



Blackhawk News

A Quarterly International Newsletter Published For The Blackhawk Family

Please make note of
our new address at
our new hangar



It's "Wheels Up" for the King Air 200XP Upgrade!



Photograph © Mike Fizer

Blackhawk has done it again! Continuing with our well-proven business model, the Blackhawk 200XP is a simple, bolt-on engine upgrade that requires no airframe modification. The original PT6A-41 engines are exchanged for factory-new Pratt & Whitney PT6A-42 engines. Along with an **increased engine TBO** and lower operating cost, the Blackhawk 200XP enjoys a performance boost comparable to the faster King Air B200.

The factory-new Pratt & Whitney engines will increase true airspeed, rate of climb, maximum range, and single engine service ceiling.

The PT6A-42 engines lower the operating cost of the plane making the Blackhawk a budget-wise and budget-friendly choice for you and your company. As a Blackhawk owner, you become a member of the prestigious group of owners that choose to fly only the best. You will enjoy special privileges including discounted training and maintenance services as well as invitations to the Annual Blackhawk Reception at NBAA. Call a Blackhawk sales representative for more information.

The Blackhawk 200XP Engine Package Includes:

- Two factory new Pratt & Whitney PT6A-42 Engines at a price comparable to -41 overhaul. **\$785,000** (exchange)
- Installation instructions, STC paperwork, flight manual supplement and Pratt & Whitney engine logbook
- Engine gauges remarked and calibrated (OP/OT/ITT)
- Blackhawk logbook case, cycle book and aircraft decals
- Shipping of the new engines to a Blackhawk authorized installation facility within the continental United States



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Blackhawk

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Fall 2006

From The Cockpit

Jim Allmon, President
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Greetings and salutations! As President of Blackhawk Modifications, Inc. it gives me great pleasure to be writing my first column in our new quarterly newsletter. We will be sending you these articles to keep you, our valued Blackhawk family, fully apprised of events, maintenance issues, upgrades and new products that we develop in the years to come. We welcome your input and invite you to submit your own experiences and letters that we can include in our newsletter. However, be careful as we don't change the names to protect the guilty!

2005 marked a banner year in the history of Blackhawk. As we continue our seventh year in business we are very thankful to the many customers who believed in our product and have supported us through the early years. As of this writing, we have upgraded 56 King Air and 30 Conquest I aircraft. That represents over 172 brand new PT6A-135A engines sold with more scheduled every month.

With our new PT6A-42 upgrade for the King Air 200 as well as our PT6A-21 STC upgrade for the older King Air A, B and C90 aircraft, we have effectively doubled our product line and confirmed our position as the number one engine upgrade company in the world.

Thank you and fly safely.

Jim Allmon, CEO and President of Blackhawk Modifications, is an experienced pilot with 8000 hours total time and 25+ years experience in aviation sales and marketing.



"I was always afraid of dying. Always. It was my fear that made me learn everything I could about my airplane and my emergency equipment, and kept me flying respectful of my machine and always alert in the cockpit."

General Chuck Yeager,
Yeager, An Autobiography.



"We had a TAS of 274 kts at max continuous power with an IOAT of -21 celsius at FL240"
- Hans Brüning

Owner Showcase

Hans Brüning Loves His Blackhawk

Hans Brüning knew exactly what he wanted before he bought it. He previously owned two King Air F90s with the same cabin size as a C90B. "Beechcraft decided to stop making F90s and they were not building anything that equaled the performance of the powerful F90", according to Hans. "I read the performance data on the Blackhawk XP upgrade and was very impressed; I knew this was the perfect answer to my needs. I bought a 2000 King Air C90B and purchased the Blackhawk XP upgrade with the Raisbeck kit through TSA, the Blackhawk dealer in Geneva, Switzerland. The quality of the King Air is unbeatable and combined with the Blackhawk upgrade, it just made good sense."

