SV4 : 100h Maintenance Schedule / Annual Inspection

OO- .... SV4A - B - C & SV4E modified with Lycoming Engine

NAA Maintenance Approval N° .....

License 66: N° .....

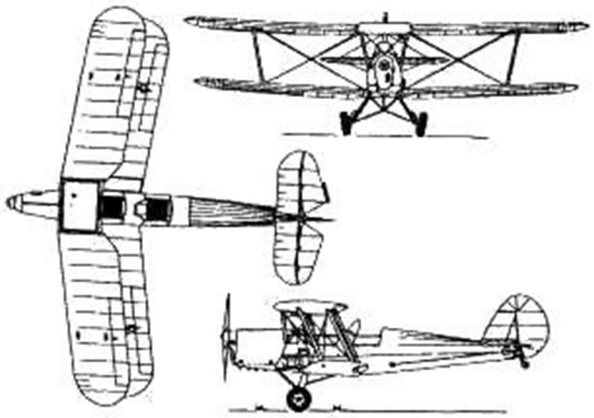
Date start: ...../...../..... **Date end: ...../...../.....**

Hobbs start: ..... **Hobbs end: .....**

B => Gipsy major - **A** & **C** => Renault – **E** => Lycoming

Inspections must be performed by persons authorized by the National CAA

		A. Pre-Inspection check	
1		Be sure all switches are in the "**Off**" position	O
2		Be sure magneto ground wires are connected	O
3		Check Oil level and fuel level	O
4		Check fuel and oil line connections: note minor indications for repair at 100h/annual inspection Repair any leaks before aircraft is flown	O
5		Open fuel drain to remove any accumulation of water and sediment	O
6	G	Turn auto clean oil filter a few times CC	O
7		Make sure all shields and cowlings are in place and secure. If any are missing or damaged, repair or replacement should be made before aircraft is flown	O
8		Check controls for general condition, travel, freedom and movement	O
9	L	Check Induction air check filter assembly for security, damage or 50% contamination of element face	O
10		Check Airframe & engine log Books	O
		B. Pre RUN UP – Start engine iaw the Pilot's operating Handbook or MFG instructions	
1		**DO NOT CRANK FOR MORE THAN 10 sec !!!**	O
2	R	Check air pressure bottle before starting, (18kg/cm² minimum, normal 20 à 30 kg/cm²)	O
3	R	Check correct function and operation of the bottle shut off handle and drain bottle	O
4	R	If not started, drain the air sump to avoid wet spark plugs and restart starting procedure	O
5		Check fuel quantity indication, fuel and oil pressure, oil temperature and other engine instrument	O
6	L	Check fuel flow, manifold pressure indication	O
7	L	Check EGT and CHT indicator and mixture function by CHT/EGT indication	O
8		Check generator/alternator output	O
9		Check magneto RPM-drop, refer to the **MFG** instructions	O
10		Check Ignition OFF function	O
11		Check Radio, instruments and other cockpit equipment	O



Manufacturer : Stampe Renard or Société Nationale de Construction Aéronautiques du Nord (S.N.C.A.N.)

12		Check response of the engine by power setting changes, Check idle speed is between 650 and 750 RPM or refer to engine TCDS	O
13		Check function of the fuel valve **(ON – OFF)**	O
14	**G L**	Check idle mixture	**O**
15		Shut down engine using Magneto switch (A,B&C) or mixture lever (Lycoming). Check the alternator warning light or ammeter.	O
16		Ignition OFF, main switch OFF, remove ignition key or magneto key switch OFF	O
17	L	Check if ignition key is removable in OFF-position only, and if key functions in accordance with the requirements of the **MFG** (Magneto's OFF POSITION!!)	O
18		Remove and check engine cowlings	O
19		Perform a HOT engine differential compression check in accordance with FAA **AC 43.13-1A** 1) 2) 3) 4)	O
20	L	**EASA AD 2005-0023R3**: Exhaust valve & guide inspection Lycoming **SB388C**	440h
		Lycoming SI1485A High Chrome valve & guides Cyl 1…….. Cyl 2…….. Cyl 3……. Cyl 4……..	1000h
		C. Propeller: Poncelet (P), Hoffmann (H), MT-propeller (MT)	
		Ground magneto primary circuit before working on the propeller	
1		Remove spinner and check front and back plate for cracks, tightness, damage, corrosion	O
2		Inspect outside condition of the hub and parts for cracks, corrosion, deterioration, damage	O
3		Check all safety means to be intact	O
4		Re-torque Propeller bolts/ lockplate for wooden Propellers, refer to MM or TC-holder publications for torque details **(F-CdN 2020-006)** **Torque value table on page 7**	O
5	R	Check propeller bolts or stop nuts for tightness. Refer to MM torque details and fit safety wire/ safety pin. **(F-CdN 2020-006)** **Torque value table on page 7**	O

