



THE STAMPE CLUB

## STAMPE CLUB NEWSLETTER

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Spring 2016

### STAMPE CERTIFICATION

Over the last couple of months, there has been some 'email chatter' about the Belgian CAA who, it is said, are in the process of taking over the Type Certification Holder for Stampes.

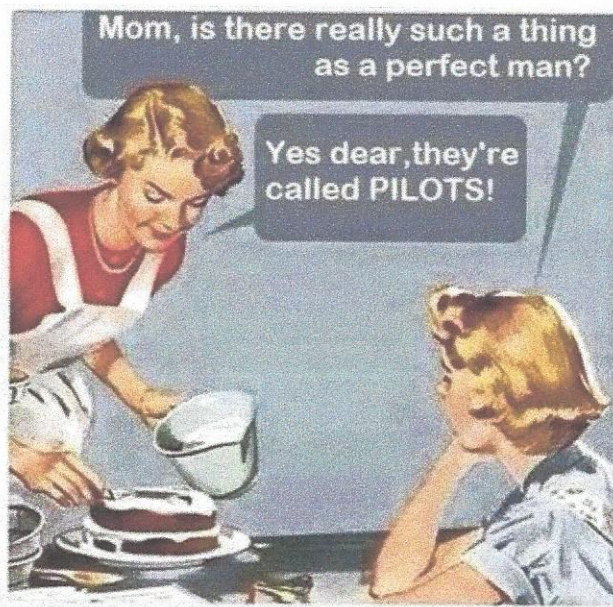
The question is 'does that affect all Stampe types or only the Belgian built SV4.B's'? If it is to include all Stampes, will it be only those registered in Belgium? Lots of questions!

It appears that the raison d'être for the Belgian CAA's involvement is the desire of many Belgian registered Stampe owners to operate with a CofA rather than rely on a Permit. This will then enable Belgian registered Stampes to cross their own frontier. So is the proposal a Belgian answer to a Belgian problem or should we all take notice?

Interestingly, the UK's CAA do not expect any change in the near future. Indeed, they point out that to include the SV4.C type would require the unlikely transfer of responsibility from the French DGAC. All this sounds very bureaucratic!

For the owners of UK registered Stampes, the message from the UK's CAA is simply: to 'stay calm and carry on' with the current arrangements until the situation becomes clear. A decision from the Belgian CAA is expected at the end of May 2016. In the meantime, the Stampe Club will obviously try to keep close to any developments.

On a more positive note, those Club members operating in the northern hemisphere are now looking forward to, what is hoped, will be an enjoyable flying season. Has Spring sprung?



Thanks to Guy Solleveld for this amusing little ditty!

### INTRODUCTION

#### 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 Stampe Club members and international organisations responsible for licensing and flight safety etc.

## 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



Jo Keighley's Stampe G-SVIV somewhere over England

## CLUB CONTACTS

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## NEWSLETTER

Whilst this Newsletter is sent to the majority of Club members by email, hard copy versions are also available and are sent to many members. It is simply a matter of choice.

Contact: editor@stampeclub.org

## SUBSCRIPTIONS

Members should be aware that subscriptions run from 1<sup>st</sup> January each year. The Stampe Club is pleased to report that members' subscriptions remain unchanged at £25.00 (GBP). Consequently, payment should be made without unnecessary delay.

Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset, England, TA18 7LR

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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact Jo Keighley - treasurer@stampeclub.org

## THE STAMPE CLUB'S WEBSITE

It is the 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.

Contact: Angus Buchanan – secretary@stampeclub.org

## DATES FOR YOUR DIARY

### WHEN AND WHERE?

**If you know of any good Fly-Ins 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

**Sunday 12 June 2016  
Redhill Aerodrome, Surrey, England**

Biplane and vintage aircraft fly-in (and Brooklands Classic Car Rally) in one of Southeast England's most beautiful airfields. It really is a gorgeous place with a great heritage. Arriva at 10.30 am. Everyone welcome!

Don't be put off with the airfield's close proximity to London Gatwick. It's not that difficult, but you need to get the necessary information from [www.redhillaerodrome.com](http://www.redhillaerodrome.com).

