



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

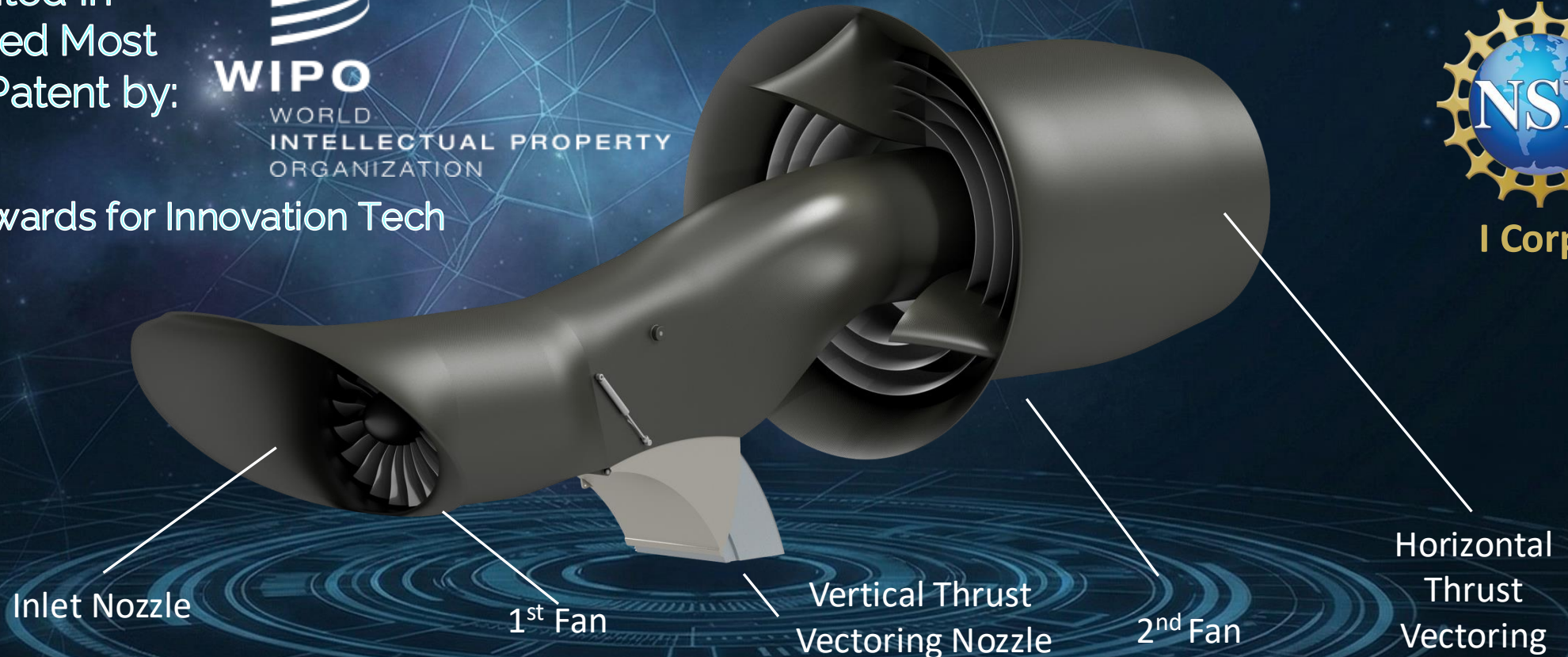
Fluid Dynamics Physics Breakthrough

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

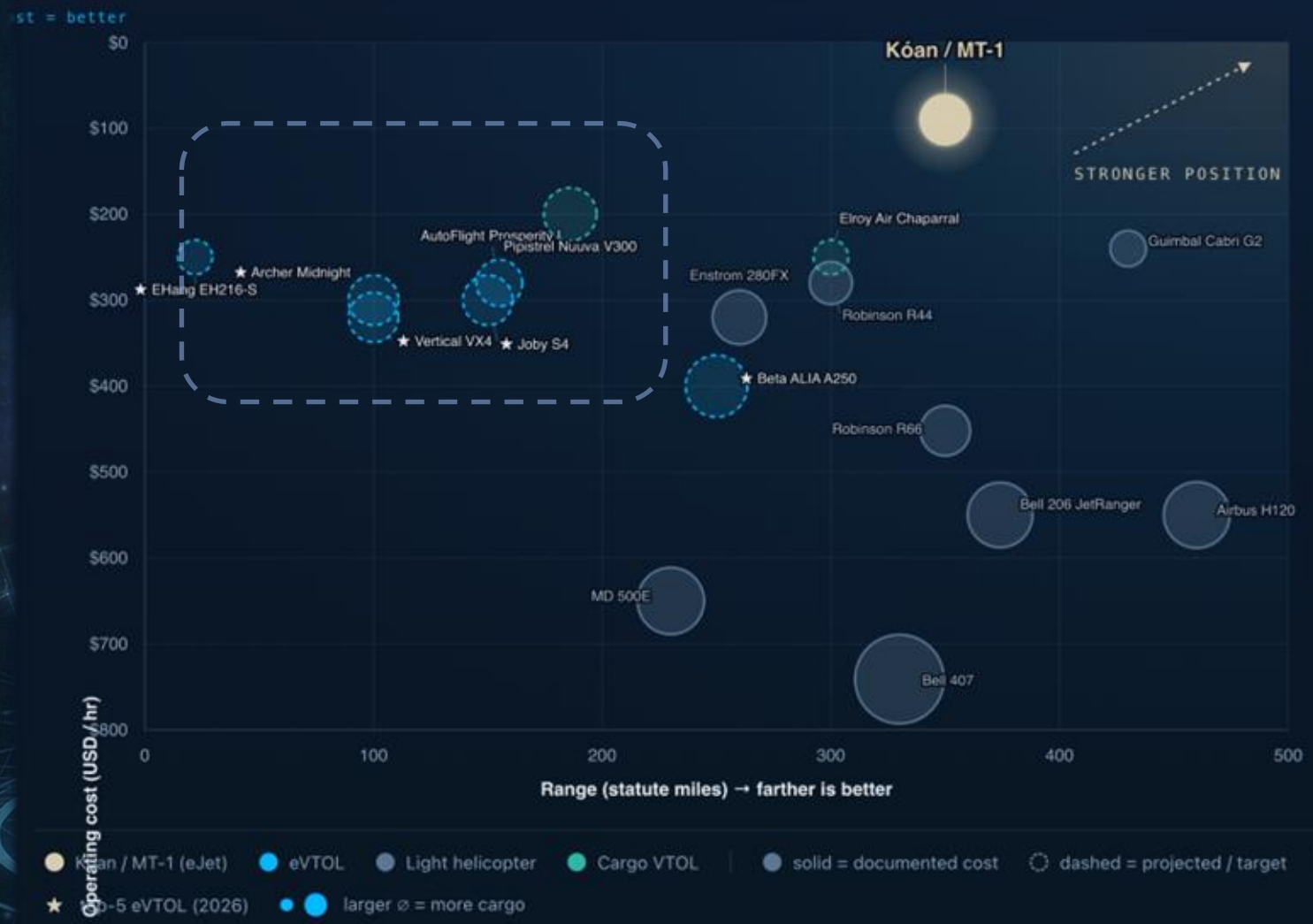


Where the Kóan sits in the field

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.





Financials

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

