

Beechcraft 58P Baron Model Guide

The Beechcraft 58P Baron is a twin-engine piston aircraft produced 1976 to 1984, seating 4 to 6. The Baron 58 family (58, 58A, 58P, 58PA, 58TC, 58TCA, G58) reaches up to 247 kt cruise, 1080 nm range and 32000 ft ceiling. Those are family maxima, not 58P figures. The supplied documents cover safety paperwork, so confirm performance and weights in the aircraft's own flight manual.

KEY TAKEAWAYS

- Beechcraft 58P Baron: twin piston, built 1976 to 1984, 4 to 6 seats. The supplied documents give no 58P-specific weights or speeds.
- Icing AD (AD/BEECH 55/85 Amdt 1) names the 58P. The AFM must carry severe-icing limits, and the autopilot is banned when severe-icing cues exist.
- Mandatory SB 55-4089 Rev. 1 covers elevator balance weights. 58P spares bought 1996 to 2005 are in scope.
- An oxygen STC (front baggage install) is documented for 58 series Barons. If fitted, check the logs and the weight-and-balance entry.

SAFETY NOTES

- Severe icing cues: unusual ice on the airframe, on the wing upper surface aft of the protected area, or aft on the nacelles. Request priority handling and exit.
- Do not extend flaps when holding in icing. If flaps are already extended, do not retract them until the airframe is clear of ice.
- Oxygen servicing: use only 99.99% pure oxygen. Do not service oxygen while the fuel system is being serviced in the same area.

ICING AIRWORTHINESS DIRECTIVE

AD/BEECH 55/85 Amdt 1 (CASA, effective 13 July 2000) lists the 58P. It requires AFM Limitations and Normal Procedures changes on severe icing. Exit severe icing via ATC priority handling and keep the autopilot off. Ask for proof the AFM carries the revision.

ELEVATOR BALANCE WEIGHT BULLETIN

Mandatory SB 55-4089 Rev. 1 (February 2012) addresses elevator balance weights that may be insufficiently hardened and could dislodge. Airplane effectivity is Model 58 serials TH-1768 through TH-2110. Spares in scope include any Baron 58P weight assembly bought between January 1, 1996 and December 31, 2005. Unreplaced weights need an inspection every 100 flight hours. Check the logs for compliance.

OXYGEN SYSTEM STC (IF FITTED)

The GAMI/Tornado Alley Turbo front-baggage oxygen installation uses a bottle in the forward baggage area, and fitting it requires a weight and balance change. A full bottle reads about 1,800 psi at 70 F. The cylinder needs a hydrostatic test every 5 years and retirement after 15 years. Check the test date and the flight manual supplement.