

Trent Valley Trent Valley Aviation Society

Newsletter July 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

WED 12th JULY 2006 BAR-B-Q AT THE AEROPARK

***** Note : this is a Wednesday *****

BBQ 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.

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. There will be a "free" buffet and first drink again to all members as a thank you for their support over the year. Yours truly will be testing your aviation knowledge with a "visual" quiz !!

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 appear later in the newsletter.

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

No trips or visits currently planned.

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.

ZURICH AIRPORT by Richard Evans

Had the pleasure of going on a spotting trip to Zurich early in June 2006. I was surprised that we only met a couple of other Brits there, although there were many local photographers present - perhaps this is due to lack of low-cost airlines serving Zurich. However, it represents one of the few major European airports that still has excellent spotter-friendly viewing facilities.

For those unfamiliar with ZRH, there is a viewing deck on top of the main terminal, which costs the princely sum of CHF2 (less than £1) to access. There is also a deck on top of the remote 'Dock E', which gives generally better views of the runway activity - this is accessible Sat/Sun/Wed + public holidays via a bus from the main viewing deck (CHF4 fare). Airport tours also run on the same days of the week at a cost of CHF8 - these last approx 1hr10mins and drive around the whole of the ramp, including GA/biz areas which are very hard to see from outside.

Stayed at the Park Inn in Rumlang. This hotel has a regular free shuttle from the terminal. This is on the western side of the airport, and is within walking distance of the 'Heliport Grill' viewing area - which gives good views across the airport. If you have a car, then the best place for landing shots is a purpose built viewing area near Glatbrugg at the threshold of runway 14.

Zurich seemed to have slightly less variety in 2006 compared to a previous visit in 2000. As well as Swiss being a smaller operation than the pre 9/11 Swissair/Crossair, several other long-haul airlines have dropped ZRH from their schedules. However, there are many interesting regional aircraft (less so at weekends) and lots of bizjet activity. SR Technics are also very busy, with several interesting aircraft coming and going for maintenance during our visit.

ZURICH is well covered on the internet, with registrations available on the airport arrival / departures page at www.zurich-airport.com, and www.aerpix.net covering the next day's highlights.

I won't list everything we saw, but to give a flavour:

Swiss: all A330s/340s/319s/320s/321s seen, plus almost all the ARJs. Only 4 x EMB145s seen.
BBJ2 HB-IIR ops the Newark flight. A300 D-AIAX (Hapag Lloyd) flies to Africa for Swiss.
Edelweiss: saw all their fleet **Belair:** 2 x 757. Their 767 must have been flying elsewhere.
Darwin: just saw Saab 2000 HB-IZH **Helvetic:** F100s HB-JVC/E/F/G
Fly Hello: MD90 HB-JIA/E

Long-haul:

Thai daily: A340-600 HS-TNB/C/D. Emirates daily A340: A6-ERJ (-500), ERP/ERS (-300s)
Emirates: A310F 2/week - A6-EFB Singapore daily 747: 9V-SMU/SPM/SPO
Qatar: A300 A7-ABV Malaysia: 3 x weekly: 9M-MRD
plus Air Canada, Delta, American, Continental 767s

Regional highlights:

Cityjet/AF 146: EI-CMY/CWB/CZO/DDE/DEX/DJJ/PAT, G-OZRH (appropriately!)
Cirrus Emb170: D-ALIE (flies on behalf of Swiss) Cirrus Emb145: D-ACIA
Cirrus Do328: D-CIRC Blue 1 146/ARJ: OH-SAM
Croatia ATR: 9A-CTT/U Regional/AF E120: F-GHIB/GLRG/GTSN
Iberia CRJ: EC-HHI/HTZ/INF/ILF Alitalia Emb145: I-EXMB/C/D/G
LOT Emb145: SP-LGH/I/N Adria CRJ: S5-AAD
Dau Air Saab 340: D-CASD OLT Metroliner: D-COLB
EAE Metroliner: D-CSWF

Other airlines:

