



To all 690 & 690A/B Commander Operators,

As you may be aware, Twin Commander has released service bulletin 241 which is the inspection and reinforcement of the aft pressure bulkhead in the wing to fuselage attach area of the aircraft. I have attached the first two pages of the service bulletin which shows a basic summary of the repair and the compliance schedule of the service bulletin depending on aircraft total time. Those aircraft that are FAA part 135, and all DGAC aircraft are required to comply with the service bulletin. FAA part 91 operators are not required compliance until the service bulletin becomes an AD. Expect an AD requiring SB241 compliance by mid 2013 or earlier. It is recommended that the affected aircraft be repaired by a Twin Commander Service Center. The service bulletin also states that it is mandatory that at least one person working on SB241 compliance (service center, or non-service center) attend the Twin Commander SB241 school. SB241 is very labor intensive and requires extensive sheet metal skills; not all of the Twin Commander Service Centers will be participating in this repair.

Executive Aircraft Maintenance (EAM) has highly qualified sheet metal technicians with the SB241 required schooling, and we have completed several SB241 Commanders to date. Due to the short amount of compliance time of 12-36 months (depending on aircraft total time), and a relatively quick release of the associated AD; we have begun scheduling in aircraft for SB241 compliance. We are recommending that our operators bring their Commanders in at the time that SB208A (lower spar cap inspection), and/or SB223 (wing to fuselage bracket inspection) are due, since SB241 requires mutual access and repair to both areas in those service bulletins. Expect 5-6 weeks of down time for SB241 with or without SB208A and SB223 compliance.

EAM is flat rating the cost for the following items:

- **Service Bulletin 241, \$56,450.00**
- **Service Bulletin 241 and 208A, \$64,700.00 (discounted \$4,500.00)**
- **Service Bulletin 241, 208A, and 223 (parts I & III), \$73,100.00 (discounted \$10,600.00)**
- **Add \$7,850.00 to SB223 if brackets are found cracked and part II is required.**

Flat rates include all labor, parts, NDT, miscellaneous hardware, and painting associated with service bulletins. Discrepancies found over and above service bulletins will be quoted for repair.

Please contact me for more information on these service bulletins and scheduling,

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ALERT

Service Bulletin



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Service Bulletin 241

September 26, 2012

FUSELAGE ATTACHMENT TO WING MAIN SPAR - INSPECTION & REINFORCEMENT

<u>EFFECTIVITY:</u>	<u>MODELS</u>	<u>SERIAL NUMBERS</u>
	690	All (except S/N 11057)
	690A	All (except S/N 11104, 11106, 11129, 11134, 11146, 11159, 11173, 11192, 11220, 11237, 11252, 11263, 11280, 11287, 11298, 11303, 11317, 11339 & 11341)
	690B	All (except S/N 11383, 11384, 11401 & 11436)

Note: Aircraft serial numbers configured with AVIADESIGN, Inc. STC No. SA5740NM are not compatible with the modifications contained in SB 241. These aircraft will require FAA approved Alternate Methods of Compliance or other approved methods to satisfy the structural intent of SB 241.

REASON FOR PUBLICATION:

Aircraft have been found with cracks in the outer fuselage frame attachment to the lower wing main spar at F.S. 178.81 vertical channel (310384-65 LH & -125 RH). Additional damage has been found at the upper picture window channel (310704-1 LH & -2 RH), shear clip (310412-23 LH & -24 RH), aft cabin pressure web (310384-159), external wing to fuselage fillet (110151-33 LH -34 RH) and working or sheared fasteners.

