

# STAMPE CLUB NEWSLETTER

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## New Year 2012

### Introduction

### Happy New Year

The Stampe Club wishes all its members and their families and friends all the very best for safe flying during 2012.

### 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 responsible for the licensing and flight safety etc.

### News-email becomes Newsletter

The News-email now becomes the Stampe Club's formal ordinary Newsletter and will be sent electronically to the majority who have an email address and by post for those who prefer a hard copy. It is hoped that a more formal annual publication will also be made available in order to round up the year's activities.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

## General

### Subscriptions

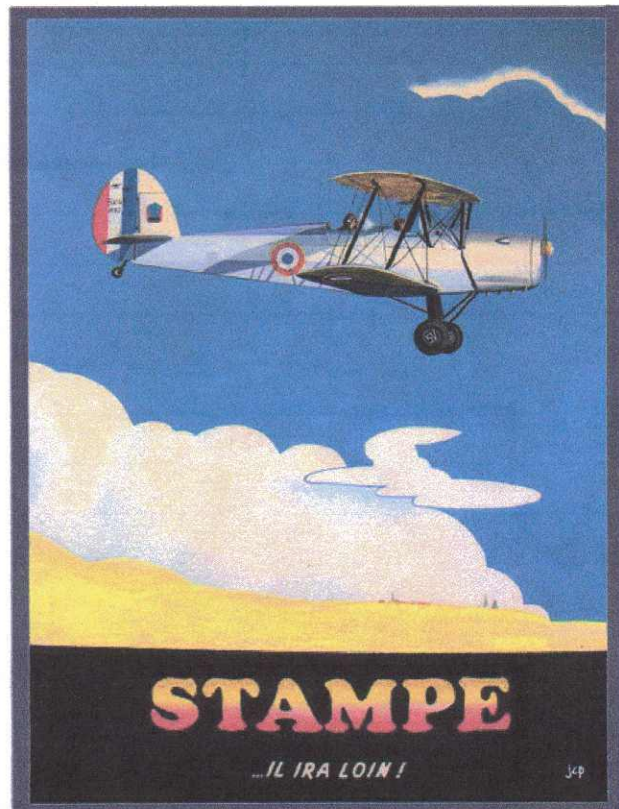
Yes, now is the time to pay your subscription for 2012 which remains at a measly £20.00 for the year.

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

Contact Angus Buchanan: [angus.buchanan@virgin.net](mailto:angus.buchanan@virgin.net)



Jean Claude Petit's wonderful picture of a Stampe, kindly provided by Reg Jouhaud, always provides an uplifting promise of sunny skies!

### Questionnaire

In order to get a good 'feel' for what members want from the Stampe Club, you will have now received a questionnaire which includes updates of your contact details in respect to your Stampe as well as your flying 'preferences' etc. It would also be useful to know as to whether you wish to receive your Newsletter by email or post.



## News

### Setting the Trend

As from April 2012 all de Havilland (DH) Tiger Moth owners will have the opportunity to transfer to Permit to Fly or remain on a Certificate of Airworthiness. However, DH Heritage aircraft will have no choice. They must elect for a Permit to Fly. This follows the Stampe Club's successful lobbying of the CAA over many years which resulted in owners being able to choose their preferred maintenance regime.

### Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation 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.

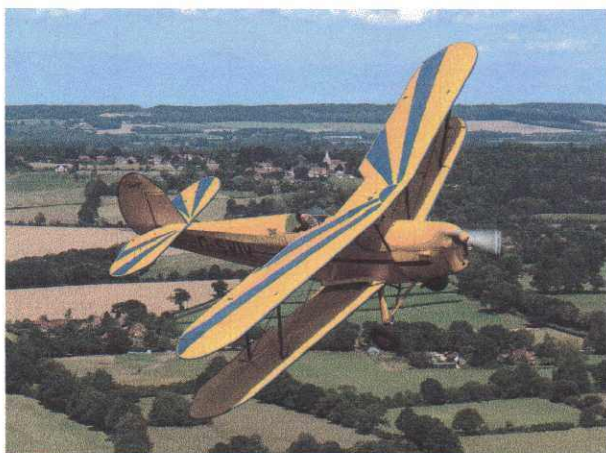
Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included in the directory, on a strictly non-approved and/or non-recommended basis, please contact Jo Keighley at [jo.keighley@sfmurope.com](mailto:jo.keighley@sfmurope.com).

