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Interviews & News!

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Cyclone Power Technologies' New BTU-Based Clean Air Engine That Runs On Alcohol, Gasoline, Kerosene Or Any Biofuel Mix Will Cut The Cost For Many Truckers By 20%

**Energy
Energy Efficient Products
(CYPW-OTCPK)**

Cyclone Power Technologies, Inc.

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**Harry Schoell
President and CEO**

BIO:

Harry Schoell, Chairman and Chief Executive Officer, is a 65-year-old entrepreneur and technology visionary. Harry is a native Floridian, born in Miami, and a third generation inventor and engineer. Even as early as high school, Harry distinguished himself as an inventor, winning a Ford Foundation Award for an original handcrafted sailboat hull design.

Harry has worked for years to realize his dream to create an environmentally-friendly engine, and has a patent issued and 14 patents pending on the Schoell Cycle Heat Regenerative External Com-

busation Engine, now called the Green Revolution Engine™, as well as 48 other patents pending on the engine's components.

Harry is well versed in all facets of manufacturing procedure including: appropriate foundry protocol, castings, machining, production design & manufacturing, plastic and fiberglass laminates. In the 1960's participated in thermal dynamic testing on Rankine Cycle Engines, which ultimately led to the creation of the Cyclone Engine.

Harry also has extensive experience in designing, inventing and building unique boat hull designs and patented marine propulsion systems, through Schoell Marine, a company he founded in 1966 which provides design innovation to the marine and other industries.

Since founding Schoell Marine more than 40 years ago, Harry successfully built that company and its reputation based on his original ideas, highly trained engineers, skilled drafts people, and prototype and production specialists. Schoell Marine covers all facets of contemporary boat design and manufacturing. His inven-

tiveness has resulted in over 40 specialized patents and patent applications, and Harry is known throughout the marine industry for his genius and is highly sought after for his knowledge and expertise. He is always thinking ahead and "outside the box".

Harry also patented a Jet Drive System and a trimmable surface drive, as well as a "Ground Effect Craft" that would gently glide above the water using surface effect as the medium. Harry also holds patents on a lightweight yet powerful, compact internal engine that he designed and built in 1990.

Harry has won the Engineer of the Year Award and Designer of the Year Award from Vapor Trails Magazine. He has also been presented with four different Innovation of the Year Awards from the NMMA (National Marine Manufacturers Association): one for a multi-hull boat design, one for a surface drive propulsion system, one for marine engine conversion, and a final one for a stepped hull design. All designs were patented in recent years.

Harry belongs to SAE (Society of Automotive Engineers), the ASME (American Society of Marine Engineers), and The Society of Naval Architects and Marine Engineers.

Company Profile:

Cyclone holds the U.S. patent, international patent applications, and exclusive commercial rights to the Green Revolution Engine™, an environmentally friendly and highly efficient external combustion, heat-regenerative engine. Developed by Cyclone's President and CEO, Harry Schoell, the Cyclone engine regenerates (or recycles) its heat, which allows it to run cleaner, cooler and more



efficiently than traditional internal combustion engines. The Green Revolution Engine is capable of running on any liquid or gaseous fuel, including ethanol, bio-diesel and propane. The company also recently filed a patent application for its Waste Heat Engine, a low-pressure engine capable of running on heat emitted from external sources, including the waste exhaust of a power generator or renewable solar power. Both these engines are lubricated with de-ionized water instead of motor oil, and by eliminating many subsystems like oil pumps, radiators, catalytic converters and fuel injectors, the Cyclone engines are expected to cost less to manufacture, operate and maintain. The Green Revolution Engine in particular is highly scalable and sufficiently powerful for applications ranging from lawn equipment and small home generators, large stand-alone generators, to cars, trucks, buses, RV's, boats and ships, as well as earth moving equipment and locomotives.

**Interview conducted by:
Lynn Fosse, Senior Editor**

CEOFCO: Mr. Schoell, what is your vision for the company?

Mr. Schoell: "Our company is a technology based company where we have invented a new clean air engine. What our goals are is that we don't manufacture the engine, but we do license the technology to other manufacturers. It is probably the only real clean engine in the world. It is not a remake of an internal combustion engine, it is a whole new concept based on a Rankine engine cycle, with heat regeneration and high compression uniflow. It has a lot of attributes in the fact that it is small, compact and it can replace just about every internal combustion engine on almost any application. The internal combustion engine has already been replaced in aircraft. That is not our goal but everything from things as small as weed eaters, trains, small ships and things like that."

CEOFCO: Can your engine burn any kind of fuel?

Mr. Schoell: "Yes as long as it is a fuel. We have a BTU-based engine that can run on alcohol, gasoline, kerosene, any of the biofuels and any mixture thereof,

gaseous fuels and in some cases we can burn pulverized coal and things like that. The prices of these fuels, especially gasoline and the diesels are exotic fuels, and are extremely expensive. Even being that gasoline is probably 20% less than the price of diesel fuel and here these truckers are stuck with running the diesel fuels. With our engine they could switch to any different fuel or mix them up together. You could run the gasoline which would be 20% less expensive than the diesel fuel."

CEOFCO: Where are you in the process of getting people to pay attention?

Mr. Schoell: "We are a relatively new company because it is a new technology. We have our patents in place; of course we couldn't start doing much until we did that. We have around 48 patents running

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worldwide. Our basic patent went through very rapidly and it has very few references on it so it is a very good clean patent. It is a new concept but based on a lot of old technology to get a new concept, we have something at a very small portable lightweight package with very high efficiency and a very clean running engine that could run any kind of fuel. It is exactly the right thing we need right at the right time."

CEOFCO: Is it water lubricated?

