



HANSA JET
QUICK CHANGE VERSION
EXECUTIVE · COMMUTER · FREIGHTER



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The HANSA JET is a high-speed multi-purpose twinjet aircraft.

Its particular characteristics: forward-swept wings. The advantage of the forward-swept wings is that it was possible to choose the mid-wing configuration offering favorable aerodynamic characteristics without sacrificing cabin space.

This means that the cabin is spacious and can be used for a variety of purposes and operations.

The HANSA JET was developed by Hamburger Flugzeugbau GmbH/Germany for day and night operation.

It can be used as an executive jet, commuter or cargo aircraft. It has been certified for CAT II landings.

Within 55 minutes an executive jet can be converted into a commuter. And only 25 minutes are required to convert a commuter into cargo-plane. And in just 42 minutes, this sturdy cargo-aircraft can be converted into an executive jet.

The HANSA JET is one of the most economical investments in business flying and air transport.

This is true for General Aviation as well as military operation and Business Flying.

The variation in operation, the short cabin conversion time and the economical use of cabin space guarantee that the HANSA JET will soon pay for itself.

Here are the important details:

2103 Hamburg 95 - Germany · Kreetslag 10 · Phone (0411) 74 71 · Telex 21 3084

**HAMBURGER
FLUGZEUGBAU
GMBH** 



The HANSA JET has been awarded all the most important international certificates. It may be operated for scheduled flights, commuter service or as a taxi-aircraft or business aircraft or cargo/mail transport. It complies with the FAA Airworthiness Requirements for Transport Aircraft the CAR 4 b and Special Regulation SR 422 B. The HANSA JET is the only aircraft of its class in the world which is operating in accordance to the FAA Certificate Part 121 for Air-Carriers and Taxi-Operators. Moreover, it has been certified for Cat. II landings.



A great emphasis was placed on the convenient arrangement of the instruments in the cockpit. The instrument panel pictured here is not obligatory. The instrumentation can be installed





The HANSA JET is operational both day and night. For example: During the day it carries passengers and at night can be used to transport cargo/mail. This is even possible if the runway visual range is only 1,200 ft. or the cloud base only 100 ft. high. The Commuter Version has a capacity of 15 persons. Twelve passengers, one stewardess, and two pilots. The transport version has a cargo space of 424 cubic feet. It is easy to understand why this aircraft is so economical.



according to individual wishes and requirements. Particular attention was given to the cockpit windshields. It is spherical and affords horizontal visibility up to 270°.





This graph shows how quickly the aircraft can be converted from one version to another. The freighter can be cleared in just 7 minutes. And 35 minutes later the interior has been converted into an executive-version.

And on the other side:

The conversion of an Executive Jet into a Freighter:

25 minutes to clear the cabin; plus 10 minutes for installations.

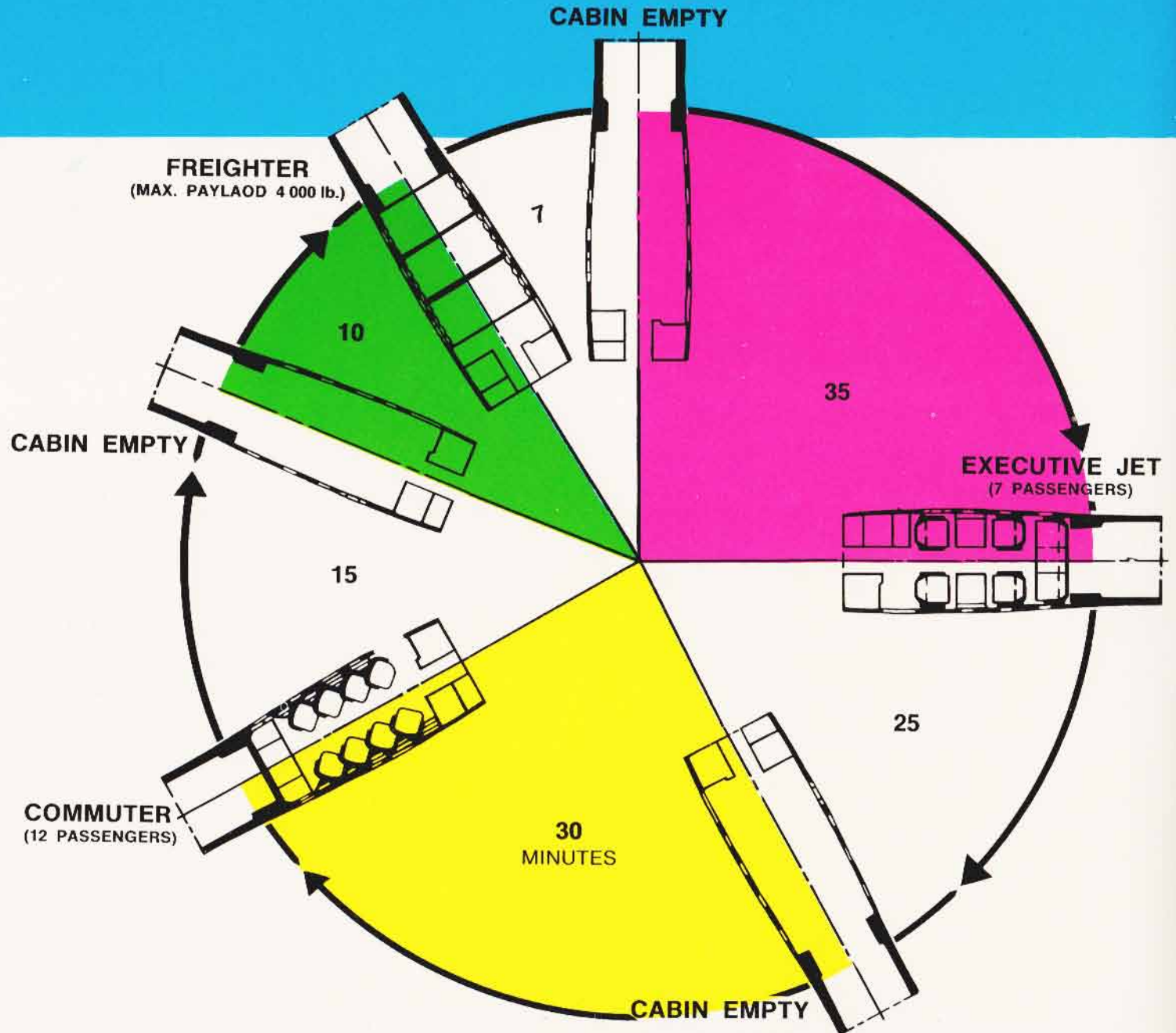
The conversion of a Commuter into an Executive Jet:

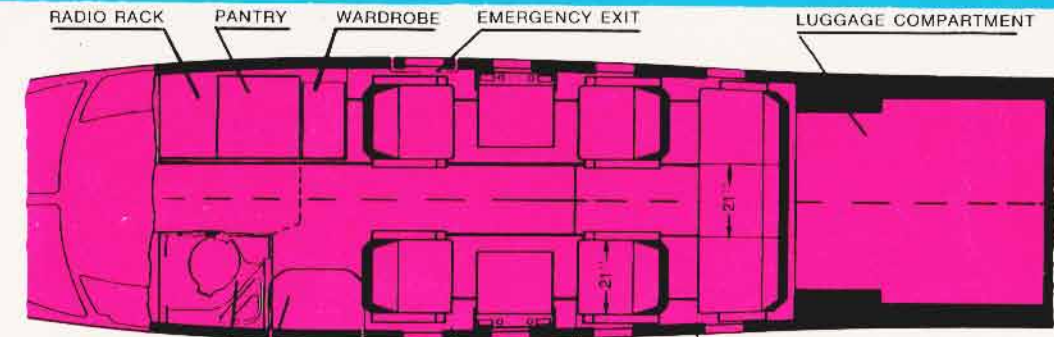
15 minutes to clear the cabin; plus 35 minutes for installations.

The conversion of a Freighter into a Commuter:

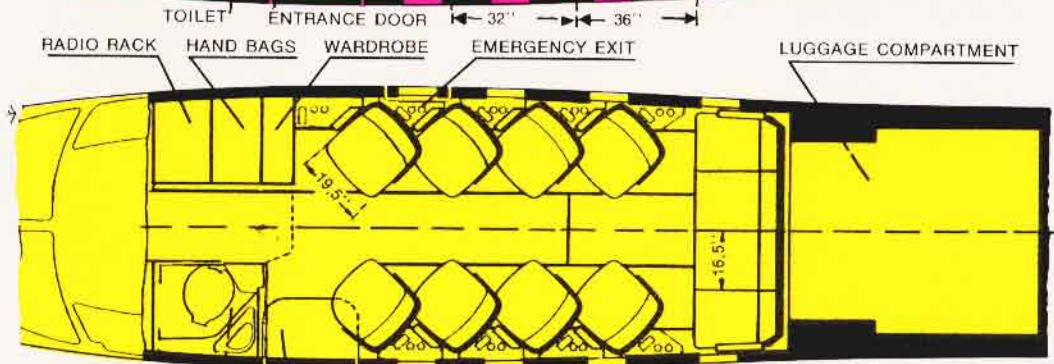
7 minutes to clear the cabin; plus 30 minutes for installation.

Each installed version conceals the attachment points for other versions. Thus, passengers are not bothered by unused installation fixtures, neither in the Commuter nor Executive Jet version.

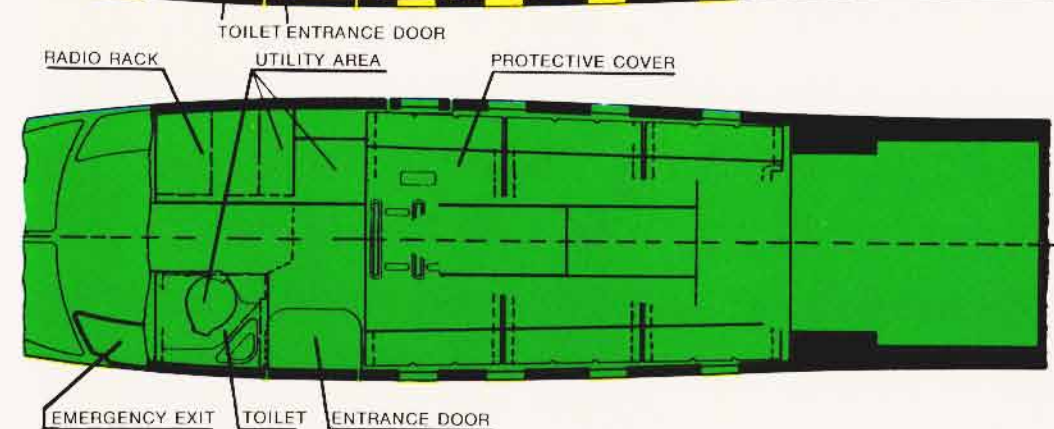




EXECUTIVE JET for seven passengers. With four individual seats plus two comfortable tables and a couch for three passengers as well as two tables for the rear.



