

PLT 213
1:48



GAL.48B Twin Hotspur Mk.I

V létě 1940, zejména pod dojmem německého kluzákového útoku na pevnost Eben-Emael, se Ministerstvo pro leteckou výrobu obrátilo s konzultacemi na firmu GAL. Po konzultacích byly vypsané specifikace X10/40 na vojenský kluzák určený k přepravě poloviny pěchotního družstva (sedm vojáků+pilot). Již v září bylo objednáno přes 100 ks kluzáků GAL 48 Hotspur Mk.I a to jen dle úvodních studií a výpočtů. Po 14 týdnech intenzivních prací byl první prototyp vyzkoušen v krátkém letu, při vleku za nákladním automobilem. Pilotem byl pozdější rekordní pilot S/L Hugh J. Wille Wilson (po válce překonal na meteoru Mk.IV rychlostní rekord). Rozeběhla se sériová výroba, ale brzy se ukázalo, že polovina družstva je neefektivní počet vojáků. Navíc do štíhlého trupu nebylo možné naložit těžší zbraně. Proto bylo rozhodnuto výrobu Hotspuru Mk.I zastavit po vyrobení 18 kusů a nahradit ji výrobou cvičné verze s upraveným trupem a křídly. Ta dostala označení Hotspur Mk.II. Posledních 50 ks Mk. II bylo upraveno na verzi Mk.III se zesílenými ocasními plochami. V prototypu skončil pokus o zdvojení Hotspuru. GAL.48B Twin Hotspur Mk.I využíval dvou trupů spojených novým centrolplánem a vodorovnou ocasní plochou. Byl určen k nesení 15 výsadkářů a byl vyvíjen jako záloha, kdyby se nepovedl vývoj kluzáku Horsa. Jeho letové vlastnosti byly ale kritizovány a ve vývoji se nepokračovalo. Komponenty Hotspurů se vyráběly u mnoha původně neleteckých dřevozpracujících firem, na výrobě se okrajově také podílely firmy Sligsby a vlastní GAL. Nejvíce kluzáků zkompletovala firma Harris Subbus. Výroba skončila v roce 1943 a celkem dala 1015 ks.

Kluzáky byly využívány intenzivně pro výcvik výsadkářů i pilotů kluzáků. Jako vlečné stroje sloužila široká paleta strojů, od dvouplošných Hawkerů Hector, Audax, Hart, přes Lysandery až po Milesy Master. Vyřazeny z výzbroje byly na konci druhé světové války. Během války bylo 22 kusů dodáno RCAF do Kanady. Část z těchto strojů byla předána americkému námořnictvu a jeden kus letectvu USA.

Délka: 11,89 m, rozpětí: 13,99 m, max. rychlost 209 km/h, přistávací rychlost 91 km/h, dolet 134 km, při odpoutání ve výšce 6000 m.

