

# Beechcraft®

## Debonair®

### 35-A33 *and* 35-B33

#### **Pilot's Operating Handbook *and* FAA Approved Airplane Flight Manual**

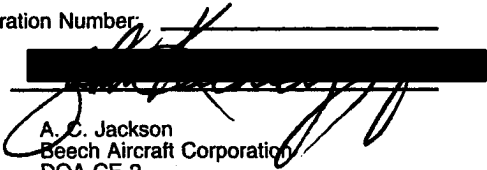
FAA Approved in Utility Category based on CAR 3. This document must be carried in the airplane at all times, and be kept within reach of the pilot during all flight operations.

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

Airplane Serial Number: \_\_\_\_\_

Airplane Registration Number: \_\_\_\_\_

FAA Approved: \_\_\_\_\_

  
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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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**P/N 33-590000-17B**  
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**P/N 33-590000-17B2**  
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**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