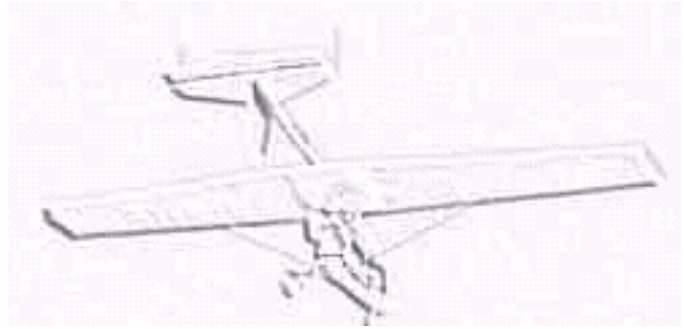




A member of the General Aviation
Awareness Council



Shadow Owners' Club Newsletter Autumn 2002

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New Members

There haven't been any new members since the last newsletter.

M.P.D. 2002-004 R1

My inspector came over at the weekend, to drill out the threads in my prop. flange. He bought a specially hardened cobalt drill bit for the job. I had been told by a couple of people that it is possible to drill the flange with an ordinary drill bit, provided plenty of time and cutting compound is used. In practice this didn't work out; in my case, anyway. As it happened the cobalt drill had no effect, either. So that I can fly until we get it sorted out properly, we've replaced the bolts with the same type as I've got already, in accordance with the M.P.D.

News of C.F.M.

You will probably all be aware of the unfortunate news that C.F.M. have ceased trading and called in the receivers. For anyone who needs to know, the receivers are:-

David Horner & Co.,
Pioneer Business Park,
Amy Johnson Way,
York.
YO30 4TN
01904 479801

I've been told that the debts are large, so if C.F.M. owe you money, I'm afraid it's unlikely that you'll see any of it.

As a result of not being able to source spare parts, my insurance company withdrew hull cover. This has since been reinstated, but only if the owner signs a declaration that in the event of the aircraft being repairable, but parts are not available, they will accept the cost of the repair, and not claim a total loss. Should the supply of parts be restored, and there

are apparently a couple of groups interested in taking over the supply of parts, then the insurance situation will revert to as it was before the insolvency.

Fly-ins 2003

Last year Deepak, of Microlight sport Aviation, offered us a fly-in at Chatteris. No-one has come up with a preferred time of year, so I'm going to suggest to him that we have a fly-in there in April next year.

N.P.P.L.

The new, long awaited, National Private Pilot's Licence is now in use. It came into being on the 29th of July. Initially I was led to believe that the P.F.A., who are dealing with the licence on behalf of N.P.L.G. Ltd., would deal with the application within three days, and the C.A.A. would deal with their bit within 10 days. In practice the C.A.A. took four weeks, but this was less than the five weeks that the P.F.A. suggested was the normal delay at the time I applied. I expect the extra delay was in part due to a flood of applications, so it may well be less than that by now.

The licence itself is somewhat less than impressive. It consists of several pieces of white paper, printed on a normal laser printer, with the addition of a C.A.A. stamp. It all comes in a see through plastic wallet. If I had trained hard and expensively for this licence I would want something a little more impressive than this. However, for the pilot wishing to fly group A aircraft it represents a big step forwards, particularly for those who might not be able to pass the class 2 medical now demanded of a private pilot, or who couldn't justify the expense. (Spare a thought for P.P.L. A instructors, who now need a class 1 medical every six months).

In order to apply for the rating I had to download a form from the C.A.A. website for the medical self declaration, together with some additional notes for my G.P., should he want to see them. I also downloaded the licence application form from the N.P.L.G. website. The N.P.L.G. website is at www.nplg.uk.com and includes links to the C.A.A. website for the medical forms, and also to the P.F.A. and B.M.A.A. sites. As a pilot with a current P.P.L. A, I had to supply photocopies of my licence, certificate of test/experience, R.T. licence and the last couple of pages from my logbook. In addition to this I was required to get a signature from a flying training organisation, to the effect that I had completed a course of training covering the N.P.P.L. syllabus. My P.P.L. was granted back in 1984, and the school no longer exists, so I went to the school which did my one hour flight with an instructor. Apparently this is needed as I could have forged my certificate of test. If I could have forged that I don't see why I couldn't have forged the signature on the application form, but never mind.

