



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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New Year 2019

HAPPY NEW YEAR!

With a New Year comes thoughts of flying throughout 2019. Or in the case of the UK Club members, thoughts about Brexit. Or maybe not!

During 2019, the Stampe Club hopes to make more progress by creating opportunities for finding parts and spares on behalf of members. Or, in some cases, the manufacture of some of the 'renewable' parts. That is the bits that require regular replacement and can be 'kept on the shelf' for future use. Obviously, engine spares will depend on the type of engine and, in this respect, Gipsy engined Stampes have some advantage.

It should also be emphasised that whilst the Stampe Club can act as an agent or 'go between', the initiative for finding a manufacturer of new parts remains with members. Everyone needs to get involved!



Three Stampes from Headcorn (EGKH) in a tight formation last year with G-AWEF and sister G-BWEF lead by Chris Jesson's G-BPLM. Great stuff!

MEMBERSHIP

The Stampe Club is open to anyone of any nationality in any country 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 is truly international with members in Australasia, Europe, the Far East and North America and whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

Contact: secretary@stampeclub.org

STAMPE CLUB CONTINUES TO GROW!

During the course of 2018, the Stampe Club increased its membership with 17 new members, (all with their own aircraft) literally from one corner of the world to another!

Apart from being a part of a bigger Stampe 'family', new members have been attracted by the light handed, yet pro-active style of the Stampe Club, run by members for members.

The availability of parts and/or spares (or rather the lack of them) has attracted many new members who wish to be able to source replacement bits via the Stampe Club website. The 'Forum' section is likely (almost certainly) the place to start if you wish to seek the assistance of other Club members. There is usually plenty going on. Have a look yourself.

Contact: secretary@stampeclub.org

NEW MEMBERS

The Stampe Club is blessed with members from a wide variety of backgrounds. Many with military and/or commercial experience. Often both!

This Newsletter welcomes a new member from Germany.

NO TIME TO FLY HIS STAMPE!

New member, Sven Rausch, from Frankfurt has, during 2018, suffered from that old dilemma, too much to do with too little time. Pressures from home and his daytime job as an airline pilot get in the way!



Atmospheric photo of D-ERLA somewhere in Germany.

Sven was so busy last year that he only had time to get his Stampe (Serial No 101) airworthy before flying it to his new home at Gelnhausen (EDFG) located to the East of Frankfurt with a nice 840m long grass runway. Regrettably (and not all too common) Sven's previous base is to become an industrial development.

Fortunately, at Gelnhausen there are other historic biplanes, including a Tiger Moth, which Sven shares as part of a syndicate ownership.

Sven's Stampe SV4C Reg D-ERLA is nicknamed Tante Erla (Aunt Erla) and was manufactured in 1946.

In between all this, Sven is also a flight instructor. No wonder there is so little time!

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.

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.

Communication within the Club is generally made via the Club's Newsletter, albeit that more urgent information and news is communicated via email.

For more in depth and detailed information, the Club's website is the place to start. It has a lot of historic information, including original drawings and other useful data.

Contact: www.stampeclub.org

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: www.stampeclub.org

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 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.

Contact: technical@stampeclub.org

TIE RODS

Guy Solleveld who recently organised sets of undercarriage rubbers has now kindly set his energies on replacement tie rods which are 'lifer' (500 hours) items and need to be replaced at regular flying time related intervals.

This is important as there have been some notable accidents, involving both Stampes and Tiger Moths, where tie rods have failed. This is not something you should scrimp on!

The underlying 'logic' of all Stampe Club inspired new parts is one of 'numbers'. Quite simply, the more that are ordered, the less they will cost. However, that does not mean cheap. As we all know, anything to do with vintage aircraft is expensive!

Nevertheless, thanks to Guy Solleveld, the Stampe Club is now able to propose the following schedule of costs based on the varying order sizes with Bruntons Aero Products the UK manufacturer. Consequently, the costs are quoted in GBP.

| Tie Rods | Cost excluding VAT |
|------------------|--------------------|
| 1 set (qty 2) | £862.76 |
| 4 sets (qty 8) | £348.42 |
| 10 sets (qty 20) | £256.30 |
| 25 sets (qty 50) | £194.68 |

Note: VAT in the UK is 20%

Members are reminded that the Stampe Club will never hold any parts or spares, so if you feel you need a set in the next five years, you should seriously consider a new set (2 tie rods) and join the order presently being organised. The deadline for orders is Friday 25 January 2019.

