

Winter Edition 2022

Stampe Club

STAMPE CLUB NEWSLETTER



WINTER 2022



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.

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For more information visit www.stampeclub.com

Subscriptions for 2023

Over the coming weeks, members will be reminded by the Club Secretary, Richard Ward, that subscriptions for membership are due on 1 January 2023. Fortunately, due to the unpaid efforts of a dedicated group of volunteers, the annual subscription to the Stampe Club remains at 25.00 GBP.

If possible, payments should be made by electronic transfer using your family name as a reference. Members are asked to pay any banking transaction costs.

The Club's banking details are as follows:

The Stampe Club
Lloyds Banking Group plc
Account No: 00327041
Sort Code: 30-92-40
IBAN: GB15LOYD30924000327041
BIC: LOYDGB21391

Cheques can be sent to the Club Treasurer, Jo Keighley at:

Jo Keighley
12 Pelham Place
London
SW7 2NH

Any queries contact: Jo Keighley: treasurer@stampeclub.org

Before Winter Sets In

In the northern hemisphere, Stampists are likely to be thinking about the winter months. What will it be like, mild and wet or dry and cold? Not much the Stampe Club can do about that, except encourage members to take advantage of any good weather.

As we know, weather in the northern hemisphere can vary from relatively mild and sunny to wild and windy often resulting from the remains of hurricanes in the Atlantic.

The forthcoming winter is a big news story amongst the popular press, mainly because of worries relating to the heating of European homes. Understandably, this is a major concern!

From a flying point of view, we also hope for a mild winter with clear skies (usually between showers) when we can enjoy some good flying conditions!



Aerobatics

To follow up on Richard Ward's previous aerobatic advice dealing with the 'basic manoeuvres' (April 2022) this edition takes us to the next challenges.

The Roll

The aileron roll is a great way to begin. Like the loop, the aileron roll is a relatively straightforward manoeuvre. But like most straightforward things, there are a few basic errors to be avoided so as to ensure we can fly it well.

The entry speed for the roll is the same as for the loop. Only when we start to look at combination manoeuvres will we need to look at higher entry speeds. Once again, we select a line feature, accelerate to 100 knots at full throttle and smoothly pitch the nose upwards until we can imagine that our feet are slightly above the horizon. In actual fact, the degree of pitch up is less important than once we arrive at the chosen altitude – we positively stop the pitch increasing by checking forwards to neutral stick.



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We are now going to apply full aileron to the right and, if we are still pitching upwards, the roll is going to be more of a barrel roll than an aileron roll and we will turn away from our heading coming out of the roll maybe as much as 90° off the entry heading. As we apply aileron, it is important that the stick is moved laterally without any added pitch input. Remember, if we pivot our arm around the elbow, our hand moves through an arc and pitch input will occur. We need to move the stick in a line parallel to the bottom of the instrument panel and you may find this easier to do with both hands on the stick. The aeroplane's nose will rotate and, keeping the rudder position fixed, will drop below the horizon and, when we return to erect flight, we should be in a gentle dive from which we can recover to straight and level flight, having lost little or no altitude.

If the initial pitch up has been insufficient, then the nose will drop significantly below the horizon and the speed will be rapidly increasing when the roll is complete. In this case, smoothly reduce the power and gently recover back to straight and level flight and ensure that, next time, the nose is higher prior to applying the roll. What we must never do is decide whilst inverted to pull out of a roll by centralising the ailerons and pulling back on the stick to recover by completing the second half of a loop. We have entered the roll at 100 knots and will not have lost much speed rolling upside down and the pitch down will accelerate the aircraft very close to our V_{ne} whilst pulling G and the height loss will be significant and so much less speed will be gained and less height lost than by continuing the roll to level, erect flight. Now we have flown the aileron roll, we are well placed to commence flying the slow roll.



The fundamental difference between the two rolls is the use of rudder to maintain altitude as we roll through 360°. The slow roll is entered at the same speed and with the same pitch up as for the aileron roll, but as we increase the angle of bank to the right, we use left rudder to stop the nose of the aircraft dropping below the horizon. It is useful to select a feature directly ahead of us prior to pitching – a cloud, perhaps – to assist in maintaining the heading. As we continue to the inverted, the rudder is centralised to avoid us yawing off heading. The trim should be set to slightly nose down for aerobatics and this will assist us in maintaining altitude when upside down, although we will still need a little forward pressure to prevent a descent from starting. Neil Williams, in his excellent book, “Aerobatics” uses the term, “accept the weight of the aeroplane” and then, as the roll continues, we need to select right rudder – again to avoid the nose dropping.

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We can use the feature we have selected ahead to 'roll around' and, after practice, you will find that you will be able to input whatever controls are required to do this, rather than to mechanically think of the control inputs needed.

