



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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Spring 2019

NO DEAL BREXIT – MAYBE!

For European Stampe Club members there has been a constant background 'noise' surrounding the UK's relationship (or lack of it) with other EU countries. So, members in most other parts of the world may be a little puzzled as to what all the fuss is about, particularly when it comes to aviation.

Well, if the UK withdraws completely from the EASA system, the UK's CAA will need to make arrangements to fulfil regulatory functions. As a result, for UK Club members who simply wish to fly in UK airspace, there are unlikely to be any great difficulties. Likewise, UK Club members operating under a CofA should not have any problems flying to EU countries.



What can one say about Brexit?

However, UK Club members operating under a Permit to Fly may find a 'hardening' of attitudes post Brexit with some EU countries (who will remain

nameless) less likely to 'turn a blind eye'. Essentially, this means the outcome is unclear.

As far as pilots licences are concerned, ICAO rules. This means that UK issued pilot licences would be valid for use on UK registered Stampes regardless of the Brexit outcome.

Is that clear? If not, just lie down in a darkened room!

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

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 members and international organisations responsible for licensing and flight safety etc.

NEW MEMBERS

The Stampe Club has attracted five new members since the beginning of 2019.

The Stampe Club offers a hearty welcome to the following new members:

- Pierre Delvaux – California, USA
- David Gallezot on behalf of Avions Mauboussin – France
- Richard MacLean – South Australia
- Ron Piercy – Washington State, USA
- Povl Toft on behalf of the 'Toft Airforce' – Denmark

MEMBERS' INTRODUCTIONS

PIERRE DELVAUX



Pierre's Stampe in the Californian sunshine

Pierre's Stampe is Algerian built (1051) and was shipped to Florida in the 1970's. However, the previous owner had, some interesting experiences to recall over the 36 years of his ownership.

Following its arrival in Florida, the aircraft was registered N1037Y in 1979. Following a rather basic 'restoration', which was no more than a re-assemble with new fabric, the previous owner bought the Stampe in 1982 and then flew it from Florida to California. Unfortunately, he ran out of fuel somewhere over Texas and landed on a road. No problem, he walked to the nearest fuel station to buy a can of fuel. When he returned to the aircraft, he found the police were in attendance. Again, no problem, the police blocked the road, to allow him to take off. However, as Pierre says, "that wouldn't happen today"! His second engine failure happened

a few years later when the fuel filter became loose and he landed on a road. No problem, he tightened the filter and took off. This time before the police turned up. His third engine failure occurred when he ran out of fuel over Santa Paula airport. Again, no problem. He landed on the runway and coasted to the fuel pump, as if nothing had happened.

Fortunately for Pierre, whilst not perfect, his Stampe appears to be in good condition apart from cracked plywood around the cockpit area where 'people have put their feet where they should not go!'

Pierre also has some rigging problems. In this respect, he wants to find out how to adjust the incidence of the flying surfaces. Help please!

Pierre intends to fly his Stampe for a year or so in the US before shipping it to France.

THE TOFT AIRFORCE

It's not often that the Stampe Club welcomes an 'airforce' as a new member. But this is one of those exceptions.

Povl Toft's Stampe is owned by his family's syndicate. The syndicate, called the 'Toft Airforce', also owns a de Havilland DH87B Hornet Moth as well as a KZIII and a couple of KZVII projects, not to mention the Auster.

KZ aircraft are highwing aeroplanes with wooden wings and were manufactured in Copenhagen by Scandinavian Aero Industry between 1937 and 1954. The initials KZ represent the names of the founders Kramme and Zeuthen.



Povl with some 'vintage people' at a vintage meeting in Denmark in 2018.

Povl's family include three brothers and a sister who fly as well as Povl's two daughters and nephew, all of whom have PPL's. Povl's 92 year old father gave up flying five years ago. Hence the name 'Toft Airforce'!

Interestingly, the Stampe and the Hornet Moth are kept on display at Denmark's Flymuseum in Stanning which is about 170 miles West of Copenhagen.

Povl, who is an experienced aerobatic pilot, has a daytime job as an aircraft technician with Benair which is part of the Aviation and Aerospace division of the Jutlandia Group. There his work is mainly with turbine engines, albeit he has been involved with 'fabric' work in 'real' aeroplanes at the museum.

STAMPE CLUB 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.



'Bugs in your teeth' should be a motto of the Stampe Club

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

The Stampe Club should like to thank Guy Solleveld who is again coordinating the process.

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

SOMEONE WANTS TO BUY A STAMPE!

No great surprise there! But do you know anyone who wants to sell?

Angus Buchanan has been contacted by an (as yet) un-named non-Club member who has asked if a Club member (in the south of England) is considering selling their Stampe or, at least, selling a share.

If this interests you, or you know of someone who might be interested, contact Angus who can put you in touch with the possible purchaser.

Contact: Angus Buchanan
Email: angus@buchananmail.co.uk

NEW RUBBERS?