Contact: guy@solleveld.uk

PARTS REQUIRED

WHERE AM I GOING?

Whilst many Stampeists fly with the aid of a GPS, it is still important to have a serviceable compass.

Club member, Guy Solleveld, is looking for a traditional Stampe compass which is secured to the rear (pilots) panel.

Contact: guy@solleveld.uk

DATES FOR YOUR DIARY

WHEN AND WHERE?

If you know of any good events, 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

EVENTS

Saturday 1 and Sunday 2 June 2019
Antwerp Stampe Fly-in
Antwerp International Airport (EBAN), Belgium

This event is a must for all stampeists to attend at least once. This year, it is hoped that the intrepid stampeists from Pithiviers in France will attend. It is also hoped that a 'bunch' (collective noun for a group of Stampes) of Stampes from the UK will also attend.

It is always a great weekend. Good company and good cheer from one of the friendliest places in Europe.



A previous Antwerp Stampe fly-in.

Thursday 13 to Saturday 15 June 2019
Aero Expo
Wycombe Air Park (EGTB), Buckinghamshire, UK

This is an all encompassing aero event which includes everything from 'sexy' modern corporate aircraft to smaller stuff. Lots of interesting stands covering all aspects of aviation.

Saturday 29 and Sunday 30 June 2019
Pithiviers, France

The Pithiviers Stampe Fly-In is another one of those 'must attend' events which is renowned for its friendly atmosphere.

It is likely that a 'bunch' of UK Stampes will attend. So watch this space for details.

Contact: angus@buchananmail.co.uk

LOOKING AFTER YOUR RUBBERS!

The best way to store and use rubber based products can make a difference to how long they last.

The 'shelf life' of rubber products, including those with various polymers, can be adversely affected by the following:

1. Sunlight:

Avoid exposure to direct and reflected sunlight due to the ability of ultraviolet light to degrade rubber.

2. Temperature:

Storage temperatures between 72°F (°C) and 32°F (0°C) are ideal. If stored below 32°F, some products stiffen and require warming before use. Likewise, rubber products should not be stored near sources of heat, such as radiators and base heaters.

3. Humidity:

Rubber products should not be stored under conditions of high or low humidity. Certain compounds of rubber are susceptible to mould degradation.



Roger Hadfield's C-GOMD somewhere in Canada.

4. Oils, Solvents and Corrosive Liquids:

The material properties and hence, expected shelf-life of different elastomers of rubber, will be adversely affected if they are exposed to or come into contact with certain oils, solvents and/or corrosive liquids.

5. Fumes:

As is the case with oils, solvents and corrosive liquids, certain corrosive fumes will also adversely affect the material properties and expected shelf-life of rubber.

6. Insects, Rodents and Other Vermin:

It's true, vermin such as insects, rodents and many others, can degrade the material properties of rubber. How? They will chew it up, eat it, nest in it and, worst of all, urinate on it. The acid in animal urine can have an extremely adverse effect on rubber.

7. Ozone:

To protect against the adverse effects of ozone, rubber products should not be stored near electrical equipment that may generate ozone and should not be stored for any lengthy period in geographical areas of known high ozone concentrations.

CAN YOU HEAR ME?

Club member Franz Busse in Germany has recently experienced some communication problems since the new frequencies have been available. Is this something other Club members have experienced?

Franz has reported that other Stampe owners are also experiencing the same problem. So what's going on?

Fitting radios to vintage aircraft is always something of a 'black art'. But does it have to be like that?

Put simply, radio interference falls into two main categories:

Radio Frequency Interference (RFI) is unwanted noise or signals being transmitted by some other installation on board and being received on the tuned frequency.

Most likely source of RFI will be the engine ignition system and/or transponder.

Audio Frequency Interference (AFI) is an electrical 'noise' being generated at audible frequencies (i.e. in the human hearing range) which is penetrating the transceiver's circuitry at some point downstream of the operating frequencies.

Most likely sources of AFI are static discharges due to dynamo's poor bonding or where radio cables are placed next to other electrical type equipment.

The diagnosis is far more difficult, and too lengthy for this piece. However, it is worth knowing that (generally) AFI problems are also audible in 'receive' mode.

Other member's experiences would be well received. Refer to the Forum section of the Club's website.

GENERAL INTEREST

WHO OWNS THE SKY IN THE UK?

