

# TRENT VALLEY AVIATION SOCIETY

## Newsletter . . . . . October 2005

The winter nights are drawing in so rather than sitting in front of the telly watching repeats, why not come along to our monthly TVAS meetings for a night of alternative entertainment. We have a varied programme of subjects over the winter period that should appeal to all tastes. Don't forget the annual photo competition too – more details later. 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 – a preview of the new site will be shown to those attending the October meeting.

### SOCIAL EVENTS : 2005/2006.

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 £1.20, 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)

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

**Speaker** DAVE MOORES - new member Dave, who spent many years flying with British Midland, 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. Please bring along mince pies and sausage rolls. TVAS will be offering a free Christmas drink to everyone attending.

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

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

#### MON 20<sup>th</sup> FEB 2006

t.b.a **Speaker.** More details in the next newsletter.

#### MON 20<sup>th</sup> MAR 2006

t.b.a **Speaker.** More details in the next newsletter.

#### MON 17<sup>th</sup> APR 2006

\*\*\* Note : this is Easter Monday \*\*\*

**Russia** Provisional: this meeting will hopefully be a joint meeting 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 MAK5 2005 air show.

#### MON 15<sup>th</sup> MAY 2006

**External Speaker** MICK BAJCAR - provisional: we hope to invite Mick back to show more of his historic EMA slides.

#### MON 19<sup>th</sup> 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.

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

*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!*

***Date Now Confirmed : Wednesday 2nd NOVEMBER 2006  
( Chester tour at 13:30 ~ morning visit to Manchester )***

*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.*

If you are a regular reader to this column, you may just be aware that I have had a notional list of places I have wanted to visit. It has never been written down, it just been there in my head. Earlier this year, I was fortunate enough to knock another off the list when I went to Beijing in China and now I have achieved one more by visiting Russia on the Aeroprints trip in August 2005. Here is my report and I do hope that you find it interesting; it is probably going to be rather long (it is a little early to say at this moment), so why don't you make yourself a cup of coffee, grab a biscuit and sit down somewhere comfortable where you will be uninterrupted for a while.

For me it started on Saturday 13<sup>th</sup> August 2005 with a journey to Heathrow. Midland Mainline provided their usual satisfactory service with an HST forming their 10h03 departure from Derby; I had hoped it might just be one of their new 9 Car Meridian's but I was disappointed on that front, apparently, the one they had in service at that time, was operating in and out of Nottingham.

Arrival at London St Pancras was on-time but why is it that I always but always have a problem in London whenever I go on a trip? This time the Metropolitan and Circle Lines were closed and I was forced to get a bus to Paddington. I had chosen this route to Heathrow because I was staying the night at the Heathrow Premier Travel Inn on Bath Road and I knew that a First Great Western Link train to Hayes and Harlington would get me a bus to a point just opposite the hotel. I arrived at my hotel at 14h00, quickly checked in, dumped my bag and headed for the Visitor Centre for an afternoon and unusually for me, an evening spotting at Heathrow.

Although not travelling with me to Moscow, I met up with a couple of friends (you know the 2 culprits by now, Gareth Hughes and Ian Swain) and we spent a pleasant time indulging ourselves in our hobby. I had an outstanding afternoon picking up no less than 15 new frames including a Korean 747F HL7499, Kenyan 777 5Y-KQT, Royal Air Maroc 738 CN-RNW, JAL 777 JA708J, Iberia 346 EC-JCZ, United 777 N219UA, KTHY 321 TC-KTD, Egypt Air 330 SU-GCF, Austrian 319 OE-LDD plus a BA 321, 2 Aer Lingus 320, Virgin 346 and a Citation CS-DXD. Most satisfactory.

Staying at the same hotel as me was Richard Carr, a Manchester enthusiast that I had met on the Brazil, Argentina and Chile trip a couple of years ago, we agreed to share a taxi the next morning and this was duly booked for 04h45 hours on **Sunday 14<sup>th</sup> August** to get us to Terminal 2. When we arrived at the airport, it was a right melee, a total lack of space and organisation; I am not sure what the BAA spends their money on but it not for the convenience of its passengers (or spotters for that matter)!!! We finally identified a queue to stand in for our Austrian Airlines flight to Vienna.

After check-in check in. we went through the normal formalities; once airside I was able to only log a few but I did pot Iberia A321 EC-JEJ and also Kenya 777 5Y-KQU.

