



Defense Aviation: MT-1 eVTOL Multi Mission Tactical ISR
&
Civil Aviation: Koan eVTOL Air Transport Services.

ELEVATE BEYOND THE GRID

This is an electric autogiro — not a helicopter, not a multicopter.

Because of SMAPAD cold jet propulsion system, we can tap into many markets and sell many services.

Commercial Aviation

Problem

- **Safety:** Traditional eVTOLs and VTOLs will fall if the propulsion system fails, is shot down, or if the battery runs out of energy — there is no safe recovery.
- **High Cost:** Current eVTOLs and VTOLs are extremely expensive to purchase, certify, and operate.
- **Expensive Air Transport:** Flying people or cargo by helicopter is prohibitively expensive, limiting access to air mobility for most operators and markets.
- **Infrastructure Reliance:** eVTOLs require dedicated vertiport infrastructure to land and recharge, limiting deployment flexibility.
- **Certification Struggle:** Current multicopter eVTOLs face a complex, lengthy, and uncertain certification process under novel FAA regulatory categories.

Solution

- **Safety:** The Koan eVTOL always autorotates — it lands safely even with complete propulsion failure or battery depletion.
- **Low Cost:** The Koan is designed for low-cost manufacturing, certification, and operation.
- **Low Air Transport: \$114/Flight Hour:** At just \$114 per flight hour with up to 881 lb (400 kg) payload capacity, we make air transport commercially viable.
- **Infrastructure Independent:** The Koan can land virtually anywhere that is safe — no vertiport required, no need to plug to charge
- **Part 27 Certified:** The Koan qualifies as a FAA Part 27 electric rotorcraft — an established certification path that is faster, clearer, and less risky category.

Problem

- **Safety:** Traditional eVTOLs and VTOLs will fall if the propulsion system fails, is shot down, or if the battery runs out of energy — there is no safe recovery.
- **High Cost:** Current eVTOLs and VTOLs are extremely expensive to purchase, certify, and operate.
- **High Visibility:** Traditional helicopters produce significant noise, emit jet engine heat easy to target, and carry high radar signatures.
- **Infrastructure Reliance:** Multicopter eVTOLs require dedicated vertiport infrastructure to land and recharge, limiting operational flexibility.
- **Slow Deployment:** Defense customers wait years for OEMs to fulfill large aircraft orders, limiting rapid force deployment.

Solution

- **Safety:** The MT-1 always autorotates — it lands safely even with complete propulsion failure or battery depletion.
- **Low Cost:** The MT-1 is a low-cost manufacturing, certification, operation and maintenance.
- **Stealth by Design:** Ultra-low noise, near 0 heat signature, and low radar profile engineered into the MT-1 from the ground up.
- **Infrastructure Independent:** The MT-1 can land anywhere is safe, we hot swap the batteries instead of connecting the aircraft, we do not need a vertiport.
- **Rapid Mass Deployment:** 3 assembly lines at the eJet Center each produce 1 aircraft every 10 working days.

**Our Solution is a
100% Electric Jet Engine**
making our aircraft safer, stealth and have a
better performance than others



