

Personal First Class

In 1960 Beech unveiled what would become its flagship piston twin, the Beech Baron. A significant upgrade of the Beech Model 95 Travel Air, including 260 hp engines and a swept vertical tail, the Model 95-55 soon eclipsed its lower-powered stable mate, a major step up in power and performance for pilots moving into light twins from the immensely popular Beech Bonanza.



The Baron 55 grew incrementally in equipment and length through the A55 and B55, as well as in power, with the C55, D55 and E55 sporting a pair of 285 hp IO-520 engines. The entire Baron 55 series combines performance, comfort, load-carrying capability and economy compared to others in its class. All have robust 28-volt electrical systems to handle the very newest in "glass cockpit" avionics and options like air conditioning; many have been upgraded with anti-ice and "known ice" packages using either pneumatic deice boots or liquid ice protection. There are numerous engine upgrades and other modifications available to turn a Baron into your personal first-class transportation machine.

The American Bonanza Society provides unparalleled aftermarket technical support, pilot and mechanic education, inspection and training programs to enhance your Baron ownership experience.



American Bonanza Society

Since 1967 the American Bonanza Society has provided the highest quality technical and educational resources, as well as social and networking activities for owners, pilots, mechanics and enthusiasts of Beechcraft Bonanzas, Debonairs, Barons and Travel Airs.

For more information and to join, go to www.bonanza.org or call 316-945-1700.

The American Bonanza Society Guide to

Model 55 Barons



Model 95-55, A55 and B55

Model 95-55, A55 and B55 Barons get great performance and economy from a pair of 260 hp IO-470 engines, with high-quality construction and responsive handling not normally associated with a light twin. The standard four-seat interior includes a huge baggage area that may be fitted with seats for a child or small adult. Most have a copious nose baggage compartment to balance the load of aft-seat passengers, making these among the most versatile of all Beech piston airplanes. A wide variety of options for customization allows you to far exceed the capability and comfort of even new single-engine airplanes costing much, much more.



Models 95-55, 95-A55 and 95-B55
Production years: 1961 – 1982
Total number built: 2456
Max. cruise speed 188 – 196 kts
Max. range (std fuel) 991 – 1065 nm
Useful load 1920 – 2165 lbs*



The United States Army used the B55 as an instrument trainer, designating it the T-42A Cochise. Many T-42s are now in civilian hands.

Baron C55, D55 and E55

The option of greater horsepower, one 285 hp IO-520 per side, became available in 1966. The C55, D55 and eventually E55 were produced alongside the B55 through 1982, when all Baron 55 production ended. These “big engine Barons” offer greater climb power and cruise speeds, higher gross weights and improved single-engine performance, all in the high-quality and extremely well-supported Baron package. Like other Barons, there is a host of modifications available to “spec out” your C-, D- or E55 with the very latest and most capable avionics and equipment.

Models C55, D55 and E55

Production years: 1966 – 1982
Total number built: 1201
Max. cruise speed 200 kts
Max. range (std fuel) 1135 – 1143 nm
Useful load 2033 – 2285 lbs*



All 55-series Barons share the same panel layout and power and flight controls arrangement, with optional dual controls (pictured) or a standard, throw-over control column.

56TC

The 1967 56TC Baron was something of a hybrid. The 380 hp turbocharged Lycoming TIO-541 engine was going to be used in the Beech Duke in 1968. Beech wanted to challenge the Cessna 320 Skyknight by offering the fastest turbocharged twin on the market. Beech also wanted some experience with this engine prior to introduction of the Duke.

—Larry Ball, From Travel Air to Baron: How Beech Created a Classic.

Fewer than 100 of these high-altitude speedsters were built. Their owners, however, enthusiastically endorse this rare and fastest of piston twins.



Models 56TC, A56TC

Production years: 1967 – 1971
Total number built: 94
Max. cruise speed 252 kts
Max. range (std fuel) 789 – 1235 nm
Useful load 2340 – 2365 lbs*

*varies by individual aircraft
All specifications from Hawker Beechcraft Corporation