Contact: redhillavfest@pilotshub.co.uk

**Saturday 2 July/Sunday 3 July 2016 L'Aérodrome du Pithiviers (LLFP) France.**

This Stampe fly-in is a well known and very popular 'regular' event held in the countryside South of Paris. You can take a look at last year's event on YouTube: <https://youtu.be/x16jcGpy7Gw>. Alternatively you can go onto the Aéro-Club du Pithiviers website.

Club members may be interested to know that a small contingent of UK Stampeists were planning to attend last year's event, but were driven back by some very poor weather. It is hoped that this year will be more successful. Watch this space!

Contact: Jean Pierre le Bouedec:  
[jpm.lebouedec@wanadoo.fr](mailto:jpm.lebouedec@wanadoo.fr)

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**Friday 1<sup>st</sup> to Sunday 3 July 2016  
AeroExpo, Sywell (EGBK), Northamptonshire,  
England**

Whilst this is very much a modern aircraft type of show, it also has a wide variety of exhibitors displaying all types of gadgets, many suitable for Stampes. It is worth a visit!

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**Saturday 13 and Sunday 14<sup>th</sup> August 2016  
This year Schaffen Diest airfield in Belgium  
(EBDT) will celebrate its 33<sup>rd</sup> anniversary of this  
popular old-timer fly-in.**

This was another casualty of weather last year for a small contingent of UK Club members. This year it is hoped that the conditions will be kinder.

Contact Guy Valvekens: [guyvalvekens@gmail.com](mailto:guyvalvekens@gmail.com)

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**Friday 2 to Sunday 4 September 2016  
LAA Rally, Sywell (EGBK), Northamptonshire,  
England**

This rally is a must for light aviation from within and outside the UK. How about using this event to meet up with other Stampeists?

## GENERAL INTEREST

### COMMUNICATION IS A WONDERFUL THING!

**This story, from long ago, is still amusing. It is said to be true. If not, it should be!**

When Charles de Gaulle decided to retire from public life, the British ambassador and his wife threw a gala dinner party in his honour.

At the dinner table, the Ambassador's wife was talking with Madame de Gaulle:

"Your husband has been such a prominent public figure, such a presence on the French and international scene for so many years! How quiet retirement will seem in comparison? What are you most looking forward to in these retirement years?"

"A penis", replied Madame de Gaulle.

A huge hush fell over the table. Everyone heard her answer... and no one knew what to say next.

Le Grand Charles leaned over to his wife and said:

"Ma cherie, I believe ze English pronounce zat word 'appiness'!"



Someone 'burying their head' at a previous (and very sunny) event at Pithiviers.

Photo: courtesy of Jean Pierre le Bouedec

## 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.

Members should also be aware that the Stampe Club does not intend to be a direct source of parts and spares, but does wish to assist Club members finding 'bits' as well as assisting in the manufacture of some parts made to strict certified standards. As a result, the Stampe Club is able to offer Club members an easy way to obtain those otherwise elusive parts, such as undercarriage rubbers and the like.

For details go to the website: [www.stampeclub.org](http://www.stampeclub.org) or if you have difficulties, [technical@stampeclub.org](mailto:technical@stampeclub.org)

## TECHNICAL

### 'FROGGY TRICKS'

In response to a recent enquiry from a Danish Club member, Soren Dolriis, concerning modifications to the carburettor of a Renault engined stampe, an article written by Nick Bloom in the 'Stampe Club Rag' (from many years ago), has been provided by regular contributor, John Smith. Nick was a keen and successful aerobatic pilot and the previous owner of the Editor's Stampe G-ATIR. He is also a well known aviation writer. Nick's interesting and amusing article provides an Englishman's description of how the French pilots' Renault engines perform in negative G. The article is well worth reading again with some slight modification.

During a previous Coup D'Anjou competition I attended, I could not help but notice that the Renault engines on French Stampes kept running almost without interruption, regardless of the aeroplanes' attitude. British Stampes seemed to be prone, during aerobatics, to long periods of 'silence'. These 'silences' may enliven the show (the excitement of wondering whether and when the engine is going to start up again) but do little to boost pilots' scores.

Rumours of 'Froggy tricks' had been rampant for decades. (For example, I was told about the use of springs from ballpoint pens.) After investigations worthy of Sherlock Holmes, I can now relate the full story as to how the 'Frogs' do it.

Before going any further, please bear in mind that this is not an approved modification in the UK for Stampes operating under a Certificate of Airworthiness (CofA). Other countries will have their own requirements.

