

# TVAS News

The Voice of the Trent Valley Aviation Society

Winter 2009/10

## Remembering Len

Welcome to 2010. At TVAS, we all hope that you and your families have all had a peaceful Christmas, and that you will have a prosperous year in 2010.

The society was honoured to be bequeathed a number of aviation books from Len Taft's estate. Considering how best we could remember Len, it has been decided that we should acquire another competition trophy – the "Len Taft Memorial Shield". A prize draw was held at the December meeting, which allowed members present to acquire some of Len's books, and raised money for the new trophy. Thanks to those who participated.

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### Since the last newsletter... What's happened at TVAS recently?

#### October

The best laid plans of mice and men don't always work out, and a technology failing meant that we were unable to stage the "how to do digital photos" item planned for the meeting. Sorry for that. Chris Farmer did however fill in the entire evening with a wide variety of images from his collection

#### November

Sadly the newsletter editor was enjoying the Nevada warmth during this meeting, but I gather that Mike Snowden again gave us an excellent selection of fascinating pictures from his travels, concentrating particularly on past NATO Tiger Meets. Enjoyed by all who attended I gather, so our thanks go to Mike again!

#### December

The traditional buffet and quiz were the primary constituents of our final meeting of 2009. Our grateful thanks go to Mrs Sant again for preparing an excellent buffet. Our Christmas quiz was this year posed by Dave Gretton, and managed to expose the lesser and/or greater aviation knowledge of the members present. Thanks Dave

## Society Diary: TVAS dates for 2010

**Monday 18<sup>th</sup> January**

**Annual photographic competition** – digital military, digital civil, slides, and a new trophy for those who haven't entered before – the choice is yours. Maximum of ten entries per member please! e-mail digital to us prior to the event if you wish

**Monday 15<sup>th</sup> February**

**Chris Salter** – Slide show including the Shackleton aircraft sales at Coventry in the 1960s, and much more

**Monday 15<sup>th</sup> March**

**To be confirmed** – notification nearer the date

**Monday 19<sup>th</sup> April**

**To be confirmed** – notification nearer the date

**Monday 17<sup>th</sup> May**

**Andy Martin** – 2009 travels around the USA: including EAA Air Venture at Oshkosh, Aviation Nation 2009 at Nellis

**Monday 15<sup>th</sup> June**

**Annual General Meeting**

**Saturday 27<sup>th</sup> July**

**\*\*\* TRIP \*\*\* BAe Warton:** society visit to the BAe production lines (Typhoon, etc) at Warton. Please let Roy Carr know if you would like to join this visit

Meeting subjects will be announced nearer the date, either by flyer posted or e-mailed to you. For further details, the society's website at <http://www.tvas.info> is also regularly updated with events.

**Meetings take place in Diseworth Village Hall on the 3<sup>rd</sup> Monday of every month, except where marked (\*\*\*). Doors open at 19:30 for refreshments and a prompt (-ish!) 19:45 start**

Once more, I am indebted to Ian Sant for sharing a story from his recent travels with us. This time, Ian has been to China, a country which the editor can confirm is a fascinating place to go to look at aeroplanes – its just a shame that they eat rice for breakfast, lunch and dinner! So without further ado, I'll let Ian tell the story!

### Ian in China

It was in November 2008 that I saw the announcement in 'Winged Words', the monthly magazine of The (Manchester) Aviation Society, for a planned spotting trip to China in September 2009. This was later to receive the title 'The China Syndrome'. Had I known now what 2009 had in store, I may well not have sent off my deposit, but send it off I did and confirmation was received that I had a place. Why might I not have booked if I had known what 2009 had store? Well firstly, I was later to discover that my wife and I would go to Africa for 3½ weeks from the end of July until well in to August, then only be home for 3 weeks before embarking on the China trip. The other thing that happened was that I discovered I was to become a grandfather for the first time and that the baby was due on 15<sup>th</sup> September, 3 days after I was to leave for China. I am pleased to say that our granddaughter (named Abigail) was kind enough to wait until I returned before gracing us with her presence!

Anyway, enough waffle and on with what we did.

