

ROCKETPLANE GLOBAL



Investment Partnership Opportunity

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Introduction



Rocketplane Global Inc. is committed to making access to space as safe, convenient, and commonplace as commercial air travel.

We will achieve these goals by designing and building state-of-the-art reusable spacecraft, providing unparalleled small satellite launch availability, at a price point that is remarkably competitive.



Small Satellite Launch Demand



Rocket Lab Electron

200 kg to orbit

75+ flights to date

ITAR Restricted

**Cost for a 200 kg
satellite launch:**

\$7,500,000

SpaceX Transport

200 kg to orbit

On ride share

ITAR Restricted

**Cost for a 200 kg
satellite launch:**

\$1,400,000

Rocketplane XC

200 kg to orbit

NOT ITAR restricted

**Cost for a 200 kg
satellite launch:**

\$7,500,000

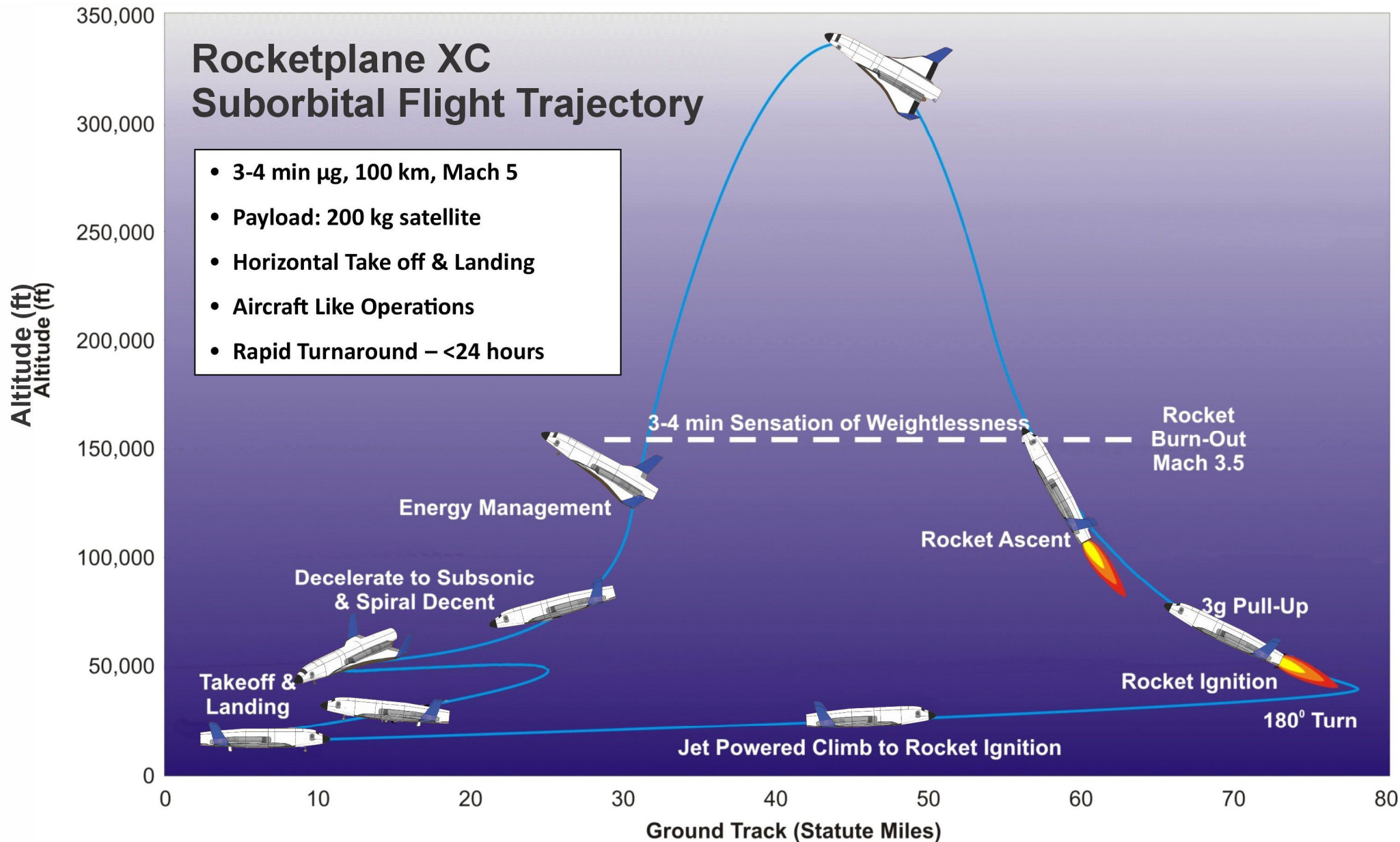


XC Flight Profile



Rocketplane XC Suborbital Flight Trajectory

- 3-4 min μg , 100 km, Mach 5
- Payload: 200 kg satellite
- Horizontal Take off & Landing
- Aircraft Like Operations
- Rapid Turnaround – <24 hours



Rocketplane Global Inc.

27 Years of Innovation



1997
Pathfinder



2003 - 2010
Rocketplane XP-A & XP-B



2013
Rocketplane XS



2016
Rocketplane XD



2023
Rocketplane XP-C

1994 Spacecast 2020 "Black Horse":

Designed by Mitchell Burnside Clapp. Studies at the USAF Phillips Lab and by Burt Rutan and supersonic aircraft designer Dan Raymer contributed to the development of the design.

