

THE DEGREE OF SWEEPBACK FOR VARIOUS PLANE TYPES VARIES FROM 45 TO 90°. THIS VARIATION IN SWEEPBACK WAS NECESSARY TO OBTAIN LONGITUDINAL STABILITY. THE GOHTA PLANT PRODUCED 27 MODELS OF LANDPLANES AND SEAPLANES 1914-1918.

TWO MAIN FUEL TANKS ARE CARRIED IN THE FUSELAGE ABOVE THE ENGINE COMPARTMENT. EACH TANK HAS A TOTAL CAPACITY OF 75 GALLONS. THE TANK SHELLS ARE MADE OF SHEET BRASS. EACH TANK HAS INTERNAL Baffles. THE 10 GALLON GRAVITY TANK IS USED FOR FUEL TO THE ENGINE. THE PRESSURE IN THE FUEL SYSTEM IS MAINTAINED BY THE MANUAL OPERATION OF AN AIR PUMP BY THE PILOT. THE GRAVITY STARTING TANK IS FILLED BY MEANS OF A PILOT OPERATED SUCTION PUMP.

DEP TYPE DUAL CONTROLS WERE USED. NO PROVISION WAS MADE TO USE THE PILOT'S CONTROLS DURING FLIGHT. WHEEL TYPE CONTROL COLUMN IS USED TO OPERATE THE ELEVATORS AND THE AILERONS. ALL MOVEMENT OF FLIGHT CONTROLS IS ACCOMPLISHED BY FLEXIBLE MULTI-STRAND CABLES. WELDED STEEL WAS USED FOR ALL CONTROLS. THE VERTICAL STABILIZER WAS ALREADY FIXED IN POSITION. THE VERTICAL STABILIZER WAS ALREADY FIXED IN POSITION.

ENGINE CONTROLS ARE LOCATED ON THE LEFT SIDE OF THE PILOT'S COCKPIT. ON THE LEFT SIDE OF THE FUSELAGE, THE TWO THROTTLE CONTROLS CAN BE OPERATED SINGLY OR TOGETHER. THE THROTTLES ARE PLACED OUTSIDE THE FUSELAGE STRUCTURE AND COVERED WITH A REMOVABLE FAIRING. ALL CONTROLS ARE SINGLE. COMBINATION IGNITION AND THROTTLE CONTROLS ARE INSTALLED TO SUIT MERCEDES ENGINE REQUIREMENTS.

UPPER WING CUTOUT
LOWER AILERON SPRAYED OUTWARD
FAIRED ROUND STEEL TUBE
AILERON CABLE
AERODYNAMIC BALANCE
SINGLE STAGGER CABLE
2° DIHEDRAL ANGLE
AILERON CONTROL CABLE
AILERON ACTUATING STRUT
TIE
ROUND STEEL TUBE INTERPLANE STRUTS FAIRED WITH 3-PLY VENEER
SINGLE-STRAND STEEL CABLE
SINGLE-STRAND STEEL CABLE
WING RIB
MULTI-STRAND STEEL CABLE
DOUBLE FLYING BRACE
HEIGHT (GROUND)

THE CAMOUFLAGE OF THE WINGS, FUSELAGE, AND TAIL SURFACES IS DONE BY THE USE OF IRREGULAR POLYGONS OF VARIOUS COLORS PRINTED ON THE FABRIC.

THE HINGED TAIL SKID IS STRONGLY STAYED IN ALL DIRECTIONS. AT THE UPPER END IT IS ATTACHED WITH LOOPS OF STEEL CABLE AND STEEL SPRINGS TO TWO TUBULAR STEEL RINGS CLIPPED TO EACH SIDE OF THE AFT FUSELAGE STRUCTURE.

THE AIRPLANE IS INTERNALLY WIRED FOR GREATER STRENGTH. THE WIREWORK IS MADE FROM THE BEST AVAILABLE WIRE. A TRAILING WIRE ANTENNA SYSTEM IS USED. THE ANTENNA IS MANUALLY WOUND ON A BOBBIN BY THE PILOT. DAMPED WIRELESS WAS USED (SPARK TRANSMISSION).

