Winter Edition 2025

Stampe Club

STAMPE CLUB NEWSLETTER

LOOKING FORWARD TO 2026?

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**

Stampe Club Subscriptions To Increase

The Stampe Club is run by members and only operates as a result of the activities of a few unpaid volunteers. However, due to the general increase in operating costs, it is now necessary to increase the annual subscription to GBP 30 commencing 1st January 2026. Members should ensure their arrangements for payment are amended.

The Club's Secretary and Treasurer work tirelessly in the background trying to keep everything together dealing with members' queries and the like. This is all part of the Club's regular activities as the number of members creeps up.

Therefore, members will understand that the Club is seeking ways to reduce the administrative burden. As a result, it would be more than a little helpful if members could pay their subscriptions on 1st January each year. This is important as some members pay on the annual anniversary of their joining date. Unfortunately, this creates additional work for the Treasurer so please arrange your subscriptions to be paid on 1st January each year, preferably by standing order.

Fuel – Are You Seeing Red?

From next year, it is understood that in Europe UL94 will join UL91 at the pumps. The change will be that UL94 will be coloured purple, whereas the UL91 will be red!

There seems to be ever increasing demand for unleaded fuel, particularly in northern Europe but how does this reflect on the cost of fuel? The old argument has always been if you are putting less 'stuff' into the fuel, it should cost less.

You should be aware that UL91 octane provides sufficient energy for most Stampe engines. It contains anti-knock, anti-static and anti-oxidant additives but, crucially, no alcohols (such as ethanol) or other oxygenates that can damage fuel systems.

It is worth noting that UL91 does not contain tetraethyl lead (TEL) and can reduce spark plug fouling and lead to build-up in engines.

There is no doubt that the absence of TEL is important as the use of 100LL is being restricted in many countries, particularly Europe. Having said that the EU has extended production until April 2032.

Lead in aviation fuel has caused concerns about public health to the extent that Belgium (the home of Stampes) has already banned Avgas. Other countries and states (such as California) are set to do the same sooner rather than later!

Different Types of Stampes!

A recent article concerning the replica Stampe SV4-RS provides an opportunity to explore the different types of Stampe currently available.

The majority of Stampes will be split between the Renault and the Gipsy engine variants, of which the former are split between the more numerous Renault PO3 engine versions and the PO4. The latter has a scavenger oil pump and, as a result, is able to complete unlimited inverted flight, unlike the PO3 which is limited to an absolute maximum 10 seconds of inverted flight.

Both engine types have the advantage of an air start system which (when it works) is wonderful, both on the ground, but especially in the air.

Like the Renault, the Gipsy engine Stampes are also numerous in the UK and elsewhere although, interestingly, the Belgian Gipsy versions generally have an electric starter with the penalty of extra weight.

Other engine variants include an American Lycoming engine (which gives a rather horizontal look to the front of the aircraft) and a Czech LOM engine, which is slightly longer than the Renault, but retains the traditional Stampe look. As the availability of spare bits for the original engines (but particularly the Renault) is becoming like 'hen's teeth', the attraction of a modern engine equivalent is quite obvious.

Happily, the Stampe Club (which is open to anyone) has members in 15 countries and includes members' aircraft with a selection of these engine types, all of which are fitted into the traditional wire braced timber fuselage originating from WWI. In this respect, many argue that this type of fuselage is more flexible in the air than the rather rigid steel tube fuselage of the Tiger Moth.

How to Look After Your Engine During Winter – What to Do?

In many parts of the world, winter brings its own challenges. Not just flying (if you can) but keeping your aircraft, and particularly the engine, in good condition. It is a battle against condensation which is the real problem.

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' should be 'fly', as most experts will say 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.

