

# NEW TWIN PT6A TURBINE POWERED DUKE CONVERSION *Specifications*

MODEL	Factory BE60 DUKE	ROYAL TURBINE Conversion
Power Plant	(2) Lycoming TIO-541-E1C4	(2) Pratt & Whitney PT6A-35 or -21
Horsepower (flat rated)	380 hp	927 TSHP (-21 663 TSHP) Both 550 hp flat rated
Empty Weight	4,926 lbs	4,650 lbs.
Takeoff Gross Weight	6,775 lbs	7,050 lbs
Useful Load	1,849 lbs	2,400 lbs
Max. Landing Weight	6,775 lbs	6,775 lbs
Baggage Capacity (nose)	500 lbs	385 lbs
Fuel Capacity	142 gals (232 gals opt)	260 gals
Noise Level	Noisy	Quiet

## PERFORMANCE

Acceleration to 91 kts	15 sec.	9 sec.
Climb Rate (Initial)	1,601 fpm	4,000+ fpm
Single Eng. Climb Rate (Initial)	307 fpm	1,600+ fpm
Takeoff Distance (50 ft obs.)	2,626 ft	1,000 ft
Landing Distance (50 ft obs.)	3,065 ft	900 ft
Service Ceiling (2 engine)	30,000 ft	28,000 ft
Service Ceiling (1 engine)	15,100 ft	27,000+ ft
Maximum Speed	246 ktas	290+ ktas (-21 262+ ktas)
Normal Cruise	233 ktas	285 ktas (-21 255+ ktas)
Normal Range	570 nm (1,115 nm opt)	1,000 nm (-21 1,100 nm)
Normal Fuel Burn	48 gph	66 gph (-21 58 gph)
Long Range Speed	182 ktas	250+ ktas (-21 230+ ktas)
Long Range	640 nm (1,215 nm opt)	1,200 nm (-21 1,300 nm)
Long Range Fuel Burn	42 gph	49 gph (-21 42 gph)
Stall Speed (Dirty)	73 kias	73 kias
V <sub>mc</sub>	87 kias	91 kias

- Empty weight reflects actual weight of N157JT, our test aircraft.
- All performance figures for the PT6A-35 ROYAL TURBINE conversion are from initial test flights and are subject to change.
- PT6A-21 specifications are calculations only. No test flight has been performed.