

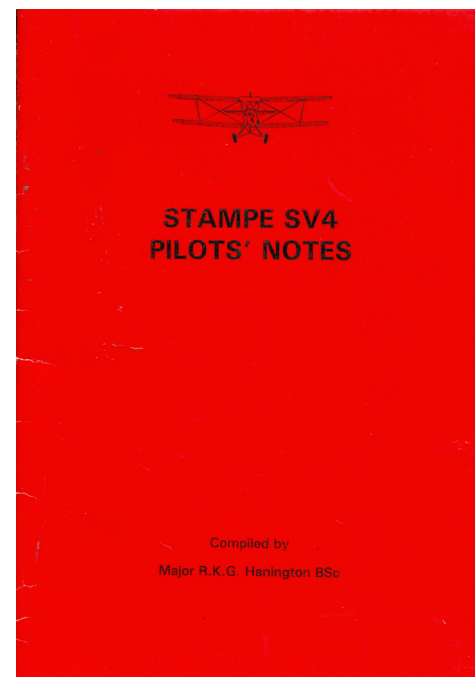
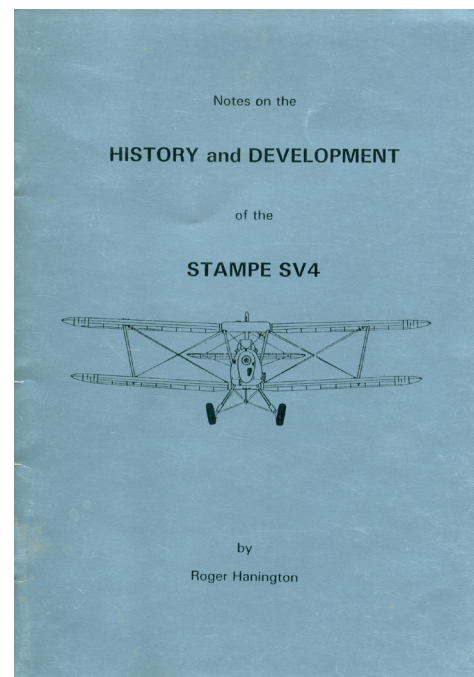
Summer Edition 2020

Stampe Club

STAMPE CLUB NEWSLETTER



BACK TO THE (NEW) NORMAL



Roger Hanington's (Founding father of the Stampe Club and Honorary member) publications from the 1970's – probably the first pilot's notes in English.



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.

STAMPE 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.

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.

How things have changed!

Back to the (new) normal. Well maybe. It now seems that the Coronavirus pandemic restrictions are being relaxed in many countries, although there are others where restrictions still apply or are being re-introduced as Covid 19 infections rise again.

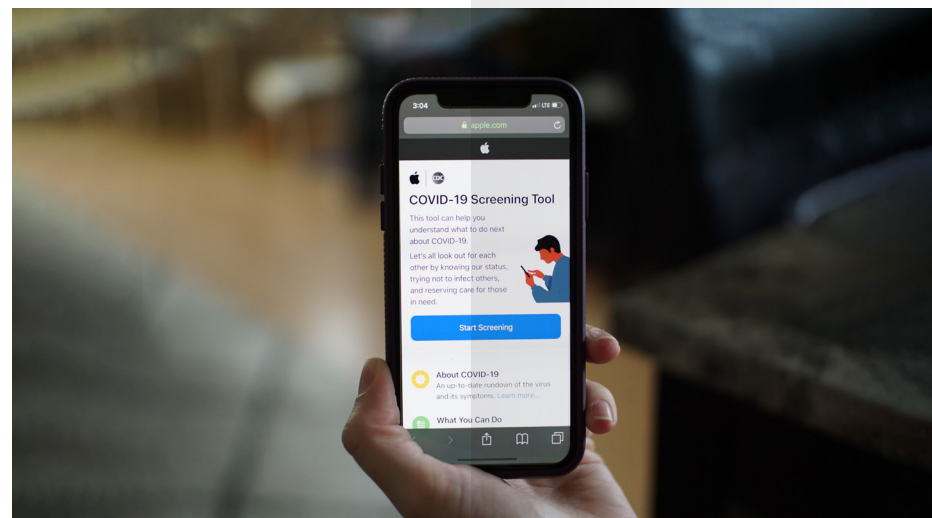
The restrictions on non-essential travel of any kind have meant that Stampeists have lost at least three months or more of flying. In northwest Europe the Coronavirus lock down followed a wet and dismal winter. As a result, many Stampeists had not (until recently) flown since late Autumn 2019. A long period of inactivity for both pilot and aircraft brings its own dangers.