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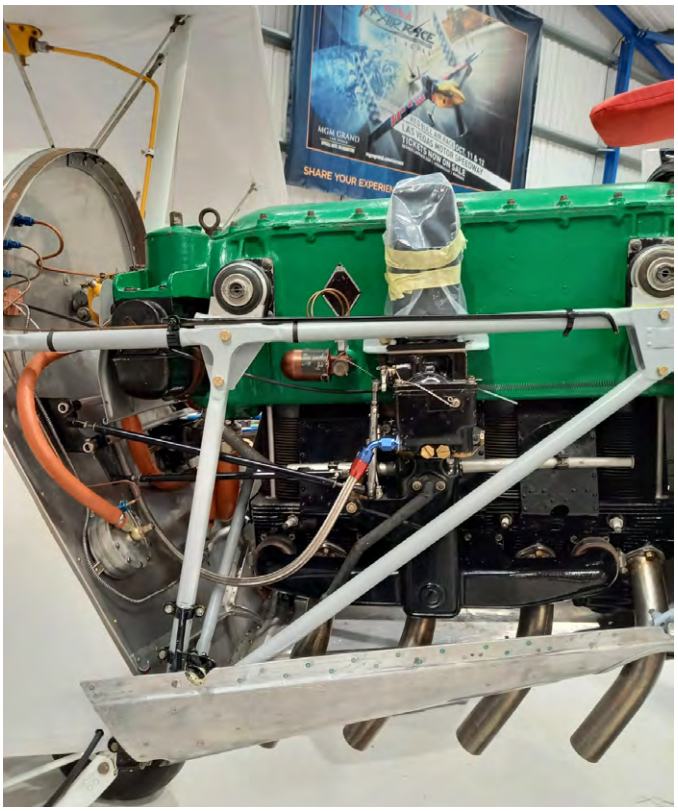
During the winter, the condensation can (or rather does) mix with burn fuel and oil deposits to form a nasty acid which will eat away at your engine bits. Consequently, an oil change at the onset of winter (or rather the end of the flying season) reduces this risk. In other words, it's best to leave 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 this 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 when moisture has been absorbed. All these items are fairly cheap to buy.

For lay-ups more than 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 picking the best of a limited choice.



How Embarrassing!

During the recent international fly-in weekend at Headcorn, a somewhat informal competition was arranged amongst the attending pilots to select the best presented Stampe.

Embarrassingly, this was won by G-ATIR owned by the Club Chairman, Austin Trueman, who was able to walk away with the Buchanan Trophy. Austin puts it all down to the polished finish provided by those responsible for the Annual a few weeks beforehand.

For those of you who do not know, the Buchanan Trophy is a wonderful cut glass trophy prepared in memory of the late Angus Buchanan.

All Roads Lead To Headcorn

The Stampe Club Fly in 2025

After a successful first attempt at a Stampe gathering in the UK in 2022 in which over 20 aircraft gathered at Headcorn, we had been unlucky with the weather both in ’23 and ’24 and so lines of communications with the weather gods were opened early on to ensure good flying conditions.

From a couple of weeks out, the signs were becoming more and more positive and with one week to go, all forecasts were indicating not only good flying conditions in Europe, the channel and the UK but a veritable heatwave with stable conditions in the ascendency.

Now everything was in place all we needed was a collection of aviators determined

enough to venture to our corner of Kent in their biplanes to make the weekend a success.

We need not have worried. Encouraged by a stream of emails from Stampe Club webmaster, Paul Anderson counting down to the weekend, the Stampes came from far

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and wide. The first to arrive was our esteemed Chairman who piloted the famous G-ATIR sn 1047, previously Plums and Custard owned by aerobatic pilot, Nick Bloom, into EGKH on the Friday to assist in the set up. ATIR is based at Little Gransden, home of the renowned Vintec engineering whom I'm sure we have all had dealings with at some time in the past. G-HJSS (1101) and G-BWEF (208) were the first to arrive on Saturday from Redhill,(EGKR) to line up with Headcorn based G-AYGE (242), G-AYIJ (376) and G-OODE (500).

Dave Hicklin, a very experienced merchant seaman by trade and looking every inch the old sea dog, landed G-BHYI, sn 18 and built in 1946, from Great Oakley after a 1:20 flight. Dave has flown over 80 hours since his aircraft, resplendent in a pale and dark blue scheme, was beautifully restored and reports no unpleasant surprises since his rebuild was completed. The club's Treasurer was next to arrive in G-SVIV (475) and although Jo flew in on Saturday from Damon's Hall, only 20 minutes away in Essex, Jo had started his journey on Friday from his summer home near Alencon (LFOF) via Le Touquet (LFAT), a total flight time of almost 3 hours. The channel crossing was made more exciting by an apparent increase in oil consumption on the journey into Le Touquet but this was eventually attributed to over filling and so the over water flight was completed with little or no drama. Well done Jo!

