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January 2008 Update

Hello All:

It has been some time since I did an MPS update; however, we are still in business and moving along, albeit not as quickly as anyone would hope. Here are some highlights.

1. We recently established an MPS customer discussion forum. You will receive a formal invitation to join this group in a separate email. The forum is designed to be interactive with the goal of answering questions, providing information about our product line and assisting customers with their products.

2. Testing for the PSRU continues.... We have successfully completed over 100 hours of ground testing. In fact the gear box on examination at 100 hours showed virtually no change from the wear present at 40+ hours when it was previously examined. That said, we did identify a harmonic resonance in the operating rpm range. Larry is currently working closely with the Lords company engineers to determine the elastomeric coupling properties that will move the resonance such that it is outside the operating/idle range. Once that is completed the test unit will be sent to Sport Copter where Jim Vanek says he will "fly the pants off of it!" We are looking forward to that. Also, once the coupler issue is resolved, we will begin taking formal orders for the new PSRU as well as complete MPS engine packages.

3. We have a new consultant working with us, Dominic Acia. He is a fuel-map guru see www.getadomtune.com. In addition he is a wealth of information on Subaru engines. Over the past couple of months he has developed modified fuel maps for the electrical system in the MPS package and most recently for the NSI EJ25 ...thank you Peter Nalis for taking Dom flying in your plane! Dom will develop a map for the NSI EJ22 system when Wayne Stafford gets his engine on the dyno. On a related note, Dom is also writing a guideline for how to most fuel-efficiently fly a plane with a cockpit adjustable propeller. We should get this posted on our website in the next week or so.

4. Also on the electrical front, Colin has written a manual describing the MPS electrical system that also contains some helpful information about wiring processes. I hope to get this posted on the MPS website by the end of this week.

5. We are very excited to announce that MPS is in the process of completing a Sportsman. Craig spent 9 days at Glasair in their two week to taxi program. The tail, fuselage, wings and interior should be completed in the next couple of weeks. Colin has all the components for the panel on order and we are working diligently to get the mounting and cooling systems modified to work with the Sportsman. Our plan is to have the 40 hours flown off and be ready to give test rides at the Arlington Air Show. Now that will be fun!! We will get some photos posted on the website soon!

6. The last bit of news is unfortunate. The prop pitch indicator design for the MPS CAP 220 remains incomplete. The technical issues have not been resolved. We are currently evaluating our options and expect that a different, simpler, approach will be the answer.

So, that's the MPS brief update. We look forward to working with you this year!

Best Regards,

Gwen Maxwell