

Section VI
Wt & Bal/Equip List

BEECHCRAFT
Bonanza K35 and M35

WEIGHT AND BALANCE LOADING FORM

BONANZA K35 DATE 9-1-18
SERIAL NO. 5801 REG NO. 5321E

ITEM	WEIGHT	MOM/100
1. BASIC EMPTY CONDITION	1993	1563
2. FRONT SEAT OCCUPANTS	470	399
3. REAR SEAT OCCUPANTS	360	435
4. 5th SEAT OCCUPANT	—	—
5. BAGGAGE	5	7
6. CARGO	—	—
7. SUB TOTAL ZERO FUEL CONDITION	2828	2397
8. FUEL - MAIN (20 GAL) FUEL - AUX. (GAL)	120	90
9. SUB TOTAL RAMP CONDITION	2948	2487
10. *LESS FUEL FOR START, TAXI, AND TAKE-OFF	10	8
11. SUB TOTAL TAKE-OFF CONDITION	2938	2479
12. LESS FUEL - LEFT MAIN (GAL)		
13. SUB TOTAL		
14. LESS FUEL - AUX (GAL)		
15. SUB TOTAL		
16. LESS FUEL - MAIN (GAL)		
17. LANDING CONDITION		

2499
MAX

*Fuel for start, taxi and take-off is normally 10 lbs at an average mom/100 of 8.

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER																
			Up	Down	Hours	Min.																				
 www.maydayavionics.com 5590 44th St SE, Gerald R. Ford International Airport, Grand Rapids, MI 49512 616-957-4920 <table border="1"> <tr> <td>DATE</td> <td>12-18-12</td> <td>S.O.</td> <td>53941</td> </tr> <tr> <td>MAKE</td> <td>Beech</td> <td>N#</td> <td>N5321E</td> </tr> <tr> <td>MODEL</td> <td>K35</td> <td>S/N</td> <td>D-5801</td> </tr> <tr> <td>A/C HOURS</td> <td>5747.59</td> <td></td> <td></td> </tr> </table>											DATE	12-18-12	S.O.	53941	MAKE	Beech	N#	N5321E	MODEL	K35	S/N	D-5801	A/C HOURS	5747.59		
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MODEL	K35	S/N	D-5801																							
A/C HOURS	5747.59																									
Removed the King KR 85 ADF Receiver, KI 225 ADF Indicator, the Northstar M-1 LORAN-C Receiver, and a CI-121SP LORAN-C Antenna. Relocated the #1 NAV/COM and Transponder to the pilot's panel in place of the removed ADF & LORAN-C IAW AC 43.13-1B and AC 43.13-2B. - The Weight & Balance and Equipment List have been revised. - Removed, repaired, and reinstalled the King KI 213 CDI, S/N 1972. - Removed, repaired, and reinstalled the King nav/com KX-170B, P/N 069-1020 S/N 33331, IAW AC 43.13 1B & 2B. All items were ground checked in accordance with their respective manuals for proper operation and to ensure no adverse reactions occurred to other onboard systems or equipment. The above work was performed in accordance with current FAA regulations and in respect to work performed on the aircraft identified above is approved for return to service. FOR FAA CRS YXXR387Y																										
TOTALS FOR																										
TOTALS TO DATE																										

DATE	INSPECTION — MAINTENANCE
04/25/13	TAC 5810.18 Repla Condor 500, S. 6ply bearings. Service and airo Remove Installed longer co- [REDACTED] (A/F)
04/25/13	TAC 5810.18 CW AD lubrication of uploc CW AD 94-20-04 R2 due each 100hrs [REDACTED]

Kalamazoo Aircraft, Inc.
2729 East Milham Road
Portage MI 49002

Weight and Balance

June 5, 2000

Michael S. Becker
[REDACTED]
Vicksburg, MI. 49097

Reg. No. N5321E
Make & Mod. Beech K35

Serial No. D-5801

Gross A/C Wt:	2950.00
New A/C Empty Wt:	1993.10
New A/C Empty CG:	78.45
New A/C Useful Load	956.90

