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COVER PHOTO

King Air windshield

By Clint Goff

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WHAT'S INSIDE

2

TECH TIDBITS

Windshields 102

by Paul Sneden

10

DIRECT FROM THE DPE

What's the Unsung Hero of Your King Air?

by Joe Casey

16

VALUE ADDED

20

AVIATION ISSUES



24

FEATURE

Uplifting: 2026 Special Olympics Airlift

by MeLinda Schnyder

31

TECHNICALLY

32

UPCOMING GENERAL AVIATION
INDUSTRY EVENTS

32

ADVERTISING INDEX



TECH TIDBITS

Windshields 102

by Paul Sneden

PHOTO CREDIT: CLINT GOFF

It's been a decade and a half since our own Dean Benedict wrote an excellent "Windshields 101" column on King Air windshields. With the current inability to obtain a replacement in anything near a timely fashion, I think it's time to revisit what we know and what we don't.

Since the waiting list for replacement is measured in months, if not years, then protecting what you have now is critical. Some great tips were discussed at the 2026 King Air Gathering, so I'll share some of that wisdom here and add additional information.

Getting a replacement

It is worth understanding that your order for a replacement windshield may drop quite low on the fulfillment list as the windows arrive at Textron Aviation. AOG situations receive preferential placement and you'll need to substantiate that AOG through photographs and communicating with your customer service representatives. Precautionary orders, or just for delamination, will fall to the bottom of the list.

Getting in line for "repaired/overhauled" is even farther down the list, since the reality is that the manufacturing process is the same. Only the terminal blocks and serial number are retained. The backstory is that this "repaired" category provided the manufacturer with a way to

sell windshields around the agreement they originally struck with Textron Aviation for new windshields. Current fulfillment for repaired windshields is still years away, even for parts suppliers who have been waiting for years already.

Many operators are shopping the used windshield market. Most used ones will have signs of delamination, but they still offer a viable solution for operators who are grounded. Ask the seller for photos; the level of detail in any photography and the information supplied can help a buyer judge the confidence of the seller in the condition of that window they are selling.

Be sure to request documentation. Your installer will require a signed "As Removed From" tag from your seller as a minimum, even if they are unwilling to provide an FAA Form 8130 with the windshield. Someone declaring serviceability in the form of a tag or 8130 would be nice, but the installer can make that determination before installing the windshield. The "As Removed From" tag establishes traceability back to a certificated aircraft and that closes the loop to identify the windshield as an FAA-approved part.

In addition, ask for the specific ohmmeter readings of the heating elements and the thermistor, then have



PHOTO CREDIT: CLINT GOFF



There are no structural limitations to delamination, and the aircraft remains airworthy unless the condition has progressed to the point of serious obstruction to the pilot's view.

PHOTO CREDIT: JOE CASEY

your installer check again on part arrival. Putting a windshield in only to find out it doesn't heat properly is a sure path to a bad day.

Avoiding the need for a replacement

First, consider whether you need a replacement at all. Delamination is a common condition that evolves over time and often resembles a bubble between the windowpanes. There are no structural limitations to delamination, and unless the condition has progressed to the point of serious obstruction to the pilot's view, the aircraft remains airworthy. There are aftermarket companies that advertise repairs for delamination, but unless the windshield is unusable due to extensive delamination, I wouldn't take the risk on a windshield you can continue to use.

Fog or haze is something I hear about quite regularly, particularly during winter months, although it seems that the right combination of temperatures at altitude can also bring it to life. Communiqué ME-TP-004 speaks to the condition, and often the cure is to operate the windshield heat for several hours while on a power cart. A better method is to use a heat blanket designed for the windshield for several hours. The blankets are a bit scarce since they're quite expensive. Shops that do the reapplication of PPG's Surface Seal will have them.

Some northern shops have made a blanket investment just for this haze symptom.

Windshield heat is a different matter. If your windshield heat is completely inoperative, that prohibits flight into known or forecast icing conditions. If there are partially inoperative segments, the maintenance limits allow for the loss of up to one-third of the heated area for continued airworthiness. I was unable to find any such references in the flight manuals, but published data is useful, nonetheless.

Preventative measures

Regarding prevention, there's likely nothing more critical to examine than the windshield hump seals. These are the rubber hump found all the way around the perimeter of the glass. They provide the seal between the glass and the window frame. If there's a way in, then water will find it at 250+ knots. You likely won't have any sign of water inside the cabin, but bypassing the hump seal allows it along the edge of the glass/vinyl/glass sandwich. At a minimum, that can contribute to delamination, but I'm sure many instances of glass fracture are a result of that trapped water freezing.

Close inspection is easy, but a bit time-consuming. Request that your shop (and you should be willing to pay for the time) push gently at the seal every inch or so





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"Another preventative measure that may seem obvious, but I regularly see ignored is *any* foreign 'stuff' put up on the glareshield. *Any* scratches to the glass are grounding items unless you enjoy flying your King Air around unpressurized."

with a tongue depressor, looking for any point of separation. Feel free to do this as a pilot. Don't expect the shop to provide this level of scrutiny during standard phase/detail inspections.

Hump seal repair isn't particularly hard. It's a bit messy and uses typical two-part polysulfide aircraft sealants. The repair area is sculpted to shape using a scraper cut to fit the hump. The chemicals can be separately obtained and the shaping tool fashioned from dimensions found in the PPG Repair Procedures document SIL-Beech-12-08. There is also a complete kit, part number HSKKINGAIR, that is available directly from PPG (cheapest), Textron Aviation or other parts suppliers. There is an Approved 1998 Raytheon Field Repair allowing for the use of aluminum speed tape for a maximum of seven days if you can't make an immediate repair.

