

# Trent Valley Trent Valley Aviation Society

Newsletter . . . . . October 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 50p, 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](http://www.tvas.info)

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

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

### MON 20<sup>th</sup> 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 80<sup>th</sup> anniversary of its formation. This meeting was postponed from 2005 due to the speaker being unwell.

### MON 18<sup>th</sup> 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 15<sup>th</sup> 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 appeared in the July newsletter and are also on the website.

### MON 19<sup>th</sup> FEBRUARY 2007

**Guest Speaker**    **MICK BAJCAR** - Mick returns by popular demand to entertain us with another evening of images from exotic locations narrated in his usual fascinating style with amusing supporting stories and tales.

### MON 19<sup>th</sup> MARCH 2007

**Guest Speakers**    Pt.1 - **DICK MILNE** ; Pt.2 - **IAN SANT** - a talk from biz-jet aficionado Dick Milne followed by Ian who will be talking about a recent enthusiasts trip to India.

### MON 16<sup>th</sup> APRIL 2007

**Guest Speaker**    **RICHARD HAMBLIN** will give us an illustrated talk on a subject to be confirmed nearer the date.

### MON 21<sup>st</sup> MAY 2007

**TBA**                    To be advised.

### MON 18<sup>th</sup> JUNE 2007

**AGM**                    The Society's Annual General Meeting - details on the previous years finances and your chance to have your say in how the Society's run.

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

*No trips or visits currently planned. More info on [www.tvas.info](http://www.tvas.info)*

## TVAS Hits Europe

“27/28 May: Douglas DC-3 Fly-in, Lelystad, Netherlands” it said in one of the air show guides. A DC-3 fly-in on a bank holiday weekend? Too good to be true I thought, especially as flights from Nottingham East Midlands Airport to Amsterdam are fairly easy to come by. Spurred on by the thought of masses of Twin Wasp’s rumbling in the sunshine, investigation continued. Of course, bmiBaby conspired to make things difficult – flights to Amsterdam on a holiday weekend weren’t the cheap prospect we envisaged, but a bit of lateral thinking soon revealed that Cologne wasn’t too long a drive from Lelystad and that easyJet could offer very agreeably priced flights on the appointed dates. As so the recruitment began. In short order, with Bill, Richard R and Roy “on board”, we had the basis of a plan and a reasonable number for both car and room sharing.

And so it was on the evening of Thursday 25<sup>th</sup> May, four TVAS members were lurking in the departure lounge at EMA, having a drink whilst waiting for easyJet A319 G-EZEP to convey us to Cologne. An hour and a half later, we were in Germany, hiking up to the viewing deck to get a glimpse of the many freighters that inhabit CGN at night, as well as a number of Hapag-Lloyd Express 737s and German Wings A319s. With most things logged and the viewing deck closing at 22:00, it was off to the airport Horrible Inn, sorry Holiday Inn (actually its quite nice!), for a beer, a bit of planning for Friday’s activities, and some sleep.

Friday dawned grey but dry, and after a quick bite to eat our transport for the next four days – a Volkswagen Touran – was secured from Hertz and heading towards Frankfurt Airport, which was some hour and a half away. As some of you will know, the viewing decks at Frankfurt are now closed, so after a drive around the field we parked up near the end of the runways and walked to the perimeter. A few snaps followed, and for the number crunchers I’d guess the highlight was a Shanghai Airlines MD-11F which snook in and out between all the usual Frankfurt suspects. Richard and Roy, the number collectors, seemed to be happy with their ever increasing haul. However, by 13:00 the grey had turned damp and then wet, and with interest proportional to dryness we all made a decision to move on to the two well known aviation museums at Sinsheim and Speyer, both around an hour south of Frankfurt and less than half an hour apart.

For those not familiar with the museum, the “Auto Und Technik Museum” in Sinsheim is a car and aeroplane museum located in the middle of small town – how they got the aeroplanes there, I don’t know! Highlights of the collection are Air France Concorde F-BVFB and Aeroflot Tupolev TU-144 CCCP-77112 both on the roof of one of the buildings, plus CSA IL-18 OK-PAI, an Air Inter Viscount, A Bulgarian IL-14, a Malev TU-134, a German Air Force Canberra, a French Security Civile Canadair CL-215, a Pembroke, etc., etc... And yes, ALL in the middle of a German town! We got a bit wet walking around the outside exhibits, but at least there was more shelter than there would have been at Frankfurt, and one of our party saw his first ever TU-144 “Concordski”!

