

# TVAS News

The Voice of the Trent Valley Aviation Society

Autumn 2007

## TVAS Donates £100 to the Air Ambulance

At our July meeting, we had a fascinating presentation from Barbara Parish who explained the invaluable work done by County Air Ambulance and the “Helimed” Eurocopter EC.135 currently based at EMA. We were pleased to be able to make a donation of £100 to this worthy cause from society funds. In this picture, our chairman Graham Rouse presents the cheque to Barbara at the end of the meeting.



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**Since the last newsletter...** What’s happened at TVAS recently?

### July 2007 - Barbeque

Moving the BBQ back by a week had a significant positive impact – not only did we avoid the reduction in cargo flights on Independence Day, but we also had great as opposed to dull weather. Thanks to Graham and Mick for cooking for us – it was an excellent evening!

### August 2007

Mike Snowden again provided us with selection of exciting images from his collection, featuring a number of recent UK air shows, as well as some civil subjects. Rumour has it that Mike has now acquired a digital camera, so we await his first digital presentation with great anticipation!

### September 2007

Richard Hamblin stepped up to the plate and offered us a look at some new slides from his collection.

Does anyone else want to offer to do the same? If you have any pictures you want to show to other members, or a story to tell, please let us know.

## Society Diary:

**Monday 15th October**

**Guest Presenter: Mick Bajcar**

Mick is a fine raconteur and has a huge collection of amazing old slides that he’s taken all over the world. Join us for a great night – another trip down memory lane

**Monday 19th November**

**Member Presentation: Dave Moores**

Dave will present us with an entertaining description of the third and final part of his long career flying with the commercial airlines

**Monday 17th December**

**Christmas special!**

Richard Howard brings us some pictures from Iraq. Plus, a free festive buffet!

**Monday 21st January 2008**

**Annual photo competition**

Entries from all members welcome – check out the rules on the next page

**Monday 18th February**

**Member Presentation: Richard Evans**

**Saturday 15th March \*\*\***

**TRIP – Factory visit, BAe Warton, to see the Typhoon & Hawk production**

For further information, please see “Trips” on page 2

**Monday 17th March**

**Guest Presenter: Steve Davis**

**Monday 21st April**

**To be confirmed**

**Monday 19th May**

**To be confirmed**

**Monday 16th June**

**Annual general meeting**

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

## The EMA Update

### EMFS to Close

Sadly, the East Midlands Flying School is to close down at the end of November 2007. The need to build a new air-side road across the School's apron from the main terminal ramp to Cargo West, the increasing amount of commercial traffic and a claimed lack of other locations in which to rehouse the School have brought this about.

Many of you will be familiar with PA-28s G-CDON and G-BPRY, and Cessnas G-BGGO, G-BGGP, G-BLZP and G-OIMC – in fact some TVASers have flown in them with Andy, Bill or Dave Green. Some enthusiasts regard general aviation as uninteresting, but EMA won't quite be the same without the School aircraft coming and going.

### UKIA to Launch Flights

Resident airline UK International Airlines (UKIA) plans to start flying from EMA to Islamabad via Sharjah twice weekly from 19<sup>th</sup> October, increasing flights to three per week on 7<sup>th</sup> December. Departing from EMA initially on Tuesdays and Fridays, the service should see the rather idle purple and white 767-200 that has sat in the maintenance area for the last few months get to stretch its legs a little more frequently. This will be the first year round scheduled long haul operation from EMA.

### Low-Fare Route Changes

Fans of cheap flights might like to know that several airlines are adjusting their EMA schedules this winter. Highlights and lowlights include:

- **bmibaby** – adding Warsaw and Gdansk in February 2008
- **easyJet** – dropping Cologne, but adding new services to Palma and Barcelona
- **Ryanair** – adding Cork and Belfast City flights
- **Sterling** – starting flights to Copenhagen (four per week), Oslo (three per week), and Stockholm (three per week) at the end of October

## Calling all Photographers!

Photographers amongst us should put a date in their diary now – **Monday 21st January 2008**. It's the date of our **annual photographic competition**, and as usual the competition will be divided into three categories with a trophy awarded to the winner of each.

