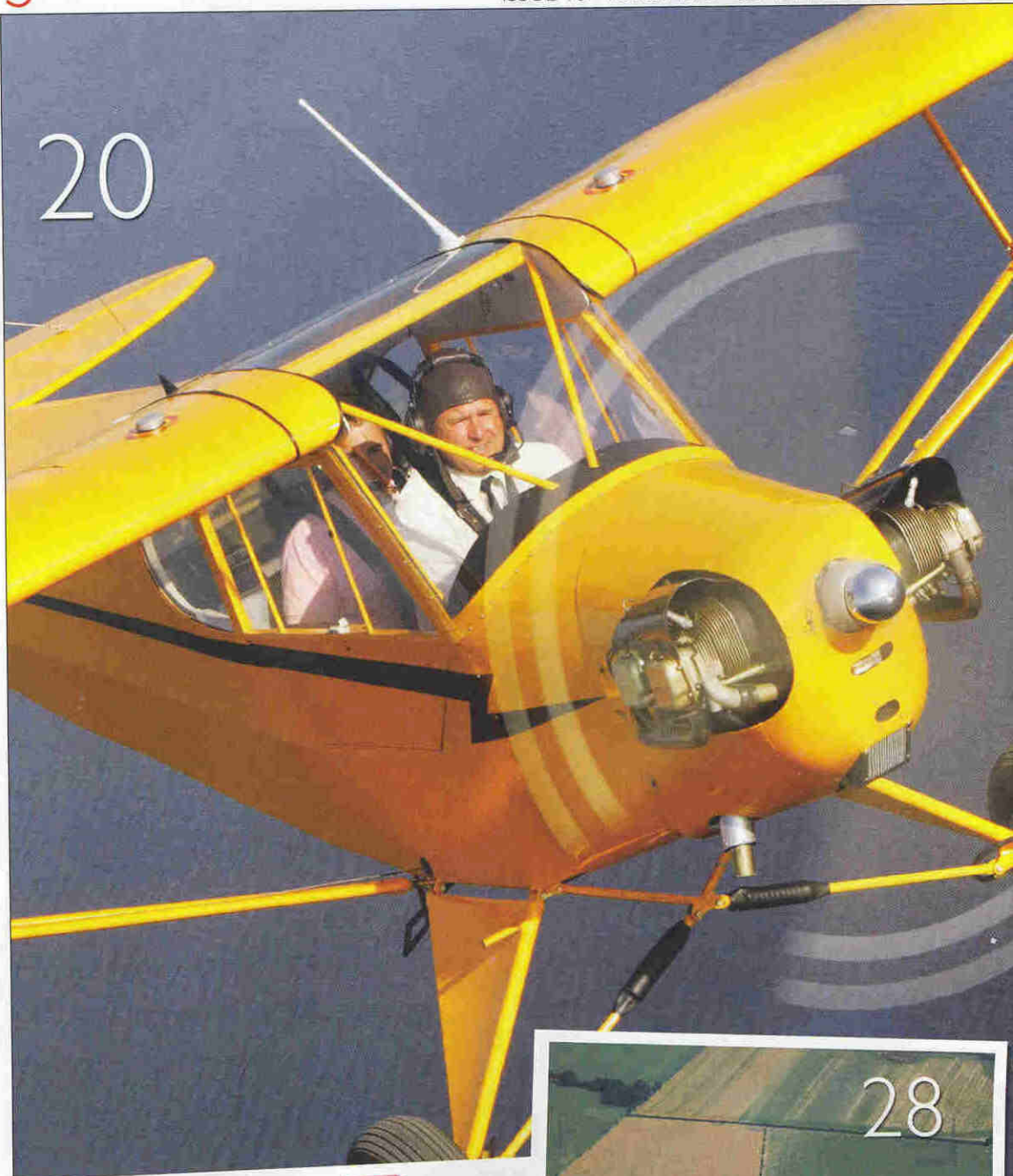


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Oshkosh may be huge; Tannkosh is laid back. We report from Europe's most spaced out – nay, let us say beautiful – fly-in



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Tannkosh 2005

It's long way for UK pilots, but for a fun event there's nothing in Europe to match it. Good food, good beer and great company. Roll on 2006...

In common with many events, Tannkosh started life as a small, friendly fly-in. However, unlike many events that have grown over the years, Tannkosh has somehow managed to retain that relaxed, fun feel.

Tannkosh is a mixture of fly-in, air display, small trade show and big, big party. To give you some idea of the event's size, this year over 900 aircraft flew in bringing with them just under 2,000 pilots. A further 8,000 people walked through the gates. Somehow, the organisers tell us, 84,000 litres of water were used, but to be honest we didn't see a great deal of that

particular fluid being drunk over the weekend.

