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Woodgate Aviation is Ireland’s longest established general aviation business, having been formed at Belfast International Airport in 1969. It is also Northern Ireland’s only King Air operator, with two in service since early 2017.

When compared to the rest of the United Kingdom, Northern Ireland faces unique circumstances in respect of the provision of acute, specialized medical care. With a population of only 1.6 million, it is simply not possible to provide the full range of treatment as is available on the British mainland. The Irish Sea is also a formidable barrier in regards to time and distance. Therefore, in order to access particular hospital needs such as transplant surgery or acute paediatric coronary care, including full intensive care patients, an air ambulance service is the only viable solution.
Woodgate Aviation Uses King Air to Succeed in New Markets

by Guy Warner

General Manager of Woodgate Aviation, David Shaw, explained the rationale for introducing the King Air as a matter of simple business logic for the company, which for many years has flown a fleet of Piper PA-31 Navajo Chieftains (five are currently in service, two of which are based on the Isle of Man) on air ambulance duties, contract mail delivery, ad hoc charters and aerial photography tasks. The first Super King Air B200, G-NIAA, was purchased in February 2014. Before delivery to Belfast that June, the aircraft was given a full Phase 1-4 inspection, landing gear overhaul, engine hot section inspection and an avionics upgrade. The original panel was replaced with a Garmin GTN750, GTN650 GPS, communications, GWPS and weather radar suite. The three-blade propellers were replaced by brand new four-bladed Raisbeck Engineering/Hartzell Swept Blade Turbofan props. These reduce noise and vibration, as well as enhancing performance; Founder James Raisbeck noted, “The biggest benefit of propeller blade sweep for the King Air type of airplane is that it allows for a larger diameter propeller without increasing the sound level in the airplane and on the ground. This in turn provides for more takeoff and climb thrust.”

The electrical system in the cabin was also modified to allow for the installation of an industry standard LifePort stretcher system which is at the heart of the Woodgate Aviation King Airs’ main role. The LifePort system incorporates an integral oxygen feed, as well as the power supply for such monitors as ventilators, defibrillators, suction and fluid pumps, etc., as are required. The company states that its LifePort stretcher systems are designed to be lightweight, user-friendly and provide exceptional durability over years of extensive use.

A contract has been authorized with the National Health Service in Northern Ireland, with a guarantee of 100 percent availability for the transfer of patients who are too ill to fly commercially to hospitals in Great Britain. Shaw noted, “We are able to respond to any emergency request within approximately one hour and
are available 24/7." Once a fitness to fly assessment has been made on the patient and the transfer authorized, London can be reached in one hour, 20 minutes, Birmingham in an hour and Newcastle in 45 minutes.

Bespoke slides allow the safe and comfortable transfer of the patient onto the stretcher to and from an ambulance. Four seats are available to carry accompanying medical personnel (and the patient’s relatives if room allows), who may range from nurse to anesthesiologist depending on the medically assessed needs of an individual case. All the specialist staff receive Flight Medical Crew training, which is completed annually. The aircrew also attends the course and takes part in training exercises as simulated patients being transferred from ambulance to aircraft on stretchers to make them fully appreciative of the task.

Road access to the new Woodgate Aviation FBO and hangar, which was opened in 2016, is separate from the main airport complex and therefore can be accomplished without any delay. In cases of clinical need, post surgery patients will also be returned to Northern Ireland by Woodgate Aviation.

G-NIAA was joined by a second King Air, G-NIAB, in 2016. It became fully operational at the start of 2017. The intention is to upgrade the avionics of this aircraft to the same standard as Woodgate’s other King Air as soon as possible. It is fitted with a larger cargo door, which aids with the entry of the stretcher.

Shaw adds, “Last year alone, Woodgate Aviation had its busiest year, transporting 431 patients out of Northern Ireland for specialized treatment not available in local hospitals. Since it commenced operating the air
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When “Lucky” Lindy made his transatlantic crossing, he didn’t have to deal with an ocean of congressional wrangling (maybe that’s why they called him “Lucky”). The prevailing winds blew in his favor. But today, those winds have changed. Flying for business is more scrutinized than ever. Luckily, there’s NBAA. We’ve made a home on the Hill, so that our members can make a living in the sky. Because business aviation enables economic growth. And at NBAA, we enable business aviation.

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ambulance 11 years ago with the PA-31, 2,500 patients have used the service. We are expanding facilities along with our fleet of aircraft, which will enable us to deliver the most cost-effective, professional and dependable service possible for patients from both the Isle of Man and Northern Ireland.”

Competition for this business was intense. Woodgate Aviation had to demonstrate competitive pricing and quality of service to be in the running, and it is clear they were able to satisfy the rigorous scoring criteria. “We are an essential link in the chain for patients who must have specialized care. Patients want to get to a hospital with the least amount of hassle or fuss. Sometimes, the people we transport are in need of transplants to save their lives. Obviously, we have to be professional, but we are not immune from the emotion of it sometimes, especially when transporting very sick infants in incubators who need urgent help,” Shaw explained. “That is what we have been doing in Northern Ireland since 2006. We are delighted to have had our Northern Ireland contract renewed and to have been awarded the contract in the Isle of Man, using a PA-31 based there,” he continued.

With two aircraft now in place at Belfast International, the possibility of using the King Air for private charter work is being actively pursued by the newly recruited
Business Development Manager, Keith McKay, who said, “The King Air is justly renowned for its speed and comfort and has a range of up to 1,800 miles at 280 knots and 35,000 feet.”

With Northern Ireland developing as a tourist attraction, McKay sees potential for high-end business with passengers wishing to travel from anywhere in Ireland, mainland United Kingdom or the near European continent for business trips and sightseeing, and fishing or golfing breaks, featuring smooth, seamless, hassle-free travel. Woodgate Aviation’s FBO incorporates a very comfortable, modern departure lounge within its new hangar complex. He is looking into the possibility of offering personalized packages with limousine companies, luxury hotels and world-famous golf courses. McKay also aims to develop on-board catering packages, adding to a client’s private charter experience. A similar service could...
also be offered for outbound travelers from Northern Ireland or the Irish border counties.

Woodgate Aviation's engineering facility (maintenance) holds a full Part 145 Approval, Part M Approval including airworthiness review and has also been upgraded to provide in-house maintenance for the King Airs, with the ability to give full Phase 1-4 maintenance over the standard two-year cycle. Six licensed engineers have been trained, receiving the necessary type rating for engines and airframe, with one given further training in wing spar inspection. The hangar area is planned to be doubled in size to allow more room, not only for maintenance, but also to secure accommodations for visiting and managed business jets.

