



STAMPE CLUB NEWS-EMAIL

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Summer 2011

Introduction

Purpose of this News-email

This News-email is intended to be a quick and effective means of communicating with members. Consequently, as the name implies, it will only be sent by email.

You will soon receive an updated copy of the Stampe Club Members List. Please check your details. In this respect, it would be useful if the Members List contained mobile numbers for 'last minute' arrangements (and/or cancellations) etc.

As a matter of policy the contact details of Stampe Club members are purposely excluded from this News-Email as all the contact details are available from the Stampe Club List of Members. Consequently, it should be emphasised that the Members List is confidential to Stampe Club members only. As a result, the Members List should not be released to any other third parties. It is hoped that members will respect this requirement for confidentiality.

Contact Austin Trueman: austin@austintrueman.co.uk

News

At last – it's Official!

C-Reg Stamps can now operate under the regulatory control of the present CAA Certificate of Airworthiness (C of A) or transfer to a Permit to Fly (Permit) as administrated by the CAA or the Light Aviation Association (LAA). See Regulatory Changes on page 2.



Jean Claude Petit's wonderful picture of a Stampe in sunny skies, kindly provided by Reg Jouhaud, always provides an uplifting promise in sunny skies!

Regis Jouhaud has asked that specific credit for this picture be given to his old friend Jean-Claude Petit, a French painter who, after settling in the Basque country, moved to Portugal where he died a few years ago.

Reg Jouhaud adds that apart from being a wonderful person and skilful artist, Jean-Claude was also a glider pilot and, more importantly, a Stampe addict. No wonder he was able to produce such a great picture!

Thanks Reg Jouhaud for putting things right.

Regulatory Changes

Owners of G-Reg Stampedes will now have received the official (standard) letter from the CAA advising them of the regulatory changes and the involvement of the Light Aviation Association (LAA).

Regardless of when your CAA annual ends, the LAA have advised Stampede owners, who wish to transfer to a Permit, to complete and return the initial application form LAA/APP – TRANSFER-1 without delay. This will then be followed up with another form on an aircraft specific basis. The idea is to provide a seamless transfer!

Whilst most G-Reg Stampede owners will probably want to get their 'money's worth' out of their current C of A, it is worth noting that a 'time frame' of about one month should be allowed for the transfer. The LAA are busily putting together all the necessary manuals and the like as it would seem that the CAA did not have anything. Interesting!

Stampede Club owners who intend to fly to France under the regulatory control of a Permit, will be interested to learn that the CAA and the DGAC in France have reached an agreement that will allow easier access by British and French Annex II aircraft to each others' airspace. Arrangements for over-flight of France by factory built (as opposed to home built) orphans on an agreed list of aircraft types identified from the UK CAA and LAA Permit to Fly fleet will be included.

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

Wanted – New Chair and Secretary!

Stampede Club members will be aware that, after many years, both our Chair, Martin Holloway, and our Secretary, Nancy Bignall, are looking for successors. Both feel that the recent regulatory changes provide an appropriate time to step down. Therefore, do not be shy. Put yourself forward or propose someone else! This is an appropriate time for new members to get involved and take the Stampede Club forward. It could be you and it could be fun!

Contact Nancy Bignall: nancybignall@dial.pipex.com



Courtesy of the BBC and 'doctored' by Reg Jouhaud

Interest

The Birth of the Stampede Club

As Martin Holloway looks for a successor to his role as Chairman, he looks back to provide an interesting personal history of the formation of The Stampede Club

By pure chance I was given a desk diary for Christmas in 1983. It was the only time I ever kept a daily diary, so in 1984 I recorded the birth of the Stampede Club in some detail.

"For me it started with a phone call from Roger Hanington on 5 January 1984. He invited me to meet him for lunch at the Officers Mess at the Army base at Wilton where he was serving. Over lunch we discussed his plans to form a Stampede Club. He then invited me to dinner at his house where I was to meet, for the first time, Roger's wife, Zanny, Mike Cowburn and Frank and Joanna Esson. The first meeting of the Stampede Club!

The first Stampede fly-in was at Compton Abbas on Sunday, 20 May 1984. The weather could have been better and only five aircraft arrived: Tony Hutton, Dana Scott Songhurst, Nick and Carolyn Grace and, I think, Len Gruber from Goodwood and myself. We had a good lunch and then scuttled home avoiding the showers.