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6	**M T**	Inspect fiberglass-cover and blade erosion sheet for cracks, NO cracks allowed. Refer MT-SB No.8	O
7	**R**	Check if propeller baffle is installed, inspect for cracks or damage and tightness	O
8		Check blade track, (FAA AC-43.13-1B Section 6 page 8.41, § 8-107, 108 & 109)	O
9		Inspect propeller, blades, flange, blade root and hub for cracks, dents, damage	O
10	**G**	Remove hub and inspect crankshaft front shaft with magnifying-glass (**CAA UK AD 1772 PRE 80 TNS GM.10 N°11)**	200h
11	**H**	Perform inspection conform Hoffmann Owner's Manual **E0110.74** latest edition	50h

D. ENGINE

C	**Cirrus Major III**
G	**Gipsy Major GM10 MK1 or 2**
R	**Renault 4PO1, 4PO3 & 4PO3A**
L	**Lycoming Engine AEIO-360-A1A & B2F**

1		Remove and check cowling, baffles, seals, air inlet, breather lines for damage, fraying, cracks, distortion, overheated areas, loose or blind missing nuts and secure anchorage. Secure attachment of oil level access plate. Any damaged or missing part of the cooling system must be repaired or replaced before the aircraft resumes operation.	O
2	**L**	Inspect the air intake ducts for leaks, security (replace as required). Filter damage; evidence of dust or other solid material in the ducts is indicative of inadequate filter care or damaged filter. Inspect vent lines for evidence of fuel or oil. If present, fuel pump may require replacement	O
3		Check PRCPR-812 firewall sealant at firewall penetrations (Bowden cables, around firewall fittings etc.) Refer to PRC product information if replacement is necessary	O
4	**L**	Inspect and service Induction air filter in accordance with the air filter manufacturer's Instructions (**Brackett Air Filter doc. I-194**)	O
5		Inspect engine mount, shock mounts, bearer feet rubbers, bolts attachment, bushing for cracks, deterioration, loose mountings, security and excessive wear. Replace any bushings that are excessively worn. Check freedom between engine cowling and engine mount	O
6		Inspect cylinders for evidence of excessive heat which is indicated by discoloration and for cracked or broken fins	O
7	**R C G**	Inspect crankcase, cylinder base and crankcase upper gasket for cracks, oil & fuel leaks, and security of seam bolts. Check all cylinder head nuts for tightness. One nut should not be tightened more than another	O
8		Check engine mounted accessories such as Alternator/Generator, starter, pumps, temperature and pressure sensing units, … for leaks, secure mounting and tight. Check wiring connections, clamps, terminal for security and cleanliness.	O
9	**C**	Perform Engine control Ball and socket joint type EA 767/3 – inspection **(CAA AD 1767 PRE 80)**	50h
10	**L**	Lubricate starter drive	O
11	**L**	Inspect tension of Alternator drive belt	O

D.1. OIL

1		Drain and flush oil sump/ tank, check oil tank general condition for leaks, cracks, damage and attachment, flush oil pipes.	O
2		Remove all oil filters and all screen oil filters, clean, check and reinstall with proper "clean" gasket	O
3		Turn Auto-clean filter (Pilot's should turn it before each Flight)	50h
4		Clean oil suction strainer, oil pressure screens at oil change (check strainer for foreign particles).	O
5	**L**	Clean and inspect oil radiator attachment	Eng OH
6		Inspect flexible oil lines, oil return lines and fittings for leaks, security of anchorage and for wear due to rubbing or vibration	O
7		Check for chaffing, dents, and cracks. Check fire sleeves.	O
8	**L**	Replace external full flow oil filter element (cartridge type AEIO-360-A1E type engine). Check used element for metal particles, drain and renew with lubricating Oil.	O
9	**L**	Inspect Christen or Lycoming Inverted Oil System for general condition, secure mounting and tight connections.	O
10		Inspect gearbox for cracks and oil leaks	O

D.2. Rocker box cover and system

1	**C G R**	Remove and inspect valve rocker box covers for evidence of oil leaks. If found, replace gasket in case of oil leak. Torque cover screws in accordance with **MFG** instructions	O
2	**C G R**	Check valve clearance and reset if necessary according **MFG** instructions	O
3	**C G**	Check valve gear and springs for wear and breakages, measure with special tool. Must be all equal in accordance with **MFG** instructions.	O
4	**C G R**	Check " bracket bolts" on tightness and check rocker clearance when engine is cold for correct measuring (valve clearance, see data plate or **MFG** instructions)	O
5		Inspect rubbers at top and bottom of push rod covers for deterioration	O
6	**C G R**	Clean rocker covers, refill with engine oil up to level of oil vent pipes	O
7		Lubricate all hinges, bearings, connections, rod-ends, engine commands and check proper function	O
8		Service engine with recommended lubrication oil in according with manufacture instructions (RENAULT=6L/ GIPSY MAJOR=9L/ LYCOMING 8qts/7,55L) and prime lubrication system with Aero 100, W100 or 15W50	O
9		Clean engine and check for oil and fuel trace/ leaks (clean with fuel or cleaner)	O

D.3. Exhaust and induction system

1		Inspect exhaust and induction manifold, stacks, connections, nuts attachment, studs and gaskets (replace gaskets as required).	O
2		Check attaching flanges at exhaust ports on cylinder for evidence of leakage. If they are loose, they must be removed and machined flat before reassembling and tightening	O

