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Research Report – Update

Investors should consider this report as only a single factor in making their investment decision.

Radiant Logistics, Inc

Rating: Speculative Buy

Luis Martins

RLGT \$0.20 (OTC BB)

October 20, 2008

	<u>FY2005A*</u>	<u>FY2006A*</u>	<u>FY2007A</u>	<u>FY2008A</u>	<u>FY2009E</u>
Revenues (millions)	\$51.52	\$54.58	\$75.53	\$100.20	\$162.84
Earnings (loss) per share	\$0.00	\$(0.00)	\$0.00	\$0.00	\$0.03

52-Week Range	\$0.60 - \$0.10	Fiscal Year Ends	June
Shares Outstanding as of 9/24/08	34.7 million	Revs/Share (TTM)	\$2.92
Approximate Float	22.6 million	Price/Sales(TTM)	0.1X
Market Capitalization	\$8 million	Price/Sales(2009)E	0.1X
Tangible Book Value/Share	NMF	Price/Earnings(TTM)	NMF
Price/Tangible book	NMF	Price/Earnings(2009)E	8.0X

* Pro-forma results inclusive of Airgroup Corp. ** excluding one time items resulting from the reduction in estimate of liabilities assumed in the acquisition of Airgroup

Radiant Logistics, Inc. (OTC BB: RLGT) is a global transportation and supply chain management company operating through a non-asset based business model. The Company has been operating under this model since October 2005.

Key Considerations

We are maintaining coverage of Radiant Logistics, Inc. (OTC BB: RLGT) with a Speculative Buy rating; however, we are reducing our 12-month price target to \$0.50 per share from \$1.00 per share based on lower valuation multiples and 2009 estimates. Our price target is based on a relative P/EBITDA and P/E applied to our fiscal 2009 estimates.

On September 8, 2008, Radiant Logistics announced that it acquired Adcom Worldwide for \$11.1 million, consisting of \$5.0 million in cash at closing and an additional \$6.1 million payable over the next four years in a combination of cash and common stock based on the future performance of the acquired operation. Adcom generated approximately \$58 million in revenues for the twelve months ended June 30, 2008.

On September 29, 2008, Radiant Logistics reported fiscal fourth quarter revenues of \$25.8 million and a net loss of \$0.086 million or \$(0.00) per share. In the year ago period, RLGT reported revenues of \$23.4 million and a net loss of \$0.086 million or \$(0.00) per share. On an EBITDA and adjusted EBITDA basis, the Company reported gains of \$0.308 million and \$0.392 million, respectively, as compared to \$0.279 million and \$0.347 million, respectively, for the fourth quarter of fiscal 2007.

Our revised projections for fiscal 2009 call for revenues of \$162.4 million and net income of \$1.1 million or \$0.03 per diluted share. Our prior projections called for revenues of \$128.6 million and net income of \$2.2 million or \$0.06 per diluted share. We are forecasting EBITDA of \$3.8 million in fiscal 2009, as compared to \$1.5 million in 2008. If our EBITDA estimate is achieved, it would translate to over 150% growth.

**Please view our disclaimer located on Page 12.*

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Company Overview

Radiant Logistics, Inc. (OTC BB: RLGT), formerly known as Golf Two, Inc., was formed under the laws of the state of Delaware on March 15, 2001. From inception through the third quarter of 2005, its principal business strategy focused on the development of retail golf stores. In October 2005, the Company's new management team:

- Completed a change of control transaction and acquired a majority of the Company's outstanding securities from the Company's former officers and directors in privately negotiated transactions;
- Repositioned the Company as a non-asset based global transportation and supply chain management company; and
- Changed the Company's name to Radiant Logistics, Inc. from Golf Two, Inc.

On January 1, 2006, RLGT completed the acquisition of Airgroup Corporation; thereby, accomplishing the first step in its growth strategy. Airgroup is a Seattle, Washington based non-asset based logistics company that provides domestic and international freight forwarding services through a network of exclusive agent offices across North America. Airgroup services a diversified account base including manufacturers, distributors, and retailers using a network of independent carriers and over 100 international agents positioned strategically around the world.

On September 8, 2008, Radiant Logistics announced that it acquired Adcom Worldwide for \$11.1 million, consisting of \$5.0 million in cash at closing and an additional \$6.1 million payable over the next four years in a combination of cash and common stock based on the future performance of the acquired operation. Adcom, founded in 1978, services a diversified account base including manufacturers, distributors and retailers through a combination of three company owned and twenty seven agency offices across North America. Based on historical financial statements, Adcom generated approximately \$58 million in revenues for the twelve months ended June 30, 2008.

The Company's non-asset based freight forwarder business model calls for the company to arrange for the shipment of customers' freight from point of origin to point of destination. It provides a turn key cost for the movement of their freight depending upon the customer's time-definite needs (first day through fifth day delivery), special handling needs (heavy equipment, delicate items, environmentally sensitive goods, electronic components, etc.) and the means of transport (truck, air, ocean, or rail). RLGT assumes the responsibility for arranging and paying for the underlying means of transportation. As a non-asset based provider, the Company does not own the transportation equipment used to transport the freight. It simple arranges for transportation of shipments via commercial airlines, air cargo carriers, and other assets and non-asset based third-party providers. It selects the carrier for a shipment based on route, departure time, available cargo capacity, and cost.

Management's strategic plan is to achieve growth through domestic and international freight forwarding services. Management expects to grow the business organically and by completing acquisitions of other companies with complementary geographical and logistics service offerings. Its organic strategy relies on Radiant's ability to retain existing and secure new exclusive agency locations, negotiate attractive pricing with transportation providers, as well as strengthen existing, and expanding new customer relationships.

