Airplane Flight Manual Supplements
Duke 60 & A60 FAA Airplane Flight Manual, P/N 60-590000-5E

LOG OF SUPPLEMENTS

FAA Supplement must be in the airplane for flight operation when subject equipment is installed.

Part Number	Subject	Revision Number	Date
60-590001-3	BEECHCRAFT B-5P and B-VIII Flight Control System	1	February 20, 1970
60-590001-9	BEECHCRAFT H-14 Autopilot	3	December 15, 1972
60-590001-11	Continuous Pressure Operated Surface Deice System	4	August 31, 1973
60-590001-13	Goodrich Electrothermal Propeller Deice System	4	June, 1981
60-590001-15	Landing Gear Safety System	1	February 20, 1970
60-590001-17	Flight In Known Icing Conditions	4	June, 1981
60-590001-19	Woodward Electronic Propeller Synchronizer	1	August 31, 1973
60-590001-21	Area Navigation System, King KNC-610 and King KN-74	3	August 15, 1975
60-590001-23	Reduced Power Procedures, Duke A60, For Certification in Switzerland	2	March 20, 1973
60-590001-31	Nickel-Cadmium Battery Charge Current Detector	2	October 1, 1973
131426	Wet Wing Tip Fuel System		April 1, 1977
131787	AiResearch Pressurization System (Kit 60-5024)		August, 1981

NOTE: Supplements applicable to equipment other than that installed may, at the discretion of the owner/operator, be removed from the manual.

FAA Approved
Revised: September, 1981

BEECHCRAFT DUKE 60 & A60 LANDPLANE
AIRCRAFT FLIGHT MANUAL SUPPLEMENT
BEECHCRAFT B-5P & B-VIII FLIGHT CONTROL SYSTEMS

The information in this document is FAA approved material which, together with the appropriate basic FAA approved placarding, is applicable and must be carried in the airplane when it is modified by the installation of a BEECHCRAFT B-5P or B-VIII Flight Control System.

The basic aircraft placarding may be superseded by items contained in this supplement. For limitations and procedures not contained in this supplement, consult the Flight Manual and basic placarding.

I. LIMITATIONS

A. Autopilot master shall be OFF during take-off and landing.

B. Autopilot shall not be used for coupled localizer or VOR approaches if the VOR-LOC indicator coupled to the autopilot is affected during radio transmission.

C. Coupled approaches shall be conducted using only the VOR-LOC receiver-indicator combinations demonstrated to perform satisfactorily in accordance with FAA approved Brittain Ground and Flight Check Procedures Manual No. 3957: VOR-LOC receiver-indicator combinations not so demonstrated shall be placarded "DO NOT USE THIS RADIO FOR COUPLED APPROACHES".

D. The autopilot shall not be used for coupled back course localizer approaches unless the aircraft is equipped with a Brittain "Back Course" selector or equivalent, as specified in Brittain Ground and Flight Check Procedures Manual No. 3957, which provides for positive indication to the pilot of the selected "Back Course" mode.

II. OPERATING PROCEDURES

A. NORMAL

1. Make certain aircraft is properly trimmed before engaging autopilot.

2. To engage autopilot, pull autopilot master ON and rotate mode selector switch to desired mode.

NOTE

When the autopilot master is ON and the mode selector switch is "OFF", the autopilot provides stability augmentation only.

3. Turns may be made by selecting the manual (MAN) mode and rotating the TURN knob left or right.

4. Command aircraft pitch attitude with aircraft elevator trim. Power variations will establish climb or descent.

5. To maintain a desired altitude, adjust the aircraft elevator trim system until the pitch trim indicator in the autopilot controller is in neutral position and the aircraft is in level flight. Engage the altitude hold.

FAA Approved
Date: February 20, 1970
P/N 60-590001-3

6. The pitch trim indicator in the autopilot controller provides a visual reference of elevator trim status. When the indicator bar is above center, the aircraft has nose-up trim and vice-versa.

   a. To Fly a Magnetic Heading

      Rotate the heading azimuth to desired magnetic heading and select heading (HDG) mode.

   b. To Fly a VOR Course

      (1) Rotate omni bearing selector (OBS) and autopilot heading azimuth to desired course.

      (2) Select capture (CAP) mode. Aircraft will turn to intercept the VOR course. The maximum capture angle is 45 degrees.

      (3) As VOR needle approaches center position, select track (TRK) mode.

      NOTES

      VOR-LOC left/right needle indication may be interrupted or lost during transmission with some NAV-COM systems. In this case, the autopilot will steer the aircraft towards the heading selected on the autopilot heading azimuth.

      Some NAV-COM systems may produce an erroneous deflection of the left/right needle during transmission. In this instance, the autopilot will steer the aircraft in the direction of momentary needle displacement.

      When the mode selector switch is in the track (TRK) position, VOR needle deflection greater than half scale will cause the autopilot to revert to magnetic heading information for approximately one minute.

   c. To Fly a VOR Approach

      (1) Rotate omni bearing selector (OBS) and autopilot heading azimuth to approach course.

      (2) Select capture (CAP) mode. Aircraft will turn to intercept the VOR course. When aircraft heading is within 60° of the selected course, select localizer (LOC) or approach (APP) mode. Aircraft will complete the interception and track the selected course.

      (3) If the VOR approach requires a course change over the station, select the final approach course on the omni bearing selector (OBS) and the autopilot heading azimuth as soon as positive station crossing has been made.

   d. To Fly a Localizer Approach

      (1) Rotate autopilot heading azimuth to inbound localizer course.

(2) Select localizer (LOC) or approach (APP) mode after aircraft heading is within 60^{0} of localizer course. Aircraft will turn to intercept the localizer.

CAUTION

VOR-LOC indicators not equipped with failure warning flags indicate loss of usable navigation signal by loss of TO-FROM indication.

(3) Maximum airspeed during localizer intercept is 140 knots.

(4) Autopilot may be used during missed approach procedure; select heading (HDG) or track (TRK) as desired. Mode selector may be returned to localizer (LOC) or approach (APP) mode after passing localizer antenna if desired.

e. To Fly a Back Course Localizer Approach

(1) Place the back course switch in the back course position.

WARNING

Localizer needle deflection is not reversed by the back course switch.

(2) Rotate the autopilot heading azimuth to the localizer back course.

(3) Select Localizer (LOC) or Approach (APP) mode after the aircraft heading is within 60^{0} of the localizer back course. The aircraft will turn to intercept the localizer back course.

(4) Thirty seconds after passing the final approach fix, select Track (TRK) mode.

B. EMERGENCY

1. In the event of the autopilot or aircraft pressure malfunction, disengage by pushing the autopilot master in. The autopilot can be overpowered at any time without damage to the aircraft or components.

2. In the event of navigation signal malfunction, disengage the navigation/steering portion of the autopilot by selecting the OFF, MAN or HDG mode.

3. Maximum altitude loss after nose-down hardover in cruise configuration is 110 feet (based on pilot recovery after three seconds).

4. Maximum altitude loss after nose-down hardover in approach configuration is 60 feet (based on pilot recovery after one second).

5. Maximum overpower forces at the pilot's controls are as follows:

CONTROL	OVERPOWER FORCE
Aileron	11 lbs.
Elevator	42 lbs.
Rudder	25 lbs.

FAA Approved:

Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: February 20, 1970
P/N 60-590001-3

BEECHCRAFT DUKE 60 & A60 LANDPLANE
AIRCRAFT FLIGHT MANUAL SUPPLEMENT
BEECHCRAFT H-14 AUTOPILOT

The information in this document is FAA approved material which, together with the appropriate basic FAA approved placarding, is applicable and must be carried in the aircraft when it is modified by the installation of a BEECHCRAFT H-14 Autopilot, alone or in combination with Altitude Hold, ILS Coupler, or Automatic Trim.

