

Beechcraft Safety Communique

March 21, 1988

TO ALL BEECHCRAFT WHOLESALERS, AVIATION CENTERS, AERO CENTERS, ALL INTERNATIONAL DISTRIBUTORS & DEALERS, AND OWNERS OF RECORD OF BEECHCRAFT BONANZAS A36TC AND B36TC

SUBJECT: OPERATION OF AUXILIARY FUEL PUMP ON MODEL A36TC AND B36TC BONANZAS

The purpose of this communique is to clarify the use of the electrically driven auxiliary fuel pump on the A36TC and B36TC Bonanzas. We would like to emphasize and supplement the information available in the Pilot's Operating Handbooks.

On Model A36TC Bonanzas which have not been modified in accordance with Beech Mandatory Service Bulletin No. 2033, mandated by FAA Airworthiness Directive 87-08-05, the operation of the auxiliary pump is explained in Beechcraft Executive Airplane Service Communique No. 45, dated September 25, 1979.

This communique (A36TC,B36TC-89) addresses the A36TC as modified by BEECHCRAFT Mandatory Service Bulletin No. 2033, and the B36TC.

There is one auxiliary fuel pump which supplies fuel at two different pressures. It is controlled by a three position lever lock switch. The pump is off when the switch is in the down position. When the switch is in the mid-position the pump supplies low boost pressure to suppress vapor present in hot fuel as indicated by fluctuating or low fuel flow. The low boost position is the only position which should be used during takeoff, climb and cruise. It should not normally be needed for descent or landing. Refer to Emergency and Normal Procedures in the Pilot's Operating Handbook for the appropriate use of the Low Boost position.

The only reason for the high (HI) boost position is to supply fuel for priming prior to starting and to supply fuel to the engine if the engine driven fuel pump fails. Do not use this position for any other reason. If high (HI) boost is selected when the engine driven pump is operating, the engine will run rich and may quit depending on throttle setting, temperature and altitude. If the engine quits during a flight, confirm that the reason is the loss of the engine driven pump prior to engaging the high (HI) boost position. If there is no fuel flow and the tank selected is not empty, the engine driven pump is the most likely cause for the engine quitting.

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Remember, fuel systems vary from model to model and from manufacturer to manufacturer. Information is provided in the Pilot's Operating Handbook, which, when heeded, will provide trouble free engine operation. It is the pilot's responsibility to be familiar with and use the manufacturer's specified operating procedures.