



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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Summer 2015

GOODWOOD FESTIVAL OF SPEED!

THE WAY FORWARD



Read the Report

Following the regular progress updates from Club member, Laurent Stuck, the specialist foundry company, Ventana, exhibited at this year's event at the end of June.

There is little doubt that the re-manufacture of engine parts (or for that matter any other parts) is certainly something which interests all vintage aircraft owners. With the supply of many 'bits' becoming increasingly difficult to obtain, the re-manufacture of aircraft parts is the only way forward.

INTRODUCTION

OBJECTIVES OF THE STAMPE CLUB

To enjoy Stampe aircraft by promoting 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 international organisations responsible for licensing and flight safety etc.

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, the Far East and North America. Consequently, whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

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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.

Contact: editor@stampeclub.org

SUBSCRIPTIONS

Whilst all subscriptions should now be paid, please make a note of the Stampe Club's banking details.

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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. Whilst the opening pages are available for anyone, 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

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 Club members where you have been!

Contact: editor@stampeclub.org

STOW MARIES, ESSEX, UK
Saturday 25 July 2015 (or Sunday 26 July 2015)

The Stampe Club is planning a fly-in to this wonderful First World War airfield just North of Southend on the basis it is within easy reach of most UK members.

This is a fascinating airfield with an equally fascinating history. Check it out, but more importantly, do try to make it, preferably by air, but acceptably by car. You won't be disappointed!

The idea is to meet up at about 12 to 1pm for a 'bite to eat' and a chat on Saturday (weather permitting) or otherwise on Sunday.

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

MOTH CLUB RALLY
WOBURN, BEDFORDSHIRE, UK
Saturday 15 to Sunday 16 August 2015

This is a very special invitation for Club members to join the ensemble of moths and other vintage biplanes in the beautiful setting of Woburn Park.

The weekend includes a 'grand dinner' in the Abbey on the Saturday night and a flying display on the Sunday. The event is PPR which is best done via: dhmoth@dhmothclub.co.uk. A briefing package will be emailed to all interested PPR applications just before the event.

Contact: Stuart McKay: dhmoth@dhmothclub.co.uk

SCHAFFEN DIEST, BELGIUM (EBDT)
Saturday 15 to Sunday 16 August 2015

Encouraged by their Antwerp experience in May, a few UK Club members are planning to attend this well known vintage fly-in. Why not join them?

For those Club members who wish to join the 'gaggle' of Stampes from the UK, contact: Angus Buchanan: angus.buchanan@virgin.net



Tom Frantzen with his striking statue of 'the aviator' officially unveiled during the Antwerp fly-in

REPORTS

ANTWERP FLY-IN, BELGIUM

Saturday 16 and Sunday 17 May 2015

This well attended event always proves to be a 'winner'. This year was no exception!

UK Club members, Angus Buchanan, Chris Jesson and Jo Keighley made the trip which included a 'weather stop' at Kortrik/Wevelgem airfield.

During the weekend, a statue of the 'aviator' was unveiled by the Belgian Home Secretary. Danny Cabooter was also in attendance, as was Jean Stampe's daughter.

GOODWOOD FESTIVAL OF SPEED, UK 25th to 28th June 2015

Ventana, the specialist foundry company based deep in the southwest of France, displayed their skills with a new Renault PO3 crankcase alongside the Editor's Stampe!



A new Renault crankcase and the Editor's stampe

Goodwood aerodrome is always a great place to visit. Lots of lovely grass runways extend in all directions with the backdrop of the South Downs. However, landing at the aerodrome only formed the precursor to a short flight to the landing strip on Lord March's Estate where G-ATIR would be pushed to the display area. Exhibitors' tents would then be built around the aircraft which included jet turbine 'heavy metal' aircraft and others as well as an array of helicopters.

Ventana were pleased to meet several Club members who made themselves known. Well done to those who turned up during the four days of almost perfect weather. To those who didn't make it, well.... never mind!

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 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 or if you have difficulties technical@stampeclub.org

GIPSY ENGINED STAMPE FOR SALE

1947 Algerian built Stampe for sale

Originally built as an SV4.C with a Renault engine, it was used by the French Navy as a trainer before going onto the civilian register as F-BHGS. It then went from Corsica to the South of France.

Restored in as an SV4.B in 1996, and re-registered as F-AZLD since when it has flown about 200 hours. The present owner, Francois Michiels, bought it in 2001 and has taken care of it since then. It was generally only used for local flights around Cuers (LFTF) where it has been based since 1996, and always hangared. The aircraft can be viewed at the same airfield.



