

FOR SALE!*

1963 Beechcraft Super H-18, BA-653, N18RW

www.10minas.net/h-18-twin-beech-n18rw-for-sale

Low time engines and Hartzell props! - A sweet avionics suite! - New interior with leather seats!

THE BASICS

- 12,212-hours TTAF at Hobbs 110.4
- Hamilton split cargo door with Airstair
- Crew door on pilot's side
- Hamilton 10,100 gross weight kit.
- Under #6600 EW, #3,500+ useful load
- Hamilton spar strap, xray due at 13,427
- Converted to G-18 landing gear with 11:00x12 wheels/tires, Goodyear brakes
- Metalized control surfaces
- Deice boots and system removed
- 318-Gal. fuel, 60 in each outer wing tank, 99 in each main tank. (Factory system)

AVIONICS/INSTRUMENTS:

- KMA-30 Audio Panel/Intercom
- BendixKing KSN-770 Integrated Navigator WAAS/GPS/Nav/Com
- KGX-130R ADSB
- KX-155, #2 Nav/Com, w/IND-351
- KT-74 Mode S, #1 Transponder
- KT-70, #2 Transponder
- Shadin Digiflow Fuel Flow

ENGINES: P&W R-985-AN14B'S

- #1 - 133-hours since Tulsa Aircraft Engines overhaul in 2009, details in files.
- #2 - 686-hours since Covington overhaul in 1997. Details in files.

PROPS

- Hartzell HC-B3R30-2EA with R10152B-5.5 blades, with 153-hours SOH by New England Propeller Service in 9/08.

COCKPIT/PANEL

The aircraft has a clean panel and cockpit in general, with new leather upholstery on the crew seats.

INTERIOR

Four recently recovered leather reclining cabin seats, with new side panels, headliner and carpet. Have documents showing they are approved materials.

EXTERIOR

- Looks good from 50' but needs some touch up. Was used for passenger more than for freight.
- Had a cargo net system that apparently called for exterior reinforcements over where it attached inside. (See photo 3)

LOGS/HISTORY

- Have a hard log from 3436 to 10,820-TTAF (1969-1991)
- AdLog, starting 9/1/92, 10,900-TTAF
- AdLog, starting 1/18, 12,131-TTAF
- 12/20, Certified true copy of FAA file
- 8/25, FAA file on disk

DAMAGE HISTORY

- 9/30/67, NTSB report. Left starter relay post touched electrical junction box, caused alcohol/fuel fire, destroyed brake and fuel lines.
- No other known damage

*All specs and details are subject to buyer's confirmation and acceptance.

AERIAL VISUALS HISTORY/PHOTOS:

www.aerialvisuals.ca/AirframeDossier.php?Serial=24647

- Asking \$169,500 as-is, needing annual
- Hangared at KAND, Anderson, SC.
- Inspection by appointment only

Aircraft is out of annual and has not been run for a year. It would be important that someone who knows the Beech 18 and the R985 be involved in awakening it.

Ken Stoltzfus,
Cell 330-464-5817
ken@flyinghigher.net

9/29/25