

Beechcraft



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Changes Distinguishing the Model C90B from the Model C90A

The following are significant changes that differentiate the Model C90B from the Model C90A. This list was compiled in October of 1991.

- * Significantly reduced cabin sound and vibration levels.
- * Four-blade dynamically balanced 90" diameter McCauley propellers.

Includes:

- Improved low-friction hub to improve propeller synchrophasing.
 - New streamlined, more aerodynamic propeller spinners.
 - A gated ground fine power lever position which provides improved ground handling, as well as reduced accelerate-stop and landing distances. The ground fine position allows a flatter propeller blade angle to be used for taxi and for deceleration during accelerate-stop and landing.
 - Dynamic propeller balancing to reduce propeller vibration and associated airframe vibration to improve comfort and reduce fatigue.
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- * Hardwire installation on airplane to simplify in-field dynamic propeller balancing.
 - * Super King Air 350 follow-up type flap selector switch.
 - * Super King Air 300/350 type approach chart holder on pilot and co-pilot control wheels. (optional)
 - * Avionics compartment moisture barrier to prevent infiltration of water into the avionics bay through the avionics bay access door. Improves avionics reliability and life.
 - * Digital outside air temperature system similar to Super King Air 300/350.
 - * Cockpit flashlight and flashlight holder mounted on control pedestal similar to Super King Air Model 350.
 - * Changed chip detect warning annunciation to caution annunciation - also changed chip detect procedures in pilot operating handbook and checklist. New annunciator and checklist eliminates need for emergency shutdown of affected engine. Procedure now simply requires the pilot to monitor engine performance.

* Completely Redesigned Interior.

- Incorporates 26 electronically-tuned dynamic vibration absorbers mounted in strategic locations on specific fuselage frames. Provides 12-15 Db reduction in specific frequency ranges to significantly reduce propeller induced sound and vibration.
- New lightweight composite sound absorbing headliner, sidewall panels and floorboards.
- New thermal and acoustic insulating materials in cockpit and cabin sidewalls.
- Window reveals covered with stretched wool headliner material.
- Indirect fluorescent lighting behind window reveals now has bright and dim lighting intensities.
- Sidewall panels incorporate integral sidewall armrest and Super King Air 350 style tables. Integral sidewall armrests allow for greater comfort by offering greater seat width between armrests when seat is laterally tracked.
- Re-designed side facing seat with partition. Re-design of the side facing seat allowed the vertical partition to be moved three inches further aft to provide and additional three inches of legroom for right side of the club.
- Re-designed and re-styled cabin chairs. New chairs feature Super King Air 350 styling. The cushion on the seat backs were re-tailored and re-shaped. The new shape allows the occupant to sit 1-1/2 inches further back in the seat. This offers a total of three inches of additional legroom between the seats in the club for greater passenger comfort.
- Combined seat re-design and relocation of aft partition increases legroom in club by a total of six inches. Standard C90B seat pitch is 59 inches. B200 seat pitch in club is 57 and C90A was 53 inches.
- New carpet installation covers all but seven inches of the seat tracks to allow for seat travel. Covered seat tracks provide greater comfort through reduced noise and cold that radiates from the exposed track. Cabin image is also improved.
- Seat belt chime and no smoking sign relocated and updated to Super King Air 350 type. Now located on forward and aft partitions, for better visibility.
- Standard no smoking configuration removes cigarette lighters and ashtrays. No smoking sign will remain illuminated during all operations. Ashtrays and cigarette lighters are packaged in a smoking option.
- New Cabinetry includes:
 - Forward right side cabinet now includes, in addition to the hot beverage dispenser, a cold beverage dispenser. This unit has a serving light similar to the Super King Air refreshment centers.

A new cabinet (optional) has been designed for the aft right side of the cabin. This cabinet features the four liquor decanters and an insulated ice drawer.

- Forward sliding door partition now standard.
- All cabinet drawer slides feature roller bearing type guides to improve operation of drawers. C90A slides were friction type guides.
- * Optional quick disconnect second door cable allows for greater ease in loading, baggage/cargo but retains second cable for strength.
- * New stylized C90B logo under cockpit D-Windows provides common image and styling with Super King Air 350.
- * New updated and distinctive paint scheme to establish C90B as new and different from all previous King Airs.
- * Significant performance improvements-substantially improve safety.
 - Reduced V mca now 80 KIAS was 90 KIAS. V mca was reduced because the new four-blade propellers with reduced diameter produce lower thrust at high power settings and low speeds.
 - Accelerate-stop distance reduced 9.7%. Now 3650 feet, was 4042 feet.
 - Accelerate-go distance reduced 18.8%. Now 3650 feet over 35 foot obstacle was 4,500 feet over 50 foot obstacle.
 - Landing distance reduced 6.3%. Now 2,290 feet, was 2,443 feet.
- * New POH features Abnormal and Emergency Sections with bold face action items. The POH has been revised to reflect all the changes to the airplane as well as to make the POH more consistent with the other King Air models.