

A-765  
Revision 74  
BEECH

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)

April 15, 1996

Type Certificate Holder                      Raytheon Aircraft Company  
9709 E. Central  
Wichita, KS 67206

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	
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 Capacity	3 gal. (20 lb. at +97) See Item 502 for optional installation	

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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	<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>Down</td><td>13°</td></tr> <tr> <td>Elevator</td><td>Up</td><td>Down</td><td>25°</td></tr> <tr> <td>Aileron trim tab</td><td>Up</td><td>Down</td><td>19°</td></tr> <tr> <td>Aileron</td><td>Up</td><td>Down</td><td>21°</td></tr> <tr> <td>Rudder trim tab (S/N A-1 through A-68 one tab and rudder bungee)</td><td>Right</td><td>Left</td><td>32°</td></tr> <tr> <td>Rudder trim tab (S/N A-1 through A-68 left hand rudder tab extension per Dwg. 404-001071 "B" revision. No bungee)</td><td>Right</td><td>Left</td><td>28° to 33°</td></tr> <tr> <td>Rudder trim tabs (S/N A-69 and up two tabs and no bungee)</td><td>Right</td><td>Left</td><td>28° to 33°</td></tr> <tr> <td>Rudder</td><td>Right</td><td>Left</td><td>25°</td></tr> </table>			Wing flaps		Down	45°	Elevator trim tab	Up	Down	13°	Elevator	Up	Down	25°	Aileron trim tab	Up	Down	19°	Aileron	Up	Down	21°	Rudder trim tab (S/N A-1 through A-68 one tab and rudder bungee)	Right	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	Left	28° to 33°	Rudder trim tabs (S/N A-69 and up two tabs and no bungee)	Right	Left	28° to 33°	Rudder	Right	Left	25°
Wing flaps		Down	45°																																				
Elevator trim tab	Up	Down	13°																																				
Elevator	Up	Down	25°																																				
Aileron trim tab	Up	Down	19°																																				
Aileron	Up	Down	21°																																				
Rudder trim tab (S/N A-1 through A-68 one tab and rudder bungee)	Right	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	Left	28° to 33°																																				
Rudder trim tabs (S/N A-69 and up two tabs and no bungee)	Right	Left	28° to 33°																																				
Rudder	Right	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		
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)	

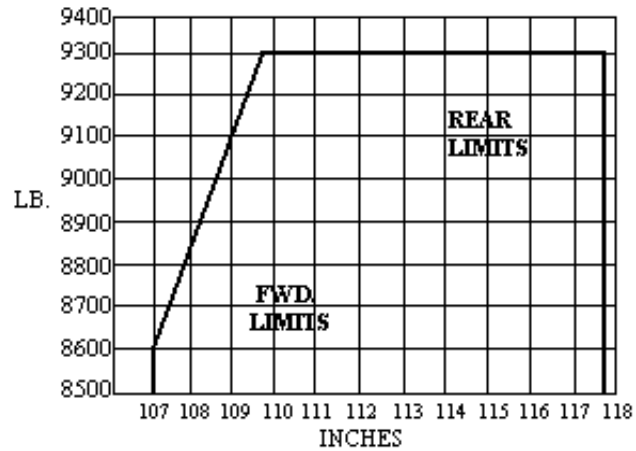
C.G. Range (Landing Gear Extended)	(+109.8) to (+117.7) at 9000 lb. (+105.0) to (+117.7) at 6487 lb. or less Moment due to retraction of landing gear is +12000 in.-lb.		
Maximum Weight	9000 lb.		
No. of Seats	Maximum 10 (2 crew at +87). See loading instructions for passenger loading.		
Anti-icer Fluid 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		
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

Control surface movements

Wing flaps		Down	45°
Elevator trim tab	Up	Down	13°
Elevator	Up	Down	25°
Aileron trim tab	Up	Down	19°
Aileron	Up	Down	21°
Rudder trim tab	Right	Left	29°
Rudder	Right	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**

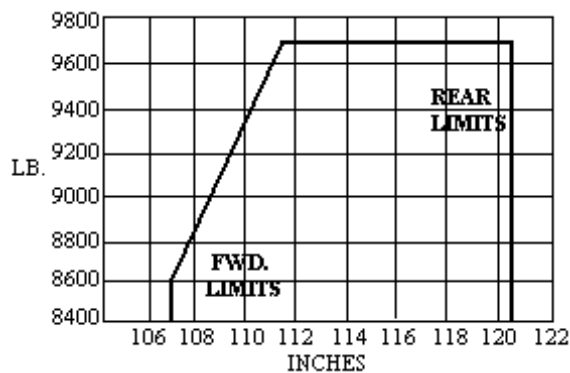
Engines	2 P&W Military R-985-AN-14B with one 4-1/2N and one 9N damper each See Item 113 for optional engines		
Fuel	80/87 minimum grade aviation gasoline		
Engine (See Item 605 for higher limits)	Maximum continuous Sea level 34.5 in. Hg, 2200 rpm. (400 hp.) Straight line manifold pressure variation with 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		
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		
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 401(a),	Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(c), 120, 201, 202, 301, 308, 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)
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		

