



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.

**New Year 2014**

### HAPPY NEW YEAR!

#### STAMPE CLUB WEBSITE

As we start the New Year, most pilots (particularly Stampe pilots) look, with some reserved optimism, at the year ahead. The aircraft, the weather and the money!

It is also now the time to take a look at the Stampe Club's new website [www.stampeclub.org](http://www.stampeclub.org), which will be developed to include an array of information to assist members. In time it is intended that the website should include all the original technical drawings, parts lists, catalogues and servicing manuals. The availability of spares and/or newly manufactured parts will also be included. As a result, it is anticipated that the Stampe Club website will provide a 'new dawn' of information to be made available to members throughout the world. Members will also be able to communicate their ideas and experiences via a members forum.

The website is being developed by member Peter Ormrod, to whom the Stampe Club will be forever grateful. The website will include a strictly 'members section' accessible only via a personalised password. This will be provided following receipt of members' subscription for 2014.

The success of the Stampe Club website is totally dependent on members' input. In simple language, to get anything out of it, you will need to use it!

Contact: [www.stampeclub.org](http://www.stampeclub.org)

### 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.



Renault engined F-BCXD at Pithiviers, France

#### NEWSLETTER

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are also sent to many members. It is simply a matter of preference. What's yours?

Contact: The Editor: [stampeclubstuff@gmail.com](mailto:stampeclubstuff@gmail.com)



## MEMBERSHIP

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

The Stampe Club now totals some 70ish members in some twelve different countries including Australasia, Europe and North America.

Contact: Angus Buchanan: [angus.buchanan@virgin.net](mailto:angus.buchanan@virgin.net)

## SUBSCRIPTIONS

### SUBSCRIPTIONS INCREASED TO £25 A YEAR

After many years the Stampe Club now seeks to increase the annual subscription from £20 to £25. A large percentage increase, but in itself a small amount.

The principal reason for this increase is the anticipated costs associated with the website which your committee considers will be the main communication and information platform for the future, particularly as other sources of information and knowledge fade into history!

Subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name. Your password for the members section of the Stampe Club website will follow.

The Stampe Club, Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset, TA18 7LR

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Contact Jo Keighley: [jo.keighley@sfmeurope.com](mailto:jo.keighley@sfmeurope.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](http://www.haa-uk.aero)) and/or the Vintage Aircraft Club ([www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk)) and the like, why not send a note around to the other members.

If you are interested in attending any of these events, please let the Club know.

### 24<sup>th</sup> Fly-in Antwerp, Belgium Saturday 31 May to Sunday 1 June 2014

This year's fly-in, limited to Stampe and Ercoupe aircraft, is held in the 'spiritual home' of Stampes where they were conceived and built back in the 1930's.

Weather permitting, there is already a 'handful' of UK Stampes who are 'up for it'.

Contact: Angus Buchanan: [angus.buchanan@virgin.net](mailto:angus.buchanan@virgin.net)

### Vintage Biplane Fly-in Goodwood, West Sussex, England 1<sup>st</sup> June 2014

The centenary of the First World War would seem to have increased the interest in biplanes. This event will take advantage of that interest within the beautiful setting of the South Downs. Simply a great venue!

Contact: RobWildeboer@goodwood.com

### Coupe d'Anjou Angers, France Saturday 26 to Sunday 27 July 2014

Whilst this weekend includes an aerobatic competition, it is primarily a gathering of Stampes or, in other words, 'un grand rassemblement de SV4'!

The location is perfect, the food is fantastic and the company is always wonderful. This event is a real must!

Contact: Jean Marie Bucher@ac-nantes.fr



Line up of Stampes at Angers, France 2012

### LAA Rally Sywell, Northants, England Friday 29 August to Sunday 31 August 2014

This event attracts aircraft from all over Europe and is well worth a visit. It would be nice to get a group of Stampes parked up together.

Contact: Light Aviation Association: [office@laa.uk.com](mailto:office@laa.uk.com)



## **BITS, PARTS AND PLANES**

### **DO YOU HAVE ANY SPARES FOR SALE?**

If you have any spare bits and pieces, no matter how big or small, you may wish to make them available to other Stampe Club members via the Stampe Club website.

To expedite matters, details of any bits, parts and spares can be posted directly on the website. Club members should then make direct contact with the vendor to transact the deal. Please note that, whilst the Stampe Club wishes to promote more interaction between members, the Club does not wish to act as a broker and/or be involved in any negotiations financial or otherwise. Caveat Emptor always applies.

