



Maxwell Propulsion Systems, Inc.

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Post Airshow Update

Hi everyone:

There have been some very eventful and exciting happenings at Maxwell Propulsion that I would like to share. The summer has been very good to us both in terms of bright sunny weather and progress on our multiple projects. So here are the highlights!

N787MX – Maxwell Dream Liner

The biggest news for us, of course, is that the Maxwell Dream Liner is flying amazingly well. As of August 10, 2008 it has 92 hours since its first flight on June 26. Not bad at all for a 45 day old plane! The engine, PSRU, and Prop have not missed a beat since that first flight. Of course there are the inevitable minor *squawks* with the airframe, but it has been amazingly well behaved. The last step in the build process is getting the paint scheme designed. We had the fuselage primed and the tips painted before Oshkosh, but we are still working on the specifics of the color and design scheme.

Mark Kiedrowski and Dominic Acia were in the Sportsman on the outbound, while on the return Mark and Wayne Stafford did the honors. All three did a great job! We are posting a lot of information on the MPS website, but I thought it would be useful to let you know some of the key numbers.

Parameter	Arlington to Oshkosh	Oshkosh to Arlington
RPM	4250	4250
CRUISE	122	120
GPH	6.7	7.03
HOURS	14	15.5
DISTANCE	1750	1750
MAX ALTITUDE	13500	9500
ESTIMATED GROSS WEIGHT	2250	2350

PSRU

The gears in the MX1 PSRU installed on 787MX currently have a total of 140 ground test hours as well as nearly 100 flight hours. Our plan is to conduct a 240 hour inspection to assess whether there has been any change since the original 100 hour inspection. We will continue to do these inspections from time to time in order to establish an actual TBO recommendation.

Tuned Exhaust

Just prior to leaving for Oshkosh, Dominic welded up a prototype for our new *tuned* exhaust. The picture shows why we are nicknaming it *The Pretzel*. Preliminary test



results have shown that, as anticipated, it improved the engine performance. i.e., engine rpm was lower by 300 rpm for the same speed and fuel economy improved by 0.6 gph. The folks from Aircraft Exhaust came by our booth to discuss finalizing the design and moving it into production. This should happen this fall.

Turbo Development

Now that we are back from Oshkosh, have finalized the normally aspirated installation, and have the Maxwell Dream Liner flying, we are turning our attention to finalizing the turbo installations. As we said before the last issue we have to work through is the placement and attachment of a different cooling system. During Oshkosh we spoke with Dr. Sonya Englert <http://www.caro-engineering.com/> about our proposed approach. She made a couple of excellent observations that we will incorporate into our product design. There was significant interest, particularly in the 240 hp turbo version. (MPS is of course interested in this as well since we want to put this on our Sportsman!) We anticipate that development of this product line will move along quite rapidly.

Autoflight PSRU

We have just finalized the negotiations with Neil Hintz to become a distributor of the entire line of Autoflight PSRUs. www.autoflight.co/nz We believe that expanding the options for MPS customers will serve both them and MPS in the long run. Our intention over the next few months will be to duplicate the vibration testing and analyses for the Autoflight 200 and 300 hp systems that were conducted on the MX1 system and subsequently publish those results. Similarly Neil has plans to conduct vibration analyses on the smaller EA81 versions of the product.

Copperstate Fly-In

Again this year we are planning to attend the Copperstate Fly-in, October 23-26, 2008 in Casa Grande, AZ. With luck Dominic and Craig will fly the Maxwell Dream Liner with the 240 hp Turbo to the show.

New Website

We are in the process of updating the look and feel of the MPS website. Over the next couple of weeks we will be posting a lot more photos, data and information. Stay Tuned!

Anticipated Publications

We are planning to do a series of publications including articles on the Vibration Testing and Analysis and one that debunks some myths about the Subaru engine. With luck these will be published in the next several months.

With Best Regards...and Safe Flying

Gwen Maxwell and the MPS staff