King Air

A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

OCTOBER 2025 VOLUME 19, NUMBER 10 • $6.50

Ferry Tale

From the U.S. to the Arabian Desert

GARMIN

GARMIN AUTOLAND

GET THEM HOME WITH THE PUSH OF A BUTTON

NOW AVAILABLE FOR SELECT KING AIR 350 SERIES AIRCRAFT
LEARN MORE ABOUT ALL OF OUR KING AIR UPGRADES AT GARMIN.COM/KINGAIR

See Garmin.com/ALuse for Autoland system requirements and limitations.

King Air
October 2025 Volume 19 / Number 10
A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

Contents

EDITOR
MeLinda Schnyder

EDITORIAL OFFICE
2779 Aero Park Dr.,
Traverse City MI 49686
Phone: 231-946-3712
Email: melinda@kingairmagazine.com

PUBLISHERS
Dave Moore
Village Publications

GRAPHIC DESIGN
Rachel Coon

PRODUCTION MANAGER
Mike Revard

PUBLICATIONS DIRECTOR
Jason Smith

ADVERTISING DIRECTOR
Jenna Reid
King Air Magazine
2779 Aero Park Drive
Traverse City, MI 49686
Phone: 816-699-8634
E-mail: jenna.reid@vpdcs.com

ADVERTISING ADMINISTRATIVE COORDINATOR AND REPRINT SALES
Betsy Beaudoin
Phone: 1-800-773-7798
E-mail: betsybeaudoin@villagepress.com

SUBSCRIBER SERVICES
Rhonda Kelly, Mgr.
Jessica Meek
Leah Backus
P.O. Box 1810
Traverse City, MI 49685
1-800-447-7367

ONLINE ADDRESS
www.kingairmagazine.com

SUBSCRIPTIONS
King Air is distributed at no charge to all registered owners of King Air aircraft. The mailing list is updated bi-monthly. All others may subscribe by writing to: King Air, P.O. Box 1810, Traverse City, MI 49685, or by calling 1-800-447-7367. Rates for one year, 12 issues: United States $15.00, Canada $24.00 (U.S. funds), all other foreign $52.00 (U.S. funds). Single copies: United States $6.50, Canada/Foreign $9.00.

COVER PHOTO
Textron Aviation

Who Can Log PIC or Dual Received in Your King Air?

by Kyle P. White

In the world of aviation, precision and adherence to regulations are paramount. Whether you're a seasoned King Air pilot or an owner-operator, understanding the nuances of logging pilot-in-command time and dual received hours is essential – not only for regulatory compliance but also for maintaining your insurance coverage. In this article I'm going to explore the critical aspects of PIC and dual received logging, emphasizing the importance of transparency with your insurance provider and the potential pitfalls of misrepresentation.

The Federal Aviation Regulations or FARs provide clear guidance on who can log PIC and dual received hours. Under 14 CFR 61.51, pilots must meet specific criteria to log PIC time, including holding the appropriate certificates and ratings and having recent flight experience. However, the regulations are only part of the story. Insurance policies for aircraft like the King Air add another layer of requirements, which can significantly impact your ability to log hours while still meeting the conditions of your policy.

The role of insurance policies in logging flight time

Many pilots overlook the importance of their aircraft insurance policy when it comes to logging flight hours. Unlike FARs, which focus on regulatory compliance, insurance policies specify who can act as PIC and who can receive dual instruction. These policies often contain strict definitions and endorsements that must be adhered to or you risk voiding coverage in the event of a claim.

For starters, review the "use" section in your policy. It likely can be found on one of the first pages in your policy known as the "declarations." Most common uses are industrial aid, pleasure and business, or commercial. An industrial aid policy typically covers King Air operators who use professional pilots to fly the plane under FAA Part 91 rules only, not for charter flights. A pleasure and business policy is geared toward owner-pilots flying themselves under FAA Part 91 exclusively. Commercial use can mean a variety of activities, including FAA Part 135 operations. The distinction is crucial because it influences the premiums charged, ancillary coverages offered and the conditions under who the underwriters allow to act as PIC.

The risks of misrepresentation and concealment

Misrepresenting your aircraft's use or your qualifications during the insurance application process can have serious consequences. The policy explicitly states that any concealment or false information can void coverage, especially in the event of a claim. Insurance companies are entitled to conduct audits and reviews during renewal and claims processes, and discrepancies can lead to non-renewal or denial of coverage.

"Many pilots overlook the importance of their aircraft insurance policy when it comes to logging flight hours. Unlike FARs, which focus on regulatory compliance, insurance policies specify who can act as PIC and who can receive dual instruction."

Specific wording can be found in your policy:

"FRAUD OR MISREPRESENTATION. This policy will be void if you have concealed or misrepresented any material fact or circumstance concerning this insurance or if you have sworn falsely touching any matter relating to this insurance or the subject thereof, whether before or after a loss."

Furthermore, if you are asked whether you've ever been non-renewed or denied coverage, honesty is the best policy. Failing to disclose such information can be considered fraud, which carries criminal penalties including fines and imprisonment. Here is a clause from a sample King Air policy:

"Any person who knowingly presents a false or fraudulent claim for payment of a loss or benefit or

knowingly presents false information in an application for insurance is guilty of a crime and may be subject to fines and confinement in prison."

The fine print: use, qualifications and exclusions

Understanding the "use" section of your policy is vital. If your aircraft is used for non-commercial purposes, such as pleasure and business, this should be clearly indicated. Conversely, if the aircraft is used for commercial or industrial aid, the policy must reflect that, and the pilot qualifications must meet the insurer's standards.

The pilot qualification endorsement or amendment specifies who can act as PIC. For example, if a pilot submits a pilot history form to the underwriter, the underwriter will review and if they are comfortable with the pilot's experience, they will name him or her to the policy. Being named to the policy is a strong way to validate coverage is in place and not compromised. However, there is typically an "open pilot clause" next to the named pilots. It is a list of qualifications and accumulated flight hours that a pilot must have documented to operate the aircraft without formal written approval from underwriting. And one last point to consider: Some policies state "only named pilots may receive dual instruction in the insured aircraft."

Getting the hours legally

Many aspiring King Air pilots wonder how to accumulate the necessary PIC hours without risking their insurance coverage. The answer lies in paying premiums for the appropriate policy and following the requirements as outlined by your insurer. Flying under the supervision of a high-time pilot who is named on the policy or meets the open pilot warranty is a common way to log insurable PIC hours legally so long as it is approved. An example of what the approval wording could look like: "John Doe is approved to act as PIC while accompanied by Jane Doe or a pilot meeting the open pilot clause."

However, attempting to fly under the radar by misrepresenting aircraft use or who is piloting the aircraft can lead to severe consequences. Insurance companies reserve the right to inspect aircraft records and conduct audits during renewal or after a claim. Any discrepancies can result in policy cancellation, non-renewal or denial of claims.

The importance of transparency and communication

Proactively communicating with your insurance provider is crucial. If you're transitioning into the left seat

of a King Air, submit a detailed transition plan for approval. This ensures that your logged hours are recognized and that your coverage remains intact. Remember, the goal is to build experience legitimately while maintaining compliance with FARs and your insurance policy. If it is discovered by your underwriter that you were flying and logging PIC time while not approved to do so, you will most likely be cancelled or non-renewed.

The exclusion clause is a final reminder

Most policies contain an exclusion clause that explicitly states the policy does not apply if the aircraft is piloted by someone not designated in the policy or not properly certificated. This underscores the importance of adhering to the qualifications and endorsements specified in your policy. Violating these terms can lead to denied claims and potential legal issues.

Exclusions in the policy could look like this:

> EXCLUSIONS
>
> This policy does not apply:
>
> To anyone who is an insured under this policy while the aircraft is in flight with your knowledge and consent:
>
> If piloted by other than the pilot or pilots designated in the Declarations.
>
> If piloted by a pilot not properly certificated, qualified and rated under the current applicable Federal Air Regulations for the operation involved, whether or not said pilot is designated in the Declarations.

Navigating the complexities of logging PIC time and insurance

For King Air pilots and owners, understanding the intersection of FAA regulations and insurance requirements is vital. Accurate, honest reporting and adherence to policy conditions protect you and your aircraft. Remember, pilots aren't born with King Air experience – they earn it through legitimate hours logged under proper supervision and compliance within the insurance policy.

