

# 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.

## THE STAMPE CLUB WISHES ALL ITS MEMBERS A REWARDING AND SAFE FLYING YEAR!

### 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.



A very atmospheric photo of F-BCXD at Pithiviers (LFFP)

### THE TIMES ARE CHANGING!

Nowadays, when the weather is mentioned, it is not simply meteorology, but climate change. This, for understandable reasons, is becoming increasingly topical.

But how does that impact general aviation and, in particular, vintage biplanes like Stampes.

As a result of the recent barrage of news about climate changing related weather patterns, in the form of floods and/or wild fires etc is the public's perception of 'aviation' changing?

Up until now, the historic and vintage aircraft movement has relied on the general public to be generally supportive based on nostalgia and recognition of the heritage value as well as the fact that these types of aircraft are relatively few in number and are seldom used for everyday modes of transport.

With increased awareness of both climate change and the effects of pollution on health and, at a time when criticising the activities of anyone whose lifestyle is not shared by others is becoming more accepted, it is important to be aware of changing attitudes. What to do about it (if anything) is another question.

## DATES FOR YOUR DIARY!

Fly-ins are always fun and rewarding, particularly when held in good flying weather. They are a good place to meet up with other flyers to discuss common issues especially if they are Stampeists.

Whilst, in some countries it may be difficult to fly across international borders, in Europe it is very 'do-able'. To this end, Stampeists from Belgium, France and Germany frequently attend fly-ins within the bordering countries. Of course, UK Stampeists have a much wider border of some 19 nautical miles at its shortest point. Nevertheless, weather permitting, UK Stampeists often attend fly-ins in Belgium and/or France.

### MARY ELLIS MEMORIAL DAY

Friday

15 May 2020

Sandown Airfield (EGHN)  
Isle of Wight, UK

This is a special event for a very special lady who, during WW2, was an Air Transport Auxillary (ATA) pilot. Some of her flights were to relocate aircraft from RAF airfields to the front line, and others were to ferry new aircraft from the factories to the airfields. In all, Mary Ellis flew over 1000 aircraft of 76 different types, including Hurricanes, Spitfires and Wellington bombers. Mary Ellis is also credited with being one of the first women to fly a Gloster Meteor jet fighter. Mary Ellis lived beside the runway at Sandown until her death in 2018 aged 102 years. What a woman!

The event plans to attract 150 vintage aircraft and for them to fly (at 1nm separation) in a 'chain' all the way around the outside of the Isle of Wight. What a great idea!

Clearly this is an ambitious plan, but one the organiser has previously arranged successfully.

To register, you need to contact Dan at [manager@EGHN.org.uk](mailto:manager@EGHN.org.uk)



Line up of Stampes at last year's Antwerp Stampe Fly-in.

### NO ANTWERP FLY-IN THIS YEAR!

What ! Surely this cannot be true? Well, unfortunately it is true. This is because of refurbishment works in and around the airport. What a shame!

We look forward to the next Antwerp Stampe Fly-in as this venue is usually a magnet for Stampes from all over Europe.

Contact: Danny Cabooter: [stampe@skynet.be](mailto:stampe@skynet.be)



## DATES FOR YOUR DIARY! (CONT)

**STAMPE FLY-IN**  
Saturday/Sunday  
27/28 June 2020  
Pithiviers (LFFP), France

This is certainly one you should note. In the last few years it has attracted Stampes from all over Europe including a 'clutch' of stampes from the UK and one from Italy.

**Contact: Jean Pierre Le Bouedec:**  
jpm.lebouedec45@orange.fr



F-BCXD at a previous Pithiviers

## 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](http://www.stampeclub.org)**

## VINTAGE AEROBATIC WORLD CHAMPIONSHIP (VAWC)

Thursday to Sunday 22/25 August 2020  
Lolland Falster/Maribo Airport (EKMB), Denmark

Following last year's success at Stanning, this year's VAWC competition is being held in the southeast of Denmark, close to Germany and Sweden. Soren Dolriis is the founder of this increasingly popular event.

Even if you are not competing, you might wish to visit this island as part of a holiday adventure.

**Contact: Soren Dolriis: [dolriis@vintage-aerobatic.com](mailto:dolriis@vintage-aerobatic.com)**

## RADIO PROBLEMS

Radio problems in Stampes are almost synonymous so, unsurprisingly, many members have communicated their problems and, more importantly, their solutions.

After experiencing continuous problems, Franz's solution is bold, but simple. He solved the radio problems with an aluminium cover around the magnetos. The cover piece was milled from an aluminium block to which the connections for the ignition cables were welded.



