

ChicagoLand Glider Council

Promoting the Sport and Camaraderie of Soaring in the ChicagoLand Area since 1937

February 2002 Issue

Website: <http://aerotow.evl.uic.edu/clgc/index.html>

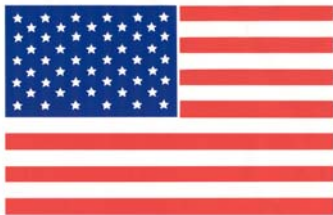
February 3, 2002

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God Bless America

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Whoops! Please note the CLGC Website address has been incorrect in previous issues..... the address above is correct!

CLGC Soaring Seminar Saturday February 16

If you are not familiar with the location of Herrick Jr. High—note the map on page 4 of this newsletter.

Please mail the enclosed registration form TODAY!

FEBRUARY SEMINAR

The Chicagoland Glider Council is sponsoring a soaring seminar following the SSA annual convention. The seminar is scheduled for Saturday February 16, 2002 and will be held at Herrick Middle School in Downers Grove. A registration form is included with this issue of the CLGC Newsletter. Please take a moment to complete the form and mail it with your check to Ray Konrath. Mailing address is on the form. Cost is only \$25.00 and includes coffee breaks and lunch.

Following the seminar, we will have a dinner at the Founder's Hill Brew Pub in Downers Grove. Cost for the dinner is still being determined at press time, but you can expect it to be in the \$25 range. Check the Sky Soaring web site for the latest info (www.skysoaring.com)

This year's seminar is fortunate to have Derek Piggott as the main presenter. Most of you know Derek from articles in *Soaring* magazine, books he has written and SSA conventions at which he has presented.

As Derek is coming to the SSA convention that is just prior to the CLGC Seminar, he has agreed to return to the UK by way of Chicago and be the featured presenter at the seminar.

Derek Piggott is an extra ordinary individual, instantly recognized and welcomed by all pilots in almost every branch of aviation. This is because Derek entered the world of aviation in 1929, and has been a dedicated professional from 1942 to date. While in the Royal Air Force, he flew troop carrying gliders, single & multi engine reciprocating aircraft, as well as meteor jets in a variety of operations, including Staff Instructor at the RAF's Central Flying School as a CFS A1 (the highest instructor cate-



gory at CFS).

Derek later served as Chief Flight Instructor for the RAF Air Training Corps Gliding Instructor School from 1951 to 1953. After leaving the RAF, Derek became Chief Flight Instructor at the Lasham Gliding Centre in England, now recognized as Europe's premier gliding site. During his thirty-five year association with Lasham, including a six year interval during which he flew for the film industry, he set a new British single seat glider altitude record of over 25,000 feet in a cumulo-nimbus cloud, won the British national glider aerobatic championship (1961), and made the first authenticated flight in a man powered aircraft. During his six years with the film industry, Derek was a pilot and technical advisor in nine feature films, including *Those Magnificent Men and Their Flying Machines*, *The Blue Max*, and *The Red Baron*. Later he did the production testing for all the Olympia 2B and Olympia 460 series gliders, built by Elliott's of Newbury, and continues test flying to this day.

Derek was awarded the Royal Aero Club Diploma for services to gliding in 1986 and the Queen's Award: Member of the British Empire (MBE) in 1987. During his career thus far, Derek has accumulated thousands of hours in 175 glider types, and 138 powered aircraft types, ranging from ultra lights to four engine bombers & Meteor jets, not to mention 14 replicas for the film industry, i.e. prototypes!

Is it any wonder that Derek has been described as "A National Treasure" and that the well known Soaring Magazine Columnist Bob Wander has stated "Derek Piggott may be the finest Glider Instructor in the English speaking world, and I am a better pilot for having read him (and met him too)".

In addition to Derek's presentations, Jim Short, of the SSA Board of Governors will speak on Air Space, Ter-

rorism and the Government's Role; Curt Lewis, President of the CLGC, will take us away from the warm blanket of home field on our first cross-country experience and John Cochrane, of the University of Chicago, will present his findings on cross country and racing safety. It is a well-rounded day of soaring knowledge and learning. Check the SSI web site for the latest info and schedule.

We open at 8:30am for registration and the seminar gets under way at 9:00am. Lunch is provided and we wrap up around 5:00pm. Then, for those who wish to continue the camaraderie of soaring, we head to the Founder's Hill Brew Pub in Downers Grove for cocktails and dinner. It will be a day well spent refreshing our soaring knowledge, learning new techniques and enjoying the company of fellow soaring enthusiasts.

If you have any questions, please call John Phelan at (847) 256-1490, Seminar Coordinator, Steve Wasilowski at (847) 931-7684, SSA Grand Pubah, or Ray Konrath at (630) 968-8776, Seminar Registrar. Meanwhile, fill out those registration forms and send them into Ray so we can get a solid count for the food. Check the SSI web site for the latest news and maps to Herrick Middle School, if you need them. Let us know if you're interested in the dinner after the seminar – call John or Steve.

Winter is half over and the soaring season will soon be here. See you on Feb. 16th at the CLGC Seminar.

