

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-031 KONTROLL AV FLENS PÅ FREMRE VINGEBJELKE

Påbudet gjelder:

Twin Commander Aircraft Corporation, følgende modeller:

500	500A	500B	500S	500U
520	560	560A	560E	560F
680	680E	680F	680FL(P)	680FL
680T	680V	680W	681	720

Påbudet omfatter:

For å hindre svikt i vingestrukturen som følge av sprekker i fremre vingebjelkes nedre flens (front spar lower cap), skal følgende tiltak utføres:

1. Kontroller fremre vingebjelkes nedre flens, høyre og venstre Wing Station 24 i samsvar med de instruksjoner gitt i Twin Commander SB nr. 90C, datert 30.03.92 og Twin Commander Service Publication revision notice i SB nr. 90C, rev. 1, datert 05.06.92.

Anm.: Part I i ovennevnte SB gjelder for følgende modeller:
500, 500A, 500B, 500S, 500U, 520, 560, 560A, 560E, 560F, 680,
680E, 680F, 680F(P) og 720.

Part II i ovennevnte SB gjelder for følgende modeller:
680FL og 680FL(P).

Part III i ovennevnte SB gjelder for følgende modeller:
680FL, 680FL(P), 680T, 680V, 680W og 681.

2. Dersom kontrollen avslører sprekker, skal fremre vingebjelkes nedre flens byttes ut, før videre flyging, i samsvar med et av følgende tiltak:

2.1 For 500S, 500U, 680FL, 680FL(P), 680W og 681 modeller:

Twin Commander Custom Kit nr. CK-145, datert 21.08.92.

01.05.94

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2.2 For 500, 500A, 500B, 520, 560, 560A, 560E, 560F, 680E, 680F, 680T, 680V, 680W og 720 modeller:

Bestill prosedyrer for utskifting til følgende adresse:

Seattle Aircraft Certification Office (ACO), FAA
Northwest Mountain Region
1601 Lind Avenue S.W., Renton
Washington 98055-4056
USA

Anm.: Selv om det ikke er påkrevd, anbefales at fly som brukes ved lave høyder (under 1000 ft) benytter kortere inspeksjonsintervaller enn det som er påkrevd i denne LDP.

Anm.: Denne LDP erstatter og opphever LDP 15/73.

Tid for utførelse:

Innen 50 flytimer etter 01.05.94, dersom ikke allerede utført i samsvar med LDP 15/73, eller 500 flytimer etter at fremre vingebjelkes nedre flens er byttet ut i samsvar med pkt. 2.1 og 2.2 i denne LDP; det som kommer sist.

Deretter skal kontrollen utføres med intervaller ikke overstigende 500 flytimer.

Referanse:

FAA AD 94-04-13.

01.05.94

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-032 KONTROLL AV FLENS PÅ FREMRE VINGEBJELKE

Påbudet gjelder:

Twin Commander Aircraft Corporation, følgende modeller, hvor fremre vingebjelkes nedre flens ikke er skiftet ut i samsvar med pkt. 2.2 i denne LDP:

685	S/N 12000 t.o.m. 12066
690, 690A og 690B	S/N 11001 t.o.m. 11566

Anm.: Serienummerne for modell 685 er forskjellige fra de som er spesifisert i Twin Commander Service Bulletin nr. 211, revisjon 1, datert 07.07.92. Det er serienummerne spesifisert i denne LDP som gjelder.

Påbudet omfatter:

For å hindre svikt i vingestrukturen som følge av sprekker i fremre vingebjelkes nedre flens (front spar lower cap), samt sprukket eller deformert vingeribbe ved Wing Station (WS) 39, skal følgende tiltak utføres:

1. Modifiser ribbe ved WS 39 i samsvar med Part II i Accomplishment Instructions i Twin Commander SB No. 211, revisjon 1, datert 07.07.92.
2. Utfør korrosjons-/sprekkkontroll med Eddy Current ved fremre vingebjelkes nedre flens og nedre stringer nr.7 ved WS 39 i samsvar med Part I i Accomplishment Instructions i Twin Commander SB No. 211, revisjon 1, datert 07.07.92.
 - 2.1 Dersom korrosjon blir funnet som er mindre enn 0.031" i den tynne flensen, eller mindre enn 0.063" i den tykkere delen av fremre vingebjelkes nedre flens, skal korrodert område behandles med korrosjons inhibitor LPS-3 eller ACF-50 før videre flyging.
 - 2.2 Dersom korrosjon blir funnet som er lik eller større enn 0.031" i den tynne flensen, eller 0.063" i den tykkere delen av fremre vingebjelkes nedre flens, skal fremre vingebjelkes nedre flens byttes ut i samsvar med følgende før videre flyging:

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2.2.1. For modell 685, 690, 690A og 690B:

Twin Commander Custom Kit 144, revisjon A, datert 12.11.92;
eller

2.2.2. For modell 690, 690A og 690B:

AVIADESIGN, Inc. Supplemental Type certificate SA5740NM,
datert 16.07.92.

