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**BERYL D'SHANNON AVIATION, INC.**

**LAKEVILLE, MN 55044**

**FAA APPROVED**

**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**FOR**

**BEECH BONANZA MODEL A36**

Reg. No. N 18095

Ser. No. E-1875

This Supplement must be attached to the FAA Approved Airplane Flight Manual when two 15 gallon auxiliary wing tip fuel tanks are installed in accordance with STC SA. 80850. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

**FAA APPROVED**

Acting Chief, Engineering and Manufacturing Branch  
Southern Region, FAA

DATE July 26, 1977

LIMITATIONS

The Airplane Flight Manual for this airplane lists limitations for operation in the UTILITY category. Since the tip tank installation is approved contingent on operation of the airplane in the NORMAL category only, the following Limitations supersede those of the basic Airplane Flight Manual.

Maneuvers: Normal category airplanes are limited to nonacrobatic operation. Nonacrobatic operation includes:

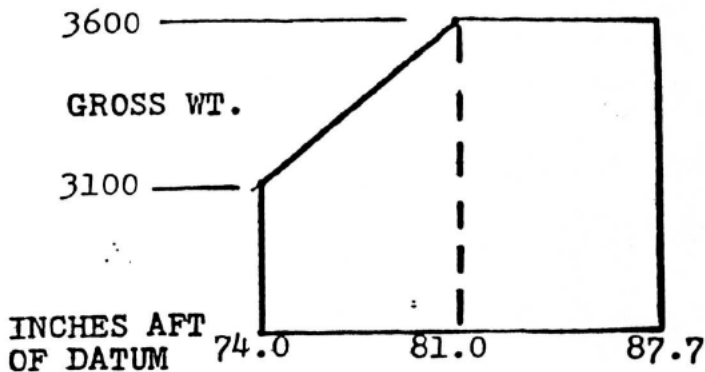
- (1) Any maneuver incident to normal flying
- (2) Stalls (except whip stalls)
- (3) Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60°.

INTENTIONAL SPINS ARE PROHIBITED.

Design Structural Load Factor: 3.8G with flaps up  
2.0G with flaps down  
No inverted maneuvers permitted.

Maximum design maneuvering speed: 149 mph (130 knots)

Maximum weight: 3600 pounds  
CG Limitations (wheels down)



Note:  
CG of Tip Tank Fuel  
is 87" Aft of Datum

Fuel: In addition to the basic airplane fuel system, two auxiliary wing tip fuel transfer tanks are installed with a capacity of 15 gallons each, all of which is usable. Takeoffs are prohibited with more than 1/4 tank difference in tip 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.

Placards:

In full view of pilot

(1) NORMAL CATEGORY AIRPLANE. THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. MAXIMUM WEIGHT 3600 LB. REFER TO WEIGHT AND BALANCE DATA FOR LOADING INSTRUCTIONS. OCCUPIED SEATS MUST BE IN UPRIGHT POSITION DURING TAKEOFF AND LANDING. ALTITUDE LOST IN STALL RECOVERY 300 FEET. FLIGHT MANEUVER LOAD FACTOR: FLAPS UP 3.8 G; FLAPS DOWN 2.0 G. NO ACROBATIC MANEUVERS APPROVED. INTENTIONAL SPINS PROHIBITED.

(2) AIRSPEED LIMITATION.  
MAXIMUM LANDING GEAR EXTENDED SPEED.....175 MPH (152 KNOTS)  
MAXIMUM DESIGN MANEUVER SPEED.....149 MPH (130 KNOTS)

(3) TRANSFER TIP TANK FUEL IN LEVEL FLIGHT ONLY.

(4) FUEL CONSUMPTION MAY EXCEED TIP TANK TRANSFER RATE. INITIATE TRANSFER WITH BOTH MAINS AT LEAST 1/2 FULL. MONITOR MAIN TANK GAUGES TO PREVENT OVERFLOW.

NORMAL PROCEDURES

Before flight, check the tip tanks for unsymmetrical fuel loading. If fuel tank capacities differ more than 1/4 tank, relocate fuel prior to takeoff.

Tip tank fuel is transferred into its respective main tank by an electric pump at a rate of approximately 15 gallons per hour. At higher power settings, fuel consumption may exceed the fuel transfer rate to the main tank selected.

Fuel transfer from tip tanks should be accomplished simultaneously to maintain symmetrical wing tip tank fuel loading. Initiate transfer with the left main feeding the engine and when both main tanks are 3/4 full. Stop transfer when either tank indicates near full.

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."

PERFORMANCE

No change.