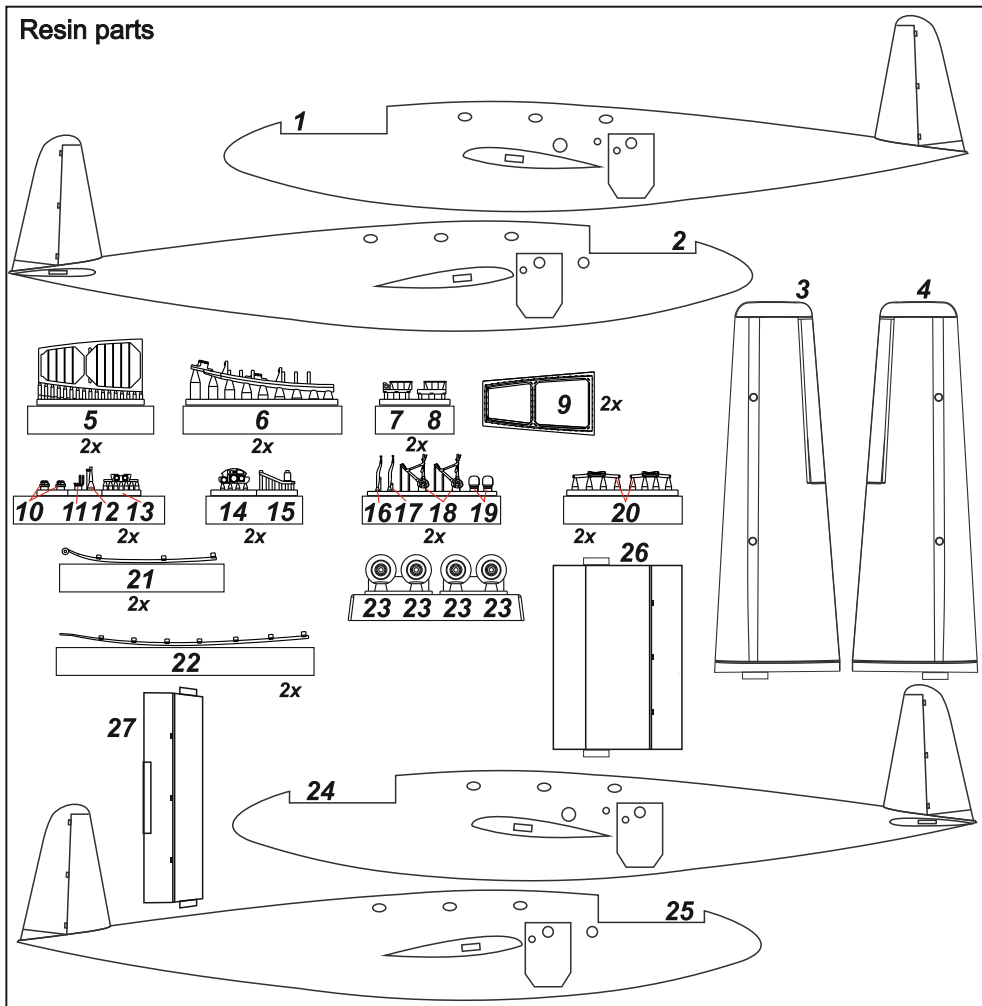
In the summer of 1940, greatly influenced by the success of the German assault glider attack on Eben-Emael fort, the British Air Ministry approached the General Aircraft Ltd company (GAL) asking for consultation. Following these, the X10/40 specification was issued calling for a military glider aeroplane capable of carrying eight fully armed airborne troops – seven plus a pilot, or half a section.

A production order for more than 100 examples of the GAL 48 Hotspur Mk.I assault glider was placed as early as in September the same year and following a fortnight period of intense work, the first prototype was taken to the air, in fact just a short hop, being towed by a lorry. Its first pilot was the later record-setting S/L Hugh J. Wille Wilson, who after the war broke the speed record flying a Meteor jet. The production of the Hotspur glider started, but the military soon found out that half a section was rather ineffective number of soldiers. What is more, the glider could not accommodate heavier armament within its slim fuselage. The decision to stop the Mk.I variety production was taken following just 18 produced airframes and they were to be replaced on the production line by the training version with some improvements being done on the fuselage and wings – which was known as the Mk.II Hotspur. And the final 50 Mk.II airframes were further adapted with externally braced empennage. A single prototype of the GAL 48B Twin Hotspur was also built, utilizing two standard Hotspur fuselages mated with a new wing centre section and tailplane. This beast was meant to be used for carrying 15 troops and in fact, was to be just a standby type to replace the Horsa glider in case of its failure. The behaviour of the Twin Hotspur in the air showed to be rather unfavourable and the development of the type did not proceed further. The various components of the Hotspur glider were manufactured by a variety of woodworking companies not having any relation to aviation industry at all, marginally Slingsby and GAL were also involved. The majority of the airframes was built by the Harris Subbuss company. The production came to its end in 1943, giving a total of 1015 Hotspur airframes.

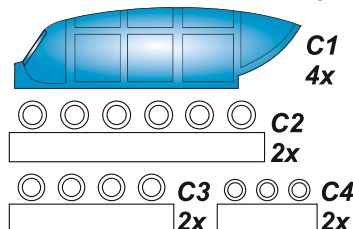
The gliders were widely and used in the paratroops and glider pilots training, being towed by a variety of machines, from Hawker Hector, Audax and Hart biplanes, to Lysanders and even Miles Masters. They were put out of the military service at the end of the war. Twenty two of them was delivered to the RCAF, some of which also found their way to the US Navy and one example also flew with the USAAF.

Length: 11.89 m, span: 13.99 m, max. speed 209 km/h, landing speed 91 km/h, range 134 km, from a 6000 m release.

