King Air

A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

JUNE 2026 VOLUME 20, NUMBER 6 • $6.50

A Remarkable Flight

90 years of ‘Piloting Life’

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

King Air
June 2026 Volume 20 / Number 6
A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

EDITOR
MeLinda Schnyder
melinda@kingairmagazine.com

EDITORIAL OFFICE
2779 Aero Park Dr.,Traverse City MI 49686
Phone: 231-946-3712

PUBLISHER
Dave Moore

PRESIDENT:
Matt Kenny

DIRECTOR OF OPERATIONS:
Kurt Bainbridge

PUBLICATIONS DIRECTOR
Jason Smith

GRAPHIC DESIGNER
Rachel Coon

ADVERTISING DIRECTOR
Jenna Reid
Phone: 816-699-8634
jenna.reid@vpdcs.com

ADVERTISING OPERATIONS AND ACCOUNT MANAGER
Betsy Beaudoin
Phone: 800-773-7798
betsybeaudoin@villagepress.com

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

DIGITAL MAGAZINE & ARCHIVES
www.kingairmagazine.com

SUBSCRIPTIONS

King Air is distributed at no charge to all registered owners of King Air aircraft. The mailing list is updated bimonthly. All others may subscribe by writing to: King Air, P.O. Box 1810, Traverse City, MI 49685, or by calling 800-447-7367. Rates for 1 year/12 issues in U.S. funds: United States $15, Canada $24, all other foreign $52. Single copies: United States $6.50, Canada/Foreign $9.

COVER PHOTO
By Stephanie Seibert
Carey Hobbs in the cockpit of his 1978 King Air E90 (LW-294)

WHAT'S INSIDE

TECH TIDBITS

Part 2:

King Air Fuel Quantity Indicating

by Paul Sneden

In the April issue we started our dive into the fuel quantity indicating system by focusing on insulation testing the system. That should always be your first step because if you can locate insulation or wiring issues (even if you need to replace wires or splices), there's no need to be concerned with system calibration until you need to replace probes or an indicator. To continue, Part 2 will cover capacitance measuring, indicator testing and problem prevention.

Capacitance measuring

The capacitance of a probe or the system will vary based on the level of fuel versus air at any given system probe(s). When capacitance increases, the indication increases proportionally. The system probes are all wired together in parallel, creating a system total that is what's measured by our system gauges. The total capacitance of a King Air wing is unique due to the manufacturing min/max values of individual probes. Capacitance of probes, both individually and in total, is measured in a unit called picofarads. That's the second function of our Barfield DC-400A test set, essentially a capacitance meter.

Losing any of the probes on a system due to probe failure or lost connections will always result in a lower-than-normal system reading. Often, the loss of even a single probe in a system of five or six can result in an indication of less than zero, particularly when the tanks are less than full. Low readings after the crew has loaded the airplane with fuel are the most frequently reported indicating squawks on King Airs.

After the insulation tests have proven our wiring is in good shape, the next step will be testing the total capacitance of the discrepant wing. The min/max expectations are published in the appropriate aircraft maintenance manual (AMM) or the King Air test supplement provided by Barfield.

The first thing we need to do is decide whether to defuel the aircraft or top off the fuel to full. If you don't have defuel facilities then the full option may be a place to start troubleshooting, but keep in mind that even if you identify a bad probe or gauge, you'll be stuck deferring the repair until the system can be drained for parts replacement and calibrations. That's worth considering if you're the pilot or owner reading this: Ensure the

	MAIN FUEL TANK			AUX FUEL TANK		
	NOM	MIN	MAX	NOM	MIN	MAX
EMPTY	169.1	153.7	186.0	59.4	54.0	65.3
FULL	253.9	228.5	279.2	97.2	87.5	106.9

Table 102. System Capacitance Values

Figure 1: The min/max expectations are published in the appropriate AMM or the King Air test supplement provided by Barfield.

facility has defuel capability and a Barfield DC-400A and bring it to maintenance as light on fuel as safely possible.

Let's try an example using the numbers for a B300. You've defueled the left main system that was the target from your pilot reporting. There's no need to have the gauge attached, since the Barfield's batteries will test the main system with no need for aircraft power. So, after following the switchology described in the manual, you get a reading of 173pF. You consult the chart (see Figure 1) for empty mains only to find that the value is comfortably between the min and max values. The listed nominal value is meaningless at this point, so we still have some troubleshooting to do since capacitance didn't point to a problem.

However, if the reading is lower than minimum, then I like to call this "Find the missing picofarads." The nominal value may help save some steps when heading out to find the faulty probe or connection. Individual probe values will be the key. There's a partial chart in Figure 2. If your value is more than 50pF below nominal, you should head directly to the nacelle tank cover. If the value missing is less than 20pF, then the inboard aft is most likely.

Keep in mind the uniqueness of a wing. Your wing under test won't really be "nominal," so there's a limited value to this measurement observation unless you or someone else took the time to capture the empty values when the system was last repaired or drained when working properly. The AMM has always made that recommendation, but no one is going to search

PROBE LOCATION	CAPACITANCE EMPTY (pF)		
	MIN	NOM	MAX
Leading Edge Inbd	24.7	27.5	30.3
Edge	21.2	23.3	25.7
Outbd			
Inboard Aft	15.9	17.7	19.5
Nacelle	52.7	58.6	64.5

Figure 2: This partial chart shows individual probe values can save steps when searching for the faulty probe or connection.

maintenance records to see if that recording happened. I'm fond of a sticker located behind the fuel gauges. With an accurate start point for an empty wing, you can go straight to the problem probe by employing a little subtraction.

With the probe harness provided with the King Air adapter for the DC-400A, testing individual probes either in the aircraft (just isolate the probe) or on the bench is a cinch. That applies to insulation tests as well, if the probe itself seems to be your problem.

Indicator testing

If all's well in the wing system, it's time to address the performance of the gauge. This will be the first time we'll need to connect the Barfield set to the gauge, and we'll need either aircraft power or a 28VDC source if on the bench. Note that as soon as we start adjusting during a gauge test, we will have disrupted any calibration that may have existed. Recalibration will be required. Gauge swapping for problem evaluation is very rarely of use, since just the uniqueness of the wing system could show a difference in excess of 200 pounds of fuel.

During this procedure, the third function of our test set comes into play. The Barfield has what they like to call a capacitance simulator or CAP SIM (see Figure 3). By using that to dial up a specific capacitance, we can test the gauge for response and linearity, as well as to be sure that the range of control of the ZERO adjustments will accommodate any King Air that the gauge is installed into. After properly adjusting empty and full per AMM instructions, adding 21pF successively to the gauge results in an additional 300-pound indication on the gauge. Note that although you'll feel a bit of resistance in the 0-10 knob on the CAP SIM, you can keep turning it to get the value you need. That's not a hard stop that you'll feel.