The 'Covid 19 lock down' effectively brought everything to a halt. But what happens now? Will the dramatic reduction of passenger air transport promote more opportunities for general aviation and, in particular, recreational flying. Is there now a sense that the world order in aviation is changing?

Whatever the future, the restrictions on general aviation vary from country to country. Some now permit all forms of private flying, including flight training.

Of course, being able to fly is one thing, having somewhere to go is something else. Hopefully, more and more airfields will open up again as time progresses, albeit with what is now becoming a common activity, 'social distancing'!

Whatever you do for
the rest of 2020, be safe!





New look Stampe Club!

Whilst the Editor usually works on the basis of 'no news is good news', there has been some notable positive feedback from members following the Stampe Club's 'new look' newsletter.

Whilst the 'new professional look' newsletter seems to have 'ticked all the boxes', it should be emphasised again that the 'raison d'être' of the Stampe Club has not changed. It is still very much a Club run by members for members. There are no paid staff. Just a 'volunteer army' who, between them, work hard to write, design and distribute a quarterly newsletter. Not easy at the best of times!

What has changed is the Club's membership. Once a small Club started by UK enthusiasts, it now has an international membership with members based in twelve different countries including Africa, Australasia, Europe and North America. Apart from the international coverage, it is the skills and talents within the Club's membership which are most impressive.

She looks a picture

It would be an understatement to say that most stampe owners have photographs of their beloved Stampes. What about a painting?

The UK based Guild of Aviation Artists is probably the best place to start. They can give you some helpful guidance including the names of likely artists, who, of course, have different styles and use different materials. Paintings do not have to be in oil.



Contact: admin@gava.org.uk





A flying adventure

Richard Ward, the present ‘custodian’ of G-HJSS, is featured in the May edition of the UK’s Light Aviation Association (LAA) monthly magazine, Light Aviation. The article provided an insight into Richard’s flying experience which emphasised again the depth of talent which exists within the Stampe Club.

John, Smith has now retired from flying, but is still a keen member of the Stampe Club and has decided to tell his story. The following is an extract which will be continued.

“ At the end of August 2019 I gave up flying. I had, up to a point, overcome the setback of losing central vision in one eye. I was legal and safe, but judging distance and height – for landing – could not be done with accuracy and, at the age of 84, other factors were beginning to take a toll. The whole effort was becoming a challenge which was only going to get harder.

After making the decision I was in a ‘dark place’ in my mind for some ten days until recognition that I had made the correct decision took over. I had made the decision two days after what then became my last flight and, in an odd way, I obtained comfort from the fact that during that flight I did not know that it would be my last.

”