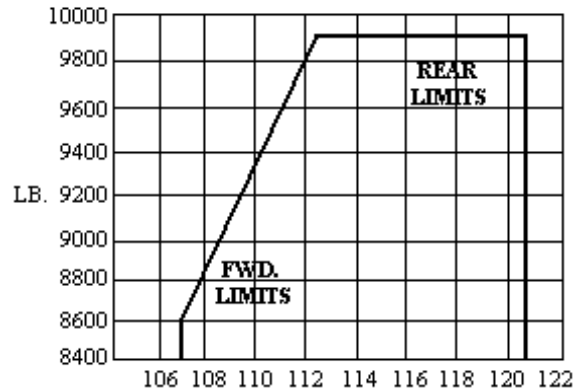
#### **VII - Model H18, 11 PCLM, Approved July 11, 1962**

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

Fuel capacity

or

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)  
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

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-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	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. 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)		
Maximum baggage	Nose compartment, 600 lb. at +28. Rear compartment, 300 lb. at +243 See Notes 2 and 5		
Fuel capacity +155).	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		
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 issue	Production Certificate No. 8 Models G18S and H18: Delegation Option Manufacturer No. CE-2 authorized to  airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.
Equipment:  been	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  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.

[illegible]



Propeller and Propeller Accessories (excepting Deicing Equipment)				C-45G TC-45G C-45H TC-45H TC-45J RC-45J					
(d) Controls installation	D18S	D18C	E18S		E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
Beech 404-189804 oil tank standpipe is not to be used with this propeller 32 lb. (+79)	X		X	X	X	X			X
Item 401(a) revised January 30, 1961, Model E18S, and (k); or (g) and (k); or (h) and (k); or (i) and (k) required with Item 5(a).									
6. Propeller unfeathering systems Two unfeathering pumps	X		X	X	X	X	X		
(LH) One Pesco 111059-011-01 7 lb. ea. (+ 103)									
or Beech 900-189071-2 (Pesco 1E-521-DC)									
or 404-189075 (Pesco 1E-521-HC or HAC)									
or Ham. Std. 66166-12 (Pesco 1E-777-BLB-1) 11 lb. ea. (+ 103)									
or Beech 404-189080 (Pesco 1E-VR-280-BHC) 20 lb. ea. (+ 103)									
and (RH) One Pesco 111059-011-01 7 lb. ea. (+ 103)									
or Beech 900-189071-4 (Pesco 1E-521-DC)									
or Ham. Std. 66094-1 (Pesco 1E-521-HC or HAC)									
or 66166-12 (Pesco 1E-777-BLB-1) 11 lb. ea. (+ 103)									
or (Pesco 1E-VR-280-BHC) 20 lb. ea. (+ 103)									
or Unfeathering accumulators (one 210362 and 210384 accumulator installation (Woodward)) 9 lb. (+ 66)							X		
7. Two Hartzell 3-blade full-feathering propeller installations per Dwg. 18-960000, 414-189070 or 414-001068									
(a) Hub and blade assemblies									
(1) HC-B3Z30-2E with 10152-5-1/2 blades and 836-16 spinner 129 lb. ea. (+ 35)	X		X	X	X	X	X		X
or 10152B-5-1/2 blades and 836-17S spinner 130 lb. ea. (+ 35)	X		X	X	X	X	X		X
(2) HC-B3W30-2E hubs with W10152-5-1/2 blades and 836-16 spinner 129 lb. ea. (+ 35)	X		X	X	X	X	X		
or W10152B-5-1/2 blades and 836-16 spinner modified per Item 506 130 lb. ea. (+ 35)						X	X		
Pitch settings at 30 in. sta.: high 87°, low 17° Diameter: 95-1/2 in. No cutoff permitted. Engine tachometer to be marked with yellow arc between 1500 and 1700 rpm. and between 2100 and 2275 rpm. indicating restriction against continuous operation in this range.									
(b) Governor - Woodward 210402 or 210404 or Hartzell C3 except for H18 6 lb. ea. (+ 66)	X		X	X	X	X	X		X

