

Beechcraft 1900D Model Guide

The Beechcraft 1900D is a low-wing, pressurised, twin-turboprop 19-passenger commuter airliner of all-metal construction, with retractable gear and a T-tail. Built 1991-2002, it has two Pratt & Whitney Canada PT6A-67D engines and a 17,120 lb maximum takeoff weight. The supplied documents give no range or speed figures.

KEY TAKEAWAYS

- Certified for 2 crew and 19 passengers. Maximum takeoff weight is 17,120 lb (7765 kg). Engines are PT6A-67D, with Hartzell HC-E4A-3 propellers.
- Airworthiness directives cover elevator control travel and the wing rear spar lower caps. Confirm both were done and recorded.
- Check propeller hub overhaul history. Hartzell requires an eddy current hub inspection at every overhaul.
- Ice can jam the elevator controls. Know the icing exit rules and treat any stiff elevator or trim as serious.

TYPE AND POWERPLANT

The Beechcraft 1900D is covered by FAA type certificate A24CE. Textron Aviation has held it since 2016. Power is two PT6A-67D engines driving Hartzell HC-E4A-3 propellers. Seating is 2 crew and 19 passengers. New Zealand accepted the type with no special import requirements.

AIRWORTHINESS DIRECTIVES TO VERIFY

CASA AD/BEECH 1900/38 requires a control column sweep and an elevator travel check: up 20 degrees, down 14 degrees. AD/BEECH 1900/48 requires a wing rear spar lower cap inspection on 1900D serials UE-1 through UE-439, after cracks were found in two aircraft. The Structural Inspection Manual calls for inspection at 17,500 hours, then every 3,000 hours.

PROPELLERS, WHEELS AND BRAKES

Hartzell ASB HC-ASB-61-316 requires an eddy current hub inspection at each overhaul. Hubs with an oversize insert are stamped K and get repetitive inspections. A Cleveland brake kit (199-220A, STC SA1789GL) fits aircraft with Hydro-Aire Mark III anti-skid. All four brakes must be the same type; mixed sets are not permitted. A 5-blade MT Whisper Prop is offered via BLR; its diameter is 7% smaller than the Hartzell.

SPECIFICATIONS

Max Takeoff Weight Lbs	17120
Max Passengers	19
Crew	2
Engine	2 x Pratt & Whitney Canada PT6A-67D
Propeller	Hartzell HC-E4A-3(x)/E10950 series

SAFETY NOTES

- BEA report on a 1900D (Dec 2021): elevator control stiffened and trim jammed in cruise after an A/P TRIM FAIL light. It freed during the landing flare.
- Leave icing immediately if ice forms aft of the de-ice boots, on the spinner, or in unusual areas. Autopilot use is then forbidden.
- Unusual vibration or grease leakage from a propeller demands immediate hub inspection for cracks.