



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.

Spring 2014

TIME TO LOOK FORWARD!

In many parts of the world the weather over the first few months of the year has been extraordinarily dreadful!

It would be somewhat inappropriate and disrespectful, to those many people whose lives have been devastated by flooding, to complain too much about the unusually wet weather which has closed many grass strips in Europe. Hopefully this is now all a thing of the past.



An English landscape during the early months of 2014

The effect of any bad weather is that months can go by without any flying. Consequently, the first flight following a 'lay off' should be carefully considered. This includes the aircraft as well as the pilot. Are both ready?

Now, with the flying season quickly coming upon those of us, in northwest Europe, it is time to look forward!

THE STAMPE CLUB'S WEBSITE

A TREASURE TROVE

As has been previously mentioned there has been a great deal of behind the scenes work undertaken by member Peter Omrod in setting up the Stampe Club's website. It is now fully operational. As a result, we would encourage all members to visit.

While a website is not unusual for an organisation like the Stampe Club, the overwhelming objective has been to build something that is a real asset to members. The opening pages are available for anyone to see. However, we have created a login for members – which gives access to the 'real secrets' within... A Library of Technical Information, a Bazaar where you can advertise or request parts from members, an Events Schedule and an Ops Board. These are beginning to be populated, but will work best if you join in and upload any information to which you have access. Our objective is that this central resource becomes 'the place' to find what you require. Digging for information is our biggest challenge (and will become more so) – please share what you have for our mutual benefit.

You should have received notification of your username and password. If this has not arrived in your inbox, please contact Angus Buchanan, secretary@stampeclub.org

As an addition, Peter Omrod has set up Club email addresses within the new arrangement. You may wish to make a note of these:

Austin Trueman
Angus Buchanan
Jo Keighley
Guy Solleveld
Editor

chairman@stampeclub.org
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technical@stampeclub.org
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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.

NEWSLETTER

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

Contact: The Editor: newsletter@stampeclub.org

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, but all with the objective of preserving the type.

The Stampe Club has members in some twelve different countries within Australasia, Europe and North America.

Contact: Angus Buchanan: secretary@stampeclub.org

SUBSCRIPTIONS

Subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name. Your password for the members section of the Stampe Club website will follow.

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Contact Jo Keighley: treasurer@stampeclub.org

EVENTS

WHEN AND WHERE?

If you know of any fly-ins who would welcome Stampes (and who would not). Why not send a note around to the other members? In any case, please take some photographs to show other members where you have been!

If you are interested in attending any of these events, please let the Club know. You may like to have some company!



A formation of Stampes somewhere in Belgium

24th Fly-in Antwerp, Belgium Saturday 31 May to Sunday 1 June 2014

This year's fly-in, limited to Stampe and Ercoupe aircraft, is held in the 'spiritual home' of Stampes where they were conceived and built back in the 1930's.

Weather permitting, there is already a 'handful' of UK Stampes who are 'up for it'!

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

Vintage Biplane Fly-in Goodwood, West Sussex, England 1st June 2014

The centenary of the First World War would seem to have increased the interest in biplanes. This event will take advantage of that interest within the beautiful setting of the South Downs. Simply a great venue!

Contact: RobWildeboer@goodwood.com

Rallye Aerien International de Cognac
Les Ailes Cognacaises, Cognac, Codex, France
The 40th anniversary of the famous Cognac
International Air Rally.
Friday 20 to Sunday 22 June 2014

This event always attracts aircraft from across Europe who enjoy the combination of aeronautical events with the famous Cognac tasting test. The countryside of the Charente region provides a beautiful backdrop. Participants can enjoy a VIP weekend filled with good dining and memorable aviation moments.

By the way, the principal objective of the rally is to take home the winning pilot's weight in Cognac! Interested?