Deep Technology Innovation

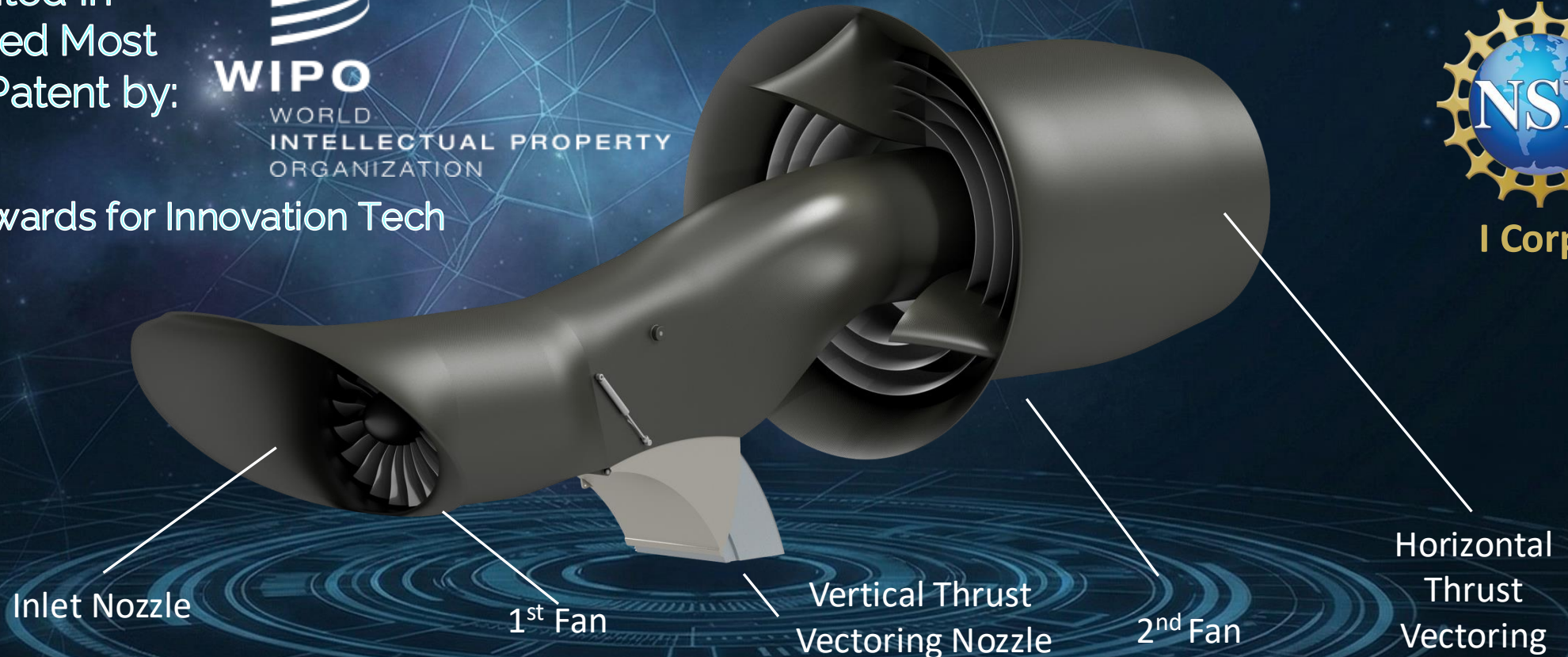
Fluid Dynamics Physics Breakthrough

Utility (invention)
Patent Granted in
2013 Awarded Most
Innovative Patent by:



7 National Awards for Innovation Tech

First 100% Electric Cold Jet Propulsion System
Deep Technology



Koan eVTOL Design & Features



Koan eVTOL Platform

Standard Configuration

- Configurable for other missions
 - Can land in more places
- Capacity: 1 pilot + 3 passengers
 - Lithium-Ion Batteries: 776 lb (350 kg)
 - Rotor diameter: 43 ft, Height: 14 ft
 - Power Output: 351kW(3x117kW) (471 hp)
 - Top speed: 130 mph (210km/h)(113kn)*
 - Payload: 950lb+ (430kg+)*
 - Power: 400kW+ (530hp+)*
 - MTOW: 2910lb (1320kg)*
 - Ceiling altitude: 23000ft (7000m)*
 - Fly-By-Wire technology
 - Capable of unpowered landings



eVTOLs Competitor Landscape

Performance Comparison

			Powered by SMAPAD®
Feature	Traditional eVTOLs	Helicopter (e.g., R44)	Koan /MT-1
Safety in Power Loss	Forced landing or parachute systems (limited use)	Autorotation (requires skill, risky)	Autogyro autorotation — stable glide to a safe landing
Operating Cost per Hour	\$1,000 – \$2,500 (Lilium Jet data)	\$500 – \$700+	\$114
Typical Range	100–150 miles (160–240 km)	250–300 miles (403–483 km)	350 miles (560 km) *
Flight Time Capacity	25–60 minutes	150 to 180 minutes	135 minutes *
Landing Flexibility	Requires vertiports, traditional helipads are not good enough	Requires helipads	Can land in more places — low noise, clean air thrust
Infrastructure	Charging stations and vertiports	Requires helipads and fuel stations (AVGAS or Jet A)	Minimal — battery swap in 5 minutes or standard outlet charging
Onboard Experience	Premium seating, AC, Heated cabin	Cramped, noisy interior	Premium seating, AC, Heated cabin
FAA Certifiable	In process	Yes	Yes, FAA Ref. 14 CFR Part 27 (since 1964)

