



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 2013

WHAT A YEAR!

It is almost impossible not to hear or read something about the unusual climatic conditions affecting, what seem to be, all parts of the world. All this promotes the usual debates about global warming and/or cyclical weather patterns. However, none of this helps when looking out of the window at rainy and windy skies. If its not been too wet, it has been too windy and now probably too hot!

Now, whilst constant blue skies would probably 'tick all the boxes' for those of us living in northern Europe (particularly the UK) we all know this is only a dream! Consequently, you have to deal with what you have got!

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 organisations responsible for licensing and flight safety etc.

Membership

The Stampe Club is open to everyone of any nationality 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, all with the objective of preserving the type.

The Stampe Club now totals some 70ish members in some twelve different countries including Australasia, Europe and North America.

Now, if you thought our Secretary simply licks a few stamps (not Stampes) at Christmas time, you are quite wrong. In fact Angus Buchanan has recently recruited a new member in New Zealand!



Lars Fellman's Stampe in New Zealand
Photo: Courtesy Angus Buchanan

Angus Buchanan writes:

Lars Fellman imported the first Stampe into New Zealand (there is now one other!) but had a hard time persuading the NZ authorities to 'ticket' his aircraft. Eventually, they sent a test pilot to evaluate. He stuck the machine on its nose!

Contact Angus Buchanan: angus.buchanan@virgin.net

Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are still sent to many members. It is simply a matter of choice. What's yours?

Contact: Editor: stampeclubstuff@gmail.com

GENERAL

Subscriptions

If you have not yet paid your subscription up to date, please do so now or say farewell to the Stampe Club as this will be the last Newsletter you will receive.

Subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name.

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Terry Brown's lovely 'Saint Yan' Stampe at last year's LAA Rally at Sywell
Photo: Courtesy Chris Hunt

NEWS

The Stampe Club website

The Club's webmaster, Chris Hunt, has put together the framework for the Stampe Club website which is intended to provide general information about Stampe aircraft to anyone, and specific technical information to members only.

It should be emphasised that the website will be expanded over time so as to include some archive technical drawings, documents and manuals with a

possible members forum. Specialist information facilities will be strictly for members only, whereas the website will be available for open viewing.

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) and/or the Vintage Aircraft Club (www.vintageaircraftclub.org.uk) and the like, why not send a note around to the other members.

If you are interested in attending any of these events, please let the Club know, especially if you would like some company.

International Old Timer Fly-in

Schaffen-Diest, Belgium

Friday to Sunday 16th to 18th August 2013

Contact: Guy Valvekens: guyvalvekens@gmail.com

Another date for your diary!

This event boasts an ever increasing number of visitors from all over Europe. Lots of Stampes! Angus Buchanan is heading up the UK contingent.

Contact: angus.buchanan@virgin.net

The de Havilland Moth Club International Rally, Woburn Abbey, Bedfordshire, England

Saturday 17th and Sunday 18th August 2013

Contact: dhmoth@dhmothclub.co.uk

One of the most popular heritage events on the UK's summer calendar is set to return to Woburn Abbey this year.

An invitation for Stampes to attend this event has been kindly given by the de Havilland Moth Club with whom the Stampe Club has a close synergy.

Please note that it is important that you notify your intentions to attend and obtain the briefing documents. You cannot simply turn up on the day!

LAA Sywell Rally, Northants, England

Friday 30th August to Sunday 1st September 2013

Whilst UK LAA members will receive their own invitation, this event is open to everyone from anywhere!

Last year the Stampe Club managed to get a small 'clutch' (a collection of Stampes) to park together in order that the pilots could have a natter and look around. It would be great if more members could make this year's event.

This is a very popular (and busy) event with aircraft arriving from all corners of Europe.

Contact Editor: stampeclubstuff@gmail.com

Stampe Fly-in Pithiviers, France Weekend 31 August/1 September 2013

Contact: Jean Pierre le Bouedec:
jpm.lebouedec@wanadoo.fr

The date of this 'Stampefest' has been moved due to the appalling weather which prevailed over France at the time of the original date back in late May. Otherwise, everything else is the same. This should be a good one!

The airfield is located roughly between Bourges and Paris, close to Orleans.



Photo: Courtesy Jean Pierre Le Bouedec

UK Stampe owners, Austin Trueman and Angus Buchanan are quite keen to go to this event. Anyone else interested in joining in?

