

Beechcraft 60 Duke Model Guide

The Beechcraft 60 Duke is a pressurized, turbocharged twin-engine piston aircraft built from 1968 to 1982. It seats four to six. It has a large nose baggage bay, a 30,000-foot maximum operating altitude and a fast cruise. It also has a reputation as a runway hog, cramped inside and very expensive.

KEY TAKEAWAYS

- Pressurized piston twin: four seats standard, fifth and sixth optional; nose bay holds up to 500 pounds.
- Cruises 225 kts at 68% power at 25,000 ft; optional 232-gallon fuel gives 1,112 nm range.
- Known as "the tank": a runway hog, cramped inside and very expensive to own.
- Check wing bolt, outflow valve and turbocharger records; pressure vessel has a 15,000-hour life limit.

WHAT IT CARRIES AND HOW IT PERFORMS

Four forward-facing seats are standard; fifth and sixth seats and club seating are optional. The nose bay is lighted and carpeted with a flat floor, and takes up to 500 pounds. Takeoff ground run is 2,075 ft at maximum weight. Climb is over 1,600 fpm on two engines and over 300 fpm on one.

ENGINES AND PRESSURIZATION

Power is two 380-hp Lycoming turbosupercharged engines; original recommended TBO was only 800 hours. Maximum pressure differential was 4.6 psi (now 4.7 psi), giving a 10,000-foot cabin at 24,800 ft. The pressure vessel was tested through 30,000 cycles and has a 15,000-hour life limit.

WHAT TO CHECK BEFORE BUYING

Verify wing attachment hardware inspection and retirement dates, pressurization outflow safety valve status, and turbocharger part numbers. Fuel strainers need cleaning every 100 hours. The maintenance manual calls for opening the seven snap-type fuel drains daily. Fuel cells left unfilled for 10 days or more need a light oil coating.

SPECIFICATIONS

Engine Power Hp	380
Seats Standard	4
Seats Max	6
Nose Baggage Capacity Lbs	500
Optional Fuel Capacity Gal	232
Max Operating Altitude Ft	30000

PERFORMANCE

Cruise Speed Kts	225
Max Speed Kts	246
Range Nm	1112
Takeoff Ground Run Ft	2075
Rate Of Climb Fpm	1600
Single Engine Rate Of Climb Fpm	300

SAFETY NOTES

- Wing bolts, washers and nuts: inspect within 5 calendar years of installation and retire before 15 calendar years (CASA AD/BEECH 60/42).
- Severe icing (freezing rain or drizzle) can exceed the ice protection system; the AD requires flight manual wording and bars autopilot use when icing cues exist.
- Some new or rebuilt turbochargers with under 50 hours may hold debris that can cause sudden loss of turbo function; check part numbers (Hartzell SB 040).