I had an appointment with my G.P., during which we discussed my medical history, after which he signed the form allowing me to fly with passengers. Much to my surprise I was not charged for this signature, although a friend has told me that his G.P. has asked for £75 for a medical, even though a medical is not actually necessary.

Unlike the old P.P.L. A (before the advent of J.A.R.), the new S.E.P. rating does not include microlights, so if you wish to fly both Shadows and Streak/Star Streaks, then you will need to maintain both ratings. This is not difficult, but adding the second rating to the licence will cost an extra £64. Obviously it is sensible to require differences training before switching between three axis and weightshift, or vice versa, but it seems

less sensible when you compare the differences between microlight and group A Shadows. I understand that in order to get a microlight rating, as a group A pilot, I would have to take a microlight G.F.T.

B to C series

I've had a request from a member who has changed his B series Shadow to a C series, who needs a copy of the pilot's notes and repair manual for the C series, before he can fly the modified aircraft. Many thanks to Danny Crosbie, for the loan of his manuals.

Don't forget that helping members is part of the reason that the club exists. If you have a problem regarding your Shadow, remember that the club is here to help. If I can't answer your queries, I'll try to find someone who can.

If you have access to the internet we have a page for 'requests for information'. Please have a look at this page, to see if you can answer the queries.

Slipper Tank

I spoke to Danny Crosbie last week, who tells me that he can now produce a slipper tank for the Shadow. The tank is made of fibreglass, in a large steel mould. It is fabricated in two parts, which makes it stronger than the original tank, and slightly lighter. The glue used, Araldite 2015, is fuel resistant, whereas the Araldite 2005 used on my fibrelam tank wasn't, hence the need for a coating of Safe T Poxy. The paperwork has gone to the P.F.A. and B.M.A.A. for approval. Is there no end to this man's ingenuity? In case you didn't know, he's already started making modifications for Jabirus.

Danny is going into hospital shortly, for an operation on his ankle. I can't imagine him sitting with his feet up afterwards. No doubt he'll knock up some form of

transport to allow him to play in his workshop while he recuperates. We wish him well.

News of Eve Jackson

From a DANMART newsletter I've discovered that Eve Jackson is planning a trip to Tanzania. Eve is flying to Africa in the same Shadow she flew to Australia. Since then it's been upgraded, with the 447 engine being replaced by a 503. It's also been painted pink. I'll see if I can get Eve to write an article about her adventure for us.

Contributions

None since the last newsletter.

Someone else 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. (Please!)

Adverts

Apologies to those of you who are familiar with the website, as these adverts are copied from there.

If any of these adverts are no longer valid, please let me know so that I can remove them.

Zoli Nemeth has some Star Streak components for sale. It was built by Laron Aviation in 1997. Zoli can be contacted at 36, Hunter Ave., Hudson, MA, 07149 USA (978) 567 9106

Nic Mines has a Skyforce GPS for sale. Nic is on 01249 714871 (office hours) (This has been on the website for more than a year, so I suspect that it will already have been sold)

Tom and Margaret Palmer are selling G-MWLD (CD), G-MYNX (SA-M) and G-BONP (Streak). Contact them at sales@tpsweld.co.uk

There is a share available in G-BUGM, see www.gbugm.net

David Cripps is selling a couple of spare wheels (tyres and plastic hub. Contact 01983 756237

John Carter is selling a wide bodied Star Streak kit for £14000. johncarter@mayfieldfarmhouse.co.uk

Mel Quick has a Crosbie wing folding kit in as new condition for £300. 01243 555797 (West Sussex)

Graham Martin is selling Streak Shadow G-BTKP (narrow body, 582, electric start, on a private strip near Bourn, Cambridge) £13950, including radio and GPS. Evenings 01223 835028, Day 01954 278117 gd.martin@ntlworld.com

