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Beechcraft to join Textron family.

In yet another testament to the strength and momentum of the new Beechcraft Corporation, Textron, Inc., one of the world’s best known multi-industry companies, has agreed to acquire Beechcraft for approximately $1.4 billion. Two Textron aviation brands you are sure to recognize are Cessna Aircraft Company and Bell Helicopter.

Since the company’s emergence in February 2013, the market has responded very positively to Beechcraft Corporation. The company has experienced strong aircraft delivery numbers and has secured its highest booking rates in three years.

“Textron leaders believe in the value we have created at Beechcraft, and they respect the strength of our company, brand and people,” said Bill Boisture, CEO of Beechcraft.

On the cover.
A row of Kings taxi for departure from Beech Field on Jan. 20, 2014. From front to rear: King Air C90GTx, King Air 250 and the flagship King Air 350i.
“The Beechcraft brand will remain after the transaction closes, and Textron plans to continue growing the Beechcraft name and product offering in years to come.”

Under the terms of the transaction, Textron will also acquire the Hawker 4000 and Premier IA type certificates. Maintenance services for the aircraft will continue through Beechcraft’s factory-owned service center network, Hawker Beechcraft Services, and Authorized Service Centers around the world with Hawker 4000 and Premier ratings. Beechcraft will continue to provide uninterrupted service and support for all Hawker 4000 and Premier aircraft, along with its support of Hawker 125-series, Hawker 400-series and all Beechcraft products.

The transaction is subject to customary closing conditions and is expected to close in the first half of 2014.

Strong finish for 2013.

Beechcraft announced its fourth-quarter and year-end 2013 delivery date in early February. The company delivered 72 commercial Beechcraft products compared to 48 Beechcraft airplanes in the same period the previous year. Throughout the entire year, the company saw a 64-percent increase in deliveries with 205 commercial Beechcraft products delivered during 2013 compared to 125 in 2012. In addition to its commercial deliveries, Beechcraft also delivered 34 T-6 military trainers in 2013.

“The Beechcraft team worked collectively to put this company in a strong position in 2013, which began with a solid first quarter and momentum that continued throughout the year,” said Boisture.

Year of milestones.

Among the many other highlights for Beechcraft in 2013 was the largest general aviation propeller aircraft order in history, valued at a $1.4 billion to deliver up to 105 King Air 350i aircraft to Wheels Up. The company also delivered the 4,000th Model 36 Bonanza, the 800th T-6 trainer aircraft and the first Baron G58 with intelligence, surveillance and reconnaissance capabilities. The company also celebrated the inaugural flight of the first production AT-6 light attack aircraft.

Jet Support Summit Set for Sept. 16-18.

Make plans now to attend the 2014 Jet Support Summit, Sept. 16-18, 2014, at the Gaylord Texan Resort in Grapevine, Texas. Sponsored by Hawker Beechcraft Global Customer Support, the event will offer maintenance and operational seminars, technical breakout sessions, recreational events and the opportunity to meet and talk with other owners.

Owners of Hawker 4000, Hawker 125 series, Beechjet, Hawker 400XP and Premier aircraft are encouraged to attend.

For additional information, contact Susie Olivier: +1.316.676.0432 or susie_olivier@beechcraft.com.
Golden Wings.
A golden anniversary of any kind is a rare occurrence. It is even more exceptional when it commemorates a world-changing event. Such is the case with a Beechcraft anniversary being celebrated this year.

**Nearly 7,200 King Airs have been delivered worldwide, surpassing 60 million flight hours.**

On Jan. 20, 1964, the first flight of the King Air Model 90 took place at Beech Field in Wichita, Kan., marking the launch of what has become the best-selling business aircraft family in the world. Since that maiden flight, nearly 7,200 King Airs have been delivered, and the worldwide fleet has surpassed 60 million flight hours. A celebration of that first flight kicks off a year-long commemoration of the King Air legacy.

“The significance of that first flight 50 years ago cannot be overstated, nor can the work of Beechcrafters over the past five decades to turn that one model into the legendary King Air brand,” said Bill Boisture, CEO of Beechcraft. “The King Air captures more than 50 percent of the worldwide business turboprop market each year because we’ve continued to innovate and build upon its foundation with the latest advancements in technology, durability, utility and comfort.”

