Performance Enhancement Systems For
The Beechcraft King Air Family
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All applicable comparison data presented herein are directly taken from FAA-Approved Pilot’s Operating Handbooks and Airplane Flight Manuals.
When Beechcraft’s King Air designs were frozen for production, they represented the latest state-of-the-art aerodynamic, structural and engine technology available at the time.

For the 90-series, that year was 1963; the 100s were frozen in 1969, and the 200 in 1974. While later versions of these models including the C90GT, B200GT, 300 and 350 incorporated more powerful engines, the fundamental elements of their original design, such as their wings, nacelles, and basic aerodynamics remained unaltered. No fundamental redesign was ever undertaken by the factory.

Recognizing this trend, in 1980 Raisbeck Engineering began developing new concepts to breathe up-to-date technology into the various King Air models. First certification and deliveries of these resulting systems began in 1982, and continue through the present day.

Now more than 40% of all eligible King Airs of all types, and over 64% of all 200/B200s are Raisbeck-equipped.

All Raisbeck Systems provide measurable results in performance and overall airplane productivity. Over the decades, a long list of satisfied customers has developed. These operators and owners vouch, without reservation, for the trouble-free improvements and return-on-investment they have enjoyed with our Performance Improvement Systems.

Talk with your Hawker Beechcraft Service Center or one of our many independent installation centers about price and scheduling of your King Air for Raisbeck System installation.

Buying a new or preowned King Air? If not already Raisbeck-equipped, why not include our Systems with your purchase? It just makes good business sense.

In addition to our standard warranty on materials and workmanship, I offer you my personal guarantee: if for any reason you are not immediately satisfied for any reason with any of our Systems, remove it — we’ll cheerfully refund your money.

James D. Raisbeck, Founder and CEO
Raisbeck Engineering, Inc.

You made an important decision in purchasing your King Air. Your flight and maintenance departments know from experience it is already an excellent aircraft. Now you can add any or all of these various Raisbeck Systems, and enjoy the increased productivity, performance and peace-of-mind they bring you.

Simply more of what you bought your King Air for.
THE SEVEN POINTS OF AIRPLANE PRODUCTIVITY

THE CONCEPT

Every product ever envisioned at Raisbeck Engineering 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 make a major contribution to at least one.

PRODUCTIVITY

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?_

As you review our Systems for your Beechcraft King Air, put each one to this productivity test yourself. By doing this, you will bring objectivity into your purchasing decisions...

_It just makes good business sense._
ENHANCED PERFORMANCE PACKAGES (EPIC)

SYSTEMS FOR THE 90 SERIES
- Power Props
- Dual Aft Body Strakes
- Wing Lockers
- Increased Gross Weight

SYSTEMS FOR THE 200 SERIES
- Power Props
- Enhanced Performance Leading Edges
- Ram Air Recovery
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Wing Lockers
Each system is designed to increase specific areas of performance. Our EPIC Performance Systems are packaged to take advantage of their synergistic effects, and to cover them with FAA-Approved Performance Improvement Airplane Flight Manual Supplements.

Documented improvements include increased allowable gross weights, shorter takeoff and landing distances, better climb and initial cruise altitudes, faster and more fuel-efficient cruise, and enhanced all-weather engine performance.

You also benefit from better pricing and more efficient installations through EPIC packaging.

“To try to say which Raisbeck Performance System outdoes the others, I would have to say they all work together as a system.”

– Mike Colyer
Chief Pilot, FA-217

SYSTEMS FOR THE 100 SERIES
- Power Props
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Wing Lockers
- Increased Gross Weight

SYSTEMS FOR THE 300/350 SERIES
- Dual Aft Body Strakes
- High Flotation Gear Doors
- Wing Lockers
THE EPIC BENEFITS

- *Dual Aft Body Strakes* reduce drag, increase stability and ride comfort, and increase yaw-damper-inoperative altitude
- *Crown Wing Lockers* each carry 300 pounds of luggage and cargo, with no performance penalty
- *Fully-Enclosed High-Flotation Main Landing Gear Doors* for the 350ER decrease drag, improve mission capability
Our Fully-Enclosed Main Landing Gear Doors are helping the military and other United States and foreign government 350ERs meet their overall mission goals, both high speed and in loiter.

