

Trent Valley Trent Valley Aviation Society

Newsletter January 2006

A new year is here and we already have a varied programme of evenings planned for the ever-growing TVAS membership so please put the dates in your new diary's. The new TVAS website (www.tvas.info) is now live – many thanks to Andy for all his hard work and the excellent job he's done creating the new site. If you have any comments or contributions for the site, please email them direct to Andy.

SOCIAL EVENTS : 2006.

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/cider £1.00, cokes/sprite 60p, tea/coffee/orange juice 30p) 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 at the new website www.tvas.info

MON 16th JAN 2006	
External Speaker	AUSTER's - Peter Stoddard will come to talk to us about this locally built aircraft.
MON 20th FEB 2006	
Slides	RICHARD HAMBLIN - images from the Paris Air Show and Oslo museums amongst others.
MON 20th MAR 2006	
Slides	STEVE DAVIS - makes a welcome return to show us more slides from his extensive collection including images from France, South Africa and/or Australia.
MON 17th APR 2006	*** Note : this is Easter Monday ***
Russia	This meeting will be a joint presentation from three members - Eric Dewhurst, Richard Evans and Ian Sant - who will review a trip they all made to Russia in Aug 2005 to visit, amongst other places, the MAKS 2005 air show.
MON 15th MAY 2006	
External Speaker	MICK BAJCAR - another 2005 presenter making a welcome return with more of his EMA slides from yesteryear.
MON 19th JUN 2006	
TVAS AGM	The must attend meeting for all members to air their views on how the Society is being run and what direction it should take in the future.
WED 5th JULY 2006	AT THE AEROPARK
	*** Note : this is a Wednesday
BAR-B-Q	*** The annual TVAS Bar-B-Q to be held in the Aeropark. Lets hope for better weather this year!
MON 17th JULY 2006	
Speaker	STEVE GENSLER - provisional - more details in the next newsletter.
MON 21st AUGUST 2006	
t. b. a	Subject to be advised.
MON 18th SEPTEMBER 2006	
t. b. a	Subject to be advised.

TRIPS.....TOURS.....VISITS

No trips currently planned.

The Chester trip was a great success with an interesting variety of biz-jets being seen. The morning was spent at Manchester-Ringway however the weather left a little to be desired. Another visit to Chester will hopefully be arranged in 2006 or 07.

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.

SINCE THE LAST NEWSLETTER

Membership: 30/11/2005 = 55

- October:** **Dave Moores** talked about his introduction to our hobby, the day when aviation entered his blood and his early flying days before joining Derby Airways. Some fascinating early photo's illustrated Dave's youthful days helping with pleasure flying airlines at Manchester-Ringway prior to him getting his pilot's license and going on to bigger and better things. Dave will be doing "Part 2" of this presentation – his days with British Midland – in the second half of 2006. **32** members/visitors attended
- November:** **Mike Snowden** stepped in at the last moment as our speaker who was due to talk to us about the Royal Observer Corps cancelled because of ill health. Mike treated us to nearly 1,000 slides featuring some magnificent photos from military air shows over the years featuring a wealth of types and many display teams – many in colourful special markings. As always, Mike's slides are a treat to see to find out some of the weird and wonderful angles he shoots from making normally dull subjects really come alive. Many thanks for helping at such short notice. **26** members/visitors attended
- December:** **Annual TVAS Photo Competition** – three trophies this year – "best digital civil" and "best digital military" shields for pictures taken during the last 12 months and the new "AirTrans Trophy" for best slide not previously submitted in a TVAS competition (no age limit). The winning digital photo's appear later in the newsletter and the winning slide will appear in the next newsletter. **28** members/visitors attended

It's very encouraging to see that 55 members have renewed their membership/joined since the AGM – a record for the Society. Meeting attendance of 25-30 members are now commonplace. Due to the recent refurbishment of the Village Hall (toilets and kitchen) the cost of hiring the Hall has gone up to £8 an hour in the winter and £7 an hour in the summer (we pay for three hours per meeting) but this is still considered good value for money as we were paying £25 a night for the small upstairs room in the Bull & Swan.

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NEMA News

Work has commenced on an extension to the central passenger apron that will see five new B737-800 stands added by June 2006. The new apron will have its own new entrance/exit to be called "November". The central apron will also be remarked in early 2006 to better reflect the aircraft mix expected in S'06. Ryanair will base one B737-800 from early February with the second arriving in April due to the Boeing strike. EasyJet have converted to an all A319 fleet as expected. Bmibaby will add a fifth based aircraft for S'06. At the eastern end of the airport work has started on a new hub for Royal Mail that should be completed and fully operational in the autumn. At the western end of the Airport a new hangar for the JCB fleet is under construction. Over at the Aeropark the Meteor was moved in to the new site late in 2005 and the Romney Hut is on schedule to open in readiness for the S'06 season.

