

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A12CE Revision 25 Beechcraft 60 A60 B60 September 23, 2013
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TYPE CERTIFICATE DATA SHEET NO. A12CE

This data sheet which is part of type certificate No. A12CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Beechcraft Corporation 10511 East Central Wichita, KS 67206
Type Certificate Holder Record:	Beech Aircraft Company transferred to Raytheon Aircraft Company on April 15, 1996 Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007 Hawker Beechcraft Corporation transferred to Beechcraft Corporation on April 12, 2013

**I. Model 60, Duke, (Normal Category), Approved February 1, 1968
Model A60, Duke, (Normal Category), Approved January 30, 1970
Model B60, Duke, (Normal Category), Approved October 5, 1973**

Engines	Lycoming TIO-541-E1A4 or TIO-541-E1C4 (2 of either or 1 of each for S/N P-4 through P-522) 2 Lycoming TIO-541-E1C4 (for S/N P-523 and up)
Fuel	100LL or 100 minimum grade aviation gasoline 115/145 alternate grade aviation gasoline
Oil	Ashless dispersant multi-grade conforming to MIL-L-22851 or a Lycoming approved synthetic oil
Engine limits	Takeoff and maximum continuous power, 2900 r.p.m. at 41.5 in. hg., 380 b. hp. Maximum normal operating power, 2750 r.p.m. at 36.5 in. hg., 301 hp. (for S/N P-523 and up)
Propeller and propeller limits	(a) 2 (in any combination) Hartzell three-blade propellers Diameter: 74 in., (Normal) Minimum allowable for repair 73-1/2 in. (No further reduction permitted) Pitch settings at 30 in. sta.: low 13°-14°, high 81.7° HC-F3YR-2/C7479-2R or HC-F3YR-2/C7479B-2R or HC-F3YR-2F/FC7479-2R or HC-F3YR-2F/FC7479B-2R or HC-F3YR-2UF/FC7479-2R or HC-F3YR-2UF/FC7479B-2R

Page No.	1	2	3	4	5
Rev No.	25	22	22	22	19

I. Model 60, Model A60, Model B60 (cont'd)

Fuel capacity	Tank	Cap. Gal.	Usable Gal.	Code # (Full Fuel Only)	Arm
(P-4 through P-195)	L & R Wing	73.5 ea.	71 ea.	(1)	137.9
	or L & R Wing & Nacelle	103.5 ea.	102 ea.	(1)	139.0
	or L & R Wing & Nacelle	103.5 ea.	96 ea.	(2)	139.5
	or L & R Wing & Nacelle	103.5 ea.	101 ea.	(3)	139.0
(P-196 through P-219)	L & R Wing & Nacelle	103.5 ea.	102 ea.	(4)	139.0
	or L & R Wing & Nacelle	103.5 ea.	101 ea.	(3)	139.0
(P-220 through P-364 except P-348)	L & R Wing & Nacelle	103.5 ea.	101 ea.	(5)	139.0
(P-348, P-365 and after)	L & R Wing & Nacelle	103.5 ea.	101 ea.	(5)	139.0
	or L & R Tip, Wing & Nacelle	118.5 ea.	116 ea.	(5)	139.7

Code # Explanation:

- #1 As manufactured with unbaffled tanks.
- #2 Unbaffled tanks after compliance with S.I. 0559-281.
- #3 Baffled tanks after compliance with S.I. 0559-281.
- #4 As manufactured with baffled tanks.
- #5 As manufactured with baffled tanks and increased unusable fuel requirement.

See NOTE 1 for data on unusable fuel

Oil capacity (Wet Sump)

26 qt. (+88)

Max. Operating Limit

30,000 ft. pressure altitude

Control surface movements

Wing flaps		Maximum	30°
Aileron	Up 25°	Down	15°
Aileron tab (LH only)	Up 10°	Down	10°
Aileron tab anti-servo	Up 12°	Down	7°
Elevator	Up 17°	Down	15°
Elevator tab (LH only)	Up 10°	Down	30°
Elevator tab servo	Up 6°	Down	7°
Rudder	Right 33°	Left	28°
Rudder tab	Right 20°	Left	20°

Serial Nos. eligible

Model 60: P-4 through P-126 (except P-123)
 Model A60: P-123, P-127 through P-246
 Model B60: P-247 and up

