



Blackhawk News

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PT6A-42A for Grand Caravan Unveiled at EAA

Aviation fans met the newest member of the Blackhawk family of engine upgrades at EAA Airventure in Oshkosh in July. The 850 SHP Pratt & Whitney PT6A-42A engine was the star of the show, delivering new life to the already venerable Grand Caravan by introducing an additional 175 SHP in all phases of flight.


"The takeoff distances are remarkably lower with new climb performance that will exceed an operator's expectations!" remarked Blackhawk President and CEO Jim Allmon, visibly pleased with the results of the engineering milestone. "This engine is a game-changer for the 'workhorse' Caravan – now it's a powerhouse performer with incredible flexibility."

"Pratt & Whitney's continuous 850 SHP factory-new engine says it all in terms of reliability," Allmon continued. "Blackhawk is proud to have teamed up successfully with Pratt once again."

Director of Engineering Corey Eckhart is enthusiastic after piloting the first test flight in the weeks preceding Oshkosh. "The performance numbers exceeded our expectations, especially when considering the ISA +25 day during the first flight. I can't wait to see what this engine will do at standard temperatures. As a pilot, it's a good feeling to know there are greater safety margins across the board with this new engine."

Blackhawk has the largest non OEM engine contract in force with Pratt & Whitney. The new engines are priced based on the Pratt exchange program and generous credit is issued for time remaining to overhaul on core PT6A-114/A engines.

Even hot day performance numbers are better than originally anticipated.

- Takeoff distances are reduced by approximately 45 %.
- Climb rate doubles and uses half the fuel.
- Lower fuel burn at original Caravan power settings (20 lbs per hour).
- Max cruise speeds 35 to 40 KTAS faster.
- Over 300 lb increased gross weight kit (9,062 lbs) 

Bobby Patton Heading Distributor Program


Blackhawk is pleased to welcome Bobby Patton as Director of Dealer Development.

Bobby was most recently Director of Sales for Raisbeck Engineering. During his seven years there, he successfully implemented the sales strategy that established the company as the leading aerodynamic modifier for the King Air series. He was instrumental in dealer development, having appointed and trained a successful network of over 70 worldwide dealers.

"After having worked closely with Blackhawk over the last several years, I am thrilled to join the team that sets the bar in aircraft performance upgrades," said Bobby.

Born in Oklahoma City, Patton has lived in Seattle for the past 16 years. He has a 6-year-old daughter, Nicole, and enjoys hiking and camping in the Great Northwest. He will remain based in Seattle, traveling extensively to support Blackhawk's worldwide network of more than 40 distributors.

"Bobby has an excellent reputation in the King Air world and a sound understanding of how to improve airplane performance," said Jim Allmon, President and CEO of Blackhawk.

"This is why he chose to stretch his wings and take on the challenge of spreading new PT6A power plant technology that offers a tangible and impressive boost to performance and operational savings. Blackhawk is a natural fit for a high caliber performance expert like Bobby." 





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Customer Spotlight

Mike Summey
Summey Aviation LLC

after upgrading to Blackhawk's PT6A-135A engines earlier this year.

Just to give you an idea of the enhanced performance: the best speed I got after the American Aviation modifications was at 17,000 feet where I saw a true airspeed of 246 knots with a fuel flow of 570 pounds per hour. This was up from 235 knots prior to the modification. By comparison, the best

combination of the Blackhawk engines with the ram air modification and speed stacks may have resulted in a very unique airplane. I'm so pleased with it; I just put it back in the shop for another upgrade, this time to a full glass cockpit and digital autopilot! I guess I'll be keeping it for a while!

As a real estate investor, (not a speculator) who does business in several southeastern states, my King Air E90 is a life-saver. I recently left in the morning, flew to South Alabama, closed a real estate purchase and was back in my hometown

Blackhawk Gave Me "Even More Reasons" to Love my King Air E90!

Wow! What a difference an upgrade can make! When I first started flying back in the 1970s, I used to go out to the airport and watch the "BIG" planes come and go. The little Piper Cherokee I flew back and forth between my North and South Carolina offices was dwarfed by the King Airs when one taxied by.

My favorite was the King Air E90. Within a few months of getting my pilot's license I had a picture of an E90 taped to the wall in my office. "That's what I'm going to have one day," I told anyone who wanted to listen.

After progressing through a Beech Baron, then a Beech Duke, I realized my dream and bought my first King Air E90 in January 1984. It was my favorite back then and still is today. I'm now flying my second E90 and have even more reasons to love it.

I guess every pilot's dream is to get more speed out of their aircraft. I'm no different. In March 2007 I decided to give my E90 a little boost by installing American Aviation's ram air cowling modification and speed stacks. It worked! I got a little more speed, but nothing compared to what I got

"Best performance after adding the new Blackhawk engines was at FL230 where I saw 278 knots with a fuel burn of 590 pounds per hour. Do the math! More speed and less fuel per mile flown."

