

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A-765
Revision 76
Beechcraft

3N	E18S-9700
3NM	G18S
3TM	H18
JRB-6	C-45G, TC-45G
D18C	C-45H, TC-45H
D18S	TC-45J or
E18S	UC-45J (SNB-5)
RC-45J	(SNB-5P)

September 23, 2013

AIRCRAFT SPECIFICATION NO. A-765

Type Certificate Holder	Beechcraft Corporation 10511 East Central Wichita, KS 67206
Type Certificate Holder Record	Beech Aircraft Company transferred to Raytheon Aircraft Company on April 15, 1996 Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007 Hawker Beechcraft Corporation transferred to Beechcraft Corporation on April 12, 2013

I. Model D18S, 10 PCLM, Approved April 26, 1946

Engines	2 P & W Wasps Jr. SB-3 with one 4-1/2N and one 9N damper each See Item 113 for optional engines
Fuel	80/87 minimum grade aviation gasoline
Engine Limits (See Item 605 for higher limits)	Maximum continuous (Sea level) 34.5 in. Hg, 2200 r.p.m. (400 hp.) Straight line manifold pressure variation with altitude to 5000 ft. 33.5 in. Hg, 2200 r.p.m. (400 hp.) Takeoff (one minute) 36.5 in. Hg, 2300 r.p.m. (450 hp.)
Airspeed Limits (TIAS)	Maneuvering 153 m.p.h. (133 knots) Cruising 205 m.p.h. (178 knots) Never exceed 257 m.p.h. (223 knots) Flaps extended 120 m.p.h. (104 knots) Landing gear extended 125 m.p.h. (109 knots) (See Item 208 for higher speed)
C.G. Range (Landing Gear Extended)	(+109.8) to (+117.7) Moment due to retraction of landing gear is +12000 in.-lb. See Item 605 for higher weight

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I. Model D18S (cont'd)

Maximum Weight	8500 lb. with Item 1 installed; 8750 lb. with Item 2 or 5 installed See Item 605 for higher weight		
No. of Seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.		
Anti-icer Fluid	3 gal. (20 lb. at +97)		
Capacity	See Item 502 for optional installation		
Maximum Baggage	Nose compartment: 600 lb. at +28. When auxiliary fuel tank is installed combined weight of fuel and baggage may not exceed 600 lb. Rear compartment: 300 lb. at +243 See Item 407 for additional baggage provisions. See NOTES 2 and 5		
Fuel Capacity	202 gal. usable (four tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155). See Items 108, 115 and 122 for optional fuel tanks. See NOTE 1 for data on system fuel		
Oil Capacity	17 gal. usable at +93 with Item 1 or 5 14 gal. usable at +94 with Item 2 (8-1/2 gal. total capacity tank in each nacelle. With Item 2, total capacity includes 9.5 lb. feathering oil in each tank) See NOTE 1 for data on system oil		
Control Surface Movements	Wing flaps		Down 45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38.5°	Down 21°
	Rudder trim tab (S/N A-1 through A-68 one tab and rudder bungee)	Right 31°	Left 32°
	Rudder trim tab (S/N A-1 through A-68 left hand rudder tab extension per Dwg. 404-001071 "B" revision. No bungee)	Right 28° to 33°	Left 28° to 33°
	Rudder trim tabs (S/N A-69 and up two tabs and no bungee)	Right 28° to 33°	Left 28° to 33°
	Rudder	Right 25°	Left 25°
Serial Nos. Eligible	A-1 through A-1035 (See rudder trim tab control surface movements). CA-57 only (formerly Canadian Model 3N eligible for certification and redesignation as a D18S when modified per Bristol Aerospace Limited E.R. 2227 except BAL Dwg. 112-84012 not eligible).		
Required Equipment	Items 1 or 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 105, 109, 201, 202, 301, 302, 401(a). (Item 105 not required when Item 2 or 5 or 7 or 8 or 9 installed).		

II. Model D18C, 10 PCLM, Approved July 16, 1947

Engines	2 Continental R9-A
Fuel	91 minimum grade aviation gasoline

II. Model D18C (cont'd)

Engine Limits	Maximum continuous (Sea level) 41.5 in. Hg, 2300 r.p.m. (500 hp.) Straight line manifold pressure variation with altitude to 4000 ft. 40.0 in. Hg, 2300 r.p.m. (500 hp.) Takeoff (2 minutes) 43.0 in. Hg, 2300 r.p.m. (525 hp.)		
Airspeed Limits (TIAS)	Maneuvering	153 m.p.h. (133 knots)	
	Cruising	205 m.p.h. (178 knots)	
	Never exceed	256 m.p.h. (222 knots)	
	Flaps extended	120 m.p.h. (104 knots)	
	Landing gear extended	134 m.p.h. (117 knots)	
C.G. Range (Landing Gear Extended)	(+109.8) to (+117.7) at 9000 lb. (+105.0) to (+117.7) at 6487 lb. or less Moment due to retraction of landing gear is +12000 in.-lb.		
Maximum Weight	9000 lb.		
No. of Seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.		
Anti-icer Fluid Capacity	3 gal. (20 lb. at +97)		
Maximum baggage	Nose compartment: 600 lb. at +28. When auxiliary fuel tank is installed combined weight of fuel and baggage may not exceed 600 lb. Rear compartment: 300 lb. at +243. See Item 407 for additional baggage provisions. See Notes 2 and 5		
Fuel capacity	202 gal. usable (four tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155). See Note 1 for data on unusable fuel		
Oil capacity	14 gal. usable at +93. (8-1/2 gal. total capacity tank in each nacelle includes 9.5 lb. feathering oil in each tank). See Note 1 for data on unusable oil		
Control surface movements	Wing flaps	Down	25° or 45°
	Elevator trim tab	Up 20°	Down 14°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 20°	Down 20°
	Aileron	Up 37.5°	Down 20°
	Rudder trim tab	Right 30°	Left 30°
	Rudder	Right 25°	Left 25°
Serial Nos. eligible	AA-1 through AA-31		
Required Equipment	Items 2 or 5 or 7 or 8 or 9, 101, 102, 104, 112, 114, 201, 202, 302, 306, 401(a), 600		

III. Model E18S, 10 PCLM, Approved July 19, 1954

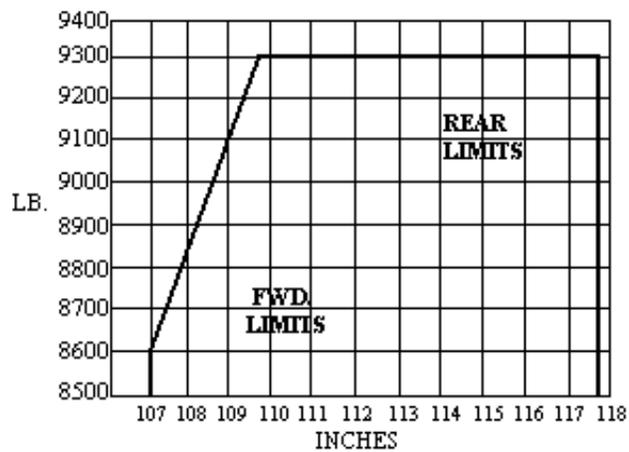
Engines	P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each (Crankshaft modified for hydraulic propeller, Item 2) See Item 128 for optional engines
Fuel	80/87 minimum grade aviation gasoline

III. Model E18S (cont'd)

Engine limits For all operations:
Sea level
36.5 in. Hg. 2300 rpm. (450 hp.)
Straight line manifold pressure variation with altitude to 3500 ft.
35.5 in. Hg. 2300 rpm. (450 hp.)

Airspeed limits (TIAS) Maneuvering 153 mph. (133 knots)
Cruising 205 mph. (178 knots)
Never exceed 256 mph. (222 knots)
Flaps extended 120 mph. (104 knots)
Landing gear extended 160 mph. (139 knots)

C.G. range (landing gear extended) (+109.8) to (+117.7) at 9300 lb.
(+107.0) to (+117.7) at 8600 lb. or less
Straight line variation between points given
Moment due to retraction of landing gear is +12000 in.-lb.



Maximum weight 9300 lb.
See Items 126 and 611 for increased weights

No. of seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icer fluid capacity 3 gal. (20 lb. at +97). See Item 502 for optional installation.

