

Dr. Johannes Fritz and Co-worker
Schulgasse 28
6162 Mutters, Austria

Konrad Lorenz Research Station
4645 Grünau 11, Austria

jfritz@waldrappteam.at
0043 676 5503244
www.waldrappteam.at

Report 2003 Outlook 2004

With end of this year we intensely prepare for the next season. And that's our most important message. We go on and we have good reasons to do so!

Of course, sometime this year we almost gave up, sometimes none of our plans seem to work. But finally it worked, good with the birds, moderate with the technique.

This season we got a lot of experiences with the birds. After the first, "innovative season" 2002 we had a "scientific season" 2003 with lot of basic research. We got many experiences about the flying behaviour of the birds. Thanks to the Cosmos Factory film team we have many meters of bird flying video to be analysed. In co-operation with the Konrad Lorenz Research Station we will have a huge data base on feeding behaviour, feeding ecology, Habitat use and predator avoidance at the end of the winter season.

Apart of the scientific outcome I will particularly mention the successful public work of this year. The highlight was the production and broadcasting of the Universum-Dokumentation "Der Flug des Waldraup". More than 700.000 people in Austria saw this film. Some weeks later we finished our first book about the project "Der Flug des Ibis". If the current request for the book sustains, the first issue of 1000 books will be sold after a few weeks.

A diary of the season can be found in the follow, as well as a report on the migration journey of the year, based on the daily reports for the Swarovski birding homepage. Finally I give an outlook for the future plans.

The financing of our project remains uncertain, despite the scientific success and all the public relation. Only a little part of that money needed (for the next year we calculated costs of € 150.000) is raised so far. We hope for a continuous support by sponsors.

Mit Abschluß des Jahres sind wir intensiv bei den Vorbereitungen für die kommende Saison 2004. Und das ist auch unsere wichtigste Information. Es geht weiter und es gibt guten Grund dazu!

Freilich, zeitweise waren wir heuer beinahe beim Aufgeben, zeitweise schien einfach nichts zu funktionieren. Aber schließlich haben wir doch Erfolg gehabt und es funktionierte gut mit den Vögeln, moderat mit der Technik.

Diese Saison brachte uns viele wichtige Erfahrungen mit den Vögeln. Nach der ersten „innovativen Saison“ 2002 folgte eine „wissenschaftliche Saison“ 2003. Wir sammelten viele Erfahrungen in Bezug auf das Flugverhalten der Vögel. Dank der Dreharbeiten von Cosmos Factory haben wir mehrere Bänder mit Videoaufzeichnungen fliegender Waldraupe zum Analysieren. Mit Ende des Winters werden wir zudem gemeinsam mit den Forschern der Konrad Lorenz Forschungsstelle Grünau ein umfangreiches Datenmaterial zum Nahrungsverhalten, der Nahrungsökologie, Habitatwahl und Feindvermeidung von Waldraupen besitzen, für potentielle Sommerhabitate und Winterhabitate.

Abgesehen vom wissenschaftlichen Output möchte ich im Besonderen zwei Höhepunkte unserer Öffentlichkeitsarbeit hervorheben. Anfang November des Jahres wurde erstmals die Universum Dokumentation „Der Flug des Waldraup“ ausgestrahlt. Mehr als 700.000 Zuseher in Österreich sahen diesen Film. Einen Monat später ist dann unser erstes Buch zum Projekt herausgekommen „Der Flug des Ibis“. Wenn die Nachfrage nach dem Buch anhält, wird die erste Auflage von 1000 Büchern in wenigen Wochen vergriffen sein.

Trotz der wissenschaftlichen Erfolge und der umfangreichen Öffentlichkeitsarbeit bleibt die Finanzierung unseres Projektes ein großer Unsicherheitsfaktor. Der für das kommende Jahr budgetierte Betrag von e 150.000 ist erst zu einem geringen Teil gesichert. Wir hoffen auf eine fortwährende Unterstützung durch Sponsoren.

Eine Chronologie dieser Saison finden Sie im Anschluß, ebenso einen Bericht unserer heurigen Reise in den Süden, basierend auf den täglichen Berichten für die Swarovski Birding Homepage. Schließlich finden Sie noch einen Ausblick auf die nächstjährigen Pläne.

Diary 2003

January 2003

Our 11 birds are in the Apenzoo Innsbruck. The keepers of the Apenzoo as well as Angelika Reiter care for them.

J. Fritz finished his PostDoc at the Konrad Lorenz Institute in Altenberg, with January he works full time for the project.

25th: Meeting in Parco Natura Viva north of Verona with Cesare Avesani Zaborra, the owner of the Parco, with Guido Ceccolini and Anna Cenerini from the WWF Tuscany, as well as our Italian Partner Fabio Perco. It is the prelude to a successful co-operation.

29th: First meeting with Richard Pils, Bibliothek der Provinz, and Franz Xaver Wimmer; agreement for the book production "Der Flug des Waldrapp".

Helmut Pechlaner, Zoo Vienna, mediates the contact to SWAROVSKI Optic as a main sponsor for the year.

February 2003

1st: Meeting of Bald Ibis working groups at the Alpenzoo Innsbruck.

9th-19th: Tour to the Tuscany by all members of the Waldrappteam.at. Visit of potential wintering places, Monte Labbro-Alta Valle dell' Albegna, WWF Oasis Laguna di Orbetello, WWF Oasis Lago di Burano, Parco naturale della Maremma. Meeting with several people of the WWF Tuscany, WWF Italy as well as with Fabio Perco.

25th: Meeting with the Upper Austrian government, LH Josef Pühringer.

March

3rd: Meeting with the sponsor Daniel Swarovski in the Alpenzoo Innsbruck.

7th: Project presentation in Burghausen, Bavaria and origin of the Waldrappteam activities during the Lands Gartenschau 2004 in Burghausen.

13th, 16th: Tour to four German Microlight producers (J. Fritz, P. Pilz). Finally decision to co-operate with the Power Trike company.

20th: Receive of the scripts for the planned filming of the TV serial "Forsthaus Falkenau".

26th: Meeting with Manfred Christ (Cosmos Factory) and Irmin Kerk (Helicopter Film Team); time course for the Universum Documentation.

27th: Zoological Colloquium at the University of Vienna; presentation and discussion of four experiences and programs.

April

6th: Move to Scharnstein, begin of the preparations for the raising season 2004.

10th: Arrival of Alexandra Wolf, the new member of the Waldrappteam. She is, together with A. Reiter and I. Meran, foster parent for the new generation.

16th April: Transfer of our one year old birds from the Alpenzoo to the airfield Scharnstein.

23rd: Visit by the film team "Forsthaus Falkenau";

24th: Visit by LR Silvia Stöger from the Upper Austrian government; promise for a support of our project.

May

15th: Presentation of the project at the yearly meeting of the Österreichischer Wildgehegeverband, one of our sponsors.

16th: Begin of the installation of three artificial roosting walls at the Ruin Scharnstein as a future roosting and breeding place for the Bald Ibis.

25th: "Day of the Bald Ibis" at the Ruin Scharnstein; a big success with more than 500 visitors.

26th: Test flights with the new double seated microlight (P. Pilz, M. Pühringer) and transfer of the microlight to Scharnstein.

June

10th, 13th: Shootings of the Forsthaus Falkenau Film team, more than 30 people. First flights with the new double seated microlight.

