



25th September 2023

Hi Charlie

As you are aware, yearly, Chrissy and I tour Australia's top end with a like-minded group of pilots. The information detailed below relates to a recent trip across Australia's top end from Airlie Beach to Broome. Returning via an inland route, the final section being from Longreach to Airlie Beach.

I have been testing the E-Valence range of aviation range products over the last two and a half years. During this period, I have cleaned (washed), corrected (polished) and protected (applied APD) to my Robinson 44 and, over the last twelve months, my Robinson 66.

In the years preceding the purchase of the R66, I was certain that I had achieved a performance advantage in the R44 compared to my contemporaries on these trips. I was certain this advantage was attributed to the coatings of E-Valence products. So, to confirm this belief, I performed the tests outlined below during the recent trip.

Before departure, I cleaned the fuselage and rotor blades with E-Valence Aviation Wash. Polished the fuselage with E-Valence Intermediate Polish, and then applied E-Valence APD to both the fuselage and the rotor blades.

I envisaged three tests to provide some definitive, if empirical, data. Test one, a percentage thrust comparison. Test two, a speed comparison, and test three, a fuel burn comparison. The comparison tests were performed against the same Robinson 66 RR turbocharged helicopters.

Test 1

During this test period, the group of 4 flew at an altitude of 1500 ft, flying in a single file 3-4 nautical miles apart. We were in groups of four. The three R66s in my group had their power settings at 75%. I maintained station with my power setting at 68%. This test was repeated at various altitudes, 2,500 ft and 3,000 feet.

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Test 2

To confirm the above, I throttled back to a point of three nautical miles further behind the group. Whilst the group ahead maintained a cruising power setting of 75%, I powered up to a power setting of 75% and easily caught up. This test was repeated several times over the trip and at various altitudes.

Test 3

Before departing Longreach, another R66 pilot and I filled up with aviation fuel. Both aircraft were of the same age and were carrying the same payload. Upon arriving in Airlie Beach, we both filled our tanks. I had consumed 212 litres, and the other R66 228 Litres. Representing a difference of 16 litres or 7%.

The APD for Perspex had not been applied to the front Perspex canopy as it had not arrived before departure. As the canopy is a substantial part of the surface area of an R66, with APD for Perspex applied, we would expect this level of performance or better with further testing.

I will be returning to Melbourne in the R66 in ten days. Version one of the APD for Glass and Perspex has arrived. I will clean the craft's fuselage, screen and rotors and then reapply the APD products to the appropriate surfaces. As I have undertaken this trip several times in the past and have complete records, it will be interesting to see the differences.

I would happily discuss these results with your business contacts anytime and provide further information if required.

I may be contacted via email or by phone.
Details are listed below.

Yours Sincerely

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