

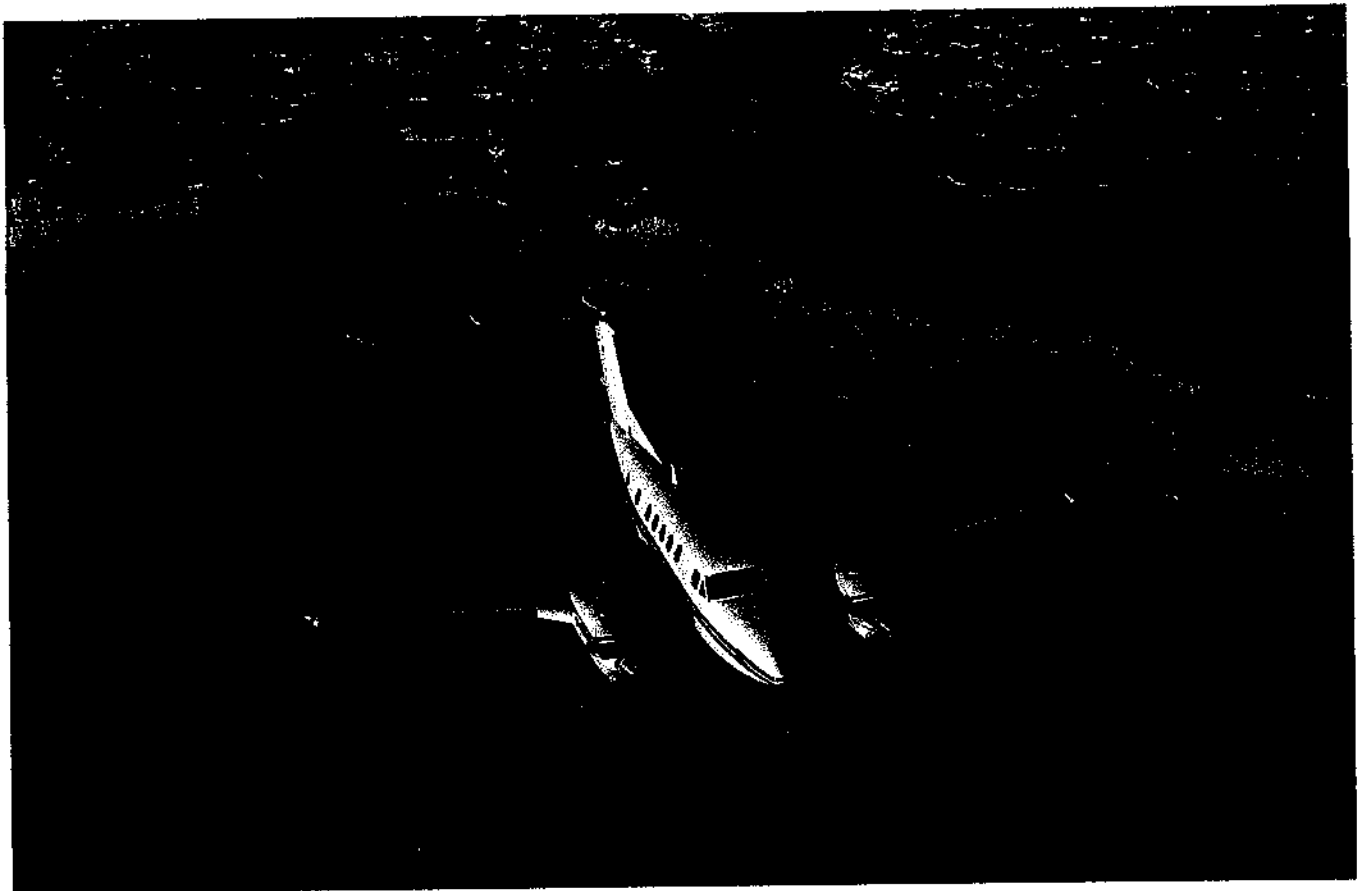
SUPER KING AIR 300

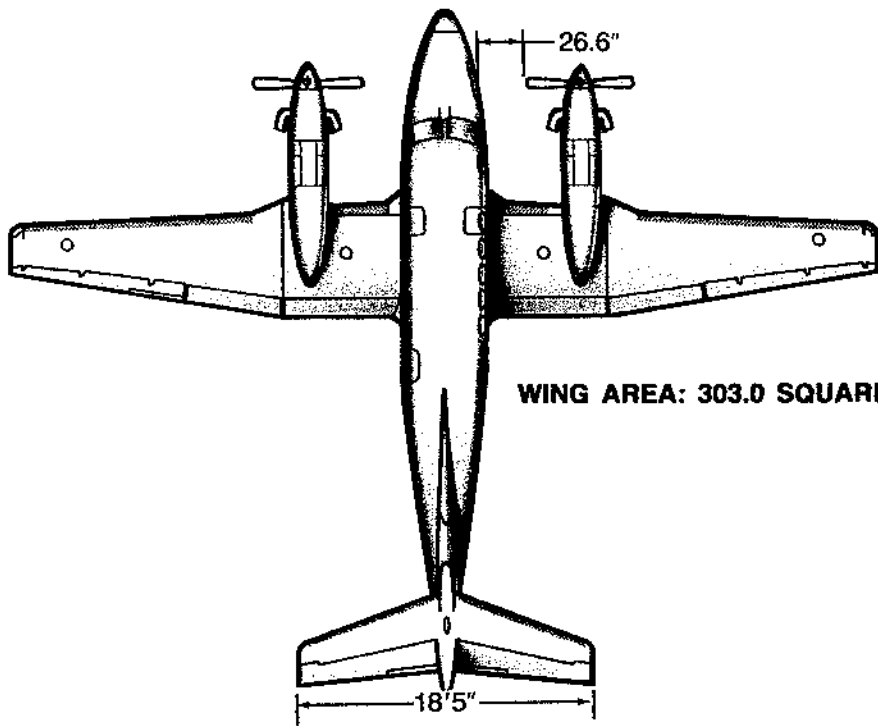
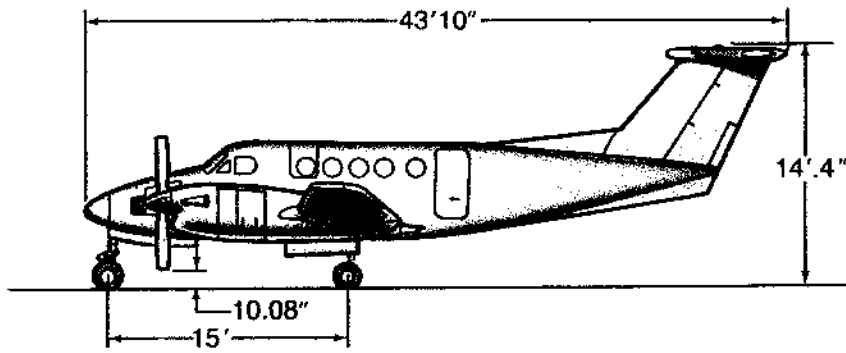
The Beechcraft Super King Air 300 is a high-performance, T-tail, pressurized, twin-engine, turboprop airplane. It is designed and equipped for flight in IFR conditions, day or night, and into known icing conditions. It is also capable of operating in and out of small unimproved airports within the POH operating limits. The Super King Air design is a blend of a highly efficient airframe with proven current technology components providing a reliable, economical, versatile and cost-productive airplane.