The information in this document supersedes the basic placarding only where covered in the items contained in this manual. For limitations and procedures not contained in this manual, consult the basic placarding.

I. LIMITATIONS

A. Disengage autopilot before take-off.

B. Do not use autopilot under 200 feet above terrain.

C. In case of engine failure during an ILS approach, disengage autopilot.

D. Approach localizer at an angle of 70^{o} or less with the approach coupler operating.

E. Disengage NAV switch during VOR or R-NAV approaches.

II. OPERATING PROCEDURES

A. *NORMAL OPERATING PROCEDURES.*

1. Starting.

The autopilot may be turned on any time after the aircraft engines have been started. Since the equipment is transistorized, no warm-up time is required. However, make certain that the gyros are erect and stable prior to engaging the system. Electrical power to the autopilot can be interrupted by pulling the autopilot circuit breaker.

2. Preflight Check.

a. Check to see that the gyro pressure supply is indicating between 3.5 and 5.5 inches of mercury. Make sure that both gyros are erect and stable.

b. Move the Turn Control to the right. The aileron control wheel should move to the right to full autopilot deflection. This is somewhat less than full aileron.

c. Turn the Turn Control to the left of center. The control wheel should move an equal amount to the left side. Intermediate positions of the ailerons are difficult to obtain during ground check, as there is no balancing signal on the servos or control surfaces.

d. Disengage the autopilot and re-engage with the elevator control column in the center of travel. Hold a light back pressure to counteract the weight of the elevator. Rotate the autopilot Pitch Control wheel forward. The control column should move forward. The auto trim system should cause the elevator trim indicator to move in a down direction (same direction of movement as the autopilot pitch control wheel). Rotate the autopilot Pitch Control wheel aft. The control column should move aft. The auto trim system should cause the elevator trim indicator to move in an up direction (same direction of movement as the autopilot pitch control wheel).

FAA Approved
Date: December 15, 1972
P/N 60-590001-9

e. Engage the Altitude Switch by pushing it in. It should remain in. Move the pitch control wheel. The altitude switch should pop out.

f. When an ILS frequency can be received, engage the ILS (with the Altitude Switch on, the Turn Control in the detent position, and the D.G. uncaged). The altitude switch may drop out depending on the glideslope needle position. The aileron control will move in the direction of the ILS needle. Move the Turn Control out of the detent; the ILS switch should drop to the OFF position.

g. With the Turn Control in the detent position, and the directional gyro uncaged, manually turn the aircraft to the left (smaller heading). The aileron control wheel should move to the right. Turning the airplane to the right of the engaged heading should cause the aileron control wheel to move to the left. This check is usually performed while taxiing.

h. Disengage the autopilot. All controls should be free through full travel. Reset manual trim for take-off position.

WARNING

After disengaging autopilot, RECHECK AIRCRAFT PITCH TRIM PRIOR TO TAKE-OFF.

3. In-Flight Operation.

The autopilot may be engaged above 200 feet after take-off. First manually trim the airplane (this is not critical and manual trimming may be done on all axes while the autopilot is engaged). Center the pitch trim indicator with the pitch control. (On aircraft equipped with the Four Switch Push Button Solenoid Held Type Flight Controller, this function is automatic.) Place the turn control in the center detent position. Press the autopilot engage switch in. The switch should remain engaged. Disengage the autopilot by pressing the switch to OFF or pressing the autopilot disconnect button on the pilot's control wheel. If the autopilot is engaged with the Turn Control out of detent, the aircraft will assume a bank angle proportional to the position of the Turn Control.

The yaw damper comes on when the autopilot is turned on, but the yaw damper may be turned on separately while the autopilot is off by pushing in the YAW DAMPER button to the right of the autopilot ON-OFF switch.

a. Maneuvering In Flight.

With the autopilot engaged, the aircraft may be maneuvered through a ± 18° of pitch with the Pitch Control wheel and 30° left and right bank angles with the Turn Control (on aircraft equipped with the Four Switch Rocker Type Flight Controller) or through a ± 22° of pitch with the Pitch Control wheel and 30° left and right bank angles with the Turn Control (on aircraft equipped with the Four Switch Push Button Solenoid Held Type Flight Controller). The rudder is automatically coordinated during all turns, and yaw dampening is included any time the autopilot is engaged. There is no minimum airspeed restriction for operation of the autopilot. Gear and flap operation plus change of airspeed may be performed normally with the autopilot engaged. If automatic pitch trim is not included in this system, manually retrim the elevator for flight condition changes by centering the pitch trim indicator. Trim the direction opposite the needle indication. The rudder axis may be trimmed to center the ball at any time during autopilot operation.

b. Heading Operation.

The autopilot is electrically connected to the directional gyro for heading control whenever this gyro is engaged and the Turn Control is in the center (detent) position. The heading control is automatically disengaged when the Turn Control is used to bank the aircraft and automatically re-engages three (3) seconds after the Turn Control is returned to the center (detent) position.

FAA Approved
Date: December 15, 1972
P/N 60-590001-9

c. Altitude Control Operation.
The altitude control may be engaged by pressing the ON portion of the altitude switch. It is automatically disengaged whenever a pitch signal is applied through the Pitch Control wheel or directly by pressing the OFF portion of the altitude switch. The aircraft will hold the pressure altitude existing at the time the switch is depressed. For best operation, engage the altitude control in level flight. If the altitude switch is engaged in a normal climb or dive, the aircraft will level off slightly beyond the selected altitude. When the altitude switch is disengaged, the aircraft will assume the climb or dive attitude existing at the time that the altitude switch was depressed.

d. ILS Coupler Operation.
The ILS coupler receives information from the radio ILS receivers to follow the localizer and glidepath. The proper ILS frequency must be tuned in and the OFF warning flags must be out of sight before using the ILS coupler. Let down, orientation, and procedure turn (approach at 70° or less to the beam heading) may be performed with the autopilot. Engage the altitude switch when the authorized altitude for the procedure turn is reached. Engage the ILS switch when the ILS localizer needle is one-half the distance from full deflection and is moving toward center. Air speed during localizer intercept shall not exceed 140 knots. The aircraft will automatically bracket the beam. When the aircraft intercepts the glideslope, the altitude switch will automatically disengage and the glideslope coupler will provide the proper pitch control to hold the aircraft on the glidepath. Airspeed during the descent is controlled by the throttles. In case of a missed approach, disengage the ILS coupler by moving the Turn Control out of the detent, or by pressing the OFF portion of the ILS switch.

NOTE

In the event the glide path of the ILS System is inoperative, or a glide path receiver is not included in the aircraft's radio equipment, fly the altitude and glide path with the Pitch Control wheel.

B. *EMERGENCY PROCEDURES.*

1. Maximum altitude losses during malfunction tests were:

CONFIGURATION	ALTITUDE LOSS
Climb	100 ft.
Cruise	150 ft.
Descent	500 ft.
Approach/ILS Coupler	50 ft.
Single Engine Approach/ILS Coupler	80 ft.

2. Overpower forces at the pilot's controls are as follows:

CONTROL	OVERPOWER FORCE
Aileron	22 lbs.
Elevator	33 lbs.
Rudder	50 lbs.

3. If failure of either engine is experienced during level flight, disengage autopilot, manually trim, and re-engage autopilot.

CAUTION

In case of an engine failure during an ILS approach, disengage the autopilot and continue approach manually.

4. For normal operation - Pressure from either engine is sufficient to operate the autopilot and the instruments.

Approved: W. A. Schultz

for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: December 15, 1972
P/N 60-590001-9

BEECHCRAFT DUKE 60, A60 & B60 LANDPLANE

AIRPLANE FLIGHT MANUAL SUPPLEMENT

CONTINUOUS PRESSURE OPERATED SURFACE DEICE SYSTEM

The information in this document is FAA approved material which together with the FAA Approved Airplane Flight Manual must be in the airplane during all flight operations when equipped with a Continuous Pressure Operated Surface Deice System installed in accordance with Beech Aircraft Corporation FAA approved data.

