



Applicable Airworthiness Directives

Model: 114TC, S/N: 20005, Tail No: N595TC

ID No: 14026

Page No: 1

Date: 09/28/96

*Type of AD (adlog subscribers—this designation appears in the upper right corner of each adNote page):

N—Non-Repetitive. **R—Repetitive.** **NM—Non-Repetitive, but has more than one compliance requirement.**

NR—Can be either Repetitive or Non-Repetitive, depending on the method of compliance.

****Not applicable**



AIRFRAME MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N595TC.

Aircraft Mfg. COMMANDER. Model 114TC. Serial No. 20005.

Engine Mfg. Lycoming. Model IO-540-AG1A. Serial No. L-9629-61A.

Engine Mfg. _____ Model _____ Serial No. _____.

Propeller Mfg. McCauley. Model B3D32C419-C. Serial No. 951157.

Hub Design No. 82-NHA-5. Hub Serial No. 951157

Blade Design No. _____ Blade Serial No's. OL 079

OL 084

OL 089

Propeller Mfg. _____ Model _____ Serial No. _____.

Hub Design No. _____ Hub Serial No. _____.

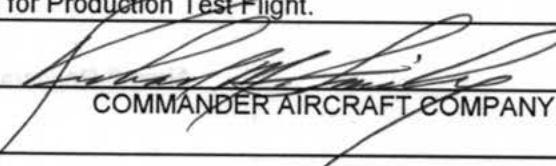
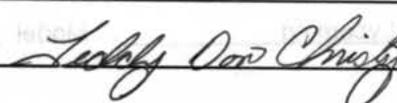
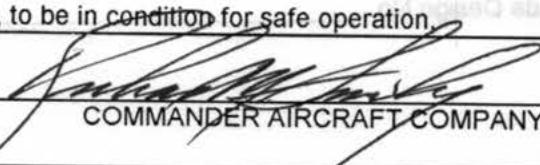
Blade Design No. _____ Blade Serial No's. _____.

(All applicable information must be filled in)



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P.O. BOX 6005/FREEHOLD, N.J. 07728
(908) 462-5330

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
8-18-95	-0-	-0-	Commander has inspected this Aircraft and found it to be in an airworthy condition for Production Test Flight.  COMMANDER AIRCRAFT COMPANY
8/18/95	-0-	-0-	I find that the aircraft meets the requirements for the certification requested and have issued a Special Airworthiness Certificate (Production Flight Test).  Teddy Don Christy DMIR SW - 6265
9/22/95	10.7	10.7	This Aircraft flight tested in accordance with FAA approved final acceptance manual (Production Flight Test Procedures), CAC report FTR-114TC-0 and was found satisfactory.  Production Flight Test
9-22-95	10.7	10.7	This aircraft has been inspected and found to conform to the Type Certificate therefoe, to be in condition for safe operation.  COMMANDER AIRCRAFT COMPANY
	SUB - TOTAL		this page
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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED --
			SIGNATURE & CERTIFICATE OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

Commander Aircraft Company

FAA Certified Repair Station CMKR305K
 7200 N.W. 63rd St., Bethany, OK 73008
 Telephone (405) 495-8080 FAX (405) 495-8383

MODEL 114TC REG# N595TC S/N 20005
 DATE 10/06/95 TTAF 20.5 SMOH ----- W/O M1280

Replaced left wing aft cove skin, adjusted cabin doors. This aircraft is approved for return to service for work performed under Commander Aircraft Company work order M1280. A copy of this work order is on file at this repair station and a copy has been given to the aircraft owner.

Signed: 
 FOR COMMANDER AIRCRAFT COMPANY REPAIR STATION CMKR305K

N#:	595TC	ATLANTIC AERO, INC.	DATE: 10/24/95
SN#:	20005	Piedmont International Airport	W.O.#: 5014
Model:	114TC	Greensboro, North Carolina	Hobbs: 34.2
Landings:	N/A	FAA APPROVED REPAIR STATION EWGR752D	Total Time: 34.2

Removed RH magneto P/N 6360 S/N 95010002 and installed new magneto
 P/N 6360 S/N 95090014. Ran and ops checked good. Leak checked good.

***** END *****

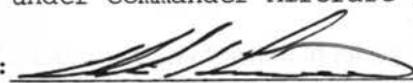
Signature  For Atlantic Aero, Inc. FAA CRS EWGR752D

Commander Aircraft Company

FAA Certified Repair Station CMKR305K
 7200 N.W. 63rd St., Bethany, OK 73008
 Telephone (405) 495-8080 FAX (405) 495-8383

MODEL 114TC REG# N595TC S/N 20005
 DATE 12-13-95 TTAF 45.3 SMOH ----- W/O M1295

Striped & painted aircraft, flight controls balanced. Replaced top cowling, right leading edge landing light bulb and vertical beacon bulb. This aircraft is returned to service for work performed under Commander Aircraft Company work order number M1295

Signed: 
 For Commander Aircraft Company Repair Station CMKR305K

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK	STAC
			TOTAL brought forward from previous page.	

FAA Repair Station
HUNR846E

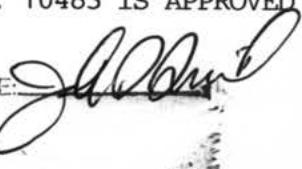


12/29/95

N595TC

063.9 T.T.

REMOVED AND REPLACED R.H. OUTBOARD FUEL DRAIN VALVE
P.N.971DK. ALL WORK PERFORMED ON W.O. 10483 IS APPROVED
FOR RETURN TO SERVICE.

DATE: 12/29/95 SIGNATURE: 
GALVIN FLYING SERVICE INC.
6987 PERIMETER ROAD SOUTH
SEATTLE, WA 98108
REPAIR STATION NO. HUNR 846E

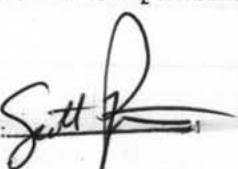
FAA Repair Station
HUNR846E



3-11-96

N595TC
Hobbs 91.9

Removed and replaced the right wing root seal with new. All work performed on work order 10929 is approved for return to service.

DATE: 3-11-96 SIGNATURE: 
GALVIN FLYING SERVICE INC.
6987 PERIMETER ROAD SOUTH
SEATTLE, WA 98108
REPAIR STATION NO. HUNR 846E

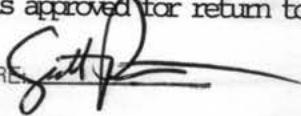
FAA Repair Station
HUNR846E

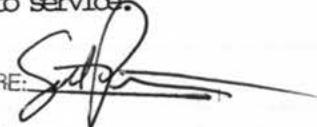


4-8-96

N595TC
Tach 109.4

Removed and replaced both landing light bulbs with new, operational check ok.
Removed and replaced two engine cluster light bulbs with new, operational check ok. All work performed on work order 11128 is approved for return to service.