### Categories:

- Best **digital** image of a **civil** aircraft taken since our last competition held in January 2007
- Best **digital** image of a **military** aircraft taken since our last competition held in January 2007
- The AirTrans Trophy for best **slide** of an aircraft (no date constraints)

As with all competitions, there have to be some rules, but not too many...

### Rules:

- Any society member may enter up to **five** digital images – images may be entered into either of the digital categories as appropriate
- Any society member may enter up to **five** slides
- Entries must be the member's own work
- No digital manipulation is allowed except for "normal" cropping, rotating, colour correction and sharpening (if you don't know what this means, you might be better off entering the slide category!)
- Digital images may be submitted in advance (contact a committee member) or brought in on the night, either on memory stick or CD. Images should be JPEG format and no more than 1024 pixels wide
- Winners will be selected by ballot of those attending the meeting
- The decision of the chairman will be final if any disputes arise

Our annual photographic competition is always a great night out, filled with tension for those submitting pictures, and entertaining for those who are just looking and voting. If you take photographs, PLEASE enter one or more of the categories – the fun is in taking part, not in winning. And if you don't take photographs, come along anyway and see what wonderful photographs other members of the society are capable of taking – or not as the case may be! Doors will open as usual at 19:30 for refreshments and set-up. Intending competitors should try to arrive promptly so that we can load pictures onto computers / slide projectors.

## Trips!

Yes, we have a trip in our future! On **Saturday 15<sup>th</sup> March 2008** we will again be visiting BAe Warton to look over the Typhoon and Hawk production lines. We will be travelling to Warton by shared private cars departing from the EMA area, and it's likely some will go on to Blackpool and/or Liverpool and/or Manchester airports for viewing/spotting/photography upon conclusion of our tour at Warton. Please be aware that all attendees will be expected to make a donation of £10 to a BAe nominated charity, and share travel costs. Bookings are required for this trip. If you'd like to go, please contact Roy (phone number elsewhere in the newsletter) and register yourself for the trip.

We also have a date for a further visit to Warton in 2009 – more details will follow in a future issue of the newsletter.

Remember... Meeting reminders and newsletters can be e-mailed to you, saving us time and money – its environmentally friendly too, and you'll still get communications from TVAS even if the postmen are on strike! Let us know if you want to receive newsletters and flyers from TVAS electronically

## Twelve Hours South – A trip report from Ian Sant

Although you might think this is a strange way of starting a report, in order to put the trip in to context you need to know that on Saturday 11<sup>th</sup> August 2007 our eldest son got married in Ilfracombe. His wife is from Zimbabwe and in particular, Bulawayo and on the following Saturday there was to be a Marriage Blessing there for those members of the family who could not come to England. So, my wife and I decided that we could not let him attend the Blessing without us and so plans were put in hand to be there.

We left Heathrow on Monday 13<sup>th</sup> August on board South African Airways flight SA221 to Cape Town, which was in the hands of A340-600 ZS-SNG. For once check-in and security at Heathrow were quick and simple; amazing when you hear horrendous reports of interminable queues but on this occasion, it went like clockwork.

We arrived in Cape Town and after passport/immigration and customs, I took half an hour to see what was in. I was able to see from both the international and domestic arrivals area (there is no viewing area that I could find) and noted the following:

330 A7-ACI Qatar Airways, 737 ZS-OAA / ZS-OLA British Airways, ZS-SIF South African Cargo, ZS-SJP / ZS-SJT South African Airways, M82 ZS-OBH Kulula, 747 G-CIVL British Airways, DC8 ZS-OSI African International and B90 ZS-MKI.

We had a couple of nights in Cape Town and stayed near the Victoria and Alfred waterfront, which is an ongoing development in the old dock area. They do have a heliport on the Waterfront from which pleasure flights can be had. Although I did not venture to the heliport itself, I did note the following:

ZS-RDR Jet Ranger, ZS-RFE Jet Ranger, ZS-RND Robinson R44, ZS-RWF Long Ranger, ZS-SGB Robinson R44.

