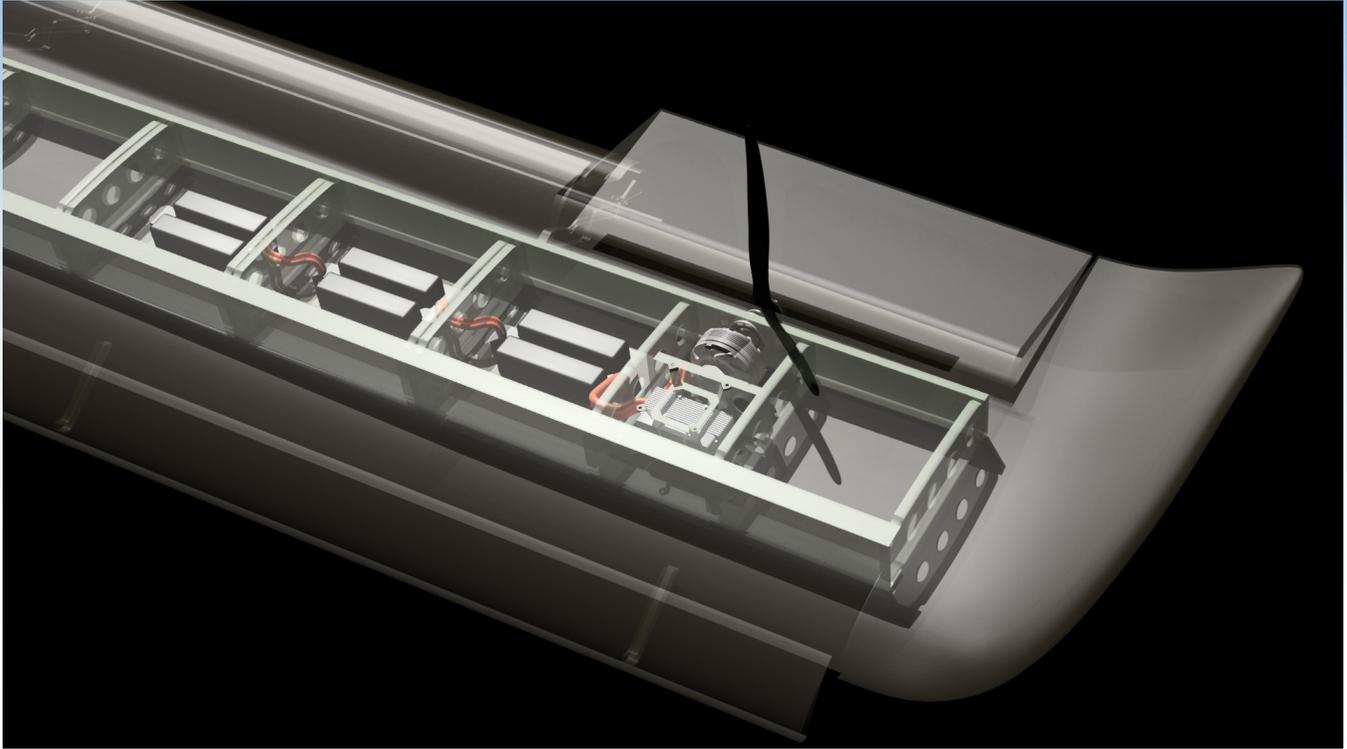


DISTRIBUTED ELECTRIC POWER ON DEMAND—DEPOD

Patent Pending

DEPOD Can double take-off thrust and shorten take-off distance by up to 75% * Enhances control allowing slower approach speeds * Reverse thrust on landing shortens landing distance by up to 75%



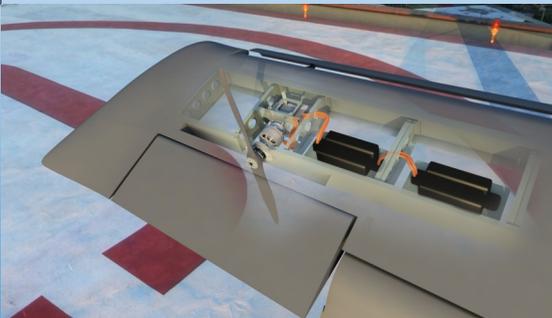
DEP as a propulsion system is flawed in that the amount of energy drawn from the battery system would require more battery than the aircraft could lift unless only for a short duration. We are installing electric motors directly in front of the control surfaces which will be used for only short durations for the following 3 purposes:

Take-Off: This will double our thrust which results in the 50-foot take-off and doubles our climb rate to clear any obstacles and reach 1,000-foot cruise altitude.

Blown Control Surfaces: Our motors are installed directly in front of the control surfaces. This increased airflow will enable full control at low approach speeds 'behind the power curve' which can be a dangerous speed due to the 'aileron reversal' phenomenon.

Reverse Thrust: Electric motors are easily reversible which means we can triple our stopping power and remain within the helipad on landing.

Using DEPOD for only a few seconds per mission means we only need a few pounds of battery, the engine will recharge the battery fully in cruise, and the aircraft's payload is not compromised.



