



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

Please note that the views expressed in this communication are not necessarily those of the Stampe Club. Readers should be aware that the content is written mainly by amateurs. While reasonable efforts are taken to check the accuracy of statements in this Newsletter, no confidence should be placed in them unless independently checked and confirmed by an appropriate authority. Contributors to the Newsletter possess no greater expertise than that of their readers. Therefore, no advice, guidance, recommendation or factual statement should be relied upon until checked against a more dependable source. Neither the officers nor the contributors nor the Stampe Club accept responsibility for facts or opinions stated in this Newsletter.

New Year 2018

BEST WISHES FOR 2018

This is a time of year when pilots (particularly UK pilots) dream of clear skies favourable winds and cheap fuel. Then you wake up!



Now this is what it's all about!

The fact is the weather in most, if not all, parts of the world, is somewhat unpredictable.

We hear a lot about jetstreams and their effects on the weather, particularly over Europe. Baking hot and dry in the South and cold and wet in the North.

The 'bottom line' is, of course, what can you do about it? Well, not a lot, apart from praying to St Medardus (or St Médard or St Méard) who you may like to know is the Patron Saint against bad weather.

In the meantime, you may wish to think on the quote by Cecil Day Lewis, "We who fly do so for the love of flying. We are alive in the air, with this miracle that lies in our hands and beneath our feet."

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

CLUB CONTACTS

Austin Trueman
Angus Buchanan
Jo Keighley
Guy Solleveld
Editor

chairman@stampeclub.org
secretary@stampeclub.org
treasurer@stampeclub.org
technical@stampeclub.org
newsletter@stampeclub.org

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.

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!

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 30 March 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 some of the items raised is always welcome!

Contact: newsletter@stampeclub.org

REPORTS

11,12 and 13 August 2017
Vintage Aerobatic World Championship (VAWC)
Stanning Airport (EKVJ)
Denmark



Beautifully restored OY-EFF with one of the owners, Paul Erik Nielson, at the controls ready to go!

Despite marginal weather, a great time was had by all at the inaugural meeting of what will become an annual event for vintage aircraft. Club member, Soren Dolriis reports that over 100,000 'hits' were logged by the VAWC in the months leading up to the event suggesting there is an obvious need for such an event. Long may it continue!

Pilots came from all over Europe including well known Clive Davison, who flew up to Stanning from the UK in a Tiger Moth. Not quite a Stampe!



Some critical observers

The other UK pilot, equally well known, was Barry Tempest (of Rothmans Fame) albeit he borrowed a local Stampe, but reported that he was 'outgunned' by the Bücker Jungmeisters.

Contact: Soren Dolriis
Email: dolriis@syntase.dk

THE JOURNEY OF A LIFETIME!

TO FLY ACROSS AFRICA IN A STAMPE!

Club members and guests were treated to an absorbing presentation by Cedric Collette at the RAC Club in London on 25 November 2017.

When Alexandra agreed to marry Cedric Collette, she had a dream to fly across Africa in a small aeroplane. This dream came true in November 2016 when they flew their Stampe to Crete to join the Vintage Air Rally. For those who did not attend, this is their story!

After Alexandra and Cedric decided to join the Vintage Air Rally, they had to find a suitable aircraft, and quickly.

The Rally was organised by Prepare2Go who are a logistics company, with an aviation connection. The Vintage Air Rally involved flying from Crete to Cape Town in aircraft built before 1949.

As Cedric is from Belgium and Alexandra is from France (with an English mother) the obvious choice was a Stampe. This satisfied both nationalities. But how to get one?

The answer lay in the Antwerp Stampe museum, in Spring 2016, where an original Belgian Stampe (No 29 out of some 65 built before WWII) was found in excellent condition.

To satisfy national pride, the tail fin displayed the national colours of Belgium on the right hand side and France on the left.



00-GWB taking off somewhere in Egypt (Photo: source unknown)

Aircraft found, they now needed some training, albeit by this stage Cedric had clocked up a few thousand hours with his successful flight training business which Alexandra joined in 2013 after quitting her job as a lawyer. The training was completed in Antwerp by the vastly experienced Club member, Danny Cabooter.

