Beechcraft

Duke

A new executive for
the soaring seventies

The dynamic

Beechcraft Duke

An exceptional aircraft whose time is now.


N7119D

The Beechcraft Duke

Designed for the new decade, the Beechcraft Duke A60 is an aviation phenomenon: *The top performing pressurized twin in its class!*

Compare. The Duke flies higher at 30,800 ft. It flies faster at 286 mph top speed. Cruises faster at any given power setting. And it carries more payload with no range sacrifice!

The Duke is a natural beauty. A streamlined sweep of long, lean lines traced with a dashing paint stripe. Just standing still on the ramp, the Duke promises speed! For pilots and passengers everywhere, it's always a case of love at first sight.

That beauty is super functional. The nose slopes away so the pilot gets a bigger picture. The carpeted nose compartment provides a bigger, better, more accessible baggage space.

Inside the Duke, comfort is clearly a cut above first class. Long and luxurious, yet wide enough for a convenient center aisle.

The Duke's superior pressurization system starts sooner—at ground level—and produces a more comfortable atmosphere at higher altitudes.

The air conditioning system is powerful, light in weight . . . low in cost. On the Duke, it is an integral part of the plane's design. (On some airplanes it is tacked on like an after-thought, swallowing up needed baggage space.)

Up front, the instrument panel has been carefully arranged and superbly equipped. It wins the admiration of the most demanding pilot.

From the beginning, the Duke was designed to be an all-weather airplane. IFR avionics are standard...a Beechcraft exclusive!

A personal visit with the Duke will reveal a great many other outstanding features.

The Beechcraft Duke is truly an exciting step up into the Seventies. Ready to give a profitable performance for business, or a quick escape to pleasure. Ready to prove again and again the unchallenged excellence of Beechcraft.

The living room

Walk right in. The first thing you'll notice is how good it feels to step on that deep, thick-padded carpet! Now sit down in one of the big reclining lounge chairs. Feel the luxury. Top grain leathers and Scotchgarded fire-resistant fabrics. The new headrests are adjustable for maximum comfort and support. The seats stretch longer for more leg support. The sidewall armrest is always there, while the aisle armrest is retractable for added convenience. Individual lighting, fresh air vents and ash trays that are big and easy to use. Open the quality fabric curtains and look out the big Duke windows. Great visibility.

All window frames are insulated acoustically and thermally from the cabin structure...just one of the advanced Beechcraft design features that gives the Duke an even quieter cabin. It's easy to work or relax in this restful wall-to-wall comfort. Everything has been thought of for passenger comfort and convenience. Even a toilet, complete with privacy curtain, is available.

An easy step up. Then board the Duke through the biggest entryway of all. No seat to move when you enter. No overhead door to bump your head on. Instead, the Duke's door swings forward out of the way, and has a new, improved and simplified locking mechanism.

Beechcraft

A *Engine starting switches.*

B *Annunciater panel.*

C *Anti-icing equipment.*

D *Light switches.*

E *Heating and air conditioning equipment.*

F *Pressurization switches and gauges.*

G *Instrument flight gauges grouped in "T" arrangement for easy scanning.*

H *Flush mounted 3-in-1 marker beacon located between flight instruments and window for immediate recognition of signals.*

