



THE STAMPE CLUB

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.

Autumn 2013

STAMPE CLUB PATRON

Although not totally unexpected, the death in August of Mike Donnet, aged 96 years, still came as a blow to everyone who knew him. A précis of the Stampe Club's announcement at the time is included in this Newsletter.



Mike Donnet as a RAF fighter pilot

INTRODUCTION

Objectives of the Stampe Club

To enjoy Stampe aircraft by promoting the 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 those organisations responsible for licensing and flight safety etc.

Membership

The Stampe Club is open to everyone of any nationality 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 now totals some 70ish members in some twelve different countries including Australasia, Europe and North America.

Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are still sent to many members. It is simply a matter of choice. What's yours?

Contact: Editor: stampeclubstuff@gmail.com

GENERAL

Subscriptions

Subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name.

The Stampe Club, Lloyds TSB, Crewkerne Branch,
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Contact Jo Keighley: jo.keighley@sfmeurope.com.

NEWS

Stampe Club Website and Photo Competition

The Stampe Club wishes to encourage members to submit their best photographs of any Stampe aircraft, (particularly their own) for inclusion into the Stampe Club website. No money, no prizes, simply for the glory!



Action at Pithiviers, France

Don't be shy. Have a go. Close ups of cables and cockpits are also required to create the right image! If you haven't 'spied' the Stampe Club website, you should have a peep!

Contact: Angus Buchanan: angus.buchanan@virgin.net

www.stampeclub.org

The Stampe Club will be forever grateful to members Chris Hunt and Peter Ormrod for all their hard work in setting up and improving the Stampe Club website. The website is intended to provide general information about Stampe aircraft to anyone who is interested, but perhaps more importantly, specific

technical information to members only via a secure link.

A key feature and, indeed the primary intention, of the website is to encourage interaction – it is for members. Consequently, you need to contribute to make these features useful. Try it out and use the facilities, upload your info and take part. In due course, passwords for member access will be issued.

Have a look. Your comments and ideas would be greatly appreciated and should be sent to Angus Buchanan.

Contact: Angus Buchanan: angus.buchanan@virgin.net

EVENTS

When and Where?

If you know of any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association (www.haa-uk.aero) and/or the Vintage Aircraft Club (www.vintageaircraftclub.org.uk) and the like, why not send a note around to the other members.

If you are interested in attending any of these events, please let the Club know, especially if you would like some company.

Contact the Editor: stampeclubstuff@gmail.com

Historic Aircraft Association (HAA) Symposium RAF Museum Hendon, London Saturday 16 November 2013

Tickets for this fascinating day of rich aviation insight and history (including refreshments and lunch) cost £20 for HAA members and £25 for non-members.

For more information, and to download booking forms, log onto the HAA website www.haa.uk.aero or email the HAA's membership secretary.

Contact: Mandy Hinchcliffe: mhinchcliffe@gmail.com

LAA Sywell Rally, Northants, England Friday 29 to Sunday 31 August 2014

This event attracts aircraft from all over Europe and is well worth a visit.

Contact: Light Aviation Association: office@laa.uk.com

REPORTS



Franz Busse well wrapped up for the long trip home from Angers to Bavaria back in July

The deHavilland Moth Club International Rally, Woburn Abbey, Bedfordshire, England Saturday 17 and Sunday 18 August 2013

Although there were no Stampses, it was a great event in sunny, but difficult (very windy) conditions. The formation flying was particularly impressive.

LAA Sywell Rally, Northants, England Friday 30 August to Sunday 1 September 2013

Always a great event, but this year there did not seem to be so many exhibitors as before. Terry Brown and Austin Trueman made it on separate days.

Stampe Fly-in, Pithiviers, France Weekend 31 August/1 September 2013

The general feed-back from this event (delayed from late May due to weather) was a wonderful (and sunny) success!

BITS, PARTS AND PLANES

Do you have any 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.

To expedite matters, details of any bits, parts and spares will be sent (by email only) to Club members who should then make direct contact with the seller. Please note that, whilst the Stampe Club wishes to promote more inter-action between members, the Club does not wish to act as a broker and/or get involved in any negotiations financial or otherwise.

Contact: Guy Solleveld: guy@solleveld.co.uk

Rubber Things!

Guy Solleveld should like other members to have the opportunity of getting their 'rubbers sorted!!

As we all know, these sorts of parts can be like 'gold dust' when you are looking for them. So now is the time to get them!

Rubber Shock Absorbers

Stampe Club member, Andy McLuskie has kindly allowed the Stampe Club to manufacture Stampe shock absorbers and inner leg separators utilising his mould. Trial parts have been made and approved by Andy.

The selected rubber manufacturing company will issue a letter of conformity confirming that the parts have been made correctly with the correct compression and 'shore' strength.

