

# TVAS News

The Voice of the Trent Valley Aviation Society

Winter 2007/08

## Christmas Munchies!

Members who attended our pre-Christmas meeting in December were treated not only to Richard's excellent presentation on his aircraft sightings during his time in Iraq and Afghanistan, but also to an excellent buffet – our thanks for that go to Mrs. Sant!



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

### October 2008

Mick Bajcar was back with us, bringing us another fine selection of memorable pictures from his travels over the years. Thanks Mick! And Mr. Dicky Ticker put in a first appearance after his myocardial infarction, apparently feeling better than ever! Welcome back!

### November 2008

Dave Moores' latest installment on his flying career brought us some stories about the specific aircraft he's flown. Few of us get to experience “real” flying, so Dave's sessions have provided a fascinating insight into what it was like to work on the other side of the flight deck door.

### December 2007

Long remembered, not often seen! Richard Howard's Christmas trip to the UK allowed us to look at some of his amazing pictures from the “sand pit” – something truly different. So thank you Richard, and thanks to Mrs. Sant for preparing another excellent buffet!

## Society Diary:

**Monday 21st January 2008**

### Annual photo competition

Digital or slides, all entries 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**

### Member Presentation: Andy Martin

We're off to Reno Nevada, but not for the casinos! Come along and take a look at the fastest motor sport on earth – or more correctly, above it!

**Monday 16th June**

### Annual general meeting

Plus other “entertainment” if time allows

**Wednesday 25th June \*\*\***

### BBQ

The annual burger-fest in the Aeropark, friends and family most welcome

**Monday xxth July**

### To be confirmed

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 – the latest

The observant of you will have noticed that the EMFS Cessnas and PA-28s are still flying from EMA, despite my story in the last issue. In the event, Donair purchased some of the assets of EMFS – primarily the C.152s – and a number of the staff and flying members from EMFS moved across too. A small group of EMFS members bought PA-28 G-CDON and that too remains based at EMA.

### UKIA to Launch Flights

Resident airline UK International Airlines (UKIA) managed to operate its scheduled service to Sharjah and Islamabad for around two months until “operational issues” got the better of it just before Christmas and just as the loads were really starting to pick up. Talk on the town varies between in re-launch sometime in late January, through to the final demise of the airline. Watch this space for more information!

### Low-Fare Route Changes

There’s been more changes in the Chav Air (and full-service!) route networks out of EMA. Highlights and lowlights include:

- **bmibaby** – adding Nice three times a week for Summer 2008
- **bmiRegional** – adding a lunchtime Cologne flight from early February on the ERJ135/145 to fill the void left by easyJet
- **easyJet** – have dropped Cologne, but are adding new services to Palma and Barcelona
- **Ryanair** – adding Cork and Belfast City flights. Frequencies on established routes are being increased and a 6<sup>th</sup> and 7<sup>th</sup> based aircraft are being introduced.
- **Sterling** – increasing frequency on some of their routes for the summer (so something must be going right for them!).

## Final reminder to all photographers!

Photographers amongst us, the competition is almost upon us! **Monday 21st January 2008** is a most important date if you take photographs - its 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.

## Tornados, Typhoons and Hawks!

On **Saturday 15<sup>th</sup> March 2008** we will 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. 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. Bookings as soon as possible now to Roy (phone number elsewhere in the newsletter) – we have to supply names and addresses of those participating in the visit to BAe fairly shortly.

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

## Last Day First and First Day Second

**Editors note:** It might seem “strange” to some that we can now go abroad by train do some aircraft spotting, but that’s just what the Eurostar now makes possible via an easy connection at Saint Pancras station. I can attest to the fact that the service on the Eurostar is excellent, and far less stressful than flying! So without further ado, here’s Ian Sant’s report on his recent short break to Brussels Zaventem airport!

It seems to have become the norm to introduce a report with a title of some sort; some straight forward and others..... well, a little more cryptic. Work it out for yourself when you have read onwards.

It has been running for well over 10 years and I had still not been to the continent on it. What am I talking about? Yes, you’ve guessed Eurostar.