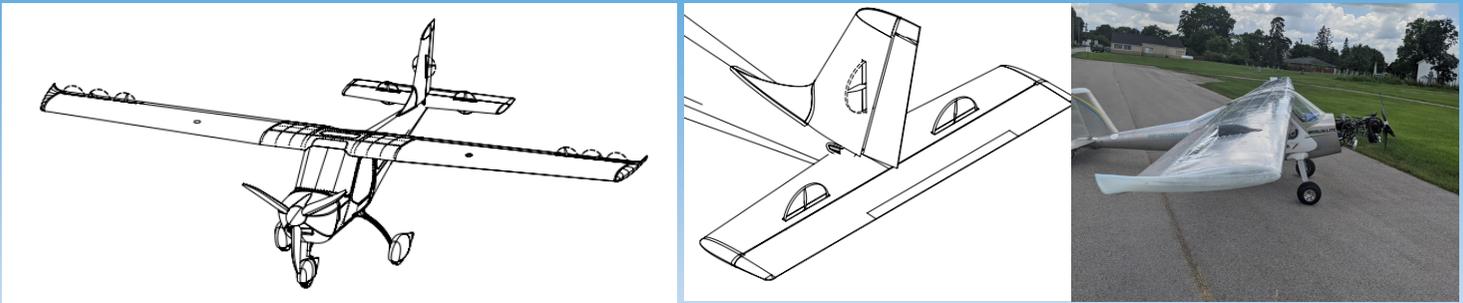
Our thrust is where we need it:

Over the control surfaces.

Our battery weights are minimal as we are only using our DEPOD for 1 minute on take-off and 1 minute on landing. Furthermore, we locate the battery packs in the wing to reduce the loading on the airframe.

THE ELECTROLITE®

MERLIN LITE PART 103 ELECTRIC-POWERED ULTRALIGHT

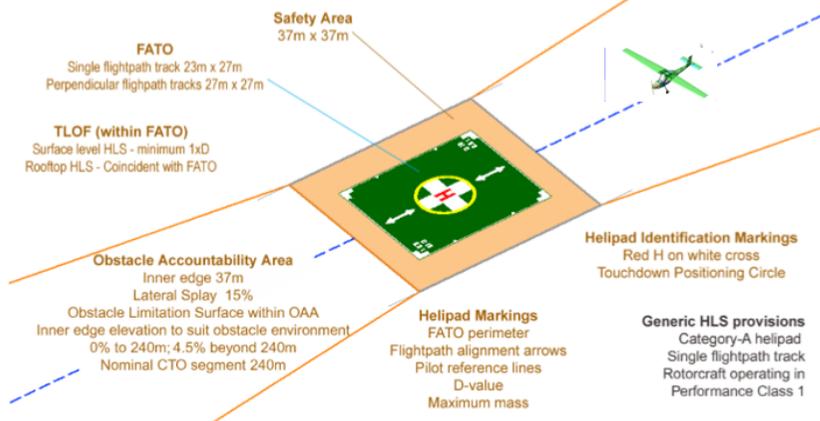


The Merlin Lite with DEPOD is flying. And it has a 300 lbs payload. And it can fly for more than 3 hours at 75 mph. And, of course, it has extreme STOL performance. The Merlin Lite can be purchased gas power or electric power both with DEPOD optional.

Furthermore, Aeromarine has designed a true Hyper-STOL aircraft that incorporates more high lift devices and a full DEPOD system. This larger aircraft converts to carry a full-size stretcher and is an extremely attractive alternative to helicopters for CASVAC at a very small fraction of the cost to even be considered attritable.

Aeromarine's Extreme STOL Aircraft with DEPOD

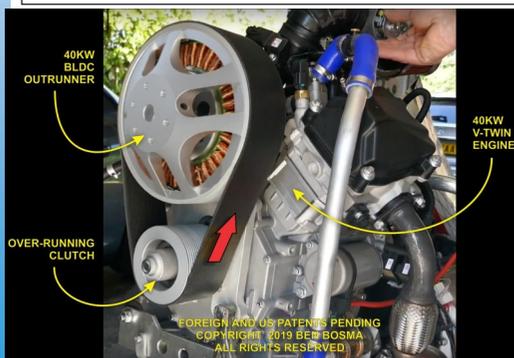
Low Cost Short Take Off and Landing (STOL) Utility Aircraft for COVID-19 Support Capable of Take-Off and Landing on a Helipad



- The Extreme STOL capabilities of this aircraft is made possible due to:**
- High power-to-weight ratio
 - Double-slotted Fowler flaps
 - Retractable leading-edge slats
 - Patent-pending blown ailerons using DEP
 - Clean low-drag 3D CAD design
 - Extreme off-field tundra landing gear

- Key Performance Parameters:**
- Take-off and land in under 100 feet
 - Cruise at over 140 mph
 - Endurance of greater than 5 hours
 - Range greater than 500 mile
 - Payload 500 lbs
 - Pilot-optional

Our STOL aircraft has both high-lift devices and **Distributed Electric Propulsion On Demand** (DEPOD) that allows it to land and take-off in under 100 feet which means we can use nearly any Helipad as our airport. As most hospitals have a helipads, we can support COVID-19 efforts with rapid sample and medicine transport.



IN DEVELOPMENT:

An affordable and practical hybrid power system. Patented parallel drive system. Run on electric, gas, or both. Over 100hp combined power when installed to the Aeromarine Vtwin.

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