

April 2022

Stampe Club

STAMPE CLUB NEWSLETTER



THE WORLD IN TURMOIL - WAR IN UKRAINE!



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

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.

Communication is a wonderful thing!

The Stampe Club Newsletter is a friendly, generally light-hearted and hopefully informative publication skilfully created by volunteers.

The Stampe Club is always looking for good and interesting features for members. If you have any 'burning issues' or wish to rant on about something which is annoying you, let us know!

New Website!



The Stampe Club's updated website is presently undergoing final trials which will enable members to log into a private 'members only' section for access to a forum.

When the website is ready, it will be necessary for members to re-register their details together with their own passwords etc. A bit of a pain, but unfortunately necessary!

The Stampe Club wishes to emphasise again that it will never, for any reason, disclose the details of any members to any third party without seeking that member's permission. This is an important statement in the world of data protection. The information held by the Stampe Club is used primarily for communication purposes.



Photography: Glenn Carstens-Peters on Unsplash

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For more information visit www.stampeclub.com

The World In Turmoil!

Following the United Nations Climate Change Conference in Glasgow at the end of 2021, the main talking point has been the ways of replacing fossil fuels which directly impacts onto fuels for the transport sector, although the alternatives for aviation are not that simple.

The availability of aviation fuel has been a concern for 'recreational' flyers for some time, particularly as many countries, including the USA, have made provisions for future legislation to ban lead emissions from piston engine aircraft.

But now such concerns seem trivial in comparison with death and destruction being brought onto the people of Ukraine. Consequently, whilst this Newsletter is about flying vintage aircraft for leisure, the Stampe Club must first acknowledge the human loss and suffering in Ukraine.

Photography: Daria Volkova on Unsplash



Report: Stampe Fatal Accident

Stampe G-AWEEF, Fatal Accident Near Headcorn (EGKH), Kent, UK

The UK's Air Accident Investigation Branch (AAIB) is an independent unit within the UK's Government's Department of Transport (MOT), and has now released a Report following the tragic fatal accident involving Angus Buchanan on 9 May 2021.

The AAIB Report can be found via:

<https://www.gov.uk/aaib-reports/aaib-investigation-to-stampe-sv4c-g-g-awef>

The Good, The Bad And Evaporated

If an aircraft is not used for a few weeks (often described as being under-utilised by some), the fuel in it can 'go off'. This hidden fact can be why engines are sometimes difficult to start.

As we all know, aviation fuel is not a single substance. It is a mixture of different hydrocarbons and additions. One of the problems with modern fuels is how well they evaporate, otherwise known as volatility. A greater volume evaporates at low temperatures and, as a result, 'goes off' when stored.

Every hydrocarbon element that makes up aviation fuel has its own boiling point. So the high volatility elements, which evaporate first at lower temperatures, are referred to 'front end' components, whereas those that evaporate are the 'back end' components.

Following a couple of weeks lay off, there are likely to be fewer front end components and less volatility. This can make an engine more difficult to start. This creates a dilemma when recommendations often talk about storing an aircraft with a full tank of fuel to inhibit condensation. But this instigates a large loss of fuel due to evaporation leaving more 'bad' fuel in your tank.

The answer, like many engineering dilemmas, is to compromise. Keep your tank half to three-quarters full so that you can add some 'fresh' fuel before you start.



Photography: John Cameron on Unsplash

Dates For Your Diary

For most stampeists, the last two years have been very frustrating due to the various government's directives involving Coronavirus restrictions. Hopefully, we are now in a different environment, albeit that the Coronavirus has not disappeared. Nevertheless, it is hoped that flying events will be permitted. In this respect, Stampe Club members are responsible for their own health and safety as well as compliance with their own government requirements vis-à-vis proof of Covid vaccination.

Antwerp Deurne Airfield

Saturday 28/Sunday 29 May 2022

Antwerp Deurne Airfield (EBAW) Belgium

This event, at the emotional home of Stampes, with a Stampe Museum, is a must for any self-respecting Stampeist. Events are always handled in an efficient, but light-handed manner by member, Danny Cabooter and his family and lots of friendly helpers from the airfield.

