



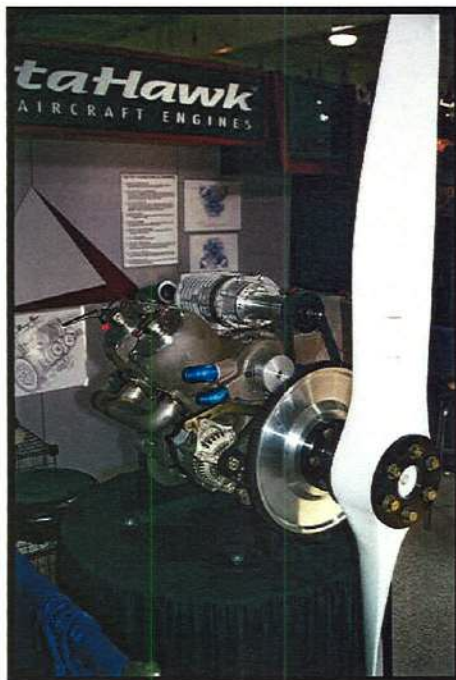
Airframe Revolution



Avionics Revolution



Now ... the
Engine Revolution



The General Aviation Fuels

Piston Powered Aircraft

100LL Aviation Gasoline

- **Cost**
- **Availability, especially globally**
- **Environmental Impact – Lead**
- **Low Fuel Efficiency**
- **Low Reliability / High Maintenance**

DIESEL ENGINES

- **Fuel Efficiency (40-75% better than gasoline or jet engines)**
- **Durability and Reliability**
- **Reduced Maintenance**
- **Simplicity of Operation**
- **Desirable and Available Fuels**
 - **Jet-A, Jet-A1, JP-5, JP-8, D1, D2, biodiesel, synthetics**
 - **Global Availability**

