

Sept 2021

Stampe Club

STAMPE CLUB NEWSLETTER



GOING FORWARD
LET US BE OPTIMISTIC!

Photography: Ronnie Macdonald on Flickr



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

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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For more information visit www.stampeclub.org.

Farewell to Angus

Richard Ward, who has now taken over the reins as Club Secretary, writes a personal remembrance of Angus Buchanan. As you will all know, Angus Buchanan, the Club Secretary, and active pilot and engineer was killed in a flying accident with the Stampe Formation Team at Headcorn (EGKH), Kent in the South of England in May this year.

I am not qualified to write an obituary for Angus as I only knew him for five years. Instead, this is a farewell to a team mate, and a friend.

The first time I came into contact with a Stampe was in 1996 when, after a group member crashed my shared Cub, we had the insurance money paid just as a Stampe re-build was being completed in our hangar at Redhill.

The owners of this Stampe were all ex-Tiger Club members and so had painted this Stampe as a tribute to the club and one of their Stampes G-AWEF, and registered her as G-BWEF and painted her in the same yellow and red sunburst scheme. In 2004, Angus Buchanan bought AWEF and so I was aware of Angus from that date forth, but had to wait until 2016 to meet him when I joined the Stampe Formation Team at Headcorn.





The team looked great with two identical Stampes on either side of the formation and I loved the camaraderie of flying with like-minded individuals and trusting them implicitly. I really liked the pictures of AWEF and BWEF flying side by side with their identical colours and quickly was immersed in the ethos of the Stampe and became interested in the history of the marque. Joining the Stampe Club was the next obvious path to take and thus my connection with Angus formed. The first contact was, I believe, a witty letter informing me that my subscription of £25 was overdue! As ever, with Angus, although this was a rebuke, it was done with such grace and style that it did not feel as such.

The highlights of the year, for me, were away weekends, when we would take our Stampes to airshows and behave like display pilots. Although we had practised the routine constantly and all had the necessary authorisations, it felt like we were imposters surrounded by warbird and military pilots, but we all had fun and enjoyed the challenge with Angus lightening the mood with his wonderfully clever sense of humour. At our home airshow at Headcorn in Kent, I would park my Redhill based Stampe at the show for the three days and Angus would put me up for the duration. In the evenings his delightful family would feed me and we would stay up until the

early hours drinking red wine and whiskey and talking of all things aviation until common sense dictated retirement to bed. Angus's ancient farmhouse was always tricky to circumnavigate, as being over 400 years old, the floors had a slope which convinced even a sober man that he should have come to bed much earlier!

On one of our forays into Europe, we attended Pithiviers (LFFP) in France for the annual Stampe get-together. Angus was known to most at the event and could talk for hours on any subject Stampe.

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As a devoted family man, Angus was determined to return home with a Pithivier cake and so, before breakfast, he set off for the nearest patisserie and returned with a huge box that would just about fit into the rear locker and was transported across The Channel back to England in one piece. On several Channel crossings, Angus soon became bored and often one would look up to find AWEF tucked in between the mainplane and the tailplane with an infectious grin shining from beneath the white helmet.

I remember well the time that Angus had the lead of the four aircraft inbound to Le Touquet (EFAT) on one such journey. As my aeroplane had the best radio, I was in contact with ATC and had been given joining instructions, but Angus had other ideas. Despite being told to join left base for runway 13, Angus wanted to fly down the beach and whilst I made my excuses to air traffic, we dutifully followed our leader and descended to around 500 feet and flew along the coast.

Eventually, I was able to persuade Angus to acquiesce to ATC's requests and we joined the circuit to land with that calm smile once again appearing from AWEF's cockpit.

Angus never liked to waste time faffing, as he called it and he was the team 'anti-faff meister'. This involved ensuring everything that could be arranged prior to a flight, could be arranged. Imagine a fuel stop with five Stampes all requiring filling with fuel and hand starting to 10 pilots taking comfort breaks and feeding. Angus would be the chief organiser and would have all aircraft in a neat row and ensuring all pilots took the minimum of time to turn around. In Belgium, on our way to Antwerp (EBAW), he called ahead to the restaurant at Kortrijk (EBKT) to order 10 Croque Monsieurs to be delivered to the aircraft to ensure not a moment was lost!