I *Engine gauges.*

J *Throttle and its relationship to manifold pressure gauge.*

K *Prop control and its relationship to tachometer.*

L *Mixture control and its relationship to fuel flow gauge.*

M *Individual audio selector systems for pilot and co-pilot.*

N *Centrally located radios.*

O *Room for a variety of radar systems.*

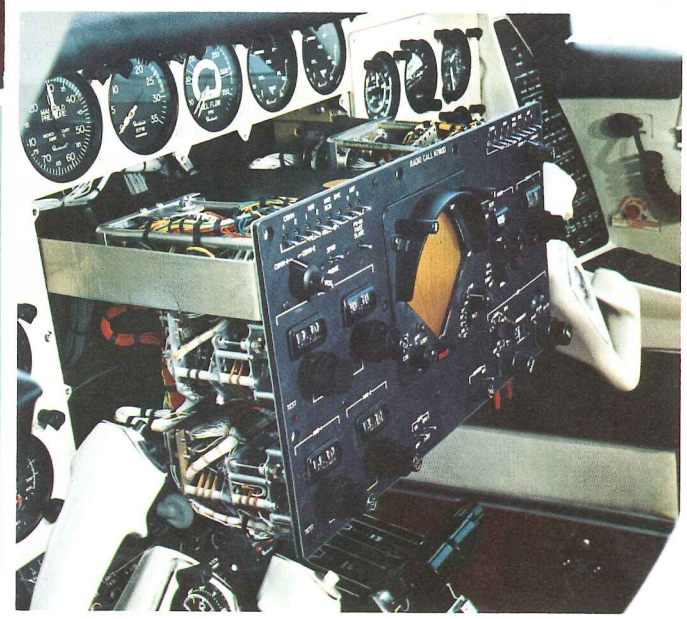
P *Flight instruments; entire panel is removable for easy maintenance.*

Q *Room for complete dual instrumentation including omni and ILS.*

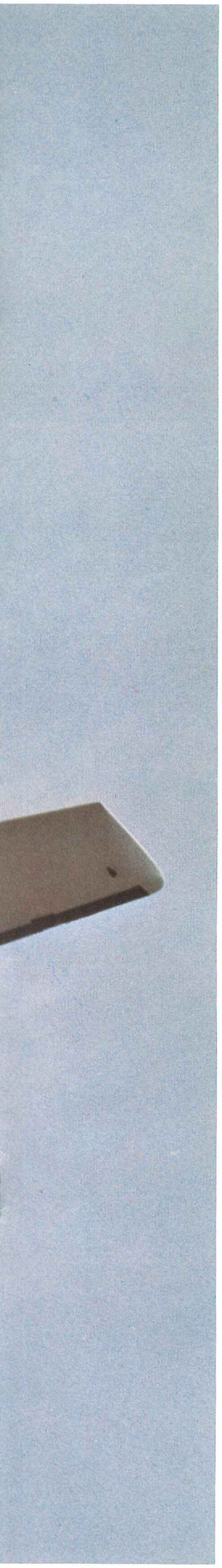
R *Circuit breakers all together for easy checking.*

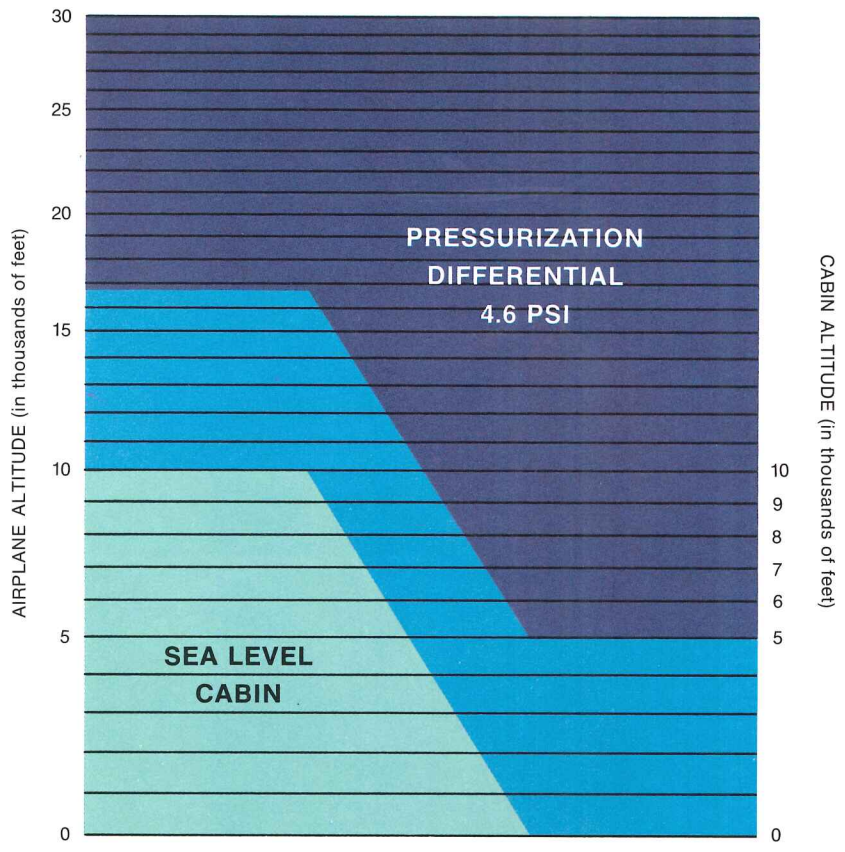
S *Automatic pilot and trim centrally located.*