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3		Inspect exhaust system attachment and slip joints for general condition	O
4		Inspect intake seals and O-rings for leaks and clamps for tightness	O
5	G	Inspect induction manifold & drain	O
6	G	Perform pressure test on inlet pre-heat box and check for corrosion (**UK CAA 1776 PRE 80**) (**F-CdN 1974-87**)	O
D.4. Ignition System			
		Be aware all L.T. and H.T. connection of ignition system are secure and safe	O
1	L	Remove & adjust spark plugs (Lycoming **SI 1042**) If fouling of spark plugs has been apparent, rotate bottom plugs to upper and vice versa	O
2		Remove, inspect, clean, test all spark plugs and re-gap as required by the **MFG**, pressure setting refer to the MFG instructions (100lbs./sq.in). Inspect leads, cable and ceramics for corrosion deposits. Clean the cable ends, spark plug walls and ceramics with a dry, clean cloth or a moisture cloth with methyl-ethyl-ketone.	O
3		Inspect ignition harness for security of mounting clamps, chaffing and be sure connections are tight at spark plug and magneto terminals, check insulators for high tension leakage and free from cracks	O
4		Check breaker points for pitting and minimum gap. Inspect for excessive oil in the breaker compartment, if found, wipe dry with a clean lint less cloth. The felt located at the breaker points should be lubricated in accordance with the magneto **MFG** instruction.	O
5		Inspect magneto contact breaker points, springs for deterioration & confirm with **MFG** specifications	O
6	G	Clean the contact breaker points, and adjust the gaps to .012 inch to .015 inch (except KA1 & KH1 .015 to .018 inch) if necessary	O
7	C	Clean the contact breaker points, and adjust the gaps to .012 inch if necessary	
8		Check an adjust magneto to engine timing, refer to the **MFG** procedure and Overhaul manual	O
9		Clean the distributor and contact breaker covers and examine for cracks.	
10	G C R	Lubricate the contact breaker rocker arm bush	O
11	L	Inspect wiring conditions, vent holes and P-lead attachment, refer to magneto Maintenance and Overhaul manual.	O
D.5. Fuel			
1		Check and clean fuel filter(s), gascolator screen and fuel bowl	O
2	C G	Every 1y or 100h, clean fuel filter complete, replace gasket on condition.	O
3	R	Check oil level fuel pump reservoir and fill with lubricating oil	O
4	R	Check practical fuel pumps pressure ((210 kg/cm² range), inspect for leaks	O
5	C	Internal examination fuel pump Amal type 136 by **SI G10 (CAA AD 1765 PRE 80)**	12m 150h
6	C	The normal pressure of the pump is between 0.75 to 2 lb. per square inch, each pump can be tested by operating the priming lever provided	O
7	R	Inspect fuel pressure membrane for leaks	O
8		Check fuel shut-off/ fuel cock for operation, proper pointer indication, leaks and security **(F-CdN 1972-28)**	O
9		Inspect fuel lines, fuel system, accessories, fittings, fuel for leaks, security, chaffing, dents and cracks.	O
10	L	Inspect primer/ fuel lines, fuel couplings and fuel line clamps for leaks and security. Remove and clean the fuel inlet strainer.	O
11		Check condition fire sleeves	O
12	L	Inspect fuel injector fuel lines and fittings (**Lyc SB 342**) **FAA AD 2015-19-07**	O
13	C G	In case of rough running or fuel leak; remove and check carburetor jets and flush chamber, drain carburetor chamber	O
14	L	Check fuel injector nozzles for looseness, tighten to **MFG** torque instructions. Check fuel lines for fuel stains, fuel leak indicating and security. Repair or replacement must be accomplished before the aircraft resumes operation	O
15	C	Inspect drain from induction manifold is clear	
16		Check throttle, mixture, + inverted system for proper operating travel, freedom of the movement, security of the clamps and lubricate all controls per **lubrication chart 14**	O
17	G C	Check proper function of the flame-trap, at full-throttle => full open	O
18	C G R	Pull fuel handle open and check for leaks. Check specially inverted flight system, serve fuel pumps without pulling on the float of carburetor. carburetor may not overflow	O
19	C G	Inspect the serviceability of the Simms rubber “Vernier-coupling”. No oil trace allowed	O
20		If there’s oil moisture between engine starter adaptor & starter flange, check nuts torque value	O
21	C G R	Perform leak Soap test on cold engine on the connection between Cylinder and cylinder head.	O
22		Controls and ball ends should be given a little grease, and checked for wear	
23		Clean engine	O
24		**If the engine is to be stored, follow MFG instructions**	
E. AIRFRAME			
Remove all access/ inspection panels, fairings and seats			
E.1. Wings			
1		Inspect general condition wing covering, painting, rigging, position (in case of repair/ revision foreseen extra inspection panels	O
2		Inspect wings leading edge for dents and damage, check spars, ribs for cracks, check for loose ribs and lacing cords	O
3		Inspect wing spar main bolts for looseness and security, safety wires and safety screws	O
4		Check wings and ailerons drain and ventilation holes for obstruction	O

