

Model	Produced	Model Year(s)	Serial Numbers	Type Certificate Number	FAA Registered
35	1900	1947-1948	D-1 through D-1500	A-777	223
A35	701	1949	D-1501 through D-2200, D-15001	A-777	163
B35	480	1950	D-2201 through D-2690	A-777	135
C35	719	1951-1952	D-2691 through D-3400 except D-3293	A-777	253
D35	298	1953	D-3401 through D-3959	A-777	143
E35	301	1954	D-3293, D-3959 through D-3998	A-777	139
F35	392	1955	D-3999 through D-4391 except D-4378	A-777	188
G35	475	1955	D-4378, D-4392 through D-4885, D-15902	A-777	223
H35	464	1957	D-4886 through D-5330 except D-5092	3A15	219
J35	398	1958	D-5092, D-5331 through D-5725	3A15	221
K35	436	1959	D-5726 through D-6161	3A15	237
M35	400	1960	D-6162 through D-6551	3A15	222
N35	280	1961	D-6552 through D-6841	3A15	162
P35	467	1962-1963	D-6842 through D-7309 except D-7149	3A15	318
S35	667	1964-1965	D-7149, D-7310 through D-7975 except D-7859	3A15	470
V35	622	1966-1967	D-7977 through D-8598	3A15	423
V35A	470	1968-1969	D-8599 through D-9058	3A15	321
V35B	1354	1970-1982	D-9059 through D-10403	3A15	815
35-33	233	1960	CD-1 through CD-224, CD-233, CD-234, CD-241, CD-246 through CD-250	3A15	132
35-A33	154	1961	CD-225 through CD-232, CD-235, CD-237 through CD-240, CD-242 through CD-245, CD-251 through CD-387	3A15	85
35-B33	428	1962-1964	CD-388 through CD-813	3A15	291
35-C33	305	1965-1967	CD-814 through CD-1118	3A15	185
35-C33A	179	1968-1967	CE-1 through CE-179	3A15	114
E33	118	1968-1969	CD-1119 through CD-1234	3A15	62
E33A	84	1968-1969	CE-180 through CE-289 except those starting E33C serial numbers CJ-1 through CJ-25	3A15	51
E33C	25	1968-1969	CJ-1 through CJ-25	3A15	20
F33	20	1970	CD-1235 through CD-1254	3A15	14
F33A	1501	1970-1994	CE-290 through CE-1791	3A15	881
F33C	88	1970, 1973-1979, 1986-1987	CE-290 through CE-114	3A15	17
G33	50	1972-1973	CD-1255 through CD-1304	3A15	41
36	184	1968-1969	E-1 through E-184	3A15	120
A36	3450	1970-2005	E-185 through E-3635 except E-3610	3A15	2362
A36TC	271	1970-1981	EA-1 through EA-272 except EA-242	3A15	173
B36TC	423	1982-2002	EA-242, EA-273 through EA-695	3A15	307
G36	525	2006-present	E-3610, E-3636 through E-4148 // After pause E-4147 through E-4161	3A15	370
95	301	1959	TD-2 through TD-302	3A16	98
B95	150	1960	TD-303 through TD-452	3A16	54
B95A	81	1961-1962	TD-453 through TD-533	3A16	32
D95A	174	1963-1967	TD-534 through TD-707	3A16	74
E95	14	1968	TD-708 through TD-723	3A16	6
95-85	190	1961	TC-1 through TC-190	3A16	53
95-A55	309	1962-1963	TC-191 through TC-501 except TC-350 and TC-371	3A16	89
95-B55	1984	1964-1969	TC-371, TC-502 through TC-2456, T-428A, TF-1 through TF-79	3A16	909
95-C55	451	1966-1967	TC-260, TE-1 through TE-451	3A16	160
D55	316	1968-1969	TE-452 through TE-767	3A16	123
E55	434	1970-1982	TE-768 through TE-1201	3A16	215
95TC	62	1967-1969	TC-29 through TC-83	3A16	37
A56TC	11	1970-1971	TG-84 through TG-94	3A16	3
58	2124	1970-2005	TH-1 through TH-2124	3A16	918
88TC	161	1978-1984	TK-1 through TK-151	A23CE	80
88P	497	1978-1985	TL-1 through TL-497	A23CE	298
G88	417	2006-present	TH-2125 through TH-2536 // After pause TH-2537 through TH-2542	3A16	189
Totals	26132				13766

Notes

FAA registered as of December 2024

13 1947-1948 35s were rebuilt by Beech as 35R models in 1951. The 35Rs received revised serial numbers consisting of their original serial number with an "R" suffix in the order they were rebuilt as follows:
D-2691 D-3992 D-4384R4 D-588R5 D-535R6 D-532R7
D-1424R8 D-944R9 D-1166R10 D-627R11 D-329R12 D-122R14

As of December 3, 2024 7 35Rs are among the Model 35s on the FAA registry.

G35 D-4758 was modified as the 96th Travel Air prototype and redesignated TD-1. After certification TD-1 was returned to G35 configuration and redesignated D-15002.

S35 serial number D-7859 became the D33 prototype, which did not enter production.

