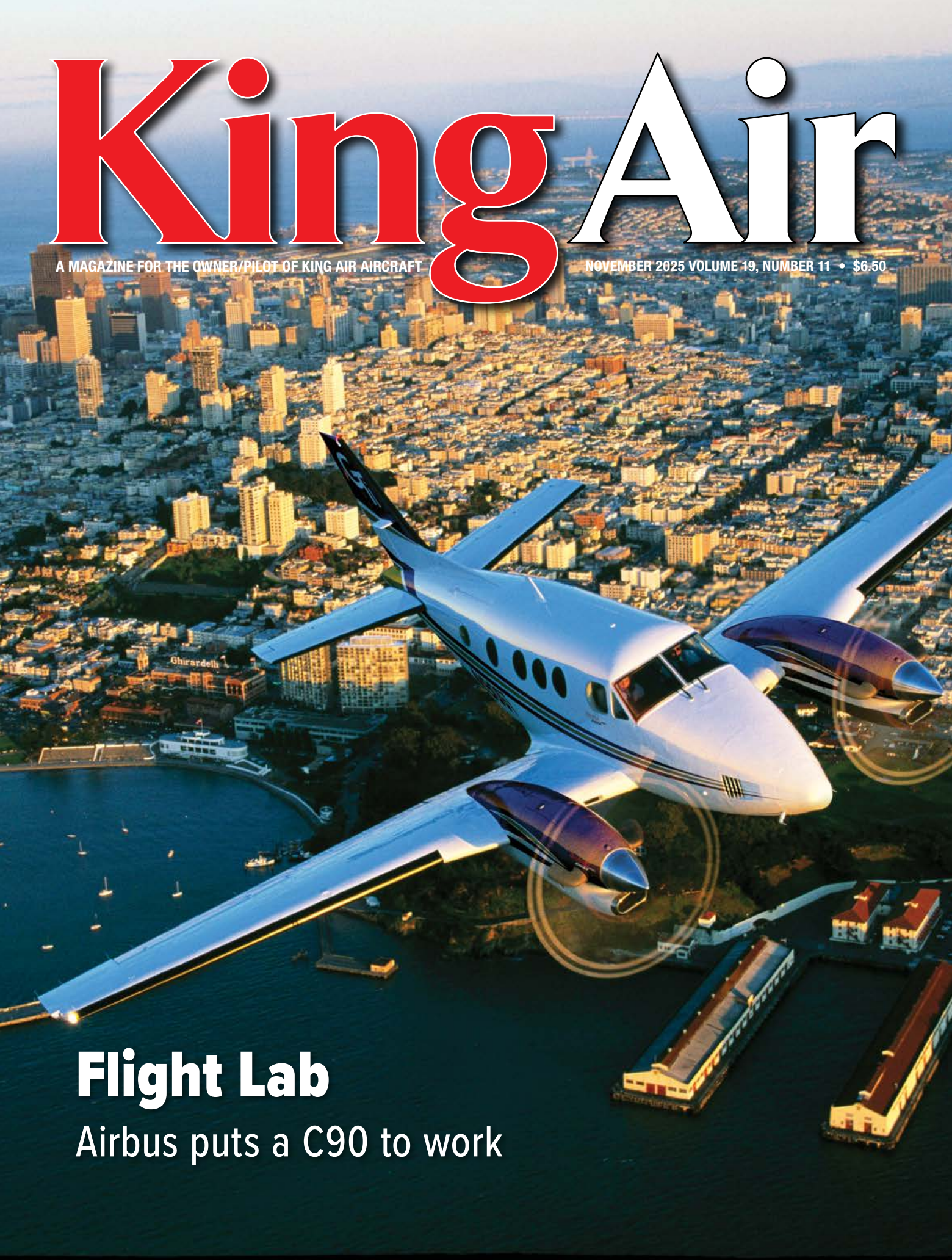
King Air

A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

NOVEMBER 2025 VOLUME 19, NUMBER 11 • $6.50



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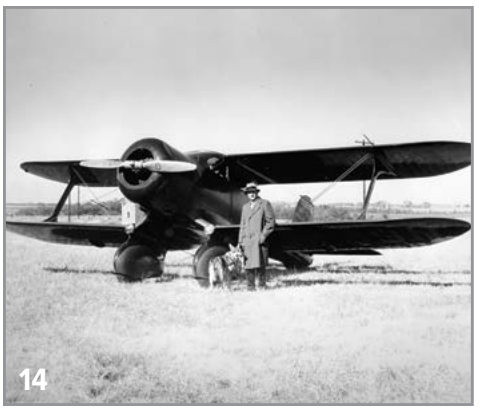
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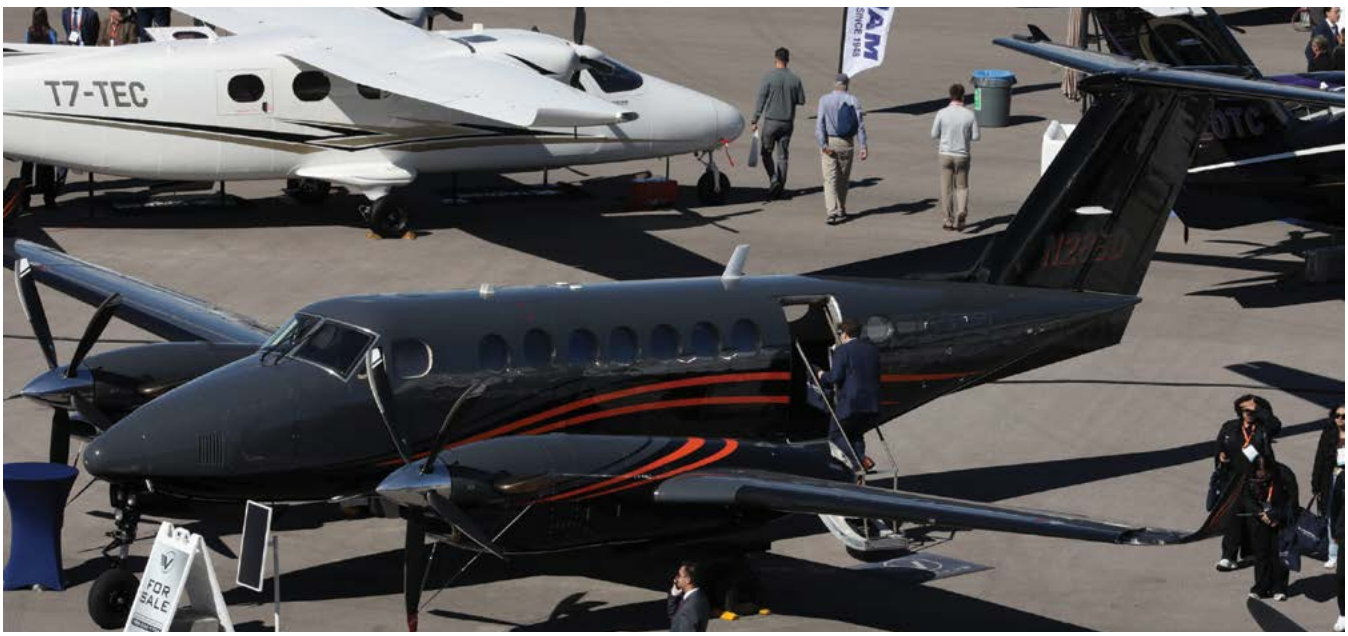
COVER PHOTO
Courtesy of Textron Aviation

Deadline Approaching To Capture 100% Bonus Depreciation This Year

by Daniel Cheung, CPA



A 1997 King Air 350 on display (and for sale) at the Vaerus Jet Sales static exhibit during the 2025 NBAA-BACE in Las Vegas. Credit: NBAA

On July 4, 2025, President Donald Trump signed into law comprehensive tax-and-spending legislation that the White House dubbed the "One Big Beautiful Bill." Among the included policies was reinstating 100% bonus depreciation for qualified business aircraft acquisitions retroactive to Jan. 20, 2025. The 100% bonus depreciation provision allows businesses to purchase capital equipment, including aircraft, and claim 100% of the depreciation in the first year versus spreading it over several years.

Before this legislation passed, bonus depreciation was phased down to 40% in 2025 and was scheduled to be completely phased out by 2027. Under the new act, 100% bonus depreciation is made permanent – remaining available in future years with no scheduled phase-down – though it remains subject to future legislative changes.

The business aviation industry is surging, with demand for pre-owned aircraft far outpacing available supply and most 2025 production slots for new aircraft are long sold out. For those who need an aircraft in 2025 for operational or tax reasons, the pre-owned market may be the only viable option.

While bonus depreciation is a powerful tool, it requires careful navigation of multiple sections of the tax code. One section determines if a taxpayer qualifies for bonus depreciation, and another section determines how much is deductible and the documentation required.

It is important for tax-motivated aircraft buyers making a mad dash to the finish line to understand how an aircraft is considered placed in service to fulfill the income tax requirements under the Internal Revenue Code.

What does placed in service mean?

IRS regulations define placed in service as the date when property is "first placed in a condition or state of readiness and availability for a specifically assigned function" [Regs. Sec. 1.167(a)-11(e)(1)(i)].

Signing a purchase agreement, putting down a deposit or even prepaying for the entire aircraft is not sufficient to place the aircraft in service. The taxpayer must hold legal title of the aircraft, and the aircraft must be ready and available for its intended business use.

Flying a business flight is one clear way to demonstrate that an aircraft has been placed in service. However, it is not an absolute requirement. The key consideration is whether the plane is available and ready for its assigned function. For instance, if the aircraft is sitting in the hangar, crewed and fully prepared for a business trip, but bad weather prevents departure, it can still be argued that the plane has been placed in service.

That said, it would be wise to schedule and complete at least one bona fide business flight before year-end to clearly establish that the aircraft is being used for its intended purpose.

What about green aircraft?

A green aircraft – delivered with an airworthiness certificate but lacking a completed interior or paint – poses a unique challenge. While it can technically fly, it is not in a condition suitable for its assigned function of transporting passengers for business trips. As such, a green aircraft would not meet the placed in service requirement for depreciation.

The race to close in 2025

Successfully closing on a business aircraft involves more than simply finding one that fits your mission and budget. The next steps typically include securing financing and engaging a reputable maintenance facility to conduct a prepurchase inspection. Just as critical is assembling a team to manage the acquisition and implement an ownership structure that satisfies tax and Federal Aviation Administration requirements.

With the deadline of Dec. 31, 2025, approaching, buyers aiming to capture 100% bonus depreciation must act quickly and assemble an experienced team to manage the acquisition.

Bottom line: If your goal is to place an aircraft in service in 2025 and maximize tax benefits, the clock is ticking. KA

Daniel Cheung, CPA, is the principal of Aviation Tax Consultants. Daniel is a board member of Angel Flight West (angelflightwest.org) and he encourages readers to identify a charity that aligns with one's values and enjoy some very satisfying flying!

Credit: Textron Aviation

Read This Before Replacing Your Pressurization Controller

by Pete Marx

There I was, shortly after takeoff, gear up, climbing out. While performing the after-takeoff checklist, I noticed that the cabin rate of climb was the same as the aircraft rate of climb. The cabin altitude was climbing with the aircraft altitude, hmm. No, I didn't forget to turn the bleed air valves on, at least not this time. So, what gives?

To pressurize the cabin, we need air coming into the cabin – inflow – as well as some way to allow air to leave the cabin – outflow.

A common characteristic in all King Airs is the fact that they do not have a tight cabin. They tend to have high leak rates. Is this a concern? Not necessarily. Can the cabin maintain maximum differential when using only one flow control unit? With both bleed air valves open, can I reduce the power back until I hear the gear warning horn, without the cabin starting to climb? If the answer is yes to both questions, then I am happy with my King Air. However, if the answer is no to the questions, then I may have one or two weak flow control units (inflow) combined with an excessive leak rate (outflow), which is causing the pressurization problem.

Too much outflow, not enough inflow. Most pressurization problems in the King Air result from

inflow and/or outflow issues, not the pressurization controller itself.

The following discussion does not include King Air models that have supercharges (straight 90, A90 or B90). What we will be discussing are the rare pressurization problems that could exist even if the cabin is tight and we have strong flow control units.

The ejector vacuum line becomes detached from the throat of the ejector

The first example of a rare malfunction involves the ejector vacuum line detaching from the throat of the ejector.

The normal outflow valve and the safety outflow valve, in the back of the cabin, need vacuum to open. If vacuum is lost due to the vacuum line disconnecting from the ejector, the internal spring wins and the outflow valves "fail" to the closed position. No more outflow! With the bleed air valves open, we are jamming air into a sealed container, otherwise known as the pressure vessel. If this occurred on takeoff, your ears surely would feel it!

