



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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Autumn 2017

IS ANYBODY LISTENING?

THE EUROPEAN (EASA) 8.33 kHz RADIO DEADLINE EXTENDED?

After some months of uncertainty, the UK's CAA has confirmed there will be no extension of time for equipping with 8.33 kHz radios. However, many other European countries are exempting certain airspace access from the requirement.



One for one and one for all?

According to Eurocontrol, 18 European countries have notified exemptions. These include

Ireland, Latvia, Portugal, Sweden, Switzerland, Finland, Netherlands, Slovenia, Croatia, Hungary, Malta, Estonia, Poland, UK, Norway, France, Spain and Denmark.

Interestingly, the exemptions vary in time from one country to another. For example, Denmark reports that there will be exemptions for VFR traffic below FL195 outside Copenhagen's TMA, whereas in Ireland IFR and VFR traffic in Class G airspace and VFR traffic in Class C is exempted until 2024.

EVENTS

FLYING A STAMPE ACROSS AFRICA!

RAC Club London
Saturday 25 November 2017

This is a unique opportunity for Club members, friends and colleagues to learn about a truly long range journey in a Stampe completed by Cedric Collette and his wife, and co-pilot, Alexandra Maingard. What was it like to land at the pyramids?

The evening talk, followed by dinner, will take place in the luxury of the RAC Club in Pall Mall, London. No special dress, just jackets, collar and tie. Like all exclusive things, numbers will be limited, albeit preference will be given to Stampe Club members.

Did you know that Egypt was one of the first countries in the world to host an air race in 1910?

For details contact: secretary@stampeclub.org.

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 in any country 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 is truly international with members in Australasia, Europe, the Far East and North America. Whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

Contact: secretary@stampeclub.org

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.

THE WEBSITE FORUM IS NOW LIVE!

This really is a turning point whereby Club members can find and discuss technical (or any other matters) with fellow Club members.



Get on the keyboard!

Just remember, if you come across what appears to be a problem, it is probably something which another Club member has experienced whether it be parts and/or spares or simply advice. So the message is communicate. Communicate Communicate!

To get going, you will need to register separately for the FORUM. This is to stop any nuisance inputs (yes, you get them everywhere), albeit all entries into

the FORUM will be subject to a review by the web site moderator. This is to help keep everything in order as well as to re-categorise the growth of posts and/or subjects as time ticks on. In this respect, the Stampe Club is more than a little grateful to Club member Geoff Lynch, who has volunteered to be the Moderator.

Continued thanks also to Club member, Peter Ormrod, for including the FORUM within the Stampe Club website. Great stuff!

Having said all that, members should realise that all this is very new and may need an odd tweak or two as the usage increases. So please be patient!

If you have any difficulties, contact:

geoff.lynch@oldbuck.com or
secretary@stampeclub.org

CLUB CONTACTS

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SUBSCRIPTIONS

Membership subscriptions to the Stampe Club run from 1st January each year. The Stampe Club is pleased to report that members' subscriptions remain unchanged at £25.00 (GBP). Consequently, if you have not already paid, now is the time to do so. For those paying electronically, please use your name as a reference.

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: treasurer@stampeclub.org

LIST OF MEMBERS

The list of Stampe Club members is distributed annually. It contains confidential information and should not be passed to any third parties.

The list is intended primarily to encourage direct contact between members who can be found in the following countries:

Australia
Belgium
Canada
Denmark
France
Germany
Holland
Hong Kong
Ireland
Luxembourg
South Africa
Spain
UK
USA

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 15 December 2017.

With members in over twelve different countries, 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!

Feedback in response to some of the items raised is always welcome!

Contact: newsletter@stampeclub.org



G-AWEF and G-BWEF over Antwerp for this year's fly-in back in May. Photo: Richard Berliand

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. This is the way of the future!



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.

The Stampe Club website is the place to start!

Contact: technical@stampeclub.org

GENERAL INTEREST

Michael Jones writes from Bandol, in the South of France, in response to Jo Keighley's update about the Tiger Club now based at Deamons Hall. Michael has kindly provided an extract from the June 1961 edition of the Tiger Rag which describes the Tiger Club's Stampe.

As good as his word our Chairman has just obtained a Stampe biplane. This legendary aircraft is in many ways the French equivalent of our own Tiger. The big attraction for aerobatic pilots in this new mount is, of

course, the ailerons on all four surfaces. These give a faster rate of roll and much more response in that plane. The 150 hp Renault will continue in the inverted for some three minutes, more than ample time to go red in the face. Anyone who has seen D'Orgeix and Verette perform in a Stampe will begin to appreciate the joy with which this fine aircraft has been received in the club. It's to be called 'Le Curé' – not as was slyly suggested, 'The Actress'.

Michael also points out the Tiger Club's 'Super Tigers' were known as the Bishop, the Archbishop and the Deacon. Interestingly, the Tiger Club's Stampe was originally operated with its French registration and its Renault engine before being converted to G-AROZ and a Gipsy Major. It was destroyed in 1965.

Does anyone have any stories about this Stampe they would like to share?

UK'S AVIATION STRATEGY

The UK's government has published a Call for Evidence on its Aviation Strategy and whilst this is essentially about civil aviation, it could, and probably will, affect general aviation. So rather than groan and moan about the outcome, get involved.

The most obvious thing that comes to mind, following the recent spate of airspace grabs around some of the UK's airports, is the general loss of 'usable' airspace by VFR pilots. Remember commercial transport companies do not own the sky!

The much talked about need for small airfields with small aircraft serving facilities and training establishments, needs to be fully appreciated by local and national government, particularly in terms of local employment.

In short, general aviation has much to offer the community. More than most people think, and that includes most politicians!

