

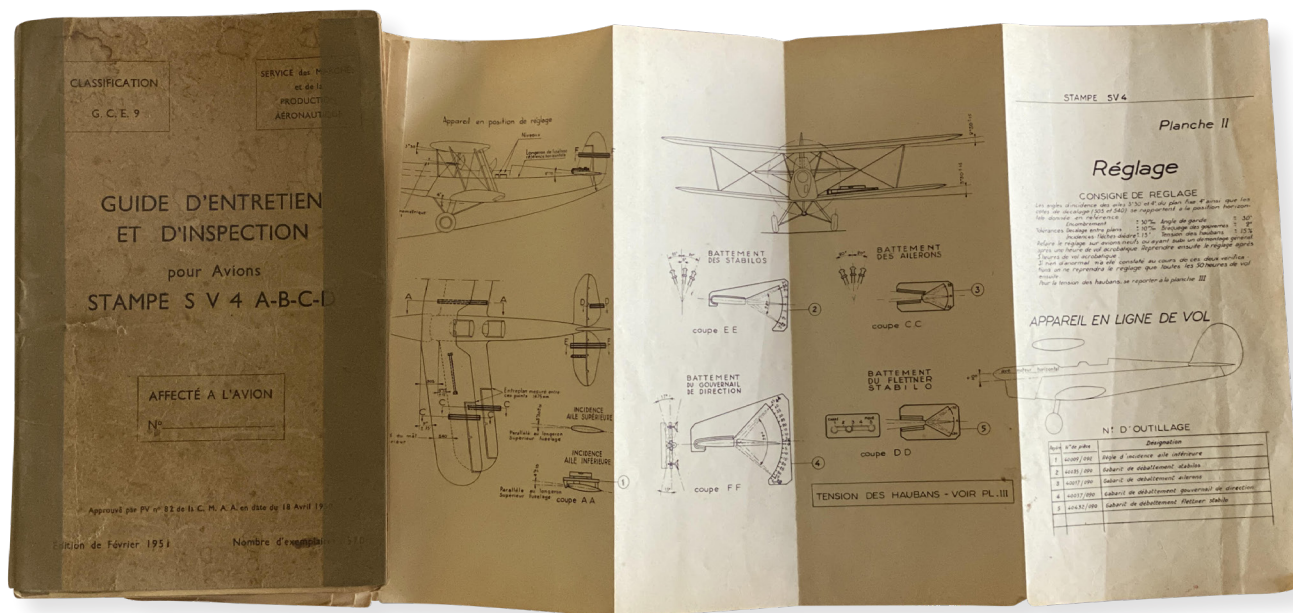
Spring Edition 2020

Stampe Club

STAMPE CLUB NEWSLETTER



SPLENDID ISOLATION
COVID-19



Maintenance and inspection guide for Stampe SV4 A-B-C-D Aircraft. Published February 1951

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.



INTRODUCING THE NEW STAMPE IDENITITY

As a Club, run by members for members, there is no doubt that its *raison d'être* will remain assisting members in keeping their fine aircraft in the air. This also includes the way the Club represents Stampe Owners. As a result, we have embarked upon a re-branding process that will 'gently' be rolled out over the next few months. We hope and trust members will be pleased with the results.

As you can see, the Newsletter receives the opening treatment; to be followed by a new look Website and Forum with other written communications. Members will appreciate that such work often attacks the finances of organisations! Rest assured that the modest means of the Stampe Club have not been impacted - thanks to the generosity of member, Paul Anderson, bringing the talents of his company, Gravity Global, to our rescue. We have considerable resources within our membership. Thank you, Paul. Fine job.

OBJECTIVES OF THE 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.

Contact: newsletter@stampeclub.org





What a start to the year!

If the unusual (but now all too familiar) traumatic weather patterns throughout the world are not enough, the year has now brought a truly unprecedented virus disease which has killed thousands of people throughout the world.

At the time of writing, the world economies are in collapse, not least of all because of the effects of the Coronavirus and, as a result, the funds which governments are making available for supporting their respective people. For many nations, they are now in, what is being increasingly described, as war footing. War against a deadly invisible foe!

Due to the seriousness of the present global situation, this Newsletter will not attempt to provide any details of the Coronavirus, as members will be well informed via the general media. With such a serious background, it seems somewhat inappropriate to even mention anything to do with leisure. But life continues!

