Summer Edition 2026

Stampe Club

STAMPE CLUB NEWSLETTER

BLUE SKIES ALL THE WAY

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: wardrs@hotmail.com**

⚠ 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**

Red Bull's P-38 out shining two of our Stampes at LFAT

Pithiviers 2026. A European Adventure

There aren't many flying events purely dedicated to our beautiful biplane, The SV-4 Stampe, so when you discover one within reasonable flying distance, surely it is beholden on us to visit? Fortunately, I have several friends who would agree that the answer to this question is an unequivocal "YES!" and so first thing on Friday, 26th June, we started to gather, myself flying Renault PO5 powered G-HJSS (1101) and good friend Richard Berliand with G-BWEF(206) an SV-4C/G at Redhill (EGKR) and Paul Anderson and his son, Thomas at Headcorn (EGKH) who were flying G-AYJB (560), another Gipsy powered machine.

The first flight of the day for the Redhill based aircraft was a short 25 minute hop to meet at Headcorn where preparations were underway for their summer airshow. Paul and Thomas were planning where all their belongings were going to fit in one small Stampe locker but after a few minutes everything was tucked away. Flying with two people and luggage for three days is a tricky affair and one must be conscious of the rear Cof G limit, especially if crosswinds are anticipated anywhere along your route.

By the time all three aircraft and pilots were prepared, temperatures were already starting to approach the high 20s and it was obvious that the weekend was going to be a hot one with temperatures in France hitting

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Viktor Reuters and his Lom powered Stampe

40°C. It would be interesting to see how our aeroplanes and pilots would cope with the coming heatwave.

We had filed Flight plans using Skydemon, a remarkable piece of aviation software and the General Aviation Reports (GAR) via the GOV.UK website, remember, not before 48 hours prior to flight and so all the admin was complete. After a briefing to discuss the route to our first stop at Le Touquet (LFAT), radio frequencies and the ditching plan, we set off in a loose vic formation towards Lydd, our "coast out" point. It is important, when flying with several aircraft, to discuss what general "formation" you are going to fly and to remain within sight of each other as you cross a large body of water so that mutual support can be offered to each aircraft. We always have a nominated comms aircraft with an operating radio and transponder and that aircraft is designated to stay with any other machine should the unthinkable occur to offer comms and identify the ditching point for as long as fuel will allow, whilst other aircraft in the formation either continue to destination or return to the departure point. Nominate a reserve comms machine to allow for the case when the first is the one with the engine problem.

Today, Cap Gris Nez and the whole French coast is visible from England and the crossing goes smoothly in cool air at 3,500 feet. Le Touquet has the inevitable crosswind and the friendly controller clears us to join on left base to runway 31 and we all arrive, one by one and make our way to the fuel pumps. The next sector is planned as non-stop to Pithiviers with a turning point overhead the town of Angerville, 12nm NNW of Pithiviers (LFFP). As the flight time for this was just under two hours, every last drop of rather expensive Avgas (€3.30) was squeezed into the tanks and then customs were cleared, another Brexit bonus, and lunch of cheese and pickle sandwiches was taken on the grass area. A few of the local officials attempted to encourage us to wear hi-viz jackets but we were in 1940s mode and stoutly refused. It was interesting to note that when the Red Bull airshow team consisting of a shiny P-38 Lightning, P-51 Mustang and an F-4U Corsair, arrived and parked next to us, unsurprisingly the pilots walked around on the apron with flying suits but no Hiviz and were not similarly harangued!

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After both aircraft and crew were fed and watered, we taxied out to depart on runway 13. As it was lunch time for Le Touquet ATC, we employed Richard Berliand's exceptional French on the RT to announce our progress and leaving the CTR we spoke to Lille information. The flight south was smooth except for some difficulty in maintaining two way comms with Paris Info. This required us to avoid LFR324 with a 30° right turn but once comms were reestablished, we set course once more for Angerville. The town of Pithiviers was sighted and the airfield is situated to its west and soon we were joining for runway 07 in a spirited fashion!

When I say our welcome was warm, I mean both friendly and as it was now 16:30 local, atmospherically as the temperatures were peaking at 38°! We were the first to arrive for the fly-in and so hangarage was found for all three of our machines and then the wonderful members of the Aéro-club du Pithiverais laid on a magnificent BBQ to round off the day. The club at Pithiviers is run by some special people and foremost amongst them is the Gallier family who own F-BDME (635) Renault powered Stampe. The Galliers are a complete aviation family. Michel flies the Embraer airliner for a French company, his wife, Valerie is an accomplished private pilot and their son Paul flies the Rafale for the French Air Force whilst Tanguy is currently training in the US on the T-45 Goshawk to eventually fly the Rafale for the French Navy. Their daughter Sara has resisted the flying bug but you get the feeling it is only a matter of time!