Another preventative measure that may seem obvious, but I regularly see ignored is *any* foreign "stuff" put up on the glareshield. *Any* scratches to the glass are grounding items unless you enjoy flying your King Air around unpressurized. Small scratches can be the start of the big bang failure of the glass cracking. Unless you've experienced a windshield failure in flight, you may not appreciate the shock of the noise, and with an interior pane failure you'll have the rain of glass fragments falling into your lap.

If you fly King Airls enough, it's not a question of if you'll experience a windshield failure, but more a question of when. If it's your first time, don't panic. The window hasn't gone anywhere (they don't), but your flight manual will have you dial down the pressurization a bit for the rest of the flight. I'd be *very* hesitant to put a reflective shade on the



Thorough inspection of the hump seal is critical to maintaining the windshield you already have in place.

PHOTO CREDIT: PAUL SNEDEN

inside. The possible heat generation isn't worth the risk either. PPG and Textron Aviation have never made any recommendation except for outside shades.

Cleaning – news straight from PPG

Just plain old cleaning has been a point of contention for years now. There is a coating on the windshield that is both hydrophobic and provides static dissipation. Doing anything to compromise the coating (PPG Surface Seal) is a bad idea and expensive to have repaired.

Communiqués on this date back to 1995, and that old one from 1995 has a list of acceptable cleaners and things that could come in contact with the coatings. However, in 2020 PPG changed the formulation to Gen III. It remains to be seen if the new formulation is as robust as the old one to various chemicals that people use.

I submitted a request for an update on cleaning information to Textron Team Turboprop, which they promptly forwarded to PPG. Fortunately, just before our publishing deadline, PPG came through with guidance



PHOTO COURTESY: PPG

that Team Turboprop will soon submit as a Publications Change Request (PCR). I'm sharing the verbatim email contents from PPG's Product Support Engineering team here:

The procedure for cleaning Surface Seal-coated glass did not change with the introduction of Gen III. The current recommended cleaning procedure is as follows:

Cleaning

A. Cleaning Materials/Agents

- (1) Equivalent substitutes may be used for listed items.
 - (a) 50% water and 50% isopropyl alcohol solution
 - (b) Mild liquid soap (detergents formulated for washing dishes by hand such as Dawn, Joy, Palmolive or Ivory are recommended)
 - (c) Rymplecloth, chamois, sponge or equivalent soft cloth
 - (d) Water
- (2) Do not use powdered detergents, abrasive cleaners, any strong acids or any strong bases.
- (3) Use only clean, soft cloths. Using scrapers, Scotch-Brite, as well as rough or soiled cloths can damage the coating surface.

B. Cleaning Procedures

- (1) Remove watches and rings which may cause scratches before any windshield maintenance.
- (2) Remove all excess amounts of dirt and other foreign matter from the glass surface with clean

water. Preferred initial application is by spraying or flooding the surface to wash away any abrasive materials. If spraying or flooding is impractical, a clean sponge or soft cloth should be used.

(3) Wash gently with a clean, soft cloth using a 50% water and 50% isopropyl alcohol solution containing a mild liquid soap in a 2% to 5% concentration.

(4) Rinse thoroughly with clean water and dry with a damp chamois, sponge or cloth.

If isopropyl alcohol is not available, a mild liquid soap solution will suffice. PPG does not recommend the use of any type of Windex or industrial cleaners on windows coated with Surface Seal.

PPG is unable to validate the list of "materials that do not affect Surface Seal" in Model Communiqué 99-005. However, we can state that this was never a list of recommended cleaning materials; these are materials that passed chemical resistance testing.

Final thoughts

There's no way to predict if PPG will ever increase its production to pre-pandemic levels and catch up with the massive backlog of windshields. However, I believe it's highly unlikely. This is not just about King Airs. Many general aviation aircraft are experiencing the same supply issues. We're unfortunately small fish in a big pond of commercial airliners. There are always rumors of an aftermarket supplier coming to the rescue. I certainly hope the rumors are true, but until then, prevention is your best bet.

As always, if you have any questions or requests, you can reach out through the email below. **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).



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DIRECT FROM THE DPE

What's the Unsung Hero of Your King Air?

And how to give it the love it deserves

by Joe Casey | Photos by Clint Goff



What is arguably the most abused, mismanaged, forgotten, diminished yet important part of your King Air?

It's not the potty knife, not the copilot control yoke and not the baggage compartment floor. All of those are important – and almost certainly shoved aside in importance – but they do not win such inglorious distinction as being the most abused, mismanaged, forgotten, diminished *and* important part of your King Air.

The nose gear tire earns that title and is the unsung hero of your King Air.

The nose gear tire takes an immense amount of abuse, holds up an enormous amount of weight, accepts huge side loads and does it without hardly complaining. The nose tire on your King Air takes a licking and keeps on ticking, usually. We rarely have trouble with the nose gear tire, but when it does fail, it fails with flair.

Think of whatever automobile you presently drive. The front tires on most land vehicles do the steering, and most vehicles have two wide front tires to accept the side loads, grip the road and handle the bumps. Your airplane has one tire that is half the size of an automobile tire. Wise owners rotate the tires

on their automobile to equalize the torture the front tires experience. The automobile front tires are immensely more capable at handling abuse than an airplane nose tire, but your automobile does not have to fly. It is built with strength limitations that an airplane engineer can only dream of enjoying because of inherent weight limitations in aviation. In an airplane, the nose wheel not only has to hold up immense weight and withstand tremendous side loads, but it also must retract into the wheel well and be lightweight. It is an engineering marvel.

