

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A12SO  
Revision 22  
CPAC, Inc

112  
114  
112TC  
112B  
112TCA  
114A  
114B  
114TC

March 21, 2006

TYPE CERTIFICATE DATA SHEET A12SO

This data sheet, which is a part of Type Certificate A12SO, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: CPAC, Inc.  
2365 Rust Ave.  
Cape Girardeau, MO 63703

TC Holder Record: Commander Aircraft Company transferred to CPAC, Inc. on September 12, 2005;  
Gulfstream Aerospace Corporation transferred to Commander Aircraft Company on December 27, 1988;  
Gulfstream American Corporation transferred to Gulfstream Aerospace Corporation on February 3, 1981;  
Rockwell International, Commander Aircraft Division transferred to Gulfstream

**I - Model 112, 4 PCLM (Normal and Utility Category), Approved June 1, 1972.**

Engine	Lycoming IO-360-C1D6		
Fuel	100/130 minimum grade aviation gasoline		
Engine Limits	For all operations, 2700 rpm (200 hp)		
Propeller and Propeller limits	Hartzell Constant Speed, Model HC-E2YR-1BF or HC-E2YR-1B Blade, Model F7666A or 7666A Pitch: High 28° - 30°, Low 13° ± 0.2° at Blade Station 30 inches Diameter: Not over 76", not under 74" Governor: Edo-Aire 34-828-014 or Edo-Aire 34-828-014-2 Spinner: Hartzell C-3533 or C3533P or Aero Commander 46390-3 Limitations: Do not exceed 24" Hg. manifold pressure below 2400 rpm		
Airspeed limits	Never exceed		180 Kts (207 mph) CAS
	Decrease speed 1 Kt per 1000 ft. above 10,000 ft.		
	Max. structural cruising 2550 lbs.		148 Kts (170 mph) CAS
	Decrease speed 1 Kt per 1000 ft. above 10,000 ft.		
	Max. structural cruising 2650 lbs.		143 Kts (165 mph) CAS
	Decrease speed 1 Kt per 1000 ft. above 10,000 ft.		
	Maneuvering (Normal 2550 lbs)		111 Kts (128 mph) CAS
	Maneuvering (Normal 2650 lbs)		113 Kts (130 mph) CAS
	Maneuvering (Utility)		118 Kts (136 mph) CAS
	Flaps extended up to 20°		130 Kts (150 mph) CAS
	20° to 35°		109 Kts (125 mph) CAS
	Max. gear extended		130 Kts (150 mph) CAS
	Max. gear operating		130 Kts (150 mph) CAS

**I - Model 112 (cont'd)**

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Rev. No	22	19	19	19	19	19	19	19	19	19	20	21	21	21	21

Airspeed (cont)	Max. cowl flaps open Max. side window open	130 Kts (150 mph) CAS 130 kts (150 mph) CAS
C.G. Range	<u>Normal Category</u>	
	Forward:	103.5" aft of datum (18.8% MAC) at 2650 lbs. 101.4" aft of datum (15.0% MAC) at 2550 lbs. 97.0" aft of datum ( 7.0% MAC) at 2100 lbs. 97.0" aft of datum ( 7.0% MAC) at 1600 lbs.
	Aft:	110.5" aft of datum (31.5% MAC) at 2650 lbs. 110.5" aft of datum (31.5% MAC) at 1600 lbs.
	<u>Utility Category</u>	
	Forward:	100.8" aft of datum (13.9% MAC) at 2488 lbs. 97.0" aft of datum ( 7.0% MAC) at 2100 lbs. 97.0" aft of datum ( 7.0% MAC) at 1600 lbs.
	Aft:	106.5" aft of datum (24.25% MAC) at 2488 lbs. 106.5" aft of datum (24.25% MAC) at 1600 lbs.
	Straight line variations between points.	
Empty Weight C.G. Range	None	
Datum	62.5" forward of firewall (front face)	
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6	
Maximum weight	2550 lbs. takeoff; 2550 landing (S/N 3 thru 125). See Note 4 - Normal Category	
No. Seats	2 Occupants at (+ 99.0); 2 Occupants at (+136.0) Normal Category Only	
Maximum Baggage	200 lbs. (at +164.0) Normal Category 0 lbs. Utility Category	
Fuel Capacity	64 gal. usable (2 wing tanks) at +108.6. (See Note 1 for unusable fuel) (S/N 3 thru 125) 68 gal. usable (2 wing tanks) at +108.6. (See Note 1 for unusable fuel) (S/N 126 thru 155) 48 gal. usable (2 wing tanks) at +108.6. (See Note 1 for unusable fuel) (S/N 156 and up - Std.) 68 gal. usable (2 wing tanks) at +108.6. (See Note 1 for unusable fuel) (S/N 156 and up - optional)	
Oil Capacity	8 qts. at +46.5 (6 qts. usable) (See Note 1 for undrainable oil).	
Control Surface Movements	Wings Flaps	Up $0^{\circ} \pm \frac{1}{2}^{\circ}$ Down $40^{\circ} \pm 2^{\circ}$ (Serial Numbers 1 thru 81) (See Note 5)
		Up $0^{\circ} \pm 1^{\circ}$ Down $35^{\circ} \pm 2^{\circ}$ (Serial Numbers 82 & up)
	Aileron	Up $20^{\circ} \pm 27^{\circ}$ Down $7^{\circ} \pm 11^{\circ}$ (Max. up must be within $4^{\circ}$ left to right)
	Rudder	Left $22^{\circ} \pm 2^{\circ}$ Right $28^{\circ} \pm 2^{\circ}$
	Elevator	Up $30^{\circ} \pm 2^{\circ}$ Down $13^{\circ} \pm 2^{\circ}$
	Elevator Tab	Up $15^{\circ} \pm 2^{\circ}$ Down $26^{\circ} \pm 1^{\circ}$
	*Front vertical stabilizer centerline	
Nose wheel movement	Steering $\pm 15^{\circ}$ Castoring $\pm 30^{\circ}$	