Maximum baggage Rear compartment: 300 lb. at +271
See Notes 2 and 5

Fuel capacity 275 gal. usable (four tanks in wing, two 76 gal. tanks at +126,
two 23 gal. tanks at +155; one nose tank 77 gal. at +32)
See Item 122 for optional fuel tanks
See Note 1 for data on unusable fuel

Oil capacity 14 gal. usable at +93 with Item 2
17 gal. usable at +93 with Item 5 (8-1/2 gal. total capacity oil tank in each nacelle)
With Item 2, total capacity includes 9.5 lb. feathering oil each tank.
See Note 1 for data on unusable oil

III. Model E18S (cont'd)

Control surface movements	Wing flaps		Down	45°
	Elevator trim tab	Up	18°	Down 13°
	Elevator	Up	35°	Down 25°
	Aileron trim tab	Up	22°	Down 19°
	Aileron	Up	33-1/2°	Down 21°
	Rudder trim tab	Right	29°	Left 29°
	Rudder	Right	25°	Left 25°
Serial Nos. eligible	BA-1 through BA-402 and BA-497 (See Item 611 for eligibility to convert these airplanes to the Model E18S-9700)			
Required equipment	Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109, 117 with Item 2 or 120 with Item 5, 201, 202, 301, 308, 401(a), 415, 601			

IV. Model C-45G, TC-45G, C-45H, TC-45H, Approved March 3, 1958; TC-45J or UC-45J (SNB-5), Approved April 10, 1962; RC-45J (SNB-5P), Approved January 14, 1969; 10 PCLM

Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 113 for optional engines			
Fuel	80/87 minimum grade aviation gasoline			
Engine (See Item 605 for higher limits)	Maximum continuous Sea level 34.5 in. Hg, 2200 rpm. (400 hp.) Straight line manifold pressure variation with altitude to 5000 ft. 33.5 in. Hg, 2200 rpm. (400 hp.) Takeoff (one minute) 36.5 in. Hg, 2300 rpm. (450 hp.)			
Airspeed limits (TIAS)	Maneuvering	153 mph. (133 knots)		
	Cruising	205 mph. (178 knots)		
	Never exceed	257 mph. (223 knots)		
	Flaps extended	120 mph. (104 knots)		
	Landing gear extended	125 mph. (109 knots)		
		(See Item 208 for higher speed)		
C.G. range (landing gear extended)	(+109.8) to (+117.7) Moment due to retraction of landing gear is +12000 in.-lb. See Item 605 for revised limits			
No. of seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.			
Maximum weight	8500 lb. with Item 1 installed 8750 lb. with Item 2 or 5 installed See Items 605 and 616 for higher weights; TC-45J not eligible			
Anti-icer fluid capacity	3 gal. (20 lb. at +97). See Item 502 for optional installation.			
Maximum baggage	Nose compartment: 600 lb. at +28. When auxiliary fuel tank is installed combined weight of fuel and baggage may not exceed 600 lb. Rear compartment: 300 lb. at +243. See Item 407 for additional baggage provisions See Notes 2 and 5			
Fuel capacity	202 gal. usable (four tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155) See Note 1 for data on unusable fuel			

IV. **Model C-45G, TC-45G, C-45H, TC-45H** (cont'd)

Oil capacity	16 gal. usable at +93 with Item 1 or 5; 13 gal. usable at +93 with Item 2. (8 gal. capacity tank in each nacelle. With Item 2, total capacity includes 9.5 lb. feathering oil in each tank) See Note 1 for data on unusable oil		
Control surface movements	Wing flaps		Down 45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38.5°	Down 21°
	Rudder trim tab	Right 28° to 33°	Left 28° to 33°
	Rudder	Right 25°	Left 25°
Serial Nos. eligible	See Note 4.		
Required equipment	Items 1 or 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109, 125, 201, 202, 301, 302, 401(a). (Item 125 not required when Item 2 or 5 or 7 or 8 or 9 installed).		

V. **Model E18S-9700, 10 PCLM, Approved January 19, 1959**

Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 128 for optional engines		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	For all operations: Sea level 36.5 in. Hg. 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude to 3500 ft. 35.5 in. Hg. 2300 rpm. (450 hp.)		
Airspeed limits (TIAS)	Maneuvering	153 mph. (133 knots)	
	Cruising	205 mph. (178 knots)	
	Never exceed	256 mph. (222 knots)	
	Flaps extended - power off	140 mph. (121 knots)	
	- power on	120 mph. (104 knots)	
	Landing gear extended	160 mph. (139 knots)	
C.G. range (landing gear extended)	(+111.4) to (+120.5) at 9700 lb. (maximum takeoff weight) (+110.2) to (+120.5) at 9400 lb. (maximum landing weight) (+107.0) to (+120.5) at 8600 lb. or less Straight line variation between points given Moment due to retraction of landing gear is +12000 in.-lb. C.G. diagram same as Section VI		
Maximum weight	9700 lb., takeoff weight (See Item 126 for increased weight) 9400 lb., landing weight		
No. of seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.		
Anti-icing fluid capacity	6 gal. (40 lb. at +152)		
Maximum baggage	Rear compartment: 300 lb. at +271 See Note 2		

V. Model E18S-9700 (cont'd)

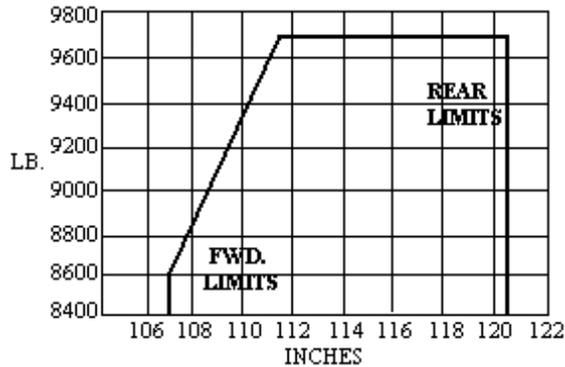
Fuel capacity	198 gal. usable (4 tanks in wings, two 76 gal. tanks at +126, two 23 gal. tanks at +155) See Items 108 and 122 for optional fuel tanks See Note 1 for data on unusable fuel		
Oil capacity	17 gal. usable at +93. (8-1/2 gal. total capacity tank in each nacelle) See Note 1 for data on unusable oil		
Control surface movements	Wing flaps		Down 45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38-1/2°	Down 21°
	Rudder trim tab	Right 29°	Left 29°
	Rudder	Right 25°	Left 25°
Serial Nos. eligible	BA-403 through BA-460, except BA-434		
Required equipment	Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(c), 120, 201, 202, 301, 308, 401(a), 415, 601		

VI. Model G18S, 10 PCLM, Approved October 8, 1959

Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 128 and 129 for optional engines	
Fuel	80/87 minimum grade aviation gasoline	
Engine limits	For all operations Sea level 36.5 in. Hg, 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude to 3500 ft. 35.5 in. Hg, 2300 rpm. (450 hp.)	
Airspeed limits (TIAS)	Maneuvering	153 mph. (133 knots)
	Cruising	205 mph. (178 knots)
	Never exceed	256 mph. (222 knots)
	Flaps extended - power off	140 mph. (121 knots)
	- power on	120 mph. (104 knots)
	Landing gear extended	160 mph. (139 knots)

VI. Model G18S (cont'd)

C.G. range (landing gear extended) (+111.4) to (+120.5) at 9700 lb. (maximum takeoff weight)
 (+110.2) to (+120.5) at 9400 lb. (maximum landing weight)
 (+107.0) to (+120.5) at 8600 lb. or less
 Straight line variation between points given
 Moment due to retraction of landing gear is +12000 in.-lb.



Maximum weight 9700 lb., takeoff weight (See Item 126 for increased weight)
 9400 lb., landing weight

No. of seats Maximum 10 (2 crew at +87). See loading instructions for passenger loading.