As usual at Heathrow, there were delays, even when we got on the plane (which was Austrian A321 OE-LBE), so we were almost an hour late on departure. This presented a potential problem because we only had about 30 minutes at Vienna for our connection. The flight was fine and we managed to make up a little of the time. Disappointing was the fact that we were only given a drink, if you wanted food you had to buy it. I don't remember Austrian becoming a 'no-frills' carrier!

On arrival at Vienna, once we had de-planed, we were hastily bussed to the next flight, which had been held for our arrival. Although planned to be an A321, we were actually using A320 OE-LBO and on this sector we were given food and drink so perhaps it now depends on the flight length as to whether they feed you or not. With such little time in Vienna, there was not much time for logging although having said that, I potted 7 in total including Qatar 319 A7-CJA and Samsung's 737BBJ HL7770.

Arrival at Moscow Sheremetyevo was pretty much on time and we were ahead of the other European carriers and so there was no real queue to get through passport control and immigration which I was told could be horrendous on some occasions.

When we went to collect our baggage, it became clear that the haste of transfer at Vienna had been too quick for some of our party's bags. They were apparently following on the afternoon Aeroflot flight. But they did arrive and so we were all OK.

Once landside, we made our way up to the 5<sup>th</sup> floor where we had a couple of hours or so before we met our bus to take us to Moscow/Domodedovo airport which was to be our base for the next 6 nights.

We were pretty much left alone whilst spotting and photographing at Moscow/Sheremetyevo although with 50 of us, the authorities perhaps felt it safer to leave us to get on with it. The view from here was fine and you can see all movements as they occur in front of you. There are 2 runways, on one side there is Sheremetyevo One that is the domestic terminal, and on the other side is Sheremetyevo Two which is where we were and is home to most international flights. Photography is quite straightforward through glass although later in the trip, when there were much less numbers of us, the authorities said that we should not take photographs. It became clear that a little care was required and that cameras should be used and then put away.

As you would expect, being my first visit to this part of the world, it was quite lucrative on the aviation front with the usual array of Tupolevs, Ilyushins, Antonovs and Yakolevs. Worth a mention I think are F22 OH-FIX, USAF C9 73-1682 (it is 3 years since I potted a DC9), Galaxy N789PR and perhaps the star Japan Coast Guard Gulfstream 5 JA500A, very nice!

We boarded our bus at about 18h00 for the journey to Domodedovo (DME) and we got our first taste of traffic around Moscow. Fortunately for us, although very busy with the locals returning to the City from their weekend retreats, we made quite good time getting to DME in about 1½ hours. We were staying at the Domodedovo Airport Hotel, which is operated by East Line, the owners of the airport. It is, I believe a 3\* hotel but it did lack air conditioning which meant having windows open all the time and we could then receive visits from the local wildlife i.e. mosquitoes! Although in the end it did not cause too much of a problem. We were on a bed and breakfast basis and the hotel had a problem providing eating utensils at breakfast probably caused by 50 or so spotters all wanting their breakfast at more or less the same time. Another irritation was that on 2 of the days they did not make up the room or change the towels and it meant finding someone to do that after having been out all day. There are minimal views of the runways from the hotel and any sighting you did make meant that you had to be very quick to read the registration.

*(to be continued)*

## SINCE THE LAST NEWSLETTER .....

Membership: 28/09/2005 = 49.

- July 6<sup>th</sup>:** **BAR-B-Q** despite poor weather conditions (a strong wind and drizzle) 26 members and 2 visitors braved the elements to have an enjoyable evening watching NEMA activity and munching on the burgers and other goodies cooked by the TVAS chef Graham Rouse and ably assisted by his wife Linda. Thanks to all for braving the conditions.
- July 18<sup>th</sup>:** **Mick Bajcar** treated us to evening of historic slides from EMA along with some interesting tales and banter. We hope to invite Mick back in May 2006 to show some more of his vast collection. **24** members/visitors attended.
- August:** **Andy Martin and Bill Blanchard** treated us to another night of superb slides. Andy did a stunning comparison of the primary warbird shows in the USA & UK (Chino v Duxford) and Bill reviewed a couple of trips he made to the USA & Canada. **24** members/visitors attended.

At the August meeting, TVAS Chairman Graham Rouse presented the Aeropark Volunteers Association with a cheque for £25 as a "thank you" for the use of the Aeropark for the TVAS Bar-B-Q in July. The photo right shows Graham presenting the cheque to Trevor Fitchett of the AVA.



