



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 2018

THE WEATHER AGAIN!

The welcome warmth of spring weather in the northern hemisphere may come with an increased risk of severe weather resulting in flooding in some parts of Europe.

Meteorologists think that an active weather pattern will result in several rounds of severe weather from Germany, Belarus and Ukraine, with constant rain showers which will produce a high risk of flooding in the Balkan Peninsula.



A wet runway in the South of England

Apparently, a less stormy pattern will take hold across western Europe over the next few months allowing unseasonable warmth to build from Spain into France and then up to northern Europe. In fact, long range forecasts talk about unusually warm weather. The trouble is that in the UK the sun is often mistaken for a UFO!

At the moment, some northern European countries have experienced incessant rain resulting in many grass runways being closed for safety reasons as well as avoiding permanent damage to the grass surface.

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.

CLUB CONTACTS

Austin Trueman	chairman@stampeclub.org
Angus Buchanan	secretary@stampeclub.org
Jo Keighley	treasurer@stampeclub.org
Guy Solleveld	technical@stampeclub.org
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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

A/C Name: The Stampe Club
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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact: treasurer@stampeclub.org

LIST OF MEMBERS

The Stampe Club members list is primarily intended to encourage direct contact between members.

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

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!

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 emotional home or 'cradle' for Stampes boasting a museum dedicated to the type. If you have a Stampe, you must go once during your flying career.

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



Danny Cabooter in the 'oldest flying Stampe' at a previous Antwerp fly-in.

Saturday 30 June and 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 Bouedec, his family and colleagues, is legendary. Four UK Stampes made it in 2017, together with many others from other parts of France and Belgium. Well worth a visit!

Contact: Jean Pierre le Bouedec
Email: jpm.lebouedec45@orange.fr



A beautiful Stampe at Pithiviers

**Saturday 11 and Sunday 12 August 2018
Old Timer Fly/Drive In
Shaffen Diest (EBDT), Belgium**

This is another 'must attend' event with lots of Stampes from all around Europe.

Combined with a vintage drive-in, the weekend offers a great opportunity to meet up with other Stampe owners.

Contact: guyvalvekens@gmail.com



Now that's what you call a prize giving!
VAWC 2017 in Stanning, Denmark

**Friday 31 August to Sunday 2 September 2018
LAA – International Rally
Sywell (EGBK) Northants, England**

This is a great event as it includes literally all types of aviation. Vintage, modern, gyros, helicopters and much more. UK members should attend. Preferably fly-in or, alternatively, drive in.

Contact: lightaircraftassociation.co.uk



Atmospheric photo of G-BWEF at last year's Shaffen Diest



G-BRXP at a previous LAA Rally

NEWSLETTER

**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, at a new venue, 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

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 29 June 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

STAMPE FOR SALE

STAMPE G-AYGE

Lee Proudfoot reports that his Stampe is still looking for a suitable home although there are people presently looking. It's a good time to buy!

Lee reluctantly advertised his SV4C in the LAA magazine 'Light Aviation' last year, 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.



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's website is the place to start!

Contact: technical@stampeclub.org

GENERAL INTEREST

CofA's FOR STAMPES

Since the time when the UK's CAA agreed to allow UK registered Stampes on a Permit, some UK owners still prefer to operate their Stampes on a CofA. But how do things now stand?

The answer lies in Belgium. In 2016, the Belgian CAA issued a Type Certificate Data Sheet (TCDS) for a range of Stampe SV4 types. Consequently, this created another path for Stampe owners wishing to operate on a CofA. The UK's CAA, and probably other ICAO countries, will accept this without further investigation provided the aircraft conforms to the TCDS or TCDS plus previously approved modifications. Members should check with their own aviation authority.

Under the ICAO system, if a technical 'issue' is brought to the attention of the Belgian CAA, they are obliged to communicate this to all other ICAO members via a normal bulletin system. Thereafter, the various national CAA's advise owners of a particular problem. This system is in constant use with commercial aircraft.

In practice, when your CofA is due, your maintenance organisation should apply for the Certificate declaring that this is requested in accordance with the Belgian TCDS following which, the national CAA should issue the CofA accordingly. Furthermore, there should be no 'unusual' cost associated with this mechanism as it sits within the normal CofA framework. As you can see, the process is, in theory, remarkably simple.