I. LIMITATIONS

1. Airplanes equipped with only the Continuous Pressure Operated Surface Deice System are not approved for flight in known icing conditions. (Refer to Airplane Flight Manual Supplement, FLIGHT IN KNOWN ICING CONDITIONS, P/N 60-590001-17.)
2. Stall speeds are increased 4 knots in all configurations with surface deice system operating.
3. Instrument Markings:
   Pneumatic pressure gage: Green Arc 7 psi to 20 psi; Red Line at 20 psi.

II. PROCEDURES (Procedures outlined for safety of flight when icing is inadvertantly encountered).

1. BEFORE TAKE-OFF.
   a. Power - 2000 RPM.
   b. Deice Switch - ONE-CYCLE (UP).
   c. Pneumatic Pressure - 15 to 18 PSI (while boots are inflating).
   d. Wing Boots - CHECK VISUALLY FOR INFLATION AND HOLD DOWN.
2. IN FLIGHT

When ice accumulates 1/2 to 1 inch.

   a. Deice Switch: ONE-CYCLE (UP).
   b. Pneumatic Pressure - 15 to 18 PSI (while boots are inflating).
   c. Repeat - AS REQUIRED.

CAUTION

Rapid cycles in succession or cycling before at least 1/2 inch of ice has accumulated, may cause the ice to grow outside the contour of the inflated boots and prevent ice removal.

NOTE

Either engine will supply sufficient vacuum and pressure for deice operation.

III. EMERGENCY PROCEDURE.

1. Failure of ONE CYCLE Operation.
   a. Deice Switch - MANUAL (Do not hold more than 8 seconds)

CAUTION

The boots will inflate only as long as the switch is held in the MANUAL position. When the switch is released the boots will deflate.

2. Failure of boots to deflate.
   a. Pull circuit breaker on copilot's subpanel.

APPROVED: A. H. Schultz

for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: August 31, 1973
P/N 60-590001-11

BEECHCRAFT DUKE 60, A60 & B60 LANDPLANE

AIRPLANE FLIGHT MANUAL SUPPLEMENT

GOODRICH ELECTROTHERMAL PROPELLER DEICE SYSTEM

The information in this document is FAA approved material which together with the FAA Approved Airplane Flight Manual must be in the airplane during all flight operations when equipped with Goodrich Electrothermal Propeller Deice System installed in accordance with Beech Aircraft Corporation FAA approved data.

I. LIMITATIONS

1. Airplanes equipped with only the Electrothermal Propeller Deice System are not approved for flight in known icing conditions. (Refer to Airplane Flight Manual Supplement, FLIGHT IN KNOWN ICING CONDITIONS, P/N 60-590001-17).
2. Propeller Deice should not be operated when propellers are static.

II. NORMAL PROCEDURES (Procedures outlined for safety of flight when icing is inadvertently encountered).

1. BEFORE TAKEOFF
   a. Propeller Deice Switch - ON
   b. Deice Ammeter - 14 to 18 AMPERES
   c. To check the automatic timer, watch the deice ammeter closely for at least two minutes. A small momentary deflection approximately every 30 seconds (on serials prior to P-579) or 90 seconds (on serials P-579 and after) shows that the timer is switching and indicates normal system operation. Normal operating range is 14 to 18 amperes.
   d. Propeller Deice Switch - Off

2. IN FLIGHT
   a. Propeller Deice Switch - ON. The system may be operated continuously in flight and will function automatically until the switch is turned off.
   b. Relieve propeller imbalance due to ice by increasing rpm briefly and returning to the desired setting. Repeat as necessary.

III. EMERGENCY PROCEDURES

An abnormal reading on the Propeller Deice Ammeter indicates need for the following action:

1. Zero Amps.
   Check prop deice circuit breaker. If the circuit breaker has tripped, a wait of approximately 30 seconds is necessary before resetting. If ammeter reads 0 and the circuit breaker has not tripped or if the ammeter still reads 0 after the circuit breaker has been reset, turn the switch off and consider the prop deice system inoperative.
2. Zero to 14 Amps.
   If the prop deice system ammeter occasionally or regularly indicates less than 14 amps, operation of the prop deice system can continue unless serious propeller imbalance results from irregular ice throw-offs.
3. 18 to 23 Amps.
   If the prop deice system ammeter occasionally or regularly indicates 18 to 23 amps, operation of the prop deice system can continue unless serious imbalance results from irregular ice throw-offs.
4. More than 23 Amps.
   If the prop deice system ammeter occasionally or regularly indicates more than 23 amps, the system should not be operated unless the need for prop deicing is urgent.

Approved: Donald St Peter

For W.H. Schultz
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Revised: June, 1981
P/N 60-590001-13

BEECHCRAFT DUKE 60 & A60 LANDPLANE
AIRCRAFT FLIGHT MANUAL SUPPLEMENT
LANDING GEAR SAFETY SYSTEM

This document is to be inserted in Section XIV FAA Approved Equipment, Pilot's Operating Manual when the airplane is equipped with the Landing Gear Safety System.

I. LIMITATIONS: The Landing Gear Safety System is designed to prevent gear-up landings and premature or inadvertent operation of the Landing Gear Mechanism. The System is to be used as a safety backup device only; normal usage of the Landing Gear Position Switch is mandatory.

II. PROCEDURES

A. Normal Procedures:

1. Landing Gear Extension - With the Landing Gear Safety System Switch in the ON position, the Landing Gear will be automatically extended when: (1) The airspeed is below approximately 120 KTS IAS and (2) both engines are operating at a throttle position corresponding to approximately 17 inches or less of manifold pressure. The ON-OFF and Test Safety System Switch is located below and to the right of the Landing Gear Switch.
2. Landing Gear Retraction - With the Landing Gear Safety System Switch in the ON position, the Landing Gear will not retract unless: (1) The Landing Gear Position Switch Handle is in the UP position, (2) the airspeed is above approximately 85 KTS IAS and (3) one or both engines are operating at a throttle position corresponding to approximately 17 inches or more of manifold pressure.
3. If it is desired to operate the gear without the safety feature, place the ON-OFF Switch in the OFF position.

B. Emergency Procedures:

In the event of an emergency, automatic extension of the Landing Gear may be prevented by placing the Landing Gear Safety System ON-OFF Switch in the OFF position, thus deactivating the safety system.

C. Preflight Check:

1. Throttles - Closed or Retarded
2. Battery Master Switch - ON
3. Landing Gear Circuit Breaker - Either in or out
4. Place the ON-OFF TEST Switch in the TEST Position. Proper functioning of the Automatic Landing Gear Extension Portion of the system is indicated by the noise or movement of the solenoid in the Landing Gear Position Switch. The ON-OFF TEST Switch returns normally to the ON position unless the Pilot intentionally places the switch in the OFF position.
5. Landing Gear Circuit Breaker - In before Take-off.

Approved:

Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: February 20, 1970
Part No. 60-590001-15

BEECHCRAFT DUKE 60, A60, AND B60 LANDPLANES

AIRPLANE FLIGHT MANUAL SUPPLEMENT

FLIGHT IN KNOWN ICING CONDITIONS

The information in this document is FAA approved material which, together with the FAA Approved Airplane Flight Manual, must be in the airplane during all flight operations when the airplane has been certified as properly equipped for flight into known icing conditions per Special Conditions issued to Beech Aircraft Corporation via FAA Letter CE 213 dated 1 June 1967.