OPTIMUM SPEED AT SEA LEVEL IS 88 MPH
OPTIMUM SPEED AT 10,000 FEET IS 72 MPH
CEILING 30,000 FEET
ENDURANCE CRUISING SPEED 4 HOURS.

TYPE GOHTA GOS MANUFACTURED BY GOHTAER WAGONFABRIK A G AIRCRAFT DEPARTMENT, BERLIN, GERMANY FOR GERMAN AIR FORCE

THE RELEASE OF 100 KG WEIGHT ARE CARRIED. THE RELEASE OF THE BOMBS IS MANUALLY CONTROLLED BY THE PILOT THROUGH THE ANIMISM IS ACTIVATED BY FLEXIBLE CABLES. BOMBS CAN BE RELEASED IN SALVO OR INDIVIDUALLY. AN ELECTRICAL INDICATING DEVICE SHOWS WHEN THE BOMB HAS BEEN RELEASED. THE NUMBER AND TYPE OF THE BOMBS CARRIED FOR EASY REMOVAL. THE CARRIERS CAN BE REPLACED FOR THE CARRYING OF LARGER OR SMALLER BOMBS. THE BOMB CARRIERS ARE SIMILAR TO THOSE INSTALLED ON OTHER GERMAN BOMBARDMENT AIRCRAFT. THE HEAVY BOMBS WERE CARRIED UNDER THE CENTER SECTION AND RELEASED SIMULTANEOUSLY.

THE AIRPLANE WAS FITTED WITH AN EXHAUST SILENCER OF SHEET STEEL. IT WAS NOT EFFECTIVE IN REDUCING NOISE.

MAIN LANDING GEAR AXLE IS LOCATED AT THE CENTER OF LIFT. AXLE MOVES UP AND DOWN IN AXLE GUIDE AGAINST COMPRESSION SPRINGS LOCATED INSIDE FORWARD LANDING GEAR STRUTS.

PILOT'S COMPARTMENT IS PROVIDED WITH PILOTING, ENGINE AND NAVIGATIONAL INSTRUMENTS
FLEXIBLE PARABELLUM MACHINE GUN MOUNT
AILERON CONTROL CABLE RING
CONTROL CABLE QUADRANT
WINDOW
PILOT'S BULKHEAD
STREAMLINED STEEL STRUT
ROUND STEEL TUBE
FAIRING
BOMB COMPRESSION SPRING
SYNTHETIC RUBBER TIRES
1-9'
4'-6"
HIGH PRESSURE TIRE - FRONT LANDING GEAR SHOCK SYSTEM CONSISTS OF STEEL COILED SPRINGS ATTACHED TO AXLE
ATTACHMENT FITTING AT EACH END
INTER PLANE STRUT DETAIL
PLYWOOD LAMINATED WOODEN PUSHER PROPELLER
STEEL TUBE LINING WRAPPING FORMER
LINEN WRAPPING
PLYWOOD LAMINATED WOODEN PUSHER PROPELLER
STEEL TUBE LANDING GEAR STRUTS (AIRPLANE SHOWN IN TAKE-OFF ATTITUDE) (MODEL GO 65)
FAIRLEAD ELEVATOR CONTROL CABLES
LOWER FLEXIBLE M.S. MOUNT WAS ALSO INSTALLED
STEEL TUBE LANDING GEAR STRUTS
AXLE GUIDE
MUD GUARD
HIGH PRESSURE TIRE
11-PRESSURE ANGLE

NOTE THAT THE ENGINE NACELLES AND LANDING GEAR ARE AN INTEGRAL ASSEMBLY. TOP AND BOTTOM SURFACES OF CENTER WING ARE COVERED WITH PLYWOOD.