* Pending to be tested in a full-size prototype

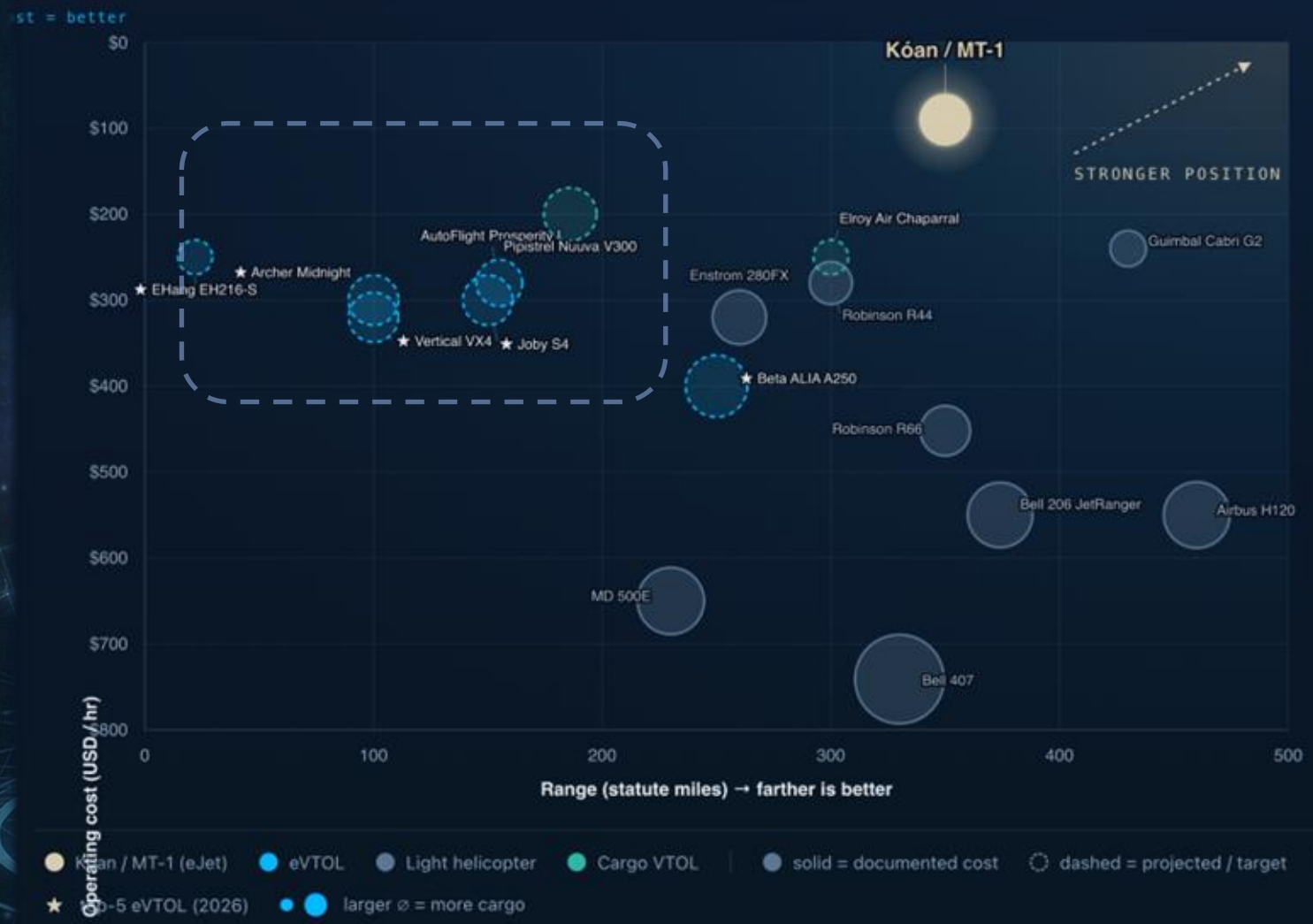


Where the Kóan sits in the field

Range vs. Operating Cost · bubble $\varnothing$ = payload / cargo capacity

hover any aircraft for full specs

VTOL aircraft plotted by range and operating cost. **Bubble diameter scales with payload / cargo capacity.** The cost axis is inverted so that lower cost reads upward — meaning the strongest position, long range at low cost, lands in the **top-right**. ★ marks the 2026 top-5 eVTOL leaders.



Disruptive Unit Economics

Commercial Aviation – Mobility as a Service (MaaS)

1. High-Margin Flight Operations

COST TO OPERATE

\$114 per flight Hr.

MARKET RENTAL RATE

\$800 per flight Hr.

- ✓ **Helicopter Cost Parity:** Captured at \$800/hr market-clearing rate to accelerate enterprise adoption.
- ✓ **Cost Breakdown (\$114/hr):** \$50 Pilot payroll, \$14 electrical battery recharge cost, and an optimized, ultra-low future maintenance provision.
- ✓ **Pure Net Margins:** Residual spread maps directly to net profit.

Defense Aviation

2. Exclusive Defense Production

COST TO MANUFACTURE

\$500k / Unit

DEFENSE PURCHASE PRICE

\$3.7M / Unit

- ✓ Funded by a **\$60M Series A**, the automated **eJet Center** achieves an operational throughput of **3 Kóan/MT1 aircraft every 2 weeks** on a single baseline shift.

