

The Shadow Owners Club



Newsletter November 1997

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THE SHADOW OWNERS CLUB NEWSLETTER

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editorial

I am aware of some criticism that people have joined the Shadow Owners Club but have not received a newsletter during the summer. As you might guess, producing this newsletter is somewhat a labour of love. The Shadow Owners Club is an independent organisation which relies on the subscriptions from the members in order to keep going. In return, two newsletters are produced a year, one in March, the other in November. The content of the newsletters is largely down to contributions from you, the members. In addition there is an Internet Web site at :-

<http://freespace.virgin.net/shadow.owners/>

The web pages are updated quite frequently and contain, amongst other things, a For Sales section where Shadow Owners Club Members can post adverts including colour pictures of their aircraft. The web pages are not just restricted to SOC members but can be viewed by anyone with Internet access. If you are in the SOC and have a computer the chances are that you are already on the net. For those who don't have a computer it might be time to consider putting one the Christmas shopping list.

An example of some of the good information that can be found on the Internet can be seen in the attachments included with this newsletter.

As you will see later in the newsletter, Danny has exceeded himself this time with his latest modification for the Shadow and Streak. Shown for the first time at his fly-in in June, the new footwell provides an extra 16 inches of leg room for the passenger and makes riding in the back a pleasure. Being 6ft tall and well built I had only been in the back of a Shadow/Streak on two occasions. On each occasion, after only a few minutes I found it very uncomfortable. Fortunately my wife, Angela, is of a smaller frame and she finds the back acceptable. Flying in the back with the new footwell, for me is now a joy, and no longer are your knees bashed when the pilot moves the stick from side to side.

John Lord

news from CFM aircraft limited

I am glad to be able to say that we have had a very busy time indeed since we got CFM Aircraft up and running again. I can't say that everything has gone quite as I had expected, but so far not too many surprises!

When I last wrote a newsletter, I mentioned that our initial plans for the Shadow were to clean up some of the less comfortable aspects of the aircraft. I think we have made progress in this regard, but acknowledge that we still have some way to go. For example, we have improved visibility from both seats by making the shrouds of clear polycarbonate rather than plywood (the original version is still available for purists!). We have also raised the canopy by a couple of inches giving a little more headroom for the front seat pilot and enabling altimeters to be adjusted rather more easily! On a rather less cosmetic front we have removed the hanger tube spacers - on the wide body aircraft - which enables a slightly bigger main fuel tank to be fitted. Although this sounds like a trivial task we ended up having to redesign the engine mount slightly to cater for the extra distance between the tubes. Probably the biggest improvement has been the extension to the rear seat legroom achieved by the fitting of a longer footwell. Many thanks to Danny Crosbie for this idea.

We have also been hard at work looking at some of the more important engineering aspects of the aircraft. A higher microlight weight limit is expected imminently - I am sure someone else has written about this - and this has big implications for the Shadow and the Streak Shadow. The revised airworthiness requirements have yet to be published, but we are hopeful of getting the Streak Shadow through Section S under a higher weight limit. This means that we have had half an eye on 450kg for every development we have undertaken. One specific area we are working on is a new composite undercarriage, which we hope will be ready some time in the new year and will be retrofittable to current aircraft.

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One specific engineering aspect I would like to mention is anti-drag. In the last newsletter it was suggested that anti-drag might somehow be a problem. This is certainly not the case. Anti-drag is the tendency for a forward force to develop on the wing at slow flight when this is combined with a high angle of attack. It is not, as some people think, to do with the wings moving backwards and forwards when taxiing. It was raised as an issue by Francis Donaldson of the PFA when he was looking at the D Series PFA submission last year. It became an issue for the D Series because of its extra weight and speed. The 'problem' is solved by fitting an anti-drag spar in the leading edge of the wing, which effectively counteracts the anti-drag force by tying the two wings and the centre wing together when they are in compression. The forces are lower in the case of the C Series, because of the lower weight and speed, and also in the Streak, because of the shorter wingspan. Having said this an anti-drag spar can be retrofitted should owners wish. Just give us a call.

