

Spring Edition 2023

Stampe Club

STAMPE CLUB NEWSLETTER



SPRING 2023



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 members and international organisations responsible for licensing and flight safety etc.

STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership. Contact: sec@stampeclub.org

Please Note

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.

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For more information visit www.stampedclub.com

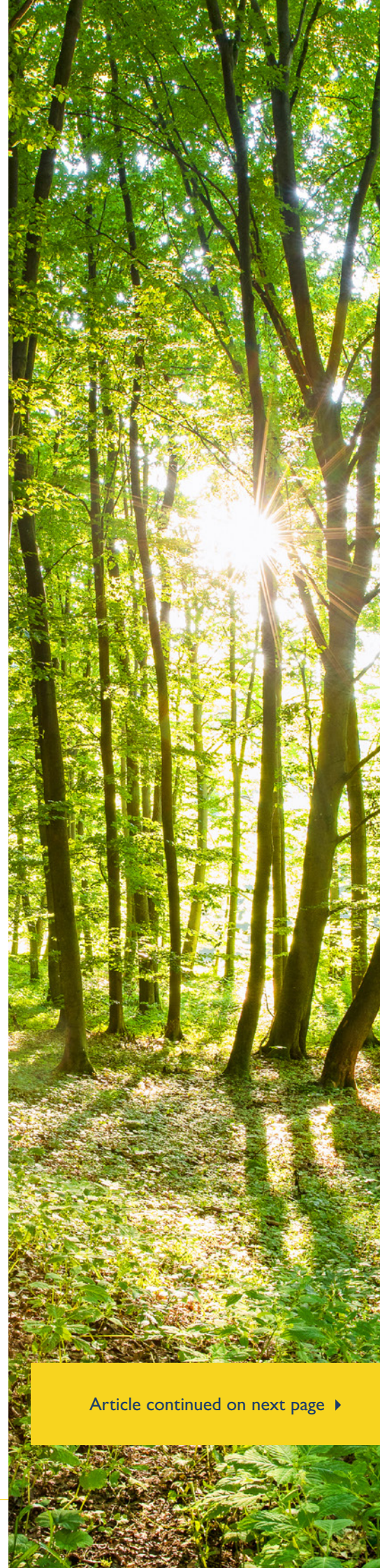
A Burning Issue?

It is an understatement to mention that the world is asking more questions about the burning of fossil fuels and, particularly, fuels which contain tetraethyl (lead). So what, if anything, can be done to safeguard vintage aircraft such as Stampes?

Quite simply, the use of fuel, such as 100LL (low lead), is unnecessary and, interestingly, inappropriate for Stampes. Why? Well there is a strong body of evidence which suggests that 100LL is simply too efficient for old engines which causes them to burn too hot. The simple fact is that Stampes' low compression engines (Gipsy and/or Renault) were designed at a time (1930's and before) when 'lead additives' (from the 1920's) were not considered necessary. It was clear that these types of engines do not get any advantage (in fact quite the opposite) from using fuel with lead additives, such as those found in 100LL. So why use it?

Unfortunately, the reality is that the majority of airfields only stock 100LL. Why? Well most airfields cater for the usual Cessna and Piper aircraft which generally only use 100LL. Fortunately, there are an increasing number of airfields which have introduced (unleaded) UL91 for low compression type engines. As a result, the Stampe Club would encourage its members to use unleaded fuel whenever they can. In fact, there will be a time (soon) when there will be no choice!