Air Europa 737: EC-JAP Montenegro F100: YU-AOL/P/T
Air Berlin: numerous A319/320/737 Portugalia F100: CS-TPG/J
Air Adriatic MD80: 9A-CBF Vega An12: LZ-VEC
Jordanian A320: F-OHGV EI AI 737: 4X-EKE/I/P/B
Niki A320: OE-LOF, A321 OE-LOS Macedonian 737: Z3-AAF
SAS Braathens 737: LN-RPJ WDL F27: D-AELK

SR Technics maintenance area:

Kingfisher A320: VT-KFF Emirates A340-500: A6-ERE
Transmile MD11: 9M-TGP Saudi MD11: HZ-AFA1
SN Brussels A330: OO-SFM Air Caraibes A330: F-OPTP
Vueling A320: EC-JDO stored A310 (ex Paradise AW): N501RR

Biz Jets seen included:

LV-WSS Gulf
EC-JJU C525
N593XL Citation
C-GAJS Lear 35
and many Swiss biz

N737RG 737BBJ
I-KETO C750
N167GX Global Xp
P4-IKF Fa2000

EC-HRO Citation
OY-RAA BAe125
N84HP Fa50
HB-IWX Legacy

EC-HRQ BAe125
VP-CEA BAe125
N540M Gulf 5
+ several Netjets Europe aircraft

All-in-all, plenty of variety, and many opportunities for photos (some of the highlights below). Hope this was of interest.



SINCE THE LAST NEWSLETTER

Membership: 07/06/2006 = 60

- May:** MICK BAJCAR talked about an amazing trip he did back in 1978 to the USA, Bahamas and Caribbean in search of Propliners. Illustrated with some superb black & white and colour photo's and narrated with much humour this evening was a real "blast from the past" and thoroughly enjoyed by all who attended. **32** members/visitors attended
- June:** TVAS ANNUAL GENERAL MEETING full details of the major topics and discussions are included later in the newsletter. Many thanks to Dave Gretton for his quiz that followed the formal proceedings. **22** members attended

NEMA News

The new central apron extension opened for business on Friday 9th June with the first aircraft to use it being a Spanair A321. The new apron has five "combination" stands (no's 40 thru 45) and can accommodate anything up to B767-300.

The new Royal Mail hub and JCB hangar are nearing completion and should become operational soon.

UPS have added a new BFS>EMA>CGN>EMA>BFS service using a Star Air B767-200F 5 nights a week so there are now 3 x SRR B762Fs on the ground together each weekday evening.

The Aeropark's Air Ambulance Day was a great success and raised nearly £1,500 for the NEMA based AA. The forthcoming "open cockpit days" on 9th July and 3rd September will also hopefully attract large numbers of visitors. The Romney Hut is now open to the public and contains the Vampire nose and BN Sheriff.

Finally, some bad news – the free parking period in the short-stay car park has been reduced from 30 to 10 minutes – 10 to 30 minutes is £1.50 and 30-60 minutes £2.50 – makes popping in to Steve's shop a little more expensive.

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2006 TVAS Photo Competition

2006 TVAS Photo Competition

The 2006 TVAS Photo Competition will be held at the January 2007 meeting. There will be three trophies as follows:

- The Air Trans Trophy** for best slide never submitted to a TVAS competition before.
Up to 5 slides can be submitted by each member
- Digital Civil Shield** for the best digital image of a civil aircraft subject taken in 2006.
Digital Military Shield for the best digital image of a military aircraft subject taken in 2006.
Up to 5 digital images can be submitted in total by each member with any number in each category (5+0, 4+1, 3+2 etc)
(please advise which category you wish your image to appear in)

Prints can be submitted to any Committee member at the December 2006 meeting and will be scanned and returned to you at the January 2007 meeting. The scanned prints can then be submitted in either the digital civil or military categories as part of the total submission of six digital images.

All digital images must be larger than 800 x 600 pixels up to a maximum size of 1024 x 768 pixels. Images should ideally be submitted in advance to: 2007photocomp@tvas.info and can be resized (downwards only) by the webmaster if required.