Anti-icing fluid capacity 6 gal. (40 lb. at +152)

Maximum baggage Rear compartment: 300 lb. at +271; nose compartment (when Item 615 is installed) 300 lb. at +28; inboard wing baggage compartment 100 lb. left, 10 lb. right at +155 (when Item 618 is installed)
 See Note 2

Fuel capacity 318 gal. usable (six tanks in wings - two 76 gal. tanks at +126, two 23 gal. tanks at +155, two 60 gal. tanks at +139)
 272 gal. usable (when Item 618 installed) (four tanks in wings, two 76 gal. tanks at +126, two 60 gal. tanks at +139)
 See Note 1(e) for data on unusable fuel

Oil capacity 17 gal. usable at +93 (8-1/2 gal. total capacity tank in each nacelle)
 See Note 1 for data on unusable oil

Control surface movements	Wing flaps	Down	45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 15°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38-1/2°	Down 21°
	Rudder trim tab	Right 29°	Left 29°
	Rudder	Right 25°	Left 25°

Serial Nos. eligible BA-434, BA-461 through BA-617, except BA-563 (See Item 619) and BA-580 and BA-497

Required equipment Items 2 or 5 or 7 or 8, 101, 102, 103(b) and 109(c), 120, 201, 202, 301, 308, 401(a), 415 and 601

VII. Model H18, 11 PCLM, Approved July 11, 1962

Engines 2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each

Fuel 80/87 minimum grade aviation gasoline

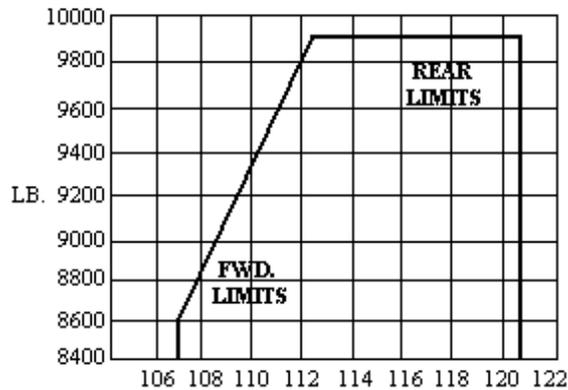
Engine limits For all operations:
Sea level
36.5 in. Hg. 2300 rpm. (450 hp.)
Straight line manifold pressure variation with altitude to 3500 ft.
35.5 in. Hg. 2300 rpm. (450 hp.)

Airspeed limits (TIAS)

Maneuvering	153 mph. (133 knots)
Cruising	205 mph. (178 knots)
Never exceed	256 mph. (222 knots)
Flaps extended - power off	140 mph. (121 knots)
- power on	120 mph. (104 knots)
- 30° position	160 mph. (139 knots)
	(with Item 639 only)
- 15° position	180 mph. (156 knots)
	(with Item 639 only)
Landing gear extended	160 mph. (139 knots)

C.G. range (landing gear extended)

(+112.2) to (+120.5) at 9900 lb. (maximum takeoff weight)
See Item 126 for increased weight
(+110.6) to (+120.5) at 9500 lb. (maximum landing weight)
(+107.0) to (+120.5) at 8600 lb. or less
Straight line variation between points given
Moment due to retraction of landing gear is +8200 in.-lb.



Maximum weight 9900 lb. takeoff weight (See Item 126 for increased weight)
9500 lb. landing weight

No. of seats Maximum 11 (2 crew at +87). See loading instructions for passenger loading.

Anti-icing fluid capacity 6 gal. (40 lb. at +152)

Maximum baggage Rear compartment 300 lb. at +271; nose compartment (when Item 615 is installed)
300 lb. at +28
See Notes 2 and 5

VII. Model H18 (cont'd)

Fuel capacity	318 gal. usable (six tanks in wings - two 76 gal. tanks at +126, two 23 gal. tanks at +155 and two 60 gal. tanks at +139)																												
or	318 gal. usable (four tanks in wings - two 99 gal. tanks at +128 and two 60 gal. tanks at +139)																												
	See Note 1 for data on unusable fuel.																												
Oil capacity	14 gal. usable at +93 (8-1/2 gal. total cap. tank in each nacelle) See Note 1 for data on unusable oil.																												
Control surface movements	<table> <tr> <td>Wing flaps</td> <td></td> <td>Down</td> <td>45°</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>18°</td> <td>Down 13°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>35°</td> <td>Down 15°</td> </tr> <tr> <td>Aileron trim tab</td> <td>Up</td> <td>22°</td> <td>Down 19°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>38-1/2°</td> <td>Down 21°</td> </tr> <tr> <td>Rudder trim tab</td> <td>Right</td> <td>29°</td> <td>Left 29°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>25°</td> <td>Left 25°</td> </tr> </table>	Wing flaps		Down	45°	Elevator trim tab	Up	18°	Down 13°	Elevator	Up	35°	Down 15°	Aileron trim tab	Up	22°	Down 19°	Aileron	Up	38-1/2°	Down 21°	Rudder trim tab	Right	29°	Left 29°	Rudder	Right	25°	Left 25°
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Aileron trim tab	Up	22°	Down 19°																										
Aileron	Up	38-1/2°	Down 21°																										
Rudder trim tab	Right	29°	Left 29°																										
Rudder	Right	25°	Left 25°																										
Serial Nos. eligible	BA-580, BA-618 through BA-765																												
Required equipment	Items 2 or 7 or 8, 101(b), 102(w), 102(x), 103(b), 109(c), 122, 201(c) and 202 or 632, 301(a) or 307(d) or 309, 308, 401(v) or (w), 415, 601																												

VIII. Model JRB-6, 10 PCLM, Approved August 30, 1963

Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 113 for optional engines.										
Fuel	80/87 minimum grade aviation gasoline										
Engine limits	<p>Maximum continuous Sea level 34.5 in. Hg, 2200 rpm. (400 hp.) Straight line manifold pressure variation with altitude to 5000 ft. 33.5 in. Hg, 2200 rpm. (400 hp.) Takeoff (one minute) 36.5 in. Hg, 2300 rpm. (450 hp.)</p>										
Airspeed limits (TIAS)	<table> <tr> <td>Maneuvering</td> <td>153 mph. (133 knots)</td> </tr> <tr> <td>Cruising</td> <td>205 mph. (178 knots)</td> </tr> <tr> <td>Never exceed</td> <td>257 mph. (223 knots)</td> </tr> <tr> <td>Flaps extended</td> <td>120 mph. (104 knots)</td> </tr> <tr> <td>Landing gear extended</td> <td>125 mph. (109 knots)</td> </tr> </table>	Maneuvering	153 mph. (133 knots)	Cruising	205 mph. (178 knots)	Never exceed	257 mph. (223 knots)	Flaps extended	120 mph. (104 knots)	Landing gear extended	125 mph. (109 knots)
Maneuvering	153 mph. (133 knots)										
Cruising	205 mph. (178 knots)										
Never exceed	257 mph. (223 knots)										
Flaps extended	120 mph. (104 knots)										
Landing gear extended	125 mph. (109 knots)										
C.G. range (landing gear extended)	(+109.8) to (+117.7) Moment due to retraction of landing gear is +12000 in.-lb. See Item 605 for revised limits										
Maximum weight	8240 lb. (takeoff) 7850 lb. (landing) See Item 631 for higher weights										
No. of seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.										
Anti-icer fluid capacity	3 gal. (20 lb. at +97)										

VIII. Model JRB-6 (cont'd)

Maximum baggage	Nose compartment, 600 lb. at +28. Rear compartment, 300 lb. at +243 See Notes 2 and 5		
Fuel capacity	202 gal. usable (4 tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155). See Note 1 for data on unusable fuel		
Oil capacity	16 gal. usable at +93 with Item 1, 13 gal. usable at +93 with Item 2. (8 gal. tank in each nacelle. With Item 2, total capacity includes 9.5 lb. feathering oil in each tank). See Note 1 for data on unusable oil		
Control surface movements	Wing flaps		Down 45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38.5°	Down 21°
	Rudder trim tab	Right 28° to 33°	Left 28° to 33°
	Rudder	Right 25°	Left 25°
Serial Nos. eligible	See Note 4		
Required equipment	Items 1 or 2, 101, 102, 103, 104, 109, 201(d), 202(b), 301, 302, 612 (Item 105 or 125 required when Item 1 installed)		

