

# TRENT VALLEY AVIATION SOCIETY

## Newsletter . . . . . July 2005

Summer is here – officially – and hopefully you are out and about snapping photo's for the TVAS Photo Competition in December. The new TVAS website ( [www.tvas.info](http://www.tvas.info) ) is close to going live and should be up and running in the coming months – until then the URL is now linked to the TVAS webpage on another site . . . more hopefully next issue. Let's hope you are reading this under sunny skies at the Bar-B-Q !!!

### 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/cider £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.tvas.info](http://www.tvas.info)

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

##### Bar-B-Q

**BAR-B-Q** - note the "non-meeting" date for this year's Bar-B-Q. It has been changed from a Monday night to a Wednesday night in order for us to hopefully see the Lufthansa Cargo MD11F arrive in the fading evening light. Graham will again act as chef, ably assisted by Linda, with burgers and other hot goodies available for a small charge.

Open to members, their friends and families and non-members too - the more the merrier.

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

##### Speaker

**MICK BAJCAR** - slides. Mick's delayed presentation of photo's from EMA over the years. Mick has an extensive collection dating back to the late 60's / early 70's and with NEMA/EMA in its 40<sup>th</sup> anniversary year this should be a particularly interesting presentation.

#### MON 15<sup>th</sup> AUG 2005

##### Images

**ANDY MARTIN / BILL BLANCHARD** - digital images from Andy's and Bill's trips abroad in 2005.

#### MON 19<sup>th</sup> SEPT 2005

##### Speaker

**STEVE GENSLER** - slides. Postponed from July, Steve will present an evening with a difference. Come along to find out what that difference is !!!

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

##### Speaker

**DAVE MOORES** - new member Dave will present an evening on British Midland past and present.

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

##### External Speaker

**ROYAL OBSERVER CORPS** - the first half of the meeting will be a talk from John Layne on the history and function of the Royal Observer Corps which, in 2005, is celebrating the 80<sup>th</sup> anniversary of its formation. The second half of the meeting will be fill in slides.

#### MON 19<sup>th</sup> DEC 2005

##### Photo Competition

The annual Photo Competition - more details later in this newsletter.

#### MON 16<sup>th</sup> JAN 2006

##### External Speaker

**AUSTER's** - Peter Stoddard will come to talk to us about this locally built aircraft.

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

*The joint trip, with the Tamworth Aviation Group, to Bae Warton on Saturday 28<sup>th</sup> May was attended by just five TVAS members as four of the nine booked members pulled out at the last minute. This was obviously a little embarrassing. In future, it may be necessary to take a trip deposit from members booking on trips to try and avoid such last minute cancellations. The visit was however a good one with large amounts of aircraft being seen including production examples of the new Eurofighter Typhoon. We have expressed interest in another visit but due to heavy bookings this is unlikely to be before 2007 !!!*

*A return trip to Chester has been secured but places will again be limited. We are arranging to visit on a date when there will be a good selection of aircraft for us to see and as soon as we know, we will of course let you know. Put your name down on Roy's list now – it will be strictly a case of – first come, first served!*

**Late Summer 2005 ~ to be a mid-week visit ~ exact date to be confirmed .**

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: Prior to AGM = 50.

- April:** Chris Walkden came down from Manchester to give us an excellent illustrated talk on a VIP organised visit he made to the Baykonur Cosmodrome in Kazakhstan to see two rocket launches including a Russian manned mission. The second half of the evening was devoted to slides from a number of enthusiast trips he had undertaken in recent years including South Africa. Many thanks to Chris for taking the time to put the show together and for travelling from Manchester to Diseworth for us. 29 members/visitors attended.
- May:** Mike Snowden treated us to another night of superb slides, mainly civil for a change, from various locations in the UK and abroad. Mike is a regular winner of our photo competition and tonight's slides were of the usual extremely high standard. It was a useful night for Mike too as he managed to identify many of the aircraft types in the photo's he presented !! 24 members/visitors attended.
- June:** The TVAS Annual General Meeting. A full report will be included in the next newsletter. 24 members/visitors attended.

