

RIDGEAIRE

WORLDWIDE AVIATION SPECIALISTS · EST. 1967

1973

BEECHCRAFT KING AIR C90

N59KA | S/N LJ-589



TOTAL TIME

11,642.4

LANDINGS

11,102

SEATING

6 Pax

STATUS

Available

ASKING PRICE

\$595,000

Zachary Ridgley

DIRECTOR OF AIRCRAFT MARKETING & RESEARCH

903.586.1521 · RidgeAire, Inc.

1973 Beechcraft King Air C90

N59KA · S/N LJ-589

SPECIFICATIONS

HIGHLIGHTS

- Complete 8,000-cycle landing gear program complied with January 2026 – inspections, all three actuator overhauls, retract motor and gearbox, next event not due until 19,102 cycles or January 2032
- Phase 1 and Phase 2 inspections completed 29 January 2026 · Phases 3 and 4 with 590.7 and 790.7 hours remaining
- Engines on the MORE STC 8,000-hour TBO – 3,132 and 3,064 hours remaining to overhaul
- Both propellers overhauled March 2021 – only 84.8 hours since · oil analysis normal on both engines, most recent 6 January 2026
- ADS-B Out and In equipped – Garmin GTX 345 · pitot-static, altimeter and transponder certification current to 1 December 2027
- Complete logbooks from new · AD 89-25-10 wing spar program complied with and current · continuously maintained by East Texas H.S.I., Inc.

AIRFRAME

Manufacturer	Beechcraft
Model	King Air C90
Year of Manufacture	1973
Serial Number	LJ-589
Registration	N59KA
Total Time Since New	11,642.4
Total Landings	11,102
Hobbs	1,938.0
Wing Structure Safe-Life	18,357.6 hrs rem.
Status Date	29 January 2026

AVIONICS & EQUIPMENT

Flight Deck	Dual-yoke, full dual instrumentation
GPS / Nav / Comm	Garmin GNS 530
Transponder No. 1	Garmin GTX 345 – ADS-B Out & In
Transponder No. 2	Garmin GTX 327
Weather Radar	Color radar indicator
Attitude / HSI	Dual attitude & horizontal situation
Radio Altimeter	Installed · dual altimeters
Audio Panel	Pedestal-mounted
ELT	Kannad 406 AF-Compact
Pressurization	Turboprop East controller
Main Battery	Concorde RG-380E/44K – new 1/2026
FAR 91.411 / 91.413	C/W 12/1/2025 – due 12/1/2027

Certified to 35,000 ft. A complete itemized avionics and equipment list is available on request.

INTERIOR & EXTERIOR

Six-place executive cabin in tan leather with matched headrests and armrests, forward refreshment cabinet with cup holders and rosewood-finish trim, second cabinet at the aft cabin bulkhead, woven brown sidewall accent panels and carpeting, forward and aft privacy curtains, individual overhead lighting and gasper air outlets, sheepskin crew seat covers, and an aft belted seat at the cabin entry step. Exterior in overall white with charcoal, gold and pewter accent striping, charcoal engine nacelle tops and vertical stabilizer treatment, three-blade propellers with black blades and polished spinners, and factory-style "King Air" nose script.

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is always subject to verification by the purchaser.

ENGINES

Manufacturer	Pratt & Whitney Canada
Model / Quantity	PT6A-28 (2)
Overhaul / HSI Interval	8,000 / 1,750 Hours
Program	M.O.R.E. STC SE000EN – since 2009
Last Overhaul	Standard Aero, 1996 – one since new

DESCRIPTION	LEFT	RIGHT
Serial Number	PCE-52573	PCE-52572
Total Time Since New	8,316.3	8,384.1
Total Cycles	7,786	7,853
Time Since Overhaul	4,867.6	4,936.5
Cycles Since Overhaul	4,356	4,424
Hours to Overhaul	3,132.1	3,064.3
Last Hot Section	10 Feb 2009	10 Feb 2009
Engine Time at Last HSI	6,739.2	6,807.0
Hours Since HSI	1,577.1	1,577.1
Next HSI Due at Engine Time	8,489.2	8,557.0
Hours to Next HSI	172.9	172.9

PROPELLERS

DESCRIPTION	LEFT	RIGHT
Serial Number	BUA-22561	BUA-22559
Configuration	Three-blade	Three-blade
Overhaul Interval	4,000 hrs / 6 yrs	4,000 hrs / 6 yrs
Last Overhaul	26 Mar 2021	26 Mar 2021
Time Since Overhaul	84.8	84.8
Next Overhaul Due	3/26/2027	3/26/2027
Primary Gov. OVH (4,100 hrs)	3,837.0 rem.	3,837.0 rem.
Overspeed Gov. OVH (6,500 hrs)	1,632.1 rem.	1,564.3 rem.

