

2023 POCKET REFERENCE

RAISBECK PERFORMANCE SYSTEMS



RAISBECK
ENGINEERING

AN ACORN GROWTH COMPANY



OUR MISSION

TO BE A LEADING AVIATION SOLUTIONS PARTNER THAT ADDRESSES CURRENT AND EMERGING NEEDS WITH EXISTING PRODUCTS AND/OR CUTTING-EDGE SOLUTIONS.

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Raisbeck Performance Systems for the Beechcraft King Air Family

Every Raisbeck Performance System is engineered to enhance a specific aspect of your aircraft. Our Performance Enhancement Systems may be installed individually or combined in a money-saving package to optimize your aircraft's capabilities. Moreover, all Raisbeck Systems are fully compatible with leading aftermarket modifications, including engine upgrades and digital flight displays.

The following Performance Systems are available and ready to ship:

- Swept Blade Propellers for the King Air 200, B200, B200GT, 250, 260, C90 (all), E90, 300, B300, 350 and 360
- Ram Air Recovery System
- Enhanced Performance Leading Edges
- Dual Aft Body Strakes
- High Flotation Gear Doors (for HFG-equipped aircraft)
- Crown Wing Lockers
- Power Propellers for 100, A100, F90, and F90-1



300, B300, 350, 360

- Composite 5-Blade Swept Propellers
- Aluminum 4-Blade Swept Propellers
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Crown Wing Lockers



200, B200, B200GT, 250, 260

- Composite 5-Blade Swept Propellers
- Aluminum 4-Blade Swept Propellers
- Ram Air Recovery System
- Enhanced Performance Leading Edges
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Crown Wing Lockers

*The innovative leader in aviation
performance and comfort solutions*



C90 (all), E90

- Aluminum 4-Blade Swept Propellers
- Dual Aft Body Strakes
- Crown Wing Lockers
- Increased Gross Weight



100, A100, B100

- Power Props (100, A100 only)
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Increased Gross Weight (100, A100 only)

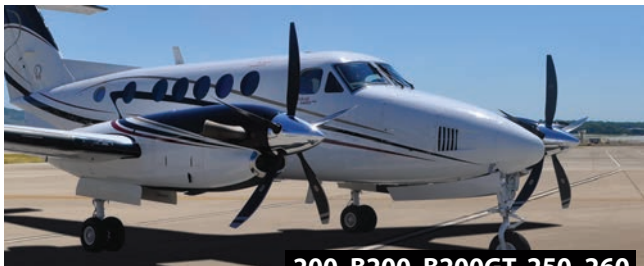


F90, F90-1

- Power Props
- Dual Aft Body Strakes
- High Flotation Gear Doors

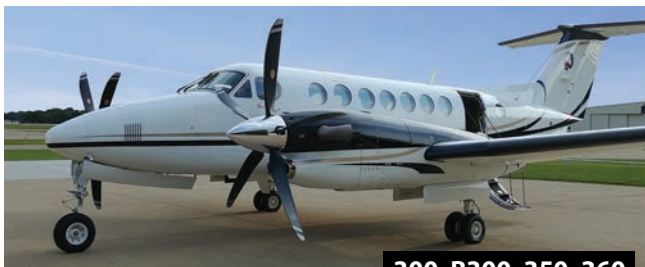


Composite 5-Blade Swept Propellers



200, B200, B200GT, 250, 260

- 96-inch diameter
- Carbon fiber composite construction
- Nickel cobalt leading edges protect against foreign object damage
- On average 48 pounds total weight savings vs. OEM propellers
- 30% noise reduction throughout the aircraft
- 16.5% performance gain in runway acceleration vs. OEM propellers
- 48% better in prop reversing vs. OEM propellers
- Engine-out climb (flaps up) – 25.8% better than OEM 4-blade propeller
- Unlimited blade life
- 6 years/4,000 hours TBO | 3-year/3,000 hour Warranty
Autofeather required

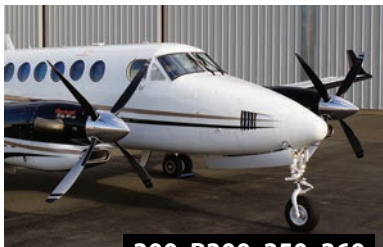


300, B300, 350, 360

- 106-inch diameter
- Carbon fiber composite construction
- Nickel cobalt leading edges protect against foreign object damage
- 54 pounds total weight savings vs. OEM propellers
- Provide more thrust with less noise, resulting in a quieter cabin
- Unlimited blade life
- 6 years/4,000 hours TBO | 3-year/3,000 hour Warranty
Autofeather required



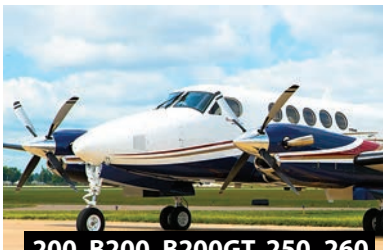
Aluminum 4-Blade Swept Propellers



300, B300, 350, 360

- 105-inch diameter
- High-strength aluminum forgings
- 41.2 pounds total weight savings vs. OEM propellers
- More thrust with less noise
- 4% better runway acceleration; dramatically improves landing deceleration and acceleration-stop
- 6 years/4,000 hours TBO
- 1-year/1,000 hour Warranty
Autofeather required

- 96-inch diameter
- High-strength aluminum forgings
- +.08 pounds total weight increase vs. OEM 4-blade propellers
- More thrust with less noise
- Dramatically improves landing deceleration and acceleration-stop
- 6 years/4,000 hours TBO
- 1-year/1,000 hour Warranty
Autofeather required



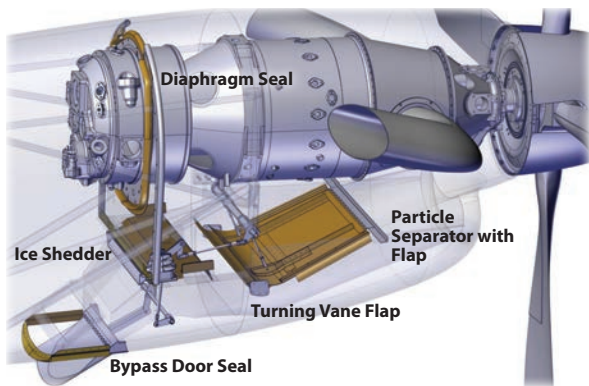
200, B200, B200GT, 250, 260

- 96-inch diameter
- High-strength aluminum forgings
- +8.4 pounds total weight increase vs. OEM propellers
- Provide more thrust with less noise, resulting in a quieter cabin
- 6 years/4,000 hours TBO
- 1-year/1,000 hour Warranty
Autofeather required



C90 (all), E90

Ram Air Recovery System (RARS)



Shown with ice vane deployed

Available for all 200 series King Airs

Factory installed on 250/260 models

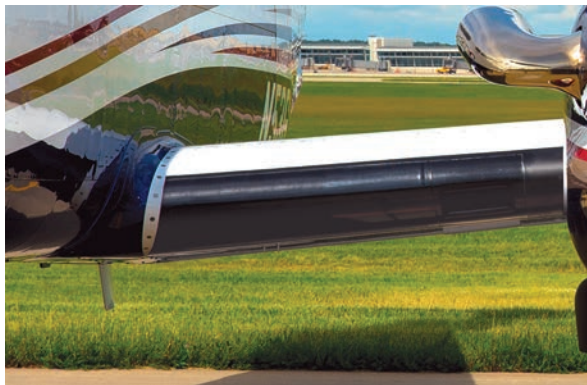
Benefits

- Significantly increase climb and cruise performance in both normal and anti-ice operating modes
- 18°C cooler engine operating ITT at equal torque
- 8% increased available horsepower at altitude gives you a faster airplane
- Measurable decrease in fuel flow at equal engine torque, resulting in increased range
- Reduced torque loss with ice vanes deployed
- Protects against FOD—deployable for all ground, takeoff and landing operations

Technology

- Developed and tested in conjunction with Pratt & Whitney of Canada
- FAA-Certified for ice-vane deployment on the ground and in the air
- Utilizes coanda-effect aerodynamics for efficient airflow vectoring
- Full inlet plenum sealing through unique full-body diaphragms

Enhanced Performance Leading Edges (EPL)



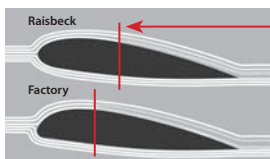
Available for all 200 series King Airs

Benefits

- Cruise speeds and range are increased
- Stall speeds are improved
- Air conditioning and cooling are more efficient
- Outboard wing fatigue life is enhanced

Technology

- Drag-reducing advanced-technology airfoil
- All-composite construction for strength and weight-savings
- Recessed flush-mounted de-icing boots for minimum drag
- Fully-developed and optimized intercooler inlet for maximum efficiency



With Raisbeck's Leading Edges, airflow remains attached to the wing surface for smooth flaps-up rotation and liftoff, plus measurably improved cruise speeds.