At the beginning of December 2016, Woodgate Aviation had the opportunity to showcase their new facility by hosting an Open Evening (Open House), in association with Textron Aviation. This was a great opportunity for Textron to meet potential customers with the stunning King Air 250 on static display for all guests to view.

Currently Woodgate Aviation has 10 pilots, supported by administration and engineering staff, bringing the total work staff count to 35, including the Managing Director, John Keen. “I’ve had a long association with the King Air having undergone type training in 2007. The proven reliability and cabin space is ideal for our multi-role operation. The cabin interior is more than suitable for Medevac sorties, while also having the ability to operate private charters in comfort with a capacity of up to eight passengers.”

The arrival of the King Airs is turning a new page in the history of an old-established company, which has survived and prospered due to its adaptability to the needs of the market. Accordingly, Woodgate Aviation would welcome enquiries from King Air pilots interested in working for the company.

The author would like to express his grateful thanks to John, David and Keith for their help with this article.

Guy Warner is a historian and author living in Northern Ireland. He has written some 30 books and several hundred articles on aviation past and present. He also gives talks, reviews books, contributes to television and radio programs and performs consultancy work for museums and universities. He is currently working on a history of the war at sea 1914-18 from bases in Ireland, which will include the vital role played by the USN and USNAS in 1917-18.
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As of press time, there were still a few openings for the second King Air Gathering being held September 29-30, 2017, at Stevens Aviation in Dayton, Ohio (KDAY). The event will consist of two days of information-packed seminars presented by King Air experts in various areas and will include breakout sessions specializing in piloting and maintenance. Besides all the knowledge you will acquire from the seminars, you will also be among other King Air pilots and owners in which you can gain information through personal experiences.

Some of the topics covered in the seminars are how to approach and perform a post-maintenance flight, ADS-B options for King Airs, service issues Beechcraft is seeing in the field, ForeFlight Performance Plus for turboprops, the efficient PT6 engine and how to run yours, flight control rigging and knowing if it’s correct, maintenance tracking versus record keeping and more.

Two keynote speakers will also be featured at this gathering: On Friday, Dr. David Strahle, Father of Datalink and fellow King Air 200 owner/pilot, will discuss...
“Thunderstorm Avoidance using NEXRAD Radar and Advanced Weather Planning.” On Saturday, Robert “Hoot” Gibson, USN Retired, former fighter pilot, test pilot, and Navy Astronaut will present “Beechcraft Bonanzas to the Space Shuttle.”

The location of this Gathering offers an added bonus for attendees. There is the option of taking a tour of Hartzell Propeller Inc., which is currently celebrating a century in the business of making propellers, and free admission to the National Museum of the U.S. Air Force located at the Wright-Patterson Air Force Base near Dayton.

Go to www.kingairsociety.com for more detailed information, including an agenda.

If you are interested in attending, organizers ask that you go to www.kingairsociety.com and register or you may call (602) 551-8100 to inquire if there is still space available.

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Attendees of the first King Air Gathering during one of the panel discussions with industry experts, where they could ask questions. There will be similar opportunities at the second Gathering.

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**ATC Update**

Even though Congress took its annual August recess through Labor Day, general aviation groups urged the GA community to continue its grassroots efforts by contacting their local congressional leaders and asking them to stop H.R. 2997, under which congressional oversight of the nation’s aviation system would be replaced by an entity governed by a private group unaccountable to Congress.

H.R. 2997 was introduced in June by House Transportation and Infrastructure Committee Chairman Bill Shuster (R-9-PA), and he and other proponents are working to bring the bill to a vote when Congress returns to Washington in September.

GA group leaders encourage those in the GA community to visit www.atcnotforsale.com to find information resources on the issue, including an area that focuses on Myths vs. Facts. For instance, the proponents of H.R. 2997 say “Efforts to modernize our ATC system under the FAA from a World War II-era inefficient, radar-based system to modern, satellite-based system, have failed, running up against billions in cost-overruns and decades of delay.”

Opponents say that this claim is linking ATC privatization with modernization, and they are not...
The latest snag that has been introduced regarding privatizing ATC is that it would add a large sum to the federal deficit over the next 10 years. Just another point to debate in this multi-faceted, disputed bill.

The FAA’s legal authority expires at the end of September. We will see if another extension is in order or if the bill moves on.

**New NTSB Chairman Confirmed**

Robert L. Sumwalt III was sworn in as the 14th chairman of the National Transportation Safety Board (NTSB) in early August. Sumwalt’s nomination for a two-year term by President Trump was confirmed by the Senate August 3. The aviation community was expecting the confirmation as Sumwalt has been serving as the agency’s acting chairman since March 31 of this year.

Aviation groups welcome Sumwalt as he has vast experience in the aviation industry, with an added interest in safety. The new chairman began his tenure with the NTSB in 2006 appointed by President George W. Bush. Before joining the NTSB Sumwalt was a pilot for 32 years, including 24 years with Piedmont Airlines and US Airways, accumulating more than 14,000 flight hours. During his tenure at US Airways he worked on special assignment to the flight safety department and also served on the airline’s Flight Operational Quality Assurance monitoring team. Sumwalt chaired the Air Line Pilots Association’s Human Factors and Training Group and co-founded the association’s critical incident response program. He also spent eight years as a consultant to NASA’s Aviation Safety Reporting System and has written extensively on aviation safety matters. 

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No, I am not talking about your morose attitude. (Although converting that downer into an upper will probably make you a much more pleasant cockpit occupant.) Instead, I am talking about lightening up the weight on the nose tire during the takeoff roll.

Some airplanes exhibit a strong tendency to create nose-down force during the takeoff roll. The Beechcraft Model 60 Duke is infamous for this. As beautiful as the Duke’s profile is, there is no doubt that its nose resembles a door stop – flat on the bottom and sloping down on the top. That sloping top tends to force the relative wind upward and, in turn, a force develops that pushes the nose downward. Less obvious, the 200- and 300-series of King Airs also develop a nose-down force during the takeoff roll. It is not because of a door stop nose design, but instead is caused by the relatively high thrust-line of the power plants. To accommodate their larger diameter propellers, the centerline of the engines on the 200- and 300-series was raised four inches above the centerline used on the 90- and 100-series. The higher thrust line of the propellers creates a rotation force pushing the nose downward.

