Used Aircraft Guide

Beech Duke

The Beech Duke has a visceral appeal among some owners and prospective buyers, who become dreamy eyed over its shark-nosed profile and solid, corporate looks.

Beech used to nurture this image, pitching the Duke in advertisements as an integral part of the lifestyle of attractive, successful people who are on the move. The price tag reinforced this stylish image—the last Duke was built in 1982 and went for about $600,000 equipped. It's little wonder, then, that some owners fondly refer to their airplanes as the Mercedes Benz of pressurized, piston twins.

But prospective Duke buyers should be forewarned: A few who thought they were getting a great deal on a used Duke (some are going for less than $100,000) ended up with hangar queens that emptied their checking accounts. Others, perhaps with bigger checking accounts, freely admit as much but still dote on the Duke as if it were a favorite child. Such divergent opinions underscore the need to carefully consider whether a Duke, given its virtues and peccadillos, fits your budget and personal needs.

History

The Duke underwent steady refinement following its introduction in 1968 as the Model 60, but its configuration remained basically unchanged. In 1971, the Model A60 was introduced with a modest increase in gross weight (up 50 pounds from 6,725 to 6,775), but useful load and performance dropped a bit. According to book figures, the straight 60 is a much better short-field performer than the A60. However, Duke owners tell us those early figures were extremely optimistic, and that the A60 is only slightly inferior in takeoff and landing performance to its predecessor.

In 1974, the B60 was introduced. It offered a slightly larger cabin and more fuel capacity but suffered small degradations in speed and useful load. Thereafter, there were no major configuration changes.

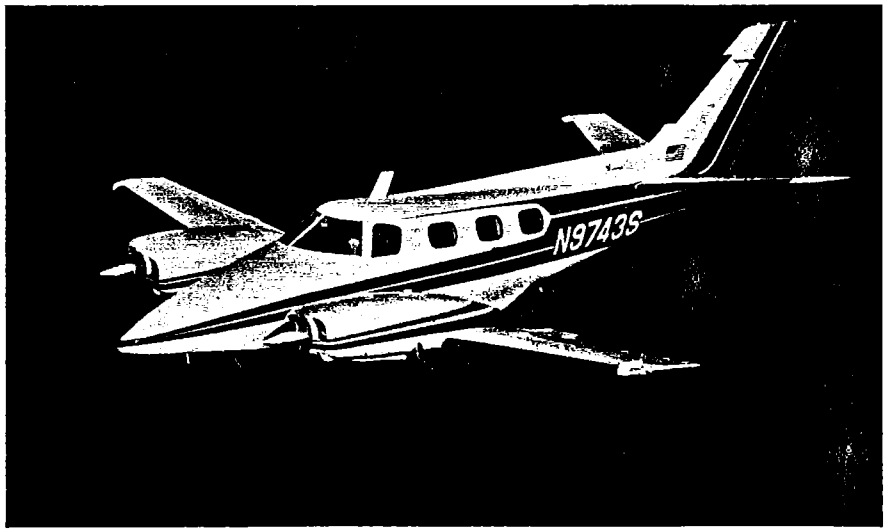
All Dukes are powered by 380-hp Lycoming TIO-541 engines. Early models were maintenance headaches and had 1,200-hour TBOs. But the engines have been upgraded over the years and now have a 1,600-hour TBO. Several Duke owners, in fact, tell us they've gone well past that figure by operating the engines properly and, in particular, ensuring that they are properly warmed up and cooled down to avoid shock cooling. It's advice worth taking, given the number of cylinder problems we noticed in Service Difficulty Reports. (We'll go into detail later about various engine modifications and what to consider in Duke powerplants. Some Duke engines are now employing intercoolers, apparently with mixed results.)

Performance

The Duke travels at a good clip but guzzles fuel. At 24,000 feet, max cruise is about 220 knots (250 mph) at 65-70 percent power. Fuel consumption is about 40 gallons per hour. (One Duke owner told us he flight plans 52 gallons the first hour, 43 gallons for every hour thereafter and uses 68 percent power.) In contrast, at 55 percent power, fuel consumption drops to about 30 gph, but speed falls to about 185 knots. (You might as well be flying a Cessna 310.) The Duke edges out other pressurized twins in performance, with one exception, the pressurized Aerostars, which fly 10-15 knots faster on about 25 percent less fuel.

Climb performance is important for a pressurized airplane designed to cruise above 20,000 feet. Here, the Duke turns in respectable performance. A climb to 24,000 feet, at full gross on a warm day, takes just 28 minutes, reports one corporate owner. Others say the airplane climbs 7,000 to 1,000 fpm, depending on weight. The addition of intercoolers improves climb performance and offers other benefits, according to some owners; others say they think the benefits of intercoolers are dubious. At any rate, the Duke's climb performance is generally considered superior to any other owner-flown pressurized

The stylish Duke has endeared itself to many pilots with its pleasant handling qualities and good performance and load-carrying abilities. The airplane can, however, be a maintenance headache.



