



# REGENT

High-speed regional transport  
The Chesapeake Connection

THE PROBLEM

# Regional travel between coastal cities is broken.

CASE STUDY: Los Angeles to San Diego

OPTION 1  
Long Security Lines  
**3.5 HOURS**



OPTION 2  
Slow Routes  
**3 HOURS**



OPTION 3  
Unavoidable Traffic  
**2.5 HOURS**



OPTION 4  
Slow & Uncomfortable  
**5 HOURS**



*\*Does not actually exist between LA and San Diego but ferries service similar routes in Europe*



# What is a seaglider & why build one?

Seagliders combine the best features of airplanes & boats



- High speed
- Comfortable ride quality

- Maritime certification & testing
- Streamlined passenger security

Seaglider

Seagliders fly a few feet over water on a cushion of air trapped between the wing and the surface – otherwise known as “ground effect”.

✓ Double the range of an electric aircraft

✓ Always over a safe place to land



# Seaglidors leverage ground effect for twice the range of electric aircraft



# Hydrofoils enable comfortable and wave tolerant takeoffs

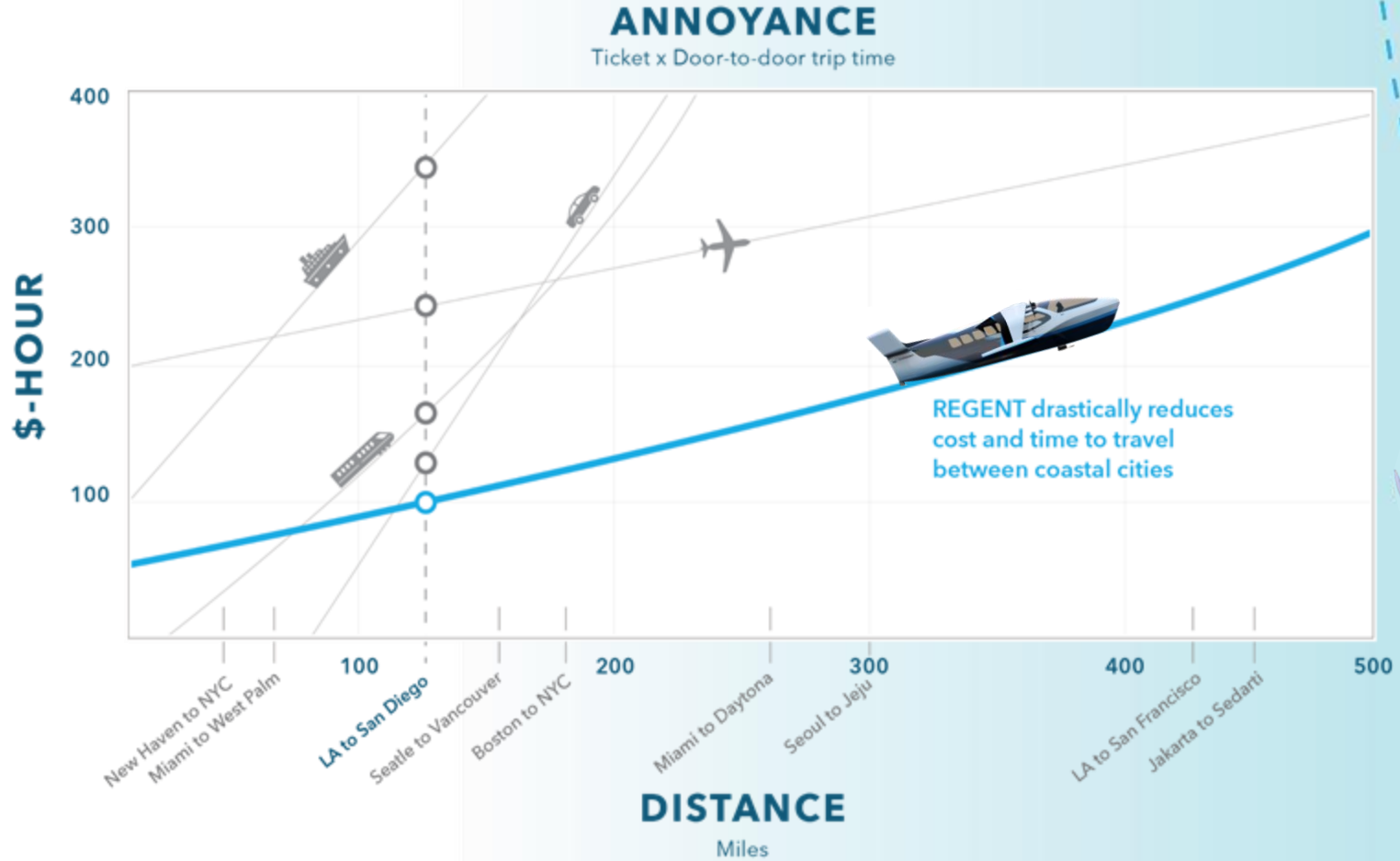


