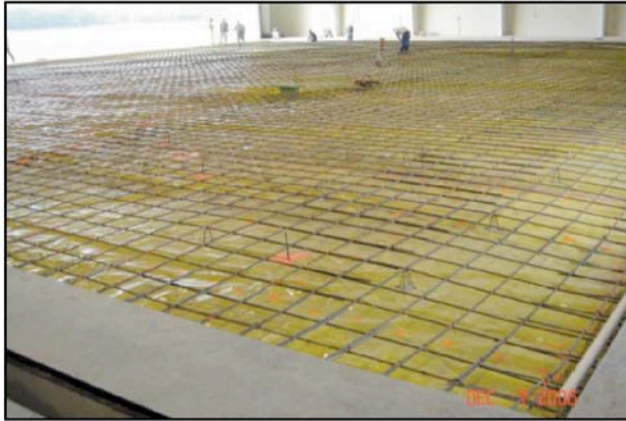
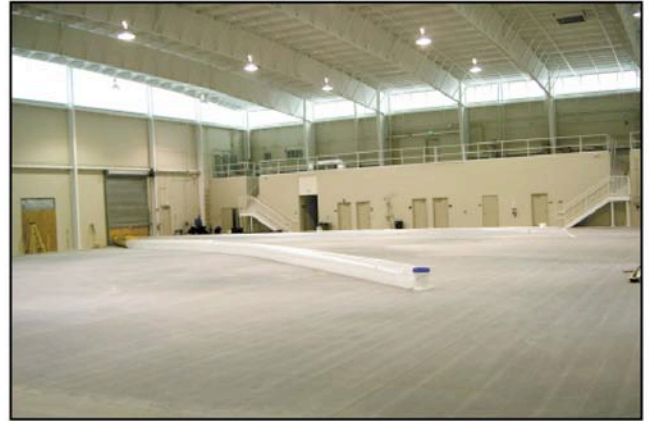




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Photograph of hangar taken 12/7/06; two months prior to starting the hangar floor coating process.



Hangar floor repoured to correct pitch/ view of the hangar floor shot blasted/ heat/ dehumidification equipment installed and running for two (2) weeks (prior to coating process).

ASG Software Solution's hangar in Naples, Florida. ASG's clients span all industries worldwide. Ranging from medium-sized companies to very large multinationals, their clients all share a unique requirement: to efficiently manage the technology that lets them manage their business.

2. **Cold Joint/Construction Joints.** The joints have been "butted" and smoothed with concalls patch.
Recommendations: It is recommended this area be diamond ground, strengthened with a penetrating, structural epoxy, and cut to the same width/depth of the control joints and left open. This recommendation is made for fear of slab structural motion that will later severely delaminate the flooring system and spall concrete.

3. **Door Tracks:** The door tracks are and well above industry standards.
Recommendations: It is recommended because the products are not intended. This recommendation is made since the water during periods of heavy rain.

4. **Drain Plates:** The metal drain plates are
Recommendations: The high performance formulated for concrete and not recom

EXPECTATIONS:
 Allen Hangar is one of the best-built private h...
 access for the quality of the floor being less th...
 expectations apply. However, no floor is perfe...
 normal construction defects.

The floor outcome will be proportional to our at...
 not overreact or underreact. The biggest challe...
 including temperature and moisture in early Fe...
 helps greatly assure our success.

CONCLUSION:
 Allen Hangar/Kraft Construction should acco...
 coating recommendations, allowing clarity of d...
 avoiding later problems. Nonetheless, we will v...

REPORT PREPARED BY:
 REDFORD Corporation
 1873 Kingwood Drive
 Kingwood, TX 77339
 rkredford@aaci.com
 (281) 353-4106 Phone
 (281) 353-9043 Fax
 (800) 749-5827 Toll Free

REDFORD Corporation

MEMORANDUM

TO: Craig Hendriks/Peter Fromelius

FROM: Keith Redford

DATE: Dec. 5, 2006

SUBJECT: Allen Hangar-Meeting Report/Recommendations

BACKGROUND:
 Kraft Construction first contacted REDFORD Corporation in May 2005 concerning the Allen Hangar. We, in turn, provided a written hangar floor installation quotation in August 2005. Kraft Construction issued a contract to us on Feb. 24, 2006. The start date of installation was planned for May 3. Unfortunately, the fire marshal required the architect rewrite the floor specifications/drawing and Kraft Construction subsequently demolished (or skid out) the poured floor because the initial pitch was missed. Repouring of the floor is planned for December 2006.