The structure is all-metal, low-wing monoplane. It has fully cantilevered wings and a T-tail empennage. The wings are an efficient, high aspect ratio design. The airfoil section provides an excellent combination of low drag for cruise conditions, and easy handling for the low speed terminal conditions or small airport operations.

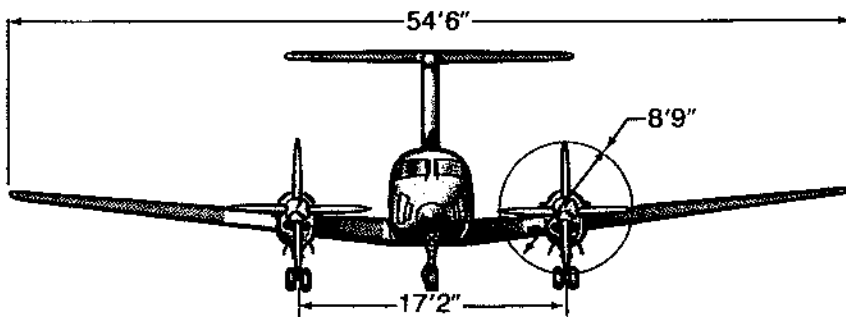
A faired, oval, minimum frontal area nacelle is installed on each side of the wing center section to house both the engine and landing gear. The nacelles are designed and located to maximize propeller-to-ground clearance, minimize cabin noise and provide a low drag installation of the powerplants on the wing. The "pitot" type intakes and the smaller frontal area of the exhaust stacks boost performance by reducing drag.

