



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 2016

HAPPY NEW YEAR

The Stampe Club wishes all its members, friends and contacts an enjoyable and safe flying season during 2016.

Now is the time to look forward to another year's flying activities and to promise yourself that you will put aside enough time to enjoy the magical moments of flying an open cockpit vintage biplane.

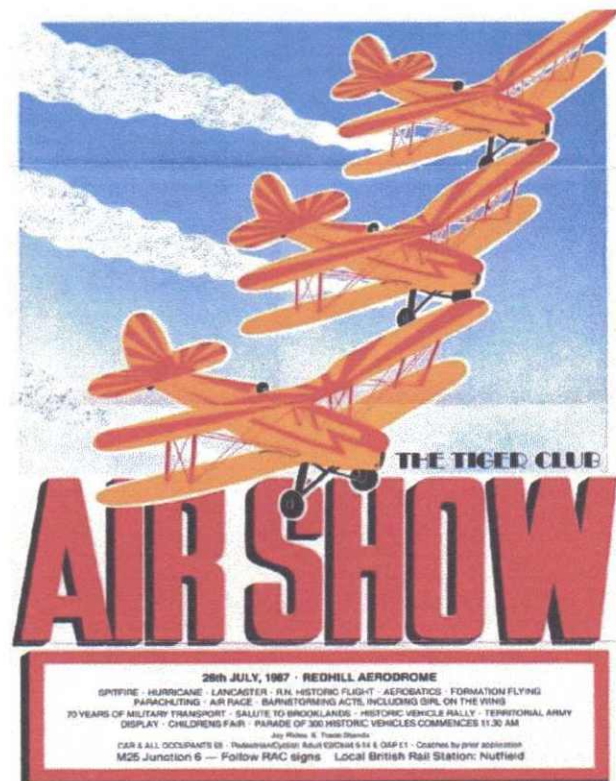
One way to enhance your flying experiences is to meet up with other Club members, perhaps at a local (or national) fly-in somewhere. Indeed, some Club members make the journey across the Channel (Pas de Calais) to attend fly-ins in both Belgium, France and the UK. Why not join them? Use the Members List for the contact details of other Club members. You could make some new friends!

Happy Landings!

INTRODUCTION

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



A memorable poster from the UK in 1967. Still looks good!

MEMBERSHIP

The Stampe Club is open to anyone of any nationality 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.

The Stampe Club has members in some twelve different countries within Australasia, Europe, the Far East and North America. Consequently, whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

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NEWSLETTER

Whilst this Newsletter is sent to the majority of Club members by email, hard copy versions are also sent to many members. It is simply a matter of choice.

Contact: editor@stampeclub.org

SUBSCRIPTIONS

Members should be aware that subscriptions run from 1st January each year. The Stampe Club is pleased to report that members subscriptions remain unchanged at £25.00 (GBP). Consequently, payment should be made without unnecessary delay.

Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset, England, TA18 7LR

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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact Jo Keighley - treasurer@stampeclub.org

THE STAMPE CLUB'S WEBSITE

Much has been made of the need to source reliable and reasonably priced replacement bits and parts for Stampedes. Indeed, this is still the 'raison d'être' of the Stampe Club. Whilst some initiatives can (and are) published in the Newsletter and/or separate 'round robin' emails, it would appear that the Club's website does not receive the attention it deserves. Why?

It has been suggested that the lovers of 1940's machinery may be reluctant to get involved with something as modern as a dedicated website forum. Yet the vast majority of Club members will receive this Newsletter electronically. Is this because of a lack of confidence and/or lack of practice? Either way, Club members need to be pro-active. That way, you are more likely to find the bits you require!



It shouldn't take this long!

As previously mentioned, it is the 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.

Contact: Angus Buchanan – secretary@stampeclub.org

DATES FOR YOUR DIARY

WHEN AND WHERE?

If you know of any good Fly-Ins why not send a note around to the other members? In any case, please take some photographs to show other Club members where you have been!

Contact: editor@stampeclub.org

Saturday 2 July/Sunday 3 July 2016 L'Aérodrome du Pithiviers (LLFP) France.

This Stampe fly-in is a well known and very popular 'regular' event held in the countryside South of Paris. You can take a look at last year's event on YouTube: <https://youtu.be/x16jcGpy7Gw>. Alternatively you can go onto the Aéro-Club du Pithiviers website.

Club members may be interested to know that a small contingent of UK Stampedes were planning to attend last year's event, but were driven back by some very poor weather. It is hoped that this year will be more successful. Watch this space!

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

Friday 1st to Sunday 3 July 2016
AeroExpo, Sywell (EGBK), Northamptonshire, England

Whilst this is very much a modern aircraft type of show, it also has a wide variety of exhibitors displaying all types of gadgets, many suitable for Stampes. It is worth a visit!



The Bordeaux Bandits in formation somewhere in western France.

Saturday 13 and Sunday 14th August 2016
This year Schaffen Diest airfield in Belgium (EBDT) will celebrate its 33rd anniversary of this popular old-timer fly-in.

This was another casualty of weather last year for a small contingent of UK Club members. This year it is hoped that the conditions will be kinder.