1997 NASA Bantam-X Program award:

Pathfinder design. 4,000 pounds to orbit capability for about \$8 million per launch. Subcontractors included Scaled Composites, Conceptual Research Group, & Caispan.

2002 DARPA Rascal Spaceplane design:

Aim: 150 kg satellite for less than \$2 million per flight. Optimized performance with Mach 10 vehicle as first reusable stage, expendable second stage.

2003 - 2010 Rocketplane XP:

\$30 million rocketplane passenger vehicle development. 4 to 6 passengers in a comfortable, safe, reusable rocketplane. Jet engines to launch altitude, rocket to 100+ km, jet powered return. Rocketplane files for bankruptcy in 2010. John Burgener and George French buy it out of bankruptcy in 2011.

2013 DARPA XS-1 bid:

Enhanced version of Pathfinder with improved aerodynamic wings and electronics. Full team assembled to begin construction if awarded contract with DARPA. Air refueled combined jet airplane / rocketplane. Powered return.

2016 DAPRA XS-1 second bid:

Smaller drone version, 1500 pounds to orbit. No jet engines, or human pilots reduces weight and initial costs. Requires lift or tow to get to launch altitude. Glide return.

2017 Rocketplane Global Inc, a Delaware company, replaces Rocketplane Global LLC, a Wisconsin company. UK Space Agency Bid. Full team assembled to begin construction if awarded contract, and matching funds lined up.

\$1 Billion in launch agreements with OneWeb and CB 2.0.

