

| TYPE INSPECTION AUTHORIZATION | | | | | | PAGE 1 OF 2 PAGES | |
|--|--------------------------------|----------------------------------|------------------------------|---|-----------------------------|--|---------|
| | | | | | | PROJECT NO. E4709SW-D | |
| <input type="checkbox"/> FLIGHT (Routing Symbol) <input checked="" type="checkbox"/> MANUFACTURING <u>ASW-218</u> (Routing Symbol) | | | | | | DATE July 14, 1980 | |
| NAME OF APPLICANT RAM Aircraft Modifications, Inc. | | | | ADDRESS (Number, street, city, state, and ZIP code) Madison-Cooper Airport, P.O. Box 5219, Waco, TX 76706 | | | |
| 1. INSPECTION AUTHORIZED FOR | | | | | | | |
| <input checked="" type="checkbox"/> AIRPLANE <input checked="" type="checkbox"/> ENGINE <input type="checkbox"/> PROPELLER <input type="checkbox"/> ROTORCRAFT | | OTHER (Specify) | | NEW MODEL (Give model no.) | | ORIGINAL T.C. DATA SHEET NO. | |
| | | | | <input checked="" type="checkbox"/> ALTERED MODEL (Give name of original manufacturer and model no.) Teledyne Continental Motor TSIO-520B | | E8CE | |
| 2. CERTIFICATION BASIS AC 20-24A, dated 4/14/67, FAR 33, as amended on 10/31/74 | | | | | | | |
| 3. CATEGORY—FOR AIRCRAFT ONLY (Check all applicable items) | | | | | | | |
| <input type="checkbox"/> NORMAL | | <input type="checkbox"/> UTILITY | | <input type="checkbox"/> ACROBATIC | | <input type="checkbox"/> TRANSPORT | |
| | | | | | | <input type="checkbox"/> RESTRICTED | |
| | | | | | | <input type="checkbox"/> OTHER (Specify) | |
| 4. DESCRIPTION OF ALTERATION Qualification of Lubrilon lubricant for use in Continental and Lycoming aircraft engines, and approval of chrome plated piston pin and magneto drive gear. | | | | | | | |
| 5. DESIGN SPEEDS—MPH (EAS) — SEE PAGE _____ | | | | 6. MAXIMUM MACH NO. (DESIGN) — SEE PAGE _____ | | 7. DESIGN WEIGHTS — SEE PAGE _____ | |
| 8. MAXIMUM OPERATING ALTITUDE (Foot) | | | | 9. MAXIMUM CABIN PRESSURE DIFFERENTIAL (p.s.i.) | | 10. CG. LIMITS — SEE PAGE _____ | |
| 11. CARGO AND BAGGAGE COMPARTMENTS - LOCATION AND MAXIMUM LOADS — SEE PAGE _____ | | | | 12. STRUCTURAL/MANEUVERING LIMITS — SEE PAGE _____ | | | |
| 13. OPERATION LIMITATIONS | | | | | | | |
| ENGINE MAKE AND MODEL (FOR TURBINE ENGINE SEE PAGE _____) TCM TSIO-520B | | | | | | ENGINE DATA SHEET NO. E8CE | |
| ITEM | ON TAKEOFF (Specify) (Minutes) | LOW RATIO SUPERCHARGER | | HIGH RATIO SUPERCHARGER | | MAXIMUM ALLOWABLE TEMPERATURE °F. | |
| | | SEA LEVEL | ALT. HEIGHT (Specify) (Foot) | ALT. (MIN) (Specify) (Foot) | ALT. (MAX) (Specify) (Foot) | CYLINDER HEAD (OR-COOLANT OUTLET) WASHER | SAWONET |
| IN. HG. | 32 | 32 | 32 | | | | 460 |
| RPM | 2700 | 2700 | 2700 | | | | 240 |
| HP | 205 | 285 | 285 | | | | — |
| 14. PROPELLER | | | | | | | |
| MAKE AND MODEL | | | | | | DATA SHEET NO. | |
| HUB MODEL NO. | | | | | | DIAMETER | |
| BLADE MODEL NO. | | | | | | LIMITATIONS - SEE PAGE _____ | |
| 15. ROTORCRAFT | | | | MAXIMUM | | MINIMUM | |
| POWER ON ROTOR LIMITS—RPM | | | | | | 100-HOUR INSPECTION COMPLETED | |
| POWER OFF ROTOR LIMITS—RPM | | | | | | | |
| 17. EQUIPMENT LIST | | | | 18. TYPE INSPECTION REPORT | | | |
| IS EQUIPMENT LIST CORRECT AS TO WEIGHT AND ARM OF EACH ITEM | | | | <input checked="" type="checkbox"/> COMPLETE APPLICABLE PORTIONS OF TYPE INSPECTION REPORT, PART 1 <input type="checkbox"/> COMPLETE APPLICABLE PORTIONS OF TYPE INSPECTION REPORT, PART 2 | | | |
| EQUIPMENT LIST ATTACHED | | | | <input checked="" type="checkbox"/> SEE ATTACHED PAGES FOR INSTRUCTIONS <input type="checkbox"/> SEE ATTACHED PAGES FOR SPECIAL TESTS (Define divisions of responsibility) | | | |
| ORIGINATED BY | | | | CONCURRENCES | | | |
| ROUTING SYMBOL | | ROUTING SYMBOL | | INITIALS | | ROUTING SYMBOL | |
| ASW-214 | | ASW-214 | | DEG/LB | | ASW-210B | |
| ASW-218 | | ASW-218 | | BJD/LS | | RFB/PLB | |
| APPROVAL | | | | | | | |
| DATE 7/16/80 | | | | TITLE Acting Chief, Eng. & Manufacturing Branch | | SIGNATURE <i>C. J. Stone</i> | |

