COMPLETED

1960 Beechcraft Model H50 Twin Bonanza

Magdeburg, Germany

HIGHEST BID	OPENING PRICE	BIDS PLACED	RESERVE PRICE

€158,570	€99,000	4	Yes

LOT	AUCTION	BRAND	CATEGORY
#19	#17	Beechcraft	Aircraft
BIDDING CLOSES	**SELLER**		
20 May 2026, 06:00 UTC	p****p		

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

1960 Beechcraft Model H50 Twin Bonanza — A Supercharged Rarity of Military Provenance

Overview

Offered for auction is an exceptionally rare 1960 Beechcraft Model H50 Twin Bonanza , a supercharged variant representing one of only three flying examples worldwide. Known affectionately as the "T-Bone," the Twin Bonanza occupies a unique place in Beechcraft history—conceived for military use, engineered with remarkable structural margins, and endowed with a presence that feels more akin to a light transport than a conventional piston twin.

This particular aircraft stands as a compelling blend of heritage and capability. Its King Air–derived wings and landing gear provide impressive interior volume, payload capacity, and confidence-inspiring handling, while its supercharged Continental powerplants deliver performance that remains formidable even by modern standards. Carefully maintained and thoughtfully upgraded, it offers a rare opportunity to acquire a Twin Bonanza of uncommon specification, provenance, and global recognition.

Technical Features & Avionics

The cockpit reflects a significant investment in modern capability, with approximately $170,000 in avionics delivering comprehensive IFR functionality and exceptional situational awareness.

At the heart of the panel is a Garmin G600 Primary Flight Display with synthetic vision and geo-referenced approach charts, complemented by a Garmin GTN 750 as the primary navigator and communicator. A Garmin GNC 255 serves as a capable backup NAV/COM, while a Garmin GTX 345 transponder provides full ADS-B In and Out, displaying traffic and weather directly on the G600 and GTN 750.

Audio duties are handled by a Garmin GMA 350c Bluetooth audio panel with Telligence voice control. Engine data is monitored via a JPI 790 engine analyzer with fuel totalizer, fully integrated with the GTN 750 for advanced fuel management and range planning.

Weather awareness is enhanced by a Bendix RDS82 color weather radar displayed on the G600, supplemented by a Garmin 796 portable with XM Weather and Radio. An S-TEC 55x coupled autopilot provides reliable workload reduction for long cross-country operations. Additional refinements include in-panel dual USB power.

Exterior & Interior

The exterior presents in 8/10 condition , with a high-gloss finish that reflects consistent care and regular use. Minor leading-edge marks are consistent with operational flying and appropriate for an aircraft of this stature and mission.

Inside, a 2017 interior refurbishment introduced new side panels, new five-layer 3/8-inch Baltic birch plywood floors, and new wool carpeting from SCS Interiors. Seating is configured for six , mounted on rails to allow flexible cabin arrangements. The cabin benefits from generous space and a sense of solidity that underscores the aircraft's military-influenced design philosophy.

Maintenance & Records

The airframe shows 6,437 total hours , with logbooks beginning in 1966 and earlier history reconstructed by Denver Stapleton Combs Aviation, the original dealer. The aircraft was continuously hangared in Farmington, New Mexico from 1966 to 2016, then in Broomfield, Colorado until 2023, and has been hangared in Germany since June 2024.

The most recent annual inspection was completed in June 2024 . Pitot-static certification is due March 2025 , and wing bolt compliance is due March 2028 . Useful load is a notable 2,002 pounds (weighed January 2018).

Power is provided by supercharged Continental IGSO-480 engines . The right engine shows 1,296 hours since major overhaul and 987 hours since top overhaul , while the left engine shows 888 hours since major overhaul and 328 hours since top overhaul . Propellers are equipped with alcohol de-icing systems.

Ice protection is comprehensive, including pneumatic boots in excellent condition, dual redundant alcohol systems for propellers and windshield, induction ice protection, and dual heated pitot-static systems. Additional equipment includes Cleveland brakes, heavy-duty landing gear actuation, LED exterior lighting, a 230-gallon fuel system , built-in oxygen with four cannulas (supplemented by a portable system), Reiff engine preheat, and Bruce's aircraft cover with window inserts.

A substantial upgrade program completed in 2017 addressed avionics, instrumentation IRANs, fuel and vacuum systems, fire-sleeved hoses, oil coolers, interior refurbishment, and numerous system overhauls—demonstrating a philosophy of proactive, stewardship-minded maintenance.

Known items: An inoperative WX-1000 Stormscope and a minor leak in the built-in oxygen system.

The Perfect Airplane For

This H50 Twin Bonanza is ideally suited to the discerning collector or serious pilot who values rarity, engineering integrity, and real-world capability. It will appeal to those seeking a historically significant aircraft with true cross-country muscle, confident IFR and icing capability, and the intangible satisfaction of operating one of Beechcraft's most distinctive and over-engineered designs.

For the aviator who appreciates legacy, presence, and performance—and who understands that opportunities like this arise only rarely—this supercharged Twin Bonanza represents something genuinely special.

SPECIFICATIONS

General Information

Year	**1960**
Model	**H50 Twin Bonanza**

Engine & Power Systems

Engine	**Continental IGSO-480 (Supercharged)**
Engine Type	**Supercharged Continental IGSO-480**
Engine Time Since Overhaul	**Right: 1,296 SMOH / 987 STOH | Left: 888 SMOH / 328 STOH**
Propeller Type	**Alcohol de-icing systems**

Avionics & Equipment

Avionics	**Garmin G600, GTN 750, GTX 345 ADS-B, JPI 790, Bendix RDS82 radar, S-TEC 55x autopilot, Garmin 796 portable**

Airframe & Exterior

Airframe Total Time	6,437 hours

Maintenance & Records

Maintenance Highlights	Annual completed June 2024. Pitot-static due March 2025. Wing bolts due March 2028. Major upgrade program completed 2017.
Logs and Records	Logs begin 1966, reconstructed from 1960. Hangared in Farmington, NM (1966-2016), Broomfield, CO (2016-2023), Germany since June 2024.

Performance & Specifications

Payload	2,002 lbs
Passengers	6

PHOTOGRAPHS

8 of 9 photographs reproduced here. The complete gallery is on the listing page.

INTERIOR

EXTERIOR

Dennis Kotzinn
dk-fotos

Dennis Kotzinn
dk-fotos

Dennis Kotzian
dk-fotos

Dennis Kotzian
dk-fotos

Dennis Kitzmann
dk-fotos

Bastian Priegnitz
AVIATION PHOTOGRAPHY

N773AC
Bastian Priegnitz
AVIATION PHOTOGRAPHY

HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/1960-beechcraft-model-h50-twin-bonanza-a-supercharged-rarity-of-military-provenance-b7hD4g

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

> This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.