I have wanted use this service for a long time but just not got round to it; furthermore, I wanted to try it out of London Waterloo and so not wishing to leave it to the last minute, I booked to go to Brussels from London Waterloo on the 10h43 service on Tuesday 13<sup>th</sup> November and return from Brussels to London St Pancras International on the 17h59 service on Wednesday 14<sup>th</sup> November. So it was to be a last and first trip for me – the last day out of Waterloo and the first day in to St Pancras!

I won’t bore you with any further details of the rail journey other than to say on arrival at Brussels Midi, I caught a train direct to airport arriving there at about 14h45 (my ticket with Eurostar was inclusive of travel to any station in Belgium).

On arrival, I decided to spot from Level 6 of the multi-story car park. From the far end (i.e. furthest from the terminal), views can be had of both runways and little is missed either arriving or departing. It had rained prior to my arrival and I had not been there very long when the heavens opened again and I retreated to the Wingtips Restaurant in the Terminal. Fortunately for me there were very few people in there and I was able to get a seat by the window. Most things can be logged from here because normally aircraft take off on one runway and land on the other, so you get things either as they come in, go out, both or not at all, depending on how good or otherwise you are with your ‘scope (or binoculars is that is your choice). Are you still with me?

At this time year, sadly pretty soon it went dark and

fortunately from the Wingtips Restaurant you can still see some of the registrations of those flights arriving and departing and I managed to pick up a few until they closed at 20h00.

I stayed in the Etap which cost me 55 Euros which I thought was good value for money. It is a bit basic but for one person it is fine. The room will sleep 3 and although each room has a shower and a toilet, they are not for the modest! Although the website does not say so, there is a free shuttle bus which runs frequently every 30 to 40 minutes. They go from the level -1 (that’s minus 1) at the terminal. The level lower is the railway station!

The next morning dawned crisp and clear with a sharp northerly wind but it was still not fully light and decided to walk down to Abelag which is the biz jet centre. I could not go the day before because it was so wet but I had still been able to log some of the biz from the top of car park.

To get there it is about a 10 minute walk; go through the bus station up the island marked ‘B’ for the buses, there is a sort of marked path, after crossing the road, turn left and follow the path next to the dual carriageway, past the ‘Shell’ Petrol Station and at the roundabout turn right. Follow the path for a short distance and then turn left (don’t turn right as there is a security barrier). The Business Aviation Terminal operated by Abelag is on the right after a further 120 yards or so. You will need to look at both ends of this terminal in order to be sure that you have seen everything.

Upon returning to the terminal, I visited Wingtips for breakfast (just under 8 Euros which I thought was not a bad price). After that, the top of the car park beckoned and apart from a quick visit to the terminal for a bite to eat at lunch time, I stayed on the car park and had no trouble whatsoever. It was a cold day but it was sunny and in the lea of the wind was ok.

They changed runways part way through the day but it does not make much difference, from the car park virtually everything could be seen. Having said that, I could not read off either of the C160 Transall’s that landed (one Turkish and one German example).

Brussels is not the busiest airport by any means but I always find it interesting with quite a variety of visitors and a steady number of freighters including at least one Saudia MD11F everyday. In fact I got my last one of theirs (HZ-ANC) and this now means I only need 8 to have seen all of them. Sadly one of them has been written off but apart from that..... well, we’ll see. For the record, I don’t chase them, if they are there I pot them but

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

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Trips	Roy Carr	01509 673375	
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You can visit us online at:  
<http://www.tvas.info>

Here, 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!

I do not go out just to get them.

So enough waffle, highlights were:

13<sup>th</sup> November: VP-BIA 74F Cargo B, EC-INZ 320 Iberworld, PH-TFA 738 Arkefly (just delivered), 9Q-CJD 767 Hewa Bora (Stored), OO-JAF 738 Jetairfly, HL7419 74F Asiana, SU-GBU 321 Eqyptair, OM-NGG and NGL 737 SkyEurope, OH-LVL 319 Finnair, D-CBSF B19 Avanti Air, EC-JXJ 319 Iberia, plus biz 678 GA% Hellenic AF, CIT OO-FYG, OO-LCM (Wreck by fire station), N411QS GA4, 97-0400 GA5 USAF, T.18-4 F90 Spanish AF, NIFE CL7, 01-0028 USAF, D-CFLG GLJ, F-GPAC B200, D-CJJJ CIT, OO-CLX CIT, CS-DXC CIT, OO-LAC B200, G-JETF F22.

