

THE STAMPE CLUB

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STAMPES IN THE NEWS

Past Stampe Club Chairman, Martin Holloway's beautiful red Stampe (G-BAKN) features in (and on the front page) of the October edition of the UK's Light Aviation Association (LAA) magazine 'Light Aviation'. It's a good read!



Martin's Stampe in action
Photograph: Courtesy of Neil Wilson

Apart from the usual description of the aircraft, its history and flying characteristics, detailed by the well known aviation writer Clive Davidson, the LAA's magazine also features some stunning photographs taken by aero-photographer, Neil Wilson which shows Martin's gorgeous Stampe in all its glory!

THAT'S THE WAY TO DO IT!

Following Club Secretary's emailed announcements, Member, Dave Capon, (whose restoration project features in the edition) has organised the production of 20 piston rings of which all, but a few, have been sold.

Interestingly, Dave also hints that a similar arrangement could be made for engine valves and valve guides and the like. This is really a great example of self help. Members co-operating with other members for their mutual benefit. Well done Dave!

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 international with members in twelve different countries including 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

MEMBER'S INTRODUCTION

POACHER TURNED GAMEKEEPER, TURNED POACHER AND NOW, FREELANCE PILOT

Dave Evans is well known to the Stampe Club and was a member back in the 1990's. He is, what you might describe, as an 'aviation man'!

"I started flying gliders with the Air Training Corps at RAF Manston in 1982. However, long before that, I was lucky enough to regularly find myself in the passenger seat of a Beagle Terrier, where my love of all things tailwheel and vintage was awoken. The pilot of that particular aeroplane was also a member of the Tiger Club at Redhill and very soon I found myself in the front seat of Stampe G-AWEF on 12 December 1977. That was it, I had to join this wonderful establishment!

After gaining my PPL in 1983, and flying the required 100 hrs P.1, I was now a member of the famous Tiger Club, with access to all of their wonderful vintage aeroplanes, including the two Stampes that they owned at the time. I learnt to fly aerobatics on Stampe G-ATKC, and took part in many air displays, aerobatic competitions (including the Cathy O'Brien trophy), generally having a splendid time flying all of the aeroplanes as and when I could. I owe a lot to the Tiger Club.

In the late 1990's, I passed my ATPL flying exams and left the London Fire Brigade where I was an Operational Fireman and went to work for Vic Norman's company at Rendcomb, flying Stearmans in Air Displays all over Europe. Great fun, and with a Lycra clad girl on the wing! Then, whilst idly leafing through the back pages of Flight International magazine and looking for an airline job, I noticed a CAA advertisement for a Principle Air Display Inspector. I decided to apply and was probably more surprised than anyone when I got it.

10 years later, and with many happy memories of great air displays and great people, I stepped sideways for a position with CAA Aerodrome Standards Dept and became an Aerodrome Inspector, with Heathrow and Gatwick, as well as many small GA aerodromes, and heliports. Penzance, Tresco and racecourses were also in my remit.

Age 55 came and went and the thought (horror!) of another five years at the UK's CAA was too much to contemplate. So I took early retirement and became a freelance pilot, flying instructor, air to ground (A/G) radio operator, parachute pilot, aviation consultant and anything else I can do legally with an aeroplane!

In my 'spare time' (what there is of it), I fly my 1963 Jodel DR 1050."



What a great photo of Dave Evans (front) and John O'Donnell (new member) flying his aircraft OY-JRR back from Denmark.

GOVERNANCE OF THE UK'S AIRSPACE

For some time there has been growing concern as to how the UK's airspace is governed and, particularly, by whom and on what basis. The question being asked is "Do the airlines have too much influence based on their commercial clout?"



Stampes at Tiffenden with Terry Brown's Saint-Yan Stampe G-BRXP in the foreground

As a result, it is encouraging (but no more) that the UK's All Party Parliamentary Group on General Aviation (APPG-GA) has been holding oral hearing sessions. These started in December 2018.

When was ownership of the skies handed to commercial companies?

A BIT OF HISTORY

Michael Jones writes from France about an article in the French magazine *Aviasport* which included a reprint from 1979.

"I was surprised to read that it was a French government minister who promoted the construction of 600 French Stampes in the 1960's for use by flying clubs and the French airforce etc. It is a pity that a British government minister did not have the same idea. It might have been that there were too many Tiger Moths and Chipmunks around!"

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.

GET THE BEST FROM THE 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 stuff 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 much more, including lots of useful data.

Contact: www.stampeclub.org

TIFFENDEN STAMPE FLY-IN near Headcorn, Kent, UK Sunday 4 August 2019

Member, Paul Anderson, opened his airstrip to organise a fly-in to coincide with the opening of a new facility dedicated to horse drawn carriage driving for the disabled, opened by TV presenter Arthur Williams.