COMMUTER for twelve passengers. With eight individual seats and a couch for four persons.)



FREIGHTER for cargo loads up to 4,000 lbs/1,800 kilograms. Complete with barrier net and polyester paneling to protect the cabin interior.

THE EXECUTIVE JET

The Executive Jet offers first-class airline comfort for seven persons. Four passengers are accommodated in 21 inch wide seats, grouped around two folding tables. Another three persons can make themselves comfortable on the couch at the rear of the cabin.



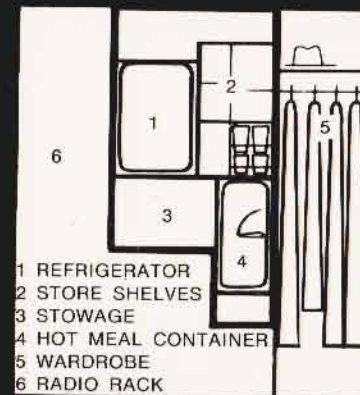
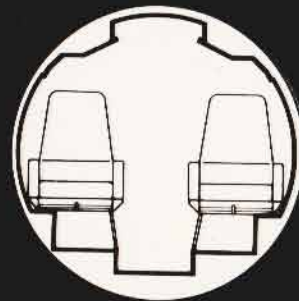


Each seating accommodation is equipped with a complete service panel, with fresh-air nozzle, reading lamp and oxygen mask. Connections for telephones and tape recorders can easily be installed.

The cabin, which is 6 ft. 3 in. wide and 15 ft. long, allows for complete freedom of movement. The aisle is 5 ft. 9 in. high and has enough head-room. Eight large panorama windows afford maximum light.

The left side of the utility area in the forward cabin contains the wash-room and toilet. The right side is for the radio rack, cloak-room, hot meal oven, refrigerator supplies and storage space. If desired the aircraft can be equipped with a bar.

Baggage can be stowed in the 35 cu. ft. baggage compartment. This is located in the rear of the cabin and can be reached during flight.





The eight comfortable individual seats have been arranged at an angle to afford each passenger a maximum of leg-room. Each seat is 19.5 inches wide, or the size of a normal first-class seat. Four additional passengers have space on the couch at the rear of the cabin. Each of the 2 seats is equipped with a service panel, complete with fresh-air nozzle, reading lamp and oxygen mask.

Hand baggage can be kept under the seats. In addition, the baggage compartment has a capacity of 35 cu. ft., and a cloak room is available. As in the Executive Jet, the utility area is divided into two sections. The left side contains the wash-room and toilet while the right side is used for the radio rack, cloak room and additional baggage space.

The cabin is 5 ft. 9 in., 15 ft. long and 6 ft. 3 in. wide, thus allowing more than enough space for 12 passengers. Comfort similar to long-range jets.



THE COMMUTER

The Commuter accommodates twelve passengers. An additional seat may be added for the stewardess, which is located next to the entrance.

THE FREIGHTER

The protective covering and barrier net can be installed within ten minutes. The glass-fibre covering is transparent and does not cut out light. Our photo shows the light from a cabin window as seen through the covering. The cabin is electrically illuminated through openings left in the glass-fibre covering.





The entire cabin interior is available as freight compartment. It is 15 ft. long, 6 ft. 3 in. wide and 5 ft. 9 in. high. There is no limitation or restriction as to the type of freight load. And there is no need to worry about the luxury interior of the Commuter or Executive Jet version. the protecting covers guard against damage or dirt.



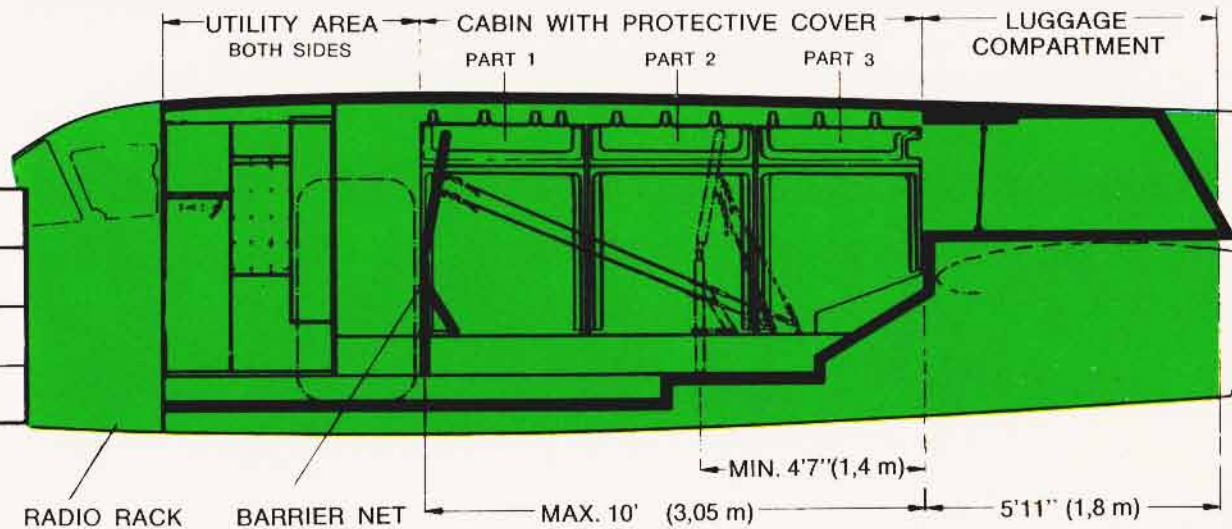
The Protective Covering of the Freighter version protects cabin walls against damage or dirt. This igloo has three parts. Each part can be folded. Installation is easy and dismantling is simple. The protective covering is made of a light weight polyester material.



