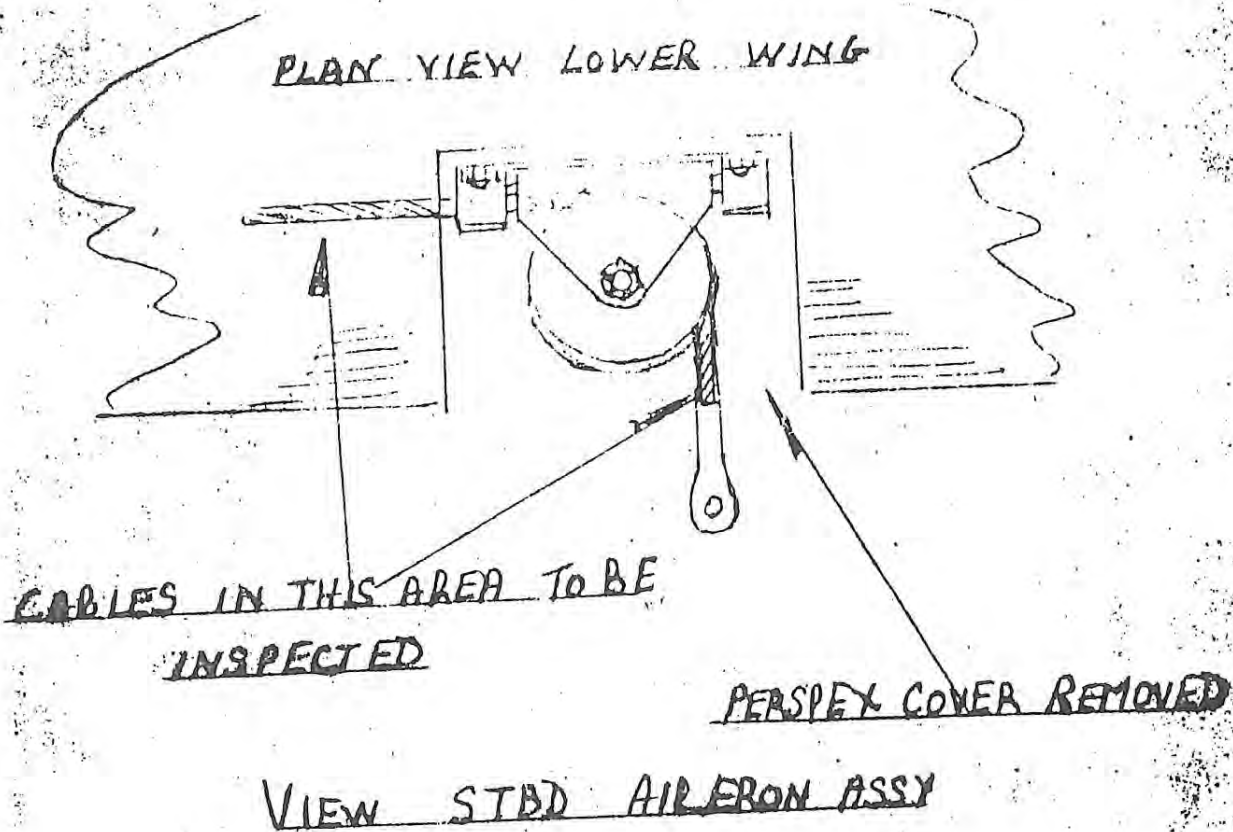


Every 100 hours it is essential to slip the aileron cables at the outer pulleys and inspect for fraying. It is necessary to unwind the cables in the area where they pass over the pulleys as fraying takes place in the inner strands. The pulleys must articulate freely and must be free of grooving.

Cables should be 3/32" dia. to Spec MIL-C-1511 of 7 x 7 construction. Care must be taken not to over tension these cables or the aileron connecting wires.

FT N^o 9 / SALS refer

Cable
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Cable



LIFT OUT CABLE AND UNWIND TO INSPECT INSIDE

PERSONAL PLANE SERVICES LTD

WYCOMBE AIR PARK

Service Bulletin No. 2

Stampe SV4C Aircraft

Owners are reminded that Stampe SV4C aircraft fitted with Renault 4PE1, 4PO1 and 4PO3 engines do not have inverted oil systems. When flying inverted oil pressure will drop after between 30 and 90 seconds. Repeated inverted flying with no or low pressure will result in bearing failure and metal will be found in the pressure filter. Small amounts of metal may be removed, the filter cleaned and if no more metal is found after a ground run, the engine may be returned to service.

It will be appreciated that there is a limit to the times this operation can be carried out and also the amount of metal that can be accepted and a record of filter condition should be entered in the log book.

It is recommended that if inverted flight is frequently carried out, that filters are cleaned every five hours. A slight fall in oil pressure will indicate that bearing failure may be taking place and this together with metal in the filter indicates the necessity for removal of the engine from service.

Metal in the filter with a very large drop or complete loss of pressure can indicate bearing failure or the oil pressure relief valve stuck open by a piece of metal.

It is essential to avoid the foregoing troubles by not keeping inverted after the oil pressure drops off. Minimum acceptable pressure at 2400 RPM is $2\text{KG}/\text{CM}^2$ (2 hpz). Normal pressure is around $3\text{KG}/\text{CM}^2$ (3 hpz).

PERSONAL PLANE SERVICES LTD.

WYCOMBE AIR PARK

SERVICE BULLETIN NO. 3.

STAMPE SV4 AIRCRAFT.

1. Numerous cases of distorted rudder bar pedal assemblies have been found, and in some cases this has caused jamming of the rudder control.

Daily inspections of the rudder pedal carriers part no. 42-081 and 42-080 should be made to ensure they are not distorted and that there is plenty of clearance between the outer end of the pedal and the cockpit side. Check that the parallel links part no. 42-150 are not bent and that the rudder pedal carriers are parallel.

Inspection of these assemblies can be made easier if they are painted white.

2. The rear rudder pivot bolt is locked by stainless steel locking wire, which is not very satisfactory. This locking should be augmented by further locking with a lock washer round the head of the bolt and secured to the rudder bar with pop rivet.