Franz's magneto and aluminium block on D-EFFE



## WHAT DO YOU CALL A MAN WHO LOOKS AFTER 26 STAMPES?

Raymond Cuypers has now taken ownership of the late Detlef Oberbach's Stampe D-EIHD (Serial No 1169) for his own use. It will be registered in Belgium as OO-RAY and is now hangered in Antwerp. The aircraft was formerly G-AZUL between 1972 and 1985.

Raymond Cuyper's D-EIHD which will soon become OO-RAY

The addition of this aircraft (which was formerly G-AZUL between 1972 until 1985) means that Raymond now takes care of 26 Stampes in Belgium, Germany and South Africa. He also has many projects in his workshop awaiting restoration. Raymond is truly a Stampe man of international reputation!

Contact: [raymond.cuypers@rar.be](mailto:raymond.cuypers@rar.be)

## MEMBER'S INTRODUCTION

### JOHN O'DONNELL

John, who was previously based at Biggin Hill, joins a 'clutch' of stampes at Headcorn (EGKH) in the UK following his relatively recent purchase of Soren Dolriis's Stampe OY-JRR.

Whilst a relatively new stampeist, John is an experienced tail wheel pilot. Of his 1000 odd hours experience, some 90% have been achieved with tail wheel aircraft.

In the beginning, John learned to fly in a Chipmonk so got off to a good start. This was followed by a Pitts S2A, when he was checked out by John Harper (who also taught John aerobatics), and then onto a Bolkow 207. With a new flying season awaiting, John is looking forward to getting more acquainted with his Stampe which he will be putting onto the UK's Permit to Fly register.

## NEWS FROM CANADA

Dan Barraclough's Stampe CF-AYF got airborne last summer after a four year lay-off.

Dan reports 'the aircraft flies well, but I am still removing some rust!' Well done Dan. Happy Landings!

## POVL TOFT AND HIS DAUGHTER



### FATHER'S GIRL!

Member Povl Toft's daughter, Victoria, is now ready to solo the family Stampe. By her look in the photograph, she is enjoying herself.

## TIME TO CALL IT A DAY!

For various reasons, long standing member, John Smith, has parted company with his Stampe G-HJSS after some 40 years of ownership. John admits he has had a good run and has reluctantly accepted that his Stampe flying days are over. This is a decision which will eventually come to us all.



John Smith's Stampe, now owned by Richard Ward

John, who is a sprightly 84 years old, bought the aircraft as boxes of bits (without an engine) in 1978. Finally, after a lot of frustration, heartache and money had been expended, John learnt to fly his own aircraft which he has been flying for the last 33 years.

After such a long period of ownership, John is content that his Stampe was bought by a fellow Club member, Richard Ward. Richard is part of the Stampe Aerobatic Team based at the ever popular Headcorn (EGKH).

But do you think this is the end of John's involvement with Stamps? He is keen to keep in touch with the Stampe Club. We look forward to John's reminiscences.

## ENGINE SHOCK LOADS!

We all know to routinely (every time you fly) check your propellor for damage and, whilst it is common to get 'nicks', some might be large enough to require to be 'redressed' by a suitably qualified engineer.

What you may not know is that many engineers consider that an event which causes the engine rpm to drop suddenly and significantly will induce serious stresses inside the engine and could be considered as a 'shock load'.

This could include a prop hitting tall wet grass. In other words, physical contact with anything apart from air!

The problem is how do you define suddenly and significantly? Well suddenly usually means within a second or two, whereas significantly can generally be described as being more than 10,000 rpm!

## AIRCRAFT INSURANCE

Where do we all stand in respect of aircraft insurance? What is the insurance market doing? Are things going to change?

Aircraft insurance, like any other insurance, has always been a very cyclical and, for that matter, a very volatile business.

At the moment, it would appear that over the past decade aircraft insurance claims have been increasing, both in severity and frequency following years of static, or even decreasing, premiums. This situation was also influenced by over capacity in the market place.

However, now when losses are mounting, premiums are set to rise particularly with the now reduced market place.

So the message is 'your premiums are likely to be increasing'!

## NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 24 April 2020.

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](mailto:newsletter@stampeclub.org)

## STAMPE CLUB WHO'S WHO

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## 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](mailto:sec@stampeclub.org)

## MEMBERS' PRIVACY

The Stampe Club has, since its existence, collated the names and addresses of members, as well as their aircraft details.

It should also be clearly understood that the Stampe Club will never disclose a member's contact details to any third party without the express permission of that member.



A mix of 'wings and wheels' at Headcorn (EGKH)

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