I have one caution for anyone using CAP SIM CAL while testing a gauge or calibrating the system. Twice, I have been performing or observing these operations and the instructions were being followed perfectly, but during the selections made on the function knob when an indicator was attached, we watched the indicator slam to the fully deflected position, and then it never worked properly again. That was from CAP SIM CAL to IND AMP (see Figure 4). Something in the test set switching sent a strong signal out that damaged the indicator under test. The first time, we sent out the Barfield as defective. The second time (another location, a different DC-400A) I realized there was an inherent danger in the switching. I *strongly* recommend that before rotating the function selector during any testing with the indicator attached to the test set, the power switch should be placed in the OFF position.

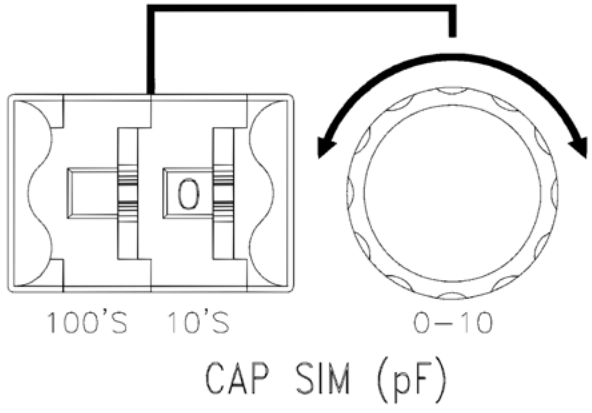


Figure 3: Capacitance simulator (pF)

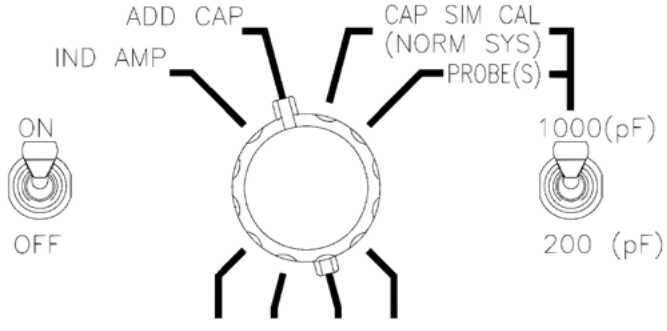


Figure 4: Function switch

KING AIR 90, 200, & 300 SERIES

GO FARTHER FLY LONGER

SADDLE TANKS®

IN GOD WE TRUST

CENTEX™

AEROSPACE INCORPORATED

"Making Aerospace Better"

WWW.CENTEX.AERO

254-752-4290

Recalibrating the system after troubleshooting and/or parts replacement will include zeroing the gauge with empty tanks and then simulating fuel by adding capacitance and adjusting the full control to indicate a specified amount.

For decades, the only source of the troubleshooting procedures for King Air fuel quantity indicating was to be found in the Barfield instruction supplement that comes with the adapter that allows for the DC-400A test set's use on King Airs. In more recent years, Textron Aviation has incorporated troubleshooting procedures and test set instructions into the AMM for the 200s and B300s. The straight 300s only refer to a rather ancient test set, but you can certainly use the DC-400A instead. Unfortunately, the AMMs for 90 models have no instructions to speak of and refer you to the Barfield instructions. If your test set still has an old paper version of the manual, be sure to download an up-to-date PDF version. The manual was updated several times and is much more understandable than the original versions.

Prevention

Finally, much of what we've been discussing is not inevitable. A lot of the problems described are preventable with 90% or more of the failures tracing back to water intrusion. I've opened many a wing panel to find a veritable pond that I've always said could float a rubber ducky. So, let's talk about prevention.

I understand the shop environment where management or customers don't necessarily understand why it's taking so long to close panels after troubleshooting or inspection. By explaining how attention to detail upfront could save big on parts and labor to fix this system later, maybe customers would not only agree to the time but insist that the extra time is allotted. Prevention is always less expensive than waiting for a system failure.

Specifically, I'm talking about creating and maintaining Fay seals on the panels to keep the water out. Fay sealing wasn't always in Chapter 20 Standard Practices, but it certainly is now. Properly performed, the wing bays under the panels can be kept completely dry, and the probes and junctions could last indefinitely. But, when those panels are reopened during later inspections, a good look for condition, and taking the time to repair those seals as necessary is critical.

"By explaining how attention to detail upfront could save big on parts and labor to fix this system later, maybe customers would not only agree to the time but insist that the extra time is allotted. Prevention is always less expensive than waiting for a system failure."

Another trick that I've seen is the fashioning of a rain bonnet for the back of the fuel gauge panel and over the connectors for the panel. Nothing fancy needed, just water deflection for when that dang storm window leaks. Be sure to select sheeting material suitable for aircraft use. Kapton film meets mil-spec and is flame-retardant.

Lastly, and I mentioned it in Part 1, is to substitute 4-way M81714/12-20D-1 (MWS20E-2) splices for the black and blue matrix blocks. You'll need three of those for each of the matrices you intend to replace, and you should fill the extra hole with a red plug (MS27488-20-2). These have proven to be a lot more resistant to water issues and are in use in the system inside the fuselage.

Anyone who becomes proficient at troubleshooting these systems is an asset to their organization. Taking the time to really understand what you're testing and looking for is always worthwhile. I hope these tips have helped you with your fuel quantity diagnostic missions.

As always, reach out if I can help, and keep them flying! KA

Paul Sneden is the owner/president of KingAirDOM, a consulting firm, and King Air Maintenance Academy in Jupiter, Florida. He has been in the general aviation business for more than 50 years, holding numerous positions in aircraft maintenance, avionics and quality assurance. Beginning in 2006, Paul became immersed in the King Air world, creating and instructing maintenance courses for 90-, 200- and 300-series King Airs. He is also a regular speaker at the annual King Air Gathering. Reach him at paul.s.kamag@gmail.com *or at 561-596-8626 (U.S. Eastern time zone).*

Check Out the Complete Guide to Garmin G1000 NXI In the King Air (2026 Edition)

Step into a smarter, more capable cockpit. The Garmin G1000 NXi delivers faster performance, sharper visuals, and enhanced situational awareness to the King Air, making every phase of flight more intuitive. From advanced safety features to streamlined workflows, this upgrade redefines expectations. Scan the QR code to explore the complete guide and see how the G1000 NXi can elevate your aircraft.

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

ELLIOTT AVIATION

90 YEARS OF EXCELLENCE

GARMIN.

ElliottAviation.com

ELLIOTT AVIATION

Get a Quote

Can You Hear Me Now?

by Joe Casey | Photos by Clint Goff

Of the five senses that humans possess, which one is most important when flying? Which is the least important? I'd argue that taste is the least important, unless we are including the cookies at the Wilson FBO at the Chattanooga Metropolitan Airport (KCHA). That leaves sight, hearing, smell and touch.

Sight and touch seem to be the most important to our flight experience. If I were to suddenly go blind, I'd have a tough time safely finishing a flight. If I lost my sense of touch (although the passengers on my last landing might argue this already happened), I'd also have as difficult a time safely finishing the same flight. While smell can alert you to the presence of smoke or fumes in the cockpit, but (aside from that previously mentioned plate of cookies) smell is not something that's directly related to flight safety.

