

# TRENT VALLEY AVIATION SOCIETY

## Newsletter . . . . . January 2005

*A very Happy and Prosperous New Year to all TVAS members. 2004 was a good year for the Society with the move to Diseworth Village Hall continuing to prove successful both financially and in terms of the suitability of the venue. Membership currently stands at 35 which is healthy but we could still do with some more. 2005 is already off to a good start with four external speakers planned for the coming months as well as trips to Derby-Eggington, Warton and hopefully Chester (date tbc). We also hope to get the new TVAS website ([www.tvas.info](http://www.tvas.info)) up and running in the coming months . . . . . more next issue.*

### SOCIAL EVENTS : 2005.

The following meetings, all to be held on the **THIRD MONDAY** of the month, are now confirmed. Our venue (unless otherwise stated) is Diseworth Village Hall (just ½ mile south of EMA and just round the corner from the Bull & Swan pub). Car parking is available at the rear of the hall. Arrive around 7:30pm for a quick drink (beer £1.20, other drinks 50p) before a prompt 7:45pm start. If you're a first time visitor to the Village Hall, just give any of the Committee Members a phonecall for directions or take a look on the website under TVAS ..... [www.egnx.co.uk](http://www.egnx.co.uk)

#### MON 17<sup>th</sup> JANUARY 2005

**External Speaker**     **STEVE DAVIES** - Steve (a good friend of committee member Ian Sant) will present a "pot-pourri" of slides, both civil and military, from the past and present.

#### MON 21<sup>st</sup> FEBRUARY 2005

**External Speaker**     **PHIL O'DELL** - chief test pilot for Rolls Royce - will present an illustrated talk about the organisation of the Rolls Royce 100<sup>th</sup> anniversary air display at Donington Park in June '04 for half the meeting with the other half devoted to his experiences flying the RR Spitfire as well as his day job as a commercial pilot. We're sure this will be an evening not to miss. This meeting will be open to non-members.

#### MON 21<sup>st</sup> MARCH 2005

**External Speaker**     **MICK BAJCAR** - mainly historic slides from EMA. Mick has a wealth of slides both old and new from East Midlands. This will be a real "trip down memory lane" for some members.

#### MON 18<sup>th</sup> APRIL 2005

**External Speaker**     **CHRIS WALKDEN**, a long standing aviation enthusiast and employee of Manchester Airport, Chris will present an illustrated talk to us about some of his trips abroad including hopefully South America and Russia as well as his trip to the Baykonur Cosmodrome in Kazakhstan to see a manned Russian space launch !! This meeting will also be open to non-members.

#### MON 16<sup>th</sup> MAY 2005

**Slides**                     **MIKE SNOWDEN** - worthy winner of both the civil and military slide trophies in the 2004 TVAS photo competition, Mike will treat us to an evening of slides from his recent trips around the UK.

#### MON 20<sup>th</sup> JUNE 2005

**TVAS AGM**                     **ANNUAL GENERAL MEETING** - the one "must attend" meeting for TVAS members. Your opportunity to "steer" the TVAS ship - let us know how you want to see the Society developing in the year to come. A follow up subject (slides/pictures) will be shown if time permits.

#### WED 6<sup>th</sup> JULY 2005

**Bar-B-Q**                     Note the provisional date for this years Bar-B-Q has changed from a Monday night to a Wednesday night in order for us to hopefully see the Lufthansa Cargo MD11F in the fading evening light. Open to members, their friends and families and non-members too - the more the merrier.

#### MON 18<sup>th</sup> JULY 2005

**Speaker**                     **STEVE GENSLE** - slides. A selection of slides from Steve's mammoth collection of both civil and military aircraft. Steve's slides are always excellent and well worth making the effort to see.

### **SINCE THE LAST NEWSLETTER . . . . .**

**November:**     **Andy and Bill** showed digital images from their trips around the globe, primarily the USA and Canada. A turnout of just **16** members.  
**December:**     The annual TVAS **Photo Competition & Social Evening** with xx members present in a rather cold Village Hall (we got a heating refund!!). The number of entries in the slide competitions (Civil & Military) was well down on previous years. Many people have obviously "gone digital" as there were 49 entries for the digital trophy. As always, the standard was very high and Mike Snowden won both the Civil Slide and Military Slide

trophies. Andy Martin won the digital image trophy. Many thanks to those members that brought along mince pies, sausage rolls and other festive offerings – much appreciated and much enjoyed !! **The winning photos will appear in the April Newsletter.**

## **TRIPS.....TOURS.....VISITS**

*A trip to Derby-Eggington airfield to see the DH.88 Comet restoration project is being arranged following our talk in October.*

**30<sup>th</sup> JANUARY 2005**

*£2 charge for the trip – 100% to be donated to the project. Car share available – occupants to share cost.*

*Warton is on the cards again for 2005 but places will be limited.*

**Saturday 28 May 2005**

*So get your name down early if you're interested.*

*A return trip to Chester is hopefully to be arranged for early 2005 but places will again be limited.*

**Spring ~ date to be confirmed**

*So get your name down early if you're interested.*

There will be a small charge for each trip in addition to the cost to cover petrol. Roy Carr is your contact if you want to put your name down for one of the above trips and he is also always available to act as a central information point on car trips. If your planning a day out anywhere and need an extra passenger or two, give Roy a call on 01509 673375. We are always attempting to obtain permission to visit / tour factories and bases that will hopefully prove interesting to the membership.

