



Global Jet Sales

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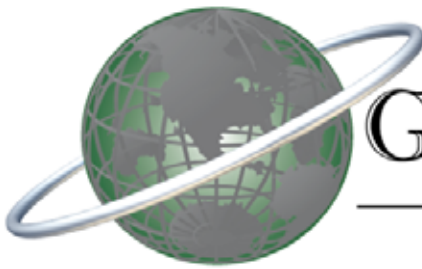
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# 2011 King Air 250 s/n BY-119



**Currently on a 6 mth lease to Raytheon  
Crew Training for 1 Crew Member**

**Contact: Bud Henderson  
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**2011 KING AIR 250 S/N: 119**

**\$MAKE OFFER**

**AirFrame**

*CAMP*

161 Hours since New  
179 Landings

**Engines**

P&W T6A-52

*Engine 1*

161 SNEW

*Engine 2*

161 SNEW

**Avionics**

3 Tube COLLINS PROLINE 21 EFIS  
2 COLLINS VHF-4000 COMMS  
2 COLLINS NAV-4000/4500 NAV'S  
1 COLLINS NAV-4000 ADF  
1 COLLINS DME-4000 DME  
2 COLLINS TDR-94D TDR  
1 ROLLINS TWR-850 CLR RADAR  
1 COLLINS FMS-3000 W/4.0 SW FMS  
1 GPS-4000S GPS

L3 SKYWATCH TCAS  
ARTEX C406-2 ELT  
ACSS TAWS+ GPWS  
L3 FA2100 SS (120MIN) CVR  
DUAL COLLINS FGC-3000 AUTOPILOT

**Special Features**

FAR PART 23 CERTIFIED  
PROP AUTOFEATHER  
SYNCHROPHASER  
RAM AIR RECOVERY SYS  
DE-ICE / DE-FOG SYS  
EIS / IFIS W/6.0 SW  
COLLINS ALT-4000 RA  
ENG SURV & FLIGHT ID  
RVSM/8.33/FM IMMUNITY

V-SPEED REF SETTING  
DUAL COLLINS ADC-3000  
DUAL COLLINS AHC-3000 AHRS  
MDC-3110 MAINT DIAG CMPTR  
XM GWX-3001 SAT GRAPH WTHR  
4-115 VOLT/60HZ AC OUTLETS  
24 VOLT LEAD ACID BATTERIES  
115 CUBIC FT O2 SYS W/MASKS  
DUAL CP AUDIO PNL / SYS

L3 GH-3100 ESIS  
DBU-5000 DATABASE LDR  
QUIET CABIN NOISE CNTRL  
DUAL PROP SLINGS  
FLIGHT BAG  
MEDAIRE PRG W/AED/MEDLINK  
MAGNETIC COMPASS  
RTU-4200  
ROOM FOR 2ND FMS/GPS

**Exterior 2011**

OVERALL WHITE W/BLACK, RED, METALLIC PLATINUM, AND TAN STRIPES

**Interior 2011**

SIX PLACE FIREBLOCKED INTERIOR W/FWD DUAL OPPOSING AFT-FACING SEATS, AFT DBL CLUB. SEATS IN HAZELNUT LEATHER, HEADLINER IN TUMBLEWEED SHIMMER FABRIC, LATTE FRIEZE CARPET, BRONZE RIBBON MAHOGANY. FWD REFRESHMENT CENTER W/WATER TANK, HOT LIQUID CONTAINER, DUAL CUP DISPENSERS, PULLOUT WORK SURFACE, DUAL ICE CHEST DRAWERS, THREE GENERAL STORAGE DRAWERS. AFT BELTED LAV W/CHEMICAL FLUSHING. AFT BAGGAGE.

**Weights**

MTOGW: 12,500

RAMP: 12,590

ZFW: 11,000

LANDING: 12,500

BOW:

EMPTY:

FUEL WT: 3,672

FUEL CAP: 544



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**Exterior**



**Cockpit**



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**Interior  
Fwd**



**Interior  
Aft**



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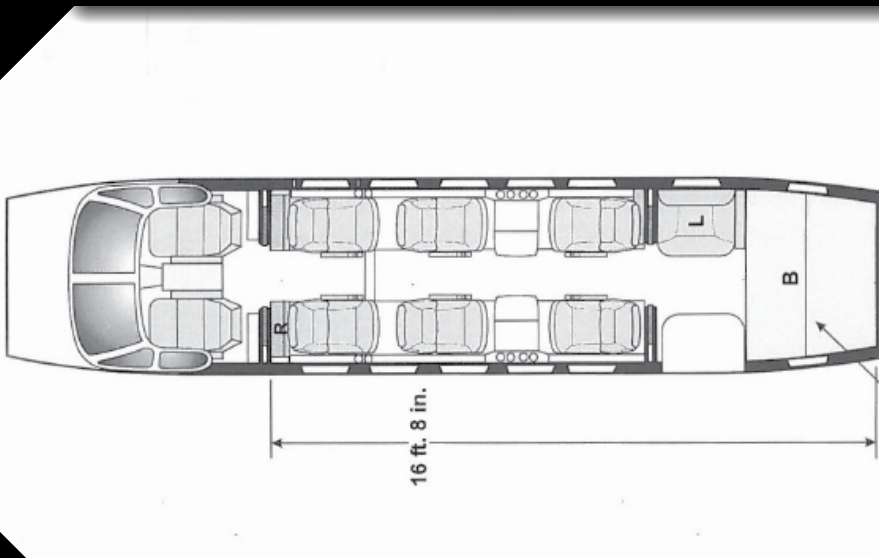
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## Lav



