



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.

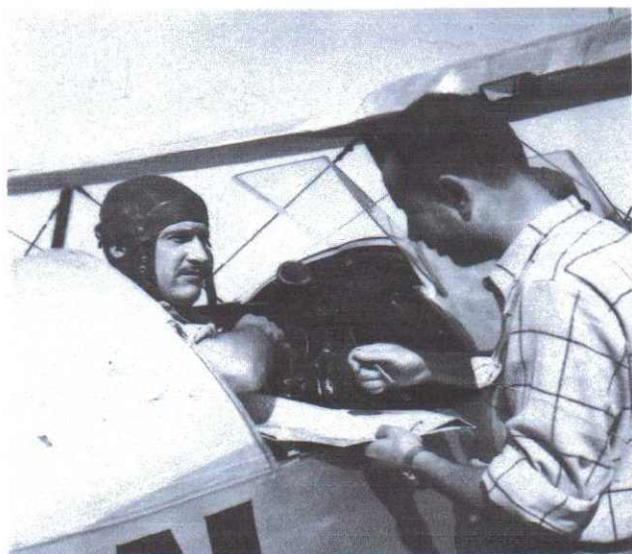
Spring 2015

NEW FLYING SEASON

Whilst the Southern hemisphere has its own seasons, in northwest Europe, the days are now getting longer and the weather getting better (hopefully) in time for the flying season...It's been a long winter.

So, before you get going be sure that both you and your aircraft are ready. Whilst this may be 'stating the bleeding obvious', it is worth looking at the number of hours you have flown since last year. Time flies!

Membership of the Stampe Club during 2014 increased with new members from Denmark, Hong Kong, UK and the USA. All very encouraging. As is the assistance and encouragement which exists on an international basis between members from around the world.



"Look, it's quite simple - What goes up comes down"
Photo: Courtesy of Pierre Jarrige via Regis Jouhaud

THE STAMPE CLUB'S WEBSITE

The overwhelming objective of the Stampe Club website has been to build something that is a real asset to members. The opening pages are available for anyone to see. However, we have created a login for members - which gives access to the 'real secrets' within... A Library of Technical Information, a Bazaar where you can advertise or request parts from members, an Events Schedule and an Ops Board.

These are beginning to be populated, but will work best if you join in and upload any information to which you have access. The Club's objective is that this central resource becomes '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 Stampe owners.

Contact: Angus Buchanan - secretary@stampeclub.org

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.

Contact: Angus Buchanan - secretary@stampeclub.org

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 international organisations responsible for licensing and flight safety etc.

NEWSLETTER CIRCULATION

Whilst the 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. You decide!

Contact: editor@stampeclub.org

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SUBSCRIPTIONS

Members should be aware that the subscription runs from 1st January of each year. Consequently, if you have not yet paid, please do so now or otherwise this will be the last Newsletter you will receive.



Please no cash but subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name. Your password for the members section of the Stampe Club website will follow.

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Contact Jo Keighley - treasurer@stampeclub.org

The Stampe Club accounts, completed up to 31 December 2014, will be available for inspection via the website: stampeclub.org. However, should you wish to receive a paper copy, please contact Jo Keighley.

Contact: treasurer@stampeclub.org

EVENTS

WHEN AND WHERE?

If you know of any Fly-Ins who would welcome Stampedes (and who would not) 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

25th Antwerp Fly-In
Antwerp, Belgium
Saturday 16 and Sunday 17 May 2015

If you have not been to one of these events before, you do not know what you are missing. You will basically have a bloody good time. Weather usually guaranteed!

Contact Danny Cabooter: stampe@skynet.be

Stampe Fly-In
Pithiviers, France
Saturday 20 and Sunday 21 June 2015

How about spending the longest day of the year in the middle of France. Angus Buchanan and a group of UK pilots are (weather permitting) thinking of going. UK Club members contact: angus.buchanan@virgin.net

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

Festival of Speed
Goodwood, West Sussex, England
Thursday 25 to Sunday 28 June 2015

This world renowned event has a special interest to Stampe owners this year.

