



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.

Summer 2018

### DON'T MENTION THE WEATHER !

**For some considerable time (measured in weeks) the UK and other parts of northern Europe have experienced a heat wave with temperatures sometimes exceeding 30°C in several places, including Scotland. This is the weather of British dreams!**

As mentioned in the last Newsletter, the long range forecasts for northern Europe, back in the spring time, were for an unusually warm summer. Well it's arrived!



A sunny beach somewhere in England

The reason for the settled sunny weather in northwest Europe can again be put down to the position of the Atlantic jet stream, a ribbon of strong winds which are caused by the temperature difference between the tropical and polar air masses.

A northward shift in the Atlantic jet stream also tends to direct low-pressure systems northwards and away from places like the UK, leading to warm and dry weather.

The pleasures of open cockpit flying are always enhanced by warm sunny weather. So for those where the sun is shining, enjoy it while you can!

### 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](mailto: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

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A good way to judge the level of a Stampe cowling at this year's Stampe fly-in at Pithiviers (LFFP). Cheers!  
Photo courtesy of Jean Pierre Lebouedec

## LIST OF MEMBERS

The Stampe Club members list was, in the past, primarily intended to encourage direct contact between members. However, the restrictions of the recent EU General Data Protection Regulations (GDPR) will mean that a members list will only be given to Club members on specific request.

It should also be emphasised that the names and contact details of members are carefully guarded and only used by the Club for communication purposes. Consequently, members are reminded of their own responsibilities.

## 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 28 September 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](mailto:newsletter@stampeclub.org)



Three of the Headcorn Stampes formation flying

## 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!



### Get on your keyboard

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](mailto:technical@stampeclub.org)

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## RESTORED STAMPE FOR SALE

**The Club has received a request from a corporate accountant in the USA to assist in selling a fully restored Stampe.**

Whilst no details are presently available, it is understood that it has a Lycoming engine and has been built from two SV4's. So, there are plenty of spares available. The Stampe is presently stored in Michigan.

Contact Dave Mettler  
Email: [dmettler@croceco.com](mailto:dmettler@croceco.com)

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## DO YOU NEED NEW RUBBERS?

**Undercarriage rubbers are always useful to have on the shelf in case of need. They do not last for ever!**

It seems that several members have been asking about these crucial rubbers which can, err hum, become mis-shaped by 'robust' landings. It is worth remembering that undercarriage rubbers (like all rubber) degrades with age.

Not to worry, help is to hand. How? Well the Stampe Club owns the mould required for manufacture and, importantly, has a good working relationship with a manufacturer who understands the 1940's rubber technology.

From a cost point of view, the more members who get together, the cheaper the rubbers (which come in two sets of nine) the lower the pro-rata cost.

Please be aware that the Stampe Club does not, and will not, hold any parts. The undercarriage rubbers are no exception.



'Should have bought some new undercarriage rubbers'!  
Photo: Courtesy of Regis Jouhaud

Angus Buchanan has already mentioned that this opportunity only comes around every two to three years. Consequently, having a set in reserve does sound like a sensible precaution.

Contact: [technical@stampeclub.org](mailto:technical@stampeclub.org) or  
[guysollefeld@btinternet.com](mailto:guysollefeld@btinternet.com)

## EVENTS

### A BUSY TIME IN UK AIR SPACE

**Be warned! There is a lot happening in UK airspace this year.**

With the 100<sup>th</sup> anniversary of the RAF, as well as the end of the First World War, combined with the Farnborough Air Show and other events involving the Red Arrows, the skies over the UK are likely to be busier than usual this year. So, be sure you check what's happening and where: That means reading the Aeronautical Information Circulars and the Notams!



It would be a mistake to get too close to something like this!

You should be aware that the UK's CAA will take a hard line with any infringements following a very near miss last month during the Torbay Airshow in Devon.

**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 over Europe.

Combined with a vintage drive-in, the weekend offers a great opportunity to meet up with other Stampe owners from all over Europe. This is because of the airfield's unique location. Consequently, it is an easy fly for French, Dutch and German pilots.

