



TANNKOSH FLIGHT SAFETY Bulletin

Dear TANNKOSH-Pilots and Crews,

TEAM TANNKOSH urgently requests your attention regarding the following safety information:

1. **PLEASE make sure you are familiar with your aircraft!** May we ask you, especially the less experienced pilots among you, to log a sufficient number of practice takeoffs and landings, including refresher training (if deemed necessary), within the last 3 months prior to flying to the event. The expected very high traffic volume during arrival and departure phases will add a large amount of stress for everyone involved, therefore the handling of your aircraft should not require your full concentration and mental capacity.
The flight to TANNKOSH should not be your first cross-country flight of the year and also your landing proficiency should be sufficient to handle difficult conditions. We hope for great weather - however history taught us to **be prepared for strong wind conditions including 15-20 knots crosswind at times.** So, know your technique, your limits and those of your aircraft! Also, if we have wind from the west or southwest: expect turbulence and lee effects from the hangars and buildings south of the runway and from the forest ridge west of the field, when Runway 27 is in use.
2. **PLEASE carry out your weight & balance calculations carefully and defensively!** We have a grass runway, it might be wet from rain showers, and density altitude might be a huge factor in summer temperatures! Consider shipping your equipment partially by postal service or by car; for most aircraft types a departure at maximum takeoff weight from Runway 27 is not advisable due to the forest ridge west of the field. We urge you to calculate with ample safety margins!
3. We will - for your own safety - do everything within our possibilities to make sure nobody departs overweight. Our aim is to avoid an accident. This might include asking you to unload passengers and / or luggage in case takeoff calculations do not provide margins for a safe lift-off and succeeding climb-out over existing obstacles.
4. PLEASE be aware that you are acting in front of a huge crowd, with lots of people and material relatively close to the runway. Making a mistake here might be even more severe – not only for you personally. General Aviation in general is standing in the spotlight of the public, the media and the authorities during the event. If you are not sure about your proficiency, come by car – you are anyhow cordially welcome!



5. **PLEASE be patient upon arrival!** In case the traffic pattern is full or flying displays are taking place, arriving pilots will be asked to enter the published holding areas. Orbit left there until called by "Tannkosh-ATC" to continue towards the traffic pattern. When approaching the pattern and the runway: do NOT overtake! DO NOT fly above or below preceding aircraft, always keep it in sight!
Stay behind each other at a safe distance! If the distance to the preceding aircraft is not sufficient: GO AROUND and watch your speed! (short callout on the radio if you initiate a go around)
The tower crew will issue information and instructions for your landing (long or short landing). In any case, please VACATE the runway as expeditiously as safely possible and look out for the marshallers' signals!
Please bring enough fuel for an additional 20-30 minute holding time, in addition to your normal safety reserves!
6. **DEPARTURE / ARRIVAL:** You will be flying in an area with an extraordinarily high traffic density. Therefore PLEASE:
Include every person on board in scanning the airspace for other aircraft!
Complete your checklists and **configure your aircraft early during the approach, plan ahead, and always be on a lookout!**
Switch on ALL available external lights and your transponder (mode S, squawk 7000) during the approach!
Upon departure, after reaching a safe altitude and clearing all obstacles, we recommend a climb-out speed above V_y to enable a better view ahead. If necessary, use clearing turns (S-turns) for a better lookout for other traffic.
7. **PLEASE elect a "designated driver/pilot"** from your crew, i.e. someone who agrees to remain fit and get enough sleep for piloting your next morning / noon departure! This will enable worry-free partying for everyone involved. ☺
8. In case you are not sure about the weights and performances to calculate with (especially with our grass runway being involved), we cordially invite you to visit us at the Tannheim airfield any time PRIOR to the TANNKOSH event. We were very pleased last time to welcome some Mooney crews visiting us well before the event for training and evaluation!
9. In order to minimize radio frequency congestion and to enable a calm and orderly flow of traffic, the tower crew will place one controller near the runway threshold during departure rush-hours, especially on Sunday morning. This person will be in radio contact with the tower crew and will control the waves of departing aircraft by hand signals. When you taxi out for departure, listen closely to the frequency for arriving traffic and other information and pay maximum attention to the hand or flag signals of the flight-line crew and the takeoff controller.



10. IMPORTANT!!! Please, NO “stunts” during departure!!!

Our Tower crew (and the organizer) have been frightened several times in the past...and felt compelled to yell “Watch your speed!!! Reduce pitch!!!” on frequency when aircraft just airborne hanging there at V_x and still low altitude started to “wave good-bye” by rocking their wings. Others who accelerated low and then did a zoom-up at the end of the runway until almost at stall-speed again caused the same moments of fright.

So PLEASE, to avoid unnecessary hazards for you, your passengers, the crowd, the good mood of the crew and the existence of the whole event: NO wing-rocking, NO slips, NO zoom-ups, NO other stunts during departure! Absolutely no maneuvers that make your climb-out look anything but solid and safe, PLEASE!

In case of a Runway 27 departure towards the forest ridge: if you do not have an altitude of 2100 ft MSL AND a safe speed of V_y or above AND a positive rate of climb upon crossing the street behind the end of the runway, then turn (preferably right) and follow that road instead of trying to over-climb the forest ridge. Keep your speed up, expect turbulence from the forest ridge. PLEASE do not take off at max weight, don't underestimate the possible lee downdraft at the ridge during strong westerly winds. If in doubt: turn away from the ridge in time and at sufficient speed.

Finally: please have a look at the holding procedures published on our website!

www.tannkosh.com

This safety information list has become longer than intended, but it is very important to us!

We are very much looking forward to seeing you at TANNKOSH, and we would love to be able to host our big party FOR pilots BY pilots again in the years to come! This will only be possible if we all together manage to avoid accidents by combined efforts and especially by YOUR help.

Finally, we would like to thank you for your discipline throughout the last decades during TANNKOSH!

COME FLY WITH US!

Your
TEAM TANNKOSH