



# Turbo Commander 980 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)	224.00
Baggage Volume (Cubic ft)	70.00
Baggage Door Height	2.60
Baggage Door Width	2.08

## WEIGHTS

	POUNDS
Ramp Weight	10,375
Takeoff Weight	10,325
Landing Weight	9,675
Typical Empty Weight	6,733
Useful Load	3,642
Zero Fuel Weight	8,800
Baggage Compartment	600

## FUEL

	GALLONS
Standard (Useable)	474

## LOADING

Wing Area	279.37 Sq. Ft.
Wing Loading	36.96 Lbs/Sq. Ft.
Power Loading	7.04 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
Takeoff	733	1,591
Max Continuous	733	1,591
Overhaul Intervals	5,400 hours (opt. 5000)	
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)	309
Normal Cruise	303
Twin Engine Best Rate of Climb	135
Twin Engine Best Angle of Climb	93
Single Engine Best Rate of Climb	113
Single Engine Best Angle of Climb	97
Minimum Control Speed	93
Stall Speed, Clean	77
Stall Speed, Gear & Flaps Down	75

## CLIMB

	Ft/Min.
Twin Engine Initial Rate of Climb (0 Flaps)	2,777
Time to Climb to 10,000 ft (Minutes)	4.00
Time to Climb to 20,000 ft (Minutes)	8.00
Single Engine Rate of Climb (0 Flaps)	982

## CEILING

	FEET
Operational Ceiling Limit	31,000
Twin Engine Service Ceiling	37,369
Twin Engine Absolute Ceiling	34,000
Single Engine Service Ceiling	24,850
Maximum Pressurization Differential (PSI)	5.2

## TAKE OFF

	FEET
Take Off Distance - Ground Roll (0 Flaps)	1,299
Take Off Distance - Over 50 ft Obstacle	1,854

## LANDING

	FEET
Landing Distance - with Reverse	1,277
Landing Distance - Over 50 ft Obstacle	2,310

## PROPELLERS

Dowty-Rotol 3-Bladed with Full Feather and Reversible

## PERFORMANCE CONDITIONS

Performance estimations are based upon U.S. Standard (1962) 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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# Turbo Commander 980 Dash Ten

## Estimated Operating Costs

<b>Fuel</b>		<b>\$</b>	<b>477.25</b>
Fuel Costs/Gallon	\$	5.75	
Fuel Burn/Hour (Gallons)		83	
<b>Maintenance</b>		<b>\$</b>	<b>320.72</b>
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	
<b>Total Direct Costs Per Hour</b>		<b>\$</b>	<b>797.97</b>
Average Block Speed (MPH)		345	
Cost Per Statute Mile	\$	2.31	
<b>Hangar Costs</b>		<b>\$</b>	<b>8,500</b>
<b>Insurance</b>		<b>\$</b>	<b>17,800</b>
Hull	\$	13,000	
Legal Liability	\$	4,800	
<b>Miscellaneous Overhead</b>		<b>\$</b>	<b>15,000</b>
Training	\$	7,000	
Aircraft Modernization	\$	5,000	
Navigation Equipment	\$	3,000	
<b>Total Fixed Costs</b>		<b>\$</b>	<b>41,300</b>
<b>Annual Budget Utilization</b>			
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\*\*

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