Serial Numbers Eligible 1, 3 thru 489, and 13000

**II. Model 114, 4 PCLM, (Normal Category), Approved March 8, 1976, (Utility Category)  
Approved March 31, 1977.**

Engine	Lycoming IO-540-T4A5D or IO-540-T4B5D (S/N 1400 thru 14149) Lycoming IO-540-T4B5D (S/N 14150 & Subs)		
Fuel	100/130 minimum grade aviation gasoline		
Propeller and Propeller limits	Hartzell Constant Speed, Model HC-C2YR-1BF/F8467-7R Blade: Model F8467-7R Pitch: High 30° - 32°, Low 14.2° ± .1° at Blade Station 30" Diameter: Not over 77", no reduction allowed. Governor: Edo-Aire 34-828-014-7 Spinner: 46390-3 Limitations: None		
Airspeed limits	Never exceed	SL - 12,500 ft. 16,000 ft. 20,000 ft. 24,000 ft.	186 Kts (214 mph) CAS 175 Kts (201 mph) CAS 161 Kts (185 mph) CAS 147 Kts (169 mph) CAS
	Max. structural cruising	16,000 ft. 20,000 ft. 24,000 ft.	SL - 12,500 ft. 139 Kts (160 mph) CAS 128 Kts (147 mph) CAS 117 Kts (135 mph) CAS
	Maneuvering (Normal)	3140 lbs. 2658 lbs. 2023 lbs.	118 Kts (135 mph) CAS 109 Kts (125 mph) CAS 95 Kts (109 mph) CAS Straight line variation between points.
	Maneuvering (Utility)	2800 lbs. 2250 lbs. 2023 lbs.	120 Kts (138 mph) CAS 107 Kts (124 mph) CAS 102 Kts (117 mph) CAS Straight line variation between points.
	Flaps extended	Up to 20° 20° to 25° 25° to 35°	150 Kts (173 mph) CAS* 120 Kts (138 mph) CAS 109 Kts (125 mph) CAS
	Max. gear extended		186 Kts (214 mph) CAS*
	Max. gear operating		130 Kts (150 mph) CAS
	Max. cowl flaps open (S/N 14000 thru 14149)		130 Kts (150 mph) CAS
	Max. side window open		130 Kts (150 mph) CAS
	* Do not Exceed V <sub>ne</sub> Schedule		

C.G. range

Normal Category

Forward: 106.91" aft of datum (25.0% MAC) at 3140 lbs.  
101.11" aft of datum (14.5% MAC) at 2658 lbs.  
99.75" aft of datum (12.0% MAC) at 2250 lbs.  
99.75" aft of datum (12.0% MAC) at 2023 lbs.

Aft: 110.50" aft of datum (31.5% MAC) at 3140 lbs.  
110.50" aft of datum (31.5% MAC) at 2503 lbs.  
Straight line variation between points.

Utility Category

Forward: 102.82" aft of datum (17.57% MAC) at 2800 lbs.  
101.11" aft of datum (14.5% MAC) at 2658 lbs.  
99.75" aft of datum (12.0% MAC) at 2250 lbs.  
99.75" aft of datum (12.0% MAC) at 2023 lbs.

C.G. range (Cont)

Utility Category



Pitch: High 29° - 32°, Low 15.0° ± .1° at Blade Station 30"  
 Diameter: Not over 77", not under 76.5"  
 Governor: Edo-Aire 34-828-014-5  
 Spinner: 46390-3  
 Limitations: Continuous operation between 2250 and 2450 rpm with manifold pressure below 20" Hg. is prohibited. Continuous operation below 2350 rpm at manifold pressure above 34" Hg. is prohibited.

Maximum authorized altitude 20,000 ft.