Competitive Overview

The global logistics services and transportation industries are intensively competitive and are expected to remain so for the foreseeable future. According to Company statistics, there are over 1,000 regional logistics company with revenues between \$5 million and \$50 million. Competition is based primarily on rates (price), quality of service (i.e. reliability, responsiveness, expertise, and convenience), damage-free shipments, on-

time delivery, consistent transit times, reliable pickup and delivery, and scope of operations (geographic coverage).

Management believes that its competitive advantages include:

- Tangible and intangible strengths (i.e. People, Process, and Technology);
- Strong customer relationships;
- Diverse customer base; and
- Low cost, non-asset based business model. The non-asset based approach allows the Company to scale with market demand, maintain a high level of operating flexibility, and leverage a cost structure that is highly variable in nature. Short-term fluctuations in operating activity have less of an impact on the Company's financials than they have on asset based companies that assume substantially all of the fixed cost.

In recent years, the logistics/freight forwarding industry has been experiencing a general increase in demand due to greater outsourcing of non-core logistics functions, globalization of demand and supply chains, increased complexity of supply chains, desire of companies to minimize inventory levels, increased need for time-definite delivery, consolidation of global logistics providers, and increased importance of e-business and the Internet. However, lately, there are some indications (as measured by the some of the indicators below) that the overall Transportation Sector and sub industry groups (i.e. logistics, trucking, etc.) may be showing signs of weakness, in conjunction with a weak global macroeconomic environment:

- Industry sales increased only 3% and profits fell 13%, in the most recent quarter, as compared to the year ago period (according to Reuters Investor, a global information company providing indispensable information tailored for professionals in the financial services, media and corporate markets).
- In September 2008, the government announced that GDP advanced 2.8% in the second quarter after increasing 0.9% in the first quarter of 2008. GDP increased 2.2% in 2007, as compared with an increase of 2.9% in 2006.

In July 2008, the International Monetary Fund (IMF) projected U.S. economic growth in 2008 of 1.8% and forecasted only 0.8% growth in 2009. In October 2008, the IMF warned that monetary and financial conditions have deteriorated further, risk appetites have continued to retrench, and global macroeconomic, credit, market, liquidity, and emerging market risks have increased. World economic growth is threatened.

In September 2008, The Conference Board (CB), an independent membership organization that conducts research, convenes conferences, makes forecasts, assesses trends, publishes information and analysis, and brings executives together to learn from one another, announced that the August U.S. leading economic index (LEI) showed a decrease of 0.5%. According to the CB, the six-month rate of decline in the leading index was -1.1% (a -2.2% annual rate).

In October 2008, the National Association of Business Economists (NABE) sharply lowered its expectations for near-term economic performance. The NABE sees virtually no economic growth in the fourth quarter following an estimated annualized rise of only 1.0% in real GDP for the third quarter of 2008. The economy is expected to remain sluggish into 2009, with real GDP growing at an annualized rate of only 1.3% in the first three months of 2009.

- A United States Department of Transportation (DOT) September 2008 report indicated that the Freight Transportation Services Index (TSI) rose 1.2% in July from its June level. The freight TSI was up 4.2% in the seven months of 2008.
- In September 2008, the government said that real exports of goods and services increased 12.3% and 5.1%, respectively, in the second and first quarters of 2008. Real imports of goods and services decreased 7.3% and 0.8%, respectively, in the second and first quarters of 2008, respectively.
- According to the August 2008 Intermodal Market Trends & Statistics, a quarterly publication of the Intermodal Association of North America (North America's leading industry trade association representing the combined interests of the intermodal freight industry) second quarter 2008 intermodal volumes decreased 1.4%, as compared to the second quarter of 2007. According to IMTS, total intermodal volume for 2007 decreased 1.1%, as compared to 2006.
- In September 2008, the Cass Freight Index from Cass Information Systems, a leading provider of freight invoice payment, audit and rating services in North America, showed that August expenditures increased slightly as compared to August 2007 and decreased as compared to July 2008.

The Transportation Sector and freight/logistics industry are vital parts of the economy. Research indicates that the Industry is an early cycle indicator of economic growth/decline and closely tracks GDP growth. Success is directly related to the economic success of the nation. Investors should monitor the above statistics as new information becomes available in order to gauge possible industry weakness. Other important factors that could impact the growth of the industry include: hurricanes, fuel prices, insurance claims, regulatory issues, homeland security, logistics, infrastructure, inflation, and driver availability.

Recent Results

On September 29, 2008, Radiant Logistics reported results for its 2008 fiscal fourth quarter, ended June 30, 2008. The Company reported revenues of \$25.8 million and a net loss of \$0.086 million or \$(0.00) per share. In the year ago period, RLGT reported revenues of \$23.4 million and a net loss of \$0.086 million or \$(0.00) per share.

Revenue growth of just over 10% lagged historical growth. Management attributed some of the weakness to The Company's focus on closing the Adcom acquisition.

In comparison, Taglich Brothers' estimates called for revenues of \$28.0 million and net income of \$0.3 million or \$0.01 per share.

On an operating basis, RLGT reported income of \$0.089 million, as compared to \$0.113 million in the year ago period. On an EBITDA and adjusted EBITDA basis, the Company reported gains of \$0.308 million and \$0.392 million, respectively, as compared to \$0.279 million and \$0.347 million, respectively, for the fourth quarter of fiscal 2007.

The Company also reported the following for its fourth quarter of fiscal 2008, as compared to the year ago period:

- Gross profit increased to \$9.5 million (or 36.8% of revenues) from \$7.1 million (or 33.9% of revenues).

