

The Goevier

TWO-SEATER UTILITY SAILPLANE

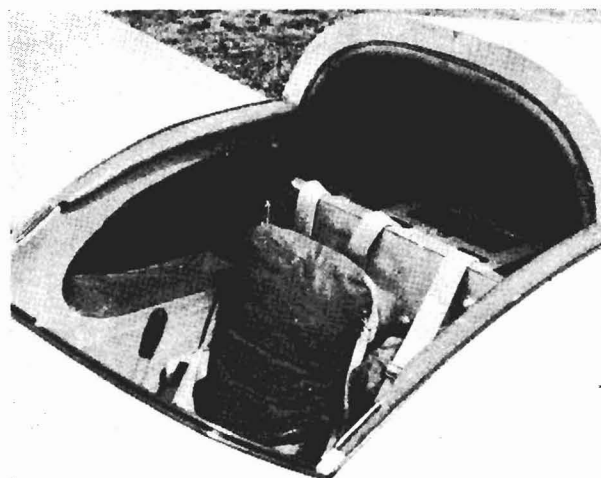
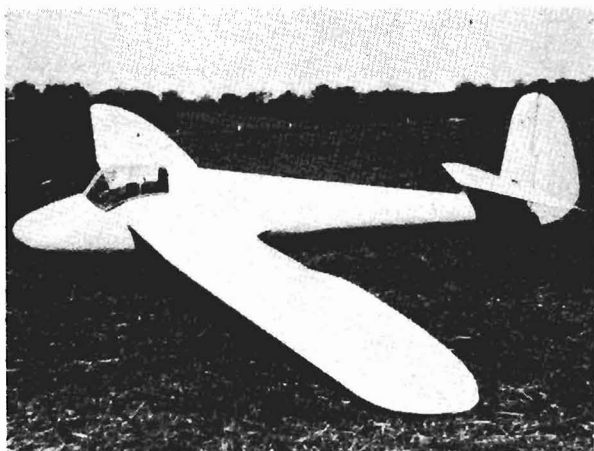
by Martin Schempp

The Sportflugzeugbau Schempp-Hirth, Göppingen, is bringing out a new two-seater sailplane mainly for training purposes, the type "Goevier" with side-by-side seating. It is the product of one and a half years of engineering of the well-known glider pilot and designer, Wolf Hirth, and his young assistant, Wolfgang Hutter. An approved type certificate has recently been granted by the German authorities and a number of gliding schools are already equipped with these new training planes. The performance of the Goevier two-seater is similar to our present utility sailplanes like the Grunau Baby or Wolf, although her wing span is only 49.2 feet, and, therefore, the wing loading is as high as 4.1 pounds per square foot. The Goevier is going to be used wherever a quick training with less risk is wanted. The instructor is much more able to judge the advancement of his student in a side by side plane with dual controls than when he can only watch him fly from the ground. It will also help a great deal in bringing the students over such cliffs in training as the first airplane tow, the first slope soaring flight, the first blind flight, etc., and will thereby bring a more rapid progress by the increasing self-confidence of the pupil.

One of the most important advantages of the dual training undoubtedly is the possibility of showing a student the dangerous flying positions, like spinning, stalling, and the spiral dive, making him well acquainted with their dangers, how to avoid them, and how to regain normal flight. The side by side seats give a close contact between instructor and student. The visibility is excellent for both pilots. Only one set of instruments is necessary, which, besides causing a big saving, also avoids the irritating differences in the reading of two different sets.

The single wheel landing gear with brakes is directly underneath the seatboard and in front of the center of gravity. The take-off and landing characteristics are, therefore, quite similar to those of a light airplane.

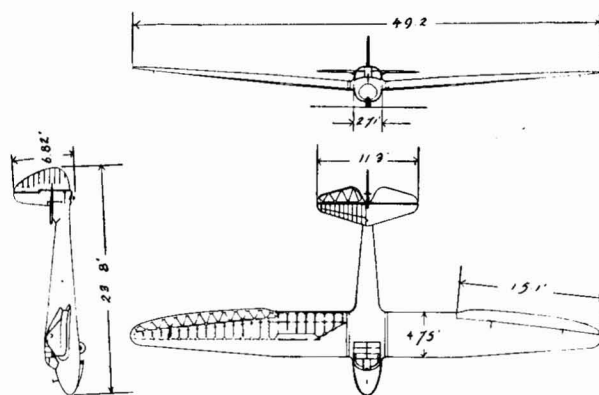
Two-seater "Goevier"



Cockpit—Showing luggage compartment and elbow space in wing root.

The details of the Goevier are as follows: The full cantilever wings of 49.2 foot span have a "J" shaped open spar and the normal plywood torsion nose. The wings are equipped with the Schempp-Hirth airbrake flaps which swing out of the bottom and top side of the wing vertically. (See Olympic Sailplane, May SOARING). They not only reduce the terminal velocity to 125 m.p.h., but are also a great help in landing. The fuselage, of the common plywood construction, has an oval shape. In order to keep the width of the fuselage as small as possible and still to give sufficient comfort to the two pilots, the wing roots are built as a part of the cockpit. One arm and one shoulder of each pilot find their place in these wing roots. The lever for the airbrake is between the pilots, and pulling it beyond a certain position also operates the wheel brake. The large cockpit cover is made of steel tubing and plexiglas. The visibility for both pilots is excellent. A

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Span	49.2
Length	7.2 m.
Wing area	19 m ²
Weight empty	200 kg.
Pay load	210 kg.
Wing loading	21 kg./m ²
Sinking velocity	0.90 m./sec.
Gliding ratio	19
Normal flying speed	60km./h.