On Thursday 16<sup>th</sup> August we were to make our way up to Johannesburg for the night. This gave me a couple of hours spotting in the departures area:

1Time DC9 ZS-NNN / NRB, M80 ZS-OPX / TRE, British Airways 737 ZS-NNG / OAF / OKB / OKG / OKH / OTG, Kulula M80 ZS-OBG, Nationwide 737 ZS-OMG / OVG / PIW / PKU, Naturelink 737 ZS-SIO, South African Airways 319 ZS-SFD, 340 ZS-SLA / SXB, 737 ZS-SJA / SJC / SJE / SJF / SJG / SJH / SJJ / SJR / SJS, South African Express CRJ ZS-NMD / NME, NMI / NMJ / F28 ZS-DRF, South African Airlink EM3 ZS-OTM / SJX, J41 ZS-OEX, PA-28 ZS-KBK, C150 ZS-EDH, PA-38 ZS-KKC, PA-31 ZS-JUE, Cessna ZS-JDN, Learjet ZS-DCA, Beech 90 ZS-FON, B19 V5-OWN.

We flew up to Johannesburg on 737-800 ZS-SJS in a little over an hour and on arrival all I was able to note was DH8-400 ZS-NMS South African Express and ZS-SJD South African Airways along with sister ship ZS-SJI.

The next morning saw us check in for the South African Airlink flight to Bulawayo. Whilst in the departure area, I noted the following:

1Time M80 ZS-OPX, Air Tanzania 737 5H-MVA, British Airways 737 ZS-OAF, Egyptair 330 SU-GCI, Etihad Airways 330 A6-EYG, Interlink 737 ZS-OLC, LAM Mozambique C9-BAK, Nationwide 727 ZS-OZP, OZR, 737 ZS-OOC, South African Airways 319 ZS-SFE / SFG / SFM, 340 ZS-SXD, 737 ZS-SJB / SJK / SJM / SFN, South African Airlink 146 ZS-PUL / PUM, EM3 ZS-SJW, J41 ZS-NRE / NRH, South African Express CRJ ZS-NMI / NMM, DH8 ZS-NMA / NMO, Virgin Nigeria 767 YL-LCZ, Zambia Airways 737 9J-JOY. United States Air Force C5 86-0017 was parked at the end of the terminal and also taxiing past was Cessna 208 ZS-CAT of King Air Services.

Our flight to Bulawayo, Zimbabwe was operated by South African Airlink Embraer 135 ZS-SJW as flight SA8110. It took just over an hour to reach our destination.

Bulawayo is a small provincial Airport and on arrival there were 3 aircraft on the apron Cessna 208 ZS-OUR, Citation ZS-NDX and a Cessna that I have noted as ZS-EWR but this appears to not exist and so I can only assume I misread it. In one of the hangars were half a dozen light aircraft which could not be identified and that was it.

The terminal is closed for refurbishment (and has been for some time without showing any signs of progress so I am told) and so formalities were conducted in an old corrugated hanger, which did the job.

During our visit to Zimbabwe, we were taken to Victoria Falls and whilst there between the 19<sup>th</sup> and 21<sup>st</sup> August I noted the following flying over the falls:

Z-HOT Jet Ranger, ZS-PVA Ecureuil, 9J-JIL Robinson R44, 9J-JIM Ecureuil and Z-YHS an unidentified fixed wing aircraft.

We passed Victoria Falls Airport when it was not possible to call, but there were a couple of 737's visible on the apron as we passed.

At Hwange Aerodrome I noted the sole inmate as being Z-WLM a Cessna 206 Stationair.

We departed Bulawayo on Friday 24<sup>th</sup> August but the only aircraft seen was ours, another Embraer 135 ZS-OTM of South African Airlink.

We arrived at Johannesburg O R Tambo International early in the afternoon and after formalities, we went to the viewing deck in the international terminal. Although through glass, views were reasonable across the field with everything landing and taking off in front of us. There are 2 runways; one is close to you and the other a distance away. The nearest tends to be used for take off and the furthest for landing but at quieter times, a single runway can be used and fortunately, it is the nearer one.