2022 John Burgener acquires 100% of Rocketplane Global Inc.

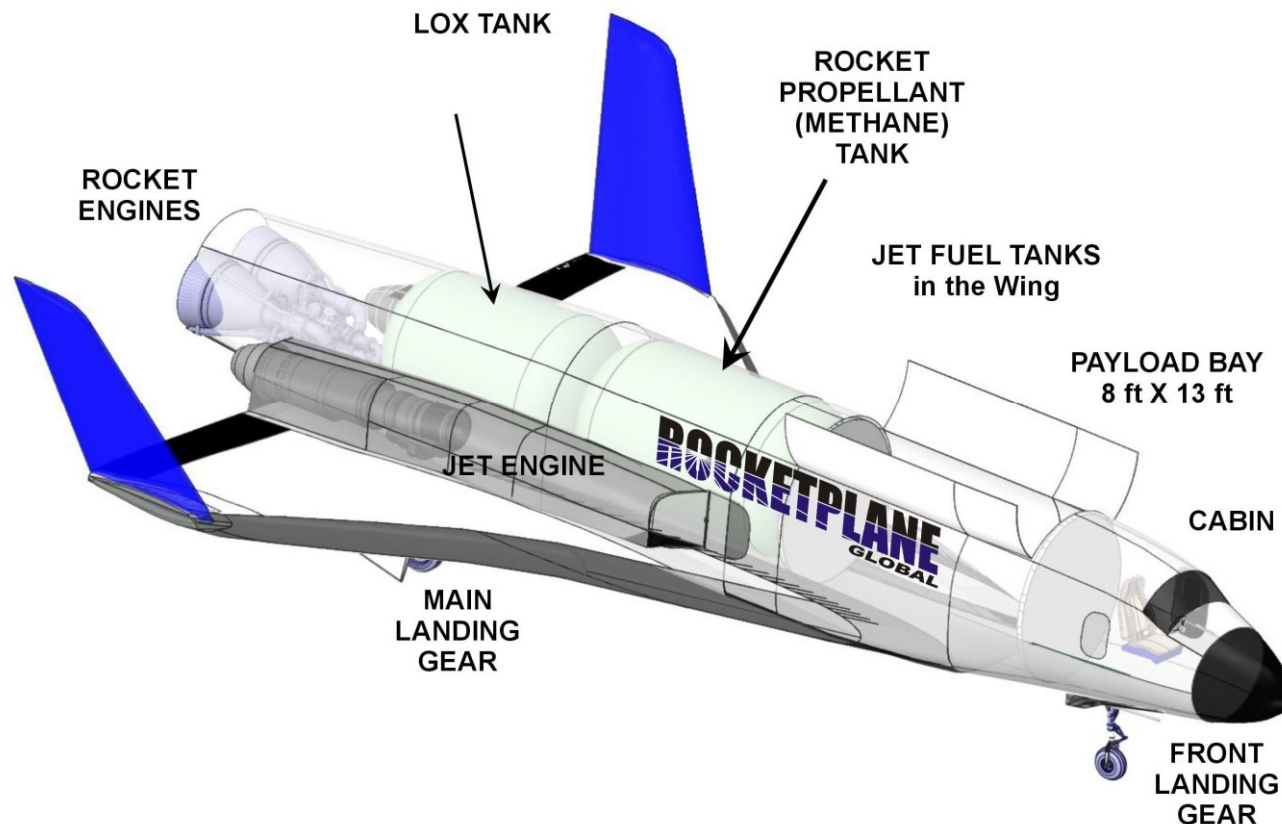
2023 Rocketplane XP-C

4 passenger vehicle. Newer technology, safer and simpler to build design. Competition is Virgin Galactic, but the XP-C is less expensive to build and fly, and designed to fly weekly.

Rocketplane Global's XC



A smaller version of our XS design; it achieves Mach 5 at approximately 100 km altitude, where it releases the second stage and satellite. It will use four of Stein Aerospace LOX/Methane rocket engines, producing 50,000 lbs. thrust each. With LOX/Methanol engines, it can fly on consecutive days. The XC design is not only reliable and cost effective, it is the most rapidly reusable 1st stage launch vehicle in development.