....John Phelan

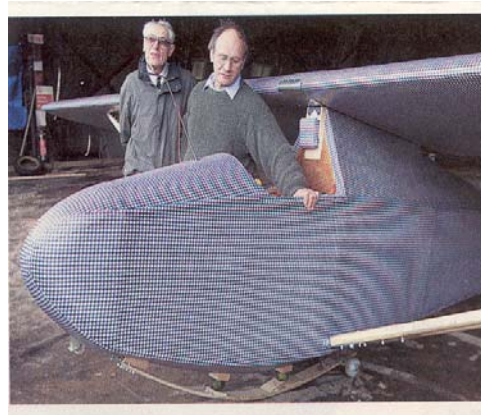
GLIDING SAFETY
Derek Piggott

Glider.....a Vehicle for Escape?

We often think of flying an escape from our everyday lives. These guys took it to the extreme! Thanks to Ray Konrath for sharing this. (From *Air & Space* June/July 2000)

Free as a Bird

On a cold, bright morning last February, a group of elderly men watched a glider make its first flight from a field in rural Hampshire in the south of England. Fresh out of the shop, the clunky glider was a replica of one designed and built in secret in Colditz Castle near Leipzig, Germany, during the final months of World War II, as a vehicle for a last-ditch escape attempt. The specta-



A replica of the Colditz prison glider gets airborne in Hampshire, England, flown by John Lee (left, at cockpit). The original, designed by Colditz inmate Bill Goldfinch (far left) as a last-ditch two-man escape vehicle and built in secret from scrounged wood, salvaged metal, and gingham mattress ticking, was never put to the test.

tors-all in their 80s-had been British inmates of the prisoner of war camp, which confined habitual escapees to one tightly regulated site where they could be closely watched and from which they could never escape. At Colditz, guards outnumbered prisoners.

The "Colditz Cock" was the brainchild of Royal Air Force Pilot Officer Bill Goldfinch, who was not a glider pilot, much less a glider designer, and had seen only one glider close up before his incarceration. Designed on a single sheet of paper and built of scrounged bed slats, floorboards, salvaged metal, and jaunty gingham mattress ticking stiffened with boiled millet diverted from meager rations, the glider had been completed and was awaiting launch just before the camp was liberated. Only one photograph of the aircraft survives, taken by an American soldier who recorded it poised atop a parapet, from where a pair of spectators-all in their 80s-had been British inmates of the prisoner of war camp, which confined habitual escapees to one tightly regulated site where they could be closely watched and from which they could never escape. At Colditz, guards outnumbered prisoners.

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The original glider was lost in the melee of the liberation

when Germany collapsed. (It had been brought down from the attic workshop and assembled for all to see, including the amazed guards, then returned to the attic.) The replica resembles the original in most details "except that it had proper dope for the wings and proper metal for the skids," said Best, "which we didn't have because we couldn't have cared less what would have happened to the fuselage when we got it down." It was built by Southdown Aero Services in Lasham, Hampshire for a British documentary on



Colditz and was based on the original sketch, which had been nibbled on by Colditz mice, and a version of Goldfinch's plans that he drew up when the war ended. The wings were subcontracted to John Lee, an aircraft home-builder and cabinetmaker, who demonstrated his faith in the design by flying it for the film. His verdict: "A very nice aeroplane. The glide ratio is about 18:1, the product of a very clever design." Tethered to a cable that was fixed to a truck, the replica soared lightly into the morning sun after the briefest of ground runs. After reaching 600 feet and releasing the tow line, Lee slowly brought the glider down, and it touched down on the grass "just like it's kissing the earth," a former Colditz resident remarked.

The glider is on display at the Imperial War Museum in London until the end of the year, when it will move to a permanent home at the IWM's Duxford Airfield in Cambridge.

Stephen Bloomfield



I ask people who don't fly, "How can you not fly when you live in a time in history when you can fly?"

William Langewische, 2001

Mark your Calendar

We meet the second Tuesday of each month at 7:30 pm at Herrick Jr. High School., Downers Grove, IL. The February meeting is an exception. The meeting schedule is:

CLGC 2001-02 Meeting Calendar

Mon	Tue	Wed	Thu	Fri	Sat
					1
3	4	5	6	7	8
10	11	12	13	14	15
17	18	19	20	21	22
23	24	25	26	27	28
30					

February 16 (Saturday Safety Seminar)

March 12 April 9

Dues News

If you have not renewed your CLGC Membership, this is the last newsletter you will receive—until you have paid your dues! Remember, if the year appearing under your address on the envelope is 2001....we are talking to YOU!



2002

Membership/Renewal Application—ChicagoLand Glider Council

Mail To: Ray Konrath, 6637 St. James Ct. Downers Grove, IL 60516 Please include \$10 for annual dues

Name _____ E-Mail _____

Address _____ City _____ State _____ Zip _____

Phone _____ Pilot Certificate Ratings _____

Type of Glider(s) owned, if any _____

Primary airport where member flies _____

Check if applies: New Member Change of Address Change of E-Mail Address Change of telephone

Daimler Chrysler Corporation



THE 300hp MERCEDES-BENZ 4WD GELANDEWAGEN. DEDICATED TO PROVING THAT THE SHORTEST DISTANCE BETWEEN TWO POINTS IS PROBABLY THE MOST BORING.

Robert Rydin (just for fun!)



THE 0 hp ALEXANDER SCHLEICHER ASW 29. DEDICATED TO PROVING THAT THE SHORTEST DISTANCE BETWEEN TWO POINTS IS NEVER BORING!