DATE: 4-8-96 SIGNATURE: 
GALVIN FLYING SERVICE INC.
6987 PERIMETER ROAD SOUTH
SEATTLE, WA 98108
REPAIR STATION NO. HUNR 846E

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER. TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p style="text-align: center;">FAA Repair Station HUNR846E</p> <p>N595TC Hobbs 160.5</p> <p>Removed and replaced the rear strobe light bulb assembly with new. Removed and replaced the beacon light bulb assembly with new. removed and replaced the right landing light bulb with new. Serviced the portable oxygen system. All work performed on work order 11351 is approved for return to service.</p> <p>DATE: 5-15-96 SIGNATURE:  GALVIN FLYING SERVICE INC. 6987 PERIMETER ROAD SOUTH SEATTLE, WA 98108 REPAIR STATION NO. HUNR 846E</p>



Commander Aircraft Company

FAA Certified Repair Station CMKR305K
 7200 N.W. 63rd St., Bethany, OK 73008
 Telephone (405) 495-8080 FAX (405) 495-8383

MODEL Commander 114TC REG# N595TC S/N 20005
 DATE 7-10-96 TTAF 186.6 SMOH ----- W/O M1351

Checked elevator & rudder rigging, replaced cabin speakers, cabin door seals, left landing light & lens, beacon bulb, taxi light & battery breaker switchs. C/W Commander Aircraft Company SPL-114-3 cylinder head temp gauge improvement, replaced ADF reciver s/n 65248 installed. This aircraft is returned to service for work preformed under Commander Aircraft Company work order number 1351.

Signed: 

For Commander Aircraft Company Repair Station CMKR305K

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DATE

**FAA Repair Station
HUNR846E**

 N595TC
 Hobbs 255.1

Engine oil and filter changed, run-up, leak and ops checks OK. serviced tires.
 Tightened ADF head in tray. All work performed on work order 12034 is
 approved for return to service.



8-16-96

 DATE 8-16-96 SIGNATURE Patrick D Brown
 GALVIN FLYING SERVICES, INC.
 5987 PERIMETER ROAD
 SEATTLE, WA 98108
 REPAIR STATION NO. HUNR 846E

Commander Aircraft Company

 FAA Certified Repair Station CMKR305K
 7200 N.W. 63rd St., Bethany, OK 73008
 Telephone (405) 495-8080 FAX (405) 495-8383

 MODEL 114TC REG# N595TC S/N 20005
 DATE 08-28-96 TTAFF 262.7 SMOH ----- W/O M1370

Performed Annual Inspection in accordance with Commander 114TC guidelines. This aircraft has been inspected in accordance with an Annual Inspection and is approved for return to service for work performed under Commander Aircraft Company work order number M1370. A copy of this work order is on file at this repair station and a copy has been given to the aircraft owner.

SIGNED: [Signature]

FOR COMMANDER AIRCRAFT COMPANY REPAIR STATION CMKR305K.

1/9/97 304.1 TTAFRemoved ELT-200, SN E00084. InstalledELT-200:**PART #:** 453-0190**QUANTITY:** 1**SERIAL#** E01145
 CORPORATE AIR TECHNOLOGY
 1250 AVIATION AVE. STE. 125
 SAN JOSE, CA 95110
 FAA CRS AU3R384L

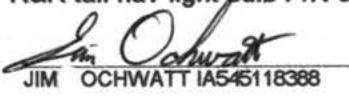
Battery exp date 2/99 Pay A Coe

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
SONOMA AVIATION MAINTENANCE 2240 Airport Blvd. Santa Rosa, CA 95403		REPLACE R BRAKE LININGS, TOP off HYD RESERVOIR, CK LITES CK TIRES + PRESSURE	
I certify that this (aircraft) engine has been inspected in accordance with a inspection and was determined to be in airworthy condition.		<i>Mukherjee</i> A&P 556724712 50 HR	
Signed			
Tach Time	318.4	Total Time	318.4
WO#		Date	2/17/97
<p>Completed Insp IAW Commander TOP GUN AVIATION I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND IS AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DATE 9-10-97 TOTAL TIME 368.1 TACH TIME 368.1 R.O. 7082428</p> <p>114 TC Guidelines. Tested ELT IAW FAR 91.207(d) Battery Due 2-99. Repaired cowl flap Ind. SW. Cleaned LH fuel drain valve. Replaced RH MAIN TUBE. Replaced RH Brake linings Bled brakes. Serviced hyd. sys. Replaced vac reg. filters. Replaced NLC up step bumper. Replaced belly shifteron fuel cover lubed all flt. Controls & checked cable tensions. All applicable AD's Then 97-17 checked. — End —</p> <p>Rich Bixby 556900292 IA</p>			
REG: N595TC HOBBS: 405.5 INSTALLED NEW MAIN SHIP BATTERY PN. G2430 SN G01778420 AFTER SERVICING BY AVIAIL	COMMANDER 114 TC HOBBS: 412.3 SUB TOTAL this TOTAL	REG: N595TC HOBBS: 412.3 1. C/W ANNUAL INSPECTION I.A.W. COMMANDER MAINT. MANUAL 2. CLEANED & REPAINTED ENGINE MOUNT LEG UNDER TURBO. 3. C/W OPERATIONAL CHECK & INSPECTION OF ELT I.A.W. FAR 91.207 (d).	SN: 20005 DATE: 10/29/98 COMMANDER 114 TC T.T: 412.3 SN: 20005 DATE: 10/29/98
<p>I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED I.A.W. AN ANNUAL INSPECTION. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. AND IS APPROVED FOR RETURN TO SERVICE.</p> <p><i>Bixby</i> MAX BUCHER A&P 569595217 IA.</p> <p>MAXAIR AVIATION 16231 WATERMAN DR. VAN NUYS, CA. 91406 (818) 901-7098 (818) 901-7099 FAX.</p>			