Unless this nose-down force is compensated for some way, then the faster the airspeed, and the more load exists on the nose tire. In itself, this extra nose tire weight adds drag by making the tire have more rotational resistance. More drag equates to a longer ground roll. Also, it becomes more difficult for the elevators to provide enough down force to lift the nose up to the proper rotation attitude at the correct time.

For the airplane to have performance identical to the airplane that the test pilots used to create the takeoff data charts is probably, in my opinion, difficult and very rare to achieve. Maybe I am just an old “doubting Thomas,” but my experience leads me to believe that all performance charts need to be viewed with a bit of suspicion since it is rare for each airplane and each pilot to perform identically.

One important data point for all takeoff calculations is rotation speed, VR. If it occurs earlier or later than the chart proscribes, then takeoff distance will be affected. So, if we don’t “lighten up,” it is impossible to use the proper VR. Instead, if we wait to add elevator back-pressure until at or near VR, then either (1) we actually rotate at a significantly higher speed due to the time it takes to overcome the downward nose force, or (2) we pull the wheel back so forcefully that the airplane “leaps” into the sky abruptly, giving the passengers quite a surprise.

Therefore, my recommendation is to pull back on the control wheel rather early during the takeoff roll … lighten up the nose tire. This is a subtle technique that requires a bit of trial and error to get right. The goal is to make that nose rise exactly at the proper VR speed, with smoothness and precision. Can anyone do it perfectly all the time? Well, I sure can’t and I have observed very few pilots who do it right consistently. Although no one can guarantee perfection all the time, let’s at least stack the deck in our favor such that we have a realistic chance of using a proper VR.

That means that we must lighten up – lighten up the weight on the nose tire by making the airplane assume a neutral pitch attitude. To do this, we must pull the wheel back enough, and early enough, so that we find that neutral zone: no nose up nor nose down attitude. To decide if we are doing this correctly, here’s the test: Adding just a touch of additional back pressure will make the nose rise a little; releasing just a touch of back pressure will make the nose drop a little.

If we can add some back pressure and yet the nose stays where it is, however, it is telling us that we are not in that neutral zone. We are setting ourselves up for an abrupt and/or late rotation. It gives us a warm and fuzzy feeling when the nose starts up exactly at VR and liftoff occurs when it should.

Finding the proper neutral pitch attitude is a bit easier to accomplish on King Airs with conventional tails than those with T-tails. When the elevators are mounted down low, they are subjected to prop wash, the faster-moving stream of air behind the propellers.
Because the elevators reside in this accelerated airflow once power is applied, they are quite effective even at low speed. The T-tail elevators, on the other hand, reside above the prop wash. At low speed, they are ineffective. Only when airspeed increases enough do the elevators experience sufficient airflow to become effective. It’s been said that the T-tail elevators have an On-Off switch: Off below about 60 knots and On above that. Be prepared for sudden elevator effectiveness as the airspeed picks up in the T-tailed King Airs. Only when going 60 knots or more may you start trying to find the neutral pitch point.

When the runway is long enough, a delayed rotation is not harmful and, in fact, can be desirable. It provides a cushion of extra airspeed and energy that we can utilize when/if we are confronted with an engine failure at this critical time. The negative here is that Accelerate-Stop Distance increases with the higher V1/VR – in most King Airs they are the same value – but if the runway is longer than we need, so what?

The point I am trying to make is that a delayed rotation is not always a bad thing. On the other hand, however, when the runway is short enough to leave us little or no room for error, then we need to do all that we can to properly mimic the test conditions. There is no way to achieve that goal unless we “lighten up” the control wheel rather early in the takeoff roll.

Let’s consider an abort, right near VR. In this situation, lightning up is just the opposite of what we should do. As soon as the right hand pulls the power levers to Idle – and then to Ground Fine or Reverse for some models – the left hand should eliminate all back pressure on the wheel and, instead, push the wheel fully forward. Many airplanes, including some King Airs, exhibit a strong pitch-up tendency when forward thrust suddenly turns into drag or negative thrust. Push forward to make sure the nose tire remains firmly planted on the runway such that directional control is optimized.

You will know that you have learned to lighten up correctly when rotation is so smooth that it is difficult for the passengers to know when they stopped rolling and started flying. Try it. You’ll see! ☺

King Air expert Tom Clements has been flying and instructing in King Airs for over 44 years, and is the author of “The King Air Book.” He is a Gold Seal CFI and has over 23,000 total hours with more than 15,000 in King Airs. For information on ordering his book, contact Tom direct at twcaz@msn.com. Tom is actively mentoring the instructors at King Air Academy in Phoenix.

If you have a question you’d like Tom to answer, please send it to Editor Kim Blonigen at kblonigen@cox.net.
EXPERIENCE
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Raisbeck’s Composite 5-Blade Swept Propeller for your King Air 350
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By the late 1960s, the Beechcraft Model 55 series “Baron” and the muscular Model 58TC had proven to be highly successful additions to the company’s product line. It had begun in 1960 with introduction of the Model 55 that eventually replaced the aging Model 95 Travel Air that had entered production in 1956 and continued to be manufactured until 1968.

Although the Model 95 series was well received by Beechcraft dealers and customers, the Model 55 was a thoroughly modern lightweight, twin-engine Beechcraft that met the demands of a constantly evolving market. By 1971 more than 2,300 of the twin-engine Baron series had been built, attesting to its solid popularity.

During the past 47 years, the Beechcraft Baron 58 series has been highly successful beginning with the Model 58 that was introduced for the 1970 model year. The turbocharged 58TC was less successful with only 151 built. The pressurized 58P (shown) made its debut for the 1976 model year and 495 were built before production ended in 1985. (EDWARD H. PHILLIPS COLLECTION)

By the late 1960s, Beech Aircraft Corporation engineers employed their airframe “cookbook” to create the versatile Model 58 Baron, followed later by the turbocharged 58TC and the pressurized 58P.

Throughout the 1960s, Beech Aircraft was faced with stiff competition from Piper Aircraft Corporation’s turbocharged Aztec and Cessna Aircraft Company’s family of 400-series airplanes such as the unpressurized Model 401 and 402 and later the pressurized Model 414 and Model 421. Gradually, Beechcraft dealers and distributors began to clamor for a larger Baron, one that would compete head-to-head with Piper and Cessna in terms of cabin size, comfort and performance.