PASSENGER

Book on-demand air transport service via app

CARGO

Middle-mile logistics for businesses

60-mile range · Round trips · City & regional zones

URBAN AIR MOBILITY

(MaaS) Mobility as a Service

On-demand air mobility, reimagined



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

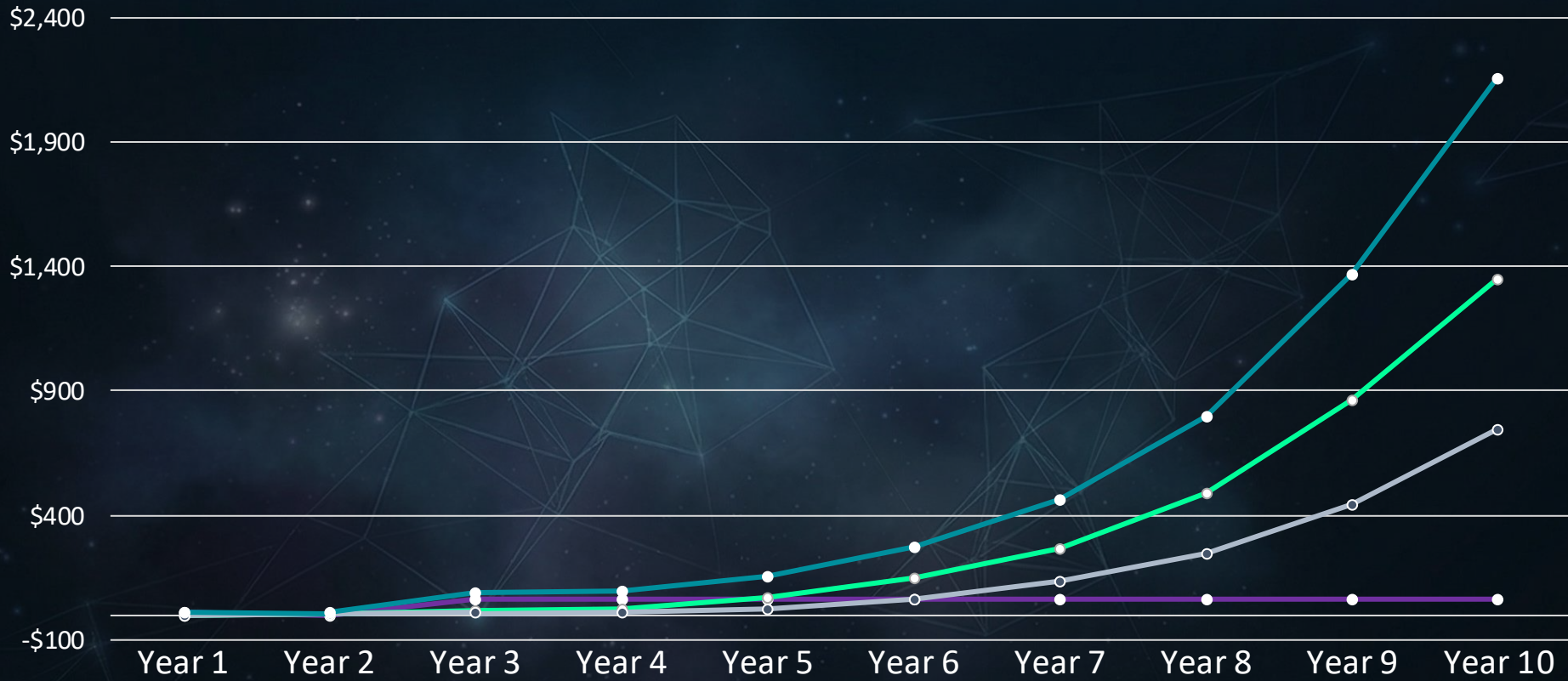
Powered by Patented Electric Cold Jet Propulsion

