



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 2016

BELGIAN STAMPES GET C of A'S

After many months of talking and deliberation, the Belgian Civil Aviation Authority (BCAA) has issued CofA's for Belgian registered Stampes.

This regulatory change by the BCAA will now enable Belgian registered Stampes to fly outside their national boundaries. Something Belgian owners have wanted for ages.

The official presentation took place on Saturday 8 October 2016, appropriately enough at the Stampe Museum in Antwerp. The Director General, Mrs Nathalie Dejace and Inspector Eddy de Poorter from the BCAA attended the presentation.



Club member, Danny Cabooter (centre), with Mrs Nathalie Dejace and Eddy de Poorter from the BCAA in front of 00-GWA. Photo: Danny Cabooter

On the question of non-Belgian registered Stampes, Eddy de Poorter has confirmed to the Stampe Club that this change should not have any immediate impact on non-Belgian registered Stampes. On 8th October 2016 the Belgian CAA took over the Type

Certificate Holder responsibility and issued a renewed Type Certificate Data Sheet and 100 hour/annual inspection schedule. This is available on the Belgian CAA website.

As far as the UK's CAA is concerned, the message is quite clear 'Stay calm and carry on'. Other ICAO regulatory authorities are likely to adopt the same attitude.

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

MEMBERSHIP

The Stampe Club is open to anyone 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 has members in over twelve different countries within Australasia, Europe, the Far East and North America. Consequently, whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

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NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is 9 December 2016.

The Newsletter is sent to an expanding number of members. Consequently, 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) or any photos you would like to show, please send them in. Don't worry about your writing skills, it is the story that counts!

Whilst this Newsletter is sent to the majority of Club members by email, hard copy versions are also available and are sent to many members. It is simply a matter of choice.

Feedback in response to some of the items raised in this Newsletter is always welcome!

Contact: newsletter@stampeclub.org

SUBSCRIPTIONS

Members should be aware that subscriptions run from 1st January each year. The Stampe Club is pleased to report that members' subscriptions remain unchanged at £25.00 (GBP). Consequently, payment should be made without unnecessary delay.

Lloyds TSB, Crewkerne Branch, 37 Market Square,
Crewkerne, Somerset, England, TA18 7LR

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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact Jo Keighley - treasurer@stampeclub.org

THE STAMPE CLUB'S 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.

Contact: Angus Buchanan – secretary@stampeclub.org

DATES FOR YOUR DIARY

WHEN AND WHERE?

If you know of any good Fly-Ins 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

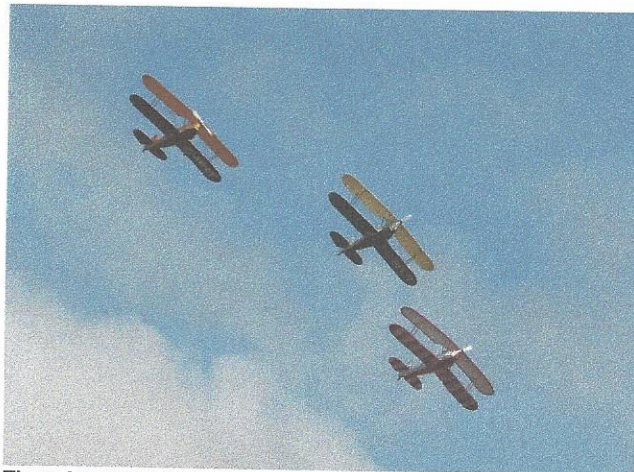
REPORTS

THE WEATHER AGAIN!

**Fly-In and Airshow at Stow Maries, UK
Saturday 17 and Sunday 18 September 2016**

Angus Buchanan reports on what was to be a Fly-In and Air Display at this magical airfield which has remained in time-warp from WWI.

Once you set a date in the diary for anything associated with flying, you can be guaranteed the weather gods see that entry and cook up a plan



Three intrepid Stampes at a very windy Stow Maries.

So it was for Stow Maries' Centenary Fly-In and Air Display on 17/18 September. We could all see that the wind was truly going to blow – not great for a diverse and delicate set of WWI aircraft. On Saturday our three ship Stampe Formation team met

at Headcorn to contemplate our fortune. The mission was viable, but not particularly pleasant – poor visibility but a stiff breeze straight down the Stow Maries shorter runway. Off we went.

If you haven't visited Stow Maries, it is an essential and highly pleasurable destination for anyone interested in older aircraft. An astonishingly energetic team of volunteers is slowly rebuilding a WWI Airfield. It appears never to have made it beyond WWI – and therefore not contaminated by later upgrades or changes. Each time we visit, there seems to be yet another building being restored – mess, forge, museum, parade square etc.

