

THE 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.

NEW LOOK NEWSLETTER!

The Stampe Club newsletter has been published in the same old format for many years and although well received, it is time for a change. We hope you like it!

The 'bottom line' for any publication is the content. Consequently, this is where the Editor begs the membership for news and stories. So, why not let everyone know what you have been up to in your 'neck of the woods'. Good news, bad news or simply a rant at something that has 'hacked you off'! In any case, some feedback would be great.

WHAT ABOUT A NEW LOGO?

Apart from a 'new look' newsletter, we thought a 'new look logo' should be found. But how? Again, it is time for members to get involved albeit there is no prize for the chosen idea. Just simply the satisfaction in knowing your design has literally travelled the world!

Contact: editor@stampeclub.org

OBJECTIVES OF THE 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.

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.



Having fun somewhere between England and France!

The Stampe Club is international with members in twelve different countries within 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: sec@stampeclub.org

STAMPE CLUB WEBSITE

It is the Stampe 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.

The 'forum' section of the website is particularly useful as Club members can communicate directly with each other to discuss any/all aspects of Stampes from the very simple to the complicated. It's worth a look!

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

WEBSITE UPDATE

Like all things to do with the internet, change is accelerating. As a result, the Stampe Club website www.stampeclub.org is due for a revamp.

Thanks to Paul Anderson for taking on this task which follows fellow Club member, Peter Ormrod's initial involvement in setting the things up initially.

Some five years ago, the website was born and the Club will be forever thankful to Peter for getting things going.

Whilst Paul Anderson is keen to give the website a 'new look', it will still be a treasure trove of information and continue to contain the 'hard-core' technical stuff, such as the original drawings and manuals etc, as well as the important members' forum section.

Paul will be designing a 'new look' website for the future!

NEW MEMBERS

The Stampe Club is delighted to welcome the following new members:

Raymond Cuypers

For those who don't know, Raymond runs the highly regarded Stampe Restoration Workshop at Antwerp Airport. The birth place of Stampes!

Dave Evans

Dave is a well known pilot at Headcorn (EGKH) and is an ex-(UK)CAA inspector of airshows and, more lately, aerodromes. He is also an instructor and coach for the UK's Light Aviation Association (LAA).

John O'Donnell

John has bought Soren Dolriis's Stampe (OY-EFF) from Denmark and is now based at Headcorn (EGKH) which is quickly becoming known as 'Stampe City' in the UK.

Paul Revell

Paul flies from White Waltham (EGUB) where he is able to use Stampe G-AYWT.



New Member Paul Revell with G-AYWT

UK'S AIRFIELDS IN DANGER!

The UK's Government All-Party Parliamentary Group on General Aviation (APPG-GA) has responded to the UK's Government's Consultation on Aviation 2050.

The APPG-GA acknowledges the 'extremely precarious' situation which has resulted in light GA being 'squeezed' as many regional airports want to encourage more 'biz jet' traffic. This often results in hefty landing charges should a visiting pilot have the audacity to land.

Unlike many other European countries, the UK generally sees airfields as simply isolated areas of potential re-development (usually housing) without considering the economic values of small businesses which are based at airfields. Many airfields are 'hives of activity' often with non-aviation related businesses, who require (or prefer) a non-built up environment.

In order to get the right balance between the need for housing and the activities such as airfields, the UK's planning laws need to change.

UK STAMPES WITH CofA

The UK's CAA keeps the discounted rate for UK registered Stampes seeking a CofA.

The Stampe Club are grateful to the UK's CAA for clarifying the situation vis-a-vis the transfer of UK Stampes with a CofA to a Certificate of Airworthiness under the Belgian TCDS.

After some initial hiccups, UK Stampe Club owners will be pleased to learn that the transfer of a national CofA to the Belgian TCDS will be maintained at the discounted cost of £47.00 which includes the Airworthiness Review Certificate.

However, a word of warning. Make sure your paperwork is right. There are no shortcuts!

UK'S AIRSPACE MESS!

An official Inquiry into Lower Airspace has called for the UK's Government to scrap and replace the legislation that sets the way forward for the UK's lower airspace.

The Inquiry, made up of an expert panel, found the current airspace design process 'unfit for purpose' at every level. As a result, the UK has ended up with one of the most complex airspace environments in the world.

The report also included recommendations for the UK's airspace to be managed so that unused airspace can be redefined by lowering the class of controlled airspace or make airspace uncontrolled.

There was also recognition that some CAA staff may fear that they could be directly liable if a safety incident occurred as a result of an airspace decision and, consequently, are likely to lean towards maintaining the status quo.