Company pilots flew the first official flight of the King Air Model 90 prototype in 1964, and thousands of spectators—including employees, Wichita residents and local and state dignitaries—watched as the aircraft began an FAA-approved accelerated flight test program. The King Air received type certification from the FAA four months later on May 27. The first customer deliveries began in July.

“The perfect pairing of a scalable airframe with turboprop technology has made the King Air one of the most unique aircraft in the history of mankind,” said Bill James, Vice President, Engineering. “Over the course of its development, the engine has evolved with the airframe to give it good speed, handling characteristics and great range. For the future, we will continue to refresh the King Air with performance and interior enhancements to ensure it builds on the legacy that began 50 years ago.”

To mark the golden anniversary of the first flight, Beechcraft pilots flying current King Air models, performed several overhead passes at Beech Field on Jan. 20, 2014. Aircraft in the 50th Anniversary flight included the King Air C90GTx, based on the original Model 90 design, as well as the King Air 250 and the flagship King Air 350i. Compared to the original Model 90, today’s King Air C90GTx cruises 60 knots faster, lifts 1,485 pounds more payload and navigates with the latest satellite and datalink technology—all while preserving the legendary smooth flying characteristics that King Airs are known for.

In addition to business applications, today’s King Airs also operate in all branches of the U.S. military, serving a variety of missions ranging from traditional transport of personnel and high-value cargo, to electronic and imagery surveillance, air ambulance, airway calibration, photographic mapping, training and weather modification.
Over Norway’s chilly waters, Sundt Air’s new King Air 350ER patrols for oil pollution, looking for the telltale sheen that reveals a leak from bulk carriers and offshore platforms. Operating under the direction of the Coast Guard, the King Air’s crew also handles other critical assignments, including border patrol, fishery inspection and search and rescue.

Typically flown five days a week, missions sometimes cover nearly 6,000 square miles over a 10-hour day. Six pilots and several crew members support the operations from busy Bergen Airport.

“The King Air 350ER is ideal for the mission, especially because of its long-range capabilities, endurance and reliability,” said Tom Wike, manager of flight operations for Sundt Air.

To accomplish its specialized missions, Sundt Air works in tandem with Norwegian Special Mission (NSM), the experts who design, develop and support flight inspection and airborne surveillance systems.
Sundt Air equipped its King Air 350ER with NSM’s SeaHunter 8000 Maritime Patrol Aircraft Airborne Surveillance System, helping crews detect and document pollution and illegal fishing, along with assisting in search and rescue operations.

The system’s dual touchscreen cabin console connects to the aircraft’s main sensors, which include side-looking airborne radar and forward-looking infrared cameras that help with object, pollution and vessel identification.

The crew can pinpoint areas on a map, capture video and still images, as well as zoom in for a close-up look to examine an oil spill or what’s onboard a ship. The sensors are capable of monitoring targets, even at night and in low visibility conditions.

The King Air is also equipped with an automatic identification system (AIS) transponder to receive vessel identification, position, course and speed. This is especially valuable in tracking and monitoring fishing activities along the coastline.

One of the sites Sundt Air inspects every few months is Norway’s Svalbard Airport, just north of the Arctic Circle. The King Air routinely help crews overcome the tremendous challenges of operating in the cold climate: frigid temperatures of – 20° F, icing conditions and near zero visibility.

“With the North Seas, there’s also the salt and strong winds, typically 30 to 40 knots and sometimes up to 60, 70 or 80 knots when there’s a low pressure coming in from the north. The King Air is well-suited to the extreme conditions,” Wike said.
Buying off-brand spark plugs is not a major concern for most car owners. When it comes to aircraft ownership, however, these can be major decisions. Whether it’s at 30,000 feet or halfway around the world, an inferior part can lead to more than a minor inconvenience for pilots and passengers.

Hawker owners and Beechcraft owners can be sure that getting parts from Hawker Beechcraft Parts & Distribution (HBP&D) is the best choice to keep their airplanes in the air and at optimum performance.

It’s a promise that HBP&D takes seriously. For starters, the factory still manufactures many of the key parts and components offered by HBP&D. When ordering parts from HBP&D, owners know they are produced with the same intellectual property (engineering, testing, for example), tooling and tolerances that went into creating the original part. And, owners can also be confident the parts are stored and handled properly, and not put into service past their useful life.