16th-22nd: Test flights with a microlight at the most difficult parts of the migration route (Tuscany, Apennine, Karawanks, Alps).

25th: First flight training at the airfield Scharnstein with the new generation of birds.

July

1st, 4th: Meeting of the International Advisory Group for Northern Bald Ibis (IAGNBI) in Innsbruck.

4th: Begin of the filming for the Universum Documentation during the flight training with the juveniles.

5th: Post Conference tour of the IAGNBI group to the Almtal.

6th: First transfer of the one year old bird to the Ruin Scharnstein.

8th: First flight with the new generation.

24th: Post Conference tour of the members of a Cognition Congress at the Konrad Lorenz Institute in Altenberg.

28th-29th: Meeting at Parco Natura Viva, Italy. Agreement for a Co-operation with Cesare Avesani Zaborra.

30th: First flight with both generations of birds, the juveniles followed for the first time to a meadow close by;

31st: We get the new one seated microlight.

August

8th: Signing of the contract for the Waldrapp presentation at the Landesgartenschau Burghausen 2004.

9th: Jochen Leeb delivers the mobile aviary for the migration journey.

16th August – 12th September: Migration Journey (see the report below);

October

5th: Konrad Lorenz commemoration at Grünau, presentation of our Project by Klara Tuckova;

8th: Transfer of the birds from the recovery centre in Semproniano to the WWF Oasis Laguna di Orbetello.

10th: Presentation of the Project by Klara Tuckova at a TV Show (ORF Town Trophy);

13th: First free flight of the birds in the Tuscany at the WWF Oasis Laguna di Orbetello;

November

3rd: Presentation of the tomorrow's Universum Documentation at the ORF TV Show "Willkommen Österreich".

4th: Universum Documentation "Der Flug des Waldrapp"; about 770.000 TV viewers in Austria.

7th: ORF Documentation on Konrad Lorenz with a short presentation of our project at the end.

22nd: Transfer of three artificial roosting places to the game park Rosegg; prelude to the co-operation.

December

3rd: Presentation of our new book at the Zoo Vienna.

4th: Presentation of our new book at Burghausen, Bavaria.

7th: Meeting with a German group, who plans a migration project on the conservation of the Lesser White Fronted goose (*Anser erythropus*).

8th: Transfer of the one seated microlight to the company to check for the engine problems and to adopt the Microlight for the next season.

Migration journey 2003

Saturday 16 August

The people involved in the migration project met for a last discussion: six people of the Waldrappteam.at, six additional people for support, and the filmteam of the Austrian Television (ORF).

Some relevant changes in the program were decided. The start point has been moved from Scharnstein, Upper Austria, to a location 30 km apart, unknown to the birds. This will avoid the possibility that the birds might go to their familiar meadows nearby, instead of following the microlights.

The project is based on a strong relation between the birds and the foster parents. Ibises have to learn the migration route from the parents. Since the Waldrapp Ibis died out in Europe during the Middle Ages, and our birds are zoo offspring, they have lost this traditional instinct. It is hoped that this project will give the birds a migration route to Italy, and so establish a migratory population again.

A microlight with a pilot (Peter Singer) and a foster parent as co-pilot flies with a group of 21 birds of two generations. A second seated microlight (Johannes Fritz) follows the formation and cares about birds being left. On the ground a team of 9 people and six follows the formation. In addition a team from Austrian television and a photographer from GEO magazine are following the group.



Final meeting; Project manager J. Fritz and A. Reiter

Sunday 17 August

Today we prepared for the trip. A mobile aviary was set up at Windischgarsten, where we will bring the birds tomorrow. The birds will sleep for one last time at their familiar roosting places.

Tomorrow at 08:00 local time we will bring the birds to Windischgarsten, 35 km away. On Tuesday morning we will set off for the first time to fly south with the birds, across the Alps.



Preparation for the migration; the food has to be transported in a refrigerator.

Monday 18 August

At 08:00 am the migration started. While the microlights flew the 35 kilometres to the first stop (Windischgarsten), the Ibises arrived by car, housed in animal transport-boxes. When they were released into the unfamiliar mobile aviary (6 x 6m), they didn't seem too nervous. They interacted with their foster parents, searched for food and explored the surroundings.

Using the microlights we checked the route for tomorrow, South of the Pyhrnpass the valleys were full of fog with no chance to pass. At

the moment (17:00 local time) we have heavy rainfall. As soon as the weather improves we will start out with the birds on the journey across the Alps.

The reason why cars were used to transport the birds to the take off point, rather than flying them is because the young birds obtained this year did not arrive as eggs, and they had been hatched for 4-10 days. Because of this the imprinting with their human foster parents is not very strong they hardly follow the microlights unless the fully imprinted birds from last year are present. But even last year's birds have become more and more independent and were not following the microlight away from their familiar home area. By taking them to an unfamiliar take-off point by car, they are more likely to follow the aircraft.



The Ibises arrived in Windischgarsten by car, housed in animal transport-boxes

Tuesday 19 August

It was not possible to set out today because of the dangerous weather. It was too cloudy and windy, particularly at the Pyhrnpass. So we worked at Windischgarsten, continuing the preparations for the trip.

Last night the birds had a lot of fights at the roosting place, so we installed partitions for each bird. Due to a decrease in the temperature during the night many mealworms - important food for the birds - died and we had to separate out the dead worms.

The weather forecast predicts better weather for tomorrow morning, so we hope to be able to set off tomorrow morning at 08:00 am local time for a flight over the Pyhrnpass to Styria.



Aviary and camp in Windischgarsten

Wednesday 20 August: First success

At 08:45 the first flight took place. The birds followed the two microlights, and everything worked well. However, 20 km south, just before the Pyhrnpass the pilots lost sight of the birds and started searching for them. The ground teams in the cars could still see the birds, but had no way to contact the pilots, due to technical problems. The birds were higher than the microlights and so were out of sight. Finally the microlights turned back to their starting place and the birds did so too.

The microlights landed again followed by 15 birds. Five were lost! One of them was on a roof close to the aviary - he came back on his own half an hour later. Three other birds were located due by their

radio transmitters and finally, the last bird was seen flying over the village Windischgarsten. He was followed by a car and found in a meadow. The weather forecast for tomorrow is still good, at least for the morning - so we will try again.



Preparation of a microlight by the Filmteam

Thursday 21 August:

At 08:30 local time we started out for the second time from Windischgarsten. Again the birds started circling with increasing height over the aviary and then followed the microlights to the south in a well shaped V-formation. They followed the double seated microlight with the foster parent Isabel Meran as co-pilot. The double seated microlight, which is about 5kph faster than the birds, flew a zigzag course. Nevertheless, after about 20km to the south, quite close to the Pyhrnpass, the distance became too large and the birds turned back to the meadow in Windischgarsten, where they landed.

Later in the morning we transferred the birds by car, traveling three steps along the route, across the Alps to Rosegg, Carinthia. We decided to do this because the birds started to become too familiar with the location at Windischgarsten, making it harder for them to leave the area. Also by starting from Rosegg there are no high mountain regions to cross until the Apennines.

This transfer takes us away from the original plan to 'migrate' them from their area where they were raised to the new wintering area. However, we are still in the experimental phase of the project and if we succeed in flying them from Rosegg to the wintering area, we can still test if the birds will migrate backwards next spring. So the new plan is to continue the project from Rosegg.

