

STAMPE CLUB NEWSLETTER

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Spring 2012

Introduction

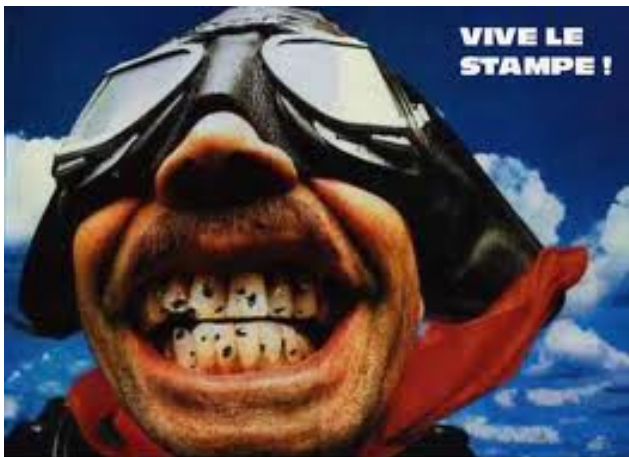
Objectives of the Stampe Club

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 responsible for the licensing and flight safety etc.

Newsletter

Whilst the Newsletter is sent to the majority of Stampe Club members by email, hard copy versions are available on request. Have you completed your questionnaire? It would help if you did!

Contact Austin Trueman: austin.trueman@gmail.com



Big smiles with 'bugs in your teeth'. That is what Stampe flying is all about!
Courtesy Reg Jouhaud

General

Questionnaire – Interesting Feedback

An international Club!

The results of the questionnaire show quite clearly that the Stampe Club is truly international with some 33% of members from outside the UK (mainly Europe). Some 42% of the 38 who have responded

have a second (or third) aircraft including one helicopter and three balloons!

However, it is reassuring to note that well over 60% of the respondents would attend fly-ins. This is split half and half with those who would limit their activities to the UK only, the other half to within Europe generally.



A break in formation – somewhere in England.
Courtesy of Jo Keighley

Interestingly, 40% of the respondents fly aros and, it seems, that if you fly aros you will have, almost certainly, undertaken some formation flying.

Undoubtedly, the main reason for membership of the Stampe Club is to be part of the Stampe network. To keep in touch with all things to do with Stampes!

Membership

The Stampe Club should be open to everyone of any nationality who owns, flies or is simply just interested in the aircraft for its own sake as well as those engaged in offering services for serving and/or upkeep of Stampes. In other words, the Stampe Club should include a wide range of membership, all with the objective of preserving the type.

Welcome to New Members

The Stampe Club welcomes three new members, two of whom are lapsed members. Welcome back you two!

Membership Cards

It would be interesting to know how Stampe Club members feel about not having a membership card. Not important! Well, that's what your committee thought. Just something else to stuff into your wallet. Perhaps a membership disc to stick onto your aircraft would be better!

The Stampe Club now has a comprehensive list of members which rather negates the need for a membership card for identification purposes. What do Stampe Club members think about this?

Contact Angus Buchanan: angus.buchanan@virgin.net

Subscriptions

If you have not paid your subscription for 2012, now is the time to make good at a measly £20.00 for the year.

Whilst cheques are always welcome, the Stampe Club would like to encourage members to pay via a direct debit or a BACS electronic transfer. However, it is important (in fact crucial) to quote your name (rank and number not required). The Stampe Club's bank details are as follows:

Lloyds TSB, Crewkerne Branch, 37 Market Square, Crewkerne, Somerset TA18 7LR.

Account No 00327041
Sort Code 30-92-40
BIC Code LOYDGB21391
IBAN Code GB15 LOYD 3092 4000 3270 41

If you have any difficulties, please get in touch with the Stampe Club Secretary, Angus Buchanan.

Contact Angus Buchanan: angus.buchanan@virgin.net

News

General

Following the recent publicity in various 'flying magazines', it is obvious that Stampes are back in fashion! On the other hand, you could argue that they have never been out of fashion!

EASA – Flight Crew Licensing (FCL)



The right licence for the right aircraft – Courtesy Reg Jouhaud

Confusion and uncertainty surrounds the implementation of EASA-FCL across Europe with different countries establishing different timetables for compliance. The original deadline of 8 April 2012 has been abandoned. Member states are planning to introduce EASA-FCL any time between July 2012 and April 2013.