Contact: [guyvalvekens@gmail.com](mailto:guyvalvekens@gmail.com)

**A bunch (six or more) UK Stampeists are planning to attend this event (weather permitting) led by the irrepressible Angus Buchanan. Why don't you come along? You do not need to do anything apart from bring your wallet and fly your aircraft. All the paperwork will be done for you. So what's your excuse?**

**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](http://www.vintageaerobatic.com)

Contact: Soren Dolriis  
Email: [dolriis@syntase.dk](mailto:dolriis@syntase.dk)

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

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

Contact: [lightaircraftassociation.co.uk](http://lightaircraftassociation.co.uk)

**NEW MEMBERS**

The Stampe Club is blessed with members from a wide variety of backgrounds. Many with military and/or commercial experience. This newsletter welcomes two new members. One from a military background, the other from the commercial airline world.

**A MAN WITH FLIGHT FEVER!**

Paolo Ottomaniello comes from northern Italy and got his licence in the historic Compoformido airfield (LIPD) in Odine. This is the home of the first formation squadron which later became the famous 'Frecce Tricolori'

Paolo served with the Italian Air Force for fourteen years as a search and rescue (SAR) helicopter pilot initially flying the Bell 212. He later flew the Dassault Falcon 50 and 900. He now works for a regional airline as an Embraer 195 Captain.



Paolo and passenger enjoying D-EZXW in Italy

In between all this (if there was any in between) Paolo flew several types of aeroplanes, helicopters and gliders. Yes, you guessed it, Paolo also flew skydive drops, both as a pilot and parachutist. But, as Paolo points out, not at the same time!

To top all this, Paolo was in the Italian advanced aerobatic team in both World and European

Championships. What more to say, except it is worth mentioning that Paolo has a sea plane rating, regularly flies gliders and, as he puts it, 'after some struggle solving starting and other issues', he flies his beloved Stampe!

## RETURN TO PROPER AEROPLANES!

**James Newman, learnt to fly Tiger Moths at Biggin Hill where he also gained a bit of time on Chipmunks, Hornet Moths and other vintage aircraft including a Stampe.**

James is, what you might simply call, an experienced pilot having retired from the airlines where he flew ten types commercially for fifteen different airlines.



**G-AYIJ at Headcorn (EGKH)**

Now James is content with spending hours in the simulator on a number of Boeing types. He also says he used to do the Airbus, but decided to stick to 'real aeroplanes'!

With real aeroplanes in mind, James is helping to start a group around Gipsy engine G-AYIJ which has been based in the UK at Headcorn (EGKH) for some time. The aircraft is presently awaiting a new CofA.

In his own words, James is now 'looking forward to pointing his bottom skywards again during the summer'!

## TECHNICAL

### AN ENGINEER'S TALE!

**We all know that Engineers usually go to heaven. However, sometimes things can go wrong!**

An Engineer dies and goes to Hell. Dissatisfied with the level of comfort, he starts designing and building improvements.

After a while, Hell has air conditioning, iced water, flush toilets, and escalators; and the Engineer is a pretty popular guy.

One day, God calls and asks Satan, "So, how are things going down there?" Satan says, "Why things are going great. We've now got air conditioning, iced water, flush toilets and escalators and there's no telling what this Engineer is going to come up with next!"

God is horrified. "What? You've got an Engineer? That's clearly a mistake – he should never have gone down there! You know all Engineers go to Heaven. Send him up here immediately!!"

Satan says "No way, I really like having an Engineer on the staff. I'm keeping him."

God says "Send him up here or I'll sue." "Yeah, right" Satan laughs "and where are you going to find a Lawyer?"



## GENERAL INTEREST

### WHERE ARE ALL THE STAMPES?

**With an increasing number of UK Stamps (about six) now based at Headcorn (EGKH), it was no surprise to learn that this airfield was quickly becoming known within the UK as 'Stampe City'!**



**Antwerp: Stampes as far as the eye can see!**

However, the world centre and cradle from the birth of Stampes is undoubtedly in Antwerp (EBAW) where, member and organiser of the Antwerp Fly-in, Danny Cabooter reports, some 14 Stampes are based.

Interestingly, the many Belgian Stampes have Gipsy engines, but with electric starter systems. Not for them the Renault engine!

## **AEROBATIC TRAINING IN FRANCE!**

After buying his father's old Stampe from another owner, Filippo Colnaghi has just completed some aerobatic training in France ready for the summer!



**Recent new member, Filippo with his aerobatic training Stampe at Angers (LFJR) in France**

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