We will leave the birds for a few days in the aviary, in order to increase their motivation to fly and to 'migrate'. On Monday, 25 August, we will start the first trial from Rosegg to the south. The Austrian TV team left for the weekend and will come back on Sunday bringing a helicopter.



Arrivals of the birds in Rosegg, south of the Alps

Friday 22 August:

The birds and the team are staying in Rosegg, Carinthia, until Monday, 25 August. The three day stop should increase the motivation of the birds to 'migrate'. The hospitality of Prince Emanuel of Liechtenstein, owner of the Wildpark Rosegg, makes the stop very comfortable for the large team of 15 people.

A mobile aviary was constructed for the 21 Ibises by a technician, Jochen Leeb, together with Johannes Fritz from the Waldrappteam.

The aviary has two parts, the mobile aviary (6x3m, 3m high) and the additional provisional aviary (3x6m, 3m high). The latter one can easily be built up in 40 minutes by three people. It is in place when we arrive at a stop over. The mobile aviary needs about two hours to build. It includes 21m of covered roosting platform in two levels, about 1m for each bird. We had to subdivide this roosting platform, to avoid the higher ranking birds occupying most of it. Both aviaries can be combined into a big one (6x9m). Two gates make it easy to open the aviary for the flights. We used aluminium and synthetic net, so the construction is very light and can be re-used. The birds are already familiar with the aviary and relaxed when in it.



The mobile aviary

Saturday 23 August : The Microlights

The birds remain in the aviary, and their foster parents stay with them. The weather is still very warm and sunny, optimal conditions for our project and for flights with our specially constructed microlights, which are very sensitive to temperature.

The two microlights, sponsored by SWAROVSKI Optik, are specially constructed for our use. They are very light with a comparably big wing area - 17m² for the two-seater, and 15m² for the one-seater microlight. Both have a wing span of more than 10m. This allows them to fly at low speed. However, the two-seater plane (dead weight ca.180kg, speed 55-110kph) has a minimum speed of 55kph which is still a little bit too fast for the birds, which fly between 40 and 50kph. Only the one-seater plane (dead weight 87kg, speed 35-65kph) is able to fly consistently with the birds.

The birds do not follow the microlights but their foster parents in the microlights, who stay in sound and sight contact with the birds. This year none of the foster parents has a pilot licence, therefore we need the two-seater plane with a foster parent in the back seat. Since this plane is faster than the birds, it has to fly a zigzag course or regular circles. Because of this, it is very hard for the pilot and co-pilot not to lose sight of the birds. The pilot of the one-seater microlight functions as an observer, flying 200m higher than the birds and informing the others by radio about their position. In addition two cars follow on the ground, also equipped with radio, to keep the pilots informed about the position of the birds.

Next year one of the pilots will raise the birds, so that it is possible to use just one-seater planes.



Pilot Peter Pilz and foster mother Alexandra Wolf

Sunday 24 August:

The birds remain in the aviary. Very good flight weather today. We have decided to fly both microlights on an orientation flight check

the route to the next stop over. Originally we planned to fly direct from Rosegg to Osoppo, Italy. However, we have now decided to split this 90km journey and to fly on the first day as far as the airfield at Nötsch, close to the border to Italy, and to then continue on the next day across the border to Osoppo.

During the flight we took pictures of the maize 'maze' close to the Wildpark at Rosegg. Every year a motif is cut into a maize field of 1.5ha. This year the owner of the Wildpark, Prince Emanuel Liechtenstein, chose the logo of the Waldrapp Project as motive.

In the afternoon we checked the radio transmitters (weighing 18g), which we then fixed onto the tail feathers of the birds.



The maize 'maze' close to the Wildpark at Rosegg

Monday 25 August

Four sunny dry days in Rosegg gave strength and energy to both birds and men. We had planned to move this morning to our next stop at the Nötsch airfield, near the border to Italy. A camera team from the ORF chartered a helicopter and brought it to Rosegg yesterday. A TV team from the Czech Republic also visited us to film the start. Unfortunately a heavy thunderstorm during the night brought lots of rain and prevented us from departing - a disappointment for all! But tomorrow we will try again.



Auto grooming

Tuesday 26 August

The stop in Rosegg, Carinthia, seemed to motivate both humans and birds. This morning the weather was good but foggy. At 09:35 local time it was possible to start. First the helicopter from Austrian Television took off, then the birds and the two microlights. 13 birds followed, while 8 remained in the aviary. The birds first circled over the aviary, increasing in height and then followed in a straight line. During the 40km flight to the Nötsch airfield, close to the border to Italy, they repeatedly circled, increased height, and then continued to follow the microlights. We reached Nötsch after 75 minutes. It was pointed out that 10 of 13 birds which followed, were the juveniles from this year, but only 3 of 11 subadults from the last year actually followed. This is very important knowledge for us and we are think about continuing the trip with only the juveniles.

After our departure from Rosegg, two birds left the aviary and tried to follow, becoming lost. One of them is a shy subadult female named 'Esra' who we had already lost once in Windischgarsten last week. The second one, named 'Niels' is a subadult male, who is very familiar with humans. Unfortunately neither bird had a radio transmitter. Niels was found three hours later - he landed two meters away from a farmer, who informed Prince Liechtenstein. However, Esra is still missing this evening.

The weather forecast is bad for the next few days, but tomorrow morning the conditions could be good enough to continue to the narrow 'Kanaltal' valley and into Italy.



Arrival at the airfield Nötsch

Wednesday 27 August

After yesterday's success we tried to fly with the birds over the border to Italy, which meant crossing the 'Canale de Udine' (Travisio-Gemone), a very difficult part of 45km journey through a mountain region. After the experiences of the yesterday's flight we only took the juvenile birds and three one year olds. At 09:30 we started off, circling higher and higher. The birds followed the microlights, but not as well as yesterday. After 90 minutes and only 12km the birds lost sight of the double-seated microlight in front, and turned backwards. The microlights also turned backwards and as soon as they came in sight, the birds started circling and finally continued to follow the microlight in the right direction.

Due to the permanent circling and zigzag flights the double-seated microlight ran out of fuel and we had to turn back to the Nötsch Airfield, even though the birds were still willing to follow. During the return flight the pilots, as well as the ground team, lost sight of the birds. But soon after the microlights arrived at Nötsch, all of the birds landed there too. Due to this experience it became clear that the way through the valley was out of reach of the microlights, when they had to fly with this unusual, time- and fuel-consuming technique. Also, the weather forecast was very bad for the next few days. So we decided to transfer the birds by car through the valley to Osoppo, Italy. We still had only 20 birds as the one year old female named Esra, which we lost in Rosegg, was still missing.

In the late afternoon Prince Liechtenstein had good news for us: Esra was found close to Rosegg! Her foster parent Isabel Meran is on the way to bring her back to the rest of the group.

Because of the bad weather forecast for the next few days, we will transfer the birds to San Dona di Piave tomorrow.



Social interaction after arrival in Osoppo; foster parent Isabel Meran

Thursday 28 August

Today the transfer of the birds from Osoppo to San Dona di Piave was on our program. The transfer took place by car because the weather forecast for the next few days is very bad, making it impossible to fly.