As always, company President Frank E. Hedrick and Chairman of the Board Olive Ann Beech listened to what their salesmen were saying. During regional sales meetings held in 1969 in Phoenix, Arizona; Dallas, Texas; and Atlanta, Georgia; company officials unveiled plans for the 1970 model year lineup that included the Model 100 King Air – the first evolution of the venerable turboprop-powered Model 90 that had increasingly dominated the turbine-powered business aircraft market since its introduction in 1964.
The major news, however, for salesmen, owners and operators of the Model 55 Baron series was the announcement that the Model 58 Baron would be available for delivery in 1970. According to Beech Aircraft Corporation historian William H. McDaniel, “This new version of general aviation’s fastest light twin featured a lengthened fuselage offering ample, airline comfort seating for six people, or corresponding optional loads of cargo or passengers. Double rear doors almost four feet wide facilitated loading of passengers or bulky cargo. Designed to meet the specific need of many business users, the Baron 58 was clearly a model with a very substantial sales potential.”

In the late summer of 1968, Beech Vice President of Marketing Roy H. McGregor, Vice President Jack L. Marinelli, aircraft research and development, and long-time Beechcrafter James N. Lew, vice president of engineering, had ordered design studies that centered on stretching the fuselage and cabin of the Model 55, adding more windows (similar to those installed in the Model A36 Bonanza) and lengthening the nose section 10 inches to more easily accommodate that loading and unloading of baggage.

To set the Model 58 apart from its smaller sibling, increasing interior volume was of major importance. To achieve that goal, the new Beechcraft featured an instrument panel that was located farther forward than that of the Model E55. The right-side cabin door and the two front seats also were moved forward. These three major modifications were achieved without having to relocate the wing itself and the main wing spar, which would have entailed major retooling and higher production costs.

Having received the green light from the front office to proceed with the design, construction of the first pre-production prototype was underway early in 1969 and was completed four months later. First flight occurred on June 23 of that year, followed in November by first flight of a production airplane. On November 19, 1969, the FAA approved the Model 58 under an amended Type Certificate (TC) 3A16 – the same TC issued for the Model 55 series, as well as the Model 56TC and A56TC.

To power the Model 58, engineers chose the reliable Continental IO-520-C rated at 285 horsepower. The six-cylinder, fuel-injected powerplant was similar the IO-520-C engines that equipped the Model 95-C55. The Baron’s engines turned McCauley two-blade propellers that featured constant-speed and full-feathering capabilities (three-blade propellers were available as an option). The Model 58 also featured redesigned cowlings and propeller shafts that were extended forward to improve cylinder cooling.
The cabin interior was carefully planned to take advantage of the 135.9 cubic feet of volume provided by reconfiguring the cockpit area. The large double doors located on the right side of the fuselage allowed easy entry/egress from the cabin as well as loading and unloading of light cargo with the four passenger seats removed. The standard cabin seating configuration included four seats facing forward, but a club seating arrangement with the third and fourth seats facing aft proved to be a popular option but was not made available until serial number TH-35. In addition, customers could order fifth and sixth folding seats, but these were best suited only for children or small adults.

The forward baggage compartment accommodated up to 300 pounds of luggage or light cargo, and was accessible through a hinged door forward of the windshield. The compartment also provided about seven cubic feet of space to mount remote avionics components. With all passenger seats removed, the main cabin floor was rated for up to 400 pounds. An additional 120 pounds could be placed in a recess located in the aft cabin area.

The Baron 58’s airframe featured standard all-metal Beechcraft construction with a semi-monocoque fuselage (length 29 feet 10 inches) and a cantilever empennage equipped with dual trim tabs on the elevators and one on the rudder (span was 15 feet 11 inches). Manually-operated pitch trim was standard, but electric pitch trim was an option (few, if any, airplanes left the factory without an autopilot that incorporated electric pitch trim). The wings, which spanned 37 feet 10 inches, featured the NACA 23016-5 airfoil at the wing root that tapered to NACA 23010-5 at the tip, with six degrees of dihedral and an incidence of four degrees.

The wing panels gained their strength from double-spar, box-type aluminum alloy construction fitted with...
single-slotted trailing edge flaps that were operated electrically. The ailerons were of corrugated aluminum alloy, but only the left aileron was equipped with a trim and balance tab. The electrically-operated tricycle landing gear was essentially identical to that of the E55 Baron except that the wheelbase was increased slightly to improve grand handling characteristics.²

As for performance, the Model 58 had a maximum cruise speed of 200 knots (230 mph or 370 km/h) at an altitude of 7,000 feet and a 75 percent power setting. Speed decreased to 162 knots at 12,000 feet with power set to 45 percent. Twin engine rate of climb was 1,695 feet per minute at sea level, or 382 feet per minute with one engine inoperative at sea level at a maximum gross weight of 5,400 pounds.

The only Model 58 built for the 1969 model year was serial number TH-1, but the factory in Wichita, Kansas, built 98 Model 58 Barons for the 1970 model year (serial numbers TH-2–TH-94, TH-96–TH-98 and TH-101–TH-102).³ A standard-equipped Model 58 sold for $89,850. Among the more salient upgrades made during the first model year of production were new Slick magnetos for the IO-520-C engines, improved cabin door seals, optional three-blade propellers; propeller deicing capability, and optional fuel tanks holding 166 gallons (136 standard).

The Model 58 proved to be popular as an owner-flown, lightweight twin-engine Beechcraft. For the 1971 model year, 75 airplanes were built, followed in 1972 with 89 units and another 121 were built in 1973. By that time the price had climbed to $108,850 for a standard-equipped airplane. The 1979 Baron 58 featured Continental IO-520-CB engines, still rated at 285 horsepower each, that incorporated a new crankshaft (change effective with serial number TH-973). The next year a new exterior paint design was applied and the cabin interior was restyled. In addition, an electrically-heated windshield was available for the first time.

The 1984 Model 58 featured a number of major upgrades including a redesigned interior and exterior paint scheme, a new instrument panel and instrumentation, and installation of a dual control system that finally eliminated the throw-over control column that had been in use since the early production Model 17 biplane. Another important upgrade was installation of Continental IO-550C engines, each rated at 300 horsepower. As of 1984, Beech Aircraft had produced more than 1,400 examples of the Baron 58, but only 41 airplanes were built that model year. The price for a standard-equipped Model 58, however, had escalated to $315,000. By 1986, more than 1,500 examples of the Baron 58 had been built and market demand remained strong.
Production continued unabated through the 2004 model year, although the number of units manufactured declined steadily. For example, 41 were built in 1984, 69 in 1985, three in 1986 and 24 in 1987. During the span of 1986 through 1993, only 176 airplanes were built, but the standard-equipped price had skyrocketed to $571,800 for the 1993 Baron 58 from $356,500 for the 1985 version.

