

## A Bargain Bonanza

Beech introduced the Debonair in 1960 as a lower-cost stable mate to the Bonanza, providing Bonanza-quality construction and handling with more modest amenities and a 225 hp fuel injected engine, to introduce more cost-conscious buyers to the Beechcraft line.

The Model 35-33 Debonair (a modification of the basic Model 35 Bonanza type certificate design) sports a conventional ("straight") tail, explained by Beech to distinguish it from the luxury V-tails. Beech quickly found, however, that Debonair buyers were quick to upgrade their airplanes to Bonanza standard. Soon an optional 285 hp IO-520 engine gave the "Debbie" the same power as V-tails, and upgraded paint, interior and equipment made the Model 33 indistinguishable from its Bonanza brothers except for the tail. Beginning in 1968 Beech abandoned the name Debonair altogether, designating subsequent straight-tails as the Model 33 Bonanza.

The American Bonanza Society provides unparalleled aftermarket technical support, pilot and mechanic education, inspection and training programs to enhance your Beechcraft ownership experience.

## Luxury and Performance

By the 1980s the F33A Bonanza reached the pinnacle of luxury, responsive handling and performance, carrying on the Bonanza name for a dozen years after the end of V-tail production. 3176 Model 33 Debonairs/Bonanzas were built before production ended in 1994.

Today all variants of the Model 33 are prized as prime vehicles for engine, avionics, interior and systems upgrades, to become the ultimate personal transportation machine for far less than the cost of a lower-performing new airplane. The Beech Model 33 is still a bargain.



## American Bonanza Society

Since 1967 the American Bonanza Society has provided the highest quality technical and educational resources, as well as social and networking activities for owners, pilots, mechanics and enthusiasts of Beechcraft Bonanzas, Debonairs, Barons and Travel Airs.

For more information and to join, go to [www.bonanza.org](http://www.bonanza.org) or call 316-945-1700.

## The American Bonanza Society Guide to



## Model 33 Debonairs and Bonanzas





## The early Debonairs are a great value and are among the most customizable of the entire Bonanza/Debonair line.

### IO-470 Debonairs

Early Model 33 Debonairs are light and nimble, yet remain solid as instrument platforms. Standard equipment when new was fairly Spartan, with a basic interior, no openable windows (except a small pilot's "storm window") and simple avionics, but most have been upgraded significantly since new so a truly wide variety is available on the market at any time. Many owners praise the original fuel-injected IO-470 225 hp engine for delivering performance with amazing economy, and it is eligible for an auto-fuel STC. Others have upgraded the engine to as much as 300 horsepower for phenomenal performance in such a light airframe. All versions of the early "Debbie" are widely supported and familiar to mechanics and instructors.



Models 35-33, 35-A33, 35-B33 and 35-C33  
 Production years: 1960-1967  
 Total number built: 1118  
 Max. cruise speed: 185 mph/160 kt  
 Max. range (std fuel): 650-845 nm  
 Useful load: 1170-1224 lbs\*

\*varies by individual aircraft

### IO-520 Debonairs

Adding horsepower but retaining a light, sporty feel, the 285 hp, IO-520-equipped C33A is a favorite among Beech owners. Performance was almost exactly the same as contemporary Bonanzas and the interior was almost identical. Only 179 of these gems were produced but most have been meticulously maintained and upgraded over the years to provide equal or better performance than later Model 33 Bonanzas. Typical purchase prices for C33As are attractive and they provide the ideal foundation for a fully personalized airplane, whether maintained to very capable "stock" configuration and upgraded avionics, tricked out with a glass-cockpit panel, wingtip fuel tanks and a turbonormalized engine, or anything in between.

### Model 35-C33A

Production years: 1966 - 1967  
 Total number built: 179  
 Max. cruise speed: 200 mph/174 kt  
 Max. range (std fuel): 595 nm  
 Useful load: 1412 lbs\*



All specifications from Hawker Beechcraft Corporation

\*varies by individual aircraft

### The Model 33 Bonanza

Beech's 1968 redesignation of the Model 33 as a Bonanza made it synonymous with the epitome of personal air transportation. Everything is top-of-the-line. For two years there was a choice of engines, the F33 with 225 hp and the G33 Bonanza given 260 hp, but from 1970 on the F33A standardized on the final configuration of this classic and to this day very modern aircraft. Almost everything about a 33 Bonanza matches the very latest 21st century Beechcraft, and there is a host of aftermarket modifications to close any technological gaps and completely customize the panel, cabin and systems to fit your needs.



A small number of aerobatic E33Cs and F33Cs were produced, used primarily by the Mexican and Iranian Air Forces, and by Lufthansa Airlines as pilot trainers.



Models E33, E33A, F33C, F33, F33A, F33C and G33

Production years: 1968 - 1994  
 Total number built: 1879  
 Max. cruise speed: 174 kts  
 Max. range (std fuel): 595 nm  
 Useful load: 1382 - 1467 lbs\*

\*varies by individual aircraft