

Scout headquarters. The group built a training plane, and began to train under Peschke, with Scout Leader Delendas and Deputy Leaders Karas and Avdis. The difficulties encountered were enormous, as the trainer had to be transported 25 kilometers to the foothills of Parnes, assembled, dragged up the hills by manpower for each flight, and dismantled again in the evening for the return to Athens. The endurance of the Scouts under such conditions was truly admirable. Several "A" and "B" tests were flown, and in the meantime King Paul, a



*Peschke in the quonset hut, which now serves him as a work shop, making repairs on the "Glaros."*

soaring enthusiast, visited the group during manoeuvres, and observing their difficulties, saw to it that they had transport facilities from the Air Ministry.

In 1948, on the instigation of S. Sakellaropoulos and F. Bakouros, both First Lieutenants of the Air Force, a workshop was finally set up at Phaleron, with five Air Force technicians under Peschke. The first machine constructed was Peschke's Glaros (Seagull), modelled after the Jacobs trainer, but larger, and with a special wing angle to take advantage of the slightest updraught on the hills. With this glider "C" flights are possible, and repairs can be made easily and cheaply. Peschke simultaneously wrote a text-book on construction of training machines, so as to encourage greater interest in soaring.

In 1950 the Royal Aeroclub of Greece, which had existed since the war as a non-active organization, began to interest itself in soaring, especially through its General Secretary, First Lieutenant Papoutsis, who later was killed in an aeroplane accident, and its Special Secretary First Lieut. K. Theophilis. In 1952 these men established a training camp in the foothills of Parnes, with 20 boys and 2

girls. Peschke, who meanwhile had obtained his "C" award in Switzerland, and his glider pilot's license in Austria, constructed a motor winch on a Chevrolet truck, on the model of the Austrian Jachtmann motor. With this, the Glaros and the Glaraki, 15 "A" tests, 5 "B" tests, and 2 "C" tests were flown, one of the latter the second award in this class to be won by I. Oikonomides, who had also taken it in Switzerland. One glider pilot's license was awarded at this camp. Accommodations were provided by the Air Ministry, and great interest was

construction are crowded together.

In 1954, when the tripartite military pact was signed by Greece, Yugoslavia, and Turkey, the aviation organizations of the three countries began their cooperation, and six glider flyers and three Air Force officers were invited to Yugoslavia. Under the leadership of I. Oikonomides, now organization director for soaring in the Royal Aeroclub, the six flyers flew for the Silver C, and also received training as parachutists. In October an exhibition of the aviation facilities of the three countries was held in Athens, with the participation of the aviation organizations of each country, the Greek meteorological station, the aerial topography institute, the aerial taxi company, and other associations of the three countries. The public, which attended in great numbers, was simultaneously entertained and enlightened by means of movies, and General Potamianos, representative of the Royal Aeroclub of Greece, gave a talk. Unfortunately, King Paul and General Papagos, both flying enthusiasts, were not in the country at the time.

The exhibition was a great success, and the interest of the people was out



*Air Scouts constructing the first trainer after the war, in the yard behind their headquarters.*

manifested by the Air Force officers, several of whom tried out the machines.

It began to look as if a good start had been made toward progress in soaring, in spite of the desultory interest shown by the Air Ministry, when the bureaucracy stepped in and forbade further soaring until the machines had been numbered. No numbers were forthcoming, the workshop director was without assistants, and this situation has continued for over a year. The workshop itself still consists of a Quonset hut where both completed machines and those under

of all proportion to the facilities for soaring. This interest should of course, have been encouraged, Greece being extraordinarily well adapted to soaring, since even in winter thermal conditions are excellent. Unfortunately, the Royal Aeroclub has no funds, and the government shows no disposition to stimulate this sport, so that soaring makes only a halting progress. Under these conditions, the participation of Greece in the international contests in the near future seems dubious, although it would be only a matter of two years' training to prepare the flyers for these contests.