HOPFLYT

FARTHER • FASTER • SAFER

Advancing Aviation with a Family of Next Generation Electric & Hybrid-Electric Vertical Takeoff and Landing Aircraft

Pitch Deck
January 2025

Introduction

"Advanced Air Mobility (**AAM**) is ushering in the **third revolution** in aerospace through the introduction of an **emerging transportation system** using highly automated aircraft with **advanced technologies** that promise a **safe, efficient, affordable,** and **sustainable** new way to travel."

- U.S. Department of Transportation

Venturi Passenger Aircraft Concept

Squall UAS in Flight Test, 2024

"The FAA is ready for ***powered lift***, which will be the ***first new category*** of civil aircraft since helicopters were introduced in the 1940s.

Powered lift operations include ***air taxis***, ***cargo delivery*** and a variety of operations within ***urban*** and ***rural areas***."

- Federal Aviation Administration (FAA)

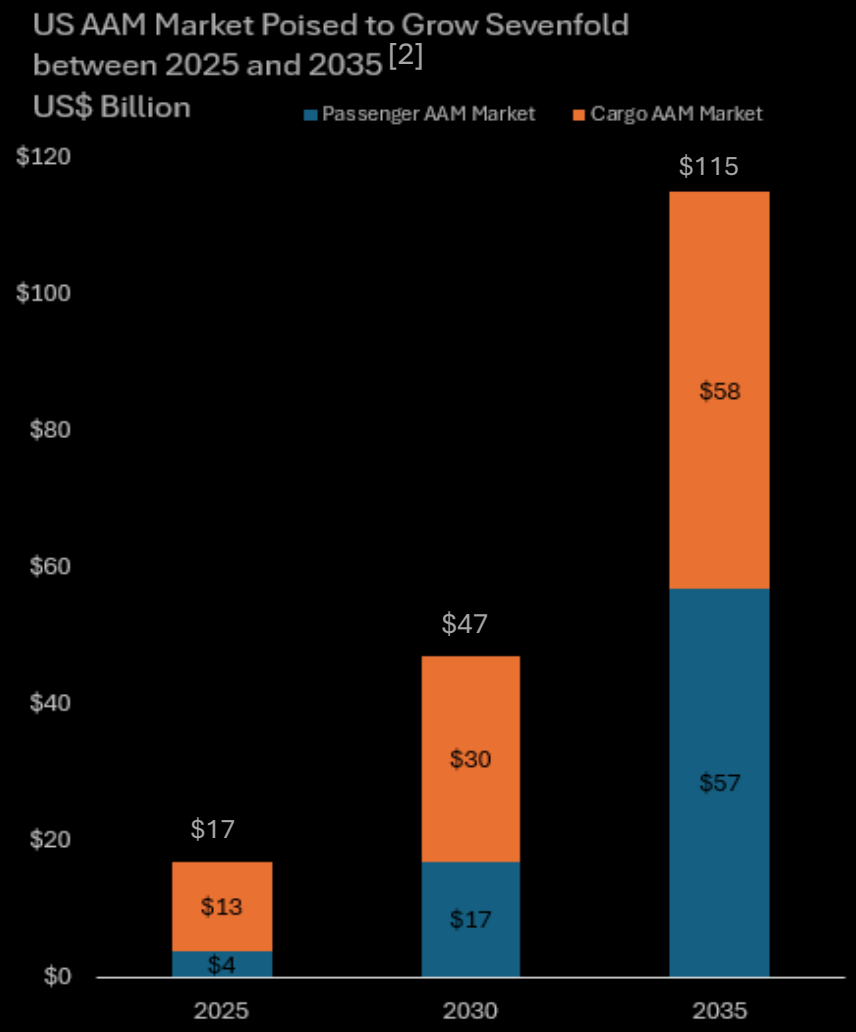
Market Overview

Projections in the **Advanced Air Mobility (AAM)** market come with staggering numbers and multi-year timelines. Morgan Stanley predicts a **$1Tn** global TAM by **2040** [1]

Industry experts predict the *majority* of the AAM market will initially be in **unmanned aircraft applications**, as the regulation and technology for passenger aircraft are developed.[2]

*"Maryland, with its **rich aerospace history** and collection of higher education institutions, federal facilities, airports, aerospace professionals, and aerospace companies, is **uniquely positioned** to **lead the nation** in the **innovation and growth** of the **advanced air mobility industry**"*

- Governor Wes Moore, 2025 Executive Order Forming the Maryland Advanced Air Mobility Council



[1] Morgan Stanley Research

eVTOL/Urban Air Mobility TAM Update: A Slow Take-Off, But Sky's the Limit, Morgan Stanley, *6* May 2021

[2] Deloitte and AIA Analysis

Advanced Air Mobility, Deloitte, 21 January 2021

HopFlyt's product development strategy is based around first launching an **unmanned aircraft product line** for civilian and defense markets. This allows for **early sales**, **increased revenue**, and **early return on investment**. Simultaneously, HopFlyt can *grow its technical staff* and *develop manned aircraft* at **lower cost and risk** versus competitors.