Looking at the business itself, aircraft are selling quite well - of course not as well as we might want - and the level of enquiry is very good. In addition to our existing loyal customer base in the UK and Europe we are looking to develop some new markets for the Shadow in 1998. We are particularly interested in Asia and the Middle East, where, if we can get the pricing structure right, there is good potential. We continue to work with HB Wise at Laron in the United States in developing the potential of the North American market.

Finally, I would like to thank all of you who have been in contact with us over the last few months for whatever reason. We value your continued support.

David Moore
Managing Director - CFM Aircraft Limited

news from the secretary

Unfortunately due to eye problems, I have been forced to give up flying, but I am still keen to continue as membership secretary.

I am pleased to welcome to the club, the purchaser of my Shadow, G-MVVT namely John Fugl, who is a retired airline captain and director, with many interesting experiences from Bristol Freighters to DC 10 airliners.

I would also like to welcome to the club, Michael Collins G-MYPT of Oldbury on Severn, Mark Leavesley of Kingstanding, Birmingham, Alan Harpley of Hawes, N. Yorks and Ken Daniels of Newport, S. Wales.

Congratulations go to Tony Shellis and Steve Taylor from the Staffordshire Aero Club based at Otherton Airfield, who in July made a 1040 mile journey crossing the channel between Southampton and Cherbourg and flying over the spectacular Mont St Michel landmark in Normandy en route for La Baule in Brittany. They flew back to Staffordshire via Cape Grisnez and Kent. The trip was in aid of the Birmingham Children's Hospital appeal. Anyone who wants to make a donation can send cheques, payable to BCH Appeal, c/o Tony Shellis, P.O. Box 216, Witton, Birmingham, B6 7BA

Barry Birchall

reports

Round Britain Rally 1997 - A Shadow's account

I bought my Shadow second-hand in May 1996, and have been flying from the Isle of Wight since then. While the local flying area here is spectacular - and impossible to get lost in, due to the ever present coastline - it was the cross-country capabilities of the Shadow that had most appealed to me. Inspired by a few long cross-country trips from here down to the West Country, and over with the others to Belgium last year, I decided to enter the 1997 Round Britain Rally. It was certainly to be an eventful trip.

The atrocious weather of June led to a postponement of the original Rally to August which for me was a very good thing as it meant that I was able to take my father along with me. He had just returned from a pre-retirement spell

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of work in Africa, and whilst there had clocked up many hours flying Cessna 182's and 206's, but there was something about the appeal of squeezing into the back seat of a Shadow that he strangely could not resist. As it turned out it was extremely useful to have a spare eye on the map and the ground.

The event started on Wednesday the 12th August, when I flew up from the Island to a field near Gloucester in order to pick up my father. Boscombe Down and Lyneham approach were particularly helpful in guiding me through the partially active Salisbury Plain danger areas, and giving me a routing right overhead RAF Lyneham for good views of all the Hercules down below. From Gloucester we then dodged the clouds and thunderstorms to make it to Manchester Barton airfield, just in time for the evening briefing. That evening was then spent plotting all the control points that could be visited onto our maps and working out a route to fly for the next three days. The choice of control points was extensive including Canterbury, Lands End, Haverfordwest, and John O' Groats (Castletown), and some 35 others in between, with 5 of these being designated as the mandatory overnight stops for the two nights of the rally. Despite having a fast aircraft in the Shadow, we had one major disadvantage over anyone else, including all the flexwings: Fuel allowed was strictly limited to what was legally fitted to the original aircraft, or to an approved modification.

This meant no slipper tank, and with my crew on board, no rear seat tank either. This gave us a fuel capacity of just 22.7l. Some quirky behaviour in the engine, that no-one at the time seemed to be able to fathom out, further compounded the challenge by pushing our fuel consumption up to a crazy 20l an hour at 5,500 rpm. Net result: an aircraft with a maximum range of about 65nm.