We had now been joined by another friend from the UK, Roger Bishop, who was in France racing his beloved Norton motorbike and so eventually we all climbed into the

Roger and Richard learn all about The Pink Lady

back of his van for the short journey to the Relais de la Poste Hotel in Pithivier for a very hot night! We were most grateful for the large fans that the hotel had thought to provide and the bottle of water.

The next day was the start of the Fly-in proper and by mid-day, approximately 15 Stampes had arrived mostly from French airfields but Viktor Reuters had brought his Lom powered machine from Luxembourg. Viktor's aircraft had recently been featured in the LAA magazine and so it was nice to see man and machine in the flesh and to discuss this slightly novel power plant.

One of our intentions for the weekend was to visit the nearby museum at La Ferte Alais. Prior permission is required from the airfield and authorization forms were completed

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Both Channel crossings were smooth with excellent visibility

several weeks before our arrival but the flight was very simple being only 20 miles north of Pithiviers and we spent a fascinating four hours looking at the exhibits including some very rare French aircraft that you would not see anywhere else in the world.

Most of the exhibits were airworthy and the Stampe and an SE-5 replica based in La Ferte Alais visited Pithiviers on the Sunday. We were especially grateful to the crew looking after the B-17 "The Pink Lady" for the tour around this marvellous aircraft which could be airworthy in the next couple of years.

Eventually it was time to return to Pithiviers as the evening entertainment was about to start and again, the Aéro-club du Pithiverais laid on a fabulous evening of food drink and live music. During the evening, the storm clouds gathered and remarkably room was found for every single Stampe in the three hangars at Pithiviers. Thanks must go to the club for placing their metal aircraft outside to give protection for the wood and fabric aeroplanes.

As you might imagine, Sunday morning started slowly but by 13:30 local, all three UK Stampes were ready to depart. The route back to Le Touquet was similar to the south bound route and flown non-stop with a flight time of 1:45. Most Stampes burn between 30 and 35 litres an hour, with the Renault aircraft perhaps being slightly the more thirsty, and so an endurance of 2:45 can be planned on. Any head wind in excess of 10 knots would make this leg difficult but there are several possible stops along the way. We had intended to use Chavenay (LFPX) should we require it but the stop with several aeroplanes does add time and complexity to the journey and so we were happy to be able to avoid this. Next time, Chavenay!

As we neared Le Touquet, the sea air started to take over and the temperatures dropped rapidly until T-°shirts and shorts started to feel like the wrong dress code. At LFAT 22° felt decidedly chilly and flying suits were donned for the Channel crossing.

And so another European adventure came to a successful conclusion. All aircraft had behaved impeccably. Prior to departure I was concerned about oil consumption given the high forecast temperatures but my Renault used only 3 litres in 7:30 flying. The oil temperature did sit slightly higher, as would be expected but never any higher than 70° during aerobatics but at altitude in the cruise returned to a more normal 60°. A small tool kit was taken and spare inlet and exhaust gaskets but apart from swapping radio and transponder batteries around, no maintenance was required.

If you haven't been to Pithiviers, I recommend it to you. The airfield and airspace is perfect for the type of flying we enjoy and the organisation is superb. If you fly in the UK and would like to join us, make contact via the Stampe Club and we will be happy to assist in any way possible.

And so it just remains for us to say A bientot and look forward to 2027!

Cross Country Camping In a Stampe!

Edwin Remsberg provides an interesting and practical guide as to how to go camping in a Stampe. This includes what and how to pack everything as well as useful tips. Great stuff for those who want to 'stop over' even if you intend sleeping under the wing.

Camping in the Stampe

Jean Stampe may not have been setting out to develop a flying holiday caravan but, with a little clever packing and planning, the Stampe pilot can correct that oversight. In the US, we are blessed with many opportunities for aircraft and pilots to gather, albeit it often requires covering a lot of distance. Since I don't have an entourage of ground crew, I have learned to be fully self-contained for long journeys. After two trips to Oshkosh and multiple smaller fly-ins I have become well practiced.

The flight to Oshkosh from my home in Maryland is about 727 miles. This year, because of a limited weather window, I did it in a single day – 12.1 hours of 'Hobbs time'

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with five stops for fuel. That's a long time in the saddle which I don't recommend. I much prefer a leisurely two-day trip with stops every 1.5 to 2 hours. I plan my route not just along the best flight path but also the best stops. Is there food on site? A crew car? A nice town nearby? I always ask, "Would I be happy to be stuck at this airport?" You never know what might happen.

