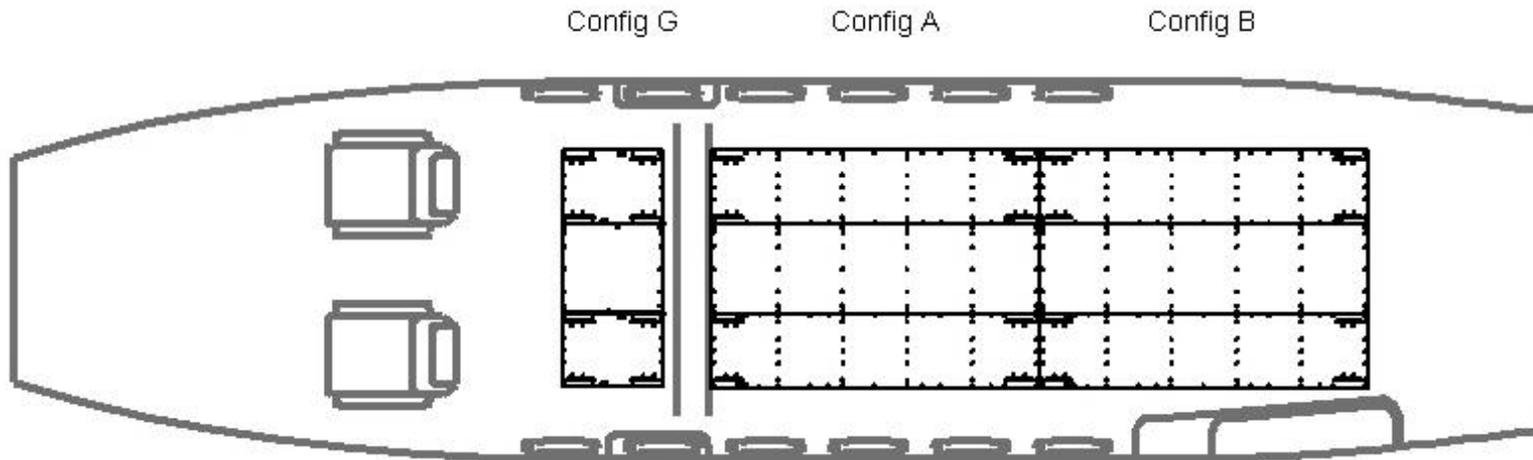


C-12 (King Air 350 Series) Aerospace Resources, Inc.

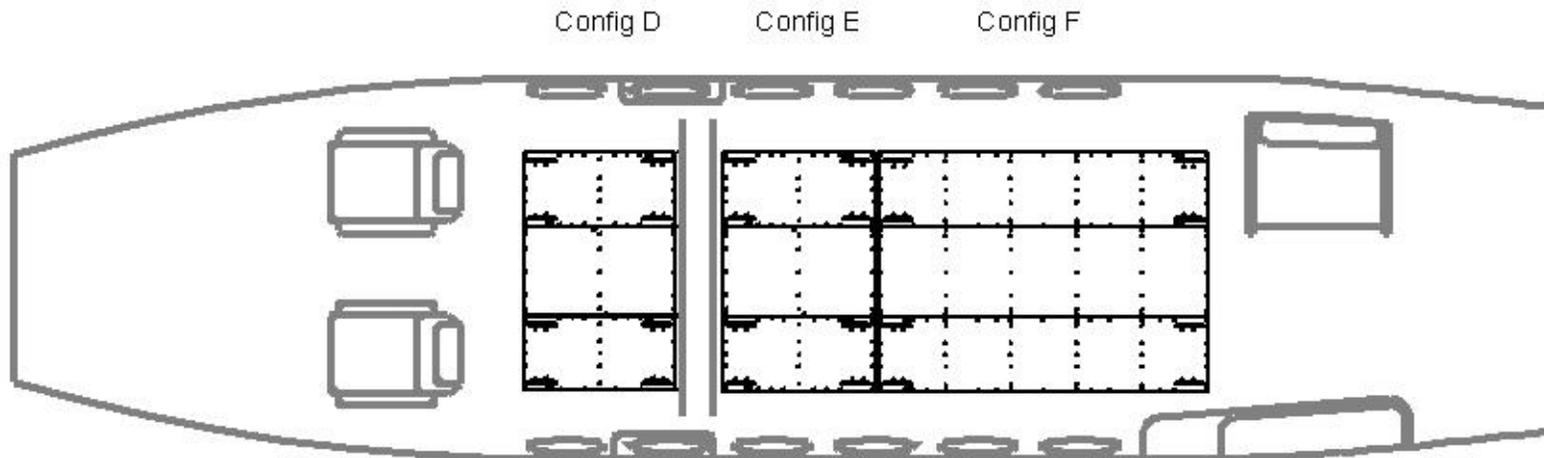


Aerospace Resources C-12 (King Air 350) **Configuration G** has a weight capacity of 300 pounds of freight and is 20.0 inches by 46.8 inches. The three decks used for Config G are contained in **Kit K004** (see Kits, Assemblies and Parts). Recommended for use with **Cargo Net Assembly FA00 003**.