UK's Airspace Inquiry, launched by a Parliamentary Group to look at how to improve the current system, is widely believed to produce inequitable outcomes for the 'majority' of airspace users.



The sky somewhere in the UK

The 174 member strong All-Party Parliamentary Group on General Aviation has launched a major new enquiry into UK airspace and how it is managed.

The wide ranging inquiry will study how airspace is governed as well as the method and process of airspace decisions in the UK.

All this follows the potential 'theft' of airspace around Farnborough Airport approved by the CAA. This decision appears to have been a step too far by those who are entrusted to look after the UK's airspace. In fact, there seems to be very little proper scrutiny, by the UK's CAA, of unrealistic and spurious forecasts presented by those requesting changes to uncontrolled low-level airspace.

By way of a 'forced' follow-up, the UK's CAA has launched an 'airspace change portal' which is dedicated to any changes to UK airspace. The website attempts to give some 'comfort' as to how any new airspace changes are processed. Oh really!

IT'S ALL ABOUT TRUST!

Aircraft engineers are often seen as the unsung heroes of the aviation world. We all know our lives depend upon the quality of their work but how do they get to be in the position they hold to gain our trust.

The relationship between pilots and their engineers is a very special one. It is something that forms over time and is not easily broken. There are some exceptions, but these are usually engineers whose reputation (or rather lack of one) precedes them. In general, we 'trust' engineers!

But what is this 'trust' based on? Well, from those who have researched this matter, there are three basic types of trust.

Structural Trust

This is the one you use when you get on a commercial 'metal tube' to fly you to a faraway destination. You trust the people who operate it to get you there safely. You do not know any of the people. You trust in the system that trained everyone, checked the aircraft and so on.

Expert Trust

This can be based on the qualifications and/or experience of an individual. This happens quickly as you rely on the fact that the individual knows what they are doing.

Personal Trust

This usually takes time, but is usually the most important. It is the trust you use when you know someone well and has a 'history' of reliability.

Conclusion

Whilst all three of these 'trusts' come into play when you deal with any maintenance 'organisation' (regardless of size), it is the individuals that you trust. The decision to take off after maintenance work is usually based on personal trust. Worth remembering!



The basis of this piece has been taken from Instrument Pilot, the PPL/IR Europe Magazine.

MEMBER NEWS

THE DREAM WAS ACHIEVED!

Club member, Filippo Colnaghi in Italy, provides a heart-felt follow-up after completing aerobatic training at the CPVA Aero Club in Angers, France. This is another nice story which means a lot to Filippo.

The first sight of his late father's old Stampe I-SARY (Stampe No 379) was the main reason which convinced Filippo Colnaghi, back in 2010, to get his flying licence. His father, who passed away in 2005, used to fly it back in the 1970's. His father sold his Stampe to a friend before Filippo was born. The plane was based in Bresso, Milano.

Early this year, Filippo finally bought it back, eager to give it a new life. The plane was immaculate, but it needed several minor 'fixes' before it could be approved to fly again. In the meantime, Filippo looked around Europe for an instructor who would be able to give him the skills and knowhow required to master his new machine. But no-one in the Milanese area was a Stampe expert and Filippo was relentless to learn from a Stampe veteran.

After several emails sent throughout Europe to find an instructor, the CPVA Aero Club of Angers in France, answered the call and offered basic training on their Stampes; a service they do not offer to pilots who are not CPVA members. Consequently, Jean-Marie, flight instructor and Vice President of CPVA, proposed to personally train Filippo, and in late April last year, they flew together for three consecutive days in one of the CPVA Stampes in Angers. Unfortunately, Filippo's Stampe I-SARY would not be ready to fly immediately after the training. In fact, Filippo had to wait until mid-October to finally obtain a Permit to Fly.



Filippo's beautiful I-SARY in Italy

On a weekend in mid-October, Jean-Marie travelled to Milan to provide a final training session. Then, after a full day of flying, Filippo took off on his own, achieving his lifelong dream to fly his father's Stampe solo.



A line-up of Stampes at Angers (LIFR)

Angers-Marce has been the regular venue for the 'Coupe d'Anjou Stampe aerobatic competitions. As Filippo suggests, it is a great place for Stampeists. Well worth a visit!

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 22 March 2019.

With members in over twelve different countries, 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 and/or controversial) or simply interesting to other members, please send it in. Don't worry about your writing skills, it is the story that counts!

Feedback in response to any of the items raised is always welcome!

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