Contact: Angus Buchanan: angus.buchanan@virgin.net

REPORTS

Antwerp Fly-in, Belgium Weekend 11th and 12th May 2013

Contact: Danny Cabooter: stampe@skynet.be

After 22 years of good (usually exceptionally good) weather, this year's Antwerp fly-in was also subjected to the appalling weather which was prevailing across Europe at the time. Nevertheless, six Stampes completed the now famous formation flight on Sunday morning.



For the first time in 23 years – A wet and sad Antwerp
Photo: Courtesy www.hangarflying.be

BITS, PARTS AND PLANES **Do you have any 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.

To expedite matters, details of any bits, parts and spares will be sent (by email only) to Club members who should then make direct contact with the seller. 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 get involved in any negotiations financial or otherwise.

Rubber Things or Something for the Weekend!

Guy Solleveld has been busy sorting out a suitable manufacturer of Stampe 'rubber goodies' which meet the requirements of the approvals process. This is a 'once in a while' opportunity for members to get the right rubbers for the right parts!

Guy Solleveld writes:

Rubber Shock Absorbers

Stampe Club member, Andy McLuskie has kindly allowed the Stampe Club to manufacture Stampe shock absorbers and inner leg separators utilising his mould. Trial parts have been made and approved by Andy.

The selected rubber manufacturing company will issue a letter of conformity confirming that the parts have been made correctly with the correct compression and 'shore' strength.

From the Stampe parts manual the rubber shock absorber (on the right of the photo on the next page) has two part numbers; 43241 (8 required avec tenon)

and 43241/1 (1 required sans tenon). The single block without nipples sitting on top of the stack. Both blocks are dimensionally the same with the exception of the tenon. Somewhat pragmatically, for ease of production, the two 'nipples' are simply cut off a standard block 43241 which then becomes a 43242/1. A new set of Shock absorbers will also be supplied with 4 new inner leg separators.

If a minimum of ten sets are ordered the cost per aircraft (18 shock absorbers and 4 inner leg liners) will be £240 including VAT. Postage will be an extra. Approx £15 within the UK.

For the manufacturers ease, I have offered to collect all the monies so as to pay in one lump sum. I trust this meets with everyone's approval.

Therefore, to take matters forward, members who wish to order, (including those who have already put their hands up), should confirm their interest.

It is hoped that an order will be placed by the end of July, at the latest, as the manufacture will take about four weeks from date of order.

Contact: GuySolleveld: guy@solleveld.co.uk



Shock absorber parts with an engine mount in the centre

Renault Engine Mounts

The Stampe Club has in its possession a mould to renew the rubber inners of a Renault engine mount, as identified in the centre of the picture above. Should any member wish to renew their rubber mounts, please let me know. If the Stampe Club can get a few together at the same time the cost per unit will obviously come down. The old rubbers are chemically removed so no damage is caused to the aluminium mount.

Before approaching the manufacturer, I should like to know how many members are interested. Please let me know.

Contact: GuySolleveld: guy@solleveld.co.uk

TECHNICAL

Stampe Club Directory

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

country 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.

Contact Jo Keighley at: jo.keighley@sfmeurope.com.

Maintaining your Stampe

Maintaining a Stampe, with Gipsy or Renault engine from the 1940's, requires specialist knowledge and skills usually beyond the levels of the average pilot. Consequently, whilst some maintenance work can be undertaken by an enthusiastic owner of a Permit to Fly Stampe, this should only be considered when it is being suitably supervised by a qualified maintenance engineer.

Remember, regardless of whether you operate on a CofA or a Permit to Fly aircraft, it is the owner's responsibility to maintain their aircraft in an airworthy condition. This means maintenance should be completed in accordance with the 'light aeroplane maintenance schedule' (LAMS).

To follow up on what level of maintenance can be completed by an owner of a Permit to Fly Stampe, it is worth looking at the LAA website.

www.lightaircraftassociation.co.uk

Oil Checks

If oil is the 'life blood' of any engine, How do you keep tabs on the oil in your engine?

The answer could be to invest £100 for five separate oil analysis tests with Intertek (was QinetiQ) in Farnborough, Hants, England.

Contact: Rob Chapman: robert.chapman@intertek.com

Propeller Kick Back

Every year there seems to be a report about an accident involving a propeller but what is most noticeable is the ordinariness of the circumstances involved. Circumstances with which we are all too familiar. There lies the danger!