Contact: aeroclubcognac@yahoo.fr

Coupe d'Anjou
Angers, France
Saturday 26 to Sunday 27 July 2014

Whilst this weekend includes an aerobatic competition, it is primarily a gathering of Stampses or, in other words, 'un grand rassemblement de SV4'!

The location is perfect, the food is fantastic and the company is always wonderful. This event is a real must!

Contact: Jean Marie Bucher@ac-nantes.fr



Tails you win! A wonderful collection of Stampses at Pithiviers, France

Old Timers Fly-In
Schaffen Diest, Belgium
Friday 15th to Sunday 17th August 2014-02-19

This is a well established event in the middle of Belgium and is well worth a visit, particularly in a Stampe.

Contact: Guy Valvekens - guyvalvekens@gmail.com

LAA Rally
Sywell, Northants, England
Friday 29 August to Sunday 31 August 2014

This event attracts aircraft from all over Europe and is well worth a visit. It would be nice to get a group of Stampses parked up together.

Contact: Light Aviation Association: office@laa.uk.com



Ready for the off! Somewhere in France

BITS, PARTS AND PLANES

DO YOU HAVE ANY 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.

Contact: www.stampeclub.org or if you have difficulties
 Guy Solleveld: technical@stampeclub.org

GENERAL

FARNBOROUGH SQUAWK

Funny how many things instigated on a temporary basis by the CAA became permanent!

The CAA has confirmed that the 'listening out squawk' covering Farnborough Airport is to be made permanent. The Farnborough Frequency Monitoring Code is 4572 and the radio frequency to monitor Farnborough's LARS (Lower Airspace Radar Service) West is 129.250.

Could all this be part of Farnborough's airspace grab? Well, yes. In fact, Farnborough are proposing serious restrictions involving class D controlled airspace (CAS) which is currently highly used by all forms of GA including non-radio.

PEOPLE

RESTORATION MAN!

Member, David Ashley, outlines his story (or stories) of renovating two Stampes. His article is not for the faint hearted!

It all started many years ago from a desire to restore old aircraft. I have flown for many years and lived in the USA for most of my adult life where I had a Skydiving business (Operating a Pilatus Porter) and ended up taking a vow of poverty and became a flight instructor. I returned to Britain about ten years ago and then, seven years ago, I started work on a Flitzer Z21a... all but complete now except for firewall forward. I built this aircraft in order to learn the skills needed to work on old aircraft; better to mess up a homebuilt one rather than a piece of history!



Extensive work to the wings

Three years ago I found an SV4c (EGDR) which had been partially rebuilt after a major crash. I transported it to Wales where I surveyed the pieces with my Inspector on the Flitzer, Gilbert Davies. I set to work on the fuselage, which sadly needed much more work than a simple covering and paint job! I mentioned my project to an old friend of Valentine Linsey whose SV4c was also wrecked in a crash and had sat sadly in his hangar in Hungerford for years. He begged me to take (EGGC) off his hands (well almost), and so I ended up with two Stampes.

My wife has always been very understanding of the Flitzer being built in the basement of our 'pad' in Notting Hill Gate, particularly when the fumes occasionally wafted up.

My family has owned a farm in Wales for years where I have a large workshop and where EGDR was residing. There was no way my wife was going to be happy about two Stampes and a Flitzer. So when I drove a rented truck back to Wales, I devised a way of hiding EGGC in the various remaining barns and sheds. The fuselage of EGGC was tied to the roof of one of the barns for a whole year until my wife spotted it when she asked why I had an old canoe tied to the ceiling!

After being found out, I unstrapped EGGC and laid out all the parts only to find that the wings of EGGC, while needing recovering, as mice had lived in all four, in fact required a great deal of woodwork. Those wings were, in fact, in much better condition than the wings of EDGR. The wings of EGDR had had a lot of work done, but unfortunately, had suffered from many details being overlooked. It was the same with the fuselage. This meant that I have had to strip a lot of the work on 'top' to fix the work 'underneath'. As it happened, the fuselage for EDGR is now complete except for the final colour and Firewall forward.