Premium Tactical Value Moat: Defense buys at \$3.7M due to unmatched operational specs:

 **Stealth Signatures**

 **Fewer Moving Parts**

 **Hot-Swap Batteries**

 **High Reliability**

The 6 Pillars of the eJet Revenue Engine

MONETIZING KÓAN/MT1 ASSETS, PATENTS, AND CAPABILITIES

1. Defense Aircraft Sales

Direct sales of MT-1 aircraft, manufacturing capacity for defense, lease, or flight hours per year

MARGIN SPREAD: \$500k to Build / \$3M Sale

2. Defense Block Hours

Contracted annual block-hour logistics packages sold directly to defense bodies, optimizing aircraft utilization.

RATE CLASS: \$800+ per Flight Hour

3. Middle-Mile Cargo

Hub-to-hub autonomous regional freight networks tailored for major carriers (Amazon, DHL) bypassing land bottlenecks.

PAYLOAD: 400 kg Cargo Capacity

4. Commercial Licensing

Licensing to air transport operators to deploy air transport solutions. They sell flight hours direct to consumers, we take a %.

REVENUE STREAM: % Per Passenger Mile

5. Industrial Rights

Selling exclusive manufacturing rights to certified third-party manufacturers, defense primes to scale output without increasing corporate CapEx.

PATENT LICENSE SALES: \$Tens of MM

6. eJet Flight Academy

Monetized flight pipelines ranging from Sport Pilot and PPL up to Commercial ratings, generating revenue while securing our fleet pilot pipeline.

Sport & Private Flights: Pilot School and Recreational Flight Club

Market Opportunity TAM, SAM, SOM

TAM: Total Addressable Market

\$1.5 Trillion

Global Advanced Air
Mobility & Logistics
(2040 Horizon)



(Source: Morgan Stanley
2025 Update)

Passenger Mobility
(\$851B)

Freight & Logistics
(\$413B)

Defense &
Security
(\$189B)

Ecosystem
Services

Civil & Private
Aviation
(\$66.5B)
- Helicopter Displacement

Defense & Government
(\$29.6B)
- Tactical ISR & Stealth

Middle-Mile
Cargo
(\$29.7B)
- Autonomous
Logistics

SAM: Serviceable Addressable Market

\$125.8 Billion

Target Annual Expenditure in
10x Advantage Sectors

10x Economic Disruption Zone

SOM: Serviceable Obtainable Market

\$4.45 Billion

5-Year Future Projected Valuation

1.63M
Annual Flight
Hours sold



eJet Kóan™

\$489M
Annual Recurring
Revenue (ARR)
1 eJet Center
(219 Aircraft)

eJet Capture Zone:
Power-by-the-Hour Model

Powered by Patented Electric Cold Jet Propulsion

(Source: Morgan Stanley, 2026 Update)

Defense First
Commercial Second

The Ask

1. \$5 MM Funding to manufacture the full-size cold jet propulsion system SMAPAD

12 months

2. \$5 MM Funding to manufacture the full-size eVTOL

12 months

Options to Invest

Straight Equity

PPM: \$1 per share, total of 100MM shares

We are 24 months from
having a full size flyable
aircraft



MT-1 eVTOL

Multi Mission Platform to
Detect, Track, Protect
and Attack

UNIT: 160th SOAR (A)
- OPERATIONAL DEPLOYMENT -
- DATE: MARCH 2026



eJet
AEROSPACE



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MT-1 eVTOL

Flexible Platform to Detect, Track, Protect and Attack Elusive Objects

- Cabin / payload area is configurable to take internal cargo, or more batteries to extend the range.
- Build to be stealthier
- Near zero heat signature
- Lower noise
- Lower radar signature



Mission Equipment Cargo Capacity

Capable of carrying internal and external mission equipment up to 400 kg [881 lb.].





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OUR NEXT-GENERATION TACTICAL DEFENSE AVIATION SOLUTION

Advanced Elusive Objects ISR Systems Integration



MT-1 TACTICAL eVTOL



SMAPAD COLD JET
PROPULSION SYSTEM
(100% ELECTRIC)