At the business end of that marvel is the nose tire, literally "where the rubber hits the road." This tire is also a technical wonder. That one single tire is required to go from not turning at all to turning over 100 KTAS in literal seconds (on landing), handling the side loads imposed from a pilot (properly) yawing the tire into the wind, enduring the brutal cold temperatures and ridiculously low pressures at high altitude and steering a huge vehicle with a high center of gravity. The nose wheel on a King Air takes an enormous amount of abuse in daily life and even more abuse with a rookie at the controls. And it handles this abuse with aplomb – until it doesn't. That's when your life takes a turn for the worse.

Where's Murphy?

When the nose tire fails, it fails completely – rolling off the rim or deflating. In either scenario, you'll have no steering. Wherever you are, that's where you'll be until expensive non-scheduled maintenance can occur. With a nose tire failure, you can bet that Murphy is hanging



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around nearby. Usually Murphy lives at away-from-home airports that don't have an adequate maintenance facility. Whether the failure happens in a hangar, on a ramp or on the runway, that's where your Murphy-infested troubles will start. It usually happens when the airplane is full of fuel, full of passengers and empty of options.

But changing a tire at an outlier airport is chump change compared to the pain involved with a prop strike. It's usually not a prop strike, but a *dual* prop strike. You'll have entered the land of the ugh-known. A prop strike means the engines will come off the airplane, be sent to an engine shop and the expenses will skyrocket. One prop strike can cost hundreds of thousands of dollars, and if both props hit the ground, you can double the costs. Murphy will take over your bank account and create downtime havoc.

If you simply have a nose tire failure, the props will probably not strike. But, a nose tire usually fails because of some pilot-induced buffoonery, either a hard landing, improper flight control positioning, a short escapade off

the pavement or poor aircraft management. When those events occur, a prop strike is a strong potential.

Think about the side loads

When you take off or land in your King Air, you usually contend with some sort of crosswind. That crosswind must be neutralized for the King Air to take off or land in a straight line. On takeoff, the crosswind must be countered and there is more surface area aft of the airplane's center of gravity. So, the crosswind imposes a tremendous yawing effect on the airplane, even on the ground.

What counteracts this yawing effect? The friction between the nose wheel and the ground. In a similar situation, when landing with a crosswind, there are also side loads. While in the air, the pilot counteracts these side loads with a crab maneuver. During the landing flare, the pilot banks into the wind (the horizontal component of lift). Just after touchdown, there is the friction between the tires and the ground. These side loads are immense and must be overcome to ensure a safe landing. While on the ground, the nose tire becomes the pilot's best friend.

Want proof? Try making a crosswind landing on a contaminated icy runway. When the nose wheel cannot make firm contact with the ground, the airplane will not be able to defeat the crosswind and the airplane will probably crash. Of course, I never want you to land your King Air on a contaminated runway with crosswinds. I hope my mere mentioning this scenario causes you to revolt against the potential. I just want you to sense appreciation for the work the nose tire is doing every day, and your innate understanding of landing on snow (or ice) gives a reference for the experience.

When you land in a crosswind, if you position the flight controls correctly, your nose tire will not be aligned with the runway centerline. If you land correctly, you'll bank into the wind (landing the upwind main tire first and then land the downwind main tire), and you'll have downwind pedal applied. When the nose tire touches, it will be pointing downwind. There is a bungee (shock absorber) in the nose wheel steering system that helps cushion the pilot's feel of these side loads, but the side loads are felt completely by the nose tire. Instantly, your nose tire goes from not turning at all to turning almost a hundred miles per hour and accepting a huge side load. Landing is a torture chamber for your tires.

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All these immense forces happen if you fly the airplane correctly. What happens if you don't?

If you pilot the airplane incorrectly (are ham-fisted or ham-footed), the abuse on your nose tire can be exponentially greater than that of a normal landing. I think one of the worst parts of our training ecosystem is that many pilots never receive training in the real airplanes. Much of our training occurs in pathetic advanced aviation training devices (AATDs) that are not suitable (not approved) for training ground operations. We have a whole generation of pilots who have received minimalistic training landing a King Air. If you are one of these pilots, consider finding an insurance-approved training provider that does *not* have an AATD. Did I just hit a nerve? Good. I hope it causes you to rethink your training plan if you use an AATD trainer.

Just simply turning

The side loads can be immense just taxiing a King Air, even at slow speeds. Because the airplane is multi-engine, a pilot can use asymmetrical power to assist with a turn. While this is an appropriate and good pilot technique, I see pilots often use too much power in turns, which creates side loads that your nose tire is not designed to withstand. Your nose tire can "roll off the rim" by making a tight turn and applying excessive power on the outside engine. While this operating practice will turn your King Air quickly, the side loads on the nose tire can be incredible, and this is a frequent fault with a rookie King Air pilot. Don't be that rookie.

Give it some love

To give your nose tire a chance at handling these loads, you'll want the maintenance on your landing gear system to be exemplary. Make sure your system has tight fittings and no excessive play. You can know how much play is in the system by feeling the control in your pedals while taxiing. Can you move the pedals when the airplane is static on the ground? If so, there's slop. Many King Airs that come to our maintenance facility arrive with excessive play in the system, and inevitably the nose tire has excessive wear because of this slop in the system.

There is an argument to be made to have all your tires replaced at every phase inspection, regardless of apparent condition. Phase inspections happen every 12 months or every 200 hours in a King Air. If you fly more than 200 hours per year, you'll want those new tires. And, if you fly less, won't you feel good about having fresh rubber? The airplane will be placed on jacks at every phase inspection, and the cost of changing tires when the wheels are already removed is minimal.

A fault I see with King Air pilots is to "go cheap" in two areas of ownership: tires and batteries. These are two areas that can cost you greatly! An unplanned blown tire will destroy any savings sought through frugality. A weak battery can cause an expensive hot-start. In either case, if you have a worn tire or a weak battery, replace it. If you think, "I can get a few more landings out of that tire," you are already far down the road to a *very* expensive event.

