

1974 Beechcraft Baron 58 | N26WL

S/N TH-406 | Based KJYM Hillsdale, MI | Asking \$245,000



TIMES (9/2026)

Airframe: approx. 7,688 TT

Left engine: Continental IO-520-CB s/n 827315-R, approx. 25 SMOH

Poplar Grove Airmotive major overhaul 1/2026 (new Continental cylinders), installed 3/2026, PGA warranty

Right engine: Continental IO-520 s/n 813991-R, Western Skyways overhaul, approx. 733 SMOH

Compressions 70-78/80 at 3/2026 annual

Props: Hartzell 2-blade. Left approx. 724 SPOH (H&S repair 3/2025); right approx. 440 SPOH

AVIONICS (Top Flight Avionics 7/2023, Form 337 on file)

Dual Aspen Evolution 1000 Pro Max PFD/MFD | Garmin GTN 750 + GTN 650 WAAS

Garmin Flightstream 510 | GTX 345 ADS-B In/Out | PS Engineering PMA450B

Century IV autopilot | JPI EDM-760 w/ fuel flow

EQUIPMENT / RECENT WORK

GAMIjectors | Vortex generators | Pneumatic de-ice boots

All three right-wing fuel cells replaced 2022

Main gear struts resealed, brakes, gear actuator arm and retract rod 2/2025

New interior and nose-baggage carpet 2021

Empty weight 3,744 lb | Useful load 1,656 lb | Max gross 5,400 lb (W&B revised 7/2023)

INSPECTIONS

Annual 3/1/2026 (Superior Wings Aviation) | IFR pitot-static/transponder cert 2/26/2026

ELT battery due 3/2028 | AD 90-08-14 wing spar next due 8,076 TT

HISTORY / RECORDS

One FAA incident record 7/1982 (prop contacted golf cart while taxiing, minor). No other damage history.

Complete logs; searchable scans of all airframe, engine and prop logs, AD reports, 337s and W&B available.

Pre-buy welcome. Sold as-is. Contact: 517-239-1470 26wl@proton.me