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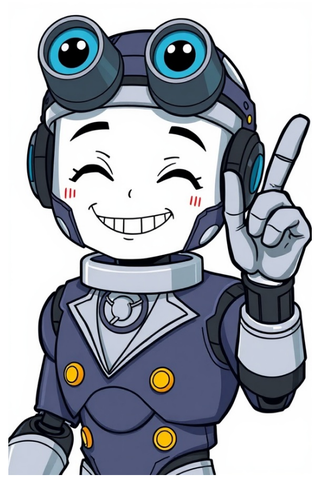

Textron Aviation has confirmed it will end production of the Beechcraft Bonanza G36 and Baron G58, drawing a close tonearly eightdecades of continuous manufacturing for two of general aviations most recognizable piston aircraft.The company said it will continue to support the tens of thousands of Bonanzas and Barons flying worldwide, as it shifts investment toward new products such as the single-engine turboprop Beechcraft Denali. As part of Textron Aviations product investment plan, the company will end production of the Beechcraft Baron G58 and Beechcraft Bonanza G36 models once all current orders are fulfilled, the manufacturer confirmedin a statement after some noted on social media that the products had disappeared from Textrons website. The move brings an end to one of the longest production runs in aviation history. The Bonanza first flew in December 1945 and entered production in 1947. According to the American Bonanza Society, more than26,000Bonanza-familyaircrafthave been built, including the V-tail variants, straight-tailmodelsandDebonairs, along withthe Baron line.Textronnoted it has deliveredmore than 3,000 Barons and 18,000 Bonanzas, although the full total isevenhigher when including early production series. The production stoppage, first reported by AvBrief.com, wasnot unexpectedas shipments for both models have been lagging the market for years. According to the General Aviation Manufacturers Association (GAMA), Textron delivered justfive Bonanzas and two Barons in 2024, andfour Bonanzas and two Barons in the first half of 2025. Those volumes made theaircraftamong the lowest-selling certified piston models in continuous production. The decisionto end Bonanza and Baron productionreflects broader shifts in the general aviation piston market. Cirrus and DiamondAircrafthave dominated high-performance pistonaircraftsales over the pasttwodecades, while legacy retractable-gear singles and piston twins have seen shrinkinginmarket share. Many newer buyers have gravitated toward composite airframesandlower-costoperating profiles, leaving the Bonanza and Baron competing in a shrinking niche of the certified piston segment, despite their reputation for solid build quality and excellent flying qualisites. Textrons focus now turns toward the Denali, which the company says will anchor its single-engine product lineup once certification is complete. The company did notdisclosehow manyBonanzaand Baron orders remain to be delivered before the linein Wichita, Kansas,closes. BeechcraftTextron AviationUnited States After more than eight decades of production, Textron Aviation has officially announced the end of the Beechcraft Bonanza and Beechcraft Baron product lines, two of the most iconic piston aircraft in aviation history. The decision, confirmed Thursday, marks the close to a remarkable chapter that began during World War II and shaped general aviation for generations. For many pilots, owners, and aviation enthusiasts, the news is surprising with few aircraft having earned the kind of loyalty, longevity, and respect that the Bonanza and Baron have enjoyed.First introduced in the 1940s, the Bonanza quickly became a symbol of performance and innovation. Over the years, more than 17,000 Bonanzas were produced earning it the distinction of being the longest-running production aircraft to date.The Baron, introduced in the early 1960s, brought twin-engine capability to the Beechcraft lineup. More than 7,000 Barons were built, becoming a go-to platform for business travel, training, and private ownership.Both aircraft evolved through numerous variants, updates, and technology upgrades, yet they always retained the handling, performance, and quality that made them legends.As reported in a recent AvBrief article. Textron has made this decision after dwindling sales of the icon airframe, allowing them to concentrate on the new Beechcraft Denali, a clean-sheet, single-engine turboprop designed for modern efficiency and performance. By focusing investment on the Denalis development, certification, and production ramp-up, Textron aims to strengthen its position in a competitive turboprop market.While new Bonanzas and Barons will no longer roll off the production line, Textron emphasized that it will continue to produce parts and provide support for the more than 17,000 Bonanzas and Barons. For owners, this commitment offers reassurance that these beloved aircraft will remain serviceable and supported for years, if not decades to come. Molly McMillin November 24, 2025 A Beechcraft Baron on display at the Sun n Fun Aerospace Expo in Lakeland, Florida. The end of production of the classic Beechcraft Bonanza and Beechcraft Baron marks the end of an historical era. Textron Aviation will end production of the two aircraftknown for their power and craftsmanshipafter the current order backlog has been filled, the company told Aviation Week in a... Beechcraft Bonanza, Baron Production Halt Means End Of An Era is published in The Weekly of Business Aviation, an Aviation Week Intelligence Network (AWIN) Market Briefing and is included with your AWIN membership.Already a member of AWIN or subscribe to The Weekly of Business Aviation through your company? Loginwith your existing email and password.Not a member? Learn how you can access the market intelligence and data you need to stay abreast of what's happening in the business aviation community. Beechcraft aircraft, produced in