Previous A/C Empty Values

1988.40 78.45

155992.70

Removed:

Installed

Northstar M-1 Loran-C
Northstar Loran-C Antenna

4.20 63.00
0.50 204.00

264.60
102.00

New Aircraft Values

1993.10 78.45

156359.30

Ralph Michalka, [REDACTED]
[REDACTED]

SUPERSEDED
Date: 12-18-12
Ref: _____

WEIGHTS

Maximum Ramp Weight	2960 lbs
Maximum Take-Off Weight	2950 lbs
Maximum Landing Weight	2950 lbs

CABIN DIMENSIONS

Length	6 ft 11 in.
Height	4 ft 2 in.
Width	3 ft 6 in.
Entrance Door	36 in. x 37 in.

BAGGAGE

Volume	16.5 cu ft
Capacity	270 lbs
Baggage Door	22.5 in. x 18.5 in.

SPECIFIC LOADINGS (Maximum Take-off Weight)

Wing Loading (K35)	16.6 lbs/sq ft
Wing Loading (M35)	16.3 lbs/sq ft
Power Loading	11.8 lbs/hp

**GENERAL AIRSPEED TERMINOLOGY
AND SYMBOLS**

- CAS** Calibrated Airspeed is the indicated speed of an airplane, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
- GS** Ground Speed is the speed of an airplane relative to the ground.

FUEL QUANTITY

Yellow Band (44-gallon system).....E to 1/2 full

WEIGHT AND CENTER OF GRAVITY

Maximum Take-off Weight2950 lbs

Maximum Ramp Weight2960 lbs

Zero Fuel WeightNo Structural Limitation

Maximum Baggage Compartment

Load.....Refer to Weight and Balance Section

REFERENCE DATUM

Datum is 83.1 inches forward of center line through forward jack points.

MAC leading edge is 66.7 inches aft of datum.

MAC length is 65.3 inches.

CG LIMITS (Gear Down)

Loading calculations shall be checked before each flight to ensure that the Weight and Center of Gravity remain within the approved limits during flight.

Forward: 77.0 inches aft of datum to 2475 lbs with straight line variation to 82.1 inches at 2950 lbs.

Aft: 85.7 inches aft of datum to 2525 lbs with straight line variation to 84.7 inches at 2950 lbs.

MANEUVER LIMITS

This is a utility category airplane. Spins are prohibited. No acrobatic maneuvers are approved except those listed below. Maximum slip duration is 30 seconds for airplanes with baffled main fuel cells in both wings and 20 seconds for airplanes with unbaffled main fuel cells in either wing.

8. Weighing should always be made in an enclosed area which is free from air currents. The scales used should be properly calibrated and certified.

LOADING INSTRUCTIONS

WARNING

This airplane is easily loaded above the maximum takeoff weight and/or beyond the aft center of gravity flight limits. Flight safety dictates that the airplane weight and center of gravity be within the approved envelope during flight.

Passengers, baggage and fuel should not be loaded indiscriminately. The operator is directed to the following loading instructions. A total airplane incremental weight and center of gravity loading for each flight should be prepared. In addition, it is recommended that additional loadings be computed to explore the potential problems associated with using the aft seats and compartments.

It is the responsibility of the airplane operator to ensure that the airplane is properly loaded. At the time of delivery, Beech Aircraft Corporation provides the necessary weight and balance data to compute individual loadings. All subsequent changes in airplane weight and balance are the responsibility of the airplane owner and/or operator.