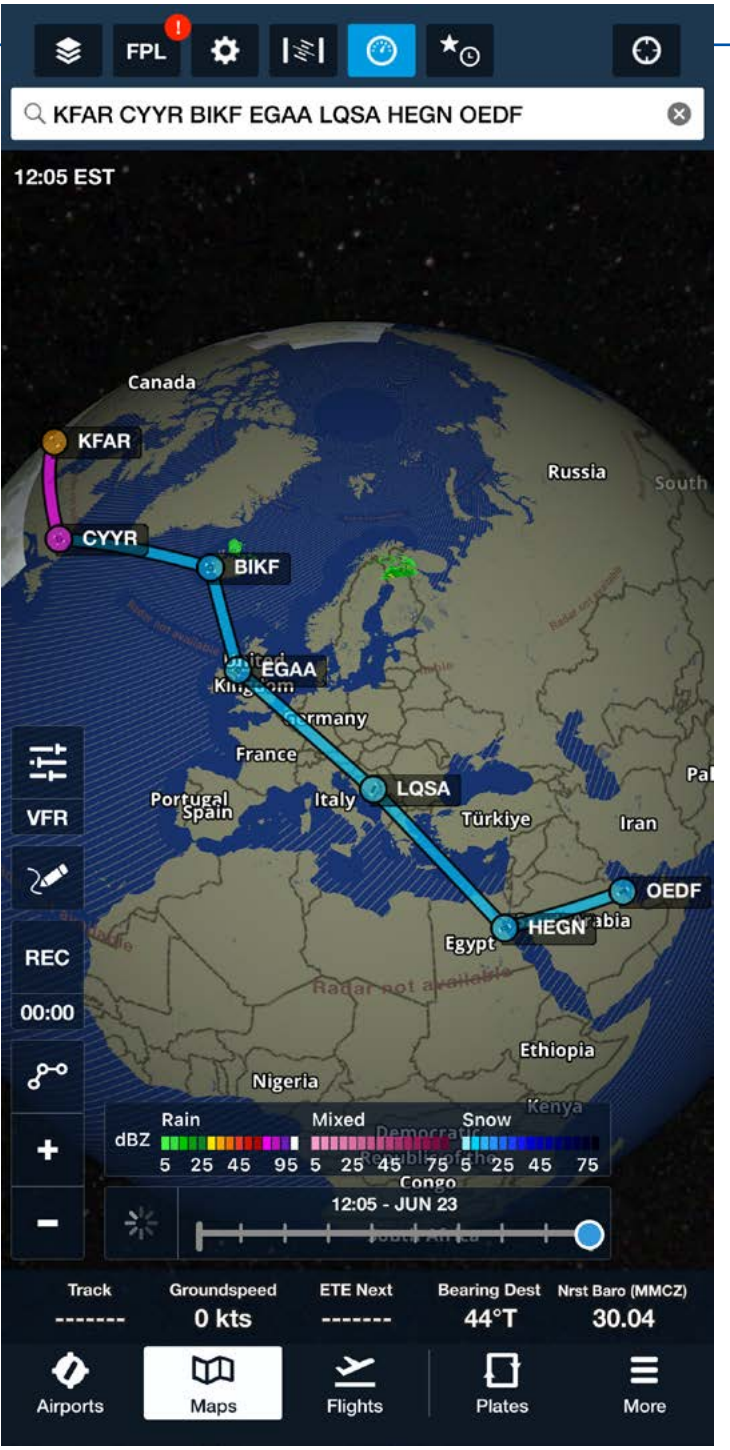
By maintaining transparency, understanding your policy's use, conditions, pilot warranty, and exclusions and other nuances, you can ensure your flying career remains safe, compliant and financially protected. KA

Kyle P. White, ATP & MEII, is an aviation insurance executive for a global insurance brokerage company. As a former professional King Air captain on BB-1118, he still enjoys flying his family's J-model Bonanza and Piper Cub. He can be reached at *kpwhite816@gmail.com.*

Ferry Tale

Part technical challenge, part adventure – follow this King Air's journey from North Dakota to the Arabian Desert

by Deanna Casey



In June 2025, a Beechcraft King Air 360 lifted off from Fargo, North Dakota, bound for its new home in Dammam, Saudi Arabia. The ferry route spanned 6,800 nautical miles and two continents, requiring crossing the North Atlantic and overflying some of the harshest landscapes on Earth. For any ferry crew, this kind of trip is equal parts flight planning exercise, weather management and problem-solving in real time.

This was a much-anticipated trip that my husband, Joe, and I got to take together. Typically, these missions are flown by a single pilot, but insurance requirements on this aircraft called for a second pilot. I happily recruited Joe, and he cleared his calendar so he could co-captain the three-day trip.

Fuel management quickly became the defining theme of the trip. The King Air 360 had 40 flight hours before the Caseys embarked on a ferry flight from North Dakota to Saudi Arabia, spanning 12+ time zones, eight countries, a range of climates and nearly 30 hours of flight time.

The mission began at Hector International Airport in Fargo (KFAR), where Weather Modification International had just installed optional equipment on the 2022 King Air. The aircraft's PT6A engines hummed steadily as we departed on a warm June morning. I was especially excited about the weather, as I'm usually only in Fargo in can't-feel-your-face blizzard conditions.

The chosen path was a classic North Atlantic ferry corridor: Fargo to Goose Bay, Canada, then on to Keflavik, Iceland; Aldergrove, Ireland; Sarajevo, Bosnia; Hurghada, Egypt; and, finally, Dammam. While the King Air 360 boasts a maximum range of more than 1,800 nautical miles under ideal conditions, operational legs were kept closer to 1,000 to 1,400 nm to account for reserves and winds aloft.

Day one

The first leg was 1,500 nm nonstop to Goose Bay, Canada – a familiar waypoint for ferry pilots bound for the North Atlantic. Goose Bay (CYYR) remains a critical staging point, offering long runways, reliable fuel services and a last chance to double-check survival gear before the remote crossings ahead.

We had a huge tailwind and plenty of fuel reserves when we landed, but the refueling in Goose Bay was our first indication that all may not be right with our fuel gauge indicators and available fuel quantity. The gauges said one thing, but the wing tanks took something different. We double-checked the numbers against the forecasted headwinds on the next long leg to Keflavik, Iceland, then notified our dispatchers that if all did not look right by Greenland, we would likely divert to Narsarsuaq (BGBW) for additional fuel. Fuel management quickly became the defining theme of the trip.

We departed Goose Bay after our quick turn and pushed toward Keflavik (BIKF). Our fuel gauges showed that one aux fuel tank was emptying faster than the other, but our previous fueling indicated an aux tank wasn't transferring 200 pounds of usable fuel. While the King Air 360's range and Pro Line Fusion avionics offer loads

Top: Joe Casey celebrated regaining his medical certificate just in time to serve as co-pilot on the ferry flight. Bottom: The Caseys love stopping at Narsarsuaq, Greenland (BGBW). The challenging approaches and unpredictable weather are why BGBW will shut down in 2026 after a new airport with easier access is completed.

of capability, crossing the icy waters of the North Atlantic demanded that we play it safe and conservatively. We waited as long as we could to make the call but ultimately decided to divert to Narsarsuaq. It turned out to be a great decision. Again, despite an aux tank reading empty on the gauges, it still had a little more than 200 pounds in it. When you are stretching the legs toward max range, 200 pounds of now seemingly unusable fuel really starts to matter.

It was a reminder that ferry work demands conservative planning and flexible decision-making – even in an airplane as dependable as the 360.

Unplanned stop notwithstanding, both Joe and I always love stopping in Narsarsuaq. BGBW is considered one of the more challenging arrivals into Greenland and should only be attempted when you know the weather is good and forecast to stay above the published approach minimums. If you arrive on a clear day, the fjord approach allows for amazing views of the terrain and glaciers. If you happen in on a day where an instrument approach must be flown, you're in for a surprise when you find minimums at almost 1,800 feet above ground level, less than 3 miles from the threshold, just clearing surrounding terrain. If you break out at minimums, you are in for a steep descent on the final segment to make it to the runway. The challenging approaches and unpredictable weather are why, after almost 85 years of hosting thousands of aircraft on their way across the North Atlantic, Narsarsuaq will be shut down in 2026 upon the completion of a new airport with easier access closer to the coastline.

The unplanned stop put us a little behind schedule on an already long flying day, so we spent little time lamenting the impending closure of "Bluie One" with the locals and got on our way to Keflavik. Our arrival into BIKF was uneventful – just the way we like them – and we were eager to find our hotel room after traversing more than 2,800 miles and more than nine flight hours on day one.

The King Air 360 the Caseys ferried supports the Kingdom of Saudi Arabia's National Center for Meteorology program for cloud seeding.

From Hurghada, Egypt, the Caseys flew over the Red Sea on their way to the King Air 360's new home in Dammam, Saudi Arabia.

Day two

From Keflavik the following morning, we continued to Aldergrove, Ireland (EGAA), trading glaciers for green fields. By this stage, the crossing had bridged North America and Europe. I cannot say enough how much I love stopping at EGAA and visiting with the personnel at Global Trek. They offer amazing customer service and are always happy to load me up with snacks from the cupboard for my next leg. We tried not to be too disappointed that we were there shortly after a military contingent had departed with most of the best goodies, ha!

From Ireland, the ferry route traced a southeasterly line to Sarajevo, Bosnia (LQSA). The stop was a new one for me and I was excited to see the area as we flew in. However, summer convective activity took its toll on the region and after a weather-related ground delay at Aldergrove, it was dark when we started our descent into Sarajevo. Joe was equally interested in landing there, but for him it was a return to an area that he spent a lot of time at while on active duty as a U.S. Army Black Hawk pilot. He warned me of the sharp mountain ridges coming out of the valley that we could not see. Although it was VMC, without a moon, the blackness of the invisible mountains offered a stark contrast to the city lights ahead. We were extra careful to brief the approach and surrounding terrain prior to starting our final descent. Although we had only two legs that day, we managed to cover another 2,000 nm and nearly eight hours of flight time.

Eastbound travel over long distances always starts to wear on the body after a couple days. You lose time with the time changes as you travel east, and it's difficult to get into a good sleep cycle when your clock says one thing, but your body feels like it is hours earlier. Usually by day three or four of a long trip like this, pilots start to feel the fatigue setting in at both ends of the day due to shortened sleep cycles and messed up circadian rhythms. It's at this point I was especially grateful for a highly experienced, second pilot on board – it was just a bonus that it was my husband.

Day three

Leaving Europe behind the following morning on the final day of our trip, we crossed the Mediterranean Sea to Hurghada, Egypt (HEGN). This was another long leg (1,300+ nm) that was in danger of needing a diversion because of our fuel issue. We had now had five fuel stops where we validated that the right aux tank was not transferring 200 to 220 pounds of fuel to be burned by the engine, although the quantity indicator would depict an empty tank. Even with light headwinds predicted on the route, we were questioning whether we would have the fuel reserves that we liked to see upon landing.

