

STAMPE ET RENARD AND AEROSPATIALE STAMPE SV4 SERIES AIRCRAFT

This entry covers Stampe aircraft manufactured by AIA Alger, AIA de Maison-Blanche, AIA No. 1, Societe Stampe et Renard, Societe Aeronautique Normande and Societe Nationale de Constructions Aeronautiques du Nord (SNCAN).

PART 1 – DIRECTION GENERALE DE L'AVIATION CIVILE MANDATORY MODIFICATIONS

<i>DGAC Mod. No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
P-1267 SPA No 22 7.8.46	<i>Rudder bar pedals:</i> Strengthening of the pedals by addition of steel sleeves to the pedal stem rods.	The modifications set out in this list must be complied with prior to the issue of a UK Certificate of Airworthiness.
P-1268 FT SALS No 2 SPA No 18 7.8.46	<i>Throttle Control:</i> Replacement of Brazed pins by split collar type.	
P-1269 FT SALS No 3 13.8.48	<i>Oil tank venting:</i> Addition of a flap to the oil tank. Tank vent connected to the engine pump housing by flexible hose (Diam 12 instead of 8). Addition of a valve calibrated at 200 grammes in the oil filler cap.	
P-1270 SPA No 23 7.8.46	<i>Aileron clevis pins:</i> Changing the clevis split longer pins with a washer behind the split pins.	
P-1272 SPA No 52 26.7.46	Replacement of clevis pins of all flying controls with washer behind split pins.	

DGAC Mod. No.	Description	Applicability – Compliance – Requirement
P-1274 SPA No 93 22.11.46	<i>Fuel tank:</i> Improvement in manufacture. The internal baffles originally riveted are now resistance welded and are of aluminium 1 mm thick instead of L2R 6 mm thick. Drawing S783.	
P-1286 SPA No 93 22.11.46	<i>Strengthening the front rudder bar:</i> Strengthening the front rudder bar assembly by welding reinforcing upper and lower plates on the central part.	
P-1287 SPA No 61 17.9.46	<i>Incorporation of gussets on the port side of the fuselage:</i> Fitting of strengthening gussets on the port side of fuselage to avoid distortion of the ply side panel when operating the trimmer control, thereby avoiding stiffening of the control.	
P-1288 FT No 5 SALS 13.8.48 SPA No 94 22.11.46	<i>Tachometer flexible drives through fire-proof bulkhead:</i> Fitting of a strengthening ply gusset with an 8 mm dural plate. Hole for the flex.drives angled at 38° from vertical (incorporated in production from No. 314).	
P-1290 SPA 92 22.11.46	<i>Upper skin of the wing centre section:</i> Replacement of the fabric by a removable plate facilitating access to the fuel tank.	
P-1299 SPA No 95 2.12.46	Manufacture of two additional inspection doors between joints R and M of the fuselage (between the rear seat and the stern post) to facilitate access to this part of the fuselage (applied at the factory from 420e and onwards).	
P-1314 SPA No 167 6.2.47	<i>Chamfered reinforcing strips on the frame behind the rear seat:</i> Addition of strips on the lower cross member of frame IV (H) to prevent the elevator cable tensioners catching on the said cross member when they are slack.	

DGAC Mod. No.	Description	Applicability – Compliance – Requirement
P-1327 SPA No 363 23.7.47	<i>Tank baffels of the SNCAN type:</i> Manufacture of tanks, fitting of baffels by riveting with sealing compound and rivet backing strip. (Pressings 16/10, baffels 10/10.) Drawing S908, old: S783.	
P-1337 SPA No 481 6.12.47	<i>4 Straps on Fuel Tank:</i> Addition of 2 straps for fixing fuel tanks with riveted walls. Also addition of a plywood panel to the bottom to protect the fabric of the lower side of the centre section of the wing.	
P-1338 SPA No 605 12.3.48	<i>Modification of the rear ends of the ribs of wings and ailerons:</i> Reinforcement of the junction between the rear ends of the ribs and trailing edge by 2 spruce wedges and a plywood gusset 18/10 thick.	
P-1345 SPA No 435 7.11.47	<i>End Fitting of compression leg:</i> Strengthening of the attachment fitting at the upper end of the U/C compression leg. (Addition of a 20/10 steel reinforcing strip and replacement of the four rivets of 3 mm diam. by rivets of 4 mm).	
P-1356 SPA No 690 17.4.48	<i>Oil System 4 PO 5:</i> Connection of the vent of the feed tank of the oil radiator to the forward part of the engine crank casing (modification resulting from that applied to the 4 PO 5 engine) drawing S1003 A-S 1007-S10 A old A1003-S.10.	
P-1379 SMPA No 1122 18.5.49	<i>Slackness of U/C leg fitting:</i> Taking up of play in the top leg fitting by new pins and bushes as per repair scheme.	

<i>DGAC Mod. No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
P-1491 SMPA 4.2.53	<i>Reinforcement of tail plane, wings and fuselage:</i> (1) <i>Wings:</i> Reinforcement of ribs under footplate of lower wing. D reinforcement at wing tips by plywood gusset. (2) <i>Tail Plane:</i> Addition of an additional fixing plate. (3) <i>Fuselage:</i> Mounting of reinforcing strips on the forward supporting structure of the tail plane.	
P-1495 CCMAA No 2 8.2.54	Fixing of the removable front control column by passing a spindle through the end of the column fastened by a special rapid-release. (Compulsory modification on aircraft provided with a removable control column).	
No 65 SALS/MTI SGACC FT No 6 24.8.48	<i>Petrol Cock Control:</i> Fitting a locking device to prevent inadvertent closing of the petrol cock.	
Maker's Instructions 8.2.59	Employment of 2.4 mm (3/32") cables according to standard MIL-C-1511 with 7 strands each of 7 wire (draft standard BNAC L 36-115).	