Firstly, how to pack

There is actually a lot of room for your stuff in the Stampe. Our main concerns packing it are keeping the weight and balance in order and not placing anything where it can interfere with the controls.

The baggage compartment has a lot of space, but we really don't want to put too much weight back there and mess up the CG. I use it for bulky, light items. The fluffy stuff. I use 'packing cubes' for my clothes so I can distribute and repack them as needed rather than stuffing everything into one big heavy sack.

Early pilots would have been wearing a parachute under them as a seat cushion. Many aircraft, such as mine, have custom foam cushions in the seats now. I remove mine and replace them with small canvas parachute bags that hold my soft luggage and become my seat cushions. You can pile high and then lower the seat as needed to carry more than you might expect.

The floorboards under my seat and behind my calves have room for my heavy camera gear I usually carry and keeps that weight in the proper CG range. My laptop slides neatly beside the seat.

If I am travelling solo, I can set up a top loading duffle bag in the front seat and strap it in securely like a passenger quite easily. If I have a passenger with me, they sit on top of their own luggage cushion and have room for a rucksack under the left leg on the floorboard. Passengers can also wear a backpack while seated if it is packed to be thin and not lumpy.

Remember that you may come home with more than you brought. An event like Oshkosh can overload you with new purchases, new clothing, and promotional items. You may not need to carry everything

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with you. Ship extra items home if possible. Actually UPS runs a ship station in Oshkosh for just such need.

Secondly, what to pack

Tents designed for hikers and cyclists tend to be both lightweight and, most importantly, have shorter pole lengths. I carry a North Face Tadpole 3 that is not the lightest one but the packed pole length is short enough that it fits inside my seat cushion horizontally. You want a tent large enough to store your clothing and other luggage and change in, so a 2 person in a minimum size, even when travelling alone, and plan on at least a 3- or 4-person tent for two people. A tent with a vestibule also offers some shade and a place to sort yourself.

Sleeping bag – warm season bags are light weight and pack very small. You don't have to pack it tight though, as it acts as filler in your seat cushion.

Sleeping pad – this makes things much more comfy for sleeping and sitting. I have a self-inflating Therma rest style foam pad that squeezes down small and flat, and this acts as the sitting surface of my seat cushion pack.

Collapsible chair – it is good to be able to sit. I find this item essential at a campsite.

Water bottle – there is no need to carry large quantities of liquids most places, but you need to stay hydrated and be able to wash up a little. Refillable water bottles are super handy to have with you. Fill them after you arrive.

Energy bars or similar snack – I plan to stop at places with food and most of the events I go to have food vendors but have some quick energy available just in case. A hungry pilot is a distracted pilot.

Tie downs, chocks, and cockpit cover!
Parked planes need to stay where they are parked, even on a calm day, someone's prop wash might find you when lots of planes are running around – and even when it is not expected to rain, dew and condensation can be unpleasant. Also, harsh shining sun can bake your unshaded cockpit when things are dry and clear. I always have a cover with me even for day trips.

Basic tool kit, extra oil and cloths for clean-up are always essential to have. Make sure you pack such things where they are easy to reach and not at the bottom of your kit. Having it is not much good if you can't find it.

Czeching Out The LOM M332AK Conversion

Richard Ward, Stampe Club Secretary, checks out the amazing LOM M332AK Conversion

Forty years ago, I was a young helicopter pilot working in Aberdeen, Scotland and playing at a small airstrip called Insch, around 20 miles inland from the North Sea. There was a selection of Cubs, Jodels and a Stampe, G-BKRK. Earlier on this year, I dropped into Insch to see what had changed and catch up with some old friends and lo and behold, there was Stampe, serial number 57 looking spick and span in a smart cream and green colour scheme, but something was different. Was it my imagination, or did she have a slightly longer nose than would be expected for a Renault powered SV-4C?

At that point, in walks Dr John Thorogood, part owner of G-BKRK since 1993 and also looking spick and span! Meeting up with Stampe Club members is always a pleasure although I'm sure I saw my wife roll her eyes as she settled down to what was going to be another few hours spent in a drafty hangar! John obliged me by lifting 57's cowlings and thus revealed an inverted 4 cylinder engine but definitely not a Renault or a Gipsy, but a LOM M332AK making BKRK one of just a handful of Stampes to have this modification.

