

Here's a short update on how things are progressing at the GHC. We'll be publishing a full newsletter in the autumn following what I'm sure (OK, fingers crossed!) will be a really great gliding summer!

WHAT'S CURRENTLY INSURED

Prefect, Swallow, Skylark 3, Oly 2b, Oly 463, Steinadler, Foka 4.

All of the above are flyable with the exception of the Foka 4 which whilst now airworthy has to have all the EASA transition paperwork completed before it can fly. Note the Krajanek has just (18th April) been taken off insurance and replaced by the Swallow. The Krajanek and Ka3 will be insured for July and August, the Viking 1 when the CofA paperwork has been completed.

VIKING 1

This has been undergoing a very thorough inspection including a camera inspection inside the wings and fuselage. We're pleased to say apart from routine cleaning and lubing very little extra work has been required.



(Photo by Paul Haliday)

CofA now completed apart from the paperwork. The Viking 1 should be in the air again before the end of May.

FOKA 4

A 2 year full restoration led by Gary Pullen has very recently been completed. The glider came to us from Sutton Bank in March 2014 having been kindly donated to the GHC by Leslie Nicholson and Gwyneth Sutton. It's EASA and not Annex 2, and as it last flew in June 2000 it has to be transitioned.

That's a pretty involved process paperwork wise, and expected to take 2 – 3 months. We hope to have the Foka flying in time for the Vintage task week 13th – 21st August.



(21st April taken by Paul Haliday. The strange markings just in front of the fin are in fact lead weights to keep the glider balanced when it was towed across from outside the VGC hut after rigging!)

Ka3



This diminutive (10m wingspan) glider has been donated to us by Leigh Hood. Gary Pullen brought it back from RAF Cranwell on the 6th April. Designed by Rudolf Kaiser, the prototype first flew in 1954. Developed from the Ka1, the difference is that the Ka1 had a wooden fuselage whilst the slightly longer one of the Ka3 has a tubular metal framework – which of course led on to the K7 and K8. The logbook starts in 1980 when it was first registered with the BGA by Leigh Hood. Up until 1972 it was RAFGSA 559 at the Two Rivers GC at RAF Laarbuch in Germany, though currently not known when it first went there. Stated as being built in 1958 almost certainly from a kit as most of the 15 Ka3s were.

The glider hasn't flown since 2004 and on inspection apart from the tail unit the fuselage is in good condition. As it's Annex 2 thankfully it doesn't have to be transitioned. The Ka3 is unusual in having a "butterfly" tail like a SHK. One of the "wings" of the tail unit was badly damaged and Gary Pullen is in the process of repairing this. We haven't looked at the wings yet which will need a very thorough inspection as the glue is casein. All being well the Ka3 should be flying in July.

THE SIMULATOR



(Now in the GHC hangar. Picture Colin Simpson)

This is the fuselage and tail of a Lo 100, a 10m span German glider dating from the 1950s designed specifically for aerobatics. An estimated 45 Lo 100s were built and only 3 were ever registered in the UK. After some detective work we're now sure this is BGA 3915, built in 1953 that came to the UK in 1992. It ended up dumped at Dunstable in a semi derelict trailer and would have been burnt but for the intervention of Geoff Moore and David Cornelius who organised its transfer to Lasham and the GHC. On inspection the one piece wing was found to be totally rotten due to water ingress. The fuselage and tail, however, weren't too bad and were chosen to be the host as a GHC simulator. A

great deal of work and electronic wizardry has gone into this, key players being Trevor Hills, Paul Jackman, Tony Newbery, Colin Simpson, and Tony Fendall. As this article is being written the simulator is very near to its “fledging”. Still to be decided as to how we’re going to operate it and who will be the “instructors”, but we’re confident it will prove very popular with visitors to the GHC hangar.

GHC ARCHIVES

David Williams the VGC archivist and T42 Eagle expert has kindly stepped in to help with the GHC archives held in “Rorkes Drift” at Lasham. David has already got stuck in to the arduous task of cataloguing all of the artefacts and photos we currently have. His knowledge and experience, along with obvious synergies with the VGC archive held at Bicester, are very welcome indeed to the GHC.

FINANCES

These continue to be good. Our financial year has recently ended and whilst the accounts at the moment haven’t been audited we’re posting a surplus over budget of £21,347. The “Unrestricted” bank balance is £30,701 and the “Restricted” £33,629. Remember our policy is ALWAYS to have a minimum cash float of £10k. So at the moment we have about £54k towards the cost of the GHC Phase 2 project, building a second hangar. It’s been decided by the GHC committee that we won’t start taking “physical” action wrt the second hangar until we’ve raised at least £80k.

IMPORTANT DATES LOOKING AHEAD

- The UK Vintage Gliding Club rally at Challock, 21st – 29th May.
- We’ve been asked to help publicise the Vintage and Classic Rally & T49 Capstan Reunion being held at Camphill 17th – 26th June. For more details dlgc@glidingclub.org.uk .
- The GHC 4th AGM to be held Sunday 31st July. Details to be advised to all members, likely to be at the Lasham VGC hut starting at 6:00pm with a barbecue to follow.
- The Lasham Vintage Task Week 13th – 21st August. For full details go to the GHC website, www.glidingheritage.org.uk, <NEWS> section, 5th March article on “Lasham Vintage Task Dates Announced” and click on the glidingheritage.org.uk link immediately below.

4th May 2016 (FGB)