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CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIVISION
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Our Ref: DEF/O44

8th September, 1972

Dear Sir

STAMPE SV 4 SERIES AIRCRAFT

Following an accident to an SV 4 aircraft which was attributed to fatigue failure of a tie-rod joining together the front fittings of the lower wings, Bureau Veritas issued Airworthiness Directive 70-35. This Directive, issued in March, 1970 prohibited aerobatic flying until such time as new tie-rods were fitted - a life of 500 hours was placed on the rods by Bureau Veritas.

Subsequently, in February, 1972, Bureau Veritas issued Airworthiness Directive 72-26 (amended in June, 1972 by AD 72-72) cancelling AD 70-35.

In view of the complexity of the new Bureau Veritas Directive the Civil Aviation Authority Airworthiness Division is issuing a CAA Additional Directive which embraces the requirements of the foregoing together with additional information, and is to be followed in respect of United Kingdom certificated aircraft.

Brief details of the Additional Directive will be published shortly in Volume III of the Civil Aviation Authority's Summary of Airworthiness Directives.

CAA ADDITIONAL DIRECTIVE - STAMPE SV4 SERIES AIRCRAFT

1. Attention of all owners and operators of the above type of aircraft is drawn to the following requirements which have to be complied with for United Kingdom certification and come into force immediately.

External Rigging

2. The aircraft must be rigged in accordance with the official rigging diagram contained in Aerospatiale Service Bulletin Number 1, dated 1st March 1971. The main plane, centre-section and tailplane bracing wires, must be tensioned in accordance with figures published in the

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above mentioned Bulletin, and the correct tension must be measured by an appropriate tensiometer. For further information and the use of the tensiometer, application should be made to either Personal Plane Services Limited of Wycombe Air Park or Rollason Aircraft and Engines Limited at Croydon Airport, Surrey.

Aerobatic Manoeuvres

3. The following aerobatic manoeuvres are permitted subject to certain conditions (see paragraph 4).
 - 3.1. Slow rolls (less than 15 seconds per revolution).
 - 3.2. Flick rolls .
 - 3.3. Stalled Turns .
 - 3.4. Loops.
 - 3.5. Half Loop and roll out.
 - 3.6. Spins.
 - 3.7. Normal stalls.
 - 3.8. Hammer Head stalls.

Conditions of Aerobatic Flight

4.
 - 4.1. The gross weight must not exceed 770 kg.
 - 4.2. Lower mainplane centre-section tie-rods to Aerospatiale Service Bulletin No. 1, Rollason Aircraft and Engines Limited Modification 210, or an approved equivalent must be fitted.
 - 4.3. A 'G' meter must be fitted.
 - 4.4. Manoeuvres must be limited to plus 6.0 and minus 3.0 'g'.

Centre-Section Tie-Rods

5. All lower mainplane centre-section tie-rods defined by sub-paragraph 4.2 above must be replaced by new ones on or before completion of every 500 hrs. flying.

Structure

6. The structure must be inspected in detail at each Certificate of Airworthiness renewal and a declaration made to this effect. (Aerospatiale Service Bulletin No. 1 dated 1st March, 1971 and Aerospatiale Major Inspection Schedule dated 2nd October, 1970 refer).

Special notice should be taken of the requirements of Civil Aviation Authority Notice No. 20 Issue 3.

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