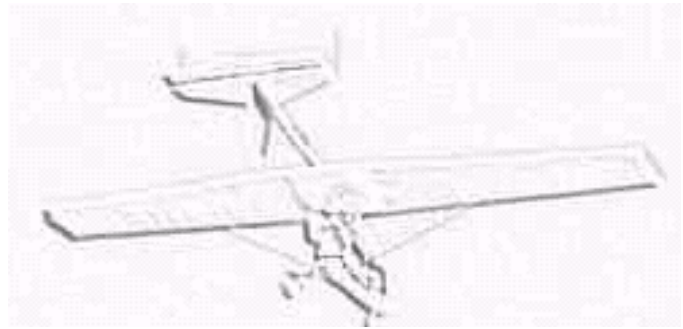




A member of the General Aviation
Awareness Council



Shadow Owners' Club Newsletter Autumn 2001

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New Members

Welcome to the following new members, who have joined since the last newsletter. If I have missed anyone I apologise. Let me know and I'll make sure you get a mention in the next newsletter.

Gary Bailey, Winchester
Mel Quick, Arundel

Museum visits

During a quiet weekend with friends in Kent I had the pleasure of visiting three museums and a memorial. On the Saturday we saw the Manston museum, on the edge of the airport now called 'London Manston'. In case you don't know it, Manston is at the far north east of Kent, and a considerable distance from London. The museum had an entrance fee of £1. A considerable number of photographs are displayed upstairs, together with a large number of model aircraft. The photographs were interesting, but appeared to be in no particular order. Downstairs were the aircraft, and a few panoramic displays. The displays included three fire appliances of varying ages.

About fifty yards from the Manston museum is the Spitfire and Hurricane museum. As the name suggests this houses a Spitfire and a Hurricane, each in its own room. Around the outsides of the room are displays of documents, uniforms and aircraft parts. There is a small shop associated with the museum and a nice coffee shop. Entrance to this museum is free.

On the Sunday we visited a memorial at Folkestone, and a museum at Hawkinge. The memorial is on the sea front, overlooking a town, but I can't remember its name. The museum at Hawkinge is on the airfield where Douglas Bader and Bob Stanford Tuck were based for part of the

war. It is the only part of the airfield left, the rest disappearing under housing. This museum has an entrance fee of £3.50, but is easily the most interesting of the three. The display is split into half a dozen buildings. Outside there are three replica Hurricanes, and inside are a further two Hurricanes, four Spitfires and three ME109s. I think one of the Spitfires was real, but that doesn't detract from the display. There was also a real Harvard. A number of vehicles were on display in a couple of the buildings, but the most interesting rooms from my point of view showed literally thousands of artefacts, from dozens of side arms to pieces of aircraft recovered from Kent after being shot down. There were more than a dozen aircraft engines, from crashed aircraft, with varying degrees of crash damage. One particular item which caught my eye was a coat worn by Douglas Bader when in Colditz castle. Without intending to stay so long we spent more than two hours here.

If I've copied the URLs down correctly have a look at:- www.raf-manston.fsnet
www.spitfire_museum.co.uk &
www.kentbattleofbritainmuseum.org

Fly-ins 2001

It's not been a good year for fly-ins. Let's hope for better in 2002. The PFA rally for 2002 has been confirmed at Cranfield, with the following years still in the air.

Where would members like to have fly-ins next year. Let me know where you'd like to go, and I'll see if it can be arranged. I'm planning to ask Old Warden if we can go there again, although only one aircraft was able to attend this year's event, partly due to the tailplane problem. I didn't bother arranging an event at Duxford this year, as I was the only member who attended the two previous years' events. Would you like me to arrange an event at Duxford? I'll certainly see if I can persuade Danny to hold a fly-

in at Little Cornard next year. His events are always well attended, and much appreciated.