(Source: Morgan Stanley, 2026 Update)

Defense First
Commercial Second

Revenue

Million USD



- Seed Investment/Government / R&D Grants
- Sales (Aircrafts)
- Flight Hours Sale
- Total Revenue

10 Year Income Statement: Revenue, Development Costs, Operating Expenses and EBITDA



Funding Rounds Details

Raising Bridge Round

Round	Amount in USD	Objective	Project Phase	Status
Pre-seed	3.2MM	R&D, 3 patents, and MVP (Minimum Viable Products) scale model 1:9 and more than 26,000 Engineering and design	TRL 1 to TRL 6	Closed – Self-financed by the Founders
Bridge Round	10MM	Build full-size SMAPAD 3 prototypes, scientific measurements by a top aerospace university, and SMAPAD certification with the civil aviation authority Build a full-size Kóan, scientific measurements by a top aerospace university, and Kóan certification with the civil aviation authority	Project Phase 1 to 10.4 From TRL 7 to TRL 9	Currently Open
Series A	60MM	Build the entire infrastructure required (Aircraft factory, training center, MRO), sales, marketing, team, parts, and systems to build 50 a/c per year as a minimum	Project Phase 11	Currently Open
Series B	240MM	Add 4 centers of operations (60 MM each)	Project Phase 12	Once we have a full size aircraft we will raise Series A for Infrastructure
Series C	480MM	Add 8 more centers of operations (60 MM each)	Project Phase 14 to 18	
Series D	960MM	Add 16 centers of operations (120 MM each)	Project Phase 19 to 27	



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

Use of Funds

Bridge Stage \$10M USD

Category	Description	Allocation (USD)	% of Total
Team Salaries (24 months)	Admin, engineering, operations, compliance, R&D	\$4,758,485	47.6%
Prototype Development	SMAPAD® propulsion system + GJet Kóan build and test	\$1,430,000	14.3%
Final Aircraft Integration	Batteries, structure, vertical lift systems, onboard systems	\$1,200,000	12.0%
Software & Flight Systems	Mobile transport app, VR tools, flight control software	\$859,000	8.6%
Marketing, Branding & Strategy	Launch communications, campaigns, media content, investor engagement	\$1,060,000	10.6%
Engineering & Certification Prep	Technical documentation, reports, FAA engagement	\$610,000	6.1%
Training & Facilities	Simulator tools, site readiness, pilot training center	\$110,000	1.1%

Use of Funds

Bridge Stage 10M USD

	Estimated Time	Milestones
Bridge	Year 1	Build full size propulsion system for testing and certification
	Year 2	Build full size Koan aircraft for testing and certification
	Year 2	Conduct initial ground and vertical takeoff tests
	Year 3	Execute first flight missions in the Koan
Series A	Year 4	Build the industrialization center eJet Center for mass manufacture, training and deploy flight services
	Year 5	Launch pilot training program and finalize eJet Center site contracts
	Year 5	Begin early operations and secure first strategic licensing/ contracts





Defense Aviation Use Cases

MT-1 eVTOL UAS

**Full-Spectrum Tactical Dominance: ISR, Kinetic
Strike & C-UAS.**



MT-1 eVTOL

Multi Mission Platform to Detect, Track, Protect and Attack

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

eJet
AEROSPACE

NEW Int. Connection

Battery 100%
Battery
Fuel Injection
Battery

STATUS
Mission: 1 - 100%

SIATERY
80%

STATUS
MISSION READY
March 2026

Logos and names used for illustrative purposes only. No affiliation or partnership exist.

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.].



MT-1 eVTOL

ISR - Detection





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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



COMINT
PROCESSOR

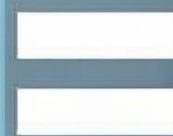


LASER
DESIGNATOR



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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MT-1 eVTOL: C-UAS Swarm Interceptor & Layered Defense

The MT-1 transforms from a cargo lifter into a mobile “Electronic Shield.” It is the only platform capable of providing organic, vertical-lift swarm defense at the tactical edge **without the need for runways or heavy ground infrastructure.**



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LAYER 1: HIGH-POWER MICROWAVE (HPM)

Area Denial / Swarm Kill

Epirus Leonidas Pod



HPM PAYLOAD POD



NEUTRALIZED SWARM

LAYER 2: HIGH-ENERGY LASER (EPIL) (HEL)

Precision Neutralization

Northrop Grumman
“Phantom” Mini Laser



HEL PAYLOAD MODULE



HOSTILE UAS HARD KILL

**Layered Defense Approach: HPM for Swarm Clearance
& HEL for High-Value Target Neutralization.**

MT-1 STRIKE VARIANT: DOMINANCE THROUGH SILENCE.