During this time, it pretty quickly became obvious that I was spending more time in London. Consequently, I would have to move the entire project somewhere in the South East of England. Enter Classic Air Care (Roughay Farm) who have provided me with some floor space to complete this project as well as providing the necessary knowledge.

As for engines, EGDR will be a Gypsy Stampe and EGGC will be a regular Renault one. EGGC will have an original French military scheme, albeit that it starred in several movies including 'Indiana Jones and The Last Crusade' starring Harrison Ford (a well known flyer and war birds enthusiast) and Sean Connery.



Stampe pilot or hangar hand in front of EGGC!

I have known EGGC for many years before it's sad crash (a gentle flip onto it's back by its pilot operating the hand brake in the landing roll while studying a girl in a bikini in the nearby swimming pool (as one does) and it has always been treated like an old farm tractor. Consequently, when I finish EGGC, it will be very much an oily rag. On the other hand EGDR will be smarter simply because so much has been 'rebuilt'.

To be continued!

Footnote

We should then be completing engine tests by late Spring/early Summer. The Flitzer is 'plans built' and I have done all the work myself. A Stampe is entirely different. I could not have done all the work myself and have therefore relied heavily on very good people to help me. Building an aircraft from scratch is a lot easier because one does not have to follow such an exacting procedure because, in essence, one is building a prototype. Not so with a Stampe!

It would seem that twenty-five years ago there was a certain element of elitism (in the UK) that went along with owning and operating a Stampe. Thank goodness this is no longer. All the Stampe owners I have been in contact with have been open, forthcoming and willing to share all to get my project off the ground. I am grateful to them all!

TECHNICAL

GYPSY ENGINES – THOSE STICKING MAGS

The sticking mags on Gypsy engines are well known and are, usually solved by a short sharp blow with a wooden hammer. However, as Jo Keighley explains, prevention is always better than cure.

A very common starting problem for Gypsy Major engines, especially in winter with increased humidity in the air, is due to sticking magnetos. The classic way of dealing with this is the short sharp blow to the join between the magneto impulse coupling casing and the engine block with a wooden bar. I have always found a hammer handle, purchased from any hardware store, a most effective device for such purpose and I keep one permanently in the locker in my Stampe for just that purpose.

The whole problem of sticking magnetos can be almost avoided, and certainly much assisted, by injecting some form of water repellent lubricant into the small hole in the magneto impulse coupling housing. Whilst some proprietary lubricants work quite well for this purpose and now seem as good as

ACF50. This is a pinkish coloured aerosol spray which gives a better and longer lasting result.

Typically, I always seem to forget where the hole is. It is, in fact, located at the six o'clock position on the ring of metal which surrounds the impulse coupling, the part joining the magneto block to the engine. This is located on the right hand side of the engine (when looked at from the cockpit). Note that there is no similar hole on the magneto mechanism on the left hand side of the engine. The hole is very small, about 2mm in diameter, and is located half way across the circular metal ring surrounding the coupling, which on most Gypsies, is painted black. As it is underneath the coupling, you may need a torch to spot it – because of the size of the hole, it is not easy just to feel where it is.