LIMITATIONS

1. Airplane must be equipped with the following items and all equipment listed must be operable:
   a. Wing and Empennage Continuous Pressure Operated Surface Deice System
   b. Goodrich Electrothermal Propeller Deice System
   c. Fuel Vent Heaters
   d. Heated Stall Warning (Goodrich 3E1793 or Safe Flight 190-1, 190-3, or 191-52)
   e. Pitot Heat
   f. Left Windshield Heat
   g. Antenna Mast capable of withstanding ice loads
   h. Windshield Defroster
   i. Wing Ice Lights
   j. FAA Approved Airplane Flight Manuals (P/N 60-590000-5E or 60-590000-11 with latest revision)
   k. FAA Approved Airplane Flight Manual Supplements
   P/N 60-590001-11 dated August 31, 1973 or later, Continuous Pressure Operated Surface Deice System
   P/N 60-590001-13 dated August 31, 1973 or later, Goodrich Electrothermal Propeller Deice System

2. When the above listed equipment is installed and operational, a placard will be placed on the Operation Limitation panel which states "THIS AIRPLANE IS APPROVED FOR FLIGHT IN KNOWN ICING CONDITIONS".

NORMAL PROCEDURES

BEFORE TAKEOFF

1. Surface Deice System - CHECK
   a. Power - 2000 RPM
   b. Deice Switch - ONE-CYCLE (UP)
   c. Pneumatic Pressure - 15 to 18 PSI
   d. Wing Boots - CHECK VISUALLY FOR INFLATION AND HOLD-DOWN.

2. Electrothermal Propeller Deice - CHECK
   a. PROP HT Switch - ON
   b. PROP AMP Indicator - CHECK 14 to 18 AMPERES
   c. Automatic Timer - CHECK PROPELLER AMMETER FOR TWO MINUTES. Needle deflection every 30 seconds (serials prior to P-579) or 90 seconds (serials P-579 and after) indicates normal operation.

3. Fuel Vent Heat
   a. Left Switch - ON
   b. Right Switch - ON

NOTE

Switches should remain ON throughout operation.

4. Pitot Heat and Heated Stall Warning
   a. Left Pitot Heat Switch - ON (Note deflection on Loadmeter.)
   b. Right Pitot Heat and Stall Warning Switch - ON (Note deflection on loadmeter.) (Stall warning heat is reduced or disconnected by a landing gear switch to protect against overheat during ground operation.)

NOTE

Switches may be left on throughout flight. Prolonged operation on the ground could damage the Pitot Heat System.

5. Left Windshield Heat - CHECK:

FOR AIRPLANES WITH WINDSHIELD HEAT INVERTER VOLTMETER

   a. Propellers - 1200 to 1500 RPM
   b. Both Generators - ON
   c. WSHLD - HT Switch - ON

CAUTION

On airplanes prior to P-556, the inverter voltmeter should indicate in the green band (220 to 260). Indication outside of the green band indicates insufficient windshield heat. On airplanes P-556 and after, voltmeter indication will be cyclic. The voltmeter should indicate in the green band until the heated section reaches approximately 110°F, at which time the voltmeter will drop to 0. When the heated section cools to approximately 90°F the inverter will reactivate and the voltmeter will indicate in the green band. Indications above 0 but outside the green band indicate insufficient windshield heat.

   d. Windshield - CHECK (Feel for warming)

NOTE

WSHLD HT switch may be left on for flight operation.

FOR AIRPLANES WITHOUT WINDSHIELD HEAT INVERTER VOLTMETER

   a. Propeller - 1200 TO 1500 RPM
   b. One Generator (left or right) - OFF
   c. WSHLD-HT Switch - ON (Note increase on operative loadmeter - minimum of .20 units)

CAUTION

Loadmeter increase of less than .20 units indicates insufficient windshield heat.

   d. Windshield - CHECK (Feel for warming)

FAA Approved
Revised: June, 1981
P/N 60-590001-17

NOTE

WSHLD HT switch may be left on for flight operation.

e. Both Generators - ON

6. Defrost Air - CHECK OPERATION

7. Wing Ice Lights - CHECK

IN FLIGHT

1. Surface Deice System

When ice accumulates 1/2 to 1 inch:

a. Deice Switch - ONE CYCLE (UP)
b. Pneumatic Pressure Gage - CHECK 15 - 18 PSI (while system is on pressure cycle).
c. Repeat as required.

CAUTION

Rapid cycles in succession, or cycling before at least 1/2 inch of ice has accumulated, may cause the ice to grow outside the contour of the inflated boots and prevent ice removal.

NOTE

Either engine will supply sufficient vacuum and pressure for deice operation.

Failure of ONE-CYCLE function can be overcome by use of the MANUAL switch.

2. Electrothermal Propeller Deice
   a. PROP HT Switch - ON

NOTE

Systems may be operated continuously in flight. Relieve propeller imbalance by increasing rpm. If PROP AMPS reads above 18 amperes or below 14 amperes, refer to Emergency Procedures in this supplement.

3. Fuel Vent Heat
   a. Left and right switches ON before takeoff. Continuous operation is recommended.

4. Left and Right Pitot Heat (Heated Stall Warning Switch combined with or in place of Right Pitot Switch) - Switches ON
   a. May be turned on before takeoff. System may be operated continuously in flight. Check both switches ON when encountering visible moisture.

CAUTION

Prolonged use of Pitot Heat on the ground will damage the heating elements.

5. Heated Windshield
   a. WSHLD HT Switch(es) - ON AS REQUIRED (Heat should be applied before ice forms.)

CAUTION

The electrically heated windshield should be turned off for a 15-second period to allow the pilot to take a reading on the standby compass for the purpose of resetting the directional gyro.

Ground use of windshield heat is limited to 10 minutes.

6. Defrost Air
   a. Defrost Air - PULL ON (Before entering icing condition)

NOTE

For maximum windshield defrosting, PULL OFF pilot and copilot air and place vent blower switch in HI position.

7. Wing Ice Light
   a. Use wing ice light as required.

EMERGENCY PROCEDURES

1. Surface Deice System
   a. Failure of ONE-CYCLE Operation - HOLD TO MANUAL (8 seconds maximum).
   b. Failure of Boots to Deflate - PULL SURF SYS CIRCUIT BREAKER IN COPILOT'S SUB-PANEL.

2. Electrothermal Propeller Deice Abnormal Ammeter Reading
   a. Zero Amps.
      Check prop deice circuit breaker. If the circuit breaker has tripped, a wait of approximately 30 seconds is necessary before resetting. If ammeter reads 0 and the circuit breaker has not tripped or if the ammeter still reads 0 after the circuit breaker has been reset, turn the switch off and consider the prop deice system inoperative.
   b. Zero to 14 Amps.
      If the prop deice system ammeter occasionally or regularly indicates less than 14 amps, operation of the prop deice system can continue unless serious propeller imbalance results from irregular ice throw-offs.
   c. 18 to 23 Amps.
      If the prop deice system ammeter occasionally or regularly indicates 18 to 23 amps, operation of the prop deice system can continue unless serious imbalance results from irregular ice throw-offs.
   d. More than 23 Amps.
      If the prop deice system ammeter occasionally or regularly indicates more than 23 amps, the system should not be operated unless the need for prop deicing is urgent.

PERFORMANCE

CAUTION

Stalling airspeeds should be expected to increase when ice has accumulated on the airplane due to the distortion of the wing airfoil. For the same reason, stall warning devices may not be accurate and should not be relied upon. Maintain a comfortable margin of airspeed above the normal stall airspeed with ice on the airplane.

Approved: Donald H Peter

for W. H. Schultz
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Revised: June, 1981
P/N 60-590001-17

BEECHCRAFT DUKE 60, A60 & B60 LANDPLANE

AIRPLANE FLIGHT MANUAL SUPPLEMENT

for the

WOODWARD ELECTRONIC PROPELLER SYNCHRONIZER

The information in this document is FAA Approved material which, together with the basic airplane flight manual is applicable and must be attached to the basic manual when the airplane is modified by the installation of the Woodward Electronic Propeller Synchronizer in accordance with STC SA250CE.