Planned for the airshow was an unusual mix of aircraft – BE2, Snipe, Albatross, the ever present Turb team and the Stampe Trio. By the time we arrived, the display programme was already on version 12 with changes yet to come as various aircraft could not arrive or had to abandon their plans due to the wind. For once, the Stampes proved the more resilient of those planning to fly! I've never heard that said of a Stampe. And so we flew as part of a shortened overall display in 'challenging conditions' making formulation a little tricky, but hopefully ensuring those that arrived for the day had something to see of interest. By comparison, although the transit to Stow was still in poor visibility, the wind on Sunday was kinder and a full airshow was possible.

WHAT A WONDERFUL WEEKEND

**Saturday 13 and Sunday 14 August 2016
Schaffen Diest, Belgium**

Your Editor decided to attend this well publicised old timer fly and drive in.

What a great event in a wonderful place, organised with the gentle hand of Club member, Guy Valvekens.

The Editor's weekend started on Friday with a direct flight from Little Gransden (EGMJ) to Kortrijk (EBXT). About two hours.



Sunset with a Stampe G-BWFEF at Schaffen Diest
Photo: Richard Berliand

Fuelling up at Kortrijk is self-service, after which you enter your details in a little book together with your aircraft registration etc. No money is paid. You receive the bill via email some weeks afterwards. Very civilised!

The onward leg to Schaffen Diest took another hour.



G-ATIR crossing the English coast.
Photo: Richard Berliand

The two day event was great. Met up with many old flying friends and Club members. Lots of talking, eating and, yes, some drinking!

It was also good to meet up with Club members, Richard Ward and Richard Berliand who arrived from Redhill (EGKR) on Saturday in G-BWFEF. This is the 'sister' of Angus Buchanan's G-AWFEF based in Headcorn (EGKH)

On leaving Schaffen Diest on Sunday, in a loose formation with G-BWFEF, G-ATIR's radio went on the 'blink'. Consequently, we followed G-BWFEF all the way to Calais for a fuel stop. Decided to fly 'closer' (but not too close) formation flight across the Channel with G-BWFEF making the radio calls for both aircraft. The weather on the way back on Sunday was glorious. One of those 'This is what it's all about' moments!

Parting company near to Lydd, G-ATIR made the flight back to base in 'radio silence'.

A great weekend in good weather and good company!

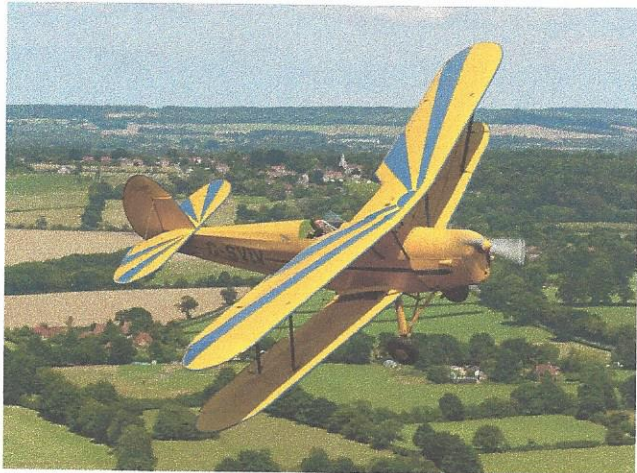
TECHNICAL

GIPSY ENGINE BEARINGS

Regular contributor, Jo Keighley, provides a warning to other gipsy engine Stampe owners based on his own experiences.

A funny thing happened to me on the way to the forum! It proved alarmingly expensive. Perhaps a good warning to Stampe owners who have Gipsy Major engines installed.

Just a few flying hours after my annual this year, I returned from a late evening aerobatic sortie. Putting the aeroplane away, I needed to turn the prop horizontal to get another aeroplane into the hangar beside mine. The prop seemed unusually stiff to turn. I resolved to return the following day to see what the problem was.



Jo Keighley's G-SVIV flying over the Kent countryside in happier days!

Next day, I pulled SVIV out of the hangar, turned the prop over a few times with absolutely no indication of any stiffness at all. I sucked in four blades, 'contact!', and away she went first flick. Run-up checks were no problem, mags – usual small drop, Ts and Ps perfect. Engine nice and warm, pre-take off checks done, I line up and apply full throttle. Curious, I think to myself as we pass about the 250 yard point, why I have yet to leave the ground, but fractions of a second later we have lift-off. It is immediately clear that normal power is not there and we limp into the air, climbing at about 150 feet per minute, revving only about 1750 rpm. I start to sweat as we pass low over marshland and power cables. A gentle turn, low level circuit, and I am relieved to return to terra firma. I shut down in front of the hangar, leap out and try turning the prop. Serious resistance! Baffled, I return home, resolving to check things out again the following morning when I have more time available.