T *Elapsed time clock on control wheel which also can hold microphone key button, autopilot release, electric trim button, etc.*



Slide-out radio panel for easy maintenance.





Perfected pressurization.

When the Duke is flying at 25,000 feet, the cabin is maintained at 10,000 feet. The cabin maintains a comfortable 8,000 feet level while the Duke is in the sunshine on top of the weather at 21,500 feet.

An automatic cabin altitude programmer is available for the Beechcraft Duke.

■ *Passengers boarding in Miami can enjoy their sea-level environment at any altitude up to 10,000 ft.*

■ *Passengers living in 2,500 ft. elevation cities can carry hometown atmosphere all the way to 13,500 ft. in the Duke cabin.*

■ *A Duke flying to Denver at 16,000 ft. can have a Denver altitude (5,330 ft.) cabin all the way.*

The Beechcraft Duke pressurization system has been tested through more than 30,000 cycles under actual operating conditions. This is the approximate equivalent of pressurizing the cabin three times a day for more than a quarter of a century. The Duke cabin also has been tested at nearly twice normal operating pressure with no adverse effects on structural integrity.

The Duke's newest comfort feature is the optional Cabin Altitude Programmer. It controls pressurization to maintain a comfortable cabin throughout climb or descent. Automatic adjustment.

Performance:

Nothing outclasses the Duke.

■ The Duke takes off over a 50-foot obstacle in only 1691 feet. That's 634 feet LESS than other airplanes in its class.

■ Not only does the Duke climb over 1610 fpm with *both* engines—it can climb 307 feet per minute on one engine!

■ Again topping every other competitor, the Duke has a single engine service ceiling higher than any airplane in its class.

■ Flaps extend out as well as down, giving the wing greater chord, more lift and lower stall speed. Lower 15 degrees of flaps at speeds to 200 mph for effective "speed brake" action during deceleration. Exceptional Duke stability prevents ballooning and abrupt changes in attitude when flaps are lowered.

■ The Duke's rugged landing gear permits landing at full gross weight. It may be lowered at 200 mph for quick deceleration and position speed control during rapid descents. The Duke's gear retracts in only 4½ seconds providing rapid acceleration during takeoff and climb.

■ The Duke's powerful Lycoming engines have no manifold pressure restrictions of any sort. That's power that will matter to you at high altitudes!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N7119D

Beech advanced design, construction and engineering

2 landing lights are standard! One in each wingtip, mounted outboard of the engines, provides a perfect "V" of light in front of pilot.

Radome nose cone is *standard equipment.* (A costly extra on other airplanes!)

Corrosion-proofing (an important feature on King Airs, military aircraft and airliners) is *standard* on the Duke... another exclusive in its class.

Easy refueling! One fueling point in each wing, at the right height, is all there is! With auxiliary tanks, the Duke carries 204 gallons for over a 1,000 mile range at 65% power, with reserve.

Huge nose baggage area. Carries up to 500 pounds of golf bags, sample cases, slide projector and more luggage. Fully carpeted, wall-to-wall, to protect contents. Additional baggage space is available in the cabin.

Beechcraft

New one-piece headliner is neat, easy to clean, and quickly removable. Entire cabin is super-soundproofed.

Select an avionics system from dozens of combinations available. As your Duke is built, every unit is tested and proved for 6 hours in a special mock-up before final installation in the airplane.

