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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Byte av bult för nosställets fällstötta

**GÄLLER:** Modeller och S/N angivna i bifogad kopia av FAA AD 98-08-25 R1  
Not: S/N för 695A är rättade

**ÅTGÄRD:** Utför åtgärder angivna i FAA AD 98-08-25 R1

**TID FÖR ÅTGÄRD:** Inom 75 flygtimmar räknat från den 18 maj 1998.

**UNDERLAG:** FAA AD 98-08-25 R1  
Twin Commander Service Bulletin 224 Revision C daterad den 25 juli 1996.

**REFERENS:** FAA AD 98-08-25 R1

**BESLUTSDATUM:** 1999-01-25

**LFS 1999:7**

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
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# AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2870R1

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 Revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment 39-9650.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.