An unusual start on **Saturday 12<sup>th</sup> September 2009** saw me drive to Tutbury and Hatton station, my wife going to her parents in Cheshire. So having put her on the Crewe bound train, I caught the train in the opposite direction back to Derby; then Birmingham New Street and onwards to Birmingham Airport. Check in was simple and straightforward so it was not long before I was looking to see what was visiting. Had I been there a little earlier, I would have caught the Turkmenistan 737 on its delivery but it had gone by the time I got there but I was fortunate to see a DHC6 Twin Otter on the Elmdon apron, registered C-GBVE in Air Maldives colours. Also present were a couple of FlyBe DHC8's G-FLBA and B. Not much else though other than A6-EBH, a 777 which was to take me to Dubai where I arrived a little after midnight local time on **Sunday 13<sup>th</sup> September 2009**. 3 hours in Dubai and I potted a few oddments including 777 D2-TED Angola, 9V-SYJ Singapore, 321 TC-JMK Turkish plus 4 FlyDubai 737's (A to D) and my last Austrian 767 OE-LAZ. I got talking to spotter who was on his way to the UK and gradually more spotters arrived from Manchester and London. Not only our trip members were assembling but also those from Aeroprints who were doing a similar but not identical tour to us.

Departure to Beijing was on board Emirates 777 A6-EWE and this got us in about an hour earlier than scheduled at a little after 14h00. Immigration formalities took very little time and we were soon met by Mr Wang who was to be our guide during our time in China. Our bus was waiting and we travelled the short distance to 'the

mound' for a couple or so hours spotting. Beijing Capital has 3 runways and the mound is situated adjacent to the centre runway. On a good day you can see everything on this centre runway and also monitor some of the departures or arrivals on the other two. The one thing that is for certain is that you cannot get everything. As you would expect, the local airlines dominate, Air China, China Southern and China Eastern to name but 3 but it is also a major international airport with many carriers from Europe, Middle East, Far East and Southern Hemisphere putting in an appearance.

I do not intend to give a list of registrations here but any visitors to Beijing will not be disappointed by what is potentially on offer. I say potentially because there are problems! You may well recall the Olympic Games held here last year and the problems of poor visibility (sometimes referred to as fog or smog), well **Sunday 14<sup>th</sup> September** was a pretty good day once the visibility improved. **Monday 15<sup>th</sup> September** was fabulous and we were able to see the mountains in the distance for the first time. It was the following day, **Tuesday 16<sup>th</sup> September** which provided the contrast. We got to the 'mound' just after 08h00 and because of the poor visibility, we did not log our first aircraft until after 13h00 which is when visibility began to improve. For the record, this was the day when just over half the group were to visit the Museum at Datangshan. Unfortunately, it was closed as preparations were well in hand to celebrate 70 years since the cultural revolution. I know this proved a real disappointment to some of them although they did manage to visit the Great Wall of China, which I think is a must when visiting this part of the world.

**Wednesday 17<sup>th</sup> September** saw us check out of the Beijing Capital Sino-Swiss Hotel, board our coach for the short journey to the China Aviation Museum, which is a fairly new set of exhibits housing LI-2 324, an unmarked C-46 (presumably from Datangshan), IL-14 B-4208, another unmarked LI-2, Airbus A310 B-2301, AN-2 B-8404, Trident B-2207 (which is false registration and this had been previously displayed outside the Military Museum), Trinidad's B-8928 and B-8903, BAe146 B-2701, an unmarked AN-2 plus Y-7's B-3471 and B-3456. The museum itself was not actually open but all the exhibits could be seen from the road outside.

We then proceeded to Tianjin which took a couple of hours or so on the bus. Our first stop was in the City centre to see the IL-14 that is exhibited there. It was then on to the Civil Aviation Training College at the airport itself. I had been here in 2005 and most of the exhibits were largely the same although improvements had been carried out to the site with hard standing for the 'exhibits'. Recent additions had been FedEx 727 N219FE and B-2136 an MD80.

There is a brand new terminal at Tianjin and certainly there are more movements now than there was 4 years ago. Tianjin Airlines is the new name of Okay Airways and there were a number of their aircraft present along with examples of most other Chinese airlines. Once airside, spotting was easy through the large windows,

although, in fairness, it is not the busiest of airports but interesting enough.

Something a little bit different here was MA-60 B-3710 of Tianjin Airlines at the terminal and also Tu204 B-2871 of Air China Cargo sitting on the cargo ramp. It made a nice change from the normal Boeing and Airbus aircraft that you get used to seeing. Also seen were a number of Dornier 328Jet, Embraer RJs and Canadair RJ aircraft, which is reasonable when you consider that Tianjin is a smaller airport than many (although the city of Tianjin is actually quite large and I suppose this is why the airport is developing services quite rapidly).