Next stop was another museum Speyer, about half an



hour’s drive away. At least this one is next to a small airport, but the airport isn’t really big enough to have allowed most the exhibits to fly in. Amongst a lot of ex-military flying hardware and a large collection of cars, to be found at Speyer are Lufthansa 747-200 D-ABYM, an Antonov AN-22 (yes, that big four engine counter rotating prop job!), Air France DC-3 F-BFGX, Dassault Mercure F-BTTB, an East German Air Force AN-26, a Nord Noratlas, another French CL-215, an Indian Air Force Mig-21 and my favourite – a Cimber Air VFW-614! And the rain had stopped too! Duly satisfied, we drove the hour back to Frankfurt where it was still raining, and after the number collectors got a few more entries in their books we returned to the Holiday Inn in Cologne for an evening meal and a few more beers. End of day one!

Day two, Saturday – more dull! After breakfast we bade farewell to the Cologne Airport Holiday Inn, and set off for Lelystad in the Netherlands, some two and a half hours away.



The weather Gods were not smiling – as we drove into the Netherlands even the sails on the windmills were obscured by low clouds and for a time we seriously considered just spending the day spotting at Schipol where we knew there'd still be some flying, rather than at the DC-3 fly-in, hoping that Sunday might be a better day for the Big Dougs. A slight brightening near Amsterdam encouraged us to go to Lelystad for the DC-3 fly-in, and we arrived around lunchtime. Already present were DC-3s LN-WND of "Dakota Norway", SE-CFP of Scandinavian Airlines, OY-BPB/K-682 of "DC-3 Vennerne", and Lisunov Li-2 HA-LIX of the "Goldtimer Foundation". Added to this were the Dutch National Aviation Museum's own preserved DC-3s PH-ALR and PH-TCB, preserved DC-2 PH-AJU, Constellation N749VR in KLM colours which is soon to fly again, and a preserved Douglas DC-4 and AN-2. After being ushered into the Press tent, myself and Bill found out that DC-3 N473DC "Drag Em Oout" from Liverpool was still at Schipol, stuck on the ground as a result of the weather, and that Finnair DC-3 OH-LCH was "on the way". It was still dull but not raining, and after an hour or so of hospitality in the press tent we were taken out to the edge of the runway to photograph the Finnair DC-3 landing, and to catch pictures of a fly-by from four of

the airworthy DC-3s present. The Dutch National Aviation Museum at Lelystad also has a KLM 747-200SUD, a Fokker 50, and a number of other exhibits that make a visit at anytime worthwhile. At the end of the day's proceedings, we retired to our hotel about half an hour away at Schipol. The day hadn't been a washout – dull sure, but at least we'd seen a few nice Dougs!

I think Richard was a bit overwhelmed with the hotel at Schipol – the Sofitel Dorint is near the maintenance area and is a VERY nice hotel – as he ended up liberating the slippers, the pens, and most other things in his room that weren't chained down! Even the bar was good, with some pleasant food and beer, although the live jazz band was probably a little too loud to encourage easy conversation.

And so we came to Sunday, which was to be our day at Schipol. Schipol did not disappoint – plenty of action, some interesting aeroplanes, a mixture of sunshine and clouds, and having access to a car meant we could spend the day at the side of the various runways getting some nice pictures of the arrivals and departures.

Most of you will know AMS, so there's no point in detailing all of the air traffic, but highlights probably included the Transavia 737-800 newly delivered in SpiceJet colours, DC-3 N473DC from Liverpool that eventually departed for Lelystad, a very new Malaysia Airlines 747-400F, a very shiny JAL 747-400F, some slightly unusual (to British eyes) carriers like Vueling A320s, and of course lots and lots of KLM, Martinair and Transavia! The number crunchers amongst us seemed happy too! Late on in the day, we set off for the planned two hour drive back to Germany (which ended up taking nearer three hours due to roadwork), destined for out last night at the Dusseldorf Airport Holiday Inn.