79 V35s were modified during production by STC to become V35A/TCs. See the serial number list below.

46 V35As were modified during production by STC to become V35A/TCs. See the serial number list below.

7 1970 model V35Bs were modified during production by STC to become V35B/TCs. See the serial number list below.

K35Beech D-4796 was taken off the production line and modified for Debonair testing. The airframe logbook notes transfer to Experimental Flight Test category in May 1959 and contains an entry "First Flight as CD-0" on July 7, 1959. After extensive testing in 1960 it was returned to K35 standard configuration including engine and propeller and transferred to the Beech Employees Flying Club.

29 E33As were modified in production to E33Cs and carried both a CE-XXX and CJ-X serial number, listed below.

6 E33As were modified to US Air Force Four Eagle 1 airplanes as listed below.

Includes approximately 20 A36AT airline trainers built 1990-1992 for Lufthansa and KLM to meet European noise requirements (Propeller governor limited to 2010 rpm maximum and large external muffler deplete the IO-550 to 295 maximum horsepower).

As of 3Q 2024, Production paused 4Q 2020 and resumed 4Q 2022. Factory strike summer 2024.

TD-1 the Travel Air prototype, was modified from G36 D-4758. After certification TD-1 was restored to G36 configuration and redesignated D-15002.

As of 3Q 2024, Production paused 4Q 2020 and resumed 4Q 2022. Factory strike summer 2024.

Total Produced	Percentage of Aircraft Produced that are Still Registered	Total US Registered (December 2024)
35 series	48%	5026
33 series	3%	1693
36 series	69%	3332
All single engines	56%	10388
95	36%	262
85	44%	1629
95	3%	40
88	47%	1485
All multiengine	44%	3416

Total Produced	Total Registered
Single engine	75%
Multiengine	25%
Produced	Registered
E-Series	1517
O-470/O-470	2189
520/550	5784
G36	370
36TC	480
95	262
N.A. Barons	2547
G58	169
95	40
58P/TC	378
Total	13766

V35TC

D-8036	D-8190	D-8274	D-8385	D-8496
D-8048	D-8194	D-8279	D-8303	D-8500
D-8057	D-8199	D-8286	D-8400	D-8505
D-8064	D-8205	D-8204	D-8407	D-8509
D-8072	D-8210	D-8300	D-8419	D-8514
D-8075	D-8217	D-8307	D-8427	D-8518
D-8090	D-8225	D-8316	D-8432	D-8526
D-8107	D-8229	D-8323	D-8438	D-8530
D-8133	D-8234	D-8447	D-8447	D-8533
D-8140	D-8239	D-8336	D-8456	D-8540
D-8146	D-8242	D-8346	D-8465	D-8552
D-8153	D-8245	D-8353	D-8470	D-8560
D-8176	D-8249	D-8359	D-8475	D-8567
D-8181	D-8255	D-8364	D-8481	D-8577
D-8184	D-8261	D-8373	D-8485	D-8586
D-8188	D-8267	D-8379	D-8490	
D-8694				

V35A-TC

D-8606	D-8705	D-8829	D-8901	D-8992
D-8615	D-8715	D-8835	D-8911	D-9001
D-8625	D-8730	D-8842	D-8921	D-9008
D-8628	D-8744	D-8849	D-8930	D-9019
D-8638	D-8763	D-8855	D-8940	D-9027
D-8652	D-8777	D-8861	D-8951	D-9039
D-8662	D-8790	D-8868	D-8961	D-9048
D-8673	D-8810	D-8875	D-8973	D-9055
D-8681	D-8823	D-8887	D-8982	D-9063
D-8694				

V35B-TC

D-9070	D-9107	D-9180		
D-9078	D-9131			
D-9088	D-9154			

E33Cs carrying both a CE-XXX and CJ-XX serial number

CE-216CJ-1	CE-243CJ-8	CE-262CJ-15	CE-261CJ-22	E33As modified to USAF Four Eagle I
CE-237CJ-2	CE-244CJ-9	CE-253CJ-16	CE-262CJ-23	CE-218
CE-238CJ-3	CE-246CJ-10	CE-254CJ-17	CE-263CJ-24	CE-219
CE-239CJ-4	CE-248CJ-11	CE-255CJ-18	CE-269CJ-25	CE-221
CE-240CJ-5	CE-247CJ-12	CE-257CJ-19		CE-224
CE-241CJ-6	CE-248CJ-13	CE-258CJ-20		
CE-242CJ-7	CE-251CJ-14	CE-259CJ-21		

12/2024 OLC Model Groupings as a Percentage of the Current Fleet

E-Series	11%
O-470/O-470	16%
520/550	42%
G36	3%
36TC	3%
95	2%
N.A. Barons	19%
G58	1%
95	0%
58P/TC	3%

12/2024 OLC Models as a Percentage of the Current Fleet

12%	33	14%
40%	35	37%
19%	36	24%
3%	95	2%
14%	55	12%
0%	56	0%
12%	58	11%

Single-Engine V-Tail vs. Straight Tail

V-tails	49%
Straight Tails	51%
AA	

2015-2024 Prod