14<sup>th</sup> November: RA-86539 IL6 Russian AF, 131/XQ TBM French AF, HZ-NAS A320 National AS, OM-NGK 737 SkyEurope, OY-NCA, NCE and NCS D38 Sun Air,

HZ-ANC M11 Saudia, SX-BGH 734 Aegean, OO-CBA 74F Cargo B, VT-JEC and JEE 777 Jet Airways, SP-LDD EM7 LOT, EC-JXA and KBJ 319 Iberia, 9V-SFJ and SFK 74F Singapore, TC-JGT 738 Turkish, 0216 PZLM28 Polish AF, G-12 MD900 Belgian Police, EC-JOD CRJ Iberia, CE-02 EM3 Belgian AF, EC-KKT 320 Vueling, OO-VAC 737 Jetairfly plus biz T-783 F50 Swiss AF, LN-IDA B200, OO-MLG CIT, HB-VNZ CIT, N100A CL7, I-BOAT CIT, N8VF F90, VP-BAF F10, LX-LAB PC12, OO-EPU GLJ.

That's it, a very pleasant couple of days with 26 new frames in the book.  
**Ian S**

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

## Air Raids!!!

**Editors note:** And now for something completely different! Over to Dave G...

When I set out for the library it was with the intention of looking at local history magazines in connection with my researches for my family tree. Little did I know that I would be seduced from this original aim by the discovery in one of these magazines of an article by John Hook about German raids on Britain during the First World War, particularly those affecting the East Midlands area. The attacks on the civilian population via German bombing between 1939 and 1945 are well known, but those of an earlier conflict are less well known. The

but were a source of much embarrassment, as initially there were few defensive assets which could be deployed against them, as almost all the fighters of the RFC and RNAS were over in Europe and other theatres of war. The ensuing embarrassment of the authorities over this eventually led to the amalgamation of the RFC and RNAS into the RAF in April 1918.

The third method of attack was by rigid airships, or Zeppelins, which had first been built early in the new century, and were soon adapted for military purposes. They had enough range to make long flights over Britain, and could also carry a significant armament in the process. Again many of the raids were over the south of England, but other areas were covered, notably the East Midlands, and although the damage they did overall in a military sense was small their effect on the morale of the civilian population could have been very significant. The

### Summary of Casualties Resulting from Air Raids and Sea Bombardments of Great Britain

	16 <sup>th</sup> Dec 1914 – 5 <sup>th</sup> Aug 1918						Total
	Men	Killed Women	Children	Men	Injured Women	Children	
Airship Raids	275	171	110	708	431	218	1913
Aeroplane Raids	520	195	142	1141	585	324	2907
Sea Bombardments	69	45	43	210	194	230	791
<b>Totals</b>	<b>864</b>	<b>411</b>	<b>295</b>	<b>2509</b>	<b>1210</b>	<b>772</b>	<b>5611</b>

summary gives details of country-wide casualties from three main causes; Airship raids, Bomber aircraft, and Naval gunnery.

Attacks on civilians in Britain began on 16<sup>th</sup> Dec 1914 when German Navy warships fired at coastal targets at Hartlepool, Whitby and Scarborough, which caused more than 650 casualties, and these coastal attacks continued sporadically throughout the war. Attacks on Britain by fixed wing aircraft really affected only London and the counties of Essex and Kent in the latter half of the war,

raid in January 1916 became known as the "Great Midlands Raid" because of the numbers of airships involved, and the large area targeted in the East Midlands.

