August 2008

Enviro-Save Products Inc.,
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Burnaby, B.C.
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Attention: Mr. Warren Casperson

Hello Warren -

I treated a six cylinder 260hp Lycoming engine in a Hiller 12E helicopter being used to move cedar shake blocks in logging country. Results were nothing less than spectacular - and within one flying hour!

As you are aware, helicopter piston engines are fan cooled. Operating temperatures and pressures can therefore be continuously and accurately monitored. Here is a great opportunity, I thought, for conclusive testing of the Enviro-Save product.

Here is the good news.: (1) Cylinder-Head-Temperature dropped by 29 degrees from the usual 225 C. to 196 C. That is a lot! (The reduction in friction surely translates into greatly reduced wear.) (2) Idling went from 1200rpm to 1350rpm (reduced friction again) and had to be shop adjusted. (3) More power showed up on the torque gauge. (4) Subsequent starts did not require as much cranking torque, were quicker, and therefore easier on the starter. (5) Fuel burn was improved, but could not be accurately measured on this job of continuous slinging and refueling from drums.

The above advantages improved slightly as many more hours were flown.

In winter I noticed that the daily cold weather first-starts required far less cranking power.

Have been using Enviro-Save in my private Cessna, two cars, two motorcycles and a lawn mower with excellent savings in wear and fuel costs.

How wonderful that use of Enviro-Save does not affect manufacturer warranty.

Your product can only mean considerable advantage in operational costs and safety. I understand a growing number of airplanes, both private and commercial, are now using it.

Considering fuel prices today, here is something that would be a big cost equalizer for anyone wise enough to use it.

Best regards,

Ray Conant
Commercial Helicopter Pilot