Data Pertinent to All Models

Datum	Located 100 in. forward of front pressure bulkhead
Leveling means	Drop plumb line between leveling screws in cabin door frame rear edge.
Certification basis	<p>Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1, 23-2, 23-3; and Paragraph 23.959 of Amendment 23-7 for S/N P-220 and up (also S/N P-4 through P-219 after compliance with S.I. 0559-281); and Amendment 23-11 for S/N P-402 and up (also S/N P-4 through P-401 when modified per Beech Aircraft Corporation Kit Drawing 60-3006); and Paragraphs 23.1385(c), 23.1387(a), 23.1387(e) of Amendment 23-12; Part 36, as amended by 36-1 through 36-10 for S/N P-523 and up; and Special Conditions dated May 16, 1967, forwarded with FAA letter dated June 1, 1967; approved for flight into known icing conditions when equipped as specified in the Approved Airplane Flight Manual.</p> <p>Equivalent safety findings: FAR 23.75; 23.175(b); 23.621 (S/N P-4 through P-592); 23.1305(g); 23.1545(a) and 23.1583(a) (S/N P-486 and up) (also S/N P-247 through P-485 when modified per Beech Aircraft Corporation Kit Drawing 60-5023); 23.1549 and 23.1563(a).</p> <p>Application for Type Certificate dated December 22, 1956; Type Certificate No. A12CE issued February 1, 1968, obtained by the manufacturer under delegation option procedures.</p>
Production basis	Production Certificate No. 8 issued and Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.</p> <p>In addition:</p> <ol style="list-style-type: none"> 1. For flights into known icing conditions, these flight manual supplements and the equipment noted therein: 60-590001-17 Flight into known icing conditions; revision dated February 3, 1978, or later revision 60-590001-11 Continuous pressure operated surface deice system 60-590001-13 Goodrich electrothermal propeller deice system Equipment (Cont.) 2. For all other operations: Pre-stall warning indicator P/N 151-6, 151-7, 190-2 or 190-3 with mounting plate 151-202-1 or 151-202-2 (Safe Flight Corp.) or 191-52 assembly. 3. Model A60 Airplanes (S/N P-144 through P-246) require Airplane Flight Manual P/N 60-590000-5E, revision E-6 dated November 6, 1974, or later revision. Model B60 Airplanes (S/N P-247 and up) require Airplane Flight Manual P/N 60-590000-11, revision A-5 dated November 1, 1974, or later revision.

Data Pertinent to All Models (cont'd)

NOTE 1. Current weight and balance data including list of equipment included in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the original certification.

- (a) The certificated empty weight and corresponding center of gravity locations must include unusable fuel as follows:

(Refer to fuel capacity information for explanation of Code # applicability):

Code #1 and #4 Systems	24 lb.	(+135)
Code #2 System	90 lb.	(+131.7)
Code #3 or #5 Systems	30 lb.	(+134)

- (b) The basic empty weight and corresponding center of gravity must include oil of 49 lbs. at +88.

NOTE 2. The following placard must be displayed in front of and in clear view of the pilot:
"This airplane must be operated in the normal category in compliance with the operation limitations stated in the form of placards, markings and manuals."

NOTE 3. Fuselage pressure vessel structural life limit - refer to the latest revision of the Airplane Flight Manual for mandatory retirement time.

NOTE 4. Model 60 (S/N P-4 through P-126 except P-123) when modified to Beech Dwg. 60-5008 or equipped with Airplane Flight Manual 60-590000-5E dated November 6, 1974, or later revision eligible for a maximum weight of 6775 lb.

NOTE 5. For aircraft equipped with 60-810012-15 (LH) or 60-810012-16 (RH) shock absorbers and 10 PR tires, the landing weight is 6775 lbs. For 8PR tires and 60-810012-13 (LH) and -14 (RH) or lower dash number shock absorbers, a landing weight of 6600 lbs. must be observed. For 10 PR tires and 60-810012-13 (LH) and -14 (RH) or lower dash number shock absorbers, a landing weight of 6450 lbs. must be observed. For 8PR tires and 60-810012-15 (LH) or -16 (RH) or higher dash number shock absorbers, a landing weight of 6600 lbs. must be observed.

NOTE 6. Propeller hub assemblies with the "U" designation shall be installed in pairs only.

Contact Beech Aircraft Corporation as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

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