Wichita, Kansas is known globally as an icon of aviation manufacturing with a legacy that is deeply connected to some of aviations earliest innovators. The Beechcraft line of aircraft has consistently been at the forefront of industry-leading standards in terms of quality, reliability, and performance. An American classic Together with his wife and business partner, Olive Ann Beech, Walter H. Beech resigned his executive position at Curtiss-Wright Corporation in 1932 to start an aircraft manufacturing company in Wichita, Kansas. The Beeches persisted in producing the best aircraft in the world, a goal that revolutionized general aviation, in spite of the popular disbelief that luxury biplanes would find buyers during the Great Depression. Photo: Beechcraft The first aircraft was the Model 17 "Staggerwing," which achieved 200 miles per hour and was an instant success. Both military and private clients purchased hundreds of units from it. The Beeches went on to create several significant aircraft designs, like the widely used Bonanza. One of the longest-running airplanes in aviation history is the Beechcraft Bonanza. Olive Ann Beech served as the company's president and CEO following Walter Beech's passing in 1950 until Raytheon Company purchased it in 1980. Photo: Beechcraft Beechcraft was one of the "Big Three" general aviation manufacturers in the second part of the 20th century. The Beechcraft moniker has endured despite its eventual merger with rival Cessna Aircraft Company under Textron Aviation. Today, the iconic red "B" emblem continues to symbolize excellence, recognized worldwide for a legacy of outstanding aircraft like the world-famous King Air turboprop series. The next king rises Continuous improvement has always been central to Beechcrafts success, showcased by the latest King Air 360ER turboprop. Thanks to adaptable and adjustable interiors, the 360ER is equally well-suited for carrying people, cargo, air ambulances, and other missions. Below is an overview of the essential data points for the latest and greatest in the Beechcraft lineup: Photo: Beechcraft Wingspan: 57 ft 11 in (17.65 m) Max Takeoff Weight: 15,000 lb (6,804 kg) Powerplant: Pratt & Whitney Canada (2) PT6A-60A Engine power: 1,050 shp ea (783 kW ea) Max Occupants: 11 Max Cruise Speed: 312 kts (578 km/h) Max Range: 1,806 nm (3,345 km) Takeoff Field Length: 3,300 ft (1,006 m) Max Operating Altitude: 35,000 ft (10,668 m) Standard Features IS&S ThrustSense Autothrottle Digital Pressurization Indication Collins Aerospace Pro Line Fusion Avionics Suite Three 14-Inch Touchscreen Displays Synthetic Vision Graphical Flight Planning Integrated Charts and Maps CoolView Windows Engine Indicating and Crew Alerting System (EICAS) Dual Flight Management System (FMS) Multi-Scan Weather Radar System (WXR) Integrated Terrain Awareness and Warning System (ITAWS) Traffic Alert and Collision Avoidance (TCAS II) Automatic Flight Guidance System (AFGS) Dual Navigation and Communication Radios Photo: Beechcraft The Starship The Beechcraft Starship, the first all-composite, pressurized business aircraft, was created in 1982 by Burt Rutan's Scaled Composites and is praised for its inventive features. A fully computerized glass cockpit, rear-mounted turboprop engines, and a forward-mounted variable-sweep canard wing are important components. Production began in 1988 after an 85%-size prototype flew in 1983, but the full-scale prototype's first flight was postponed until March 1986. Only 53 units were produced before the program halted in 1995, mostly as a result of unfavorable market reception. Only a few Starships remained in service by 2004, as the majority had been retired or demolished. Photo: Pima Air and Space Museum Specifications: Wingspan: 54 ft 4.7 in Length: 46 ft 1 in Height: 12 ft 11 in Loaded Weight: 14,900 lbs Maximum Speed: 385 mph Service Ceiling: 41,000 ft Range: 1,320 miles Engines: Two Pratt & Whitney PT6A-67A turboprops (1,200 hp each) Crew/Passengers: 1-2 pilots, 6 passengers NASAs unique King Air NASAs Armstrong Flight Research Center in Edwards, California, operates a modified Beechcraft B200 Super King Air aircraft, designated tail number (TN) 801. The aircraft is a vital component of nasas Support Aircraft Fleet (SAF), providing pilot competency training and a flexible, aerial research platform to support scientific and aeronautical research. The TN 801, which NASA purchased in 1983, is built to support a broad range of experiments. It has forward and aft nadir ports for mounting radar, camera systems, and antenna arrays, among other specialized instrumentation ports. Its operating versatility is further increased by the interior's adjustable equipment racks and interchangeable zenith antenna ports. Photo: US Air Force Based on Beechcraft's King Air 200 model from the early 1970s, the B200 Super King Air is widely used in both military and commercial applications. The King Air series, which was first approved in December 1973 under Federal Aviation Regulation (FAR) Part 23, gained notoriety for its dependability in cargo delivery, business travel, and general flying. The military makes extensive use of the Beechcraft King Air 200 version as the C-12 Huron utility transport aircraft. The B200 version's upgraded turboprop engines offer enhanced performance capabilities, significantly boosting mission versatility and efficiency. TN 801 has continuously made contributions to state-of-the-art research and technical advancement during its time at NASA Armstrong. Because of the aircraft's