

Summer Edition 2022

Stampe Club

STAMPE CLUB NEWSLETTER

2022 INTERNATIONAL FLY-IN



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

STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership. 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.

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For more information visit www.stampeclub.com

The Angus Buchanan Trophy!

The Stampe Club is delighted to announce a special trophy for a special man. Known to many and respected by all those with whom he had made contact.

The Angus Buchanan Trophy is made from crystal glass containing a striking image of a Stampe cleverly engraved within the glass which can be seen when viewed around '360'. It measures 250mm and stands on a 100 x 100mm base and weighs about 6 Kg.

The trophy will be kept by the Stampe Club as a mark of respect for Angus. However, a smaller version (100mm high) will be awarded to the most interesting (not necessarily) Stampe in attendance at the Stampe Club Fly-in on 9/10 July 2022 at Headcorn (EGKH) Kent in the UK.

The life of Angus Buchanan is best described by Robert Louis Stephenson:

'That man is a success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of children; who has filled his niche and accomplished his task; who leaves the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul; who never lacked appreciation of earth's beauty or failed to express it; who looked for the best in others and gave the best he had.'



Stampe Club celebrates Success of first International Stampe Fly-In

Largest gathering of Stampes in the UK ever recorded

The Stampe Club's first International Stampe Fly-In was a huge success with over 20 Stampe Aircraft flying in from Belgium, France, Germany and the UK. It was the largest gathering of Stampes in the UK ever recorded. Due to the success of the event, the Stampe Club Fly-in held at Headcorn (EGKH) will now become an annual event.

Apart from the main gathering of Stampes' the Stampe Club organised airborne guided tours (for the non-UK Stampes) to enjoy the local Kent landmarks like Leeds Castle, Scotney Castle and Camber Castle before flying over the Tenterden's Chapel Down vineyard returning to Headcorn for the evening event.



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The evening included a sit-down dinner with live music and a 'Best Stampe' (point based) competition which was won by a visiting Club member, Raymond Cuypers', Stampe (Reg 00-RAY) based in Belgium.

This year's fly-in was held in memory of Angus Buchanan, who was the Club's previous secretary. The club gives its thanks to Headcorn Aerodrome for their help in making the First- Stampe Club Fly-In one to remember!



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THE STAMPE CLUB

This is to certify that

Attended

THE STAMPE CLUB INTERNATIONAL FLY-IN 2022

at
Lashenden (Headcorn) Airfield (EGKH)
Kent, England UK

Held in memory of Angus Buchanan

Signed _____ Date _____

Aircraft Attendees at the Stampe Club Fly-in

G-AXRP,	OO-ESV
G-AYCK	OOPAX
GATIR	OORAY
GHJSS	OOGWB
GJJGI	OOLUK
GAYGE	OOAFJ
GAYIJ	OOWIL
GOODE	DEBVV
GBUNA	FBDME
GBWEF	




We are already planning for next year and the club looks forward to welcoming all members for what will be a truly memorable weekend in 2023.

The Stampe Club Website

The new club website is up and running (Stampeclub.com) and I am pleased to report many of you have already acquired your log-in details for the Member's Area.

Once you have a login you will see a black box in the bottom right of your screen that will take you directly to each page in the member's section. You can get a log-in online by submitting your email address and your chosen password. It will take a small while to get you approved and once you are you can access the full site.



The screenshot shows the homepage of the Stampe Club website. At the top, there is a navigation bar with links: HOME, EVENTS & NEWS, MEMBER'S AREA, CONTACT, STAMPE VIDEOS, JOIN, and MORE... The main image is a biplane flying in a blue sky, with the text 'Stampe Club' overlaid in a stylized font. The registration number 'D-EZXW' is visible on the side of the plane. In the bottom right corner of the image area, there is a button that says 'Log In / Sign Up'.


We hope to see the Member's Area grow and grow so if you have anything you feel should be in this area please contact me. Paul.Anderson@littletiffenden.com

From the Library

The new Stampe Club website has an excellent reference library where you will find all manner of information relating to Stampe Aircraft in all engine variants. It can be accessed via the members area.

