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Mixed fortunes at Tannheim



Aiming to be the European equivalent of Oshkosh and now established as Tannkosh, the annual German Tannheim rally attracted some 660 aircraft during its three-day open-house on August 27-29. Unfortunately, heavy rain and gusty conditions dampened the enthusiasm for many potential attendees and the magic 1,000 aircraft was an unachievable figure. Nevertheless, organisers Verena and Matthias Dolderer were pleased with the result and as Barry Wheeler and Geoff Jones found, those who did arrive brought an impressive selection of aircraft types from across Europe.

A shift of dates this year from mid-July to late August and some disappointing weather did nothing to quell the enthusiasm of pilots to reach the event from the four corners of Europe, although many were unable to make it. Longest distance flown, and recipient of the appropriate award, was logged by Vifor Babaca, who flew his Diamond DA-40 the 900nm from near Constanza on the Black Sea coast of Romania. There were plenty of British arrivals however, including one from NW Scotland and a quartet of microlights from the Bristol area.

The airfield at Tannheim was opened in July 1976 with the first fly-in for ultralights in 1993. From that date the event snowballed, 100 aircraft in 1998 with more than 1,000 aircraft showing up in 2006. Every conceivable aircraft type is represented, most flying and landing, but some larger and specialist types performing just a fly-by. With Verena's brother Mathias, an increasingly successful aerobatic and Red Bull air race pilot, a strong Red Bull

Above: Tannkosh always provides a wide mix of attractions and the influence of Verena and Matthias Dolderer attracts many unusual types, both on the ground and in the air at fly-bys. (Photo, Geoff Jones)



Above: Friendly Dane Bo Ronnow was on his way home from a holiday in Switzerland but broke his journey at Tannheim to camp under the heavy over-night rain. Using small S-hooks, his wet gear hung from the wings of his Flight Design CT, OY-9315. He departed on the Saturday wondering if there was a future for such enterprise. (Photo, Barry Wheeler)

aviation presence was assured, their DC-6B (N99DM) fly-by a Friday highlight, plus innumerable famous names from the world of air racing and aerobatics.

A 'heavyweight' arrival from Mulhouse/Habsheim this year was Carlo Ferrari's 1959 Beechcraft G-18S N45CF, complementing the German AF C160 and Bundespolizei AS.323 Super Puma D-HEG1. Private jet aircraft do not land at Tannheim, but this did not deter Hannes Rudolf and Dirk Effelsburg flying by in their L-39 Albatross ES-TLE. One of Air Alliance Express' new Cessna Grand

Caravan (D-FAAB) was displayed by the German Cessna agents. Air Alliance is based at Siegerland airport at Burbach between Cologne and Frankfurt, and is a commercial pilot training organization with full JAR/ATPL approval. They have also diversified in to air-ambulance, business and freight operations using their Caravans under the banner Air Alliance Express. The company's latest diversification is as agent and distributor for the Sino Swearingen SJ.30 bizjet.

An eclectic mix of other classics, antiques, homebuilts, microlights (ultralights

if you are European), helicopters and other general aviation types included the Wiener-Neustadt-based Polikarpov Po.2 (a CSS-13 in fact) OE-CPO (ex SE-XPP) flown by Hans Drobiltsch and Othmar Handl. Walter Klocker was displaying his Morane Saulnier MS.317, now German registered as D-EZOR, Holger Braun's Pilatus P.2-06 D-EPII (once based in the UK with Charles Church) and a duo from Switzerland included the MH.1521 Broussard HB-RSL (c/n 6) and Criquet/Slepcev Storch HB-YKQ. Neumünster-based, 1937 vintage Stinson SR-9c Reliant NC18442 in 'Gullwing

Below: Keeping an eye on proceedings while at the same time looking for likely recruits, the local Politzie called in with their Eurocopter EC135 D-HBPB. (Photo, Barry Wheeler)



Above: One of the largest aircraft at Tannheim, Cessna Grand Caravan D-FAAB has just been delivered to Air Alliance Express, based at Siegerland Airport, Burbach. (Photo, Geoff Jones)
Main picture: Powered by a Lycoming engine, Bucker Bu 131APM D-EAUG is a welcome sight at Tannheim and fast becoming the mascot for this well attended event.



Above: Walter Klocker returned to Tannkosh with his beautiful Morane-Saulnier MS.317 following his participation in 2009. Fitted with a 220hp Continental W-670-6A engine, the MS.317 is a version of the earlier MS.315 and was primarily used for glider towing. This example was acquired from Belgium in 2008. (Photo, Barry Wheeler)

Airlines' colours was also a Tannkosh first.

P.3 Flyers from Locarno provided some excellent formation aerobatics in their five Pilatus PC.3s lead by Marco Guscio (HB-RBN/A813, HB-RCH/A818, HB-RCJ/A829, HB-RCL/A873 and HB-RCQ/A815). For the predominantly German crowd though hearts raced when Klaus Plasa arrived overhead in the EADS Heritage Flight's Bf 109 D-FWME – this aircraft was UK-based as G-AWHG after sale by the Spanish AF in 1965. It first flew again, after a landing incident, on February 19, 2009.

As much as anything else, Tannkosh is a

shop window for the thousands of GA pilots who visit. This year saw several new types displayed, including the diminutive, twin tail boom, single-seat Airsport Starflyer 1 (OK-OUL-56) with a pusher Bailey 175 engine, the Shark (OK-OUR-01) a sleek, tandem two-seat, composite retractable, the French-built two-seat Twinbee which has wings from a Zenair CH.701 and the scaled down, two-seat Cessna 182 Skylane look-alike from the Czech Republic the Airo Aviation Skylane. The first Millenium Master in Germany (an Italian design) D-MGRK flew in, its anhedral

tail surfaces a distinguishing feature, and the Swiss Votec 252T (HB-YMU) resembling a tri-gear Vans RV-6 but certainly not with its short, anhedral wing and MSW modified 250hp Lycoming AEIO 540 engine. This aerobatic trainer first flew at Birrfeld on June 26, 2009.

Despite the inclement weather there was much to see at Tannkosh, never the most impressive for sheer numbers alone and this year the quality did more than compensate for the reduced attendance and poor weather. Next year's event will once again be held in late August.



Above: From Wiener Neustadt in Austria came this Polikarpov PO.2 (OE-CPO), which in reality is a CSS-13, which now has a 125hp Shvetsov M-11D 5 cylinder radial engine. (Photo, Geoff Jones)