The Hawker 4000 provides a money-back cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane. The Hawker 4000 provides a roomy stand-up cabin that can accommodate as many as 10 passengers. The airplane’s composite construction allows easy access to the cargo volume and allows for a full-featured entertainment system come standard on the airplane.
in the -22 degree C air.

Once we accelerated to cruise at FL400, Danin suggested I remove my Bose headset to test the cockpit noise level. It was low and quite easy to communicate with the others without shouting. Still, for long-term ear protection I'd use the headset. I also walked back in the cabin at Mach 0.82 to gauge the noise. It was quite pleasant, even near the engines. I sat in the seat by the lavatory while Gustavo sat near the galley. We had no trouble carrying on a normal conversation, which meant a mini-board meeting would work out just fine. I asked Danin to pull the power back for Mach 0.78 and the cabin became noticeably— to me at least—quieter. That’s the only reason I can think to pull the power back, though. I tried some 45- to 50-degree-bank steep turns at 250 kias at FL410 and once in the turn thanks to a little kick from the spoilers, the aircraft was easily trimmed hands off.

We’d planned to go try the GPS 25 into Rockford, but learned on the ATIS that Runway 25 was closed so we decided on an automated GPS 22 at Janesville, Wis., where the wind was west at 14 gusting 21 knots. As we began our descent, Chicago Center asked if we could give them a good rate down. Great chance to pull the speed brakes. I pulled the handle slowly aft and felt a slight rumble, one that I think would go unnoticed in the cabin. At 310 kias we managed a descent rate of 8,500 fpm.

On downwind at 200 kias, the aircraft smoothly led the turn in at 3,100 feet, where we added flaps 12 and again at otlee, where we dropped flaps to 20 degrees just before lowering the gear. We needed to lose about 1,900 feet and planned to take the approach to minimums and execute a go-around to stay in the VFR traffic pattern. The approach with a ref speed of 121 and even the go-around using the autothrottles was a no-brainer. All I did was level off at traffic-pattern altitude.

Although it was gusty down low, the Hawker 4000 handled well even just above ref. The touchdown required only a slight amount of aileron and a little push on that big Hawker rudder as I planted the trailing-link gear on the runway. I barely had the buckets out before we were slowing. Unfortunately the wind had increased significantly above HBC crosswind minimums for a demo pilot, so this was my last approach. We turned off near the intersection of Runway 32, about 4,000 feet from the landing threshold, to switch seats for the trip back to PWK.

Final Thoughts

Some industry cynics still call some early Hawker Beechcraft aircraft like the Starship a flop. But the company used the knowledge gained from building those composite Starships to construct the Hawker 4000. No doubt this airplane’s reputation has stumbled in places over the years, but when the upgrade and improvements are completed on all the early 4000 fuselages by late next year, the industry will realize that a significant player in the marketplace has arrived.

With a fully functioning 4000, I’d say Hawker Beechcraft has certainly repaired its PR wounds with people who are paying close attention, namely customers.