In 2005, the Model 58 was upgraded to the G58 (current production model). Overall, this latest version of the venerable Beechcraft has changed little from its predecessors with only minor upgrades to the airframe and systems, including Continental IO-550-C engines each rated at 300 horsepower. A major improvement, however, was installation of the Garmin G1000-series digital, fully-integrated avionic architecture to help keep pace with the competition. The G58 has a maximum range of 1,480 nautical miles, a useful load of 1,494 pounds and a maximum cruising speed of 202 KTAS. As of early 2017, the G58 remained in production selling at $1.4 million for a standard-equipped airplane. According to Beech Aircraft’s parent company Textron Aviation, 309 G58 were delivered during the 2015-1016 model years.

In the wake of the Model 58’s success, in 1976 Beech Aircraft introduced the six-place, turbocharged Model 58TC, priced at $170,750 (before options). The chief modification was trading the Continental IO-520-C engines for the six-cylinder, turbosupercharged, injected, opposed (TSIO) Continental IO-520-L powerplants each rated at 310 horsepower at 2,600 RPM. Each engine was equipped with three-blade propellers featuring constant-speed operation and full-feathering capability. First flight of a pre-production airplane occurred on October 31, 1975.

Long-time Beechcraft salesman and historian Larry A. Ball maintained that the 58TC was “probably certified and offered on the market for only two reasons. First, the engine installation already was under development for the pressurized Model 58P, and second, competitors Piper Aircraft Corporation and Cessna Aircraft Company were offering unpressurized, turbocharged airplanes” (such as the Piper Aztec F and Cessna Model 402, respectively).

Unfortunately, the 58TC failed to achieve the popularity of the Baron 58 series and “never enjoyed wide acceptance,” Ball said. During nine years of production only 151 were built, but a 1977 Model 58TC did achieve some degree of fame when it became the 40,000th Beechcraft manufactured since the Model 17R cabin biplane of 1932.

Dimensions and performance were similar to the Model 58, with a maximum speed of 249 knots, range (with 190 gallons of useable fuel) 968 nautical miles at an altitude of 20,000 feet, and a service ceiling of more than 25,000 feet. Maximum ramp weight was 6,140 pounds, decreasing to maximum takeoff weight of 6,140 pounds (after fuel burn for startup and taxi).

For the 1976 model year, Beechcrafters built 34 examples of the 58TC beginning with serial number TK-1. The 1977 version remained unchanged, and 26 units were manufactured followed in 1978 by 24 units. Polyurethane paint became standard on the 1979 58TC that also featured more powerful Continental TSIO-520-WB engines, each rated at 325 horsepower (possibly in response to Cessna’s 1979 Model 402C upgrade that included Continental TSIO-520-VB engines each rated at 325 horsepower). Standard-equipped price increased to $206,650, and only 25 airplanes were built that year.

From the 1980 model year to 1984 only 42 of the turbosupercharged Beechcrafts were built, including four in 1982 and one each in
1983-1984. The final Model 58TC built was serial number TK-151 that was the only 58TC to have the new, dual-control installation and new instrument panel design that also was used in the Model 58 and 58P. When the last 58TC rolled off the assembly line, base price had risen to $284,500 compared to $170,750 for the first production 58TC.

In an attempt to keep pace with competition from Cessna’s twin-engine, pressurized Model 421 (introduced in 1968) and later the Model 421B Golden Eagle that was unveiled in 1973, as well as other competitors, Beech Aircraft officials believed it was necessary to offer customers a pressurized version of the Model 58TC. It should be noted here that Piper built and flew a PA-41P pressurized Aztec in 1974, but the engineering proof-of-concept airplane (serial number 41P-1, registered N9941P) was not developed. The PA-41P was powered by two Lycoming TIO-540 engines each rated at 270 horsepower. After flight tests were terminated, the airplane eventually was donated to the Mississippi State University.5

Within the hallowed halls of “Mahogany Row,” discussion about whether to move forward with the Model 58P was not without its share of internal controversy. The chief point of contention between marketing and engineering executives centered on the Model 60 “Duke” that, as of the early 1970s, was selling reasonably well.

The six-place, dramatically-styled Duke was aimed directly at Cessna’s highly successful Golden Eagle, but because of the Duke’s sleek fuselage design, its cabin was smaller and less comfortable than that of the Model 421B. A few people, including Larry A. Ball, opposed developing the Model 58P because he believed the Duke already filled the 58P's proposed market niche.6

Many years later, Ball explained the situation this way: “Basically, my main argument was we already had a pressurized Baron, only it was called the Beechcraft Duke. I argued that we already had essentially what they were after.” Despite his “reasoned” presentation to all concerned, he lost the battle. The Baron 58P proposal was approved. Ball later commented that “when marketing has made up their mind and engineering is willing to tell them what they want to hear, manufacturing will usually lose the argument.”

An engineering prototype of the Model 58P first flew on August 16, 1973. After the flight test program was complete, the FAA granted certification on May 21, 1974. The 58P was powered by two Continental TSIO-520-L engines each rated at 310 horsepower. Bleed air from the turbosuperchargers was routed to the cabin and provided a maximum differential of 3.6 pounds per square inch (psid). At maximum differential, the system kept the cabin altitude at sea level up to a flying altitude...
of about 8,000 feet. Flying at 18,000 feet, the 58P’s cabin altitude was 7,700 feet and increased to 10,000 feet at a cruising altitude of 21,200 feet.

At 25,000 feet, the 58P cruised at 213 knots and at that altitude with 190 gallons of useable fuel, could fly 1,086 nautical miles. Rate of climb (two engines) at sea level was 1,413 feet per minute (fpm), while rate of climb with one engine inoperative (sea level) was 205 fpm decreasing to 172 fpm at an altitude of 5,000 feet. Maximum takeoff weight was 6,100 pounds with a useful load of 2,155 pounds (standard-equipped airplane). Pneumatic deice systems for the wings, empennage and propellers were standard. Base price of the Model 58P during the 1976 model year was $200,750, and 83 units were built beginning with serial number TJ-3.

For the 1979 model year the 58P received upgraded engines – Continental TSIO-520-WB each rated at 325 horsepower (serial numbers TJ-169-TJ-234 were approved for installation of the new engine, except for TJ-210). Maximum speed increased slightly to 261 knots (300 mph).
Other upgrades included a new exterior paint design, major improvement to cabin interior appointments, and maximum cabin pressure differential increased to 3.9 psid from 3.7 psid. The factory at Salina, Kansas, built 65 units in 1979. A standard-equipped Model 58P carried a base price of $250,000.

