



# Turbo Commander 840

## 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	4.48
Cabin Width	4.12
Cabin Length	14.25
Cabin Volume (Cubic ft)	224
Baggage Volume (Cubic ft)	70
Baggage Door Height	2.6
Baggage Door Width	2.08

### WEIGHTS

	POUNDS
Ramp Weight	10375
Takeoff Weight	10325
Landing Weight	9675
Typical Empty Weight	6635
Useful Load	3740
Zero Fuel Weight	8800
Baggage Compartment	600

### FUEL

	GALLONS
Standard (Useable)	425
Optional (Useable)	474

### LOADING

Wing Area	279.37 Sq. Ft.
Wing Loading	36.96 Lbs/Sq. Ft.
Power Loading	7.20 Lbs/SHP

### POWERPLANT

Honeywell TPE331-5-254 K Single Shaft Turbo-prop with integral gearbox, two stage centrifugal compressor, three stage axial turbine, single annular combustion chamber.

### Engine Limits SHP RPM ITT

Takeoff	717.5	1591	923C
Max Continuous	717.5	1591	923C

Overhaul Intervals	5,400 hours
Hot Section Intervals	1,800 hours
Gear Box intervals	3,600 hours

### OPERATING SPEEDS

	KTAS
(at 10,250 lbs, unless otherwise noted)	
Maximum Speed (100% 12,000 ft, TAS)	290
Normal Cruise (FL 180)	287
Twin Engine Best Rate of Climb	135
Twin Engine Best Angle of Climb	84
Single Engine Best Rate of Climb	113
Single Engine Best Angle of Climb	97
Minimum Control Speed	96
Stall Speed, Clean	77
Stall Speed, Gear & Flaps Down	75

### CLIMB

	Ft/Min.
Twin Engine Initial Rate of Climb (0 Flaps)	2824
Time to Climb to 10,000 ft (Minutes)	3.80
Time to Climb to 20,000 ft (Minutes)	9.50
Single Engine Rate of Climb (0 Flaps)	1003

### CEILING

	FEET
Operational Ceiling Limit	31000
Twin Engine Service Ceiling	34000
Twin Engine Absolute Ceiling	35100
Single Engine Service Ceiling	21000
Maximum Pressurization Differential (PSI)	5.2

### TAKE OFF

	FEET
Take Off Distance - Ground Roll (0 Flaps)	1285
Take Off Distance - over 50 ft Obstacle	1833

### LANDING

	FEET
Landing Distance - with Reverse	1240
Landing Distance - Over 50 ft Obstacle	2332

### 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.

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## Estimated Operating Costs

### **Fuel** **\$ 448.50**

Fuel Costs/Gallon	\$	5.75
Fuel Burn/Hour (Gallons)	\$	78.00

### **Maintenance** **\$ 355.03**

Labor/Hour	\$	118.00
Parts/Hour	\$	75.00
Engine Reserves (Overhaul, Hot Section, Gearbox)	\$	139.57
Prop Overhaul	\$	14.40
Miscellaneous Flight Expenses	\$	8.06

### **Total Direct Costs Per Hour** **\$ 803.53**

Average Block Speed (MPH)		300
Cost Per Statute Mile	\$	2.68

### **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		285
Direct Cost	\$	229,006
Fixed Cost	\$	41,300
Total Cost	\$	270,306
Cost/Hour	\$	948.44
Cost/Statute Mile	\$	3.16
Cost/Seat Mile	\$	0.45

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