Aerospace Resources C-12 (King Air 350) **Configuration A** has a weight capacity of 800 pounds of freight and is 65.0 inches by 46.8 inches. The three decks, cargo net assembly and restraint bar used for Config A are contained in **Kit K001** (see Kits, Assemblies and Parts). The three decks, only, used for Config A are contained in **Kit K002** (see Kits, Assemblies and Parts). The **Cargo Net Assembly FA00 003** and **Restraint Bar FA00 004** can also be ordered separately if desired (see Kits, Assemblies and Parts).

Aerospace Resources C-12 (King Air 350) **Configuration B** has a weight capacity of 800 pounds of freight and is 65.0 inches by 46.8 inches. The three decks, cargo net assembly and restraint bar used for Config B are contained in **Kit K001** (see Kits, Assemblies and Parts). The three decks, only, used for Config B are contained in **Kit K002** (see Kits, Assemblies and Parts). The **Cargo Net Assembly FA00 003** and **Restraint Bar FA00 004** can also be ordered separately if desired (see Kits, Assemblies and Parts).

C-12 (King Air 350 Series) Aerospace Resources, Inc.

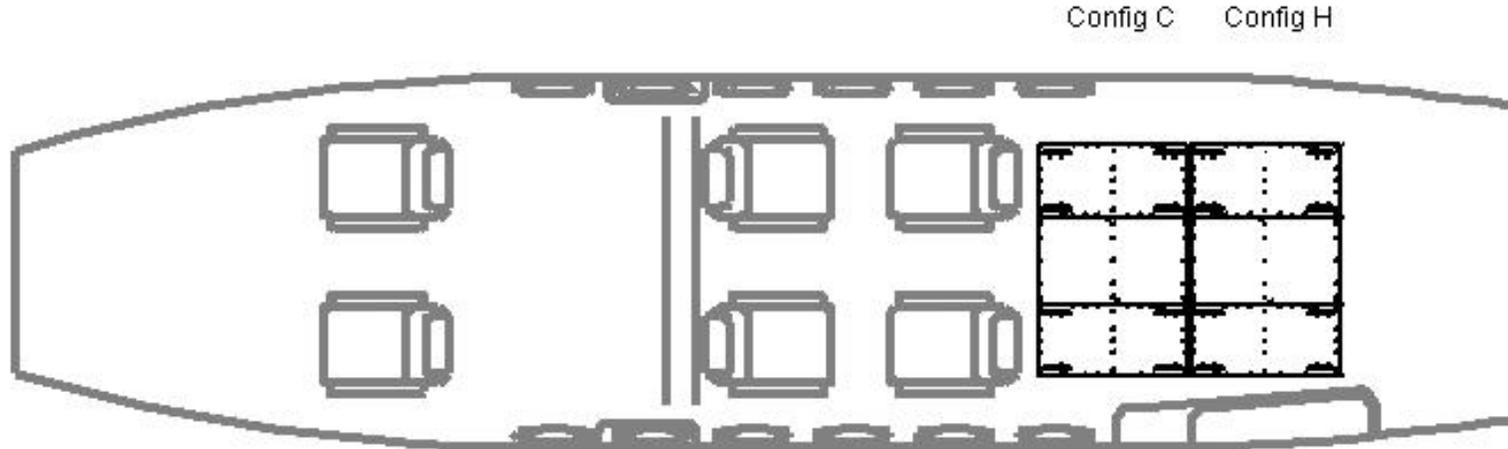


Aerospace Resources C-12 (King Air 200 and 250) **Configuration D** has a weight capacity of 400 pounds of freight and is 30.0 inches by 46.8 inches. The three decks used for Config D are contained in **Kit K003** (see Kits, Assemblies and Parts). Recommended for use with **Cargo Net Assembly FA00 003**. Also, **Restraint Bar FA00 005** may be used at operator's discretion to keep cargo from shifting longitudinally under the Cargo Net Assembly.

Aerospace Resources C-12 (King Air 200 and 250) **Configuration E** has a weight capacity of 800 pounds of freight and is 65.0 inches by 46.8 inches. The three decks, cargo net assembly and restraint bar used for Config E are contained in **Kit K001** (see Kits, Assemblies and Parts). The three decks, only, used for Config E are contained in **Kit K002** (see Kits, Assemblies and Parts). The **Cargo Net Assembly FA00 003** and **Restraint Bar FA00 004** can also be ordered separately if desired (see Kits, Assemblies and Parts).