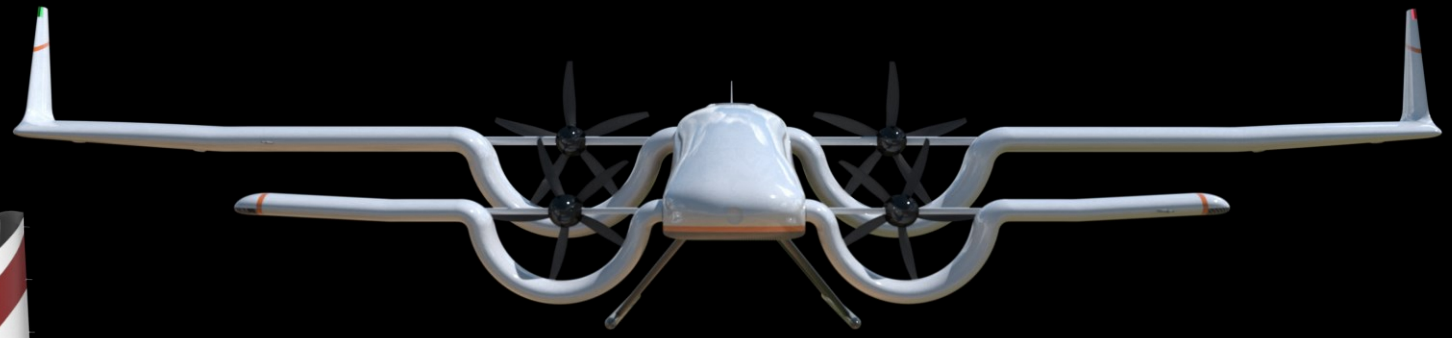
The HopFlyt Family of Aircraft™

HopFlyt's patented technology creates a product line that applies shared concepts and scalable design principles to create a next generation Family of Aircraft.

These unmanned and passenger aircraft find application in **every corner** of the emerging AAM market

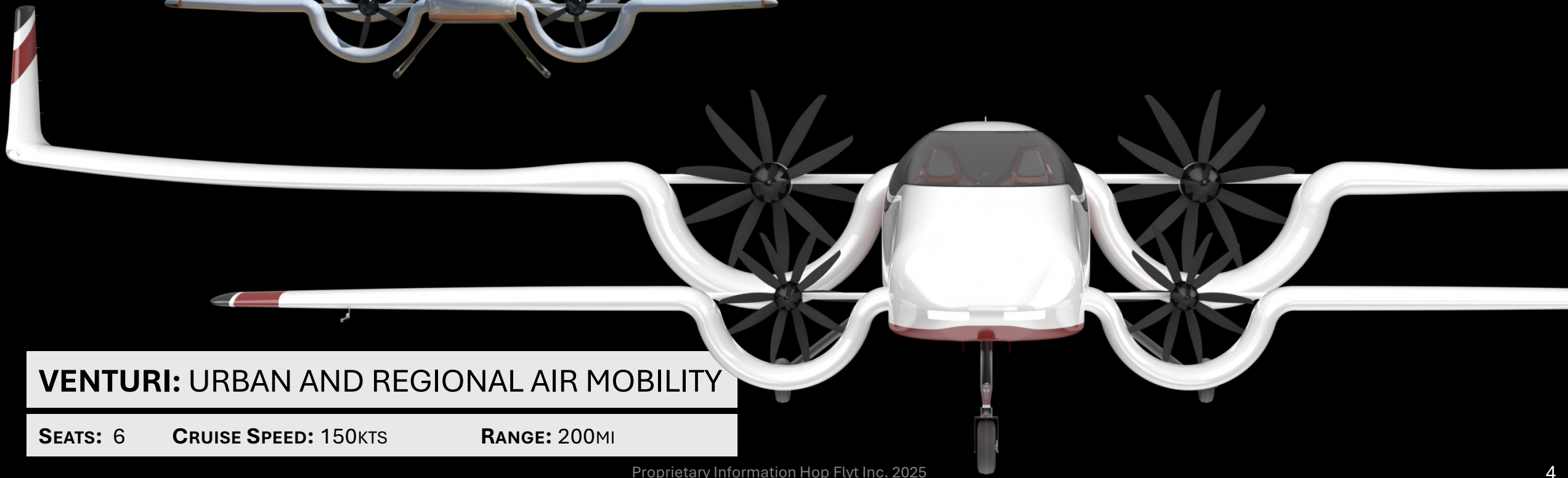
SQUALL: UNMANNED CARGO

WINGSPAN: 10FT **CRUISE SPEED:** 40KTS **PAYLOAD:** 8LBS



CYCLONE: LONG-ENDURANCE HYBRID-ELECTRIC

ENDURANCE: 6HRS **LOITER SPEED:** 65KTS **PAYLOAD:** 60LBS



VENTURI: URBAN AND REGIONAL AIR MOBILITY

SEATS: 6 **CRUISE SPEED:** 150KTS **RANGE:** 200MI

Product Development and Investment Strategy

2025: 2026: 2027: 2028:

Series A

First Product Sales (Squall UAS)

$3.6M Revenue
+8 UAS Sales
1.5x Valuation Increase

First Hybrid Electric Aircraft Flown (Cyclone)

30 Employees

$9.4M Revenue
+20 UAS Sales
2x Valuation Increase

Series B Strategic Partnership Joint Venture

Cyclone Customer Demonstration

50 Employees

5x Valuation Increase

Series C

First Flight of Passenger Aircraft Prototype (Venturi)

Q1-Q2: Complete remaining development of Squall UAS.

Q3: Initiate low-rate production and sales of Squall UAS. Begin Cyclone detail design phase.

Q4: Initial Delivery of Squall UAS to Customers.

Q1-Q2: Development and test of Squall Mobile Shelter Solution.

Q3: Begin Cyclone construction. Delivery of Mobile Shelter to Customers.

Q4: Initial Cyclone testing and Venturi Trade Studies

Q1: Cyclone flight testing

Q2: Cyclone customer demonstration and sales. Venturi detailed design is completed.

Q3: Complete detailed design studies for Optionally manned Venturi Prototype

Q4: Initiate construction of Optionally manned Venturi Prototype.

Q1-Q2: Venturi Prototype Construction. Begin Design of Venturi Production aircraft.

Q3: Initial flight testing of optionally manned Venturi prototype.

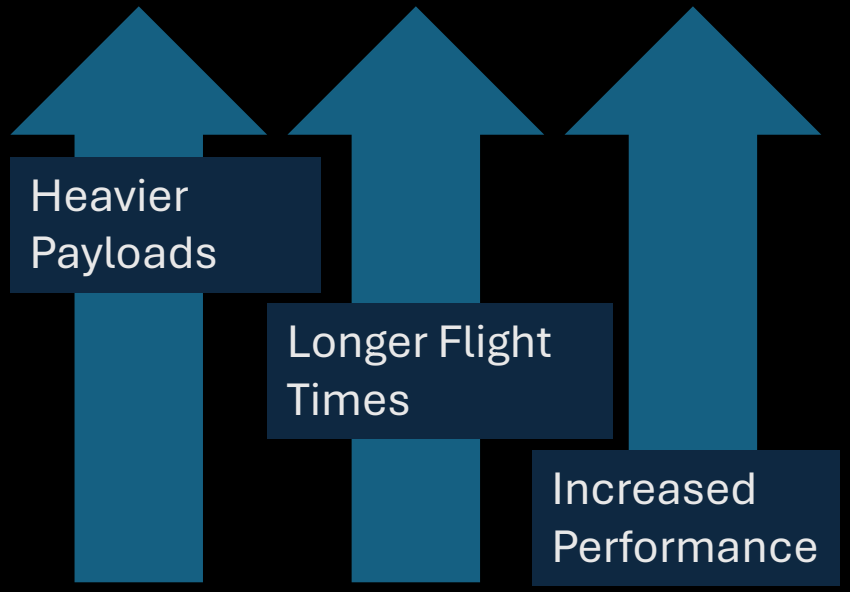
Q4: Begin Construction of Venturi production aircraft.