We built the aviary on the route between San Dona di Piave and Caorle, just 8km from the Adriatic Sea. It's an agricultural area - very dry and hot at this time. The location is very different from all of the places we have visited before - flat, windy and hot, and

without mountains and other landmarks nearby. It's probably because of this that the birds seem more stressed and nervous than previously. We look forward to the continuing with the flights to see if the birds will still fly in the same way as they did in the mountain region, by circling and gliding. For tomorrow a day of rest is planned.

Good news about our missing bird Esra. She was found yesterday afternoon by Prince Liechtenstein 6km away from Rosegg, in a garden. The owner told us that she had been there the day before. She searched for food in the garden, drank water from the pond and rested on the roof of the house. Isabel Meran, one of the foster parents drove back to Rosegg, collected the bird in the evening, and came back with her to Osoppo this morning. It is interesting that Esra was found 6km east of Rosegg - so she had flown in the wrong direction. This is another indication to us that the one-year old birds, from last year, have much more problem with orientating in a new area than the younger birds.



Arrival to at San Dona di Piave

Friday 29 August

After transferring the birds to San Dona di Piave we are having one day of rest. It was a very good decision to leave Osoppo yesterday, because during the night they had heavy thunderstorms with very strong wind and hail. Then this afternoon a strong wind from the south came up - a new experience for the birds. We used the time to service the microlights and the aviary. We hope that it becomes calm again tomorrow, so we can continue the trip.

Because of the experiences of the last few days we have decided to try and split the route to the Po Delta and to land somewhere along the Lido. On our map we found an airfield at Lido di Venecia, just outside Venice, but the manager of the airfield would not allow us to land there. So tomorrow we have either to try to reach the Po Delta (more than 90km) in one go or turn back to San Dona di Piave if we can't make it.



Service of the microlights

Saturday 30 August

The idea to split the route to the Po Delta was back on track when we received some good news from our Italian partner, Dr. Fabio Perco, late Friday evening: we are allowed to use a meadow just beside the Aeroporto Nicelli at Lido di Venecia to land our aircraft and birds. As a result of this we decided to use the day to check the suitability of the meadow.

In the morning the helicopter belonging to the TV team, along with our microlight pilot Peter Pilz, started the flight to Lido di Venecia. Dr. Johannes Fritz followed in the microlight with Alex Wolf as co-pilot. The helicopter team took the opportunity to get some close shots of the microlight in front of Lido di Jesolo.

On inspection of the meadow, it was found that it was not suitable for landing. Fortunately the Director of the Aeroporto Nicelli informed us that we are now allowed to land at the airport on Sunday morning, before 09:00. Our plan for Sunday is to start at 07:00 to Lido di Venecia - a highlight of our Tour... if the birds follow.



Flight over Lido di Jesolo

Sunday 31 August

At 07:30 we started for our flight to Lido di Venecia. We decided to fly with all 10 juveniles and three of the one year old birds which had done well during the previous flights.

After 2 km the birds had flown out of sight. Peter and Alex, who were flying the microlight, had to turn back and land because the engine started running irregularly. A few minutes later Peter started off again, but was unable to take Alex because of the safety issues. Meanwhile, a member of the ground team, Angelika, was able to keep track of the birds and inform Peter of their positions.

Even though Peter was alone, he tried to fly the double-seated microlight to the sea with the birds - and he succeeded. Obviously the birds did not realise that there was no foster parent in the microlight. Or maybe it had something to do with the pilot, Peter, trying his best to lure the birds with the characteristic call - "Komm, komm".

On reaching the sea the birds began to fly straight forward just a few metres above the sea. They followed the double seated microlight and were joined by the one seated microlight and the helicopter. They flew with a speed of 50 to 55 kph in a very efficient manner, often gliding above the waves like pelicans.

We easily reached the airport and landed there at 09:23 am. After landing the birds seemed to realise the lack of a foster parent. They circled for minutes above us before they landed. Finally we succeeded in luring the birds into the aviary.

This was a big success for our project as well as for the TV team and the GEO photographer. However, our enthusiasm was spoiled by the loss of 2 of the 3 one year old birds; the females Henry and Cilli. We had counted just 11 birds when reaching the sea close to Jesolo, so one ground team searched between Jesolo and the starting area till the evening. They were helped by two other teams later in the afternoon, but without success.

So we have to continue searching tomorrow - 1st September, the first day of hunting in Italy....



Arrival at the Airport Niceli, Lido di Venecia

Monday 1 September

The 1st September is the first day of hunting in Italy and our Italian partners suggested that we should not fly on this day. So, we had a day of rest at Lido di Venecia and some of the team used the time to visit Venice. However, our highest priority was to find the two lost birds. Yesterday evening we informed our Italian partners about our loss and they forwarded the information to birdwatchers, hunting societies and newspapers. From today in the newspaper, La Nuova di Venice, there will be a big article informing the public about the lost birds, the colours of their leg rings, the way to interact with the birds and our contact details.

At 09:00 we received a phone call from a birdwatcher informing us that the birds had been spotted at Lido di Jesolo. A local man was able to show us the way to the birds, who were sitting on the roofs of two changing cubicles directly on the beach.

As soon as they saw their foster parents they came down and took some mealworms. It seems that the two birds tried to follow during the flight yesterday, but after some time they lost contact. It is often experienced when birds lose contact that they do not fly further away, but remain at the same location.



Henry and Cilly at Lido di Jesolo

Tuesday 2 September

Today we had to leave the airfield at the Lido di Venecio before 09:00. As there were no possibilities for an intermediate landing, we had planned to fly the 70 kilometres to the Po-Delta without the birds. This was the right decision - the engine of the double-seated microlight stopped shortly after Peter was in the air, so he had to make a forced landing. Luckily neither the pilot nor the microlight was hurt/damaged.

The birds were transferred to Volano by car. The manager of the Hotel Club Spiaggia Romea gave us permission to build the aviary in his grounds, surrounded by wetlands with lots of different bird species. After a short rest we will try to fly to Faenza, 60 km south, on Thursday. One of the foster parents, Angelika, and "Luggi" of the aviary team, and his family, left us today.



Club Spiaggia Romea at the Po-Delta

Wednesday 3 September

After another unsuccessful start we transferred the double-seated microlight to the garage in Faenza which specialises in microlights. There the engine was checked, and it seems to be irreparable. Bad news for us...

The manager of the Hotel Club Spiaggia Romea is a Camargue lover and has cattle and white horses from there. Around them Cattle Egrets search for insect prey. In the nearby Parco del Delta del Po we observed other species of egrets, Little Grebes, Common Kingfishers and lots of different ducks.



Camargue horses

Thursday 4 September

Good news...finally the engineers from the garage phoned us to say that we can collect the microlight tomorrow. Bad news...they could not fix it totally. The motor has to be changed completely, but it will be possible to do the last two or three flights with it. The helpers Rosi, Xaver und Manfred left us today, so now there are only eight people for the rest of the journey.

The unlucky Henry (one of the lost birds) has been limping since this morning. She was probably the bird which Kurt Kotschal freed from the aviary netting during his night watch. The other birds are in a good condition and we hope to fly with them to Faenza on Saturday morning.



Route planning with GPS; Pilots J. Fritz and P. Pilz

Friday 5 September

The forced rest in the Po-Delta allowed the foster parents to spend time with the birds and to socialise with them again. Since the older birds are not flying with the microlights, we are thinking of transferring them directly to the Tuscany before we continue the flights. However, we have to check with our Italian partners Guido

Ceccolini and Anna Cenerini that they can get an appropriate aviary for them until we bring our own there.

