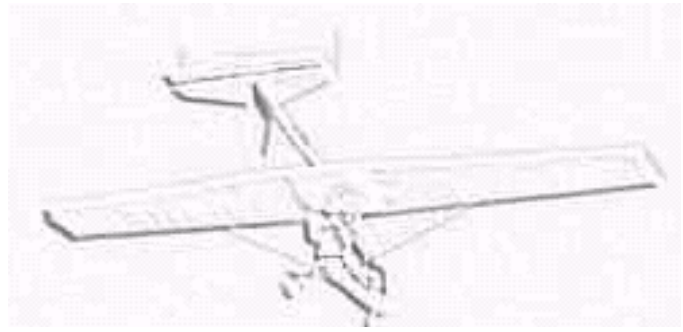




A member of the General Aviation
Awareness Council



Shadow Owners' Club Newsletter Winter 2000

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Apology

Please accept my apologies for the length of time between this newsletter and the last one. It is nearly a year since this was expected. I'm afraid this newsletter will be shorter than previous ones, as I haven't learned the ropes yet. I hope you'll be patient with me as I learn about web editing as well. I have just taken over from John Lord as the editor, after his decision to sell his Streak, and build a Jabiru. I would like to thank John for the work he's done for the club over the previous years, and I imagine we'll be seeing him at fly-ins in the future, if not in a Shadow.

Personal profile - Tim Harvey



OK, so who am I? Those of you with access to the website will already know a little about me. I first saw the Shadow at an airshow at Biggin Hill many years ago. After seeing David demonstrate it I had

a closer look on the CFM stand, little dreaming that I would one day have a pilot's licence, let alone one of these unusual looking aircraft. In 1983 I started learning to fly with the Suffolk Aero Club, at Ipswich. I'd been to the gliding club at Whatfield, with a friend from University. After a ride in a glider I was offered a ride in the tug aircraft, an old D62B Condor, for 50p. Within minutes I knew that powered flying was for me. I'd enjoyed the gliding, but this was something else entirely. Within two weeks I had started lessons. After 10 months I had my licence. For the next few years I flew the usual 40 minutes to the south of Ipswich every 3 or 4 weeks, with the occasional trip somewhere. In 1989 I did further

training, achieving an IMC rating, although it lapsed a long time ago. Whenever possible I'd team up with my mate from University, who by this time had also got his licence. A friend of his had bought a Luscombe Silvaire, and Chris suggested we fly to Old Warden. Zip (no-one knows how he came by the name, but I've never known him as anything else) and I tagged along in a Cessna 150, affectionately known as the 'flying turd', due to its two tone brown paintwork. We flew to Old Warden, booked in, had a cup of coffee, and then had to leave, in order to get the 150 back for the next hirer. As a result we didn't have the time to look round the museum. At this point I decided I needed my own aeroplane. At the time I was sure that I would have to build, rather than buy, due to financial constraints. After much saving, and a good deal of overtime later, I started looking for something to build. I looked at, and quickly dismissed, the Kitfox. I had never flown a taildragger, and I'd met a Kitfox pilot who described it as very 'squirrely'. What a wise decision that turned out to be. Quite by chance I got hold of a copy of Pilot, and saw the CFM advert, which invited pilots to look round the factory. I sent off to them for information, and got a nice letter back from Patrick. My first visit to the factory convinced me that I was capable of building a Streak, but the weather wasn't good enough for a test flight. A couple of weeks later we tried again. The test flight convinced me. I paid a deposit, and a while later Patrick delivered the kit to me. I spent around 2 and a half years building my Streak, its first flight being in January 1994. The permit arrived in February, but it was April before I had the chance to fly it for the first time. Before then I had a check-out with Glenn Read at Mendlesham (where there's a 1000 ft mast within the circuit), who was introduced to me by Martin Lowe, who was then the CFI at Crowfield. Martin took David Cook for his PPL, and was my

IMC examiner. That was 6 and a half years ago. Since then I've clocked up around 370 hours in 'WR, even getting myself on London Weekend television and in the PFA Rally video in 1994. When Barry asked for someone to take over the job of treasurer a couple of years ago I foolishly volunteered, and with John moving on the job of newsletter / web editor came my way almost by default.