Wined (or more correctly beered!), dined and rested, our last day on Monday was to be at one of the best airports in Germany for spotting – Dusseldorf. DUS has two great open air



observation decks, one on the roof of one of the piers, and the other on the roof of the railway station! A ticket buys entry to both, and you can swap between them on the airport monorail (which was closed for repairs the day we were there!). We chose to start at the railway station observation deck, and in the event remained there all day. Its hard to think of a better spot for watching aeroplanes – some comfortable seating (outside, and inside in case it rains, which it did!), and a view overlooking the holding point and touchdown point for the two runways is pretty idea, especially as food and drink could be obtained immediately downstairs. DUS is busy all day and highlights of our last day on the continent included Nigerian Learjet 5N-AOC, Aeroflot TU-154 RA-85649 looking great in the airline's new colours, a Carpatair Saab 2000 YR-SBH, several Corendon and Sky Airlines 737s from Turkey, Mahan Air A320 EP-MHJ, and lots of LTU A320s and A330s, and flyDBA 737s and Fokker 100s with "Willkommen Zum Fussball" logos on them – signs of the World Cup to come.

And so it was we set off on the half hour drive back to Cologne, giving us one last chance on the viewing deck there to catch the many freighters (UPS MD-11s and 767s, Star Air 767s, etc), Hapag

Lloyd Express 737s and German Wings Airbus, before we checked in for our easyJet flight back to Nottingham East Midlands Airport – which was to be on G-EZEP again!

I hope you enjoyed the story of our trip to Europe – I think the four of us enjoyed the trip itself!

"TVAS-tours" is already considering options for a trip in 2007, Geneva and Zurich (Geneva from EMA on easyJet, then train or car to Zurich) being one option. Want to come along? Well as long as we can keep the numbers in multiples of four to make car hire costs easier to share, there's no reason why there shouldn't be a few more of us next time around.

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## SINCE THE LAST NEWSLETTER .....

**Membership: 07/06/2006 = 60**

- July:** Planned as a "mixed bag of slides and images from the Committee" this meeting transferred to an evening out at the Aeropark at the last minute as the Village Hall was unusable due to a new floor surface having been put down earlier in the day. Work had progressed quicker than anticipated and, whilst the small room was available, the fumes from the new surface were unbearable so at the last minute we all decamped to the Aeropark as it was a lovely sunny warm evening. We have been credited for non-use of the Hall. **21 members/visitors attended**
- Aug:** **STEVE GENSLER** showed another batch of slides from the Charles Waterfall collection with a fascinating mix of aircraft types taken in the late 50's, 1960's and 1970's. This was followed by a rare showing of a documentary by the BBC on the British Midland Argonaut crash in Stockport as the aircraft was on finals for Manchester. A fascinating evening and many thanks to Steve for putting it together for us. **39 members attended**
- Sept:** **HILARY BARTON** from Rolls Royce presented an illustrated talk on the development of the Trent engine family with particular reference to the Trent 900 for the A380. The talk focussed on how the Trent family of engines has developed and the innovative new ideas that are being incorporated into RR engines to improve efficiency and environmental impact. Many thanks to **LEN TAFT** for writing to Hilary and getting her to talk to us. **28 members attended**

