

Eddie Billings MD-81 Ferry Flight - Helsinki To Rome

By [Eddie Billings](#)

Our beloved CEO has arrived back from his all expenses paid annual 11 day layabout in Cyprus and is already up to his devious ways. I was his first port of call as per usual. Eddie he said "how would you like to pick up an MD-81 from Helsinki and ferry it to Rome LIRF for our new operations". No I said, putting on my best not interested look. BAD MOVE. No problem he said "You don't have to if you don't want to but Vertigo has a vacancy for a bucket and mop ex-senior captain in their messroom which I can easily arrange UNLESS you have a sudden change of heart.." Not having a WW2 gas mask which would be needed in there I bowed to his pressure and said a very reluctant OK. Methinks Kev was fingerpointing in my direction (peasant).

The A/C is ex SAS fleet and has been repainted in AIRWEGO colours by Nathan during his lunch break. Very Nice, good one Nath.

In the wee small hours of Sat 20th Sept I scrounged a lift from Keith who was heading to Norway to do some assignments and he said he would drop off for a small fee. I do wish he wouldn't sing a life on the ocean waves when he's only 50 ft above them. We arrived at our destination at about 11am.



[Pickup at Helsinki](#)

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At 1pm I picked up all the paperwork for the A/C and a co-pilot and we walked out to see what we were getting.

After a quick walk round and a kick at the tyres we climbed aboard, settled in and started our preflight checks. That done we shouted up for our clearance and start-up which came straight away. The weather was clear with good visibility so we pushed back and cranked it up. Taxi clearance was given to the active 4L and take off to initial FL100 to a cruise of FL300.

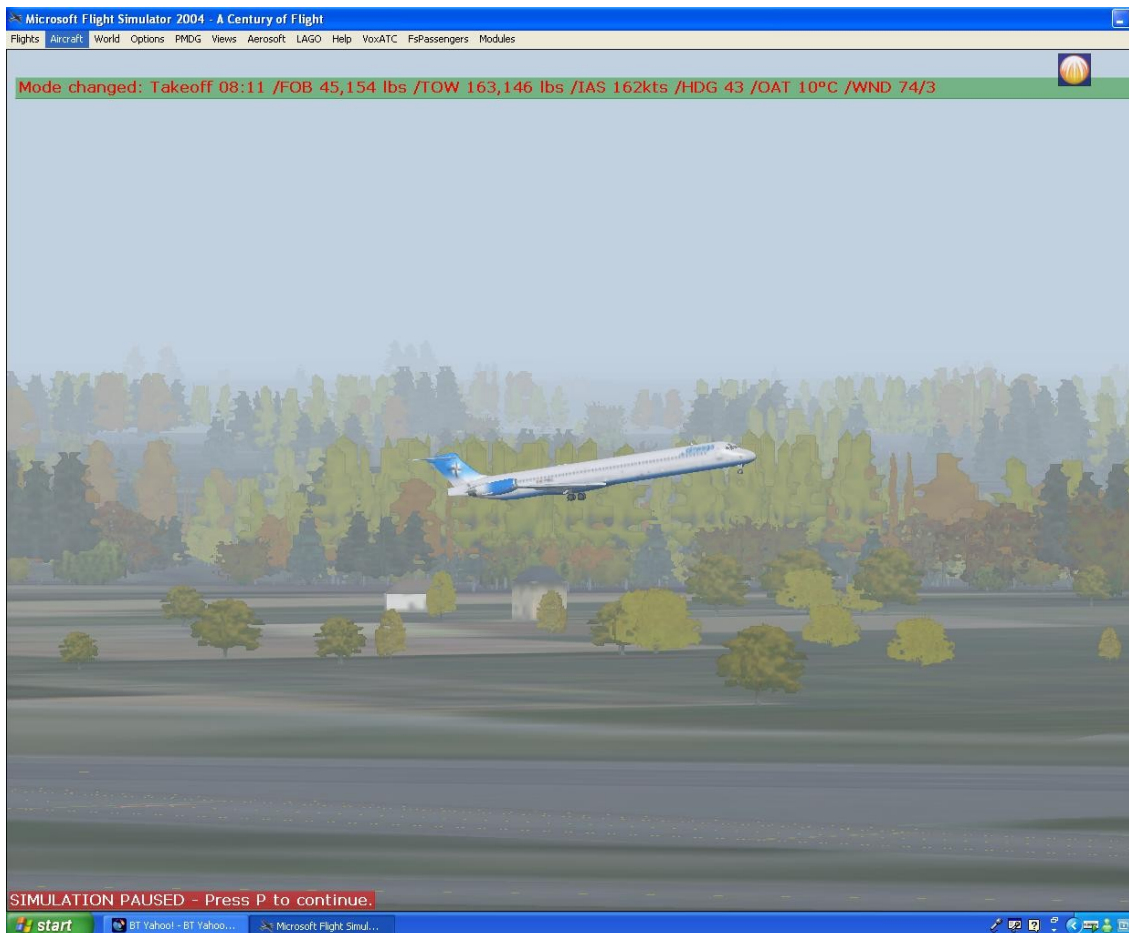
The time was 14-00.

