

The subject aircraft was involved in an incident / accident on 6/28/2023 rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: 3005671925US.

Signed: *Underwriters Salvage Company*

Date: **11/30/2023**

AIG Aerospace Adjustment Services, Inc.
3500 Lenox Road, Suite 1100
Atlanta, GA 30326

TOTAL brought in from previous

FAR 91.411 ALTIMETERS/ALTITUDE REPORTING EQUIPMENT
STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL
SPECIFICATIONS OF APPENDIX E OF PART 43

ALTIMETER CERTIFIED TO

LEFT	FEET	RIGHT	FEET
------	------	-------	------

70,000

S/N 9-H 994

S/N

DATE: 3-25-12

W/O 2504

INSPECTOR *John P. Smith*

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # **Y3FR325Y**

FAR 91.413

THE ATC TRANSPONDERS AND INSPECTIONS AS REQUIRED BY FAR 91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH PART 43 APPENDIX F, AND APPENDIX E PARAGRAPH C.

TRANSPONDER #1	MAKE: Garmin	MODEL: GNX 375	S/N 56T00085
TRANSPONDER #2	MAKE:	MODEL:	S/N
DATE 03-25-2012	W/O 2504	INSPECTOR: <i>John P. Smith</i>	

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # **Y3FR325Y**

5-12-22

1466.6 REMOVE & REPLACE HYD. POWER PACK AFTER TESTING. FLOSHED SYSTEM AND SERVICE W/ 5606. LEAK CK AND OPS CK GOOD
John P. Smith
3595343 AD

[Handwritten signature]

8.4.1466.6 INSP. AIRCRAFT GAW AN ANNUAL INSPECTION.
LUBED AIRFRAME & GEAR. PERFORMED GEAR
RETRACTION AND EMERGENCY EXT. REPLACED TAIL
NAV. LAMP. C/W ADS: 12-02-10, 15-16-11 AND
93-05-06. SEE AD LIST FOR DETAILS. REPLACED
ELT BATT (MAY 2024) AND TESTED ELT IAW 91.207d
AND FOUND TO BE IN SNT. COND.

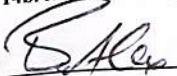
I Certify That This AIRCRAFT Has Been
Inspected In Accordance With ANNUAL
Inspection And Was Determined To Be In

Airworthy Condition. Time In Service:

2468.4 Date 5-6-22

Signed [Signature] 3595343JA

PACK 795101-501/73500-2 115410
IT WAS REPAIRED AND FUNCTIONAL TESTED IAW 73500 REV. G DRAWING AND COMMANDER EPAS 795101-501 10/12/93. NO DEFECTS WERE NOTED. -----

13a. Certifies the items identified above were manufactured in conformity to: Approved design data and are in a condition for safe operation. Non-approved design data specified in Block 12.		14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: 	14c. Approval/Certificate No.: 7CXR376B
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): BRYAN A COX	14e. Date (dd/mm/yyyy): 04/MAR/2022
User/Installer Responsibilities			
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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 authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a 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.			

Airparts, LLC.
4707 W 30th Street South
Wichita, Ks 67217

FAA Cert. No. 7CXR376B

501

Description POWER PACK

Serial
Number

AH5410

RIGHT SERVICES

PO

Ship Via

☒ X

Repair

☐

Overhaul

☐

Inspect &
Test

Customer Purchase Order Instructions / Comments

Work Performed

PAINEID AND INSPECTED. LAPPED AND POLISHED ALL REQUIRED SURFACES. REPLACED ALL
PARTS. INSTALLED NEW SEAL KIT. REASSEMBLED AND TESTED IAW 73500 REV. G DRAWING
AS 795101-501 10/12/93. NO DEFECTS NOTED.

-Parts Replaced

P/N & Description

Qty

P/N & Description

SEAL KIT

Inspection Performed

Hidden Damage

Inspection

Test Performed

on Performed

130 Issued:

Bc	1/2
Bc	1/2
Bc	1/2
Bc	3/4
Bc	3/4
Bc	3/4

Repairman's Signature

Work Order
Number

-0033

Date

MAR 04 2022

Form Number

QAF001

Revision Number:

Initial Release

Revision Date:

07/27/2009

Carolina Flight Services LLC

864-345-3537

Date - Jan. 7, 2020, A/C - N114ET Commander 114B S/N 14574

Eng - IO-540-T4B5 S/N L24964-48A ETT 2408.0 ETSOH 160.1

Prop McCauley B3D32C419/82NHA-5 S/N 150917 PTT 160.1

Hobbs- 1406.2

AIRFRAME LOG ENTRY

COMPLIED WITH ANNUAL INSPECTION IAW FAR 43 APPENDIX D

1207 (d) ELT Inspection - Replaced ELT Battery BP-1010 Battery expire date 12/2021

Certification Expires 12-2022

Removed and Replaced Gill G243 Battery P/N Off- G243 S/N off- G03028735 with new Concorde Battery P/N-RG24-11M S/N- 41053414

Removed Nose Gear Actuator, Disassembled and Installed Seal Kit and Swung Gear. Ops and Leak Check Ok

Reassembled Parking Brake, Rosealed Parking Brake and Bled Brakes. Ops and Leaks Check Ok

Page 1 of 2

2-02-10, Amend April 4, 2011, Elevator Spar Cracks, CW by Inspection, IAW AMOC L115-W-11-315
Defects Found, Due Again Next Annual

7-12 Amend 08/30/77 Bendix Switches, by inspection & Operation - Next Due Next Annual

Red AD Status Through 2020-01 All AD's CW

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

A&P 2657776 IA

Page 2 of 2

TOTAL brought forward from previous page

3-10-21 2446.3 1444.5 INSP. AIRCRAFT IAW AN ANNUAL
LUBED CONTROLS, LANDING GEAR
BEARINGS. REPLACED BOTH MAIN TIRE
CNT AFTER O/A. REPLACED #5 CYL.
REPLACED BEACON POWER SUPPLY. TESTED
TAN 91.2676) AND FOUND TO BE IN SA
C/W AD 76-07-12 BY OPS CK OF SWITCH. DUE
IN 100 HRS. C/W AD 12-02-10 BY INSP. OF EL
SPARE DUE AGAIN IN 12 MO. 150 HRS. C/W AD
BY INSP. OF FUEL INT. LINES & CLAMPS. DUE
IN 100 HRS.

I Certify That This Aircraft Has Been
Inspected In Accordance With AN ANNUAL
Inspection And Was Determined To Be In

Airworthy Condition. Time In Service:

2446.3

Date 3-10-21

Signed

J. P. M. 35953437A

PO BOX 2749
Peachtree City, Ga 30269 USA

JAMES GUIDA
213 RIVEREDGE DR
MOORE, SOUTH CAROLINA 29363 USA

Term:
Account: JAGU
Your PO#:
Our TEL: 478-788-3000
Your TEL: 864-216-3381
Tail#: N114ET
A/C Make: COMMANDER
Model: 114-B
Serial: 14574

DETAILS

WO: 4192 TASK: 1 AF T/S KFC200 START: 10/07/2020 FINISH: 10/21/2020
PART#: 065-0034-00 SER#: 11808

DISCREPANCY: T/S KFC200

ACTION: TROUBLESHOT AUTOPILOT NOT ENGAGING. GAINED ACCESS TO KC295 AUTOPILOT COMPUTER S/N:11808 AND REMOVED BENCH CHECK/REPAIR. COMPLETED VISUAL INSPECTION ON SERVO WIRING AND SERVO INSTALLATIONS. INSPECTED DISCONNECT AND TRIM SWITCH. REPAIRED WEAK ENGAGE SWITCH ON AUTOPILOT CONTROL HEAD TO PREVENT AUTOPILOT FROM DISCONNECT IN FLIGHT. REINSTALLED REPAIRED KC295 S/N:11808. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW KFC200 INSTALLATION MANUAL 006-00728-0000 REV 1 DATED DEC 1, 1992.

HOURS: Flat Rate LABOR: \$995.00

PARTS/EQUIP/OTHER: \$47.44

TASK TOTAL: \$1,042.44

WO: 4192 TASK: 2 AF FIX STEC YAW START: 10/12/2020 FINISH: 10/21/2020
PART#: 0106-Y10 SER#: 6757A

DISCREPANCY: FIX STEC YAW

ACTION: INSPECTED STEC YAW SERVO AND FOUND THAT BRIDLE CABLE HAD COME OFF CAPSTAN AND WRAPPED AROUND THE THE SERVO. REMOVED SERVO AND INSPECTED. FOUND CLUTCH TO BE TO HIGH, RESET CLUTCH TO MANUFACTURERS SPECS AND REWRAPPED BRIDLE CABLE. REINSTALLED YAW SERVO AND TESTED. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW S BULLETIN NO. 582 REV 2 AND DRAWING NO.05166.