**September:** **Steve Gensler** gave TVAS the first public viewing of slides from the Charles Waterfall collection. Featuring slides from the late 50's and early 60's, all in colour, the evening took us on a wonderful tour of yesteryear both civil and military. Some very rare and superb quality slides were on show and we hope to invite Steve to do another instalment in 2006. **29** 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 now 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 have had 49 members renew their membership since the AGM. Meeting attendances of 25-30 are now common which is excellent news for the Society as drinks sales are more than covering the cost of renting the Village Hall. Due to "income exceeding expenditure" the Committee agreed at their last meeting in September to change the drinks prices. With effect from the October meeting, Lager/Bitter/Cider will reduce to £1 a can, Tea/Coffee/Orange Squash will reduce to £0.30 but all Cokes will increase to £0.60 (each can of coke costs £0.37 to buy).*

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## NEMA News

The winter season is just around the corner and the 1<sup>st</sup> issue of the winter flight schedule is out. The more interesting flights are listed below. The best news is the basing of 2 x Ryanair B737-800's from early March. EasyJet will convert to an all A319 fleet from mid October and the easySwiss Geneva flight will transfer to easyJet for the winter. ThomsonFly will again be operating a series of B767-300 flights over the winter for the cruise liners to places such as Acapulco, Barbados, Ft.Lauderdale and New Orleans. bmi have 2 x EMB145s based, bmibaby have 5 x B737s, First Choice 1 x A321, My Travel 1 x A320, Thomas Cook 1 x A320 (part season only), ThomsonFly 2 x B757s, Eastern 1 x J41.

## Passenger Flight Schedule - Winter 2005/2006

Sunday 30th October 2005 to Saturday 25th March 2006

All times are local

Time	Arr/Dep	Flight Number	Airline	Aircraft Type	From/To	Start Date	End Date	M	T	W	T	F	S	S
20:05	D	KM255	Air Malta	B733	MLA	30/10/2005	25/03/2006				■			
19:20	A	KM254	Air Malta	B733	MLA	30/10/2005	25/03/2006				■			
09:00	D	AEU531	Astraeus	B737	BJL	05/11/2005	25/03/2006					■		
23:45	A	AEU532	Astraeus	B737	BJL	05/11/2005	25/03/2006					■		
13:30	D	BHA	Balkan	A320	PDV	23/12/2005	30/12/2005					■		
13:30	D	BHA	Balkan	A320	PDV	07/01/2006	24/03/2006							■
12:30	A	BHA	Balkan	A320	PDV	23/12/2005	30/12/2005					■		
12:30	A	BHA	Balkan	A320	PDV	07/01/2006	24/03/2006							■
10:45	D	FHE313	Britishjet	MD90	MLA	01/10/2005	25/03/2006		■					
09:45	A	FHE	Britishjet	MD90	MLA	01/10/2005	25/03/2006		■					
13:40	D	FCA3742	First Choice Airways	B757	IBZ	30/10/2005	30/10/2005							■
12:40	A	FCA3743	First Choice Airways	B757	IBZ	30/10/2005	30/10/2005							■
10:00	D	BJ837	Nouvelair Tunisia	A320	MIR	21/12/2005	04/01/2006			■				
09:00	A	BJ836	Nouvelair Tunisia	A320	MIR	21/12/2005	04/01/2006			■				
21:05	D	OHY	Onur Air	A321	BJV	31/10/2005	31/10/2005	■						
20:05	A	OHY	Onur Air	A321	BJV	31/10/2005	31/10/2005	■						
06:30	D	FR1624	Ryanair	B738	LCJ	14/03/2006	25/03/2006		■		■		■	
06:40	D	FR1612	Ryanair	B738	CCF	08/03/2006	25/03/2006	■		■		■		■
06:40	D	FR1692	Ryanair	B738	FNI	07/03/2006	25/03/2006		■		■		■	
06:50	D	FR1682	Ryanair	B738	EGC	15/03/2006	25/03/2006			■		■		■
06:50	D	FR1646	Ryanair	B738	WRO	20/03/2006	25/03/2006	■						