The Barrier Net of the Freighter may be installed to accommodate varying loads and sizes. It accommodates load stresses of up to 9 g forward acceleration or a maximum load of 4,000 lbs or 1,800 kg. The net is attached to the seat rails and is adjustable in length.



FREIGHT COMPARTMENT	MAX. PAYLOAD 4000 lb (1814 kg)	MAX. UNIT LOADING	DENSITY OF LOADING
CABIN	2,870 lb 1 300 kp	82 lb/sq ft 400 kp/m ²	14 lb/cu ft 225 kp/m ³
LUGGAGE COMPARTMENT	660 lb 300 kp	61 lb/sq ft 300 kp/m ²	18,9 lb/cu ft 300 kp/m ³
UTILITY AREA	470 lb 214 kp	—	—







GEOMETRICAL DATA

Wing

Gross wing area	324.4 sq ft	(30,14 m ²)
Span (between tiptank center lines)	44 ft 2 in	(13,46 m)
Aspect ratio	6	
Taper ratio	3	
Sweep at 1/4 chord	15°	
Dihedral	6°	
Angle of wing setting	1°	
Mean aerodynamic chord	8 ft	(2,43 m)

Horizontal Tail

Area	78.9 sq ft	(7,33 m ²)
Span	20 ft 10 in	(6,35)
Aspect ratio	5.5	
Taper ratio	2.34	
Sweep at 1/4 chord	20°	
Dihedral	3°	
Mean aerodynamic chord	4 ft	(1,22 m)

Vertical Tail

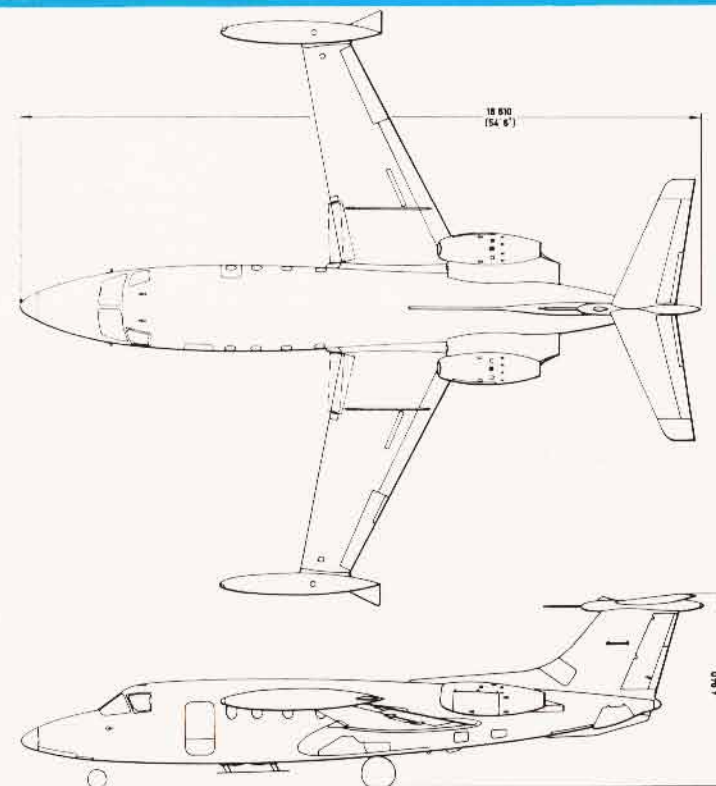
Area	55 sq ft	(5,11 m ²)
Span	7 ft 1 in	(2,16 m)
Aspect ratio	0.91	
Taper ratio	1.69	
Sweep at 1/4 chord	35°	
Mean aerodynamic chord	7 ft 11 in	(2,42 m)

Fuselage

Maximum diameter	6 ft 9 in	(2,06 m)
Length of fuselage	51 ft	(15,56 m)
Length of passenger cabin	15 ft	(4,58 m)
Length of aft luggage compartment	4 ft 11 in	(1,50 m)
Cabin width	6 ft 3 in	(1,90 m)
Cabin headroom	5 ft 9 in	(1,75 m)
Max. cross sectional area of cabin	36 sq ft	(3,33 m ²)
Total volume of pressurized section	670 cu ft	(19,00 m ³)
Passenger cabin volume		
(incl. toilet, pantry and wardrobe)	435 cu ft	(12,32 m ³)
Volume of aft luggage compartment	35 cu ft	(1,00 m ³)
Volume of wardrobe	9.4 cu ft	(0,265 m ³)

