

Gulfstream (Grumman) G1159 and G-IV Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/G1159/40

Goodyear Flight Eagle Tyres

**11/2001
DM**

Applicability: Model GIV aircraft, serial numbers 1000 through 1213, except 1183, and Model GII, GIIB, and GIII aircraft, all serial numbers; equipped with any Goodyear Flight Eagle tyre, 34x9.25-16 18PR 210 MPH, part number 348F83-2.

Requirement: Inspect all Goodyear Flight Eagle tyres, 34x9.25-16 18PR 210MPH, part number 348F83-2, to determine if any are within the serial number range of 0168xxxx through 0185xxxx; in accordance with Goodyear Service Bulletin GY SB 2001-32-006, dated 28 July 2001, and Gulfstream Aerospace Corporation Alert Customer Bulletins No.28 (GIV), No.28 (GII/GIIB), and No.14 (GIII), as applicable.

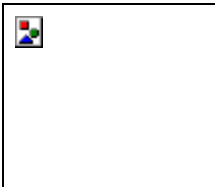
Replace, before further flight, any affected tyre found within the above referenced serial number range.

Note: FAA AD 2001-18-05 Amdt 39-12431 refers.

Compliance: Within 10 hours time in service after 26 September 2001, unless already accomplished.

This Airworthiness Directive becomes effective on 26 September 2001.

Background: The FAA received reports of several instances of main landing gear tyre tread separations on Gulfstream aircraft. Tread separation could result in structural damage to the aircraft, including damage to the flaps, engine nacelles, and wheel wells.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

19 September 2001