Contact Guy Valvekens: guyvalvekens@gmail.com

Friday 2 to Sunday 4 September 2016
LAA Rally, Sywell (EGBK), Northamptonshire, England

This rally is a must for light aviation from within and outside the UK. How about using this event to meet up with other Stampeists?

BITS, PARTS AND PLANES

SPARES FOR SALE?

If you have any spare bits and pieces, no matter how big or small, you may wish to make them available to other Stampe Club members via the Stampe Club website.

To expedite matters, details of any bits, parts and spares can be posted directly on the website. Club members should then make direct contact with the vendor to transact the deal. Please note that, whilst

the Stampe Club wishes to promote more interaction between members, the Club does not wish to act as a broker and/or be involved in any negotiations financial or otherwise. Caveat Emptor always applies.

For details go to the website: www.stampeclub.org or if you have difficulties, technical@stampeclub.org

STAMPE WANTED

Well known aerobatic pilot, based in the UK, is looking for a Stampe, preferably with a current CofA.

Contact Adrian Willis:
adrian.willis@britishaerobaticacademy.com

TAIL WHEEL CHARLIE!

Your chance to change your tail wheel.

Club member, Guy Solleveld, is presently putting together an order for Stampe tail wheels. If you want to be included in this 'once in a lifetime' opportunity, now is the time to register your interest. The cost will depend on the numbers required. The more the merrier!

Contact Guy Solleveld: technical@stampeclub.org.

UNDERCARRIAGE SHOCK ABSORBERS

The supply of undercarriage rubbers has, in the past, sometimes been fraught with problems for various reasons. You might say a 'shocking story'! Fortunately, there is now an easy way for Club members to obtain these essential bits.

Club members should be aware that there are nine rubber blocks (blocamortisseur) in each undercarriage leg. These rubber blocks are manufactured to a specified hardness (Shore Test) and will come with an official Certificate of Conformity.

For further details contact: technical@stampeclub.org

GENERAL INTEREST

WHAT IS A LOMCOVAK?

Whilst this manoeuvre is certainly not recommended to be performed in a vintage biplane, the name has generated some interest as to where it originates from.

Flying folklore suggests that the expression first originated during the 1958 airshow in Brno (then Czechoslovakia). It was following a routine aerobatic display (including a Lomcovak) by the Czech pilot, Ladislav Bezek, when his mechanic was asked about the manoeuvre. He replied jokingly that it was called headache and/or headbanger. Whilst that may be true, Lomcovak actually refers to a glass of Moravian slivovitz. The reference to headache and/or headbanging is obvious to anyone who has experience of too much slivovitz!



Another Lomcovak?

THE WEATHER AGAIN

Whilst the unusually mild weather around most of northwest Europe this winter may be considered pleasant to many people, the effects do not bode particularly well for light aviation.

The recent climate change agreement in Paris is intended to curb the build-up of greenhouse gases and present effects of global warming. However, the unusually warm weather means some countries, with predominantly moist air flow (such as northwest Europe), are likely to be cloudy with more weather fronts. In other words, more rain. Get used to it!



Flooding in the UK. Not again!

TECHNICAL

HOW TO LOOK AFTER YOUR ENGINE DURING WINTER – THE BEST OF A BAD LOT!

In many parts of the world, winter brings its own challenges. Not just flying (if you can) but keeping your aircraft, and particularly the engine, in good condition. It is a battle against condensation which is the real problem.

Like all machinery, aircraft engines work best when used regularly. Indeed, engine experts talk about under-used engines being those that 'run' for less than once every two weeks at normal operating temperature. However, the word 'run' should be 'fly', as most experts will say that simply wheeling your Stampe out for a ground run for 10 to 15 minutes will probably do more harm than good. This is because ground running will never get the engine hot enough to burn off any condensation within the oil. It can also cause uneven heating, particularly at higher power settings.

During the winter the condensation can (or rather does) mix with burn fuel and oil deposits to form a nasty acid which will eat away at your engine bits. Consequently, an oil change at the onset of winter (or rather the end of the flying season) reduces this risk. In other words, its best to leave your engine over winter filled with clean oil.

So what do you do when you can't fly? Pull the prop through regularly. Well, maybe better than ground running, but still has its limitation. All this will do is to remove some surface rust. A case of something being better than nothing!

You could also take more positive and relatively inexpensive measures such as a small electrical heater. The sort of thing used in greenhouses. The flexible heated cable type can be wrapped around the engine in order to keep the temperature above dew point. They are cheap to run and surprisingly effective. In addition you may wish to consider an insulated thermal blanket within the engine cowling. You could also install dehydration plugs which contain a silica gel which changes colour when moisture has been absorbed. All these items are fairly cheap to buy.

For lay-ups over a couple of months, you should really consider using specialist preservative oil as well as desiccant plugs. However, even this regime has its own problems. In particular, to remove some types of preservative oils you need to heat the engine with a ground run. Not good. Fortunately, to

get around this problem, there are 'fly away' preservative oils, such as Aeroshell 2XN, available. These specialist oils can be mixed with regular engine oil. However, if your engine is going to remain idle for an indefinite period, you should consider an undiluted preservation oil.