Read about Danny Cabooter and the origins of the Stampe Museum.



Contact Danny Cabooter:
stampe@skynet.be

Pithiviers

Saturday 2/Sunday 3 July 2022

Pithiviers (LFFP) France

Cancelled last year for obvious reasons, but (fingers crossed) scheduled for 2022.

This is a must for those who want to experience a friendly fly-in with 'bucket loads' of bon amis. A great two day event of fun in great company.



Contact Jean Pierre le Bouedec:
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Fun Day Fly-In and Barbecue Get-together!

Saturday 9/Sunday 10 July 2022

Headcorn (EGKH) England

This special event is being held in memory of Angus Buchanan who would be the first to enjoy a fun day near what was his 'home' airfield in an area often referred to as 'The Garden' of England.

To keep a Buchanan involvement, one of the Angus' daughters has volunteered to judge the 'most interesting Stampe'. This is not the same as a contours competition. It is the most 'interesting' Stampe, however that is defined.

It is anticipated that Stampes from far and wide will attend and, weather permitting, stay overnight at one of the many guest houses and/or hotels in the area. If you cannot fly (for whatever reason), consider a short break holiday. Bring your partner or whoever. The more the merrier!

For logistics, it would be useful to get an idea of the numbers. No commitments, just an indication of interest.



Contact Richard Ward :
wards@hotmail.com

Bits, Parts And Planes

Do you have any spare parts 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.

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.

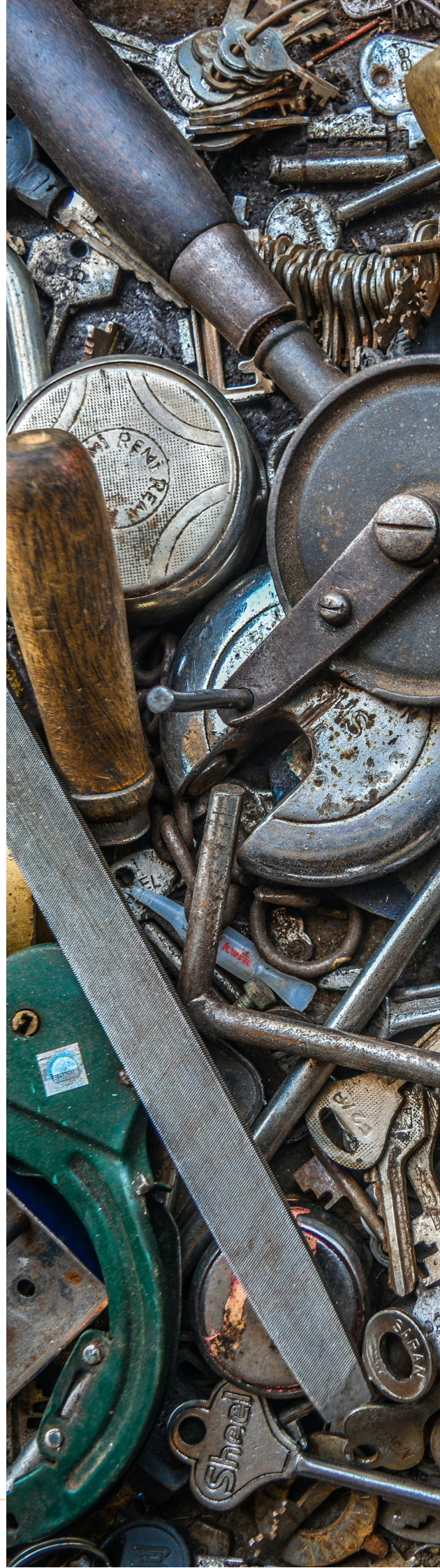


Contact:
www.stampeclub.org

Or if you have difficulties:



Contact Guy Solleveld:
technical@stampeclub.org





Danny Cabooter

Everyone in the Stampe world has heard of Danny Cabooter. But who is he?

