

Airworthiness Directive Schedule

Aeroplanes

G-164 Ag-Cat Series

25 May 2023

- Notes:**
1. This AD schedule is applicable to the following G-164 Ag-Cat series aircraft manufactured under FAA Type Certificate No. 1A16:
G-164A aircraft, all S/N;
G-164B aircraft, S/N up to 549B;
G-164B aircraft, S/N 0660B up and
G-164B-20T aircraft, all S/N.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.....

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DCA/G164/1A Elevator Control Horn Attachment Bolts - Inspection

Applicability: G-164A aircraft, S/N 1 through to 1659A and G-164B aircraft, S/N 1B through to 56B and all G-164A and G-164B aircraft fitted with an elevator control horn assembly and torque tube end fittings that have not been modified per Grumman Gulfstream SN 23.

Requirement: 1. Inspect per Grumman American Ag-Cat SB 51.
2. Renew AN4-12A or NAS 1304-12 bolts.
(FAA AD 73-19-10 refers)

Compliance: 1. Inspection - At intervals not exceeding 100 hours TIS until Grumman Gulfstream SN 23 embodied.
2. Renewal - At intervals not exceeding 1000 hours TIS or 12 months, whichever is the sooner.

Effective Date: DCA/G164/1 - 2 May 1986
DCA/G164/1A - 24 September 1999

DCA/G164/2A Rudder Cables - Inspection

Applicability: G-164 series aircraft, S/N 101 through to 400, G-164A aircraft, S/N 401 through to 1719, G-164B aircraft, S/N 1B through to 206B, and S/N 208B through to 277B, not modified per Grumman American drawings A1831 Sheet 1 and A1833 or A3371-1 and -3.

Requirement: Inspect per Grumman American Ag-Cat SB 56B. Replace any cables before further flight that show broken strands.
(FAA AD 75-14-04 refers)

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: DCA/G164/2 - 2 May 1986
DCA/G164/2A - 24 September 1999

DCA/G164/3A Cancelled – DCA/G164/14 refers

Effective Date: 19 December 2008

DCA/G164/4A Aileron Cables - Inspection

Applicability: G-164 aircraft, S/N 1 through to 400, G-164A aircraft, S/N 401 and up, G-164B aircraft, S/N 01B and up, and G-164C aircraft, S/N 01C and up.

Requirement: Inspect per Gulfstream American Ag-Cat SB 63. Renew defective cables before further flight.
(FAA AD 78-23-11 refers)

Compliance: At intervals not exceeding 600 hours TIS.

Effective Date: DCA/G164/4 - 2 May 1986
DCA/G164/4A - 24 September 1999

DCA/G164/5A Lower Wing Attachment Fitting - Inspection

Applicability: All G-164, G-164A and G-164B aircraft.

Requirement: Inspect per Gulfstream American Ag-Cat SB 65. Remove corrosion and repair as prescribed before further flight.
(FAA AD 78-26-03 refers)

Compliance: At intervals not exceeding 500 hours TIS or 6 months, whichever is the sooner.

Effective Date: DCA/G164/5 - 2 May 1986
DCA/G164/5A - 24 September 1999

DCA/G164/6 Aileron Bellcrank - Inspection

Applicability: G-164B aircraft, S/N 1B through to 656B.

Requirement: Inspect per Gulfstream American Ag-Cat SB 75A. Rectify defective parts as prescribed before further flight.
(FAA AD 82-13-06 refers)

Compliance: At intervals not exceeding 300 hours TIS until modified per SB 75A Parts B and C.

Effective Date: 2 May 1986

DCA/G164/7 Landing Wire Attachment Lug - Modification

Applicability: G-164B aircraft, S/N prior to 420B.

Requirement: To assure -2.05g capability, install lower wing forward landing wire attachment lugs (LH and RH) P/N A1065-601.

Compliance: By 31 July 1986

Effective Date: 2 May 1986

DCA/G164/8A Elevator Control Rods - Inspection

Applicability: All G-164 series aircraft.

Requirement: To prevent possible failure of the forward and aft elevator control system push-pull rods and end fittings, inspect per Schweizer SB 85 and rectify defective assemblies prior to further flight.
(FAA AD 89-18-02R1 refers)

Compliance: At intervals not exceeding 12 months.

Effective Date: DCA/G164/8 - 30 September 1989
DCA/G164/8A - 24 September 1999

DCA/G164/9 Elevator Torque Tubes - Inspection

Applicability: G-164 and G-164A series aircraft fitted with elevators S/N 461 and below.