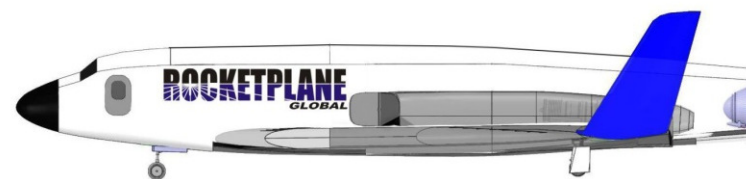
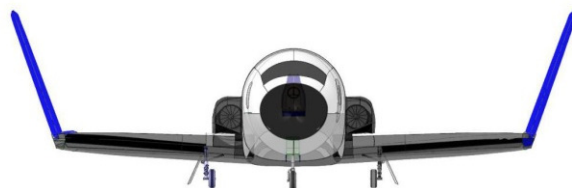
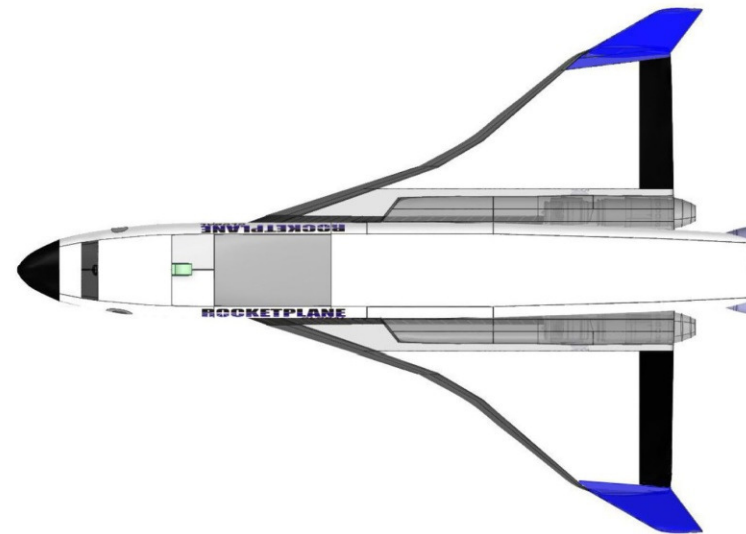


XC Vehicle Specifications



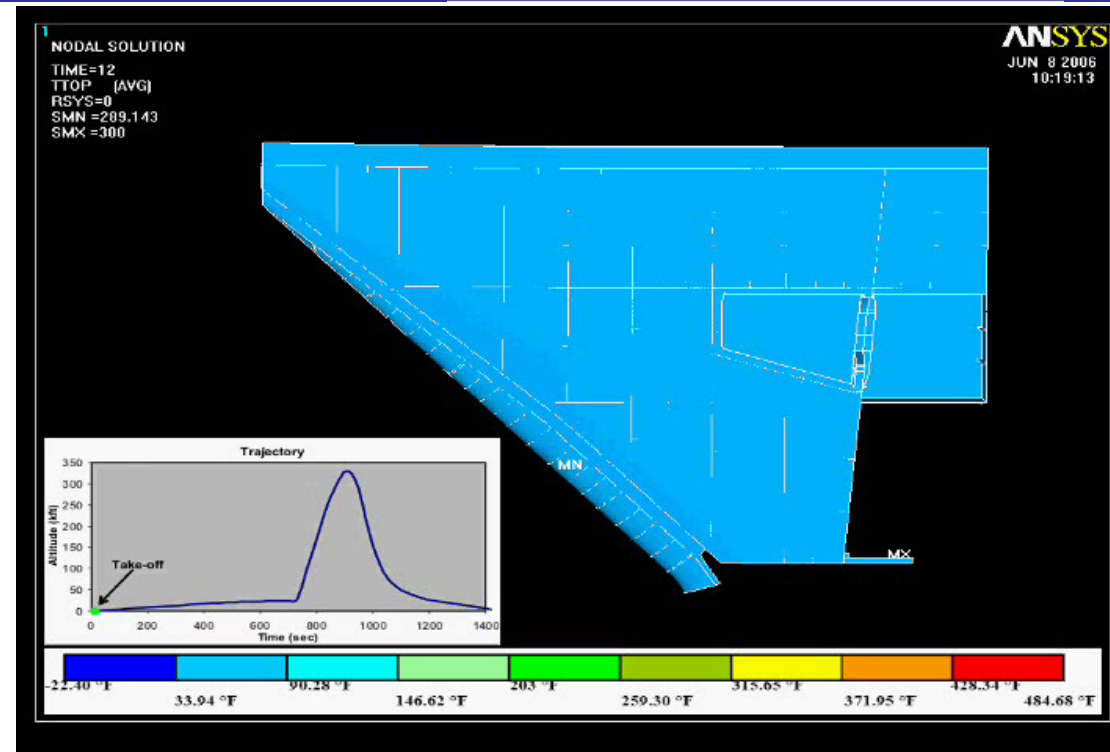
Rocketplane Global has strategically evaluated the placement of aircraft elements with a strong focus on safety and ease of construction.