There was a short lull in arrivals after the last UK aircraft had landed and 8 Stampes sat in a colourful line in the sunshine being admired by the gathering crowds, but even better was to come. Over the eastern horizon, the unmistakeable sound of a formation of Stampes could be heard and into sight came The Pinguin formation team ably lead by Luc Coussement in OO-ESV. The four ship, flying a tight box, overflew Headcorn's runway 10 and performed a spirited break to land beautifully, one by one. First OO-ESV, V-23 in summer cockpit configuration, OO-LUK, V-41, flown by Rob Schreurs and Marc Saey, with the enclosed cockpit that always attracts attention here in the UK, D-EBVV flown by Christian Gubel and Benjamin Coussement and OO-RAY flown by Raymond Cuypers and Ingerborg Daems.

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With a couple of Stampes wearing their bright orange Belgium Air Force colours, the two rows of biplanes were now looking extremely resplendent in the golden sunlight of a beautiful English summer's day. Just when we thought it couldn't get any better, Gaele Damico brought in F-PMSV from the beautiful little grass strip at Chavenay (LFPX) just to the west of Paris. Gaele flew in via LFAT and reported that "not a drop of oil was wasted" on the outside of her aircraft and was the only owner not to be spotted with an oily rag in hand!

After a picnic lunch provided by the club, thoughts then turned to what could be done with such a large number of Stampes and formation qualified pilots. First to stand up were the UK Stampes Formation Team who took the opportunity to practice their display routine which was enjoyed by all. Richard Meredith, aerobatic and formation instructor from the Tiger Club, then utilised pen and paper and designed 2, 9 ship formations entitled Typhoon and Stealth after the European fighter and the American bomber. A briefing was held using a

chinagraph and a window in the Headcorn aviators clubhouse and very soon, the sight and sound of 9 Stampes were seen overhead Headcorn in formations that very closely matched the sketches thought up by Richard. Congratulations to all involved in a fitting climax to what had been a most enjoyable days flying. All that remained was to wrap up the day with some musical entertainment provided by the Max Couch band and dinner at the Wings bar washed down fittingly by Spitfire Ale! The Buchannan trophy for "favourite Stampe was won, fittingly, by the club's Chairman's aircraft, G-ATIR looking extremely smart in her dark blue and silver scheme.

