



AIRFRAME MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N114DP

Aircraft Mfg. COMMANDER Model 114TC Serial No. 20027

Engine Mfg. Lycoming Model TIO-540-AG1A Serial No. L-10361-61A

Engine Mfg. _____ Model _____ Serial No. _____

Propeller Mfg. McCauley Model B3D32C419 Serial No. 991830

Hub Design No. 82-NHA-5 Hub Serial No. 991830

Blade Design No. _____ Blade Serial No's. TD143

TD153

TD168

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)



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
			Commander has inspected this Aircraft and found it to be in an
			airworthy condition for Test Flight.
12-1-99	0	0	<i>Bob Shieson</i> COMMANDER AIRCRAFT COMPANY
			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
			This aircraft has been inspected and found to conform to the Type
			Certificate therefore, to be in condition for safe operation.
			COMMANDER AIRCRAFT COMPANY

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B Shieson
12-22-99

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N114DP
hobbs: 1190.5

Commander, 114TC, S/N: 20027

November 10, 2023

1. Picked up oxygen bottle after hydro-testing and re-installed in aircraft. Serviced oxygen to 1850 psi and performed operational and leak checks. all checks are satisfactory. Oxygen bottle life limit is 11/2028.
2. Removed and replaced burned out tail beacon bulb with new, P/N: 02-0350433-01. Re-assembled and performed operational checks. All checks are satisfactory. With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS23286.

Adam Kaul Airframe & Powerplant A&P3879286

wo: PS24078

Airframe · page 1 of 3



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N114DP
hobbs: 1228.0

Commander, 114TC, S/N: 20027

April 10, 2024

1. Completed 100-Hour/Annual Inspection IAW FAR 43 appendix D, using Commander 114TC inspection forms as a guide.
2. Cleaned, inspected and re-charged induction air filter.
3. Inspected lights and electrical systems. Inspected aircraft battery.
4. Inspected exhaust and induction systems.
5. Jacked aircraft. Inspected wheels, brakes and tires. Cleaned and inspected bearings. Greased bearings. Checked tire pressures. Performed operational checks of landing gear extension and retraction. Performed emergency extension. Checked landing gear rigging. checked hydraulic power pack for correct servicing. All checks were satisfactory.
6. Inspected and lubed flight controls. Lubed landing gear.
7. Checked and serviced landing gear struts with nitrogen IAW Commander 114 M.M.
8. Trouble shot L/H wing fuel leak. Removed outboard wing drain fitting to drain L/H fuel tank, removed 2 lower tank access panels. Disconnected fuel line from tank to inboard wing fillet sump drain valve. Removed fuel strainer fitting at wing rib bulkhead. Cleaned debris from threads and re-installed. Re-connected fuel line. Re-installed wing drain fitting. Cleaned access panels of sealant and re-installed with new sealant. Added fuel to tank. Noted small leak coming from under fuel strainer fitting boss plate. Drained fuel from tank, Removed access panels. Removed fuel line and fuel strainer for access. Removed old sealant from both sides of strainer fitting boss and resealed with CS3204-B2 Sealant. Re-installed fuel line and strainer fitting. Cleaned off old sealant on fuel tank access panel and re-installed with new sealant. Added fuel to tank. Still detected small leak coming from fuel strainer fitting. Drained fuel tank. Replaced fuel strainer fitting with new fitting, P/N 48528-1. Added fuel to fuel tank. Still detected fuel weeping from around threads of fuel strainer fitting. Drained fuel tank. Removed fuel strainer fitting. Inspected threads on fitting and applied teflon tape to threads. Reinstalled fitting and fueled tank. Still detected small weep from around threads of fitting.
9. Applied aluminum tape to required areas on bottom engine cowl. No further defects noted.

wo: PS24078

Airframe · page 2 of 3



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10. Removed old sealant from right side windows. Prepped and masked both windows and applied B1/2 sealant to window edges. removed all masking.
11. Removed all old engine baffle seal by grinding of staples securing old seal. Used old seals as templates for new seals and cut out new seals. Installed new seals by drilling new holes in engine baffle and new seal and securing with blind rivets.
12. Troubleshoot cause of tail strobe to be inop. Removed strobe light assembly from tail position. Checked power to power supply. Checked good. Removed left wingtip and accessed left strobe assembly removed strobe light assembly and plugged into the tail strobe position. Tail strobe op checked good. Installed new strobe light assembly, P/N A627. It was required to cut off wire harness from old light assembly and and splice it into the new light assembly due to harness on new light assembly was too short. Operational checks were good.
13. Trouble shot cause for excessive play in left and right outboard elevator hinges. removed left and right elevators. Found holes in right, outboard elevator hinge bracket excessively worn. Replaced right hinge bracket with new bracket and hardware kit, P/N SK111. Replaced all elevator hinge bolts and bushings using kit P/N AC11-SK110-02. Re-installed left and right elevators. Safetied all hardware as required. Operational checks were good.

