

June 2021

# Stampe Club

STAMPE CLUB NEWSLETTER



WE WILL MISS YOU ANGUS!



## 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 members and international organisations responsible for licensing and flight safety etc.

### STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership. Contact: [sec@stampeclub.org](mailto:sec@stampeclub.org)

# Communication is a wonderful thing!

The Stampe Club Newsletter is a friendly, generally light-hearted and hopefully informative quarterly publication skilfully created by volunteers, particularly Austin Trueman and Paul Anderson.

As a result of members' feed-back, some 'fine tuning' has been made to the presentation including layout and print size. Hopefully, these changes will meet with members' approval.

## **Please Note**

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.



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**Club members will be aware of the sad death of Angus Buchanan in a flying accident on Sunday 9 May 2021.**

The messages of condolence received from around the world have been overwhelming. Angus' reputation for providing light handed, friendly and helpful assistance to those with questions and/or queries about Stampes will remain legendary.

**Further details about the accident will be forthcoming when known.**



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# Don't even mention it!

The international news about the Coronavirus seems to vary from country to country. Some, who were doing well a few months ago, are now in crisis with political debates about the merits, or otherwise, of certain vaccines, and the so-called 'roll-out' of vaccination programmes. Nothing is certain!

General aviation in some countries is already getting back to a so called 'new normal'. In others, recreational flying is still discouraged and/or severely restricted. The international situation is far from clear.

We all have our 'fingers crossed' for the future!

*Photography: Atoms on Unsplash*





# A flying adventure

**John Smith's recent sad death came after some years of ill health during which John persevered to keep flying until there was no other choice, but to stop. The following is a précis of his story.**

At the end of August 2019 I gave up flying. I had, up to a point, overcome the setback of losing central vision in one eye. I was legal and safe, but judging distance and height – for landing – could not be done with accuracy, and at the age of 84 other factors were beginning to take a toll. The whole effort was becoming a challenge which was only going to get harder.

After making the decision I was in a dark place in my mind for ten days, until recognition that I had made the correct decision took over. This was made two days after what then became my last flight. In an odd sort of way, I obtained comfort from the fact that during that flight I did not know that it would be my last.

I then decided that I would write a summary of my thirty two years of flying my Stampe, by way of a tribute to all the many fellow enthusiasts with whom I have associated.

Ownership of my Stampe(G-HJSS now in the capable hands of member Richard Ward) goes back in time a further

nine years, covering the period from when I bought the engine-less dismantled airframe to when it was at last complete and airworthy.

I started flying lessons at Shoreham Airport (EGKA) in 19877, a few days after the Great Storm hit the UK. I found those early lessons hard work. I found that flying touch-and-goes and from the tarmac runway was extremely demanding, and I frequently ended up with one wheel on the grass – indeed both wheels if I take into account my first ground loop!

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I soloed after 22 hours. It came rather unexpectedly after a particularly poor... session of circuit, using the grass 25 runway, with the instructor saying to me:



**You aren't actually going to break the aircraft, you can go round once on your own!**



My subsequent landing was the only good one that day!

After some frustrating engine problems, I left my Stampe in the hangar for some months while deciding whether I really wanted to continue flying. When I decided that I did, I set about rectifying the problem myself. I had no other option, I spent a number of weekends working on the engine – I have no engineering training at all but am reasonably spanner competent – and got it running properly. I came to know my way around the engine, which stood me in good stead in the years to come.

Back in the cockpit cross country flights, combined with circuits and upper air work, rekindled my enthusiasm. I was sent off solo to fly normal stalls, full power stalls, and spiral drives. And, of course,

spins. And on one memorable occasion, being told to fly solo up to 10,000 feet and perform a loop. I climbed to 12,000 feet, over the sea, and looped as instructed. Subsequently, I claimed the highest loop flown by a student pilot in the South that week!

I had by this time flown a total of about 300 hours, without having made any particular effort to get my private pilot's licence. Student pilots were left to study the ground subjects on their own – there were no organised classes. So, during the winter of 1996-7, a friend very kindly offered to coach me through the groundwork and to set me the exams. Then the following Spring I completed my navigation flight tests and skills flight test, so I ended up with my PPL, dated 17 July 1997. At last I was legitimate!

Although I could fly the aileron roll, which was fairly straightforward, I realised that I had to learn the slow roll, which was not. It took me about two years. Not to fly an immaculate slow roll, but to be confident that I would not come falling out of the manoeuvre. Yet I look back on the time I spent struggling to master the slow roll as one of the most significant and satisfying parts

of my flying adventure.

In later years I used to keep my hand in by flying the basic manoeuvres, always trying for a degree of precision. I liked to fly inverted for short periods. And, of course, the slow roll remained my all time favourite manoeuvre.

It has been a long adventure which I have been privileged to experience and enjoy; a large part of my life, and I wouldn't have missed it for anything.