Another problem that had plagued us throughout the trip: Although the

After the ferry flight, the Caseys flew commercially to Prague, Czech Republic. They explored landmark sites including: (clockwise from top left) Devil's Canal, Chateau Dlouha Lhota, Old Town Bridge Tower and St. Vitus Cathedral.

Deanna and Joe were scheduled to fly a JetPROP back to the U.S. from Prague, Czech Republic, once they finished the ferry flight. The local police visited with the pilots after they filed a flight plan from Příbram Airport (LKPM). Because LKPM was not a customs airport, they first needed to fly the aircraft to Václav Havel Airport Prague (LKPR).

aircraft was RVSM certified to FL350, it was so hot we had trouble getting there. Once in Europe and North Africa, we were seeing ISA +29 in the upper flight levels. That means it is no easy climb to FL350 where we could have mitigated the lower available fuel quantity with a lower fuel burn. We typically had to level off around FL280 to FL300 and burn off a considerable amount of fuel before we were able to continue our climb. We eventually made it to FL350 and managed to stretch our fuel to make the leg to HEGN without an alternate fuel stop.

As we crossed the boundary between the Mediterranean Sea and Egypt, the desert air was hot, the Red Sea sparkled to the east and the reality of the Middle East arrival began to take shape. The airplane, designed for both rugged reliability and passenger comfort, performed flawlessly even in the extreme heat of Egypt's summer.

The last leg carried the aircraft across the Red Sea and the Saudi desert to Dammam, Saudi Arabia (OEDF). Touching down after sunset marked the conclusion of a journey that spanned more than a dozen time zones, eight countries, a wide range of climates and nearly 30 hours of flight time.

Lessons learned

Every ferry flight teaches lessons, and this one was no exception.

First, fuel isn't just about capacity, it's about availability. This applies to route planning and fuel transfer or flow issues that may pop up in flight.

Second, the King Air 360 is a workhorse! From short strips to hot-and-high departures in Egypt, the airplane's systems and PT6As delivered consistent reliability.

For ferry pilots, trips like this are part technical challenge, part adventure. The King Air 360 proved itself a capable partner – fast enough to make steady progress, yet versatile enough to handle short fields and demanding approaches. The route itself was a living history lesson, tracing paths once flown by early pioneers of transatlantic aviation, now supported by satellite navigation and global weather data.

In the end, the ferry flight from Fargo to Dammam wasn't just a delivery, it was a reminder that even in the age of global airlines and nonstop jets, the old romance of crossing oceans in a turboprop still lives on. KA

Deanna Casey has amassed 13,000 flight hours since she started flying in 1997 and is a 25-year Gold Seal CFI/CFII/MEI with more than 4,300 hours dual given. She has a bachelor's degree in aviation management from Auburn University and a master's in aeronautical science from Embry-Riddle Aeronautical University. Deanna holds an ATP-ME certificate, is single-pilot typed in the King Air 300/350 and flies all King Air variants regularly, including the B100 with TPE-331 engines. She is married to Joe Casey, founder of Casey Aviation in East Texas, where they specialize in PA-46/TBM/King Air training, fly Part 91 managed King Airs and ferry aircraft across the globe.

7 Blade
Whisper Prop®
For King Air 300 Series

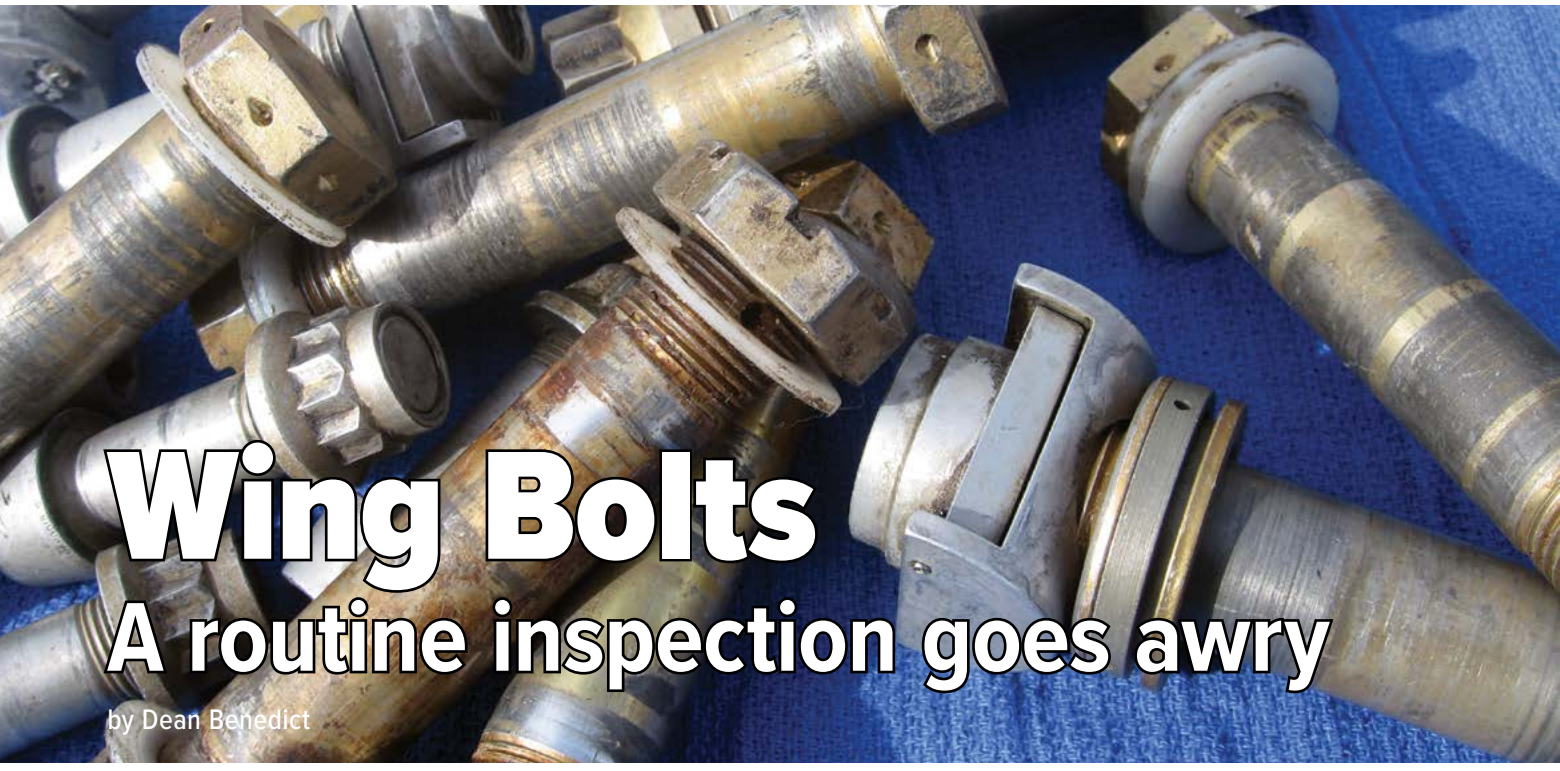
The Ultimate Upgrade for King Air 300 Series

Benefits

- 8% improvement in take-off & climb.
- Up to 5 knots improvement in cruise.
- More ground clearance for less FODs.
- Significant noise and vibration reduction.
  - Measured lowest cockpit and cabin noise

+1 (425) 405-4776
info@BLRaerospace.com
@BLRaerospace
www.BLRaerospace.com

BLR
PERFORMANCE INNOVATION



Wing Bolts

A routine inspection goes awry

by Dean Benedict

Recently, I've had wing bolts on the brain. I got wind of a King Air 200 getting a five-year wing bolt inspection that didn't end up being the routine maintenance activity it should have been. On reinstallation, the technician installed the nut backward and torqued it down. He did this on both sides and damaged both spars in the process.

I'm still in disbelief that this happened. In 50 years of maintenance on King Airs, I've never seen or heard of this situation. The nut on this style wing bolt (see the top bolt/nut in the photo on the opposite page) is a unique design with an unusual half-moon shape. The convex curvature of the nut nestles into a fitting on the spar (the bathtub fitting), which has a corresponding concave curvature.

I always considered this peculiar nut to be a "Murphy-proof" design. Murphy's law says: "Anything that can go wrong, will go wrong." In cases where there is clearly one way to do a task, it is considered Murphy-proof, or mistake-proof. Unfortunately, the mechanic in this instance had other ideas. When the factory was consulted, the damage was deemed not repairable. Both spars must be replaced.

In tension or in shear

The wing bolts for King Airs are either in tension or in shear. In the above incident, the wing bolt/nut assembly is of the in tension variety. The orientation of wing bolts in tension is perpendicular to the fuselage and parallel to the leading edge. If you grasped the head of the bolt with one hand, and the nut with your other hand and tried to pull your hands apart as if to stretch the bolt lengthwise, that would be a crude example of a bolt in tension.

Older King Airs had in tension wing bolts installed in all positions – lower forward, lower rear, upper forward and upper rear. The maintenance manual is very specific on how the nuts should be torqued because of the stress being placed upon them. The 200 manual discusses placement of the bolt and nut in detail, with diagrams. It clearly specifies that the radiused surfaces of the nut and the wing fitting should be married together.

Beginning with BB-1193, the lower forward wing bolts in King Air 200 aircraft were changed to an in shear design. A wing bolt in shear lies parallel to the fuselage and is clasped by evenly spaced, curved fingers that are mounted on the center section and on the wing. Much like a piano hinge, these fingers mesh from opposite

sides; their curved shape allows for the wing bolt to slide into the middle like a hinge pin. I used to keep a collection of old wing bolts in my office. It's easy to tell the in shear bolts because the fingers have worn a stripe on the bolt shaft at even intervals. The bottom bolt in the photo on the right is of the in shear variety.