EO/IR TURRET



MULTIBAND
RADAR ARRAY



LASER
DESIGNATOR



COMINT
PROCESSOR



SIGINT POD

ADVANCED ELUSIVE OBJECTS
ISR SYSTEMS INTEGRATION



OUR Defense
Aviation
Solution For

Awardable
Status

Listed in DARPA ERIS as String Group LLC



C-UAS Solution

Ejet
AEROSPACE



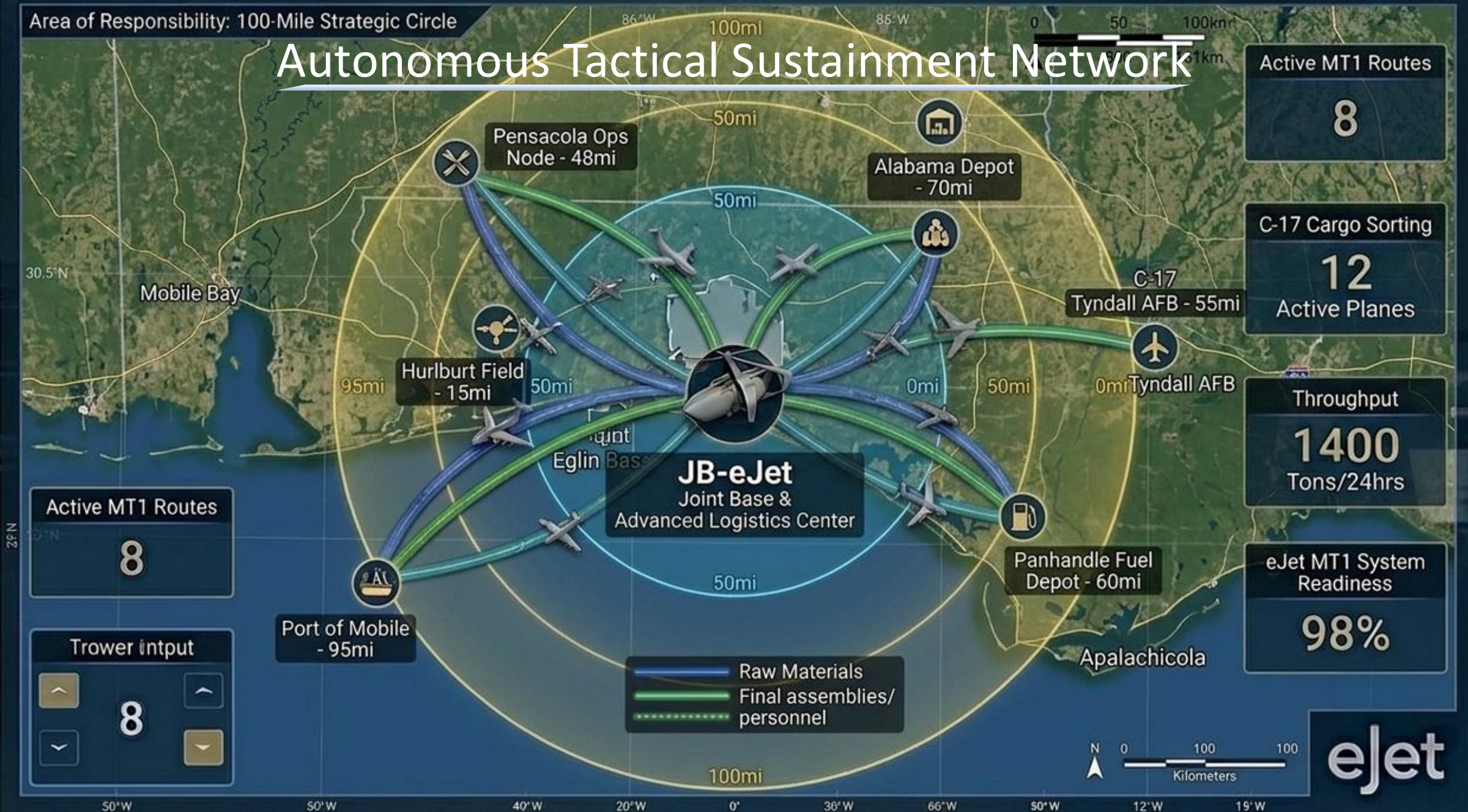
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Area of Responsibility: 100-Mile Strategic Circle

Autonomous Tactical Sustainment Network





Cargo eVTOL Platform

Middle Mile 400 kg for 350 miles range

Amazon Logo used for illustrative purposes only. No affiliation or partnership exist.

Commercial Air Transport Services

Commuter or on demand operations

FAA 14 CFR Part 135

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Commercial Air Transport Services

