TRANSLATION

A E R O S P A T I A L E

SERVICE STATION

TOUSSUS-le-NOBLE AIRPORT

MAJOR INSPECTION SCHEDULE

TYPE: STAMPE SV 4

REGISTRATION:

SERIAL NO:

OFFICIAL SERVICES APPROVAL SEAL

STAMPED BY THE SGAC on 2 October 1970.

This schedule consists of 15 pages.

- FOREWORD -

This major inspection document prepared by SNIAEROSPATIALE for STAMPE SV 4 aircraft and variants is prepared by the Constructor and is not to be divulged to operators unless authorised.

This schedule is to be applied to all STAMPE SV 4 aircraft and variants previously built by SN.C.A.N. (Societe Nationale de Construction Aeronautique du Nord).

POSITION OF THE AIRCRAFT AT COMMENCEMENT OF MAJOR INSPECTION

DATE	:	TYPE SV 4	SERIAL NO.
STAMPE AIRCRAFT	:		
Registration	:		
Owners	:		Total Hours
Date of Manufacture	:		Overall hours
Date of last complete overhaul	:		Major inspection hours
ENGINE	:		
Make	:		Total hours
Type	:		Overall hours
Serial No.	:		
PROPELLER	:		
Make	:		Total hours
Type	:		Overall hours
Serial No.	:		
C of A Validity	:		
Last Weighing	:		
Quantity of Fuel	:		Oil:

Inventory of airborne instruments and equipment

INSPECTION BEFORE DISMANTLING

Customer's Comments

Statement regarding ground check run

Engine Installation

Airframe

Instruments and Equipment

Radio

Various

Date:

Signature:

P R E P A R A T I O N

COMMENTS - STAMP

1) Documents referred to

- SV 4 aircraft servicing card
- Maintenance and inspection handbook for Stampe SV 4
- Aircraft documents
- Airworthiness fiche No. 6
- Tome III parts 1-2/5-2 issue 1 of 3-1959
- Tome III part 1-1 issue 4 of 11-1966

2) Technical updating of the aircraft

2-1 Mandatory modifications

2-2 Optional modifications

2-3 Modifications checked during Major Inspection

2-4 Weight, C of G of the aircraft at the end of the work

COMMENTS - Stamp

POWER PLANT

(4 PO 5 or 4 PEI, 4 PO1, 4 PO3 authorised with their approved propellers)

- Other engines: On the advice o SNIAS and the Offical Services

- Removal of propeller for usual inspection.
- Mandatory for wooden propellers

- Visual inspection of the 8 propeller holding bolts
- Recommended dye penetrant check

- VPE following the approved programme.

a) ENGINE COWLING

1 - Check for condition, security of the attachments and the complete fitting of the cowlings, their closing, freedom from cracks, tears, security and tightness of holding bolts and condition of central hinges, freedom from corrosion. Condition of the cowling bearers, condition of the locking bolts.

b) ENGINE MOUNTING

1 - Check the general condition, distortion, cracks, wear from rubbing.

2 - Check the engine attachment on to its bearers.

3 - Check the engine mounting stirrups and the condition of the rubber blocks.

4 - Check for any sign of cracks on the crank case around the bearer holding feet.

COMMENTS - Stamp

C) Various systems

(oil, fuel, venting, pneumatic, extinguisher)

1 - Check the flexible pipes for condition (date of approved life) for oil, fuel, pneumatic, state of durits (rubber hose trade name) and the clips.

2 - Check the condition of rigid pipes, pneumatic, oil, fuel, extinguishing system, fire detecting system, weight of fire bottle, date of approved life of fire bottle.

3 - Remove the pneumatic air bottle in the side of the fuselage for general inspection, drain and check the proper operation of the discharge valve. — Required by the Bureau Veritas on Major Inspection.

