

# Airworthiness Directive Schedule

## Aeroplanes

### Grumman AA-1 and AA-5 Series

29 July 2021

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- Notes:**
1. This AD schedule is applicable to Grumman AA-1B & AA-1C aircraft manufactured under FAA Type Certificate No. A11EA, and Grumman AA-5, AA-5A & AA-5B aircraft manufactured under FAA Type Certificate No. A16EA.  
The type certificate holder for these aircraft is True Flight Holdings LLC and (previously Tiger Aircraft LLC, American General Aircraft Corporation, Gulfstream Aerospace Corporation, Gulfstream American Corporation, Grumman American Aviation Corporation and American Aviation Corporation).
  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 are available on the FAA website at [http://rgl.faa.gov/Regulatory and Guidance Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  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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<b>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 <a href="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</a> 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.</b>		
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**DCA/AA/1 Control Cables and Pulleys - Inspection**

**Applicability:** Model AA-1, AA-1A and AA-1B aircraft, S/N 0001 through to 0049.  
 Model AA-5 aircraft, S/N 0001 through to 0209.

**Requirement:** Grumman American SB 127A.  
 (FAA AD 72-06-02 refers)

**Compliance:** Within the next 25 hours TIS unless already accomplished within the last 75 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** 30 August 1974

**DCA/AA/2 Elevator Bungee Housing Assembly and Shear Link - Inspection**

**Applicability:** All model AA-1, AA-1A and AA-1B aircraft.

**Requirement:** FAA AD 72-07-10.

**Compliance:** Within the next 25 hours TIS unless already accomplished within the last 75 hours and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** 30 August 1974

*Note: A copy of the reference document may be obtained from the Director*

**DCA/AA/3 Elevator Trim Tab Hinge - Inspection**

**Applicability:** Model AA-5 aircraft, S/N 0001 through to AA5-0284.

**Requirement:** Grumman American SB 136.

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 31 July 1973

**DCA/AA/4A Stall and Spin Placards - Installation**

**Applicability:** All model AA-1A and AA-1B aircraft.

- Requirement:**
1. Install "Spins Prohibited" placard as detailed in SB 138.
  2. Install a placard worded as follows adjacent to the airspeed indicator as shown in SB 138 instead of that supplied by the manufacturer.

MODEL AA-1A					MODEL AA-1B				
STALL SPEED KTS IAS					STALL SPEED KTS IAS				
	Bank Angle					Bank Angle			
Condition	0°	20°	40°	60°	Condition	0°	20°	40°	60°
Flaps Up	54	56	62	76	Flaps Up	56	58	64	79
Flaps Down	52	54	59	74	Flaps Down	53	55	61	75
1500 lb Power off					1560 lb Power off				

**Compliance:** Within the next 10 hours TIS.

**Effective Date:** 30 November 1973

**DCA/AA/5 Rudder Control Bars - Weld - Inspection**

**Applicability:** All model AA-1, AA-1A, AA-1B and AA-5 aircraft.

**Requirement:** As there may be missing welds in the rudder control bar assemblies P/N 601031-501 the following inspection is required:

1. Inspect the rudder pedal posts and rudder cable attaching arm inserted through the rudder torque tube bar for missing welds. At each intersection, there should be a minimum of two (2) 90 degree circumferential welds located both top and bottom (fore and aft) at the intersection of each tube.
2. If inspection reveals that there are no missing welds, no further action is required and the aircraft may be returned to service.
3. If inspection reveals missing welds, before further flight replace rudder control bar assembly P/N 601031-501 with a new part of the same part number or incorporate an approved repair scheme.  
(FAA AD 75-07-04 refers)

**Compliance:** Before further flight.

(Aircraft may be flown to a base for accomplishment of the work required by this AD)

**Effective Date:** 25 February 1975

**DCA/AA/6 Mixture Control Wire - Replacement**

**Applicability:** All model AA-1, AA-1A and AA-1B aircraft.

**Requirement:** Grumman American SB.  
(FAA AD 75-09-07 refers)

**Compliance:** As detailed.

**Effective Date:** 19 May 1975

**DCA/AA/7 Firewall Rivet Installation - Modification**

**Applicability:** Model AA-1, AA-1A and AA-1B aircraft, S/N 0001 through to 0502.  
Model AA-5 aircraft, S/N 0001 through to 0710.