Only the lower forward wing bolts on 200s from BB-1193 and later are the in shear style. These bolts must be replaced if removed for any reason; they are never reinstalled. So, when the five-year wing bolt inspection comes around for these model 200 aircraft, all the wing bolts are removed for inspection, but only the bolts that are in tension can be reinstalled. New in shear bolts are procured and installed in the lower forward position on both sides.

All wing bolts, whether they are in tension or in shear, are subject to periodic replacement. Wing bolts in tension, regardless of position, used to be a 15-year item, but now their replacement has been extended to 20 years. As just mentioned, if the lower forward wing bolts are in shear, they are replaced at the five-year inspection, or any time the bolt is removed for any reason.

Top: A wing bolt assembly in tension; note the uniquely shaped nut. Bottom: A wing bolt assembly in shear; note the evenly spaced stripes on the bolt shaft.

Lubrication and inspection

Preventive maintenance is vital to all aircraft. Many, many years ago news surfaced of a King Air wing bolt that was severely corroded. The 12-month wing bolt lube was added to the inspection regimen and has proven a very effective remedy. Even though wing bolts are now made with Inconel instead of steel, lubing the wing bolts every year is a small price to pay for the peace of mind it provides.

The various King Air models have different calendar requirements for inspection and replacement of wing attachment hardware. The inspection (a three-year or five-year occurrence, depending on the model) includes not just the hardware itself, but also the bathtub fittings, counter bores and flat surfaces. It can be a dye penetrant or an eddy current inspection.

When I worked at Beech, and when I had my own shop, I always used a non-destructive testing, or NDT, specialist for these inspections. In all the wing bolt inspections I've supervised in my career, I never had a major anomaly found on King Air wing attachment components. In very few instances, where the NDT results were inconclusive, I replaced the bolt to be on the safe side. And there were a few cases where damage induced by improperly installed washers was found and repaired.

That said, the NDT professionals I've known through the years always had their share of horror stories. Whenever they find bad news it always involves an aircraft that has been sorely neglected. Not surprisingly, the price required to bring things back up to par is a hefty one. It's the mantra of maintenance: Do it right and pay a little now or ignore it and pay a lot more later.

Spar straps

Many years ago, a wing came off a King Air 90 that had been operated in a foreign country for some time. The wing bolt – made of steel back in those days – was found to be 70% corroded. Clearly, lack of maintenance was the culprit. But not long after, a cracked wing bolt nut was found on a 200, giving rise to concerns about King Air wing attachments.

Around this time, Dave Saunders of Aviadesign (who had designed spar straps for a variety of aircraft) came up with a spar strap STC for older King Airs. It was marketed as an added safety feature and became popular enough to prompt Beech to design their own spar strap. Bear in mind, it was not required equipment, it was an *option*. There are plenty of vintage era King Airs still flying safely without spar straps.

Like any STC, spar straps come with Instructions for Continued Airworthiness that specify periodic inspections. From a maintenance perspective, spar straps are annoying; the Beech spar strap, in particular, is a

real pain to deal with. Inspections are labor-intensive. Fortunately, there are not a lot of Beech spar straps around. If your King Air has one, you are probably acutely aware of it.

Wing bolt worries in the past

In response to the cracked nut found on the 200 mentioned earlier, there was an Emergency Airworthiness Directive issued in 1980 that grounded all King Air 200s where they sat if they did not comply. Back then, ADs were distributed by snail mail and the time frame for compliance for this AD was extremely tight. Once that AD hit, it was a mad scramble for model 200 owners to get their King Airs to a shop in time.

Compliance required removal of the lower forward wing bolts (all in tension at that time), along with the corresponding nuts and washers, and replacing with new. There weren't enough new parts to go around, so there was an alternate method of compliance. This involved a heat treatment (baking at 350 to 400 degrees for 23 hours), followed by a prolonged cooling process (like annealing) and then putting the parts through an NDT protocol. If they passed, they could be reinstalled.

I was at BeechWest in Van Nuys, California, at the time. In addition to my many customers flying 200s, we reached out to every 200 owner we could find within an hour's flight to Van Nuys (KVNY). That airport was clogged with King Airs, parked nose to tail, and we worked around the clock to take care of everyone and get them back in the air.

Interestingly, I never found any problems with the hardware we removed, nor did I hear that anyone else found any problems either. The lower forward wing bolts on the 200s were changed from in tension to in shear in 1984, just a few years after that AD. Since then, King Air wing bolts have remained out of the limelight.

Wing bolt inspections should be routine

Think of how many King Airs there are in existence. They all have their wing bolts inspected every three or five years. Thankfully, I don't hear a lot of horror stories involving improperly installed wing bolt assemblies. The unfortunate situation with the 200 is the exception and far from the rule. Like I said, this was the first time I ever heard of that wing bolt nut with the radiused shape being put in backward and torqued down.

I do know of one other instance where an improperly done wing bolt inspection damaged the spars so severely that they had to be replaced. A maintenance technician had reinstalled the hardware in the wrong order on a King Air C90. The manual illustrates exactly how the washers should be installed – we call this the hardware stack-up – some of the

washers have a shouldered (rounded) edge and others are square-edged. When reinstalling the wing bolt assembly (clearly we are dealing with wing bolts in tension here), damage will result if one or more of those washers is facing the wrong way and torqued down.

There is only one correct way to arrange the hardware. In my vast experience with King Airs, I'm sure I've seen every wrong-way stack-up imaginable with wing bolt hardware. Sometimes there is induced damage and it's repairable. But in the case of this C90, the damage was severe enough that the spars had to be replaced. I think Carl Davis (of Davis Aviation and King Air Nation) was able to come up with the wings from a C90 with a serial number very close to the subject aircraft. The replacement spars came out of those wings, and the problem was ultimately resolved. Like the 200, *this should never have happened in the first place*.

Mechanics: You need to A) PAY ATTENTION and B) READ THE MANUAL. Study it carefully. Make sure the hardware you are removing was properly installed to begin with. Do not assume the guy before you did the job correctly. You don't want to perpetuate a mistake made previously. If you ensure that everything you are taking apart was correctly installed, then there will be no hiccups on reinstallation.

Reputation for safety

Safety has long been a hallmark of the Beechcraft King Air. The King Air's safety record was a key selling point in 1980, and it remains so to this day. Proper and prudent operation coupled with competent and conscientious maintenance is a winning combination that will keep any King Air flying for many more years to come.

As always, fly safely!

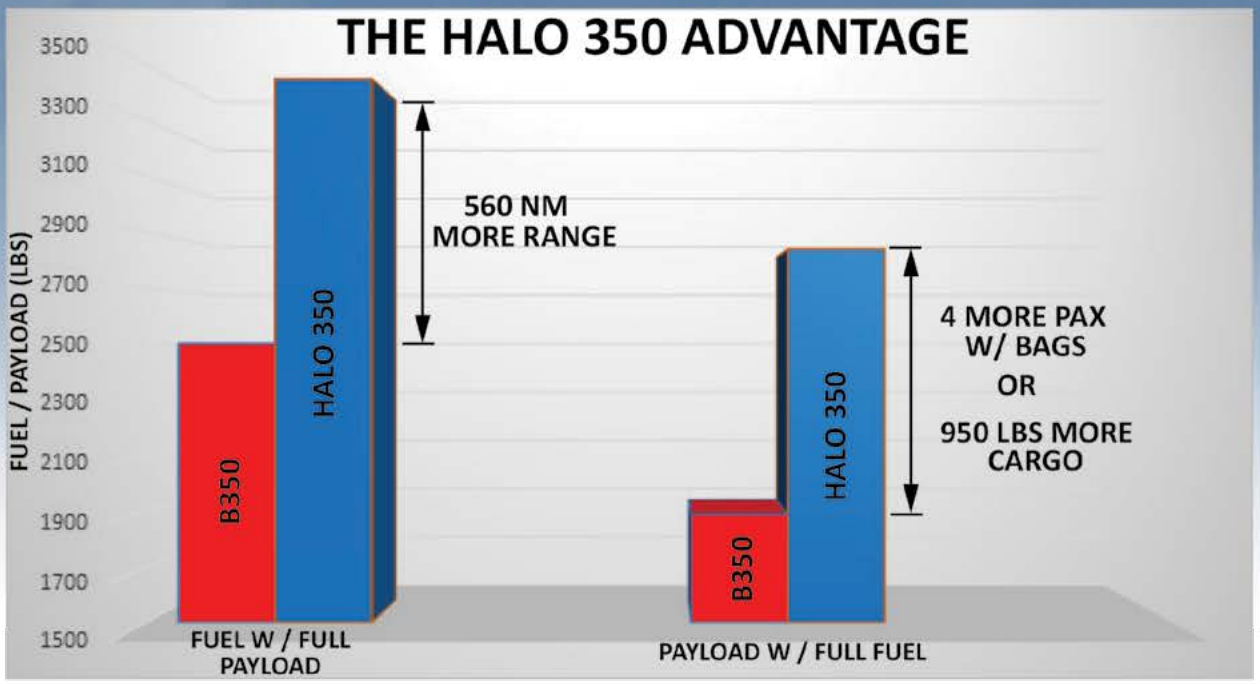
Dean Benedict is a certified A&P, AI with over 50 years of experience in King Air maintenance. He received the Charles Taylor Master Mechanic Award from the FAA in 2025. He was an inaugural inductee to the King Air Hall of Fame in 2022. Dean owned and ran Honest Air Inc., a Beechcraft maintenance boutique with a strong following of King Airs, for 15 years. Currently, with BeechMedic LLC, Dean and his wife, Lisa, consult with King Air owners, pilots and mechanics on maintenance issues, troubleshooting and pre-buys. Dean performs expert witness work on request. He can be reached at dr.dean@beechmedic.com or 702-524-4378.

