



# Welcome to Tannkosh

**T**his year, the Tannkosh organisers decided to cheat the weather by moving the date from July to the end of August – and still ended up with the now-traditional formula of low cloud, rain and erratic periods of sun! Nevertheless, around 700 aircraft, including visitors from as far away as Norway and the UK, poured into the southern German airfield of Tannheim for a weekend of aviating camaraderie.

The half-hourly flight demonstrations were dominated by excellent aerobatics from the host, Matthias Dolderer, and his fellow top aerobatic performers, punctuated by the Red Bull DC-6B doing an impressive fly-by and a Lufthansa A380 showing off its paces.

The tented exhibition was larger and better organised than in previous years, with every type of aviation merchandise on offer plus a large selection of static light aircraft to inspect. Among the new arrivals, the Swiss-built MSW Votec 252T drew large crowds, both on the ground and in a spirited aerobatic routine. Externally similar to a Van's RV-6A, this mixed wood-and-composite aircraft is intended as an aerobatic trainer for pilots who will benefit from side-by-side instruction and will move on to top-class competition machines such as the Extra, Edge and MSW's own Votec 322 and Votec 351. The 252T, which first flew in June 2009 at Birrfeld, has a mighty 250hp



## Rod Simpson reports from Tannheim's annual fly-in and airshow, Europe's closest event to the EAA's AirVenture Oshkosh

Lycoming AEIO-540 engine while the forthcoming 352T will have even more power with a 350hp AEIO-580.

At the other end of the scale came the prototype Starflyer I Shortwing which fits into the new super ultralight 120kg weight class. Built by Airsport at Zbraslavice in the Czech Republic, it resembles the company's earlier Song ultralight and has twin booms, fixed tricycle gear and a single-seat pod fuselage with a 22hp Bailey 175 pusher engine behind. A more powerful ultralight version with a 50hp engine will be available and the Starflyer, currently marketed at a tax-inclusive price of €25,000, will have alternative longer-span wings for gliding flight.

Rather more practical for cross-country ultralight flying was the B.O.T. SC07 Speed Cruiser, which has been seen in the past at Friedrichshafen but is now in production and seems set to challenge popular models such as the Flight Design CT and Ikarus C42. The German-

built Speed Cruiser, which comes as a 472.5kg ultralight or as an LSA, has a cantilever wing, so there are no wing struts to get in the way, and access to the cabin is easy with large, flip-up doors. With a 100hp Rotax 912S up front, the SC07 has a cruising speed of 215km/h (116kt) and a range of 1,200km (650nm).

Tannheim is not just about new aircraft – nor the liberal quantities of beer, bratwurst-and-schnitzels, and the Saturday night hangar bash. Oldtimer aircraft play an important part and those of special note included a highly-polished Beech Super 18, which showed sprightly performance, a quartet of Pilatus P-3 Swiss trainers, a leggy Pilatus P-2 in a curious blue camouflage, a vintage SG-38 primary glider and, of course, an Me.109. However, the undisputed star was a fine Polikarpov Po-2 Russian biplane (pictured above) with a wonderfully clattery, M-11D, uncowled, radial engine. It truly represented the spirit of Tannkosh! ■



One of the oldtimers – a Pilatus P-2