

Dear Robin,

It has been about a year since I installed the LFS kit on my Turbo Arrows III. I thought you might like to know what we experienced. First, the installation was straight forward with no surprises. Since the aircraft was to be painted, we first installed the metalwork and then did the contouring and painting. The results look great! But the proof is in the flying.

I currently plan for a 180K TAS at 16-20,000 MSL using 75% power. We added a Turbo Plus intercooler at the same time and got a fuel flow of 12-13 gph depending on the temperature.

Now for the fun part, we took 87H to the 1988 CAFE 400 just to see what it would do. We competed in both the triaviation and the CAFE. In the triaviation, we scored a top speed of 191 mph TAS, stall speed of 54 mph and average climb of 1419 fpm, up to 6000 MSL. This was a weight of 2245 lbs. and was good enough for first place. Second place went to a V-35 Bonanza which was slower, stalled faster and beat our climb rate by 6 fpm. Needless to say, we were amazed!

In the CAFE race, run at gross weight, we placed third in class behind a Mooney M-20E and just behind a Comanche 250. Next year we will be better prepared to compute the optimum race profile and prepare the aircraft, by relocating some antennas and removing the step.

I don't know if this is the world's fastest Arrow, but it is the most pleasant to fly. Should any of your prospective customers wish to see our Arrow, please have them call me. You may freely use this letter in your advertising. Should we ever buy by a Seneca, we will most certainly add the LFS kit.

Very truly yours,



Michael G. Salish

MGS/jah