

the article which treats only of our own activity and the outlook of motorless flight among ourselves. But it would be unjust not to acknowledge the worth and significance of such flights in the dispersion and spreading of the doctrines of the sport among us. It can be truthfully said that after the visit of the Georgii Mission our aeronautic authorities, both civil and military, opened their eyes and acknowledged the reality and importance of motorless flight for the greatness of aviation.

The first thermal flight made in Argentina was that of Ernest Vignera in 1934, before the arrival of the Georgii Mission, in a Kassel secondary, without any instruments, after an automobile tow at the Morón Airport. A thermal surprised him while he was practising in close circles. He attained an altitude of some 600 meters, flying for about 45 minutes and landing finally at a distance of approximately 12 miles. A little later Raul Olivares, K. Grahmann and Carlos Butler also flew a thermal in the same ship and in similar circumstances. Much later, a landing by a "B" pilot permitted the settlement of that ship in thousands of splinters . . .

Then a Rhön (Hol's der Teufel) was built with which the above-mentioned pilots and others again flew thermals. The best flight made in this machine was that of Vignera. With an altitude of 900 meters and a landing at the military air base of El Palomar, a distance of approximately 7 miles, after 24 minutes of flying. It can be said that in this ship Argentine pilots began to make the future of soaring clear.

In 1936 Professor Georgii gave an exhibition of plans of the Grunau Baby II, building at the Club Albatross two series of two ships; the first were finished in 1937 and the instrument boards acquired from Germany. The Government increased the annual subsidy; supplied parachutes and, after a few months, the Club Albatross was definitely established at Merlo.

In Merlo the up currents abound on all sides so that soon many more pilots earned their "C" certificates easily with the babies. In a year and a half more than 3,000 flights were made with these two ships and some hundreds of tows by plane and winch.

H. Ott and E. Hörhammer made numerous soaring flights also, but statistics of these flights do not exist because they promoted activity without official authority, although they are considered good glider pilots. Hörhammer, as instructor of the now extinct Aero-Rex, flew thermals various times in Ott's Grunau Baby and later in Teichmann's Condor. Ott uses a Minimoa which traveled from Germany in the dirigible Hindenburg to Brazil, and traveled from there towed by a plane to Uruguay, later crossing in soaring flight the Río de la Plata from Colonia to Buenos Aires. Ott is credited with a flight of 11 hours above hills, but it was not officially controlled. He travels with his trailer through every country, doing in this way a worthwhile work by spreading propaganda of the sport.

Helmut Teichmann attained the greatest distance officially recognized with the Condor I, which he owns, with approximately 70 miles, landing in the village of Gorch. He has also made numerous flights for shorter distances, and he recently bettered, with a mark of 6 hours and 15 minutes, the best thermal duration flight.

The pilot Ernest Vignera presently attained, from an auto tow to 150 meters, a maximum altitude of 2,250 meters. At the same time Teichmann, in the same flight which marked the 6 hours and 15 minutes of duration,

attained a maximum altitude of 3,100 meters, after an airplane tow to 1,000 meters.

Flying equipment has been scarce; nevertheless, during 1939 things were improved somewhat by the acquisition of a ship of English construction called the Scott Viking with which, during the first flights the pilots of the Club Albatross made in it, they accomplished some flights with eminently good results. In that same ship Vignera made a thermal flight lasting 5 hours and 16 minutes, landing at his starting point, and a little later Virginillo was flying 4 hours and 55 minutes, landing approximately 66 miles from Merlo, his starting point. It is to be hoped that during 1941 motorless flight in the Argentine will be twice as important as it is now.



The Albatross Soaring Club of Argentina

This club is, for the present, the only one which receives a subsidy from the Government who have delegated to it the mission of helping in every possible way the rest of the groups in the country in the form of a federation with which almost all are affiliated and of guiding them by directions and advice. For this purpose the Club Albatross works in close collaboration with the Civil Aeronautic General Executive Board. Our section is in charge of L. Fionchetti who is considered a tireless promoter of the sport. He has as collaborator E. Vignera who holds the office of building technician.

At present the Club Albatross grants motorless flight ratings throughout the country, but the inspection of buildings, conducting of examinations and enforcement of rules and regulations in general are in charge of the Civil Aeronautic General Executive Board. The following certificates have been issued: 123 "A," 86 "B" and 38 "C".

The Club Albatross has set up a workshop at 2352 La Plata Ave., Buenos Aires, where the club and its members build ships and manufacture special pieces for the clubs in the interior of the country. The workshop contains the following electrical machines: drill press, grinding wheels, jack-plane, smoothing plane, innumerable saws, etc. There is also complete equipment for oxy-acetylene welding.

As mentioned before the club is located near the village of Merlo in the Province of Buenos Aires. The field is good enough and measures 1000 x 1000 meters.

The club has a large metal hangar 20 x 25 meters with doors back and front, garage, and workshop equipped with machines.

In a beautiful park with gardens the club has a two-story house with large dormitories and numerous beds, baths, offices, first-aid room, a room for instruments and parachutes, lecture hall, a large dining room with buffet service, trophy room, etc. and a very small improvised swimming pool.

When any club in the interior constructs its first primary they send one or two members to Merlo and in less than 20 days they complete the "A" and "B" courses and are officially authorized to give instruction afterward in their district.