



# AeroShell®

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## ANSWER COLUMN

### **Q: Single grade oil vs. multi-grade oil: Which one is right for my aircraft?**



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By definition, a single grade (such as AeroShell Oil W 100) and a multi-grade (such as AeroShell Oil W 15W-50) both meet the same specification. Both have the same viscosity at 212°F. In a perfect world, with perfect flying conditions and weather, both oils would provide excellent service in an aircraft flown at least once a week. In reality, however, things are rarely perfect.

Under normal conditions, AeroShell Oil W 15W-50 Multigrade does a lot of things better than a single grade. It provides better anti-rust protection, reduces oil consumption past the oil rings, increases oil flow to most parts of the engine, and reduces fuel consumption.

But the biggest advantage for AeroShell Oil W 15W-50 Multigrade is in cold weather starting. The improved low-temperature flow characteristics improve cranking, and more importantly, speed the oil to the bearing surfaces faster once the plane has been started. AeroShell Oil W 15W-50 Multigrade also provides vastly improved resistance to oil cooler plugging on extremely cold, high-altitude flights. Because of its semi-synthetic formulation, AeroShell W 15W-50 Multigrade offers superior high-temperature protection versus single grade oils.

With that said, is AeroShell W 15W-50 always a better choice than AeroShell Oil W single grades? The answer is, not necessarily. Single grade oils have their place; it is just a matter of knowing when and why to use which oil. For questions, visit [aeroshell.com](http://aeroshell.com) or call our Technical Information Center at 1-800-231-6950.

This column is brought to you by AeroShell. Do you have a question? Visit [www.AeroShell.com](http://www.AeroShell.com), call 1-800-231-6950 or write to THE ANSWER COLUMN, 1001 Fannin, Suite 500, Houston, TX 77002.

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