HALO 350

15,950 POUNDS

MAX TAKEOFF WEIGHT

Upgrade your King Air 350 / 360



HALO 350 Information Chart

Increase Max Ramp Weight	15,000 to **16,050**
Increase Max Takeoff Weight	15,000 to **15,950**
Max Landing Weight	No Change **15,000**
Max Zero Fuel Weight	No Change **12,500**
Payload Increase	**950**

Weight and payload shown in pounds.

HALO 350 STC Kit:

The Halo 350 STC kit includes the STC, installation drawings and instructions, AFM Supplement, instructions for continued airworthiness documents, and the required parts and components (except common hardware items) for converting and operating a King Air 350 series airplane at a maximum takeoff weight of 15,950 pounds.

New safety systems installed are takeoff trim warning & ice mode stall warning.

Estimated installation labor hours: 20 hours

CenTex Aerospace, Inc. • 7925 Karl May Drive, Waco,TX 76708 • 254-752-4290 • www.centex.aero

Considerations for Your First Post-Maintenance Flight

by Zach Cleaver

Your airplane just came out of maintenance. You picked the best, most qualified shop to do the work, and now you're excited to get in the air again. You jump in, fire up and launch into the sky. Then you realize something is not quite right.

Unfortunately, this happens all too often. Picking up an aircraft from maintenance is one of the more challenging and dangerous flights you can make. We expect everything to be perfect, and that's not always the case. Mechanics are human and occasionally make mistakes just like pilots do. In the flying game, mistakes can turn deadly very quickly. What can we do to reduce our chances of having an incident or accident?

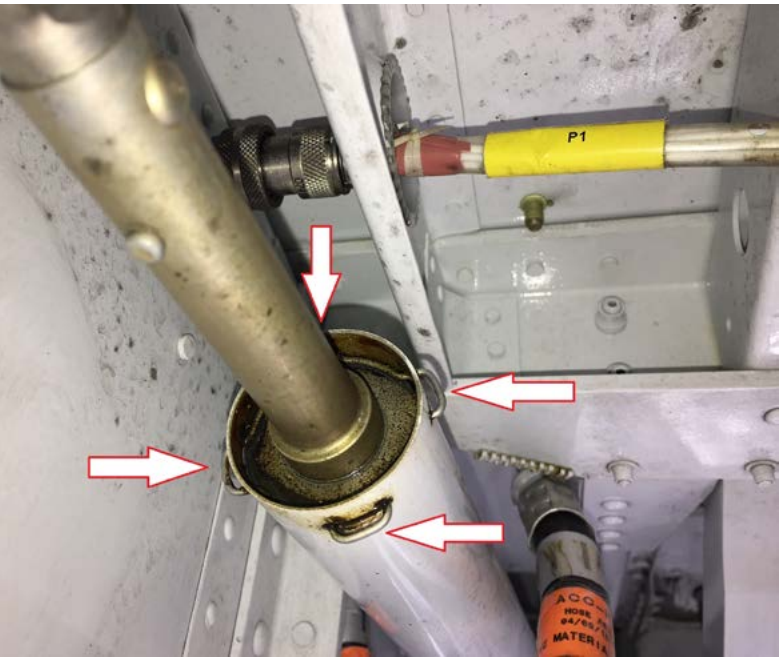
The first thing you can do is schedule more time than you think it will take. It is not uncommon to find multiple squawks coming out of maintenance. It's great when we don't but give yourself time should the airplane not be perfect the first time you look at it.

Next, assume everything has been changed in the plane, from friction locks to trim positions, flap settings, seat position, etc. Check everything, even if it was not part of what was worked on; it might have been bumped or changed accidentally.

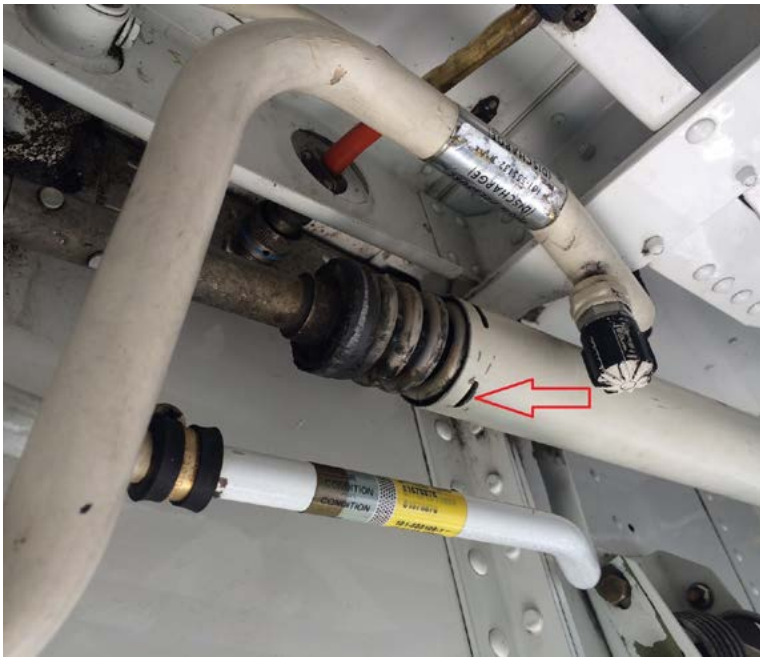
After that, pull out the factory checklist and go through the factory preflight line by line. Yes this will take time, and yes you still need to do it.

What are some items that need a little extra attention during your preflight? Starting at the cabin door:

- The door seal: Pay close attention to the inflation tube at the base of the door as well as the top



A spring clip in good condition.



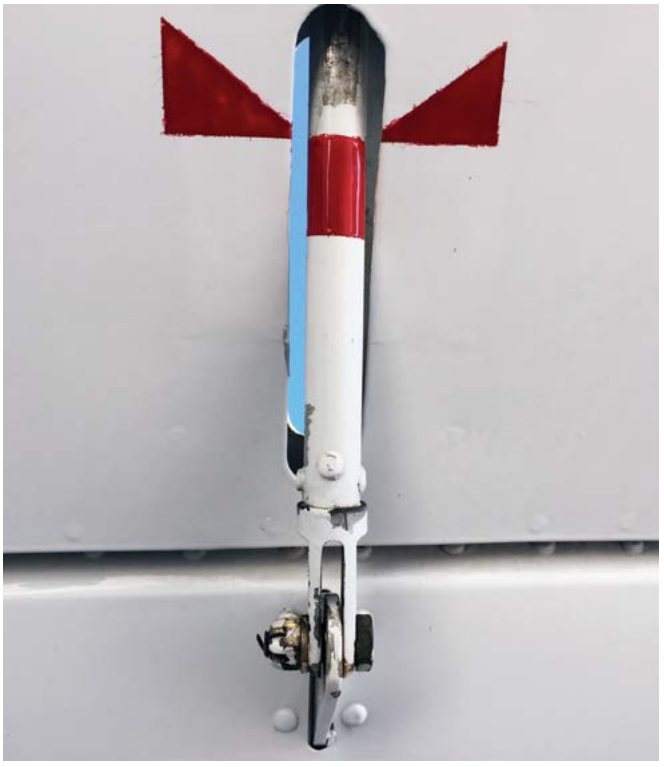
A failed spring clip.

of the door frame. Passengers kick or drag bags across it frequently.

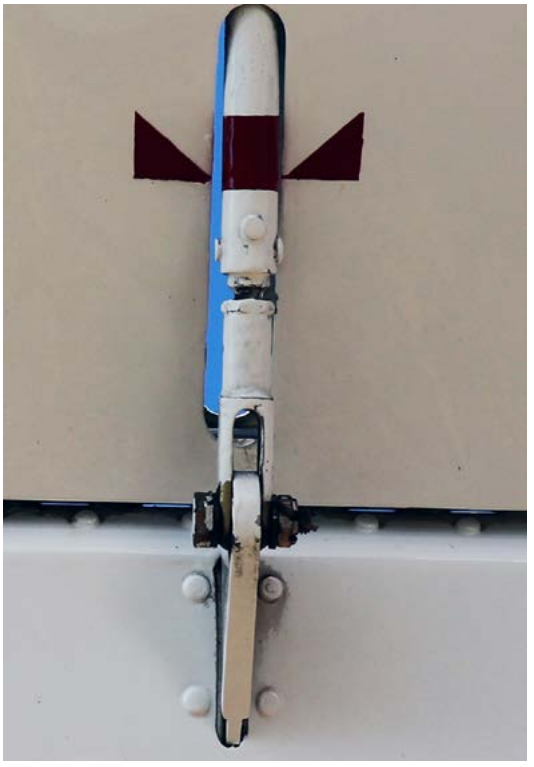
- Flaps: When they are retracted, they should have a small amount of play in them. If they are tight, they will need to be adjusted.
- Exhaust stacks: Give them a knock with your knuckle, listen to the sound and learn what each sounds like. If a crack develops the sound will change.
- Nacelle cowlings: The top forward cowl is held down by a cam system. Occasionally the cam does not engage the hook side to snug and hold the cowl down. Give the cowl a thump in an upward motion with the heel of your hand to make sure it is secure. If your paint scheme has stripes that flow over the nacelle it is easy to see when the stripes don't line up. If you do have a cowl come loose during flight, open the ice vanes and it will help suck the cowl back down until you land.
- Nose gear: There are two things to check here. Make sure the stop block on the aft portion of the strut is straight. If your plane was towed and the turn limits exceeded, it will be bent and will need to be checked out by a mechanic. The other item that should be checked is the shock link spring clip. If this clip fails and falls out, the spring in the shock link will expand and push your nose wheel into a right turn. You will not be able to use your rudder pedals to straighten out the airplane.
- Control surfaces: If your plane is coming out of the paint shop, pay extra attention to control surfaces as they were removed for painting. Check all your required placards. The complete list can be found in your aircraft's POH. On the C90 series and E90 aircraft, check the trim markings on your elevator.
- The static ports: Check your static ports on both sides of the fuselage. We have seen and had reports of tape being left covering the ports after paint or after getting washed.