Tid for utførelse:

Innen 50 flytimer etter 01.05.94.

Referanse:

FAA AD 94-04-12.

01.05.94

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tigr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN
COMMANDER - 3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-033 KONTROLL AV FLAPSYSTEMETS KABLER

Påbudet gjelder:

Twin Commander Aircraft Corporation, følgende modeller:

500	500A	500B	500S	500U
520	560	560A	560E	560F
680	680E	680F	680FL(P)	680FL
680FP	680T	680V	680W	681
685	690	690A	690B	690C
690D	695	695A	695B	720

Påbudet omfatter:

For å hindre svikt av flapsystemet som følge av slitasje av kablene, skal følgende tiltak utføres i samsvar med Twin Commander Service Bulletin (SB) nr. 210, datert 01.02.91:

1. Gni alle kabler i flapsystemet med en myk bomullsklut. Der hvor bomullskluten møter motstand, skal kabelen visuelt undersøkes for ødelagte wire. Før videre flyging skal kabler med ødelagte wire skiftes ut.
2. Kontroller trinsesporets bredde. Dersom denne er smalere enn det som er spesifisert i Part I, paragraf C, i Accomplishment Instructions Section i Twin Commander SB nr. 210, datert 01.02.91, skal trinse og kabel skiftes ut før videre flyging.
3. Utfør en visuell kontroll av flapsystemet for trinser med slitte kabelklemmer, eller gnissing mot øvre eller nedre støttebraketter. Skift ut alle ødelagte trinser, klemmer eller braketter før videre flyging.
4. Skift ut hovedtrinsen og kabel med nye deler av forbedret design i samsvar med Twin Commander SB nr. 210, datert 01.02.91. Delnummer til gjeldende hovedtrinse og kabel står listet i tabell 1 i forannevnte SB.

Tid for utførelse:

Innen 50 flytimer etter 01.05.94.

01.05.94

LUFTDYKTIGHETSPÅBUD

Referanse:

FAA AD 94-04-17.

01.05.94

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-034 KONTROLL AV FLENS PÅ FREMRE VINGEBJELKE

Påbudet gjelder:

Twin Commander Aircraft Corporation, følgende modeller:

500S	S/N 3314 t.o.m. 3323
690B	S/N 11480 t.o.m. 11566

Påbudet omfatter:

For å hindre svikt i vingestrukturen som følge av stresskorrosjonssprekker i fremre vingebjelkes nedre flens (front spar lower cap), skal følgende tiltak utføres:

1. Fjern en del av fremre vingebjelkes nedre flens i samsvar med Twin Commander Service Bulletin (SB) nr. 215, datert 03.03.92. Før videre flyging, skal denne delen sendes til EMTEC Corporation, 124 East Sheridan, suite 101, Oklahoma City, Oklahoma 73104, for en metallurgisk undersøkelse. Vent på resultat.

Anm.: Fabrikanten vil betale kostnadene for denne undersøkelsen. Regningen fra EMTEC vil bli sendt direkte til Twin Commander Corporation.

2. Dersom resultatene fra denne undersøkelsen avdekker en "fine equi-axed" kornstruktur, skal fremre vingebjelkes nedre flens skiftes ut med ny, før videre flyging, i samsvar med et av følgende tiltak:
 - 2.1 Modell 690B; Twin Commander Custom Kit nr. CK-144, revisjon A, datert 12.11.92;
 - 2.2 Modell 500S; Twin Commander Custom Kit nr. CK-145, datert 21.08.92; eller
 - 2.3 Modell 690B, AVIADESIGN, Inc. Supplemental Type Certificate SA5740NM.

Anm.: "Fine equi-axed" kornstruktur henspiller til en kornstruktur som er nesten identisk i alle tre retninger. Kornstørrelsen er betydelig mindre enn hva som er typisk i vingebjelken forøvrig. Dette er

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forskjellig fra den forlengede, svært ensrettede kornstrukturen med relativ stor kornstørrelse som er typisk for ekstrudert bjelkemateriale.

