



THE STAMPE CLUB

STAMPE CLUB NEWSLETTER

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Summer 2017

A MUST FOR YOUR DIARY!

RAC CLUB, LONDON
Saturday 25 November 2017

Club members are invited to a social gathering of the Stampe Club and a talk to be given in London by the two pilots (husband and wife) who flew from Crete to Cape Town via the Pyramids at the end of last year. This is a one-off opportunity to find out what it was like to fly across Africa in a Stampe.

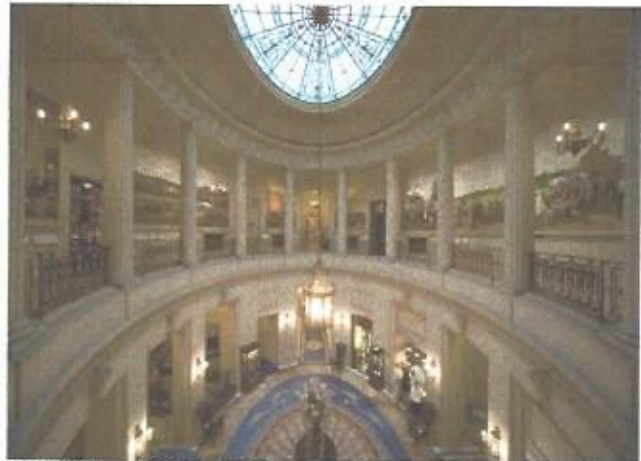
Cedric Collette and his co-pilot/wife Alexandra Maingard have agreed to talk to Club members about their journey and their experiences in flying a Stampe across Africa.

This is a unique opportunity for UK Club members and their partners and/or friends and colleagues to learn about the implications of long distance journeys in a Stampe. The things that could go wrong. And things that do go wrong!

The evening talk, followed by dinner, will take place in the luxury of the RAC Club in Pall Mall, London. No special dress, just jackets, collar and tie. Like all exclusive things, numbers will be limited, albeit preference will be given to Club members before the event is announced to a wider audience. So, rather than facing disappointment Club members are encouraged to confirm their initial interest, without commitment, until costs are finalised.

For Club members outside the UK, why not plan a (Christmas) shopping weekend in London with an interesting and enjoyable evening at the splendid surroundings of the famous RAC Club in Pall Mall.

email: secretary@stampeclub.org



RAC Club, Pall Mall, London

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.

email: secretary@stampeclub.org

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G-BPLM on the way back from Antwerp

SUBSCRIPTIONS

Members should be aware that subscriptions for 2017 should be paid by now. If you have not paid, this could be the last Newsletter you receive.

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,
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A/C Name: The Stampe Club
A/C No 00327041
Sort Code: 30-92-40
BIC Code: LOYDGB21391
IBAN CODE: GB15 LOYD 3092 4000 3270 41

Copies of the latest accounts can be obtained by contacting Jo Keighley.

email: treasurer@stampeclub.org

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.

email: secretary@stampeclub.org

NEWSLETTER

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 13 October 2017.

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!

email: newsletter@stampeclub.org

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!

email technical@stampeclub.org

STAMPE CLUB 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 who can be found in the following countries:

Australia
Belgium
Canada
Denmark
France
Germany
Holland
Hong Kong
Ireland
Luxembourg
South Africa
Spain
UK
USA

If you are visiting any of these countries you may wish to make contact. Why not send an email before you leave home?

EVENTS

WHEN AND WHERE?

If you know of any good events, why not send a note around to the other members? In any case, please take some photographs to show other Club members where you have been!

Contact: newsletter@stampeclub.org

AUGUST 2017

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

This steadily growing event now includes a special category (aircraft built before 1955) which will be of interest to Stampe owners.

So far, this event is attracting interest from the Czech Republic, Germany, Sweden, UK and USA as well as Denmark. Sounds good!

Contact: Soren Dolriis
email: dolriis@syntase.dk

International Old Timer Fly and Drive-In Diest/Schaffen (EBDT)

Belgium

Saturday 12 and Sunday 13 August 2017

This is a great event. Lots of Stampes from all over Europe. Lightweight fun in good company.

This event proves to be more and more popular. The Editor had a great time last year!

Contact: Guy Valvekens
Email: guyvalvekens@gmail.com

REPORTS

Antwerp (EBAW) Fly-in, Belgium Saturday 27 and Sunday 28 May 2017

The first of this year's long distance trips by a small group of intrepid UK members (G-AWEF, G-BWEF, G-BPLM and G-OODE) who set off from Headcorn/Lashenden (EGKH) on Saturday morning.