At 14:05 we were accelerating down the Rnwy towards lift-off.



Ready for takeoff Rnwy 4L

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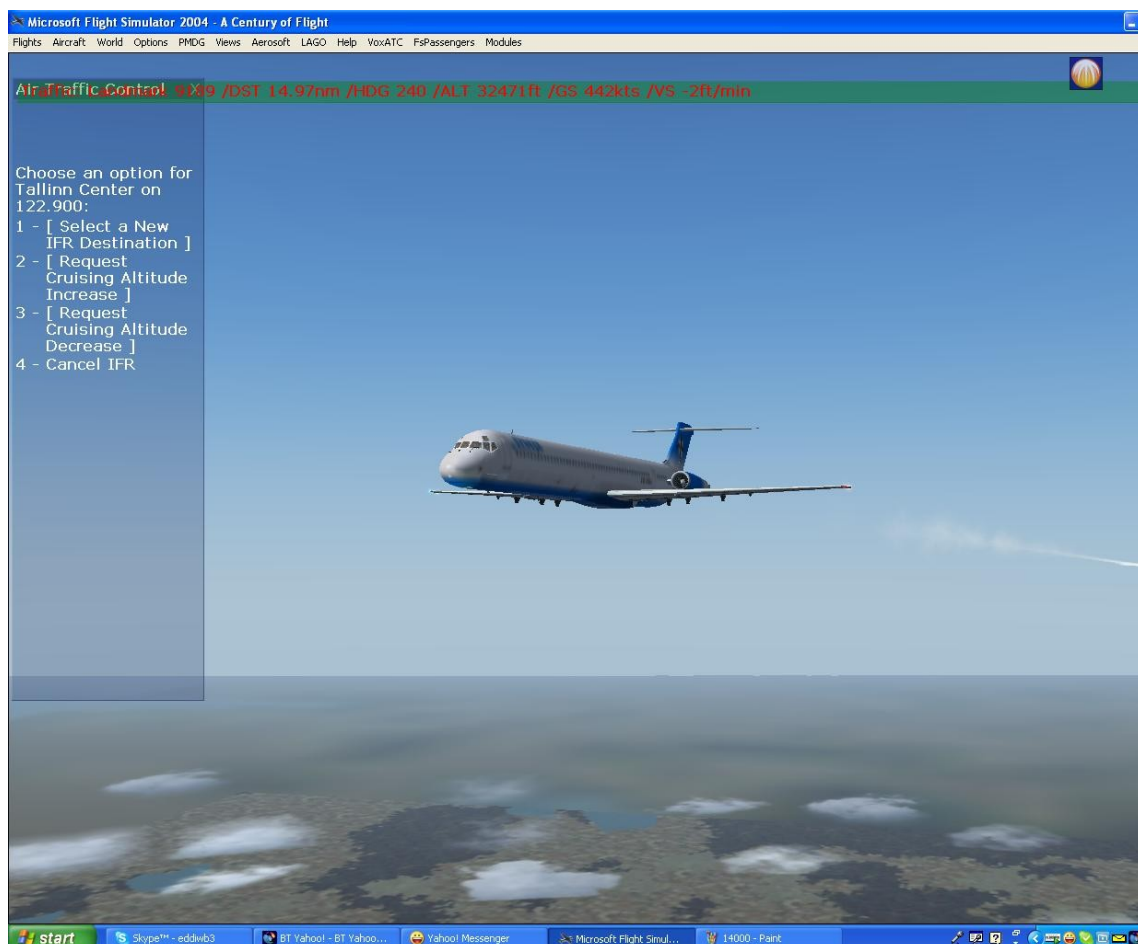
Lift off Rnwy 4L

We had no Pax or cargo so no excess weight problems, therefore taking off was a breeze.

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After t/off we were vectored straight on to our f/plan as there was no other traffic around (they must of heard I was flying and cleared the area).
250 knots and 2000 fpm and we were soon cleared to FL200.

By 14:30 we were at our cruise alt of 30000 ft and Mach 0.78 econ as we were light we got permission for 34000 for fuel conservation, so that should please the boss no end (another free week in Cyprus).