Dual Aft Body Strakes (DABS)



Available for all King Airs

Factory installed on 350/360 and C90GTx models

Benefits

- Passenger ride quality is improved
- Pilot control and handling qualities are enhanced
- Air Minimum Control Speed is reduced
- Decreased drag results in increased climb and cruise performance
- Directional stability is increased, eliminating or raising the yaw-damper-inoperative altitudes; specifically:

Model	Factory	Raisbeck-equipped
350	5,000 ft	19,000 ft
300	11,000 ft	18,500 ft
200/B200/B200GT	17,000 ft	No Limit
F90	17,000 ft	No Limit

Technology

- Classic Beech ventral fin is removed
- The shedding wing/body vortices are captured under the aft fuselage, pressurizing and reducing aft-body drag
- Resulting coanda-effect attaches the aft-body airflow
- Equivalent vertical tail area is increased

High Flotation Gear Doors (HFGD)



Available for all King Airs with high flotation landing gear

Benefits

- Climb and cruise performance of standard-gear King Airs is restored
- Cruise speed is increased 4-10 knots as a function of weight, altitude and temperature
- Wheel wells, tires, and brakes are kept clean and dry; and helps prevent build-up of ice in flight

Technology

- Fully encloses the protruding high-flotation gear, wheels and tires
- Aerodynamically area-ruled to maximize drag reduction
- Constructed of lightweight composites for maximum strength and minimum weight

Crown Wing Locker System (CWLS)



Available for all 90, 200 and 300 King Airs

Benefits

- FAA-certified to carry 600 pounds total cargo in 17 cubic feet of luggage space
- Returns your cabin to your passengers
- Handles skis, snowboards, camping and hunting equipment as well as golf bags and luggage
- Fully certified for FAR Part 135 Operations
- Provided with lock-and-key security

Technology

- Lightweight composite construction allows for infinite-life structural certification
- Aerodynamically area-ruled to minimize drag
- Fully sealed against ingress of water and dirt, keeping interior clean and dry
- Removable in minutes for any airplane maintenance or inspections

System Aircraft Net Weight Changes

300, 350, 360	Weight Change ±
Composite 5-Blade Swept Blade Turbofan Propellers vs OEM	-54.0 lbs
Aluminum 4-Blade Swept Blade Turbofan Propellers vs OEM	-41.2 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors (350 Only)	23.0 lbs
Crown Wing Locker System	109.0 lbs
200, B200, B200GT, 250, 260	
Composite 5-Blade Swept Turbofan Propellers vs OEM (avg.)	-48.0 lbs
Aluminum 4-Blade Swept Turbofan Propellers	
Replaces Factory-Installed Hartzell 4-Blade Aluminum Propellers	0.8 lbs
Replaces Factory-Installed Hartzell 3-Blade Propellers	27.6 lbs
Replaces McCauley 4-Blade Propellers	6.6 lbs
Ram Air Recovery System	5.0 lbs
Enhanced Performance Leading Edges	0.0 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	23.0 lbs
Crown Wing Locker System	109.0 lbs
100, A100, B100	
Quiet Turbofan Propeller System	
Model 100	44.8 lbs
Model A100	-37.2 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	
100/A100	9.0 lbs
B100	9.0 lbs
F90, F90-1	
Quiet Turbofan Propeller System	-47.8 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	9.0 lbs
C90, C90A, C90B, C90GT, C90GTi, C90GTx, E90	
Swept Blade Turbofan Propellers	
Replaces Factory-Installed Hartzell 3-Blade Propellers	42.4 lbs
Replaces Factory-Installed Hartzell 4-Blade Propellers	8.4 lbs
Replaces McCauley 4-Blade Propeller	2.4 lbs
Dual Aft Body Strakes	2.8 lbs
Crown Wing Locker System	111.0 lbs

F90, F90-1 Performance Systems



**93" Power Props
(TFPS)**

Available Systems



Dual Aft Body Strakes (DABS)



**High Flotation Gear Doors (HFGD)
*if HFG-equipped***

300, 350, 360 Performance Systems

300, 350, 360 Systems



Available Systems



Composite 5-Blade Swept Propellers
(5-SBTP)



Aluminum 4-Blade Swept Propellers
(4-SBTP)



Dual Aft Body Strakes
(DABS)



High Flotation Gear Doors
(HFGD) *if HFG-equipped*



Crown Wing Lockers
(CWLS)

90 Series EPIC Performance Packages



Required EPIC Elements



Swept Blade Turbopropellers
(SBTP)



Dual Aft Body Strakes
(DABS)



Crown Wing Lockers
(CWLS) *Optional*

90 Series EPIC Performance Benefits

- Increased takeoff (10,500 lbs) and landing (9,700 lbs) weight
- Improved FAA-Certified takeoff and landing field-length performance
- Greater payload, fuel and range capability from shorter runways and hot-high scenarios
- Higher engine operating ITTs for better climb and cruise performance (LJ-1062 and earlier)
- Quieter operations through reduced climb and cruise RPM

EPIC-Equipped C90GT, C90GTi, C90GTx

FAA-Certified EPIC Performance Data for PT6A-135A engines

Includes C90, C90A and C90B with Blackhawk PT6A-135A Engines

Takeoff Distance (MTOW, Flaps Up)	EPIC-Equipped C90GT, GTi, GTx	Factory C90GTx	Improvements
Takeoff Distance (SL, ISA)	1,980 ft	3,240	1,260 ft less runway
Takeoff Distance (5000 ft, 25° C)	3,370 ft	4,600	1,230 ft less runway
Accelerate-Stop (SL, ISA)	3,690 ft	4,200	510 ft less runway
Accelerate-Go (SL, ISA)	3,110 ft	4,390	1,280 ft less runway

Cruise

Cruise RPM	1,750 RPM	1,900 RPM	150 RPM less
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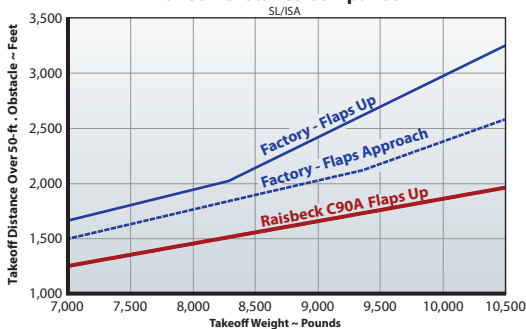
Landing (MLW, SL, ISA, Flaps Down)

Landing Distance w/o Reverse	2,100 ft	2,510	410 ft less runway
Landing Distance with Reverse	1,600 ft	2,350	750 ft less runway
Noise (Part 36 / ICAO)	74.8 dB(A)	76.0 dB(A)	1.2 dB(A) quieter