So, not an obituary, there would be so many more tales to tell of engineering genius, a loving family man with a sharp intellect, a successful career designing warships and milking machines and a fabulous sense of fun, but just a farewell to a friend and team mate.

**Angus, you left us far too soon
and we will miss you, always.**



The weekend wingover

Richard Ward has kindly volunteered to write a series of articles about flying aerobatics in a Stampe specifically for the inexperienced and/or the out of practice Club member.

There are many reasons to own a Stampe. From the challenge of open air touring to the simple pleasure of caring for a classic bi-plane. To enjoy the excitement and satisfaction of aerobatics, in an aircraft that was once the mainstay of the competition world, I will be writing a series of articles looking at how to fly the basic manoeuvres safely and comfortably. I will also include hints and tips that I have picked up during my very modest aerobatic career either from hard earned experience or advice passed onto me by others.

I appreciate that for many members, this article will contain nothing that you do not already know, but for others these articles may start a discussion on the common errors that are made during the early phases of aerobatic flying.

At this stage, it cannot be stressed too much that there is no substitute for good instruction when learning the art of aerobatics but perhaps my articles will convince those members who have always wanted to be a Sunday afternoon 'looper and roller' that safe aerobatics are well within their own, and their aircrafts abilities.

Preparing for aerobatics

Stampes are stressed to +6 and -3G, and so is built to easily withstand the forces encountered during the basic, or standard level aerobatics. The basic manoeuvres flown correctly should be able to be flown well within these limits. For example, a loop exerts no more than 3.5G on the entry and exit.

Whilst on the topic of stress, we must also be aware of the aerobatic weight restriction on our aircraft. Although we have a maximum take off weight of 825Kg, for aerobatics, we must be at a weight no greater than 770kgs. If I am flying my Stampe solo, after a good Sunday lunch with full fuel, I am 27kgs below the aerobatic weight. But if I wish to fly dual for say aerobatic instruction, this means that (with a 90kg instructor), I can carry 6kgs of fuel which is enough for around 15 minutes until the tank is empty! Obviously, a compromise needs to be found. So with a lighter instructor, say 73 kgs, I can load 1 hours worth of fuel, around 32 litres, sufficient for a 45 minute lesson and 15 minutes reserve.

The stress limits for Stampes are the same, whether it be powered by a Gypsy or a Renault engine, but there are other differences to consider.

If you fly a Gypsy without an inverted fuel system, you are going to find that your engine will stop on application of negative G. This means that during a slow roll, the engine will produce little to no power and will lead to a height loss of around 150 to 200 feet in order to maintain speed.

All things being equal, the propeller will continue to turn and when moment positive gravity is restored, and fuel is fed back to the engine, then normal noise levels will return. Should the prop stop, your instructor will teach you how to restart the engine using speed and bank.

The Gypsy engine does not have an inverted oil system and so will come with a limit of 30 seconds inverted. A gypsy can come with a selectable inverted fuel system which requires forward planning during aerobatics and a careful eye on the oil pressure.

Expect to see this drop to zero fairly quickly once upside down, but the 30 second limit also applies, but will give you ample time to complete basic figures without any risk to the powerplant.

In contrast, the Renault PO3 has a carburettor that will run inverted and so you will only have to concern yourself with the 30 second oil pressure limit, albeit a simple modification can ensure a better fuel flow.

Now we turn to the most capable of engines as far as the aerobatic Stampe pilot is concerned, the Renault PO5. This engine is identifiable by the lump on the rear of the engine cowling that makes room for the inverted oil pump at the rear of the crankcase cover and also requires the dedicated oil tank, which provides for oil supply when both erect and inverted. This engine is a care free, aerobatic engine that will not miss a beat when either the 'right way up' or upside down. The oil pressure will remain steady throughout most manoeuvres.

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Having said this, all engines have RPM limits on them which must be respected at all times. How you manage these limits will very much depend on the type of propeller fitted. The Legere HL2011 propeller has a pitch of 1.506 m and will develop a static full power RPM of 1950rpm and even at a loop entry speed of 100 knots, will only be at 2150RPM. The Hoffman prop HO34 HM-198S 130LK has a pitch of 1.3 m and would, at 2200 RPM, be at 90 knots and getting perilously close to 2400 rpm approaching the entry speed to a loop.

