

Next Century

News from Century Aerospace.



Designed and developed by a team that includes ten FAA DERs, the Century Jet outperforms every cabin-class piston and turboprop twin aircraft in speed, altitude and cost per mile. The executive jet offers a maximum cruise speed of 370 knots and a maximum altitude of 45,000 feet.

Century Jet goes twin.

Century Aerospace has finally addressed all the rumors with the announcement that their single-engine Century Jet has officially become a twin. The jet was to have been powered by a single Williams/Rolls FJ44-1 engine, but recent advances in turbofan technology have produced a new generation of jet engines which make a light, entry-level twinjet possible.

Several years into the development of a single-engine business jet, Century Aerospace Corporation was offered the opportunity to become the launch customer for the Williams International FJ33-1, the newest in a line of dependable turbofan engines. This opportunity caused Century to re-evaluate their single-engine design concept and the findings were astounding.

Analyses showed that a truly affordable, entry-level, twin-engine business jet is now a real possibility. It will be more cost effective than single-engine jets, without the

safety concerns surrounding them. The new twin Century Jet, Model CA-100, marks the birth of the world's most affordable business jet. Century Jet customers will now have it all: the safety and performance of a twin-engine jet for the cost of a single-engine jet or turboprop aircraft. Certified for 45,000 feet, CA-100 owners will also literally look down on most of the competition.

While some changes were needed to accommodate the new engines, the unique sizing of the new FJ33-1 engines allowed 85% of the existing design to be maintained. In fact, testing on the new twin-engine configuration is already underway.

The Century Jet outperforms every cabin-class piston and turboprop twin aircraft in speed, altitude and cost per mile. It offers a maximum cruise speed of 370 knots and a maximum altitude of 45,000 feet, nearly twice as high as

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Four centuries of SUCCESS.

The Development Team with the experience needed to lead and shape the aviation industry.

Between them, they have more than 400 years of flight and aviation experience; they have developed 183 different aircraft for companies including Beech, Boeing, Cessna, Lear, Lockheed, McDonnell Douglas, Mitsubishi, Mooney, Piper, Rockwell, Swearingen and others; they have designed all types of general aviation aircraft.

They are the Century Team.

This group has as much technical know-how and real-world aviation experience as any other team in the industry. They are the team that will revolutionize executive travel by introducing the world's most-affordable business jet.

"Our team is absolutely second to none," said Bill Northrup, president and CEO of Century Aerospace. "In fact, nearly every business aircraft flying today was made possible with the help of these individuals. Now, they are leading the design, development, marketing and certification effort for the Century Jet."



Bill Northrup
President & CEO

A lifelong pilot, Bill Northrup combined his love of aviation with his knack for successful entrepreneurial ventures when he founded the company now known as Century Aerospace Corporation in 1992. Since 1980, Northrup has founded four successful entrepreneurial businesses, including Century Aerospace. In addition to developing the Century Jet, Northrup's business startups have ranged from railroad contracting, lumber kiln operations plus commercial power and carbon plant development. His aviation experience includes rebuilding turbine helicopters; maintaining his multi-engine and instrument ratings; and continuous self-study in aviation, engineering and product design.



Roy Johnston
Vice President & General Manager

Roy Johnston joined Century in 1993 and immediately began organizing the effort to develop the Century Jet. Johnston began his career as a Naval Aviator, flying high-performance, carrier-based fighters. Upon leaving the Navy, Johnston went into the aerospace industry, managing all aspects of aviation development with companies including LTV, Cubic, Promavia and Teledyne Ryan.



Roy Norris
Executive Board Member

Roy Norris joined Century following successful careers with Cessna, Gulfstream, and as president of Raytheon Aircraft. Over the past decade, Norris has played a key role in more than 10 different business jet projects. He has marketed, introduced and in some cases, conceived, aircraft designs including the Cessna Citation S-II, V, VI, VII, X, CitationJet, Gulfstream V, Raytheon Premier I, and Hawker Horizon. Norris will be assisting in business planning, engineering development and market strategy of the Century Jet.



Dale Ruhmel
Vice President of Engineering

Dale Ruhmel has more than 38 years of engineering and flight test experience in more than 25 separate certification programs. He is an FAA DER in the areas of structure, flight analyst and flight test pilot. He has led development and certification programs with companies including Falcon Jet, Rohr Corporation, Cessna and McDonnell Douglas. Ruhmel brings his background and expertise to direct the engineering, design, development, testing and certification of the Century Jet.



Bill Ackerman
Project Engineer

Bill Ackerman brings more than 38 years of aircraft design to Century. He has been involved in design engineering and certification programs with companies including Aero Commander, Cessna, Learfan Ltd. and the Broman Company. While at Cessna, Ackerman served as Aircraft Systems Design Coordinator for the Citation 500.



Dave McClenahan
Structures DER

Dave McClenahan is lending his services to spearhead the structural design and certification of the Century Jet. He has been involved with companies such as Cessna, Erickson AirCrane, Flight Structures, and Learfan Ltd., where he was responsible for analysis, testing, and certification of the all-composite Learfan 2100.