Time	Arr/Dep	Flight Number	Airline	Aircraft Type	From/To	Start Date	End Date	M	T	W	T	F	S	S
08:05	D	FR535	Ryanair	B732	DUB	30/10/2005	25/03/2006	■	■	■	■	■		
08:35	D	FR535	Ryanair	B732	DUB	30/10/2005	25/03/2006						■	
09:10	D	FR9388	Ryanair	B738	GRO	30/10/2005	25/03/2006							■
11:15	D	FR1646	Ryanair	B738	WRO	15/03/2006	25/03/2006			■		■		■
11:45	D	FR1634	Ryanair	B738	NTE	07/03/2006	25/03/2006		■		■		■	
11:55	D	FR1652	Ryanair	B738	DNR	08/03/2006	25/03/2006	■		■		■		■
12:40	D	FR1632	Ryanair	B738	LIG	14/03/2006	25/03/2006	■	■		■		■	
14:05	D	FR9388	Ryanair	B738	GRO	30/10/2005	25/03/2006	■	■	■	■	■	■	
15:30	D	FR1924	Ryanair	B732	MJV	30/10/2005	13/03/2006	■	■	■	■	■	■	■
15:40	D	FR1145	Ryanair	B738	SNN	30/10/2005	25/03/2006	■	■	■	■	■	■	■
16:00	D	FR1675	Ryanair	B738	LDY	07/03/2006	25/03/2006	■	■	■	■	■	■	■
17:45	D	FR1924	Ryanair	B738	MJV	14/03/2006	25/03/2006	■	■	■	■	■	■	■
18:50	D	FR1638	Ryanair	B738	SXF	07/03/2006	25/03/2006	■	■	■	■	■	■	■
19:30	D	FR537	Ryanair	B738	DUB	30/10/2005	25/03/2006	■	■	■	■	■		
20:00	D	FR537	Ryanair	B738	DUB	30/10/2005	25/03/2006							■
20:05	D	FR9652	Ryanair	B738	CIA	30/10/2005	25/03/2006	■	■	■	■	■	■	■
22:05	D	FR539	Ryanair	B732	DUB	30/10/2005	25/03/2006	■	■	■	■	■	■	■
07:40	A	FR536	Ryanair	B732	DUB	30/10/2005	25/03/2006	■	■	■	■	■		
08:10	A	FR536	Ryanair	B732	DUB	30/10/2005	25/03/2006						■	
08:45	A	FR9387	Ryanair	B738	GRO	30/10/2005	25/03/2006							■
10:50	A	FR1683	Ryanair	B738	EGC	15/03/2006	25/03/2006			■		■		■
11:20	A	FR1693	Ryanair	B738	FNI	07/03/2006	25/03/2006		■		■		■	
11:30	A	FR1613	Ryanair	B738	CCF	08/03/2006	25/03/2006	■		■		■		■
12:10	A	FR1647	Ryanair	B738	WRO	20/03/2006	25/03/2006	■						
12:15	A	FR1625	Ryanair	B738	LCJ	14/03/2006	25/03/2006		■		■		■	
13:40	A	FR9389	Ryanair	B738	GRO	30/10/2005	25/03/2006	■	■	■	■	■	■	
15:00	A	FR1635	Ryanair	B738	NTE	07/03/2006	25/03/2006		■		■		■	
15:10	A	FR1653	Ryanair	B738	DNR	08/03/2006	25/03/2006	■		■		■		■
15:15	A	FR1146	Ryanair	B738	SNN	30/10/2005	25/03/2006	■	■	■	■	■	■	■
15:25	A	FR540	Ryanair	B732	DUB	30/10/2005	25/03/2006	■	■	■	■	■	■	■
16:30	A	FR1633	Ryanair	B738	LIG	14/03/2006	25/03/2006	■	■		■		■	
16:35	A	FR1647	Ryanair	B738	WRO	15/03/2006	25/03/2006			■		■		■
18:25	A	FR1676	Ryanair	B738	LDY	07/03/2006	25/03/2006	■	■	■	■	■	■	■
19:25	A	FR538	Ryanair	B738	DUB	30/10/2005	25/03/2006	■	■	■	■	■		
19:35	A	FR538	Ryanair	B738	DUB	30/10/2005	25/03/2006							■
19:40	A	FR9653	Ryanair	B738	CIA	30/10/2005	25/03/2006	■	■	■	■	■	■	■
21:40	A	FR1925	Ryanair	B732	MJV	30/10/2005	13/03/2006	■	■	■	■	■	■	■
23:10	A	FR1639	Ryanair	B738	SXF	07/03/2006	25/03/2006	■	■	■	■	■	■	■
23:35	A	FR1925	Ryanair	B738	MJV	14/03/2006	25/03/2006	■	■	■	■	■	■	■
10:20	D	TOM55	Thomson Fly	B735	AGP	15/11/2005	14/12/2005		■	■				
10:30	D	TOM41	Thomson Fly	B735	ALC	15/11/2005	14/12/2005		■	■				
17:20	D	TOM17	Thomson Fly	B735	BCN	15/11/2005	14/12/2005		■	■				
17:20	D	TOM37	Thomson Fly	B735	VLC	15/11/2005	13/12/2005		■					
16:25	A	TOM42	Thomson Fly	B735	ALC	15/11/2005	14/12/2005		■	■				
16:45	A	TOM56	Thomson Fly	B735	AGP	15/11/2005	14/12/2005		■	■				
20:45	A	TOM112	Thomson Fly	B735	JER	14/11/2005	12/12/2005	■						
22:15	A	TOM294	Thomson Fly	B735	AMS	14/11/2005	12/12/2005	■						
23:05	A	TOM38	Thomson Fly	B735	VLC	15/11/2005	13/12/2005		■					
23:25	A	TOM18	Thomson Fly	B735	BCN	14/11/2005	13/12/2005	■	■					
13:00	D	AWC	Titan	B733	CMF	17/12/2005	24/03/2006						■	
12:00	A	AWC	Titan	B733	CMF	17/12/2005	24/03/2006						■	

