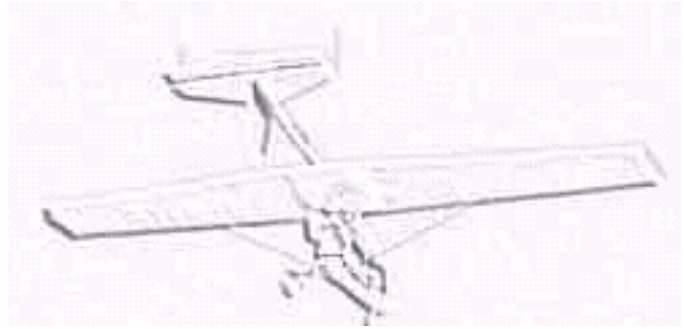




A member of the General Aviation
Awareness Council



Shadow Owners' Club Newsletter Spring 2002

Treasurer and newsletter / website editor:- P.F.A. Shadow Squadron:-

Tim Harvey,
'Silent Valley',
Crocus Way,
Springfield,
Chelmsford,
Essex.
CM1 6XJ
(01245 460357)
email t.harvey@shadowowners.flyer.co.uk

Tony Batten,
Bridgemans Cottage,
Marsh Road,
Tillingham,
Essex.
CM0 7SL
(01621 779556)

New Members

We've not had any new members in the last three months.

Email virus

I'm still receiving the BadTrans virus from time to time at the website address, so there are obviously unprotected computers out there. The computer I use for maintaining the website is now protected against such attacks in the future, and the service provider I use, Freeserve, prevents the virus from spreading from my computer. It does this by blocking the transmission of attachments with files which have a full stop in the name. These files appear to have two extensions, e.g. picture.jpg.vbs. The file is meant to look like a picture, whereas the .vbs extension shows that it is a script file. If you receive an attachment with these 'two extensions', then treat it with suspicion. As I said last time, due to a 'feature' of Outlook Express then this type of virus can run without you trying to open the attachment. Whoever changed the rules under which computers operate, allowing the use of a full stop in a filename was a complete idiot.

For a period of three or four weeks I had problems accessing the email sent to the website. I have now recovered the situation, so by the time you receive this newsletter I should have replied to all the messages sent during that time. If you have not received a reply to any message you have sent me, not just during that time, then please contact me again.

Fly-ins 2002

We've got one fly-in arranged for 2002, so far, at Old Warden, in Bedfordshire. The provisional date is the 19th of May, the day after their first Sunset flying display.

News of the Shadow Flight Centre

Fiona has contacted me with regard to revalidation and renewal of JAR licences. For those of you with Group A PPLs, there is a requirement for a one hour flight with an instructor every two years. I understand that this will also be a requirement with the new NPPL, now due out on the 1st of June this year. Fiona tells me that you can do this in your own Streak or Star Streak, provided that you own it. You may have problems finding instructors willing to conduct the flight for you. If you have this problem, and are within range of Old Sarum, then they have two willing instructors there. Contact the Old Sarum Flying Club, on 01722 323355. Fiona also tells me that the Shadow Flight Centre has its own website, which can be found on:

www.shadowflightcentre.co.uk

News of the G.A.A.C.

There is good news regarding the outcome of the South Cambridgeshire Local Plan Inquiry. The inspector has rejected most of the policies which the Council were trying to impose on the flying community. The whole report can be viewed at the Council's website: www.scamb.gov.uk

There is a problem regarding which the G.A.A.C. is asking for our involvement. Many small airfields and strips operate under the terms of the '28 day rule'. At present, planning law in England permits the temporary use of any land for any purpose for not more than 28 days in any calendar year (although for some purposes the restriction is no more than 14 days in total). Central Government, bless their cotton socks, is now deciding whether or not this rule should be allowed to continue. Flying activities have not been mentioned specifically; instead it seems that the reason behind the

consideration for change is 'motor sports' activities. The consultation paper sets out six options on the subject.

- Retain the current situation.
- Remove temporary use rights for all users.
- Remove the 28 day "permitted development" rights for temporary markets, all motor sports and clay pigeon shooting.
- Reduce the number of days on which temporary markets, all motor sports and clay pigeon shooting may operate without planning permission, to seven days in any one year.
- Introduce a size threshold above which "permitted development" rights would be removed for temporary markets, all motor sports and clay pigeon shooting. (This appears to be aimed primarily at markets)
- Introduce a notification procedure for events - again aimed at markets, fetes and similar events.

Question 17 asks: "Which option for temporary use provision do you most favour? Would you prefer an alternative option not set out in the paper?"

