

Don't Take Our Word For It

CorrosionX is used and endorsed by the most-recognized names in aviation and aerospace. Among them are:

- American Eurocopter
- Boeing Helicopters
- Cessna Aircraft
- Colling Foundation (B-17)
- Confederate Air Force
- Erickson Air Crane
- Maule Aircraft
- Mooney Aircraft
- NASA
- Petroleum Helicopters International
- Raytheon Aircraft
- Saab Aircraft
- Vertex Aerospace
- U.S. Air Force
- U.S. Army
- U.S. Coast Guard
- U.S. Customs Service
- U.S. Navy

"I am pleased to inform you that our research engineer has tested your product, CorrosionX, against approximately 20 of the leading anti-corrosion products ... and then retested it against a few of the best performers. He found that your product outperformed all the others."

**K.D. Gilbert, President
Normex International**

"I've been in Florida for many years and have seen a lot of aircraft with severe corrosion that would end up as scrap without CorrosionX. I've treated more than 100 airplanes with the product over the last three years, and I know it does everything that's claimed. We don't buy a lot of other lubes or chemicals because CorrosionX does it all with better and longer-lasting results."

**Edd Switlik
Switlik Aviation Maintenance**

"The first symptom (of oil pressure gauge problems) was erratic needle movement, quickly dropping off to zero. This caused a short period of excitement over not so friendly terrain in eastern Nevada. The fix turned out to be as simple as spraying a little CorrosionX on the trim pot on the back of the gauge. Is there anything you can't fix with CorrosionX?"

**Martin K.
Cardinal Flyers Online**



Want More Proof? CorrosionX Saves Your Tax Dollars

According to *Army Aviation Magazine*, CorrosionX Aviation was applied to half the Black Hawk helicopters and half the Cobras that were bound for a certain desert deployment. Upon refurbishing the aircraft when they returned state-side, each treated helicopter cost an average of \$172,000 *less* to repair corrosion damage than each untreated aircraft. Total saving to the Army was in excess of \$4 million.

Under direction of the Army, a well-respected private research firm conducted an extensive study on environmental protection of Army aircraft. The conclusion of the study was a recommendation that the Army use CorrosionX to protect *all* its aircraft. According to the study, first-year savings to the Army would be more than \$69 million – on an investment in CorrosionX and Handi-Spray™ equipment of less than \$1 million.

So, whether it's a Cessna 150 or a C-130, CorrosionX is the product proven in the real world to protect your airplane and preserve your investment. Think of it as the termite exterminator for your aircraft.



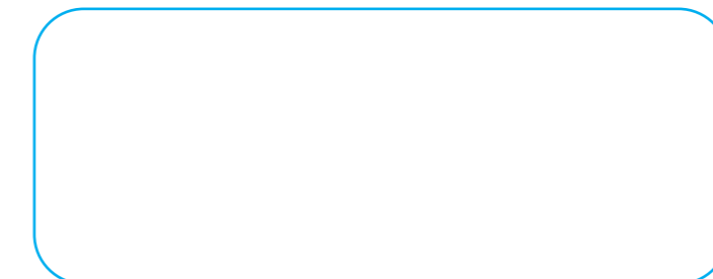
Authorized Treatment Centers

We've established a network of aircraft maintenance facilities that offer CorrosionX treatments as a service to aircraft owners. Trained personnel use our Handi-Spray™ application system that's custom designed and manufactured by us to apply CorrosionX for complete coverage of the interior structure of an airframe. The system features special stainless steel extension wands that permit access through inspection ports, tooling and drain holes, etc., so that even the most difficult-to-reach areas can be treated. There are more than 200 Treatment Centers operating inside and outside the United States. There's at least one not far from you.



Check our Web site (www.corrosionx.com) or call 1-800-638-7361 to find a Center that's convenient for you. Then call the Center to make an appointment to have your aircraft treated.

Keeping your airplane free of corrosion – with CorrosionX – is a great investment in its future value, and in your peace of mind.



P.O. Box 551625 • Dallas, Texas 75355-1625
972.271.7361 • 800.638.7361 • FAX 972.278.9721
www.corrosionx.com

STOP AIRPLANE CORROSION NOW!

Do not ignore these warning signs.



Corrosion along Rivet Line

Corrosion around Antenna Base



Corrosion inside Airframe

Treat them with



Corrosion: A Growing Problem For All Aircraft

According to FAA statistics, the average general aviation aircraft is more than 30 years old. As airplanes get older, the likelihood that they suffer from airframe corrosion increases dramatically. The symptoms may not be noticeable until the damage is done.

Corrosion: Like Termites Eating Your Airplane

Corrosion is an insidious process that, over time, eats away at airframes. You might say corrosion is to your airplane what termites are to your home. It will consume metal, and may not be detected until severe damage has been done. Corrosion is nothing more than a metal's predisposition to return to its natural state as an oxide.

The corrosion process requires all the elements of a battery – an anode, a cathode, an electrolyte and a path of current flow. Your airframe contains three of these elements. To make corrosion, just add moisture!