Day three. Prop turns with no problem at all when I get her out of the hangar. Again, the old bird starts first flick, but I do not intend to risk my skin and go flying! I have no appetite for engine failures, wading in marshes or testing high voltage circuits! Today's exercise is a few trips around the airfield circumference, revving up and then throttling back, all in contact with the ground. There is every indication that all is fine; power seems to be there, or so I thought. Until I shut down! The prop will barely turn when I try to move it.

Frank, my licensed engineer appears later in the week and we strip down the top end of the engine, expecting to see a broken or disintegrating piston ring and/or a scored piston or cylinder barrel. The only visible sign of any problem at all was a few very fine

shiny metal filings in the oil filter. Nothing else can be seen at all. All looks perfectly OK. So it has to be an engine-out job. The engine is fully stripped down and it turns out that it is one of the main bearings on the crankshaft which has decided to gently disintegrate. X-ray everything; luckily no cracking in the crank or crankcase etc. Catching the problem really early has avoided significant damage.

Nonetheless, with the engine stripped right down and in bits, it is funny what other things are not 100% OK and might just as well be repaired at the same time! Net result, a mega bill and six months deprivation of glorious summer flying! But now SVIV has an impeccable power plant up front again Until next time!

Apparently, crankshaft bearings breaking up like this are a well known problem for Gipsy Major engines. So, if your old bird seems a bit stiff in the prop after some exercise one day, be warned!

Editor's Notes

The good news is that Jo's Stampe is now ready to fly!

For LAA members, the October 2016 Light Aviation magazine includes an interesting article entitled 'Gipsy engine vitals! Worth a read!'

WHAT'S THE BEST BATTERY?

Does the recent popularity and fast growing market of Lithium-Ion (Li-ion) batteries mean there is now no other alternative? Well no, it depends on what purpose it is going to be used!

Like most things in life, it is a case of 'horses for courses'! In other words, one type of battery may offer a very high energy 'punch' with long run time, but with a limited life. Another may offer longevity, but may be big and heavy.

Some Stampes require a battery to power the electronics, radio, transponder and GPS etc. Whereas, the Belgian SV4.B's require a battery strong enough to 'kick' start a Gipsy engine. So which one to choose?

Whilst the market place contains many different types of batteries, it is fair to say that 'lead acid' and Lithium Ion' are the two main types considered for aero use.

1. Lead Acid

The lead acid battery goes back to the nineteenth century (invented by the Frenchman, Gaston Plante) and is still extensively used in automobiles and aircraft.

The lead acid battery (or rather sealed lead acid) does not suffer from memory problems. Also, importantly for Stampe owners, can be left on charge

for (reasonably) long periods of time without damage. The battery's charge retention is the best amongst rechargeable batteries.

However, it takes some time to recharge and must always be stored in a charged state. It does not like being left in a discharged state. This can seriously damage the battery. It also hates deep recycling.

2. Lithium-Ion

The lithium-ion battery is light and provides the largest energy density for its weight. Today, lithium ion is the fastest growing and probably the most promising battery technology due to its lightness and size.

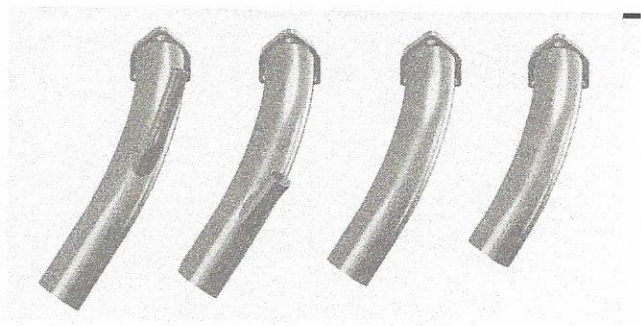
Ageing of lithium-ion batteries is a concern. Some capacity deterioration is noticeable after one year, whether the battery is in use or not. Over two or perhaps three years, batteries can fail although it is fair to say, that this type of battery technology is advancing all the time.

The question is: Does the shape and weight of a lithium ion battery make such a difference in a Stampe?