Stampe F-AZLD. More photos available from Francois Michiels

Technical specification:

- Airframe: SV4.C
- Engine: Gipsy Major/Electric Rotox starter (same as the Chipmunk). It has a 12 Volt battery and no alternator/manual injection pump
- Propeller: Poucelet wooden prop
- Radio: King 1 – KY97A/Intercom
- Maintenance: Local Engineer with parts (such as magnetos, fuel pumps etc.) from Vintech
- Condition: Very good
- Registered with valid 'Certificate de Navigabilité
- Asking price is €55,000 (Euros)

Contact the owner: Francois Michiels: SV46@orange.fr

GENERAL INTEREST

UK'S CAA GETS IN TOUCH ON INFRINGEMENTS

The CAA has warned that the number of serious airspace infringements at six of the highest-risk air traffic zones in the UK will need to be reduced by as much as 50% over the next 12 months to head off the need for further action. Possible options under consideration (should be the target for the particular hotspot not be met) include the deployment of bespoke 'Surveillance Mandatory Zones' (SMA) to provide a conspicuity buffer around a particular hotspot. The aim of the SMZ will be to provide a 'known traffic environment' around the hotspot's class D airspace and could lead to a requirement for the mandatory use of radios and/or transponders in that buffer area. Other options, include rationalising airspace boundaries. .

DRIVING LICENCE MEDICAL IN THE UK

The CAA has announced a consultation which proposes that the medical requirement for UK private pilot licence and national private licence holders need only be a current DVLA Group 1 ordinary Driving Licence (ODL). Existing medical options (for example a UK declaration with GP counter signature) will remain available. The proposal will bring cost and time savings for pilots and, in most cases, remove the need for General Practitioner (GP) or Authorised medical Examiner involvement.

A variety of options are proposed and views are sought through the consultation which closed on 10 July 2015. The information received will be used to determine how to take this proposal forward.

BOOKS

SKYFARING A Journey with a Pilot by Mark Vanhoenacker

Aviation books come with many different themes as well as a myriad of types and time periods. However, an American British Airways pilot has written a truly wonderful book describing what it is like to fly. The easy style, laced with all the important technical facts puts this book in a class of its own. The descriptions of flight and the obvious love of flying are as poetic as Saint Expery. It was abridged and serialized recently on BBC Radio 4. A great read!

Publishers: Chatto & Windus, London
HH ISBN 9780701 188663

TECHNICAL

MOUNTING CAMERAS FOR USE IN THE AIR

The growing affordability and thus popularity of high-quality cameras makes it easy to overlook their effect on performance

It is all too easy to get carried away with images of making a movie which can often lead to distractions by thinking about 'how it's going to look!' Judgement can become impaired. This has happened!

Whilst the aerodynamics are hardly going to make a difference to a Stampe, a lost camera could be dangerous to those on board and, not least of all, to those on the ground. It could be lethal.

You should also be aware that it is not at all clear as to whether or not a camera would be regarded as a type of 'carry-on' equipment or whether its attachment to the airframe would be deemed to be a modification. Be careful. Best to get some advice from your regulatory authority.



Club member, Jo Keighley, with a folding bicycle carefully tied to the front seat proving that a Stampe is a touring aircraft!

TYRES AGAIN

When should tyres be replaced?

The tyre industry has long recognised the aircraft owner's role in the regular care and maintenance of their tyres. The point at which a tyre is replaced is a decision for which the owner is responsible. The service life of a tyre is cumulative function of the storage, stowing, rotation and service conditions, which a tyre is subjected to throughout its life (load, speed, inflation pressure runway type, etc). Since service conditions vary widely, accurately predicting the service life of any specific tyre in chronological time is not possible.

There appears to be no known technical data that supports a specific tyre age for removal from service. However, in the interest of safety, a number of tyre manufacturers recommend that tyres (including spare tyres) that were manufactured more than a certain number of years previously be replaced with new tyres, even when they appear to be usable from their external appearance.

In conclusion, so long as the age of the tyre does not exceed the manufacturer recommended guidance, and so long as 'due diligence' has been completed on behalf of the owner to ensure that tyres remain in an airworthy condition, you will be doing all you can to ensure the condition of your aircraft's tyres complies with the terms set out in your insurance policy.

It must be noted that each different tyre manufacturer will have their own set of guidelines pertaining to the lifecycle of each given model of tyre, so if you are in any doubt at all about the condition of your tyres, get some good advice.

MEMBER NEWS

THE LOVE AFFAIR

Club member, Søren Dolriis provides an interesting and entertaining resumé of the story behind the acquisition and renovation of a 'well travelled' Stampe now happily residing in Denmark.

I am sure that many Stampe Club members have heard long tales about renovation processes. Some maybe have been involved personally. The process has been exciting, though lengthy. And now we have just successfully completed the first two test flies.