Ventana, the specialist international aerospace company, is going to be exhibiting their products, including their foundry skills. This will include a 'new' (yes new) Renault engine crank case casting, the progress of which has featured in previous Newsletters thanks to the involvement of Club member, Laurent Stuck.

Prior to Goodwood, Ventana will also be exhibiting at the La Ferté Alais Air Show, South of Paris, on Saturday 24 and Sunday 25 May 2015 and then at the Airexpo at Moret-Lhém near Toulouse on Saturday 30 May 2015. At Goodwood, Ventana are offering all Stampe Club members tickets for the event, but please note that these are valid only for Thursday 25 June 2015 when Ventana will be happy to meet any interested Stampe Club members for drinks in the evening.

Tickets for 25th June 2015 can be obtained by sending your contact details to Laurent Stuck

Contact: lf.stuck@gmail.com



Aces High – Stampes masquerading as SE5's in the WWI movie

TECHNICAL

LOOKING AFTER YOUR RUBBERS!

Some simple tips which will enhance the life of your tyres.

Ideally tyres and tubes should be stored vertically (not on a nail in the wall) in a cool, dry place out of direct sunlight. Temperatures should be between 0°C and 30°C. Particular care should be taken to store tyres away from fluorescent lights, electric motors, battery chargers and other similar equipment as these can create ozone which has a deteriorating effect on rubber.

Care should also be taken that tyres do not come into contact with oil or fuel or other similar hydrocarbons, so watch where you park your aircraft.

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 inter-action 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.

Contact: www.stampeclub.org or if you have difficulties technical@stampeclub.org

GENERAL INTEREST

NEWSLETTER CONTENT

The Editor continues to encourage contributions from Club members who wish to 'air' their own views and/or expressions, without fear or favour and to offer advice on technical matters with latitude in expressing opinions on controversial subjects, so that Club members can be better informed.

However, all comments should be directed to the Editor, in (hopefully) a good natured, mature and considered manner which encourages debate and further understanding. Please remember that no one Club member has a monopoly on good advice and/or ideas. Consequently, your views are important.

Contact: editor@stampeclub.org

TAMING THE TIGER

A useful series of videos on You Tube which Stampe owners will find useful. As they say, there is always something to learn!

Tiger Moth and many other vintage aircraft pilots will benefit from watching Nigel Reid's series of ten educational videos.

In essence, these videos fill the 'knowledge gap' as well as a gap in training information. Even for seasoned veterans, there is likely to be an odd 'nugget' of useful information.

Simply google You Tube and type in DHMC Taming the Tiger. Start with the introduction and work your way through.



No, not the Steering Committee, but a cigarette advertisement from the early 1970's. Now, of course, such ads are banned in most countries. Photo: Courtesy of Regis Jouhaud

EUROPEAN RULE CHANGES

The Standardised European Rules of the Air (commonly referred to as SERA) took effect across Europe on 4 December 2014 and in the UK superseded most (but not all) of the UK Rules of the Air Regulations 2007. Full details of the rule and the associated changes are contained in the SERA web pages.

SERA is based on the same International standards as the Rules of the Air in most European countries and, in most respects, they are identical. However, there are some differences.

Visual Meteorological Conditions

SERA requires aircraft flying VFR in controlled airspace to remain 1500m horizontally and 1000ft vertically from cloud and in a flight visibility of at least 5km at all times.

However, the UK's CAA is temporarily allowing aircraft flying VFR within Class C, D and E below 3000ft AMSL by day at 140kts or less to continue to apply the 'clear of the cloud and with the surface in sight' minima as they have always done. This temporary arrangement currently lasts until 4 August 2015. A permanent arrangement has yet to be finalised.

