



PRESS RELEASE Q & A

How was Super98 started and why?

Super98 was started in 2007 by private entrepreneurs and investors with the vision to extend the economic life of the popular MDC heritage TwinJets. The TwinJets already possess a long structural life.

The company is staffed by aviation leaders, primarily former McDonnell Douglas engineers and senior managers with extensive experience.

The company decided from the onset to operate under a Boeing licensing umbrella to design and produce parts to Boeing standards.

What is Super98's Corporate Mission?

Super98 is the industry leader in providing drag reduction technology for commercial jet aircraft, beginning with MDC Twinjets.

Since the largest MD-80/90 operators are accustomed to work within the Boeing system confines, Super98 has collaborated from the onset with Boeing to become a licensee.

Super98's development of drag reduction hardware requires solutions to overcome hurdles in the current airline business environment. Its unique approach to design, producibility and rapid installation provide the solution to this challenge.

Super98's entry into fuel savings innovations has recently been successfully demonstrated with completion of design and testing of its MD-80 Phase I Drag Reduction Program.

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Is Super98 operating alone or are there partners?

While Super98 is currently an autonomous company, it has partnering relationships with others companies in the industry.

First and foremost is its business relationship with Boeing in the areas of licensing Intellectual Property. This includes technical data, parts manufacturing authority (PMA), derivative works agreements and technical consulting agreements.

Other business partnerships are currently being explored among airframe OEMs, MROs and firms engaged in MD-80 Freighter Conversions. Super98 routinely reviews partnership potentials which could contribute to our customers' bottom lines.

What is the range of Super98 Products?

S98 is currently focusing on drag reduction initiatives for the MD-80, MD-90, 717 and the DC-9.

The MD-80 Phase I Drag Reduction Kit flight test program was completed at the end of January 2011. The STC for the Kit is anticipated by June, 2011. Kit deliveries will begin Q3, 2011.

An MD-80 Phase II Kit, to further reduce drag, is under study. Drag reduction modifications for the MD-90 and 717 are also being evaluated.

In addition, Super98 is considering performance enhancing designs for other OEM products.

What are the details of the MD-80 Drag Reduction Kits?

The MD-80 Phase I Drag Reduction Kit consists of 17 hardware elements which reduce MD-80 cruise drag by 3.5%.

The 17 drag reduction elements, when fully installed, increases the weight of the aircraft by 40 pounds, and are designed to reduce parasite drag on the Nose Structure, Fuselage, Main Landing Gear, Wing, Rudder and Elevator.

To facilitate an optimal installation process, the Phase I Kit will be divided into three sub-kits. This method will permit installation of each sub-kit overnight.

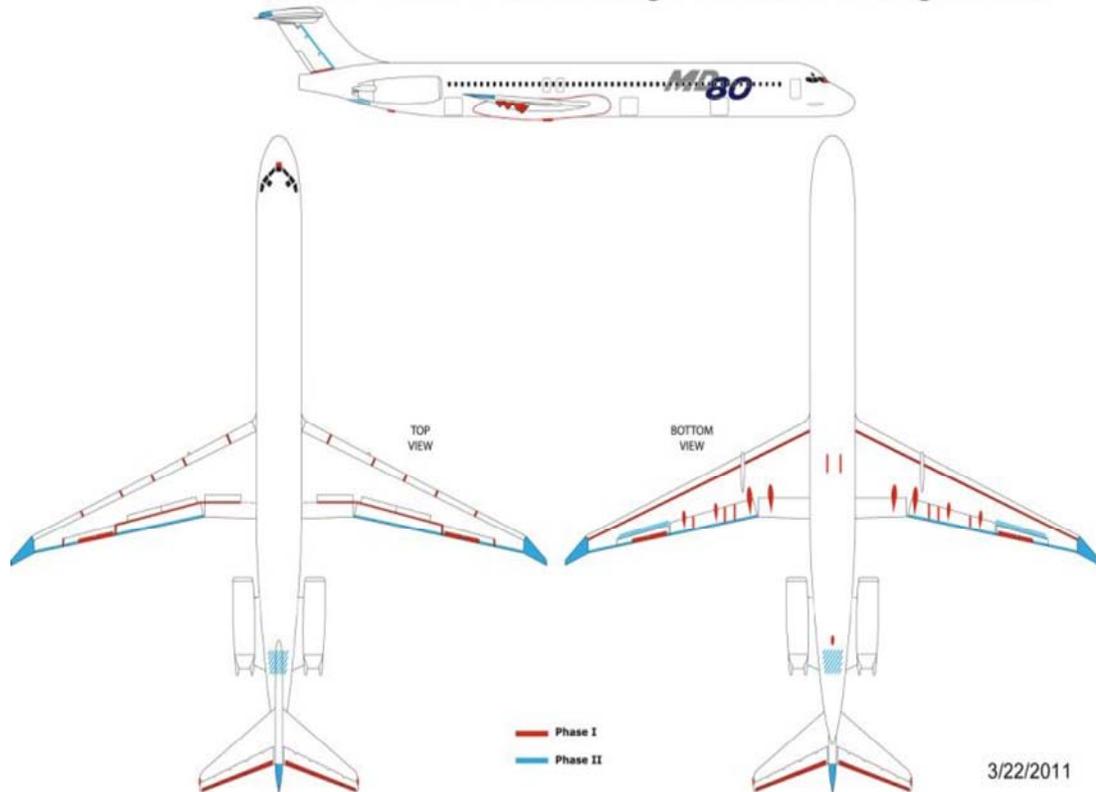
- Sub-kit 1 consists of assorted covers and fairings
- Sub-kit 2 consists of low drag spoiler and slat assemblies
- Sub-kit 3 consists of seals, fairings and skids

All the parts, built to Boeing process standards, can be installed in 285 labor hours; 5 of the 17 elements are already FAA certified under the auspices of Boeing Service Bulletins, while 12 are awaiting FAA STC by the end of June, 2011. EASA certification for European operators is currently under consideration.