	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
Propeller and Propeller Accessories (excepting Deicing Equipment)	X		X	X	X	X	X		X
(c) Controls installation 32 lb. (+ 79) AFM Supplement P/N 130225 dated September 5, 1962, or April 15, 1963, or April 14, 1964 (D18S, C-45G and H, and TC-45G and H, E18S-9700) or P/N130352 dated April 12, 1963 (G18S) required.									
8. Two Hartzell 3-blade full feathering propeller installations per Dwg. 404-001058, 414-001068, 414-189070 or 18-960000									
(a) Hub and blade assemblies HC-B3R30-2E hubs with R10152-5-1/2 blades and 836-16 spinner 135 lb. ea. (+ 35)	X		X	X	X	X	X		X
or R10152B-5-1/2 blades and 836-17S spinner 136 lb. ea. (+ 35)	X		X	X	X	X	X		X
or R10152B-5-1/2 blades and 836-16 spinner modified per Item 506 136 lb. ea. (+ 35)						X	X		
Pitch settings at 30 in. sta.: high 87°, low 17° Diameter: 95-1/2 in. No cutoff permitted. Engine tachometer to be marked with yellow arc between 1500 and 1700 rpm. and between 2100 and 2275 rpm. indicating restriction against continuous operation in this range.									
(b) Governor, Hartzell C-3 or Woodward 210205, 210494, 210495 or 210496	X		X	X	X	X			X
or Woodward 210402 or 210404 6 lb. ea. (+ 66)	X		X	X	X	X	X		X
(c) Controls installation +32 lb. (+ 79) AFM Supplement P/N 130705 dated March 13, 1967 (G18S and H18) or P/N 130713 dated March 14, 1967 (D18S, E18S, E18S-9700, C-45G, TC-45G, C-45H, TC-45H, TC-45J) required	X		X	X	X	X	X		X
9. Two Hartzell 3-blade full-feathering propeller installations per Dwg. 414-001068.									
(a) Hub and blade assemblies HC-B3P30-2E hubs with P10152-5-1/2 blades and 836-16 spinner 135 lb. ea. (+ 35)	X		X	X	X	X	X		X
or P10152B-5-1/2 blades and 836-17S spinner 136 lb. ea. (+ 35)	X		X	X	X	X	X		X
or P10152B-5-1/2 blades and 836-16 spinner modified per Item 506 136 lb. ea. (+ 35)	X		X	X	X	X	X		X
Pitch settings at 30 in. sta.: high 87°, low 17° Diameter: 95-1/2 in. No cutoff permitted. Tachometer to be marked with yellow arc between 1500 and 1700 rpm. and between 2100 and 2275 rpm. indicating restriction against continuous operation in this range.									
(b) Governor - Hartzell C-3 except H-18 or Woodward 210205, 210494, 210495, 210496, 210402, or 210404 6 lb. ea. (+ 66)	X		X	X	X	X		X	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
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 <sub>2</sub> 33 lb. (+ 56)	X	X	X	X	X	X		X	X
or (b) Walter Kidde 5 lb. CO <sub>2</sub> (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							

Engine and Engine Accessories - Fuel and Oil Systems				C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
D18S	D18C	E18S							
113.Engine (must have one 4-1/2N and one 9N damper) Use act. wt. change on all engine changes.									
(a) P&W Wasp Jr. SB-2 (limits same as for SB-3 and R985-AN-14B)	X			X				X	X
or (b) Military R-985-AN-4 (limits same as for SB-3 and R-985-AN-14B)	X			X				X	X
or (c) Military R-985-AN-14B (limits same as for SB-3)	X			X				X	X
or (d) P&W Wasp Jr. B-5 (same power limits as for SB-3 if Best Power Mixture used)	X			X				X	
or (e) Military R-985-AN-1 (limits same as for R-985-AN-14B) for engines with NAR9A or NAR9B or NAR9CE carburetors				X				X	
or (f) Military R-985-AN-3 (limits same as for R-985-AN-1)				X				X	
or (g) Military R-985-39 (limits same as for R-985-AN-1)				X				X	
or (h) P&W Wasp Jr. SB-3 (limits same as for R-985-AN-14B)	X			X				X	
or (i) Military R985-AN-1M1 when Item 5 used (limits same as for R985-AN-14B)	X			X				X	
or (j) Military R985-AN-2 when Item 5 used (limits same as for R985-AN-14B)	X			X				X	
or (k) Military R985-AN-10 when Item 5 used (limits same as for R985-AN-14B)	X			X				X	
114.Two carburetor air filters 2 lb. ea. (+ 73)									
		X							
115.47 gal. aux. fuel tank in nose baggage compt. This installation must be modified per Beech Dwg. 404-001101-3 (C-45), 404-001101-1 (TC-45J) to be eligible for certification. Combined weight of baggage and fuel must not exceed 600 lb. (arm of fuel + 38) 45 lb. (+ 38)									
	X	X		X					
*116.Engine cooling air outlet baffles installation per Continental Motors Dwg. 516935 1 lb. (+ 50)									
		X							
117.Fuel flowmeter installation (with Pioneer 9054-5A transmitters and 6007 indicator or Beech 414-180824 transmitters and 414-180838 indicator)									
(a) With separate inverter 24 lb. (+ 77)			X						
or (b) Powered from radio inverter 18 lb. (+ 75)			X						
118.Jet stack installation (E18 type per Dwg. 404-001019) -45 lb. (+80)									
	X			X					
119.Cowl support brackets, improved type per Dwg. 404-001029 2 lb. (+ 46)									
	X		X	X					

