

February 2021

Stampe Club

STAMPE CLUB NEWSLETTER



THE NEW NORMAL!

FLYING (AND LIVING) WITH CORONAVIRUS RESTRICTIONS

Photography: Ronnie Macdonald on Flickr



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

STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership.

Contact: sec@stampeclub.org

PLEASE NOTE

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.

Contents

Dear Stampeist.....	4
Are you getting up-tight?.....	7
Communication is a wonderful thing!.....	8
A well known story? maybe not!.....	9
The rarest stampe of all!.....	11
Being aware of the neighbours!.....	13
What fuel and what engines?.....	14
Events/fly-ins and the like.....	16
We want your stories.....	17
Get the best from the website.....	17

For more information visit www.stampeclub.org.

Dear Stampeist

There is little doubt we are living in unprecedented times. The world is a very different place compared with twelve months ago when no one could have imagined a global pandemic.

In most countries, flying of any sort continues to be curtailed with many commercial operators, particularly airlines, struggling to survive. Likewise, 'recreational flyers' face restrictions to what is euphemistically often called non-essential travel. So, what happens next?

With a deepening crisis in many (but not all) countries, it is difficult to be optimistic, albeit it there are signs of hope with Covid vaccinations. However, it would appear we will all need to get used to living with Coronavirus as we have done with flu and other viruses.

The future has rarely been more uncertain. But this should not stop everything. It is now time to look forward!

Best wishes for 2021.



Austin Trueman

Chairman
chairman@stampeclub.org

Photography: Phil Hearing on Unsplash



Are you getting up-tight?

No, not with getting bored during lockdown, but your propeller. This question arises as a result of an 'Airworthiness Directive' published (interestingly) by the French DGAC in December last year following a forced ditching of a Stampe in the sea just South of Genoa in 2009!

The tightening of the propeller fastening bolts and the associated nut-locking system has always been a critical part of any maintenance programme, and something that should be routinely checked, particularly following spells of dry air conditions when wooden props can shrink enough to loosen the holding nuts. It does happen!

What is 'interesting' about the French DGAC is (1) on what basis is the DGAC issued and (2) why has it taken over a decade for this well meaning Airworthiness Directive (AD) to be issued?

Quite simply, the AD states that it affects all Stampe SV4 aircraft (all variants, all serial numbers). This is puzzling, as the French DGAC has no jurisdiction over national regulatory authorities who, presumably, should be notifying Stampe owners accordingly. To follow up on this, the Stampe Club would like to know how Club members were advised of this AD.

More significant than the bureaucracy is the question of time it has taken to publish the AD. Has this got anything to do with the anecdotal comments made concerning difficulties with the aircraft's insurers? If true, this is of grave concern as there should be no reason for commercial interests to get in the way of flight safety. However, if commercial interests were not involved, why has it taken so long?

The 'forced ditching' in the Bay of Spezia was (if it is possible) 'text book' and completed during a ferry flight from Cannes to Florence. It was filmed from the ground by two separate observers and can be viewed on YouTube 'Ditching of Stampe F-BDJP in the Bay of Spezia Italy'.

Click the link below to view the video:

www.youtube.com/watch?v=xX9p9lwxCTo



Top photograph: Lutz Blohm on Flickr
Bottom right photograph: Pete Webber on Flickr
Bottom left photograph: Screenshot of youtube video (www.youtube.com/watch?v=xX9p9lwxCTo)

Communication is a wonderful thing!

At the moment, the primary means of communication between members is usually made via email, particularly when parts and/or spares are being ordered. However, this will change as soon as the Club's new Website is up and running. This will enable members to use a forum and discuss everything to do with Stamps. At the moment it is in the later stages of development. Have a look!

The Newsletter, which is published every quarter, provides a regular range of articles and reports, and is produced by unpaid volunteer members. Consequently, the Stampe Club does not have a wage bill, but does incur a few expenses. As a result, the Club continues to operate with a nominal annual subscription to members.