Proof testing and stamping of the air bottle if so required. — Required by the Bureau Veritas every 5 years, by an approved sho

4 - Check the altitude mixture linkages, the flexible controls, mixture control, the choke, the starter, fuel cock controls, wear of the control rod where it goes through the bulkhead and through the lateral instrument boards fore and aft, state of overflow drain.

5 - Check for condition and leaks the oil cooler tank and the condition of the filler pressure relief valve.

II - AIRFRAME

a - cleaning of the inside and outside of the aircraft and cleanliness of the assembly.

2 - Putting the aircraft on the appropriate chocks and trestles

3 - Remove all inspection doors, fairings and removable panels.

4 - Test the condition of the fabric, its general condition for crinkling and tears.	In the presence of a B.V. Specialist.
5 - General examination of the structure, inner and outer covers, poor adhesion and moisture.	
6 - Touch up scratches on metallic parts, wear, corrosion, distortion.	
7 - State of all rubber parts and furnishing.	

b) FUSELAGE

1 - Visual examination of the four fore and aft wing attachment fittings bottom of fuselage.	Magnaflux crack detection recommended for the left and right hand front fittings.
2 - Visual inspection of fork end attachments, rigging on the upper longerons	
3 - Examine for condition the glued structure assembly of the lower cross member of frame 1, of the two uprights of the left and right hand side, including the angle gussets and the covering ply. Remove partially the fabric of the forward fuselage to inspect the four longerons at the fireproof bulkhead. Check for unglueing, ovality of the attachment lugs of the engine mounting frame and of the right and left hand undercarriage trunnions.	Repair by using ash members which are less sensitive to oil infiltration.
4 - Check for condition the front and rear seat attachments, the adjustment device for each seat, the condition of the bungee.	
5 - Check the condition of the luggage locker, the door and its lock, and the rear cross piece.	
6 - Open up the fabric to examine the rear of the fuselage, the stern post, the TP attachments and the rear landing gear. Drainage.	

7 - Check the profile stringers of the fuselage (breakages, lack of adhesion).

8 - Check the condition of bolted assemblies, hinges, fittings, (wear, security, locking, distortion) of doubtful bolt assemblies to be replaced.

9 - Check the condition of the windscreens, the hinges and locks of the side panels.

10 - The sliding side panels will be removed for detailed inspection of the runners, check the side panel controls and jettisoning system.

11 - Paint re-touching.

C - WING

Centre Section

1 - Take off the detachable panel on top surface.

2 - Remove the fuel tank if any signs of leaks, remove the dip stick.

3 - Check the condition of the padding of the cradle housing the tank.

4 - Check the condition of the centre section king posts, their attachments, the state of the rigging.

5 - Check the condition of the rigging eye ends.

6 - Check for security and condition the rear viewing mirror.

Wings

1 - Check the top and bottom wing attachment fittings, the condition of the fittings and the holding bolts, abnormal play. (distortion, cracks, corrosion).

2 - Check the four aileron mountings, the condition of the holding fittings and the cranks, (attachment), pulleys, bearings, hinges, (wear)

3 - Check the condition of aileron cables (broken strands, corrosion) the diameter of these cables must be 2.4

4 - Check the ribs for deformation and broken trailing ends of ribs.

5 - Check the drain holes for obstruction.

6 - Check the condition of the spars on the bottom wings, the condition of the cable at the bottom of the king posts, (compression, distortion, condition of fittings, chattering, fabric covering).

Re-conditioning if necessary. Opening of the fabric covering as is necessary)

7 - Check the condition of the edge tube on each wing, distortion, covering fabric.

8 - Check the inside of the wings by the apertures provided (with torch and mirror).
Condition of the structure protection fabric seams, stringing.

9 - Close all apertures open for inspection, sealing and paint re-touching.

D - TAIL UNIT

1 - Check the ribs for condition, distortion, breakage.

2 - Check the tail plane attachment fittings and the fin fittings to the fuselage.

3 - Check the attachment fittings on the structure, play in the actuating linkage bearings for the elevator, rudder, tab.