At the end of the day, it is a case of choosing the best of a bad lot!



The Bordeaux Bandits with their spouses. You will notice that their ladies are sitting together on one side of the table!

THAT RENAULT MANIFOLD BRACKET!

The article 'pre-flight inspections' in the last Newsletter, submitted by Michael Jones, and apparently written long ago by Brian Lecomber, brought back distant memories to Club member, and regular contributor, John Smith.

In the 1970's I used to enjoy reading paperback novels, generally with a flying theme. This was long before I started learning to fly, although the idea of doing so was certainly growing. One book that I bought was 'Turn Killer' by Brian Lecomber. The story starts with the antics of a flying circus, operating two Tiger Moths and two Stampses. Very early on in the tale, two of the aircraft, and one of the pilots, get written off in crashes. The display aerobatic manoeuvres, carried out by the remaining Stampe, I quite failed to understand, probably because I could not imagine any aircraft being flown in the manner described. But it was a good read and I kept the book.

Many years later I had learned to fly (insofar as I can be said to have done so) in my own Stampe. And I read the book again. This time I could make more sense of the flying passages, having regularly practised a few of the basic aerobatic manoeuvres myself. But not the more outlandish ones related in the story, and most certainly not at the low height performed by the central character, whose limp, resulting from flying mishaps, seemed all too likely.

By then I had heard of Brian Lecomber, and I knew that he was one of those aerobatic pilots who take their art to an altogether higher level than those of us with more limited abilities and ambitions would aspire to do.

The last Newsletter article deals with the effects of a broken inlet manifold steady plate on a Renault engine, which is a problem that I have encountered on occasions in the past. The plate fits between the top of the inlet manifold and the carburettor, and is bolted to the side of the engine block.

It is an essential component, and if it breaks, the inlet manifold is held in place only where it connects to the four cylinder heads, to numbers one and four heads by way of short lengths of stiff rubber hose, and to numbers two and three heads directly via flanges. With the steady plate broken, the lugs on numbers two and three inlet flanges also break in time, as the leverage applied by the lengthy unsupported inlet manifold and carburettor is considerable.

Turn Killer

Brian
Lecomber

My own experience of this occurred at the Branscombe classic car show and fly-in, held during the last weekend in July each year. One year, when checking the Renault after arrival, I found that the steady plate had fractured. Fortunately my co-pilot went off to search among the car spares stalls and returned with a length of radiator hose and some cable ties, with which we were able to secure the carburettor and manifold to the adjacent engine bearer. While we were thus engaged, two visitors to

the show (who are free to wander among the parked aircraft) came up to see what we were doing. One of the two men, obviously classic car enthusiasts, good humouredly lamented the fact that I had had to butcher a scarce radiator hose for a 1950's car to effect the repair. But needs must!

Two years later, again at the Branscombe event, the steady plate broke once more. However, by then I used to carry the kit I needed to put in hand this, and other running repairs. And while I was doing so, the same two chaps came up to take a look. Some coincidences are beyond fiction!

More recently I had a batch of steady plates made, with the angled part reinforced with welded gussets. No more problems (with the plate) since. But I still check it before and after every flight, along with all the other inspections. And I'm more than happy for anyone else to have a good look round in addition – a suggestion that Brian Lecomber made in his article. But not his novel! The final flying sequence described, involving the lead character, a twin Bonanza and a mafia Don, leave this writer either disbelieving or in total awe!

MEMBER NEWS

WHAT AM I GOING TO DO WHEN I RETIRE?

David Baron has confirmed that he has now taken over Stampe N14SV from his mother, Barb, as suggested in the last Newsletter. Consequently, he is now also a member of the Stampe Club.

Dave's Stampe now has a new home at Ray Community Airport located northeast of Detroit.



Barb and David with Stampe N14SV

Dave, who has just completed over 30 years flying 'heavy metal' (B727 and DC10's etc) with Federal Express, now admits that his newly acquired Stampe has now answered the often asked question "What am I going to do when I retire"? More importantly, Dave says that the Stampe has given him a new appreciation and love for aviation. And so say all of us!

SAD NEWS

BRIAN LECOMBER 1945-2015

It is with bitter irony that the news of Brian Lecomber's death on Thursday 24 September 2015 came almost at the same time that his (anonymous) article, from way back, was kindly provided by Michael Jones as featured in the last Newsletter.

His sad death, following a long illness, came as a shock particularly to his flying friends including Club member, Chris Rollins, who remembers Brian fondly from school days. Brian and Chris were close school chums and flying mates for decades.

Brian's career in aviation continued through to the early 2000's when, in 2004, he was awarded the Segrave Trophy in recognition of his services to aviation.

Brian's aerobatic displays in many different aircraft were legendary. This started when Brian formed the Firebird aerobatic team flying Stampses in Rothman's colours. But apart from being an air show star, Brian was also an accomplished writer. So much so that he became known as the Dick Francis of aviation!

He will be sadly missed by everyone, particularly his family and friends.

Brian Lecomber's novels can still be obtained from all the usual sources including Amazon.

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