

COMPARISONS: Beech S-35 Engine Leaning for Takeoff
N6864Q D-7479 Continental IO-520

SOURCE	GUIDANCE / ACTIONS
CFI's statement	"We adjusted the mixture for best operation considering the density altitude at the Sedona Airport"
Pilot's Statements	"we leaned to roughness and then enriched from this point. Also looked for maximum power (RPM's)." He did not recall how far the mixture control was backed out after leaning.
POH/AFM from Textron, Normal Procedures, 'BEFORE TAKEOFF' checklist	"MIXTURE – FULL RICH (or as required by field elevation)"
POH/AFM from Textron, Performance Section T/O Chart	"MIXTURE LEAN TO APPROPRIATE FUEL FLOW"
Continental Operating and Installation Manual	Lean per chart 15-15-04 (FF vs BHP)
Previous Owner (indirect via FAA)	Per FAA, reportedly equipped w "altitude compensating fuel pump" – Determined as NOT TRUE by Continental , physical examination of the aircraft, and additional direct communications w previous owner
Previous Owner (direct)	"These flights [out of SEZ and other high-elevation airports] were almost all morning flights and I don't recall ever leaning for take off. On occasions that I flew to any of these locations in a summer afternoon when the Temps were high, I always leaned the engine before take off on the runway by taking the runway, running the engine to full rich and power and then leaning to takeoff power."