Airspeed limits	Never exceed	180 Kts (207 mph) CAS
	Max. structural cruising	143 Kts (165 mph) CAS
	*Maneuvering	110 Kts (127 mph) CAS @ 2850 lbs. 92 Kts (106 mph) CAS @ 1998 lbs.
	Flaps extended Up to 20°	150 Kts (173 mph) CAS
		20° to 25° 120 Kts (138 mph) CAS
		25° to 35° 109 Kts (125 mph) CAS
	Max. gear extended	180 Kts (207 mph) CAS
	Max. gear operating	130 Kts (150 mph) CAS
	Max. cowl flap open	130 Kts (150 mph) CAS
	Max. side window open	130 Kts (150 mph) CAS
	*Assume straight line variation between points.	
C.G. range	Forward:	105.05" aft of datum (24.84% MAC) at 2850 lbs. 102.20" aft of datum (20.07% MAC) at 2608 lbs. 101.00" aft of datum (18.07% MAC) at 2200 lbs. 101.00" aft of datum (18.07% MAC) at 2005 lbs.
	Aft:	109.20" aft of datum (31.77% MAC) at 2850 lbs. 109.20" aft of datum (31.77% MAC) at 2229 lbs. Straight line variation between points.
Empty Weight C.G. range	None	
Datum	62.5" forward of Firewall (front face)	
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6	
Maximum weight	2850 lbs.	
Max. zero fuel weight	2720 lbs. Sta. 106.20 (26.76% MAC) to Sta. 109.20 (31.77% MAC) 2200 lbs. Sta. 101.00 (18.07% MAC) varying Linearly to 2331 lbs. Sta. 101.38 (18.70% MAC) Varying linearly to 2720 lbs. Sta. 106.20 (26.76% MAC)	
Minimum Weight	2005 lbs. at Sta. 101.0" (18.07% MAC) to 1998 lbs. at Sta. 102.42" (20.44% MAC) to 2035 lbs. at Sta. 106.0" (26.42% MAC) to 2229 lbs. at Sta. 109.2" (31.77% MAC) Straight line variation between points.	
No. of Seats	2 Occupants at (+ 99.0) 2 Occupants at (+136.0)	
Maximum baggage	200 lbs. at (+164.0)	
Fuel Capacity	48 gal. usable (2 wing tanks) at 108.6 (Std.) 68 gal. usable (2 wing tanks) at 108.6 (Opt.) (See Note 1 for unusable fuel)	
Oil Capacity	8 qts. at +45.5 (6 qts. usable). (See Note 1 for undrainable oil).	

**III - Model 112TC (cont'd)**

Control surface movements	Wings flaps	Up $0^\circ \pm 1^\circ$	Down $35^\circ \pm 2^\circ$
	Aileron	Up $20^\circ$ to $27^\circ$	Down $7^\circ$ to $11^\circ$ (Max up must be within $4^\circ$ left to right)
	Rudder	Left $22^\circ \pm 2^\circ$	Right $28^\circ \pm 2^\circ$
	Elevator	Up $30^\circ \pm 2^\circ$	Down $13^\circ + 2^\circ - 1^\circ$
	Elevator tab	Up $15^\circ \pm 2^\circ$	Down $26^\circ \pm 1^\circ$
	*Front vertical stabilizer centerline		
Nose wheel movement	Steering $\pm 15^\circ$	Castoring $\pm 30^\circ$	
Serial nos. eligible	13001 thru 13108		

**IV -Model 112B, 4 PCLM (Normal Category), Approved October 5, 1976, (Utility Category), Approved March 31, 1977**

Engine	Lycoming IO-360-C1D6		
Fuel	100/130 minimum grade aviation gasoline		
Engine limits	For all operations, 2700 rpm (200 hp)		
Propeller and Propeller limits	Hartzell Constant Speed, Model HC-E2YR-1BF/F8467-7R or HC-E2YK-1BF/F8467-7R Blade: Model F8467-7R Pitch: High $29^\circ - 32^\circ$ , Low $11.6^\circ \pm .1^\circ$ at Blade Station 30" Diameter: Not over 77", not under 76.5" Governor: Edo-Aire 34-828-014-2 Spinner: Hartzell C-3533 or C-3533P or Aero Commander 46390-3 Limitations: Do not exceed 24" Hg. manifold pressure below 2350 rpm		
Airspeed limits	Never exceed	180 Kts (207 mph) CAS	
	Max. structural cruising	143 Kts (165 mph) CAS	
	*Maneuvering (Normal)	109 Kts (125 mph) CAS @ 2800 lbs. 92 Kts (105 mph) CAS @ 1998 lbs.	
	*Maneuvering (Utility)	115 Kts (133 mph) CAS @ 2700 lbs. 99 Kts (114 mph) CAS @ 1998 lbs.	
	Flaps extended Up to $20^\circ$	150 Kts (173 mph) CAS	
		$20^\circ$ to $25^\circ$	120 Kts (138 mph) CAS
		$25^\circ$ to $35^\circ$	109 Kts (125 mph) CAS
	Max. gear extended	180 Kts (207 mph) CAS	
	Max. gear operating	130 Kts (150 mph) CAS	
	Max. side window open	130 Kts (150 mph) CAS	
	*Assume straight line variation between points.		
C.G. range	<u>Normal Category</u>		
	Forward:	104.90" aft of datum (24.58% MAC) at 2800 lbs. 102.20" aft of datum (20.07% MAC) at 2608 lbs. 101.00" aft of datum (18.07% MAC) at 2200 lbs. 101.00" aft of datum (18.07% MAC) at 2005 lbs.	
	Aft:	109.20" aft of datum (31.77% MAC) at 2800 lbs. 109.20" aft of datum (31.77% MAC) at 2229 lbs. Straight line variation between points.	
	<u>Utility Category</u>		
	Forward:	103.28" aft of datum (21.87% MAC) at 2700 lbs. 102.20" aft of datum (20.07% MAC) at 2608 lbs. 101.00" aft of datum (18.07% MAC) at 2200 lbs. 101.00" aft of datum (18.07% MAC) at 2005 lbs.	
	Aft:	106.0" aft of datum (26.42% MAC) at 2700 lbs. 106.0" aft of datum (26.42% MAC) at 2035 lbs. Straight line variation between points.	