On December 1, 2006, a meeting/site inspection was held for the purpose of final planning prior to the epoxy/urethane installation after the hangar floor is repoured and cured. It included Craig Hendriks, Peter Fromelius, and Keith Redford.

The coating installation is now planned for the "first two weeks" of February 2007.

SITE INSPECTION RESULTS/QUESTIONS/RECOMMENDATIONS:

1. **Control Joints:** The existing control joints are excellent. They are cut straight and not spalled. We have no reason to believe the new ones will not be the same.
Recommendations: It is recommended the control joints not be caulked. They are best left open for the floor to breathe. An added advantage of this is easy floor reparability (like painting the fender on a car - not the entire car). Also, since the floor control joints are provided for slab movement, caulking under the rigid, highly cross-linked urethane would guarantee cracking of the high performance urethane topcoat.



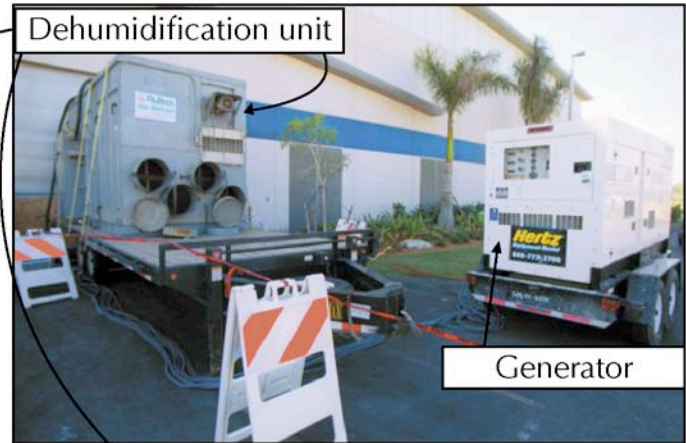
Kraft Construction, a Naples, Florida based general contractor, built this approximately "seven million dollar" hangar well above industry standards.

Architect:
Erickson and Associates,
 Naples, FL.

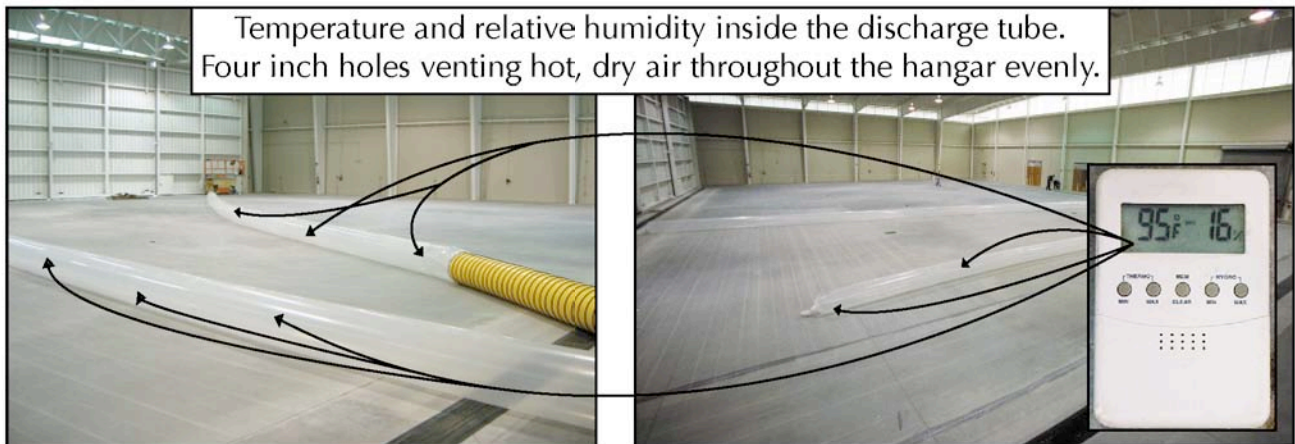


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Dehumidification/heat equipment was in place two (2) weeks prior to the coating process (provided by **Dehumidification Technologies, Inc.**).