News of CFM

I'm still waiting for a piece about James. My last contact with CFM was from Anthony, who said that things were hectic as a result of the move to Parham, and that he would contact me again once it was all settled.

Airshows

I spent an interesting day at Duxford, on Saturday the 8th of September, in the marquee of the Sally B supporters' club. Unlike our organisation, this club is vital to the continued operation of one aircraft. Sally B is a second world war Boeing Flying Fortress B17G. The name 'Sally B' comes from the name of one of the founder members, Elly Sallingboe, and not a 'Sally' as I'd been told previously. It is estimated that she costs around £300,000 a year to keep flying. She is currently the only airworthy B17 in Europe, and at that sort of cost, I'm not surprised. Walking round the inside of this carefully preserved piece of history it's impossible to imagine the fear of the crews, the suffering and deaths that were so common. I have enough trouble seeing other aircraft which are brightly painted, when the pilot has been kind enough to announce his position over the radio. How much more difficult it must have been when death crept up unannounced, and camouflaged.

Flying Training

If you've had enough of the English winter weather, not that it's arrived yet, you can now learn in Italy. Deepak Mahajan of MSA has aircraft in Italy, where the winter weather is much warmer, and it doesn't get dark so early. Conversely, it gets darker earlier than in England during the

summer. Anyone interested should contact Deepak on 020 8325 0197 or 0973 377710

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Contributions

I'm afraid there haven't been any since the last newsletter, and I've used all the material I've been sent, so I'm having to write it all myself, hence the diversity of topics.

Someone must have some interesting trip, picture, or story to share with us. It doesn't have to be in matchless prose, or even provided electronically. Some scribblings will do, as long as I can read them.

Lost prop.

I noticed in a recent paper that a Shadow had wiped off its noseleg during a forced landing, following the loss of the prop. Fortunately both pilot and passenger walked away without a scratch. The gearbox plate appeared to be undamaged. The gearbox in question was an 'E' type, like my own. When I received the gearbox I was amazed to find that it had tapped holes for the prop. bolts. This is not a good idea. The shear stress on the prop. bolt is then on the threaded part of the bolt, where it is weaker. The hole should be plain, with a washer and nut on the back of the plate. This is such a well known engineering problem that some people have their gearbox plates drilled and bushed.

News from the GAAC

I've just received issue 26 of the GAAC Newsletter, so here's a precis of its contents. Two public inquiries affecting aviation are taking place this month. The future of Rochester will be decided in the

consideration of the Medway Local Plan. Rochester is a wonderful airfield, my first solo outfield landing during my qualifying cross country, which until recently was run by G.E.C. (now Marconi). The local council want to build on the land, in the same way that Ipswich council did (the start and end point of my qualifying cross country).

The second inquiry is into proposed development of RAF Finningley, although in this case the development is for commercial aviation. The G.A.A.C.'s concern in this case is that G.A. will be squeezed out, partly through the imposition of controlled airspace.

The work of the G.A.A.C. has been mentioned in the Commons. In a recent debate the new Minister of Transport, John Spellar has emphasised the importance of G.A.

The Northamptonshire Structure Plan has been adopted, including a reasonable aviation policy.

There is some good news on the horizon in that the Government has recognised the importance of General Aviation in the recently published Annex 2 of PPG13.

The Countryside & Rights of Way Act exempts land used for the purposes of an aerodrome from public access rights. The C.A.A. have said that the definition of an aerodrome in S105 of the CAA Act 1982 is appropriate. Section 105 states that an aerodrome is any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft. Airfield and airstrip operators are recommended to check the new "open country" maps when they are published for public consultation.

Membership cards

The stock of membership cards I received from Barry Birchall when I took over as treasurer has been exhausted at last. Has anyone any ideas for a design for a new card? Please send any ideas to me at the address on the front of the newsletter.

Winter Newsletter

The Winter newsletter is due out in the last week of December (provided I've got something to put in it, of course!).

Happy flying.

Tim Harvey