Brüning flew his C90B for 100 hours before the -135A upgrade was installed. Once the new Pratt & Whitney engines were in place, the difference was obvious. His plane flew faster with almost the same fuel flow. "It was much faster at higher altitudes. I could fly it at optimal flight levels and get there faster with the same fuel. Considering the price of fuel in Europe is exceeding \$7.00 per gallon, this makes it an extremely cost effective mode of transportation, and who isn't into saving fuel costs? I was also very

impressed that the CEO of Blackhawk, Jim Allmon, flew to Geneva to perform the first test flight with the new engines personally. Now *that* is customer service."

Hans is a native of Germany and travels extensively throughout Europe. He has been flying for 40 years with six of those years in the Air Force. He holds fixed-wing and helicopter ratings. Although he is an entrepreneur at heart, he gives his wife, Lisa, credit for keeping him grounded in his priorities. Lisa says the Blackhawk C90Bxp is hands down the best airplane for him.



Hans Brüning, left, and Jim Allmon stand by the first Blackhawk King Air C90BXP in Europe.



Distributor Spotlight

Steven's Aviation Soars In Engine Sales

Stevens Aviation, headquartered in Greenville, South Carolina, has marked a major milestone as a Blackhawk distribution and installation center with their 26th Blackhawk King Air XP engine upgrade. As a distributor and installer of Blackhawk STCs, Stevens has grown to be the top distributor of Blackhawk engines. Gary Ward, King Air Technical Sales Specialist out of Greenville, gives all of the credit to Blackhawk.

"We are very proud to offer the popular Blackhawk XP performance upgrade," said Gary Ward. "It provides an impressive performance improvement at a reasonable cost."

"It is a great STC. The Blackhawk XP does exactly as advertised and my customers love it."

As far as the benefits of the upgrade are concerned, Gary believes "it makes the plane a better performer in climb and cruise, at higher altitudes and overall performance."

Once Gary can talk one-on-one to the customer, he feels like he can best describe and demonstrate the quality and performance of the Blackhawk upgrades. "Because I go on the flights, I have already experienced what the customer wants to know and I can better serve them."

"Besides the normal tweaks, I have never had a problem with our Blackhawk installations and never had a customer complain." In fact, he says they usually want to know why they didn't put the engines on

sooner.

What plan does Stevens Aviation have for Blackhawk? Gary wants to be the number one Blackhawk distribution and service center with the new Blackhawk 200XP. He is already talking with two customers about the new Blackhawk 200XP and has one set ready to go.

"Stevens is our number one dealer in sales and installations for the -135A upgrade" said Blackhawk President Jim Allmon. "Their reputation for quality service coupled with the Blackhawk XP's performance result in a great value for the customer. With their multiple locations throughout the US, our Blackhawk customers are never too far from a Steven's facility which is a strong benefit to the Blackhawk owner."

Gary has been with Stevens for 41 years. He started by pumping gas and has worked 39 years in the shop. He has worn many hats in the aviation industry and can give the customer an expert opinion from all areas of expertise. "I came when the first King Air came in and have been here ever since," Gary says smiling.



Gary Ward,
King Air Technical
Sales Specialist,
Stevens Aviation



For more than 56 years, Stevens Aviation has been committed to making its customers successful. Headquartered in Greenville, SC, Stevens operates facilities in Denver, CO (BJC), Nashville, TN (BNA), Dayton, OH (DAY), Greenville, SC (GYH) and Greer, SC (GSP)