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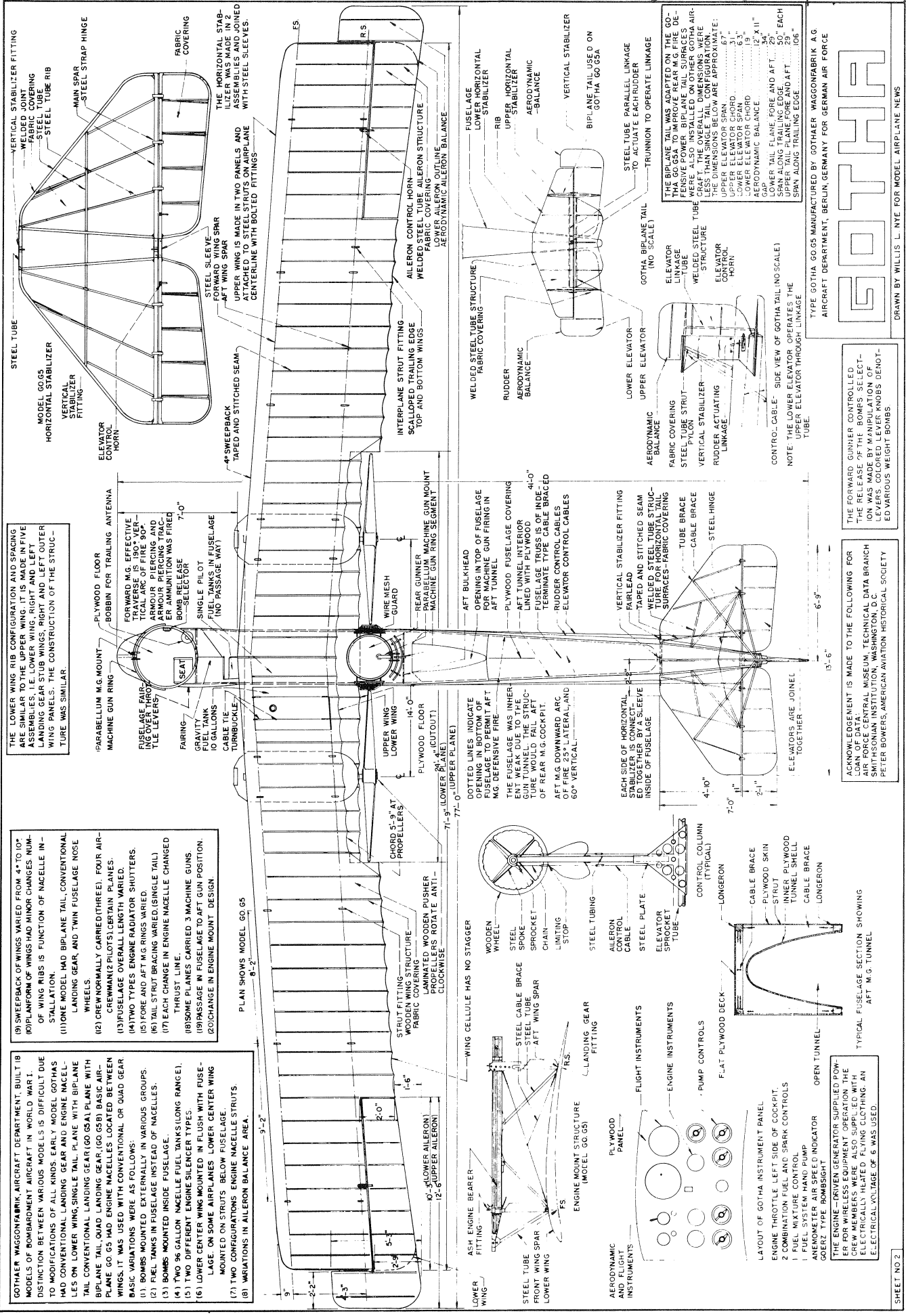
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AERODYNAMIC DATA OF GO 5	
AREA OF TOP PLANE	5216 SQ FT
AREA OF BOTTOM PLANE	9850 DO
TOTAL WING AREA	3520 DO
AREA OF UPPER AILERON	320 DO
AILERON BALANCE AREA	32 DO
AREA OF LOWER AILERON	22.4 DO
AREA OF HORIZONTAL WING PLANE	16.0 DO
AREA RUDDER	3.2 DO
RUDDER BALANCE AREA	19.2 DO
AREA OF ELEVATORS	1.2 DO
AREA OF VERTICAL STABILIZER	54.0 DO
AREA OF VERTICAL BODY	1070 DO
WEIGHT EMPTY	6030 LBS.
USEFUL LOAD	2722 DO
WING LOADING	8.85 DO
POWER LOADING	16.8 DO