The next event was at Middle Wallop on 2nd September 1984 where Mike Cowburn led a four ship formation composed of Charles Shea-Simonds, Brian Lecomber and myself. Brian did a solo display in his Jaguar sponsored green Stampede.

The 1985 flying season started with a Stampede Fly-In at Old Sarum on 21 April 1985. A total of eight Stampedes arrived, five of which flew in formation with Frank Esson providing a helicopter camera ship. Since I was leading this, the photo of us passing the spire of Salisbury Cathedral perhaps stretched the 500 foot rule a bit. But we got away with it!

At the end of 1985 Roger Hanington gave up the Chair of the club and my 'friends' voted me into it. I have been Chairman of the Stampede Club ever since.

The greatest gathering of Stampedes in the U.K. was at the 1987 PFA Rally at Cranfield when a total of seventeen aircraft attended over the weekend with thirteen being present on the Sunday. Danny Cabooter and Gerrit Titeca both flew over from Belgium.

On the social side of things, Nancy Bignall has, over the years, organised many Stampede Club dinners, firstly at the Red Lion at Henley, then the Well House at Watlington, the Spread Eagle at Thame and latterly the RAF Club."

Technical

Renault Engines

Regis Jouhaud provides an informative background for the development of the Renault engine.

Whilst popular stories exist that the reason why the French Stampes were fitted with a Renault engine was because President de Gaulle did want to use a 'foreign' engine, the real reason would appear to be more pragmatic.

It would seem, for those who did not know, that one of the reasons why Renault engines were used in late 1944/early 1945 was the understandable desire to keep Renault workers busy while the company was gathering all their scattered tools and machinery in order to restore production of the Juvaquatre engine. Consequently, the first post-war Renault 4-P engines were built on the pre-war Juvaquatre production line. About 750 engines of this type were manufactured.

Contact Reg Jouhaud: r.jouhaud@neuf.fr



The man himself. Reg Jouhaud says this photo shows him scraping a wing 'Karman'. When asked why, he said "It was too early for a beer!"

Dave Hicklin's SV4A Rebuild



Photograph of SNCAN No. 18SV4A showing work being undertaken for Dave Hicklin at Patrick Siegwald's Classique Aero Service in Orbigny which is located in the Indre-et-Loire in central France. The fuselage on the left is, in fact, a Stampe being modified for film work.

The work is being completed to DGCA requirements with a proposed transfer to the UK LAA Permit. Interestingly, the LAA recognise DGCA Certificates of Release.

However, whilst the fuselage is with Classique Aero Service, the wings (with leading edges from Classique) and engine are with Peter Johnson at Lavenham in Suffolk, where the final assembly will take place.

The engine had new bearings re-metalled at Deltair who also had to fit several new rocker arms where the roller bearings had developed flat spots.

Finally, the undercarriage is being looked after at Shuttleworth Engineering with rudder and other hardware from Andy McLuskie.

Having said all that, Dave Hicklin would like to pay special thanks to Guy Valvekens who 'ferreted' around for many of the parts. Well done Guy!

Contact Dave Hicklin: hoverhere@btopenworld.com

Parts and Spares

Let everyone know if you have some surplus parts

Now is the time to sell all those bits and pieces as the inherent move to Permits could reduce the value of many so-called certified parts. In this respect, Stampist Andy McLuskie, andymcluskie@aol.com would like it to be known that he has a variety of Stampe parts for sale. These vary from airframe parts to things such as ailerons and under carriage bits together with tail wheels and the like, as well as numerous fittings and fixings etc.

Hello boys!



*Oui, oui, Monsieur, I'd give
anything for a ride... in a Stampe*

A saucy French postcard courtesy of Reg Jouhaud

Dates for your Diary

Do's and Fly-ins etc.

When and Where?

If you know any other fly-ins which would welcome Stampes (and who would not) such as those organised by Vintage Aircraft Club and the like, please send a note around to the other members.

Contact: Austin Trueman: austin@austintrueman.co.uk

Revamped Cathy O'Brien Competition?

Middle Wallop

Saturday 16 July 2011

A Stampe Club Fly-In has been arranged. All are welcome, including non-radio aircraft, so please make an effort to attend, preferably by Stampe or, if you have to, by car. Joining instructions will be sent out nearer to the time.

It should be emphasised that this is intended to be a fun event for everyone and not a 'serious' aerobatic competition, although a 'lightweight' aerobatic competition could be arranged if any members are interested. Volunteers required!

