



For Immediate Release

EPIC GOES GARMIN!

Bend, Oregon, April 17, 2007—Epic AIR announced the end of a long courtship by a number of major avionics companies who hoped to win the key position as the exclusive supplier for Epic's growing fleet of high performance, hi-tech aircraft. Today Epic made public its selection of Garmin glass panel cockpits for all of the New Generation designs. The talented large-screen Garmin G900X will fly in the company's owner-built airplanes and all certified Epic aircraft will feature the immensely capable Garmin G1000.

Epic will also unveil two new aircraft at 1:00PM at the Media Center on April 17th at the Sun 'n Fun Fly-In held in Lakeland, Florida. The world will get its first look at the all new 'Victory,' an exceptionally high performance single-engine jet, and the new 'Escape,' an ultra high-speed single-engine turboprop.

"Both of these aircraft will be way north of fast!" Epic CEO Rick Schrameck said. His company has made its reputation on producing extremely high performance, luxurious, state-of-the-art airplanes. The Escape and Victory are targeted for max cruise speeds of 365 and 321 knots respectively at FL280. The larger Dynasty is turning in speeds in excess of 340 knots, and the Elite jet, powered by two Williams FJ-33-4 engines, is projected to cruise at an impressive 412 KTAS.

Schrameck insists the new single-engine Victory jet will fly into AirVenture at Oshkosh this year, a mere 7 months after starting as a clean sheet design. Even more impressive, the company says it will deliver 6 of the new Victory jets to customers before the end of 2007. The Victory and the Escape will each sell for less than a million dollars in 2007 prices.

As with the recording-breaking Epic LT, the two new aircraft will enter the market as owner-built aircraft and then move to certification as the market demands. Last year the company announced plans to certify the Epic LT at the new Canadian Centre for Aircraft Certification in Alberta, Canada. The newly formed CCAC offers a streamlined certification testing alternative for any airframe manufacturers seeking CAR and FAR 23 certification. The CAR and FAR regulations are nearly identical, and the two countries share reciprocity agreements.

The Epic LT is the first aircraft to enter the new Canadian program. The certified version of the 340-knot six-seat, single-engine, pressurized turboprop will be called the Dynasty. The aircraft has logged more than 2000 hours of test flights and is scheduled to complete certification in Q4 next year.

The Elite Jet, Epic's new twin-engine VLJ, will enter certification this summer and expects to come to market by 2009. An owner-built version of the Elite will be available this year.

For more information, contact Lyn Freeman at Epic Aircraft, 1-888-FLY-EPIC or log onto the company's website, www.EpicAircraft.com.

