



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.

Summer 2016

THE WEATHER AGAIN!

There is little doubt that, for whatever reasons, weather patterns around the world have changed over the past few years.

In northwest Europe the climate seems set (temporarily we hope) with predominantly changeable mild, wet and windy conditions. Interestingly 2016 is set to become the warmest on record. Southern parts of Europe, as well as many other parts of the world, have suffered from relentless high temperatures. What's going on?

Well, the position of the now infamous jet stream and the 'el nino' effect on the water temperature of the Pacific Ocean are said to be the main causes. Is there anything you can do about it? Quite simply, No!

From a flying point of view, it means that flying has to be carefully planned probably with much time hanging around waiting for the weather to change. Nothing new there!



Anyone fancy a fly?

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 over 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.

Contact: Angus Buchanan - secretary@stampeclub.org

CLUB CONTACTS

Austin Trueman
Angus Buchanan
Jo Keighley
Guy Solleveld
Editor

chairman@stampeclub.org
secretary@stampeclub.org
treasurer@stampeclub.org
technical@stampeclub.org
newsletter@stampeclub.org

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is 30th September 2016.

The Newsletter is sent to an expanding number of members. Consequently, it would be interesting to learn how things are going in your 'corner of the world'. So, if you have anything you would like to say (particularly if it is amusing) or any photos you would like to show, please send them in. Don't worry about your writing skills, it is the story that counts!

Whilst this Newsletter is sent to the majority of Club members by email, hard copy versions are also available and are sent to many members. It is simply a matter of choice.

Letters to the Editor are always welcome!

Contact: newsletter@stampeclub.org

SUBSCRIPTIONS

Members should be aware that subscriptions run from 1st January each year. The Stampe Club is pleased to report that members' subscriptions remain unchanged at £25.00 (GBP). Consequently, payment should be made without unnecessary delay.

Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset, England, TA18 7LR

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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact Jo Keighley - treasurer@stampeclub.org

THE STAMPE CLUB'S WEBSITE

It is the Club's objective that the website should be 'the place' to find what you require. Getting good and reliable information is the biggest challenge (and will become more so) – so please share what you have for the mutual benefit of other Club members.

Contact: Angus Buchanan – secretary@stampeclub.org

WELCOME TO NEW MEMBERS

The Stampe Club is delighted to welcome Jonathan Apfelbaum and Julia Kirchenbauer (USA), Brad Koal (Canada) and Dan Barraclough (Canada) as members.

Whilst the Stampe Club has always been represented in the USA, it is interesting to note that four recently new members to the Club are based in North America. Here are introductory notes from three of them.

Dan Barraclough writes from British Columbia how he became the proud owner of CF-AYF as well as his plans for the future.

My Stampe came to Ontario from the UK (Personal Plane Services) in 1969 or 1970. I believe that the original importer was Ray Munro. My father met Ray in the summer of 1971 and ended up trading a Waco for the Stampe (at least that is how I remember it). After flying it for a year or two, my father disassembled it for a recover. Skip ahead 15 years with very little headway, Dad decided that he was going to sell the project 'as is' unless I wanted it. Easy answer for me!

Four years later I found a man named Alby Pow who worked out of a small airport in St Lazare, Quebec. Al finished the restoration in 1991. I got checked out in it and flew AYF until 1995 when I moved to Vancouver, British Columbia (The Stampe stayed in Ontario). I sent the engine off to Vintech in the UK for a rebuild in about 2001. It was then stored for about 10 years. However, I've started flying it again over the last four years, albeit just minimal hours.

My goal is to get the Stampe back into prime shape and start putting some more hours on it.



New member - Dan Barraclough's Stampe ready for the off somewhere in Canada.

Jonathan Apfelbaum writes from Colorado on behalf of Julia and himself. Both are committed aviators, but Julia seems to be the primary driver.

Julia Kirchenbauer is the primary instigator of this adventure. She's been an aviation 'nut' ever since she was young, but life took her in different directions. An interest in aviation photography brought her back to airshows. A stint with the US Navy, working on aircraft electronics, inspired her to pursue her pilot's licence. Now a private pilot, with a passion for antique biplanes, she's been looking for a project.



Julia and Jonathan Apfelbaum's Stampe in the process of a re-build.

Jonathan Apfelbaum started flying in high school and soloed before he had his driver's licence. Education and career slowed down the flying, until the late 1990's when he built a Glastar, which flew for the first time in 2004. We've flown it over 900 hours since then, to seven different countries, as well as to Oshkosh every year. Jon has his sailplane, instrument and seaplane ratings aside from private pilot.