## A 'Short' Story

by Dave Gretton

A chance mention of a name on a radio programme about sound amplification set me investigating the story of one of aviation's earliest pioneers: Horace L Short. It turned out that Short had had an incredibly varied and interesting life, and that he was considered quite a prodigy.

Horace Leonard Short was the eldest of three brothers born to Samuel Short, an engineer who had been involved in the north-east with the engineering firm Robert Stephenson & Co Ltd, but who had moved south to Derbyshire as Chief Engineer at the nearby Stanton Ironworks. Horace was born on 2<sup>nd</sup> July 1872, and while still a baby his head was injured, resulting in a form of meningitis, which caused an enlargement of the skull, and fortunately allowed such brain development as to make him something of a genius as he grew up.

Horace was joined in the family by Eustace in 1875 and Oswald in 1883, and Horace was quick to demonstrate at school his phenomenal intellect, leaving school at 13 because he knew more than his teachers, especially in mathematics. His father arranged for Horace to become an apprentice at Stanton from 1885, but when this period was over in 1890 he decided he wanted to see the world he had learned so much about.

Accordingly, ostensibly to visit his uncle in Australia, he set off on a world tour, at a leisurely pace, via the Nile, and on to Shanghai to see his cousin. From there, in 1891 he set off to Sydney via Samoa, where he met Robert Louis Stephenson, but then following a shipwreck he was imprisoned by a group of cannibals, who kept him alive because they believed he was a god. He eventually escaped by canoe to the next island, where there was a German mission station.

From Australia he went to South America, ending up in Mexico after much travelling, where he rapidly became manager of silver mine. This period lasted for some years until his brother Eustace arrived, imploring him to return to Britain to help support the family after his father had died suddenly. At the time Horace was attempting to automate some of the mining processes by designing his own steam engine and other apparatus.

Returning to Britain in 1895 he brought with him ideas for an invention which could amplify sound; electrical and electronic amplifiers had yet to be created. The amplifier, called the Auxetophone, had huge horn shaped "speakers", and was powered by steam, or compressed air. After some time perfecting the device Short patented it, and it was demonstrated at the Paris Exhibition of 1900, when it was used to play recorded operatic arias over the city from the Eiffel Tower. During the early tests of the Auxetophone it was said that the sound produced was sufficiently loud to be heard up to **ten** miles away, quite an achievement in those days, although the local residents were not so happy !

Horace eventually joined forces with Sir Charles Parsons, of steam turbine fame, who had started looking at the same sort of device around that time, and he spent some five years further developing the amplifier, and also using his engineering skills to improve on the steam turbines of the day.

Meanwhile the three brothers had set up a business building and flying balloons, although Horace always believed these objects were generally unsafe, and uncontrollable, and unsuitable for major development. Balloons were produced in a range of sizes for a variety of customers, including the War Office, but the only major project Horace was in favour of was a huge high altitude research hydrogen balloon with a spherical pressurised gondola. The design never received the backing it required, but was way ahead of its time, forecasting the achievements of Auguste Picard in 1931, in a balloon of 500,000 cu ft which reached an altitude of 51,776 feet.

By 1908 the Wright Brothers, who had been experimenting at Kittyhawk ever since their first flight in December 1903, were invited to demonstrate their aircraft in Europe, and receiving little support in America they brought to Europe a Wright Flyer which was flown at Le Mans. Oswald Short immediately realised that the balloon business would be finished, but aircraft could be developed considerably, and so the three brothers set up Short Brothers Ltd in 1908, even before acquiring a Flyer. Horace took on the job of designing a glider for the Hon. C.S. Rolls based on the Flyer, and despatched Eustace to France again early in 1909 to make detailed drawings of the Flyer, as the Wrights had never documented their invention properly.

