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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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**Twin Commander (Gulfstream/Rockwell/ Aerocommander 500, 600 and 700) Series Aeroplanes****AD/AC/100****Aileron Inboard and Centre Hinge Support Structure****9/2006**

**Applicability:** All Model 690, 690A, and 690B aircraft.

**Requirement:** Visually inspect, using fluorescent dye penetrant method, the support structures for the inboard and centre aileron hinge fittings on both wings, in accordance with Twin Commander Aircraft LLC Alert Service Bulletin (ASB) 236A and ASB 238, both dated 21 December 2004, as applicable.

If no cracks are evident during the above inspection, before further flight, reinforce the support structures for the inboard and centre aileron hinge fittings that are crack free, in accordance with ASB 236A and 238, as applicable.

If cracks are evident during the above inspection, before further flight, replace and reinforce the cracked support structures for the inboard and outboard hinge fittings, in accordance with ASB 236A and ASB 238, as applicable.

*Note: FAA AD 2006-15-01 Amdt 39-14681.*

**Compliance:** Unless already accomplished, within 150 hours time in service or 12 months after 31 August 2006, whichever occurs first.

This Airworthiness Directive becomes effective on 31 August 2006.

**Background:** The FAA received reports of cracks in the support structures for the inboard and centre aileron hinge fittings on both wings. The actions specified in this Directive are intended to detect and correct cracks in the support structures, which could result in aileron failure. Aileron failure could lead to reduced controllability or loss of control of the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

21 July 2006