Full details of the rules & regulations for the competition can be found on the website . . . www.tvas.info/photorules.htm

In all cases the Chairman's decision on the night will be final.

Monday 22nd August dawned on what was to be one of the highlights of the trip for me, firstly we were taken to Chakalovskia AFB, often referred to as Star City where we were greeted driven across the main apron (with much hurried note taking and photography) and we were then allowed to get off the bus and we walked the flightline of parked aircraft. There were many Tupolev 134 and 154, Ilyushin 18, 62, 76 and 86, Antonov 12, 24, 26 and 72/74. Interestingly we logged RA- 12124 on two different AN12, one is clearly WFU and the other is very much in service because they started it up, taxied it out and we watched it depart. This anomaly had been noted here before as the construction numbers for both aircraft are known. In all I logged in excess of 80 aircraft and there were still some more we were not given access to. It was clear the authorities here knew exactly what we wanted and were quite happy to give it to us! It was wonderful and I thoroughly enjoyed every moment of it, a definite highlight for me.

Some of the group left us and set off back to SVO as they were due to depart home today. The rest of us were whisked to the Monino Museum; whilst en-route we picked up a MIL helicopter RA-22974 as it flew passed us as we travelled along the road.

Monino is much reported so I won't list everything but I was pleased to pick up my 4th TU144 CCCP-77106 of the trip and also see only my 3rd AN22 CCCP-09334. (Yes I know I could have gone to Tver and seen lots more but I really did not fancy the 4 or 5 hours each way on a bus. Perhaps the next time!)

Final call of the day was Chernoye which is an AN2 and MIL8 re-work facility where I noted 60 AN2 and there was a similar number of MIL 8 as well. It was quite a sight to see so many aircraft lined up around the place. Almost ready for delivery were AN2's 9Q-CZP and CZQ together with EW-023AB.

The evening was again spent at SVO where I picked up my last DC10 of Aeroflot VP-BDF (Just for the record, this is my 400th DC10/KC10 frame meaning I have seen almost 90% of those built). Also worth a mention tonight were CL6 C-FHYL, GLJ D-CPMU, ES-PVS, Japan Airlines sent 777 JA710J which was nice.

Tuesday 23rd August arrived and 3 of us (Steve Peacock, Richard Carr and myself) were on the 08h00 Hotel shuttle bus down to the Moscow City. This is a free service operated by the Novotel and they do about 4 or 5 return trips each day. I had wanted to visit the Kremlin and also see Red Square so that I had done the tourist thing as well as lots of spotting and photography. We were in the City shortly after 09h00 and we wandered to Kremlin, this was due to open at 10h00 but tickets could be obtained from 09h30. We a queue for the tickets along with a dozen or so others, had a wander round the gardens until the Kremlin opened. We spent our time wandering round looking at both the inside and outside of the buildings, these are magnificent and much more ornate than I expected. This done, we left the Kremlin and we noted that the queue now waiting to buy tickets and pass through the security check were now quite long, a good decision to start early. We walked round the outside of the Kremlin, along the path between the Kremlin Wall and the Volga River and into Red Square. It was not as big as I imagined it to be and I had difficulty working out how they managed to get all their rockets and other hardware in and out of the square they had the displays.

We wandered through the big department store that borders Red Square before taking up a position in the bar. Expecting extortionate prices I was pleased to be able to buy 2 large beers and a coke for less than £4. You would not find that in the UK I suspect. After this we wandered up one of the streets and in and out of a few shops before finding ourselves in a park area where we sat with an ice cream to watch the people of Moscow going about their daily business.

We caught the 16h00 shuttle bus back to the airport and by 18h00 we were back at SVO for an evening spotting. Of note tonight was Lauda 738 OE-LNR, Algerian Government IL76 7T-WIN, 125 VP-CLX, B390 D-IWWW and F20 D-CLBE. I was pleased to catch up with my last Aeroflot 767 VP-BAZ which had been elusive all week.

