



1985 King Air C90-A

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

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Additional Photographs





Additional Photographs



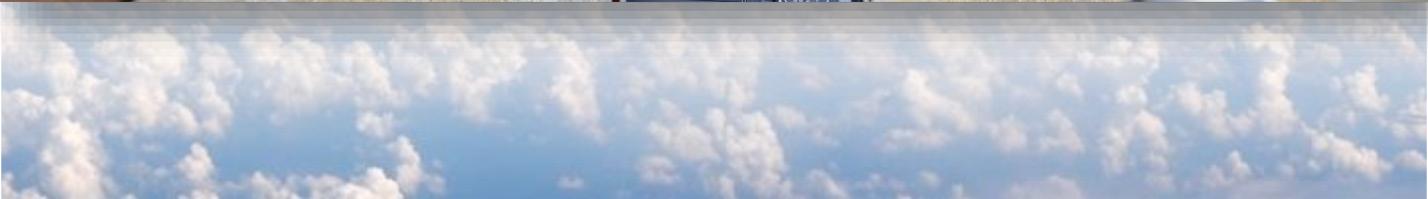


Additional Photographs



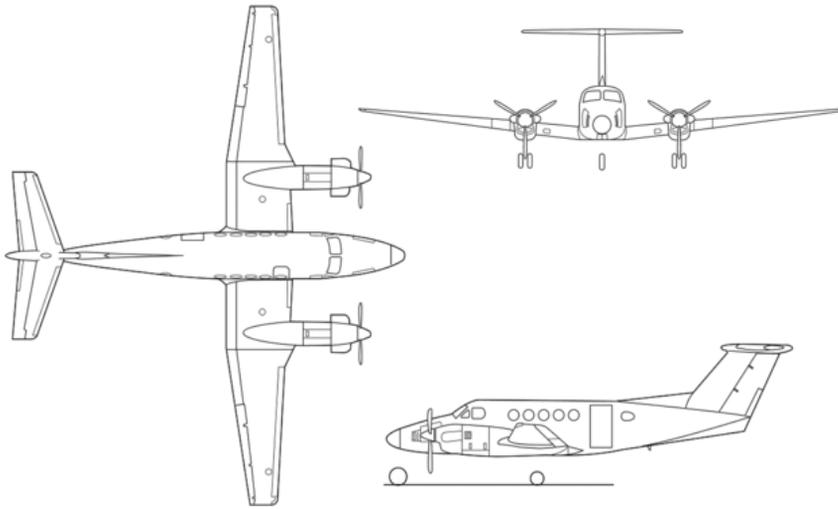


Additional Photographs





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