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5		Inspect LH and/or RH **wing walk area** for dents, cracks, deformation, damage	O
6		Inspect controls surfaces for security of attachment, dents, delamination's and cracks	O
7		Inspect ailerons hinges, bolts, hinge bearings, self-locking nuts for condition, cracks and security, check aileron for proper operation	O
8		Check wires between lower and upper aileron for damage, looseness, corrosion	O
9		Check free play in control system, torque tube, control surface, control sticks, rod-end bearing, deflector limiter	O
10		Inspect fly wires on deformation, damage, tightness, corrosion, self-lock nuts, safety pins	O
11		Inspect wing arrows and attachment for cracks, damage remove if necessary	O
12		Check tension ties & bracing wires, attachment	O
13		Inspect wing struts and attachment for corrosion or damage, bolts for tightness, certainly below trailing edge, if necessary replace bolts & use bushing 10/12, L= 78 mm	O
14		Check if all nuts are on place and well locked	O
15		Inspect aileron cables and pulley for wear and function, lubricate all hinges (**NOT on pulley or cables**)	O
16		Clean wing attachment below and inspect	O
E.2. Central Wing			
1		In case of fuel leak remove central fuel cover, and inspect fuel tank for leaks, cracks, fitting, corrosion. Reinstall an in airworthiness condition fuel tank!	O
2		Inspect fuel tank, sump, fuel gauge and lines for fuel leaks, security, chaffing, dents, cracks	O
3		Inspect wing attachment and area	O
4		Inspect fuel evaporation hole for freedom, check fuel filler cap for security function	O
5		Inspect central wing area covering and check underside for fuel leaks	O
6		Check fuel placard for fuel type and quantity are proper installed or marked	O
E.3. Stabilizer and Elevator, SV4C complete Ceconite, SV4B tip stabilo triplex			
1		Inspect stabilizer and elevator for general condition, covering, spars, painting, rigging, position for dents, cracks, stone nicks and delamination's	O
2		Inspect stabilizer and elevator spar main bolts for looseness and security	O
3		Inspect elevator central part where tumbler is attached for cracks, press gently up and down at Left and Right side	O
4		Inspect stabilizer rear attachment on fuselage, if washer is pressed to deep into the wood structure, replace by a square washer of 3mm thickness	O
5		Inspect all hinges, hinge bolts, hinge bearings, self-locking nuts for condition, attachment, looseness, corrosion	O
6		Check trim system, trim cable sleeve for proper operation, attachment, rigging and play Check pulleys and cable retracting springs	O
7		Check stabilo & elevator drain holes	O
8		Lubricate all hinges and rod-end bearings	O
9		Check elevator control cables and steering system for condition, attachment, chaffing	O
E.4. Fin and Rudder			
1		Inspect fin and rudder for general condition, covering, spars, painting, rigging, position	O
2		Inspect fin forward attachment on fuselage for looseness, cracks, inspect inside	O
3		Inspect etambot, vertical lower part of the fin for cracks and oil trace, or oil trickle through	O
4		Check rudder hinges, rod-end bearings, turnbuckles for proper condition, function, play and corrosion	O
5		Inspect fly wires for proper condition, attachment, corrosion, damage, looseness, especially the fly wire tension system	O
6		Check drain holes of fin & rudder	O
7		Inspect Front & Rear pedal pivot bolts, rudder control cables and steering system for condition, attachment and wear, re-torque pedal pivot bolts	O
8		Inspect rudder trim plate for condition, attachment, setting, cracks, corrosion	O
9		Lubricate all hinges and rod-end bearings	O
E.5. Fuselage			
SV4C adjustable Seat, SV4B fixed seat			
1		Wash fuselage in & outside with NON aggressive, cleaner (example White Spirit). Clean and dry, remove all oil traces and dirt's	O
2		Inspect main fuselage fabric and painting, bottom fabric, tail fairing and spars for condition, check for cracks, delamination's, loose screws and rigging position (in case of revision foreseen extra access panels on fuselage covering	O
3		Check installed parts for general condition and security of attachment (antenna's, exterior lights)	O
4		Inspect fuselage and tail section for foreign objects (FOD)	O
5		Inspect fuselage wood construction for general condition, cracks, (aerobatic above all-in areas of load stress)	O
6		Inspect main and auxiliary wing spar attachment for general condition	O
7		Inspect wood spar and ribs for damage	O
8		Check tail section for trace of oil, liquid, dirt	O
9		Inspect all engine mount attachment bolts, brackets and fire wall for cracks, corrosion	O
10		Inspect attachment rear central wing struts on fuselage, check bolts for corrosion and tightness (**F-CdN 1988-55)**	O
11		Check free travel of flight control system, steering, ailerons, elevator, trim, rudder, torque tube, bell cranks, bearings, sprockets, pulleys, turnbuckles, control surfaces, control sticks, deflector limiter, check for proper operation, abnormal noise, chaffing, cable tension	O
12		Remove battery and inspect battery box for proper condition, acid trace, corrosion and check all electrical wiring and equipment for condition, connection, isolation, chaffing	O