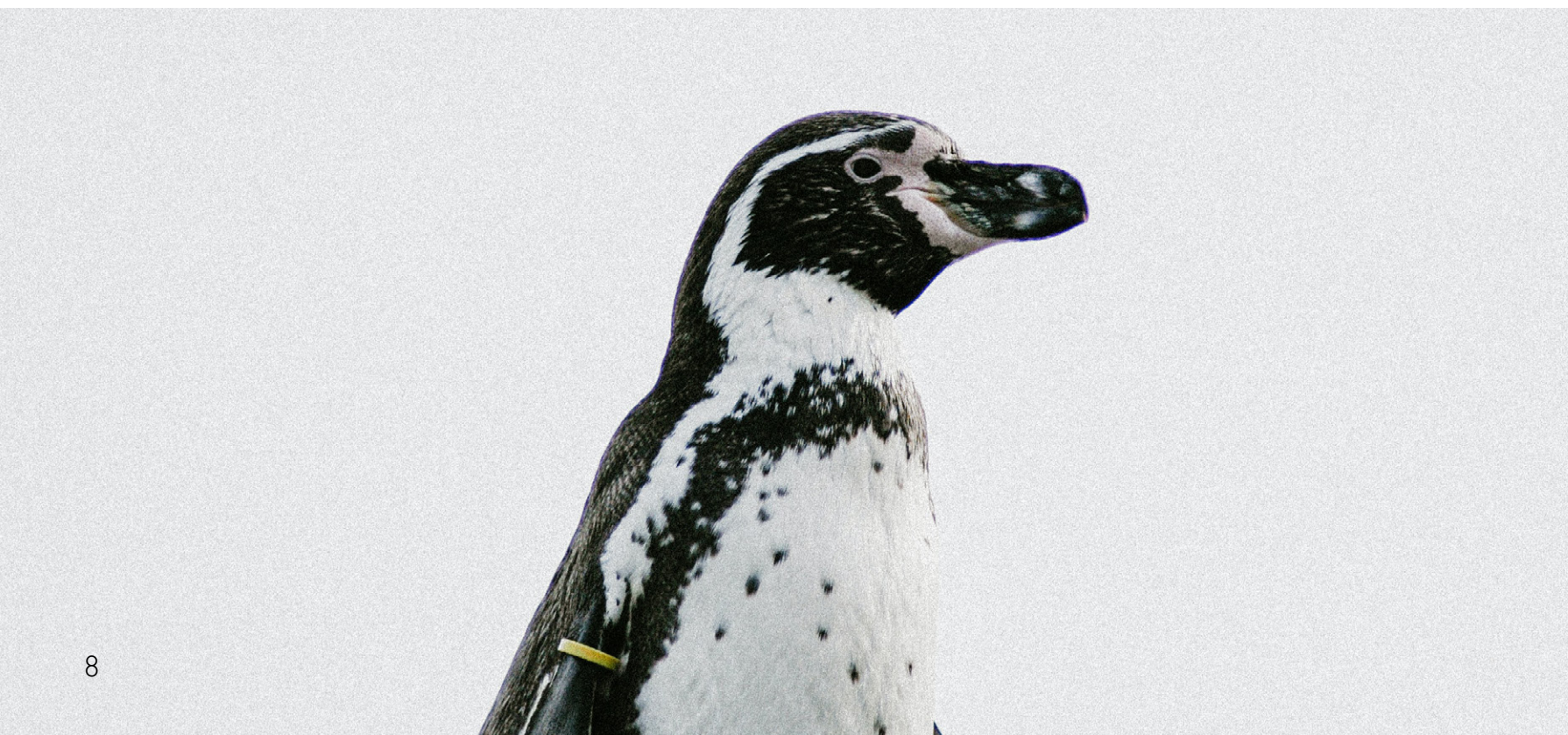
At the last Club's Steering Committee meeting held (remotely) in November 2020, it was agreed to further promote the manufacture of new parts and spares by encouraging members to look around for potential suppliers. Obviously, parts have to be compliant with the required standards, based on the original fabrication drawings which are available.

The recent manufacture of tie-rods and the like are a good example of what can be achieved when the principle of 'economy of scale' is put to good use.

In simple language, the message is 'keep in touch'!



