



Contact:

Edwin Black

254.755.6711

[edwin@blackhawk.aero](mailto:edwin@blackhawk.aero)

### **Blackhawk Wins STC Approval to Install PT6A-52 Engines on the King Air 200 and B200 Series**

Waco, Texas (April 1, 2008) – Blackhawk officials announced the FAA approval of a new engine upgrade STC for the King Air 200 and B200 series. The STC (SA10824SC) replaces the original Pratt & Whitney PT6A-41 or -42 engines with the newly developed PT6A-52 engine now being installed on the Hawker Beechcraft B200GT production line. Blackhawk is the first company to win FAA approval and make the -52 engines available for retrofit on in-service King Airs increasing its position as the leader in innovative engine upgrade programs.

Blackhawk completed all the FAA requirements and obtained the STC in less than 5 months. “To attain the STC so quickly is a testament to the expertise of Blackhawk’s Engineering Department headed up by Corey Eckhart; not to mention our relationships with the FAA and Hawker Beechcraft,” states Blackhawk President and CEO Jim Allmon. Assistance from Pratt & Whitney and one of Blackhawk’s leading distributors, Hawker Beechcraft sped the certification process along. The -52 engine upgrade will be an additional re-engining solution joining Blackhawk’s recently certified PT6A-61 XPR for the King Air 200 series. Blackhawk believes that due to the factory using the -52 engine on the new King Air B200GT, it was strategically sensible to offer the same engine in the aftermarket.

The PT6A-52 engine performance is comparable to the -61 with the full Raisbeck EPIC. The efficient engine design boosts maximum cruise speeds up to 310 + KTAS while normal cruise speeds touch 300 KTAS. The engine will achieve full takeoff power up to ISA + 46 and maintain its 850 SHP rating upwards of FL 190 before power slopes off. The maximum operating temperature limitation has been increased to 820°C safely allowing the engines to produce +275 more thermodynamic horsepower than the PT6A-42 engine on an ISA day. The improved performance is the result of incorporating a more capable and larger compressor section that is a derivative of the King Air 300s PT6A-60A engine.

Blackhawk President and CEO Jim Allmon said, “Moving forward with the PT6A-52 engine STC exhibits our commitment to providing performance oriented King Air operators exactly what they want, more speed and flexibility. As we continue to canvas the turboprop market with alternative engine solutions like the -52s, aircraft owners and operators will gravitate to this new model of performance as opposed to spending money to overhaul engines that generate the same old performance. Of all the engine upgrade companies, only Blackhawk offers the complete package of worldwide sales, installation and after sale customer support which continues to sustain us as the industry leader by a wide margin.”

The delivery schedule for PT6A-52 engines is limited in 2008. Delivery positions for the -52 and -61 engine line are sold out until mid-summer and are now being reserved with a deposit. The engine

installation is a simple bolt on conversion utilizing existing engine mounts and cowlings and can be done at any Blackhawk approved installation center worldwide. Operators have a choice between two factory backed Pratt & Whitney warranties. The first option is a 1,000 hour no calendar limit warranty. The second option is a 2,500 hour or 5 year warranty, whichever occurs first. Blackhawk's network of over 25 worldwide distributors is authorized to perform the installations. A list is available at [www.blackhawk.aero](http://www.blackhawk.aero). Contact Blackhawk for further details.

**About Blackhawk Modifications:**

Blackhawk Modifications is the leading turboprop aircraft engine upgrade company in the world specializing in King Air 90 and 200 series aircraft as well as Conquest I and Cheyenne series. Headquartered in Waco, Texas, Blackhawk has now equipped over 160 turboprop aircraft with the Pratt & Whitney XP engine upgrade since 2000 and continues to certify new engine upgrades and value adding enhancements designed to increase the usefulness and safety of the turboprop fleet.

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