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Russia and MAKS (Part 2)

by Ian Sant

Anyway, having checked in, it was necessary to go up to the terminal, a walk of 6 or 7 minutes for the customary recce. DME has 2 runways and the terminal complex is between to two as it is at Heathrow. The terminal is glass fronted and so spotting is straightforward. Care has to be taken, as they do not understand our hobby and a number in our party were taken away for questioning before being released. This was usually if outside in the car park using big telescopes or even worse a camera with long lenses. In fairness though some were only small binoculars and so you did have to be careful. I think as the week went on it got a little easier. The heightened security was obviously because the airport staff and security were still a little twitchy following the blowing up of the two aircraft earlier this year which had left DME.

The airport is teeming with people at night with lots of flight departures; these seem to go on until about 02h00 when there is a lull and then a few arrival and departures start again from about 06h00. Main operators here are Vim Airlines with their 757's, Kras Air, Sibir and Domodedovo Airlines. There are also numerous other Russian and non-Russian operators as well plus British Airways, Iberia and Swiss Airlines who have all moved here from SVO. Germania with their Fokker 100's operate a couple of flights a day as well 'dba' with a single 737 rotation. Stored at DME are a good number of airliners including things like Domodedovo Airlines IL62's; add this to the fact that DME is also much busier than SVO and so the place keeps you well entertained.

At the airport there are a couple of places to eat and to be fair the food was OK although each of these establishments could get very busy and you did have to pick your time if you wanted to actually sit down and eat. There is much development work going on here and this does include at least one more restaurant. Parked outside the terminal and therefore preserved is Tuploev 114 CCCP-76464 and it was a first for me. Quite a large beast, the 4 engines and contra-rotating props made it look quite impressive.

Next morning, Monday 15th August, a quick visit to DME before breakfast was disappointing, certainly much quieter at this time than in the evening and so not much was logged. After breakfast, we assembled at 08h30 for the first visit of the day which was Moscow/Myachkovo. This airfield has had its permit to fly withdrawn following an accident and so really everything here is stored. Well worth a visit as there were 4 x AN26, 21 x AN30, 1 x IL76, 1 x AN28, 2 x Yak40, 2 x IL14, 3 x Let410, 5 x AN2. A number of small aircraft and helicopters are here as well and perhaps the most surprising was Rockwell Sabreliner 60 RA-3077K. We were allowed to roam the field at will, taking our photographs and logging the registrations.

This airfield is quite close to Moscow/Zhukovsky where the MAKS Airshow was taking place and we could see the Ilyushin 96 (in Cubana colours) and the stretched and re-engined IL76 performing their displays. Interestingly, those of us who went to the show a couple of days later saw the Cubana IL96 on the ground; those who went on the public day at the end of the week did not and so the visit to Moscow/Myachkovo provided the only view that some of the group got of this aircraft.

After Myachkovo, it was only a short drive to Moscow/Bykovo. This is an active field but there are no scheduled flights from here although to get airside we did have to go through the usual baggage and personal security checks. Once through we boarded the same bus we had left and we were taken on a tour of the aircraft here, some of which are stored, some of which were being worked on and some of which are active. Again good numbers to log including 1 x IL14, 1 x IL18, 1 x AN24, 2 x AN26, 3 x AN30 (these looked as if they had

escaped from Myachkovo before it closed and they looked in nice condition as though ready to return to active service), 6 x IL76, 3 x Yak40, 11 x Yak42, 2 x TU204 (RA-64014 and 64015 originally used by the Russian State Transport Company), 2 x AN74. There were a few helicopters on the field and surprisingly Cessna 208's RA-67701 and 67702.

Our next port of call was SVO again where a ramp tour had been arranged. Whilst en-route, AN2 RA-02421 flew past the bus and was promptly photographed and registration revealed by a number on the bus! We accessed the ramp from a gate adjacent Sheremetyevo One - the domestic terminal - and we effectively did a full clockwise tour of the field taking about 2 hours in total. Regular stops were made and photographs made of much of what was on the field. We were able to log virtually everything on the field apart from a few oddments in hangers. We were able to see the IL14 CCCP-01301 that was parked next to the derelict Transaero 737-200 VP-BTA. Just opposite this area is the Aeroflot Technical School with a number of stored aircraft, since this School is landside, more of what is there later in the report. We stopped for a few minutes at the runway threshold to get one or two landing shots before proceeding round Sheremetyevo One. It was opportune because just taxiing out was Air Slovakia Fokker 100 OM-AAC, this was once with Helvetic as HB-JVA. We completed the circuit by passing the few business jets that were visiting. We returned to DME and managed a short amount of spotting time there before it went dark and whilst we ate our evening meal. Just for the record, the terminal was again heaving and it is obvious that there is far more activity here in the evening than at other times of the day.

Tuesday 16th August dawned and it was early start and off to the terminal as we were to have a day in Saratov. Our flight was due off at 09h20 but we were 'encouraged' to get there by 07h15 only to discover check in would not begin until 07h50. Fortunately, once this was done we went through security where everyone has to remove their shoes, which have to pass through the scanners with the baggage. This did not appear to cause any significant delay but in fairness, morning departures are much less in number than in the evening so it could become a lot worse then. Before departure, I logged quite a bit and was pleased to pick up only my third Vietnam Airlines 777, this one was VN-A143. Our flight was to be operated by Saravia Yak 42 RA-42316 and with an on-time departure, the journey took about 1½ hours and we were treated to a cold breakfast and coffee. Quite pleasant I thought. The Yak itself was a little rough looking inside but it performed well and it was my first flight on this aircraft type so I was quite pleased with that. There is not a great deal to say about Saratov Airport, it is small and there are not many flights from here. On the field were AN24 RA-46331 that is withdrawn from service, Yak42 RA-42329, 42361, 42550, 42551, Yak 40 RA-87621 and 87849. Also present was Mil 8 RA-22987.