Engine and Engine Accessories - Fuel and Oil Systems				C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
				D18S	D18C	E18S			
120. Fuel flowmeter installation per Dwg. 404-001020 or 414-180804 (See Item 124)									
(a) With separate inverter				X		X	X	X	X
25 lb. (+ 123) (D18S, C-45G, etc.)									
25 lb. (+ 77) (All other)									
or (b) Powered from radio inverter				X		X	X	X	X
18 lb. (+ 78) (D18S, C-45G, etc.)									
18 lb. (+ 75) (All other)									
121. Improved oil radiator cooling air valve per Dwg. 404-001025				X		X			
Negligible weight									
122. Auxiliary wing fuel cells, 60 gal., bladder type, per Dwg. 404-001027 or 414-920000 (arm of fuel + 139) (Nose tanks, Item 108 or 115 to be removed if installed). AFM Supplement, P/N 404-001055 dated June 19, 1958, or AFM Supplement P/N 404-001049 dated June 20, 1958, required.				X		X	X		
96 lb. (+ 137)									
(a) With landing lights relocated per Dwg. 404-001027				X		X			
0 lb. ea. (+ 100 in. - lb.)									
123. Improved engine crankcase vent per Dwg. 404-001032				X		X			
5 lb. (+ 82)									
124. Fuel flowmeter dial face, P/N 414-180838-11 (converts Item 125 to 120)						X			
No change in weight									
125. Fuel flowmeter installation (with Beech 414-180824 transmitter and 404-001036 indicator)									
(a) With separate inverter						X			
25 lb. (+ 123)									
or (b) Powered with radio inverter						X			
18 lb. (+ 78)									
126. Two Aerojet 15NS-250 or 12NS-350 or 12NS-350CBA Rocket Engine installations (per Dwg. 414-18911 or Kit Dwg. 404-001059) Note: Model 18 aircraft with tricycle gears (STC SA111WE) not eligible for this installation.				X	X	X	X		X
(a) 15NS-250 charged									
100 lb. (+ 125)									
(b) 12NS-350 or 12NS-350CBA charged									
108 lb. (+ 125)									
(c) 15NS-250 expended									
58 lb. (+ 124)									
(d) 12NS-350 or 12NS-350CBA expended									
64 lb. (+ 124)									

## Engine and Engine Accessories - Fuel and Oil Systems

## (e) Engines removed

16 lb. (+ 120)

For 15NS-250 AFM Supplement 404-001065 dated April 16, 1961, or Item 401(f) required.

For 12NS-350, AFM Supplement 404-001065 dated February 27, 1964, or 12NS-350CBA AFM Supplement dated March 10, 1965, required for D18S, C-45G, TC-45G, C-45H, TC-45H and TC-45J at the standard gross weight of 8750 lb. or as modernized per Item 605, 616, 617, 620, 621 or per STC SA4-113 and amended March 24, 1959, or per STC SA2-820 amended January 14, 1960.

404-001065 dated July 1, 1964, or March 10, 1965, required for: D18S, C-45G, TC-45G, C-45H, TC-45H and TC-45J at the standard gross weight of 8750 lb. or as modernized per Item 605, 616, 617, 620, 621, 622, 624, 627, 628, 629, 635, 636 or per STC SA4-113 and amended March 24, 1959, or per STC SA2-820 amended January 14, 1960

18-001032 dated February 26, 1964, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively 18-001032 dated July 2, 1964, or March 11, 1965, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per Item 611, 623, 630 or 633.

18-001032 dated July 2, 1964, or March 11, 1965, required for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per Item 611, 623, 630 or 633.

18-001021 dated February 25, 1964, required for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively.

18-001021 dated July 3, 1964, or March 12, 1965, required for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively or G18S modernized per Item 630.

For 12NS-350CBA, Supplement required is 404-001065 dated March 10, 1965 for:

D18S, C-45G, TC-45G, C-45H, TC-45H, TC-45J at standard gross weight of 8750 lb. or as modernized per Item 605, 616, 617, 620, 621, 622, 624, 627, 628, 629, 635 or 636 or per STC SA4-113 and SA4-113 amended March 25, 1959, or per STC SA2-820 amended January 14, 1960.

18-001032 dated March 11, 1965, for E18S and E18S-9700 at standard gross weights of 9300 and 9700 lb. respectively or modernized per Item 611, 623, 630 or 633.

18-001021 dated March 12, 1965, for G18S and H18 at standard gross weights of 9700 and 9900 lb. respectively or G18S modernized per Item 630.