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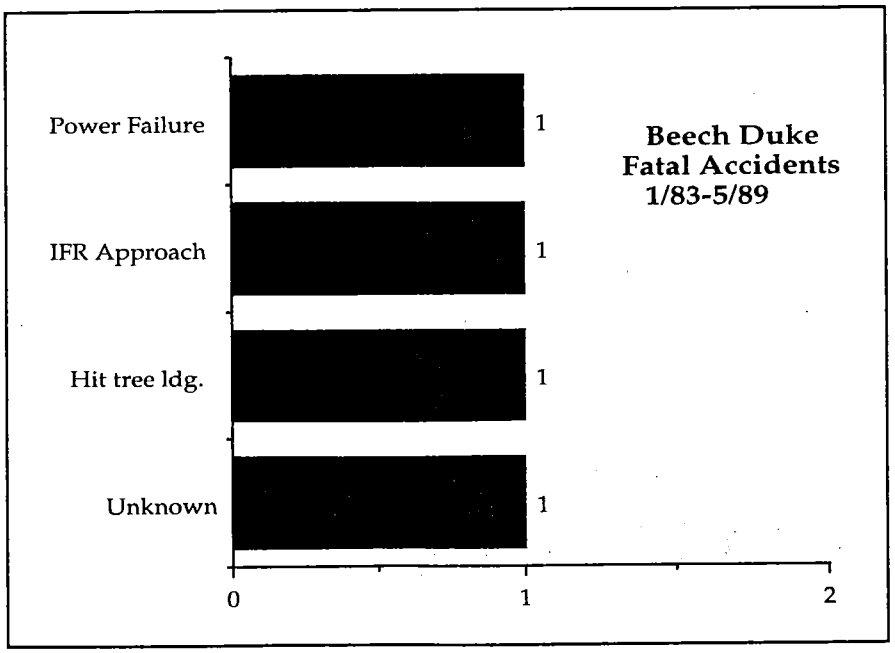
twin—except, again, for the pressurized Aerostars.

Although the Duke's range is rather limited—its standard fuel tanks hold just 142 gallons—most have optional long-range fuel tanks that hold from 202 to 232 gallons, depending on the model. Top off the optional tanks, and you can turn up the manifold pressure and make a four-hour, 900-nm trip with IFR reserves. At reduced power and full fuel, you can fly the Duke 1,000 nm—average for its class.

The Duke wasn't designed for short runways. Most owners say they won't even think about using anything with less than 3,000 feet. One owner, though, says he regularly flies his Duke out of a 2,650-foot runway in Pennsylvania. This compels us to repeat the story we mentioned in our last Duke evaluation about how motorcycle daredevil Evel Knievel once ordered the pilot of his Duke to land on a drag strip. The Duke ended up with its snout through a truck trailer Knievel used as a dressing room. Another limitation of the Duke is that its initial climb on takeoff is rather poor, until it reaches about 500 feet, according to some owners.

Single-engine performance is about average for this class of airplane. In other words, you'll be mumbling curses and prayers when an engine quits, even under ideal conditions. Expect a climb, at full gross weight and sea level, of 307 fpm (this assumes a perfectly running airplane flown with flawless technique). Service ceiling with one dead engine is 15,100 feet. Some pilots say that intercoolers improve single-engine performance.



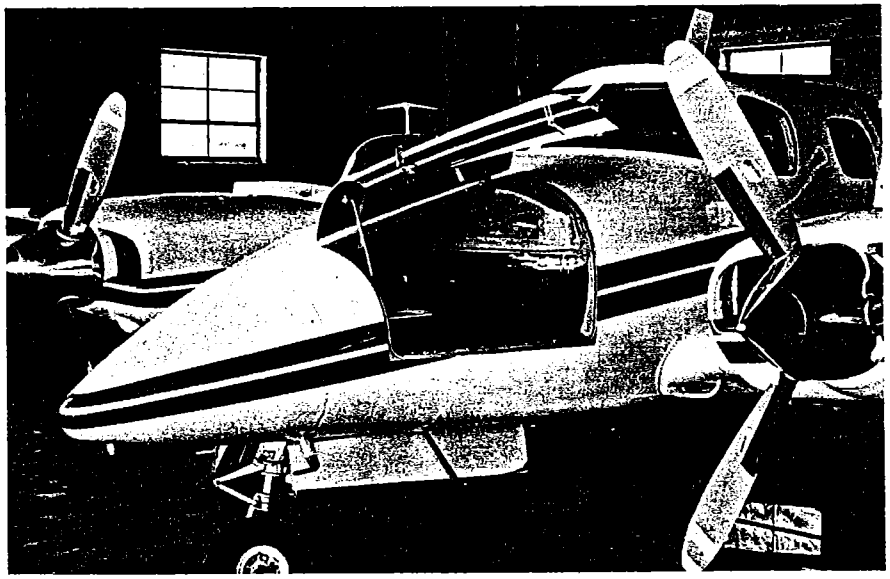
Weight and Loading

The Duke is not a six-person airplane with full fuel, but it still beats anything in its class in terms of useful load and range. Late model Dukes generally have a useful load of better than 2,000 pounds, even when carrying full equipment. Earlier models, which tend to have less equipment and weigh several hundred pounds less, do even better: Some straight 60 and A60 models have useful loads approaching 2,300 pounds. Such figures compare favorably with the cabin-class Cessna 421, which has seven seats to fill compared to the Duke's six.