IX - Models 3N, 3NM, 3TM, 10 PCLM, Approved January 31, 1968

Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 113 for optional engines		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	Maximum continuous Sea level 34.5 in. Hg, 2200 rpm. (400 hp.) Straight line manifold pressure variation with altitude to 5000 ft. 33.5 in. Hg, 2200 rpm. (400 hp.) Takeoff (one minute) 36.5 in. Hg, 2300 rpm. (450 hp.)		
Airspeed limits (TIAS)	Maneuvering	153 mph. (133 knots)	
	Cruising	205 mph. (178 knots)	
	Never exceed	257 mph. (223 knots)	
	Flaps extended	120 mph. (104 knots)	
	Landing gear extended	125 mph. (109 knots)	
C.G. range (landing gear extended)	(+109.8) to (+117.7) Moment due to retraction of landing gear is +12000 in.-lb.		
Maximum weight	8750 lb.		
Anti-icer fluid capacity	3 gal. (20 lb. at +97)		
Maximum baggage	Nose compartment: 600 lb. at +28. When auxiliary fuel tank installed, combined weight of fuel and baggage may not exceed 600 lb. Rear compartment: 300 lb. at +243 See Notes 2 and 5		

IX - Models 3N, 3NM, 3TM, 10 PCLM (cont'd)

Fuel capacity	282 gal. usable (four tanks in wings, two 76 gal. tanks at +126, two 25 gal. tanks at +155, one nose tank, 80 gal. at +32) See Note 1 for data on system fuel		
Oil capacity	16 gal. usable at +93 with Item 5 or 7; 13 gal. usable at +93 with Item 2. (8 gal. capacity tank in each nacelle. With Item 2, total capacity includes 9.5 lb. feathering oil in each tank). See Note 1 for data on unusable oil		
Control surface movements	Wing flaps		Down 45°
	Elevator trim tab	Up 18°	Down 13°
	Elevator	Up 35°	Down 25°
	Aileron trim tab	Up 22°	Down 19°
	Aileron	Up 38.5°	Down 21°
	Rudder trim tab	Right 28° to 35°	Left 28° to 33°
	Rudder	Right 25°	Left 25°
Serial Nos. eligible	See Note 4		
Required equipment	Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301 or 307, 308(l) or (m), 401(x)		

Specifications Pertinent to All Models

Datum	102 inches forward of centerline of main wing spar (placard denoting datum installed on bottom of fuselage)
Leveling means	Models 3N, 3NM, 3TM, SNB-5, JRB-6, D18C, D18S, and C-45 Series - leveling lugs on top of fuselage, forward of cabin. Models E18S, E18S-9700, G18S and H-18 - two extended screws on right side of airplane at bulkhead No. 8, aft of emergency exit. Plumb bob is used to level.
Certification basis	Part 03 of the Civil Air Regulations effective November 13, 1945, and Part 3 effective November 1, 1949, as amended by 3-14 (paragraph 3.242) (Normal Category) Type Certificate No. A-765 issued April 26, 1946
Production basis	Production Certificate No. 8 Models G18S and H18: Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Equipment: A plus (+) or minus (-) sign preceding the weight of an item of equipment indicates net weight change when that item is installed. Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (*). This symbol denotes that approval has been obtained by someone other than the aircraft manufacturer. An item so marked may not have been manufactured under an FAA monitored or approved quality control system. Conformity must be determined if the item is not identified by Form FAA-186, PMA or other evidence of FAA production approval.

Propeller and Propeller Accessories (excepting Deicing Equipment)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(c) Controls installation 32 lb. (+ 79)	X		X	X		X		X	X
AFM Supplement P/N 130225 dated August 18, 1967									

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
101.(a) Two 7" x 9" oil radiators with intake system (G & O) 20 lb. ea. (+ 80)	X	X	X	X	X	X		X	X
or Two 7" x 9" oil radiators with intake system (Harrison) 15 lb. ea. (+ 80)	X	X	X	X	X	X		X	X
(b) Two 7" x 9" thermostatically controlled oil coolers 10 lb. ea. (+ 80)							X		
102. Fuel pumps									
(a) Two wobble-United Aircraft U-550-BE 4 lb. ea. (+86)	X	X						X	X
or (b) Two wobble-United Aircraft U-550-BO 4 lb. ea. (+ 86)	X	X						X	X
or (c) Two wobble-Romec Pump Co. RXD-1563-1 4 lb. ea. (+ 86)	X	X						X	X
or (d) Two wobble-Army Type D-11 4 lb. ea. (+ 86)	X	X						X	X
or (r) Two electric booster - Beech 694-189641-4 (Adel 24000-3) 694-189641-8 (Adel 26900-3) 694-189641-12 (Adel 27447) Pesco 122799-120 3 lb. ea. (+ 126)	X		X	X	X	X			X
(Modified main fuel tanks, a revised fuel system and Item 401. FAA Approved Flight Manual Rev. November 25, 1952, or a later date, required with this item for D18S and C-45 only)									
(t) Two electric booster Pesco 122799-120 installed per Beech Dwg. 404-001069 3 lb. ea. (+ 56)	X								
(u) Two electric booster pumps - Adel 70146 (with Items 128 and 129 only) 3 lb. ea. (+ 126)			X		X	X	X		
(v) Two engine-driven Beech 50-921560-5 (with Item 128 only) 3 lb. ea. (+ 62)			X		X	X			
or (w) Two engine-driven Beech 50-921560-3 or -23 3 lb. ea. (+ 62)						X	X		
or (x) Two electric booster pumps - Pesco 122799-120-01 or -02 or Adel 28550-1 3 lb. ea. (+ 128)			X		X	X	X		
or (y) Two engine-driven Beech 50-921560-9 or -29 or Beech 50-389141-11 (with Item 129 only) 3 lb. ea. (+ 62)						X	X		
and (s) One electric fuel booster pump in nose tank. Beech 694-189641-12 or Adel 28550 or 28550-1, Pesco 122799-120			X						
and (e) Two engine-driven Army Type G6 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	
or (f) Two engine-driven - AN-4100-1 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
or (g) Two engine-driven - Romec RD-3890 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	
or (h) Two engine-driven - Pesco 2P-R400-BRD 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (i) Two engine-driven - Pesco 2P-R400-BRS 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (j) Two engine-driven - Pesco 2P-R400-BR 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (k) Two engine-driven - Chandler Evans 9141 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (l) Two engine-driven - Chandler Evans 9105 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (m) Two engine-driven - Chandler Hill H2E3 or CH4502-1 or CH4502-11 3 lb. ea. (+ 62)	X	X	X	X	X	X			X
or (n) Two engine-driven - TFD-400-1 or TF-400-1 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (o) Two engine-driven Thompson TFD-400 or TF-400 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (p) Two engine-driven - Thompson TFD-900-1, TF-900-1 or TF-900-3 3 lb. ea. (+ 62)	X	X	X	X	X	X		X	X
or (q) Two engine-driven - Romec RD-4190 3 lb. ea. (+62)	X	X	X	X	X	X		X	X
103. Two carburetor air heaters (weight and arm for the air scoop valve and one set of heater mufflers)									
(a) For use with 109(a) or (b) 21 lb. ea. (+ 62) 16 lb. ea. (+ 61) (on E18S)	X		X	X				X	X
(b) For use with 109(c) 15 lb. ea. (+ 61)					X	X	X		X
104. Two oil radiator by-pass valves - S80 1 lb. (+ 79)	X	X	X	X	X	X		X	X
105. Exhaust collector gas analyzer - Combridge No. 10555-1 10 lb. (+ 77)	X	X							
106. Two vacuum pumps. At the engine cruising rpm, the output of each pump should be sufficient to provide the recommended pressure in each instrument case to supply the air flow requirements for all the instruments connected to the system.									
(a) Type B-12 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (b) Eclipse-Pioneer 683-3 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (c) Eclipse-Pioneer 683-4 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (d) Eclipse-Pioneer 549-5 5 lb. ea. (+ 64)	X		X	X	X	X		X	X
or (e) Pesco 3P-207-JA 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (f) Pesco 3P-207-J or 3P-207-JE 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
or (g) Aro Equipment 207-JA 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (h) Aro Equipment A-505-DD or A-505-CDD 5 lb. ea. (+ 64)	X	X	X	X	X	X	X	X	X
or (i) Romec RD-3880 5 lb. ea. (+ 64)	X	X	X	X	X	X		X	X
or (j) Beech 50-380090 or 50-380090-1 5 lb. ea. (+ 64)						X	X		
107.Starters - Eclipse E-80, Army Type J-1 or Eclipse 756-21C or 756-9C 20 lb. ea. (+ 70)	X	X	X	X	X	X	X	X	X
108.77 gal. (80 gal. in D18S & D18C) aux. fuel tank in nose baggage compartment. Combined weight of baggage and fuel must not exceed 600 lb. at +32. (No baggage permitted E18S or E18S-9700). 23 lb. (+ 36)	X	X	X	X	X				X
109.Carburetor air intake system									
(a) With filters 14 lb. ea. (+ 45)	X			X				X	X
or (b) Without filters 4 lb. ea. (+ 48) 6 lb. ea. (+ 50)	X		X	X				X	X
or (c) Carburetor ram air scoop and air valve per Dwg. 404-001024 or 414-185906 or 18-910013 (G18S and H18 only) -3 lb. (+ 27)	X		X	X	X	X	X		X
110.Engine compartment pressure fire extinguisher and system with									
(a) Walter Kidde 7-1/4 lb. CO ₂ 33 lb. (+ 56)	X	X	X	X	X	X		X	X
or (b) Walter Kidde 5 lb. CO ₂ (Including detector system) 57 lb. (+ 111)		X							
or (c) Walter Kidde or American LaFrance (8 lb. CB) 39 lb. (+ 114)	X		X	X	X	X	X	X	X
111.Oil dilution system 2 lb. ea. (+ 79) (1 lb. ea. (+ 79) (on D18C)	X	X	X	X	X	X	X	X	X
112.Two carburetor air heater installations. 9 lb. ea. (+ 59)		X							

Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
203.Hand operated parking brakes 3 lb. (+ 51)	X	X	X	X	X	X	X	X	X
204.Landing gear oleo drag leg assembly (404-188027) replacing standard drag legs (404-118405) 24 lb. (+ 100)	X	X		X					
205.Martin landing oleo drag leg assembly (90-1000003) replacing standard drag legs (404-188405) 21 lb. (+ 100)	X	X		X					
206.Cross-wind gear									
(a) Installation 414-188003-1, -2 replacing standard installation (414-188000) 17 lb. (+ 86)			X		X	X			
(b) Installation 414-188003-103, -104, replacing standard installation (18-800000-1, and -2) 17 lb. (+ 86)							X		
207.Cross-wind gear installation 414-188003-101, -102, replacing standard gear installation 404-188000 or 694-188000. Item 207 not to be used when Item 204 or 205 is installed. 17 lb. (+ 86)	X			X					
208.Improved landing gear doors (E18 Type), Dwg. 404-001021. Landing gear ext. airspeed limit 160 mph. (139 knots) 35 lb. (+ 111)	X			X					

Electrical Equipment									
301.Two 50 a. generators									
(a) Leece Neville 24506 20 lb. ea. (+ 64)	X		X	X	X	X	X	X	X
or (b) Beech 404-189240 20 lb. ea. (+ 64)	X		X	X	X	X		X	X
302.Two batteries									
(a) 24 v. (17 a. hr. min.) 49 lb. ea. (+ 87)	X	X		X				X	
or (b) 24 v. Sonotone batteries P/N 18A26 per Beech Dwg. 404-001060-5 58 lb. ea. (+ 87)	X			X					
or (c) One 24 v. Sonotone battery, P/N 18A26 per Beech Dwg. 404-001060-7 58 lb. (+ 87)	X			X					
305.Landing lights									
(a) Grimes G-3001 7 lb. ea. (+ 139)	X	X	X	X				X	
or (b) GE 4557 2 lb. ea. (+ 105)			X	X	X	X	X		
or (c) Leading edge landing & taxiing light installation per Dwg. 404-001033 14 lb. (+ 104)	X	X	X	X					

Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
309.Two 140 a. Westinghouse 976J162-3 or Beech 18-380024 alternator-rectifiers									
(a) Installed per Beech Dwg. 414-001090 30 lb. (+ 64)	X		X	X	X	X	X		X
(b) Installed per Beech Dwg. 18-361011 30 lb. (+ 64)							X		

Interior Equipment

401.(a) FAA Approved Airplane Flight Manual and pertinent revisions applicable to the particular model and serial number	2/9/48 Rev. 11/25/ 52	7/16/47 Rev. 7/12/48	7/19/ 54 Rev. 10/21/ 58 or 10/10/ 61	2/28/58 or 4/10/62	1/16/59 Rev. 1/30/61	9/29/59 or Rev. 1/30/61	6/22/ 62	3/8/63	
(b) FAA Approved Airplane Flight Manual required with Item 605	6/20/ 58			6/19/58					
(d) FAA Approved Airplane Flight Manual Supplement No. 2 required with Item 108 installed with Item 605	6/20/ 58			6/19/58					
(e) FAA Approved Airplane Flight Manual Supplement No. 3	6/20/ 58 Rev. 12/16/ 60			6/19/58 Rev. 12/16/60					
(f) FAA Approved Airplane Flight Manual Supplement required with Item 126			Rev. 6/18/ 59		Rev. 11/15/ 60	Rev. 11/6/59	11/6/ 59 or 6/8/ 62		
(g) FAA Approved Airplane Flight Manual Supplement No. 4 required with Item 5 on D18S and C-45 Series (maximum weight 8750 lb.)	1/14/ 59 Rev. 7/29/ 60 or Rev 1/30/ 61			1/14/59 Rev. 7/29/60 or Rev. 1/30/61					
(h) FAA Approved Airplane Flight Manual Supplement No. 1 required with Item 5 on C-45 Series (maximum weight 8750 lb.)				1/12/59 or Rev. 1/30/61					
(i) FAA Approved Airplane Flight Manual Supplement No. 1 required with Item 5 in D18S (maximum weight 8750 lb.)	1/13/ 59 or Rev. 1/30/ 61								
(j) FAA Approved Airplane Flight Manual Supplement required with Item 613	12/11/ 59		12/11/ 59	12/11/59	12/11/ 59	12/11/ 59			
(k) FAA Approved Airplane Flight Manual Supplement required when Item 6 not installed	12/30/ 59		12/30/ 59	12/30/59	12/30/ 59				
(n) FAA Approved Airplane Flight Manual required with Item 617	5/31/ 60 Rev. 1/30/ 61		6/1/60	Rev. 1/30/61					
(t) FAA Approved Airplane Flight Manual Supplement 130017 required with Item 421			11/3/ 61		11/3/61	11/3/ 61			
(u) FAA Approved Airplane Flight Manual P/N 118682 required with Item 128 when installed on G18S.						4/8/61			

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(b) Collins Dwg. 49-0022-126F Collins Airplane Flight Manual Supplement dated March 23, 1956, required. 155 lb. (+ 46.5)			X						
*418.Collins radar weather mapping Model WP-101, Collins Dwg. 49-002-123D Use actual weight change									
419.Combustion heater installation									
(a) Surface combustion 93A22 fuel burning heater with heat and vent modifications per Dwg. 404-001023 and 404-001031 62 lb. (+ 122)	X			X					
(b) Two Stewart-Warner Model 8253A (Beech P/N 404-001039-1) fuel burning heaters installation with defroster modification per Dwg. 404-001030 Sheets 1 and 2 75 lb. (+ 124)	X			X					
(c) One Stewart Warner 8253A (Beech P/N 404-001039-1) fuel burning heater installation with defroster modification per Dwg. 404-001030 Sheets 1 and 2 40 lb. (+ 124)	X			X					
420.Collins autopilot AP-102 with flight director FD-107 installed per Beech Dwg. Mod. C.O. B47947 and Collins STC SA3-417 as amended December 22, 1959. Collins FAA Approved Airplane Flight Manual Supplement as revised December 22, 1959, required for E18S and E18S-9700. DMCR Approved Flight Manual Supplement Rev. April 12, 1960 140 lb. (+ 50)						X			
421.Sperry SP-3 automatic pilot installation Item 401(t), AFM Supplement dated November 3, 1961, required (E18S, E18S-9700). AFM Supplement dated March 28, 1962, required (G18S, H18).									
(a) Installed per Beech Dwg. 18-500000 or 414-001035 33 lb. (+ 202)			X		X	X	X		
(b) With altitude hold installed per Beech Dwg. 18-500000-101 or 414-001035 38 lb. (+ 213)			X		X	X	X		
(c) With course director coupler installed per Beech Dwg. 18-500000. Eligible with Item 421(a) or (b) when used in conjunction with ARC-CD-4 course directors. 5 lb. (+ 288)			X		X	X	X		
422. Cabin floor provisions, high density seating (9 chairs)									
(a) Per Beech Dwg. Mod. C.O. T5250 or 414-001053 Use act. wt. change	X		X		X	X	X		X
(b) Per Beech Dwg. 404-001128	X		X		X	X	X		X

