

COMMANDER PREMIER AIRCRAFT CORPORATION

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FOR IMMEDIATE RELEASE

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Commander Premier Aircraft Corporation Acquires Assets of Commander Aircraft

June 29, 2005, Farmington, CT. Commander Premier Aircraft Corporation (CPAC) announced today that it has completed the acquisition of the assets of Commander Aircraft Corporation (CAC) from CAC's bankruptcy trustee. The Bankruptcy Court approved the transaction at a sale hearing at 4:15 PM, Monday and CPAC moved immediately to close the purchase. The assets include the FAA type certificates for the Commander line of four place, high performance, single engine aircraft, as well as all jigs, tooling, and other manufacturing assets necessary to produce new Commanders.

“As a business, we begin life where most companies seeking to produce new aircraft find themselves after investing 3 to 5 years, and up to \$100 million, in risky development and testing,” said Joel M. Hartstone, CPAC's President and CEO. “While we are forced to relocate, we have everything we need to move into a new plant and start production, even a substantial amount of inventory,” Hartstone added. “But as important, we have the advantage of owning the type certificate for the safest, and most modern designed, aircraft in its class. The Commander's design, engineering, construction, and materials – the foundation of its type certificate – are already proven by decades of actual, in-fleet service. The Commander is respected domestically and internationally, and supported world wide by maintenance facilities that already know how to service Commander aircraft.”

Over 50 owners of Commander aircraft, from several different countries, banded together this spring to form CPAC to ensure that new Commanders will be available and that there is a factory to support the global Commander fleet of about 1,000 aircraft with parts and service. “Our Company was born because of the passion Commander owners have for their aircraft,” Hartstone said. “We intend to get our parts and service operations in place as quickly as possible and serve them with the same passion.”

In addition to their design superiority, Commanders are known for their customizable avionics and luxurious custom interiors. Referred to by aviation writers as the “Mercedes” of four place, single engine aircraft, the Commander will be a limited production aircraft, at least for a while. “CPAC expects to begin production early in 2006,” said Claudia S. Horn, a CPAC director and Chief Financial Officer. “However, we might make only 15 aircraft in our first year of production. We plan to ramp up slowly to assure detail quality consistent with a (Commander)

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'Premier' product," she said. "Frankly," Horn added, "we expect demand for new Commanders to exceed supply for at least two years."

The Aircraft Owners and Pilots Association (AOPA) picked the Commander as its 2005 membership sweepstakes aircraft, so the Commander is already a "top of mind" aircraft to most pilots. The AOPA, whose membership includes most (over 400,000) of the pilots in the United States, buys and refurbishes one of the world's most desirable aircraft each year and gives it to one of its members by sweepstakes drawing at year end. The sweepstakes Commander, with its advanced, Chelton "highway in the sky" glass panel, is displayed at all major air shows, and every month an article appears in the *AOPA Pilot*, AOPA's magazine for members, detailing another stage of the Commander's refurbishment. The AOPA Commander will make an appearance at the Commander Owners Group Annual Fly-In in Sedona, Arizona in October, as will AOPA President, Phil Boyer. The Commander Owners Group (COG) is a long-standing, worldwide, type association of Commander aircraft owners

"We want to thank Phil and the AOPA for their faith in the Commander type design," said Hartstone. "It was risky to pick a plane as the sweepstakes plane knowing that the last company to produce it was lingering in a Chapter 11 bankruptcy case. Obviously, the AOPA did not want to give away a plane with a service life shortened by lack of factory parts and support," he added. "The AOPA's faith that someone would buy the assets, manufacture the Commander, and support the existing fleet, including the sweepstakes Commander, is a testament to its high regard for the Commander design. CPAC intends to justify that faith."

"The laws of aerodynamics can't be amended from year to year," explained Bob Tippens, when asked how the Commander design stands up to more recently introduced four place, single engine aircraft. Tippens, an organizer and director of CPAC, continued, "therefore, a type design that stresses safety and flight stability, and that best optimizes between cabin size, luxury, payload, range, fuel economy, and speed can never become obsolete. The newer planes just have a different set of compromises, like trading off a higher fixed gear top speed with being harder to slow down for landing."

The Commander, which is a bit more expensive than the newer designs, "will always be the aircraft that will best serve an owner that wants, and can afford, its extraordinary design mix and its quality, hand crafted, construction," Tippens added. When asked why Commander owners are so passionate about their planes, Tippens said, "Just ask a Commander owner to take you flying for half an hour and you'll understand why we Commander owners are so passionate about our aircraft. They're just the best there is!" Tippens was also one of the original organizers of COG. Most original stockholders of CPAC are members of COG, and they quickly raised the cash necessary to purchase the CAC assets.

Upon its formation, CPAC engaged StoneGate Capital Group LLC, of Farmington, CT, to advise it with respect to the acquisition and related financing. StoneGate is also providing management for CPAC. StoneGate specializes in startups and turnarounds and its principals are pilots. Hartstone and Horn are managing directors of StoneGate.

CPAC is required to relocate the CAC assets from the former facilities of CAC at Wiley Post Airport in Bethany, OK, which will not be available to CPAC. No decision has been made with respect to the future location of the company.