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 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 1,500 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 Seagull contingent
from flying at Tannkosh 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
bombers, the P-51 Flyers from
Switzerland and Ali Oztek 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 Herzig)