LETHALITY (KINETIC)

- VARIABLE RoF: 3,000-6,000 RPM
- AI-ASSISTED LEAD CORRECTION

LETHALITY (PRECISION)

- FLEXIBLE HARDPOINTS (AGM-114/Hydra 70)
- FULLY NETWORKED SENSOR-TO-SHOOTER

PROPULSION & OBSERVABILITY

- ACOUSTIC APPROACH SIGNATURE: <65dB @ 100m
- 4-HOUR LOITER | 300 NM RADIUS | LOW THERMAL SIGNATURE



U.S. ARMY



U.S. NAVY



U.S. MARINE
CORPS



U.S. AIR
FORCE



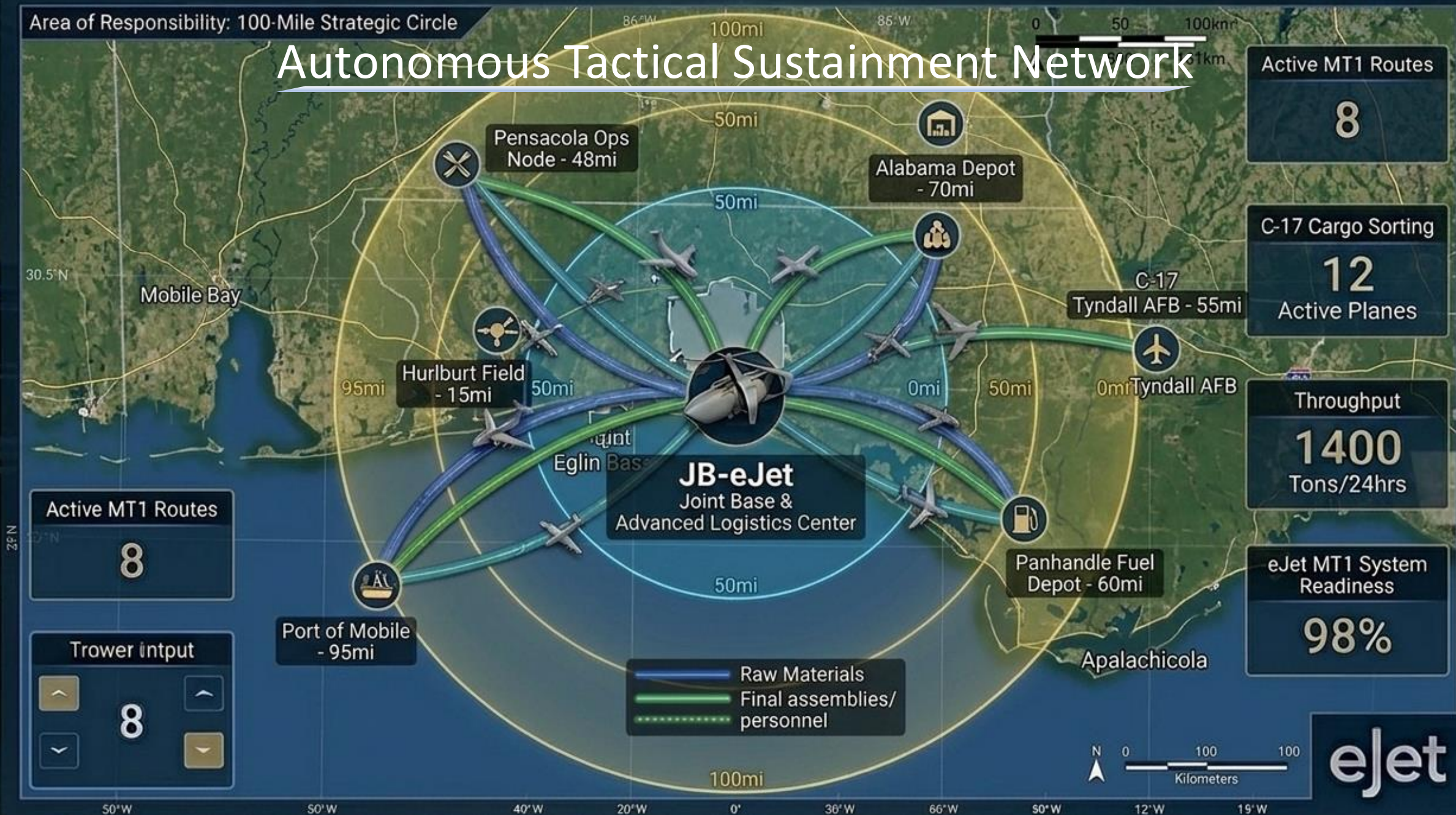
U.S. SPACE
FORCE



U.S. COAST
GUARD

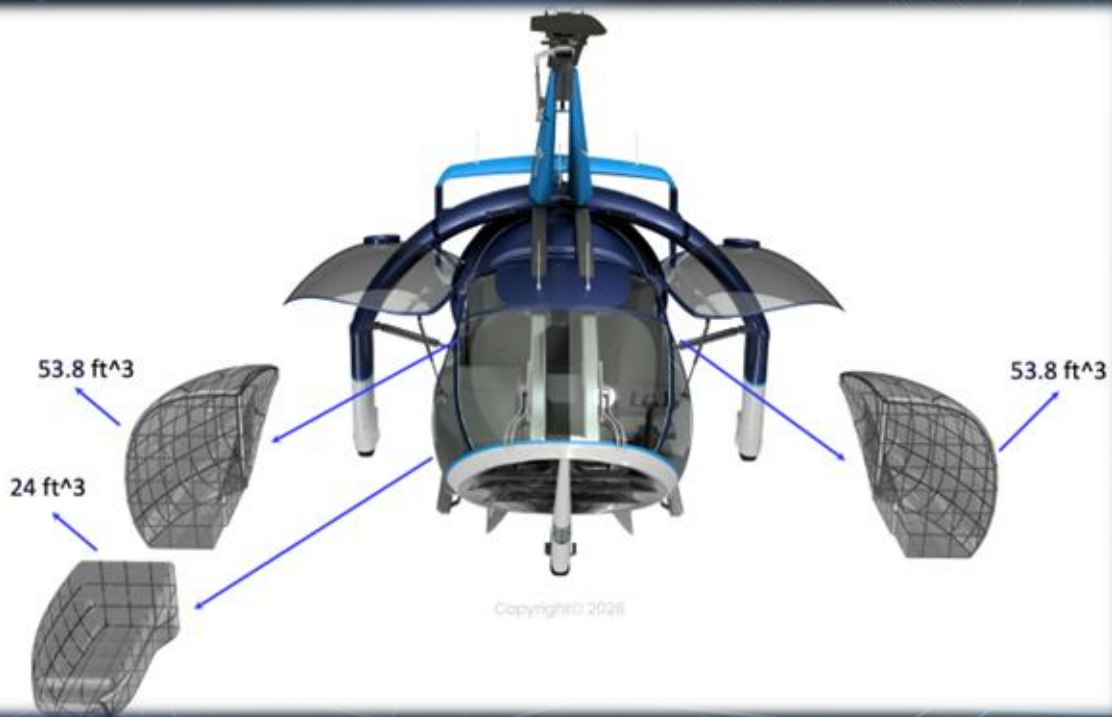
Area of Responsibility: 100-Mile Strategic Circle

Autonomous Tactical Sustainment Network





Cargo eVTOL Aircraft Version for Middle Mile Air Transport Logistics





Cargo eVTOL Platform

Middle Mile 400 kg for 350 miles range

3.5
46
[cite: 2.3]

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Private Flights Mobility as a Service (MaaS)

Commercial Air Transport Services

Commuter or on demand operations