INSPECTIONS COMPLIED WITH

- Phase 1 & Phase 2 airframe inspections — January 2026
- Complete 8,000-cycle landing gear program — January 2026
- Gear actuator overhauls, L / R / N — January 2026
- Gear retract motor & gearbox overhaul — January 2026
- Trunnion bolt hole inspection — January 2026
- Oxygen cylinder hydrotest & regulator overhaul — January 2026
- Spar cap inspection (12 month) — January 2026
- Battery capacity check, RG380E — January 2026
- ELT inspection per FAR 91.207 — January 2026
- Phase 3 & Phase 4 airframe inspections — November 2024
- Hot section borescope inspections, both engines — November 2024
- Horizontal & vertical stabilizer structural inspection — November 2024
- Both propellers overhauled — March 2021

RECORDS & COMPLIANCE

- Complete airframe, engine and propeller logbooks from new
- AD 89-25-10 wing spar — complied with and current under the recurring program
- Airworthiness Directives checked current through the January 2026 inspection
- Engines enrolled on the M.O.R.E. STC since February 2009, with 200-hour inspection items complied with at each event
- Continuously maintained by East Texas H.S.I., Inc. under the Beechcraft King Air 90 Series continuous inspection program

CALENDAR & CERTIFICATION

FAR 91.411 / 91.413	Due 12/1/2027
Oxygen Hydrotest & Reg. OVH	Due 1/29/2031
ELT Battery	Expires 05/2031
ELT Inspection (91.207)	Due 1/29/2027
Battery Capacity Check	Due 1/29/2027
Cabin Fire Ext. Hydrotest	Due 10/3/2026
Cockpit Fire Ext. Hydrotest	Due 3/26/2033
Spar Cap Inspection (12 mo.)	Due 1/29/2027
Wing Bolts & Fittings (3 yr)	Due 6/7/2026
Lwr Fwd Wing Attach Eddy Current	Due 6/7/2026
Wing Bolts & Nuts, Inconel (20 yr)	Due 10/1/2034

All times and status as of 29 January 2026 per the East Texas H.S.I., Inc. aircraft status report. Continuously maintained under the East Texas H.S.I. inspection program; complete status list available on request.

TIME REMAINING

Hot section inspection — L / R	172.9 Hrs
Fuel nozzle inspection / flow check	261.2 Hrs
Hot section borescope — L / R	390.7 Hrs
A/C evaporator air filter	390.7 Hrs
Phase 1 airframe inspection	200.0 Hrs
Phase 2 airframe inspection	400.0 Hrs
Phase 3 airframe inspection	590.7 Hrs
Phase 4 airframe inspection	790.7 Hrs
Oil filter replacement — L / R	832.4 Hrs
Starter generator overhaul — L / R	935.7 Hrs
Engine overhaul — L / R	3,132 / 3,064 Hrs
Propeller overhaul — L / R	3/26/2027
Exterior skin inspection	876 Cyc
Nacelle splice plate inspection	993 Cyc
Gear actuator clevis inspection	1,000 Cyc
Landing gear program (8,000 cyc)	8,000 Cyc
Horiz. / vert. stabilizer structural	10,531 Hrs
Wing structure safe-life	18,357.6 Hrs

ENGINE OIL ANALYSIS

SAMPLE DATE	L / R SAMPLE	RESULT
6 January 2026	61 / 62	Normal
1 November 2024	33 / 34	Normal
26 February 2021	45 / 44	Normal

All three reported samples on both engines returned "Sample appears normal — send next sample at normal interval." Spectrographic results on the January 2026 samples show iron, copper, nickel, chromium, silver, magnesium, aluminum, lead, silicon, titanium, tin and molybdenum all below 0.1 parts per million. Laboratory: AvLab Aviation Laboratories.



EXTERIOR — FORWARD THREE-QUARTER VIEW



NOSE & NACELLE DETAIL · LEFT FORWARD QUARTER



AFT THREE-QUARTER · EMPENNAGE & TAIL SURFACES





INSTRUMENT PANEL AND CENTER PEDESTAL

Dual-yoke cockpit with full dual instrumentation, center-stack GPS navigator and color radar indicator, dual attitude and horizontal situation indicators, radar altimeter, dual nav/comm control heads and audio panel at the pedestal, keypad transponder, Turboprop East cabin pressurization controller, and sheepskin crew seat covers. Pitot-static and transponder certification current to 1 December 2027.

Specifications, times and maintenance status are derived from the East Texas H.S.I., Inc. aircraft status report dated 29 January 2026 and AvLab Aviation Laboratories oil analysis reports dated 14 January 2026, and have not been updated for subsequent operation. For reference only — aircraft logbooks and records must be used for final determination. The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is always subject to verification by the purchaser.

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WORLDWIDE AVIATION SPECIALISTS · EST. 1967

One of the oldest aircraft brokerage firms in the world, RidgeAire has completed more than 2,250 transactions in over 30 countries. Family owned, veteran owned, and now in its third generation.

Zachary Ridgley

SALES MANAGER · DIRECTOR OF AIRCRAFT MARKETING & RESEARCH

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HEADQUARTERS

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Rusk, Texas 75785

HOUSTON

Houston Executive Airport (KTME)
Brookshire, Texas

TYLER

Tyler Pounds Regional (KTYR)
Tyler, Texas