

Beechcraft 58TC Baron Model Guide

The Beechcraft 58TC Baron is a turbocharged twin-engine piston aircraft built from 1976 to 1984, seating 4 to 6. The documented 1980 example has two Continental TSIO-520 engines. The wider Baron 58 family reaches up to 1080 nm range, 247 kt cruise and 32000 ft ceiling. Those are family maxima, not 58TC figures.

KEY TAKEAWAYS

- Seats 4 to 6, built 1976-1984. Service bulletins list 58TC serials TK-1 through TK-151.
- Turbocharged: the prebuy checklist adds turbo checks (compressor, wastegate, linkage, hoses, ducting).
- Budget 15-20 labor hours for a twin prebuy. It runs in two phases and may stop early if Phase 1 finds high-cost issues.
- Confirm the mandatory seat-attachment and throttle/gear cam bulletins, and the wing bolt AD status, in the records.

AIRWORTHINESS ITEMS TO CONFIRM

SB 53-3159 (Aug 1999, mandatory) reinforces the 5th and 6th seat attachments; it covers 58TC serials TK-1 through TK-151. SB 76-3763 Rev 1 (mandatory) inspects the throttle warning/gear retraction cams; it lists 58TC serial TK-151 and is due within 25 flight hours or six months. CASA AD/BEECH 55/79 Amdt 7 covers wing bolts: replace 58TC-series bolts before 15 years in service.

PREBUY INSPECTION FOCUS

The prebuy covers hot cylinder compressions, borescope of all cylinders, a cut-open oil filter check, exhaust and engine mount condition, and turbo components. Records review covers AD and SB compliance and overhaul schedules. Barons certified into known ice need dry air pumps replaced at 600 hours. Ask for the last magneto 500 hour.

VORTEX GENERATORS

If the D'Shannon vortex generator STC is fitted, the 58TC carries 107 generators on the wings and vertical stabilizer. Flight is prohibited with fewer than 103. The system lowers stall and Vmca speeds, but the original handbook speeds and performance data still apply.

PERFORMANCE

Family Max Range Nm	1080
Family Max Cruise Speed Kt	247
Family Max Service Ceiling Ft	32000

SAFETY NOTES

- An ATSB report on a Baron B58 fire blamed a landing gear electrical fault igniting heater fuel. Inspect wiring and the heater fuel line left of and below the pilot's breaker panel.
- A 58TC overran a wet grass runway after a fast, deep landing. Very short wet grass can add up to 60% to landing distance, so go around early.
- The ATSB found 4-point restraints likely reduced pilot injury severity in the B58 accident.