THE SOLUTION

# REGENT Seaglidors



- ✓ 180 mph
- ✓ 100% Electric
- ✓ Existing Docks
- ✓ Avoid Airports
- ✓ First Passengers by mid-decade



# REGENT is the first to unlock commercial viability of ground-effect vehicles



Legacy Vehicles



Hydrofoils



Advanced Batteries



Distributed Power



Fly-by-wire

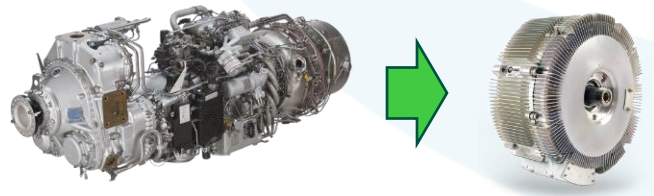
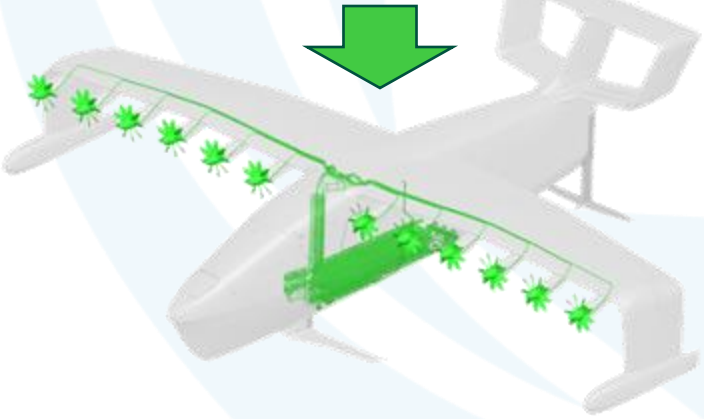
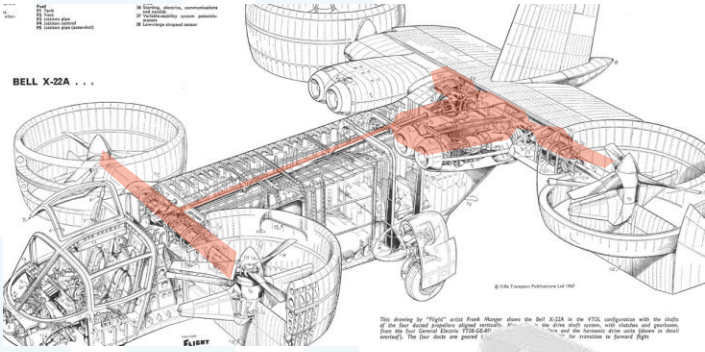
## Hydrofoils + Electric Blown Wing = Safe & Dependable Operations



# Three key seaglider differentiators



 All-electric



 Maritime regulation



46 U.S.C. §§2101 - Federal laws that pertain to shipping: Definitions

(47) "small passenger vessel" means a wing-in-ground craft, regardless of tonnage, carrying at least one passenger for hire, and a vessel of less than 100 gross tons...

(56) "wing-in-ground craft" means a vessel that is capable of operating completely above the surface of the water on a dynamic air cushion created by aerodynamic lift due to the ground effect between the vessel and the water's surface.