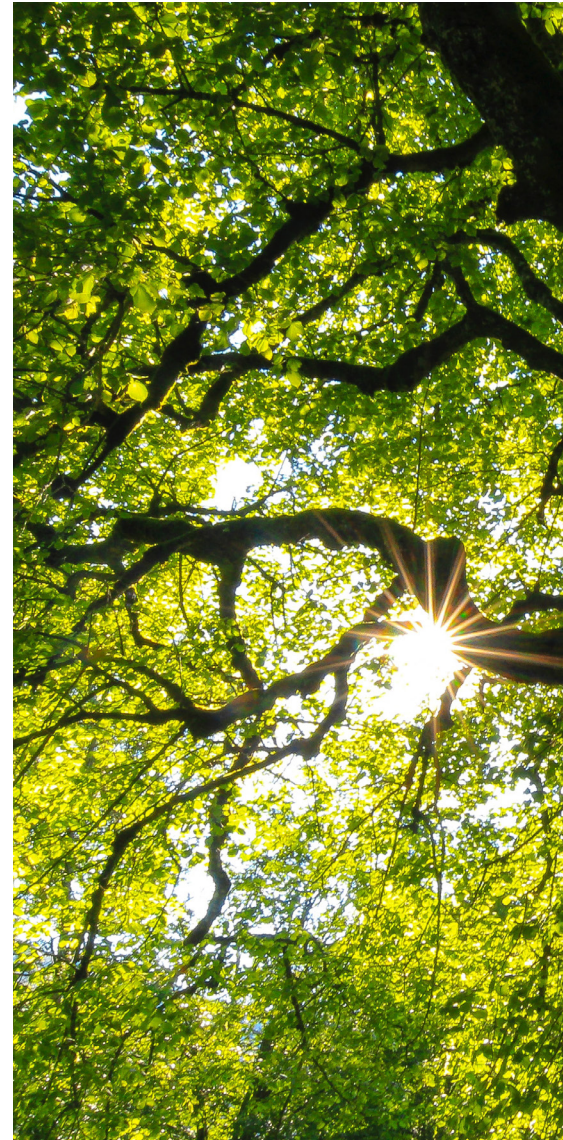
It is noticeable how various countries have (or have not) implemented changes to their airspace.

For example, at the time of writing, Belgium, Norway and Italy have already closed their airspace to VFR.

Whereas in France and Spain, it would seem that VFR flights are not specifically banned, but would be subject to restrictions in respect of non-essential travel. Interestingly, there are no current plans for the UK to ban VFR, but those may also be subject to the general 'non-essential movements' curfew.

The message from the GA community is that they fully appreciate the need for restrictions and are observing them. This obviously does not apply to search and rescue.

All we can hope for is a release of the non-essential travel restrictions!



What's your carbon footprint?

With an increased awareness of the adverse effects of burning fossil fuels it might be worth thinking about a 'climate change' badge to emphasise your awareness of the environmental impact. But how?



Well, quite easily by carbon off-setting! Firstly you need to know that for Avgas /UK91 fuel, the CO² 'emission rate' is 2.2 per litre. So, the first thing is to calculate your annual usage in litres. On the basis that most Stampes burn about 35 litres an hour (for average use) and most Stampe pilots log no more than 30 hours a year, the total annual usage is quite simply 35 x 30 = 1050 litres. Now calculate the CO² impact as follows:

Annual CO²

$$1050 \times 2.2/1000 = 2.31\text{t CO}^2.$$

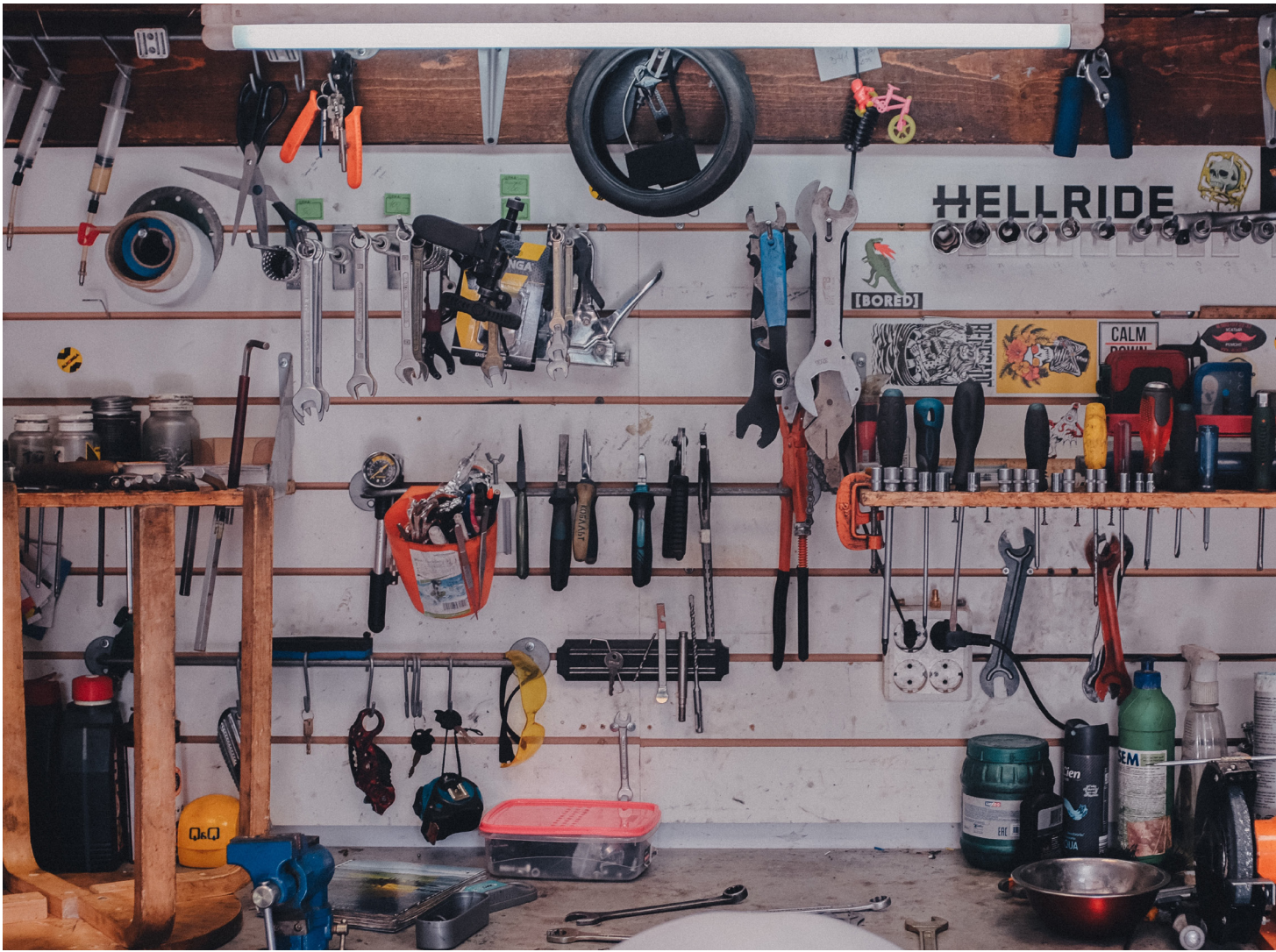
In other words between 2 to 3 tonnes of CO² per year.

The cost of 'carbon off-setting' varies greatly, depending on the scheme you decide to support, but a figure of 12.90 GBP (or equivalent in other currencies)/tonne would be typical. So for a 30 hours a year pilot, the annual cost would be just under 30 GBP or the Euro equivalent. Remember this is an annual cost, but having said that, it is pretty insignificant when compared with the annual cost of running a Stampe.

What do you get for your money? Well, two or three trees and a 'clearish' conscience. There is advice on the types of projects you can support at www.ethicalconsumer.org.

One UK company, Carbon Footprint (TM) offers a certificate to prove you are aware of the effects of climate change. You may also get a Christmas card from Greta Thunberg!

However, regardless of members' own personal views, it would seem wise not to underestimate the changing times when it now seems acceptable for children to skip school in order to go on protests – as long as it is about the climate. To be forewarned is to be forearmed!

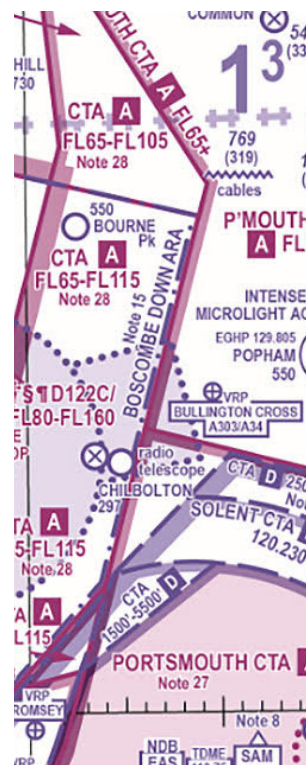


Stolen UK airspace!

The theft of a large section of the UK's airspace associated with Farnborough Airport (EGLF) has now been taken, albeit strongly disputed by just about everybody apart, of course, from the airport themselves.

The now complete changes to the airspace around Farnborough Airport will restrict the already congested airspace in the southeast of England between Heathrow (EGLL), Gatwick (EGKK) and Portsmouth Control Areas. It is now open to increasing 'opportunities' for even the most careful pilots to infringe.

