

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

**FOR**  
**HAWKER BEECHCRAFT MODEL 35**  
**(s/n D-1 through D-1500)**

**NORMAL CATEGORY**  
**(Operation above 2100 lb. Max Gross Weight or with Fuel in Tip Tanks)**

**UTILITY CATEGORY**  
**(Operation at 2100 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:**

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

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

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 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.

## **SECTION II LIMITATIONS**

### **GENERAL**

The Airplane Flight Manual for this airplane lists information for operation in the UTILITY category, as well as the NORMAL category. All markings and placards in the airplane apply to its operation in the NORMAL category only. The tip tank installation is approved contingent on operation of the airplane in the NORMAL category with fuel in Tip Tanks. To operate in the UTILITY category the Tip Tanks must be empty, and the aircraft at 2100 lbs. Max Gross Weight or less

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)

### **MANEUVER LIMITS**

This is a NORMAL CATEGORY airplane when operated in excess of 2100 lb. or with fuel in Tip Tanks. Spins and acrobatic maneuvers are prohibited. Normal category airplanes are limited to Non-acrobatic operation.

### **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. TRANSFER TIP TANK FUEL IN LEVEL FLIGHT ONLY.

## 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.

## SECTION IV NORMAL PROCEDURES

### 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 VII, Systems for additional information.

## SECTION V PERFORMANCE

No Change

## SECTION VI WEIGHT AND BALANCE

Utility category operation is not permitted with fuel in the Tip Tanks.

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

**Weight and Balance Loading Form**

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

Serial No: D- \_\_\_\_\_ 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. Baggage		
5. Cargo		
6. Cargo		
7. Sub Total Zero Fuel Condition		
8. Basic Fuel Loading Main Tanks		
9. Fuel Loading Aux Tank		
10. Fuel Loading Tip Tanks		
11. Sub Total Ramp Condition		
12. Less Fuel for Start, Taxi, and Take-off *		
13. Sub Total Take-off Condition		
14. Less Fuel Main Tanks		
15. Subtotal		
15. Less Fuel Aux Tank		
16. Subtotal		
16. Less Fuel Tip Tank		
17. Subtotal		
17. Landing Condition		

\* Fuel for start, taxi, and take-off is normally 10 lb.

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.