Contact: [www.stampeclub.org](http://www.stampeclub.org) or if you have difficulties  
Guy Solleveld: [guy@solleveld.co.uk](mailto:guy@solleveld.co.uk)

## **PEOPLE**

### **PIERRE LLOPIS**



A photograph of Pierre Llopis, who died last year (2013), in rather nonchalant pose. Pierre was once the Chief Pilot at the Aero Club AIA Algiers. The airframes of many Stampes still flying were constructed in Algiers.

## **TECHNICAL**



John Smith's G-HJSS somewhere in the UK

### **RENAULT ENGINE – CHANGING THE OIL**

**Stampe Club member, John Smith, offers some practical advice (obviously without any liability) to other members who may wish to change their engine oil for themselves. John is adamant that this is reasonably straightforward.**

#### **Consideration**

Although it is customary to drain engine oil when it is hot (because it flows more easily) with the Renault engine, the oil drains from the engine into the oil cooler/tank for two to three days after the last flight. So more oil will be removed from the engine and oil tank after this interval. More than by draining it when it is hot. It is a matter of choice.

#### **Tasks**

Undo the drain plug at the bottom of the oil tank (24mm) and allow to drain into a suitable container (bucket) for at least an hour or so.

Undo the nut which secures the lid of the oil filter chamber (17mm) at the top of the engine. The lid is not threaded, and pushes into the chamber. It will probably be necessary to hit the lugs on the lid with a hammer in order to free it, and then to carefully prise it off with a screwdriver, taking care not to damage the sealing ring. Note the position of a spring (if present) within the chamber.

The cylindrical wire gauge oil filter is a tight fit onto the projecting lip of the lid; remove the filter and clean it in petrol, inspecting it for fine metal particles (hopefully not present!) and bits of sealant and debris. Mop up the oil within the chamber, using a scoop and/or rag; also inspect for debris.



Before re-assembly,  $\frac{3}{4}$  fill the chamber with clean oil. [The PO5 engine has a small oil feed pipe going from the top of the oil filter chamber to the bulge in the engine top cover which houses the inverted scavenge pump.]

At the same time as the oil change, it is usual to change the oil in the rocker covers (although obviously this oil does not circulate within the engine) and check the valve clearances. Further instructions to follow.

#### Tools and Kit Required

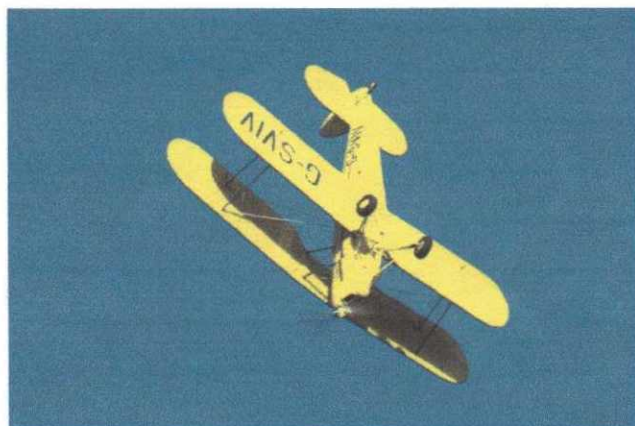
- Spanners (ring or open end) 24mm and 17mm
- Wire snippers
- Wire locking pliers and locking wire
- Flat blade screwdriver(s)
- Light hammer

#### Ancillary Items Required

- Bucket
- Lots of rag
- Petrol for washing
- Oil and oil pourer (obviously)
- Bowl for washing components
- Paint brush

**Members are advised to get 'another set of eyes' to look over the completed job. It is easy to overlook the obvious!**

#### FLYING UPSIDE DOWN



Jo Keighley's G-SVIV during some aeros somewhere in the UK.

**What happens when you fly upside down? Well everything tends to fall to mother earth. Gravity and all that! However, what else should you consider?**

Firstly the pilot (and passenger) need to be well strapped in. Full harness fixed to the airframe – very tight. The smallest amount of slack could be enough to take the joystick out of reach or at least be an uncomfortable stretch.

There are other things to be considered:

**Airframe** – remember when you are inverted, the forces within the structure are generally reversed. What was in tension will be in compression and vice versa. This will affect the flying wires (which are of different sizes), the wooden parts and the tie rods which tend to become slack when the tension forces are relaxed.