## Floorplan

# The King Air 250

## Souping up the Super King Air!

By Matthew McDaniel

I've never liked the term "flat rated" as it's applied to turbine engines; it sounds so... unflattering. "Flat rating" seems to imply that the engine isn't even trying to reach its full potential. Should I, therefore, question its motivation to function at maximum capability? A flat-rated engine can certainly reach and sustain its full abilities. Like a finely disciplined long-distance runner, the flat-rated engine does not reveal its true capabilities out of the starting gate. The runner paces himself, holding energy in reserve, knowing that his competition, already operating at their limits, will fall behind as temperatures rise and summits near. By pacing itself, the flat rated powerplant will reach its summit both faster and less winded. The flat-rated turbine works *smarter*, so it doesn't have to work *harder*. In 2008, Hawker Beechcraft introduced the King Air 200GT, which incorporated flat-rated Pratt & Whitney PT6A-52 engines producing 850 shp, just as did the B200's PT6A-42s. However, the -42s would lose their ability to maintain 850 shp much sooner because, thermodynamically speaking, that's all they could generate under standard conditions. The -52, on the other hand, can produce 1,050 shp, but is held to a maximum of 850 shp (flat-rated), so it can maintain power at much higher altitudes, temperatures, and humidity percentages. How'd they do it? The gearbox of a -42 was interconnected with the power section of a -60A —the offspring became the -52.

### Long Live The King

The venerable King Air 200 (aka: Super King Air) has been around almost 40 years and has seen more enhancements than a Hollywood starlet past her golden years. Hawker Beechcraft (along with Raisbeck, BLR, and others) has had some very talented “plastic surgeons” (engineers) creating King Air improvements over the years. Their ability to perpetually enhance the basic design is impressive and admirable. Therein lies the appeal of a truly timeless “classic.” Like the Hollywood starlet, the King Air design has proven that it can weather time and still keep an audience satisfied and asking for more.

### When A Trick Is No Illusion

The latest and greatest of the KA200's is the King Air 250, which retains the 200GT's 850 shp PT6A-52 engines but achieves some serious performance gains above its brethren. The 250 has a few tricks up its sleeve helping it. These tricks are neither new technology nor new ideas; you've encountered them before in other applications, including many other King Air variants, both in new production King Airs or aftermarket STCs. These performance-enhancing additions make up the major ingredients used to “soup up” the 200GT, creating the new 250.

The least-obvious modification is the incorporation of Raisbeck's Ram Air Recovery (RAR) System, which modifies the PT6A's inertial separator from a flat-plate shape into a more complex airfoil design, reducing the amount of ram air lost when the inertial separators (a.k.a., ice vanes) are extended, greatly minimizing the drop in power. So, pilots can be more liberal about separator use because there is little or no performance penalty. This is not only good for performance, but it's also likely to benefit engine life and operating costs, as pilots will be less reluctant to use the separators and, thus, less likely to ingest ice chunks, ground debris, or other sources of FOD. The RAR system is a win-win situation; it's probably a bit more complex and expensive to build and install than the flat-plate design, but the mechanical operation is nearly identical to the older system, so there's no increased maintenance to speak of.

Visually, the King Air 250's most obvious modifications are its winglets, which have been around for decades. Hawker Beechcraft has used them on its larger King Air variants for many years, so they're almost "old hat." Nonetheless, winglets can do wonders for nearly any wing. They increase effective span, lift, and aspect ratio and decrease induced drag, thereby improving range, speed, rate of climb, and fuel efficiency. So, what could be the downside of such magical devices, other than some weight and cost? They increase wingspan about three-and-a-half feet over the 200GT, which could be a factor in hangaring and parking, but probably not often.

The third major difference between the 200GT and the 250 is a change to composite propellers. This technology seems to have slowly trickled down the HBC product line over 20 years, from the 1900D to the King Airs 300 and 350, and now to the 250; the current 90GTx still uses more traditional metal props. There's no doubting the benefits of the four-bladed composite props. They're 60-plus pounds lighter than their metal counterparts, partially offsetting the weight gain from the winglets, EVS camera and other minor modifications. Because the composite props provide greater thrust, they generate measurable performance gains in takeoff distance, climb rate, and cruise speed. My personal experience would seem to indicate they're a bit quieter too, but that's not backed up by any specific manufacturer claims.