You will need a log in to do this and that is a simple matter of completing the log-in registration online. The original library had been collated by Angus Buchanan and as I was tasked in migrating this information over to the new website it became evident just how much work Angus had put into the library on behalf of the club for which we are all grateful.

THE STAMPE CLUB[HOME](#)[EVENTS & NEWS](#)[MEMBER'S AREA](#)[CONTACT](#)[MORE...](#)


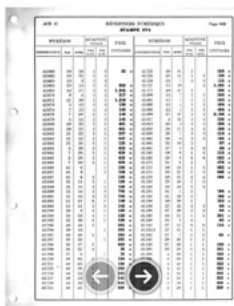
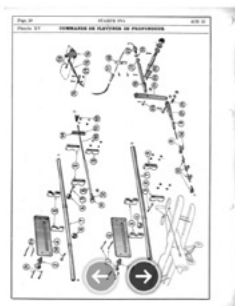





THE STAMPE CLUB LIBRARY


AIRFRAME


[GO BACK TO THE LIBRARY HOME PAGE](#)


PARTS MANUAL




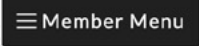
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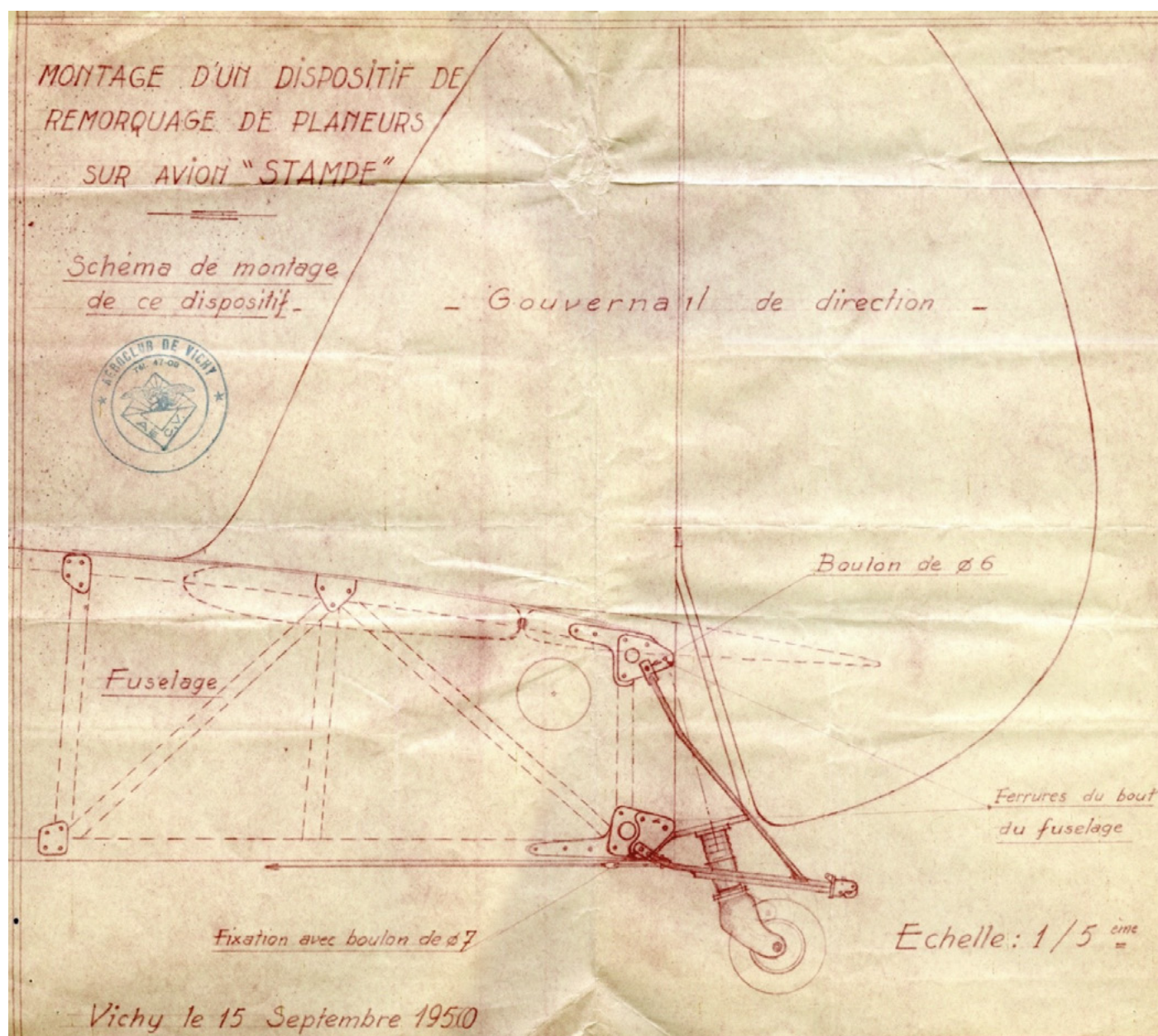
[Member Menu](#)

