

Location: South Burlington, VT



**UNDERWRITERS
Salvage Company**



Commander Aircraft Division
Rockwell International
Bethany, Oklahoma 73008

Manufacturer's Model	Customer's Model
Manufacturer's Serial No. 309	Customer's Serial No.
Type Cert. A1250	Contract No.
Production Certificate 203	Accepted 99
Engine Type IO-360-CID6	

Licensed Under U. S. Airplane Patents
Of All Members Manufacturers
Aircraft Association, Inc.

Aircraft Assn. Plate No. 479603

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Manufacturer's
Model

112

Customer's
Model

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Serial No.

309

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A12S0

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ELEVATOR TRIM
▼ NOSE UP

NOSE
DN

NEUTRAL
TAKEOFF

NOSE
UP

FUEL IN TANK BELOW E NOT
USEABLE IN ALL FLIGHT COND
34 GALS USEABLE EACH TANK

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NORMAL CATEGORY AIRPLANE FOR
UTILITY CATEGORY OPERATION REFER TO
THE AIRPLANE FLIGHT MANUAL

NO ACROBATIC MANEUVERS ARE APPROVED
FOR NORMAL CATEGORY OPERATION
INTENTIONAL SPINS ARE PROHIBITED FOR
BOTH NORMAL AND UTILITY CATEGORY
OPERATION

THIS AIRPLANE IS APPROVED FOR FLIGHT IN
DAY NIGHT VFR/IFR WHEN EQUIPPED IN
ACCORDANCE WITH FAR 91 FLIGHT INTO
KNOWN ICING CONDITIONS PROHIBITED

▲ NOSE DOWN
ELEVATOR TRIM
▼ NOSE UP

NEUTRAL
TAKEOFF

NOSE
UP

FUEL IN TANK BELOW E NOT
USEABLE IN ALL FLIGHT C
34 GALS USEABLE EACH TANK



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THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE AIRPLANE FLIGHT MANUAL. ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO ITS OPERATION AS A NORMAL CATEGORY AIRPLANE FOR UTILITY CATEGORY OPERATION REFER TO THE AIRPLANE FLIGHT MANUAL.

NO AEROBATIC MANEUVERS ARE APPROVED FOR NORMAL CATEGORY OPERATION. INTENTIONAL SPINS ARE PROHIBITED FOR BOTH NORMAL AND UTILITY CATEGORY OPERATION.

THIS AIRPLANE IS APPROVED FOR FLIGHT IN DAY/NIGHT VFR/IFR WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 FLIGHT INTO KNOWN ICING CONDITIONS PROHIBITED.

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C-GMAT

AVIONICS
MASTER

AUTOPILOT

ON
OFF

Garmin PMA7000MS
Com 1 Com 2
MKR ADF DME
Com 1 Com 2
Com 2 Nav 2
ICS AUX SPR
Transmit Stop

Garmin GNC 300S
ACTV
CLR
DISP
SQ
G- WPT RTE WPT RPT WPT
WPT

Garmin GNS 430W
VHF
CLR
DISP
SQ
G- WPT RTE WPT RPT WPT
WPT

Garmin GMA 400P
VHF
CLR
DISP
SQ
G- WPT RTE WPT RPT WPT
WPT

Garmin GMA 400P
VHF
CLR
DISP
SQ
G- WPT RTE WPT RPT WPT
WPT

Garmin GMA 400P
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G- WPT RTE WPT RPT WPT
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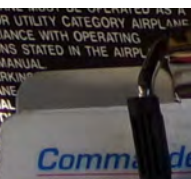
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(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
BEST GLIDE - **85 KIAS** (98 MPH) (Full Gross Weight)
FUEL SELECTOR - OFF
MIXTURE - FULL LEAN / IDLE CUTOFF
FLAPS - DOWN
GEAR - AS REQUIRED
MASTER & MAGS - OFF (Unlatch Door)

POWER LOSS IN FLIGHT

BEST GLIDE - **85 KIAS** (98 MPH) (Full Gross Weight)
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE - FULL RICH
FUEL SELECTOR - CHECK / SWITCH (Note Gauges)
AUX FUEL PUMP - ON (Off If No Improvement)
FUEL SELECT DRAIN VALVE - OFF (Handle Fully Down)
ALTERNATE AIR - HOT
MAGNETOS - CHECK ALL
MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
PROP - FULL AFT (Low RPM)
SQUAWK 7700
DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
ELT - ON
MIXTURE - FULL LEAN / IDLE CUTOFF
FUEL SELECTOR - OFF
SEATBELTS / HARNESS
FLAPS - AS NEEDED (Full Flaps When Field Assured)
GEAR - DOWN (Up If Very Rough / Soft Terrain)
MASTER & MAGS - OFF
UNLATCH DOOR
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER OFF (Mags On)
CABIN HEAT & AIR - OFF
IF FIRE OUT - MASTER ON ONLY IF CRITICAL (Vents - Open)
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE - FULL LEAN / IDLE CUTOFF
FUEL SELECTOR - OFF
MASTER - OFF
CABIN HEAT & AIR - OFF (Vents - Off)
INCREASE AIRSPEED TO EXTINGUISH - LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START - IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF
THROTTLE FULL OPEN / CRANK ENGINE FEW SECONDS
MASTER & MAGS - OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT / DEICING EQUIPMENT - ON
CABIN HEAT & DEFROST - MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE & PROP SPEED
FLAPS - NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

MANUAL GEAR EXTENSION

REDUCE AIRSPEED TO **75 KIAS** (86 mph)
LANDING GEAR SWITCH - DOWN
EMERGENCY EXTENSION KNOB - PULL OUT & DOWN
YAW AIRPLANE IF NECESSARY TO HELP LOWER GEAR

OTHER

AMMETER w/ EXCESS RATE OF CHARGE: Alternator - Off,
Nonessential Electric - Off (Terminate Flight If Practical)
ALTERNATOR FAILURE: Cycle Alternator Switch, Check C.B.'s, If
Fails To Come On Line - Alt. Switch Off, Nonessential Elect. Off.
CIRCUIT BREAKER TRIPPING: Reset CB, If Trips Again - Leave Off
And Turn Off Affected Equipment. If Avionics Master, Isolate
Faulty Radio Switch.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 - 122.8 - 122.95 - 123.0 - 123.05
MULTICOM: 122.9 (CTAF) 122.75, 122.85 (Air To Air)
F.S.S.: 122.000 To 122.675. Most Common - 122.2
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* Every Plane Has A Different Empty Weight And Useful Load.
Commander 112A (Lycoming IO-360-C1D6, 200 HP)

* Empty Weight: LBS (Specific Plane Weight)

* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)

* Max. Gross Weight: LBS

* Fuel Type: (100LL / Avgas / Jet A)

* Usable Fuel: Gallons (Optional 48)

* Oil Capacity: Quarts (Minimum 5)

* Electrical: VOLT / TO AMP

* Tire Pressure: PSI (Main 29)

* Landing Gear: (Main 29)

* Fuel Selector: (Full / Lean / Idle / Cutoff)

* Mixture: (Full / Lean / Idle / Cutoff)

* Master: (On / Off)

* Cabin Heat & Air: (On / Off)

* Increase Airspeed To Extinguish - Land ASAP



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