SECTION IV Super King Air 300 Description



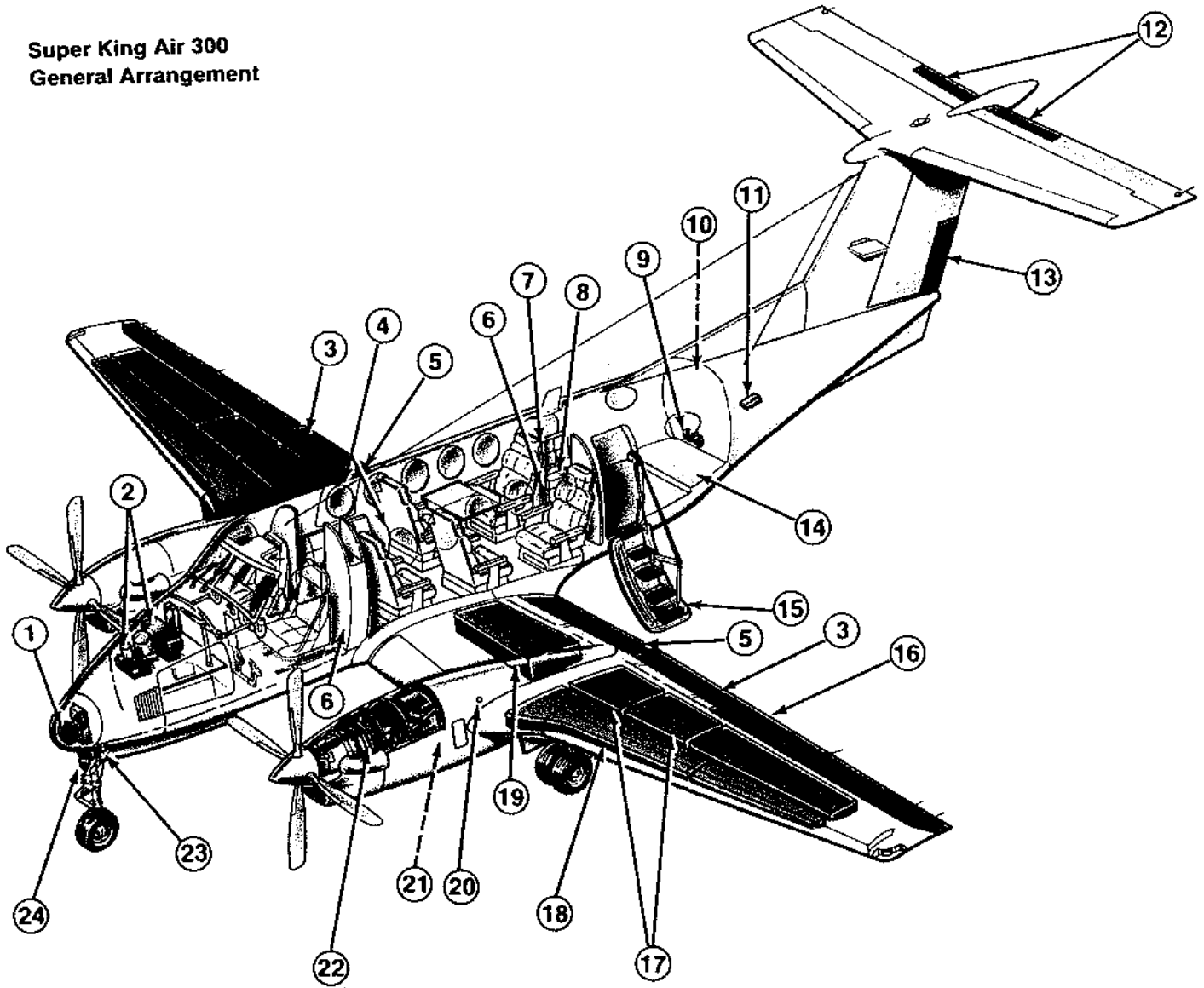


WING AREA: 303.0 SQUARE FEET



Super King Air 300 Three View

**Super King Air 300
General Arrangement**



- | | |
|---|-----------------------------|
| 1. Weather Radar Antenna | 13. Rudder Trim Tab |
| 2. Communications, Navigation and Radar Equipment | 14. Baggage Area |
| 3. Outboard Flap Section | 15. Airstair Door |
| 4. Ground Escape Hatch | 16. Aileron Trim Tab |
| 5. Inboard Flap Section | 17. Box Section Fuel Tanks |
| 6. Liquid Storage Cabinet | 18. Leading Edge Fuel Tanks |
| 7. Lavatory Privacy Curtain | 19. Auxiliary Fuel Tank |
| 8. Belted Lavatory | 20. Wing Ice Check Light |
| 9. Pressurization Safety and Outflow Valves | 21. Nacelle Fuel Tank |
| 10. Oxygen Bottle | 22. PT6A Turboprop Engine |
| 11. Emergency Locator Transmitter | 23. Heated Pitot Mast |
| 12. Elevator Trim Tabs | 24. Landing and Taxi Lights |

