

Jennifer,

Working with Edwin and the team at blackhawk made this process as easy and painless as possible. Edwin even helped me make a deal to upgrade from the -42s I had under contract into the -61s that later became available. The net effect was that I was able to use the -42s for almost nothing by the time I got my new -61s installed.

These engines were a no brainer for someone in my situation with a straight King Air 200. I needed to have my -41s overhauled or replaced. This would have been the second overhaul for these engines. I had Standard Aero bid the overhaul and it was \$50k less than the contract I had for the -42s from Blackhawk. Also, standard could not guaranty the price until they tore into the engines to inspect the core and blades. It became a very easy decision at that point. Who wouldn't want brand new, higher performing engines for about the same price?

I love traveling (I'm a non-pilot) in my King Air 200 more than ever, although I spend less time doing it now since we routinely see speeds of 300KT.

Sincerely,

John Boike, Owner
BB-115