

Autumn Edition 2020

# Stampe Club

STAMPE CLUB NEWSLETTER



HAPPY DAYS BEFORE  

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COVID-19



An early brochure (exact date unknown) of a Gypsy Major engined Stampe SV4B for sale in Belgium

## 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)

## 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.



## OBJECTIVES OF THE 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.

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# just when you thought life was getting back to (the new) normal!

Club members will know very well that many countries have re-introduced Covid 19 Coronavirus restrictions on a regional and/or national basis. The logic and/or reasons are as varied as are the explanations from the world's medical experts.

Regardless of members' own opinions (which are likely to be varied) about the rights and/or wrongs of a shutdown, the 'message' is quite clear. Stay at home and do not unnecessarily mix with others.

Once again, Club members will need to satisfy themselves that they will not contravene the 'lockdown' rules in their own country.

In many countries, the situation has gone beyond 'social distancing'. It is now social separation with bans on unnecessary travel. In the northern hemisphere, national shutdowns and travel bans coincide with the approaching winter.

We hope that life will be better in 2021. **Stay safe!**

# A Stampe mystery!

Mark Cosgrove writes from Michigan, USA to express his surprise when re-covering his Stampe (C/N 1139?) as part of an ongoing restoration of N135V.

I recently removed the fabric cover from the wings of my Stampe and found that it was last covered in Ceconite. That is, all except for the left lower aileron. As I cut into the fabric, I noticed under the paint, the fabric was brown. I then realised that it was linen! As I continued to peel away the fabric, it became apparent that the colour of the wood finish was very different from the other ailerons and there were some minor structural differences where the ribs attached to the actual construction number of my Stampe, but it is clear from the differences in construction and finish that the left lower aileron installed on my Stampe is from a different airplane; that airplane being C/N 1014. Further, the person who installed the linen covering was gracious enough to write the date of cover in pencil on the aileron leading edge: 6 July 1953.

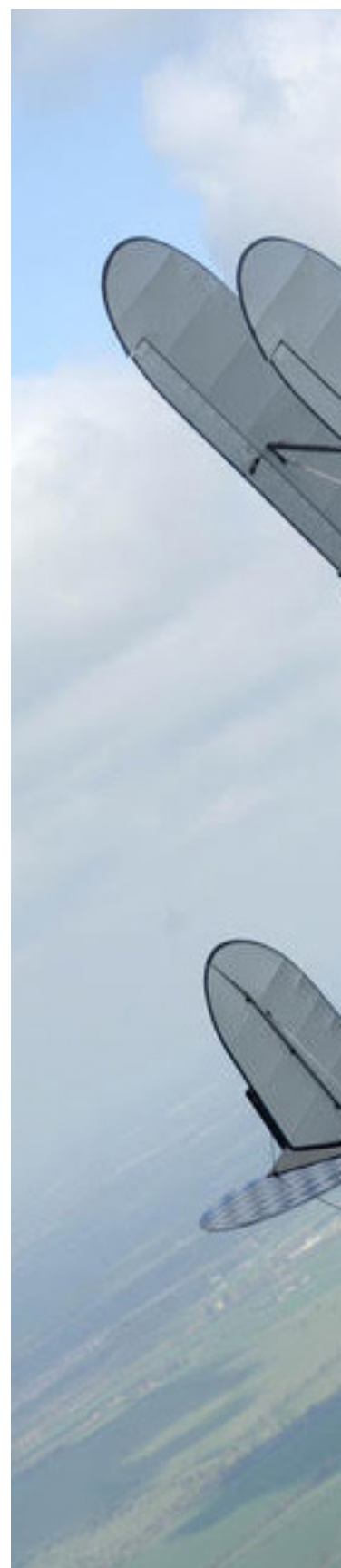
I am astounded that linen fabric has been on this control surface for 57 years. Additionally, I did not suspect that anything was wrong with the covering on the aileron, but removed it as part of the overall restoration.

If Stampe C/N 1014 still exists, the owner might be interested to know that a former part of their airplane will be still providing service in the States when this restoration is complete.

Mark continues to explain the obvious dilemma of having his Stampe registered with the FAA as 1139 but recently discovering references written on the spar to C/N 1014.

My best guess is that the Stampe I own is constructed from parts of other planes; possibly some of 1139, as I understand that it was wrecked at one time. Perhaps enough of that airplane was used to cause the owner of the repaired aircraft to identify it as 1139. Of course, the complication is that there is no manufacturer's data plate affixed to the airframe. It would be helpful to know what happened to G-AYCK in the 1969/1970 timeframe, and if it was wrecked at some time in the past, if so, when?