FAA 14 CFR Part 135

STRING GROUP



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ACROSPACE



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Commercial Air Transport Services

Commuter or on demand operations

FAA 14 CFR Part 135



Kóan™ a Long-Range Transport Solution

Case Scenario for New York

None stop 349
miles Range

New York Stewart International Airport

Manhattan

The Hamptons

Atlantic City International Airport

LaGuardia Airport

1 stop of 5-minutes
to swap the
batteries will give
698 miles Range

Ronald Reagan Washington National Airport

Commercial Air Transport Services

Commuter or on demand operations

FAA 14 CFR Part 135





ADVANCED AIR AMBULANCE RAPID RESPONSE MEDICAL PLATFORM

Lifesaving, Redefined.





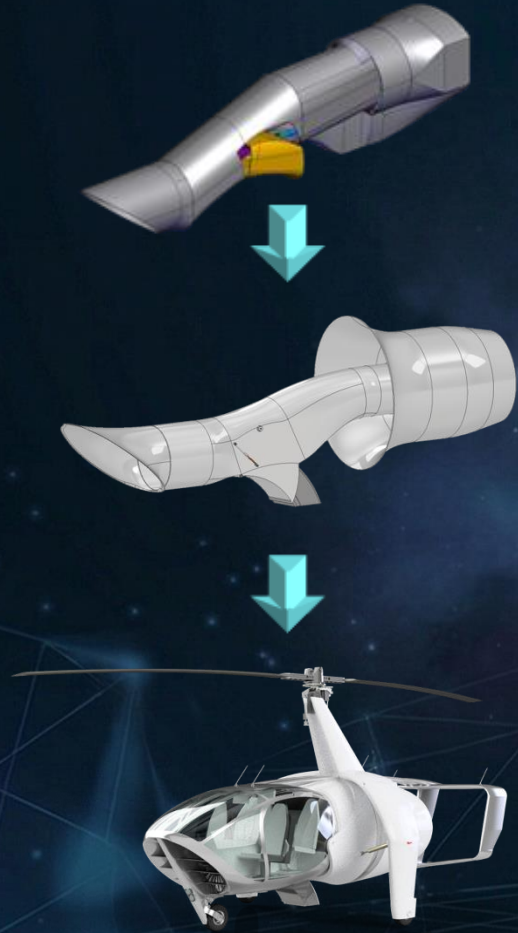




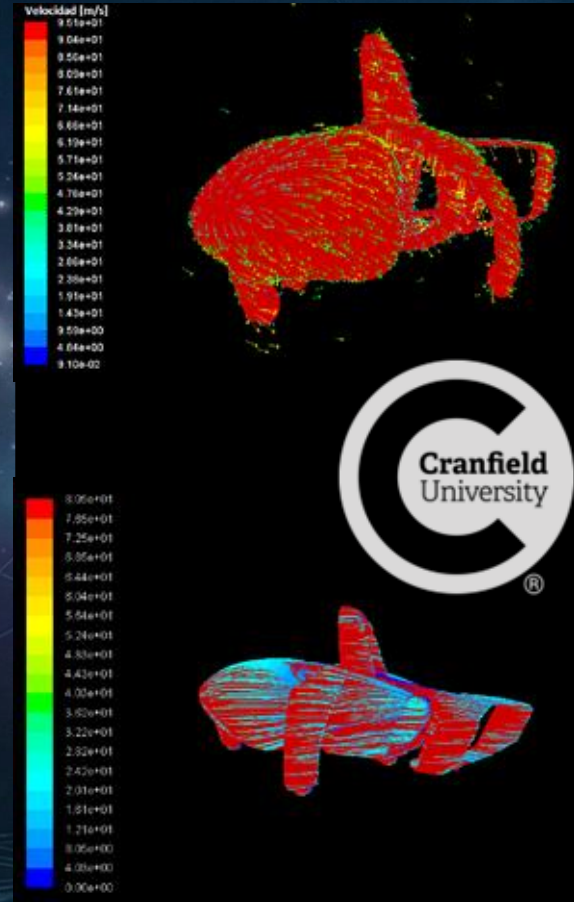
Where we 2 years from having a full-size aircraft