So you must be sure of the characteristics of your propeller before you go flying. Overspeeding can cause crankcase damage which will prove costly and time consuming, but with knowledge and considerate handling, can be easily avoided.

So having familiarised ourselves with the mechanics of our aircraft, specific its suitability to aerobatics, where do we start.

All aerobatics should be approached with a degree of forward planning and caution and so before we enter into any area of flight that might lead to a loss of control, we must be happy that we are confident and familiar with handling our aircraft in the low and high speed environment and at angles of bank and pitch beyond our normal flying.

Steep turns are a good starting point for the novice aerobatic pilot as the manoeuvre requires a degree of coordination with regards to pitch and power and use of rudder.

Before practicing it is crucial to complete vital safety checks

for which the mnemonic in the English language is HASELL. This translates as follows:

It might have been a few years since you practiced these checks, so without wishing to teach you how to suck eggs, here is a run through of this vital mnemonic.

H-Height, sufficient to recover from a spiral dive or should we allow speed to fall or pull to much G, then the possibility of an accelerated stall or even a spin. As a guide, a 2 turn spin will take approximately 800 feet to recover from, to straight and level.

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Photography: Ronnie Macdonald on Flickr



A-Airframe, below aerobatic weight

S-Security, no loose articles and all our pockets zipped, straps done up comfortably tight and the loose ends of the straps tucked away so they aren't going to flap around and potentially catch you in the face.

E-Engine, Oil Temperature (if fitted) and oil pressure in a normal range, (around 60 to 70°C and 3.0 to 4.0 Hpz for a Renault), fuel is sufficient for the detail. In this regard, I use my sight gauge as a rough guide, but use time flown from last fill up as a better guide for fuel remaining. Remember, during aerobatics you will be using more fuel than your normal cruise consumption so allow more of a reserve.

L-Location. Ensure you have selected a good field with regards to the wind direction. Remember the SSSS's? 'Size, shape, surround and surface'. In Summer, most agricultural land will be laid to crops, some of which will render your favourite field unusable, but by Autumn, the farmers will have kindly returned the field to a long, firm surface once again, only to ruin it with the plow come winter!

Whilst discussing Location, remember that not all citizens are fans of the sight and sound of our beautiful bi-planes (No, really!) and so it is a good idea to move onto a new practice area after 10 or 15 minutes to avoid unwanted complaints.

L-Lookout. This is very important as in the early days of aerobatic flying, we are going to be concentrating more on what our aircraft is doing rather than looking for others. The most important aspect of Lookout is the selection of the area in which we intend to practice. Choosing an area that is not on the beaten path for light aircraft is the best defence from having an airmiss whilst inverted.

Before we commence any manoeuvre that will involve reducing our ability to see other aircraft, make a 360° turn and genuinely search the sky for other aircraft. If we are to carry out vertical manoeuvres, remember to search above and below as appropriate.

Once we have completed the HASELL checks, we can abbreviate them to HELL, which will keep us on top of the elements that are likely to change.

Now, we are prepared to start flying and so in the next article, we will move onto the basic handling exercises that we need to master before we begin true aerobatic flight.



Going foreign?

With international private flying still a bit ‘touch and go’, we are all hoping for a return to a (new) normal, albeit with Coronavirus safe guards.

For many members, the cancellation of fly-ins has been a major disappointment on top of the general Coronavirus restrictions affecting general travel across international boundaries. We all look forward to the relaxation of international travel bans and the like so that visits to airfields in other countries can resume.

Photography: Jakob Braun on Unsplash

Are we green enough?

With increasing political pressure representing the general public's concern about the environment, how can stampeists justify burning fossil fuels for fun. Does the Stampe Club need to formalise a green strategy?

Whilst some club members will simply dish out the well-known (but rarely publicised) facts about aviation only contributing 2% of the world greenhouse gases and with general aviation accounting for well under 1% of commercial aircraft, these facts do not win the argument. It is a case of 'winning hearts before minds'!

So, quite simply, before we convert to electric, or before our aircrafts are taken to museums as examples of reckless and irresponsible personal enjoyment, what do we do?