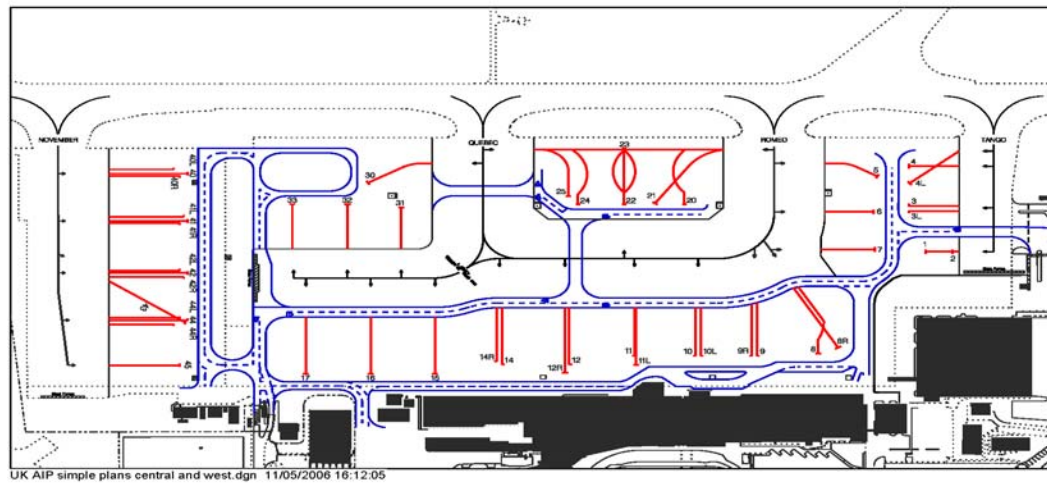
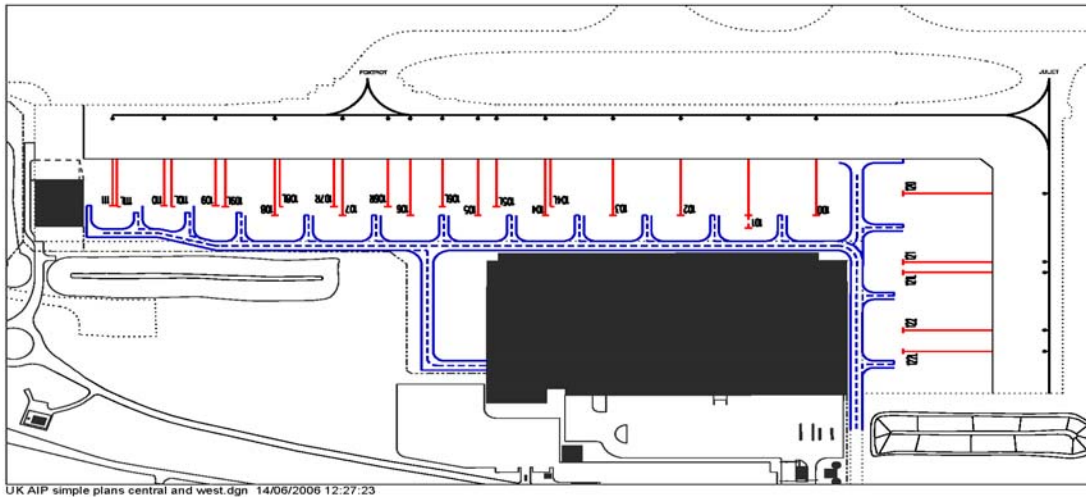
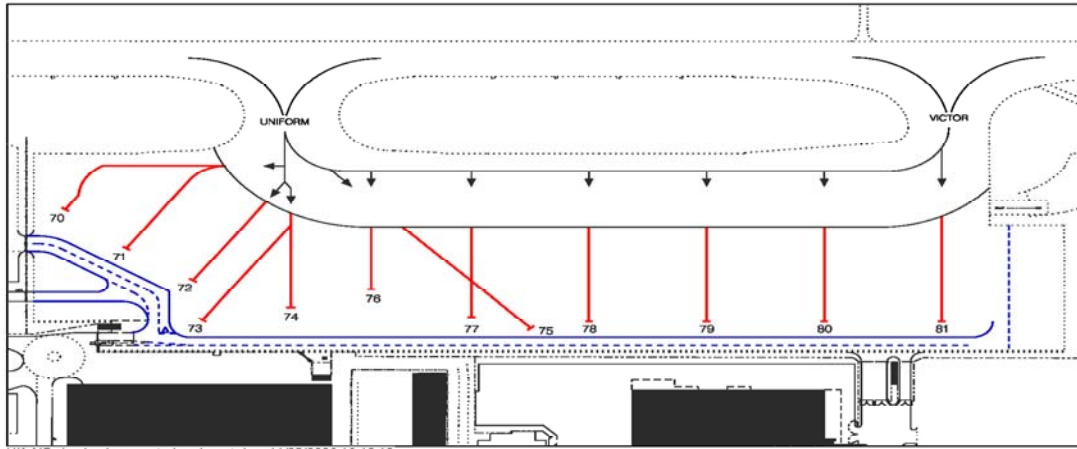
## RAeS Loughborough

There are some interesting lectures coming up in the next few months . . .