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>REG:59TC-----COMMANDER 114TC-----SN: 20005 <u>HOBBS: 483.1</u>-----T.T 483.1-----DATE: 11/04/99</p> <p>1. C/W ANNUAL INSPECTION I.A.W. COMMANDER MAINT. MANUAL 2. INSTALL 2 REBUILT HOSE ASSYS. FOR NOSE GEAR ACTUATOR AVIAILL W.O.#41403858 3. INSTALL NEW CENTRAL VACUUM FILTER P/N D9-18-1 & 2 NEW VACUUM RELIEF FILTERS P/NB3-5-1 4. INSTALL NEW RH MAIN TIRE MICHELIN AIR P/N6.00-6MA S/N 61801491 5. INSTALL NEW UPPER & LOWER BUSHINGS & BOLTS, BUSHING P/N AA401-3 (QTY 4), BOLT AN175-30, BOLT P/N AN175-30A, BUSHING P/N FF310 -05 (QTY 2), BOLT P/N NAS464P-16.</p> <p>6. RESEAL NOSE, RH & LH MAIN LANDING GEAR ACTUATORS. O RING P/N MS28775-025 (QTY 30, O RING P/N MS28775-214 (QTY 3), BACK-UP RING P/N MS28774-214 (QTY 6), O RING P/N MS28775-111 (QTY 3), O RING P/N MS28775 028 (QTY 2), SEAL P/N 4615SHD437 (QTY 3), BACKUP RING P/N MS28774-111 (QTY 6)</p> <p>7. ADJUST GEAR WARNIG MICRO SWITCH 8. INSTALL NEW ELT BATTERY P/N452-3063 & C/W OPERATIONAL CHECK & INSPECTION OF ELT I.A.W F.AR 91.207(d) 9. R & R OXYGEN BOTTLE & SEND OUT FOR HYDROSTATIC TEST & RECERTIFICATION.</p>
			<p>Airborne</p> <p>Air Filter Change Reminder</p> <p>Changed at: <u>483</u> Hrs. Next Change: <u>981</u> Hrs. <u>11-99</u> Date </p>
			<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I.A.W AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE</p> <p><u>Larry Feuerhelm A&P 573866271 IA</u></p> <p>MAXAIR AVIATION 16231 WATERMAN DR. VAN NUYS, CA. 91406 (818) 901-7098 (818) 901-7099 FAX</p>
<u>11-25-00</u> <u>517.3</u> <u>517.3</u>			<p><i>Hobbs</i></p> <p>I CERTIFY THAT THIS <u>Airborne</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p>NAME <u>by Order</u> NO <u>A&P 54518388 IA</u></p> <p>DATE <u>11-25-00</u> TACH TIME <u>517.3</u></p> <p>TSMOH <u>517.3</u></p>
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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK						
			TOTAL brought forward from previous page						
 <p>Air Filter</p> <table border="1"> <tr> <td>Changed at:</td> <td>Next Change</td> </tr> <tr> <td><u>552.0 Hrs.</u></td> <td></td> </tr> <tr> <td>Date <u>1-30-02</u></td> <td>Hrs.</td> </tr> </table>			Changed at:	Next Change	<u>552.0 Hrs.</u>		Date <u>1-30-02</u>	Hrs.	REG#: N595TC MAKE: COMMANDER 114TC SER#: 20005 Date: 02-11-2002 TACH: 552 This airframe has been inspected in accordance with annual inspection checklist and was determined to be in airworthy condition. C/W AD93-02-05 Fuel Inj line insp, found OK. C/W AD84-26-02 Air induction filter, R&R filter P/N 615045-1. C/W AD00-11-02 Turbocharger clamp, PCW as per SB-114-33. Inspected ELT IAW 14CFR 91.207(d), found ok. C/W Transponder/Pitot/Altimeter Certification, next due @ 2/04. R&R ELT battery, next due @ 2/03. R&R main wheel bearings and races. R&R tail nav light bulb P/N 34-0428070-64.
Changed at:	Next Change								
<u>552.0 Hrs.</u>									
Date <u>1-30-02</u>	Hrs.								
 <p>ARTEX AIRCRAFT SUPPLIES, INC. 14405 Keil Rd. NE Aurora, OR 97002 (503) 678-7929 800-547-8901</p> <p>LOG BOOK ENTRY _____</p> <p>E.L.T. BATTERY REPLACEMENT DATE <u>FEB-2004</u></p>			 JIM OCHWATT IA545118388						
			REG#: N595TC MAKE: COMMANDER 114TC SER#: 20005 Date: 02-11-2002 TACH: 552 R&R central vacuum filter P/N 1J7-1. R&R all brake linings. Repositioned vacuum pump fitting.						
			JIM OCHWATT IA545118388						
<p style="text-align: center;">24 Mo. PITOT STATIC, ALTIMETER, TRANSPONDER CERTIFICATION</p> <p>I certify that the Altimeter System and Altitude Reporting Equipment tests required by FAR 91.411 and 91.413 have been performed.</p> <p>Tested to <u>20,000</u> ft. Date <u>2-8-02</u></p> <p>Signed <u>Mike Woyner</u> FAA Repair Station #WZ2R284L MIKE'S AVIONICS (818) 780-5562</p> <p style="text-align: center;">N 595 TC</p>									
<input type="checkbox"/> SUB-TOTAL this page <input type="checkbox"/> TOTAL —Carry forward									

BELL AVIATION SERVICE

43640 San Francisco Ave.
Lancaster, California. 93535
661 886 2277
661 946 6651 Home
240 757 8645 Fax

Air Frame Log: N595TC Tach and total time: 573.4

Date: 4-10-2003

► Annual inspection:

Jack aircraft and test swing landing gear and test emergency extension. Remove all wheels, clean, inspect and grease landing gear wheel bearings. Adjust air pressure to specifications. Lube airframe and flight controls.

Remove, inspect and clean fuel system screens. Reinstall with new o-rings seals.

Service hydriodic power pack reservoir and brake reservoir with 5606 fluid.

► Replace nose landing gear seals, scraper and packing. Service with 5606 fluid and air.

► Remove oxygen bottle form aircraft, Filled bottle with aviators breathing oxygen at Exodus Air Service. Lancaster, California.

► New W & B paperwork placed in aircraft records and P.O.H.

► Support induction cross over pipe with adel clamp and metal tape repair insolation.

► R&R trim in cabin. Left front by windshield and glue velcro back into place.

► Add fire sleeving to throttle cable at loop near fire wall and where it is close to exhaust pipe.

► Replace heat shield material on lower left cowling by turbo charger.

► Install new screws for inspection panels that where removed for annual inspection.

► Stop drill minor crack in skin for left main landing gear wheel well.

► Install new bushing for lower nose landing gear torque link attaching point.

► Adjust safety lock for emergency gear extension knob.

► Airworthiness Directives checked through 2003-07 and found to be in compliance.

AD 91-14-22 due at any prop strike. AD 02-26-01 due at 673.4 or annual.

► Solvent wash engine and cowling. Wash aircraft, vacuum cabin and clean widows.

► Test E.L.T. Per FAR 91.207 (d) and found it to be in compliance and batter replacement date is Feb 2004

► I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Bruce Allan Bell 519805262 A&P IA.

Bruce Allan Bell 519805262 A&P I.A.

Airframe & Powerplants mechanic.

Inspection Authorization

519805262

Aircrfixr@aol.com

BELL AVIATION SERVICE

43640 San Francisco Ave.
Lancaster, California. 93535
661 886 2277
661 946 6651 Home
240 757 8645 Fax

Air Frame Log: N595TC Tach and total time: 576.8

Date: 5-24-2003

- Install LoPresti Hub Caps STC SAO1224AT 337 form filled out and mailed to FAA. Weight and balance change negligible.
- Replace trim for inside of cabin for left windshield pillar. Covered with same as factory covering.

Bruce Allan Bell 519805262 A&P IA.

Bruce Allan Bell

Airframe & Powerplants mechanic.

Inspection Authorization

519805262

Aircrfixr@aol.com

BELL AVIATION SERVICE

21309 Lakeshore Drive Number 20
California City, California. 93505
661 886 2277

Airframe Log N595TC

Date: October 30, 2004 AFTT and Hobbs: 587.4

- Annual inspection competed in accordance with Commander Aircraft Company 114B / 114TC Maintenance Manual Inspection check list Revision A.
- ELT battery replaced Airtex p/n 11-14935. ELT tested in accordance with FAR 91.207(d) and found to be in compliance. Battery replacement date is July 2006
- Oxygen Bottle removed for sublet inspection(Hydrostatic) and refill by HRD Oxygen Systems, Inc. FAA R.S. HR7RO85J. p/n 176904 s/n 460987 w/o X46837. Reinstalled in aircraft.
- Fire extinguisher replaced with new 5 lb Halon unit. Aircraft Spruce p/n 13-07665.
- Beacon on vertical fin replaced with new Whelen p/n 020350433-01 (28 volt).
- Scat duct replaced for heater on left side of engine fire wall.
- Left fuel tank de fueled completely. Remove drain and replace "O" rings and clean seats of valve. Reinstall valve and refuel aircraft.
- All three landing gear strut extension checked and pressure adjusted with nitrogen as needed.
- AD 2002-26-01 C/W by inspection of fuel lines. Recurring if fuel injector lines are affected by service or at AFTT 687.4
- AD 2003-14-03 C/W by torque check of screws. Found to be at specific torque. Recurring portion of AD 2003-14-03 is now terminated.
- C/W 84-26-2 by inspection and found air filter to be in serviceable condition.
- AD 2004-05-24C C/W by Installation of TEXTRON LYCOMING KIT p/n 05K19987. Crankshaft gear repair. w/o #49231.
- AD's checked and in compliance through 2004-20.
- I certify that this *AIRFRAME* has been inspected in accordance with an *ANNUAL* inspection and was determined to be in airworthy condition.

