



# STAMPE CLUB NEWS-EMAIL

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**Spring 2011**

## INTRODUCTION

### HAS THE SPRING SPRUNG?

Apart from changes in the weather, there are imminent regulatory changes for G Reg Stampedes.

Members will have recently received a note from Nancy Bignall resulting from a conversation with the CAA. Indeed, the LAA magazine, Light Aviation, has confirmed that 'orphaned' aircraft, such as the Stampe, will be allowed to operate under a Permit to Fly albeit that the details of this regulatory changes have yet to be confirmed. See below.



Reg Jouhaud's wonderful picture of a Stampe in sunny skies provides an uplifting promise for the coming year!

### Purpose of this News-email

**This News-email is intended to be a quick and effective means of communicating with members. Consequently, as the name implies, it will only be sent by email.**

You will soon receive an updated copy of the Stampe Club Members List. Please check your details. In this respect, it would be useful if the Members List contained mobile numbers for 'last minute' arrangements (and/or cancellations) etc.

As a matter of policy the contact details of Stampe Club members are purposely excluded from this News-Email as all the contact details are available from the Stampe Club List of Members. Consequently, it should be emphasised that the Members List is confidential to Stampe Club members only. As a result, the Members List should not be released to any other third parties. It is hoped that members will respect this requirement for confidentiality.

Contact Austin Trueman: [austin@austintrueman.co.uk](mailto:austin@austintrueman.co.uk)

## Regulatory Changes!

### Patience, persistence and perseverance

Members will be aware that the Stampe Club has, since 2009, been in constant contact with the CAA following a meeting with the CAA in November 2009 at the offices of AOPA in London.

Following constant pressure from the Stampe Club, and others, it would appear that the CAA have agreed to a dual approach for a regulation of aircraft such as the Stampe albeit that the 'small print' has yet to be seen. Having said that, it is understood, from a very recent telephone conversation with the CAA's Alistair Maxwell (who has taken on this matter from Nigel Davies), that a letter confirming the details of this arrangement will be issued imminently by the CAA.



Whilst a Permit to Fly provides opportunities for owners to complete for themselves various aspects of servicing, it is considered by most knowledgeable people that the Stampe is a specialist (and obviously vintage) aircraft, which requires experience and skill to maintain properly.

It is the question of parts and spares where the Permit to Fly becomes more realistic by removing the charade of so called authentic and certified spare parts. This has resulted in many 'under the counter' purchases and other shenanigans! Under a Permit it will be possible to use parts which can be demonstrated as being fit for purpose and may, where appropriate, be subject to tests prior to approval under the terms of a Permit to Fly. In this respect, it should be remembered that a Permit to Fly is controlled by the CAA, but can be administered by the LAA or the CAA. Your choice!

While members are recommended to refer to the LAA for more detailed advice, the following notes form an extract from an LAA Guidance Note: Operating On A Permit To Fly Compared With A Certificate Of Airworthiness.

### Introduction

To be granted a Permit to Fly, all that is required is for a person of recognised competence to assess the aircraft as airworthy. The way in which this requirement is interpreted varies from one country to the next. In the UK, the CAA allows organisations such as the LAA to make a pragmatic assessment, which considers the way in which the aircraft will be operated.

The change from operating on a C of A to a Permit to Fly results in additional limitations on the operation of the aircraft. In consideration of this, strict adherence to the maintenance system stipulated by the manufacturer is no longer mandated. As a consequence, the owner is able to minimise the operating costs by taking a more practical role in the upkeep of the aircraft, under the supervision of an LAA inspector.

### Additional Limitations

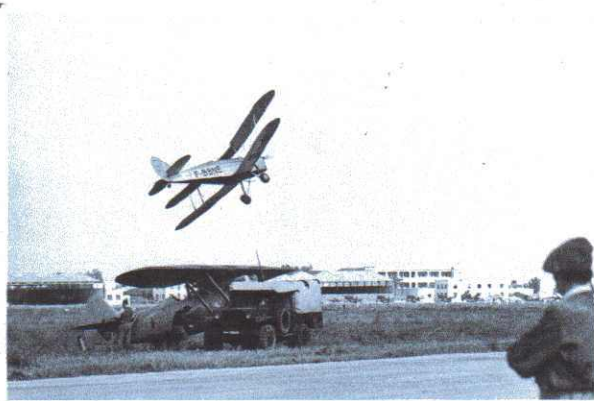
The ANO section 9 provides the 'letter of the law' which, thankfully, is interpreted in CAP 733. The basic limitations are stated below. Some specific concessions are permitted, the CAA publications should be studied for this detail.