HOURS: Flat Rate LABOR: \$995.00

PARTS/EQUIP/OTHER: \$0.00

TASK TOTAL: \$995.00

WO: 4192 TASK: 3 AF PANEL LIGHTS START: 10/13/2020 FINISH: 10/21/2020
DISCREPANCY: PANEL LIGHTS

ACTION: TROUBLESHOT PANEL LIGHTS NOT DIMMING. GAINED TO DIMMER POTENTIOMETERS AND TESTED. REMOVED EXISTING AND INSTALL 2 NEWS POTS P/N:RES50RE. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW COMMANDER 114B MAINTENANCE MANUAL P/N:MM-114B/TC.

HOURS: 6.00 LABOR: \$630.00

PARTS/EQUIP/OTHER: \$89.84

TASK TOTAL: \$719.84

MAINTENANCE RELEASE / RETURN TO SERVICE CRS# ETER699D

The Aircraft, Component, Propeller or Appliance Identified above was repaired in accordance with current Federal Aviation Regulations and is hereby approved for return to service.

Inspector / Authorized Signature: 

Certificate #: ETER699D

Date: 10/21/20

Labor: 2
Parts & Equip: 2
Shipping & Handling: 2
Sub Total: 2

Invoice TOTAL: 2

THANK YOU FOR YOUR BUSINESS. YOUR CONTINUED PATRONAGE IS APPRECIATED AND WE LOOK FORWARD TO DOING BUSINESS WITH YOU AGAIN IN THE FUTURE. INVOICES ARE DUE UPON RECEIPT. 1.5% INTEREST WILL BE CHARGED FOR ANY INVOICES OVER 30 DAYS.

*****A 3% Convenience charge will be added to your invoice if you Pay by Credit Card*****

Carolina Flight Services LLC

864-345-3537

December 17, 2018, A/C - N114ET Commander 114B S/N 14574
Eng - IO-540-T4B5 S/N L24964-48A ETT 2408.0 ETSOH 129.9
Prop, McCauley B3D32C419/82NHA-5 S/N 150917 PTT 129.9
Hobbs - 1076.0

AIRFRAME LOG ENTRY

COMPLIED WITH ANNUAL INSPECTION I/AW FAR 43 APPENDIX D

ELT Inspection - Replaced ELT Battery BP-1020 Battery expire date **12/2019**,
Expires **10-24-2019**

Replaced Right Hand Position Light P/N- W1290-28

Replaced Gill G243 Battery with new P/N- G243 S/N Off- G02943730 S/N On- G03028735

Replaced Nose Tire P/N- 505C66-5 S/N Off- 71470480 S/N- 83292162

10, Amend April 4, 2011, Elevator Spar Cracks, C/W by Inspection; IAW AMOC L115-W-11-315

Found, Due Again Next Annual

Page 1 of 2

12 Amend 08/30/77 Bendix Switches, by inspection & Operation - **Next Due Next Annual**
D Status Through 2018-25 All AD's C/W

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

A&P 2657776 IA

Page 2 of 2

TOTAL brought forward from previous page

FAA CRS# 3PXP870B

Aircraft Make & Model: COMMANDER 114-B

Aircraft Reg No.: N114ET

Date: 08/10/19

1-REMOVED THE FOLLOWING EQUIPMENT: KING KI-203 CDI, ACK A-30 ENCODER, MIDCONTINENT MD4
ANNUNCIATOR, KING KX-155 NAV/COM, KING KI-76C TRANSPONDER, KING KLN-90B GPS

2-INSTALLED THE FOLLOWING EQUIPMENT:

A) WAAS NAVIGATOR WITH ADS-B COMPLIANT TRANSPONDER MODEL GNX-375 MFG'D BY GARMIN S/N: 5GJ000853
B) COM TRANSCEIVER MODEL GA-35 S/N 171646 IN ACCORDANCE WITH SIC# SA07-36'E.
C) COURSE DEVIATION INDICATOR MODEL KI-200 MFG'D BY KING S/N 1449.
THE INSTALLED ADS-B OUT SYSTEM WAS SHOWN TO MEET THE EQUIPMENT PERFORMANCE REQUIREMENTS OF
CFR PART 91.227. GARMIN GNX-375 AFMS DOCUMENT# 190-02207-A3, REV. 2 WAS INSERTED INTO THE AIRCRAFT
POH. GARMIN GNX-375 ICA DOCUMENT# 190-02207-A2, REV. 2 WAS INSERTED INTO THE AIRCRAFT'S MAINTENANCE
RECORDS.

The aircraft and/or component identified above was repaired and/or inspected in accordance with the current regulations
of the Federal Aviation Administration and is approved for return to service for the work performed. Details are on file
at this repair station under Work Order number: 19022

Authorized Signature

FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND
STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL
SPECIFICATIONS OF APPENDIX E OF PART 43

ALTIMETER CERTIFIED TO

LEFT 20000 FEET RIGHT FEET

S/N 9H994

DATE: 1/12/2020 W/O 2171

S/N INSPECTOR

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # Y3FR325Y

FAR 91.413

THE ATC TRANSPONDERS AND INSPECTIONS AS REQUIRED BY FAR
91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY
WITH PART 43 APPENDIX F, AND APPENDIX E PARAGRAPH C.

TRANSPONDER #1	MAKE: GARMIN	MODEL: GNX 375	S/N 5GJ000853
TRANSPONDER #2	MAKE: [Signature]	MODEL: [Signature]	S/N [Signature]
DATE 1/17/2020	W/O 2171	INSPECTOR [Signature]	

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # Y3FR325Y

Work Order/Invoice

Work Order No.	Date	Aircraft Manufacturer	Aircraft Model	Reg
2167	06/02/2020	COMMANDER	114	NE ET

Description of Work Performed

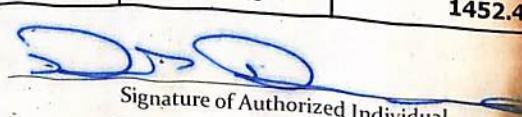
1-REMOVED AND ROUTED FLIGHT COMPUTER MODEL KC-295 MFGD' BY KING S/N 11808 TO AUTOPILOT CENTRAL FOR REPAIR. UNIT WAS REPAIRED UNDER AUTOPILOT CENTRAL WORK ORDER# SH20-33880. UNIT WAS REINSTALLED INTO AIRCRAFT AND A GROUND CHECK WAS PERFORMED. SYSTEM INDICATED FUNCTIONING PROPERLY.

Tech	Insp
RTS	RTS

Parts Description	Qty.	Unit Price	Extens
AUTOPILOT CENTRAL REPAIR	01	1152.45	10

Labor Subtotal	Parts Subtotal	Deposit	Credit	Freight	Tax	Invoice Total	Balance Due
300.00	1152.45				0.00	1452.45	1452.45

The aircraft and/or component identified above was repaired and/or inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.


Signature of Authorized Individual

AIRFRAME
TIME
IN
SERVICE

AVIONICS
TIME
IN
SERVICE

DESCRIPTION OF WORK PERFORMED
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Palmetto Avionics LLC

FAA CRS# 3PXR870B

Aircraft Make & Model: COMMANDER 114B

Aircraft Reg No.: N114ET

Aircraft Hobbs: 1417.9

Tach:

Date: 06/02/2020

1-REMOVED AND ROUTED FLIGHT COMPUTER MODEL KC-295 MFGD' BY KING S/N 11808 TO AUTOPILOT CENTRAL FOR REPAIR. UNIT WAS REPAIRED UNDER AUTOPILOT CENTRAL WORK ORDER# SH20-33880. UNIT WAS REINSTALLED INTO AIRCRAFT AND A GROUND CHECK WAS PERFORMED. SYSTEM INDICATED FUNCTIONING PROPERLY.