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14	**B**	Clean and lubricate canopy hinge and latching mechanism, inspect emergency canopy drop system for function and condition (SV4B)	O
15		Check lock system cockpit doors panels	O
16		Check wind screens for security, loose screws, and damage. (SV4 open cockpit)	O
17		Remove both stick covers and check stick base, welding for cracks and attachment, safety pins, nuts for proper installation	O
18		Inspect elastic seat system behind pilot seat (if installed)	O
19		Check tension of bracing wires behind pilot seat and fuselage	O
20		Inspect **Air driven alternator**, attachment, wiring, cleanness, supply to the battery, obstructions (check function during flight)	O
21		Check rudder pedals, brake system and parking brake for free travel, play and lubricate	O
22		Check fire extinguisher weight, pressure, expiry date, attachment	O
23		Check baggage compartment and equipment for correctly stowed (fire extinguisher, first Aid kit)	O
		E.6. Instruments	
1		Inspect cockpit general condition, instruments, accessories, wiring, loose parts, damage	O
2		Inspect front and rear instrument panel mounting for security and safety. Check shock mounts for general condition	O
3		Check operation, mounting and wiring of switches, relays, electrical equipment, fuses, voltage regulator, … for condition and safety	O
4		Check circuit breakers mounting, wiring for condition and safety	O
5		Check the mechanical function of the Magneto switches. **BATTERY DISONNECTED !**	O
6		Check compass and compass deviation card for proper indication and compensation	O
7		Inspect pitot tube, static dynamic air pressure system, lines for condition and leaks	O
8		Check for oil leak at RPM gear box cable exit (plugs) and RPM cable trough the firewall into front cockpit board	O
		E.7. Main Landing Gear	
1		Inspect landing gear for general condition, , cracks, damage, corrosion, abnormal landing stress	O
2		Stand in front of A/C and check MLG symmetry	
3		Inspect landing gear shock absorber rubber for dimension and deterioration, if less than 125mm, replace rubber blocks (9pc) (38 mm/block)	O
4		Set aircraft on **SV4** jacks check play of all hinges, use correct bushing to rectify play	O
5		Check bearings for abnormal noise, clean and lubricate landing gear system, nipples, bearings: **lubrication chart 14**, drill out in case of stoppage	O
6		Check nuts of the MLG strut and airframe bracket fittings for tolerance and play	O
7		Check play on MLG internal legs. If necessary remove thickness plate and tightened bolts.	O
8		Inspect wheels for cracks or other damage, wheel nuts for tightness, play on bearing.	O
9		Inspect tires for cuts, flat spots, and tread or side wall damage. If changing of tires is necessary follow the SV4 instructions **Check tire pressure 1,5 kg/cm² maximum**	O
10		Inspect for slackness of the wheels on the axles and check for side play	O
11		Inspect brake system for general condition, function, corrosion, cracks or other visible damage. Remove wheels and check brake shoes/blocs for use and clean. If brake cable ends, replace brake shoes by new or oversize or place a smaller spacer on the bell crank	O
		E.8. Tail wheel	
1		Inspect tail wheel for general condition, fitting, dents cracks and delamination's Check play on piston/axe and lubricate.	O
2		Inspect tail wheel rubber tire for condition free rotation and steering function	O
3		Inspect wheel fork and shock absorbing strut for damage, attachment, cracks, and corrosion	O
4		Inspect the axle bolt & nut for fretting, wear fitting, damage and lubricate wheel strut & bearing.	O
		E.9. Renault – VIET startsysteem	
1		Inspect pressurized bottle, hoses, lines, tubes, connections, attachment, junctions, check for leaks and damage	O
2		Compressor Visual check, start 1h pressure test (must remain 1h on pressure setting)	O
3		Drain pressure bottle	O
		E.10. Smoke system	
		Check for leaks, Aircraft cleanness, fittings, function and proper placard(s) available in cockpit about the operation of the smoke system	O
		F. Recurrent inspections	
1	**L**	Clean and flush the Inverted Oil System with suitable petroleum solvent, such as varsol according to Lycoming Operator's Manual **60297-21** & **SI 1397, Christel system Inverted Oil System Manual**	300h
2	**L**	Remove box cover and check for freedom of valve rockers, when valves are closed. Look for evidence of abnormal wear or broken parts in the area of the valve tips, valve keeper, springs and spring seats. If any indications are found, the cylinder and all of its components should be removed (including the piston and connecting rod assembly) and inspected for further damage. Replace any parts that do not confirm with limits shown in the latest revision of Special Service publications No. SSP1776.	400h
3		Set aircraft in Flight line, drain the fuel sump and check fuel flow to fuel pumps. Remove fuel hose and flow 1L into reservoir, min debit of 50L/u or 1L/72 sec. If less check flexible with lead head in the fuel tank for deformation or obstruction Check inverted pick-up tube if fuel flow < 1L/72 sec	2y

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G. Closing Aircraft		
1	Check placards and marking properly present and readable	
2	Check all tools, rags, cleaning cloth, and loose parts are removed	O
3	Ensure all Airworthiness Directives are complied with	O
4	Ensure that all defects reported by owner/operator have been rectified	O
5	Make an appropriate CRS and entry in the log books	O
6	Ensure that all filler caps, fuel and oil are properly filled and secured	O
7	Reinstall al cowlings, fairings, access panels and removed accessories, check for security	O
8	Perform a POST RUN-UP, check for oil and fuel leaks	O

Check of all documents are on board Owner/ Operator:

- **Flight Handbook**
- **Weight &Balance report**
- **Insurance**
- **Radio License**
- **CofA or Permit to Fly**
- **Certificate of Registration**
- **Pilot Logbook**
- **First Aid Kit /Fire extinguisher**
- **If in use: Parachute in safe and operational condition**
- **Perform after each maintenance task, during the first flight an operational check if everything function properly and if installed check proper function of the G-meter**

H. Airworthiness Limitations & Airworthiness Directives & National Requirements			
1		**BCAA TN 88-02 R1 / F-CdN 1972-026R1 / CAA UK 011-03-88 R1 / CAA Canada CF-87-12 / CAA Australia AD/SV4/1** **Aerospatiale SB N°1 Tie Rods Stampe N° 44 880** **§ B.a: Life Limit** **§ B.d: Rigging after first flight:** Normal Flight (**since new or removal**) Aerobatic Flight **§ B.d: 2e Check rigging:** Normal Flight Aerobatic Flight **§ B.d NOTA: Thereafter if nothing abnormal** Normal Flight Aerobatic Flight **§ C.a Inspection Tie Rod nuts** **§ C.b Inspection Tie Rods**	500h 5h 1h 25h 5h 100h 50h 100h 100h

2		Check if reinforcement Aèrospatiale **SB N°2** is performed for Aerobatic Category In case of restauration, repair, …	
3		**DGAC-CdN 1975-090:** Ferrure voilure In case of revision, incident, damage, heavy corrosion	
4		**DGAC CdN 1988-55:** remove & **in**spect rear attachment central wing struts, screws to fuselage for corrosion and tightness (100h inspection/ 4y removal for corrosion, cover with blue Loctite)	100h 4y
5		**DGAC CdN 2020-006:** Propeller Bolts: Torque-safety wire. iaw Section C: (4), (5) of this schedule	100h Annual
6		**BCAA TN 89-01:** Replace Engine flexible hoses	OH 10y
7		**BCAA TN 92-01 R2:** 500h magneto Inspection	500h 120m
8	**G**	**CAA UK AD 1772 PRE 80:** Remove hub and inspect crankshaft front shaft with magnifying-glass	200h
9	**C**	**CAA AD 1762 PRE 80:** Crankshaft inspection front end (FPI SI F1/G13/J36)	200h
10	**C**	**CAA AD 1763 PRE 80:** Piston oil pump GC1601 by **SI G2**	300h
11	**C**	**CAA AD 1765 PRE 80:** Inspect Fuel pump Amal type 136 by **SI G10**	12m 150h
12	**G**	**CAA AD 1776 PRE80**: Manifold press test **Or in case of rough running**	12m
13	**C**	**CAA AD 1767 PRE 80:** Engine control ball and socket joints type EA 767/3	50h
14	**G**	**DGAC CdN 1974-87:** Manifold pressure check **Or in case of rough running**	12m
15		**BCAA Cir-Airw 50**: Weight & Balance: Reweighing in case of unknown mass or C.G.	
16		**BCAA Cir-Equip-01**: Fire Extinguisher If Installed: Not required for Annex I	100h 12m
17		**BCAA Cir-Equip-02** : Pressurized bottle hydrostatic test (min 30 bar test pressure)	5y
18		**BCAA Cir-Equip-03:** ELT test & battery replacement (see date placard on ELT)	12m … y
19		**BCAA Cir-Equip-04** : Altimeter & Encoder test	4y
		BCAA Cir-Equip-04 : Static system pressure test	4y
		BCAA Cir-Equip-04 : Transponder test VFR	2y
20		**BCAA Communication 23** : Oil Change if < 15 FH or if not operated since 5m	6m
21		Flush Oil tank, engine oil breather tube and oil cooler breather/ Inverted tube, check breather/ Inverted sleeve for smooth operation, clean manifold-exhaust tube.	500h or @ oil hose remove

- **Attention is called to the necessity for periodical lubrication of all engine control moving parts. Cases of seizure have occurred owing to neglect in carrying out this simple operation. Some thin type of oil, or failing this, ordinary engine oil can be used, and owing to the inaccessibility of some of the control parts, it will be found that the oil can best be applied by means of a small brush. The moving parts that require attention include: - Control Shaft Main Bearings, Ball Ends, Bell Crank Bearings and Cams and Plates for Magneto Control.**

- **Annex: Lubrication Chart N°14 in Annex**
- **Aerospatiale SB N°1 available on request**
- **Aerospatiale SB N°2 available on request**

	Revisions are marked blue

SV4 : 100h Maintenance Schedule / Annual Inspection

Propeller Bolt, Nut Torque value table :
These torque values are extracted from the latest revision of the manufacturer publications.
The torque values needs to be verified with the latest Manufacturer publication, since this revision is published.