Both of us are avid aviation photographers and have been fortunate enough to have our work published in a number of magazines over the years. We are celebrating our fourth wedding anniversary this year.

We've been considering a number of different aircraft for years, and have flown many of them. We kept coming back to the Stampe as the perfect aircraft for us: vintage, antique, warbird, aerobatic, and through random chance and an alignment of the stars, Stampe serial number 604 came available. She was constructed in 1947 in France, where she was flown until 1959 when she went to Germany. She was brought over to this side of the pond in 1967 but not registered. In 1981 she was fitted with a Ranger engine and awarded an airworthiness certificate.

1985 began a restoration and conversion to a Lycoming engine, which was completed in 1989. Matthew Miller bought her in 1991 and flew about the Midwest. For the last five years, she hasn't flown and has been waiting patiently in a hangar, with only birds and mice for company. We have started a ground-up restoration, and hope to have her flying in the near future.

We are excited about this adventure and look forward to meeting many of you along the way.

DATES FOR YOUR DIARY

WHEN AND WHERE?

If you know of any good Fly-Ins 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: newsletter@stampeclub.org

SUNDAY 24 JULY 2016

Redhill Aerodrome (EGKR), Surrey, England

This event was originally scheduled for 12 June 2016 but sensibly postponed due to the weather.

This is one of England's most beautiful airfields. It really is a gorgeous place with a great heritage. Arrive at 10.30 am. Everyone welcome!

Don't be put off with the airfield's close proximity to London Gatwick. It's not that difficult, but you need to get the necessary information from www.redhillaerodrome.com.

Contact: redhillavfest@pilotshub.co.uk

SATURDAY 13 AND SUNDAY 14 AUGUST 2016

This year Schaffen Diest airfield in Belgium (EBDT) will celebrate the 33rd anniversary of this popular old-timer fly-in.

This was another casualty of weather last year for a small contingent of UK Club members. This year it is hoped that the conditions will be kinder. If you would like to join a small group of intrepid flyers at Headcorn on the morning of Saturday 13th August, contact Austin Trueman - stampeclubstuff@gmail.com.

Event Contact Guy Valvekens: guyvalvekens@gmail.com

**FRIDAY 2 TO SUNDAY 4 SEPTEMBER 2016
LAA Rally, Sywell (EGBK), Northamptonshire,
England**

This rally is a must for light aviation from within and outside the UK. How about using this event to meet up with other Stampeists?

You will need to book a slot with Sywell to fly in. Do it. It's worth it!

TECHNICAL

HOW ARE YOUR RUBBERS?

You should think about replacing your undercarriage rubbers every five years!

Like most tail wheel aircraft, the undercarriage in a Stampe relies on a series of rubber blocks which are designed to soften the landing, but not to engage a continuous bounce. There are nine undercarriage rubbers in each leg of a Stampe.

It is the hardness of the rubber blocks which often dictates as to when your undercarriage rubbers are 'shot'. Hardness is generally measured by a durometer, although with plastics and rubbers, this is usually referred to as a Shore Test, named after Albert Ferdinand Shore who developed a device to measure hardness in the 1920's.

To test your undercarriage rubbers, you can push down on the undercarriage leg to gauge the movement and recovery and/or take dimensions of the aircraft's stance taken from the operating manual. However, most people tend to rely on the former method combined with an awareness of how the aircraft 'feels'. Dismantling the undercarriage legs for close inspection is really the only sure (sorry for the pun) way of knowing. Once you have done that, you may as well replace the rubbers!

Interestingly, most experts (apparently including the Belgian Airforce) recommend changing the undercarriage rubbers every five years as, after this time, the rubber blocks are likely to be getting hard, due to the ageing process of natural rubber, as well as getting compressed due to constant weight over the years.

When you replace your undercarriage rubbers, you will notice that the aircraft has a higher stance. What, you may not notice are your wheels toeing-in a little more. This is due to the change in the geometry of undercarriage, albeit this will recover slightly when the undercarriage rubbers 'settle down'. That means compress!

If you are concerned about the amount of toeing-in, there are details and dimensions available, although you should also be aware that there are probably very few Stampes presently flying which do not have at least one slightly bent stub axial.

Again, getting a 'feel' for your aircraft, particularly when pushing it around a concrete hanger floor, is crucial.

Members' comments would be welcome.

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.