As is often mentioned, Antwerp is the emotional home of Stampes. Consequently, you expect to have a good time. Unsurprisingly, this year was no exception.

Well done to Danny Cabooter, his family, friends and colleagues. A great time was had by all!



Some fun at Antwerp. And no, the tall guy is not Danny Cabooter!

Stampe Fly-in Pithiviers (LFFP), France Saturday 1 and Sunday 2 July 2017

What a fantastic weekend. Before the pilots, co-pilots/crews of the four UK Stampes (G-AWEF, G-BWEF, G-BPLM and G-ATIR) could get out of the cockpit, handshakes and greetings were followed by a round of applause and a glass of champagne. Why aren't all fly-ins like this?

The hospitality of Jean Pierre Le Bouedec and his family, friends and colleagues at this flying club were memorable, not first because of what happened, but probably more importantly, how it happened. Just genuine friendliness towards the intrepid UK Stampeists.

This was the second of the UK Stampeists 'long distance' fly-ins organised by Angus Buchanan. A great success with more long distance adventures to come!



Pilots, co-pilots/crews from four Stampes forming the UK contingent at the Pithiviers Stampe Fly-in

NEW MEMBER

Mark Cosgrove, who is now based in Michigan, spent some 33 years in the US Army as an aviator. He flew UH-1 and OH-58 helicopters and in Cobra attack helicopters. While doing all this, Mark got his civilian ratings as a flight instructor on aeroplanes and helicopters. This man is a serious flyer!

Mark learned to fly in a Cessna L-19 Bird Dogs. He has owned numerous aircraft over the years, most of them 'tail draggers'. Following retirement from the Army in 2008, Mark is now Dean of Technical Education at a local college which also includes an aircraft maintenance program.

Mark's much loved Luscombe is now up for sale. Consequently, he and his wife Charlyn, are now a one aeroplane family. And his Stampe is that aeroplane!



Mark's Stampe (N13SV) now devoid of fabric

As far as Mark's Stampe (N13SV) is concerned, it has not flown for over 20 years. It was undergoing an engine conversion to a Lycoming O-320 when the owner passed away. It languished for many years in the back of a hanger until he purchased it. Mark (who describes himself as a fledgling Stampe owner) says 'It was my intention to finish the engine conversion and get it back into the air. However, as I began the project, I started to find issues that caused me to question what else might be lurking under the Ceconite. So, as of the other month, the fuselage sits on its undercarriage in my garage, devoid of its skin, as a full scale refurbishment is underway.'

'Of course, I am disappointed that I will not be flying it this year, but I look forward to having a refurbished airplane to enjoy for many years to come. Although my wife is not a pilot, she flies with me regularly and is also looking forward to "Stampeing around". As part of my project, I am in need of a new pair of fuselage tie rods. If anyone in the club has a new pair for sale, I am interested. Also, if others are in need, perhaps a group purchase would bring the price of an order down a bit. Please let me know if anyone is interested.'

Contact: mark@charlotteairservices.com

The Stampe Club like to encourage all members to use the Club's website for the exchange of parts and spares.



Mark and Charlyn Cosgrove

GENERAL INTEREST

RESURRECTION OF THE TIGER CLUB AT DAMYNS HALL (EGML) LONDON

Some members may not be aware that the Stampe Club was founded during those heady days when Stampes were first being imported into the UK. As Jo suggests, the Tiger Club is worthy of support and Damyns Hall is certainly a very good place to visit.

The large majority of the Stampes operating in the UK with Gipsy Major engines were brought into the UK by Rollasons who did the required modifications to their airframes for the new engines. Rollasons was owned by the Jones family, who also founded and ran the Tiger Club. It was very much the members of the Tiger Club who were so enthusiastic about the Stampe type and its aerobatic capabilities, that the UK population of Stampes grew in the late 1960s and early 1970s.

It is with joy that we can now tell you that the Tiger Club has resurrected and reconstituted itself at Damyns Hall Airfield in Essex, having gone through a few difficult years after leaving Headcorn.

Damyns Hall is a wonderful grass airfield to fly to or from. It is located near Hornchurch in Essex, East of London, but within the M25. It has two runways, 03/21 and 14/32. The operating frequency used is 119.55 and the call sign is 'Hornchurch Radio', or, if unmanned, warning calls should be made on the same frequency to 'Hornchurch Traffic'. The field has an excellent café serving food and drink every day except Mondays, with both pleasant seating facilities inside and outside.

Please drop in to Damyns Hall soon and visit the Tiger Club! Maybe even join in some of its formation flying sorties or even aerobatic competitions? For those of you who feel a bit nervous about aerobatics, want to perfect their existing skill or do their bi-annual renewal, the Tiger Club would be happy to provide you with an instructor to sit in your aeroplane and sharpen up your flying a bit.

