



U.S. Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark N9876R	Serial No. D-6431	
	Make Beech	Model M35	Series
2. Owner	Name (As shown on registration certificate) Heinrich, John W	Address (As shown on registration certificate)	
		Address [REDACTED]	
		City [REDACTED]	State WA
		Zip [REDACTED]	USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in item 1 above)	_____
☐	☐	POWERPLANT	_____	_____	_____
☐	☐	PROPELLER	_____	_____	_____
☐	☐	APPLIANCE	Type _____ Manufacturer _____	_____	_____

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Michael E Thompson	☒ U.S. Certificated Mechanic	Manufacturer
Address	[REDACTED]	☐ Foreign Certificated Mechanic	C. Certificate No.
City	[REDACTED] State WA	☐ Certificated Repair Station	3517729
Zip	98374 Country USA	☐ Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐ Signature/Date of Authorized Individual [REDACTED] May 1, 2012

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)
Certificate or Designation No. [REDACTED]		Signature/Date of Authorized Individual [REDACTED] May 1, 2012		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N9876R

Nationality and Registration Mark

May 1, 2012

Date

1. Installation of D'Shannon Products LTD 20-gallon fiberglass wing tip fuel tanks DLB1400 in accordance with Installation Manual KB-1401-1, Rev. D, Dated 1/13/2011. Placards affixed as required, AFMS inserted to AFM/POH. DP-ICA-1400 inserted into aircraft log file. Installation conforms with STC SA02722CH.
2. Installation of Aerospace Logic FL202 Fuel level indicator, for tip tank fuel level indication in accordance with document S200-FL20X-001, Rev. 1.2, dated 5/25/2010. Installation conforms to STC SA02825NY.
3. Installation of Whelen strobe light system in accordance with document 05131. Power supply 01-0770028-5 mounted to shelf fabricated from 0.040" 2024T3 affixed to stringers H & J on right side of fuselage at approx FS 154 to 162, attached with (3 ea side) AN525-832R6 screws and appropriate lock nuts and washers. (Ref.: AC 43.13-2B, Figure 2-9). Tail position light exchanged for 01-0770024-00 strobe / position light. Interfaced tail and wing tip strobes (supplied with tip tanks) to power supply with 01-075205-00 installation package. Power from bus supplied through 10-amp breaker through existing unused switch. Placards affixed as required. Installation conforms to STC SA615EA.
4. Installation of aileron and wing flap gap seals in accordance with D'Shannon Products LTD Drawing B6300-1, Rev. B, dated 11/02/10. DP ICA-6300 inserted into aircraft log file. Installation conforms to STC SA1176SO.
5. Installation of Mountain View Aviation Door Steward in accordance with drawing MVA-B40C10M&O Installation and Instructions for Continued Airworthiness RevB, dated 1/2/2010. Installation conforms to STC SA01120SE.

Above referenced manuals inserted into aircraft log file. Weight and balance and equipment list updated.

-----end-----

☐ Additional Sheets Are Attached

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

HAWKER BEECHCRAFT MODEL K35, M35
(s/n D-5726 through D-6561)

NORMAL CATEGORY

(Operation in excess of 2950 lb. Max. Gross Weight, or with Fuel in Tip Tanks)

UTILITY CATEGORY

(Operation at 2950 lb. Max. Gross Weight or Less – Tip Tanks Empty)

Permission is hereby given for the following aircraft and only valid
when the signature in the approval by is signed by Scott Erickson
and the return of the registration slip is validated.

Model _____ Serial # _____
Call # _____ Date _____
Approved By _____
Kit # _____

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

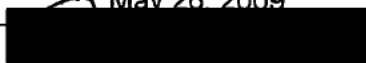
Date: January 15, 2013

D'Shannon Products, LTD
1309 County Road 134
Buffalo, MN 55313

Document No: FMS-DP-KM35 TT
Hawker Beechcraft K35, M35
Revision A

LOG OF REVISIONS

Permission is hereby given for the following aircraft and only valid
when the signature in the approval by is signed by Scott Erickson
and the return of the registration slip is validated.

Revision	Description	Model	Call #	Serial #	Date	FAA Approved
IR	Original Issue					Mark Anderson May 26, 2009
A	Add STC SA153EA as an applicable STC Add Utility Category eligibility Add performance data					 Jan 15, 2013

JAN 15 2013

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.

MAXIMUM CERTIFIED WEIGHT

Maximum Ramp Weight.....	3160 lb.
Maximum Take-off Weight.....	3150 lb.
Maximum Landing Weight.....	3150 lb.

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Model _____ Call # _____ Serial # _____
Kit # _____ Approved By _____ Date _____

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 on operation of the airplane in the NORMAL category when operated in excess of 2950 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:

- Wing Tip Fuel Tanks (STC(S) SA153EA or SA02722CH)

AIRSPEED LIMITATIONS

Maneuvering Speed (VA)CAS 118 knots
CAS 136 mph

WEIGHT LIMITS

Maximum Ramp Weight.....	3160 lb.
Maximum Take-off Weight.....	3150 lb.
Maximum Landing Weight.....	3150 lb.

JAN 15 2013

Date: _____

CENTER OF GRAVITY LIMITS (Landing Gear Extended)

FORWARD LIMITS

77.0 inches aft of datum to 2475 lbs. with straight line variation to 82.1 inches at 3150 lbs.

AFT LIMITS

84.7 inches aft of datum at all weights.

MANEUVER LIMITS

This is a NORMAL CATEGORY airplane when operated in excess of 2950 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.

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Model	Call #	Serial #	Date
Kit #	Approved By		

Date: JAN 15 2013

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.

In Full View of Pilot: (Speed values are CAS)

Permission is hereby given for the following aircraft and engine to be operated when the signature in the approval by is signed by Scott Erickson and the return of the registration slip is validated.

Model _____ Call # _____ Approved By _____
Serial # _____ Date _____
Kit # _____

NORMAL CATEGORY AIRPLANE

(WHEN OPERATED IN EXCESS OF 2950 LB. MAX. GROSS WEIGHT, OR WITH FUEL IN TIP TANKS)

AIRSPEED LIMITATION (NORMAL CAT. OPERATIONS)

MAXIMUM DESIGN MANEUVERING SPEED 136 MPH (118 KNOTS)

OPERATE IN ACCORDANCE 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.

Date: JAN 15 2013

SECTION IV NORMAL PROCEDURES

AIRSPEDS FOR SAFE OPERATION

Maximum Turbulent Air Penetration

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Model _____ Serial # _____
Call # _____ Date _____
Approved By _____
Kit # _____

IAS 120 KTS
IAS 138 MPH

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

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 and decrease rate-of-climb chart values as shown in the table below **when operating at the new maximum gross weight.**

Model	INCREASE take off distance	INCREASE landing distance	DECREASE rate of climb
K35, M35	16%	16%	7%

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 and endurance information as shown in the table below. These percentages **do not** account for additional range and endurance allowed by tip tank fuel:

Model	DECREASE range data	DECREASE endurance information
K35, M35	7%	10%

Date: JAN 15 2013

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 rd and 4 th Seat Occupants		
4. 5 th and 6 th 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		

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Kit # _____ Call # _____
Approved By _____ Date _____

* 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: JAN 15 2013

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.

Permission is hereby given for the use of this aircraft and engine when the signature in the approval by is signed by Scott Erickson and the return of the registration slip is validated.

Model _____ Call # _____ Serial # _____
Kit # _____ Approved By _____ Date _____

Date: JAN 15 2013