It all started back in 1982. Our small group of four had flown an ex-RDAF Chipmunk for four years. Great fun. However, reading Neil William's book,

'Aerobatics' got us dreaming of a 'hot rod' (and romantic bird) able to do some more interesting aerobatic manoeuvres. Searching for an opportunity (way before the internet age), we came across someone at Pace Petroleum who actually possessed a Stampe and was willing to swap with a Chipmunk.

It did not cross our minds that the motive for the swap might have been to get rid of a Stampe that had taken some beating. First in the USA (landing accident) and then in the UK... Again a 'hard landing'!

We met the British owner in Hilversum, Holland and completed the usual inspections. Interestingly, the 'answers' to our many questions went along these lines of "...my engineer says...". Quite obviously this 'experienced' gentleman avoided giving any concrete answers to our many questions. Nevertheless, we made the swap and after two circuits in the Stampe, we were ready to fly back to Denmark. After a rather 'interesting' (slightly dramatic) return flight, we got the Stampe (ex G-BUNA) registered on the Danish Civil Aircraft Register. As a result, OY-EFF was born!



This does not look right!

There then were some great flying years, but also lots of 'technical challenges'. Slowly we realised that our Stampe needed a major renovation.

The discovery of a compressed longeron (under the tower carrier) during the annual inspection grounded the Stampe. At the same time, two of the owners had now been bitten by greater aerobatic ambitions. Consequently, the Stampe was stored away for 25 years!

Ten years ago, (one of the owners) Bill, took up the renovation (after having renovated an Auster and succeeded in completely rebuilding a damaged Chipmunk.) Brave man! But what a job! Niels (another owner) assisted with the wings with the rest of our small team providing encouragement and emotional support as well as the odd helpful appraisal along the way.

Bottom line: This project was truly a total overhaul. not a single nut or bolt was left untouched. We actually consider the Stampe to be better than new.

THINGS WE LEARNT

Anyone who has ever attempted to rebuild, and/or restore a Stampe will be able to sympathise with Søren's hard earned comments.

An old, wooden Stampe with its special design issues will usually prove to be in much worse condition than you thought before you started to take it apart.

Don't ever do aerobatics in a Stampe that has not been renovated by someone you trust unconditionally. In fact, do not even fly straight and level, leave the Stampe on the ground!

Many, many elements that 'seem' alright can be dangerously faulty – in our case even though it had a CAA Certificate of Airworthiness. For example:

- For example, bolts through the wooden longerons can look fine in the nut/bolt end but be rusted thin in the middle of the wood.
- The engine mounting can have a lot of invisible cracks (ours had five!). The wood gluing was detached almost everywhere with only fabric and some weak bolts to keep it all together.
- Cracks in the undercarriage legs ...
- Oval holes in the wood behind fittings.
- Visible OK wood, but softened by oil... Wood to be easily removed by finger nails.

The paint scheme was inspired by several different Stampe designs. However, we wanted ours to be classic, but sporty and elegant. Then one particular Stampe colour scheme in the UK won our hearts. So now the awesome G-GBLM has a proud Danish cousin OY-EFF. Could be fun to fly in formation some time!



In the end, a smiling face says it all!

Several Stampe experts around Europe, together with wood experts and many, many others have helped us throughout the 10 year long renovation process. A wonderful experience. Don Petersen in the USA has been a fantastic resource about Stampedes and, not least of all, about the Renault engines.

Our flying future: It is funny to think that in the early days we switched to the Stampe to get an agile and capable aerobatic mount. The author feels a little old now... so many years have passed and the Stampe has truly changed its status to being a romantic aerobatic plant for recreational purposes. Over the years I have always dreamt of participating in the Coupe d'Anjou, but as I understand it, this traditional event has now ceased. Well....

We hope we can meet somewhere in Europe. Why not consider coming to our Vintage Fly-In Stauning (south-west Denmark, close to Germany) in the first weekend of August. I will make more specific information available on the Stampe Club website.

Søren Dolriis has been flying since 1975. Primary interest in aerobatics. Chipmunk, Stampe, Chisten Eagle, Yak 52, Yak 55, Zlin 50, Yak 55 and Interavia 13. Søren is part of the four-person group that owns the Danish Stampe SV4c.

SAD NEWS

FATAL CRASH

Stampe crashes at Breuil Airfield (Loir-et-Cher) in France

Initial reports suggest that the Stampe was being flown by a local businessman who was training for a forthcoming airshow.

A couple of minutes after take-off with two other aircraft, and for reasons yet to be determined, the Stampe started to turn on itself before nose-diving into the ground.

The badly injured pilot was taken to a local hospital by firefighters, but died on the way, when his condition worsened.

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