

# RAISBECK PERFORMANCE SYSTEMS FOR THE KING AIR FAMILY

2018 Pocket Reference





## Our Mission

*Build on the legacy of the Raisbeck brand by delivering innovative products and support that enrich our customers' flight experience*

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# Raisbeck Performance Systems for the Beechcraft King Air Family

Every Raisbeck Performance System is individually FAA-certified, and may be installed as a stand-alone or added to your partially Raisbeck-equipped King Air. Moreover, all Raisbeck Systems are fully compatible with leading aftermarket modifications, including engine upgrades and digital flight displays.

The following Performance Systems are available and ready to ship:

- Swept Blade Turbofan Propellers for the King Air 200, C90 and E90 series and King Air 350 (soon to be certified for the 300)
- Ram Air Recovery System
- Enhanced Performance Leading Edges
- Dual Aft Body Strakes
- High Flotation Gear Doors (for HFG-equipped aircraft)
- Crown Wing Lockers
- Power Propellers for A100/100 and F90/F90-1

*The innovative leader in aviation performance and comfort solutions*



## **C90GTx/C90GTi/C90GT/C90/E90/90**

- Swept Blade Turbofan Propellers
- Dual Aft Body Strakes
- Crown Wing Lockers
- Increased Gross Weight



## **350ER/350i/350/300**

- Composite 5-Blade Swept Propellers (350 only; soon to be certified for the 300)
- Aluminum 4-Blade Swept Propellers (350)
- Dual Aft Body Strakes
- High Flotation Gear Doors (if HFG-equipped)
- Crown Wing Lockers



## **100/A100/B100**

- Power Props (100/A100 only)
- Dual Aft Body Strakes
- High Flotation Gear Doors (if HFG-equipped)
- Nacelle Wing Lockers
- Increased Gross Weight (100/A100 only)



## **250/B200GT/B200/200**

- Swept Blade Turbofan Propellers
- Ram Air Recovery System
- Enhanced Performance Leading Edges
- Dual Aft Body Strakes
- High Flotation Gear Doors (if HFG-equipped)
- Crown Wing Lockers



## **F90/F90-1**

- Power Props
- Dual Aft Body Strakes
- High Flotation Gear Doors (if HFG-equipped)

# Raisbeck/Hartzell Swept Blade Turbofan Propellers



**Aluminum 4-Blade Swept Propellers for C90s (all) & E90s**  
**Key Benefits: More thrust; less noise; 6-yrs/4,000 hrs TBO**



**Aluminum 4-Blade Swept Propellers for 250/B200GT/B200/200s**  
**Key Benefits: More thrust; less noise; 6-yrs/4,000 hrs TBO**

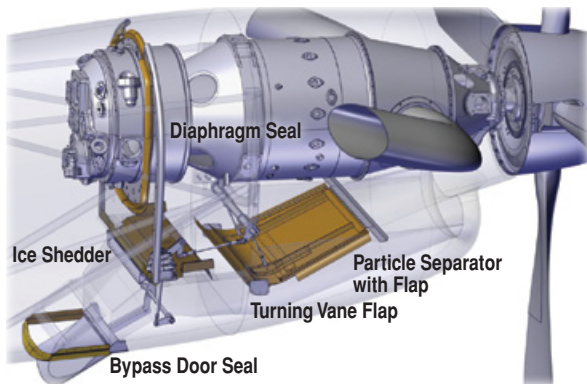


**Aluminum 4-Blade Swept Propellers for 350s**  
**Key Benefits: More thrust; less noise; 6-yrs/4,000 hrs TBO**  
*Available soon for 300s*



**Composite 5-Blade Swept Propellers for 350s**  
**Key Benefits: More thrust; less noise; unlimited blade life; 6-yrs/4,000 hrs TBO**  
*Available soon for 300s*

## Ram Air Recovery System (RARS)



*Shown with ice vane deployed*

### Available for all 200 series King Airs

Factory installed on new 250 models

#### Benefits

- Significantly increase climb and cruise performance in both normal and anti-ice operating modes
- 18°C cooler engine operating ITT at equal torque
- 8% increased available horsepower at altitude gives you a faster airplane
- Measurable decrease in fuel flow at equal engine torque, resulting in increased range
- Reduced torque loss with ice vanes deployed
- Protects against FOD—deployable for all ground, takeoff and landing operations

#### Technology

- Developed and tested in conjunction with Pratt & Whitney of Canada, Ltd
- FAA-Certified for ice-vane deployment on the ground and in the air
- Utilizes coanda-effect aerodynamics for efficient airflow vectoring
- Full inlet plenum sealing through unique full-body diaphragms

## Enhanced Performance Leading Edges (EPLÉ)



### Available for all 200 series King Airs

#### Benefits

- Cruise speeds and range are increased
- Stall speeds are improved
- Air conditioning and cooling are more efficient
- Outboard wing-fatigue life is enhanced

#### Technology

- Drag-reducing advanced-technology airfoil
- All-composite construction for strength and weight-savings
- Recessed flush-mounted de-icing boots for minimum drag
- Fully-developed and optimized intercooler inlet for maximum efficiency

Raisbeck



Factory



*With Raisbeck's Leading Edges, airflow remains attached to the wing surface for smooth flaps-up rotation and liftoff, plus measurably improved cruise speeds.*



## Dual Aft Body Strakes (DABS)



### Available for all King Airs

Factory installed on new 350 and C90GTx models

### Benefits

- Passenger ride quality is improved
- Pilot control and handling qualities are enhanced
- Air Minimum Control Speed is reduced
- Decreased drag results in increased climb and cruise performance
- Directional stability is increased, eliminating or raising the yaw-damper-inoperative altitudes; specifically:

Model	Factory	Raisbeck-equipped
350	5,000 ft	<b>19,000 ft</b>
300	11,000 ft	<b>18,500 ft</b>
200/B200/B200GT	17,000 ft	<b>No Limit</b>
F90	17,000 ft	<b>No Limit</b>

### Technology

- Classic Beech ventral fin is removed
- The shedding wing/body vortices are captured under the aft fuselage, pressurizing and reducing aft-body drag
- Resulting coanda-effect attaches the aft-body airflow
- Equivalent vertical tail area is increased

## High Flotation Gear Doors (HFGD)



### Available for all King Air models with high float landing gear

### Benefits

- Climb and cruise performance of standard-gear King Airs is restored
- Cruise speed is increased 8 to 12 knots depending on altitude
- Wheel wells, tires, and brakes are kept clean and dry; and helps prevent build-up of ice in flight

### Technology

- Fully encloses the protruding high-flotation gear, wheels and tires
- Aerodynamically area-ruled to maximize drag reduction
- Constructed of lightweight composites for maximum strength and minimum weight

## Crown Wing Locker System (CWLS)



Available for all 90, 200 and 300 Series King Airs

### Benefits

- FAA-certified to carry 600 pounds total cargo in 17 cubic feet of luggage space
- Returns your cabin to your passengers
- Handles skis, snowboards, camping and hunting equipment as well as golf bags and luggage
- Fully certified for FAR Part 135 Operations
- Provided with lock-and-key security

