



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

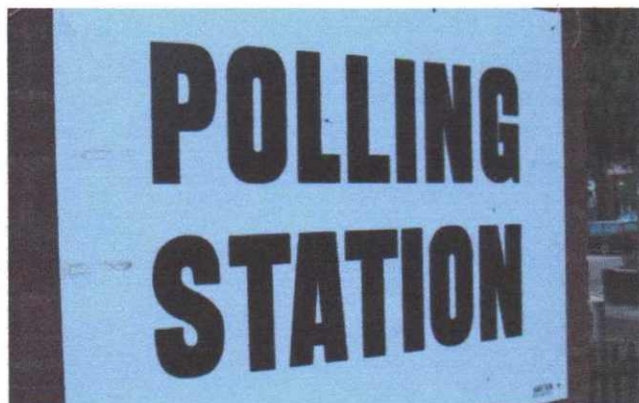
Please note that the views expressed in this communication are not necessarily those of the Stampe Club. Readers should be aware that the content is written mainly by amateurs. While reasonable efforts are taken to check the accuracy of statements in this Newsletter, no confidence should be placed in 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 2014

STAMPE CLUB COMMITTEE

Whilst the Stampe Club has always operated with a 'light touch' and minimal bureaucracy, the original Rules (of the Association) state that the Steering Committee should normally 'be elected for a period of one year from 1st January'. With the advantage of electronic communication, every Club member can now vote no matter where they are in the world.

The present Steering Committee has, over the past couple of years, changed the emphasis of the Club to create a 'centre for information' relating to the maintenance and upkeep of Stampes. As previously stated, it is hoped, as time passes, this information will become more comprehensive. As a result, this will remove some of the unnecessary, and certainly unhelpful, 'mystique' which sometimes surrounds the upkeep of Stampes. Having said that, the rigging of Stampes has often been described as being both an art and science.



Please be aware that the Club's Steering Committee operates on a voluntary capacity and does not receive any remuneration. Monies received from subscriptions are used to pay general expenses.

The Club's accounts are distributed to members every year.

The present Steering Committee are available for re-election and are prepared to continue in their present roles (Chairman, Secretary, Treasurer and Technical Co-ordinator), albeit you can nominate yourself and/or any other Club member (with their permission) for the consideration of membership. Nominations should be sent to the Club Secretary by the end of October 2014 after which a voting paper will give all Club members an opportunity to vote. Exciting stuff!

Furthermore, in an effort to reduce bureaucracy, the Steering Committee asks for your consent to change Rule 3(b) so as to extend the voting period from every year to every three years commencing 1 January 2015. Any objections should be directed to the Secretary.

Contact: Angus Buchanan – secretary@stampeclub.org

THE STAMPE CLUB'S WEBSITE

The overwhelming objective of the Stampe Club website has been to build something that is a real asset to members. The opening pages are available for anyone to see. However, we have created a login for members – which gives access to the 'real secrets' within... A Library of Technical Information, a Bazaar where you can advertise or request parts from members, an Events Schedule and an Ops Board. These are beginning to be populated, but will work best if you join in and upload any information to which you have access. The Club's objective is that this central resource becomes 'the place' to find what you require. Getting good and reliable information is the biggest challenge (and will become more so) – please share what you have for the mutual benefit of other Stampe owners.

Contact: Angus Buchanan – secretary@stampeclub.org

MEMBERSHIP

The Stampe Club is open to anyone 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 has members in some twelve different countries within Australasia, Europe and the Far East.

Contact: Angus Buchanan - secretary@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.

NEWSLETTER

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

CLUB CONTACTS

Austin Trueman	chairman@stampeclub.org
Angus Buchanan	secretary@stampeclub.org
Jo Keighley	treasurer@stampeclub.org
Guy Sollefeld	technical@stampeclub.org
Editor	newsletter@stampeclub.org

SUBSCRIPTIONS

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

A/C No	00327041
Sort Code:	30-92-40
BIC Code:	LOYDGB21391
IBAN CODE:	GB15 LOYD 3092 4000 3270 41

Contact Jo Keighley - treasurer@stampeclub.org

EVENTS

WHEN AND WHERE?