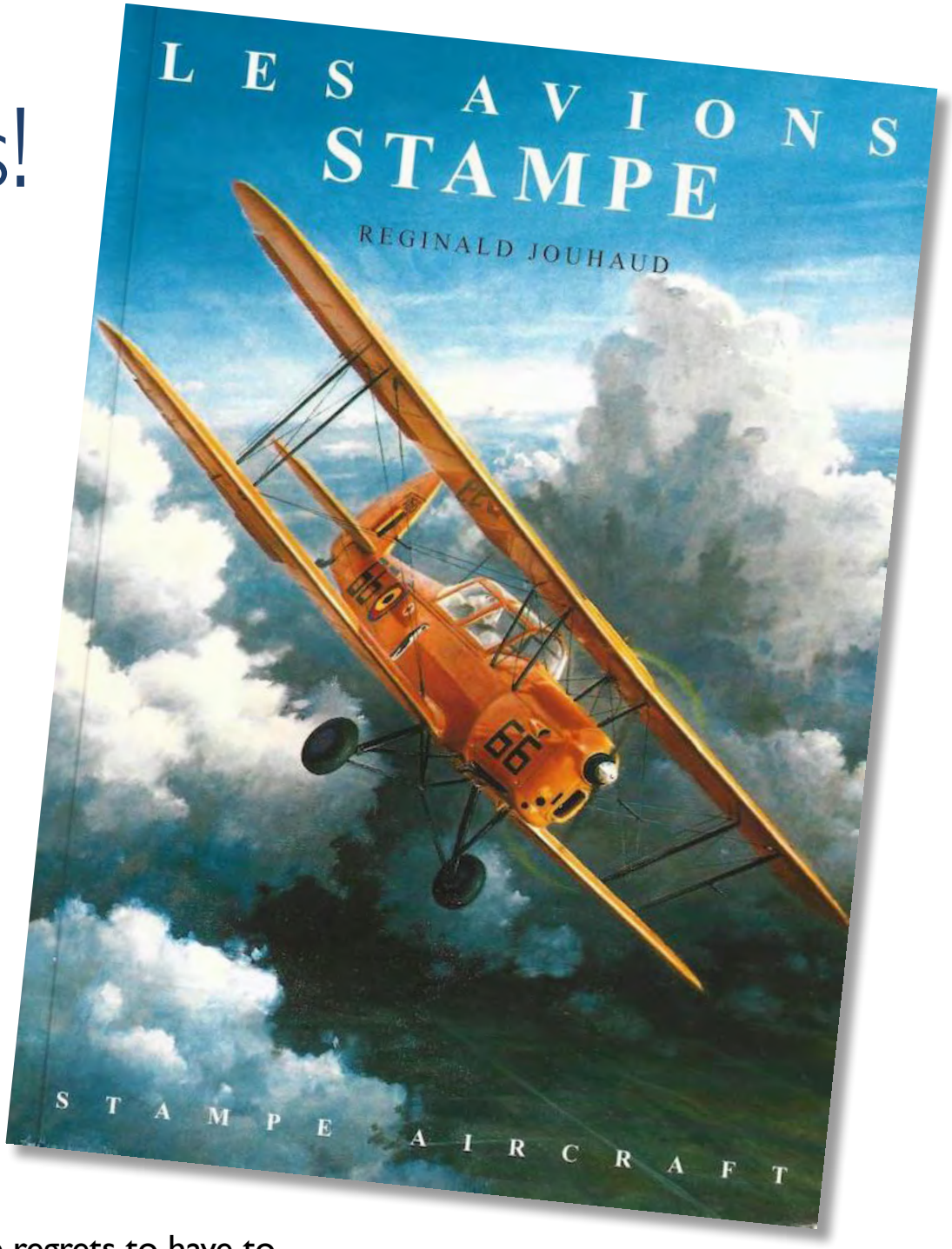
Transport to respective hotels was arranged courtesy of Paul Anderson's own collection of historic vehicles and a Bristol "Concorde" crew bus and a vintage Lagonda were the vehicles of choice!

Sunday's weather matched the previous day and it was too good to resist putting up a 10 aeroplane formation the extra aircraft being G-BPLM, flown in from nearby Hamilton Farm by none other than Chris Jesson, previous leader of the UK formation team. This last formation was timed to coincide with the departure of all five European aircraft and so it was with a heavy heart that we waved farewell to each other

but what a beautiful sight as the four aircraft of the Pinguin Team turned toward the west leaving us to return to Headcorn.

And so after two years of cancellations and disappointment, the UK Stampe Club Fly in is back on the map. Good friendships were formed and old ones refreshed and promises have been made to visit each others home airfields next year. The Stampe is a remarkable aeroplane loved by everyone in the Club but even this is eclipsed by the people that the aircraft attracts and when one is fortunate enough to combine the two, with a grass strip and beautiful summer days, the magic happens.

Sad News!



The Stampe Club regrets to have to announce the sad death of Reginald Jouhaud a few days before Christmas last year.

Reginald (or Regis) Jouhaud spent his life promoting Stampe aircraft. He combined his extensive knowledge with an artistic ability to prepare lighted cartoons about all things Stampe. Regis was a font of knowledge which he was happy to share in an amusing and charming manner.

Regis' knowledge of Stampes enabled him to write detailed book *Les Avions Stampe* (in French) providing a complete and exhaustive history of the aircraft, which starts with the early life of Jean Stampe leading up to the formation of the company with Maurice Vertongen. Regis will be sorely missed by everyone, particularly those in the Stampe world.