 Mariners, not pilots

*Left, right, fast, slow*





# 3-mode operation enables wave tolerance and crowded harbor navigation



## Float



## Foil



## Fly

**Speed**

< 20 mph  
(17 kts, 30 km/h)

20 - 50 mph  
(17-45 kts, 30-80 km/h)

50 - 180 mph  
(45-160 kts, 80-300 km/h)

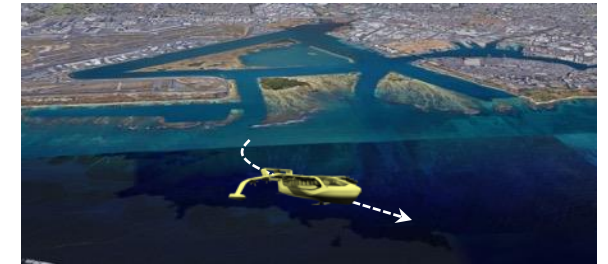
**Max wave height**

Comfort: 2 ft (0.6 m)  
Seakeeping: > 8 ft (2.5 m)

5 ft (1.5 m)

*Previous ground-effect vehicles have lacked this intermediate mode.*

**Always** 10-30 ft (3-10 m)  
above wave peaks  
(only constrained by emergency seakeeping)



# Seaglifters are key part of all-electric multi-modal future transportation system

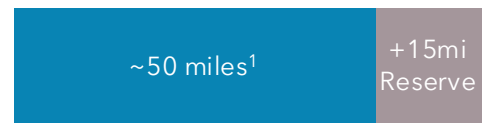




# Seaglidors provide massive range improvements on eVTOL and electric aircraft



eVTOL  
"Vertical Takeoff and Landing"



**Conventional takeoff increases range**  
Lower power means lower propulsion system mass therefore more mass for fuel



eCTOL  
"Conventional Takeoff and Landing"



Aircraft VFR/IFR fuel reserve requirement



Seaglider



0 20 40 60 80 100 120 140 160 180 200

Range at battery end-of-life (miles)



**Near-surface, over-water flight increases range**  
1. Ground effect gives greater cruise efficiency  
2. Ability to land on water anytime decreases fuel reserves

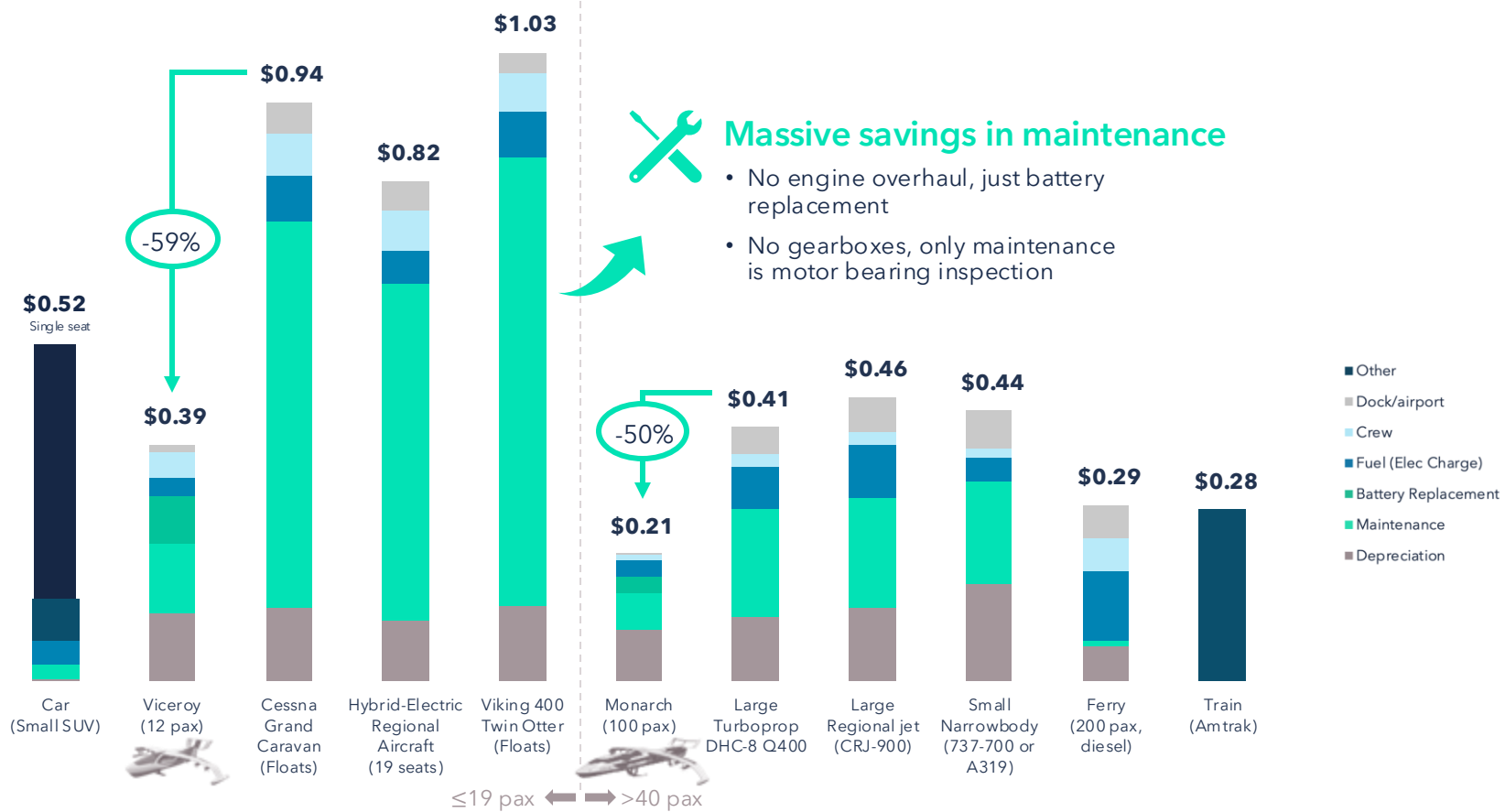
<sup>1</sup> Based on Archer Maker eVTOL aircraft (<https://www.archer.com/maker>) and eVTOL news by the Vertical Flight Society (<https://dv.vtol.org/aircraft/archer/>) as of January 2022  
<sup>2</sup> Based on Pipistrel Alpha Electro eCTOL aircraft (<https://www.pipistrel-aircraft.com/aircraft/electric-flight/alpha-electro/>) as of January 2022