3. Dersom resultatene fra undersøkelsen avdekker en kornstruktur som er mindre enn de store forlengede kornene, men ikke "fine equi-axed", skal fremre vingebjelkes nedre flens kontrolleres for stresskorrosjonssprekker, før videre flyging, i samsvar med et inspeksjonsprogram godkjent av Luftfartsverket.
4. Resultatene av den metallurgiske undersøkelsen skal sendes Luftfartsverket innen 10 dager etter utført undersøkelse til følgende adresse:

Luftfartsverket
Luftfartsinspeksjonen
Postboks 8124 Dep
0032 OSLO

Redegjør for lokalitet og lengde på de sprekker som ble funnet, samt lokalitet og dybde på evt. korrosjon.

5. Dersom sprekker oppdages etter utført metallurgisk undersøkelse, skal fremre vingebjelkes nedre flens byttes ut i samsvar med et av følgende punkter før videre flyging:
 - 5.1 Modell 690B: Twin Commander Custom Kit nr. CK-144, rev A, datert 12.11.92;
 - 5.2 Modell 500S: Twin Commander Custom Kit nr. CK-145, datert 21.08.92; eller
 - 5.3 Modell 690B: AVIADESIGN, Inc. Supplemental Type certificate SA5740NM.

Tid for utførelse:

Innen 50 flytimer etter 01.05.94.

Referanse:

FAA AD 94-04-11.

01.05.94

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tigr : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN
COMMANDER - 5

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-035 KONTROLL AV FLENS PÅ FREMRE VINGEBJELKE

Påbudet gjelder:

Twin Commander Aircraft Corporation, følgende modeller:

500U, 680FL, 680FL(P) og 680W	S/N 1731 t.o.m. 1854
500S	S/N 1755 t.o.m. 3323
681	S/N 6001 t.o.m. 6072
685	S/N 12000 t.o.m. 12066
690, 690A og 690B	S/N 11001 t.o.m. 11566

Anm.: Serienumrene for modell 685 er forskjellige fra de som er spesifisert i Twin Commander Service Bulletin nr. 208A, datert 09.11.92. Det er serienumrene spesifisert i denne LDP som gjelder.

Påbudet omfatter:

For å unngå strukturell svikt av vingen som følge av korrosjon i området rundt fremre vingebjelkes nedre flens, skal følgende tiltak utføres:

1. Utfør ultrasonisk korrosjonskontroll av hele området rundt fremre vingebjelkes nedre flens i samsvar med Twin Commander Service Bulletin (SB) nr. 208A, datert 09.11.92.
 - 1.1 Dersom ingen korrosjon oppdages, skal kontrollen gjentas innen gitt frist.
 - 1.2 Dersom korrosjon oppdages som er mindre enn 50% av den tillatte grensen spesifisert i Twin Commander SB 208A, datert 09.11.92, skal kontrollen gjentas innen gitt frist.
 - 1.3 Dersom korrosjon oppdages som er mellom 50% til 100% av den tillatte grensen spesifisert i Twin Commander SB 208A, datert 09.11.92, skal kontrollen gjentas innen gitt frist.

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- 1.4 Dersom korrosjon oppdages som er over 100 % av den tillatte grensen spesifisert i Twin Commander SB 208A, datert 09.11.92, skal fremre vingebjelkes nedre flens byttes ut i samsvar med pkt. 2 nedenfor, før videre flyging.
2. De repetitive kontrollene beskrevet under pkt. 1 i denne LDP er ikke lenger påkrevd dersom fremre vingebjelkes nedre flens er skiftet ut i samsvar med et av følgende punkter:
- 2.1 For modell 685, 690, 690A og 690B:
- Twin Commander Custom Kit nr. CK-144, revisjon A, datert 12.11.92;
- 2.2 For modell 500S, 500U, 680W, 681, 680FL og 680FL(P):
- Twin Commander Custom Kit nr. CK-145, datert 21.08.92; eller
- 2.3 For modell 690, 690A og 690B:
- AVIADESIGN, Inc. Supplemental Type Certificate SA5740NM.

Anm.: Denne LDP erstatter og opphever LDP 91-017.

Tid for utførelse:

Innen 90 dager etter 01.05.94, eller innen 12 kalendermåneder etter den siste kontrollen påkrevd i samsvar med LDP 91-017.

Pkt. 1.1: Innen 36 kalendermåneder etter 01.05.94.

Pkt. 1.2: Innen 30 kalendermåneder etter 01.05.94.

Pkt. 1.3: Innen 12 kalendermåneder etter 01.05.94.

Referanse:

FAA AD 94-04-14.

01.05.94

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tigr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN
COMMANDER - 6

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-046 SPREKKKONTROLL AV VINGESTRUKTUR

Påbudet gjelder:

Twin Commander Aircraft Corporation modell 690C og 695 som har serienummer som listet i vedlagte kopi av FAA AD 95-12-23.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-12-23.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 95-12-23, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-12-23.