And tire pressure cannot be over-emphasized. This is the cheapest insurance policy you can purchase. You

should check the tire pressures on all your King Air tires at least every two weeks. There's zero excuse for not checking the nose tire; the valve stem is easily accessible and it's an easy check. Make tire pressure checks a part of your routine.

Keeping your nose tire pressure at the proper level virtually ensures you'll never roll a tire off the rim, as a properly inflated tire is extremely difficult to unseat. And a properly inflated tire resists bulging with side loads.

While I'm on my soapbox about tire pressure, I recommend you use pure nitrogen. You can purchase a nitrogen bottle for minimal money and one filling can last years. We keep our nitrogen bottle on the golf cart that we use to tug our King Air.

The next time you push or pull your King Air in or out of the hangar, look at the lowly nose tire. It needs some love and appreciation for the work it does! Just a little love and attention will ensure you are never standing next to your airplane with the previous passengers watching you make phone calls to far-away maintenance providers, trying to come up with a plan to fix your problems.

The nose tire truly is the most abused, mismanaged and forgotten part of your King Air. But now you know that it is also one of the most important parts of your King Air. Treat it with dignity and respect, give it some love (proper air pressure) and appreciate it for the work it delivers for you every day. **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.



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VALUE ADDED

PWI Expands King Air 90 LED Cabin Lighting to All Aircraft Serial Numbers

PWI Inc. has expanded its King Air 90 LED cabin lighting system supplemental type certificate approval to include later serial number King Air 90 aircraft – LJ-1299 and after – so it now encompasses all King Air models and serial numbers under the STC approval.

In a news release, PWI said a wiring change made during aircraft production necessitated the addition of fluorescent lighting power supplies under the aircraft floor. This newer lighting system arrangement is like the fluorescent lighting power supplies in the King Air 250. Earlier 90

models have a metal strip combined with a small power supply over the cabin window.

According to PWI, the cabin lighting in the Model 90 is simply light strips providing indirect cabin lighting. While the 90 has overhead reading lights, there are no aisle headliner lights. All King Air 90s have seven illuminated cabin windows. The LED lights are supplied on a metal bracket, mounting to the aircraft using hook-and-loop fastener material, for a simple installation. It is a direct replacement without the need to complete FAA Form 337.

Once the high-voltage fluorescent power supplies are removed during the installation of the replacement

LED system, included power connection hardware connects the 28-volt aircraft power directly to the cabin lighting system. Power supplies of any type are eliminated, reducing a potential failure point.

"PWI has had STC LED cabin systems for many years and this final addition to our STC wraps up all of the King Airs that originally used our fluorescent cabin lighting," Rick Estes, PWI's CEO and president, said in the release. "PWI has decades of King Air cabin lighting experience and over time we have developed the largest selection of interior and exterior LED lighting products for King Airs – 27 parts to be precise."

PWI said its LED cabin lighting systems for any aircraft offer a 100,000-hour service life, create no heat and require no maintenance. The LED cabin light installation reuses the original aircraft lighting wiring and the LEDs are powered by the aircraft-supplied 28 volts – without high-voltage fluorescent light power inverters. Replacing cabin fluorescent lighting ceases buzz, hum, flicker or slow light starts while offering a newer, more modern cabin appearance.

The PWI part number for these later King Air 90 serial numbers (LJ-1299 and later) is 6900422-012 and comes with a three-year PWI warranty. PWI's FAA-approved LED aviation upgrades can be purchased directly or through the maker's dealer and distribution network. Contact PWI at sales@pwi-e.com or call 316-942-2811. Source: pwi-e.com ➤



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Textron Aviation Commemorates 15 Years for Prague Service Center

Textron Aviation recently celebrated 15 years of supporting customers at its Prague Service Center, part of the company's global service network.



Located at Prague International Airport (LKPR), the service center was established to meet the evolving needs of operators across Europe, where approximately 1,700 turbine aircraft are supported within the region. With company-owned service centers in Prague, Zurich, Paris, Valencia and Düsseldorf, the network provides factory-direct support close to where customers operate.

The Prague Service Center spans approximately 6,100 square feet and provides scheduled maintenance, interior upgrades and select modifications, helping customers maintain performance and reliability throughout the lifecycle of their aircraft. *Source: txtav.com*

PWI Announces New President/CEO To Replace Retiring Lorik

After nearly 50 years working in the business started by his father Miklos Lorik in 1963, Robi Lorik announced in July that he has retired as president and CEO. He served in the position since 2019 and will remain on the board of directors.

Robi worked through nearly every job function at Precision Winding Incorporated. His primary role for several decades was in sales, creating a dealer network for aircraft lighting products and building relationships with national and international customers.

Most recently as president, Robi made major improvements in accounting and sales/inventory software and added international aircraft lighting product approvals

from Europe, Mexico and Brazil to the mature LED product line.

Taking over as president and CEO is Rick Estes. Hired in 2016 as CTO, Estes has an extensive background in engineering and broad industry experience in managing manufacturing operations.

"New product development will play a key role in long-term company success," Estes said in a news release.

"Broad, in-house engineering capabilities make new projects outside of aircraft lighting more accessible."

In other staff news, Eric Dahlinger was promoted from marketing manager to vice president of corporate communications. *Source: pwi-e.com*

Beechcraft Denali Continues Flight Test Progress

Textron Aviation provided an update on the status of its clean-sheet single-engine Beechcraft Denali turboprop program during EAA AirVenture in late July in Oshkosh, Wisconsin. The company reported the Denali program continues to progress through the final phases of flight testing with more than 4,100 flight hours across 1,650 flights in three test articles.

