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## **It's official! Tiger is airborne with Airworthiness Certification; first three delivered in grand Rollout Ceremony**

Martinsburg WV – December 3, 2001 —The much-anticipated airworthiness certification finally happened for the Tiger AG-5B aircraft, and Tiger Aircraft hosted a Rollout Ceremony to celebrate on Monday, December 3<sup>rd</sup> at the Tiger facility in Martinsburg, WV. The first three Tigers rolled off the line and were accepted by three Tiger Sales Centers: Hortman Aviation, Fletch Air, and Tri-State Aero.

A clear sunny day and quite a few dignitaries smiled upon the event, despite it being put together on a few days' notice to accommodate the schedules of VIPs from both Taiwan and the United States. Several hundred people attended, including elected officials, Tiger Aircraft employees, management and investors, media, aviation industry leaders, Tiger Sales Centers management, American Yankee members and not a few prospective new Tiger owners.

Robert Crowley, Chairman and CEO of Tiger Aircraft, led off and emceed the event, remarking that "What sets the Tiger apart from other aircraft is the incredible bond Tiger owners have, both as a group and most especially, the bond they feel with their aircraft. This led us to tell the story behind "The Faces of Tiger" in a short video that talks with some of the many happy Tiger owners." The video followed Mr. Crowley's opening remarks.

Phil Boyer, president of the Aircraft Owners and Pilots Association, was the first VIP to say a few words, briefly touching on the topic that has consumed so many Americans since September. His thoughts mirror those of many in the industry who believe that, despite short-term financial woes, general aviation will grow stronger, as people will turn to it to avoid the security lines and problems, and experience the freedom that is GA.

Ed Bolen, president and CEO of the General Aviation Manufacturers Association (GAMA) followed Mr. Boyer's remarks. With a big smile, he let the audience know what this rollout would mean to him personally, "One of

the things we do at GAMA is to issue a list of aircraft manufactured during the period. It will give me great pleasure to see, on our next report, these new Tigers listed." With this simple anecdote, the audience could feel how heartened Mr. Bolen was to see this great and positive day for the future of general aviation.

West Virginia Governor Bob Wise, US Senator John D. Rockefeller IV, and Minister Yiin, the Vice Minister of the Ministry of Economic Affairs of the Republic of China followed Mr Bolen. Governor Wise gave most of the credit for the work done to build the aviation industry in the State of West Virginia to Senator Rockefeller, who in turn used his remarks to thank and introduce Minister Yiin.

The gratitude to Minister Yiin is well-deserved. Taiwanese investors own 70% of Tiger Aircraft, and it is they who have largely made the resurrection of the Tiger possible. As everyone in aviation knows, it is an exhausting process — physically, emotionally, and financially — to bring an aircraft to market and keep it there. With its inherent economy and strong fan base, the Tiger is uniquely suited to thrive in this environment, but it still takes a serious financial commitment to bring it to market. On this, its fourth time in production, the company behind the Tiger is stronger than it's ever been, and is properly positioned to be successful.

VIPs present on the stage who did not speak included John Sickler, Vice Chairman, Teleflex, Inc. (the 30% owner); David Chu, Director, Committee for Aviation & Space Industry Development, ROC; and Bob Crawford, Executive Director of the Berkeley County Development Authority.

Herb Hortman of Hortman Aviation, David Fletcher of Fletch Air, and John Ziedler of Tri State Aero were on hand to accept keys to their new airplanes, and all made brief remarks to wrap up the ceremony. Both Mr. Hortman and Mr. Fletcher have long been fans of the Tiger, and both commented that they were extremely pleased three years ago when they first heard the Tiger was coming back. Mr. Ziedler indicated that he was new to the Tiger, but that the imminent arrival of the brand new royal blue metallic with gold trim beauty was eagerly anticipated by everyone back home.

Mr. Hortman, a DC-10 pilot for Continental and president of his family's 60-year old aviation company (including flight school, sales, maintenance and charter) said, "Tigers are easy to fly for students and low-time pilots, yet they're sporty and a lot of fun for more experienced pilots. At 143 knots cruise, they're fast, yet with only a 180 hp engine, they're also economical to buy and operate. There is absolutely no better airplane for the money than the Tiger."

Over 5000 airframes directly related to today's Tiger were produced by American Aviation (late 60s to early 70s), Grumman Aviation (mid to late 70s), and American General (early 90s). They had different model names, number of seats, and engine size, but the basic design, manufacturing methods and spirit were the same.

The key difference that has made the Tiger so unique that's it's demanded encore after encore lies in the manufacturing process. Utilizing a rivet-less bonded honeycomb construction process, the Tiger airframe offers a far better combination of speed, economy and payload than other aircraft in its class.

Improvements since the 1992 Tiger include a comprehensive IFR panel, full European leather interior, and exceptional corrosion protection (all aluminum is alodine, and all steel is cadmium-plated). Each Tiger now also comes with a Total Customer Care Package that includes spinner-to-tail coverage the first year, including the first annual, and two more years of airframe coverage by Tiger (engine, avionics, and other components are also covered by their respective manufacturers). Purchasers of a new Tiger will also receive Private Pilot flight training, or instrument training if they're already a Private Pilot. (Both the flight training and warranty items must be handled in coordination with a Tiger Sales Center.) Ninety-two Tigers are planned for production in 2002.

Tiger Aircraft is headquartered at their new, state-of-the-art production facility in Martinsburg, WV.

CEO & Chairman: Robert E. Crowley

Facility Ground Breaking: 3/98

Vice Chairman: Peter Lo

Facility Completion: 12/99

CFO: Ron Shade

Commenced Operations: 1/00

Direct of Human Resources: Randy Emery

Current # employees: 63

VP of Manufacturing: Loyd Montague

2002 planned employment: 85

LLC formed in WV: 3/98

2002 planned production: 92 airplanes

For more information, please call 877-80-TIGER (or 304-267-1000) or visit [www.tigeraircraft.com](http://www.tigeraircraft.com).

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