- Total operating expenses, on a dollar basis, increased to \$9.4 million from \$7.8 million. Operating expenses, as a percentage of revenues, increased to approximately 36.5% of revenues, as compared to 33.4%;
- Non-operating expenses increased to approximately \$0.063 million from expenses of \$0.015 million;
- Income tax expense amounted \$0.135 million (or 519% effective tax rate), as compared to of \$0.137 million (or 141% effective tax rate); and
- Weighted average shares outstanding were 34.6 million as compared to 34.2 million.

Balance Sheet

At the end of its 2008 fiscal fourth quarter, RLGT had cash of \$0.392 million, working capital of approximately \$3.7 million, long-term debt of \$4.3 million, and stockholders' equity of \$9.0 million.

The Company believes that its current working capital and anticipated cash flow from operations are adequate to fund existing operations and its organic growth strategy. However, its ability to finance further acquisitions is limited by the availability of additional capital; therefore, it may use common stock for some portion of the consideration of acquisition payments.

Credit Facility

In September 2008, the Company's revolving credit facility was increased to \$14.5 million from \$9.5 million. The facility is collateralized by accounts receivable and other assets of the Company and its subsidiaries. Advances are available to fund future acquisitions, capital expenditures, or for other corporate purposes. Borrowings under the facility bear interest, at the Company's option, at the Bank's prime rate minus 0.15% to 1.00% or LIBOR plus 1.55% to 2.25%, and can be adjusted up or down during the term based on the Company's performance relative to certain financial covenants. The facility provides for advances of up to 80% of the Company's eligible accounts receivable.

At June 30, 2008, the Company had advances of \$2.7 million under the facility and \$1.6 million in outstanding checks. Based on available collateral and \$0.23 million in outstanding letter of credit commitments, there was \$5.9 million of remaining availability under the facility.

Projections

We are revising our fiscal 2009 model based on recent results, the acquisition of Adcom, comments made on the Company's fourth quarter conference call and in its 10K, as well as the macroeconomic outlook for the Company and the industry over the next 12-months.

Our revised projections for fiscal 2009 call for revenues of \$162.4 million and net income of \$1.1 million or \$0.03 per diluted share. Our prior projections called for revenues of \$128.6 million and net income of \$2.2 million or \$0.06 per diluted share.

Our projections are contingent upon a generally favorable operating environment and niche markets, as well as Management continuing to execute on its organic growth strategy. We have not factored any further acquisitions into our model; we will make adjustments as they occur.

Our estimates call for increased revenues based on historical trends, demand for the Company's product and service offerings, recent acquisition of Adcom, industry growth, and our projected outlook. We are forecasting revenues to increase by 63% in fiscal 2009. Excluding Adcom, revenue growth is projected to grow 10%. We are modeling Adcom revenue growth just shy of 9%. As compared to our prior estimates, we

have scaled back our growth rate on the RLGT operation due to the current economic and operating environment, and Management's public comments. Previously, we were estimating over 25% growth.

Our 2009 cost structure reflects recent expense trends at both RLGT and Adcom. We are modeling stable gross and operating margins at both operations. Based on our assumptions, we are forecasting EBITDA of \$3.8 million in fiscal 2009, as compared to \$1.5 million in 2008. If our EBITDA estimate is achieved, it would translate to over 150% growth, as compared to fiscal 2008.

Investors should note that RLGT expects that on a pro-forma basis, the combined operations could generate approximately \$4.0 million in adjusted EBITDA on \$160 million in annual revenues. An additional \$1.0 million in estimated cost synergies may be achieved over the next 12-18 months as the companies work through the integration process.

Risks

Economic Risk

Industry success is directly related to the economic success of the nation. The logistics business is directly impacted by the volume of domestic and international trade. The volume of such trade is influenced by many factors, including economic and political conditions in the United States and abroad, major work stoppages, exchange controls, currency fluctuations, acts of war, terrorism and other armed conflicts, United States and international laws relating to tariffs, trade restrictions, foreign investments and taxation. If the economy falters, RLGT's financial results and equity value may be adversely impacted.

Credit Facility

RLGT's credit facility features a variable interest rate tied to the prime or LIBOR rate. If interest rates rise or the Company becomes increasingly indebted, debt service will increase. This will adversely impact financial results. Additionally, the Company's assets are pledged to secure its credit facility. The terms of the facility are subject to certain financial and operational covenants which may limit the amount otherwise available under the facility

Investors should note that the main component of working capital is account receivables. This may have credit risk implications.

Acquisitions

The Company's business strategy calls for potential strategic acquisitions and/or mergers. Issues that may come up in the integration process include, differing corporate cultures, customer relationships, and management styles. These issues may cause a clash resulting in a lack of synergies and the inability to execute stated goals and financial objectives. There is no assurance that the Company may be able to identify suitable acquisition candidates or on acceptable terms.

Its acquisition strategy relies on the Company's ability to identify and acquire target businesses that fit within its general acquisition criteria. The Company may have to secure additional sources of capital to fund its obligations under its acquisition agreements. If its common stock does not attain or maintain a sufficient market value or potential acquisition candidates are otherwise unwilling to accept stock as part of the purchase price for the sale of their businesses, RLGT may be required to utilize more of cash resources, if available, in order to continue its acquisition program. As its acquisition strategy is executed, it will be required to make significant payments in the future if the earn-out installments under acquisitions agreements become due.

Dilution

According to the Company's SEC filings, it expects to pursue an additional equity offering to fund its acquisition strategy or fund any shortfall in working capital for organic operations.

Seasonality

Investors should note that the Company's revenues and operating results for any particular quarter may not be indicative of its performance in future quarters. The Company's financial results may be subject to seasonality. The impact of which will depend on numerous factors, including holiday seasons, consumer demand, and economic conditions.