As well as being a 25,000 hour pilot, Danny is Chairman and co-founder of the Stampe and Vertogen Museum (www.stampe.be) in Antwerp. He is also a Flight Instructor and Examiner with a long list of experience with single engine, multi-engine jet aircraft. Danny's love for the SV4 started in 1967 when flying in the Belgian Air Force's Elementary Flying School. He bought his own Stampe in 1976.

Danny Cabooter originates from the West Coast of Belgium and, as a youngster, fell in love with flying when growing up in Veurne.

After completing his studies, Danny wanted to start flying lessons, but his parents refused as the family had already lost two sons in a canal near their house. As a result, he joined the military and became an air traffic controller which also carried the rank of 'temporary flying personnel'. This enabled Danny to make numerous flights in variety of aircraft. With the passage of time, Danny was able to convince his folks about him becoming a pilot. This started at the Elementary Flying School at Guetsenhoven on a SV4 which, at the time, was the basic trainer for the Belgian Air Force. Danny fell in love with it!

One of the reasons the Stampe was chosen as an ab-initio trainer was because of its great agility, full aerobatic capability including inverted flight. This was displayed by one of the stunt teams of the Air Force called the 'Manchots' who flew SV4's. The 'Manchots' performed spectacular aerobatics including 'mirror' formation. They were internationally renowned.

After obtaining his wings in 1969, Danny left the military in 1978 to commence a career as the commercial manager at Antwerp airport.

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It was during his time at Antwerp that Danny discovered that the prototype of the SV4 had been developed in 1933 at the airfield. However, in 1978 only 5 SV's were still in flying condition. As Danny had already fallen in love with this beautiful aircraft, he decided to do something about it! The rest, as they say, 'is history', but worthy of further explanation.



Around this time, contact was made with the impressive Reginald Jouhard who, apart from being a French professor at the University of Bayonne, was a great enthusiast of anything Stampe. Reginald is well known for his historical knowledge and collection of information and photographs. So much as that Reginald was persuaded to write a book (in French) about the Stampe. This is now in its second edition.

After the eventful meeting with Reginald Jouhard, Danny and his flying friends made plans to construct a permanent home for the remarkable aircraft. As a result, contact was made with the Flemish Minister, Johan Sanwens and permission obtained to build a museum at Antwerp Airport in 1995.

Danny's good friend Karel Bos kindly agreed to finance the project and, as a result, a hanger which could house 10 biplanes was constructed. In the meantime, Danny convinced more enthusiastic flyers to get involved with Stampes and, very soon, there were 12 Stampes at Antwerp.

By way of celebrating the success of the museum, Danny and his family started organising Stampe fly-ins at Antwerp Airport in 1990 and, to date, have organised 28 events with generous help by volunteers from the Aviation Society of Antwerp. The Stampe fly-ins at Antwerp have, over the years, attracted hundreds of Stampe owners from all over Europe and beyond. Many visit for the weekend and put their aircraft display for the public.

Danny's involvement with the Stampe Museum has resulted in being given the title of Honorary Citizen of Deurne-Antwerp and has been assigned one of the four current plaques at the 'wall of fame' at Antwerp Airport.

As a tribute, a statue of Jean Stampe was unveiled in 2016, in the presence of his daughter, Francoise and the Mayor of Antwerp, and now stands at the entrance of the museum. The Stampe Museum is open over the weekends from 14.00 to 17.00 and also during the week by special arrangement for groups.

Aerobatics- The Basic Manoeuvres

The past articles have concentrated on what we need to do to get ready for aerobatics, albeit this will have been done in the company of an experienced and qualified instructor.

Having practised our stalling and spinning and flown a few other different manoeuvres (to familiarise with the handling of our aircraft in altitudes other than straight and level), it is time to experience the fundamental difference between normal flight and aerobatic flight. That is to turn upside down!