One answer is to let everyone know 'we understand the environmental issues and we want to go electric'. But, in the meantime, stampeists should consider 'carbon offsetting', based on their individual CO2 emissions. This can assist the funding of renewable energy or the planting of forestry. It would be a mistake to think this subject will simply go away! Members views would be welcomed. Drop a line to: editor@stampeclub.org



Photography: The Tampa Bay Estuary Program on Unsplash

John Smith's memorial

This was held at Shoreham Airport (EGKA) in the fabulous interior of the famous Art Deco terminal building on a (very) wet afternoon on Sunday 25 July 2021.

Regrettably, the weather did not permit John's Stampe (G-HJSS), or any other aircraft to fly. However, the continued memories of John's life more than adequately made up for the cancelled fly-past.

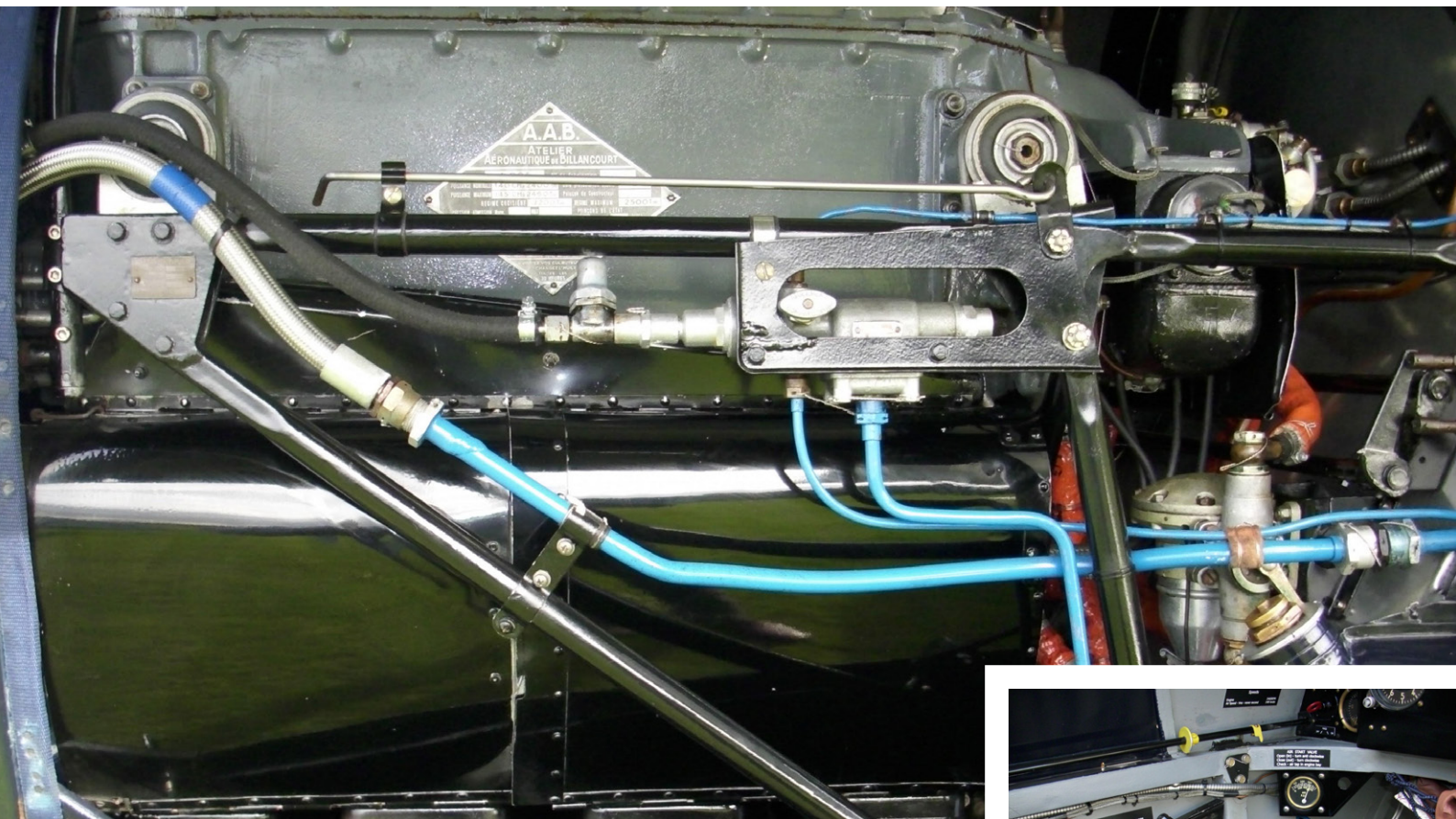
John, who was born in 1935 and started working in the film industry in the late 1950's, was involved in shooting safari films in the 1960's. This is where John, as a passenger, experienced a 'near miss' when flying over Kilimanjaro when the pilot became unconscious through hypoxia. Fortunately, through John's quick actions, he managed to save the situation and other passengers.

