



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

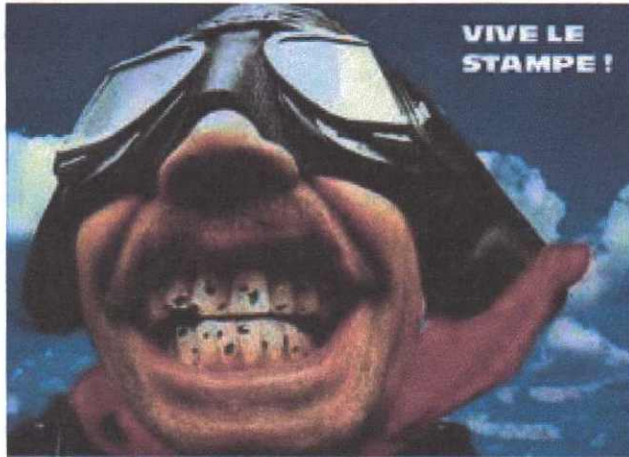
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Spring 2013

HAS SPRING SPRUNG?

This column of the Newsletter has been written after the Easter holidays during the first few days of April when 'snow flurries' still feature in the weather forecast for the southeast of England. This, of course, exemplifies the weather patterns in northern Europe since the turn of the year. Bloody awful!

We live with the eternal hope of constant blue skies.



This is what flying a Stampe should be about.
Big smiles with bugs in your teeth!
Caption: Courtesy of Regis Jouhaud

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 those organisations responsible for licensing and flight safety etc.

Membership

The Stampe Club is open to everyone 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, all with the objective of preserving the type.

The Stampe Club now totals some 70ish members in some twelve different countries including Australia, Europe and North America.

Contact Angus Buchanan: angus.buchanan@virgin.net

Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are still sent to many members. It is simply a matter of choice. What's yours?

Contact: Editor: stampeclubstuff@gmail.com

GENERAL

Subscriptions

If you have not yet paid, you will need to do so soon!

Whilst cheques are always welcome, the Stampe Club would like to encourage members to pay via a standing order or a BACS electronic transfer. However, it is important to quote your name when sending money electronically. The Stampe Club bank details are as follows:

The Stampe Club, Lloyds TSB, Crewkerne Branch,
37 Market Square, Crewkerne, Somerset, TA18 7LR

A/C No 00327041
Sort Code: 30-92-40
BIC Code: LOYDGB21391
IBAN CODE: GB15 LOYD 3092 4000 3270 41

End of year accounts

Jo Keighley has brought the Club's accounts up to date for the year ending 31 December 2012. A copy is attached to this Newsletter.

Contact Jo Keighley: jo.keighley@sfmeurope.com

So You Know!

The Stampe Committee now includes Austin Trueman (Chairman and Editor of this Newsletter), Angus Buchanan (Secretary), Jo Keighley (Treasurer) and Guy Solleveld (Technical Library and Parts Co-ordinator).

Guy is 'leading the charge' in bringing all Stampe technical information 'out of the dark' and into the open so as to be circulated and not hoarded. No more 'black magic' and/or mysteries. Just the simple facts!

The Club is also pleased to announce that member Chris Hunt will be the Stampe Club's webmaster. In fact, Chris has been responsible for getting things moving and has put in a considerable amount of work over the months.

It is also worth mentioning that all committee members are unpaid volunteers who are doing their best whilst also running all other aspects of their lives. Consequently, if some of the Club's activities do not go strictly according to plan, we hope members will be patient and understanding.

NEWS

The Stampe Club website

The Club's webmaster, Chris Hunt, is putting the finishing touches to the Stampe Club website which is intended to generate information about Stampe aircraft to anyone, but specific information to members only via a dedicated link using a password.

It should be emphasised that the website will be expanded over time so as to include some archive technical drawings, documents and manuals with a possible members forum. These web facilities will be strictly for members only whereas the website will be available for open viewing.

Bad Start to the Year!