Production continued unabated through the remainder of the 1970s, with 83 units built in 1980, 68 in 1981 and 47 in 1982. Manufacture plummeted to only 11 in 1983 as base price increased to $384,650. The final version of the 58P was built for the 1985 model year when 27 were manufactured. Base price increased to $473,000. During a production life of nine years, a grand total of 495 airplanes were built.\(^7\)

Based on production of all three Baron models built from 1976-1985, the Model 58 by far proved to be the most popular with Beechcraft owners and operators worldwide. As of late 2016, 2,124 had been built since 1970. The Model 58’s combination of performance, utility, comfort and reliability helped to keep it rolling off the assembly line for more than 45 years.\(^8\)

NOTES:

7. The unofficial term “Mahogany Row” applied to the walls of mahogany paneling that lined the corridor within Beech Aircraft’s main administration building. Senior company executives, including Olive Ann Beech, had their offices located there.
8. Ed 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, Kan. His writings have focused on the evolution of the airplanes, companies and people that have made Wichita the “Air Capital of the World” for more than 80 years.
Raisbeck Engineering and Hartzell Propeller have again collaborated and announced its new composite five-blade swept propeller for the Beechcraft King Air 350. The new propellers are an extension of the propeller blade technology advancements developed jointly by Raisbeck and Hartzell for the King Air 90, King Air B200 series and King Air 300 series aircraft. The new five-blade swept propellers replace the standard Hartzell four-blade aluminum-blade propellers currently on the King Air 350.

Utilizing the swept blade technology as an integral part of its design, the Raisbeck Hartzell team has developed an advanced structural composite propeller made of carbon fiber.

Designed to improve passenger comfort and performance, the aerodynamic blade design combined with advanced structural design maximizes thrust, therefore increasing performance while reducing noise for the King Air 350. Other benefits include unlimited blade life, reduced maintenance costs with six years/4,000 hours TBO, three years/3,000-hour warranty, increased takeoff acceleration, and better landing deceleration and accel-stop. The composite five-blade swept propeller provides a total weight savings of 47 pounds compared to the current OEM propeller for the King Air 350.

Supplemental Type Certificate (STC) approval is expected soon, with production by Hartzell immediately following.

Raisbeck Engineering also recently announced that Yingling Aviation has joined Raisbeck’s global network of Authorized Dealers. Founded in 1946, Yingling is a full general aviation services provider at Dwight D. Eisenhower National Airport (ICT) in Wichita, Kansas.

Blackhawk Modifications recently announced that the Federal Aviation Administration (FAA) has certified its new high-power XP67A Engine+ Upgrade for the King Air 350.

According to the company, the certification process, which included 172 flight hours over 132 flights, was completed in just 14 months. Tests have shown that the XP67A-powered King Air 350 can fly from sea level to 35,000 feet in just 18 minutes, and has a max cruise speed of up to 340 knots at 28,000 feet, making it the “fastest King Air on the planet.”

Keys to the upgrade include two factory-new Pratt & Whitney Canada PT6A-67A engines and new five-blade composite propeller assemblies and spinners from MT Propellers. Training, support, and a five year/2,500-hour enhanced new-engine warranty are also included.

With XP76A certification complete, Blackhawk is to work on certification for King Air 350ER. The company is equipping a King Air 350ER with the XP67A Engine+ Upgrade, and is planning for certification at 16,500 maximum takeoff weight (MTOW) later this year. The final phase of the project will consist of certifying a King Air 300 with the XP67A Engine+ Upgrade, starting early next year.

Blackhawk has launched a new, XP67A-centric website to highlight the features and advantages of this new program. Visit www.fastestkingair.com or contact your Blackhawk representative to learn more.

CenTex Aerospace has received FAA approval for a 14,000-pound maximum takeoff weight for Beechcraft King Air 200, A200 and B200 series airplanes with high flotation landing gear. Called the Halo 275 conversion, the 1,500-pound MTOW increase includes a 1,000-pound increase in the maximum landing weight and for model years 1993 and later, a 500-pound growth in the maximum zero fuel weight.

Like the popular Halo 250 conversion, the Halo 275 adds five safety systems: an engine fire extinguisher, elevator trim warning, over-speed warning, emergency cabin lighting and an ice mode for the stall warning system. These new systems increase the empty weight by 80 pounds. Overall, the net payload increase can equate to eight 170-pound passengers with 60 pounds left over for baggage or another 1,420 pounds of cargo or fuel.
According to CenTex, a fully fueled King Air 200 with the Halo 275 conversion can accommodate a pilot plus nine passengers with baggage. In other words, a Halo 275-equipped King Air 200 has a range of 1,900 nautical miles (zero wind + 45-minute reserve) while carrying a pilot and nine passengers. To fly this far in a standard King Air 200 you would have to leave behind eight of the nine passengers.

Contact CenTex Aerospace, Inc. for more information regarding the Halo 275 conversion at (254) 752-4290 or go to www.centex.aero. The Halo 275 conversion is also available on the new Beechcraft King Air 250 equipped with high flotation from Textron Aviation. Please contact Textron Aviation for information.

IS&S Partners with Blackhawk to Distribute and Install NextGen Flight Deck and Integrated Turboprop Autothrottle for King Air 200 and 350

Innovative Solutions & Support, Inc. (IS&S) has entered into an agreement with Blackhawk Modifications, Inc. to partner as a distributor and installation center for IS&S’s NextGen Flight Deck and Integrated Turboprop Autothrottle for the King Air 200 and 350 platforms.

IS&S explains that the NextGen Flight Deck applies its recently STC’d PC-12 flight deck with its Patent Pending autothrottle, the first and only FAA certified for Part 91 and 135 operations. It can then be fully integrated with Primary Flight Displays (PFD) and Multi-Function Display (MFD) with dual satellite based augmentation system (SBAS) GPS receivers in support of the Integrated Flight Management System (IFMS™) with LPV approach capability. The result is an integrated avionics suite providing unrivaled situational awareness, safety enhancements and operational performance.

The IS&S Turboprop Autothrottle allows a pilot to automatically control the power settings of the engine. The Autothrottle computes and controls appropriate...
power levels and features an automatic take-off and go-around mode that smoothly brings the turbine engine to max power in a few seconds. The Autothrottle’s engine out thrust control will automatically adjust the remaining engine power if the airspeed falls below minimum-control airspeed Vmc. The pilot can maintain control as the Autothrottle mitigates the adverse YAW allowing the aircraft to safely accelerate under full control.