# REGENT lowers operating cost compared to competitive platforms

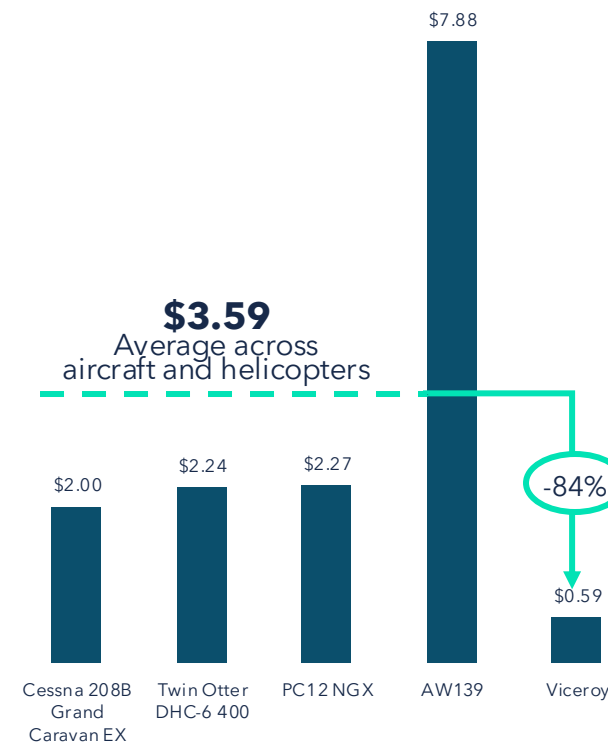
## Cost per Available Seat Mile (CASM)

