

STARTER

The starter is relay-controlled and is actuated by a rotary type, momentary-on switch incorporated in the Magneto/Start switch. The magneto/start switch, located on the subpanel to the left of the pilot's control column, incorporates R (right), L (left), and BOTH magneto positions in addition to the normal OFF and START positions. After activation of the starter, the spring loaded switch returns to the BOTH position when released.

PROPELLER

Sensenich M74DM-O-58 or 74DM6-O-58 fixed-pitch, two-blade propeller. Static rpm at maximum permissible throttle settings: Not over 2400 rpm and not under 2300 rpm. No additional tolerance permitted. Diameter 74 inches, no cutoff permitted.

FUEL SYSTEM

The airplane is designed for operation on 80/87 (Red) grade aviation gasoline. In the event this grade is not available, 100LL (Blue) or 100 (Green) grade aviation gasolines may be used.

CAUTION

See Avco Lycoming Service Letter No. L185A or later revision for operation on alternate fuels.

FUEL TANKS

Fuel tanks located in each wing leading edge have a nominal capacity of 29.9 gallons. In the filler neck of each tank is a visual measuring tab which permits partial filling of

the fuel system. When the fuel touches the bottom of the tab it indicates 15 gallons of fuel, and when filled to the slot in the tab it indicates 20 gallons of fuel. The indicating system reads full at 20 gallons. The pilot must visually check the fuel level during preflight to ascertain desired level. Fuel is fed from the desired tank through a fuel selector valve in the center floorboard and then through a strainer to the engine-driven fuel pump.

FUEL DRAINS

Two tank sump drains extend through the bottom of the wing skins, near the fuselage. The system low spot drain is incorporated in the fuel strainer on the lower right side of the fuselage aft of the nose wheel. Sump drains provide a means to visually inspect the fuel for water or contaminants.

Refer to **HANDLING, SERVICING AND MAINTENANCE** Section for procedures describing how and when to use fuel tank sump drains.

FUEL QUANTITY INDICATORS

Fuel quantity is measured by a float operated sensor, located in each wing tank system. These transmit electrical signals that indicate fuel remaining in each tank. The indicators indicate full when 20 or more gallons are in each wing tank.

FUEL BOOST PUMP

The electric fuel boost pump is controlled by an ON-OFF switch on the pilot's subpanel. It provides pressure for starting, taxiing, takeoff, climb, landing and emergency operation in cruise configuration. Immediately after starting the fuel boost pump should be turned off to test the engine driven fuel pump.

ENGINE PRIMER

The control for the engine primer is located on the left sub-panel. It is used to inject raw fuel into the induction system for cold starts. After use, secure the primer by turning it to lock it in the off position.

FUEL TANK SELECTION

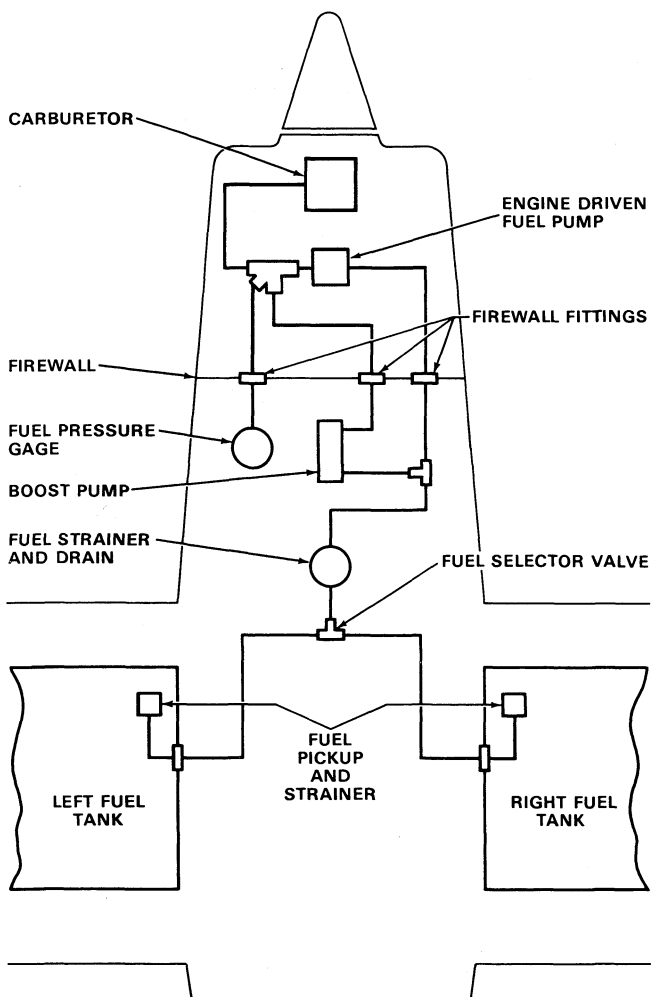
The fuel selector valve handle is located on the floorboards between the pilot and copilot seats. Takeoffs and landings should be made using the tank that is more nearly full.

If the engine stops because of insufficient fuel, refer to the EMERGENCY PROCEDURES Section for the Air Start procedures.

FUEL REQUIRED FOR FLIGHT

It is the pilot's responsibility to ascertain that the fuel quantity indicators are functioning and maintaining a reasonable degree of accuracy, and to be certain of ample fuel for a flight. Takeoff is prohibited if the fuel quantity indicators do not indicate above the *yellow arc or with less than 11 gallons in each main tank. The caps should be removed and fuel quantity checked to give the pilot an indication of fuel on board. The airplane must be approximately level for visual inspection of the tank. Fuel should be added so that the amount of fuel will be not less than is required for takeoff. Plan for an ample margin of fuel for any flight.

*Only on airplanes complying with BEECHCRAFT S.I. No. 0624-281.



FUEL SYSTEM SCHEMATIC