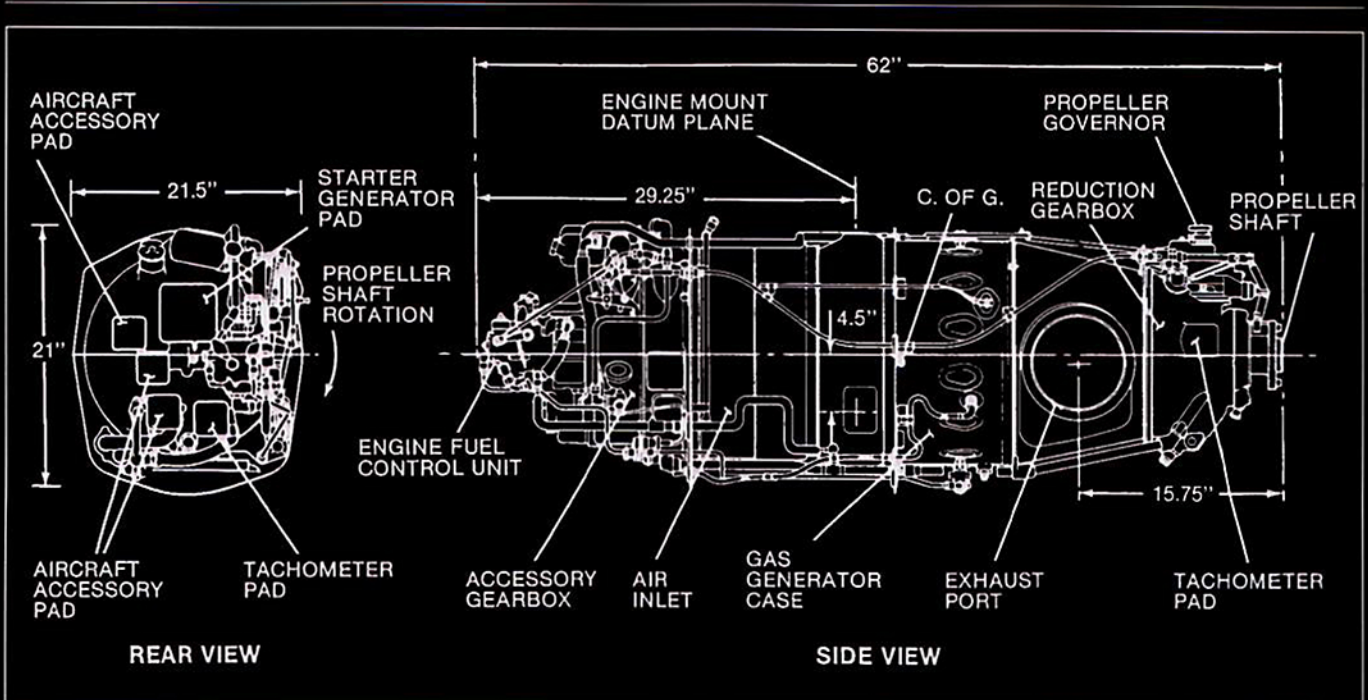




# BLACKHAWK

A E R O S P A C E

## Beechcraft King Air Engine Upgrades





# KING AIR 90 XP135A ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

## YOUR KING AIR 90 REDEFINED

### Is an Upgrade right for you?

The XP135A Engine+ Upgrade is the most cost-effective solution for King Air 90 operators who seek improved performance, return on investment and a better flying experience. Walsh Aviation's Tom Kraus called it "obviously the best decision in terms of safety and performance."

### Ready for more Power?

You'll get a lot more horsepower with brand-new PT6A-135A engines. But it's what you do with that power that makes all the difference.

