
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Twin Commander (Gulfstream/Rockwell/Aerocommander 500, 600 and 700) Series Aeroplanes

AD/AC/99

Wing and Fuselage Structure

7/2003

Applicability: Model 690D aircraft, serial numbers 15001 through 15036, and 15038 through 15040.

Model 695A aircraft, serial numbers 96001 through 96062, 96065 through 96068, 96070, 96071, 96073, 96074, 96076, 96077, 96079 through 96084, 96086, 96087, and 96089 through 96100.

Model 695B aircraft, serial numbers 96063, 96069, 96075, 96078, 96085, and 96204 through 96208.

- Requirement:**
1. Initially inspect and modify the wing and fuselage areas (Part I Inspection /Modifications as identified in Twin Commander Aircraft Corporation Mandatory Service Bulletin (MSB) No. 214, dated 26 January 2000) and repetitively inspect with necessary modification or replacement of damaged parts (Part II Recurring Inspections as identified in MSB No. 214, in accordance with the following schedules:
 - a. Part I Initial Inspections/Modifications: Initially (unless already accomplished) accomplish the Part I Inspections/Modifications at whichever compliance time in Requirement 1.a.(i) or 1.a.(ii) occurs later:
 - (i) The compliance times presented in Part I Table I of MSB No. 214 as amended by; Twin Commander Corporation Service Publications (SP) revision notice to MSB No. 214, Revision 1, Release Date: 19 April 2000; and SP revision notice to MSB No. 214, Revision 2, Release Date: 21 May 2001; or,
 - (ii) MSB 214 Table A Compliance Times.
 - b. Part II Recurring Inspections: Repetitively inspect as referenced in Part II Recurring Inspections on page 62 of MSB No. 214 as amended by; SP revision notice to MSB No.214, Revision 1; and SP revision notice to MSB No. 214, Revision 2.

**Twin Commander (Gulfstream/Rockwell/Aerocommander 500, 600 and 700) Series
Aeroplanes**

AD/AC/99 (continued)

- c. Mandatory Replacements and Modifications: If any damage is found during any inspection required by Requirement 1, 1.a., and 1.b., before further flight, replace or modify the part as specified in MSB No. 214 as amended by; SP revision notice to MSB No. 214, Revision 1; and SP revision notice to MSB No. 214, Revision 2.

Note: FAA AD2003-07-03 Amendment 39-13099 refers

Compliance: As specified in the Requirement part of this Directive.

This Airworthiness Directive becomes effective on 10 July 2003.

Background: The FAA requires inspection and modification of areas of the wing and fuselage structure for fatigue damage. Fatigue tests show that the service life of certain aircraft parts cannot be reached unless an inspection and modification program is incorporated.



David Villiers
Delegate of the Civil Aviation Safety Authority

30 May 2003