Table 1

**Verify
with latest
Specifications
Bulletins**

Specifications - Super King Air 300

Crew - FAA Certificated	1 or 2
Passengers - Max. FAA Cert. (incl. crew)	15
Passengers - Normal Executive Configuration	8 or 9
Engines - P & W Turboprop	2 PT6A-60A
Propellers - 4 Blade, Reversible	2 Hartzell
Landing Gear - Retractable, Tricycle	
Dual Main Wheels	Hydraulic
Wing Area	303.0 sq. ft.

Maximum Certificated Weights

Maximum Ramp Weight	14,100 pounds
Maximum Takeoff Weight	14,000 pounds
Maximum Landing Weight	14,000 pounds
Maximum Zero Fuel Weight	11,500 pounds
Maximum Weight in Baggage Compartment:	
When Equipped with Fold-up Seats	510 pounds
When Not Equipped with Fold-up Seats	550 pounds

Cabin and Entry Dimensions

Cabin Width (Maximum)	54 inches
Cabin Length (Maximum between pressure bulkheads)	22 feet
Cabin Height (Maximum)	57 inches
Airstair Entrance Door Width (Minimum)	26.75 inches
Airstair Entrance Door Height (Minimum)	51.5 inches
Pressure Vessel Volume	393 cubic feet
Potential Cargo Area Volume	253 cubic feet

Specific Loadings

Wing Loading: 46.2 pounds per square foot
Power Loading: 6.7 pounds per shaft horsepower



Super King Air 300 Nacelle Pitot Intake

Operating Speeds

The Beechcraft Super King Air 300 qualifies as one of the most maneuverable corporate airplanes in the world. Insistence on handling ease in all flight regimes and tough construction techniques contribute to the following figures (calculated at Maximum Takeoff Weight - 14,000 lbs.):

Maximum Operating Speed (VMO)	259 kts.
Maneuvering Speed (VA) (14,000 lbs.)	181 kts.
Maximum Landing Gear Operating Speed (VLO)	
Extension/Extended	181 kts.
Retraction	163 kts.
Maximum Flap Extension/Extended (VFE)	
Approach	200 kts.
Full Down	157 kts.
Stall (100% Flaps: Power Off)	80 kts.
Air Minimum Control (VMCA)	
Flaps Up	92 kts.
Flaps Approach	86 kts.

Rates-of-Climb

The Super King Air 300 delivers an extra margin of confidence through the powerful PT6A-60A turboprop engines. The following figures are calculated at full gross weight:

Two Engines (Sea Level, Standard Day)	2,850 fpm
One Engine (Sea Level, Standard Day)	880 fpm
One Engine (5,000 ft. Elevation, Standard Day)	660 fpm

Service Ceiling

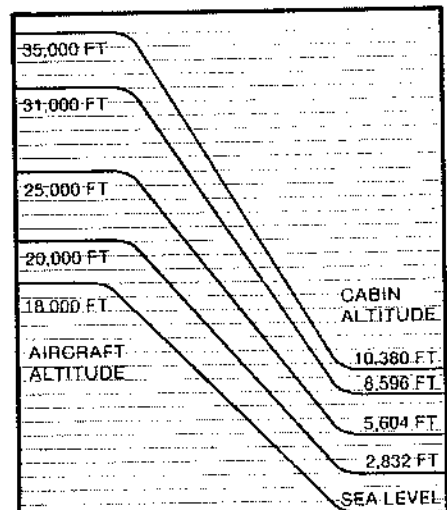
At maximum takeoff weight, over-the-weather capabilities and greater mission dependability are possible with the Super King Air 300.

Two Engines	above 35,000 ft.
One Engine	31,000 ft.
Cabin Pressurization	6.6 psi

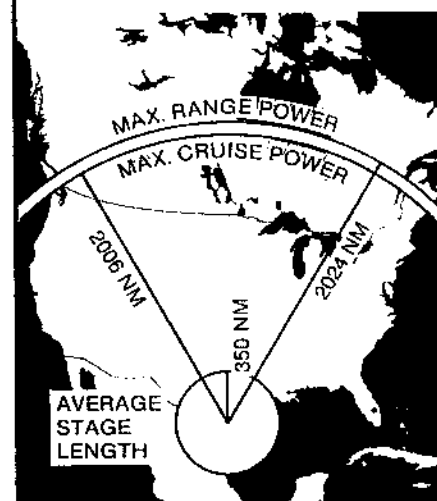
Range

The average stage length of most corporate flights is approximately 350 nautical miles. The Super King Air 300 can handle four such stage lengths, at maximum cruise power and with six passengers on board, without refueling. You may never need the 2,256-mile range of the SKA 300, but it will help save time between stages by cutting turnaround time to only minutes. The SKA 300 can easily fly coast-to-coast with only one stop.