**IV -Model 112B** (cont'd)

Empty Weight C.G. range	None																		
Datum	62.5" forward of firewall (front face)																		
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6																		
Maximum weight	Normal - 2800 lbs. Utility - 2700 lbs.																		
Max. zero fuel weight	Normal Category: 2620 lbs. Sta. 107.00 (28.09% MAC) to Sta. 109.20 (31.77% MAC) 2200 lbs. Sta. 101.00 (18.07% MAC) varying Linearly to 2620 lbs. Sta. 107.00 (28.09% MAC)																		
Max. zero fuel weight	Utility Category: 2292 lbs. Sta. 102.33 (20.29% MAC) to Sta. 106.00 (26.42% MAC) 2200 lbs. Sta. 101.00 (18.07% MAC) varying Linearly to 2292 lbs. Sta. 102.33 (20.29% MAC)																		
Minimum Weight	2005 lbs. at Sta. 101.00" (18.07% MAC) to 1998 lbs. at Sta. 102.42" (20.44% MAC) to 2035 lbs. at Sta. 106.00" (26.42% MAC) to 2229 lbs. at Sta. 109.20" (31.77% MAC) - Normal Category Only Straight line variation between points.																		
No. of Seats	2 Occupants at (+ 99.0) 2 Occupants at (+136.0) - Normal Category Only																		
Maximum baggage	200 lbs. at (+164.0)																		
Fuel Capacity	48 gal. usable (2 wing tanks) at 108.6 (Std.) 68 gal. usable (2 wing tanks) at 108.6 (Opt.) (See Note 1 for unusable fuel)																		
Oil Capacity	8 qts. at +46.5 (6 qts. usable). (See Note 1 for undrainable oil).																		
Control surface movements	<table border="0"> <tr> <td>Wings flaps</td> <td>Up <math>0^{\circ} \pm 1^{\circ}</math></td> <td>Down <math>35^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Aileron</td> <td>Up <math>20^{\circ}</math> to <math>27^{\circ}</math></td> <td>Down <math>7^{\circ}</math> to <math>11^{\circ}</math> (Max up must be within <math>4^{\circ}</math> left to right)</td> </tr> <tr> <td>Rudder</td> <td>Left <math>23^{\circ} \pm 1^{\circ}</math></td> <td>Right <math>28^{\circ} * \pm 2^{\circ}</math></td> </tr> <tr> <td>Elevator</td> <td>Up <math>30^{\circ} \pm 2^{\circ}</math></td> <td>Down <math>13^{\circ} + 2^{\circ} - 1^{\circ}</math></td> </tr> <tr> <td>Elevator tab</td> <td>Up <math>15^{\circ} \pm 2^{\circ}</math></td> <td>Down <math>26^{\circ} \pm 1^{\circ}</math></td> </tr> <tr> <td></td> <td colspan="2">*Front vertical stabilizer centerline</td> </tr> </table>	Wings flaps	Up $0^{\circ} \pm 1^{\circ}$	Down $35^{\circ} \pm 2^{\circ}$	Aileron	Up $20^{\circ}$ to $27^{\circ}$	Down $7^{\circ}$ to $11^{\circ}$ (Max up must be within $4^{\circ}$ left to right)	Rudder	Left $23^{\circ} \pm 1^{\circ}$	Right $28^{\circ} * \pm 2^{\circ}$	Elevator	Up $30^{\circ} \pm 2^{\circ}$	Down $13^{\circ} + 2^{\circ} - 1^{\circ}$	Elevator tab	Up $15^{\circ} \pm 2^{\circ}$	Down $26^{\circ} \pm 1^{\circ}$		*Front vertical stabilizer centerline	
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Elevator tab	Up $15^{\circ} \pm 2^{\circ}$	Down $26^{\circ} \pm 1^{\circ}$																	
	*Front vertical stabilizer centerline																		
Nose wheel movement	Steering $\pm 15^{\circ}$ Castering $\pm 30$																		
Serial nos. eligible	13000, 500 thru 544 (See Note 7)																		

**V - Model 112TCA, 4 PCLM (Normal Category), Approved December 7, 1976, (Utility Category), Approved March 31, 1977**

Engine	Lycoming TO-360-C1A6D
Fuel	100/130 minimum grade aviation gasoline
Engine limits	For all operations, 2575 rpm, 42" Hg. (210 hp) to 8,000 ft., 40" Hg. 8,001 ft., 38" Hg. 16,001 ft. to 20,000 ft.