Bruce Allan Bell 519805262 A&P IA.

Bruce Allan Bell

California City Airport.
22520 Airport Way.
Hangar Five.
Airframe & Powerplants mechanic.
Inspection Authorization.
Aircrfixr@aol.com

Bell Aviation Service.

21309 Lakeshore drive #20
California City, California. 93505

Airframe Log N595TC Date: 01-21-2006 Hobbs: 600.6 Airframe Total Time. 600.6 hrs.

- Annual inspection completed in accordance with Commander Aircraft Company 114TC check list. Revision A.
- Airframe and landing gear has been lubricated per Maintenance Manual Check list Aeroshell #5 was used for all grease fittings and LPS 1 was used on all points calling out for oil.
- Replaced CHT probe for CHT gauge. MS24482-1. CHT tested good.
- Repositioned Mixture cable and operation checked for smoother operation.
- Inspect throttle friction device and found it to be working normal. Note that you must tighten right hand knob to increase throttle friction. Left is a dummy knob and does nothing to any of the three levers.
- Adjusted nitrogen charge in each landing gear.
- Removed nose wheel shimmy dampener and replaced "O"- Rings then refilled with 5606 fluid. Reinstalled onto aircraft.
- Replaced all exhaust gaskets at cylinder heads with new 77611 gaskets. Test run engine and torque hardware once engine cooled down and safety wired all clamps.
- Recharge Oxygen bottle and repaired loose aft attaching hardware.
- Sanded off heat damaged paint on left lower engine mount tube and repainted. Then added heat resistant tape.
- Replaced both vacuum regulator filters p/n B3-5-1 and central vacuum filter p/n AAD9-18-1. Central filter replacement time is now 1,100.6 hours AFTT. Regulator Filters due at 700.6 hours airframe total time.
- Added 5606 fluid to hydraulic power unit.
- Cleaned battery cable ends and battery terminals.
- Chase threads for one nut plate on engine cowling attach hardware nut plate.
- Installed trim screws to seats and other minor locations in cabin.
- Torque and torque strip hardware for vertical fin forward attach point.
- Replace flexible air ducts in engine compartment for heater and defroster as needed.
- Aircraft detail cleaned and spinner re polished.
- Torque clamp that holds brake hose to right lower portion of landing gear.
- AD 2002-26-01 C/W by inspection. Next due at next annual or at 700.6 AFTT or at any service that effects fuel injector lines.
- AD's checked and in compliance through 2006-01.
- I certify that the E.L.T. has been tested in accordance with FAR 91.207(d) and found to be in good working order. New battery has been installed and new expiration date of December 2006.
- I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition. Bruce Allan Bell A&P I.A. 519805262

Bruce Allan Bell

**Hangar Five California City Airport.
22520 Airport way
California City, California. 93505**

E-mail: Aircrfixr@aol.com

760 373 9157

Cellular Phone 661 886 2277

AUGUST 30,2007

BELL AVIATION SERVICE

17197 Roper Street Hangar 977 Mojave California 93501
Phone (661) 824 - 0555 Cellular Phone 661 728 8584 E-Mail aircrfixr@aol.com

AIRFRAME LOG

Commander Aircraft 114TC

AFTT: 601.4 Hobbs: 601.4

- Replace nose wheel tire p/n 505C66-5 500-5-6 Flight Custom III.
 - Aircraft battery replaced with new Concord battery.
Redo from annual.
Remove nose wheel shimmy dampener and replace "O" rings. MS28775-013,
MS28775-022, MS28775-006, MS28775-119 and refill with 5606 Fluid.
Reinstall onto aircraft.
 - Replace nose wheel tire p/n 505C66-5 500-5-6 Flight Custom III.
- Bruce Allan Bell 519805262 A&P I.A.

Bruce Allan Bell

APRIL 1, 2007

BELL AVIATION SERVICE

17197 Roper Street Hangar 977 Mojave California 93501
Phone (661) 824-0555 Cellular Phone 661 728 8584 E-Mail aircrfixr@aol.com

AIRFRAME LOG

Commander Aircraft 114TC

AFTT: 601.8 Hobbs: 601.8

- Annual inspection completed in accordance Appendix D to Part 43.
- Replaced baggage compartment rear bulk head plastic.
- Jack aircraft, swing landing gear and test emergency extension system. Landing gear greased with Aeroshell #5.
- Remove nose wheel shimmy dampener and replace "O" rings. MS28775-013, MS28775-022, MS28775-006, MS28775-119 and refill with 5606 Fluid. Reinstall onto aircraft.
- All AD's have been checked and in compliance through 2007-02
- ELT battery replaced p/n 452-3063.
- ELT has been tested in accordance with FAR 91.207 (d) and battery replacement date is June 2009.

I certify this **aircraft** has been inspected in accordance with an **annual** Inspection and was found to be in an Airworthy condition.

Bruce Allan Bell 519805262 A&P I.A.

Bruce Allan Bell

MAY 1,2008

BELL AVIATION SERVICE

17197 Roper Street Hangar 977 Mojave California 93501
Phone (661) 824-0555 Cellular Phone 661 728 8584 E-Mail aircrfixr@aol.com

AIRFRAME LOG

Commander Aircraft 114TC

AFTT: 602.9 Hobbs: 602.9

- Annual inspection completed in accordance Appendix D to Part 43.
- Jack aircraft, swing landing gear and test emergency extension system.
- Landing gear greased with Aeroshell #5.
- Remove nose wheel shimmy dampener and replace "O" rings. MS28775-013, MS28775-022, MS28775-006, MS28775-119 and refill with 5606 Fluid. Reinstall onto aircraft.
- AD 84-26-02 Due at 1,052.0 AFTT
- All AD's have been checked and in compliance through 2008-04F
- ELT has been tested in accordance with FAR 91.207 (d) and battery replacement date is June 2009.

I certify this **aircraft** has been inspected in accordance with an **annual** Inspection and was found to be in an Airworthy condition.

Bruce Allan Bell 519805262 A&P I.A.

Bruce Allan Bell

July 10, 2009

EXODUS AIR SERVICE

4555 West Ave "G" Ste#6 (WJF) Lancaster, California 93536 Phone (661) 942-6489 Fax (661) 942 0012
E-Mail Exodusairservice@hotmail.com

N595TC Airframe Hobbs & AFTT: 607.0

Annual inspection completed per scope and detail of Appendix D to Part 43.

- Untangle pilot's shoulder harness seat belt.
- Install a bit of anti chafe tape on locations where top forward portion of flap leading edges had been chafing on bottom aft portion of wing skin.
- Locator and repair open circuit for in-flight mode of stall warning that was inop. Found loose pin in wire connector under right side of rear seat in spar and under seat compartment connector P8/J8 and wire number W2F20.
- Removed right main gear actuator, Replaced O ring seals MS28775-111, -117,-025. Reinstalled actuator and tested landing gear normal retraction and extension also tested emergency extension system. Refilled hydraulic fluid reservoir.
- Remove Oxygen bottle and sent to HRD for Hydrostatic test next due June of 2014.
- Replaced ELT battery & Tested ELT per FAR 91.207(d) and battery replacement date is July 2011.
- AD 93-05-06 not due at this time but will become due at 2,000 hrs Hobbs/AFTT.
- AD's checked and in compliance through 2009-14F.

I certify that this aircraft has been inspected in accordance with an **annual** inspection and was determined to be in airworthy condition.

