

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! - Recent interior with leather seats!

**With new paint, a Garmin 750 and a thorough Annual,
this can become the Twin Beech you've dreamed of for so long!**

Owner might trade toward a low time Cessna 182T/T182T

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. (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, see logs

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

PROPS – See logs

- Hartzell HC-B3R30-2EA with R10152B-5.5 blades, with 153-hours SOH in 9/08.

COCKPIT/PANEL

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

INTERIOR

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

EXTERIOR

- Looks good from 50' but needs paint in order to be a show plane.
- Had a cargo net system that apparently called for exterior reinforcements over where it attached inside. (See photo 3)

LOGS

- Excellent logs from 1969, 3436-TTAF
- Excellent engine and prop logs
- 9/25, FAA file on disk

See www.10minas.net/beech-h-18-ba-653-n18rw-documents/ for log book and FAA file PDF's.

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.

- \$147,500 as-is, needing annual
- Hangared at KAND, Anderson, SC.
- Inspection by appointment only

Engines were run recently, all compressions 73# or higher. Aircraft is out of annual since 2022 and it would be important that someone who knows the Beech 18 be involved in waking it up.

I have been periodically involved with Beech 18's since 1963 as a pilot and mechanic. Our family has owned many over the years and would always have been proud to own N18RW. You will be too!

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