A problem occurred on the First Sunday of the New Year near Mulhouse-Habsheim in France.

The pilot, a Swiss national, took off from the airfield, flew for some ten minutes with obvious problems before losing all power (and the propeller), but in the end 'landed like a flower!'



What. No propeller!
Photo Courtesy: Christian Walther

It is sadly ironic to think that the safe emergency landing of this Stampe contrasts with the Airbus A320 crash close to this former military base in 1988.

EVENTS

When and Where?

If you know of any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association (www.haa-uk.aero) and/or the Vintage Aircraft Club (www.vintageaircraftclub.org.uk) and the like, why not send a note around to the other members.

If you are interested in attending any of these events, please let the Club know, especially if you would like some company.

Fly in Oldtimers Aerodrome de Strasbourg-Polygone Weekend 27 and 28 April 2013

Contact: Eric Jaussonne:
aiteshistoriquesdurhin@gmail.com

Eric Jaussonne, the Président of 'Les Ailes Historiques du Rhin' invites you to a 'grande partie d'Europe' in this gastronomic heartland. Sounds like fun!

Antwerp Fly-in, Belgium
Weekend 11th and 12th May 2013

Contact: Danny Cabooter: stampe@skynet.be

This event is an absolute 'must' for anyone who enjoys being around aircraft, but particularly Stampes, and who also enjoys good company and good food in a friendly and informal manner. It also happens to be the home of the Stampe and Vertongen Museum!



A formation of Belgian Stampes in military training colours complete with cockpit canopies.

UK based Stampe owners, Austin Trueman, Angus Buchanan and Jo Keighley are intent to get to this event. Headcorn will probably be the collection point for departure. Interested?

Contact: Angus Buchanan: angus.buchanan@virgin.net

Stampe Fly-in Pithiviers, France
Weekend 25th and 26th May 2013

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

This 'Stampefest' is certainly worth a visit and is located roughly between Bourges and Paris, close to Orleans.



Photo: Courtesy Jean Pierre Le Bouedec

UK Stampe owners, Austin Trueman and Angus Buchanan are quite keen to go to this event. Anyone else interested in joining in?

Contact: Angus Buchanan: angus.buchanan@virgin.net

Coupe D'Anjour, Angers, France
Friday to Sunday 5th to 7th July 2013

Contact: Regis Jouhaud: r.jouhaud@neuf.fr

This famous event is held at the relatively new regional airport positioned in the heart of the lovely French countryside. The airfield boasts an active workshop facility for Stampes as well as an extensive aviation museum.

Everything about this event is good. The facilities, the countryside, the people and the food (and drink). What could be better!

International Old Timer Fly-in
Schaffen-Diest, Belgium
Friday to Sunday 16th to 18th August 2013

Contact: Guy Valvekens: guyvalvekens@gmail.com

Another date for your diary!

This event boasts an ever increasing number of visitors from all over Europe. Lots of Stampes!

LAA Sywell Rally, Northants, England
Friday 30th August to Sunday 1st September 2013

Whilst UK LAA members will receive their own invitations, this event is open to everyone from anywhere!

Last year the Stampe Club managed to get a small 'clutch' (a collection of Stampes) to park together in order that the pilots could have a natter and look around. It would be great if more members could make this year's event.

This is a very popular (and busy) event with aircraft arriving from all corners of Europe.

Contact Editor: stampeclubstuff@gmail.com

BITS, PARTS AND PLANES

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.