But what about hearing? We don't think about it much, but hearing is absolutely critical to the safety of flight. Your hearing is tested when you see your AME for a flight physical, so it is important to the FAA. I've had the batteries in my headset drain completely, leaving me temporarily unable to hear the radios, which impacted my ability to safely operate the airplane. And there are plenty of other sounds that we can control through our audio panel: the marker beacon, navigation radio signals, communication radios and intercom.

What sounds in the King Air can affect the safety of flight? Which ones can be muted or managed? There are a lot of sounds present that are not manageable by the audio panel and most of those sounds are important. Some are audible alarms and some are audible tones for simple awareness. Nevertheless, they exist and we

should know about them and be ready to respond when they occur. Let's break down some of the sounds, as they can truly impact flight safety.

Passenger in command?

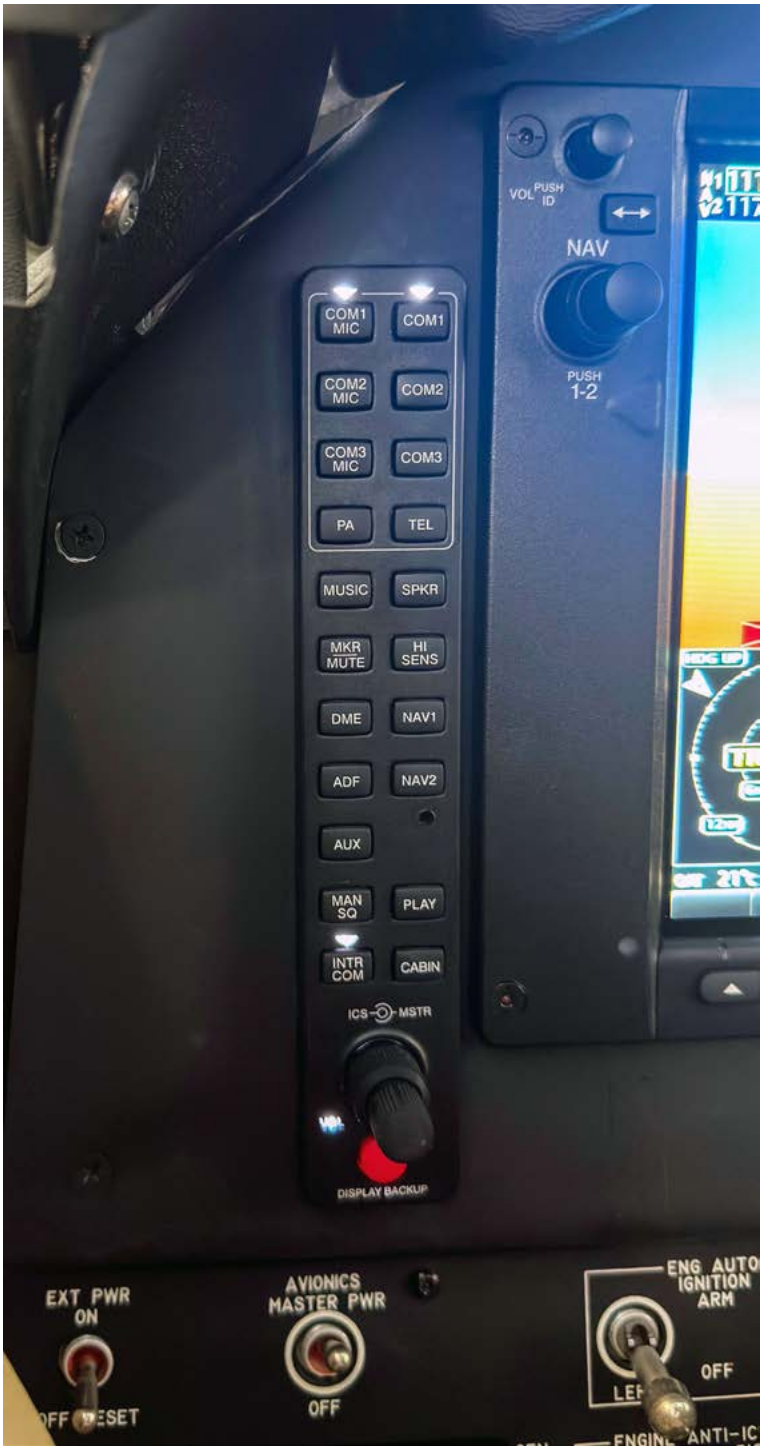
Autopilot disconnect: Every autopilot installation should have an audible tone when the autopilot is disconnected. This tone should occur whether you turn OFF the autopilot or whether the autopilot disconnects without your command. It is critical for you to know whether the autopilot is engaged or not.

We have a saying in the aviation training world, "Either you fly the airplane or the autopilot flies the airplane, never neither and never both." If the autopilot is ON and you manipulate the controls, then the pitch trim servo will activate to neutralize the forces you are applying. This can lead to an incredibly dangerous situation because of wild pitch excursions when you let go of the controls, which can lead to spatial disorientation. If the autopilot is ON, you should place your fingers on the controls (not a full grip) to monitor and be ready to take over the controls but allow the autopilot to do its job without intervention.

The other dangerous situation is when the autopilot turns OFF and the pilot does not notice. Then, the airplane is simply wandering through the sky. I've seen it many times in training and sadly also in the real world. When this happens, the airplane can end up in an incredibly dangerous flight regime, easily inducing spatial disorientation, a stall or exceeding aircraft limits.

I once trained a pilot who previously owned a Cirrus and moved up to a King Air. The push-to-talk (PTT) and the autopilot disconnect switches are inverted in those two airplanes. For the first 25 hours of training, the pilot inadvertently turned OFF the autopilot while trying to talk on the radios. He'd push the A/P disconnect button and miss the audible tone when the autopilot was disconnected. Confusion ensued, which was sometimes debilitating. It was a disaster, many times over.

The point? Learn what your autopilot disconnect sounds like. Garmin has a rather benign and short



We can control many sounds in a King Air through the audio panel though some important auditory alerts are not manageable that way. We should recognize these aural alarms and tones and be ready to respond when they occur.

"ba-bum, ba-bum" when it disconnects. Other autopilots have a much louder and more obnoxious aural warning. Make sure you know the sound and have a hand on the controls when you hear it.

It can be muted?

Gear warning: This is a critical sound alert as indicated by the rather harsh word warning in the description. If your landing gear is not down and locked and you retard a power lever (either) or have the flaps deployed beyond the APCH setting, you will get an obnoxious gear warning aural alarm. There is a microswitch in the center pedestal on each PL, and if you pull back the PL(s) to activate the microswitches and the gear is not down and locked, you will activate the gear warning aural alarm. The same applies to the flaps. If you select the flap DOWN position and the gear is not down and locked, you'll get the aural warning.

And, either sadly or gloriously depending on your perspective, in most King Air models, there is a way to mute the gear warning. I love this muting ability because I find myself pulling back the power levers often in flight and activating the aural warning. It is easy to push the mute button and proceed with the flight in silence. To make matters more mutable, in most 3XX models the GEAR WARN MUTE button is on the left engine PL, depressed by the thumb. Most 3XX pilots have migrated to the habit of holding the mute button when moving the PLs, ensuring this feature is never activated. They completely take this safety feature out of commission by the creation of a habit. Is this right or wrong?

