

James Talmadge Cook, III, M.D.
504 Cherry Street
Panama City, Florida 32401

August 7, 2007

Edwin Black
Blackhawk Modifications

Dear Edwin;

I am faxing with this note an article I wrote for the Cheyenne magazine in 2003 and the original thoughts still stand.

I am still enthusiastic about the upgrade for the following reasons;

1. The aircraft is much quieter with the four blade Hartzell props which turn slower and have greater ground clearance. You arrive much more rested than before. I note the Black Max props had problems with the hubs cracking, so they are not preferred. The engineer at Hartzell reassured me that these props are very sturdy and can take much more torque than the engines can give them. I note that they are not in need of dressing ear year like before.
2. I get full torque at least to FL180 to FL190 and sometimes up to FL220 depending on the temperature. And it just soars off the runway.
3. If you ever lose an engine you have much more reserve.
4. I have the American Speed Cowls and they are well worth it. I am not sure the speed stacks are worth it, but they look good!
5. Above 23,000 you are essentially at red line all the time. I noted a climb of 1500 fpm at 26,000 the other day.

I recently went from Panama City (Florida) to Cincinnati Lunken (538 nautical miles) at 23,000 feet and had essentially zero wind with an average of 270 knots at altitude. I burned about 540 pph and got there in 2 hours and six minutes.

Please let me know if I may give you further information.

Sincerely,
James T. Cook, III, M.D.
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