I shall not bore you any further by listing any more of the based airlines but those that come and go regularly are

South African Airways, South African Express, South African Airlink, 1time, British Airways, Kulula, Nationwide etc. In the 3 days we were to be here, I was able to note all but a couple of Embraers belonging to South African Airlink.

We stayed in the Airport Grand Hotel, which is about a 5km drive from the airport. It sits underneath the approach to the farther of the 2 runways and if they are using that runway, then they fly overhead. If the weather is nice, it is possible to sit by the pool and spot but not everything uses that runway so you will miss things. I booked the hotel through [www.cybercapetown.com](http://www.cybercapetown.com) and it proved to be cheaper than booking with the hotel direct and included a full breakfast; cost was about 335 Rand a night (£48).

The best place to spot is the aforementioned international terminal viewing deck or, there is one in the domestic terminal as well. This latter one does not have any facilities but 2 floors lower is a shopping area with food and drink outlets and I think this is better than that at the international terminal.

For the record, spotting is hassle free and photographs, albeit through glass, are very good.

Other than the main South African operators, I noted:

**24<sup>th</sup> August 2007** - 747 D2-TEC (stored), Y7 Z-WPK, Z-WPL Air Zimbabwe, 777 9V-SVK Singapore Airlines, 340 B-HXD Cathay Pacific, EC-HGH Iberia, 319 3B-NBF Air Mauritius, 737 5H-ATC (this was the aircraft that got hijacked and taken to Stansted in February 1982), 5H-MVZ Air Tanzania, 146 A2-ABF Air Botswana, 737 ET-ALQ Ethiopian Airlines, RA-82080 Polet Flight, 747 LX-OCV Cargolux, 777 A6-EBN Emirates, 727 D2-ESU Sonair, AT4 A2-ABN Air Botswana, 777 D2-TEE Angolan Airlines, 737 7Q-YKW Rwandair Express, 737 C9-BAI LAM Mozambique

208 ZS-OXV, 200 ZS-LFM, PAN, B19 ZS-OUB, OUD, OXN, PHX, PJY, PUC, STE, CIT V5-CDM, ZS-NGS, PA-34 ZS-LKO, PC12 ZS-AGI, DLB, SRR, TSW, C402 ZS-NVE, D3J ZS-IOC, EM2 ZS-PVF.

**25<sup>th</sup> August 2007** - 340 B-2382 China Eastern, 747 LX-VCV Cargolux, 146 A2-ABD Air Botswana, DC8 ZS-PRD Fair Aviation, 767 5Y-KQZ Kenya Airways, AT4 A2-ABO, ABP Air Botswana, 737 V5-ANE Air Namibia, 340 HS-TNE Thai Airways, 737 ET-ALN Ethiopian Airlines, RA-82014 Polet Flight, DC8 9Q-CJL Trans Air Cargo, 727 9Q-CMP Trans Air Cargo, 737 5R-MFI Air Madagascar.

GA1 ZS-PHJ, EM2 ZS-PUH, AT4 ZS-OSN, DC3 ZS-

CAI, 208 ZS-CAT, NUU, OAK, OJC, 200 ZS-ASB, KZU, CIT ZS-NDX, NGS, Baron ZS-MDJ, DC9 ZS-PAK, Cn235 V5-OGE (Stored).

**26<sup>th</sup> August 2007** - 767 YL-LCY Virgin Nigeria, 737 7Q-YKP Air Malawi, 3B-NBH Air Mauritius, 737 F-ODZJ Air Austral, ET-ALK Ethiopian Airlines, D2-TBH Angolan Airlines. 146 A2-ABF Air Botswana.

Baron ZS-LXO, EM2 ZS-PVF, 200 ZS-KZU, B19 ZS-ODG.

We returned to the UK on board South African 744 ZS-SAY – we were on the upper deck and my seat was right behind the pilot, but unfortunately there was a bulkhead in the way – none the less it was one of the better places to be for an overnight flight. Arrival at Heathrow was 20 minutes early at 06h05 but then it took then 45 minutes to get us a gate – Heathrow strikes again!!!!

