

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av främre vingbalkens nedre fläns

GÄLLER: Modell 685 S/N 12000 t o m 12066.
Modell 690, 690A och 690B S/N 11001 t o m 11566.

ÅTGÄRD: Utför åtgärder angivna i Twin Commander SB nr 211 revision 1 daterad 7 juli 1992.

TID FÖR ÅTGÄRD: Inom 50 flygtimmar räknat från 94-04-12.

UNDERLAG: Twin Commander SB nr. 211 revision 1 daterad 7 juli 1992 eller senare utgåva.
Modifiering i enlighet med underlag angivet i bifogad kopia av FAA AD 94-04-12.

REFERENS: FAA AD 94-04-12

UTGIVNINGS-DATUM: 1994-04-07

LFS: 1994:9

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
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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).

94-04-12 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-8832; Docket No. 92-CE-38-AD.

Applicability: The following Model and serial number airplanes that do not have the wing front spar lower cap replaced in accordance with the procedures of one of the two specified in paragraph (b)(2) of this AD, certificated in any category:

Model	Serial Numbers
685	12000 through 12066
690, 690A, and 690B	11001 through 11566

NOTE 1: The serial number of the Model 685 airplanes differs from that specified in Twin Commander Service Bulletin (SB) No. 211, Revision 1, dated July 7, 1992. This AD takes precedence over that service information.

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

To prevent failure of the wing structure caused by a cracked wing front spar lower cap or cracked or deformed wing rib at Wing Station (WS) 39, accomplish the following:

(a) Modify the wing ribs at WS 39 in accordance with Part II of the ACCOMPLISHMENT INSTRUCTIONS section of Twin Commander SB No. 211, Revision 1, dated July 7, 1992.

(b) Eddy current inspect the wing front spar lower cap and lower wing stringer No. 7 at WS 39 for cracks or corrosion in accordance with Part I of the ACCOMPLISHMENT INSTRUCTIONS section of Twin Commander SB No. 211, Revision 1, dated July 7, 1992.

(1) If any corrosion is found that is less than .031 inch in the thin flange or .063 inch in the thick section of the wing front lower spar cap, prior to further flight, treat the wing front spar lower cap area that is corroded with corrosion inhibitor such as LPS-3 or ACF-50.

(2) If any cracks are found or any corrosion is found that is equal to or exceeds .031 inch in the thin flange or .063 inch in the thick section of the wing front spar lower cap, prior to further flight, replace the wing front spar lower cap in accordance with the instructions in one of the following, as applicable:

(i) For Models 685, 690, 690A, and 690B - Twin Commander Custom Kit 144, Revision A, dated November 12, 1992; or

(ii) For Models 690, 690A, and 690B - AVIADESIGN, Inc. Supplemental Type Certificate SA5740NM, dated July 16, 1992.

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

(d) 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, FAA, Northwest Mountain Region.

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

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(c) The inspections required by this AD shall be done in accordance with Twin Commander Service Bulletin No. 211, Revision No. 1, dated July 7, 1992. 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. The replacement (as applicable) required by this AD shall be done in accordance with the instructions to either Twin Commander Custom Kit No. CK-144, Revision A, dated November 12, 1992; or Twin Commander Custom Kit No. CK-145, dated August 21, 1992, whichever is applicable. This incorporation by reference was previously approved as of April 11, 1994 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.

(f) This amendment becomes effective on April 12, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Mike Pasion, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2594; facsimile (206) 227-1181.