Resin parts

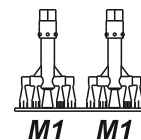


Vacuformed and cast clear parts



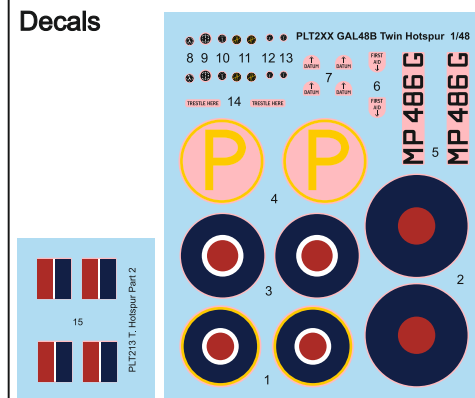
Vacuformové a odlévané čiré díly

3D Printed parts



3D tištěné díly

Decals

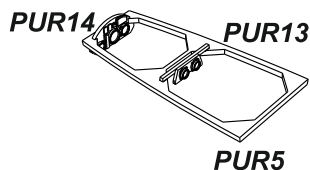


Obtisky

1

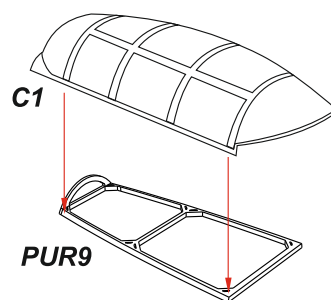
2x

Use decals no.



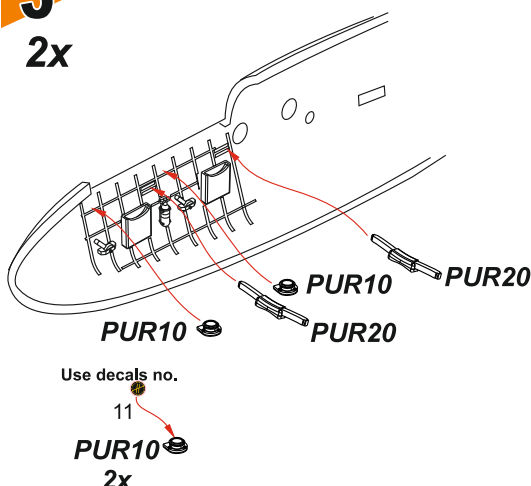
2

2x



3

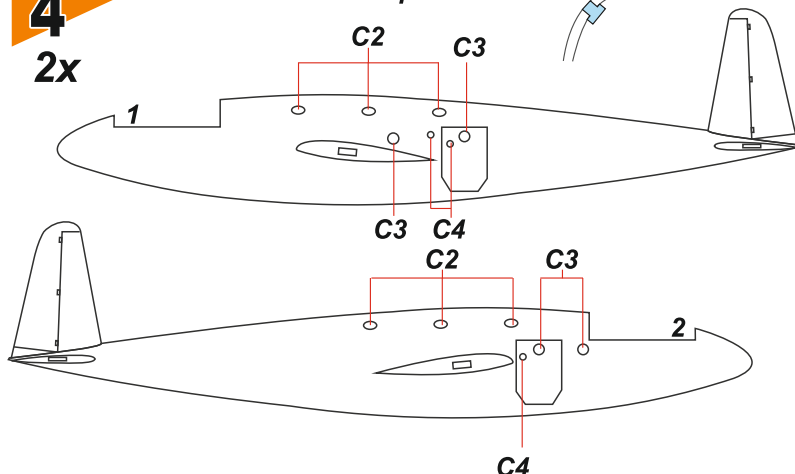
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4

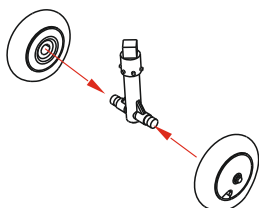
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info view / cross section
info pohled / rez