Commuter or on demand operations

FAA 14 CFR Part 135





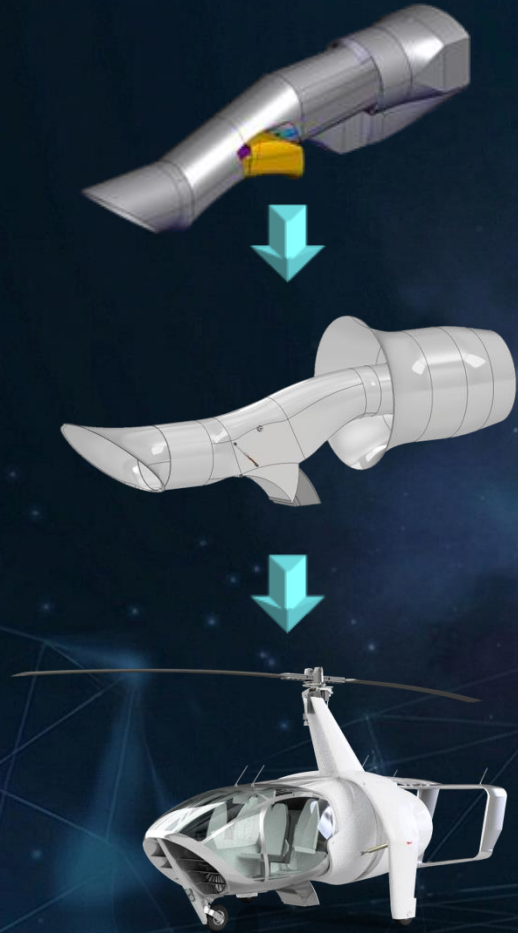
ADVANCED AIR AMBULANCE RAPID RESPONSE MEDICAL PLATFORM

Lifesaving, Redefined.

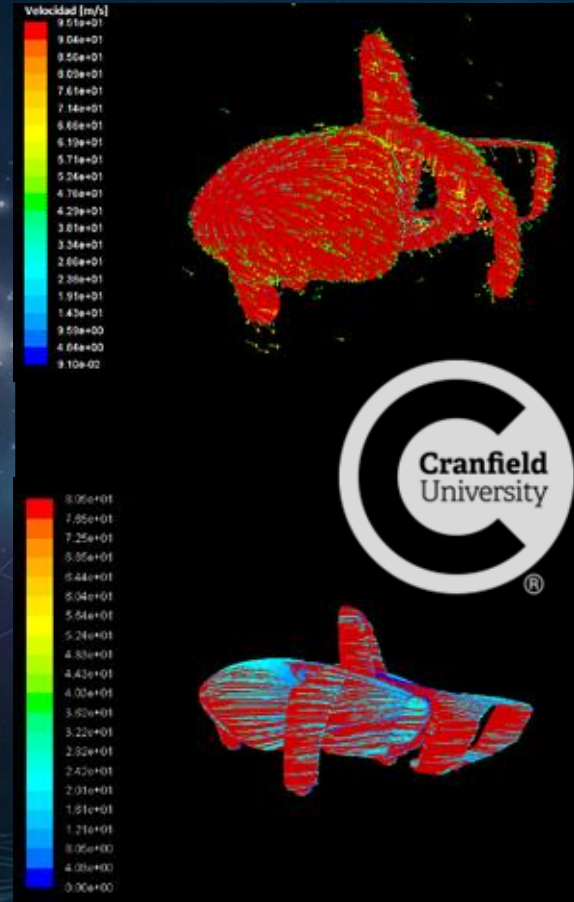




27,000+ Hours of Research, Engineering, Design, and Flight Test Validation (\$3.2 MM)