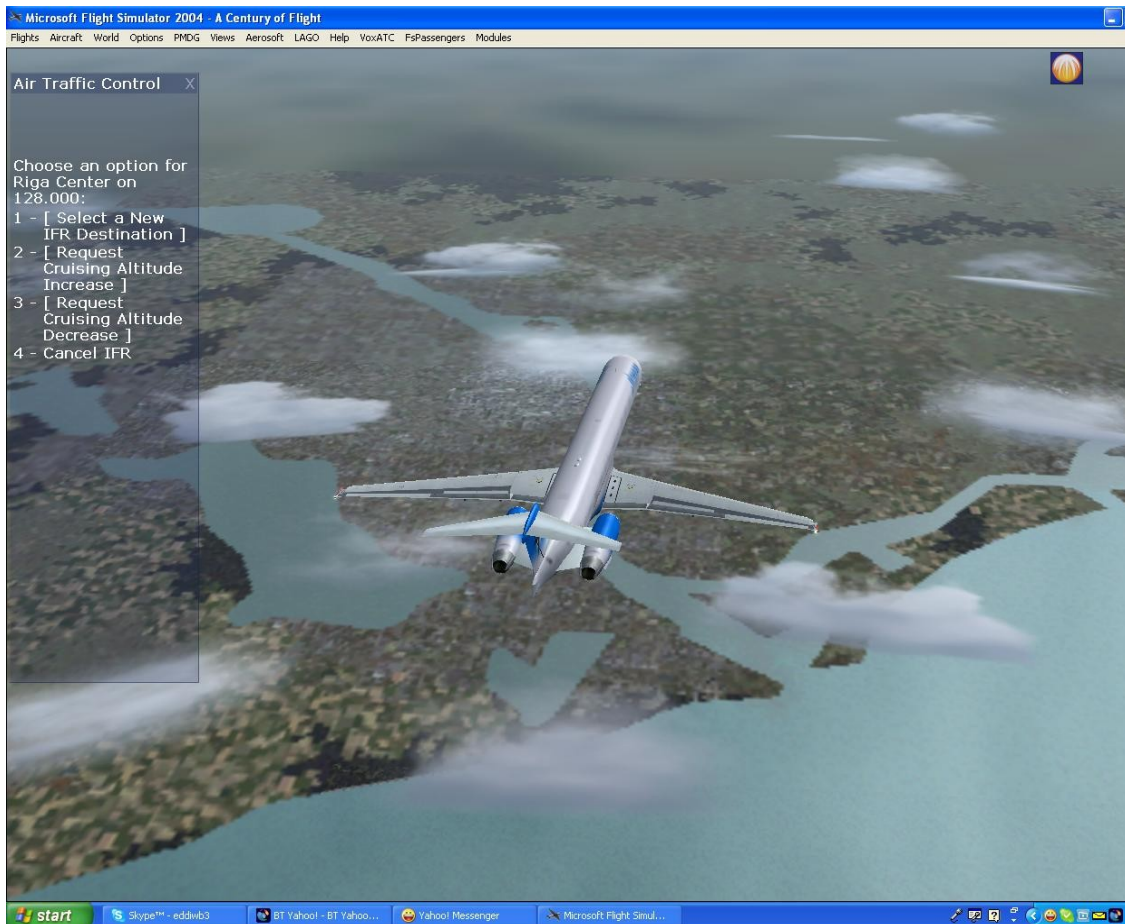


Enroute 30000 ft

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Great isn't it - no inflight movies, trolley dollies or mile high club, good job I brought a flask and a biscuit.

Heard on the company frequency that that our beloved CEO will be landing about 40 mins ahead of us in a Dash 8 he is transferring.



34000ft

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After an uneventful flight there was some thunder over Vienna but it didn't affect us, With about 100 miles to go Rome control started us on our initial descent to 24000, soon we were cleared to 10000 and given vectors for an ILS approach to Rwy 16L, weather and visibility clear, After a (dare I say it) smooth landing ,ground control directed us to the parking lot, whereon we did the shutdown c/lists and secured the A/C. The Time Being 18:16. The flight having taken 4hrs 16 mins.



And here we are parked up at Rome. All signed sealed and delivered.

Hello, It's our beloved CEO mincing across the apron towards us with something in his hand. Not a cheque for services rendered I say. No he says, it's your transfer to the Vertico Cr-- erm Messroom your bucket and mop awaits. Good job I managed to get a gas mask then. If I stand behind the mop when Gizmo comes in he might not notice me . Looks like I've been promoted from Senior Captain to Senior Cleaner. Never Mind.

Nice Flight and thanks to my co-pilot .