

For Sale  
1968 Beechcraft Baron N52KM  
Serial Number TC-1089  
Colemill President II – IO-550E  
\$162,000  
Based in Longmont, Colorado - KLMO  
303 887 7120

**The BASICS**

Aircraft Total Time = 6079.5 hours, as of 5/24/2024

Left Engine: TSFRM = 2211 hours, IO-550E, 300 HP (2005)  
Right Engine: TSFRM = 2211 hours, IO-550E, 300 HP (2005)

Left Prop: TSPOH = 320.4 (2021)  
Right Prop: TSPOH = 320.4 (2021)

New Paint in June 2020, 9/10  
Interior: 6/10 (1999)  
New glass for all windows: June 2020

Max gross weight = 5100 pounds  
Measured weight after 2020 paint = 3434 pounds  
Useful load = 1666 pounds  
Usable Fuel = 136 gallons

Damage History: September 1988 @ 930 TT – Nose gear collapse, repaired by Tulsair Beechcraft.  
Annual Inspection Due: November 2024  
Transponder, Static system & Altimeters due October 2025

**Avionics**

Garmin G500 PFD/MFD  
Garmin GTN 750Xi  
Garmin GFC 600 Autopilot  
L3 ESI-500 Electronic Standby/Backup Instrument  
Electronics International MVP-50P Glass Panel Engine Monitors (2)  
Ryan 9900BX TCAD active traffic system  
Shadin Digidata Fuel flow and Air Data system  
Garmin/UPSAT SL30 Navcom  
PS Engineering PMA 7000B Audio Panel/Intercom  
Stratus ESG ADS-B Out transponder  
Stratus 2S ADS-B IN receiver  
Bendix/King RDR 160 weather radar  
ACK Technologies 406 MHZ ELT

### **Other Equipment**

Micro Aerodynamics Vortex Generators  
B.A.S. Inc. Inertial Shoulder Harnesses – front seats only  
Whelen LED lighting for all external lights: Nav, beacon, landing and taxi lights.  
Lord fluidless nosewheel shimmy damper  
Norton Radome  
Manual cowl flaps conversion from Aerocrafters  
Dual yoke  
Rosen sun visors  
Seats for third row, 5<sup>th</sup> & 6<sup>th</sup> position are included; not currently installed  
USB-A charging ports – 4 installed  
Locking Fuel Caps  
MaxPulse landing light flasher by Seaton Engineering  
Dual MaxDim panel lights controller by Seaton Engineering

### **Comments**

I have owned this Baron since 1998 and have flown it over 3700 hours. The conversion to IO-550 engines was done at Colemill Enterprises in Nashville, Tennessee in March 2005. Yes, these engines really do have over 2200 hours since being installed. The left engine has had the #4 cylinder removed and reworked in October 2019 at 1672 hours in service. The left engine #2-cylinder exhaust valve was lapped in October 2022 at 2043 hours in service. All 10 other cylinders on these 2 engines are original and have not needed any extraordinary maintenance. Current compressions are all normal. Since my experience is not typical of what others have experienced with Continental engines, here are my speculations about why that is:

1. Always hangared, mostly in the dry Colorado climate.
2. Regular use averaging 116 hours per year
3. Home field elevation of 5055' means that it was rare to see manifold pressure above 25"
4. Typical cruise operation at 2300-2350 RPM at altitudes between 9,000 – 12,000
5. LOP operation – routinely operated lean-of-peak in cruise
6. Mike Busch philosophy of avoiding euthanasia of a good engine on hours alone.

I have years' worth of saved engine analyzer data documenting how these engines have behaved and how they were flown. Please check this Dropbox link for complete data, photos, logs, Beech of the Month article from 2012, and a Gogo advertising video featuring this Baron.

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