## The Visionary

The King Air 250 is also the first 200 to receive an optional (through Hawker Beechcraft Services) Enhanced Vision System (EVS) infrared camera, mounted on the upper surface of the nose. The EVS picture can be displayed on the Multi-Function Display (MFD). As with most EVSs, the enhanced-vision image cannot be used to lower instrument approach minimums or substitute for actual visual contact with the runway environment. It can, however, be a tremendous augmentor to the naked eye in any number of circumstances. Its introduction into the 250 is yet another indication that the King

Airs are continuing to evolve and adapt to stay relevant in the world of single-pilot light jets and other competitive forces.

### Typical Mission

At this point, most pilot reports would describe the King Air 250's flight characteristics, performance numbers and amenities. I was more interested in seeing how generations of King Airs have earned their keep. So, for this pilot report, we avoided big metropolitan airports, long, maximum-range legs and flights at the service ceiling. Instead, I wanted to explore a more typical one-hour flight in the 250, to-and-from an airport that represents the majority of U.S. airports, flown at altitudes where King Airs live and co-exist with high performance piston aircraft. So, the day after Oshkosh AirVenture 2011 wrapped up, I was on the ramp at the Baraboo, WI airport (KDLL) to meet the new King Air 250.

I'd chosen a destination, Cumberland, WI (KUBE), that was 150 miles away through special-use airspace, with a single 4,000-foot paved runway, where only an LNAV+V approach was available. The weather wasn't ideal, with rain at the destination, Instrument Meteorological Conditions (IMC) across most of the route and thunderstorms forecast for later in the day. But, the idea was to treat it as a real-world mission, operating as if the boss or clients were in the back (or, in an owner-flown scenario, the pilot's family/ friends). The King Air 250 is a very capable platform; weather radar and datalink weather feed directly into the Rockwell Collins Pro-Line 21 avionics suite, providing the pilots with both real-time weather radar and satellite weather information on the two PFDs and a central MFD.

While a good portion of the trip was in IMC and an RNAV approach was required at the destination airport, the flight was very routine and uneventful. We were able to keep a close eye on the weather around us and moving towards the destination. This made weather-related decisions very straightforward and allowed us to focus neither too much nor too little on weather analysis, while giving time to focus on other cockpit duties. Much of the flight was flown with the ice vanes extended. Thanks to the RAR system, there was almost no torque drop or ITT rise with their use – a terrific improvement over what I and many other King Air pilots used to refer to as “the torque robbers.”

### Even Less Runway Required

The 250 truly outshines its predecessors in the runway-required department. Its performance numbers show significant improvement in hot temperature and high altitude situations, along with a big advance in short field capabilities, the area that's most likely to positively impact owner-flown operators. Historically, King Air pilots have always been able to use airports avoided by small jet operators, due to runway distance requirements. This is one of the major reasons the King Air has kept its staying power. It fills a significant niche in personal and business flight operations that require flying into smaller airports, either for the convenience they offer or because no reasonable alternative exists.

All too often, these community-airport runways are too short to accommodate even small jets, but can accept King Airs with room to spare. The 200GT is certainly no slouch in this department, touting published takeoff distances of 2,579 feet at sea-level on a standard day and 3,800 feet at a 5,000-foot elevation on a 25°C day. But, impressive as that is, there are many airports under 2,500 feet in length, off limits to 200-series King Airs. Enter the 250, with its three big performance boosters and an unadjusted 12,500-pound max takeoff weight.

For the two scenarios mentioned above, the 250 would require only 2,111 feet and 3,099 feet, respectively. That's a whopping 22% boost in takeoff performance, in terms of runway required! Of course, I would be remiss not to point out that these figures purely refer to the runway needed for takeoff and don't address the far more safety-minded accelerate-stop distance that prudent turbine aircraft pilots would adhere to (or would be required to observe under most charter, fractional, and management operations).

### Measured Success

Without question, the King Air series is an amazing success story. Any line of aircraft seeing high success rates in owner-flown hands, charter and corporate departments, military service and specialty applications, is doing something right. The King Airs are the most widely-produced twin turboprops in the world and their safety and reliability records are impressive. The longer a design endures, however, the harder it is to keep it relevant in an ever-evolving market. Combine that with the economic turbulence that has shaken up much of the world over the past few years and Hawker Beechcraft really has its work cut out for it.

While every new King Air has been an improvement over its predecessor, some have been much more so than others. The 250 delivers a big jump in performance and I think it will prove to be a big success for Hawker Beechcraft. I don't think the King Air line has hit the developmental wall yet and I believe you're likely to see many more incremental improvements in years to come. So, don't be surprised to read about the 250GT or other such "latest and greatest" King Air in the future. Like the starlet that everyone counted out, even while she was still wowing audiences, the King Air line likely has another great act (or two, or three) left in its career.