



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.

Summer 2014

HAPPY BIRTHDAY!

THE STAMPE CLUB IS 30 YEARS OLD

The Stampe Club was born in 1984 by Roger Harrington together with a very small band of friends and enthusiasts including past chairmen, Martin Holloway, Mike Cowburn, Frank and Jo Esson and Roger's wife Zanny. Very much a social affair.



Happy Birthday to all Stampe Club members

From this modest beginning, the Stampe Club has now grown into an international Club with members in all four corners of the world. Today, electronic communication means that members are 'contactable' with the 'push of a button'. Furthermore, Members can, regardless of where they are in the world, access the Stampe Club website for up to date advice and information. This is the way of the future!

THE STAMPE CLUB'S WEBSITE

The overwhelming objective of the Stampe Club website has been to build something that is a real asset to members. The opening pages are available for anyone to see. However, we have created a login for members – which gives access to the 'real secrets' within... A Library of Technical Information, a Bazaar where you can advertise or request parts from members, an Events Schedule and an Ops Board. These are beginning to be populated, but will work best if you join in and upload any information to which you have access. The Club's objective is that this central resource becomes 'the place' to find what you require. Getting good and reliable information is the biggest challenge (and will become more so) – please share what you have for the mutual benefit of other Stampe owners.

Contact: Angus Buchanan – secretary@stampeclub.org

MEMBERSHIP

The Stampe Club is open to everyone 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 some twelve different countries within Australasia, Europe and the Far East.

Contact: Angus Buchanan - secretary@stampeclub.org

INTRODUCTION

OBJECTIVES OF THE STAMPE CLUB

To enjoy Stampe aircraft by promoting the 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 those organisations responsible for licensing and flight safety etc.

NEWSLETTER

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are also sent to many members. It is simply a matter of choice. What's yours?

CLUB CONTACTS

The officers of the Club:

Austin Trueman	chairman@stampeclub.org
Angus Buchanan	secretary@stampeclub.org
Jo Keighley	treasurer@stampeclub.org
Guy Solleveld	technical@stampeclub.org
Editor	newsletter@stampeclub.org

SUBSCRIPTIONS

Subscriptions can be paid by cheque or electronically. In the case of the latter, please include your name. Your password for the members section of the Stampe Club website will follow.

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Contact Jo Keighley - treasurer@stampeclub.org

EVENTS

WHEN AND WHERE?

If you know of any Fly-Ins who would welcome Stampes (and who would not) why not send a note around to the other members? In any case, please take some photographs to show other members where you have been!

If you are interested in attending any of these events, please let the Club know. You may like to have some company!

Coupe d'Anjou Angers, France

Saturday 26 to Sunday 27 July 2014

Whilst this weekend includes an aerobatic competition, it is primarily a gathering of Stampes or, in other words, 'un grand rassemblement de SV4'!

The location is perfect, the food is fantastic and the company is always wonderful. This event is a real must!

Contact: Jean Marie Boucher – jean-marie.boucher@orange.fr

Old Timers Fly-In

Schaffen Diest, Belgium

Friday 15th to Sunday 17th August 2014-02-19

This is a well established event in the middle of Belgium and is well worth a visit, particularly in a Stampe.

Contact: Guy Valvekens – guyvalvekens@gmail.com

LAA Rally

Sywell, Northants, England

Friday 29 August to Sunday 31 August 2014

This event attracts aircraft from all over Europe and is well worth a visit. It would be nice to get a group of Stampes parked up together.

Contact: Light Aviation Association - office@laa.uk.com

REPORTS

Stampe Fly-In

Pithiviers, France

Sunday 25 May to Monday 26 May 2014



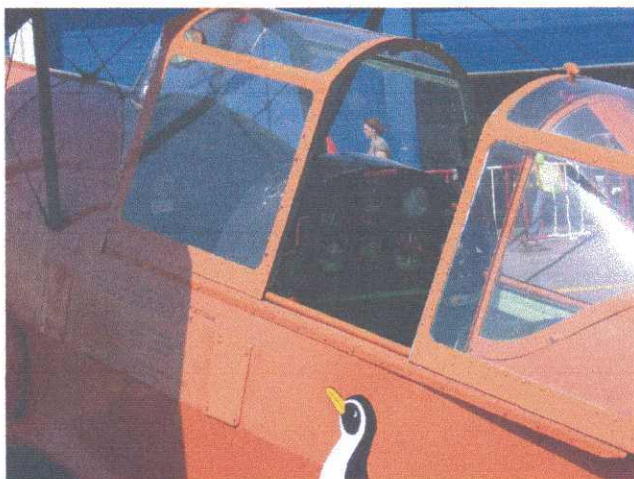
The line-up at Pithiviers, France

Jean Pierre Le Bouedec reports that this year's Fly-in attracted eleven Stampes! That's almost a record attendance so far this year.

