



November 7, 1993

Mr. Alan D. Roth
President
Advanced Product Distributors, Inc.
10849 Bucknell Drive
Wheaton, MD 20902

Dear Mr. Roth:

I have a Cessna aircraft C414A with 2 turbo-charged, fuel-injected, opposed 350 HP RAM conversion engines. Each engine uses 12 quarts of 15W 50 Aero Shell oil which I change every 40 to 50 hours. I change the filters with each oil change.

After a recent oil change, I put 1 pint of Militec-1 in each engine. I flew from Greenville, Mississippi to Starksville, Mississippi - a 1-hour trip counting engine warm-up, taxi out and landing. The trip was flown at 7,000 feet. The power settings were 31" manifold pressure and 2350 RPM. The engines were leaned to one notch below * on the exhaust gas temperature meter. The fuel flow was 112 lbs per engine per hour indicated. This was the same fuel flow as the engines have used as long as I've owned the aircraft.

After that one hour of flight time, I returned at 6,000 feet to Greenville. I used the same power settings as earlier and leaned the engines to the same exhaust gas temperature settings. Now my fuel flow read 105 lbs per hour per engine. I saved 14 lbs total per hour on the return trip. 100 octane aircraft fuel weighs 6 lbs per gallon. I saved 2.33 gallons at \$2.20 per gallon which related to a total savings of \$5.12.

I've run the aircraft another 50 hours and have already changed the oil and filters without adding more Militec-1. The fuel flow has not increased. The aircraft runs the same and I'm still using the same power settings with the same savings of about \$5.00 per hour. That means 50 times \$5.00 since I started using Militec-1. The fuel savings are great. It pays for the Militec-1 many times over.

/s/
Jim Hightower

1170 Cloverdale Drive
Greenville, MS 38701

[Note: Militec-1 has not yet been approved by the FAA for aircraft use.]