5

2x

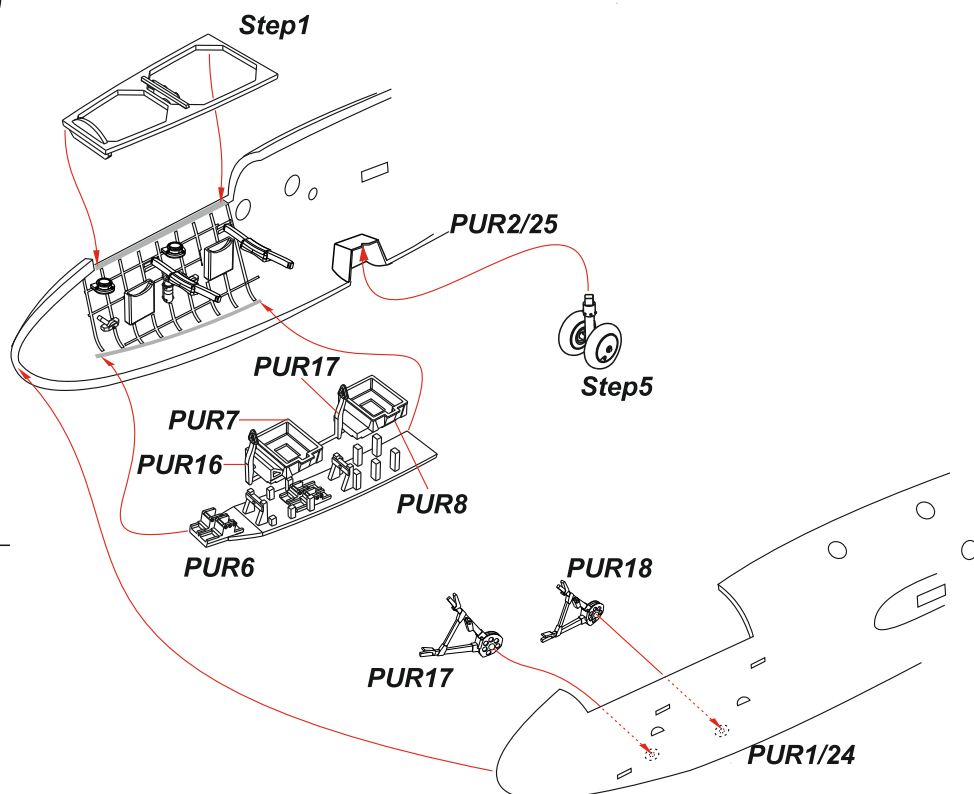


6

2x

Resinové díly ohnuté popř. pokroucené vlivem teplotních změn a stárnutí materiálu, mohou být narovnané do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Ohnuté 3D tisky narovnejte ponořením do horké vody, srovnajte je a zchlaďte studenou vodou. K lepení použít kyanoakrylátové lepidlo! Kontaktní plochy doporučujeme před lepením odmastit. Různé drátky a tyčinky nejsou přiloženy.

Parts slightly distorted and bent owing to temperature changes or due to material aging can be straightened to requested shape by hot water or hot air jet (hair dryer). This process can be repeated till result is entirely satisfactory. You can also correct bent 3D printed parts: put them into hot water, straighten them and cool them in cold water. For best result use cyanoacrylate glue! Ungreasing contact areas is recommended before gluing. Wires and rods not included.