So complex and far reaching are the changes that the UK's CAA has published a guidance leaflet with the various zones colour identified. Something for which Pablo Picasso would have been proud!





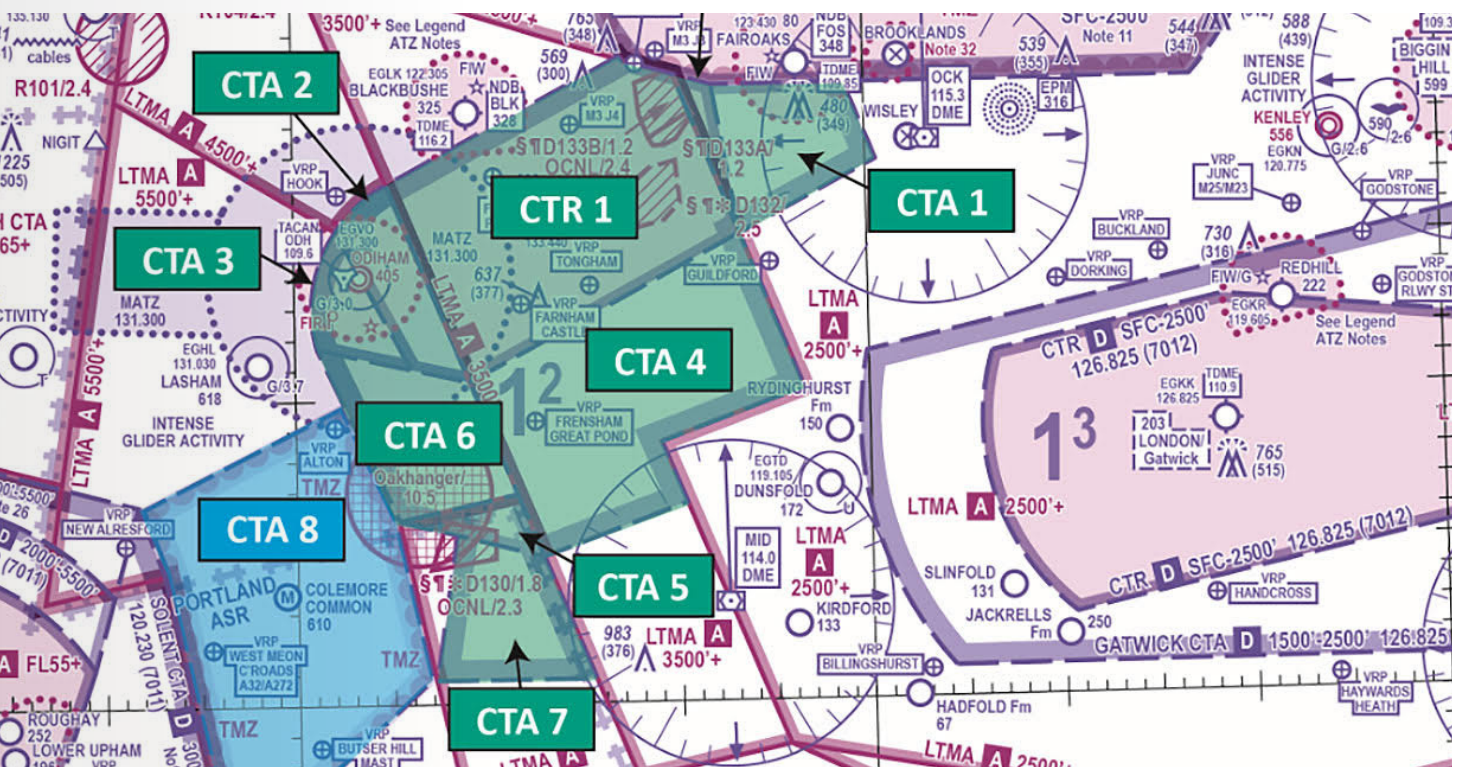
Ageing aircraft components

The UK's CAA has recently issued a Safety Notice (Number: SN-2020/005) which highlights the difficulties of sourcing spares for older, often unsupported, aircraft. Something stampeists have been aware of for sometime.

The UK's CAA investigations are ongoing, but there would appear to be growing evidence that whilst some original engine parts may be acceptable for short (aerobatic) sorties, but long sustained cross country flights are another matter.

The situation is further complicated when replacement components are available, which may or may not conform to the original design. In these cases, stampeists should ensure these parts are eligible for use by checking that there is evidence of appropriate release documentation and, if applicable, modification approval. So called, informed reassurances of acceptability of parts are no substitute for documentary evidence.

