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 Vitor Babcoa, who flew his Diamond DA-40 900km 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 Matthias, 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 (N996DM) 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 1969 Beechcraft G-18S N45CF, complementing the German AF C160 and Bundespolizei AS.323 Super Puma D-HEGJ. Private jet aircraft do not land at Tannheim, but this did not deter Hannes Rudolf and Dirk Eiffelsburg 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 (ultraights 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-XPF) flown by Hans Drobilitsch 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-EPIK (once based in the UK with Charles Church) and a duo from Switzerland included the M-H 1232 Broussard HB-RSL (ch/n:6) and Criquet/Seipcev Steirch 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 Politzei 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, Buckover Bu 131 APM 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-670-6B 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)
Airshows

Airline's colours was also a Tanikoish first.
P3 Flyer's 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-RCJ/A873
and HB-RCQ/A815). For the predominantly
German crowd though hearts raced when
Klaus Plasae arrived overhead in the EADS
Heritage Flight's Bf 109 D-PWME - this aircraft
was UK-based as G-AWHQ after sale by the
Spanish AF in 1995. It first flew again, after a
landing incident, on February 19, 2009.

As much as anything else, Tanikoish 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 Airport Starflyer 1 (OK
OU15-56) with a pusher Bailey 175 engine,
the Shark (OK-OUP-F1) a sleek, tandem two-
seat, composite retractable, the French-built
two-seat Twinbeau which has wings from a
Zenair CH701 and the scaled down, single-
seat Cessna 182 Skylane look-aliases 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-VMU) 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 Birfield on June 26, 2009.

Despite the inclement weather there was
much to see at Tanikoish, 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)

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