Other

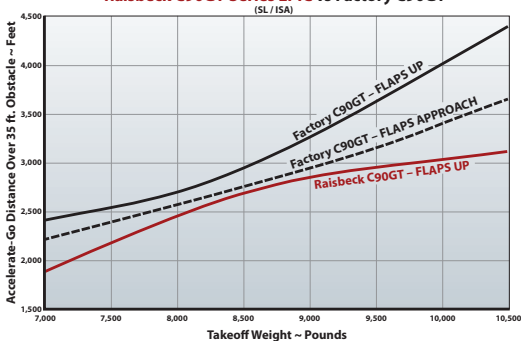
Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	90" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence
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Takeoff Distance Comparison



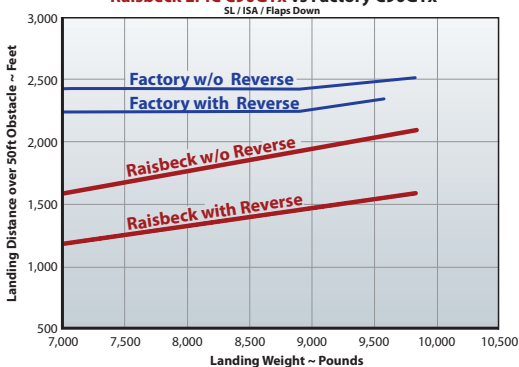
Raisbeck's EPIC Performance Package is a standard factory installation on all new C90GTx models, LJ-2121 and after.

**Twin-Engine Accelerate-Go Distance Comparison
Raisbeck C90GT-Series EPIC vs Factory C90GT**



Safely operate in and out of shorter runways.

**Landing Distance Comparison
Raisbeck EPIC C90GTx vs Factory C90GTx**



EPIC-Equipped C90, C90A, C90B

FAA-Certified EPIC Performance Data

Takeoff	EPIC-Equipped C90, C90A, C90B	Factory C90, C90A, C90B	Improvements
Takeoff Gross Weight	10,500 lbs	9,650-10,100 lbs	400 - 850 more lbs
Takeoff Distance Over 50' @ MTOW	2,190 ft	2,710 ft	22% shorter
Accelerate-Go Distance	3,000 ft	3,650 ft	18% shorter
Accelerate-Stop Distance	3,785 ft	3,600 ft	185 ft longer at 400 lbs heavier
Takeoff Climb Gradient	4.8%	4.8%	Same at 400 lbs heavier

Climb

Single Engine Rate-of-Climb	525 fpm	495 fpm	6% better
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Cruise

Cruise RPM	1,750 RPM	1,900 RPM	150 RPM less
Maximum Cruise ITT	695° C	635° - 695° C	All upgraded to C90A/B

Landing

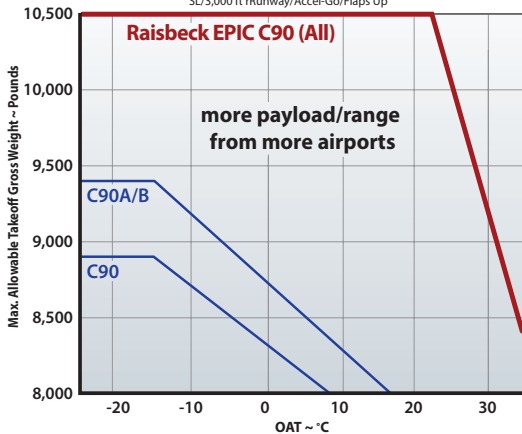
Landing Distance Over 50 ft (no reverse)	2,160 ft	2,290 ft	6% less runway
Landing Gross Weight	9,700 lbs	9,600 lbs	100 lbs more

Other

Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	90" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence
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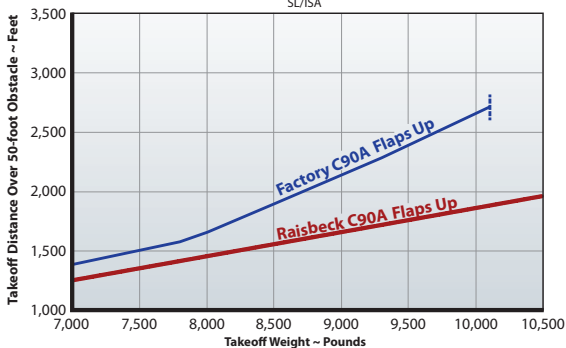
Allowable Takeoff Weight Comparison

SL/3,000 ft rRunway/Accel-Go/Flaps Up



Twin-Engine Takeoff Distance Comparison

SL/ISA

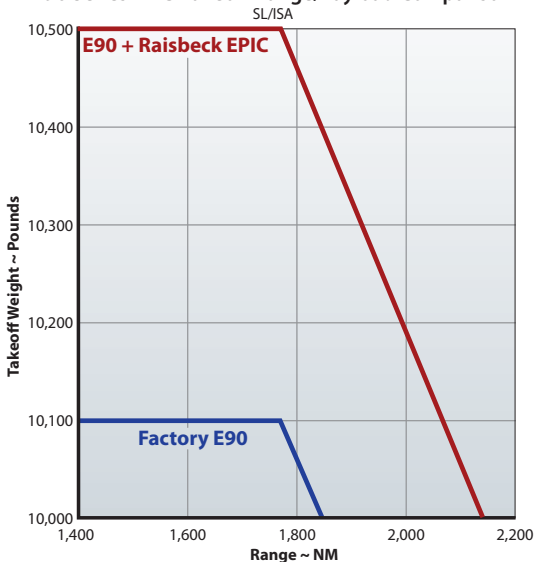


EPIC-Equipped E90

FAA-Certified E90 EPIC Performance Data

Includes aircraft with Blackhawk engine upgrades

E90 Series EPIC Takeoff Range/Payload Comparison



Benefits

- 400 lbs MTOW increase to 10,500 lbs
- Increased payload
- Increased range
- Measurably quieter cockpit, cabin and exterior
- Reduced takeoff and cruise RPM with no performance loss; specifically:
 - 1,900 takeoff RPM (vs. 2,200 Factory)
 - 1,750 cruise RPM (vs. 1,900 Factory)



SEVEN POINTS

of Airplane Productivity

Every Raisbeck Engineering product has been put to a critical test. Only those which passed have made it into production.

THE TEST

Each System must make a positive, if small, contribution to every one of these seven areas of productivity, and must make a major contribution to at least one.

- **Payload** – *How much can you carry?*
- **Range** – *How far can you carry it?*
- **Block Speed** – *How fast can you get it there?*
- **Airport Availability** – *Where can you get it into and out of?*
- **Cost** – *What are the effects on your direct and indirect operating costs? Resale value?*
- **Ramp Appeal** – *Is it aesthetically pleasing to you?*
- **Market Acceptance** – *Is it popular with you, your pilot, your mechanic?*

100 Series EPIC Performance Packages



EPIC-Equipped A100 Performance

King Air A100	EPIC-Equipped A100	Factory A100	Improvements
Max. Takeoff Gross Weight	12,008 lbs	11,500 lbs	508 more lbs
Typical Empty Weight	7,247 lbs	7,280 lbs	33 less lbs
Typical Useful Load	4,761 lbs	4,220 lbs	541 more lbs
Zero Fuel Weight	10,000 lbs	9,600 lbs	400 more lbs
Maximum Zero Fuel Load	2,753 lbs	2,320 lbs	433 more lbs
Takeoff RPM	2,000	2,200	200 RPM less
Climb Horsepower	680	620	60 more HP
Cruise RPM	1,750	1,900	Quieter cockpit & cabin
Minimum Ground RPM	1,100	1,250	150 RPM less

EPIC-Equipped 100 Performance

King Air 100	EPIC-Equipped 100	Factory 100	Improvements
Max. Takeoff Gross Weight	11,846 lbs	10,600 lbs	1,246 more lbs
Typical Useful Load	5,017 lbs	3,820 lbs	1,197 more lbs
Maximum Zero Fuel Load	3,171 lbs	2,820 lbs	351 more lbs
Maximum Landing Weight	11,210 lbs	10,600 lbs	610 more lbs
Takeoff RPM	2,000	2,200	200 RPM less
Climb Horsepower	680	620	60 more HP
Cruise RPM	1,750	1,900	Quieter cockpit & cabin



Required EPIC Elements



Power Props (TFPS)



Dual Aft Body Strakes (DABS)



High Flotation Gear Doors*
(HFGD) if HFG-equipped

* Please contact our Raisbeck Sales Team for availability of 100/A100 series HFGD.

