

SIC WLEY BRIDGE

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Civil Aviation Authority

Airworthiness Division

Brabazon House  
Redhill Surrey RH1 1SQ  
Telephone Redhill 65966  
Telex 27100 Telegrams & Cables Bordair Redhill



your ref:

our ref: AW/037

date: 12 May 1975

Dear Sir

STAMPE AIRCRAFT - WING BRACING WIRE FITTING INSPECTION

Further to the Civil Aviation Authority's cable dated 25 April 1975, the information given below is to clarify the position with regard to the fittings to be inspected and the inspection requirements.

The fittings which are to be inspected are the French fork-end fittings with a hemispherical end, formed from steel sheet, which are attached to the screwed ends of all mainplane bracing and rigging wires (wings and cabane). The fittings may be inspected in situ by removing all paint and applying dye penetrant to all external surfaces, paying particular attention to the area of the hemispherical end through which the bracing wire passes. Any fittings found to be cracked must be replaced by A.G.S. type fork end fittings with the appropriate metric threads, or by new fittings which will be available from Aerospatiale in approximately one months time. Re-protect all fittings after inspection.

Yours faithfully

M L J Marsh  
for the Civil Aviation Authority

- cc
- Mr E Smith
- Mr J Chaplin
- Mr L Whicher
- Mr D Milestone
- All UK Area Offices

M. P. 075

COPIES OF LETTER SENT TO ALL UK REGISTERED OWNERS OF STAMPE SV4 SERIES AIRCRAFT  
PLUS CAA AIRWORTHINESS DIVISION AREA OFFICES IN THE UNITED KINGDOM

**Civil Aviation Authority WEYBRIDGE OFFICE**

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Airworthiness Division

Brabazon House  
Redhill Surrey RH1 1SQ  
Telephone 0737 65966  
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cc  
Mr E Smith  
Mr J Chaplin  
Mr L Whicher  
Mr A Standley  
Mr T Tonkin  
Mr K Dampsey - Dept of Transport - Dublin

your ref:

our ref: 9/64/AW 037

date: 5 June 1975

Dear Sir

STAMPE SV4 AIRCRAFT - WING BRACING WIRE ATTACHMENT  
BRACKET INSPECTION

Further to our letter dated 12 May 1975, we attach a copy of Bureau Veritas Airworthiness Directive No 75-90 which requires an inspection of the wing bracing wire attachment brackets in addition to the bracing wire fork end fittings.

These brackets, which are required to be removed from the aircraft for inspection, are illustrated on the attached copy of Figure III, Bracing Wire Assembly (Details), taken from the Stampe SV4 Parts Catalogue.

In lieu of the requirements of Paragraph 6 of the Airworthiness Directive, the CAA requires that the work shall be certified by an appropriately licensed engineer, i.e. an engineer whose licence covers this type of aircraft in particular, or whose licence is endorsed "Paragraph 5.1.1 of Airworthiness Notice No. 10", or by an organisation approved by the CAA to undertake this type of work. The aircraft may be ferried, if necessary, to a suitable location for carrying out the inspection, provided that the limitations stated in our cable dated 16th May 1975, i.e. abrupt manoeuvres to be avoided, are observed.

All ferry flights must be completed by 14 June 1975 and further flight, of any nature, after this date is prohibited until this inspection is completed and certified.

An acknowledgement of this letter would be appreciated, and for this purpose a slip is provided below.

Yours faithfully

M L J MARSH  
for the Civil Aviation Authority

(6 JUN 1975)

RECEIPT IS ACKNOWLEDGED OF THE CAA'S LETTER REF 9/64/AW 037 DATED 5 JUNE 1975

SIGNED.....

DATE.....

# Civil Aviation Authority

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Airworthiness Division

Brabazon House  
Redhill Surrey RH1 1SQ  
Telephone 0737 65966  
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Mr D Bianchi  
Personal Plane Services  
Wycombe Air Park  
Booker  
Marlow  
Bucks

your ref:

our ref: 9/30/IEC

date: 24 June 1975

cc: Mr D Brister, Inspection Control Ltd  
Mr M Leighton, CAA, Knowles House  
Mr M L J Marsh, CAA, Brabazon House  
Mr W G Murray, CAA, Weybridge

Dear Mr Bianchi

STAMPE SY4 AIRCRAFT  
BUREAU VERITAS AIRWORTHINESS DIRECTIVE NO. 75-90

With reference to the recent discussions at Booker regarding the possibility of using a combined X-Ray/Eddy Current technique for inspection of fittings without removal from the aircraft, I think you will agree that full compliance cannot really be achieved without removing some fittings. The 'INCON' programme outlined in their Technique No.A-62-V as raised to Issue B in accordance with the discussion, does provide an acceptable method of 'in-situ' checking until full compliance with Part 2 of the Airworthiness Directive can be accomplished. In view of this, the following is agreed as providing a short term alternative to Part 2 of the Airworthiness Directive:-

1. Before further flight inspect the fittings listed in Part 2 of Bureau Veritas Airworthiness Directive No. 75-90, in-situ, as detailed in INCON Technique No. A-62-V, Issue B.
2. Repeat the above check on fittings:

42102	42104
42103	42105

at every 100 flying hours until the next check 4 or Annual C of A check, whichever applicable.

This is agreed on the condition that, at the next check 4 or Annual C of A, whichever applicable, the fittings are removed and full compliance with Part 2 of AD.75-90 is accomplished.

..../continued

*Change*  
**Internal Memo**

*Wendy*  
**CAA**

To: All CAA Airworthiness Division Area Offices  
in the United Kingdom

9/30/LEC

From: Eric H Smith

21 July 1975

*[Handwritten signature]*  
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STAMPE SV4 AIRCRAFT  
BUREAU VERITAS AIRWORTHINESS DIRECTIVE NO. 75-90

As you are aware the CAA made the above AD mandatory and CAA letter, Ref: 9/64/AW037 dated 5th June 1975 gave related instructions and circulated the AD.

Some organisations have encountered problems in complying with Part 2 of AD 75-90 and one such organisation, Personal Plane Services Ltd, engaged the services of an N.D.T. specialist company to evolve a technique for checking the plate fittings listed in Part 2 of the AD without removal from the aircraft. A technique using X-Ray/Eddy Current was proposed by Inspection Control Limited of Bletchley, identified as 'INCON' technique No. A-62-V Issue B and this has been agreed by CAA as providing an acceptable method of 'in-situ' checking until full compliance with Part 2 of the Airworthiness Directive can be accomplished. As a short term measure the following procedure is therefore agreed:

1. Before further flight inspect the fittings listed in Part 2 of Bureau Veritas Airworthiness Directive No. 75-90, in situ, as detailed in INCON Technique No. A-62-V Issue B.
2. Repeat the above check on fittings:

42102	42104
42103	42105

at every 100 flying hours until the next Check 4 or Annual C of A check, whichever applicable.

This is agreed on the condition that at the next Check 4 or Annual C of A check, whichever applicable, the fittings are removed and full compliance with Part 2 of AD.75-90 is accomplished. As you will appreciate, this does not eliminate the necessity for compliance with the remainder of this Airworthiness Directive.

This is of course only one possible technique and other organisations may wish to propose alternative methods of 'in-situ' checking, which if they wish to so do, must be considered by CAA.

*Eric H Smith*  
ERIC H SMITH

23 JUL 1975