



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.

New Year 2013

HAPPY NEW YEAR!



What will the weather bring?
A previous 'Winter Wonderland' at Headcorn, Kent, England
Photo: Courtesy Angus Buchanan

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, flies or is simply just interested in the aircraft for its own sake as well as those engaged in offering services for serving and/or upkeep of Stampes. In other words, the Stampe Club

should include a wide range of membership, all with the objective of preserving the type.

The Stampe Club numbers now total 70ish members in some twelve different countries including Australia, Europe and North America.

Contact Angus Buchanan: angus.buchanan@virgin.net

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 Austin Trueman: austin.trueman@gmail.com

GENERAL

Subscriptions

Yes, now is the time to pay your subscription for 2013 which remains at a measly £20 for the year.

However, whilst cheques are always welcome, the Stampe Club would like to encourage members to pay via a direct debit or a BACS electronic transfer. However, it is important to quote your name. The Stampe Club bank details are as follows:

The Stampe Club, Lloyds TSB, Crewkerne Branch,
37 Market Square, Crewkerne, Somerset, TA18
7LR

A/C No	00327041
Sort Code:	30-92-40
BIC Code:	LOYDGB21391
IBAN CODE:	GB15 LOYD 3092 4000 3270 41

So You Know!

The Stampe Committee now includes Austin Trueman (Chairman and Editor of this Newsletter), Angus Buchanan (Secretary), Jo Keighley (Treasurer) and Guy Solleveld (Technical Library and Parts Co-ordinator).

Following a year of consolidation, the Committee now wishes to focus on technical matters or, in other words, things which will keep Stampes in the air. This, after all, should be the *raison d'être* of the Club.

As a result, it is intended to create a 'bank' of technical data, information and know-how which members can use as and when required. This will, in the main, be achieved by the Stampe Club's website presently being prepared by Chris Hunt. This will eventually contain a 'members only' section where original drawings and manuals and the like can be inspected. A forum is also planned where members can exchange experiences.

At this stage, it is also worth mentioning that the Club is extremely grateful to Tony Clarry, who has donated a 'raft' of Stampe documentation and other 'useful bits' to the Club's library. This will be available to members on a 'request and return' basis. Consequently, if you have superfluous 'stuff' you would like to hand over to the Club, please contact Guy Solleveld.: guysolleveld@btinternet.com

Stampe Rescue

The rescue of G-OODE by helicopter from a field near Headcorn in Kent has now entered aviation folklore. However, whilst this provided a great photo opportunity it was designed to provide a quick, efficient and cheaper alternative to the usual wings off, transporter and rebuild option. Tony Calvey joins John Smith (and others) in completing a successful emergency landing. Consequently, the Stampe Club are looking for a suitable name for this elite group. Your (clean) suggestions would be welcome. A bottle of champagne for the selected ditty!



Want a lift mate?

Photo: Courtesy Tony Calvey



Can you see the wires?

Photo: Courtesy Tony Calvey

Tony Calvey writes:

We took off and flew south-east towards Tenterden for three minutes and got to about 1000 feet when the engine lost power and misfired badly. Closing the throttle made the engine pick up but as soon as the throttle was opened, it started misfiring again. After a couple of attempts at this, I selected idle throttle and concentrated on finding a field. The only one available appeared to be stubble and large so I turned into wind and started my approach.

At about 150 feet I realised that it had been cultivated and at the same time the engine stopped!!! I decided, in the short time available, that a fast landing may help in avoiding the aircraft from nosing over. I put it down as gently as possible whilst it was still flying to minimise wheels digging in. After a landing run of approx 100 metres, it stopped without nosing over and with only muddy wheels to show for it ... and muddy pants!!!

After cleaning my underwear I investigated the fuel system and found that no fuel was getting to the carburettor.

Conclusion: Great constipation cure, but nervous system shot to pieces

Contact Tony Calvey: caltech@clara.co.uk

Tony Calvey's amusing story has serious implications in respect to the maintenance of carburettors. Who does it and when? Read follow-up notes in the Technical Section.

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.

Antwerp Fly-in, Belgium Weekend 11th and 12th May 2013

This event is an absolute 'must' for anyone who enjoys being around aircraft, but particularly Stampes, and who also enjoys good company and good food in a friendly and informal manner. It also happens to be the home of the Stampe and Vertongen Museum!

Contact: Danny Cabooter: stampe@skynet.be

Stampe Fly-in Pithiviers, France Weekend 25th and 26th May 2013

This 'Stampefest' is certainly worth a visit and is located roughly between Bourges and Paris, close to Orleans.

Contact: Jean Pierre Le Bouedec:
jpm.lebouedec@wanadoo.fr

Coupe D'Anjour, Angers, France Friday to Sunday 5th to 7th July 2013

This famous event is held at the relatively new regional airport positioned in the heart of the lovely French countryside. The airfield boasts an active workshop facility for Stampes as well as an extensive aviation museum.

Everything about this event is good. The facilities, the countryside, the people and the food (and drink). What could be better!

Contact: Regis Jouhaud: r.jouhaud@neuf.fr

International Old Timer Fly-in Schaffen-Diest, Belgium Friday to Sunday 16th to 18th August 2013

Another date for your diary!

