Beechcraft 56TC Baron Model Guide

The Beechcraft 56TC Baron is a turbocharged, short-fuselage piston twin built from 1967 to 1971, with 4 to 6 seats. Only 94 were built, so it is rare. Each engine makes 380 hp. An AOPA Pilot flight report quotes about 222 knots true airspeed at 79% power at 12,000 ft.

KEY TAKEAWAYS

- Rare: only 94 were built, 51 of them in 1967 and two in 1971, so expect a small pool of aircraft to choose from.
- About 222 kt true at 79% power at 12,000 ft, burning about 47 gallons per hour in total.
- Two mandatory items to check in the records: elevator control fittings (serials TG-2 to TG-83) and flap flex shaft cables.
- Plan for multi-engine and instrument training: simulator courses cover the 56TC, and the initial course needs a multi-engine and instrument rating.

PERFORMANCE AND ENGINES

Each Lycoming 540-cubic-inch engine makes 380 hp at 41.5 inches and 2,900 rpm maximum continuous. At 79% power at 12,000 ft, true airspeed is about 222 knots on about 47 gallons per hour total. Single-engine climb is 412 fpm at sea level and falls to 50 fpm at 18,600 ft. The wider 56TC family registry shows up to 247 kt, 750 nm and a 32,000 ft ceiling.

PRODUCTION HISTORY AND VARIANTS

The 56TC arrived in 1967, listed at 5,990 lb against 5,300 lb for the C55. Beech switched from vacuum to pressure pumps after the first production year. The designation became A56TC, and the most significant change was baffled fuel tanks. It was eclipsed by the pressurized Duke. The type certificate is 3A16, shared with the other short-fuselage Barons.

TRAINING, PARTS AND SUPPORT

SIMCOM's Baron course covers the 56TC: initial training is 3 days, with 12.0 ground hours and 6.0 simulator hours. It requires a private certificate with multi-engine land and instrument rating. Recurrent needs the initial course or 100 hours in Baron-series aircraft. Marsh Brothers lists Baron kits for brake master cylinders, fuel cap washers, gear door hinge bushings and spinner washers. The 56TC is eligible for its fuel cap washer.

SPECIFICATIONS

Max Continuous Power Per Engine Hp	380

PERFORMANCE

Cruise Speed 79pct Power 12000ft Kts	222
Fuel Flow Both Engines Gph	47
Single Engine Climb Sea Level Fpm	412

SAFETY NOTES

- Elevator fittings: 56TC serials TG-2 to TG-83 fall under SB 2242 and AD 89-05-02. Magnesium fittings need repeat crack inspections until replaced with aluminum.
- Flap flex shaft SB 27-3478 is mandatory. It applies if a flex shaft or flap actuator bought from RAC shipped March 1, 2000 to June 30, 2001 is fitted. Check the records.
- Single-engine climb is only 50 fpm at 18,600 ft, and about 412 fpm at sea level. Plan engine-out options for terrain and altitude.

AI-aggregated guide for the Beechcraft 56TC Baron · sources: Beech 56TC Turbo Baron (1967) (#16153) · Specifications for the Beechcraft 56TC Baron (#14353) · Airworthiness Directives; Beech Model 35-33, 35-A33, 35-B33, 35-C33, E33, 35-C33A, E33A, E33C, 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, 36, 95-55, 95-A55, 95-B55, 95-B55A, 95-C55, 95-C55A, D55, D55A, 56TC, 95, B95, B95A, D95A and E95 Airplanes (#16204) · FLIGHT CONTROLS - FLAP FLEX SHAFT (CABLE) ASSEMBLY INSPECTION/REPLACEMENT (#14359) · Beech Baron Training Course Manual (#15773) · Short-Fuselage Barons (#16220) · Part Design Approval (#16206) · 2022 Product Catalogue (#16168) · generated 2026-10-16 · Reference only, not for flight. Check the original documents before relying on this guide.