DATE

14. Removed #2 exhaust riser and cross over assembly. Removed right side exhaust stack for access. Cleaned all exhaust flanges on exhaust and cylinders. Received and inspected serviceable Exhaust riser and crossover assembly, P/N 40B21964. Loosening of turbo mounting bolts and left riser nuts was required for alignment of #2 riser assembly to turbo assembly. After aligning, attached riser assembly to turbo assembly with new gasket, P/N 78084. Torqued V-band clamp and safetied as required. Tightened all mounting nuts and exhaust riser nuts previously loosened for alignment. Re-installed original heat shroud onto serviceable cross over assembly. Attached original support cable to engine case and adjusted as required. All exhaust risers were installed with new exhaust gaskets, P/N 77611. Reinstalled all EGT probes. Re-installed turbo intake duct previously removed for access.
15. Removed airbox for repair. Repaired section of airbox where air inlet duct attaches, due to that section started to collapse and created an open hole into the airbox assembly. repair with a fiberglass patch and resin. Reshaped lip for intake duct as required. Re-assembled and re-installed airbox

wo: PS24078

Airframe · page 3 of 3



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- assembly. connected alternate air door control cable and checked rigging. Safetied hardware as required. Installed all ducts. Operational checks were satisfactory.
16. Replaced left landing gear actuator hoses, P/N's 350-4-0120 & 350-4-0190, and left landing gear brake hose with new hose, P/N 350-4-0093. Replaced right landing gear actuator hoses and brake hoses with same P/N's. Ran and bled landing gear hydraulic system. Serviced with 5606 hydraulic fluid as needed. Bled left and right brake systems IAW Commander 114 M.M. Serviced brake reservoir with 5606 hydraulic fluid as needed. Operational checks were satisfactory.
 17. replaced nose tire with new tire, P/N 505C66-5, Good Year Flight Custom III, 5.00x5, 6 ply, S/N 21580058. Serviced tire with nitrogen. Inspected inner tube. No defects with the tube, reinstalled tube into tire. Disposed of old tire.
 18. Fabricated and installed new support brace for L/H landing light due to original support brace was broken. Painted white to match.
 19. Replaced right main tire with new Goodyear Flight Custom III, 6.00-6, 6 ply tire, P/N 606C66-8, S/N23010270. Inspected inner tube. Inner tube was in good serviceable condition and was re-installed into new tire. Serviced tire with nitrogen. Disposed of old tire as required.
 20. Removed cracked patch for right side engine baffle. Fabricated and installed new aluminum patch.
 21. Serviced oxygen from 1400 PSI to 1950 PSI.
 22. AD 2023-09-09, V-band turbo clamps, does not apply.
 23. AD's checked through 2024-06.

I certify this airframe has been inspected IAW an Annual Inspection, is found to be in an airworthy condition and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24078.

William Polachek Airframe & Powerplant A&P2848502

wo: PS24100

Airframe · page 1 of 1



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N114DP
hobbs: 1234.2

Commander, 114TC, S/N: 20027
April 25, 2024

Accessed left fuel tank fitting. Removed main fuel line and strainer assembly fitting. Cleaned fitting and threaded boss on tank. Reinstalled strainer assembly fitting with pipe thread sealant. Once installed. Applied B1/2 sealant to gap area between fitting and threaded boss. Added fuel to tank. Tank was still leaking under threaded boss. Drained tank again and applied B1/2 sealant under fitting and along bottom plate for threaded boss. Added fuel to tank. No leaks noted.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24100.

William Polachek Airframe & Powerplant A&P2848502

Lakeland Aviation of Minocqua, Inc.

Date 6-16-24 N114DP Tach 1257.2

Remove right main gear wheel and tire, disassemble wheel, check tire for defects, none found, install new 600-6 Michelin tube, reassemble wheel and reinstall on aircraft.

Michael Tamburrino AP3184331 IA



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Page No. 25**N114DP****Commander, 114TC, S/N: 20027****July 11, 2024**

hobbs: 1261.1

1. Replaced aircraft battery with new battery, (owner supplied), P/N RG24-11M, S/N 41399447. Top charged battery before installation.
2. Lubed all tail control surface hardware for preventative maintenance.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24180.

