

June, 1989

Ambassador Oil & Chemical  
9804 Whithorn  
Houston, Texas 77095

Dear Mr. Bishop,

As co-owner of Double Eagle Aviation located at Tuscon, Arizona, I am writing the following account of what could have been a major mishap to verify one of the outstanding benefits of your MFL Aircraft Engine Treatment. My son Eric and I have been in business for 3 years and have a total of 15 aircraft ranging from a Cessna 210 to a C-152 Trainer. All of the engines of these planes have been treated with your MFL 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 on board at the time, Dr. Rober Serafin and his wife. Destined for Tuscon, 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 pressure.

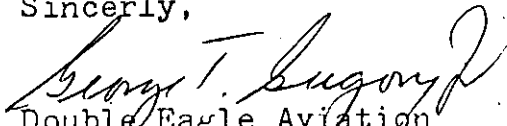
After seeing the oil pressure drop to zero the pilot became concerned, but since the engine temperature didn't rise out of the normal range and the engine continued to run smoothly, Bud thought he only had a gauge problem. After contacting El Centro Naval Base about 10 miles away, he found they had no one who could fix the gauge. Bud then proceded to Imperial, a civilian airport located nearby. As he came in for landing he was told by ground control that he was smoking. After landing he found oil had come out of both sides of the cowlings 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 without oil in the engine.

After replacing the oil seals, relief valve and turbocharger, the Cessna 210 was returned to Tuscon. 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. If the casing had been cracked, we would have been looking at a \$20,000 replacement.

Our C-152 Trainer is our best example of how your engine treatment helps us cut maintenace costs. We are at 2600 hours (600 hrs. 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 is rated at 2000 TBO by the manufacturer.

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

Sincerely,

  
Double Eagle Aviation  
George T. Gregory, Jr.