The aircraft and/or component identified above was repaired and/or inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Details are on file at this repair station under Work Order number 2167

[Signature]
Authorized Signature

LOWE AVIATION SERVICES, LLC 2178 FLIGHTLINE DR MACON, GA 31216 ETER699D
LOG ID# 2829 21-October-2020 WO# 4192 HOBBS 1435.2
N114ET S/N 14574 COMMANDER 114-B

Pg 1 / 1

TROUBLESHOT AUTOPILOT NOT ENGAGING. GAINED ACCESS TO KC295 AUTOPILOT COMPUTER S/N:11808 AND REMOVED FOR BENCH CHECK/REPAIR. COMPLETED VISUAL INSPECTION ON SERVO WIRING AND SERVO INSTALLATIONS. INSPECTED DISCONNECT AND TRIM SWITCH. REPAIRED WEAK ENGAGE SWITCH ON AUTOPILOT CONTROL HEAD TO PREVENT AUTOPILOT FROM DISCONNECTING IN FLIGHT. REINSTALLED REPAIRED KC295 S/N:11808. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW KFC200 INSTALLATION MANUAL 006-00728-0000 REV 1 DATED DEC 1, 1992.

INSPECTED STEC YAW SERVO AND FOUND THAT BRIDLE CABLE HAD COME OFF CAPSTAN AND WRAPPED AROUND THE BASE OF THE SERVO. REMOVED SERVO AND INSPECTED. FOUND CLUTCH TO BE TO HIGH, RESET CLUTCH TO MANUFACTURERS SPECS AND REWRAPPED BRIDLE CABLE. REINSTALLED YAW SERVO AND TESTED. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW STEC BULLETIN NO. 582 REV 2 AND DRAWING NO.05166.

TROUBLESHOT PANEL LIGHTS NOT DIMMING. GAINED TO DIMMER POTENTIOMETERS AND TESTED. REMOVED EXISTING POTS AND INSTALL 2 NEW POTS P/N:RES50RE. SYSTEM RAMP CHECKED OPERATIONAL. WORK DONE IAW COMMANDER 114B MAINTENANCE MANUAL P/N:MM-114B/TC.

MAINTENANCE RELEASE / RETURN TO SERVICE CRS# ETER699D

THE AIRCRAFT, ENGINE, COMPONENT, PROPELLER OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION AGENCY REGULATIONS AND IS HEREBY APPROVED FOR RETURN TO SERVICE.

INSPECTOR / AUTHORIZED SIGNATURE

ETER699D
CERTIFICATE #

DATE

12/21/19

Work Order: SH20-33880
Acct Number: (803)257-6242

Sold To: Palmetto Avionics
P.O. Box 2846
Aiken, SC 29802

Ship to: Palmetto Avionics
322 Terminal Road
Hgr A-1
Greenwood, SC 29649

General Comments:

Received Via: UPS Ground
Shipped Via: Fed-X
Tracking Number: 1198-1204-7770

Discrepancy: 1

Unit Description:

KC295 Flight Computer S/N 11808 (065-0034-00)

Action Taken:

PRELIMINARY INSPECTION: Bench tested unit and found engage transistor shorted; traces on power supply board burned looks to have happened once before.

WORK PERFORMED: Troubleshoot flight computer; found Q505 (engage transistor) on power supply board damaged; replaced transistor. Repaired damaged circuit trace on power supply board. Repaired, tested and certified reference King manual 006-5558-03, Rev 3, 1983.

**NOTE: THIS DAMAGE WAS LIKELY DUE TO A SHORTED SOLENOID WIRE (ROLL, PITCH OR TRIM) IN AIRCRAFT.

Charges This Item:					3.00 Hours @		115.00	\$
Part Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	
12039-0010	Transistor (MJE2955)		1.00	Each	115.870		115.870	\$
					Total For This Discrepancy:		\$	

Miscellaneous Charges:

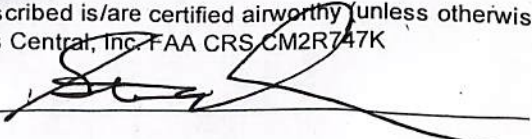
		Misc Supplies:	\$
		General Freight:	\$

Totals:

SubTotal:	\$
Charges:	\$
Paid-AHT-VISA	\$

Terms: C.O.D.

The articles and/or work hereon described is/are certified airworthy (unless otherwise specified).
Autopilots Central, Inc. FAA CRS CM2R747K

Authorized Signature 

PARTS INSTALLED MAY BE FAA/PMA'D OR STC'D PARTS AND NOT OF "ORIGINAL EQUIPMENT MANUFACTURE"
AS SUCH ARE NOT COVERED BY THE OEM'S WARRANTY.

PAST DUE INVOICES ARE SUBJECT TO A 1.5% FINANCE CHARGE.

1. Approving Civil Aviation
Authority/Country:
FAA/UNITED STATES

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

Form Tracking

SH20-

33880

4. Organization Name and Address:
FAA CRS #CM2R747K

AUTOPILOTS CENTRAL, INC.
HANGAR 23, TULSA INT'L AIRPORT • TULSA, OKLAHOMA 74115

5. Work Order/Contract/Invoice
Number: Same #3

6. Item:

7. Description:

8. Part Number:

9. Quantity:

10. Serial Number:

11. Status/Work:

1

FLIGHT
COMPUTER

065-0034-00

1

11808

REPAIRED

12. Remarks:

Reference attached service shop report for work performed.

KC295

13a. 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 12.

14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12

Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:

13c. Approval/Authorization No.:

14b. Authorized Signature:

14c. Approval/Certificate No.:

CM2R747K

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14d. Name (Typed or Printed):

14e. Date (dd/mm/yyyy):

STEVEN L CHAPMAN

28-APR-2020

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a 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.

Work Order: SH20-33717

Acct Number: (803)257-6242

Sold To: Palmetto Avionics
P.O. Box 2846
Aiken, SC 29802

Ship to: Palmetto Avionics
322 Terminal Road
Hgr A-1
Greenwood, SC 29646

General Comments:

Received Via: UPS Ground
Shipped Via:
Tracking Number:

Discrepancy: 1**Unit Description:**

KC295 Flight Computer S/N 11808 (065-0034-00)

Action Taken:

PRELIMINARY INSPECTION: Bench tested unit and found trim fail problems; gets stuck in test mode (-5vdc at trim drive output) continuous trim fail lamp; has all newer filter capacitors.

WORK PERFORMED: Troubleshoot flight computer; found C403 and C404 on adapter board faulty; replaced. Repaired 14/28v power switch. Bench tested and certified reference King manual 006-5558-03, Rev 3, 1983.

Charges This Item:

4.00 Hours @ 115.00 \$

Part Number	Description	Credit	Quantity	Units	Unit Price	Ext
096-01030-0003	Cap Tn 2.2uf10%15v		2.00	Each	32.100	\$
Total For This Discrepancy:						\$

Miscellaneous Charges:

Misc Supplies: \$

Summary:

Total Parts:	\$	64.20	Misc Supplies:	\$
Total Labor - 4.00 Hours:	\$	460.00		

Totals:

SubTotal:	\$	53
Total Charges:	\$	53

Terms: C.O.D.

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.11 for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty of up to \$10,000 per violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N114ET	Serial No. 14574	
	Make COMMANDER	Model 114-B	Series
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)	
		Address 213 RIVEREDGE DR	
		City MOORE	State SC
		Zip 29369-9019	Country UNITED STATES

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in Item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PALMETTO AVIONICS LLC		☐ U. S. Certified Mechanic	☐ Manufacturer
Address 322 TERMINAL RD HANGAR A-1		☐ Foreign Certified Mechanic	C. Certificate No.
City GREENWOOD State SC		☒ Certified Repair Station	
Zip 29649 Country USA		☐ Certified Maintenance Organization	3PXR870B

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel
per 14 CFR Part 43
App. B ☐

Signature/Date of Authorized Individual

AUGUST 9, 2019

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee ☒	Repair Station	Inspection Authorization	

Certificate or
Designation No.

3PXR870B

FAA Form 337 (10-06)

Signature/Date of Authorized Individual

AUGUST 9, 2019

Work Order/Invoice

Work Order No.	Date	Aircraft Manufacturer	Aircraft Model	Registration
1992	08/09/19	COMMANDER	114-B	N114ET

Description of Work Performed

1-REMOVED THE FOLLOWING EQUIPMENT: KING KI-203 CDI, ACK A-30 ENCODER, MIDCONTINENT MD41-328 GPS ANNUNCIATOR, KING KX-155 NAV/COM, KING KT-76C TRANSPONDER, KING KLN-90B GPS

2-INSTALLED THE FOLLOWING EQUIPMENT:

A)WAAS NAVIGATOR WITH ADS-B COMPLIANT TRANSPONDER MODEL GNX-375 MFG'D BY GARMIN S/N: 5GJ000853 AND GARMIN WAAS ANTENNA MODEL GA-35 S/N 171646 IN ACCORDANCE WITH STC# SA02636SE.