Technology Readiness Level (TRL) 6

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

Proof of Work (PoW)

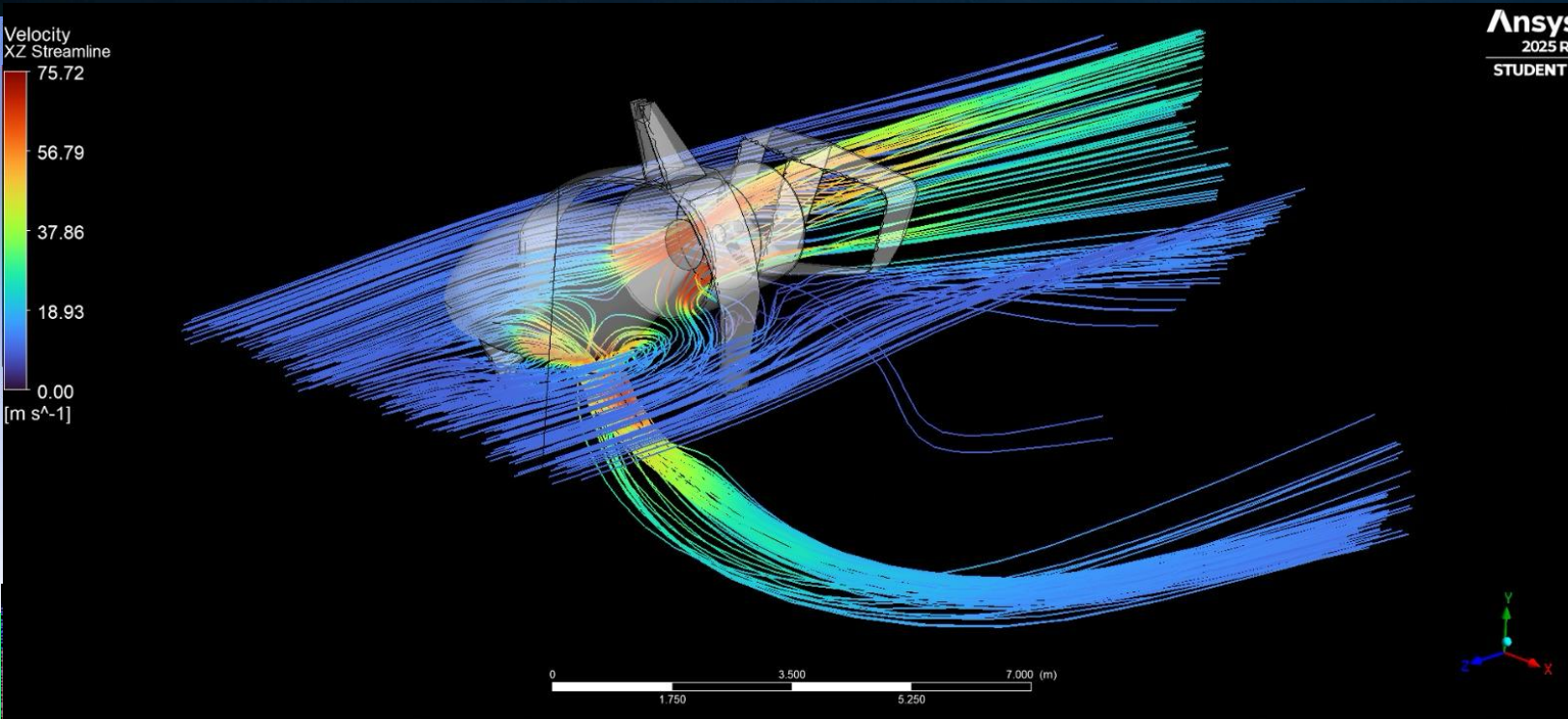
Scale Model Aircraft 1:9

This is a remote-control aircraft where we tested the **Æón™** flight capabilities and performance with better-than-expected results:

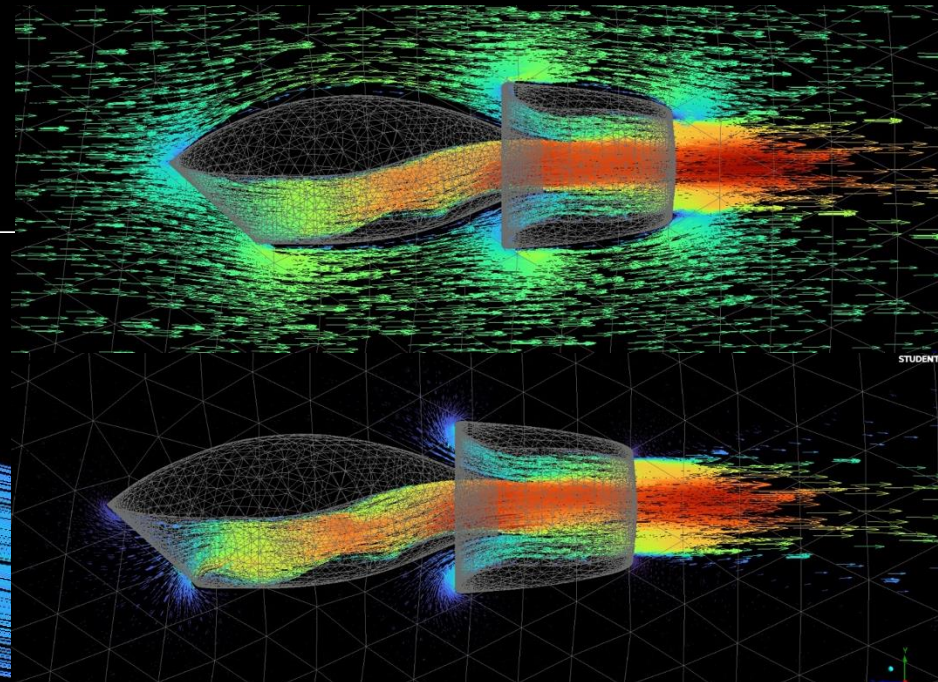
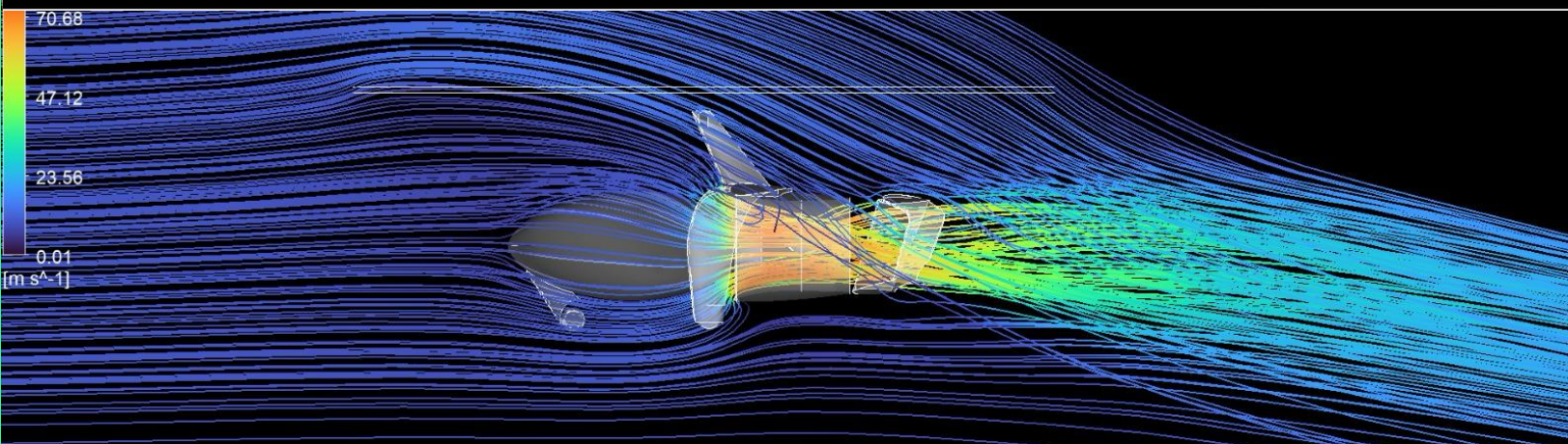
200 flight cycles, and a max speed of 60mph

No SMAPAD Propulsion system was tested due to size limitation





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.

[in](#)



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.

[in](#)



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](#)

Team



MARIO ALEJANDRO QUINTERO

Advisor - Corporate Finance & Investment
B.Sc. in Finance & Int'l Relations.

26 years of experience

Experienced in Corporate Finance, an expert in technology valuation, Investment Banking, and Productivity across industrial and service sectors with proven results.



CATALINA SANCHEZ

Director of Finance
Bachelor in Economics

16 years of experience

Financial trader

Financial Planning & Analysis (FP&A)

Cost Control & Risk Management

Budgeting and forecasting



GLENN COOK

Chief Innovation Officer

Master's in Business, Mgmt. from Univ. of Kentucky

Researcher with the University of Central Florida Business Incubation

Awarded Innovator of the Year

Electric vehicles entrepreneur

Former Vice President of business development, specializing in growth strategies.



Team



LESTER MONTA COOK III

Global Ambassador

American author, philosopher, and motivational speaker from Beverly Hills, California, with a background in film, TV, theater, and post-production.

He has founded multiple companies, including GM Studios, LMC3 Productions, and Affordable Homes 4U.

Founder of two foundations supporting veterans and The Foundation for World Harmony.

[in](#)



CAMILO ANDRES CAMACHO

Senior Embedded Systems Engineer eVTOL Avionics

19 years of experience Electronics Eng, Master's in Project Mgmt. and Development

Expert at leading projects in aviation-embedded systems, implementing biometric and cybersecurity solutions, with a focus on hardware/software development and backend design for high-availability systems.

[in](#)



OSCAR A. ROBIN

Director of Operations

19 years of experience Aeronautical Eng, Master's in Project Mgmt.

