COMPLETED

Beechcraft D18S

Florida, United States



HIGHEST BID	OPENING PRICE	BIDS PLACED	RESERVE PRICE
$60,000	$59,000	1	Yes

LOT	AUCTION	BRAND	CATEGORY
#162	#134	Beechcraft	Aircraft

BIDDING CLOSES	SELLER
22 October 2026, 19:00 UTC	g****e

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DESCRIPTION

Twin tailfins, twin radials, and a cabin big enough to matter — the Beechcraft D18S looks exactly like what it was built to be: a serious, all-metal executive twin for buyers who'd outgrown single-engine airplanes. Pilots and collectors alike still know it simply as the Twin Beech .

The Beechcraft D18S belongs to the broader Beechcraft Model 18 family, an aircraft line that first flew in January 1937 and went on to become one of the longest continuously produced aircraft designs in history, with production running into the late 1960s. The D18S itself arrived in 1946 as one of the definitive postwar civilian variants, built for the corporate, feeder-airline, and light-cargo customers who needed genuine twin-engine reliability.

Quick Facts: Beechcraft D18S

Spec

Detail

Aircraft

Beechcraft D18S ("Twin Beech")

Type

Twin-engine, all-metal, low-wing cabin monoplane, taildragger

Engines

2x Pratt & Whitney R-985 Wasp Junior — 450 hp each (900 hp total)

Seating

Pilot + co-pilot, up to 6–8 passengers

Landing Gear

Retractable main gear, fixed tailwheel

Construction

All-metal, semi-monocoque airframe

Year

1965

What made the Beechcraft D18S different from Beechcraft's earlier designs?

Where Beechcraft's prewar Staggerwing biplanes leaned on fabric-covered, steel-tube construction, the Beechcraft D18S was built as a modern, all-metal twin — a genuine leap in structural approach and reflective of where general aviation manufacturing was heading after WWII. Paired with two 450-hp radial engines, it gave postwar operators real twin-engine redundancy and load-carrying capability in a package still simple enough for a single pilot to manage.

For collectors and pilots searching for a taildragger twin with genuine post-war corporate-aviation pedigree, the Beechcraft D18S remains one of the most recognizable classic aircraft in general aviation history — an all-metal design whose twin-tail silhouette is instantly identifiable on any ramp.

Powerplant, Systems & Technical Highlights

The Beechcraft D18S earned its reputation the honest way: two proven radial engines, straightforward systems, and enough structure to keep working long after lighter contemporaries had been retired.

- Engines: Two Pratt & Whitney R-985 Wasp Junior radials, 450 hp each for 900 hp combined
- Max speed: approx. 230 mph
- Cruise speed: approx. 200 mph
- Range: approx. 900–1,200 miles, depending on fuel and payload
- Landing gear: Retractable main gear tucking into the engine nacelles, with a fixed tailwheel
- Seating: Pilot + co-pilot, with cabin capacity for 6–8 passengers depending on interior configuration

How does the Beechcraft D18S compare to a contemporary light twin?

Feature

Beechcraft D18S

Cessna T-50 Bobcat (contemporary-era twin)*

Construction

All-metal, semi-monocoque

Wood-and-fabric wings over a steel-tube/plywood fuselage

Engine power

2 x 450 hp (900 hp total)

2 x 245 hp (approx. 490 hp total)

Cruise speed

approx. 200 mph

approx. 175 mph

Landing gear

Retractable

Retractable

Primary role

Corporate/executive and light-cargo transport

Multi-engine military trainer

*Representative of a similarly sized contemporary twin; figures vary by specific model and engine fit.

Honest ownership note: As with any post-war twin-radial classic, prospective Beechcraft D18S owners should plan around dual radial-engine maintenance, and factor in the benefits of the type's strong, long-established type-club and parts-support network. A thorough pre-purchase inspection by a mechanic experienced with Twin Beech airframes is essential before any acquisition.

Exterior & Cockpit

Few aircraft from the era wear their purposeful, businesslike confidence quite like the Beechcraft D18S . It doesn't need a fancy paint scheme to look serious — the twin tailfins and twin radial nacelles do that on their own.

Exterior highlights:

- All-metal, riveted aluminum airframe — a clean break from tube-and-fabric construction
- Distinctive twin vertical tailfins , one of the most recognizable silhouettes in classic aircraft history

- Twin radial engine nacelles housing the Wasp Junior powerplants
- Retractable main gear paired with a fixed tailwheel, in genuine taildragger fashion
- A airframe robust enough that many examples remained in commercial and corporate service for decades

Cockpit highlights:

- Side-by-side dual controls for pilot and co-pilot
- Cabin capacity for 6–8 passengers, generous by the standards of prewar and early postwar general aviation twins
- Analog, period-correct instrumentation reflecting its 1940s design roots
- Control feel that reflects genuine transport-category heritage rather than a scaled-up trainer
- A cabin substantial enough that many Beechcraft D18S airframes went on to serve corporate flight departments and feeder airlines for years after delivery

Step up into a well-kept Beechcraft D18S and it's obvious why so many stayed in active commercial and corporate service long after "modern" replacements arrived.

The Perfect Airplane For

Who is the Beechcraft D18S best suited for?

The Beechcraft D18S suits a buyer who wants genuine twin-engine, taildragger history — not a modern light twin with a vintage paint job.

- Multi-engine-rated pilots with taildragger experience, or a solid plan to gain it
- Vintage and warbird-adjacent collectors drawn to one of the longest-produced aircraft designs in aviation history
- Corporate and business-aviation history enthusiasts interested in the postwar twin that helped define executive flying
- Fly-in and airshow participants who want an unmistakable twin-tailed classic aircraft on the ramp
- Owners planning static display or museum-quality restoration , given the type's strong documentation and parts community

Good fit if...

Worth a second thought if...

You hold a multi-engine rating and taildragger experience (or a clear transition plan)

You're a single-engine-only pilot with no multi-engine time

You want genuine post-war twin-engine, general aviation history

You need a simple, low-maintenance daily flyer

You value cabin capacity and corporate-transport pedigree

You're not prepared to budget for dual radial-engine upkeep

You're buying into a well-supported, long-lived type-club community

You want the lowest possible acquisition and running cost

Few twins carry as much genuine classic aircraft history in one airframe as a well-sorted Beechcraft D18S — a design that outlasted most of its rivals for a very good reason.

SPECIFICATIONS

General Information

Year	1965
Model	Be 18 DS

Engine & Power Systems

Engine	2x Pratt & Whitney R-985 Wasp Junior — 450 hp each (900 hp total)
Engine Type	9 cylinders radial Wasp junior

Performance & Specifications

Cruise Speed	approx. 200 mph
Range	approx. 900–1,200 miles, depending on fuel and payload
Passengers	Pilot + co-pilot, with cabin capacity for 6–8 passengers

PHOTOGRAPHS

6 of 7 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR






JBD


JBD





HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/beechcraft-d18s-for-sale

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