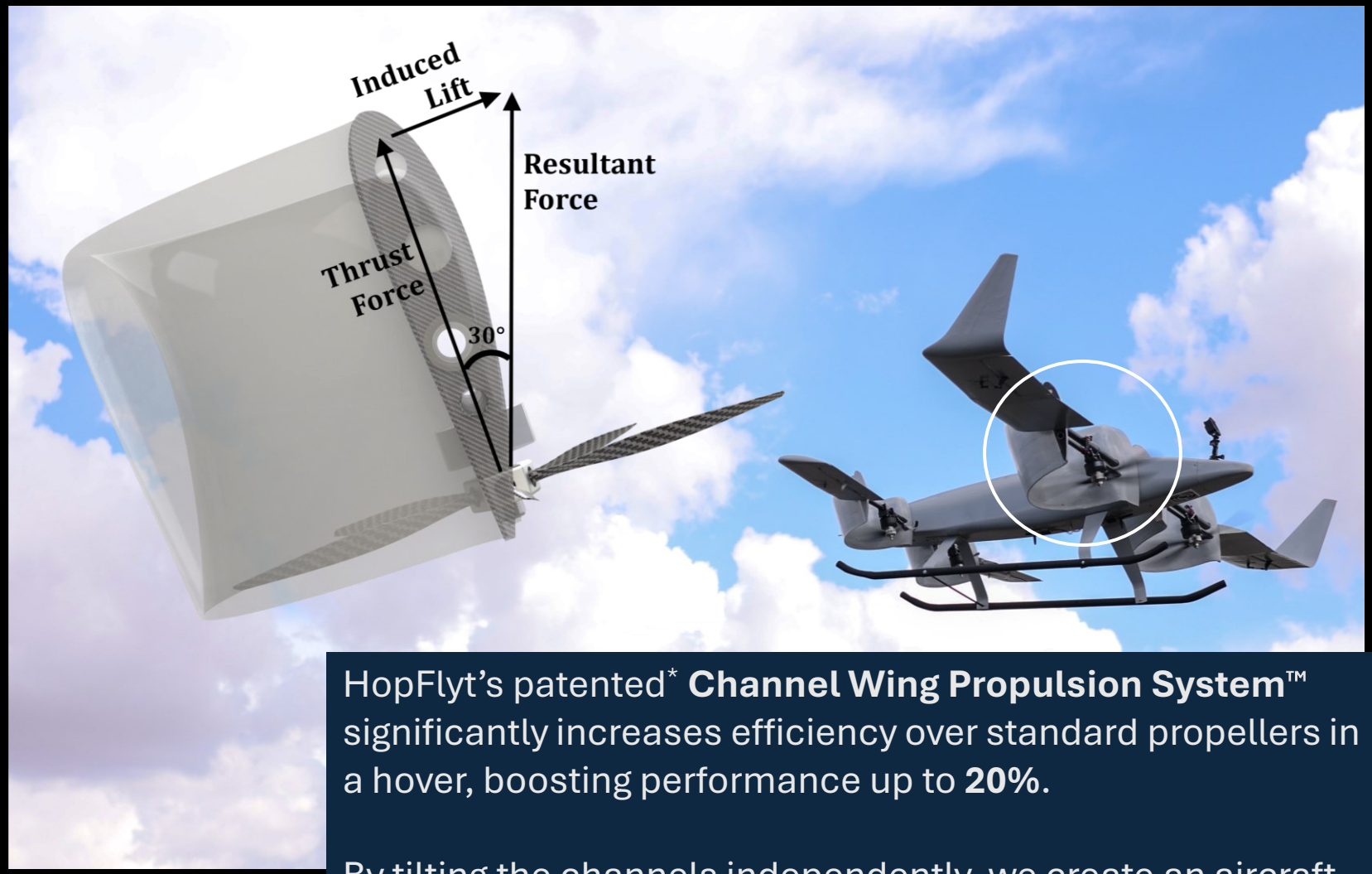
HopFlyt's product development and investment strategy is designed to minimize investor risk by strategically timing product release and fundraising with the **emerging market** and **regulatory milestones**.

This efficient use of funds ensures early revenue, sustainable product development, and early return on investment.

Our Competitive Edge:

The Channel Wing Propulsion System™





HopFlyt's patented* **Channel Wing Propulsion System™** significantly increases efficiency over standard propellers in a hover, boosting performance up to **20%**.

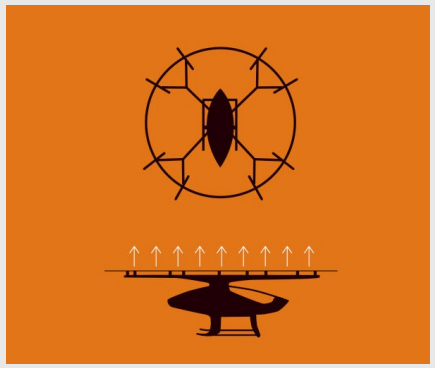
By tilting the channels independently, we create an aircraft that can ***takeoff like a helicopter*** and ***fly like an airplane***. Farther. Faster. Safer.

* Three *awarded* patents and three patents pending

A Standout in the eVTOL Market

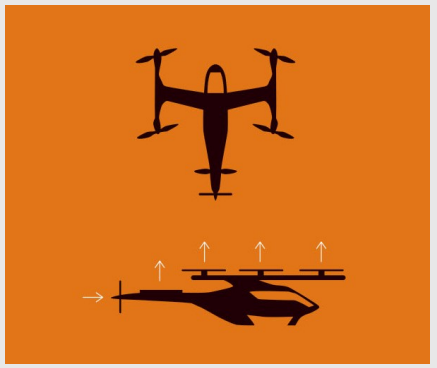
HopFlyt's configuration creates a new category of eVTOL aircraft.

Current eVTOL Market Categories: Vertical Thrust



Multi-Copter

With no wings, the multi-copter relies on its propellers throughout flight. This limits speed, range, and efficiency.