—Mike Summey

performance after adding the new Blackhawk engines was at FL230 where I saw 278 knots with a fuel burn of 590 pounds per hour. Do the math! More speed and less fuel per mile flown. That's a hard combination to beat. Oh! It only took 12 minutes to climb to FL230 with the main tanks full and 4 people on board.

I've seen the promotional literature Blackhawk puts out, but my E90 beats any numbers I've seen. I think the

of Asheville, North Carolina in time for lunch. It doesn't get much better than that, especially when you love flying as much as I do.

Although it won't enhance the speed performance, I guess the final chapter for my E90 will be written when it comes out of Stevens Aviation's Greer, South Carolina facility with the new Alliant Integrated Flight Deck system and S-Tec digital autopilot. Then it truly will be a unique King Air. ✈️



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ELLIOTT AVIATION

Distributor Spotlight

elliottaviation.com

Since 1936, Moline, Ill.-based Elliott Aviation has been helping business aircraft owners upgrade their airframes and avionics or improve the overall appearance and comfort of their aircraft with a new interior and a fresh coat of paint.

"Now more than ever, aviators are looking to extend the useful life of their older airframes and make the most of their aircraft investment," said Mike Saathoff, director of maintenance sales, Elliott Aviation, a Blackhawk distributor.

"We are big believers in the Blackhawk engines when it comes to helping King Air owners reduce fuel burn and enhance the value of their aircraft," said Saathoff, noting that Elliott Aviation will often bundle the Blackhawk installation with other modifications to minimize downtime and turn an ordinary King Air into a truly high performance aircraft.

To compliment the XP engines, Elliott Aviation holds a Supplemental Type Certificate (STC) for its RVSM solution, which includes all King Air B200, 300 and B300/350 series aircraft with existing Collins APS-65/H/J, Honeywell/Sperry SPZ-4000 and Bendix/King KFC-400 autopilots.

With centrally located service centers in Moline, IL; Minneapolis, MN; Des Moines,

Warranties

Not only do all new engines sold by Blackhawk include a Pratt & Whitney factory warranty, every XP operator gains access to Blackhawk's lifetime guarantee.

The PWC warranty specifically states that at the time of delivery the engine is free from defects in material and/or manufacturing workmanship and will conform to the applicable P&WC specification.

What is covered? All parts with the exception of consumables such as filters, igniters, o-rings and gaskets. On top of the engine warranty P&WC has "no charge exchange" coverage for all the engine accessories, the primary prop governor, fuel pump, fuel control unit (FCU), fuel flow divider, oil to fuel heater, ignition exciter, bleed valve and torque limiter.

Just as the warranties spell out what the manufacturer will cover and its responsibilities, it also spells out what is not covered. Yes, the operator also has responsibilities. Specifically not covered is normal deterioration or wear and tear. Corrosion, sulphidation and foreign object damage (FOD) are also not covered, neither is prop strike damage, lightning strike, any other damage caused by the operating environment or work performed without due cause i.e. engine split for a pre-purchase evaluation.

Shop Talk
Mike Moore
Technical
Services Manager
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Blackhawk will support your XP engine upgrade long after the sale.
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If you install non-P&WC parts, you void the warranty. To keep the warranty in force the operator must comply with all the regular inspections and servicing required. This includes not only filter cleaning or changes but also boroscope inspection in conjunction with fuel nozzle inspections.

Blackhawk has a complete staff of pilots, engineers, mechanics and inspectors who are always available to help you if any problems should arise during or after the warranty period. It is our guarantee to you. Please don't hesitate to call us with any questions, you might have.

Happy flying. ✈️

Mike Moore has been in the aviation maintenance industry for 25 years, is a licensed A&P/IA, private/multi pilot.

Save Your Cash With Upgrade Financing



Blackhawk has inaugurated an innovative Engine Financing Program, offering up to 100% financing to qualified U.S. buyers. The Financing Program may include the cost of the engines, shipping and installation of factory-new Pratt & Whitney PT6A engines.

Terms of the Financing Program provide qualified customers the ability to finance their engine purchase using a 15-year fully amortized loan schedule with a balloon payment due after 5 years. A payment example for a set of XP61 engines at \$870,000 would generate a monthly payment of \$7,796. Additionally, the tax savings under the 2009 American Recovery and Reinvestment Act may offset the monthly payments made during 2009.

"We are excited about our new Engine Financing Program," said Jim Allmon, Blackhawk President and CEO. "Turboprop operators looking for greater performance now have the option to make monthly payments on our XP engine upgrades, maximizing their cash flow. This new program will broaden the engine upgrade market by making it cost effective for qualified buyers to upgrade regardless of how much time is remaining on their old engines. We're proud that Blackhawk continues to innovate and change the playing field in the engine upgrade market. This program is just one more reason why Blackhawk leads the Pratt & Whitney engine converter program."