Pilot	1
Satellite Payload	200 kg
Payload Bay	8' X 13'
Rocketplane Length	64 ' (19.5 m)
Rocketplane Wingspan	41 ' (12.5 m)
Landing Field Length	4950 ft (1500 m)
Max. Altitude	328,000 ft (100 km)
Mission Time (μ G Time)	45 min (3+ min)
Jet Engine Type	Eurojet EJ200
Rocket Engine Type	Stein Aerospace
Rocket Engine Fuel	LOX / Ethanol

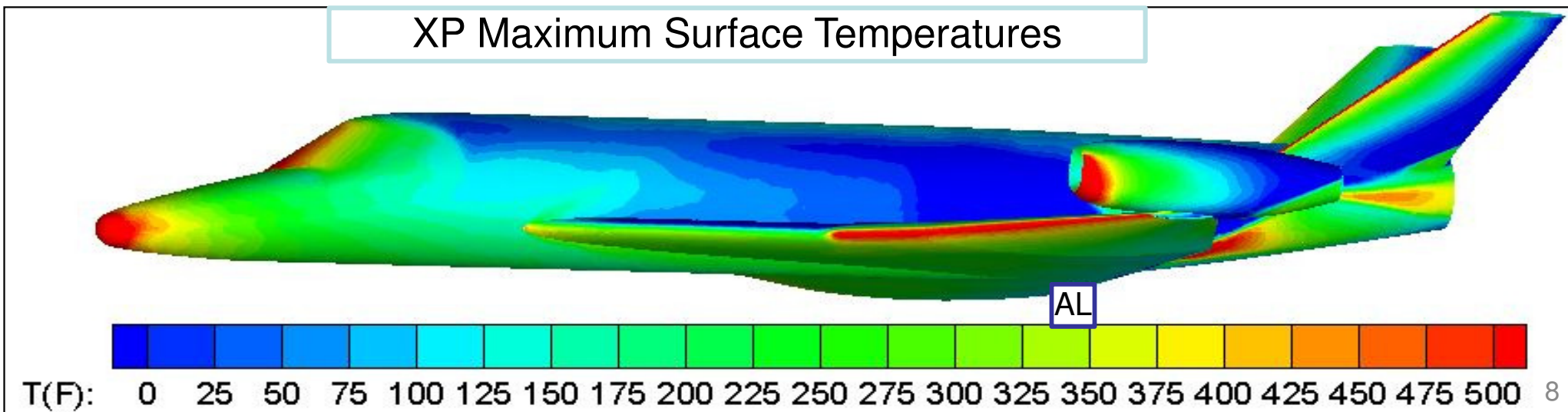


Thermal Analysis

- **Thermal Analysis**
 - Uses Industry Standard Tools
 - Verified Aluminum Airframe With Titanium Edges is Robust Structural Solution
- **Thermal Coatings**
 - Used for Localized “Hot Spots”
 - Proven (X-43) Thermal Barrier Coating