### Technology

- Lightweight composite construction allows for infinite-life structural certification
- Aerodynamically area-ruled to minimize drag
- Fully sealed against ingress of water and dirt, keeping interior clean and dry
- Removable in minutes for any airplane maintenance or inspections

## System Aircraft Net Weight Changes

350/300	Weight Change ±
Composite 5-Blade Swept Blade Turbofan Propellers	-54.0 lbs
Aluminum 4-Blade Swept Blade Turbofan Propellers	-41.2 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors (350 Only)	23.0 lbs
Crown Wing Locker System	109.0 lbs
200/B200/B200GT/250	
Swept Blade Turbofan Propellers	
Replacing Factory-Installed Hartzell 3-Blade Propellers	27.6 lbs
Replacing Factory-Installed Hartzell 4-Blade Aluminum Propellers	0.8 lbs
Replacing Factory-Installed Hartzell 4-Blade Composite Propellers	64.0 lbs
Replacing McCauley 4-Blade Propellers	6.6 lbs
Ram Air Recovery System	5.0 lbs
Enhanced Performance Leading Edges	0.0 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	23.0 lbs
Crown Wing Locker System	109.0 lbs
100/A100/B100	
Quiet Turbofan Propeller System	
Model 100	44.8 lbs
Model A100	-37.2 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	
100/A100	9.0 lbs
B100	9.0 lbs
F90/F90-1	
Quiet Turbofan Propeller System	-47.8 lbs
Dual Aft Body Strakes	0.0 lbs
High Flotation Gear Doors	9.0 lbs
90/C90A/C90B/C90/C90GT/C90GTi/90GTx/E90	
Swept Blade Turbofan Propellers	
Replacing Factory-Installed Hartzell 3-Blade Propellers	42.4 lbs
Replacing Factory-Installed Hartzell 4-Blade Propellers	8.4 lbs
Replacing McCauley 4-Blade Propeller	2.4 lbs
Dual Aft Body Strakes	2.8 lbs
Crown Wing Locker System	111.0 lbs

## F90/F90-1 Performance Systems

## 350/300 Performance Systems

F90/F90-1 Systems



**93" Power Props**  
(TFPS)

### Available Systems



**Dual Aft Body Strakes**  
(DABS)



**High Flotation Gear Doors**  
(HFGD) *if HFG-equipped*

350/300 Systems



### Available Systems



**Composite 5-Blade Swept Propellers**  
(5-SBTP) *Available soon for 300s*



**Aluminum 4-Blade Swept Propellers**  
(4-SBTP) *Available soon for 300s*



**Dual Aft Body Strakes**  
(DABS)



**High Flotation Gear Doors**  
(HFGD) *if HFG-equipped*



**Crown Wing Lockers**  
(CWLs)



# 90 Series EPIC Performance Packages

90 Series EPIC



90 Series EPIC

## Required EPIC Elements



Swept Blade Turboprop Propellers  
(SBTP)



Dual Aft Body Strakes  
(DABS)



Crown Wing Lockers  
(CWLS) *Optional*

## 90 Series EPIC Performance Benefits

- Increased takeoff (10,500 lbs) and landing (9,700 lbs) weight
- Improved FAA-Certified takeoff and landing field-length performance
- Greater payload/fuel/range capability from shorter runways and hot-high scenarios
- Higher engine operating ITTs for better climb and cruise performance (LJ-1062 and earlier)
- Quieter operations through reduced climb and cruise RPM

# EPIC-Equipped C90GTx/GTi/GT

Raisbeck's EPIC Performance Package is a standard factory installation on all new C90GTx models, LJ-2121 and after

## FAA-Certified EPIC Performance Data for PT6A-135A engines

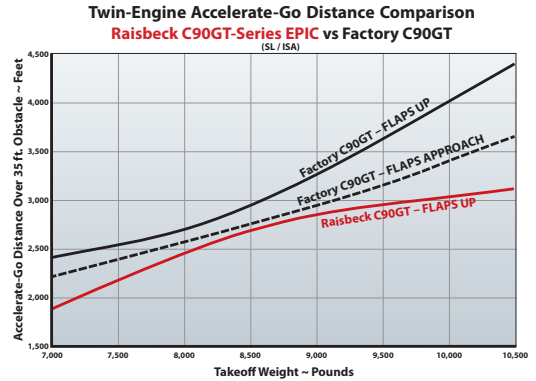
Includes Blackhawk C90/C90A/C90B with PT6A-135A Engines

Takeoff Distance (MTOW, Flaps Up)	C90GTx/GTi/GT + Raisbeck EPIC	Factory C90GTx	Improvement
Takeoff Distance (SL, ISA)	1,980 ft	3,240	1,260 ft less runway
Takeoff Distance (5000 ft, 25° C)	3,370 ft	4,600	1,230 ft less runway
Accelerate-Stop (SL, ISA)	3,690 ft	4,200	510 ft less runway
Accelerate-Go (SL, ISA)	3,110 ft	4,390	1,280 ft less runway

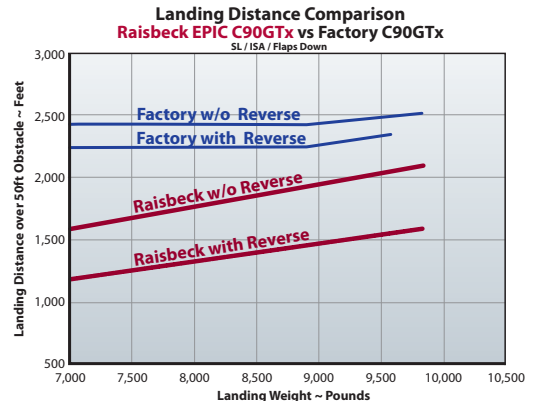
Cruise			
Cruise RPM	1,750 RPM	1,900 RPM	150 RPM less

Landing (MLW, SL, ISA, Flaps Down)			
Landing Distance w/o Reverse	2,100 ft	2,510	410 ft less runway
Landing Distance with Reverse	1,600 ft	2,350	750 ft less runway
Noise (Part 36 / ICAO)	74.8 dB(A)	76.0 dB(A)	1.2 dB(A) quieter

Other			
Propellers	96" Raisbeck/ Hartzell Swept 4-Blade	90" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>



Greatly increased number of smaller airports are now safely available to use.



