



“Serving to Serve Again”

### Testimonials

Bill Neiman - Junction, TX – Well this’ll be just about coming up on two years and it’s fantastic. I’ve never thought I would love a machine but like I like this machine. This thing seems to have a sweet spot somewhere between 8 and 10 thousand feet, this thing I can maintain my exhaust temps at an even 1425, the cylinder temps even out at about 325 and I can make this thing go from about 14 to 16 gallons an hour.

Pat Rozypal – Boerne, TX – Yeah this is a 1982 206 and about two years ago we replaced our 520 and our McCauley prop with a new 550 Continental and a Buccaneer Scimitar and it really improved our rate of climb we went from about 600 to 700 feet a minute to about 800 to a thousand and just no problem and the engine just runs so much smoother than the older 520 that we had and our rate of speed actually picked up, we were really surprised and it’s picked up to about 8-10 miles an hour and we’ve really noticed it picking up speed when we’re into a head wind. So we were really pleased with the service we got here at Texas Skyways, they just did a wonderful job and right now our engine has 180 hours and we haven’t had any problem and we’re very satisfied.

Vlad Van Maule – Chicago, IL – I have a 1962 Cessna 182 and a few years ago we replaced the O470 engine with the Texas Skyways conversion O520. The cruise speed increase was about 25 knots which I think is excellent. I do a lot of aerial photography so vibration is a big issue and so this new Scimitar three blade prop is very good. Also with the engine we bought the total drain sump and I used to pay for oil changes to be done at a local shop, now I change my own oil so my only cost is the cost of the oil and the filter. It paid for itself within a year.

Michael Vavrek – Albuquerque, NM – In the last ten years, I’ve had four Texas Skyways engines. The performance upgrade is just the best thing for a 182 that I’ve ever found. We live in Albuquerque at 6000 foot take offs at half the take off distance the rate of climb is in the 1500 foot range which is double what we used to do. In fact in IFR flying we have a 13,000 minimum decent altitude and we routinely had to climb and do 360s to get up and now we just climb to 13,000 feet. The speed increase is about 20 knots. In fact, this propeller is their latest design and we gained about three and a half knots by replacing the Hartzell Scimitar that we used to have. It’s just an amazing machine, I routinely fly it 17,000 feet which up there you’re burning nine and a half gallons an hour. It’s just an amazing machine.