Gyldighetsdato:

01.08.95.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-12-23 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-9275; Docket No. 94-CE-29-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Model	Serial Numbers
690C	11600 through 11735
695	95000 through 95084

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required upon the accumulation of 6,000 hours time-in-service (TIS) or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent wing damage caused by fatigue cracking, which, if not detected and corrected, could progress to the point of structural failure, accomplish the following:

(a) For all affected serial number Model 695 airplanes, and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, inspect the wing structure for cracks in accordance with the PART I ACCOMPLISHMENT INSTRUCTIONS (INSPECTIONS) section of Twin Commander Service Bulletin (SB) No. 213, dated July 29, 1994.

(b) For any Model 690C airplane incorporating a serial number in the 11731 through 11735 range, inspect the wing structure for cracks in accordance with Item 10 of the PART I ACCOMPLISHMENT INSTRUCTIONS (INSPECTIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(c) If, during the inspections required in paragraphs (a) and (b) of this AD, cracks are found in the areas referenced in Figures 1 through 5 and the instructions of the service information referenced above, prior to further flight, replace the damaged structure and modify the wing structure in accordance with the PART II ACCOMPLISHMENT INSTRUCTIONS (MODIFICATIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(d) If no cracks are found, accomplish one of the following:

(1) For all airplanes, upon the accumulation of 7,500 hours TIS or within 1,000 hours TIS after the initial inspection, whichever occurs later, reinspect the structure in accordance with either paragraph (a) or (b) of this AD, as applicable, and reinspect thereafter at intervals not to exceed 1,000 hours TIS, and, if applicable, replace any damaged part or modify the wing structure as specified in paragraph (c) of this AD; or

(2) For Model 695 airplanes and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, prior to further flight, modify the wing structure in accordance with the PART II ACCOMPLISHMENT INSTRUCTIONS (MODIFICATIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(e) For all affected Model 695 airplanes and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, the modification referenced in paragraphs (c) and (d)(2) of this AD may be accomplished any time after the initial inspection as terminating action for the repetitive inspection requirement of this AD, except for the inspection of the doublers at the wing attach fittings located in the Fuselage Station 144 frame (Item 10 of PART I ACCOMPLISHMENT INSTRUCTIONS section of the Twin Commander SB No. 213, dated July 29, 1994). All affected model and serial number airplanes must inspect in this area at every 1,000 hours TIS.

2 95-12-23

NOTE 2: For those airplanes that have not accumulated 6,000 hours TIS, the initial and first repetitive inspection required by this AD were established to coincide with the 6,000-hour Major Inspection Guide I and 7,500-hour Major Inspection Guide II inspections, respectively, so that the operator may schedule the required action in accordance with these major inspections.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) The inspections and modification required by this AD shall be done in accordance with Twin Commander Service Bulletin No. 213, dated July 29, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on July 30, 1995.

FOR FURTHER INFORMATION CONTACT:

Mr. David D. Swartz, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

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LUFFARTSVERKET
Hovedadministrasjonen
Luftfarsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFFDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFFFARTØY

TWIN
COMMANDER - 7

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-047 SPREKKONTROLL AV STABILISATOR

Påbudet gjelder:

Twin Commander Aircraft Corporation modeller og serienummer som listet i vedlagte kopi av FAA AD 95-13-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-13-02.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 95-13-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-13-02

Gyldighetsdato:

01.08.95.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-13-02 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-9283; Docket No. 94-CE-27-AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that do not have the vertical stabilizer modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II - MODIFICATION section of Twin Commander Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively:

Model	Serial Numbers
685	12000 through 12066
690	11000 through 11079
690A	11100 through 11344
690B	11350 through 11566
690C	11600 through 11735
690D	15001 through 15042
695	95000 through 95084
695A	96001 through 96100

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required upon the accumulation of 2,000 hours time-in-service (TIS) on a vertical stabilizer or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent failure of the vertical stabilizer as a result of cracks, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the vertical stabilizer for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART I - INSPECTION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(b) If damage or cracks are found within the limits of Figures 1 and 2 of the service information referenced above, prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II - MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(c) If damage or cracks are found outside the limits referenced in Figures 1 and 2 of the service information referenced above or if cracks intersect, prior to further flight, replace the damaged parts with new parts in accordance with the applicable maintenance manual instructions. The requirements of this AD still apply when the damaged parts are replaced, unless the stabilizer is modified as specified in paragraph (b) of this AD.