Raisbeck Wing Lockers increase your maximum cargo capacity up to 600 pounds by adding 16 cubic feet of luggage space behind the nacelles. And, they are area-ruled to fly with you with no performance penalty.

These yaw-stabilizing Dual Aft Body Strakes increase your yaw-damper-inop maximum altitude to over 19,000 feet. You can come safely home over the mountains in comfort to your own maintenance base should your yaw damper fail en-route. Drag is also reduced while passenger and pilot comfort are measurably increased.

Our Dual Aft Body Strakes and Wing Lockers are factory-installed on the King Air 350 production line, and have been since 2001.
THE EPIC BENEFITS

- FAA-Certified to operate safely into and out of over 3,000 additional airports in the United States alone; opens up a whole new vista to your operations

- Additional FAA Certification to FAR Part 25 Commercial Airline standards, including Balanced Field Lengths, allows you to carry up to 2,500 pounds more payload/fuel safely and legally from shorter, hotter, higher airports

- Shorter takeoff, higher climb rates and higher cruise altitudes, increased cruise speeds and range, and shorter landing distances afford you unparalleled economy and flexibility

- Your ride, both as pilot and passenger, is measurably quieter, smoother, and more stable
THE EPIC ELEMENTS

Raisbeck/Hartzell 94" Turbofan Propellers (TFPS) – EPIC PLATINUM ONLY – are called The Power Props in the industry because of their obvious characteristics of increased takeoff thrust, increased climb, quiet lower-RPM cruise, and bold ramp presence.

Our patented Ram Air Recovery System (RARS) gives you more speed and better fuel consumption by reducing engine ITT and increasing engine torque, in both normal and anti-icing modes.

These Enhanced Performance Leading Edges (EPLE) reduce your stall speed while at the same time decrease your cruise drag and wing fatigue.

Our Dual Aft Body Strakes (DABS) decrease drag and increase yaw stability. Your yaw damper is no longer a dispatch requirement throughout your flight envelope.

Fully-Enclosed High Flotation Gear Doors (HFGD) – HIGH FLOTATION GEAR AIRPLANES ONLY – restore the overall performance normally lost when your airplane is HFG-equipped. And, your wheel wells and brakes are kept clean and dry.

All of our EPIC Performance Systems are covered by FAA-Certified Airplane Flight Manual Supplements, giving full coverage of all aspects of your King Air’s flight envelope.

ADDITIONALLY AVAILABLE:

These Crown Wing Lockers hold over 16 cubic feet and up to 600 pounds of luggage and cargo without drag or performance penalties.
Our 200-Series EPIC Packages come in two forms:

- **EPIC PLATInUM** – which includes:
  - Our exclusive 94" Raisbeck/Hartzell Turbofan Propellers (The Power Props)
  - Ram Air Recovery System
  - Enhanced Performance Leading Edges
  - Dual Aft Body Strakes
  - High Flotation Gear Doors (if HFG equipped)
- **EPIC GOLD** – all of the above except props, for those aircraft already equipped with Hartzell/Beech 93" propellers

With our EPIC Performance System…

- Your 200 will perform like a B200
- Your B200 will perform like a B200GT
- Your B200GT will outperform any King Air of any model ever certified, including the new 250
- And…they all have FAA-Certified airport performance not available anywhere, at any price.