Lift + Cruise

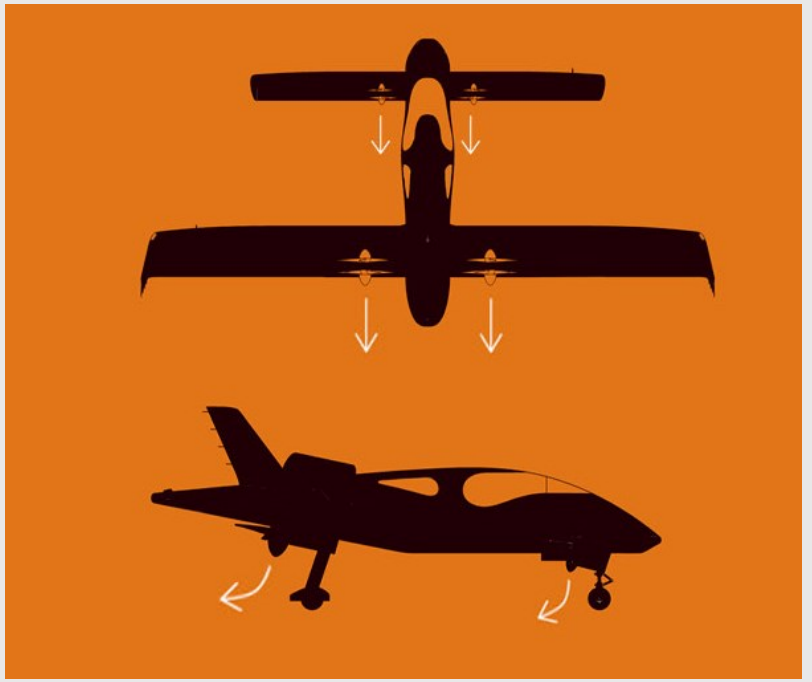
One group of propellers lift the aircraft in hover, and another provides forward thrust. Wings boost efficiency in cruise.

Vectored Thrust

The vectored thrust aircraft can tilt its propellers to transition from hover to fixed wing flight. Wings boost cruise efficiency.

Many eVTOL competitors have pushed to develop manned aircraft early, incurring **massive cost** as they wait for **market**, **infrastructure**, and **regulation** to develop. The result has been *long timelines* and *inefficient spending* developing high-risk and unproven aircraft designs.

The HopFlyt Advantage: Powered Lift



Powered Lift

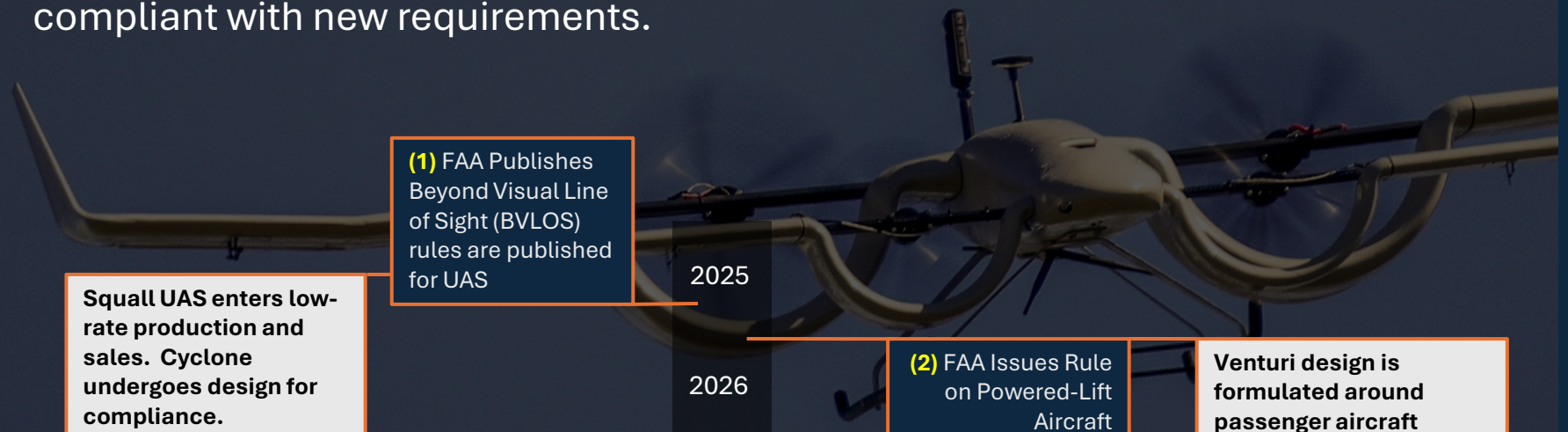
HopFlyt applies the patented *channel wing propulsion system* to **vector both lift and thrust**, creating the first aircraft that can truly be called ***Powered Lift.***

HopFlyt has maximized the use of limited funds. With *10-20x* cost savings vs competitors in the UAS market, HopFlyt has:

- Developed intellectual property
- Flight tested a novel aircraft design
- Created an aerospace product line
- Secured initial product orders

Strategic Alignment with Regulation

HopFlyt's goal is to develop and strategically align the release of products with the emerging regulatory environment in the United States. To minimize cost and risk, HopFlyt's aircraft will be designed in-step with emerging regulation, ensuring smooth development processes and final products that are compliant with new requirements.



(1) FAA Publishes Beyond Visual Line of Sight (BVLOS) rules are published for UAS

Squall UAS enters low-rate production and sales. Cyclone undergoes design for compliance.