I bet 95% of 3XX pilots hold their thumb on the mute button every time they move the PLs. As long as they don't land gear up, then all is well that ends well. But one gear-up landing can cost north of a million dollars and cost you your career or insurability. If you have migrated to holding the mute button when moving the PLs, I'm going to challenge you to reconsider your operational practices. I'm not saying never

push this button in advance, but maybe do it only if you have passengers you don't want to annoy. Be cognizant of your safety systems and be mindful when muting them. Intentionality is the key.

You should be in the habit of landing your King Air with the flaps in the DOWN position. Remember, if the flaps are in the APCH position, the gear warning system is not activated. I can't remember the last time I landed a King Air with less than DOWN flaps when not training for an emergency situation. Sure, it can be done, but why would you do it? All King Air models land nicely with DOWN flaps; it provides the most stall safety margin and there's no real need to land with less flaps in a strong crosswind in a King Air (which has a robust crosswind margin). Make DOWN your flap setting for landing, even if it is only to activate the gear warning system. You cannot mute the GEAR WARN when the system is activated by the flaps, providing another reason to always use the DOWN flap position on landing.

To the buffet? Golden Corral, here we come!

Stall warning: This one is a passion of mine. When you hear the stall warning, you should push forward on the yoke. We used to teach pilots to practice stalls "to the buffet" and ignore the stall warning, but why? We want pilots to learn to hear the stall warning and respond with an appropriate action. The appropriate action is always to push forward on the yoke.

As a DPE, I see all sorts of wrong responses to the stall warning. The pilot might shove the PLs forward – a terrible idea because it adds a yaw, which can induce a spin. Sometimes the pilot might push the yoke forward and then instantly pull it back – creating a secondary stall. Or the pilot might simply ignore the stall warning. All those responses are wrong and show how poor the airmanship can be with some pilots. The correct response to a stall warning is to push forward on the yoke and ensure the stall does not occur.

Know what your stall warning sounds like. It is easy to remind yourself because you have a stall warning test switch in your cockpit. I bet this is the dustiest switch in your cockpit. Who tests the stall warning? Well, *you* should.

Igniter warble: I don't know what to call this sound, but it is the annoying sound that happens when the igniters are firing and you activate the PTT switch. For

"The King Air cockpit can be noisy with so many aural warnings, noises and tones that are not controlled through the audio panel. The good King Air pilot will know what all of these tones sound like and what to do (or not do) when they are present."

Learn what your autopilot disconnect sounds like.

In most King Air models, there is a way to mute the gear warning.

this discussion, I'll call it a warble. I don't know why the igniters can be heard when transmitting, but they can be heard through the headset. This is mostly just an annoying sound, but it seems that pilots forget, wonder and get distracted. Next time you hear it, remember that it is in the background when you transmit, so everyone else hears it too.

Altitude alerter: This sound is not universal to every avionics system, but most have some sort of tone alerting you when you deviate 300 feet off your selected altitude. This can be annoying, but it can also be a lifesaver – or maybe a license-saver. When you have an altitude selected and exceed it by 300 feet from your altitude, this tone sounds off. If you listen and are reminded to look at your altimeter, you might make the appropriate control input to get back to altitude.

This feature might also alert you when 1,000 feet from a selected altitude. I usually say aloud "one to go" when passing within 1,000 feet of an assigned altitude. This callout was drilled into me over years of flying crewed aircraft to remind the entire crew that we were approaching our level-off altitude. When flying with one pilot, this alert can be a real help to keep you situationally aware if you listen for this tone and know what it means.

In more modern King Air models, there is a secondary CABIN ALT HI red warning light, which presents on your caution/advisory/warning panel when your cabin exceeds 12,500 feet.

Anyone hypoxic?

Cabin altitude high: All King Air aircraft have a CABIN ALT amber caution light that illuminates when the cabin altitude exceeds between 10,000-10,500 feet and most also have an associated auditory tone. This sound can be muted because there are times when you might choose to fly with a cabin altitude above 10,000 feet. In the King Air 3XX/2XX with RVSM capability, the cabin altitude will be above 10,000 feet when the airplane is operated at FL350. In the King Air 90/100, the cabin altitude will be above 10,000 feet when flown at 25,000 feet. This is doable in all these airplanes, but you do want to be aware that the cabin altitude is high.

In the more modern King Air models, there is a secondary CABIN ALT HI red warning light, which presents on your caution/advisory/warning panel when your cabin exceeds 12,500 feet. Red lights should really get your attention and you should be responding to correct a cabin altitude above 12,500 feet. This aural warning can be muted too, so really look at the panel to see if you have an amber or red light. Amber says "consider me" while red says "do something now."

The King Air cockpit can be noisy with so many aural warnings, noises and tones that are not controlled through the audio panel. The good King Air pilot will know what all of these tones sound like and what to do (or not do) when they are present. Know your King Air! KA

Joe Casey is the owner of Casey Aviation, Inc., based at Angelina County Airport (KLFK) in eastern Texas. The company manages four King Air aircraft and provides flight training in many models of airplanes. He has 19,300 hours of total flight time, over 4,500 of which are in King Air airframes. He is a certified ATP-ME/SE commercial pilot with ASES, Rotorcraft-Helicopter/Instrument and Glider ratings. Casey is also a designated pilot examiner (DPE) with many authorizations from Sport Pilot through ATP, CFI-Initial and the BE-300 type rating issuing authority up to the ATP level and holds CFI, CFII, MEI, CFI-H, CFI-IH and CFI-G certificates. He has flown 83 North Atlantic crossings in King Air aircraft.

PHOTO CREDIT: STEPHANIE SEIBERT

A Remarkable Flight

A Wright Brothers Master Pilot reflects on 67 years as a pilot

by Grant Boyd

For 90-year-old Carey Hobbs, flying has never been just a pastime – it is a way to serve, to connect, to explore. He discovered his love for the skies as a Marine aviator and has been a pilot for 67 years, owning two Beechcraft King Air aircraft in his lifetime: the A90 he flew for three decades and the E90 he still owns.

"I see my life as a remarkable flight. It's been an extraordinary journey. Challenging, yes, but also full of joy and marked by adventure," the nonagenarian wrote in "Piloting Life," his autobiography published in January 2026.

King Air magazine talked to the Wright Brothers Master Pilot Award honoree about his experience with the beloved twin-turboprops and the various business, recreational and humanitarian missions he's flown.

"Being a pilot and having an airplane enabled me to do things I wouldn't have been able to do otherwise," he said.

Discovering his love of the skies

Hobbs' path to the King Air cockpit began when he served five years in the U.S. Marine Corps. He was a Douglas A-4 Skyhawk pilot between the Korean War and Vietnam War. He enjoyed his low-level, high-stakes carrier ops missions and is proud of the time spent flying one of the highest performing aircraft of its era.

At the completion of his service, Hobbs went to work and started using airplanes as a business tool in growing his company. Hobbs Bonded Fibers headquartered in Waco, Texas, is a manufacturer of specialty nonwoven products used in automotive and industrial applications as well as materials for bedding and crafting, such as quilt batting.

