

# STAMPE CLUB NEWSLETTER

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**Summer 2012**

## INTRODUCTION

### Objectives of the Stampe Club

To enjoy Stampe aircraft by promoting the 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 those responsible for the licensing and flight safety etc.

### Membership

The Stampe Club is open to everyone of any nationality who owns, flies or is simply just interested in the aircraft for its own sake as well as those engaged in offering services for serving and/or upkeep of Stampes. In other words, the Stampe Club should include a wide range of membership, all with the objective of preserving the type.

The Stampe Club numbers about 60ish members in some eight different countries. A truly international Club!

Contact Angus Buchanan: [angus.buchanan@virgin.net](mailto:angus.buchanan@virgin.net)

### Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are available on request. Have you completed your questionnaire? It would help if you did!

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

## GENERAL

### Don't mention the weather!

Well, we all now know the statistics and the reasons for the unusually wet weather apparently caused by the southern position of the jet stream. Whatever the reason, it has undoubtedly brought unprecedented rainy and windy conditions which has caused flooding in many areas of the UK and elsewhere.

## Olympics

**Main Games – 14 July to 15 August 2012**

**Paralympics – 16 August to 12 September 2012**

Do fly but be careful. If you are based within the exclusive zone and/or intend flying in the restricted zone during the Olympics, you will need to file a flight plan with Atlas Control. In addition, you will also need mode C or maybe mode S.

However, if you have a 'bad day at the office' and get it very, very wrong, turn away from London and call 121.5. Otherwise you may see one of these!



Courtesy: General Aviation

If you want more information about flying around the southeast of England during the time of the Olympics, particularly if you are based within the exclusion zone, you could do a lot worse than to have a look at the CAA's dedicated website:

[www.olympics.airspace-safety.com](http://www.olympics.airspace-safety.com)



Precision formation flying and/or an optical illusion – or the military's response to defence spending cuts!  
Courtesy: Regis Jouhaud

## Flying abroad in a UK Permit Aircraft

### General

It is worth remembering that a Permit to Fly is granted in the UK by the CAA to various aircraft including those operating in the LAA scheme.

However, one of the limitations of a Permit to Fly is that it is a UK 'domestic' certificate and in legal terms not equal to a fully ICAO recognised Certificate of Airworthiness and does not confer any 'right to flight' anywhere outside the UK. As a result, it is necessary to obtain permission to fly in non-UK airspace.

### Flying in France

It would appear that some 40 airfields in France are about to have their customs facilities withdrawn. Furthermore, flights from the UK will require 24 hour notice. Consequently, unless you have planned in advance you will need to land at an airport (not airfield) which receives international flights and, therefore, has customs facilities. Among the airfields withdrawn are the well-used stopping-off points such as Calais, Amien and Abbeville.

Perhaps, understandably, the French authorities have advised that the removal of customs at a number of airfields was necessitated by the present economic climate of government budget cuts.

Fortunately, Calais-Dunkerque Airport has recently announced that they will continue to provide Customs Facilities for the foreseeable future. You can book customs online at [www.aeroport.capcalais.fr](http://www.aeroport.capcalais.fr).

### Flying in Ireland

The Irish Aviation Authority (IAA) and the UK's CAA have simultaneously adopted mutual recognition of each other's Permits to Fly. This provides UK registered aircraft, with a valid Permit to Fly, to visit

Ireland for up to 28 days at a time. Irish registered aircraft also enjoy the same concessions.

