



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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Autumn 2018

DON'T MENTION THE WEATHER !

Since the creation of the earth, the climate has been changing. From very hot (and humid) to freezing and back again at least a few times over the course of millions of years. But are the recent trends indicating another change?

For those in northern Europe and elsewhere, the recent dry summer weather has been truly wonderful for flying if not ideal for farming.

Now many countries are faced with continuous rain and storms resulting in catastrophic floods with tragic loss of life.



The storm after the warm weather in the UK

Apparently, in a warming world, we should expect to get wetter weather. The distribution of rainfall throughout the year could change as we experience longer drier spells although, when it rains, it is likely to be in intense bursts. This is often what drives floods, albeit there are also many other complex contributors.

All this will impact on outdoor leisure activities and particularly those in the air or, for that matter, at sea. Flying seasons, especially for open cockpit aircraft, may become shorter.

The bottom line, of course, is that we, as fliers, are unlikely to be able to influence the outcome. So fly when you can!

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

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.

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.

Communication within the Club is generally made via the Club's Newsletter, albeit that more urgent information and news is communicated via email.

For more in depth and detailed information, the Club's website is the place to start. It has a lot of historic information, including original drawings and other useful data. It will be the place to find spares!

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's website is always the place to start!

Contact: technical@stampeclub.org



Lee Proudfoot's G-AYGE now owned by Club member, Paul Anderson.

STAMPE WANTED

Club member, Richard Ward, would like it known that he is looking for a Stampe which must have an inverted fuel system. An inverted Gypsy (10-2 preferred) or Renault (4P05) would be great, but anything considered.

Contact Richard Ward +44 (0)7860 123886 or wards@hotmail.com



The 'main office' in the recently restored G-AYZI now owned by Club member, Rob Anderson.

REPORTS

ANTWERP FLY-IN

Saturday 12/Sunday 13 May 2018

Report provided by Dan Barraclough who visited Antwerp on a trip to Europe at a time when his own Stampe was stuck on the ground in Canada. Dan's report amplifies the need for all Stampeists to attend this great annual flying event.

"I contacted Danny Cabooter to get hotel information and also to arrange a check-out in a Stampe as it had been a while since mine was flying. Danny was very helpful and even said that he would be happy to give me a check-out flight. My wife, Mary, and I arrived in Antwerp on Thursday 10th May. Danny met us at our hotel that night to make sure we arrived safely and to set up a flight for Friday. He then took us to the airport and gave us a tour of the Stampe museum, talk about VIP treatment! I was in awe. A hangar full of 10 plus Stampes (I hadn't even seen two Stampes together in one place!) The museum was amazing and well laid out with the history of Stampe himself, the aircraft and all sorts of memorabilia. All of this while Danny was front and centre organising the fly-in!

I met with Danny again on Friday and went for a great flight with him. An amazing treat to fly with someone with so much experience in Stampes (not to mention

that Danny is just a great guy to get to know). We went through an abbreviated checkout and given that I didn't break anything to scare him (I also learned a lot too), he gave me the thumbs-up!

The next day, Saturday, was a super day. I counted over 20 Stampes on the field at one time, unbelievable to me. Mary and I met so many nice and welcoming people and were made to feel right at home. Danny's sons, Aaron and Reg, were also very involved and extremely helpful. An example of what an incredible host Danny is, was exemplified by his thoughtfulness in going so far as to include me in his awards line up (the only Canadian and the furthest travelled) at the Saturday night banquet. Sunday was not as nice weather wise with some rain and low clouds.



Eric Dumigan Photography © www.airic.ca
Great shot of Roger Hadfield's C-GOMD in Canada. Photo with kind permission of Eric Domigan

Overall, a great experience. I recommend that every Stampeist try to attend the fly-in at least once. My only regret is that I didn't have more time to connect with individual pilots and Stampe owners ... maybe next time."

Club member, Danny Cabooter's involvement with this event is legendary. As is his efficient yet friendly light handed approach.

TECHNICAL

PREVENTING ENGINE FAILURES

Whilst Gypsy Major engines are known to be simple and generally reliable, they can, like Renault engines, cause problems if fed the wrong type of fuel.

Following detailed analysis, the UK's CAA publication CAP1700 emphasises the potential problems of using inappropriate fuels. This includes LL100 which can cause reliability problems with cylinder heads, valves

and valve seats, especially where bronze cylinder heads have not been modified to incorporate a reduction of component longevity.