GOHTHA

TYPE GOHTA GOS MANUFACTURED BY GOHTAER WAGONFABRIK A G AIRCRAFT DEPARTMENT, BERLIN, GERMANY FOR GERMAN AIR FORCE

DRAWN BY WILLIS L. NTE FOR MODEL AIRPLANE NEWS



THE LOWER WING RIB CONFIGURATION AND SPACING ARE SIMILAR TO THE UPPER WING. IT IS MADE IN FIVE ASSEMBLIES, I.E. LOWER WING, RIGHT AND LEFT LANDING GEAR STUB WINGS, RIGHT AND LEFT OUTER WING PANELS. THE CONSTRUCTION OF THE STRUCTURE WAS SIMILAR.

- (9) SWEEPBACK OF WINGS VARIED FROM 4° TO 10°
- (10) PLANFORM OF WINGS HAD MINOR CHANGES NUMBERING OF WING RIBS IS FUNCTION OF NACELLE INSTALLATION.
- (11) ONE MODEL HAD BIPLANE TAIL, CONVENTIONAL LANDING GEAR, AND TWIN FUSELAGE NOSE WHEELS.
- (12) CREW NORMALLY CARRIED (THREE) FOUR AIR-CREWMAN (2 PILOTS), CERTAIN PLANES.
- (13) FUSELAGE OVERALL LENGTH VARIED.
- (14) TWO TYPES ENGINE RADIATOR, SHUTTERS.
- (15) FUEL AND AFT M.G. RINGS VARIED.
- (16) TAIL STRUT BRACING (VARIED, SINGLE TAIL)
- (17) EACH CHANGE IN ENGINE NACELLE CHANGED THROUGH LINE.
- (18) SOME PLANES CARRIED 3 MACHINE GUNS.
- (19) PASSAGE IN FUSELAGE TO AFT GUN POSITION.
- (20) CHANGE IN ENGINE MOUNT DESIGN.

- (7) TWO CONFIGURATIONS ENGINE NACELLE STRUTS MOUNTED ON STRUTS BELOW FUSELAGE.
- (8) VARIATIONS IN ALLERON BALANCE AREA.

PLAN SHOWS MODEL GO 65

THE BIPLANE TAIL WAS ADAPTED ON THE GO-THA G.65 TO BE INSTALLED ON OTHER GO-THA AIR-CRAFT. THE OVERALL DIMENSIONS WERE THE SAME AS THE GO-THA G.65. THE DIMENSIONS BELOW ARE APPROXIMATE:

UPPER ELEVATOR SPAN	67"
UPPER ELEVATOR CHORD	31"
LOWER ELEVATOR CHORD	19"
AERODYNAMIC BALANCE	12" X 11"
GAP PER TAIL PLANE FORE AND AFT	36"
SPAN ALONG TRAILING EDGE	50" EACH
SPAN ALONG TRAILING EDGE	29" EACH
SPAN ALONG TRAILING EDGE	106"