The financing option is available for engine models PT6A-61, -52, -42 and -135A. King Air, Cheyenne, Conquest and Caravan operators can call Blackhawk at 254-755-6711 to discuss financing options. Charter operators will also be considered for financing. ✈️

IA, and Omaha, NE; Elliott offers customers easy access from anywhere in the continental United States.

Elliott's long-tenured, highly trained technicians and customer service representatives utilize a team approach, implementing their collective experience and expertise to create a satisfying customer experience every time.

In April, Elliott Aviation became the first authorized dealer to install Garmin's G1000 Integrated Glass Cockpit in King Air 200/B200 series

aircraft, performing the STC in a 1995 Beechcraft King Air B200. Elliott has also installed the G1000 in more King Air C90B aircraft than any other dealer.

"In a matter of a few weeks, owners of King Air C90 and 200/B200 series aircraft can have a better-than-new aircraft for less money than what it would cost to own a new or later-model pre-owned aircraft," said Saathoff.

For more information about upgrading your aircraft, contact the Elliott Experts at (309) 799-3183. ✈️



Maintenance Team Leader Shane Tuttle installs a Blackhawk Super XP₅₂ engine on a King Air B200

Oshkosh B'Gosh!

From the Cockpit
Jim Allmon, President & CEO
jim@blackhawk.aero



Jim Allmon, president and CEO of Blackhawk Modifications, is an experienced pilot with more than 8,000 hours total time and over 28 years experience in aviation sales and marketing.

Every year, Blackhawk attends multiple tradeshows around the world and one of my favorites is the great EAA AirVenture in Oshkosh, WI. There is nothing like the incredibly electrified atmosphere of this amazing show. New products, new ideas and some pretty

worried; record crowds packed parking areas and overflowed aircraft campgrounds — adding up to what EAA President and Chairman Tom Poberezny called “a convention that will go down in the record books as one of the best ever.” But high attendance does not always mean people are buying and that’s why vendors like Blackhawk attend these events — to showcase current and new products, and hopefully, to sell. Fortunately nearly every vendor I spoke with said that interest was strong and many brought their checkbooks and most of those were spending money — a very good sign for aviation.


Blackhawk did something different this year at Oshkosh; we brought an airplane to display. Not just any airplane, either. We brought our highly modified Cessna Grand Caravan sporting a brand new PT6A-42A 850 SHP engine with a new Hartzell 4 blade prop and our own cutting edge technology engine cowl. This is the first STC of this complexity that Blackhawk has ever undertaken. We completely redesigned the cowl, inlet, air plenum, oil cooler and engine mount to accommodate a dual exhaust, fire breathing brute of an engine upgrade.

Led by our Director of Engineering, Corey Eckhart, our team designed a cowl that far surpasses the original in performance and aesthetics. Using state of the art technology found on the new NASA UAV aircraft, we were able to build a stronger and lighter cowl incorporating oven-cured carbon fiber materials. Our installation losses (horsepower losses due to inefficiencies in the inlet and air duct, leaks, dimensions, flow etc.) were reduced from about 25-30 HP on the factory cowl to around 4 hp on ours

— a remarkable feat. What that means is that the factory Grand Caravan has a 675 HP engine but is only able to use about 645-650 HP due to the installation losses. Our engine is rated at 850 HP and we get to use 846 muscled up horses on takeoff and climb! Additionally the design of the 4 blade prop adds more thrust than the 3 blades, substantially improving takeoff and climb performance as well. Oh yeah, and it goes like a bat out of you know where, too. How does 200 knots WITH a cargo pod sound?

Interest at the show on our Caravan upgrade was in a word: phenomenal. Nearly every Caravan sales company came by to admire the installation. We got a visit from Jack Pelton, CEO of Cessna, who genuinely liked the look and was impressed with the performance numbers. Jack spent nearly 10 minutes in the pouring rain just admiring the overall look.

In summary, Oshkosh was a great success and we came away with a couple deposits on the Caravan as well as a book full of strong potentials buyers. In the 15 years that I have been coming to Oshkosh, I am always in awe of the ingenuity, resourcefulness and entrepreneurial spirit of the aviation community. Despite being slammed by the media and politicians for the wrongs of other industries, the aviation industry stays the course bringing ever more innovative products to market every year. It is the spirit of this industry that will keep aviation alive in the years to come and if we can educate and/or put a muzzle on our elected leaders when talking about our industry, aviation will be one of the first to recover in the coming years.

Safe flying. 



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wacky designs are unveiled at Oshkosh. From the jet powered cars racing airplanes to the White Knight Space Plane, there is always something new and amazing for everyone.

With the dismal state of the economy we fully expected a much lower attendance for this year’s show. I should have remembered—this is OSHKOSH — THE MOTHER OF ALL AIRSHOWS. We needn’t have