John's love of flying started whilst flying in Africa, but really 'took off' when he acquired a semi-abandoned bi-plane (minus some of the important bits) found at de Havilland's in Hatfield. It turned out to be a Stampe SV4C which he had restored to flying condition and which (against much advice) he learnt to fly. This was registered G-HJSS.

John kept his Stampe through 'thick and thin' and only when he could barely get in and out of the cockpit, together with failing eyesight, did he pass on ownership to Richard Ward, the new Secretary of the Stampe Club.

John was 85 years old when he gave up flying after a life of being a non-conformist who lived his life to suit himself rather than fulfilling the expectations of others. He was a classic maverick, who got so much out of life. We will all miss him!





Starting- the dark art!

Richard Ward describes his ‘initiation’ into the new mysterious world of the Renault engine and the pre-start preparations.

Several years ago, our merry band of Gypsy powered Stampes were joined on our pilgrimage to Pithiviers by a new Stampe, namely G-AYGE, a new Headcorn (EGKH) resident.

The aeroplane seemed very similar to the Stampes we knew and loved and flew nicely, but as the trip went on, we discovered one thing about it. We are struggled to start it's Renault PO3 motor.

We had all witnessed the ‘magic’ or air start on other Renault machines where the pilot does something mysterious in the cockpit and the engine fires into life without a hand swing.

But this, as you all know, relies on air pressure which can be found lacking on many machines, and is another story altogether. And this is the situation we found ourselves in with our new, Renault powered companion.

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Amongst our group, we had approximately 100 years of Gypsy Major experience. Depress the float and action the fuel pumps and wait until she stops draining from the lower cowling. Throttle closed, mags off and suck in four, then, throttle $\frac{1}{4}$ inch forwards, mags on and off she goes if cold. If hot, after a shut-down of less than 45 minutes, then throttle set and with no further encouragement, again, she starts with little problem. If warm, well, pump, suck in four, throttle wide and blow out 12 revolutions backwards and again, off she goes. How different can the Renault be? The devil, it appears, is in the detail.

The fuel pressure can be pumped up to 200hpz (l) using either of the fuel pumps found to the rear of the engine. If cold, the mags are switched off and the propeller is turned four times, each time, the pilot advances and closes the throttle to activate the accelerator pump to squirt fuel into the inlet manifold and thus, the engine is primed. Now another piece of equipment must be introduced to the Renault newbie, the starting carburettor or the primer. This should, if working correctly, be able to be pulled out and rotated through 90° which will lock it open.

The throttle must now be set, BUT, never open a $\frac{1}{4}$ inch as per the Gypsy as this will make the mixture too rich. This was our greatest mistake. With the throttle closed, the Renault will now start from cold. The energy we expended over priming the Renault until 'the penny dropped' was enough to have flown us to Pithivier without an aeroplane!

If hot, the Renault and the Gypsy are similar. This time, in my experience, the throttle on the Renault can be set open $\frac{1}{4}$ inch (approximately 5/6mm). After pumping up fuel pressure, mags ON, primer locked closed and a swing or two should bring the successful start. If warm, then a similar method as per the Gypsy will work, turning the engine backwards to vent fuel/air mixture to prevent the mixture being too rich.

And so, with time and experience, we all gradually learned the ways of the Renault and discovered that the biggest mistake appeared to be over priming the engine and now, as the proud owner of both a Renault PO3 and PO5, I think I have a reasonable understanding of how to start these lovely engines.