This event boasts an ever increasing number of visitors from all over Europe. Lots of Stampes!

Contact: Guy Valvekens: guyvalvekens@gmail.com

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

Whilst UK LAA members will receive their own invitations, this event is open to everyone from anywhere!

Last year the Stampe Club managed to get a small 'clutch' (a collection of Stampes) to park together in order that the pilots could have a natter and look around. It would be great if more members could make this year's event.

This is a very popular (and busy) event with aircraft arriving from all corners of Europe.

Contact Austin Trueman: austin.trueman@gmail.com

PARTS, SPARES AND PLANES

Stampe SV4.B For Sale - Euros 60,000

Following the completion of his new Stampe F-PCOR, Guy Valvekens is selling his SV4.B (00-SVA) which was built at Evere (near Brussels) by the Stampe Factory in 1952 for the Belgian Air Force. Interestingly, Guy is the first civilian owner and sole pilot of this Gipsy Major (10.1) engined Stampe which has a generator and starter as well as a suction pump. It also boasts a radio and a mode S transponder.



Contact: Guy Valvekens: guyvalvekens@gmail.com

TECHNICAL

Carburettors

When an engine is running well, it is easy to overlook the maintenance of the carburettor. However, the operating manual is quite clear in that the Stampe carburettor float chamber, jets and filter should be cleaned (and thus inspected) every 50 hours. When was your carburettor last checked?

Gipsy Engine - Top Covers

Whilst assisting Club member Danny Cabooter and his Gipsy engine Stampe, Mike Vaisey of Vintage Engine Technology Ltd (Vintech) makes some useful points about the top cover joint of Gipsy engines which are worth repeating.

Do you have, or do you know if your engine has had in the past, any oil leakage from the top cover joint interface at the position of the carburettor's steady bracket? What usually happens is that during the engine's life, fretting occurs between the mating faces of the crankcase and the top cover. When the engine is later overhauled, any fretting must be corrected by re-facing the mating surfaces, and the joint really well made with sealant and silk thread. Otherwise, especially in that particular area very close to the adjacent high pressure oil passageway from the top cover to the crankcase, the joint will almost inevitably begin to leak at some time during the subsequent next life of the engine.

While it is good practice to occasionally check-tighten the top cover nuts/bolts, it has to be done with great care and feel because the thread on those bolts is very coarse, and hence very deep, which doesn't leave much metal at the roof of the thread and they break easily.

The Stampe Club is grateful for Mike Vaisey's permission to reproduce this advice for the benefit of other Club members. Vintech are the renown vintage engine specialists based at Little Gransden (EGMJ). Contact: mail@vintech.aero

Renault Engine - Air Tanks

Owners of Renault engined Stampes will know that their wonderful air-start system relies mainly on the integrity of the air bottle. This is an aluminium tank (similar shape to a scuba diver's air bottle) positioned behind the pilot's cockpit.

According to the LAMS (Light Aviation Maintenance Schedule) these bottles should be hydrostatically tested every five years.

As good genuine replacement air bottles are difficult to find, John Smith has investigated the manufacture in the UK of new bottles to the same specification as the originals. Whilst a price is yet to be agreed, installing a newly manufactured air bottle is likely to be easier on Permit aircraft.

Stampe Club members who would like to follow up on this should confirm their interest to Guy Solleveld, who has also investigated newly made air bottles in the USA and offers the following web links:

<http://www.mhoxxygen.com/cylinders/54-kf-series-aircraft-oxygen-cylinders>

<http://www.skyox.com/oxygencylinders>

http://www.airportshop.com/aviation_oxygen/cylinders.html

Contact: Guy Solleveld: guysolleveld@btinternet.com



A great shot of OO-ROR
Photo courtesy: Stefan Van Cauteren

Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation from any country who can assist members in maintaining their aircraft. These details would then be made available to members on a strictly non-approved and/or non-recommended basis.

Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included, please contact Jo Keighley at:

jo.keighley@sfmeurope.com.

FOLLOW UP

Going from a LAA Permit to a C of A

Nancy Bignall reports that she has sold G-AYCG to Tiger Airways at Gloucestershire (Staverton) Airport. This now brings their 'fleet' of Stampes to six!

However, a regulatory hiccup arose as Tiger Airways use their aircraft commercially. Consequently, a C of A was required. This meant that Nancy's LAA Permit to Fly Stampe had to revert back to a C of A.

Chris Rollins reports that fortunately Nancy's aircraft had only completed a couple of hours or so since it was issued with a LAA Permit and had no other work completed in that time. Consequently, no particular technical issues arose. It would be a different matter had G-AYCG been altered and/or changed in a way that might be acceptable to the LAA, but considered to be a modification as far as the CAA are concerned.

Tensiometers

Last year's item about the Stampe tensiometer took Malcolm Ward back to his days with an Isaacs Fury and his use of other instruments courtesy of the RAF.