2025

2026

(2) FAA Issues Rule on Powered-Lift Aircraft Certification

Venturi design is formulated around passenger aircraft requirements

2027

Cyclone is brought to market as BVLOS operations expand

2028

First flight of Venturi Prototype

(3) FAA Innovate 28: First Passenger eVTOL operations at one or more locations in the U.S.

2029

Major Milestones:

(1) BVLOS Rules are Published for UAS

Currently, commercial UAS can only be flown with visual observation. To ensure competitiveness in the drone market, U.S. Congress has mandated the FAA publish BVLOS rules. These rules will outline the aircraft systems and safety requirements and make BVLOS flight routine. *The HopFlyt Squall will incorporate these rules as it is brought into production in 2025. Cyclone undergoes design for compliance.*

(2) FAA issues Rules on Powered-Lift Aircraft Certification

The final ruling on Powered-Lift Aircraft Certification (aircraft that takeoff vertically and use wing-borne forward flight) is to be finalized. The FAA and EASA are harmonizing the certification process. *HopFlyt will use this Certification ruling to formulate the design of the optionally manned Venturi.*

(3) FAA Innovate28 Milestone: First commercial passenger eVTOL operations in the U.S.

FAA plans the first piloted operations for the commercial use of eVTOLs in one or more location in the US. This follows Powered Lift Certification and supporting infrastructure. *At this time, the HopFlyt Venturi is undergoing flight test.*

Strategic Risk Reduction in a Complex Market

HopFlyt team of aerospace professionals seeks to minimize risk to investors by applying strategic processes to ensure early revenue and sustainable product development.

HopFlyt Advantage:

Technical

HopFlyt applies shared concepts and scalable design principles to enable a cost effective and risk adverse approach to aircraft development.

Programmatic

HopFlyt closely monitors the emerging regulation to strategically align product development and release to minimize cost and schedule impacts.

Financial

HopFlyt's financial strategy is to generate early revenue by developing an unmanned product line while the passenger market matures. HopFlyt's products have diverse market appeal, wide application, and multiple revenue streams.

Competitors:

Many eVTOL competitors have pushed to develop high-risk and unproven aircraft designs, incurring high costs and occasional failures.

Competing eVTOL and UAS companies have incurred massive cost and schedule delays while waiting years for regulation from the FAA and EASA.

Often competitors focus on single markets or applications, especially those in the manned eVTOL space. The result is investors waiting years for return on investment.

Investment Opportunity and Revenue Streams

Seeking **$20M** to bring to market our **unmanned product line** and continue development of the optionally manned **Venturi prototype** aircraft.

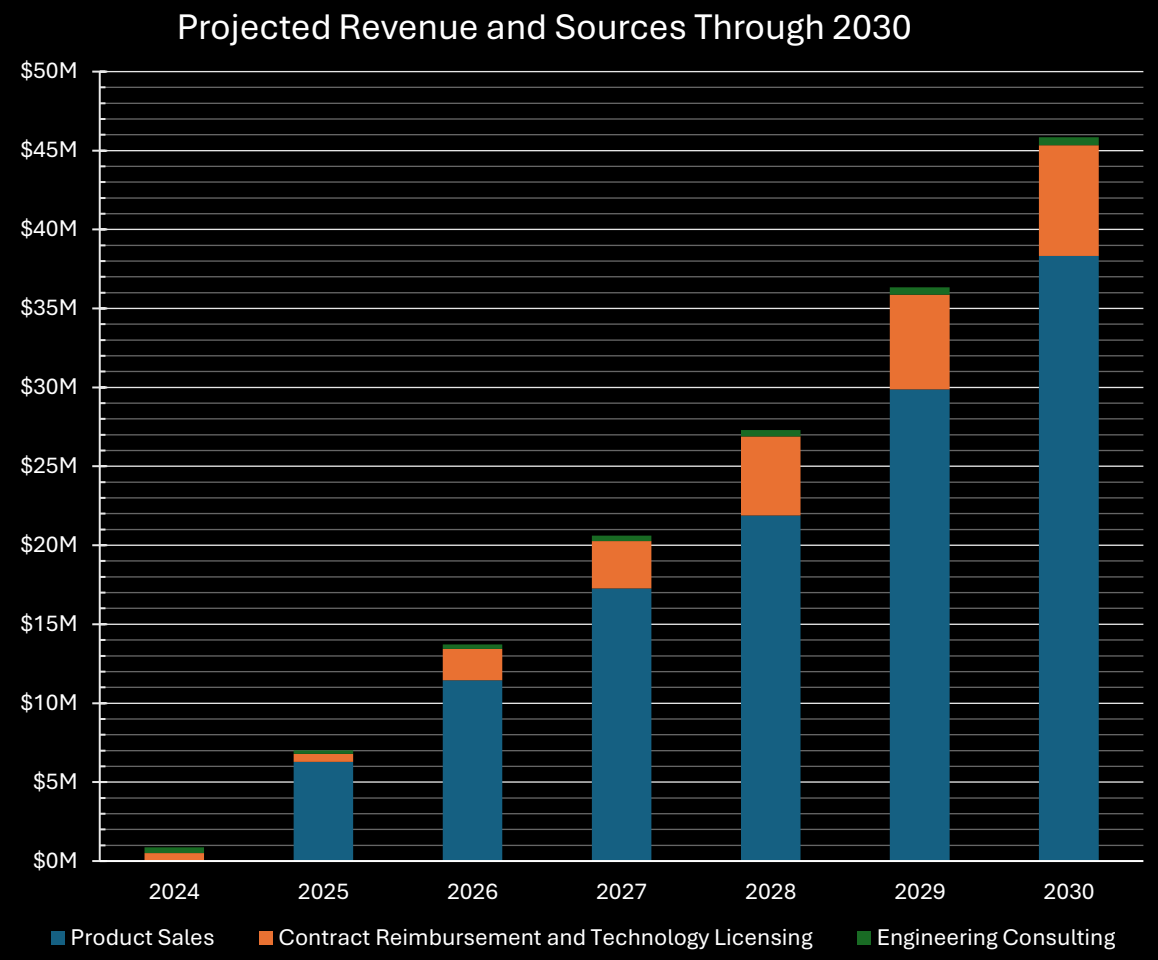
With revenue from unmanned product sales, and construction of the Venturi prototype, we project a **2-5x** increase in valuation by 2028.