Fortunately, Stampes are 'non-EASA' aircraft, so you can forget all about this and continue to use your 'old' UK or JAR licence. However, if you fly anything else, you will need to get the right licence!

Olympics

Main Games – 14 July to 15 August 2012

Paralympics – 16 August to 12 September 2012



Olympic exclusion zone – get it right!
Courtesy Reg Jouhaud

If you want more information about flying around the southeast of England during the time of the Olympics, particularly if you are based within the exclusion zone, you could do a lot worse than to have a look at the CAA's dedicated website:

www.olympics.airspace.safety.com

Stampe Club Directory

The Stampe Club would like to gather the names and contact details of anyone or organisation who can assist members in maintaining their aircraft. These details would then be made available to members on a strictly non-approved and/or non-recommended basis.

Apart from maintenance organisations, those providing new tyres, tonneau covers, wing covers, seats, instruments etc. could be included.

If you are able to suggest any names and contact details of those you feel should be included in the directory, on a strictly non-approved and/or non-recommended basis, please contact Jo Keighley at

jo.keighley@sfmeurope.com

The First and Oldest



00-EIR – The oldest Belgian registered Stampe
Courtesy Danny Cabooter

Danny Cabooter reports from Belgium that the Flemish Minister of Culture has decided that two SV4's are now classified as 'preserved cultural heritage'. A bit like many of the Stampe Club owners including the Editor!

The two aircraft in question are 00-GWC, first and oldest Stampe built in France and 00-EIR, the ex-Belgian Airforce and oldest Belgium Stampe.

Whilst all this may sound a little routine, this only happened because of Danny Cabooter's tenuous involvement. Well done Danny!

Contact Danny Cabooter: stampe@skynet.be

Flying abroad in a UK Permit Aircraft

General

It is worth remembering that a Permit to Fly is granted in the UK by the CAA to various aircraft including those operating in the LAA scheme.

However, one of the limitations of a Permit to Fly is that it is a UK 'domestic' certificate and in legal terms not equal to a fully ICAO recognised Certificate of Airworthiness and does not confer any 'right to flight' anywhere outside the UK. As a result, it is necessary to obtain permission to fly in non-UK airspace.

Flying in France

The LAA reports that following several meetings and much discussion (initiated by the LAA and the European Federation for Light, Experimental and Vintage Aircraft with support from LAA colleagues at RSA in France) the UK CAA and the French DGAC have now reached agreement on allowing the other's nationally approved amateur build, factory built light aircraft and microlights, to operate freely and without prior permission, within each other's airspace for a period of up to 28 consecutive days. Aircraft owners wishing to stay for longer than 28 days in a single visit will also need to seek prior permission.

The LAA emphasise that the translation of the French documentation and the list of aircraft have yet to be finalised and approved.

Events

When and Where?

If you know any fly-ins who would welcome Stampes (and who would not) such as those organised by Historic Aircraft Association (www.haa-uk.aero) and/or the Vintage Aircraft Club (www.vintageaircraftclub.org.uk) and the like, please send a note around to the other members.

Contact Austin Trueman: austin.trueman@gmail.com

Stampe Fly-in Pithiviers, France Saturday/Sunday 12/13 May 2012

Follow Stampeist, Jean-Pierre LeBouadec, writes from Pithiviers that a 'weekend convivial' awaits those who wish to join in what looks like a great place to visit as it is located roughly between Bourges and Paris, close to Orleans.

Contact Jean Pierre LeBouedec: jpm.lebouedec@wanadoo.fr

22nd Antwerp Fly-in Belgium Saturday/Sunday 19/20 May 2012

If you have not been to this fly-in, you have missed something. The weather seems always to be good, the company always friendly, the food always excellent. Consequently, you are guaranteed a great weekend. Make a note in your diary to attend this event at the home of Stampe and Vertongen.

At the moment there are three confirmed members from the UK who intend to fly. Why not join them? The 'UK contingent' is being headed up by Angus Buchanan (Contact: angus.buchanan@virgin.net). This is particularly helpful to those from the UK who have not yet 'gone continental'!

If you cannot fly, drive!

Contact Danny Cabooter: stampe@skynet.be

Special Fly-In and Meeting at White Waltham England Sunday 1 July 2012 Guest Speaker: Ken Graigie of the LAA

This is a special meeting organised by the Stampe Club, but open to everyone, at which Ken Craigie of the LAA will be speaking about the implications of LAA Permit to Fly, aircraft, the do's and don'ts and what to do if you want to transfer your aircraft to the LAA Permit Register.