It didn't take much mapwork to realise that this ruled us out from going anywhere near Scotland, since even using non-control point airfields, the gaps between refuelling points were simply too big. However, we were there to take part, have a good time, and try out our non-GPS navigation skills,

so we planned a route around all points South of the Border instead. Here then is my abbreviated account of what took place:

Thursday 13th August. Spectacular start with 35 aircraft, mainly flexwings, going off at 30 second intervals. No other Shadows, but a few other 3-axis. Most headed North for the high points scoring airfields of Scotland, but we went South in beautiful sunny weather to a first stop at Chirk, near the Welsh border. Helpful people there ran us down to the garage for fuel, and then on we went through spectacular mountain scenery via Bala to a field at Chwilog, near Porthmadoc. Almost didn't see it, and with 10 mins of fuel remaining were preparing to put down in a suitable looking field when my second pair of eyes spotted a strange line of hay bales in a field about a mile away. It turned out that this marked out an un-mown runway across a grass field, and was our destination. Very helpful farmer there despatched his daughter to get us more fuel, while plying us with cups of tea. Thus doubly refuelled, we took off for the short hop through the mountains to Caernarfon. More fuel here since it was by this stage apparent that we needed to be as full of fuel as possible at all times. Along the Menai straits, past Snowdon, to the small, unmanned control of Greenlands, and then out across the Dee Estuary to Ince Blundell, not a control but we needed more fuel. Long haul East past Manchester and over the Pennines to Huddersfield, again not a control but... we needed their fuel. Short stop at the control at York Rufforth, then on to the East coast at Willy Howe (Scarborough). Almost disaster since the fuel that was supposed to be there wasn't, but a little while later a very kind passing flexwing, not in the rally, gave us 10l, for which he wouldn't accept any payment. Nice people these micro-lighters. This was just enough to allow us to divert into Beverly for more precious fuel, but the lost time meant we had to miss out the control at North Coates, in order to make it to the overnight stop at Sandtoft, SW of Hull, without incurring penalty

points for being late. About 7 rally aircraft there, most of whom had tried to go North but had got grounded in low cloud. Felt smug about our enforced Southerly choice of route!

Friday 14th. Another sunny day. 0800 start to zip back out to the coast to take in North Coates, but had to put down on the return at Sturgate. The AX2000 we had zoomed past earlier on chugged slowly overhead as we refuelled. Thoughts about the Hare and the Tortoise seemed painfully

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relevant. On then to Netherthorpe, then South to Hougham. Big problem here. The fuel that was supposed to be there was nowhere in sight, and nor was any human being. Pooleys showed an airfield back 5 mins from where we'd just come, that was supposed to have fuel. We had only 20 mins remaining at that point so flew back along our track to find a beautiful fuel bowser there at Stubton Park, but agonisingly no trace of life. Mobile phone rang at this point: 'Where were we?' Oh, just stuck in a field in Lincolnshire with air in the tanks. This didn't soothe nerves back at home. Hopped carefully back to Hougham to wait for other rallyers, in the hope of begging some fuel off them. No-one came. At point of despair when a car turned up and a wonderful man gave me a long ride to the nearest garage and back. On then to an extremely friendly control at Swinford and then to Long Marston to collect more points at both airfields. Long Marston is airfield anarchy exemplified. There were more lorries on the runways than aircraft. Short diversion back into Wellesbourne Mountford for fuel, then a long haul to Rush Green near Hitchin, by Luton. Kind lady controller at Luton gave me a direct routing through her zone to get there - she probably picked up on my strained voice when responding to her first request for me to route about 5 miles North, adding a critical extra distance to the route. Took last of the fuel available there from jerry cans that the owner had brought in for the event. Everyone incredibly friendly and helpful.

Back North to Sutton Meadows. The planned-for fuel was again not there leaving the next leg to Priory Farm very tight. So tight in fact, that when the USAF at Mildenhall routed us way off track, we calculated we were going to fall short of Priory Farm by about 5 miles. Frantic diversion to put down at Knettishall which was deserted, but had a runway with reasonably short grass. Drained the tank there to see how much was actually left, since the fuel computer was known to be a bit conservative.