You may have your own well-rehearsed excuses for 'messy' landings, but now is the time to put these away as the Stampe Club continues to initiate the manufacture of new parts.



Don't blame the undercarriage rubbers!
Photo courtesy of Regis Jouhaud

After only a year, it seems that members have again been asking for rubbers which can, err hum, become a little distorted by 'robust' landings. It is also worth remembering that undercarriage rubbers (like all rubber) degrades with age. So now is your chance to put things right.

Fortunately the Stampe Club owns the mould required for producing the rubbers and, importantly, has a good working relationship with a manufacturer who understands 1940's rubber technology.

From a cost point of view, the more members who get together, the cheaper the rubbers (which come in two sets of mine) the lower the pro-rate cost.

If you are dithering, please be aware that the Stampe Club does not, and will not, hold any parts. The undercarriage rubbers are no exception.

Angus Buchanan has mentioned in his 'round-robin' email that the opportunity to purchase new rubbers does not usually come around so quickly. Consequently, having a set in reserve does sound like a sensible precaution.

Members should act quickly as this arrangement will end within the next few days.

Contact: technical@stampeclub.org or guysolleveld@btinternet.com

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. Why not join them?

Contact: angus@buchananmail.co.uk



A line up of Stampes at a previous Pithiviers Stampe meeting

**Wednesday 15 to Saturday 18 August 2019
Vintage Aerobatic World Championship
Gera-Leamitz Airport, Germany**

This increasingly popular event has now moved from Denmark to Germany for easier access for many European pilots. Nevertheless, the ethos has not changed. The event still combines the 'technical with the social'. Even if you do not wish to participate, it is worth attending. It is great fun and socially intense!

For details and registration:
vintageaerobatic.com

THE WEATHER AGAIN!

The northern hemisphere is now awaiting a hint of the summer weather to come!

In the northern hemisphere spring has officially sprung with the days getting longer and lighter. With this comes the usual anticipation of flying activities throughout the year. This is often accompanied by a personal 'wish list' with open cockpit aircraft, like a Stampe, usually centres on good flying weather. Whilst this does not necessarily mean 'wall to wall' sunshine (but it helps) it would still be at the top for most Stampe pilots.

The answer lies with the position of the jet stream. A northward shift in the northern hemisphere jet stream will tend to put low pressure systems away from northwest Europe, thus leaving high pressure stable weather. Or, as has been experienced in many areas of the world, very wet weather leading to life threatening floods! Elsewhere, particularly in the southern hemisphere, the position of the jet stream may have other effects. Fingers crossed for this year!

GENERAL INTEREST

PROTECTING UK'S AIRSPACE FOR GA!

For some time there has been some concern about how the UK's airspace is administered and, in particular, what action is needed to ensure that access to airspace remains fair to all sections of aviation.

The first hearing of the inquiry, by the All-Party Parliamentary Group, was held at the House of Commons back in December last year demonstrating that some positive things do emerge from the UK's parliament.



The inquiry is looking at all aspects of governance and the processes that take place when making decisions about airspace. Consequently, some changes in the current laws may be necessary. Not before time!

MEMBER NEWS

A TRUE LOVE STORY!

Club member Roger Hadfield's son Dave has put together a touching story about both his mother's and father's flying interests. It really is a true love story and well worth a look on the Canadian Skies magazine's website.

Roger Hadfield has been married to his wife, Robin, for 37 years and although it would be misleading to state he won her in a Stampe, it is true, in a way!

After the initial meeting in 1980, Robin and Roger met again at the Canadian Open at Centralia, Ontario. Roger noticed that Robin had arrived in a Pitts S2. She noticed Roger was there with a Stampe. Each thought the other owned their own aircraft. They were both wrong, but they didn't let that stand in the way. Two months later, they were buying a house together and a year later, they were married. They have been flying ever since!



Eric Domigan Photography
Mam'selle in full flight!

Photo with kind permission of Eric Domigan

Roger bought his Stampe in 1977 when nobody in his 'neck of the woods' had ever heard of one before. Named 'Mam'selle', Roger's Stampe was rejuvenated in 2015 complete with new fabric. The brilliant new paint and the 'sweetly barking' Gipsy 10 were a 'feast for family and friends'.

Roger's Stampe is now part of the family. All his children got to know it intimately – through wiping oil off the belly and lovely cavorting flights from farm strips. In fact, Roger's grandson (now himself an Airbus A320 captain) spent a month with his grandad during a college break.

Roger admits that it is a wonderful experience, in his 85th year, to fly 'Mam'selle' again. It is flying like a dream!

Dave Hadfield's story about his Dad contains everything including interesting technical information as well as Roger's own notes about aerobatic manoeuvres. Well worth a read. Go to skies.mag.com and search 'Stampe'.



Somewhere in Canada
Courtesy of Regis Jouhaud

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 28 June 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!

Contact: newsletter@stampeclub.org

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