Expert at leading operations in aviation organizations. Expert in regulatory compliance, supply chain, leadership, logistics, commercial aviation, supply chain, on-time delivery,

[in](#)

Advisors



DR. J. CHRIS FORD

Advisor

21 years of experience B.Sc. in Computer Science - Oral Roberts University, MBA - University of New Mexico, M.Sc. in Management - Economics - Cornell University

Dr. Chris Ford is an Inclusive Innovation Leader and Patent Monetization & Commercialization Strategist, currently serving as CTO at Acme Corp. An Expert Consultant in technology and green energy, Dr. Ford has also advised the Department of Energy (DOE). Previously, he led engineering at Tech Innovators Inc. and specializes in cloud computing, AI, and cybersecurity.



JOE ROGOT

Strategic Advisor

B.A East Asian, MBA, MA Japanese Language & History

30 years of experience

Finance committee board member, held executive roles in three major banks like JP Morgan, Morgan Stanley, as well as private equity, and hedge funds; drove major strategic and crowd-sourced initiatives.



STEVE ADAMS

Advisor - Flight Operations

Honorary Doctorate - Aviation Management

30 years of experience

Steve is a veteran Boeing and McDonald Douglas pilot with over 15,000 hours, mostly on international routes and flew for the now infamous Southern Air Transport, out of Miami in the 1980s. Additionally, he was an Executive Vice President for a Miami-based international airline. His 50 years in the industry has placed him in every division that a civilian pilot is able to enter, including managerial positions with the FAA at several facilities.





How we move from R&D to Industrialization

ITAR/EAR, AS 9100, SMS

AERO-FAB
ASSEMBLY - LINE 4

STATION 3:
TAIL INTEGRATION

Purpose-Built Assembly Line for Lower-Limb Loss Inclusion



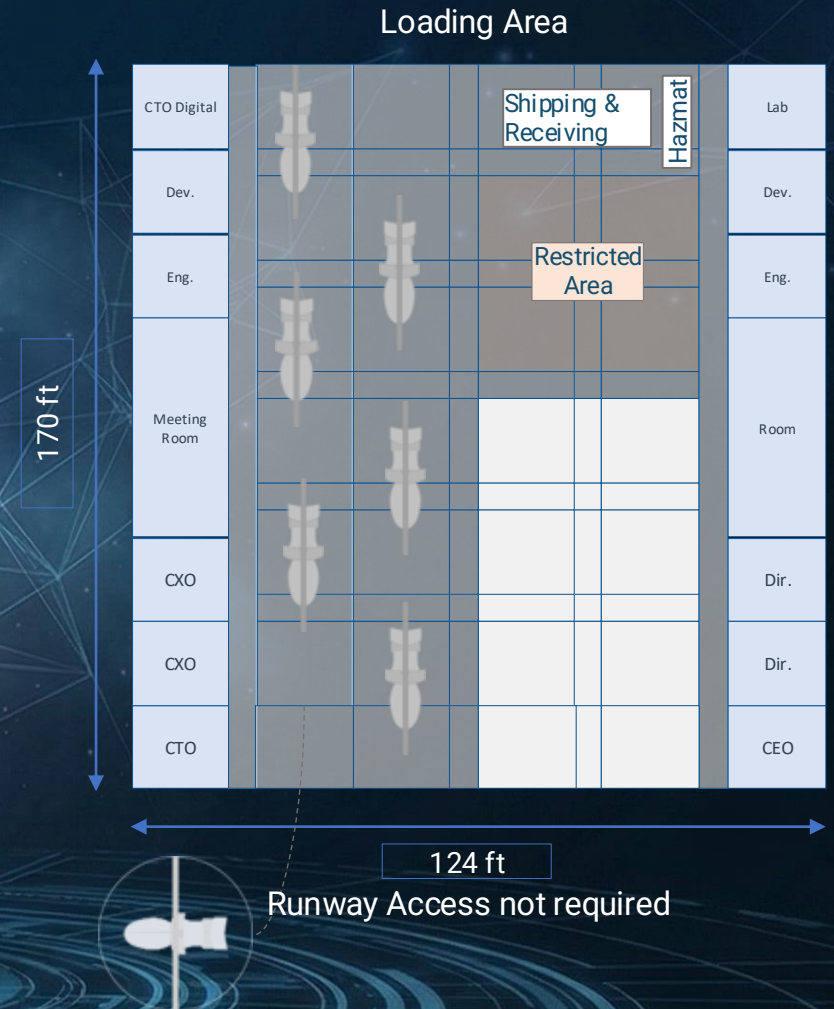
We are actively looking for a hangar space with runway access.

We have created the plot on the right just as a guide, we are very flexible with the area requirements:

Total Area Required: 1,976 sq m (21,269 sq ft)

Hangar Area: 1248 sq m (13,433 sq ft)

Offices Area: 520 sq m (5,597 sq ft) for 25 people





Creating Positive Impact Through Employment

- **250 Direct Jobs Created:** Benefiting over 1,000 people in the community.
- **Career Development Opportunities:** Roles in assembly, piloting, mechanics, administration, finance, logistics, engineering, and more.
- **Inclusive Assembly Line:** Employs 34 individuals per line, with opportunities for 24 employees with mobility impairments. Each line operates 40 hours per week and can produce 52 Kóans eVTOLs per year with a single shift.

eJet Flight Operations Center

Series A Use of Funds on Infrastructure Development



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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