Prop Bolt Ø		EVRA		HOFFMANN		MT-PROPELLER				SENSENICH			PONCELET		
		Nm	Nm	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	ft-lbs	Nm	in-lbs	ft-lbs
mm	inch	@ 1e	next					with stop nuts							
6		20	15	9 - 10	80 - 88	8 - 9	70 -80	10 -12	88 - 106						
	1/4	20	15			8 - 9	70 - 80	10 - 12	88 - 106	14 - 16	120 - 140	10 - 12	14 - 16	120 -140	10 - 12
8		25	20	15 - 17	133 -150	15 - 17	133 - 150	20 - 22	177 - 194				15 - 17	130 - 150	11 -13
	5/16	25	20			15 - 17	133 - 150	20 - 22	177 -194	15 - 18	130 - 160	11 - 13	15 - 18	130 - 160	11 - 13
	3/8	30	25	23 - 25	203- 221	23 - 25	203 - 220	28 - 30	247 - 265	20 - 25	175 - 225	15 - 19	20 - 25	175 - 225	15 - 19
10		30	25	23 - 25	203 - 221	23 - 25	203 - 220	28 - 30	247 - 265				23 - 25	203 - 225	17 - 19
	7/16			25 - 27	221 - 239	25 - 27	220 - 240	34 - 36	300 - 320	25 - 31	225 - 275	19 - 23	25 - 31	225 - 275	19 - 23
12		45	40			25 - 27	220 - 240	34 - 36	300 - 320				31 - 37	275 - 325	23 - 37
	1/2	45	40	33 - 35	292 - 310	33 - 35	293 - 310	45 - 47	400 - 420	31 - 37	275 - 325	23 - 37	31 - 37	275 - 325	23 - 37
14		50	45							For self locking nuts only, add nut drag torque to the torque values above					
	9/16	50	45												
	5/8	60	55												
16		60	55												

Propeller bolts tightness should be done more frequently if propeller is new or if machine is operating in hot and or wet climate

	Mark	Model	SN°	TT	TSOH
Aircraft					
Engine					
Propeller					
	Name		**Signature**	**Stamp**	**Date**
Mechanic					
Independent Inspection					

Modification:

_____
_____
_____
_____

Outstanding items:

_____
_____
_____
_____

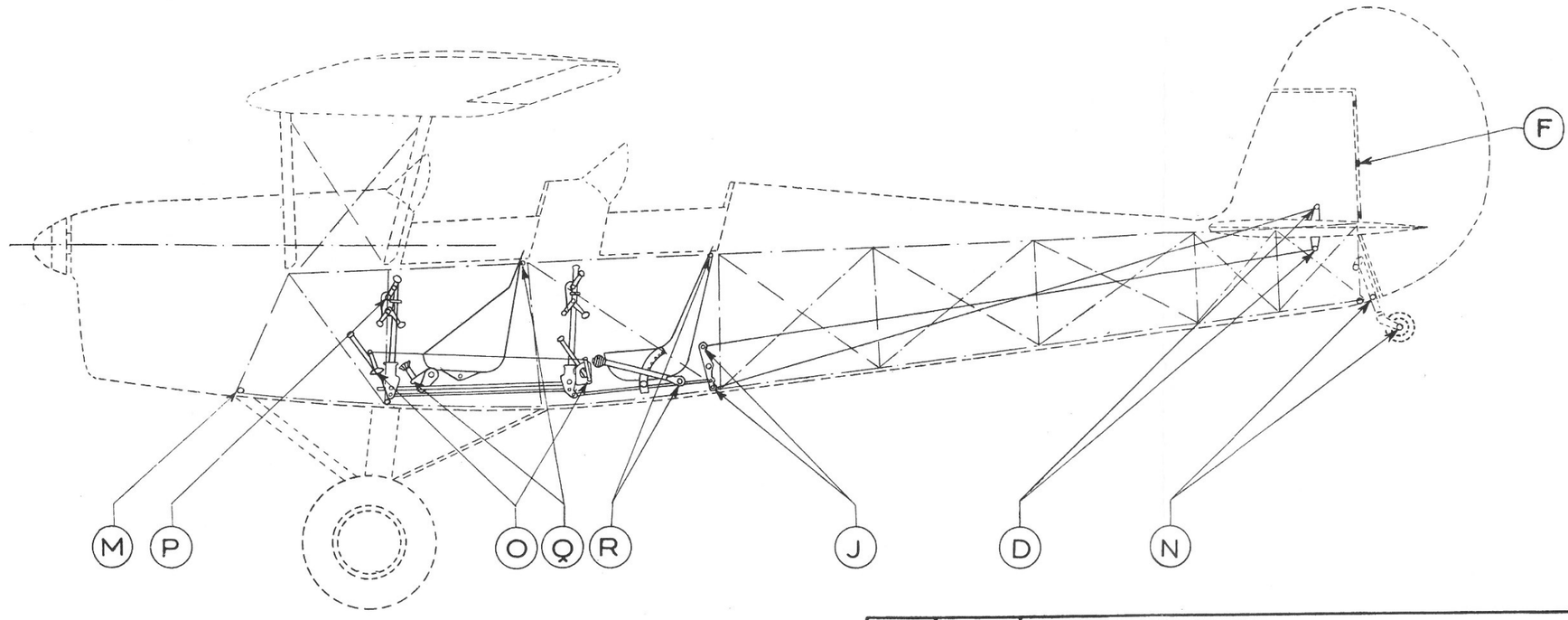
Defects:

_____
_____
_____
_____
_____
_____
_____

Planche : 3

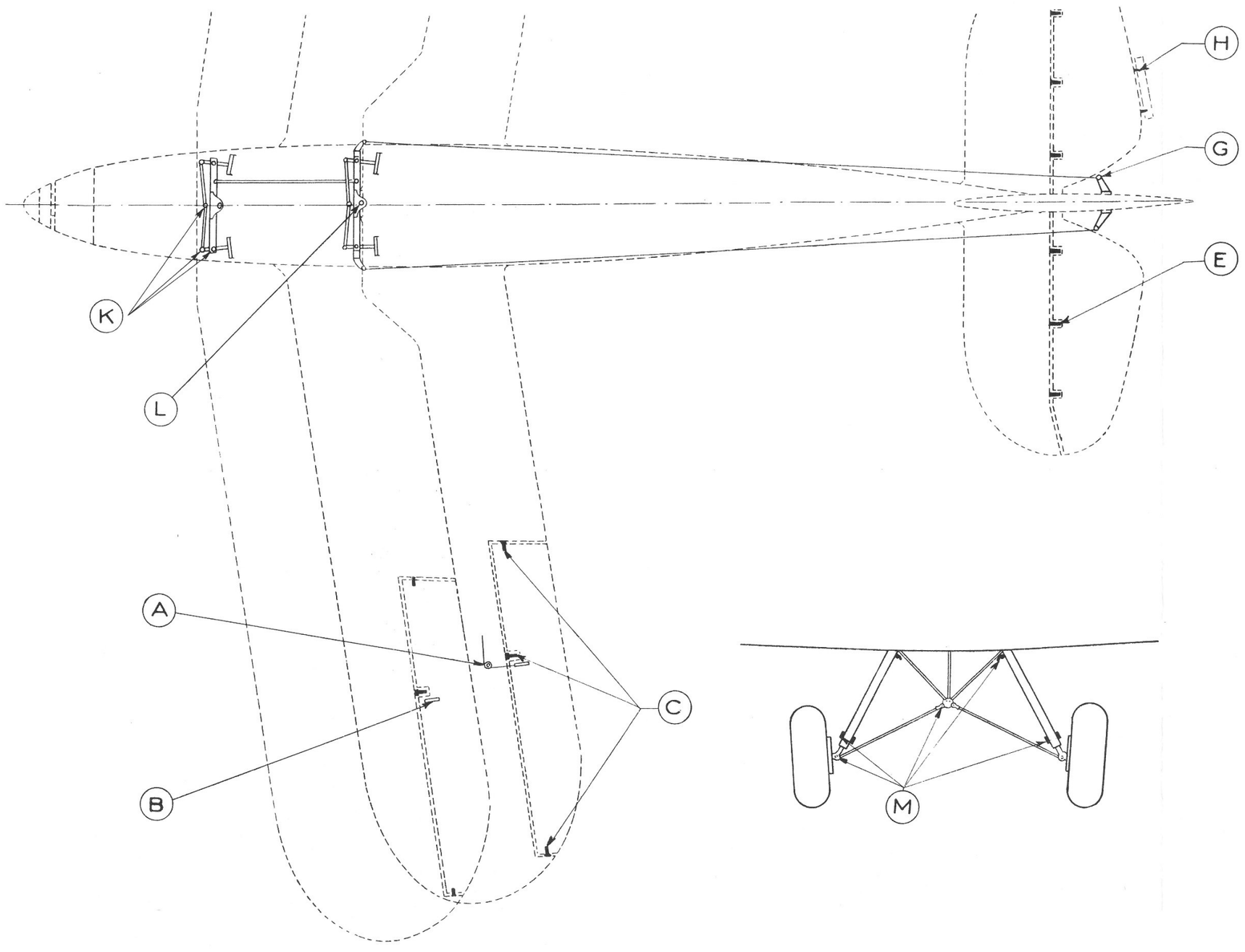
Surveillance et entretien

Schéma de graissage



Périodicité graissage / Lubrifiant employé	Toutes les 5 h. de vol	Toutes les 20 h. de vol			
Castrolease "Castrol D" Mobiloil ou huile similaire (Graisse antigel)	N				
Castrol X.L. Mobiloil "B" ou huile similaire	C_F	O_P_A			
Mélange de Graisse antigel et huile minérale pour moteur	E	L_K_J Q_R_B G_D_H M_			

Repère	Nbre de points à graisser	Désignation du point graissé
A	2	Axes poulies commande d'aileron
B	2	Cardans conjugaison d'ailerons
C	12	Articulation d'aileron
D	2	Attache cable au guignol de profondeur
E	6	Articulation du gouvernail de profondeur
F	3	Articulation de gouvernail de direction
G	2	Attaches cables au guignol de direction
H	2	Articulation du Fleltner
J	2	Pivot attache cable du relais de profondeur
K	20	Axes de parallélogramme des palonniers
L	2	Axe des pivots des palonniers
M	12	Train d'atterrissage
N	2	Roue de queue
O	2	Levier et pince du frein
P	2	Articulations bielles de conjugaison commandes de gaz
Q	5	Mécanisme de réglage siège avant
R	4	Mécanisme de réglage siege arrière


H
G
E
K
L
A
B
C
M