

# AIRPORTSPOTTING

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# Myrtle Avenue

## The UK's Best Spotting Spot?

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## Farnborough Air Show Roundup



**T**he latest Farnborough Air Show took place in late July and was a showcase of all the latest innovations and developments in aviation.

Despite being quieter than previous years in terms of aircraft on the ground and demonstrating in the air, with a notable absence of any meaningful presence by Boeing, some significant orders were placed. We summarise them here:

### Airbus

- 6x Airbus A320neo, Berniq Airways
- 3x Airbus A320neo, Druk Air
- 55x Airbus A320neo, flynas
- 22x Airbus A320neo, SMBC Aviation Capital
- 2x Airbus A321neoXLR, Druk Air
- 11x Airbus A321neo, Japan Airlines
- 15x Airbus A330-900neo, flynas
- 20x Airbus A330-900neo, VietJetAir
- 7x Airbus A330-900neo, Virgin Atlantic
- 20x Airbus A350-900, Japan Airlines
- 5x Airbus A350-900, Abra Group

### ATR

- 4x ATR 72-600, Air Tahiti
- 1x ATR 72-600, J.CAS

### De Havilland Aircraft of Canada

- 8x DHC-6-400, Satena
- 7x DHC-8-400, All Nippon Airlines

### Boeing

- 20x Boeing 737 MAX 8, Macquarie AirFinance
- 4x Boeing 737 MAX 10, Luxair
- 4x Boeing 777-F, National Airlines
- 20x Boeing 777-9, Korean Air
- 20x Boeing 777-9, Qatar Airways
- 20x Boeing 787-10, Korean Air



## Airbus A321XLR Receives Type Certification

The path to entry into service for the brand new Airbus A321XLR – the longest-range variant of the popular A320neo family – is a lot closer now that type certification has been received by EASA.

Christian Scherer, CEO of the Commercial Aircraft business of Airbus, said: “With its long range, the A321XLR enables a host of new direct routes, offering natural growth opportunities to our customers and the travelling public.” He added “With the certification, we have reached a key milestone.”

Spanish national carrier Iberia is set to be the first carrier to introduce the A321XLR on 14 November, operating on its Madrid-Boston service.

# Classic Vickers Viscount Operators

The Vickers Viscount was the world's first turboprop-powered airliner, symbolizing a significant leap in commercial aircraft technology during the post-World War II era. Development began in 1945 following the British government's Brabazon Committee's call for a medium-range, high-speed airliner. The prototype, initially designated as the Vickers Type 630, took its maiden flight on July 16, 1948. The aircraft featured four Rolls-Royce Dart engines, which provided a quieter and more efficient alternative to the piston engines of the time. After extensive testing and refinement, the production model, the Vickers Type 700, was introduced, with the first one entering service with British European Airways (BEA) on April 18, 1953.

The Viscount quickly became popular for its reliability, performance, and passenger comfort, leading to widespread adoption by airlines around the world. Over its production span from 1948 to 1964, Vickers delivered 445 Viscounts, with numerous airlines utilizing the aircraft for both domestic and international routes. Notably, it gained significant traction in North America, with Trans-Canada Air Lines (TCA) being one of its major operators. The aircraft's success lay in its advanced aerodynamics, pressurized cabin, and the pioneering use of turboprop engines, which set new standards in the industry. Its legacy endures as a pivotal model that bridged the transition from piston-engine airliners to the modern jet age, laying the groundwork for future turboprop and jet-powered aircraft.