200 Series EPIC Performance Packages

200 Series EPIC Performance Benefits

- Certified to operate safely in and out of over 3,000 additional airports in the U.S.A. alone
- Additional FAA certification to FAR Part 25 commercial airline standards, including Balanced Field Lengths
- Shorter takeoff, higher climb rates and higher cruise altitudes, increased cruise speeds and range, and shorter landing distances
- Your ride, as either pilot or passenger, is measurably quieter, smoother and more stable



Enhanced Performance Leading Edges (EPLE)



Ram Air Recovery System (RARS) factory installed on 250s



Dual Aft Body Strakes (DABS)



Required EPIC Elements



Composite 5-Blade Swept Props
(5-SBTP)



Aluminum 4-Blade Swept Props
(4-SBTP)



High Flotation Gear Doors
(HFGD) *if HFG-equipped*



Crown Wing Lockers
(CWLS) *Optional*

250 EPIC PLATINUM

FAA-certified EPIC Platinum Performance Data with PT6A-52 Engines & High Flotation Gear¹

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Platinum 250	Factory 250	Improvements
Distance Over 50 ft	2,210 ft	3,270 ft	1,060 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,250 ft	3,380 ft	130 ft less runway
Accelerate-Go Distance	3,450 ft	6,700 ft	3,250 ft less runway

¹ High Flotation Gear only affects Balanced Field Length and Landing Distance

Climb (12,500 lbs, SL/ISA)

Two Engine Rate-of-Climb	2,520 ft/min	2,370 ft/min	150 ft/min more
Time-to-Climb to 28,000 ft	14 minutes	17 minutes	3 minutes quicker
Time-to-Climb to 33,000 ft	18 minutes	23 minutes	5 minutes quicker

Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	314 ktas ²	300 ktas	14 knots faster
Max. Cruise Speed, 33,000 ft	303 ktas	290 ktas	13 knots faster
Max. Cruise Prop RPM	1,600 - 1,800	1,700 - 1,800	Quieter cockpit & cabin

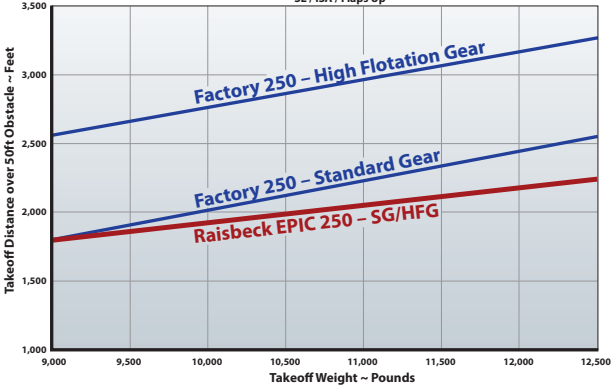
² Includes effect of winglets

Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	1,810 ft	2,590 ft	780 ft less runway
Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence

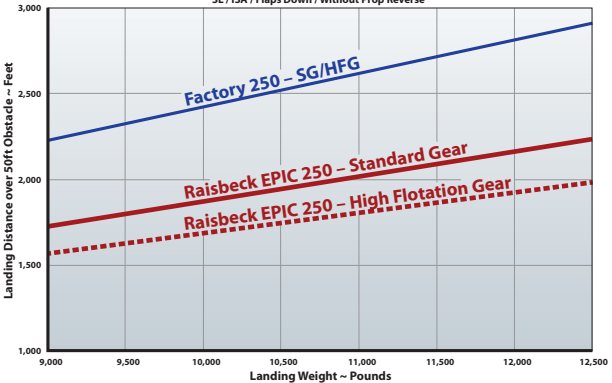
Twin-Engine Takeoff Distance Comparison Raisbeck EPIC 250 vs Factory 250

SL / ISA / Flaps Up



Landing Distance Comparison Raisbeck EPIC 250 vs Factory 250

SL / ISA / Flaps Down / Without Prop Reverse



B200GT EPIC PLATINUM

FAA-certified EPIC Platinum Performance Data with PT6A-52 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Platinum B200GT	Factory B200GT	Improvements
Distance Over 50 ft	2,210 ft	3,300 ft	1,090 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,250 ft	3,380 ft	130 ft less runway
Accelerate-Go Distance	3,450 ft	6,370 ft	2,920 ft less runway

Climb (12,500 lbs, SL/ISA)

Two Engine Rate-of-Climb	2,510 ft/min	2,420 ft/min	90 ft/min more
Time-to-Climb to 28,000 ft	14 minutes	16 minutes	2 minutes quicker
Time-to-Climb to 33,000 ft	18 minutes	22 minutes	4 minutes quicker

Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	318 ktas	307 ktas	11 knots faster
Max. Cruise Speed, 33,000 ft	307 ktas	296 ktas	11 knots faster
Max. Cruise Prop RPM	1,600 - 1,800	1,700 - 1,800	Quieter cockpit & cabin

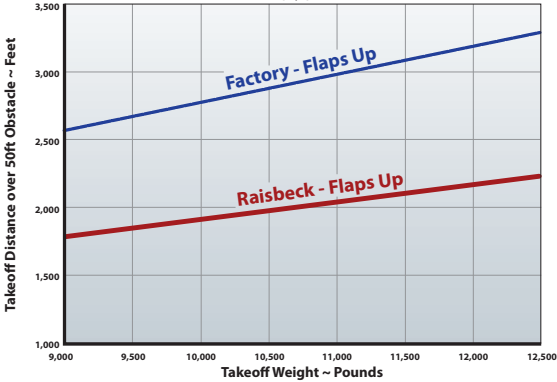
Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	1,810 ft	2,500 ft	690 ft less runway

Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence
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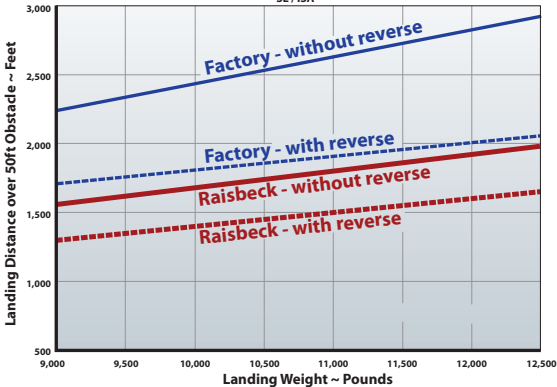
Twin-Engine Takeoff Distance Comparison
Raisbeck EPIC B200GT vs Factory B200GT

SL / ISA



Landing Distance Comparison
Raisbeck EPIC B200GT vs Factory B200GT

SL / ISA



B200GT EPIC GOLD

FAA-certified EPIC Gold Performance Data with PT6A-52 Engines

With Factory Hartzell 4-Blade Aluminum Propellers

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Gold B200GT	Factory B200GT	Improvements
Distance Over 50 ft	2,825 ft	3,300 ft	475 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,990 ft ¹	3,380 ft	610 ft more runway
Accelerate-Go Distance	3,990 ft ¹	6,360 ft	2,370 ft less runway

¹ Same as BFL at Airline Safety Standards. Raisbeck EPIC Gold AFMS does not include Accel- Stop/Go Distances.

