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## Breaking News

- **New Website.** Go to <https://chapters.eaa.org/ea203> to see the new look! Old Site: [ea203.com](http://ea203.com) is no longer available.
- Young Eagles Flights set for May 8th. Pilots should contact Rick Golightly for latest info at [metro9100@aol.com](mailto:metro9100@aol.com) or call 561-747-9100.
- Possible display this Saturday of T6 for viewing and Q&A.

## Can You Identify This Aircraft?



Send your Answer to [scott@placestofly.com](mailto:scott@placestofly.com)  
The answer will be in Next Months Hangar Talk

## Find the Air Speed Indicator

Hidden somewhere within the pages of this newsletter is an ASI similar to the one shown here (may be smaller). All you need to do is find the page on which it appears, specify the article or photo and send to [scott@placestofly.com](mailto:scott@placestofly.com) to win. **If Multiple entries, only one winner will be selected from those submitted.**

Winning Entries will be published in the newsletter. **One Prize Only will be awarded for correct ASI location.**

**BIG Winner:** ASI found by Paul Agnew, page 4 over cell phone logo.

**Aircraft Identification:** Rick Golightly was closest with his pre 1940 German glider submission. But no cigar.

## Calendar of Events

**May 8—Meeting at 9am in Hangar.**

Note: Social distancing and masks are required. If you have a temperature or feel ill, please do not attend.



### EAA Flight Advisers

EAA Flight Advisers can help you find the right path to get you flying efficiently and, most importantly, safely.



### Pilot Resources – EAA Builder’s Log

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule.



### Young Eagles



Ever wondered what your neighborhood looks like from the sky? Or maybe you're

curious how airplanes even work. You might even dream about being a pilot.

If you're nodding your head "Yes" and are between the ages of 8 and 17, you're ready to take a free Young Eagles flight and see what real pilots do on the ground and in the air.

Since 1992, more than 2 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots.

For more information contact Rick Golightly, [metro9100@aol.com](mailto:metro9100@aol.com).

### Directions

The next EAA Chapter 203 meeting will be held at the hangar located at North County Airport (F45). The EAA Hangar is found by going to the junction of the Beeline Highway (SR710) and PGA Blvd (SR786). Then go 2.6 miles NW; turn left at the airport sign, and cross the train tracks. Follow the road to the hangar, which is on the left-hand side before you get to the FBO terminal, hangar 11250-5.

### Barntoons



Used by kind permission of Dennis McLane ([dennisdeanmclain@gmail.com](mailto:dennisdeanmclain@gmail.com))



## EAA® Proficiency365®

Improve your flying, proficiency, and safety with EAA® Proficiency365® the online hub of EAA resources, programs, and exclusive member benefits that can help you stay active in year-round activity to advance your flying proficiency, improve your safety, and help you contribute to your aviation community.



Proficiency and Education Programs



Pilot Proficiency Flight Programs



PPC Simulations & Tech Talks

## Aircraft Identification (The Colditz Cock) Continued from Page 5

### Modern replica

A replica of the Colditz Glider as seen at the Imperial War Museum in London.

A flyable expanded polystyrene model of the glider was produced by the model kit manufacturer Airfix in its Skycraft range in the 1970s.[8]

In 1999, a full-sized replica of the Colditz glider was commissioned by Channel 4 and was built by Southdown Aviation Ltd at Lasham Airfield. The glider was test flown successfully in 2000 by John Lee on its first attempt at RAF Odiham with Best, Goldfinch and about a dozen of the veterans who had worked on the original more than 55 years earlier proudly looking on. Jack Best died later that

year. The replica is now housed on loan at the Gliding Heritage Centre.

The programme was shown in 2000 by Channel 4 in the UK as part of a 3-part documentary series called "Escape from Colditz". The Channel 4 material was edited to 60 minutes and shown in the US in 2001 as "Nazi Prison Escape" on the Nova television series.

In March 2012, a radio-controlled, full-sized replica glider was built by Tony Hoskins' UK based glider maintenance/repair company South East Aircraft Services in the Chapel attic and was flown from Colditz for a Channel 4 documentary and launched it (unmanned) from the same roof as had been planned for the original.