Today we had to drive to the Region of Faenza to collect the repaired microlight. We took our small aviary with us and set it up at the S. Andreae di Faenza airfield to prepare for the planned flight tomorrow. We also plan to fly back from Faenza with the microlight to check the route for tomorrow. However, the mechanic decided to explain all the details about the damage and the repair, which took hours. So it got dark and we will have to set up the microlight tomorrow, after sunrise, and then make a test flight before departure with the birds.



Kurt Kotrschal; Member of the Director of the Konrad Lorenz Research Station joined our team for the whole trip

Saturday 6 September

05:45 - rain; nevertheless, we assembled the double-seated microlight. Then the weather improved, allowing a testflight at 07:00. Everything worked well and so we prepared for the flight with the birds to Faenza, 60km away, half along the beach and half over the countryside along the river Lamone. As the team is now smaller, the preparations lasted longer than expected and we weren't ready for departure until 09:45.

As usual, we first set the birds free, started the engines ... and then tried to start. The double-seated microlight worked well, but the engine of the other microlight would not work on full power and it was impossible to take off. By now, the birds were already in the air and they circled just three times, much less than ever before, and then headed off towards the sea. The double-seated microlight, with the foster parent on board, also took off and moved close to the birds which then followed it. However, after less than a minute the birds were out of sight and the pilot decided to turn back and land. It's just not possible to keep contact with the birds without a second plane in the air to provide information about the birds' position. All the birds came back. This was the end of the test and the rest of the day will be spent at Club Spiaggia Romea. It is frustrating, particularly because the birds did so well today.

We decided to contact our familiar mechanic near Faenza and to try to get the engine repaired today. If a repair is possible we will fly on Monday - as Sunday is a big hunting day. However, if a fast repair is not possible we will have to cancel the trip for this year because of the technical problems. At present the mechanic is still working hard..



Free-flying Bald Ibis

Sunday 7 September

Termination of the flights!

The microlight cannot be repaired in time - we have to cancel the trip for this year. Tomorrow we will transfer the birds in two cars to their wintering area in Semproniano, Tuscany.

Although we have terminated the migration after only half the planned distance, and were not able to fly all the stages with the birds, nevertheless, we are pleased with the results and the whole experience. The most important point for us is that since Rosegg, Carinthia, the co-ordination between the birds and the microlights became better and better, culminating in the excellent flight from San Dona di Piave to Lido di Venezia. All the technical problems, from the lack of petrol to cross the Carawanks, to the problems with the engines, can be solved and avoided on future trips. The next stage from the Po-Delta to Faenza would have been an important next stage but it is impossible this year.

Now we have to prepare for the stay in the Tuscany and for the monitoring program during the winter.



Meadows at Monte Labbro - Alta Valle dell'Albegna

Friday 12 September

The birds and the team have arrived in Tuscany. At the moment the birds are in a spacious aviary in a WWF recovery centre in Semproniano. At the beginning of October we will set them free close to suitable feeding habitats, meadows grazed by sheep, and start with the monitoring program.



Our team in Semproniano, Tuscany

Summary of the migration journey

1.

Our original aim to establish a migration route from the raising area in Scharnstein, Upper Austria, to a potential wintering area in the southern Tuscany, could not entirely be reached: Only two flights (Rosegg - Nötsch; S. Dona di Piave – Lido di Venecia) were successful. Our trial to cross the Alps as well as our trial to cross the Carawanks failed after about 15-20 km.

2.

However, it has to be taken into account that imprinting worked not well this year, because we got the birds not in the egg or just a few days after hatching, as it is necessary for hand raising. Instead, due to a misunderstanding the birds were already between 4 and 10 day old, hatched in a breeder and fed by different people during the first days. As a consequence the juveniles were not willing to follow the foster parent in the plane till beginning of the migration. After a few kilometres they always turned back to the raising area. The only successful flights during summer were together with the one year old birds to a meadow three kilometres apart of the raising area. Thus, our young birds had almost no flight experience at begin of the migration. That's in strong contrast to the last year generation, which reliably followed the microlight already two weeks after fledging.

We assumed that the juveniles will only follow southwards in company of the subadults. Since the subadults had already a stereotype flight routine in their homerange, we brought the birds to Windischgarsten, out of the known area, for the first trial.

3.

Taking the unfavourable circumstances into account, the first flights in Windischgarsten worked pretty well and it was not really surprising that the birds were not able to follow the microlights up the Pyhrnpass without any pre-experiences.

Also the consecutive flights along the route worked well from point of view of the birds. The coordination between the birds and the pilots became better and better, culminating in the flight along the seaside to Lido di Venecia (31.8.03), or, better to say, culminating in the perfect start of the juvenile birds from the Po-Delta (6.9.03).

4.

When going through the protocol above it points out that the major problem were caused by the technique of the microlights and the weather conditions. The reverse in the Canale de Udine (27.8.03) was due to lack of fuel, the transfer from Osoppo to the Adriatic sea (28.8.03) due to the weather conditions and the transfer from Lido di Vencia to the Po Delta and from there to the wintering area due to engine problems. Thus, a main resume is that the technical equipment has to be optimised.

5.

A further problem related to the technique was the need to use the double seated microlight. It pointed out that it is about 5-10 km too fast for the birds, requiring a zigzag flight and regular circling to hold contact to the birds. This flight style is as risky as fuel consuming. With the one seated microlight, instead, it is possible to fly as fast or even slower than the birds. Thus, for the future it is necessary that at least one of the foster parents has a pilot licence in order to use the one seated microlight for the flights.

6.

During the flights we repeatedly lost birds. All of them were from the last year generation. They seemed to be overtaxed, stressed and disoriented. Only one of the older birds (m Schurli) always joined the juveniles. We were aware of the probability that only juveniles in their first year are able to learn the migration route. However, it was worth trying to take them with us. At beginning of the migration trip it even looked as if we are dependent on them, because the juveniles fly only in company the subadults.

7.

The flexibility and learning ability of the juveniles was remarkable. Despite the lack of flight experience with the microlight they quickly cope with the requirements. For example, Peter needed to fly a zigzag course in order to hold contact to the birds. First they followed this course but soon they again flew a straight course. Also, the presence of the helicopter during the flights seemed to be not problematic.

8.

The most relevant experience during the trip as well as the major demand for the continuation of the project is due to the migration technique of the birds. They used different flight techniques in relation to different terrain, obviously taking advantage of different thermal conditions. On the land they increased high by circling, like many raptors do, whereas along the shore they flew a straight course close above sea level. Analysis of these different patterns will be done based on the extensive film material of the Austrian Television.

9.

Finally, it's to emphasise that we did not lost a bird. All of them arrived in the wintering area in a good condition. Also, the public awareness and public support during the flight was high and very positive, in Austria as well as in Italy and elsewhere.

Further Program:

Wintering in the Tuscany

For one month after arrival the birds were placed in an aviary in the recovery centre Semproniano, run by Guido Ceccolini and Anna Cenerini from the WWF Tuscany.

Beginning of October we changed to the WWF Oasis Laguna di Orbetello. There we started with our monitoring program. In co-operation with the Konrad Lorenz Research Station Grünau, Austria, we take data on feeding ecology, feeding behaviour, predator avoidance and Habitat use.