Cruise (11,000 lbs, ISA)

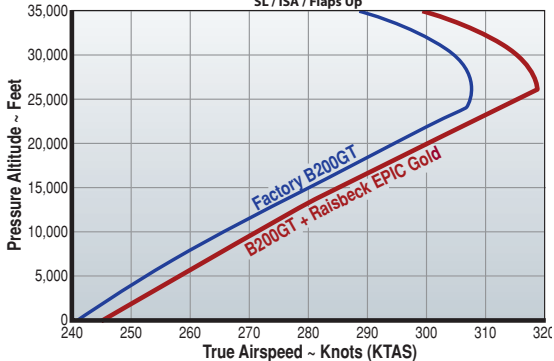
Max. Cruise Speed, 28,000 ft	318 ktas	307 ktas	11 knots faster
Max. Cruise Speed, 33,000 ft	308 ktas	297 ktas	11 knots faster

Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	2,025 ft	2,590 ft	565 ft less runway

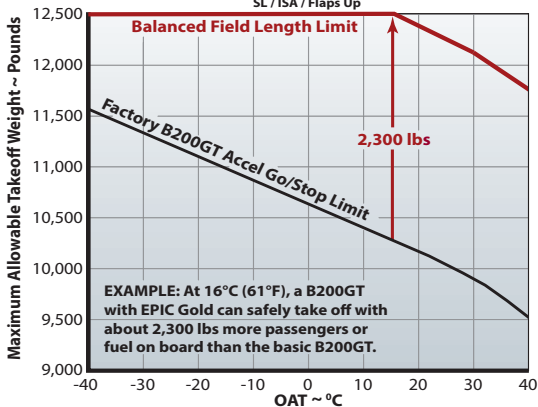
Cruise Speed Comparison
Raisbeck EPIC B200GT vs Factory B200GT

SL / ISA / Flaps Up



Allowable Takeoff Weight Comparison
Raisbeck EPIC B200GT vs Factory B200GT

SL / ISA / Flaps Up



B200 EPIC PLATINUM

FAA-Certified EPIC Performance Data with PT6A-42 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Platinum B200	Factory B200	Improvements
Distance Over 50 ft	2,210 ft	3,300 ft	1,090 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,250 ft	3,380 ft	130 ft less runway
Accelerate-Go Distance	3,450 ft	6,370 ft	2,920 ft less runway

Climb (12,500 lbs, SL/ISA)

Two Engine Rate-of-Climb	2,510 ft/min	2,420 ft/min	90 ft/min more
Time-to-Climb to 28,000 ft	15 minutes	19 minutes	4 minutes quicker
Time-to-Climb to 33,000 ft	22 minutes	29 minutes	7 minutes quicker

Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	295 ktas	285 ktas	10 knots faster
Max. Cruise Speed, 33,000 ft	286 ktas	273 ktas	13 knots faster
Max. Cruise Prop RPM	1,600 - 1,800	1,800	Quieter cockpit & cabin

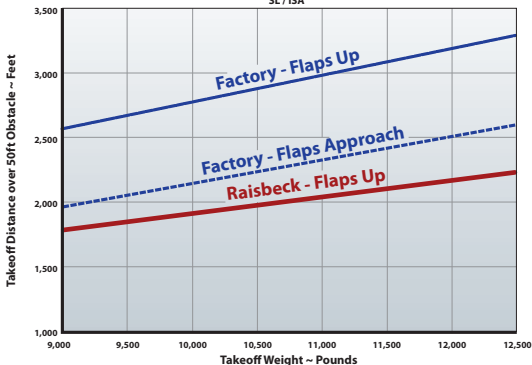
Landing (Flaps Down 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	1,810 ft	2,500 ft	690 ft less runway

Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence
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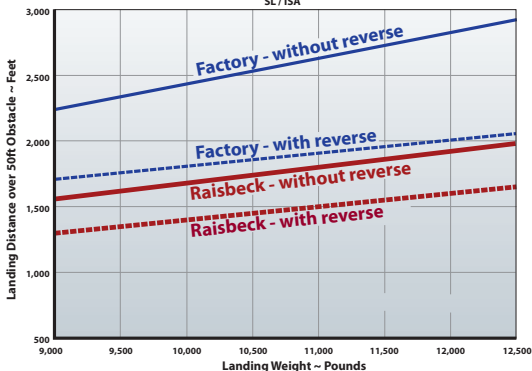
Twin-Engine Takeoff Distance Comparison Raisbeck EPIC B200 vs Factory B200

SL / ISA



Landing Distance Comparison Raisbeck EPIC B200 vs Factory B200

SL / ISA



B200 EPIC GOLD

FAA-Certified EPIC Performance Data with PT6A-42 Engines

With Factory Hartzell 4-Blade Aluminum Propellers

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Gold B200	Factory B200	Improvements
Distance Over 50 ft	2,825 ft	3,300 ft	475 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,990 ft ¹	3,380 ft	610 ft more runway
Accelerate-Go Distance	3,990 ft ¹	6,360 ft	2,370 ft less runway

¹ Same as BFL at Airline Safety Standards. Raisbeck EPIC Gold AFMS does not include Accel- Stop/Go Distances.

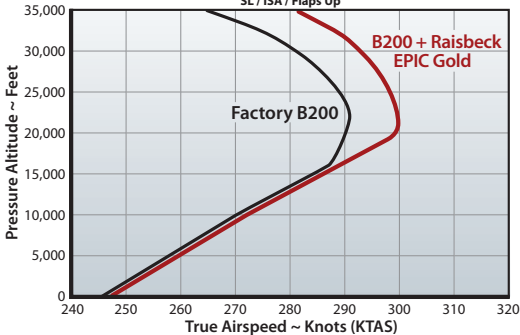
Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	295 ktas	285 ktas	10 knots faster
Max. Cruise Speed, 33,000 ft	286 ktas	273 ktas	13 knots faster

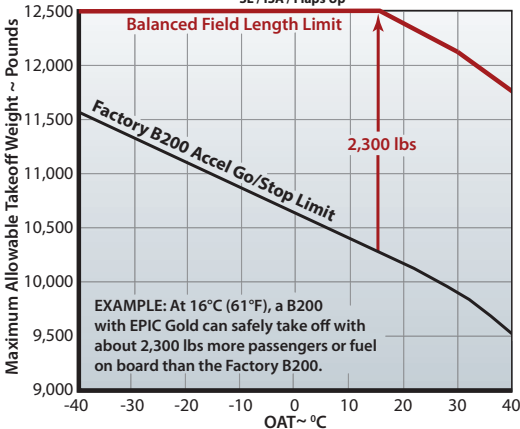
Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	2,025 ft	2,590 ft	565 ft less runway

Cruise Speed Comparison
Raisbeck EPIC B200 vs Factory B200
 SL / ISA / Flaps Up



Allowable Takeoff Weight Comparison
Raisbeck EPIC B200 vs Factory B200
 SL / ISA / Flaps Up



200 EPIC PLATINUM

FAA-Certified EPIC Performance Data with PT6A-41 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	EPIC Platinum 200	Factory 200	Improvements
Distance Over 50 ft	2,210 ft	3,300 ft	1,090 ft less runway
Part 25 Balanced Field Length (BFL)	3,990 ft	Not Certified	Airline Safety Standards
Accelerate-Stop Distance	3,250 ft	3,380 ft	130 ft less runway
Accelerate-Go Distance	3,450 ft	6,370 ft	2,920 ft less runway

Climb (12,500 lbs, SL/ISA)

Two Engine Rate-of-Climb	2,510 ft/min	2,420 ft/min	90 ft/min more
Time-to-Climb to 28,000 ft	17 minutes	21 minutes	4 minutes quicker
Time-to-Climb to 33,000 ft	25 minutes	37 minutes	12 minutes quicker

Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	283 ktas	271 ktas	12 knots faster
Max. Cruise Speed, 33,000 ft	270 ktas	256 ktas	14 knots faster
Max. Cruise Prop RPM	1,600 - 1,800	1,900	Quieter cockpit & cabin

