



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.

### New Year 2017

#### HAPPY NEW YEAR!

The Stampe Club wishes all members, friends and supporters a very happy, healthy, safe and rewarding 2017. Happy Landings!

#### STAMPE AT THE PYRAMIDS!

This amazing feat was completed by a Belgian Stampe (OO-GWB) as part of a Vintage Air Rally, flying across Africa from Crete to Cape Town.



Victoria Falls

The event, which finished before Christmas, commenced on 12 November 2016, following in the footsteps of the pioneering flights in the 1920's. Flying low along the Nile from Cairo to Khartoum, past the highlands of Ethiopia before the plains of Kenya to Nairobi. Then flying past Kilimanjaro into the Serengeti and onto the spice island of Zanzibar. The rally then continues, crossing Zambia to the

Victoria Falls before heading to Bulawayo in Zimbabwe. The final leg then crosses South Africa to Cape Town. Sounds fantastic doesn't it? Well it is. It's also something which interests the Stampe Club. Watch this space!

Search the links: [www.vintageairrally.com](http://www.vintageairrally.com) and <https://www.youtube.com/watch?v=DcnHmYITVoA>

#### INTRODUCTION

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

#### MEMBERSHIP

The Stampe Club is open to anyone 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, but all with the objective of preserving the type.

The Stampe Club has members in over twelve different countries within Australasia, Europe, the Far East and North America. Consequently, whilst the Stampe Club is presently based in the UK, the content of this Newsletter is intended to serve an international readership.

Contact: Angus Buchanan - [secretary@stampeclub.org](mailto:secretary@stampeclub.org)



## CLUB CONTACTS

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## NEWSLETTER

**Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday 17 March 2017.**

The Newsletter is sent to an expanding number of members. Consequently, 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) or any photos you would like to show, please send them in. Don't worry about your writing skills, it is the story that counts!

Whilst this Newsletter is sent to the majority of Club members by email, hard copy versions are also available and are sent to many members. It is simply a matter of choice.

Feedback in response to some of the items raised in this Newsletter is always welcome!

Contact: newsletter@stampeclub.org

## SUBSCRIPTIONS

Members should be aware that subscriptions run from 1<sup>st</sup> January each year. The Stampe Club is pleased to report that members' subscriptions remain unchanged at £25.00 (GBP). Consequently, if you have not already paid, now is the time to do so. For those paying electronically, please use your name as a reference.

Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset, England, TA18 7LR

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Copies of the latest accounts can be obtained by contacting Jo Keighley.

Contact Jo Keighley - treasurer@stampeclub.org

## THE STAMPE CLUB'S WEBSITE

It is the 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.

Contact: Angus Buchanan – secretary@stampeclub.org

## DATES FOR YOUR DIARY

### WHEN AND WHERE?

**If you know of any good Fly-Ins why not send a note around to the other members? In any case, please take some photographs to show other Club members where you have been!**

Contact: newsletter@stampeclub.org

### Antwerp (EBAN) Fly-in Belgium Saturday 27 and Sunday 28 May 2017

This is a must go event which was missed last year due to construction works around the airport.

Contact: Danny Cabooter: stampe@skynet.be

### Stampe Fly-in Pithiviers (EBDT), Belgium Saturday 1 and Sunday 2 July 2017

This event proves to be more and more popular.

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



Crossing the Channel in 2016  
Photo: Richard Berliand



## **BITS, PARTS AND PLANES**

### **STAMPE FOR SALE**

**Stampe (ZK-BBV) for sale in New Zealand following the sad death of Club member Lars Fellman last year.**

This Stampe was rebuilt by Lars who was a 'serial' builder of various aircraft. During the Stampe rebuild, Lars 'battled' with the New Zealand CAA to gain all the appropriate certification. Not an easy task!

This beautiful aircraft is being sold by Lars' widow. However, in the first place, please contact Club Secretary, Angus Buchanan, who will put you in touch with the appropriate people.

Contact: Angus Buchanan: [secretary@stampeclub.org](mailto:secretary@stampeclub.org)

### **TIE RODS FOR SALE**

The Stampe Club is sad to note that Club member Roy Palmer has parted with Stampe Serial No 1111. With no further need of Stampe parts, Roy now offers for sale six unused sets of tie rods (with all the paperwork) at offers around 500 GBP per set plus carriage.

