PREMIER AIRCRAFT DESIGN

Beechcraft B1900D

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Panel diagrams are included with the download.
Check lists and performance reference lists are html documents accessed from the kneepad

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COMPATIBILITY
* The FSX version is compatible with Acceleration/SP2
* Not compatible with DX10 graphics
* The FS2004 version is not backward compatible to FS2002 or earlier

Install ZIP files per the Instructions on page 3

The Beechcraft B1900D
Type   19 passenger regional airliner, cargo, and corporate aircraft
Manufacturer   Raytheon Beechcraft
Maiden flight September 3, 1982
Introduced   February 1983
Produced   1982-2002
Number built 685
Unit cost   US$ 4.995 million
Developed from Beechcraft Super King Air

Design and development

The Beechcraft 1900 was developed directly from the Beechcraft Super King Air 200. The 1900 first flew on September 3, 1982, with Federal Aviation Administration (FAA) certification awarded in November 1983 under Special Federal Aviation Regulation (SFAR) 41C airworthiness standards. Like the 1900, the 1900C was certified under SFAR 41C, but the later 1900D version was certified to FAR Part 23 "Commuter Category" standards.

The 1900 entered service in February 1984, with the first ExecLiner corporate version delivered in 1985. A total of 695 Beechcraft 1900 aircraft were built, making the Airliner the best-selling 19-passenger airliner in history. With market trends favoring larger 50- to 90-seat regional jets, Raytheon ended production of the Beechcraft 1900 in October 2002. Many airlines continue to fly the 1900.

Design
Since the 1900 is derived from the King Air, all 1900s share certain characteristics with that aircraft. Cockpit controls and operations are similar to those of the King Air. While Federal Aviation Regulations require two pilots for airline operations, the 1900 is designed and certificated for single-pilot operation in corporate or cargo settings, as is the King Air.

Propulsion

The 1900 is powered by two Pratt & Whitney Canada PT6A turboprop engines. The 1900D uses two PT6A-67D engines, each rated at 1,279 shaft horsepower.

The propellers are manufactured by Hartzell, with four blades on each propeller. The blades on the 1900 are made from composite materials.

Performance

The 1900D cruises at about 260 knots true airspeed (300 mph or 480 km/h). Ordinary trip lengths range from 100 to 600 miles (20 minutes to two hours), but with full fuel tanks, the aircraft is capable of flying well in excess of 1,000 nautical miles. Airlines often prefer the 1900 over jet aircraft for shorter routes due to its fuel efficiency, and because trip times are not significantly longer on distances up to 300 miles (480 km)

The Beechcraft 1900 can operate safely on relatively short airstrips. It can take off and land on grass and rough runways.

The airplane is certified to fly up to an altitude of 25,000 feet (7,600 meters) above mean sea level. The cabin is pressurized, and the aircraft is equipped with emergency oxygen masks for the pilots and passengers in the event the cabin loses pressure.

It is designed to operate in most weather conditions, including icing conditions.

INSTALLATION
Installation is basically the same for FS9 and FSX
All files are extracted from the zip to the main FS folder

Extract ALL (repeat **ALL**) files from the zip into the FS9/FSX MAIN Folder using WINZIP…

Make sure the " Use Folder Names " BOX is checked IN WINZIP.
New folders will be created and all files installed.

Vista users may have to disable the 'User Account Control' in the Vista security centre

1. Navigate to the ZIP file, use the "My Computer Icon" on the desk top.

2. Double click on the ZIP file.

3. WINZIP should open and show all the files inside the zip.

4. Press **CTRL A** and this will select all the files.

5. Click on 'Extract' in the main tool bar above.
(Make sure the "Use folder names" box is checked)

6. Type in your path in the dialog box, the default location is C:\program files\microsoft games\flight simulator 9 or C:\program files\microsoft games\microsoft flight simulator X

Or, if you have moved FS9/FSX from the default location, browse to your own location…

7. Now Click on the 'Extract' button in the upper right
(If it asks to overwrite say YES to all).....you're done, it's ready to fly.

If you follow this procedure all necessary sub folders will be automatically created and all files will be placed correctly.

LEGAL NOTICE

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Contact PAD by email at: support@premaircraft.com
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OPERATING AND FLYING TIPS

Model commands

* Check out the Panel_Docs folder, lots of help in there.

* To raise your seat higher press SHIFT-ENTER (in FSX this only works with the VC)

* In the VC ... To move to the jump seat or First Officer position press and hold CTRL-SHIFT ENTER,
CTRL-SHIFT BACKSPACE will move viewpoint in opposite direction.
The spacebar will bring you back to the default eye point position.
To move back into the passenger cabin from VC press & hold Ctrl-Enter

* Read all about moving the EYE POINT in the Keyboard Commands section of the knee pad.
  There is also a quick reference of EYEPOINT key commands at the bottom of the Reference List.

* Click the "Check" Simicon or press F10 to view the kneepad, check list & reference list.

* The running propellers display spinning animation best when the prop pitch is reduced....Press Alt F2 four times

Read all about the engine key commands...Press F10

* Shift E operates the airstair, Shift E +2 will operate the cargo door

* Keep checking with www.premaircraft.com for updates and additional liveries.

Flying Tips

1. This model will initiate with a full fuel load which is too much for normal passenger operations (see page 2 ''Performance' paragraph for the reasons) , we recommend you reduce the fuel to 60% in all tanks if you carry a full passenger load. We decided to keep the full fuel load capability in case you want to do a long range ferry flight.

2. You will find this model easy to fly, the only special point you need to watch is your speed on approach and landing. The plane is very streamlined, and there are no air brakes, so set up your landing approach in good time. Have the flap settings and undercarriage down at least three miles out from the runway and put the prop in fine pitch.

End of document