Over 1,000 people found space in the Saturday night 'rock im hangar' party with live music, food and an unsurprisingly large amount of beer. Many well known names in European aviation could be seen dancing on the tables late into the night, but you know what they say: 'what goes on tour stays on tour'. Isn't that right, Ian?

An event like this wouldn't be the same without the visiting aircraft. These included the diminutive Cri-Cri, one of Europe's two flying Corsairs and just about everything else in between.

Displays ranged from extreme aerobatics to a Red Bull DC-6 fly-by, and some spectacular flying by event organiser Matthias in the Red Bull Corsair.

FLYER Club member Colin White flew to the event from Perth in Scotland in his C182 and won the trophy for the longest flight – in fact a couple of dozen Club members made the trip to claim their free beer, many doing so in their microlights (see QSY, p 130, for more details).

Ray-Ban, Red Bull and Lancair all sponsored the event, and their support meant that entry was free of charge, so no pilot or crew paid a single Euro either to get in or to land. Good value? You bet. See you there next year?



The combination of AirmanBeans and wing-walking could have been bad news



Sunshine, beer and aeroplanes



Sadly, the Alfa HB207 is not yet UK approved

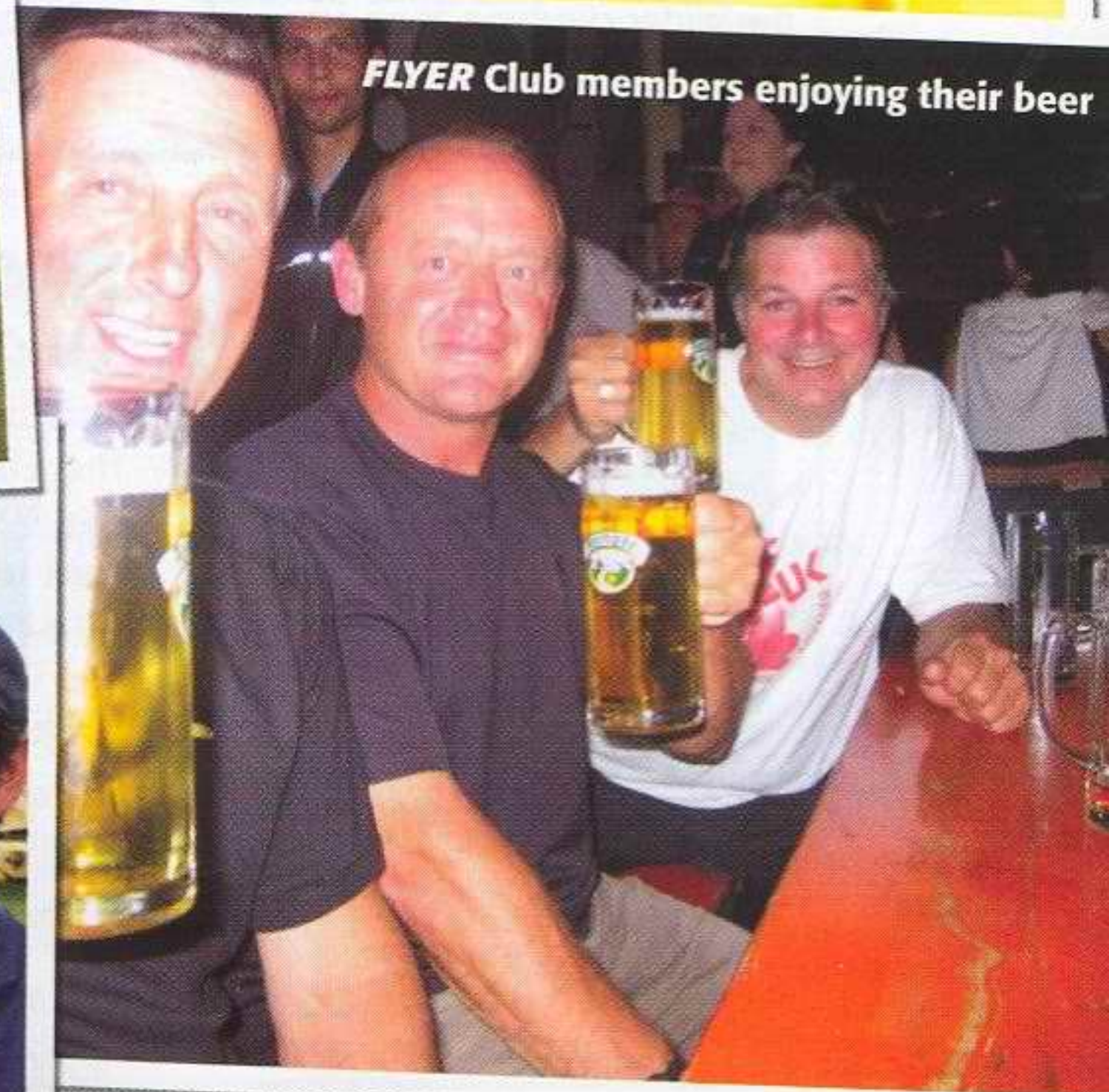
Verena & Matthias Dolderer, the brother and sister event organisers