## Engineering

### Maintenance

Regardless of whether a Stampe is being operated under a C of A or a Permit to Fly, the maintenance requirements stay the same. Even the extent the extract of 'pilot maintenance' is almost identical. The main advantage is undoubtedly the sourcing of spares, although this does not imply any reduction in standards. It should be taken as an open and sensible approach to the sourcing parts and spares on the basis that they are always fit for purpose.



A wonderful shot of Jo Keighley's G-SVIV flying over the English countryside.

## Flying abroad in a UK Permit Aircraft

### General

It is worth remembering that a Permit to Fly is granted in the UK by the CAA to various aircraft including those operating in the LAA scheme.

However, one of the limitations of a Permit to Fly is that it is a UK 'domestic' certificate and in legal terms not equal to a fully ICAO recognised Certificate of Airworthiness and does not confer any 'right to flight' anywhere outside the UK. As a result, it is necessary to obtain permission to fly in non-UK airspace. They will be sending copies of the Certificate of Registration, Permit to Fly and Certificate of Insurance together with (yes, you guessed it) a fee. So much for the free movement of goods and people!

### Flying in Belgium

Strictly speaking, aircraft without a C of A will require special permission to fly in Belgium airspace. 10 days' notice is required. The charge (as at July 2010) is 87 Euros.

### Flying in France

The current situation with Permit factory-built flying in France is that the CAA has progressed the necessary paperwork to enable the French/British agreement of free passage to be enacted. Unfortunately, the DGAC has yet to confirm that its bureaucratic process has been finalised; until it has, you will have to continue to pay 50 euros for permission. However, it would appear that the LAA are doing their best to chivvy things along so that there is a blanket permission in place at the earliest opportunity.

## Events

### When and Where?

If you know any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association and/or the Vintage Aircraft Club and the like, please send a note around to the other members.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

### 22nd Antwerp Fly-in Belgium Saturday/Sunday 19/20 May 2012

If you have not been to this fly-in, you have missed something. The weather seems always to be good, the company always friendly, the food always excellent and, consequently, always a great weekend.



Make a note in your diary to attend this event at the home of Stampe and Vertongen.

Contact Danny Cabooter: [stampe@skynet.be](mailto:stampe@skynet.be)

### **Coupe d'Anjou, Anger, France** **Friday 27 July to Sunday 29 July 2012**

Although the dates are yet to be confirmed, this 'Stampefest' is one of the 'musts' of the year. It is now held at the relatively new regional airport positioned in the heart of the lovely French Aquitaine countryside of Plantagenet fame!

The airfield boasts of an active workshop facility for Stampes as well as an extensive aviation museum.

However, be warned. You will have to deal with the Bordeaux Bandits!

Contact Regis Jouhaud: [r.jouhaud@neuf.fr](mailto:r.jouhaud@neuf.fr)

### **LAA Sywell Rally 2012 Northants** **England** **Friday 31 August to Sunday 2 September** **2012**

This is considered as being the UK's largest fly-in event and, as a result, attracts visitors from many other countries. LAA members will receive an invitation.

Could this be an opportunity for a Stampe 'get together'? If you cannot fly there what about driving? Expressions of interest would be appreciated.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

This event occurs during the London Paralympics. Consequently, you will need to carefully plan your route. This could, depending on where you are coming from, involve filing a flight plan.

### **Goodwood Revival Sussex England** **Friday 14 to Sunday 16 September 2012**

This world-famous festival could be another good opportunity for Stampe Club members to get together. However, it is not cheap! Consequently, the Stampe Club will attempt to get a 'block booking' with a discount. In the meantime, expressions of interest would be appreciated.