The Autothrottle includes two other major modes; the torque hold and airspeed hold modes, where the pilot selects the desired torque or desired airspeed. At all times and regardless of the mode, the system protects the aircraft from over and under speed as well as protects the engine from over torque or over temperature.

When engaged by the pilot, the Autothrottle system adjusts the throttles automatically to achieve and hold the selected airspeed guarded by a torque/temperature limit mode. If the pilot manually adjusts the power level and approaches torque or temperature limits the Autothrottle will warn the pilot with a built-in throttle handle shaker system.

IS&S will utilize a King Air provided by Blackhawk Modifications for flight testing and expects an STC shortly.

Garmin Receives EASA Approval for New GTN 650/750 Features

Garmin announced an expanded feature set, an enhanced user interface and additional wireless connectivity solutions for its popular GTN 650/750 touchscreen navigators. New GTN enhancements include pinch-to-zoom and Flight Stream 510 integration, which supports wireless Database Concierge between the GTN and the Garmin Pilot app on a mobile device. Flight plan transfer, as well as traffic, weather, GPS information and more also display on select mobile devices when paired with Flight Stream 510. Pilots can also utilize the Garmin Pilot app on Apple mobile devices to send text messages and initiate phone calls. These new features bring advanced capabilities and even more functionality to new and existing GTN 650/750 touchscreen avionics.

Pinch-to-zoom user interface

The GTN 650/750 now features pinch-to-zoom capability on any map, traffic or terrain page, in addition to the dedicated zoom icons. Much like pinch-to-zoom on a smartphone or tablet, pilots can naturally use two-finger gestures on the GTN to zoom in and zoom out.

Database Concierge wireless database management

Flight Stream 510 is a small, patented Wi-Fi and Bluetooth-enabled MultiMediaCard (MMC) that enables wireless Database Concierge and communication between the GTN 650/750 series, select avionics and up to two compatible Apple or Android mobile devices operating Garmin Pilot. Wi-Fi connectivity is specifically for wireless database transfer, while Bluetooth enables a wide variety of additional capabilities, including flight plan transfer, the sharing of traffic, weather, GPS and more. Customers can easily incorporate wireless technology into their aircraft with the latest GTN software upgrade and Flight Stream 510 as no wiring changes or complex installation considerations are required. For customers with a G500/G600 glass flight display installed, back-up attitude information also wirelessly displays within a mobile device.

European enhancements

Tailored specifically to European operators, the GTN series now includes the option to display Visual Reporting Points (VRPs) on the moving map. Often used as reporting points in controlled airspace, pilots can easily reference these points relative to their position on the map so it’s easy to navigate and make accurate reports to air traffic control.

Database synchronization

Customers with any combination of GTNs or GTNs with G500/G600s receive additional benefits with database synchronization. Once customers complete the wireless database transfer to the GTN, the databases are automatically transferred to the G500/G600 and synced across both systems to ensure database information matches and is up-to-date. Chart streaming also allows pilots to view and utilize departure, approach and arrival charts immediately, even while the charts database is synchronizing between the two systems. Flight Stream improves the experience by adding Database Concierge wireless database transfer, which automates database management between Garmin avionics. Flight Stream 510 wirelessly transfers the following databases to compatible avionics: Jeppesen NavData or the Garmin Navigation Database, Airport Directory, Obstacle, Terrain, SafeTaxi, FliteCharts and Basemap.
Connext text and voice control via mobile devices

With Flight Stream 510, customers can pair an Apple mobile device operating Garmin Pilot to the GTN to access text and voice services enabled by a GSR 56 datalink. While in-flight and on the ground, pilots can quickly send and receive messages with a mobile device using a familiar conversation format and conveniently utilize the phone’s existing contact database. Similarly, customers can initiate phone calls on an Apple mobile device using Garmin Pilot, so it’s easier to complete phone calls over a headset while in flight. The GSR 56 also supports the display of weather on compatible avionics.

Additional features within the latest GTN software upgrade

- Radios are available during power-up prior to engine start.
- With the addition of the new flight track vector, pilots are provided more visual cues to help ensure flight plan tracking.
- Pilots have the option to clear all stored flight plans and user-waypoints.
- Hot spot descriptions are pilot-selectable on the SafeTaxi diagram.

These new features are available immediately from Garmin Authorized Dealers for hundreds of aircraft makes and models. The GTN software upgrade is supported by Garmin's award-winning aviation support team, which provides 24/7 worldwide technical and warranty support. For additional information, visit www.garmin.com/aviation.

1 Additional equipment and/or subscriptions may be required.

National Flight Simulator Announces Upgrade to King Air Training

National Flight Simulator, LLC, a simulator-based recurrent training center located at the Manchester-Boston Regional Airport (MHT) in New Hampshire has significantly upgraded one of its Elite iGATE AATDs. This FAA-approved trainer represents the King Air 90-, 100-, and 200-series model of aircraft for insurance company approved recurrent and initial training requirements.

The phase one upgrade includes hardware and software updates, a new enhanced visual package with the Lockheed Prepar3d Enhanced Visual System, the iPad intergradation for Electronic Flight Bag (EFB) applications and the ability to connect to Pilotedge.net, for a live Air Traffic Control (ATC) service.

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National Flight Simulator utilizes four FAA-approved Elite iGATE AATDs, all capable of training King Air pilots, along with a FlyThisSim Touch Trainer to provide pilots with a full range of instrument panel presentations, including the Garmin 500/600 with the GTN 430/530 navigators, the Garmin 1000, Aspen and a variety of autopilots.

A complete list of aircraft training programs offered by the company can be found at www.nationalflightsimulator.com.

Garmin Introduces D2™ Charlie Aviator Watch

Garmin International, Inc. announced the D2 Charlie aviator watch, a timepiece that boasts global navigation information, rich and colorful moving maps and a host of connectivity options. Designed with pilots, aviation enthusiasts and aspiring pilots in mind, the D2 Charlie aviator watch features real-time worldwide weather radar, as well as airport information that includes frequencies, runway information, weather data and more. Garmin Elevate™ wrist heart rate technology also allows customers to measure heart rate 24/7 alongside daily activity tracking. Whether climbing into the cockpit, playing a round of golf or in the boardroom, using the new QuickFit™ bands pilots can easily switch between the titanium, leather or silicone bands in seconds to suit style preference.

Aviation-inspired signature accents along the bezel and a unique feature set tailored to aviators bring additional functionality to the cockpit. A colorful, dynamic moving map incorporates key landmarks, such as airports, navaids, roads, bodies of water, cities and more, offering improved situational awareness. Dedicated direct-to and nearest buttons along the side of the bezel allows for immediate navigation commands.