High power setting, lots of inflow and no outflow. I know, I'll just dump the cabin and that should stop the cabin from diving to a lower altitude. Nope, no change. The safety outflow valve needs vacuum to open. With no vacuum, there is no dump mode. The cabin differential will increase like a balloon ready to pop. Looks like we need to stop the inflow. By turning off the bleed air valves, we can let our leaky King Air do what it does best: leak air out of the pressure vessel. This could take more than 20 minutes to completely depressurize.

The preset solenoid fails closed

The next malfunction has to do with the preset solenoid. Prior to takeoff in most King Airs, we normally set our pressurization controller to 1,000 feet above our cruise altitude. Today's setting equated to a desired cabin of 8,000 feet.

Normally, the preset solenoid blocks the vacuum to the normal outflow valve on the ground preventing the controller from trying to drive the cabin to higher altitude. This allows us to set the pressure controller on the ground. Once the airplane leaves the ground, the preset solenoid opens, allowing vacuum to modulate the normal outflow valve. We see the cabin climbing at a slower rate than the aircraft, and the rate of climb can be controlled using the rate knob on the pressure controller.

With a failed preset solenoid in the open position, the pressure controller will try to drive the cabin to that higher altitude as the controller is set during the before-takeoff

checklist. The normal outflow valve would open (using vacuum) and would not start modulating until the aircraft reached the desired cabin altitude set in the controller. The cabin altitude is never permitted to be higher than the airplane altitude. If the cabin did get higher than the aircraft, there would be a negative differential pressure inside the cabin. The outflow valves are designed to open if there is negative differential pressure inside the cabin to prevent damage to the pressure vessel. During this specific malfunction, the outflow valves would remain open until the aircraft altitude matched the desired cabin altitude. The result is the airplane is essentially unpressurized during climb.

To recap: If the preset solenoid does not energize due to a broken wire or bad solenoid, it will remain open. Now vacuum drives open the normal outflow valve while on the ground. After takeoff the airplane will climb essentially unpressurized until it climbs through the desired cabin altitude, which was set prior to takeoff in the pressure controller. After this, the cabin will pressurize as normal. The aircraft altitude is now above the cabin altitude and the normal outflow valve will be allowed to work correctly. It is easy to think that the problem went away; however, during the next takeoff, you will experience the same issue. Don't buy a new pressurization controller before you have the mechanic check the preset solenoid.

The preset solenoid gets stuck closed

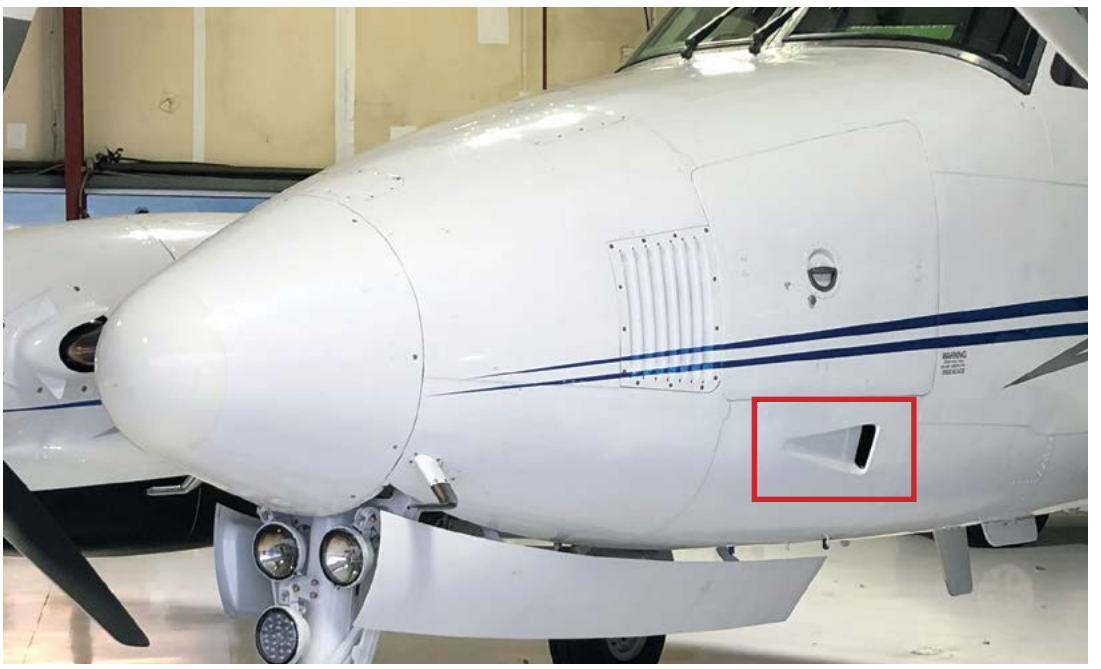
If the preset solenoid can get stuck open, then it can also get stuck in the closed position. If this happens on takeoff, no vacuum will get to the normal outflow valve. It will remain closed during takeoff. The safety outflow valve closes after liftoff, as it should. We see the cabin in a dive. Both outflow valves are closed at the same time. With lots of inflow and a high-power setting for takeoff, the differential is quickly getting high. The dump mode will operate when the dump switch is moved to the dump position. Vacuum will be allowed to open the safety outflow valve. Ouch my ears! I may choose to close one or both bleed air valve switches and wait for the cabin to leak down slowly. That's much easier on the ears than dumping the cabin.

The dump solenoid fails closed

The next malfunction involves the dump solenoid. It receives power when the airplane is on the ground to allow vacuum to open the safety outflow valve. After liftoff, the dump solenoid is deenergized, which causes it to close. This prevents vacuum from getting to the safety valve. Due to the loss of vacuum, the safety outflow valve closes. Now the normal outflow valve, in conjunction with the pressure controller, can control pressurization of the cabin.

During flight, if a wire comes loose from the dump solenoid, we will not notice any issues. However, once we touch down, the dump solenoid will not open and the safety outflow valve will remain closed on the ground. The normal outflow valve did its job and closed after touch down. Both outflow valves are now closed on the ground. If we left our bleed air valve switches open after landing, the cabin would start to pressurize. This will happen slowly due to lower power settings during taxi. After we park and try to open the cabin door it may be hard to push the red button prior to turning the handle to open the door. If you are successful in pushing the red button and turning the handle, that door will blow open rapidly, possibly pulling you with it and sending you out head first onto the ramp.

Another bad outcome could be the door blowing open so fast that it smashes into someone on the outside. Either



You can avoid the ram air door blowing open during flight by not letting the differential get below 1 psid. Slowing down a bit, prior to getting too low, will not only help to prevent blowing the ram air door open but it will also help when conducting a stabilized approach.

way, bad things happen when the cabin is pressurized on the ground. Even very low differential pressure showing on the gauge makes a big impact. About 0.5 psid on the cabin door equates to about 700 pounds of force trying to open that door.

The first preventative action to this potential poor ending to a flight is to turn off both bleed air valves after every landing. Second, verify the differential pressure gauge is zero prior to letting anyone open the cabin door. Third, if you feel more resistance than normal when pushing the red button on the cabin door, don't force it. It is trying to let you know that the cabin still has some differential pressure. You will have to wait for the cabin to leak down.

If you want to be really sure the cabin is depressurized, open the storm window in the cockpit. Some people open the storm window after every landing to ensure the cabin is depressurized, but it is not required.

The ram air door blows open in flight

I hear about this malfunction mostly from pilots flying E90 and F90 models, along with later models of the C90 and 100 lines. The story goes like this: "I was enjoying the barber pole high-speed descent when all of a sudden – pow! I hear a reverberation and the cabin is showing a big dive of more than 2,000 fpm!"

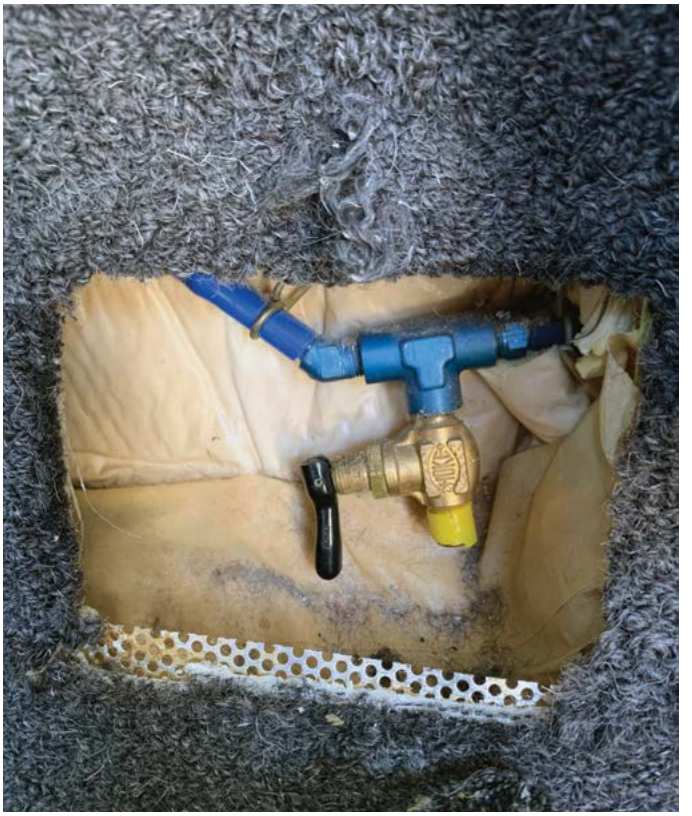
The ram air door has been inadvertently blown open. Many pilots who fly these models have achieved this unintentional milestone. The ram air door is what allows outside air to enter the cabin. Looking at the left side of the nose, you will see a vent opening where ram air can enter. The ram air door is normally held closed by three things: a spring, an electromagnet and differential pressure. As the airplane descends, the differential decreases. As the differential approaches zero, the potential of blowing the ram air door open increases.

During a high-speed descent, especially in an F90 with higher Vmo, there could be enough ram air force to overcome a weak spring and electromagnet, especially in conjunction with low differential pressure. Once the ram air door is blown open, there is a sudden rush of ram air that causes the cabin to dive. Good luck getting it closed. You will most likely have to wait until you get on the ground before it will close.

How can you avoid this? Don't let the differential get below 1 psid. Slowing down a bit, prior to getting too low, will not only help to prevent blowing the ram air door open but it will also help when conducting a stabilized approach.

The petcock drain valve is left open

The final unusual pressurization malfunction has to do with a petcock drain on the right side of the baggage compartment just above the floor. It is hidden behind an access panel in the upholstery.



The petcock drain valve is on the right side of the baggage compartment just above the floor, hidden behind an access panel in the upholstery.

This valve is in a low point of the vacuum line between the pressure controller and the normal outflow valve. If this valve were left in the open position accidentally, then the controlled vacuum coming from the pressure controller would not regulate the normal outflow valve properly. Usually, this malfunction shows up as a runaway differential pressure. This can be remedied by closing the bleed air valves when you are ready to depressurize for landing. Sometimes it shows up as a "stuck" altitude, meaning the pilot could not get the cabin altitude to change using the pressurization controller.