Growth Management

As the Company becomes increasingly successful, it must meet the challenges associated with growth. If the Company is not successful in meeting these challenges, its business or financial results will be adversely impacted. Growth will require the Company to continue to implement and improve financial, accounting, and management information systems and to hire, train, motivate, and manage additional employees. A failure to manage growth effectively would have a material adverse effect on business, financial condition, and results of operations, and on its ability to execute on the overall business strategy successfully.

Competition

The Company and its independent transportation providers operate in the Transportation Sector, which is highly competitive and fragmented. Competition in the freight forwarding, logistics and supply chain management industry is also highly competitive and fragmented. There are a multitude of public and private companies that operate in this market space. Competition also comes from national, regional and local freight forwarders, cargo sales agents and brokers, carriers, and associations of shippers organized for the purpose of consolidating their members' shipments to obtain lower freight rates from carriers. Some of these competitors have greater financial and business resources (i.e. company-owned equipment and company drivers) than the Company.

Public non-asset based transportation providers that can be considered peers include: AutoInfo (OTC BB: AUTO), CH Robinson Worldwide (NASDAQ: CHRW), Expeditors International (NASDAQ: EXPD), Express-1 Expedited Solutions (AMEX: XPO), Landstar System (NASDAQ: LSTR), Pacer International (NASDAQ: PACR), and US 1 Industries (OTC BB: USOO). Additionally, asset based providers may also provide non-asset based services to supplement its financial results. International competitors may also compete for the same business as the Company.

Industry Concerns

Recently, there has been considerable industry consolidation. This may lead to increased competition which could adversely impact on the Company's financial results. According to various industry sources, consolidation is expected to continue. Consolidation has occurred to mitigate the impact of Industry risks and concerns, as well as increase margins. To maximize margins, companies must maximize equipment utilization, freight volumes, miles, and loads.

Reliance on Third Parties

The Company's operating performance is reliant upon customers whose shipments are dependent upon consumer demand and just-in-time production schedules. The timing of actual revenue is often beyond its control. Factors such as shifting demand for retail goods and/or manufacturing production delays could unexpectedly affect the timing of RLG's revenue.

If Company's partners are unsuccessful in their efforts or obligations, it could have a material adverse effect on the Company's business, results of operations, financial position, and equity value.

Government Regulation

Legislative or regulatory proposals may be introduced that affect the Company's operations and business plans, its financial results, and equity value.

Fuel Prices

The financial success of companies in the sector is highly dependent on fuel prices (i.e. diesel fuel prices), which is highly volatile. Although fuel prices may not directly impact the Company's financial results, a sharp rise may directly impact its pool of transportation providers. These carriers may be forced out of business or forced to consolidate due to the high cost of doing business.

Dependence on Independent Commission Agents

The Company has exclusive and long-term relationships with these agents; however, the agency agreements are terminable by either party on 10-days notice. The loss of one or more of these exclusive agents could negatively impact the Company's financial results.

Homeland Security

As a result of concerns associated with Homeland Security, the Transportation Sector has increased its diligence in the area of cargo security. This may lead to decreased productivity and increased costs. As a consequence, the Company's operations may be adversely impacted.

Corporate Governance/ Sarbanes-Oxley Act of 2002

Over the past few years, Wall Street has increased its focus on corporate governance and placed increased emphasis on the accountability of Management and Directors to shareholders. These events have brought about the passage of the Sarbanes-Oxley Act of 2002. Corporate governance and Sarbanes-Oxley issues may be facing the Company in light of new rules and regulations being issued by government regulatory agencies. This could mean that the Company will eventually be required to hire additional personnel in order to diversify various operational, management, and compliance functions, as well as spend monies to comply with the various aspects of the Act.

Shareholder Control

A few investors, including Bohn Crain (its Founder and CEO), own a substantial stake in RLGT. Small investors should be aware that investors with significant stakes can control the outcome of certain shareholder votes. These outcomes may not be in the best interests of all shareholders. If a sizable stake is liquidated in the open market, there could be substantial selling pressure on the shares.

Microcap Concerns

Shares of RLGT have risks common to those of the microcap segment of the market. Often these risks cause microcap stocks to trade at discounts to their peers. The most common of these risks is liquidity risk, which is typically caused by small trading floats and very low trading volume and can lead to large spreads and high volatility in stock price. The Company has approximately 23 million shares in the float. On average, approximately 21,000 shares are traded daily.

Investors should note that shares of RLGT trade on the OTC bulletin board. This market is relatively thinly traded as compared to the NASDAQ, AMEX, and NYSE. This may present increased risk and liquidity concerns to shareholders.

Miscellaneous Risks

The Company's financial results and equity values are subject to other risks and uncertainties known and unknown, including but not limited to competition, operations, financial markets, regulatory risk, and/or other events. These risks may cause actual results to differ from expected results.