For repeated 100-mile (160 km) missions

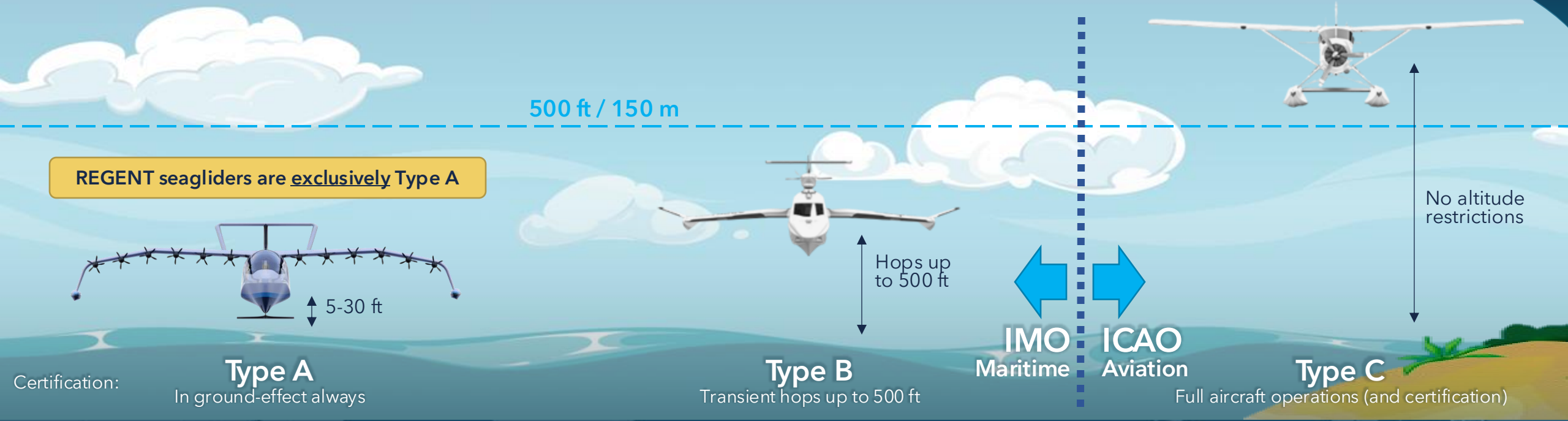


## Cost per Cargo Volume

USD/cu.ft



# Seaglidors' **Type A** ground-effect operations makes them watercraft, not aircraft



REGENT has already confirmed watercraft status with key regulators around the world

**Atlantic Ocean**

Verbal confirmation from **CAA** (UK aviation authority) that seaglidors are watercraft

Verbal confirmation and precedent from **FAA** that seaglidors are not aircraft

Confirmation letter from **US Coast Guard** that they will oversee certification and operations

Selection of **Bureau Veritas** (France-based international class society) for certification

Confirmation letter from **EASA** (European aviation authority) that seaglidors are watercraft

Confirmation letter from **DGAC** (French aviation authority) that seaglidors are watercraft

**MARITIME NEW ZEALAND**

**EASA** European Aviation Safety Agency

**BUREAU VERITAS**

**dgac**



# Seaglidors stay well within the maritime environment





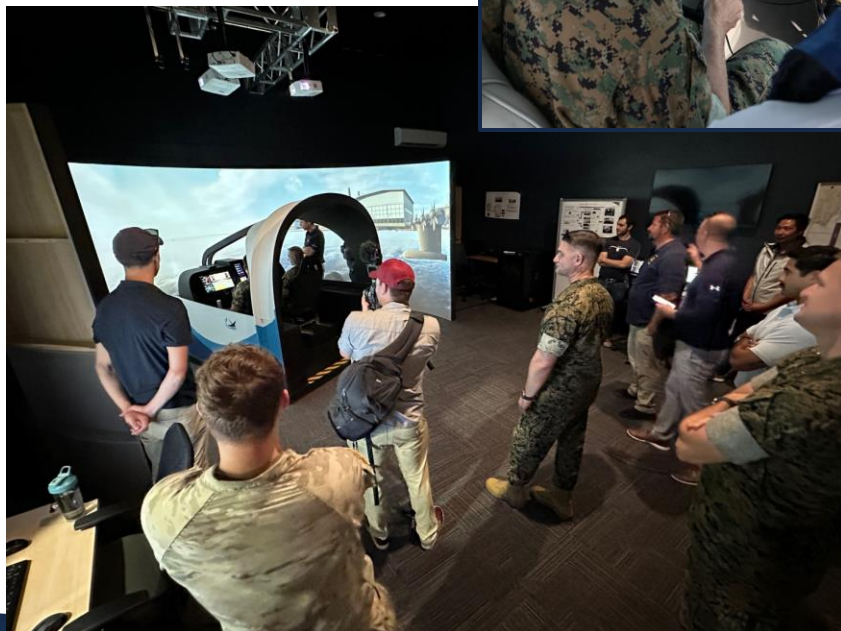
# Seaglidors stay well within the maritime environment



# REGENT has strong traction in defense

## Sole source OT-P with MCWL

- \$4.75M sole source contract for WIG demonstration
- \$5M of unfunded options allow contract extension
- Contract begins requirements definitions (USMC CD&I) and POM cycle for 2027/28 PoR



## Investment from Lockheed Martin

- \$5M investment from Lockheed Martin Ventures
- Leveraging test infrastructure (e.g. low speed wind tunnel)