- Better Safety Margins
- Fly Faster
- Improved Climb
- Better High/Hot Performance

## INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul. Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$35 per hour per engine for every hour remaining to the factory TBO
- Extend the time it takes to reach the 3,600-hour overhaul by over a year and a half
- Strongest resale value of any engine upgrade on the market
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines

**36%**  
INCREASE IN  
AVAILABLE  
HORSEPOWER



## UPGRADE BENEFITS



**59%**

Increased Climb Rate



**30 hrs**

Time Saved Each Year



**270+ ktas**

Maximum Cruise Speed



**10%**

Savings on Operating Costs



**2 Weeks**

Typical Engine Installation



**19,000 ft**

Single Engine Service Ceiling

**FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES**

Upgrades available for King Air 90 Series

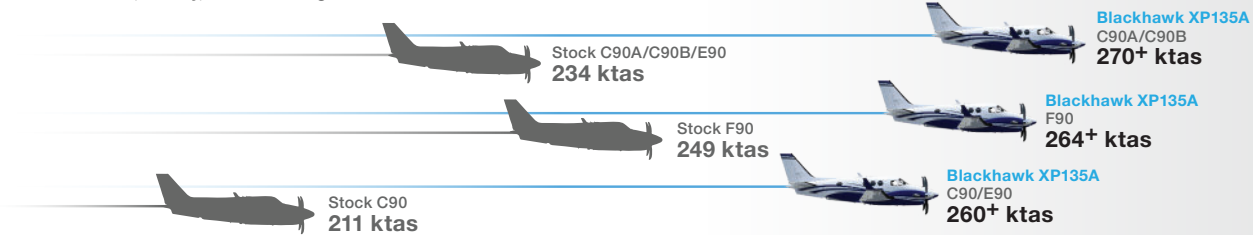


“ Do the math! More speed and less fuel per mile flown. That’s a hard combination to beat. ”

Mike Summey Owner/Chief Pilot, King Air E90

## KING AIR 90 PERFORMANCE COMPARISON

Max. Cruise at FL240, ISA Day, Mid Cruise Weight



## FAQS

### Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than a typical overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

### Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

### Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

### Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not discovered during the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.

## The journey to a safer, higher-performing, more reliable King Air 90 starts with a Blackhawk XP135A Engine+ Upgrade.

The real power of an XP135A Engine+ Upgrade is in its ability to increase speed while reducing fuel consumption. *"The best performance after adding the new Blackhawk [upgrade] was at FL230 where I saw 278 knots with a fuel burn of 590 pounds per hour. Do the math! More speed and less fuel per mile flown. That's a hard combination to beat. Oh! It only took 12 minutes to climb to FL230 with the main tanks full and four people on board. I've seen the promotional literature Blackhawk puts out, but my E90 beats any numbers I've seen."* – Mike Summey, Owner/Chief Pilot, King Air E90.

## WHAT'S INCLUDED

**Engine** Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-135A Engines (Exchange)

**Warranty** P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

**Paperwork** STC Paperwork and Instructions for Continued Airworthiness

**Manual** Flight Manual Supplement

**Logbooks** P&WC Engine Logbook and Blackhawk Logbook Case

**Cycle Book** Blackhawk Cycle Book and Aircraft Decals

**Training** P&WC PT6 Line Maintenance Entitlement Training

**Subscription** Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals

**Support** Blackhawk Lifetime Customer Support Guarantee

**OPTIONAL** HAWKEYE DigiLog Smart Gauges



## READY TO UPGRADE?

### CONTACT US TODAY

Call us today to learn how an XP135A Engine+ Upgrade boosts your performance, comfort, and bottom line.



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+1 (254) 755 6711 | info@blackhawk.aero

Blackhawk Headquarters 7601 Karl May Drive, Waco, TX 76708



# KING AIR 200 XP52 ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

## AN INVESTMENT THAT REALLY PAYS DIVIDENDS.

### Is an Upgrade right for you?

With the XP52 Engine+ Upgrade, operators enjoy impressive cruise speeds and climb performance from more efficient PT6A-52s. Operators will also appreciate more torque and horsepower at higher altitudes, plus higher rates of climb, faster cruise speeds, and shorter times to destination. King Air B200 Pilot Alan Bass called his upgraded airplane “a beast,” and said “it made no sense to spend money on an overhaul for the same mediocre performance,” adding, “Blackhawk makes the aircraft better in every way.”

### Ready for more Power?

You'll get a lot more horsepower with brand-new PT6A-52 engines. But it's what you do with that power that makes all the difference.

