



Call Todd Huvad

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PO Box 1089 • Clayton, NC 27528

1980 Beechcraft F90 King Air

AIRCRAFT SPECIFICATIONS

N-Number: N117TJ S/N: LA-17

This 1980 King Air F90 has B200 performance - it delivers faster cruise speeds, better climb performance, and a smoother ride than the C90 series. Only 23 sections, fresh III & IV phases, and brand new Blackhawk propellers. Garmin Avionics - G600 PFD, GTN-750 GPS coupled to S-Tec 3100-3 DCFS Autopi excellent paint and interior appointments.

Airframe: 6,387 Hours

Engine 1: 3,147 Hours SMOH Engine 2: 3,147 Hours SMOH

Avionics

S-Tec 3100-3 DCFS Autopilot
 Dual Garmin G600 Integrated Flight Display System
 Dual Garmin GTN 750 WAAS IFR GPS/Nav/Comm
 Garmin GWX-70 Digital Radar
 Garmin GMA-35 Audio Controller
 Garmin GTX-33ES Transponder
 Garmin GDL 88/84 ADS-B Datallnk
 - ADS-B In & Out
 Mid-Continent MD302 Standby Module
 Honeywell RT-220 Radar Altimeter
 Honeywell KGP-860 EGPWS
 L3 Skywatch 497 Traffic Information System
 L3 WX-500 Stormscope
 PS Engineering PM-501 4-place Intercom
 True Blue USB Charge Ports

Features

FEATURES
 Belted Potty Seat
 Rudder Boost
 22 Cu. Ft. Oxygen
 4th Cabin Window
 Auto Feather System
 Air Conditioning
 Dual Inverters
 Reverse
 Other 337s and STCs:
 R-134 Conversion Air Conditioning STC
 Norton Radome Kit STC
 Rosen Sun Visor STC

Interior

Excellent condition
 Executive 6-place Cabin
 Belted Potty
 Tan Leather with Tufted Inserts Seating
 Woven wool side panels
 Tan Carpets
 Walnut Cabinetry
 Executive Writing Desks and Lights

Details

350 Hours since Hot Sections
 Phase 3 & 4 Inspections scheduled for January 2025
 Props to be overhauled at inspection period
 Useful Load: 3,782.37 lbs
 MTOW: 10,950 Lbs
 ENGINE (RH)

Exterior

2015 Paint

- Matterhorn White
- Black Velvet Metallic (major)
- Platinum (Accents)
- Seminole Red Metallic (Accents)

Model: PT6A-135

s/n: PCE-92056

ENGINE (LH)

Model: PT6A-135

s/n: PCE-92068

PROPELLER (RH)

Model HC-84TN-3B

s/n CDA5111

PROPELLER (LH)

Model HC-84TN-3B

s/n CDA5125

Aircraft History:

Original N-Number - N6651H (1980-1988)

Exported to Mexico (1988-1996)

Import to United States - N19EG (1996)

Current - N117TJ (1996-Present)

Located at KSUT ([KSUT Details](#))

Hangared All logbooks and Records

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