Congratulations, you have completed the interior and exterior preflight without finding any issues! Now is the time to start up, taxi to the runup area and perform a full runup. You were going to execute the full runup, right?

Before you start, complete the fuel panel test if you haven't already. It can be accomplished with just battery power and is quick to do. It is not uncommon to find firewall valves that stick open or do not seal properly.



Here is what the trim markings on your elevator should look like when the trim is set to zero.



Here is an example of incorrect trim markings on your elevator when the trim is set to zero.

Things to look for during runup:

- Minimum prop RPM: For all 4-bladed props on King Airs there is a minimum prop RPM. Make sure you are idling above the appropriate number for your aircraft. If you are below that limit you could experience reactionless vibration (the prop blades flexing in opposite directions without being felt in the airplane). This will damage your prop hub and require prop and blade replacement.
- Overspeed governor check: When performing this check, there are two things to watch for: (1) Move the test switch into the test position while your prop is under the test RPM for your prop. If your prop RPM is above the test RPM setting it will come down very quickly! (2) Ensure the prop is in the proper RPM range.
- Autofeather check: Pay close attention to the torque reading when the autofeather lights illuminate. Remember, the 400 ft-lb and 200 ft-lb sensors are not as accurate as your torque gauge. It is not uncommon to see the autofeather lights illuminate as high as 500 ft-lbs. Watch when the opposite autofeather light extinguishes as power is reduced. The autofeather system has proven to be very reliable but make sure it is working the way it's supposed to.
- Rudder boost: This will take lots of power to activate on the ground. On a hot, high-density altitude day it might be impossible to check activation without exceeding engine limitations.
- Pressurization test: The most common mistake seen here is not opening the bleed valves. Moving your condition levers to high idle will speed up the test. Remember to confirm the test switch is back in the PRESS position after completing the test.

You should have done this already during the interior preflight, but here is another chance to verify your trim settings and friction locks. Some King Airs are known to have power lever migration issues. If this happens during takeoff, the lack of speed and altitude makes it difficult to recover. Look at accidents in Wichita, Tucson and Addison as examples of possible PLM-related accidents. Unfortunately, the post-accident fire destroys evidence of PLM but all three have hallmarks of it occurring just after takeoff.

The first flight when picking up an aircraft from maintenance will always be challenging. Make the flight as safe as you can by being thorough in your preflight and runup. KA

Zach Cleaver, a Gold Seal flight instructor since 2009, started teaching in King Airs in 2010. He has worked for King Air Academy in Phoenix, Arizona, since 2013 and flies all models of King Airs.

100% Bonus Depreciation is Back!

Upgrade with the Best. Deduct the Rest.

100% bonus depreciation is back, making it a perfect time to book your Garmin G1000 NXi installation. Choose the team with more Garmin installs than anyone, anywhere.

Reasons more operators choose Elliott Aviation for their install:

- Industry-leading experience - 15+ years running
- Industry-leading downtime - 15 days for G1000 NXi
- Three dedicated Garmin integrated flight deck teams at our Moline headquarters
- One-stop shop - full paint, interior, maintenance, and avionics capabilities

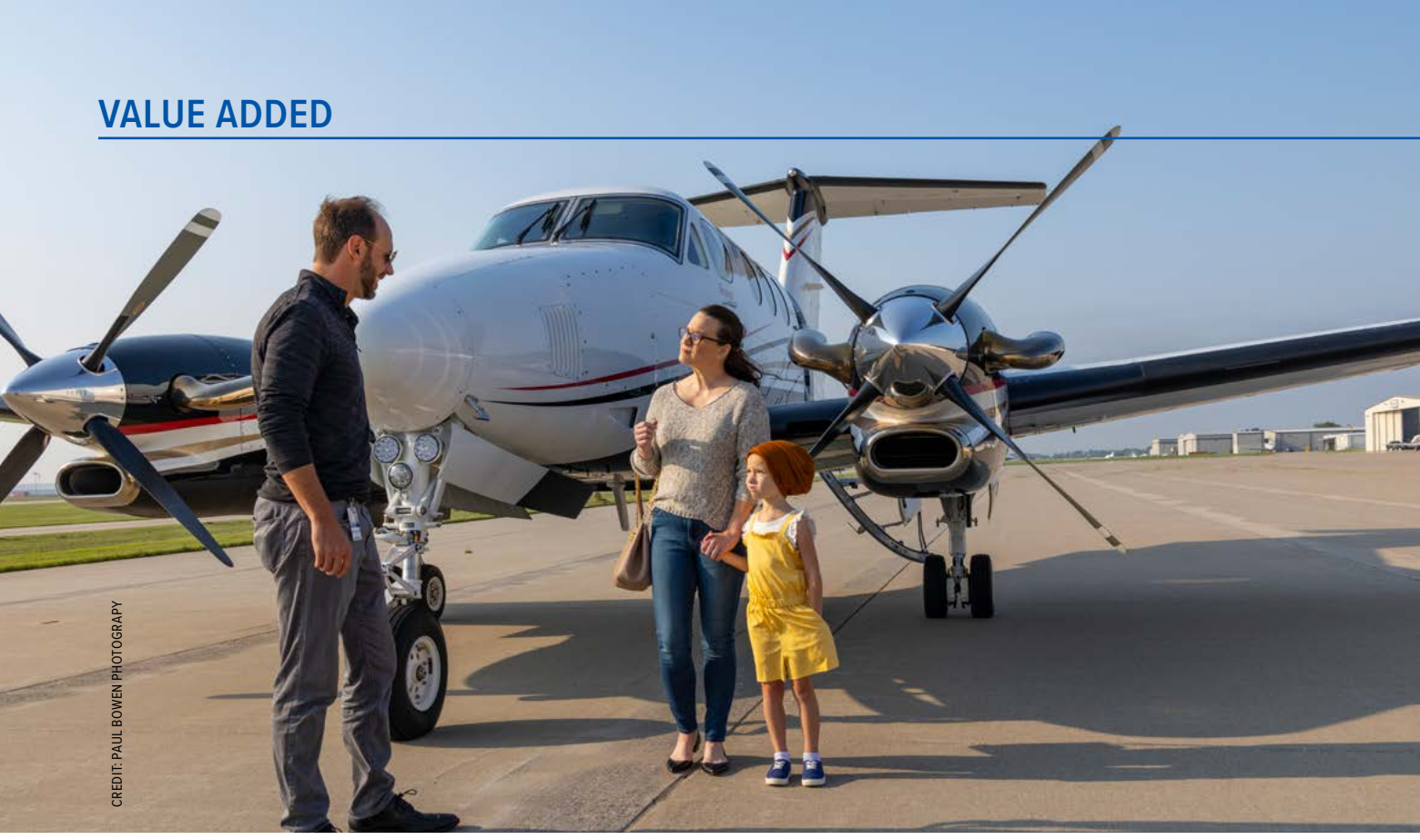
ELLIOTT AVIATION

GARMIN.

ElliottAviation.com

Start Your Quote

Disclaimer: This communication is for informational purposes only and does not constitute tax advice. You should consult your tax advisor to determine your eligibility for bonus depreciation or any other tax benefit.



CREDIT: PAUL BOWEN PHOTOGRAPHY

Corporate Angel Network Expands to Include King Airs

The nonprofit started in 1981 with a King Air flight

In 1981, Leonard Greene donated use of his company's Beechcraft King Air to transport an 18-year-old patient back home to Detroit for Christmas after receiving treatment at New York's Memorial Sloan Kettering Cancer Center.

Greene was the founder and owner of Safe Flight Instrument Corporation, based at Westchester County Airport in White Plains, New York, where his friends Priscilla "Pat" Blum, a commercial pilot, and Jay Weinberg, owner of the local Avis franchise, were trying to achieve their vision of easing the transportation burden for cancer patients by pairing them with empty seats corporations could offer on their normal business flights. Five decades later that King Air flight is considered the inaugural flight for the Corporate Angel Network.

CAN has coordinated more than 70,000 flights since then, relying on the generosity of corporate flight departments and individual aircraft operators who offer unused seats on their aircraft at no cost to help cancer patients access the best treatment centers in the country.

While most of those flights have been on turbofan-powered aircraft, the nonprofit organization recently expanded its usable fleet by inviting King Air models and other turboprop-powered aircraft to join the effort.

"With more than 600,000 cancer deaths and 2 million new cancer cases each year, our challenge is to provide many more patients with this service," CAN President and CEO Robert Stangarone said in a news release. "We have an opportunity to save many more lives by opening up the fleet to the thousands of single- and twin-engine turboprop aircraft currently in operation."

The number of corporations participating has decreased since the pandemic and the need is greater than ever. In 2019, CAN flew just over 3,000 patient flights while in 2024 they flew 1,700. CAN hopes expanding to include turboprop aircraft in addition to turbofan-powered airplanes will attract more company owners and executives, aviation managers, chief pilots and personal owners to get involved.

"While we are incredibly proud of the number of lives we have helped, our efforts are limited by the availability of flight resources," Stangarone said. "For years, patient requests for flights have outnumbered aircraft available by a factor of two."

