Document No: FMS-DP-V35AB TT Hawker Beechcraft V35, V85A, V35B

PILOT'S OPERATING HANDBOOK AND

FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT

HAWKER BEECHCRAFT MODEL V35, V35A, V35B (s/n D-7977 through D-19463)

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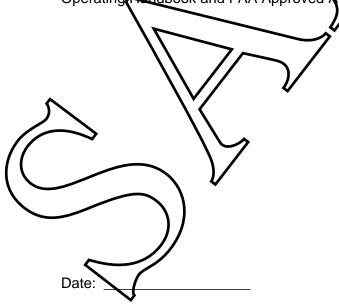
Operation in excess of 3400 lb. Max. Gross Weight, or with Fuel in No Tapks)

UTILITY CATEGORY (Operation at 3400 lb. Max. Gross Weight or Less – Tip Tanks Epipty)

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SER. NO

This supplement must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when two 20 gallon auxiliary wing tip fuel tanks are installed in accordance with STC(s) SA153EA or SA02728CN. The information contained herein supplements or supersedes the basic handbook only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.



FAA APPROVED:

Charles L. Smalley, Manager Chicago Aircraft Certification Office Federal Aviation Administration Department of Transportation Federal Aviation Administration Des Plaines, IL 60018

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Revision	Description	FAX Approved
IF	Original Issue	Mark Anderson May 26, 2009
A	Add STC SA153E Add Utility Catego	A as an applicable STC
Date:	<u></u>	Page 2 of 9

SECTION I GENERAL

This supplement contains revised information for the basic airplane when modified by the addition of two auxiliary wing tip fuel tanks and is to be operated in accordance with STC SA153EA or SA02722CH. The information contained herein supplements or supersede the basic handbook only in those areas listed herein. Consult the Pilot's Operating Handbook nd FAA Approved Flight Manual for limitations, procedures, and performance information of contained herein.

Added tip tank fuel capacity Total capacity		\bigwedge	
Total usable			
MAXIMUM CERTIFIED WEIGHT Maximum Ramp Weight			
Maximum Take-off Weight			
Maximum Landing Weight			
Maximum Zero Fuel Weight	/	JJ No	o Structural Limitation

SECTION II LIMITATIONS

GENERAL

The Airplane Flight Manual for this airplane lists information for operation in the UTILITY category. Since the tip tank installation is approved contingent or operation of the airplane in the NORMAL category when operated in excess of 3400 b. or with fuel in Tip Tanks, the following Limitations supersede those of the basic Airplane Flight Manual.

This airplane is eligible for operation in accordance with \$7C(S) SA153EA or SA02722CH and this airplane flight marginal supplement only when equipped with the following modifications: a) Wing Tip Fuel Tanks (STC(S) SA153EA or SA02722CH)

AIRSPEED LIMITATIONS

Maneuvering Speed (VA)	CAS 126 KCAS
	IAS 128 KIAS
	CAS 145 MCAS
	IAS 147 MIAS
	2010 lb
Maximum Ramp Weight	
Maximum Zero Fuel Weight	No Structural Limitation
\sim	
Date:	Page 3 of 9

CENTER OF GRAVITY LIMITS (Landing Gear Extended)

FORWARD LIMITS

77.0 inches aft of datum to 2900 lbs. with straight line variation to 82.1 inches at 3400 lbs. with straight line variation to 82.1 at 3600 pounds.

AFT LIMITS

85.7 inches aft datum to 3000 lbs., with straight line variation to 84.4 inches at 3400 lbs., with straight line variation to 84.4 inches at 3600 lbs.

MANEUVER LIMITS

This is a NORMAL CATEGORY airplane when operated in excess of 3400 b. or with fuel in Tip Tanks. Spins and acrobatic maneuvers are prohibited. Normal category airplanes are limited to Non-acrobatic operation.

Non-acrobatic operation includes:

- 1. Any maneuver incident to normal flying.
- 2. Stalls (except whip stalls)
- 3. Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60°.

Spins are prohibited.

No inverted maneuvers are approved.

FLIGHT LOAD FACTOR

Positive Maneuvering Load Factors	
Flaps Up	3.8G
Flaps Down	

FUEL

Date

In addition to the basic airplane fuel system, two auxiliary wing tip fuel transfer tanks are installed with a capacity of 20 gallons each, all of which is usable.

Take-offs are provided with more than 1/4 difference in tip tank fuel quantity. During flight if tip tank fuel quantity gauges indicate more than 1/2 tank difference the landing should be made with tlaps up.

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PLACARDS

In Full View of Pilot:

FUEL CONSUMPTION MAY EXCEED TIP TANK TRANSFER RATE. INTIATE TRANSFER WITH BOTH MAINS AT LEAST ½ FULL. MONITOR MAIN TANK GAUGES TO PREVENT OVERFLOW.

On Left Side Panel (Airspeed values are CAS)

NORMAL CATEGORY AIRPLANE (WHEN OPERATED IN EXCESS OF 3400 LB. MAX. GROSS WEIGHT, OR WITH FUEL IN TIP TANKS) AIRSPEED LIMITATION (NORMAL CAT. OPERATIONS) MAXIMUM DESIGN MANEUVERING SPEED 145 MPH (126 KNOTS) OPERATE IN ASCORDANCE WITH FAA APPROVED FLIGHT MANUAL / PILOT'S OPERATING HANDBOOK. INTENTIONAL SPINS ARE PROHIBITED. NO ACROBATIC MANEUVERS APPROVED.

SECTION III EMERGENCY PROCEDURES

If for any reason it is necessary to land with more than 1/2 tank difference in tip tank quantities, the landing should be made with wing flaps in the "up" position.