Then, after flying their Stampe as often as possible, it was off to Crete for the start of the Vintage Air Rally. If you think that is a journey in itself, stop reading now. The rest of you will be overcome with a mixture of excitement and exhilaration thinking about a once in a lifetime journey.

Who could you not be impressed by the thought of flying around the pyramids in a Stampe followed by landing (with official approval) on the approach road to the pyramids. As it happened, this was not an easy task in a stiff cross wind especially when the narrow road has high kerbs.



"00-GWB turn left at the next pyramid!"
(Photo: source unknown)

However, before getting to Egypt there was the small matter of crossing the Mediterranean sea which started with rather inconvenient winds. At that stage, it looked as if it would take some four hours. This sharpened the nerves when considering there were only 3½ hours of fuel on board. Yes, that means there was an additional fuel tank. In fact, it was positioned behind the rear seat. No other places available when the front cockpit is being occupied. Not unexpectedly, this played havoc with the elevator control until it was used.

An electric pump provided the means of getting the fuel to the main tank. A wind turbine provided some well needed 'top up' to the battery.

Whilst the organisers 'Prepare2Go' had a Cessna Caravan and Robinson R66 helicopter on hand for emergencies, this takes nothing away from the scale of the Stampe's adventure.

The other memorable highlight was crossing the Victoria Falls, albeit the 'authorities' ruled that this should not be below 1500 ft. Almost low enough to get wet!

JOURNEY OF A LIFETIME! CONT

One of the main 'pains' of the journey was apparently the time taken to hand pump fuel from barrels into the aircraft via a filter, just in case. Never a quick job, but because of the other participating aircraft, it always took a long time.

As Club members will appreciate, the tales from such a journey could fill a book, and may do so. But, in the end, the Stampe got to Cape Town in one piece, albeit they found numerous fine cracks in the crank case which were, in fact, likely to have already been there before setting off from Belgium.

For those who wish to get a better 'feel' of the Vintage Air Rally, a browse through the internet is worthwhile, particularly on YouTube.

Did they fly back? Well, would you? No, Cedric and Alexandra sensibly decided to pack the aircraft up in a crate for the journey back to Belgium by ship. The dismantling and re-assembly of the Stampe was completed by expert aero-engineers from Belgium.

In the end, Cedric and Alexandra have gathered memories which will last a life time. Their next adventure is the forthcoming birth of their first child. The Stampe Club sends its best wishes to the happy couple!

Long distance flights in an open cockpit aircraft, such as a Stampe, seem to be gaining popularity. So much so that several Club members are looking at 'where to go' in 2018. If you would like to discuss and/or participate, please get in touch. Do not worry if you have not had any previous experience.

Contact: Angus Buchanan
Email: secretary:stampeclub.org

EVENTS

Saturday 12 May/Sunday 13 May 2018
Antwerp Stampe Fly-in
Antwerp International Airport (EBAW), Belgium

This event is a must for any Stampeist. Antwerp is often described as the 'cradle' for Stampes boasting a museum dedicated to the type.

The weekend events offers that winning combination of good company, good cheer and (somehow) good weather.

Whilst all the airshow stuff occurs on the Saturday, the Sunday mass formation of Stampes is worth watching or, even better, worth joining.

Contact: Danny Cabooter
Email: stampe@skynet.be

Saturday 30 June to Sunday 1 July 2018
Stampe Fly-In
Pithiviers (LFFP) France

This is a truly wonderful event organised by the local Aero Club. The hospitality of Jean Pierre le Bouevec, his family and colleagues, is legendary. Four UK Stampes made it in 2017, together with others from other parts of France and Belgium. Well worth a visit!