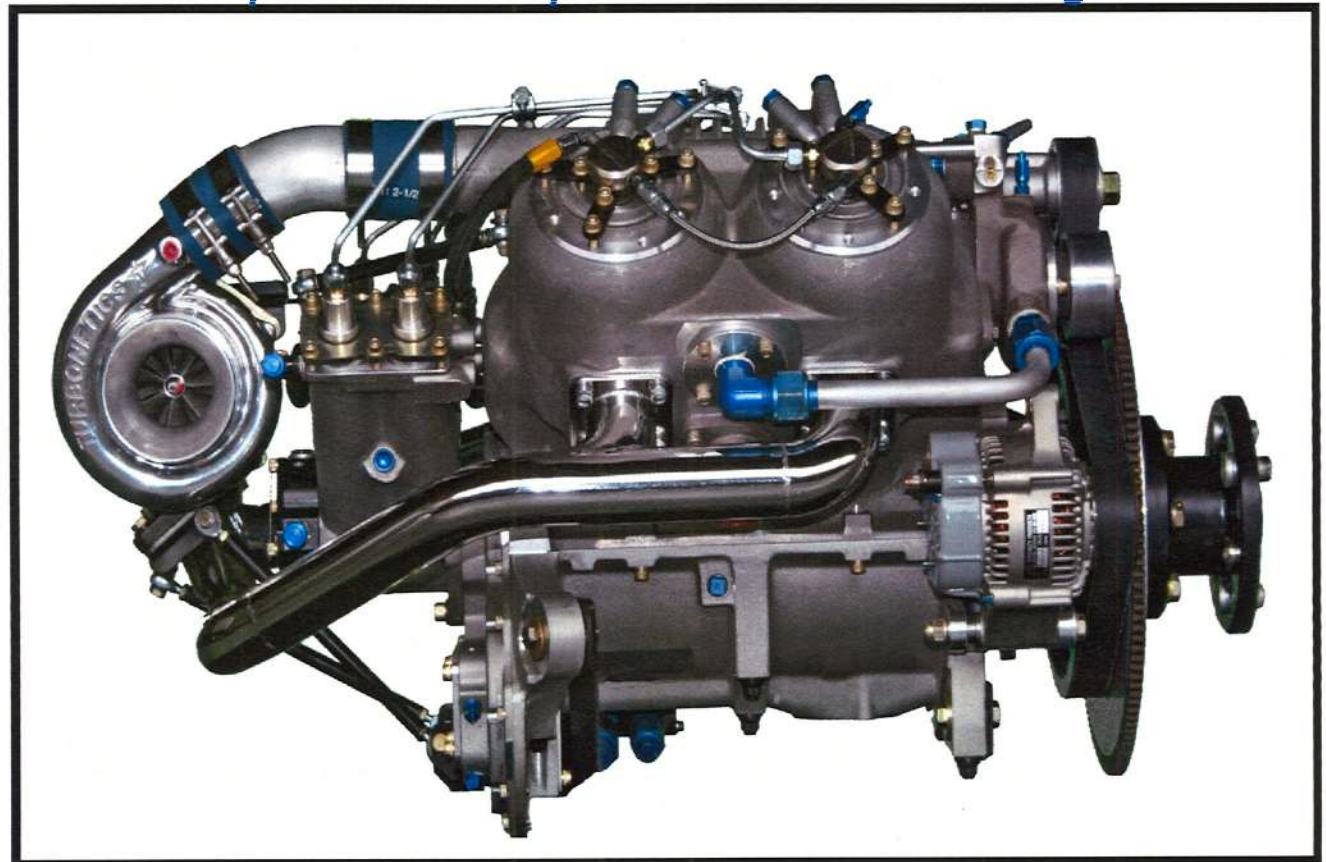
The DeltaHawk Diesel Engine

Clean Sheet Aviation Design

Sixteen years of development

*As much as 1,000 lbs lighter & ¼ the volume
of equivalent horsepower standard diesel engines.*

Diesel Cycle
2-Stroke
Turbo-Supercharged
Direct-Injected
Piston-Ported
Loop-Scavenged
Liquid-Cooled
90-Degree V4
202 Cubic Inch (3.3 liter)
Direct Drive 2700 RPM
Pressure-Lubricated
Dry Sump
200 HP (150 kW)
330 lbs (149 kg)



“Turbine Like Power & Reliability At A Fraction Of The Fuel and Cost”

DeltaHawk Customers & Sales Strategies



Van's Aircraft



Zenith Aircraft Company



Experimental
Aircraft



Military and Commercial
Subcontractors



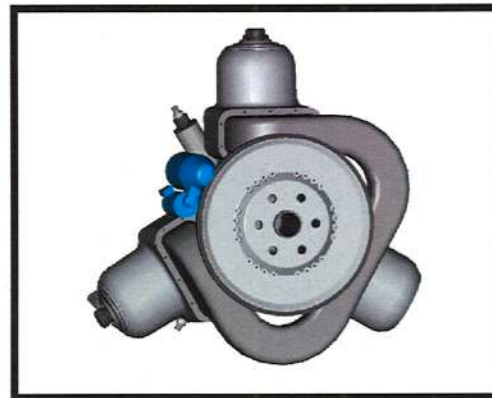
Key Installation
Development Partners

Certified Aircraft
OEMs



Modular Design – Family Growth

- **Base engine technology (150-200 hp / 112-150kW) scales up and down with mostly common parts**
 - Higher horsepower
 - V-6, V-8, V-12
 - V-8 in test in less than one year
 - 300 to 650 HP (224 to 485 kW)
 - Lower horsepower
 - 2 and 3-cylinder
 - 60 to 150 HP (45 to 112 kW)
- **Non-aviation niches**
 - Mobile power, pumping and drilling; hybrid vehicles; specialty marine
- **New technology**
 - Starter-Generator
 - High-Altitude Turbo
 - Continued Weight & Cost Reduction
 - Electronic Fuel Injection
 - Emissions Certification



On Being “Green”...

**DeltaHawk Test Aircraft:
4 passengers / 138 mph on
52 mpg!**



- **Unique two-stroke design delivers very high fuel efficiency**
 - Burns 40% less fuel than standard gasoline aviation engines
 - Burns 75% less fuel than turbine aviation engines
- **Does not burn leaded aviation fuel**
 - 100LL Avgas contains 4x more lead than outlawed automotive leaded fuel
- **Lightweight design improves overall vehicle efficiency versus heavier competitors (for both aircraft and ground applications)**
- **Biofuel and synthetic fuel capable**

**SMALLER CARBON FOOTPRINT,
REDUCED FOSSIL FUEL DEPENDENCE,
ELIMINATION OF LEAD**

Sales & Market Potential

Total Potential for Piston Engines:

- General Aviation (FAA Certified):
 - 240,000** existing certified engines worldwide
 - 17,000** engines rebuilt or replaced each year
 - 965** new certified aircraft in 2009
- Experimental Aircraft
 - **23,000** aircraft
- New Light Sport Aviation Market
- Military Aviation
- New International Aviation Growth Markets
 - Strong growth projections for Asia
- Commercial & Military Non-Aviation

**Our projected market share: 5% to 25% over the 4 years.
Diesels will dominate aviation piston market within 10 years.**