How to help

In addition to partnering with owners and operators to match patients with flights, Corporate Angel Network also relies on volunteers at its Danbury, Connecticut, offices and monetary donations to cover costs including ground transportation, hotel accommodations and other patient services requests. Get more information at *corpangelnetwork.org.*

While medical advancements have made remarkable progress, many patients still face formidable challenges, especially when it comes to accessing life-saving specialized care in distant locations. Transportation becomes a critical issue, particularly for those living in remote areas or facing financial hardships.

Participation is open to all cancer patients traveling for surgery, clinical trial or a second opinion as well as bone marrow and stem cell donors and recipients who are ambulatory and do not require medical assistance while traveling. CAN works closely with hundreds of companies and individual pilots to match empty seats on already planned flights with patient flight requests.

A primary part of CAN's mission is to ensure safe travel for the patients it serves. This was a major consideration in expanding lift capacity to turboprop aircraft and will remain a priority, officials said. All Corporate Angel Network flights are flown in pressurized aircraft with a two-pilot crew.

For more information, call (914) 328-1313 or visit *corpangelnetwork.org* to see frequently asked questions about flying for CAN. *Source: corpangelnetwork.org*

King Air Gathering Scheduled for March 2026 in Texas

The ninth installment of the King Air Gathering is heading back to Texas Hill Country. Mark your calendars and plan to join the King Air community for training, speakers and camaraderie March 26-29, 2026, at Gillespie County Airport (T82) and the iconic Hangar Hotel in Fredericksburg, Texas.

KAG was held at T82 in 2018 and 2019, and the setting in Texas Hill Country quickly became a favorite among attendees and companions. Organizers are finalizing plans to bring together owners, operators, pilots, trainers, maintenance providers, FBOs and manufacturers.

Watch for more details from King Air Nation. Vendor participation and sponsorship options will be released soon, and registration is set to open in December. *Source: kingairnation.com*

Garmin Autoland and Autothrottle Certified for Retrofit Installations in King Air 300/350 Aircraft

Garmin has earned FAA certification for retrofit installations of its Autothrottle and Autoland systems in select G1000 NXi-equipped Beechcraft King Air 350 aircraft as well as certification of Autothrottle in King Air 300 models equipped with 4-blade props and PT6-60A engines, with plans for Autoland certification to follow.

The full Autothrottle integration with the G1000 NXi integrated flight deck reduces crew workload in the cockpit by managing aircraft speed and power and provides engine protection against potential exceedances. In the event of an emergency where the crew can no longer perform their duties, Garmin Autoland can control and land the aircraft without human intervention. This is particularly important for single-pilot operations or to add an additional layer of safety for two-pilot operations.

"Nearly 1,000 King Air operators now enjoy the capabilities that the G1000 upgrade has provided

Garmin Autothrottle and Autoland are now certified for retrofit installations in select King Air 350 aircraft.

them. This announcement adds a direct pathway to Autothrottle and Autoland equipage for many of those aircraft," Carl Wolf, Garmin's vice president of Aviation Sales, Marketing, Programs & Support, said in a news release. "This certification also marks the largest airplane to date equipped with Autoland and is the 11th aircraft model certified with this potentially life-saving technology."

Autothrottle offers safety-enhancing features and greatly reduces workload in the busy King Air cockpit. The system provides automatic control of the engine power levers from takeoff to landing. It keeps power levers in the proper power setting, negating the threat of a possible throttle rollback. Power settings are based on manufacturer or user-configurable climb, cruise and descent schedules, including ITT limits. Additionally, Autothrottle provides ITT and torque protection by reducing power when the system senses potential overtemperature or overtorque conditions and considers flap and gear position when managing airspeed limitations.

In the event of an emergency where the crew can no longer perform their duties, Autoland can control and land the aircraft without human intervention. Once activated, the system calculates a flight path to the most suitable available airport, initiates an approach to the runway and automatically lands the aircraft. It takes into consideration a breadth of information and criteria and will automatically communicate with air traffic control throughout the entire event, advising controllers and pilots operating near the aircraft of its location and intentions.

With the latest upgrade, King Air 300 and 350 aircraft equipped with G1000 NXi can take advantage of additional Garmin updates. These include situational awareness enhancements such as Synthetic Vision Technology's 3D views of the SafeTaxi airport environment and Garmin's Runway Occupancy Awareness, which uses ADS-B traffic to alert the crew of potential runway incursions. There are also new electronic stability and protection technology features for single-engine procedures, enhanced text-based communications with air traffic control and integrated GWX 8000 StormOptix weather radar.

Retrofit installations can be completed through approved Garmin-authorized dealers. To learn more about the G1000 NXi upgrade for King Air aircraft, visit *garmin.com/kingair. Source: garmin.com* KA

SPECIAL OLYMPICS AIRLIFT®

2026

BECOME A DOVE!

EVERYBODY NEEDS A LIFT EVERY NOW AND THEN

MINNESOTA'S TWIN CITIES
FRIDAY, JUNE 19 &
SATURDAY, JUNE 27, 2026

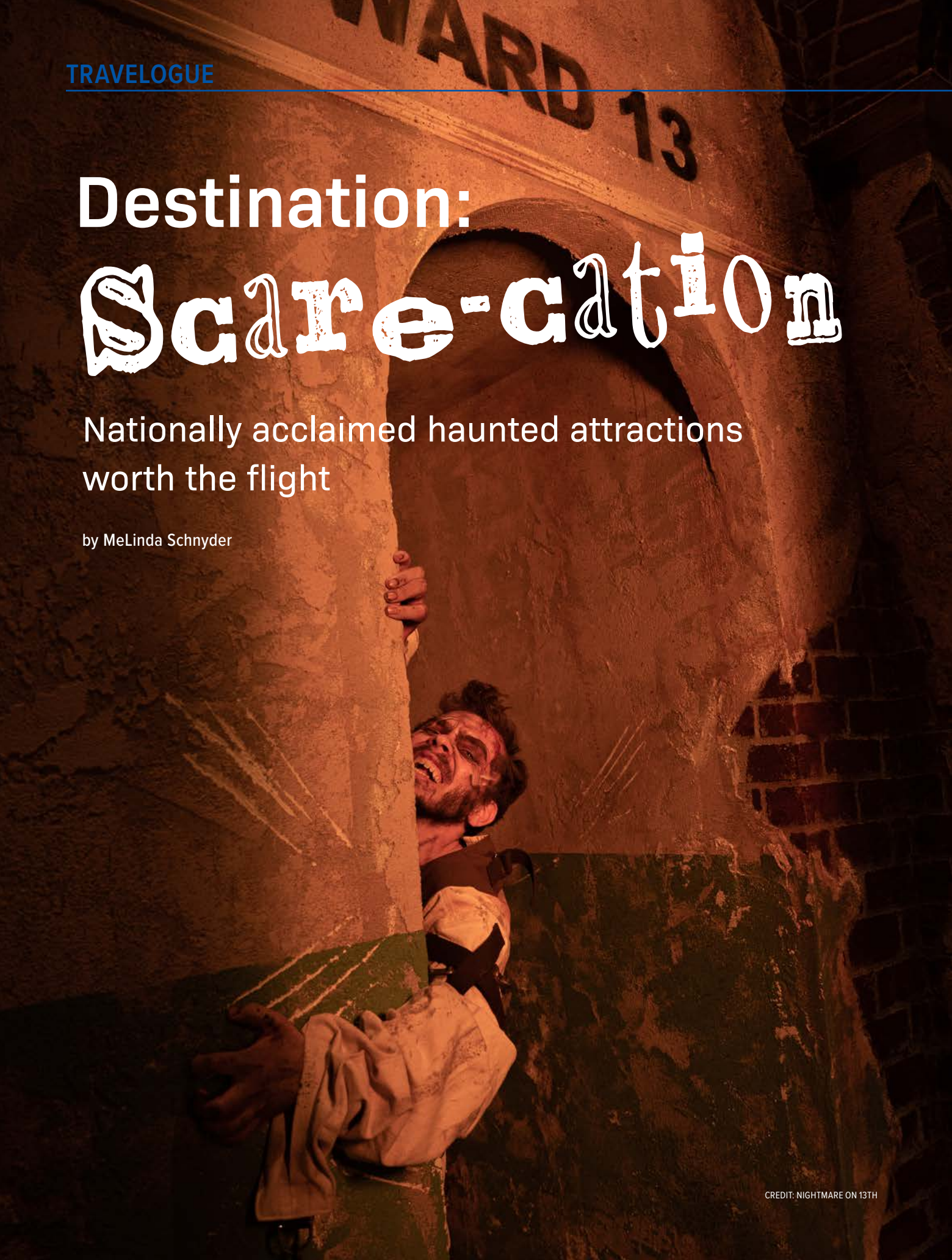
Cessna | Beechcraft

BY TEXTRON AVIATION

Destination: Scare-cation

Nationally acclaimed haunted attractions worth the flight

by MeLinda Schnyder



CREDIT: NIGHTMARE ON 13TH

Today's haunted attractions are not your grandparents' idea of scary. Anyone of a certain age remembers the haunted houses when we were kids, usually organized as a fundraiser by a local community group.

Haunted attractions today are big business. We're not talking standard jump-scare attractions; the top-tier mega haunts are full-scale productions with intricate costuming, realistic props (even a few that are alive), animatronics and a range of special effects. They generate more than $500 million in revenue each Halloween season, according to America Haunts, a national association of haunted attractions whose collective annual attendance tops 1 million thrill-seekers.

"More than 30% of ticket sales at the top attractions in the country surveyed by America Haunts come from travelers, some flying across the country for the kind of immersive scare that can't be found at local haunts," said Amber Arnett Bequeaith, spokesperson for America Haunts.