Aerospace Resources C-12 (King Air 200 and 250) **Configuration F** has a weight capacity of 800 pounds of freight and is 65.0 inches by 46.8 inches. The three decks, cargo net assembly and restraint bar used for Config F are contained in **Kit K001** (see Kits, Assemblies and Parts). The three decks, only, used for Config F are contained in **Kit K002** (see Kits, Assemblies and Parts). The **Cargo Net Assembly FA00 003** and **Restraint Bar FA00 004** can also be ordered separately if desired (see Kits, Assemblies and Parts).

C-12 (King Air 350 Series) Aerospace Resources, Inc.



Aerospace Resources C-12 (King Air 350) **Configuration C** has a weight capacity of 400 pounds of freight and is 30.0 inches by 46.8 inches. The three decks used for Config C are contained in **Kit K003** (see Kits, Assemblies and Parts). Recommended for use with **Cargo Net Assembly FA00 003**. Also, **Restraint Bar FA00 005** may be used at operator's discretion to keep cargo from shifting longitudinally under the Cargo Net Assembly.

Aerospace Resources C-12 (King Air 350) **Configuration H** has a weight capacity of 400 pounds of freight and is 30.0 inches by 46.8 inches. The three decks used for Config H are contained in **Kit K003** (see Kits, Assemblies and Parts). Recommended for use with **Cargo Net Assembly FA00 003**. Also, **Restraint Bar FA00 005** may be used at operator's discretion to keep cargo from shifting longitudinally under the Cargo Net Assembly.

Configuration Compatibility

Configuration A may be used with all other configurations B, C, D, G and H. Configuration B may be used with configurations A, D, E, and G. Configuration C may be used with configurations A, D, E, G and H at operator's discretion. Configuration D may be used with configurations A, B, C, E, F and H. Configuration E may be used with configurations B, C, D, F, G and H. Configuration F may be used with configurations D, E, G and H. Configuration G may be used with configurations A, B, C, E, F and H. Configuration H may be used with configurations A, C, D, E, F and G. Any standard approved seating may remain in the aircraft with the cargo configurations. The **Cargo Net Assembly FA00 003** is rated for 1600 pounds of freight. With some combinations of configurations installed, the cargo decks could be rated for a total capacity of more than 1600 pounds and the operator may need a second Cargo Net Assembly, extra AM01 120 cargo straps or other means to secure the cargo.

C-12 (King Air 350 Series) Aerospace Resources, Inc.



Configurations A and B are shown in the UC-12W (King Air 350 series). This configuration will allow for up to 1600 pounds of freight and still have seating for two passengers. Numerous cargo and passenger interior configuration combinations can be used with one, two, three or four sets of cargo decks in the C-12. The Aerospace Resources cargo system provides a flat cabin floor for easier loading of freight. The cargo system can help prevent damage to the freight because it creates a flat cabin floor. The rugged cargo equipment will keep the existing cabin floor from damage that can cost thousands of dollars and ground the plane for weeks. Floor damage caused by placing a pallet of freight on the existing honeycomb floor of a King Air without the cargo system can cost more than the entire acquisition price of the cargo equipment.

C-12 (King Air 350 Series) Aerospace Resources, Inc.



The C-12 can carry large, priority cargo to remote airstrips on short notice. AOG parts, disaster relief supplies and other urgent freight can be moved from a depot to where it is vitally needed in hours instead of days.

The cost of operating a C-12 is a fraction of that of a UH-60 Blackhawk or CH-47 Chinook. The longer range and higher speed of the C-12 will solve numerous logistics problems. The C-12 can keep your helicopter fleet available for vertical missions instead of being away from base flying freight.

For small, urgent cargo missions, it may not be practical or cost effective to use a larger airplane like a C-130 to move freight to a remote location. Aerospace Resources cargo system for the C-12 can be your solution.

The flat cargo floor and large cabin door on C-12 make an excellent cargo platform. As shown in the Configuration B cargo installation (above), it is easy to load and unload freight in remote locations without heavy ground support equipment.

The numerous cargo configurations allow for carrying personnel with their full gear. The existing aft cargo area of the C-12 will typically bulk out when carrying passengers and the Aerospace Resources cargo system will allow for much more volume and weight carrying capacity.

C-12 (King Air 350 Series) Aerospace Resources, Inc.



The Aerospace Resources cargo system is interchangeable between the aircraft in your C-12 fleet. After the existing cabin items (such as seats) where the cargo system will be installed are removed, the cargo system can be installed in a few minutes by a single person. No tools are needed for the installation or removal of the cargo system. The cargo system can increase the versatility of your entire fleet.

The entire cargo system can easily be shipped anywhere in the world in just a few days. It is simple to box the cargo decks and they can be transported by almost any freight forwarder via ground or air.

The cargo equipment is lightweight and durable. It is easy to store when not in use and the rugged construction will allow you to carry cargo in your C-12 fleet for years.