Doors and Windows (clear dimensions)

Cabin windows	11 in × 16 in	(280 × 400 mm)
Emergency exits: starboard	20 in × 36 in	(510 × 915 mm)
: port (entrance door, upper part)	27.5 in × 36 in	(700 × 915 mm)
Cabin door	27.5 in × 51 in	(700 × 1300 mm)





DIMENSIONS

OVERALL SPAN	47' 6"	(14,49 m)
OVERALL LENGTH	54' 6"	(16,61 m)
OVERALL HEIGHT	16' 2"	(4,94 m)
WING AREA	324 sq. ft	(30,14 m ²)

WEIGHTS

MAX. TAXI WEIGHT	20.500 lb	(9.300 kp)
MAX. TAKE-OFF WEIGHT	20.300 lb	(9.200 kp)
MAX. LANDING WEIGHT	19.400 lb	(8.800 kp)
MAX. ZERO FUEL WEIGHT	15.875 lb	(7.200 kp)
MAX. FUEL WEIGHT	7.300 lb	(3.310 kp)
MAX. PAYLOAD	4.000 lb	(1.814 kp)
OPERATING EMPTY WEIGHT	COMMUTER 11.960 lb	(5.425 kp)
	FREIGHTER 11.875 lb	(5.386 kp)

DESIGN SPEEDS

V _{MO}	322 kts	(595 km/h)	EAS
M _{MO}	0.76		
V _D	378 kts	(700 km/h)	EAS
M _D	0.83		
V _S (LANDING CONFIGURATION 19.400 lb)	97 kts	(180 km/h)	EAS

POWERPLANT

TWO GENERAL ELECTRIC CJ 610-5
 TAKE-OFF THRUST 2 x 2.950 lb = 5,900 lb (2.676 kp) SL, ISA SPECIFIC
 FUEL CONSUMPTION 0,98 lb/hr/lb AT TO-RATING STARTER GENERATOR.

AUXILIARY POWER UNIT (APU)

SHAFT POWER GAS TURBINE WHICH DRIVES DC-GENERATOR FOR ENGINE STARTING AND A FAN FOR GROUND AIR CONDITIONING.

FUEL

ONE FUSELAGE TANK	1,216 lb	(550 kp)
TWO WING TANKS	4,144 lb	(1.880 kp)
TWO TIP-TANKS	1,940 lb	(880 kp)
TOTAL FUEL CAPACITY USABLE	7,300 lb	(3.310 kp)
TOTAL FUEL VOLUME	1,090 US GAL.	4.140 LITERS

METHANOL SYSTEM FOR FUEL FILTER DE-ICING.

HYDRAULIC

SYSTEM OPERATES AT 3 000 PSI (210 kp/cm²)
 TWO SEPARATE UTILITY SYSTEMS SUPPLIED BY ENGINE DRIVEN HYDRAULIC PUMPS, EACH CAPABLE OF POWERING ALL FUNCTIONS. ONE EMERGENCY HAND PUMP SYSTEM AS ADDITIONAL STAND-BY.

UNDERCARRIAGE

FORWARD RETRACTING, STEERABLE NOSEWHEEL WITH PRESSURE 100 PSI (7,3 ATÜ)
 MAIN GEAR RETRACTING FORWARD INTO THE FUSELAGE, PRESSURE 115 PSI (8,1 ATÜ)

FLIGHT CONTROLS

FLIGHT CONTROLS ARE MECHANICALLY OPERATED BY TORQUE SHAFTS AND PUSH-PULL RODS.
 TRIM : AILERON AND RUDDER ELECTRICALLY;
 ELEVATOR ELECTRO-HYDRAULICALLY AND MECHANICALLY OPERATED

FLAPS AND SPEED BRAKES

FLAPS AND SPEED BRAKES ARE HYDRAULICALLY OPERATED
 SPEED BRAKES ARE INSTALLED IN THE WINGS ON THE UPPER AND LOWER SIDE

ELECTRICS

DC-SYSTEM: 2 GENERATORS	EACH	10.5 kW/30 V
2 BATTERIES	EACH	24 V/24 Ah
AC-SYSTEM: 2 GENERATORS	MAX. 21 kVA	208 V 355 Hz
1 MAIN INVERTER	2,5 kVA	115 V 400 Hz
1 STAND-BY INVERTER	2,5 kVA	115 V 400 Hz
1 STATIC INVERTER	100 kVA	115 V 400 Hz

DE-ICING

ELECTRICAL FOR WING AND TAIL, 8TH STAGE COMPRESSOR BLEED AIR FOR ENGINE AIR INLETS.

ANTI-ICING

SLATS, SCOOPS, WINDSHIELDS, PITOT TUBES AND STATIC PORTS, ELECTRICALLY

AIR CONDITIONING AND PRESSURIZATION

CABIN PRESSURE ALTITUDE 7,200 ft (2,2 km) UP TO FLYING ALTITUDE OF 38,000 FT (11,5 km)
 DIFFERENTIAL PRESSURE 8.25 psi max.
 COOLING SYSTEM CONSISTS OF AIR-TO-AIR HEAT EXCHANGER AND COOLING TURBINE.