The meeting is scheduled to start at 2 pm at the Club House. So if you fly or drive, get there on time. It is also important to register your interest so that arrangements can be finalised and for invitations to be extended to non-Stampe owners who may also wish to attend.

Coupe d'Anjou, Anger, France Friday 27 July to Sunday 29 July 2012

This 'Stampefest' is one of the 'musts' of the year. It is now held at the relatively new regional airport positioned in the heart of the lovely French countryside!

The airfield boasts of an active workshop facility for Stampes as well as an extensive aviation museum.

However, be warned. You will have to deal with the 'Bordeaux Bandits'!

Contact Regis Jouhaud: r.jouhaud@neuf.fr

International Old Timer Fly-in Schaffen-Diest Belgium 10-12 August 2012

Guy Valvekens has asked that this event should be brought to the attention of all Stampe Club members. The three day itinerary includes much merriment and, as a result, encourages hundreds of aircraft from all over Europe.

Contact Guy Valvekens: guyvalvekens@gmail.com

LAA Sywell Rally 2012 Northants England Friday 31 August to Sunday 2 September 2012

This is considered as being the UK's largest fly-in event and, as a result, attracts visitors from many other countries. LAA members will receive an invitation.

Could this be an opportunity for a Stampe 'get together'?

If you cannot fly there what about driving? Older members will remember that back in 1987, a total of some seventeen Stampes attended the (then) PFA rally in Cranfield. This included Danny Cabooter and Gerrit Titeca who both flew from Belgium. It would be great if this would happen again!

Expressions of interest would be appreciated in order to arrange a dedicated parking area.

Contact Austin Trueman: austin.trueman@gmail.com

This event occurs during the London Paralympics. Consequently, you may need to carefully plan your route. This could, depending on where you are coming from, involve filing a flight plan.

Goodwood Revival Sussex England Friday 14 to Sunday 16 September 2012

This world-famous festival could be another good opportunity for Stampe Club members to get together. However, it is not cheap! Consequently, the Stampe Club will attempt to get a 'block booking' with a discount. In the meantime, expressions of interest would be appreciated.

Contact Austin Trueman: austin.trueman@gmail.com

Parts, Spares and Planes

Do you have anything to sell? If so, let other members know.

From a recent advertisement it would appear that the Proudfoot family are selling G-AYGE which is (or was) one of the exhibits at Duxford Museum.

For those who do not mind travelling a little bit further afield (approx 1500 km from the East Coast of Australia), a French registered SV4A Stampe (F-BDJJ) is for sale in Caledonia. It has a 4-PO5 engine and boasts as being the only Stampe in the Pacific.

Interest

Vintage Biplanes

Stampe Club members who are already operating on a LAA Permit to Fly will have read in the March edition of ever improving LAA magazine 'Light Aviation' an enjoyable and interesting article by Clive Davidson.

The article, which includes a great photo of Frank and Jo Esson's G-AYJB in flight includes three write-ups featuring a Tiger Moth, Stampe and Jungmann. Clive Davidson emphasises that he was not out to prove that any one of these classic biplanes is better than the others; his article simply highlights the advantages and disadvantages of each type. Very interesting!

Contact Austin Trueman: austin.trueman@gmail.com

Websites

There are numerous websites which contain a variety of interesting information about Stampes.

However, like all websites, you should be careful about 'web links' and 'pop-ups' etc as some websites (especially those with open forums etc) can easily get corrupted if they are not regularly serviced and updated.

Go to Google and enter 'Stampe'. It will bring up some interesting websites both in the U.K. and elsewhere. In the course of the coming year there will be the new Stampe Club website www.stampeclub.org which is presently in the course of preparation.

- www.haa-uk.aero

An interesting official website for the Historic Aircraft Association. Worth a look!

- www.stampeworld.com

Stampe Club member Chris Hunt appears to have set up a very interesting and progressive website.

- www.vintageaircraftclub.org.uk

An interesting group who organise many 'vintage and classic' days in conjunction with auto clubs.

Contact: Austin Trueman: austin.trueman@gmail.com



Jean Claude Petit's wonderful picture of a Stampe, kindly provided by Reg Jouhaud, always provides an uplifting promise of sunny skies!