The Stampe Club library is available online at the club website.

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This weeks image shows the tow-hook profile.

As many of you will know, Stampes were used extensively in France for glider towing.



Profile of the tow hook used for glider towing.

A Moving Experience!

What happens if you cannot rely upon a band of able people at the airfield to help you move your Stampe?

If you're fit and strong enough, you could always move it yourself. This is possible on hard smooth surfaces, particularly concrete floors, but not so easy on soft muddy ground. What then?

Well, one way is to use a tail tug which, as the name implies, is secured to the tail, or rather the tail wheel.

Tugs can be battery powered or petrol. The former is more environmentally friendly,

whereas the latter generally have more torque. This is useful when negotiating muddy ground. Some have four small wheels: others have two or even one!

Most tugs are usually secured onto an extended axial holding tail wheel. Technically, a minor modification which (hopefully) should not cause too much anxiety to the 'authorities' in your country.



Note

The tug in the photograph (taken at Little Gransden – EGMJ) on dry hard grass was purchased directly from Power Tow Northwest Mfg. Inc based in Idaho USA.



An International Job!

Photos: Provided By Simon Carrel

After over 30 years of involvement with Stampe G-GMAX being 'laid up' during a rebuild, member Simon Carrel provides some heart felt and practical advice to anyone who is thinking about doing the same thing!

G-GMAX (S/n 141) was originally registered in the UK as G-BXNW when it appeared in the 1986 Biggles film, 'Biggles: Adventures in Time'. The plot of the story had about as much connection to W.E. Johns' famous novel as a Stampe has with the Space Shuttle... a long tenuous line of evolution! But anyway..., after the film was over BXNW was disposed by the film company and George Stinnes, (the late) Robert Brooks from Bonhams and I formed a syndicate and purchased her in about 1987.

George subsequently re-registered her as G-GMAX and she was 'on line' at the British Airways Flying Club at Wycombe Air Park (EGTB) until an unfortunate loss of power incident resulted in a hard landing which caused some undercarriage damage.



Biggles guise

Although returned to the skies following the repair, George decided to completely rebuild her and her last flight was in June 1991. She was stripped and a rebuild started.

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I had moved back to Australia, Robert was focusing his energies on building Bonhams and so the syndicate folded and George carried on alone. But over time, George focused more closely on his career at British Airways and glacial progress eventually became a standstill.

I reunited with G-GMAX in 2018 when George passed the reins back to myself and we put the restoration of G-GMAX in the hands of Stan Carlton Smith. However, there were inevitable hurdles and set backs.

Hurdle 1 ... sadly most of the early work had 'time expired' (from a licensing approval point of view) so we had to start again as if it were a new project.