Calculated that we had enough for about 20 mins flying, for a distance that would take about 12 mins. Flew very carefully, looking at the ground for landing sites (fortunately the area was very flat), all the way. Wonderful fuel bowser at Priory, so on we went South, aiming to get to the overnight stop at Canterbury, a bit later than required, but with high hopes of only incurring a

few penalty points for being late. Strong South-erly wind messed all that up. Realised we wouldn't make it to Canterbury in one go, and figured the Thames Estuary was no place to be running low on fuel. Diverted to Andrewsfield for a rapid fill up (12mins from wheels down to wheels off). However it then looked as if we'd be just over the magic one hour late that'd lose us all the days' points. Foot to the floor, low level to minimise the head wind, and straight overhead a helpful Southend Airport. Thames looked very brown and cold, and landfall at the Isle of Sheppey brought an audible sigh of relief from us both. Dropped into Canterbury - an amazing airfield buried in trees and very sloping to end in a motorway, with just two minutes to spare. Met Eddie Clapham in his Rans, who had been all round Scotland, including Castletown, and then had visited everywhere else on his route South. Made our achievements feel a little insignificant.

Saturday 15th. Foggy start, but sun had just burnt off enough to get airborne at 8am as planned. First planned destination Sandown, Isle of Wight, via Shoreham for yet more fuel. The AX2000, trundled slowly overhead there while we recorded our fastest ever refuel: 8 mins from wheels down to wheels off. Incredibly helpful lady controller there just took care of everything when she heard we were in the Rally. Full Formula One pit stop treatment, and even a shortcut over the grass to avoid the long taxi way. Quick refuel too from familiar faces at Sandown and then on to Chilbolton, near Andover. Intrigued motorised paraglider trainee gave me lift to garage for more fuel while besieging me with questions about the Shadow. On then to Clench Common, more fuel, then a longer haul over to Eastbach Farm in the Wye Valley, again with a direct routing overhead RAF Lyneham. Helpful people these controllers. More fuel, then began to head North planning on taking in Milson, and Welshpool before the finish off Liverpool. Had just begun a slow powered descent towards Milson when the power began to quickly drop off. My first thought was that my father had knocked the throttle right back, but despite moving it rapidly forward, the engine continued to lose revs until within about 5 seconds it had all gone very, very quiet. It's strange what comes to you at such times, but I can remember thinking that far from being completely silent as I had half expected, the Shadow was actually quite a noisy

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glider what with the whistling of the airflow from struts and static propeller!

At only about 800' up we had little choice about where to go, but fortunately there was a small grass field beneath us, with all the sheep conveniently off to one side. We completed a tight circuit, and landed downwind but up a considerably steep hill, very characteristic of Shropshire. Having cleared some high trees we touched down fast about 150m into the field. Our ground speed was such that despite full braking, we went right up the entire side of the hill and, much to our horror, far from being flat on top, the field sloped steeply down the other side, and over the crest we went. Somehow we managed to stop after about a further 20m of downhill travelling, and about 3 feet from a nasty looking barbed wire fence and hedge. We got out shakily to marvel at our close escape. No aircraft damage at all, although the brakes probably lost half their lives in that short episode.

The recovery of the aircraft was a further epic of long distance driving by friends and family, massively helped by Fiona and Raymond at the Shadow Flight Centre, who at no notice sorted out a trailer for me to use from Old Sarum, since mine was back on the Isle of Wight. The Grapevine rapidly sprang into action and within a day everyone was asking for graphic details about how I'd survived 'The Crash' as it quickly became known.

As to the cause of the engine failure? Stripping down the engine quickly showed that the big end bearing in the forward cylinder had seized. Prior to the failure there had been no indications of excessive temperatures, although it must be said that the single EGT gauge was located in the exhaust path of the rear cylinder. No-one seems to be quite clear about the ultimate cause of failure, although it is possible that the forward cylinder was running excessively lean, and therefore lacked adequate lubrication. It is also possible that the forward big end bearing had become damaged somehow, and that the extra friction there both led to the high fuel consumption, and to the eventual overheating.

Are there lessons I've learnt? Well, it's certainly sensible to always fly as if the engine might stop, and fortunately had been well drummed into me

by Raymond and Fiona. This means that, where possible, I'll always fly at an altitude and take a route over terrain where I could land if needed - no

more short cuts across the widest parts of the Solent! Also, if the engine isn't behaving as expected (e.g. high fuel consumption), it probably means that something is not right. Whether this applied here, I don't know, but I think I'll take the view that if it isn't behaving right in the future, I'll get down quickly while the prop's still turning and sort it out.