B)COM TRANSCEIVER MODEL GTR-225 MFG'D BY GARMIN S/N: 2A5007035.

C)COURSE DEVIATION INDICATOR MODEL KI-209 MFG'D BY KING S/N 1449.

FOR FURTHER DETAILS OF THIS INSTALLATION SEE FAA FORM 337 DATED: 08/09/19.

3-PERFORMED 24 MONTH IFR CERTIFICATION ON THE FOLLOW EQUIPMENT/SYSTEMS:

A)TRANSPONDER MODEL GNX-375 MFG'D BY GARMIN S/N: 5GJ000853.

B)ALTIMETER MODEL 5934D-1 MFG'D BY UNITED S/N 9H994.

C)ALTITUDE REPORTER.

D)STATIC SYSTEM.

ALL UNITS/SYSTEMS LISTED ABOVE WERE TESTED AND ARE IN COMPLIANCE WITH FAR 91.411 AND 91.413 PART 43 APPENDIX E AND F.

Tech Insp

RTS RTS

RTS RTS

RTS RTS

Parts Description

GARMIN GNX-375 WAAS GPS/TRANSPONDER
GARMIN GTR-225 COM
GARMIN GAE-12 ALTITUDE REPORTER
KING KI-209 CDI

Qty.

Unit Price

Extended

01

7000.00

7000.00

01

1800.00

1800.00

01

275.00

275.00

01

900.00

900.00

Labor Subtotal

Parts Subtotal

Deposit

Credit

Freight

Tax

Invoice Total

Balance Due

2850.00

9975.00

-7000.00

0.00

12825.00

5825.00

The aircraft and/or component identified above was repaired and/or inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Signature of Authorized Individual

DESCRIPTION OF WORK PERFORMED
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Palmetto Avionics
LLC

FAA CRS# 3PXR870B

Reg. # N114ET

Tach/Hrs 1399.8

Air Model UNITED 5934P-1

S/N 9H994

Transponder Model GARMIN GTX-375

S/N 5G5000853

Certify the altimeter, altitude reporting, and static system tests required by 14 CFR Part 91.411 and the transponder tests, including data correspondence, required by 14 CFR Part 91.413 have been performed to an altitude of 20,000 feet and found to comply with 14 CFR Part 43 Appendix E and F.

Details are on file under Palmetto Avionics LLC Work Order # 1992


Authorized Signature

08-07-2019

Date

Revision: Revision 1 Dated: 09-04-2013

Installation accomplished

(If space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N114ET

AUGUST 9, 2019

Nationality and Registration Mark

Date

REMOVED THE FOLLOWING EQUIPMENT: KING KI-203 CDI, ACK A-30 ENCODER, MIDCONTINENT MD41-328 GPS
INDICATOR, KING KX-155 NAV/COM, KING KT-76C TRANSPONDER, KING KLN-90B GPS

INSTALLED THE FOLLOWING EQUIPMENT:

WAAS NAVIGATOR WITH ADS-B COMPLIANT TRANSPONDER MODEL GNX-375 MFG'D BY GARMIN S/N: 5GJ000853 AND
GARMIN WAAS ANTENNA MODEL GA-35 S/N 171646 IN ACCORDANCE WITH STC# SA02636SE.
COM TRANSCIVER MODEL GTR-225 MFG'D BY GARMIN S/N: 2A5007035.
COURSE DEVIATION INDICATOR MODEL KI-209 MFG'D BY KING S/N 1449.

INSTALLATION ACCOMPLISHED IN ACCORDANCE WITH GARMIN GNX-375 MASTER DRAWING LIST DOCUMENT# 005-01206-
REV. 2, DATED MARCH 27, 2019; GARMIN GTR-225 INSTALLATION DOCUMENT# 190-01182-02, REV. H DATED SEPT.
17; KING KI-209 INSTALLATION MANUAL DOCUMENT# 006-00140-0004, REV. 4, DATED AUGUST 2002; AC43.13-1B,
CHAPTER 7, SECTIONS 1-5, 11, CHAPTER 10, SECTIONS 1 AND 2, CHAPTER 11, SECTIONS 1,3-20, CHAPTER 12, SECTIONS 1
5, AC43.13-2B, CHAPTERS 1,3, AND 11.

THE INSTALLED ADS-B OUT SYSTEM WAS SHOWN TO MEET THE EQUIPMENT PERFORMANCE REQUIREMENTS OF 14 CFR
PART 91.227.

STRUCTURAL INSTALLATION IS IN COMPLIANCE WITH FAR 23.561.
INSTALLATION IS IN COMPLIANCE WITH FAR 23.1301 AND 23.1431.

GARMIN GNX-375 AFMS DOCUMENT# 190-02207-A3, REV. 2 WAS INSERTED INTO THE AIRCRAFT'S POH.

GARMIN GNX-375 ICA DOCUMENT# 190-02207-A2, REV. 2 WAS INSERTED INTO THE AIRCRAFT'S MAINTENANCE RECORDS.

WEIGHT AND BALANCE DATA, EQUIPMENT LIST, AND AIRFRAME LOGS UPDATED TO REFLECT THIS CHANGE THIS DATE.
PERFORMED AN ELECTRICAL LOAD ANALYSIS AND FOUND TOTAL LOAD DOES NOT EXCEED 80% OF RATED CAPACITY.

AN OPERATIONAL CHECK WAS PERFORMED ON THE GROUND AND THE INSTALLED SYSTEMS INDICATED FUNCTIONING
PROPERLY. INSTALLED SYSTEMS DID NOT ADVERSELY AFFECT THE EXISTING SYSTEMS OR COMPONENTS IN THE
AIRCRAFT.

☒ Additional Sheets Are Attached



Supplemental Type Certificate

Number: SA02636SE

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations

Original Product - Type Certificate Number:

Make:

Model:

Multiple - AML STC

See Approved Model List (AML) SA02636SE for approved aircraft models and applicable airworthiness standards.

Description of Type Design Change:

Installation of Garmin GPS 175 Navigation System, GNX 375 Navigation System with ADS-B In/Out Transponder, and GNC 355 Navigation System with VHF COM Radio. Data required includes Garmin Master Drawing-List (MDL) 005-01206-A1 Revision 1, dated March 22, 2019 or later FAA-approved revision; Garmin Airplane Flight Manual Supplement (AFMS) 190-02207-A3 Revision 1, dated March 22, 2019 or later FAA-approved revision; Garmin Maintenance Manual (Includes Instructions for Continued Airworthiness (ICA)) 190-02207-A2 Revision 1, dated March 22, 2019 or later FAA-approved revision.

Limitations and Conditions:

- (1) The installer must determine whether this design change is compatible with previously installed modifications.
- (2) If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.
- (3) A copy of this certificate, the approved AFMS, and the approved ICA must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet on Page 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: June 7, 2018

Date Reissued:

Date of Issuance: March 22, 2019

Date Amended: July 25, 2019

By Direction of the Administrator

Signature

Title

JR Brownell
ODA STC Unit Administrator
ODA-240087-CE

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

4. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

4.1 Airworthiness Limitations

There are no new (or additional) airworthiness limitations associated with this equipment and/or installation.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§ 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

FAA APPROVED

JR Brownell

JR Brownell

ODA STC Unit Administrator

ODA-240087-CE

7/25/2019

Date

GNX 375 and GNC 355 do not require servicing. In the event of system failure, replace the GPS 175/GNX 375 in accordance with Section 5.

4.2.1 Periodic Maintenance

The GPS 175/GNX 375/GNC 355 are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units. The built-in tests (BIT) are continuously executed. Detected errors are indicated as failure annunciations, system messages or a combination of the two.

Antenna installations are not covered under this STC. Inspect and maintain all antennas in accordance with the data provided for that specific antenna installation.

4.2.2 Special Tools

A milliohm meter with an accuracy of $\pm 0.1 \text{ m}\Omega$ (or better) is required to measure the electrical bonding between the GPS 175/GNX 375/GNC 355 system components and aircraft ground.

Table 4-1 below shows the systems and components installed by this STC, which must be checked at specific intervals. The inspections based on calendar elapsed time have specifically stated intervals.