BITS, PARTS AND PLANES

REMANUFACTURED EXHAUST STUBS FOR RENAULT ENGINED STAMPES

A rare opportunity to obtain new parts manufactured to modern day standards.



As part of their progressive programme to remanufacture parts for Stampes, VintAir are now offering 'new' exhaust stubs, made to the original drawings, for Renault engine Stampes. The 4 No stubs, which can be standard carbon steel or stainless steel, include the carburettor and inlet nozzles on stubs Nos 3 and 4.

Total cost (including shipping and the dreaded VAT) is Euros 726 for the standard carbon steel. Add Euros 100 for the stainless steel option.

Contact: Laurent Stuck to receive a proforma invoice: lstuck@vintair.com



Club member, Laurent Stuck (foreground) with his colleagues from Vintair in OshKosh. Looks like a 'new' Renault engine on display. Photo: Angus Buchanan

GENERAL INTEREST

SOMETHING TO DO WHEN YOU CANNOT FLY!

Let's face it, there are times of the year when flying becomes difficult. So, how about something to keep you busy?

For those Club members old enough to have been involved with Airfix models, there is a plastic 1:72 scale model of a Stampe, made by Azur Frrom. There are four versions: FR0024 SV4.B (Belgian), SV4.C (France), SV4.B (UK) and SV4.A/C (Aerobatics). Look them up on the internet. You could paint the model to match the colour scheme of your own aircraft. Great fun!



Stampe F-BCQB flying in the South of France
Photo: Laurent Stuck

SHOULD STAMPES CARRY A PLB AND/OR AN ELT?

The new rules for non-commercial aircraft come into force on 25 August. But should non-EASA aircraft, such as Stampes, do the same?

Firstly let's deal with the terminology. A PLB is a personal location beacon and an ELT is an electronic locator transmitter. Whilst not yet mandatory for non-EASA aircraft under 2000 Kgs, these sorts of search and rescue aids would seem to be a good idea for anything apart from 'pottering around the local area'.

What do Club members think? Do you carry any of these devices?

Contact: newsletter@stampeclub.org

WILL BREXIT AFFECT EU FUNDING OF RADIO INSTALLATIONS?

UK Stampe Club members may have seen the announcement that the UK's CAA is to receive some £4.3m from the EU to encourage the timely transition of the UK's general aviation aircraft to 8.33 KHZ radio equipment.

Interestingly, the UK's CAA says that the EU funding is for the maximum grant of 20% of the total estimated cost of the new radio equipment in the UK. More importantly, the CAA also says that this will go some way to easing the burden for aircraft owners.

So, 'not being slow in going forward', the Stampe Club has already made contact with the CAA to ask how UK Stampe owners can benefit from this fund. Stampe Club Secretary, Angus Buchanan, is on the case!

Contact: Angus Buchanan – secretary@stampeclub.org

HAPPY DAYS!

Regular contributor Michael Jones writes from the South of France with an old photograph of G-AZSA now owned by Club member, Michael Dolman.



Michael Jones thinks the photograph dates back to 1972 when Rollason's were marketing rebuilt Stampes for £4,500. Happy days indeed!

The photograph was given to him by Alan Tidy, a former Rollason's man and, according to Michael Jones, a talented artist.

Michael Dolman is presently trying to 'mate' the rebuilt engine in the UK with a rebuilt airframe in France!

ARE YOU A SWINGER?

For the majority of the UK's Gipsy engine Stampes, swinging the prop is the only option. Whereas, in Belgium the majority (if not all) the Gipsy engine Stampes have electric starters. So what happens when you are by yourself?

It seems that prop swinging is becoming a thing of the past. Apparently, there are fewer and fewer people willing to get involved. It is (incorrectly) perceived as being far too dangerous. Health and safety and all that!

So what are your experiences? Let the Club know what you do when you are by yourself, and without any help, apart from dreaming about a Renault engine!

Contact: newsletter@stampeclub.org

IF YOU ARE FIT TO DRIVE, THEN YOU ARE FIT TO FLY!

The UK's new self-declared medicals came into force at the end of August.

The introduction of medical self certificates means that UK PPL's or NPPL's do not have to have a medical examination by an approved medical examiner. Instead, on-line declaration is made to the UK's CAA (CAA form SRG 1210) confirming that you 'reasonably' believe that you meet the medical requirements for a UK Group 1 (ordinary driving licence) issued by the UK's DVLA and, crucially, you are not subject to any disqualifying medical conditions. The CAA will then regard you as fit and able to exercise the privileges of your licence.

This policy change is based on statistical data which clearly indicates that there is minimal risk to licence holders (and the general public) arising from this relaxation.

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