**V - Model 112TCA** (cont'd)

Propeller and Propeller limits	Hartzell Constant Speed, Model HC-E2YR-1BF/F8467-7R Blade: Model F8467-7R Pitch: High 29° - 32°, Low 15.0° ± .1° at Blade Station 30" Diameter: Not over 77", not under 76.5" Governor: Edo-Aire 34-828-014-5 Spinner: 46390-3 Limitations: Continuous operation between 2250 and 2450 rpm with manifold pressure below 20" Hg. is prohibited. Continuous operation below 2350 rpm at manifold pressure above 34" Hg. is prohibited.
Max. authorized altitude	20,000
Airspeed limits	<p>Never exceed 180 Kts (207 mph) CAS</p> <p>Max. structural cruising 143 Kts (165 mph) CAS</p> <p>*Maneuvering (Normal) 111 Kts (128 mph) CAS @ 2950 lbs. 98 Kts (113 mph) CAS @ 2300 lbs. 91 Kts (105 mph) CAS @ 1998 lbs.</p> <p>*Maneuvering (Utility) 117 Kts (135 mph) CAS @ 2800 lbs. 115 Kts (133 mph) CAS @ 2708 lbs. 99 Kts (114 mph) CAS @ 1998 lbs.</p> <p>Flaps extended Up to 20° 150 Kts (173 mph) CAS 20° to 25° 120 Kts (138 mph) CAS 25° to 35° 109 Kts (125 mph) CAS</p> <p>Max. gear extended 180 Kts (207 mph) CAS Max. gear operating 130 Kts (150 mph) CAS Max. side window open 130 Kts (150 mph) CAS *Assume straight line variation between points.</p>
C.G. range	<p><u>Normal Category</u></p> <p>Forward: 106.29" aft of datum (26.91% MAC) at 2962 lbs. 102.20" aft of datum (20.07% MAC) at 2608 lbs. 101.00" aft of datum (18.07% MAC) at 2200 lbs. 101.00" aft of datum (18.07% MAC) at 2005 lbs.</p> <p>Aft: 109.20" aft of datum (31.77% MAC) at 2962 lbs. 109.20" aft of datum (31.77% MAC) at 2229 lbs. Straight line variation between points.</p> <p><u>Utility Category</u></p> <p>Forward: 104.44" aft of datum (23.82% MAC) at 2800 lbs. 102.20" aft of datum (20.07% MAC) at 2608 lbs. 101.00" aft of datum (18.07% MAC) at 2200 lbs. 101.00" aft of datum (18.07% MAC) at 2005 lbs.</p> <p>Aft: 107.00" aft of datum (28.09% MAC) at 2800 lbs. 107.00" aft of datum (28.09% MAC) at 2096 lbs. Straight line variation between points.</p>
Empty Weight C.G. range	None
Datum	62.5" forward of firewall (front face)
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6
Maximum weight	<p>Normal Maximum Ramp - 2962 lbs. Maximum Takeoff - 2950 lbs.</p> <p>Utility Maximum Gross - 2800 lbs.</p>

**V - Model 112TCA (cont'd)**

Max. zero fuel weight	Normal Category: 2720 lbs. Sta. 106.20 (26.76% MAC) to Sta. 109.20 (31.77% MAC) 2200 lbs. Sta. 101.00 (18.07% MAC) varying Linearly to 2331 lbs. Sta. 101.38 (18.70% MAC) Varying linearly to 2720 lbs. Sta. 106.20 (26.76% MAC)																		
	Utility Category: 2500 lbs. Sta. 103.48 (22.20% MAC) to Sta. 107.0 (28.09% MAC) 2200 lbs. Sta. 101.00 (18.07% MAC) varying Linearly to 2331 lbs. Sta. 101.38 (18.70% MAC) Varying linearly to 2500 lbs. Sta. 103.48 (22.20% MAC)																		
Minimum Weight (Normal and Utility)	2005 lbs. at Sta. 101.00" (18.07% MAC) to 1998 lbs. at Sta. 102.42" (20.44% MAC) to 2035 lbs. at Sta. 106.00" (26.42% MAC) to 2229 lbs. at Sta. 109.20" (31.77% MAC) - Normal Category Only Straight line variation between points.																		
No. of Seats	2 Occupants at (+ 99.0) 2 Occupants at (+136.0) - Normal Category Only																		
Maximum baggage	200 lbs. at (+164.0)																		
Fuel Capacity	48 gal. usable (2 wing tanks) at 108.6 (Std.) 68 gal. usable (2 wing tanks) at 108.6 (Opt.) (See Note 1 for unusable fuel)																		
Oil Capacity	8 qts. at +45.5 (6 qts. usable). (See Note 1 for undrainable oil).																		
Control surface movements	<table border="0"> <tr> <td>Wings flaps</td> <td>Up <math>0^{\circ} \pm 1^{\circ}</math></td> <td>Down <math>35^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Aileron</td> <td>Up <math>20^{\circ}</math> to <math>27^{\circ}</math></td> <td>Down <math>7^{\circ}</math> to <math>11^{\circ}</math> (Max up must be within <math>4^{\circ}</math> left to right)</td> </tr> <tr> <td>Rudder</td> <td>Left <math>23^{\circ} \pm 1^{\circ}</math></td> <td>Right <math>28^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Elevator</td> <td>Up <math>30^{\circ} \pm 2^{\circ}</math></td> <td>Down <math>13^{\circ} + 2^{\circ} - 1^{\circ}</math></td> </tr> <tr> <td>Elevator tab</td> <td>Up <math>15^{\circ} \pm 2^{\circ}</math></td> <td>Down <math>26^{\circ} \pm 1^{\circ}</math></td> </tr> <tr> <td></td> <td colspan="2">*Front vertical stabilizer centerline</td> </tr> </table>	Wings flaps	Up $0^{\circ} \pm 1^{\circ}$	Down $35^{\circ} \pm 2^{\circ}$	Aileron	Up $20^{\circ}$ to $27^{\circ}$	Down $7^{\circ}$ to $11^{\circ}$ (Max up must be within $4^{\circ}$ left to right)	Rudder	Left $23^{\circ} \pm 1^{\circ}$	Right $28^{\circ} \pm 2^{\circ}$	Elevator	Up $30^{\circ} \pm 2^{\circ}$	Down $13^{\circ} + 2^{\circ} - 1^{\circ}$	Elevator tab	Up $15^{\circ} \pm 2^{\circ}$	Down $26^{\circ} \pm 1^{\circ}$		*Front vertical stabilizer centerline	
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Elevator	Up $30^{\circ} \pm 2^{\circ}$	Down $13^{\circ} + 2^{\circ} - 1^{\circ}$																	
Elevator tab	Up $15^{\circ} \pm 2^{\circ}$	Down $26^{\circ} \pm 1^{\circ}$																	
	*Front vertical stabilizer centerline																		
Nose wheel movement	Steering $\pm 15^{\circ}$ Castering $\pm 30^{\circ}$																		
Serial nos. eligible	13150 thru 13309 (See Note 7)																		