Quite simply, a propeller should always be considered 'live'. Consequently, before you touch, let alone swing a propeller, always treat it with extreme suspicion. It may do what you least expect!

FOLLOW UP

A weekend with the Bordeaux Bandits!

Your Editor visited the home airfield of this now famous band of enthusiasts.

A weekend in the middle of June was selected for the trip, courtesy of Easyjet flying into the international airport at Bordeaux Merignac. This is Northwest of the Bandits' base at Bordeaux Leognan-Saucat(LFCS). The airfield is just outside the international airport's control zone in the middle of a large forested area forming part of the Landes Forest. This is an absolutely stunning location, only 30 minutes (depending on the traffic) away from Bordeaux city centre, with both a hard and grass runway.

Following a fantastic barbeque lunch, (What else would you expect in France) the rest of the day was spent flying in the resident Stampe F-BBON. Wonderful!

If all that was not good enough, the evening activities included a guided tour of a Sauternes vintery provided by the owner (and Stampist enthusiast), Patrice Haverlan, followed by yet another wonderful meal with the local wine. A great day and evening with the Bordeaux Bandits!



Flying around Bordeaux Leognan-Saucat (LFCS)
Photo: Courtesy Regis Jouhaud

Forced Landing with Farming Difficulties

Tony Calvey's exploits last year reminded member Michael Jones of his own exploits in G-ATKC many years ago which, at the time, featured as an article in the Tiger Rag. It is repeated here, as an abbreviated version with reference to the now famous helicopter rescue!



How to get out? Photo: Courtesy Michael Jones

How did the Stampe land up in that field of standing corn near Dorking? Or perhaps it was barley? The story was a short one but there were lessons to be learnt. The aircraft ran out of fuel only a very short time after taking off from Redhill and as far as the pilot was concerned explanations proved difficult. After carrying out his pre-flight check in a fit of absentmindedness he had mistaken the Stampe's fuel sight gauge for that of a Tiger Moth. Despite the fact that he had pulled off a successful forced landing albeit in a field of standing barley, the Committee was not pleased and enquiries were extended not only to the person who had carried out the pilot's type check but also to the member who had left the aircraft on the flight line without having it refuelled. It was a blunder incidentally that was compared to that of a Pan Am pilot (the Tiger Club was Mecca for Pan Am pilots in those days) who, when planning a Dawn to Dusk flight in a Stampe, was under the mistaken impression that the '100LL' which was painted on top of the fuel tank in accordance with official requirements referred to a tank capacity of 100 litres, not the grade of avgas designated for use in Gipsy engined Stampes! Happily in this case the engine failure occurred in the circuit of his first destination aerodrome!

When it came to the question of retrieving the Stampe the possibility of using a helicopter was not considered! It was obvious that before the aircraft could be flown out, a suitable narrow strip in the crop had to be harvested. The Dorking farmer refused to do this before he had been paid a very substantial sum in compensation. Tiresome and lengthy

negotiations ensued; fortunately the Club's insurers rallied round and all was well. But reading about Tony Calvey's experience of using a helicopter to recover his Stampe in a similar situation I wonder if a helicopter would have been cheaper?

INTEREST

UK Registered Stamps on Permit to Fly

From the total of 49 UK registered Stamps there were, at the beginning of May this year, six Stamps operating on an LAA Permit to Fly with another six Stamps at various stages of the transfer process. Almost 25% of the total UK Stampe 'fleet'!

The Value of General Aviation (GA)

The whole question of regulation in Europe was discussed during a frank exchange with European officials in June this year.

At a meeting of the European Commission and EASA representatives, aviation owners and pilots, represented by the International AOPA, were able to give those European officials a rough ride in front of MEP's in the European Parliament.

Over regulation under the guise of safety was the main theme during which comparisons were made with the USA. Interestingly, accident rates in Europe are broadly the same as the USA and, in some cases, worse. Also, rather than being an economic and social powerhouse, (as in the USA), General Aviation in Europe is barely able to survive.

The value of GA was demonstrated by Jacques Callies, President of AOPA France, (and publisher of the magazine 'Aviation et Pilote') who emphasised the results of a French survey which showed that GA in France, flies more hours than the French national airline and turns over approx Euros 4-5 billion!

These notes were taken from the AOPA News Information Services.

AND FINALLY

Your Tale

If you have anything, no matter how embarrassing, (in fact the more embarrassing the better) you think would interest Stampe owners, please send it in!

Contact: Editor: stampeclubstuff@gmail.com