John tells me that he became frustrated by the reliability, or lack of, from the Renault and the many glide returns back to the airfield. If you've flown around the Highlands of Scotland at all, you will know that although it is a very beautiful part of the United Kingdom, it is not an area you want to have to force land as hills and mountain sides are scattered with woodlands and dry stone walls and none of these features are very conducive to a successful outcome.

John with his freshly washed machine

With Renaults and Gipsys ageing and the UK CAA requiring OEM parts for both engines, the decision was made in 1997 to re-engine with the LOM unit and so the last Renault powered flight was carried out.

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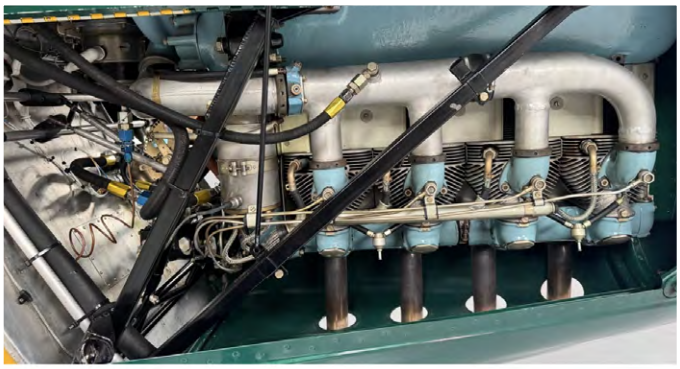
Under the (extended) hood



A close-up of the starboard side

Having obtained a zero timed M332AK with an EASA Form 1 and using stress calculations provided by Barry Tempest for the CAA and his son, John for the LAA an engine mount designed in the USA by Mark Barbee and obtained by Andy McCluskie, definitely a character within the Stampe world in the UK.

The LOM was originally developed from earlier Walter engines and comes in 6- and 4-cylinder versions, both supercharged and un-supercharged. The 3, in the designation M332AK, indicates that this is a supercharged engine with the M132 being the un-supercharged version. The 2 indicates that this is a 4 cylinder engine with the 7 in the M137 indicating a 6 cylinder engine. The engine has an aerobatic oil system controlled by two "gravity" valves that manage the scavenging of oil and with fuel injection, there is no need to worry about an inverted fuel system. The engine is a low cubic capacity, high RPM engine which will produce 160 Hp but only at 3000 rpm. You have to have the correct propellor to reach the higher performance output. The centrifugal supercharger is clutched and must be engaged prior to engine start. This is achieved on John's aeroplane by an electrically powered linear actuator. Starting the engine through the supercharger gearbox does mean that it benefits from the 16:1 reduction ratio and so the starter motor is able to be kept very small and requires only a relatively small battery.

As to if the project was a smooth one, the fact that it took BKRK almost 25 years until her next, LOM powered flight, I guess the answer must be obvious and the amount of flying the group have done in her has been limited to local flights but this is not due to any engine concerns but more down to climate as Scotland rarely gets warm enough to carry out any long cross countries before a stop to warm up is required. Our members

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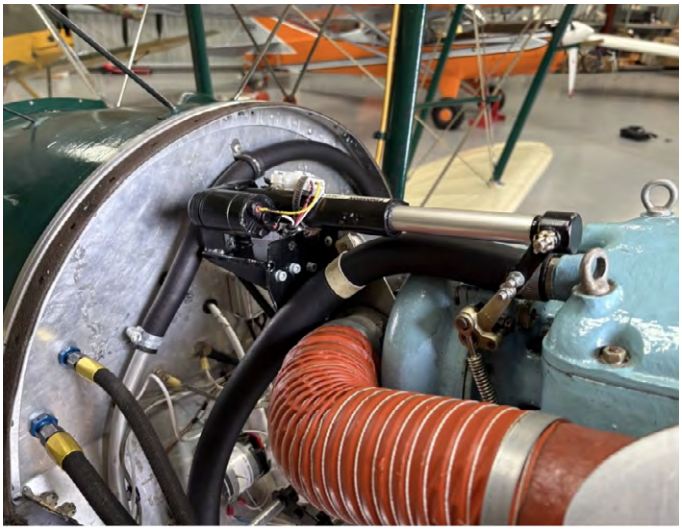

The supercharger linear actuator fully extended

flying TF-OLD in Iceland might have something to say about this!