# EPIC-Equipped C90/C90A/C90B

## FAA-Certified EPIC Performance Data

Takeoff	C90A/B/C + Raisbeck EPIC	Factory C90A/B/C	Improvements
Takeoff Gross Weight	<b>10,500 lbs</b>	9,650-10,100 lbs	<b>400 - 850 more lbs</b>
Takeoff Distance Over 50' @ MTOW	<b>2,190 ft</b>	2,710 ft	<b>22% shorter</b>
Accelerate-Go Distance	<b>3,000 ft</b>	3,650 ft	<b>18% shorter</b>
Accelerate-Stop Distance	<b>3,785 ft</b>	3,600 ft	<b>185 ft longer at 400 lbs heavier</b>
Takeoff Climb Gradient	<b>4.8%</b>	4.8%	<b>Same at 400 lbs heavier</b>

### Climb

Single Engine Rate-of-Climb	<b>525 fpm</b>	495 fpm	<b>6% better</b>
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### Cruise

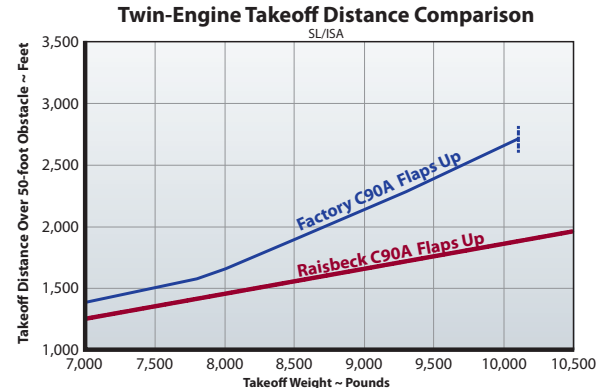
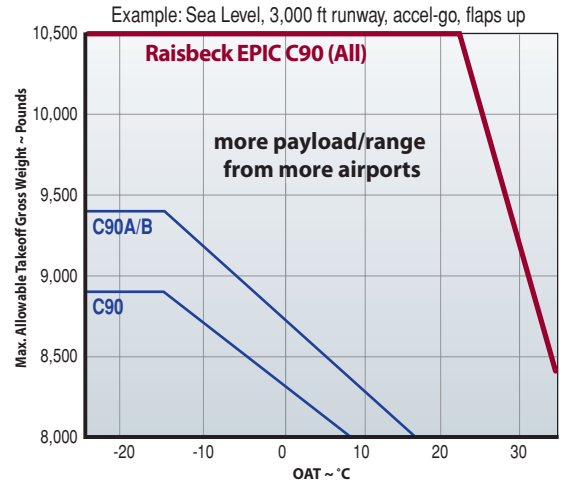
Cruise RPM	<b>1,750 RPM</b>	1,900 RPM	<b>150 RPM less</b>
Maximum Cruise ITT	<b>695° C</b>	635° - 695° C	<b>All upgraded to C90A/B</b>

### Landing

Landing Distance Over 50 ft (no reverse)	<b>2,160 ft</b>	2,290 ft	<b>6% less runway</b>
Landing Gross Weight	<b>9,700 lbs</b>	9,600 lbs	<b>100 lbs more</b>

### Other

Propellers	<b>96" Raisbeck/Hartzell Swept 4-Blade</b>	90" Hartzell/Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>
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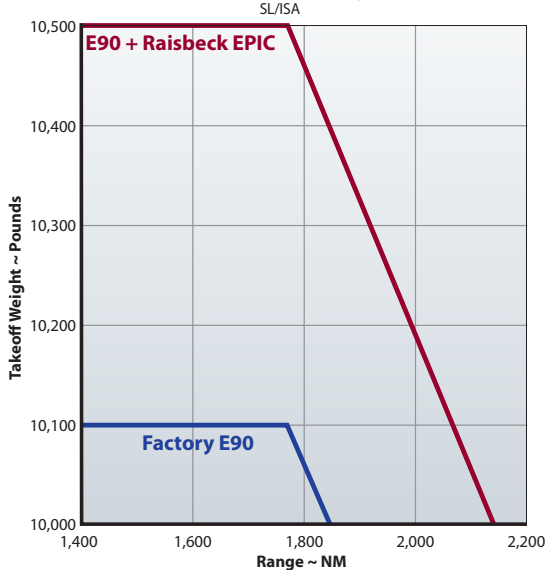


# EPIC-Equipped E90

## FAA-Certified E90 EPIC Performance Data

*Includes aircraft with Blackhawk engine upgrades*

### E90 Series EPIC Takeoff Range/Payload Comparison



### Benefits

- 400 lbs MTOW increase (to 10,500 lbs)
- Increased payload
- Increased range
- Measurably quieter cockpit, cabin and exterior
- Reduced takeoff and cruise RPM with no performance loss; specifically:
  - 1,900 takeoff RPM (vs. 2,200 Factory)
  - 1,750 cruise RPM (vs. 1,900 Factory)



## The Seven Points of Airplane Productivity

Every Raisbeck Engineering product has been put to a critical test. Only those which passed have made it into production.

### The Test

Each System must make a positive, if small, contribution to every one of these seven areas of productivity, and must make a major contribution to at least one.

1. **Payload** – *How much can you carry?*
2. **Range** – *How far can you carry it?*
3. **Block Speed** – *How fast can you get it there?*
4. **Airport Availability** – *Where can you get it into and out of?*
5. **Cost** – *What are the effects on your direct and indirect operating costs? Resale value?*
6. **Ramp Appeal** – *Is it aesthetically pleasing to you?*
7. **Market Acceptance** – *Is it popular with you, your pilot, your mechanic?*



# 100 Series EPIC Performance Packages



100 Series EPIC

100 Series EPIC

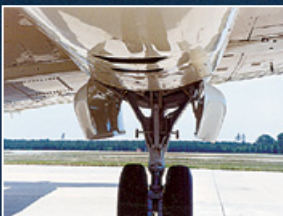
## Required EPIC Elements



**Power Props**  
(TFPS)



**Dual Aft Body Strakes**  
(DABS)



**High Flotation Gear Doors\***  
(HFGD) if HFG-equipped



**Nacelle Wing Lockers\***  
(NWLS) *Optional*

## EPIC-Equipped A100 Performance

King Air A100	A100 + Raisbeck EPIC	Factory A100	Improvements
Max. Takeoff Gross Weight	<b>12,008 lbs</b>	11,500 lbs	<b>508 more lbs</b>
Typical Empty Weight	<b>7,247 lbs</b>	7,280 lbs	<b>33 less lbs</b>
Typical Useful Load	<b>4,761 lbs</b>	4,220 lbs	<b>541 more lbs</b>
Zero Fuel Weight	<b>10,000 lbs</b>	9,600 lbs	<b>400 more lbs</b>
Maximum Zero Fuel Load	<b>2,753 lbs</b>	2,320 lbs	<b>433 more lbs</b>
Takeoff RPM	<b>2,000</b>	2,200	<b>200 RPM less</b>
Climb Horsepower	<b>680</b>	620	<b>60 more HP</b>
Cruise RPM	<b>1,750</b>	1,900	<b>Quieter cockpit &amp; cabin</b>
Minimum Ground RPM	<b>1,100</b>	1,250	<b>150 RPM less</b>

## EPIC-Equipped 100 Performance

King Air 100	100 + Raisbeck EPIC	Factory 100	Improvements
Max. Takeoff Gross Weight	<b>11,846 lbs</b>	10,600 lbs	<b>1,246 more lbs</b>
Typical Useful Load	<b>5,017 lbs</b>	3,820 lbs	<b>1,197 more lbs</b>
Maximum Zero Fuel Load	<b>3,171 lbs</b>	2,820 lbs	<b>351 more lbs</b>
Maximum Landing Weight	<b>11,210 lbs</b>	10,600 lbs	<b>610 more lbs</b>
Takeoff RPM	<b>2,000</b>	2,200	<b>200 RPM less</b>
Climb Horsepower	<b>680</b>	620	<b>60 more HP</b>
Cruise RPM	<b>1,750</b>	1,900	<b>Quieter cockpit &amp; cabin</b>

\* Please contact our Raisbeck Sales Team for availability of 100/A100 series HFGD and NWLS.

