

	A-765
	Revision 78
	Textron Aviation
3N	E18S-9700
3NM	C-45G, TC-45G
3TM	C-45H, TC-45H
JRB-6	TC-45J or
D18C	UC-45J (SNB-5)
D18S	RC-45J (SNB-5P)
E18S	
G18S	
H18	
	November 27, 2017

This data sheet which is a part of Type Certificate No. A-765 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

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

Engines	Two (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 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.)

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I. Model D18S (cont'd)

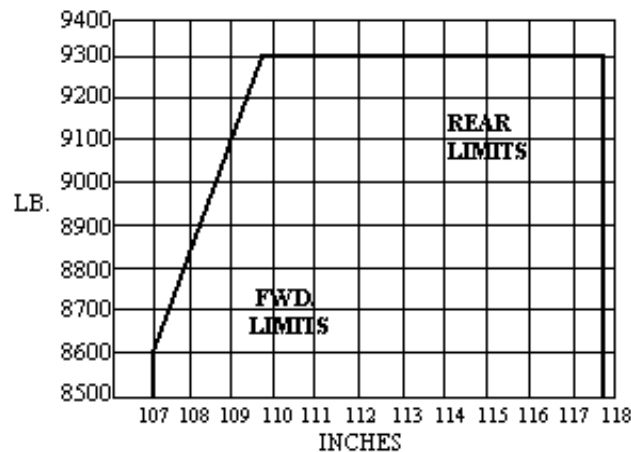
Airspeed Limits (TIAS)	Maneuvering	153 mph. (133 knots)		
	Cruising	205 mph. (178 knots)		
	Never exceed	257 mph. (223 knots)		
	Flaps extended	120 mph. (104 knots)		
	Landing gear extended	125 mph. (109 knots)		(See Item 208 for higher speed)
C.G. Range (Landing Gear Extended)	(+109.8) to (+117.7)			
	Moment due to retraction of landing gear is +12000 in.-lb.			
	See Item 605 for 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-ice 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 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			
	(8½ 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	Two (2) Continental R9-A		
Fuel	91 minimum grade aviation gasoline		
Engine Limits	Maximum continuous (Sea level) 41.5 in. Hg, 2300 rpm (500 hp.) Straight line manifold pressure variation with altitude to 4000 ft. 40.0 in. Hg, 2300 rpm (500 hp.) Takeoff (2 minutes) 43.0 in. Hg, 2300 rpm (525 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	134 mph. (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 (8½ 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	Two (2) 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 & 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

III. Model E18S (cont'd)

Oil Capacity	14 gal. usable at +93 with Item 2 17 gal. usable at +93 with Item 5 (8½ 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 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	Two (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.		

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

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 & 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	Two (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		

V. Model E18S-9700 (cont'd)

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 (8½ gal. total capacity 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 18°</td><td>Down</td><td>13°</td></tr> <tr> <td>Elevator</td><td>Up 35°</td><td>Down</td><td>25°</td></tr> <tr> <td>Aileron trim tab</td><td>Up 22°</td><td>Down</td><td>19°</td></tr> <tr> <td>Aileron</td><td>Up 38-1/2°</td><td>Down</td><td>21°</td></tr> <tr> <td>Rudder trim tab</td><td>Right 29°</td><td>Left</td><td>29°</td></tr> <tr> <td>Rudder</td><td>Right 25°</td><td>Left</td><td>25°</td></tr> </table>			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°
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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																														

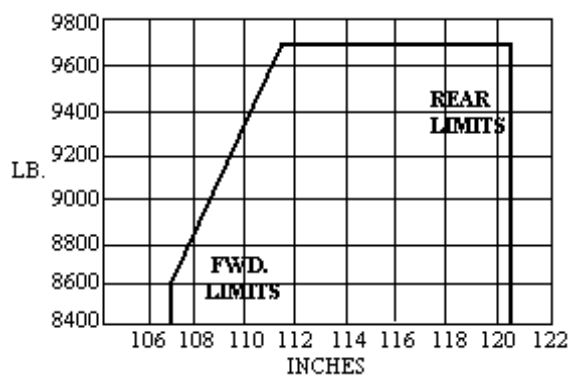
VI. Model G18S, 10 PCLM, Approved October 8, 1959

Engines	Two (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 (when Item 618 is installed):
100 lb. left, 10 lb. right at +155
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 (8½ 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