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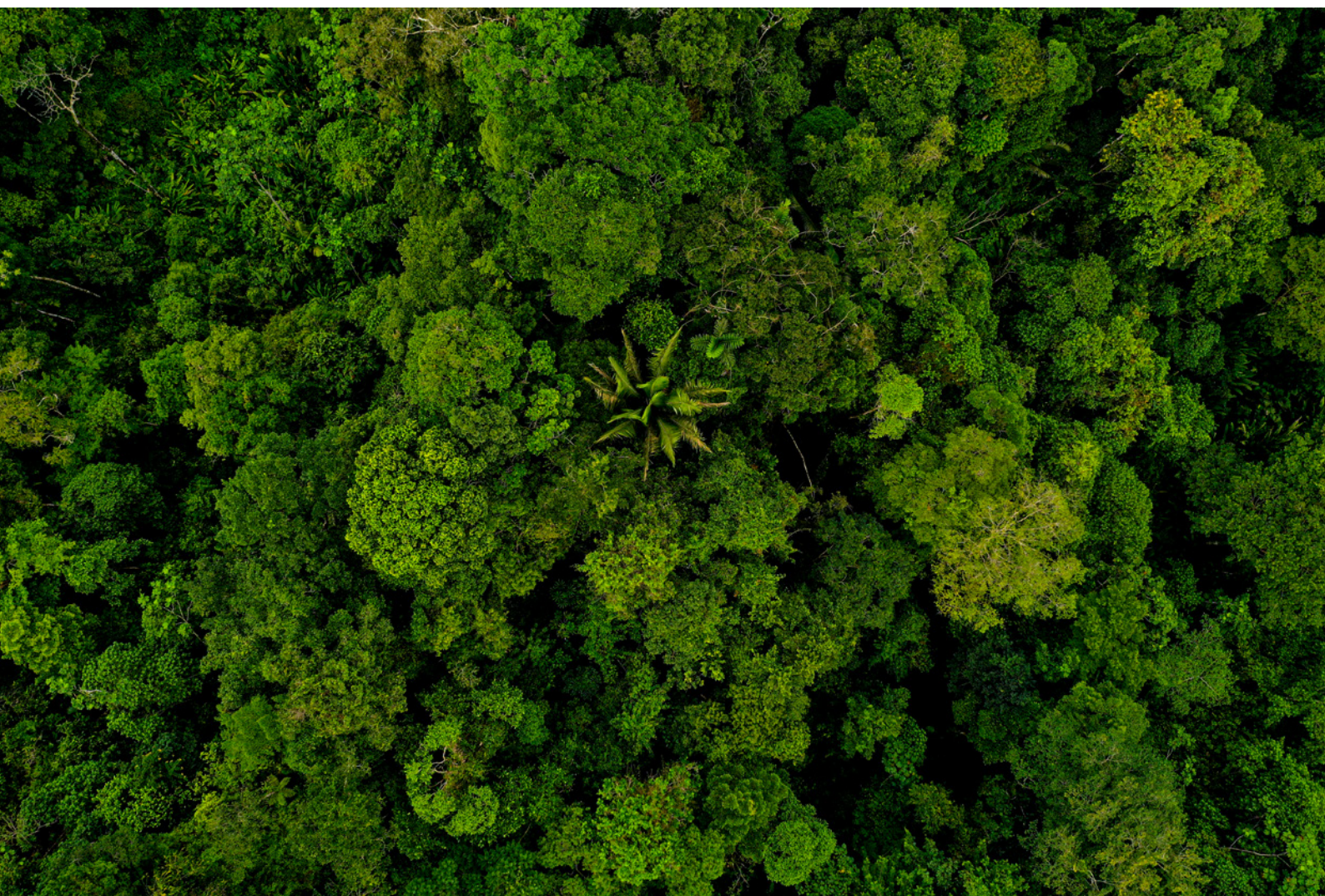


So, what about the burning of fossil fuels? Well, give it time. As the saying goes, 'necessity is the mother of invention'. Until then, the Stampe Club would encourage its members to consider carbon offsetting. By the way, this could also include the burning of fossil fuels at home.

It has to be said that the whole question of carbon offsetting is not without a fair amount of criticism. This includes a BBC finding that only 30% of the money spent on carbon offsets is actually spent on carbon removal schemes whilst the rest goes on organisational costs and taxes. Consequently, this highlights the need of sourcing carbon offsetting credits through a reputable provider.

Most importantly, it has to be accepted and understood that carbon offsetting is only a temporary solution in order to literally buy time prior to the invention of an alternative engine type. It will happen!

Members' views would be welcome as this is a thorny issue which cannot be ignored.





Price of Stampes?

The last few years have seen a rise in the cost of buying a Stampe. Why?

It would seem that renewed interest in vintage aircraft, and nostalgic 'compass and stopwatch' flying across Western Europe, has made the once low priced SV4 training aircraft a much sought after and desirable collector's item.

Recent ads over various countries in Europe would suggest the going rate is between 85,000 and 100,000 Euros. For insurance reasons, members may wish to consider getting an up-to-date valuation.



Project Stampe SV4-RS

The Stampe SV4-RS is a light sports replica. It is proving very popular with variants certified in Belgium, France and Germany. So what is it?

The SV4-RS is a full scale copy of the original and the brainchild of Raoul Severin (hence the RS), a former Belgian Air Force pilot, who, at the end of his active military career, created his own distribution company also specialising in aviation materials.

Raoul Severin's first step into the world of ultralight aviation was the construction of a Platzer Kiebitz biplane, based on and using the plans bought from Michael Platzer. Distributing welded steel tubing, usable for Kiebitz and other amateur-build aircraft, he quickly became familiar with the needs and desires of a large number of (mostly German) ultralight aficionados. Once proficient at relatively easy self-build aircraft, some members of that self-builder community were moving onto more realistic replicas of existing vintage aircraft.



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Meeting all prevailing microlight/ULM legislation and regulation would hugely boost the aircraft's home-build appeal, making it more easily saleable and marketable in other (more remote) countries. The decision to use the Belgian-designed vintage SV.4C biplane trainer as the model of choice was straightforward since a large number of original SV-4 models were and are still flying all over Europe.

Convinced a 97% scale replica would deter future customers and home-builders from buying the kits, the decision was quickly taken to focus on a 100% replica and be the first to offer this type of ultralight in a growing leisure aviation segment.