**Requirement:** Grumman American SB 146.

**Compliance:** Within the next 50 hours TIS

**Effective Date:** 4 July 1975

**DCA/AA/8 Upper Engine Cowl Hinge - Inspection and Modification**

**Applicability:** Model AA-5 aircraft, S/N 0641 through to 0843.  
Model AA-5B aircraft, S/N 0001 through to 0169.

**Requirement:** Grumman American SB 152.  
(FAA AD 76-01-02 refers)

**Compliance:** Inspection: Within next 15 hours TIS and thereafter at intervals not exceeding 15 hours TIS until modified.

Modification:

1. Before next flight if cracks are found.
2. Within next 100 hours TIS

**Effective Date:** 10 March 1976

**DCA/AA/9 Carburettor Mixture Control - Replacement****Applicability:** Model AA-5B aircraft, S/N 0001 through to 0215.**Requirement:** Grumman American SB 150A.  
(FAA AD 75-22-06 refers)**Compliance:** Within the next 20 hours TIS.**Effective Date:** 21 January 1976**DCA/AA/10 Bonded Skins - Inspection and Modification****Applicability:** All model AA-1, AA-1A, AA-1B, AA-5, AA-5A and AA-5B as detailed in SB 155.**Requirement:** Grumman American SB 155.  
(FAA AD 76-17-03 refers)**Compliance:** Within the next 25 hours TIS.**Effective Date:** 30 September 1976**DCA/AA/11 Oil Cooler - Inspection and Replacement****Applicability:** Model AA-5A aircraft, S/N 001 through to 0227 and model AA-5B aircraft, S/N 0111 through to 0359 fitted with Stewart Warner model 10568B oil coolers, S/N 101 through to 579 or model 10578B, S/N 101 through to 634.**Requirement:** Grumman American SB 156.  
(FAA AD 76-22-09 refers)**Compliance:** Before further flight, unless already accomplished.**Effective Date:** 28 October 1976*Note: Requirement notified to registered owners on effective date***DCA/AA/12 Carburettor Heat Valve - Inspection and Replacement****Applicability:** Model AA-5 aircraft, S/N 0641 through to 0834.

Model AA-5A aircraft, S/N 0001 through to 0321.

**Requirement:** Grumman American SB.  
(FAA AD 77-07-04 refers)**Compliance:** Inspection - Within the next 10 hours TIS unless already accomplished.  
Replacement - As detailed.**Effective Date:** 18 April 1977*Note: Requirement notified to registered owners on effective date***DCA/AA/13 Fuel Gauges - Modification****Applicability:** All model AA-1, AA-1A and AA-1B aircraft, S/N 0001 through to 0542.**Requirement:** Modify gauges per Grumman American SB 75-7.  
(FAA AD 78-13-04 refers)**Compliance:** Within the next 200 hours TIS.**Effective Date:** 18 August 1978

**DCA/AA/14 Aileron Torque Tube - Inspection and Modification**

- Applicability:** Model AA-5A aircraft, S/N 0176 through to 0805, Model AA-5B aircraft, S/N 0302 through to 1078, and All torque tube assemblies P/N 5202035-505 factory shipped May 1976 through to January 1979.
- Requirement:** Inspect per Gulfstream American SB 163 and embody modification kit SK-144 as necessary.
- Compliance:** Within the next 25 hours TIS.
- Effective Date:** 13 June 1979

**DCA/AA/15B Aileron Installation - Inspection or Modification**

- Applicability:** All model AA-5, AA-5A and AA-5B aircraft which do not have GAC SK-150 embodied.
- Requirement:** To prevent possible aileron oscillation accomplish either the following repetitive inspection program or the modification:
- A. Inspect per GAC SB 165A. If defects are found, repair or replace per SB 165A, before further flight.
- B. Modify per service kit SK-150.  
(FAA AD 79-22-04 refers)
- Compliance:** A. Within next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS, until modification per part B is embodied.
- Effective Date:** DCA/AA/15A - 7 December 1979  
DCA/AA/15B - 30 September 1994