If you know of any Fly-Ins who would welcome Stampes (and who would not) why not send a note around to the other members? In any case, please take some photographs to show other members where you have been!

Contact: editor@stampeclub.org

REPORTS

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

Regis Jouhaud reports that once again, after some 37 years, this event brought together lots of friends, both oldies and youngsters, as well as lots of aerobatics in glorious weather, together with the usual splendid local food (and drink). However, due to the lack of younger pilots coming through, this year's event could be the last. Very sad!

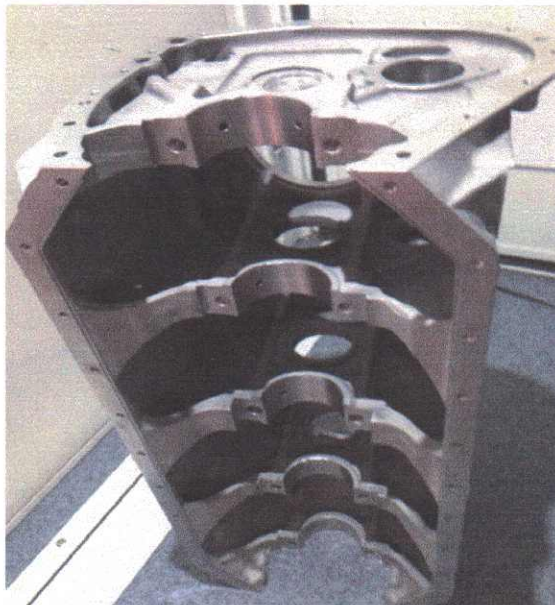
Old Timers Fly-In, Schaffen Diest, Belgium Friday 15th to Sunday 17th August 2014

Guy Valvekens reports that the weather at this event 'was less than ideal' which usually means 'bloody awful'. Only 3 aircraft arrived on the Friday, but 120 aircraft arrived on the Saturday when the weather improved. This included three Stampes, all from Belgium. Fingers crossed for better weather next year!

TECHNICAL

NEW RENAULT BLOCKS

Laurent Stuck reports that good and steady progress is being made to make available new Renault PO3 engine blocks. Watch this space!



New machined Renault block. Photo courtesy of Laurent Stuck

BITS, PARTS AND PLANES

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 inter-action 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 or if you have difficulties technical@stampeclub.org

NEW TIE RODS

Guy Solleveld has negotiated a price for new tie rods, complete with nuts, from Bruntons Aero Products Ltd at a reduced price, based on 10 sets, at 116.17 GBP each, whereas the basic price for one set is 391.06 GBP each. A huge discount! Consequently, the first 10 Club members to confirm their interest will be included within this order.

Contact: Guy Solleveld – technical@stampeclub.org

NEW OIL TANKS FOR GYPSY MAJOR POWERED STAMPES

Hong Kong based Club member Axel Cordemans advises that he is about to produce new oil tanks for Gypsy engined Stampes.

Contact Axel directly for more information, but send a copy to Angus Buchanan for the Stampe Club file.

Contact: Axel Cordemans: lunaxl@yahoo.com

STAMPE PROJECT FOR SALE

Club member, Peter Ormrod, is likely to obtain another Stampe which is 'ready to go'. Consequently, his Stampe project will need a new home. At present, the aircraft, which Peter imported from the USA, is in the capable hands of expert aircraft restorer Jeff Crocis who is based at Biscarosse (LFBS) in France.

The Stampe (No 90), which has cost over 38,000 GBP to date, has a zero timed PO3 engine, new prop and stainless steel flying wires. However, the airframe needs sorting and will probably require quite a lot of work.

For details contact Peter Ormrod: peter@stormpetrel.net

DUNLOP TYRES

Members will be interested to learn that after long and hard negotiations with the de Havilland Moth Club, we have succeeded in persuading Dunlop Aircraft Tyres Ltd to produce 700 x 7.5 tyres which are now available. Fortunately, the Stampe Club's close association with the Moth Club means that these tyres are available for 375GBP per tyre plus VAT. There is no VAT for anyone outside of Europe.