The radio-controlled replica made it safely across the river and landed in a meadow 180 metres below.[9] The documentary aired in North America on PBS under the title "Escape from Nazi Alcatraz" on 14 May 2014. [10] The glider built for this 2012 documentary now forms part of a new museum display in the Chapel Attic in Colditz castle, and opened to the public on the 70th Anniversary of the Liberation of Colditz in April 2015.

The book Flight from Colditz by Tony Hoskins was published by Pen & Sword in the UK in April 2016. It tells not only the story of the original example built by the prisoners, but also details the other replicas built and on display.



### Specifications

Data from British Gliders and Sailplanes

General characteristics

Crew: 2

Length: 20 ft 0 in

Wingspan: 32 ft 0 in

Aspect ratio: 6.4

Airfoil: Clark Y-H

Empty weight: 240 lb

Gross weight: 560 lb

### Performance

Stall speed: 31 mph

Lift-to-drag: 12:1

Wing loading: 3.45 lb/sq ft

EAA CHAPTER 203  
MEMBERSHIP FORM  
<https://chapters.eaa.org/ea203>

**2021 Dues \$25**

EAA Membership Number \_\_\_\_\_ (Required by EAA National)

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

 Home \_\_\_\_\_

 Work \_\_\_\_\_

 Cell \_\_\_\_\_

 Fax \_\_\_\_\_

 Email \_\_\_\_\_

Occupation \_\_\_\_\_

Employer \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Emergency Contact Name  
and Telephone Number(s) \_\_\_\_\_

Currently-owned Aircraft \_\_\_\_\_

Please make your **check payable to EAA Chapter 203** and return this form and check to:

*Kevin Sheely  
108 Pacer Lane  
West Palm Beach, FL 33413*

*Thank you!*

FOR OFFICE USE

Date form and payment received \_\_\_\_\_ / Check number \_\_\_\_\_

- Information entered/updated on roster
- Name/address entered/updated on mailing label

## Aircraft Identification – Colditz Cock

The Colditz Cock was a glider built by British prisoners of war for an escape attempt from Of-lag IV-C (Colditz Castle) in Germany.

### Background

After the execution of 50 prisoners who had taken part in the "Great Escape" from Stalag Luft III, the Allied High Command had discouraged escape attempts, though the plan to build a glider was encouraged in order to divert the energies of the prisoners from descending into boredom and tedium. The idea for the glider came from Lieutenant Tony Rolt. Rolt, who was not even an airman, had noticed the chapel roof line was completely obscured from German view. He realised that the roof would make a perfect launching point from which the glider could fly across the River Mulde, which was about 60 metres below.

### Construction

The team was headed by Bill Goldfinch and Jack Best.[3] Goldfinch and Best were aided by their discovery in the prison library of Aircraft Design, a two-volume work by C.H. Latimer-Needham which explained the necessary physics and engineering and included a detailed diagram of a wing section. The glider was assembled by Goldfinch and Best and 12 assistants known as "apostles", in the lower attic above the chapel. Future RAF Air commodore Geoffrey D. Stephenson assisted in the project. The 60 ft long runway was to be constructed from tables and the glider was to be launched using a pulley system based on a falling metal bathtub full of concrete, using a gravity-assisted acceleration to 30 mph.



The officers who took part in the project built a false wall to hide the secret space in the attic where they slowly built the glider from stolen pieces of wood. Since the Germans were accustomed to looking down for tunnels, not up for secret workshops, the officers felt quite safe from detection. Nevertheless, they placed many lookouts and created an electric alarm system to warn the builders of approaching guards.

Over thirty ribs had to be constructed (around a third being structural compression ribs), predominantly formed from bed slats, but also from every other piece of wood the POWs could surreptitiously obtain. The wing spars were constructed from floor boards. Control wires were made from electrical wiring in unused portions of the castle. A glider expert, Lorne Welch, was asked to review the stress diagrams and calculations made by Goldfinch.

The glider constructed was a lightweight, two-seater, high wing, monoplane design. It had a Mooney-style rudder and square elevators. The wingspan, tip to tip, was 32 ft, and it was 19 ft 9 in from nose to tail. Prison sleeping bags of blue and white checked cotton were used to skin the glider, and German ration millet was boiled and used as a form of dope to seal the cloth pores. The completed glider weighed 240 lb.