The basic empty weight and moment of the airplane at the time of delivery are shown on the airplane Basic Empty Weight and Balance form. Useful load items which may be loaded into the airplane are shown on the Useful Load Weight and Moment tables. The minimum and maximum

TAKE-OFF DISTANCE

ASSOCIATED CONDITIONS:

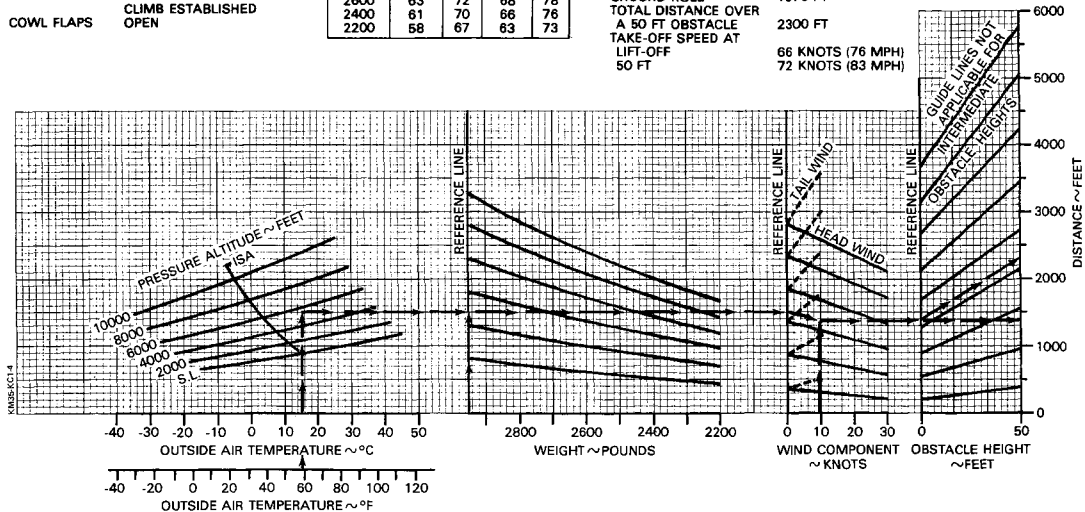
POWER FULL THROTTLE
2800 RPM
MIXTURE LEAN TO APPROPRIATE
FUEL PRESSURE
FLAPS UP
LANDING GEAR RETRACT AFTER POSITIVE
CLIMB ESTABLISHED
COWL FLAPS OPEN

WEIGHT ~ POUNDS	TAKE-OFF SPEED			
	LIFT-OFF		50 FT	
	KNOTS	MPH	KNOTS	MPH
2950	66	76	72	83
2800	64	74	70	81
2600	63	72	68	78
2400	61	70	66	76
2200	58	67	63	73

EXAMPLE:

OAT 15°C (59°F)
PRESSURE ALTITUDE 5650 FT
TAKE-OFF WEIGHT 2950 LBS
HEAD WIND COMP. 9.5 KNOTS

GROUND ROLL 1375 FT
TOTAL DISTANCE OVER
A 50 FT OBSTACLE 2300 FT
TAKE-OFF SPEED AT
LIFT-OFF 50 FT 66 KNOTS (76 MPH)
72 KNOTS (83 MPH)



MOMENT LIMITS vs WEIGHT (Continued)

Weight	<u>Minimum Moment</u> 100	<u>Maximum Moment</u> 100
2900	2365	2460
2910	2377	2468
2920	2388	2475
2930	2399	2483
2940	2411	2491
2950	2422	2499

NOTE

Each new airplane is delivered with a completed sample loading, empty weight and center of gravity, and equipment list, all pertinent to that specific airplane. It is the owner's responsibility to ensure that changes in equipment are reflected in a new weight and balance and in an addendum to the equipment list. There are many ways of doing this; it is suggested that a running tally of equipment changes and their effect on empty weight and c.g. is a suitable means for meeting both requirements.

The current equipment list and empty weight and c.g. information must be retained with the airplane when it changes ownership. Beech Aircraft Corporation cannot maintain this information; the current status is known only to the owner. If these papers become lost, the FAA will require that the airplane be reweighed to establish the empty weight and c.g. and that an inventory of installed equipment be conducted to create a new equipment list.