Interior Equipment	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
423. Beech H-14 autopilot installation AFM Supplement 130043 dated August 10, 1962, or 18-001031 dated January 17, 1964, or March 5, 1964, or July 10, 1964 (G18S or H18); or 130346 dated March 15, 1963, or 18-001033 dated August 19, 1964 (E18S and E18S-9700) required. Item 106(h) or (j) required on left engine. Installation per Beech Dwg. 18-500002 or 414-001067 for basic autopilot and accessories and Dwg. 414-001105 for optional autopilot modification.			X		X	X	X		
(a) Autopilot - basic (with or without Items 504 and/or 632) 50 lb. (+ 164)									
(b) Altitude controller (accessory) 1 lb. (+ 41)									
(c) Autotrim (accessory) 2 lb. (+ 263)									
(d) ILS coupler (accessory) 1 lb. (+ 41)									
424. Air conditioner 88 lb. (+ 110)	X		X	X	X	X	X		X
Item 307 generators required with this installation. Fuel vent system must be modified on aircraft equipped with nose fuel tank.									
(a) Installed per Beech Dwg. 414-001064 or 18-554001. AFM Supplement 130073 dated May 25, 1962, required.									
(b) Installed per Beech Dwg. 414-001064. AFM Supplement 130074 dated May 10, 1962, required.									
425. Cargo honeycomb floorboard installation per Beech Dwg. 404-001130 (use actual weight change) Allowable loadings are as follows:	X		X	X	X	X	X		
<u>Bulkhead</u> <u>Maximum</u> <u>Concentrated</u>									
5 to 6 650 100 PSF									
6 to 7 650 100									
7 to 8 650 100									
8 to 9 350 100									
9 to 10 300 100									
Deicing Equipment (Propellers, Wing and Windshield)									
501. Surface deicers									
(a) Two wing boots (removable) Goodrich Type 2, Model 270 14 lb. ea. (+ 109)	X			X				X	
(b) Two stabilizer boots (removable) Goodrich Type 2, Model 270 5 lb. ea. (+ 350)	X	X		X				X	
(c) Deicer installation (fixed position) 41 lb. (+ 117)	X	X		X				X	
(d) Two wing boots (removable) Goodrich Type W, Model 270 with Beech 407-180483 (LH) and 407-180484 (RH) stall strips in lieu of Item 600 14 lb. (+ 109)	X	X							

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
502.Propeller anti-icer									
(a) 3 gal. fluid tank, pump and lines 11 lb. (+ 85)	X	X	X	X				X	X
or (d) 6 gal. fluid tank, pump and lines, per Dwg. 414-189692 or 404-001064 13 lb. (+ 123)	X		X	X	X	X	X		X
and (b) Two slinger rings - Air Associates HC-469-M-1 or HC-469 (for use with propeller Item 1) 1 lb. (+ 40)	X			X				X	
or (c) Two slinger rings - Ham. Std. 54884C or Beech Mod. C.O. 69206 or Beech 644-189656 (for use with propeller Item 2 or 4). Only (a) or (d) eligible with Item 5(a)(1). 1 lb. (+ 40)	X	X	X	X				X	X
503.Windshield deicing system 1 lb. (+ 55)	X	X	X	X	X	X	X		X
504.Surface deicers									
(a) Two wing boots (removable) Goodrich Type 12, Model 270 12 lb. ea. (+ 109)	X			X				X	
(b) Two stabilizer boots (removable) Goodrich Type II, Model 270 5 lb. ea. (+ 350)	X	X	X	X	X	X	X	X	X
(c) Deicer installation (fixed position) 41 lb. (+ 117) (D18S, D18C & C-45 Series) 41 lb. (+ 109) (All others)	X	X	X	X	X	X	X	X	X
(d) Two wing boots (removable) Goodrich Type 12, Model 270 with Beech 407-180483 (LH) and 407-180484 (RH) stall strips in lieu of Item 600 14 lb. ea. (+ 109)		X							
(e) Four wing boots (removable) Two Goodrich 12-270-13-1 or Two Goodrich 12-270-14-1			X						
and Two Goodrich 12-270-12-1 with Beech 414-181011-3 and 115101-02400 (LH) and 414-181011-4 and 115101 02400 (RH) stall strips in lieu of Item 601 27 lb. (+ 108)			X		X	X	X		
(f) Two vertical fin boots (removable) Goodrich Type II, Model 270 11 lb. (+ 352)	X		X	X	X	X	X	X	X
505.Deicer system modifications including rubber stall strips required on aircraft equipped with deicer boots when installing Modernization Kits per									
(a) Dwg. 404-001040-1, -4 required with Items 305(c), 419 and 603 9 lb. (+ 122)	X			X					
(b) Dwg. 404-001040-2, -4 required with Items 419 and 603 9 lb. (+ 122)	X			X					
(c) Dwg. 404-001040-3, -4 required with Items 305(c) and 419 7 lb. (+ 119)	X			X					
(d) Dwg. 404-001050-5 required with Item 208 1 lb. (+ 300)	X			X					
(e) Dwg. 404-001040-6 required with Item 305(c) Negligible weight			X						

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
610.E18S type nose section installation per Dwg. 404-001057 24 lb. (+ 17)	X			X					
611.Conversion from E18S to E18S-9700 per Dwg. 414-001028 (applicable to E18S S/N BA-2 and up). All E18S-9700 (Part V) limitations applicable. Use actual weight change			X						
612.Left hand rudder tab extension per Beech Dwg. 404-001071 (this item may be installed in lieu of Item 606 on C-45 Series) 1 lb. (+ 370)				X				X	
613.Emergency static source installation per Beech Dwg. 404-001070 (See Item 401(j) required with this item) 1 lb. (+ 61)	X		X	X	X	X	X	X	X
614.E18S type removable nose installation per Beech Dwg. 404-001080 25 lb. (+ 22) (a) With 77 gal. auxiliary fuel tank per Dwg. 404-001080 Combined weight of fuel and baggage must not exceed 600 lb. (arm of fuel + 32) 55 lb. (+ 30) Approved AFM Supplement P/N 118698 dated June 23, 1961, required.	X			X					
615.Nose baggage provisions per Beech Dwg. 18-410012 or 18-041004 5 lb. (+ 37) Placard: "LOAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. MAXIMUM STRUCTURAL CAPACITY 600 LB." required.	X			X		X	X		
616..9300 lb. gross weight basic modernization kit per Beech Dwg. 404-000012 covering basically: (1) Modification of power plant package and installation of Hartzell 3-blade full-feathering propellers (2) Revisions to stabilizer, rudder return spring and landing gear doors. (3) Limitations: Structural: To be eligible for this item or Item 617 below, all D18S airplanes S/N's A-1 through A-471 and A-474 through A-482 must have the center section truss reinforcements, P/N 513412-10 and -11, per Beech Dwg. 404-001081, or Beech Service Bulletin D18-58 Engine limits: For all operations: Sea level 36.5 in. Hg 2300 rpm. (450 hp.) Straight line manifold pressure variation with altitude (3500 ft.) 35.5 in. Hg 2300 rpm. (450 hp.) Fuel: 80/87 min. grade aviation gasoline C.G. range (landing gear extended): (+ 109.8) to (+ 120.5) at 9300 lb., (+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given	X			X					

