



Very low-time hard to find Beechcraft King Air B200 with only 6,300 hours total time with 300 hours since major overhaul on both engines! RAISEBECK equipped with recent inspections and six (6) items. This airplane is ready to fly! Call today to learn more and reserve this airplane in your name.

Aircraft Overview

Price: POR
Sale Type: For Sale, Trade,

Year: 1981
Manufacturer: Beechcraft King Air
Model: Super King Air B200
S/N: BB-0947
Registration: N500WF

TAF: 6,326.00
Total Landings: 5,391.00

Engine Details

Engine #1
Type: Pratt and Whitney PT6A-42
(Dallas Airmotive Overhaul)
S/N: PCE-93418
Cycles SNEW: 4900
TTSN: 6264
SHSI: N/A (due in 1503 hours)
SPOH: 12 (May 2015)
SMOH: 297 by Dallas Airmotive

Engine #2
Type: Pratt and Whitney PT6A-42
(Dallas Airmotive Overhaul)
S/N: PCE-93006
Cycles SNEW: 5278
TTSN: 5,886.00
SHSI: N/A (due in 1503 hours)
SPOH: 12 (May 2015)
SMOH: 297 by Dallas Airmotive

Avionics

- Collins 85 Flight Director
- Collins APS 80 Auto-pilot
- Bendix Color Radar
- Dual Collins VHF-20 COMMS
- Dual Collins VIR-30 NAVS
- Dual Collins DME 40's
- Collins ADF-60
- Dual Collins TDR-90 Transponders
- Collins TAWS B

- KLN 900 GPS / NAV
- Right Hand HSI
- Altitude Pre-Select
- Co-pilot Instruments
- ALT 50 Radar Altimeter

Equipment

- RAISEBECK MODS:
- High Float Gear with Doors
 - Four-Blade Props
 - Leading Edges
 - Ram Air
 - High-Speed Exhaust Stacks
 - Aft Body Strakes

- Recognition Lights
- Wing and Tail Strobes
- Dual Anti-Collision Lights
- Ice Lights
- Auto-Feather
- Aft Air Conditioning
- Lead Acid Batteries
- Rudder Boost

Optional two (2) place jumps seats for aft luggage area.

Interior

Rating: 7
Tan leather interior, coordinating beige headliner, blue and tan cloth accent side panels, with blue carpet. Club seating. Side facing forward divan. Forward and rear refreshment centers with MAPCO coffee warmer. Executive writing tables with 50 year Beechcraft Logos. Side facing aft belted potty. Wooden divider panels. Eight (8) passenger seats with optional installation of two (2) jump seats in the rear baggage area.

Exterior

Rating: 7
Overall Matterhorn white with red, blue and gold stripes.

Inspection Details

Phase 1 thru 4 - May 2017

- All A.D.'s and MEB's current
- All logbooks are complete
- No known damage history
- Six (6) year gear and props completed May of 2015.
- Wing Bolts Replaced March of 2017.
- Engines overhauled by Dallas Airmotive.

** For more information on the maintenance status please request a full report **

General Characteristics

Weights (lb):

- Max Ramp 12,590
- Max Takeoff 12,500
- Max Landing 12,500
- Zero Fuel 11,000c
- BOW 8,640
- Max Payload 2,360
- Useful Load 3,950
- Executive Payload 1,400
- Max Fuel 3,645
- Max Fuel 3,645
- Avail Payload Max Fuel 305
- Avail Fuel Max Payload 1,590
- Avail Fuel Exec Payload 2,550

- Limits:
- MMO N/A
- Transition Altitude FL/VMO N/A
- Cabin Pressurization (PSI) 6.5
- Airport Performance:
- TO (Sea Level, ISA Temp) 2,579
- TO (5000, @25C) 3,800
- Hot/High WAT N/A
- NBAA IFR Ranges
- V2 @ SL ISA, MTOW 407
- N/A
- VREF N/A
- Landing Distance with 4 Passengers N/A

- Climb:
- Time to Climb/Alt 16/FL 250
- Engine Out Rate fpm 740
- FAR 25 Engine-Out Grad (ft/nm) 364

- Ceilings (ft):
- Certificated 35,000
- All Eng Srv 35,000
- Eng Out Service 21,900

- Sea Level Cabin 15,293

- Long Range Cruise:
- KTAS 221
- Fuel Flow 339
- Altitude FL 290
- Specific Range 0.652

- High Speed Cruise:
- KTAS 292
- Fuel Flow 700
- Altitude FL 220
- Specific Range 0.417

Data based on latest manufactured year and King Air B200 serial #BB-0200.

Damage History

No known damage history.

Disclaimer

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is subject to verification by the purchaser and is not guaranteed for accuracy and Buyer should rely on their inspection as all aircraft are sold "as is, where is".

Remarks

In January 1964 the first Beechcraft 65-90 took to the air. Based on the piston-engined Model 65 Queen Air, the -90 featured the then-new Pratt & Whitney Canada PT6A turboprop power-plants in place of the earlier 65's Lycoming flat-six piston engines. A pressurized model was developed, and was designated the King Air 90. Many variants followed, including the stretched King Air 100, and the further-stretched Super King Air 200 which was certificated in 1973. The Super King Air 200 had a greater wingspan, increased operating weights, increased fuel capacity, and also introduced the venerable T-tail now seen on all larger King Air models. In May 1980, the model B200, which featured the PT6A-42 engine and a bleed air system which increased cabin pressurization to 6.5 psi, went into production and remained an offering through 2007 with over 2000 aircraft manufactured.

Power:
The King Air B200 is powered by a pair of Pratt & Whitney Canada PT6A-42 turboprop engines flat-rated at 850shp to ISA + 26C, each driving a McCauley four-bladed, full-feathering, reversible, constant-speed propeller. Engine inspection interval is 3,600 hours.

Design Features:
The King Air B200 is a pressurized, twin-engine turboprop business aircraft configured as a cantilever low-wing monoplane with a T-tail and aft ventral fin. It has retractable tricycle landing gear with dual wheels on each unit. An air-stair door is located aft of the wing on the port side of the fuselage. The 200 series King Air has the same fuselage as its predecessor the B100 but its longer wings, engines and many of its systems are new. To counter many operators' complaints, Raytheon engineers have taken measures to significantly reduce cabin noise levels in later model B200's, from 1993 on, by utilizing smaller diameter four-bladed props with lower tip speeds. In addition, thirty-two tuned dynamic vibration absorbers mounted at strategic points throughout the airframe have reduced sound levels by as much as 5.4 dB in the center of the cabin and 15.8 dB in the cockpit.

Accommodations:
Standard configuration of the King Air B200 is for eight passengers in an arrangement with a club plus four individual seats. A ten-passenger configuration is available in which a two-place divan is located aft of the copilot seat, a single seat is behind the pilot's position, a four-seat club is aft of those seats, and a lavatory seat and two fold-down seats occupy the aft cabin area. A large baggage area is located in the aft cabin area. Cabin dimensions are 4.8ft. high, 4.5ft. wide and 16.7ft. in length.

