

BONANZA OF THE MONTH

When I first saw 22 Victor, it was the most forlorn looking airplane that I had ever seen. It was in the back corner of a large Beechcraft dealer's hangar surrounded by new Bonanzas, Barons and King Airs. It was covered with dust and had obviously not flown in a long time. A closer look showed it to be one of the first Model 33 "Debonairs" ever built (Serial No. 45) and in almost completely original condition. It had never even been painted (paint was optional in 1960) and having spent its entire life in New Mexico, the airframe was in excellent condition.

I think the dealer was a little embarrassed to have such an old airplane in his fancy hangar and was very happy to make a quick sale. It was decided to completely go through the airplane and get it back in excellent mechanical condition. I also wanted to update it wherever possible while preserving its "original" appearance.

Over the next several years, the following additions were made:

King Avionics Package:

Two KX-170B's with VOR and glide slope indicators
KT-76 transponder with Narco AR-500 encoder
KMA-20 audio panel and marker receiver
Collins ADF-650A
New wiring, antennas and static dischargers
Alcor six-probe EGT
Beryl air-oil separator
Sun visors (optional when aircraft was new)
Vernier mixture control



22V in its present paint scheme

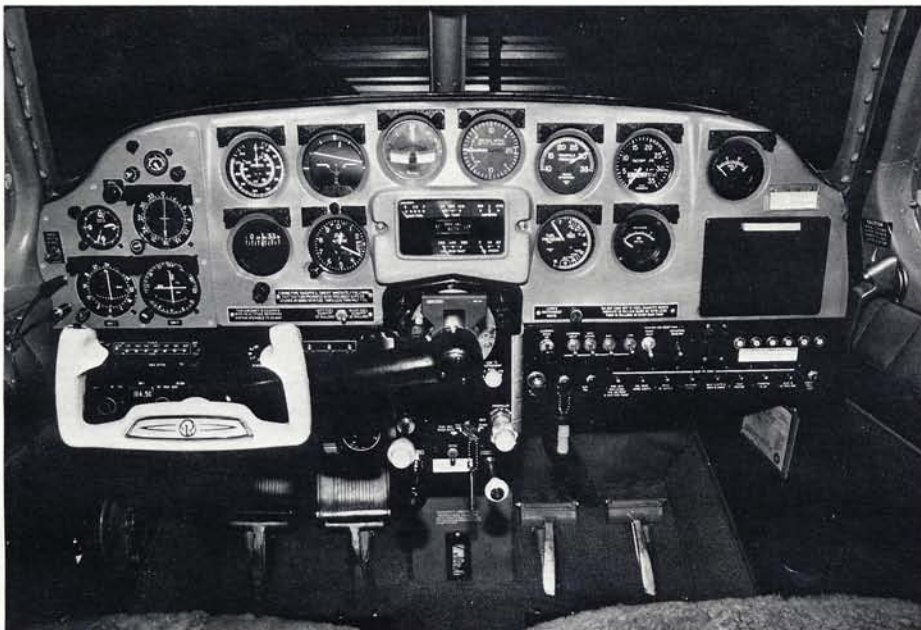
Cabin exhaust air system
Small third windows (optional when aircraft was new)
Cowl flaps (big improvement in engine temp control)
Alcor 55 amp alternator
Heater pitot
Grimes three-light strobe system
Instrument post lighting (all white and the biggest single improvement in the whole airplane)
White cabin spot light
Electrical system monitor and voltmeter

After five years, I realized that I was spending more time polishing than flying. So, with great hesitation, I added a paint

job to the list of improvements. I should have done this much sooner and have never regretted it.

22 Victor has flown to the four corners of the U.S., Canada and Mexico and has proven to be a very capable and dependable airplane. It is a good balance between the performance of the big-engine airplanes and the economy of the older ones. This is the first airplane that I have been completely satisfied with and have no desire for anything else.

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22V's very clean and efficient panel

GENERAL AVIATION ALERTS

Old Flares — On the 35 thru N-35 parachute flares were an optional accessory. These flares are no longer manufactured and any still installed are no longer serviceable and could be dangerous. Any owner who has a Bonanza which had flares installed should make sure they have been removed.

Trim Actuators — It is possible to interchange right and left trim actuators on Beech models, 33, 36, 55, 56, 58, 95 and T34A, B, C. If the actuators are installed on opposite sides, trim tab operation is reversed. Be sure to check for correct operation any time the actuators have been removed and replaced.