From the terminal, in the distance it is possible to see the Chinese Airbus narrow-body final assembly facility, complete with its own runway. Sitting outside this facility was a Deer Air A319 some of the group said it was B-6400/B-502L but there was no confirmation of this and furthermore, it was reportedly delivered in July 2009.

Our next port of call was Shanghai and our Air China flight was in the hands of 737-800 B-5196 bound for Shanghai Hongqiao, unfortunately arriving after dark so not much entered the log but we did get a taster of how busy it could be. After collecting our bags our coach was waiting for and it whisked us off to our hotel which was in the City Centre.

**Thursday 18<sup>th</sup> September** and we were to spend the day at the other Shanghai airport, Pudong. Much more modern than Hongqiao, plans were to spot from the adjacent fish farm – yes, you read it right, fish farm! Unfortunately, no one had told the airport controllers we were there because, with them having two parallel runways, one either side of the terminal (a la Heathrow), they were landing on the other runway which was too far away to read off. We were taken to the airport and as luck would have it (and I think it was luck!) we found an area with airport roads but no buildings. Our guides obtained permission for us to stay there and spotting continued by getting aircraft as they landed and departures from an SBS box. This arrangement was fine for a while until they changed ends. Departures were then on the far runway and mostly readable but arrivals were on the runway we were next to but we were at the wrong end. Again, the SBS box came to the rescue and for those happy to take registrations in this way, all was well. For others though, it was a disappointment as they needed to read the registrations for themselves.

Aircraft were very similar to Beijing, most Chinese carriers come in and many Asian carriers come and go. Bits and pieces from Europe included an Air France 777F F-GUOB, Lufthansa A340-600 D-AIHO. Also noted were Qantas A330 VH-EBG and Air Canada 777 C-FIVM, so a nice log was compiled through the day. Of note here was B-6587, a Chinese built A320 which had only been delivered two days earlier. I think may have been the first Chinese built example that we logged.

**Friday 19<sup>th</sup> September:** The first visit today was to the Shanghai Aviation Museum to see the DC-8 JA8048 (which had an accident at Shanghai Hongqiao on 17<sup>th</sup> September 1982). A nice pot this, it is a very rare

occurrence to see a DC-8 these days let alone 'pot' one. IL-14 652 is also here along with number of other exhibits, mainly military fixed wing and helicopters.

That done, and it didn't take long, it was off to Shanghai Hongqiao for the day. A number of rooms had been booked at the airport hotel called the Hong Gang. Each room had between 6 and 8 people in it, and with the windows sliding open and views of the main apron and single runway, a very pleasant day with of comfort and nice facilities. Some nice photographs were to be had too since the aircraft were close and it was just a question of looking through the window. Non Chinese noted were Air Macao A300 B-MAS (a freighter), JAL 767 JA617A, Asiana A321 HL7763 and Korean 737-900 HL7716. There were one or two others but with not needing them, I did not log them. One observation I would make was the number of 700 series Boeing 737's we saw here. There are many 800 series in China and these predominate at most places but at Hongqiao and other provincial airports there were good number of the smaller series.

Our evening flight was to Guangzhou and this was aboard China Southern 757 B-2859. As you would expect, it was dark when we arrived so very little to report.

**Saturday 20<sup>th</sup> September** saw us leave our City hotel and head out; first call was a distant look at the old airport where, just visible in the trees were Tridents B-2216 and B-2217, IL-14 611 and Y-5 8149.

Next stop was the Guangzhou Technical School which housed Trident B-2219, Y-7s B-3457, B-3468, B-3486, B-3488, MD80 B-2142, Mil-8s B-20215 and B-20216, plus a few military fighters.

To the terminal and we were issued with airside passes and after security checks taken to a spot adjacent to one of the runways. Quite a gruelling day this as there was no shade but we were provided with water. Aircraft were landing and taking off from both of the runways and so SBS came in useful again. Part way through the day, they changed ends and so did we.

Usual stuff again although by now, some of the gaps were beginning to close and we logged more numbers. Eva sent A330 B-16308, Air Asia A320 9M-AFI, Tiger A320 9V-TAD broke the monotony of the Chinese airlines, as did JAL 738 JA303J, JA310J, 767 JA609J, JA632J, Vietnam A320 VN-A304 and particularly nice was Batavia A320 PK-VYF.