The UK's CAA recommends that MOGAS should not be used as it contains octane enhancers, notably ethanol, which can cause damage particularly non-metallic components including the carburettor floats, rubber pipework, seals etc.

The most appropriate fuels are lower octane such as UL91 which is more like the type of fuel generally used at the time these engines were manufactured. The problem is that this type of fuel is not always readily available!

NEW MEMBERS

The Stampe Club is blessed with members from a wide variety of backgrounds. Many with military and/or commercial experience. Often both!

This Newsletter welcomes new members from Germany and Iceland, both of whom are airline pilots.

ALF KOHLER

Alf Kohler lives with his family near Stuttgart in Germany and has a 'day time' job as an airline pilot, but has now turned his childhood dream into reality.



Alf Kohler in D-EFIY ready for the off!

Alf is the proud owner of D-EFIY which is a 1946 Stampe with a Renault 4P03 engine. The airframe was overhauled in 1996 and the engine was partly overhauled in 2014. Alf's Stampe boasts an array of original instruments and a Legere propeller.

Interestingly, Alf's Stampe is the first private aircraft he has owned. What a dream!

SIGURJON VALSSON

Sigurjon lives in Iceland and started flying at the age of sixteen in a C152 and at nineteen was the proud owner of a 1/3 share in a J3 Cub. After instructing on a variety of Cessnas, he is now a 747 Captain for Air Atlanta Icelandic. However, he always kept his hand in with light aircraft and has accrued more than 1000 hours of tailwheel experience.

Sigurjon and his great friend Elias Erlingsson (also a Club member) brought their Stampe (Serial No 293) into Iceland in November 2017 from the UK where it was registered as G-AXHC. Sigurjon and Elias's Stampe now flies as TF-OLD.

Sigurjon reports that their aircraft is a great flier albeit that he has not yet ventured into aerobatics before getting to know the aircraft. The potential is definitely there!

In the meantime, Sigurjon has been flying aerobatics in a CAP10B and a YAK55.



Anyone fancy flying around the volcano today?

GENERAL INTEREST

FLYING EYES

John Smith has, over the years, been a regular contributor to the Stampe Club Newsletter. Up until now John's articles have been on a variety of issues connected with operating his Stampe. Now he writes on a different theme entirely – his eye sight problems.

It should be emphasised that the motive of this article is not to elicit sympathy (heaven forbid) and (hopefully) not to generate disapproval that he is now flying again, but to encourage anyone similarly affected not to assume they cannot fly.

"At the end of January 2016 I developed wet macular degeneration in one eye. The central part of the retina becomes blurred and then inoperative; one cannot read or write or recognise people. I was fortunate in that I had it in only one eye; most people afflicted get it in both and can no longer function. Immediate treatment at Moorfields, in the form of monthly injections into the eyeball designed to prevent the condition worsening, failed to do so and the central vision continued to deteriorate for the rest of the year.

I immediately gave up flying. In June Mike Watts, who has maintained my Stampe for the past twenty years, flew it out of Shoreham to his strip and workshop at Roughay Farm near Eastleigh in Hampshire. I sat in the front for the ride. The intention was to renew the LAA Permit and do some work on the engine, after which the aircraft would be put up for sale.

During the flight Mike suggested that I take the controls for a spell, which I did. To my surprise, I seemed to be managing alright. Mike landed at Roughay.

Two days later Mike suggested that, before we immobilise the aircraft, I sit in the back and fly a circuit with him in the front as safety pilot. This I did without any problems. I had simply never imagined that it would be possible to fly with only one good eye. Consequently, I shall be forever indebted to Mike for his suggestion.

While we worked on my Stampe, I investigated what needed to be done to renew my medical. Interestingly, there is provision for a PPL holder to continue flying provided that he (or she) can pass the eye chart vision test with the good eye, and then undertake a flight test with an examiner.

After re-locating the Stampe to Goodwood, I flew several times during the autumn of 2016 with Graham Turner, a former RAF 'V' bomber pilot during the cold war. His relaxed competence impressed me considerably. Each flight consisted of a session of circuits and if I acquitted myself adequately, I would ask to fly out of the circuit to perform a loop or roll.

In addition to Graham's approval, I needed to convince myself that I was fit to continue to fly.