**It is fair to say that many Stampe airframes were refurbished by 'cannibalising' other aircraft. Nevertheless, can any Club member assist with Mark's dilemma?**









# Mounting cameras for use in the air

The growing popularity (and affordability) of high-quality cameras makes it easy to overlook their effect on performance.

To get carried away with images of being a movie maker can often lead to distractions by thinking about 'how it's going to look!' Judgement can become impaired. This has happened!

Whilst a mounted camera is hardly going to make a difference to the aerodynamic performance of a Stampe, the camera must be securely mounted. If positioned in front of the occupants, a lost camera could be dangerous to those on board and, not least of all, those on the ground. It could be lethal.

You should also be aware that it is not at all clear as to whether or not a camera would be regarded as a type of 'carry-on' equipment or whether its attachment to the airframe would be deemed to be a modification. **Be careful!**







# One for one and one for all!

The recent involvement of several Club members who are organising the manufacture of new parts clearly indicates a commitment to the motto of 'one for one and one for all'.

It is 'blindingly obvious' that when more members join in with bulk orders for parts and spares, organised by other members, the cheaper the pro-rata cost. In other words, the more the merrier! **So get involved without delay!**

## Recent initiatives include the following:

- Tie rods – Contact: Geoff Lynch - [geoff.lynch@oldbuck.com](mailto:geoff.lynch@oldbuck.com)
- Engine mounts – Contact – Geoff Lynch - [geoff.lynch@oldbuck.com](mailto:geoff.lynch@oldbuck.com)
- Angled fuselage bolts – Contact: Guy Solleveld - [guy@solleveld.co.uk](mailto:guy@solleveld.co.uk)
- Various metric bolts – Contact: Martin Salzl - [martin@salzl.de](mailto:martin@salzl.de)
- Renault PO3 oversized piston rings – Contact: Martin Salzl - [martin@salzl.de](mailto:martin@salzl.de)
- Renault engine parts – Contact Laurence Stuck - [lf.stuck@gmail.com](mailto:lf.stuck@gmail.com)
- Airframe hardware – Contact: Raymond Cuypers - [raymond.cuypers@rar.be](mailto:raymond.cuypers@rar.be)



# A Lonesome Swinger!

Following on from previous articles, Club member, Jo Keighley, provides some useful advice for prop swinging a Gipsy Major engine. Those with Renault engines may also wish to remind themselves of the basic ‘do’s and don’ts’ when the air start system does not work for whatever reason!

My Stampe is an SV4C (G) which means it has a Gipsy Major (10-1-1A) engine which does not have a starter motor. Hence hand swinging the propeller to start is the only option. I often find myself alone having to start her without any assistance.

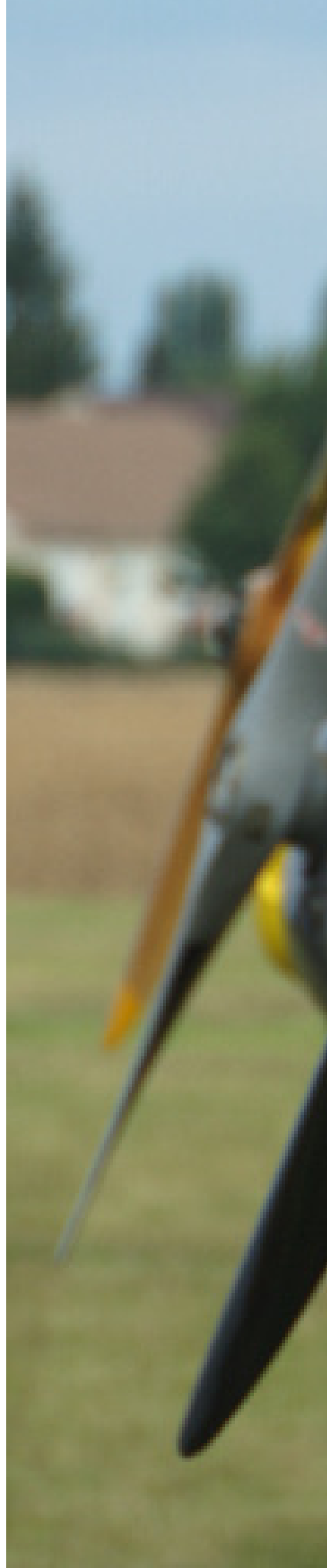
If you are faced with a situation which requires you to start your Stampe solo, the most important thing to observe is safety. You need to avoid the possibility of the aircraft setting off on its own once started with no-one on board. This has happened.

