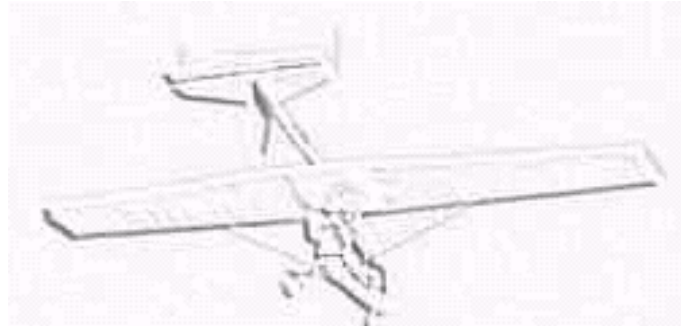




A member of the General Aviation  
Awareness Council



# Shadow Owners' Club Newsletter Summer 2002

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### **New Members**

Welcome to the latest members of the Shadow Owners' Club:-

Kevin Creed, Langar, Notts.

Bill Douthwaite, Mytholmroyd, W. Yorks.

If I've missed anyone, I apologise. Contact me and I'll correct the error.

### **MPD 2002-004 R1**

You may be aware of the above Mandatory Permit Directive, issued a few days before Cranfield. It required all Shadows fitted with Rotax 582 engines and Precision propellers to replace the propeller bolts if they had reached 25 hours in service, or if the service life was not known. Thereafter the bolts had to be replaced at 25 hourly intervals.

I had a phonecall from Francis Donaldson, of the P.F.A., to say that he'd managed to persuade the C.A.A. to alter the MPD, to make it clear that it applied only to those aircraft which made use of threaded holes in the prop. flange. You may remember from a previous newsletter that I believe threaded holes to be a bad idea. Well, a couple of serious incidents have occurred involving failure of prop. bolts.

Francis told me that, although the prop. flange is hardened, it is possible to drill the threads out, and then fit a plain bolt through the hole. Fiona Luckhurst, of the Shadow Flight Centre, told me at Cranfield that they do this as a matter of course. If this work is done then the M.P.D. no longer applies.

### **Fly-ins 2002**

#### **Old Warden. 19th May**

Four aircraft attended our fly in at Old Warden, on a lovely sunny day which was better than the forecast. For various

reasons I went by car. The aircraft attending were:

G-MTSE

G-MZBS

G-MZCT

G-BULJ

#### **Cranfield. 21st to 23rd June.**

In the past this has been the best attended event for the Club. We have previously regularly seen between thirty and forty Shadows at Cranfield. This year I counted only 8, including the factory demonstrator. I went by car on the Saturday, so it's possible that other Shadows attended on the Friday or Sunday which I didn't see, or which had gone by the time I arrived. As with Old Warden it was a warm day, with plenty of sun, but with a fair amount of wind.

Top of the list of reasons for the low attendance must have been the MPD, especially since some pilots may not have been aware of the revision to clarify that it only applied to aircraft using the threaded holes. I put a piece about it on the website, and sent out an email to everyone I could think of, but I imagine a number of people wouldn't have seen the information in time.

The aircraft I saw were:-

G-MNER

G-ODVB

G-BXWR

G-MVRT

G-MZCT

G-MZBS

G-BTDD

I envy each and every one of you. This was the first P.F.A. rally I haven't flown to since I finished my Streak in 1994.

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### **Bassingbourn. August bank holiday.**

We've been invited by the Bassingbourn Air Training Corps to a fly in at Bassingbourn. Apparently, some of our members visited their fly in around 8 years ago, and they've told me that it would be nice to see some Shadows there this year. Details can be found on [www.2484atc.com](http://www.2484atc.com)

### **Horsey Island. 19th to 22nd July.**

This is a fly in organised by my local P.F.A. strut (Lea Valley). For this weekend we take over much of the island owned to Tony Haig Thomas. In the past more Shadows have attended this event than any other type of aircraft. Perhaps we can do the same this year.

