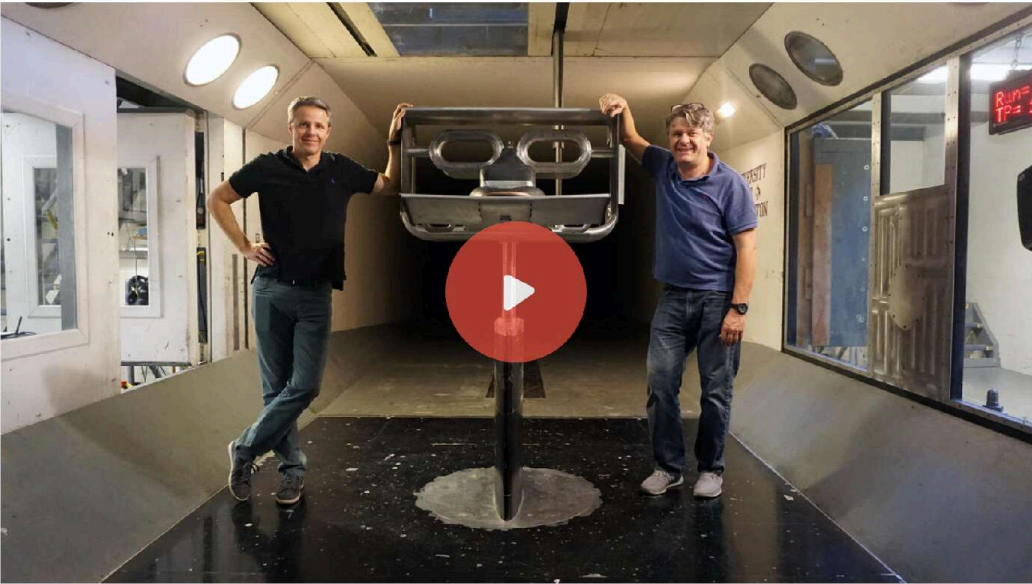


# Commonplace aerial mobility for people and cargo with revolutionary Fluidic Propulsive System

PITCH VIDEO INVESTOR PANEL



jetoptera.com Edmonds WA



Hardware Hardware Infrastructure Technology Infrastructure

OVERVIEW UPDATES 4 WHAT PEOPLE SAY 48 ASK QUESTION 21

## Highlights

- 1 Realizing the vision of a flying car and deploying capable drones, a \$1.5 Trillion market by 2040
- 2 Prototypes flying today; safer, 30 dB quieter, twice as fast, energy agnostic compared to any VTOLs
- 3 The Fluidic Propulsive System is the quietest aviation propulsor ever; "sounds like wind, not like a machine"
- 4 Awarded 42 patents, more than 150 pending; extensive R&D with \$7.8mm invested to date
- 5 Five contracts awarded from the US Air Force and US Army.

## Our Team



Andrei Tristan Evulet CEO/CTO/Co-Founder



Aerospace engineer, 15-year GE career in R&D and Technology, Technology Integration Manager for the record-shattering GE9X, the largest ever turbofan, main inventor with over 50 patents, PhD in Aerospace Engineering.

We think of a more detailed and mutually beneficial integration of the propulsor with the airframe. Our name reflects that approach. All other aircraft bolt conventional multi-blade propulsion systems onto the airframe with no synergy. FPS enables us to augment thrust and lift at the same time. It's revolutionary and the benefits are exceptional.



**Simina Farcasiu** CFO and Co-Founder

Entrepreneur in finance, software and energy, Chief Investment Officer, Belstar Management Company; CEO and Founder Lower48 Analytics, SAAS platform for upstream oil and gas investment management.



**Todd E Newton** Vice President of Business Development

Extensive 27-year experience in Aerospace Business Development, 26 years in USMC (Infantry) Pvt-LtCol; Manned & Unmanned Aircraft Systems, Sensors & Controls.