The best expedient is therefore first to attach the tail wheel to a convenient and solid fence post with a bit of rope. The problem is few airfields have a convenient and solid post where you want to start your engine. If there is one, use it!

The first step is to ensure that the hand brake is fully applied. Jam it on as tight as you can without overstraining it. Most important is then to check that the brakes have properly engaged, so you go and give a very healthy tug on the front strut of each wing – the aircraft should not move!

Next step is to make sure the aeroplane is properly chocked. At my home field I have a set of wooden chocks. The two chocks are connected by a five metre nylon cord. They are big and bulky, so OK for home field use, but not good for touring. For touring I have a small set of folding chocks joined by string – they are not brilliant but better than nothing.

To keep the stick fully back whilst starting, I have a bungee rubber elastic loop which conveniently fits round the back of the pilot’s seat. There is a small loop in this elastic ring which fits over the stick. Hence, the stick can be conveniently held in a fully back position (elevators up) whilst I start up. Alternatively, you can always use the seat belt to hold the stick back, but it is less convenient than the bungee and will require you to readjust it after starting.





Swinging the propeller is a bit of an art form. Essentially, you should stand facing towards the tail outside the radius of the propeller on the left hand side of the aeroplane, turn the propeller clockwise (as seen from the front) until you feel the compression point, and then quite gently swing the prop through the compression point. The most important thing is to stand clear of the propeller arc, so if the engine starts and the aeroplane were to move, you are not in the way. Many prop-swingers then make the mistake of throwing lots of effort into their prop swing, but it is actually only necessary to just flick it quite gently through the compression.

Next, normal starting procedure. Fuel on, mags off, throttle closed, prime, suck in four blades. Check at this stage that the prop has come to rest at the two o'clock position (or near the compression point). Then go round to the cockpit again. Mags on and throttle set. Make absolutely sure only a very little throttle has been set.

From your position by the cockpit, now go back to your swinging position, remembering the mags are live! If you are lucky, she will fire up first flick.

If the engine does not fire first flick and the prop comes to rest at the next compression point, flick again. If the prop has come to rest other than at the two o'clock position, then remember you have live mags – Consequently, you may be well advised to return to the cockpit, switch the mags off, readjust the prop to the start position and then switch the mags back on again.

Once the engine fires up, return to the cockpit and adjust the RPM to idle, but just fast enough for it not to stop. Then, standing clear of the rotating propeller, remove the chocks, putting them away or stowing them as necessary.

It is also possible to swing the prop from behind, i.e. from a position just in front of the leading edge of the wing. I have read of people who prefer it. Personally, I do not feel safe doing that, as there is not much room between the wing and the prop for you to manoeuvre if the aircraft started to move. I prefer to do it from the front, but you must make sure that you are standing clear of the propeller arc, so if for whatever reason the aircraft moves forward after starting, no part of you is in the way.







Just remember, hand swinging on your own is a potentially dangerous business. So think 'Safety, safety, safety'. If there is anyone around, always ask them to help, even if they know nothing of hand-swinging procedures. Just asking them to stand by the cockpit to cut the throttle if your engine starts revving too fast after starting, but make sure they fully understand the drill for cutting the throttle! If you have to do an engine start entirely on your own, take maximum safety precautions at all times.