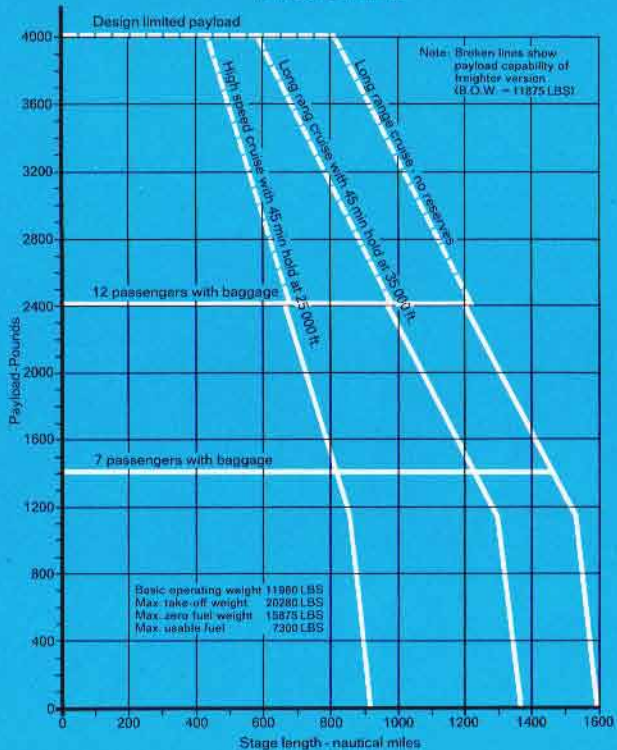
OXYGEN

OXYGEN SYSTEM WITH DILUTER DEMAND TYPE REGULATORS FOR CREW, AND CONTINUOUS FLOW EQUIPMENT WITH AUTOMATICALLY RELEASED MASKS FOR PASSENGERS. PORTABLE OXYGEN EQUIPMENT.

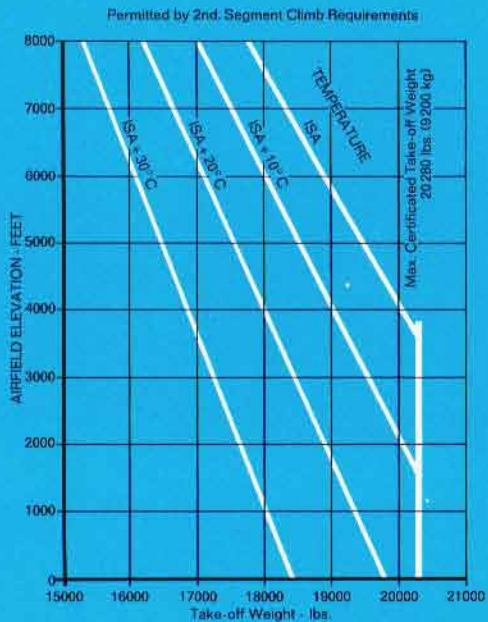
ELECTRONICS EQUIPMENT

	EXAMPLE 1	EXAMPLE 2 (CAT. II)
1 AUTOPILOT	SPERRY SP 40	COLLINS AP 103
2 FLIGHT DIRECTOR	SPERRY IIS	COLLINS FD 103
2 COMPASS SYSTEM	SPERRY C 9	SPERRY C 14
2 VHF COMM	COLLINS 618 M-1	COLLINS 618 M-1
2 VHF NAV	COLLINS 51 RV-1	COLLINS 51 RV-1
2 ADF	COLLINS DF 203	COLLINS DF 203
1 MARKER	COLLINS 51 Z-4	COLLINS 51 Z-4
1 DME	RCA AVQ-75	RCA AVQ-75
1 ATC- TRANSPONDER	RCA AVQ-65	RCA AVQ-65
1 WEATHER RADAR	RCA AVQ-20	RCA AVQ-20
1 INTERCOMM.	COLLINS 346-B3	COLLINS 346-B3
1 COMPARATOR WARN.	—	COLLINS 54-W1
1 RADIO ALTIMETER	—	COLLINS AL 101