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



OHNOUT
BEND
BIEGEN
COURBER

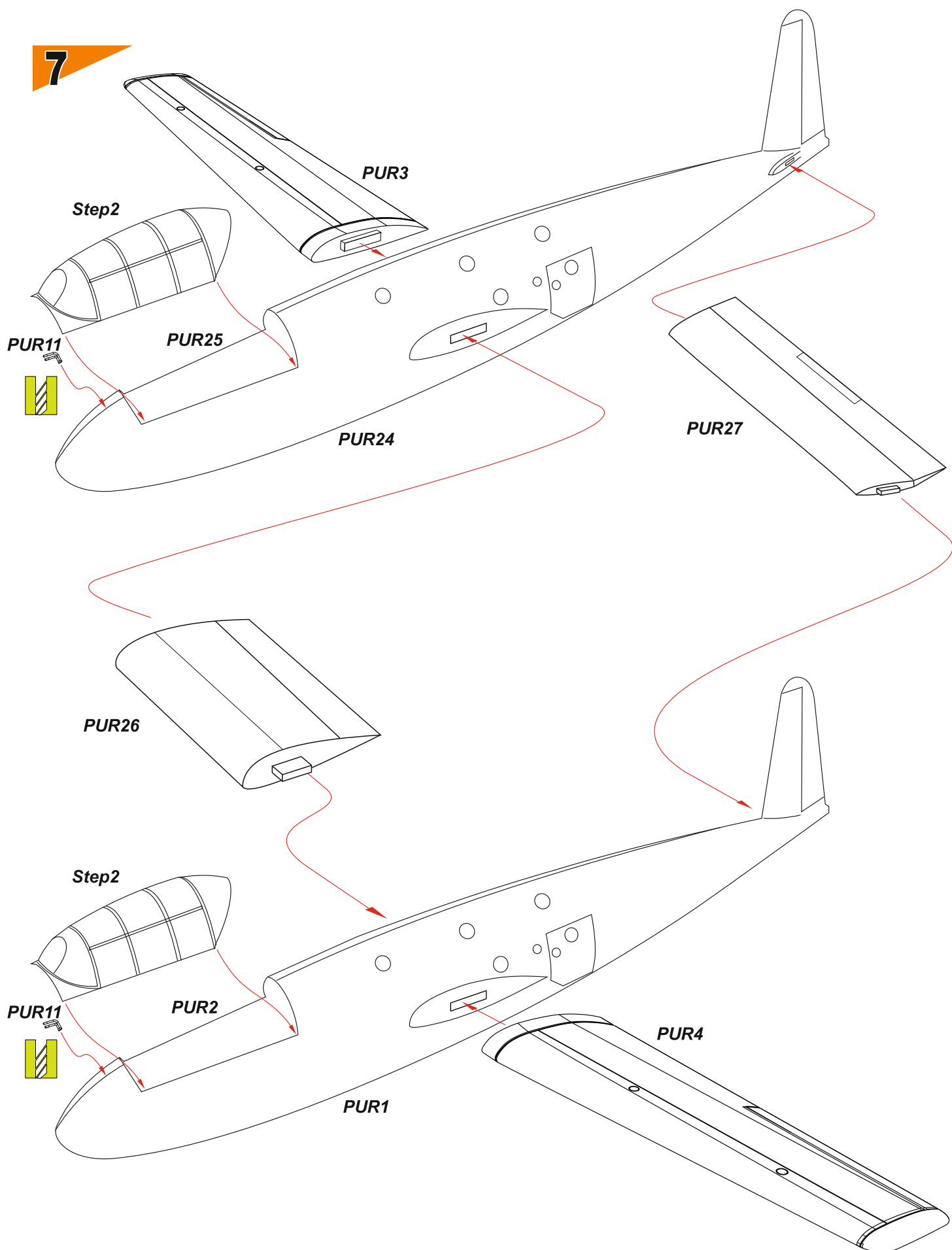


ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

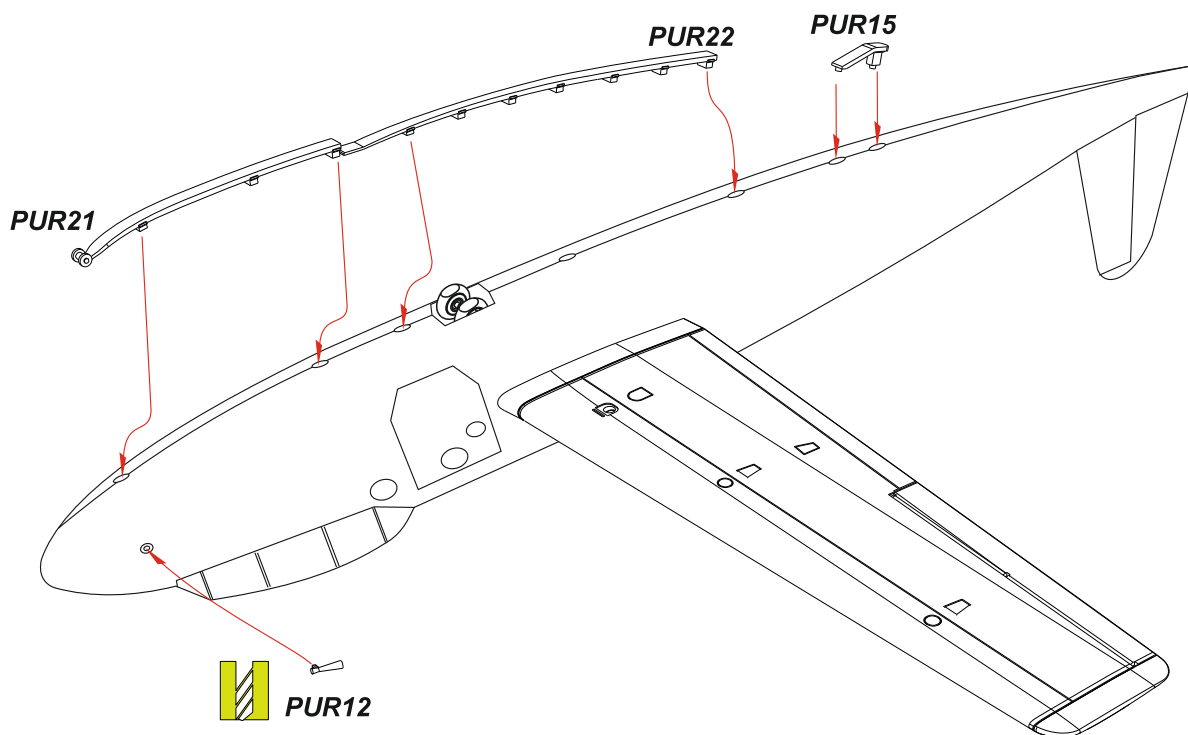