William Polachek Airframe & Powerplant A&P2848502

IG WORK

wo: PS24259

Airframe · page 1 of 1



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N114DP**Commander, 114TC, S/N: 20027****September 06, 2024**

hobbs: 1285.5

1. Lubed mixture control cable with LPS 1.
2. Repaired broken ground wire on right mag by installing new ring terminal. Reconnected wire on to mag.
3. Inspected and lubed rudder and elevator hinges. No defects found.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24259.

William Polachek Airframe & Powerplant A&P2848502

wo: PS24313

Airframe · page 1 of 1



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N114DP**Commander, 114TC, S/N: 20027****October 28, 2024**

hobbs: 1316.8

Jacked aircraft, deflated and re-inflated left and right strut to 405psi with nitrogen.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24313.

Adam Kaul Airframe & Powerplant A&P3879286

wo: PS24334

Airframe · page 1 of 1



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N114DP**Commander, 114TC, S/N: 20027****November 19, 2024**

hobbs: 1321.5

Removed and replaced the electric fuel pump with an overhauled Weldon fuel pump assembly, p/n A8121-B. Operational and leak checks were good.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS24334.

Mark Pribyl Airframe & Powerplant A&P3816360

N114DP AIRFRAME LOG INSERT**December 16, 2024**

Remove LH MLG tire and tube and discard, install new flight special 2 tire and aero classics leakguard tube. Replace all brake linings at this time. Lube caliper slides and service fluid. Ops check good, no leaks present

X

 RANDY L. SCHREIBER
 3160611 IA

Page No. **26**

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DATE

N114DP**Commander, 114TC, S/N: 20027****March 13, 2025**

hobbs: 1342.6

ACTT: 1342.6

1. Completed 100hr/Annual Inspection IAW FAR 43 appendix D, using Commander 114TC inspection forms as a guide.
2. Jacked aircraft. Inspected wheels, brakes and tires. Cleaned and inspected bearings. Greased bearings. Checked tire pressures. Performed operational checks of landing gear extension and retraction. Performed emergency extension. Checked hydraulic power pack for correct servicing. All checks were satisfactory.
3. Inspected and lubed flight controls. Lubed landing gear.
4. Inspected exhaust and induction systems. Removed exhaust heater shroud and inspected. No defects found.
5. Inspected lights and electrical systems. Inspected aircraft battery.
6. Cleaned, inspected and re-charged induction air filter.
7. Removed pilots door, inside panel and handle to expose inner linkage. Found door (key) lock slide retainer arm to be slightly bent. Removed arm and reshaped it for more secure latching. Lubricated all moving parts, re-installed panel and door. Operational checks good.
8. Removed #3 induction tube and installed new gasket P/N LW71973 and intake hose P/N 69603. Reinstalled tube.
9. Tightened loose bolt on turbo support arm.
10. Removed light corrosion on engine mount under turbo exhaust area. Treated, primed, and painted area.
11. Cleaned engine of oil.
12. Cleaned and lubricated mixture cable.
13. Removed old cargo door seal, door liner, and cleaned old seal residue off frame. Installed new door seal, P/N: TRB5022. Trimmed to fit and reinstalled door liner.
14. Re-routed left heater gate cable to prevent pre-load to closed position.
15. Removed #6 CHT analogue probe and inspected due to customers report of 50 degree difference between cylinders. Found probe wire chafing against exhaust pipe. Rerouted harness and applied anti chafe compound. OK for continued service.
16. Per customers request, verified proper installation of both left and right brake linings.
17. Per customers request removed cockpit center console lid for re-covering. Reinstalled lid, not recovered at this time per customers request.
18. Adjusted main struts to obtain proper strut extension.
19. AD23-09-09, life limit of exhaust tailpipe clamp does not apply due to clamp is riveted and not spot welded. No further action is required.
20. AD's checked through Bi-Weekly 2025-05.

I certify this airframe has been inspected IAW an Annual Inspection, is found to be in an airworthy condition and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS25039.

William Polachek Airframe & Powerplant A&P2848502

wo: PS25144

Airframe · page 1 of 1



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N114DP**Commander, 114TC, S/N: 20027****May 23, 2025**

hobbs: 1342.6

ACTT: 1342.6

Troubleshoot left gear extending during flight with gear handle in the "up" position. Inspected left gear leg, hydraulics, and related components. No discrepancies found. Jacked aircraft, performed several gear swings. While performing emergency extension, found the emergency extension handle partially pulled down. Stowed handle and cycled gear several more times. No discrepancies found. Serviced hydraulic fluid to proper levels in the gear motor reservoir.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS25144.

