
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/G164/19 and issues the following AD under subregulation 39.001(1) of CASR 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.

Schweizer (Grumman) G-164 (Ag-Cat) Series Aeroplanes

AD/G164/19
Amdt 1

Fuel Shut-Off Control - Modification

11/2007

Applicability: As detailed in Table 1 and Table 2 of this AD.

Table 1

Model	Serial Numbers
(i) G-164A	1726A through 1730A
(ii) G-164B	335B through 659B
(iii) G-164C	1C through 44C
(iv) G-164D	1D through 22D

Table 2

Model	Serial Numbers
(i) G-164	All
(ii) G-164A	All except 1726A through 1730A
(iii) G-164B and G-164B with 73" wing gap	All except 335B through 659B
(iv) G-164B-15T	All
(v) G-164B-20T	All
(vi) G-164B-34T	All
(vii) G-164C	All except 1C through 44C
(iv) G-164D and G-164D with 73" wing gap	All except 1D through 22D

- Requirement:
1. Modify the fuel shut-off valve control by installation of a new stop-plate, P/N A1552-71 (or FAA-approved equivalent) in accordance with Schweizer Aircraft Corp. Ag-Cat Service Bulletin No. 78, dated 26 January 1982.
 2. Do not install any Gemini fuel shut-off valve P/N 3/4-86-6-RT-6 (A3580-1) on any aeroplane unless the stop-plate is installed per Requirement 1 of this AD.

Note: FAA AD 2007-12-02 Amdt 39-15160 dated 6 August 2007 refers. This AD supersedes FAA AD 82-07-04.

Schweizer (Grumman) G-164 (Ag-Cat) Series Aeroplanes

AD/G164/19 Amdt 1 (continued)

Compliance: 1. For Table 1 Aeroplanes - Remains unchanged as: Within the next 100 hours time-in-service (TIS) after 30 June 1982 (the effective date of the original issue of AD/G164/19), unless previously accomplished.

For Table 2 Aeroplanes - Within the next 100 hours TIS after the effective date of this AD.

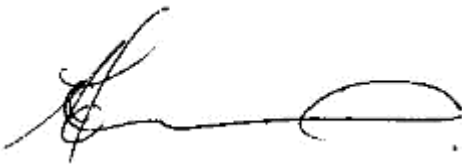
2. As of the next 100 hours TIS after the effective date of this AD.

This Amendment becomes effective on 25 October 2007.

Background: The issuing of this AD is to prevent turning the fuel shut-off valve clockwise past the "ON" position which, if not corrected, could allow the fuel valve to be rotated to an un-placarded "OFF" position.

This amendment adds to the applicability a list of models and serial numbers which were previously not included in the AD.

The original issue of this AD became effective 30 June 1982.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

29 August 2007