A useful exercise is to enter a roll and then, at the inverted, maintain level flight to get used to the picture of straight and level flight upside down. Prior to doing this, ensure your secondary straps are tight and that you have raised the seat into the strap – this avoids any movement in the straps, which is disconcerting – and takes weight off the shoulder straps, which can be uncomfortable. You will see that the fuel tank should be just on the horizon to maintain level flight. When you enter this position, make sure that you pitch up just as if you were going to fly a roll, otherwise you may find yourself having to push the stick forwards to achieve level flight and more negative G than is absolutely necessary will be experienced, which is not to everyone's taste, especially in the early days of aerobatics. Commit to the entry for comfort and also ensure the aircraft is trimmed slightly nose down to help maintain. With a Gipsy or a Renault PO3, remember you are limited to 30 seconds inverted due to the lack of inverted oil system, but if you have a PO5, you stay like this all day, if that's what you fancy! Some fuel will vent from the tank but not a significant amount.

I have found that spending some time inverted has many benefits. Becoming comfortable with the sensations means that we do not hurry the inverted section of the slow roll just because we don't like being upside down. Also, when we come onto hesitation rolls, where we pause at cardinal points, we are able to correctly identify straight and level upside down, which helps

the look of the figure in the same way as when we start to roll off the top of loops. Again, we can then correctly see when to start the roll.

The slow roll is a lot more technical than the aileron roll and so be prepared to practice this many times before you become happy with the end results. One important thing to be aware of is that with regard to the rudder – this is not a co-ordinated manoeuvre and do not expect the ball to be in the centre during the slow roll as we are using the rudder to keep the nose above the horizon during the times when the fuselage is 90° to the airflow, or knife edge, as we will learn later.

At some point, as our aerobatics progress, we will want to combine manoeuvres into sequences and we can do this with a loop followed by a roll which is very satisfying, but we currently have no way of reversing direction and so the next thing to learn – the stall turn, will add this ability to our repertoire and prevent us using up miles of airspace as we practice.



How Did it Start?

Austin Trueman provides a brief insight into how he got into flying and, in particular, the world of Stampes.

“Your flight is delayed”, said the British Airways check-in attendant at Schiphol Airport. “By how long?” I replied. “At the moment, seven hours”. “Seven hours?”. I couldn’t believe it. Surely they could find another airliner in that time? No, it was seven hours!

So, nothing else for it, but to go to the bar where I met an American who, during the course of our long conversation, said, “You know, if I was back in the US I wouldn’t have to wait around at the airport”. When I enquired why not, he said, “Simple, I have my own aeroplane”. I was aghast, “Your own aeroplane, that sounds like a great idea!”.



Back in the 1980’s, when I was then a young businessman, I thought the flexibility of private flights could be useful. No more waiting at airports. So, the next task would be to find a flying school. Fortunately, that was not a problem. There was an airfield at Leavesden reasonably close to my firm’s offices, just north of London, which unfortunately closed in April 1994. It is now the site of a film studio for the Harry Potter films.

Being a busy sort of guy, I wandered into the flying school (I think on a wet Tuesday in winter) and naively said, “It would be very useful if we could get this done by the end of the week”. The receptionist was very polite (and also trying not to laugh) suggested I should talk to an instructor who told me that, with the ‘best will in the world’, I should allow a year, I then booked my first lesson and, as the saying goes, it was the moment my world changed!

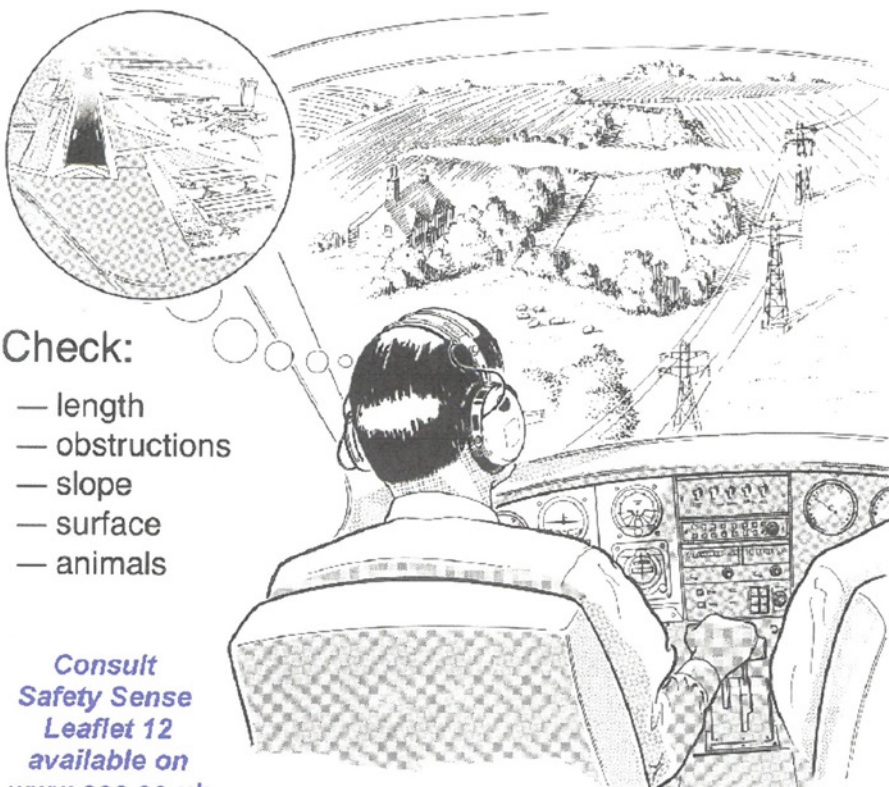
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After obtaining my PPL, I went on to gain a Night Rating and an IMC rating, followed by an Instrument Rating, initially in a single and then in a twin. By this time I was also into gliding and gyro-planes.