# 200 Series EPIC Performance Packages



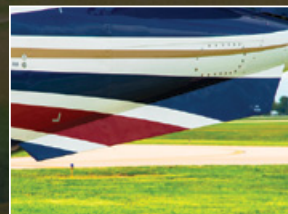
## 200 Series EPIC Performance Benefits

- FAA-Certified to operate safely into and out of over 3,000 additional airports in the U.S.A. alone
- Additional FAA certification to FAR Part 25 commercial airline standards, including Balanced Field Lengths
- Shorter takeoff, higher climb rates and higher cruise altitudes, increased cruise speeds and range, and shorter landing distances
- Your ride, as either pilot or passenger, is measurably quieter, smoother and more stable

### Required EPIC Elements



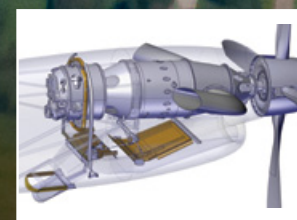
**Enhanced Performance Leading Edges (EPLE)**



**Dual Aft Body Strakes (DABS)**



**Swept Blade Turboprop Propellers (SBTP)**



**Ram Air Recovery System (RARS) Factory installed on King Air 250s**



**High Flotation Gear Doors (HFGD) if HFG-equipped**



**Crown Wing Lockers (CWLS) Optional**

200 Series EPIC

200 Series EPIC

# 250 EPIC PLATINUM

## FAA-certified EPIC Platinum Performance Data with PT6A-52 Engines & High Flotation Gear

Takeoff (FLAPS UP, 12,500 lbs, SL/ISA)	250 + Raisbeck EPIC Platinum	Factory 250	Improvements
Distance Over 50 ft	<b>2,210 ft</b>	3,270 ft	<b>1,060 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,250 ft</b>	3,380 ft	<b>130 ft less runway</b>
Accelerate-Go Distance	<b>3,450 ft</b>	6,700 ft	<b>3,250 ft less runway</b>

Climb (12,500 lbs, SL/ISA)			
Two Engine Rate-of-Climb	<b>2,520 ft/min</b>	2,370 ft/min	<b>150 ft/min more</b>
Time-to-Climb to 28,000 ft	<b>14 minutes</b>	17 minutes	<b>3 minutes quicker</b>
Time-to-Climb to 33,000 ft	<b>18 minutes</b>	23 minutes	<b>5 minutes quicker</b>

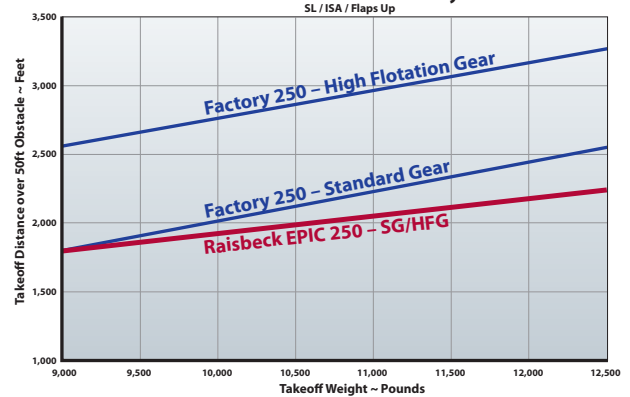
Cruise (11,000 lbs, ISA)			
Max. Cruise Speed, 28,000 ft	<b>314 ktas<sup>1</sup></b>	300 ktas	<b>14 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>303 ktas</b>	290 ktas	<b>13 knots faster</b>
Max. Cruise Prop RPM	<b>1,600 - 1,800</b>	1,700 - 1,800	<b>Quieter cockpit &amp; cabin</b>

<sup>1</sup> Includes effect of winglets

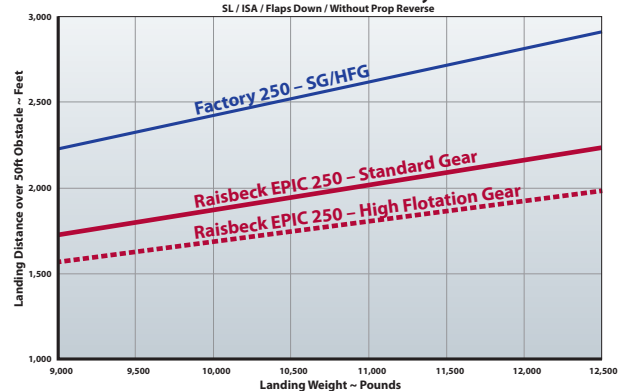
Landing (Flaps Down, 11,000 lbs, SL/ISA)			
Approach Speed (V <sub>REF</sub> )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>1,810 ft</b>	2,590 ft	<b>780 ft less runway</b>

Propellers	<b>96" Raisbeck/ Hartzell Swept 4-Blade</b>	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>
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## Twin-Engine Takeoff Distance Comparison Raisbeck EPIC 250 vs Factory 250



## Landing Distance Comparison Raisbeck EPIC 250 vs Factory 250





# B200GT EPIC PLATINUM

## FAA-certified EPIC Platinum Performance Data with PT6A-52 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	B200GT + Raisbeck EPIC Platinum	Factory B200GT	Improvements
Distance Over 50 ft	<b>2,210 ft</b>	3,300 ft	<b>1,090 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,250 ft</b>	3,380 ft	<b>130 ft less runway</b>
Accelerate-Go Distance	<b>3,450 ft</b>	6,370 ft	<b>2,920 ft less runway</b>

### Climb (12,500 lbs, SL/ISA)

Two Engine Rate-of-Climb	<b>2,510 ft/min</b>	2,420 ft/min	<b>90 ft/min more</b>
Time-to-Climb to 28,000 ft	<b>14 minutes</b>	16 minutes	<b>2 minutes quicker</b>
Time-to-Climb to 33,000 ft	<b>18 minutes</b>	22 minutes	<b>4 minutes quicker</b>

### Cruise (11,000 lbs, ISA)

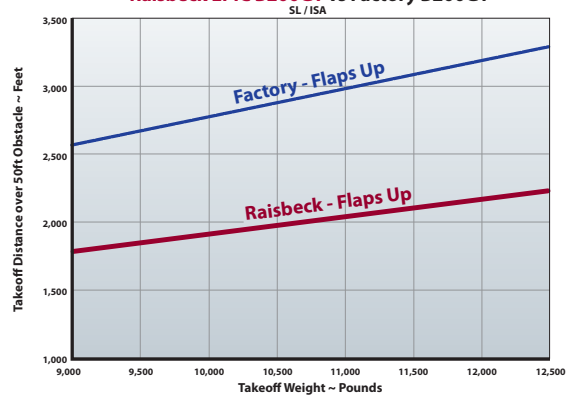
Max. Cruise Speed, 28,000 ft	<b>318 ktas</b>	307 ktas	<b>11 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>307 ktas</b>	296 ktas	<b>11 knots faster</b>
Max. Cruise Prop RPM	<b>1,600 - 1,800</b>	1,700 - 1,800	<b>Quieter cockpit &amp; cabin</b>