"Flying has contributed a lot to why we were so successful," he said. "We sold air filtration media and then acoustic insulation for the automotive industry and had customers all over the country. Our business was in a small town in Texas, a long way from the Dallas-Fort Worth Airport. When people would fly in to see us, we would pick them up in Dallas and then fly them to Groesbeck where our plant was."

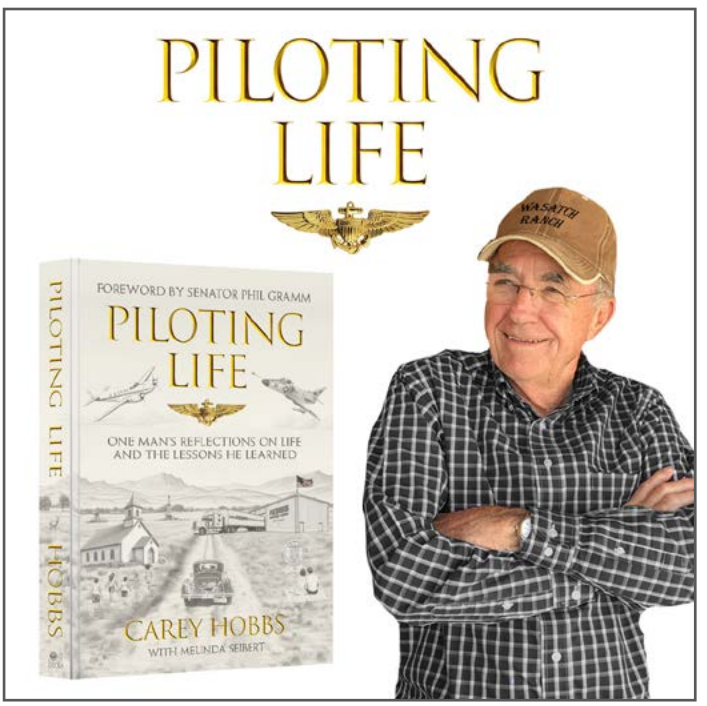
The first aircraft Hobbs owned was a Piper Navajo. He acquired a used one then ordered a new model in 1979. He flew those piston-powered, twin Pipers until his mission demands required a plane with longer range.

"I bought a used A model King Air (serial number LJ-288) in 1984. The gentleman who owned it before me flew P-51s in World War II and decided that the A model wasn't quite enough airplane for him, so he used the Beechcraft modification that extended the wings 3 feet on each side and put the -28 engines on it. Then it became kind of a hybrid E model that was 750 pounds lighter," Hobbs explained. "I owned this King Air for 30 years and just loved it. It was the perfect airplane for our mission."

Keeping his wings

The Texan logged about 8,500 hours in LJ-288 over three decades. The dispatch reliability of the 1967 aircraft

Carey Hobbs was a Marine aviator flying the Douglas A-4 Skyhawk between the Korean War and Vietnam War.



Hobbs wrote an autobiography with Melinda Seibert that was published earlier this year.

was exceptional throughout that time.

"King Airs are simple to fly and upkeep, and mine was pretty much trouble free," Hobbs said. "During my 30 years flying it, I made roughly 2,500 trips and there were only three times that we ever went out to the airplane and had troubles where we couldn't fly. That's a remarkable record. I used the same great mechanic for the entire time I had that King Air, and he knew the ins and outs of the King Air."

Like other King Air owners, Hobbs highlights many positives of the aircraft.

"The size of the King Air, for one thing, was just perfect for us. I usually fly by myself with one or two other people, but if I need to carry four or five, I have the space to do that," he explained. "I also like their range. Going to the East Coast, I can make it nonstop and with just one stop coming back. I recommend King Airs for anybody."

The seasoned pilot, who received the Wright Brothers Master Pilot Award in 2015, only has good things to say about the aircraft. It came as a surprise to those close to him that after three decades of faithful operation, he decided to ditch the King Air for a jet. He earned a Cessna Citation type rating on his 83rd birthday.

"The only downside with the King Air, like with any airplane, is that it's not fast enough," Hobbs said, somewhat jokingly. "Other than that, I can't think of any downsides, but I thought I wanted

›

Visit us July 20-26 @ EAA AIRVENTURE
Oshkosh, WI - Hangar B, Booth 2016

BLR
PERFORMANCE INNOVATION
Better Performance Starts With Better Technology™

The quietest propeller available.

BLR 5 blade

Whisper Prop®

HOW IT WORKS

Combine advanced noise reduction with high durability, featuring field-repairable and replaceable blades made from natural composite materials. These propellers are designed for long-lasting performance.

AVAILABLE FOR

King Air 90, 200 & 300 Series, Beech 1900, Air Tractor AT-602 / AT-802

OUR BENEFITS

- *Most Durable Propeller Available*
- *Field Repairable/Replaceable Blades*
- *Nickel-Cobalt Leading Edge Protection*
- *Unlimited Blade Life*

Call Us
+1 (425) 353-6591

Follow Us
@BLRaerospace

Visit Us
www.BLRaerospace.com

Hobbs owns this E90 model (serial number LW-294) and previously owned LJ-288, a heavily modified A90 model.

PHOTO CREDIT: STEPHANIE SEIBERT

a jet. I bought a CitationJet in 2024 and flew it for a while. But it just wasn't the right airplane for my mission. It was more expensive to maintain and it was not suitable for my mission – most of my trips now require traveling within the state of Texas."

Sometimes, Hobbs wants to go as far as Crested Butte, Colorado, which is where the longer and faster legs of the Citation were useful, but the allure of owning a jet wore off and he decided to buy an 1978 King Air E90 model (serial number LW-294) with a Blackhawk conversion.

"I flew the King Air myself until I was 86 years old, and then the insurance company wouldn't insure me anymore unless I had another qualified copilot on the flight," he said. "So, after 61 years and 12,500 hours of flying in total, I thought it was time to move on to the next phase of my life and let somebody else fly it. Nothing lasts forever."

That doesn't mean he got rid of the King Air, though. "I have a pilot now and I get to sit in the back of the King Air, drink a Coke and take a nap – which I enjoy."

How did Hobbs manage to stay insurable for so long, even having had a quadruple bypass at age 76? He doesn't have any special insight, but his story is proof not to hang up your wings too young if you don't have to.

Flying for good

While he would rather be flying, time in the back of the plane has allowed Hobbs to think about all the great times spent in the air and the friendships that aviation has fostered. Some of these memorable flights were for recreational purposes and others were in support of humanitarian endeavors.

"I have flown my King Air out of grass and gravel strips. We went to Canada for several years to fish and landed on a gravel strip by a lake up in northern Saskatchewan. I also flew it in Alaska and to friends' strips at their ranches," he said. "That's another thing I like about the King Air: It's so versatile. You can almost put whatever you want to carry in it and it's powerful enough that you can get on relatively short runways and take off. This has suited me very much because I have a short attention span and like to do different things."

Hobbs flew his close friend, Phil Gramm, to visit hundreds of Texas cities during the politician's various campaigns. Hobbs even took a 14-month break from managing his business to support Gramm's first senatorial run. Gramm served six years as a U.S. Congressman and 18 more years as a U.S. Senator.

