



Addison, Texas, July 1, 2008 - MSF Partners, Inc. has begun construction of an executive hangar community at Addison Airport today. This complex is being developed as a condominium association and named the Executive Hangars of Addison Association. Twenty three units in three sizes ranging up to over 8,000 square feet are being built. Richard French, MSF Partner's President, commented on the executive hangars, "We are excited to see dirt moving on what will be the most beautiful hangar community at the airport. Our buyers and their guests will enjoy amenities far beyond those to be found at the airport today. The high-end exterior and interior finish will set these units apart from any to be seen there today". Completion is planned for May 2009. MSF Partners, Inc. is located in Plano, Texas a northern suburb of Dallas. For further information, contact MSF Partners at 6900 N. Dallas Parkway, Suite 730, Plano, Texas 75024; call (972) 403.0909; or log on to www.msfpartners.com. --- MSF Partners ---



MSF Partners/IAM Construction contracted with REDFORD Corporation to paint the structural steel and install a high performance epoxy/urethane coating system [twenty three (23) hangars]. The photographs on pages 1 and 2 show the structural steel being coated with DTM (direct to metal) acrylic.





Additional photographs of the structural steel.



These photographs show a DTM acrylic being applied to the structural steel (March 2009).





The north and south side including the front of the 23 hangars being constructed. Photographs taken on March 18, 2009 with completion planned for May 2009.



The start of the shot blasting / diamond grinding of the 23 hangars.





Spalled control joints "X-ed" (for mechanical adhesion) with a diamond blade, filled with E31-1204 (to be later ground down - flush to the floor) and re-cut. The repair involved approximately 100 spalled / broken out control joints / cracks running the length of the hangar / and thousands of small holes and divots.

"X-ed" with diamond blade

Spalled control joints

Filled with E31-1204

"X-ing" spalled controlled joints

Ready to be ground, flush to floor, and re-cut

REDFORD Corporation Crack Filler E31-1204

2075 Regency Drive • Houston, Texas 77059-2821 • 281-268-2200

Instructions for use:
 1. Prepare the surface by cleaning, sanding, and grinding to remove all loose material. The surface must be clean, dry, and free of oil.
 2. The surface must be prepared to a minimum of 100 PSI.
 3. Apply the filler to the surface, filling all cracks, voids, and holes.
 4. The filler must be applied in a thickness of 1/2" to 1".
 5. The filler must be applied in a thickness of 1/2" to 1".

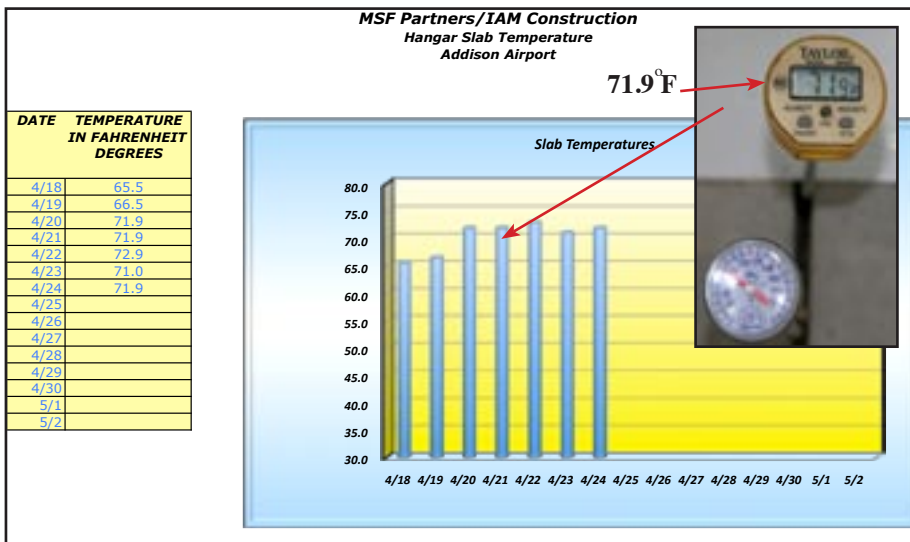
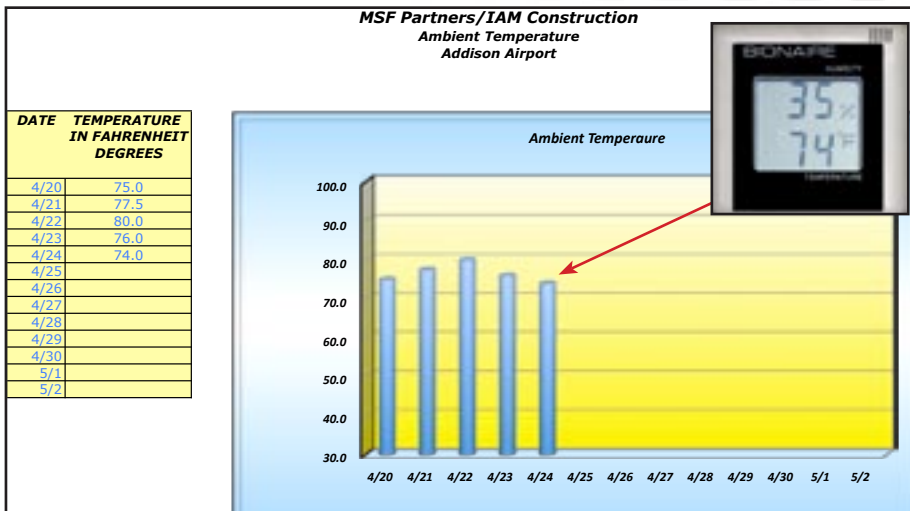
Application:
 1. The filler is applied to the surface of a wall or a floor.
 2. The filler is applied to the surface of a wall or a floor.
 3. The filler is applied to the surface of a wall or a floor.
 4. The filler is applied to the surface of a wall or a floor.
 5. The filler is applied to the surface of a wall or a floor.