Interestingly, the Group believes that as education and vocational training are exempt from VAT, flight training should also be free of VAT. Now that would make a difference!

To participate you must respond by 13 October 2017!!

Contact: aviationstrategy@dft.gsi.gov.uk

FILM STAR STAMPE HAS BEEN AUCTIONED!

As part of an 'entertainment memorabilia' sale 'Prop Store' has hosted an auction which includes a Stampe Reg G-EGGC.



Sean Connery in front of G-EGGC

By the time you read this, the famous Stampe of 'Indiana Jones and the Last Crusade' fame, featuring Harrison Ford and Sean Connery as son and father archaeologists, will have been recently auctioned. This aircraft also appeared in Stephen Sommers' film, The Mummy.

However, there was nothing archaeological about the estimate of £20,000 (or Euros 22,000) for what has been unkindly described as a glider version of a Stampe with no propeller or engine. However, you would get a rear gun turret instead of a rear cockpit. On the other hand, why let the truth get in the way of a good story!

Results of the auction are unknown at the time of writing.

THE UK GOVERNMENT AGAIN!

An all-party Parliamentary Group on Aviation has been formed by the UK government to ensure a more secure future for General Aviation.

The Group has set out 'five key points:

- Remove airfields from 'brownfield' designation by planners which has caused several UK airfields to fall into the hands of developers.
- Identify a strategic network of GA airfields to ensure the survival of airfields which, directly and indirectly, account for many thousands of jobs in the UK.



F-PMSV with 'another' engine
Photo: Christian Revel

- Give the CAA a broader role in safeguarding UK's airfields.
- Safeguard UK airspace against the expansion of controlled airspace. Commercial transport companies do not own the sky!
- Provide some evenness in respect to the taxation of Avgas in comparison with jet fuel.

THE WEATHER AGAIN!

Whilst it may be considered rather churlish to discuss weather conditions for flying when there have been so many catastrophic events around the world caused by the weather, it is still worth looking at this again.

Many countries in the northern parts of Europe have experienced good early summer weather (albeit a little windy) followed by dull and often wet weather during the peak summer months. Whereas, in southern Europe, the weather has been very hot resulting in many wild forest fires. Is this going to be a regular trend?



Back to the Clubhouse!

Whilst weather conditions obviously change from one part of the world to another, it would be interesting to know from Club members how the weather has been in your 'neck of the woods' so far this year. Send a quick email to:

Contact: editor@stampeclub.org

TECHNICAL

WINTER CARE

Tips (for Club members in the Northern hemisphere) on how you can preserve your engine over the coming winter months.

Aero engineers often say that if an engine is not used at least once every couple of weeks, it is under utilised. However, for some (if not the majority) of Club members, this is sometimes difficult to achieve during the summer months, let alone during the winter. Nevertheless, it pays to be prepared.



Stay warm. Winter flying at Headcorn (EGKH)
Photo: Angus Buchanan

To be clear, it is not necessarily the lower air temperatures during the winter which are a problem. It is the effect of those temperatures in promoting condensation. That means water which is in the crankcase which, when mixed with burnt fuel and oil deposits, will cause corrosion unless you 'use' the engine. The word 'use' in this context means fly. Anything less is unlikely to make much difference. This is due to the operating oil temperature or rather the lack of it.

Oil temperatures of less than 77°C (170°F) will not boil off any water which may have formed in your crankcase.

Of course, flying an open cockpit aircraft during the winter has its own challenges, especially if your winters are cold, wet, misty and miserable. Better if

you have the sunny, bright, but cold weather with frozen landscapes. Nevertheless, whatever your winter weather, there are a few things you could do to help preserve your engine.

Firstly, you should change your oil before the first signs of 'winter lay off' occur. However, when you change the oil, do not forget to run it up on the ground (or preferably fly) in order to spread your clean oil around the engine.

When in the hanger, you should also consider keeping the cold air out of the engine by 'plugging' the holes. These include the carburettor and the exhaust stub(s). Used yogurt tubs work quite well for the exhaust stub(s). The world famous gyroplane inventor, (of James Bond's Little Nellie fame) Ken Wallis, used to tie his 'plugs' together so as to avoid forgetting one when taking them out!

You should also think about keeping the temperatures up above freezing by using relatively cheap and low energy (and low cost) heated cables which can be wrapped around the engine. It does make a difference by keeping the engine temperature above zero.

LEGAL

NEW ANTI-TERRORISM INITIATIVE FOR UK'S AIRFIELDS

A new initiative called PEGASUS has been launched across the UK to remind us of the times in which we live.

The UK's aviation community is being encouraged to monitor and, if necessary, report any suspicious behaviour which would help to prevent illegal smuggling of people, drugs or firearms, immigration crime and terrorism.

During August of this year, five UK airfields were subject to on-the-spot checks in a multi-agency initiative led by the UK's CAA and the Border Force.

VISUAL METEOROLOGICAL CONDITIONS (VMC) IN EUROPE

European rules have changed following the SERA (Standardised European Rules of the Air) implementation.

You should be aware that SERA applies to every aircraft operating in the EU airspace regardless of type or state of registration.



Good VMC conditions?

So for your assistance, the SERA requirements for VMC (as they would affect Stampes) are as follows:

- Aircraft flying VFR in Class C, D or E airspace must remain 1500m horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 5km at all times.

Whilst other EASA member states (including the Channel Islands) are applying the standard VMC conditions, the UK is seeking to retain the existing VMC requirements, albeit this has yet to be confirmed. These (as they would affect Stampes) are as follows:

- Aircraft flying in Class C D or E airspace below 3000 ft AMSL must remain clear of cloud, with the surface insight, and a flight visibility of at least 5 km.

However, if the UK's CAA fail to retain the existing VMC requirements, the SERA conditions will apply.

Don't mention BREXIT!

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