**VI - Model 114A, 4 PCLM (Normal Category), Approved January 22, 1979**

Engine	Lycoming IO-540-T4B5D
Fuel	100/130 Minimum grade aviation gasoline
Engine limits	For all operations, 2700 rpm, (260 hp)
Propeller and Propeller limits	McCauley Constant Speed, Model B3D34C405/90DFA-13 Blade: Model 90DFA-13 Pitch: High $33.0^{\circ} \pm .5^{\circ}$ , Low $11.5^{\circ} \pm .2^{\circ}$ at Blade Station 30" Diameter: Not over 77", reduction allowed to 76" Governor: Woodward 210903 Spinner: 46390-501 Limitations: None

**VI - Model 114A** (cont'd)

Airspeed limits	Never exceed	SL - 12,500 ft. 186 Kts (214 mph) CAS 16,000 ft. 175 Kts (201 mph) CAS 20,000 ft. 161 Kts (185 mph) CAS 24,000 ft. 147 Kts (169 mph) CAS
	Max. structural cruising	SL - 12,500 ft. 148 Kts (170 mph) CAS 16,000 ft. 139 Kts (160 mph) CAS 20,000 ft. 128 Kts (147 mph) CAS 24,000 ft. 117 Kts (135 mph) CAS
	*Maneuvering (Normal)	3250 lbs. 118 Kts (135 mph) CAS 2658 lbs. 109 Kts (125 mph) CAS 2023 lbs. 95 Kts (109 mph) CAS Straight line variation between points
	Flaps extended Up to 20°	150 Kts (173 mph) CAS*
	20° to 25°	120 Kts (138 mph) CAS
	25° to 35°	109 Kts (125 mph) CAS
	Max. gear extended	186 Kts (214 mph) CAS*
	Max. gear operating	130 Kts (150 mph) CAS
	Max. side window open	130 Kts (150 mph) CAS
	*Do not exceed V <sub>ne</sub> schedule	
C.G. range	Forward:	106.97" aft of datum (25.1% MAC) at 3260 lbs. 101.11" aft of datum (14.5% MAC) at 2658 lbs. 99.75" aft of datum (12.0% MAC) at 2250 lbs. 99.75" aft of datum (12.0% MAC) at 2096 lbs.
	Aft:	110.50" aft of datum (31.5% MAC) at 3260 lbs. 110.50" aft of datum (31.5% MAC) at 2575 lbs. Straight line variation between points.
Empty Weight C.G. range	None	
Datum	62.5" forward of firewall (front face)	
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6	
Maximum weight	Ramp - 3260 lbs. Takeoff - 3250 lbs. Landing - 3140 lbs.	
Max. zero fuel weight	3000 lbs. at Sta. 106.83 (24.9% MAC) to Sta. 110.50 (31.5% MAC) 2450 lbs. at Sta. 100.48 (13.3% MAC) varying linearly to 3000 lbs. at Sta. 106.83 (24.9% MAC).	
Minimum Weight	2095 lbs. at Sta. 99.75" (12.00% MAC) to 2100 lbs. at Sta. 101.24" (14.70% MAC) to 2338 lbs. at Sta. 107.46" (26.00% MAC) to 2575 lbs. at Sta. 110.50" (31.52% MAC) Straight line variation between points.	
No. of Seats	2 Occupants at (+ 99.0) 2 Occupants at (+136.0)	
Maximum baggage	200 lbs. at (+164.0)	
Fuel Capacity	68 gal. usable (2 wing tanks) at 108.6 (See Note 1 for unusable fuel)	
Oil Capacity	8 qts. at +43.0 (6 qts. usable). (See Note 1 for undrainable oil).	

