

**BEECHCRAFT
Debonair C33
Bonanza E33 and F33**

**Section III
Emergency Procedures**

EMERGENCY AIRSPEEDS

Emergency Descent	153 kts/176 mph
Glide	105 kts/121 mph
Emergency Landing Approach	80 kts/92 mph

CAUTION

The approach airspeed is higher than normal to assure the availability of control during flare without power.

All airspeeds quoted in this section are indicated airspeeds (IAS).

The following information is presented to enable the pilot to form, in advance, a definite plan of action for coping with the most probable emergency situations which could occur in the operation of the airplane. Where practicable, the emergencies requiring immediate corrective action are treated in check list form for easy reference and familiarization. Other situations, in which more time is usually permitted to decide on and execute a plan of action, are discussed at some length.

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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/Alternator 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 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
5. Alternate Air T-handle - PULL AND RELEASE

NOTE

The most probable cause of engine failure would be loss of fuel flow, improper functioning of the ignition system or blockage of the induction 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. Magneto/Start Switch - CHECK LEFT and RIGHT, then BOTH
3. Alternate Air T-handle - PULL AND RELEASE

CONDITION: LOSS OF ENGINE POWER

1. Fuel Flow Gage - CHECK

If fuel flow 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
 3. Alternate Air T-handle - PULL AND RELEASE

If tank being used is empty:

Fuel Tank Selector Valve - SELECT OTHER FUEL TANK
(feel for detent and check visually)

AIR START PROCEDURE

- a. Fuel Selector Valve - SELECT 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

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ENGINE FIRE

IN FLIGHT

The red VENT SHUTOFF (C33, E33)/FIREWALL AIR (F33) control on the outboard side of the left lower subpanel is used to close off all heating system outlets so that smoke and fumes will not enter the cabin. In the event of engine fire, shut down the engine as follows and make a landing:

1. Vent Shutoff/Firewall Air Control - PULL TO CLOSE
2. Mixture - IDLE CUT-OFF
3. Fuel Selector Valve - OFF
4. Battery, Generator/Alternator Switches - OFF
(Extending the landing gear can be accomplished manually if desired.)
5. Do not attempt to restart engine.

ON THE GROUND

1. Mixture - IDLE CUT-OFF
2. Fuel Selector Valve - OFF
3. Battery, Generator/Alternator and Magneto Switches - OFF
4. Extinguish with Fire Extinguisher.

MAXIMUM GLIDE CONFIGURATION

1. Landing Gear - UP
2. Flaps - UP
3. Propeller - PULL for LOW RPM
4. Airspeed - 105 kts/121 mph

Glide distance is approximately 1.7 nautical miles (2 statute miles) per 1000 feet of altitude above the terrain.

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EMERGENCY DESCENT

1. Power - IDLE
2. Propeller - HIGH RPM
3. Landing Gear - DOWN
4. Airspeed - ESTABLISH 153 kts/176 mph

LANDING EMERGENCIES

LANDING WITHOUT POWER

The approach speed is higher than normal to assure the availability of control during flare without power. When assured of reaching the landing site selected, and on final approach:

1. Airspeed - 80 kts/92 mph
2. Fuel Selector Valve - OFF
3. Mixture - IDLE CUT-OFF
4. Flaps - AS REQUIRED
5. Landing Gear - DOWN OR UP, DEPENDING ON TERRAIN
6. Battery and Generator/Alternator Switches - OFF

LANDING GEAR RETRACTED - WITH POWER

If possible, choose firm sod or foamed runway. Make a normal approach, using flaps as necessary. When you are sure of making the selected landing spot:

1. Throttle - CLOSED
2. Mixture - IDLE CUT-OFF
3. Battery and Generator/Alternator Switches - OFF
4. Fuel Selector Valve - OFF
5. Keep wings level during touchdown.
6. Get clear of the airplane as soon as possible after it stops.