

emergency locator transmitter must be carried.

Readers will note that the requirement is that one is carried, not that it is switched on, nor do the CAA state the frequencies on which the ELT should transmit.

The CAA are required to undertake a review of the financial impact of this legislation and appear to have failed to do so.

I would suggest that readers should write to their MP requesting that they vote against this change to the ANO on the grounds that it requires aircraft operators to install equipment which is not required on privately owned marine craft. I don't believe that a case has been proven that any lives would have been saved if one of the aircraft dropping into the water between the UK and France in the past seven years had been fitted with an ELT.

The most likely scenario, especially for pilots flying alone, will be that the ELT is on the back seat and after the engine stops he/she will have insufficient hands to activate it. Alternatively somebody shuffling around to become more comfortable will activate the ELT in flight.
BILL FISHER

A CAA spokesman replies:

We think Mr Fisher may be trying to make more out of this than there actually is. The amendment has been specifically worded so that you can fly to France, Ireland etc without the need for one. Ten minutes flying time from land (that's either side) allows even some of the slower types to make a crossing without ELT. Where one would be required is, for example, for a flight across the North Sea to Norway.

You can always hire or borrow an ELT for these less frequent longer distance over water trips.

And there were consultations! The first concluded at end of February 2004, the second ended in August 2004 and letter of intent was published on 29 May 2005. Details and supporting papers are on the GA part of the CAA website, www.caa.co.uk

Tannkosh: look what you missed!

Re: Europe's biggest fly-in

I am the lady pilot who is involved in the organisation of the Aerial

Gathering of the Nile (**FLYER** published a report a couple of years back).

Have you heard about Tannkosh this year? Over 1,300 planes from 17 countries and probably more than 15,000 spectators – this must be worth a notice in the magazine!

I am not sure whether Tannkosh is Europe's largest fly-in (as the organisers claim) but you will certainly know.

ANNE-MARIE RING, VIA E-MAIL

We rate Germany's Tannkosh as just about the best fly-in event of the lot. Sadly, a clash of dates prevented the Seager contingent visiting Tannheim this year. The report supplied by Anne-Marie gives a flavour of the great and enjoyably informal event:

'Europe's largest Fly-In took place on July 14 to 16 in the small village of Tannheim, Bavaria, South Germany. Made for pilots by pilots, Tannkosh has developed into one of the international get-togethers where the community celebrates the flying without any contest format but lots of fun, a hangar party and a breathtaking flying programme.

'Highlights of the fly-in – which also marked the 30th anniversary of Tannheim Airfield – included the Red Bull Corsair, B-25 Mitchell bomber, the P-3 Flyers from Switzerland and Ali Öztürk from Turkey with his stunning aerobatic show. Further information from www.tannkosh.com



Now that's what you call a fly-in! Tannheim's 'Tannkosh' even drew 1,300 visiting aircraft from no fewer than 17 countries. Red Bull provided part of the sponsorship (below) for a fun event that was open to all (Photos: Frank Herzog)