Ex-marine and disabled pilot, Arthur Williams, is well known for his flying adventure TV programmes. So, true to form, Arthur arrived at Tiffenden by air in his own aircraft, a Piper Cub, to open the facility which is positioned in the heart of Kent. The carriage driving project was the project of Paul's wife, Susi.

Arthur Williams' aircraft is suitably adapted with hand controls for the rudder. Quite impressive. So much so, that he talked about the possibilities of adapting a Stampe for disabled use with a few handles for getting in and out of the aircraft.



Arthur Williams with an onlooking adviser at Tiffenden.

HAHNWEIDE AIRSHOW Near Stuttgart, Germany Friday 12th to Sunday 15 September 2019

Franz Busse was joined by other Club members, Raymond Cuypers, Alf Kohler and Volker Seeger at one of the largest meetings of vintage aircraft in Europe.



This extraordinary meeting, which was blessed by brilliant weather, attracted a staggering 429 vintage aircraft with more than 60 vintage bi-planes including five Stampses.

The weekend proved to be a catalyst for flying displays and aerobatic shows from warbirds to vintage bi-planes.

Franz Busse and Alf Kohler with their wives

A FILM STAR PROJECT!

Dave Capon provides an intriguing introduction into the renovation of his Stampe and intends to provide regular updates for members. Watch this space!

"We finally purchased our own Stampe G-AZGE renovation project in September 2018. She was already partially stripped for transportation by her previous owner. Her rigging, wings and tail plane were stored and ready to pack into the hire van, having carefully measured that a Stampe wing would indeed fit inside the van. We carefully stored those parts in a workshop at her new home in Norfolk (UK) and returned to collect the fuselage which thankfully still had its undercarriage and tail wheel attached.

The history of G-AZGE is interesting and perhaps unique, but we all like to feel that our pride and joy is somewhat special compared to any others. Prior to 1971 she was French registered as F-BDDV arriving in the UK in the possession of one of the members of the Astor family of Hatley Park, a rather prestigious address and an upper class beginning.



Dave's Stampe when she was F-BDDV

It must have been during Mr Astor's ownership that G-AZGE began her film career. In 1976 she starred in the film 'Aces High' starring Christopher Plummer and Malcolm McDowell among others. There were, I believe, three Stampe SV4's made to look like WW1 SE5 aeroplanes. As far as I can make out, she was the aircraft with E940 on the tail fin which blew up in a mid air

collision with the actor David Wood at the controls. I believe that 'Bianchi Aviation' did the conversion of the Stampe to SE5; Bianchi Aviation being a famous family outfit that has supplied the film industry with all manner of aircraft over many years. Any famous historic film, you can think of they would have more than likely supplied the aircraft. G-AZGE also went on to star in 'High Road to China' with Tom Selleck.



Should be facing into the wind!

All this came to light from an attachment we found that fitted to the fuselage behind the rear pilot. This is the distinctive combing section behind the head of the pilot in an SE5. As soon as I saw it, I realised what it was. And so the investigation began.

The renovation will include taking out the engine and stripping it down and hopefully replacing any parts we find suspect. Removing all the fabric from their respective frames for inspection and repair (if any 'issues' are found) followed by recovering in Ceconite and then re-spraying to make it look like new.

We have already registered the project with the UK's Light Aviation Association (LAA) and, as a result, have our qualified engineer to oversee our work. It also helps when the co-owner of G-AZGE, Murray Flint, happens to be an aircraft re-finisher with a lot of experience.

We hope to provide regular updates and photographs of our progress as the next instalment will include the removal of the covering fabric from the rudder/tailplane as well as the subsequent engine overhaul."



**Sister
Stamps in
action**

THE WEATHER AGAIN!

In the northern hemisphere the autumn weather is heading into winter. But autumn brings its own challenges with gales (including the remains of hurricanes) and rain with potential flooding. The usual stuff. But then what?

Meteorological scientists analysing sea temperatures and weather systems over the North Atlantic are predicting a long spell of freezing Arctic air over northern Europe in the first few months of 2020. The reason, as usual, is the jetstream.

In Europe, the lower position of the jet stream will block off the usual Atlantic air stream which usually brings an increase in temperatures.

Having said all that, autumn/winter can bring some good clear days (usually lulls between showers) when you can enjoy some good flying conditions!



Northern hemisphere - usual autumn weather!

NEWSLETTER

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

Austin Trueman	chairman@stampeclub.org
Angus Buchanan	sec@stampeclub.org
Jo Keighley	treasurer@stampeclub.org
Guy Solleveld	technical@stampeclub.org
Editor	newsletter@stampeclub.org

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