For a holiday, it was a good spotting trip and now that we have family in Bulawayo, we may get out there again but I do hope that the situation in Zimbabwe improves soon, because it is already serious for the local population. **Ian S**

**Been on a trip? TVAS members will be interested in reading about it. Send us a report and we'll publish it!**

### Editor's Soapbox

When the current MD arrived at EMA from Asda / Walmart, I predicted that the airport's focus would become "pile 'em high, sell 'em cheap". Well that's certainly happened! Of all the airports I've flown through this year (and I've made around 80 flights so far), the queues at EMA have been by far the longest. Sure Ryanair have brought lots of punters through the doors, and no doubt ancillary revenue from the bars (and condom machines if anecdotes are to be believed) has gone through the roof, but at what price? Up until a week ago, I didn't think it was too bad – all I needed to do was avoid EMA and travel from somewhere else like BHX or even LHR. But now the Flying School has been sold down the river for a road that will allow yet more low-fare punters to be bussed to their aircraft, some of which may operate from cargo west next summer. The problem is that when the economy turns down, the first thing to go is discretionary spending, and weekends in Prague fall into exactly that category. Putting all of your eggs into the low-fare basket can therefore be risky. Ryanair will soon scale back if the numbers don't work for them, but the Flying School would still have been there, providing a small but regular contribution. Time will tell, but for now I can't help feeling airport policy is a little shortsighted.

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

Chairman	Graham Rouse	0116 2848195	grahamdrouse@aol.com
Flyers signs	Len Taft	0115 9721846	
Meetings	Ian Sant	01332 721927	ian.sant@ntlworld.com
Newsletter	Andy Martin	07973 814751	andymartin@btinternet.com
Secretary	Dave Gretton	0115 9351247	
Treasurer	Chris Farmer	0115 9735764	chrisjfarmer@aol.com
Trips	Roy Carr	01509 673375	
Website	Daryl Barber	t.b.a.	t.b.a.

You can visit us online at:

<http://www.tvas.info>

Online, you can check our latest event diary, get more details about the next meeting, find our contact details, download a membership form, view a newsletter archive, and even see a few photographs!

**East Midlands Airport – Winter 2007/2008 schedule highlights**

Taken from various sources including the draft winter timetable from the airport published in September 2007:

**Sterling – EMA to Copenhagen, Oslo and Stockholm**

CPH-EMA-CPH	28-OCT to	STA/STD 0935/1005	NB583/584	737	DAY 7
CPH-EMA-CPH	30-OCT to	STA/STD 1210/1240	NB583/584	737	DAYS 245
OSL-EMA-OSL	29-OCT to	STA/STD 1720/1750	NB667/668	737	DAYS 135
ARN-EMA-ARN	30-OCT to	STA/STD 1310/1340	NB765/766	737	DAYS 24
ARN-EMA-ARN	28-OCT to	STA/STD 1750/1820	NB765/766	737	DAY 7

The airport’s draft winter timetable shows CPH operated by 126-seat 737-500 and ARN/OSL by 148-seat 737

**UK International – EMA to Sharjah and Islamabad**

EMA-SHJ/ISB	19-OCT to	STD 1915	IH003	762	DAYS 25
ISB/SHJ-EMA	20-OCT to	STA 2115	IH005	762	DAYS 36
EMA-SHJ/ISB	07-DEC to	STD t.b.a	IH...	762	DAY 7
ISB/SHJ-EMA	08-DEC to	STA t.b.a	IH...	762	DAY 1

**Austrian – EMA to Innsbruk**

INN-EMA-INN	22-DEC to 29-MAR	STA/STD 1540/1630	OS8701/8702	F70	DAY 6
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**Balkan Holidays/BH Air – EMA to Plovdiv**

PDV-EMA-PDV	22-DEC to 29-MAR	STA/STD 1325/1425	BH????/???	320	DAY 6
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**Astraeus – EMA to Banjul**