Getting The Best Aircraft Insurance

A shortened most useful article by David Bruford which featured in the PPL/IR Europe magazine 'Instrument Pilot' in 2008

Owners of light aircraft are incredibly loyal when it comes to remaining with their broker. The average policy renewal period is seven years which remarkably is the same as for household insurance despite the constant bombardment from moronic cartoon dogs.

Where to start?

If you are looking for cover, or to change, you'll either ask a flying chum or trawl the Internet. Either way you'll probably end up with the same group of underwriters as there are only a few from which to choose. However, those underwriters get their business from numerous sub-brokers, and it's a useful extra string to your bow to have your policy routed through such an organisation. It doesn't cost any extra as the sub-broker's commission is paid by the underwriter and in the event of a problem you'll have an expert to negotiate with the underwriter or loss adjuster on your behalf.

Be prepared

So, how do you sound like you know what you're talking about when asking for a quote and want to be offered the most competitive rate?

Everyone will want your name and probably your address and contact details. Would you want to deal with anyone that wants to stay anonymous?

Aircraft value? Is that what you paid for it? No. It's very important to base this on the current 'worth' because aircraft values are agreed at the inception of the policy date. The annual premium is based upon the hull value plus a consideration for liability insurance, so the higher the hull value is, the more you pay, but of course, the higher the payout in the event of a total loss. This value remains the same at each renewal unless you elect to change it so you must increase after you have a new engine or a re-spray (don't wait until renewal – an accident or loss won't time themselves to that date). If the sale value increases, tell the insurers, otherwise the agreed value could work against you.

What sort of cover?

You'll need to advise the use of aircraft. Private, personal business and pleasure is the base level of cover and you should expect to pay more if you hire it out or let it be used for training purposes. Within those uses there will be higher loadings again for ab-initio or aerobatic use. You will probably impose a minimum qualification on pilots using the aircraft in the form of total hours, hours on type, currency and ratings. Be prepared to advise the insurers of the details.

The underwriters will also want to know where the aircraft is hangared and its base airfield. It's not like motor insurance where the closer you are to a big conurbation the higher the premium. They might ask where the aircraft is maintained and by whom, most won't but have that information to hand in case they do.

They will also need to know if you will be operating just in the UK (or your own country) or UK and Europe. If at any time you want to fly outside of the UK you will have to negotiate an additional, and chargeable, extension of cover. You will also need to advise them if you want to include cover at the UK's Crown RAF and MoD airfields. Getting this extension only gives you the required insurance cover, it doesn't negate you from 'jumping through the hoops' required to get special permission to land at these airfields.

Next, the public liability limit and included in that is the 'CSL' – the 'combined single limit' for any one incident. There are mandatory minimums for third party insurance within EU airspace aircraft based on the maximum takeoff weight/mass.

Bear in mind that a claim may exceed the minimum limit and the fact that claims don't go away just because you are not insured for them. The claimants will clear out your policy limit then go for your personal assets, then the wife and kids. Ask for a quote on the next level up and see if the extra premium payable matches your 'piece of mind' threshold, If your aircraft is on finance, check to see if they require a specific minimum limit of cover.

You'll get the usual: "Have you claimed on an aircraft policy within the past five years?" If yes have the dates to hand together with details of the circumstance and costs paid out to the repairers and any third party claims. You must also disclose any material fact or information that would affect the underwriter's decision in quoting a premium. Insurance contracts are based on 'utmost good faith', so if there is anything you think will fall into this category, disclose it, as failure to do so could void all cover and enable the underwriters to refuse all claims.

And if it comes to a crunch...?

Unfortunately it's impossible to ascertain how many of these insurers will act when the whole point of your insurance is called upon to show its mettle – dealing with a claim.

Whatever you do, as with all forms of insurance – don't choose the cheapest, it's very unlikely to offer the best cover. Choose the one that provides all the cover you want, and one you feel confident in talking to as well as one at a reasonable price. If you do decide to go ahead with a policy and your aircraft is under some form of finance agreement the details of this should be entered into the policy document by endorsement to note their interest (the finance company may well require this and supply you with a wording that can be used by the insurer).

Finally, if your aircraft is laid up for more than a month as they all are at some stage (in their cash absorbing lives) advise your insurers that you only require 'ground cover' until the aircraft becomes airworthy again. This will provide you with cover that excludes flight risks and costs you as little as 1 – 1.5% of the hull value for the period, credited against your next renewal. Just remember to advise your insurers before the aircraft flies again.



Oops! F-BBAD after a 'heavy landing'!
Courtesy Reg Jouhaud