### Landing (Flaps Down, 11,000 lbs, SL/ISA)

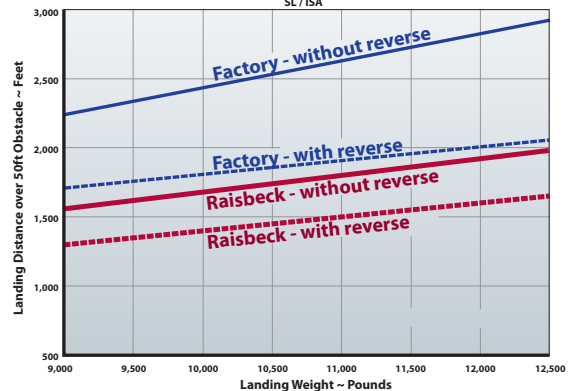
Approach Speed ( $V_{REF}$ )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>1,810 ft</b>	2,500 ft	<b>690 ft less runway</b>

Propellers	<b>96" Raisbeck/ Hartzell Swept 4-Blade</b>	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>
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## Twin-Engine Takeoff Distance Comparison Raisbeck EPIC B200GT vs Factory B200GT



## Landing Distance Comparison Raisbeck EPIC B200GT vs Factory B200GT





# B200GT EPIC GOLD

## FAA-certified EPIC Gold Performance Data with PT6A-52 Engines

With Factory Hartzell 4-Blade Aluminum Propellers

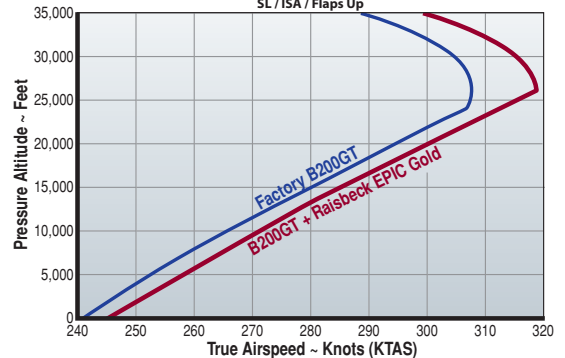
Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	B200GT+Raisbeck EPIC Gold	Factory B200GT	Improvements
Distance Over 50 ft	<b>2,825 ft</b>	3,300 ft	<b>475 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,990 ft<sup>1</sup></b>	3,380 ft	<b>610 ft more runway</b>
Accelerate-Go Distance	<b>3,990 ft<sup>1</sup></b>	6,360 ft	<b>2,370 ft less runway</b>

<sup>1</sup> Same as BFL at Airline Safety Standards. Raisbeck EPIC Gold AFMS does not include Accel-Stop/Go Distances.

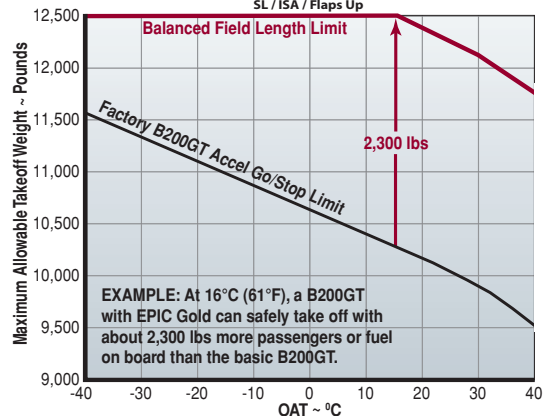
Cruise (11,000 lbs, ISA)			
Max. Cruise Speed, 28,000 ft	<b>318 ktas</b>	307 ktas	<b>11 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>308 ktas</b>	297 ktas	<b>11 knots faster</b>

Landing (Flaps Down, 11,000 lbs, SL/ISA)			
Approach Speed ( $V_{REF}$ )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>2,025 ft</b>	2,590 ft	<b>565 ft less runway</b>

Cruise Speed Comparison  
Raisbeck EPIC B200GT vs Factory B200GT  
SL / ISA / Flaps Up



Allowable Takeoff Weight Comparison  
Raisbeck EPIC B200GT vs Factory B200GT  
SL / ISA / Flaps Up



# B200 EPIC PLATINUM

## FAA-Certified EPIC Performance Data with PT6A-42 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	B200 + Raisbeck EPIC Platinum	Factory B200	Improvements
Distance Over 50 ft	<b>2,210 ft</b>	3,300 ft	<b>1,090 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,250 ft</b>	3,380 ft	<b>130 ft less runway</b>
Accelerate-Go Distance	<b>3,450 ft</b>	6,370 ft	<b>2,920 ft less runway</b>

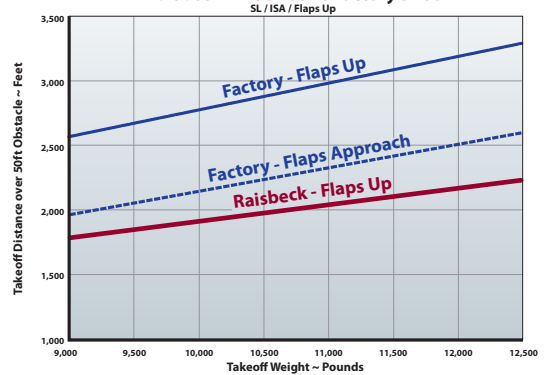
Climb (12,500 lbs, SL/ISA)			
Two Engine Rate-of-Climb	<b>2,510 ft/min</b>	2,420 ft/min	<b>90 ft/min more</b>
Time-to-Climb to 28,000 ft	<b>15 minutes</b>	19 minutes	<b>4 minutes quicker</b>
Time-to-Climb to 33,000 ft	<b>22 minutes</b>	29 minutes	<b>7 minutes quicker</b>

Cruise (11,000 lbs, ISA)			
Max. Cruise Speed, 28,000 ft	<b>295 ktas</b>	285 ktas	<b>10 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>286 ktas</b>	273 ktas	<b>13 knots faster</b>
Max. Cruise Prop RPM	<b>1,600 - 1,800</b>	1,800	<b>Quieter cockpit &amp; cabin</b>

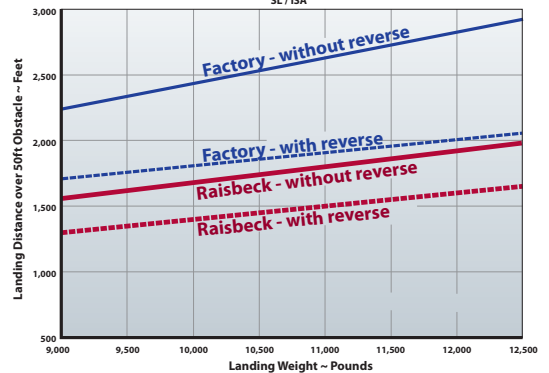
Landing (Flaps Down 11,000 lbs, SL/ISA)			
Approach Speed ( $V_{REF}$ )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>1,810 ft</b>	2,500 ft	<b>690 ft less runway</b>

Propellers	<b>96" Raisbeck/ Hartzell Swept 4-Blade</b>	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>
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## Twin-Engine Takeoff Distance Comparison Raisbeck EPIC B200 vs Factory B200



