

Jim

Hope all is well.

Just a quick update on flights in my King Air 200 with the -61 engines:

Historical data on my trips to Northern Ontario with an initial stop in Buffalo to fuel up and coordinate customs arrangements. I can't say for sure but all trips were similar in weights and fuel load. I could have been dead heading on 1 or 2 trips. Return trips usually mean a consistent head wind, I am able to average 4.3 to 4.6 hours return trips when clear customs in Buffalo. If I clear US Customs in CIU it is a little less direct head wind so it averages 4.3 hours. Customs is on site in Buffalo so I usually opt for a Buffalo crossing.

3 out of 4 trips that were direct from BTR to BUF were **4.0 hours** on the nose in our plane **prior to the conversion from 41's to 61's**. The flights were all at **FL 270 with an average fuel flow of 536 PPH**.

3 out of 4 trips that were done since the Conversion last May have **been 3.1 hours except for this Monday and it was 3.8 hours**. There was a low pressure on the East Coast sending a Counter Clockwise head wind on my route up to Buffalo. **Fuel flow at FL 270 has 690 PPH**.

I am consistently seeing a 40 knot gain in TAS at FL270 and 280. On long runs where I get lighter have to throttle back or I bust Vmo 3 hours into the trip especially at colder temps that I run into when I am up North.

Based on \$5.00 per gallon

4 Hrs FT x 80 gals PH = (320 Gals) x \$5.00 per gallon = \$1600.00

VS

3.1 Hrs FT x 103 gals PH = (319.3 Gals) x \$5.00 per gallon = \$1596.5

As you can see the numbers don't lie. Of course these are small numbers when compared to the **.8 hours of engine time saved x 2**. I usually use around \$1000.00 per hour when figuring the cost of the plane. **Deduct the fuel and that .8 goes a long way to justifying the conversion**, especially when you factor in the numbers above. I have noticed that the results are not always as positive as these versus say shorter hops. I suppose that would be only natural due to having to Start up / Climb / then descend before you really get into the speed advantage mode that a longer trip provides.

Just thought you would like to know.

Thanks

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