Having been 'signed off' I decided to take the Stampe back to Shoreham and flew throughout 2017 as often as possible to make up for lost time. But I was aware that I had developing cataracts in both eyes. Rated as 'moderate', and although legal, I felt that I did not see as well as I needed to, particularly when it came to identifying other aircraft in the circuit. As a result, I always flew with an observer, Lizzy who has been my flying companion for some eleven years.

Early this year I had the cataracts removed and replaced with 'distance' lenses. The difference is considerable. I feel safe to fly on my own, not that I often get the chance. Lizzy insists on flying as often as she can (she is completely addicted to spinning) and if she cannot make it, a young man called Billy, the Shoreham hangar rat, makes it very clear that he wishes to substitute. Billy's ambition is to become an airline pilot and I like to think that when he achieves this, as I am sure he will, he will remember flying his early basic aerobatic manoeuvres with me.

As Professor Ralph McCready, a cancer specialist who flew his Cessna 152 from Shoreham for forty years (and the same age as myself) once said to me, each day is a bonus!"

The message is 'Never give up!'

UK'S CAA COMMENTS ON POST BREXIT

Following stories about the UK's 35,000 pilots having to renew their pilot's licence in a 'non-deal' Brexit situation, Mark Swan, Group Director of Safety and Airspace Regulation at the UK's CAA, has come out strongly to refute these suggestions.

The UK's CAA will continue to issue and reissue pilots' licences when they are lost, damaged, when details need to be changed or pilots' privileges updated as we do now. Over time, this would include removing references to EASA – a purely cosmetic change. There will be no requirement for licences to be re-issued for any other reason meaning that there will be no change to this process.

The UK's CAA strongly refutes any suggestion that they are concerned about their ability to provide safety oversight to the UK aviation industry should no-deal be reached between the UK and the EU. The safety of passengers, crew and those on the ground remains the UK's CAA's absolute priority and nothing has changed in this respect.

As a responsible regulator, the UK's CAA has been planning for all eventualities, in the negotiations, including that of a 'no-deal', for some time. Apparently, contingency planning is well advanced. They will continue to work closely with the Government to prepare the industry for all scenarios.

WHEN IS A STAMPE NOT A STAMPE?

The creation, by a former Belgian Army and Airforce pilot, of an ultralight SV4-RS (based on a Stampe SV4.C) has, over the past few years, crated a lot of interest, particularly in Belgium, France and Germany.

The idea for an ultralight version of the Stampe came from Raoul Severin who, at the end of his active army career, stepped into the world of ultralight aviation with the construction of a Platzer Kiebitz and other amateur build aircraft. At the same time, the self-builder community were moving into more realistic replicas of existing vintage aircraft.

Sensing a business opportunity, and with good contacts within the French and German amateur build scene, a decision to use the Stampe was made as there are large numbers of the 'originals' still flying.

Based on the original drawings (which the Stampe Club also have available) the SV4-RS's have wire braced tubular steel fuselages with bonded-on foam formers and tube stringers powered by a Rotax 912 engine.

Whilst presently not (officially) aerobatic, it is planned to provide +6/-3 capability. All in all, the SV4-RS appears to be a capable ultralight aircraft, albeit not a Stampe!



Nice looking F-PMSV with a new engine and stream lined nose. Photo courtesy of Christian Revel.

AIRSPACE THEFT IN THE UK!

The UK's CAA have approved TAG Farnborough Airport's proposals for changes to its airspace.

Based on a 'dodgy dossier' which includes forecasts of increased business aviation together with spurious safety concerns, the UK's CAA have all but approved the changes to the surrounding airspace. As a result, this will create 'Transponder Mandatory Zones' within what will, at the same time, become Class E Airspace.

With so much widespread condemnation within the general aviation sector, the UK's government's All Party General Parliamentary Group on General Aviation (APPG on GA) has announced that it will be investigating the way that air space changes are processed and will be studying the UK's CAA powers.

Commenting on the Farnborough decision, the Chair of the 170 strong UK parliamentarians APPG on GA, the Right Honourable Grant Shapps MP, said 'We start from a position that says airspace belongs to everyone.'



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HISTORIC OR VINTAGE

How aircraft are described has been something of an 'old chestnut' for sometime. However, the UK's Historic Aircraft Association (HAA) has been asked to come up with a definition of 'heritage' and 'historic'!

Whilst age will matter, an aircraft type will qualify as historic if it has a special place in the history of aviation.

So, where are Stampes in all this? Classic or vintage or both!

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 14 December 2018.

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 any of the items raised is always welcome!

Contact: newsletter@stampeclub.org