Again, one drawback is the Duke's healthy rate of fuel consumption, which translates into a smaller payload. Compared to other pressurized twins, the Duke uses a few hundred more pounds of fuel on a long trip. Still, the Duke shines in one respect: It can carry full fuel and two to four people. But there are variations in load-carrying capabilities. One corporate owner of a lavishly equipped Duke reports that he makes three-hour, 600-mile trips with six people and 136 gallons of fuel. In contrast, a private owner, whose Duke has optional fuel tanks, says he's at gross with full fuel, 100 pounds of baggage and two people.

The Duke's single baggage compartment is located in the nose and can carry up to 500 pounds. According to one owner, this makes it easy to get the Duke out of its forward c.g. limits but difficult to get out of its aft limits. Another owner says he finds the airplane's weight and

The Duke has but one baggage compartment, in the nose, but it can hold up to 500 pounds.



balance characteristics benign—that is, hard to get out of c.g. in any manner.

Passenger Comfort

Owners and users give the Duke decent marks for overall passenger comfort. Its cabin pressure differential is 4.7, so at 24,000 the Duke has a cabin altitude of 10,000 feet, which is superior to most six-seat pressurized twins. On the downside, the Duke is similar to Bonanzas and Barons in that it has a tapering cabin, so that two adults in the back seats will travel elbow to elbow. In 1974, though, the B60 model's side panels and ducting were reworked to offer a bit more lateral cabin room. More recent models come with redesigned seats that supposedly increase the amount of aisle space by a few inches.

As for noise levels and cabin heat, one owner reports the rear cabin seats are about as quiet as a King Air's, but that the heater is inadequate in wintertime or at high altitudes, unless the cabin is filled with warm bodies.

Flight Characteristics

Pilots compliment the Duke's handling characteristics. Its controls have a solid (some say heavy) yet responsive feel, which is not surprising, since the Duke is the heaviest of all six-passenger airplanes. One owner, praising the Duke as a rock-solid IFR platform, said, "ILS approaches are like a railroad track." Predictable and docile, the Duke trims up well and holds its airspeed, and pitch changes are minimal when the flaps or gear are extended. One pilot, though, said the Duke's controls were too heavy for him, and that he prefers lighter and more responsive inputs. In turbulence, one pilot says the Duke is a "bear to fly" without a yaw damper, while another says adroit foot work can be substituted for a yaw damper.

Cockpit Engineering

If you're on the hefty side, it may be a tight squeeze entering the Duke's cockpit. But once inside, owners report the ride will be comfortable and fairly quiet, except during climbs or power settings above 2,500 rpm. As for the cockpit layout, it's user friendly: All the necessary controls, switches and avionics are within easy reach and view of the pilot. Better yet, the power controls and gear and flap levers have been placed in the *standard order* (they're *reversed* in the Baron, except for the 58P). The flap system also is straightforward, with just three lever positions: up, approach and land. Maximum gear-extension speed is a phenomenal 175 knots. Also, dual control wheels are standard equipment, and the cowl flaps are electrically operated. A glance out the window will confirm whether they're working.

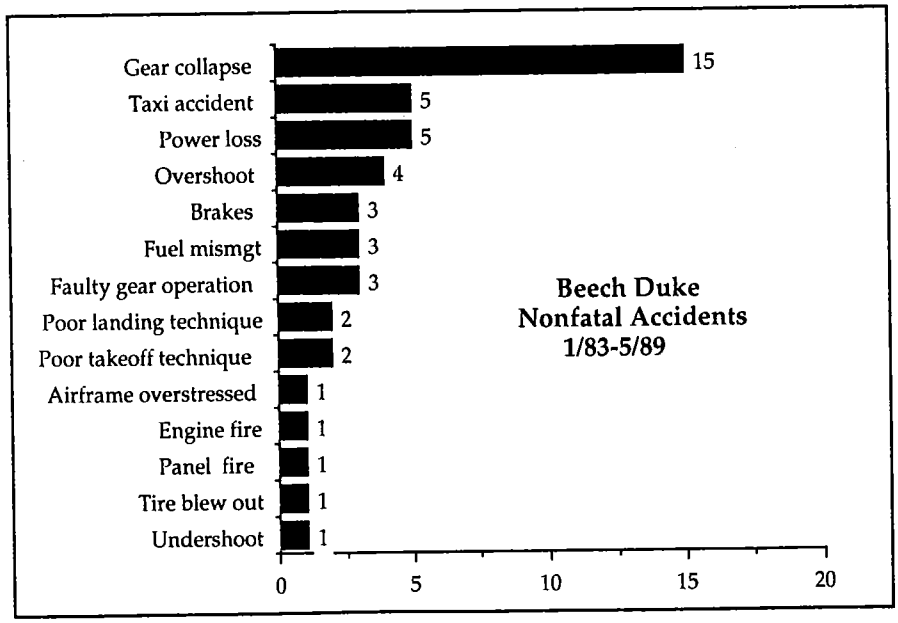
Cockpit visibility, though, is barely adequate. To see over the glare shield, a pilot of average height might be tempted to pull his seat forward; however, the seat will also automatically move up, which may put the pilot's head next to the headliner.