Firstly, a spring is inserted under the restrictor. The restrictor is a weight which sits under positive G (aeroplane right way up) at the bottom of a little chamber under the needle valve seat. In this position it does nothing, but under negative G (aeroplane upside down) it moves to the top of the chamber, restricting the fuel flow into the carburettor. The restrictor has a hole drilled through it which determines the rate at which fuel can flow. The hole is set to allow exactly the right fuel flow for full throttle.

The restrictor is needed because the float and needle system which restricts fuel flow under positive G fails to operate under negative or zero G. Under these conditions, fuel pours in. The restrictor prevents the engine from flooding. The snag, of course, is that while it does this under negative G, in zero G the restrictor sits uselessly at the bottom of its little chamber. This is why the engine floods and cuts out in 'knife edge' flight, or when the aeroplane is vertical and about to engage in a stall turn.



Nick Bloom flying the Editor's Stampe for a photo shoot for Pilot magazine in 2011

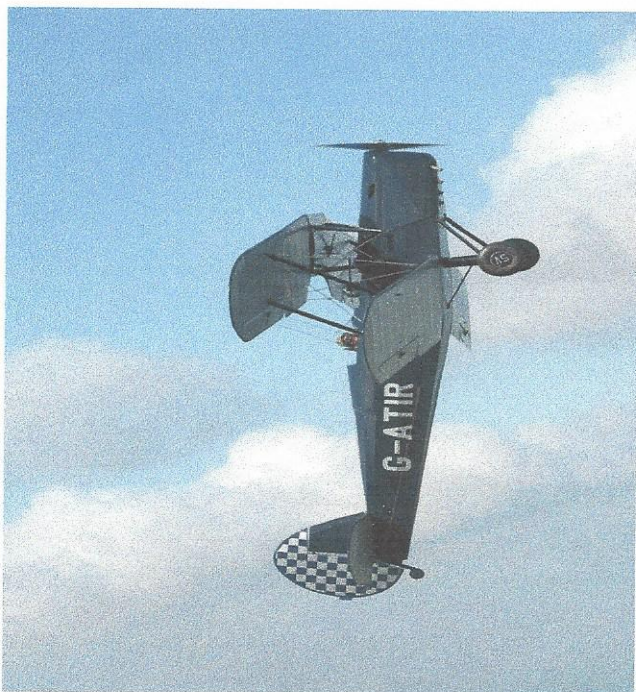
Photos by a well known aviation photographer, Keith Wilson

The idea of the spring which the French insert under the restrictor is simply to hold it permanently in place. Under zero G instead of sitting at the bottom of its chamber, it is forced to do its job restricting. It is also restricting the fuel flow in ordinary straight-and-level flight.

When I first heard about this, I was worried. Wasn't there a risk to the engine running lean if there was something restricting the fuel flow? What about on a long cross-country on a hot day? However, the French response was that, if the restrictor was designed to give the ideal full-throttle fuel flow inverted, then it would do the same upright. At any rate, they say it works, having tried it over a period of ten or fifteen years on any number of Stampees.

Simply putting a spring under the restrictor does not, however solve all the problems. There is a catch. The catch is that the carburettor takes longer to fill. I shall endeavour to explain.

In positive flight, there is a considerable amount of air in the top of the float chamber. When you roll inverted this air moves from the top to the bottom of the float chamber. For several seconds the only thing leaving the float chamber is air, and while this continues, the engine, naturally enough, stops. It remains stopped until the air is displaced by the incoming fuel. Two factors determine how long this takes:



- the amount of air in the top of the float chamber when the aeroplane is flying under positive G i.e. the fuel level in the float chamber.
- the pressure generated by the fuel pumps. This, like the fuel level, has a recommended setting and can be adjusted.

Putting the restrictor permanently in place with a spring slows the rate of fuel flow, so that the carburettor takes longer to fill. This reduced fuel flow can, however, be compensated for by increasing the fuel pump pressure.

In order to minimise the amount of time which the carburettor takes to fill, the French raise the level in the float chamber. This procedure is described in the aircraft manual, and is done by putting washers under the needle valve seat.