## EVENTS

### When and Where?

If you know of any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association ([www.haa-uk.aero](http://www.haa-uk.aero)) and/or the Vintage Aircraft Club ([www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk)) and the like, please send a note around to the other members.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

### Coming Up

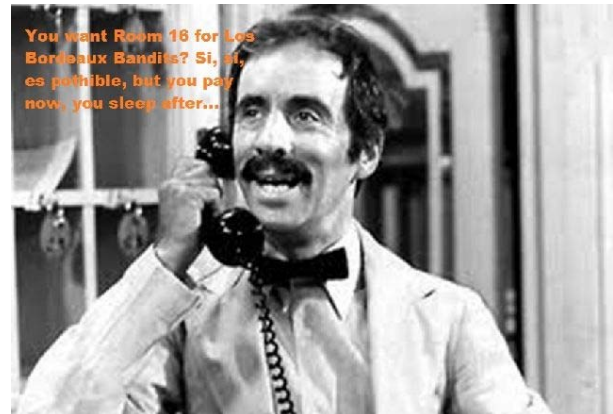
#### Coupe d'Anjou, Anger, France Friday 27 July to Sunday 29 July 2012

This 'Stampefest' is one of the 'musts' of the year. It is now held at the relatively new regional airport positioned in the heart of the lovely French countryside!

The airfield boasts of an active workshop facility for Stampes as well as an extensive aviation museum.

However, be warned. You will have to deal with the 'Bordeaux Bandits'!

Contact Regis Jouhaud: [r.jouhaud@neuf.fr](mailto:r.jouhaud@neuf.fr)



#### International Old Timer Fly-in Schaffen-Diest Belgium 10-12 August 2012

Guy Valvekens has asked that this event should be brought to the attention of all Stampe Club members. The three day itinerary includes much merriment and, as a result, encourages hundreds of aircraft from all over Europe.

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

**LAA Sywell Rally 2012 Northants  
England  
Friday 31 August to Sunday 2 September  
2012**

This is considered as being the UK's largest fly-in event and, as a result, attracts visitors from many other countries. LAA members will receive an invitation.

Could this be an opportunity for a Stampe 'get together'?

If you cannot fly there what about driving? Older members will remember that back in 1987, a total of some seventeen Stampes attended the (then) PFA rally in Cranfield. This included Danny Cabooter and Gerrit Titeca who both flew from Belgium. It would be great if this would happen again!

Expressions of interest would be appreciated in order to arrange a dedicated parking area.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

**This event occurs during the London Paralympics. Consequently, you may need to carefully plan your route.**

**Goodwood Revival Sussex England  
Friday 14 to Sunday 16 September 2012**

This world-famous festival could be another good opportunity for Stampe Club members to get together. However, it is not cheap! Consequently, the Stampe Club will attempt to get a 'block booking' with a discount. In the meantime, expressions of interest would be appreciated.

Contact Jo Keighley: [jo.keighley@sfmeurope.com](mailto:jo.keighley@sfmeurope.com)

**REPORTS**

**Stampe Fly-in Pithiviers, France  
Saturday/Sunday 12/13 May 2012**

Jean Pierre Le Bouedec reports that the success of the weekend, at this airfield some 60 miles south of Paris, was in no small measure due to the excellent weather. At the same time in the UK, the weather was generally indescribably poor!

The good weather brought eight Stampes, a good percentage of which were piloted by women. Obviously, there's a connection between good weather and female pilots!

Saturday evening paella and a Sunday barbeque were attended by some 70 plus people. This only goes to show that good weather, good company and good food will also result in a successful event. Sounds great!



**Blue Skies!**  
Courtesy: Jean Pierre La Bouedec

For more photos and info about the aero-club du Monceau, visit [www.ac-pty.org](http://www.ac-pty.org).

One for the diary for next year!.

Contact Jean Pierre LeBouedec: [jpm.lebouedec@wanadoo.fr](mailto:jpm.lebouedec@wanadoo.fr)

**22nd Antwerp Fly-in Belgium  
Saturday/Sunday 19/20 May 2012**

Once again Danny Cabooter managed to organise excellent weather, albeit that the good weather did not extend across the Channel! Indeed, the frustration of the (failed) English invasion is highlighted below by Jo Keighley.



**Not all Stampes have Gipsy or Renault engines!**  
Courtesy: The Editor

Jo Keighley writes:

The weekend of 19 May saw a 'clutch' (a common noun for less than half a dozen Stampes) of UK Stampe Club members attempting to join the Antwerp Fly-in.

