



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

Please note that the views expressed in this communication are not necessarily those of the Stampe Club. Readers should be aware that the content is written mainly by amateurs. While reasonable efforts are taken to check the accuracy of statements in this Newsletter, no confidence should be placed in them unless independently checked and confirmed by an appropriate authority. Contributors to the Newsletter possess no greater expertise than that of their readers. Therefore, no advice, guidance, recommendation or factual statement should be relied upon until checked against a more dependable source. Neither the officers nor the contributors nor the Stampe Club accept responsibility for facts or opinions stated in this Newsletter.

Autumn 2012

INTRODUCTION

Objectives of the Stampe Club

To enjoy Stampe aircraft by promoting the safe flying, upkeep, preservation and restoration, as well as to provide a forum for discussion, exchange of ideas and information and to act as a focus between Stampe Club members and those organisations responsible for licensing and flight safety etc.

Membership

The Stampe Club is open to everyone of any nationality who owns, flies or is simply just interested in the aircraft for its own sake as well as those engaged in offering services for serving and/or upkeep of Stampes. In other words, the Stampe Club should include a wide range of membership, all with the objective of preserving the type.

The Stampe Club numbers about 60ish members in some eight different countries. A truly international Club!

Contact Angus Buchanan: angus.buchanan@virgin.net

New Members

The Stampe Club is delighted to welcome three recent new members from far and wide.

Australia

Matt Braun is rebuilding a Stampe in Sydney which crashed some years ago. At the moment he is taking everything apart to see what needs replacing. He knows he has a long way to go and has started on the Renault engine.

Germany

Franz Busse and his wife, Angelica, fly their beautiful red Stampe D-EEFB (Serial No 1077) from Schonberg (EDPK) in the lovely area of Upper Bavaria. You can find out more about the aircraft by visiting www.stampe-busse.de. This is a fantastic website!

UK

Phil Greenhalgh is presently restoring G-BXSV (serial No 556) in East Sussex.

Contact: Angus Buchanan: angus.buchanan@virgin.net

GENERAL

A big 'thank you' to Martin Holloway



A commemorative bowl presented to Martin Holloway

A beautiful engraved bowl has been given to Martin Holloway on behalf of all members of the Club in gratitude for his role as Chairman for over 30

years! As Martin's attendance at the White Waltham meeting with the LAA's Ken Craigie was scuppered by the weather, no formal presentation was possible at that time. Nevertheless, the Stampe Club's appreciation is no less sincere. Thank you Martin!

Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are still sent to many non-pc (that is non-personal computer) members. It is simply a choice in respect of the means of communication. What's your choice?

Contact Austin Trueman: austin.trueman@gmail.com

EVENTS

When and Where?

If you know of any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association (www.haa-uk.aero) and/or the Vintage Aircraft Club (www.vintageaircraftclub.org.uk) and the like, please send a note around to the other members.

Contact Austin Trueman: austin.trueman@gmail.com

REPORTS

Coupe d'Anjou, Angers, France Friday 27 July to Sunday 29 July 2012



A line of Stampes at Angers

The Editor's Stampe G-ATIR was the only UK based aircraft to make this event which is situated at Angers Airport in the middle of the glorious countryside of the

Loire. In fact, Angers was in the news at the time, as the city was demanding (tongue in cheek) compensation from the present Queen, because of the murder of Edward Plantagenet in the Tower of London in 1499. The compensation (in present day values) over 513 years would be billions!

G-ATIR is, of course, well known in Angers as it was the chosen 'mount' for both Nick Bloom and Don Peterson back in the 1980's when the aircraft was known as 'Plums and Custard'.



'The Bordeaux Bandits'

The Editor's journey down to Angers was completed in two parts due, in the main, to a delayed start because of weather. In fact, the visibility was poor until the French coast. Consequently, a stop at Abbeville conveniently split the journey into chunks of just over two hours. The final part of the journey involved a short stint through rain. A reminder of home!

