

Trent Valley Trent Valley Aviation Society

Newsletter April 2006

SOCIAL EVENTS : 2006.

Meetings are held on the **THIRD MONDAY** of the month, and the following are now confirmed. The 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 pre-meeting drink (beer/cider £1.00, cokes/sprite 60p, tea/coffee/oj 30p) before a prompt 7:45pm start. Drinks are also available at "half time". If you're a first time visitor to the Village Hall, just give any of the Committee Members a call for directions or take a look at our website www.tvas.info

MON 15th MAY 2006

External Speaker **MICK BAJCAR** - another 2005 presenter making a welcome return with a promising evening of slides entitled "In pursuit of pistons - 33,000 miles in six weeks".

MON 19th JUN 2006

TVAS AGM **ANNUAL GENERAL MEETING**
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. Dave Gretton will host a short quiz after the AGM if there is time.

WED 12th JULY 2006

BBQ **BAR-B-Q AT THE AEROPARK** ***** Note : this is a Wednesday *****
The annual Society informal get-together for members, family and friends to be held as always in the Aeropark. Fingers crossed for better weather this year!

MON 17th JULY 2006

Photos A mixed bag of slides and images from the Committee. More details in the July Flyer.

MON 21st AUGUST 2006

Speaker **STEVE GENSLER** - more slides from the Charles Waterfall collection plus hopefully "The BMA Stockport Crash" - a rarely seen 50 minute video.

MON 18th SEPTEMBER 2006

Guest Speaker **HILARY BARTON** from Rolls Royce who will talk about the testing and development of the Rolls Royce Trent 900 engine.

MON 16th OCTOBER 2006

Speaker **DAVE MOORES** - part II of Dave's illustrious career - this time focussing primarily on his time with British Midland Airways.

MON 20th NOVEMBER 2006

Guest Speaker **ROYAL OBSERVER CORPS** - a talk from **JOHN LAYNE** on the history and function of the Royal Observer Corps which, in 2005, celebrated the 80th anniversary of its formation. This meeting was postponed from 2005 due to the speaker being unwell.

MON 18th DECEMBER 2006

Social & Buffet This evening will be a chance to have a chat with fellow members and enjoy some Christmas Fayre. It is hoped to repeat the "free" buffet and first drink again to all members as a thank you for their support over the year. Some form of "entertainment" will also be arranged !!

MON 15th JANUARY 2007

Photo Competition Three trophy's to be won - the magnificent **AIR TRANS** trophy for "best slide never entered into a TVAS competition before" and two handsome shields. Full entry details will be published in the July and October Newsletters.

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

No trips currently planned.

The Chester trip was a great success with an interesting variety of biz-jets being seen. Another visit will hopefully be arranged in 2007.

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.

2005 TVAS Photo Competition

As promised, reproduced right is the winning slide taken by **MIKE SNOWDEN** which was the first worthy winner of the new "AIR TRANS TROPHY" which has been kindly donated to the Society by **STEVE GENSLER**, the Managing Director of the AirTrans Hobby Shop in the passenger terminal at Nottingham East Midlands Airport. Of 60 entries in the slide category, Mike's photo shone through to take the December night's premier prize.

The **2006** Photo Competition will be held at the January 2007 meeting enabling all photo's from Jan-Dec 2006 to be entered. We hope to have a record year for entries and with the summer nights and airshow season not that far away, now is the ideal time to be dusting off those cameras and lenses.

===== **GET SNAPPING !!!!** =====



Russia and MAKS (Part 3)

by Ian Sant

Thursday 18th August saw us all assemble at the hotel at 08h30 for a visit to Moscow/Vnukovo (VKO) where a ramp tour had been arranged. After dealing with the Moscow traffic yet again, we arrived at VKO and once through security we were taken to the VIP observation deck to view the proceedings. Photographers were kept busy as were the spotters as we tried to log as much as we could. We were told that this was a busy time at VKO and there was indeed a steady stream of inbound and outbound aircraft. After some 20 or 30 minutes, the group were taken down stairs to a waiting bus and we were driven around the stands to log and take further photographs.