Hurdle 2 ... over the years sitting in a hangar at Wycombe she had been "grave robbed" of the prop, almost all the instruments, harnesses, some flying wires. A few baffles and panels had also vanished. She certainly had become a 'basket case'!

Hurdle 3 ... the engine was actually quite low hours, having had a top end overhaul when George started the rebuild ... but we had to find someone who was knowledgeable enough about Renault engines to re-commission it without insisting on a full rebuild as this would seriously jeopardise the viability of the project.

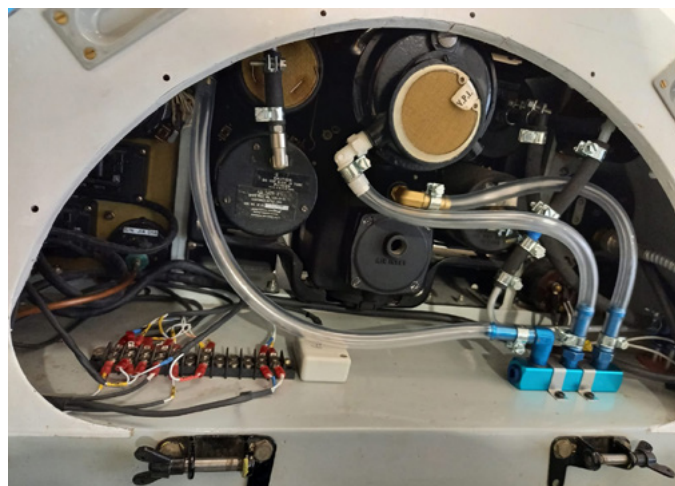
In Stan's safe hands we carefully checked all the timberwork of the wings. Quite a few repairs. Stan also had to strip the fuselage and recover that after quite a few adjustments.



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We also engaged the services of (the legendary) Fred Collinot, an Air France engineer and maestro of all things Renault and Stampe. So off to Compiègne (Northern France) went the engine.

Although we have had a fairly straightforward restoration, it has been a (very) long haul. The most frustrating thing has just been the time everything has taken. Fred took almost 2 years (partly due to Covid)... collecting a full set of period instruments took ages as I wanted a full panel in front and back to match my other Stampe G-AYWT (ex-Brian Lecomber). We had lots of false starts with instruments that couldn't be restored, wouldn't fit or were just not right ... Then we found that no one in the UK wanted to restore them because of health hazards with luminous paint!



But a raft of people have been amazingly helpful.

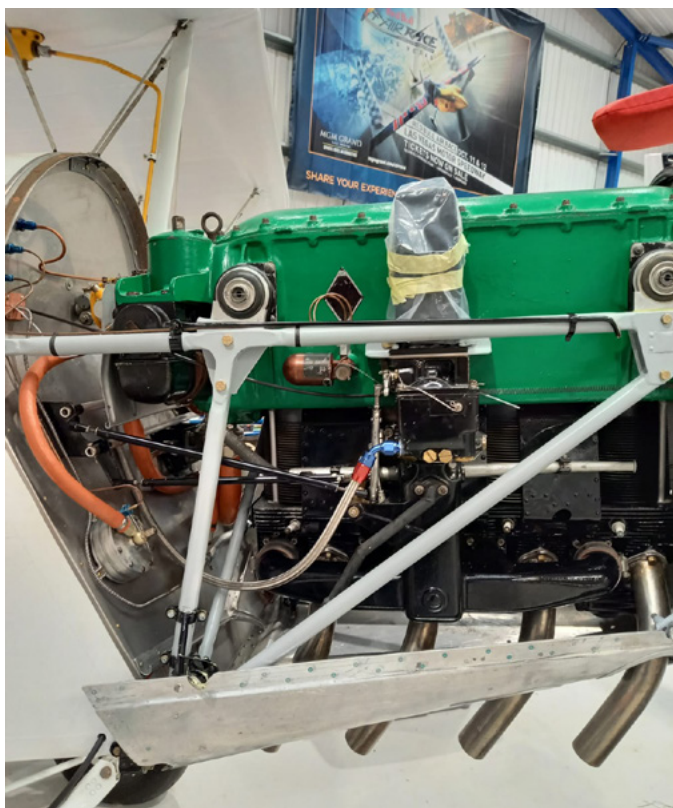
- Tony Bianchi has been a real star in helping us find and replace missing bits, and having new harnesses made,
- Fred Collinot supplied a lot of ancillary bits that the engine had lost, and, prepared the engine for use,
- Matt Webber at Luskintyre Aviation in New South Wales found a few original Stampe instruments from a job lot that he had bought in New Zealand,
- Rupert Wasey at Hercules made a beautiful prop using a genuine but damaged Helice Legere Stampe SV4 prop as a guide to copy,
- Jandakot Instruments in Perth Western Australia beautifully restored all the non-gyro instruments, and
- James Shedden at Aircraft Instruments Service in Brisbane, Queensland did an amazing job in restoring all the gyro instruments.

