



UK STAMPE CLUB NEWSEMAIL

This newsletter has been prepared to provide in good faith a quick and effective means of communication with members of the UK Stampe Club. Contributions do not necessarily represent the views of the Committee nor the Editor and are personal to the contributors. Therefore, no responsibility whatever is accepted for any errors, inaccuracies, omissions or faults in respect to the information herein.

WELCOME TO THE FIRST UK STAMPE CLUB NEWSEMAIL!

This Newsemail is intended to be a quick and simple means of communicating with members. However, it is important to emphasise that it is intended to supplement the excellent newsletter prepared by Mike Cowburn. As the name implies, it will only be sent by email.

As a matter of policy the personal email addresses of members have not been quoted as those can be found on the list of members which will be issued separately.

Please let me know what you think! However, please remember I do not wish to start a career in publishing. So my apologies for any goofs! Nevertheless, I hope you find it interesting!

Subscriptions

You will soon receive an updated copy of the UK Stampe Club members list. Please check your details. In this respect, it would be useful if the list could contain mobile numbers for 'last minute' arrangements (or consultations) etc.! More importantly, if your name has been asterixed it means that your subscription is still outstanding! The cost is a miserly £20! So please get a cheque off to Martin Holloway or, if you prefer, please transfer your money electronically. Details are as follows:

- Name: Stampe Club
- Bank: Lloyds TSB
- Branch: Crewkerne
- Sort Code: 30-92-40
- Account No. 0327041

Letter to the CAA

A formal letter from the Stampe Club has been sent to the CAA to emphasise that the majority of owners of privately operated Stampes consider that regulatory control should be transferred from the present Private Category C of A to a 'Permit to Fly' and to be subject to the ongoing airworthiness control of the LAA (formerly the PFA). An acknowledgement of this letter has been received by the Club.

However, it is vital that every Stampe owner should write independently to CAA to confirm their desire to this regulatory change! This is important as it will undoubtedly save us all a lot of money!

Antwerp Fly-In 3 and 4 May 2008

Once again Danny Cabooter had used his extraordinary connections with the heavens to provide another gloriously sunny weekend! Both Michael Parr and Austin Trueman represented the UK Stampe Club with Michael flying alongside an intrepid Bucker Jungmann pilot, Pete Cunniff. A Swedish pilot took some 10 hours to fly to Antwerp from the North of Sweden!

Michael Parr writes:

Trip to the Antwerp Fly-In

It was Saturday, 3 May 2008 when my Stampe SV4 (G-BNYZ) accompanied by Bucker Jungmann, owned by Pete Cunniff, took off from White Waltham to set out for the annual Stampe 'bash' at Antwerp. The weather was decent. At the same time Austin Trueman was setting out by car in order to collect spares which would be too much to put in a Stampe.

Initially, we had thought we might make it to Ostend for customs/refuel but a 10 knot headwind put paid to that. Consequently, we fuelled up at Calais which we had actually filed as an 'alternate'. We landed at Antwerp at 1530 local for which a 11/29 grass strip had been provided. Engine failure over Antwerp during the approach does not bear thinking about!

A secure parking area was provided for the Stampes (well over a dozen – almost all Belgian – made the trip) with other aircraft joining the line-up, including a Stearman, a Tiger Moth, a couple of Harvards, a Spitfire and P-51! We wondered about the 'Spit' engine note. Somehow it did not sound like a Merlin; maybe it was a Kestrel (which in its time produced 745hp, only a little less than the earliest Merlins). It was noticeable that most of the Belgian Stampes were Gipsy-engined with self-starters. Someone told us that the French Stampes could have had the same, but the French specified an 'ethnically correct' Renault in order to avoid using a British engine. This would have been a fate worse than death!

Danny Cabooter greeted us on arrival. Afterwards Austin kindly ferried us to the hotel followed by a hangar dinner with awards presented by Danny. Earlier Austin took a local flight in the Bucker before dinner. He wanted to build up an appetite! Unfortunately, G-BNYZ was temporarily incapacitated by a broken 'knob' (much merriment, ha, ha, on the radio) which was mended with 'Belgian glue' by morning. So no Antwerp sight-seeing!

In the morning, we did not attend the 12-ship formation briefing (2 circuits in Stampes in 4 groups of three) as in concept it sounded quite tight, requiring plenty of practice! This was followed by a splendid hangar lunch, free refuelling, courtesy of Danny and his sponsors, and a departure to Headcorn at 1415 local. We were propelled by a good tailwind on the way back, spoilt slightly by an idiot bizjet listening to group on the wrong frequency, so blocking the taxiway at the 11 hold for 10 mins! He wasn't going anywhere! Duh!

A great couple of days with a good time had by everyone!

Michael Parr

Dates for your Diary

Friday 1, Saturday 2 and Sunday 3
August 2008

Coupe d'Anjou, Angers, France

Whilst this formal competition attracts serious aerobatic aficionados, Angus Buchanan hopes that others who are less capable will regard a trip to Angers as an overseas adventure rather than a compulsory competitive opportunity! Angus would like to 'cruise in company' starting out from Headcorn on Thursday, 31 July 2008. So far there are 4 or more aircraft and a few money pilots who wish to go! For details contact Angus Buchanan.

Saturday 16 and Sunday 17
August 2008

Chris Jesson has arranged this at Headcorn. The sequences will consist of both the 'beginners' and 'standard' sequences as published by the British Aerobatic Association. You can download the sequences from their website: www.aerobatics.org.uk. Chris has emphasised that the Tiger Club Trophy is being held on the following day and is encouraging people to make a weekend of it in sunny Kent. Lots of good hotels and B&B places to stay in the area.

In any case, even if you do not wish to participate, come along to watch or help with the scoring. It is interesting and great fun with good company at a smashing venue.

Contact Chris Jesson for further details.

If you know of any other 'do's' which would welcome Stampes (of course that involves all fly-ins) such as those organised by the Vintage Aircraft Club, please send a note around to all the other members.

Bits, Parts and Spares

This section of the Newsemail is prepared in good faith relying on the details provided by the seller. Whilst the cost of some items may be quoted, this does not confirm or otherwise the condition and/or the value involved. Caveat Emptor!

Don Petersen also advises that he has an amazing collection of parts and spares, involving 2 No. Renault engines. The parts and spares alone are enough to fill about 10 No. large crates! Far, far too much to list! Consequently, to go through everything you will need to look at home.flash.net/~ontotech/aircraft and click on 'La Bonne Temps Femme'!

You can follow up directly with Don, who has made it absolutely clear that he will only part with the lot for £20,000! No offers and/or splits will be considered! You have been warned! It is a lot of money, but there are 2 No. engines involved apart from an Aladdin's cave of bits, parts and spares.

Miscellaneous

For sale – A Place in the USA

Don Petersen also advised that he has moved to Carson City, Nevada, and now wishes to sell his home in Texas, some 22 miles South of Dallas, near the town of Midlothian.

It is located in the Eagles Nest Estates Airpark and comprises 250 m² (2700 sq.ft) custom home on an estate with its own control tower and 3200 ft runway. A 3000 sq.ft hangar with air conditioned shop and apartment is also included.

You can find general details of the airpark at www.eaglesnestestates.org but for details of the property for sale contact Don Petersen.

Useful Websites

- The International Stampe Club – www.stampe.org
- Go to Google and enter Stampe. It will bring up some interesting websites.