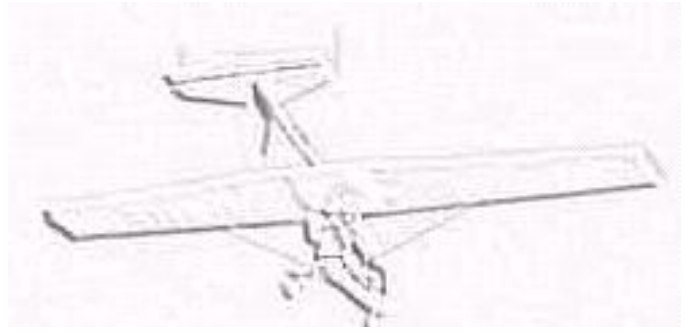




A member of the General Aviation  
Awareness Council



# Shadow Owners' Club Newsletter Winter 2002

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## New Members

Welcome to Robert Gibson Bevan, who has just become the 202nd member of the club, having bought the 'slug' from Danny Crosbie. (Does anyone know why Danny's aircraft is called the slug?)

Robert organises events associated with the Lancaster bomber at the Lincolnshire Aviation Heritage Centre, in East Kirkby, near Boston.

Avro Lancaster NX611, 'Just Jane' is owned by the Panton family, who have restored it and the World War II airfield of East Kirkby.

The aircraft has four fully working Merlin engines, which are regularly run during the Centre's special taxiing exhibitions.

Other places of interest at the Centre are the Control Tower, the Escape Museum, the Blitz (a vivid reconstruction of a 'street at war', showing the disastrous results of a bombing raid on an ordinary street) and the Place of Peace, the airfield's chapel, dedicated to all the aircrew of 57 and 630 squadrons who served at East Kirkby.

For parties of up to 18 per day, the chance is available to spend a day at East Kirkby, looking round the various stations within the Lancaster, and including a taxiing trip of around 20 minutes with all four engines running (and consuming 6 gallons of Avgas a minute!). The price of £180 per person includes tea/coffee, lunch and afternoon tea and cake. The tours run every week from March to November.

For anyone interested, Robert can be contacted on 01673 858387.

It used to be possible to fly in the E.A.A.'s B17 in America, including some time at the controls, but that has been stopped by the F.A.A.

## NEWS OF CFM

Perhaps the most important piece of news this year is that the assets of CFM Aircraft Ltd have been sold. I've had an email from the company which has bought the assets. They are an American company. In America they trade as CFM Airborne, inc., while over here they will be known as CFM Airborne Ltd. They are planning to continue with the certification of the E series aircraft, and the production of the others. Work is in progress to get production in the UK up to speed by February. In the mean time they can supply parts, and take orders for new aircraft. So far, the only contact details I have for them is an email address, which is CFMAirborne@yahoo.com

## Thoughts of John Porter

Eleven thousand seven hundred feet and six hundred feet a minute up! This is ridiculously wonderful.

A glorious Saturday afternoon on the Jubilee weekend over the Dorset countryside with what appeared to be the world laid out before me. As I levelled off it's difficult to realise that eighteen minutes previously I had entered Henstridge airfield's active and opened to full throttle. I couldn't help but compare with my previous machine as I lazily turned towards Old Sarum in an extended descent.

I suppose I came about flying as have a lot of others. Started by leaping off hills with a bog rod Hang glider, the sail crackling its way towards a bottom landing, mine usually! Progressed to spam cans at Compton Abbas after I was banned from Hang gliders by the wife after starting our own business, mechanics with broken legs or arms don't appear to be much in demand. Got my group A licence and set about conquering the world, well, Dorset, anyway. After a

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while Club flying got a bit boring but along came the recession which promptly cured that. No flying for six years! When that great cloud was finally lifted and I eventually allowed myself to start reading Aviation magazines again, the bug bit hard. I eventually took a revalidation course at Bournemouth. The problem was that I had to retake all the exams etc., and by this time my brain had settled firmly in the redundant mode, how I managed I really don't know. The flying was fun, especially the recovery from unusual attitudes carried out in the Isle of Wight area. The instructor managed to hide ships in some very unusual corners of a Cessna 150 canopy! All legal again and I set about getting a tail dragger rating to enable me to fulfil a small ambition to join a Luscombe group. This I achieved and had two great years loving this great little aircraft.