## 127. Heated fuel tank vents

## (a) Wing fuel tanks, Beech Dwg. 404-001073

Negligible weight

## (b) Nose fuel tank, Beech Dwg. 404-001075

Negligible weight

D18S	D18C	E18S	C-45G TC-45G C-45H TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
X		X	X	X	X	X		
X			X					
X			X					
		X		X				
		X		X				
					X	X		
					X	X		
X			X					
		X		X				
					X	X		
X		X	X	X				X

[illegible][illegible]

Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
	X	X	X	X	X	X	X	X	X
203.Hand operated parking brakes 3 lb. (+ 51)									
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				C-45G TC-45G C-45H TC-45H TC-45J RC-45J					
	D18S	D18C	E18S		E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
306.Two 75 a. generators									
(a) Eclipse Type 1298-1		X							
23 lb. ea. (+ 67)									
307.Two 100 a. generators									
(a) Leece Neville 24501, Type 0-3	X		X	X					X
32 lb. ea. (+ 64)									
or   (b) Leece Neville 2473-G12, 15482, Type 0-5	X			X					X
32 lb. ea. (+ 64)									
or   (c) Eclipse-Pioneer, Type 30E16-1 (-A, -B, etc.)	X		X	X	X	X			X
39 lb. ea. (+ 64)									
or   (d) Beech Dwg. 414-180515-13	X		X		X	X	X		X
39 lb. ea. (+ 64)									
308.Battery									
(a) Two Reading R-33, 12 v. 33 a. hr. with Beech case			X		X	X	X		
50 lb. (+ 87)									
or   (b) Four Reading R-33, 12 v. 33 a. hr. with two Beech cases			X		X	X			
118 lb. (+ 102)									
or   (c) Two Reading R-33, 12 v. 33 a. hr. with Beech case (not eligible when nose fuel tank installed)			X		X	X	X		
59 lb. (+ 4)									
or   (d) One Saft AV02022, 24 v. with Beech case, Item 307(c) required			X		X	X			
59 lb. (+ 4)									
or   (e) One Gulton AV02022, 24 v., Item 307(c) or (d) required			X		X	X			
54 lb. (+ 4)									
Relay, cables, support structure and misc. hardware			X		X	X			
5 lb. (+ 4)									
or   (f) One Gulton AV02022, 24 v., Item 307(c) or (d) required			X		X	X			
54 lb. (+ 87)									
Relay, cables, support structure and misc. hardware									
3 lb. (+ 87)									
or   (g) Two Sonotone, (1) 22000 Type CA24A and (1) 22000 Type CA24B in Beech battery box per Mod. C.O. B41524 or per Beech Dwg. 404-001060-1. (Not eligible with nose fuel tank installed)			X		X	X	X		
55 lb. (+ 4)									
or   (h) Two Sonotone (1) 22000 Type CA24A and (1) 22000 Type CA24B in Beech battery box per Mod. C.O. B41264 per Beech Dwg. 404-001060-3			X		X	X	X		
55 lb. (+ 87)									
or   (i) Two Reading R-33, 12 v. 33 a. hr. with Beech case; optional with Item 632							X		
59 lb. (+ 6)									
or   (j) Two Sonotone, (1) 22000 Type CA24A and (1) 22000 Type CA24B with Beech case; optional with Item 632							X		
55 lb. (+ 6)									
or   (k) Two General Electric (1) RB211-1 and (1) RB212-1 with Beech case							X		
52 lb. (+ 87)									
or   (l) Two Reading R-33, 12 v. 33 a. hr. or equivalent when installed per AC 43.13-2, Change 3 (use actual weight)									X
or   (m) Two AR-12-36, 12 v. 36 a. hr.									X
31 lb. (+ 87)									

Landing Gear				C-45G TC-45G C-45H TC-45H TC-45J RC-45J					
	D18S	D18C	E18S		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	9/29/5 9 or Rev. 1/30/6 1	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. 11/6/5 9	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			

			C-45G TC-45G C-45H TC-45H TC-45J RC-45J					
Interior Equipment	D18S	D18C	E18S	E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
(v) FAA Approved Airplane Flight Manual P/N 18-001027-5 (BA-580, BA-618 through BA-631)						6/14/ 63		
(w) FAA Approved Airplane Flight Manual P/N 18-001027-7 (BA-632 and up)						6/14/ 63 or 1/31/ 64 or 3/24/ 66		
(x) FAA Approved Airplane Flight Manual P/N 404-001164								10/31/ 67
(y) FAA Approved Airplane Flight Manual P/N 130721					4/26/ 67			
402.Two 3-min. parachute flares - International 23 lb. ea. (+ 261) 23 lb. ea. (+ 290)	X	X		X				
			X	X	X			
403.Two portable fire extinguishers								
(a) Pilot's compartment Fyr-Fyter A-2 7 lb. (+ 79)	X	X	X	X			X	X
Passenger compartment Fyr-Fyter A-2 7 lb. (+ 227)	X	X	X	X			X	X
or (b) Pilot's compartment Stop Fire MM-45 1 lb. (+ 102)			X					
Passenger compartment Stop Fire AT22A 10 lb. (+ 227)			X					
or (c) Pilot's compartment Stop Fire MM-45 1 lb. (+ 102)			X	X				
Passenger compartment Kidde 8900 7 lb. (+ 214)			X	X				
or (d) Pilot's compartment Stop Fire MM-45 1 lb. (+ 102)			X	X	X			
Passenger compartment Kidde 8900 7 lb. (+ 177)			X	X	X			
404.Chemical toilet 7 lb. (+ 249) 7 lb. (+ 242)	X	X		X			X	X
Placard: "THIS ROOM NOT TO BE OCCUPIED DURING TAKEOFF AND LANDING" (required on door on D18S, D18C, C-45, JRB-6 and on No. 9 bulkhead on E18S, E18S-9700, G18S and H18.			X	X	X	X		
405.Air conditioning system including cabin heater 50 lb. (+ 121)	X	X		X				
(Models D18S, D18C and C-45 using engine exhaust heat exchangers)								
82 lb. (+ 131)			X	X	X	X		
(Models E18S, E18S-9700, G18S and H18 equipped with Surface Combustion 93A22 fuel burning heaters)								