**The Diseworth Village Hall venue has now been booked right through to the end of 2006 with meetings on the 3<sup>rd</sup> Monday of every month confirmed. Please put the dates in your diaries now so that you make sure you don't double book a date !!!**

*It's very encouraging to see that we had reached 50 members at the time of the AGM. A number of 2004 members are unlikely to renew but the venue and growing interest in the Society should see 50 become the norm again soon – which in turn results in meeting attendances of 25-30 which is excellent news for the Society.*

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### **NEMA News**

*The summer season is well under way and most of the charters identified in the last Newsletter have now started. Air Scandic are using a variety of aircraft/airlines due to lack of their own aircraft. New for winter are weekly charter flights to the Gambia (Astraeus B737-700's) and the return of Sharm-El-Sheikh which is expected to become a year-round service. The new Departure Lounge extension opened in readiness for the summer season and it features a very impressive 360 degree bar – the refurbished lounge is a great improvement on the past if you haven't flown through the Airport recently. A new "VIP / frequent flyer passenger lounge" is due to open in late June located upstairs and will be run by Servisair.*

**Over at the Aeropark, don't forget the Summer Open Cockpit Day on Sunday 7<sup>th</sup> August 2005.**

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**My thanks to Dave Gretton for the second half of this article on the history and development of East Midlands Airport. As EMA, now Nottingham East Midlands Airport of course, celebrate its 40<sup>th</sup> Anniversary this year it was considered appropriate to re-print this article in two instalments during 2005. It was first published in Aviation News Vol 7 No 25 – 11-24<sup>th</sup> May 1979 edition.**

### Operating Airlines

From the very beginning the airport has enjoyed a wide variety of operating airlines, many of them based at EMA. The major operator from the outset was British Midland Airways, who moved in from Burnaston, where they were known as Derby Airways. At the time of the move British Midland operated a fleet of DC-3 Dakota aircraft, a type which had been no stranger to RAF Castle Donington in a military capacity, along with Canadair C4 Argonauts. Initial services were operated from EMA to the Channel Islands, Belfast and Dublin, as well as domestic services to Glasgow via Leeds. Since 1965 British Midland have continued to expand, first by replacing the piston-engined aircraft with more comfortable and modern Handley Page Herald (latterly replaced by Fokker F.27's) and Vickers Viscount aircraft, and then by entering the jet age with the purchase of BAC One-Eleven's, and later Boeing 707's, DC-9's and Fokker 70/100's. The Viscounts and F27's were replaced by Saab 340's and the BAe ATP. Today the airlines low-cost subsidiary, bmibaby, is the main NEMA airline operating B737-300/500's. bmi british midland (as BMA are now known) only operate using two based Embraer EMB-145 regional jets in the guise of "bmi regional". The BAC One-Elevens and B707's were disposed of long ago following the airlines decision to withdraw from cut-rate, low profit margin Inclusive Tour operations and the DC-9's, F27's, F70/100's, Saab's and ATP's have all moved on to new homes around the world or been cut up.

Since the introduction of the first two Boeing 707s many more aircraft were acquired for use by the BMA 'Instant Airline' operations, which were also based at EMA, and which lease aircraft to airlines which are short of capacity, or to embryo airlines usually of 'third world' countries. BMA have been actively involved in the formation of Kenya Airways, Cyprus Airways, and latterly the start of intercontinental services by Yemen Airlines. Established airlines which have used the BMA service include Syrian Arab Airlines, BCAL, Sudan Airways, Kuwait Airways, Malaysian Airlines and Tunis Air.

Another of the original operators at the airport was Skyways Coach-Air, a company famous for their low cost flights from the city centres of London and Paris via the airports at Lympne and Beauvais. Skyways began flights from EMA to Beauvais in 1965, and continued until 1971 when the airline was forced into liquidation.

Channel Airways of Southend started operations with HS748 aircraft in 1966, on an EMA-Southend-Ostend service and then for a short time ran an experimental 'Bus Stop' service which linked Portsmouth/Bournemouth with Aberdeen via Southend, Luton, EMA, Leeds, Teesside, Newcastle and Edinburgh. However for a variety of economic reasons the service was cancelled, and the airline was forced into liquidation in 1972. For many years, however, the HS748's, Viscounts and BAC One-Elevens were a common sight at EMA. Indeed, up until late 1977 one of the Channel Viscount aircraft, which had been purchased for spares by another company, remained in their colour scheme at the airport before being broken up.