Safety

The Duke in recent years has established a remarkably good safety record. FAA records show only four fatal crashes since January 1, 1983. These accidents reveal no pattern. There was a crash on an IFR approach; a collision with trees while turning final; a power loss in which airspeed was allowed to drop below VMC; and a crash for reasons not specified in the FAA data.

The list of nonfatal accidents is another story. Gear collapses—a total of 15—headed the list. Although nobody was reported to have suffered serious injuries, we'd hate to have been around when the owner was presented with the repair bill. Generally, these gear collapses were traced to some sort of mechanical failure. However, those failures were, to some extent, probably triggered by the Duke's high touchdown speeds, heaviness (it weighs nearly 7,000 pounds) and its tendency to wheelbarrow during braking, which can overstress the gear and result in blown tires. A few owners also have speculated that some gear collapses may have resulted from either skimping on maintenance or the inability to find knowledgeable mechanics to work on the gear. Whatever the case, if you're thinking of buying a Duke, make sure you scrutinize its log books for evidence of past gear damage.

The record also included five instances of power failures attributed to mechanical problems. There were two engine stoppages because of turbocharger failures; another after an intake valve failure; and a broken exhaust clamp was blamed for a third. The cause of a fifth engine



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failure was not mentioned in the FAA's data. Another power outtage was thought to have been caused by water contamination. Only one engine fire occurred, and it was blamed on an improperly routed fuel line that had become chafed.

The accident data didn't reveal any instances of fuel unporting, which has caused several Baron and Bonanza crashes. (The three airplanes share a similar wing and main fuel tank design.)

Operating Costs

Pressurized twins with amenities such as air conditioning typically cost a small fortune to maintain, but the Duke seems to be in a class of its own. It's not uncommon to hear Duke owners complain about mechanics automatically jacking up their prices for a Duke. (Funny thing is, some Duke owners are so loyal to their airplanes that high bills are ruefully accepted.) Most satisfied owners correctly point out that the key to keeping bills down, and ensuring that the Duke's engines reach TBO, is to properly operate and maintain the airplane. And woe to those who received a "good buy" on a used Duke that was *not* properly operated or maintained. It can be an expensive mistake.

What, exactly, do we mean by *expensive*? One *former* Duke owner told how he paid a wholesale price for a beautiful 1977 airplane that had just received a "squawk-free annual." A great deal, he thought.

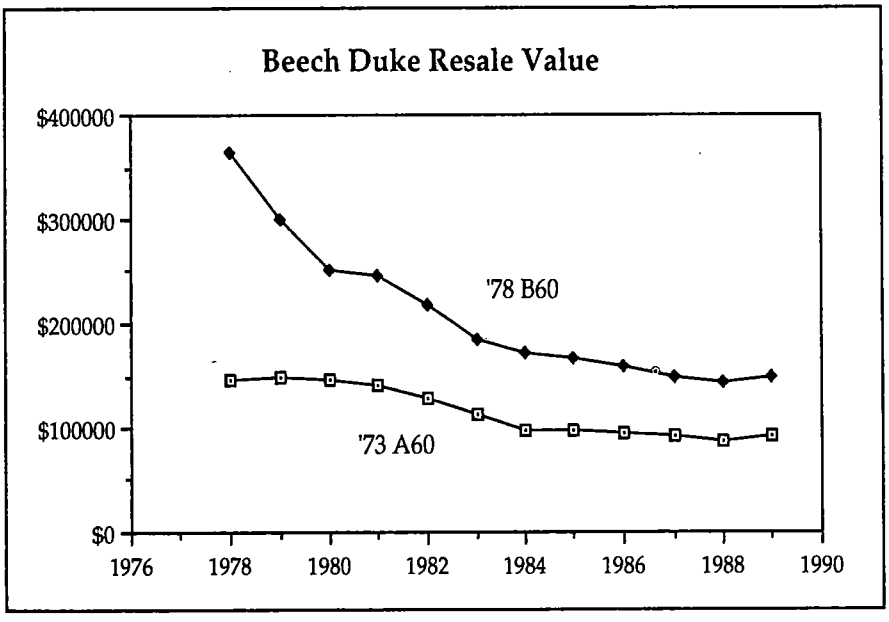
Optional long-range tanks boost fuel supply to over 200 gallons, but figure taking along only one or two people.

Here is a list of repairs he started to incur almost immediately: a new right engine starter, $1,000; radio work that included fixing a bad radio antenna, a burned-out radar antenna and eliminating paint dust in everything, $8,000; replacement of camshafts in both engines, $20,000; repair of both turbos, which were scraping their housings, $6,000; "piston slap" problems in both engines, $3,000; deice boot repairs, $1,200; windshield heat power supply problems, $2,400; prop sync controller repairs, $1,000; new Cleveland brakes necessitated by bad master cylinders and badly warped and pitted rotors, $2,800; minor fuel leak that caused a blue stain on the left wing, $400; replacing a bad lead-acid battery (which was an unauthorized installation) with an approved battery, $400.