Shadow CD G-MNVK fully rebuilt and recovered by SFC October '97. Professionally painted. With slipper tank, strobe, ICOM radio, Lynx intercom and headsets. Recent tinted canopy, leg fairings, alloy wheels and spats (unfitted). Rotax 503, 9 hours since 150 hour service. Recent gearbox service. New weight and balance August 2001. Located at Old Sarum. £11500. Contact Richard on 01202 421414 (office) or 01202 428546 (home) or richard@audiofad.co.uk

Jan Laurier is selling a Shadow CD, in the Netherlands, due to the loss of his local airfield. Shadow CD PH-2S5, June '96. Icom radio, GPS, Communicator intercom and headsets, TTAF/ engine 180 hours, Rotax 582 CD/DI, "C" type gearbox, Arplast 4 blade, Full engine cowling, all modifications approved by CFM, full history. Priced to sell at 9.000,- pounds. Full power at 450 feet overhead

has been measured at 63.7dBA. Jan can be contacted on jlaurier@chello.nl or Tel: +31(0)181 31 59 78 mobile +31 (0)6 54 94 15 17



(26/5/02) Jean Baptiste Guisset has a Shadow for sale, fitted with a Rotax 503 with approximately 700 hours. Jean describes the aircraft as having long range, tinted canopy, strobe lights, intercom, electronic trim, strobe lights, almost full equipped, with a Belgian registration. The price is given as 7500 (I can't make out the units, but I assume pounds). Jean can be contacted on:-
Jean Baptiste Guisset
Airport Amougies
7750 Amougies
Belgium
Info@airport-amougies.com

Neil Grigg is looking for a share, preferably in a Streak, in Essex/Suffolk. Home 01376 562153, Work 01284 762211 neilgrigg@hotmail.com

Roy Bennett is looking for a Streak trailer 01513 423542 roybennett@dial.pipex.com

Marlene Allinson is trying to trace the history of Streak G-BRWP for a legal case, particularly the second owner. m.p.a@workshop.ndo.co.uk

David Good is looking for a share, or hours building, on a Shadow, within 45 miles of Staines (Middlesex). Home 01932221942 Work 01753 604829

Alan Harpley is looking for a Streak/ Star Streak kit. 01969 667475

John Wighton is looking for a Streak or wide Shadow D airframe, as the basis for a design project. 01787 472287, 07767 623600 or john@rcs-aviation.com

Geoff Haines is looking for a 50/50 share in a Shadow in the Cheshire area. 01925 758115 or 07723 121644

Rob Barcis would like to buy a dual control Shadow, preferably with a trailer, or perhaps a share, in the north west of England. bar1@telco4u.net

Bob Davidson is looking for a CD, preferably factory built with Crosbie wing fold and electric start. robdav@ecosse.fsbusiness.co.uk

Martin Clotworthy is looking for a hangar/trailer 01225 858557

Keith is looking for a share in a Shadow. He lives in Wokingham, Berkshire. 0118 9787646, keith@ellenden.fsnet.co.uk

James is looking for a share in a Shadow in the West/North West London area. 07974 925238 or microflyer71@aol.com

Buz Sawyer is looking for the plans for a Streak. Buz is at 8302 Seashore Drive, Corpus Christi, Texas 78412 jbuz@aol.com

Tony Halsall is looking for a Shadow trailer. 07903 931424

Keith Ellenden has 80 hours' flying experience on Shadow microlights and would like to buy a share in a Shadow. He is based in Wokingham, Berkshire, and would be interested in joining a group, or starting one up. He can be contacted on 0118 9787646 or keith@ellenden.fsnet.co.uk

Requests for Information

These are also on the website.

We've had an email from a chap in New Zealand, who is having problems with ripped fabric above the prop. Has anyone else suffered this problem?

Jamie Ingram wants to know if anyone has any experience of the Victor 2 engine from Simonini.

Bob Hyatt is looking for information on the set-up of 618 carburettors

Rick Leach is looking for photos or drawings of a 912 installation and any other technical information regarding the change from a 618 to a 912, as he has a friend in Australia who would like to make the change.

Winter Newsletter

The Winter newsletter is due out in the last week of December.

Happy flying.

Tim Harvey