Antwerp Fly-In, Belgium Saturday 31 May to Sunday 1 June 2014

This is always a great event with good company, great food in the 'emotional home' of Stampes. This year the Editor made the journey in G-ATIR.

The weekend was choreographed with a light hand by Danny Cabooter, his family, friends and flying colleagues.



Covered cockpits at Antwerp

BITS, PARTS AND PLANES

SPARES 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
Guy Solleveld - technical@stampeclub.org

WANTED – RENAULT CRANKCASE

Member Franz Busse is urgently looking for a Renault engine crankcase. Can anyone help?

Contact: Franz Busse - infinanz@infinanz.de

GENERAL

NEW RENAULT ENGINE CRANKCASES

This amazing prospect is being 'spearheaded' by Laurent Stuck. Thanks to new technology (and some good friends) Laurent had the opportunity to have an old Renault crankcase digitalised using X-ray sections from which Laurent produced 3D images in CAD format. Amazing stuff!

As luck would have it, Laurent found a local company, Ventana Aerospace, within the Pyrénées-Atlantiques area of France where Laurent lives, who were enthusiastic and rose to the challenge of manufacturing a crankcase using only digital technology. This involves foundry simulation and 3D mould printing with X-ray and geometrical scan checks as well as computer numeral control (CNC) for machining a copy of the old crankcase. Now, if all this sounds complicated, it is!

To date, two castings has been completed with another on the way. The third crankcase would (if it meets all the stringent testing) find its way into F-BCQB which Laurent shares with two other co-owners. In the meantime, CNC programs and drawings are being completed so as to machine the first trial crankcase casting as well as to validate some of the technical decisions. For example, how will the main bearings and camshaft bearings be machined? There is still a long way to go

With some luck (and fingers crossed) the third engine will be available soon. Consequently, Laurent and his colleagues will then be busily preparing all the necessary parts so as to assemble a 70% new 4P05 engine. Laurent can be forgiven for dreaming of an engine test run sometime next Spring.

Ventana Aerospace is an interesting company who are quickly becoming a world leader in digital foundry technology. They are using Laurent's project to demonstrate this as no other company could complete this project.

Contact: ventura@ventura-group.eu



A bird's eye view of the first casting

For the rest of us, the good news is that, depending on demand, Ventana would consider the manufacture of several batches of 4P crankcases. However, as Laurent points out, there is a great deal of work required before this happens. Watch this space!

Contact: Laurent Stuck - lf.stuck@gmail.com



Laurent Stuck's F-BCQB somewhere in France

INTEREST

COMMUNICATION IS A WONDERFUL THING!

Whilst 2017 is the date set for all Europe's airspace to go '8.33', there still seems to be some confusion amongst the EU bureaucrats. This is because (in theory) each EU state can decide which portions of its airspace are '8.33' compliant. However, (in practice) it is likely that most European states will opt for '8.33' throughout their airspace in order to gain an increase in radio capacity. But for who?

FOREIGN OBJECTS – MIND YOUR BACK

Jo Keighley asks some pertinent questions about basic pre-flight safety as well as offering a simple idea for avoiding serious problems caused by loose 'foreign objects'.

Do you do aerobatics? Do you do gentle loops and rolls on a Sunday afternoon? If you own a Stampe, I bet you do! But just how safe are you? I am not enquiring of your piloting skills, just wondering how well you check your aeroplane before you set off? Do you systematically look behind your seat into the rear fuselage and check for no loose objects? A high chance you do not! But you should! A pen, a screw driver, even a coin are all potential killers. They can, oh so easily, rattle back down the fuselage and jam your elevator cables, or even your rudder cables! Just think how gravity works on a loose pencil in a stall turn – where will it end up as you shoot skywards!