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

7



2x for both fuselages



In the Planet Hobby series Special Hobby also offer 1/48 Westland Welkin Mk.I

Westland Welkin Mk.I



No. 164

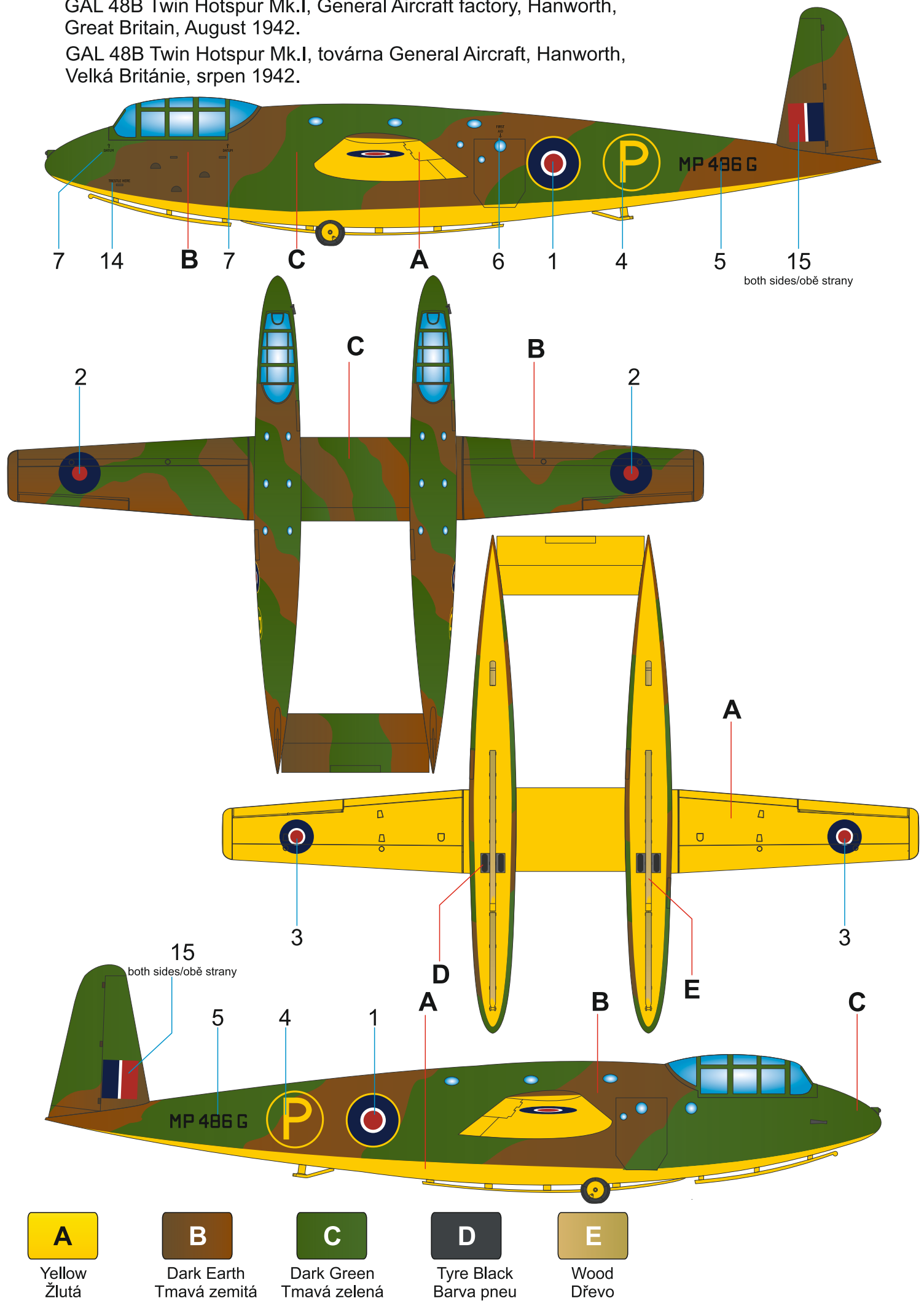
1/48

