

Beechcraft 1900C Model Guide

The Beechcraft 1900C is a twin-engine turboprop in the Beechcraft 1900 family. The model library lists it as built from 1984 to 1991, with 6 to 19 seats. It flies as a commuter airliner, cargo freighter and corporate aircraft, and the US military operated six as the C-12J. The later 1900D was developed from it. This guide covers what it carries, what the records show and what to check before buying.

KEY TAKEAWAYS

- Seats 6 to 19; the library lists 1984 to 1991 production. The 1900D grew out of the 1900C.
- Only family-level performance figures were available. Confirm 1900C numbers in its own flight manual.
- Two pilots are needed for passenger flights; single-pilot is certified for corporate or cargo use.
- Check cargo weight and balance records and the icing AD, which were central in the accident and AD records.

FAMILY-LEVEL FIGURES (NOT 1900C-SPECIFIC)

Registry data for the 1900 family (1900, 1900C, 1900D) shows up to 19 passengers, up to 1240 nm range, up to 265 kt cruise, up to 7500 kg MTOW and a 33000 ft service ceiling. These are maxima across all variants, not confirmed 1900C figures. Get 1900C limits and performance from its flight manual.

PARTS AND SHOP SUPPORT

A repair station lists landing gear overhaul for the 1900, 1900C and 1900D. A Cleveland wheel and brake conversion kit, 199-220 (STC SA1789GL), covers the 1900C and 1900D. If the aircraft has brake de-ice, two extra kits (199-212 or 199-213) are bought separately. An avionics shop also lists repair and exchange support for the Beechcraft 1900.

OPERATIONS AND MARKET

The 1900 is a twin PT6A turboprop. It needs two pilots for passenger flights and is certified for single-pilot corporate or cargo work. As of July 2018, 306 1900Cs were in airline service worldwide. Records show the 1900C used for freight, which is worth asking about when you review the aircraft's history.

SAFETY NOTES

- Icing AD (AD/BEECH 1900/46, effective 14 April 2005): the autopilot is prohibited when severe-icing cues exist. Do not extend flaps during extended icing.
- NTSB SEA97FA188: a cargo 1900C was 656 pounds over its manifest with the CG aft of the limit. It stalled on full flaps. Verify loading and CG records.
- NTSB SEA08FA135: a night cargo 1900C lost control after takeoff. No mechanical failure was found and the cause was not determined.