Conclusion

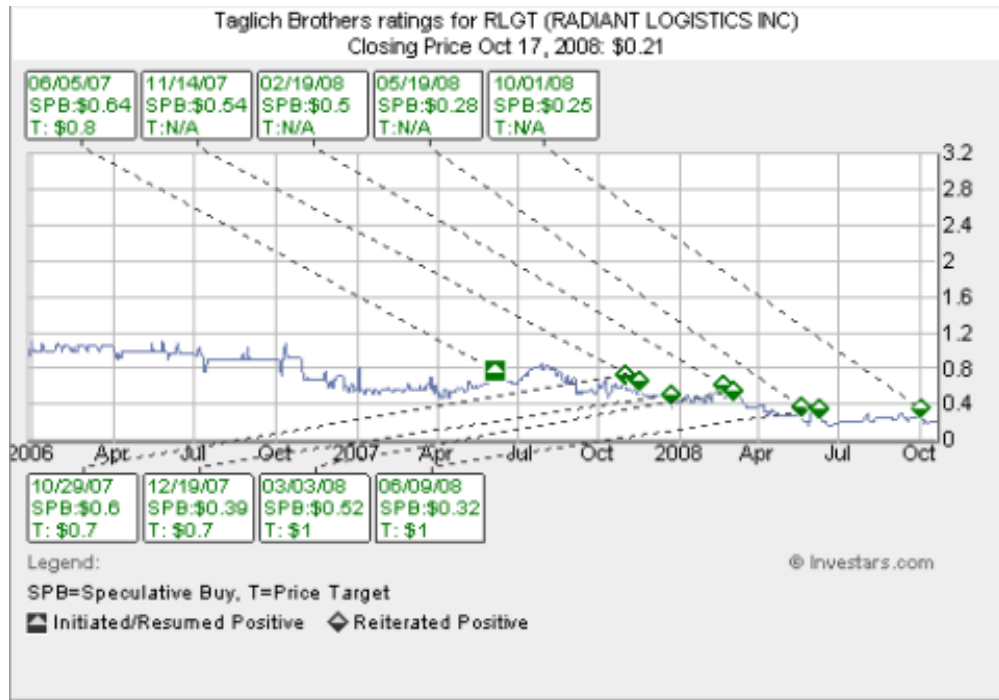
We are maintaining coverage of Radiant Logistics, Inc. (OTC BB: RLGT) with a Speculative Buy rating; however, we are reducing our 12-month price target to \$0.50 per share from \$1.00 per share. Our reduced price target reflects lower industry valuation multiples and 2009 EBITDA and EPS estimates.

Our price target is based on a relative P/E and P/EBITDA analysis. The following provides our methodology:

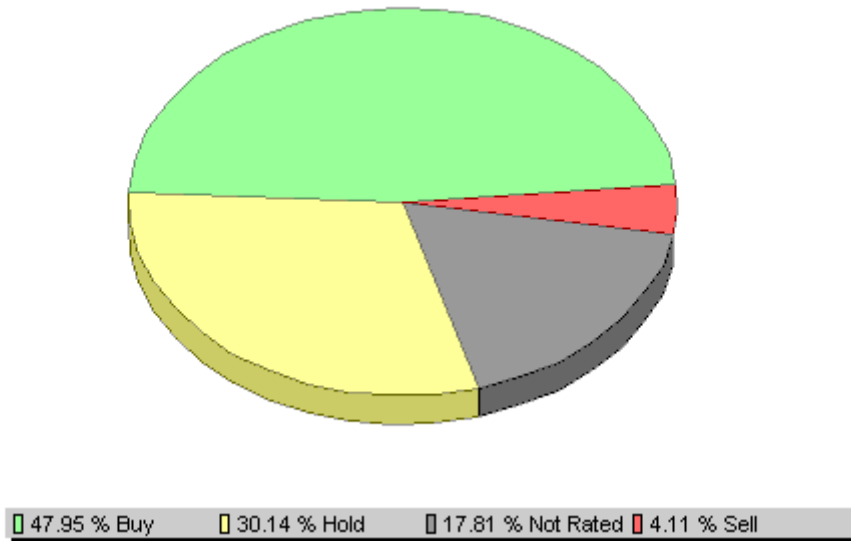
- Applying a multiple of 6.7X to our estimated fiscal 2009 EBITDA per share of \$0.11 per share. We arrived at this multiple by taking the industry P/EBITDA (cash flow) as compiled by CapitalIQ.
- Applying a multiple of 23.5X to our estimated fiscal 2009 EPS per share of \$0.03 per share. We arrived at this multiple by taking the industry P/E as compiled by CapitalIQ.
- Discounting the average of the above two valuation methodologies by 30% to account for company risks including microcap risk.

Although we believe that shares RLGT are a compelling investment opportunity for investors seeking equity with exposure to the rapidly evolving and growing logistics industry, investors should be cognizant of such risks and concerns as:

- Competition;
- Industry concerns;
- Economic growth;
- Integration of acquisitions;
- Growth management;
- Shareholder control concerns; and
- Stock liquidity.



Taglich Brothers Current Ratings Distribution



Investment Banking Services for Companies Covered in the Past 12 Months		
Rating	#	%
Buy	0	0
Hold	1	7.14%
Sell	0	0
Not Rated	0	0

Meaning of Ratings

Buy

We believe the Company is undervalued relative to its market and peers. We believe its risk reward ratio strongly advocates purchase of the stock relative to other stocks in the marketplace. Remember, with all equities there is always downside risk.

Speculative Buy

We believe that the long run prospects of the Company are positive. We believe its risk reward ratio advocates purchase of the stock. We feel the investment risk is higher than our typical “buy” recommendation. In the short run, the stock may be subject to high volatility and continue to trade at a discount to its market.

Neutral

We will remain neutral pending certain developments.

Underperform

We believe that the Company may be fairly valued based on its current status. Upside potential is limited relative to investment risk.

Sell

We believe that the Company is significantly overvalued based on its current status. The future of the Company's operations may be questionable and there is an extreme level of investment risk relative to reward.

Some notable Risks within the Microcap Market

Stocks in the Microcap segment of the market have many risks that are not as prevalent in Large-cap, Blue Chips or even Small-cap stocks. Often it is these risks that cause Microcap stocks to trade at discounts to their peers. The most common of these risks is liquidity risk, which is typically caused by small trading floats and very low trading volume which can lead to large spreads and high volatility in stock price. In addition, Microcaps tend to have significant company specific risks that contribute to lower valuations. Investors need to be aware of the higher probability of financial default and higher degree of financial distress inherent in the microcap segment of the market.

