



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Small Airplane Directorate  
Wichita Aircraft Certification  
Office  
1801 Airport Road, Room 100  
Wichita, Kansas 67209

**MAY 2 - 2011**

L115W-11-315 Revision 1

Mr. Glenn Mores  
President  
Commander Owners Group  
21921 Oak Leaf Lane  
Bullard, TX 75757

**Subject:** Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2011-07-13 paragraph (g) "inspection and repairs" – Proposing a different method of inspection to inspect the outboard elevator hinge brackets and the elevator spar behind the bracket for cracks

**Reference:** (1) AD 2011-07-13 – on CPAC Inc Commander Models 112, 112B, 112TC, 114, 114A, 114B, and 114TC  
(2) Commander Owners Group (COG) email dated April 18, 2011 requesting an AMOC to AD 2011-07-13 paragraph (g)-proposing an alternate method for inspection.  
(3) Commander Owners Group (COG) email dated April 28, 2011 requesting to revise the AMOC in Ref, 2 above in order to include details on borescopes used for inspection

Dear Mr. Mores:

*This letter revises L115W-11-315 dated April 20, 2011 in response to your request in Reference 3 above. Appendix A to this letter is also revised and all the information you sent regarding the borescopes is included in Section 3 of the Appendix A (Rev. 1) as per your request.*

The Federal Aviation Administration (FAA) received your proposal dated April 18, 2011, proposing an alternative method of compliance (AMOC) to paragraph (g) of Airworthiness Directive (AD) 2011-07-13. The Wichita Aircraft Certification Office has reviewed your proposal for a global AMOC to paragraph (g) of AD 2011-07-13 proposing an alternate method of inspection to check the elevator spar in and around and behind the outboard elevator hinge bracket for cracks. We find the method of inspection satisfactory and approve your AMOC proposal. The approved method of inspection is described in the Appendix A (Revision 1) to this letter.

Before using this AMOC, which is transferable to owners of other CPAC Inc. Commander airplanes affected by this AD, each owner should notify their appropriate Principal Inspector (PI) in the Flight Standards District Office (FSDO), or lacking a PI, their local FSDO. All provisions of AD 2011-07-13 that are not specifically referenced above remain fully applicable and must be complied with accordingly. If in the future the Wichita ACO or Small Airplane Directorate determines that this AMOC does not provide an acceptable level of safety, then these authorities may revoke or revise the terms of the AMOC following notice to the requestor and a seven-day opportunity for the requestor to comment on the revocation or proposed action.

If you have any questions, please contact T.N. Baktha at (316) 946 4155.

Sincerely,



for

William C. Schinstock  
Associate ACO Manager, Airframe & Services  
Wichita Aircraft Certification Office