

Take off for 'Tannkosh'

Organiser Matthias Dolderer extends to **FLYER** readers a cordial invitation to the annual 'Tannkosh' fly-in, held at Tannheim (EDMT), located 100 km west of Munich.

"The keyword for our event is fun – fun for everybody," Matthias tells **FLYER**. "Starting out in the mid-1980s as an ultralight fly-in, Tannkosh has grown continuously in the past, and is the most famous event of its kind in Germany. Visitors and participants come from all over Europe – 780 airplanes arrived at our airfield in 2004."

Owned by Matthias's family since it was established in 1976, Tannheim has a 1,200-metre grass runway. "Everything that has wings is welcome, from gliders to warbirds, helicopters, balloons, paragliders – you name it!" Matthias will be displaying his own F4U-4 Corsair and expects AN-2s, T-6s, Extras, Pitts, Yaks, lots of different biplanes, many other historical aeroplanes and 'hundreds of ultralights, cars and motorcycles' to show up. Other attractions include midnight fireworks, a rock concert and 'good food – not just sausages!'



Mark Waite's ACA Decathlon trio entertains. Tannheim is all-grass and offers a special, friendly welcome

Volunteers and the Tower crew are ready to handle the anticipated 1,000 movements per day.

Tannkosh 2005 will take place from 15 to 17 July 2005. "We do not charge any fees from arriving airplanes or visitors, and so of course we need the assistance of all aviation enthusiasts," says Matthias. More information from www.edmt.de and, from mid April, www.tannkosh.com



ICAO embraces SE turbine IFR

Cranfield-based UK Cessna dealer Bob Crowe has welcomed the International Civil Aviation Organisation Council decision to pass a new Annex 6 amendment that allows single engine turbine IFR operations. The approval is another milestone for Cessna 208 Caravan, Pilatus PC-12 and EADS Socata TBM-700 operators.

"We are sure that, now the ICAO standard has been published, this will influence the JAA Committee to make a similar decision at their meeting in June," Bob told **FLYER**. "The ICAO recommendation is for the risk period between suitable landing sites to be calculated at 15 minutes at cruise speed, so for a Cessna Caravan this would mean 43 miles out from a landing site and 43 miles inbound making over-water flights of 86 or more miles possible.

"The UK CAA could still file for a variation and prohibit single engine turbine IMC operations but we feel that as the SE-IMC aircraft offer a safer means of transport then they would have difficulty in justifying a variation," concludes Bob.

Your Free Jeppesen CD

This month's issue of **FLYER** comes with a free covermounted CD from Jeppesen. The disc includes demonstration versions of three Jeppesen programs, plus a digital version of the Jeppesen catalogue and an order form to make ordering the full versions easy.

To run the programs, simply pop the into the CD (or DVD) drive on your PC, and it should start automatically. If it doesn't, you can use Explorer to navigate to your CD-ROM drive, then double click on the Jeppesen.exe file to get started. The CD has a main menu screen, from which you can easily access all the contents.

The three programs for which you have demos are: FliteStar 9 (industry-leading flight planning software), JeppView 3 (Jeppesen's electronic chart service) and JeppView FliteDeck 3 (JeppView, with extra features such as moving map which make it ideal for using in flight). All three programs come with tutorials/user guides to help you get the most out of them.

The CD requires Pentium II or higher running Windows 98 SE, ME, 2000, XP or XP Tablet; 64Mb RAM;

Left: Main Menu;
Below: FliteDeck 3