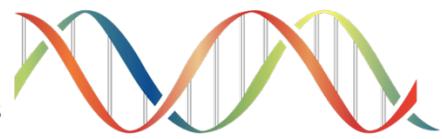




Community BioRefineries
The Epitome of American Innovation



SUSTAINABLE AIRCRAFT FUEL (SAF) and Community BioRefineries

Scott Hewitt CEO and Vincent James Ph.D. CTO

With the process perfection of creating *true* bio-butanol on a commercial scale, an entirely new door opened for us. Why? The government has mandated that, for example, commercial airlines must include not less than 10% of their jet fuel consumption with *bio-jet fuel*, known as SAF, by 2030.

Technically, it might not be as difficult as it sounds, since Department of Energy's definition of "biofuel" provided for two types: *true* and *derived*. Most are familiar with *derived* biofuel as it is nothing more than a petroleum fuel with a renewable alcohol of some type added to it. Ethanol is the most commonly used, and, it has definite draw-backs, but it easily "checks the box". Unfortunately, its properties are insufficient for any fuels requiring specific performance parameters, such as for jet fuels.

A recent article highlighted a "new and exciting" new SAF which call for two renewable alcohols, one of which is ethanol (produced via an extremely expensive process); the other is to help provide the fuel's lubricating properties. Unfortunately, this formula also requires the inclusion of gasoline for its explosive characteristic within the engine. Really? While it also "checks the box", how many pilots will be comforted knowing their jet aircraft has gasoline making it go?

Enter the Community BioRefineries (CBR). CBR's process is focused on creating bio-butanol, an actual renewable alcohol, with the chemical footprint similar to gasoline, but without the volatility of gasoline. CBR's bio-butanol can be produced using almost any plant source on a continuous basis. CBR also produces bio-kerosene as the basis for **TRUE** SAF/bio-jet fuel. All the ingredients for a deliverable bio-jet fuel are present at the same CBR – and, at a fraction of the cost of most any *derived* bio-jet fuel.

Fun things to Know and Tell: During WWII, the British used bio-butanol to fuel their high-performance fighter aircraft because of Germany's oil embargo. After the war, oil was a nickel a barrel and bio-butanol was put on a shelf and forgotten – until our founder took it from the shelf, improved on it, and created the very first (and patented) biodiesel fuel. He even trademarked the term "biodiesel".

CBR's production process has been validated and verified by a third-party engineering firm. The only thing that CBR requires is the funding necessary to commercialize its process to enable the full-scale production of SAF, as well as its nutraceutical products and bio-plastics, to name just a couple product categories.

If this is so wonderful, why hasn't CBR been buried in commercialization funding? We have had no shortage of investors of one sort or another approach us. The bad news is that they turned out to be in the "creeps, cheats, and thieves" category. They wished to seize control of the company, or, to gain ownership of the company – all so they could break up the company and sell off its parts. There have also been instances where efforts to bury us altogether were made. Not a single one of these people understood how to make the process

work, only what it created – nor did they care. Only to make a quick bunch and move on, or eliminate a perceived competitor.

We seek true and serious investors – those who want to partner with us, not speculators looking to make a short-term profit and move on.