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## **Blackhawk Honored for 500<sup>th</sup> Engine Sale Milestone**

It was cause for a double celebration at Pratt & Whitney Canada's Montreal headquarters this week as P&WC honored Blackhawk Modifications for achieving their 500 PT6A engine sales, as well as recognizing a very special 250<sup>th</sup> Blackhawk customer.

“We are very impressed with Blackhawk’s growth over the past 10 years,” said Michael Perodeau, Vice President Corporate Aviation & Military Programs, P&WC. “Blackhawk has grown its conversion business and has created a new market by offering operators of flying aircraft an option to improve the aircraft performance and adding value to the aircraft through more powerful PT6A turboprop engines.” Mr. Perodeau presented Blackhawk officials with an inscribed plaque commemorating their sales milestone.



*Michael Perodeau presents Blackhawk officials with a plaque commemorating their 500<sup>th</sup> engine sale.*



*Blackhawk President and CEO presents 250<sup>th</sup> customer Dan Rogers with a bomber jacket.*

A very special honoree was Dan Rogers of Franklin, NC, the 250th customer to have a set of Blackhawk engines installed since Blackhawk began operations in 1999. Mr. Rogers’s company, Duotech Services, provides high quality services to military and civilian agencies, offering engineering laboratories, depot repair facilities and technical services. As a licensed pilot since 1989, Mr. Rogers uses his Cheyenne II to reach customers in areas that are difficult to fly into commercially. “Our customers are mainly at military installations, and they are not always easy to get to,” he said.

But Mr. Rogers’s passion lies in aiding U.S. soldiers and their families: he’s a volunteer pilot for Veterans Airlift ([www.veteransairlift.org](http://www.veteransairlift.org)), an organization that recruits pilots to fly seriously wounded

vets being treated at hospitals such as Walter Reed in Washington DC, to visit their families or bring family members to see their loved ones in the hospital. “These guys are all heroes,” said Mr. Rogers.

Jim Allmon, President and CEO of Blackhawk Modifications, said, “This year – Blackhawk’s tenth anniversary – has been a challenging year for us, but to cap it off with Dan’s installation on his Cheyenne II finished off the year perfectly. Although there’s been a downturn in the economy, we’re still upgrading a large number of engines for companies like Duotech that see the advantages in value adding greater performance as compared with ordinary overhauls. And it made great business sense to take advantage of the tax benefits before the end of 2009.”

Even though his Cheyenne II was still over 1,000 hours away from TBO, Mr. Rogers said he compared overhaul vs. upgrading early, weighing the increase in performance and efficiency, the generous engine credit for time remaining, the new warranty, and overall value-added. Tax advantages under the 2009 American Recovery and Reinvestment Act for aircraft upgrades and enhancements made the upgrade even more attractive. “It was the tax incentive,” he said, “and of course, the extra power and new warranty. It just made good sense to upgrade now rather than wait until TBO. I love how the airplane flies now – it’s a totally new feel and I’m amazed at the performance.”

Greater performance and tax advantages notwithstanding, Mr. Rogers’ obvious real passion is flying for wounded soldiers and their families. Veteran’s Airlift recruits pilots willing to fly at least two missions every 12 months, using the pilot’s own aircraft. Pilots are often called upon to reassure passengers who may never have flown in a smaller aircraft. All flight planning is done by the pilot in consultation with the Passenger Coordinator and with the family of the wounded soldier. “Sometimes a soldier has not seen his or her children in a long time. We’re here to support the families and the soldiers by providing transportation that the government won’t pay for,” said Rogers.

The organization states that volunteering the use of a plane is an outstanding way for businesses to demonstrate their patriotism and put available resources to work for a good cause. For companies involved in fractional aircraft ownership programs, it’s an excellent use of unused flying hours.

After installation of his new Pratt and Whitney Canada PT6A-135A engines, Mr. Rogers flew with Blackhawk pilot Chris Dunkin. He came away very impressed. “I’m so glad I did the upgrade. I had very high expectations on the performance promised by Blackhawk, and Blackhawk came through with flying colors!”

For more information about Duotech Services: [www.duotechservices.com](http://www.duotechservices.com). To learn about volunteering or to make a donation to Veterans Airlift, visit [www.verteransairlift.org](http://www.verteransairlift.org).

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