Adam Kaul Airframe & Powerplant A&P3879286

SUB-TOTALS this page**TOTALS**—Carry forward to next page



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N114DP**Commander, 114TC, S/N: 20027****November 18, 2025**

hobbs: 1421.5

ACTT: 1421.5

Lubricated elevator and rudder attach/pivot points with LPS-2.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS25309.

Adam Kaul Airframe & Powerplant A&P3879286

WORK



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N114DP**Commander, 114TC, S/N: 20027****February 09, 2026**

hobbs: 1450.4

ACTT: 1450.4

1. Lubricated elevator and rudder attach/pivot points with LPS-1.
2. Lubricated mixture cable with LPS-1.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS26020.

Adam Kaul Airframe & Powerplant A&P3879286



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N114DP**Commander, 114TC, S/N: 20027****March 13, 2026**

hobbs: 1461.8

ACTT: 1461.8

1. Completed 100hr/Annual Inspection IAW FAR 43 appendix D, using Commander 114TC inspection forms as a guide.
2. Jacked aircraft. Inspected wheels, brakes and tires. Cleaned and inspected bearings. Greased bearings. Checked tire pressures. Performed operational checks of landing gear extension and retraction. Performed emergency extension. Checked hydraulic power pack for correct servicing. All checks were satisfactory.
3. Inspected and lubed flight controls. Lubed landing gear.
4. Inspected exhaust and induction systems. Cleaned, inspected, and recharged induction air filter.
5. Inspected lights and electrical systems. Inspected aircraft battery.
6. Pitot static checks due 3/2027.
7. Rotated heater control cable adel clamp 180 degrees to eliminate spring tension to close position.
8. Removed tailpipe assembly to access slip joint to wastegate. Removed slip joint. and sent out for repair. Received overhauled slip joint, P/N: 645013-103 and re-installed tailpipe with new gasket, P/N: 75845. Replaced wastegate coupling with new, P/N: LW12093-6.
9. Removed and inspected bolt for turbo support brace at engine case. Cleaned and applied thread lock on bolt threads. Re-installed and torqued as required.
10. Cleaned surface corroded areas on lower left section of engine mount, treated, primed, and painted with high temp paint.
11. Researched options for ELT battery replacement, battery P/N: 452-3063. Battery is not readily available. Placed ELT INOP. Packaged and shipped ELT and battery out for overhaul/repair. Owner advised of flight restrictions per 14 CFR 91.207 with ELT removed.
12. AD's checked through Bi-Weekly 2026-05.

I certify this airframe has been inspected IAW an Annual Inspection, is found to be in an airworthy condition and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS26041.

William Polachek Airframe & Powerplant A&P2848502



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N114DP**Commander, 114TC, S/N: 20027****March 17, 2026**

hobbs: 1461.8

ACTT: 1461.8

Replaced mid section of cabin heat duct against firewall with new section, (Scat 21/2"). Installed P/N Scat-10 - Aeroduct.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS26051.

William Polachek Airframe & Powerplant A&P2848502

wo: PS25232

NOTE: MIS-FILED. SHOULD BE AT
TOP OF PG 27.



Airframe · page 1 of 1

MED—
FORMING WORK

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N114DP **Commander, 114TC, S/N: 20027**
hobbs: 1395.0 ACTT: 1395.0

August 27, 2025

Lubricated elevator and rudder attach/pivot points with LPS-2.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS25232.

William Polachek Airframe & Powerplant A&P2848502

wo: PS26090

Airframe · page 1 of 1



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N114DP Commander, 114TC, S/N: 20027
hobbs: 1470.2 ACTT: 1470.2

April 30, 2026

1. Received ELT and battery back after overhaul from MERL. ELT P/N: 450-0190, S/N: E03561. Battery P/N: ACR 452-3063. Inspected ELT IAW 14 CFR 91.207(d). Operational check good. Battery next due: MAY 2028.
2. Placarded ELT remote switch as INOP.
3. Riveted hinge to top of armrest and re-installed after upholstery re-covering.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS26090.

Adam Kaul Airframe & Powerplant A&P3879286

wo: PS26099

Airframe · page 1 of 1



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N114DP Commander, 114TC, S/N: 20027
hobbs: 1474.89 ACTT: 1474.89

May 08, 2026

Gained access, traced wiring and replaced blown ELT remote switch fuse. ELT remote switch is still INOP, and labeled accordingly.

With respect to the work performed, this Airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS26099.

William Polachek Airframe & Powerplant A&P2848502

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