

A True "Twin Bonanza"

The late 1940s Beech Model 50 carried the name "Twin Bonanza," but it was a much larger airplane than its single-engine namesake. By the late 1950s a new class of airplane emerged, the "light twin." Beech fielded the Model 95 Travel Air, basically a Bonanza fuselage with a straight vertical tail, heavy-duty landing gear from the Navy T-34 Mentor, longer wings with the Model 50's heavier wing spar, and a pair of 180 hp Lycoming engines. The Travel Air, named for Walter Beech's first aircraft company, established Beechcraft in the owner-flown personal/business twin market, building on Beech's reputation for luxury, handling and solid construction.

The Model 95 grew incrementally through its 11-year production run, keeping pace with its single-engine stable mate Bonanza as equipment and features were added. Engine power did not increase—the similar Beech Baron, with its 260 hp engines, entered production only two years after the Travel Air—but the switch was made to fuel injection, and then to a more supportable Bendix fuel injection system in the latest models. All Travel Airs have a robust 28-volt electrical system to handle the very newest in "glass cockpit" avionics and options. There are other upgrades and other modifications available to turn a Travel Air into your personal first-class transportation machine.

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



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 95 Travel Airs



Model 95 and B95

Model 95 and B95 Travel Airs get great performance and economy from a pair of 180 hp carbureted Lycoming engines, with high-quality construction and responsive handling not normally associated with a light twin. Safe and benign single-engine performance made the Travel Air a standard multiengine trainer for many years. A copious rear baggage area and 13 cu.ft. nose utility compartment provide space for luggage and flexibility to balance the load. The B95 includes a redesigned instrument panel for additional panel space on the pilot's side.

A wide variety of options for customizing your Travel Air allows you to far exceed the safety, capability and comfort of new single-engine airplanes costing much, much more.



Models 95 and B95

Production years:	1958 – 1960
Total number built:	452
Max. cruise speed	174 kts
Max. range (std fuel)	1008 – 1225 nm
Useful load	1430 lbs*

B95A

The B95A added fuel injection, and includes a higher maximum gross weight with a larger nose baggage area and slightly increased baggage space in the rear beneath elongated aft windows.



Models B95A

Production years:	1961 – 1962
Total number built:	80
Max. cruise speed	174 kts
Max. range (std fuel)	1017 nm
Useful load	1645 – 1660 lbs*

All Travel Airs share the same basic panel layout and power and flight controls arrangement, with optional dual controls (pictured) or a standard, single throw-over control column.



*varies by individual aircraft
All specifications from Hawker Beechcraft Corporation



D95A, E95A

The big change with the D95A and E95A Travel Airs was Bendix fuel injection on the 180 hp Lycoming engines. The nose was also stretched to accommodate a larger baggage compartment. Numerous incremental improvements added even more luxury and capability to the design.

Models D95A, E95

Production years:	1963 – 1968
Total number built:	187
Max. cruise speed	174 kts
Max. range (std fuel)	1017 nm
Useful load	1550 – 1645 lbs*

Today's improved interior and avionics options let you customize these classic twins into economical high-performance traveling machines. You'll get twin-engine safety in a finished package costing less than half of the price of a new, single-engine airplane.