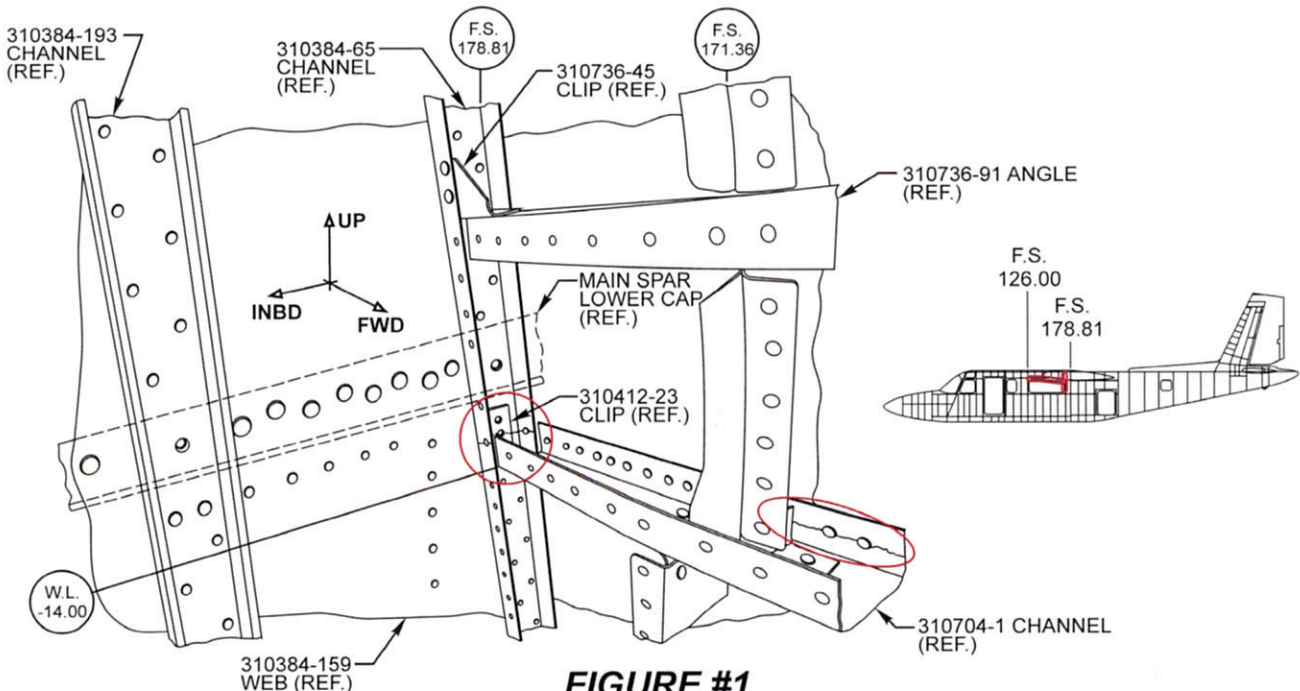


FIGURE #1

VIEW LOOKING AFT & OUTBOARD @ LH AFT PRESSURE
BULKHEAD / UPPER PICTURE WINDOW INTERSECTION
RH SIDE OPPOSITE, CABIN INNER FRAME
PANEL SKINS SHOWN REMOVED FOR CLARITY

SERVICE BULLETIN 241

COMPLIANCE:

This Service Bulletin contains multiple initial compliance schedules based on the current airframe hours / time-in-service. *Part I and II inspections / modifications are required before the expiration of the time period set forth in Table A* applicable to the airplane; however it is highly recommended that Part I & II, inspections / modifications be accomplished at the earliest practicable time.

INITIAL COMPLIANCE SCHEDULE	
CURRENT AIRFRAME (HOURS / TIME-IN-SERVICE)	COMPLIANCE REQUIRED PRIOR TO (HOURS / TIS) OR WITHIN THE NEXT [MONTHS] WHICHEVER COMES FIRST
0000 - 2000	(1000) Hours or [36] Months
2001 - 3000	(800) Hours or [36] Months
3001 - 4000	(650) Hours or [33] Months
4001 - 5000	(500) Hours or [30] Months
5001 - 6000	(350) Hours or [24] Months
6001 - 7000	(250) Hours or [18] Months
Over 7000	(150) Hours or [12] Months

- Table A -

Part I: ACCESS, DISASSEMBLY & INSPECTION OF THE FUSELAGE TO WING MAIN SPAR ATTACHMENT JOINTS

Part I, Access, Disassembly & Inspections are accomplished to record material discrepancies (damage) in the fuselage to wing attachment area. Due to amount of man hours required to accomplish Part I, Part II is Mandatory. This will eliminate the requirement for future reoccurring inspections. The reinforcements designed and installed per this bulletin are terminating action.

Part II: MODIFICATION AND REASSEMBLY OF THE FUSELAGE TO WING MAIN SPAR ATTACHMENT JOINTS

This modification removes all the damaged or potential damaged sheet metal parts in the area of the fuselage to wing main spar joint. This modification primarily replaces joint parts with improved heavier machined parts. The modification cuts and removes the upper 18.5-inch section of the existing 310384-65/-125 channels and incorporates a heavier gage extruded channel as a replacement. The extruded channel was designed to nest into the lower remaining section of the existing channel. A vertical strap is cradled into the new frames making the joint Failsafe and provides improved fastener edge distance. Parts are being replaced for safety of flight to repair damage, prevent future damage and improve load paths.

BY WHOM WORK WILL BE ACCOMPLISHED:

A & P Mechanic (or Equivalent), and an ASNT Level II or III Certified NDT Inspector (or Equivalent) per INSPECTION REQUIREMENTS.

Due to the complexity of the work and potential to damage existing fuselage and wing structure during completion of the modification, it is mandatory that at least one member of the team accomplishing this task complete Twin Commander Aircraft approved training. Such training is available at the Factory Authorized Maintenance Training Provider.

NOTE:

IT IS RECOMMENDED THAT ALL MODIFICATIONS BE COMPLETED ONLY AT AN AUTHORIZED TWIN COMMANDER SERVICE CENTER.