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	Date:	7		

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AS 126 KCAS

VAS

IAS 128

CAS 145 MCAS IAS 147 MIAS

SECTION IV NORMAL PROCEDURES

AIRSPEEDS FOR SAFE OPERATION

Maximum Turbulent Air Penetration

PREFLIGHT INSPECTION

Fuel drains are located on the lower surface of each tip tack. Drain these points daily before the first flight to purge any water from the system.

Check security of flush mounted tip tank filler caps during preflight inspection.

Before flight, check the tip tanks for unsymmetrical fuel loading. If fuel tank capacities differ more than 1/4 tank, relocate fuel prior to take off.

See Section 7, Systems for additional information.

SECTION V PERFORMANCE

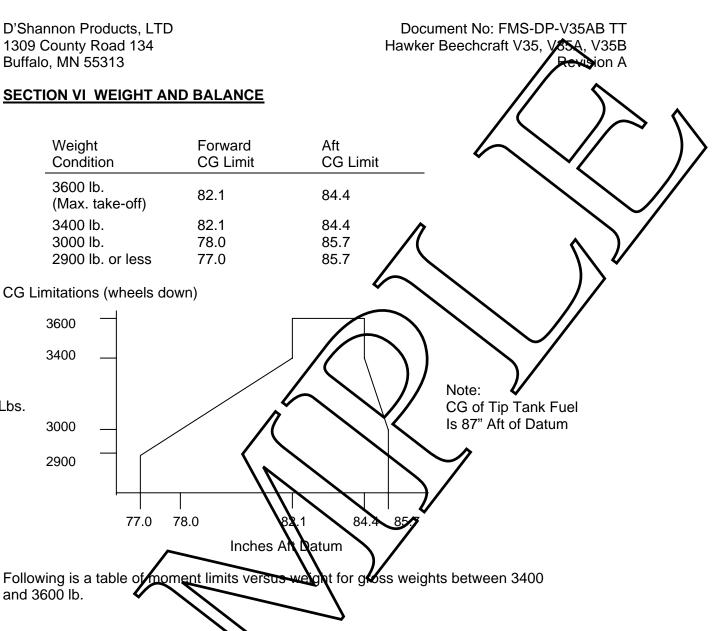
The performance of this airplane operated according to STC(S) SA163EA or SA02722CH is equal to or better than the performance listed in the original Airplane Flight Manual (AFM) except that take-off and landing distance, and rate of-clinib charts originally presented for this model do not apply to this STC modification increase AFM/POH take-off and landing chart values by 13.5%, and decrease rate-of-climb chart values by 6% when operating at the new maximum gross weight.

In addition, range and endurance information in the original Airplane Flight Manual (AFM) does not apply to this STC modification. When operating at maximum gross weight with no tip tank fuel, decrease AFM/POH range data by 6%, and endurance information by 9%. These percentages <u>do not</u> account for additional range and endurance allowed by tip tank fuel.

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($\overline{)}$	\bigvee		
	Date:	\mathcal{I}			

Lbs.

Date



	Weight (lb.)	Minimum Moment/1/100	Maximum Moment/100
	3400	2791	2869
	3400	2332	2911
	3500	2873	2954
•	3550	2914	2996
\sum	3600	2955	3038
		?	

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Weight	and	Balance	l oading	Form
VVCIGIL	anu	Dalance	Luaunig	FOULD

Item	Weight	Mom./100
1. Basic Empty Weight		1
2. Front Seat Occupants		
3. 3 rd and 4 th Seat Occupants	4	$\overline{\boldsymbol{\mathbf{A}}}$
4. 5 th and 6 th Seat Occupants		\langle / \rangle
5. Baggage		$\langle \rangle$
6. Cargo		
7. Sub Total Zero Fuel Condition	$\overline{\mathbf{n}}$	/ `
8. Basic Fuel Loading		
9. Tip Tank Fuel Loading	\mathbf{X}	\checkmark
10. Sub Total Ramp Condition	$\overline{\langle }$	<u> </u>
11. Less Fuel for Start, Taxi, and Take-of	$\langle \rangle$	1
12. Sub Total Take-off Condition	()/	
13. Less Fuel to Destination	~/~	
14. Landing Condition	\rightarrow	

Date:

SECTION VII SYSTEMS DESCRIPTION

FUEL

In addition to the basic airplane fuel system, two auxiliary wing tip fuel transfer tanks are installed with a capacity of 20 gallons each, all of which is usable. Take-offs are provibited with more than 1/4 difference in tip tank fuel quantity. During flight if tip tank fuel quantity gauges indicate more than 1/2 tank difference the landing should be made with flaps up.

Tip tank fuel is transferred into its respective main tank by an electric pump at a rate of approximately 15 gallons per hour. The transfer pump and a solenoid value are mounted inside the wheel well of each wing on the rib at wing station 66. At higher power settings, fuel consumption may exceed the fuel transfer rate to the main tank solected.

Tip tank transfer pump switches are located either on the face of the instrument panel or between the front seats on the partition assembly forward of the main spar truss. The pump and solenoid valve circuit breaker is installed adjacent to the pump switches.

A fuel drain is provided on the lower surface of each tip tank

Fuel quantity is measured by observing the fuel level on a sight gauge located on the inboard side of each tip tank.

Normal tip tank fuel transfer should be accomplished simultaneously to maintain symmetrical wing tip tank fuel loading. Initiate transfer with the left main at 1/2/full and feeding the engine. During the transfer, monitor fuel gauges for both main tanks and stop transfer if gauge indicates full to prevent overflow of fuel through the main tank vent tubes.

SECTION VIII HANDLING, SERVICING AND MAINTENANCE

No Change.	
SECTION IX SUPPLEMENTS	
No Change.	\checkmark
SECTION X SAFETY INFORMATION	
No Change.	
Date:	