Curing time:
 1. The filler must be cured for 24 hours.
 2. The filler must be cured for 24 hours.

Some holes were as much as a foot (1') across

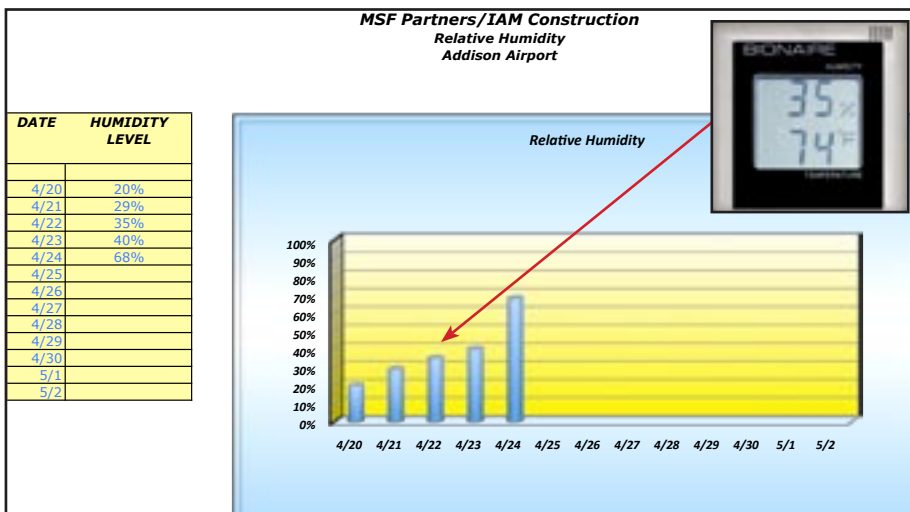
Some of the cracks running the length of the hangar

Blowing / Sweeping / Vacuuming Hangars



Delmhorst Instrument Company - - these photographs show a meter testing electrical conductivity of the moisture present in the Addison hangar floors. The meter then extrapolates readings on a relative basis. It does not give actual moisture content. The idea is to get readings that continually go down. Generally, we plot these on a graph and apply coatings when we see a bottom and are "comfortable". We also plan to run calcium chloride tests (from Vaprecision, Inc.).

The top two photographs show the drainage ditch outside the hangars (the "control"). The ditch shows "0" because of the sun/heat, compared to "pegging" the meter inside the hangars (because of cold temperatures, moisture in the concrete, and relative humidity).



Delmhorst meter placed on the concrete hangar floor, pegging the meter (inside the hangars).



Does the project pose any unique problems?

Yes, though the project is being built to high standards by a professional and competent contractor, most delays / problems center around not being able to obtain permanent power coupled with weather (cold temperatures and rain). These “obstacles” forced a decision to stop and wait approximately two weeks before restarting the concrete preparation / coating process. The calendar below shows our work week periods through 4/24:

Activity Name	Start	End
Final Floor Finishing / Seal Coating / Chemical Grouting	Mar 22, 2009	Mar 26, 2009
Final Floor Finishing / Seal Coating / Chemical Grouting	Mar 29, 2009	Mar 31, 2009
Final Floor Finishing / Seal Coating / Chemical Grouting	Apr 5, 2009	Apr 7, 2009
Final Floor Finishing / Seal Coating / Chemical Grouting	Apr 12, 2009	Apr 14, 2009
Final Floor Finishing / Seal Coating / Chemical Grouting	Apr 19, 2009	Apr 21, 2009
Final Floor Finishing / Seal Coating / Chemical Grouting	Apr 26, 2009	Apr 28, 2009

Summary of Obstacles

Impeding a Successful High Performance Epoxy Urethane Floor Installation

- ❖ No permanent power
- ❖ Doors not operable / sealable / dust not controllable
- ❖ No heat
- ❖ Lights not operable
- ❖ Other subcontractors working in the hangars
- ❖ Sprinkler system leaking
- ❖ Moisture in concrete too high
- ❖ Relative humidity too high
- ❖ Temperature too low

All of this is presented to explain that the highly cross-linked, dense urethane topcoats cannot “breathe”. Any residual moisture in the concrete capillaries will be “pushed up” / expanded when the concrete temperature increases (moisture manifesting itself as bubbles), or in other words, **hydrostatic pressure**.

Photographs showing actual conditions (April 24, 2009).