Bruce Allan Bell A&P I.A. 519805262

Bruce Allan Bell

September 25, 2010

BELL AVIATION SERVICE

P.O. Box 4971
Phone: 661 718 9671

Lancaster, California 93539
Airerfixr@aol.com
A&P I.A. 3444107

N595TC Airframe Log Commander Aircraft 114TC S/N 20005

Airframe total time and Hobbs: 607.3

Annual inspection completed in accordance with Appendix D to Part 43.

- Tires inflated to specification.
- ELT tested in accordance with FAR 91.207 (d) and battery replacement date is July 2011.
- AD 2008-14-07 Complied with by inspection of fuel injector lines and clamps per paragraph (k). Paragraph (j) due at 707.3 or at any service that affects fuel injector lines.
- AD 84-26-02 Paper Air Filter replacement due at 1,052.0 or if 50% covered in dirt or debris.
- AD 93-05-06 ACS ignition Switch Lube due at 2,000.0 hrs.
- O2 bottle hydrostatic test due June 2014.
- All Airworthiness Directives are in compliance through 2010-18F

I certify that this aircraft has been inspected in accordance with an annual Inspection and was found to be in an airworthy condition.

Bruce Allan Bell A&P I.A. 3444107

Bruce Allan Bell

March 4, 2012

BELL AVIATION SERVICE

BRUCE ALLAN BELL

44401 Benald Street, Lancaster, California 93535

Phone: 661 718 9671

Aircrfixr@aol.com

A&P 3444107 I.A.

N595TC

Commander Aircraft Model: II4TC S/N: 20005

Aircraft Total Time: 610.5

Annual inspection performed per Scope and Detail of Appendix D to Part 43.

- All three aircraft landing gear struts serviced with nitrogen per aircrafts maintenance manual.
- Landing gear greased. Landing retraction and extension normally with use of aircrafts own hydraulic pump tested with landing gear doors disconnected and then again with landing gear doors re connected and engine cowling installed. Emergency extension tested. All tested normal.
- All flight controls lubed with LPS 1.
- Aircraft's main battery replaced with new Concord RG 24-11M S/N: 4045017M.
- All airworthiness directives are in compliance through 2012-04.
- ELT battery replaced with new ACR Electronics. Inc ELT-200 Battery Pack P/N: 452-3063 S/N 353445-03 with an exportation date of: March 2014. Expiration label placed on ELT case per FAR 91.207 (c) ELT tested in accordance with FAR 91.207(d) and found to function normal.

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Bruce Allan Bell A&P 3444107 I.A. *Bruce Allan Bell* 03/04/2012

N595TC

Airframe Total Time & Hobbs Meeter Reading: 611.0
October 25, 2012

- Complied with **AD 2012-02-10** by inspection with Borascope per Commander Owners Group AMOC. Appendix A Revision 1 (April 29, 2011) to AMOK letter to L115W-11-315.
See letter from FAA Van Nuys FISDO by J. Sam Belknap dated: October 22, 2012
No cracks found. Digital Photos on file.

Next due in 150 hours or 12 months whichever comes first.
761.0 hours or October 2013.

- Removed & Reinstalled Airframe mounted Electric Fuel Pump Part Number A8121-B Serial/Batch Number: 72386 and ship for over haul to CJ Aviation, Inc. 12215 SW 131 Ave. Miami, Fl. 33186 YPGR715L.
Ground run engine and leak checked fuel system.

Bruce Allan Bell A&P 3444107 I.A.

Bruce Allan Bell

1. Approving National Aviation

Authority/Country:

FAA / UNITED STATES

Authorized Release Certificate

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

20864

4. Organization Name and Address:

C.J AVIATION, INC. 12215 SW 131 AVE. MIAMI, FL. 33186 YPGR715L

5. Work Order/ Contract/ Invoice Number

20864

6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY	10. QUANTITY	11. Serial/Batch Number	12. STATUS/WORK
1	FUEL PUMP	A8121-B	N/A	1	72386	OVERHAULED

13. REMARKS: Maintenance Release: The aircraft, airframe, aircraft engine, propeller or appliance identified was repaired or overhauled and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: EASA.145.5330. Detail of work accomplished in work order: See Block 5.

Manual No: JA1000

Revision No: A

Revision Date: 04/01/2009

AD Detail:

NONE

SB Detail:

N/A

14. Certifies the items identified above were manufactured in conformity to:

- Approved design data and are in condition for safe operation.
- Non-approved design data specified in Block 13.

19. 14 CFR 43.9 Return to Service Other regulation specified in Block 13

Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:: N/A	16. Approval/Authorization No.: N/A	20. Authorized Signature: 	21. Approval/Certificate No.: YPGR715L
17. Name (Typed or Printed): N/A	18. Date: N/A	22. Name (Typed or Printed): Charlie Duffle	23. Date: OCT-16-2012

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.



U.S. Department
of Transportation

Federal Aviation
Administration

Western-Pacific Region
Flight Standards District Office

16501 Sherman Way, Suite #330
Van Nuys, California 91406
818-904-6291, Fax: 818-786-9732

October 22, 2012

Norman S. Halperin
10600 Sepulveda Blvd.
Suite 101
Mission Hills, CA 91345-1951

Dear Sir:

The Van Nuys FSDO is in receipt of your e-mail dated 10/17/12 notifying this office of your intention to use the Global Alternate Method of Compliance (AMOC) for AD 2011-07-13. The Wichita ACO issued a letter dated April 20, 2011 that granted an AMOC for 2011-07-13 when certain conditions are met. One of the conditions is coordination with the appropriate Flight Standards District Office. This letter shall serve as an acknowledgement of coordination with the Van Nuys Flight Standards District Office and must be kept with the aircraft records along with a copy of the AMOC letter issued by the Wichita ACO.

Sincerely,


J. Sam Belknap
Aviation Safety Inspector

2012-02-10

CPAC, INC.

(TYPE CERTIFICATE FORMERLY HELD BY COMMANDER AIRCRAFT CORPORATION,
GULFSTREAM AEROSPACE CORPORATION, AND ROCKWELL INTERNATIONAL)

Amendment: 39-16933

Docket No. FAA-2011-1128; Directorate Identifier 2011-CE-031-AD

PREAMBLE

(a) Effective Date

This airworthiness directive (AD) is effective March 15, 2012.

(b) Affected ADs

This AD supersedes AD 2011-07-13, Amendment 39-16650 (76 FR 18376, April 4, 2011).

(c) Applicability

This AD applies to CPAC, Inc. (type certificate formerly held by Commander Aircraft Corporation, Gulfstream Aerospace Corporation, and Rockwell International) Models 112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC airplanes, all serial numbers, certificated in any category. Type Certificate No. A12SO does not include Models 112A and 115. The Model 112A is a Rockwell "marketing name" for the Model 112. The Model 115 is a Rockwell "marketing name" for the Model 114. Since they are type-certificated as Model 112 and Model 114, this AD is applicable to the Models 112A and 115.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by reports of a total of nine elevator spar cracks across seven of the affected airplanes, including a crack of 2.35 inches just below the outboard hinge of the right-hand elevator. We are issuing this AD to prevent structural failure of the elevator spar due to such cracking, which could result in separation of the elevator from the airplane with consequent loss of control.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done. The inspection intervals and procedures in this AD take precedence over those contained in Parts Manufacturer Approval (PMA) Elevator Spars 44211-RE9 and 44211-RE10, Instructions for Continued Airworthiness, original issue date May 5, 2011.

