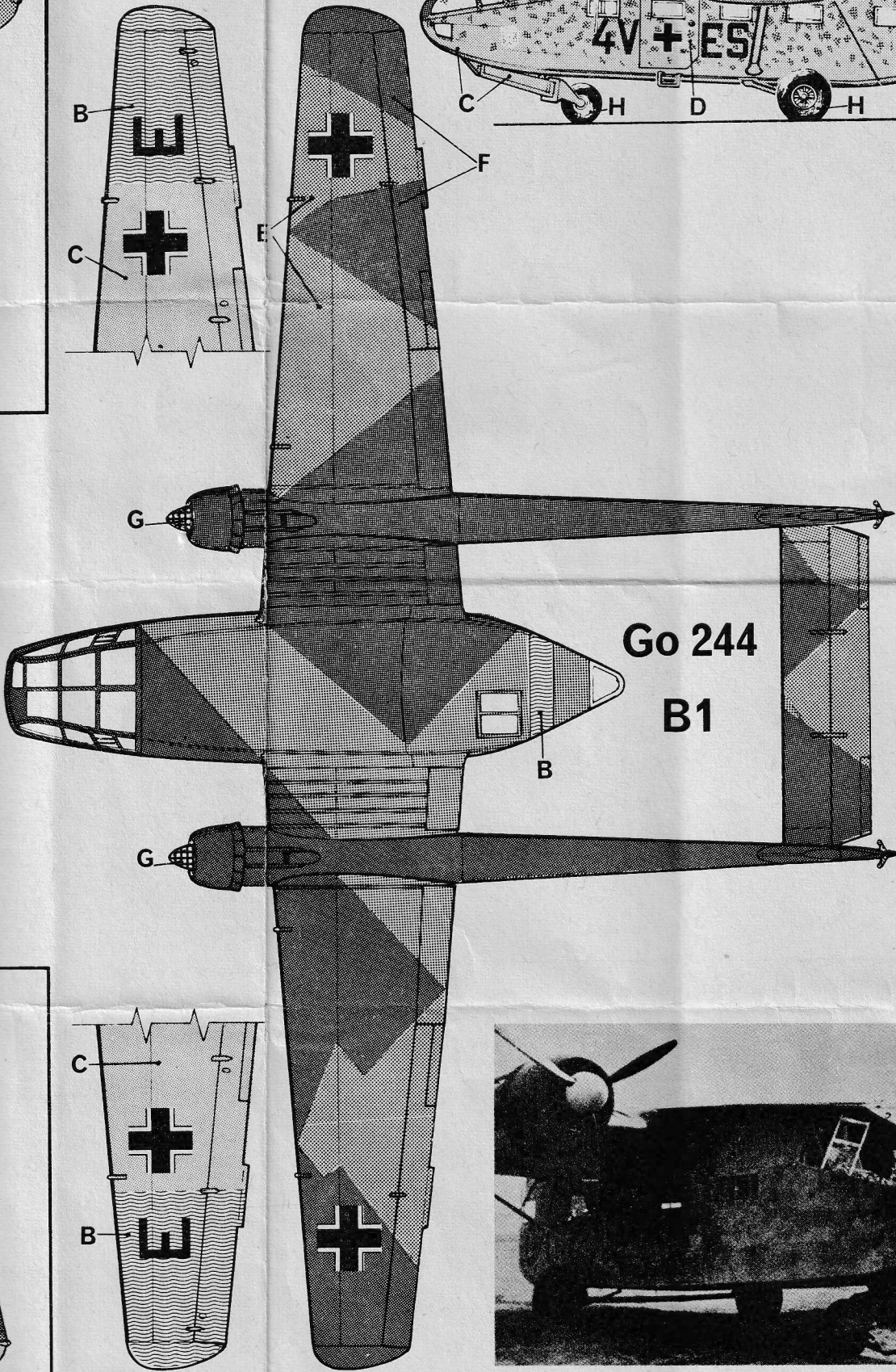
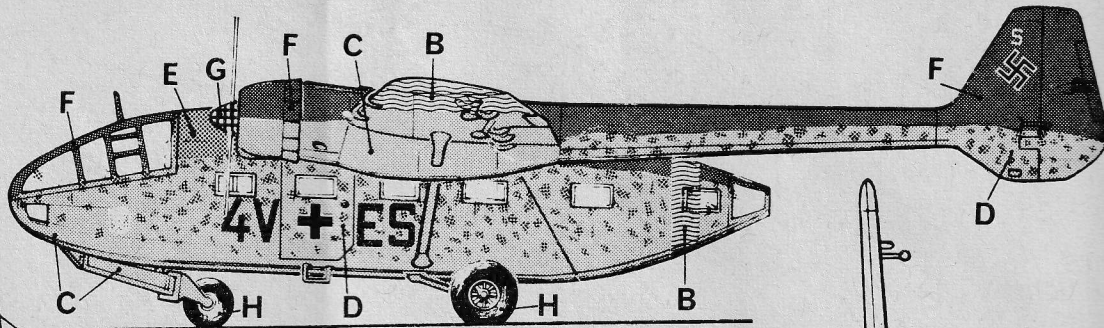
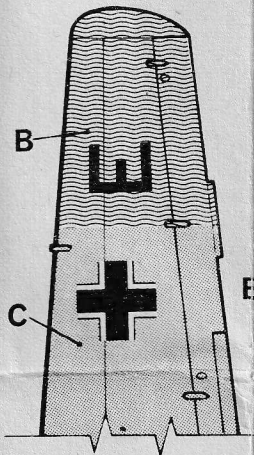


ROSSO
ROUGE
RED
ROT

NERO
NOIR
BLACK
SCHWARZ

To apply transfers cut out designs,
dip into water and slide
into position.

Abziehbilder ins Wasser tau-
chen und am Modell anbringen.



**Go 244
B1**