Arnett Bequeaith knows the industry well. Her parents and grandparents started the first commercial haunted attraction in Kansas City, Missouri, in 1974 to extend the use of props, costumes and theatrical experience from the short summer season of their outdoor theater in a small lake community a few hours away.

The concept caught on quickly, she said, and by the 1980s Kansas City had as many as 16 commercial haunted attractions. Hauntrepreneurs came from around the U.S. to study them, then return home to set up similar attractions.

Arnett Bequeaith, also known as the Queen of Haunts within the industry, now runs the family business with her uncle. Their Full Moon Productions operates three haunts within walking distance of one another in century-old warehouses within the West Bottoms district, once the center of Kansas City's steamship and railroad trade: Edge of Hell, Macabre Cinema and The Beast.

In its 51st season, Edge of Hell is believed to be the nation's oldest operating commercial haunted house. You'll get a full sensory experience while descending five stories from the top (heaven) to the bottom (hell), from warming room temperatures to a lineup of phobias. One of the live "actors" is said to be the world's longest snake in captivity: a 350-pound, 25-foot-2-inch long reticulated python.

At Macabre Cinema, you walk through a haunted 1930's cinema to discover at least 30 scenes from classic and contemporary horror movies. Among several real movie sets are "Killer Clowns from Outer Space," "The Mummy" and "Hellraiser." The Beast is a four-story labyrinth of terror, from bayou swamps and werewolf-filled forests to medieval castles. Visitors can exit the haunt via a dark slide.

"Our team blends theatrical craft with technology – everything from pyrotechnics, animatronics and advanced soundscapes to temperature shifts and sensory illusions," Arnett Bequeaith said. "The effects are designed not just to scare but to disorient, making visitors question what's real and what's staged."

America Haunts calls it scare-cation travel. Travelers build entire trips around visiting these haunts, staying overnight so they can add on nearby escape rooms and enjoy a festival-like atmosphere that surrounds the attractions.


CREDIT: NIGHTMARE ON 13TH

America Haunts' 2025 top 5 haunts worthy of a scare-cation

If you're looking for inspiration on where to go for a scare-cation, start with this list. Generally, mega haunts open in early September and run through early November.

The Dent Schoolhouse in Cincinnati, Ohio

Set in an actual school built in 1894, Dent's lore of a murderous janitor weaves into meticulously detailed sets and Hollywood-caliber effects. Guests encounter aerial stunts, a reimagined cafeteria, a lab and a haunted basement where the janitor lurks. Dent pushes boundaries with diverse tours – ghost tours, lights-on, lights-out and full-throttle scares that rocket fear from zero to 100. With its atmosphere and immersive storytelling, Dent is a must-see destination. *dentschoolhouse.com*

Erebus Haunted Attraction near Detroit, Michigan

Erebus is an iconic four-story labyrinth of terror in Pontiac, just outside Detroit. Once holding the Guinness World Record as the longest walk-through haunted attraction, it has become a pilgrimage site for haunt fans. Guests descend through towering sets, cutting-edge effects and a relentless barrage of scares that challenge even the bravest thrill-seekers. Its sheer size and intensity create an unforgettable experience, cementing Erebus as one of the country's most legendary haunted destinations. *hauntedpontiac.com*

CREDIT: FULL MOON PRODUCTIONS

Kersey Valley Spookywoods near Greensboro, North Carolina

Set on a 92-acre farm in North Carolina, Kersey Valley Spookywoods has grown into a full-scale Halloween destination. They offer days and nights of options with haunted trails, wagon rides and sprawling mazes, each designed with massive set pieces and intricate detail. This haunt leverages nature without the nurture in 22 immersive sets as guests traverse the woods. Add in midway shopping, dining and unique haunt couture merchandise, and Spookywoods offers a thrilling weekend getaway. *spookywoods.com*


CREDIT: FULL MOON PRODUCTIONS

The Haunted Trail of Balboa Park in San Diego, California

Few haunts can match the atmosphere of The Haunted Trail, staged beneath towering, twisted trees in San Diego's historic Balboa Park. For more than 25 years, this outdoor fright walk has combined the city's scenic setting with unforgettable scares, creating a Halloween tradition for locals and visitors. With the park's cultural attractions, San Diego's nightlife and beaches just minutes away, the Haunted Trail anchors a complete scare-cation experience. Named among the top haunts in the nation, it continues to lure travelers seeking one-of-a-kind thrills under Southern California's autumn skies. *hauntedtrail.net*

Nightmare on 13th in Salt Lake City, Utah

Now in its 36th season, Nightmare on 13th continues to raise the bar as one of the nation's most celebrated haunted houses. This year introduces a new Horror Cinema finale, plunging guests into a double feature of terror with the Mothman and a relentless slasher. Known for jaw-dropping sets, massive animatronics and two working Tesla Coils, this haunt near downtown Salt Lake City blends movie-quality production with interactive scares. *nightmareon13th.com*

EAA's Young Eagles Aims for 2.5 Million Introductory Flights

The Experimental Aircraft Association's Young Eagles program, which over three decades has become the largest youth aviation education program, is focusing its efforts on reaching 2.5 million Young Eagles flown by the EAA AirVenture Oshkosh fly-in convention in July 2026.

"From those first Young Eagle flights at Oshkosh in July 1992 to today, more than 50,000 EAA-member pilots have shared their time, aircraft and knowledge to open the world of flight to young people," Jack J. Pelton, EAA CEO and chairman of the board, said in a news release. "We now see its effect in developing two generations of pilots. We are now calling upon EAA members to reach the next big milestone of 2.5 million Young Eagles flown in the next 10 months and to celebrate this achievement with us at Oshkosh next July."

As of Sept. 24, there have been 2,453,776 Young Eagles flown. Those Young Eagles have been flown in aircraft ranging from hot air balloons to King Airs to corporate jets on every continent except Antarctica. Volunteer Young Eagles pilots who fly 25 Young Eagles or more from Oct. 1 through July 31,2026, will receive a limited-edition ballcap. Visit eaa.org/fly25ye to learn more.

CREDIT: CONNOR MADISON/EAA

Jimmy Graham with a Young Eagle participant.

"As I visit Young Eagles rallies, the volunteer leaders often tell me the same thing – there are plenty of eager kids ready to go flying, but more pilots are needed and always welcome," said Jimmy Graham, the retired NFL All-Pro tight end who serves as program chair. "We aviators all have had that one flight that sparked our love of aviation, so it's time to get involved and sign up to fly Young Eagles." Source: *eaa.org*

ADVERTISING INDEX

Statement of Ownership, Management, and Circulation for *King Air*

OWNER: Village Press Inc, 2779 Aero Park Dr, Traverse City, MI 49686-9100 **PUBLISHER:** Village Press Inc **EDITOR:** Kim Blonigen **HEADQUARTERS OF PUBLISHER:** 2779 Aero Park Dr, Traverse City MI 49686-9100 **CIRCULATION - Average Each Issue During Last 12 Months:** A. Total Copies Printed: 3,091; B. Paid/Requested Circulation: 1. Outside-County, 1,664; 2. In-County, 0; 3. Outside the Mail, 0; 4. Other Classes USPS Mail, 7; C. Total Paid/Requested Circulation (B 1-4), 1,671; D. Free/Nonrequested Circulation: 1. Outside-County, 1,279; 2. In-County, 0; 3. Other Classes USPS Mail, 0; 4. Outside the Mail, 0; E. Total Free/Nonrequested Circulation (D 1-4), 1,279; F. Total Distribution, 2,950; G. Copies Not Distributed, 141; H. Total (F and G), 3,091; I. Percent Paid/Requested, 56.64%. **CIRCULATION - Single Issue Nearest Filing Date:** A. Total Copies Printed, 3,125; B. Paid/Requested Circulation: 1. Outside-County, 1,662; 2. In-County, 0; 3. Outside the Mail, 0; 4. Other Classes USPS Mail, 5; C. Total Paid/Requested Circulation (B 1-4), 1,667; D. Free/Nonrequested Circulation: 1. Outside-County, 1,318; 2. In-County, 0; 3. Other Classes USPS Mail, 0; 4. Outside the Mail, 0. Total Free/Nonrequested Circulation (D 1-4), 1,318; F. Total Distribution, 2,985; G. Copies Not Distributed, 140; H. Total (F and G), 3,125; I. Percent Paid/Requested, 55.85%. Jessica Haughn, Finance Director

Corporate Angel Network (CAN) provides cancer patients free seats on jet and turboprop business aircraft to treatment throughout the United States.

Thanks to the generous support of our partners, CAN has coordinated more than 69,000 patient flights. Can you spare an empty seat or donate to our mission? The space you fill may well be in your heart.

CAN

Cancer Patients Fly Free.

107 Mill Plain Road, Suite 204 | Danbury, CT 06811 | (914) 328-1313 | corpangelnetwork.org

OUT FLY THE ORDINARY.

What would you do with more power?

A hot day in the mountains. A cabin full of new clients and a tank full of fuel. The shorter strip might make other pilots a little nervous. But with the XP67A Engine+ upgrade from Blackhawk, you're not like other pilots — you have power to spare.

Climb faster. Cruise higher. Burn less fuel. Go more places and get there sooner. Transform your 300, 350 or 360 into the most powerful King Air on Earth ... **and leave ordinary behind.**

King Air 350 Performance Improvements

60% Increased Climb Rate	**3,600** Hour P&WC Enhanced Engine Warranty*	**332+** KTAS Maximum Cruise Speed	**5 Blade** Quiet Composite Props	**$90,000** Annual Operating Cost Savings	**62%** Greater Payload than a CJ2*

*Conditions apply. See website for details.

blackhawk.aero

844.832.4456

BLACKHAWK
BY THE **BLACKHAWK** GROUP