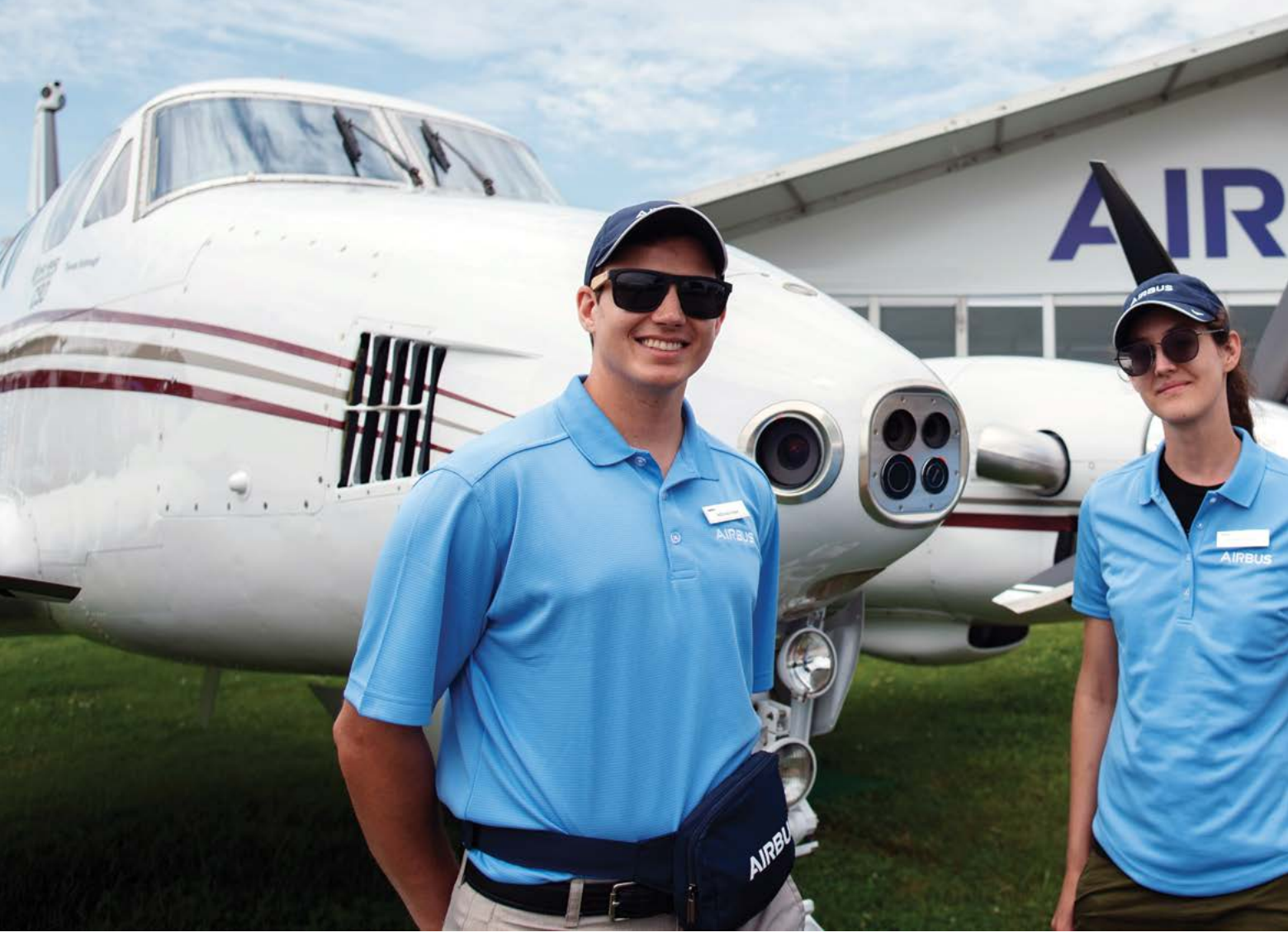
In closing, it is possible for a pressurization controller to fail; however, there are many other issues that affect the cabin pressurization. Besides the rarer malfunctions listed in this article, most pressurization problems are the result of not enough in flow or too much out flow (leaks). KA

Pete Marx has more than 30 years of experience in the aviation industry, from flying as a captain and first officer on Beech 1900s, Jetstream 42s and Dash 8s for commuter airlines to flying cargo as a flight engineer and check airman in the Airbus 300 and DC-8 for DHL. He has been instructing in King Airs for the past 13 years and is currently an instructor at King Air Academy in Phoenix, Arizona.

PIONEERING THE FUTURE OF AVI

An Airbus innovation center uses a King Air C90 to collect data that drives its approach to incorporating rapid technological advancements in commercial aviation.

by Grant Boyd



Acubed's flight test team had the 1974 King Air C90 sitting in front of the Airbus pavilion during the 2025 EAA AirVenture.

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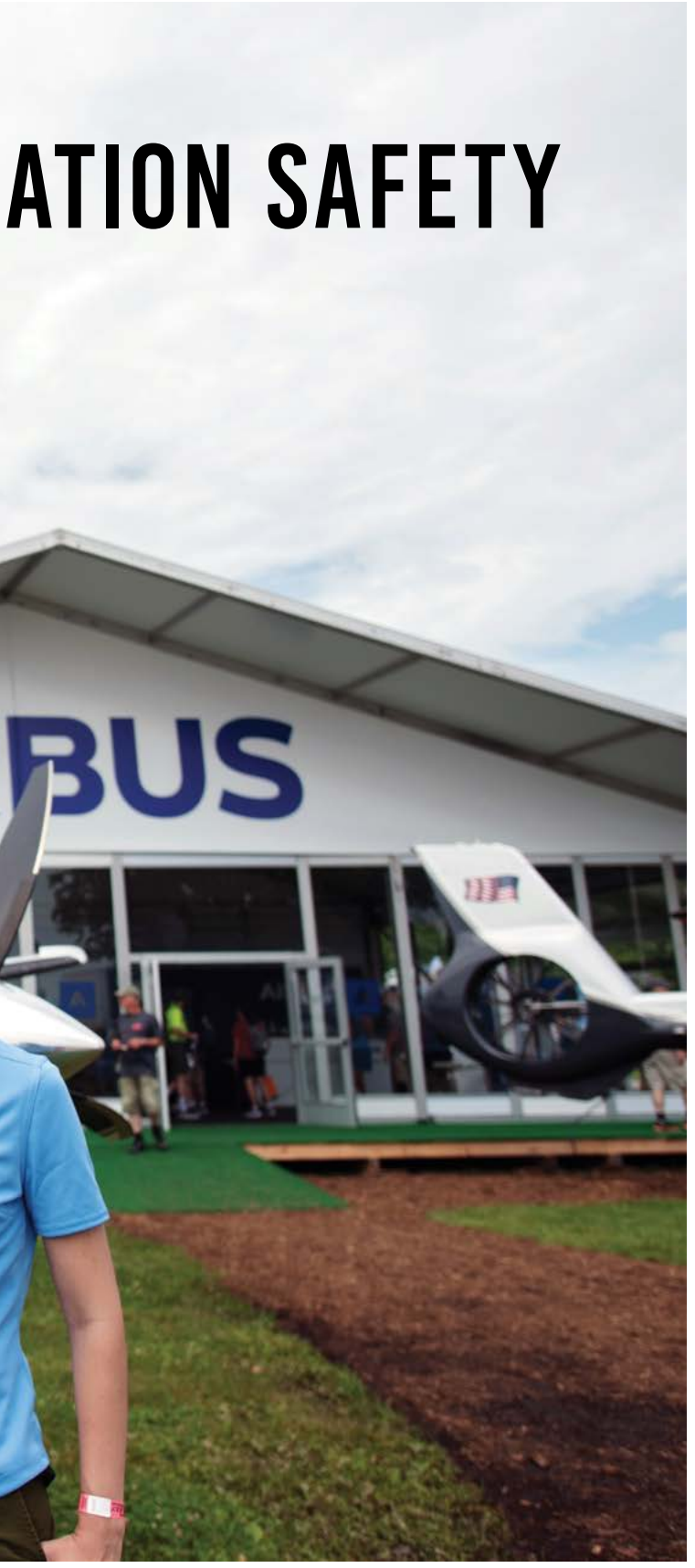


Acubed, pronounced A-cubed, is Airbus' Silicon Valley innovation center that specializes in artificial intelligence and machine learning applications for aviation. The organization is actively conducting flight testing in a specially modified 1974 King Air C90 (serial number LJ-615) with the goal of using collected data to develop a variety of applications that enhance safety and efficiency for commercial aircraft.

Operating a flight lab

The King Air is being used to bolster a repository of advanced data that Acubed's flight test team has collected over several years.

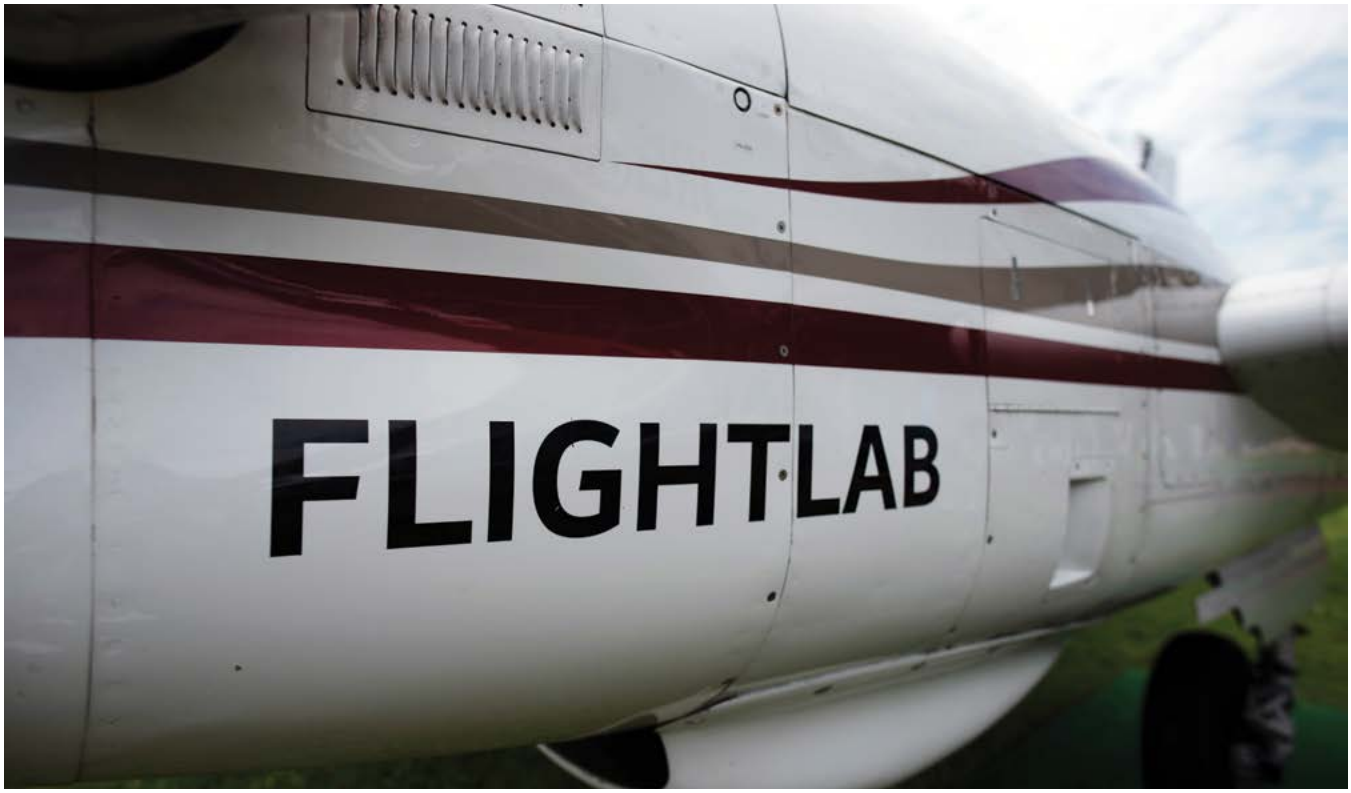
"Our specially modified King Air represents the perfect blend of operational flexibility and technical sophistication – equipped with custom nose and tail camera mounts that replicate commercial airliner vantage points, enabling us to collect data that mirrors real-world A320 operating conditions," a company social media post explained. "This aircraft builds on our successful Baron Flight Lab program and the platform gives us the size, payload and power to integrate more advanced sensors and accelerate our research toward safer, more capable flight operations."

The King Air provides the Flight Lab team convenient and efficient access to flight testing and the ability to quickly test and mature new concepts.

Artificial intelligence in aviation

Paul Smith, director of flight test and operations for Acubed, noted that the innovation center based in Sunnyvale, California, is wholly focused on accelerating artificial intelligence and autonomy adoption in aviation, enabling Airbus to capitalize on rapid technological advancements.

"What we are really looking at is how to apply AI and machine learning," he said. "AI is a huge, broad term, but I don't like the term in aviation as it implies intelligent reasoning. So, we are looking at how we can take machine learning technology and inject it into Airbus' different systems. This includes how we can



The flight test team consists of eight engineers and one test pilot.

use computer- and vision-based techniques for improving landing and obstacle detection."

The proposed technology will not include new infrastructure outside of an aircraft, rather a self-supporting system that analyzes millions of data points to help pilots make sound decisions during critical phases of flight. To date, the team has conducted more than 1,800 approaches and collected almost 23 million images as a baseline repository for the complex machine to internalize and analyze.

How Acubed collects data

Acubed's flight data collection efforts were initially performed using a Beechcraft Baron. The aircraft was flown in support of the Wayfinder project, which focuses on certifiable autonomous flight and machine learning solutions for Airbus, and collected most of the initial images and videos that are being used as the base for the application.

"We have been doing this project for about two and a half years," Smith said. "We are concentrated on the airports that are serviced by Airbus A320 series and have flown to nearly 200 airports in the United States. We have flown all the way from San Diego, California, to Portland, Maine, and Miami, Florida, to Seattle, Washington, and all the Class Bravo airports between."

Smith explained that aircraft today, if not flying a visual approach, will rely on an approach system to help guide them to the runway safely. Whether it's an ILS, GPS RNAV or another approach, these existing, standard aviation systems help guide pilots safely to the ground.

"[These tools] help you have a stabilized approach and end up with a successful landing, so we feel like having a camera and a computer in the airplane that can monitor that approach and provide guidance back to the pilot is a safe thing to do And it's autonomous in the sense that it doesn't require anything on the airfield and adds redundancy to the pilots' eyes," he said, noting that there will also be an obstacle detection component that will alert crews to threats on the runway.