Whether they are proprietary, aftermarket, rotable or out-of-production
HBP&D keeps a nose-to-tail inventory of more than one million parts in stock, totaling nearly $500 million. The commitment to this level of inventory enables HBP&D to maintain a 98-percent fill rate. In addition, the group offers the required tooling for proper installation and best consumables (fluids, tires, etc.) for each model.

HBP&D professionals are part of the larger factory technical support team. This gives them immediate access to the engineers who designed, certified and built the airplanes, as well as the intellectual property that led to certification of those products.

Most part needs won’t require that level of support, but it’s there when Hawker owners or managers, like Brooks Pettit, need it. Pettit, president of Flight Management Group, had a recent Aircraft on Ground (AOG) incident in Hayden, Colo., a small town 25 miles west of Steamboat Springs. Originally misdiagnosed on site as a starter relay, Pettit needed help solving a problem that had already cost his clients a day. Pettit called HBP&D.

“The technical support people were great. They helped us think outside the box, and find that we sheared the starter shaft. Then, they shipped the part we needed and solved the problem.”

AOG events are a top priority, and HBP&D representatives have gone to great lengths—chartering airplanes, dispatching trucks through the night, pulling parts from the assembly line—to get parts delivered around the globe in less than 24 hours. That level of commitment to AOG will never change.

“The part was literally going to land 50 yards from where we were,” explained Pettit. “HBP&D made arrangements for the part to be off-loaded directly to us. We got the part at 9 o’clock that morning instead of having to wait until noon.”

Regardless of the day, 99.9 percent of HBP&D’s parts can ship domestically the same day they are ordered. Unlike most brokers or parts distributors, HBP&D has staff scheduled in its offices and warehouses 24/7.

99.9% of domestic Hawker Beechcraft Parts and Distribution orders ship the same day. 24/7.

In addition to a complete range of factory-supported parts and equipment, HBP&D also offers rotables for Hawker and Beechcraft models, as well as competitively priced consumables for virtually all makes and models of aircraft.

Opposite page.
State-of-the-art inventory tracking keeps a literal nose-to-tail supply available for shipment at a moment’s notice.
Preparing to Survive.
Beechcraft pilots learn essential survival skills through training class.

The last thing most people think about before heading off on a hike, a long car ride or an aircraft flight is whether they have necessary survival skills.

“We’re all pretty good at blocking out what can potentially go wrong,” said Ken Mullins, chief pilot for Beechcraft. “But when you have the training and knowledge about what to do in certain situations, you have a greater awareness and a greater understanding to approach any situation.”

It was that philosophy that led Mullins to contact Emergency Response International (ERI), a specialist in emergency preparedness and survival training. Mullins considered their expertise a perfect fit for Beechcraft’s flight crew during the team’s recent Safety Stand Down.

“Nearly all of us, at some point, have read about survival training or maybe attended a class,” Mullins said. “But this was an opportunity to actually experience it while we learned. And there’s nothing more valuable than that.”

The two-day survival training session, under the guidance of ERI Vice President Brett Stoffel and IHS Training Instructor Brian Webb, featured several hours of classroom time followed by a variety of physical and practical training exercises. Participants learned how to safely evacuate passengers from smoke-filled aircraft through the escape hatch, as well as the proper use of different types of fire-fighting equipment.

The group also spent time in the Wichita State University dive pool, where they learned about the multiple features of an emergency life raft, along with valuable short-term and long-term survival techniques. In addition, participants spent a full day enduring temperatures in the mid-20s while learning how to make a fire and use available resources.

“When we learned how to make fire with cotton balls and Vaseline, that was a big hit with a lot of us,” said Beechcraft pilot Luke Scott. “I have some good experience being in the field, but this training was really enlightening.”

Scott said he gained a new appreciation for careful planning.

“It makes you more aware of what is available to you,” he said. “The key to survival is being prepared. To have survival equipment is important. But it’s much more important to know how to use everything you have.”

The training was well received by all participants, Mullins said. Not only was it useful to their jobs, it provided them with skills they can use in everyday life.

“I had several pilots come up and very sincerely say, ‘we want to know who in the company to thank for investing in us,’” he said. “You don’t get that very often. It meant to me that we put on a quality program, and that we should do it again.”

Opposite page.

Members of Beechcraft’s Flight crew underwent a variety of survival training exercises, including properly evacuating a smoke-filled aircraft through the escape hatch. Flight crew members are already considering next steps for additional training.