My day job is as an electronic engineer for Marconi Radar, or Alenia Marconi Systems, as they're called this week. As they say:- You know you're working in the nineties when you've worked for 3 companies and haven't changed desks. So that's Marconi Radar Systems, Marconi Radar and Control Systems, GEC-Marconi Radar and Defence Systems, GEC-Marconi RDS, and now Alenia Marconi Systems! I hope to implement some of the ideas John has had for electronic gadgets, but sadly work gets in the way.

Report on Priory Farm fly-in

Despite the completely cloudless sky, and hot sunshine, the air was surprisingly smooth. By the time I arrived the main aircraft park was already nearly full, so I ended up parking to the side of the runway. This also had the advantage that the ground near the aircraft park was a little rough, so I didn't have to worry about a possible prop. strike. A couple of Shadows had already arrived, and Danny Crosbie and John Lord and their respective partners arrived not long afterwards. I didn't partake of the barbecue myself, but I was told by those who did that it was up to the usual excellent standard. The cakes looked particularly appetising. It was nice to see Derrick Brunt, if not fully recovered from his ordeal, at least able to enjoy life again. Both he and John Pearson were injured during a robbery attempt by some travellers at Derrick's farm. Derrick was

seriously injured, and was considered lucky to survive. He has now regained his medical, and so we can expect to see 'DB in the skies around Plaistows.

Report on Duxford 2000.

The original date for the Duxford fly-in was postponed, due to an unfavourable weather forecast. On the day the aviation forecast was much better than had been expected. The actual weather was worse than the forecast, so the decision to postpone the event turned out to have been a wise one. On the alternate day, which was the following Sunday, I got the TAFs from the Swedish website. I used to use a premium telephone number, but through the internet is much cheaper. The address is www.blinder.lfv.se.met. It told of low cloud and fog early in the day, but clearing by lunchtime. Sure enough, it was very foggy as I drove the 4 miles from my Mother's house to the farm. The strip owner was away for the day, so I spent the rest of the morning chatting to the girls who stable their horses at the farm. By midday the fog and low cloud had gone so I got the Streak out. I'd fuelled and oiled it the previous weekend, so all I had to do was the pre-flight inspection. I rang Duxford, who said that they had 12 knots at 240 degrees (the runway is 24/06). I used more than my normal cruise revs, as I was flying directly into the wind. Still, I prefer to have a tail-wind on the way home, so it suited me well enough. By the time I'd got to Duxford the wind had swung round to 160 at 12 knots, so it was now almost directly across the runway. Fortunately the Streak isn't bothered by crosswinds much. I landed and parked next to 2 Cherokees. The FISO must have remembered me from last year, as he told me to park next to the Cherokees, rather than give their model number. Being trained on Cessnas the only Piper numbers I know are J3 and L4. Since it was now nearly 3 o'clock, I asked him if he'd had any other Shadows

in. He told me that the diary had warned him to expect up to 15 Shadows, but I was the only one he'd seen. I was the only attendee last year, as well, but it was much windier then. I had a good look round the museum, bumping into my personnel officer from work, who fortunately didn't recognise me. Doesn't it say something about modern business, when your personal personnel officer doesn't know what you look like? I had a great time, as I always do at Duxford. The Beaufighter is coming along nicely.

We've had a problem with the weather with our fly-ins this year, so it was disappointing to be on my own again with the weather reasonable. Obviously, I'd like to know why no-one else came. Was it the thought of having to pay your own landing fee this year? Was the weather the reason? Please, write and tell me, or send me an email. Here's praying for better weather in 2001.

After market starter motors

During my annual inspection last year it was discovered that my crank case was broken into two pieces. I had been using a well-known after market starter motor, famed for broken mounting plates. Due to vibration from the unsupported motor, the plate had a habit of cracking. In my case, unfortunately, it was the crank case that cracked, instead of the plate. I ended up replacing the engine, trading in the old one, complete with starter motor, for a new short engine and E type gearbox (with integral starter). That lot cost me more than two thousand pounds. While I was deciding how best to retrieve the situation, Fiona Luckhurst kindly sent me a photograph of a supporting bracket that the Shadow Flight Centre were using to support their starter motors. If you have a starter motor on the front of your engine, please make sure that the motor is well supported, otherwise you might end up with a big bill, as I did.