For complete reliability at high altitudes, the instrument system is run on pressure rather than vacuum. Delicate instruments are kept free of dust particles or cigarette tars.

Land on short fields with greater reliability. The Duke's new multi-disc, heavy duty five-spot brakes are sturdy and dependable!

Two engine-driven pressure pumps drive the Duke's gyroscopic flight instruments. (Either pump can operate *all* instruments independently.)

The Duke has an increased gross weight of 6,775 pounds—and a ramp weight of 6,819 pounds for fuel expended during taxi and warm-up. The Duke can take off—*and land*—at full gross weight.

PRESSURIZATION SYSTEM
Full cabin pressurization can be maintained on either engine. Pressure differential . . . 4.6 pounds per square inch . . . provides a comfortable cabin at any cruising altitude.

HEATING AND VENTILATING SYSTEMS
Providing full heat at all levels is a 45,000 BTU combustion heater located under the nose baggage compartment. Five outlets: Two forward of the flight deck. Two along lower sidewall. And one in the instrument panel glareshield for windshield defrosting. Cabin fresh air is admitted through inlet check valves beneath pilot/co-pilot seats—and through overhead adjustable air vents. Air is completely changed every 6 minutes, keeping the Duke's cabin springtime fresh.

AIR CONDITIONING SYSTEM
Here is efficient, even cooling at its finest! Designed as an integral part of the airplane, the air conditioning system is exceptionally lightweight. Weighing only 68 pounds, it has a high capacity 14,000 BTU output. Using the same blower as the heating system, it reduces cost as well as weight. Cools on the ground, too. Passengers may board or deplane from the left side while the right engine operates the air conditioning system.

FUEL SYSTEM
Total usable fuel capacity is 204 gallons, including optional tanks. Interconnecting tanks in each wing make all fuel available with Fuel Selector valve set on "ON". No need to switch from main to auxiliary tanks. *Entire* fuel supply can be crossfed to either engine, if desired.

In the Duke, you have everything your own way.

Your own personal color scheme. Your own choice of handsome interior fabrics and rich leathers. Your own appointments and seating arrangement.

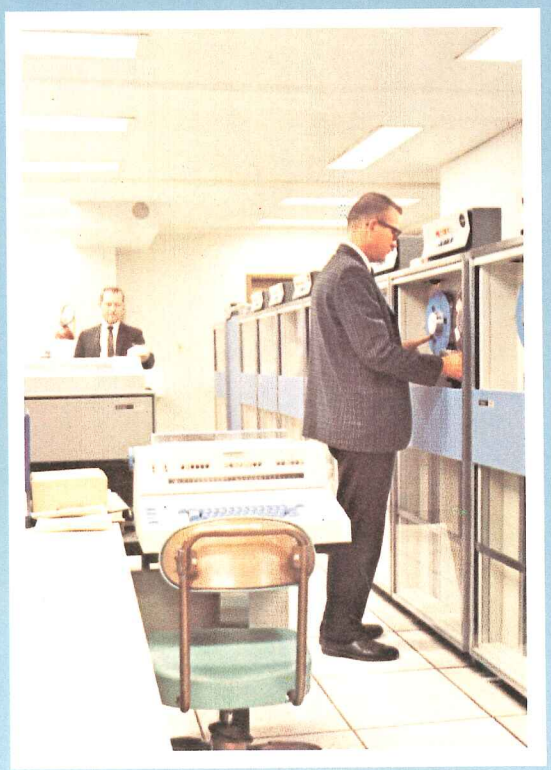
Even your own preference of avionics is selected and installed while your Duke is being built.

Your choice of 33 different exterior paint combinations. And, for very little additional cost, you can have durable, high gloss urethane paint applied at the factory. This long-lasting, erosion-resistant finish costs much less at Beech.

Finally, your Duke becomes as personalized as your own monogram!

The service that never stops.

Beech Aircraft Corporation backs every one of its airplanes with worldwide Beechcraft Dealerships. Wherever you go, there is one close by. They will be at your service with a computerized parts and accessories system, using a staff of factory trained mechanics.