I'm now in the process of installing a new DCDI 503, to replace the old single ignition one. So that I can keep an eye on most things, I'm also going to be fitting dual CHT and dual EGT gauges.

The Rally certainly introduced me to a whole host of extremely helpful and friendly microlight people, and I look forward to getting back amongst them once more. For 1998, how about bringing your Shadow along? We'd all have about the same limited fuel handicap, and we could at least have a mini competition amongst ourselves. Whatever happens, I can assure you that it's a whole lot of fun, and will also remind you of just how good a flying machine your Shadow really is.

David Cripps

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personal profile



John Lord

So this is what it has come down to, a personal profile of the editor !

John began his career in 1965 when after leaving school and failing to get into the police force was taken on by Pye in Cambridge on a 5 year apprenticeship. Told by the police doctor that he had flat feet and replying that he thought that was a qualification, probably didn't help his chances.

John spent almost 26 years with Pye which had been taken over by Philips during which time he worked on telephone, intercom and paging systems before becoming a Product Manager for the same. In 1992 he joined Hutchison Telecom in marketing to develop applications in the paging field. Some two years later the Orange mobile phone network was born and like many others he transferred - The Futures Bright, as they say !

John got into the flying game in the spring of 1989 when, whilst out for a Sunday afternoon drive with Angela, his wife, came across two weightshift microlights in a field near Bury St Edmunds. Curiosity got the better of him and in no time at all was strapped in the back for a short flight. Having always been interested in aviation but always with the belief that it was prohibitively expensive, this seemed to be the poor mans answer to getting airborne. A week long training course at Sutton Meadows in

Cambridgeshire in May of that year followed by an almost total disregard for home life, and bank balance, saw him get his Microlight licence in September of the same year. The first machine was a Pegasus XL which was part exchanged for a Pegasus Q a few months later.

Everything seemed to settle down for a while until in October of 1990 David Cook took him for a flight in a Streak. Three months later the switch from a weightshift to a three axis machine was made with the purchase of a second hand Shadow series B, G-MVOH. After clocking some 50 hours in OH during which time it was modified to a series C, John decided to take up the CAA option of a conversion course to a group A licence for those with more than 30 hours experience on 3 axis microlights. Training was done at Crowfield, since the subject of a planning inquiry, resulting in it closing as a licensed airfield. In 1994 OH was sold in favour of a Streak which he still fly's today.

Having just turned 49 and having been made a grandfather this year, John's interests beside flying are computers, although he regards them largely as a tool to make life easier. Occasionally however he has been known to get some flying practice using Flight Simulator when the weather has prevented flying for some weeks. Other interests includes gadgets, largely electronic, probably through his experience as a Product Manager. A GPS in the car linked to a small computer which tells him if he exceeds the speed limit and warns of speed cameras etc. are just typical of the ideas he has come up with. The low cost turn & slip indicator based on a small model helicopter gyro, is one which he is waiting for someone to develop.

tales from captain cook

ZIMBABWE

A beautiful country I can't help thinking of as Rhodesia. Flowering trees everywhere, very green and in 1987, excellent hospitality.

I was there to work out a Shadow with the Anti Poacher Unit for the protection of the Black

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Rhino. The leader of the anti poacher unit was Glen Tatum. A very small group of whites and blacks, numbering less than perhaps ten were poorly paid, but showed great dedication and daring against formidable opponents. The poachers were usually armed with FN rifles or Kalashnikovs and were ruthless.

I thought about something on the way to Zimbabwe. If you spell the Zimbabwe president's name MUGABE backwards, it says E-Ba-Gum.