[SEE MORE](#)

## Pitch

# JETOPTERA

Fluidic propulsion, capable drones, and aerial mobility  
**A revolution in the way we transport cargo and people**



JETOPTERA

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1

## Jetoptera's Vision and Mission

### Vision

Commonplace aerial mobility

### Mission

Use Fluidic Propulsion and Lift Enhancement to create vertical and short takeoff and landing (V/STOL) quiet aircraft of unmatched speed, range, payload, and efficiency to transport cargo and people



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2

## Team



**Andrei Evulet**  
CEO/CTO

PhD Aero, Rutgers  
BS UMIST, MS PIB  
Manager at GE Aviation  
**25-year experience** in  
R&D and propulsion  
**50+ patents**

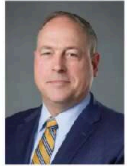


Technology Maturation Leader  
GE9X – world's largest jet engine



**Denis Dancanet**  
Chairman/BOD

PhD CS, Carnegie Mellon  
BS CS, BA Math UPenn  
Partner quant hedge fund  
MD at Morgan Stanley  
Started new trading venture  
**Private pilot**



**Todd Newton**  
VP Business Dev

BA, Oregon State  
LtCol US Marine Corps  
Numerous deployments  
**26-year experience** in  
Defense Aerospace  
Multiple roles





**Simina Farcasiu**  
CFO

PhD London, AB Princeton  
**Entrepreneur** finance  
and energy fields  
CIO, PM hedge fund  
MD Bear Stearns, Merrill Lynch  
Quant finance experience

## Problem: Where Is the Flying Car?



## Legacy Approaches

	Fuel	Electric/hybrid	
Propeller			<p>Is this our only, noisy choice?</p>  <p>OR</p> 
Jet			

- **Helicopter**  
Slow, big footprint, loud, complex, expensive
- **Tiltrotor**  
Huge footprint, loud, very complex, very expensive
- **Harrier**  
Extremely loud, complex, expensive and hot exhaust
- **eVTOL**  
Slow, big footprint, complex, low battery energy density

## Solution: Fluidic Propulsion



Jetoptera has succeeded in making fluidic propulsion work in aviation. Patented and demonstrated in flight



Our thrusters can take on any shape





8

vectoring front thrusters

nozzle

vectoring rear thrusters

- 3

- 
- This image displays three distinct aircraft models. On the left is a delta-wing fighter aircraft, characterized by its triangular wings and swept-back tail. In the top right is a twin-engine transport aircraft with a high-wing configuration and a T-tail. In the bottom right is a high-wing transport aircraft with a conventional tail. These models are rendered in a simplified, blocky style, typical of early computer graphics.

- 3

— even at 2x the speed of the legacy aircraft & has total advantage over any prop...and staying efficient

- 
- Figure 1 is a line graph showing the relationship between Floor Level (m) and Pressure Head (m) for two locations: Downtown Los Angeles and New York. The y-axis is labeled "Clear-Well Static Head - Pressure Head in m at 20 l/s/m²" and ranges from 30 to 90. The x-axis is labeled "Floor Level - m" and ranges from 5 to 10,000 on a logarithmic scale. Two shaded regions represent the pressure head range for each location: "2nd Floor PFS-Box = Downtown Los Angeles (30-80 m)" and "2nd Floor PFS-Box = New York (30-77 m)". A green line represents the "Proposed PFS on site", which starts at approximately 35 m at floor level 5, rises to a peak of about 55 m at floor level 100, and then gradually declines to about 45 m at floor level 10,000.