New members

I would like to welcome the following new members to the club, who have all joined since I became the treasurer. If I have forgotten anyone, then I apologise. Let me know, and I'll make sure you're included in the next newsletter.

Peter Sarfas, Billericay, Essex.
Ron Riley, Ashford, Kent.
Peter Walker, Lincoln, Lincs.
Stan Cornock, Hodge Hill, Birmingham.
Peter Mimmagh, Heswall, Wirral.
Michael Whyatt, Preston, Lancs.
Mervyn Middleton, Hereford
Nic Hart, Pentlow, Essex.
Nicholas Mines, Corsham, Wiltshire.
Jim Hambleton, Loggerheads, Shropshire
Terence Morgan, Carshalton, Surrey.
Robert Hyatt, Newquay, Cornwall.
Peter Lynch, Farnborough, Hants.
Jan Laurier, Hellevoetsluis, Netherlands.
Paul Avery, St. John's Fen, Cambs.
David Burton, Brighton, East Sussex.
Mark Bennett, Barton, Cambridgeshire.

A plea for contributions

The newsletters are soon going to become boring if I have to write all of the material myself. If you have anything you consider would be suitable for inclusion I would be delighted to hear from you. Please help me make this an owners' newsletter, not an owner's newsletter! The same plea applies to contributions for the website. We're always on the lookout for suitable material. The important thing about websites is that they must be kept up to date, otherwise people will lose interest.

Policy statement

The Shadow Owners' Club does not provide members' details to any third party. If anyone wishes to contact any of our members, I will send their details to the member concerned. It is then up to

the member to decide whether or not to follow it up.

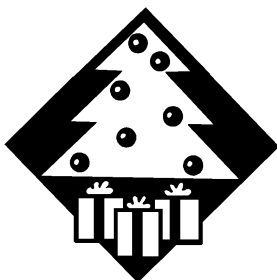
Membership for 2001

With the end of the year fast approaching it is time to remind everyone that all memberships fall due at the end of the year. I know some of you have already paid for 2001, so this reminder does not apply to you, nor does it apply to our honorary members. The subscription for the year is £5. Please make your cheques payable to 'The Shadow Owners' Club', and send them to me at:-

'Silent Valley',
Crocus Way,
Springfield,
Chelmsford,
Essex.
CM1 6XJ

I'm hoping to be able to send out several newsletters in the coming year, so that you all feel you are getting your money's worth. Also keep an eye on the website on www.shadowowners.flyer.co.uk which has been added to on several occasions in the last few weeks.

Christmas Greetings



We would like to wish all our members a Merry Christmas and a prosperous New Year, with plenty of fine weather. The weather this year hasn't been exactly

conducive to good flying.

The runways at the farm where I keep the Streak are OK, but the taxiway gets quite wet at times. Danny tells me that his strip has been badly affected by the wet weather, with the flood water up to the seat on his tractor. If you're planning to

visit him a phone call in advance seems like a sensible idea. I know from Brian Milton's trip to Australia that Shadows float, but it doesn't do them any good at all.

Why we follow procedures

I recently received an email with a Powerpoint presentation as an attachment. The story was that a KC135 tanker (based on the Boeing 707, I believe) was being ground pressure tested. During an overhaul the valves at the back of the aeroplane which control the outflow of air had been capped and not uncapped afterwards. The story alleges that the civilian maintenance man was not following any procedure, and had no proper pressure gauge. 'He had always done it this way'. He was allegedly using a home made pressure gauge, which wasn't fitted with a pin at the maximum end of the scale. He 'missed' the point when the needle went round the scale, and during the second trip round the scale the rear hatch finally gave up, and was blown 70 yards across the tarmac. Unfortunately it took some of the rest of the fuselage with it. The remains turned out to be just that; remains. The aircraft was reported to be beyond economic repair.



Tim Harvey

