

BUREAU VERITAS

AIRWORTHINESS DIRECTIVE

Date: 20.5.1975

Reference: 75-90

ALL TYPES OF STAMPE AIRCRAFT
INSPECTION OF WING FITTINGS

1. Following the failure of a wing bracing wire attachment fitting SGAC issued a Notam dated 25 April 1975 prescribing a dye penetrant test for all wing bracing wire fittings before further flight.

As the inspection of the fittings requires dismantling the wings, inspection of the wing bracing wires is also required.

Comments The following paragraphs which define the work to be carried out include certain items of the Aerospatiale major inspection programme approved by SGAC on 2.10.70.

It is suggested that during this work the few wing items of this programme which are not covered by this Directive should be inspected. The whole work will in this case be considered as a major wing inspection.

2. Fittings to be Inspected after Removal

- 2.1 Ten bracing wire attachment fittings are to be removed for inspection. They are identified by the constructor's part number, the figure number taken from the illustrated parts list issued by the Equipment Branch of the Air Force in September 1968 and by their location on the aeroplane.

Figure Ref.	Constructor's No.	Description
36	42 068	<u>Upper attachment of the Forward Wing Strut</u> Bracket for the forward port flying wire
36	42 069	Bracket for the forward starboard flying wire
		<u>Lower attachment of the Forward Wing Strut</u> Bracket for the inverted flight and landing wire
33	42 092	port
33	42 093	starboard
30	42 070	<u>Upper attachment of the rear wing strut</u> Bracket for the port rear flying wire
30	42 071	Bracket for the starboard flying wire
		<u>Upper attachment of the forward cabane strut</u>
49	42 102	Port Bracket
49	42 103	Starboard Bracket
		<u>Upper attachment of the rear cabane strut</u>
28	42 105	Port Bracket
28	42 104	Starboard Bracket

2.2 After cleaning the above fittings:

(a) Visual inspection

The following must be replaced before the next flight:

- fittings with hammer marks produced during forming operations
- fittings with holes for the attachment bolts or for bracing wire attachment bolts which have an ovality or local damage greater than 0.3 mm
- fittings which have a bend radius less than 2.0 mm (inside bend)
- fittings with inspection stamp marks along the bend.

(b) Crack Detection

On fittings found to be sound as a result of the preceding visual inspection, potential cracks must be detected by a dye penetrant test or any other non-destructive method.

All cracked fittings must be replaced before next flight.

3. Fittings to be inspected without removal

All other wing and cabane bracing wire fittings and the wing and cabane to fuselage attachment fittings shall be visually inspected where they are external to the structure, after cleaning, in accordance with the procedures and criteria defined in 2.2(a).

4. Inspection of the wing bracing wires

The bracing wires shall be cleaned for visual inspection in order to detect accidental kinks, tool marks or significant corrosion.

The identification ring must be removed for inspecting the bracing wire since corrosion damages this area in particular.

Bracing wires showing any of the preceding defects must be replaced before flight.

5. Spare Parts

Fittings which are to replace rejected parts, including those mentioned in para 3, shall be inspected before they are fitted according to the methods defined in 2.2(a) and (b).

The spare bracing wires must be inspected in accordance with para 4.

6. Return to flight condition

All the work: removal, inspections, refitting, final adjustment, must form the subject of a detailed report by the work supervisor. If the dye penetrant tests or other non destructive tests have been sub-contracted the sub-contractor shall provide a report on the work.

On receipt of these reports and after inspection of the aircraft the Bureau Veritas surveyor will be able to release the aircraft for flight.

7. Ferry flights in order to carry out this work

An aircraft can as an exception be put into flight conditions for a ferry flight to a workshop at which the work set out in this Airworthiness Directive is to be carried out.