Contact: Roy Palmer: [roypalmer123@hotmail.com](mailto:roypalmer123@hotmail.com)

## **REPORTS**

### **THE WEATHER AGAIN!**

The Stampe Club wishes to emphasise that the Atlantic storm called Angus, which bombarded the UK in November last year, was not named after the Stampe Club's industrious Secretary!



Midnight at Headcorn (EGKH)  
Photo: Angus Buchanan

## **TECHNICAL**

### **YOU NEED TO GET TUNED!**

**The EU requirement for all European aircraft to have radios with 8.33 KHz channel spacing has a deadline compliance date at the end of this year.**

To assist this change, the UK's CAA's GA unit has secured £4.3m of EU funding for G-Reg aircraft. Please note that claims will be assessed, accepted (or rejected) and funding allocated on a first come first served basis. There is no funding for labour costs. In addition, claimants must have an appropriate Radio Licence issued by the CAA on behalf of Ofcom.

For further details refer to the UK's CAA document: [http://publicapps.caa.co.uk/docs/33/CAP1501\\_833CI\\_aimCriteria.pdf](http://publicapps.caa.co.uk/docs/33/CAP1501_833CI_aimCriteria.pdf)



Euro Control?

## **GENERAL INTEREST**

### **THE STAMPE – NOT YET RELEGATED TO HISTORY!**

**This contribution by Club member Roel Stausebach from South Africa provides an interesting insight as to why Stampes (and not Tiger Moths) are subject to engine conversions. This is a great read!**

I have a question. I recently saw a photo of the only Tiger Moth with a Lycoming conversion. Why is there only one Tiger with a Lycoming compared to so many Stampes which have been converted?

Both aircraft were designed in the early thirties, however it was only after WWII that the Stampe started being produced in significant numbers. By contrast, production of the Tiger Moth ceased in 1945. It is perhaps in this that the answer lies. The time of the Tiger was over. By virtue of its superior flying qualities, the Stampe's story had only just begun.



I have had the privilege of also owning a Tiger Moth. If I were to make a comparison of flight characteristics between the two, and how each carves through the air, the metaphors of a lead pipe and a scalpel come to mind. Flying the Tiger is an uncomfortable, blustery affair. The small windscreen necessitates flying goggles when on approach for landing, as one has to stick ones head over the side in order to see the runway. The controls in roll are comparatively unresponsive, with a perceived delay from stick input to noticeable effect.

In marked contrast, flying the Stampe in calm weather feels as if the aircraft is running on rails. Controls are light and responsive. The air is effectively deflected around the large windscreen, to the extent that I am able to fly with a pair of sunglasses. Vision is good all round, with the ability to raise the seat on approach and lower it if some respite from the elements is required.

Small wonder then that the Tiger became a museum piece. Who would want to disfigure such a grand old dame with a newer, more powerful motor, to achieve ...uhm... more powerful discomfort?

The Stampe in contrast was an aircraft whose potential had not been fully explored by 1945. Various different types of motors were fitted, the last official version being a one-off in the form of a D fitted with a flat-four Continental.

The life of the Stampe is far from over and the greatest joy of owning one are its beautiful flying qualities. It is therefore readily understandable that owners may have a desire (or in some cases a necessity) to enhance these properties through uprating the powerplant. This is especially pertinent when considering the following extract. It is from the 500-feet-above.com blog which relates the adventures of Alexandra and Cedric during their participation in the Vintage Air Rally, November 2016. It has been translated from French by Google:



ZU-SVF before the conversion.

*"Take-off run is terribly long. The airspeed does not seem to build. We are rolling at full power but it feels like the propeller has no grip. More than half the runway length will be required to get airborne. The climb slope is probably less than 2%. It is difficult to maintain the airspeed. Unable to pull the nose up. We need to gain a little height before we can to turn right to our destination. The climb to 9,600 feet to clear the grounds on our way to Nairobi takes more than half an hour."*

Cedric is relating their experience taking off from Eldoret in the cool aftermath of a thunderstorm. He uses more than 1500m to take off (runway 3000m at 7000ft).