Others have supplied a variety of instruments, tailwheel, air start tank, flying wires and so forth.



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So here we are in 2022. Three decades have passed since her last flight and now she is pretty well back together. Fred came over from France to 're-commission' the engine and on 29th June G-GMAX taxied under her own power for the first time in 31 years! It was an exciting day. Even the air start performed flawlessly!



Just two more instruments for the front cockpit to go and we are finished there. Rear cockpit complete and a Trig radio with two control heads (one front and one rear cockpit) partners a Trig Transponder, all tidily installed in the panels.

GMAX has been done in a similar livery to G-AYWT except red and white rather than blue and white. Hopefully they will be flown as a "complementary" pair in the years to come sporting the colours of both France and the UK – red white and blue!

We've just had her weighed so now its paperwork, more engine runs, and hopefully an LAA permit to test fly before end of summer 2022. Watch this space!



Some individual points.

I Because I decided to have two complete panels we have had to install two Venturi tubes. This has been a compromise not needed for Gypsy engines with their suction pump. However I was intrigued that in the original Stampe 'Notice Technique' issued by L'Armée de l'Air in 1947 'Instruments de bord' included no less than 'Trompe VENTURI x 4'. Oh really!



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2 A standard 125mm dia (5 inch) Attitude Indicator (AH) does not fit easily in the cavity behind the forward panel because of the flying wires that come down into that space. Luckily I found a vintage looking AH made by AIM with a 75mm (3.5 inch) dial and a shorter body.

3 The port engine bearer always rubbed against the heat shield for the cylinders so we sculpted a small recess in it to be clear of the bearer.

4 One thing to watch for... the tachometer drive comes off the rear of the engine and the Jaeger tachometers are geared to two revolutions of the engine to one revolution of the cable. The drive unit we installed was either worn or defective and only drove at 4:1 giving a 50% reading on the tachometer. Mmm: Not helpful! ... So we had to install a new drive unit but this necessitated moving the engine forward by a couple of inches to give access. I am told that in France some people have re-engineered the firewall to have a small cavity to facilitate removal of the unit without moving the engine. I wish we had known ...! Alternatively, checking the correct operation of the drive before installing the engine is easy to do as you can watch the revolutions of the keyway in the tachometer drive as you rotate the crankshaft.

5 Finding a serviceable bottle for the air start wasn't easy. Because of the pressure it operates at (up to 30 bar!) it must be pressure tested and we had a few failures before we got a good one. And also we struggled with an original pressure gauge but finally found one in Melbourne, Australia.

Rebuilding a Stampe is a big job. Fred Collinot has restored four and describes them as "very complex". But given time (and an adequate budget) it is an eminently achievable and very satisfying experience. It IS hugely expensive when done with commercial labour and the enterprise and should not be commenced with delusions of financial reward! It has to be for the love of flying and passion for 'the Marque'.

I hope that G-GMAX will vicariously give other people as much pleasure in the future as embarking on this project has given me over the last 3 to 4 years. She's 76 years old now and I am 72. Nevertheless, I would like to think that my small contribution will see that she is still 'Touching the face of God' long after I am gone!

