

# AMERICAN BONANZA SOCIETY



## NEWSLETTER

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### MORE ON MICROLON

In the June Newsletter Questions and Answers, we mentioned that we often get questions concerning Microlon. In order to be able to answer members' questions, we decided to give it a try.

Microlon CL-100 Aircraft Engine Treatment was added to the engine oil in our IO-520BA at TT 918.55. The aircraft was then flown coast to coast, and in accordance with instructions the oil and filter were changed after 15 hours of operation. All temperatures, oil consumption, fuel consumption and miles per gallon were carefully monitored. Now, 40 hours after the treatment, here are the results.

Both of these flights were conducted under similar conditions, weights, routings and power settings. Most departures were at max gross. No. 1 flight prior to Microlon treatment; No. 2 after treatment. All flights at plus 25° EGT, power settings 62%.

	<u>No. 1</u>	<u>No. 2</u>
Time	33.5 hours	36.02 hours
Average CHT	180	175
Oil Consumption	5.58 hrs. per qt.	6.03 hrs. per qt.
Fuel Consumption	13.286 GPH	13.129 GPH
MPG	10.876	11.719

<u>Compression</u>	<u>At 892.4 Hours</u>	<u>At 985.2 Hours</u>
Cylinder #1	76	75
Cylinder #2	76	76
Cylinder #3	70	75
Cylinder #4	70	78
Cylinder #5	76	78
Cylinder #6	76	78

Let me say right here that neither we nor the Society recommend or endorse any product or service. This is only an attempt to provide more information to our members so that they may make judgements of their own.

Jim Stargel

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