**Engine** – Unless you have modified your carburettor, you will run out of fuel, but you will also run out of oil unless you have installed a Renault PO5 engine. A standard Gypsy and/or Renault PO3 engine will lose oil pressure which eventually will cause damage, particularly to the main bearings. These bearings are formed in white metal which in fact starts to wear from the first moment the engine is started.

On the basis you have 'adapted' your carburettor, how long can you fly upside down? Well, there is a wide range of opinions, from 10 seconds to over 2 minutes depending on the type of engine. The majority view would seem to settle on a maximum of about a minute. What do members think?

Contact The Editor: [stampeclubstuff@gmail.com](mailto:stampeclubstuff@gmail.com)

#### WHAT DO YOU SAY?

**This probably sounds familiar to many Stampe owners. Consequently, Jo Keighley's experiences could be useful.**

*Last summer my son and I returned from Alencon in Normandy to Headcorn. It was a glorious late afternoon flight on one of those gloriously clear evenings when you could see for miles. It was Louis' first long distance flight in the Stampe and he thoroughly enjoyed it. However, he complained bitterly that there was such a high level of ambient noise that he could hardly understand a word I said over the intercom and wondered how I ever understood what air traffic control was saying. Not only that, but he said his ears were ringing afterwards, not just for several hours, but several weeks!*

*After some research on the internet, I found the perfect solution – active noise reduction (ANR) headsets. The problem however was the horrendous cost involved, particularly as two ANR headsets would be necessary. But another answer also appeared. It was not only possible to convert my*



existing David Clark headsets, but arguably the results of the conversions are at least as good if not slightly better, than buying new units. Conversions can be done to any David Clark headset, no matter what microphone may be attached.

The speaker in each earcup is replaced with a module which has two speakers and a microphone. One speaker plays the sound from the radio/intercom, the microphone detects all sounds in the earcup and an electronic circuit reverses the extraneous noise and plays through the second speaker. As much as 90% of the extraneous noise is cancelled out.

The converted headset comes with a small box containing a 9 volt battery and a switch. It is cleverly designed so that if you leave the switch on by mistake after flying, it will automatically switch the unit off after about four minutes, conserving your battery. Battery life is about 20 to 30 hours. If the battery runs down in flight, you can switch the ANR unit off and the headset then works exactly as a normal one.

Only one caveat – you do need to ensure your headset has gel earcups for the ANR to work properly. One of my headsets did not, so I had to buy a replacement set which cost about £25.

I can only say that the results are spectacular! I cannot understand how I survived for so long without ANR!

Converting a David Clark headset to ANR cost me £195 including postage, but you can do it yourself (although it is a bit fiddly) for about £150.

Contact: Richard Holder on 01279 842804 or 07860 367423. His website is [www.anrman.co.uk](http://www.anrman.co.uk).

## RADIOS GENERALLY

Members should be aware that no aircraft, seeking an initial CofA or Permit, may now be installed with a radio unless it has 8.33 KHz capability. However, you should also be aware that from 1 January 2017, all aircraft radios operated in the EU must be 8.33 KHz capable.



'Noses on Show' Fronts of Stampes Pithiviers, France

## INTEREST

### FLYING HATS

If you are looking for leather flying hats, including those with facilities for headsets, you may wish to look at the website of Cirrus of Norfolk, England. They manufacture a wide range of leather clothing including flying jackets, gloves and the like.

Contact: [www.cirrusuk.co.uk](http://www.cirrusuk.co.uk)

### COMMUNICATION IS A WONDERFUL THING!

The European Union is looking for freelance translators with an understanding of the aviation sector who improve the quality of its translations of aviation safety regulation into 19 European languages. It would be advantageous for high-quality translators who are involved in general aviation to take this work.

The EU has a central translation agency known as CdT which translates the avalanche of paperwork that comes out of Brussels every day. Not only is the work often highly technical, but its clarity is often compromised by the fact that it is written by lawyers. Some national authorities then insist on enforcing EU legislation to the letter; even where it is abundantly clear that errors of translation or understanding are involved. In sectors like aviation, misunderstandings and mistakes can affect safety.

### UK CAA TO LET GA OFF THE LEASH!

In contrast to other National Aviation Authorities in Europe, the UK CAA has expressed its intention to remove where possible all unnecessary obstacles to general aviation and has appointed a General Aviation Manager to plan the future regulation of the sector.