Some twelve other Stampes, including those based at Angers, were in attendance including one flown in by Franz and Angelica Busse from Upper Bavaria.

This event is always held in a good spirit with good food (and drink) and, most importantly, good company. This is made all the better with the 'Bordeaux Bandits, who this year came complete with 'team T-shirts'!

LAA Sywell Rally 2012 Northants, England Friday 31 August to Sunday 2 September

Whilst the weather around the South of England was not wonderful on the Sunday, it was flyable. As a result, the three Stampes of Angus Buchanan, Terry Brown and the Editor parked up together at the well attended annual LAA event.

Apart from the usual aircraft sales teams, there were lots of interesting stands including the 'usual suspects' peddling electronic navigational equipment, as well as the 'friendly face' of the CAA!

This event is always a good one at which to meet old friends as well as to make new ones.

Your Editor got carried away and bought a PLB (personal location beacon) device from Adams Aviation for the next channel crossing. [See *Ditching – the UK Experience*].



Terry Brown leaving Sywell in G-BRXP. Photo courtesy Chris Hunt

TECHNICAL

Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation who can assist members in maintaining their aircraft. These details would then be made available to members on a strictly non-approved and/or non-recommended basis.

Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included, please contact Jo Keighley at

jo.keighley@sfmeurope.com.

Cable Breakages

Nick Bloom (previous owner of G-ATIR) makes an interesting point about throttle cables. Reproduced from the letters page of the August 2012 edition of the LAA's magazine, Aviation.

I hope the system is retained whereby a failure of the throttle linkage leads to maximum power. Such a failure happened to me once in a Stampe and although max revs wasn't doing the Renault much good, I did at least have plenty of time to find a suitable forced landing site. Once sure of gliding in, I cut the mags'.

Parts, Spares and Planes

Do you have anything to sell?: If so, let other members know.

Nancy Bignall writes:

I have decided to sell G-AYCG after 32 years during which I have had lots of fun and, thankfully, few problems. The early days were difficult when it came to spares, but the aircraft is now on LAA Permit, so this is no longer the problem it once was. CG is a SV4C, built in 1946. It was with l'Armée de l'Air at St Yan, then Rothmans aerobatic team, and I bought it in 1980 from the guy who ran that team. The reasons for the sale is that for the last three or four years I have simply not been able to spend enough time flying and I am giving up flying altogether.

CG has a LAA Permit to September 2013. Renault PO3 engine, which was zero-houred a few years ago and has only done 152.25 hours since the rebuild. Evra prop. Becker radio, CG has been well maintained on CofA throughout, until it became the first UK Stampe to obtain a LAA permit last year, and he flies beautifully. I have full paperwork going back to 1980.

I am looking for £45K. Spares and spare engine also available by negotiation, but I would like to sell both together if possible. View at White Waltham. Tel: (office) 0207 637 3071 or email nancybignall@dial.pipex.com



Nancy Bignall's G-AYCG

INTEREST

Standardised Rules of the Air May Mean Change for Many

The EC's Single European Sky Rules of the Air (SERA) come into effect towards the end of this year. However, it is uncertain as to when individual states plan to implement them. The rules will be common across Europe and in theory they should make aviation safer – If everyone is operating to the same rules, there will be less confusion and ambiguity when crossing European borders. In some states, the rules will be more restrictive: for instance, in the UK it is currently possible to fly at any height as long as there is no person, vessel, vehicle or structure within 500 feet. Under the standardised rules, 500 feet becomes a minimum height rather than a distance. Other states must make different adaptations.

Those Little Blue Pills!

We have all heard the jokes, but this can be a serious matter. Consequently an extract of an article by Dr Ian Perry in AOPA's magazine: General Aviation makes interesting reading.