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
(5) Limitations: Structural: to be eligible for this item aircraft must comply with limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as E18S-9700. C.G. range (landing gear extended): (+ 111.0) to (+ 120.5) at 9600 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear +12000 in.-lb. Maximum weight: 9600 lb. (takeoff), 9400 lb. (landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109(c), 118, 201, 202, 208, 301, 302 (AFM dated September 21, 1961, P/N 404-001112) (or dated October 18, 1966, P/N 130654, TC-45J only), 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs), required. Use actual weight change.									
625.Cargo door installation per									
(a) Kit 726-1, Beech Dwg. 414-001051	X			X					
(b) Kit 18-4010, Beech Dwg. 18-4010			X		X	X	X		
Following data applies to both cargo doors:									
Approved for flight with or without cargo door panel and cabin entrance door installed. Beech placards 414-001057, 414-001074 and 414-001075									
Use actual weight change.									
626.Rear center section baggage bays (two) per Dwg. 404-001122 in lieu of rear auxiliary fuel tanks.	X		X	X	X	X	X		X
-24 lb. (+ 155)									
AFM Supplement dated October 26, 1962 (Beech P/N 18-001028) required									
627.8950 lb. gross weight modernization kit per Beech Dwg. 404-000024 covering basically:	X			X					
(1) Installation E18S type wing tips									
(2) Installation of stabilizer angle of incidence change									
(3) Limitations: Engine limits and fuel grade are the same as set forth in Sections I and IV of this specification. C.G. range (landing gear extended): (+108.4) to (+120.5) at 8950 lb. (+107.0) to (+120.5) at 8600 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear is +12000 in.-lb. Maximum weight 8950 lb. (takeoff or landing) Required equipment: Item 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302, 415, 602, 603, 607(c), 612 (on aircraft without dual rudder tabs) Use actual weight change. AFM dated December 3, 1962, P/N 18-001029, (or dated October 20, 1966, P/N 130656, TC-45J only), required.									

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
628.9800 lb. gross weight modernization kit per Beech Dwg. 404-000021 covering basically:	X			X				X	
(1) Installation of E18S type wing tips									
(2) Installation of stabilizer angle of incidence change									
(3) Installation of H18 type power package									
(4) Installation of improved landing gear doors									
<p>(5) Limitations:</p> <p>Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. Engine limits and fuel grade same as H18.</p> <p>C.G. range (landing gear extended): (+111.8) to (+120.5) at 9800 lb., (+107.0) to (+120.5) at 8600 lb. or less.</p> <p>Straight line variation between points given. Moment due to retraction of landing gear is +12000 in.-lb.</p> <p>Maximum weight: 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8, 101, 102, 103, 104, 109(c), 130, or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs)</p> <p>Use actual weight change. AFM dated May 3, 1963, P/N 414-001089 used with Models D18S, C-45G and H and TC-45G and H; or AFM dated February 5, 1964, used with all applicable models.</p>									
629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering:	X			X					X
(1) Installation of E18S wing tips									
(2) Installation of stabilizer angle of incidence change									
(3) Installation of improved landing gear doors									
(4) Installation of H18 type power package									
(5) Installation of Hartzell 5-1/2 propellers									
<p>(6) Limitations:</p> <p>Structural: to be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015</p> <p>Engine limits and fuel grade same as H18</p> <p>C.G. range (landing gear extended) (+112.2) to (+120.5) at 9900 lb. (+107.0) to (+120.5) at 8600 lb. or less</p> <p>Straight line variation between points given. Moment due to retraction of landing gear is +12000 in.-lb.</p> <p>Maximum weight: 9900 lb. (takeoff), 9405 lb. (landing) Required equipment: Items 7 or 8 or 9, 101, 102, 103, 104, 109(c), 122, 130 or 131, 201, 202, 208, 301, 302, 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs)</p> <p>AFM dated May 6, 1963, or January 29, 1968, P/N 404-001154 (or dated October 19, 1966, P/N 130655, TC-45J only).</p> <p>Use actual weight change.</p>									

Deicing Equipment (Propellers, Wing and Windshield)	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
638.9800 lb. gross weight basic modernization kit per Beech Dwg. 18-4023 covering:						X			
(1) Installation of power package (H18 type)									
(2) Limitations: Engine limits and fuel grade same as H18 C.G. range (landing gear extended): (+ 111.8) to (+ 120.5) at 9800 lb. (+ 107.0) to (+ 120.5) at 8600 lb. or less Straight line variation between points given. Moment due to retraction of landing gear is + 12000 in.-lb. Maximum weight 9800 lb. (takeoff), 9400 lb. (landing). Required equipment: Items 2 or 5 or 7 or 8 or 9, 101, 102, 103(b) and 109(c), 120, 201, 202, 301, 308, 401(y), 415 and 601 Use actual weight change AFM dated April 26, 1967 (P/N 130721) and/or AFM dated August 18, 1965 (P/N 130225)									
639.Four-position flap switch lever installed per Beech Mod. C.O. C43649. AFM Supplement 130771 dated December 18, 1967, when this item is used.							X		

Note 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include the following unusable fuel and oil (not included in the usable oil capacity or usable fuel capacity):

- (a) Model D18S, C-45G, C-45H, TC-45G, TC-45H, TC-45J, JRB-6, 3N, 3NM, 3TM
- | | | |
|--|--------|--------|
| Fuel (two 76 and two 25 gal. wing tanks) | 6 lb. | (+122) |
| Fuel (47 gal. nose) | None | |
| Fuel (80 or 77 gal. nose) | 4 lb. | (+ 32) |
| Fuel (two 60 gal. wing tanks) | 7 lb. | (+145) |
| Oil with Item 1 | 27 lb. | (+ 60) |
| Oil (includes 9.5 lb. feathering oil in each tank) with Item 2 | 52 lb. | (+ 68) |
| Oil with Item 5 | 30 lb. | (+ 59) |
- (b) Model D18C
- | | | |
|--|--------|--------|
| Fuel | 24 lb. | (+131) |
| Oil (includes 9.5 lb. feathering oil in each tank) | 43 lb. | (+ 70) |
- (c) Model E18S or E18S-9700
- | | | |
|--|--------|--------|
| Fuel (two 76 and two 23 gal. wing tanks) | 6 lb. | (+122) |
| Fuel (77 gal. nose tank) | 4 lb. | (+ 32) |
| Fuel (two 60 gal. wing tanks) | 7 lb. | (+145) |
| Oil with Hamilton Std. propeller, Item 2, (includes 9.5 lb. feathering oil in each tank) | 52 lb. | (+ 68) |
| Oil with Hartzell propeller, Item 5 | 30 lb. | (+ 59) |
- (d) Model G18S
- | | | |
|--|--------|--------|
| Fuel (two 76 and two 23 gal. wing tanks) | 6 lb. | (+122) |
| Fuel (two 60 gal. wing tanks) | 7 lb. | (+145) |
| Oil with Hartzell propeller Item 5 | 30 lb. | (+ 58) |
- (e) Model G18S (with Item 618 installed)
- | | | |
|-------------------------------------|--------|--------|
| Fuel (two 76 gal. wing tanks) | 6 lb. | (+122) |
| Fuel (two 60 gal. wing tanks) | 7 lb. | (+145) |
| Oil with Hartzell propeller, Item 5 | 30 lb. | (+ 58) |

Note 1. (cont'd)

f) Model H18		
Fuel (two 76 and two 23 gal. wing tanks)	6 lb.	(+122)
or Fuel (two 99 gal. wing tanks)	32 lb.	(+128)
and Fuel (two 60 gal. wing fuel tanks)	7 lb.	(+145)
and Oil	30 lb.	(+ 58)

NOTE 2. The following placards must be displayed:

- (a) Instrument panel, in full view of pilot:
 - (1) "This airplane must be operated in compliance with the Operating Limitations Section of the FAA Approved Airplane Flight Manual."
 - (2) "All intentional acrobatic maneuvers prohibited."
 - (3) When the diameter of the propeller (Item 4) exceeds 8'0", the following placard must be installed and the tachometer marked accordingly: "Avoid continuous operation between 1850 and 2000 r.p.m."
- (b) Toilet compartment (when installed):
"This room not to be occupied during takeoff and landing."
- (c) On window sill adjacent to 18-534018-1, -2, -3 cabin chairs, when installed facing aft, "Fully recline aft facing seats during takeoff and landing."
- (d) At aft baggage compartment:
"Maximum 150 lb./shelf, 300 lb. total. See loading schedule." (With shelf installed).
"Baggage loading, maximum 300 lb. See loading schedule." (Without shelf installed).
- (e) On airplanes with nose baggage provisions, on inner side of nose door:
"Load in accordance with Airplane Flight Manual. Maximum structural capacity of nose 600 lb."

NOTE 3. Engine nameplate:

When any of the eligible military engines are installed, the following information must be added to the engine nameplate: "FAA Specification No. 5E1".