Trading cockpits for the cozy confines of a life raft, Beechcraft pilots gain an enhanced understanding of critical life-saving gear.
Congratulations to the top salespeople of 2013: Julie Wrenn, Beechcraft, and Donna Gillow, Hawker Beechcraft Services (HBS).

An industry veteran, Wrenn closed 11 sales during 2013, including three King Air 350is and three King Air 250s. She attributes being a good listener, understanding customers' needs, and the strength of Beechcraft’s products and people for her success.

“It is quite an honor to be on the frontline representing our products to customers,” Wrenn said. “Behind the scenes there are a lot of great teams and people at the factory, and every sale takes that team to make it happen. If it wasn’t for the individuals in Business Operations, Flight, Production and Delivery helping to make each sale and delivery a world class experience, none of this would be possible.”

Wrenn is a regional sales director based in Florida.
“We have a great team of technicians that make it all happen,” Gillow said. “We are only as good as they are. Their ability to deliver aircraft on time, on budget and squawk free is what helps us be successful.”

Gillow, a Regional Sales Manager for HBS, has served in various organizational and sales capacities during her more than 30-year aviation career at the HBS facility at Fulton County Airport in Atlanta. She also attributes listening to customer needs as key to her success. Gillow focuses on becoming a business partner with customers to find solutions to their individual situations, leverages successful outcomes to help others, and is grateful to the HBS team and leadership.
The Royal New Zealand Air Force (RNZAF) is modernizing its pilot training capabilities with the help of Beechcraft.

RNZAF is taking delivery of 11 Beechcraft T-6C Texan II turboprop aircraft. It also includes spare parts, training, logistics and maintenance support. Beechcraft’s Defense Company and Global Mission Support organizations partnered with Safe Air Limited and CAE as subcontractors on the two contracts. A 30-year logistics support agreement provides turnkey support for the RNZAF flight training operations. The agreement consists of aircraft material support, full flight line and operational maintenance, as well as support and operation of the synthetic training devices.

“With the T-6, we are able to offer the Royal New Zealand Air Force a proven, low-risk and highly capable solution that meets their ongoing training needs,” said Russ Bartlett, President, Beechcraft Defense Company. “With more than 825 T-6 aircraft in operation around the world, and more than 2.2 million accumulated flight hours, the aircraft has a fully tested and validated airframe.
fatigue life, plus an advanced avionics capability to facilitate future growth. We’re thrilled with this outstanding team of CAE and Safe Air, both existing providers to the RNZAF, and look forward to getting the program up and running."

RNZAF will base the T-6C aircraft and simulators in Ohakea, where they will support primary through advanced aircrew training. From there, the aircraft and simulators will move on to operational squadrons or the flight instructor course (FIC). The T-6C will replace Pacific Aerospace CT-4E airtrainers in the primary phase of the RNZAF Wings Course and FIC training role. The T-6C will also replace the Beechcraft King Air B200 in the advanced phase of the Wings Course. The aircraft also will be flown by the RNZAF’s formation aerobatic display team made up of senior instructor pilots.

The first four Beechcraft T-6C aircraft will be delivered to the RNZAF in November 2014 and integrated into pilot training by mid-2015. All 11 T-6C aircraft will be delivered by mid-2015.

The T-6 military trainer offers the most proven and cost-effective primary aviation training system available today. Aircraft deliveries began in 2000 after the T-6 was selected to fill the JPATS (Joint Primary Aircraft Training System) role for the U.S. Air Force and the U.S. Navy. Since then, additional military customers worldwide have selected the T-6, including NATO Flying Training Canada, the Hellenic Air Force of Greece, the Israeli Air Force, the Iraqi Air Force, the Royal Moroccan Air Force and the Mexican Air Force.
Beechcraft Around the World.

The following is a list of major events throughout the world, where you can find a variety of Beechcraft products and its representatives.

March 12–16  
India Aviation 2014-Hyderabad, India

March 25–30  
Feria Internacional del Aire y del Espacio (FIDAE) 2014-Santiago, Chile

April 1–6  
Sun ‘n Fun-Lakeland, Fla., U.S.A.

April 9–12  
Aero Friedrichshafen-Friedrichshafen, Germany

April 15–17  
Asian Business Aviation Conference & Exhibition (ABACE)-Shanghai, China

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