

Before you buy a high performance aircraft, test fly a Commander.

"Sitting on the ramp, the Commander is an impressive looking airplane. All but the tallest pilots can walk under the cruciform tail. The tall and stout trailing link main landing gear, complete with taxi lights, look as if they might have come off a twin turboprop or business jet."

-AOPA Pilot, April 1995

"Substantial, spacious, sleek, sophisticated and stable, yet remarkably responsive."

-World Air News, April 1993

With an airframe design decades newer than the competition, Commander aircraft are certified to FAR 23 through Amendment 7, meeting more stringent standards for single engine high performance aircraft. Others, such as Mooneys, Beechcraft Bonanzas and Piper Saratogas are certified to CAR 3, a standard far less stringent.

Higher standards don't mean higher ownership costs. For approximately \$2,000 a month* your company can own and operate its own Commander aircraft. The unique turn-key Commander Aircraft Ownership Program includes: financing, insurance, service and support, hangar/storage, flight training and private pilot service. Commander's service and support network of more than 140 Authorized Sales and Service Representatives is one of the largest in general aviation

Certification Requirements:	FAR 23 (thru Amendment 7)	CAR 3
Increased Gust Loading	50Ft/Sec	30Ft/Sec
Fatigue Evaluation - Wing and Associated Structures	Fail-Safe Safe Life	Static Load Margin
Fail-Safe Elevator Control System	YES	NO
Gear and Gear Door Substantiation Under All Conditions	YES	NO
Flap Actuated Aural Warning	YES	NO
More Stringent Usable Fuel Testing	YES	NO
Non-Siphoning Fuel Caps	YES	NO
Improved Accessibility of Fuel Selector Switch	YES	NO
More Stringent Lightning Strike Analysis	YES	NO

and serves Commander owners at airports around the world.

"If the Commander 114B looks strong and fast, it should. It carries on several features of its fabled predecessor, the North American P-51 Mustang, including laminar flow wing... The Commander 114B is the Mercedes of the single engine fleet."

-In Flight USA, June 1995

Commander aircraft deliver the ultimate combination of performance,

comfort, safety and efficiency.

Commander 114B, 114TC (turbocharged), 114AT (all-purpose trainer). Superior design and quality, comprehensive aircraft ownership programs and worldwide service and support. Commander is setting new standards. Call (405) 495-8080 to arrange a briefing.

*Based on approximately 25,000 miles of annual travel and estimated cost of financing, maintenance, operation, insurance and taxes.

Commander Aircraft Company, 7200 Northwest 63rd Street, Bethany, Oklahoma 73008 Telephone: (405) 495-8080 Facsimile: (405) 495-8383

Commander
AIRCRAFT COMPANY

Commander. The Highest Standard.

Commander 114TC Turbocharged

Specifications and Performance



Wiley Post Airport
7200 Northwest 63rd Street
Bethany, Oklahoma 73008

Tel: (405) 495-8080
Fax: (405) 495-8383

Dimensions

Length	24' 11" (7.59 m)
Wing Span	32' 9" (9.98 m)
Tail Height	8' 5" (2.56 m)
Tail Width	13' 6" (4.10 m)
Wheel Base	10' 11" (3.34 m)
Cabin Length	75" (1.90 m)
Cabin Width	47" (1.19 m)
Cabin Height	49" (1.24 m)
Baggage Compartment Volume	22 cu. ft. (0.62 cu. m)
Cabin Compartment Volume	100 cu. ft. (2.83 cu. m)

Engine

Manufacturer	Textron Lycoming
Model	TIO-540-AG1A
Number of Cylinders	6
Displacement	.541.5 cu. in. (8.87 l)
Maximum Power	270 HP @ 2,575 RPM
Recommended TBO	2,000 hours

Propeller

Manufacturer	McCauley
Model	B3D 32C 419/82 NHA-5
Type	Constant-Speed, Hydraulic
Number of Blades	3
Diameter	77" (1.96 m)

Weights

Maximum Ramp	3,305 lbs. (1,499.12 kg)
Maximum Take-off	3,140 lbs. (1,424.28 kg)
Standard Empty	2,152 lbs. (976.13 kg)
Maximum Baggage Compartment	200 lbs. (90.72 kg)
Standard Useful Load	1,152 lbs. (522.54 kg)

Fuel & Oil Capacity

Fuel	90 U.S. gal./88 usable (340.65 liters/333.08 usable)
Oil	10 quarts (9.46 l)

Wing Area & Loadings

Wing Area	152 sq. ft. (14.12 sq. m)
Wing Loading	21.7 lbs./sq. ft. (105.94 kg/sq. m)
Power Loading	12.2 lbs./hp. (5.53 kg/hp)

Speeds

Maximum	197 kts. (365 kph)
Performance Cruise (75% Power)	
12,500 ft.	170 kts. (315 kph)
17,500 ft.	177 kts. (328 kph)
25,000 ft.	187 kts. (347 kph)
Economy Cruise (65% Power)	
12,500 ft.	157 kts. (291 kph)
17,500 ft.	162 kts. (300 kph)
25,000 ft.	169 kts. (313 kph)
Stall (Cruise Configuration)	66 kts. (122 kph)
Stall (Landing Configuration)	59 kts. (109 kph)

Take-off Distance

Ground Roll	1,408 ft. (429.15 m)
Distance over 50 ft. Obstacle	2,223 ft. (677.56 m)

Climb

Initial S.L. Rate of Climb	1,050 ft./min. (320.04 m/min.)
Rate of Climb @ 12,000 ft.	835 ft./min. (254.51 m/min.)
Maximum Authorized Altitude	25,000 ft. (7,620 m)

Cruise Range

Range @ Performance Cruise	.670 NM @ 16.3 gph. (61.70 lph)
Range @ Economy Cruise	.780 NM @ 14.1 gph. (53.37 lph)
Range @ Long Range Cruise	.870 NM @ 12.0 gph. (45.42 lph)

Landing

Ground Roll	734 ft. (223.73 m)
Distance over 50 ft. Obstacle	1,312 ft. (399.90 m)

Note:

Performance is based on a newly manufactured aircraft, which is well maintained and flown under standard ISA day, sea level conditions, at 3,305 lbs. (1,499.12 kg), cruise speeds at mid-weight, based on the latest data available at the time of publication of this document. The performance of any particular aircraft will depend in part on actual conditions, aircraft status, and pilot technique.

Cruise range figures include allowances for start, taxi, climb, cruise descent, and 45-minute reserve at maximum endurance.

Commander Aircraft Company reserves the right to change specifications, performance estimates, materials, equipment, and/or prices at any time; and without prior notice may discontinue models.