A more comprehensive MD-80 Phase II Drag Reduction Kit is under continued study and has the potential of reducing drag another 4%.

The Phase I and Phase II drag reduction configurations show the affected aircraft areas in the illustration below.

SUPER98 MD-80 Phase I and II Drag Reduction Configurations



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Can you describe the Phase I Kit flight test?

A fully instrumented MD-83 was utilized for hardware installation, proofing and development to conduct flight tests from a base at San Bernardino International Airport. The flights included baseline flying and oil flow (flow visualization) testing; see images below. The flow visualization tests revealed further drag reduction opportunities, resulting in rapid prototyping of additional drag reduction test hardware.



Turbulent Flow over Flap Fairings, even with Vortex Generator Test Installation



Corrected Flow after re-faired Flap Hinge Fairings

Additional flight testing with the test drag reduction hardware installed was then measured by integrated test equipment and manually by performance engineers.

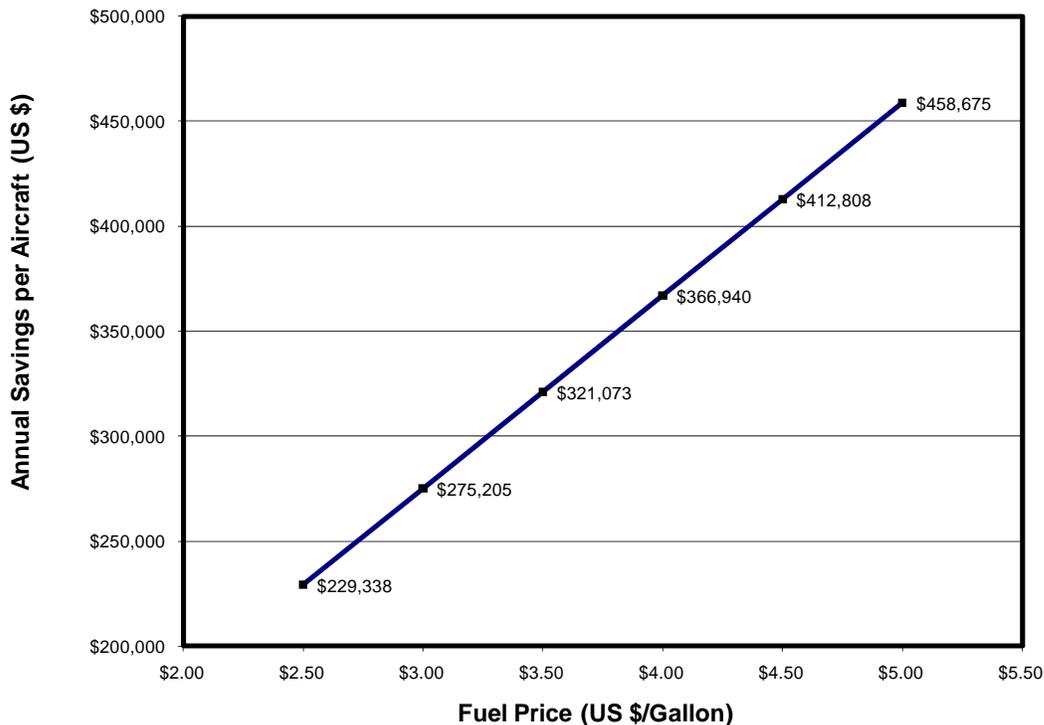
The data was subsequently reduced by Super98 Engineering and by an independent firm (a Boeing approved supplier). This dual validation process resulted in Super98 accepting 3.5% drag reduction value, the smaller of the two conclusions.

How do you quantify the benefits of your Phase I Kit?

The Super98 flight tests demonstrated that cruise drag reduction, which for the MD-80 equally reduces fuel burn, is 3.5%. This translates to significant economic benefit. For example, an MD-80 typical mission of 750 nm with a conservative utilization rate of 1375 trips per year will save an operator approximately \$275,000 per airplane with fuel costs at \$3/gal. An additional benefit is the reduction of the greenhouse gas CO₂ by 1260 tons per aircraft annually.

See the range of Dollars saved relative to fuel price in the graph below.

SUPER98 MD-80 ANNUAL FUEL SAVINGS AT 3.5%



Based on an Avg. Stage Length of 750 NMI -- 1,275 Trips/Yr -- Appx 10.4 Hrs/Day

Super98 estimates that an operator, who flies the mission and frequency defined above, will recover the investment of the Phase I Drag Reduction Kit in approximately 1.5 years. In addition, an opinion generated by AVITAS - a leading aircraft appraisal and valuation firm - stated that an MD-80 fitted with the Super98 Phase I Kit will see a direct increase in residual value.

Who are your Customers?

More than 500 MD-80's are in service today and expected to remain active for more than a decade. The majority of the fleet operates in the US, and Super98's primary focus will be on the large US operators.

The secondary focus will be smaller operators in the US, Europe, Africa and Asia. This includes Freighter Conversion firms and MRO's, who offer convenient retrofit periods for the Super98 Kits.