The crafty French add washers progressively until the engine is obviously much too rich, i.e. clouds of black smoke are emitted at 500-1000 rpm and the engine cuts. Then they remove the thinnest washer. According to them, if the engine is running rich (but not so rich that it stops) at idle with the idle adjustment (the lever on the back of the carburettor) at its rearmost setting, the carburettor is probably 'au point'!

The French also emphasise the patience needed to arrive at this ideal setting. The adjustment is very sensitive indeed. The procedure for getting it right is a long one, alternating short aerobatic test flights and carburettor strip-downs. Not to be undertaken lightly.

As well as raising the float level, it is usually also necessary to increase the pump pressure. This is done by screwing in the knob on the outside of each pump.

Engines adjusted in this way appear to keep running in all attitudes, except for the occasional burp and hiccough. On the ground, they can be seen to run rough and emit moderate amounts of black smoke, but there does not seem to be any tendency for the engines to cut when throttled back for entry to positive or negative spins.

While we are on the subject of 'Froggy tricks', the French also have a devilishly ingenious modification to the oil pressure relief valve which prevents it from sticking, so that it never, ever has to be cleared again. This is simply a matter of replacing the plunger with a suitable size ball bearing (one which is just big enough to block the hold normally blocked by the plunger). It is then necessary to slacken off the spring pressure by turning the spring setting screw anti-clockwise by two or three turns in order to arrive at the same oil pressure as before. Again, a matter of trial and error!

**It is important to realise that these modifications should only be completed by a competent and authorised engineer and with the blessing of your appropriate national aviation regulatory authority.**

## TIME FOR A SPRING CLEAN!

**Regular contributor, Jo Keighley, provides some timely firm advice and ideas for enhancing the look of your Stampe.**

It is that time of year again. The weather is hopefully warm enough to hose off those cobwebs and bird droppings and make your aeroplane look bright and shiny again in time for the summer flying season! If you own a Stampe, you need to show that you are proud of it.

So how to do it? The simple and lazy way is just to get the hose out and give all the surfaces a good wipe down. Leave the aeroplane in the sun to dry off and then go and fly it. But this will generally only give you a lacklustre look!



I don't know how these aircraft get so dirty!

Better to spend more time and really do a nice job. My recommendation is to start with a really mild abrasive liquid cleaner to get rid of all those oil flecks and residue. The best cleaner I have come across to date is called 'Stahlfix Classic' manufactured by SC Johnson. Unfortunately, it is not available in the UK, but it is readily available from supermarkets on the Continent (certainly in Germany and the Benelux countries and possibly others as well).

Stahlfix Classic is a really mild liquid sink and kitchen worksurface cleaner which is just slightly abrasive. It is brilliant at removing residual oil from paintwork without damaging the paint at all. You apply it with a wet cloth. It leaves a slight whitish film behind. If you are enthusiastic, you can merely wipe the aeroplane down afterwards with a wet cloth again before moving onto the next stage: in fact, though, you do not actually need to do so if you move onto the polishing stage immediately afterwards, although you will get a slightly superior finish if you do.

The next stage is polishing your now clean airframe. In fact most car wax polishes work on painted aircraft fabric, but the best product I have found for producing a lovely finish is called 'Concept Trade Perfect II'. You can buy this in 5 litre cans on Ebay for about £25, and that will last you several years. Again you apply this with a damp cloth and you should apply it using a circular motion. This is why you can be a bit lazy with wiping down your Stahlfix, because applying the polish with a damp rag will remove the Stahlfix residue as you work (but you may need to change rags more often). Wait a while whilst the Trade Perfect dries off. Then just gently wipe off any residue with an old piece of towelling, again using a circular motion as you go. You should end up with a beautiful shiny aeroplane.

Don't be lazy – do the undersides of the wings and the tail as well! When you are flying, those are the bits people see from below. Furthermore, those are the bits which get the most dirty.

Now, what about those flying wires? If they are stainless steel, then I would thoroughly recommend ACF50 as being the best for cleaning them up.

Then, of course, you should not forget to give your seats a bit of 'tender loving care'. Any old car leather seat polish will do and there are plenty on the market. It takes five minutes, but makes all the difference.

It is amazing how quickly things get done when there are several people working together and how long the job seems to take if you are all alone. So rope the family in – if you can that is!

**Stampe owners will be aware that the use of a hose on a 'fabric aircraft' should be handled with great care. A bucket is much better!**

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