PART 1 continued – DIRECTION GENERALE DE L'AVIATION CIVILE MANDATORY INSPECTIONS

<i>DGAC Inspection</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
SALS/MTI No 56 SGACC No 2120 Tech SMAA of 24.10.46	<i>Bottom attachment fitting of engine bearer:</i> The centre screw in the engine bearer bottom attachment fitting may when screwed home butt against the end of the thread or the bottom of the blind hole without being properly tightened. If slackness is noted fit a flat washer between head of screw and face of fitting.	The inspections set out in this list must be complied with in accordance with the subject technical information or otherwise as stated.

<i>DGAC Mod. No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
FT No 1/SALS FT No 1 bis 13.11.47	During maintenance operation, check the control tensioners. Check their locking.	
FT No 7 SALS 13.11.48	Check the dip tube in the fuel tank. Change the armoured Superflexite hose for an HB rubber hose.	
SALS/MTI No 96 SGACC 8.12.48 FT no 8	<i>Fuel Cut-Off Valve:</i> Check the wire locking to prevent the engine cut-off valve (between the 2 AM pump) closing down under vibrations.	
FT No 9 SALS 7.3.49	Check wear of the aileron control cables at pulleys on the lower wings.	
SALS/MTI No 116 SGACC 29.3.49 FT No 10	<i>Fuel Tank:</i> The sealing compound of the tank can disintegrate and can cause an obstruction in the fuel pipe and filters. Check the latter at 20 flying hours.	
SALS/MTI No 160 SGACC 13.12.49 FT No 14	<i>Landing gear:</i> Distortion of the cross rigging after heavy landings due to poor maintenance of the compression legs. Check the rigging of the main landing gear.	

Part 1 continued – DIRECTION GENERALE DE L'AVIATION CIVILE AIRWORTHINESS DIRECTIVES

<i>DGAC AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
72-026 R1	Conditions for maintaining Stampe aircraft in airworthiness condition.	<p>Applicable to all Stampe SV4 aircraft.</p> <p>(1) <i>TIE RODS</i>: Prior to 1 June 1972 (unless already carried out in accordance with AD 70-35), the tie rods of the bottom wing attachment fittings are to be replaced by new tie rods conforming to the design laid down by SN1A. (Drawing No 1501 Amend B and 1052 Amend A).</p> <p>(2) <i>MAINTENANCE</i>: Apply the approved maintenance programme.</p> <p>(3) <i>STUNT FLYING</i>: Aerobatic flying may be resumed under the following conditions.</p> <p>(a) Max. authorised weight 770 kg. Each pilot's position shall be equipped with a placard clearly visible to every occupant stating in characters of at least 5 mm high: STUNT FLYING AT 770 KGS MAX</p> <p>(b) The tie rods will have been changed in accordance with item (1) above.</p> <p>(c) Maintenance will have been carried out in accordance with item (2) above.</p> <p>(4) <i>NORMAL USE</i>: (other than aerobatic flying); after fitting the new design tie rods the maximum authorised take-off weight, landing weight and non-aerobatic weight is increased to 825 kg.</p>
72-28	<i>Fire Protection</i> – General Maintenance and installation of two fuel shut-off cock aft the fireproof bulkhead.	Applicable to Stampe SV4 and variants. Should have been complied with by 1 May 1972. Rollason Aircraft and Engines Ltd Modification No WAR 223 is an acceptable alternative.

<i>DGAC AD. No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
72-72	Conditions for maintaining Stampe aircraft in airworthiness condition.	The limiting date given in paragraphs 1 and 3(d) of Airworthiness Directive 72-26 is amended to read 1 January 1973.
75-90	Wing bracing wire attachment bracket and fork end fittings – Inspection.	Applicable to all Stampe SV4 series aircraft. In lieu of the requirements of paragraph 6 of the DGAC 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 of Airworthiness Notice No. 10', or by an organisation approved by the CAA to undertake this type of work.
88-055	<i>Rear bracket</i> – Fitting of wing central unit.	Applicable to Stampe SV4A, SV4A1, SV4B, SV4C, SV4C1 and SV4L150. Compliance required as detailed in AD. Aerospatiale Stampe Service Bulletin No 4 also refers.

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	Description	Applicability – Compliance – Requirement
0888 PRE 78		Cancelled by the CAA on 3 June 2004
011-03-88 Rev 1	Replacement life of lower mainplane centre section tie-rods.	<p>Applicable to all Stampe SV4 Series aircraft. Compliance is required before further flight for aircraft with tie-rods that have flown in excess of 100 hours. Aircraft may be flown for a positioning flight to a place where the inspection and, if necessary, replacement of the tie-rods required by this Directive is to be performed. INSPECT the aircraft to identify the type of tie-rods fitted. Replacement tie-rods must be fitted in accordance with (a) to (d) below:</p> <p>(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. Tie-rods manufactured to Aerospatiale/Stampe drawings by Bruntons Aero Products come into this category.</p> <p style="text-align: right;"><i>(continued overleaf)</i></p>

CAA AD. No. Description

011-03-88 (continued)
Rev 1

Applicability – Compliance – Requirement

- (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.

The following AADs were cancelled by the CAA on 28 September 2003.

018-07-83
002-12-92 Rev 1

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