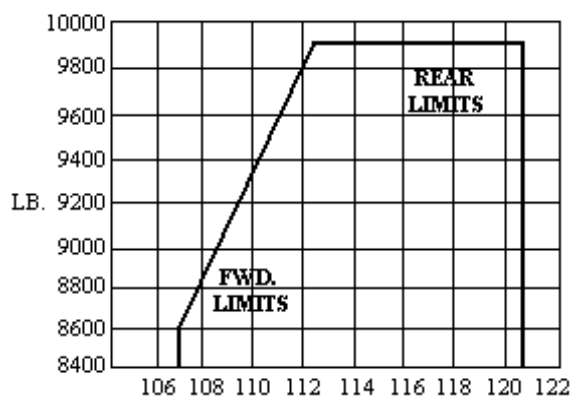
BA-434, BA-461 through BA-617, except BA-563 (See Item 619) and BA-580 and BA-497

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	Two (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 Cruising Never exceed Flaps extended - power off - power on - 30° position - 15° position Landing gear extended	153 mph. (133 knots) 205 mph. (178 knots) 256 mph. (222 knots) 140 mph. (121 knots) 120 mph. (104 knots) 160 mph. (139 knots) (with Item 639 only) 180 mph. (156 knots) (with Item 639 only) 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 & 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 (8½ 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</td><td>13°</td></tr><tr><td>Elevator</td><td>Up</td><td>35°</td><td>Down</td><td>15°</td></tr><tr><td>Aileron trim tab</td><td>Up</td><td>22°</td><td>Down</td><td>19°</td></tr><tr><td>Aileron</td><td>Up</td><td>38-1/2°</td><td>Down</td><td>21°</td></tr><tr><td>Rudder trim tab</td><td>Right</td><td>29°</td><td>Left</td><td>29°</td></tr><tr><td>Rudder</td><td>Right</td><td>25°</td><td>Left</td><td>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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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	Two (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 & 5

VIII. Model JRB-6 (cont'd)

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	Two (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 & 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		

IX. Models 3N, 3NM, 3TM (cont'd)

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.
Required 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.

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

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)	X			X				X	X
6 lb. ea. (+ 50)			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							

Specifications Pertinent to All Models (cont'd)

Engine and Engine Accessories - Fuel and Oil Systems	D18S	D18C	E18S	C-45G TC-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
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					
120.Fuel flowmeter installation per Dwg. 404-001020 or 414-180804 (See Item 124)									
(a) With separate inverter 25 lb. (+ 123) (D18S, C-45G, etc.) 25 lb. (+ 77) (All other)	X		X	X	X	X	X		X
or (b) Powered from radio inverter 18 lb. (+ 78) (D18S, C-45G, etc.) 18 lb. (+ 75) (All other)	X		X	X	X	X	X		X

Specifications Pertinent to All Models (cont'd)

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
121.Improved oil radiator cooling air valve per Dwg. 404-001025	X		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	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	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	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)									
(e) Engines removed									
16 lb. (+ 120)									
For 15NS-250 AFM Supplement 404-001065 dated April 16, 1961, or Item 401(f) required.	X		X	X	X	X	X		
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.	X			X					
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	X			X					
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.			X		X				

Specifications Pertinent to All Models (cont'd)

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Specifications Pertinent to All Models (cont'd)

Landing Gear	D18S	D18C	E18S	C-45G TC-45G C-45H TC-45J RC-45J	E18S- 9700	G18S	H18	JRB-6	3N 3NM 3TM
201.(a) Main gear, Goodyear L12HBM, 11.00-12, Type III, wheel-brake assembly with 11.00-12 8-ply tires and tubes Wheel assembly 530884-M or 530884-G Brake assembly 530886-M or 530886-SG 95 lb. ea. (+ 92)	X	X	X	X	X	X			X
or (b) Main gear, Goodyear L12HBM, 11.00-12 Type III, wheel-brake assembly with 11.00-12 8-ply rating nylon tubeless tires. Tubeless wheel assembly 9531432, brake 9531637 or 530886-SG 79 lb. ea. (+ 92)	X		X	X	X	X			X
or (c) Main gear, Goodyear PD185-10 or PD185-12, Type III wheel-brake assembly with 8.50-10 10-ply rating nylon tubeless tires. Wheel assembly 9532489 or 9542623 Brake assembly 9532491 55 lb. ea. (+ 92)							X		X
or (d) Two main gear, 33 in. smooth contour wheels (Bendix B-4) with 13-2-1/2 brakes (Bendix 59799) and 8-ply tires 104 lb. ea. (+ 92)								X	X
202.(a) 14.50 tail wheel (Hayes Industries or B.F. Goodrich D-3-180M) with 6-ply S.C. tire and tube 14 lb. (+ 354)	X	X	X	X	X	X	X	X	X
or (b) 12 x 5-3 tail wheel and tire (Goodyear) 8 lb. (+ 354)								X	X
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					