Question 18 asks: "Why do you prefer your chosen option?"

The consultation paper sets out the pros and cons of each option, but does not make any recommendation. The G.A.A.C. goes on to suggest that the 28 day rule is a very valuable planning tool, and asks us to respond to the consultation paper, requesting that option 1 - for no change - to be chosen. There are no forms to complete. We simply need to answer questions 17 and 18, and send the letter to :-

Development Control Policy Division,
Department of Transport, Local
Government and the Regions,
Zone 4/J3, Eland House, Bressenden
Place, London SW1E 5DU, and mark the
letter for the attention of Mr. Iain Clark.

This and all other articles can be found
on the G.A.A.C.'s website:-

www.gaac.co.uk

Flying Training

If you've had enough of the English winter weather, you can now learn in Italy. Deepak Mahajan of MSA has aircraft in Italy, where the 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

deepak@microlightsport.co.uk
www.microlightsport.co.uk

Contributions

I've had a couple of photographs from Colin Brown, many thanks to him for that. I hope to get them on the website soon, once I've fixed my scanner.

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 scribbles will do, as long as I can read them. (Please!)

Instrument Panel Extension

In common with all other Shadow pilots I've met, I haven't got the arms of an orang utan, so I can't reach the altimeter setting knob in flight. I did once ask Jacob Cook if his father had especially long arms, but Jacob told me that David couldn't reach the knob, either. I know it's

possible to extend the knob, but I wanted a neater solution. I have designed a new instrument panel, and have received approval from PFA engineering to fit it, although I haven't yet done so. It consists of a new panel, made from fibrelam, fitted vertically a few inches in front of the existing panel. The panel has space for the basic six full sized instruments, with space for switches/lights at the top, and a couple of carb. temperature gauges near the bottom. I have obtained a second hand, electrically powered, artificial horizon which once graced the panel of an RAF Harrier, but I've not bothered with any other gyro instruments. I will happily send copies of the drawings to any member who would like a copy.

Winching into the trailer

In the days before I had my own individual hangar (bliss), I used to keep my Streak in its trailer. Obviously, I needed assistance in fitting and removing the wings, but I often managed the fuselage on my own. Getting it out of the trailer wasn't too much of a problem, the one thing I had to watch was that I didn't allow the skid to hit the lip of the tailgate as the wheels accelerated down the ramp. Getting the fuselage back in was more of a problem. Like Gary Bailey, my thoughts turned to a winch, although unlike Gary mine didn't use electricity. I simply bought two pulley blocks and a long length of rope. One pulley block I attached to one of the floor boxes in front of the wheel stops, and the other I attached to the Streak's undercarriage. By resting the tail boom on my shoulder it left both hands free to pull on the rope. Having a double pulley at each end meant that I was only pulling a fraction of the Streak's weight, at the expense of having to pull the rope further. I usually needed a small 'run up', to get over the step and into the trailer, but after a few times I got the knack. I had forgotten all about it, until I got Gary's letter.

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.

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 rear seat fuel tank for a Shadow, for £50. Contact david.cripps@spsystems.com

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

Mervyn Middleton is selling a Shadow CD503 G-MYEP. It comes complete with an ICOM radio, GPS, slipper tank, spats, tinted canopy and electric trim. TTAF 480 hours, engine 80 hours. It includes a Lynton trailer. Priced to sell at £11,000 with full history. Contact Merv on 01432 266603 or merv@middletons.flyer.co.uk

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

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

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.

Peter Sarfas has a BD with streamlined struts and a C spec undercarriage, and is looking for information on changing from a 447 to a 503. He's also looking for a suitable 503 and prop.

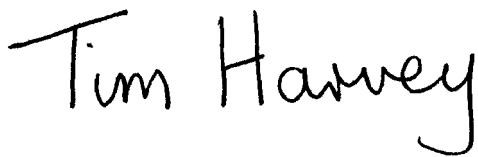
Rick Leach is looking for photos or drawings of a 912 installation and any other technical information regarding the change from a 618 to a 912, as he has a friend in Australia who would like to make the change.

Summer Newsletter

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

On the subject of newsletters I now have the capability of converting them into Adobe Acrobat format, and have put all the newsletters I have written onto the website. The advantage of this format is that the files are relatively small, so won't take up too much space on the server, and won't take too much time to download. For anyone who hasn't got a copy of the free Acrobat reader programme, there is a link to the Adobe website.

Happy flying.

A handwritten signature in black ink that reads "Tim Harvey". The letters are cursive and fluid, with a prominent loop on the 'y'.

Thought for the day

Eagles may soar, but weasels don't get sucked into jet engines.