3D Design



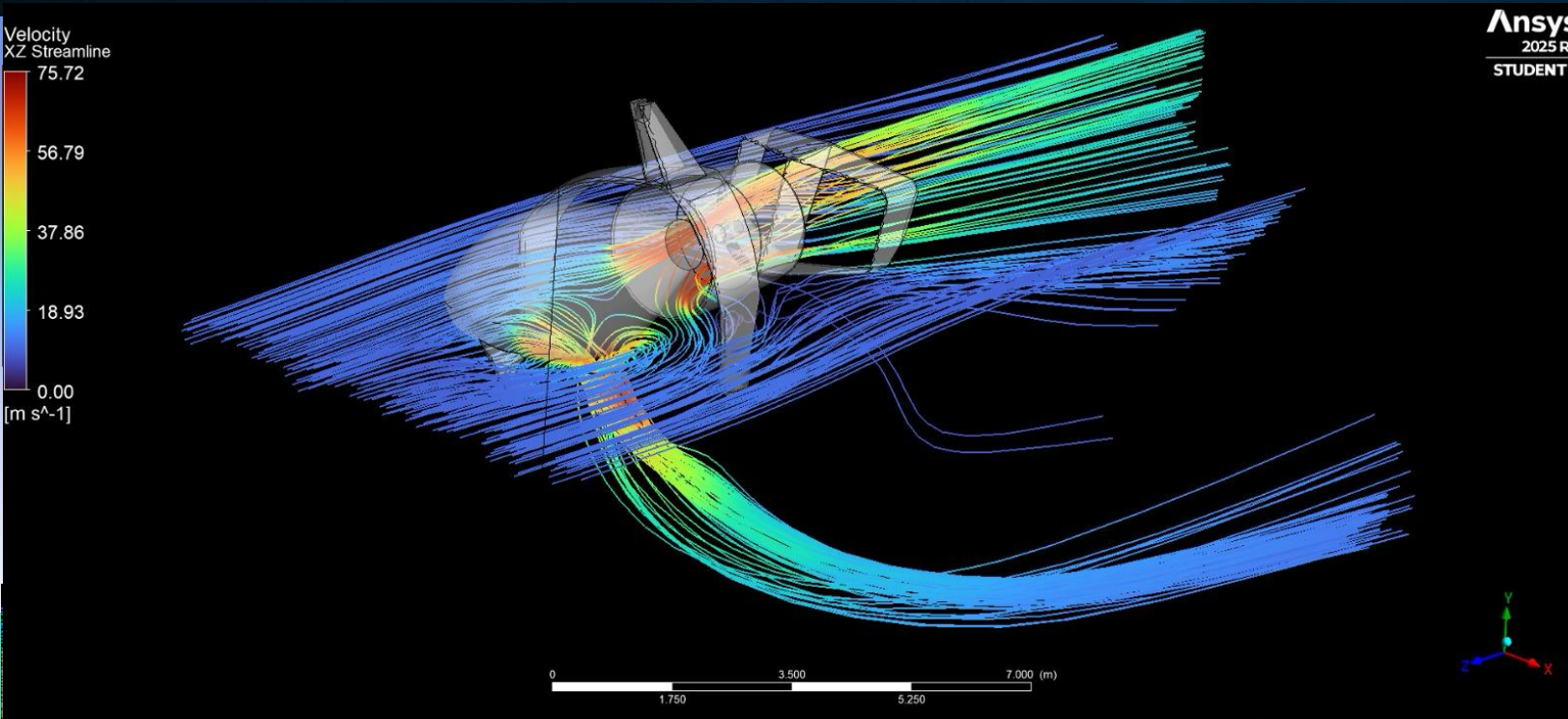
Aerodynamics
Analysis



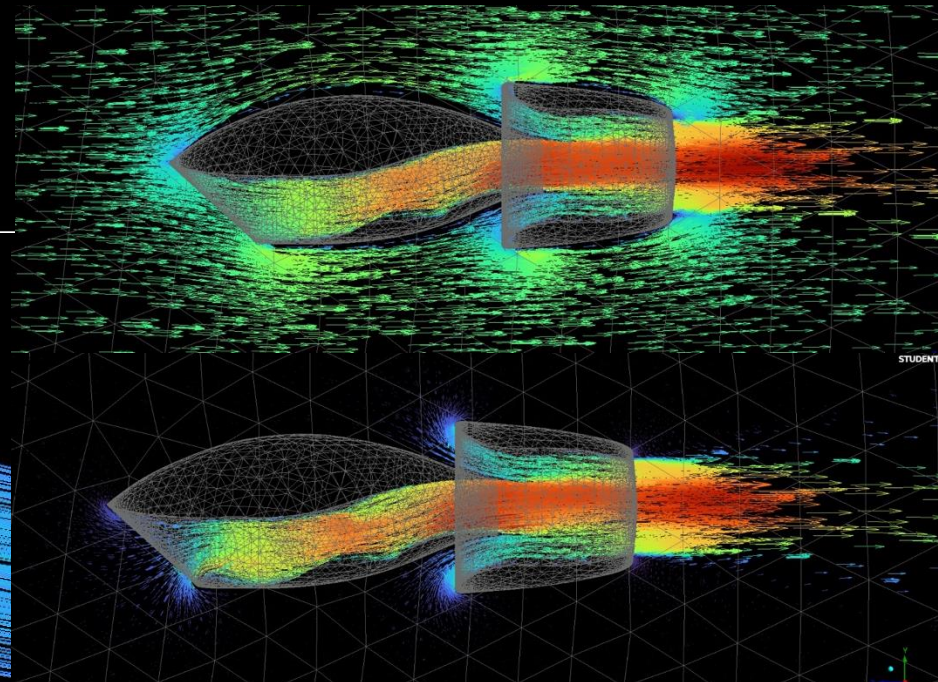
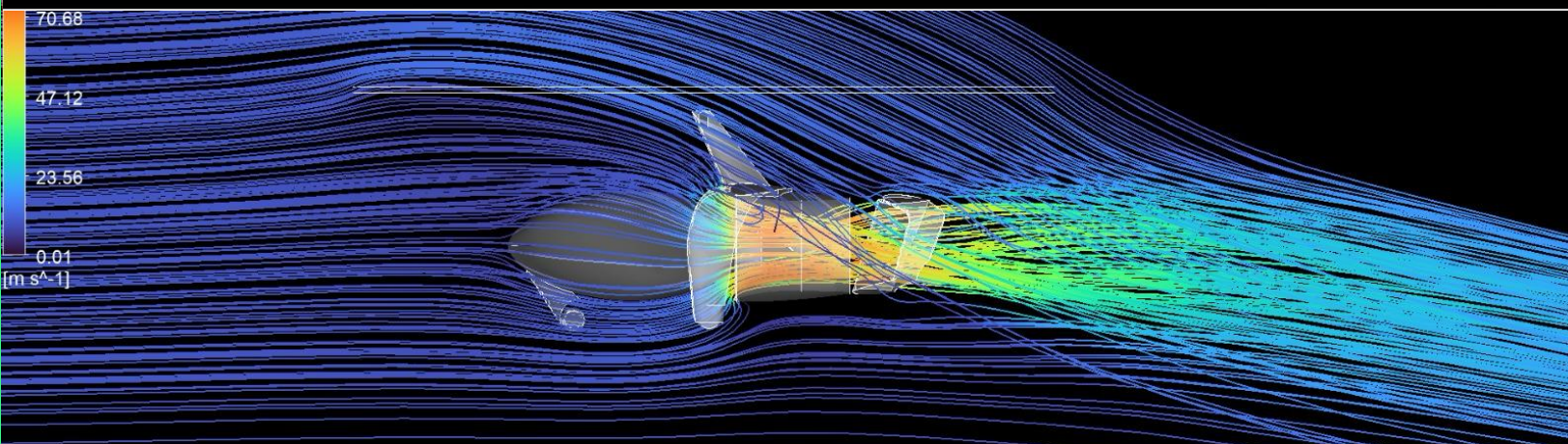
Computational Fluid
Dynamics
Simulations