I fly from Krugersdorp airfield in South Africa which has an 800 metre runway situated at 5500ft. This means that density altitude on a normal summer's day with temperatures at 30 deg C is almost 9000ft. This is roughly similar to what Cedric and Alexandra would have experienced. My Stampe is equipped with an O-360 Lycoming producing 180Hp at sea level. With my prop turning 2500rpm at full power on take-off, I am very happy that I have 125Hp available under these circumstances. If there is a similar power loss for a Gypsy Major or Renault of 140Hp, this would equate to 98Hp. Those 27 horsies start making a big difference over 800m!

I purchased my Stampe SV4C No 373 from the USA in 2010 with a Lycoming conversion already done. The purist in me would want to convert it back to a Renault. However the pilot in me dictates that she is not a museum piece but needs to be flown. And that means having sufficient confidence in her reliability and performance to do so, especially at the density altitudes I operate at.

Except ...they look so ugly! They destroy the delicate lines of the aircraft. The Renault cowling look so beautifully streamlined. Even the B looks svelte and purposeful. Was there any way to make the nose with a Lycoming look less like that of ...ulp.. Cessna!

So this year I set about designing a new cowling. I considered the original shape and current Lycoming workarounds, also on other aircraft types. I felt the most successful attempt to be that of OO-KAT and similar. The secret there was to retain part of the 'original' (Gypsy Major/Renault) profile in the design. If only one could smooth over, or change, the covered cylinders and refine the blocky front.

It struck me that it would look better if the cylinders protruded, such as that of the Piper Cub. Many of the older flat-four designs adopted this approach,



however they were all based on smaller motors, such as the Continental A65. However, now I had to cool a Lycoming O-360! I had never seen one of those hanging in the breeze!

I discussed this with my local guru, Kevin Hopper of Skyworx Aviation. Kevin had previously done the rebuild of No 373 after my unfortunate incident back in 2011. He had no hesitation in saying "Well why not?" Indeed, why not.

This discussion allowed me to consider the SV4B (Gypsy Major Series 10) layout as basis of design. My design has a more domed shape at the top to allow for the flat four's lower propeller centre line, as well as leaving sufficient room for the rather awkward Lycoming starter gear ring. The cooling inlet is fully functional and utilised for the oil cooler on the Lycoming, while the carburettor inlet is used as per the original.

I started stripping off the old cowling and redesigning the nose in February 2016. It was a pretty big decision as I realised it would be out of commission for a few months at least. We always underestimate the amount of time it takes for these projects. Almost like giving birth to a new baby, it took nine months before I could fly her again!

I think cosmetically I have achieved my aim. However, I am also extremely pleased to report that the oil temperatures are now down to 180 deg F from previously 230 deg F and stay there, even in the hottest of weather (tested to 32 deg C thus far). Furthermore, the exhausts are burning a beautiful light grey thanks, I believe, to the ram air effect now available to the Ellison throttle body.



The final result

I have compiled a fairly comprehensive history website for SV4C No 373 and also provided details on the design and fabrication /installation process. This can be found on:

<https://manchotcowl.wordpress.com/>

## LETTERS TO THE EDITOR

### PROP SWINGING

#### Those who will and those who won't

In the last newsletter the Editor invites contributions from members about their experiences of prop swinging, apart, as he wrote, 'from dreaming about a Renault engine'. However, this presumes that the dreamed-of Renault's air start system is operational, which is by no means always the case.

When I started learning to fly – in my Stampe – the air leaked out of the system in about two hours, so the first start of every day had to be by swinging, which duty I shared with my instructor. I became, if not adept, very well practised in the art, the more so because, as we discovered a long time later, the impulse magneto was firing too retarded and the engine required anything from five to twenty five minutes of swinging before coming to life. I usually started swinging with one hand, but ended up using both as the length effort was too tiring for one arm.

I would sometimes get assistance from flying friends, which was very welcome. I found out that even among private pilots who never needed to hand swing their own propellers, there were one or two who were prepared to 'give it a go'. And I remember attending a fly-in at Deanland where one of the marshals offered to swing for me; it was his first attempt and was successful.

As Renault Stampe owners know, the Zenith carburettor suffers from rich mixture cut in Zero G, more so I believe than the Gypsy engine. This undesirable characteristic can be eliminated by incorporating a modification, described in the recent re-print of Nick Bloom's article 'Froggy Tricks'. What has this to do with prop swinging? I will explain.