The information in this document supersedes the basic manual only where covered in the items contained herein. For Limitations, Procedures, and Performance not contained in the supplement, consult the basic Airplane Flight Manual.

I. LIMITATIONS

The following placard must be mounted on or near the synchronizer control switch:

"PROP SYNCH MUST BE OFF FOR TAKEOFF AND LANDING"

II. NORMAL PROCEDURES

1. Synchronize the engines manually.
2. Position control switch to ON position.
3. If a change in rpm setting is desired, move both master (right) and slave propeller governor control levers together.
4. If synchronization is not maintained with the switch ON, indicating the actuator has reached the end of its travel, turn switch OFF and repeat procedures above. With the switch in the OFF position, the actuator is returned to the center of its travel.

III. PERFORMANCE

No change in airplane performance results from the installation of the synchronizer.

IV. FUNCTIONAL TEST

The rpm range of the synchronizer may be checked in cruise by slowly moving only the master propeller control toward both high and low rpm until propellers are no longer synchronized.

Note the range of rpm over which the slave engine remains synchronized with the master engine. This is the limited range provided for safety and is the maximum speed adjustment range beyond which the slave engine cannot be adjusted by the synchronizer.

Approved:

for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: August 31, 1973
P/N 60-590001-19

BEECHCRAFT LANDPLANES, DUKE 60, A60 and B60

AIRPLANE FLIGHT MANUAL SUPPLEMENT

KING KNC-610 AREA NAVIGATION SYSTEM
and
KING KN-74 AREA NAVIGATION SYSTEM

GENERAL

This document is to be attached to the FAA Approved Airplane Flight Manual when the airplane is equipped with a King KNC-610 Area Navigation System or King KN-74 Area Navigation System which has been installed in accordance with BEECHCRAFT FAA approved data.

The information in this document supersedes the basic FAA Approved Airplane Flight Manual only where covered in the items contained herein.

LIMITATIONS

1. This system shall not be used as a primary system under IFR conditions except on approved approach procedures, approved area navigation airways, and random area navigation routes when approved by Air Traffic Control.

2. This system is to be used only with colocated facilities (VOR and DME signals originate from the same geographical location).

EMERGENCY PROCEDURES

CAUTION

DME may unlock due to loss of signal with certain combinations of distance from station, altitude, and angle of bank.

1. VOR or DISTANCE flag appears while in RNAV mode:

   a. Selected Frequency - CHECK FOR CORRECT FREQUENCY
   b. VOR or DISTANCE flag intermittent or lost - UTILIZE OTHER NAVIGATION EQUIPMENT AS REQUIRED.

2. VOR or DISTANCE flag appears while in APPR mode:

   a. If flag appears while on an approach, execute a missed approach and utilize another approved facility.

NORMAL PROCEDURES

1. VHF NAV - ON
2. DME - ON
3. Mode Selector - SELECT VOR/DME, RNAV, or APPR
4. NAV Frequency - SET
5. DME Frequency - SET
6. Waypoint Bearing - SET WAYPOINT RADIAL FROM VORTAC
7. Waypoint Distance - SET WAYPOINT DISTANCE FROM VORTAC
8. OBS Control - DESIRED MAGNETIC COURSE
9. Self-Test - ACTUATE (must have VOR reception)

PERFORMANCE - No change

Approved: A. A. Schmitz
for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: August 15, 1975
P/N 60-590001-21

BEECHCRAFT DUKE A60 LANDPLANE

AIRPLANE FLIGHT MANUAL SUPPLEMENT

for

DUKE A60 REDUCED POWER PROCEDURES FOR CERTIFICATION IN SWITZERLAND

This document is applicable to the Duke A60, when certificated in Switzerland, and must be attached to the FAA Approved Flight Manual. This is to outline changes in aircraft limitations and procedures required for certification in Switzerland.

In order to meet the noise level requirements for operation of the Duke A60 in Switzerland, all two-engine operations, except take-off, must be conducted with 2750 RPM and 35.5 in. Hg, maximum. This Supplement provides FAA Approved performance information for reduced-power two-engine climb.

ENGINE OPERATING LIMITS

Take-Off and Single Engine Operation . . . . . 41.0 in. Hg and 2900 RPM, 380 BHP

Maximum Two Engine Climb Power . . . . . 35.5 in. Hg and 2750 RPM, 323 BHP

INSTRUMENT MARKINGS

Manifold Pressure

Normal Operating Range (Green Arc) . . . . . 14 - 35.5 in. Hg

Maximum (Red Radial) . . . . . 41.5 in. Hg

Tachometer

Normal Operation (Green Arc) . . . . . 2350 - 2750 rpm

Maximum (Red Radial) . . . . . 2900 rpm

REDUCED POWER OPERATION

EMERGENCY OPERATION

In event of engine failure during two engine climb, fully advance propeller control levers and throttles, then feather propeller of the inoperative engine.

Approved:

Chester A. Rembleske
BEECH AIRCRAFT CORPORATION
DOA CE-2

FAA Approved
Date: March 20, 1973
P/N 60-590001-23

MAXIMUM TWO-ENGINE CLIMB POWER

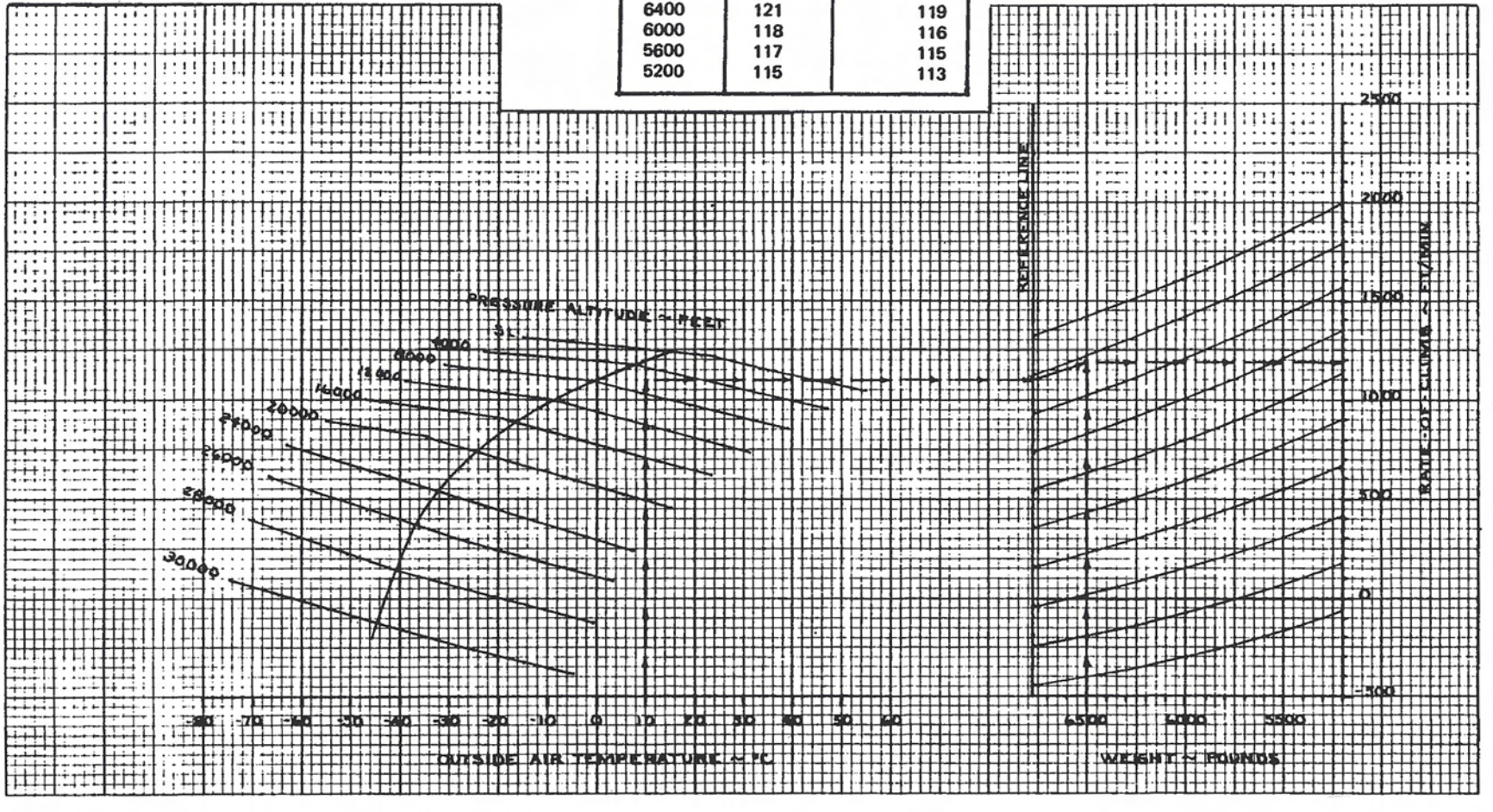
ASSOCIATED CONDITIONS:

POWER	2750 RPM & 35.5 IN.HG M.P. OR FULL THROTTLE
GEAR	UP
FLAPS	UP
COWL FLAPS	OPEN
CLIMB SPEED	IAS AS TABULATED

WEIGHT POUNDS	CLIMB SPEED ~ KNOTS	
	CAS	IAS (ASSUMES 0 INST. ERROR)
6775	122	120
6400	121	119
6000	118	116
5600	117	115
5200	115	113

EXAMPLE:

OAT	10°C
PRESS. ALT.	6000 FT
WEIGHT	6500 LBS
RATE-OF-CLIMB	1190 FT/MIN
CLIMB SPEED	119 KIAS



FAA Approved
Date: March 20, 1973
P/N 60-590001-23

FAA Approved
Date: March 20, 1973
P/N 60-590001-23

SINGLE-ENGINE CLIMB

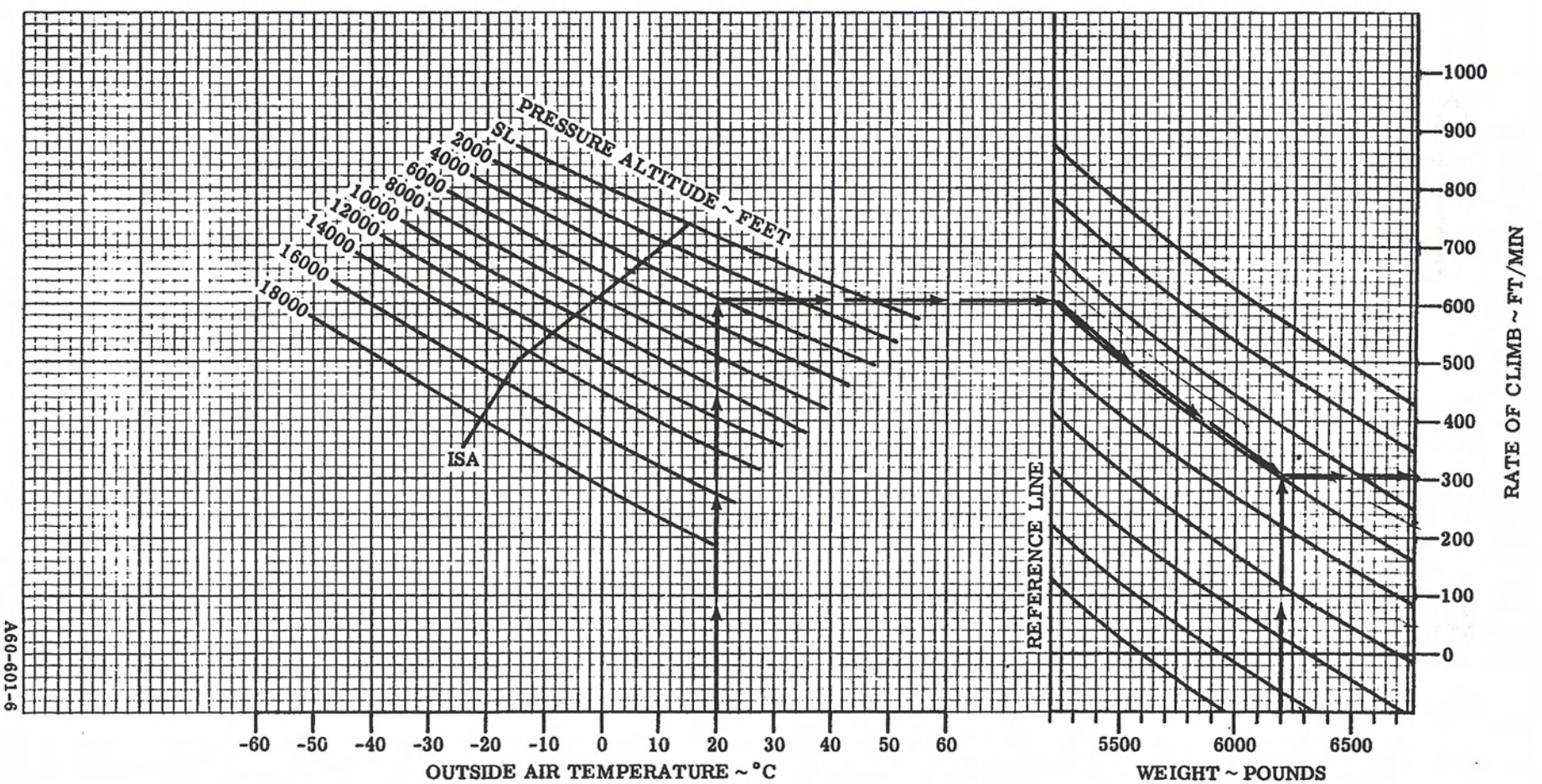
ASSOCIATED CONDITIONS:

POWER	41 IN. HG, 2900 RPM
GEAR	UP
FLAPS	UP
COWL FLAPS	OPEN
INOPERATIVE PROPELLER	FEATHERED
CLIMB SPEED	IAS AS TABULATED

WEIGHT POUNDS	CLIMB SPEED ~ KNOTS	
	CAS	IAS (ASSUMES ZERO INST. ERROR)
6775	112	110
6400	110	108
6000	108	106
5600	106	104
5200	105	103

EXAMPLE:

OAT	20°C
PRESSURE ALTITUDE	4000 FT
WEIGHT	6200 LBS
RATE OF CLIMB	305 FT/MIN
CLIMB SPEED	107 KIAS



BEECHCRAFT DUKES 60 & A60 LANDPLANES

AIRPLANE FLIGHT MANUAL SUPPLEMENT

for the

NICKEL-CADMIUM BATTERY CHARGE CURRENT DETECTOR

The information in this supplement is FAA Approved material, which, along with the basic FAA Approved Airplane Flight Manual, is applicable to the operation of the airplane when equipped with the Nickel-Cadmium Battery Charge Current Detector, P/N 100-364285-1, approved by Letter ACE-210, dated September 25, 1973, FAA Central Region, Engineering and Manufacturing Branch, Wichita, Kansas and installed in accordance with Beech FAA Approved Drawings or by Kit 60-3005.

The Battery Charge Current Detector consists of a circuit which illuminates an amber light on the instrument panel whenever the battery charge current is above normal. The system is designed for a continuous monitor of the battery condition.

