

Beechcraft G58 Baron Model Guide

The Beechcraft G58 Baron is a twin-engine piston airplane (category: twin-engine-piston) in the library from 2005, with no end year listed, so it is treated as still in production. It seats 4 to 6. The supplied documents contain no registry or performance figures for the Beechcraft G58 Baron, so this guide covers what the documents do support: V-speed markings from one STC supplement, service documents, gear-extension technique, avionics and a sample weight-and-balance record. It does not cover range, speed or payload. Get those from the G58 handbook for the specific airplane.

KEY TAKEAWAYS

- The Beechcraft G58 Baron is a piston twin that seats 4 to 6. The inputs give no range, speed or payload numbers, so verify them in the airplane's own handbook.
- The only POH supplied is for Baron 58 and 58A serials TH-1 thru TH-772. It is not the G58 handbook, so confirm that the manual and supplements match the airplane's serial number.
- The landing gear is electric, not hydraulic. It will not free-fall, so a gear motor failure means hand-cranking the gear down.
- Check the service history. A recommended rudder cable pulley bracket bulletin covers G58 serials TH-2125 through TH-2136. A recommended nacelle keel rivet letter covers certain G58 serials from TH-2468 on.
- If the airplane has a vortex generator (V/G) kit, the supplement lists a lower Vmca of 74 KCAS. The kit needs its full set of generators in place.

WHAT THE DOCUMENTS SAY ABOUT THE AIRFRAME AND EQUIPMENT

The library lists the Beechcraft G58 Baron as a piston twin with 4 to 6 seats, first listed in 2005. A Garmin G1000 Pilot's Guide exists for the G58 (190-00629-04 Rev. A, software version 0857.10 or later), so a G1000 glass cockpit is part of the G58 documentation. Its warnings say not to use terrain displays as the sole source of terrain and obstacle separation. Verify that the installed avionics and software match the pilot's guide.

SERVICE DOCUMENTS TO CHECK AGAINST THE LOGBOOKS

SB 27-3789 (Dec 2006, recommended) inspects the rudder cable pulley bracket (P/N 002-440010-19) for elongated or misdrilled holes. It lists G58 serials TH-2125 through TH-2136 and should be done at the next scheduled inspection. Estimated time is 1.0 hours to inspect. If the pulley guard pin must be replaced, the estimate is 0.25 hours. Service Letter MEL-57-03 (Jan 9, 2020, recommended) inspects the outboard wing nacelle keels for missing rivets. It lists G58 serials TH-2468, TH-2472 thru TH-2516, TH-2519, TH-2520 and TH-2522. It should be done at the next 100-hour or 12-month inspection. Ask for logbook entries showing compliance with the applicable documents.

WING FATIGUE LIFE AND DOCUMENTATION GAPS

A CASA (Australia) airworthiness directive on Baron wing fatigue life retires the wing spar and spar cap structure. For models 58 and 58A it sets a limit of 16,000 hours time in service. The directive's applicability lists 58, 58A, 58TC, 58P and 58PA series and does not name the G58. Ask a Baron-experienced inspector how it applies to a particular G58 and what the airplane's hours are. The handbook supplied covers serials TH-1 thru TH-772, and the weight-and-balance records supplied are for a Model 58 (serial TH-2103), so none of them is G58-specific.

MANUAL GEAR EXTENSION

The gear uses a large gear box driven by an electric motor and push rods, with a hand-crank on the main drive shaft. There is no hydraulic system, so the gear will not free-fall. Manual extension will not help if a push rod fails, the gear is jammed, only one or two legs extend, or the sector gear breaks. The source article says the newer the airplane, the harder the crank is to turn. It advises practicing the procedure once with a qualified instructor or safety pilot. It also

V-SPEEDS

Vmca With Vg Kts	74
White Arc Low With Vg Kts	68
White Arc High With Vg Kts	122
Red Radial With Vg Kts	74
Blue Radial With Vg Kts	100
Green Arc Low With Vg Kts	74
Green Arc High With Vg Kts	195
Yellow Arc Low With Vg Kts	195
Yellow Arc High With Vg Kts	223
Red Radial High With Vg Kts	223
White Triangle With Vg Kts	152

WEIGHT & BALANCE

Sample Model58 Max Takeoff Weight Lbs	5500
Sample Model58 Empty Weight Lbs	4011.06
Sample Model58 Useful Load Lbs	1488.94
Sample Model58 Empty Cg Inches	79.08

SAFETY NOTES

- Manual gear extension takes time and effort. Do not try it in the traffic pattern or on approach. Get away from the airport and run the checklist.
- If the gear motor breaker has popped, abort the approach and let the breaker cool at least a minute before one reset attempt.
- The POH introduction warns to use only genuine Beechcraft or Beechcraft-approved parts from approved sources. Salvaged or unknown-history parts may hide damage.
- The V/G supplement says to fly by the original POH performance figures, which gives a larger safety margin, even though the kit lowers stall and Vmca speeds.

advises leaving the pattern and climbing to at least 1,000 feet above terrain and obstacles before running the checklist.

AI-aggregated guide for the Beechcraft G58 Baron · sources: PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT FOR BEECHCRAFT BARON 58, 58A, G58 (#15789) · Emergency Procedures (#14495) · Weight & Balance for Beechcraft G58 Baron (#15713) · SERVICE BULLETIN SB 27-3789 (#15736) · WINGS - INSPECT WING NACELLE KEELS FOR MISSING RIVETS (#15738) · AIRWORTHINESS DIRECTIVE AD/BEECH 55/61 Amdt 2 (#15764) · Garmin G1000 Pilot's Guide for the Beechcraft G58 (#15725) · Beechcraft G58 Baron Pilot's Operating Handbook (#15787) · generated 2026-10-14 · Reference only, not for flight. Check the original documents before relying on this guide.