

Dear Customer,

While our built-in oxygen systems and equipment have been targeted to the personal-built aircraft market, it has also been designed to meet and exceed many of the requirements detailed by SAE1 AIRs and ARPs as well as requirements by DOT, CGA2 and the FAA. Additionally, our equipment has been designed, produced and manufactured as detailed in RTCA DO-160x, DO-178x and in many ASME3 documents and can be verified by third party laboratories and testing agencies.

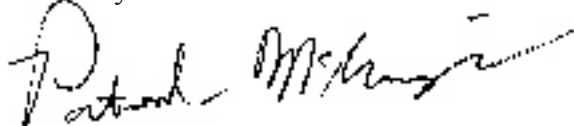
However, we do not claim that our equipment is made to any FAA TSO nor do we, at the time of this letter, currently have any STCs or manufacture under any PMA. We do, however, have several customers that have received STC's with some of our systems, equipment and many of our components. Additionally, we have and will fully support with engineering information to anyone who is pursuing STC's or one-off 337 installations.

Therefore, if you have decided to have an A&P or A&I install our oxygen systems, equipment and/or components in a type certified aircraft, an FAA form 337 (OMB NO. 2120-0020) 'MAJOR REPAIR AND ALTERATION (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)' is required to be filled out and submitted to the FAA for a one-time field approval for the installation of this equipment in any type FAA certified aircraft.

Over the years a number of our built-in systems have been successfully installed and approved by the FAA in type certified aircraft utilizing the proper installation methods by a certified A&P mechanic and the completion of the 'FAA form 337'. Please find an enclosed complimentary copy of the FAA Advisory Circular (AC No: 43.9-1E) and equipment specification documentation. The FAA form 337 is furnished free of charge and is available at all FAA Air Carrier (ACDO), General Aviation (GADO), Manufacturing Inspection (MIDO) and Flight Standards (FSDO) district offices.

With this information, we are confident that your installation and approval should proceed without any undue problems. However, we can not guarantee that you will succeed with your FAA field approval. We would be more than happy to answer any of your questions as well as provide additional information on our oxygen systems and equipment if you, or the FAA, should need it to complete your objective.

Sincerely



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Director of Engineering



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References of Total and Partial Applicability

1. SAE (Society of Automotive Engineers) www.sae.org
The Engineering Society for advanced Mobility Land, Sea, Air & Space
400 Commonwealth Dr.
Warrendale PA. 15096-0001
Tel: 724-776-4970

Applicable SAE standards, documents and/or bulletins:

AIR: Aerospace Information Reports;
AIR822A, AIR825B, AIR1389, AIR1392,

AS: Aerospace Standard;
AS1046B, AS861, AS916B, AS1066A, AS8047, AS1065, AS1066, AS1187A, AS1214,
AS1224B, AS148A, AS8010C, AS8025,

ARP: Aerospace Recommended Practice;
ARP1109B, ARP1532A, ARP1894,

ASTM: G88-90 www.ansi.org

2. CGA www.cganet.com
Compressed Gas Association, Inc.
1725 Jefferson Davis Highway, Suite 104
Arlington, VA. 22202-4102
Tel: 703-412-0900

Applicable CGA standards, documents and/or bulletins:

C-6.1, C-6.2, C-6.3, G-4, G-4.1, G-4.3, P-2.5, P-14, V-1, V-5, V-9, SB-10, SB-13, TB-12, TB-13

3. ASME International www.asme.org
American Society of Mechanical Engineers
Three Park Ave.
New York, NY. 10016-5990
Tel: No. America 800-843-2763 973-882-1167

Applicable ASME standards, documents and/or bulletins:

Y14.1-1995, Y14.2-1992, Y14.3M-1994, Y14.35M-1996, Y14.36M-1996,