Cruising Levels

The quadrantal cruising levels system historically used in the UK does not exist in SERA. Instead, the semi-circular level system, which applies throughout the rest of the world, is to be used. The new system, took effect in the UK on 2 April 2015.

Minimum Heights by Day

Although SERA changes the minimum height to a blanket 500ft above the surface, the UK's CAA has used the flexibility provided in SERA to allow aircraft to fly below 500ft provided they are 500ft away from persons, vessels, vehicles and structures – in other words no change from the UK's former '500ft Rule'. The UK's CAA has also granted generic permissions to allow for all the long-standing exceptions such as gliders hill-soaring, aircraft picking-up and dropping articles at aerodromes, practising forced landings and flying displays/air races/contests, to continue unaffected. Otherwise 1000ft is the minimum height over cities, towns or settlements or over an open-air assembly of persons above the highest obstacle within a radius of 600m from the aircraft.

Rights of Way on the Ground

Rules on overtaking and giving way are now less specific. Aircraft and vehicles overtaking other aircraft and vehicles can now pass on either the left or the right!

The Right Hand Rule

The UK rule which required aircraft to be flown along the right hand side of line features ceases to be a legal requirement. However, it is still considered to be good practice as a means of avoiding collisions with aircraft coming the other way, and so, is strongly recommended.

MEMBERS' PROFILE

BARBARA BARON

New Club member, Barbara Baron, is a serious flyer with some 15,000 hours and a host of ratings, including instructing, with the FAA.

Barbara Baron flies her Lycoming engined Stampe (Serial No 537) from Blue Ridge Airport(KMTV) in Virginia, USA.

The Stampe was previously owned by Tony Tim (a Pan Am captain) who flew it from the Naval Air Station at Willow Grove in Pennsylvania. He needed funds to buy a small airport and said to Barbara "If you can fly it, I will sell it." The rest, as they say, is history.

Barbara and her late husband (ex Navy) recovered the wings, changed the brakes and electrical stuff. It

was also during this time, that Barbara was promoted to FAA Designate Pilot Examiner and taught students. Recently, retired after some 5,000 check rides, Barbara is still involved with a small college aviation programme in Virginia where she now has more time to fly Stampes.

Contact: redb75@comcast.net



Barbara Baron in her Stampe

MEMBER VIEWS

EASA REQUIREMENTS FOR 8.33 KHZ RADIOS AND MODE S TRANSPONDERS

Moving swiftly away from adjusting brakes, Club Member, Jo Keighley, offers more useful general advice; this time for European Stampe owners who may be considering what type of radio and/or transponder equipment to buy. Comparison costs are quoted in GBP.

Is 31st December 2017 a date which is firmly written into your diary? That is the date by which your Stampe is obliged, by EASA, to have an 8.33 KHz frequency separated transceiver fitted.

The cheapest solution is to fit your aircraft with a portable ICOM transceiver which can be semi-permanently installed. The option of going this route and permitting a portable transceiver to be the primary means of air to ground communication was agreed by the CAA in a concession to GA pilots to reduce their costs of doing the required conversion. The great disadvantage of the portable solution is reduced range. Personally, I would feel uncomfortable flying the Channel relying on a portable as my sole means of communication!

The option most aircraft owners will take will be to change their existing radio installation, installing a new one. The question then arises as to which radio to choose? There are two factors here to think about: the cost of the radio, but also the cost of fitting it.

Almost every Stampe I have seen has a different radio set-up. Some are panel fitted, some are fitted into a console forward of the stick. Buying a replacement radio which will slot straight into the slot from which you are removing the previous installation will always be the cheapest and easiest solution.

One further consideration is power consumption. Most Stampes are not fitted with alternators, so there is only the battery to power your avionics and the more power your avionics use, the faster your battery will run flat! You need all radio kit to have minimal power consumption, both at idle and when transmitting, but you also need decent range for transmitting. Fortunately, modern technology has made good advances on the power consumption front, but you should check with your supplier before buying, that your chosen unit is suitable for an aircraft with only a battery and no alternator.