The purpose of the Battery Charge Current Detector is to inform the pilot of battery charge currents which may damage the battery. The system senses all battery current and provides a visual indication of above normal charge current. Following a battery engine start, the battery recharge current is very high and causes the illumination of the BATTERY CHARGE light, thus providing an automatic self test of the detector and the battery. As the battery approaches a full charge and the charge current decreases to a satisfactory amount, the light will extinguish. This will normally occur within a few minutes after an engine start, but may require a longer time, if the battery has a low state of charge, low charge voltage per cell, or low battery temperature.

The light may occasionally reappear for short intervals when heavy loads switch off, or engine speeds are varied near generator cut-in speed. High battery temperatures or high charge voltage per cell will result in a high overcharge current which will eventually damage the battery and lead to thermal runaway. Illumination of the BATTERY CHARGE light in flight alerts the pilot that conditions exist that may eventually damage the battery. The battery should be turned off to prevent battery damage. The following procedures outline the actions to be taken in the event the BATTERY CHARGE light illuminates.

NORMAL PROCEDURES

BEFORE STARTING ENGINES

1. Caution Light (BATTERY CHARGE) - PRESS TO TEST for illumination

DURING ENGINE START

Provided sufficient energy is used from the battery during the first engine start, the amber caution light, placarded BATTERY CHARGE, will illuminate approximately 6 seconds after the generator is on the line. This indicates a charge current above normal. The light should extinguish within 5 minutes. Failure to do so indicates a partially discharged battery. Continue to charge the battery. Make a check each 90 seconds using the During Engine Shutdown procedure outlined below, until the charge current fails to decrease and the light extinguishes. Failure of the light to extinguish indicates an unsatisfactory condition. The battery should be removed and checked by a qualified Nickel-Cadmium Battery shop.

FAA Approved
Date: October 1, 1973
P/N 60-590001-31

IN FLIGHT

The illumination of the amber caution light, placarded BATTERY CHARGE, in flight indicates a possible malfunction of the battery. Turn the Battery Switch - OFF. The caution light should extinguish and the flight may proceed to destination. Failure of the light to extinguish with the battery switch off indicates a battery system or a charge current detector system malfunction. The aircraft should be landed as soon as practicable. (The battery switch should be turned on for landing in order to avoid electrical transients caused by power fluctuations.) After landing perform the During Engine Shutdown Battery Condition Check outlined below. If the battery indicates unsatisfactory, it should be removed and checked by a qualified Nickel-Cadmium Battery shop.

DURING ENGINE SHUTDOWN

Battery - CONDITION AND CHARGE (If the BATTERY CHARGE light is extinguished, the battery is charged and the condition is good. If the light is illuminated and fails to extinguish within 3 minutes of charging, perform the following check:)

1. One Generator - OFF
2. Engine Speed (Engine with Generator On) - 1000 RPM (Voltmeter indicating approximately 28 volts)
3. After loadmeter needle stabilizes, momentarily turn the battery switch off and note change in meter indication.

NOTE

The change in loadmeter indication is the battery charge current and should be no more than .025 (only perceivable needle movement). If the result of this check is not satisfactory, allow the battery to charge repeating the test each 90 seconds. If the results are not satisfactory within 3 minutes, the battery should be removed and checked by a qualified Nickel-Cadmium Battery shop.

Approved: N. A. Schultz

for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Date: October 1, 1973
P/N 60-590001-31

BEECHCRAFT DUKE 60/A60 LANDPLANES

PILOT'S OPERATING HANDBOOK AND
FAA APPROVED AIRPLANE FLIGHT MANUAL
SUPPLEMENT

for the

WET WING TIP FUEL SYSTEM

GENERAL

This document is to be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the airplane is equipped with the wet wing tip fuel system in accordance with BEECHCRAFT drawings by Beech Kit 60-9006-1

The information in this document supersedes or adds to the basic handbook only where covered in the items contained herein.

DESCRIPTIVE DATA

FUEL CAPACITY..... 237 Gallons.

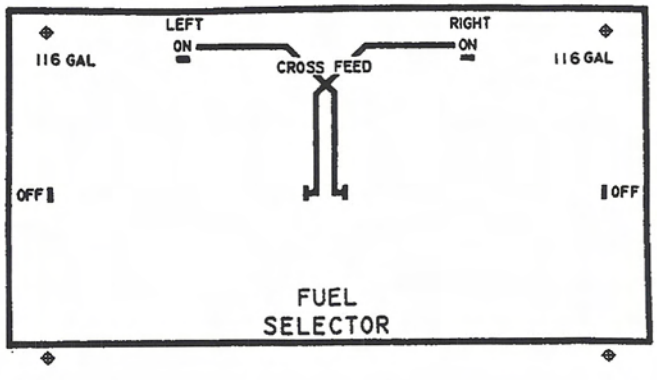
LIMITATIONS

The following limitations must be observed in the operation of this airplane.

FUEL

USABLE FUEL ..... 232 Gallons.

PLACARDS:



EMERGENCY PROCEDURES

No change.

NORMAL PROCEDURES

PREFLIGHT INSPECTION

LEFT WING LEADING EDGE

Fuel - CHECK QUANTITY; CAP(S) SECURE. ALWAYS CHECK WING TIP TANK FIRST. DO NOT REMOVE INBOARD CAP IF FUEL IS VISIBLE IN TIP TANK.

Wing Tip Tank Sump - DRAIN

Position Light - CHECK

Wheel Well Doors, Tire, Brake, Shock Strut, and Landing Light - CHECK

RIGHT WING LEADING EDGE

Wheel Well Doors, Tire, Brake, Shock Strut, and Landing Light - CHECK

Fuel - CHECK QUANTITY; CAP(S) SECURE. ALWAYS CHECK WING TIP TANK FIRST; DO NOT REMOVE INBOARD CAP IF FUEL IS VISIBLE IN TIP TANK.

Wing Tip Tank Sump - DRAIN

Position Light - CHECK

PERFORMANCE

No change.

FAA Approved
Issued: April 1, 1977
P/N 131426

WEIGHT AND BALANCE

WEIGHING INSTRUCTIONS

Full useable fuel of the 232-gallon fuel system has a center of gravity at fuselage station 139.7.

USEFUL LOAD WEIGHTS AND MOMENTS

USABLE FUEL				
		192 GAL.	202 GAL.	232 GAL.
GALLONS	WEIGHT	MOM/100		
10	60	80	78	78
20	120	161	158	158
30	180	243	239	239
40	240	325	321	321
50	300	407	403	403
60	360	490	485	485
70	420	574	568	568
80	480	657	652	652
90	540	741	735	735
100	600	825	819	819
110	660	910	903	903
120	720	995	987	987
130	780	1080	1072	1072
140	840	1165	1157	1157
150	900	1250	1243	1243
160	960	1336	1328	1328
170	1020	1421	1413	1413
180	1080	1506	1499	1499
190	1140	1591	1584	1584
192	1152	1607	- - -	- - -
200	1200		1668	1668
202	1224		1685	- - -
210	1260			1754
220	1320			1841
230	1380			1927
232	1392			1945

