

Beechcraft®

Debonair®

35-A33 and 35-B33

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

FAA Approved in Utility Category based on CAR 3. This document must be carried in the airplane at all times, and be kept within reach of the pilot during all flight operations.

This handbook includes the material required to be furnished to the pilot by CAR 3.

Airplane Serial Number:

CD 625

Airplane Registration Number:

N 9519M

FAA Approved:

A. C. Jackson
Beech Aircraft Corporation
DOA CE-2

This handbook supersedes all BEECH published owner's manuals and check lists issued for this airplane with the exception of FAA Approved Airplane Flight Manual Supplements.

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Section II
Limitations

BEECHCRAFT
Debonair A33 and B33

SYSTEM and/or COMPONENT	VFR Day				Remarks and / or Exceptions
	VFR Day	VFR Night	IFR Day	IFR Night	
ATA 100 CHAPTER 77 ENGINE INDICATING INSTRUMENTS					
Engine tachometer indicator	1	1	1	1	
Manifold pressure indicator	1	1	1	1	
ATA 100 CHAPTER 79 ENGINE OIL INSTRUMENTS					
Oil pressure indicator	1	1	1	1	
Oil temperature indicator	1	1	1	1	

BEECHCRAFT
Debonair A33 and B33

Section II
Limitations

FUEL

STANDARD SYSTEM

Total Capacity 50 gal.
Total Usable 44 gal.

OPTIONAL SYSTEM (A33)

Total Capacity 70 gal.
Total Usable 63 gal.

OPTIONAL SYSTEM (B33)

Total Capacity 80 gal.
Total Usable 74 gal.

FUEL MANAGEMENT

Take-off on left main tank. (A33)

Use auxiliary fuel in level flight only and do not use for take off or landing. Use at least 10 gallons from left main tank before use of auxiliary fuel.

Take off on main tank that is more nearly full. (B33)

When operating fuel selector, feel for detent position.

Do not take off when Fuel Quantity Gages indicate in Yellow Band or with less than 13 gallons in each main tank.

Maximum slip duration:

30 seconds for airplanes with baffled main fuel cells in both wings.

20 seconds for airplanes with unbaffled main fuel cells in either wing.

SEATING

All seats must be in the upright position for take-off and landing.

ENGINE FAILURE

DURING TAKE-OFF GROUND ROLL

1. Throttle - CLOSED
2. Braking - MAXIMUM
3. Fuel Selector Valve - OFF
4. Battery and Generator Switches - OFF

AFTER LIFTOFF AND IN FLIGHT

Landing straight ahead is usually advisable. If sufficient altitude is available for maneuvering, accomplish the following:

1. Fuel Selector Valve - SELECT OTHER MAIN TANK (Check to feel detent)
2. Auxiliary Fuel Pump - ON
3. Mixture - FULL RICH, then LEAN as required
4. Magnetos - CHECK LEFT and RIGHT, then BOTH

NOTE

The most probable cause of engine failure would be loss of fuel flow or improper functioning of the ignition system.

If No Restart

1. Select most favorable landing site.
2. See EMERGENCY LANDING procedure.
3. The use of landing gear is dependent on the terrain where landing must be made.

ENGINE DISCREPANCY CHECKS

CONDITION: ROUGH RUNNING ENGINE

1. Mixture - FULL RICH, then LEAN as required
2. Ignition Switch - CHECK LEFT and RIGHT, then BOTH

CONDITION: LOSS OF ENGINE POWER

1. Fuel Pressure/Flow Gage - CHECK

If fuel pressure is abnormally low:

- a. Mixture - FULL RICH
- b. Auxiliary Fuel Pump - ON (Lean as required)
- c. Auxiliary Fuel Pump - OFF if performance does not improve in a few moments.

2. Fuel Quantity Indicator - CHECK for fuel supply in tank being used.

If tank being used is empty:

- Fuel Tank Selector Valve - SELECT ANOTHER FUEL TANK (feel for detent)

AIR START PROCEDURE

- a. Fuel Selector Valve - SELECT MAIN TANK MORE NEARLY FULL (check to feel detent)
- b. Throttle - RETARD
- c. Mixture - FULL RICH
- d. Auxiliary Fuel Pump - ON until power is regained, then OFF. (Leave on if engine driven fuel pump is inoperative.)
- e. Throttle - ADVANCE to desired power
- f. Mixture - LEAN as required