**Verify
with latest
Specifications
Bulletins**



Cabin Altitude Chart



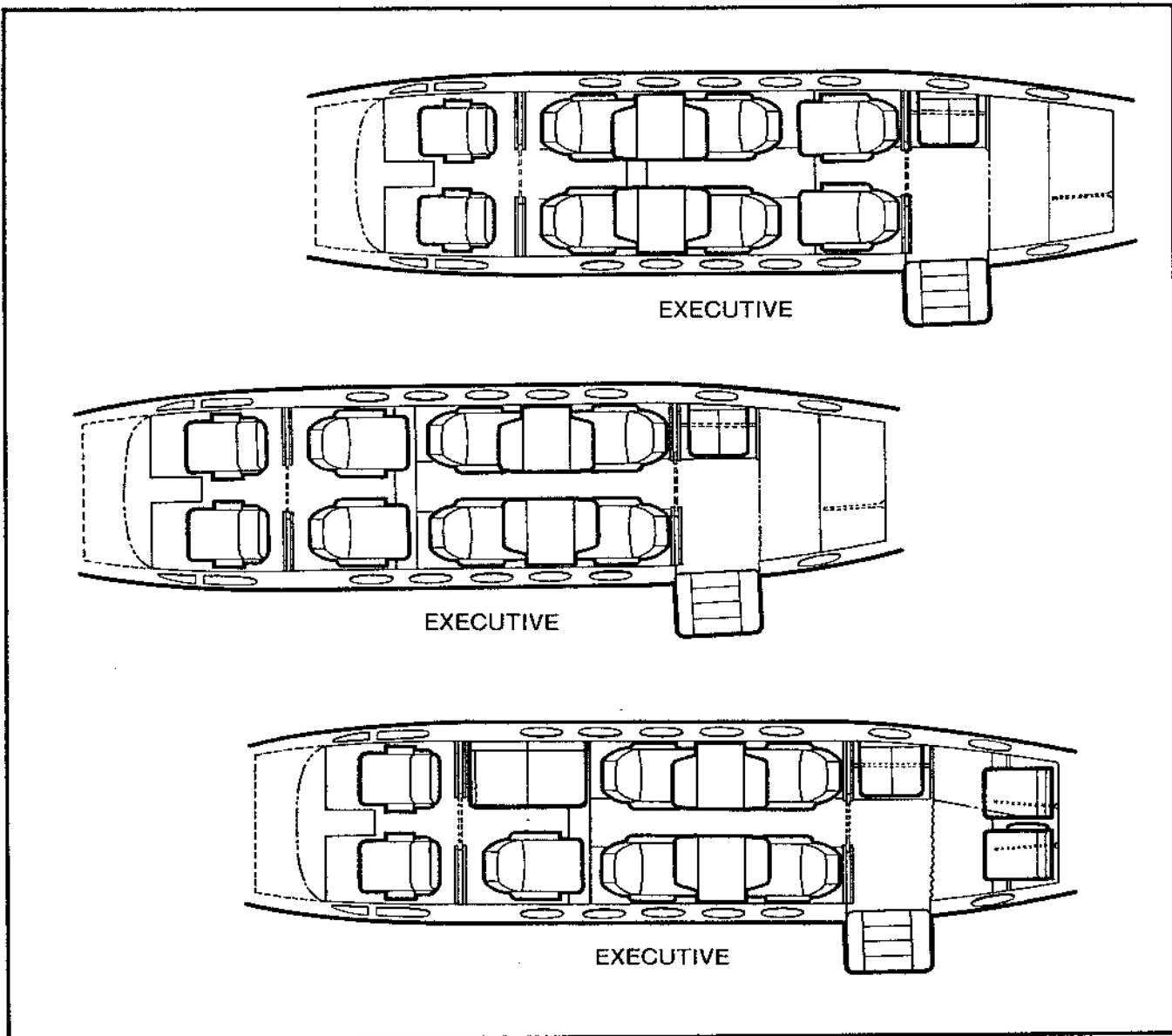
Range Diagram



Super King Air 300 Configuration

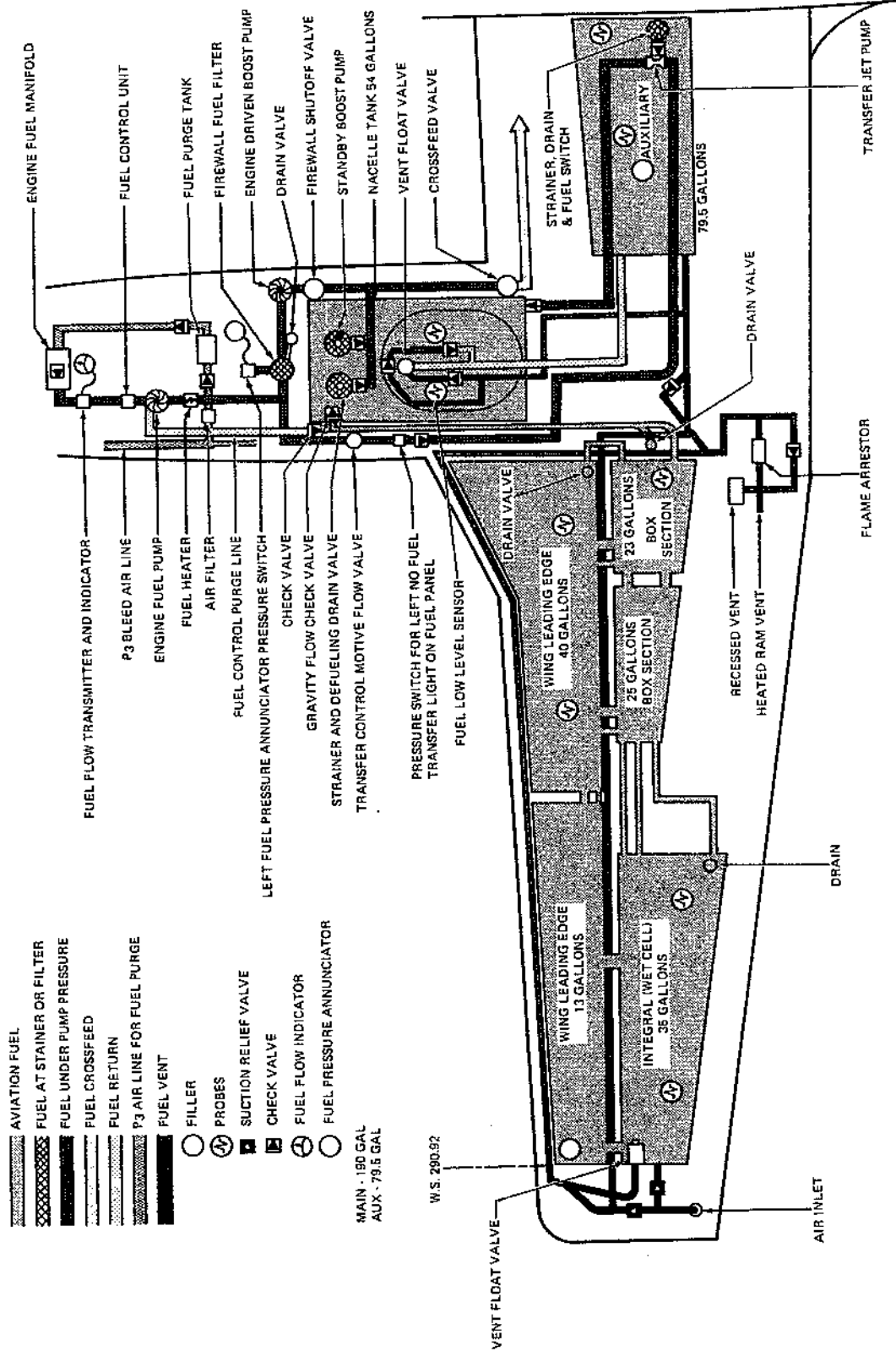
Beechcraft Super King Air 300's are certificated for up to 15 people, but the normal corporate configuration is from six to ten people. The most popular configuration provides comfortable seating for eight passengers and a crew of two. Almost any arrangement is possible.

In addition to the standard airplane configurations, Beechcraft offers many optional items which are available at additional cost and weight. The basic configurations, dimensions, weights, and specifications are summarized in Table 1 on page 4-4. Refer to the respective airplane POH for detailed, up-to-date information.