Photography: Oleg Laptev on Unsplash

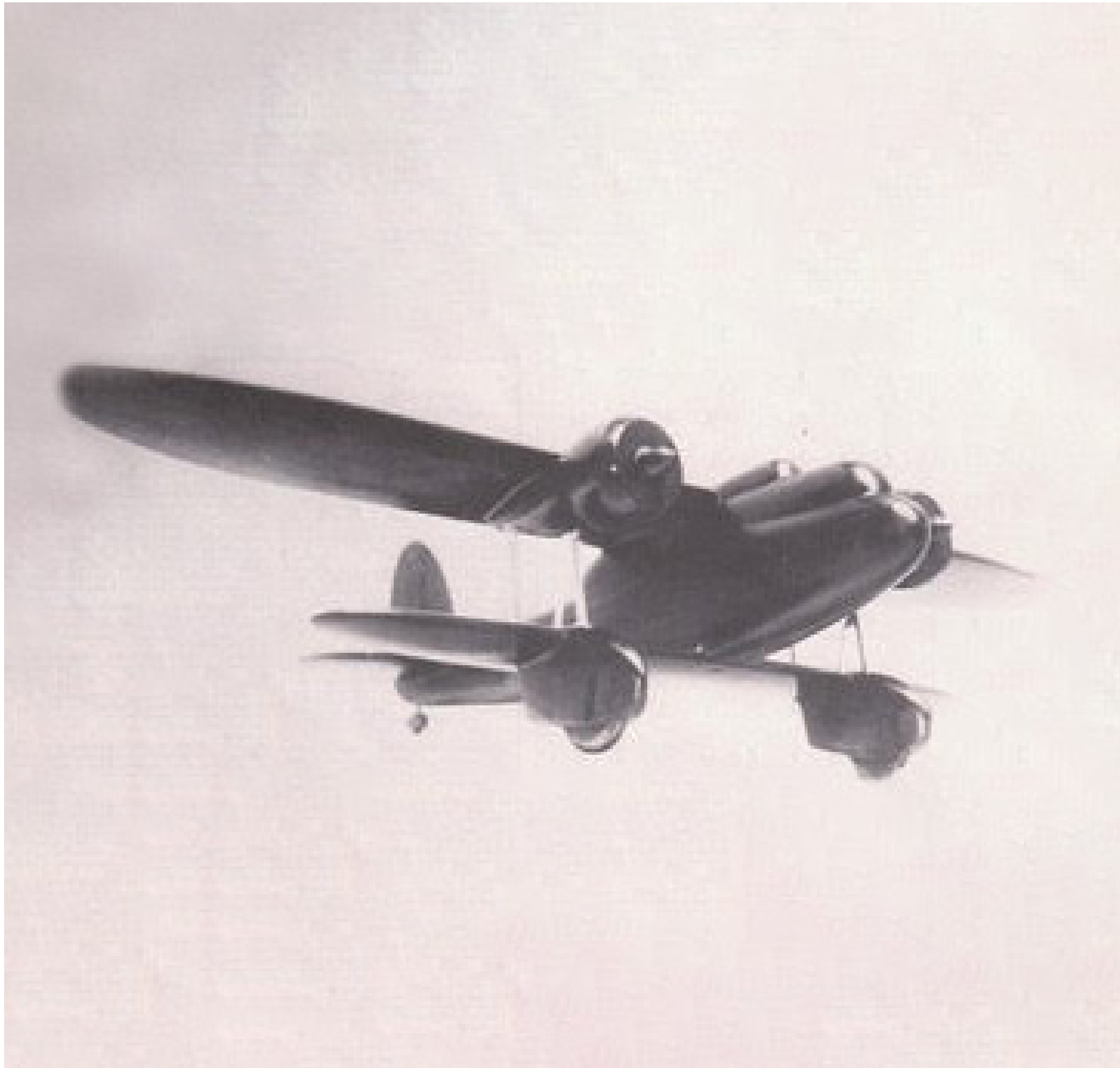


A well known story? maybe not!

The story relates to the Penguin seen on Belgian Stamps.
How and why a Penguin?

The Penguin was adopted by the Belgian air training squadrons during the First World War when ab initio pilots would be first taught to taxi on Bleriot's that could not take off as their wings had been shortened. Consequently, their 'grounded' aircraft were called 'Penguins' which became the emblem of the Elementary School of Flying.

Photograph to the left: Cindy Süßengut on Unsplash



Photography: xxxxxxxx

The rarest stampe of all!

No, not an SV4, but the little known SV10. This was a twin-engine biplane bomber. Unfortunately, it does not have a happy ending!

The SV10 represented the most ambiguous project undertaken by Stampe et Vertongen (SV) during the 1930s. But there are noticeably few photographs. In fact, it would be fair to say there are practically few photographs.