Heat/dehumidification discharge tubes vented into hangar from the outside equipment.



Temperature and relative humidity inside the discharge tube. Four inch holes venting hot, dry air throughout the hangar evenly.



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I-beams condition at project start.



Chipping/removing concrete slag at wall edge.



Recutting spalled control joints and original "under-cuts".



Placing backer rod prior to caulking control joints.



Caulking joints after backer rod placement.

Construction

Sikadur 51 SL - New and Improved
 Flexible epoxy control joint resin

Description: Sikadur 51 SL - New and Improved is a 2-component, self-leveling, 100% solids, flexible control joint resin, made for construction.

Uses:

- Used to fill, seal, and repair concrete and masonry control joints, expansion joints, and other voids.
- Used to repair and seal concrete and masonry control joints, expansion joints, and other voids.
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Advantages:

- Superior bonding to concrete and masonry.
- Excellent adhesion to steel reinforcement.
- Excellent adhesion to formwork.
- Excellent adhesion to concrete and masonry.
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Properties:

- 100% solids, self-leveling, 100% solids, flexible control joint resin.
- 100% solids, self-leveling, 100% solids, flexible control joint resin.
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- 100% solids, self-leveling, 100% solids, flexible control joint resin.
- 100% solids, self-leveling, 100% solids, flexible control joint resin.

Typical Data:

Modulus: 2,000,000 psi (138 MPa)

Strength: 10,000 psi (70 MPa)

Adhesion: 100% to concrete and masonry

Shrinkage: 0.1% (24 hours)

Expansion: 0.1% (24 hours)

Temperature: -40 to 180 °F (-40 to 80 °C)

Application: 1/2" to 2" deep joints

Notes: See technical data sheet for full details.

Sika



Troweling caulk flush to the floor.



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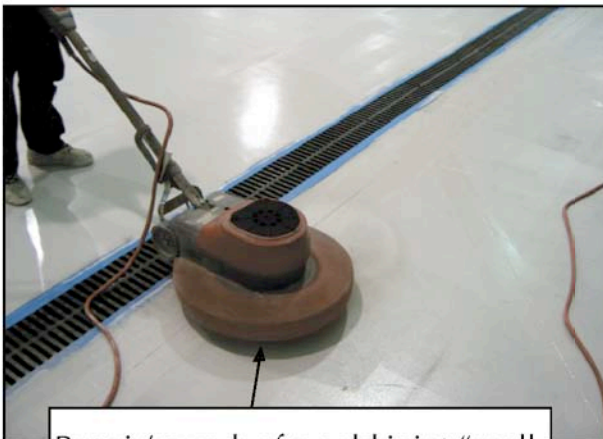
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Hand grinding hangar floor to wall edges.

A portion of coating materials required for this approximately 20,000 square foot hangar.



Repair/rework of a cold joint "spalled from 2nd pour overlap".



Maintenance office shot blasted, edges hand ground, caulked, E31-1202-64 concrete primer applied.