*Built with British European Airways (BEA) in mind, the Viscount became a big part of the UK domestic and European airline's fleet right through to the creation of British Airways in 1974.*



*Following the merger between BEA and BOAC to form British Airways, many of the Viscounts carried on wearing the BEA livery for a time.*



*Irish national carrier Aer Lingus began to replace their ageing Douglas DC-3 fleet with the Vickers Viscount.*



*Air France was another early adopter of the Viscount, flying the 700 variant on its network from 1953 until 1962 when jet aircraft like the Caravelle began to take over. Many of its Viscounts went on to fly for partner Air Inter.*



*Austrian Airlines flew the Viscount on domestic and European services from 1958 until 1971.*



*One of the major Viscount operators in North America was Capital Airlines. N7471, built in 1958, never actually flew for Capital, but was purchased by the Mid Atlantic Air Museum and painted as such.*

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© Rob Hodgkins

Many independent airlines in the UK flew the Viscount, including Dan-Air London who operated it on their regional schedules and holiday charters.



© Clemens Vasters

Lufthansa flew this Viscount 800 for its entire life, starting in 1959 right up to its retirement in 1976. It is now on display at the Hermeskeil Museum.



British Midland Airways was a dedicated customer of the Viscount. The first examples arrived in 1967, and it was finally retired in 1988 after proving a pivotal part of the airline's network.



The Viscount penetrated all parts of the world, including African countries like Sudan. This Viscount flew with Sudan Airways between 1959-1962.



A sight most common with the Viscount in its later years, with British Air Ferries one of the last major operators of the type. G-BLNB is seen here in 1989.



## Where is Myrtle Avenue?

Myrtle Avenue actually refers to a small patch of parkland, at the end of the street of the same name, which is tucked away to the south-east of London Heathrow, close to Hatton Cross Underground station, and not far from Terminal 4.

This small residential area becomes very busy when arrivals are on runway 27L, and in good weather, thanks to the proximity of aircraft passing close by as they land at Heathrow.

The address is Myrtle Ave, Feltham TW14 9QU, and it is open any time. It is a 20 minute walk from Terminal 4 and the Premier Inn hotel, or a 5 minute walk from Hatton Cross.



## Where to Park

Parking at Myrtle Avenue is a contentious issues, with local residents forced to battle with spotters and visitors who crowd the location day after day. Most residents park their cars on drives, which leaves some space along the street for others to park, but consideration should always be shown for those who have to live with spotters.

Alternative parking is available in neighbouring streets, like Wellington Road, and Hatton Cross Station Car Park.

You may wish to park elsewhere and travel in by Underground or bus.

## Spotting at Myrtle Avenue

As mentioned, the Myrtle Avenue viewing area is located under the flight path to runway 27L at London Heathrow.

Aircraft pass overhead mere seconds before landing, and their slight side-on position makes for good photographs – especially with the sun behind you most of the day.

The downside of spotting here is that it's only really of use when 27L is in use for landings. When aircraft are landing on 27R, or on either 09L/R directions, aircraft can not be photographed and only logged from a distance. However, the good news is that the 27 direction is used for the majority of landings at Heathrow, weather depending, and runway use switches at 3pm every day. So if 27R is in use for landings, you can be sure 27L (and thus Myrtle Avenue) will be in use after 3pm, or vice versa.

When visiting Myrtle Avenue you should be aware that there are no facilities provided. Bring a fold-up chair if you plan on staying long, as well as provisions to keep you fed and hydrated. Toilets are only available in nearby pubs and fast food outlets.

# Spotting Guide

## Myrtle Avenue, London Heathrow

LHR | EGLL

Sometimes a spotting location becomes so famous you can simply refer to it by name and know exactly which airport it is located at and what the views are like.

Myrtle Avenue is one such location. Even with limited times that it can be used to full effect, it is still one of the world's most famous places to go plane spotting and proves popular day after day for enthusiasts and non-enthusiasts alike.

# The De Havilland DHC-2 Beaver: **A Legacy in Aviation**



**T**he De Havilland DHC-2 Beaver is one of the most important transport and utility aircraft ever developed, renowned for its rugged design, versatility, and pivotal role in bush flying. Developed in the mid-20th century, the Beaver's creation and operational history reflect the ingenuity and adaptability that have made it an enduring icon in aviation circles.