When the D2 Charlie is paired with Garmin Connect™ on a connected mobile device, customers can view weather radar on top of the map display relative to flight plan information. To easily access local weather radar, pilots can simply press and hold the direct-to and down buttons. Pilots can also overlay estimated time enroute (ETE), universal coordinated time (UTC) or other pilot-selectable data fields to see the map so it’s easy to monitor the progress of a flight and view pertinent flight information simultaneously.

D2 Charlie offers a bold design made of premium materials, including a sapphire scratch-resistant crystal lens and a diamond-like carbon (DLC) coated titanium bezel for improved durability. A sunlight-readable, high-resolution color display with an LED backlight on the watch face allows pilots to view data in most lighting conditions in the cockpit. The D2 Charlie offers up to 20 hours of battery life in GPS mode and up to 12 days in smartwatch mode.

An advanced, standalone navigator, the D2 Charlie aviator watch incorporates exclusive navigation functions and capabilities that aid in navigating. New airport information pages display communication frequencies, runway information (including dimensions and surface type), weather data and more for a specified airport. The flight log page allows pilots to conveniently reference recent flights at their wrist, displaying date, flight duration, total distance and more of a particular flight. Additionally, improved flight planning capabilities include the option to add multiple waypoints within a single flight plan and the ability to navigate direct to any waypoint in a flight plan.

Comprehensive integration within the Connext® ecosystem sets the D2 Charlie aviator watch apart from other aviator watches on the market. When using the Garmin Pilot™ application on a compatible Apple or Android mobile device, pilots can wirelessly transfer a flight plan to D2 Charlie. GPS data from the watch can also be shared and used by a tablet or mobile device using Garmin Pilot. D2 Charlie also features automated flight logging, which initiates the logbook function to begin recording when a change in altitude is detected. Information such as date, total flight time and route are automatically recorded and logged within the watch and synced across the flyGarmin® website and the Garmin Pilot app.

The D2 Charlie aviator watch comes preloaded with a full multisport toolset for running, golfing, cycling, swimming, skiing and more. Water rated to 100 meters, the watch can also withstand swimming and other water activities. In addition to a variety of sport profiles, D2 Charlie incorporates activity tracking functions, which counts steps and provides a customized step goal each morning, while also counting calories and distance.
throughout the day. It also features a vibration move alert after one hour of inactivity and sleep mode to monitor quality of rest at night.

Boasting a variety of connected features, the D2 Charlie merges style and sophistication into a single timepiece. When paired with a compatible smartphone, customers can view phone calls, text and email smart notifications at their wrist. Two built-in aviation-tailored customizable watch faces allow pilots to input the tail number of their aircraft. D2 Charlie is also compatible with Connect IQ so pilots and aviation enthusiasts can further customize their watch with apps, widgets, data fields and watch faces. Customers can even personalize the watch face of their D2 Charlie with a favorite image such as a logo or photo of their favorite aircraft thanks to the Garmin Face It™ app that lets customers create a watch face using a JPEG image.

The D2 Charlie aviator watch is available for a suggested retail price of $799 for the leather band and $999 for the titanium edition. Both versions of the D2 Charlie also come with a sporty silicone band. The D2 Charlie aviator watch also comes with free lifetime aviation database updates. To learn more, visit [www.garmin.com/aviation](http://www.garmin.com/aviation).

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**Pilots N Paws**
is an online meeting place for pilots and other volunteers who help to transport rescue animals by air. The mission of the site is to provide a user-friendly communication venue between those that rescue, shelter, and foster animals; and pilots and plane owners willing to assist with the transportation of these animals.

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2. Post your information and read other posts
3. Wait for contacts/make contact with others

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From Communiqué # ALL-003: Beechcraft and Hawker

Issued: July 2017

ATA 00 — Textron Aviation Service Document Change Notification

The purpose of this Model Communiqué is to notify Beech and Hawker operators that Textron Aviation is standardizing service document formats for all Textron Aviation models.

Service Letter

Textron Aviation plans to start issuing Service Letters for Hawker and Beech models for changes or information that does not change the airplane design and do not require FAA approval.

Service Letters are a quicker and more efficient method to get information or instructions to owner/operators when a change to the airplane design is not required.

Service Bulletins will be issued only for changes that affect the airplane design and require FAA approval of technical data on all Textron Aviation models.

Service Document Numbering

Service document numbers for all Textron Aviation models will be using a format that will identify:

- Document type (SB or SL)
- Model specific, model series or aircraft type
- ATA chapter
- Sequential number in that ATA chapter

Examples:

- Model specific:
  - Hawker model 4000 = SB4000-24-01, SL4000-24-01
  - Premier model 390 = SB390-24-01, SL390-24-01

- Model Series:
  - Hawker 125 series (All models) = SB125-27-01, SL125-27-01
  - Beechjet 400/400A, Hawker 400XP = SB400-27-01, SL400-27-01

- By aircraft type:
  - Multi Turbo Prop = MTB-32-01, MTL-32-01
  - Single engine piston = SEB-32-01, SEL-32-01
  - Multi engine piston = MEB-32-01, MEL-32-01

For questions or comments regarding this Model Communiqué, please contact Technical Support at 1 (800) 429-5372 or 1 (316) 517-9330. For Beechcraft/Cessna/Hawker subscription information, contact the Technical Manual Distribution Center (TMDC) at 1 (800) 796-2665 or 1 (316) 517-6215.

The above information is abbreviated for space purposes. For the entire communication, go to www.txtavsupport.com.
GARMIN’S #1 AFTERMARKET DEALER BRINGS YOU THE NEXT EVOLUTION OF G1000

The next evolution of Garmin’s G1000 is now here, the G1000 NXi! At Elliott Aviation, we have completed more Garmin G1000 installations than all other dealers in the world COMBINED! Let us offer you the same great installation our customers from all over the world have experienced on a G1000 NXi installation with a 15-day, $3,000 per day guaranteed downtime. For current G1000 owners, the NXi gives you a cost-effective, plug-and-play solution that can be completed in as little as two days. As a Factory Authorized King Air Service Center, Elliott Aviation offers on-site training to make sure you are comfortable with your system before you leave.

The Garmin G1000 NXi Features the Following Upgrades over the Standard G1000:

- HSI Map Overlay on the PFD (Flight Plans, Datalink Weather, Traffic, Weather Radar, Relative Terrain and More)
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