From time to time our analysts may choose to withhold or suspend a rating on a company. We continue to publish informational reports on such companies; however, they have no ratings or price targets. In general, we will not rate any company that has too much business or financial uncertainty for our analysts to form an investment conclusion, or that is currently in the process of being acquired.

Public Companies Mentioned in this report

Auto Info (OTC BB: AUTO)
CH Robinson Worldwide (NASDAQ: CHRW)
Expeditors International (NASDAQ: EXPD)
Express-1 Expedited Solutions (AMEX: XPO)
Landstar System (NASDAQ: LSTR)
Pacer International (NASDAQ: PACR)
US 1 Industries (OTC BB: USOO)
Federal Express Corporation (NYSE: FDX)
United Parcel Service (NYSE: UPS)

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As of the date of this report, we, our affiliates, any officer, director or stockholder, or any member of their families do not have a position in the stock of the company mentioned in this report. Taglich Brothers, Inc. does not have an investment banking relationship with the company mentioned in this report and was not a manager or co-manger of any offering for the company within the last three years.

All research issued by Taglich Brothers, Inc. is based on public information. The company paid for the creation and dissemination of research reports for the first year a monetary fee of \$21,000 (USD) on March 2007 and since July 2008 pays a monthly monetary fee of \$1,750 (USD) to Taglich Brothers, Inc. for the creation and dissemination of research reports.

I, Luis Martins, the research analyst of this report, hereby certify that the views expressed in this research report accurately reflect my personal views about the subject securities and issuers; and that no part of my compensation was, is, or will be directly or indirectly related to the specific recommendations or views contained in the research report.

Radiant Logistics, Inc.
Annual Income Statement Model
For Fiscal Year Ended June 30
(in thousands)

	<u>F6/2005A</u>	<u>F6/2006A</u>	<u>F6/2007A</u>	<u>F6/2008A</u>	<u>F6/2009E</u>
Total Revenues	\$ 51,521	\$ 54,580	\$ 75,527	\$ 100,201	\$ 162,838
Cost of Transportation	<u>29,957</u>	<u>35,192</u>	<u>48,812</u>	<u>64,372</u>	<u>118,014</u>
Net Revenues	21,564	19,388	26,715	35,829	44,823
<i>Gross Margins</i>	<i>41.85%</i>	<i>35.52%</i>	<i>35.37%</i>	<i>35.76%</i>	<i>27.53%</i>
Operating Expensess	<u>21,523</u>	<u>19,175</u>	<u>26,302</u>	<u>35,281</u>	<u>42,522</u>
Operating Income	41	213	413	548	2,302
<i>Operating Margin</i>	<i>0.08%</i>	<i>0.39%</i>	<i>0.55%</i>	<i>0.55%</i>	<i>1.41%</i>
<i>EBITDA</i>	<i>835</i>	<i>1,006</i>	<i>1,243</i>	<i>1,512</i>	<i>3,802</i>
Interest Income	14	23	16	4	
Interest Expense	(1)	(33)	(22)	(120)	(480)
Other	-	(12)	(43)	1,819	-
Total -other	13	(22)	(49)	1,703	(480)
Pre-Tax Income	54	191	364	2,251	1,822
<i>Pre-Tax Margins</i>	<i>0.10%</i>	<i>0.35%</i>	<i>0.48%</i>	<i>2.25%</i>	<i>1.12%</i>
Taxes (Benefit)	<u>19</u>	<u>217</u>	<u>156</u>	<u>907</u>	<u>729</u>
<i>Tax Rate</i>	<i>35.19%</i>	<i>113.61%</i>	<i>42.80%</i>	<i>40.29%</i>	<i>40.00%</i>
<i>Minority interest</i>			<i>46</i>	<i>(69)</i>	<i>-</i>
Net Income	<u>35</u>	<u>\$ (26)</u>	<u>\$ 163</u>	<u>\$ 1,413</u>	<u>\$ 1,093</u>
EPS-fully diluted	<u>\$ 0.00</u>	<u>\$ (0.00)</u>	<u>\$ 0.00</u>	<u>\$ 0.04</u>	<u>\$ 0.03</u>
Avg Shares Out-fully diluted	<u>25,964</u>	<u>30,607</u>	<u>34,325</u>	<u>34,359</u>	<u>34,700</u>
<u>Percent of Revenue</u>					
Cost of Transportation	58.15%	64.48%	64.63%	64.24%	72.47%
Operating Expensess	41.78%	35.13%	34.82%	35.21%	26.11%
Net Margin	0.10%	-0.05%	0.22%	1.41%	0.67%
<u>YEAR / YEAR GROWTH</u>					
Total Revenues		5.94%	38.38%	32.67%	62.51%

* Pro-forma results inclusive of Airgroup Corp.

Radiant Logistics, Inc.
Quarterly Income Statement Model
For Fiscal Year Ended June 30, 2007
(in thousands)

