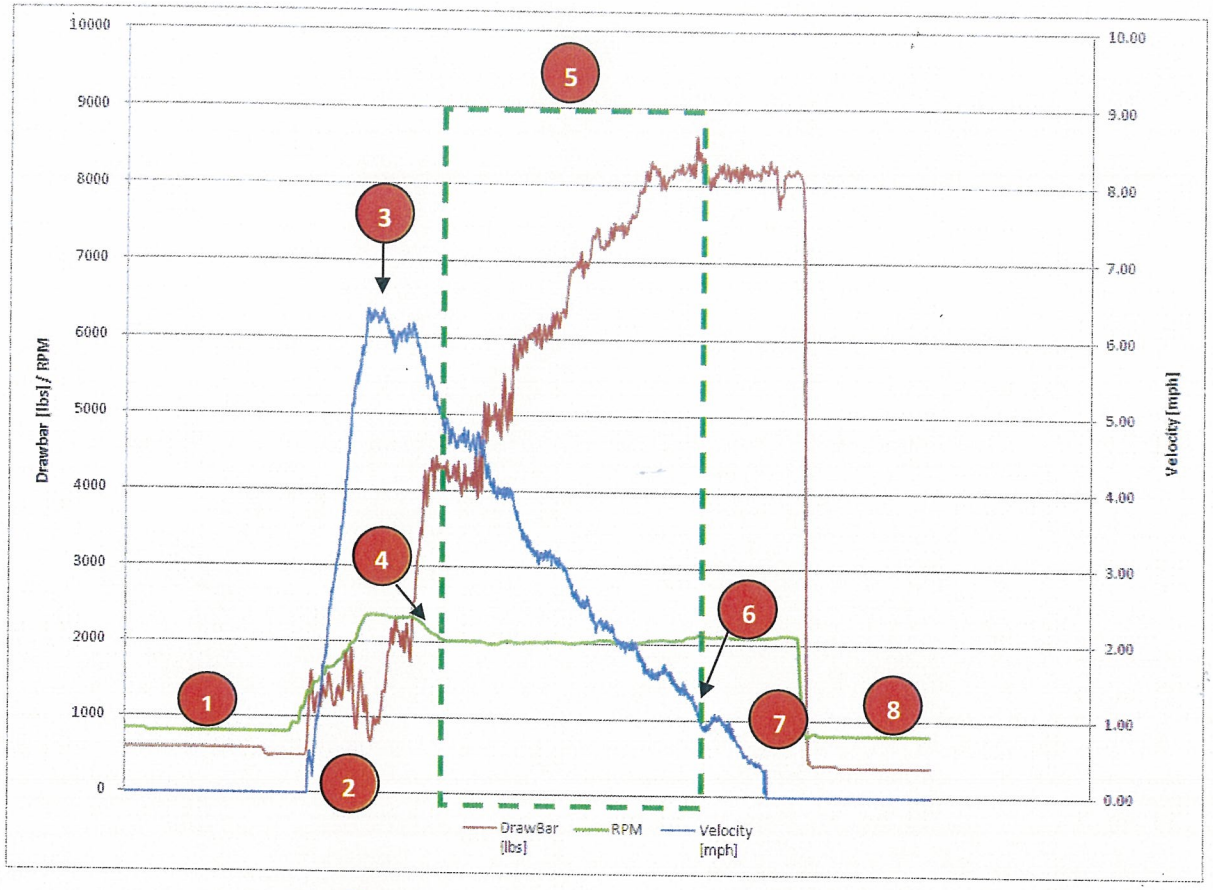
EXHIBIT 1

EXPLANATION OF GRAPH - TEST REPORT NO. BADG2392-23



Actual Test Events - Balloon #

1. Initial Condition
    a. Drag truck and LCRTF ready for test, data acquisition recorder started
    b. Drag truck and LCRTF stationary
    c. Drag truck is holding LCRTF with light tension in tow line for the tow line to remain parallel to ground. Tow line includes tension type load cell.
    d. LCRTF transmission in forward gear, accelerator pedal fully released
2. Test Start Condition
    a. LCRTF applies pressure to the accelerator pedal and begins to tow the drag truck
    b. Engine RPM, Drag (tow) force, and drag and LCRTF velocity each increase
3. Drag Start Condition
    a. Drag truck allows the LCRTF to reach a velocity higher than 6 mph.
    b. LCRTF driver signals the drag truck when the accelerator pedal is fully depressed and the LCRTF is producing maximum power at that speed (note the green graph line at 2350 engine RPM, this is the maximum engine RPM of the Kalmar LCRTF)
4. Drag Truck Start applying brake condition

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a. Drag truck starts to apply service brakes on the drag truck to slow the LCRTF down.
b. Velocity begins to lower
c. Drawbar pull force begins to rise

5. Documented Test Results Condition
   a. Drag truck depresses brake pedal to a brake pedal force that holds the LCRTF at maintained velocity for a length of time
      i. The length of time is used to gather enough data for drawbar pull force at a specific velocity
   b. Government's LCRTF requirement is to ascend 45% grade at 1.5 mph (ATPD2392 Section 3.3.1.0).
   c. No Government requirement to maintain 45% grade at 1.5 mph for a set time period. Test was conducted by holding 1.5 mph for length of time to make the data readable and establish a constant drawbar pull force (lbf) to evaluate grade ability. The LCRTF can maintain the 1.5 mph 45% grade performance for an indefinite time period or until LCRTF runs out of fuel.
   d. The test results for this test exceeded the Government's requirements
      i. 1.5 mph : LCRTF performed at 8,196 lbf
      ii. % Grade = 50.3% : Government Requirement = 45% **EXCEEDED by 5.3%**
6. Test Stop Condition
   a. After meeting the Government Requirement to ascend a 45% slope at 1.5 mph, **TEST CONCLUDED**,
      LCRTF driver signaled drag truck driver to stop the LCRTF with depressing the drag truck service brake pedal further to stop the two vehicles.
7. Controlled and Safe Stop Condition
   a. LCRTF maintains tension on the tow line so there is not an abrupt change to the drag truck.
      i. This allows the drag truck to apply more brake force to safely slow the LCRTF down to a stationary (0.0 mph) state.
      ii. As shown in the graph, the data bounces up and down as the driver of the drag truck repeatedly applies the brake, to bring the LCRTF to a gradual stop.
8. Post-test/Stop Condition
   a. Drag truck fully stopped the LCRTF (Blue Line at 0.0 mph)
      then....
   b. LCRTF fully releases accelerator pedal (Green Line—RPMs to idle)
      then....
   c. Drag truck fully releases brake pedal (Red Line—tension on tow line reduced)
   d. Data acquisition recorder is stopped.
9. Notes
   a. LCRTF never stalled throughout the duration of the test.