Reginald Jouhaud – we salute you!

The Death Of Roger Hadfield

Life long member and contributor to the Stampe Club, Roger Hadfield, died peacefully on 7th June 2025 in Ontario, Canada. His astronaut son, Chris, summed things up. 'He lived a long life and passed away after a short illness!'

Roger, who was born in 1934, spent most of his life in the air. He worked for a variety of carriers, including Air Canada, where he became Chief Instructor. Roger was also an aerobatic competitor, winning the Canadian Nationals in the Intermediate Category in his beloved Stampe, which he called Mamselle. Roger's Stampe was the subject of an article in the Spring 2024 Newsletter. Later he would display his Stampe at airshows delighting the crowds with loops and rolls. Other pilots would stop and watch when Roger flew, admiring his smooth touch and easy grace in the sky.

The Stampe Club has dedicated a memorial tree (via the memorial website) in his memory.

The Wooden Wonder Budd Davisson Air Progress

The latest entry in the build-it-in-your-garage field of old biplanes is the SV Stampe (pronounced "Stomp," or so I'm told). The Stampe is a Cub-common French primary and aerobatic trainer that, although it pre-dates World War II, was still being produced in the late 1950s. Everybody who is anybody in Europe has buzzed at least one village green while cavorting in his Stampe. But I had never even seen one.

In *Trade-A-Plane*, I noticed an ad for Stampes; the area code for Touraine Aero was Pennsylvania, not far from my stomping grounds, so I gave a call. In answer to my question about having any Stampes, Tony Tirri said they had 14 of them.

The Renault engine is an inverted, inline four

Tony Tirri and his uncle, Sal Labate, have done a pretty decent job of cornering the market on Stampes, at least in Bucks County, Pennsylvania. When I arrived at Labate's private air-strip, I noticed they also had a good chunk of the Fieseler-Storch, Nord N.C. 853S, Leopoldoff Colibri and Me-208 markets as well, since they had at least one of each in their hangar/house complex. I broke out of the daze induced by all this exotic hardware long enough to calmly gallop out to the two blue-and-white Stampes sitting in the sun. They were pretty. That's all I could think to say. They were so much prettier than I had imagined. In real life, the proportions and lines fit together so much better than in the pictures I had seen. The 11-degree sweepback in the wings didn't seem so exaggerated, and standing next to them, I could see how small they actually were. Pretty!

I hopped in, and in doing so noticed that the fuselage was made of wood. The idea of an old fuselage made of inch-square pieces of spruce, hung together with glue that was comparable to library paste, didn't appeal to me. So I decided to investigate the Stampe's innards a little further before going up and (to use a term that could be true in this case) twisting its tail.

If you're in doubt as to the Stampe's structure, Labate's hangar is the place to go learn about it, because there are skinned

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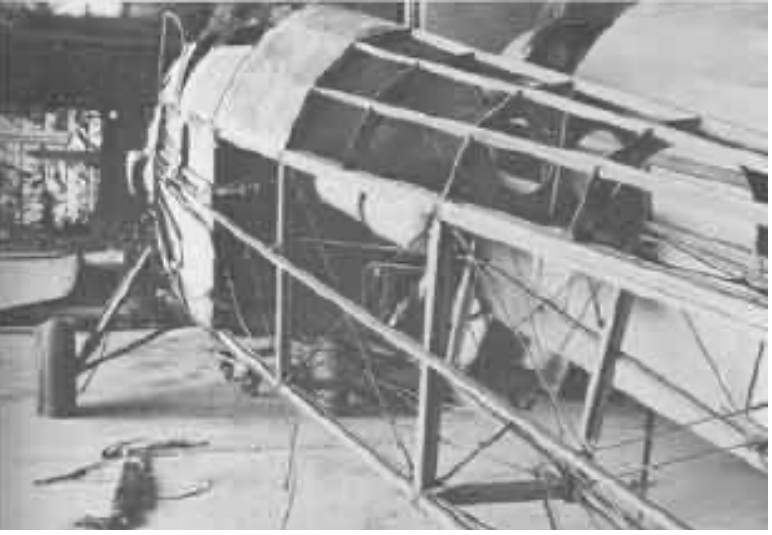