The two basic aerobatic manoeuvres are loops and rolls. More advanced manoeuvres can be produced by combining these two and introducing yaw. But we shall start out considering the basics. The loop and aileron roll are equally straightforward, but starting out with a simple loop probably is the better way to begin. If things go wrong (which they will from time to time) the loop is the more benign of the two manoeuvres. Consequently, we are less likely to experience anything unpleasant or alarming when flying a poorly executed loop than we may experience flying a roll. From the inverted position in a roll, allowing the nose to drop or just not raising the nose high enough on entry, can lead to a large height loss and a very high exit speed, and so, onto the loop.

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The Loop

In theory, the loop is a straightforward manoeuvre. We lower the nose to attain our entry speed and then pull the stick back to raise the nose and continue to do so until the horizon appears the right way round ahead of us and, at this point, we stop pulling and return to straight and level. Sounds simple although, like many things, the difference between simply doing something and doing it well (and consistently) is rather large.

Having completed all of our pre-flight preparations, climbed to a good height, completed our HASELL checks and with our trusty instructor in the front, we are ready to commence.

The pitch up for the entry to the loop must be carried out at the right speed with full power selected, at the correct rate and in the correct direction. The correct entry speed in a Stampe is $2\frac{1}{2}$ times the stall speed. So, if we round this up from 38 knots to 40, we arrive at a nice memorable figure of 100 knots. Although my own Stampe has an ASI graduated in mph and many Stampes use Kph, I shall stick with knots as the universal language of aviation. The pitch of the propeller that is attached to our gipsy or Renault will dictate how closely we must watch the RPM gauge with regards to surpassing the maximum as we accelerate to entry speed. On my aircraft fitted with a Renault PO3 and a Legere HL201 I propeller, the engine will reach 2200 RPM at 100 knots. The correct rate is not such an easy thing to define as we will find that this must alter as we fly around the loop as the speed decreases and then increases.

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The initial pitch input (I hesitate to describe this as 'pull' as this could be misunderstood) should be smooth and positive and produce around 3½ to 4G. If we do not apply enough back stick, the aircraft will adopt the vertical altitude for a few brief seconds as speed rapidly decays and end up with not enough 'energy' to go all the way around the loop. So we will quickly find ourselves in an unusual altitude at low speed about to descend in one manner or another. The aircraft will normally look after us at this stage and will quickly adopt a steep, nose down descent from which we can easily recover. If we have applied too much back stick, then the induced drag can rapidly increase and, we could find ourselves short of speed approaching the inverted, but again, the aircraft will exit the figure and adopt a steep descent, which is why this must be practised at a good height. Only if large amounts of rudder and aileron are involved, will the aeroplane be tempted to spin. Nevertheless, we should always be prepared!

To keep the loop straight, it is a good idea to line feature, such as a road or railway,

which we can use for the first part of the pitch up to help, as well as to ensure we do not apply aileron and thus induce roll. As the nose rises through 30°, the selected line feature will disappear. A glance at either wingtip will show us if we are rolling or maintaining heading by checking their relative position against the horizon. But do not stare at one wingtip for too long as we will almost inevitably subconsciously roll towards that wingtip. As the nose passes through the vertical, ease off the back stick input so that the nose continues to pitch as this will ensure the loop is circular rather than egg shape as the speed reduced and we float over



the top of the loop. Put your head back to see the inverted horizon appear. For me, this is the fun bit, and it will also check that the wings are level. As the nose continues to pitch downwards, the speed will begin to increase. Allow the speed to build in line with the increasing speed, increase the back stick to match the feeling when we entered the loop and recover the level flight. If we feel the wings rock as we fly through our own wake, this tells us the pitch rate has been even on the entry and the exit. Very satisfying!

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Having flown a passable loop, it is time to get used to the feeling of G and the unusual altitudes and sensations. But don't overdo the first lessons. Around 30 to 45 minutes is normally more than enough for the early aerobatic pilot. And don't be disappointed or embarrassed if you start to feel a little sick during the flight back to base.

These will be new sensations and the more you practice, the more you will be accustomed to them until one day, you realise that you are flying aerobatics without thinking about 'butterflies' in your stomach, but just concentrating on the flying and the techniques required.



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 30 June 2022. Feedback in response to any of the items raised is always welcome!



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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.