Wednesday 24th August was almost a repeat of the previous Thursday with a ramp tour at Moscow/Vnukovo followed in the afternoon by Moscow/Domododovo, so I will not bore you with the details but again most rewarding. The evening was spent at SVO and numbers were getting more difficult to come although I did get TU154 RA-85007 operated by Yakutia Airlines, TU134 UN-65799 of Kazair West plus my second Korean A330 HL7539. Interestingly, most of the 125's operated out of the various Moscow airports are all ex British of one mark or another, so they may be exotic registrations but the frames definitely are not!

Thursday 25th August was our day to return home and so we spent the morning and early afternoon spotting from the level 5 restaurant at SVO before going down to check in. Of note were Air Bridge 747 VP-BIB, F90 LX-LFB, Air France A318 F-GUGG, Citation OE-GTI, 736 HA-LOJ of MALEV and Japan Airlines 777 JA704J.

The first leg of the journey to Vienna was in the hands of Austrian A321 OE-LBB which made very good time arriving in Vienna a little early.

We had almost 3 hours here and so we went out to landside and did our spotting for an hour or so from the car park. Straightforward and nobody seemed to be bothered about us. A few biz jets came and went and there were lots of Austrian Arrows commuters as well. Worth a mention are AN12 UR-21510, CRJ S5-AAK, AT42 OK-KFN of CSA, A330 OE-LAN and LAP. I managed to pick up my last Austrian Dash 8 and CRJ so there is not much left here to get other than the odd long haul 767 and A330.

Thoughts were now beginning to drift towards getting to Heathrow and I was getting that usual feeling of dread. As it turned out these were not unfounded because even before we boarded the plane, A321 OE-LBD, which had been parked on stand for well over an hour, we were being told of a 10 minute delay. This gradually became 30 minutes before the boarding process started which was done at leisurely pace and the reason became clear once we were all aboard because the pilot said we would have to wait another 20 minutes or so before starting engines, reason - yes you've guessed it, awaiting a slot for Heathrow. We took off over an hour late and there was no food again unless you bought it, just a drink if we wanted it. We did not really make any time up and as we approached the UK we slowed and entered the hold for half an hour or so. We finally landed 90 minutes late at 22h45 and this meant that many of us had ruined travel plans to get home. Heathrow strikes again! My last train north was out of St. Pancras at 11h15 and although that was plan A, I had got a plan B but that was also in tatters due to the very late arrival.

I was saved by the good nature of Glyn, sorry I never got round to finding out his second name, but he comes from Kirkby in Ashfield (not far from Nottingham) and I was cheeky enough to ask him for a ride home and asked is he could drop me at Donington Services at Junction 23A of the M1, he agreed to this request without hesitation. I was dropped off there at about 01h55 and as I got out of his car, my eldest son and my wife pulled up behind us to take me the last 10 miles home. My very best thanks to Glyn for this service otherwise I may well have had to spend the night at Heathrow like some of the others had to do.

So ended another ambition fulfilled and I was delighted; admittedly not everything worked out perfectly but the good times far outweighed the not so good. My thanks therefore go Aeroprints (Eric, Lynn and the team) for their organisation, to Olga the Russian courier who kept us on the straight and narrow and organised the visits. To all who went and shared the registrations, it was really good. Thank you.

Almost finally, and just for the record, apart from a very brief shower of rain whilst we were at Smyshlaevka, we did not see any rain of any note and so that meant we had 11 dry days in a row.

And finally, yes, this is the last comment, as I put the finishing touches to this report, I have just paid a visit to my local airport, East Midlands and what did I pick up? A Tupolev 204C RA-64024 operating a freight flight for TNT whilst their own A300 undergoes maintenance. You see all those Russian aircraft whilst away and there is one at your local airport shortly after your return.

Many thanks to Richard and Ian for their excellent reports. If anyone has any information/reports/tips on trips abroad that they think might be useful to the membership, please drop me a line.

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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 – editor@tvas.info

The Committee - contact names and numbers.			
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