## Memorial Service

The chosen date for John Smith's memorial is **Sunday 4 July 2021**. The event will take place at Shoreham Airport and will involve a formation fly-past of as many Stampes as possible, details of which are to be decided. The fly-past will be followed by landing at Shoreham and parking in front of the famous 1930's terminal to attend a service.

The event is being organised by friends of John. More details and information will be provided, but if you would like to attend, keep the date free.



Contact: Richard Ward  
Email: [wards@hotmail.com](mailto:wards@hotmail.com)





# A flying family!

The Stampe Club welcomes Dr John Thorogood as a member, who can be fairly described as a multi-aeroplane sinner! Why? Because he has interests in a Stampe G-BKRK, Auster X2, Piper Apache and a Hurricane!

John, who spent 34 years as a field engineer and project manager on remote area exploration and production has been an aviator since 1969 due to his Dad being a Hurricane pilot during WWII. So it will be no surprise that John's son, Michael, is also a flyer and owns an ex-crop sprayer, Auster.

Michael also followed his father into the same branch at BP and who, as it happens, has used his connections to find out more about the combined use of LL100 and UL91. **More to follow!**

*Photography: Ronnie Macdonald on Flickr*



# When is the elevator not an elevator?

When it is an angle of attack selector!

Charlie Huke's interesting article in a recent Pilot magazine is worth exploring, particularly as he spent sixteen years in the RAF followed by a decade as a civilian instructor with the UK's Test Pilots School (ETPS) he is also proud owner of a Stampe.

Charlie's point is that to simply refer to speed as the main reference for the stall is misleading. In fact, it is the angle of attack (A of A), when increased beyond the critical angle, will create a stall. The speed at the point of a stall varies according to weight. Not just dead weight, but also weight increased with pulling 'g' in aerobatic manoeuvres.

Whilst the speed can vary, the A of A will be unchanged. So the stick position is important. It is worth getting to know this in your Stampe. Get used to it!

# A scene to warm the heart

With so many problems affecting the world, it is a welcome relief to learn of two Club members reminding us of what it is all about.

Franz Busse and Martin Salzl in formation in Upper Bavaria.  
What a great scene!

Photo: Courtesy of Franz Busse







# Propping up an opinion!

**A couple of years ago**, Club members, Sigurjon Valsson and Elias Erlingsson in Iceland completed an interesting test between the Hoffman, which came with the Renault powered Stampe, (was G-AXHC now TF-OLD) when bought, and their replacement Liegere HL2011 propellor.

Whilst not a scientific experiment in any way, the test provided an indication of the differences. Very interesting stuff! The tests, completed on the same day, were 'one-offs'

and not repeated. They commenced with the Hoffman (already on the aircraft) and then replaced with the Liegere HL2011. The Liegere is an exact copy of the original prop and is made by Hercules Propellors in the UK.

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# Test altitude 1000 feet ASL

 The test data is as follows:

- Test altitude: 1000 feet ASL

 ATIS weather

- Temperature: -3° (density altitude: 2100 feet)
- QNH: 29.90
- NSC
- Weight (first flight): 745 kgs and (second flight): 737 kgs.

 Limitations:

- The Renault has a RPM limit of 2520 RPM (145 hp) for 10 seconds
- Max RPM (140 hp) for 5 minutes
- Max continuous RPM: 2200

Condition	Hoffman	Liegere
Take off RPM	2300 <sup>1</sup>	2000 <sup>1</sup>
Take off ground roll	101 metres	107 metres
Max level flight RPM	2500 <sup>2</sup>	2400
Speed at max level flight RPM	112 <sup>3</sup> mph	122 <sup>3</sup> mph
Speed at 2200 RPM	102 <sup>3</sup> mph	111 <sup>3</sup> mph
Speed at 2100 RPM	96 <sup>3</sup> mph	105 <sup>3</sup> mph
Speed at 2000 RPM	93 <sup>3</sup> mph	100 <sup>3</sup> mph



Members' News

# 'Back where it belongs!'

Raymond Cuypers reports from Antwerp that ex-Belgian Airforce (BAF) SV4.B V22 has now returned to Deurne, Belgium.

The aircraft which had languished un-registered in Canada since 1972 will now be restored by the well-known serial Stampeist who, together with his girlfriend Inge, now owns six Stampes of which four are ex-BAF SV4.B's V22, V27, V41 and V47.





Photography: Les Chatfield on Flickr

Members' Feed-back

# fuel for thought!

**In response to a previous Newsletter, Wolfgang Trinks correctly reminds us that, when the Stampe SV4 was designed, engines did not rely on leaded fuels.**

In fact, the original SV4 Type Certificate calls only for a fuel of 80 Octane or more. There is no regulatory requirement for 100LL or, specifically, fuel containing lead.