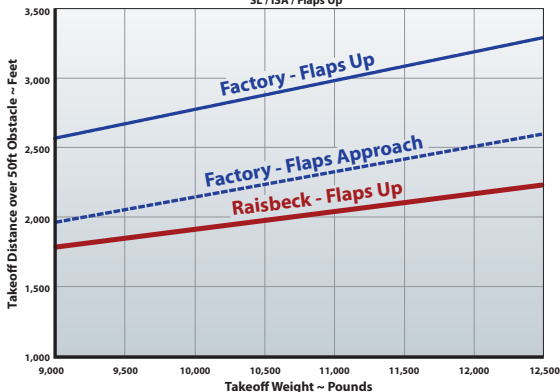
Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed (V_{REF})	90 kts	99 kts	9 kts slower approach
Landing Distance Over 50 ft (without prop reverse)	1,810 ft	2,500 ft	690 ft less runway

Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> • Exceptional performance • Stunning ramp presence
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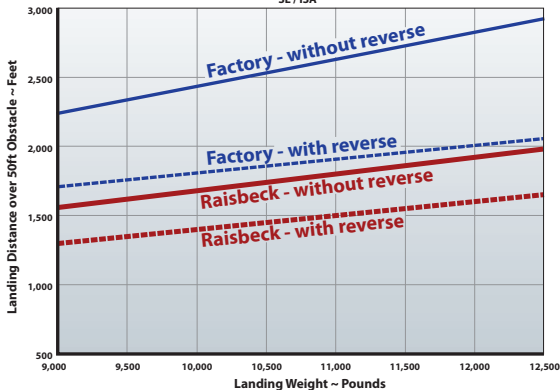
Twin-Engine Takeoff Distance Comparison Raisbeck EPIC 200 vs Factory 200

SL / ISA / Flaps Up



Landing Distance Comparison Raisbeck EPIC 200 vs Factory 200

SL / ISA



EPIC Savings with the EPIC Caravan 208B



EPIC Caravan Elements

EPIC Caravan



Forward Cargo Pod Fairing



Dual Aft Body Strakes



Cruise Faster Or Reduce Fuel Flows—Now the Choice is Yours!

EPIC Caravan reduces drag in all flight phases while offering the option to add nearly 5 knots cruise speed at the same power setting, or reduce fuel flows and lower ITTs—thereby reducing engine wear and maintenance, and making operations more cost-effective and environmentally friendly. In addition, the Dual Aft Body Strakes enhance pilot control and handling qualities; and the Forward Cargo Pod Fairing eliminates the need for a cargo pod de-ice boot, further reducing maintenance costs for the life of the aircraft.



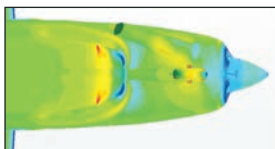
Increasing your operating profit

The Cessna Caravan has long been recognized as a dependable, utilitarian, single-engine turboprop aircraft with a robust design and workhorse attitude. In keeping with Raisbeck's mission to improve the productivity and efficiency of business aircraft, Raisbeck's team of engineers saw a clear opportunity with the Cessna Caravan 208B equipped with a factory cargo pod to reduce drag, thus increasing the aircraft's cruise speed, reducing fuel consumption and reducing engine ITT. Reducing drag will significantly improve the Caravan's overall efficiency and increase profitability for its operators.

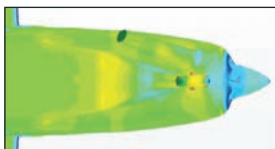
EPIC Caravan is the end product of that vision: a drag reduction system engineered to be as tough as the Cessna Caravan 208B that gives operators the choice of faster cruise speeds or reduced fuel flows and ITT, making operations more cost-effective, flexible and profitable. As a bonus, lower fuel flows result in lower emissions, making operations more environmentally friendly.

EPIC CARAVAN CFD VISUALIZATIONS

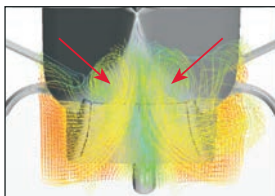
identify opportunities to improve efficiency



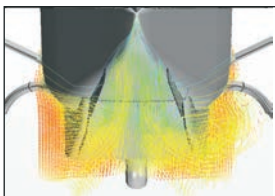
Baseline highlights high drag regions at front of cargo pod



Raisbeck fairing reduces drag and smooths airflow at front of cargo pod



Baseline highlights regions of high drag and turbulent airflow under aft fuselage, creating drag and inducing yaw



Raisbeck strakes reduce drag and smooth airflow under aft fuselage, eliminating yaw and improving control/handling

Forward Cargo Pod Fairing

- Reduced drag results in increased climb and cruise performance
- With Raisbeck's design, the need for a cargo pod de-icing boot is eliminated, resulting in lower maintenance costs and less downtime with no impact on the aircraft's FIKI authorization
- The forward fairing's streamlined design eliminates the trapping of airflow behind the nose gear and in front of the leading edge of the cargo pod

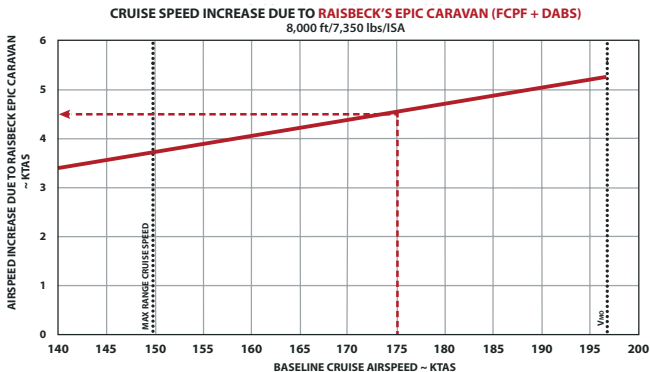
Dual Aft Body Strakes

- Decreased drag results in increased climb and cruise performance
- Pilot control and handling qualities are enhanced
- Equivalent vertical tail area is increased, smoothing the airflow from the cargo pod and forward fuselage, thereby improving directional stability and ride comfort

Expanding Your Operational Choices

EPIC Caravan Flight Test Results

Let's talk about the data recorded over hundreds of hours of flight tests for the Cessna Caravan 208B

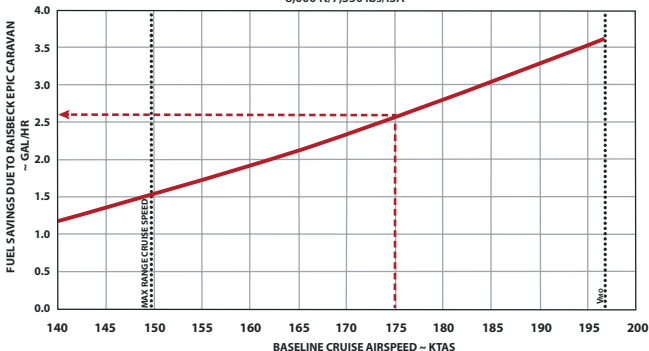


Increased Cruise Speed

At fixed power setting/fuel flow, EPIC Caravan adds 4-5 ktas of airspeed



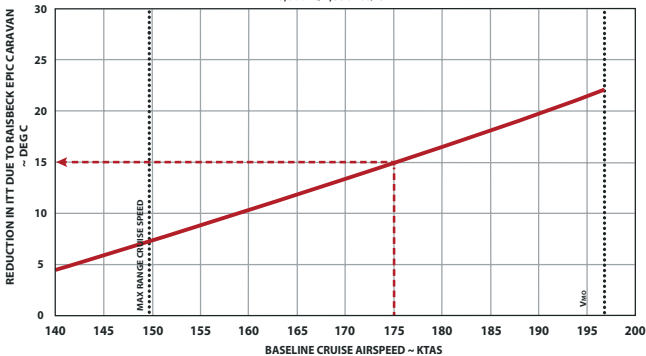
CRUISE FUEL SAVINGS DUE TO RAISBECK'S EPIC CARAVAN (FCPF + DABS)
8,000 ft/7,350 lbs/ISA