(d) If no cracks are found, accomplish one of the following:

(1) Reinspect at intervals not to exceed 500 hours TIS, and modify any damaged or cracked vertical stabilizer as specified in paragraph (b) and (c) of this AD; or

2 95-13-02

(2) Prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II - MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. This modification may be accomplished prior to further flight after any repetitive inspection as terminating action for the repetitive inspections provided no cracks are found.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) The inspections and modification required by this AD shall be done in accordance with Twin Commander Service Bulletin 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on July 22, 1995.

FOR FURTHER INFORMATION CONTACT:

Mr. David D. Swartz, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN-
COMMANDER - 8

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-058 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Twin Commander Aircraft Corporation; modeller og serienummer som listet i vedlagte kopi av FAA AD 95-19-18.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-19-18.

Tid for utførelse:

Innen 50 flytimer etter 01.11.95.

Referanse:

FAA AD 95-19-18.

Gyldighetsdato:

01.11.95.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-19-18 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-9379; Docket No. 95-CE-20-AD.

Applicability: The following airplane models and serial numbers, certificated in any category.

Models	Serial Numbers
680T and 680V	1473 through 1720
680W	1721 through 1850
681	6001 through 6072
690	11001 through 11079
690A	11100 through 11344
690B	11350 through 11566
690C	11600 through 11735
690D	15001 through 15042
695	95000 through 95084
695A	96000 through 96100
695B	96201 through 96208

NOTE 1: This AD applies to each airplane identified in the preceding applicability revision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent structural damage to the airplane caused by excessive turbulence, which could result in loss of the airplane, accomplish the following:

(a) Install the placard (to the windshield centerpost) and incorporate the airplane flight manual/pilot operating handbook (AFM/POH) revisions that are included with the kits presented below. The placard and AFM/POH revisions provide warnings to the airplane operator of the importance of observing the Turbulent Air Penetration and Maneuvering speeds:

Kit No.	Model Affected
SB220-1	680T
SB220-2	680V
SB220-3	680W
SB220-4	681
SB220-5	690
SB220-6	690A
SB220-7	690B
SB220-8	690C
SB220-9	690D
SB220-10	695
SB220-11	695A
SB220-12	695B

NOTE 2: Twin Commander Service Bulletin No. 220, dated February 1, 1995, relates to the subject of this AD, and references the SB220 service kits specified above.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

2 95-19-18

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) All persons affected by this directive may obtain copies of the kits referenced above that include the placard and the AFM revisions upon request to the Twin Commander Aircraft Corporation, 19010 59th Drive, NE., Arlington, Washington 98223; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment becomes effective on October 25, 1995.

FOR FURTHER INFORMATION CONTACT:

Mr. David D. Swartz, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
TWIN-
COMMANDER - 9

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-060 UTSKIFTING AV NESEHJULETS «DRAG LINK BOLT»

Påbudet gjelder:

Twin Commander Aircraft Corporation modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 96-12-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-08.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-12-08, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-12-08.

Gyldighetsdato:

01.07.96.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



Bilag til LDP 96-060
U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

96-12-08 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-9650; Docket No. 96-CE-22-AD.

Applicability: The following Model and serial number airplanes, certificated in any category.

Models	Serial Numbers
500S	3185, 3228, 3230, 3262, and 3291
500U	1765
680F	1195
681	6027
690	11035, 11053, 11068, and 11074
690A	11111, 11134, 11146, 11173, 11177, 11205, 11215, 11237, 11271, 11273, and 11282
690B	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11535, 11536, and 11539
690C	11638, 11676, 11689, and 11719
690D	15041
695	95010, 95033, and 96066
695A	69010, 69041, 69056, and 69061

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 10 hours time-in-service (TIS), unless already accomplished.

To prevent the nose landing gear (NLG) from collapsing, which if not corrected, could result in loss of the airplane, accomplish the following:

(a) Replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin 224, Revision A, dated April 24, 1996.

(b) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head.

NOTE 2: Although not required by this AD, it is highly recommended that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(c) As of the effective date of this AD, no person shall install an NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

96-12-08

Bilag til LDP 96-060

(e) An alternative method of compliance (which would include Rockwell Hardness test) or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(f) The replacement required by this AD shall be done in accordance with Twin Commander Aircraft Corporation Service Bulletin 224, Revision A, dated April 24, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Twin Commander Aircraft Corporation, 19010 59th Dr. NE, Arlington, Washington, 98223-7832; telephone (360) 435-9797; facsimile (360) 435-1112. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on June 27, 1996.

