

COMMANDER PREMIER AIRCRAFT CORPORATION

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***NEWS...FROM COMMANDER PREMIER AIRCRAFT CORPORATION:
For Immediate Release***

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Commander Premier Aircraft Corporation Picks Carl Gull as VP – Operations

Gull to Head Cape Girardeau Facility

October 17, 2005, Farmington, CT. Commander Premier Aircraft Corporation (Commander Premier) announced that, effective today, Mr. Carl Gull has become Vice President – Operations of CPAC, Inc., its wholly owned subsidiary that will produce new Commander aircraft and provide parts and service to the existing Commander fleet. In his new role, Gull will establish operations at CPAC's new facility in Cape Girardeau, Missouri, oversee the company's FAA production certification process, and lead both new aircraft assembly operations and parts and service operations.

"I'm extremely pleased that Carl has joined the company's top management team and that he'll be on the scene full time to establish operations at our new facility at Cape Girardeau Regional Airport," said Joel M. Hartstone, CPAC President and CEO. Gull has assisted Commander Premier management on a consulting basis since the company acquired the assets of Commander Aircraft Company (CAC) from CAC's bankruptcy trustee at the end of June. Gull was instrumental in the load out of 65,000 square feet of production assets and inventory from the former CAC facility in Oklahoma City. "I watched Carl organize and execute the asset load out in 90 days," said Claudia S. Horn, Commander Premier CFO. "It was like watching a military operation as the buildings at Wiley Post Airport in Oklahoma City were emptied into 28 trailers and onto 13 flat beds, but that's what you'd expect from Carl," she added, alluding to Gull's former U.S. Navy career.

"This is a great opportunity to reintroduce a great aircraft and I'm delighted that Joel and Claudia invited me to be part of the team that will bring the Commander back to the market," Gull said. "The Commander has a world wide loyal following, as shown by the 50 Commander owners that started the company. And, the AOPA Commander Countdown membership sweepstakes going on through next February, has propelled the Commander to top of mind prominence with every

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general aviation pilot in the United States,” Gull added. “After spending time at the Cape Girardeau facility last week, I’m eager to get the trucks unloaded and start setting up the parts and service businesses there as quickly as possible.” The Company noted that Commander owners have been without a factory supplier for over a two years for some parts and for over a year for most others because of CAC’s bankruptcy. “We’re committed to establishing our parts and service operations as our first priority,” Gull said.

Gull is no newcomer to the Commander scene. You might say, Gull knows the Commander from the ground up...all the way to its service ceiling. While not involved in CAC’s public parent company (Aviation General, Inc.), or in the parent company orchestrated financial affairs of CAC, Gull was CAC’s chief operating officer for two years. That gave him responsibility for all new aircraft assembly operations, as well as the refurbishing, parts, and service operations. Earlier, Gull directly managed the parts, service, and refurbishing segments of CAC’s business. Gull also created the curriculum for, and personally taught, the Commander Transition Training Program, the flight-training program through which many Commander owners transitioned from previous aircraft to Commanders.

Commander Premier gave advance word of Gull’s appointment to members of the Commander Owners Group (COG) who attended the COG Annual Fly In, a week ago in Sedona, Arizona. Most stockholders of Commander Premier are also COG members and many COG members know Gull from working with him when they purchased their aircraft. They clearly endorsed Gull’s selection, giving him a warm round of applause when he was introduced as the new Vice President of CPAC at the COG members’ dinner.

Gull holds FAA commercial, instrument, and multiengine airplane ratings and holds CFI, CFII, BGI, and AGI instructor ratings. He is also an FAA Designated Aviation Safety Counselor. Gull’s 2,700-hour civilian aviation career follows a 20-year career as a Naval Aviator. A graduate of the Naval Fighter Weapons School (TOPGUN), with 525 arrested carrier landings, Gull was a Designated Mission Commander and a Designated F-14 instructor. In his last assignment, Gull served as a Commander and Weapons Department Head responsible for the internal and external security of aircraft carrier USS Dwight D. Eisenhower, with responsibility for 300 crewmen.

“Carl’s prior management and flying experience are certainly impressive, but that’s not what convinced me that Carl is the very best person for this critical and evolving role,” said Hartstone. “This company is engaged in an operational startup; that’s different from managing an up and running company. As we recruit and train a new work force in Cape Girardeau, Carl will have line responsibility for the rapid assimilation and education of a lot of people who will come to us with limited specific knowledge about Commander aircraft” Hartstone explained. “In addition to having an MBA in management and having overseen Commander aircraft assembly, parts and service operations once before, Carl is also a professional teacher. He just resigned from a tenure track, college teaching position as the last semester ended to join us today on a full time basis. He’s studied the various facets of aircraft and aviation throughout his adult life and he has taught about aircraft and aviation in the classroom as a college professor and as ground instructor, on the shop floor as a line manager, and in the sky as both a Navy and civilian flight instructor. Carl can think outside the box and bring structure to unstructured situations. It’s the total package that makes Carl a perfect fit for this important, multifaceted role in our company. We’re all delighted to have him aboard,” Hartstone concluded.