As the Home Forces GHQ Intelligence Bulletin later reported:

"... The last raid over this country had taken place on 13th Oct 1915, and in the intervening three and a half months something had been done towards rendering navigation over this country somewhat more difficult, in that the new lighting restriction orders were then in the

process of enforcement. Nevertheless, the area raided by the airships was still *virtually defenceless*, so that the raid was carried out under the most favourable circumstances, from the enemies point of view ... “

The Raid of Monday 31<sup>st</sup> January 1916

The raid involved all of the new standardised “P Type” Zeppelins then available – amounting to the whole of the German Naval Airship Division - crossing the North Sea were: **L.11, L.13, L.14, L.15, L.16, L.17, L.19, L.20 and L.21**. Each of the airships had been given a specific target, but the problems of navigation, at night, over an unfamiliar landscape, meant that only three or four airships reached anywhere near their allotted target. The departure from the North German Airship Sheds was early on the morning of the 31<sup>st</sup>, with the first landfall by **L.13** and **L.21** over the Norfolk coast at 1650, while **L.11** and **L.20** did not cross the coast until 1910.

The weather prior to the launch of the raid had been almost ideal, with calm conditions, especially at the relatively low altitudes used. On the night in question the visibility over the Midlands was good, with clear skies, but no moon, although the East Coast had large patches of mist and fog, which did cause a few navigational problems, as errors in the position of landfall later caused major deviations from the assigned routes. The route lay from the southeast over the Yarmouth/Lowestoft areas as far north as the Wash, where they were due to turn further westward to track over the East Midlands, with the probable destination of the Liverpool and Manchester district, as claimed later by the German Admiralty. The airship crews themselves believed, or said they believed, that they had reached this district, either not realising they had missed their general direction, or not choosing to admit the fact.

**L.11** (KapitanLeutnant Freiherr von Buttlar) was the flagship and carried the commanding officer of the Naval Airship Division: Peter Strasser. **L.11** circled for some time in the Nottingham area, before passing over Retford about 2150, but dropped no bombs.

**L.13** (KapitanLeutnant Heinrich Mathy) which came over the coast near the Haisbro Lightship, changed her direction over East Dereham, following the south of the Wash correctly northwest, before reaching the Derby district and then proceeding towards Liverpool. However she got lost over the Potteries, so she returned towards Burton, but then trying again to head for Manchester and Sheffield, she again got lost, and finally abandoned the raid, returning to Germany.

**L.14** (KapitanLeutnant Alois Bocker) came over the coast at Brancaster, correctly made a sharp turn onto the right course, but when further west she lost her bearings west of Stafford, and decided to return home over Derby, which she bombed. Bocker’s operational report claimed his attack had been on Nottingham, but he was several miles out!

**L.15, L.16, L.17** No details of the route known, although it is believed at least one routed south of Leicester.

**L.19** (Kapitanleutnant Odo Loewe) made initially for the Derby – Burton – Nottingham area, but actually penetrated to the furthest westerly point yet by these raids, reaching Shrewsbury, but not one of the ships reached a point further south than the vicinity of Huntingdon. The entire crew of **L.19** lost their lives when they came down in the North Sea on the way home.

**L.20** (KapitanLeutnant Stabbert) had come in over the Wash, missing her turning point, and carried on westward, reaching Loughborough before heading north to the general Nottingham area. When she reached near Bennerley and Trowell, she dropped seven HE bombs at 2027, one of these falling near a railway viaduct but luckily doing no major damage, except to a signal box on the Midland Railway, and another falling near a cattle shed at Trowell and damaging it. At 2030 she appeared south of Ilkeston, where 15 HE bombs were dropped at Stanton Ironworks, inflicting damage on both the moulding and blacksmiths shops, and also damaged the stables and the Ironworks church schoolroom. **L.20** then continued on to bomb Burton on Trent at 2145 before heading for home north of Derby and Nottingham.

According to the railway reports on the damage caused by these bombs:

“31<sup>st</sup> Jan 1916 Midland Railway - Bennerley Junction near Ilkeston – bomb fell, smashing two crossings, a set of points, several rails and timbers etc Considerable damage done to signal box. Telegraph and telephone wire brought down.