The Stampe Club owes a debt of gratitude to Guy Sollefeld who, as well as Dave Capon, has been at the heart of activities in re-manufacturing various parts on behalf of Club members. As a result, members have been able to take advantage of the opportunity to obtain new parts at a reasonable price because of a 'bulk' order. As a result, members are encouraged to keep a look out for other potential opportunities for the re-manufacture of parts.



When things get back to something like normal

Apart from a lack of flying time, there is also your aircraft to think about. But what to do in the meantime?

Well, your flying time can be made good, but make sure your first flight is a short familiarisation type sortie, perhaps initially around the airfield. As we all know, flying skills are time limited. No use, you loose!

However, your Stampe is another matter: How to stop any serious deterioration when you cannot even get to the airfield. The answer is you can't! But when (or if) the non-essential travel restrictions are lifted, you can try to make up for the lack of TLC.(tender loving care)

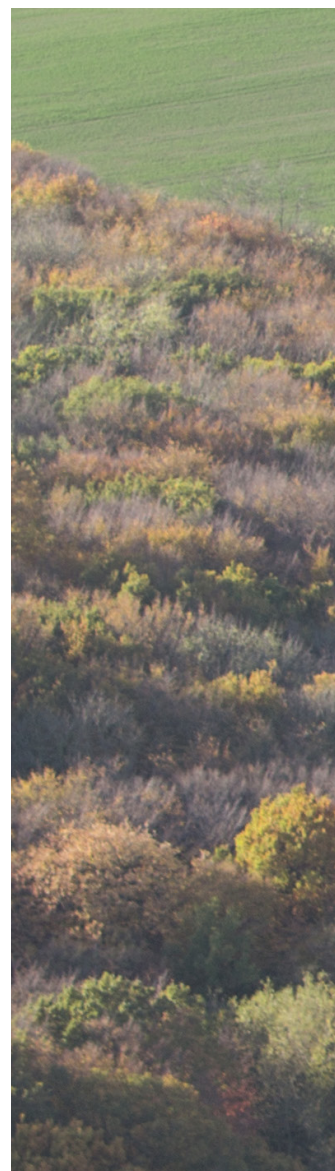
The airframe will probably need a good going over. Soap and water are usually best, but no detergents. And not too much water, just enough to loosen the dirt as well as to avoid a wet hangar floor. Ideally, cleaning is best completed outside. The light is usually better.

The engine is another story, but whatever you do, don't simply turn the prop as this will only remove any residue of oil away from the cylinder barrels. Even worse, don't just start up and run the engine on the ground. This will cause undue wear until the oil reaches at least 77° (170°F)

Until the 'non-essential' transport restrictions are lifted, there is little you can do but 'plug the holes'. That is the exhaust stub and carburettor. Used yogurt tubs are quite useful.

To be clear, it is condensation within the crankcase which mixes with burn fuel and oil which will cause corrosion unless you use the engine. That means fly.

Aero engineers often say that if an engine is not used at least once every couple of weeks, it is under utilised. That's worth a thought!







A special Stampe day!

Eddy Kerkhofs writes from Belgium about a special reunion last year of two Stampes (a SV4B and SV4C) and two old friends, just proving that, at its heart, aviation is an emotional activity!

Sunday 12 August 2019 looked like a typical weekend day at the Kiewit (EBZH) Aeroclub, home to Stampe (SV4B) Reg OO-LUK (Belgian Air Force markings V4I), but it wasn't.

The arrival of a Stampe (SV4C) Ref OO-SPM, from Zoersel (EBZR) with pilot/owner Michel Kenis and his pilot friend Bruno Bedert wasn't just an out of the blue arrival. Eddy Kerkhofs, owner of V4I, had already parked his Stampe on the grass when OO-SPM pulled up nicely alongside. What a gorgeous sight it was.

Bruno and Eddy go back to 1986 when they both joined the Belgian Air Cadets. Bruno pursued a professional career as licenced aircraft engineer whilst Eddy chose to become a Belgian Air Force pilot and later joined the airlines. Michel, who successfully runs his own business, caught the flying bug when, as a young lad, he was flying around with his uncle in ... V4I OO-LUK!

As a young man, Michel decided to buy his own 'not so airworthy' Stampe. After restoring it back to flying condition. It is now the gorgeous OO-SPM we see today.



'So, was it just a meeting of aviation friends in their Stampes then?', I can hear you ask. Well 'No, it was far more'!

It was exactly 50 years ago that Bruno's late father, Marc, flew V4I as a student pilot in the Belgian Armed Forces. Consequently, this special occasion had to be celebrated and Eddy kindly offered Stampe V4I to Bruno for an unique flight.