Table 4-1 Periodic Maintenance

Item	Description/Procedure	Interval
Equipment Removal and Replacement	Removal and reinstallation of the GPS 175/GNX 375/GNC 355 LRUs.	On Condition
Cleaning	The GPS 175, GNX 375 and GNC 355 display and bezel may be cleaned periodically. The front bezel and display should be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical cleaning agents. Avoid scratching the surface of the display.	On Condition
Electrical Bonding Test	An electrical bonding test must be performed on equipment installed by this STC.	10 years or 2000 flight hours
Testing	The GPS 175/GNX 375/GNC 355 must be tested and shown to comply with Title 14 CFR Part 91.277.	Replacement of GPS Position source(s).
Visual Inspection	A visual inspection of the equipment installed by this STC must be performed.	12 Calendar Months

... inspection of the GPS 175/GNX 375/GNC 355 unit(s), switches, Flight Stream 510 and
air wiring harnesses to ensure that they continue to comply with the STC SA02636SE.

1. Inspect the GPS 175/GNX 375/GNC 355 unit for security of attachment, including visual inspection of mounting racks and other supporting structure attaching the racks to aircraft instrument panel.
 - **GPS 175/GNX 375/GNC 355** – Verify the countersunk fastener heads are in full contact with the unit mounting rack holes. Re-torque the mounting screws 8.0 ± 1.0 in-lb, if required.
 - **Flight Stream 510** – Ensure the data card is properly oriented (label facing left), fully inserted, and locked into position in the card slot on the front right side of the unit.
2. Inspect for corrosion.
3. Inspect switches, knobs, and buttons for damage.
4. Inspect condition of wiring, shield terminations, routing, and attachment/clamping.
5. Check the fan intake/outlet slots on the GPS/GNX/GNC unit's bezel for dust, dirt, or obstructions. Clean as needed.
6. Conduct a visual check of the GPS/SBAS antenna cable overbraid (if installed).
7. Conduct a visual check of and bonding strap or conductive tape used for electrical bonding.
8. Replace any damaged or torn straps. Refer to Section 6.8 for details.
9. Replace any torn bonding tape using a heavy duty aluminum foil tape, such as 3M P/N 436 or 438 or another foil with aluminum that is 7.2 mils thick or greater. If strap termination hardware is loose, tighten and re-test bonding. Refer to Section 6.8 for details.

4.5 Electrical Bonding Test

4.5.1 GPS 175/GNX 375/GNC 355 Bonding Check (Metallic or Tube-and-Fabric Aircraft)



NOTE

A bonding test failure may occur if a fastener is not torqued to the specified torque value. For installations that use screws in lieu of rivets to secure the rack to surrounding structure, verify that the screws are torqued to the appropriate value before proceeding to remove the rack. Refer to Section 4.4 for torque values.

Perform an electrical bonding check as follows:

1. Remove the GPS 175, GNX 375 or GNC 355 from the mounting rack.
2. Remove the backplate assembly from the rack.
3. Measure the resistance between the mounting rack and nearby exposed portion of aircraft metallic structure and verify it is less than or equal to 5 mΩ.

In the event of bonding test failure, remove the GPS 175/GNX 375/GNC 355 rack, clean the attachment points with a bonding brush at both the GPS 175/GNX 375/GNC 355 rack and the aircraft, and re-attach the rack to the rails in the panel. Measure the resistance between the mounting rack and nearby exposed portion of aircraft metallic structure and ensure that the resistance is less than or equal to 2.5 mΩ.

4. Re-install the backplate assembly and re-install the GPS 175/GNX 375/GNC 355 in the mounting rack.

4.5.2 GPS 175/GNX 375/GNC 355 Bonding Check (Composite Aircraft)



NOTE

A bonding test failure may occur if a fastener is not torqued to the specified torque value. For installations that use screws in lieu of rivets to secure the rack to surrounding structure, verify that the screws are torqued to the appropriate value before proceeding to remove the rack. Refer to Section 4.4 for torque values.

Perform an electrical bonding check as follows:

1. Remove the GPS 175, GNX 375 or GNC 355 from the mounting rack.
2. Remove the backplate assembly from the rack.
3. Measure the resistance between the mounting rack and the instrument panel, verify it is less than or equal to 10 mΩ.

In the event of bonding test failure, remove the GPS 175/GNX 375/GNC 355 rack, clean the attachment points with a bonding brush at both the GPS 175/GNX 375/GNC 355 rack and the aircraft, and re-attach the rack to the rails in the panel. Measure the resistance between the mounting rack and the instrument panel and ensure that the resistance is less than or equal to 5 mΩ.

4. Re-install the backplate assembly and re-install the GPS 175/GNX 375/GNC 355 in the mounting rack.

4.6 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and BIT will monitor the health of the GPS 175/GNX 375/GNC 355 system. If any LRU indicates an internal failure, the unit may be removed and replaced. See Section 5 of this document for fault corrective actions.

4.7 Additional Instructions

None.

CERTIFICATION OF CONFORMANCE

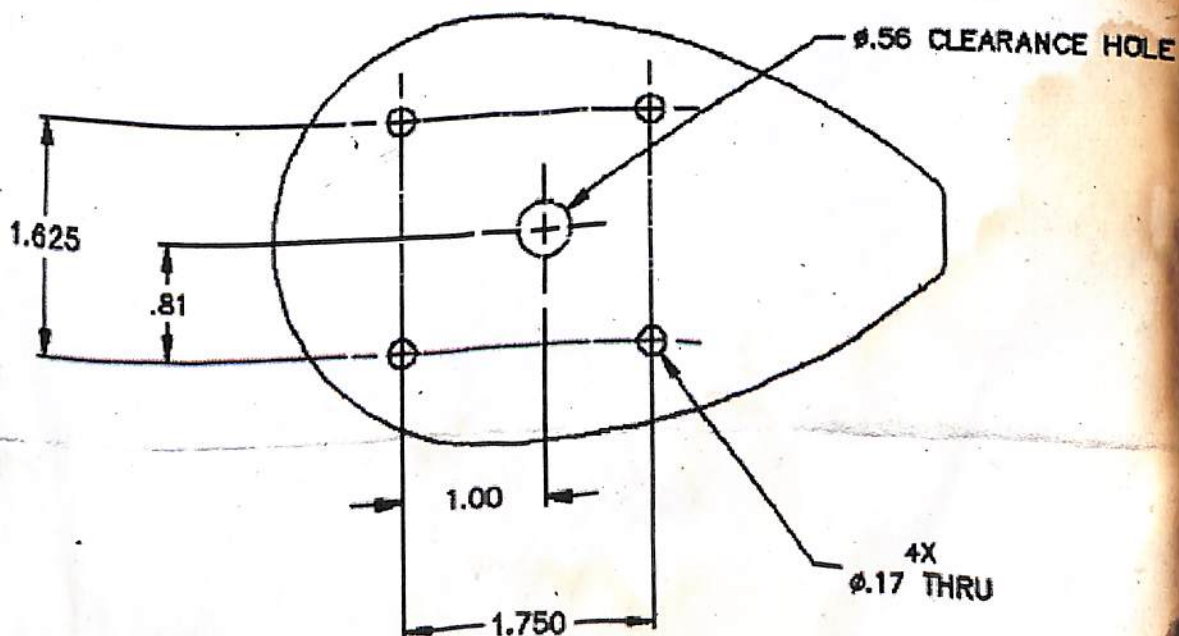
AAT Part Number: AT575-93GW-TNCF-000-RG-27-NM
Customer PO Number: 287153
Customer Part Number: 013-00235-00 GA35
Serial Number: 171646

AeroAntenna Technology, Inc. certifies that the above mentioned antenna was manufactured in accordance with specifications and standard quality assurance practices and procedures, and meets all requirements as stated in the above purchase order as well as shipment and delivery instructions.

Quality Assurance: Benjamin Rubeni Date: 7/16/2019

CERTIFICATION OF CONFORM

NOT TO SCALE. Use an accurate measuring instrument for installation. A calibrated torque wrench must be used during installation. Torque value for mounting screws is 13-15 in-lbs. The 4 supplied mounting screws must be used and no substitutes are allowed. Do not deviate from these installation methods or use alternate screws as damage to the antenna may result.



Worthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company Carolina Flight Services LLC
Manufacturer GULFSTREAM (SEE ALSO GRUMMAN, SCHWEIZER, FRAKES, FLYING BOAT)
Model 114B
Tail # N114ET
Serial # 14574
Current Time 1330.9
Total Time
A/C Cert. Date

*12-02-10

03/15/12

LEFT AND RIGHT ELEVATOR SPARS/

Method of Compliance C/W By Inspection, no cracks found

SB #

Date 11-01-217

Signature 

Next Due Next Annual
Cert. # A&P 2657776 IA

Prepared by

Robert J. Pierce

Date

11-01-2017

Indicates possible recurring inspections

Tdata, Inc (Tdata.com) N114ET Page 1 of 1

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

appliances

Company Carolina Flight Services LLC
Tail # N114ET

*76-07-12

08/30/77

BENDIX
SWITCHES

[R1] IGNITION SWITCHES/

Method of Compliance C/W by inspection & Operation

SB #

Date 11-1-2017

Signature



Next Due Next Annual
Cert. # A&P 2657776 IA

Prepared by Robert J. Pierce

Date 11-01-2017

* Indicates possible recurring inspections

Tdata, Inc (Tdata.com)

N114ET

Page 1 of 1

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Avionics West, Inc. dba Avwest Atlanta
P.O. Box 2032 Kennesaw, GA 30156
Phone: 678-354-6255 Fax: 678-354-6248
W.O.# 1438 DATE 9/1/14 N# 114ET
This work was performed on this aircraft. Complies with FAR 43.11 and F. FAR 91.411, FAR 91.413. Altimeter tested per FAR 43.11 and 43.13. This A/C and/or component was repaired and inspected in accordance with current FARs and is approved for return to service.

Avwest Atlanta
P.O. Box 2032 Kennesaw, GA 30156
Phone: 678-354-6255 Fax: 678-354-6248
Date: 7-31-14 W.O.# 1438 N# 114ET

ALTIMETER SCALE ERROR		VWIR654K	
NONMENCLATURE		SER# 9H994	
ALTIMETER PRESSURE			
TEST PT (FT)	INDICATOR READINGS AT +25C	TEST PT (FT)	INDICATOR READINGS AT +25C
-1000	+10	10000	-35
000	+10	12000	-40
500	0	14000	-45
1000	+10	15000	-55
1500	+5	16000	-60
2000	+5	18000	-65
3000	+5	20000	-70
4000	-5	22000	
5000	-5	25000	
6000	-10	30000	
8000	-15	35000	

THE ATC TRA
91.413 WERE
WITH PART 4

TRANSPOND
#1

TRANSPOND
#2

DATE
10-24-201

FAR 91.411 ALTIME
STATIC PRESSURE
SPECIFIC

LEFT

S/N 9H99

DATE: 10-24-17 W/C 1

FAA APPROVE

FAA Approved repair station Y3FR325Y

Altimeter Scale Error

Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1000	-990	30,000	
0	+10	35,000	
500	520	40,000	
1,000	1020	45,000	
2,000	1520	50,000	
3,000	2020	55,000	
4,000	3010	60,000	
6,000	4000	70,000	
8,000	6000	80,000	
10,000	8000		
12,000	10020		
14,000	12020		
16,000	14000		
18,000	15980		
20,000	17970		
22,000	19970		
25,000			

Altimeter
Position
Pilot ☒
Copilot ☐

ALT. S/N 9H994
DATE 10-24-17

REQUIRED BY
TO COMPLY
GRAPH C.

/N 14877
/N

Signature

FORM-C-230

114-B, N114ET S/N 14574

HOBBS: 1246.1

DAMAGE BY REPLACING A LOWER FRAME - RH, P/N 43481-6. SEE 337
16. REMOVED & REINSTALLED INTERIOR TO FACILITATE REPAIR OF RH
REMOVED & REINSTALLED BLIND RIVETED BAGGAGE FLOOR BOARD TO
DAMAGE STEP AREAS. REPAIRED AFT FUSELAGE DAMAGE AROUND CABIN
REPAIRED NOSE GEAR DOOR BOX. INSTALLED NOSE GEAR DOORS - LH & RH.
REMOVED & REINSTALLED LYCOMING ENGINE IO-540-
24964-48A AFTER OVERHAUL (TRIAD AVIATION, INC.) INSTALLED NEW
PROPELLER B3D32C419/82NHA-5 S/N 150917. REMOVED & REINSTALLED
PROPELLER EXHAUST 9910758-101 AFTER REPAIRED BY ACORN WELDING LTD.
REMOVED & REINSTALLED PROP GOVERNOR C290D3-J/T41 S/N
OVERHAUL BY H & H PROPELLER SERVICE (SEE TAG). REPLACED
CI-105-16 (2 EACH). GROUND RUN-UP SATISFACTORY.

THOMAS R. STOIA, A&P 267830477 IA

Carolina Flight Services LLC

864-641-3907

Date - October 3, 2016, A/C - N114ET Commander 114B S/N 14574
ACTT - 27.1.4 Eng - IO-540-T4B5 S/N L24964-48A ETT 2278.1 ETSN 2278.1
Prop McCauley B3D32C419-C S/N 922747 PTT 2278.1

AIRFRAME LOG ENTRY

COMPLIED WITH ANNUAL INSPECTION I/AW FAR 43 APPENDIX D

107 (d) ELT Inspection - Replaced ELT Battery BP-1045 Battery expire date 11/2017.

AD 2012-02-10, Amend April 4, 2011, Elevator Spar Cracks, C/W by Inspection, IAW AMOC L115-W-11-315

No Defects Found, Due Again 289.1.4 ACTT or October 2017 whichever occurs first.

AD Amend 08/30/77 Bendix Switches, by inspection & Operation - Next due 2641.4

Filter P/N G243 S/N GO2441064

Filter P/N G243 S/N GO2933464

Status Through 2016-19 All AD's C/W

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Carolina Flight Services LLC

864-345-3537

Date - November 1, 2017, A/C - N114ET Commander 114B S/N 14574
Hobbs - 1330.9 Eng - IO-540-T4B5 S/N L24964-48A ETT 2362.9 ETSN 84.8
Prop McCauley B3D32C419/82NHA-5 S/N 150917 PTT 84.8

AIRFRAME LOG ENTRY

COMPLIED WITH ANNUAL INSPECTION I/AW FAR 43 APPENDIX

- CW 91.207 (d) ELT Inspection - Replaced ELT Battery BP-1020 Battery expire date 12/2019.

- IFR Certification Expires 10-24-2019

- AD 2012-02-10, Amend April 4, 2011, Elevator Spar Cracks, C/W by Inspection, IAW AMOC L115-W-11-315

No Defects Found, Due Again Next Annual

- AD 76-07-12 Amend 08/30/77 Bendix Switches, by inspection & Operation - Next Due Next Annual

Page 1 of 1

Removed & Replaced BA-4005 Air Filter Element
Checked AD Status Through 2017-20 All AD's C/W

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Robert J. Pierce

A&P 2657776 IA

Page 2 of 2

Checked AD Status Through 2015-16 All AD's C/W

- I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHINESS.

Robert J. Pierce : A&P-2657776 1A

Page 2 of 2

Carolina Flight Services LLC

864-641-3907

Date - December 10, 2015, A/C - N114ET Commander #114B S/N 1
Hobbs - 1243.6

AIRFRAME LOG ENTRY

- Removed & Replaced Alternator with Overhauled Hartzell P/N DOFF10300B, S/N On H-P060457, S/N On 11
- Ran Engine, Ops Checks Ok. All work I/AW manufacturers Service Manual
- Aircraft Returned to service at this time.

12 Flight
864-64

Date - September 13, 2015, A/C - N114ET Commander 114B S/N 14574
 ACTT - 2278.1 Hobbs - 1231.0 Eng - IO-540-T4B5 S/N L24964-48A ETT 2278.1 ETSN 2278.1
 Prop McCauley B3D32C419-C S/N 922747 PTT 2278.1

AIRFRAME LOG ENTRY

COMPLIED WITH ANNUAL INSPECTION I/A/W FAR 43 APPENDIX D.

ELT Inspection - Replaced ELT Battery BP-1045 Battery expire date **11/2017**,
 and April 4, 2011, Elevator Spar Cracks, C/W by Inspection, IAW AMOC L115-W-11-315
 Again in **2428.1 ACTT or September 2016** whichever occurs first.
 11/25/12 Fuel injector lines - by inspection, **Next Due ACTT 2378.1 or 12 Months**
 11/27/77 Bendix Switches, by inspection & Operation - **Next Due Hobbs 1331.0**
 with new.

SUB-TOTAL this page

DATE

AIR
T
SEI**FAR 91.413**

THE ATC TRANSPONDERS AND INSPECTIONS AS REQUIRED BY FAR 91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH PART 43 APPENDIX F, AND APPENDIX E PARAGRAPH 1.