Permanent way repairs were completed in 6.5 hours, other damage and communications restored such that ordinary working resumed 18 hours after the bomb was dropped.”

“31<sup>st</sup> Jan 1916 – Midland Railway - South of Trowell – bomb fell, breaking three rails and two sleepers. Telegraph and telephone wire brought down.

Permanent way repairs were completed in 5 hours, other damage and communications restored such that ordinary working resumed 18 hours after the bomb was dropped.”

“31<sup>st</sup> Jan 1916 – Great Northern Railway – Permanent way leading from Stanton Junction to the Ironworks damaged. Telegraph and telephone wires brought down west of Kimberley”.

**L.21** (KapitanLeutnant Dietrich) also made for the Derby – Burton – Nottingham area, but got rather lost and ended up in the Birmingham area, and dropping its load of bombs ineffectually.

Although this raid caused little damage, and no loss of life, later smaller scale raids on the Midlands area were more dangerous. A raid on 2<sup>nd</sup>/3<sup>rd</sup> September was evidently a combined and carefully planned between the staffs of the Military and Naval Air Services. Zeppelin **L.13** of the Naval Air Division commanded by Kapitan Leutnant Heinrich Mathy bombed Retford at 12:56am with 15 HE bombs dropped along with 4 incendiaries, and 3 women were injured. A raid on 23<sup>rd</sup> September 1916 by



Zeppelin L.17 commanded by KapitanLeutnant Hermann Kraushaar led to further loss of life and significant damage in Nottinghamshire.

This latter raid also stirred up considerable local feeling, both in Lincoln and Nottingham, against the railway companies, who were accused of having needlessly exhibited lights at the goods yard and railway sidings near both cities, giving navigational help to the Germans; according to the secret Intelligence Bulletins issued by GHQ Home Forces. Further restrictions were then introduced to enforce a better blackout wherever possible. Later raids were generally targeting south of England targets, and the East Midlands did not suffer, although rudimentary fighter defences included a small unit based near the present East Midlands Airport towards the end of the war.

There is an interesting item in the Nottinghamshire Archives Office which is a Zeppelin Raids Indicator made by Messrs Colmans (of mustard fame). By setting a number of concentric cardboard rings, which included Strength of Wind, Height of Barometer, Direction of Wind, and State of Moon the indicator was supposed to show whether a raid was likely.

**Editor’s Soapbox**

I’m sure many of us “love” EMA! I know I will do much to avoid flying out of it – see previous “soapbox” – and the spotters amongst us would really like to see more variety in the movements.

One thing that disturbs me about EMA is that it just doesn’t keep pace with the “better” airports in the UK. Maybe its because the airport’s remit is now primarily focused on the low-fare airlines which just don’t bring in the revenue, but it seems that every time I travel the queues are huge and the hassle factor is high. And now it seems that the airport won’t be installing the new security scanners that are necessary if passengers are to be allowed to carry more than one piece of handbaggage onto flights – a MAG spokesman said recently on TV that they just couldn’t justify the cost at EMA.

Now don’t get me wrong, I don’t like the idea of passengers with huge bags, but this is just one more hassle. Its not easy to lug around large amounts of camera gear or business equipment, and EMA isn’t making it any easier – I now sometimes fly with around £10k of gear, and checking it just isn’t option.

So come on EMA – wake up and provide a service, not just to be boozers and shaggers, but to everyone!

And so endeth my second TVAS newsletter. As always, comments are welcome! The newsletter is, to an extent, what YOU make it, so 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**

Although airship raids over Britain continued almost until the end of the war, increased defences and revised tactics eventually caused several airships to be shot down, significantly affecting the morale of the crews. After the war the rigid airship was considered the only airborne vehicle likely to achieve the long rages necessary for international transport, and further developments took place – but that’s another story. **Dave G**

**Fairwell Stealth**

Its not entirely appreciated that the Lockheed-Martin F-117A “Nighthawk” stealth fighter is reaching the end of its service life, and by the time these words are read its operational career will be over. I was lucky enough to be able to visit Holoman Air Force Base in New Mexico recently, and here’s a few of the results. **Andy M**