This way we plan to evaluate the quality of different nature reserves in the southern Tuscany:

1. WWF Oasis Laguna di Orbetello
2. Riserva Naturale provinciale "Montauto"
3. Parco Naturale della Maremma
4. Monte Labbro, Alta Valle dell'Albegna

These areas differ with respect to meteorological, botanical and entomological parameters. So we get a comparable data from different habitats.

We also plan to start with a research program in co-operation with the University of Siena, Prof. Dr. Giuseppe Manganelli, which compares feeding ethology and ecology of Bald Ibis and Cattle egret, both bird species which occurs sympatric close to grazing domestic animals.

This research program will last till end of March 2004. Thereafter we transfer the birds to the game parc Rosegg in Carinthia. There a new aviary will be build based on the needs of these colony of birds (see below).

Ausblick:

Überwinterung in der Toskana

Wir nutzen den Winter, um mit unseren Vögeln die Eignung von zwei potentiellen Überwinterungsgebieten in der südlichen Toskana zu untersuchen. Derzeit sind die Vögel im WWF Schutzgebiet Laguna di Orbetello an der toskanischen Küste. Die Vögel fliegen dort unter Aufsicht ihrer Bezugspersonen frei, teils auf einer regelmäßig gemähten Wiese angrenzend an die Lagune und teils auf einer von Schafen und Eseln beweideten Wiese. In Zusammenarbeit mit der Konrad Lorenz Forschungsstelle Grünau, der Universität Wien und der Universität Siena werden nahrungsökologische Datennahmen durchgeführt. Im Jänner hoffen wir auch die Genehmigung zu bekommen, um mit den Vögeln den Parco Naturale di Maremma zu besuchen. Die dortigen Weideflächen der Maremma Rinder und Maremma Pferde bieten ein traditionell von Waldrappen genütztes Nahrungshabitat.

Wir werden nach diesem Winter über ein umfangreiches nahrungsökologisches Datenmaterial verfügen, und damit über eine solide wissenschaftliche Basis für die Wahl geeigneter Sommer- und Winterhabitate im Rahmen einer Wiederansiedlung der Waldrappe.

Wir nutzen die einmalige Möglichkeit dieser freifliegenden Vögel in der Toskana aber auch, um für andere Betreiber von Artenschutzprojekten eine Erfahrungsbasis zu liefern. Beispielsweise testen wir die Eignung von Satellitensendern, die in verschiedenen Waldrapp-Projekten eingesetzt werden sollen. Zudem planen wir in Zusammenarbeit mit der Universität Siena eine vergleichende Studie mit Waldrappen und Kuhreihern.

Anfang April 2004 werden diese Vögel nach Rosegg in Kärnten transferiert. Dort finden sie ein dauerhaftes Bleibe als zweite zeitweise freifliegende Waldrappkolonie Europas (siehe Projekt Rosegg).



Migration Project Airfield Scharnstein

In spring 2004 we start with a new group of 10 to 12 birds. We again raise them in Scharnstein, Upper Austria. Based on the huge amount of experiences we gained this year we will start another migration journey next August. The destination will depend on the outcome of the current research program.

Die birds will be raised by people with a pilot license. This way the use of the slow and manoeuvrable one seated microlight will be possible. We assume that to be a crucial aspect to succeed with our project.

During summer we will carry out an intense training program with the birds, flying in thermionics, making high-altitude flights and crossing mountain ridges.

The migration journey will start again in the second half of August. Basically the journey as well as the destination is open and depends on the outcome of the ongoing monitoring program. However, due to the first experiences with our birds in the southern Tuscany the probability is high, that we again fly a similar course to this region. Nevertheless, Fabio Perco invited us to visit potential wintering habitats in the southern Italy , Calabria and Sicily. That would be an alternative to the Tuscany in case the data collections indicate that we have to go more south.

Flugprojekt Scharnstein

Ab Anfang Mai 2004 wird am Flugplatz Scharnstein bereits die dritte Generation von Waldrappen im Rahmen des Flugprojektes aufgezogen. Es wird wieder eine Gruppe von 10 bis 12 Vögeln sein.

Die Waldrappe werden von Zieheltern mit Pilotenlizenz aufgezogen. Dadurch wird der Einsatz des langsamen und sehr wendigen Einsitzer Trikes möglich. Das ist nach den Erfahrungen des heurigen Jahres eine Grundvoraussetzung für eine erfolgreiche Migration. Wir gehen für das kommende Jahr von einer optimalen Prägung der Vögel auf die Piloten aus und damit von der Möglichkeit, über den Sommer ein intensives Trainingsprogramm mit den Vögeln zu absolvieren. Es wird dabei darum gehen, die Flugtechnik der Piloten auf das Flugverhalten der Vögel abzustimmen.

Die Migration wird wieder in der zweiten Augushälfte beginnen. Die Route kann geringfügig abweichen, wird aber wieder nach Italien führen. Offen ist allerdings noch, welches Ziel wir ansteuern. Das hängt von den nahrungsökologischen Datennahmen des heurigen Winters ab. Wahrscheinlich ist ein Zielgebiet in der südlichen Toskana. Sollten sich diese Gebiete allerdings infolge der Datennahmen des heurigen Winters als ungeeignet erweisen, bieten sich auch potentielle Überwinterungsgebiete in Süditalien an (Kalabrien, Sizilien).



Project Landesgartenschau Burghausen

23.4. – 3.10 2004.

The Bavarian city Burghausen is located at the river Salzach between two well known historical breeding places of the Northern Bald Ibis (Salzburg, Passau). Sandstone cliffs along the river close to the city offer enlarged breeding- and resting opportunities. With a high probability Bald Ibis bred there till the middle age. Therefore, Burghausen seems us an interesting location for a future establishment of a migratory Bald Ibis colony.

Next year we plan to evaluate the feeding habitats around the city. More generally, the monitoring project around Burghausen complements our current program in Upper Austria and in the Tuscany, which covers rural habitats and nature reserves.

The Garden Show takes place every second year in a Bavarian city. Next year up to 600.000 visitors are expected in Burghausen. Together with the Landesgartenschau 2004 Burghausen GmbH, the Umweltamt Burghausen and the Bund Naturschutz we plan the following activities:

- Handraising of 6 Bald Ibis by members of the Waldrappteam.
- Controlled free flights around the city Burghausen after fledging till time of migration (beginning of August)
- Public relation for Nature conservation, guided tours; ethological projects for children, etc.

The presentation ends end of September. Then the birds will be transferred to the game park Rosegg and integrated in our Bald Ibis group (see the Rosegg project).

Links:

www.burghausen.de

www.lgs.de

Projekt Landesgartenschau Burghausen

23.4. – 3.10 2004.



Burghausen liegt zwischen zwei der größten aus dem Mittelalter bekannten Standorte von Waldrapp-Kolonien im Alpenraum (Salzburg und Passau). Nahe der Stadt Burghausen, entlang der Salzach, finden sich Sandsteinformationen mit ausgedehnten Nischenstrukturen. Für eine mögliche Wiederbesiedlung des Alpenraums mit Waldrappen wird das Vorhandensein geeigneter Felsformationen ein zentraler Faktor sein. Daher scheint uns Burghausen ein interessanter potentieller Standort für eine künftige Gründerkolonie freilebender Waldrappe zu sein.