Requirement: To prevent failure of the elevator torque tube, accomplish the following:-

1. Remove two inboard blind rivets that attach the elevator leading edge skin cover, to the right-hand elevator torque tube. Visually inspect the torque tube for cracks where inboard elevator rib, is welded to the torque tube and between the two inboard blind rivets. If no cracks are found, install new rivets before further flight. If cracks are found, comply with part 3 before further flight.
2. Visually inspect the left-hand elevator torque tube for cracks where the inboard rib is welded to the torque tube.
3. Modify torque tube per Grumman G-164 ASB 33.
(FAA AD 66-27-06 refers)

Compliance: 1. At 600 hours TTIS or within next 25 hours TIS, whichever is the later, and thereafter at intervals not to exceed 100 hours TIS, until modified per part 3 of this AD.

2. Within next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS, until modified per part 3 of this AD.

Effective Date: 24 September 1999

DCA/G164/10 Control Surface Lock - Modifications

Applicability: G-164 and G-164A aircraft, S/N 301 through to 450, and S/Ns below 301, which have been modified to incorporate parking brake installation and stick control lock kit P/N A1521-301K.

Requirement: To prevent fouling of the control stick by the surface control lock and inadvertent locking of the right toe brake master cylinder during flight maneuvering, accomplish the following:-

1. On G-164 aircraft, S/N 301 to 400, install a tension spring and two "S" hooks per Grumman Aircraft Engineering Corporation drawing A1521, Rev B, Sheet 2.
2. On all aircraft listed in the applicability, modify the parking brake, and stick control lock installation per Grumman Aircraft Engineering Corporation SB 39. (FAA AD 67-09-04 refers)

Compliance:

1. Within next 25 hours TIS.
2. Within next 25 hours TIS.

Effective Date: 24 September 1999

DCA/G164/11 Main Landing Gear Struts - Inspection

Applicability: G-164 and G-164A aircraft, S/N 1 through to 1064, fitted with Grumman American main landing gear struts P/N A1515-11, -12, P/N A1530-11, -12, and Cessna struts P/N 0341109-1, -2.

Requirement: To prevent possible hazards associated with main landing gear strut failures, accomplish the following:-

1. Remove the gear struts and inspect the struts for cracks using dye penetrant or magnetic particle inspection procedures. Replace cracked or corroded parts prior to further flight with unused struts, Grumman American P/N A1530-33, -34.
2. Inspect the struts for cracks and corrosion damage using dye penetrant inspection procedures. This inspection can be conducted without removing the struts from the aircraft. Replace cracked or corroded parts prior to further flight with unused struts, Grumman American P/N A1530-33, -34. Grumman American Aviation Corporation SN 13 also refers. (FAA AD 76-13-10 refers)

Compliance:

1. At 4500 total landings or within next 100 landings, whichever is the later, and thereafter at intervals not to exceed 4500 landings.
2. At intervals not to exceed 1000 landings.

Effective Date: 24 September 1999

DCA/G164/12 Main Landing Gear Struts - Inspection

Applicability: G-164 series aircraft fitted with Frenco Co. main landing gear struts P/N 1428, embodied per STC SA647WE.

Requirement: To prevent possible hazards associated with main landing gear strut failures, accomplish the following:-

Remove the main gear struts, Frenco Co. P/N 1428, and inspect the struts for cracks using dye penetrant and a glass of at least 10 power or magnetic particles inspection. During this inspection particular attention should be directed to the upper bend radius, and fuselage attachment area. If cracks are found, before further flight, replace the cracked strut with an unused strut of the same part number. (FAA AD 76-21-03 refers)

Compliance: At 2000 total landings or within next 100 landings, whichever is the later, and thereafter at intervals not to exceed 2000 landings.

Effective Date: 24 September 1999

DCA/G164/13 Fuel Shut-off Valve – Modification

Applicability: G-164A aircraft, S/N 1726A through to 1730A.
G-164B aircraft, S/N 335B through to 659B.
G-164B-20T aircraft, all S/N.

Requirement: To prevent the fuel valve from being turned through to the un placarded "OFF" position which could result in reduced fuel flow and loss of engine power, accomplish the following:

1. Modify the fuel shut-off valve control by fitting a new stop-plate P/N A1552-71 per the instructions in Schweizer Aircraft Corp. Ag-Cat Service Bulletin No. 78.
2. Before installing a fuel shut-off valve P/N 3/4-86-6-RT-6 (A3580-1) on any aircraft, accomplish requirement 1 of this AD.
(FAA AD 2007-17-02 refers)

Compliance: 1. Within the next 100 hours TIS.
2. From 27 September 2007.