Treffield Aviation moved to EMA in 1966, and for a time operated pleasure flights with a de Havilland Dragon Rapide, before leasing a number of Viscounts. With these they operated an extensive inclusive tour programme for various holiday firms in the first half on 1967, before they too ran into financial difficulties and ceased trading.

Kestrel International was another airline that was based at EMA. They began operations from the airport in February 1971 with a Dakota and Viscount aircraft, on a variety of charter operations, including a wide-ranging programme of pleasure flights in the immediate area. Yet again financial difficulties forced the company into liquidation.

The first airline to be formed at EMA specifically for transport of freight was Saggittair, who began operations in November 1971 with Argosy aircraft on a scheduled all-cargo service to Lille, in northern France, together with regular flights to and from the Channel Islands with fresh fruit, cut flowers, vegetables and fish. When they went out of business a new organisation named Air Bridge Carriers was formed from the ashes of the earlier enterprise, operating the same sort of flights. The Argosy's regularly flew to Britain 2000 boxes of cut flowers at a time, getting these perishable commodities onto the English market in a much shorter time than by using conventional methods of transport. Air Bridge Carriers became Hunting Cargo Airlines and acquired ex British Airways Merchantmen aircraft, and latterly L.188 Electra's, which they operated on behalf of the then fledgling Integrators (DHL etc). Hunting was eventually sold to Safair of South Africa and became Air Contractors who operated B727s and now A300s primarily for the overnight express carriers. The Merchantmen and Electra aircraft were either scrapped or sold on to airlines such as Atlantic Cargo.

Another operator with very similar services was Midland Air Cargo, who flew old Bristol 170 Freighters on services to and from the Channel Islands. From EMA they operated a variety of general freight services from 1971 to early 1973.

One of the most interesting of all the cargo operators at the airport is the American airline Trans International Airlines (TIA) formerly Saturn Airways. This company's Hercules aircraft began flying RB-211 engines from Rolls Royce in Derby to California for use in the Lockheed Tristar programme. Each flight delivered three engines from the Rolls Royce works at Derby and Hucknall. This business continues for Airbus and Boeing with Antonov AN-124's now used as the primary airlift capability.

On the passenger side, Britannia Airways began services from EMA to various holiday destinations in April 1971 on behalf of two of the countries major tour agencies : Thomson Holidays and Horizon Midlands. Horizon Midlands eventually formed its own airline – ORION Airways with B737-200/300's – that was EMA based. ORION was eventually merged in to the Britannia Airways fleet when the Thomson and Horizon holiday products were merged. Courtline also operated some of its flights from EMA starting in 1972, and took delivery of their Tristars at East Midlands due to weather problems at Luton.

Alidair was formed in early 1972 by the Alidair Packaging Company of Heanor, in Derbyshire, which already flew some aircraft for its own use. Using Viscounts the airline operated a scheduled service to Copenhagen via Birmingham, until the oil crisis caused the service to be abandoned. Inclusive tours were also flown for some time. The airline was latterly involved with North Sea oil support work from Aberdeen, and Shetland, and operated by a subsidiary: Alidair Scotland. In addition the airline leased aircraft, and also offered a maintenance facility, specialising in Viscounts and HS125's. Guernsey Airlines and Inter City Airlines were also both offshoots of Alidair.

Danair of London operated from EMA for some years on inclusive tour services to the Mediterranean using Comet's, BAC 1-11's and B727's, and also operated scheduled services from EMA to the Isle of Man before going bankrupt.