Once the airplane was sold, the new owner soon encountered other problems, including a bad heated windshield, $8,000, and other assorted squawks, $3,000.

If none of these expenses would put a dent in your pocketbook, though, you might be content with a later-model Duke. One pilot/manager, for example, related that his boss paid $89,000 for an A-60 and then put in $70,000 worth of maintenance during the next two years. "The airplane has been an almost continuous problem, but I still like it," he wrote, adding that his boss still likes it, too.

To help reduce such costs, though, many owners stress that it's important to find a shop that is familiar with the Duke, rather than letting a mechanic who has never worked on the airplane learn at your expense. The Duke Flyers Assn., which was formed in 1988 and has some 125 members, can help in this area. On a brighter side, prospective buyers will be glad to know that parts



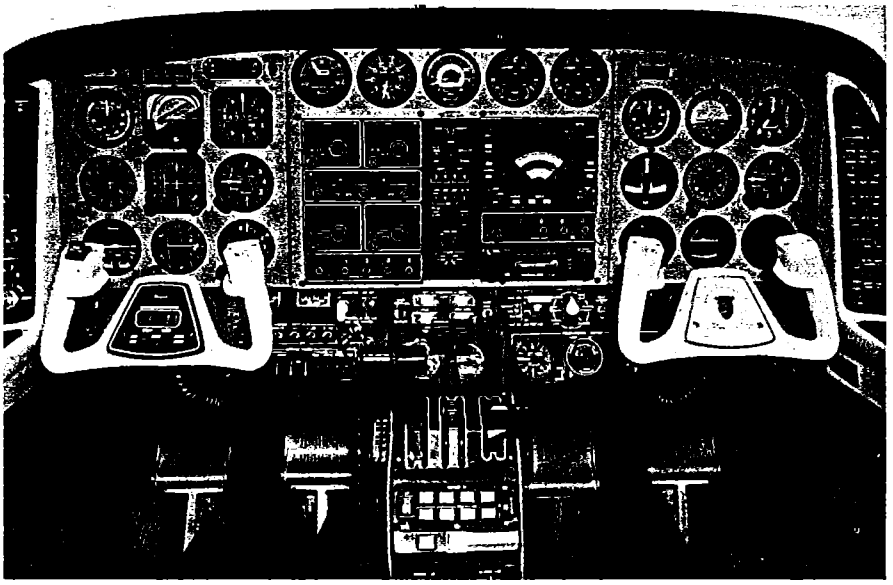
availability has not been a problem for Duke owners.

Engine Troubles

Don't even consider a pre-1976 Duke unless you're sure its trouble-plagued 380-hp Lycoming TIO-541 engines have received the appropriate fixes. A pair cost some $46,000 to overhaul, which underscores the need for prudence in this area. As for other engine problems, here are four major ones that we've identified through owner complaints and Service Difficulty Reports:

• Cylinders and pistons. Until 1974, the TBO of the TIO-541 was only 1,200 hours, primarily because of cylinder woes, with cracking around the exhaust ports the major problem. Since then, engines built or overhauled with improved pistons and cylinders have had a TBO of 1,600 hours. One factor in cylinder failures was improper pilot technique in warming up and cooling down the engines; if temperature changes were too abrupt, cylinder stress would result. (Incidentally, a check of SDRs since 1983 revealed numerous cylinder problems.) Still, Dukes built in 1976 and later (serial number 804 and up) have the upgraded engines. They have a 1,600-hour TBO, and owners report operating them for 1,600 and even 2,000 hours.

• Turbochargers. The 60, A60 and 1974 B60 models had cast-iron turbo housings that tended to crack from the heat. This was no small problem in flight, since a turbocharger failure in a pressurized airplane can lead to partial or total cabin depressurization. However, the cracking problems stopped in 1974, when stainless steel blowers were fitted. By now, almost all cast-iron turbo housings have been replaced with the stainless steel ones; however, a few old ones remain, so be sure you're not getting one of them. If you are, make sure you get a price reduction.



Owners praise the organization of the Duke's cockpit. This one is in a lavishly equipped B60, complete with stereo system and copilot's flight instruments.

• Crankcases. Through 1977, Dukes had a high incidence of crankcase cracks (which goes to show, at least, that Continental isn't the only company to have crankcase cracking problems). The Duke's crankcases were beefed up in 1988, starting with engine serial number 781.

Other Service Problems

To maintain its stylish, high-priced image, Dukes came equipped with a jet-style nickel cadmium (nicad) battery. You'd think that this would give a high degree of dependability and wear. But the battery is improperly cooled, and it can be destroyed by a slight improper adjustment of the voltage regulator. Average life is just two years or less. That may seem like a decent enough battery life, but not when the battery costs $2,080! Fortunately, later model Dukes have lead-acid batteries. Beech has stopped offering lead acid conversion kits, but you could probably have a Beech dealer install one with a field approval. Our suggestion is that you try and buy a Duke with lead-acid batteries.