Resinový model obsahující vyztužené podvozkové nohy a fotolepty.
Resin kit contains strengthened undercarriage legs and photo-etched parts.

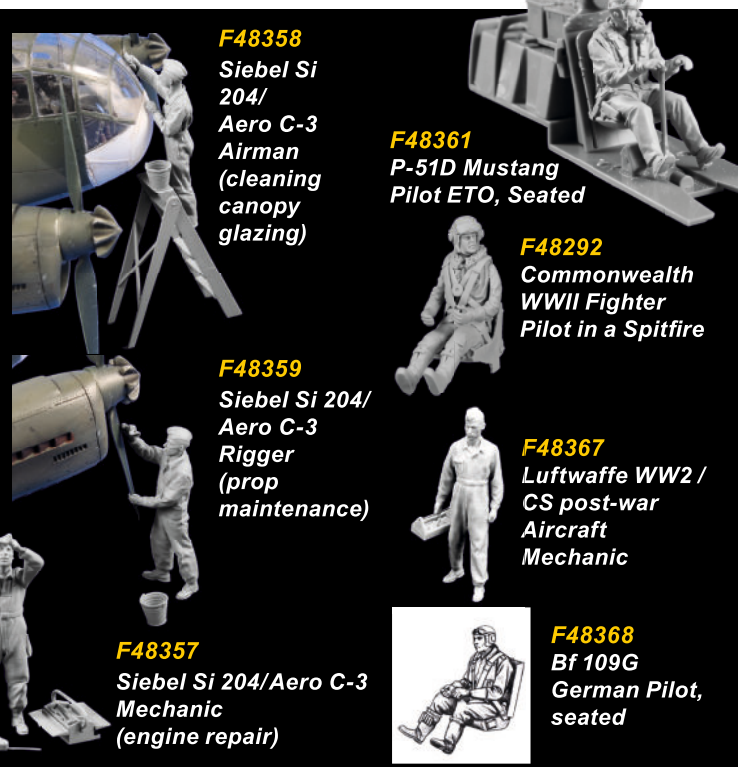
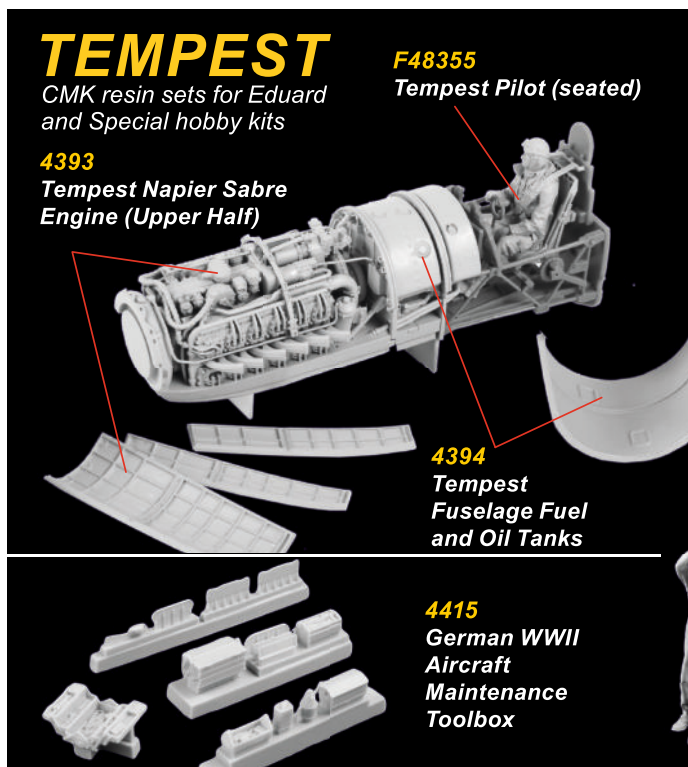
Made in Czech Republic

