

Offered by:



National Flight Services
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1000 Commander

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1982 Commander Luxury, Speed, Economical

SPEED: 350 MPH+ Seats up to 6, 35,000 Ft Cabin, 2,800+ ft./min. Climb, All on 80 gal/hr.

No other aircraft comes close in performance and operating cost. This is the "large" Commander 1000. Roomier, faster, and more capable than the 690 or 900. It has the standard -10 engines which gives better performance and a high rate of climb. The cabin is luxuriously appointed with hand rubbed wood, leather, and more.

The operating cost on this turbine aircraft is half that of a Jet.

We are selling this well equipped, excellent condition, no damage history, always U.S. based 1000 Commander.

Mike Converse
National Flight Services, Inc.
Swanton, OH 1-800-669-2704
mikeconverse@nationalflight.com



- ✓ Excellent Condition
- ✓ No Damage History
- ✓ 2003 Paint and Interior
- ✓ New Windshields
- ✓ Low Total Time (5636TT)
- ✓ Dash Ten Engines
- ✓ High Altitude (35,000)
- ✓ Modern Avionics
- ✓ Dual Traffic Avoidance
- ✓ Ground and Weather Avoidance
- ✓ Jet Speed, Low Operating Costs
- ✓ Super Sound Proofing
- ✓ KMD-850
- ✓ Garmin 530 & 430
- ✓ Fresh 150 hr from Commander Service Center
- ✓ Known Ice
- ✓ SB 214 Complete
- ✓ Flushing Lav

N695CS Specs

Always maintained at Twin
Commander Service Centers

Airframe & Engine Specs:

Airframe: 5636.4 TT

Engines: Honeywell/Garrett model TPE331-10-516K

TSN: 5245/5144 (5400 hour TBO)

1821/1544 Since Hot Section & Gearbox Inspections

Props: Overhauled 3/09 and 3/07

150 hr inspection 10/10 at Twin Commander Serv. Ctr.

Avionics/Radios:

- ✓ Garmin GNS-530 IFR Certified
GPS/Comm/Nav/Moving Map System
- ✓ Garmin GNS-430 IFR Certified
GPS/Comm/NAV/Moving Map System
- ✓ Dual (2) Garmin GTX-330 Transponders W/Traffic &
RVSM ready
- ✓ King IHAS-8000 with Traffic Avoidance & Enhanced
Ground Proximity Warning System
- ✓ King KMD-850 Multifunctional Display
- ✓ KMH-880 Terrain and Traffic Avoidance
- ✓ King KDR-510 Data Link Weather System
- ✓ King KFC-300 Autopilot
- ✓ Bendix RDR-2000 Vertical Profile Digital Color Radar
- ✓ Garmin GMA-340 Audio System
- ✓ King KDM-706 DME
- ✓ Goodrich WX-1000+ Stormscope linked to the MFD-
850 and Garmin 530 Copilot
- ✓ Panel with HIS & Davtron Clock
- ✓ New powder-coated, laser-etched instrument and EL
panels

Additional Equipment:

New fuel cells (resealed 2009)

New De-ice boots (2009)

New pressure ducts

New hydraulic lines

Gear Mounted Taxi Lights

Automatic EGT Temp Limiting System

CD player built into the Pyramid Cabinet

Exterior:

New Paint, October 2003

New Windshields (2003 & 2005)

Complete paint & strip of entire aircraft with epoxy primer and
two coats of jet glow with striping

New fasteners and stainless steel hardware

Polished brightwork

Polished smiles

Standard placard kit

Balance check of flight controls

Mask hoses of the wheel wells off for paint

New bonding straps on flight controls

New radome boot

Interior:

Oct 2003: New Executive premium leather interior

"ECAS Comfort Cabin" soundproofing package

Freon Air Conditioning

New Flushing Potty (March 2010)

22 Cu.Ft. Standby Oxygen System

New carpet (Berber Premium Grade)

Refurbished baggage area in Grosspoint fabric

Hand rubbed burl wood trim and cabinetry

Sheepskin panels in crew seats

Inspection Status:

Current 150 hr (Oct 2010) Twin Commander Service Center

Operating Speeds KTAS

(at 10,250 lbs, unless otherwise noted)

Maximum Speed (100% 22,000 ft. TAS) 308 Normal Cruise
(FL180) 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 98

Stall Speed, Clean 81

Stall Speed, gear and Flaps Down 77

Climb Ft/Min.

Twin Engine Initial Rate of Climb 2802

Time to Climb to 10,000 ft. 3.5 mins.

Time to Climb to 20,000 ft. 8.8 mins.

Single Engine Rate of Climb (0 flaps) 929

Ceiling Feet

Operational Ceiling Limit – 35,000

Twin Engine Service Ceiling – 35,000

Single Engine Service Ceiling – 21,000

Maximum Pressurization Differential 6.7 psi

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

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