The CAS has made an unprecedented apology for its slow performance on licensing during the EASA changeover and has promised 'no more gold plating' of EASA rules for general aviation in the UK. The Authority's latest statements have been welcomed as evidence that a new culture of support for GA has taken root in Britain and a new partnership between regulator and GA industry is being created.

## YOUR TALE

If you have anything, no matter how embarrassing, (in fact the more embarrassing the better) you think would interest Stampe owners, please send it in!

Contact: Editor: [stampeclubstuff@gmail.com](mailto:stampeclubstuff@gmail.com)



## AND FINALLY

### FLYING RECOLLECTIONS

**It is no great surprise to learn that member John Smith's involvement with feature films during the 1960's brought more than a fair share of interesting stories. This one, involving a flight in Africa (albeit not in a Stampe) is well worth telling.**

*The flight which I remember best was the one over Kilimanjaro; this was in June 1966. Three weeks earlier the American director of our unit, Eliot Elisofon, and myself had been tasked with filming the mountain. Together with our guide and team of porters, we were decanted from our Landrovers at about 6,000 feet and set off to climb the mountain, filming along the way. Film company shooting schedules are sometimes unrealistically tight and no allowance had been made for acclimatisation to altitude. Elisofon opted out at 15,500 feet and I carried on to 17,000 before grinding to a halt, some way below the 19,340 feet summit, Kibo. So we would have to film from the air.*

*We had set up camp in the Serengeti, about 200 miles away, so our flight began at a local airstrip, aboard a twin turbo engine Piper Comanche with experienced bush pilot Keith Mousely at the controls. Elisofon sat in one of the two middle-row seats, behind the pilot, while I sat in one of the rear most seats, slightly behind the wing for a better camera view downwards.*

*We took off and climbed steadily towards the mountain which we could already see in the far distance. The air was bumpy at first, but became smooth once we had risen above the few scattered clouds. At 15,000 feet we went on to oxygen. The aircraft cabin was not pressurised, but was fitted with three independently operated oxygen supply and regulating units, one for each of us. The oxygen was fed through a thin plastic tube with a non-return valve in the end, which was held in the mouth, lightly clamped between the teeth. The need for oxygen arose because we would have to fly at about 21,000 feet to get well above Kibo.*

*The aircraft droned steadily on, ascending at a noticeably slower rate, not quite as high yet as Kibo which was now getting closer. After a time, it appeared that we were not in fact gaining any more height at all; Mousely was hunched forward in his seat, as though inspecting the instruments closely. I drew Elisofon's attention to the possibility that there was something amiss, he leaned forward and spoke*

*to the pilot, there was no response, he was no longer flying the aircraft. The Piper, inherently stable and probably trimmed for level flight, flew on of its own accord!*

*During the Second World War Eliot Elisofon had been a combat photographer. He had been assigned to General Patten for a time, but his more enjoyable moments, he told us, had been when photographing from the nose of the B25 Mitchell during bombing missions over Germany and occupied Europe. He had been in far hairier situations than this, and was more than equal to the task.*

*Realising that Mousely's oxygen supply had failed and that he was not fully conscious, Elisofon, with great presence of mind, whipped out a penknife, removed the tube from the pilot's mouth, cut off the end containing the valve, then pushed the bare end of the tube back into the pilot's mouth. If the valve was faulty, removing it would effect a cure; if the fault lay in the oxygen unit, then we had a problem. I wondered if I would be able to clamber into the co-pilot's seat without unsettling the aircraft. But after a few moments, Mousely became fully conscious, lifted the nose of the aircraft slightly and we resumed our slow climb.*

*So we flew up and over Kibo, which was free from cloud, banking steeply to look down on the snow filled crater, the smaller volcanic cone within rising to just below the height of Kaiser Wilhelm Spitze on the rim. I saw it only through the viewfinder of the camera and when we had finished filming, we headed back west on the long descent towards the Serengeti.*

*We had made it to the top of Kilimanjaro after all, we had done it the easy way, although for a time it hadn't seemed like that, and when the Piper touched down on the airstrip and rumbled towards the waiting Landrover, we felt quite pleased to be home.*

*When I think back to this little adventure, I may be one of the few people to have witnessed a pilot succumb to hypoxia and survived to write about it!*

