

Beechcraft C24R Sierra Model Guide

The Beechcraft C24R Sierra is a four-seat, retractable-gear, single-engine piston airplane with a fuel-injected Lycoming IO-360. A 1982 AOPA flight report calls it solid, roomy and pleasant to fly. It cruises just under 140 knots true on about 10 gph. The library lists 1974 to 1983; Sierra production ended in 1983.

KEY TAKEAWAYS

- Roomy, solid four-seater. The 1982 AOPA report gave it the highest payload of its class (713 pounds) and a cabin larger than the Mooney's and Arrow's.
- Cruise is just under 140 knots true at about 10 gph; stall is 60 knots with gear and flaps down. It was the slowest of its 1982 rivals, but only by a few knots.
- Used prices in that 1982 report: a 1980 Sierra at \$52,000, and older Model 24Rs from the mid-\$20,000s. These are 1982 prices, not current ones.
- Check engine history and logbooks. One listed 1976 C24R had 1300 hours since overhaul and a cracked-crankcase repair. Confirm which ADs apply.

LOADS, FUEL AND KEY SPEEDS

A club checklist gives 2750 lb maximum takeoff and landing weight, 270 lb maximum baggage, and 60 gal fuel (57 usable). Rotate is 66 knots, Vx 71, Vy 85, clean best glide 91, full-flap final 70. It is a complex aircraft, so it suits commercial training. Use the approved POH, not the checklist.

WHAT TO INSPECT

Review complete logbooks, engine hours since overhaul and any crankcase repair. The listed 1976 example had its gear shock pucks replaced in 2021. The wing is a dual-spar design with a bonded aluminum honeycomb forward half. The NZ AD schedule covers the Sierra 200 (B24R), not the C24R, but its fuel selector, wing bracket, spar and landing gear items show what to check.

VARIANTS AND PAPERWORK

The C model had an aerodynamic cleanup that made it 6 knots faster than the B. The Beechcraft C24R Sierra POH (P/N 169-590025-15B) was revised in July 1994 for serials MC-449, MC-452 and after. Confirm the handbook matches the airplane's serial number and any fuel selector placard changes.

SPECIFICATIONS

Engine Power Hp	200
Fuel Capacity Gal	60
Usable Fuel Gal	57

PERFORMANCE

Fuel Burn Gph	10
Stall Speed Landing Config Kts	60
Max Demonstrated Crosswind Kts	17

V-SPEEDS

Vso Kts	60
Vr Kts	66
Vx Kts	71
Vy Kts	85
Vfe Kts	96
Va Kts	125
Vno Kts	143
Vne Kts	168

WEIGHT & BALANCE

Max Takeoff Weight Lbs	2750
Max Landing Weight Lbs	2750
Max Baggage Lbs	270
Payload Lbs	713

SAFETY NOTES

- No takeoff with either fuel tank in the yellow arc. Switch tanks every 30 minutes in cruise. Boost pump is off for takeoff and landing (emergency use only).
- Improper leaning greatly reduces endurance. Check at least 6 quarts of oil on preflight. Run-up magneto check: 100 maximum drop, 25 maximum difference.
- Use only genuine or approved parts. Salvaged parts or parts of unknown history may be dangerous.