

CONTINUED AIRWORTHINESS COMPLIANCE STATUS REPORT

Stampe SV4 SERIES

Aircraft: Reg s/n

Engine Propeller

Date of Status Check

(For recurring items state date/hours of last compliance and date/hours next due)

ADs - See CAP 474 Foreign Airworthiness Directives Vol III for full details

Airframe

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
P-1267 7.8.46	SPA #22	Rudder bar pedals – Strengthening of the pedals by addition of steel sleeves to the pedal stem rods	All prior to CofA/Permit issue	
P-1268 FT SALS No 2 7.8.46	SPA #18	Throttle control: replacement of brazed pins by split collar type	Ditto	
P-1269 FT SALS No 3 13.8.48	Intentionally blank	Oil tank venting: 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 grams in the oil filler cap.	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
P-1270 7.8.46	SPA #23	Aileron clevis pins. Changing the clevis pins for longer pins with a washer behind the split pins	Ditto	
P-1272 26.7.46	SPA #52	Replacement of clevis pins of all flying controls with longer pins with washer behind split pins	Ditto	
P-1274 22.11.46	SPA #93	Fuel tank: 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.	Ditto	
P-1286 22.11.46	SPA #93	Stengthening the front rudder bar: Strengthening the front rudder bar assembly by welding reinforcing upper and lower plates on the central part.	Ditto	
P-1287 17.9.46	SPA #61	Incorporation of gussets on the port side of the fuselage: Fitting of strengthening gussets on the port side of the fuselage to avoid distortion of the ply side panel when operating the trimmer control, thereby avoiding stiffening of the control.	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
P-1288 FT SALS No 5 13.8.48	SPA #94 22.11.46	Tachometer flexible drives through fire-proof bulkhead: 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).	Ditto	
P-1290 22.11.46	SPA #92	Upper skin of the wing centre section: Replacement of the fabric by a removable plate facilitating access to the fuel tank.	Ditto	
P-1299 2.12.46	SPA #95	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).	Ditto	
P-1314 6.2.47	SPA #167	Chamfered reinforcing strips on the frame behind the rear seat: 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.	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
P-1327 23.7.47	SPA #363	Tank baffles of the SCNAN type: Manufacture of tanks, fitting of baffles by riveting with sealing compound and rivet backing strip. (Pressings 16/10, baffles 10/10.) Drawing S908, old: S783.	Ditto	
P-1337 6.12.47	SPA #481	4 Straps on Fuel Tank: Addition of 2 straps for fixing fuel tanks with riveted walls. Also addition of a plywood panel to the bottom to protect the lower side of the centre section of the wing.	Ditto	
P-1338 12.3.48	SPA #605	Modification of the rear ends of the ribs and ailerons: Reinforcement of the junction between the rear ends and trailing edge by 2 spruce wedges and a plywood gusset 18/10 thick.	Ditto	
P-1345 7.11.47	SPA #435	End fitting of compression leg: 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 3mm diam. by rivets of 4 mm).	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
P-1356 17.4.48	SPA #690	Oil system 4 PO 5: 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 PO5 engine) drawing S1003 A-S 1007-S10 A old A1003-S.10.	Ditto	
P-1379 18.5.49	SMPA #1122	Slackness of U/C leg fitting: Taking up of play in the top leg fitting by new pins and bushes as per repair scheme	Ditto	
P-1491 4.2.53	SMPA	Reinforcement of tail plane, wings and fuselage: 1) Wings: Reinforcement of ribs under footplate of lower wing. D reinforcement at wing tips by plywood gusset. 2) Tail plane: Addition of an additional fixing plate. 3) Fuselage: Mounting of reinforcing strips on the forward supporting structure of the tail plane.	Ditto	
P-1495 8.2.54	CCMAA #2	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).	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
No 65 FT No 6 24.4.48	SALS/MTI SGACC	Petrol Cock Control: Fitting a locking device to prevent inadvertent closing of the petrol cock.	Ditto	
Maker's Instructions 8.2.59	Intentionally blank	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).	Ditto	
SGACC No 2120 Tech SMAA of 24.10.46	SALS/MTI No 56	Bottom attachment fitting of engine bearer: 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 behind 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.	
FT SALS No 1 13.11.47	FT No 1 bis	During maintenance operation, check the control tensioners. Check their locking.	Ditto	
FT SALS No 7 13.11.48		Check the dip tube in the fuel tank. Change the armoured Superflexite hose for an HB rubber hose.	Ditto	
SALS/MTI No 96 8.12.48	SGACC FT No8	Fuel Cut-Off Valve: Check the wire locking to prevent the engine cut-off valve (between the 2 AM pump) closing down under vibrations.	Ditto	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
FT SALS No 9 7.3.49		Check wear of the aileron control cables at pulleys on the lower wings.	Ditto	
SALS/MTI No 116 SGACC 29.3.49 FT No 10		Fuel tank: 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.	Ditto	
SALS/MTI No 160 SGACC 13.12.49 FT No 14		Landing gear: Distortion of the cross rigging after heavy landings due to poor maintenance of the compression legs. Check the rigging of the main landing gear.	Ditto	
72-026 R1		Conditions for maintaining Stampe aircraft in airworthiness condition.	Applicable to all Stampe SV4 aircraft (see appendix A).	
72-28		Fire Protection – General Maintenance and installation of fuel shut-off cock aft the fireproof bulkhead.	Applicable to Stampe S4 and variants. Should have been complied with by 1 May 1972. Rollason Aircraft and Engines Ltd Modification No WAR 223 is an acceptable alternative.	
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 Stampes SV4 series aircraft (see appendix B).	