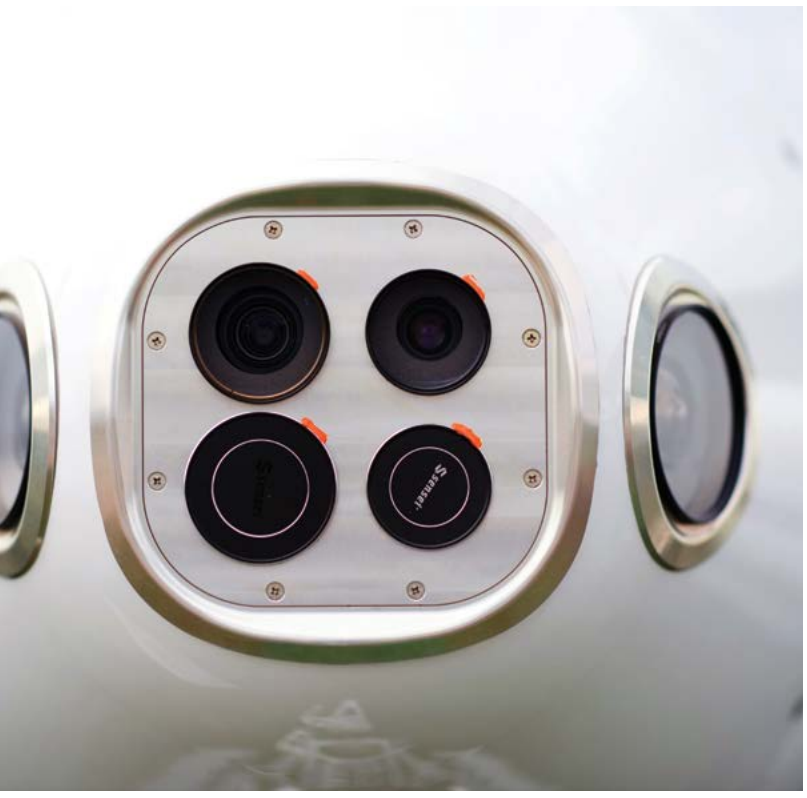
An ideal flight test platform

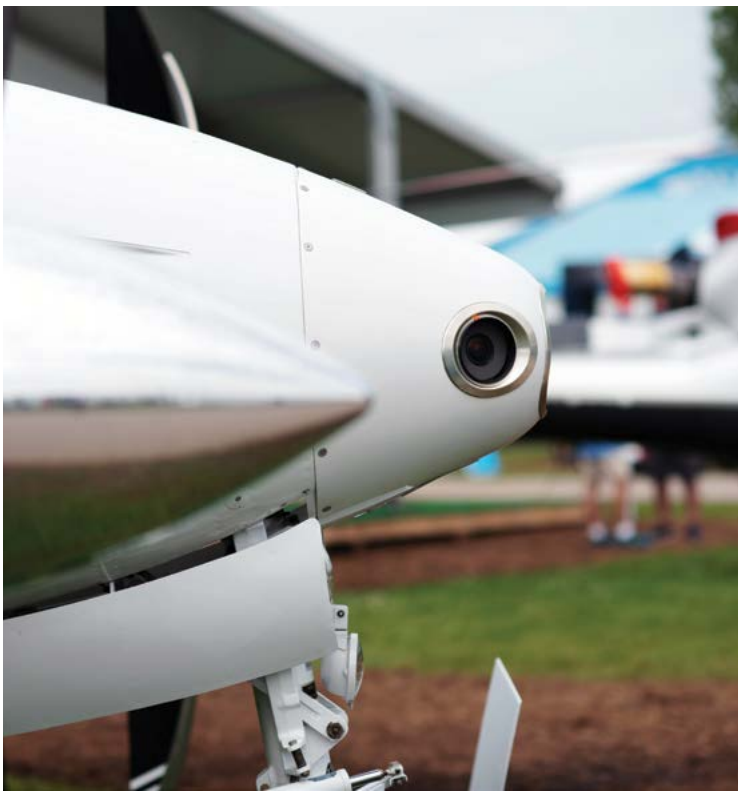
Initial image gathering efforts were conducted when there was a lone camera positioned in the cockpit. There was a lot of distortion when the lens was directed at the plexiglass canopy, so the need to formally affix the camera was apparent.

"We modified our 1974 King Air C90 with seven cameras in the nose and three in the tail. Those are arranged in a field of view that allows us the optimum view of the runway and airfield environment," Smith said.

The King Air's size translates well to where the technology will ultimately be used.

"The cameras we mount in the tail, which are different from those used on the Baron, are due to the fact we





Acubed has collected nearly 23 million images with advanced cameras on the Beechcraft Baron and King Air flight test aircraft. Initial flight envelope testing in the King Air began in January 2025 and validation of the camera and software system followed shortly thereafter.

wanted the perspective of where the camera would be mounted on a typical narrow-body aircraft – about 14 feet off the ground," he said. "If you think about taxiing around, having that height and relative angle of view provides a lot more fidelity in how we are trying to locate and determine the position of those objects when taxiing."

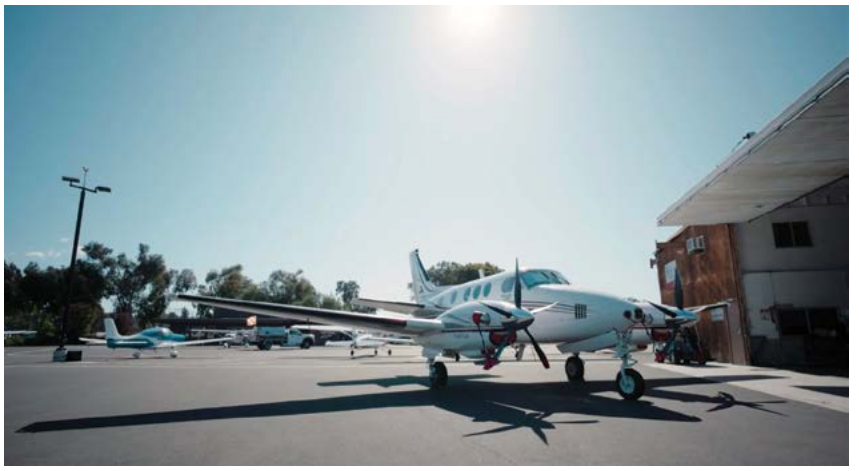
The Baron is a good platform for this type of work, but there are several distinct advantages to its larger Beechcraft family member. The flight test team consists of eight highly educated and experienced engineers, as well as one test pilot. The King Air allows more of the Acubed team to be aboard and actively involved during test missions.

"One of the reasons we moved from the Baron to the King Air was a larger cabin," Smith said. "This allows us the ability to do real-time development work in the airplane during flight, because we can put an engineer in the back who can operate, monitor and change the software of the system that we are using. We have a high-accuracy inertial unit that we use to provide location information for the cameras that's separate from the avionics system and the King Air itself."

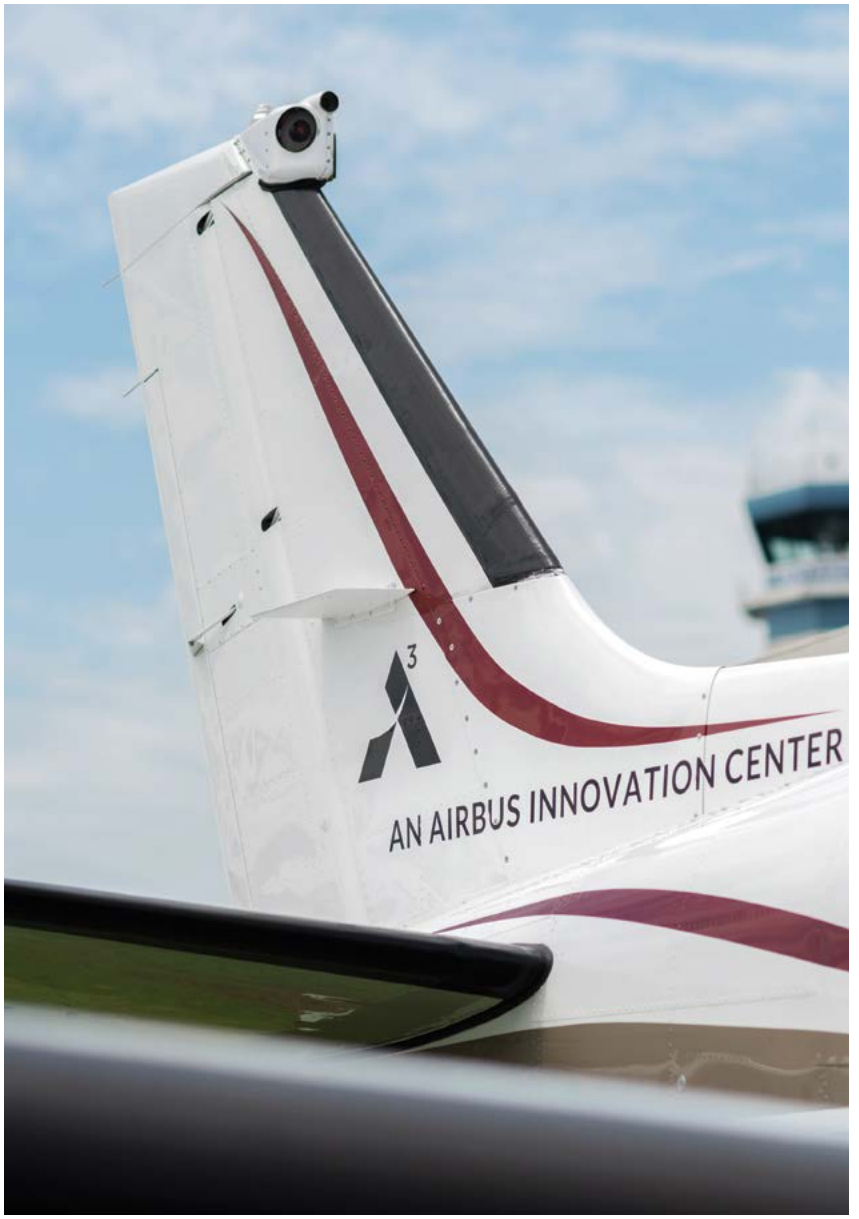
Having an engineer in the back is particularly useful, as the team can correct course mid-flight if any revisions are needed. The speed of the twin turboprop is also a big step up from the twin piston. Additionally, the King Air fits in busier terminal environments better than the Baron did.

"The King Air is going to be used to go and collect specialized information that we need to update the system. The King Air allows us to get there fast at a good altitude and interface more with commercial traffic."

"When you're operating in the Bravo environment, you want to be able to fly at the same airspeed as other commercial traffic," Smith said. "So, that was one of the main reasons we went with the larger King Air. Also, getting to the airport is important, even though we have already flown to most of them [that we plan to] in the Baron. The King Air is going to be used to collect specialized information that we need to update the system. The King Air allows us to get there fast at a good altitude and interface more with commercial traffic."



Airbus modified the 1974 King Air C90 with seven cameras in the nose and three in the tail.



The 14-foot-tall tail on the C90 is the same height as where the sensor will ultimately be mounted on A320 aircraft.

Smith highlighted that the C90's higher cruising altitude allows the team to collect approach data starting at a higher altitude than it did in the Baron.

Major modifications required

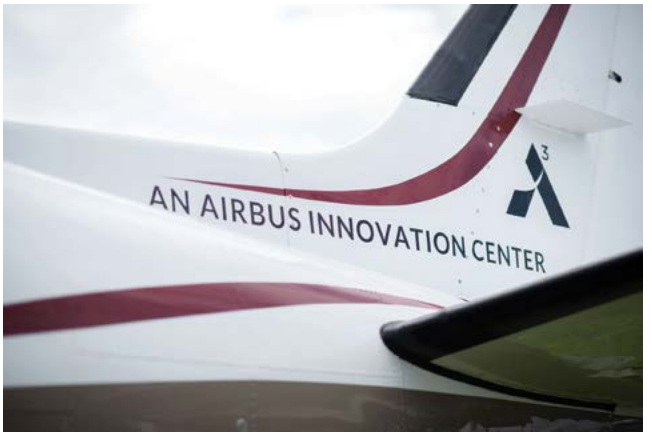
Before adding it to the program, the C90 was overhauled from tip to tail. The intensive work included landing gear and engine touchpoints, as well as a new inertial navigation system and server rack with improved electronics and cooling. The aircraft's flight deck was modernized with a full Garmin system that includes two Garmin GTN 750Xi displays, a G600 TXi, a TXi EIS monitor and a GFC 600 digital autopilot.

The camera system was the team's most important consideration, and much work went into ensuring its design was appropriate for the flight test regime's desired outcome. A custom nose mount was built, which houses a modular camera system and navigation sensors. The system has 10 cameras that collect synchronized images throughout the test flights. The nose and tail sensors' wide-angle lenses are important in collecting data that is expected to be used for an obstacle detect-and-avoid system.