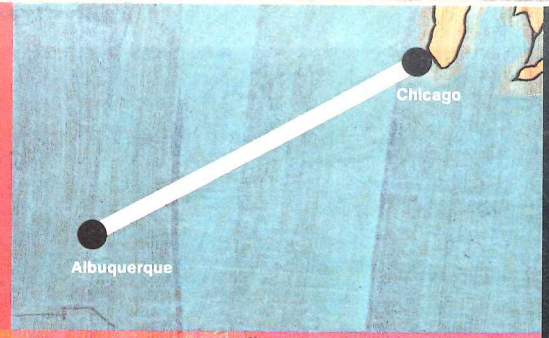


Beech offers three-day Duke school.

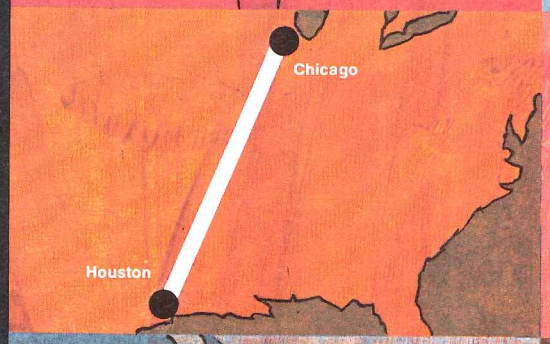
3 full days of expert training in all phases of the Duke's operation! These sessions cost you nothing, and with them comes a thorough working knowledge of the systems and a complete checkout in your Duke with a factory-approved checkpilot. Beech Aircraft Corporation rightly feels that the more you know about your investment—the better you can use it!

New York – Atlanta
Distance: 778 miles
Time: 3:17
Cruise @ 20,000 feet – 65% power
– 243 mph
Fuel: 204 gallons on board
138 gallons used
2 hrs. 18 min. reserve at
destination @ 55% power

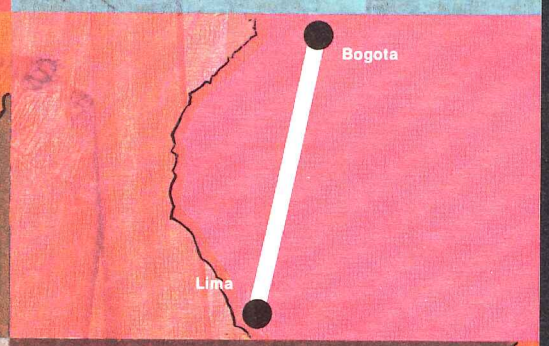
Albuquerque – Chicago
Distance: 1,180 miles
Time: 5:14
Cruise @ 20,000 feet – 55% power
– 226 mph
Fuel: 204 gallons on board
175 gallons used
56 min. reserve at
destination @ 55% power



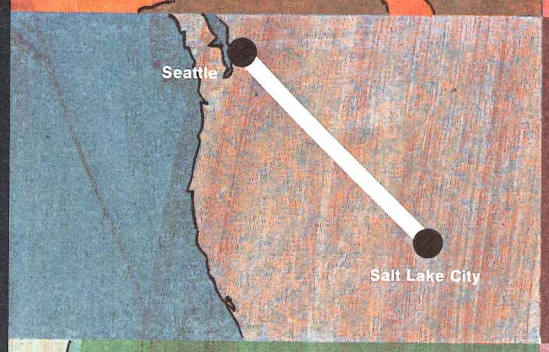
Chicago – Houston
Distance: 1,000 miles
Time: 4:08
Cruise @ 20,000 feet – 65% power
– 243 mph
Fuel: 204 gallons on board
145 gallons used
1 hr. 2 min. reserve at
destination @ 55% power