## Defense Advisory Board



**General Robert Neller (Ret.)**

Former Commandant, U.S. Marine Corps



**Admiral William Moran (Ret.)**

Former Vice Chief of Naval Operations, U.S. Navy



**Admiral Charles Ray (Ret.)**

Former Vice Commandant, U.S. Coast Guard



**James "Hondo" Geurts**

Former Undersecretary of the Navy, U.S. Navy



**LtGen George Trautman (Ret.)**

Former Deputy Commandant, Aviation, U.S. Marine Corps



**LtGen Michael Dana (Ret.)**

Former Deputy Commandant, Installations & Logistics, U.S. Marine Corps





# Seagliders are multi-use vehicles for diverse mission sets

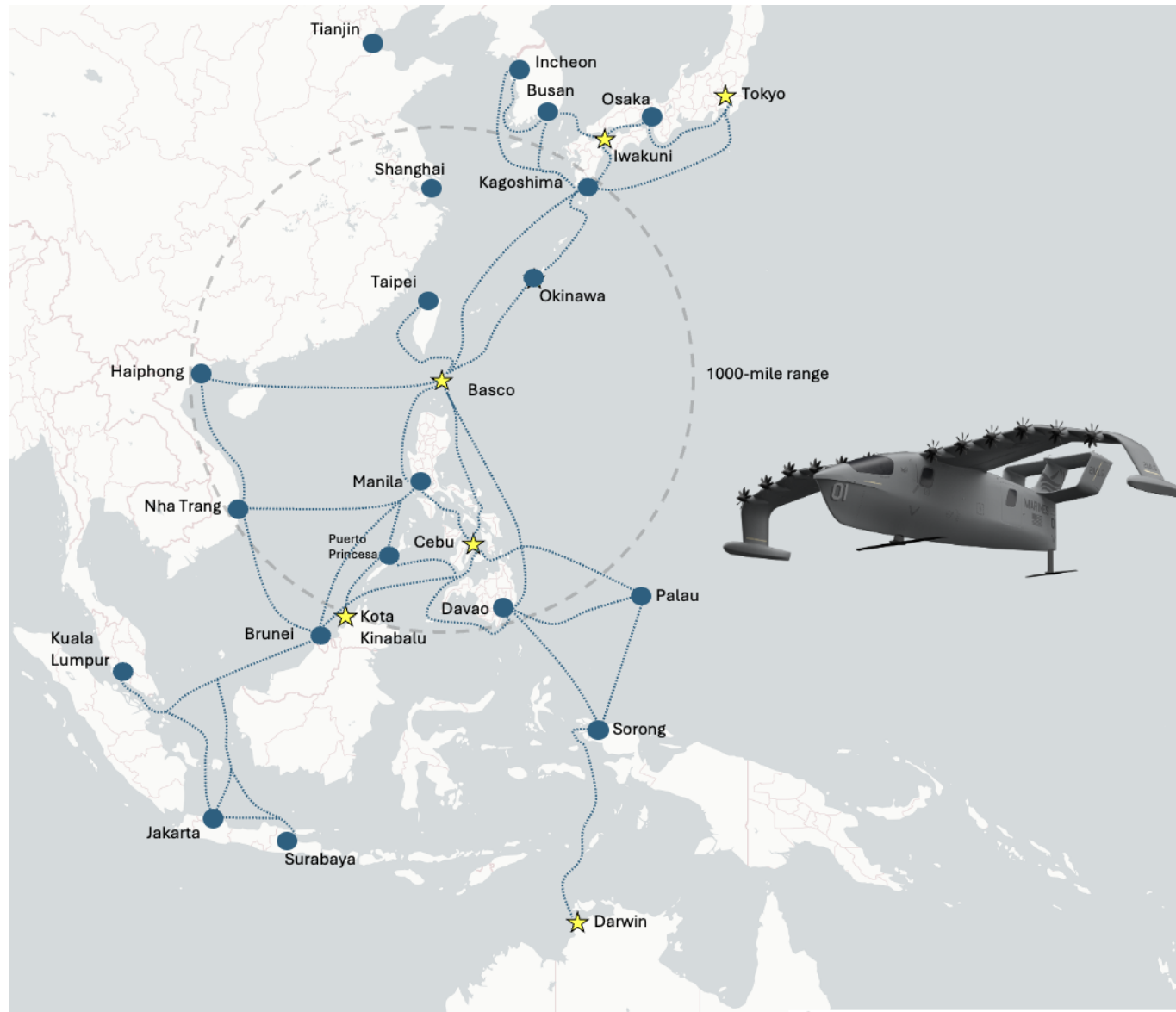




# Hub, spoke & node with 200 mile range: Arabian Gulf



# Viceroy hybrid variant with 1000-mile range: Indo Pacific



# REGENT's advisory team composed of industry titans



## Commercial

### Dennis Muilenburg



Former CEO, Boeing  
Co-Founder and CEO, New Vista

### David Neeleman



Founder and CEO, Breeze Airways  
Founder, JetBlue Airways, Azul Airlines

### Kirsten Bartok Touw



Managing Partner, AirFinance (aviation leasing)  
Co-Founder and Co-President, New Vista

## Regulatory

### Admiral Chares Ray (ret.)



United States  