Announcements & New Products

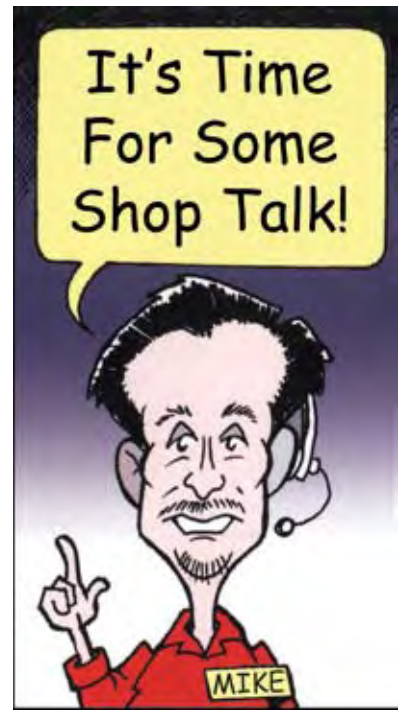
- September 1, 2006 - Blackhawk Modifications, Inc. signs a new engine contract with Pratt & Whitney Canada. This engine order is the largest, non-OEM engine order in the history of aviation.
- October 30, 2006 - The Blackhawk King Air F90XP PT6A-135A engine upgrade set for approval.
- November 30, 2006 - New bleed-air pressurization upgrade STC for older King Air A90 and B90 aircraft to be completed.

Shop Talk

Mike Moore, Technical Services Manager
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This is a great opportunity to communicate with you on a regular basis regarding technical issues on your conversions. I will continue to keep you informed via letters but will use this column for a recap of the letters and any other valuable tips that you might find beneficial. Here are my updates for this quarter:

- Some customers have experienced high ITTs or their engines temp out sooner than they should. We have traced this problem to an ITT indication error. The problem is that the resistance of the indicator harness is incorrect. This problem can be rectified by unwinding the ballast resistor completely and readjusting the harness resistance to 8 ohms. This is important for accurate ITT readings. We recommend all ITT harnesses should be tested for the proper resistance at the next inspection event.
- The ground performance chart for the new King Air GT applies to Blackhawk installations. It is the same chart that Blackhawk provides with all King Air 90 series installations. We also provide a similar chart for the Conquest I.
- The dynamic balancing of the propeller is not specifically called out on Blackhawk installation instructions, but it is required per the King Air and Conquest maintenance manual. Any time a propeller is removed or replaced it must be dynamically balanced.



Letter from the Editor

Donnie Holder, Director of Marketing
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We are very excited here at Blackhawk with the wonderful things that are happening. **Blackhawk News**, our quarterly newsletter, is finally out. We have all worked hard to put together a fun and informative newsletter for the Blackhawk Owners Group, Distributors, and Service Centers.

We welcome letters, stories, and photos of you, your Blackhawk aircraft or your Blackhawk customer for the next issue. Send in your humorous aviation short stories for our upcoming *Funny Flights* section; photos of your family, your friends, your employees or you and your Blackhawk aircraft for our *Owner Showcase* and *Distributor Spotlight* sections; general comments to Blackhawk about us or our products; technical questions to Mike Moore for *Shop Talk*; nominations for *Owner Showcase* or *Distributor Spotlight*; or just any information you would like to share with the Blackhawk community.

Another exciting item to report is our new facility in Waco. By the time you get this newsletter, we will have moved into our newly completed hangar at Waco Regional Airport (KACT). This new 12,000 sq. ft. hangar will

house our staff, our research and development shop, our inventory and plenty of hangar space.

I am happy to report Jennifer is finally unstuck from all the packing tape, Shelia has all the inventory in order, I have put away my IT toolkit and Jim, Chris & Mike did not miss a beat in supporting our owners, distributors and installation facilities during the move.

Thank you for being part of our family and I hope to hear from you soon!

Did you know . . .

Business aircraft have access to almost 5,300 public-use airports in the United States, compared to the 558 served by the scheduled air carriers.

NBAA 2003

Upcoming Events

NBAA 2006 • October 17-19

Booth 5176 - Orlando, FL

<http://web.nbaa.org/public/cs/amc/2006>

AOPA Expo 2006 • November 9-11

Booth 2112 - Palm Springs, CA

<http://www.aopa.org/expo/2006>

In the United States, general aviation aircraft fly over 27 million hours (nearly two times the airline flight hours), and carry over 166 million passengers annually.

GAMA 2005