The 14-foot-tall tail of the C90 lends itself well as an ultimate transition to the A320. There were still certain attributes that needed to be considered when determining whether the King Air would be an appropriate application. The engineering team had to consider all elements of the aircraft's design, focusing specifically on factors such as aerodynamic loading, thermodynamic effects, RF signal attenuation and more.

More opportunity to connect aviation + technology

Smith has been involved in flight testing throughout his career, noting



Acubed, pronounced A-cubed, is Airbus' Silicon Valley innovation center.

that the work is never really done. He said Acubed will likely fly the King Air for at least the next 10 years.

"We are looking at quantum magnetic navigation and other systems that probably are in the future that we don't even know about yet and that would be able to be fitted on this aircraft," he said. "The King Air is a very efficient airframe for collecting and obtaining data versus a larger Airbus A320 or A350."

The platform will also be used for continuous testing and needed refinements to other projects the Wayfinder team is working on, even after commercialization of the initial technology. Smith is excited by this work and invites others to explore the intersection of aviation and artificial intelligence.

If you were one of the approximately 704,000 visitors at EAA AirVenture Oshkosh this year, you may have seen Acubed's King Air C90 sitting in front of the Airbus pavilion.

"A benefit of our presence at Oshkosh was reaching out to young folks and getting them more interested in aviation," he said. "What I would emphasize is that if you're into computers, if you're into virtual reality, augmented reality, artificial intelligence or machine learning, don't discount the aviation field as a very ripe area to expand." KA

Grant Boyd holds a doctorate of education and is a private pilot and business aviation professional with a passion for writing. His background includes aviation marketing, communications, customer service and sales roles.

Walter H. Beech

Honoring An American Legend 75 Years After His Death

From Tennessee farm boy to famous aviator and respected entrepreneur, Walter was a driving force in the commercial aviation industry for 33 years.

by Edward H. Phillips

Walter Herschel Beech is recognized in aeronautical circles worldwide as one of America's most respected and successful manufacturers of corporate, executive and private airplanes. He was an entrepreneur, an innovator and a staunch champion of business aviation. History will remember him as a legend in his own time and for all time.

Credit: Walter and Olive Ann Beech Collection, Wichita State University Archives, Special Collection

Walter, second from left, joined the United States Army in 1917 and learned to fly as an enlisted aviator in 1919.
Credit: Walter and Olive Ann Beech Collection, Wichita State University archives, Special Collections

When the United States entered World War I in April 1917, Walter Herschel Beech was working as a trained chauffer and automobile engine mechanic for the White Motor Company in Minneapolis, Minnesota. In 1911, he had left the family farm near Pulaski, Tennessee, to seek his future elsewhere. During his employment with White, he was responsible for the overhaul and repair of engines used in the company's heavy-duty trucks as well as various six- and eight-cylinder engines that powered Packard, Pierce-Arrow, Rolls-Royce and other expensive limousines that he drove and maintained for officials of the Union Investment Company. His manager, C.M. Haviland, praised Walter for being a "sober and industrious" young man who, by 1915, had evolved into a "first-class mechanic and an excellent driver."[1]

Beech's initial attraction to aviation came soon after he relocated to Minneapolis when he purchased the wreck of a Curtiss biplane in 1914 and rebuilt the aircraft. During July and August 1914, he managed to make a series of short flights before gradually flying higher, farther and longer as his piloting skills improved. [2]

When war came to America, Beech decided that "he should be of some service to his country" and resigned his position with White. He enlisted in the United States Army and was given the rank of sergeant on Nov. 9, 1917, and assigned to the Army Signal Corps at Kelly Field, San Antonio. In January 1918, he was transferred to the 328th Aero Squadron Aviation School at Rich Field near Waco, Texas.

Initially he was tasked with various administrative and executive responsibilities, where he won the praise of his commanding officer, Major John G. Whitesides, for exhibiting "splendid ability, untiring zeal and exceptional worth." Whitesides considered Beech to be "an airplane motor expert" and reassigned him to Captain Charles R. Forrest, who was responsible for maintaining the engines of more than 400 Curtiss JN-4D, Curtiss JN-6H and de Havilland DH-4 biplane trainers based at Rich Field.

Becoming a pilot

When the war ended in November 1918 Walter remained in the Army Signal Corps, and with help from his squadron officers, he eventually qualified for training as an Army aviator.[3] On June 18, 1919, Sgt. Beech climbed into the rear cockpit of a JN-4D and received his first hour of dual instruction. He soloed on July 9, then he accumulated 52 hours in the air to complete the Army's program and earn an enlisted pilot designation.

By 1920 Beech realized there was little opportunity for advancement in the Army, and in June he was honorably

discharged. Major Whitesides wrote a letter of reference for Walter, describing him as "a most capable and efficient non-commissioned officer" whose departure would "leave a vacancy which by no means will be easy to fill."

Fortunately for Beech, he was able to find employment as a pilot for the Williams-Hill Airplane Company, Arkansas City, Kansas. In April 1921, the company's hangar and seven airplanes were destroyed in a fire, and Beech traveled to Wichita, Kansas, where he found part-time work with the Wichita Laird Airplane Corporation led by E.M. "Matty" Laird. Laird was building a small number of open-cockpit, three-place biplanes called the Swallow.

In an interview with the author in 1982, Laird recalled that Beech was "a pilot of limited experience" and that he "washed out a Swallow in his first week with the company." Eventually, Walter became a demonstration pilot and competed in air races, earning the company much-needed revenue. When Laird resigned in October 1923, the business was renamed the Swallow Airplane Manufacturing Company under the control of Melvin "Jake" Moellendick.

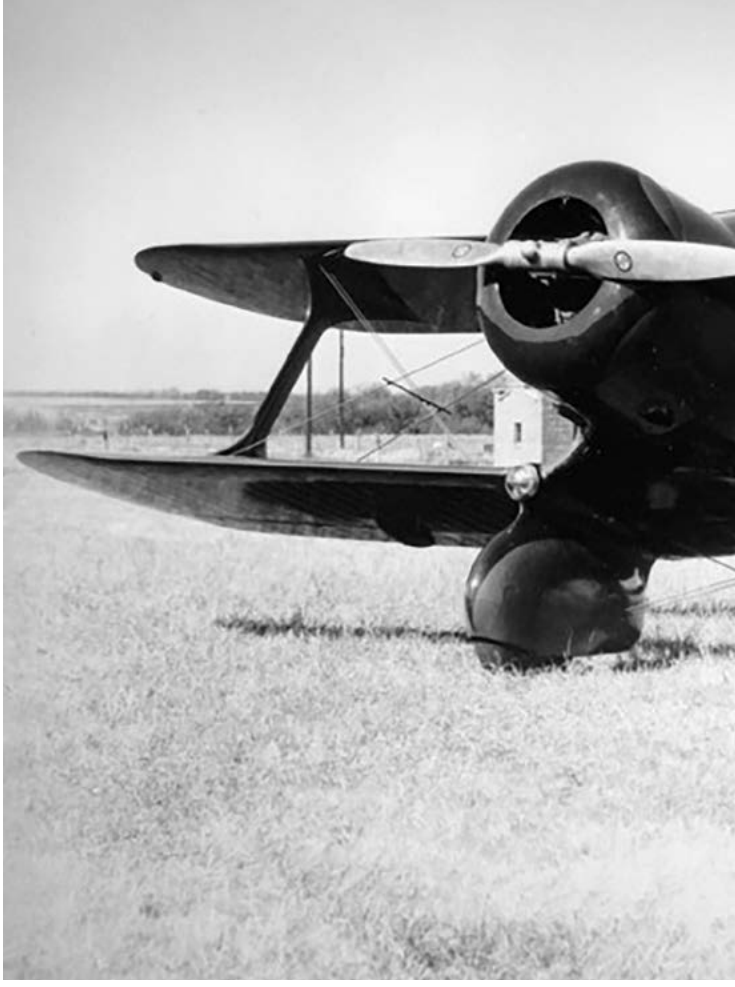
The Travel Air era

Late in 1924, Walter, along with designer Lloyd C. Stearman, joined forces with aviation pioneer Clyde V. Cessna and local businessman Walter P. Innes, Jr., to form the Travel Air Manufacturing Company. Its first airplane was the Model A powered by the ubiquitous Curtiss OX-5 engine and featuring a front cockpit for two passengers. Beech was in charge of sales and marketing, Stearman was chief designer and Cessna provided money and shop equipment to begin series production of the biplane.

In September 1925, Beech was one of three Travel Air pilots to receive a perfect score during the National Air Tour for the Edsel B. Ford Reliability Trophy. In August 1926, pilot Beech and his navigator Brice Goldsborough won the second Ford Reliability Tour flying a specially modified Travel Air Type BW powered by the new Wright J4 static, air-cooled radial engine rated at 200 horsepower. In January 1927, however, Beech became president of Travel Air after Stearman and Cessna resigned to establish their own companies.

Demand for new airplanes built by Travel Air, Cessna, Stearman, Waco and many other airframe companies surged in the wake of Charles A. Lindbergh's epic solo flight from New York to Paris in May of that year. In August 1927, Beech supervised construction of two Type 5000 cabin monoplanes – the "Oklahoma" and the "Woolaroc" – to compete in the highly publicized Dole Race from California to the Territory of Hawaii. The Woolaroc emerged victorious, winning the first prize of $25,000.[4]

By late in 1927 Walter realized that the days of open-cockpit flying were waning rapidly, particularly for the businessman who recognized the benefits of flying. Late



that year he conceived plans to build a cabin monoplane designed specifically for business aviation. The result was the Type 6000, which made its first fight in April 1928. Soon, Hollywood personalities including actor Wallace Beery and major corporations such as Black & Decker, Phillips Petroleum and Continental Oil Company ordered airplanes custom-built for their transportation requirements.

By 1930, more than 200 of the Type 6000B and A6000A had been delivered and 60% of Travel Air production was monoplanes. Travel Air was the nation's leading manufacturer of lightweight private and business airplanes. Sales had soared to new heights in 1928 and 1929, and Beech's leadership had not gone unnoticed on Wall Street.

In March 1929, the company had set an all-time sales record for one month – $300,000. By June, the factory and its 600 workers were building as many as 20-25 airplanes per week but could not meet demand. Travel Air's performance finally caught the attention of the Curtiss-Wright Airplane Company and Travel Air became a subsidiary in August 1929. Walter Beech was an important part of that merger and became a vice president of the Curtiss-Wright Corporation. Reflecting on his success and notoriety, Walter reportedly told the Wichita press, "I'm just a country boy. Get a picture of me when I first came to Wichita. I've made good and I'm not afraid to say so."

Walter and his dog Tony posed in November 1932 with the first Beechcraft, the Model 17R1 designed by engineer Ted Wells.
Credit: Mary Lynn Oliver

Despite a highly successful sales year at Travel Air, the debacle on Wall Street in October 1929 suddenly and ruthlessly crushed demand for new airplanes nationwide. Layoffs soon began, and airplane production plummeted. There was, however, one very bright spot in Beech's life. In February 1930 he married the company's office manager, Miss Olive Ann Mellor. Clyde Cessna, who hired her early in 1925, recalled that Beech had always admired the slender girl with a fondness for polka-dot dresses.

Returning to Wichita to take a bold step

By 1932 the stock market was still in shambles. Millions of people were out of work. Businesses and banks had failed by the thousands. New airplanes sat unsold despite deep discounts of up to 50%. Beech knew there was little hope of a bright future with Curtiss-Wright. It was against this dark and gloomy economic backdrop that Walter and Olive Ann Beech decided to relocate to Wichita and form the Beech Aircraft Company.

Despite the deepening financial depression, Walter believed that a market still existed for a fast, four-place aircraft aimed at executive and corporate travel. All he needed was an airplane, and in early 1932 Curtiss-Wright engineer Theodore "Ted" Wells completed design work on a cabin biplane featuring a negative-stagger wing configuration. He calculated the aircraft, powered by a Wright R-975E-2 radial engine rated at 420 horsepower, would have a maximum speed approaching 200 mph, a range of 800-1,000 statute miles and a landing speed of only 60 mph. It would become the Beechcraft Model 17R1.[5]

Walter resigned from Curtiss-Wright in March 1932. He preferred to risk failure building the first Beechcraft in the midst of a Great Depression than descend into oblivion behind a corporate desk. To honor his return to Wichita, on May 3 the Wichita Chamber of Commerce hosted a lavish dinner in the Spanish Ballroom of the Hotel Lassen. The gala celebration was deeply appreciated by Walter and Olive Ann.

After seven months of construction in two leased buildings of the defunct Cessna Aircraft Company, the first Beechcraft was completed and prepared for its maiden flight on Nov. 5, 1932. Walter was pleased that Wells' biplane had attained a maximum speed of 201 mph. His dream of creating his own company had become a reality.

During his distinguished career, Walter logged more than 10,200 hours in the air. He held transport pilot certificate No. 534 and in 1948 was issued a commercial license with single-engine (land) privileges by the Civil Aeronautics Administration.