The Russian State Transport Company are based here and President Putin's aircraft were much in evidence. No photographs were allowed on their ramps but I think most of the registrations were obtained and also number of photographs were achieved as one or two of their aircraft were parked on the normal commercial aircraft ramps. We were allocated 2 hours here and we made the most of them, of special note were Antonov 28 O205 of the Polish Air Force, Tupolev 134 4L-GNA of Georgian National Airlines and Antonov 24 UR-46326 of Lviv Airlines. A number of biz jets frequent this airport and I noted CL6 HB-IVS, CL7 C-GBLX, OE-IIA, 125 VP-BMH, GA5 OE-IVY, GLJ D-CHER, D-CETV, Galaxy 4X-CLL together with LY-ATV a big Cessna, perhaps a 421. Parked on a remote area away from the main stands was 737BBJ registered VP-BFA, this is apparently a Government of Jordan machine and one I needed. In all I noted 128 different aircraft in our visit which is excellent.

From VKO, it was back on to our bus for the return journey to DME and a planned ramp tour there. The usual Moscow traffic did not delay us too much. Again we had been allocated a 2 hour visit and after the normal security checks, we boarded an airside bus. We were taken across the ramp to the freight area where a number of Ilyushin 76 and Antonov 12 aircraft were parked. Some were serviceable but others were stored awaiting attention. We were allowed to walk the length of this area and once we had reached the top we were able to read off the aircraft parked on the small biz jet apron. Once we had done this, we boarded the bus and proceeded along the front of the terminal to get the aircraft parked on the remote stands. Most rewarding and of note as we did our rounds were TU154 EY-85511 Tajikstan Airlines, IL62 5A-DNY, IL76 5A-DNJ, IL18 RA-75464, UN75111, IL86 EK-86117, EK-86118 Armenian (although 86117 was definitely WFU), 1-11 YR-CJL, TU154 4K-85729 Azerbaijan Government, Let 410 UR-67449 and RA-67668. Biz Jets noted were 125 P4-AOB, P4-AOD, P4-AOE, TC-TEK, VT-RAY, PC12 VP-BXD, F10 P4-AVN, F20 RA-09003.

Final planned visit of the day was to the Gazpromavia base at Moscow/Ostafievo and to get there again saw us doing battle with the Moscow traffic. Nice place this with their own small but modern terminal and hangers adjacent housing the Falcon 900's RA-09000, 09001 and 09008. After the security check (we are getting good at these now!) we boarded their bus to their flightline of waiting Antonov 74's. On the far side of the field there is a Russian Air force base and thanks to the intrepid climbing and poling of our group, most of these were obtained and the registrations shared. Noted then were AN12 RA-11420, AN26 01 Yellow, 06 Blue, 09 Blue, AN72 RA-72914, 72915, 72955, 72973, AN74 RA-74012, 74016, 74031, 74036, 74040, 74045, 74056, 74058, ST-PRB, IL18 RA-75903, YK40 RA-87317, 98113. I found this most enjoyable and the stuff from the military base were a real bonus - thanks guys for getting these! Whilst we were here, Gulfstream 4 RA-10201 flew over the field inbound to Moscow/Vnukovo and quite a number of us needed this so it was smiles all round.

Back then to DME for the evening arrivals which were now getting much of a muchness but new registrations kept appearing and this kept the interest levels up.

Friday 19th August found me with a full day at DME and I must say it was not as busy as I had expected however, Vietnam Airlines sent 777 VN-A146, Phoenix Aviation put in 732 EX-009 (it's not often I put a classic 737 these days), Tavria YK42 UR-CER, Georgian Airways 734 4L-TGT (I had seen this as TC-AFA when it was operated by Pegasus at Manchester on 14th August 1998), TU154 4K-474 put in an appearance and I thought then as I do now, what an unusual registration. Another Antonov 140 was in, this being UR-14004, it spent all day parked on one of the remote stands and left in the evening.