## **Parts, Spares and Planes**

### **Aircraft for Sale**

Barry Bower has provided the following advert:

"With great regret I have to consider selling my Stampe G-BXSV.

Work is complete on the fuselage, Control box and the original instrument panels. Both bottom wings have been rebuilt, with the spars removed, re-glued and then replaced. The centre section is complete together with the tail plane, fin and rudder. Just the top wings need attention.

I have new Brunton's stainless steel flying wires and fittings. All hardware has been cleaned and cadmium plated. The original Renault engine was a pile of bits and in poor condition. It was my intention to fit a LOM engine, the same as Wolfgang Trinks's aircraft.

To establish a price, I have worked backwards from the possible value of a completed, flying aircraft and deducted the estimates of the work that is required to finish the aircraft. I am therefore asking £25,000 for the project. The aircraft is at present stored in Hampshire. For further information, please email Barry Bower on [balloonatic@flightdreams.biz](mailto:balloonatic@flightdreams.biz) or call 0039-075604222 or 0039-349-7319520. Photographs available."

**Have you got anything to sell? If so, let other members know.**



Courtesy Regis Jouhaud

## **Interest**

### **Websites**

There are numerous websites which contain a variety of interesting information about Stampes.



However, like all websites, you should be careful about 'web links' and 'pop-ups' etc as some websites (especially those with open forums etc) can easily get corrupted if they are not regularly serviced and updated.

Go to Google and enter 'Stampe'. It will bring up some interesting websites both in the U.K. and elsewhere. In the course of the coming year there will be the new Stampe Club website [www.stampeclub.org](http://www.stampeclub.org) which is presently in the course of preparation.

- [www.stampe.org](http://www.stampe.org)

It is understood that Andy McLuskie is no longer servicing this website. Consequently, the long-term future of this website is in doubt.

- [www.haa-uk.aero](http://www.haa-uk.aero)

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

- [www.stampeworld.com](http://www.stampeworld.com)

Stampe Club member Chris Hunt appears to have set up a very interesting and progressive website.

- [www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk)

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

Contact: Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

## And finally, a Touching Tale!

The following memories are extracts of Lewis Benjamin's personal reflections on a life of flying including his time in the RAF followed by the forming a flying club before becoming chairman of The Tiger Club, of which he is still a member. As members will appreciate, Stampe Club and Tiger Club have a long friendship together.

"There is room of course for memories, they take up no space. Health, or the lack of it, forced me to give up flying. Say goodbye, they said, move on, they said, useless baggage, but my memories remain strong. Like that final farewell, that last wave from a moving train that lingers forever precious, so I cling to days that are behind me.

Let me relish for one last time, the parade of priceless moments that cluster around to come forward. To choose from experiences gleaned from flying near seventy types isn't easy, each memory beguiles the senses, each a character of its won.

From a useless endeavour to get an again Flying Flea into the air, and the laughter, to have the late, great Bud Gurney give me his beloved DH Moth to fly over the vastness of Arizona. Let the sheer delight aerobating Lockheed's Cosmic Wind and Bucker's Jungmeister compete with flying the Super Cub and Turbulents on skis over Surrey's dazzling white landscape. No contest? Try the thrill of flying the Tiger Seaplane from the placid waters of Norfolk's Broads, and relish the solitude upfront of a Rapide filled with happy friends, the docility of an Islander and an ailing Miles Gemini.

And the heart-warming best. Come with me across Redhill's enticing grassy acres to a far corner on a wondrously still summer's evening, where, with nature all about, a small cluster of friends fly their Stampe in turn into the growing darkness, on circuits so close you can almost reach out and touch, just for the joy of achieving that perfect three pointer. The only sounds the engines muted rumble and the soft whistling of the wind through wires with its caressing scent of sweet grass, as one after the other, you sideslip gently to ground to appreciative applause."

**The Editor would be delighted to receive your own personal tale which may interest other members.**



A purposeful shot of Jo Keighley's G-SVIV together with Chris Jesson's G-BPLM in formation out of Headcorn.