SYSTEMS DESCRIPTION

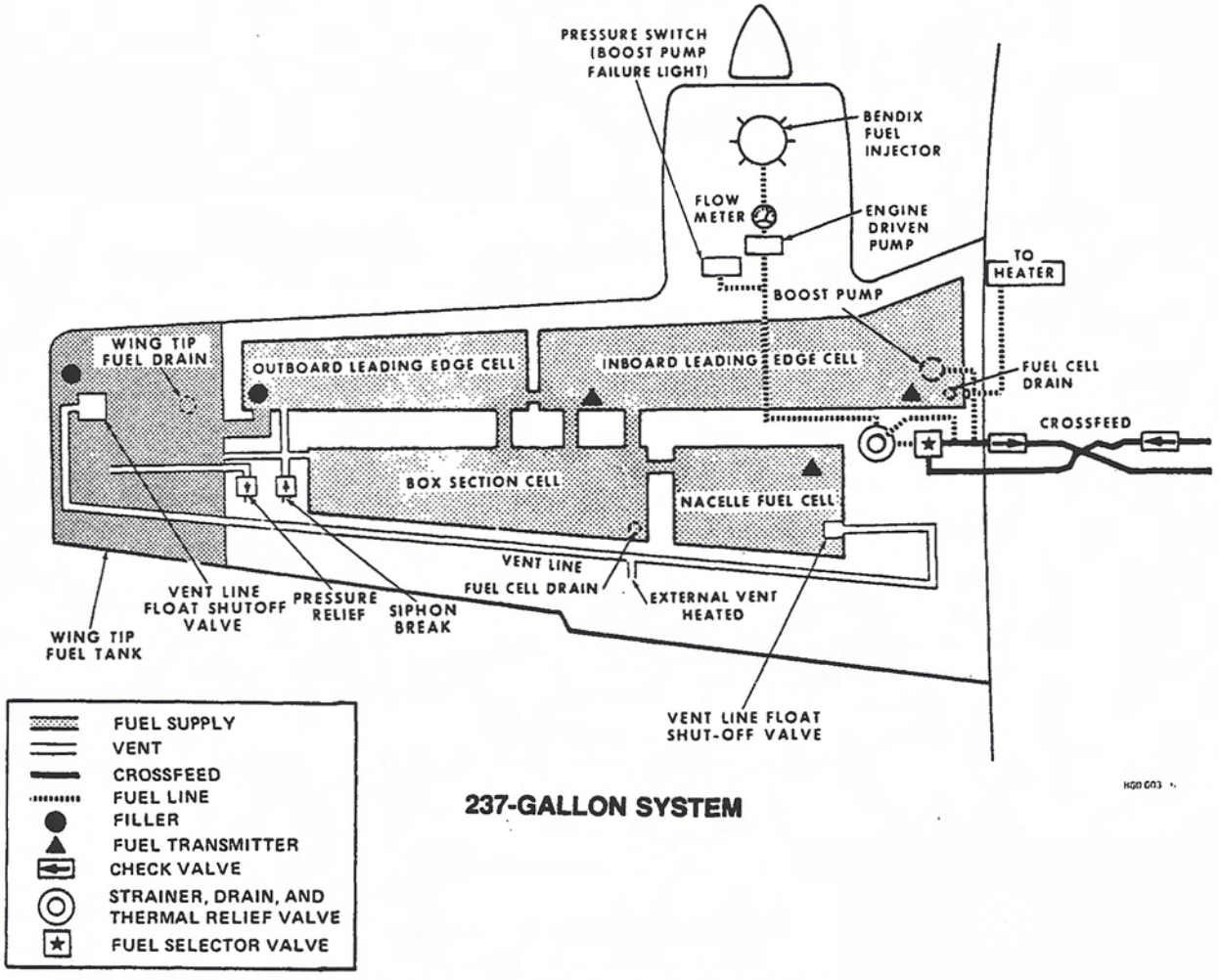
FUEL CELLS

The fuel system consists of inboard and outboard leading edge fuel cells, box section fuel cell, nacelle fuel cell, and a wing tip fuel tank in each wing. All of the fuel cells and the wing tip tank are interconnected making all of the usable fuel in each wing available to its engine when the fuel selector valve is turned ON. The interconnected fuel cells are serviced through a single fuel filler on each wing; however, the wing tip tanks have individual fuel fillers.

CAUTION

When the wing tip tanks are filled with fuel, DO NOT open the outboard wing leading edge filler caps as fuel will overflow from those openings.

The fuel system has six fuel drain valves, two in each wing and one in each wing tip tank.



237-GALLON SYSTEM

FUEL SYSTEM SCHEMATIC

HANDLING, SERVICING AND MAINTENANCE

SERVICING

FUEL SYSTEM

Fuel Cells

The 237-gallon fuel system has a filler cap in each outboard leading edge and in each wing tip.

FAA Approved
Issued: April 1, 1977
P/N 131426

CAUTION

Caution must be taken when the wing tip tanks are filled with fuel. DO NOT remove the outboard wing leading edge filler cap, as fuel will overflow from that opening. If this occurs, wash the fuel from the wing surface.

NOTE

To obtain the maximum capacity of the fuel system, fill the fuel system from the wet wing tip tank fillers.

The fuel system should be filled from the outboard wing leading edge filler cap when airplane must stand for several days. Check and fill to capacity at wet wing tip filler cap before flight if required for the mission.

Fuel Drains

The fuel system has six fuel drain valves, two in each wing and one in each wing tip tank. The fuel system should be purged of water before each flight. The wing tip tank flush type fuel drain requires a drain wrench provided in the loose tools and accessories.

Approved:

for Chester A. Rembleske
Beech Aircraft Corporation
DOA CE-2

BEECHCRAFT DUKE 60 (P-3 thru P-126 except P-123), A60 (P-123, P-127 thru P-246) AND B60 (P-247 thru P-307) LANDPLANES FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT for the AIRESEARCH PRESSURIZATION SYSTEM (KIT 60-5024)

GENERAL

The information in this supplement is FAA-approved material and must be attached to the Pilot's Operating Handbook and FAA-Approved Airplane Flight Manual when the airplane has been modified by installation of the AiResearch Pressurization system (Kit 60-5024) in accordance with Beech-approved data.

The information in this supplement supersedes or adds to the basic Pilot's Operating Handbook and FAA-Approved Airplane Flight Manual only as set forth within this document. Users of the manual are advised always to refer to the supplement for possibly superseding information and placarding applicable to operation of the airplane.

LIMITATIONS - No change

EMERGENCY PROCEDURES - No change

NORMAL PROCEDURES

ENVIRONMENTAL CONTROLS

PRESSURIZATION SYSTEM

BEFORE TAKE-OFF, CONTROLLER

1. Pressurization Air Shut-Off Controls - OPEN (In)
2. Test/Dump Switch - NOR
3. Cabin Altitude Controller - SET OUTER SCALE 1000 FEET BELOW FIELD ELEVATION
4. Throttles - 2500 RPM
5. Test/Dump Switch - HOLD TO TEST (Note momentary cabin descent); RELEASE TO NOR POSITION
6. Cabin Altitude Controller - SET OUTER SCALE TO DESIRED CABIN ALTITUDE OR INNER SCALE TO CRUISE ALTITUDE PLUS 500 FEET
7. Rate Control - SET POINTER TO VERTICAL POSITION

IN FLIGHT (Before Descent), CONTROLLER

1. Cabin Altitude Controller - SET OUTER SCALE TO FIELD ELEVATION PLUS 500 FEET
2. Rate Control - SET TO ACHIEVE ZERO PRESSURE DIFFERENTIAL BEFORE LANDING

NOTE

During descent, adjust power as required to maintain pressurization.

PERFORMANCE - No change

FAA Approved
Issued: August, 1981
P/N 131787

WEIGHT AND BALANCE - No change

SYSTEMS DESCRIPTION

ENVIRONMENTAL SYSTEMS

PRESSURIZATION

CABIN ALTITUDE CONTROLLER

The controller contains a visual display of the selected altitude, an altitude selector, and a rate control. The altitude outer scale indicates the selected cabin altitude and the inner scale indicates the corresponding airplane altitude where the maximum differential pressure would occur.

Before take-off, the altitude may be set either to the desired cabin altitude (outer scale) or to the planned cruising altitude (inner scale) plus 500 feet. Before descent to landing, the outer scale should be set to the field elevation plus 500 feet.

The rate control regulates the rate at which cabin pressure ascends or descends to the selected altitude. The pointer set to the vertical position results in a rate of approximately 500 ft/min.

If the cabin differential pressure reaches the maximum and the airplane is still climbing, the cabin altitude will climb with the airplane altitude.

Approved: Donald H Peters

For W. H. Schultz
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Issued: August, 1981
P/N 131787