### **NEMA News**

Little to report this issue. The winter flight schedule has commenced as per last issues dates/timings.

### **Las Palmas – Gran Canaria**

I have just returned from a winter holiday on the island of Gran Canaria. My wife and I departed Nottingham East Midlands Airport early on the afternoon of Saturday 4<sup>th</sup> December 2004 aboard Britannia 757 G-BYAI, which was still in the traditional Britannia blue and white scheme with Britannia herself on the tail. We arrived at Las Palmas Airport (LPA) 45 minutes early and were whisked to our resort of Bahia Feliz in under an hour. In fact we were in our hotel some 10 minutes after we had been scheduled to arrive at LPA! Not much to greet us as we arrived at LPA just a couple of Binter Canaries ATR 72's and one Islas Airways ATR 72. There was also an Aer Lingus A320 but sadly it was not one of the new ones.

As it turned out, we were only 300 yards from the other airfield on the island called Tarrajillo and we saw the stored DC-7 (unmarked but it is EC-BBT) there in the dark as we passed. Apart from the DC-7, there are only some 20 or so light aircraft based here including the odd OO- and PH-, so it is clearly a place to find those elusive frames.

Sunday morning we had breakfast and hired a car for the week before setting off for the Airport to find the lay of the land. I am grateful to a couple of people who helped me before I left the UK. To Terry Fletcher whom I asked to find me information on spotting at LPA and also to a gentleman called Chris Jacewicz who had placed on the Civil Spotters website the necessary information. For those of you who want to know these details then here is my version.

When travelling up from the south of the island (which is where most of the holiday resorts are located) using the Motorway GC-1, leave at Junction 18 Carrizal and when you get to the roundabout, take the first exit to the right into the village of Las Puntillas. After a short distance, take either the first or second left, turn right at the junction and this will bring you to an area of waste ground which will give you views right across the main apron.

Nearest you find the Naysa Beech 1900's, the Top-Fly Metroliners and any visitors (although there were precious few of these through the week). Also here is the Binter and Islas maintenance hangar and so you will see their aircraft coming and going for maintenance but when in service they park at the far end of the apron with all other scheduled and charter traffic. Most of the airliners also park towards the far end of the main apron but you have to be patient until they taxi out for departure because one aircraft obscures the other and so on. You are very close to the stored DC-7 (EC-BSQ) and the ex Air UK F-27 (EC-GYM) which are stored here. Sadly I have to admit to needing the F-27 as frame!!

To your right are the two parallel runways and when you face them from here, the first runway is 03L/21R and the furthest is 03R/21L. This is the only island with 2 runways. You can read everything that lands whether they use 03 or 21 and so there is no problem on that front. Photography is possible through the fence although there are bushes, so you have to pick a strategic spot.

On the far side of the field is the Spanish AFB of Gando. Based here are F18's, CASA 212's, the three SAR F27's and a few helicopters. You will see most of the F18's without a lot of trouble but you have to be patient for the other aircraft but I found the helicopters impossible to read. They get occasional visitors and I saw one USAF KC135 and 3 x German Tornado's during my visits.

On the civil front it is a typical holiday island airport although it does get scheduled traffic in the form of Iberia, Spanair, Air Europa, British Airways, Regional (of Morocco) Beech 1900's, Air Mauritanie (3 times a week) B737NG and TACV (weekly) with their B757's.

Of course it is the charter traffic that makes it interesting although you can virtually forget Tuesday and Thursday as there is not much charter traffic on either of those days but I suppose Thursday appears to be marginally busier than Tuesday. Sunday is quite steady with a varied assortment of arrivals including for me, the 2 latest Lauda B737-800's. Monday has a mix of German, Italian, British, and Austrian as well as Scandinavian. Wednesday starts early with arrivals from 06h25 and there are steady numbers of German and Dutch early on but these then become supplemented by late morning with a significant influx from Scandinavian in the form of Novair, Braathens, My Travel, Sterling, Britannia and Finnair. Friday is a bit like Wednesday but not quite as much traffic but the TACV comes in at 14h10 from Isla De Sal. Saturday is very busy with Germans arriving early and the Scandinavians arriving in the late morning/early afternoon. Including 4 x SAS B737-800's by just after 14h00. There is not much point in being there after about 14h00 as it gets pretty quiet but if you are happy to just sit there, you never know what is likely to come in. For example, there are a few Antonov 26's that visit mostly operating fish flights to Mauritania, I saw four but could only get the registrations of three.

Another spot to consider is a CEPESA petrol filling station, to get there from the waste ground it is necessary to return to the roundabout, go underneath the GC-1 and turn left towards Carrizal, at the next roundabout, turn back on yourself and pull into the CEPESA Garage and park at the back. You will find that some of the locals also park here to watch and the garage doesn't seem to mind. Landing shots are easy and you overlook the point where they line-up for take-off so it can be interesting. There are no views to be had at the north end of the airport (that is the runway 21 end).

I am not aware of any spots to see from in the terminal from landside but there is an extensive terrace once you get airside.

We returned on Britannia 757 G-BYAO arriving back at EMA at 23h15 on the 11<sup>th</sup> December some 25 minutes early. Can't fault any of the arrangements from start to finish so could say we enjoyed it immensely.

Well, that's about it for this month folks. If there's anything you would like to see in the Newsletter, or if you have any suggestions for changes, please give me a call on the number below or drop me a line by email at – [tvas@egnx.co.uk](mailto:tvas@egnx.co.uk)