The motivation leading to this investigation within the UK was the currently unknown future of Tiger Airways Ltd, and the existence of the Type Rating Agreement (TRA), following the sad death of Chris Rollings last year. As things stand, Tiger Airways Ltd is still operational, albeit uncertainties as to its future still prevail.

It is worth adding that the Stampe Club's investigation was clarified following a meeting with Mike Poole at the UK's CAA offices at Gatwick as well as discussions with Eddie de Poorter at the Belgian CAA. Both were very helpful.

The Permit to Fly route remains wholly valid and is not in question. Consequently, UK registered Stampe owners operating on a Permit should be confident that it is still an ongoing option for certification and that they will not be asked to revert to a CofA.

Thanks to Angus Buchanan for putting all this together. Angus is intending to use the 'Belgian TCDS' route for the forthcoming CofA on his own Stampe. After which, he will send a 'how to do it' circular separately to members.

EUROPEAN DATA PROTECTION

The new EU General Data Protection Regulation (GDPR) will come into force on Friday 25 May 2018.

At the same time, the UK's CAA website link G-INFO is under the spotlight for displaying UK registered aircraft owners' details, often with home addresses and available to the general public.

This concern has been picked up by the Aircraft Owners and Pilots Association UK (AOPA). They now offer its UK members, the use of a sort of Post Office Box facility, thereby 'hiding' from public view the owners' confidential contact details.

Interestingly, the UK's CAA take the view that they are legally obliged to display all current G-INFO data.

As the Stampe Club holds data (names and addresses plus engine type etc) relating to its members, we should wish to reassure members that their data is only shared with other members. It is not (and will not be) shared with any third parties. The Stampe Club does not have a contract with Facebook and/or Cambridge Analytica!



Without stating the blindingly obvious, members have provided their contact information and other details willingly to join the Stampe Club. Consequently, unless you object, the Stampe Club will assume that your consent for your data to be held by the Stampe Club has been granted. Having said that, you can object and ask for your data to be removed.

UK'S REGIONAL AIRPORTS AND AIRSPACE GRAB!

At the moment, consultations in the UK on RAF Brize Norton and London Oxford Airport have just closed. If allowed to proceed, the controlled airspace in this area would increase almost four-fold. But why do these airports need it?

The fact is that the forecast for growth has been 'sexed' up for potential investors who, amongst others, see great potential in the growth of the 'bizjet' market. Interestingly, the most optimistic aviation calculations for growth cannot get anywhere near the 'financial' forecasts for air traffic growth.



Like it or not, airports are seen as important employment hubs, capable of providing work for a mixture of skills. Politically, this has a lot of attraction.

The trouble is that many of these would appear to have been based on rather 'dodgy' assumptions which could result in another 'nail in the coffin' of general aviation in the southern part of the UK.

NEW MEMBER

FILLIPO GIORGIO COLNAGHI

The Stampe Club welcomes Fillipo Colnaghi who flies from Bresso, near Milan in Italy. Fillipo currently has an aerobatic licence on a CAP10. However, he is now keen to get the best out of his recently acquired Stampe which used to belong to his late father. This is a really nice story!

Fillipo's father (who passed away when he was 15) sold his Stampe in the late 1990's. Unfortunately he never had the chance to see it or fly it as his Dad's licence expired before Fillipo was born.



Fillipo's beautiful I-SARY



In 2010, Fillipo decided, out of curiosity, to find the plane (I-SARY) and fortunately managed to track down the telephone number of its owner. He told Fillipo all about the Stampe and invited him to see it at the Aeroclub Milano in Bresso. That was it. Fillipo was hooked! After seeing his Dad's old Stampe, he enrolled then and there at the flight school at Bresso.

However, it took Fillipo some eight years to convince the owner to sell him his Dad's Stampe. Then at the beginning of this year, the owner made a heart-felt decision to sell.

Now back with the Colnaghi family once again, Fillipo's Renault engine Stampe should be up and running by May. Fillipo also reports that his Stampe is in fantastic condition with a completely restored engine. The photograph proves the point.

Buona fortuna!

However, it is possible to 'get a picture' of the condition of the engine via oil analysis. The pressure of 'metal' being an obvious example.

Costs, like most things, vary so do your homework

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TECHNICAL

OIL TESTS FOR AVIATION ENGINES

In humans medical science and blood tests are often carried out to determine the health of a person. So should oil tests be considered in the same way?

Engine oils work under demanding conditions, exposed to high pressures and temperatures as well as many other harmful factors in a vintage 'upside down' aviation engine.