At last it would seem that something is happening!



Contraband in the form of Pithiviers delicious almond cake on its way back to the UK. Identity of aircraft withheld for legal reasons.

28TH ANTWERP FLY-IN Saturday 1st/ Sunday 2nd June 2019

Danny Cabooter writes that the weekend started with lots of sunshine and light winds. Very promising.

There was a good turnout, with lots of participants flying in from nearby countries. Regrettably, UK stampes were not in attendance this year.

It is tradition at the Antwerp fly-ins to always have some warbirds in attendance. This year a Hawker Hurricane and Hawker Fury took centre stage with Antwerp's own Fouga Magister completing the trio.

On Sunday, the wind was a bit 'lively', although this need not stop a 12 ship formation (see the formation layout) taking to the skies. Unfortunately one of the dozen experienced a loss of power after takeoff but thankfully managed to bring the Stampe safely down on the runway.

As the wind started picking up, all recreational flying was stopped at about 1500 with the last flight of the day getting away at 1700.

There were lots of 'fun flights' on Saturday which ended with the usual evening barbeque accompanied by 'Sgt Wilson and the Girls'. They did their best to liven up the evening with some well known songs. Great fun was had by all!

Saturday 29 and Sunday 30 June 2019 Pithiviers, France

On Saturday 29 June 2019 six UK registered Stampes left Headcorn (EGKH) in the UK bound for Pithiviers. This is a (very) brief story of their adventure.

Before going any further, it is necessary to thank Angus Buchanan for essentially organising the entire weekend. The rest of us had 'only' to turn up and fly our machines. Great fun!

The departure was set at about 0930 (UTC). However, at 0830 your Editor was still waiting for his aircraft (G-ATIR) to arrive from having its Annual and some repair work to the engine as well as making good some airframe damage caused by so called 'hangar rash'! (That's another story)

At 0915, G-ATIR arrived. So after a briefing regarding routing and safety etc, six Stampes (in a loose formation) climbed away towards Folkstone for the Channel crossing. So far, so good.

However, when Jo Keighley was approaching the French coast, his Gypsy engine started to back fire (Jo can give a dramatic description of sound effects) and, as a result, had to leave his Stampe (G-SVIV) at Le Touquet.

And so there were now five Stampes with a crew of two in each. So after refuelling, it was off to Persan (LFPA) the next refuelling stop. But alas, no fuel was available to UK Stampes, albeit there was fuel at the airfield. But only for local aircraft. A big disappointment!



A great atmospheric photo of Paul Anderson's G-AYGE at Pithiviers

So upward and onward to Pontoise (LFPT). No problem with fuel but, as always, fuelling is not a five minute operation especially with Stampes.

Again, it was off and, this time, to Pithiviers where three of the Headcorn formation flying team gave a great display which looked even better from the air.

The evening brought a gathering of pilots from all over, including Filippo Colnaghi from Italy, as well as a 'team' from Angers (LFJR). A great gathering with booze and a barbeque. What more could you ask for!

The return flights (with the exception of Persan), were a repeat of the outward journey. Mission accomplished!



But not in Persan!

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

Stampe Fly-In Sunday 4 August 2019 Tiffenden, Kent, UK

Tiffenden airfield's owner, Club Member Paul Anderson, is 'opening' its doors to all Stampes (and other bi-planes) at any time from 10.00 (local).

This event is planned to coincide with the opening of a facility dedicated to carriage horse driving for the disabled. This is Paul's wife, Susie's, project and, consequently, any funds raised from donations will go to this charity.

Tiffenden is 600m long with a surface of well cut firm grass. The airfield is on a bearing of 136 degrees and a range of 5.2nm from Headcorn (EGKH). The runways are approximately 06/24 with a significant upward slope to 06.

Tiffenden is a private strip and, consequently, everything is at your own risk. However, they have a website which you should look at and study as it contains some helpful information.

www.tiffendenairfield.weebly.com.

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



A brave smile!
Jo Keighley resting on the wing of his Stampe which, frustratingly, he had to leave in Le Touquet.

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 27 September 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

STAMPE CLUB WHO'S WHO

| | |
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AND FINALLY

Sad news from France.

The Stampe Club is sad to learn of the death, from cancer, of the well known, well respected and well loved stampeist, Jean Pierre Nicolas.

For many years Jean Pierre participated in several Coupe d'Anjou competitions in Stampe F-BDME. He will be greatly missed by his family and friends.

The Club sends its condolences to Jean Pierre's wife, Nadine.