In this respect, the Stampe Club wishes to thank Tony Clarry for his kind donation of numerous books, technical publications and other Stampe related documents which will be kept in the Club's safe keeping by Guy Solleveld. Some could eventually be put on the Club's website but, in the

meantime, are available on loan to members only on the strict understanding that they will be looked after and returned on request. For members information these documents include:

- Summary of AD's to 1983 (10 Pages)
- List of BTH Mods
- Weight Schedule G-OODE
- Personal Plane Services Notes on SV4C Aircraft – inc. Rigging & Maintenance advice
- Aerospatiale SV4 Major Inspection Schedule 1970 (Translation 15 Pages)
- Aerospatiale SV4 Service Bulletin 1971 (Translation 8 Pages)
- Details of various AD's
- Stampe Parts Catalogue – ACE 12
- Technical Summary of Stampe, French, 40 Pages
- Claudel Hobson A.1 48 Carburettor (for Gipsy Major) Description. (Extract from unknown book)
- Various loose leaf technical documents and drawings.
- Pilot's Notes and Owner's Handbook – Rollason Document.
- Flying Tailwheels, a practical guide – Jim Alderton
- Classic Wings Downunder April/June 1997 – inc. Stampe Article.
- Edwin Shackleton Article – Belgium's Brilliant Biplane
- Private Pilot December 1996 – inc. SV4B Article.
- STAMPE –Contemporains du SV4 1933-46 – Reginald Jouhaud 1996.

In future, details of any bits, parts and spares will be sent (by email only) to Club members who should then make direct contact with the seller. 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 get involved in any negotiations.

TECHNICAL

Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation from any country who can assist members in maintaining their aircraft. These details would then be made available to members on a strictly non-approved and/or non-recommended basis.

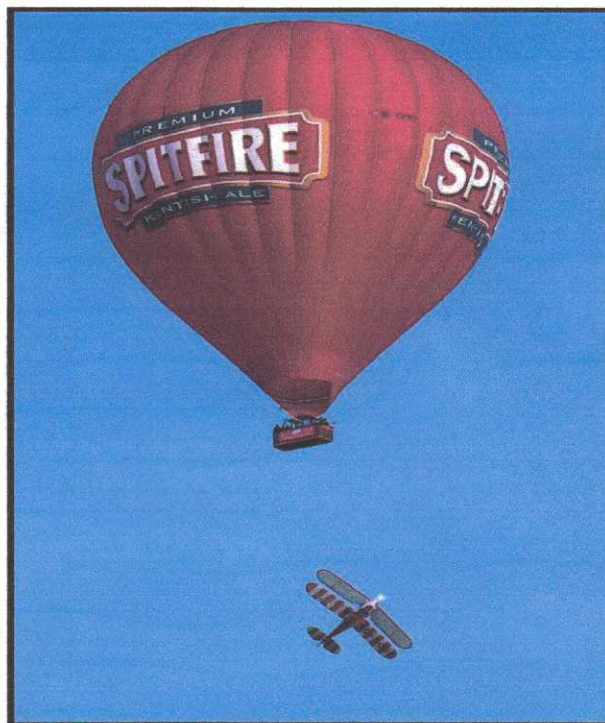
Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included, please contact Jo Keighley at: jo.keighley@sfmeurope.com.

Centre Section and Rib Distortion

Member Kip Manning would be interested to know if other owners or operators of Stampe Aircraft have trouble with centre section end rib distortion. We have observed it on G-AXRP (554) when de-rigging to make rigging brackets inspection for cracks. We also found loosening of internal bracing wires in the wings. All this was while carrying out work to get our aircraft to LAA permit.

Please reply directly to Kip:kipmanning@hotmail.com with a copy to Angus Buchanan: angus.buchanan@virgin.net.



Buzzing a balloon

Photo Courtesy: Regis Jouhaud

The accompanying joke about Pamela Anderson omitted for decency.

Europe moves ahead on Unleaded Avgas

AOPA reports that the world's only remaining producer of tetraethyl (TEL) has confirmed it will continue to manufacture the product as long as aviation needs leaded avgas. There had been concerns that Innospec Ltd (based in the UK) would discontinue TEL production before general aviation had arranged viable alternatives.

The news comes as Europe is making positive progress towards a viable unleaded alternative, and there are indications that Europe will no longer consider itself tied to the American ASTM D910 fuel standard, allowing it to take control of the situation. Unleaded avgas has been available in parts of Europe for 30 years, and it's now possible to fly from the Mediterranean to the North Cape with unleaded avgas available all the way.

Going the wrong way?