Near Harare, I was taken to a small wild life park (it was probably the size of Wales). The Unit was assisting the unloading of a 3/4 grown white rhino from a substantial crate. It deemed better to bring in as many rhinos to an easily protected area than leave them out in the bush. Anyhow, this particular animal had been too aggressive and I was told he was even dangerous to himself. I and those not involved in unloading this rhino, were designated to a tall viewing platform - out of danger. As the crate was opened, it could be seen that the animal had somehow turned himself 180! about face and apparently they don't have reverse, so couldn't get out of the door. He was getting very agitated, as there seemed no way out of the open end. Not taking too much notice, I did see an Asian pull up in a Datsun and race up to our platform, leaving his car untidily parked. The rhino (bulldozer) came straight through the closed end of the crate, the 4" x 4" beams going in all directions. He stood panting and looking very aggressive - suddenly seeing a small bush he charged it and looked for more. It was the Datsun he saw next...

The first charge wrecked a door - then the front wing was ripped off. It was a deserving end for such a vehicle - totalled. The Asian leaped up and down, but the horned thing heard none of his cries. Just as suddenly, it started grazing, then wandered off. Before I left Zimbabwe, I heard that this aggressive beast had badly injured a young elephant and had to be destroyed. All that effort by those guys ended in such waste.

A designated chaperon for myself was introduced to this outsider. He was older than me and black as ink. "I am Special" he said. "So am I, mate" came my reply. "No, no Captain, my name is 'Special'. Hello." Special always acted with discretion, staying out of my way but saved

me from my European values several times. Africa is a country for hard men. I found it awkward that grown men had to be called boys, but that's how it is. My natural friendliness with black youngsters fell apart in a bush village when they brought a beautiful, fully grown pigmy antelope to show me. I was delighted for what my friendliness had produced until I saw they were trying to press on me an animal who's tiny legs they had broken, so it couldn't run away. Different values in the bush. not much flying in this tale. It'll come, it will come...

We were camped down by the Zambezi river - the other side, a mile across, was Zambia from where the poachers came. We had a Bell 47 helicopter and the Shadow, for a first light start. It became +40!C that day. At dusk I slipped away from Special and walked a couple of k's along the river - having learned that carnivorous animals drink in the morning and hippos - the most dangerous things in Africa - graze at night. Laughter and much slapping of hands greeted me when I returned. "You've just walked through a mine field." From the previous war with Zippo, the plastic mines are undetectable. We non-Africans are good, hey?

A runner from our unit came in and told of a cache of 6 rhino horns and a pair of elephant tusks. Two watched all night but found the cache gone in the morning. This was very embarrassing because we had a UK D.T.I. film unit join us for a documentary. Tatum was furious and we both burst into hunting mode at dawn.

The technique was for the Bell & Shadow to fly parallel about 1/4 mile apart, very close to the ground, hopping over trees and down again. This was at 80 kts and very thrilling. The landscape had 300' rocky ridges but largely it was Savanna type bush.

"I see them", I transmitted to the Bell - "Three guys running" - "Climb David, climb, they are shooting at you." I zoomed to 1000' but didn't see any bullets. The President had sent a helicopter gun ship to help the Unit - as the D.T.I. was there. He has concern for the Rhino too, to his credit. Tatum radioed for the Gun ship to scramble from camp and we stood off watching the whereabouts of our prey. The Gun ship dived in. I could hear the 20mm Oerlikon pumping shells into the poachers, even from

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inside my Shadow. Two poachers were reduced to dinner plate size pieces, whilst the third guy got away. More embarrassment. Quite a scene for me - three days out of Suffolk.

It was then that my faithful R532 engine started to protest at the incredible heat that day. Later I was told even the landrover engine wasn't too happy with the heat either, that day. Soon silence descended into my cockpit and I was left with an engine out and some pretty rough country below. I could imagine surviving the out landing and then being eaten by a lion.

The river seemed the only place - it has substantial sand banks with bushes, trees, etc. and I had the Bell 47 in contact to follow my plight. The landing was O.K. on a sand bank and I awaited the Bell 47. I sat soaked in heat, not daring to move, thinking a hippo will pass right through this aircraft at 30 MPH any moment. Anyway, the Bell 47 landed near me and I was told to make it quick - which I did. "What was it?", I enquired as we took off. "Nothing, but it might have been." Nice.