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|------------------|--|
| October 24 2006  | AEW Nimrod and Vulcan Tanker – development and demise of the Nimrod AEW, hurried mods to the Nimrod MR2 and the making of the Vulcan tanker. |
| November 07 2006 | Training pilots to fly the Shuttleworth Collection of Aircraft   |
| November 21 2006 | Operating the RAF C-17 Globemaster III   |
| December 05 2006 | The Airbus A380 – Realising the Dream  |
| January 23 2007  | Micro Air Vehicles – an overview of emerging technologies and their potential applications   |
| February 13 2007 | The Trent 1000 – Power for the Boeing 787  |
| February 27 2007 | Aerospace and the Environment – designing aircraft and engines that are both cleaner and quieter   |
| March (date tba) | Development and Certification of the Eclipse 500 new light business jet  |
| May 01 2007      | AGM followed by The Story and Development of VTOL Aircraft by John Farley (an excellent speaker)   |

All meetings commence at 7:30pm and are held in Room U020, Brockington Building, Loughborough University.

A request has been received for the latest apron stand layout plans for NEMA so here they are . .



Here is the NEMA winter flight programme – just the more interesting flights are shown – a full programme can be found on the TVAS website. Based aircraft this winter are the Eastern Jetstream 41 ; 2 x TUI B757s ; a MYT A320 ; a TCX B757 and a FCA A321 in addition to the 3 x easyJet A319s, 2 x Ryanair B737-800s and the 5 x bmibaby B737s. New for this winter are the BA Connect A320 schedule using a GibAir A320 and MYT to Mombasa using a B767 MAN>EMA>MBA>EMA>MAN. The Viking MD80 is also quite busy during the winter season.