Jo Keighley describes his experiences with his 'degausser' which produced much merriment at Headcorn.

Much to my irritation, ever since I owned G-SVIV, there have been major problems with the compass in the front cockpit – it has been 30 degrees out of kilter with the compass in the rear cockpit. Hence, any passenger in my Stampe has not the first idea of where he is going, nor of how to get home!

A brand new replacement compass was acquired and installed – net result the front compass now reads 180 degrees different from the rear compass – passengers please face aft! Removing the compass from the aircraft, it became clear that the underlying problem is actually due to a high level of magnetism in the aircraft struts. It is now clear that a previous owner had the metal struts repainted using powder coating techniques, but they had never been degaussed before the aircraft was reassembled.

Degaussing the struts is the obvious solution but aircraft degaussers are not easy to come by. So I tried a £5 TV degausser bought off Ebay – a complete waste of time! Next attempt was with a massive transformer looking device loaned by a Tiger Club member. Huge amusement was caused by the spectacle of me waving this instrument up and down the struts for most of an afternoon – sadly I can report such joviality was merited because the conjuror failed dismally to produce any rabbits with the magic device!

Has any Club member got a suggestion how to cure this problem? My thought is to pass a 240 volt alternating current through each of the struts but the idea of doing so on the cabane struts so close to the fuel tank fills me with horror! Perhaps a Stampe going the wrong way is better than no Stampe!

Suggestions to: jo.keighley@sfmeurope.com

FOLLOW UP

G-OODE in a previous life!

The unexpected adventures of Club member, Tony Calvey, highlighted in the last Newsletter, encouraged Regis Jouhaud to provide a bit of history for its present owners. This made Tony Calvey's recent exploits all the more impressive.



G-OODE in a previous life
Photo: Courtesy of Regis Jouhaud

INTEREST

What a nutter!

What to wear on your head – a flying hat or helmet?

Whilst neither is likely to help you if you suffer a catastrophic crash from height, it seems that many serious injuries occur when heads simply hit the 'control panel'. The knob for the altimeter setting could be a killer if it becomes buried in your forehead. Consequently, it should come as no surprise that the military always wear 'bone domes'!

Interestingly, the data provided by GASCO would suggest that many serious head injuries have been avoided over the years by pilots and passengers wearing helmets.

It would be interesting to know how many members wear helmets.

Contact: Editor: stampeclubstuff@gmail.com

A Case of 'Chinese Whispers'

Nick Bloom describes his 'one man airshow' experiences – not for the faint hearted!

At one stage I had a Display Authorisation for me and my Stampe (nicknamed Plums and Custard, now owned by the Stampe Club's esteemed Editor). One display I flew was at London City Airport and a friend filmed it from over the heads of the crowd. It was possible from the film to verify what I always suspected, that no-one was actually watching. This, plus the only comment from the 'pros' – Mark Jefferies said, "Bit low, weren't you?" put me off and I gave up displays. The other contributing factor was having to fly to display sites at 80 mph.

Before my display flying career hit the buffers I flew a 'one-man airshow' for a couple getting married and their guests. The wedding reception was in the countryside and I was promised a field to land in. Part of the attraction was a party and being put up for the night. I flew my display – low again, there's not much point otherwise – and headed for the promised airstrip. I'd been told that 300 yards by 50 yards would be mowed for me to land on and I'd be directed to it by a friend on the ground with a handheld radio.

"I'm afraid they told me the only available field had wires on the threshold", said the faint voice in my headphones. There was just enough of a breeze that I would have to land over them. The strip was there and so were the wires. I set up for a careful slow-speed approach, sideslipped steeply over the wires, flared at the last moment and it was only at that point that I realised that something was wrong. It needed me to be that low to see that I'd been fooled by the scale and actually the strip was far too short.

Fortunately I had got my approach speed just right and the Stampe's main wheels were down right at the start of the strip. Not daring to use the handbrake, I slowed down by alternating full rudder. Normally I wouldn't do that until the aeroplane had slowed right down, but in the emergency I started braking immediately. With all the braking even with full back stick, the tail didn't come down until I'd used half the runway.