Delivery is ex bond at the Dunlop factory and is charged at cost. For deliveries within Great Britain the charge is 15 GBP per pair of tyres (plus VAT). The cost of deliveries within Europe will vary. All are subject to VAT. No VAT charge is applied to delivery costs for tyres exported to destinations outside Europe.

Contact Angus Buchanan for details and payment protocol: secretary@stampeclub.org

FOR SALE – STAMPE WITH LYCOMING ENGINE FOR 80,000 GBP



F-PDMI in full flight

Completely rebuilt in 2009, this French registered Stampe (F-PDMI) has only 35 hours time on both the airframe and the Lycoming O-320D2A engine. French certification until October 2016. The aircraft, which is always hangared, also has a Becker AR3201.

For details contact Dominique Lorentz dlorentz@club-internet.fr

GENERAL INTEREST

EUROPEAN PILOTS

According to IAOPA there are 23,000 active pilots across Europe. However, what would be interesting to know is the numbers of pilots per capita for each country.

HERE WE GO AGAIN!

Is this the thin end of another anti-GA wedge or could it be a new enlightened attitude whereby GA and Civil Aviation can co-exist?

A large temporary Radio Mandatory Zone (RMZ) around London Southend Airport came into effect on 18 July 2014 and will remain in place until a decision is made regarding the airport's application for controlled airspace. The airport suggested the establishment of an RMZ would allow air traffic controllers to provide enhanced traffic information and de-confliction advice to aircraft landing or taking off at Southend.

Although an ATC clearance is not required to gain entry to an RMZ, a pilot must establish two-way communication with air traffic control on 130.775MHz before entering, they must remain on frequency while in the zone unless instructed otherwise. Aircraft not fitted with radios can still operate in the RMZ providing the pilot is able to co-ordinate arrangements with Southend ATC prior to departure.

The crossing from the North Kent coast to just West of Southend is a popular route for those who do not want to spend too much time over water!

NEWSLETTER CONTENT

The Editor welcomes contributions from Club members who wish to 'air' their own views, offer advice on technical matters with latitude in expressing opinions on controversial subjects, so that Club members can be better informed. The views expressed are not necessarily those of the Editor or the Stampe Club.

It is important that Club members 'speak their minds' (hopefully in a good natured manner) about anything to do with Stampes. Indeed, the recent controversy following Jo Keighley's recent article about placing a plywood panel behind the pilot's seat, has spawned a new feature within the Newsletter called 'Distorted Offerings'. Thanks to Andy McLuskie for this wonderful expression.

Contact: editor@stampeclub.org

DISTORTED OFFERINGS

PLYWOOD PANEL CONTROVERSY!

The last Newsletter sparked a response from member Andy McLuskie (also a Licensed Engineer) who emailed many (UK) Club members in response to fellow member Jo Keighley's article about the introduction of a plywood panel behind the pilot's seat.

In de facto terms, quite a few Stampes (the editor's included) have had a plywood panel behind the pilot's seat probably since the time they were imported into the UK. Having said that, Andy is quite right to emphasise the need to get any retro-fitted modification 'checked out' by an appropriate authority. Indeed, the same point was made by a Senior Surveyor at the CAA (who regularly received a copy of the Stampe Club Newsletter) that the introduction of such a panel (to a UK registered aircraft) does constitute a (minor) modification. Aviation authorities in other countries may have their own requirements. Consequently, it should be emphasised that any adjustment, change and/or modification should be carefully considered and, if necessary, the appropriate advice should be sought. Thanks to Andy McLuskie for his input.

MINOR BRAKE ADJUSTMENTS

Not to be put off, member Jo Keighley is again tempting the wrath of licensed engineers by providing a few practical tips (in good faith) for adjusting a Stampe's notorious 'fickle' brakes. Left, right, left, right.....

It never ceases to amaze me how badly adjusted the brakes are on most Stampes. My conclusion is that most owners either do not know how to adjust them, or are too nervous to touch them. One thing seems certain to me and that is that licensed engineering establishments just do not care whether the brakes are correctly adjusted or not, so long as they can say that the brakes seem to work!