- Fly Faster
- Improved Climb
- Better Safety Margins
- Better High/Hot Performance
- Better Fuel Specifics

## INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul. Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$60 per hour per engine for every hour remaining to the factory TBO
- Strongest resale value of any engine upgrade on the market
- 3,600 Hour TBO with escalation available for fleet operators
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines
- Save time on each mission giving you more time to be productive

**31%**  
INCREASE IN  
AVAILABLE  
HORSEPOWER



## UPGRADE BENEFITS



**25%**

Increased  
Climb Rate



**3,600 hrs<sup>1</sup>**

P&W Enhanced  
Engine Warranty



**311+ ktas**

Maximum  
Cruise Speed



**820° C**

Maximum ITT



**FL260**

Full Torque  
to Altitude



**\$45,000**

Annual Operating  
Cost Savings

<sup>1</sup>P&W Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

**FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES**

Upgrades available for King Air 200 Series



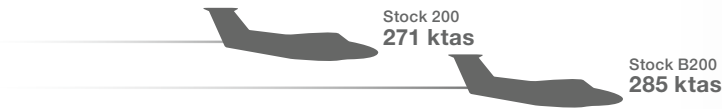
“ Our flying has increased 38% this year, mainly because we don't have to worry about expensive engine maintenance bills. ”

Adam Winkler Pilot, King Air 200

## KING AIR 200 PERFORMANCE COMPARISON

### Max. Cruise at FL280

ISA Day, Mid Cruise Weight



Blackhawk XP52  
200/B200  
311+ ktas



## FAQS

### Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than a typical overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

### Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

### Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

### Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not discovered during the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.

## Make your King Air 200 Series aircraft more efficient and powerful than you ever thought possible. Your journey to an exciting, like-new aircraft starts with a Blackhawk XP52 Engine+ Upgrade.

The real power of an XP52 Engine+ Upgrade is in its ability to save both time and money. King Air 200 Pilot Adam Winkler says his company's upgraded aircraft is, "Everything we expected. We are based in Pennsylvania and have taken the airplane to Canada, Mexico, Puerto Rico, and Bermuda. Our flying has increased 38% this year, mainly because we don't have to worry about expensive engine maintenance bills. The engines have made trips from Pennsylvania to southern Florida much more comfortable, shaving off a solid hour of flight time. I would recommend this conversion to anyone with tired, old -41 or -42 engines."

## WHAT'S INCLUDED

**Engine** Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-52 Engines (Exchange)

**Warranty** <sup>1</sup>P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

**Paperwork** STC Paperwork and Instructions for Continued Airworthiness

**Manual** Flight Manual Supplement

**Logbooks** P&WC Engine Logbook and Blackhawk Logbook Case

**Cycle Book** Blackhawk Cycle Book and Aircraft Decals

**Training** P&WC PT6 Line Maintenance Entitlement Training

**Support** Blackhawk Lifetime Customer Support Guarantee

**Subscription** Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals

**OPTIONAL** HAWKEYE DigiLog Smart Gauges



## READY TO UPGRADE?

### CONTACT US TODAY

Call us today to learn how an XP52 Engine+ Upgrade boosts your performance, comfort, and bottom line.



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Blackhawk Headquarters 7601 Karl May Drive, Waco, TX 76708



# KING AIR 200 XP61 ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

## YOUR KING AIR 200 CAN PERFORM LIKE NEW.

### Is an Upgrade right for you?

The XP61 Engine+ Upgrade is the most cost effective solution for King Air 200-series operators who seek improved performance, return on investment, and a better flying experience. Operators will also appreciate more torque and horsepower at higher altitudes, plus higher rates of climb, faster cruise speeds, and shorter times to destination. Operator John Rudolph called his upgrade a “fantastic investment” in an airplane that “jumps off the runway.”

### Ready for more Power?

You'll get a lot more horsepower with brand-new PT6A-61 engines. But it's what you do with that power that makes all the difference.