Effective Date: 27 September 2007

DCA/G164/14 Cancelled – DCA/G164/15 refers

Effective Date: 31 March 2011

DCA/G164/15 Rudder Main Spar – Inspection

Applicability: G-164, G-164A, G-164B and G-164B aircraft with 73" wing gap, and G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D and G-164D aircraft with 73" wing gap.

Note: This AD retains the requirements in superseded DCA/G164/14 and revises the AD compliance.

Requirement: To prevent failure of the weld of the main spar due to possible corrosion in the spar tube which could result in loss of aircraft control, accomplish the following:

1. Drill an access hole in the spar tube and with the aid of a borescope inspect the lower internal cavity of the rudder spar tube for corrosion. Also inspect the exterior of the rudder main spar for corrosion. Accomplish these actions per steps 1 through to 3 of Grumman American Aviation Corporation Ag-Cat SB No. 61 dated 6 June 1977. If any corrosion is found repair per chapter 4 of FAA Advisory Circular 43.13-1B change 1 dated 27 September 2001 before further flight, or replace the damaged parts before further flight. Accomplish these actions per steps 5 and 6 of SB No. 61 and chapter 4 of FAA AC 43.13-1B. After every inspection, repair or parts replacement per requirement 1 of this AD, protect the internal cavity of the spar tube for corrosion by filling with warm raw linseed oil, Paralketone or CRC3 (LPS Heavy Duty Rust Inhibitor Type 3) or a suitable approved equivalent protector for alloy steel, and allow to drain. Seal the access hole with Scotch caulking compound, or use a suitable silicone based sealant or approved equivalent. Accomplish these actions per step 4 of SB No. 61. After every inspection, repair or parts replacement per requirement 1 of this AD, check the rudder rigging per the instructions in Ag-Cat Maintenance Manual pages 6-14 through to 6-16, copyright 1978, or Ag-Cat G-164D Maintenance Manual pages 6-24 and 6-29, copyright 1995, as applicable.
2. A rudder shall not be fitted to any aircraft unless the rudder spar has been inspected, protected for corrosion and sealed per requirement 1 of this AD.
(FAA AD 2011-05-07 refers)

Compliance: 1. By 30 April 2011 unless previously accomplished within the last 60 months, and thereafter at intervals not to exceed 60 months.
2. From 30 April 2011.

Effective Date: 31 March 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

FAA AD 62-08-07 Aileron Control Cable - Modification

Applicability: G-164 series aircraft, S/N 1 through to 100.

Note: Grumman Service Bulletin 20 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 63-01-01 Engine Mount Washers - Inspection

Applicability: G-164 series aircraft, S/N 101 through to 150.

Note: Grumman Service Bulletin 21 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 63-22-01 Spray Pump Fan Blades - Inspection

Applicability: G-164 series aircraft, S/N 1 through to 220.

Note: Grumman Service Bulletin 23 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 63-22-02 Throttle Control Pivot Bolt - Inspection

Applicability: G-164 series aircraft, S/N 1 through to 229 fitted with a Continental W670 series engine.

Note: Grumman Service Bulletin 25 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 66-01-02 Propeller Cone and Spacer Sets - Inspection

Applicability: All G-164 series aircraft, fitted with a J-5404/MA96K, SR-5404R/MA96K or SR-5404/MA96K propeller on a Continental W-670 (R-670) series engine, or on a Gulf Coast W-670-240 engine, or on a Jacobs R-755 engine, or on a Jacobs L-4M series engine.

Note: Grumman Service Bulletin 32 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 67-29-04 Elevator Forward Pushrod - Inspection

Applicability: G-164 series aircraft, S/N 1 through to 400.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 72-02-02 Fuel Line Fitting - Inspection

Applicability: All G-164A series aircraft, fitted with any P&W R-1340 model engine.

Note: Grumman Service Bulletins 46 and 49 pertain to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 77-13-04 Brake Warning - Placard

Applicability: G-164B series aircraft, S/N 138B, 142B, 177B and up.
G-164A series aircraft, S/N 1686, 1695 and up.

Note: Grumman Service Bulletin 60 pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

FAA AD 77-19-05 Flying Wire Terminals - Inspection

Applicability: G-164A series aircraft, S/N 1715 through to 1717.
G-164B series aircraft, S/N 240B, 242B, 243B, 244B, 246B, 251B, 252B, 253B, 254B, 257B, 258B, 264B and 269B.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 29 July 2021

*** FAA AD 2023-08-07 Propeller Pitch Control Linkage - Inspection**

Applicability: G-164A aircraft embodied with Supplemental Type Certificate (STC) No. SA7769SW, SA7966SW, or SA8720SW.

G-164B aircraft embodied with STC No. SA7546SW, SA7966SW, SA7987SW, or SA8720SW.

Effective Date: 21 June 2023