### Typical Comparisons – All 200 Models

#### FAA-CERTIFIED **EPIC PLATInUM** PERFORMANCE DATA

<table>
<thead>
<tr>
<th>Performance Parameter</th>
<th>B200 + EPIC PLATInUM</th>
<th>Factory B200</th>
<th>IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TAKEOFF</strong> (S.L., ISA, 12,500 lbs, Flaps 0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distance Over 50 ft</td>
<td>2,290 ft</td>
<td>3,300 ft</td>
<td>1,010 ft less runway</td>
</tr>
<tr>
<td>Part 25 Balanced Field Length</td>
<td></td>
<td>3,990 ft</td>
<td>Not Certified</td>
</tr>
<tr>
<td>Accelerate-Stop Distance</td>
<td>3,290 ft</td>
<td>3,380 ft</td>
<td>90 ft less runway</td>
</tr>
<tr>
<td>Accelerate-Go Distance</td>
<td>3,290 ft</td>
<td>6,370 ft</td>
<td>3,080 ft less runway</td>
</tr>
<tr>
<td><strong>CLIMB</strong> (S.L., ISA, 12,500 lbs)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two Engine Rate-of-Climb</td>
<td>2,500 ft/min</td>
<td>2,440 ft/min</td>
<td>60 ft/min faster</td>
</tr>
<tr>
<td>Time-to-Climb to 28,000 ft</td>
<td>15 minutes</td>
<td>19 minutes</td>
<td>4 minutes less</td>
</tr>
<tr>
<td>Time-to-Climb to 33,000 ft</td>
<td>21 minutes</td>
<td>29 minutes</td>
<td>8 minutes less</td>
</tr>
<tr>
<td><strong>CRUISE</strong> (ISA, 11,000 lbs)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. Cruise Speed, 28,000 ft</td>
<td>295 ktas</td>
<td>285 ktas</td>
<td>10 ktas faster</td>
</tr>
<tr>
<td>Max. Cruise Speed, 33,000 ft</td>
<td>286 ktas</td>
<td>273 ktas</td>
<td>13 ktas faster</td>
</tr>
<tr>
<td>Max. Cruise Prop RPM</td>
<td>1,600 - 1,800</td>
<td>1,800</td>
<td>Quieter cruise &amp; cabin</td>
</tr>
<tr>
<td><strong>LANDING</strong> (S.L., ISA, 12,500 lbs)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approach Speed (V_{APP})</td>
<td>97 kts</td>
<td>103 kts</td>
<td>6 kts slower</td>
</tr>
<tr>
<td>Landing Distance over 50 ft (no prop reverse)</td>
<td>2,200 ft</td>
<td>2,850 ft</td>
<td>650 ft less runway</td>
</tr>
</tbody>
</table>

#### Raisbeck Systems for the new King Air 250

At press time, little is known about the actual performance of the new King Air 250. What is known is that the 250 is factory-equipped with:

- Raisbeck Ram Air Recovery System (RARS)
- Hartzell composite 93” propellers
- Winglets

All other Raisbeck Systems are also available for the 250, as they are for all King Air 200 series.
Some of the more popular engine upgrade companies:
- Blackhawk Modifications
- Enhanced Aero
- Silverhawk
- Standard Aero

Thinking of upgrading the Pratt & Whitney PT6A engines on your King Air? For an increase of less than 10% in cost, you can add the full Raisbeck EPIC Performance System and install both performance enhancements during the same down-time. Every engine upgrade package is fully FAA-Certified to include our EPIC Systems, and covered with FAA-Approved Flight Manuals.
THE EPIC BENEFITS

- Increased takeoff (10,500 lb) and landing (9,700 lb) weights
- 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 (earlier 90s)
- Quieter operations through reduced climb and cruise RPM
THE EPIC ELEMENTS

THE POWER PROPS (TFPS)
These Raisbeck/Hartzell 93” Turbofan Propellers replace the smaller 90” Hartzell/Beech props (LJ 1300 and subs), or the old 3-blade props (LJ 1299 and earlier). They are rightly named The Power Props by those who use them for their obvious increased thrust in takeoff, climb, and during reverse on landing.

DUAL AFT BODY STRAKES (DABS)
Your ride comfort and the airplane’s yaw stability in all phases of flight are evident to both pilot and passenger alike. Drag is decreased for slightly faster cruise speeds.

INCREASED GROSS WEIGHT (IGW)
All of your airplane performance from takeoff through climb and cruise, to descent and landing, is fully covered by FAA-Approved Flight Manuals.

CROWN WING LOCKERS (CWLS)
Our Crown Wing lockers open up the cabin for your passengers, hold items such as crew luggage and airplane equipment as well as skis and passenger baggage.