The Denali remains on schedule to complete all flight test activities in October of this year. Textron Aviation then will submit final flight test documentation to the FAA for certification and expects the aircraft to enter into service in 2027.

The first aircraft powered with GE Aerospace's Catalyst engine, the Denali's projections are for cruise speeds of 285 knots, full fuel payload of 1,100 pounds and a range of 1,600 nautical miles at high-speed cruise with one pilot and four passengers. The flat-floor cabin has a standard seating configuration of six individual reclining seats and offers a nine-place high density seating option. An optional externally serviceable belted lavatory in the rear of the cabin is available. *Source: txtav.com* 





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Louisiana Governor Signs ADS-B Billing Ban; AOPA Continues Effort Toward National Ban

In late June, Louisiana Gov. Jeff Landry signed HB 730 into law, joining the growing number of states moving to stop the use of ADS-B, a safety technology, to collect fees from pilots. In a news release, the Aircraft Owners and Pilots Association said it views this action as an important recognition that ADS-B, a technology used by pilots and air traffic controllers to prevent mid-air collisions, should not be used as a revenue generator.

HB 730 goes into effect on Aug. 1 and prohibits the use of ADS-B data to charge fees to pilots flying aircraft weighing less than 12,500 pounds under Part 91 (non-commercial operations). It passed the Louisiana Senate unanimously and passed the House on a 91-8 vote.

While more states are considering related legislation, AOPA is pursuing a national policy to avoid a patchwork of laws across the country. The nation's top two transportation and aviation safety officials, NTSB Chair Jennifer Homendy and FAA Administrator Bryan Bedford, have both testified before Congress that ADS-B should only be used for aviation safety and not as a fee generator.

Legislation to address last year's mid-air collision at Ronald Reagan National Airport in Washington, D.C., was overwhelmingly approved by the U.S. House of Representatives in April and would, among other things, prohibit any person, government agency or other entity from using ADS-B to identify aircraft for the purpose of collecting revenue from pilots without their consent.

"Some have tried to paint this as a way to not collect property taxes or fees imposed by airports – those assertions are flat-out false," said AOPA Senior Vice President of Government Affairs and Advocacy Jim Coon. "Pilots were given assurances when the federal government required ADS-B that it would only be used for aviation safety and airspace efficiency. That assurance is not being kept."

Coon further explained: "The bill passed by the U.S. House of Representatives does nothing to stop airports, local and state governments, or any other entity from charging or collecting fees and taxes – it just takes



away the ability for tax collectors and airports to exploit a safety technology for their economic gain. General aviation pilots already pay fuel taxes and fees to help offset the costs of safety infrastructure and operations at many public-use airports today, and they will continue to do so when this becomes law – they just would not be able to use a safety technology that saves lives for economic purposes. Airports and governments have other means to collect what they're owed."

According to the Tax Foundation, Coon said, "tax assessors collect more than \$3 trillion each year in local and state taxes, including property taxes – and that is without using ADS-B. If this practice continues unchecked, it will discourage pilots from equipping their aircraft with this safety technology. We remain hopeful Congress will address the safety concerns – from pilots, federal officials and the flying public." *Source: aopa.org*

AOPA, Coalition Urge Congress to Provide Additional ATC Modernization Funding

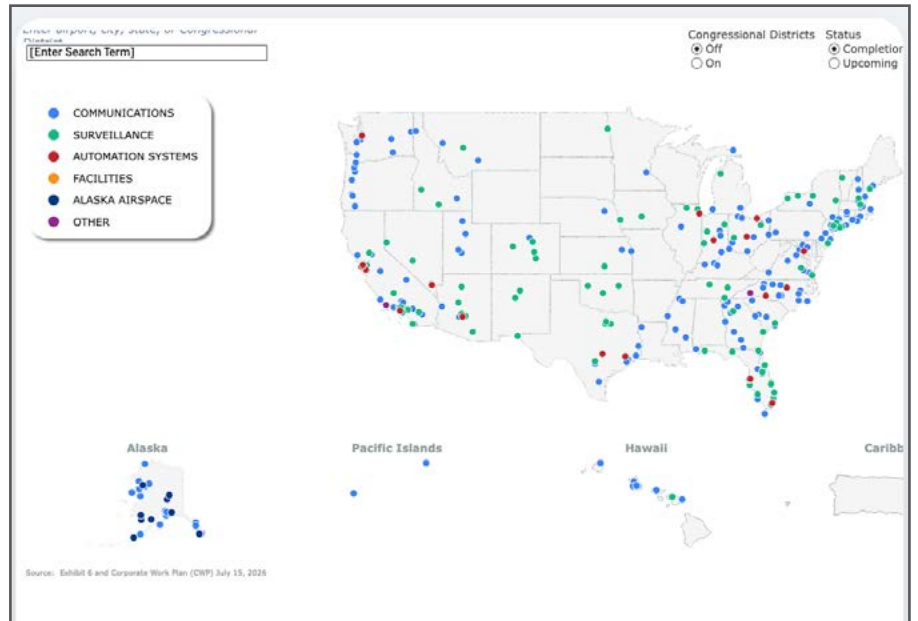
AOPA, along with more than 50 other aviation organizations, sent a letter from their Modern Skies Coalition on July 16 to congressional leaders, requesting an additional \$20 billion be allocated toward the ongoing Brand-New Air Traffic Control System initiative.

"Modernizing our nation's ATC system is a national imperative. Enhancing the safety and efficiency of the National Airspace System is long overdue and will ensure the continued flow of people and commerce to maintain

America's global leadership role in aviation and aerospace," the coalition wrote in its letter to House Speaker Mike Johnson, House Minority Leader Hakeem Jeffries, Senate Majority Leader John Thune and Senate Minority Leader Chuck Schumer.