Required Conditions

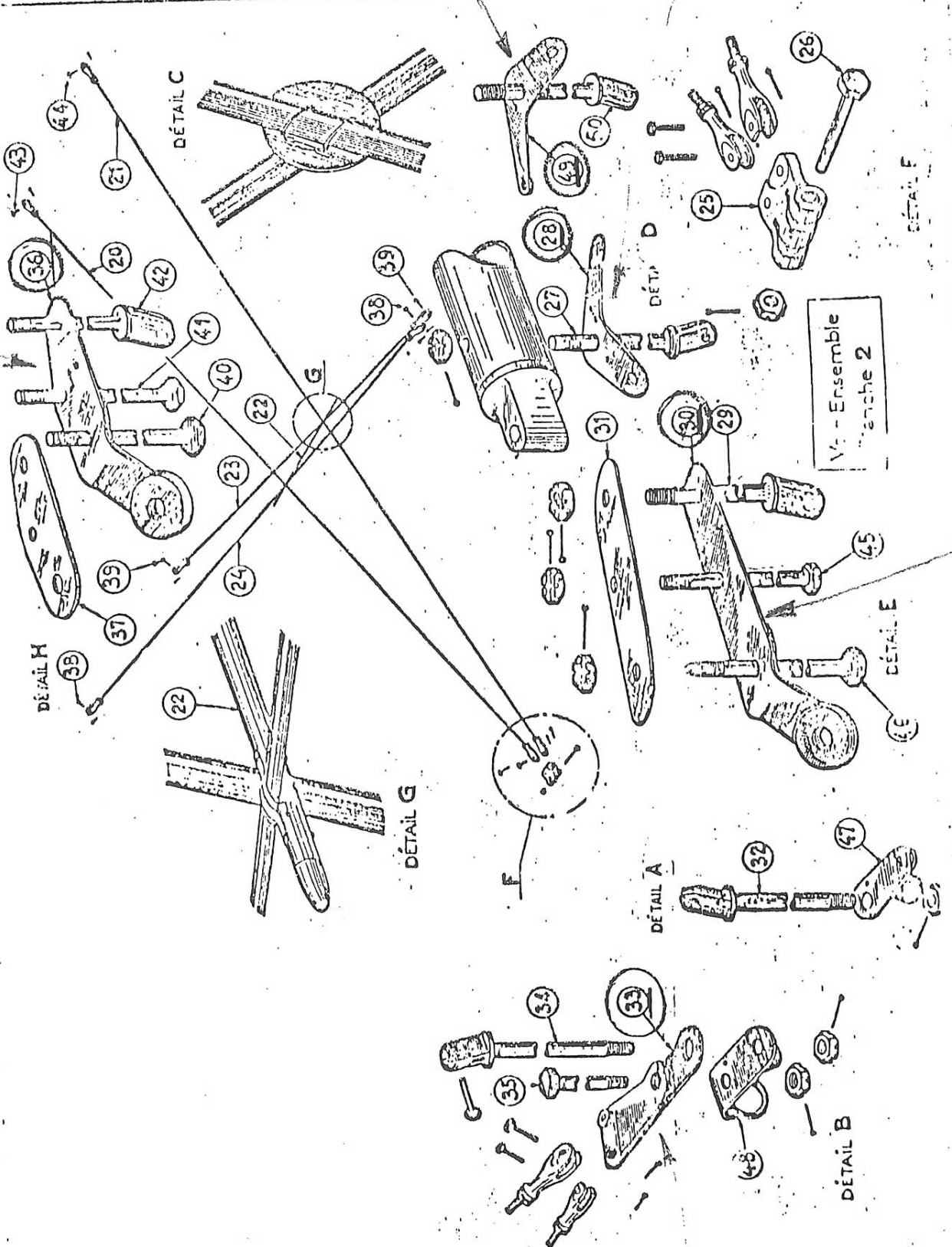
- (a) A written request from the owner for a ferry flight from place X to enable workshop Y to carry out the work required by this Directive. A report by the technical supervisor must be attached to this request to certify that a careful visual inspection of all the visible parts of the fittings mentioned in this Directive have not shown any anomaly.
- (b) The aircraft should be in flight condition for the ferry flight if the SGAC Notam has not suspended the flights.
- (c) Pilot only on board and ferry flight at economical cruising speed in calm weather conditions.

EFFECTIVE DATE: 27 May 1975

BEFORE NEXT FLIGHT

Annexe III

HAUBANNAGE (détails)



APPENDIX 1
 STALPE SV-4
 RIGGING WIRES

APPENDIX 1

FRENCH

SV-4C

WIRE	DIA MM	PART NO.	WIRE TENSION IN KG			
			MIN	MAX	VARIATION	MEAN
A	6	48320	314	425	111	370
B	7	48321	470	645	175	558
C	6	48300	323	437	114	380
D	7	48301	272	368	96	320
E	11	48312	237	312	75	275
F	9	48313	170	230	60	200
G	6	48314	229	310	81	270
H	8	48315	223	287	64	255
J	7	48316	308	412	104	360
K	6	48317	99	125	26	112
L	6	48322	85	115	30	100
M	6	48323	144	196	52	170

BELGIUM

SV-4B

MEAN \pm 15%

WIRE	DIA MM	PART NO.	WIRE TENSION IN KG			
			MIN	MAX	VARIATION	MEAN
A	6	48320	314	425	111	370
B	7	48321	476	644	168	560
C	6	48300	323	437	114	380
D	7	48301	272	368	96	320
E	11	48312	238	322	84	280
F	9	48313	170	230	60	200
G	6	48314	229	310	81	270
H	8	48315	213	288	75	250
J	7	48316	306	414	108	360
K	6	48317	95	129	34	112
L	6	48322	85	115	30	100
M	6	48323	144	196	51	170

SEE APPENDIX 1

WIRE LEGEND

CABIN

A	LONG	LATERAL	CABIN *	WIRE
B	SHORT	LATERAL	CABIN *	WIRE
C	FRONT	CABIN	WIRE	
D	REAR	CABIN	WIRE	

WINGS

E	FRONT	FLYING	WIRE
F	REAR	FLYING	WIRE
G	FRONT	LANDING	WIRE
H	REAR	LANDING	WIRE
J	LONG	INCIDENCE	WIRE
K	SHORT	INCIDENCE	WIRE

TAILPLANE

L	TAILPLANE	UPPER
M	TAILPLANE	LOWER

* Cabin = Cabine = Centre Section