That Sunday afternoon Bruno took to the sky in the same aeroplane his late father had been flying as a student pilot exactly 50 years before. It was an emotional moment in many ways. A nice tribute to a man who passed away too early doing what he loved doing most ... flying.

Bruno and Michel flew their Stampes in steady formation whilst Eddy and photographer Pieter-Jan Luyten flew around them in the Cap 10 capturing the moment! A special day for all involved!





PAUL ANDERSON
STAMPE - SV4C 242

I have always been a private pilot with 80% of my flying being in a Cessna 150K – the Reims built version. Being built in France is the only similarity between my Cessna and my Stampe.

Buying the Stampe was a step in to the unknown but I had always had a romantic notion that a vintage biplane was where my flying should go. The tailwheel learning curve was tough and I don't think I was a natural but so far so good.

You can't own a vintage biplane without being intrigued by the history of it. G-AYGE is a STAMPE SV4C no. 242 with a Renault PO3 engine that has an air starter. It was built in France. After WW2, the French government used to lend planes to 'aéroclubs', for aeronautical activities and civil pilot training. F-BCGM was one of these aircraft.

It was first registered with 'A.C Marmande', the Aero Club of Marmande which was the Aero Club of Gascogne. Vincent Guillon, the secretary of the Aéroclub de Gascogne based at Marmande has confirmed this.

On the club's website, 2 pictures appear that feature F-BCGM. One picture is from the date of delivery in 1946 and the other is in 1952. F-BCGM was used as a training aircraft and a glider tug between 1946 and 1969 when it was sold to the United Kingdom.

The colour scheme remained the same throughout this whole time in France. It was silver with a black lightning flash down the side and black struts, undercarriage and propeller. The tips of the propeller were yellow. You can just make out some lettering on the cowl and this has been confirmed to say 'Aéroclub de Gascogne Marmande' by Vincent Guillon, Aéroclub de Gascogne's secretary.



Picture: Paul Anderson. Aviation artist: Andrew Dillon

How the SV4c 242 found its way to Paul

3.7.1970 On July the 3rd Philip Meeson, becomes the owner of F-BCGM and the registration changes to G-AYGE. Philip Meeson, 5 times British Aerobatic Champion who became the CEO of Jet2Holidays.

1.4.1971 The aircraft changes hands to Jeremy Mitchell of Cambridgeshire. He paid £3145.00 to include insurance. Philip Meeson flew the aircraft up to Sywell aerodrome with Jeremy Mitchell as passenger; where the aircraft would be. It then moved to Sibson where Jeremy Mitchell was trained to fly the aircraft by Barry Tempest who has flown 350 types and variants from the Sopwith Tabloid to the Jet Provost. He also flew in the Rothman's Aerobatic Team that flew Stampses.

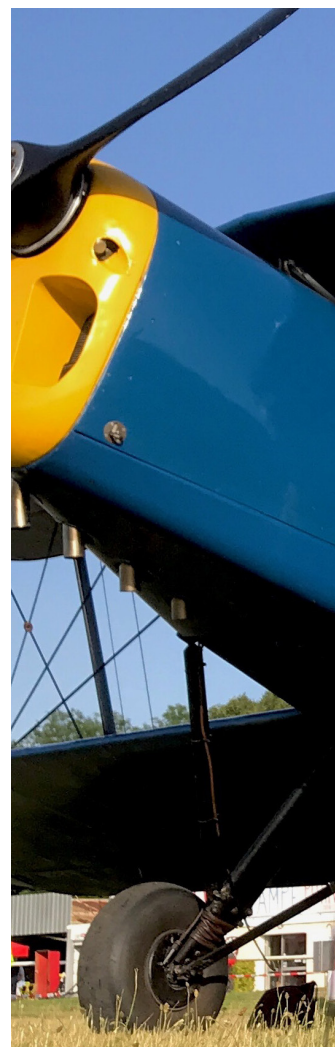
It was at some point between the next 3 owners that the paint scheme changed colour to the current day blue and yellow scheme.

1.5.1974 Jeremy Mitchell sells G-AYGE to Simon Ward, a very young heir to the Ward-White shoe company that was eventually bought by the Halfords Group companies.

21.1.1977 Owledge Ltd now become the registered keepers of G-AYGE.

16.3.1981 G-AYGE now is owned jointly by Herbert Creek of London and Michael Conner of Hertfordshire. They only had ownership of the aircraft for 4 months.

5.8.1981 The Honourable Amschel Mayor James Rothschild of the banking family is now the owner of G-AYGE. As far as we can tell, the aircraft was kept at his home, Home Farm in Suffolk until his death in Paris in July 1996. I was chatting with Toni Bianchi of Bianchi Aviation Film Services and told me that he had been key in acquiring it in the early 80's for his old friend Amschel Rothschild and looked after for about 10 years.