EPIC TAKEOFF DISTANCE COMPARISON

EPIC PERFORMANCE FOR RANGE AND PAYLOAD

Additionally, Raisbeck EPIC Systems are certified with full performance and Increased Gross Weight when you upgrade to PT6A-135A engines from various engine modifiers.
A100/100 EPIC PERFORMANCE PACKAGE

THE EPIC BENEFITS
- Increased takeoff and landing gross weight
- Higher Max Zero Fuel Weight
- Greater payload/range and higher cruising altitude
- Quieter operation through reduced takeoff, climb and cruise propeller RPM
- Elimination of propeller secondary low-pitch stop (A100)

THE EPIC ELEMENTS
- Raisbeck/Hartzell Quiet Turbofan Propellers (The Power Props)
- Dual Aft Body Strakes
- Fully-Enclosed High Flotation Gear Doors (for airplanes equipped with high float gear)
- FAA-Approved Airplane Flight Manual covering all aspects of the flight envelope

Fully covered in FAA-Approved Airplane Flight Manuals, your Raisbeck-equipped airplane can be filled with fuel and payload for highly productive long-range operations.
**E90 EPIC PERFORMANCE PACKAGE**

**THE EPIC BENEFITS**

- Increased Gross Weight to 10,500 lbs
- Better takeoff and climb performance
- Greatly increased payload and range
- Truly quiet environment inside and out, with 1900 RPM takeoffs and 1750 RPM cruise

**THE EPIC ELEMENTS**

- Raisbeck/Hartzell Quiet Turbofan Propellers *(The Power Props)*
- Dual Aft Body Strakes
- FAA-Approved Airplane Flight Manual covering all aspects of the flight envelope

With 400 lbs more carrying capacity, your E90 can be loaded for more range and more passengers.
Our aluminum-hub Quiet Turbofan Propellers replace the original 4-bladed props, reducing weight and noise. No shot-peening is required when blade repair is necessary, reducing maintenance time and cost.

Your F90 will give you more flexibility of operation.

If your airplane is high-flotation-equipped, these area-ruled Fully-Enclosed Main Landing Gear Doors restore the climb and cruise performance of the standard-gear F90.

Certified to carry 600 pounds of cargo (including skis) in 16 cubic feet of additional space, these aerodynamically shaped lockers add measurably to your cargo space. Maximum Gross Weight remains at 10,950 pounds.

These drag-reducing Dual Aft Body Strakes also increase airplane stability so much that your electronic yaw damper is no longer necessary at any altitude, and no longer a dispatch item.

If your airplane is high-flotation-equipped, these area-ruled Fully-Enclosed Main Landing Gear Doors restore the climb and cruise performance of the standard-gear F90.
ALL SYSTEMS COME WITH PROFESSIONAL DOCUMENTATION

FAA–Approved Airplane Flight Manual Supplements cover every aspect of your airplane’s operation.

Illustrated Parts Catalogs carry every part, its part number, and where it fits.

Maintenance Manuals are provided for every Raisbeck Performance System installed on your King Air.

Detailed Installation Manuals are provided for use by your Authorized Raisbeck Installation Center, and for your reference.

Step-by-step Photo Guides are the perfect companions to the Installation Manuals.

Service Letters and Bulletins are provided as required for the life of your airplane.
SEPARATELY AVAILABLE SYSTEMS

- **Quiet Turbofan Propellers** (All King Airs)
- **Dual Aft Body Strakes** (All King Airs)
- **Wing Lockers** (All King Airs)
- **Enhanced Performance Leading Edges** (200 Series)
- **Ram Air Recovery System** (200 Series)
- **Fully-Enclosed Main Landing Gear Doors** (HFG-equipped F90, 100, 200 and 300/350)

Every Raisbeck-engineered system is individually FAA-certified, and may be installed as a stand-alone, or to add to your partially Raisbeck-equipped King Air.