Short Brothers was then appointed the British agents for the Wright's designs, and from the drawings Shorts set up a small production line for these aircraft; the first line for the mass production of aircraft in the world. The company set up shop on a marshy area called Leysdown on the Isle of Sheppey in Kent, and expansion was rapid, by August there were already eighty employees, but the many dykes in the vicinity caused several landing accidents, and resulted in a move the following year to Eastchurch, not far away. Production of the Short-Wright Flyer and developments continued, and the manufacture of balloons also occupied the company for some years, and during this period the company earned a reputation for excellent workmanship, and an ability to meet difficult timescales.

Their abilities were noted, and when a massive increase in the buying of aircraft was triggered by the First World War the company was favoured with some interesting development and production contracts. The design department became especially known for their designs of float planes, and from this point onwards Shorts became the major producer of flying boats and sea planes until the early 1950's. Horace's engineering skills were very important in the design and development of many aspects of the new area of aviation, but his brothers also made important contributions to ensure that the company's aircraft were always well to the fore in innovation.

Even after the Armistice, when many of the new aircraft companies were struggling to maintain an existence in the absence of any orders, Short Brothers Ltd managed to diversify into building buses and other engineering products which kept them busy until the rearmament program which began in the mid 1930's.

However Horace never lived to see the success of the company in this period, he died suddenly in 1917 at only 45; who knows what major contributions he might have made if he had lived longer. As it was the company went on to produce the Empire flying boat, and its military relative the Sunderland. A larger version of the Empire boats had just begun flying when the Second World War began, and although they had transatlantic range the development of such aircraft took a back seat during the war period. After the war land planes had taken over the long distance routes, and flying boats were outmoded. Post war aircraft included much work on the Canberra, and the creation of the Belfast and Skyvan/Shorts 330/360 aircraft, but that's another 'Short' story.

There is a new terminal at Madrid Barajas Airport and it is due to open in the not too distant future; because of this and not knowing if there is likely to be any viewing facilities, a small group of us decided we had better make the trip there to top-up our Iberia and other Spanish carriers.

So on Monday 26<sup>th</sup> September 2005, I made my way down south to spend the evening with one of my travelling companions, Gareth Hughes ready for the off the very next morning.

We had a reasonably early start from Redhill in the rain catching the 05h40 train to Gatwick to check in for our easyJet flight to Madrid due to depart at 07h45. We met up with the next two of our travelling companions here, Ian Swain and Ron Valentine who had checked only a matter of minutes ahead of us. No problem with check-in and only a few minutes delay through security found checking the aircraft present in the dark. Sadly there was not a great deal of interest.

Our flight was in the hands of 319 G-EZNM and we departed the gate promptly and with little delay were airborne just after 08h00. A pleasant flight saw us landing at Madrid Barajas just after 11h00 local. As usual, we were on a remote stand and we had to taxi past all the parked aircraft only to have to pass them again on the bus to the terminal; it was tough but someone had to do it and so we were off to a flying start.

Passport control and customs presented no problem even for Gareth and we made our way to Terminal 2 where the national departures go from. It was here that we met up with the fifth member of our group, Malcolm Pimm who had arrived an hour earlier on the easyJet flight out of Luton. Here there are large windows with chairs and tables where you can watch the proceedings. Everything passes this point either on landing or when taxiing for take-off depending on where their stand is on the terminal and so virtually nothing is missed. In this area there is a bar and a couple of restaurants and we were able to find ourselves a table and chairs and so it was we settled ourselves down for a days spotting.

Photography is not a great problem but you have to be aware that the windows are dirty and smudged with lots of fingerprints; they have not been cleaned for a while so you may have to clean an area for your use.

You are not bothered by security as long as you do not cause a problem; they do appear from time to time but do not bother you. Plain clothed security staff appear when the El Al arrives and departs and to be honest they are not very subtle and again they leave you alone.

We were here for 2 nights and I had booked us into the 3\* Kris Cazadora Hotel which is only about a 10 minute walk from the terminal although there is a shuttle bus every 20 minutes as well. Gareth and I had stayed here on a previous visit but it was known then as the Diana Cazadora. It was often confused with a nearby hotel called the Tryp Diana but this is usually more expensive and although about the same distance from the terminal, you cannot walk it because you cannot easily cross the dual carriageway that separates it from the terminal complex.