FOR FURTHER INFORMATION CONTACT:

David D. Swartz, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
TWIN-
COMMANDER - 10

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-041 KONTROLL AV FLAPSYSTEMETS KABLER

Påbudet gjelder:

Twin Commander Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 98-07-17.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-07-17.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 98-07-17, med virkning fra denne LDP's gyldighetsdato.

Anm.: Denne LDP erstatter og opphever LDP 94-033.

Referanse:

FAA AD 98-07-17.

Gyldighetsdato:

1998-05-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-07-17 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-10437; Docket No. 97-CE-69-AD. Supersedes AD 94-04-17, Amendment 39-8837.

Applicability: The following airplane models (all serial numbers), certificated in any category:

500	500-A	500-B	500-S	500-U
520	560	560-A	560-E	560-F
680	680-E	680-F	680FL	680FL(P)
680FP	680T	680V	680W	681
685	690	690A	690B	690C
690D	695	695A	695B	720

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of a flap system cable caused by fatigue, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 300 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, perform the following in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Twin Commander Aircraft Corporation (Twin Commander) Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997):

- (1) Inspect all flap system cable grooves for the correct width;
- (2) Inspect all flap system pulleys for rubbing on the support brackets;
- (3) Inspect all flap pulley cable assemblies for frayed wires; and
- (4) Mark pulleys that have been inspected and have the correct groove radius with two parallel lines as specified in the service bulletin.

NOTE 2: Revision No. 1 Release Date: July 15, 1997, of Twin Commander Mandatory Service Bulletin No. 226, specifies changes in the workhours necessary to accomplish this action and makes reference to a gauge that is available from the manufacturer for use in accomplishing the inspection.

(b) If any of the above discrepancies are found, prior to further flight after the inspections required by paragraph (a), including all subparagraphs, of this AD, rework or replace the affected part in accordance with Twin Commander Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997).

(c) As of the effective date of this AD, no person may install a pulley that does not have the criteria presented in either paragraph (c)(1), (c)(2), or (c)(3) of this AD:

- (1) A pulley that has been inspected, found acceptable, and marked with two parallel lines in accordance with paragraph (a), including all subparagraphs, of this AD;
- (2) A pulley that has been reworked in accordance with an FAA-approved procedure and is marked "SB 226"; or
- (3) A new pulley that is marked "SB 226-NEW".

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), Northwest Mountain Region, FAA, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

2 98-07-17

(2) Alternative methods of compliance approved in accordance with AD 94-04-17 (superseded by this AD) are not considered approved as alternative methods of compliance for this AD.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(f) The inspections and replacements required by this AD shall be done in accordance with Twin Commander Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997). This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Twin Commander Aircraft Corporation, 19003 59th Drive, NE, Arlington, Washington 98223-7832. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment supersedes AD 94-04-17, Amendment 39-8837.

(h) This amendment becomes effective on May 29, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Jeffrey Morfitt, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone: (425) 227-2595; facsimile: (425) 227-1181.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN-
COMMANDER - 11

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-055 SPREKKONTROLL AV VINGEFESTEPUNKT

Påbudet gjelder:

Twin Commander Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 98-08-19.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-08-19.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 98-08-19, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-08-19.

Gyldighetsdato:

1998-06-01.

AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
 P.O. BOX 26460
 OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
 of Transportation
**Federal Aviation
 Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-08-19 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-10468; Docket No. 95-CE-92-AD.

Applicability: Models 500, 500A, 500B, 500S, 500U, 520, 560, 560A, 560E, 560F, 680, 680E, 680F, 680FL, 680FLP, 680FP, 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B and 720 airplanes, all serial numbers, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD after the effective date of this AD, unless already accomplished.

To prevent cracks at the wing to fuselage attach points, which, if not detected and corrected, could cause structural failure and loss of control of the airplane, accomplish the following:

(a) For all models except Models 520, 560, 690C and 695, accomplish the actions in the following table in accordance with the Compliance section and PART I, II, and III of the ACCOMPLISHMENT INSTRUCTIONS sections of Twin Commander Service Bulletin No. 223, dated October 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997:

	A	B	C
PART I	<p>Upon the accumulation of 6,000 hours total time-in-service (TIS) or within the next 100 hours TIS, whichever occurs later, install access holes in left and right wing leading edges and inspect the forward attach brackets and straps for cracks.</p> <p>For any airplanes that have wings modified with titanium leading edges through an STC, remove the wing root farings to accomplish the required inspections, in lieu of installing the access holes.</p> <p>(Accomplish in accordance with PART I of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>If cracked, prior to further flight, replace the brackets and straps or repair the part by an approved repair scheme (see paragraph (b) of this AD). Then, accomplish PART II of this AD.</p> <p>(Accomplish in accordance with PART I of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>If no cracks are found, repeat inspection at 1,000 hour (hr.) intervals until cracks are found, replace the cracked part or repair by an approved repair scheme (see paragraph (b) of this AD), then accomplish PART II.</p> <p>(Accomplish in accordance with PART I of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>