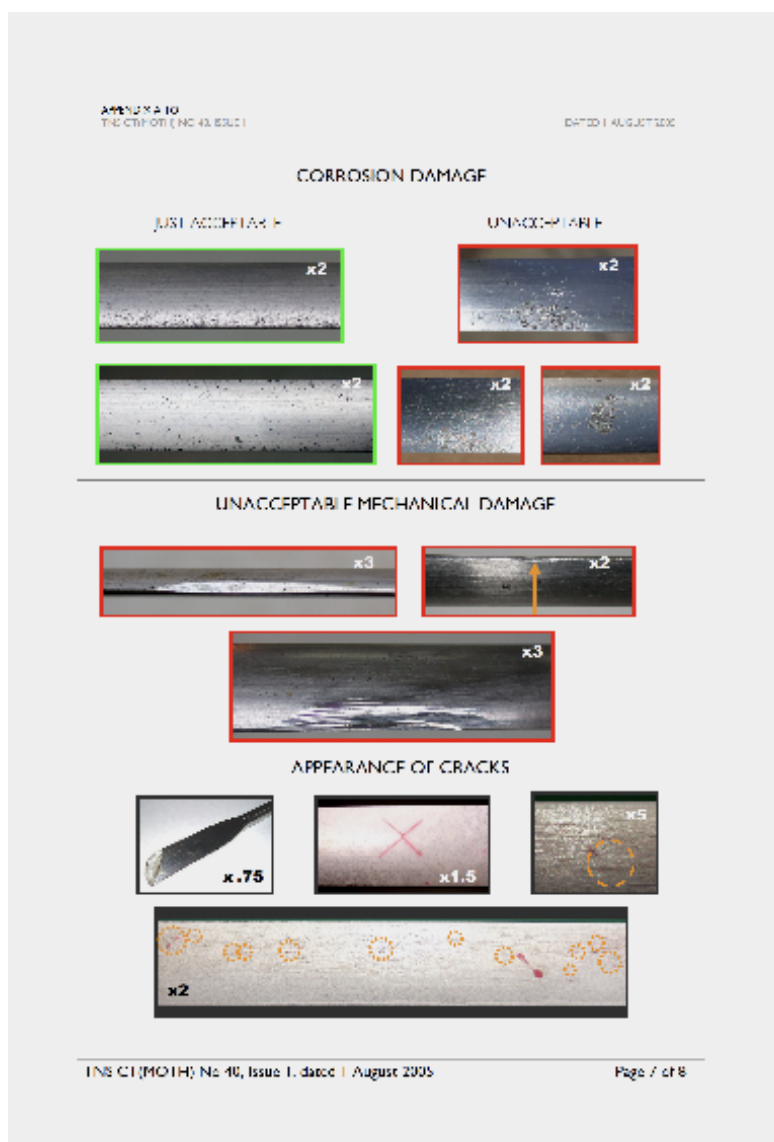
**Remember at all times that a rotating propeller under power is potentially very dangerous! Many, many people, including experienced flyers, have been injured (or worse) by getting it wrong near rotating propellers. You have been warned!**



# How are your wires?

That is, how are your 'stainless steel' streamline flying wires which are fitted to many vintage bi-planes. However, shining 'stainless steel' can sometimes distract from the need to provide regular and thorough inspection.





Back in 2005, de Havilland Support Ltd based in the UK at Duxford (EGSU), issued a Technical News Sheet (TNS 40) as a result of 'in-flight' failures of 'stainless steel' streamline flying wires. One involved a Stampe!

All streamline 'stainless steel' flying wires have been retro fitted and, contrary to popular belief, are not stronger than carbon steel flying wires. Neither is 'stainless steel' rust-proof, it is just more resistant to corrosion. And whilst they do not require painting, they do require regular and close inspection. Exposure to humid and/or saline environments can remove the natural protective layer of chromium oxide and can cause corrosion. Removing surface rust from the surface by cleaning improves the appearance, but its importance is more than decorative. If left unchecked, corrosion can lead to pitting and structural damage.

The de Havilland Support Ltd TNS No 40 prescribes a detailed insitu visual inspection. Any wires failing this inspection should be replaced. Have a look at the photographs of corrosion damage reproduced with the kind permission of de Havilland Support Ltd to see differences from 'just acceptable' to 'unacceptable'.

The evidence collected by de Havilland Support Ltd suggests that structural damage can be caused by torsional vibration. In fact Laboratory tests of failed 'stainless steel' wires has shown that both stress corrosion and fatigue cracking mechanisms are responsible.

The Stampe Club is grateful to de Havilland Support Ltd for its assistance and kind permission to reproduce part of the information provided by TNS No 40.









# How to look after your engine during winter

In many parts of the world, winter brings its own challenges, even without coronavirus; not just flying (if you can) but keeping your aircraft, and particularly the engine, in good condition. As a result, this re-print of a previous article is worth looking at again.

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' means 'fly' as most experts will agree 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.

For lay-ups over a couple of months, you should really consider using specialist preservative oil as well as desiccant plugs. However; even this regime has its own problems. In particular; to remove some types of preservative oils you need to heat the engine with a ground run. Not good. Fortunately, to get around this problem, there are 'fly away' preservative oils, such as Aeroshell 2XN, available. These specialist oils can be mixed with regular engine oil. However; if your engine is going to remain idle for an indefinite period, you should consider an undiluted preservation oil.

**At the end of the day, it is a case of choosing the best of a bad lot!**

# Pointless fun!

Today, it seems that many hobbies, interests or pastimes are now scrutinised by what seems to the puritanical 'political correctness' brigade (every country has them) who seem hell bent on restricting the enjoyment of others in whose pastimes they do not participate. But what exactly is pointless fun?

Doing pointless, purposeless things, just for yourself. Doing things for the sheer devilment of it. Being silly and taking pleasure in activities which have nothing to do with survival. All those things are common to mammals. It is when, having met and surmounted all practical needs required for survival, a human starts to play. It's worth a thought!



# 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 18 December 2020. 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 Stamps 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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