Electric Scale Model
1:9 Flight Testing





Ansys





Team



**DR. RAYMOND FRANÇOIS
AUBOURG**

Co-Founder & CTO

Eng., M.Sc. (Physics), PhD (Fluid Dynamics)

Awarded Inventor of SMAPAD Technology

Propulsion system & Aircraft designer

Member of scientific organizations ACAC and
AIES.

[in](#)



SAUL TARAZONA

Co-Founder & CEO

Aero. Eng., MBA (Aviation Management)

13 years in Defence Aviation +5 years in Civil
Aviation

Angel investor in emerging tech since 2012

Multiple aviation certifications, IATA, ISO, AS
9100

[in](#)



DR. DAVID CASTAÑEDA

Deputy CTO

Aero. Eng., PhD in Aerospace, Aeronautical,
and Astronomical Engineering

15 years of experience

Aviation Scientist

Dynamic Researcher

Proven track record in aerospace

[in](#)

Team



BRYAN CARO

Lead Systems Engineer

M.Eng. in Electrical & Electronics Engineering,
M.Sc. in IoT, M.Sc. in Data Science & Big Data.

4 years of experience

Leadership in Electrical and Electronics Engineering, IoT, and Data Science to lead the design and integration of advanced aerospace systems, collaborating with multidisciplinary teams to enhance safety, performance, and efficiency.

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WENDY T. COWAN

Global Director of Strategic Relations and Business Development

15 years of experience B.S. in Management Information Systems

Eco-sustainability consultant and global real estate practitioner with 15+ years of experience in development funding, startup growth, and strategic partnerships across 70+ countries. Wendy's extensive international network and deep expertise in global markets position eJet Aerospace for high-impact collaborations, innovative opportunities, and strategic growth worldwide.

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VICTOR BENAVIDES

Director of Sales and Marketing Strategy

18 years of experience Master's Project Management, B.A. in Marketing

Results-oriented sales and marketing strategist with extensive experience at leading automotive brands, including Mercedes-Benz, Hyundai, and Kia. Proven ability to drive product launches, optimize sales performance, and develop strategies that translate effectively to the aerospace sector.

[in](#)

AERO-FAB
ASSEMBLY - LINE 4

STATION 3:
TAIL INTEGRATION

Purpose-Built Assembly Line for Lower-Limb Loss Inclusion



Disclaimer

This data speaks only as of the date hereof, and eJet Aerospace and String Group LLC disclaims any obligation or undertaking to provide updates or revisions to reflect any change in its expectations or returns.

The stated Internal Rate of Return (IRR) and multiples are unrealized and based solely on our own estimate of the current value of our fund investments; were not provided or verified by the companies or third-party valuation, and do not represent an actual return of capital or gain to eJet Aerospace members.

The actual return outcomes for investments are highly uncertain and may, in the end, be significantly lower than the stated unrealized IRR. Additionally, our past performance is not indicative of future returns, so we can't provide assurances that comparable returns individually or in the aggregate will be achieved by any current or future eJet Aerospace fund.

Disclosure: Investing in startups carries a high degree of risk. In general, financial and operating risks confronting both early and developmental-stage companies, as well as more mature expansion-stage companies are significant. Many emerging growth companies go out of business every year. It is difficult to know how companies will grow, if at all, or what changes may occur in the market. A loss of an investor's entire investment is possible, and no profit may be realized. Investors are responsible for conducting their own due diligence and risk management.

"The 21st century will be for the aviation industry
like the 20th century was for the automotive industry"

Dr. Raymond François Aubourg



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