By 1936, Beech Aircraft Company was building the Model C17, shown behind Walter and Olive Beech at the Denver Air Races.
Credit: Mary Lynn Oliver

Although most people who knew Walter addressed him as "Mr. Beech," Olive Ann simply called him "Popper." The couple had two daughters, Suzanne (married Thomas N. Warner) and Mary Lynn (married William L. Oliver). In addition to his passion for aviation, Beech was an avid hunter who enjoyed duck hunting, shooting wild game and fishing, according to Mary Lynn Oliver. He also was an ardent fan of wrestling, and she recalled accompanying her father to matches when she was a little girl.

In 1940, Walter contracted encephalitis that affected his nervous system. He ceased flying in September 1941 and eventually was unable to drive an automobile. On Nov. 29, 1950, Walter H. Beech died. He was posthumously enshrined in the Aviation Hall of Fame on July 23, 1977, and was inducted into the Kansas Aviation Hall of Fame on Nov. 13, 1987.

During his career, the Tennessee farm boy had distinguished himself as a skilled pilot, mechanic, an expert salesman and a savvy entrepreneur who was not afraid to take risks despite the formidable odds stacked against him.[6] KA

Notes:

1. Letter from C.M. Haviland dated July 27, 1917. Special Collections Department, Ablah Library, Wichita State University.

2. Claims by Walter Beech that he soloed and flew in the Curtiss biplane were never substantiated by him or any other source.

3. During the past 110 years a myth has persisted that Beech was a flight instructor during the war. He was not an instructor but became an Army aviator after the war.

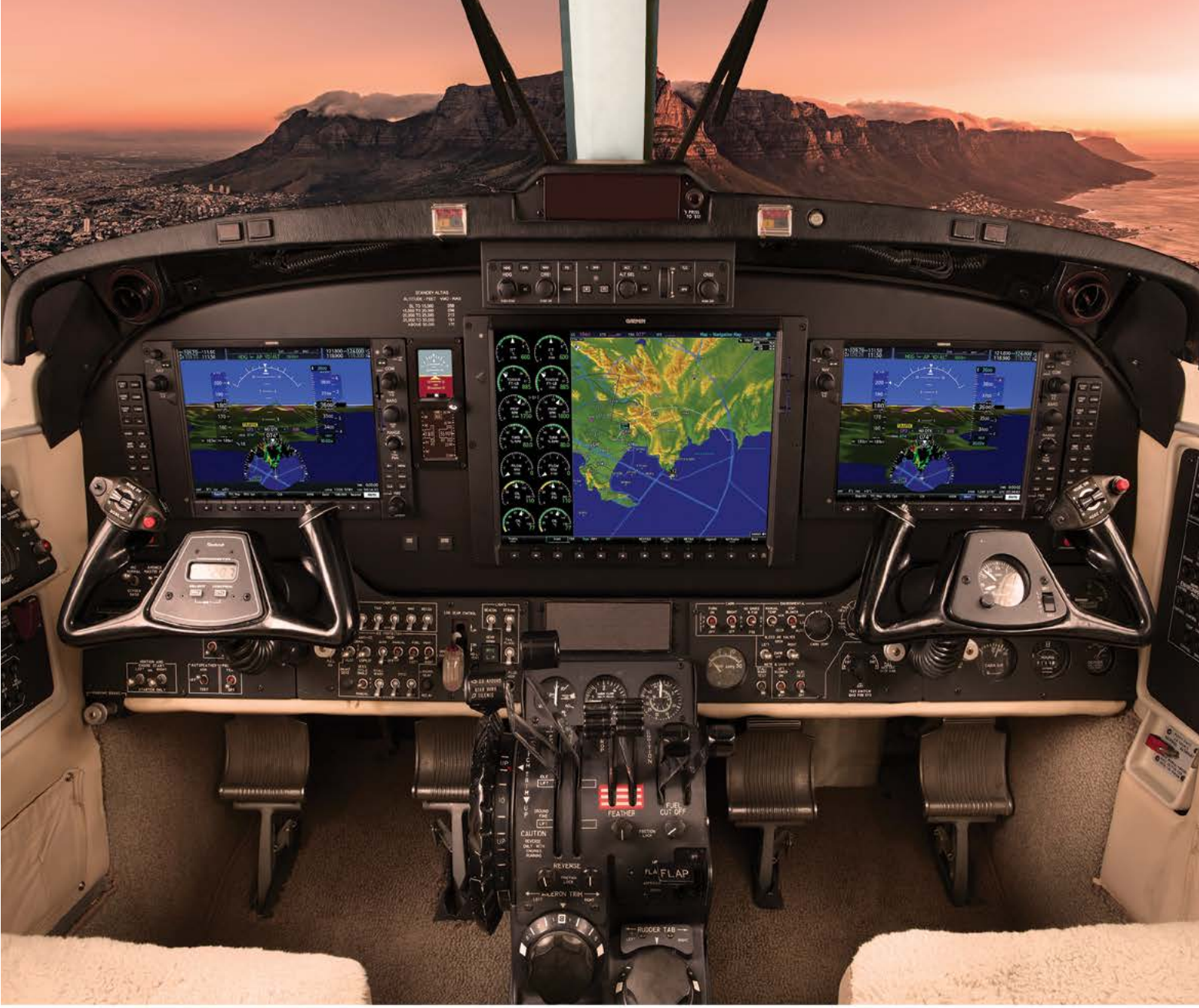
4. The "Woolaroc" was built by Travel Air but sponsored by Frank Phillips of the Phillips Petroleum Company based in Bartlesville, Oklahoma.

5. Without Ted Wells' cabin biplane design there probably would not have been a Beech Aircraft Company. He should be remembered as the third "founder" of the company.

6. Walter Beech became a wealthy man after the merger of Travel Air with Curtiss-Wright. During 1932-1934 the infant Beech Aircraft Company came perilously close to failing financially. It was, in the words of Ted Wells, "a starving airplane company."

Edward H. Phillips, now retired and living in the South, has researched and written eight books on the unique and rich aviation history that belongs to Wichita, Kansas.

This photo taken during World War II shows Walter's two daughters, Suzanne (left) and Mary Lynn, visiting him in his office at Beech Aircraft Company. Credit: Mary Lynn Oliver



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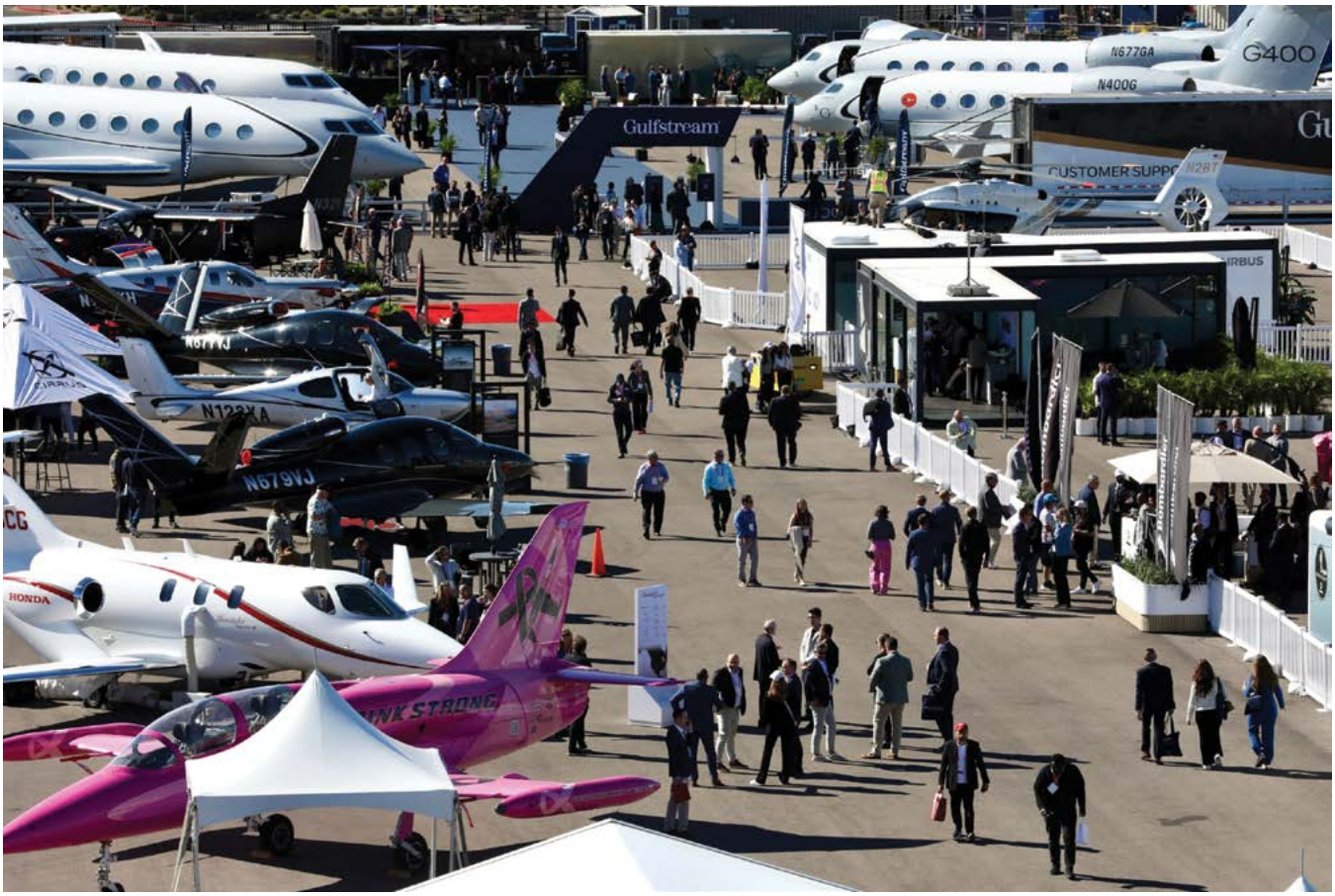


Credit: NBAA

News Roundup from NBAA-BACE

Here's a recap of news releases issued during the 2025 NBAA Business Aviation Convention & Exhibition held in mid-October in Las Vegas.

King Air to Receive Next-Generation Fuel Quantity Indication System

Raisbeck Engineering, Inc. and CiES Inc. announced a new agreement to bring a modern, highly reliable fuel quantity indication system to Beechcraft King Air operators. Building on the companies' successful collaboration for the Cessna Caravan, the new King Air solution pairs CiES' proven magneto-resistive sensing technology with Raisbeck's industry leadership and customer support network. The companies plan to achieve supplemental type certificate approval before the end of 2025, with first kit deliveries starting with the King Air 200 in the second quarter of 2026.

"This is the upgrade our customers have been asking for," Nick Lyle, Raisbeck's vice president of sales, said in a news release. "There's real pent-up demand in the King Air community for a modern, dependable fuel quantity system. We're excited to bring this to market and to start shipping kits as soon as certification is complete."

The FQIS upgrade will provide pilots with precise, stable fuel readings across the operating envelope, while reducing nuisance faults and maintenance burden.

"King Air operators expect mission-ready reliability, and this program delivers exactly that," Raisbeck President Gregory Davis said. "CiES' sensing technology and our customer-care capabilities are a powerful combination. We've built a strong, trust-based partnership

that complements each other's strengths – and that translates directly into quality, speed and support for our customers."

Scott Philiben, president of CiES, added: "Raisbeck understands product development, integration and the King Air market like few others. Pairing our magneto-resistive fuel sensing – now widely adopted across OEM and retrofit applications – with Raisbeck's customer support and service culture ensures King Air operators get a best-in-class solution and a team that will stand behind it." *Source: raisbeck.com*

First Collins' Venue Smart Monitor with Airshow HD Enters Service

Collins Aerospace announced its Venue smart monitor integrated with Airshow HD will enter service in November on a Dassault Falcon 7X. The smart monitor with Airshow HD is an all-in-one entertainment solution for business aviation, providing 4K resolutions, flight information and streaming entertainment to the cabin. Dassault Falcon Jet's service center in Little Rock, Arkansas, will install two smart monitors with Airshow HD into the cabin bulkhead.

The Venue smart monitor streamlines Airshow HD cabin entertainment into one consolidated unit, providing customers an elegant in-flight entertainment entry point. With the ability to be installed on very light jets to heavy aircraft, the system is designed to eliminate excess hardware, reducing aircraft power consumption and simplifying on-going maintenance.

