

British classics fly in Germany

Two classic British aircraft recently returned to the skies following some restoration work at the Fliegendes Museum in Grossenhain, near Dresden, Germany.

Following a thorough overhaul, DH Dragon Rapide D-ILIT is now flying in a blue and silver paint scheme, representing those that once carried Britain's Royal Mail. D-ILIT was originally

delivered to the RAF in 1945 as Dominie II NR803. After its military service ended in 1950, it flew in the UK as G-AMAI and from 1951 with the Spanish airline CEPSA as EC-AGP.



DH Dragon Rapide D-ILIT 'Lady Dominie' at Fliegendes Museum in Germany. FLIEGENDES MUSEUM

In the mid-1980s the Dragon Rapide was acquired by German collector Günter Kurfiss for his Frankfurt-based Air Classic Collection. Present owner Josef Koch bought it in 1987, carrying out a comprehensive restoration prior to its first flight in more than 40 years.

Also flying again after being overhauled and repainted is DH Tiger Moth D-EFTN. Retiring from the RAF in 1953, the biplane was used as a glider tug in Germany. After a short period in Switzerland, Josef added the machine to his collection in 1987.

www.fliegendes-museum.de

STEFAN SCHMOLL

Transall enters French museum

Transall C-160R R18/61-MM *Ville de Kolwezi* arrived at its final destination, the Musée de l'Air et de l'Espace at Le Bourget, France on August 22.

With the imminent introduction of the Airbus A400M into the French Air Force, the Transall fleet is being retired. R18, which took part in the Battle of Kolwezi, a 1978 operation in Zaire to free hostages, will be preserved at the museum. It has been repainted in the colours it wore at the time.

After a ceremony at its Orléans-Bricy base, the C-160R took off with Gen Philippe Ganost at the controls for its final flight to Le Bourget. After two flypasts it touched down and taxied to the apron of the museum, where it was greeted by a salute from the fire brigade.

After shutting down its two Rolls-Royce Tyne engines, Gen Ganost officially handed over the aircraft to museum director Catherine Maunoury who described it as "a moment full of emotions". Ms Maunoury added that she was "proud to receive a machine that has continuously lived up to the variety of tasks entrusted to it". NIEK VAN DER ZANDE

KZ-7 returns to Danish skies



KZ-7 OY-ATI flying in Denmark. AAA

A rare Danish KZ-7 monoplane made its first post-restoration flight recently from Avedøre, near Copenhagen, in the hands of Henrik Gabs.

Now registered OY-ATI, it was first delivered to the Danish armed forces in 1948, and served as a basic trainer,

liaison and artillery observation craft until 1977. It was then employed as a glider tug until 2006.

Present owners Aeronautisk Aktivitetscenter Avedøre (AAA) obtained it in 2008, intent on restoring it to its former glory. After four years of work, involving

a complete reassembly and re-skinning, the KZ-7 is back in the air, painted in a scheme it last wore in the mid-1950s. AAA will next turn its attention to an even scarcer, 1939-built KZ-2 Kupe.

www.aaa-avedore.dk

WITH THANKS TO GORM CHRISTENSEN-AAA



A recent arrival at the Naval Aviation Museum in Pensacola, Florida, is a reproduction of a 1920 Vought VE-7 Bluebird. It was built for the museum by the Dallas-based Vought Retirees Club. VE-7s flew with the US Navy and were retired in 1928. No original examples survive. www.navalaviationmuseum.org

MICHAEL SHREEVE



Restoration work on Fairey Ultra Light G-AOUJ is continuing at The Helicopter Museum in Weston-super-Mare. With the Palouste engine currently with the Rolls-Royce Trust, the team has been focusing on the airframe but needs to replicate certain parts at cost and would welcome sponsorship. Email: helicollections@btconnect.com