And finally some advice to 'would be' Stampe Restorers ... don't give up!



Not Just a Piece of Cake!

Pithiviers is a French town famous for its cake and gateaux dishes and also the venue of one of the best Stampe fly-ins in Europe. It has been a favourite for UK Stampeists for years before Covid. So this year, four UK Stampes revived the tradition to visit over the weekend of 9/10 July 2022.

The weather gods were smiling on us as the weekend approached. All except the god of the winds. Meanwhile, the mechanical gods were being appeased at Redhill (EGKR) where two days of work were coming to a conclusion to put a replacement cylinder head onto No 4 cylinder on my SV-4C following a reluctant exhaust valve induced loss of compression only days before. However, nothing was going to stop us getting to Pithiviers!!



By 09:45 (UTC), all 4 aircraft were gathered at Headcorn (EGKH), lined up, fuelled and ready to go. Roger Plail, the relatively new part owner of G-AYIJ was solo-ing with the largest piece of luggage ever seen disappearing into the front seat of a Stampe, Austin Trueman and his passenger Peter were ready with Austin's G-ATIR, Richard Berliand was also alone looking resplendent in the newly rebuilt G-BWEF and my own SV-4C, G-HJSS was ready to transport myself and Chris Jesson, of Stampe Formation Team fame across the channel.

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Firstly, the briefing. The route had been decided with a relatively short sea crossing from Lydd to Cap Gris Nez followed by a right turn over Boulogne to Le Touquet (LFAT). Ditching drills and formation procedures were discussed and agreed and frequencies written down before it was time to don life jackets, make sure PLBs were available and launch. The weather was spectacular with France easily visible from over head Kent and after 45 minutes we were on finals to runway 13. Whether this was the correct runway to be on finals to was up for debate, as the wind given to us was 260 degrees 10 to 15 knots! I decided to press on regardless and, whilst the tail was a little squirrely, all was well. As I vacated to head for parking, a couple of the arrivals behind were slightly harder work. Unfortunately one dark blue Stampe was observed to

chase her tail but was recovered with aplomb and was seen taxiing dragging a large amount of grass behind the tail wheel.

The route south via the town of Gasny on the Seine took 1 hour and 45 minutes and was straightforward with visibility only being restricted by the curvature of the earth!



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Our arrival into Chartres offended only the glider fraternity, who were winch-launching some beautiful engineless machines on long pieces of string and were understandably put out by 4 old biplanes (and their ageing pilots) who did not understand the correct RT procedures of this operation. A very polite and thorough briefing was given and we promised not to do it again!

Onwards for the short hop to Pithiviers. Quickly, the reservoirs to the north of the airfield hove into view and the smoke from three Stearmans quickly confirmed that we had indeed found the correct airfield and we arrived causing a, by now, familiar amount of mayhem to the equally familiar warmest of welcomes granted by Michele and Valerie Gallier and their ever helpful and friendly team at Pithiviers. The day passed in the most pleasant of ways, with talk of Stampes (Gipsys and Renaults) interspersed by moments of aerobatics and formation flying and the comings and goings of various types of lovely old aeroplanes and even a delightful Bell 47 helicopter.



As the sun set, the dinner gong was sounded and we all dutifully trooped into the hangar, now passing as a banquet hall, for the traditional Pithiviers dinner of Paella cooked by Valerie served with French bread and red wine. The background noise level rose in direct relationship to the amount of red wine consumed and was as loud as the interference generated by my Renault on my VHF radio.

The next morning started bright and clear, at least weather wise, and after a lovely breakfast, we saw a different side of Eric and his family as they turned into tour guides and provided a walking tour of Pithiviers,

past the town hall and the church, with a stop off at the Patisserie to purchase a traditional Pithiviers for Chris Jesson's French wife, Eveline. How this was to be transported in the locker of a Stampe already jam packed with oil and luggage was not yet determined, but would obviously be sorted out in the hours to come! After taking a few last photographs of our hosts' lovely little town, we set off for the airfield and on arrival the first task was to attend the brief for the Balbo of 7 Stampes to conclude the fly-in.

