

EDO-AIRE MITCHELL
P. O. Box 610
Mineral Wells, Texas

FAA APPROVED

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AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
BEECH MODELS 35-A33, 35-B33, 35-C33, E33 and F33

Reg. No. N4405P
Ser. No. CD-622

This Supplement must be attached to the FAA approved Airplane Flight Manual when Mitchell Century I, Model AK306 is installed in accordance with STC SA1218SW. The information contained herein supplements the information of the basic Airplane Flight Manual; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

I. LIMITATIONS:

- A. Century I use prohibited above 190 MPH CAS.

II. PROCEDURES:

A. Normal Operation

1. Engagement
 - a. Toggle Switch on instrument panel - ON.
 - b. Interrupt Switch on left hand side of pilot's control wheel - RELEASED
2. Disengagement
 - a. Grip Interrupt Switch on pilot's control wheel (or)
 - b. Toggle Switch on instrument panel - OFF.
3. Heading Changes
 - a. Grip Interrupt Switch, make Heading Change, release Interrupt Switch.
 - b. Move Trim Knob on instrument for Drift Correction from a Constant Heading.
 - c. Move Turn Command Knob on instrument for right or left banked turns.
4. OMNI Tracker
 - a. Center Turn Command Knob and push IN to engage Tracker.
 - b. Trim Knob - push IN for high sensitivity.

B. Emergency Operation

1. In case of malfunction GRIP Interrupt Switch on pilot's control wheel.
2. Toggle Switch on instrument panel - OFF.
3. Re-set Circuit Breaker to restore Turn and Bank Operation.
4. Unit may be overpowered manually.
5. In cruise configuration malfunction, 3 second delay results in 55° bank and 200' altitude loss.
6. In approach configuration malfunction, 1 second delay results in 15° bank and 20' altitude loss.

III. PERFORMANCE: No change

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Glen W. Welsh, Chief

ENGINEERING AND MANUFACTURING BRANCH
FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION, FORT WORTH, TEXAS

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