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Airworthiness Division

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9/97/CtAw/200

12 August 1987

CAA EMERGENCY AIRWORTHINESS DIRECTIVE 001-08-87
STAMPE SV4 SERIES AIRCRAFT
REDUCTION IN REPLACEMENT LIFE OF LOWER
MAINPLANE CENTRE SECTION TIE-RODS

APPLICABILITY

All Stampe SV4 Series Aircraft

BACKGROUND

A fatal accident involving structural failure in flight occurred to a Stampe on 2 August 1987. Investigation into the cause of this accident is proceeding but has not been completed. Preliminary investigations show that fatigue was present in the lower mainplane centre section tie-rods, both of which failed.

ASSOCIATED MATERIAL

The tie-rods are already the subject of CAA AD 0888 PRE 78 which requires their replacement by new tie-rods at intervals not exceeding 500 flying hours.

COMPLIANCE

The centre section tie-rods replacement life stated in CAA AD 0888 PRE 78 is reduced to 250 flying hours. Stampe aircraft which have flown in excess of 250 hours since the tie-rods were replaced must not be flown, other than a positioning flight to a place where the work to install new tie-rods is to be performed.

REQUIREMENT

On Stampe aircraft which have flown in excess of 250 hours, the lower mainplane centre section tie-rods shall be replaced by new tie-rods from an approved source.

Owners are requested to retain and identify the tie-rods which are removed under this AD, giving details of aircraft registration, location front/rear of the pair, hours flown, date when fitted and, where possible, the source of supply. It is requested that these rods should be sent to a CAA Area Office for possible further examination.

Depending upon the outcome of the investigation it is possible that some types of tie-rod may be cleared for further flight, in which case they will be returned to their respective owners.

Any queries regarding this AD should be referred to the General Aviation Section at the above address.

A handwritten signature in black ink, appearing to read 'H D Wyatt', written in a cursive style.

H D WYATT
Aircraft Maintenance and Approvals

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9/97/CtAw/200

J Hewett
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30 March 1988

**CAA EMERGENCY AIRWORTHINESS DIRECTIVE 011-03-88
STAMPE SV4 SERIES AIRCRAFT
REPLACEMENT LIFE OF LOWER
MAINPLANE CENTRE SECTION TIE-RODS**

APPLICABILITY

All Stampe SV4 Series Aircraft.

BACKGROUND

A fatal accident involving structural failure in flight occurred to a Stampe on 2 August 1987. Investigation has shown that of the two lower centre section steel tie-rods, one had failed in fatigue and the other had fatigued until the last 25% of the section failed in overload. The failures were through the cut threads. The tie-rods are already the subject of CAA AD 0888 PRE 78, which required their replacement at intervals not exceeding 500 flying hours, and CAA Emergency Airworthiness Directive 001-08-87, which reduced the life of all tie-rods to 250 flying hours. This Directive cancels and supersedes 001-08-87, and revises 0888 PRE 78 and the associated CAA letter DEF/044, 8 Sept 1972 para 4.2 and 5.

DESCRIPTION

Reduction in the replacement life of lower mainplane centre section tie-rods to the Modification WAR 210 issue 1 or issue 2 standard and re-instatement of 500 flying hours life for the Aerospatiale SV4A-S.1500.05 tie-rods.

COMPLIANCE

Stampe aircraft with tie-rods that have flown in excess of 100 hours must be inspected before further flight. Aircraft may be flown for a positioning flight to a place where the required inspection and, if necessary, replacement of the tie-rods, is to be performed.

REQUIREMENT

Stampe aircraft must be inspected to identify the type of tie-rods fitted. Replacement tie-rods must be fitted in accordance with (a) to (d) below:

(a) Tie-rods positively identified as being to the standard required by Aerospatiale Service Bulletin Stampe No 1: Part No SV4A-S.1500.05 with rolled 10 mm x 1.5 mm threads and equipped with nuts Part No SV4A-S.1500.06, and whose threads can be seen to be in good undamaged condition over the whole of their lengths, may remain in service for a total life of 500 flying hours.

(b) Tie-rods positively identified as being in compliance with:-

(i) Rollason Aircraft and Engines Ltd Modification WAR 210 issue 1 (3/8" BSF rolled threads)

(ii) Rollason Aircraft and Engines Ltd Modification WAR 210 issue 2 (10 mm x 1.5 mm cut threads)

may, if the threads can be seen to be in good undamaged condition over the whole of their lengths, remain in service for a total life of 100 flying hours.

(c) Tie-rods that cannot be identified positively as (a) or (b) above, or whose lives cannot be determined, must be replaced before further flight.

(d) Tie-rods must be installed and tightened in accordance with the instructions in Aerospatiale Service Bulletin Stampe No 1. If washers are used under the nuts, spring washers must not be used.

Any queries regarding this Directive should be referred to the Head of the UK Aircraft and General Aviation Sections at the above address.



R J TEW
Aircraft Maintenance and Approvals