During the conversion, difficulties were experienced with the UK CAA in agreeing which scheme of stressing guidelines should be followed but a move to a permit to fly brought about a much more can do attitude and progress was made. The LOM is supercharged, fuel injected and has an electric start which utilises a shower of sparks, similar to the system employed by the Spitfire powerplant, the Merlin. This system does require that the supercharger to be engaged via a switch on the panel and the procedure requires pressing the starter, selecting the shower of sparks whilst at the same time, being ready to catch the engine on the throttle. Perhaps not quite as relaxing as a Renault air start. One other thing to note is that the engine cannot be hand swung. The shower of sparks system does away with the need for an impulse magneto and so the PAL mags, built under licence from Scintilla are identical on the left and right sides and parts such as points and capacitors are exchangeable.

Once aloft, 2,400 RPM and 24" of manifold pressure, BKRK cruises along at a healthy 111 MPH which does put my Renault

The electrical system, including the supercharger engage, sparks and 'buzz start'

powered SV-4C to shame. Spares for the LOM are acquired via haphazard communications with the Czech Republic but have been available. Articles online stress that the LOM maintenance manual must be followed to the letter and replacement parts are perhaps not as user friendly as other mass produced engines as the LOM is hand built and each engine will have its vagaries. Not unlike a Renault in this respect!

All in the all, the process of converting to a LOM is not for the fainthearted with the need for new cowlings, new engine mount and an electrical system but if anyone wants to give it ago, John Thorogood's your man!

Securing For Aerobatics

Obviously, we all carry out a thorough pre-flight check before every time we fly our biplanes, don't we? But are there any additional checks that we need to make before we take our beautiful biplane on an aerobatic sortie? Sometimes, there can be many distractions prior to this sort of flight, perhaps a walk through prior to commencing a routine, some one with a great piece of advice about how to fly a particular manoeuvre or even some nerves as you head off to practice something for the first time.

Having done your pre-flight check, I always find it useful to carry out one last walk around from a distance and consider all the basics. Is the fuel cap on, are the control locks out, is the oil cap secure, are the cowlings closed and locked and is the front cockpit tidy and secure.

On this last point, I am often reminded of the flight I took not intending to fly aerobatics as we were positioning to our maintenance base. We had refuelled and set off from our home base at Redhill in company with our trusty Cessna 150 to bring me home. As I was leading and the evening was particularly smooth, naturally I was unable to resist a slow roll in front of my companion. The first indication that all was not well was the appearance of the shoulder straps as they dangled, unfastened out of the

front cockpit. As there were loose cushions in the front seat, a back cushion and a lower cushion, I knew what would appear next and sure enough, two brown corduroy cushions departed the aeroplane, somewhere over rural England. This wouldn't have been half as embarrassing had this not all been visible from the Cessna behind.

The lesson is that for a solo aerobatic sortie, the straps must be fastened in such a way so that there is no chance that they will interfere with the controls or heavy buckles damage any part of the cockpit prior to take off and any maps or cushions secured but ideally removed.

Remember the rear locker. This is only made of ply and may contain battery boxes or connectors to aerials and so you do not want oil cans or other heavy articles bouncing around as you apply negative G inverted.

And the checks for security don't stop at the aircraft either. What about yourself? What have you got in your pockets and are they closed by insecure velcro or do you have zips? Perhaps those car keys can remain behind in the hangar and that telephone needs to be in a zip pocket? I could tell a story about a mobile telephone but that can wait for another day.

Once in the aircraft, lower the seat and strap the primary five point harness and then, if fitted connect and tighten the secondary lap strap. If you then raise the seat into the secondary harness, you will find you have a very tight fit between your backside and the seat which will be extremely useful especially if you are planning on any extended inverted flying. Even if you move only 2cm from the seat, it will be very off putting. Once you have the secondary strap nice and secure you will find that the shoulder straps do not have to be super tight which will add to your comfort.

Last but not least, ensure that whatever headset arrangement you have, the chin strap is done up. In the Stampe, it is possible to sit quite tall and at 120mph in a dive for entry speed is not the time to find your headset pulled from your head and trail behind the aeroplane attached by the headset plugs. Has that happened to me? That would be telling.

So, in summary, carry out all your normal routine preflight and then think again. Is the aeroplane and its pilot as secure as it needs to be for the flight you intend to carry out.

Consider a last walk round the aeroplane from a few feet to check the big ticket items and then... Go turn her upside down!

And The Prize...

for most loved Stampe in May goes to... G-AYIJ, who was admired by a spectator at a recent airshow in the UK. How much do you love your Stampe?

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 Tuesday, 1 September, 2026. Feedback in response to any of the items raised is always welcome!

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STAMPE CLUB NEWSLETTER

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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.