

1966 C55 Foxstar Baron – N677Z TE-14

Location: Fullerton Airport, California

TTAF: 5,969.5

Conversion: Foxstar Baron

Current Foxstar STC Cost: \$295,000 through Mike Jones Aircraft

Summary

1966 Beech C55 Foxstar Baron with IO-550-C engines, Hartzell 4-blade Q-Tip propellers, dual yoke, right-side toe brakes, upgraded avionics, and significant recent maintenance. This aircraft already has the Foxstar conversion installed. The current advertised Foxstar STC cost alone is \$295,000, before considering the value of this airframe, avionics, recent maintenance, and included spare parts.

I purchased this Baron in 2021, and it has been a serious project since then. I have spent nearly \$100,000 having the aircraft gone through, replacing seals, cleaning up old systems, removing unused avionics and wiring, addressing fuel system items, and completing major gear work.

Airframe

TTAF: 5,969.5

The aircraft was landed gear-up in November 2010 in Williston, Florida. Since purchase, major maintenance and cleanup work has been completed to bring the aircraft back into strong flying condition.

Engines

Continental IO-550-C

Left Engine

LSMOH: 320 hrs

SIRAN: 28 hrs

Right Engine

RSMOH: 320 hrs

SIRAN: 28 hrs

Both IO-550-C engines were overhauled by Tropic Airpower on April 5, 2018, fogged for storage, and installed on the aircraft May 28, 2024.

Propellers

Hartzell 4-Blade Q-Tip Props

Left Prop: 28 hrs SMOH

Right Prop: 28 hrs SMOH

Props were overhauled by Johnson Propeller Service on February 13, 2017.

Also included are two sets of brand-new propeller spinners, still in boxes.

Avionics and Equipment

- Garmin GDL 69 XM Receiver
- Garmin GA 55 XM Antenna
- Brand-new PS Engineering PMA 450B Audio Panel
- Avidyne IFD 540 Com 1
- Narco MK12D with glideslope, Com 2, fresh overhaul late 2025
- Garmin GTX 330ES Transponder
- Shadin Fuel Flow System
- King KI-525A HSI
- Narco ID-825
- S-TEC 60 Autopilot with PSS
- Dual yoke installed
- Right-side toe brakes
- Airwolf oil filter relocators recently installed for easier oil changes

Recent Maintenance

Since purchasing the aircraft, the following work has been completed:

- Belly reskinned
- Flaps stripped, etched, alodined, painted, and reinstalled
- Fuel transducer replaced
- Fuel systems inspected and flushed
- Fuel selectors repacked with new packings
- Fuel pump packings replaced
- Fuel boost pumps removed, overhauled, and reinstalled
- Main gear brakes, wheels, and tires replaced
- Batteries replaced
- Old unused avionics removed
- Old wiring stripped out of the aircraft
- Serviceable King KCS-55 installed
- Serviceable Garmin GTX 330ES installed
- Airwolf oil filter relocators installed
- All ADs complied with

On January 12, 2025, the landing gear was completely removed from the aircraft, fully overhauled, repainted, and reinstalled. The nose gear shimmy dampener was overhauled, front wheel bearings were replaced with new bearings, all wiring was inspected, and gear swings were performed. The landing gear motor and solenoids were also replaced.

Both cowl flap actuators were replaced with newly overhauled units at the end of January 2025.

Condition

Paint: 6/10

Interior: 7/10

The aircraft is a great candidate for someone who wants to paint it and make it their own, or simply touch up the existing paint and fly it as-is for years to come.

Current Squawks

- Windshield and side glass are hazy
- Paint needs attention
- Door hinge needs a doubler installed behind it

I have a full set of replacement glass, including a speed slope windshield, currently located in Florida. If the aircraft does not sell by mid-July, I plan to fly it to Florida to have the glass installed, the door hinge doubler completed, and paint touch-up work performed. Once that work is completed, the aircraft will be repriced accordingly.

I am also willing to have that work completed at my cost as part of a sale, depending on the structure of the deal.

Logs

All logs are available except for one airframe logbook from 2002 through 2010. See logbook entry below.

8/11/24 Logbook Entry:

One Airframe Log Book, Airframe Log Book #3, was lost. Log Book #1 and Log Book #2 were not lost. #2 Log Book ended on 4/1/2005 with Hobbs indicating 1630.6 giving an aircraft TT of 4478.01, however there is error due to the fact that there were numerous Hobbs meter failures throughout Log Book #2, and TTAF is 4938.3 see #2 Log Book. The missing log recreated using engine logs, AD Complacency Reports, Form 337 and Pilot Flight Log with times indicated above taken from existing records. Significant maintenance of record that should have been included in lost log book #3 are as follows: On 12/9/2005 the aircraft was modified by Colemill Enterprises Inc. per STC # SA176250 Foxstar conversion showing engine installation Hobbs time of 1879.6 and AFTT of 5132.7. Engines O SNEW. On 10/27/2006 the aircraft appears to have received an Annual inspection indicated by engine log book entries showing a Hobbs time of 2245.9 and AFTT of 5489.0 see Continental Engine Log Book. On 4/22/2007 it appears the aircraft received an Annual inspection however the Hobbs time was not recorded and the AFTT is in error see Continental Engine Log Book showing a time of 5872.8. On 1/20/2009 it appears the aircraft received an Annual inspection indicating a new Hobbs meter was installed showing 0 hrs. = old Hobbs meter 2387.3 and AFTT 5640.4 On 11/26/2010 was the aircraft last logged flight. On 5/28/2024 engine record shows Hobbs 291.3 ETT 799 hrs. and 0 hrs. SIRAN and this makes the AFTT5946.7 at that time.

Why I'm Selling

My mission has changed significantly since I purchased this Baron.

When I bought it, I planned to travel monthly with four to five people from California to Texas and Florida. Today, most of my flying is two to three people from Southern California to Northern California or Phoenix. I no longer need the speed, useful load, and twin-engine capability that made this Baron the right fit for my original mission.

For the flying I am doing now, something like a 182 makes more sense. The time difference on my current trips is manageable, and the savings in hourly and fixed costs are hard to ignore.

Trades Considered

Main trades of interest, with cash either way:

- Velocity XLRG
- Wheeler Express
- RV-10
- RAI-6 Foxtrot

Other nice four-seat experimental or certified aircraft considered. Open to offers.

Delivery

Aircraft is located at Fullerton Airport in Southern California.

I am willing to deliver the aircraft anywhere in the continental United States at my cost to the buyer.