Before selecting your product, it is worth considering the question of lighting. Is the display always easy to read? A standard LED display is probably fine if the existing radio is located in the main instrument panel just in front of you. In that case, the Trig TY91 for about £1500 incl VAT is a popular solution easily read with LED display, although the FUNKE ATR 833 is cheaper (about £1200 incl VAT in the UK), but the display is less clear and harder to read in sunlight.

My own Stampe had a Becker radio unit with standard back-lit LED display mounted in a console between my legs. On a bright day, it was almost impossible to read its display while flying. The radio was great, but how useless is it if you cannot see what frequency you are using or seeking? Unusually, I acquired my Stampe several years ago with an old Terra Mode A transponder. It had a glowing red LED digital readout, which was very clearly readable in all conditions, but when switched on it used up the battery at a voracious rate. However, it clearly demonstrated to me the merits of having a lit digit radio display.

So now I have opted for the FUNKE ATR833 radio with OLEG display with glowing yellow digits so I will be easily able to see what frequency I am on, even in bright sunlight. Power consumption of this unit is almost exactly the same as for the black on white LED display version. It retails at slightly more than the classic LED unit, but for my purposes, that will prove money well spent.

Before you take any decisions, you would do well to consider the transponder situation as well. For the parsimonious members, there is absolutely no need



Radio, GPS and transponder set behind the front seat. Well away from sunlight.

to fit a transponder if you intend to operate flying VFR in Class G airspace only. You can cross Class D airspace in VFR without a transponder with prior permission and you may also fly in a TMZ and can fly internationally quite legally without carrying a transponder.

All the above being said, a transponder is becoming a more and more desirable piece of kit to have on board. The 'rules' are now that you may not install a transponder as a first-time installation unless it has Mode S. However, if your aircraft already has a Mode A or Mode C transponder fitted, you can continue to use that for as long as you want.

Having researched the market carefully, I have decided to put in FUNKE units, the ATR 833 OLED transceiver and the matching and the TRT 800H OLED Mode S transponder.

If you decide to go down the Trig route, then arguably the right transponder for you is the Trig TT21 unit because its power consumption is much more compatible with aircraft having a battery and no alternator than the more power consumptive Trig TT22 unit.

There are, of course, solutions with other manufacturers' kit, or you can mix and match as you wish. I recommend you research the market fully – different kit may better suit your needs and the radio set up in your particular Stampe.

While you are at it, you are advised to buy the pre-wired cable adapter harness unit as well (about £150 in the UK). It saves a lot of fitting time and expense. The next step, depending on your country of registration, is to get minor mod approval from the appropriate authority. You are well advised to get the new radio kit fitted by a radio engineer, even though it will be an expensive option. It is a sound insurance policy to know your radio kit has been correctly and competently installed. The fitting cost and paperwork

are significant cost items for your budget. Get a few estimates.

Although 8.33 KHz radios are only mandatory in Europe, you should expect to have to junk your old kit.

In less than two year's time you will have to change your radio anyway, so my advice is that you should bite the bullet sooner rather than later!

Contact Jo Keighley - treasurer@stampeclub.org

PEOPLE

ERIC TABARLY

Club member, Michael Jones, who lives in the South of France, has provided an interesting photo taken from a book about the French yachtsman, Eric Tabarly.

Eric Tabarly was a well known international yachtsman who was lost overboard from the old Fife cutter, Pen Duik I, in the Irish Sea in 1998.

He was in the French navy and was learning to fly a Stampe. The airfield was in Morocco and the photo is almost certainly of Tabarly and his instructor after his first solo.



Eric Tabarly and his instructor
Photo: Courtesy Michael Jones

Michael met Eric Tabarly some years ago and was delighted to discover that he had learnt to fly in a Stampe!

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