	A	B	C
PART II	<p>Inspect for cracks at the wing leading edge close-outs, upper & lower return flange radius, fuselage frame where tee bracket attaches, inboard side of attach bracket and frame tee bracket.</p> <p>(Accomplish in accordance with PART II of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997, and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>If cracked, prior to further flight, replace any cracked part or repair the part with an approved repair scheme (see paragraph (b) of this AD). If no cracks are found, continue to repetitively inspect at 1,000 hour TIS intervals.</p> <p>(Accomplish in accordance with PART II of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>After repair or replacement is accomplished, continue to inspect at 6,000 hr. intervals.</p> <p>(Accomplish in accordance with PART II of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>
PART III	<p>For pressurized airplanes, at 6,000 hr. total TIS or within the next 100 hours TIS whichever occurs later, inspect fuselage station (F.S.) 100 for cracks.</p> <p>For non-pressurized airplanes, at 12,000 hr. total TIS or within the next 100 hours TIS whichever occurs later, inspect F.S. 100 for cracks.</p> <p>(Accomplish in accordance with PART III of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>If cracked, prior to further flight, repair with an approved repair scheme (see paragraph (b) of this AD), and continue to inspect at 1,000 hr. intervals.</p> <p>(Accomplish in accordance with PART III of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>	<p>If no cracks, repeat inspection at 1,000 hr. intervals until cracks are found, then accomplish PART III B of this AD.</p> <p>(Accomplish in accordance with PART III of Compliance Section in Twin Commander SB 223, dated Oct. 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997.)</p>

(b) Obtain an FAA-approved repair scheme from the manufacturer through the Manager of the Seattle Aircraft Certification Office at the address specified in paragraph (f) of this AD.

(c) For Twin Commander Models 520 and 560 airplanes, upon the accumulation of 6,000 hours total TIS or within the next 100 hours TIS, whichever occurs later, accomplish PART II of the table in paragraph (a) of this AD. Accomplish PART III in accordance with the compliance times in the above table of paragraph (a). These models are excluded from the wing leading edge access hole installation in PART I of the table in paragraph (a) of this AD.

(d) For Twin Commander Models 690C and 695 airplanes, accomplish PARTS I and II in accordance with the compliance times in the above table of paragraph (a). These Models are excluded from PART III of the table in paragraph (a) of this AD.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(g) The inspections and installations required by this AD shall be done in accordance with the Twin Commander Service Bulletin No. 223, dated October 24, 1996 as amended by Revision Notice No. 1, dated May 8, 1997 and Revision Notice No. 2, dated August 18, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Twin Commander Aircraft Corporation, P.O. Box 3369, Arlington, Washington, 98223. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(h) This amendment becomes effective on May 18, 1998.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone (425) 227-2595; facsimile (425) 227-1181.

LUFTFARTSVERKET
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
TWIN-
COMMANDER - 12

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-056A UTSKIFTING AV NESEUNDERSTELLETS «DRAG LINK BOLT»

Påbudet gjelder:

Twin Commander Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 98-08-25R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-08-25R1.

Anm.: Denne LDP opphever og erstatter LDP 96-060.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-08-25R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-08-25R1.

Gyldighetsdato:

1999-02-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-08-25 R1 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-10821; Docket No. 96-CE-54-AD. Revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment 39-9650.

Applicability: The following model and serial number airplanes, certificated in any category:

Models	Serial Numbers
500S	3185, 3228, 3230, 3262, and 3291
500U	1765
680F	1195
681	6027
680V	1677
690	11035, 11053, 11068, and 11074
690A	11111, 11134, 11146, 11153, 11173, 11177, 11205, 11215, 11237, 11249, 11271, 11273, and 11282
690B	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11521, 11535, 11536, 11539, and 11566
690C	11638, 11643, 11676, 11689, and 11719
690D	15041
695	95010, 95033, 95044, and 95066
695A	96010, 96041, 96056, and 96061

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated below, unless already accomplished:

1. For all affected airplane models, except for Model 695A airplanes: Within 75 hours time-in-service (TIS) after May 18, 1998 (the effective date of AD 98-08-25).

2. For Model 695A airplanes: Within the next 75 hours TIS after the effective date of this AD.

To prevent the nose landing gear (NLG) from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) For all airplane models, except for Models 690D and 695A, replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin (SB) 224, Revision C, dated July 25, 1996.

