



Lubrilon Aircraft Testimonials

As Co-owner of Double Eagle Aviation located in Tucson, Arizona, I am writing the following account of what could have been a major mishap to verify one of the outstanding benefits of your Lubrilon's Pfl Aircraft Engine Treatment. My son Eric and I have been in business for 3 years and have a total 15 aircraft ranging from a Cessna 210 to a C-152 Trainer. All of the engines of these planes have been treated with your Pfl treatment. On a recent flight from San Diego, our Cessna 210 with turbo-charged engine (732-BW) being flown by Bud Henderson, blew the oil seals on the turbocharger. Mr. Henderson is an Instructor Pilot with 25 years experience and a Commercial-CF11-ATP license. He had two German student pilots onboard at the time. Dr. Robert Serafin and his wife, destined for Tucson, they were flying at 11,500 feet, and were 21 minutes out of San Diego when a seal on the turbocharger blew. Resulting in a complete loss of all oil pressure.

After seeing the oil pressure drop to zero the pilot became concerned, but since the engine temperature didn't rise out of the normal range and the engine continued to run smoothly, Bud only thought he had a gauge problem. After contacting El Centro Naval Base about 10 miles away, he found they had no one who could fix the gauge. Bud then proceeded to Imperial, a civilian airport located nearby. As he came in for a landing he was told by ground control that he was smoking. After landing he found oil had come out of both sides of the cowling and the bottom of the plane was covered with oil. He had no oil in the engine- it had all blown out. He had flown about 18 minutes with out oil in the engine.

After replacing the oil seals, relief valve and turbo charger, the Cessna 210 was returned to Tucson. Ensuing dyno tests showed no damage at all to the engine. If the engine had been damaged, an overhaul rebuild would have cost \$13,000.00. If the casing had been cracked, we would have been looking at \$20,000.00 replacement.

Our C-152 Trainer is our best example of how your engine treatment helps us cut maintenance costs. We are at 2600 hours (600 past TBO) and the engine still checks out like new. In our hot climate we have never had this engine go past 1500 hours even though it's rated at 2000 TBO by the manufacturer.

Our advice to private flyers is very simple. Don't fly without Lubrilon treating your engine. It's the best insurance you can buy and it costs very little. We treat our engines every 300 hours.

Sincerely,

George T. Gregory, Jr.

Dear Sirs,

I'm a fish spotter and fly the Chesapeake Bay area and along the eastern seaboard. We routinely put between 1,200 and 1,500 hours a season on these light aircraft. Prior to using Lubrilon we were having considerable problems with valve guide wear which would cause considerable overheating and stresses in the cylinders. We were using Avblend and it could not alleviate this problem.

In 1994 I put a new engine on my aircraft after sufficient break-in; I used your Lubrilon Aircraft Engine Protection. Since then, I have flown the aircraft over 3,500 hours.

When we have pulled the cylinders for inspections, we have found very little wear. To date we have less than .001 wear on the cylinder bore. I have noticed an increase in fuel economy, a decrease in engine operating temperature and a much smoother running engine.

Yours truly,

Harold C. Rittenhouse
Commercial Pilot



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Dear Sir,

Your product seems to be all the folks at RAM bragged it to be. In our C-150 we got an immediate 100 RPM increase in cruise RPM. In our c-340 I noticed it started easily without pre-heating at 12oF.

I am sure I am getting the +5% HP at take off on our new TSIO 520 NBR engines (341 HP)
Send me some literature to pass on to those I talk to who are interested.

Sincerely,

Corporate Pilot

Real Estate Broker and developer Joe Lo Monaco pursues a crowded schedule far beyond Anchorage, his adopted home, and often does it flying one of his own three aircraft.

Security? Performance? Both are vital in frigid temperatures or warm. So, both were at stake in treating his Beaver with Lubrilon Aircraft Treatment, prior to leaving for Anchorage from Minneapolis.

A revolutionary, petroleum-based product meeting all FAA standards, Lubrilon actually bonds a hard film of lubrication to the engines moving parts. Thus reducing heat and friction, and in turn creating several measurable benefits.

