

COMMANDER PREMIER AIRCRAFT CORPORATION

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FOR IMMEDIATE RELEASE

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Commander Premier Aircraft Corporation Opens CPAC Factory Parts Department

August 3, 2006; Farmington, CT. Commander Premier Aircraft Corporation (CPAC) announced today that it has opened its CPAC Factory Parts Department and that it is accepting requests for parts for all models of single engine Commander aircraft. Parts request information is available on CPAC's web site, www.commanderpremier.com. This is the second operation established by CPAC at its new facilities in Cape Girardeau, Missouri to support the existing Commander fleet. The company opened its CPAC Factory Service Center at Cape Girardeau Regional Airport (KCGI) in February to perform factory service on all models of Commander aircraft.

"We are delighted that we are now able to supply many of the parts that have been unavailable to Commander owners since Commander Aircraft Company shut down its parts operations about two years ago," said CPAC president, Joel M. Hartstone in announcing the department opening. CPAC purchased the assets of defunct Commander Aircraft Company from its Chapter 7 Bankruptcy trustee in June, 2005. Asked why CPAC couldn't start selling parts last winter, as soon as it finished moving the inventory to Cape Girardeau from CAC's former home in Oklahoma City, Hartstone explained that CPAC had to establish a parts operation in accordance with an FAA approved quality assurance program before it could sell any of the parts it acquired from CAC.

"Our QA program requires CPAC to reinspect each part for conformity to the design data for that part before it can be processed for shipping," Hartstone said. "Then, each part must be presented, with supporting paper work, to an FAA designated representative for a second conformity inspection and a written sign-off before it can be shipped for installation in an aircraft," he added. "In addition," he said, "we had to take a complete physical inventory count, establish a new inventory management and control system, set up a new warehouse, shelve and rack all of the acquired inventory, and set up parts sales and shipping operations to actually process orders, and we had to integrate those systems with the company's QA program and accounting systems."

When asked about the size of the acquired inventory that CPAC could now draw on, Carl Gull, CPAC Vice President – Operations, reported that "it took more than 25 tractor trailers to move it

all to Cape Girardeau.” Gull also announced that John Canavan has been appointed as CPAC’s Inventory and Purchasing Manager. “John has been instrumental in establishing this operation. Selling parts from existing inventory is just a small part of the entire warehouse and inventory control system that had to be designed in order to launch this operation,” Gull explained. “We had to be sure that the purchasing, restocking, accounting, shipping, and other parts of the complete system would integrate properly with this operation as we expand from selling parts on hand, to purchasing parts and substructures for resale and for incorporation into produced parts and new Commander aircraft,” he said. “John’s prior experience in setting up completely new inventory and purchasing systems has been invaluable,” Gull added.

Parts order processing will be handled by Jennifer Bollinger, who also organized CPAC’s design data library. In order to supply parts for all Commander models, the design data and drawings for every part of every model had to be catalogued and prepared for use under the company’s QA program. Each Commander aircraft has over 10,000 individual parts.

CPAC will require Parts Manufacturer Approval (PMA) from the FAA before it can purchase and make new parts to replace sold inventory and restock parts not presently in the warehouse. “We are hopeful that by the end of this month we’ll be ready for the required FAA inspection and obtain PMA for parts made to CPAC specifications by subcontractors and vendors for factory certification and retail sale by CPAC,” Hartstone said. “Once we have PMA covering our purchasing and materials acceptance programs, we’ll start to ramp up the assembly operations that produce small parts, such as ailerons, flaps, and gear doors, file a PMA supplement, and request the required FAA inspection for the parts to be made by CPAC,” he added. The company said it was hopeful that its parts operation could begin production around the end of September.

The company noted that the production of parts requires the same skill sets and training as the assembly of entire airframes for new aircraft and that its quality assurance program for PMA is just as rigorous as the quality assurance program will be for new aircraft production. “We believe that the core of our new aircraft production team will be the team initially assembled and trained to make Commander parts,” said Hartstone. “If we obtain PMA to make parts around the end of September, we should be on track to roll out the first new Commander around the end of this year,” he concluded.

The company declined to comment about what new features might appear in new Commanders when they are reintroduced by CPAC. “Let’s just say for now that CPAC will continue the Commander tradition of being relentless in the pursuit of safety and quality,” Hartstone said. “We hope to have more to say about our new Commanders in the near future.”

Over 50 owners of Commander aircraft, from several countries around the world, banded together in the spring of 2005 to form CPAC to ensure that new Commanders will be available and that there is a factory to support the global Commander fleet with parts and service. “Our Company was born because of the legendary passion Commander owners have for their aircraft,” Hartstone said. “We established our service operation as our first priority and we intend to complete the ramp up of our parts operations as quickly as possible so that we can serve all Commander owners with the same passion. After we are positioned to support the Commander fleet around the world, we’ll turn our attention to producing a new generation of Commanders.”