NOTE 4. Prior to civil certification, C-45G, C-45H, TC-45G and TC-45H aircraft which have been operated by the military services must be modified in accordance with Beech Dwg. 404-001011 and Beech Spec. BS-2466; TC-45J or RC-45J aircraft which have been operated by military services must be modified in accordance with Beech Dwg. 404-001100. JRB-6 aircraft which have been operated by the military services must be modified in accordance with Beech Dwg. 404-001139. 3N, 3NM and 3TM aircraft which have been operated by the Canadian Government must be modified in accordance with Beech Dwg. 18-5011.

Serial Nos. eligible (use manufacturer's Serial Nos. when available)

C-45G and H

<u>Beech Serial Nos.</u>	<u>AF Serial Nos.</u>
AF-1 through AF-60	51-11444 through 51-11503
AF-157 through AF-468	51-11600 through 51-11911
AF-469 through AF-900	52-10539 through 52-10970

TC-45G and H

<u>Beech Serial Nos.</u>	<u>AF Serial Nos.</u>
AF-61 through AF-156	51-11504 through 51-11599

BuAer Serial Nos.

All TC-45J or UC-45J serial numbers contain five digits except for the first group listed.

All JRB-6 serial numbers contain five digits. For brevity, when the first three digits of a group of serials are identical, the first three numbers are listed only once. A dash between adjacent numbers shows a consecutive group of serials.

TC-45J or UC-45J

3554, 3555, 3557, 3558, 3561, 4711 - 4716, 4718 - 4721, 4725, 9771
 12355 - 64, 66, 67, 70 - 72, 74, 76 - 79, 81 - 83, 86, 88, 89
 23759 - 63, 68, 70, 72 - 74, 76, 79, 83, 86, 88, 90, 91, 95, 97, 98
 23800, 02, 04, 06, 11, 15, 16, 18 - 25, 27 - 29, 31, 33 - 37, 39 - 47, 49, 51 - 54, 56
 29551, 53 - 59, 61, 64, 65, 68 - 72, 75, 76, 78, 79, 81, 82, 84, 87, 88, 90 - 95, 97, 99
 29602, 03, 08, 09, 13, 17, 19 - 23, 25 - 27, 29 - 33, 35 - 42, 44, 46 - 52, 55, 57, 59 - 64
 39195, 97
 39202, 05, 06, 08, 12, 13, 19, 24 - 30, 32, 33, 35, 37, 39 - 41, 43 - 57, 60, 62 - 67, 69,
 72 - 78, 80 - 82, 84, 86, 87, 89, 90
 39749, 50, 52, 54, 58 - 62, 65, 67, 68, 72, 73, 75 - 78, 82, 88, 89, 93, 97, 99
 39801, 03, 04, 06, 07, 09, 10, 12, 13, 15, 16, 22, 27, 29, 38, 40 - 42, 47, 50, 51, 53,
 54, 56, 62, 63, 65 - 67, 69, 70, 75, 77, 81 - 83, 85 - 87, 89, 98, 99
 39902, 04, 06, 08 - 10, 15, 16, 20, 22, 23, 27, 28, 30, 31, 34 - 39, 41 - 43, 45, 47, 48
 51, 56, 58, 59, 61, 63, 65, 66, 68 - 70, 73, 76, 77, 80, 82, 83, 88, 90, 94
 44555, 60, 65, 76, 78 - 81, 83, 88, 99
 44605, 07, 10, 17, 24, 55, 58, 62, 77
 48247
 51026 - 29, 31, 32, 34, 36, 38, 39, 41, 45 - 47, 53 - 57, 61, 64 - 66, 68 - 79, 81, 83 - 86, 89 - 92, 94, 96, 98
 51100, 01, 04, 05, 07, 08 - 10, 12, 14 - 22, 24 - 26, 28, 30 - 32, 35, 37 - 41, 43 - 52, 54 - 58, 60, 61, 63 - 73, 76, 78,
 80 - 83, 85 - 89, 91, 92, 94 - 98
 51200, 01, 04, 06, 07 - 11, 13, 16, 19, 20, 24 - 26, 28 - 30, 32, 35, 37 - 41, 43 - 52, 53 - 57, 59 - 63, 68, 70 - 75, 77
 - 81, 84, 85, 87 - 91, 93 - 99
 51300, 02, 03, 07, 08, 11, 12, 14, 15, 17 - 19, 23, 27, 30, 33 - 35, 38, 39, 42 - 46, 49
 66429, 31, 43, 48, 64, 70
 67103, 05, 07, 11, 12, 14 - 20, 22, 23, 26, 28, 29, 58, 59, 61 - 63, 65 - 68, 70, 74 - 77, 79,
 81 - 85, 87, 88, 90, 91, 93, 94, 97, 98
 67200 - 14, 18 - 24, 27, 28, 30, 34 - 36, 56, 61 - 63, 65, 67 - 69, 71, 74, 75, 77 - 81, 85, 87, 88, 93, 94, 96 - 98
 67300, 02, 03, 05, 11 - 14, 16, 17, 19 - 26, 29, 35, 37, 44 - 47, 49, 55, 61, 63, 82, 83
 76740 - 42, 45, 46, 50, 53, 55 - 58, 62, 64, 65, 71, 73, 74, 76
 85100, 06, 10, 15, 21, 35
 89466, 67 - 71, 73 - 75, 77 - 79, 81 - 85, 87, 88, 91, 93, 94
 90522, 36, 49, 69, 74, 81
 140987 - 140991

JRB-6

39763, 69, 71, 79 - 81, 83, 87, 95, 96
 39814, 17, 20, 23, 30, 32, 33, 45, 46, 52, 57 - 59, 71, 79, 84
 39901, 03, 21, 32, 40, 52, 53, 62, 64, 74, 79, 85 - 87, 91 - 93, 95 - 97
 51035, 37, 48, 60, 67, 80, 82
 67248, 76, 82 - 84, 86
 67328, 32 - 36, 38 - 40, 43, 48, 50, 52, 57, 58, 60, 66, 74, 76, 79 - 81

3N

<u>Beech Serial Nos.</u>	<u>Canadian Serial Nos.</u>
A-601 through A-700	CA-1 through CA-100

3NM

<u>Beech Serial Nos.</u>	<u>Canadian Serial Nos.</u>
A-702 through A-715	CA-102 through CA-115
A-736 through A-755	CA-136 through CA-155
A-767 through A-769	CA-176 through CA-194
A-780, A-782, A-784	CA-201 through CA-280
A-786, A-788	
A-790 through A-800	
A-851 through A-930	

3TM

<u>Beech Serial Nos.</u>	<u>Canadian Serial Nos.</u>
A-701	CA-101
A-716 through A-735	CA-116 through CA-135
A-756 through A-766	CA-156 through CA-175
A-770 through A-779	CA-195 through CA-200
A-781, A-783, A-785	CA-281
A-787, A-789, A-931	

RC-45J

4715, 4718
 09771
 12354, 73, 75, 85
 23789, 93
 23801, 13
 29566, 80, 83, 85
 29604, 18, 45
 39196
 39203, 10, 17, 31, 34, 58
 51129, 90
 51214, 18, 33, 51, 67, 69
 51329
 66459
 67108, 24, 27
 67217, 32, 33

NOTE 5. Cargo loadings for standard cabin floorboard (bulkhead 5 is just aft of pilot's compartment at fuselage sta. 104.0)

<u>Bulkhead</u>	<u>Maximum</u>	<u>Concentrated</u>
5 to 6	450	100 PSF
6 to 7	450	100
7 to 8	450	100
8 to 9	300	100
9 to 10	300	100

Cargo loadings for cabin floorboard that has been modified per Beech Dwg. 414-001051 or 18-4010 (with or without honeycomb floorboard) (bulkhead 5 is just aft of pilot's compartment at fuselage sta. 104.0)

<u>Bulkhead</u>	<u>Maximum</u>	<u>Concentrated</u>
5 to 6	650	100 PSF
6 to 7	650	100
7 to 8	650	100
8 to 9	350	100
9 to 10300	100	

NOTE 6. Prior to civil certification of any military airplane, install wing spar strap which reinforces the lower spar cap from LWS 181 to RWS 181. Consult STC Summary or applicable AD's for eligible installation.

Contact Beech Aircraft Corporation as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

.....END.....