



**Blackhawk**  
Worldwide Aircraft Performance Enhancements

**Press Release**

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### **Blackhawk Expands Engine Upgrade Options for European King Air Operators.**

Orlando, Fla. (October 6, 2008) – Blackhawk Modifications has been granted full European (EASA) approval of the Pratt & Whitney PT6A-52 engine upgrade for the King Air 200/B200 series. The Super XP<sub>52</sub> is the same engine that Hawker Beechcraft chose to power the current production B200GT model. The success of Blackhawk's similar PT6A-61 upgrade has prompted worldwide certification efforts for both engine options. The only difference between the engines is the price, the data plate and an ITT limitation increase of 20°C on the PT6A-52 which is desirable for maximum cruise flight profiles. The higher ITT limit on the PT6A-52 or the PT6A-61 coupled exclusively with the Raisbeck EPIC essentially produce the same performance due to the RAM AIR RECOVERY SYSTEM which allows the -61 engine to pull the same torque as the -52 without the RARS system. The -52 is approved with and without the Raisbeck EPIC system. Either of these engines will introduce in service King Air's with core -41 or -42 engines to new production standards capable of barber-pole performance.

Mark Byrne was the first King Air operator in Europe to experience the more powerful -61/EPIC upgrade. Ruag Aerospace in Switzerland finalized the recently EASA approved XPR<sub>61</sub> installation on Byrne's 1985 King Air B200. "The performance improvement in climb and cruise is dramatic," said Byrne. "On all three of our flights last week, we conducted the entire cruise phase 10 knots below the barber pole, TAS 310. We now have full takeoff power in hot conditions giving us a nice reserve for safety. We are very pleased with the new capabilities and impressive results."

Jim Allmon, Blackhawk President and CEO, endorsed the need for multiple engine options and worldwide certification. "The backbone of Blackhawk's success is a solid understanding of what aircraft operators need," said Allmon. "Providing operators a choice to match the best engine with their specific profile has resonated with hundreds who are now part of the Blackhawk family and will continue to arouse global excitement in the turboprop fleet."

The impressive results reported by Byrne are typical of the growing number of operators choosing new performance rather than overhauling and operating their old engines. Because Blackhawk holds the largest non-OEM contract with engine-maker Pratt & Whitney, timely engine delivery positions are ensured along with generous credit for time remaining on core PT6A-41 or -42 engines.

More: [www.blackhawk.aero](http://www.blackhawk.aero) or contact Blackhawk @ 254-755-6711.

#### **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 200 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.###