The funds would be in addition to the \$12.5 billion "down payment" approved by Congress one year ago and would help the Department of Transportation and Federal Aviation Administration implement a sweeping overhaul of aging automation surveillance platforms.

The coalition points out that controllers currently rely on different platforms and that "the FAA has spent hundreds of millions for



The public can explore completed and upcoming projects across the National Airspace System at modernskies.faa.gov.



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required 'refreshes' of these foundational yet aging systems that were developed decades ago," according to the letter. Current estimates suggest a new common automation platform would cost \$10 billion.

The letter points to progress made in the first year: the replacement of copper wire with fiber, replacing paper with electronic strips, adding surface awareness detection technology, converting analog voice switches and radios to digital systems and replacing hundreds of aging radars.

A new online dashboard at *modernskies.faa.gov* developed by the DOT and the FAA provides information about ATC modernization projects already underway and updates at more than 4,600 FAA sites across the country, accompanied by a map overlay detailing specific efforts. Users can also enter their zip code for more information about ATC upgrades and their benefits in their communities. *Source: aopa.org*

Sam Graves Receives 2026 EAA Freedom of Flight Award

Sam Graves, the longtime U.S. Representative from Missouri who as House Transportation and Infrastructure Committee chair led many efforts on behalf of general aviation, received during this year's EAA AirVenture Oshkosh the Experimental Aircraft Association's 2026 Freedom of Flight Award, the organization's highest honor.

"Sam Graves' congressional career has embodied his dedication to aviation and to public service," Jack J. Pelton, EAA CEO and chairman of the board, said in a news release in advance of the award ceremony. "His bipartisan efforts and achievements have supported, preserved and advanced recreational aviation in America. EAA's Freedom of Flight Award not only recognizes Sam for all that he has done, but it serves as a thank-you to him for his strong advocacy on behalf of aviators and the general aviation community."

Graves is retiring from Congress at the end of the current term after representing Missouri's 6th District since 2001. He has served as the top Republican on the Transportation and Infrastructure Committee since 2019 and co-chaired the House General Aviation Caucus.

Among the many notable accomplishments on behalf of aviation are:

- Instrumental in the development and passage of the 2024 FAA Reauthorization Act, which for the first time

included a general aviation title and encompassed such important items as a timeline for MOSAIC (Modernization of Special Airworthiness Certification) implementation, expanded BasicMed and increased Airport Improvement Program funding;

- ATC modernization and funding;
- Defending against ATC privatization;
- Pilots Bill of Rights;
- LODA/Experimental Flight Training.

The EAA Freedom of Flight Award has been presented since 1986 to recognize contributors to aviation who closely mirror the integrity, entrepreneurship and innovativeness of EAA members. *Source: eaa.org*

NBAA Salutes Doug Carr for Decades of Service as BizAv Champion

The National Business Aviation Association issued a news release in July thanking Doug Carr, NBAA's senior vice president for safety, security, sustainability and international operations, who recently announced his decision to retire from NBAA at the end of August after 28 years of service to NBAA and the entire business aviation community.

"Doug has been a rock upon which NBAA has depended for nearly three decades," said Ed Bolen, NBAA's president and CEO. "Through his tireless work with the International Business Aviation Council and NBAA's International Committee, his pivotal role in the formation of NBAA's Security Council after 9/11, his leadership on countless safety initiatives with NBAA's committees and the FAA that helped save lives and his indefatigable promotion of best practices in business



Doug Carr

aviation operations, Doug has made an indelible mark on NBAA and the entire business aviation industry. He will be greatly missed."

Carr is a commercial, multi-engine, instrument-rated pilot and a certificated flight instructor. *Source: nbaa.org*

NBAA Signs Onto Industry Coalition Statement Opposing DHS Proposal to Curtail CBP Airport Operations

On May 29, NBAA joined a coalition of leading aviation and travel organizations – representing airports, airlines, hotels and other business and consumer stakeholders – in urging the U.S. Department of Homeland Security to avoid actions that would significantly reduce Customs and Border Protection operations at U.S. airport ports of entry.

The groups warned that disruptions at major international gateway airports would have nationwide consequences, negatively affecting travelers, businesses, supply chains and airport operations across the country.

"Any reduction in Customs and Border Protection operations at major U.S. gateway airports threatens to cause unnecessary chaos throughout the nation's air transportation system," the coalition's statement reads. "International aviation networks are highly interconnected and operational changes at a small number of gateway airports will quickly ripple across the country, negatively impacting travelers, cargo shipments, supply chains and the communities that depend on those connections. Airports and airlines rely on stable, predictable federal inspection services to keep people and commerce moving safely and efficiently. We urge DHS to avoid actions that would create unnecessary operational and economic consequences for communities nationwide. As the United States prepares for growing international travel demand, DHS should avoid actions that would create unnecessary bottlenecks and economic consequences for communities across the country. Now is the time to strengthen America's gateway infrastructure, not weaken it." *Source: nbaa.org* **KA**



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UPLIFTING

Special Olympics Airlift volunteer pilots mobilized nearly 130 donated aircraft, including five Beechcraft King Airs, to transport more than 800 athletes and coaches.

by MeLinda Schnyder | Photos courtesy Textron Aviation



Five Beechcraft King Air turboprops participated in the ninth Special Olympics Airlift to support the Special Olympics USA Games in Minnesota, where children and adults with intellectual or developmental disabilities compete in Olympic-type sports on a national level.