Other based airlines since the early 1970's include Excalibur with their A320's, Genesis with Jetstream 31's and Prime (an offshoot of Heavylift) with their based A300 for ad-hoc charter work. Scheduled services from EMA have been operated by a raft of airlines including Aberdeen Airways (HS748's), Aer Lingus (SH360's and Fk.50's), Aer Ecosse (SH330's), Aurigny (Saab 340's and ATR-42's), Irish airlines AvAir (Beech 99s and SH330s) and CityJet (Saab 2000's), Business Air (SF.340's), Eastern Airways (J31's and J41's), German airline Ratioflug (SH360's) and Dutch airline Netherlines (Jetstream 31's and Saab 340's) to name a few. Sabena very nearly started scheduled operations but were scuppered by British Midland. The inclusive tour programme has seen a huge number of airlines that have come, and many gone, including Airtours (now My Travel), Britannia (now ThomsonFly), Air 2000 (now First Choice), JMC (now Thomas Cook) and foreign airlines including Aviaco, Balkan, Iberia, Spantax, Sterling, Tarom, TEA UK, Transeuropa and many more. A large Yugoslavian programme at one point saw regular visits by airlines such as Aviogenex, Inex Adria and JAT.

Nowadays NEMA is dominated by the low cost passenger business with bmibaby and GO commencing operations in the early 2000's. GO was bought by easyJet who now have 3 x B737-300's based. More recently Ryanair commenced operations with non-based B737-200/800's.

On the cargo front, EMA grew from an important regional gateway to the UK's second largest cargo airport to Heathrow in a space of 15 years. From the 20,000 tonnes of cargo handled in the early 1990's, NEMA now handles nearly 300,000 tonnes of flown freight. This is mainly down to the operations of the overnight express – or "Integrator" companies – DHL (and Lufthansa Cargo), UPS and TNT. DHL started operations as ELAN International back in the 1970's but the integration of ELAN and DHL in the late 80's and the boom in overnight cargo flying saw figures rocket from the early 1990's. UPS arrived in 1993 closely followed by Lufthansa Cargo and TNT. Since then the airport has gone from strength to strength and the new DHL hub completed in the early 2000's really put EMA on the map. Additionally EMA/NEMA has become very popular with the ad-hoc charter carriers and now AN-124's are a regular sight at the Airport.

Royal Mail commenced an air operation at EMA in the late 70's when a tunnel collapse on the east coast main line forced them to move mail by air rather than rail. Since then the Airport has seen mail operations grow steadily and now around 2 million 1<sup>st</sup> class inland UK letters pass through the airport every night (except Saturday).

Scheduled freighter services (apart from the Integrators) have been slow to develop but now Kalitta Air operates a 2x weekly B747-200F from Chicago/New York via NEMA to Amsterdam. Icelandair Cargo operate a weekly Iceland > EMA > Liege B757-200F and Bluebird Cargo operate a 4x weekly EMA > Iceland B737-300F schedule. The most recent development on the cargo side is the move of the Air Charter Service managed fleet of four Antonov's (2 x AN26's, an AN-12 and an AN-74) from Ostend to NEMA in early 2005.

### **Air Taxi Operations**

Air taxi companies have been evident at EMA from the outset. King Aviation were first in the field using Piper Aztec and Seneca aircraft, together with a Cessna 337 Skymaster. The company merged with Truman Aviation at Tollerton in 1972, and was then taken over in 1973 by the local coach building company of Moseley, under the new name of Moseley Aviation.

Two other operators in this field are Donington Aviation, who began flying in November 1974, and Ryburn Air, which began business in the same year initially as a private operation for the Ryburn Polythene Company. Donington Aviation remain to this day.

The aircraft maintenance organisation Field Aircraft Services moved to EMA in 1968 from their previous base at Wymeswold, and began overhauling and rebuilding a wide variety of aircraft from various airlines all over the world. At the same time their design department worked on the production of ground equipment for the British Airways Boeing 747 fleet, air conditioning systems for Concorde, and various special cabin

layouts for different aircraft. FIELD's as it was known became Hunting but when the Hunting group was taken over by Safair of South Africa the EMA hangar was closed and this hangar now houses bmi british midland's main overhaul centre for their Airbuses and bmibaby's B737's.

When British Midland moved in from Burnaston their flying training offshoot, the Midland School of Flying also moved. This flying school, using Chipmunk and later Cessna aircraft was the first of a number of flying schools teaching an increasing number of people to fly.

Other flying clubs included Nipper Flying School, Donair, and Trent Valley Aviation. The Nipper school was a by-product of Nipper Aircraft Ltd, which was set up to manufacture and assemble the Topsy Nipper Mk 3 ultra light aircraft at EMA. A small number of these Belgian designed aircraft were made before the company ceased trading.