DGAC Mod No	Ref/ Mod No	Description	Applicability/Requirement	Compliance statement
88-055		Rear bracket – 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.	
0888 PRE 78			Cancelled by the CAA on 3 June 2004.	
001-08-87		Reduction in replacement life of lower mainplane centre section tie-rods.	Cancelled and superseded by AD 011-03-88.	
011-03-88 Rev 1		Replacement life of lower mainplane centre section tie-rods.	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 (see appendix C).	
002-12-92		Inspection of the lift wire attachment brackets.	Applicable to all Stampe SV4 series aircraft (see appendix D).	

Engine

Renault

CAA AD No-	Ref/Mod No	Description	Applicability/Requirement	Compliance statement
(nil known)				

Gipsy Major 1 Series and 10 Mk 1

1768 Pre 80	424 2495 2690 TNS G15	Modified crankshaft. Crankshaft bearing locating sleeve. Sulphenuz treatment of crankshaft	Compliance in accordance with TNS G No 8 (Major I) and TNS GM 10 No 11 (Major 10 Mark 1)	
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Gypsy Major Engine Inspections

1772 Pre 80	TNS G No 8, GM 10 No 11	Crankshaft. Inspection of front end for cracks	Major 1 Series and Major 10 Mark II. Every 200 hours in accordance with TNS	
1776 Pre 80	TNS G No 77, GM 10 No 47	Pressure test induction manifold heater box	All engines with heater box. Annually or at any time rough running experienced.	

Fixed Pitch Propellers

2219 Pre 80	SK504	Permali group - Hordern Richmond wooden propellers	Protective sheathing to be renewed within 50 hrs of embodiment of SK504	
2220 Pre 80	SB FRP. 001.1	Strip and examine	All fixed pitch Fairey Reed metal propellers every 300 hrs	

Equipment

002-17-2001	MPD 2001-012	Sutton harness life	All Sutton type harnesses - 9 year life	
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Generic Requirements (GR) (CAP 747) Airworthiness Notices (AN) (CAP455) Civil Aircraft Airworthiness Information and Procedures (CAAIP) (CAP 562)

Airframe

Item	Description	Requirement	Compliance Statement
GR 8 (Was AN 20)	Fabric covering	See GR for guidance	

Item	Description	Requirement	Compliance Statement
GR13 (Was AN 61)	Fire resistant furnishings	See GR for guidance	
CAP 562	CO contamination	See CAP 562 Pt 5 Leaflet 5-3 for guidance (Replaces AN 40)	
CAP 562	Deterioration of wooden structures	See CAP 562 Pt 6 Leaflets 6-1 and 6-11 for guidance (Replaces AN 50)	
CAP 562	Metal structures and corrosion/protection	See CAP 562 Pt 6 Leaflets 6-2 and 6-10 for guidance (Replaces AN 73)	

Engine

AN 98C	Use of unleaded Mogas	Check AN for eligibility and requirements	
GR24 (Was AN 35)	Engine overhaul life	See GR for guidance and certify engine fit for continued service if applicable	

Propeller

AN 4	Eligible propeller type	Check AN4 for listing or record particular approval	
GR17	Variable pitch propellers	Check GR for guidance (Replaces AN 75)	

Mandatory Permit Directives (CAP 661)

MPD 1995-01	Compliance with ADs	Continued compliance with all ADs and other mandatory requirements applicable when aircraft was on C of A. -	
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MPD 1998-019	Flexible fuel tubing	Replacement of suspect tubing especially PVC See MPD for full details	
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Checked by LAA Inspector:

Insp No:

Name:

Signature:

Date:

APPENDIX A

72-026 R1 CONDITIONS FOR MAINTAINING STAMPE AIRCRAFT IN AIRWORTHINESS CONDITION

APPLICABLE TO ALL STAMPE SV4 AIRCRAFT.

- 1) TIE RODS: 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.
- 2) MAINTENANCE: Apply the approved maintenance programme.
- 3) STUNT FLYING: Aerobatic flying may be resumed under the following conditions.
 - a) Max authorized 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 KG MAX

- b) The tie rods will have been changed in accordance with item 1) above.
 - c) Maintenance will have been carried out in accordance with item 2) above.
- 4) NORMAL USE: (other than aerobatic flying); after fitting the new design tie rods the maximum authorized take-off weight, landing weight and non aerobatic weight is increased to 825 kg.

APPENDIX B

75-90 INSPECTION OF WING FITTINGS

APPLICABLE TO ALL STAMPE SV4 SERIES AIRCRAFT

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**

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.

APPENDIX C

011-03-88 Rev 1 REPLACEMENT OF LOWER MAINPLANE CENTRE SECTION TIE-RODS

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:

- 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.
- 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 the 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 No 1. if washers are used under the nuts, spring washers must not be used.

APPENDIX D

002-12-92 INSPECTION OF THE LIFT WIRE ATTACHMENT BRACKETS

APPLICABLE TO ALL STAMPE SV4 SERIES AIRCRAFT

Compliance is required within one year of the date of this Directive Revision which is 9 May 1997, if the previous issue of the Directive has not been accomplished within the last three years. INSPECT by visual and NDT methods, the lift wire attachment brackets for general condition, corrosion and cracks in accordance with paragraphs 1 to 5 of DGAC Airworthiness Directive 75-90. Also, evidence of corrosion between welded plates of the following attachment brackets 42068, 42069, 42092, 42093, 42070 and 42071, must be inspected by close visual inspection and a 0.05 mm feeler guage must be used to check for separation between the plates. If evidence of corrosion or plate separation is detected, the brackets must be replaced. REPEAT INSPECTIONS at six year intervals.