Led by Cessna and Beechcraft and organized by Textron Aviation, approximately 130 Beechcraft, Cessna and Hawker aircraft, known as Doves, departed from airports across the country on June 19 to take more than 800 athletes and coaches to St. Paul Downtown Airport (KSTP) and returned to the Twin Cities on June 27 to

deliver the teams and their competition medals to their home airports.

Special Olympics never charges athletes to participate. Admission, registration, training and competition expenses are covered through donations, sponsorships and fundraising. Travel, however, remains one of the largest costs for state programs sending athletes to the USA Games, making the airlift an invaluable resource.

Dove 2, the second of all the Doves to depart their assigned airports on arrival day, was a King Air B300 that supported Team Indiana. Dove 35 was a King Air 350i transporting Team Michigan participants. A King Air B200, Dove 48 helped Arkansas athletes get to and from the games. Another B200, Dove 86, assisted Team DC.

A King Air 350 owned by House of Raeford Farms and operating as Dove 54 transported six athletes, a coach and a North Carolina Special Olympics staff member from Raleigh to KSTP and back home. The family-owned company – one of the nation's top poultry producers – said in a news release it donated its aircraft and pilots for the second consecutive Special Olympics Airlift. Their passengers returned home with gold medals in the Unified Small Team Level One cheerleading competition.

The Special Olympics Airlift is considered the world's largest cumulative peacetime airlift spanning more than 40 years and nine coordinated airlifts. Every four years, it demonstrates how aviation can unite communities and expand access to participation for athletes with intellectual disabilities through a dignified and celebratory travel experience.

Volunteer pilots and aircraft from across the country donate their time and resources. In 2026, flights launched from 26 locations nationwide with sendoff celebrations coordinated by local communities bidding farewell to their Special Olympics delegations. Combining arrival and departure days for all Doves, travel distance reached approximately 300,000 nautical miles.

Over four decades, the initiative has transported more than 10,000 athletes and coaches to Special Olympics events, giving them a first-class experience ahead of the competition and demonstrating the scale, reliability and generosity of the aviation community. **KA**









ETA	Date	Color	Status	ETA	Date	Color	Status	ETA	Date	Color	Status	ETA	Date	Color	Status
8:30	1	Blue	B	9:38	25	Red	B	11:06	48	Red	NR DNGS	13:54	71	Red	Red
8:55	2	Blue	B	9:42	26	Red	B	11:10	49	Red	NR DNGS	13:58	72	Red	Red
9:00	3	Blue	B	9:46	27	Red	B	11:14	50	Red	NR DNGS	13:02	73	Red	Red
9:05	4	Blue	B	9:50	28	Red	B	11:18	51	Red	NR DNGS	13:06	74	Red	Red
9:10	5	Blue	B	9:54	29	Red	NR DNGS	11:22	52	Red	NR DNGS	13:10	75	Red	Red
9:15	6	Blue	B	9:58	30	Red	NR DNGS	11:26	53	Red	NR DNGS	13:14	76	Red	Red
9:20	7	Blue	B	10:02	31	Red	NR DNGS	11:30	54	Red	B	13:18	77	Red	Red
9:25	8	Blue	B	10:06	32	Red	B	11:34	55	Red	B	13:22	78	Red	Red
9:30	9	Blue	B	10:10	33	Red	B	11:38	56	Red	B	13:26	79	Red	Red
9:35	10	Blue	B	10:14	34	Red	B	11:42	57	Red	B	13:30	80	Red	Red
9:40	11	Blue	B	10:18	35	Red	NR DNGS	12:02	58	Red	B	13:34	81	Red	Red
9:45	12	Blue	B	10:22	36	Red	B	12:06	59	Red	T	13:38	82	Red	Red
9:50	13	Blue	B	10:26	37	Red	NR DNGS	12:10	60	Red	T	13:42	83	Red	Red
9:55	14	Blue	B	10:30	38	Red	B	12:14	61	Red	T	13:46	84	Red	Red
10:00	15	Blue	B	10:34	39	Red	B	12:18	62	Red	T	13:50	85	Red	Red
10:05	16	Blue	B	10:38	40	Red	B	12:22	63	Red	T	13:54	86	Red	Red
10:10	17	Blue	B	10:42	41	Red	B	12:26	64	Red	T	13:58	87	Red	Red
10:15	18	Blue	B	10:46	42	Red	B	12:30	65	Red	T	14:02	88	Red	Red
10:20	19	Blue	B	10:50	43	Red	B	12:34	66	Red	T	14:06	89	Red	Red
10:25	20	Blue	B	10:54	44	Red	B	12:38	67	Red	T	14:10	90	Red	Red
10:30	21	Blue	B	10:58	45	Red	B	12:42	68	Red	T	14:14	91	Red	Red
10:35	22	Blue	B	11:02	46	Red	B	12:46	69	Red	T	14:18	92	Red	Red
10:40	23	Blue	B	11:06	47	Red	B	12:50	70	Red	T	14:22	93	Red	Red



Coordinating the 2026 Special Olympics Airlift involved pilots, volunteers, and support from many entities including (left to right): Joe Harris, Metropolitan Airports Commission; Ron Draper, Textron Aviation; Gary Cimaglia, Special Olympics North America; U.S. Rep. Betty McCollum, representing Minnesota's 4th District; Dierks Bentley, country music star and Special Olympics Airlift ambassador.



FAA Airworthiness Directive 2026-15-05: Wing Structure

Effective date: Aug. 10, 2026

Applicability: This AD applies to Textron Aviation Inc. Model B300 and B300C airplanes, certificated in any category, identified in Textron Mandatory Service Letter MTL-57-04, Revision 1, dated March 27, 2025, including airplanes identified below, except for any airplane that has had a wing evaluation performed by Textron Aviation Special Missions and been issued a serial number specific aircraft limitations manual and structural inspection and repair manual supplements.