For anyone who is interested, the details for our hotel are:-

Hotel Kris Cazadora  
Avda. De la Hispanidad, 12  
28042 MADRID  
Tel: 91 329 40 80  
Fax: 91 329 42 93  
Email: [kriscazadora@krishoteles.com](mailto:kriscazadora@krishoteles.com)  
Website: [www.krishoteles.com](http://www.krishoteles.com)

The cost is 80 Euros for a twin bedded room, breakfast was about 7 Euros and an evening meal (from the set menu) was 12.50 Euros. All prices are subject to 7% VAT.

So what can you expect to see? Well, let's start with the obvious: Iberia, Spanair, Iberworld, Air Pullmantur, Air Europa etc are about in great numbers and although you will not see all their fleet over 3 days, you will certainly see most of them. Air Nostrum are in and out all day with their CRJ, DH8 and ATR aircraft but they do get very repetitive after a while but you have to keep checking them in case they put a different one in. Lagun Air send a single SF3 in each day which day stops and leaves in the evening. Portugalia (F100 and EM4) and TAP (319 and 320) make several visits with the new Portuguese carrier 'White' in on some days with their A310. Quite a few national carriers have at least one flight a day and some like Lufthansa, Air France and British Airways have several. Some carriers like Air Algerie are NOT daily but perhaps have 2 or 3 flights a week.

My Air, Eurofly Windjet come in most days as well in the evening and even Hellas and NEOS put an appearance on one of the days.

Not much freight but FedEx have an A310 and UPS an A300 which day stop. Cygnus Air have their DC8's and they appear regularly. You can expect to see Swift Air EM2 and ATR as well as SWM and GA1 aircraft on the freight apron.

Other Spanish carriers like Vueling have one flight a day and we did not see any Futura or Volar but Hola had their 757 in on one day.

South American airlines are much in evidence, Santa Barbara of Venezuela D10, VARIG M11 and 767, Aeromexico 767, Avianca 767, Lloyd Aero Boliviano 767, Pluna 767, LAN Chile A340 arrive and depart, some are daily others less so but they do provide an interesting diversion to the norm.

To sum up, a nice place for a few days but 3 was certainly enough but what will happen to the 'viewing area' when the new terminal is open is anybody's guess. Make the most of it while you can!

- 1) The Committee will consist of a Treasurer, elected to that specific post by members present at the AGM, and up to seven other committee members elected by members present at the AGM. All nominees for committee positions must be explicitly proposed and seconded; including those retiring, but willing to stand for re-election.
- 2) Membership of the Society is by the invitation and approval of the Committee.
- 3) The Committee have the power to co-opt additional members to serve as extra members of the Committee as they deem necessary.
- 4) At least four members of the Committee must stand down each year and no Committee member can hold office for more than two years without re-election.
- 5) Rule changes and/or application to wind up the Society can only be made at an Extraordinary General Meeting or at an Annual General Meeting. Notification of these matters must have been given in the agenda for such a meeting, to be issued in writing, at least seven days in advance of the meeting.
- 6) The level of the annual membership fee will be suggested by the committee, and reviewed and approved by the members present at an AGM. The membership fee agreed at the AGM will become due immediately following that AGM, which will normally be held on the usual meeting night in June.
- 7) A quorum for a meeting shall consist of :- a) AGM or EGM - 25% of the total membership b) Committee - 50% of Committee members.
- 8) An Auditor will be appointed annually, and must sign the Financial Report prior to presentation to the AGM.
- 9) Other organisations may be affiliated to the Society as deemed appropriate by the Committee. Members of these organisations have the same rights as full members of T.V.A.S. except with regard to voting, in which the affiliated organisation will have one vote on behalf of its members.
- 10) Members must not commit any act which would bring disrepute to the Society. In particular, the name of the Society should not be used, except for official Society visits, to gain access to airfields or other establishments.
- 11) Members deemed by the committee to have abused the privileges of membership may be expelled at the discretion of the Committee.
- 12) Any member may call an EGM provided it is properly proposed and seconded, and supported in writing to the committee by at least 10% of the membership, including the proposer and seconder.

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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](http://www.aerosociety.com)

18/10/2005	The Schneider Trophy	By Derek James
08/11/2005	The Marketing and Operations of bmibaby	By David Hodge, Mktg Director bmibaby
22/11/2005	Engineering the Future with the Pilatus PC-21	By Bruno Cervia, Chief Engineer PC21 Programme
06/12/2005	Over 100 Years of Submarine Technology	By Tim Roberts, BAe Systems
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.