Another major operator of executive flights is Rolls Royce, which moved its company aircraft to EMA after the firms trading difficulties of 1971. Rolls Royce Heron, HS125 and Gulfstream aircraft operated an almost airline style timetable in their provision of time-saving transport for key personnel, especially on international projects such as Concorde. They no longer operate their own corporate aircraft choosing to "hire" instead.

J C Bamford Ltd also have a small operation at NEMA using initially a Dove, then an Islander, King Air, HS125-600/700/800/1000s and nowadays a Gulfstream Five and two Sikorsky S.76's, the second aircraft of this type to carry this registration. JCB have a hangar on-site.

Apart from the regular and based airlines at EMA there are numerous airlines from all over the world who have used the airport, but in more recent years among the most interesting visitors has been the Goodyear Airship 'Europa' which flew in on more than one occasion, an Air France Concorde (and many BA one's) on pleasure flights and in 1977 for the first time, a visit by the RAF Red Arrows Gnat formation team for training purposes. Other "first" visits – mostly to show Rolls Royce workers their engines "on the wing" include – a Qantas B747-200 (the 1<sup>st</sup> 747 to visit), a Qantas B747-400 (the second –400 to touch down in the UK), an Aer Lingus A330, Airbus demonstrator A340-600, the A300-600 "Beluga" Super Transporter, a Cathay Pacific B777-300, Rolls powered Tupolev TU-204 and 204F, a Boeing house B737-300 (on demo to ORION) and B757-200 and of course the L.1011 TriStar which attracted thousands of visitors on its first visit. Hopefully the A380 and the AN-225 will be the next two "new" aircraft visitors to grace the NEMA runway.

### **To the Future**

The recently (in 1979) published Government white paper dealing with airport policy until 1990 gave EMA the status of a regional airport, and estimated that with a little expansion it will handle 1.5 million passengers by 1990. Further, should an intercontinental airport be needed in the East Midlands then EMA rather than Birmingham would probably be chosen on environmental grounds – how wrong they were on that one. Developments then for the near future included the installation of secondary surveillance radar at a cost of approximately £0.25 million. This would further enhance the airport's ability to handle increased traffic, and help to maintain the excellent safety record so far achieved. In addition a duty free shop was to be built later in 1979 with a hotel at the entrance to the airport to follow. Further freight facilities were to be introduced including another transit shed. The airport management committee were to shortly consider plans drawn up for the extension of the runway to 9,600 feet, the building of extra taxiways, and the provision of new hangars and maintenance areas.

The 2004 UK Government White Paper on the future of aviation forecasts that NEMA will handle around 12 million passengers and between 2 and 3 million tonnes of cargo by 2030 – a far cry from the forecasts envisaged in 1979 !!!

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## **The TAMWORTH AVIATION GROUP .....**

TAG is another Midlands aviation society that has close connections with Trent Valley Aviation Society and they hold member meetings on the 1<sup>st</sup> Thursday of each month. The venue is BOLE HALL Manor Club on the outskirts of Tamworth. Meetings convene at 19:30pm for a 19:45pm start. They have a licensed bar and offer refreshments (at cost) at half time. There is a small charge to attend each meeting. Their programme of events over the coming months are (all at Bole Hall unless otherwise stated):

- 7<sup>th</sup> July A talk by JOHN CUBERLEY on the Shackleton.
- 8<sup>th</sup> July A talk by BARRY HOPE entitled "Bomber Command". This meeting is open to the general public and will be held at Tamworth Castle.
- 4<sup>th</sup> August A members slide show.
- 1<sup>st</sup> September A talk by BARRY HOPE entitled "Castle Bromwich airfield".
- 6<sup>th</sup> October A talk by STEPHAN STRELK entitled "Seaplanes and Flying Boats"
- 3<sup>rd</sup> November Subject to be advised
- 1<sup>st</sup> December Subject to be advised

Further information on attendance at meetings and how to become a member of TAG can be obtained from our own Dave Gretton on the number below or from Dave Peace at TAG on xxxxx xxxxxx.

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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 me a line by email at – [tvass@egnx.co.uk](mailto:tvass@egnx.co.uk)

The Committee - contact names and numbers.

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