Turbocharger problems also have popped up in Service Difficulty Reports. One involves the turbocharger controllers, which are no-

Cost/Performance/Specifications

Model	Year Built	Average Retail Price	Cruise Speed (kts)	Useful Load (lbs)	Fuel Std/Opt (gals)	Engine	TBO (hrs)	Overhaul Cost each
60	1968-69	$63,000	236	2,625	142/204	380-hp Lyc. TIO-541	1,600	$23,000
A60	1970-71	$78,500	237	2,625	142/204	380-hp Lyc. TIO-541	1,600	$23,000
A60	1972-73	$89,500	237	2,625	142/204	380-hp Lyc. TIO-541	1,600	$23,000
B60	1974-75	$110,500	233	2,436	142/232	380-hp Lyc. TIO-541	1,600	$23,000
B60	1976-77	$135,000	233	2,436	142/232	380-hp Lyc. TIO-541	1,600	$23,000
B60	1978-79	$156,000	233	2,436	142/232	380-hp Lyc. TIO-541	1,600	$23,000
B60	1980-81	$197,000	233	2,394	142/232	380-hp Lyc. TIO-541	1,600	$23,000
B60	1982	$243,000	233	2,394	142/232	380-hp Lyc. TIO-541	1,600	$23,000

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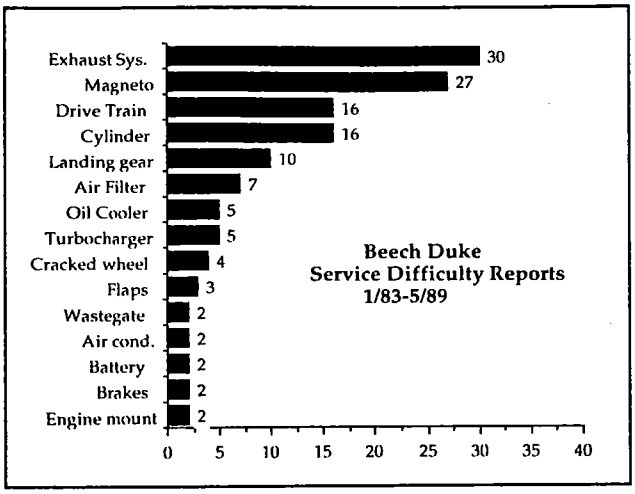


toriously unreliable. During a demonstration ride, be sure to check for manifold pressure drift. Mixture control cables also have had their share of problems. Be sure to see that you're getting the upgraded versions, since replacing mixture control cables costs several thousand dollars.

The Duke's heated windshield drew various complaints: delamination, static discharges that pitted the plastic, and St. Elmo's fire that caused havoc with the airplane's electrical system. Jim Gorman, president of the Duke Flyers Assn., says he's heard of delamination problems on earlier Dukes but not later models. He speculated that St. Elmo's fire might be caused by not having the static discharge lines attached to the ailerons. (Incidentally, we didn't find any SDRs pertaining to windshields.)

Other reports point to various problems with the exhaust. The Model 60, in particular, had short exhaust stacks that lead to flap corrosion. The condition of the exhaust pipes also should be checked at the rear by the slip joints; they came off and triggered a fire in one case. Various magneto, landing gear, drive train and wheel problems also were mentioned in SDRs and owners' letters, so make sure these items receive a thorough going over on a pre-purchase inspection.

Modifications

Intercoolers are the mod that a lot of Duke owners are talking about right now. The talk revolves around one issue: Do the intercoolers significantly improve performance? Some Duke owners say they do, while others have mixed feelings about the $16,000 investment they made for intercooling systems provided by American Aviation of Spokane, Wash.

The Duke Flyers Assn., while withholding judgment on intercoolers, listed these advantages and disadvantages: They provide more power on hot days (but increase drag, too); increase climb rate on a hot day (and decrease useful load by 50 pounds); make the engine run cooler (but enable you to overboost it); and they may increase TBO (but make it possible to overboost your engines on cold days).

Which Model?