An independent third-party valuation performed in 2022 assessed HopFlyt at **$92M.**

In **2024** HopFlyt generated **$880K** in revenue:

$500K Technology Licensing
Lightweight unmanned aircraft for defense market
$380K Engineering Consulting
Preliminary Cyclone Hybrid Electric Design

Future revenue streams expected via:
- Direct Product Sales
- Licensing and Contracts
- Engineering Consulting with Licensed Partners

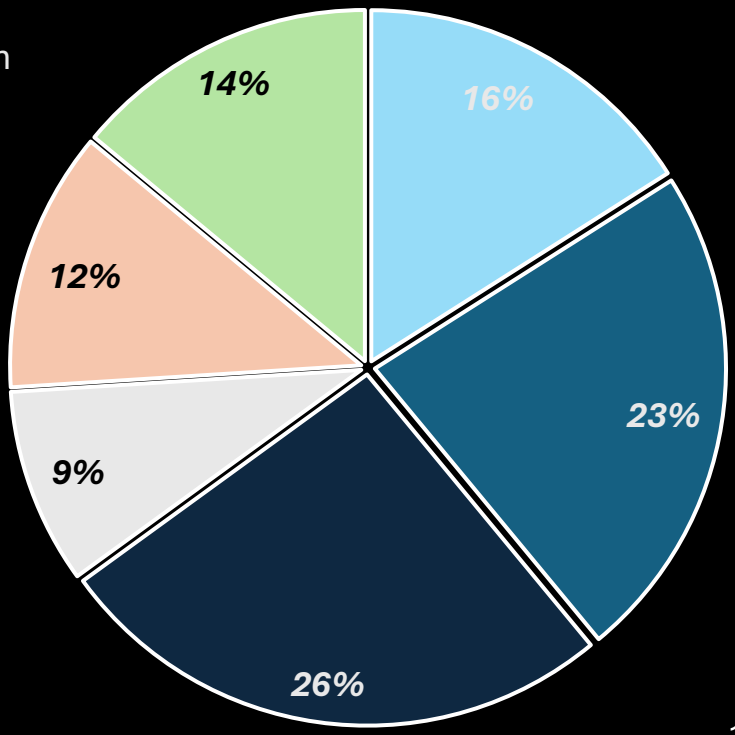


HopFlyt has secured a Letter of Intent (LOI) to purchase four (4) Squall UAS and their associated aircraft shelters for **$1.788M.**

Use of Funds

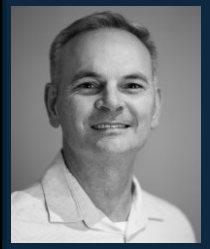
Milestone Goals:

- ✓ Finalize Customer Configuration and Initiate Low-Rate Production of the ***Squall*** Unmanned Aircraft **[Q3 2025]**
- ✓ Build and Flight Test the ***Cyclone*** Hybrid-Electric Unmanned Aircraft, and Demonstrate Technology to Customers and secure sales **[Early 2027]**
- ✓ Research, Development, and Construction of the Optionally Manned ***Venturi*** Prototype Flight Science Test Aircraft **[First Flight 2028]**



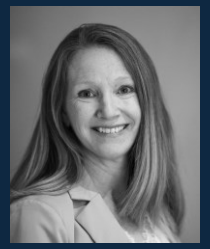
The HopFlyt Team

HopFlyt's team combines over 100 years of experience in aircraft design, military flight test, research and development, modeling and simulation, and program management



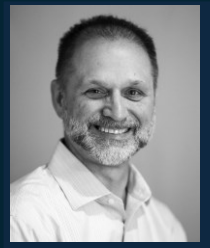
Rob Winston
Founder/CEO

Rob is a seasoned aircraft designer with a career as a NASA test engineer, United States Marine Corps (USMC) aviator, operational test pilot, and manager of multibillion dollar aircraft programs. Rob has designed and built numerous aircraft, including the world's fastest amphibian, and flown over 3200 hours in 34 different types of aircraft.