**Sunday 21<sup>st</sup> September** and we boarded our bus for the journey to Shenzhen. We were to spend most of the day here before crossing the border into Hong Kong. Shenzhen is a smaller airport than any of the others we visited but interesting and a steady stream over movements. We had permission to use the roof of a building which gave views over the terminal and the single runway. As you would expect, Shenzhen Airlines are based here but they do not really dominate the movements as again, most Chinese airlines visit. Not a great deal of non-Chinese though, I only noted Air Asia A320 9M-AHC and 9M-AHT, Asiana A321 HL7723 with Agusta Westland AW.139 B-

MHJ operating to and from Macao. At 4 o'clock in the afternoon the heaven's opened and we received a tremendous thunderstorm which sent us for cover. Fortunately it did not last long and was the only real rain we saw on the trip.

By 5 o'clock it was time to board the bus for the crossing to Hong Kong. The formalities did not take long and there 2 buses were waiting for us on the other side to whisk us to the airport and the Regal hotel which is at Hong Kong airport. We had 3 days in Hong Kong before returning to Dubai where a couple of days were spent on the roof of the Sheraton Diera.

My thanks to TAS for allowing the trip to take place and to Les and Jim for organising what was a very nice trip which I am still enjoying as I mark up the log.

**Ian Sant**

**EDITORS NOTE:** Ian will be sharing some pictures from his China tour with us at a future meeting, so if the story of his trip has whetted your appetite, look out for a forthcoming meeting announcement!

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#### **REMINDER:** Airport speed cameras

Just a reminder that the airport have placed average-speed cameras (the type that measure a vehicle's time between two cameras) on the road running past Royal Mail and UPS (Cargo East), and on the road running past DHL (Cargo West). Bylaws apparently allow for fining of anyone breaking the 30mph speed limit.

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#### **NEWSLETTER:** Contributions

As editor, I would love to receive items for the newsletter from ANY member – stories, pictures, and anything else that would be of interest to our membership in general. The editor will take material written/printed on paper, or in digital form either via e-mail or CD. Please consider sharing some of your aviation knowledge and/or experiences with our other members!

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#### **The EMA Spot**

Aviation news highlights from our local, EMA:

- ❑ DHL now have their first three new 767-300Fs settled into service. Two operate into EMA each weekday evening, one coming from Cincinnati and the other from New York. Whilst these operations are at night, two aircraft usually sit at EMA during the day each Monday
- ❑ Aerologic continue to operate 777-200Fs through EMA on Tuesday, Wednesday and Thursday evenings. The airline now has four aircraft in service (D-AALA to D-AALD)
- ❑ TNT's last A300-B4F went to the desert for storage in between Christmas and New Year.

The weeknight TNT BFS-EMA-LGG & v.v. service is now operated by Air Atlanta Icelandic A300-600F (unfortunately painted all white, for now at least), with TF-ELK kicking off the service on 4<sup>th</sup> Jan

- ❑ "Tiny" has a revised livery. Bmibaby's new tail logo (looking more like a dancing cartoon ant than anything, IMHO) is currently on the tail of 737-500 G-BVKB. The rest of the fleet will apparently receive the new tail paint, as and when...
- ❑ easyJet terminated services from EMA at the beginning of January 2010 – a sad end of orange services from the airport
- ❑ The green screening on fence at the end of Diseworth Lane fence has gone (blown away apparently), so unobstructed views are again available from there – for now. We were told that the airport is considering "other options" – hopefully their considerations take a considerable time!

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#### **GA Residents**

- Your editor took a stroll around the hangars a week or two ago, and found that residents based at EMA include:

A109 G-GRND, G-MEDX; Be58 G-BNUN; Be200 G-CLOW, G-WCCP; Be400 N497XP, N97EL, N709EL, N719EL; C150 G-BAEZ; C152 G-BGGO, G-BGGP, G-BLZP, G-BOTG, G-OIMC; C177 G-FNEY; C182 G-CBIL, G-LVES; C310 G-FFWD; C340 G-BVES; C560 G-XBLU; DA-42 G-PETS; Emb Phenom M-INXY, Jet Provost G-BWD?, PA-28 G-BMPC, G-BPRY, G-CDON, G-JONM, N84718; PA31 OY-BTZ; PA-34 G-BOUK; Sf260 G-BAGB, N330DG; Spitfire G-RRGN; Stearman G-BNIW; TB20 G-DMAH; plus usually at least one of the almost omni-present PA-31s operated by Capital (G-VIPx); and the Gulfstream 5 and two Sikorsky helicopters operated by JCB

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#### **Trent Valley Aviation Society who's who...**

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