Fuel Savings

At fixed airspeed of 175 ktas, EPICaravan reduces fuel flow by ~2.6 gal/hr

REDUCTION IN ITT DUE TO RAISBECK'S EPIC CARAVAN (FCPF + DABS)
8,000 ft/7,350 lbs/ISA



Reduced ITT

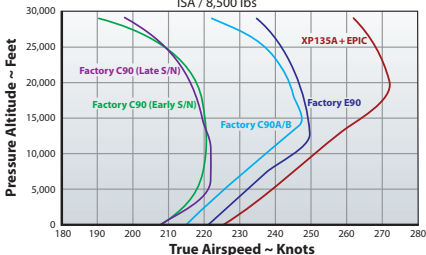
At a typical 175 ktas fixed airspeed, EPIC Caravan results in ~15°C reduction in ITT due to reduction in drag and associated power required for level flight

Raisbeck + Blackhawk Performance Upgrades



Considering an upgrade? Transform your 90 or 200 Series King Air and enjoy optimum performance with Raisbeck's EPIC Performance Packages and Blackhawk Engine+ Upgrades. All Raisbeck Performance Systems are fully compatible and certified with

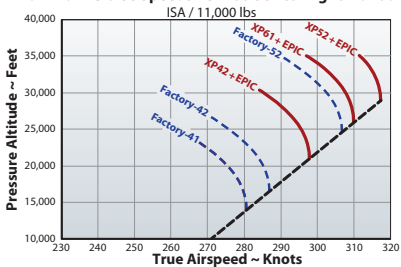
Raisbeck EPIC + Blackhawk vs Factory Comparison
Maximum Cruise Speeds Per 90 Series Flight Manuals
ISA / 8,500 lbs





Blackhawk XP52, XP61 and XP135A Engine+ Upgrades.
 It's the ultimate power pairing. For more information about
 Blackhawk engines, contact sales@blackhawk.com

Raisbeck EPIC + Blackhawk vs Factory Comparison
Maximum Cruise Speeds Per 200 Series Flight Manuals



Blackhawk

2023 King Air Individual System

300, B300, 350, 360	Avg. Install
5-Blade Composite Swept Blade Propellers (5-SBTP)	37 hrs
4-Blade Aluminum Swept Blade Propellers (4-SBTP)	35 hrs
Dual Aft Body Strakes (DABS)	35 hrs
High Flotation Gear Doors (HFGD) 350/360 Only	80 hrs
Crown Wing Locker System (CWLS)	115 hrs

200, B200, B200GT, 250, 260	Avg. Install
5-Blade Composite Swept Blade Propellers (5-SBTP)	37 hrs
4-Blade Aluminum Swept Blade Propellers (4-SBTP)	35 hrs
Ram Air Recovery System (RARS)	60 hrs
Enhanced Performance Leading Edges (EPL)	80 hrs
Dual Aft Body Strakes (DABS)	35 hrs
High Flotation Gear Doors (HFGD)	80 hrs
Crown Wing Locker System (CWLS)	115 hrs

100, A100, B100	Avg. Install
Power Props (TFPS) – Special Order Only	75 hrs
Dual Aft Body Strakes (DABS)	35 hrs
High Flotation Gear Doors (HFGD)*	80 hrs

* Please contact our Raisbeck Sales Team for availability of 100/A100/B100 series HFGD.

2023 King Air Individual System

F90, F90-1	Avg. Install
Power Props (TFPS) – Special Order Only	45 hrs
Dual Aft Body Strakes (DABS)	35 hrs
High Flotation Gear Doors (HFGD)	80 hrs

A90, B90, C90, C90GT, C90GTi, C90GTx, E90	Avg. Install
Swept Blade Turbofan Propellers (SBTP)	35 hrs
Dual Aft Body Strakes (DABS)	35 hrs
Crown Wing Locker System (CWLS)	115 hrs

Notes

- 1) For pricing, please contact your Raisbeck Engineering Sales Representative. Cost of shipping, installation and paint are not included in the basic pricing.
- 2) Installation times noted are average hours only. Actual installation hours may vary.
- 3) Time estimates do not include painting or avionics updating where necessary.
- 4) Customer retains old propellers for resale or dealer credit.
- 5) If your aircraft is equipped with high flotation gear, Raisbeck High Flotation Gear Doors must be installed to be eligible for EPIC Package and are required by the FAA-Approved EPIC Flight Manual Supplement.
- 6) Raisbeck Power Props (TFPS) are still available for fleet operators and those who wish to stay with the older design.

Did you know?

Since our first installation in 1982, thousands of Raisbeck Systems have been installed on more than 6,400 King Airs, accumulating many millions of flight hours in service. Raisbeck Engineering has never been issued an Airworthiness Directive or FAA-Mandatory Service Bulletin.

2023 King Air EPIC Packages

Raisbeck Performance Systems are individually engineered to enhance specific operational areas of your King Air. We've packaged these Systems in particular combinations to take advantage of the positive synergistic effect they produce on the overall performance of each King Air model. We call this strategic integration "EPIC" for its impressive performance and money-saving package pricing.

EPIC Platinum w/ Composite 5-Blade Swept Propellers 200, B200, B200GT, 250, 260	EPIC Platinum
	EPIC Platinum + CWLS
	EPIC Platinum + HFGD
	EPIC Platinum + CWLS + HFGD
EPIC Platinum w/ Aluminum 4-Blade Swept Propellers 200, B200, B200GT, 250, 260	EPIC Platinum
	EPIC Platinum + CWLS
	EPIC Platinum + HFGD
	EPIC Platinum + CWLS + HFGD
EPIC Gold B200, B200GT (retains OEM Props)	EPIC Gold
	EPIC Gold + CWLS
	EPIC Gold + HFGD
	EPIC Gold + CWLS + HFGD
<ul style="list-style-type: none">• EPIC Gold applies only to aircraft equipped with Hartzell HC-E4N-3G/D93905K-1R propellers (factory installed at BB-1509 and after, BY-1 and after, or earlier aircraft fitted with this Hartzell 4-blade aluminum propeller) or previously installed Raisbeck TFPS/SBTP. EPIC Gold does not apply to King Air 250 aircraft.	
C90 Series/ E90 EPIC w/ Swept Props	EPIC
	EPIC + CWLS
100, A100 EPIC *TFPS are special order	EPIC
	EPIC + HFGD**

** Please contact our Raisbeck Sales Team for availability of 100/A100 series HFGD.

SBTP Raisbeck/Hartzell Swept Blade Props
TFPS Raisbeck/Hartzell Quiet Power Props
RARS Ram Air Recovery System
EPLE Enhanced Performance Leading Edges

DABS Dual Aft Body Strakes
HFGD High Flotation Gear Doors
CWLS Crown Wing Locker System

SBTP	RARS	EPLE	DABS	HFGD	CWLS	Avg. Install Time
•	•	•	•			210 hrs
•	•	•	•		•	325 hrs
•	•	•	•	•		290 hrs
•	•	•	•	•	•	405 hrs
						210 hrs
•	•	•	•		•	325 hrs
						290 hrs
•	•	•	•	•	•	405 hrs
•	•	•	•		•	
•	•	•	•	•	•	
<p>• EPIC Completion: the additional kits will be priced at multi-system if purchased and delivered within the same calendar year as the initial purchase. Please contact your Raisbeck Engineering sales representative for pricing.</p>						
						70 hrs
•		•		•		185 hrs
						110 hrs
TFPS			•	•		190 hrs

2023 EPIC Caravan

Cessna Caravan 208B	Price	Avg. Install
EPIC Caravan System	Contact Sales for Pricing	60-65 hrs

Epic Caravan Component	Initial Installation Man-Hours*	Installation Man-Hours after "Learning"	Preliminary Weights
Forward Fairing & Systems	32 man-hours	25 man-hours	31.5 lb.
Dual Aft Body Strakes	32 man-hours	25 man-hours	6.1 lb.