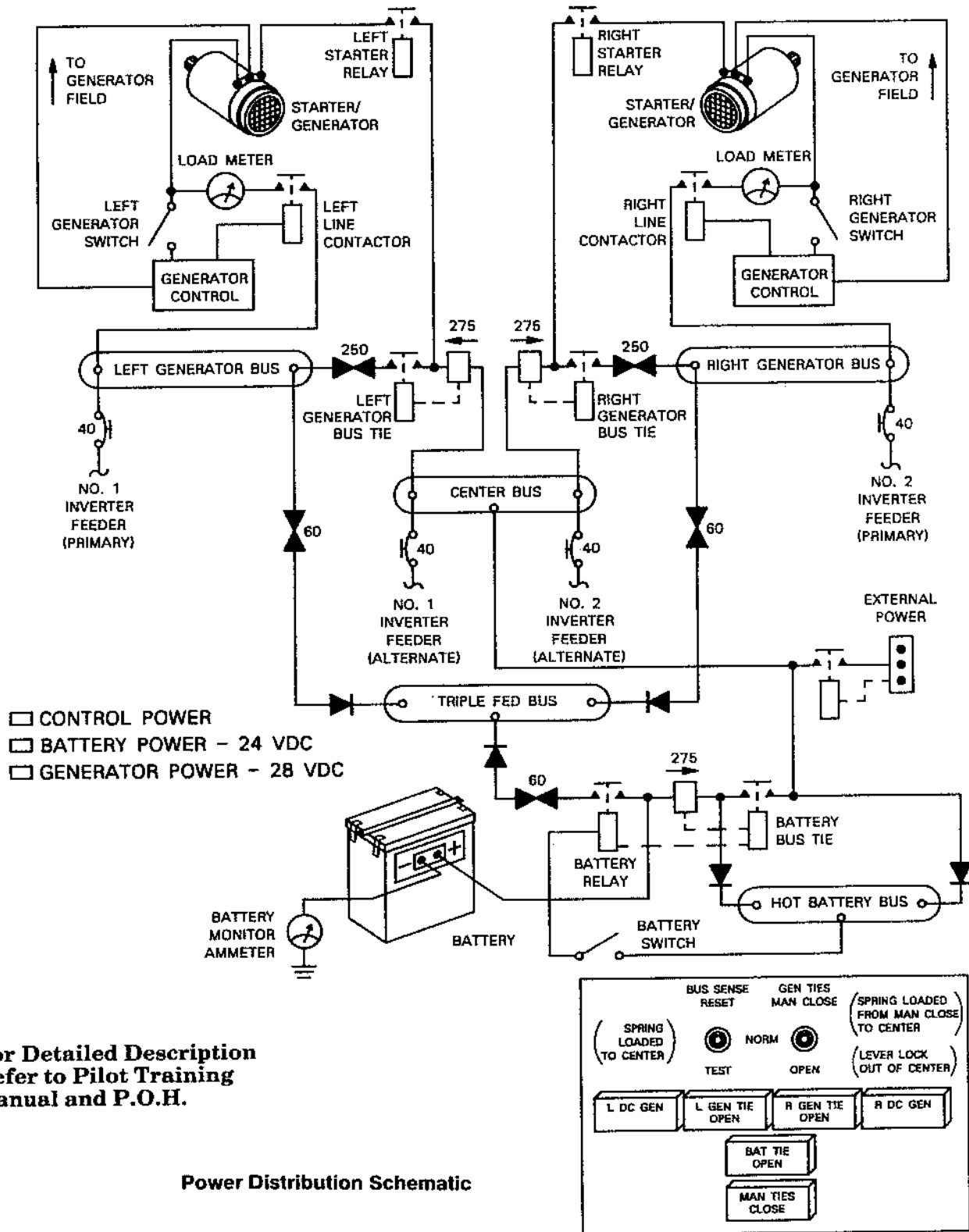
Optional Cabin Seating Arrangements

For Detailed Description
Refer to Pilot Training
Manual and P.O.H.



