

# RADAR

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## Advantages of Raisbeck's EPIC for the C90GTi

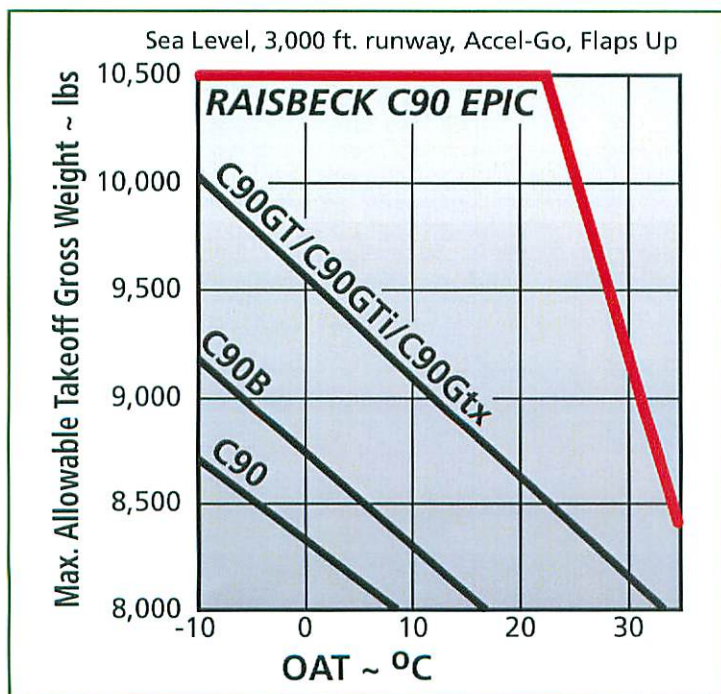
**R**aisbeck's EPIC 400 lb Gross Weight Increase (10,560 lbs Max Ramp Weight and 10,500 lbs Max Takeoff Weight) adds considerable utility. Raisbeck's EPIC provides more range with your desired payload, capacity to bring extra passengers or baggage, the ability to tanker fuel, or some combination of these.

### Not just a GWI

More than simply increasing the gross weight of C90GT, Raisbeck's EPIC adds performance and comfort to ensure nothing is sacrificed. You still get the runway performance that makes a C90 a C90. In fact, with the Raisbeck EPIC you can take full advantage of our Gross Weight Increase in many conditions that would limit the basic aircraft.

### Takeoff performance

The takeoff distance over a 50 ft obstacle (SL, ISA, MTWO) for an EPIC-equipped aircraft is an impressive 2,110 ft flaps up. Although the basic C90GTi transitioned to a flaps approach takeoff, it is still longer at 2,400 ft even with 400 lbs less weight.



Raisbeck C90 EPIC-equipped C90s are able to take off with a higher gross weight in HOT temperatures!

### Climb

Another advantage of Raisbeck's EPIC is the increased climbing power! The Raisbeck Takeoff Climb Gradient for Raisbeck is 4.8% while the basic C90GTi is 3.2%, even though again the Raisbeck equipped aircraft is carrying 400 lbs more!

### Quieter, more comfortable cabin

Not only are Raisbeck's Quiet Turbofan Propellers inherently quieter than the OEM 4-blade propellers but their increased aerodynamic efficiency allows for a 1750 RPM cruise with the same performance as the basic aircraft.

**In addition to increased gross weight, Raisbeck's EPIC adds performance, safety and comfort.**

Need some peace and quiet in your King Air's cabin? Just some DABS will do ya!

The Dual Aft Body Strakes also contribute by eliminating the low rumble found in the rear cabin of King Airs. This low rumble is a byproduct of the aerodynamic phenomena that the Dual Aft Body Strakes combat.

Vortices are generated at the wing to body juncture of all King Airs. These vortices roll along the aft belly of the fuselage. With the standard ventral fin, these vortices rumble along each side of the ventral fin until they finally roll off each side of the aft end of the ventral fin, destabilizing the aircraft.

With the Dual Aft Body Strakes, these vortices are trapped by the forward ends of the strakes and stagnated. Then the airflow is "funneled" through the aft end of the strakes, improving directional stability and eliminating the rumble.

So, more than just a Gross Weight Increase, the Raisbeck EPIC gives you more of what you bought your C90GTi for! →

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