**DCA/AA/16 Induction Air Filter Installation - Inspection and Modification**

- Applicability:** Model AA-5 aircraft, S/N 651 through to 834; model AA-5A aircraft, S/N 0001 through to 0900, and model AA-5B aircraft, S/N 0001 through to 1323.
- Requirement:**
1. Models AA5, S/N 0651 through 0834 and AA5A, S/N 0001 through 0900:
    - (a) Inspect airbox screens per Gulfstream American SB 170. Renew defective screens as prescribed before further flight.
    - (b) Install improved filter screens Gulfstream P/N 5503006-20 per Gulfstream American SB 170.
  2. Models AA5, S/N 0641 through 0834; AA5A, S/N 0001 through 0900 and AA5B, S/N 0001 through 1323:
    - (a) Inspect airbox for damage and air filter for deterioration. Repair airboxes with cracks, loose or missing fasteners and renew deteriorated filters before further flight.
    - (b) On exterior of airbox, install placard (Gulfstream P/N 5503014) which reads:  
"WARNING  
AIR FILTER DETERIORATION CAN CAUSE ENGINE POWER LOSS. CONSULT AIRCRAFT MAINTENANCE MANUAL FOR AIR FILTER SERVICING AND REPLACEMENT REQUIREMENTS".  
(FAA AD 81-24-03 refers)
- Compliance:**
1. (a) Within the next 25 hours TIS, or at 425 hours TTIS whichever is the later and thereafter at intervals not exceeding 25 hours until improved screens installed.
  1. (b) Within the next 50 hours TIS
  2. (a) Within the next 25 hours TIS or 425 hours TTIS whichever is the later.
  2. (b) Within the next 50 hours TIS
- Effective Date:** 26 February 1982

**DCA/AA/17 Seat Belt Attachment - Modification**

**Applicability:** All model AA-1, AA-1A, AA-1B and AA-1C aircraft.

**Requirement:** Modify per Gulfstream Aerospace SB 173.

**Compliance:** By 31 May 1985.

**Effective Date:** 19 April 1985

**DCA/AA/18 Fuel Tanks/Fuel System - Inspection**

**Applicability:** All model AA-5, AA-5A and AA-5B aircraft

**Requirement:** To preclude possible fuel tank/fuel system contamination caused by deterioration of fuel tank access cover sealant, inspect and reseal per Gulfstream Aerospace Corp. SB 176.

Remove any contamination found before further flight.  
(FAA AD 89-18-08 refers)

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 7 October 1989

**DCA/AA/19C Wing Attach Shoulder Bolts – Inspection and Replacement**

**Applicability** Model AA-5, AA-5A and AA-5B aircraft, all S/N.  
Model AG-5B aircraft, S/N 99998 and S/N 10000 through to 10174.

**Note 1:** This AD amended to include the inspection of bolts P/N 901044-2.

**Requirement:** To prevent failure of the wing attachment shoulder bolts, accomplish the following:

1. Inspect the inboard wing attachment bolts P/N 901044-2 and 901044-3, per American General Aircraft Corporation Service Bulletin No. SB-185-A.

Inspect for fretting, scoring and wear (removal of the cad plating from the shoulder of the bolt), per SB-185-A. Replace as required before further flight.

Inspect the shoulder bolt profile for a smooth machined area between the threads and the shoulder bevel per SB-185-A. If the threads contact the shoulder of the bolt, the bolt must be replaced with a bolt of the correct profile per SB-185-A before further flight.

2. Inspect the mounting holes in the wing spar and the centre section spar for enlargement or elongation that exceeds the specified dimension, per SB-185-A.

Ream and bush any mounting hole that exceeds the specified dimension per SB-185-A before further flight.

3. Inspect the wing spar at the centre spar clearance gap for excessive clearance per SB-185-A. Shim the spar if excessive clearance is found per SB-185-A before further flight.

(FAA AD 95-19-15R1 refers)

**Note 2:** Do not install any wing attach shoulder bolts that have wear (removal of the cad plating from the shoulder of the bolt) or bolts that have threads which contact the shoulder of the bolt.

**Compliance:** 1. 2. & 3. Within the next 100 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 500 hours TIS.

**Effective Date:** DCA/AA/19A - 24 November 1995  
DCA/AA/19B - 29 September 2005  
DCA/AA/19C - 24 April 2008

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**\* 2021-14-12 Horizontal Stabiliser – Inspection**

**Applicability:** Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5 aircraft, all S/N.

**Effective Date:** 27 July 2021