## Landing Distance Comparison Raisbeck EPIC B200 vs Factory B200



# B200 EPIC GOLD

## FAA-Certified EPIC Performance Data with PT6A-42 Engines

With Factory Hartzell 4-Blade Aluminum Propellers

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	B200+ Raisbeck EPIC Gold	Factory B200	Improvements
Distance Over 50 ft	<b>2,825 ft</b>	3,300 ft	<b>475 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,990 ft<sup>1</sup></b>	3,380 ft	<b>610 ft more runway</b>
Accelerate-Go Distance	<b>3,990 ft<sup>1</sup></b>	6,360 ft	<b>2,370 ft less runway</b>

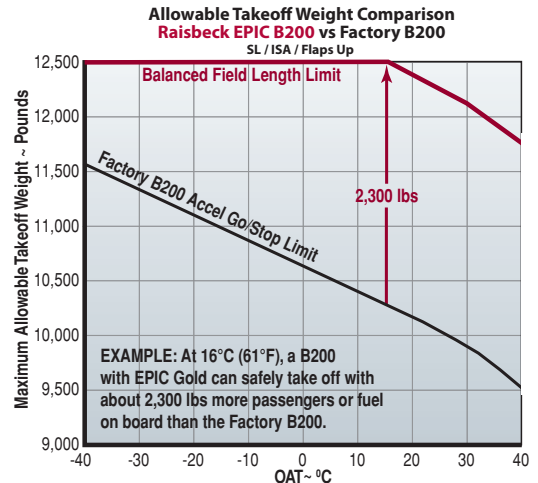
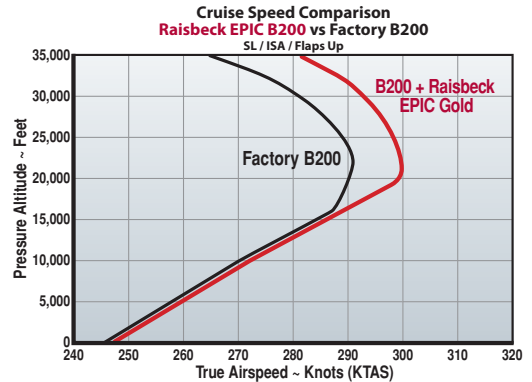
<sup>1</sup> Same as BFL at Airline Safety Standards. Raisbeck EPIC Gold AFMS does not include Accel-Stop/Go Distances.

### Cruise (11,000 lbs, ISA)

Max. Cruise Speed, 28,000 ft	<b>295 ktas</b>	285 ktas	<b>10 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>286 ktas</b>	273 ktas	<b>13 knots faster</b>

### Landing (Flaps Down, 11,000 lbs, SL/ISA)

Approach Speed ( $V_{REF}$ )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>2,025 ft</b>	2,590 ft	<b>565 ft less runway</b>



# 200 EPIC PLATINUM

## FAA-Certified EPIC Performance Data with PT6A-41 Engines

Takeoff (Flaps Up, 12,500 lbs, SL/ISA)	200 + Raisbeck EPIC Platinum	Factory 200	Improvements
Distance Over 50 ft	<b>2,210 ft</b>	3,300 ft	<b>1,090 ft less runway</b>
Part 25 Balanced Field Length (BFL)	<b>3,990 ft</b>	Not Certified	<b>Airline Safety Standards</b>
Accelerate-Stop Distance	<b>3,250 ft</b>	3,380 ft	<b>130 ft less runway</b>
Accelerate-Go Distance	<b>3,450 ft</b>	6,370 ft	<b>2,920 ft less runway</b>

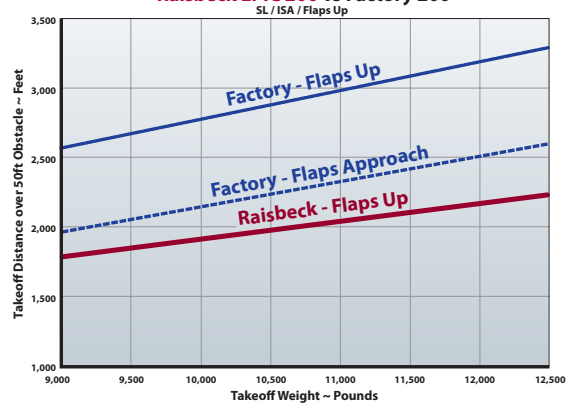
Climb (12,500 lbs, SL/ISA)			
Two Engine Rate-of-Climb	<b>2,510 ft/min</b>	2,420 ft/min	<b>90 ft/min more</b>
Time-to-Climb to 28,000 ft	<b>17 minutes</b>	21 minutes	<b>4 minutes quicker</b>
Time-to-Climb to 33,000 ft	<b>25 minutes</b>	37 minutes	<b>12 minutes quicker</b>

Cruise (11,000 lbs, ISA)			
Max. Cruise Speed, 28,000 ft	<b>283 ktas</b>	271 ktas	<b>12 knots faster</b>
Max. Cruise Speed, 33,000 ft	<b>270 ktas</b>	256 ktas	<b>14 knots faster</b>
Max. Cruise Prop RPM	<b>1,600 - 1,800</b>	1,900	<b>Quieter cockpit &amp; cabin</b>

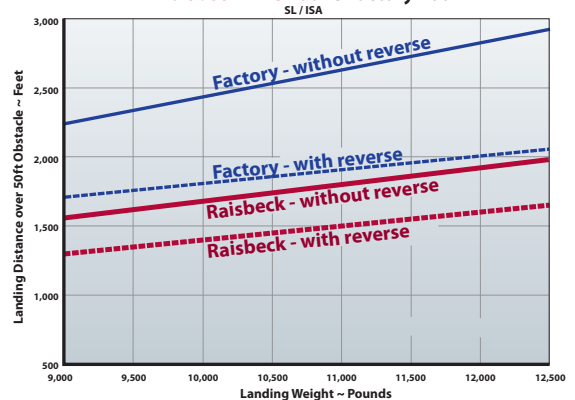
Landing (Flaps Down, 11,000 lbs, SL/ISA)			
Approach Speed ( $V_{REF}$ )	<b>90 kts</b>	99 kts	<b>9 kts slower approach</b>
Landing Distance Over 50 ft (without prop reverse)	<b>1,810 ft</b>	2,500 ft	<b>690 ft less runway</b>

Propellers	<b>96" Raisbeck/ Hartzell Swept 4-Blade</b>	93" Hartzell/ Beech 4-Blade	<ul style="list-style-type: none"> <li>• Exceptional performance</li> <li>• Stunning ramp presence</li> </ul>
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## Twin-Engine Takeoff Distance Comparison Raisbeck EPIC 200 vs Factory 200



