

Stampe SV4 Series Aeroplanes

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**AD/SV4/1  
Amdt 1**

**Lower Mainplane Centre Section Tie Rods**

**7/88 TX**

Applicability: All models.

Requirement: 1. Inspect the lower mainplane centre section tie rods to identify the type fitted.

Inspect the tie rod threads for condition, wear and damage.

2. Retire the tie rods from service.

Compliance: For Requirement 1: Tie rods which have exceeded 100 hours time in service must be inspected before further flight after 25 April 1988.

For Requirement 2:

- (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 are in good undamaged condition over the whole of their lengths: prior to exceeding 500 hours component time in service.
- (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)and whose threads are in good undamaged condition over the whole of their lengths: prior to exceeding 100 hours component time in service.
- (c) Tie-rods that cannot be identified positively as (a) or (b) above, or whose threads show signs of wear or damage, or whose lives cannot be determined, must be replaced before further flight.

*Note: 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.*

Background: A fatal accident which occurred in the UK was caused by fatigue failure of the tie rods. The follow-up investigations have shown that the life of the Rollason tie rods must be reduced to 100 hours (UK CAA Emergency AD 011-03-88 refers). The requirement for repetitive magnetic particle inspection has been deleted. For all tie rods, the condition of the threads and the quality of the installation are critical to good fatigue performance.