From the Stampe parts manual the rubber shock absorber (on the right of the photo on the next page) has two part numbers; 43241 (8 required avec tenon) and 43241/1 (1 required sans tenon). The single block without nipples sitting on top of the stack. Both blocks are dimensionally the same with the exception of the tenon. Somewhat pragmatically, for ease of production, the two 'nipples' are simply cut off a standard block 43241 which then becomes a 43242/1. A new set of Shock absorbers will also be supplied with 4 new inner leg separators.



Shock absorber parts and engine mount (centre)

Guy has agreed with the Rubber company a minimum of ten sets would be ordered, the cost per aircraft (18 shock absorbers and 4 inner leg liners) be £240 including VAT. Postage will be an extra. Approx £15 within the UK.

For the manufacturers ease, Guy has also kindly offered to collect all the monies so as to pay in one lump sum. To date, six sets have been ordered and delivered.

I hope to place another order to make up the ten sets. Should any member require a set of shock absorbers, please contact me.

Contact: Guy Solleveld: guy@solleveld.co.uk

Renault Engine Mounts



Engine mount without rubber

The Stampe Club has in its possession a mould to renew the rubber inners of a Renault engine mount, as identified in the centre of the picture above. The old rubbers are chemically removed so no damage is caused to the aluminium ring. See pictures below. The cost per set is £75, inclusive of VAT and postage (within the UK). Once again Guy Solleveld is hoping to get a reasonable number together. Consequently, please send them to Guy. Should any member wish to renew their rubber mounts, we will facilitate getting them done.

Contact: Guy Solleveld: guy@solleveld.co.uk



Complete engine mount

TECHNICAL

Front Cockpit Covers

Whilst the majority of Stampe owners probably have a cockpit cover knocking around somewhere, how many owners use them?

There can be little doubt that one less windscreen in airflow must help to make aircraft more slippery, but what about the front cockpit cover? Could it be a bit like having a side window open in a car?

Well, the aerodynamics are quite complex with vortices and eddies developing and swirling around an 'enclosed gap' on the surface of the fuselage. These are obviously avoided by covering the front cockpit with a streamlined cover. This will result in a smoother flight.

Interestingly, a few members have modified their front cockpit cover by cutting them into two sections. This allows them to be stowed in the back when not in use.

Your views?

Contact: stampeclubstuff@gmail.com

Oily Spark Plugs - Beware!

Stampe Club member, Chris Rollins, has confirmed that, back in August this year, one of the Tiger Airways Stampes abandoned an initial take-off run due to insufficient airspeed. The aircraft then lined up for another attempt and took off with a reduced ROC. However, the pilot declared a PAN and rejoined the circuit to land safely. The culprit – an oiled up spark plug. Be warned, it happens!

PEOPLE

Rebuilding a Stampe

Stampe Club members who have experienced the many trials and tribulations of rebuilding aircraft, but particularly a Stampe, will undoubtedly sympathise with fellow member David Ashley who is currently going through the 'highs and lows' of what is often best described as self-inflicted torture! What's worse, is that David's 'self abuse' is not limited to one Stampe rebuild, but two!

David is currently rebuilding G-AYDR, an aircraft, which crashed in England in 1972 and bought by David in 2010. Whilst the fuselage was partially reworked, the wings were in a poor state. That's where the second Stampe comes in!

The second Stampe, G-AZGC has (using David's words) 'been owned and crashed as many times in as many years', but has also starred in films! It was suspended from a Zeppelin in the Indiana Jones film, The Last Crusade. Interestingly, the star of the film, Harrison Ford, is himself a keen aviator who flies fixed wing and rotary.

Contact: David Ashley: daiashley@me.com

Not so 'Plain Jane'

One of the strengths of the Stampe Club is that it has members from a wide range of backgrounds and life experiences. This is exemplified by Jane Donaldson

who has bravely put her life's experiences into a book called 'Plain Jane'. Make no mistake, this is a classy (and somewhat racy) book which covers every aspect of Jane's life including her marriage to a WWII fighter ace, Arthur Donaldson, as well as the embarrassing 'girlie' bits. Aircraft and flying feature quite a bit including her exploits with Stampes and their owners!

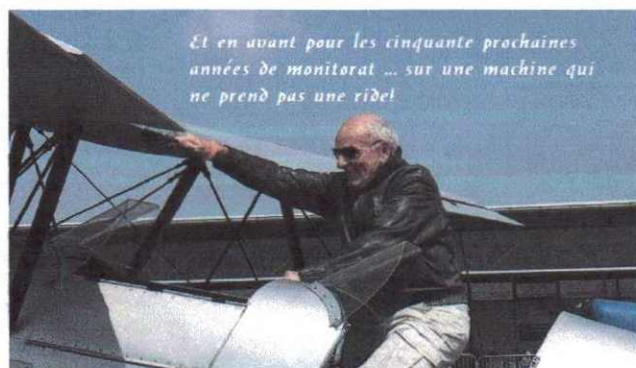
Whilst this handbook normally retails for £16.99 plus postage and packing, signed copies are available directly from Jane at £15.00 plus £3 for postage and packing.