THE "EPIC" CARAVAN CONFIGURATION OFFERS MULTIPLE BENEFITS

Your choice of increased speed or reduced fuel flow and reduced ITT

- At the same power setting, increased speed will be achieved ... nearly 5 KTAS if the baseline cruise speed is 175 KTAS
- At the same airspeed, fuel flow will be significantly reduced ... again at 175 KTAS, approximately 2.6 gal/hr savings
- Achieve not only lower fuel flows at the same block speeds, but also enjoy lower engine maintenance costs and longer TBOs by flying with lower torque settings and, with that, correspondingly lower Inter-Turbine Temperatures (ITT) ... ~15 deg C at 175 KTAS. Specifically, lower ITT will result in less stress and wear to the engine's overhaul cost driver and most critical components, the CT Blades and wheel

Eliminate cargo pod de-icing boot

- Raisbeck's icing model predicted that no de-icing boot would be needed on the forward fairing
- Icing testing confirmed analysis
- This eliminates annual maintenance costs, particularly due to FOD or exposure to engine fluids
 - Typical boot cost is \$3600 and replacement labor cost is \$2200 ... MTBR determines annual cost

Lower flight hours for the same legs

- Increased speed means lower flight hours ... almost 2.5% if baseline cruise was 175 KTAS
- 2.5% lower flight hours = lower maintenance costs

Lower Fuel Flow = Lower emissions = More Environmentally Friendly

2023 Beechcraft Aftermarket Products

Product	Part No.	Aircraft Applicability	Install Time
Flow Through Anti-Ice Kit	BI-1001-1	King Air 200, B200	10-15 hrs
Fuel Pan	BI-2802-101	King Air 200, B200, B200GT, 300, B300; Beech 1900, Bonanza B36CT, Baron 58P & 58TC	2 hrs
Fuel Pan Assembly	BI-2802-1	King Air 200, B200, B200GT, 300, B300; Beech 1900, Bonanza B36CT, Baron 58P & 58TC	2 hrs
Floorboard Panel (replaces Beechcraft 101-420060-1)	18BI-53-121	King Air 200, B200, B200GT	2 hrs
Floorboard Panel (replaces Beechcraft 101-420061-1)	18BI-53-123	King Air 200, B200, B200GT	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-327)	18BI-53-125	King Air 200, B200, C90A, C90GT, 65-A90, A90, B90, E90, F90, 100, A100, B100, 99 Airliner	2 hrs
Floorboard Panel (replaces Beechcraft 100-430057)	18BI-53-127	King Air 200, B200, 100, A100, B100	2 hrs
Floorboard Panel (replaces Beechcraft 100-430058)	18BI-53-129	King Air 200, B200, 100, A100, B100	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-183)	19BI-53-131	King Air 65-A90, B90, 99 Airliner	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-321)	19BI-53-133	King Air 65-A90, B90, 99 Airliner	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-395)	19BI-53-135	King Air C90, E90	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-401)	19BI-53-137	King Air C90, E90	2 hrs
Floorboard Panel (replaces Beechcraft 50-420014-471)	19BI-53-139	King Air C90	2 hrs
Floorboard Panel (replaces Beechcraft 50-440012-553, 50-440012-555)	18BI-53-145	King Air 200, B200, B200GT, 300, B300, 65-A90, A90, B90, C90A, C90GT, C90GTi, E90, F90, 99 Airliner <i>50-440012-555 does not apply to 200, B200</i>	6-8 hrs
Floorboard Panel (replaces Beechcraft 50-440012-655)	18BI-53-145	King Air 200, B200, B200GT, 300, B300, 65-A90, C90A, C90GT, C90GTi, E90, F90, 99 Airliner	6-8 hrs

* Please contact our Customer Support Team for current pricing

United States Authorized Dealers

Visit raisbeck.com for current dealer listings and contact information

Alabama

South Coast Propeller Services
Blackhawk Aerospace Solutions

Arizona

Cutter Aviation – Phoenix
Northstar Aviation Services
Ottosen Propeller & Accessories
Textron Aviation – Mesa

Arkansas

AirResource Group
Central Flying Service, Inc.
Hampton Aviation
Rose Aircraft Services

California

Advancetech Aircraft Maintenance
American Propeller Service
Circle Air Group
Madera Jet Center
Mather Aviation – Hayward
Mather Aviation – Modesto
Mather Aviation – Sacramento
Mather Aviation – Van Nuys
RTS Aviation
Signature TECHNICAir – Fresno
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West Coast Aviation Services
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Mayo Aviation
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Emery Air, Inc.

Indiana

Textron Aviation – Indianapolis

Iowa

CammAir
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Kansas

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Yingling Aviation

Massachusetts

Turboprop East

Michigan

Signature TECHNICAir
– Grand Rapids

Minnesota

Elliott Aviation of Minneapolis
Signature TECHNICAir – St. Paul

Missouri

Blackhawk Aerospace Technologies

Nebraska

Hillaero

International Propeller Service

Nevada

Apex Aviation

New Hampshire

Pro Star Aviation

New York

Textron Aviation – Newburgh

North Carolina

Air Care, Inc.

Signature TECHNICAir

– Greensboro

Signature TECHNICAir

– Winston-Salem

Textron Aviation – Greensboro

North Dakota

Fargo Jet Center

Ohio

Stevens Aerospace

& Defense Systems

Winner Aviation

Oklahoma

Capital Aviation

Intercontinental Jet Services

Metrea Special Aerospace

Turban Aircraft Services

Oregon

Atlantic Aviation

Hillsboro Aviation

South Carolina

Eagle Aviation

SAI Flight Support

Stevens Aerospace
& Defense Systems

Venture Aviation

Tennessee

Stevens Aerospace

& Defense Systems

Tulsair Beechcraft, Inc.

Texas

Aerospace Instrument Support, Inc.

B&G Aviation LLC

Baker Aviation

Blackhawk Aerospace Modifications

Brodie's Aircraft

Cutter Aviation – Addison

Cutter Aviation – San Antonio

Deer Horn Aviation

Gantt Aviation

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North Texas Aircraft Services

Pollard Aircraft Sales

Textron Aviation – Houston

Textron Aviation – San Antonio

Utah

Eric's Leading Edge

Virginia

Dynamic Aviation

Wisconsin

Spring City Aviation

Textron Aviation – Milwaukee

International Authorized Dealers

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South Africa

Absolute Aviation

AUSTRALIA & ASIA

Australia

Jet Aviation – Cairns

Jet Aviation – Bankstown

Textron Aviation

India

Airworks

Philippines

Jet Aviation

Singapore

Jet Aviation

CANADA

Alberta, Canada

CanWest Air

Manitoba, Canada

Fast Air

Ontario, Canada

AMK Aviation

Field Aviation Sales, Ltd

EUROPE

Czech Republic

Textron Aviation – Prague
Service Center

Denmark

SUN-AIR Technic

France

Textron Aviation – Paris
Service Centre

Germany

Augsburg Air Service

Textron Aviation – Düsseldorf

Spain

Textron Aviation – Valencia
Service Center

Sweden

Bromma Air Maintenance AB

Switzerland

Textron Aviation – Zürich

United Kingdom

Gama Aviation – Bournemouth

MCA Aviation – Bournemouth

LATIN AMERICA**Mexico**

ALE Service Center, S. de R.L.
de C.V. – Monterrey

ALE Service Center, S. de R.L.
de C.V. – Toluca

SOUTH AMERICA**Guatemala**

Mode Aviation

Argentina

Aero Baires SACI

Brazil

CONAL

Solojet Aviação

Lider Aviação

Premium Tec Aviação Ltda.

Quick Aviação

TAM (Aviação Executiva)

Chile

Aviasur

Colombia

Searca S.A.

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