



Turbo Commander 1000

Specifications and Performance

DIMENSIONS

	FEET
Wing Span	52.12
Length	42.98
Height	14.95
Cabin Entry Door	2.21 x 3.92
Cabin Height	4.77
Cabin Width	4.17
Cabin Length	17.25
Cabin Volume (Cubic ft)	278.00
Baggage Volume (Cubic ft)	46.00
Baggage Door Height	2.58
Baggage Door Width	1.83

WEIGHTS

	POUNDS
Ramp Weight	11,250
Takeoff Weight	11,200
Landing Weight	10,550
Typical Empty Weight	7,210
Useful Load	4,040
Zero Fuel Weight	9,000
Baggage Compartment	600

FUEL

	GALLONS
Standard (Useable)	474

LOADING

Wing Area	279.37 Sq. Ft.
Wing Loading	40.09 Lbs/Sq. Ft.
Power Loading	6.83 Lbs/SHP

POWER PLANT

Honeywell TPE331-10-501K Single Shaft Turbo-prop with integral gearbox, two stage centrifugal compressor, three stage axial turbine, single annular combustion chamber.

Engine Limits

	SHP	RPM	EGT
Takeoff	820.00	1591	650
Max Continuous	820.00	1591	650
Overhaul Intervals	5,400 hours (opt. 5000)		
Hot Section Intervals	1,800 hours (opt. 2500)		
Gear Box intervals	3,600 hours (opt 5000)		

OPERATING SPEEDS

	KTAS
(at 10,250 lbs, unless otherwise noted)	
Maximum Speed (100% 22,000 ft, TAS)	308
Normal Cruise (FL 180)	302
Twin Engine Best Rate of Climb	138
Twin Engine Best Angle of Climb	98
Single Engine Best Rate of Climb	120
Single Engine Best Angle of Climb	102
Minimum Control Speed	95
Stall Speed, Clean	81
Stall Speed, Gear & Flaps Down	77

CLIMB

	Ft/Min.
Twin Engine Initial Rate of Climb (0 Flaps)	2,802
Time to Climb to 10,000 ft (Minutes)	3.5
Time to Climb to 20,000 ft (Minutes)	8.8
Single Engine Rate of Climb (0 Flaps)	929

CEILING

	FEET
Operational Ceiling Limit	35,000
Twin Engine Service Ceiling	35,000
Twin Engine Absolute Ceiling	36,000
Single Engine Service Ceiling	24,850
Maximum Pressurization Differential (PSI)	6.7

TAKE OFF

	FEET
Take Off Distance - Ground Roll	1,407
Take Off Distance - Over 50 ft Obstacle	2,131

LANDING

	FEET
Landing Distance - with Reverse	1,395
Landing Distance - Over 50 ft Obstacle	2,670

PROPELLERS

Dowty-Rotol 3-Bladed with Full Feather and Reversible

PERFORMANCE CONDITIONS

Performance estimations are based upon U.S. Standard (I 962) atmospheric conditions and performance is contingent upon engine manufacturer's performance as indicated in FAA Type Certificate. All speeds within plus or minus 3% and all climbs, ranges and altitudes are within plus or minus 8%. All information was taken from the Manufacturer's publications and is subject to change and buyer's verification.

EAGLE CREEK
aviation services

4101 Dandy Trail
Indianapolis, IN 46254
ph 317.293.6935
fx 317.297.9341

www.eagle-creek.com



Turbo Commander 1000 Dash Ten

Estimated Operating Costs

Fuel		\$	477.25
Fuel Costs/Gallon	\$	5.75	
Fuel Burn/Hour (Gallons)		83	
Maintenance		\$	320.72
Labor/Hour	\$	118.00	
Parts/Hour	\$	75.00	
Engine Reserves (Overhaul, Hot Section, Gearbox)	\$	105.26	
Prop Overhaul	\$	14.40	
Miscellaneous Flight Expenses	\$	8.06	
Total Direct Costs Per Hour		\$	797.97
Average Block Speed (MPH)		345	
Cost Per Statute Mile	\$	2.31	
Hangar Costs		\$	8,500
Insurance		\$	17,800
Hull	\$	13,000	
Legal Liability	\$	4,800	
Miscellaneous Overhead		\$	15,000
Training	\$	7,000	
Aircraft Modernization	\$	5,000	
Navigation Equipment	\$	3,000	
Total Fixed Costs		\$	41,300
Annual Budget Utilization			
Number of Seats		7	
Miles		85,500	
Hours		248	
Direct Cost	\$	197,895	
Fixed Cost	\$	41,300	
Total Cost	\$	239,195	
Cost/Hour	\$	964.50	
Cost/Statute Mile	\$	2.80	
Cost/Seat Mile	\$	0.40	

All information is subject to change and buyer's verification

EAGLE CREEK
aviation services

4101 Dandy Trail
Indianapolis, IN 46254
ph 317.293.6935
fx 317.297.9341

www.eagle-creek.com