Interestingly, in the mid-1930s it was often compared with the Handley Page 'Heyford' (first flown in 1930) which also had an upper wing on the fuselage with 'N' shaped struts from the nacelle down the lower wing. Both were delightfully strange looking aircraft that originated in the mid-1930s albeit, the SV10 was (in the best Gaulic tradition) far more curved and streamlined looking than the Heyford. The other main easily noticeable differences were the shortness and width of the SV10's fuselage which had been specifically designed for multi-use activities.

Whilst the date of the SV10's maiden flight is unknown, the second flight was completed in October 1935 by Leon Stampe, the only son of Jean Stampe. When Jean Stampe took-off and gained some height it was seen to enter a spin from which the SV10 did not recover.

Shocked by the death of his son, Jean Stampe immediately abandoned the project and destroyed all the drawings. The project was so short lived that few photographs of the SV10 were taken. However, if you are interested, photographs of the Handley Page Heyford are available on the internet which will give you a 'feel' of its appearance.



Being aware of the neighbours!

In an uncertain age with uncertain future, it is perhaps more important than ever for all aviators, particularly those, like most Stampeists, who fly at relatively lower level, to be 'aware of the neighbours'!

Research and studies in the UK suggest that whilst air shows are (or rather were) popular, general aviation as a whole is often unloved by the community at large. This is partly because it was not considered to serve any useful purpose which is made worse because of the noise and environmental damage it is thought to create.

Quite simply, it appears that noisy aircraft at an air show are fine (in fact the noisier, the better), but noisy aircraft away from this type of entertainment is quite unacceptable. More so, if they fly overhead near your home!

Whilst most Stampeists will consider the noise from their own aircraft as having a 'beautiful' tone, it is still important to be considerate when flying over residential areas.

Photography: Andrea Piacquadio from Pexels

What fuel and what engines?

All Stamps, regardless of engine type, will be running on 100 LL. But as we know, the 'LL' stands for 'low lead' which does not sit very well under increasing international pressure to reduce emissions. So, what to do?

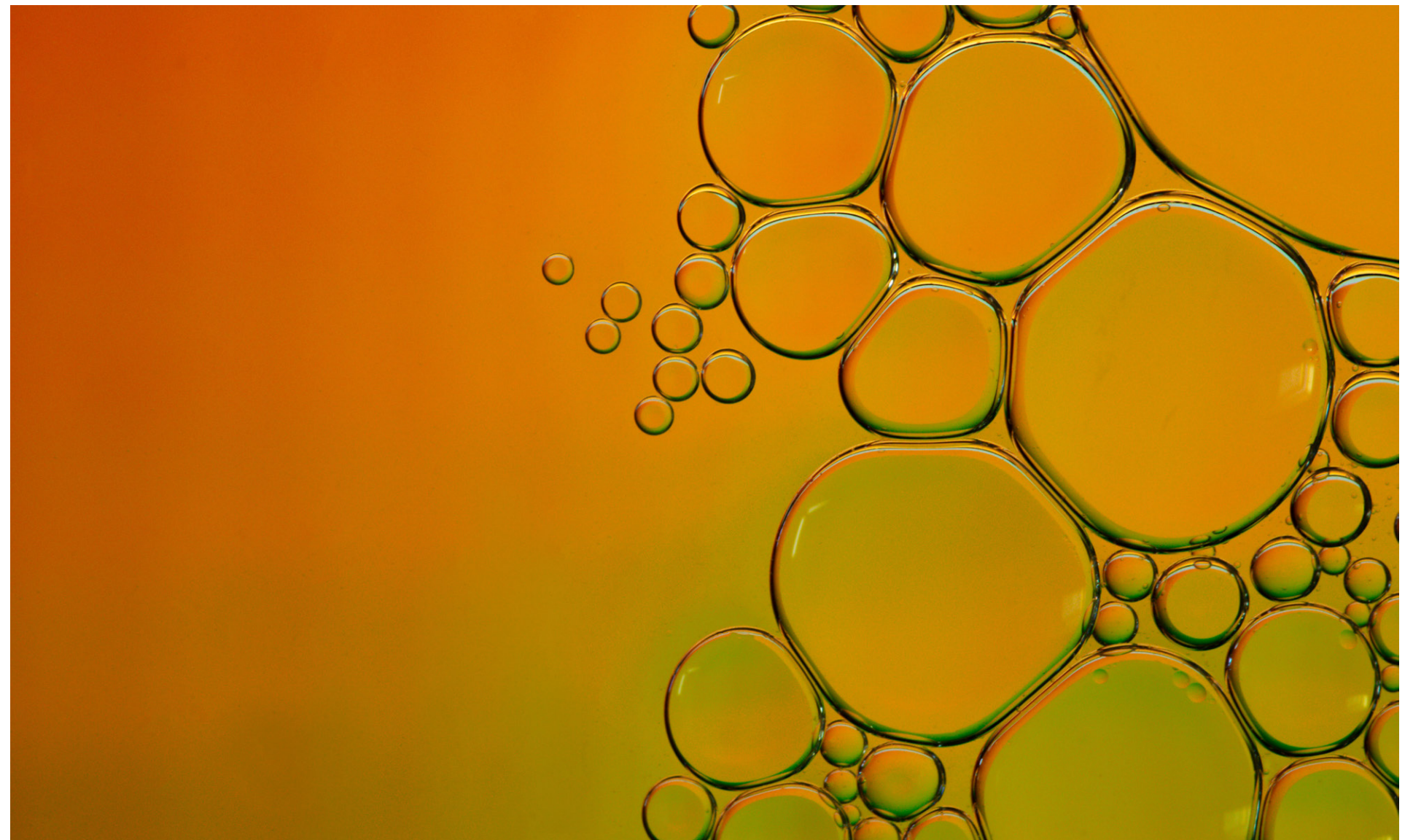
The concern about the environment comes from the lead replacement additive TEL (tetraethyl lead) which enhances the octane rating of the fuel as well as helping to prevent degradation of the valve seats.