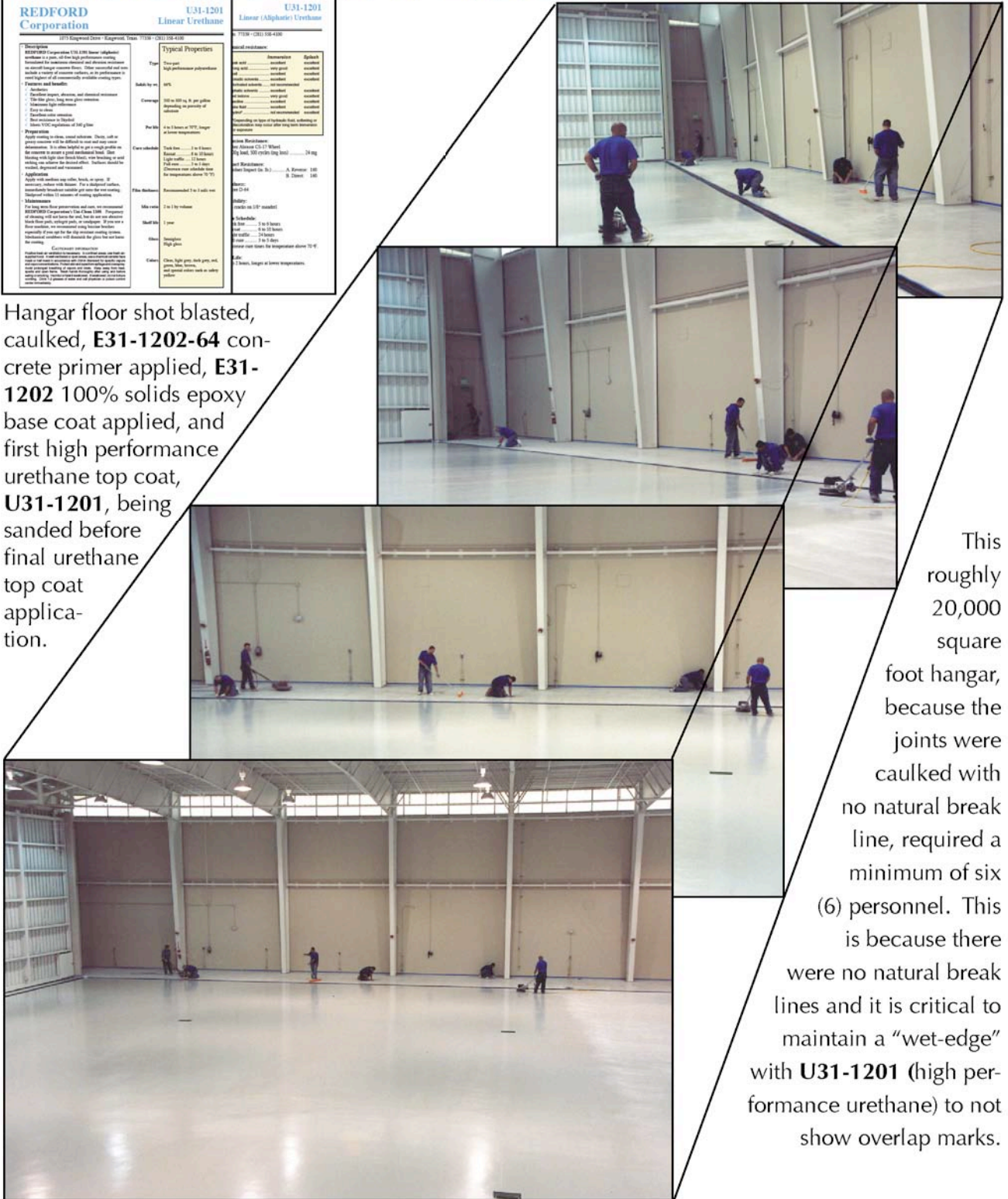
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REDFORD Corporation		U31-1201 Linear Urethane	U31-1201 Linear (Aliphatic) Urethane
<p>DESCRIPTION REDFORD Corporation U31-1201 Linear Urethane is a two-part, 100% solids urethane coating system designed for concrete substrates. It is a high performance, long-lasting, and easy-to-maintain floor finish. It is suitable for use in industrial, commercial, and residential applications. It is available in a variety of colors and finishes.</p> <p>FEATURES AND BENEFITS</p> <ul style="list-style-type: none"> High performance, long-lasting floor finish Easy to maintain Available in a variety of colors and finishes Suitable for use in industrial, commercial, and residential applications 		<p>Typical Properties</p> <p>Type: High performance polyurethane</p> <p>Substrate: Concrete</p> <p>Coverage: 100 to 150 sq. ft. per gallon depending on porosity of substrate</p> <p>Part B: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part A: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part C: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part D: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part E: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part F: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part G: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part H: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part I: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part J: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part K: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part L: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part M: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part N: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part O: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part P: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Q: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part R: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part S: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part T: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part U: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part V: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part W: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part X: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Y: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Z: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p>	<p>Application</p> <p>Apply with roller, brush, or spray. It is recommended to apply in a thin, uniform coat. It is important to maintain a "wet-edge" between coats. It is also important to maintain a consistent temperature and humidity during application. It is recommended to apply in a well-ventilated area. It is also recommended to wear appropriate safety gear during application.</p> <p>Notes</p> <p>Part A: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part B: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part C: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part D: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part E: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part F: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part G: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part H: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part I: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part J: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part K: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part L: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part M: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part N: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part O: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part P: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Q: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part R: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part S: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part T: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part U: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part V: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part W: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part X: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Y: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p> <p>Part Z: 1 to 2 lbs. per sq. ft. depending on porosity of substrate</p>