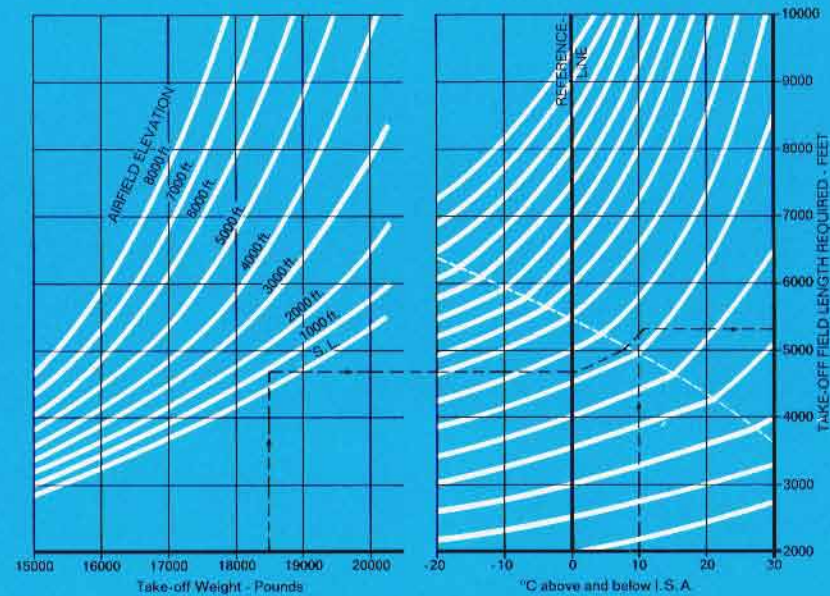
PAYLOAD-RANGE



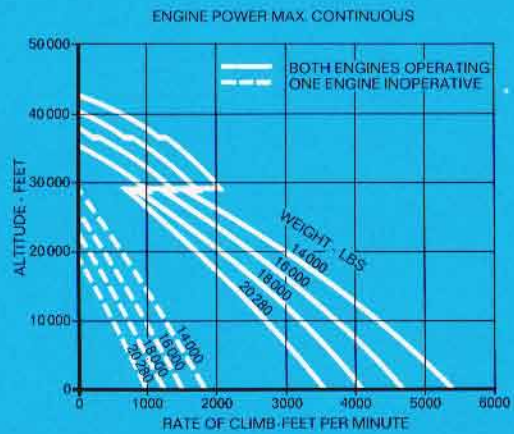
MAXIMUM TAKE-OFF WEIGHT



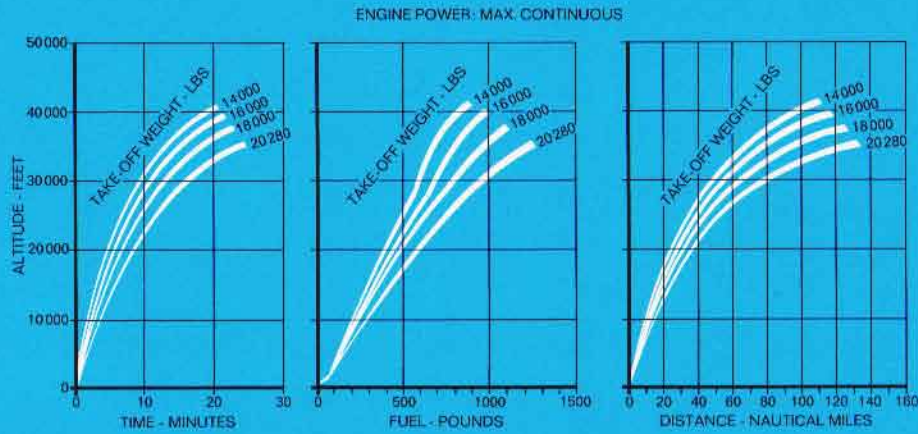
TAKE-OFF FIELD LENGTH REQUIRED



RATE OF CLIMB

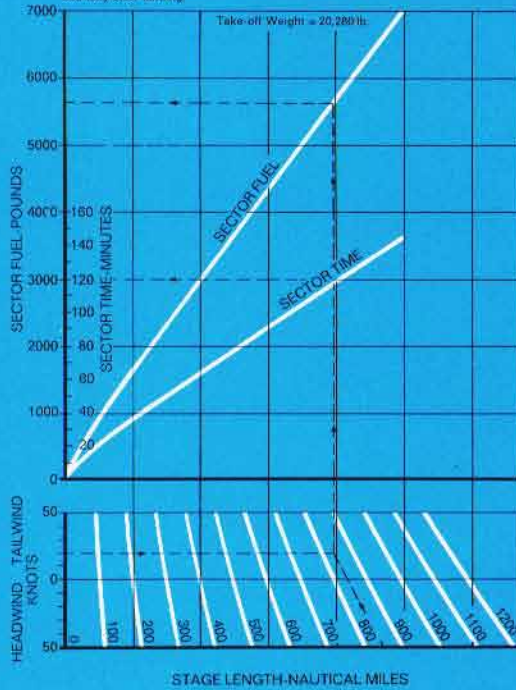


CLIMB PERFORMANCE

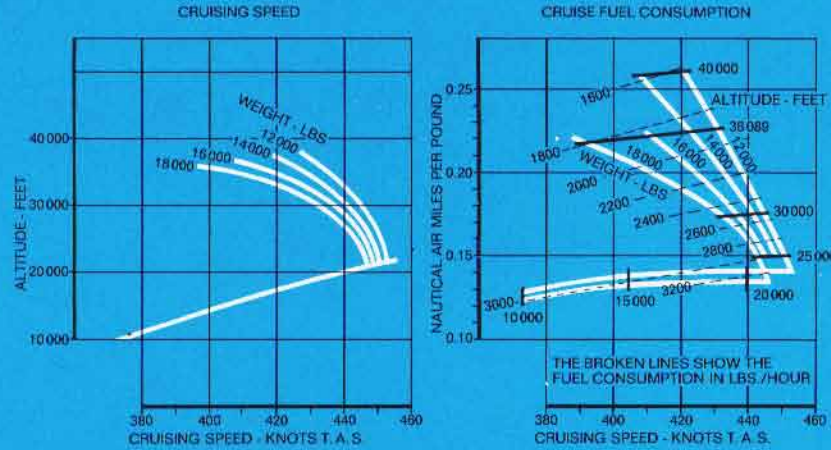


High Speed Cruise at 25,000 ft.

