

Beechcraft Model 18 Model Guide

Beechcraft Model 18 is a twin-engine piston airplane. The library lists production from 1937 to 1970 and seating for 6 to 11. Serial lists show D18S production starting in 1945, then E18S, G18S and H18 versions, with the last three H18s built in 1970. The best-documented source here is the D18S flight manual, so confirm which variant you are buying.

KEY TAKEAWAYS

- Library lists 1937-1970 production and 6 to 11 seats. Serial lists run D18S (1945), E18S (1955), G18S (1960), H18 (1963-1970).
- The D18S manual gives an 8750 pound weight limit, never-exceed speed of 257 mph and flaps-extended speed of 120 mph.
- Loading matters: a 1964 D18S fatal crash was blamed on improper loading and too little elevator effectiveness.
- Mandatory Service Bulletin 2670 covers 18 series: a fuel selector placard warns of no fuel flow between tank detents.

D18S FLIGHT MANUAL LIMITS

The D18S manual (CAA approved Feb. 9, 1948) calls it a normal category airplane for non-acrobatic passenger and cargo use. Never exceed 257 mph, design cruise 205 mph, maneuvering 153 mph, gear extended 125 mph, flaps extended 120 mph. Hartzell three-blade full-feathering props, 95 inches. Tach red arc 1600-1800 rpm, red line 2300 rpm.

VARIANTS AND PRODUCTION

Serial lists show D18S built 1945-1957 (296 in 1946 alone), E18S from 1955 to 1960, G18S from 1960 to 1962, and H18 from 1963 to 1970. The H18 ran 34 in 1963, 61 in 1964, and only 3 each in 1968 and 1970. Match the serial number to the variant before comparing prices or manuals.

WHAT TO CHECK BEFORE BUYING

Confirm Service Bulletin 2670 (fuel selector placard) was done. Check the propeller installation: the manual covers Hartzell props with an unfeathering system, with an alternate procedure if the unfeathering kit is not fitted. Get the airplane's own weight and balance data and confirm how it is loaded.

SPECIFICATIONS

Propeller Diameter Inches	95
---------------------------	----

WEIGHT & BALANCE

Max Weight Lbs	8750
----------------	------

SAFETY NOTES

- 1964 D18S crash at Gainesville: steep climb with flaps extended, stall at about 200 feet. Cause: improper loading. Nine passengers and one crew died.
- Service Bulletin 2670 (mandatory, Revision 1, May 1998): engine stoppage was linked to the fuel selector left between tank detents.
- The library row shows 150 hp, 102 kts and 2150 lbs, which do not match the D18S manual (8750 lbs, power note above 300 hp). Verify against the airplane's records.