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Barry Halsted
DAC International
(949) 498-4866

Dear Barry,

On behalf of the crew a Falcon crew managed by Tag Aviation, I would like to take a moment and share our experience and initial use of you product, Weather Worx on it's one year anniversary from installation. It is not business as usual for myself or anyone else on this crew to take the time out of our busy schedule to write a letter concerning an avionics upgrade to our aircraft. In truth, we value our limited time at home like most pilots. However, after having this product in real world operation for a year now, I have developed a deep conviction that these units should be available in every corporate aircraft operating in this country for safety and cost saving reasons. Not since the advent of TCAS and GPWS has a product been accepted and depended on like this system has in our aircraft.

Initially, Weather Worx was selected during an interior upgrade to our cabin and flight deck as an "extra bell and whistle". It's low cost allowed us to add it's STC'ed installation to the budget without a rewrite. The selection process of this unit vs. the completion (WSI) was easy due to 3 key aspects:

- 1) Wx Worx interface, base map and products available in flight was superior.
- 2) There existed the possibility of adding a second decoder box in the cabin to provide XM radio for the passengers utilizing the existing STC'ed antenna that would be installed.
- 3) It became painfully clear that DAC International was going to provide superior service right from the initial call.

In real world operations, what began as an "extra something" that provided near real time radar in the cockpit has been incorporated into every aspect of our flight from preflight destination and departure check to in flight 360 degree monitoring of weather to a post flight check of tomorrow's weather. A highlight of the use of the system in day to day operations has included the use IR satellite with the function that allows you to "slice away the atmosphere" by displaying cloud tops by flight level combined with lightning information and near real time radar. This system has literally changed the way we do business. I will give you an example of an actual flight over this past summer and how Weather Worx helped.

The flight was a New York to Southern California, afternoon departure on a hot summer day. The weather system in the mid section of the country consisted of a 30 to 40 mile wide line of thunderstorms stretching from the northern great lakes back into the deep south. At first glance our situation in the weather room looked fairly grim; level 4 echoes stretching throughout the mid section with WSI's pilot brief machine tagging the occasional tops at anywhere from 25,000 to 45,000 feet. Combined with the ever-present headwind, we were faced with a long diversion and a fuel stop for our Falcon. The passengers were briefed to expect a very long route to the west coast. Weather Worx however went to work and showed us the radar we had seen before but painted a much difference picture when we started asking it to show us cloud top by flight level.... we started to see serious breaks in this previously impressive line. Then when we brought up the

lightning display, winds aloft and frontal movement, the story changed drastically. We sailed around all thunderstorms with a slight deviation and arrived early on the west coast. A Delta Airlines Boeing 757 followed us on our deviation around the weather. The Delta Captain and a Cleveland Center controller were left asking how we knew where to go and thanked us at the same time.

They say that information is power and that is true but in our business it's also safety. The comfort in the knowledge that you know what's around you and what's in front of you is worth far more than this system costs. As corporate pilots our enemy is forever the weather and now we know more about our enemy than ever before. Prior to this system being installed, we would prepare ourselves on "all aspects of a flight" by a weather briefing that is old news as soon as you hang up the phone, a radar image in the FBO that expires as soon as you print it out and a map on the internet that is expired when your looking at it. Really, when we close that cabin door, we are left with what we see in front of us, hear around us, and a best guess of the weather from those old sources. If you're lucky you might get a TAF, or METAR from AFIS, or a static radar image that takes 15 minutes to download and is displayed on an unreadable scale. Now, we simply have the most current information available to allow us to make the best decision and that's all one can ask for.

Thank you.

Christopher Kroen