Malcolm writes:

The story about the tensiometer takes me back to my first post-Stampe aircraft, an Isaacs Fury. This had braided wire rigging, which I used to check with an instrument borrowed from the RAF: a VC10 control cable tensiometer. This had a series of adaptors, for use with various gauges of wire. As the Fury's flying wires were all duplicated, it was useful to be able to check that the tension was equally shared by each wire in a pair, even if the measured reading was not necessarily accurate to the last decimal place. I had to give the tensiometer back after each time I used it, but I still have my Dad's inclinometer, which I also put to use at each permit renewal of the Fury.

Contact: Malcolm Ward: mward57@t-online.de

Engine Rebuilds and Testing

By way of a follow up to John Smith's story in the last Newsletter, it would be interesting to know if other members have had experiences of rebuilt engines being tested on a dynamometer which, for the uninitiated, is a testbed specially prepared to monitor mainly engine rpm, but also oil flow, and engine temperature etc.

The reason for this enquiry is that John had his newly rebuilt engine tested on a dynamometer by a specialist engine organisation in the UK. However, this type of testing has since been castigated (to put it mildly) by another specialist in the USA. Having said that, it would seem that the 'smart money' tends to side with the fact that whilst dynamometer testing may be common in the specialist automotive business, they are rarely used with vintage air cooled aero engines.

John Smith's engine was run on the dynamometer for a total of four hours followed by a total of 1½ hours at full throttle. The American engine specialist called this 'abuse' and quite rightly refers to the operating manual which recommends 'no more than 10 seconds at maximum rpm'!

INTEREST

Rebuild in the UK



G-BHYI with her wings on again!
Photo: Courtesy David Hicklin

David Hicklin reports:

G-BHYI (Serial No 18) is beginning the exciting phase of rigging following her major restoration package. The photograph shows her wings on for the first time in five years and we have found that the initial rig is very accurate. We still have a way to go yet and have to prove our initial appraisal of the rigging is precise, also after installing our new control cables they should prove true and sensible before we can de-rig.

Thereafter we are on the home stretch, covering the wings and painting, although we plan to leave the painting until the winter has passed. I hope to have her flying by summer. If anyone has any queries, I will do my best to provide answers.

Contact: David Hicklin: hoverhere@btopenworld.com

Websites

Some websites which you may find interesting.

- www.haa-uk.aero

An interesting official website for the Historic Aircraft Association. Worth a look!

- www.vintageaircraftclub.org.uk

An interesting group who organise many 'vintage and classic' days in conjunction with auto clubs.

Getting Your Feet Wet (or not)

A selected extract of an article by David Joyce in CASCO's Flight Safety magazine.

It seems to have been long accepted in the British aviation press that the chances of surviving a small plane ditching are poor. The statement is repeatedly made that half or more of those who survive the ditching will die before being rescued, implying an overall prospect of survival of under 50%.

Until now that only good source found for reliable information on ditching hazards has been the article 'Ditching Myths Torpedoed' by Paul Bertorelli, available on line at www.equippedtosurvive.com/ditchingmyths.htm. He reviewed eight years of official US (NTSB) data involving 179 ditchings around the US. Of these 12% resulted in fatalities and 88% survived the whole experience. That is the same figure as quoted in the CAA leaflet.

When looking at avoidable factors the first thing that sticks out is the simple wearing of a lifejacket when over water. To give an accurate position fix from GPS or reliable modern PLB is also important.

To conclude it is perhaps worth trying to get all this in perspective. It is difficult to read about any fatal accident in an activity that you enjoy without taking it as a personal threat. For the last 20 odd years there have been only around two ditchings a year, with one death every three years, with the potential for sensible precautions to at least halve that risk.

Given the choice of ditching just off shore, or making a forced landing into trees or a built-up area, it is absolutely clear that the safest option is to ditch into water. Consequently, ditching is only an extremely small percentage of the total risk of flying a small plane, and most of us would do better to go and practice a few stalls and incipient spins, rather than worry about it!

What all this means is that, if you take sensible precautions, there are no excuses for Stampe Club members not to cross the Channel!



Franz Busse's D-EEFB over the beautiful countryside of Lower Bavaria

AND FINALLY

Stampe Club Patron

Danny Cabooter reports that the Stampe Club Patron, Mike Donnet, who, with Leon Divoy, flew a Stampe in the dead of night to England out of occupied Belgium on 5 July 1941, is now 95 years old and, perhaps unsurprisingly, has some health problems.

The Stampe Club is sure that all members would join together to wish Mike Donnet all the very best!

From the Front Seat

Tony Calvey's escapade does not take account of his passenger, Phil Allen, who outlines his experience below:

My expectation was for a thrilling front seat ride with Tony at the controls making the Stampe do what it was designed for – Aerobatics!

'We have a problem!' came a voice shortly after the take off, during the climb out.

First instinct..... Yeah right!

However, this was no joke. I can only describe what happened next as a textbook emergency landing.

As a non-pilot, I still had some idea of how dangerous the situation could be especially as the only option was a ploughed field.

Shame we didn't get to go upside down in the air but more relieved we didn't do it on the ground!

Thanks to some great airmanship, I can't wait to strap in again.

Your Tale

If you have anything, no matter how embarrassing, you think would interest Stampe owners, please send it in!

Contact: Austin Trueman: austin.trueman@gmail.com