

NAME THAT PLANE

Twin Bonanza

The Beechcraft Model 50 Twin Bonanza was a small twin-engine aircraft designed by Beechcraft as an executive transport for the business market. It was developed to fill a gap in Beechcraft's product line between the single-engine Model 35 Bonanza and the larger Model 18. The Twin Bonanza is about 50% larger than the Bonanza, has more powerful engines, and is significantly heavier, while in its earliest form having only half the passenger capacity of the Model 18.

The single-engine Bonanza is one of history's most successful civil aircraft, in production since 1947. Like many light aircraft, a twin-engine derivative was developed in an effort to improve performance, but that airplane was the Model 95 Travel Air (and later the Model 95-55 Baron, its descendant still in production till this day as the Model G58). The Twin Bonanza is not a true twin-engined derivative of the Bonanza since the cabin is wider and longer, however it did use some of the tooling jigs for the Bonanza as did the Travel Air (which was a closer derivative designed later).

Specifications Twin Bonanza

(From Wikipedia)

General characteristics

- * Crew: 1-2 pilots
- * Capacity: 5 passengers
- * Length: 31 ft 6 in
- * Wingspan: 45 ft 3 in
- * Height: 11 ft 6 in
- * Wing area: 277 ft²
- * Empty weight: 5,010 lb
- * Max takeoff weight: 7300 lb
- * Powerplant: 2× Lycoming GSO-480-B1B6, 340 hp each

Performance

- * Maximum speed: 229 mph (199 knots)
- * Range: 1,000 mi (870 nm,)
- * Service ceiling: 30,000 ft
 - Rate of climb: 1,614 ft/min

FLYING WISDOM FROM TRAINING MANUALS

“You've never been lost until you've been lost at Mach 3.”

- Paul F. Crickmore (SR71 test pilot)-

“The only time you have too much fuel is when you're on fire.”

-Unknown Author-

“When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.”

-Multi-Engine Training Manual-

“Without ammunition, the Air Force is just an expensive flying club.”

-Unknown Author-

If you hear me yell: “Eject, Eject, Eject!”, the last two will be echoes .

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.

-Pre-flight Briefing from a Canadian F104 Pilot-

The three most common expressions (or famous last words) in military aviation are:

“Did you feel that?”, "What's that noise?", and “Oh S...!”

-Authors Unknown-

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