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FLIGHT KING, LLC

July 21, 2009

Blackhawk Modifications, Inc.
7601 Karl May Drive
Waco, TX 76708

Thoughts from the chief pilot Scott Dean

We are very pleased with the Blackhawk -61 engines that we put on our 1978 King Air 200. The old -41 engines were coming up on hot sections and we decided that it would be the best time to purchase the new engines and receive credit for time left on the old engines. It was a wise move for us and has provided many benefits for our plane and the people who fly in it.

With the old engines, we had an average TAS (true airspeed) of 265 knots. With the new -61 engines, we have a new average of 295 TAS! If we were to always fly in the FL250 or FL280 area our average TAS would be even higher (300+). These are all normal cruise speeds and we could push it up another 8-10 knots if we were to use high speed cruise settings. The fuel flow per hour is slightly higher than the old engines, but with the higher speed our miles per gallon has increased. The engines also gave us a much better climb rate (2500 fpm) all the way up to FL280. Also, they give us better take-off and landing performance, especially on hot days.

The added speed and performance really add up on our long flights and help with our operating costs. Add that to the fact that they are new engines with a factory warranty, it seems like we struck gold.

Thoughts from the president Toby Shine

We could not be happier with any changes to our King Air 200 than the Blackhawk conversion. It makes our aircraft faster for our missions and the total cost increased the value of our airplane by that much. It's was a better choice to exchange the engines than the hot section expense.

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Toby B. Shine
President