Contact: Nancy Bignall: nancybignall@dial.pipex.com

Coupe d'Anjou Angers

Friday 29 to Sunday 31 July 2011

Following Angus Buchanan's successful trip to this event last year (as reported in the last NewsEmail) Angus will not be attending this year's event albeit that he is happy to provide the necessary details for anyone who wishes to attend.

As previously mentioned, whilst the Coupe d'Anjou attracts serious aerobatic Stampe pilots, it is also a venue for other Stampists who may not wish to compete.

For those who do wish to compete, there is usually a practice day on the Friday with the formal competition being completed over the following two days.

Contact Angus Buchanan: angus.buchanan@virgin.net

Miscellaneous

An interesting conversion. Details to follow.



Photo courtesy of Guy Valvekens!

Cost of Flying

With fuel in the U.K. now firmly set at around £2 per litre, how much does it really cost a run a Stampe?

For most of the time Stampes burn about 7 gallons (say 32 to 35 litres/hour) an hour. That means, at present day UK prices, a Stampe can cost about £70 /hour in fuel alone. Then add on the oil, maintenance, hangarage and, insurance and the cost/hour (based on, say, a total of 30 hours a year) is likely to be about £240 to £250'ish/hour. Frightening!

Feedback

The Editor would appreciate a bit of feedback and/or comments or, even better, anecdotes, gossip or your own stories which would interest and/or amuse other Stampe Club members.

Contact: Austin Trueman: austin@austintrueman.co.uk

Articles

The Aircraft Owners and Pilot Association (AOPA) magazine (General Aviation – July edition) features G-AYZI on the cover together with an article entitled 'Stampe SV4 'French Moth' – not French, not a Moth'. It also includes a great photo of G-FORC.

SVHiawatha



Another masterpiece by Reg Jouhaud.

Websites

There are numerous websites which contain a variety of interesting information about Stampes. In particular, the website www.stampeworld.com run by Stampe Club member Chris Hunt contains a section for Stampe Club members. This is described by Chris in the Stampe Club Newsletter last autumn.

However, like all websites, you should be careful about 'web links' and 'pop-ups' etc as some websites (especially those with open forums etc) can get corrupted if they are not regularly serviced and updated.

- Go to Google and enter 'Stampe'. It will bring up some interesting websites both in the U.K. and elsewhere. There are some interesting websites out there!
- www.stampe.org

This is a long-standing website run by Andy McLuskie under the title of the Stampe Club International.

- www.haa-uk.aero

An interesting official website for the Historic Aircraft Association. Worth a look!

- www.stampeworld.com

Stampe Club member Chris Hunt appears to have set up a very interesting and progressive website.

- www.vintageaircraftclub.org.uk

An interesting group who organise many 'vintage and classic' days in conjunction with auto clubs.

Contact: Austin Trueman: austin@austintrueman.co.uk

Finally, a Sad Tale

An inadvertent inverted spin

Stampe Club members will recall the news of the fatal crash in G-BIMO back in July of last year, which claimed the lives of Edouard Dupont and his friend Xavier Franiatte.

Stampe Club members will be interested to read the following notes which have been taken from the AAIB Report and are included in an article in Pilot magazine's (July 2011) Safety Matters.

The AAIB concludes, "It was evident from the helmet camera video recording that an unsuccessful attempt was made to perform a rolling aerobatic manoeuvre. The aircraft entered the rolling manoeuvre at an appropriate speed, however, in executing the manoeuvre, the aircraft departed from controlled flight into an inverted spin from which it did not recover. The inverted spin commenced at a height from which recovery was theoretically possible for a pilot with the appropriate experience or training. However, in inverted spin is highly disorientating and it would be very difficult for a pilot with limited aerobatic experience to recognise the spin orientation and achieve a successful recovery. The owner normally flew the aircraft from the rear seat. It was not possible to determine why he was seated in the front on this flight. There was insufficient evidence available to determine which pilot was handling the aircraft during the flight.

The accident resulted from an unsuccessful attempt to perform a rolling aerobatic manoeuvre, which led to the loss of control. The CAA recommends that pilots become familiar with the symptoms of and recovery techniques for erect and inverted spins. In practice, successful recovery from an inverted spin entered at around 3,500 ft would be very difficult for a pilot with limited aerobatic experience."