Um diesem Fernziel näher zu kommen, ist in erster Linie eine Evaluierung des Nahrungsangebotes rund um Burghausen notwendig. Burghausen ist für uns auch insofern sehr attraktiv, als es sich um ein stadtnahes Habitat handelt. Damit werden die laufenden nahrungsökologischen Datennahmen im Almtals und in der Toskana optimal ergänzt.

Im Rahmen der *Landes Gartenschau 2004* in Burghausen wird das Waldrappteam gemeinsam mit der Landesgartenschau 2004 Burghausen GmbH, dem Umweltamt der Stadt Burghausen und dem Bund Naturschutz folgende Aktivitäten durchführen:

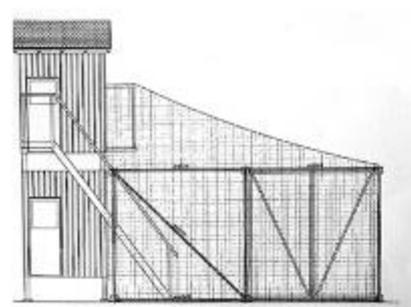
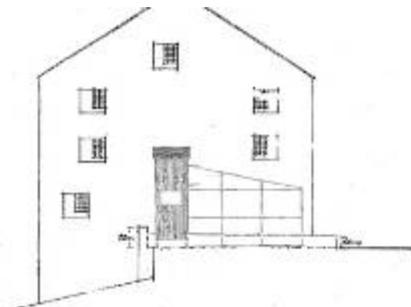
- Handaufzucht von sechs Waldrappen durch Mitarbeiter des Waldrappteam.
- Freiflughaltung und Evaluierung stadtnaher Nahrungshabitate
- Öffentliche Sensibilisierung für den Umwelt- und Artenschutz

Ende September ist die Präsentation abgeschlossen. Die Vögel werden dann in den Wildpark Rosegg übersiedelt und in unsere dortige Gruppe integriert (siehe Projekt Rosegg).

Links:

www.burghausen.de

www.lgs.de



Project Game Park Rosegg

Our 21 birds remain in the Tuscany till beginning of April. Then they will be transferred to the game park Rosegg (owner Prince Emanuel v.u.z. Liechtenstein).

The infrastructure required will be planned and build as a co-operation of the game park and the Waldrappteam. Also, a member of the Waldrappteam (I. Meran) will be responsible for the habituation and training of the bird after the transfer.

We plan to establish a temporarily free flying colony similar to the one, which was established by the Konrad Lorenz Research Station in the Cumberland game park Grünau.

The game park is located at and around a hill with an enlarged ruin on the top. In the ruin we place three of our artificial breeding walls. This hill and the surrounding meadows will be the homerange for the birds during summer.

With beginning of the migration season in August the birds will be enclosed in a spacious aviary below the hill with heated roosting platforms. They stay there for the winter and return to the summering place in the following spring.

Links:

www.rosegg.at

Projekt Wildpark Rosegg

Unsere 21 Vögel bleiben bis Anfang April in der Toskana und bekommen dann eine dauerhafte Unterkunft im Kärntner Wildpark Rosegg (Besitzer Prinz Emanuel von und zu Liechtenstein).

Die Planung und Fertigung der erforderlichen Infrastruktur wird in Zusammenarbeit mit dem Waldrappteam durchgeführt. Eine Mitarbeiterin des Waldrappteams (I. Meran) wird die Eingewöhnung der Vögel übernehmen.

Geplant ist eine zeitweise Freiflughaltung ähnlich jener im Cumberland Wildpark Grünau. Zentrales landschaftliches Element im Wildpark Rosegg ist ein Hügel mit einer Burgruine. Diese Ruine bietet eine optimale Kulisse für Ansiedlung der Waldrappe, die auch als „Stein-“, oder „Klausrappe“ bekannt waren und gerne auf Burgen, Klöstern und Ruinen brüteten. Am höchsten Punkt des Burghügels werden drei Brutwände aufgestellt, die bis zu 30 Vögeln Platz bieten. Im April 2004 übersiedeln unsere Vögel aus der Toskana in diese ihnen vertrauten Wände. Die anwesende Ziehmutter kann die Raumnutzung der Vögel steuern und entsprechende Traditionen etablieren. Im Eingangsbereich des Wildparks befinden sich zahlreiche Wiesen, die den Vögeln als Nahrungshabitat zur Verfügung stehen.

Am Fuß des Hügels wird bis Juli eine große Voliere mit beheizten Schlafnischen erreicht. Diese Voliere besiedeln die Vögel dann ab August und bleiben dort über den Winter.

Die Besucher werden im Sommer in (für die Vögel) sicherer Entfernung unterhalb der Brutwände vorbei geführt und haben so die einzigartige Möglichkeit, diese freifliegende Kolonie aus nächster Nähe zu beobachten.

Links:

www.rosegg.at



Universum Documentation

„Der Flug des Waldrapp“ Regie Manfred Christ ORF Universum, ARTE, BR

The 50 minutes Documentation reports about our migration journey 2003. The film was first broadcast by the Austrian Television (ORF Universum) on 4th November (more than 700.000 viewers).

Next broadcasting: ARD, 07th January 2004, 21:45.

Beginning of next year we will offer a DVD with the German and English long-version (52 minutes) of the film. Orders to jfritz@waldrappteam.at



Die 50 Minuten Dokumentation berichtet über unsere diesjährige Reise in den Süden. Erstmals wurde der Film am 4. November im ORF Universum ausgestrahlt (mehr als 700.000 Zuseher).

Nächster Sendetermin: ARD, 7. Jänner 2004, 21:45.

Wir werden Anfang kommenden Jahres die 52 Minuten Langfassung des Film in deutscher und englischer Version auf DVD zum handelsüblichen Preis anbieten. Vorbestellungen bitte unter jfritz@waldrappteam.at



