

# Beech Bonanza 35

1947

## General History

### Post-War Innovation

It seems this airplane was destined to be an incredible success from the very start. The Beech Company chose the name *Bonanza*, which means “a rich source of profit or gain, or an unusual value.” Beechcraft’s revolutionary private plane could be considered both.

Developed just after World War II, the new Model 35 *Bonanza* was loaded with modern design features and equipment. The aircraft had retractable tricycle landing gear, a controllable pitch propeller and instruments for foul weather and night flying.

The *Bonanza*’s most recognizable feature is its unique “V” tail. The “V” shape requires that the control surfaces work together as both rudders and elevators. The tail was designed to lower drag, making the aircraft lighter, faster and more fuel-efficient. The Model 35 remains popular and practical, with ever-updated versions selling into the 21st century!



### Luxury Car Quality in an Airplane

When Walter Beech was designing the *Bonanza*, he listened to the comments of some dissatisfied private plane owners. “I drive to the airport in my spacious, comfortable, quiet car with all types of amenities,” the pilots said, “Then I climb into my airplane (which costs three times as much) and it is loud, cramped and miserable!”

Beech set a new standard for private planes. The *Bonanza*’s cabin noise faded to a quiet hum at cruising speed, and passengers were pampered with padded seats, surrounded with all-wool fabrics and wall-to-wall carpet. Why would anyone want to fly in anything less?

*The Bonanza’s cabin noise faded to a quiet hum at cruising speed, and passengers were pampered with padded seats, surrounded with all-wool fabrics and wall-to-wall carpet.*



## About This Aircraft

This particular *Bonanza* was one of the first made, called a “Straight 35” and built in 1947. These first *Bonanzas* cost \$7,975 brand new, and many were delivered from the Beech factory in simple bare metal (paint was an option that cost extra!) Most of the shiny silver airplanes quickly received paint jobs because the glare off the bare wings was nearly unbearable!

The airplane’s first owner was Preston M. Clark, who logged many hours traveling all over the Mid-Western United States for a pet supply company. After years of flying, this classic airplane was finally acquired and restored by Joe Koller, Jr. Converted back to original and flying condition, the complete rebuild included new paint and a vintage interior. Koller then donated his prized aircraft to the Museum in 2000.

## Specifications

Type:	General Aviation Aircraft
First Flight:	December 22, 1945
Wingspan:	32 feet 10 inches
Length:	25 feet 2 inches
Height:	6 feet 6.5 inches
Wing Area:	177.6 square feet
Weight, Empty:	1,558 pounds
Weight, Loaded:	2,550 pounds
Power:	One Continental E185-1 185 horsepower engine
Capacity:	Four
Armament:	None

## Performance

Cruise Speed:	175 miles per hour
Top Speed:	184 miles per hour at sea level
Range:	750 miles
Service Ceiling:	18,000 feet