	Scheduled Time	Flight Number	Airline	Aircraft Type	Route	Start Date	End Date	M	T	W	T	F	S	S
Arr	12:00	AEU	Astraeus	B737	CMF	23/12/2006	24/03/2007						■	
Dep	13:00	AEU	Astraeus	B737	CMF	23/12/2006	24/03/2007						■	
Arr	06:45	AEU 531P	Astraeus	B737	MAN	03/11/2006	24/03/2007					■		
Dep	08:00	AEU 531	Astraeus	B737	BJL	03/11/2006	24/03/2007					■		
Arr	22:45	AEU 532	Astraeus	B737	BJL	10/11/2006	24/03/2007					■		
Dep	00:05	AEU 532P	Astraeus	B737	BRS	04/11/2006	24/03/2007						■	
Arr	13:25	BGH	BH Air	A320	PDV	23/12/2006	24/03/2007						■	
Dep	14:25	BGH	BH Air	A320	PDV	23/12/2006	24/03/2007						■	
Dep	14:50	BA6816	British Airways	A320	TFS	29/10/2006	24/03/2007	■						
Dep	14:50	BA6816	British Airways	A320	TFS	29/10/2006	24/03/2007					■		
Dep	14:50	BA6816	British Airways	A320	TFS	29/10/2006	24/03/2007						■	
Arr	13:50	BA6817	British Airways	A320	TFS	29/10/2006	24/03/2007	■						
Arr	13:50	BA6817	British Airways	A320	TFS	29/10/2006	24/03/2007					■		
Arr	13:50	BA6817	British Airways	A320	TFS	29/10/2006	24/03/2007						■	
Dep	10:00	VIK 512	Excel	MD83	ACE	18/12/2006	01/01/2007	■						
Dep	10:00	VIK 512	Excel	MD83	ACE	05/02/2007	24/03/2007	■						
Arr	19:10	VIK 513	Excel	MD83	ACE	18/12/2006	01/01/2007	■						
Arr	19:10	VIK 513	Excel	MD83	ACE	05/02/2007	24/03/2007	■						
Dep	10:00	VIK 522	Excel	MD83	TFS	19/12/2006	02/01/2007		■					
Dep	10:00	VIK 522	Excel	MD83	TFS	06/02/2007	24/03/2007		■					
Arr	19:20	VIK 523	Excel	MD83	TFS	19/12/2006	02/01/2007		■					
Arr	19:20	VIK 523	Excel	MD83	TFS	06/02/2007	24/03/2007		■					
Dep	10:00	VIK 532	Excel	MD83	FUE	20/12/2006	03/01/2007			■				
Dep	10:00	VIK 532	Excel	MD83	FUE	07/02/2007	24/03/2007			■				
Arr	19:10	VIK 533	Excel	MD83	FUE	20/12/2006	03/01/2007			■				
Arr	19:10	VIK 533	Excel	MD83	FUE	07/02/2007	24/03/2007			■				
Dep	10:00	VIK 542	Excel	MD83	ACE	02/11/2006	24/03/2007				■			
Arr	19:10	VIK 543	Excel	MD83	ACE	02/11/2006	24/03/2007				■			
Dep	10:00	VIK 552	Excel	MD83	TFS	03/11/2006	24/03/2007					■		
Arr	19:20	VIK 553	Excel	MD83	TFS	03/11/2006	24/03/2007					■		
Dep	10:00	VIK 562	Excel	MD83	LPA	23/12/2006	06/01/2007						■	
Dep	10:00	VIK 562	Excel	MD83	LPA	10/02/2007	10/03/2007						■	
Arr	19:20	VIK 563	Excel	MD83	LPA	23/12/2006	06/01/2007						■	
Arr	19:20	VIK 563	Excel	MD83	LPA	10/02/2007	10/03/2007						■	
Dep	12:00	FCA 032	FirstChoice	B767	SFB	06/02/2007	06/02/2007		■					
Dep	12:00	FCA 032	FirstChoice	B767	SFB	20/02/2007	20/02/2007		■					
Dep	12:00	FCA 032	FirstChoice	B767	SFB	06/03/2007	06/03/2007		■					
Arr	07:55	FCA 033	FirstChoice	B767	SFB	21/02/2007	21/02/2007			■				
Arr	07:55	FCA 033	FirstChoice	B767	SFB	07/03/2007	07/03/2007			■				
Arr	07:55	FCA 033	FirstChoice	B767	SFB	21/03/2007	21/03/2007			■				
Dep	12:00	FCA 094	FirstChoice	B767	CUN	05/02/2007	05/02/2007	■						
Dep	12:00	FCA 094	FirstChoice	B767	CUN	19/02/2007	19/02/2007	■						
Dep	12:00	FCA 094	FirstChoice	B767	CUN	05/03/2007	05/03/2007	■						
Dep	12:00	FCA 094	FirstChoice	B767	CUN	19/03/2007	19/03/2007	■						
Arr	10:00	FCA 095	FirstChoice	B767	CUN	06/02/2007	06/02/2007		■					
Arr	10:00	FCA 095	FirstChoice	B767	CUN	20/02/2007	20/02/2007		■					
Arr	10:00	FCA 095	FirstChoice	B767	CUN	06/03/2007	06/03/2007		■					
Arr	10:00	FCA 095	FirstChoice	B767	CUN	20/03/2007	20/03/2007		■					
Arr	20:30	MYT	My Travel	B767	MBA	14/03/2007	21/03/2007			■				
Arr	23:30	MYT	My Travel	B767	MAN	13/03/2007	20/03/2007		■					
Dep	00:30	MYT	My Travel	B767	MBA	14/03/2007	21/03/2007			■				
Dep	21:30	MYT	My Travel	B767	MAN	14/03/2007	21/03/2007			■				

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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](mailto:editor@tvas.info)

The Committee - contact names and numbers.

	<b>Tel : (Home)</b>		<b>Tel : (Home)</b>
Chairman.....GRAHAM ROUSE	0116 284 8195	Treasurer.....CHRIS FARMER	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
Webmaster.....ANDY MARTIN	0115 928 1764	Member.....IAN SANT	01332 721927