



Stovich Enterprises, Inc.

Management & Consulting Services

March 5, 2002

Echelon Industries, Inc.
Attn: William Vandemark
2557 Glenn Drive
Canyon Lake, TX 78133

Dear Mr. Vandemark,

Congratulations on receiving such a favorable endorsement of RejuvaSeal by Colonel Davis D. Tindoll, Jr., Garrison Commander, Fort Rucker, AL (attached as enclosure). Though brief, the letter establishes that RejuvaSeal, as applied to a portion of an active Army heliport at the US Army Aviation Center, exceeded performance standards under some of the most difficult environmental conditions possible. As the former Commanding General of the US Army Aviation Center, I believe such an endorsement deserves some further explanation.

RejuvaSeal was applied to approximately 1000 square yards of existing asphalt at Allen Stagefield, a multi-lane heliport located in Southeastern Alabama, on (date). This area serves as a parking ramp for helicopters actively engaged in student pilot training under day and night conditions. This is a very high use area with nearly continuous training operations throughout the week. As part of normal operations, this asphalt area is exposed to friction wear by helicopter skids under temperatures that range from below freezing in winter months to temperatures in excess of 100 degrees in the summer. Fuel and hydraulic leaks, along with rain and ice are common occurrences. Throughout the test period, the treated asphalt surface demonstrated increased ductility and flexibility while decreasing viscosity and brittleness. No signs of asphalt deterioration were evidenced. In fact, when I personally inspected this area on February 8, 2002 the treated area look as good as when RejuvaSeal was first applied, while the untreated area continued to show signs of deterioration.

Because the US Army operates a large fleet of technologically sophisticated helicopters, test authorities were very interested in what impact RejuvaSeal might have on night operations using night vision and infrared devices. Forward Looking Infrared (FLIR) systems depend on amplification of contrasting temperatures to generate a view by which the pilot flies the helicopter or operates its weapons systems at night under blackout conditions with visual acuity similar to daytime operations. The system operates in a black-on-white or white-on-black mode, which allows the pilot to use the best contrasting background depending on the time of day and relative temperature of objects in the field of view. To this point, Colonel Tindoll's comments that RejuvaSeal "had no positive or negative effect" were very reassuring.

Night vision devices, on the other hand, use cryogenic technology to create images in the pilot's field of view using amplified, ambient light. For this reason, the very dark, light absorbing characteristic of RejuvaSeal when applied to runways, taxiways, refueling areas and parking ramps provides a distinct safety advantage to aviation operations by enhancing the visual contrast of treated surfaces to their surrounding areas. This is why, according to Colonel Tindoll, "pilots stated that the sealant is more visible". My personal discussions with instructor pilots at Allen Stagefield confirmed their favorable response to the RejuvaSeal treated area.

These positive test results, combined with the cost-benefit advantages of using RejuvaSeal to reduce operating and maintenance costs as previously established by the Army Corps of Engineers, makes this product a very attractive option for the budget constrained military aviation community.

Sincerely,



Rudolph Ostovich III
Major General, US Army (retired)

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