



Blackhawk[™]
Worldwide Aircraft Performance Enhancements

Press Release

Contact:

Edwin Black

254.755.6711

edwin@blackhawk.aero

Engine Upgrade Pioneer Blackhawk Modifications Hits 10 Year Mark

WACO, TX April 8, 2009 - Blackhawk Modifications is celebrating its 10th anniversary as the world's leading provider of engine upgrades for turbine powered aircraft. From its founding in 1999, Blackhawk's first Supplemental Type Certificate for the Conquest I set off a revolutionary alternative to engine overhaul. To date, Blackhawk has equipped over 220 airplanes with factory new and stronger Pratt & Whitney PT6A engines, meeting a pent-up demand from turboprop operators for "better than new" performance and value with increased return on investment.



Blackhawk Modifications began in 1999 with its first Supplemental Type Certificate for the Conquest I engine upgrade.

Headquartered in Waco, Texas, the company employs 23 full-time staff specializing in development of engine STCs for the turboprop market, targeted sales and marketing, and a growing expertise in governmental contract programs. An elite network of more than 35 distributors worldwide sell and install Blackhawk engines, including Hawker Beechcraft, which exclusively endorses and sells Blackhawk upgrades.

Blackhawk has been granted 24 STCs by the Federal Aviation Administration, the European Aviation Safety Agency, and the Agência Nacional de Aviação Civil of Brazil. The flagship products are new XP engine upgrades for the King Air 200 series, King Air 90 series, Conquest I and Cheyenne I, II, IIXL series. The Cessna Caravan upgrade is expected to be finalized this fall. Blackhawk also markets the popular Blackhawk "Hawkeye" DigiLog gauges and XR Fuel Lockers for 300 NM extra range, a much needed boost for the King Air C90.

"Blackhawk's formula for success is deceptively simple," says Jim Allmon, President and CEO. "Our engines make turboprops fly faster and higher; our service is second-to-none, and if it's not right, we make it right. Period. We work twice as hard as the competition to get the word out, and it's working. Our sales continue to meet or beat expectations. Our distributors are essential to our business and we treat

them right. Our customers are family. Once our engines are mounted on your aircraft, you belong to the Blackhawk family, and we never, ever forget that.”

“We started Blackhawk ten years ago with an idea that brand new, high-powered engines would give value and performance that no overhaul, no matter how good it is, can ever match. We were the first with the idea, and we’re extremely flattered that others have followed in our footsteps. But,” he noted, “They are simply followers, and there are many lessons yet to be learned for them.”

Blackhawk is proud to be the number one non-OEM seller of Pratt & Whitney PT6A engines. “Blackhawk Modifications Inc. launched a very successful business in 1999 when they chose the PT6A-135A engine to re-engine the Cessna Conquest I aircraft,” said Eva Azoulay, Pratt & Whitney Canada Director of Commercial Services & Support.

“The Blackhawk Modifications Inc. business model has been very successful as your customers clearly appreciate the improved aircraft performance with the new, higher power PT6A engines, and the excellent customer support you provide. We have been very pleased and impressed with your steady growth of engine orders and portfolio of conversions over the years and we look forward to continue this successful relationship for years to come,” she continued.

The first decade is only the start. With the current worldwide economic situation, the turboprop is enjoying a renaissance as more people see the benefits of turboprops over jets. The company plans to expand its governmental programs, providing engine management services through Vector-Hawk Aerospace in Daleville, AL, in which Blackhawk owns a majority share along with Vector-Atlantic. Other expansion plans include even more aggressively targeting important markets in Europe, South Africa, Australia, Asia and Brazil.

Product development remains high on the list of priorities. “Our engineering department is continually working to improve our existing products as well as expanding our portfolio of new performance enhancements. We are continuing to expand based on the needs of our customers,” said Edwin Black, Director of Marketing. “Our objective is to provide alternative solutions to the rising costs of traditional engine overhaul and their antiquated performance standards. New engine performance coupled with our proven business model will rescue many more turboprop operators for decades to come.”

More information about the company is available at www.blackhawk.aero

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