TRANSPONDER

MAKE:

MODEL:

S/N

#1

King

KT 76C

14

TRANSPONDER

MAKE:

MODEL:

S/N

#2

DATE

W/O

INSPECTOR:

06-14-2012

0720

John Pinal

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # Y3FR325Y

FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL SPECIFICATIONS OF APPENDIX E OF PART 43

ALTIMETER CERTIFIED TO

LEFT

FEET

RIGHT

FEET

20,000

S/N

94994

S/N

DATE:

W/O

INSPECTOR

6-14-12

0720

John Pinal

PF Flyers, Inc.

FAA APPROVED REPAIR STATION # Y3FR325Y

ANDERSON REGIONAL AIRPORT

2008 ACTT: 1872.9 Tach: N/A Hobbs: 828.8
Airframe: Commander 114B SN: 14574

Performed an Annual Inspection IAW Commander Service Manual. ELT tested IAW 91-207(d). Replaced ELT battery Exp. Date Feb 2010. Replaced Vac relief filter PN B3-5-1. Nose tire replaced with Goodyear Flt. Custom III 5.00-5 tires. Cycled landing gear through an extension, retraction and emergency extension. ADs researched using Avantex software through 2008-04. I certify that this aircraft was inspected IAW an Annual Inspection and was determined to be in an airworthy condition.

Paul S Ridgeway A&P/IA 249947097

ANDERSON REGIONAL AIRPORT

May 12, 2008 Hobbs: 861.8
Airframe: Commander 114B SN#: 17258914
N114ET

Installed O/H Weldon Fuel Boost PUMP PN# A8120-D from AIRCRAFT ACCESSORIES, INC on this date. Pump OPS checked satisfactory.

SE CERTIFICATE

MISS APPROVAL TAG

3. Form Tracking Number:

AA 050708

5. Work order/Contract/Invoice Number: 32556

10. Quantity:	11. Serial/Batch Number:	12. Status / Work:
1	0035	OVERHAULED

AA APPROVED DATA. THERE ARE NO APPLICABLE AIR PERFORMED IS ON FILE AT THIS FACILITY.

ANDERSON REGIONAL AIRPORT

March 17, 2009 Hobbs: 914.5 ACTT: 1911.5
Airframe: Commander 114B Ser#: 14574
N114ET

Performed an ANNUAL INSPECTION IAW FAR 43, Appendix D. Serviced nose strut with nitrogen. Replaced dirty Vac relief filter Pn. B3-5-1. Applied sealant to pilots door seal. Cleaned leaking Rt wing sump drain. Cycled Landing Gear through a retraction, extension and an emergency extension no defects noted. I certify that this aircraft was inspected IAW an ANNUAL INSPECTION and was determined to be in an airworthy condition.

Paul S Ridgeway A&P249947097IA

ANDERSON REGIONAL AIRPORT

April 10, 2009 Hobbs: 924.7
Airframe: Commander 114B Ser#: 14574
N114ET

Owner/customer installed new

Battery on this date

ANDERSON REGIONAL AIRPORT

April 1, 2010 AFTT: 2043.0 Hobbs: 995.9
Airframe: Commander 114B Ser#: 14574
N114ET

Performed an ANNUAL INSPECTION IAW FAR 43, Appendix d. ELT ops checked IAW 91.207(d). Pullies and cables checked and lubricated as required. Brake pads and fluid checked and serviced as required. Wheel bearings checked and greased. Replaced leaking RH wing fuel drain. Replaced both static wicks. Replaced anticollision light bulb and fuse. Induction airfilter checked and cleaned. Cycled gear thru 4 cycles. All AD's checked for compliance using AVANTEX Ad software Ver 2010-06. No new AD's applicable at this time. I certify that I have inspected this aircraft IAW an Annual Inspection and have found it to be in an airworthy condition on this date.

Christopher A. Maxwell 2846774 A&P/IA

SUB-TOTAL this page

ANDERSON
REGIONAL AIRPORT

March 21, 2005 Hobbs/Tach: 614.1
Airframe: Rockwell Commander 114B
S/N 14574 N114ET

Complied with an **Annual Inspection** on this date. Serviced all struts with 5606 hydraulic fluid and nitrogen as required. Cleaned fuel strainer assembly as needed. Lubed landing gear and all wheel bearings. Cleaned and checked all brake linings. Cycled gear through 5 fault free cycles. Inspected ELT, battery expires March 2006. Checked AD Compliance through 2005-05 using Avantex AD Research CD's.

ANDERSON
REGIONAL AIRPORT

I certify I have inspected this aircraft in accordance with an **Annual Inspection** and found it in an airworthy condition on this date.

James D. Nielsen 2840818 A&P, I.A.

ANDERSON
REGIONAL AIRPORT

May 27, 2005 Hobbs: 623.8
N114ET

Replaced left main tire. Repacked wheel bearings with grease. Installed flight Custom III, 6.00 x 6 6 ply tire.

James D. "Doug" Nielsen 2840818 A&P, I.A.

TOTAL

ANDERSON
REGIONAL AIRPORT

March 8, 2006, Hobbs: 666.8

Airframe: Commander 114B S/N 14574
N114ET

Replaced ELT battery pack. T battery expires April 2008. Complied with inspection as per FAR 91.207(d). Tested satisfactory. Replaced nose gear tube due to crack in scissor mount attach point. Replaced all seals and serviced Mil-H-5606 Hydraulic fluid and nitrogen as per maintenance manual. Cycled gear through 12 fault free cycles. Taxi-tested aircraft turning radius. Ops test satisfactory. Checked AD compliance through 2006-04 using Avantex AD Research CD's.

I certify that I have inspected this aircraft in accordance with an **Annual Inspection** and determined it to be in an airworthy condition on this date.

James D. Nielsen

James D. "Doug" Nielsen 2840818 A&P, I.A.

ANDERSON
REGIONAL AIRPORT

March 15, 2007,

Airframe: Commander 114B
N114ET

Hobbs: 733.1

Ser. 14574

Performed **ANNUAL INSPECTION** on this date IAW Commander Service Manual. All pullies, cables and turnbuckles checked and lubed as needed. ELT tested IAW FAR 91-207(d). ELT Batt. Exp April 2008. Hydraulic reservoir serviced with 5606. Wheel bearings cleaned and packed. All AD's checked for compliance using Avantex AD listings (2007-04) Refer to attached listing. I certify that I have inspected this aircraft IAW an annual inspection and have found it to be in an airworthy condition on this date.

Christopher A. Maxwell

Christopher A. Maxwell 2846774 A&P, IA

TIME
IN
SERVICE

UNICS
TIME
IN
SERVICE

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

10-12-04

Hobbs 552.1

10-12-04 - TACH-Hobbs

552.1

REMOVE/REPLACE King KI256
FLIGHT COMMAND ATT. GYRO w/
OVERHAULED UNIT (SN X22984)
OPS TESTS NORMAL. SEE
RELATED DOCUMENTS IN AIRCRAFT
RECORDS.

John L. Hood

FOOTHILLS AVIATION
FAA CTR # D2KR333J
80062 TUGALO
TOCCOA AIRPORT
TOCCOA, GA 30577

#OM

		TOTAL	
3-25-04	1511.36	467.2	Opened aircraft
			all aircraft Structures, Fly
			Systems, tires, brakes + horns
			Landing Gear Retraction, extens
			inspection, Inspected. ECT I
			Replaced ELT Battery New Ex
			Reinstalled Alternator after over
			Modified Aircraft Acc. Stevens
			91.411/413 insp - See Avionics Log
			Researched AD's thru ATP rev
			Dated 3-15-04. No Air-Frame Al
			Cleaned, primed + painted Belly co
			Installed Anti-chafe tape on no
			Aircraft
			Annual

467.2 3-25-04

John Kinane
140481997IA

ANDERSON REGIONAL AIRPORT

August 18, 2004, Hobbs: 520.6
Airframe: N114ET

Replaced right main tire. Repacked wheel bearing
as required.

JAMES D. NIELSEN
James D. Nielsen 28108

DATE

AIRFRAME
TIME
IN
SERVICEAVIONICS
TIME
IN
SERVICEDESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORKSTEVENS AVIATION INC.
GREENVILLE, SCAircraft Reg No: N114ETAircraft Ser No: 14574Hours: 467.3

I certify that the altimeter and static system inspection required by FAR 91.411 have been performed. The altimeter(s) per paragraph (A) and (B) Appendix E, FAR 43.

