

# D'Shannon Aviation

*Realize the Potential of Your Bonanza*



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Our *NEW* canted 20-gallon tip tanks are fully electrically bonded, pressure tested and formed using a highly consolidated laminated composite construction to assure you the quality and longevity you expect from D'Shannon. Tip tanks will increase your lateral stability, range and carrying capacity. D'Shannon tip tanks are a direct replacement for the original wingtips, so no modification of the wingtip is required.

D'Shannon is meeting the goal of high-speed efficiency combined with good slow speed and stall characteristics with Vortex Generator systems. Each VG acts like a miniature wing tip in the air stream generating its own vortex that causes the air to remain attached to the airfoil as the angle of attack increases and the aircraft decelerates. Prior to stall, VGs cause the separation to begin at the inboard section retaining positive aileron and rudder control. D'Shannon VGs will allow you to come in for reduced speed landings, with shorter rollouts. Plus, your airplane will be safer and easier to control in an inadvertent unusual attitude. All Beech 33, 35 and 36 Bonanzas are approved with a 100 pound gross weight increase.

Gap seals prevent disruptive air from spilling through the gaps in the wing control surfaces. The result is a more positive and controlled flow of air over the top of the wing creating more lift and more precise control.



### *Tip Tank Specifications*

Fuel Transfer	From the tip tanks, via wheel well-mounted fuel pumps, to the main fuel cells.
Pumps	Electric, independent control by panel mounted toggle switches.
Fuel Lines	Mil-Spec, 1/4" aluminum tubing, Mil-Spec fittings.
Fuel Filtering	Fuel is filtered three times while transferring to the mains, fuel filter access is quick and easy.
Fuel Caps	Equipped with flip top similar to the main tanks.
Gauging	Sight gauges built into the tanks. Optional panel mounted gauges for fuel quantity indication.
Kit Includes	Tip tanks; strobe lights; LED navigation lights; installation kit; pump assemblies; fuel lines and fittings; switches and associated wiring. Optional LED strobe & navigation lights.
FAA Approval	All Beech 33, 35 and 36 Bonanzas (including the G36) The gross weight increase is a true GWI, as it can be put in the cabin without any fuel in the tanks. GWI is 200-400 pounds.

### *Vortex Generator Specifications*

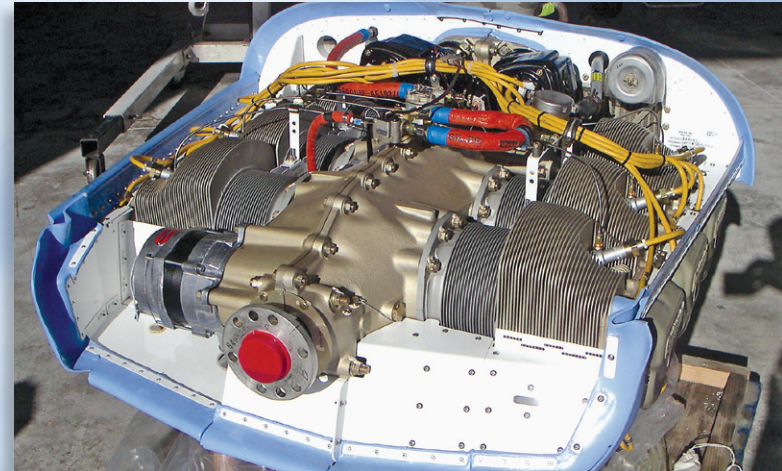
Locations	VGs are placed just aft of the leading edge on the wing, with another row in front of each aileron. The 33, 36 and all Baron models have VGs located on the vertical stabilizer just forward of the rudder to improve rudder authority at low speeds.
Performance	During FAA flight-testing, stall speeds were decreased by 7-10 knots in approach configuration, and as much as 15 knots in 30° bank turns.
Kit Includes	An array of counter-rotation producing aluminum generators; location details; very high-strength bonding epoxy.
FAA Approval	All Beech 33, 35 and 36 (including the G36) Bonanzas are approved with a 100 pound <b>GROSS WEIGHT INCREASE</b> . All Beech 55, 58 Barons, including 58P and 58TC.

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D'Shannon has worked for years to provide the Beechcraft fleet with a cooling kit of the highest quality and design. Our high efficiency baffles have evolved over time from simple seal improvements to the complete replacement of all aluminum framework and custom molded, flexible seals. Our new system is efficient enough to provide thorough cooling to all six cylinders with air to spare for the oil cooler.

Our Raw Power engine conversion kit means replacing an aircraft engine with an engine of a different type or size, and requires our registered Supplemental Type Certificate (STC). The objective is a more powerful, more efficient and reliable engine; while increasing the value of your aircraft; provide greater speed; faster climb; greater maneuverability; a better service ceiling; and greater carrying capacity. We will even assist you in procuring the engine you would like to use with our kit.