- 6

## A New Way of Doing VTOL

**Thrust + Lift Augmentation**  
Never been combined before

**Fluidic Blown Wing**  
Make wing work on vertical takeoff

**Simple**  
Single system for VTOL and forward flight with no propellers

**Distributed Propulsion**  
Better coverage for higher portion of upper wing

**Multiple Configurations**  
Very compact, high L/D


**Fast**  
Speeds 200 – 400+ kn; retract thrusters at higher speeds

**Recuperated Turbine**  
Piston-level SFC at fraction of weight

**Low Noise**  
Significantly quieter than helicopters or turbofans. Expect <50 dBA @ 400 ft

**Reliable**  
Well understood, dependable, easy to certify gas turbine

**Lower Cost**  
Both to acquire and maintain



**Fuel Agnostic**  
Easily convert to hybrid or all electric

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## Proven Solution

We have demonstrated Fluidic Propulsion in static, wind tunnel, and flight tests




## Why Now?

**Coandă effect (1910)**  
Tendency of a fluid jet to stay attached to a convex surface and entrain additional fluid




Known for 100 years

**Rockwell XFV-12 (1970s)**  
Attempted to use Coandă ejectors for vertical flight only




**Boeing YC-14 (1970s)**  
Used Coandă effect for blown flaps, Boundary Layer Control



**BAE Demon (2010)**  
Uses Coandă effect for flapless flight



**Bladeless fan (pat. 1981)**  
Uses Coandă effect to create lower pressure area and mix entrained air



Gives entrainment but little thrust or speed

**Holistic focus + innovation + enabling technology**

- Focus on designing single system for vertical and horizontal flight; integrate propulsion and airframe
- Design a better ejector to increase thrust augmentation
- Integrate airframe and propulsion in novel ways to increase lift enhancement
- Rise of computer technology for simulation (CFD) and 3D printing (rapid prototyping)

Many uses in aviation over the years, especially for lift enhancement. Failure of Rockwell VTOL attempt resulted in multi-decade loss of interest

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## Products

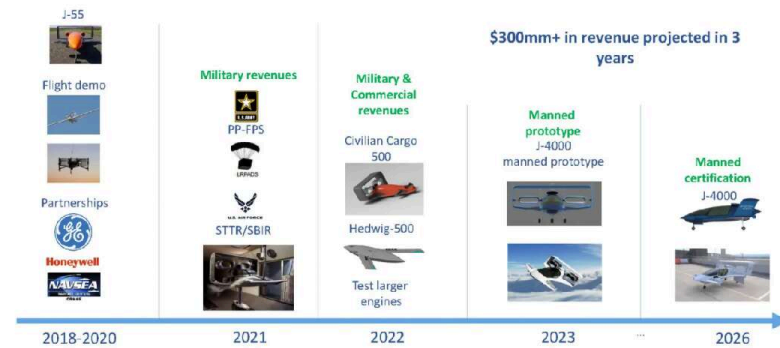
VTOL	J-300/500	J-1000	J-2000/4000	High-speed
	 <p>Payload: 50/200 lbs Range: 500 mi Speed: 200 mph</p>	 <p>Payload: 200/400 lbs Range: 600/300 mi Speed: 200 mph</p>	 <p>Payload: 450/1100 lbs Range: 500 mi Speed: 200 mph</p>	 <p>Payload: 450-1100 lbs Range: 900+ mi Speed: 400+ mph</p>
STOL	Solutions for STOL aircraft: FPS + USB for up to 10,000 lbs			
	 <p>Payload: 500 lbs Range: 250 mi</p>	 <p>Payload: 200 lbs Range: 500 mi</p>	 <p>Payload: 1,100 lbs Range: 1,100 mi</p>	 <p>Payload: 2,000 lbs Range: 1,200 mi</p>
Licensing				 <p>License or sell Fluidic Propulsive System for VTOL.</p>

## Market and Customers



Source: Five-year cumulative total addressable market estimates based on data from Goldman Sachs Drone Report, ATA Freight Transportation Forecast, General Aviation Manufacturers Association, Morgan Stanley

## Timeline and Financials\*



\* These are forward looking projections and are not guaranteed.

## Traction

- Won three military contracts plus two 2021 SBIR notices of award – completed a US Army Aerial Delivery Directorate and 2 USAF STTR Agility Prime VTOL;
- Invitation for VTOL demonstration at NEOM
- Cooperative Research and Development Agreement with US Navy
- Partnerships with GE Aviation, Honeywell
- Finalists in the AUVSI Xponential Startup Showdown, Starburst Accelerator and featured in the Dubai Airshow
- Selected by the U.S. Air Force for the High-Speed Vertical Take-Off and Landing (HSVTOL) Concept Showcase
- Awarded 42 patents, 158 pending



The future of air mobility needs a new propulsion system.  
Help us deliver it.

info@jetoftera.com