Saturday 20th August dawned and we were on our travels again, this time a flight to Samara. Due to depart at 09h25, we went through the usual routine and got ourselves airside. Not much logged at all this morning but our flight was in the hands of Samara Airlines Tupolev 134 RA-65797. Nice aircraft this but I cannot recollect many aircraft with curtains instead of blinds at the windows. This flight was to be about 90 minutes and we lost an hour because Samara is 1 hour ahead of Moscow and 4 hours ahead of the UK. Arrival at Samara found on the field IL76 EP-TPU, EP-TPV, these belong to Samara Airlines, indeed the latter appeared to be in full colours but both aircraft had been on lease to Payam Air of Iran and are currently WFU. Additionally noted were TU134 RA-65087, 65096, TU154 RA-85267, 85472, 85475, 85595, 85821, YK42 RA-42356 (seen earlier in the trip at Moscow/Bykovo) and YK40 RA-87502.

We should have been visiting the Tupolev Factory followed by Kurumoch and Bezymianka but we were taken to the Samara Technology Institute but there were only a few military fighters and other types that really meant very little to me. Far more interesting was the visit we made to Smyshlyaevka where at the Technology Centre were AN2 CCCP-06258, 28653, 32181, 33619, 41301, 41361, 50507, 70510, 70774, 96218, AN12 CCCP-11339, AN14 CCCP-81556, LI2 CCCP-503, IL14 CCCP-06150, TU104 CCCP-42441, TU144 CCCP-77108, TU154 CCCP-85003, YK42 CCCP-42309, L410 CCCP-67131. There were also 9 helicopters present. None of the examples were in good condition and had suffered presumably in the harsh Russian winters.

Time was now running short for our flight back and we only just made it although had we not, there would not have been many passengers on the plane since there were 50 or so of us and the plane only seated about 64. Noted at Samara in the few minutes prior to departure were: TU134 RA-65618, TU154 RA-85723, 85796, 85823, YK42 RA-42414, 42437. Also here being readied for departure was Ural Airlines AN24 RA-47187 along with our own aircraft, TU134 RA-65797 again.

Not much to report on DME when we got there but quite nice was AN12 RA-13392. We were changing hotels this evening and moving to the Novotel at SVO. So after landing, we hot footed it from the DME terminal to the hotel, collected our bags (which those members of our group had kindly taken out of the storage area and paced on the front steps, this speeded up loading them on the bus and we were away to SVO. No problems with journey and some of us were in the bar by about 22h15. We were shocked to discover that the cost of foreign beer was about £5 a pint and that local beer was about £3. Needless to say, I didn't drink much beer at the Novotel! Having said that the hotel was very much better than the one at DME and the service and facilities were also a vast improvement.

Sunday 21st August was a funny day for me, I had decided to go with the military spotters for a visit to Kubinka AFB in the hope of picking up some of the Transport aircraft based there. It was a private visit so we were shown a MIG and I think it was an SU22 but don't quote me on that as I did not note even the types in my log. We then watched the display teams depart for their show at Moscow/Zuhkovsky after which we were allowed to roam an AN12 RA-11792 if we wanted. By which time the display teams arrived back and lots of cameras were clicking their arrival. The only other aircraft I noted were AN30 RA-26226 and IL18 RA-75820. Sadly they would not let us drive down the flightline of perhaps another 20 transports.

On our return to Moscow we passed the old airfield of Tushina which had an AN26, IL14 and AN2 present. We then stopped off at Khodynka which had the remains of the stored aircraft and amongst the MIG's was an IL14. Parked outside what I think was the Ilyushin Design Factory was IL76 RA-76751 which is obviously WFU as there is no way to get it out of where it is parked. Back to SVO where we picked up IL18 CCCP-75554 which is exhibited on the other side of the road from the terminal at Sheremetyevo One; we stopped at the Aeroflot Technical School which housed AN24 CCCP-46782, IL62 CCCP-86500, IL76 RA-76460, IL86 CCCP-86003, TU154 CCCP-85327 and YK40 CCCP-87676 plus what appeared to be some sort of Tupolev bomber. The remainder of the day was spent in the restaurant at level 5 at Sheremetyevo One where apart from the odd skirmish with security, we were not bothered. Of particular note at SVO today was 125 P4-AOH, VP-CLX, CL7 G-XPRS, F20 HB-VNG, A310 F-OHPT of Mongolian Airlines, 737 HA-LCS of MALEV and A330 HL7552 of Korean which is the only A330 of theirs I had previously seen!
(to be continued)

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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 the editor a line by email at – tvas@egnx.co.uk

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