The take-off was scheduled for the spring of 1945 during an air raid blackout but by then the Allied guns could be heard and the war's outcome was fairly certain. The

British escape officer decided that the glider should be available for use in case the SS ordered the massacre of the prisoners as a way to get a message out to approaching American troops. The glider was approaching completion when the American Army liberated the prisoners on 16 April 1945.

Although the Colditz Cock never flew in real life, the concept was fictionalized, depicting a successful flight and escape, in the 1971 TV film *The Birdmen* starring Doug McClure, Chuck Connors, René Auberjonois and Richard Basehart. One episode of the BBC TV series *Colditz* depicts the decision to build a glider as an escape attempt. It is also depicted in the final escape from Colditz Castle in the fictional story depicted in the 2002 video game *Prisoner of War*.

*Continued on Page 3*



A replica of the Colditz Glider as seen at the Imperial War Museum in London

## EAA Chapter 203

President	Bill Siegel
Vice President	Chris Wernlund
Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
Newsletter	Scott Thatcher

### Tech Counselors

Composite & FWF.....	Bill Perry
Composite & FWF.....	Spencer Gould
All.....	Sherman Corning
Flight Advisor.....	Miguel Duran propilotmd@yahoo.com

### Meetings

The Chapter normally meets monthly at 9:00 am on the second Saturday of each month at hangar 11250-5 at North County Airport. Guests are welcome to attend two meetings but are expected to join the Chapter at the third. Dues are \$35 per year.

### Notice

**A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE 800-435-7352 WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.**

### Newsletter

Contributions need to be in the editor's hands by the last Wednesday of the month preceding publication, unless the moon is full, in which case the deadline is the Thursday preceding the first Wednesday prior to the next scheduled meeting of the Editor's staff. **Be an Author!! Send us something.**

## Other Stuff

### Board of Directors Meeting

Please contact President Bill Siegel for time and place of each monthly meeting.

### Editor's Report

May 2021, Newsletter.  
100 Email Notifications Sent.

### Membership

36 Current Paid Members  
03 Honorary Members

### Advertising

Two and one-half column-inches costs \$5.00 per month. A half-page ad is \$15.00 per issue. Digital artwork or photos are preferred. Contact the editor for further details.

Chapter 203 members with email addresses on file will receive email notification of the link to the on-line edition of "Hangar Talk". Send your email address to the editor at Scott Thatcher, 423 SW Talquin Lane, Port Saint Lucie, Florida 34986. 561-818-0499 or email scott@placestofly.com.

### Disclaimer

The content of this newsletter is provided for entertainment only. No claim is made, nor assurance given, for the accuracy of the material presented, nor do we verify anything before we print it. **Send rumors.**

## Board Addresses

**President:** *Bill Siegel*  
*Wellington, FL 33414*  
*561-798-3826*

**Vice-President:** *Chris Wernlund*  
*chris.wernlund@gmail.com*  
*772-485-9720*

**Secretary:** *Eric Flaig*  
*egflaig@gmail.com*  
*Wellington 33414*  
*561-329-0985*

**Treasurer:** *Bud Smith*  
*Palm Beach Gardens, FL 33410*

**Young Eagles:** *Rick Golightly*  
*Jupiter, FL 33458*  
*561-747-9100*

**Past President,** *Bill Perry*  
*Stuart, FL*

**Membership:** *Kevin Sheely*  
*ksheely@bellsouth.net*  
*West Palm Beach, FL 33413*  
*561-358-9610*

**Librarian:** *Ana Scaglione*  
*Jupiter, FL 33458*  
*561-746-4229*

**Newsletter Editor:** *Scott Thatcher*  
**Webmaster:** *Scott Thatcher, https://*  
*chapters.eaa.org/ea203*  
*scott@placestofly.com*

**Program Director:** *Scott Thatcher*  
*Port Saint Lucie, FL 34986*  
*scott@placestofly.com*  
*561-818-0499*

**Flight Advisor:** *Miguel Duran*  
*propilotmd@yahoo.com*  
*561-436-1347*