The sand bank 200 yards offshore, seemed a good idea for a place to camp that night, as the jungle had become increasingly active with large carnivorous game that afternoon. Special slept in the boat pulled up on the sand and we bedded down. I had a large pistol and rifle given me and soon it was pitch black. I didn't sleep, the stars look too close in the tropics and all those noises from things that could eat my little white form were worrying.

Maybe the river would rise anyway and sweep us away. Thus, in a fairly alert state, I suddenly heard Special shouting in the darkness nearby. A lioness raced by me with a wet suit in its teeth. The laconic reply from this white fellow next to me was "I bet that's the worst black man that lion has ever tasted."

David Cook

technical

Shadow 'B' Series to 'C' Series Conversions

For those with 'C' series Shadows with Rotax 503 engines which were upgraded from 'B' series with Rotax 447 units, check that the slide on the carbs is opening fully. On a recent inspection it was found that this was not the case and meant that the engine was not developing full power. The cause is the splitter which was used to convert the single throttle linkage to the two required for the twin carbs not allowing sufficient movement. The remedy is replace the splitter with one which does, available from Mainair. It may also be necessary to cut some of the fibre lam in front of the throttle lever to allow additional movement on the throttle lever although only just enough should be removed so as avoid stretching the throttle cable when the throttle is fully open.

Logbooks

How many logbooks for the aircraft do you have , one or two ?

The chances are that you probably have only one in which you enter both the airframe and engine hours etc. This may be fine for a factory supplied Microlight but for a home built, especially one built under the PFA you ideally should have separate logbooks for the engine and airframe. The rationale is quite simple, with PFA aircraft you are more than likely to install a different engine at some time in the life airframe. If you subsequently sell the old engine, then the engine logbook goes along with the engine and you start a new logbook for the new engine, unless of course it has its own logbook from a previous life. It all makes sense.

source: Peter Sturgeon, PFA/BMAA Inspector.

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crosbie's corner

Hello everyone.

Hope you have had a good summers flying.

As you are probably aware I have designed and built a new footwell for the Shadow Series Aircraft. It adds 16 inches to the passenger legroom. A six footer can now sit comfortably in the rear seat and stretch his/her legs and still not reach the front of the footwell. It reduces the drag and increases the speed by approximately 3 kts. The kit price will be £625. This includes submissions for PFA/BMAA.

It is cleared for both PFA and BMAA aircraft and I can honestly say it has been horrendous getting approval. It seems like I have been on the telephone for the last six months.

However it is over now.

The factory are using my design on their new aircraft and I am retrofitting footwells to existing aircraft which will cost approximately £1000. This includes finishing painting etc. to match existing. It transforms the aircraft. Ask John Lord, John Pearson, Bill Gill, Dave Chamberlain etc. etc. Ring me to talk about it on 01787 375202.

Folding wings are now cleared by PFA/BMAA. I can supply panels to fit kits under construction at £50. This enables a folding wing to be fitted at a later date if required. Full kit is £625 including submissions to PFA/BMAA. If you fly in, leave your aircraft for a week, I will fit for an extra £100.

Side windows - kit £65 with submissions. Fitted by us £135.

Wing lockers - Kits £400 - this includes full fitting instructions, spring loaded bolts, all materials including appropriate paper work for BMAA.

For further information on the above please call me on 01787 375202.

Wishing you all a very merry Christmas -

Danny Crosbie

fly-ins for 1997 - report

OLD WARDEN, 11th May 1997

This was unfortunately abandoned due to poor weather.

SUDBURY SUFFOLK, 1st June 1997

A beautiful sunny day, but unfortunately with a 20kt easterly building during the day to 25kts only two aircraft flew in. Flying together from Wickhambrook, John Lord in G-BVOR and Gordon Sargent in G-MNER made an early start and left late to avoid the worst of the wind. Other SOC members made the trip by car and enjoyed a superb barbecue laid on by Danny and friend Ross.

Members were treated to the first viewing of the newly developed footwell with at least three members placing orders on the spot.

DUXFORD (EGSU), 17th August 1997

No problem with the weather in East Anglia on this day but a front coming in from the west deterred several SOC members.