## Landing Distance Comparison Raisbeck EPIC 200 vs Factory 200



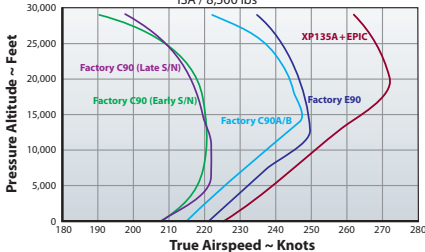


# Blackhawk + Raisbeck Performance Upgrades

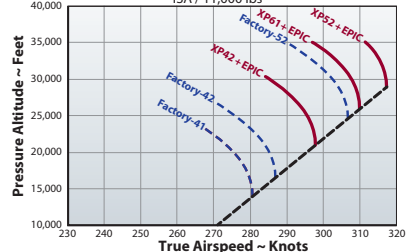


Considering an upgrade? Transform your 90 or 200 Series King Air and enjoy optimum performance with Raisbeck's EPIC Performance Packages and Blackhawk Engine+ Upgrades. All Raisbeck Performance Systems are fully compatible and certified with Blackhawk XP52, XP61 and XP135A Engine+ Upgrades. It's the ultimate power pairing. For more information about Blackhawk engines, contact [sales@blackhawk.com](mailto:sales@blackhawk.com)

**Raisbeck EPIC + Blackhawk vs Factory Comparison**  
Maximum Cruise Speeds Per 90 Series Flight Manuals  
ISA / 8,500 lbs



**Raisbeck EPIC + Blackhawk vs Factory Comparison**  
Maximum Cruise Speeds Per 200 Series Flight Manuals  
ISA / 11,000 lbs



Blackhawk

Blackhawk

## 2018 Individual System Prices

350/300	Price	Average Install
Swept Blade Propellers, 5-Blade Composite (5-SBTP)	\$ 144,500	37 hrs
Swept Blade Propellers, 4-Blade Aluminum (4-SBTP)	\$ 102,420	35 hrs
Dual Aft Body Strakes (DABS)	\$ 23,720	35 hrs
High Flotation Gear Doors (HFGD) 350 Only	\$ 51,900	80 hrs
Crown Wing Locker System (CWLS)	\$ 65,200	115 hrs

250/B200GT/B200/200	Price	Average Install
Swept Blade Turbofan Propellers (SBTP)	\$102,420	35 hrs
Ram Air Recovery System (RARS)	\$ 48,150	60 hrs
Enhanced Performance Leading Edges (EPL)	\$ 41,620	80 hrs
Dual Aft Body Strakes (DABS)	\$ 23,720	35 hrs
High Flotation Gear Doors (HFGD)	\$ 51,900	80 hrs
Crown Wing Locker System (CWLS)	\$ 65,200	115 hrs

A100/100/B100	Price	Average Install
Power Props (TFPS) 100/A100 only	\$ 88,874	75 hrs
Dual Aft Body Strakes (DABS)	\$ 23,720	35 hrs
High Flotation Gear Doors (HFGD)*	\$ 51,900	80 hrs
Nacelle Wing Locker System (NWLS)*	\$ 52,124	115 hrs

\* Please contact our Raisbeck Sales Team for availability of 100/A100/B100 series HFGD and NWLS.

## 2018 Individual System Prices

F90/F90-1	Price	Average Install
Power Props (TFPS)	\$ 88,874	45 hrs
Dual Aft Body Strakes (DABS)	\$ 23,720	35 hrs
High Flotation Gear Doors (HFGD)	\$ 51,900	80 hrs

C90GTx/C90GTi/C90GT/C90/B90/A90/E90	Price	Average Install
Swept Blade Turbofan Propellers (SBTP)	\$102,420	35 hrs
Dual Aft Body Strakes (DABS)	\$ 23,720	35 hrs
Crown Wing Locker System (CWLS)	\$ 65,200	115 hrs

### Pricing Notes

- 1) Cost of shipping, installation and paint are not included in the basic pricing.
- 2) Installation times are estimates based on dealer feedback.
- 3) Time estimates do not include painting or avionics updating where necessary.
- 4) Customer retains old propellers for resale or dealer credit.

### Notes

- 1) If your aircraft is equipped with high flotation gear, Raisbeck High Flotation Gear Doors must be installed to be eligible for EPIC Package pricing, and are required by the FAA-Approved EPIC Flight Manual Supplement.
- 2) Raisbeck Power Props (TFPS) are still available for fleet operators and those who wish to stay with the older design.

# 2018 EPIC Performance Package Prices

Raisbeck Performance Systems are individually engineered to enhance specific operational areas of your King Air. We package these Systems in particular combinations to take advantage of the positive synergistic effect they produce on the overall performance of each King Air model. We call this strategic integration "EPIC" for its impressive performance and money-saving package pricing. *Pricing is subject to change at any time.*

SBTP *Raisbeck/Hartzell Swept Blade Turbofan Props* DABS *Dual Aft Body Strakes*  
 TFPS *Raisbeck/Hartzell Quiet Turbofan Power Props* HFGD *High Flotation Gear Doors*  
 RARS *Ram Air Recovery System* CWLS *Crown Wing Locker System*  
 EPLE *Enhanced Performance Leading Edges* NWLS *Nacelle Wing Locker System*

		SBTP	RARS	EPLE	DABS	HFGD	CWLS	Customer Price	Package Savings	Average Install Time
<b>EPIC Platinum with Swept Blade Turbofan Propellers 250/B200GT B200/200</b>	EPIC Platinum	●	●	●	●			\$ 193,526	\$ 22,384	210 hrs
	EPIC Platinum + CWLS	●	●	●	●		●	\$ 248,728	\$ 32,382	325 hrs
	EPIC Platinum + HFGD	●	●	●	●	●		\$ 237,873	\$ 29,937	290 hrs
	EPIC Platinum + CWLS + HFGD	●	●	●	●	●	●	\$ 285,184	\$ 47,826	405 hrs

<b>EPIC Gold 250/B200GT B200/200</b>	EPIC Gold		●	●	●			\$ 101,673	\$ 11,817	175 hrs
	EPIC Gold + CWLS		●	●	●		●	\$ 160,703	\$ 17,987	290 hrs
	EPIC Gold + HFGD		●	●	●	●		\$ 148,595	\$ 16,795	255 hrs
	EPIC Gold + CWLS + HFGD		●	●	●	●	●	\$ 205,119	\$ 25,471	370 hrs

- EPIC GOLD applies only to aircraft equipped with Hartzell HC-E4N-3G/D9390SK-1R propellers (factory installed or previously installed Raisbeck TFPS/SBTP. EPIC GOLD does not apply to King Air 250 aircraft.
- King Air 250s are eligible for a RARS credit of \$24,450.

at BB-1509 and after, BY-1 and after, or earlier aircraft fitted with this Hartzell 4-blade aluminum propeller) or

<b>C90/C90GT/C90GTi/C90GTx/E90 EPIC with Swept Props</b>	EPIC	●			●			\$ 111,710	\$ 14,430	70 hrs
	EPIC + CWLS	●			●		●	\$ 168,380	\$ 22,960	185 hrs

<b>100/A100 EPIC</b>	EPIC	TFPS			●			\$ 106,816	\$ 5,778	110 hrs
	EPIC + NWLS**	TFPS			●		NWLS	\$ 146,500	\$ 18,218	225 hrs
	EPIC + HFGD**	TFPS			●	●		\$ 146,400	\$ 18,094	190 hrs
	EPIC + NWLS + HFGD**	TFPS			●	●	NWLS	\$ 190,625	\$ 25,993	305 hrs

\*\* Please contact our Raisbeck Sales Team for availability of 100/A100 series HFGD and NWLS.