Hangar floor shot blasted, caulked, **E31-1202-64** concrete primer applied, **E31-1202** 100% solids epoxy base coat applied, and first high performance urethane top coat, **U31-1201**, being sanded before final urethane top coat application.



This roughly 20,000 square foot hangar, because the joints were caulked with no natural break line, required a minimum of six (6) personnel. This is because there were no natural break lines and it is critical to maintain a "wet-edge" with **U31-1201** (high performance urethane) to not show overlap marks.



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Photographs of the hangar floor with the final U31-1201 high performance urethane top coats applied. Hangar open for heavy aircraft 72 hours from completion.



REDFORD Corporation		U31-1201 Linear Urethane																								
<p>Description: U31-1201 is a two-part, high performance, linear urethane floor coating. It is designed for use in industrial and commercial applications where a high performance, durable floor is required. It is also suitable for use in areas where a high performance, durable floor is required, such as in aircraft hangars, warehouses, and other large industrial buildings. It is also suitable for use in areas where a high performance, durable floor is required, such as in aircraft hangars, warehouses, and other large industrial buildings.</p> <p>Features and Benefits:</p> <ul style="list-style-type: none"> • Excellent impact, abrasion, and chemical resistance • Can be applied to concrete, steel, and other substrates • Easy to clean • Excellent color retention • Low maintenance • Available in a variety of colors <p>Applications:</p> <ul style="list-style-type: none"> • Aircraft hangars • Warehouses • Industrial buildings • Commercial buildings • Other large industrial buildings <p>Installation:</p> <p>U31-1201 is a two-part system. The two parts are mixed together in a 1:1 ratio. The mixture is then applied to the substrate using a roller or brush. The floor should be allowed to cure for 24 hours before use.</p> <p>Typical Properties:</p> <table border="1"> <tr> <td>Color</td> <td>White</td> </tr> <tr> <td>Thickness</td> <td>1/8" to 1/4"</td> </tr> <tr> <td>Shrinkage</td> <td>0.1%</td> </tr> <tr> <td>Modulus</td> <td>1.5 x 10⁹ psi</td> </tr> <tr> <td>Compressive Strength</td> <td>10,000 psi</td> </tr> <tr> <td>Tensile Strength</td> <td>10,000 psi</td> </tr> <tr> <td>Elongation</td> <td>100%</td> </tr> <tr> <td>Adhesion</td> <td>100%</td> </tr> <tr> <td>Chemical Resistance</td> <td>Excellent</td> </tr> <tr> <td>Impact Resistance</td> <td>Excellent</td> </tr> <tr> <td>Abrasion Resistance</td> <td>Excellent</td> </tr> <tr> <td>Temperature Range</td> <td>-40°F to 180°F</td> </tr> </table>			Color	White	Thickness	1/8" to 1/4"	Shrinkage	0.1%	Modulus	1.5 x 10 ⁹ psi	Compressive Strength	10,000 psi	Tensile Strength	10,000 psi	Elongation	100%	Adhesion	100%	Chemical Resistance	Excellent	Impact Resistance	Excellent	Abrasion Resistance	Excellent	Temperature Range	-40°F to 180°F
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NEW JET PREVIEW