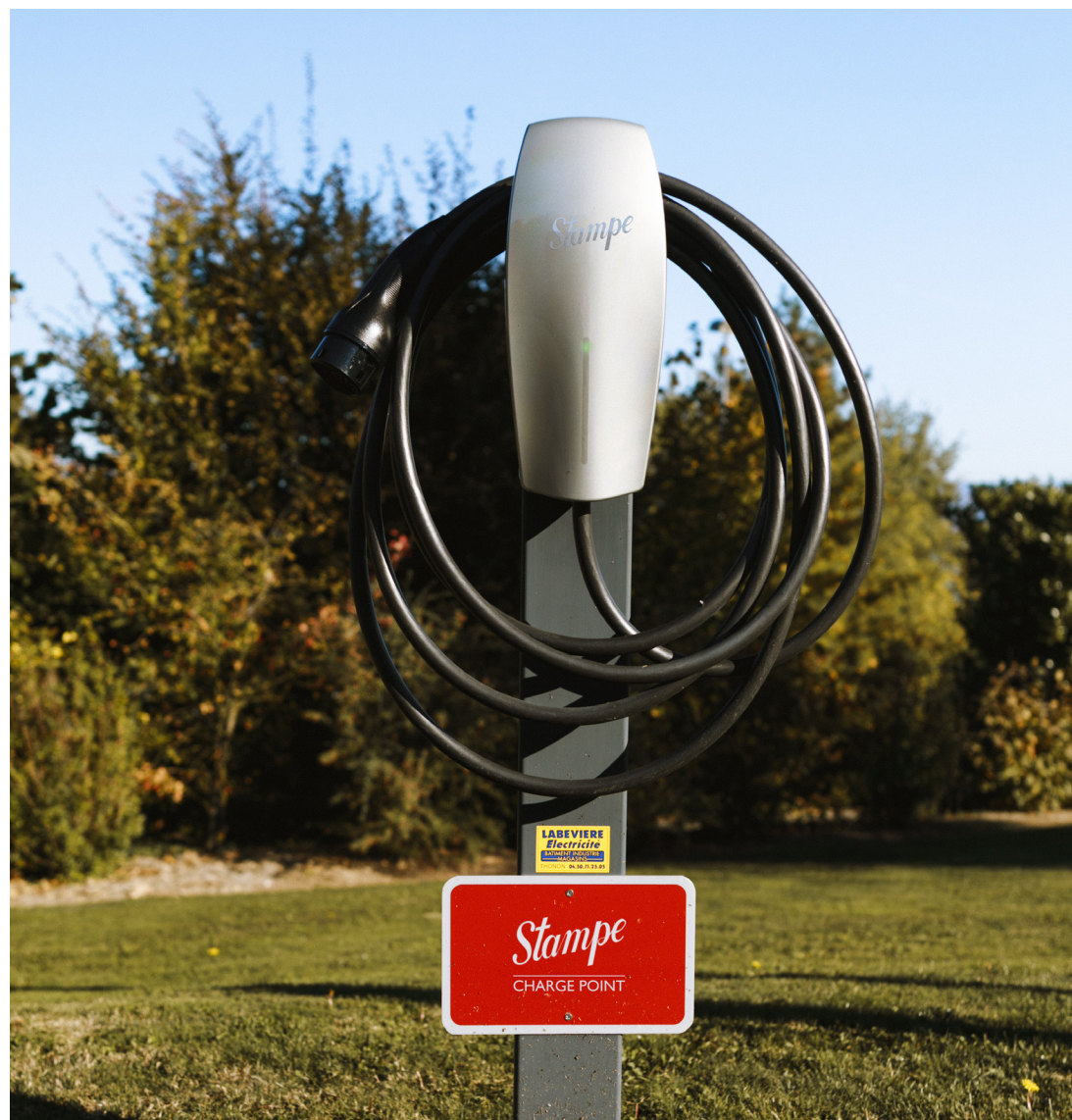
A perishable skill?

A question we should ask ourselves following a lengthy lay-off, for whatever reason, is: ‘Have my flying skills deteriorated?’

It has long been established that flying skills are time related. In other words, ‘if you don’t use them, you lose them’. Interestingly, research has discovered that the actual ‘flying’ skills usually last longer than the navigation and positional awareness. Put simply, you may be able to get off (and back on) the ground, but you don’t know where the hell you are. Not good!

Getting back in the area requires a bit of planning, from simply sitting in the cockpit to completing a few circuits, to a short cross country. Like most good things in life, ‘a little, but often’!





The environment!

There would appear to be little doubt that the absence of motor vehicles on the roads and passenger aircraft in the world's skies, since the Coronavirus pandemic shutdown, has created a greater public awareness of the environment. But how will this affect those of us who fly vintage aircraft for fun?

Whether, or not, you agree with the international concern relating to climate change, you will undoubtedly be aware of the publicity it has, rightly or wrongly, generated whereby even the thought of burning fossil fuels is now seen as the devil's work. To ignore the public's growing concern would be foolish, as would over-reacting to the present day 'fashion' of public guilt or, for that matter, being unnecessarily defensive.