"Before treating the engine and leaving, I had a compression test performed," Joe remembers, "Then as I normally do, I recorded pertinent data that showed; "The engines cylinder-head temperature decreased 11% to 15%.... oil consumption declined by 24%..... Fuel economy rose by 10%... less vibration and easier starts were experienced... cylinder-head compression increased from two pounds to seven pounds per cylinder, motivating me to have my mechanic buy a new compression tester-which yielded the same reading. And my engine RPMs went up by 50 (a significant gain as any single engine pilot will attest)."

I own a spray plane with a Pratt-Whitney 450 HP engine. This engine used 2-3 quarts of oil per hour since the last overhaul. It seemed that the oil rings never seated properly. Another crop duster friend of mine told me about Lubrilon engine treatment. I was not sure that I wanted to try this product or not, but I finally decided to try it. I have been very pleased with the results.... the oil consumption dropped by 50% and I could tell a definite increase in power. We will continue to use this product from now on in our Aircraft Engines and also our trucks.

Owner Manager
Touchet Valley Aviation



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I fly commercially up and down the east coast from the Carolina's to Rhode Island as a fish spotter for the fishing companies in Reedville, VA. I have been using Lubrilon Aircraft Engine Protection in my aircraft for more than two years now. I am very satisfied with your products performance.

Since using Lubrilon Aircraft Engine Protection in my aircraft, valve problems have become extinct. Before we had been using AvBlend every oil change and still experienced sticking valves. This can be quite expensive especially when your mechanic has to fly in to repair your engine. Even going in to the hanger with a mechanic is expensive. In valve guide repair alone, this product has saved me lots of money. Buying Lubrilon has been money well spent.

Henry Dixon
Commercial Pilot

After hearing and reading about your recent certification by the FAA, two (2) quarts of your Engine Protection were purchased of which 1-1/3 (5 to 1 ratio) were added to the crankcase with a regular oil change in the Corporate aircraft, a 78 Grumman American Tiger (N28896) Tachometer time 275.62
Tachometer time 310.61.... The following has occurred since treating the Tiger to your product.

1) Oil consumption is down from 1 per 8-9 hours to 1 per 13-13 hours (air cooled engine)

2) The engine does not "throw out" the first quart or so.

3) Fuel Consumption is down an estimated 10%.

4) The idle adjustment was decreased by the mechanic after 15 hours of usage some 165+ RPM. The Tiger is prone to float when landing, but due to higher idle, it was more difficult to land on "short strips". This appears to be conclusive as to the reduction of friction on the internal moving parts of the Lycoming engine.

Other than the addition of your product and the decrease in the idle adjustment, nothing else was touched on the engine or flying components during this period of time.

Congratulations on your products!

78 Grumman American Tiger

When I first heard about your Aircraft Engine Treatment and what it does, I immediately thought about a trip I had made. I own a Beechcraft Musketeer with a 200 HP Lycoming engine. I was flying back from Michigan to Wisconsin, and unknowingly was leaking oil through my oil gauge line. Fortunately I only lost half my oil and landed safely at my home base. If it had been any worse I may have had to make an emergency landing that could have possibly destroyed my engine (at a cost of \$2000 or more) or worse yet, could have resulted in damage to the plane or myself. I presently have 30 hours on my engine since treating it. Two things I have already noted tell me the Lubrilon Engine Treatment is coating my engine and reducing friction and wear.

1) My engine turns over a lot easier which should help extend the life of my battery and starter.

2) I reduced my oil consumption from one quart per every 2-3 hours of flying to one quart per every 7-8 hours of engine time, a reduction of about 2/3 in oil consumption. The savings in oil alone will pay for the plane treatment.

I want to thank you for introducing me to the Lubrilon Engine Treatments and I certainly would recommend them to anyone who drives or flies. They are great.

Sincerely,

Walter Hess
Private Pilot - Appleton, Wis.



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I have flown seven Air races last two years and five of them required full power operation for over 2000 miles. The other two required Speed and fuel ratio.

Lubrilon was used in the Lycoming and Continental race and Flight School engines and in all cases I found a smoother, cooler engine with averaging a 150 RPM's increase in turn up.

None of my Lubrilon engines have come up for overhauls to date but I have seen two "Lubrilon" Aircraft engines at Overhaul and I must say they look very good.

I wish to thank you for developing such a fine product for my aircraft engines.

Yours truly,

Edna Gardner Whyte R.N.
Aero-Valley Airport
Roanoke, Texas

****NOTE:** Lubrilon* formula sold under different private label name at time of testimonials.

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