- Fly Faster
- Improved Climb
- Better Safety Margins
- Better Fuel Specifics
- Better High/Hot Performance

## INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul.

Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$60 per hour per engine for every hour remaining to the factory TBO
- Strongest resale value of any engine upgrade on the market
- 3,600 Hour TBO with escalation available for fleet operators
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines
- Save time on each mission giving you more time to be productive

**22%**  
INCREASE IN  
AVAILABLE  
HORSEPOWER



## UPGRADE BENEFITS



**17%**

Increased  
Climb Rate



**3,600 hrs<sup>1</sup>**

P&WC Enhanced  
Engine Warranty



**305+ ktas**

Maximum  
Cruise Speed



**23 hrs**

Time Saved  
Each Year



**FL260**

Full Torque  
to Altitude



**\$45,000**

Annual Operating  
Cost Savings

<sup>1</sup>P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

**FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES**

Upgrades available for King Air 200 Series



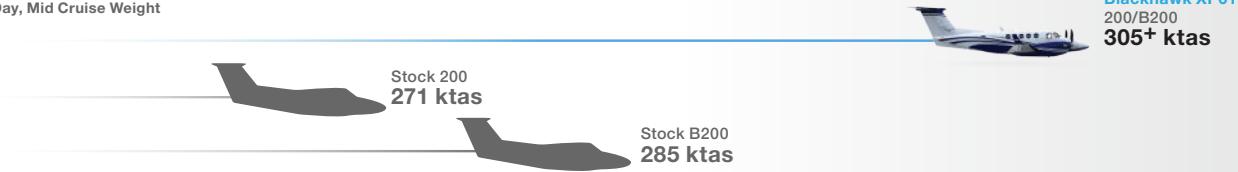
“ We are saving money on every flight with the XP61. There is no way we could have done that with the -42 engines. The upgrade is incredible! ”

**Ron Hauck** *Chief Pilot*

## KING AIR 200 PERFORMANCE COMPARISON

### Max. Cruise at FL280

ISA Day, Mid Cruise Weight



## FAQS

### Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than a typical overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

### Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

### Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

### Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not discovered during the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.

## Turn your King Air 200/B200 series aircraft into a cost-effective and efficient power player with the Blackhawk XP61 Engine+ Upgrade.

The real power of an XP61 Engine+ Upgrade is in its ability to save time on important missions. As Chief Pilot for a United States Governor, Ron Hauck appreciates having the ability to accommodate VIP passengers who are pressed for time. "The Governor told us we were in a hurry for his first flight in the upgraded King Air. Fortunately, we cover a lot more ground with the new XP61 engines, saving more than an hour round-trip to Washington, D.C. We zipped right up to FL330 with ice vanes deployed for most of the climb. We are saving money on every flight with the XP61. There is no way we could have done that with the -42 engines. The upgrade is incredible!"

## WHAT'S INCLUDED

**Engine** Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-61 Engines (Exchange)

**Warranty** P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

**Paperwork** STC Paperwork and Instructions for Continued Airworthiness

**Manual** Flight Manual Supplement

**Logbooks** P&WC Engine Logbook and Blackhawk Logbook Case

**Cycle Book** Blackhawk Cycle Book and Aircraft Decals

**Training** P&WC PT6 Line Maintenance Entitlement Training

**Support** Blackhawk Lifetime Customer Support Guarantee

**Subscription** Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals

**OPTIONAL** HAWKEYE DigiLog Smart Gauges



## READY TO UPGRADE?

### CONTACT US TODAY

Call us today to learn how an XP61 Engine+ Upgrade boosts your performance, comfort, and bottom line.



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+1 (254) 755 6711 | [info@blackhawk.aero](mailto:info@blackhawk.aero)

Blackhawk Headquarters 7601 Karl May Drive, Waco, TX 76708



# KING AIR 300 XP67A ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

## HIGHER. FASTER. SAFER. BETTER.

### Is An Upgrade Right For You?

Experience jet-like performance with increased payload and range, all for far less than it costs to operate a jet. Chris Palmer, a King Air operator, said; "Heck yeah the XP67A Upgrade is great! I have put about 240 hours on the engines so far. Just took a trip, Dayton to Naples FL310—FL320 at 330 ktas. Doing everything you said it would."

### Ready for more Power?

You'll get a lot more horsepower with brand-new PT6A-67A engines. But it's what you do with that power that makes all the difference.

- Better Safety Margins
- Operational Flexibility
- Improved Climb
- Fly Faster

## INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul.

Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$70 per hour per engine for every hour remaining to the factory TBO
- Strongest resale value of any engine upgrade on the market
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines
- Save time on each mission giving you more time to be productive

**25%**  
INCREASE IN  
AVAILABLE  
HORSEPOWER



## UPGRADE BENEFITS



**55%**

Increased  
Climb Rate



**3,600 hrs<sup>1</sup>**

P&WC Enhanced  
Engine Warranty



**343+ ktas**

Maximum  
Cruise Speed



**5 Blade**

Quiet Composite  
Props



**\$75,000<sup>2</sup>**

Annual Operating  
Cost Savings

<sup>1</sup>P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

<sup>2</sup>An operator flying 300 hours a year saves around 50 hours of flight time.

**FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES**

Upgrades available for King Air 300 Series



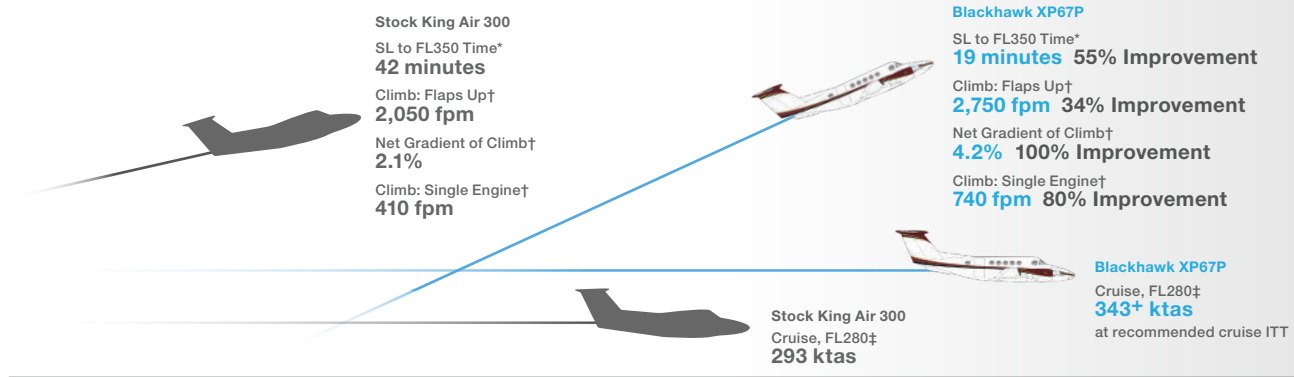


“ I would highly recommend that anyone considering the Blackhawk conversion—do it. You will not regret it! ”

**Rob Van Hofwegen** *Chief Pilot*

## KING AIR 300 PERFORMANCE COMPARISON

\* ISA +20, Max Gross Weight (14,000lbs) | † Conditions: 30°C, Field Elevation 6000 feet, Max Gross Weight | ‡ ISA +20, Mid Cruise Weight



## FAQS

### Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than a typical overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

### Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

### Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

### Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not discovered during the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.

## The real power of an XP67A Engine+ Upgrade is in its ability to generate jet like speeds at King Air costs and utility.

*"Deciding to do the XP67A Blackhawk conversion on our King Air 300 was the best decision we have made. It meets every expectation that was presented to us and has performed in a way that gives us better safety margin while saving us money year after year. When I go to recurrent and share my stories, everyones eyes get big when I describe my rocket ship of a King Air to them. I would highly recommend that anyone considering the Blackhawk conversion—do it. You will not regret it!"* – Rob Van Hofwegen

## WHAT'S INCLUDED

<b>Engine</b>	Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-67A Engines (Exchange)
<b>Warranty</b>	1P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO
<b>Propellers</b>	Two Factory-New 5-Blade Natural Composite Hartzell Propellers with Spinners (Exchange)
<b>Installation Kit</b>	Hardware, STC Documentation and Flight Manual Supplement
<b>Training</b>	P&WC PT6 Line Maintenance Entitlement Training
<b>Support</b>	Blackhawk Lifetime Customer Support Guarantee
<b>Subscription</b>	Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals



## READY TO UPGRADE?

### CONTACT US TODAY

Call us today to learn how an XP67A Engine+ Upgrade boosts your performance, comfort, and bottom line.



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+1 (254) 755 6711 | [info@blackhawk.aero](mailto:info@blackhawk.aero)

Blackhawk Headquarters 7601 Karl May Drive, Waco, TX 76708



# KING AIR 350 XP67A ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

## SIMPLY THE BEST KING AIR, EVER.

### Is An Upgrade Right For You?

Experience jet-like performance with increased payload and range, all for far less than it costs to operate a jet. Prior to choosing the Blackhawk upgrade, MG Dyess Chief Pilot Matthew Miller said they demo'd several jets. "We just could not find a jet that could do the mission we needed it to do", adding, "upgrading our 350 has been a head and shoulders better decision for us."