Available for a variety of aircraft sizes and configurations, the system contains options for touchscreen and ultra-high-definition monitors and can integrate with third-party applications like streaming services, satellite TV or personal carry-on content. *Source: collinsaerospace.com*

Innovative Solutions & Support Rebrands to Innovative Aerosystems

Innovative Solutions & Support has formally changed the company name to Innovative Aerosystems. The company headquartered in Exton, Pennsylvania, specializes in the engineering, manufacturing and supply of advanced avionics solutions to the commercial, business and military markets. The company's new

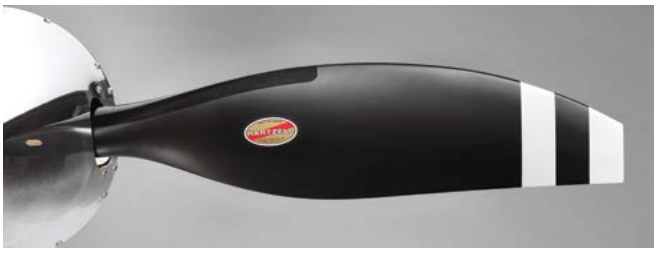
brand identity Innovative Aerosystems reflects its focus on integrating advanced avionics with intelligent system designs to deliver innovative aerospace solutions.

In conjunction with its rebranding, the company has refreshed its corporate website found at *iascorp.com*.

"While the name is changing, our core values remain intact," Shahram Askarpour, President & CEO of Innovative Aerosystems, said in a news release. "Customers can continue to rely on our trusted team, proven product lines and world-class support that have long defined our reputation. From legacy fleets to next-generation aircraft, Innovative Aerosystems' technologies will continue powering progress across the industry." *Source: iascorp.com*

Hartzell Propeller Partners with The Blackhawk Group

Hartzell Propeller has entered a strategic partnership with The Blackhawk Group, supporting its propellers across Blackhawk's network of Performance Centers. In addition to supplying The Blackhawk Group with Hartzell Propeller Top Props, the company will provide comprehensive maintenance and overhaul services through its network of eight Hartzell service centers. Operators will benefit from guaranteed lead times, flat-rate pricing, streamlined overhaul processes and Hartzell's industry-leading two-year/2,000-hour warranty,



along with access to exchange and rental units within the Hartzell network. The partnership also expands The Blackhawk Group's offerings by incorporating Tanis Aircraft Products, Hartzell's line of aircraft preheat systems. *Source: hartzell.com*

UAS Adds Five Airports to U.S. Customs Program

UAS International Trip Support clients can now access out of hours customs and immigration at 35 U.S. Airports after the addition of five airports to the company's U.S. Customs and Border Protection's Reimbursable Services Program. They include King County International Airport – Boeing Field (KBFI), Minneapolis St Paul International (KMSP), Metropolitan Oakland International (KOAK), Boise Air Terminal Gowen Field (KBOI) and Great Falls International (KGTF).

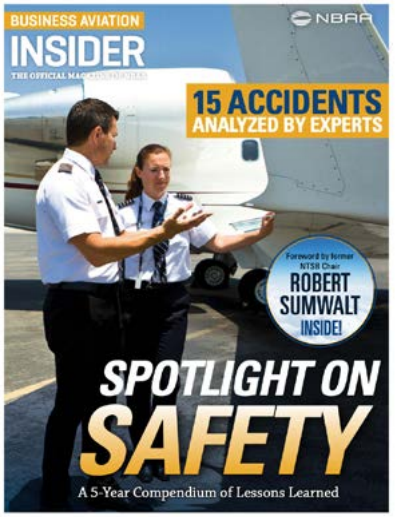
As a member of the U.S. CBP Reimbursable Service Program, UAS can request and pay for CBP overtime services at approved U.S. entry ports where the hours of operation are limited. This enhances operational flexibility and efficiency for UAS clients by empowering flights from overseas to directly reach their preferred destination on their preferred schedule, rather than being bound by CBP's designated hours.

"Our clients appreciate the extra flexibility and freedom they enjoy through our RSP service offering," UAS Executive Vice President – Americas Abdul Charafeddin said in a news release. "Our Houston team is standing by to make their operations even more efficient and seamless. And as experts in U.S. Customs and Border Protection procedures, we will ensure compliance and mitigate any impediments or challenges that could impact operations." *Source: uas.aero*

NBAA's 'Spotlight on Safety' Compendium Includes Analysis of Two King Air Accidents

In a year when aviation safety has been in sharp focus, the National Business Aviation Association unveiled a new resource for supporting safety, based on expert analysis of real-world incidents and accidents.

NBAA's new Spotlight on Safety Accident Compendium, introduced in October at the Business Aviation Convention & Exhibition, examines root causes and lessons learned from 15 key business aircraft accidents from recent years. Two involve King Air aircraft: a C90A accident in December 2022 near Kaupo, Hawaii, and a



June 2019 accident involving a 350 at Texas' Addison Airport (KADS).

"As we all know, this has been a year marked by a number of troubling incidents and tragic accidents, including those involving business aviation," NBAA President and CEO Ed Bolen said in a press release. "Some of this year's incidents have involved longstanding root causes. By examining actual recent events with known causal factors, we can highlight the best practices needed to mitigate the likelihood of similar outcomes in the future."

Download the free document at *nbaa.org/aircraft-operations/safety/business-aviation-insider-spotlight-on-safety*. The compendium's analysis of business aviation events and guidance for accident avoidance is based on National Transportation Safety Board data and the board's proven methodology of finding data-driven solutions to improve safety by identifying key factors that often contribute to aircraft accidents. *Source: nbaa.org*

Collins Upgrades FlightAware AeroAPI with Expanded Access to Historical Flight Data

Collins Aerospace has expanded the functionality of its FlightAware AeroAPI solution, providing easily accessible, comprehensive flight history for any airport, operator or city pair of interest.

Collins Aerospace's FlightAware AeroAPI solution now comes with expanded access to flight history data for airports, operators or city pairs of interest.

FlightAware's AeroAPI is an advanced application programming interface granting operators, flight departments, technology providers and others access to deep data sets that can help influence business-critical operations. Available data now dates back to January 2011, providing insights to help shape high priority operations, such as flight planning, resource management, maintenance schedules and competitive analyses.

"In corporate and business aviation, there are few things more critical to our customers' success than timely, accurate and actionable data," Nicole White, vice president and general manager of Connected Aviation at Collins Aerospace, said in a news release. "The expansive historical information now available through the FlightAware AeroAPI solution provides users the resources and tools needed to improve performance, efficiency and preparedness throughout their operations." *Source: collinsaerospace.com*

AvFab Introduces New Special Mission Seats for King Air

Aviation Fabricators unveiled two new seating systems purpose-built for special mission King Air operators – the Responder and Guardian seats – and the company said it expects approval once the government shutdown ends.

Designed for King Air 90, 200 and 300 series aircraft, the seats enhance mission performance, reduce cost and are backed by AvFab customer support.

"An airplane working as hard as the King Air can't have weak spots," said Hayden Lowe, vice president of AvFab. "The roles performed by special missions King Airs are too important to be limited by a lack of adequate seating. These seats can be delivered in five weeks, with parts support never exceeding one week, and cost 40% less than comparable seats on the market."

The Guardian seat is purpose-built for intelligence, surveillance and reconnaissance missions lasting up to 14 hours, offering recline, height adjustment and full track movement with a five-point harness. The Responder seat, designed for medevac operators, adds swivel capability and a four-point harness for mission-specific flexibility.

AvFab partnered with Oregon Aero to sculpt ergonomic cushions that provide superior comfort and endurance. "Operators can stay sharp through mission-length flights – not just comfortable, but capable," Lowe said.

AvFab said 15 seats are already on order prior to approval or marketing, including units for Textron Aviation, a major U.K. medevac operator and a U.S. law enforcement agency.

Based in Missouri, AvFab is an FAA-approved repair station and PMA manufacturer specializing in seating systems and mission-enhancing interior products for the global King Air fleet. Source: *avfab.com*

Stevens Nears STC Issuance for Gogo Galileo HDX Connectivity on King Air

Stevens Aerospace and Defense Systems, LLC – in partnership with Gogo Business Aviation and Peregrine Aerospace – has completed all work and flight tests for Stevens' supplemental type certificate for Gogo's Galileo HDX global high-speed internet system for King Air 200 and 300 series aircraft. STC issuance from the FAA is imminent.

Gogo Galileo with the HDX antenna delivers speeds of up to 60 Mbps down and 11 Mbps up globally backed by Eutelsat OneWeb's low-Earth-orbit, enterprise-grade satellite network. In Stevens' final flight tests, there were six people with multiple devices streaming heavy content and the group used only half of the Gogo system's capability.

Gogo Galileo can also be added to any existing Gogo AVANCE system with minimal disruption to the aircraft (L3, L5, LX5, SCS) for operators who need connectivity when flying outside of North American ground coverage (over the Gulf of Mexico, for example). Additionally, Gogo Galileo will offer AVANCE platform capabilities not currently available on its legacy air-to-ground systems (ATG 1000, 2000, 4000, 5000) for a better in-flight experience, including over-the-air software updates and remote diagnostics. High-speed connectivity is available while the aircraft is still on the ground anywhere in the world as opposed to waiting until the aircraft is in the air with the current non-satellite systems.

This initial STC includes King Air 200 and 300 series aircraft equipped with various avionics suite configurations. The Stevens STC also includes Wi-Fi activation and will provide EASA, TCAA and ANAC validations in Europe, Canada and Brazil, respectively. It'll be available soon with an installation or as a stand-alone authorization to use STC. Source: *stevensaerospace.com* KA

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1,724 NM
5h-10m
FUEL: 3,788 LBS
RESERVES: 627 LBS

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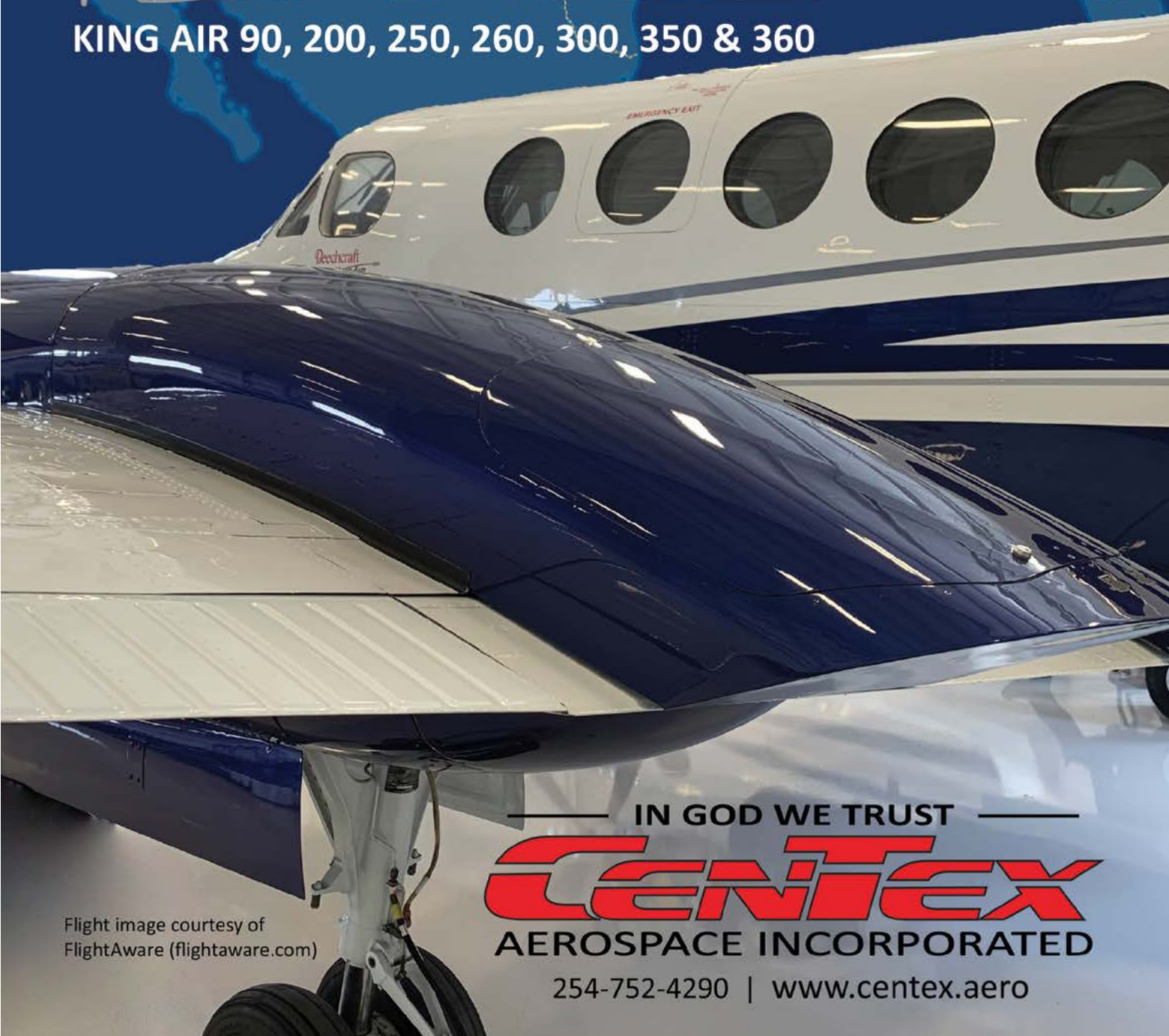
TPA

SADDLE TANKS

KING AIR 90, 200, 250, 260, 300, 350 & 360



Flight image courtesy of
FlightAware (flightaware.com)

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FAA Airworthiness Directive 2025-20-11: Rudder Control System

Effective date: Oct. 17, 2025

Applicability: Model B200GT S/Ns BY-335, BY-356, BY-443, BY-453, BY-454; Model B200CGT S/Ns BZ-4 through BZ-9; Model B300 S/Ns FL-1173 through FL-1175 inclusive, FL-1177, FL-1181, FL-1184 through FL-1186 inclusive, FL-1189, FL-1193, FL-1197 through FL-1202 inclusive, FL-1210, FL-1211, FL-1213, FL-1218, FL-1220 through FL-1222 inclusive, FL-1225, FL-1228 through FL-1230 inclusive, FL-1232, FL-1233, FL-1240 through FL-1242 inclusive, FL-1244, FL-1245, FL-1249 through FL-1251 inclusive, FL-1253, FL-1257 through FL-1259 inclusive, FL-1262, FL-1265, FL-1266, FL-1269, FL-1271, FL-1275, FL-1276, FL-1277, FL-1280, FL-1284, FL-1286, FL-1287, FL-1290, FL-1291, FL-1293, FL-1296, FL-1305, FL-1310, FL-1315 through FL-1317 inclusive, FL-1319, FL-1320; Model B300C S/Ns FM-78 through FM-86, FM-88, FM-90 through FM-92 inclusive, FM-94, FM-96 through FM-107 inclusive, FM-110.

