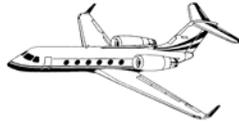


NEWS LIMITED



Gulfstream Flight Department

Permagard Australia
Unit 3/25 Benelong Cres
Bellevue Hill
NSW 2023

15 November 2005

Dear Chris,

Our Company Gulfstream had Permagard applied nearly two months ago.

The paintwork is just over a year old so the general condition is still very good. However we were anxious to protect the paint before there was any deterioration and make the Jet easier to keep clean.

The Permagard appears to be very successful and since the treatment we have had many compliments on the appearance of the Jet.

It is also much easier to keep clean.

We have noticed that when the Jet is parked outside a good shower of rain will wash most of the accumulated dust off. Likewise flying through precipitation does a very good wash.

The brightwork on the wing leading edges and engine intakes stay clean and polished. Corrosion protection is vastly improved which is good as this has always been a problem for us. Previously the brightwork used to go dull after a few weeks but we are almost two months on and the shine is excellent.

Areas which are subject to Engine and APU exhaust sooting are less affected and easy to clean.

Early indications indicate a 2-4% decrease in fuel flow.

The Jet uses Performance Computer calculations to provide a power setting (EPR) for the ambient conditions, speed and weight. The computed and actual power settings are always displayed. Our Jet previously required an extra 0.04% EPR to produce the commanded speed (normally M.80). This difference is caused by all sorts of factors and tolerances, control rigging, age of the Jet etc.

Since the Permagard treatment the extra EPR required to produce M.80 has decreased to 0.02 above the computed power. This equates to a 2% reduction in fuel flow. At M.85 the fuel flow reduction is in the order of 4%.

While it will take some time to gather more data there seems to be a definite decrease in drag and the fuel savings will be quite considerable.

I am very satisfied with the product and would recommend it to any aeroplane operator.

Best regards,



John Dyer
Chief Pilot
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