### Ready for more Power?

You'll get a lot more horsepower with brand-new PT6A-67A engines. But it's what you do with that power that makes all the difference.

- Fly Faster
- Improved Climb
- Better Safety Margins
- Operational Flexibility

## INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul.

Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$70 per hour per engine for every hour remaining to the factory TBO
- Strongest resale value of any engine upgrade on the market
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines
- Save time on each mission giving you more time to be productive

**24%**  
INCREASE IN  
AVAILABLE  
HORSEPOWER



## UPGRADE BENEFITS



**60%**

Increased  
Climb Rate



**3,600 hrs<sup>1</sup>**

P&WC Enhanced  
Engine Warranty



**332+ ktas**

Maximum  
Cruise Speed



**5 Blade**

Quiet Composite  
Props



**62%<sup>2</sup>**

Greater Payload  
than CJ2



**\$90,000<sup>3</sup>**

Annual Operating  
Cost Savings

<sup>1</sup>P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO

<sup>2</sup>At maximum fuel compared to Citation CJ2 <sup>3</sup>An operator flying 500 hours a year saves around 60 hours of flight time.

**FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES**

Upgrades available for King Air 350 Series

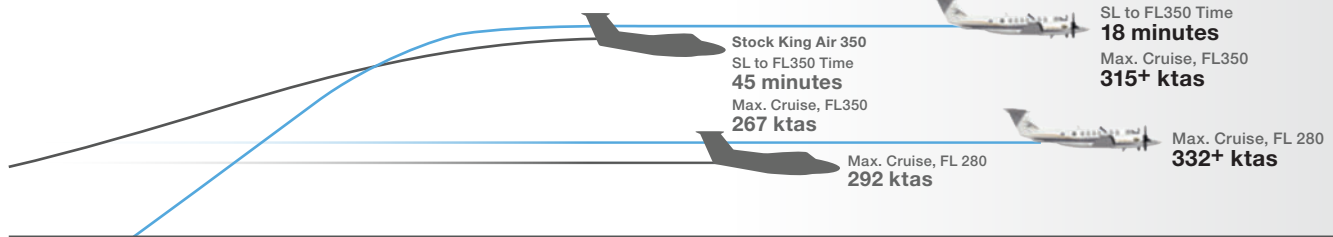


“ The other big thing was time to climb. [With the Blackhawk XP67A Engine+ Upgrade] We can get to 34k in about 15-17 minutes. ”

**Cody Pierce** *Chief Pilot*

## KING AIR 350 PERFORMANCE COMPARISON

ISA +25, Mid Cruise Weight



## FAQS

### Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than a typical overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

### Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

### Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

### Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not discovered during the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.

## The Blackhawk XP67A Engine+ Upgrade makes the King Air 350 the fastest, highest performing king air on the planet.

The real power of an XP67A Engine+ Upgrade is in its ability to generate jet like speeds at King Air costs and utility. King Air 350 Chief Pilot Cody Pierce says; "I've done a bit of contract work in an older CE-550. Having now seen both those, and our 350 in action it puts things into perspective. Leg times are nearly identical, the jet burns 33% more fuel and is significantly more uncomfortable in every way. I'm sure you know all this, but it was really interesting for me to see both aircraft side by side. Makes me really appreciate what we have. The other big thing was time to climb. We can get to 34k in about 15-17 minutes. 28 minutes in the Citation."

## WHAT'S INCLUDED

<b>Engine</b>	Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-67A Engines (Exchange)
<b>Warranty</b>	P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO
<b>Propellers</b>	Two Factory-New 5-Blade Natural Composite MT Propellers with Spinners (Exchange)
<b>Installation Kit</b>	Hardware, STC Documentation and Flight Manual Supplement
<b>Training</b>	P&WC PT6 Line Maintenance Entitlement Training
<b>Support</b>	Blackhawk Lifetime Customer Support Guarantee
<b>Subscription</b>	Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals



## READY TO UPGRADE?

### CONTACT US TODAY

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