Like so many flying expeditions, initial enthusiasm was high with a contingent from Headcorn showing interest plus several other UK Stampe Club members. As the weekend drew closer, rather like the Grand National, there were quite a few early fallers!

The field of actual departures by air to Antwerp was reduced to G-SVIV (Jo Keighley) and G-AWEF (Angus Buchanan). The weather was proving a challenge; a mild low within an area of high pressure was expected to generate a warm front coming up from France and bringing rain and low cloud with it to the south east of the UK on Sunday. The progress and positioning of this front was extremely uncertain. Saturday's weather though looked perfectly 'do-able' with largely sunny conditions in both the UK and on the near Continent. Consequently, a decision was taken for the intrepid aviators to try and do an out and back all on the Saturday. The plan was to do Headcorn to Kortrijk (for customs) and on to Deurne, probably returning direct from Antwerp to Headcorn in the late afternoon with a convenient tailwind.



G-SVIV and G-AWER approaching the gloom at Folkestone  
Courtesy: Jo Keighley

Weather checked, flight plan filed, the two aircraft departed at 10.15 am in glorious sunshine and quickly lined up in loose formation, routing via Folkestone. But none of the METARs had showed the dense layer of very low cloud and fog swirling in off the Channel with the top of the cloud at about 3,000 ft. The two aviators decided that with the forecast showing conditions deteriorating as the weekend advanced, it would be foolhardy to try and cross the Channel above the fog bank, so the expedition had to be aborted.

The last laugh, of course, was had by Austin Trueman, who successfully got to Antwerp by road, thoroughly enjoyed the entire event and was able to present the Stampe Club's tensiometer to the Stampe Museum.

Next year, the UK members of the Stampe Club promise to do better. A British 'balbo' overhead Antwerp is required!

Contact Jo Keighley: [jo.keighley@sfmeurope.com](mailto:jo.keighley@sfmeurope.com)

## Special Fly-In and Meeting at White Waltham England - Report Sunday 1 July 2012 Guest Speaker: Ken Craigie of the LAA Report

Ken Craigie gave an eager audience of Stampe Club members and de Havilland owners an interesting talk about the history of the Light Aviation Association (LAA) and its origins from back in 1946.

Ken certainly knows all about Stampes from his time working with Personal Plane Services at Booker. Stampes were regularly used in various movies, including the making of the feature films, Aces High and High Road to China.

Since 1991, Ken has been Chief Inspector at the LAA and is responsible for the nationwide scheme of more than 350 inspectors who form the basis of the LAA Permit to Fly system.



Now, this is what you can do!  
Courtesy: Regis Jouhaud

Interestingly, one of the important differences between the CofA and Permit regimes is the question of airworthiness. In this respect, a CofA requires the aircraft to be maintained in accordance with the LAMS (Light Aircraft Maintenance Schedule) as defined by CAA Publication CAP411, whereas the Air Navigation Order (ANO) requires a Permit to Fly aircraft to be maintained in an airworthy condition. On first thought, you may think there is quite a difference. However, to maintain an aircraft in airworthy condition requires checks on its 'physical condition' and whatever servicing tasks are needed to preserve its condition. A 'grey area' may arise in respect of the scope of these tasks which will

depend greatly on the type, age and use of the aircraft as well as its storage conditions.

The other area of interest is certainly the amount of maintenance work which can be completed by the owner, albeit that much (if not all) needs to be signed off by an LAA inspector. This is where, undoubtedly, some savings in operating costs could be achieved.

The other area of potential savings is the question of parts and spares, which can be made from scratch and/or made to a better specification, but both being approved for use by an LAA inspector.

For those who wish to transfer to a Permit, Ken recommended getting the paperwork in early in order to get the ball rolling. In addition, he recommended that flight test should be completed before the expiry of the CofA so as to avoid 'paperwork' complications.

