

1978

COMMANDER 112TCA

Turbocharged comfort. Extensively maintained. Ready to fly.



TOTAL TIME 3,357 TT	ENGINE 317 SMOH	PROPELLER 137 HRS SINCE NEW	ANNUAL MAY 2026
FUEL 70 GAL	PAINT 8.5 / 10	INTERIOR 7 / 10	IFR CERT. OCT. 2025

This aircraft has not simply been made attractive with avionics upgrades while major mechanical work was deferred. Considerable money and attention have been invested where it matters most: the engine, firewall-forward components, flight controls, hydraulics, structure, propeller, and aircraft systems.

Highlights

- 317 SMOH by Barrett Precision Engines (2017), with 80/80 compression on all four cylinders.
- Everything firewall forward overhauled between 2017 and 2023.
- Balanced Hartzell three-blade propeller with 137 hours since new.
- Fully functional coupled autopilot with GPS steering, altitude control, IFR approach, and glideslope capability.
- Garmin 430W WAAS with FlightStream 210 and wireless ForeFlight flight-plan transfer.
- Complete logbooks; oil analysis performed at every oil change since engine overhaul.
- More than \$7,000 in aircraft support equipment, tools, and accessories included.

Avionics & Connectivity

- Garmin GNS 430W WAAS — recent replacement of screen, knobs, and buttons
- FlightStream 210 Bluetooth
- King KX-155 — new lenses, front plate, and knobs
- JPI EDM-830 engine monitor

- Stratus ES transponder with ADS-B Out
- Stratus 2S with installed ADS-B kit for ADS-B In
- Wireless ForeFlight integration for GPS and transponder data
- Flight-plan transfer between ForeFlight and Garmin 430W
- King HSI and BendixKing VOR
- Garmin GMA 340 stereo audio panel
- Stereo front jacks and 1/8-inch music input
- Clean six-pack instrumentation with no fogging in pitot-static instruments

Autopilot & IFR Capability

Fully functional. Capable of flying from departure to destination, including the IFR approach and glideslope.

- Century IIB
- GDC-31 GPSS
- S-TEC 60 PSS
- GPS steering
- Pitch and altitude control
- Coupled instrument approach capability, including glideslope

Engine, Propeller & Firewall Forward

- 317 SMOH by Barrett Precision Engines — 2017
- Oil analysis performed at every oil change since engine overhaul
- Fully supported by Lycoming, with current parts and service availability
- Compression 80/80 on all four cylinders
- New camshaft installed at overhaul
- New Lycoming cylinders installed at overhaul; nickel-treated to help prevent corrosion
- Balanced crankshaft
- Crankcase dowels added to help prevent fretting
- D3000 magneto upgrade
- Engine precisely tuned
- Everything firewall forward overhauled between 2017 and 2023
- Engine mount overhauled by AWI
- New Lord mounts
- Propeller governor overhauled
- Balanced Hartzell three-blade propeller — 137 hours since new

Airframe, Controls & Aircraft Systems

- 3,357 hours total time
- Tires: 10/10
- Flight controls precisely rigged
- Long-range fuel tanks — 70 gallons
- External power receptacle and step lights
- Aerodyne elevator spar inoculation kit installed on both sides
- Aerodyne larger nose-gear bolt
- Both aileron bell-crank bearings replaced — no aileron play
- Electric fuel pump overhauled
- Parking brake overhauled
- All hydraulic hoses replaced
- Fuel selector overhauled
- Landing gear power pack overhauled
- RCM Normalizing Gas Spring door stays
- Manual trim

Additional Equipment Upgrades

- New ACK E-04 ELT installed in 2025
- Three LED landing lights
- LED tail light
- Every exterior and interior light functions except the map light

Condition, Records & Remarks

- Paint: 8.5/10
- Interior: 7/10
- Last annual inspection: May 2026
- IFR certification: October 2025
- Complete logbooks

The airplane flies extremely well and has received extensive attention to the mechanical items that matter. Everything mechanically and throughout the interior functions as it should.

Damage History

Minor damage history from a gear-up landing in July 2019.

- The official FAA report classifying the event as “Minor Damage” will be provided.
- The fuselage was unaffected, and repairs were properly completed.

Included Support Equipment — \$7,000+ Value

ITEM	VALUE / STATUS
Redline Aviation Sidewinder electric folding aircraft tug	\$3,250 new
Black Max Engine Saver dehydrator	\$655 new
Three aircraft jacks	Approximately \$1,500 new
Tail stand	Approximately \$500 new
Additional aircraft tools, parts, and accessories	\$1,500+
California Air Tools air compressor	Included
Schauer JAC2512 external power supply	Included
AeroCreeper Original	Included
Kennon window shades and plugs	Included
Step ladder	Included
Small hangar refrigerator	Included
Garmin 430W Garmin card reader	Included
Garmin 430W Jeppesen chart card reader	Included

A mechanically focused Commander 112TCA with extensive system attention and a valuable support-equipment package.