Contact: Jane Donaldson: conneldonaldson@gmail.com

Fifty Years of Flying Instruction!

What do you say to a man who has completed over 50 years of flying instruction? Have a drink comes to mind!

Louis Pena started as an instructor at the age of 22 and is still as enthusiastic as ever.



Louis Pena – "Get me out of here!"

INTEREST

UK CAA Permit Aircraft

If you fly a Permit Aircraft you are in good company. The UK's sole Vulcan bomber aircraft is also a Permit Aircraft. However, unlike a Stampe, the CAA has eased its restrictions which had previously limited the aircraft to fly only VFR daytime operations.

It's all in the eyes!

The Australian Defence Science Institute has commissioned research into 'cockpit overload' which involves studies of the movement of a pilot's eyes when flying a simulator. Don't blink!



Evidence of a good French meeting!

Missed your destination?

Pilots should not use personal electronic devices or laptop computers in the cockpit at any time, the FAA said in a proposed new rule published in January. The rule, which complies with legislation passed last year, was prompted by an incident in 2009 when two pilots flew 150 miles past their destination while using their laptop.

Real Flying Skills

Autopilots and auto-throttles commonly used on modern aircraft are useful tools but may have already led to degraded piloting skills, according to the FAA, which earlier this year released a safety alert to encourage manual flight operations. In a Safety Alert for Operators, the FAA said flight operations data has identified 'an increase in manual handling errors'. They also said that continuous use of automated systems 'could lead to degradation of the pilot's ability to quickly recover the aircraft from an undesired state'.

A simple answer. Get them to fly a Stampe!

Your Tale

If you have anything, no matter how embarrassing, (in fact the more embarrassing the better) you think would interest Stampe owners, please send it in!

Contact: Editor: stampeclubstuff@gmail.com

AND FINALLY

Nelly Herckelbout

It is with utmost regret that the Stampe Club announces the tragic death last month of Nelly Herckelbout in a flying accident. Nelly, who was 83 years old, was completing her usual renewal in order to keep her licence valid when, during a practice forced landing, the Morane-Saulnier aircraft she was flying flew into some unseen electricity cables.



Nelly won the first Coupe d'Anjou back in 1976 and was a well known Stampe enthusiast who was last seen in the UK when she accompanied the 'French contingent' to Headcorn for the Cathy O'Brien Trophy back in 2009.

She will be missed by family, friends and flying compatriots alike.

Mike Donnet's Last Flight

Mike Donnet (born on 1 April 1917 in London) was a Belgian pilot who served during World War II in the Belgian and British air forces. He achieved the RAF rank of Wing Commander. After the war, he returned to the Belgian Air Force and held several important commands, including NATO, before retiring in 1975. His distinguished career in aviation was in many ways highlighted by his daring escape from occupied Belgium in 1941 in a stolen Stampe aircraft. This flight, in the dead of the night, to England, formed an affection for Stampe aircraft which lasted for the rest of his life.

It was in occupied Belgium, where he met his former colleague sergeant-pilot Léon Divoy. They briefly planned to build an aircraft with which to escape to England. Indeed, it was their search for a propeller which led them to one which was still attached to an aeroplane. That proved to be a Stampe which was owned by Baron Thierry d'Huart. It was stored in a locked small hangar at his chateau at Terbloc, where German troops were stationed. With the help of many trusted friends, and the Belgian Resistance, Donnet and Divoy spent four months preparing their plan. This involved bicycle rides of three hours from Stockel to Terbloc and return at night, improvisation of flying instruments, obtaining scarce petrol, and testing systems. Divoy had won the toss to pilot the Stampe but Donnet had access to dual controls. On 19 May 1941, they planned to fly, but the engine failed to start and they abandoned that first attempt. More work delayed the second attempt but finally at 0245 on 5 July 1941, they took off and headed towards the coast. After narrowly avoiding a searchlight, the engine stopped but eventually picked up again. After about two hours flying, they sighted land during sunrise but the geography did not match the intended destination in Kent. When again the engine started running roughly, they landed in the nearest suitable field. They quickly confirmed that they were in England and headed on foot towards the nearest police station that turned out to be at Thorpe-le-Soken, near Clacton, Essex. The Stampe SV-4B was later camouflaged and pressed into RAF service. It was returned to its rightful owner, Thierry D'Huart in Belgium after the war.

Mike Donnet's funeral in Brussels this week was honoured with a fly past by four F16 aircraft in a 'missing man formation'. He will be missed by his family, friends and colleagues.