Don Bruss
Landing Gear Structures DER

Don Bruss has worked on the development of every Learjet landing gear since the initial Model 23. He has led landing gear development programs with many other companies including Beech, Convair, Boeing, North American and Learfan. He has also served on a variety of review boards including SAE, U.S. military standards and the FAA. Bruss has laid out the Century Jet's landing gear design and will oversee its certification.



Doug Marwill
Powerplant DER

Doug Marwill has been actively involved with powerplant installation and fuel system design for more than 28 years, including time with Beech and Fairchild. He has designed systems for the Bonanza, Duke, Baron, King Air series and the Swearingen SJ30. He is now leading the fuel system design and powerplant installation for the Century Jet.



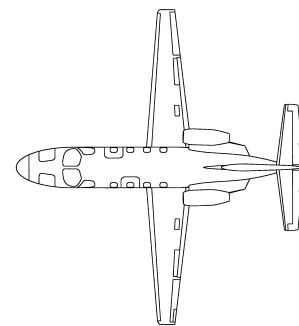
Joe Harris
Avionics and Electrical Systems DER

Joe Harris has been involved with avionics and electrical system design while with companies including Cessna, Beech and Learjet. He has gone on to found his own company, Diamond J, manufacturing aircraft accessory instrumentation. Harris has offered his services consulting on the layout and certification of avionics and electrical systems on the Century Jet.



Bob Humphreys
VP Plant Operations/Manufacturing

Bob Humphreys joined Century to head up the Century Jet manufacturing effort and production planning. His experience in aircraft manufacturing, engineering and consulting has been long and varied with companies such as Learjet, Canadair, Vought and Bellanca - to mention a few. Humphreys' stay with Learjet included the development, certification and production of the Model 23.





Torch Lewis
Marketing

Torch Lewis brings a remarkable background to Century. He has served in high-level executive, management and marketing positions throughout the aviation industry. He has written and published a column since 1964 called “Greenhouse Patter” in Business & Commercial Aviation. Torch received the 1997 John P. “Jack” Doswell Award at the 1997 NBAA Convention.



Ian Gilchrist
Aerodynamics

Ian Gilchrist is an accomplished professional in the field of aerodynamic engineering. His field of expertise covers airfoils, wing and propeller design, performance estimation, loads, stability and control with wind tunnel and flight tests. Over the past 35 years, he has held high-level positions with aerospace organizations across England and the United States, including Hawker Siddeley, Royal Aircraft Establishment, Boeing, LearAvia and LearFan. Gilchrist is working as a consultant on the aerodynamics for the Century Jet.



Dave Ellis
Aerodynamics

Dave Ellis is currently the director of research and development at the National Institute for Aviation Research at Wichita State University. His aviation career has taken him to high-level positions at Commander Aircraft and Cessna, where he led the development and design efforts of the Model T303 Crusader and the Model 208 Caravan. Ellis has served extensively for many organizations including NASA’s Aeronautical Research and Technology Subcommittee, the National Academy of Science and the General Aviation Manufacturers Association (GAMA). Ellis brings a broad range of expertise to Century including flight simulation, wind and water tunnels, stability and control.



Phil Mitchell
Interior Design

With more than 28 years’ experience, Phil Mitchell is considered to be one of the best interior designers in the business. His luxurious interior design work and exceptional talent are captured in the designs of the Hawker 800, Hawker 1000, Falcon 10, 20, 50, 100 and 200s and various Challengers and Gulfstreams.



Jim Moore
Marketing Communications

Jim Moore has been heavily involved in the aviation industry since he started his firm, J. Patrick Moore & Partners, in 1974. Jim and his firm have provided the whole spectrum of communications services for a wide variety of clients including Raytheon, Cirrus, Honeywell, Van Dusen, Simuflite, UND Aerospace, BFGoodrich and McDonnell Douglas.

In addition to its incomparable management and development team, Century Aerospace has pulled together an equally impressive board of directors. The board members represent individuals from the aviation, tooling, electric and development industries. Joining Bill Northrup, Roy Norris, Roy Johnston and Torch Lewis on the Century Board of Directors are: Marion Gregory, retired CEO of Snap-On Tool Corporation; G. Wayne Hawk, former chairman and CEO of Acme Electric Corporation; and John Northrup, owner-president of J.D. Northrup Construction Corporation. ■

Introducing Century Aerospace Corporation

As with most companies, Century Aerospace Corporation began with a man with a vision. Today, the aerospace world is watching Bill Northrup's vision evolve into reality.

Bill Northrup, president and CEO, founded Century Aerospace Corporation under the Paragon name in 1992, changing the name three years later to more accurately reflect the nature of his product and of his vision – a revolutionary new aircraft that redefines price performance for executive travel.

Century researched the design criteria needed to accomplish this mission and developed a new aircraft configuration. Known as the Century Jet, the inexpensive, six-place, high-performance, turbofan aircraft would make an affordable, state-of-the-art, 21st century aircraft available for less than the cost of a twin turboprop.

With tacit FAA approval on much of the materials and design, the Century Jet is quickly evolving from a software and wind tunnel model to a conforming prototype. This is the same method used by all major aircraft manufacturers.

