"Airplane is running great. At FL250 one day I actually saw 311 on the true airspeed indicator, and it was still climbing slowly. I had to power back as I was right on the barber pole."
- Jack Silva, BB-1202

"We are very proud to be the first commercial operator in Europe with this fabulous new airplane. The King Air has always been a great aircraft; the Blackhawk XP61 powered King Air is now the perfect European executive transport."
- Malcolm Humphries, BB-625

"The upgrade is incredible! We saved over an hour round trip from South Dakota to DC. We zipped right up to FL330 with ice vanes deployed for most of the climb. These new engines will really carry the mail. There is no way we could have done that with the -42s."
- Ronald Hauck, BB-1307

"I'm convinced the -61 engine is the ideal motor for the King Air 200. You couldn't put a bigger engine on or it would be a waste of motor power. In upper flight levels, we are consistently 8 to 10 knots below the barber-pole at recommended cruise settings."
- Bert Bollar, BB-1331

"Our Blackhawk PT6A-61s have been a fantastic investment! The plane jumps off the runway, climbs straight up & settles in around 300 knots in normal cruise. We save time on each flight with power to spare. The -61s are a perfect fit for the King Air B200."
- John Rudolph, BB-107