You may choose the building-block concept, and add these systems one or more at a time, as your budget and aircraft availability allows.
QUIET TURBOFAN PROPELLERS (THE POWER PROPS) … ALL KING AIRS

THE TECHNOLOGY

• Unique combination of aerodynamic technology and computer-aided manufacture
• Lightweight aluminum hubs and blades
• Oversized hydraulic power piston for lock-in propeller synchrophasing
• Grease-lubricated hubs to preclude oil leaks
• All manufactured by Hartzell Propeller, Inc.

THE BENEFITS

• Available for all King Air models
• Leap-years ahead of any other available King Air propeller in thrust, performance, and cost
• Quiet and virtually vibrationless operation from takeoff to touchdown
• Certified around the world to meet the most stringent regulations and noise requirements
• Inherently improved performance in all phases of flight
• Trouble-free operation between 6-year, 4,000 hour overhauls

James W. Brown, Chairman, Hartzell Propeller, Inc.

“We at Hartzell have supplied the propellers for the King Air production line since its inception in 1964. Since 1981, we have worked with Raisbeck Engineering to develop new propeller systems for your King Air and Super King Air that are unparalleled in technology, performance and safety. We at Hartzell stand fully behind these Quiet Turbofan Propellers.”

Raisbeck/Hartzell Propellers are dramatic as well as effective.
THE TECHNOLOGY

- Strakes replace old-technology Beech ventral fin
- 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

THE BENEFITS

- Directional stability is increased, eliminating (200 & F90) or raising (300, 350) the yaw-damper-inoperative altitudes
- Passenger ride quality is improved
- Pilot control and handling qualities are enhanced
- Air Minimum Control Speed is inherently reduced
- Decreased drag results in increased climb and cruise performance

“Raisbeck Aft Body Strakes definitely add stability to the aircraft. I have flown a C90B, F90 and B200 with and without strakes, and I can attest: you and your passengers can certainly feel the difference, especially in turbulence. The thing I like most about the strakes is that in the unlikely event we were to lose the yaw damper, it's nice to know we are not limited to 5,000.”

– Bill Watson
Chief Pilot, FL-284
THE TECHNOLOGY

• Lightweight composite construction allows for infinite-life structural certification
• Aerodynamically area-ruled to minimize drag
• Fully self-contained for a clean and dry locker interior
• Removable in minutes for any airplane maintenance or inspections

THE BENEFITS

• FAA-certified to carry 600 pounds total cargo in 16 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
• And...they are factory-installed on all new King Air 350s

“We are very pleased with the Raisbeck EPIC installed on our C90. And the Crown Wing Lockers are great for keeping our guns, fishing rods and skis out of the cabin.”

– David B. Erickson
President, Erickson Oil Products, Inc.
King Air C90 LJ-1194
THE 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

BASIC

Wing intercooler efficiency is increased, helping your air conditioning cool you at low altitude on hot days.

RAISBECK

BASIC

- Airflow separation is eliminated
- Smooth flaps-up rotation and lift-off, time after time
- Measurably increased cruising speeds

THE BENEFITS

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

“[I]f you get a lot of ice, you get an emergency someday, I think this is liable to pay for itself a lot of times over.”

– John Lyddon
CEO, Nevada Refining

Our new leading edge assembly with recessed de-icer boots
THE TECHNOLOGY

- Developed, tested and certified 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

THE BENEFITS

- Significantly increase climb and cruise performance in both normal and anti-ice operating modes
- 18° 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
- And…they are factory-installed on all new King Air 250s

"I discovered the benefits of Raisbeck Engineering systems while on contract to the US Army AMCOM. Foreign Object Damage (FOD) was causing 70% of the problems the Army was experiencing on their C-12s. I learned that the Royal Flying Doctor Service of Australia had installed Raisbeck Ram Air Recovery Systems (RARS) in all of their King Airs and they were experiencing much better aircraft performance and reduced FOD problems. As a result, 125 Army C-12s received the Raisbeck RARS System and dramatically reduced their FOD experiences, while improving their performance. Today I suggest to all King Air operators to install Raisbeck Engineering RARS for better performance and insurance against FOD."