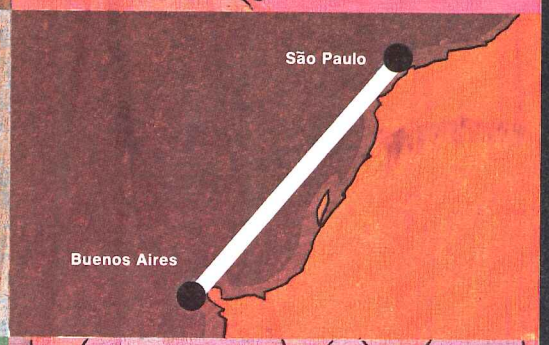
Bogota – Lima
Distance: 1,144 miles
Time: 5:07
Cruise @ 20,000 feet – 55% power
– 226 mph
Fuel: 204 gallons on board
172 gallons used
45 min. reserve at
destination @ 55% power



Seattle – Salt Lake City
Distance: 557 miles
Time: 2:14
Cruise @ 20,000 feet – 75% power
– 258 mph
Fuel: 204 gallons on board
107 gallons used
3 hrs. 8 min. reserve at
destination @ 55% power

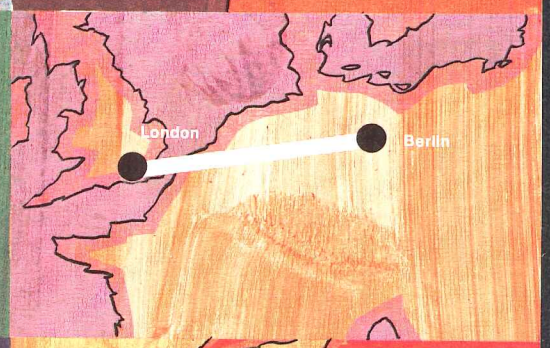


Buenos Aires – São Paulo
Distance: 998 miles
Time: 4:22
Cruise @ 20,000 feet – 65% power
– 243 mph
Fuel: 204 gallons on board
181 gallons used
45 min. reserve at
destination @ 55% power

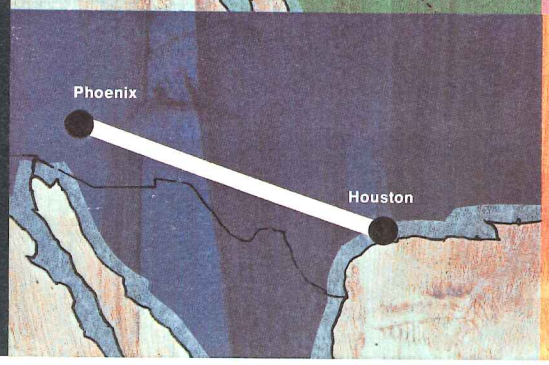


Los Angeles – Denver
Distance: 870 miles
Time: 3:36
Cruise @ 20,000 feet – 65% power
– 243 mph
Fuel: 204 gallons on board
151 gallons used
1 hr. 43 min. reserve at
destination @ 55% power

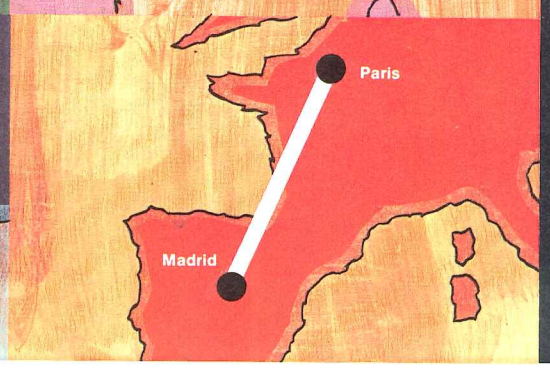
Berlin – London
Distance: 574 miles
Time: 2:17
Cruise @ 20,000 feet – 75% power
– 258 mph
Fuel: 204 gallons on board
109 gallons used
3 hrs. 32 min. reserve at
destination @ 55% power



Houston – Phoenix
Distance: 1,060 miles
Time: 4:24
Cruise @ 20,000 feet – 65% power
– 243 mph
Fuel: 204 gallons on board
182 gallons used
43 min. reserve at
destination @ 55% power



Madrid – Paris
Distance: 640 miles
Time: 2:33
Cruise @ 20,000 feet – 75% power
– 258 mph
Fuel: 204 gallons on board
120 gallons used
2 hrs. 44 min. reserve at
destination @ 55% power



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