Contact Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

## TECHNICAL

### Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation who can

assist members in maintaining their aircraft. These details would then be made available to members on a strictly non-approved and/or non-recommended basis.

Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included in the directory, on a strictly non-approved and/or non-recommended basis, please contact Jo Keighley at

[jo.keighley@sfmeurope.com](mailto:jo.keighley@sfmeurope.com).



Stampes everywhere at Antwerp!

### Stampe Club Tensiometer

This odd looking tool (which is about 500mm long) is not for measuring the 'tension' of Stampe owners, but Stampe flying wires.



The Stampe Club tensiometer  
Courtesy: The Editor

According to Stampe Club member and Licensed Engineer, Andy McLuskie, the tensiometer is almost impossible to accurately calibrate and should not, therefore, be used in tensioning the flying wires on Stampes. Instead, the tensiometer for A Stearman is widely used as it is easily adapted, by calculation, for use on Stampes.

Whilst of limited practical use, the Stampe Club's tensiometer is certainly a valuable antique. Consequently, the Stampe Club's Committee supported Andy McLuskie's proposal to donate the tensiometer to the Stampe Museum in Antwerp.

### How an aerofoil creates lift

'A wing lifts when the air pressure above it is lowered. It is often said that this happens because the airflow moving over the top curved surface has a longer distance to travel and needs to go faster to have the same transit time as the air travelling along the lower, flat surface. But this is wrong', explains Professor Holger Babinsky of Cambridge University. To show that this common explanation is wrong, Babinsky filmed pulses of smoke flowing around an aerofoil (the shape of a wing in cross-section). When the video is paused, it's clear that the transit times above and below the wing are not equal; the air moves faster over the top surface and has already gone past the end of the wing by the time the flow below the aerofoil reaches the end of the lower surface. What actually causes lift is introducing a shape into the airflow, which curves the streamlines and introduces pressure changes; lower pressure on the upper surface; and higher pressure on the lower surface. This is why a flat surface like a sail is able to cause lift.

## INTEREST

### Falling Asleep in the cockpit!

Whilst unlikely or perhaps almost impossible in an open cockpit Stampe, the British Airline Pilots Association (BALPA) have told the UK government's Transport Committee that nearly half of its members admit to falling asleep in the cockpit. According to BALPA this figure is likely to be under-reported. However, the question is: Is this down to tiredness or boredom?

### Websites

There are numerous websites which contain a variety of interesting information about Stampses.

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 easily 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. In the course of the coming year there will be the new Stampe Club website [www.stampeclub.org](http://www.stampeclub.org) which is presently in the course of preparation.

- [www.haa-uk.aero](http://www.haa-uk.aero)

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

- [www.stampeworld.com](http://www.stampeworld.com)

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

- [www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk)

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

Contact: Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

## AND FINALLY

### Sad News

Angus Buchanan, the current owner of G-AWEF based at Headcorn, writes following the death of Jack Upchurch.



### Jack Upchurch 1929-2012

Many Stampe Club members will fondly remember Jack Upchurch who sadly passed away peacefully on 16<sup>th</sup> April 2012.

His longstanding passion for aviation led him to the Stampe through the Tiger Club at both Redhill and, subsequently, at Headcorn. It was through this association that he became a very able, certainly regular, and enthusiastic aerobatic competitor. In addition to the Stampe, he honed his formation skills through many years as part of the Tiger Club's Turbulent Display Team. But it is clear to all that his real attachment was to G-AWEF with pictures of this aircraft apparently hanging in nearly every room in his house. His name appears on most of the pages in EF's log book – the flights are inevitably short and almost always aero sorties. Witnessed by family and friends, Jack's ashes were scattered from a formation of three biplanes at Headcorn, though we know his spirit will continue to fly aboard EF for many years to come.

### Your Tale

If you have anything you think would interest Stampe owners, please send it in!

Contact: Austin Trueman: [austin.trueman@gmail.com](mailto:austin.trueman@gmail.com)