(1) Model B300 airplanes (heavy weight) having Kit 130-4402 installed: S/Ns FL-91, FL-381, FL-383, FL-387, FL-391 and on.

(2) Model B300 (heavy weight) and B300C (non-extended range) airplanes having Kit 130-4030 installed: S/Ns FL-381, FL-383 and on, and FM-12 and on.

(3) Model B300 (increased gross weight with extended-range fuel tank) airplanes having Kit 130-4014 installed: S/Ns FL-1 and on and FM-1 and on.

Reason: This AD was prompted by the manufacturer's revision of the structural inspection and repair manual to introduce more restrictive inspection intervals for airplanes that are certified to or operating at a 16,500

pound maximum takeoff weight (MTOW). The FAA is issuing this AD to prevent undetected cracks in the wing or wing supporting structure. The unsafe condition, if not addressed, could result in reduced structural integrity and consequent wing separation from the fuselage in flight.

Required actions: At the applicable compliance time specified below, revise the Limitations Section of the existing aircraft maintenance manual or instructions for continued airworthiness and the existing maintenance or inspection program, as applicable, by incorporating the information identified in the table below.

(1) For airplanes that are certified to or operating at 16,500 lb. MTOW and with 3,800 hours total time-in-service (TTIS) or less: Before accumulating 3,800 hours TTIS or within 25 hours time-in-service (TIS) or 30 days after the effective date of this AD, whichever occurs later.

(2) For airplanes that are certified to or operating at 16,500 lb. MTOW and with between 3,801 and 7,400 TTIS: Within 200 hours TIS or 6 months, whichever occurs first after the effective date of this AD.

(3) For airplanes that are certified to or operating at 16,500 lb. MTOW and with more than 7,401 hours TTIS: Within 25 hours TIS or 30 days, whichever occurs first after the effective date of this AD.

Task No.	Component	Interval
57-00-00-9602	Wing to Fuselage Attach Angles (FL-1 through FL-175, FL-177; FM-1 through FM-9; unless Kit 101-1202-0001 is installed)	16,500 MTOW airplanes, replace every 2,500 hours.
57-00-00-9603	Wing to Fuselage Attach Angles (FL-176, FL-178 and after; FM-10 and after; and prior airplanes with Kit 101-1202-0001 installed)	16,500 MTOW airplanes, replace every 29,200 hours.
57-20-01-9600	Outboard Wing Structure (FL-1 through FL-125; FM-1 through FM-8; unless 101-110085-1 and -2 spar caps are installed)	16,500 MTOW airplanes, replace every 6,500 hours.
There are no life limitation inspection tasks associated with the wing center section	Wing Center Section (FL-126 and after; FM-9 and after; and prior airplanes with Kit 101-1200-0001 installed)	The life is not limited provided the inspection programs defined in the listed maintenance manuals and the replacement schedule for the items listed below have been adhered to for continued airworthiness. King Air Series Structural Inspection and Repair Manual, P/N 98-39006, Revision D6. • Chapter 57-18-02 Super King Air Model B300/B300C Maintenance Manual, P/N 130-590031-11. • Chapter 5 • Chapter 57 Super King Air Model B300/B300C Fusion Maintenance Manual, P/N 434-590169-0009. • Chapter 5 • Chapter 57
There are no life limitation inspection tasks associated with the outboard wing structure.	Outboard Wing Structure (FL-126 and after; FM-9 and after; and prior airplanes with 101-110085-1 and -2 spar caps installed)	The life is not limited provided the inspection programs defined in the listed maintenance manuals and the replacement schedule for the items listed below have been adhered to for continued airworthiness. King Air Series Structural Inspection and Repair Manual, P/N 98-39006, Revision D6. • Chapter 57-18-02 Super King Air Model B300/B300C Maintenance Manual, P/N 130-590031-11. • Chapter 5 • Chapter 57 Super King Air Model B300/B300C Fusion Maintenance Manual, P/N 434-590169-0009. • Chapter 5 • Chapter 57

For further information contact: Soban Saeed, Aviation Safety Engineer, FAA, 1801 S. Airport Road, Wichita, KS 67209; phone: 316-946-4123; email: CCB-COS@faa.gov.

The above information is abbreviated for space purposes. For the entire communication, go to [faa.gov/regulations_policies/airworthiness_directives](https://www.faa.gov/regulations_policies/airworthiness_directives). **KA**

ADVERTISING INDEX

Banyan	14
Blackhawk Modifications	Inside Front Cover
BLR Aerospace	17
Centex Aerospace Inc	15
Cleveland Wheels & Brakes	11
Corporate Angel Network	19
Elliott Aviation	5, Inside Back Cover
Garmin	Back Cover
King Air Academy	21
Precision Aviation Group/PAG	9
Professional Aviation Associates	23
Select Airparts	12

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UPCOMING GENERAL AVIATION INDUSTRY EVENTS



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2026

- **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

2027

- **Feb. 12-14:** AOPA Fly-In at Buckeye Air Fair, Buckeye, Arizona
- **Feb. 25-27:** Women in Aviation International Conference, Savannah, Georgia
- **March 23-26:** Aircraft Electronics Association International Convention & Trade Show, Savannah, Georgia
- **April 6-11:** SUN 'n FUN Aerospace Expo, Lakeland, Florida
- **April 14-17:** AERO Friedrichshafen, Friedrichshafen, Germany
- **April 22-25:** Beech Bash in the Bluegrass, Mount Sterling, Kentucky (KIOB) – NEW LOCATION!
- **July 26-Aug. 1:** EAA AirVenture, Oshkosh, Wisconsin

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



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

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