4 - Check the upper and lower rigging of the tailplane

5 - Paint re-touching.

E - FLYING CONTROLS

1 - Check for condition (deformation, corrosion, wear) of the sticks, rudder bars, pedal stirrups, elevator control, bearings, rollers, pullies, gussets, piano wire, turnbuckles, cables, return cranks, bell cranks and also other attachments.

2 - Check the tab control for proper operation.

3 - Check the protection boots at the base of the sticks.

F - UNDERCARRIAGE

1 - Inspect the undercarriage for general condition, cleanliness, absence of visual faults.

2 - Remove the wheels, the tyres and the tubes for inspection.
Remove the shock absorber legs for inspection of the rubber blocks.

Pressure 1.5 bar

3 - Check the rims for cracks by dye penetrant (ARDROX or MET EL CHEK)

4 - Check the brake drums (ovality)

5 - Check the condition of the bearings, condition of the bearing covers.

6 - Check for cracks the top fitting of each leg (dye penetrant)

7 - Check the tightness of the shock absorber plunger, take up play if necessary.

8 - Check for play at the upper and lower attachment of the two right hand and left hand bracing struts.

9 - Check the attachment of the tripod below the fuselage and fitting of a safety cable with turnbuckle to the two undercarriage tie rods — Recommended.

10 - Check the condition of the hinges, bushes between the fuselage/undercarriage connections.

11 - Check the hubs (ovality) and their attachment bolts to the shock absorber legs.

12 - Check the condition of the leather protections (leakproofness)

II - TAIL UNDERCARRIAGE

1 - Check the general condition of the shock absorber (for broken springs) ensure that the tube is not bent.

2 - Check the top and bottom attachment fittings to the stern post.

3 - Check the half rims, the bearings, the hinging protection covers.

4 - Check the condition of the tread.

G - BRAKES

1 - Check the general condition of the brake assembly, its fittings, its lockings, cable ends, correct run of controls to the brakes.

1 - Check the parking brake for correct operation.

H - INSTRUMENTS AND OTHER EQUIPMENT

1 - Remove for laboratory checks the flying and engine instruments, marking the segments in accordance with airworthiness fiche No.6

2 - Check the security of the Pitot tube on the strut.

3 - Check for good condition the anti-vibration instrument board mountings.

4 - Check all the durits (rubber glands (?)) on the ASI system. Check the system for leaks.

5 - Harness

Check the attachments to the structure.
Check the condition of the straps, check the operation of the harness buckles.
Check for compliance.

I - ELECTRICAL - RADIO (if applicable)

1 - Check the wiring to the fore and aft magneto switches, the contacts (wear, play, corrosion)

2 - Condition of the bonding tabs. General checks and earthing check.

III - FINISHING

1 - Re-assembling of all the parts dismantled.

2 - Checking the flying controls in the airframe with a tension meter in accordance with servicing card or maintenance manual for the aircraft. - With the appropriate tools and equipment by qualified staff known to be competent.

3 - Adjustment and checking of the flying control surface movements.

4 - General lubrication of the aircraft in accordance with the service card.

5 - Checking the various indication placards, the various references and symbols, and the condition of the paint and conventional colour. - To re-cap : concerns 2-4 page 4.

6 - Weighing, measurement, C of G.

7 - Adjustment of one or of both magnetic compasses.

8 - Preparing the compass deviation cards and fitting to the instrument panel of the cards, dated and signed.

9 - Check for any foreign bodies.

IV - FUNCTIONING TESTS

1 - Filling with oil and petrol

2 - Pressurising the pneumatic starting system.

3 - Ground run check.
Inspection of the engine.

After the ground run open the cowlings, check for oil, petrol or compressed air leaks.

V - FLYING TESTS

1 - In compliance with the Bureau Veritas Specialists after obtaining permit to fly.

2 - Prepare the flight test report.

3 - Carry out any adjustments reported by the pilot.

VI - BRING THE AIRCRAFT DOCUMENTS UP TO DATE