**VI - Model 114A** (cont'd)

Control surface movements	Wing flaps	Up $0^\circ \pm 1^\circ$	Down $35^\circ + 0^\circ - 2^\circ$
	Aileron	Up $20^\circ - 27^\circ$	Down $7^\circ - 11^\circ$ (Max up must be within $4^\circ$ left to right)
	*Rudder	Left $22^\circ \pm 2^\circ$	Right $28^\circ \pm 2^\circ$
	Elevator	Up $30^\circ \pm 2^\circ$	Down $13^\circ \pm 2^\circ - 1^\circ$
	Elevator tab	Up $15^\circ \pm 2^\circ$	Down $26^\circ \pm 1^\circ$
	*Front vertical stabilizer centerline		
Nose wheel movement	Steering $\pm 15^\circ$ Castoring $\pm 30^\circ$		
Serial nos. eligible	14500 thru 14540		

**VII - Model 114B, 4 PCLM (Normal Category), Approved May 4, 1992**

Engine	Lycoming IO-540-T4B5		
Fuel	100/130 Minimum grade aviation		
Engine limits	For all operations, 2700 rpm, (260 hp)		
Propeller and Propeller limits	McCauley Constant Speed, Model B3D32C419/82NHA-5 Blade: Model 82NHA-5 Pitch: High $33.0^\circ \pm .5^\circ$ , Low $12.6^\circ \pm .2^\circ$ at Blade Station 30" Diameter: Not over 77", reduction allowed to 75.5" Governor: Woodward 210903 or McCauley D-20309-37 Spinner: 615220-501 Limitations: None		
Airspeed limits	Never exceed	SL - 12,500 ft.	186 Kts (214 mph) CAS 16,000 ft. 175 Kts (201 mph) CAS 20,000 ft. 161 Kts (185 mph) CAS 24,000 ft. 147 Kts (169 mph) CAS
	Max. structural cruising	SL - 12,500 ft.	148 Kts (170 mph) CAS 16,000 ft. 139 Kts (160 mph) CAS 20,000 ft. 128 Kts (147 mph) CAS 24,000 ft. 117 Kts (135 mph) CAS
	*Maneuvering (Normal)	3250 lbs.	118 Kts (135 mph) CAS 2658 lbs. 109 Kts (125 mph) CAS 2023 lbs. 95 Kts (109 mph) CAS Straight line variation between points
	Flaps extended	Up to $20^\circ$ $20^\circ$ to $25^\circ$ $25^\circ$ to $35^\circ$	150 Kts (173 mph) CAS* 120 Kts (138 mph) CAS 109 Kts (125 mph) CAS
	Max. gear extended		186 Kts (214 mph) CAS*
	Max. gear operating		130 Kts (150 mph) CAS
	Max. side window open		130 Kts (150 mph) CAS
	*Do not exceed $V_{ne}$ schedule		
C.G. range	Forward:	106.97" aft of datum (25.1% MAC) at 3260 lbs. 104.05" aft of datum (19.8% MAC) at 3194 lbs. 101.11" aft of datum (14.5% MAC) at 2658 lbs. 99.75" aft of datum (12.0% MAC) at 2250 lbs. 99.75" aft of datum (12.0% MAC) at 2096 lbs.	
	Aft:	110.50" aft of datum (31.5% MAC) at 3260 lbs. 110.50" aft of datum (31.5% MAC) at 2575 lbs. Straight line variation between points.	

**VII - Model 114B** (cont'd)

Empty Weight C.G. range	None		
Datum	62.5" forward of firewall (front face)		
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6		
Maximum weight	Ramp - 3260 lbs. Takeoff - 3250 lbs. Landing - 3140 lbs.		
Max. zero fuel weight	3000 lbs. at Sta. 106.83 (24.9% MAC) to Sta. 110.50 (31.5% MAC) 2450 lbs. at Sta. 100.48 (13.3% MAC) varying linearly to 3000 lbs. at Sta. 106.83 (24.9% MAC).		
Minimum Weight	2095 lbs. at Sta. 99.75 (12.00% MAC) to 2100 lbs. at Sta. 101.24" (14.70% MAC) to 2338 lbs. at Sta. 107.46" (26.00% MAC) to 2575 lbs. at Sta. 110.50" (31.52% MAC) Straight line variation between points.		
No. of Seats	2 Occupants at (+ 99.0) 2 Occupants at (+136.0)		
Maximum baggage	200 lbs. at (+164.0)		
Fuel Capacity	68 gal. usable (2 wing tanks) at 108.6. (See Note 1 for unusable fuel)		
Oil Capacity	8 qts. at +43.0 (6 qts. usable). (See Note 1 for undrainable oil).		
Control surface movements	Wing flaps	Up $0^{\circ} \pm 1^{\circ}$	Down $35^{\circ} + 0^{\circ} - 2^{\circ}$
	Aileron	Up $20^{\circ} - 27^{\circ}$	Down $7^{\circ} - 11^{\circ}$ (Max up must be within $4^{\circ}$ left to right)
	*Rudder	Left $22^{\circ} \pm 2^{\circ}$	Right $28^{\circ} \pm 2^{\circ}$
	Elevator	Up $30^{\circ} \pm 2^{\circ}$	Down $13^{\circ} \pm 2^{\circ} - 1^{\circ}$
	Elevator tab	Up $15^{\circ} \pm 2^{\circ}$	Down $26^{\circ} \pm 1^{\circ}$
	*Front vertical stabilizer centerline		
Nose wheel movement	Steering $\pm 15^{\circ}$ Castoring $\pm 30^{\circ}$		
Serial nos. eligible	14541 and Subsequent		

#### VIII - Model 114TC, 4PCLM (Normal Category), Approved (August 4, 1995)

Engine	Lycoming TIO-540-AGIA
Fuel	100/100LL Minimum grade aviation
Engine limits	For all operations, 2575 rpm. (270 hp)
Propeller and Propeller limits	McCauley Constant Speed, Model B3D32C419/G-82NHA-5 Blade: Model G-82NHA-5 Pitch: High $33.9^{\circ} \pm .5^{\circ}$ ; Low $14.8^{\circ} \pm .2^{\circ}$ at Blade Station 30" Diameter: Not over 77", reduction allowed to 75.5" Governor: McCauley D-20309-40 Spinner: 615220-501 Limitations: None
Maximum authorized altitude	25,000 ft.