Fuel System Schematic Diagram

BATTERY OFF

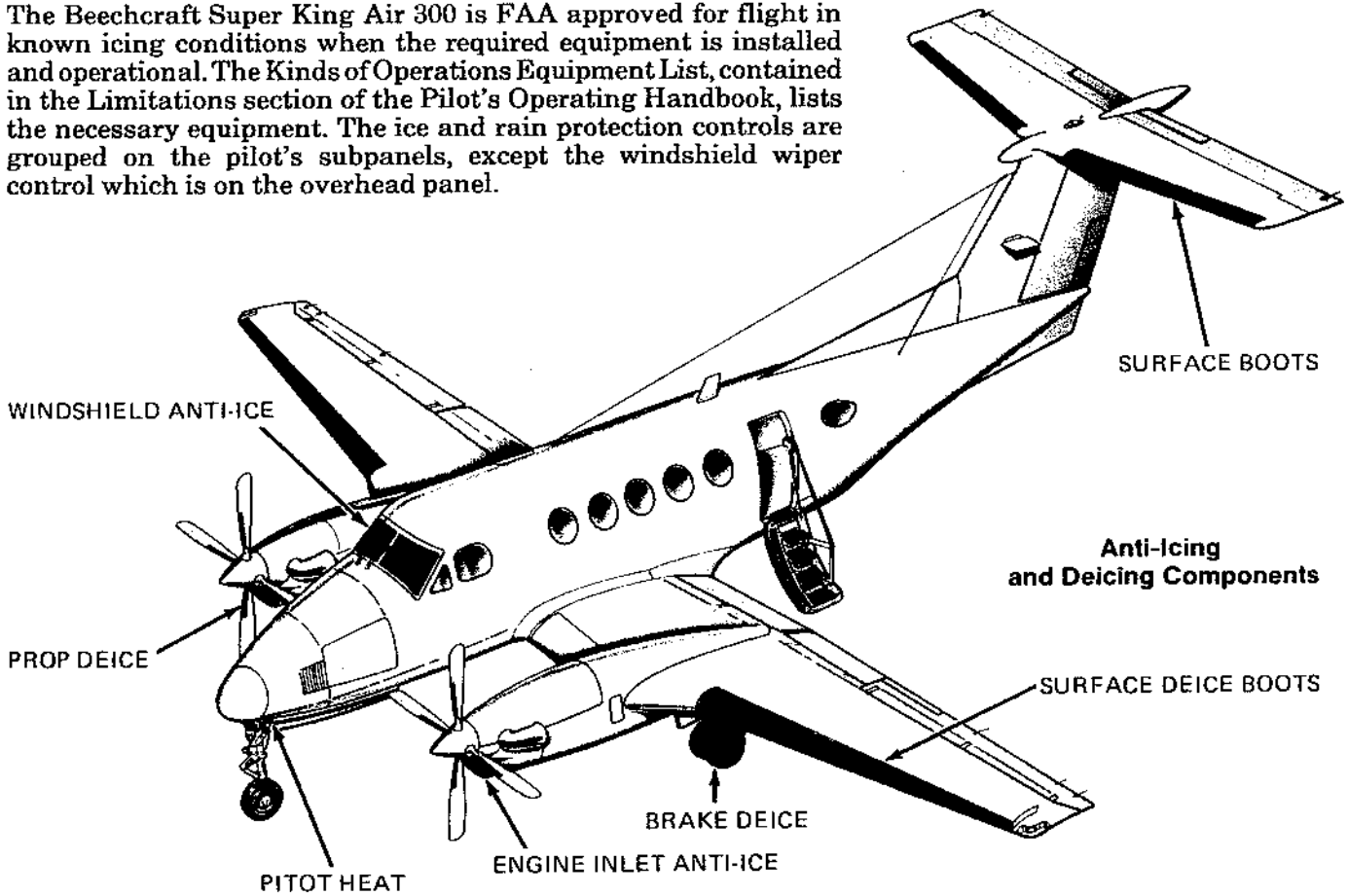


**For Detailed Description
Refer to Pilot Training
Manual and P.O.H.**

Power Distribution Schematic

Ice Protection Systems

The Beechcraft Super King Air 300 is FAA approved for flight in known icing conditions when the required equipment is installed and operational. The Kinds of Operations Equipment List, contained in the Limitations section of the Pilot's Operating Handbook, lists the necessary equipment. The ice and rain protection controls are grouped on the pilot's subpanels, except the windshield wiper control which is on the overhead panel.



SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
ICE AND RAIN PROTECTION					
1. Alternate Static Air System	1	1	1	1	1
2. Engine Auto-Ignition System Including Annunciator	2	2	2	2	2
3. Engine Anti-Ice System Including Annunciator	2	2	2	2	2
4. Heated Fuel Vent	0	0	2	2	2
5. Heated Windshield	0	0	0	0	2
6. Pitot Heat	0	0	2	2	2
7. Pneumatic Pressure Indicator	0	0	1	1	1
8. Stall Warning Heat (Lift Transducer and Mounting Plate)	0	0	0	0	1
9. Surface Deicer System	0	0	0	0	1
10. Propeller Deicer System	0	0	0	0	1
11. Wing Ice Light (Left)	0	0	0	0	1

Ice and Rain Protection Required Equipment