(g) Inspection Requirement Retained From AD 2011-07-13, Amendment 39-16650 (76 FR 18376, April 4, 2011)

Within the next 5 hours time-in-service (TIS) after April 4, 2011 (the effective date retained from AD 2011-07-13 (76 FR 18376, April 4, 2011)), visually inspect the left-hand (LH) and right-hand (RH) elevator spar behind and around the outboard hinge bracket on the elevator spar for cracks. Do the inspection following the procedures specified in paragraph (j) of this AD. If cracks are found during this inspection, take the necessary corrective actions specified in paragraph (k) of this AD.

(h) Reporting Requirement Retained From AD 2011-07-13, Amendment 39-16650 (76 FR 18376, April 4, 2011)

Within 30 days after the inspection required in paragraph (g) of this AD, report the results of the inspection to the FAA, Wichita Aircraft Certification Office (ACO), Attn: T.N. Baktha, Senior Aerospace Engineer, 1801 Airport Road, Room 100; Wichita, Kansas 67209; phone: (316) 946-4155; fax: (316) 946-4107; email: t.n.baktha@faa.gov. Include the following information:

- (1) Airplane model and serial number.
- (2) Hours TIS at time of inspection.
- (3) Annotate any cracking found, including the exact location and length of any cracks.
- (4) Any installations, repairs, modifications, etc. that have been done on your airplane in the elevator spar area or that could have affected the elevator spar.
- (5) Type of operation primarily flown.

(i) Repetitive Inspection Requirement

As a result of the inspection required in paragraph (g) of this AD, if the elevator spar was:

- (1) Replaced with a new elevator spar, within the next 300 hours TIS after the replacement, visually inspect the elevator spar behind the outboard hinge bracket and surrounding area for cracks. Repetitively inspect thereafter at intervals not to exceed 12 months or 150 hours TIS, whichever occurs first. Do the inspection following the procedures specified in paragraph (j) of this AD.
- (2) Replaced with a serviceable elevator spar (one that was in service before and had no cracks and/or corrosion), within the next 150 hours TIS after the replacement, visually inspect the elevator spar behind the outboard hinge bracket and surrounding area for cracks. Repetitively inspect thereafter at intervals not to exceed 12 months or 150 hours TIS, whichever occurs first. Do the inspection following the procedures specified in paragraph (j) of this AD.
- (3) Found free of cracks, within the next 150 hours TIS after the inspection, visually inspect the elevator spar behind the outboard hinge bracket and surrounding area for cracks. Repetitively inspect thereafter at intervals not to exceed 12 months or 150 hours TIS, whichever occurs first. Do the inspection following the procedures specified in paragraph (j) of this AD.

(j) Inspection Procedures

- (1) Disconnect the elevator trim pushrod at the trim tab.
- (2) Remove the hinge bolts at the horizontal stabilizer points.
- (3) Remove six screws and two bolts at the inboard end of the elevator and remove the elevator.
- (4) Remove all fasteners common to the elevator outboard aft end rib, part number (P/N) 44330, and elevator skin, P/N 44323.
- (5) Remove the remaining two fasteners common to the elevator outboard aft end rib (P/N 44330) and the elevator spar, P/N 44211.
- (6) Remove the elevator aft end rib, P/N 44330, to gain access to the aft side of the elevator spar.
- (7) Remove the four bolts, washers, and nuts that secure the outboard elevator hinge bracket, P/N 44285.
- (8) Remove elevator hinge bracket, P/N 44285, from the elevator spar.
- (9) Clean in and around the location of the elevator outboard hinge bracket, outboard elevator hinge, and the outboard elevator hinge bracket (as applicable) on the elevator spar and visually inspect for cracks. Use a 10x magnifier to facilitate the detection of any crack.

(k) Corrective Actions

- (1) If cracks are found during any inspection required in paragraphs (g), (i)(1), (i)(2), or (i)(3) of this AD, before further flight, either replace the elevator spar with a new spar or a serviceable spar that is found free of cracks and/or corrosion or repair/modify the elevator spar following a procedure approved for this AD by the FAA, Wichita ACO;
- (2) After doing the actions required in paragraph (k)(1) of this AD, before further flight, reassemble the elevator assembly, rebalance the elevator, and reinstall on the airplane following standard repair practices. Ensure elevator rigging is within tolerance, and that the system operates with ease, smoothness, and positiveness appropriate to its function; and
- (3) After taking corrective action, continue with the repetitive inspections required in paragraphs (i)(1), (i)(2), and (i)(3) of this AD.

(l) Special Flight Permit

- (1) Special flight permits are permitted for daytime visual flight rules (VFR) only, restricted to crew, calm weather, reduced speed not to exceed 111 knots calibrated air speed (KCAS), and not to exceed 5 flight hours when cracks are found in the elevator spar if:
 - (i) The cracks are at or near the outboard hinge bracket;
 - (ii) The cracks are 1.25 inches long or less; and
 - (iii) There is no more than one crack on the top and one at the bottom of the hinge bracket.

(2) Special flight permits are not allowed if:

- (i) The crack length is greater than 1.25 inches; or
- (ii) The number of cracks is more than two.

(m) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(n) AMOCs

(1) The Manager, Wichita ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2011-07-13, Amendment 39-16650 (76 FR 18376, April 4, 2011), are approved for this AD.

(o) Related Information

For more information about this AD, contact T.N. Baktha, Senior Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4155; fax: (316) 946-4107; email: t.n.baktha@faa.gov.

FOR FURTHER INFORMATION CONTACT: T.N. Baktha, Senior Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4155; fax: (316) 946-4107; email: t.n.baktha@faa.gov.

Issued in Kansas City, Missouri, on January 25, 2012.

John Colomy, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

BELL AVIATION SERVICE

BRUCE ALLAN BELL A&P 3444107LA.
1150 CHAGAL AVE. LANCASTER, CALIFORNIA. 93535

N595TC

Airframe Commander II4TC S/N: 20005

August 27, 2013 Hobbs & Airframe Total Time: 611.1

Annual inspection performed Scope and Detail of Appendix D to Part 43.

- Replace both nose landing gear actuator hoses. Hoses duplicated by Aviall P/N: IIIF417-4S0220. Lot Number 5142225.
- Remove for sublet overhaul nose landing gear actuator. Re-installed actuator and tested landing gear retraction and emergency extension. Refilled hydraulic reservoir with Aeroshell Fluid number 4. (5606) Hydraulic Cylinder Assembly (A-130-73) Part number 97240 Serial: 0239 Overhauled by GAR-KENYON FAA Repair Station? GKOR519Y.
- Tightened head phone jack panel nuts.
- Oxygen bottle hydrostatic test due June 2014.
- AD 84-26-02 Paper Air Filter found clean and scheduled for replacement at 1,052.0 or on condition.
- AD 93-05-06 Ignition Switch lubrication due at 2,000.0 hours.
- AD 2012-02-10 Complied with by inspection per AMOC and letter from FAA. No cracks found. Next due at 761.1 hours or one year. See aircraft records package for AMOC and letter from FAA PMI.
- Airworthiness Directives are in compliance through 2013-17.
- Emergency Locator Transmitter inspected and tested per FAR 91.207 (d) and case marked with battery expiration date of March 2014 per FAR 91.207 (c),

I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Bruce Allan Bell A&P 3444107 I.A.