"I use the airplane to help other people and we have an organization here in Waco, World Hunger Relief, that's been in existence for a long time. They go to third-world countries with the goal to teach people to raise their own food. They asked me one time if I could take someone down to Haiti," he recalled, noting that the airplane was loaded with the passengers and a stack of sedated goats before heading to Cap-Haitien in the northern part of the country. The aircraft was a head-turner and a lot of the locals got the chance to look inside.

Another example of using the King Air to help others happened when his best friend's daughter was awaiting a kidney transplant at the Mayo Clinic in Minnesota.

"They told her she would only have six hours to get up to Minnesota if they called her with a kidney," he said, adding that other pilot friends were on standby to cover the flight if Hobbs or the King Air were unavailable. "It was about one o'clock in the morning when they got the call from the Mayo Clinic that she needed to get to Minneapolis and we were able to get her there. She celebrated her 27th year after the transplant recently, and I always felt very fortunate to have an airplane and that we were able to do that for her."

In his book, Hobbs shares the story of this rough landing that could have ended worse and the reminder the rainbow provided.

Enough memories to fill a book

Ninety years of living have given Hobbs enough stories, personal reflections and lessons learned to fill a book. So, he did. In his recently published autobiography "Piloting Life," Hobbs takes readers along the journey through all periods of his life, from growing up in the oilfields of New Mexico to attending Texas Tech University, serving in the Marine Corps and having a family while building a successful business.

The volume includes plenty of anecdotes from his six decades of flying, including one story titled "You Can't Be This Calm" that tells about a tense situation during a VFR flight to the Texas coastal city of Galveston.

"Immediately after takeoff, the gauges in my plane went haywire, and the radio cut out and came back on. I thought, What on earth is happening? I radioed Waco Tower and told them I had a problem and needed to come back and land.

I quickly realized that the plane was having an electrical failure. Everything powered by electricity had stopped working. The gear indicator, which shows whether the landing gear is down and locked, was out. I lowered the gear anyway, hoping the wind would help it settle into place. I made two passes by the tower, and they gave me a green light that the gear appeared to be down and locked. Understanding that may not be the case, I decided to make the landing as smooth as possible.

I had rolled about 2,000 feet down the runway, and the gear appeared to be okay. Then, all of a sudden, the right main collapsed. I used the reverse thrust of the props to keep the airplane

The Wright Brothers Master Pilot awardee surprised friends when he traded his turboprop for a jet after 30 years, earning a Cessna Citation type rating at age 83. Soon, though, he returned to his Beechcraft roots and acquired this King Air E90 featuring a Blackhawk conversion.

PHOTO CREDIT: STEPHANIE SEIBERT

on the runway. After another 500 feet, the left main collapsed. The airplane then skidded to a stop. The nose gear never collapsed."

Hobbs went on to write that he was thankful for the safe landing and that the airport fire and rescue team commented on his calm demeanor in the face of an emergency. Then they showed him photos and videos they captured of the incident including "a picture of my plane, tail down, resting in the aftermath of it all. And behind it, stretching across the sky like a silent promise, was a rainbow." He said that's when he knew why everything had turned out okay – it was always in God's hands.

"Piloting Life" can be ordered on Amazon or at *careyhobbs.com*, with a portion of the book's proceeds will be donated to support the Tunnel to Towers Foundation. Updates about Hobbs' story, as well as additional tales from his time in the cockpit and other endeavors, can be found on his Facebook and Instagram pages @careyhobbsauthor. 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.

HISTORY

An Accurate View of Walter H. Beech's Early Years

Newly-found photographs and advanced research shed light on the Tennessee farm boy's initial foray into the world of aviation

by Edward H. Phillips
Photos from the Edward H. Phillips Collection unless otherwise noted

Walter wearing chauffeur attire circa 1912-1914.

Editor's note: I received an email from longtime contributor Edward Phillips excitedly sharing that he'd tracked down rare photographs of Walter H. Beech during World War I. Ed's hope is that the photographs paired with his thorough research will help correct misinformation about how Walter's career began, including inaccurate reports that Walter was a flight instructor during the war.

Of the two sons born to Cornelius and Tommie Ann Beech on their farm near Pulaski, Tennessee, the youngest, Walter Herschel, grew tired of working in the fields. In 1911, when he turned 20 years of age, Walter bid farewell to the farmer's life and, with his parents' blessing, sought new opportunities in the big city of Minneapolis, Minnesota.

He quickly gained employment with the White Motor Company located on Minneapolis' 10th Street South, working initially as a journeyman automobile mechanic. Thanks in part to his familiarity with farm equipment, his technical prowess soon became evident to his supervisors.

Walter, however, was also trained as a professional automobile chauffeur. Mr. C.M. Havilland, manager of the garage, praised Walter for being "sober and industrious" as well as having evolved into a "first-class mechanic and an excellent driver." As part of his duties at the company, Walter served as a chauffeur and mechanic for the Union Investment Company of Minneapolis, with primary responsibility for maintaining the expensive Pierce-Arrow, Cadillac and Packard limousines used daily to transport senior management. During his years of service, Walter was hailed by the president of Union Investment as "one of the best mechanics and chauffeurs I have ever had."

It was during these years in Minneapolis that Walter became interested in "flying machines." His attraction to "aviating" was apparently so strong that he obtained an old biplane powered by an inline engine and taught himself how to fly the machine. By 1914 the local press reported he had made flights over the city.

In the wake of war in Europe, one source claims Walter was sent to France, possibly in 1915, as a technical representative of the White Motor Company to oversee the operation, maintenance and repair of a fleet of U.S. Army trucks. That episode in Walter's life, however, has never been substantiated and remains a mystery. By 1917 he did return to America and continued his employment with the garage.

When America entered World War I in April 1917, the nation ranked well below its European counterparts in terms of overall military strength and capabilities. The federal government quickly mobilized America's vast industrial resources to help meet its allies' desperate need for the weapons of war.

In addition to a massive construction program aimed at building thousands of airplanes and aero engines, there was an equally desperate need for pilots. In less than one year the U.S. Army built a series

Walter, fourth from left, joined the Army in 1917 and was assigned to the Signal Corps. By 1918 he was a sergeant first class and responsible for the overhaul and repair of engines on aircraft at Rich Field, Waco, Texas.

of airfields to train fledgling cadets before they were sent overseas to fight alongside the British, French and forces against the Germans and their allies.

In 1917 a young Walter Herschel Beech contemplated whether he should join the Army and "be of some service to his country." In August of that year, he chose to resign his position with the White Motor Company and enlist in the Army Signal Corps. After completing basic and technical training he was given the rank of sergeant on Nov. 9, 1917, and assigned to the 328th Aero Squadron based at Kelly Field, San Antonio, Texas.

Early in 1918, he was transferred to the Signal Corps Aviation School at Rich Field, Waco, Texas. During the next two years he was given increasing responsibility for the day-to-day operations of the aero engine repair and overhaul workshops at the Army base. He exhibited "splendid initiative, untiring zeal and exceptional worth and ability both in executive and administrative capacities" according to Maj. John G. Whitesides, commanding officer of the 328th Aero Squadron.