“Dry country” airplanes are no exception. It's a rare airplane, indeed, that has *never* spent even a little time in rain, snow or a high-humidity environment. Even wide temperature swings – for example, at altitude versus on the ground – can condense and trap moisture that starts the corrosion process.

Corrosion: How Do I Stop It?

There are many anti-corrosion products on the market. Most of them are one form or another of old-technology, waxy barrier coatings. In theory, barrier coatings work by passively sealing the metal from contact with atmospheric moisture and other contaminants. In reality, they can seal moisture – or corrosion – in where it won't be seen until it's done real damage – just like termites inside your wall. And, with repeated applications, the barrier coatings begin to add significant weight to the aircraft while making inspections difficult, even covering up flaws that would otherwise be seen.

Unlike barrier coatings, CorrosionX is active rather than passive. Its Fluid Thin Film Coating (FTFC) technology

interrupts the corrosion process in two ways. First, it *displaces the moisture* that acts as the electrolyte. And second, it leaves a high dielectric film that *prevents the transfer of electrons* from anode to cathode.

Polar Bonding Is The Key

If you could see a molecule of CorrosionX, you'd note that it has positive and negative poles (anodes and cathodes), just like metal molecules. The CorrosionX molecules and metal molecules are attracted to each other and form a strong, magnet-like bond.

The CorrosionX film spreads and spreads until it forms an incredibly thin coating that is practically weightless. The “magnetic” attraction and capillary action are so strong that CorrosionX goes everywhere moisture goes. It penetrates seams, climbs rivet shanks and generally reaches the tiny spaces where corrosion most often starts.

Polar Bonding also makes CorrosionX an outstanding penetrant – better than products made specifically for that purpose. Add that to its lubricating ability (better than products fortified with Teflon*), and it's the perfect product for cables, locks and hinges, as well as cannon plugs, micro-switches, antenna bases, circuit breakers and connectors – any place where electrical or electronic connections might be subject to moisture or saltwater damage.

Made in the USA, CorrosionX is qualified under MIL-PRF-81309F. The U.S. and other militaries around the world use CorrosionX extensively. In fact, after rigorous testing, the Joint Council on Aging Aircraft selected CorrosionX Aviation as the #1 performer in its category.

CorrosionX is available in aerosol cans for spot treatment of areas that are readily accessible. Avoid contact with oxygen fittings, butyl and silicone rubbers, LCDs, membrane switches, autopilot servos and any friction-operated devices.



*Teflon is a registered trademark of I.E. DuPont de Nemours & Co., Inc.

Frequently Asked Questions

Q: How much will it cost to have my airplane treated with CorrosionX?

A: The price varies by region but, for a single-engine airplane, the cost should range between \$250 and \$400. The bigger and more complex the airplane, the higher the cost. Twins, turbo-props and jets are, of course, more expensive. Contact one of our Treatment Centers for a specific quote.

Q: How long does the treatment take and how long does it last?

A: The treatment takes two to four hours for a single or light twin. We recommend that aircraft be treated every other year, ideally at the time of annual inspection.

Q: Why use CorrosionX instead of the old, traditional products?

A: The US Military has tested all types of anti-corrosion products under real-world conditions. They are very impressed with the performance of CorrosionX, and its use by the military and other government agencies continues to grow very quickly. CorrosionX simply works better.

Q: Should I treat my airplane before or after painting?

A: After. CorrosionX is petroleum-based, and paint will not adhere over it. Following treatment, we recommend waiting one year before painting.

Q: Will CorrosionX harm paint, acrylic, plastic, etc.?

A: No. It will not stain or etch paint, nor will it harm plastic, acrylic or rubber. The only exception is butyl (natural) and silicone types of rubber, which may swell when subjected to CorrosionX. A good rule of thumb is that, if a material is affected by fuel or oil, CorrosionX should be used with caution.

Q: Will CorrosionX harm electronics?

A: No. In fact, CorrosionX is an excellent product for keeping switches, plugs, connectors, etc. free of corrosion that interferes with their functioning. CorrosionX can often restore the functioning of components that have stopped working because of corrosion.

Q: Is it true that CorrosionX can loosen rivets?

A: No. The only way to loosen a properly-gripped rivet is by removing metal around it. If a rivet becomes loose after a CorrosionX treatment, it's because the rivet was surrounded by corroded metal. In that sense, CorrosionX has made you aware of what could be a serious corrosion problem.

Q: Can I treat my airplane myself?

A: People with a high level of mechanical skill sometimes do. For a thorough treatment, we strongly recommend that our well-designed and affordable Handi-Spray™ equipment be used. For most people, a visit to one of our more than 200 Treatment Centers nationwide is the best course of action. Highly skilled mechanics, with proper training and the right equipment, will accomplish the job quickly and thoroughly.

Q: Is it true that CorrosionX will seep out of my airplane?

A: After a proper treatment, you will see evidence of the product coming through lap seams and around rivets and screws. That seepage is evidence that CorrosionX is doing its job: it's pushing moisture and corrosion out of those tiny spaces and protecting them against future corrosion. CorrosionX is harmless to the paint, and can be wiped off easily.

