

## Three Modern Sailplanes

**D**UE to the limited market for gliding and soaring equipment in the United States, we find manufacturers losing interest in designing and building new sailplanes. True, a few individuals have been building beautiful planes, many of which have appeared at the National Soaring Contests in Elmira, but at the same time we find very few really modern gliders and sailplanes holding approved type certificates that can be purchased by the prospective glider and sailplane owner.

In attempting to relieve this condition, and at the same time help build up a future market for American Glider manufacturers, the Soaring Society has contracted to represent Sport-Flugzeugbau Göppingen, one of Germany's largest and most up to date glider and sailplane companies. The term of the contract is for one year, ending September 1st, 1937. The S. S. A. may or may not renew the contract after that date. The Soaring Society is importing these planes at a minimum cost and makes them available to its members at the same price, thus giving purchasers the advantage of the usual dealer's discount. The arrangement only represents an additional service which the S. S. A. can now render its members.

Sport-Flugzeugbau Göppingen is founded and owned

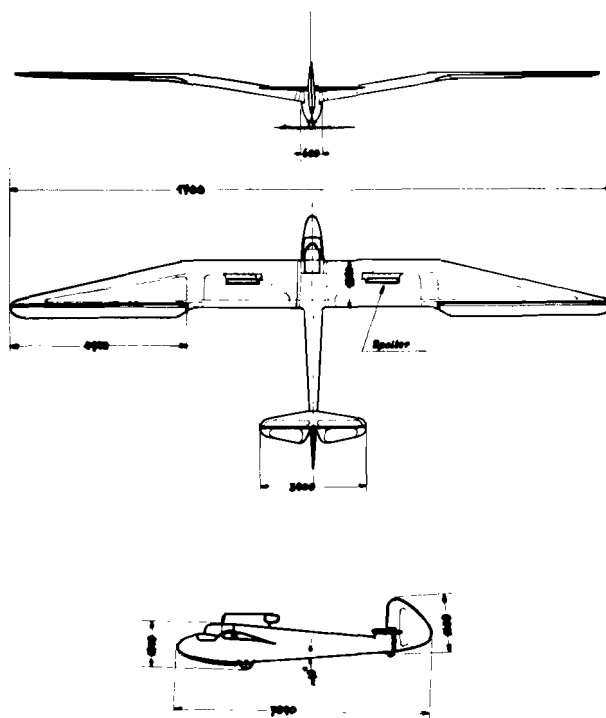
by Wolf Hirth, one of Germany's foremost sailplane pilots and designers. The plant is operated by Martin Schempp, who has just recently left the United States to take this job. Martin needs no introduction to soaring enthusiasts who have attended past contests in this country, since for years he has been one of the foremost pilots at the National Meets.

Sport-Flugzeugbau Göppingen manufactures a very complete line of gliders and soaring planes, ranging from high performance sailplanes down to small utility soarers (H-17) which can be purchased either in assembled or knock-down form. All of the craft built by this company is test-flown and licensed by the German Air Ministry, and the S. S. A. has been advised by individuals in the Bureau of Air Commerce that purchasers of such planes will have little or no difficulty in having their equipment licensed in this country. Kits or partially assembled planes are thoroughly inspected and stamped by German Government inspectors before exported, and we have been advised that so long as these kits are assembled according to the manufacturer's specifications, and the construction is approved by a licensed airplane mechanic, the planes may be licensed by our own Government.

### Göppingen-3 High Performance Sailplane TYPE "MINIMOA"

The "Minimoa" obtained her German license in August 1936, and has received an A. T. C. The plane is of modern plywood construction, with skin stressed monocoque fuselage. The wings have a span of 55 feet and are full cantilever "Gull-Wing" type with extended ailerons. The cockpit is roomy and comfortable, and is entirely enclosed with a quick detachable hood, which can be closed from the inside. As sailplane pilots know, comfort is an important factor in record flying. A novel feature embodied in the "Minimoa" is a new type of wing spoiler, which enables the pilot to land in very small places. A wide scale of forward speed, with small change in sinking velocity, is what constitutes a modern sailplane of today. Flying in thermals at a minimum sinking velocity (about two feet per second) and accelerating the forward speed to seventy miles per hour, without an appreciable loss in this sinking speed (not more than three feet per second) is made possible in the Göppingen-3, classifying it as an ideal sailplane for cross-country flying.

It has been said that in order to break the existing soaring records, the performance of a sailplane counts even more than the pilot's skill. So, without even con-



Göppingen-3 Type "Minimoa"