Damyns Hall is now the place to go if you are a true Stampiste! Go and pay it a visit one weekend!

USE OF PERMIT AIRCRAFT FOR DISPLAY FLYING IN THE UK

In early May this year, the UK's CAA issued a general permission (under ORS4 No. 1227) to allow aircraft on a national permit to fly to be used for aerial work for the purposes of display flying. This permission is to correct an unintentional omission from the Air Navigation Order 2016.

THE WORST KEPT SECRET IN AVIATION!

For some time now rumours abounded about the colour scheme of the Editor's Stampe G-ATIR. Now a formal statement can be made.

When the rebuild was getting to the recovering stage, Mike Watts of Classic Air Care at Roughay Farm asked "Well, what colours are you going for?"

I must admit I had not given it much thought. But frankly, I was happy with the previous colour scheme, 'plums and custard' or, if you prefer, 'prune et crème anglaise'. My daughter (a little girl when I bought the aircraft), thought this was a great name.



G-ATIR as 'plums and custard'

"No, no, no" said Mike. "This is your aircraft now. You should choose your own colour scheme." "Oh yes, of course" I replied, thinking, "Where do I go from here?"

Then a moment of inspiration from another personal weakness. That is (amongst others) a liking for Maseratis. Well, Maseratis have a great looking dark blue colour which would be ideal for the fuselage. So a sample colour was obtained.

"A nice colour" said Mike "I've got something just like that." Then Mike found the tin and produced a small sample. Fantastic, a real match. "What colour is that?" Mike looked at me and with a smile said "Ford Transit blue!"

"I cannot call it that" I said. "Well, think of another name" replied Mike. "Oh OK, how about 'blu della notte' (blue of the night). "Sounds good" said Mike. The only thing was I then found out that the 'blue of night' can have a, well, rather naughty image". And your point is?" said Mike!

Yes, you guessed it. The silver (argento) colour for the wings also comes from the Ford stable. Keep it to yourself!



G-ATIR in its present livery
Photo by Keith Wilson

DEADLINE FOR EUROPEAN 8.33 RADIOS TO BE EXTENDED?

OPA Europe have asked their respective Aviation Authorities to extend the deadline for 8.33 compliance by at least one year.

The proposed extension is considered largely harmless because the frequency security that was feared a few years ago has only materialized in a weaker form which makes it possible to extend the deadline. Reports from a recent Eurocontrol meeting suggest that most European Air Navigation Service Providers will be able to meet the deadline.

GERMAN TRANSPONDER MANDATORY ZONES (TMZ'S)

From March this year, German VFR maps make reference to TMZ's which are identified with a 'code' plus the name and frequency of ATC.

As in the UK, when this system was introduced, it generally only affected Class E airspace surrounding or adjacent to an airport with IFR traffic.

VFR aircraft are not meant to call ATC. The selection of the transponder code, allows ATC to know the whereabouts of the 'coded' aircraft should they need to.

UK AIRSPACE

ANOTHER AIRSPACE GRAB IN THE UK!

This time by Exeter Airport who have recently launched a consultation document which was concluded in June 2017.

The Airport said that the Class G airspace has led to reportable safety events with unknown users interacting with arriving and departing aircraft from the Airport. The proposal is to replace Class G with Class D Controlled Airspace (CAS).

TECHNICAL

WHAT FUEL TO USE?

Whilst 100LL is generally readily available, how long will it last in production?

The scale of production between mogas and aviation fuel is enormous. When compared with Jet A1 the Avgas business (around the world) is less than 1% of Jet A1 production. A truly niche business. But for how long?

However, there may be an alternative in the form of UL91 as produced by Warter Aviation who are, at the moment, the only producers.

The company has over 40 years experience in refining Avgas. They also supply fuels to the Red Bull Air Race World Series. They also have a fuel testing research and development facility in Europe. So you could say they know what they are doing.

Warter started work on UL91 in 2010 in response to the US military's need for a fuel for their drones that would not crystallise when at extreme heights.

The important value of UL91 is that it is unleaded, so forms less deposits which should lead to lower maintenance costs. The fuel can be bought in drums by private owners. The bottom line for aviation is the need for a movement away from leaded fuels.

Sounds good so far. But the big problem for the company is pilot education and distribution. Where can you get it?

Like all other Avgas producers, Warter emphasise the dangers of using mogas for aviation engines. There are just too many variables. Vapour pressure (which carries between winter and summer in hot and cold climates) and the varying amounts of ethanol (depending on the country) as well as differing shelf life when compared with aviation fuel.

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