<b>N.P.P.L.</b>
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The new, long awaited, National Private Pilot's Licence is now due to come into being on the 29th of July. It's a few months after its planned implementation date, but welcome, all the same. Originally due on the 1st of January, it was delayed by concerns by some of those who were consulted, which resulted in a second round of consultation. Another small interruption was the resignation of Stephen Byers.

There will be three ratings, S.E.P. (single engined piston), Microlight and Self Launching Motor Glider. The two which will be of most interest to club members are the S.E.P. and Microlight ratings. I know little of the current microlight rules, but I imagine that pilots will notice little difference. The S.E.P. rating covers daylight V.F.R. only, in aircraft up to 2000kg, and with a maximum of four seats. Differences training will be required for some aircraft, with tail wheels or wobbly props, for example. In order to be allowed to fly with passengers pilots will have to meet the current medical requirements for H.G.V. licences (or L.G.V. as they are now). There is no

medical, as such; pilots will have to sign a medical declaration, which they will then get their G.P. to countersign. If a pilot is not able to meet the H.G.V. standard, then flight solo, or with a safety pilot, may be allowed if they can meet the D.V.L.A. car driving standard (with slight modifications). The medical declaration and other official information can be downloaded from the websites of the organisations involved (P.F.A., B.M.A.A., A.O.P.A and B.G.A), plus the C.A.A.'s own website (under Safety Matters, Medical, What's New). Barring problems it will all be implemented on the 29th of July. Put the date in your diary. The four organisations have formed a new company, called NPLG Ltd., to handle the licence.

Anyone with a current licence, but without a valid medical will qualify automatically for the new licence, provided that they have the new medical declaration.

Training for the new licence will be a little simpler than for the JAR PPL. I can't remember the exact details, but they will be on the different organisation's websites.

<b>Reflections from Jan Laurier</b>
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After seeing David Cook and his Streak Shadow on a television programme I became interested in a Shadow and after a flight in a Shadow at Moorsele in Belgium I purchased a kit in August '95 and started building. Due to the noise requirements in Holland (with full power flying overhead a microphone at 450 feet and producing no more than 60 dBA) several modifications had to be made to comply with this rules. First I chose the Rotax 582 over the 503 (In fact this means this was the prototype "D" series Shadow), no forced air cooling and the water jacket reduces the engine noise, "C" type gearbox with a bigger reduction than normally used by

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CFM so the prop. rpm would decrease. To keep performance I chose a 4 bladed Arplast prop, the reduction is 1:3. Performance is still impressive, I guess due to the fact that the air is less disturbed when it enters the prop. Full engine cowling so I had to reroute the exhaust and also add an after-muffler to, the main and after-muffler are placed where the original fuel tank is placed so I had to build a new fuel tank under the fuselage much like the slipper tank. A foam plate under the fabric in the centre section where the prop. tips pass to prevent drumming of the fabric. David Cook performed the inspection before closeout and after a weight and balance the Shadow was ready in June '96.

David's son Jacob performed the last inspection and made the first flights. To this date I am not able to meet the noise requirements ( I can still fly the aeroplane on a special permit but there can never be another one in Holland) 63.7 dBA is the lowest I could get. This means that I must reduce the noise by half! an impossible task. Now we are losing the airfield also, so I am reluctant to put my Shadow up for sale.

### **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**

Apologies to Colin Brown. I still haven't sorted out my scanner, or replaced it, so the photographs he kindly sent me are still not on the website.

Thanks to Jan Laurier for his story of how he came to have a Shadow. It's a shame he is now having to sell it.

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!)

### **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

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



PH-2S5

(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

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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 jbz@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

(6/6/02) Wanted - a D series or CD Shadow. Low air time with a good history and a long permit. Phone Bill Douthwaite on 01422 882794 or W.A.Douthwaite@bradford.ac.uk

Alternatively, is there anyone in the north of England who would consider a half share in a new Shadow?

### 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

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.

### Autumn Newsletter

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

Fiona Luckhurst suggested that I could use her email address to deliver the newsletter, rather than by post. Would anyone else be interested in this form of delivery?

Happy flying.

Tim Harvey