– Michael R. Nowicki
President, Vector-Hawk Aerospace
FULLY-ENCLOSED MAIN LANDING GEAR DOORS … 300s, 200s, 100s and F90s

THE 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

THE BENEFITS

- Climb and cruise performance of standard-gear King Airs is restored
- Your cruise speed is increased 6 to 12 knots, depending on altitude
- Wheel wells, tires, and brakes are kept clean and dry

“The doors close up the wheel well for less drag and better performance, as well as improving your protection from ice.”
– Greg Valentine
Captain, BB-254

AT HIGHER ALTITUDES, CRUISE SPEEDS ARE INCREASED 6-12 KNOTS

In this diagram, the graph shows the increase in true airspeed (KTAS) at different altitudes. The altitude is measured in feet, with sea level at the bottom and 31,000 feet at the top. The increase in true airspeed is marked at 4, 8, and 12 knots. The graph illustrates how cruise speeds increase with higher altitudes, restoring standard-gear airplane performance.
| **RAISBECK SYSTEMS BY THE NUMBERS …30 YEARS AND COUNTING** |
|-----------------|-------------------------------------------------------------|
| **3,000+**      | Total number of Raisbeck-equipped King Airs                |
| **1,100+**      | Number of King Air 200s equipped with Raisbeck Ram Air Recovery System |
| **1,400+**      | Total number of King Airs equipped with Raisbeck Wing Lockers |
| **1,300+**      | Total number of King Airs equipped with Raisbeck Power Props |
| **2,500+**      | Total number of King Airs equipped with Raisbeck Dual Aft Body Strakes |
| **100%**        | Percentage of new King Air 350s with Dual Aft Body Strakes and Lockers |
| **ZERO**        | Number of FAA Airworthiness Directives in 30+ years         |
“Raisbeck Engineering shares our commitment to more than 6,500 King Air operators by providing high quality products that continue to make the King Air ownership experience the best in the industry.”
- Christi Tannahill
  Vice President
  Hawker Beechcraft Global Customer Support

“Raisbeck performance systems on the B200s are a must for quieter flight and better climb performance. Every one of our 15 King Airs are equipped with Raisbeck Performance Systems or EPIC Packages. We have flown our fleet over 25,000 hours in the past four years alone, and that adds up to some pretty good savings! I am a firm believer in all the Raisbeck products and look forward to new ones in the future.”
- Gary Standel
  President
  West Coast Charters

“The strakes are a wonderful add-on to my King Air 200. I lost my yaw-damper computer, and the strake application mitigated the problem, and in fact made the airframe a much more stable platform.”
- Kirk Jensen
  President and Owner/Pilot of BB-620
  EZE Logistics, LLC

“Individual kits make a difference, but when you put everything together (in an EPIC), it just transforms the aircraft, making it much more modern and appealing to [our charter] customers. We can fly at least 1000 nm with a full load, and the aircraft is much more stable at slower speeds.”
- Chris Mace
  Operations Manager
  Sterling Helicopters
“Raisbeck’s EPIC PLATINUM on a great aircraft like my King Air B200GT enables it to outperform the factory model in takeoff distance, climb, speed and range. This is important when you operate from remote mountainous regions of Northern Scotland!

“With skis and fishing poles nestled in those wonderful Raisbeck Wing Lockers, carrying five passengers plus their luggage, is effortless.”

- Jimmy Jack
  Businessman/Pilot
  B200GT BY-94

“Raisbeck’s EPIC for our C90GTi provides us with maximum range while still carrying more passengers.”

- Timothy Thompson
  Director of Business Development
  Executive Flight, Inc.
  LJ-1888

“My compliments to Raisbeck Engineering for recertifying the 200-series’ takeoff performance and publishing FAA-approved data that permits FAR Part 25 levels of safety. When this is mated with the aerodynamic improvements of the full Raisbeck EPIC upgrade package, the results are significantly reduced runway requirements and more takeoff safety. I am a big fan of Raisbeck’s EPIC improvement package.”

- Tom Clements
  Pilot and Author of The King Air Book

“Nobody has ridden in a 90 that is quieter. As an owner-pilot, this is the first time I’ve not had to wear cup headsets, so I am also hearing external cues, which really helps. Of course, our E90 can now carry an extra 400 pounds gross weight, which helps on longer flights.”

