

Serial Number: LJ-1095 Registration: N617RM



Asking Price: \$1,595,000

Only 4,420 Hours Since NEW 876 TT on Blackhawk Engines Meticulously Maintained Excellent Cosmetics Garmin G1000



Specifications

General

LJ-1095; N617RM; This C90A is truly One-of-a-kind. With extraordinary low Airframe hours, Blackhawk engines, Garmin G1000 Avionics and much more, this King Air is right out of a magazine! Asking \$1,595,000.00 Please Inquire To Submit Your Offer.



Airframe

Total Time: 4,420
Total Landing: 3,284
No Known Damage
Always Hangered
Maintenance Tracking Upon
Request



Engines (-135A) & Props (4-Blade)

TSN: 876 / 876 Prop OH c/w 07-2015



Avionics – ADS-B GARMIN G1000 (Elliott Install 2011)

AP: Garmin GFC-700
Dual Garmin 1000 PFD w/Garmin SVT

AHRS: Dual Garmin GR-77

MFD: Garmin 1000 15inch MFD Radar: Garmin GWX-88 Color Traffic: L3 Sky-899 Skywatch HP

- G1000 integrated

Stormscope: L3 WX-500

-G1000 integrated

Weather Datalink: Gramin GDL-69A Comms/Navs: Dual Garmin GIA-63W Dual Garmin GIA-63W with WAAS Transponders GTX-335

Collins DME-42 integrated to G1000 Collins ADF-60A integrated to G1000

Audio: Dual Garmin GMA-1347D audio panels



Additional Equipment

XM Weather Lead Acid Battery Blackhawk -135A Engine Conversion

Garmin G1000 Avionics Retrofit

Frakes Exhaust Stacks 4-Blade Propellers



Exterior

The Aircraft is Overall Matterhorn White with belly and lower engine cowlings in Jet Black. Gold and Black stripping decals streak from nose to tail. Boots and Paint are in impeccable condition.



Interior

Exquisite Custom Interior In Executive Configuration: (6) Passenger Interior With A (4) Place Club Arrangement Containing (2) Fold Out Writing Tables, (1) Side Facing Seat Across The Entry Door With High Cushion Back Support. The Aft Cabin Features A Belted Potty Adjacent To Storage. The Interior Seating Is A Ranch Style Leather And All Woodwork In A High Gloss Hickory Brown.













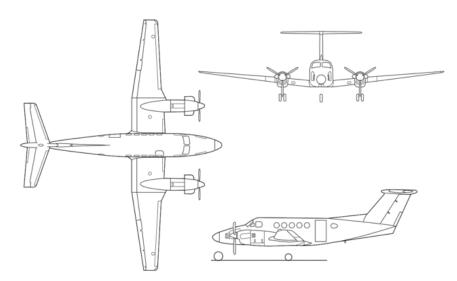








Characteristics



Physical & Performance Specs

(Unadjusted for conversions)

Engine Type: P&W PT6A-21 External Length: 35 ft 6 in External Width: 50 ft 3 in External Height: 14 ft 3 in

Cabin Length: 12 ft Cabin Width: 5 ft Cabin Height: 5 ft Crew + Passengers: 1+6

Max Takeoff Weight: 10,100 lbs Balanced Field Length: 4,519 ft Landing Distance: 2,819 ft Max Payload: 2,950 lbs Maximum Speed: 228 kts

Fuel Consumption per Hour: 90 gph

Useable Fuel: 384 gal Service Ceiling: 30,000 ft

Information provided by Conklin &

de Decker

More About the Beechcraft King Air C90

A total of 184 B90 models were produced before the Model C90 was introduced in 1971, with wingspan increased over earlier models by 4 ft 11 in (1.50 m) to 50 ft 3 in (15.32 m), Maximum Take-Off Weight (MTOW) increased by 350 lb (160 kg) to 9,650 lb (4,378 kg), and PT6A-20A engines. The Model C90-1 entered production in 1982 after 507 C90s and 347 E90s had been built, and featured PT6A-21 engines and improvements to the pressurization system. 54 were built. The C90-1 was soon followed by the Model C90A, which featured the redesigned engine cowlings of the F90-1. The C90A received an increase in MTOW in 1987, being certified to 10,100 lb (4,580 kg). The C90A model was in production until 1992, by which time 235 had been built, all but 74 with the increased MTOW. The Model C90B followed that year with airframe improvements, four-bladed propellers, and propeller synchrophasing, all in an effort to reduce cabin noise. This model also had PT6A-21s; the first production C90B was fitted with the 10,000th PT6 engine delivered to Beechcraft.

Courtesy: Wikipedia