Gulfstream G550

Bells, whistles and very long legs

by Mark Huber

The \$47.95 million Gulfstream G550 mates the latest bells and whistles to an airframe-engine combination that can deliver eight passengers and a crew of four to destinations up to 6,750 nautical miles away. That's Tokyo to Palm Beach nonstop in 12.5 hours, with reserves.

On shorter trips, you can take more passengers and stoke the twin Rolls-Royce engines to go even faster—up to Mach 0.885. Last year, Gulfstream posted numerous distance, speed and time records with the airplane, including Edinburgh to Beijing in eight hours, 47 minutes, Hong Kong to Dubai in eight hours, 29 minutes and Guatemala City to Madrid in nine hours, 11 minutes.

The G550 has good speed in the climb, too. Strap in and hold onto your drink. A sea-level takeoff to 37,000 feet requires just 18 minutes and only 5,950 feet of runway with a full load—a fairly impressive performance for a 91,000-pound (maximum takeoff weight) jet. A transcontinental fuel load shortens the required runway to a mere 3,500 feet, and at maximum landing weight, the G550 will stop in just 2,770 feet.

Gulfstream introduced the G550, a more aerodynamically efficient version of its GV, in 2003. That year, the airplane won the prestigious Robert J. Collier Trophy from the National Aeronautic Association for outstanding technical achievement. Since then, corporate chieftains, heads of state, various secret three-lettered government agencies and A-list celebrities have lined up to buy it.

Regular contributor Mark Huber is a private pilot and has worked as a marketing executive for flight-training, aircraft-sales and business-jet-component companies. Huber welcomes comments about his articles and suggestions for future topics and may be contacted at mhuber@bjtonline.com.



The 2007 G550 at a Glance

Price (typically equipped)	\$47.95 million
Maximum takeoff weight	91,000 lb
Maximum landing weight	75,300 lb
Passengers	12 to 19
Range at Mach 0.80	6,750 nm
Cabin	
Length	50 ft 1 in
Height	6 ft 2 in
Width	7 ft 4 in
Baggage capacity	226 cu ft
Takeoff distance (max weight)	5,910 ft
Landing distance (max weight)	2,770 ft

Source: Gulfstream

They include Renault and Nissan CEO Carlos Ghosn, billionaire industrialist Lakshmi Mittal, golfer Greg Norman and singer Julio Iglesias. The U.S. Air Force, Army and Navy operate several G550s that occasionally serve as Air Force One. The Israeli Defense Forces take advantage of the G550's endurance to use it as a Compact Airborne Early Warning platform.

The airplane boasts a comfortable passenger cabin that measures more than six feet tall, seven feet wide and 50 feet long. A variety of "standard" configurations offer up to four separate living areas. Cabins are available with either forward or aft gourmet galleys, storage credenzas, walk-in baggage area, dual forward and aft lavatories with flushing vacuum toilets, crew rest areas, conference groupings, executive "club-four" seating areas and divans with berthing tops that convert to sleeping areas. The individual seats have full slide and swivel motions and footrests; can be reclined to the full berthing position; and can be modified with optional full or partial electric function. Cabin dividers with pocket doors can be installed for privacy. If these options aren't enough, Gulfstream will work with you to craft an even more customized environment.

The cabin maintains a sea-level altitude through 29,000 feet and has a maximum cabin altitude of 6,000

Gulfstream introduced the aerodynamically advanced G550 in 2003. Its cabin is more than six feet tall and 50 feet long. Standard features are numerous and options include everything from enhanced soundproofing to an espresso maker.



feet. A 100-percent fresh-air system frequently replaces cabin air, eliminating the health risks posed by recycled air systems. Ample ambient light brightens the cabin through the G550's 14 large oval signature windows. LED reading and cabin lights reduce eye fatigue. The lower cabin altitude, fresh air and lighting combine to create a highly comfortable environment and substantially reduce the impact of jet lag.