- Michael Schroeder
  President
  Consumer Satellite Systems

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  Executive Flight, Inc.
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- Michael Schroeder
  President
  Consumer Satellite Systems
Over 100 Service Centers worldwide—many of them authorized Beechcraft King Air centers—perform timely system installations for Raisbeck Engineering.
**24/7 Service at Raisbeck**—Spares and complete kits are ready for immediate shipment to any service center in the world. Team Raisbeck is on call to minimize AOG time.
OTHER PRODUCTS… RAISBECK SYSTEMS FOR LEARJETS

New for the Learjet 60 Series
30 cu. ft. Aft Fuselage Locker

Drag-reducing, fuel-saving
ZR LITE Systems for Learjets
Drag-reducing, fuel-saving, performance-increasing ZR LITE systems for Learjet 31 and 35/36 aircraft

Learjet 35/36 Aft Fuselage Locker

Learjet 31/31A Aft Fuselage Locker
The trail of Raisbeck’s engineering goes back to 1955, when James Raisbeck left Purdue University to join the US Air Force, returning later to Purdue to complete his education. He joined The Boeing Airplane Company in 1961 as a Research Aerodynamicist.

In a team with other Boeing engineers, Raisbeck designed and flight-tested an internally blown trailing edge flap system, which allowed the 707 research airplane, the “Dash Eighty”, to fly at speeds as slow as 60 knots. This and other similarly developed technology ultimately found their way onto the Boeing commercial airplane designs.

In 1969, Raisbeck left Boeing to become President and Chief Engineer of Robertson Aircraft Corporation. There he and a team of former Boeing engineers designed, certified and manufactured the Robertson STOL (Short Takeoff and Landing) systems on single- and twin-engine Cessna and Piper aircraft.

By 1973, the Raisbeck team was ready to fly under its own banner. Raisbeck’s engineering corporation was founded that year, and Raisbeck Engineering, Inc. continues to this day. By way of example, in 1976 Rockwell International invited Raisbeck to redesign the aerodynamics of its Sabreliner series. The resulting model 65 was...
equipped with Raisbeck-designed and -manufactured supercritical wings with Fowler flaps, which were also available for retrofit to Sabreliner’s 60 and 80 models.

Raisbeck’s innovations for the Learjet family have included the Mark II and Mark IV wings for the Learjet 20 and 30 series, developed in the ‘70s. The Aft Fuselage Lockers for the Learjet 31/35/36, introduced in 1994, were installed on all new Learjet 31s by the factory and made available for in-service fleet retrofit. In 2005, Raisbeck added the ZRLITE Performance System for the Learjet 31/35/36 series, substantially reducing drag and enhancing efficiency and performance. Latest efforts on Learjets include a new 28-cubic-foot Aft Fuselage Locker, to be installed on new Lear 60 XRs and the existing Learjet 60 fleet.

In 1996, Raisbeck’s Commercial Air Group completed recertification of the Boeing 727 to meet Stage 3 noise requirements without penalizing overall aircraft performance. American Airlines and Pan American Airlines were but two of the many operators worldwide who chose this cost-effective system. In 2001, the Raisbeck team developed enlarged overhead bins for the Airbus A320, retrofitting the jetBlue fleet. And, after 9/11, Raisbeck was the first to develop and supply the airlines with its 737 Hardened Cockpit Security System.

Since 1981 Raisbeck’s engineering team has been addressing the Beechcraft King Air family, with an eye to increasing its productivity, performance, and overall customer usefulness. Over 3,000 King Airs have been Raisbeck-equipped.

Raisbeck Engineering continues today in the tradition of its founder, integrating advanced technology with airplanes of all types.
Our product line was developed to answer your in-service needs and requirements.

Your overwhelming acceptance of our systems through your purchases over the years has allowed us to reinvest our profits in an ever-expanding group of products for your King Air.

Questions? We are only as far away as your telephone or e-mail. Your questions are welcomed here as a way of showing us your continued interest in our products.

Thank you!
Raisbeck... Simply More of What You Bought Your King Air For