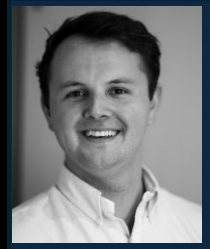
Lucille Winston
Founder & President

Lucille is an aerospace engineer with career in space systems, aircraft propulsion, avionics, and navigation systems, where she has worked for NASA, the US Navy, Stanford Research Institute, and air combat effectiveness group.



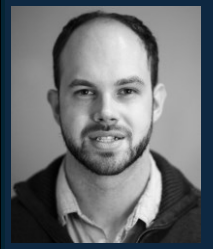
Steve Sprout
CFO/COO

Steve is a retired USMC officer with a career in aviation, aircraft operations, logistics, and production of next generation aircraft avionics systems. Steve is a Program Management Professional (PMP®), holds an FAA Airframes and Powerplants (A&P) License, and is a Private Pilot.



Neil Winston
Chief Engineer

Neil is an experienced flight test engineer with a career in the test and evaluation of advanced VTOL aircraft control systems. Neil operated as the US Navy lead certification engineer for F-35B/C shipboard precision landing systems where he planned and executed over 6 months of at-sea flight testing on over 10 aircraft carriers.



Clark Fuller
Modeling and Simulation Lead

Clark's expertise brings HopFlyt's designs to life via Computer Aided Design (CAD) and other digital modeling and simulation tools. Clark's experience in additive manufacturing, CNC operation, and mechanical system design allows HopFlyt to rapidly prototype and apply novel solutions to aircraft design.

Jeff Martin
Advisor

Jeff has executive leadership and subject-matter expertise in a variety of executive roles in the IT industry. Jeff held key roles at Dell, V.P. and CIO, PepsiCo International CIO, WM Wrigley J.R, Tellabs, and Baxter Healthcare. Jeff's current role is Vice President, Services Managing Partner, working with SAP's most significant and strategic customers. Over the last eight years, Jeff has led significant engagements at Lockheed Martin, Boeing, Coca-Cola, Verizon, and Chevron.

Steven Zehr
Advisor

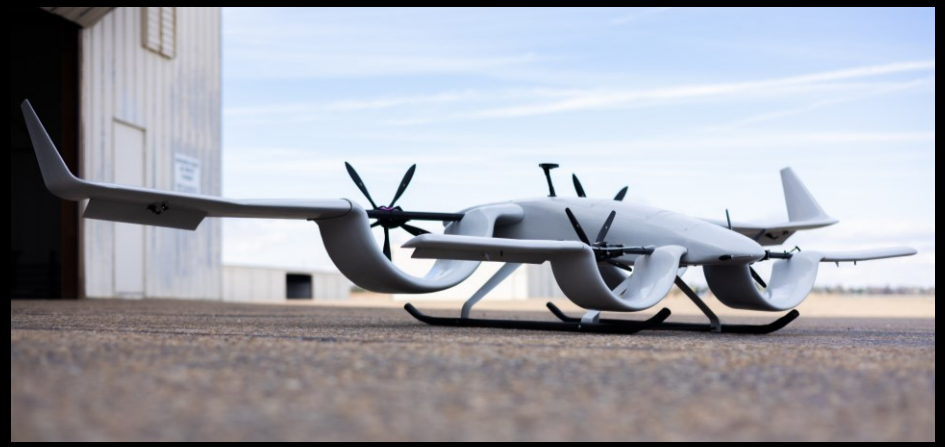
Mr. Zehr worked for Gavilon Global AG Holdings, LLC, a $16 billion leading commodity management firm, where he served as CEO from 2019-2022 and COO from 2017-2019. Mr. Zehr has worked in global agricultural markets across the world. Steve brings International Business, Strategic Development, Corporate Finance, Mergers / Acquisitions, and Budget Management to the company. Mr. Zehr holds a Master of Business Administration from the University of Illinois.

Austin J Slater Jr.
Advisor

Slater has 40-years' experience as an executive in the energy industry, retiring March 2020 following 18-years as President and CEO of the Southern Maryland Electric Cooperative. Slater is presently Board Vice Chairman and Lead Independent Director of a NASDAQ traded $6-billion community bank that operates in Delaware, Maryland, and Virginia. Slater holds an MBA in finance from the George Washington University.

Thank You!

Rob Winston
Founder and CEO
rob@hopflyt.com
(410) 610-8407



HopFlyt is located at Maryland's Autonomous Innovation Center at the Salisbury Regional Airport (SBY)

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