A professional pilot informed the UK CAA that he was taking the medication Tadalafil, which has a trade name of Cialis, manufactured by Lilly. This is one of a group of medications/preparations /chemical agents, called the PDE5 inhibitors that are used in the treatment of Erectile Dysfunction. The others are Sildenafil, which is more commonly known as Viagra, produced by Pfizer, and Vardenafil, known as Levitra, made by Bayer.

Why, you may ask, should this group of medications give rise to any concern to the UK CAA? The Medical Department of the CAA wrote to the pilot and told him that he could not fly for 50 hrs after taking Cialis (this has now been amended to 36 hrs) or 15 Hrs (amended to 12) after taking Viagra, and for the same length of time for Levitra, as there was a risk of side effects. This came as a surprise to the pilot, as he had been taking the medication for over two years on the advice of his cardiologist, and he had informed the CAA at that time that he was taking the medication, since it was first prescribed for him. He had never been aware of, or suffered, from, any side effects.

The FAA issued an 'advisory' not to fly for 36 hours after taking Cialis.

Where is the scientific evidence to introduce such a ban? The Department of Transport (DVLA) has no information for HGV or other drivers about this type of medicine. How is such a ban going to be policed? Will all flying instructors have to ask all pilots about to go solo if they have taken such products?



There are certain medical conditions which preclude the use of PDE5 inhibitors in that they can make the underlying problems worse. Pre-existing cardiac conditions where sexual activity is inadvisable, certain ischaemic conditions, optic neuropathy, liver impairment, very low blood pressure, a recent brain haemorrhage or recent heart attack, are included in the manufacturers' contraindications. This also includes various bleeding disorders and other illnesses.

The side effects which can occur that are published in both manufacturers' literature include headaches, dizziness, visual disturbances, flushing palpitations, gastro intestinal upsets, nasal congestion and possible serious cardiovascular events. The most frequently talked about side effect is a possible visual change due to possible protein changes. This is talked about but not described in detail. It is only a possibility, and not a certainty.

Websites

There are numerous websites which contain a variety of interesting information about Stamps.

However, like all websites, you should be careful about 'web links' and 'pop-ups' etc as some websites (especially those with open forums etc) can easily get corrupted if they are not regularly serviced and updated.

Go to Google and enter 'Stampe'. It will bring up some interesting websites. In the course of the coming year there will be the new Stampe Club website www.stampeclub.org which is presently in the course of preparation.

- www.haa-uk.aero

An interesting official website for the Historic Aircraft Association. Worth a look!

- www.stampeworld.com

Stampe Club member Chris Hunt appears to have set up a very interesting and progressive website.

- www.vintageaircraftclub.org.uk

An interesting group who organise many 'vintage and classic' days in conjunction with auto clubs.

Contact: Austin Trueman: austin.trueman@gmail.com



Angus Buchanan's G-AWEF parked up at the LAA Rally at Sywell. Photo courtesy Chris Hunt

AND FINALLY

A Salutary Tale

Stampe Club member, John Smith, provides a unique story of his experiences with his Renault engined Stampe, which only proves that Stampe owners need the qualities of patience, persistence and perseverance.

During the twenty five years that I have been operating my Renault Stampe, I have experienced more problems specific to the engine than I believe could reasonably have been expected, even considering the age of the component parts and the Renault reputation for fragility. However, with one exception, all the many mechanical misadventures were caused by a failure on the part of the licensed engineers for whom, in consequence, I developed considerable distrust!

The story starts with a zero-time Renault 4PO5 which I bought from Society Armal in France (I acquired the airframe minus an engine) which had been built

around a previously cracked and weld-repaired crankcase. This cracked again in the same place after about thirty hours of running and, I had to source a replacement crankcase. Consequently, the engine was rebuilt and I was out of flying for about a year!

The engine ran well enough but would generally take anything between five and twenty five minutes of hand swinging to start, this duty being shared between my instructor and myself. It goes almost without saying that the compressed air starting system did not retain pressure for more than a short period of time, so the first start of any day had to be by swinging the prop. I became well practised in the art.