GAL 48B Twin Hotspur Mk.I, General Aircraft factory, Hanworth,
Great Britain, August 1942.

GAL 48B Twin Hotspur Mk.I, továrna General Aircraft, Hanworth,
Velká Británie, srpen 1942.



SPECIAL HOBBY MODELS, CMK SETS AND FIGURES 1/48 SCALE



1/48 resin kits and resin and 3D printed sets and figures for RAAF lovers produced by Special Hobby

4398
F-4A-1 Recon Lightning
Conversion Set
1/48
Contains detail resin parts, clear resin parts and two decal options. For Tamiya kit No 61120

4406
Beaufighter Mk.21
Conversion Set
1/48
Contains detail resin parts, clear vacuformed parts and two decal options. For Revell kit.

4458
2000 Lb Bomb AN-M66A2
equipped with Fin Assembly M116A1 (2 pcs.)
1/48

4461
B-25 Mitchell Wheels
Circumferential Tread Pattern
1/48
for Accurate Miniatures, Academy, Italeri and Revell kits
PUR - Polyurethane parts

4467
PV-1 Ventura Pilot Cockpit
set for Revell and Academy kits
1/48
Polyurethane parts - PUR
Photo-etched parts - PE
3D Printed parts - PP
Film - f
Decal - D

4469
PV-1 Ventura Nose and Turret Armament
for Revell and Academy kits
1/48

P48007
B-25D Late/G/H/J Mitchell Pilot Seats
1/48
for HK, Acc. Miniatures, Academy and Revell kits
PE - Photo-etched parts
3D-Printed Parts

P48009
B-25B/C/D/G Mitchell Wings Air Intakes
Correction Set
1/48
for Acc. Miniatures, Italeri, Revell and Academy kits
3D Printed Parts

F48 278
RAAF WW II Pilot (Pacific 1944/45)
1/48
PUR - Polyurethane parts
Head variations: Flying Helmet / RAAF Hat

CAC CA-6 Wackett
'RAAF Basic Trainer'
Resinový model
Resin kit
No. 148
1:48
Made in Czech Republic

Commonwealth Ca-15
'Kangaroo'
Model obsahuje podvozkové nohy odlité z bílého kovu
Kit contains white metall undercarriage legs
No. 232
1:48
Made in Czech Republic

ATTRACTIVE 1/48 SCALE MODELS

RESIN SETS & MASKS

4452
Main Wheels



P48002
Engine



M48015
J-3 Cub
Inside/Outside MASK

Special
MASK

SH48220
J-3 'Cub Goes to War'



M48017
Grunau Baby IIB Mask
Canopy, Fabric Flying / Control Surfaces

Special
MASK

SH48237
Grunau Baby IIB 'German WWII Glider'

AND 3D PRINTED SETS

P48004

Yak-9D Exhausts

3D-Printed Parts

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2x

PP1

PP2

PP3

PP4



P48005

Tempest Mk.II Engine
(Centaurus)

1/48

Contains detailed 3D printed parts and resin parts.
For Special Hobby & Eduard kits.

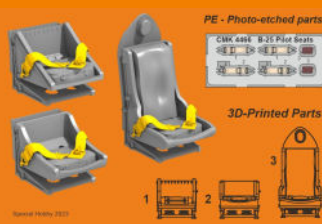
P48007

**B-25D Late/G/H/J
Mitchell Pilot Seats**

PE - Photo-etched parts

CMK 6050 B-25 Pilot Seats

3D-Printed Parts



Special Hobby 2021

P48008

**Czech Hedgehog
(Rozsocháč)**

- WWII Anti-tank Barrier (2 pcs)



3D-Printed Parts

2x

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CMK
CZECH
MASTER'S KITS