Like many private pilots, I got involved in a syndicate flying a six seater 'go places' aircraft and travelled over most of Europe. All very enjoyable, but something was missing!

Then I saw a CAA poster of an aircraft flying into a farmer's field with pylons and hedges, etc. In fact, the poster's caption was, 'Think Hedgerow, NOT Heathrow'! I immediately felt that this was personally meant for me. The thought of flying into Amsterdam, was not a problem. But the prospect of flying into a farmer's field filled me with apprehension. Quite obviously, I needed to do something about this hang-up. So, after some deliberation, I decided to buy a Stampe. But that's another story!

AIRSTRIPS — THINK Hedgerow, NOT Heathrow.....



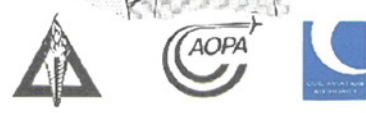
Check:

- length
- obstructions
- slope
- surface
- animals

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Battery Chargers

Battery chargers are essential to Stampe owners, particularly if they want to keep their batteries 'topped up' ready for the next flight.

Like most private aircraft, Stampes often spend days (or even weeks) doing nothing. During the winter months, this can extend to months. Then they fly for an hour or two before being reunited with the battery charger. So be sure you have the right one.

Specialist battery chargers, which can be permanently connected, have been available for some time. They look after a battery without causing long term damage and can even help to warn of impending trouble before it becomes a problem.

Of course, all this requires an AC electrical current, usually in the hanger, but what happens when you are unable to use/find a 'suitable socket'. What about solar cell powered chargers? Well, they have been around for some time, albeit with a mixed reputation. The main criticism has been the lack of control in the form of a regulator which is needed to avoid any overcharging.

The size of the cell panel has also been a drawback for many aircraft, but not so on a Stampe. There is a perfect space on top of the fuel tank, albeit you would need to be careful when refuelling.

It would be interesting to get some feedback from members. Watch this space!

Precision Flying or Nato's Response to Russian Aggression in Ukraine



Dates For Your Diary

Time to get organised and set some dates for next year's Stampe events. If you know of good fly-ins which would interest Stampe Club members, let us know. These will be publicised as they are announced.

29th Antwerp Stampe Fly-In

Saturday 20/Sunday 21 May 2023

Antwerp International Airport (EBAN) Belgium

This event is a must for all Stampeists. It is held in the emotional home and birthplace of Stamps. Its continued success is down to the light handed, yet efficient, organisation of Danny Cabooter and his family and numerous volunteers. It is always a good event with Stamps arriving from many European countries whose owners wish to savour the good company and cheer of other Stampeists.



Contact Danny Cabooter:
stampe@skynet.be



Pithiviers

Saturday 1/Sunday 2 July 2023

Pithiviers (LFFP) France

This is a great event with Stamps from many parts of Europe. This year, there were four from the UK.

It is a friendly event which combines good food and good cheer with good company.

If you have not been, make it a personal 'must do' for 2023.



Contact Jean le Bouedec:
jpm.lebouedec45@orgauge.fr



Fun Day Fly-In and Barbecue Get-together!

Saturday 26/Sunday 27 August 2023

Headcorn/Lashenden (EGKH) Kent, England

To follow up on the success of this year's first International Stampe fly-in, next year's event promises to be even better!

Set in the middle of Kent, which is always referred to as the Garden of England, the airfield is close to the mainline station and within easy reach of London. So its either, plane or train. Local hotels and transport can be arranged.

So, now that you know the date, you can make the necessary arrangements.



Contact Paul Anderson:
paul.anderson@littletiffenden.com



The One Who Got Away!

That is the Stampe who we forgot to list in the last Newsletter!

As a result, the Stampe Club offers it's most grovelling apologies to Jo Keighley whose Stampe G-SVIV attended this year's International Stampe Fly-In at Headcorn. In Jo's absence, it was flown in from Damyns Hall (EGML) by David Meredith.



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 3 March 2023. 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.