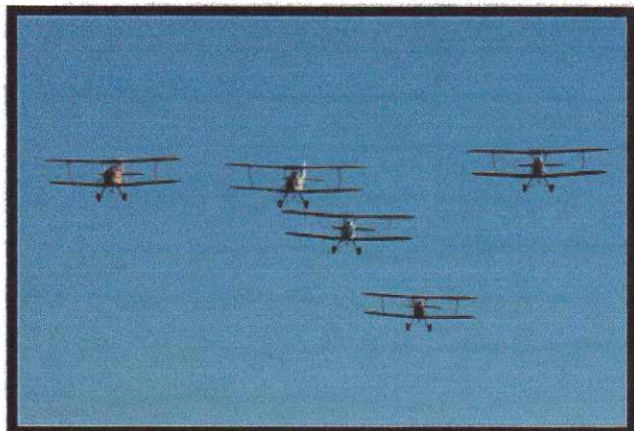


Formation flying at Headcorn, UK

Before doing anything at all, it is essential to ensure all four mag switches are off! You first need to attach the thin tube supplied with the aerosol can to the squirter on the ACF50 can. Then gently push the tube up into the small hole. This is where you need a second person to assist. Whilst you are holding the thin tube into the orifice in the impulse coupling ring, your assistant should 'very, very slowly' wind the propeller backwards. This must be done slowly and carefully. At some point a hold on the magneto drive shaft will align itself with the small orifice into which you have inserted your tube. Without yet having pushed your tube further into the hole, you should call 'Stop!' to your assistant, such that he then stops winding the propeller backwards leaving the two holes aligned. Then you push the thin tube into the now aligned holes and give quite a long squirt (about three seconds) of ACF50 into the magneto drive. Job done!

The most important thing is not to break off the end of your tube accidentally in this process, because if you do, the bit of plastic will then get chewed up in the magneto mechanism, cause fearful damage and cost you a fortune to repair! Hence why the person winding the propeller backwards must do so very slowly. You must keep the very lightest pressure on the tube so you can just feel the holes aligning themselves.

If, by mistake, you happen to push the tube further into the hole as the holes align, but your assistant continues to wind the propeller backwards, the plastic tube will then snap with the inevitable consequences! So do not say you have not been warned!



We are coming to get you! A formation of Stampes somewhere in the UK

A single treatment ought to remain effective for up to about six months, depending just how much you use your aeroplane and how damp your hangar is. Other oils will also do the job, but it is less effective than ACF50. Incidentally, ACF50 is also the ideal water repellent lubricator for wiping down and cleaning your stainless steel flying wires.

TIE RODS

The recent news of a tragic fatal accident involving a Tiger Moth in Australia on 16 December 2013 raises again the thorny question of replacement tie rods. The failure of locally (Australian) manufactured tie rods may have some implications for some UK aircraft of similar design.

It is obviously important that Stampe tie rods are made from the right material as well as manufactured correctly. In particular, the taper as well as the thread should be rolled, not cut. The latter will change the physical/mechanical properties of the steel.

The steel to be used for the tie rods should be nickel-chrome-moly steel which has excellent hardenability and good resistance to fatigue and repeated impact. It is used in a wide range of safety critical parts.

Interestingly, the CAA have recently issued an 'emergency airworthiness directive' (G-2014-0001-E) for the Tiger Moth (DH82) concerning tie rods which are acceptable.

INTEREST

WATCH OUT!

Garmin are now selling the new Garmin DZ Pilot watch which has GPS capability plus a worldwide airport database that features Garmin's signature direct-to and nearest airfield functions. Pilots can program a 'time-off' using the stopwatch.

Other handy features include compass with HSL and UPS with adjustable baro-altitude and moving map. Many other features are time zone changes plus estimated times and much more.

FLYING WITH DIABETES

The CAA announced last year that pilots with insulin-dependent diabetes could continue to fly commercially and privately. This precedent gives hope to thousands of pilots at risk of losing their careers through diabetes, and thousands more who wish to become pilots but are currently debarred from the profession in most countries.

Apart from the USA, five countries allow private flying for pilots with diabetes – South Africa, the UK, Canada, Australia and Israel. Until the UK allowed commercial flying, Canada was the only country where pilots were not grounded when they developed diabetes.



The Bordeaux Bandits lunching at Bordeaux Leognan Soucats 2013

YOUR TALE

If you have anything, no matter how embarrassing, (in fact the more embarrassing the better) you think would interest Stampe owners, please send it in!

Alternatively, just send your photographs. Always welcome!

Contact: Editor: newsletter@stampeclub.org