Picture: Bottom left, Richard Foord





02.12.1996 After 15 years ownership and following the death of Amschel Rothschild, G-AYGE becomes the property of Ian Proudfoot, the son of Sqn Ldr 'Hoof' Proudfoot. Hoof was tragically killed in July 1996 flying a Lockheed P38 Lightning at an air show at Duxford. The Rothschild and Proudfoot families were close friends.

16.4.1997 G-AYGE changes ownership within the Proudfoot family to include Lee, Ian and Susan as owners. We know that Lee gained his Private Pilot's Licence in G-AYGE.

5.12.2014 G-AYGE sees Ian Proudfoot leave the ownership and it is now just Lee and Susan Proudfoot that own the aircraft.

12.6.18 After 21 years ownership in the Proudfoot family, they finally say a sad farewell to G-AYGE. The aircraft comes into my ownership. G-AYGE was collected from the Imperial War Museum Duxford by Paul Anderson and Gavin Ashdown where it had lived for many years. Lee Proudfoot had really looked after the aircraft and it had not flown many hours yet was always well maintained.

So what does the future look like for SV4C No.242? The aircraft is based at Headcorn Airfield, Kent in the UK. There is a strong Stampe Community at Headcorn so it is in good company. A while ago we set up a grass strip called Tiffenden Airfield which is my home. In 2019 we had the first UK Stampe Fly-in. You can see it at <http://tiffendenairfield.weebly.com/stampe-fly-in-2019.html>. It is hoped that we will manage another fly-in in 2020 (Date to be arranged) and all Stampe flyers are welcome.

The Stampe Club is run by members for members. We'd like to hear your Stampe story and feature your aircraft. You may have been flying it for years or building it for even longer. Whatever your story tell us about it. To see your Stampe featured on these pages please send your words and pictures to: newsletter@stampeclub.org



Lessons from the past!

Club member, Michael Jones writes from France to provide some handwritten notes, by the late Neil Williams in the late 1960's, (formalised by the Editor only for clarity) following a non-fatal accident to Stampe G-AVCO (S/N 1040) at Redhill (EGKR) after failing to recover from a spin. These notes are still very relevant today. Take note!



Aerobatic flying in Stampes

1. The Stampe is a docile aeroplane in the single seat configuration, the only problem with the two seat version being that the aircraft will sometimes flick under negative 'g' when the front windscreen is fitted. I consider that the front windscreen should always be removed and the front cockpit covered before carrying out any serious aerobatic practice.

2. Because of the docile behaviour above, it is thought that there may be a tendency amongst some pilots to assume that they will never meet a situation outside their control, and they may tend to become over confident and misuse the aeroplane.

3. Whilst agreeing that wearing a 'bone dome' saved one pilot from greater injury, it should be remembered that the object is to prevent accidents, rather than accept that one is inevitable. Furthermore, there is a case on record of a pilot pulling $5\frac{1}{2}$ 'g' wearing a 'bone dome', and he suffered a disc failure in his neck, requiring a surgical collar to be worn for two months. Also, whilst 'bone domes' are worn in service aircraft, it is a different matter in an open cockpit, with associated interference, particularly in flick manoeuvres, with lateral 'g' and slipstream.

4. I have carried out spinning checks on several experienced aerobatic pilots. In all cases their spin recovery was incorrect! I wrote to Bezák in Czechoslovakia about this and he emphasised the necessity of being thoroughly conversant with erect and inverted spinning before commencing even simple aerobatics. A case now exists for regular spinning checks to be carried out on all aerobatic pilots, by the CFI if possible. This should be at least one per month.

5. There is insufficient emphasis placed upon correct spin recovery during the initial Tiger Club checks. Many pilots come to us not even knowing the correct procedure, and it is not up to the check pilot to teach him spinning.

6. All individual manoeuvres should be practised away from the airfield above 3000 feet, and only those people actively engaged in serious competition or display practice should fly over the airfield at low level.

7. The practice of novice aerobatic pilots giving instruction to other pilots should be stopped as it is potentially dangerous.



8. The Stampes have been flown beyond their limitations on many occasions that I know of personally. On many occasions, the accelerometer has been reset after overstressing. This amounts to criminal action, as it will be appreciated that the aircraft is weakened each time this happens.

Any case of exceeding limitations must be reported and the aircraft grounded until it has been checked. The reason for exceeding limitations such as IAS, RPM and 'g' is due to an inexperienced pilot attempting manoeuvres which may be beyond his capability.