[illegible]

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
(2) 95658 and 95658G 58 lb. (+ 209) Servo stall torque measured at servo on ground: Aileron 150 ±5 in. - lb. Elevator 150 ±5 in. - lb. Rudder 150 ±5 in. - lb. Servo drum pitch diameters for all three axes are 2.67 in. Item 413(b)(6) required.	X	X							
(3) Model 1404B altitude controller installation per Lear Dwg. 95658 (optional) 2 lb. (+ 283)	X	X							
(4) Model 2203 altitude controller installation per Lear Dwg. 95658G (optional) 2 lb. (+ 283)	X	X							
(5) Model 1305B approach coupler installation per Lear Dwg. 95658G (optional equip.) Item 413(b)(7) required. Use act. wt. & arm	X	X							
(6) Lear FAA Approved Airplane Flight Manual Supplement dated April 5, 1951, or revisions dated September 2, 1952, or November 29, 1954. Following placards required on airplane with Flight Manual Supplements dated April 5, 1951, or revision dated September 2, 1952: "DO NOT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION." "DO NOT USE AUTOPILOT BELOW 100 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION."									
(7) Lear FAA Approved Airplane Flight Manual Supplement dated November 29, 1954 (with approach coupler)									
(c) Model L-2 installed per Beech Dwg. 414-187260 80 lb. (+ 152) Rev. A (similar to Lear Kit 703292) rudder, aileron and elevator stall torques, 150 ±5 in. - lb., pulley p.d. 2.67 in. Lear Airplane Flight Manual Supplement dated July 17, 1956, required.			X		X	X			
(d) Model L-2 installed per following Beech Dwgs. (similar to Lear Kit 703292).									
(1) 414-187260 Rev. A (with Approach Coupler and Altitude Control) 80 lb. (+ 152)			X		X	X			
(2) 414-187260-35 Rev. A (less Approach Coupler with Altitude Control, add sub. box 702893-02) 75 lb. (+ 160)			X		X	X			
(3) 414-187260-37 Rev. A (with Approach Coupler, less Altitude Control) 77 lb. (+ 147)			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
(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			X		X	X	X		
33 lb. (+ 202)									
(b) With altitude hold installed per Beech Dwg. 18-500000-101 or 414-001035			X		X	X	X		
38 lb. (+ 213)									
(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.			X		X	X	X		
5 lb. (+ 288)									
422. Cabin floor provisions, high density seating (9 chairs)									
(a) Per Beech Dwg. Mod. C.O. T5250 or 414-001053	X		X		X	X	X		X
Use act. wt. change									
(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)	X		X	X	X	X	X		
Allowable loadings are as follows:									
<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 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						
(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						



605.Modernization kits covering basically

- Engine limits: For all operations

### Straight line manifold pressure variation with altitude

3500 ft. 35.5 in. HG. 2300 rpm. (450 hp.)

Fuel: 80/87 min. grade aviation fuel with Item 2 or 5

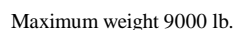
C.G. range (landing gear extended)

(+ 109.8) to (+ 117.7) at 9000 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 +1200 in. - lb.



**Required equipment:** Items 2 or 5 or 8 or 9, 109(c), 118,

120, 208, 401(b), 602, 604

(Item 600 is required on S/N's A-1 through A-68)

Use actual weight change

(Not eligible for TC-45J)

- 607.Stall strips for use on aircraft with or without deicer boots

- (a) Stall strip installation per Dwg. 404-001048-1 (required when Item 605 installed without Item 603)

Negligible weight

- (b) Stall strip installation per Dwg. 404-001048-2 (required when Item 603 installed with Item 602, or when Item 602 installed with Item 605)

1 lb. (+ 80)

- (c) Stall strip installation per Dwg. 404-001048-3 (required when Item 616 or 617 or 620 or 622 is installed)

Negligible weight

- 608.Extended tail wheel installation per Dwg. 404-001054  
5 lb. (+ 351)

