

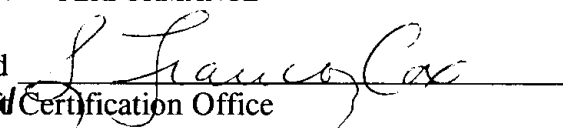


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**Dallas, Texas 75248**  
**Report No. CR36ALT-9**

**FAA-APPROVED**  
**Airplane Flight Manual Supplement**  
**For**  
**Bonanza**  
**F33A/33C, V35/35A/35C, 36/A36/A36TC**  
**14Volt/100Ampere Alternator**

This supplement must be attached to the FAA-approved airplane flight Manual (Pilot Operating Handbook) dated Aug 1982, when the 100 Ampere Alternator option is installed in accordance with STC SA09528SC. The information contained in this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures and performance information not contained in this supplement, consult the basic airplane flight manual.

SECTION II LIMITATIONS  
SECTION III EMERGENCY PROCEDURES  
SECTION IV NORMAL PROCEDURES  
SECTION V PERFORMANCE

FAA - Approved  
Manager,  Certification Office  
Federal Aviation Administration

Date : APR 15 1993

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**REVISIONS**

<b>Page</b>	<b>LETTER</b>	<b>DATE</b>	<b>ITEM/COMMENT</b>
<b>1</b>	<b>(IR)</b>	<b>22 Jan 99</b>	<b>Initial Release</b>
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## **TABLE OF CONTENTS**

COVER	1
REVISIONS	2
TABLE OF CONTENTS	3
SECTION I GENERAL	4
SECTION II LIMITATIONS	4
SECTION III EMERGENCY PROCEDURES	4
SECTION IV NORMAL PROCEDURES	4
SECTION V PERFORMANCE	4
SECTION VI WEIGHT & BALANCE EQUIPMENT LIST	4
SECTION VII SYSTEMS DESCRIPTION	4
SECTION VIII HANDLING, SERVICE, MAINTENANCE	5
SECTION IX SUPPLEMENTS	5
SECTION X SAFETY INFORMATION	5

**SECTION I GENERAL**

NO CHANGES

**SECTION II LIMITATIONS**

1) Maximum continuous load on the alternator is 100 amperes plus additional intermittent loads.

**SECTION III EMERGENCY PROCEDURES**

NO CHANGES

**SECTION IV NORMAL PROCEDURES**

NO CHANGES

**SECTION V PERFORMANCE**

NO CHANGES

**SECTION VI WEIGHT & BALANCE EQUIPMENT LIST**

NO CHANGES

**SECTION VII SYSTEMS DESCRIPTION**

A 100 AMPERE, 12 VOLT, GEAR-DRIVEN ALTERNATOR IS INSTALLED. THE ALTERNATOR IS DESIGNED TO MAINTAIN APPROXIMATELY 100 AMPS OUTPUT AT 1700 RPM, AND SUPPLY APPROXIMATELY 40 AMPS AT ENGINE IDLE SPEED. FOR NORMAL OPERATIONS, ONE SHOULD PLAN TO UTILIZE NO MORE THAN 80 AMPS FOR CONTINUOUS LOAD.

**SECTION VIII HANDLING, SERVICE, MAINTENANCE**

NO CHANGES

**SECTION IX SUPPLEMENTS**

NO CHANGES

**SECTION X SAFETY INFORMATION**

NO CHANGES