adaptable design, researchers may quickly install and test a variety of sensors and scientific tools to meet specific mission needs. Aeronautics research, airborne science missions, and pilot competency training are the three main flight operating divisions within NASA that benefit from its versatility. Photo: NASA In 2022, the B200 Super King Air TN 801 served as a key asset in three significant NASA experimental campaigns, supporting advanced environmental and aeronautical investigations: Signals of Opportunity Synthetic Aperture Radar (SoOpSAR): Conducted in Truckee, California, and Grand Junction, Colorado, this study aimed to assess the effectiveness of utilizing existing opportunistic P-band signals for synthetic aperture radar (SAR) imaging. If proven accurate, SoOpSAR has the potential to transform remote sensing methods by enabling more accurate assessments of vital environmental factors like snowfall density and root-zone soil moisture. Sub-Mesoscale Ocean Dynamics Experiment (S-MODE): Based at Moffett Field in Mountain View, California, this multidisciplinary initiative sought deeper insights into the dynamical processes of the upper ocean, particularly at the transitional scales between mesoscale and submesoscale circulation. Researchers were able to observe ocean surface movements with previously unheard-of resolution by combining in-situ observations with sophisticated remote-sensing instruments aboard TN 801, such as UCLA's Multiscale Observing System of the Ocean Surface (MOSES) and JPL's DopplerScatt radar. This greatly improved the accuracy of climate modeling. Boundary Layer Data System (BLDS): Conducted in November 2022 in collaboration with California Polytechnic State University, San Luis Obispo, the BLDS experiment leveraged routine pilot proficiency flights to investigate airflow characteristics across one of TN 801s wings. The initiative gave participating students and faculty members vital aerodynamic boundary-layer data, which helped them understand aircraft performance and improve their aerodynamics education. Photo: US Air Force NASA's Beechcraft B200 Super King Air TN 801 is an example of operational adaptability, acting as both a sophisticated research aircraft and a platform for pilot training, greatly increasing Earth observation and aeronautical science. Because of its versatile architecture and wide range of modification options, TN 801 will always be crucial to NASA's continued scientific research and development. Beechcraft and Uncle Sam The United States Air Force and US Navy have the largest flight training pipeline in the world, and that huge program happens to rely on a Beechcraft to train the future aviators of the US Armed Forces (and even some allies). The plane in question is the two-seat, single-engine T-6A Texan II trainer. It has a turboprop engine, an instructor-student stepped tandem seat, and a side-opening canopy that can reach speeds of up to 270 knots. Virtually every pilot or weapons officer in the US and allied air forces has spent more than a few hours in the cockpit of a T-6 (including this author). Developed under the Joint Primary Aircraft Training System program, the T-6 has been in service since 2000. Photo: US Air Force T-6 Texan II specifications: Wingspan: 33.5 ft (10.19 m) Powerplant: 1,100 hp Pratt & Whitney Canada PT6A-68 turboprop Speed: 320 mph (approx. 515 km/h) Ceiling: 31,000 ft (9,448.8 m) Unit Cost: $4.272 million Inventory (Active Force): 446 The Beech with teeth The AT-6E Wolverine, a single-engine light attack and reconnaissance aircraft, evolved from the T-6A trainer. It features advanced A-10C mission computers, F-16 HOTAS, and a Helmet Mounted Cueing System. With six pylons for precision munitions and optional EO/IR sensors, it attracts interest from nations for cost-effective close air support. AT-6E Wolverine Armaments: Armaments: Multiple laser/inertial-guided weapons Laser-guided rockets (APKWS) AGM-114 Hellfire .50 cal gun pods on six hardpoints Eye in the sky The MC-12W Liberty, which is based on the Hawker Beechcraft Super King Air 350ER, can operate in harsh situations thanks to its sophisticated mission systems, electro-optical infrared sensors, reliable communications suites, and line-of-sight and satellite data linkages. Intelligence, surveillance, and reconnaissance (ISR) against ground forces is the main objective of the MC-12W, a medium-to low-altitude, twin-engine turboprop aircraft. The fleet was first deployed in 2009 and then transferred to the Oklahoma Air National Guard's 137th Air Wing in 2015. Air Force irregular warfare activities, such as counterinsurgency and partnership-building operations, are supported by the MC-12W, which was quickly acquired in response to growing ISR demands noted in 2008. Photo: US Air Force Beechcraft exemplifies the innovation of individuals dedicated to transforming aviation and overcoming significant market challenges. Their aircraft serve essential roles across military and civil sectors, from mapping to emergency relief. As part of Textron Aviation, Beechcraft produces modern aircraft with advanced avionics and enhanced comfort. Its dedication to durable airframes has solidified its global presence, with each new turboprop and piston design continuing a legacy of nearly a century, symbolizing steadfast innovation in aviation. Related Wheels Up purchased 105 King Air 350i in 2013.

Beechcraft 60 duke. Beechcraft duke specs. Beechcraft 76 duchess. Beechcraft b60 duke specs. Beechcraft duke review. Beechcraft duke. Beechcraft b300.