- 609.Nose section radio shelf installation per Dwg. 414-001021  
(nose tanks, Items 108 or 115, to be removed if installed)  
19 lb. (+ 26)

Deicing Equipment (Propellers, Wing and Windshield)	C-45G TC-45G C-45H TC-45H TC-45J RC-45J							
	D18S	D18C	E18S	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
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)	C-45G TC-45G C-45H TC-45J RC-45J							
	D18S	D18C	E18S	E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
Moment due to retraction of landing gear is +12000 in. -lb.								
Maximum weight: 9300 lb. (takeoff or landing)								
Required equipment: Item 5 or 8 or 9, 109(c), 118, 208, 415, 602, 604, 607(c), 612 (on aircraft without dual rudder tabs)								
Use actual weight change								
AFM P/N 404-001062 dated May 26, 1961, or AFM P/N 404-001089 dated May 29, 1961, required								
(Not eligible for TC-45J)								
617. 9500 lb. gross weight modernization kit per Beech Dwg. 404-000013 covering basically	X			X				
(1) Modification of power plant package and installation of Hartzell three-blade full-feathering propellers								
(2) Revisions to stabilizer, rudder return spring and landing gear doors								
(3) Installation of E18S type wing tips								
(4) Limitations:								
Structural: To be eligible for this item, aircraft must comply with the limitations and inspections set forth in Beech Dwg. 404-000015. NOTE: Aircraft previously modified per earlier revisions of Beech Dwg. 404-000013, which incorporate the outboard wing auxiliary fuel cells and the 404-001084 structural limitation placard, do not have to comply with Beech Dwg. 404-000015. If, however, the inspections and limitations set forth in Dwg. 404-000015 are complied with, the placard (P/N 404-001084) may be omitted.								
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)								
(+ 110.6) to (+ 120.5) at 9500 lb. At 8600 lb. or less								
(+ 107.0) to (+ 120.5)								
Straight line variation between points given								
Moment due to retraction of landing gear is +12000 in.-lb.								
Maximum weight: Landing 9400 lb., takeoff 9500 lb.								
Required equipment: Items 5 or 8 or 9, 109(c), 118, 208, 415, 602, 603, 604, 607(c), 612 (on aircraft with dual rudder tabs)								
Use actual weight change								
401(n) or FAA Approved Airplane Flight Manual 118687 dated May 12, 1961, or Airplane Flight Manual P/N 118688 dated May 15, 1961, as required								
618. Luggage and/or radio compartment in inboard wings installed per Beech Mod. C.O. B41277 in lieu of aft fuel tanks. Combined weight of luggage and/or radio equipment must not exceed 200 lb. (100 lb. each wing)					X			
24 lb. (+ 155)								
AFM as revised July 1, 1960, is required when this item is used.								

Deicing Equipment (Propellers, Wing and Windshield)				C-45G TC-45G C-45H TC-45H TC-45J RC-45J						
	D18S	D18C	E18S		E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM	
619.Serial BA-563, G18S-Modified 9150 lb. gross weight, equipped with Modification Contract Order B54995, internal carburetor filter air induction installation 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.) Fuel: 80/87 minimum grade aviation gasoline C.G. range (landing gear extended): (+ 109.2) to (+ 120.5) at 9150 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. Airplane Flight Manual Supplement P/N18-590012, dated December 22, 1960, required. Maximum weight 9150 lb. Required equipment: Items 5 or 8 or 9, 101, 102, 103(a), 109(a), 120, 210, 202, 301, 308, 401(u), 415, 601.										
620.8950 lb. gross weight basic modernization kit per Beech Dwg. 404-000016 covering basically: (1) Installation of E18S type wing tips (2) Limitations: Engine limits, fuel grade and C.G. range are the same as set forth in Section I and IV of this specification Maximum weight: 8950 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 201, 202, 301, 302 (AFM dated June 7, 1961, or January 26, 1968, P/N 118691) (or dated October 13, 1966, P/N 130651, TC-45J only), 415, 603, 607(c), 612 (on aircraft without dual rudder tabs). Use actual weight change	X			X					X	
621.9000 lb. gross weight basic modernization kit per Beech Dwg. 404-000017 covering basically: (1) Modification to power plant package by installing jet exhaust stacks (2) Installation of stabilizer angle of incidence change (3) Limitations: Engine, 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 minimum grade aviation gasoline C.G. range (landing gear extended) (+ 108.6) to (+ 120.5) at 9000 lb. (+ 107.0) to (+ 120.5) at 8500 lb. or less. Straight line variation between points given. Moment due to retraction of landing gear +12000 in.-lb. Maximum weight: 9000 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 118, 201, 202, 301, 302, (AFM dated June 8, 1961, P/N 118693) (or dated October 14, 1966, P/N 130652, TC-45J only), 415, 604, 607(c), 612 (on aircraft without dual rudder tabs). Use actual weight change	X			X						

