

General Data:

Stall speed (inverted) is 62 knots.
 Fuel consumption during aerobatics = 10 gph
 Oil consumption during aerobatics = 4 pints/hr
 Max time for inverted flight = 2-minutes.

Gypsy only!

Changing to Inverted System:

Maintaining 2000 RPM move the lower (red) lever forward. When the engine cuts, (approx 20 secs) move the upper (black) lever forward to the throttle position. The engine will then pick up and RPM will be controlled by both upper levers.

DO NOT close throttle and inverted (black) throttle fully while using the inverted system, otherwise the engine may cut out.

NEVER use the inverted system for normal flight.

Changing from Inverted back to normal flight:

Maintain 2000 RPM, move lower (red) lever back to normal position. When the engine cuts, immediately move upper black lever back and the engine will pick up on the normal system.

Recommended Manuever Entry Speeds

Loop 100 knots SPIN 38 knots
 Slow Roll 90 knots
 Stall turn 100 knots
 Vertical $\frac{1}{2}$ Roll 120 knots
 Roll off the top 120 knots
 Flick Roll level flight 65 knots
 45 degree climbing flick roll 70 knots
 45 degree descending flick roll 55 knots

Inverted turns 80 knots MIN.

Outside Loop 120 knots

An unintentional negative flick (snap) may result from any inverted turn at less than 80 knots. Also, in an Outside Loop, do not push hard under below 80 knots otherwise a negative flick (snap) may result.

A high rate of descent may result from an unintentional inverted stall with the nose well up.

With the front windscreen fitted, the aircraft becomes unstable during outside manuevers or when negative G is applied. Unintentional negative flicks may result.

When practicing aerobatics SOLO, always remove the front wind-screen and cover the cockpit.

NOTE**** A Flick Roll (Snap Roll) in excess of 65 knots will cause serious structural damage.

STAMPE SV4C

Span: 27.5 feet Length 22.3 feet Height 8'1"

Wing area 201 square feet

ENGINE: Renault PE-1 140 Hp

FUEL: 80 Octane Capacity 19.5 imp gals, 24 U.S. gals/ 200 N.miles
2 hrs 10 mins.

OIL: 6 U.S. Quarts Mineral Oil 40W fuel consump. 7.5 gph @ 2250 rpm
consump. 2 pints per hr.

EMPTY WEIGHT 1200 lbs

Max. Gross Weight 1700 lbs

Landing gear Tire size:

18-20 psi

Tailwheel: solid rubber

Construction: Wood & fabric Wire braced.

LIMITATIONS:

Loading: +6 G's -4 G's

Vne 148 knots

Recommended Max wind for operation 15 knots

Max crosswind 8 knots

Performance: Max cruise airspeed 106 knots; normal cruise 91 knots

Stall speed 38 kts mph INVERTED STALL @ 62 knots

Best climb speed 56 knots mph

Approach speed 53 knots mph

Rate of Climb 850-950 fpm Ceiling 17,000 feet

Recommended Manuever Entry speeds:

Loop 100 knots

Slow Roll 90 knots

Stall Turn 100 knots

Vertical half roll 120 knots

Roll off the Top 120 knots

Flick roll level flight 65 knots

45 degree Climbing flick roll 70 knots

" " Descending " " 55 knots

Spin 38 knots

Inverted turns 80 knots minimum

Outside loop 120 knots

An unintentional negative flick may result from any inverted turn at less than 80 knots. Also, in an Outside loop, do not push hard under below 80 knots otherwise a negative Flick may result

STAMPE SV-4

Abbreviated Pre-flight check:

Check front seat harness secured. (Windshield & cockpit cover if flying Solo)

Front Mag switch ON.

Check oil. Do not overfill.

Check flight controls for free movement. Especially check aileron cables thru "windows" and around pulleys.

Check free movement of engine controls.

Fuel quantity, cap, security.

Check tension of wires, wing & tail - No slack.

Special check of condition & security of Tail Fin post.

Check engine mounts & top longerons behind firewall.

Check prop for cracks & loose sheathing. Prop spinner?

Check rudder pedals for bending - toe straps secure.

Check engine condition, cracks in Induction manifold, exhaust pipes, gaskets, baffles & cowling.