

Beechcraft 50 Twin Bonanza Model Guide

The Beechcraft 50 Twin Bonanza was built from 1952 to 1963 as Beech's wide-cabin piston twin. It seats 4 to 6, and some are fitted for seven. It has a heavy-duty airframe and geared Lycoming engines. Expect single-engine Bonanza speeds with Baron 58-type fuel burn. Supercharged versions are faster.

KEY TAKEAWAYS

- Wide 54-inch cabin; 4 to 6 seats, some seven. D50 and later could have separate seats with an aisle.
- Normally aspirated: about 160-170 knots on 30-plus gph total. Supercharged can top 200 knots at 12,000 ft on 40 gph.
- Geared Lycoming engines: 1,400-hour TBO, and overhaul costs more than Beech 18 radials.
- Mandatory SB 52-2693 (door handle inspection) applies to Models 50, B50 and C50.

VARIANTS AND ENGINES

The 1952 Model 50 and the 1953 model used 260-hp Lycoming GO-435s. The C50 (1954) had 275-hp GO-480s. The D50 (1956) had 295 hp and three-blade props. The supercharged E50 (1957) has 340-hp GSO-480s. Supercharged gross weight rose from 7,000 to 7,300 lb by the J50 (1961). The D50E was the last normally aspirated model.

CABIN AND HANDLING

The cabin is 54 inches wide with three-across seating. Early models enter over the wing. The D50C (1960) and later have an airstair door. Handling is stable. Roll forces are heavy like a King Air's. Speed changes need trimming only in pitch. There are no cowl flaps; cooling is by augmentor tubes.

WHAT TO CHECK BEFORE BUYING

Ask about engine and gearbox history; the TBO is 1,400 hours. Supercharged engines from 1959 to 1963 have Simmonds fuel injection with no mixture controls. Older engines have pressure carburetors. Check for windshield mods (D'Shannon STC, Excalibur swept windshield). Confirm logbook entries for SB 52-2693.

SPECIFICATIONS

Max Engine Power Hp	340
Max Gross Weight Lbs	7300
Cabin Width In	54

PERFORMANCE

Typical Cruise Low Kt	160
Typical Cruise High Kt	170
Normally Aspirated Fuel Burn Min Gph	30
Supercharged High Cruise Kt	200
Supercharged Cruise Altitude Ft	12000
Supercharged Fuel Burn Gph	40

SAFETY NOTES

- SB 52-2693 Rev. 2 is mandatory for Models 50, B50 and C50. Inspect the cabin door handle before next flight and after any handle removal.
- Never let the prop drive the engine; this causes gearbox lash and early overhaul. When reducing power, move the props first, then the throttles.
- Use full throttle for no more than one minute, then reduce to 3,100 or 3,200 rpm depending on model.