Bishop's Original (LubriLon) has been proven and accepted by FAA

Memo to Jack M. Riley, Jr.
Subj: Inspection Report
April 19, 1981 – cont'd

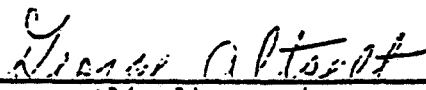
Piston pin bosses show a maximum wear of .0006 to .0017.

The remainder of all other parts inspected are described in the first paragraph.

Conclusion:

This type engine test – 150 hours at elevated power output at maximum oil temperature as specified by the FAA TIA – is equal to a full T.B.O.

I would consider all findings to be better than acceptable standards.



George Altgelt
FAA DER-SH-246

Bishop's Original (LubriLon) has been proven and accepted by FAA

April 19, 1981

MEMO TO: Jack M. Riley, Jr., Chief Engineer
RAM Aircraft Modification, Inc.

FROM: George Altgelt

SUBJECT: Inspection Report

Ref: FAA Type Inspection Authorization E4709SW-D
Engine Class-Teledyne Continental TSIO-520B S/N 504261
Conducted for Lubrilon International, Houston, Texas

PURPOSE: To determine the effect and performance of a lubricating engine
Oil additive during a complete 150-hour engine run.

The RAM test run data sheets dated 7/10/80 and 11/10/80, one through 14
dated 1/10/80, and the after test inspection report dated 11/24/80, were
carefully reviewed and considered satisfactory. Parts that would critically
respond to lubrication oil properties were re-inspected as follows:

The crankcase was de-burred and reassembled in order to measure the cam
bearing boss diameters.

The cam bearing boss is an area that will immediately respond to lubricating
oil characteristics.

The camshaft operates, or is contained, in an alignment of holes bored
through the crankcase sections parallel to and below the crankshaft. The
line-bored aluminum alloy crankcase provides the total camshaft bearing
surface.

The measurements are:

| | 1 | 2 | 3 | 4 |
|--|--------|--------|--------|--------|
| Min Std - 1.000 (a)* Across Horizontally | 0.9999 | 0.9999 | 0.9999 | 1.0006 |
| Max Std - 1.001 (b) Across Vertically | 1.0006 | 1.0008 | 1.0004 | 1.0012 |

*The very accurate air gage indicated the amount of aluminum removed
when each case half was de-burred prior to assembly.

The main bearing bosses do not provide a rotary bearing surface, therefore
would only show distortion, which did not occur.

The pistons one through six were reinspected. All ring grooves show
minor rate of wear and remain in maximum new limits.



BISHOP'S ORIGINAL PRODUCTS

July 9 , 2004

Mr. Paul Veicellion
Federal Aviation Administration
Southwest Regional Office
Fort Worth, TX 76101

Dear Mr. Veicellion,

Enclosed, please find the documents we discussed.

Hopefully we can find out happened, since, to my knowledge, we completed all the requirements of the FAA at the time.

I would like to know what needs to be done to rectify this situation.

Please let me know how I can be of further assistance.

Thanks!

Kindest regards,

John Bishop



U.S. Department
of Transportation
**Federal Aviation
Administration**

Manufacturing Inspection District Office #44

Capital City Airport
400 Airport Drive, Bldg. 201, Room 102
New Cumberland, Pennsylvania 17070-3419
717-782-4425, Fax: 717-782-2231

June 21, 2005

Mr. Bill Smith
President
Xcelplus International, Inc.
5041 General Puller Hwy.
Saluda, VA 23149

Dear Mr. Smith:

We are writing in regards to your letter dated June 15, 2005, which addresses the corrective action taken by Xcelplus International, Inc. in connection with a Suspect Unapproved Parts Report submitted to this office.

We have reviewed your corrective action to change your product label back to "Lubrilon" and take the purple dye out of the formula. This change puts the name and formula back to the original FAA accepted condition. I have discussed this corrective action with Mr. Mark Rumizen, Fuel and petroleum Engineer. Mr. Rumizen concurs with your response.

This office concurs with Xcelplus International Inc. request for closure and will therefore close this case.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles E. Kline Jr." with a stylized flourish at the end.

Charles E. Kline Jr.
Aviation Safety Inspector
ANE-MIDO44