



BÜCKER BÜ 133 "JUNGMEISTER".

FT. 1 2 3 4 5 6 7 8 9 10

# FIGHTING AIRCRAFT OF THE PRESENT WAR

By H. J. COOPER

## XVI THE BÜCKER JUNGMEISTER

## XVII THE GOTHA GO 149

Besides being in service in Germany, Bucker biplanes have been supplied to most European countries for service and civilian use and were often seen at the International Sports Meetings held in this country prior to 1939.

General particulars for the radial-Jungmeister are:—

### Dimensions.

Span: 21 ft. 7½ ins.  
Length: 19 ft. 4 ins.  
Height: 7 ft. 4½ ins.  
Wing area: 130 sq. ft.

### Weights.

Tare: 925 lbs.  
Loaded: 1,290 lbs.

### Loadings.

Wing: 10 lbs./sq. ft.  
Power: 7.29 lbs./h.p.

### Performance.

Max. speed: 134 m.p.h.  
Cruising speed: 125 m.p.h.  
Landing speed: 54 m.p.h.  
Climb: 1,170 ft./min.  
Climb to 3,300 ft.: 2.8 mins.  
Climb to 6,600 ft.: 6.3 mins.  
Climb to 9,900 ft.: 10.7 mins.  
Ceiling: 20,000 ft.  
Range at 125 m.p.h.: 310 miles.

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The Gotha Go 149 also is a single-seat aerobatic and sports aeroplane, but is a low-winged monoplane fitted with a 240 h.p. Argus As. 10C eight cylinder inverted Vee motor.

The wing is built on a single wooden spar and covered with stressed plywood; the fuselage is an elliptical-section all-metal monocoque. Full night-flying equipment is carried, and for training purposes a machine-gun can be fixed to fire forward.

The Go 149 is not in service in very large numbers, and is no longer in production. A few were supplied as sportplanes to some German pilots and were exhibited at the various Sports Meetings in Germany. The photograph below shows one, with the late Generalmajor Ernst Udet in the cockpit, taxiing to take off at the 1938 Frankfurt Flying Meeting. An early Go 149, with a horn-balanced instead of a mass-balanced rudder was registered D-EJFR. This 'plane was coloured all silver and had black letters. The swastika was painted across the fin and rudder as on the Jungmeister.

### Dimensions.

Span: 25 ft. 6 ins.  
Length: 24 ft. 0 ins.  
Height: 6 ft. 9 ins.  
Airscrew dia.: 7 ft. 5 ins.  
Wing area: 122 sq. ft.

### Weights.

Tare: 1,764 lbs.  
Loaded: 2,315 lbs.  
Disposable: 551 lbs.

### Loadings.

Wing: 18.98 lbs./sq. ft.  
Power: 10.41 lbs./h.p.

### Performance.

Max. speed: 214 m.p.h.  
Cruising speed: 199 m.p.h.  
Landing speed: 59 m.p.h.  
Climb: 1,650 ft./min.  
Climb to 3,300 ft.: 2½ mins.  
Ceiling: 19,700 ft.  
Range at 199 m.p.h.: 615 miles.

WHEN the Luftwaffe was first formed the German Air Ministry naturally required some training aircraft to supply the vast number of pilots called for by the enormous scheme, and two types of biplane, the Jungmann two-seat initial trainer and the Jungmeister single-seat aerobatic trainer built by the *Bücker Flugzeugbau G.m.b.H.*, of Rangsdorf, Berlin, were accepted for issue to the training schools in 1936. The two types are still in production, and since their introduction many hundreds have been built. They more-or-less form the German counterpart of the D.H. Tiger Moth, but are considerably smaller and have greater power.

The Jungmeister is of attractive appearance, and is as fast and manoeuvrable as it looks. The photograph above shows a Jungmeister being exhibited by Rudolf Lodern, who before the War was a well-known sports aerobatist in Germany. This 'plane is silver doped with black lettering, and carries a black swastika on a white disc painted on a red background.

The Jungmeister is slightly smaller than the two-seat Jungmann, and with a more powerful radial motor is some 20 m.p.h. faster, but the two are almost identical in construction.

The wings, with 11 degrees of sweepback, are of wooden construction and are fabric covered. The fuselage is of welded steel tube with fabric covering.

The Jungmeister can be fitted with the 140 h.p. Hirth HM 506 four-cylinder in-line motor or (as shown above) with the 160 h.p. Siemens Sh 14 A.4 radial. With the former motor the length is increased by 16-ins.



Next Month:  
The  
Westland  
Whirlwind I.

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