Sector fuel and time include allowances for climb, cruise and descent to 1500 ft. Terminal allowances of 300 lb. on sector fuel and 10 min. on sector time should be added for pre-take-off, approach, landing and taxi after landing.

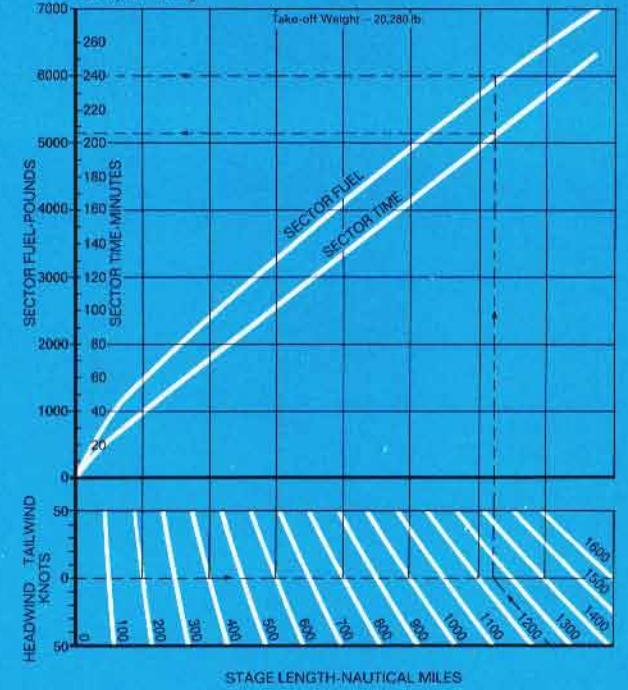


HIGH SPEED CRUISE

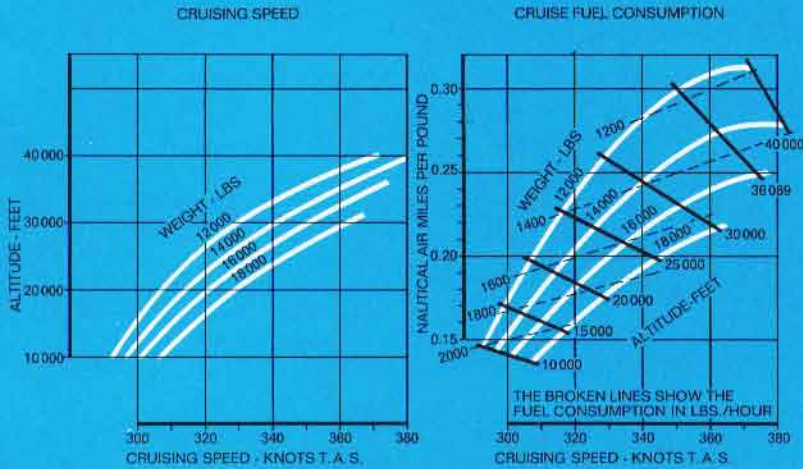


Long Range Cruise at 36,000 ft.

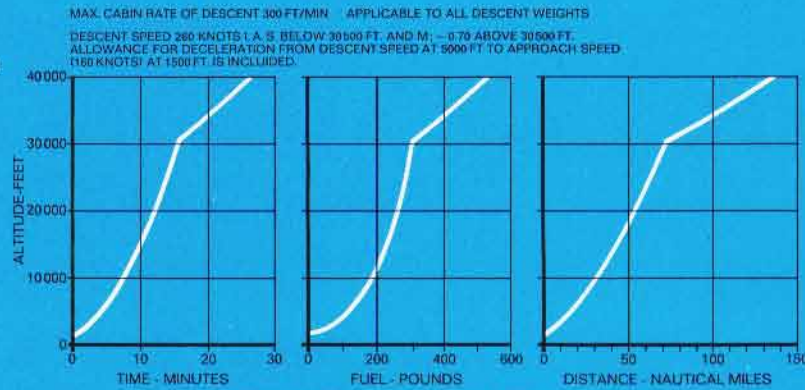
Sector fuel and time include allowances for climb, cruise and descent to 1500 ft. Terminal allowances of 300 lb. on sector fuel and 10 min. on sector time should be added for pre-take-off, approach, landing and taxi after landing.



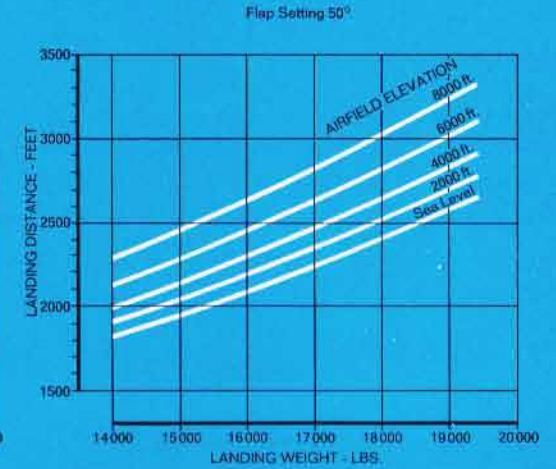
LONG RANGE CRUISE



DESCENT PERFORMANCE



LANDING DISTANCE OVER 50 FT. OBSTACLE



ENGINE R.P.M. ABOVE 30500 FT. 89% AND BELOW 30500 FT. 70%



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