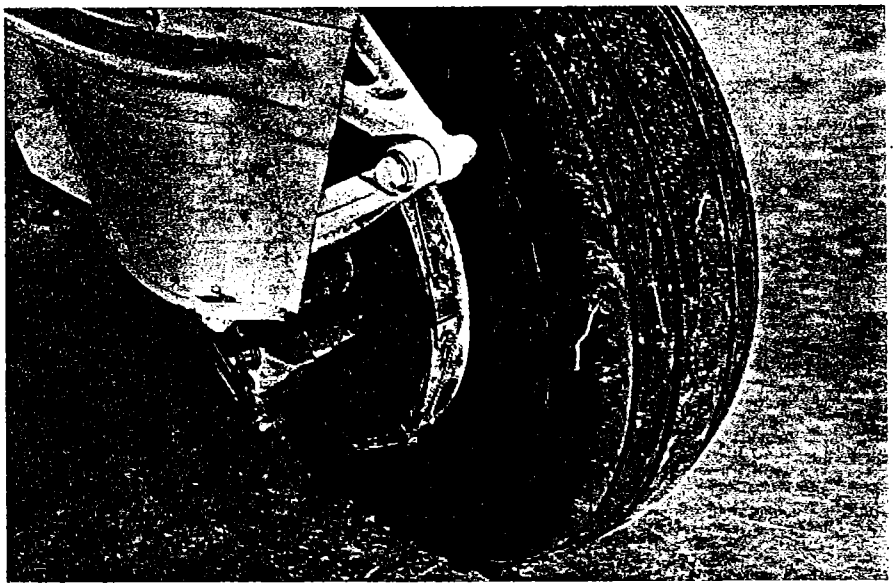
Be careful when buying any Duke that was produced through 1975. Their reliability record wasn't the greatest, and maintenance bills were high. But starting with its 1976 models, Beech seems to have gotten its act together; Dukes from then on are no more expensive to maintain than other high-horsepower piston twins like the Cessna 421.

Keeping this in mind, use extreme caution when buying an early-model Duke—a straight 60 or A60—in the $70,000 to $86,000 range. You may think you're getting a great deal, but the possibility of an avalanche of maintenance bills is a real possibility.

So if you can't afford a late model Duke, you probably can't afford an early model, either. We don't, though, want to suggest *all* older models should be avoided, because there may be some good buys. Before opening your checkbook, though, just make sure your prospective Duke has the following: a thorough pre-purchase inspection (by a reputable mechanic); compliance with all service bulletins; updates to the latest standards; and operation by a competent pilot.

And don't be fooled by engines that may have recently been overhauled, even though they are nowhere near TBO. "If they've been overhauled under 1,000 hours, it's likely that they were not operated properly,'" says Jim Gorman of the Duke Flyers Assn. "If I had my choice, I would

With its high landing speeds and gross weight of nearly 7,000 pounds, the Duke puts heavy demands on brakes, landing gear and tires.



The Duke is fast, for sure, but the big Lycomings gobble fuel with gusto. Up high, the airplane can turn in 220 knots on 40 gph.

choose one at TBO or that had *just* been overhauled. Either way, you would be starting out with engines you know have not been mistreated."

Training

Although the Duke is no longer being manufactured, it won't be hard finding training or support for the airplane. FlightSafety International offers Duke proficiency training at its Beech Learning Center in Wichita, Kans. Training is available on an initial or recurrent basis. The program consists of ground school and training in a Baron 58 cockpit systems simulator.

Cost for five days of initial training is $2,850. Recurrent training takes four days and is $2,250. For more information, contact Jim Boots, manger, or Mike Croitoru, product marketing, at (316) 685-4949.

Owners Association

As mentioned earlier, the Duke Flyers Assn. was formed last year by James C. Gorman, who has owned a Duke for 17 years. Gorman said the association has been successful in providing Duke pilots and owners with information on how to reduce operating and maintenance costs and providing tips on flying the airplane.

The group publishes a newsletter and a five-page brochure with information for prospective owners. Duke Flyers Assn., Box 2599, Mansfield, Ohio 44906; (419) 755-1223 or 529-3822.

Owner Comments

Having an experienced shop and/or an experienced aircraft manager/pilot is a must to keep costs down. There are many ways to cut costs, but most shops are not motivated to tell you how. But at least if they're experienced on Dukes, you won't be training them at your expense. Don't assume a Beech dealer is experienced on Dukes. Chuck's Aircraft, San Carlos, Calif. purports to be a Duke expert. Figure $5,000 for an annual inspection if the plane's in good shape.

We bought several parts, used, through parts houses like Chuck's. Use shops, locally and out of state, to overhaul intercoolers, generators, air conditioning door actuators, etc. instead of buying replacements from Beech.

David Dick,
Addison, Tex.

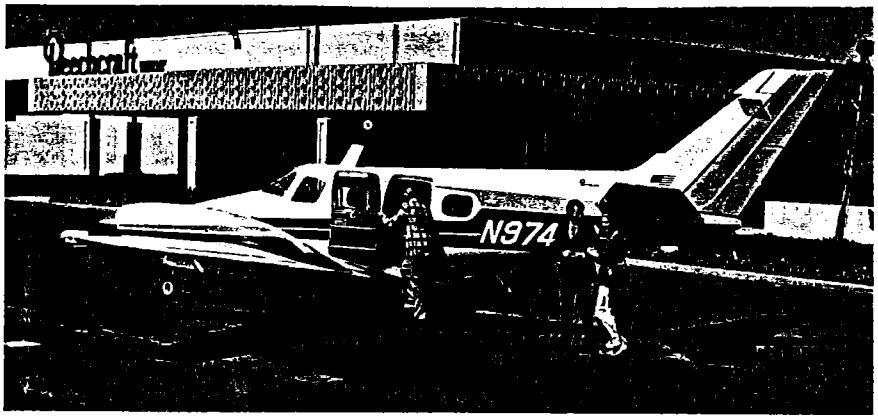
I have flown other aircraft with far less equipment and had a much more fatiguing time doing so, while the Duke, perhaps because of the lower noise level and conveniently placed switches and other gizmos is really a pleasure to fly. Maybe part of that facility is the fact that I attended Duke school and do my best to keep proficient. I think the key to owning and flying a Duke safely is attending some structured school before one takes off to fly the aircraft unsupervised.

