CAVENDISH AVIATION

ASG
A Pula Aviation Services Company

Aerocoat™

ASG & AEROCOAT

ASG has teamed up with Cavendish Aviation and Aerocoat International to give our clients the ultimate in aircraft asset protection.

Cavendish are number one in Europe for the application of Aerocoat's nano technology process to the exterior of aircraft across general aviation and corporate jets.

It guarantees immense ramp presence 24/7 plus reductions in boundary layer drag, fuel burn and cleaning costs.

The Aerocoat process has been applied to over 70 aircraft in the UK, USA and Europe including:

Gulfstream G200
Cirrus SR22
TBM 700
Citation Mustang
Commander 114B

If you would like an Aerocoat quote for your aircraft then please contact ASG's customer service manager, **Adam Lunn**, via:

service@flyasg.co.uk

AEROCOAT BENEFITS

Restores aircraft paintwork to the original factory look regardless of age

Retains a brand new and glass like finish to aircraft paintwork

Cost effective alternative to aircraft respray

UV resistant – Repairs UV damage on paintwork

Zero corrosion & hydrophobic

Reduction in boundary layer drag

Less fuel burn, typically 1.5% - 2% saving

Aircraft performance will return to the original factory spec

Reduction in cleaning time and costs

Does not affect aircraft weight and balance

"Market leaders in the industry, the Aerocoat process achieves aesthetic appeal and higher performances"

Bernhard Fragner - CEO, GlobeAir

AEROCOAT CASE STUDY

My Commander 114B aircraft is still gleaming in Aerocoat and there's no doubt that the finish really turns heads as it enhances an already beautiful aeroplane.

What was immediately apparent when I flew it for the first time, post-Aerocoat, was that it definitely is faster than before.

I would say that it amounts to six or seven knots IAS in the lower levels.

What it means to me practically is that I fly more economically using 20-21 inches to achieve 140kt TAS at 4-6000ft rather than the book figures of 23-24 inches.

This equates to a 1-2 gph fuel saving.

Bear in mind that Commander performance figures are notoriously optimistic, so the benefit of Aerocoat is better than even this appears.

Descent planning is affected by the Aerocoat as well. An extra couple of miles are needed to slow down into the circuit thanks to the slippery finish.

Dropping the gear early would work but seems such a shame.

Thanks again for a superb product.

Richard Jowitt - Commander 114B & Airbus Pilot