

PIPER CHEYENNE XP135A ENGINE+ UPGRADE EXCLUSIVELY FROM BLACKHAWK

BREATHE NEW LIFE INTO YOUR PIPER CHEYENNE.

Is An Upgrade Right For You?

Jump-start your Cheyenne's performance and value with the XP135A Engine+ Upgrade. Jim Costello, a Cheyenne II operator, said he saves about 30 to 45 minutes on most of his flights, with no increase in fuel cost. Plus, he added, "it's just fun to fly."

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.

- Fly Faster
- Improved Climb
- Better Safety Margins
- 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 of \$35+ 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

57%
INCREASE IN
AVAILABLE
HORSEPOWER²



UPGRADE BENEFITS



43%

Increased
Climb Rate



3,600 hrs¹

P&WC Enhanced
Engine Warranty



281+ ktas

Maximum
Cruise Speed



10%

Savings on
Operating Costs



2 Weeks

Typical Engine
Installation



FL230

Full Torque
to Altitude

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

²57% for Cheyenne I; 29% for Cheyenne II; 12% for Cheyenne IIXL

FROM THE TRUSTED SUPPLIER OF PERFORMANCE UPGRADES

Upgrades available for Piper Cheyenne I, II, & IIXL

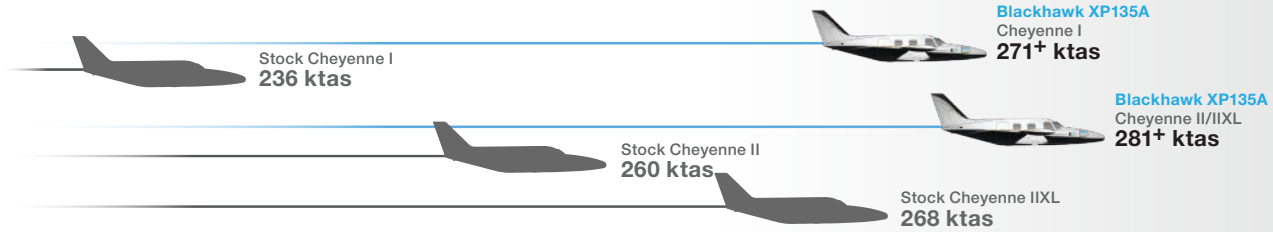


“ This is by far the best aftermarket investment I have ever made. Having extra horsepower at the right hand makes my Cheyenne an absolute thrill to fly. ”

Jeff Mickler *Cheyenne I*

CHEYENNE PERFORMANCE COMPARISON

Max. Cruise at FL220, 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 Piper Cheyenne starts with a Blackhawk XP135A Engine+ Upgrade.

The real power of an XP135A Engine+ Upgrade is in its ability to power through even the toughest conditions. *"My expectations were very high when I decided on the Blackhawk conversion for my Cheyenne II,"* said Reinhardt Michel, who owns, operates and pilots a Cheyenne II. *"What I received by far exceeds what I was looking for. My aircraft cruises 3,000 ft to 6,000 ft higher, 30-50 KTAS faster, and IAS is typically at red line — I even have to pull back power sometimes. On an ISA+15 day at MTOW, it climbs at 2,000 ft/min with an IAS of 160 knots to FL240. Blackhawk team: Go on with your excellent work!"*

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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