Came the time she was taken out of the air for an annual and a different engine, "should be six weeks tops", nine months later I was getting a little bit anxious with still no guestimate on a return date.

I looked around for another group, nothing doing. I couldn't afford my own machine, but kept looking. Spotted an advert for Streak Shadow G-BSMN in Pilot. Could be good. Microlight costs, keep my Group A active and no hangarage. Made a phone call and found it had been parked in its trailer since the previous September at Old Sarum, which was the date and place of my last flight in the Luscombe! Had a trial flight with Raymond Proost from Old Sarum in a Shadow; well, you can guess the rest.

The conversion course was interesting. Raymond and I were doing circuits at Old Sarum in an 18/22 knot crosswind, with circuits to the south. A couple of other aircraft came out to play, but very quickly scuttled back to the hangar after one fraught circuit. Turning from base to final

on what is normally a tightish turn with an 18 knot tailwind, high angle of bank and pulling to tighten the turn I thought "if this aircraft can do this without throwing us at the ground I have got to have it". Such behaviour in the Luscombe would have earned you a very exclusive plot in the local graveyard.

The Streak's performance and manners are outstanding, it just will not bite, and only on two occasions has she scared me, both for the same reason, both my fault.

My first cross country trip in the Shadow, Old Sarum to Henstridge. Lovely day and a trip I have made lots of times. Sat back really enjoying the view, a real change from flying the letterbox visibility of the Luscombe. Going past Compton Abbas just north of Shaftesbury I decided to change to Henstridge frequency. Busily sorting out the radio and suddenly became aware the engine was labouring, speed decaying, nose getting high! Christ, not an engine failure on my first trip! Seconds later the penny dropped, PRAT! I was resting my hand on the trim switch and wound in full nose up! Embarrassed relief. Damn me if I didn't do exactly the same thing on my return trip approaching Old Sarum!

The only thing I still have reservations about is sitting in front of a 2 stroke, 52 hours later and one year into ownership and I love everything about 'MN except that. After saying that, the only time she has given me a moment's worry, engine wise is on the climb out from Dunkerswell, when the RPM dropped by 500, turned out to be a whiskered plug.

Hope to see you all soon at a Fly-in.

*John Porter and G-BSMN*

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## News of the G.A.A.C.

The Department of Transport has published seven consultation documents on 'The future development of air transport in the United Kingdom'. They are accompanied by a questionnaire.

Aviation policy for the next thirty years is in the melting pot. For each area of the UK, there is a main consultation document, a summary and a questionnaire. Copies of the consultation document can be viewed and downloaded - if you have the patience - from the DoT website - [www.airconsult.gov.uk](http://www.airconsult.gov.uk), or obtained by phoning the inquiry line on 0845 100 5554

Following consultation on the future of the 28 day rule, it has been concluded that proposals to change the rules would create too much red tape. It also noted little evidence of widespread problems with the system. The net result of all this is that the 28 day rule will remain. A huge sigh of relief will probably be heard at a number of airfields across the country.

## Fly-ins 2003

### Chatteris

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've suggested to him that we have a fly-in there in late April or early May next year. I'm waiting for a reply.

### Old Warden

The Shuttleworth collection have confirmed that we may visit them on Sunday 18th of May, the day following their flying evening display. The Collection are considering charging a landing fee of £5 next year, to help with the cost of running the airfield, and the museum entrance fee may be increased from £6 to £7.50.

## Cranfield

The P.F.A. have recently announced that there will be no rally at Cranfield in 2003. The part of the airfield used for the rally site will be undergoing development at the time of the rally, so there will be insufficient space for us. Originally, the development wasn't scheduled to start until January 2004, but it has been brought forward. The authorities at Wroughton have ruled out a return to there. After a long search a new site has been found. The rally will be held at Kemble, on the 11th, 12th and 13th of July.

Kemble is also provisionally the site for 2004's rally, provided all goes well in 2003.

## CAP 413

A new issue of CAP 413, the radio telephony manual has been published. It can be downloaded, free of charge, from [www.caa.co.uk](http://www.caa.co.uk)

## Rule 5

The C.A.A. has started an investigation into Rule 5, which is the low flying rule. Our low flying regulations differ from the ICAO rules. The C.A.A. states that they have three options.

- do nothing
- change Rule 5 to comply with ICAO rules
- change it to be closer to ICAO, but still with differences.