- Flight by day under Visual Flight Rules only
- Aircraft cannot be used for Public Transport or Aerial Work
- The Permit to Fly is valid for UK airspace only
- No over flight of crowds
- A Permit Maintenance Release must be issued before return to service following maintenance
- The aircraft must be operated in accordance with the published limitations and procedures appropriate to the aircraft type

### Operational Benefits

- The owner can more easily perform his own maintenance and repairs
- Repairs and Modifications, including the use of "non-approved" parts, can be approved by LAA Engineering. This provides a less onerous route than available through the CAA at a cost that is more affordable for the recreational flyer

Having said all that, it is unlikely there will be any change to any Stamps operating under a Public Transport C of A.



Low flying?

Photo: Courtesy of Reg Jouhard

### Dates for your Diary

#### End of the Cathy O'Brien aerobatic competition?

After years of organising this competition at Headcorn in Kent, Chris Jesson has decided he has had enough of 'twisting arms' and the like in order to get a handful of competitors together once a year.

In simple language, Chris felt that he has had enough of 'pushing water uphill!' Whilst understandable, from Chris Jesson's point of view, it would be a shame to let this annual event simply fade away!

As we all know, Chris Jesson is a realistic bloke who is fully aware that Headcorn, whilst ideally placed in the middle of beautiful Kent, can be a 'bit of a hike' to members who are based further North and/or further West. In this respect, a more central venue (such as Middle Wallop, Old Sarum or White Waltham) may attract more attendees!

Ideally, an airfield with a restaurant (rather than a greasy spoon) would be the best venue albeit that any cuisine would be unlikely to match the standard of Evelyne Jesson's French cooking.

All in all, a volunteer is needed to pull this event together both by booking the venue and organising the aerobatic invigilator, Ben Ellis, who has been involved in this competition for many years.

Contact Nancy Bignall: [nancybignall@dial.pipex.com](mailto:nancybignall@dial.pipex.com)



## Stampe Fly-in At Antwerp

Saturday/Sunday 4/5 June 2011



The Antwerp fly-in is acknowledged to be one of the best, if not the best, 'Stampefests' in Europe! For reasons unexplained, the weather always seems to be glorious!

The Antwerp fly-in is a light-hearted get together with other aviation minded souls and, in particular, with other Stampe owners from several European countries.

The weekend activities are put together in a typically friendly Flemish style, with the light-handed, but efficient, hand of Danny Cabooter.

For Stampe owners the air museum or, more correctly, the Antwerp Stampe Museum is certainly worth a visit.

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

## Coupe d'Anjou Angers

Friday 29 to Sunday 31 July 2011

Following Angus Buchanan's successful trip to this event last year (as reported in the last NewsEmail) Angus will not be attending this year's event albeit that he is happy to provide the necessary details for anyone who wishes to attend.

As previously mentioned, whilst the Coupe d'Anjou attracts serious aerobatic Stampe pilots, it is also a venue for other Stampists who may not wish to compete.

For those who do wish to compete, there is usually a practice day on the Friday with the formal competition being completed over the following two days.

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

## Do's and Fly-ins etc.

### When and Where?

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

**Contact: Austin Trueman:** [austin@austintrueman.co.uk](mailto:austin@austintrueman.co.uk)

## A Rewarding Journey

### Danny Cabooter's Flight to Cazaux

In April last year, Danny Cabooter received an invitation from General Jérôme Huret of the Test Centre in Mont de Marsan to join other Stampists for a get together in Cazaux, which is located South West of Bordeaux. The General is a test pilot on Rafale fighter jets, but is also a Stampe lover as well as a good friend of well known Stampist, Reg Jouhaud, who is a frequent contributor to all things Stampes!

