

Long-Body Bonanza

The Beech Bonanza had been the top-of-the-line personal aircraft for 20 years when Beech decided to extend the fuselage to provide a longer cabin. The 1968 Model 36 Bonanza was originally designed to compete with utility airplanes like the Cessna 206. Beech soon found, however, that the Model 36's real niche is first-class personal and business transportation for pilots needing more room and a wide center of gravity range. Corporate and charter operators also like the large aft cabin and wide "utility doors" for loading and unloading passengers. Quickly the airplane was upgraded to the Model A36, providing the same high quality equipment and interior as the style-setting V-tails.

The American Bonanza Society provides unparalleled aftermarket technical support, pilot and mechanic education, inspection and training programs to enhance your Beechcraft ownership experience.

A Winning Combination

The large cabin, convenient utility doors and luxury appointments is a winning combination, and the Model 36 has now been in continuous production for over 40 years—longer than any other version of the Bonanza. Along the way enhancements were made—club seating, an increase in baggage space in 1979, and in 1984 a change to a panel layout that is perfect for the latest avionics even today. Factory turbocharging became available in the A36TCs and B36TCs. The latest variant, today's G36 Bonanza, boasts a Garmin G1000 "glass cockpit" display. Over 4500 Model 36 Bonanzas have been built so far, and production continues. Almost infinitely upgradable; roomy, fast and stable; and supported everywhere, there is a wide range of Model 36 Bonanzas to fit your first-class transportation needs.



American Bonanza Society

Since 1967 the American Bonanza Society has provided the highest quality technical and educational resources, as well as social and networking activities for owners, pilots, mechanics and enthusiasts of Beechcraft Bonanzas, Debonairs, Barons and Travel Airs.

For more information and to join, go to www.bonanza.org or call 316-945-1700.

The American Bonanza Society Guide to



Model 36 Bonanzas



Model 36

The first two years of Model 36 production created large, light Bonanzas with phenomenal useful loads. Their IO-520 engines provide a good combination of performance and economy with



Bonanza-quality construction and handling. The standard four-seat interior includes a huge baggage area that may be fitted with two child seats. Some of these "straight 36s" have been modified with aft "club seating"; all have universal maintenance support and a wide variety of options for customization that far exceeds the capability and comfort of new airplanes costing many times the price.

The early 36s are a great value and are among the most load-capable of the entire Bonanza line.

Model 36	
Production years:	1968 – 1969
Total number built:	184
Max. cruise speed	169 kts
Max. range (std fuel)	980 nm
Useful load	1620 lbs*

A36 (IO-520)



The 1970 A36 made standard many of the deluxe options that buyers were ordering. As the decade progressed even more improvements were made; by the late '70s the A36 had a 28-volt electrical system, an expanded baggage area behind the rear seats, optional but common club seating and optional air conditioning. Numerous aftermarket options are available to upgrade the engine, equipment and avionics.

Model A36 (IO-520)

Production years:	1970 – 1983
Total number built:	1925
Max. cruise speed	167 – 169 kts
Max. range (std fuel)	861 – 980 nm
Useful load	1417 – 1577 lbs*



Model 36/A36/A36TC/B36TC panel through 1983 models



A36/B36TC panel 1984 and later

A36 (IO-550)

In 1984 the A36 received the 300 hp IO-550 engine for more power and a higher maximum gross weight. The flight controls and instrument panel were redesigned. These A36s provide the perfect base for customizing with the very latest avionics, engine and equipment upgrades.

Model A36 (IO-55)	
Production years:	1984 – 2005
Total number built:	1525
Max. cruise speed	175 kts
Max. range (std fuel)	861 nm
Useful load	1397 – 1416 lbs*

*varies by individual aircraft
All specifications from Hawker Beechcraft Corporation

Turbocharged Bonanzas

Beech introduced the 300 hp turbocharged Bonanza in 1979. Almost identical to the contemporary A36, the A36TC added high-altitude capability performance. In 1982 the type was replaced by the B36TC, the most significant change being addition of Baron wings and an upgrade in standard fuel capacity from 80 to 108 gallons. The B36TC received the same flight controls/panel treatment as the A36 beginning in 1984.



Models A36TC and B36TC	
Production years:	1979 – 2002
Total number built:	693
Max. cruise speed	199 kts (@25,000 ft)
Max. range (std fuel)	840 – 1113 nm
Useful load	1382 – 1467 lbs*

G36 Bonanza

A 21st century Bonanza, the Garmin G1000-equipped, IO-550 G36, was introduced in 2006. This Bonanza represents over 60 years of Beechcraft Bonanza excellence

IO-550 G36



Model G36	
Production years:	2006 – present
Total number built:	297 (July 2010)
Max. cruise speed	176 kts
Max. range (std fuel)	930 nm
Useful load	1133 lbs*