LEGENDS OF FLIGHT

NOT YET A QUALIFIED "LEGEND", BUT CERTAIN OF EVENTUAL STATUS

Airbus A380 captures public attention and creates an entirely new meaning for "mass transit."

EL SEGUNDO, Calif. -- Though in service less than two years, the highly efficient Airbus A380 is certain to be amongst those airplanes to ultimately achieve "Legends" status. The combination of increased passenger capacity and longer-range cruising capabilities - not to mention the unique double-deck structure - clearly places this aircraft near the top of anybody's list.

Qantas, Emirates Airline, and Singapore Airlines were the first to utilize the A380, which can accommodate up to 853 passengers in an all-economy configuration. But, anyone paying attention to airline advertising knows they're each concentrating on using the flexibility of the plane's interior to cater to premium passengers. Airlines flying this Airbus have stretched the interior design envelope to provide business and first class flyers with a home-away-from-home experience - provided your normal lifestyle includes cocooning in luxury. All employ the more typical three-class layout that transports 525 passengers on long-haul routes.

Since its first commercial flight in October 2007, between Singapore and Sydney, the A380 has garnered both attention and awe. The plane's eight-story high profile, docked to jetways in major airports worldwide, has drawn stares of amazement from onlookers. It has also been the subject of considerable acclaim for the engineering which allows it to cruise for about 8,200 miles at nearly 560 miles per hour.

Development of this 21st Century giant began in 1988, with the final configuration frozen in early 2001, originally spawning both passenger and freight carrier designs that are said to have cost in excess of $15 billion by the time production commenced.

Catering to airlines' growing demand for high capacity equipment on long-haul routes, both Airbus and The Boeing Company, whose 787 Dreamliner anchors the line-up of featured airplanes in *Legends of Flight*, are turning to engineering efficiency to satisfy market needs.

Both of these flying marvels rely on composite materials for manufacturing a significant portion of their primary structures. These composites, which include carbon-fiber reinforced plastic, glass-fiber reinforced plastic, and quartz-fiber reinforced plastic, along with others, combine to make the mass transport of tomorrow lighter, corrosion resistant, and aerodynamically able to meet the performance parameters sought in their respective design phases.

Boeing, which is installing General Electric and Rolls-Royce engines in the Dreamliner, also anticipates engine technology advances to contribute as much as eight percent of the 787's increased efficiency. It will be 20 percent more fuel efficient than similarly sized airplanes and will also produce 20 percent fewer emissions.

The Airbus was designed to be able to land and take-off on runways currently accommodating Boeing's 747, the staple of international long-haul carriers for decades. This was accomplished by weight distribution over 22 wheels, four more than the 747. Its biggest obstacle came from a far more mundane issue: an airport's capability to board and deplane 500-plus flyers easily, safely, and quickly.

Several of the international destinations served by the airlines flying the A380 use three jetway bridges to accomplish the boarding and deplaning tasks - two for the lower deck and another for the top. Using three, it can be accomplished in just over half an hour. Using two bridges stretches the clock by another ten to fifteen minutes.

According to Stephen Low, director of *Legends of Flight*, movie-goers will get a very good feel as to what this newest generation of super-planes is all about.

"We've concentrated on the 787 in our film because of our ability to focus on the very first flight of a unique airplane. But the ongoing quest to change and modernize air travel applies to the A380, as well," said Low.

Legends of Flight concentrates on influential equipment representing the evolution of modern air transport. Among the planes featured are: a Stearman bi-plane, Lockheed Constellation, Harrier Jump Jet, and the Schleicher Glider. Legends will be released in 3D and 2D to IMAX and other Giant Screen theaters.

Legends of Flight is directed by Stephen Low and produced by The Stephen Low Company (producer Pietro L. Serapiglia), executive produced by K2 Communications (executive producers Bob Kresser and Jan Baird), and in association with the Smithsonian National Air and Space Museum

The Stephen Low Company is a producer of leading 3D and IMAX entertainment and a distributor to IMAX theaters and other giant screen theatres worldwide. Award-winning filmmaker Stephen Low is the director of more than a dozen Giant Screen films including, *Across the Sea of Time*, *Mark Twain's America, Beavers*, *Titanica*, *Super Speedway*, *Fighter Pilot* and *The Ultimate Wave Tahiti* among many other classic titles.

Recognized as leaders in the Giant Screen industry, K2 Communications brings a wealth of success and experience in all aspects of production oversight, global distribution, and marketing. K2's distribution arm counts more than 65 large screen format films in its library for non-theatrical distribution, plus more than 25 films for digital theater distribution, and another five for Giant Screen theatrical distribution. The company has become one of the industry's leading resources for Giant Screen films and will be releasing its next 3D film, *Rescue*, in February 2011.

K2 Communications also operates the only comprehensive Giant Screen consumer/fan website, BigMovieZone.com. For more information, consult www.k2communications.com. For information on film, visit www.legendsofflightfilm.com.

###