Bruce Allan Bell

GAR-KENYON TECHNOLOGIES
FAA REPAIR STATION CERTIFICATE # G K OR 519Y

MAINTENANCE RELEASE

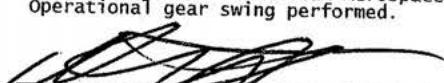
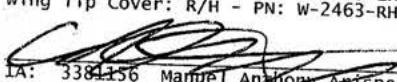
PART/UNIT NO. 97240 MODEL 71A
PART/UNIT NAME Actuator
SERIAL NUMBER 0239
MANUFACTURER GAR-KENYON

(SEE REVERSE SIDE OF THIS TAG FOR MAINTENANCE RELEASE STATEMENT)

FORM Q A GKT-013

TELEPHONE: 661 718 9671

E-Mail: Aircrfixr@aol.com

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK		
		TOTAL brought forward from previous page			
	ACFT Model: Commander 114TC		GIBBS SERVICE CENTER Montgomery Field, San Diego, CA 92123 FAA Approved Repair Station VT3R931L	Date: 3-21-2014	
	Serial No.: 20005			W.O. No.: 15615	
	Reg. No.: N595TC				
	Tach. Time: N/A		Hobbs: 612.1	Airframe: 612.1	
	<p>Annual inspection completed per the Commander Aircraft Co., 114TC AMM, 50 hr/ 100 hr Inspection Checklist, Rev. A. Lubricated cabin vent, heater and defroster controls. Adjusted aileron autopilot servo cable. Installed new static discharge wick on R/ aileron. Straightened pilots door lower hinge and installed new hardware. Tightened hardware securing circuit breaker panel. Rebonded both control wheel pads. Flushed landing gear power pack and cleared system of air. Gear retraction/extension ops checks-OK. Removed left main wheel bearing and race and installed new. Removed nose wheel shimmy dampener, serviced and reinstalled. Retorqued inboard flap hardware and safety wired. Retorqued flap arm actuating hardware. Tightened elevator push pull tube and safety wired on upper and lower ends. Performed hydrostatic test on aircraft oxygen bottle, next due 3/2019; C/W FAR 91-207(d), ELT inspection and test: Next due 3-2015. Replaced ELT battery, next due 10-2016. C/W AD 2012-02-10 Elevator Spar Inspection per AMOC. AD notes checked and are current 3-21-2014. ATP Navigator Content Revision: 3-25-2014.</p>				
	<p>The aircraft and/or component identified above repaired/replaced and inspected in accordance with current federal aviation regulations and was found airworthy for return to service. Pertinent details of the repair/replacement are on file at this agency under Order No. 15615</p>				
	Date: 3-21-2014		Signed: 	INSP 3	Jeff Runyon
	<div style="border: 1px solid black; padding: 5px;"> <p>Arispe Aviation LLC 1704 Canyon Drive McKinney, TX 75071 LOG ID# 830 20-June-2014 WO# 2489 SA 20 HOBBS 624.6 N595TC S/N 20005 COMMANDER 114TC</p> </div>				
	Pg 1 / 1				
	<p>Removed and replaced left hand and right hand main landing gear tires and tubes: Goodyear Tires, PN: 301-002-006 Michelin Tubes, PN: 092-500-0</p> <p>In reference with Gulfstream Aerospace Model 114TC maintenance manual. Wheels torqued to 90 in/lbs. Operational gear swing performed.</p> <p> 20JUN14 IA: 3381156 Manuel Anthony Arispe Date</p>				
	<div style="border: 1px solid black; padding: 5px;"> <p>Arispe Aviation LLC 1704 Canyon Wren Drive McKinney, Texas 75071 LOG ID# 831 22-June-2014 WO# 2489 SA 20 HOBBS 624.6 N595TC S/N 20005 COMMANDER 114TC</p> </div>				
	Pg 1 / 1				
	<p>Removed and replaced L/H and R/H wing tip covers and landing lights. Referencing Gulfstream Aerospace Commander 114TC Maintenance and Great Lakes Aero Product Inc. installation manuals.</p> <p>Landing Light Lens: PN: W2428 Wing Tip Cover: L/H - PN: W-2463-LH Wing Tip Cover: R/H - PN: W-2463-RH</p> <p> 24JUN14 IA: 3381156 Manuel Anthony Arispe Date</p>				
	<p>SUB-TOTAL this page</p>				
	<p>TOTAL—Carry forward to next page</p>				

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

Robert W. Woodruff 3203 Kingsbury Drive McKinney, TX 75069
 LOG ID# 829 20-June-2014 WO# 2489 SA 20 HOBBS 624.6
 N595TC S/N 20005 COMMANDER 114TC

Pg 1 / 2

Removed the following equipment:
 All Rockwell Commander original engine instrumentation

Installed the following equipment:
 JPI Instruments EDM 930 Engine Monitor System

JPI EDM 930 Engine Monitor System installation was done as per STC SA01435SE. All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-1B/2B. The following manuals were used for reference: JPI EDM 930 Installation Manual P/N 908 Rev. I, February 24, 2014.

The following circuit protection was used for this installation: The following items were installed on the main power bus located on the Copilot's sub panel: 5 AMP circuit breaker.

All wiring meets requirements of AC 43.13-1B chapter 11. Wiring was routed and secured as per AC 43.13-1B chapter 11. Circuit protection was used as per AC 43.13-1B chapter 11. Electrical load does not exceed limits as per AC 43.13-1B chapter 11. Wiring also meets requirements of AC 43.13 -2B chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-1B chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

Weight and Balance has been computed and entered into POH and aircraft records.

FAA Approved flight manual supplement for the JPI EDM 930 P/N 930-0001 Rev C, December 10, 2004 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation.

Robert W. Woodruff 3203 Kingsbury Drive McKinney, TX 75069
 LOG ID# 829 20-June-2014 WO# 2489 SA 20 HOBBS 624.6
 N595TC S/N 20005 COMMANDER 114TC

Pg 2 / 2

Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness P/N 905-01 Rev D, July 15, 2012 for the JPI EDM 930 System. Copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.

The aircraft appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.

4555259063 Robert W. Woodruff

6/20/2014 Date

Arispe Aviation LLC 1704 Canyon Wren Drive McKinney, Texas 75071
 LOG ID# 852 18-August-2014 WO# 2565 SA 20
 N595TC S/N 20005 COMMANDER 114TC

Pg 1 / 1

DISCREPANCY: Taxi light popping circuit breaker.
 Model: N/A Part#: 4591/4587 Serial#: N/A

ACTION: Taxi light circuit breaker opens after thirty seconds of operation. Rang out wiring and all wiring checked normal. Found wrong type of lamps installed. Installed new lamps. System check satisfactory. All work performed IAW Gulfstream Model 114B/114TC Maintenance Manual, PN: MM-114B/TC.

The aircraft/appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.

3A: 3381156 Manual Anthony Arispe

18Aug14 Date

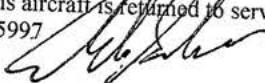
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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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9/17/2014 T-644.5

Fuel leak on top of right wing at rear spar seam. Defueled 42 gallons from the aircraft. Removed all panels from the bottom of the right wing and scrape out old sealant. Prep all tank bays for new sealant. Apply 2 coats of sealant, seal up all panels and refuel tank with 42 gallons of fuel. Leak check revealed no leaks at this time. Removed fuel leak stain from the top of the wing. This aircraft is returned to service. Charles Schandlmeier, IA3575997



Arrow Aviation

WO#:	26882	SN :	20005	Page	1
N#:	N595TC	HEATER TIME:		HM/TACH:	
A/C TT:				LANDINGS:	
#1 ENGINE:	T.S.N.	T.S.O.:	Cycles:	#1 PROP:	
#2 ENGINE:	T.S.N.	T.S.O.:	Cycles:	#2 PROP:	

Removed L/H brake master cylinder and replaced with new P/N W110-36.