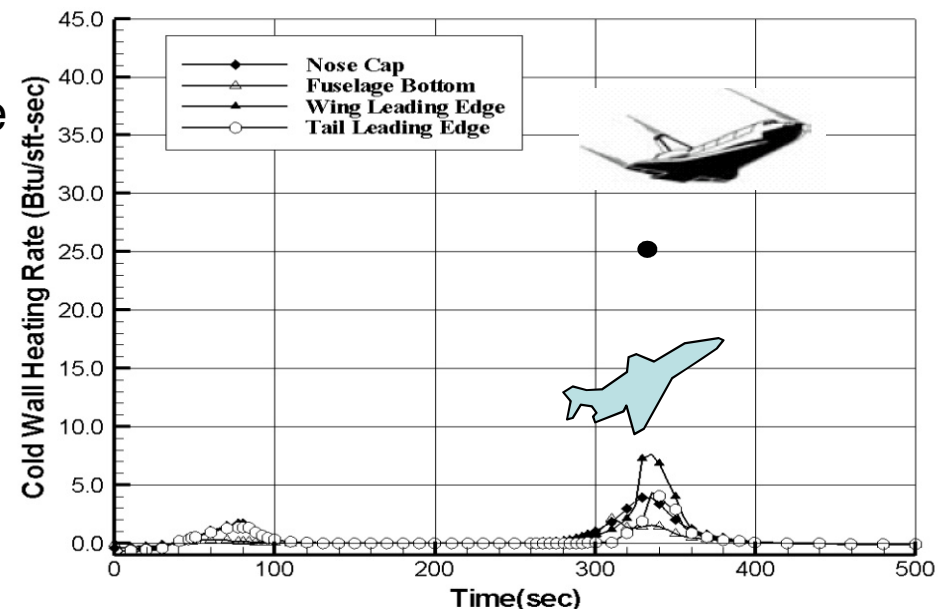


XP Maximum Surface Temperatures



Aero Heating

- **XC Heating Far Less Than Space Shuttle, X-15 or SR-71**
- **XC Surface Temperatures Below Limits of Titanium or Aluminum**
 - Short Duration Exposure = Less Heat Buildup
 - XC < 30% Space Shuttle Heating Rates
 - XC < 10% Space Shuttle Max Temps
 - XC < 3% Space Shuttle Immersion Time
- **XC Thermal Protection Layer**
 - Rejects (Releases) Heat Quickly
 - Common Materials (No “Tiles”)
 - Minimal Coverage of Vehicle
 - Durable, Long Life
 - Monitored after each flight
 - Condition Based Maintenance Routines



XC Re-Entry Heating Far Less Than Space Shuttle

Leadership Team



John Burgener, Director, CEO

Active with New Space companies for 30 years. Investor/consultant to Rotary Rocket, XCOR Aerospace, Pioneer Aerospace. Teletigiscs, Inc. Burgener owns 100% of Rocketplane Global stock. Owner and director of Telegistics, Inc. and Burgener Research, Inc. Holder of many patents including a 2018 patent on the Rocketplane XS design.

Mitchell Burnside Clapp, Trusted Advisor

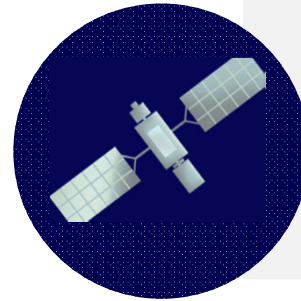
CEO of Embassy Aerospace providing consulting and support to DARPA/TTO. Founded Space Development Agency. Acclaimed Test Pilot, Engineer and Physicist. Selected as an Astronaut nominee (89, 91, 93), and has earned various military decorations.

What's Next



Rocketplane is Seeking: \$1.5 million

This seed money will enable Rocketplane's contracted engineering team to thoroughly review the design and to update to current technology levels. With a confirmed overall shape, we will review stress, strain, temperature analysis, and run wind tunnel tests on the updated design. Then we will build and test fly a 1/15 scale model.



Year 4

Operations: \$12.5 Million:
Complete test flights. Approve vehicle for commercial operations to begin. At least one flight to second stage launch altitudes. Possibly first satellite launch.



Year 3

Year 3 of production: \$21.7 Million:
Complete airframe, complete rocket engines and testing of the engines. Possible test flights. Complete design of second stage integration in payload bays.



Year 2

Year 2 of production: \$24.3 million:
Continuing production of airframe, rocket engines. Begin work on avionics, tanks, and all internal components of the airplane.



Year 1

Year 1 of production: \$16.5 million:
Begin aircraft production with Rampf Composite Solutions (Canada). Stein Aerospace (Canada) builds one of our 4 rocket engines, run tests and confirm thrust and reusability.

Join us in Providing Unmatched Satellite Delivery Systems



Economic Benefits:

- **\$7.5 million per satellite launch**
- **\$75+ million per year income with ten flights per year**
- **Potential for many flights per month**
- **Competition have shown high demand for 200 kg size satellites**
- **Spaceports are available in Canada, USA, UK, Germany, Saudi Arabia, Japan, Australia. The Rocketplane XC can fly to any spaceport with its jet engines, then fly satellite launch from customer's preferred spaceport.**