Contact: Jean Pierre le Bouevec
Email: jpm.lebouevec45@orange.fr



Occupants of G.BWEF enjoying a 'little glass of something' after landing at the Pithiviers Stampe Fly-in 2017

Thursday 16 August to Sunday 20 August 2018
Vintage Aerobatic World Championship (VAWC)
Skive Airport (EKSK) Denmark

Another opportunity to enter or watch the VAWC with participants coming from around the world. This event has been described as something for those pilots who are 'bored just to fly the standard Sunday tour with a couple of loops and rolls'. Two local Danish Stampes are already booked in!

For further details, take a look at www.vintageaerobatic.com

Contact: Soren Dolriis
Email: dolriis@syntase.dk

STAMPE FOR SALE

STAMPE G-AYGE

Club member, Lee Proudfoot, has recently and reluctantly advertised his SV4C in the LAA magazine 'Light Aviation', but has made it known that a sale to another Club member would be preferred. To emphasise this, Lee has confirmed that the asking price would be reduced from £55,000 to £48,000 for Club members.

STAMPE FOR SALE CONT



G-AYGE can be seen at Duxford

The 1946 aircraft (Serial No 242) is based at Duxford and has a 4P03 engine with 345 hours (since top overhaul) and a Chauviere 6006 propeller. The airframe has 3124 hours.

Contact: Lee Proudfoot on 07785 316827

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

NEW MEMBER

WAYNE FOWLER

Wayne Fowler from Eastern Pennsylvania, USA is the proud owner of a Lycoming powered 1949 SV4-C serial No 1089.



Wayne Fowler with his wife and family

Make no mistake, this guy is a serious flyer. It all started as an 18 year old flying a Cessna 152. Then after college, he completed the USAF pilot training and flew the F16 supersonic fighter for some 10 years. Wayne's present 'day time job' is now flying a B-767ER for Delta Air Lines where he has spent the last 20 years.

Back in the real world, Wayne has gathered some 100 odd hours tail wheel experience on a variety of interesting aircraft including a Piper J3 Cub, Stearman, Tiger Moth and Super Decathlon.

Welcome to the Stampe Club Wayne.



Beautiful F-BAHV landing at the Pithiviers Stampe Fly-in 2017

GENERAL INTEREST

ONE OF THE CLUB'S FOUNDERS AIRCRAFT IS BEING RESTORED

The Stampe Club is pleased to learn that the late Mike Cowburn's Stampe G-AYZI is being restored under the gaze of his brother and club member Martin, who is hoping to keep the Stampe 'in the family'!



Rear cockpit of G-AYZI currently being restored.

ENTERTAINMENT

MOVIE: THE PROMISE OF DAWN

The movie, based on an autobiographical novel by Romain Gary, is directed by Eric Barkier and tells the story of a crazy love between a mother and her son. Whilst this is a sensitive film (in true French style) it contains some flying shots with Stampes flown by Belgian Stampeist, Francois Vuylsteke.

Promise of (at) Dawn can be viewed via 'You tube'. In fact, if you enter 'Stampe', you will find several 'interesting' Stampe features.

TECHNICAL

EUROPEAN 8.33 kHz RADIO REQUIREMENT – WHAT'S HAPPENING?

From the original 'single European sky' (SES) legislation in the late 1990's came the desire for 'borderless skies' as well as the perceived need to increase the 'air wave' capacity within Europe. The rest, as they say, is history!

Now that many European aircraft owners have complied with the EC's mandate for 8.33 kHz radios in all EC registered aircraft, we now find out that 18 member states have said that they do not need to implement the regulation. They do not have any capacity or frequency shortage. So what's really happening?

SAD NEWS

CHRIS ROLLINGS

The Stampe Club was saddened to learn that, Chris Rollings died last November following a gallant battle with illness over the preceding couple of years. A memorial service was held on 7th December 2017 at Churchdown in Gloucestershire, UK.

Chris was well known in Stampe circles for running Tiger Airways, based at Gloucester (EGBJ), in conjunction with Tizy Hodson, who did most of the flying in one of the many Stampes run by Tiger Airways.

Chris will be sorely missed by all those who had dealings with him. The Stampe Club sends its condolences to his family and friends.

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