Five aircraft made the trip including two from Plaistows Farm and three local to Duxford.

The new hangar at Duxford was open to the public having been officially opened by Her Majesty the Queen some few weeks previous.

TILLINGHAM, 31st August 1997

This was another casualty this year, not however due to weather, but on environmental grounds. Tony Batten is hopeful of Tillingham being on the list for next year.

SUN 'n' FUN, LAKELAND, FLORIDA 6th-12th APRIL 1997

Sun 'n' Fun was as impressive as ever. With the Florida heat in April it gives a taster for the flying

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to come in the summer in England. Members Frank Claydon, Gordon Sargent, John Lord and Angela made the trip as did George Webb (the silly old fool who sold his Shadow and is building a Sherwood Ranger!). Nigel Beale was also to be seen.

It was significant this year in that the majority of ultralights at the show were flying with Rotax 912 engines and the Air Camper with two Rotax 914's. The latter being owned by Lockwood, the local Rotax agent. The Air Camper was designed for survey work by the National Geographic magazine over the jungles of South America. In that situation it is easy to see why two 914's are used.

For those interested in Sun 'n' Fun in 1998, it is to be held from April 19th - 25th. If you are thinking of making the trip and it is your first time be warned. Sun 'n' Fun coincides with the period just after Easter and flights to Orlando get booked very early. Frank, Gordon, myself (John) and Angela already have our flights and accommodation booked.

MICROLIGHT TRADE FAIR, POPHAM 3/4th May 1997

There was an excellent turn out for this event with many aircraft making the trip on the Saturday. The forecast for Sunday was not very encouraging and indeed by mid Saturday afternoon the leading edge of the front made its way through.

Popham saw the first public appearance of CFM Aircraft Limited at a show with David Moore, Jacob Cook and Steve Emmerson making the trip.

Departure was a trying experience, as unlike last year whereby runway 26 was used for departures and 21 for arrivals, this year runway 26 was reserved for light aircraft and all microlight traffic had to use 21 for both arrivals and departures. The result was an agonising wait in a queue with the front fast approaching. And why 'o' why do weightshifts insist on landing on the numbers only to have to taxi virtually half the length of the runway?

SUTTON MEADOWS, CLAY SHOOT 22nd June 1997

Another casualty of the weather as far as SOC members were concerned with flying in.

PFA RALLY, CRANFIELD 4/5/6 JULY 1997

Cranfield has already been written up in the PFA magazine so there is little that can be said that has not been already said.

Weather on the Saturday morning was a challenge with low cloud. Having made the trip over from Bury St Edmunds we got within a couple of miles of the airfield only to hear on the radio that the airfield was being closed for 10 minutes whilst the runway direction was changed. Given that an unspecified number of aircraft were all converging on the airfield from every which way, it seemed somewhat excessive for a 10 minute closure. Fortunately the 10 minutes turned out to be more like 5, so no harm was done.

Cranfield saw the debut of the Jabiru powered Star Streak and a fuselage with the Crosbie style modified foot well, whilst out in the aircraft park, Danny Crosbie's Shadow was on show with the modified footwell and folding wings. Also shown on the Star Streak was a shroud made of polycarbonate, providing even better visibility than that of the plywood shroud with windows set in.

1998 Fly-Ins

Now is the time to start thinking of fly-ins for next year. We would like to have more options available. If you know of any airfields which would welcome Shadows and Streaks please let either Barry Birchall or John Lord know.

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6. (4) Examination
7. (6) One behind the other
8. (6) Not automatic
9. (7) New modification gives more
10. (8) Combination
11. (8) Lift or Flap
12. (6) Pedal operated left or right
13. (12) Identification masks
14. (7) Found in twin carburettors
15. (3) Above ground
16. (5) Unit of measure
17. (6) Microlight
18. (4) One of two fitted to Shadows
19. (6) Instruments
20. (6) CFM Aircraft
21. (5) Speed measurement
22. (4) Going it alone
23. (3) Lubricate
24. (4) Put down again
25. (8) Time to fly
26. (11) Heat indication
27. (3) French petrol
28. (7) Extended for legroom
29. (3) Opposite of high