Mr. Schoell: "Our engine never needs an oil change because it is a closed loop system. The engine runs much cleaner inside. You have to change the oil in your engine because it is open to the atmosphere and all the dirt in the atmosphere and the combustibles in the piston cylinders that run down past the piston rings are all into lubrication so you have to

frequently change your filters in your oil because of the dirt contamination in the engine. When you have a closed loop system, you never have to change the oil just like you don't change it in your refrigerator at your house. By having a total closed loop system it is cleaner on the inside and the engine could run for longer periods of time, the life expectancy of the engine is longer because it doesn't have combustibles or dirt inside the engine itself."

CEOFCO: Did you develop this yourself?

Mr. Schoell: "We have a team here, but it is my basic invention. We do the testing and we build engines and test them and we are documenting all of this technology to make it easier for the licensee to manufacture the engine. In some cases we do the total design of the new engine and bring it into a test model that a manufacturer can go to production with."

CEOFCO: How do you get people to use it?

Mr. Schoell: "It is a new thing on the block. There was a time before cell phones and a time before the light bulb, so there is always a time and this is the time for a clean air engine that can burn these different types of fuels. Diesels and gasoline can't necessarily burn 100% biofuels because they are corrosive to the engines;

we can run 100% biofuel fuels that cost far less money than the processed oils that we use, that have the CO2 in them where the biofuels have a CO2 tradeoff. It is a very simple engine, it looks a little complex in its thermodynamics, but the engine itself in its mechanical operation is very simple, much simpler than a gasoline engine. It is more complicated because it has some heat transfer mechanisms that are recycled as heat so the exhaust temperature instead of being 1000 degrees like an internal combustion engine is only 350 degrees Fahrenheit."

CEOFCO: What are the next steps as a company?

Mr. Schoell: "We do several phases; we are developing our product for different applications down to the small engines up to the larger sizes. We are always looking

for capital for the development side. We have a lot of licensees that are certainly knocking on our door and some that we already signed up.”

CEO CFO: Do you find it easier of late to get capital because there is so much focus on the environment and energy situation?

Mr. Schoell: “People have to know who we are. We just saw a little thing in a magazine about one of the very large automotive companies that are now exploring the attributes of streamlining their car. That sounds to be so ridiculous, here they are and they are just now talking about streamlining, to increase their mileage, and that is the first thing you have to go through is put your car through the air and they made it like a big deal. If that is such a big deal how hard do you think it is to show them some new technology?”

CEO CFO: It must be frustrating to know you have something and you want to see it out there.

Mr. Schoell: “Yes, we know we have something and the frustrating part is that they do not have it yet and we want to see it out there. I want to have it in my own car. It is frustrating when you go to the gas pump and they have the crazy prices where they could have another tank, you don’t have to because with the Cyclone you can go up and put gas or diesel or whatever the least expensive. That is a frustrating situation. I am sure the truckers are extremely frustrated now with the price of the diesel fuel. What they have

done with the diesel fuel lately because of the additions and the removal of the sulfur to clean up the fuel, they have had to put other additives in there, part biofuels and they are having to change their fuel filters and oil filters and everything much more often because of the corrosive actions of the biofuels. In our case it makes no difference it burns fuel in a separate combustion chamber not inside the pistons of the engines.”

CEO CFO: That sounds very exciting!

Mr. Schoell: “Not only that but you eliminate your radiator, you don’t have oil changes, you don’t have a muffler, a catalytic converter and you don’t have a transmission because the engine is capable of starting and has its full torque at one RPM and can run forward and backward. It is a very simple process. The little 100 horsepower engine we are developing only weighs 320 pounds and you can plug right into the differential not needing any of these extra parts. Now you have lightened the car so it is easier to move and you will have better fuel economy because you have better wheel efficiency, you can start off burning a less expensive cleaner fuel with higher BTUs and at lower price and get more performance out of your car and eliminate a lot of parts. The car would cost less to manufacture so your first base cost is your first efficiency. That is why they don’t run diesel cars because diesel engine cost so much more than the gasoline but here we have a little engine that is going to cost at least the same or less

than a gasoline engine and eliminates a whole lot of the other accessory parts that they need to operate.”

CEO CFO: You can solve a lot of problems!

Mr. Schoell: “We know that!”

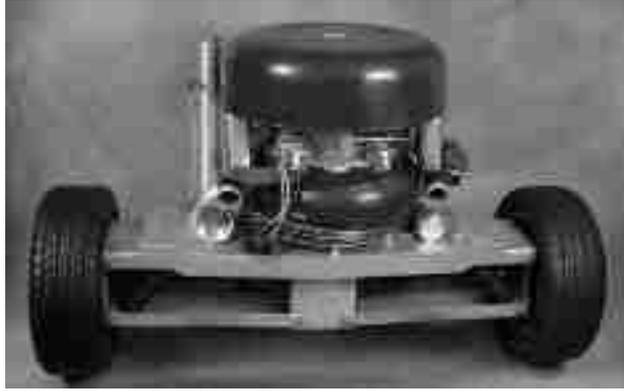
CEO CFO: Why should potential investors be interested, and believe it can happen?

Mr. Schoell: “We have the right thing at the right time. We have green technology and the best green technology. We were recently awarded the Emerald award from Broward County here that gives out an award for the best innovative technology for our environment, and we just got a phone call this morning that we won the emerald trophy; we were down to the five finalists and we just got the emerald trophy. The folks from the county are really excited, this is the best thing they have ever seen.”

CEO CFO: What should people remember most about Cyclone when reading your interview?

Mr. Schoell: “It is the right thing at the right time. It would be ashamed that they had an opportunity to get into something at the right thing at the right time and they missed it. How would they like to be the guy at Microsoft that wanted to get in and decided to back out at the last minute, how would he feel today?”





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