Anyway, Jean Stampe was bright enough to design the brakes to be easily adjusted with the aid of a simple screwdriver. To me, knowing that my aeroplane has perfectly adjusted brakes and that each side reacts similarly when the relevant brake is applied is just common sense. No one wants to pirouette in a strong crosswind just because the relevant brake failed to work properly at the right moment or because a brake locked up!



Inside of a Stampe wheel

On the inside of each wheel hub there is a small hole, typically covered with a keyhole shaped cover about 1.5cms long. On the left wheel hub (looked at from the cockpit) the hole is at about two o'clock, on the right wheel hub it is at about ten o'clock. First, rotate the covers to display the open hole. Located within the hole is a star shaped adjustment wheel and by inserting a smallish screwdriver into the hole, you will feel one or two of the teeth on this star shaped wheel. You can move the star shaped wheel one cog at a time with the screwdriver – one way tightens the brake slightly (anti-clockwise on the left wheel and clockwise on the right wheel), the other way loosens it slightly. I have painted a small arrow near each hole to remind me which way to tighten each relevant brake.

First, make sure the handbrake in the cockpit is fully off and the aircraft moves freely when you push or pull on it. You should begin by adjusting the brake on the left wheel. Lie on the ground and rotate the cog in the hole with your screwdriver tooth by tooth, tightening the brake, until the brake binds and it is difficult to move the wheel at all. It is useful to have a friend standing by rocking the aircraft back and forth (it saves you jumping up and down to try and see if the brake is holding or not). Once you have the wheel lightly locked, you should then insert the screwdriver and loosen the star wheel by three teeth (effectively three quite good pushes on each tooth of the star wheel with the screwdriver). The aircraft should once again move freely when pushed or pulled. Now shut the protective cover over the hole. Repeat this entire operation now on the right wheel.

Three teeth back from the locked position is a good place to start from as regards your adjustments, but it is most unlikely to be perfect. On my Stampe three clicks does not give enough brake authority and the final adjustment is about 2.25 teeth back from the locked position. Every Stampe is different and the adjustment depends on lots of factors, including how much wear there is on each brake pad. Also the adjustment on one wheel may well be different from the adjustment on the other wheel.

Now comes the amusing bit – testing what you have done. You almost certainly will not have got it right, so testing the brakes is absolutely vital. Climb in and start the engine (hand brake on for this). Release the hand brake and gently move forward at very slow speed. When in a good clear area and taxiing at a slow walking pace, apply full left rudder. When doing this positively, you should be able to almost stop the left wheel and turn your aircraft fairly sharply left. Now try the same thing applying full right rudder; again the aircraft should turn quite sharply, this time to the right. The probability is that after your initial attempt, either the aircraft will not turn very satisfactorily in one direction or the other, or both, or a wheel will lock completely before you get to the

front stops on the relevant rudder pedal. If the aircraft does not want to turn quite sharply with full rudder applied, then you need to tighten the star adjustment wheel on that side a bit, maybe by half a click. If the brake locks up and/or applies too harshly, the aircraft will turn very sharply with a jolt; then you need to slacken off the star wheel by a quarter of a click or so. When you have got it right, your aeroplane will turn left and right in quite a small radius when applying full rudder with the aircraft moving gently forward at quite a slow pace – a little extra power (a short burst of throttle will be necessary to help the turn). It is important that the inside wheel of the turn should not quite lock up when you have full rudder applied; the brake needs to be gripping hard enough to allow the wheel to just turn against the resistance of the applied brake, but not so hard that the wheel locks up completely.



The sad end of Stampe No 183 abandoned on a scrap of land. Photo courtesy of Regis Jouhaud

You must expect that your adjustments will not be right first time. You will have to get to what feels right by trial and error. It is most unlikely that the adjustments which are required on one side will be identical to those needed on the other side. The probability is that you will need at least three and probably four little taxiing excursions, each followed by fine brake adjustments to get it right. But by the end of it, your brakes should be balanced such that the turning rate obtained with full left rudder is replicated for the other side with full right rudder.

The saga does not quite end there! Go and fly a few circuits, do a few landings and taxi around a bit, turning left and right, etc. Now do the brake check described above carefully again. Are they equally balanced? If not, try again to get them right! Unfortunately, the brakes need to adjust themselves to your adjustments, and they can be a bit fickle!