“The first thing we produce is going to be a certifiable aircraft,” said Northrup. “It’s our philosophy to provide the best-possible aircraft for the lowest-possible expense. One way to do this is to use proven design techniques and materials thereby avoiding the need for an expensive proof-of-concept phase.”

Another way to implement that philosophy is by learning from the successes and failures of past development programs and by using applied technology which has been previously approved by the FAA on other aircraft. “Using tried-and-true materials and designs gives us confidence in our product, as well as shortening the certification process,” Northrup said. “Our aircraft is further backed by the technical strength of our team.”

The century team consists of highly experienced aircraft design personnel who have been involved in the design, development, testing and certification of nearly 200 different aircraft, ranging from single-engine piston aircraft to twin-engine corporate jets and larger commercial airliners. ■

Century Jet goes twin.

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most cabin-class piston twins. Its 1,500 nautical mile maximum range outdistances every piston twin and even some larger jets. In addition, it costs 17% less per mile to operate than single-engine jets, 33% less than twin-engine jets, and 45% less than twin-engine turboprops.

With an acquisition cost of \$1 million less than the closest twin jet competitor, the Century Jet 100 even costs less than single or twin turboprops. In addition, the FJ33 engines' remarkable efficiency provide direct operating costs (DOCs) comparable to single-engine turboprops and cabin-class twin pistons.

“The key characteristic of the Century Jet CA-100 is its simplicity,” said Dale Ruhmel, Century Aerospace chief engineer. “The size and efficiency of the FJ33 engine combined with a well-thought-out design minimizes risks and maximizes performance.”

The aircraft's comfortable interior seats six, including the pilot. It offers a club-style cabin, recessed table, outlets for laptop computers, a refreshment center, a recessed aisle and an optional lavatory. The cockpit reveals a large, carefully designed instrument panel featuring Meggitt flat-panel LCD EFIS displays and AlliedSignal avionics.

The Century Jet will be certified to U.S. FAA requirements under FAR Part 23, day, night, VFR and IFR, flight into known icing conditions, and single pilot operation.

Century Leadership

Bill Northrup began his entrepreneurial career nearly two decades ago when he founded a firm specializing in purchasing, dismantling and reclaiming more than 500 miles of railroad track for Class I railroads. Seven years later, Northrup turned his ambitions to the power market when he designed, developed and operated a four-megawatt co-generation power plant. This project was a green-field start up, with Northrup serving as design coordinator, construction project manager and plant manager. The co-generation facility has been profitable since the start of operations in 1987. As a complementary business, Northrup masterminded an activated-carbon company. Among other responsibilities, Northrup developed the activated-carbon business plan, secured financing and formed a joint venture partnership with a public corporation. The production of activated carbon began in 1997.

In the midst of launching the activated-carbon business, Northrup set his entrepreneurial sites on the aviation industry. A private pilot since the early 1970s, Northrup had a vision of developing a revolutionary new corporate aircraft that would introduce new levels of cost vs. performance. This vision began turning into reality in 1992 when Northrup founded Century Aerospace Corporation, and initiated

preliminary design and market development for the Century Jet, a six-place business jet.

Over the past six years, Northrup has continued in aviation, engineering and design, and has led the program from concept to a viable, 21st century product. When the Century Jet conforming prototype rolls off the line, Northrup's vision will have come full circle, and his entrepreneurial abilities proven once again.

According to Northrup, however, the key to the success of the Century Jet is the exceptional team working on the aircraft. Complementing Northrup's

entrepreneurial spirit and diversified background, the Century team represents more than 400 years of flight and aviation experience. Together, they have developed nearly 200 different aircraft.

"Century has, by far, the most qualified, successful, proven team in the aerospace industry," Northrup said. "They make me look good. They will be the reason for the success of Century Aerospace and the Century Jet." ■

Century Jet At A Glance

Performance and weightsCA-100

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|---|-----------------------------|
| Maximum cruise speed | .370 kts. |
| Maximum range (45 minute reserves) . . . | .1500 n.m. |
| Stall speed (flaps down) | .75 kts. |
| Takeoff distance (50-foot obstacle) | .2500 ft. |
| Maximum takeoff weight | .7000 lb. |
| Maximum ramp weight | .7050 lb. |
| Empty weight | .4080 lb. |
| Useful load | .2970 lb. |
| Fuel capacity | .330 gal. |
| Maximum altitude | .45,000 ft. |
| Powerplant | Williams International FJ33 |
| Takeoff thrust (SLS) | .2400 lb. |
| Direct operating costs | \$.335/hour |
| Fuel flow @ max cruise speed | .75 gal/hour |
| Fuel flow @ long-range cruise | .50 gal/hour |

Specifications

General

- Crew 1
- Passengers 5

Dimensions

External

- Length 36.7 ft.
- Wingspan 39.4 ft.
- Wing area 163.5 sq. ft.
- Height overall 12.0 ft.

Internal

- Cabin height 4.7 ft.
- Cabin length 14.8 ft.
- Cabin width 4.7 ft.
- Baggage capacity 43 cu. ft.

Pressurization

- 9.1 psi (8,000 ft. cabin altitude @ 45,000 ft.)