Specifications Pertinent to All Models (cont'd)

Electrical 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
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									
306. Two 75 a. generators									
(a) Eclipse Type 1298-1 23 lb. ea. (+ 67)		X							
307. Two 100 a. generators									
(a) Leece Neville 24501, Type 0-3 32 lb. ea. (+ 64)	X		X	X					X
or (b) Leece Neville 2473-G12, 15482, Type 0-5 32 lb. ea. (+ 64)	X			X					X
or (c) Eclipse-Pioneer, Type 30E16-1 (-A, -B, etc.) 39 lb. ea. (+ 64)	X		X	X	X	X			X
or (d) Beech Dwg. 414-180515-13 39 lb. ea. (+ 64)	X		X		X	X	X		X

Specifications Pertinent to All Models (cont'd)

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Specifications Pertinent to All Models (cont'd)

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
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			
(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)	X	X		X					
23 lb. ea. (+ 290)			X		X	X			

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

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
416.High pressure oxygen system									
(a) Beech Dwg. 414-180480 and 414-180074									
68 lb. (+ 258)			X						
(b) Beech Dwg. Mod. C.O. T5259									
58 lb. (+ 53)					X				
(c) Beech Dwg. 414-189720 and 414-180074									
68 lb. (+ 51)					X	X	X		
(d) Beech Dwg. 18-410011 or Beech Dwg. 404-001088-3 and -1									
68 lb. (+ 48)			X		X	X	X		
(e) Beech Dwg. 404-001088-2 and -1									
73 lb. (+ 123)			X		X	X			
(f) Beech Dwg. 414-001046-1, -3 or -5 and 414-001058 or 414-001059									
Use actual weight change			X		X	X			
417.Collins autopilot, Model AP-101, with flight dir. FD-104									
Servo stall torque measured at servo clutch:									
Aileron 24 in. - lb. max., 19 in. - lb. min.									
Rudder 24 in. - lb. max., 19 in. - lb. min.									
Elevator 24 in. - lb. max., 19 in. - lb. min.									
Pulley Diameter 4 in., all three axes									
(a) Collins Dwg. 49-0018-40F-2 Rev. 3									
153 lb. (+ 45.5)	X								
334C-2 servos are acceptable substitute for 334C-1 servos									
Collins Airplane Flight Manual Supplement required November 21, 1995 (334C-1 Servos)									
November 17, 1958 (334C-2 Servos)									
(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			

Specifications Pertinent to All Models (cont'd)

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Specifications Pertinent to All Models (cont'd)

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
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							
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		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

Specifications Pertinent to All Models (cont'd)

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Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

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
(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									
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									

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

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
(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.									
630.9900 lb. gross weight basic modernization kit per Beech Dwg. 414-000014 covering:			X	X	X				
(1) Installation of H18 type power package									
(2) Installation of Hartzell 5-1/2 propellers									
(3) Limitations: 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) Use actual weight change									
AFM dated May 7, 1963, P/N 414-001095			X		X				
AFM dated May 8, 1963, P/N 414-001099						X			

Specifications Pertinent to All Models (cont'd)

[illegible]

Specifications Pertinent to All Models (cont'd)

[illegible]

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

Beech Serial Nos. AF Serial Nos.

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

Beech Serial Nos. AF Serial Nos.

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

NOTE 4 (cont'd)

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

3NBeech Serial Nos.

A-601 through A-700

Canadian Serial Nos.

CA-1 through CA-100

3NMBeech Serial Nos.

A-702 through A-715
A-736 through A-755
A-767 through A-769
A-780, A-782, A-784
A-786, A-788
A-790 through A-800
A-851 through A-930

Canadian Serial Nos.

CA-102 through CA-115
CA-136 through CA-155
CA-176 through CA-194
CA-201 through CA-280

3TMBeech Serial Nos.

A-701
A-716 through A-735
A-756 through A-766
A-770 through A-779
A-781, A-783, A-785
A-787, A-789, A-931

Canadian Serial Nos.

CA-101
CA-116 through CA-135
CA-156 through CA-175
CA-195 through CA-200
CA-281

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.

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