Some Stampe owners have taken this threat seriously. Some just have not got round to it. The answer is so simple and not complicated to achieve. You merely have to fit a thin plywood panel to the frame behind the pilot's seat. The most difficult bit is to get the pilot's seat out. Once that is out, a square-ish frame is exposed to which you should fix your thin plywood panel. I would suggest using a thin sheet of cardboard to make yourself a template, then cut out your plywood panel. Next you need to cut a neat oval to allow the elevator cables to pass freely through your panel – freely being the operative word – allow a sensible size of oval cut-out so the cables cannot touch the panel under any circumstances – remember that 'full and free' maxim! You need a thin slit from bottom centre of your panel up to your oval to allow you to pass the elevator cables into your oval as you install the panel. Then paint your panel to match the rest of your cockpit interior.

Before you install your safety panel, just be sure to do one final and thorough check that there are no loose objects in your rear fuselage. Use a powerful torch. A quick look through the rear fuselage inspection panels is a good idea as well. Four short round headed brass fixing screws either side and maybe another two or three across the top should be sufficient to secure your safety panel. Reinstall the pilot seat, remembering to wire lock the relevant screws. Job done!

Now it will be much more difficult for foreign objects to penetrate your rear fuselage. You and your unsuspecting passenger will be much safer when you show him or her the earth the other way up!

Editor's Note: If you have any useful technical ideas and/or hints that you think will benefit members, please send them to the Editor!

PEOPLE

UNKNOWN CRACKS IN WING SPARS

David Ashley continues his personal reflections on rebuilding Stampes and the need to be thorough. No short cuts. A contrast to some who purport to be Stampe repair specialists!

I am sure that many Stampes that have, at one point in their lives, been turned on their back during a bad landing and have been rebuilt, are now flying around with cracked blocks in their inner upper wing spars. The crack is probably not significant if (like mine) the crack stops by the first hole. What is unseen is the bent bolts which in turn push out, or elongate the inner holes. This can alter the transfer of the stresses from the fuselage weight to the entire length of the spars and is likely to add more shear stress to the inner wing blocks.

After a landing incident, where the aircraft rolls onto its back, it is normal to have to remove the upper wings, strip them, change the interplane strut bolts (bent), inspect and NDT all the metal fittings, change the flying wires (or have them NDT'd) and probably rebuild the tail fin. But is the roof rib removed, and the root block inspected?

Both the upper wings came with G-AGZC, which had rolled over prior to my ownership in approximately 1991, I say approximately as I obtained this aircraft with no log books at all. The logs were lost by a well known 'Stampe specialist' now retired. Due to the fact that there were no logs, I was happy that the price for the aircraft reflected this but unhappy as I knew that all the work on the upper wings, which were covered and ready to bolt on, would have to be stripped and inspected. Thank heavens I did!

One wing was original, but the other was bought at considerable expense by the previous owner as the condition of the original was too far gone. Both wings had been 'professionally' rebuilt by two separate approved engineers and both were put back to service with cracked root blocks.

I should also point out that all the root bolts had severe, pitted corrosion which was ancient. I doubt that they had been out since 1947. By comparison, I was made in 1954 and I have had many parts replaced and reworked!

As a result of all the work on the wings, I will now be able to have complete confidence, when I pull G's in G-AYDR that there will not be a corresponding dull crack!

Contact: David Ashley - daiashley@me.com

Editor's Note. Guy Solleveld is presently organising the manufacture of new root bolt fittings made to an 'approved' specification. Contact Guy if you want to join the order.

Contact: Guy Solleveld - technical@stampeclub.org

TECHNICAL

STAINLESS STEEL FLYING WIRES

The introduction of stainless steel flying wires was considered by some to be almost a 'fit and forget' item. However, we now know this is not the case. Stainless steel can corrode.

Stainless steel is highly resistant but not immune to deterioration. Resistance to corrosion depends greatly on the alloying elements.

In simple terms, there are three areas which can cause stainless steel flying wires to fail.

These are (i) in-flight vibration (ii) mechanical damage and (iii) corrosion.

(i) In-flight vibration – During flight the vibration of incorrectly tensioned wires is a major factor leading to fatigue cracking and eventual failure. A simple monitoring of the wires during flight is easily achieved and any signs of 'flapping' or 'buzzing' of the wires should be investigated immediately. Whilst it is not expected that every wire will remain motionless at all times, it is the frequency or amplitude of the vibration that matters. This will vary with climb, cruise or glide conditions. Nevertheless any sign of persistent vibration should be investigated. If the tensions are correct, sometimes a slight turn, i.e. change of incidence, is enough to correct it. Maintaining the correct tension is vital and it should be checked regularly. This is particularly important with Stampes as they will change with the seasons as the wood swells and shrinks.