Roberto A Bonilla

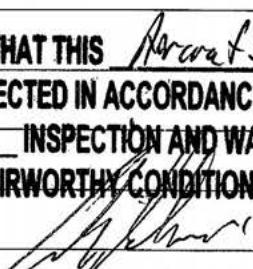


Date: 3/13/2015

4/7/2015 T-688.5 AFTT-688.5 Annual Inspection

Removed all body panels, lubed all cables and pulleys, inspect airframe, and reinstall all body panels after work was accomplished. Checked all lights, beacons and strobes. Removed main fuel screen, inspect, clean and reinstalled. Removed all wheels, clean, inspect, and grease bearings/races. Overhauled right brake caliper. Preformed gear swing. Checked normal and emergency gear extension systems. Complied with FAR91-207d, ELT battery exp. 10/16. Check all AD thru 15-06. CW AD 12-02-10. AD compliance record, dated 4/15, for details. All work performed IAW FAR43, Appendix D and AC43.13 1B/2A and applicable maintenance manual. This aircraft is returned to service. Charles Schandlmeier, IA3575997

I CERTIFY THAT THIS aircraft HAS
BEEN INSPECTED IN ACCORDANCE WITH A
Annual INSPECTION AND WAS FOUND
TO BE IN AIRWORTHY CONDITION.



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N595TC

Rockwell Commander Aircraft Co. Model: 114TC S/N: 2005

Hobbs: Tach:

Lycoming TIO-540 S/N: Engine

February 17 , 2016

Montgomery Aero

195 County Road 552

Athens McMinn Airport KMMI

www.montgomeryaero.com

Tel: (423) 453-2040

- Installed whelen Parmetheus landing light and taxi light. Replaced GE-4628 with WHELEN PARMETHEUS PLUS LED REPLACEMENT 28V LANDING LIGHT - PAR 36. New 18 gauge MIL-W-22759/18 wire and terminals.
- Removed existing 28 Volt strobe lights and recognition lights from right and left wing tip and tail stinger and replaced with new Whelen Orion 5002V series 28 Volt LED strobe and recognition lights. Installed new MIL-W-22759/20 wire for all lights installed and installed Molex terminal for quick connect during removal of wing tips and tail cone during inspection.
- Removed existing beacon from top of vertical stab and install new Whelen 71055 LED beacon on top of vertical stab. Installed new MIL-W-22759/18 wire with terminals.
- Removed existing vertical stab beacon light lense and installed new Great Lakes lexan lense. Installed new MS hardware.
- Installed Cool Air Air-Conditioning system STC SA01444AT. This STC was installed as a deviation from the original STC as is listed in Report Form identified as LP-ER1055, Revision A, which sites the technical data for this installation. See FAA Form 8130-3 for the Approval of LP-ER1055, Rev A as a structural data. See FAA Form 8130-3 for the Approval of RTL114TC-2005 for electrical information. This installation was completed at Fuselage Station 129.5. See weight and balance for revision following installation of this system. As sighted in LP-ER1055, the fuselage was strengthened and reinforcements were components would be installed. these installations include the compressor, evaporator, condenser, and fans for handling air through the cockpit. The Air Conditioning Controller was installed on the right hand side of the instrument panel with the Power Monitor light in plain sight of the pilots view. All structure that was modified (sheet metal work) received material coatings that are approved in AC43.13 and Meet Part 43 standards. PPG Aerospace Coatings were used to paint the surfaces of the aircraft were the modification of the Intake and Exhaust where made for the Air Conditioning system.

I hereby certify this aircraft has been serviced in accordance with the factory service manual and installation manual for the above mentioned items and has been found to be in airworthy condition and returned to service.

Andreas M. Montgomery Cert. No. 3450751 A/P I/A

Work Order 579

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Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 4/12/16 Aircraft: N595TC Model: Commander 114TC Serial: 20005 - Invoice: 7149
DuPage Airport, West Chicago, IL 60185

Tach: 773.5 Hobbs: 779.5
The following work was accomplished:

- Removed lower nose landing gear strut assembly; disassembled and cleaned. Removed two nose landing gear strut lower o-rings and replaced with new P/N MS28775-134. Reassembled and reinstalled nose landing gear strut assembly. Serviced nose landing gear and RH main landing gear struts with 5606 fluid and nitrogen per Commander Maintenance Manual and IPC. Okay for service.

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations.

Ivan Hernandez, the author of the letter, has been issued a Cease and Desist Order by the State of California, Department of Pesticide Regulation.

Ivan Herron, AP 161580132 IA

END

5/20/2016 T-786.5 AFTT-786.5 Annual Inspection
Removed all body panels, lubed all cables and pulleys, inspect airframe, and reinstall all body panels after work was accomplished. Checked all lights, beacons and strobes. Removed main fuel screen, inspect, clean and reinstalled. Removed all wheels, clean, inspect, and grease bearings/races. Replaced all brake pads, RA66-105. Installed nose gear drag link bushing kit and torque knee bushing kits. Performed gear swing. Checked normal gear extension systems. Adjusted emergency gear handle. Installed new plane power voltage regulator, PN-R1224, SN-H-Q010054. Overhauled whisky compass. Complied with FAR91-207d, ELT battery exp. 7/17. Check all AD thru 16-10. AD compliance record, dated 5/16, for details. All work performed IAW FAR43, Appendix D and AC43.13 1B/2A and applicable maintenance manual. This aircraft is returned to service. Charles Schandelmeyer, IA3575997

I CERTIFY THAT THIS Aircraft HAS
BEEN INSPECTED IN ACCORDANCE WITH A
Anual INSPECTION AND WAS FOUND
TO BE IN AIRWORTHY CONDITION.

5/20/2016 T-786.5
Installed new bRG24-11M battery, SN-
40790847. This aircraft is returned to
service. Charles Schindelmeier, IA3575997

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>Arispe Aviation LLC 1704 Canyon Wren Dr. McKinney, Tx 75071 Commander 114TC N595TC S/N 20005 Tach Time 803.5 Date 29Dec16 Lycoming IO-540-AG1A S/N L-9629-61A ETT 803.5</p> <p>Installed L/H and R/H New Brake Bleeder Valves. Installed New Seal Kit in L/H Brake Caliper Installed New Seal Kit in Co-Pilot L/H and R/H master cylinders</p> <p>Anthony Arispe I.A. 3381156</p> <p><i>[Signature]</i> <i>29DEC16</i></p> <p>Signature Date</p>
			<p>Arispe Aviation LLC 1704 Canyon Wren Dr. McKinney, Tx 75071 Commander 114TC N595TC S/N 20005 Tach Time 805.4 Date 01Jul17 Lycoming IO-540-AG1A S/N L-9629-61A ETT 805.4</p> <p>Performed annual inspection I.A.W. Commander 114 Service Manual All A.D.'s complied with at this time. No New A.D.'s C/W FAR 91.207 ELT Inspection. Installed new throttle gear warning horn switch. Installed New micro switch for cowl flap indicator at the lower cowling Rewired the voltage regulator to specification listed on the manufacturers maintenance manual</p> <p>I certify this aircraft has been inspected I.A.W. a 100Hr/Annual inspection using the aircraft maintenance manual and FAR part 43 appendix D and was found to be in an airworthy condition at this time</p> <p>Anthony Arispe I.A. 3381156</p> <p><i>[Signature] 01JUL17</i></p> <p>Signature Date</p>
			<p>SUB-TOTAL this page</p>
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