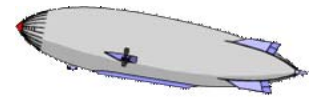


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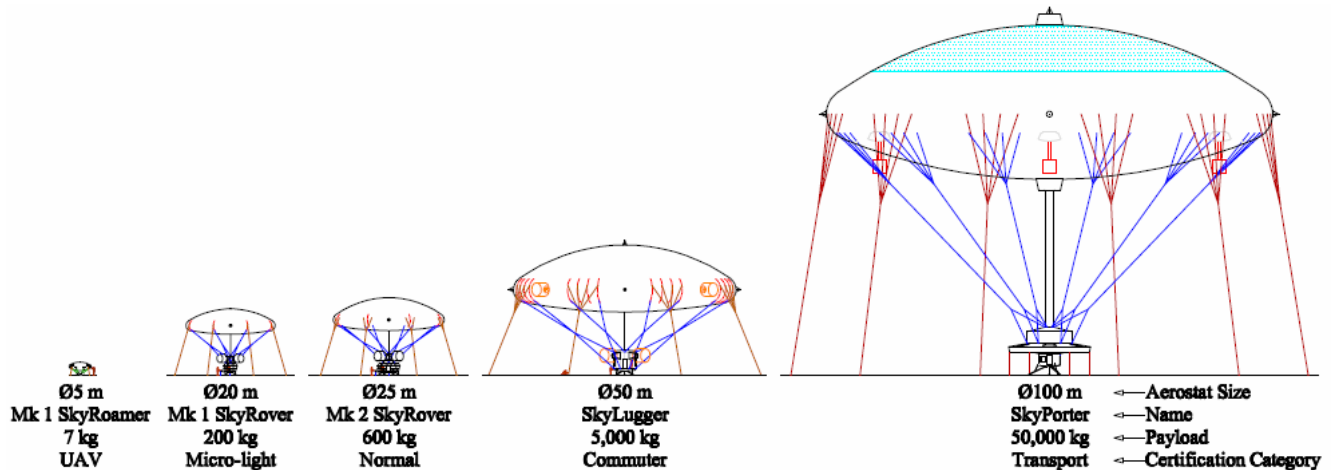
A Lighter-than-air Aircraft Practice

Strategy for Luffships



New Technology Airships from LTA Solutions

A long term strategy with new omni-directional types for industry development that includes provision of both reliable buoyant aircraft and the operating infrastructure worldwide, focusing on solving past issues in sustainable low risk ways that naturally starts small and grows steadily to become big.



The airship industry is hardly successful, evidenced by the very low number of manned types in service worldwide (just a handful). However, airships are not stupid and the industry could become successful with new types designed to overcome past issues if pursued in a systematic/natural way evolving from the ground up. As illustrated above, LTA Solutions (see website below) has a strategy for such development (making things pay at each stage) only pursuing more difficult projects in doable stages after proving previous stages and profiting from them.

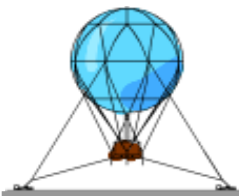
The ultimate goal is for aerial cranes able to pick & put out-sized heavy loads anywhere - something that many people in mining, agriculture, forestry, construction, humanitarian aid, recovery, etc, and the military want. However, the people who want such capability are unlikely to get it until the spadework is done and the industry is ready; where it also needs the network of operators and the infrastructure for international flights to be put in place before such big aircraft enter service.

LTA Solutions' plan is to enable this through much smaller readily doable projects that builds the industry in secure ways - only pursuing bigger types when the operators are pressing for them with enough money on the table for their development. Such aircraft thus are a long term goal that may take generations if not supported.

In the meantime, LTA Solutions plans to prepare the ground work and the path forward for people to follow. This includes a number of relatively small (thus cheap) low risk Luffship projects with earning capability providing useful services in their own way to establish new omni-directional types (like drones) with methods that overcome the foibles of traditional unidirectional airships and aerostats. These projects are intended as a way for technology transfer from LTA Solutions' founder, as one of the few people with the data base, experience, insight, knowledge and particular airship engineering capability, to guide young people eager to establish themselves in the industry plus older hands with specialist capabilities who are willing to cooperate.

1st stage projects include:

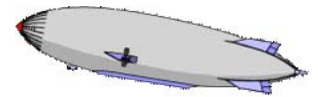
- 1) Smallish LTA drones (SkyBirds) for various indoor and outdoor uses.
- 2) Captured aerostats (SkyScreens and SkyElevators) for displays/shelter and fixed location area coverage with electronic systems.
- 3) Aerohoist - a large deployable naturally shaped captured balloon using ground control winches at fixed locations for load movement over its ground area as an aerial crane.



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These projects independently enable particular new technology and infrastructure aspects needed to be developed at low cost before attempting manned flights. They also begin the process of establishing new independent international operators (who also will need training and maintenance services) who then become capable and would install the necessary worldwide infrastructure arrangements needed for manned and bigger types.

The 2nd manned flight stage with new low certification (Balloon/Normal) category types then may follow, where the Mk 1 and 2 SkyRovers (as patrollers) provide operators already prepared (or not) with a way to provide aerial services between the network of bases needed for such operations. This therefore extends their capability and provides a relatively low cost way to affirm the technology and get necessary accreditation with the airworthiness authorities (approvals) plus essential flight/ground data information necessary for passenger and aerial crane types.

The 3rd stage then may follow with the development of initial medium sized free flying aerial cranes (SkyLugger for say 5 tonne payloads) and passenger variants under Commuter category rules. These aircraft are intended to enable the operators expand the services they provide and further facilitate the infrastructure needed for bigger types; where the SkyLugger is designed for delivery/extraction of ground installation parts and people for extended services into remote regions as well as providing worldwide services anywhere.

The goal (4th stage) of large aerial cranes like SkyPorter (50 tonne payloads) and SkyHoister (150 tonne payloads) under Transport Category regulations then may follow.

As it happens the arrangements outlined also would facilitate other airship developers like HAV and their Airlander aircraft, not designed as an aerial crane but perhaps will be compatible for long range transport when they've found a way to set up the network of operators and infrastructure necessary, and if they survive after starting with a monster and little else to generate revenue/pay the way.

Well, that's a brief summary, believed to provide a relatively low cost low risk way of starting with modest investment, enabling the business to get underway, sustain itself, grow and become a multi-billion \$ international concern for everyone's benefit. LTA Solutions' website provides further information with numerous downloadable documents throughout to explain everything.

Further information from contact – see LTA Solutions website.