Wolfgang provides more useful information on the subject of aviation fuel and, particularly, 100LL which, in fact, can do more harm than good to low compression engines. Only if an engine operating on 100LL is leaned properly in cruise conditions and achieves high enough combustion temperatures (the closer to peak EGT, the better) will the lead by-products be taken out of the engine via the exhaust system.

If not, the residues contaminate the valve stems and end up in the oil. If the valve stems are contaminated too much, the movement will be hindered, the valve face will no longer meet the valve seats properly and thus cannot transfer its heat to the cooling fins of the cylinder head.

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In the oil the residues, together with the moisture left from the combustion gases, (remember fuel burns CO<sub>2</sub> and water) to form acid that takes its toll on the internals during resting periods of the engine/aircraft.

Aircraft fuel systems are rather primitive designs and they always rely on high quality fuel. Issues are: vapour locks, chemical reactions with rubber based seals/hoses and so on. Also, and very important, that the fuel in the tank does not degrade in time.

All said, 100LL perfectly matches these requirements, being 'brewed out' on closely controlled mineral oil components, while Automotive fuel can be compared with the 'Cuvee of the season', You never know what you get!

Hope comes with AVGAS UL91 by BP and Total. This is 100LL minus the lead. Unfortunately the brand name is misleading, so people suggest it is for Ultralights only. In fact, most major aircraft engine manufacturers have approved the fuel for their low compression/non turbo aircraft engines. EASA has issued a CS-STAN (Standard Changes and Repairs) where it is possible to convert an EASA aircraft to UL91 within the scope of a pilot/owner.

**For info by BP see:** <https://www.bp.com/content/dam/bp/business-sites/en/global/air-bp/documents/aviation-fuel/unleaded-ul91-leaflet-uk-sept2019.pdf>.

Unfortunately the need to increase the infrastructure for unleaded fuel distribution was slowed down in recent years when the US, as the main market, famously (or infamously) exited the international environmental programmes, but is now recently back on board with the Biden administration.

Wolfgang makes some good points at a time when aviation and particularly aviation fuel of all types seems to be on the agenda!



**If you wish to contribute on any Stampe related topic, please make contact on [newsletter@stampeclub.org](mailto:newsletter@stampeclub.org).**



Members' Feed-back

# A bit of a mix up?

If you have ever had concerns about mixing UL91 with LL100 or vice versa, stop worrying. BP have provided some helpful information.

Quite simply, mixtures of UL91 and 100LL are fully compatible. The resultant blend having an octane quality somewhere between the two, depending on proportions. So, if an aircraft, such as a Stampe, which requires a minimum grade of 80, UL91 or any mixture of UL91 and 100LL can be used.

From a Stampe point of view,  
the more airfields that offer UL91, the better!



# Events/fly-ins and the like

The following events are obviously dependent on the national health requirements in the country involved.



14/15th August 2021

Early Casualty, Schaffen Diest  
Oldtimer Fly-in, (EBDT), Belgium

The Diest Aero Club organisers have decided, due to the present uncertainties, to cancel this year's event.



26/27th June 2021

Pithiviers (LFFP), France

With the present curfew at 11pm in France, the organisers have decided to wait until the beginning of June 2021 before making a final decision about this year's fly-in.

This is a popular traditional Stampe fly-in. Loads of Stampes, good food and drink and good company.



Contact: Jean Pierre Bouedec  
Email: [jpm.leboudec45@orange.fr](mailto:jpm.leboudec45@orange.fr)



3/5th September 2021

Sywell (EGBK) UK

This popular annual event includes everything from vintage to modern aircraft plus seminars and all the usual equipment and GPS manufacturers' exhibitors. It regularly attracts over 1000 aircraft and, this year, marks the 75th anniversary of the UK's Light Aviation Association (LAA) which was named until relatively recently, the Popular Flying Association. It is one of Europe's biggest fly-in events.

Contact: [www.laa.uk.com](http://www.laa.uk.com)



# We want your stories

With members all over the world, 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!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday, 30 July 2021. Feedback in response to any of the items raised is always welcome!



Contact:  
[newsletter@stampeclub.org](mailto:newsletter@stampeclub.org)

## Get the best from the website



It is the Stampe 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.

The 'forum' section of the website is particularly useful as Club members can communicate directly with each other to discuss any/all aspects of Stampes from the very simple to the complicated. It's worth a look! Communication within the Club is generally made via the Club's Newsletter, albeit that more urgent stuff is communicated via email.

For more depth and detailed information, the Club's website is the place to start. It has a lot of historic information, including original drawings and much more, including lots of useful data. Visit [www.stampeclub.org](http://www.stampeclub.org).



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The Stampe Club has, since its existence, collated the names and contact details of members, as well as their aircraft details. It should also be clearly understood that the Stampe Club will never disclose a member's contact details to any third party without the express permission of that member.

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