Several years ago, Alex Wajih was practising his aerobatic routine a short distance from Redhill aerodrome, where he is based. His air start system was not operational at that time. Alex held the vertical up component of the stall turn a bit too long (from the engine's point of view rather than for the configuration of the manoeuvre) and the engine stopped. Alex landed in a nearby field (as you do).



Interested spectators of his silent arrival were two men walking a dog. Alex had considerable powers of persuasion when required, and he prevailed upon one of the two men, neither of whom had any knowledge of light aircraft, to swing the propeller for him. The engine fired up, and with a nod of thanks, Alex was soon back in the air.

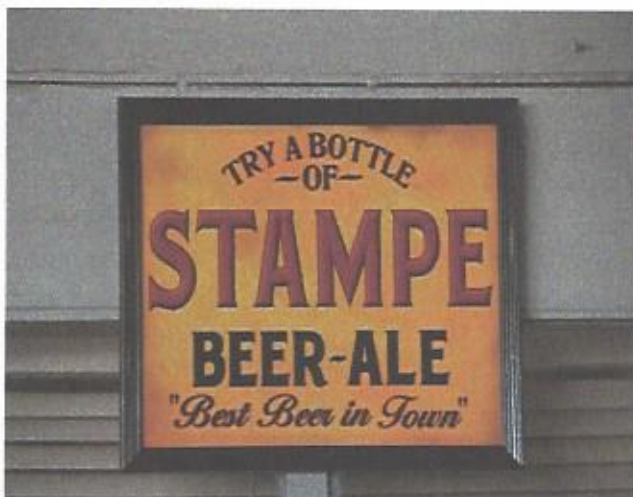
Prior to this incident Alex had been unwilling to have his carburettor worked on, as the modification was 'non-approved' (by the CAA). However, he changed his mind, arranged to have the carburettor mod incorporated, and has confined his landings to airfields ever since.

For my part, I still have a prop swing occasionally and I'm quite comfortable doing so, as I am sure we all are. Long may the tradition continue!

John Smith, November 2016

#### Editor's Note

As usual, John provides an interesting response by recounting his own and fellow Club member, Alex Wajih's, experiences. In particular, he recounts Alex's powers of persuasion!



Always a good sign to see!

## WINTER LAY OFFS!

### ANOTHER LOOK AT ENGINE CARE

A timely repeat from last year as the northern hemisphere goes into winter

In many parts of the world, winter brings its own challenges. Not just flying (if you can) but keeping your aircraft, and particularly the engine, in good condition. It is a battle against condensation which is the real problem.

Like all machinery, aircraft engines work best when used regularly. Indeed, engine experts talk about under-used engines being those that 'run' for less than once every two weeks at normal operating temperature. However, the word 'run' should be 'fly', as most experts will say that simply wheeling your Stampe out for a ground run for 10 to 15 minutes will probably do more harm than good. This is because ground running will never get the engine hot enough to burn off any condensation within the oil. It can also cause uneven heating, particularly at higher power settings.

During the winter the condensation can (or rather does) mix with burn fuel and oil deposits to form a nasty acid which will eat away at your engine bits. Consequently, an oil change at the onset of winter (or rather the end of the flying season) reduces this risk. In other words, its best to leave your engine over winter filled with clean oil.

So what do you do when you can't fly? Pull the prop through regularly. Well, maybe better than ground running, but still has its limitation. All this will do is to remove some surface rust. A case of something being better than nothing!

You could also take more positive and relatively inexpensive measures such as a small electrical heater. The sort of thing used in greenhouses. The flexible heated cable type can be wrapped around the engine in order to keep the temperature above dew point. They are cheap to run and surprisingly effective. In addition you may wish to consider an insulated thermal blanket within the engine cowling. You could also install dehydration plugs which contain a silica gel which changes colour when moisture has been absorbed. All these items are fairly cheap to buy.

### ROLE FOR THE HAA

The UK's Historic Aircraft Association (HAA) has taken a decision to initiate a Strategic Review of its role. Whilst the HAA possesses expertise in display flying, maintenance and operation of Annex II aircraft (which fall outside the regulation of EASA), the Review will centre on what the historic aircraft sector really wants from the HAA.

The HAA also feel that there is a need for an organisation to speak up for display pilots rather than air show organisers who are represented through The British Air Display Association (BADA).

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