

Dave,

I had several flights yesterday you might find interesting on Flightaware. The engines made an old tired Cheyenne an incredible machine. They were really helpful in climbing through weather and dealing with ice. Also, the added performance at flight level 250 was exceptional picking up an additional 30 to 35 knots. I only checked my true once and it was 276 knots at 250. Actually, on my return trip last night from Florida I had to reduce power at 250 as both speed indicators were over (vmo). 2:27 from KDAB to KCKB isn't too bad for a turboprop on 215 gallons of fuel.

Thanks again for all your help,

Randy