Originally, we civil spotters should have had a visit to the local Yakovlev 42 re-work factory but we were told that this was not possible and that there were now no aircraft there. Instead we were to join the military spotters on a visit to Engels AFB and were treated to the sight of their museum before being taken down the flightline of TU95 bears. Next down the apron were some TU22 Backfires and needless to say the military enthusiasts amongst our number were delighted with what they saw. We were taken to their museum building for a quick look, no aircraft, just memorabilia. We were even to be provided with lunch in the base canteen and for those that were hungry, it was fulfilling! Next we were taken to the local Victory Park where a number of military fighter planes were on display along with Tupolev 134 34 Red and an Antonov 2. Back to the airport and our return flight, this one operated by a different Yak 42 RA-42361, this was better finished inside and got us back to DME on time, thus giving us reasonable spotting time before retiring to bed. Usual fair at DME with a mix of Russian Airlines coming and going but slightly different was Atyrau Airways TU134 UN-65070 and Beech 350 UR-CWB.

Wednesday 17th August and today whilst most of the group went off to Tver to see the Antonov 22's, a small number of us set off in a minibus to Zhukovsky, home to MAKS, the Russian International Air Salon. It was a trade day and after a faltering start to find the correct entrance, we were able to wander round at will. The show opened with a flypast from Tupolev, there were 5 aircraft, there was a TU22 Backfire, TU95 Bear, a TU204 and the TU334 Regional Jet but for the life of me I can't remember what the other aircraft was. I must confess to being a little enthralled by the Backfire and the Bear. I expect the participants in the show to be well reported but there was good flightline to walk down and lots of pictures to be had. What was particularly interesting for me was the aircraft in the Zhukovsky Institute and with a little patience, we were able to read virtually all of these off as we walked along and angles changed. For me, it was nice to see the 2 x Tupolev 144 RA-77114 and RA-77115 but there were also lots of other things of note including 6 x Tupolev 204, these are not very old aircraft but they had not flown for several years. It is pleasing to report that no one bothered us as we wandered around taking our photographs and reading the registrations of the aircraft in the Institute. A most rewarding day. We had arranged to be met by the minibus at 17h00 and an uneventful return to DME for our now regular evening of spotting and unusual today were TU154 4K-85732 of Imair, Antonov 140 UR-14002 of Aeromist Kharkov, Yak 42 UR-42426 of Air Moldova and Antonov 24 EW-47291 of Belavia.

(to be continued)

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Here's a crazy idea from WW2 - let's take a million bats, cool them down in to a state of dormancy, attach incendiary bombs to them and release them over Japanese cities!!! *It's true, and an interesting article on "the Bat Bombers" can be found at www.historynet.com/ahi/blbatnbirdbomber/index.html*

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RAeS Lecture Programme

The Royal Aeronautical Society hold regular guest lectures at Loughborough University. All meetings are held in Room U-020, Brockington Building and commence at 7:30pm sharp. For the latest information check out their website www.aerosociety.com

24/01/2006	Air Power and the Future	By Air Marshal Sir Peter Norriss, Past RAeS President
14/02/2006	Aircraft Weapons and Armament	By Wing Cmdr Keith Pearce, DTUS
28/02/2006	A400 Wing and Engine Development	By Roger Taplin, Airbus UK
14/03/2006	How did they think of that? (the life of F W Lancaster)	By Christopher Clarkson, BAe Systems
04/04/2006	AGM followed by "From Comet to Harrier"	By Duncan Simpson, ex CTP Dunsfold

Meetings are open to non-members. More details from Dave Gretton on 0115 925 1247.

2005 TVAS Photo Competition

The 2005 TVAS Photographic Competition was again well attended with 28 members present. The new "AIRTRANS" trophy for "best slide" has been kindly donated to the Society by **STEVE GENSLE**, the Managing Director of the AirTrans Hobby Shop in the passenger terminal at Nottingham East Midlands Airport.

The competition attracted nearly 150 entries – 60 in the slide category, 49 in the digital : civil category and 36 in the digital : military category. The standard was exceptional as always and the winning digital images are reproduced below.

Steve Gensler presents the new "AIRTRANS" trophy to **Mike Snowden**, winner of the best slide category. The slide – a KC135 taking off from Mildenhall – can be seen on the screen behind and will be reproduced in the next newsletter.



TVAS Chairman **Graham Rouse** presents the shield for best digital military image to **Eric Dewhurst**.



TVAS Chairman **Graham Rouse** presents the shield for best digital civil image to **Bill Blanchard**.



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 – tvass@egnx.co.uk

The Committee - contact names and numbers.

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