Once all necessary ground tests had been successfully conducted, the SV4-RS prototype made its maiden flight on 28 December 2016 at Büllingen airfield (EBBN), close to the Belgian-German border. Its first flight successfully completed, Raoul and his team quickly initiated the vital process of gaining the relevant official aircraft certificates in the markets of interest (Belgium, France and Germany).

So what about aerobatics? Well, the SV4-RS airframe is capable of aerobatics but not the engine. In any event, ultralight aircraft are not authorised to perform aerobatics.

Interestingly, only in France would there seem to be a 'grey area' where aerobatics in ultralights are not forbidden, particularly if owners register the aircraft as 'Experimental'.

Plu Chance!



Bits and Pieces



Critical to the strength of the Stampe Club is the shared knowledge and influence. Both are enhanced by the expanding membership.

Get Your Camera Phones Clicking

How to get your articles and photos published in the Stampe Club Newsletter

As members will appreciate, the Editor is always looking for good stories, and photographs, of Stampes. In fact, photographs with captions are very welcome and easily taken with modern day mobile phones.

Fortunately, most smart phones are equipped with exceptional cameras that produce excellent images. However, to ensure that your image stands out each image must be a minimum of 1mb, preferably larger. Fortunately, a typical iPhone or Android photo camera creates a file of somewhere between 4 to 15 mb. All this leads nicely to announce an Award for the 'best' Stampe photo of the year taken by Club members.

Why not have a go?



Send your photo with a note of the date and place to editor@stampeclub.org



Avoiding Rusty Stampes and Rusty Pilots!

There was, understandably, a lot of publicity about keeping aircraft in airworthy condition during the Coronavirus. Now the focus is on the pilots.

If you are like the rest of us (depending upon where you are located in the world), you probably will not have flown that many (if any) times over the winter months in the northern hemisphere.

Even if you are fortunate enough to fly other, less weather-dependent aircraft, you may still be a bit rusty in a Stampe. So what to do?

Just being aware of the danger is the crucial first step. The rest depends on your prevailing threat and error management.

Think about it!



The Old Comparisons!

Club members, and well-known aviation writer, Charlie Huke, has penned an interesting article, 'Tiger v Stampe' in the April 2023 edition of Pilot magazine.

As you might expect, the old comparisons always culminate in the question, 'which is better aircraft?!

Charlie Huke quite correctly points out that most people (including pilots) who see a Stampe assume it is a Tiger Moth, or at least a copy of Tiger Moth. When corrected, the name 'Stampe' often leaves the same people blank! Except that is for true aviators who know their aircraft!

An amusing criticism of Tiger Moths, mentioned by Charlie, but apparently made by Brian Lecomber (leader of the Rothmans Aerobatic Team flying Stampes in 1970's) is likened to being asked to dance with your Granny! You know that you've got to say 'yes', but you won't enjoy it at all! Case closed!



Tiger Moth



Stampe

Dates for Your Diary

Time to get organised and set some dates for this year's Stampe events. If you know of good fly-ins which would interest Stampe Club members, let us know. These will be publicised as they are announced.

29th Antwerp Stampe Fly-In

Saturday 20/Sunday 21 May 2023

Antwerp International Airport (EBAN) Belgium

This event is a must for all Stampeists. It is held in the emotional home and birthplace of Stampes. Its continued success is down to the light handed, yet efficient, organisation of Danny Cabooter and his family and numerous volunteers. It is always a good event with Stampes arriving from many European countries whose owners wish to savour the good company and cheer of other Stampeists.



Contact Danny Cabooter:
stampe@skynet.be



Pithiviers

Saturday 1/Sunday 2 July 2023

Pithiviers (LFFP) France

This is a great event with Stampes from many parts of Europe. Last year, there were four from the UK.

It is a friendly event which combines good food and good cheer with good company.

If you have not been, make it a personal 'must do' for 2023.



Contact Jean le Bouedec:
jpm.lebouedec45@orgauge.fr



Fun Day Fly-In and Barbecue Get-together!

Saturday 26/Sunday 27 August 2023

Headcorn/Lashenden (EGKH) Kent, England

To follow up on the success of last year's first International Stampe fly-in, this year's event promises to be even better!

Set in the middle of Kent, which is always referred to as the Garden of England, the airfield is close to the mainline station and within easy reach of London. So its either, plane or train. Local hotels and transport can be arranged.

So, now that you know the date, you can make the necessary arrangements.



Contact Paul Anderson:
paul.anderson@littletiffenden.com



We Want Your Stories

With members all over the world, 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!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday, 21 July 2023. Feedback in response to any of the items raised is always welcome!



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The Stampe Club has, since its existence, collated the names and contact details of members, as well as their aircraft details. It should also be clearly understood that the Stampe Club will never disclose a member's contact details to any third party without the express permission of that member.