LH Alt Make: UNITEDLH Model: 5035PDLH S/N: 25367Have Been Tested To: 20,000RH Alt Make: UNITEDRH Model: 5934D-1RH S/N: 9H994Have Been Tested To: 20,000

Altitude reporting system tested to 20,000 feet per Paragraph (C) Appendix E FAR 43.

Details of this inspection are on file at this Repair Station under Work Order No. 29155/200.

Date: 3/19/2004

Authorized Signature: [Signature]
Stevens Aviation, Inc., R/S VIBR368K, Greenville, SC 29605

I certify the ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43 Appendix F.

No 1 Xpdr Make: KINGNo 1 Xpdr Model: KT-71No 1 Xpdr S/N: 1038No 2 Xpdr Make: NANo 2 Xpdr Model: NANo 2 Xpdr S/N: NA

Details of this inspection are on file at this Repair Station under Work Order No. 29155/200.

Date: 3/19/2004

Authorized Signature: [Signature]
Stevens Aviation, Inc., R/S VIBR368K, Greenville, SC 29605

SA-0505

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified on back was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and approved for return to service.

Pertinent details on file at this repair station.

Hobbs 552.1

10-7-04 - TACH 552.1 Hobbs
Remove King KC 290; Model
Controller for auto pilot to
Repair switch. Re-install
unit & ops checked.

[Signature]

FOOTHILLS AVIATION
FAA CRS # B2KR333J
8506E TUGALO
TOCCOA AIRPORT
TOCCOA, GA 30577

Hobbs : 370.0

August 27, 2003

Replaced Battery with new Concord CB24-11MXCVP.

Battery S/N 200025000. N114ET RC-114

S/N 14574

Tad W. Entrup 524171638 A&P

ANDERSON
REGIONAL AIRPORT

JAMES D. NIERSE

3-1-03 1379.16 335.0 opened.

all aircraft structures,
systems, Landing gear tires
LH Main tire. Performed Landing
extension & emergency inspection.
gear Retraction flex hose, service
Resealed LH Brake caliper. In
IAW FAR 91.207(d) Found Sate
Batt exp Feb 04. Researched AD
revision 03-04F dated 2-18-03. 1
AD's apply at this time. —

Aircraft
Annual

335.0 3-1-03

John Kinard
140481997 IA

BROADHEAD AVIATION MAINTENANCE

120 Club Loop
Greenville, SC 29605
(864) 299-5084

TACH: 356.5 Airframe Log
6-10-03

Replaced #1 engine drive
vacuum pump with over
hauled pump PN 216CW
SN 22048. — John W. Be
AD105462

1-22-01 1094.86
RAD

VAL

cord

Train

Foreign registration and

Tion N 1142T - Performer

tenance due at this time

I certify this aircraft

a 100HR inspection and was 100%

service on this date

R. Dudley

1-22-01 1094.86 50.7
RAD

I certify that the ELT in

IA/W FAR 91.207(D) and was

satisfactory condition

D/M 810 S/N 00694 Due 1/03

R. Dudley

1-22-01 Total Time 1094.86 Hrs
RAD

I FIND THAT THE AIRCRAFT MEETS THE

REQUIREMENTS FOR THE CERTIFICATION. REPAIRS

HAVE ISSUED A (STANDARD) (SP)

WORTHINESS CERTIFICATE DATED

Fred C. Williams
FRED C. WILLIAMS DART-915

NEXT ANNUAL INSPECTION

Note: TT Corrected on this date

Rm Dudley IA 231328

SUB-TOTAL this page

1993

7.3

7.3

The 101

Aircraft.

The Altimeter system has been

in accordance with FAR part 91.411

The ATC Transponder has been tested

in accordance with FAR part 91.413

The ELT battery due date is 5/94

All outstanding Airworthiness Directives

complied with as of 02/22/93 93-04M

Steve S.

Steve S.

Vice President Quality

Commander Aircraft

MAR 28 1993

7.3

7.3

I find that this Aircraft meets the requirements for an EXPORT Airworthiness Certificate in

accordance with FAR 21.329, dated MAR 28

The next annual inspection is due MAR 28

The "E" card # is E253356

Wayne
Wayne

DAR-4

Retraction - Checked all
freedom of movement, security
and proper travel - Lubed all controls -
Checked all lights, tires, wheels, brakes
master cylinders, battery - Jacked
aircraft - Cleaned Inspected + Repacked
all wheel bearings - Installed new 500.5
GPhy Goodyear tire on nose wheel assy and
Reinstalled - Removed RT Main Gear
Actuator Assy AND Replaced all "O" Rings
Reinstalled actuator and checked rigging -
Performed gear retraction Test and
emergency extension - All audio + visual
warnings check ok - Lubed landing gear -
Removed Rudder - Replaced upper rudder
bearing and reinstalled - Removed R+L
Elevator Assy - Replaced outbd bearing
and bushing - Reinstalled elevator -
Replaced bearings in elevator control
Rod at AFT bulkhead (upper + lower) and
Reinstalled Rod - Checked elevator and
Rudder for proper travel - Retorqued
Fwd Attach Bolt on RT Main Gear - Replaced
outbd rod end on Lt. aileron - Removed
Foreign external data plate From side of
Aircraft and installed 26R Rivets
Installed missing planks in cockpit

AIRFRAME

Company
 Manufacturer GULFSTREAM (SEE ALSO GRUMMAN, SCHWEIZER, FRANKS, FLYING BOAT)
 Model 114B
 Serial # 14574
 A/C Cert. Date
 Tach Time 1466.6
 Total Time
 Tail Number N114ET

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
11-07-13 04/04/11	SUPERSEDED BY AD 2012-02-10/		N/A SUPERSEDED	X		N/A	<i>[Signature]</i> 32231974
*12-02-10 03/15/12	LEFT AND RIGHT ELEVATOR SPARS/	3/23/22 1466.6	C/W BY INSPECTION I/C/W AMOC L115W -11-315		X	100 HRS/ 12MO	<i>[Signature]</i> 359534540

* indicates possible recurring inspections

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Prepared by _____

Date _____

APPLIANCES

Company

Tail #

N114ET

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*76-07-12 08/30/77	[R1] IGNITION SWITCHES/		N/A BY P/N		X	N/A	
*93-05-06 04/29/93	IGNITION SWITCHES/	3/23/22 1466.6	C/W BY INSTALLING KIT A-3659-2 ICW SB92-01		X	2K HRS	<i>[Signature]</i> 3595343AP

FAA Approved Model List (AML) STC SA02636SE

Airplane Make (TCDS holder) [common name or previous make]	Aircraft Model (Alias)	Type Certificate Number	TC Certification Basis [1]	MDL 005-01206-A1 Approved Rev. [2]	AML Amended Date	AFMS Part Number	AFMS Revision [2]
Cessna (Cessna Aircraft Company)	T-50 (Army AT-17, UC-78 series, and Navy JRC-1)	A-722	CAR 4a	1	Original	190-02207-A3	1
Cirrus Design Corporation (Cirrus Design Corporation)	SR20, SR22	A00009CH	FAR 23	1	Original	190-02207-A3	1
Commander (Commander Aircraft Corporation) [CPAC, Inc.]	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC	A12SO	FAR 23	1	Original	190-02207-A3	1
Costruzioni Aeronautiche Tecnam S.P.A (Costruzioni Aeronautiche Tecnam S.P.A) [Costruzioni Aeronautiche Tecnam srl]	P2006T	A62CE	FAR 23	1	Original	190-02207-A3	1
Cub Crafters (Cub Crafters, Inc.)	CC19-180	A00053SE	FAR 23	1	Original	190-02207-A3	1
Diamond (Diamond Aircraft Industries Inc.)	DA20-A1, DA20-C1	TA4CH	FAR 23	1	Original	190-02207-A3	1
Diamond (Diamond Aircraft Industries Inc.) [Diamond Aircraft Industries GmbH]	DA 40	A47CE	FAR 23	1	Original	190-02207-A3	1
Discovery (Discovery Aviation, Inc.) [Liberty Holdings, LLC]	XL-2	A00008DE	FAR 23	1	Original	190-02207-A3	1
EADS-PZL "Warszawa-Okęcie" (EADS-PZL "Warszawa-Okęcie" S.A.) [Panstwowe Zaklady Lotnicze]	PZL-104 WILGA 80, PZL-104M WILGA 2000, PZL-104MA WILGA 2000	A55EU	FAR 23	1	Original	190-02207-A3	1