They appear to favour the third option. The consultation document can apparently be found within the general aviation section of the safety regulation group's part of the C.A.A. website [www.caa.co.uk/srg/general\\_aviation](http://www.caa.co.uk/srg/general_aviation)

A time limit of 17th January has been set for responses.

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### Letter from Barry Birchall

Barry is pleased that the club is still thriving after being in existence for 15 years. The Shadow he sold in August '97, due to eye problems, has returned to her old base of Lashenden (Headcorn), in Kent. On Sunday mornings Barry can be found as a volunteer (or erk, as he describes it), engaged in restoration work with the Medway Aircraft Preservation Society, based in a workshop at Rochester, Kent. Rochester is now a microlight and G.A. friendly grass airfield, with two long active runways and it is easily visible from afar, so Barry encourages us all to drop in to look him up. I haven't flown to Rochester for some time, so come the good weather I'll be planning a trip there. Barry says that they are currently restoring a radial Pegasus engine from a Handley Page Hampden, retrieved from Murmansk in 1992 by the RAF Museum, Hendon. MAPS is their only civilian sub contractor.

### Contributions

Many thanks to John Porter, for his piece on flying high in 'Mike November, to Barry Birchall for his letter about MAPS at Rochester, and to Robert Gibson Bevan for his information on Lancaster 'Just Jane'.

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, although it makes it easier to deal with if I haven't got to type it in. 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. I have decided that, rather than leave the adverts on indefinitely, I will remove them if I've heard nothing for a year. If the advert is still valid then I will put it back on request. That way we will avoid stale adverts, which do no favours to any of us.

(17/12/02) Stan Cornock is selling Shadow B-D G-MVRT. It was refurbished by C.F.M. in October 2000 to 'better than new' condition. It is factory built, with dual controls, including rear cockpit brakes. It has electric trim, tinted canopy, engine cowl and streamlined undercarriage leg and nosewheel covers. It is covered with Stitts long life fabric. The permit is valid until October 2003. The engine has 30 hours only, and the airframe 295 hours. It has a 300+ miles range with the slipper tank, and has a Garmin G.P.S and Lynx headsets. Stan is looking for offers around £8950. Stan can be contacted on 0121 784 4626 (Birmingham) or 07801 542348 (mobile). It is currently hangared at Lichfield.

(16/11/02) Roger Pitlo has a Jabiru engined Streak for sale. It has a wide body, an Arplast prop., full instrumentation in both cockpits, intercom, headsets and electric trim. The colour is shocking pink. It has 45 hours on the clock, with no accidents. The price is £10000. Roger can be contacted on [pitlowr@cis.co.za](mailto:pitlowr@cis.co.za) (*This aircraft is in South Africa. I have been told that the P.F.A. have said that it would not be allowed a P.F.A. permit. Ed*)

(20/10/02) Kevin Wade. of Wade Trailers, has a trailer for sale. It is fully fitted out by C.F.M. and is in generally very good condition. It will be completely overhauled and sold as virtually new. Kevin is looking for the best offer over £3000 + V.A.T. It is based in Clacton (not at the airfield).

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Kevin can be contacted on  
wade@wade-trailers.co.uk

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

(14/4/02) David Cripps is selling a couple of spare wheels (tyres and plastic hub). Contact 01983 756237

(21/4/02) Mike Whyatt has a share for sale in a wide bodied Streak, fitted with a 618. The aircraft is based on a farm strip in the north west (Fylde area), and is 'immaculate and rarely used'. Mike can be contacted on 01524 793309.

(5/5/02) 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](mailto: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](mailto:Info@airport-amougies.com)

(28/11/02) Streak Shadow wanted. Full details to [n.hm@btopenworld.com](mailto:n.hm@btopenworld.com) or 01524272711

(16/11/02) Ajab Khan is looking for a pair of alloy main and nosewheel hubs for his Star Streak. [ajab62@hotmail.com](mailto:ajab62@hotmail.com)

(12/10/02) Ben Standen is looking for a share in a Shadow in the St. Ives / Cambridge area. You can contact Ben through the Shadow Owners' Club.

Buz Sawyer is looking for the plans for a Streak. Buz is at 8302 Seashore Drive, Corpus Christi, Texas 78412  
[jbuz@aol.com](mailto:jbuz@aol.com)

### Requests for Information

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?

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.

### Spring Newsletter

The Spring newsletter is due out in the last week of March.

Happy flying.

*Tim Harvey*