(b) For airplane Models 690D and 695A, replace the NLG drag link bolt (P/N ED 10055), with a new bolt (P/N 750076-1) in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(c) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head for all but Models 690D and 695A. Models 690D and 695A bolts must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 76-1, on the bolt head.

NOTE 2: Although not required by this AD, FAA highly recommends that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(d) For all affected airplane models, except for Models 690D and 695A airplanes, compliance with Twin Commander SB 224, Revision A, dated April 24, 1996; or Twin Commander SB 224, Revision C, dated July 25, 1996, fulfills the applicable requirements of this AD. For the affected Models 690 and 695A airplanes, compliance must be in accordance with Twin Commander SB 224, Revision C, dated July 25, 1998.

(e) As of the effective date of this AD, no person shall install, on any affected airplane, a NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number as specified in paragraph (c) of this AD.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. SW, Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained Seattle Aircraft Certification Office.

(h) The inspection and replacement required by this AD shall be done in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998). Copies may be obtained from Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington 98223-7832. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment No. 39-9650.

(j) This amendment becomes effective on January 5, 1999.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone: (206) 227-2595; facsimile: (206) 227-1181.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

TWIN-
COMMANDER - 15

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2007-026 "CRACKS IN SUPPORT STRUCTURE FOR AILERON HINGE FITTINGS"

Påbudet gjelder:

Twin Commander Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 2006-15-01.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2006-15-01.

Tid for utførelse:

Innen de neste 150 flytimer regnet fra 2. mai 2007, eller innen 1. september 2007 det som kommer først.

Referanse:

FAA AD 2006-15-01.

Gyldighetsdato:

2007-05-02.

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

U.S. Department
of Transportation
**Federal Aviation
Administration**



2006-15-01 Twin Commander Aircraft Corporation: Amendment 39-14681; Docket No. FAA-2006-23785; Directorate Identifier 2006-CE-10-AD.

Effective Date

(a) This AD becomes effective on August 21, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects Models 690, 690A, and 690B airplanes, all serial numbers, that are certificated in any category.

Unsafe Condition

(d) This AD results from reports of cracks found in the support structures for the inboard and center aileron hinge fittings on both wings. The actions specified in this AD are intended to detect and correct cracks in the support structures for the inboard and center aileron hinge fittings on both wings, which could result in aileron failure. This failure could lead to reduced controllability or loss of control of the airplane.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect, visually and using fluorescent dye penetrant, the support structures for the inboard and center aileron hinge fittings on both wings for cracks.	Within the next 150 hours time-in-service or 12 months after August 21, 2006 (the effective date of this AD), whichever occurs first.	Follow Twin Commander Aircraft LLC Alert Service Bulletin 236A and Alert Service Bulletin 238, both dated December 21, 2004, as applicable.
(2) If you do not find cracks during the inspection required in paragraph (e)(1) of this AD, reinforce the support structures for the inboard and center aileron hinge fittings on both wings that are crack free.	Before further flight after the inspection required in paragraph (e)(1) of this AD. After doing the reinforcement, no further action is required.	Follow Twin Commander Aircraft LLC Alert Service Bulletin 236A and Alert Service Bulletin 238, both dated December 21, 2004, as applicable.

Actions	Compliance	Procedures
(3) If you find cracks during the inspection required in paragraph (e)(1) of this AD, replace and reinforce the cracked support structure.	Before further flight after the inspection required in paragraph (e)(1) of this AD. After doing the replacement and reinforcement, no further action is required.	Follow Twin Commander Aircraft LLC Alert Service Bulletin 236A and Alert Service Bulletin 238, both dated December 21, 2004, as applicable.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Vince Massey, Aerospace Engineer, Seattle, ACO, 1601 Lind Avenue SW., Renton, WA 98057; telephone: (425) 917-6475; facsimile: (425) 917-6590, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must do the actions required by this AD following Twin Commander Aircraft LLC Alert Service Bulletin 236A and Twin Commander Aircraft LLC Alert Service Bulletin 238, both dated December 21, 2004. The Director of the Federal Register approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Twin Commander Aircraft LLC, 19010 59th Drive NE., Arlington, WA 98223, telephone: (360) 435-9797; facsimile: (360) 435-1112. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; US Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-23785; Directorate Identifier 2006-CE-10-AD.

Issued in Kansas City, Missouri, on July 7, 2006.

Kim Smith,
 Manager, Small Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 06-6225 Filed 7-14-06; 8:45 am]
 BILLING CODE 4910-13-M

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