Now ... let me tell you about my air start!!

(l) The Pieze was an old French (and Russian) unit of pressure generally used for fluids. As it happens, it converts nicely to SI units as Kilopascals (kpa)
i.e. 1pz = 1kPa



New Stampe Club Secretary

Following the sad death of Angus Bachman, in May this year, the Stampe Club is fortunately able to call upon the services of Richard Ward (who is based in the UK) to take over the crucial role of Secretary of the Stampe Club.

None of us wanted a new Secretary. We were all more than happy with the one we had, but circumstances have dictated that the position needed to be filled.

I was honoured to be asked to take on the task of Secretary of such a fine organisation with such a fascinating membership. You can say many things about the aeroplane, but one thing is certain, Stampe owners are a fascinating breed and I look forward to talking, communicating and hopefully meeting as many as possible in the future.

A little bit about me and what has drawn me to the Stampe community.

My career in aviation started in 1983 as the assistant groundsman at a small grass airfield in Manchester, England called Barton (EGCB) and it was here at the age of 17, I checked out in my first vintage tail dragger, an L-4H Cub. I progressed from an Air Traffic Controllers course onto a sponsored helicopter pilots course and then spent 4 years flying the AS332L Super Puma from Aberdeen, Scotland to oil rigs, ships and anything else found afloat in the North Sea.



Occasionally we managed to escape from the local area and one such opportunity saw me ferrying a Puma from Aberdeen to Dakar in Bangladesh over two weeks. During this time I had a share in a PA-18 Cub and built sufficient hours to gain an ATPL(A) and move to the airlines. My first airline, Air Europe went bust after 6 months, not down entirely to me joining them, but something to do with the first Gulf war.

After a year back in the Controllers seat, this time at Biggin Hill (EGKB) near London, I was fortunate enough to find a position flying the lovely Boeing 757 for Air 2000 and there I have stayed for the last 30

years, although the company name has changed and a few mergers later, I know work for TUI Airways on the 787 Dreamliner based at London-Gatwick (EGKK).

In 1996, I part owned another Cub which was written off by an over exuberant attempt by a co-owner to land into a model flyers field and this, at first, seemed like a disaster but as one door closes another door opens. Having taken the insurance money, the opportunity to buy into a recently completed red and yellow sunburst painted Stampe and the affair began! I flew G-BWEF, an SV-4C/G for over 20 years having many adventures and falling in love with the sublime handling of

this wonderful biplane but life really “took off” when I met with the Stampe community at Headcorn (EGKH), Kent, England and began formation and aerobatic flying in September 2016.

Since then, I have enjoyed 5 years of air display flying with The Stampe Formation Team which has taken me on fabulous trips to Pithiviers (LFFP), Schaffen Diest (EBDT) and Antwerp (EBAW) where I have met many of our members from the continent and shared the most wonderful times.

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Eventually the usage became too much for a syndicated machine and I decided to go on the look out for A Stampe to call my own. I purchased my Renault PO5 powered SV-4C 2 years ago and despite a cracked crank case forcing me to change the engine for a PO3, I have enjoyed every minute of it.



So, what do I bring to the club in my new role?

I have over 25 years of experience of operating the Stampe in both its Gypsy and Renault guises and have a broad working knowledge of the aircraft, but more importantly over this period I have met many people and organisations that share our affection for the aeroplane and are able to assist in keeping them running smoothly. During this last winter I have learnt a great deal about engines whilst assisting a good friend changing mine from a PO5 to a PO3 and I now have a good grasp of where and how to source spare parts.

I have nearly 500 hours of Stampe flying time and as an Instructor, Examiner and display pilot I am keen to help our members get the most out of their aeroplanes and to

enjoy them as safely as possible.

The Stampe Club has always been a renowned source of technical information for the marque and I would like it to be the same from an operating point of view also.

To this end, one of my aims will be to establish a UK fly in to be comparable with the Pithiviers event and I hope to have details available shortly.

So, safe flying to you all and I look forward to meeting or at the very least talking with as many of you as possible in the very near future.

Blue skies!

Richard Ward

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

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.



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Sept 2021

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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.