During the winter of 1989-90 the engine became so difficult to start during the cold weather that I gave up flying, assuming that this particular problem was a characteristic of the Renault. Some time later, I discovered that the reason was because the number one magneto had been incorrectly timed, and the impulse was firing far too late.

When I attempted to resume flying in the spring of 1990, it was to find that the engine would shut down on the take off roll as soon as the stick was eased forwards to bring the tail up. It did this every time and it was not possible to get off the ground!

I pushed my Stampe back into the hangar and left it there for the next two years. The CofA had expired and with it my enthusiasm for learning to fly. I'd had quite enough of the whole business.

When I re-engaged with the aircraft early in 1992, I worked through the engine systems myself and managed to get it running properly, although having carried out all the work, over several weekend visits, before starting the engine, it was not possible to determine what the fault had been. With a Certificate for just one test flight, the Stampe was flown to Redhill for an overhaul and CofA renewal.

For the next nine years the engine ran with no more than minor faults, clocking up four hundred hours, until it was replaced with a 4PO3. The reason was not that the 4PO5 itself had failed in any way, but that after a few weeks running with a loosening propeller – only discovered after the propeller literally burned in half and detached in flight! I subsequently realised that the engine had probably been subject to intense vibration and the crankcase and crank shaft would probably have developed stress cracks and should not be used again.

Nevertheless, I missed the facility that the PO5 had offered. That of being able to fly inverted without loss of oil pressure. So I engaged a leading engine builder at Shoreham Airport to build me another 4PO5. I say build rather than re-build because the engine was created from three different 4PO's which I had by then accumulated.

The engine was eventually installed into the aircraft and immediately upon starting up (without the cowlings), it was noticed that fuel was coming out of the fuel pump oil pots. Inspection revealed that the fuel pump drive shaft had seized in the bush in the pump main housing. The bush had turned in the casing, which had broken up around the bush, and bits of the casing had gone into the engine.

After being cleaned out and once more fitted to the aircraft, the engine ran with no apparent problems until, after 50 hours, almost complete lack of compression on two cylinders prompted investigation. I expected to find the piston rings stuck in their grooves in the pistons but they were not. The rings were badly worn, with sharp outer edges. Considerable wear had taken place inside the cylinders, the bores of which were rippled and had visible areas of discolouration, indicating severe overheating.

At this point, it was decided to completely strip the engine (yet again) as a considerable quantity of fine metal particles must have been circulating within it. These were found inside the crankshaft embedded into a form of sludge. The main bearing shells were scored but still usable. The inside surface of the main oil pump casing revealed signs of small particles of metal having passed through, which seemed more likely to have been from the fuel pump casing than the cylinder bores.

The crankcase itself had not escaped unscathed; some distortion had taken place resulting in a small degree of curvature to the deck, into which the cylinder barrels locate, and some of the cylinder head studs were loose in their threaded holes.

Even the cylinder heads were affected; all four exhaust valve seats and one inlet valve seat appeared to have moved slightly.

As I write this piece, the 4PO5 has been reunited with the airframe once more and has been run up. It has undergone another total rebuild involving a very detailed inspection of every component part.

When I transferred my Stampe to the LAA Register a year ago, it was in order that maintenance organisation could sign off all the maintenance carried out. Having said that, I could not have imagined how extensive this was going to be.

One thing I have learned, which I had not appreciated before, is how the efficiency, reliability and longevity of air cooled engines is dependent upon a critical airflow around the cylinders.

I am always surprised at the extent to which engineering opinions and practices can differ, particularly in respect to an engine, which has been in service for seventy years, as well as the variety of calamities that can occur to the despair of its owner!



John Smith's 4PO5 engined Stampe G-HJSS at Roughay Farm in Hampshire. Photo courtesy Nigel Harwood.

Your Tale

If you have anything you think would interest Stampe owners, please send it in!

Contact: Austin Trueman: austin.trueman@gmail.com