

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

A/C Make: CPAC Model: 112, 114 Series S/N: Multiple Reg. # N: Multiple

Revision: IR Date: 08 AUG 2011

Log of Revisions

Revision Number	Pages Affected	Description of Change	Harrison Aero, LLC Approval & Date
IR	All	Initial Release	S.Harrison 8-8-11

List of Effective Pages

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This sixteen item checklist are Instructions for Continued Airworthiness (ICA) in accordance with FAA Advisory Circular AC43-210 (Figure 1, 2/17/04) and are applicable to the aircraft listed above when the following equipment is installed:

System: HA1050-100, Repair Assy, Elevator Spar, Outboard Hinge, Commander Models 112, 114

Item Subject

- 1.0 **Introduction:** This procedure provides instructions for continued airworthiness for HA1050-100 which is an alternate means of compliance (AMOC) for AD 2011-07-13 which addresses an unsafe condition for the Commander 112 and 114 series of aircraft for cracks in the outboard sections of the elevator spar web. The cracks originate at the outboard hinge lower bolt holes and are typically found adjacent to the lower edges of the aft washers.
- 2.0 **Description:** HA1050-100 repairs cracks in the LH and RH elevator spars (p/n 44211-9, 44211-10) of Commander 112, 114 Series aircraft at the outboard hinge. The repair consists of cutting each spar inboard of the hinge, replacing the outboard spar section, adding a spar splice, and adding a doubler to the hinge fitting.
- 3.0 **Control, operation information:** No special operation procedures.
- 4.0 **Servicing information:** No special servicing procedures.
- 5.0 **Maintenance instructions:** Inspection intervals are as follows:

5.1 Annually or every 100 hours time in service since this modification, or since the last inspection, and at every annual inspection or every 100 hours thereafter whichever comes first, with a 10x magnifying glass, visually inspect both elevator spars in the vicinity of the outboard elevator hinge and spar splice and hinge doubler fasteners from the hinge side for evidence of cracks, loose fasteners, or other anomalies. If cracks are found, proceed to the removal and inspection procedure in 5.2. If no anomalies are found, make a logbook entry of the findings, and return the aircraft to service.

and;

- 5.2 Every five years or every 500 hours whichever comes first, remove elevator, elevator tip, and elevator end rib and inspect doubler, doubler fasteners, and hinge fasteners for evidence of fretting, and looseness. Remove elevator outboard hinge (p/n 44285), clean in and around the location of the hinge, and visually inspect for cracks using a 10x magnifying glass. If cracks are found then comply with AD 2011-07-13 for repair. If no anomalies are found, reassemble the elevator assembly, rebalance the elevator, reinstall the elevator on the airplane following standard repair procedures, make a logbook entry of the findings, and return the aircraft to service.
- 6.0 **Troubleshooting information:** No special troubleshooting procedures.
- 7.0 **Removal and replacement information:** Perform all component and assembly removal and replacement per the requirements of AC43.13-1B and the Commander maintenance manual.
- 8.0 **Diagrams:** No special access procedures. Refer to Commander maintenance manual for proper access and inspection information.
- 9.0 **Special inspection requirements:** No special inspection procedures.
- 10.0 **Application of protective treatments:** No special protective treatments.
- 11.0 **Data:** Remove and install all fasteners per the requirements of AC43.13-1B and the Commander maintenance manual.
- 12.0 **List of special tools:** No special tools are required.
- 13.0 **For commuter category aircraft:** Not applicable.
- 14.0 **Recommended overhaul periods:** No overhaul period required.
- 15.0 **Airworthiness limitation section:** 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.
- 16.0 **Revision:** These Instructions for Continued Airworthiness have been reviewed and accepted by the FAA. In the event a revision is required, Harrison Aero, LLC will submit the revision to the FAA for review and approval. The revised ICA will be mailed to the owner of record of each modified aircraft. The revised ICA will also be posted on the Harrison Aero, LLC website. The revised ICA must become a part of the aircraft records and a logbook entry made noting the revision.