	<u>Q1(9/06)A</u>	<u>Q2(12/06)A</u>	<u>Q3(3/07)A</u>	<u>Q4(6/07)A</u>	<u>F6/2007A</u>
Total Revenues	\$ 14,416	\$ 18,345	\$ 19,394	\$ 23,372	\$ 75,527
Cost of Transportation	<u>9,423</u>	<u>11,656</u>	<u>12,278</u>	<u>15,455</u>	<u>48,812</u>
Net Revenues	4,993	6,689	7,116	7,917	26,715
<i>Gross Margins</i>	34.64%	36.46%	36.69%	33.87%	35.37%
Agent Commissions	3,727	5,243	5,420	5,658	20,048
Personnel Costs	507	581	659	1,169	2,916
S, G& A	406	613	742	747	2,508
D & A	<u>186</u>	<u>205</u>	<u>209</u>	<u>230</u>	<u>830</u>
Operating Expenses	<u>4,826</u>	<u>6,642</u>	<u>7,030</u>	<u>7,804</u>	<u>26,302</u>
Operating Income	167	47	86	113	413
<i>Operating Margin</i>	1.16%	0.26%	0.44%	0.48%	0.55%
<i>EBITDA</i>	353	252	295	343	1,243
Interest Income	2	3	2	9	16
Interest Expense	(8)	(3)	(5)	(6)	(22)
Other	<u>-</u>	<u>(3)</u>	<u>(22)</u>	<u>(18)</u>	<u>(43)</u>
Total -other	<u>(6)</u>	<u>(3)</u>	<u>(25)</u>	<u>(15)</u>	<u>(49)</u>
Pre-Tax Income	161	44	61	98	364
<i>Pre-Tax Margins</i>	1.12%	0.24%	0.31%	0.42%	0.48%
Taxes (Benefit)	<u>2</u>	<u>(21)</u>	<u>37</u>	<u>138</u>	<u>156</u>
<i>Tax Rate</i>	1.12%	-47.73%	60.66%	140.82%	42.80%
<i>Minority interest</i>				46	46
Net Income	<u>\$ 159</u>	<u>\$ 65</u>	<u>\$ 24</u>	<u>\$ (86)</u>	<u>\$ 163</u>
EPS-fully diluted	<u>\$ 0.00</u>	<u>\$ 0.00</u>	<u>\$ 0.00</u>	<u>\$ (0.00)</u>	<u>\$ 0.00</u>
Avg Shares Out-fully diluted	<u>36,137</u>	<u>34,469</u>	<u>34,163</u>	<u>34,210</u>	<u>34,325</u>
<u>Percent of Revenue</u>					
Cost of Transportation	65.36%	63.54%	63.31%	66.13%	64.63%
Agent Commissions	25.85%	28.58%	27.95%	24.21%	26.54%
Personnel Costs	3.52%	3.17%	3.40%	5.00%	3.86%
S, G& A	2.81%	3.34%	3.83%	3.20%	3.32%
D & A	1.29%	1.12%	1.07%	1.07%	1.10%
Operating Expenses	33.48%	36.21%	36.25%	33.39%	34.82%
Net Margin	1.10%	0.35%	0.12%	-0.37%	0.22%
<u>YEAR / YEAR GROWTH</u>					
Total Revenues	7.32%	24.99%	63.76%	59.80%	38.38%

Radiant Logistics, Inc.
Quarterly Income Statement Model
For Fiscal Year Ended June 30, 2008
(in thousands)

	<u>Q1(9/07A)</u>	<u>Q2(12/07A)</u>	<u>Q3(3/08A)</u>	<u>Q4(6/08A)</u>	<u>F6/2008A</u>
Total Revenues	\$ 25,557	\$ 23,109	\$ 25,765	\$ 25,770	\$ 100,201
Cost of Transportation	<u>17,116</u>	<u>14,712</u>	<u>16,264</u>	<u>16,280</u>	<u>64,372</u>
Net Revenues	8,441	8,397	9,501	9,490	35,829
<i>Gross Margins</i>	33.03%	36.34%	36.88%	36.83%	35.76%
Agent Commissions	5,852	6,154	6,611	6,593	25,210
Personnel Costs	1,547	1,090	1,199	1,467	5,303
S, G& A	695	742	1,269	1,098	3,804
D & A	<u>240</u>	<u>242</u>	<u>239</u>	<u>243</u>	<u>964</u>
Operating Expenses	8,334	8,228	9,318	9,401	35,281
Operating Income	107	169	183	89	548
<i>Operating Margin</i>	0.42%	0.73%	0.71%	0.35%	0.55%
<i>EBITDA</i>	347	411	422	332	1,512
Interest Income	1	1	1	1	4
Interest Expense	(25)	(48)	(27)	(20)	(120)
Other	<u>(20)</u>	<u>1,931</u>	<u>(48)</u>	<u>(44)</u>	<u>1,819</u>
Total -other	(44)	1,884	(74)	(63)	1,703
Pre-Tax Income	63	2,053	109	26	2,251
<i>Pre-Tax Margins</i>	0.25%	8.88%	0.42%	0.10%	2.25%
Taxes (Benefit)	<u>(8)</u>	<u>744</u>	<u>36</u>	<u>135</u>	<u>907</u>
<i>Tax Rate</i>	-12.70%	36.24%	33.03%	519.23%	40.29%
<i>Minority interest</i>	(18)	(14)	(14)	(23)	(69)
Net Income	<u>\$ 88</u>	<u>\$ 1,324</u>	<u>\$ 87</u>	<u>\$ (86)</u>	<u>\$ 1,413</u>
EPS-fully diluted	<u>\$ 0.00</u>	<u>\$ 0.04</u>	<u>\$ 0.00</u>	<u>\$ (0.00)</u>	<u>\$ 0.04</u>
Avg Shares Out-fully diluted	<u>34,442</u>	<u>34,079</u>	<u>34,134</u>	<u>34,616</u>	<u>34,359</u>
 <u>Percent of Revenue</u>					
Cost of Transportation	66.97%	63.66%	63.12%	63.17%	64.24%
Agent Commissions	22.90%	26.63%	25.66%	25.58%	25.16%
Personnel Costs	6.05%	4.72%	4.65%	5.69%	5.29%
S, G& A	2.72%	3.21%	4.93%	4.26%	3.80%
D & A	0.94%	1.05%	0.93%	0.94%	0.96%
Operating Expenses	32.61%	35.61%	36.17%	36.48%	35.21%
Net Margin	0.00%	5.73%	0.34%	-0.42%	1.41%
 <u>YEAR / YEAR GROWTH</u>					
Total Revenues	77.28%	25.97%	32.85%	10.26%	32.67%

