



MICHAEL ZOCHÉ · ANTRIEBSTECHNIK

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Stavatti Corporation
Christopher R. Beskar
1061 Tiffany Drive
Eagan, Minnesota 55123 – 1877

16.07.1996 ZO.i

Zoche aero-diesel

Dear Mr. Beskar,

thank you for your letter. Enclosed find our current brochure with the technical information, showing revised motor mounts and turbocharger arrangements. Both the ZO 01A and ZO 02A are operated with constant speed propellers. We currently use 3-blade Mühlbauer propellers but it is a certification issue which engine-propeller combinations will finally be chosen.

Currently we do not distribute power curves and fuel consumption curves as these are subject to change during the development process. Also, power at various altitudes finally has to be verified by flight testing or dyno-testing in an altitude chamber.

We are presently in a concurrent JAR-E (European) and FAR 33 certification program. With both the German and U.S. aviation authorities having agreed upon a concurrent certification, we expect to have both Type Certificates available during 1997 – but, as with any leading edge technology, precise schedules are difficult to predict. In January 1995 we began with the testing of 8-cylinder engines assembled out of quantity production components. The 4 cylinder engines have accumulated over 2500 hours of bench testing so far. The first fixed-wing aircraft to use our engines will be the aerobatic competition aircraft EXTRA 300.

Prices will be competitive with current aircraft engines (e.g. Lycoming). As we do not sell engines yet, there is no final price list. A thorough guarantee and buy-back scheme is planned (engines which have reached their TBO are planned to be converted for secondary uses; the operator will get a new engine for the price of a conventional overhaul). In case of further questions, please do not hesitate to contact us. We will be in Oshkosh like every year. Again, thank you for your interest in the progress of the Zoche *aero-diesel*.

Sincerely,



Dr. Stefan Ittner