

**FAA APPROVED**  
**PILOT'S OPERATING HANDBOOK AND**  
**FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**FOR**

**HAWKER BEECHCRAFT MODEL F33A**  
(s/n CE-290 and after)

**HAWKER BEECHCRAFT MODEL F33C**  
(s/n CJ-26 and after)

**NORMAL CATEGORY**  
(Operation in excess of 3400 lb. Max. Gross Weight, or with Fuel in Tip Tanks)

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

REG. NO. \_\_\_\_\_

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 SA02722CH. 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:

\_\_\_\_\_  
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Hawker Beechcraft F33A, F33C  
Revision A

LOG OF REVISIONS

Revision	Description	FAA Approved
IR	Original Issue	Mark Anderson May 26, 2009
A	Add STC SA153EA as an applicable STC Add Utility Category eligibility	

SAMPLE

Date: \_\_\_\_\_

**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(S) SA153EA or SA02722CH. The information contained herein supplements or supersedes the basic handbook only in those areas listed herein. Consult the Pilot's Operating Handbook and FAA Approved Flight Manual for limitations, procedures, and performance information not contained herein.

Added tip tank fuel capacity  
Total capacity ..... 40 gal.  
Total usable ..... 40 gal.

**MAXIMUM CERTIFIED WEIGHT**

Maximum Ramp Weight ..... 3612 lb.  
Maximum Take-off Weight ..... 3600 lb.  
Maximum Landing Weight ..... 3600 lb.  
Maximum Zero Fuel Weight ..... No Structural Limitation

**SECTION II LIMITATIONS**

**GENERAL**

The Airplane Flight Manual for this airplane lists information for operation in the UTILITY category (F33A) or ACROBATIC category (F33C). Since the tip tank installation is approved contingent on operation of the airplane in the NORMAL category when operated in excess of 3400 lb. 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 STC(S) SA153EA or SA02722CH and this airplane flight manual supplement only when equipped with the following modifications:  
a) Wing Tip Fuel Tanks (STC(S) SA153EA or SA02722CH)

**AIRSPPEED LIMITATIONS**

Maneuvering Speed (Va) ..... CAS 126 KCAS  
IAS 128 KIAS  
CAS 145 MCAS  
IAS 147 MIAS

**WEIGHT LIMITS**

Maximum Ramp Weight ..... 3612 lb.  
Maximum Take-off Weight ..... 3600 lb.  
Maximum Landing Weight ..... 3600 lb.  
Maximum Zero Fuel Weight ..... No Structural Limitation

### CENTER OF GRAVITY LIMITS (Landing Gear Extended)

#### FORWARD LIMITS

77.0 inches aft of datum to 2800 lbs. with straight line variation to 82.1 inches at 3400 lbs. with straight line variation to 82.1 at 3600 pounds.

#### AFT LIMITS

86.7 inches aft of datum at all weights.

### MANEUVER LIMITS

This is a NORMAL CATEGORY airplane when operated in excess of 3400 lb. 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 FACTORS

Positive Maneuvering Load Factors

Flaps Up.....	3.8G
Flaps Down.....	2.0G

### 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 prohibited 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.

Date: \_\_\_\_\_

## PLACARDS

In Full View of Pilot:

FUEL CONSUMPTION MAY EXCEED TIP TANK TRANSFER RATE. INITIATE 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)

### **AIRSPPEED LIMITATION (NORMAL CAT. OPERATIONS)**

MAXIMUM LANDING GEAR EXTENDED SPEED 175 MPH (152 KNOTS)  
MAXIMUM DESIGN MANEUVERING SPEED 145 MPH (126 KNOTS)

OPERATE IN ACCORDANCE WITH FAA APPROVED  
FLIGHT MANUAL / PILOT'S OPERATING HANDBOOK. INTENTIONAL  
SPINS ARE PROHIBITED. NO ACROBATIC MANEUVERS APPROVED.

The model F33C airplane is not eligible for acrobatic category operation with wing tip tanks installed. Remove all placards and markings which refer to acrobatic category operation when tip tanks are installed.