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I was lucky enough to be invited to fly in the Bell 47 with her owner which was a treat as I had learnt to fly helicopters in a 47 over 36 years previously and had not had the opportunity to fly one since. Whilst this was happening, my very good friends and flying partners filled up my tank in G-HJSS, for which I was very grateful. Trips away with several venerable aeroplanes requires great teamwork to keep the show on the road!

The winds were light enough to enable us to plan to LFAT direct. This removed the 2 hours it often takes for a refuelling stop. We arranged our flight to turn over the town of Ablis which, as well as providing a great landmark with its tower to the north, major road and railway, allowed us to avoid all the controlled airspace around Paris and also reduced the need to use our radios to the departure and the destination airfield, a rare luxury in these days of ever increasing air traffic. The flight went very smoothly with visibility again as good as you could ever want it for reasonably accurate map reading and we crossed the Seine near Mantes Charence,

passed west abeam of Abbeville by about 5 miles and joined onto a left base for RW31 at Le Touquet.

The winds were a little kinder to us on this occasion and all 4 Stamps pulled off excellent wheelie landings onto the tarmac without incident. The refuellers, who had got used to our antics by now, were extremely helpful and all aeroplanes had full tanks within the hour and we prepared to head back to England. The flight, in loose formation, up the beaches to the south of Boulanger, was as picturesque as ever with plenty of holiday makers on the sands looking up at the beautiful sight of 4 pretty biplanes overhead as we made our sedate way to Cap Gris Nez.

Lille information talked to us during our channel crossing and then we passed on to Lydd Approach who we waved at as we flew overhead. Austin and Peter bade farewell at this point as they turned for home at Little Gransden (EGMJ) and, after passing over Chris Jesson's house on base leg at Headcorn to tell his wife we were home, we all alighted onto home soil again after a 1 hour flight and a total

of just under 3 hours since leaving Pithiviers. After wiping oil away and a last re-fuel, G-BWEF and G-HJSS took off in formation to head for Redhill (EGKB) as the sun turned the landscape into that most gorgeous of golden brown hues and the shadows lengthened. A golden moment!

Our thanks to all our friends for joining us on our adventure and making it so much fun and to everyone at Pithiviers for such a warm welcome and for the companionship of our fellow Stampeistes!!

You can view a nice video by Lionel Romanin de Briare by clicking the link: <https://youtu.be/GgmQn2QBrf4>



Picture: Raymond Cuypers with the 'Stampe Van' outside of the Stampe & Vertongen Museum, Antwerp.



Old Van. New Owner

The 'Stampe Van' proved itself very useful at this year's Stampe Club international Fly-in. It was used to carry bottles of drinking water, club merchandise and used as a general storage point. It caught the eye of Raymond Cuypers of Raymond's Aircraft Restoration based in Antwerp and a deal was done to rehome the van to Belgium. Paul Anderson, the van's then owner drove the van the 190 miles (at 40 MPH) to Antwerp to hand over the keys to Raymond outside of the Stampe & Vertongen

Museum. Paul said "I did not really want to let the van go as I used it a lot around Headcorn Airfield in the UK but Raymond is very persuasive. I was delighted that it went to Raymond knowing it has gone to spend the rest of its days in Antwerp." On arrival Paul was given an amazing Belgium welcome as the museum was opened for a private tour and Raymond also gave Paul a guided tour of his extensive aircraft restoration facility and hangars based at Antwerp Airport.

We Want Your Stories

With members all over the world, it would be interesting to learn how things are going in your 'corner of the world'.

So, if you have anything you would like to say (particularly if it is amusing and/or controversial) or simply interesting to other members, please send it in. Don't worry about your writing skills, it is the story that counts!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is **30 June 2022**. Feedback in response to any of the items raised is always welcome!



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STAMPE CLUB NEWSLETTER

Summer 2022

©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.