## Development and Inception

The DHC-2 Beaver's origins trace back to post-World War II Canada, where the need for a robust and reliable bush plane was evident. De Havilland Canada (DHC) recognized the potential market for such an aircraft and set out to develop a machine tailored to the demanding conditions of the Canadian wilderness. The project began in earnest in 1946, led by the vision of Philip Garratt, who gathered extensive input from pilots and operators to ensure the aircraft met practical requirements.

After rigorous development and testing phases, the prototype Beaver took to the skies for its maiden flight on August 16, 1947. This successful flight, piloted by Russell Bannock, marked the beginning of an aircraft that would become a cornerstone of bush aviation.

## Entry into Service and Production

The DHC-2 Beaver quickly garnered attention for its exceptional performance, particularly in short takeoff and landing (STOL) capabilities, which were essential for operations in remote and rugged terrains. The aircraft's official entry into service came in 1948, with the first production model delivered to the Ontario Department of Lands and Forests. The Beaver's versatility in roles such as cargo transport, passenger service, and medical evacuation solidified its reputation.

Production of the DHC-2 continued robustly, with a total of 1,657 units built from 1947 until 1967. This production span underscores the Beaver's sustained demand and its significant impact on aviation. The aircraft was produced in various configurations to suit different operational needs, including wheel, ski, and float-equipped models.

## Operational History and Usage

The Beaver's operational history is distinguished by its widespread use across diverse environments. In Canada and Alaska, it became the quintessential bush plane, relied upon for accessing remote areas that were otherwise inaccessible. The United States military also recognized the Beaver's capabilities, designating it as the L-20 (and later as the U-6A) and employing it for a variety of utility roles.

Internationally, the Beaver found favour with numerous operators, including governments, commercial airlines, and private enterprises. Its ability to perform in extreme conditions—from the frozen expanses of the Arctic to the tropical climates of Southeast Asia—highlighted its versatility and reliability.



## Technical Specifications and Characteristics

The DHC-2 Beaver is powered by a Pratt & Whitney R-985 Wasp Junior radial engine, delivering 450 horsepower. This powerplant enables the Beaver to achieve a maximum speed of approximately 158 mph (255 km/h) and a cruise speed of 143 mph (230 km/h). The aircraft boasts a range of about 455 miles (732 km) and a service ceiling of 18,000 feet (5,486 meters).

One of the Beaver's most celebrated features is its STOL capability, facilitated by its robust airframe and large, high-lift wing. The aircraft's wingspan measures 48 feet (14.63 meters), and it has an overall length of 30 feet (9.22 meters). The Beaver's ability to take off and land on short and



unprepared surfaces is a crucial attribute, making it indispensable for bush flying and other demanding operations.





## Legacy and Continued Use



Although production ceased in 1967, the DHC-2 Beaver remains in active service today, a testament to its enduring utility and robust construction. Many original Beavers have been meticulously maintained and restored, continuing to operate in their traditional roles as bush planes. Additionally, some Beavers have been modernized with upgraded avionics and turboprop engines, extending their operational life and enhancing their performance.



Numerous flying clubs, private owners, and commercial operators worldwide continue to fly the Beaver, appreciating its unique combination of ruggedness, reliability, and versatility. The aircraft has also earned a place in various aviation museums, celebrated as an icon of engineering and a symbol of aviation heritage.

One of the primary operators of the type in passenger service is Harbour Air, based in Vancouver. Its aircraft are equipped with floats and operate as seaplanes.

In March 2019, Harbour Air announced a partnership with magniX to electrify the entire Harbour Air fleet over the long term. The first converted aircraft was a DHC-2 Beaver which serves as the test prototype for the magniX motor and systems. The prototype flew for the first time on December 10, 2019.

The fact that the DHC-2 Beaver remains in active use today, more than 70 years after its first flight, speaks volumes about its design and utility.



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