J. Fritz & A. Reiter

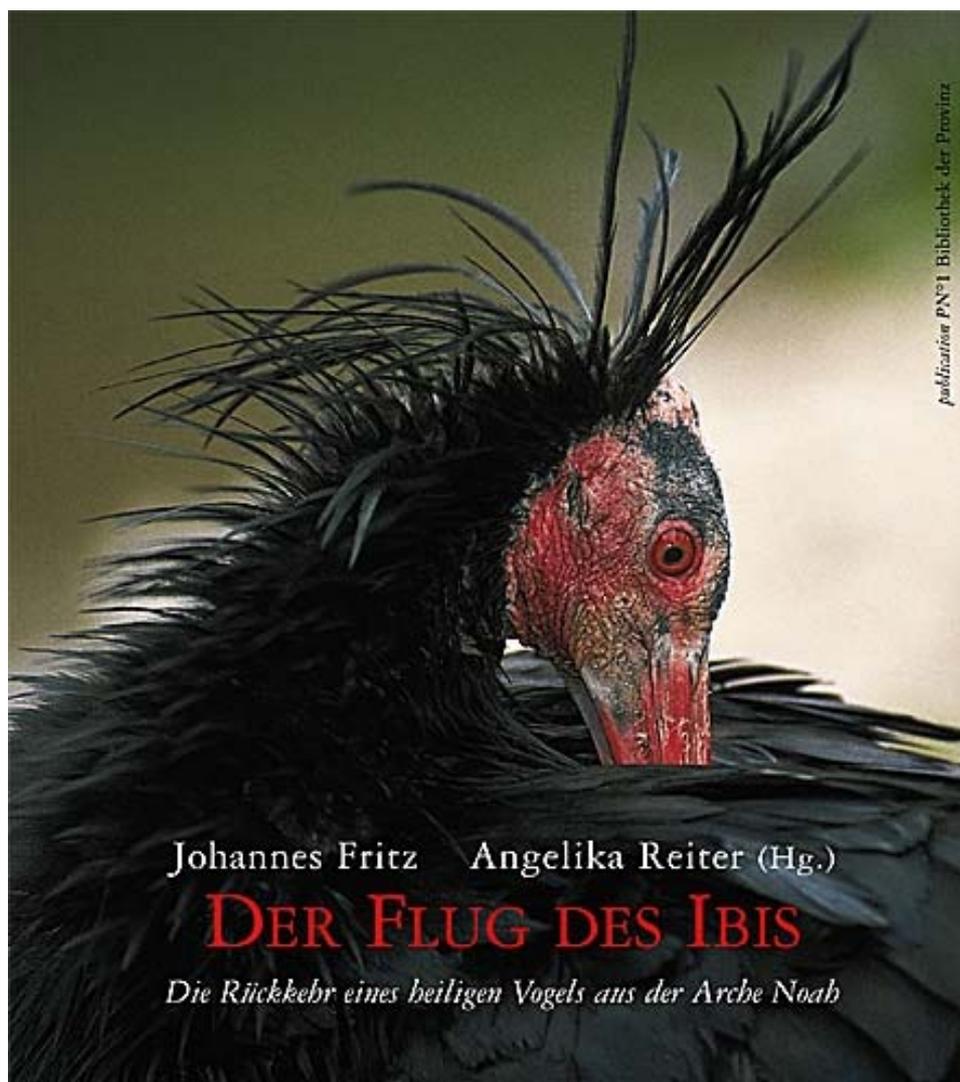
Der Flug des Ibis
Von der Rückkehr eines heiligen Vogels aus der Arche Noah
21/19 cm, ca. 112 Seiten, vierfärbig
€22,-
ISBN 3 85252 542 X

The book tells, with lots of pictures, about the first two years of our project and about our future plans. Eight guest writers also tell about other projects for the conservation, breeding and reintroduction of this species.

Signed books can be ordered via e-mail (jfritz@waldrappteam.at); alternatively books are available via our homepage or in Austrian book stores.

Das Buch erzählt reich illustriert vom bisherigen Verlauf des Projektes und gibt einen Ausblick auf die weiteren Pläne. Zudem wird unsere Arbeit in den Kontext der weltweiten Bemühungen um den Schutz, die Zucht und die Wiederansiedlung dieser Vogelart gestellt, acht internationale Gastautoren erzählen aktuell von den laufenden Projekten.

Signierte Bücher können per e-mail bestellt werden (jfritz@waldrappteam.at): Ansonsten sind Bücher über unsere Homepage oder über den österr. Buchhandel zu beziehen.



Publications 2003

(in parts)

12.03.2003	Post vom Märchenerzähler	Ein Vogel der wenig Glück gehabt hat.
21.03.2003	Format	Wie Zoos zu den letzten Refugien bedrohter Tierarten werden
05.04.2003	Radio Oberösterreich 20 ^{oo} -21 ^{oo}	"Waldrapp & Bergschrott"; Die Märchenstunde mit H. Wittman;
05.04.2003	Radio Salzburg 20 ^{oo} -21 ^{oo}	Waldrapp & Bergschrott; Die Märchenstunde mit H. Wittman;
21.05.2003	Salzburger Nachrichten	Vogelschau
June 03	Universum Magazin	Der Waldrapp hebt ab
11.06.2003	Oberösterreichische Nachrichten	Waldrappe für TV "Forsthaus" vor der Kamera
13.06.2003	Extrablick Oberösterreich	Das Almtal wird bayrisch
25.06.2003	Das Neue Blatt	Christian Wolff; jetzt hat der TV-Förster einen Vogel
August 03	Facts	Auf die Sprünge helfen
04.08.2003	Öberösterreichische Nachrichten	Auf zum großen Flug in die Toskana; Motordrachen "zieht" Waldrappe
04.08.2003	Oberösterreichische Nachrichten	Auf zum großen Flug in die Toskana; Motordrachen "zieht" Waldrappe
14.08.2003	Extrablick Oberösterreich	Auf zum Flug über die Alpen
20.08.2003	Il Gazzettino	Lo stormo di ibis atteso a Osoppo
20.08.2003	Il Gazzettino	Ibis "a scuola di Volo", tappa in Friuli
25.08.2003	Corriere della Sera	In Vaggio Uno die 21 ibis eremita che stanno per arrivare in Italia
26.08.2003	Corriere della Sera	Ibis eremita in volo con "mamma-deltaplano" Partiti dall'Austria, domani arrivo in Friuli
26.08.2003	The Daily Telegraph	This way, baldies; Microlight plays mother to teach northern bald ibis to migrate
26.08.2003	Oberösterreichische Nachrichten	Waldrapp-Projekt spießt, Flugtraining geht weiter
28.08.2003	Kurier	Der mühsame Fluf des Waldrapp nach Italien
28.08.2003	Il Gazzettino	É stato ripreso l'ibis indisciplinato
29.08.2003	la Nuova	Ibis guidati da un deltaplano
01.09.2003	la Nuova di Venezia	Ibis dispesi in volo tra Eraclea e il Lido
03.09.2003	Kurier	Der Waldrapp wird wieder selbständig
03.09.2003	la Nuova	Ibis, favola a lieto fine; I volatili sono arrivati a Spiaggia Romea
04.09.2003	Standard	Nicht alles, was Flügel hat, fliegt; Waldrappe legen Weg ins Winterquartier teils im Auto zurück
06.09.2003	Salzburger Nachrichten	Waldrappe?
11.09.2003	Oberösterreichische Nachrichten	Waldrappe am Ziel in Italien
Okt.03	Quercus	Neuvas esperanza para el ibis eremita tras el hallazgo de una pequena colonia en Siria
10.10.03	ORF Town Trophy	Live Auftritt von Klara Tuckova
14.10.03	Neue Deutsche Welle	Radiointerview mit Elizabeth Mortimer; wiederholt am Tag ausgestrahlt
Nov. 03	ORF Nachlese	Waldrapp im Anflug
04.11.2003	TV Vorschau	OFR Fernsehtipp des Tages: Der Flug des Waldrapp
04.11.2003	Oberösterreichische Nachrichten	Wo, bitte, geht's denn hier in die Toskana?
04.11.2003	Salzburger Nachrichten	Dem Waldrapp eine Chance
04.11.2003	Kronenzeitung	Universum: Der Flug des Waldrapp; Eine gar verrückte Idee
04.11.2003	Kurier	TV Tipp Universum: Der Flug des Waldrapp
04.11.2003	Die Ganze Woche	TV Tipp: Universum Der Flug des Waldrapp
06.11.2003	Tiroler Tageszeitung	TV Kritik: Sturer Tiroler und störrische Vögel
06.11.2003	Kurier	TV Kritik: Wahre Qualität
06.11.2003	Kronenzeitung	TV Kritik: Universum Waldrapp

Acknowledgement

The success of our project would not be possible without the support by a huge number of people and institution. We heartily thank all of them and hope for a continuous interest in and support of our activities.

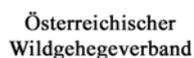
Danksagung

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