Nearly all the recognised aerobatic figures can be flown in the Stampe without exceeding any limitations, but it requires years of practice, and cannot be learned in five minutes. The Stampe will suffer structural failure if flicked at a speed of 85 Kts or more. This information comes from Verrette.

9. If discipline is not practised by the aerobatic pilots, it must be enforced, in the interests of sporting flying, and the good name of the Club.

Notes

1. With exception of note 3, Neil's comments were supported by the equally well known Alan Bramson who was the Chief Flying Instructor (CFI) at the time of the accident.

2. Ladislav Bezák is a well known aerobatic pilot and the first winner of the FAI World Aerobatic Championships in 1960. Famous for performing the 'Lomcovák' aerobatic manoeuvre. A 'Lomcovák' was described jokingly by Bezák as a headache as the expression is often used to describe the effects of drunkenness!

3. The Club referred to is the Tiger Club (now based at Damyns Hall Airfield (EGML)).

Dates for the diary

Fly-ins are always fun and rewarding, particularly when held in good flying weather. They are a good place to meet up with other flyers to discuss common issues especially if they are Stampeists.

Whilst, in some countries it may be difficult to fly across international borders, in Europe it is generally very 'do-able'. To this end, Stampeists from Belgium, France and Germany frequently attend fly-ins within the bordering countries.

Of course, UK Stampeists have a much wider 'border' of some 19 nautical miles at its shortest point over the sea, between England and France. Nevertheless, weather permitting, UK Stampeists often attend fly-ins in Belgium and/or France.

All the following dates are dependent on the outcome of the Coronavirus epidemic. On present evidence, it is unlikely that any events occurring before the end of May are unlikely to take place. Obviously check beforehand!

STAMPE FLY-IN

Sat 27th - Sun 28th June 2020
Pithiviers (LFFP), France

This is certainly one you should note. In the last few years it has attracted Stampes from all over Europe including a 'clutch' of Stampes from the UK and one from Italy.



Contact Jean Pierre Le Bouedec:
jpm.lebouedec45@orange.fr



VINTAGE AEROBATIC WORLD CHAMPIONSHIP

Thur 22nd - Sunday 25th August 2020
Lolland Falster/Maribo Airport (EKMB), Denmark

Following last year's success at Stanning, this year's VAWC competition is being held in the southeast of Denmark. Soren Dolriis is the founder of this increasingly popular event.

Even if you are not competing, you might wish to visit this island as part of a holiday adventure.



Contact Soren Dolriis:
dolriis@vintage-aerobatic.com



MARY ELLIS MEMORIAL DAY

Saturday 22nd August 2020

Sandown Airfield (EGHN)

Isle of Wight, UK

This is a special event for a very special lady who, during WW2, was an Air Transport Auxillary (ATA) pilot. Some of her flights were to relocate aircraft from RAF airfields to the front line, and others were to ferry new aircraft from the factories to the airfields. In all, Mary Ellis flew over 1000 aircraft of 76 different types, including Hurricanes, Spitfires and Wellington bombers. Mary Ellis is also credited with being one of the first women to fly a Gloster Meteor jet fighter. Mary Ellis lived beside the runway at Sandown until her death in 2018 aged 102 years. What a woman!

The event plans to attract 150 vintage aircraft and for them to fly (at 1nm separation) in a 'chain' all the way around the outside of the Isle of Wight. What a great idea!

Clearly this is an ambitious plan, but one the organiser has previously arranged successfully.

LAA INTERNATIONAL RALLY

Fri 4th - Sun 6th September 2020

Sywell (EGBK) Northampton, UK

This, as named in the title, is truly an international event, with literally all types of aircraft, vintage, modern, gyros, helicopters, and much more

It would be great to see a line up of Stampes, particularly those owned by UK members.



Contact:
secretary@stampeclub.org

NO ANTWERP FLY-IN THIS YEAR!

We look forward to the next Antwerp Stampe Fly-in in 2021 (usually May) as this venue is usually a magnet for Stampes from all over Europe.



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 Friday 26 June 2020. Feedback in response to any of the items raised is always welcome!



Contact:
newsletter@stampeclub.org



Get the best from the website



It is the Stampe 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) so please share what you have for the mutual benefit of other Club members.

The 'forum' section of the website is particularly useful as Club members can communicate directly with each other to discuss any/all aspects of Stamps from the very simple to the complicated. It's worth a look! Communication within the Club is generally made via the Club's Newsletter; albeit that more urgent stuff is communicated via email.

For more depth and detailed information, the Club's website is the place to start. It has a lot of historic information, including original drawings and much more, including lots of useful data. Visit www.stampeclub.org.



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STAMPE CLUB NEWSLETTER

Spring Edition 2020

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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.
