



THE MASTER'S MISSION ALASKA

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Bob & Michael;

I wanted to write and let you both know how impressed I am with the improvements in our '67 Cessna 206. We added the EIS-61000 at the last annual inspection in the Spring of 2014.

Hot starts are a thing of the past! I never thought that an IO-520 would start this easy and run this smooth. The difference is noticeable in all phases of engine operation but are most notable on the ground and at high altitudes.

The quick and smooth acceleration on take-off is a thing of beauty. I operate out of marginal bush strips, most with no options for go-around or aborted take-offs. My climb rate has improved and my ground roll has certainly decreased. I must say, I have a lot more confidence in the engine performance.

Perhaps the biggest advantage I have realized has been in the fuel consumption. Many of my trips required stopping in remote villages, not always along my route, to purchase \$10-\$15/gal fuel. Now I am able to make most of those trips flying direct because of the 1.5-2.5 GPH (depending on power settings and altitude) fuel savings. On other flights I am able to carry less fuel and more payload due to the reduced fuel burn.

By my calculations the total cost of the upgrade will easily be met within 18 months, simply from fuel savings. You have a great product! I am now saving for an additional system for our O-540 equipped Maule.

Blue Skies and Tailwinds,
Adam White