(ii) Mechanical damage – Places such as underneath the wire spacer or javelin and also at the ends of the wires where incorrect tooling may have been used to adjust the tension, are prime targets. Nicks can also occur in slipstream areas from impact by grit or stones.

(iii) Corrosion pitting can lead to stress cracking and eventual failure. A regular detailed visual inspection, preferably with a high power magnifying glass, is recommended. Any areas of corrosion should be further investigated for cracks using the dye penetrant method.



Cooling fins on the manifold side of the engine cowling. Do they work?

IN SERVICE CLEANING OF STAINLESS STEEL FLYING WIRES.

General

It is a widely held misconception that stainless steel flying wires can be forgotten without detriment to their long-term serviceability. In reality, cleaning is

essential to prevent the onset of corrosion. Any lack of attention is likely to allow needless permanent damage to occur to what are both high value and safety critical components. Having said that, cleaning of carbon steel wires is also desirable but is less critical.



An historical quote! Courtesy of the Bordeaux Bandits and Regis Jouhaud

Principles

A suggested basic guideline is that stainless steel flying wires should be cleaned when they have become dirty enough to transfer obvious marks to a white cloth or paper tissue. The time interval between cleans will obviously depend on local operating conditions. This includes known or suspected contaminants in the atmosphere and the condition of the ground surface. Impacted insects or mud thrown up from underneath are best cleaned off at the end of each flying session.

Cleaning

Well-maintained wires will need only a wipe down with a cloth or sponge soaked in warm water, perhaps with a little mild soap solution added. Note that some domestic detergents have a salt content that could be corrosive. A final rinse with fresh water should be followed by drying off with a clean cloth.

Wires with light rust staining and discolouration can be cleaned by use of a proprietary non-scratching cream or polish intended for use on stainless steels; alternatively a fine abrasive paste as sold for restoration of car paintwork would suffice.

Important Note: Products containing calcium, carbonate or citric acid additions are acceptable. Chloride-containing solutions – e.g. hydrochloric acid based silver cleaners or hypochlorite bleaches – should not, under any circumstances, be used on stainless steel flying wires.

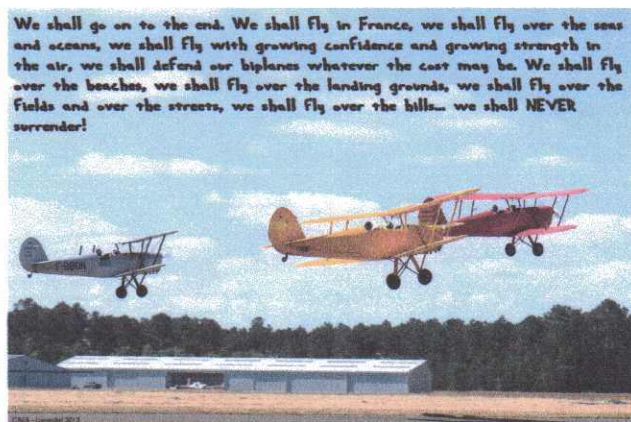
Heavier corrosion may require more aggressive initial removal with a fine grade nylon abrasive pad such as maroon-coloured *Scotchbrite*. A new pad should be used to avoid any risk of contaminating the surface. Strokes should be made along the axis of the wire. Finally, a polish may be used to regain the original standard of surface finish.

Protection

If wires are kept scrupulously clean it is unlikely that any further protection is essential to prevent corrosion. However, for aircraft based in coastal or industrial locations, subject to condensation during winter periods, not attended regularly or in storage, it may be found beneficial to spray or wipe the streamline wires with a light oil or commercial corrosion preventative compound.

MOGAS AND ETHANOL

The CAA have announced that the decision on whether LAA aircraft could use mogas containing ethanol will now rest with the Association without further deferment to the CAA. LAA Engineering can now consider a set of criteria against which individual aircraft may be assessed and tested in order that they can use mogas containing ethanol. It is hoped that criteria will be established by the end of 2014.



Another historical quote courtesy of Regis Jouhaud

YOUR TALE

If you have anything, no matter how embarrassing, (in fact the more embarrassing the better) you think would interest Stampe owners, please send it in!

Alternatively, just send your photographs. Always welcome!

Contact: Editor - newsletter@stampeclub.org