Reason: This AD was prompted by a report of rudder control pushrod failure during a production ground run caused by sheared rivets off of a rudder control pushrod. The FAA is issuing this AD to detect and address incorrect rivets. The unsafe condition, if not addressed, could result in rudder jam or loss of rudder control, which could lead to loss of control of the airplane during flight or ground operations.

Required actions:

(1) Within 20 hours time-in-service or 30 days, whichever occurs first after the effective date of this AD, do a visual inspection of the attaching rivets of the pilot and copilot rudder control pushrods for incorrect rivets in accordance with the Accomplishment Instructions, paragraphs 4 and 5, of Beechcraft Mandatory Service Letter MTL-27-07, dated July 25, 2025.

(2) Depending on the results of the visual inspection required by this AD, do the following, as applicable:

(i) If two soft rivets are found adjacent to each other on the same rod end for one rudder control pushrod, before further flight, replace with rivet part number

Credit: Textron Aviation

MS20470AD4-12 in accordance with the Accomplishment Instructions, paragraph 7, of Beechcraft Mandatory SL MTL-27-07.

(ii) If one soft rivet and one hard rivet are installed on any of the four rod ends, within 200 flight hours or 12 months of the visual inspection required by this AD, whichever occurs first after the effective date of this AD, replace the soft rivet with rivet part number MS20470AD4-12 in accordance with the Accomplishment Instructions, paragraph 7, of Beechcraft Mandatory SL MTL-27-07.

For further information contact: David Enns, Aviation Safety Engineer; FAA, 1801 S. Airport Road, Wichita, KS 67209; phone: (316) 946-4147; email: david.enns@faa.gov

The above information is abbreviated for space purposes. For the entire communication, go to *federalregister.gov/d/2025-19354*.

Textron Aviation Mandatory Service Letter MTL-26-02: Fire Protection – Center Wing and Nacelle Bleed Air Warning Line Inspection

Published date: Oct. 7, 2025

Effectivity: C90GTi S/Ns LJ-2114 thru LJ-2179; B200GT S/Ns BY-216 thru BY-491; B200CGT S/Ns BZ-5 thru BZ-9; B300 S/Ns FL-955 thru FL-1345; B300C S/Ns FM-77 thru FM-119

Reason: Excessive varglass may have been installed onto the ethylene-vinyl acetate (EVA) warning line in the center wing and nacelle sections.

Description: This service document provides parts and instructions to inspect the varglass installation in the left and right center wing and nacelle areas and if required, remove and install varglass on the EVA warning lines.

Compliance – Mandatory: This service document must be accomplished at the next 200-hour or 12-month inspection, whichever occurs first.

The above information is abbreviated for space purposes. For the entire communication, go to *txtavsupport.com*. KA

King Air Gathering

March 26-29, 2026 • Fredericksburg, Texas

Save the Date!

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 was popular among attendees and companions. Organizers are finalizing plans to bring together owners, operators, pilots, trainers, maintenance providers, FBOs and manufacturers.

A unique venue

Dick Estenson, a private pilot and former NASA engineer, and his wife Rosemary conceived the idea for the Hangar Hotel and opened it in 2003 adjacent to T82's aircraft parking ramp. Built new from the ground up, the Quonset hut structure's exterior design was inspired by World War II wooden hangars of the 1940s and the nearby National Museum of The Pacific War.

First floor common spaces feature aviation memorabilia and USO history. The Officers' Club is the hotel's full service onsite bar. It features comfortable seating areas, a mahogany and granite fireplace, a grand piano, a pool table and often has live music. The second floor has 50 guest rooms with décor and furniture of the WWII period. All rooms are king size, nonsmoking and don't allow children under 18 or pets. Both floors offer rocking chairs on observation decks facing the runway.

Next door is an onsite conference center and the Airport Diner, which continues the 1940s mood. The vintage diner has an aviation-themed menu with classic breakfast items, sandwiches, salads and daily blue plate specials plus desserts featuring locally made ice cream. The airport is just 3 miles from Fredericksburg's historic Main Street area, a hub of shopping, dining and entertainment.

Registration opens soon

Watch for more details from King Air Nation and King Air Academy. Vendor participation and sponsorship options will be released soon, and registration is set to open in December. KA

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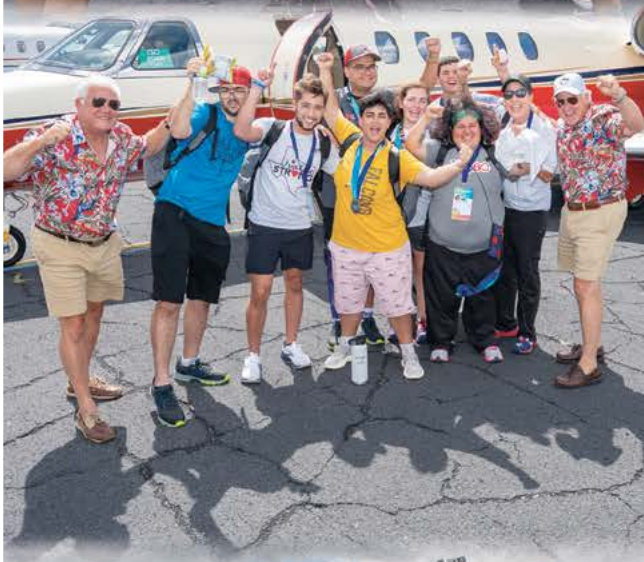

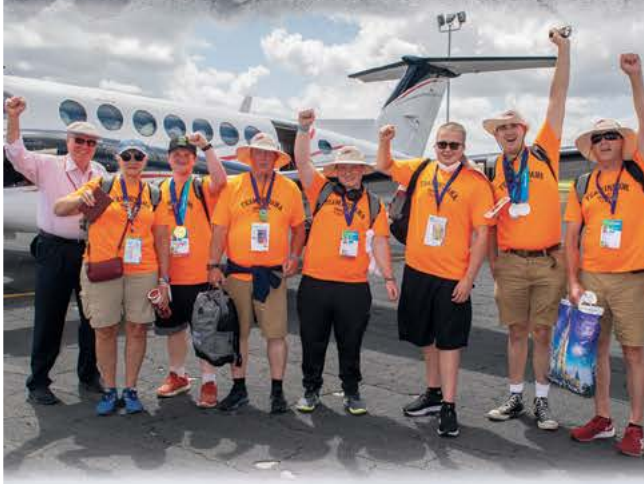

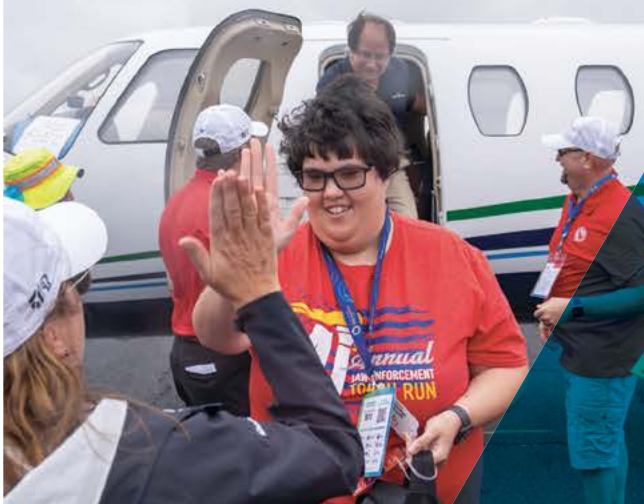

MINNESOTA'S TWIN CITIES
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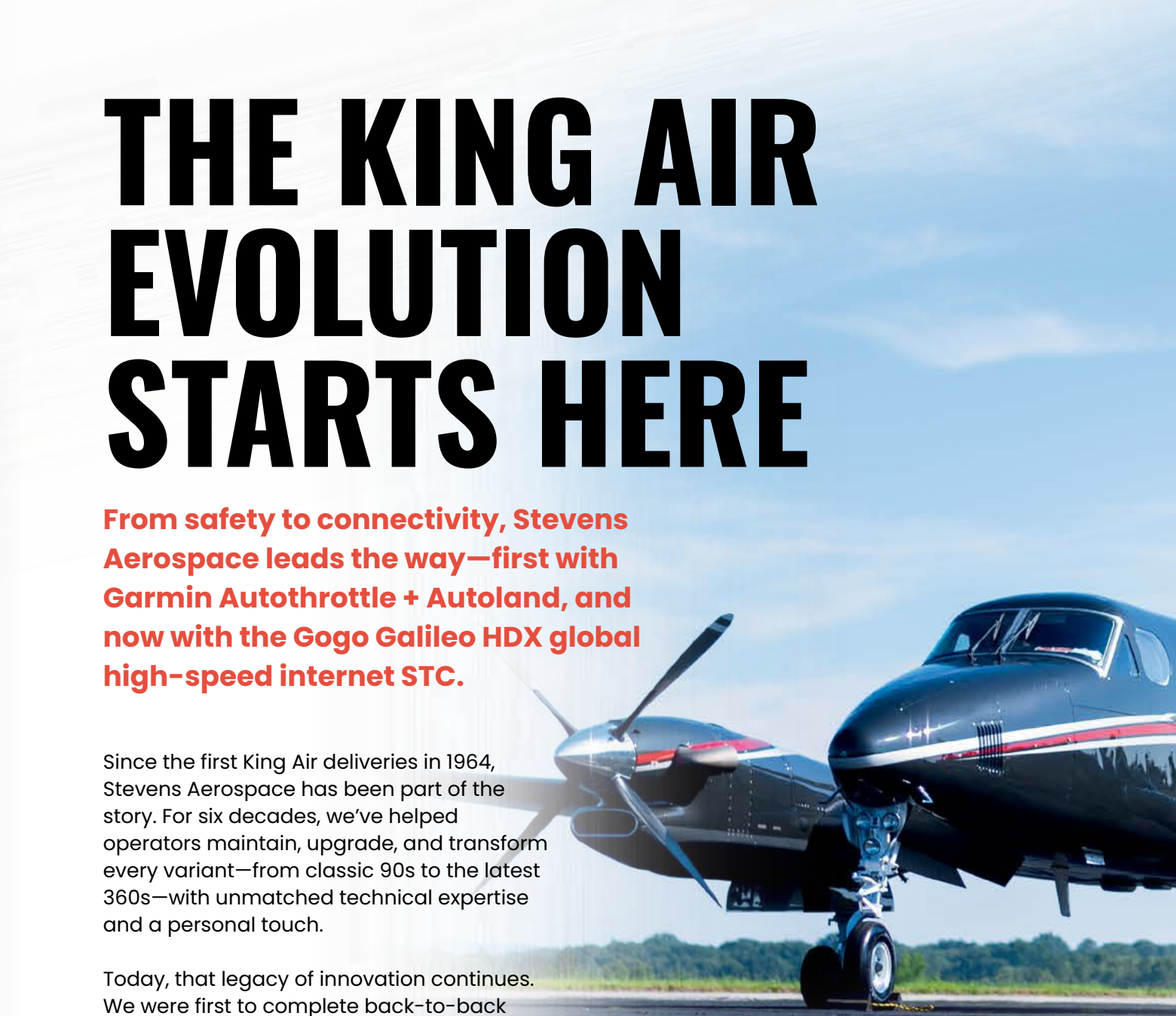

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