

COMMANDER 114B Model Guide

The COMMANDER 114B is a single-engine piston aircraft in the Commander 114 family (114, 114A, 114B, 114TC). The registry figures below are family-level maxima, not 114B-specific: up to 4 passengers, 156 kt cruise, 780 nm range, 17000 ft ceiling and 1500 kg MTOW. The supplied documents cover inspection, landing gear troubleshooting and an elevator-spar AD, so this guide focuses on what to check before buying.

KEY TAKEAWAYS

- Registry data is family-level only: up to 4 passengers, 156 kt cruise, 780 nm range, 17000 ft ceiling. No 114B-specific performance figures were supplied.
- The retractable gear is a key system to check. Troubleshooting differs by serial number (7-188 and 189-380 are described separately).
- AD 2011-07-13 (elevator spar inspection) is covered by an alternative procedure that lists the 114B. Ask for proof of compliance.
- Use the Commander inspection program as a pre-buy guide: compression, oil, fuel screens, prop overhaul date, rigging, gear and logbooks.

SAFETY NOTES

- A gear pump that keeps running can overheat in as little as 5 minutes. A pullable gear pump breaker is valuable; otherwise turn the master switch off.
- Elevator spar cracks found under AD 2011-07-13 must be fixed before further flight.
- Gear troubleshooting needs aircraft jacks; misuse can injure people and damage the aircraft. Use a qualified mechanic.

LANDING GEAR CHECKS

On jacks, the gear should retract within 12 seconds and extend within 10 seconds. With gear up, the warning horn should sound when the throttle is reduced to 12-15 inches of MP or flaps reach 22.5 degrees. Strut pressures are nose 90 PSI and main 150 PSI. Check the emergency gear extension and gear warning lights too.

INSPECTION PROGRAM HIGHLIGHTS

The checklist includes a hot engine differential compression check on cylinders 1-4, oil drain, suction screen and filter, fuel screen cleaning, and spark plug torque of 360-420 in lbs. It also covers verifying the prop overhaul due date, control rigging, and logbooks for pitot/static, transponder and ELT. Tires: nose 31 PSI, mains 29 PSI.

AD 2011-07-13 ELEVATOR SPAR

The alternative procedure lists the 114B (all serial numbers). It calls for a 10x magnifier inspection around the outboard elevator hinge fittings for cracks in the spar web, then dye penetrant and a borescope check if suspect. Suspect areas mean removing the elevator. Cracks require a replacement spar or an FAA-approved repair before further flight.