With Walter's extensive technical experience and expertise in dealing with automobile and truck engines, coupled with his specific military training in the maintenance and overhaul of aero engines, Whitesides was quick to recognize the 27-year-old sergeant's overall abilities and considered him to be "an airplane motor expert."

As a result of the major's assessment, Walter was assigned to Capt. Charles R. Forrest, who oversaw all airplane maintenance at Rich Field. He gave Walter responsibility for the maintenance, overhaul and ground testing of Curtiss OX-5, Wright Hispano-Suiza and Liberty engines. The OX-5 and Hispano-Suiza powered the Curtiss JN-4D and JN-6H, respectively, and the Liberty was installed in the de Havilland DH-4 biplanes that were operated in small numbers by the flying school at Rich Field.

When the war came to an end in November 1918, Walter remained in the Army Signal Corps although he was informed that his previous position with the White Motor Company was still available to him. In recognition of his achievements in wartime service, Walter was promoted to sergeant first class on Dec. 19, 1918. He continued his duties at Rich Field and, with recommendations from squadron officers including Whitesides and Forrest, Walter was eventually selected for training as an enlisted aviator.

On June 18, 1919, Walter climbed into the aft cockpit of a JN-4D and received his first hour of dual instruction. Progressing steadily, Walter soloed a Jenny on July 9 after completing 12 hours of instruction under the tutelage of Lt. Wick Chamlee and Lt. William F. Cottrell, and in October he flew a JN-4D to Dallas, Texas, on his first cross-country flight. After completing the Army's flying course in 52.5 hours, Sgt. Beech was officially designated an Army enlisted aviator on Oct. 27, 1919. Walter was one of 13 pilots who ferried 134 airplanes from Rich Field to Love Field in Dallas during a 50-day period spanning October and November 1919. By May he had logged more than 163 hours in the air.

Walter realized that there was little chance for promotion in the post-war Signal Corps. He was honorably discharged in June 1920 with a letter of reference from Whitesides that described Walter as "a most capable and efficient non-commissioned officer" whose departure from the service "leaves a vacancy which by no means will be easy to fill." In addition, the major predicted that Walter "will make a success of any enterprise he may see fit to undertake."

His prophecy would prove to be accurate. KA

Turn the page for rare photos of Walter's military career.

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.

Walter, standing at the far right, with U.S. Army mechanics at Rich Field, Waco, Texas, who reportedly uncrated and assembled Curtiss JN-4D 34055 in 2 hours, 16 minutes circa 1918.

Walter, shown here with his Curtiss JN-4D, remained in the Signal Corps when the war ended in November 1918 and was selected to receive training as an enlisted aviator in 1919.

Walter, center on the back row, was promoted to sergeant first class in December 1918.

(Above) Sgt. 1st Class enlisted aviator Walter Beech, far left on the front row, with a group of pilots assigned to Rich Field in 1919.

(Center Bottom) Walter, up top, working on the Wright Hispano-Suiza engine of a Standard JR-1.

PHOTO COURTESY: THE MUSEUM OF NORTH TEXAS HISTORY

FEATURE

EAA AirVenture Oshkosh 2026 Preview

Fly-in Celebrates Progress of Flight Alongside America's Semiquincentennial

The heritage, innovation and technological advances of aviation in the U.S. over the past century will be part of EAA AirVenture Oshkosh 2026, the Experimental Aircraft Association's annual fly-in convention. The 73rd edition of the weeklong event runs July 20-26 at Wittman Regional Airport in Oshkosh, Wisconsin – just weeks after July Fourth's highly-anticipated 250th birthday of the United States.

"'Celebrating the Freedom of Flight' will focus on the unique role aviation has played in America's progress since that first flight of the Wright brothers in 1903," Rick Larsen, EAA's vice president of communities and member programs, said in a news release. "Be it innovations by individuals or colossal accomplishments by the nation's companies and our military, America's leadership role in the progress of flight has been a remarkable part of our nation's history that we'll celebrate at Oshkosh."

That focus at AirVenture will cover the more than 120 years since the first flights at Kitty Hawk, starting with the "Pioneers of Flight" exhibits and program covering powered aviation's first 25 years, to the latest fighter jets, unmanned aircraft and spaceflights that showcase cutting-edge technology. That theme will be represented on the main Boeing Plaza ramp and during daily air shows, as well as in evening programming at Theater in the Woods and at the Fly-In Theater.

In addition, individual areas at EAA AirVenture will feature unique aspects of America's preeminent role in aviation. That includes the remarkable civilian aviation progress represented by the "Class of '46" general aviation aircraft in the Vintage area and red, white and blue paint schemes on amateur-built aircraft on the grounds.

A collection of early aircraft showcasing the inaugural years of powered aviation are a special attraction at EAA AirVenture Oshkosh 2026.

PHOTO COURTESY: EAA

'Pioneers of Flight' brings early aircraft to AirVenture flightline

The "Pioneers of Flight" collection features original and reproduction aircraft from the first 25 years of flight that followed the Wright brothers' initial success at Kitty Hawk, North Carolina, in December 1903. The group that will be based in AirVenture's vintage aircraft area represents innovations by American and international designers.

"The earliest designs were conceived by individuals and appear fragile by today's standards, but they accomplished many of the first milestones in flight," said Larsen, who coordinates AirVenture features and attractions. "The pace of innovations during aviation's first

quarter century is astonishing as one looks at where it started to where it was by the late 1920s."

Among the original aircraft, reproductions and replicas initially confirmed for the display are:

- 1907 Demoiselle – Alberto Santos-Dumont design, replica built by Club Aéro des Garrigues in France
- 1909 Blériot XI – First aircraft design to successfully fly the English Channel
- 1915 Morane-Saulnier Type L – Replica WWI fighter built by Daher and Morane-Saulnier employees
- 1916 J-1 Standard – Restored to flying condition by EAA volunteers in 2013-14
- 1927 Swallow biplane – Early air mail biplane that still flies passengers at EAA's Pioneer Airport
- 1927 Spirit of St. Louis – Reproduction built by EAA to flying condition to honor Charles Lindbergh

More vintage aircraft are expected to join this lineup, including Wright B Flyer – a lookalike of a 1910 Wright brothers' design – and Seattle II, a replica first flown in 2014 to commemorate the famed Douglas World Cruiser aircraft that made the first successful global circumnavigation flight in 1924.

Activities planned include forums hosted by EAA's Vintage Aircraft Association, evening programs about aircraft of the era, engine run-ups and select aircraft demonstrations during the afternoon air shows.

EAA AirVenture 2025 saw a record-breaking total attendance of 704,000 from more than 90 countries, with more than 10,000 aircraft flying into Wittman Regional Airport. Visit *eaa.org/airventure* for information on attending or following the festivities from home. *Source: eaa.org* KA

PHOTO CREDIT: CONNOR MADISON

PHOTO CREDIT: EMIL VAJGRT

PHOTO CREDIT: BEN MILLER

Textron Aviation has a new Melbourne Service Center in Australia.