DeltaHawk in Racine

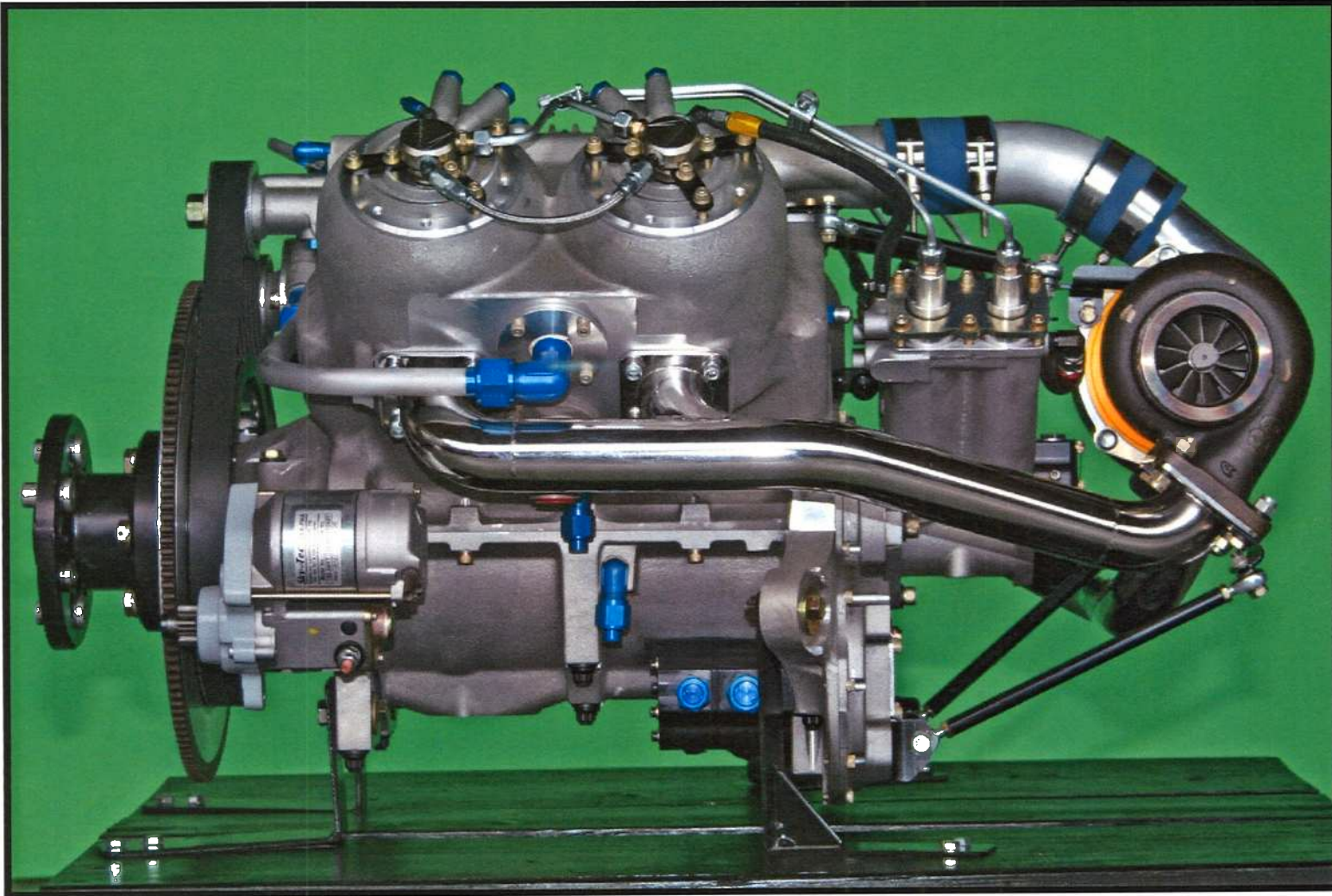
Presently located on Batten Field

- Employment of 7 in early 2009, now 23+

Signed lease at 2300 South Street

- Former Bert Jensen Building
- Headquarters and Production
- Expect 100+ Jobs
- Significant local parts content
- Strong emphasis on local hiring

The DeltaHawk Engine



Passion ... Product ... People ... Persistence



DeltaHawk Engines, Inc.

Batten International Airport (RAC)

**2903 Golf Avenue
Racine, WI 53404**

262-634-9660

www.deltahawkengines.com

Diane E. Doers

CEO

dedoers@deltahawkengines.com

Dennis R. Webb

President

dennis@deltahawkengines.com