The Stampe fuselage is a jungle gym of wires and wood

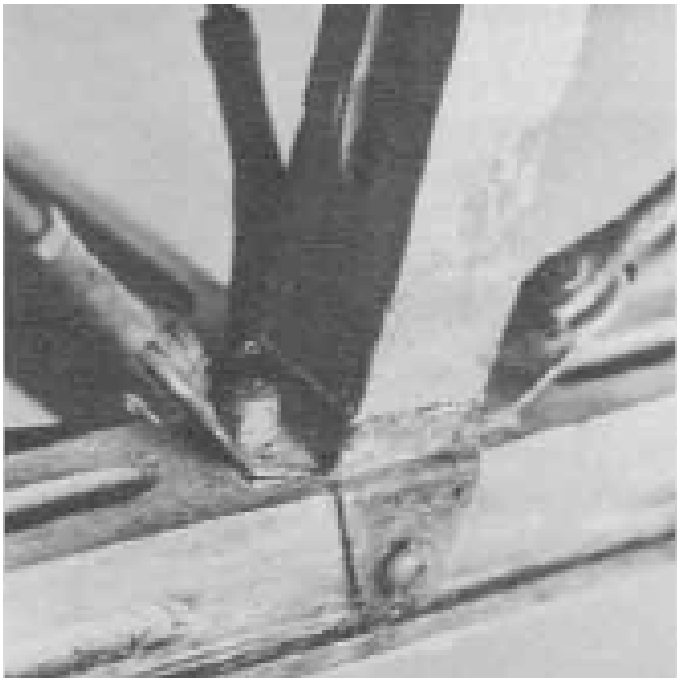
Stampes all over the place. It seems Labate and Tirri either bought a winery that used to be a licensed Stampe factory, or else a grape crusher used to make Stampes, or SV decided to make wine in this particular factory, or something like that. Anyway, they ended up with all sorts of templates, drawings, production jigs and a shipload of disassembled Stampes and parts.

I singled out one particularly nudelooking fuselage and looked at it as if I were thinking about buying it (by this time, I was). I was more than surprised to see that the pieces aren't glued and nailed together at all; they are "crushed" together. Each vertical spruce member is fitted into a little steel cap that has ears on it. The ears pick up tension wires that are connected to other steel caps on other spruce members. When these wires are pulled up tight, they pull down on the caps, putting the spruce in compression, in effect "crushing" the little caps on. In the aft fuselage, there is no wood-to-wood contact, and the forward fuselage has conventional plywood and stringer construction. I was no longer afraid of the wood fuselage.

The rest of the airplane is of normal wood-and-fabric construction. The landing gear is the only unique feature: It has a big streamlined tube filled with streamlined rubber doughnuts that compress on landing. It looks as if the Mooney landing gear has French ancestry.

The engines are 145-hp Renault in-line fours with inverted systems and air starters. These airstarters pressurize all four cylinders in sequence, rather than just working on one hole as some airstarters do. A tiny engine-driven pump pressurizes a bottle aft of the cockpits so you don't have to keep constantly refilling the system.

While I was fastening the five-point British-type shoulder/seat belt, Tony pointed out everything he thought I should know. "This is the stick...." There are no brake pedals as such, but when you hit bottom rudder you get brake on that side. A parking brake handle is near your left leg, and that's about all there is to it. I asked Tony what to use on



Routed spruce struts are nested into steel fittings and pulled together by tension wires

final and he said he didn't know. He said it flew like a Cub (which I've heard about everything from P-51s to Cubs). With that, he reached in the front cockpit, the instructor's usual habitat, and pulled the airstarter handle. The starter surprised me

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because it didn't even wind up. The engine was silent one second and running the next.

The little fold-down doors on either side of the cockpit can be opened to allow you to lean out to look around the nose while taxiing. I had the doors closed and still had plenty of airport in sight, as long as I Sturned occasionally. You sit fairly high in the cockpit and have good visibility, considering the long nose. The four short exhaust stacks make the Stampe sound like a mini-P-51. As I weaved back and forth, feeling a Routed spruce struts are nested into steel fittings and pulled together by tension wires.