Yes, of course, it is easy to point out that, before the pandemic, aviation contributed about 2% of world greenhouse emissions. And of that small percentage, general aviation (including recreational flying) uses less than 1% of the fuel of commercial air transport. However, none of this matters to those who wish to emphasise that flying is the most polluting form of transport. Consequently, until there are alternatives, people who burn fossil fuels for fun, must be aware and, probably more importantly, be seen to be aware of the consequences as well as their responsibilities.

For this reason, it is suggested that Club members sign up with a reputable 'carbon off-setting' scheme, ideally in 'a member's own country so as to provide local awareness. The annual cost of these schemes relate directly to usage. In other words, how often do you fly? For an average 30 to 40 hours a year Stampe pilot, the annual cost would be unlikely to be more than £40 – 50 per annum or the equivalent in other currencies.

No, this is not a 'magic bullet' which will solve the world's problems relating to greenhouse emissions, but it will give a simple, but important, message to the effect that 'I am aware of climate concerns and doing what I can to compensate'. In shorthand, this will show you are 'climate aware'!

So, where does your money go? Well that's your choice. It depends upon what carbon off-setting organisation you choose. Most people simply go for tree planting projects which absorb CO₂. For wooden aircraft like Stampses, this makes a lot of sense! Visit www.stampeclub.org to find out more!

Sad news from France!

A tragic accident involving a Stampe from the Angers-Marcé club has been reported near to Angers-Marcé airport.

The crash which happened during aerobatic training on Saturday 12 July 2020 resulted in the death of the pilot and serious injuries to the passenger. Both men, in their sixties, were members of the Stampe Aéro Passion, the aerobatic and training centre in Angers. An investigation has been opened to determine what could have caused the accident. No further details are available.

Angers-Marcé airport is well known to the Stampe Club and was, until recently, the venue for the Stampe Coupe d'Angers aerobatic competition. The Stampe Club offers its sympathies to all those involved, particularly to the families and friends of the pilot and passenger.



Back in the air!

Club member Gavin Brown writes from South Africa that his Stampe ZS-EUU flies again.

ZS-EUU (Serial No 1061) was badly damaged in hangar collapse during a severe storm at Springs airfield in November 2015. After some four years, and sporting new wings and fuselage, ZS-EUU flew again with the well known Stampeist and Club member Raymond Cuypers at the controls.

Raymond visited South Africa on three occasions during the rebuild and has, in Gavin's words, 'been a godsend when it came to sourcing parts. Without his knowledge and help the rebuild would have taken substantially longer'.

ZS-EUU will again be painted in 'Aéronautique Navale' squadron Escadrille 51S (ab-intio flying school) which was based at Khouribga, Morocco.

Stampe in Italy for sale

Paolo Ottomaniello in Verona, Italy has decided to sell his beloved 1947 Stampe - D-EZXW.

Paolo says "Everything works fine, she is a pure joy to fly with well balanced controls. The engine runs smooth and air starter works as it should. Tyres like new. Airframe total time 2360 hrs. Renault 4PO3 engine 38 hrs after overhaul. Wooden propeller with no time limit is a Merville 745 in perfect shape. Original instruments 7/1.

Fuselage and wings fabrics are in very good shape, no cracks 7/10. Trig 8.33 radio and transponder mode S. Included in the price is another engine for spare parts without accessories (fuel pumps, magnetos, fuel filter)".



INTERESTED? CONTACT PAOLO:

+393474292898

www.planecheck.com?ent=da&id=49278



Hooray, for 00-RAY

Congratulations to Raymond Cuypers for getting another Stampe in the air!

Dates for the diary

Whilst the world of aviation has effectively stopped since March, there are now signs that airshows are making tentative steps to commence their delayed flying season. However, these are likely to be different

Airshows in some countries may now be permitted with admissions achieved only on a pre-purchased basis with the usual 'social distancing' requirements.

Others, such as the UK's Shuttleworth Collection, have announced a new 'drive-in' format with car parking designated to provide 'social distancing'. You would get a better view in a convertible car!



Local flying, without the public, are also making a comeback although it varies from county to county. If you are aware of any fly-ins, please get in touch.

Contact: editor@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 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

Summer Edition 2020

© 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.