Chilled, laid back and not a yellow jacket or jobsworth in sight. Fantastic



Marshalling made easy



FLYER Club members enjoying their beer



Ray-Ban were one of the event sponsors; all of whom added significantly to the event



Trevor Archer pointing out the location of North Weald

QSY

FOR THE FUNNY, THE WEIRD, THE WONDERFUL AND THE JUST PLANE STRANGE...

Tannkosh survival kit



With some stormy weather predicted for the Tannkosh weekend the merchandise tent was doing a brisk trade in tie-down kits.

At €49 a set they weren't cheap but they did include more or less everything you'd need for the weekend, apparently. As you can see, the kit included sun cream, a bottle-opener and corkscrew, an aspirin for those with no self-control, a torch so that campers could find their way back to their tents and a condom. Apparently the latter is good for carrying large quantities of water, always good for that post-party thirst.

Oh yes, they also included some tie down stakes and ropes should the windy weather materialise.



Sorry we forgot...

Last month's R44 feature was accompanied by some pretty stunning pictures that were made possible only with the help of Alastair Sutherland who runs Sloane Helicopters in Mallorca. Alastair's a top chap, a great instructor and a very talented pilot. He's sitting here on a float looking just too cool for school.

Heroes & Villains

VILLAINS Teenagers who seem to think it's funny to climb all over the Air Ambulance when it lands. The Warwickshire and Northamptonshire Air Ambulance may soon be requesting a police escort before they land due to the reluctance of people on the ground to get out of the way, and to leave the ambulance alone once it has landed. I'm starting to sound like my parents, but what is it with teenagers today?

HEROES Solent Radar. Even with a busy frequency, and even with less than average RT from some, they still managed to accommodate most transit requests. Top stuff!

VILLAINS The DfT. Well, you wouldn't expect us not to comment after they released their anti-N reg consultation would you? We'll be making our point next issue, but in the meantime we're still not sure if they genuinely

don't understand the issues, or if they are being willfully disingenuous.

HEROES Paris Info. No really, what was once an automatic tape recording telling you to go *aillours* is now a radar service with more than just a squawk. La belle France.

VILLAINS Self-styled media experts, or 'citizen reporters' as they are known in trendy media bars. Following the forced landing of a

Cessna in Wales one such local expert told the BBC 'They must have been really lucky, those aircraft carry about eight litres of fuel!'

VILLAINS The people behind the aerospace journalists of the year awards. For years Miles has been entering and the year that he wins an award is the year when they stop awarding prize money! Miles, haven't you heard? The journey is the reward.

Musical talent

Some of you will know that FLYER's deputy editor is a semi-professional classical musician. One of his commitments is to the Exultate Singers – one of the south west's leading chamber choirs. The choir's next concert, entitled 'Under an English Heaven' (September 24, at St Mary Redcliffe Church in Bristol) includes Ralph Vaughan Williams' little performed (but nevertheless excellent) 'A Vision of Aeroplanes'. The concert also includes a premiere of a work by Martin himself. www.exultatesingers.org, or www.martinlepoidevin.me.uk for more information, or martinlp@flyermag.co.uk for signed autograph requests.

Free beer!

Not only did they visit Tannkosh from Scotland for the free beer, but they also won the longest flight award. From left to right Omar Gharib, Colin White and Stewart Webb.



Now that's commitment to

That Worst Day

The Answer

From page 62 of this issue

1. De-icing aircraft is a whole science which makes people's heads explode. In essence the most commonly used are type 1 which is used as a de-icing fluid and type 4 which is used as an anti-icing fluid.
2. Generally commercial jet aircraft use just enough power for takeoff rather than full power. The 727 was being positioned empty and therefore would have had a significantly reduced power set for takeoff; asking for full power vastly increased the chances of missing the other aircraft.
3. Statistics state that as a general rule, with a large commercial jet aircraft you are generally less likely to get in harm's way if you take the problem airborne rather than try and stop a heavy aircraft on the runway. However, with a runway infringement such as this every situation will be different. Ultimately the captain made a quick but informed decision and got away with it, so I am going with a thumbs up.