

Antique Aero Flyers newly imported Travel Air 4000; Inset: Udet Flamingo replica making its first appearance at Tannkosh



Terrific Tannkosh

The annual Tannkosh fly-in, staged at Tannheim in southern Germany on 26-28 August, once again attracted some splendid historic participants among the 1,500 aircraft that attended. This was in spite of exceptionally changeable weather, the worst of which on Saturday failed to deter the crew of the replica Udet Flamingo from the Oldtimer Segelflugverein München from flying the fine biplane over from Oberschleißheim for its Tannkosh debut. It vied for attention in the vintage aircraft park with the trio sent by Mengen-based Antique Aero Flyers, among which Curtiss-Wright Travel Air 4000 NC8877 was another first-timer at the show. This 1929-vintage machine flew for the first time in Germany during May of this year, having been imported from the USA.

Rare indeed is the European event attended by two examples of the Fairchild Argus, familiar inline-engined F24R-46A HB-ERO from the Fairchild-Gesellschaft contrasting with more seldom-seen radial-powered F24W-41A D-ELDL or, for that matter, three Ercoupes, HB-ERB visiting from the Fluggruppe Veterano at Birrfeld to join Mainz-based Stephan Vatter and Heiko Binder with the almost identically-finished D-EJOR and D-ENUC.

Arriving on the final morning was Bill Charney in his Beech D17S NC16S *The Red Rockette*, which has in fact been present in Europe for some months as part of a leisurely round-the-world tour. Over from Poland was PZL TS-8 Bies SP-YBD, sadly damaged en route home when an apparent technical problem resulting in fuel starvation led to a forced landing in an eastern German field. And the sole PZL – 21 Dromader Mini, bought on eBay by its owner Fritz Koldehofe – had its water-dropping ability demonstrated in the hands of Dieter Gehling.

Amongst the heavier metal was The Flying Bulls' F4U-4 Corsair flown by Matthias Dolderer, who operates Tannheim airfield with his sister Verena. Also featuring in the flying displays was Guido Gehrman in the incredible Bede BD-5J, the latest member of The Flying Bulls' Salzburg-based fleet and the only one of its kind flying in Europe. The EADS Heritage Flight contributed its HA200 Saeta jet trainer, not often an airshow participant. Most majestic of all was the Breitling Super Constellation, which made a series of elegant passes. One of the most charming events you will ever visit, Tannkosh truly offers something for everyone. *Report & photos Ben Dunnell*

Reborn after forty years under the sands

P9374 sees light under its wheels for the first time since it last flew, in May 1940 (photo: Col Pope)



The eagerly-anticipated first flight of restored Spitfire I P9374 took place at Duxford on 1 September. Damaged and force-landed on a beach near Calais on 24 May 1940, less than three months after it was delivered to No 92 Squadron, the Spitfire was swallowed up by the sand. Forty years later the shifting sands gave up their secret following a storm and the aircraft reappeared. It was hastily removed from the beach and in January 1981 the wreck's identity was confirmed. Acquired by Simon

Marsh and Thomas Kaplan, the remains went first to Airframe Assemblies at Sandown, IoW in October 2000 and then to Historic Flying Ltd at Duxford in August 2006. For the past three years the Battle of Britain Spitfire has been painstakingly restored using as many of the surviving original parts as possible. The Merlin engine was totally rebuilt to 'zero-time' condition. The finished aircraft looks every bit like it did when it emerged from the Eastleigh paint shop in February 1940.