I continued braking, slithering from side to side, too busy to get a hand to the mag switches. As the hedge came up, I held full right brake and the Stampe ground-looped alarmingly but didn't quite touch and the aeroplane slithered to a stop in a cloud of dust. It was undamaged, the Renault still ticking over. We had come within inches of the stout-looking boundary hedge, but not touched it.

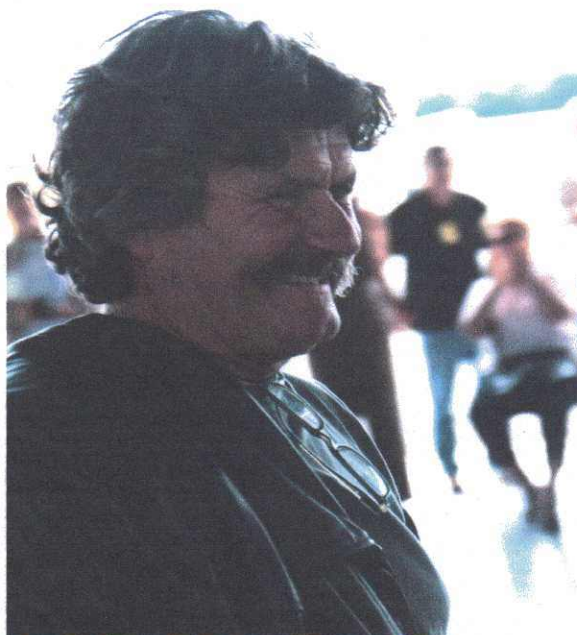
By the time my friend with the radio arrived, my heart rate was almost normal. I'd had time to pace out the strip, which was a little over a hundred yards long. It was a case of 'Chinese whispers' – somewhere along the line of communication, my request for three hundred yards had become one for three hundred feet!

My take off the next morning was right at the limits, but a gap in the hedge, just wide enough for the wheels, made it possible and 'Plums' and I flew home none the worse for the experience.

AND FINALLY

Very Sad News

The Stampe Club is sad to report that Pascal Goumard shall fly no more. His 18 month battle with illness came to an end on 27 February this year.



Pascal Goumard in his usual light mood!
Photo: Courtesy of Regis Jouhaud

Pascal was certainly a Stampiste of long standing with his machine ZE, but also appeared at events in various other interesting vintage aircraft. Though he lived on an island off the West coast of France he had close links with the team at Angers and was a regular participant at the Coupe d'Anjou, upholding the essential spirit of the event – a man who took great pleasure in taking part.

Angus Buchanan recalls that 'after a journey across The Channel to participate in the Cathy O'Brien competition and before falling asleep in the pub at Headcorn, Pascal revealed his chart for the trip, which amounted to no more than a four inch (100 x 100mm) square, torn from the bottom right corner of a UK half-mil chart. He claimed it showed the route from Dover to Headcorn. When quizzed about the other few hundred miles, he answered 'Oh, I know my way around France!'

Pascal will be deeply missed by everyone, but particularly those in Stampe circles.

Your Tale

If you have anything, no matter how embarrassing, you think would interest Stampe owners, please send it in!

Contact: Editor: stampeclubstuff@gmail.com



THE STAMPE CLUB

STAMPE CLUB ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER 2012

1.0 Opening Balance

Bank	2,413.08		Stock	
Cash	- 205.36		Undercarriage Bolts	148.00
Total assets	<u>2,207.72</u>	2,207.72		

2.0 Income

Subscriptions	1,350.10	
Lunch payments	175.00	
Total income	<u>1,525.10</u>	1,525.10

Expenses

Newsletter distribution	40.00
Gifts	80.00
Fly-ins/Meetings	400.00
Website	<u>38.88</u>
Total	<u>558.88</u>

Grand Total	<u>3,732.82</u>
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3.0 Closing Balance 3,173.94