I usually expect that my Duke will cost from $5,000 to $10,000 in scheduled maintenance, using it about 100 to 125 hours a year, and another $10,000 to $15,000 in unscheduled maintenance, or about $25,000 in maintenance cost per year for a perfectly maintained airplane. When I owned a Bonanza and unscheduled maintenance popped up, I used to say that I was in for a $1,000 expense—with a Duke it's $5,000 or more.

Parts prices for the Duke, like all Beechcraft models, is often short of scandalous. Generators that usually last from 300 to 500 hours cost $6,500 new, and now over $2,000 to overhaul. Deicing window volt meters, which fail frequently, cost more than $1,000, as do fuel circuit board kits and lots of other little things.

Engine overhaul prices are astronomical. A new replacement engine is $65,000, and an overhaul is $35,000. I just had a top overhaul on the right side at 920 hours for $10,000. While the powerplants have been relatively trouble-free, one of the most serious problems is deterioration of the camshaft lobes as a result of lack of lubrication, and abrasion of the lobes by the lifters. At Duke school, when there was a Duke school, students were instructed to use two bottles of the Lycoming additive (the one that's used on the troublesome Skyhawk engine) at each oil change and one bottle midway between the recommended 50-hour oil changes.

This brings me to the biggest problem in owning a Duke, and that is obtaining qualified people to maintain it. There are a number of systems in the Duke that are common to the King Air, but very few systems common to other Beechcraft products. Your best bet, therefore, is to bite the bullet for expensive maintenance, and go to qualified



Beech's ads sold the airplane as integral to the lifestyles of affluent, successful people.

and experienced Beechcraft service centers.

I have found that Ronson Aviation of Trenton, N.J. and Lancaster Aviation of Lancaster, Pa. to be competent in the diagnosis of most Duke problems. Unfortunately, perhaps due to the paucity of Dukes and the number of systems, nobody has been perfect so far, and often you just have to chase the problems until you find somebody who has seen them before and can fix them. That, unfortunately, is extremely expensive and frustrating.

There are some additional caveats with regards to owning a Duke. In a humid climate, the aircraft must be aired out periodically; otherwise, it will mildew inside. In addition, if the aircraft cabin is exposed to dampness, rainy clothing, rainy passengers and the like, it should be thoroughly dried out before being sealed up again or mildew will occur.

Arthur Alan Wolk
Philadelphia, Pa.

The Duke is a complicated and demanding single-pilot aircraft. I transitioned from a Beech 58 Baron with about 600 hours in type and 1,400 total time. I felt comfortable within about 20 hours of dual time. My insurance company requested the dual time and that I attend Beech Duke ground school. The school was very helpful in understanding the Duke's complicated systems.

The airplane likes to be flown in the mid-20,000-foot altitude range where real speed is developed. Below 15,000, it is about as fast as a Baron. The airplane does not climb well above 27,000 feet.

Beechcraft maintained the aircraft, and although known for charging top dollar, their work was very good, timely and their resources for obtaining spare parts valuable. In looking back on maintenance bills, the Duke was not that much more expensive to maintain than a Baron.

All in all, I love the Duke. For the money, it is a lot of airplane.

Jerome B. Rounds

I have owned a Duke for three years. I have found it an outstanding aircraft to own and fly. It is a very stable IFR platform and is a real pilot's airplane. The main shortcomings of the airplane, however, are the fact that cabin and baggage space are limited, it burns a lot of fuel, and it requires a long runway. In addition, maintenance costs are relatively high.

Six months ago, I installed the American Aviation intercoolers and have a very mixed feeling about their benefits. Rick Reeves, the owners of Chuck's Aircraft, feels that they are a good investment in terms of increasing engine life. However, in terms of performance, I feel that the increased rate of climb and cruise speed are offset by the fact that one is burning more fuel and putting more stress on the engines. The main purpose of installing the intercoolers was to increase the single-engine rate of climb. And, should I lose an engine at a low altitude and have to go to full power on the other engine, it would provide additional power that could save my life in a difficult situation.

In terms of service facilities, I have found the knowledge of engines to be outstanding at Chuck's Aircraft, San Carlos, Calif., (415) 593-8403. You should talk to Rick Reeves, the current owner.

Bernard J. Belkin
Greenwich, Conn.

Compared to its competition, the Duke comes out very well performance-wise and has the traditional Beech quality that some of the other cabin class twins lack. We have found Stevens Aviation in Vandalia, Ohio reasonably well qualified to service the Duke. Our 1988 annual ran $7,309, but included $4,480 for the AD-mandated five-year Hartzell propeller overhaul.

James C. Gorman
Mansfield, Ohio