Because of the international concern, the EU were (in pre-Covid times) planning to ban production of TEL by the end of 2020 and then simply, let old stocks of the fuel dry up. However, now in the thick of the Coronavirus, this deadline has 'slipped'. Nevertheless, the 'writing is well and truly on the wall'!

Many present day aircraft engine manufacturers are already producing engines which do not rely on TEL. In fact, Rotax engines prefer unleaded fuels. So, what are the options? Certainly not Mogas.

Mogas, as sold on 'garage forecourts', will soon be using fuels containing up to 10% ethanol which can attack alloys in fuel lines as well as the rubber in seals etc.

As there is no obvious replacement to 100 LL, it looks as if the only a 'short' term solution is to think about a new engine specifically designed to burn unleaded fuel. Any ideas?



Photograph above: Kai Dahms on Unsplash



Photograph bottom left: Olena Sergienko on Unsplash
Photograph bottom right: Pete Webber on Flickr



Events/fly-ins and the like

No, not with getting bored during lockdown, but your propeller. This question arises as a result of an 'Airworthiness Directive' published (interestingly) by the French DGAC in December last year following a forced ditching of a Stampe in the sea just South of Genoa in 2009!



Stampe Fly-in

26th - 27th June 2021
Pithiviers (LFFP), France

This is a popular traditional Stampe fly-in. Loads of Stampes, good food and drink and good company.



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



Early Casualty

14th - 15th August 2021
Schaffen Diest Oldtimer Fly-in, Diest, Belgium

The Diest Aero Club organisers have decided, due to the present uncertainties, to cancel this year's event.



International Rally

3rd / 4th / 5th September 2021
Sywell (EGBK), UK

This popular annual event includes everything from vintage to modern aircraft plus seminars and all the usual equipment and GPS manufacturers' exhibitors. It regularly attracts over 1000 aircraft and, this year, marks the 75th anniversary of the UK's Light Aviation Association (LAA) which was originally named until relatively recently, the Popular Flying Association. It is one of Europe's biggest fly-in events.

Contact: www.laa.uk.com

We want your stories

With members all over the world, 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!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday, 30th April 2021. Feedback in response to any of the items raised is always welcome!



Contact:
newsletter@stampeclub.org



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 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. Visit www.stampeclub.org.



Austin Trueman: chairman@stampeclub.org

Angus Buchanan: sec@stampeclub.org

Jo Keighley: treasurer@stampeclub.org

Guy Solleveld: technical@stampeclub.org

Editor: newsletter@stampeclub.org

STAMPE CLUB NEWSLETTER

February 2021

©All rights are reserved by the Stampe Club.

The Stampe Club has, since its existence, collated the names and contact details 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.
