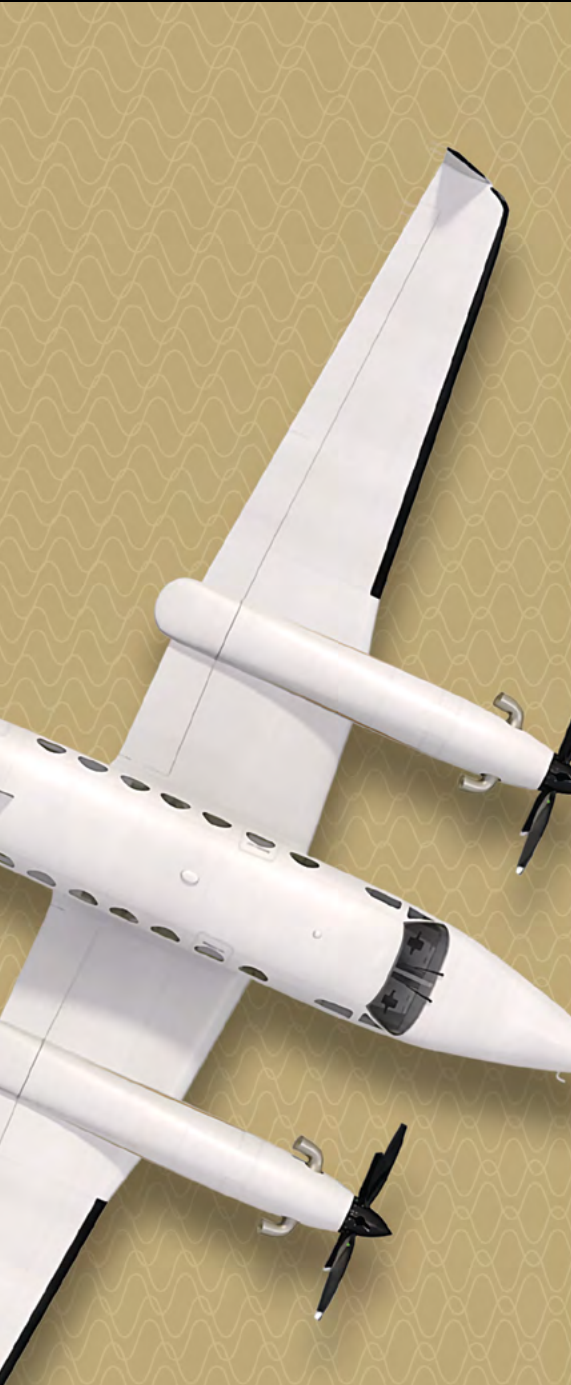


XP67A ENGINE+ UPGRADE TESTIMONIALS



This upgrade is beyond our expectations.

After flying with the new engines for 30 hours, I keep asking myself how is this plane still doing this. These new engines make it a whole new airplane, more like a rocket ship.

—Matthew Miller, Chief Pilot FL-553

The best thing about this plane is the climb.

I've been climbing at 160-150 KIAS and can get to FL280 in 12-13 minutes. It's really insane. We can get to 34,000 in about 15-17 minutes. 28 minutes in the Citation.

—Cody Pierce, Pilot FL-48

It's a new class of King Air.

I want to start a petition to get [the Blackhawk] KA350 model changed to a KA367, as it performs at an entirely higher level with the XP67A.

—Randal Chatterton, Chief Pilot FL-125

The boss loves the noticeably quieter cabin from the five blade props.

It gets better with each flight because we keep discovering new features. The upgrade is remarkable.

—Shawn Collins, Pilot FL-475

Heck yeah, that thing's great!

I have put about 240 hours on the engines so far. Doing everything you said it would. Just took a trip, Dayton to Naples FL310—FL320 at 330 KTAS.

—Chris Palmer, Chief Pilot FL-364



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XP67A ENGINE+ UPGRADE TESTIMONIALS

Writeup by Tom Clements, author of "The King Air Book".
Pilot, Advisor to FL-602

I received a call last March from a good friend and client who wanted my help in finding their company's next King Air.

I had helped them transition into a C90B many years ago and then worked with them on finding a B200 to replace the 90. Now the hope was to step up to a 350. When the call came in, Blackhawk had just received the approval for their STC that upgraded the engines from the PT6A-60As to the PT6A-67As. I commented that I thought this would be one of Blackhawk's most successful upgrades and for my friend to get in "on the ground floor" would have some nice benefit...not to mention having an airplane that would climb like a homesick angel and true 30 - 40 knots faster than before.

Although I can do a good job of evaluating airplanes and finding any discrepancies that may exist, in no way do I profess to be a sales professional. Hence, I enlisted the help of my friend Chip McClure, well-known here on BeechTalk. He did a marvelous job of finding and presenting numerous possibilities to the buyer and FL-602 was the particular serial number we selected. (The original registration number was N517DP and now it is N416NH.)

Both Chip and I recommended combining the engine upgrade with a complete redo of the instrument panel, and we recommended the new G1000NXi suite. Yes, some folks think we were crazy to remove an entire Collins Proline 21 system to install the G1000. One of the factors that played a roll in our decision-making was the fact that this 2008 vintage PL21 package did not yet comply with the ADS-B mandate and also the Collins PL21 modernization upgrade would need to be incorporated to allow the system to mate with the new engines. Doing these necessities would have cost over \$200K. That took a bit of the sting out of the G1000 cost. However, I would have recommended the G1000 even without that price reduction. When all was said and done -- new engines, props (for now, only the 5-blade MT prop is approved on this STC), and the G1000 -- the airplane lost a little over 200 pounds of weight. The BEW is now 9,520 pounds. With full fuel at 3,611 pounds we still have 1,969 pounds of payload. Wow! Put in ten

180-pounders and still have 169 pounds for baggage. What a load-hauler!

Stevens Aviation in Nashville, Tennessee, was the shop to which Chip steered us since they already had done the -67A and G1000 installations on other King Airs. It turns out that this was the very first G1000NXi (Phase II) / Blackhawk -67A combination ever done by anyone, and unfortunately there were some lengthy, unexpected, delays while waiting for the FAA's approval of this STC combination. I must extend a huge "Attaboy" to Gary Brown and his troops at Stevens since the airplane came out virtually squawk-free even after accomplishing all of this humongous work scope.

After waiting a week in Nashville, Jack Thomas -- the pilot/manager of the airplane -- and I finally departed on Thursday, July 26, and got as far as Rapid City, SD, (KRAP) on our way to pick-up the owner in Idaho. After spending the night in Rapid City, we went on to Sandpoint and then to Phoenix on Friday. Today, we did a quick pick-up in San Diego. We now have done five legs, not including the test/acceptance flight in Tennessee. The RVSM (Reduced Vertical Separation Minimums) paperwork has not yet been received so we have been limited to 28,000 feet. If you look closely at the pictures -- yes, I am posting a few! -- you will see the TAS has been in the 320 - 330 knot range. That is running at MCP (Maximum Cruise Power) per the Blackhawk table. The ITT limit for MCP is 840C and these fresh engines are running about 810 - 820...sweet!

This is only the second time I have flown any KA with MT props and I am quite impressed. Quiet, smooth, nice flare characteristics. I particularly like the fact that the 1,050 RPM minimum idle speed limit no longer applies and the horrific complexity of the Flight and Ground Low Pitch Stops has been totally eliminated. Only a single LPS now, just like in the C90- and 200-series.

Thus far, this truly is the Greatest King Air that I have yet had the pleasure to operate.

Well-done to all involved!

