

Airworthiness Directive Schedule

Aeroplanes

CPAC 112A and 114 (formerly Rockwell Commander)

29 March 2012

- Notes**
1. This AD schedule is applicable to CPAC 112A and 114 aeroplanes (formerly Commander Aircraft Corp, Gulfstream Aerospace Corp and Rockwell International) manufactured under FAA Type Certificate No. A12SO.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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- DCA/RC/1 Throttle Cable - Inspection and Modification**
- Applicability:** Model 114 S/N 14000 through 14149
- Requirement:** Inspect per Rockwell International SB 114-2 and modify as necessary
- Compliance:** Within the next 100 hours TIS unless already accomplished
- Effective Date:** 15 September 1978
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- DCA/RC/2A Front Seats - Modification**
- Applicability:** Model 114 S/N 14000 through 14149
- Requirement:** Modify pilot and front passenger seats and belt attachments per one of the following:
1. Rockwell International SB's 114-5B and 114-13 or
 2. Gulfstream Aerospace SB 114-21A.
(FAA AD 85-03-04 R2 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** DCA/RC/2 - 15 September 1978
DCA/RC/2A - 22 May 1987
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- DCA/RC/3 Lower Vertical Fin - Modification**
- Applicability:** Model 114 S/N 14000 through 14312 and 14314 through 14318
- Requirement:** Modify lower vertical fin rib per Rockwell International SB 114-12
- Compliance:** Within the next 100 hours TIS unless already accomplished
- Effective Date:** 15 September 1978
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- DCA/RC/4 Aileron Hinge Supports - Modification**
- Applicability:** Model 114 S/N 14000 through 14367
- Requirement:** Modify per Rockwell International SB 114-14A
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 26 July 1978
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- DCA/RC/5 Front Passenger Seat - Modification**
- Applicability:** Model 114 S/N 14000 through 14367
- Requirement:** Modify seat locking mechanism per Rockwell International SB 114-15
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 15 September 1978

DCA/RC/6 Elevator and Rudder Installation - Inspection and Modification

- Applicability:** Model 114 S/N 14000 through 14499
- Requirement:** Inspect elevator and rudder hinge fitting installation per Rockwell International SL 114-17
Modify bearings and renew any parts found defective
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 21 December 1979

DCA/RC/7 Rudder Tip Rib - Inspection

- Applicability:** Model 114 S/N 14000 through 14499
- Requirement:** Inspect per Gulfstream American SB 114-20 Part I. If cracks found, embody Part II before further flight
- Compliance:** Within the next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS until SB 114-20 Part II embodied
- Effective Date:** 29 January 1982

DCA/RC/8 Cancelled. DCA/RC/2A now refers**DCA/RC/9 Vertical Fin Attachment Fitting - Inspection**

- Applicability:** Model 114 and 114A, S/N 14000 through 14540.
- Requirement:** To prevent failure of the vertical fin attachment fitting P/N 43255-1 and the fuselage frame P/N 43205-1 in the area of FS 230.5, accomplish the following:-
Inspect for cracks in fuselage frame P/N 43205-1 and vertical fin attachment fitting P/N 43255-1 per Part I of Gulfstream Aerospace. SB-114-23A.
If cracks are found in the fuselage frame or vertical fin attachment fitting, prior to further flight repair per Part II of SB-114-23A.
Note: The repetitive inspections may be discontinued when the aircraft is repaired per Part II of SB-114-23A.
(FAA AD 88-05-06 refers)
- Compliance:** Within the next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until the repair per Part II of SB-114-23A is accomplished.
- Effective Date:** 29 August 1997

DCA/RC/10 Wing Spar - Inspection and Modification**Applicability:** Model 114 and 114A, S/N14000 through 14540**Requirement:** To prevent failure of the forward wing spar in the area of the main landing gear side brace fitting attachment, accomplish the following:-

1. Inspect the left and right forward wing spars in the area of the main landing gear side brace fitting per Part I of Gulfstream Aerospace SB-114-22C.

If cracks are found in the left or right forward wing spar as noted in paragraph 8d, Part I, of SB-114-22C, prior to further flight repair per Part II of SB-114-22C.

If cracks are found in the left or right forward wing spar as noted in paragraph 8a, Part I, of SB-114-22C, prior to further flight repair per Part IV of SB-114-22C.

If cracks are found in the left or right forward wing spar as noted in paragraph 8b or 8e, Part I of SB-114-22C, prior to further flight repair per Part V of Gulfstream Aerospace SB -114-22C.

If cracks are found in the left or right forward wing spar, as noted in paragraph 8c, Part I of SB-114-22C, prior to further flight modify the aircraft in accordance with instructions obtained from the aircraft manufacturer.

2. Modify per Part II of SB-114-22C.

If the aircraft has been modified either per Part II of SB-114-22, Part II of SB-114-22A, or Part II or Part V of SB-114-22B, modify the aircraft per Part III of SB-114-22C. (FAA AD 90-04-07 refers)

Compliance:

1. Within next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until the aircraft is modified per Part 2 of this AD.
2. Modify within next 300 hours TIS.

Effective Date: 29 August 1997*** DCA/RC/11 Cancelled – DCA/RC/12 refers****Effective Date:** 29 March 2012*** DCA/RC/12 Elevator Spar – Inspection and Repair or Replacement****Applicability:** Model 112, 112B, 112TC, 112TCA, 114, 114A, 114B and 114TC aircraft, all S/N.

Note 1: This AD retains the initial inspection requirements in superseded DCA/RC/11. Since that AD was issued it has been determined there is a need for continued inspections. DCA/RC/12 introduces repetitive inspections of the elevator spar for cracks. If any defects are found the elevator must be replaced, or the elevator spar must be repaired/modified, as required.

Requirement: To correct the unsafe condition that exists in the affected aircraft, accomplish the inspections and corrective actions specified in FAA AD 2012-02-10.

Note 2: A copy of FAA AD 2012-02-10 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

Note 3: FAA Type Certificate No. A12SO does not include model 112A and 115 aircraft. 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 114 this AD is applicable to the model 112A and 115 aircraft.

(FAA AD 2012-02-10 refers)

Compliance: At the compliance times specified in FAA AD 2012-02-10.

Effective Date: 29 March 2012