The Stampe is made to have fun in little helpless with the full-swivel tailwheel, I pulled the two-paned, British-style goggles down and felt every bit the European aerobatic ace out to trim Count Aresti's feathers.

The takeoff could be described as a left-hand featherduster. It floated off the ground as soon as I had the tail up, and I found myself drifting right. I put in a little left foot, then more, then more. Tony forgot to tell me the engine turned backwards (or is it ours that turn the wrong way?).

The torque is of no consequence because you leave the ground so suddenly, but its interesting to find yourself using, say, the left foot when the cross-wind and slanted runway should call for the right. he climb to altitude was fun if only because it took place in a nearly vertical column of air at the end of the runway. The airspeed was in furlongs per eon or something, so I estimated a nose attitude. My forward velocity wasn't much more than my upward movement. I was climbing at around 700 to 800 fpm (a guess), but I was doing it in one spot.

The controls are beautiful. While the roll rate isn't lightning fast, like a Pitts, it is

The Stampe is made to have fun in

certainly all that most pilots need, and the control pressures are really light. I dropped the nose to get some extra speed, which demanded I bring the throttle back to stay in the green, and guessed at a good speed for a roll. Nose up, stick over, feet coming alive, it arced easily around but the shortage of rudder told me I had been too slow.

The next time, I let the wind noise get a little louder, the ground went by overhead much more smoothly and the roll was much more coordinated.

I looped and rolled and snapped then rolled it over on its back to find it flies better inverted than right side up. The engine coughed a little in zero G position, but once inverted it hummed along like a trouper with ME holding very little forward pressure. It did inside and outside rolling 360-degree turns almost as easily as flying straight and level.

Tony came up in the other Stampe, and we relived a little bit of World War I over the fields of Pennsylvania. We then went into a local field for gas and landed in formation,

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so my first two landings in the airplane were in formation with Tony. Normally this would be quite a feat for me, but we were landing at a walk, so I didn't have to do anything but follow Tony. In later landings I found it landed as advertised, just like a Cub, only maybe a little easier.

The feeling the airplane gives while doing anything, from aerobatics to takeoffs and landings, is one of pure grace. It doesn't depend on brute force to make it go up, and it doesn't make itself a nuisance by being either uncomfortable or full of bad habits. It clips along at something over 110 mph, your head in a near calm behind the faceted windscreen, and does just what you tell it to. It even tries to smooth out your mistakes for you. On landing, you have the runway in sight at all times until you begin to flare, and then it floats until you get it set up in whatever attitude you want to land in. It's beautiful.

The folks down at Labate Field are not in the business of building airplanes, but they are in the business of supplying do-it-yourself kits for the more energetic among us. All the airframes I looked at were not only complete, but in fantastically good shape. This looks like the ideal way to get a biplane. The Renault engine weighs somewhere in the neighborhood of 350 pounds, so almost any American engine could be mounted, with the appropriate cowl changes. One fellow in Connecticut mounted a 200-hp Ranger (along with 40 pounds of lead in the tail), and it reportedly climbs 1,500 fpm, inverted! Labate says about half the airplanes they sell end up with 180-hp Lycomings in them, which should make for a very, very nice airplane.

There is something intangible about the Stampe. The feeling it gives is hard to describe. It seems to be the perfect combination of a not-too-big airframe, just-right controls, good aerobatics and easy ground handling. But it's something more than that. It seems to give you beautiful sunsets, when it's actually sinking into smog; each runway becomes a never-before-visited wheat field; each glance at the ground transforms the clustered houses into virgin countryside. It gives you the romance we've all been looking for in aviation, and it does so in a way that causes you a minimum of problems.

And above all, it remains a very civilized, very polite airplane.

Written by Budd Davisson.
Budd's free weekly blog comes to you as an e-mail: **budddavisson.substack.co**

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 Saturday, 31 January, 2026. Feedback in response to any of the items raised is always welcome!

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STAMPE CLUB NEWSLETTER

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