Members should also be aware that the Stampe Club does not intend to be a direct source of parts and spares, but does wish to assist Club members finding 'bits' as well as assisting in the manufacture of some parts made to strict certified standards.



Loms engine conversion installed during a rebuild in France.

Club members will be delighted to learn that, through the sterling efforts of Guy Sollefeld, the Stampe Club now has exclusive use of the moulds for undercarriage

rubbers manufactured by aviation rubber specialists, Butser Rubber Ltd who are based in Hampshire, UK. Most importantly, they will provide a Certificate of Conformity. It is important to note that rubbers manufactured by Butser conform to the original specification including hardness (Shore Test etc).

It is, perhaps, stating the obvious to suggest that it would be better (euphemism for cheaper) to make a block order for as many as possible. Having said that the Stampe Club does not wish to hold any spares. Consequently, if you think you will need some undercarriage rubbers in the near future, let the Club know to put your name on the list.

In addition to undercarriage rubbers, the Stampe Club is also able to obtain re-vulcanised engine bearers, again with the all important paperwork.

For details go to the website: www.stampeclub.org or if you have difficulties contact technical@stampeclub.org

GENERAL INTEREST

BREXIT

UK Club members will have their own political views on the merits or otherwise of the UK opting to pull out of the EU. However, as the UK will still be part of the EASA system, there will be no immediate change for pilots with UK flying licences. In fact, the UK will be in the same position as Norway and Switzerland.

CERTIFICATION UPDATE

As previously reported, the Belgian CAA are considering the introduction of a new Type Certificate in answer to owners of Belgian registered Stampes who currently operate on a Permit to Fly which, for reasons unknown, restricts their movements outside of Belgium.



Nice colour scheme on Jeff Crocis's latest rebuild in France.

The latest news to reach the Stampe Club is that an answer is now due by the end of October (this year) albeit the full implications of this new Type Certificate have yet to be published. So, the question is: What happens to non-Belgian registered Stampes?

The short answer is not a lot. At least in the short to medium term. In the long term, no-one really knows. But, as the UK's CAA recommends, it's probably better at the moment to 'stay calm and carry on'!



The 'Bordeaux Bandits' F-BBON.

UK INFRINGEMENTS

In case you didn't know, the unauthorised entry into controlled or temporarily restricted airspace, or active Danger Area, by an aircraft is known as an 'infringement'.

There are around 800 incidents in the UK (no figures for other countries) every year, the majority of which involve general aviation pilots. Don't do it. You can get into a lot of trouble!

Seriously though, an infringement is a safety risk which could have the potential to cause a mid-air collision. It could also cause disruption and inconvenience to passengers if a passenger flight is diverted. In some cases, pilots who infringe are prosecuted and/or have their licence suspended. You have been warned!

CHANGES TO UK PRIVATE PILOT MEDICAL REQUIREMENTS

The UK Civil Aviation authority (CAA) announced that medical requirements for some private pilots are to change. These changes do not apply to pilots with commercial licences or those displaying at airshows who will still need to be approved as fit to fly by a specialist aviation medical examiner.

The move will lead to both cost and time savings for pilots and, in most cases, remove the need for General Practitioner (GP) or Authorised Medical Examiner involvement in the process.

The changes are planned to come into effect within the UK in late summer 2016 when a new version of the UK Air Navigation Order legislation will be published.

Once the change takes place, the medical requirement for UK private pilot licence and national private pilot licence holders will be to meet the same standard as that required to hold a DVLA Group 1 Ordinary Driving Licence (ODL). Existing medical options (for example a UK declaration with GP counter signature) will remain available.

To take advantage of the change, pilots will need to complete a form on the CAA website to declare that they meet the DVLA medical standard. Pilots under 70 will need to do this once while pilots over 70 must confirm their declaration every three years.

SAD NEWS

It is with great sorrow that the Stampe Club reports on the recent death of New Zealand Club member, Lars Fellman.

Lars rebuilt his Stampe ZK-BBV whilst weaving his way through New Zealand's bureaucracy, only to have his aircraft damaged on landing during the CAA's test fly!

It is a sad irony that Lars's Stampe was imported from France as F-BBVM and that it's final owner was Xavier Maniquet (killed in a flying accident in the French Alps in 2009) who was well known for his part in the sinking of the Greenpeace ship, Rainbow Warrior in New Zealand.

The Stampe was just one of Lars's projects. He also owned a Rotoway Exec 162F helicopter and Zlin Savage (Cub lookalike) which, together with the Stampe, were housed in his hangar alongside his hilltop strip.

We will miss a lively friend.

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