

Redhead Equipment Ltd.
705 Henderson Drive
Regina, Saskatchewan
S4N 6A8

July 14, 2008

Jennifer Jenkins Snyder
Customer Service
Blackhawk Modifications Inc.
7601 Karl May Drive
Waco, Texas 76708

Dear Jennifer,

Just a short testimonial about the Blackhawk upgrade to our Conquest 1.

We are very happy with the recent PT6A-135A upgrade to our aging (1983) aircraft. It has really given new life to the old girl. Too bad Cessna doesn't still produce this model since it fits the majority of the mission profiles that we require. We have done upgrades on paint, props, exhaust stacks, avionics and now engines and short of a completely new interior; believe it to be the best 425 out there. If we had a higher max cabin pressure differential, we wouldn't in hesitate flying up to FL280.

Included are some performance numbers we have accumulated in about 150 hrs. with the new Blackhawk engines. Can't quite get 290 KTAS @ FL240 but we are starting to average 282-285 KTAS @ FL230 @ approx. 550 lbs. /hr (82 U.S. gals/hr). Having finally installed the new electronic torque gauges really allows fine-tuning of power settings, and they look sharp too!

ALTITUDE	FUEL FLOW	TAS
160	560	257
170	552	258
180	537	260
200	555	270
210	539	273
220	553	273
230	549	275
240	550	276
250	507	274

These are average numbers with various temperatures (ISA -10 to ISA +15)
Best was @ FL230 282 kts ISA +8

Included are numerous pictures with the new decals in place.

Yours truly,
Bob Munday
Chief Pilot
Redhead Equipment Ltd.
Flight Department
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