## 2018 Combination Pricing

### Multiple System Combination Pricing

For customers purchasing Multiple Systems, the following discounted pricing per System applies for combined packages purchased and installed at the same time. Individual System pricing applies to all single System purchases.

Multiple System Pricing can also apply for customers upgrading to new Swept Blade Propellers from Raisbeck's Quiet Turbofan Propellers and those customers adding Crown Wing Lockers to an aircraft that is fully Raisbeck EPIC-equipped.

System	Customer Price	Customer Savings
Swept Blade Turbofan Propellers (200/90 Series)	\$ 97,299	\$ 5,121
Quiet Turbofan Propellers (90/100/200/F90 Series)	\$ 87,100	\$ 1,774
Ram Air Recovery System (200 Series)	\$ 43,576	\$ 4,574
Enhanced Performance Leading Edges (200 Series)	\$ 37,666	\$ 3,954
Dual Aft Body Strakes	\$ 21,467	\$ 2,253
High Flotation Gear Doors	\$ 46,970	\$ 4,930
Crown Wing Lockers	\$ 59,006	\$ 6,194
Nacelle Wing Lockers	\$ 47,172	\$ 4,952

## Did you know?

With thousands of Systems installed on more than 4,500 King Aircraft since 1982, accumulating many millions of flight hours in service, Raisbeck Engineering has never been issued an Airworthiness Directive or FAA-Mandatory Service Bulletin.



## 2018 Butterfield Products Pricing

### Butterfield Products

System	Customer Price	Approx. Install Time
Flow Through Anti-Ice Kit (200/B200)	\$ 2,995	10-15 hours
Oil Residue Collection System (200/B200/B200GT)	\$ 2,025	5 hours
Air/Oil Separator System (200/B200/B200GT)	\$ 2,700	7-10 hours
Fuel Pan Assembly (200/300)	\$ 690	2 hours
Fuel Pan (200/300)	\$ 475	2 hours
Oil Residue Collection System (B90/C90/E90/F90)	\$ 4,750	10-15 hours
Oil Residue Collection System (300/B300)	\$ 2,025	5 hours
Air/Oil Separator System (300/B300)	\$ 2,700	7-10 hours
Oil Residue Collection System (C90A/C90B/C90GT/C90GTi)	\$ 2,025	4-6 hours
Replacement Floorboard Panels (Multiple Models)	CALL	2 hours

Raisbeck Engineering has integrated Butterfield's products and STCs under one platform for the convenience of our dealers and customers. Visit our website for additional Butterfield product information.

# U.S. A. and Canada Authorized Dealers

Visit [www.Raisbeck.com](http://www.Raisbeck.com) for current dealer listings and contact information

## Arizona

Cutter Aviation  
Executive Aircraft Maintenance  
Signature TECHNICAir  
Textron Aviation – Mesa

## Arkansas

AirResource Group  
Central Flying Services, Inc.  
Hampton Aviation  
Rose Aircraft

## California

Advancetech Aircraft Maintenance  
American Propeller Services  
Circle Air Group  
Mather Aviation (3 locations)  
Textron Aviation – Sacramento  
West Coast Aviation Services  
Yuba-Sutter Aviation

## Colorado

Mountain Aviation  
Straight Flight, Inc.  
West Star Aviation, Inc.

## Delaware

Summit Aviation

## Florida

Aircraft Turbine Works, Inc.  
American Aviation  
Banyan Air Service, Inc.  
Propeller Parts Market  
Textron Aviation – Tampa

## Idaho

Turbo Air, Inc.  
Western Aircraft, Inc.

## Illinois

Elliott Aviation of Moline  
Emery Air

## Indiana

Textron Aviation – Indianapolis

## Iowa

CAMM Air  
Elliott Aviation of Des Moines

## Kansas

Avcon Industries, Inc.  
Ballard Aviation  
Textron Aviation – Wichita  
Yingling Aviation

## Massachusetts

Turboprop East

## Minnesota

Elliott Aviation of Minneapolis

## Missouri

Signature TECHNICAir

## Nebraska

Hillaero  
International Propeller Service  
Signature TECHNICAir

## Nevada

Apex Aviation

## New Hampshire

Pro Star Aviation

## New York

Signature TECHNICAir  
Textron Aviation – Newburgh

## North Carolina

Signature TECHNICAir (2 locations)  
Textron Aviation – Greensboro

## North Dakota

Fargo Jet Center

## Ohio

Stevens Aviation, Inc.  
Winner Aviation

## Oklahoma

Commuter Air Technology  
Tulsair Beechcraft, Inc.  
Valair Aviation

## Oregon

Flightcraft, Inc.

## South Carolina

Eagle Aviation  
Stevens Aviation, Inc.

## South Dakota

Signature TECHNICAir

## Tennessee

Stevens Aviation, Inc.  
Tulsair Beechcraft, Inc.

## Texas

Blackhawk Modifications  
Cutter Aviation (2 locations)  
Deer Horn Aviation  
Gantt Aviation  
North Texas Aircraft Services  
Pollard Aircraft Sales  
Textron Aviation – Houston  
Textron Aviation – San Antonio

## Alberta, Canada

CanWest Air

## Manitoba, Canada

Fast Air

## Ontario, Canada

AMK Aviation  
Field Aviation Sales, Ltd.  
Flying Colours



# International Authorized Dealers

Visit [www.Raisbeck.com](http://www.Raisbeck.com) for current dealer listings and contact information

## AFRICA

### South Africa

Absolute Aviation

## AUSTRALIA & ASIA

### Australia

Hawker Pacific Pty. Ltd. (4 locations)  
Premiair Aviation

### Philippines

Hawker Pacific Asia Pte. Ltd.

### Singapore

Hawker Pacific Pte. Ltd.

## EUROPE

### Denmark

ScanTech

### France

Textron Aviation – Le Bourget

### Germany

Augsburg Air Service  
Textron Aviation – Düsseldorf

### Spain

INAER Maintenance S.A.U.

### Sweden

Bromma Air Maintenance AB

### Switzerland

Textron Aviation – Zürich

## United Kingdom

Gama Support Services, Ltd.  
MCA Aviation

## LATIN AMERICA

### Mexico

ALE Service Center, S. de R.L. de C.V. (2 locations)

## SOUTH AMERICA

### Argentina

Aero Baires SACI

### Brazil

CONAL (Construtora Nacional de Aviação Ltda.)  
Japi Aeronaves  
Lider Aviação  
Premium Tec Aviação Ltda.  
Quick Aviação  
TAM (Aviação Executiva)

### Chile

Aviasur

### Colombia

Searca S.A.

### Venezuela

Aviaservice C.A.



## INTERNATIONAL PROPELLER SERVICE

### **Raisbeck Engineering, Inc.**

4411 South Ryan Way  
Seattle, WA 98178 U.S.A.

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Fax (206) 723-2884  
24-hr AOG (206) 390-8690  
sales@raisbeck.com  
www.raisbeck.com

### **International Propeller Service**

4630 Hartley Street #3 Lincoln,  
NE 68504 USA  
(402) 858-6346

[www.ipsl.aero](http://www.ipsl.aero)

[bob@ipsl.aero](mailto:bob@ipsl.aero)