Radiant Logistics, Inc.
Quarterly Income Statement Model
For Fiscal Year Ended June 30, 2009
(in thousands)

	<u>Q1(9/08)E</u>	<u>Q2(12/08)E</u>	<u>Q3(3/09)E</u>	<u>Q4(6/09)E</u>	<u>F6/2009E</u>
Total Revenues	\$ 33,374	\$ 41,205	\$ 44,127	\$ 44,132	\$ 162,838
Cost of Transportation	<u>22,603</u>	<u>30,572</u>	<u>32,418</u>	<u>32,422</u>	<u>118,014</u>
Net Revenues	10,772	10,633	11,708	11,710	44,823
<i>Gross Margins</i>	32.28%	25.81%	26.53%	26.53%	27.53%
Operating Expenses	<u>10,361</u>	<u>10,109</u>	<u>11,032</u>	<u>11,019</u>	<u>42,522</u>
Operating Income	410	524	677	691	2,302
<i>Operating Margin</i>	1.23%	1.27%	1.53%	1.57%	1.41%
<i>EBITDA</i>	785.50	898.67	1,051.66	1,065.95	3,802
					151%
Interest Income					
Interest Expense	(120)	(120)	(120)	(120)	(480)
Other	-	-	-	-	-
Total -other	<u>(120)</u>	<u>(120)</u>	<u>(120)</u>	<u>(120)</u>	<u>(480)</u>
Pre-Tax Income	290	404	557	571	1,822
<i>Pre-Tax Margins</i>	0.87%	0.98%	1.26%	1.29%	1.12%
Taxes (Benefit)	<u>116</u>	<u>161</u>	<u>223</u>	<u>228</u>	<u>729</u>
<i>Tax Rate</i>	40.00%	40.00%	40.00%	40.00%	40.00%
<i>Minority interest</i>	-	-	-	-	-
Net Income	\$ 174	\$ 242	\$ 334	\$ 343	\$ 1,093
EPS-fully diluted	<u>\$ 0.01</u>	<u>\$ 0.01</u>	<u>\$ 0.01</u>	<u>\$ 0.01</u>	<u>\$ 0.03</u>
Avg Shares Out-fully diluted	<u>34,700</u>	<u>34,700</u>	<u>34,700</u>	<u>34,700</u>	<u>34,700</u>
<u>Percent of Revenue</u>					
Cost of Transportation	67.72%	74.19%	73.47%	73.47%	72.47%
Operating Expenses	31.05%	24.53%	25.00%	24.97%	26.11%
Net Margin	0.52%	0.59%	0.76%	0.78%	0.67%
<u>YEAR / YEAR GROWTH</u>					
Total Revenues	30.59%	78.31%	71.27%	71.25%	62.51%

Radiant Logistics, Inc.
Consolidate Balance Sheet
For Fiscal Year Ended June 30:
(in thousands)

	<u>F2007A</u>	<u>F2008A</u>
Assets		
Current Assets		
Cash & Equivalents	\$ 720	\$ 392
Net Receivables	15,063	14,404
Deferred taxes	235	292
Prepaid Expense & Other	<u>102</u>	<u>494</u>
Total Current Assets	16,119	15,582
Plant, Property, & Equipment-net	845	718
Goodwill/intangibles-net	7,322	9,067
Long Term Investments	40	40
Other	<u>698</u>	<u>196</u>
Total Assets	<u>\$ 25,024</u>	<u>\$ 25,603</u>
Liabilities & Shareholders' Equity		
Current Liabilities		
Notes payable	800	113
Accounts payable	13,271	9,915
Accruals	344	222
Commissions	700	1,137
Income tax payable	<u>225</u>	<u>498</u>
Total Current Liabilities	15,340	11,885
LTD-net of current	1,974	4,272
Deferred taxes	609	422
Minority interest	57	-
Total Shareholders' Equity	<u>7,044</u>	<u>9,024</u>
Total Liabilities & Equity	<u>\$ 25,024</u>	<u>\$ 25,603</u>
SHARES OUT	33,962	34,660

Radiant Logistics, Inc.
Consolidated Cash Flow Statement
For Period Ended
(in thousands)

	<u>2007A</u>	<u>2008A</u>
<i>Cash Flows from Operating Activities</i>		
Net Income	\$ 163	\$ 1,413
Depreciation & Amortization	842	944
Other non cash items	29	(1,565)
Write-off and disposals	51	254
Other	(5)	(312)
	<u>1,080</u>	<u>734</u>
<i>Changes In:</i>		
Receivables	(6,634)	405
Prepaid Expense	(238)	(279)
Accounts Payable	7,309	(2,127)
Accrued Expenses & Other	(307)	588
Net Changes in Working Capital	<u>130</u>	<u>(1,413)</u>
Net cash Provided by Operations	<u>1,260</u>	<u>(680)</u>
<i>Cash Flows from Investing Activities</i>		
Capital Expenditures	(524)	(245)
Acquisitions	(243)	(1,461)
Other	-	(25)
Net cash used in Investing	<u>(767)</u>	<u>(1,731)</u>
<i>Cash Flows from Financing Activities</i>		
Minority interest contribution	12	(14.00)
Proceeds from Borrowings	(296)	2,598
Note payable for Airgroup	-	(500)
Net cash provided by Financing	<u>(284)</u>	<u>2,084</u>
Net change in Cash	209	(327)
Cash Beginning of Period	<u>511</u>	<u>720</u>
Cash End of Period	<u>\$ 720</u>	<u>\$ 392</u>