TYPE GOTHA G.65 MANUFACTURED BY GOTHAER WAGGONFABRIK A.G. AIRCRAFT DEPARTMENT, BERLIN, GERMANY FOR GERMAN AIR FORCE

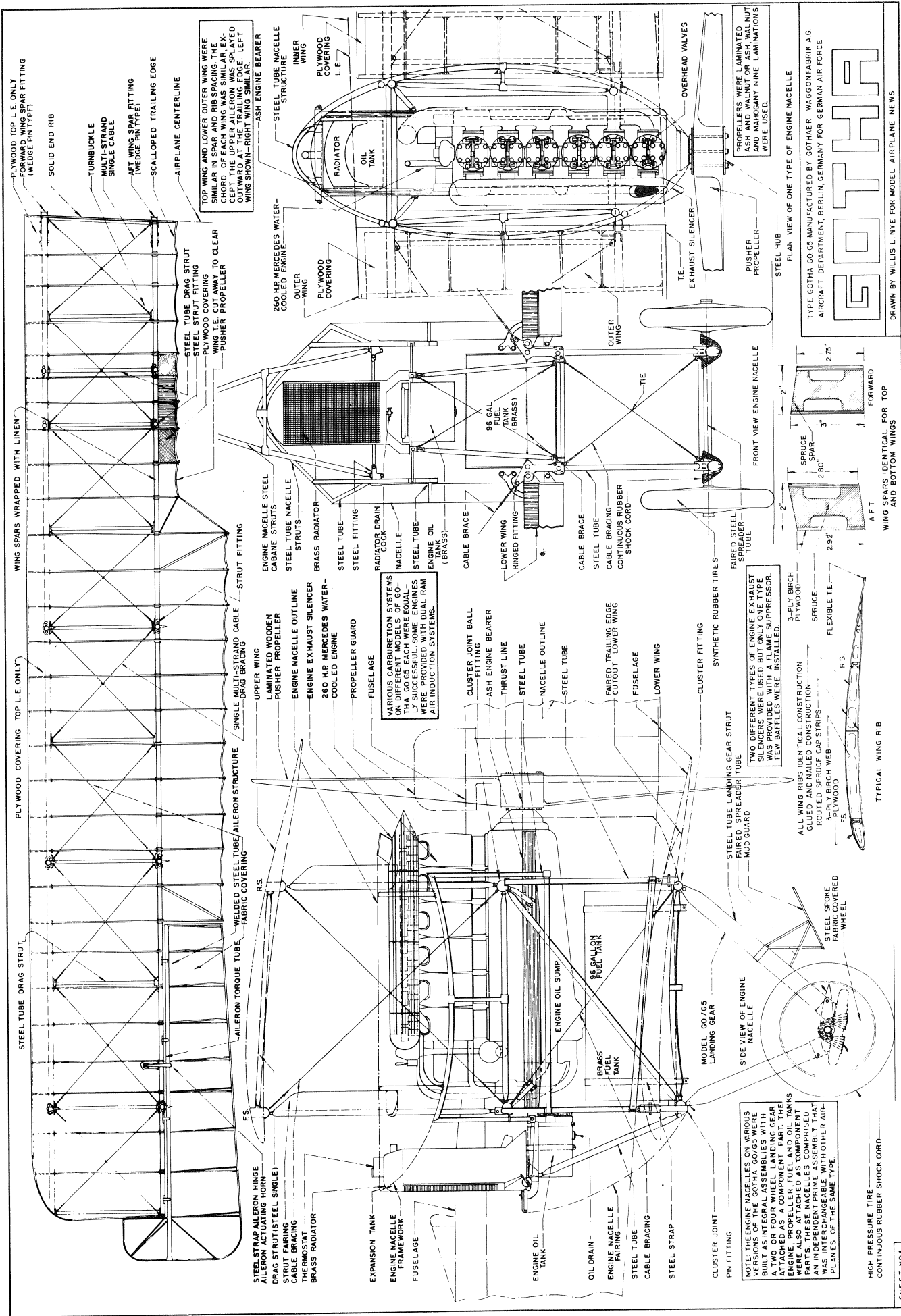
GOTHA

DRAWN BY WILLIS L. NYE FOR MODEL AIRPLANE NEWS

THE FORWARD GUNNER CONTROLLED THE RELEASE OF THE BOMBS SELECTED BY THE LOWER ELEVATOR THROUGH LEVERS COLORED LEVER KNOBS DESIGNATED VARIOUS WEIGHT BOMBS.

ACKNOWLEDGEMENT IS MADE TO THE FOLLOWING FOR LENDING THE BOMBS: THE NATIONAL AIR FORCE CENTRAL MUSEUM, TECHNICAL DATA BRANCH (WASHINGTON, D.C.) AND THE SMITHSONIAN INSTITUTION HISTORICAL SOCIETY (WASHINGTON, D.C.) PETER BOWERS, AMERICAN AVIATION HISTORICAL SOCIETY

THE ENGINE—DRIVEN GENERATOR SUPPLIED POWER FOR WIRELESS EQUIPMENT OPERATION. THE CREW MEMBERS WERE ALSO SUPPLIED WITH ELECTRICALLY HEATED FLYING CLOTHING. AN ELECTRICAL VOLTAGE OF 6 WAS USED.



Model Airplane News—PLAN BOOK 3

SHEET NO. 4