New Melbourne Service Facility at MEB Expands Textron Aviation's Support in Australia

Textron Aviation announced in early May its new service facility at Essendon Fields Airport (MEB) in Melbourne, Australia, is open and offering factory-direct support for the more than 1,400 Beechcraft, Cessna and Hawker aircraft operating across the Asia-Pacific region.

The purpose-built facility more than doubles the footprint of the company's previous Essendon Fields operation to more than 35,000 square feet. Developed based on customer feedback, the center has expanded space for servicing aircraft to help reduce downtime, an on-site Textron Aviation parts stockroom to improve parts availability and a comfortable customer lounge.

"We've supported customers in Australia for decades, and we continue to invest where our customers tell us they need more capacity and faster access to factory direct expertise," Brian Rohloff, Textron Aviation's senior vice president of Global Customer Support said in a news release. "The Essendon Fields facility is a significant investment in a highly important region, strengthening our service network and expanding service capability, parts access and technical support across Australia and the Asia Pacific region."

The Melbourne Service Center coupled with recent expansions and upgrades at the Perth Service Center are part of Textron Aviation's strategy to strengthen regional support across Australia. *Source: txtav.com*

Textron Aviation Announces Plans to Grow European Parts Availability

In April, Textron Aviation announced plans to expand its European Distribution Center housed at Germany's Düsseldorf International Airport (EDDL). The facility opened in 2015 and within 10 years had become the company's second-largest parts distribution center, fulfilling more than half of all European parts orders.

The company said the European Distribution Center will grow by 50%, including adding an estimated 5,000 additional parts, increasing the structural footprint by more than 10,000 square feet and continuing to grow the local support team. These changes are expected to boost fulfillment performance and customers' access to critical parts.

Textron Aviation Parts & Distribution offers worldwide parts availability and service programs designed to lower predictable maintenance costs. Its global network includes seven parts distribution centers, 17 stockrooms and a global parts website. Visit *ww2.txtav.com/parts* to learn more. *Source: txtav.com*

Celebrating 55 Years of the Indianapolis Service Center

Textron Aviation's Indianapolis Service Center is honoring 55 years of keeping Beechcraft, Cessna and Hawker customers across the Midwest flying.

"Reaching more than half a century of service in Indianapolis speaks to the trust our customers place in this team and the commitment our employees bring to their work every day," Chris Berry, general manager of the Indianapolis Service Center, said in a news release. "Our focus has always been on providing dependable, high-quality support and we're proud to continue serving customers as part of Textron Aviation's global service network."

Textron Aviation's roots in Indianapolis date back to 1947, with the modern foundation of the service center taking shape in the mid-1950s as a regional hub supporting multiple aircraft manufacturers. In the early 1970s, Beech Aircraft Corporation acquired the facility, establishing it as Indiana Beechcraft Inc. and expanding its capabilities as a full-service operation. The location evolved through several industry transitions before becoming Textron Aviation in 2014.

The service center relocated to its current address at Indianapolis International Airport (KIND) in 2009. Today it operates from a 74,000-square-foot main hangar, along with a dedicated 7,800-square-foot paint removal and preparation hangar.

The facility can accommodate 12 to 15 aircraft at a time for scheduled and unscheduled maintenance, avionics modifications and upgrades, interior refurbishment and full repaint services. Customers are also supported through aircraft on ground response via Go Teams based at the center and mobile service teams. *Source: txtav.com*

Textron Aviation's Indianapolis Service Center – once known as Indiana Beechcraft Inc. – has been in business 55 years.

Textron Aviation employees celebrate the Tampa Service Center's 45th anniversary.

Textron Aviation's Tampa Service Center Marks 45 Years

The Tampa Service Center – originally opened in 1981 as a Beechcraft facility – turns 45 this year. The service center has expanded its capabilities and aircraft coverage through the years to support Beechcraft, Cessna and Hawker aircraft within Textron Aviation's global customer support network.

The center operates from approximately 92,200 square feet at Tampa International Airport (KTPA) and typically supports 40 to 45 aircraft at one time, according to the company. It offers scheduled and unscheduled maintenance, avionics modifications and upgrades, interior refurbishment and repaint services. Customers are also supported through AOG response via Go Teams based at the service center and mobile service teams.

"Marking 45 years in Tampa reflects the experience and dedication of the people who support customers every day," Greg Payne, general manager of the facility said in a news release. "Their deep knowledge of our aircraft and long-term relationships with customers continue to set this team apart and reinforce the value of having service close to where customers operate." *Source: txtav.com*

Imagine needing a ride to the doctor, but the doctor is states away. 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. Will you help us save more lives by supporting our mission? The spirits you lift may well be your own.

CAN

Cancer Patients Fly Free.

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

ADVERTISING INDEX

2026 GENERAL AVIATION INDUSTRY EVENTS

PHOTO CREDIT: TEXTRON AVIATION

- ***July 20-24:*** Farnborough International Airshow, Hampshire, England
- ***July 20-26:*** EAA AirVenture, Oshkosh, Wisconsin
- ***Aug. 4-6:*** Latin American Business Aviation Conference & Exhibition (LABACE), São Paulo, Brazil
- ***Sept. 19-20:*** National Championship Air Races, Roswell, New Mexico
- ***Oct. 8-10:*** Beech Party, Tullahoma, Tennessee
- ***Oct. 20-22:*** National Business Aviation Association Business Aviation Convention & Exhibition (NBAA-BACE), Las Vegas, Nevada

Let us know of additional events at *melinda@kingairmagazine.com*

Avionics | **Components** | Distribution | Engines | Manufacturing/DER

Our comprehensive MRO services and support have made us the go-to provider for King Air owners and operators worldwide. Whether you manage a fleet or a single aircraft, our consistent component availability and in-stock, ready-to-ship parts include:

- Starter Generators
- Wheels and Brakes
- Hydraulics
- Landing Gear
- Pneumatics

Call today for immediate access to more than 200,000 flight-ready parts.

Others sell parts, **WE SELL SUPPORT®**

United States:
sales.us@precisionaviationgroup.com
+1.404.768.9090

Canada:
sales.ca@precisionaviationgroup.com
+1.604.542.8820

Latin America:
sales.latam@precisionaviationgroup.com
+55.12.3905.1088

EMEA:
sales.emea@precisionaviationgroup.com
+44.141.638.2265

Australia:
sales.au@precisionaviationgroup.com
+61.7.3198.3660

Singapore:
sales.sg@precisionaviationgroup.com
+65.6817.3370

PAG
PRECISION AVIATION GROUP, INC

26 Repair Stations
24/7/365 AOG Support

precisionaviationgroup.com

800.537.2778
AOG: 404.218.5777


BLACKHAWK
BY THE BLACKHAWK GROUP
From legacy to
legendary
More power for a faster climb.
More speed at higher altitudes.
More control in any situation.
Trusted by thousands of King Air pilots around the world, Blackhawk Engine+ and propeller upgrades are exactingly engineered, rigorously tested, and STC approved.
Legends aren't born; they're upgraded. Blackhawk delivers the power you need to Outfly the Ordinary.
Engine+ Upgrades
Propeller Upgrades
OUT FLY THE ORDINARY.
Ready to upgrade? Put a plan together at blackhawk.aero
+1(844)832-4456