## *Raw Power Engine Conversions*

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Engines	Powerplant IO-550B, IO-550C, IO-520BB, BA, B, IO-470N, IO-470C.
FAA Approval	<b>Bonanza</b> All 33, 36 and S35, V35, V35A, V35B, V35TC, C33A, E33A, E33C, F33A, F33C, H35-P35, 33-F33. <b>Baron</b> C55, D55, E55 and 58. Note: S35 through V35B, and C33A through A36 models have been approved for a 100 pound gross weight increase with a complete D'Shannon IO-550B conversion. Earlier model gross weight increases will be available in the near future.

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## *High Efficiency Baffle Cooling Kits Specifications*

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Seal Material	High temp, high tear strength, custom molded silicone laced with a triple layered fiberglass core.
Mounting	All new, powder coated CAD drawn aluminum and custom formed composite upper cowl door inserts that mate with the silicone.
Design Goal	To provide the most comprehensive cooling kit for the Beechcraft fleet. The kit is strong and stiff, yet pliable and resilient enough to ensure a tight fit long after conventional baffling is warped and inefficient.
Kit Includes	Complete set of custom fit air baffling and mounting system for the IO-470, IO-520 and IO-550 engines.
FAA Approval	<b>Bonanza</b> All 33, 36 and S35, V35, V35A, V35B, V35TC, C33A, E33A, E33C, F33A, F33C, H35-P35, 33-F33. <b>Baron</b> C55, D55, E55 and 58.

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Hartzell's Super Scimitar tip design delivers the most performance for the least noise output. The Super Scimitar maintains a powerful 82" diameter, while at the same time producing a lower dB(a) level than current 78" and 80" three blades. It is a perfect compliment to our Raw Power Engine Conversions.

D'Shannon created the first one-piece windshield for the Bonanza in 1961, and originated the Speed Slope design in 1965. A thicker windshield will protect you from bird strikes and decrease prop noise in the cabin. Our windshields actually add strength to the surrounding airframe because they are installed to pressurized aircraft standards, drilled rather than milled. For aircraft prior to 1968, D'Shannon offers the original Speed Slope Windshield conversion that will extend your windshield to match the late model profile. For later models D'Shannon has set the standard in Beechcraft windshield and side window replacement.



## *Scimitar Propellers*

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Technology	Hartzell's Super Scimitars are the result of NASA's newest technology research.
FAA Approval	Bonanza 36, A36, A36-B36TC, G36, S35, V35, V35A, V35B, V35TC, C33A, E33A, E33C, F33A, F33C, H35-P35, 33-F33 Baron C55, D55, E55 and 58.

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## *Windshield & Side Windows*

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1968 & Later	Thick windshields and side windows custom cut for tight fit and pressurized installation design.
Pre-1968	Speed Slope Windshield Conversion includes: custom formed aluminum fairing strip for leading edge attach point, as well as new defroster for more air flow; high quality, removable glareshield for easy access behind the panel.
Materials	Highest quality acrylic for visual clarity, strength and longevity. Pilot and co-pilot vent hardware is premium poly-carbonite. We send complete installation kits with: hardware, acrylic drill bits and a two part aviation grade sealer.
FAA Approval	All Bonanzas, Baron, Debonairs, Travel Airs and Twin Bonanzas.

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When it is time to upgrade your Bonanza, Debonair or Baron, there is only one name you need to know, D'Shannon Aviation. We have been the premier source of modifications for your Beechcraft for almost 50 years, starting with the Speed-Slope Windshield upgrade; continuing with instrument panels, tip tanks, side windows, gap seals and V/G systems; and today expanding those offerings with powerplant upgrades, engine cooling systems, and Super Scimitar Propellers.

Honestly advising our clients has lead us to develop the knowledge to help you whether you're flying an early model 35 or a hot new G36. We are the only manufacturer of tip tanks offering a large gross weight increase on the model 36 Bonanza airframe, giving you a 4010 lb gross weight to work with for fuel or additional payload with our popular Genesis package. Genesis includes the IO-550B engine (or TSIO-520UB for the A36TC), enhanced engine cooling and the safety of gap seals. D'Shannon is the only approved PDM - post delivery modification source for Tip Tanks to the Hawker Beechcraft Service Centers' as well as the Bonanza XTRA program.

With new ownership, we continue to develop new upgrades and re-release modifications that were discontinued in the past. All of our upgrades are made in our facilities in Minnesota, USA, and are STC'd and PMA'd .

*We are the premier supplier of STC'd  
aftermarket improvements for  
Bonanza and Baron aircraft.  
Realize the potential of your bonanza.*

*Contact us today.*



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Information in this brochure is deemed accurate at time of printing.  
Please contact D'Shannon Aviation for the latest in specifications and approvals. 05/2012