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### **A Day at the Seaside . . . . .**

Len Taft, along with other fellow members of the Chilwell & District Group of the Civil Service Pensioners Alliance, on Thursday 18<sup>th</sup> August 2005, were on a days coach outing for the annual seaside visit to Cleethorpes. A stop, en-route, for morning coffee was scheduled to be made at Gainsborough. However, the outings organiser Helen Hele (who attended our monthly meeting at the Bull & Swan in September 2001 with an illustrated talk on Boscombe Down) had discovered a location on the outskirts of Gainsborough called the Hemswell Crafts and Design Centre so the stop was made here. Whilst there, one of the members on the outing said he couldn't help feeling the buildings on the site had a military connection about them, either a former barracks or an airfield. By the time the coach was scheduled to leave for Cleethorpes it was discovered that the site had been the former RAF Hemswell airfield.

This former bomber base now forms the new village of Hemswell Cliff, and the technical site is used for a range of commercial purposes including what is probably the largest antiques centre in Europe.

Standing at the side of the road close by the original main gate is a memorial stone to 170 Squadron. This was dedicated in 1985. A joint memorial to all the Squadrons based at RAF Hemswell is sited in the corner of the former central parade ground on the station and this was dedicated in September 1995. The aviation links are maintained in many ways- road names on the site such as Lancaster Green and Canberra Crescent recall the aircraft types operated from the airfield as do the Lancaster Nursing Home and Blenheim House.

The Bomber County Aviation Museum is behind the former station HQ (now Gibson House) and offers visitors both indoor and outdoor exhibits (some aircraft including a Lightning and a Canberra were spotted by members on the coach as it made its way to the car/coach park).

The museum is normally open on Sundays and also on special open days. Admission is free. Telephone: 01469 518416 / 01472 371042

In nearby Harpswell, the village church (St.Chad) has a roll of honour to personnel from RAF Hemswell and RAF graves in the churchyard.

Having enjoyed a coffee in the café at the Crafts & Design Centre, Len visited the Crafts Centre. In the entrance hall were three tables related to the areas Tourist Information Office on which was a variety of information leaflets with some relating to various aspects of aviation – more details from Len.

# The 2005 TVAS Photo Competition

19<sup>TH</sup> DECEMBER 2005

FOR THOSE ENTERING SLIDES

The new "Air Trans Trophy" will be awarded for . . . . .

## Best Slide ~ Civil or Military

Each entrant will be allowed to submit up to 10 slides .

Slides can be new or old - 1960 or 2005 - just one condition, the slide must NOT have been submitted in a TVAS photo competition before.

The voting system will be the same as last year and, in the event of a tie for first place, there will be a re-vote on the two slides involved.

All slides should be submitted on the night.

FOR THOSE ENTERING DIGITAL IMAGES

There will be just two categories, each with its own winner's shield . . . . .

## 1. Civil      2. Military

Each entrant will be allowed to submit up to 10 images in any combination (for instance 5 in each ; 7 in one + 3 in the other or even 10 in one !!) but don't feel obliged to enter the maximum 10 - we would rather see more members entering than insist on 10 images from everyone.

Just one condition - the image must have been taken in the 12 months prior to 19<sup>th</sup> December 2005.

The voting system will be the same as last year and, in the event of a tie for first place, there will be a re-vote on the two images involved.

All digital images should either be submitted in advance by email to [tvasphotos@egnx.co.uk](mailto:tvasphotos@egnx.co.uk) or be submitted on the night on a CD.

The size of the digital image should ideally be 1024 x 768 pixels.  
Images of less than 800 pixels width will not be accepted.

On previous occasions people have entered "military" aircraft types in the "civil" category. This is up to the photographer - if it is a military type with a civil registration visible then it can be entered into either category. However, any 100% civil or military subjects entered in the wrong category will be disqualified.

The Chairman's decision will be final in any case of dispute.

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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 - [tvas@egnx.co.uk](mailto:tvas@egnx.co.uk)

The Committee - contact names and numbers.

Chairman.....GRAHAM ROUSE	Tel : (Home) 0116 284 8195	Treasurer.....CHRIS FARMER	Tel : (Home) 0115 973 5764
Secretary.....DAVE GREYTON	0115 925 1247	Events / Trips.....ROY CARR	01509 673375
Flyers.....LEN TAFT	0115 972 1846	Newsletter.....BILL BLANCHARD	01332 814473
Member.....ANDY MARTIN	0115 928 1764	Member.....IAN SANT	01332 721927