You will be well-entertained on the G550. Standard equipment includes CD and DVD players, a 17-inch LCD monitor in the forward cabin bulkhead, a 15-inch LCD monitor above the credenza, wireless remotes, telephone handsets in four locations, a fax machine, power

outlets at each seat grouping, electronic window shades, a wireless cabin local area network, an audio system and the Airshow 4000 passenger flight information system. Optional equipment includes larger monitors, individual seat monitors, the SecuraPlane three-camera system, enhanced soundproofing and even an espresso maker.

Outside, the G550 looks sharp thanks to two-tone paint with Teflon coating. Gulfstream points out that the airplane takes 20 percent more time to paint than comparably sized jets, largely because of attention to detail. It paints areas where some competitors do not, such as inside baggage doors, wheel wells and engine nacelles.

After painting, each aircraft goes through up to 400 hours of detailing.

The painting, long legs and cushy cabin are nice, but it is the intelligent integration of advanced avionics, cabin information and entertainment systems, and other bells and whistles that set the G550 apart from other uber barges.

Consider this scenario in the cockpit: Your pilots are shooting a landing at an unfamiliar airport in the thick soup, maybe at night. Sinking lower and lower, hoping that the runway will pop into sight at any second, praying that all the fancy stuff connected to the instrument panel works and guides the airplane onto the runway center line. At the last possible moment, the airplane breaks free of clouds and, seconds later, the landing gear smacks the pavement. But if the pilots err or something in the panel breaks, it is going to be a bad day. It's called controlled flight into terrain, and it is one of the leading causes of

fatal aviation accidents.

The standard enhanced vision system (EVS) aboard the G550 eliminates this anxiety. EVS displays real-time images from a forward-looking infrared camera onto a head-up display (HUD) that also contains critical flight data. The pilot looks through the HUD and the windshield. Although he can see nothing outside the airplane with unaided eyes, with the EVS he can literally land blind. It shows the runway, surrounding terrain and other land features. (You can see a pretty amazing cockpit video of this at www.gulfstream.com.) Gulfstream calls EVS "the most significant advance in aviation safety" since the instrument landing system. There's a little hyperbole there, but not much.

EVS is part of the G550's PlaneView integrated glass panel, cursor-controlled avionics system. Rather than using a mouse or trackball control, Gulfstream fashioned a proprietary, military-style controller with a trigger switch, trigger,

scroll knob and rocker switch. It fits naturally into the outboard hand and is easy to use. Working with Honeywell, Gulfstream developed an integrated flight deck with clear, crisp and uncluttered displays with an interactive navigation management system. The system is designed with open architecture to accept upgrades. It was the first business jet system to employ the Jeppesen Flight Deck electronic charts and maps.

The G550's electronic sophistication doesn't stop in the cockpit. During the mad rush to the airborne Internet five years ago, some system manufacturers and aircraft OEMs were making outrageous claims about how well their systems worked, only to disappoint customers under actual conditions. Gulfstream kept its powder dry, taking its time methodically developing and testing a system called broadband multi-link (BBML) that delivers DSL-like performance of 3.5 megabytes per second—10 times faster than



The Gulfstream 550's integrated flight deck features clear, crisp and uncluttered displays with an interactive navigation management system.

single-channel systems and five times faster than dual-channel systems. While other providers concentrated on providing a system comparable to dial-up or home use, Gulfstream knew that its customers would settle for nothing less than the same speed and convenience they enjoyed via cable or landlines in their offices. With BBML, you can move huge files over a secure wireless cabin LAN, conduct live video conferences

and use VoIP networks, all for per-minute charges that are 50 to 75 percent less than with other systems. Just open up your wireless laptop and you're there.

Fully laden with options and custom interior, a G550 can easily cost more than \$55 million. One 2005 model recently hit the resale market at \$59.5 million.

At that price, you would expect the G550 to do just about everything well. It really does. □