**VIII - Model 114TC** (cont'd)

Airspeed limits (cont'd)	Never exceed	SL - 12,500 ft.	186 KCAS
		15,000 ft.	176 KCAS
		17,500 ft.	167 KCAS
		20,000 ft.	158 KCAS
		22,500 ft.	150 KCAS
	Max. structural cruising	SL - 12,500 ft.	162 KCAS
		15,000 ft.	153 KCAS
		17,500 ft.	145 KCAS
		20,000 ft.	138 KCAS
		22,500 ft.	130 KCAS
	Maneuvering	3305 lbs.	118 KCAS
		3000 lbs.	112 KCAS
		2491 lbs.	102 KCAS
	Flaps extended	Up to 20°	150 KCAS*
20° to 25°		120 KCAS	
25° to 35°		109 KCAS	
Max. gear extended		186 KCAS*	
Max. gear operating		130 KCAS	
Max. side window open		130 KCAS	
	*Do not exceed $V_{ne}$ schedule		
C.G. range	Forward:	100.5" aft of datum (13.4% MAC) at 2491 lbs.	
		101.1" aft of datum (14.5% MAC) at 2658 lbs.	
103.0" aft of datum (17.8% MAC) at 3000 lbs.			
103.7" aft of datum (19.2% MAC) at 3140 lbs.			
104.6" aft of datum (20.8% MAC) at 3305 lbs.			
Aft:	110.5" aft of datum (31.5% MAC) at 3305 lbs.		
	110.5" aft of datum (31.5% MAC) at 2491 lbs.		
	Straight line variation between points.		
Empty Weight C.G. range	None		
Datum	62.5" forward of firewall (front face)		
Leveling means	Bottom of fuselage, outer surface, from F.S. 62.5 to F.S. 97.6		
Maximum weight	Takeoff	3305 lbs.	
	Landing	3140 lbs.	
Max. zero fuel weight	3000 lbs.		
Minimum Weight	2491 lbs.		
No. of Seats	2 Occupants at (+ 99.0)		
	2 Occupants at (+136.0)		
Maximum baggage	200 lbs. at (+164.0)		
Fuel Capacity	88 gal. usable (2 wing tanks) at 108.6. (See Note 1 for unusable fuel)		
Oil Capacity	10 qts. at +43.0 (5.5 qts. usable). (See Note 1 for undrainable oil).		



- Note 3: Service Life - all categories
- Model 112, the service life of the wing and associated structure has been established as 6945 hours maximum.
- Model 112B, the service life of the wing and associated structure has been established as 8878 hours maximum.
- Model 112TC, the service life of the wing and associated structure has been established as 10908 hours maximum.
- Model 112TCA, the service life of the wing and associated structure has been established as 7947 hours maximum.
- Model 114, the service life of the wing and associated structure has been established as 19284 hours maximum.
- Note 3: Service Life - all categories (cont'd)
- Model 114A and 114B, the service life of the wing and associated structure has been established as 14812 hours maximum.
- Model 114TC, the service life of the wing and associated structure has been established as 10349 hrs maximum.
- Note 4: Serial Numbers 3 thru 125 may be operated at a maximum takeoff weight of 2650 and a landing weight of 2550 when Rockwell International Service Letter SL-112-4 has been complied with.
- Note 5: If Service Letter SL-112-4 has been complied with, wing flap travel is limited to down  $35^{\circ} \pm 2^{\circ}$ .
- Note 6: CANCELLED.
- Note 7: The following Models and Serial Numbers may be operated as Utility Category Aircraft when modified per Rockwell Custom Kit CK-112-6 or CK-114-1.
- Model 112B S/N 500 thru 544  
 Model 112TCA S/N 13150 thru 13175  
 Model 114 S/N 14000 thru 14254
- Note 8: The following list of reports and drawings define the approved equipment for the applicable model.
- | <u>Model</u> | <u>Report No.</u>  |
|--------------|--|
| 112          | EG80-246   |
| 114          | EG80-248   |
| 112TC        | EG80-247   |
| 112B         | EG80-263   |
| 112TCA       | EG80-264 (S/N 13001 thru 13299)                                |
|              | EG80-299 (S/N 13000 thru 13999)                                |
| 114A         | EG80-297   |
| 114B         | Drawing No. 845001 Avionics/Instrument/Equipment Installations |
|              | Drawing No. 105001 Aircraft Complete                           |
| 114TC        | Drawing No. 845001 Avionics/Instrument/Equipment Installations |
|              | Drawing No. 105001 Aircraft Complete                           |

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