



# PILOT'S GUIDE

## King Air 350 XP67A Engine+ Upgrade

### WELCOME TO INCREASED PERFORMANCE

Congratulations! You are now flying a Blackhawk-powered King Air 350 with more power, performance, and profit-increasing potential. This guide will help you better understand how to optimize your newly upgraded King Air.

---

#### Getting the Best Out of Your Engines

- Take advantage of the increased climb performance by flying at higher altitudes. These engines deliver the highest performance at FL280, however the optimal blend of performance and fuel flow is seen at FL320.
- Adjust preflight planning to account for saving about 10 minutes per flight hour
- Plan for a longer start time required by the larger mass engines  
(See the Service Letter for more information on starting procedures)

### WHAT TO EXPECT FROM YOUR BLACKHAWK

Your King Air has new more powerful engines and higher performance propellers that ensure maximum enhanced performance.

*"Golly, the thing zoomed up to FL350 so easily! I truly believe the two-engine service ceiling on that beast must be above FL450, at least at mid-weights. We were running Blackhawk's "Maximum Cruise Power" torques and the fuel flows were now about 350 pph per side. The no wind specific range comes out to be (320 knots / 695 pph) 0.460 nm/lb, which is not too shabby! That we were still truing at 320 knots up there — and it was almost exactly ISA conditions — amazed me. What a King Air!"*

**Tom Clements, Blackhawk-Upgraded King Air 350 Pilot**

## THE BEST KING AIR, EVER

Your newly upgraded King Air is now powered by Blackhawk, giving you jet-like performance with increased payload and range. Together the engines and propellers make your King Air the fastest, highest performing of its kind on the planet.

---

### Engines

Your new Pratt & Whitney Canada PT6A-67A engines feature larger 4-stage axial compressors, providing a significant power boost from the stock engines' 3-stage axial compressors. There are a few important differentiators to keep in mind with this change:

- Max ITT at takeoff is now 850°
- Max ITT in continuous, maximum cruise, and cruise climb is 840°
- The gas generator RPM ground limit is 55 minimum (down from 62 minimum)
- Do not attempt air starts above FL250 (down from FL300)

---

### Ground Idle Solenoid System Removed

Your enhanced King Air does not have this system, ensuring smooth landings and reducing maintenance events.

---

---

### Propellers

Your aircraft's 4-blade Hartzell propellers were replaced with lighter carbon fiber 5-blade MT propellers to help you get the most out of your higher-performing engines. The benefits include:

- Increased efficiency due to an extra blade and improved blade design
- Reduced diameter for better ground clearance
- Increased reverse angle on blades delivers better reverse capability
- There is no prop ground RPM limit (stock propellers' have 450–1050 RPM limit)
- Noticeably quieter cockpit and cabin

MT Propellers are fully serviceable with no life limit. MT-certified service centers are located around the world, with more than 25 in the U.S. alone. Find the service center near you at <https://www.mt-propeller.com/en/entw/services.htm>

---

## WE ARE HERE FOR YOU

Since 1999, Blackhawk Aerospace has been developing and installing engine performance solutions for turboprop aircraft that deliver power, performance, and unmatched resale value on the market. As the leader in our field, we support the largest installed fleet of STC-upgraded twin and single-engine aircraft in the world.

We stand by our upgrades. As pilots too, we understand how vital your aircraft is to your operation. Should you have questions, need detailed product information, or have an urgent AOG concern, our customer support department is here to support your Blackhawk-powered aircraft.

---

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

Blackhawk Aerospace 7601 Karl May Drive, Waco, TX 76708 USA

**BLACKHAWK.AERO**