## **SECTION II - 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.

Date: \_\_\_\_\_

## SECTION IV NORMAL PROCEDURES

### AIRSPEEDS FOR SAFE OPERATION

Maximum Turbulent Air Penetration ..... CAS 126 KCAS  
IAS 128 KIAS  
CAS 145 MCAS  
IAS 147 MIAS

### PREFLIGHT INSPECTION

Fuel drains are located on the lower surface of each tip tank. 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) SA153EA 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-climb 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.

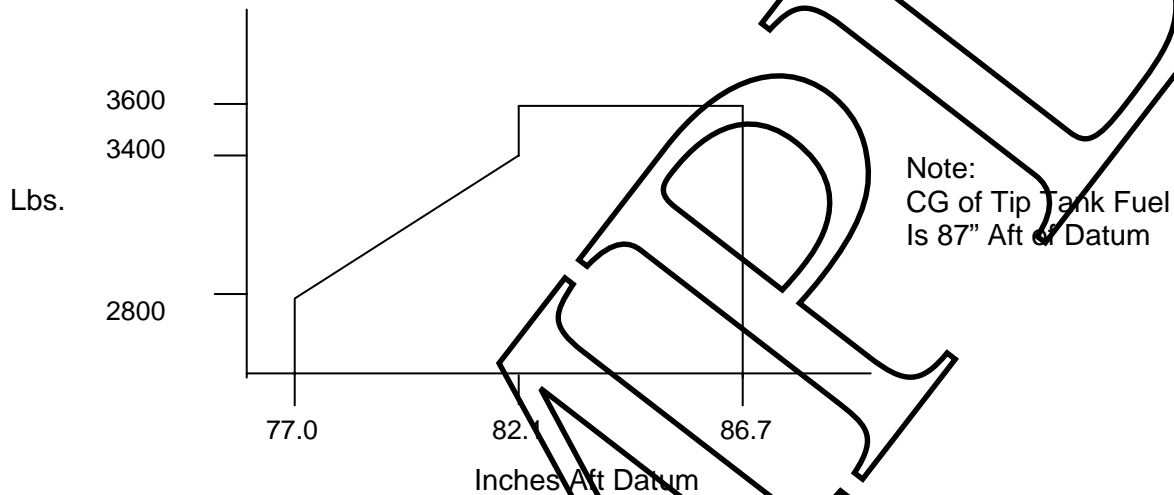
In addition, range and endurance information in the original Airplane Flight Manual (AFM) does not apply to this STC modification. When operating at maximum gross weight with no tip tank fuel, decrease AFM/POH range data by 6%, and endurance information by 9%. These percentages **do not** account for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

Date: \_\_\_\_\_

**SECTION VI WEIGHT AND BALANCE**

Weight Condition	Forward CG Limit	Aft CG Limit
3600 lb. (Max. take-off)	82.1	86.7
3400 lb.	82.1	86.7
2800 lb. or less	77.0	86.7

CG Limitations (wheels down)



Following is a table of moment limits versus weight for gross weights between 3400 and 3600 lb.

Weight (lb.)	Minimum Moment/100	Maximum Moment/100
3400	2791	2948
3425	2812	2969
3450	2832	2991
3475	2853	3013
3500	2874	3035
3525	2894	3056
3550	2915	3078
3575	2935	3100
3600	2956	3121

Date: \_\_\_\_\_

**Weight and Balance Loading Form**

Model \_\_\_\_\_ Date: \_\_\_\_\_

Serial No: CE (CJ)- \_\_\_\_\_ Reg. No.: \_\_\_\_\_

Item	Weight	Mom./100
1. Basic Empty Weight		
2. Front Seat Occupants		
3. 3 <sup>rd</sup> and 4 <sup>th</sup> Seat Occupants		
4. 5 <sup>th</sup> and 6 <sup>th</sup> Seat Occupants		
5. Baggage		
6. Cargo		
7. Sub Total Zero Fuel Condition		
8. Basic Fuel Loading		
9. Tip Tank Fuel Loading		
10. Sub Total Ramp Condition		
11. Less Fuel for Start, Taxi, and Take-off		
12. Sub Total Take-off Condition		
13. Less Fuel to Destination		
14. Landing Condition		

\* Fuel for start, taxi, and take-off is normally 12 lb. at an average Mom. /100 of 9.

Usable tip tank fuel is located at an average arm of 87 inches aft datum.

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 prohibited 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 valve 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 selected.

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.

## **SECTION X SAFETY INFORMATION**

No Change.