Every pilot has a slightly different notion of what feels right for him. So it is very much a process of getting the right feel for you. But most important of all is that the left brake should apply in an identical way to the right brake. You must avoid the situation of giving the

brakes too much authority such that they lock up completely at full rudder, because you do not want a wheel locking up on you completely during a landing run, or you will end up ground-looping. Of course, if a brake does not work at all and there is a strong crosswind, you can also ground loop!

Depending on the country of your aircraft's registration and/or the regulatory regime under which your aircraft is licensed (C of A or Permit), it is advisable to get these adjustments inspected by an appropriate person, albeit minor brake adjustments by the pilot are likely to be permissible, without supervision, with UK Permit aircraft. Nevertheless, it is worth checking the situation before you start!

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!

Alternatively, just send your photographs. Always welcome!

Contact: Editor - newsletter@stampeclub.org

PEOPLE

TONY CALVEY

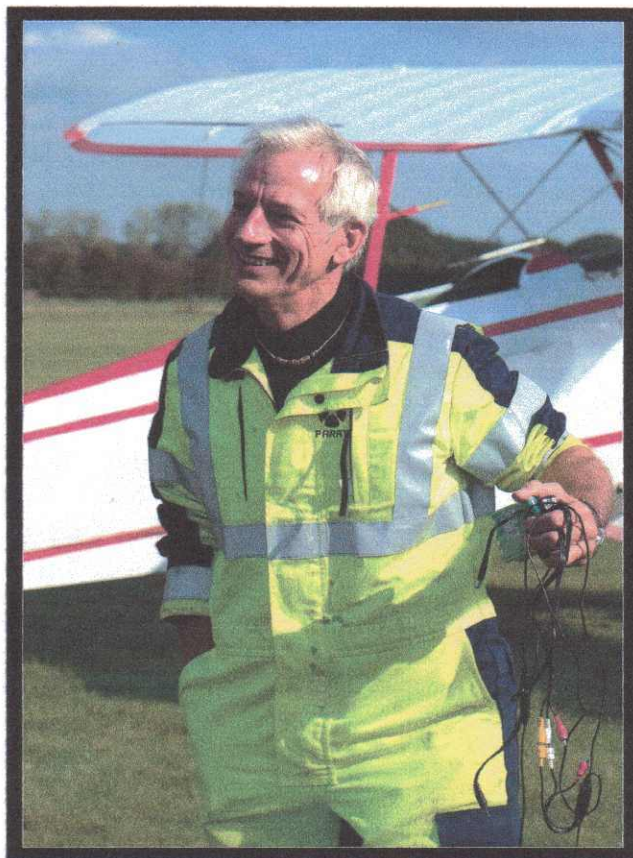
It is with utmost regret that the Stampe Club announces the death of Tony Calvey who died on Saturday 23 August 2014 following a long battle with cancer.

Angus Buchanan, a fellow 'Headcorn Headcase' writes:

To describe Tony Calvey as a lively member of the Stampe fraternity would be an understatement. Most have much more colourful expressions. He would be delighted that a frequently used description over the last few weeks has been 'Hooligan Pilot'!

However, within this unconventional soul, who challenged all with whom he came into contact, was an accomplished flier who cared deeply for those around him. The loss of a leg, as a result of a motorcycling accident in earlier life, hindered him not

one bit. In fact he used the compensation resulting from his accident, much to his family's surprise, to buy a racing sidecar combination with which he competed with considerable success. Not satisfied with speed close to the ground, Tony later applied and won a Douglas Bader Scholarship and learned to fly. Ultimately this led to his involvement in the G-OODE Stampe syndicate which Tony led for many years, using his conspicuous engineering expertise to great effect.



Tony Calvey and G-OODE

We will miss flying in formation with Tony, watching out for the occasional twitch caused by an errant connection in his false limb and the inevitable low pass on take-off across, or by, or seemingly through the Tiger Club hut. The world without Tony has lost a little colour.

The Stampe Club extends its deepest sympathy to Tony's family and friends.

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