Deicing Equipment (Propellers, Wing and Windshield)	C-45G TC-45G C-45H TC-45H TC-45J RC-45J							
	D18S	D18C	E18S	E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
622.9200 lb. gross weight basic modernization kit per Beech Dwg. 404-000018 covering basically:	X			X				
(1) Modification to power plant package by installing jet exhaust stacks.								
(2) Installation of stabilizer angle of incidence change.								
(3) Installation of E18S type wing tips								
(4) Limitations: to be eligible for this item aircraft must comply with limitations and inspections set forth in Beech Dwg. 404-000015. 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): (+ 109.4) to (+ 120.5) at 9200 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: 9200 lb. (takeoff or landing) Required equipment: Items 2 or 5 or 8 or 9, 101, 102, 103, 104, 109, 118, 201, 202, 301, 302 (AFM dated June 9, 1961, P/N 118692) (or dated October 17, 1966, P/N 130653, TC-45J only), 415, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs.) Use actual weight change								
623.9600 lb. gross weight modernization per Beech Dwg. 404-000020 Engine limits and fuel grade same as E18S-9700 C.G. range (landing gear extended): (+111.4) 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, 101, 102, 103, 104, 109(c), 201, 202, 301, 308. Use actual weight change. Approved AFM P/N 130029 dated September 21, 1961, required.			X					
624. 9600 lb. gross weight basic modernization kit per Beech Dwg. 404-000019 covering basically:	X			X				
(1) Modification to power plant package by installing jet exhaust stacks and carburetor ram air scoop and mixer valve.								
(2) Installation of stabilizer angle of incidence change.								
(3) Installation of E18S type wing tips								
(4) Installation of improved landing gear doors								

Deicing Equipment (Propellers, Wing and Windshield)	C-45G TC-45G C-45H TC-45H TC-45J RC-45J							
	D18S	D18C	E18S	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. -24 lb. (+ 155) AFM Supplement dated October 26, 1962 (Beech P/N 18-001028) required	X		X	X	X	X		X
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)				C-45G TC-45G C-45H TC-45H TC-45J RC-45J					3N 3NM 3TM
	D18S	D18C	E18S		E18S-9700	G18S	H18	JRB-6	
	X			X				X	
628.9800 lb. gross weight modernization kit per Beech Dwg. 404-000021 covering basically: (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 (5) Limitations: 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. 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, 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) 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.									
629.9900 lb. gross weight basic modernization kit per Beech Dwg. 404-000022 covering: (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 (6) Limitations: 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 C.G. range (landing gear extended) (+112.2) to (+120.5) at 9900 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: 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) AFM dated May 6, 1963, or January 29, 1968, P/N 404-001154 (or dated October 19, 1966, P/N 130655, TC-45J only). Use actual weight change.	X			X				X	



Deicing Equipment (Propellers, Wing and Windshield)	C-45G TC-45G C-45H TC-45H TC-45J RC-45J							
	D18S	D18C	E18S	E18S-9700	G18S	H18	JRB-6	3N 3NM 3TM
(3) 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, 104, 109(c), 130 or 131, 201, 202, 301, 308, 415, 601 Use actual weight change AFM dated October 30, 1963, P/N 130395.								
634.9200 lb. gross weight basic modernization kit per Beech Dwg. 404-001160, covering:	X			X				X
(1) Installation of power package (H18 type)								
(2) Installation of stabilizer angle of incidence change								
(3) Limitations: Engine limits and fuel grade same as H18. C.G. range (landing gear extended) (+ 109.4) to (+ 120.5) at 9200 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 9200 lb. (takeoff or landing). Required equipment: Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(b), 130, 201, 202, 301, 302, 415, 602, 604, 607(c), 612 (on aircraft without dual rudder tabs). AFM dated September 26, 1963, or January 30, 1968, P/N 130377 (or dated October 24, 1966, P/N 130657, TC-45J only) Use actual weight change.								
635.9400 lb. gross weight basic modernization kit per Beech Dwg. 404-001159 covering:	X			X				X
(1) Installation of power package (H18 type)								
(2) Installation of stabilizer angle of incidence change								
(3) Installation of E18S type wing tips								
(4) Limitations: Engine limits and fuel grade: same as H18 C.G. range (landing gear extended) (+ 110.2) to (+ 120.5) at 9400 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 9400 lb. (takeoff and landing) Required equipment: Items 2 or 5 or 7 or 8 or 9, 101, 102, 103, 104, 109(b), 130, 201, 202, 301, 302, 415, 602, 603, 604, 607(c), 612 (on aircraft without dual rudder tabs). AFM dated September 25, 1963, or January 31, 1968, P/N 130375 (or dated October 21, 1966, P/N 130658, TC-45J only). Use actual weight change								



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.							X		
C.O. C43649. AFM Supplement 130771 dated December									
18, 1967, when this item is used.									

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)

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 10	300	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.....