Since Belgian and French Air Force pilots complete their last flights in Alphajets at Cazaux, the initial training for both countries back in the 1950's was on Stampes! Consequently, this was more than a good opportunity to get together and celebrate Stampes.

Danny's flight down to Cazaux was accompanied by two other intrepid Belgian pilots (Rudy and Frank) and routed by Aberville, Alencron and Angers. The trio spent the night in Anger, which is home to the well known 'Centre de Perfectionnement de Vol Acrobatique'. The following day the Belgian trio were joined by two French Stampes on their final leg to Cazaux, which routed via Royan and Saucats. Interestingly, it was in 1975 at Saucats where Danny met up with Reg Jouhaud and when they agreed to bring Stampes back to the attention of the aviation world. The rest, as they say, is history!

The approach to Cazaux air base involved a cross wind of some 18 knots and a concrete runway, which challenged the skills of all the Stampe pilots.

The programme over the next day was highlighted by a formation of four Stampes joined by four Alphajets



over the Dune de Pilate. However, the trip was climaxed by Danny being offered a seat in an Alphajet, which, needless to say, he did not decline!

Everything went smoothly and afterwards was followed by dinner on the beach in Arcachon where once again the French hospitality flowed!

The trip back to Antwerp, this time, went via La Rochelle, Angers, Alencron and Amiens, where the intrepid trio spent the night. This was a smart move as the President of the local Aero Club drove the trio to the hotel and then offered them meals. He was so pleased to have three Stampes on display on a day when the Club celebrated an 'open house'!

Following passing warm fronts (which delayed departure to the mid-afternoon) Danny, Rudy and Frank arrived back in Antwerp after flying some 51 hours without any technical problems during which the Gypsy Major engines had consumed some 45 litres of oil!



Stampes in formation  
Photo: Courtesy of Danny Cabooter

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

## Parts and Spares

### Let everyone know if you have some surplus parts

Now is the time to sell all those bits and pieces as the inherent move to Permits could reduce the value of many so-called certified parts. In this respect, Stampist Andy McLuskie, [andymcluskie@aol.com](mailto:andymcluskie@aol.com) would like it to be known that he has a variety of Stampe parts for sale. These vary from airframe parts to things such as ailerons and under carriage bits together with tail wheels and the like, as well as numerous fittings and fixings etc.

### On A Wing With A Prayer!

Interesting news from Reg Jouhaud on what appears to be efficient, almost mass manufacture produced Stampe wings at Classique Aéro Service, which is run by Patrick Siegwald.



The photograph shows Patrick's able assistant, Fabrice, praying in front of a Stampe wing. Something most Stampe owners have done at sometime in their lives!

Photo: Courtesy of Reg Jouhaud

Patrick Siegwald  
Les Pallis  
37460 Orbigny  
France

or at [www.classiqueaeroservice.free.fr](http://www.classiqueaeroservice.free.fr)

## Technical

### A New Engine!



Guy Martin surveys the new engine installation into Didier Ferrand's Stampe

Photo: Courtesy of Reg Jouhaud

Reg Jouhaud reports that Didier Ferrand's Stampe (F-PRSV) has recently received a new LOM engine as designed by Guy Martin, who features in the photograph. It looks a beast!

## Websites

There are numerous websites which contain a variety of interesting information about Stampes. In particular, the website [www.stampeworld.com](http://www.stampeworld.com) run by Stampe Club member Chris Hunt contains a section for Stampe Club members. This is described by Chris in the Stampe Club Newsletter last autumn.

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

- Go to Google and enter 'Stampe'. It will bring up some interesting websites both in the U.K. and elsewhere. There are some interesting websites out there!

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

This is a long-standing website run by Andy McLuskie under the title of the Stampe Club International.

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

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

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

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

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

A usual organisation who organise many 'vintage and classic' days in conjunction with auto clubs.

Contact: Austin Trueman: [austin@austintrueman.co.uk](mailto:austin@austintrueman.co.uk)

## Finally a Sad Note

Angus Buchanan's flight to Angers with his father, Andy, last August was made all the more poignant following his father's recent death. In this respect, their journey to Angers last year will be fondly remembered by Angus.

The Stampe Club sends its heartfelt condolences to Angus Buchanan's family and friends.