MAN-EMA	02-NOV to 29-MAR	STA 0810	AEU???	737	DAY 5
EMA-BJL	10-NOV to 29-MAR	STD 0900	AEU???	737	DAY 5
BJL-EMA	10-NOV to 29-MAR	STA 0105	AEU???	737	DAY 6
EMA-BRS	10-NOV to 29-MAR	STD 0135	AEU???	737	DAY 6

And that’s about the lot!!! ☺ Unlike some previous years, the airport’s winter timetable shows no other foreign airlines, or British Jet operations, this winter. Irregular operations include Thomsonfly 767-300s to outbound BGI on Fri 14-NOV, 16-NOV, 21-NOV, 23-NOV, 11-JAN, 18-JAN, 08-FEB, 15-FEB (all 11:10 departures), Sat 14-MAR, 21-MAR (10:00 departures), Sat 10-NOV, 02-FEB, 01-MAR (09:15 departures). Inbound flights are all in the 04:00-05:55 timeband. Over the winter period (end October 2007 to end March 2008), it appears that the following will be based at EMA:

<b>Air Malta</b>	1 x A320	<b>Ryanair</b>	5 / 6 x 737-800, plus some operations from other bases
<b>bmibaby</b>	several 737-300/-500	<b>Thomas Cook</b>	1 x 757-200
<b>easyJet</b>	3 x A319	<b>ThomsonFly</b>	1 x 737-800, 1 x 757-200
<b>Eastern Airways</b>	1 x Jetstream 41	<b>UK International</b>	1 / 2 x 767-200
<b>First Choice</b>	1 x A321		
<b>MyTravel</b>	1 x A320		

With thanks to Mr “Dicky Ticker” ☺ who supplied some of the information for this page!

**The end of an era?**

The last thing any of us expected to be doing in early October – not even Bill it now seems – was preparing the Society’s quarterly newsletter. Situations change of course, and Bill wants to spend more time with other things right now. Bill has been the custodian of our newsletter for a long time, and we’re very grateful for his contribution over the years. Bill is of course remaining a member of the society and will still help manage refreshment stocks and sales at meetings, but as far as the newsletter is concerned its all-change. So thank you Bill...

**A Week at the Races**

**Andy Martin**

In mid-September I was asked to represent a UK flying magazine and to prepare article on the 2007 US National Championship Air Races, better known as the “Reno Air Races”. The Reno Air Races take place at Stead Field each September over a period six days. Each day, up to ten eight-lap races are run, each race featuring up to eight broadly similar aircraft competing against each other. Race aircraft are placed into classes – Bi-plane (mainly Pitts Specials), Sport (special kit-built aircraft), Formula One (light-weight fixed gear aircraft such as Cassaults), T-6 (Texans, SNJs and Harvards), Jet (mainly L-39s), or Unlimited (anything over 4500lbs – mainly highly modified warbirds). Racing takes place around ovoid

courses varying from three to eight miles in length – aircraft have to stay outside of the pylons that mark the courses and their cockpits must not go below the tops of the pylons, which are only 50’ high! US air racing is spectacular and noisy, with the fastest aircraft running at almost 500mph – and where else can you see SIX Sea Furies racing each other? If you want to know more about this year’s races, check the latest issue of Loop – a UK pilots magazine. You can also see plenty of pictures at <http://www.airteamimages.com/lightbox259.html> As far as TVAS is concerned, I hope I’ll be allowed to do a presentation on the Reno Air Races at a future meeting, but for now I’ll let a few of the pictures do the talking!



Close racing in Pitts Specials



T-6s – “Six Catter” leads “Warlock”



Nemesis NXT Sport Class



“Rare Bear” – the fastest of the fast



Around the pylon – Formula One Class



Jets, including plenty of L-39s

That’s about it for the autumn newsletter – my first attempt! The next newsletter, the winter 2007/2008 issue, should be with you early in the new year. Who produces it depends on how well this one goes down I guess! Finally, sorry that if you get a printed copy of the newsletter its in black-and-white this time – we’ve had some copying issues! If you have an item you’d like to see in the next newsletter, please send to me as soon as you can. Thanks. **Andy M**