Coast Guard

Former Vice Commandant, U.S. Coast Guard  
★★★★

### Administrator Steve Dickson (ret.)



Federal Aviation  
Administration

Former FAA Administrator  
Former SVP Flight Operations, Delta Air Lines

## Defense

### General Robert Neller (ret.)



Former Commandant, U.S. Marine Corps  
★★★★

### Admiral William Moran (ret.)



Former Vice Chief of Naval Operations  
U.S. Navy  
★★★★

### LtGen George Trautman (ret.)



Former Deputy Commandant, Aviation  
U.S. Marine Corps  
★★★



# Mix of firm & provisional orders for over **650** seagliders representing over **\$9B**

## Maritime order holders



## Aviation order holders



## Total orders

**413**



Viceroy  
12 seats

**237**



Monarch  
100 seats

## Buy-in from major airlines



## Other order holders and strategic investors





# REGENT has raised over **\$100M** backed by world-class investors



**THIEL**



**MARK CUBAN  
COMPANIES**



Dennis Muilenburg  
CEO, **Boeing** (fmr)



Jordan Noone  
Co-founder **Relativity Space**



James Park  
Founder, CEO, **Fitbit**

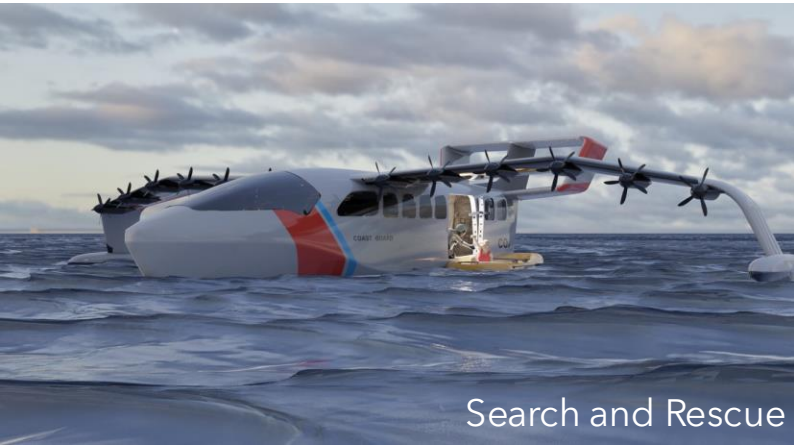
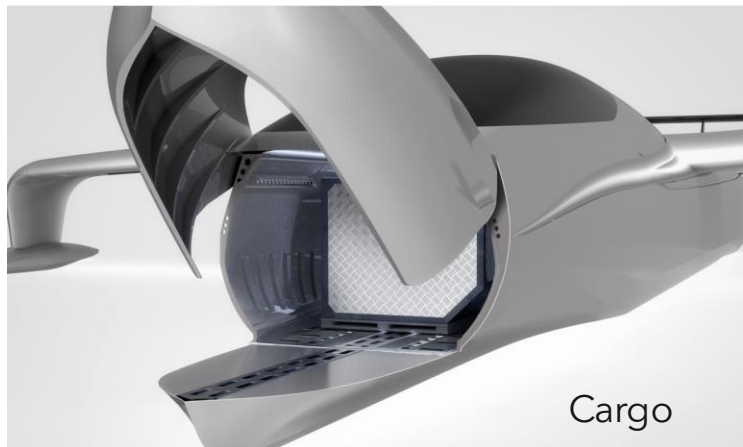


Dan Piemont  
Co-founder, CFO, **ABL Space**



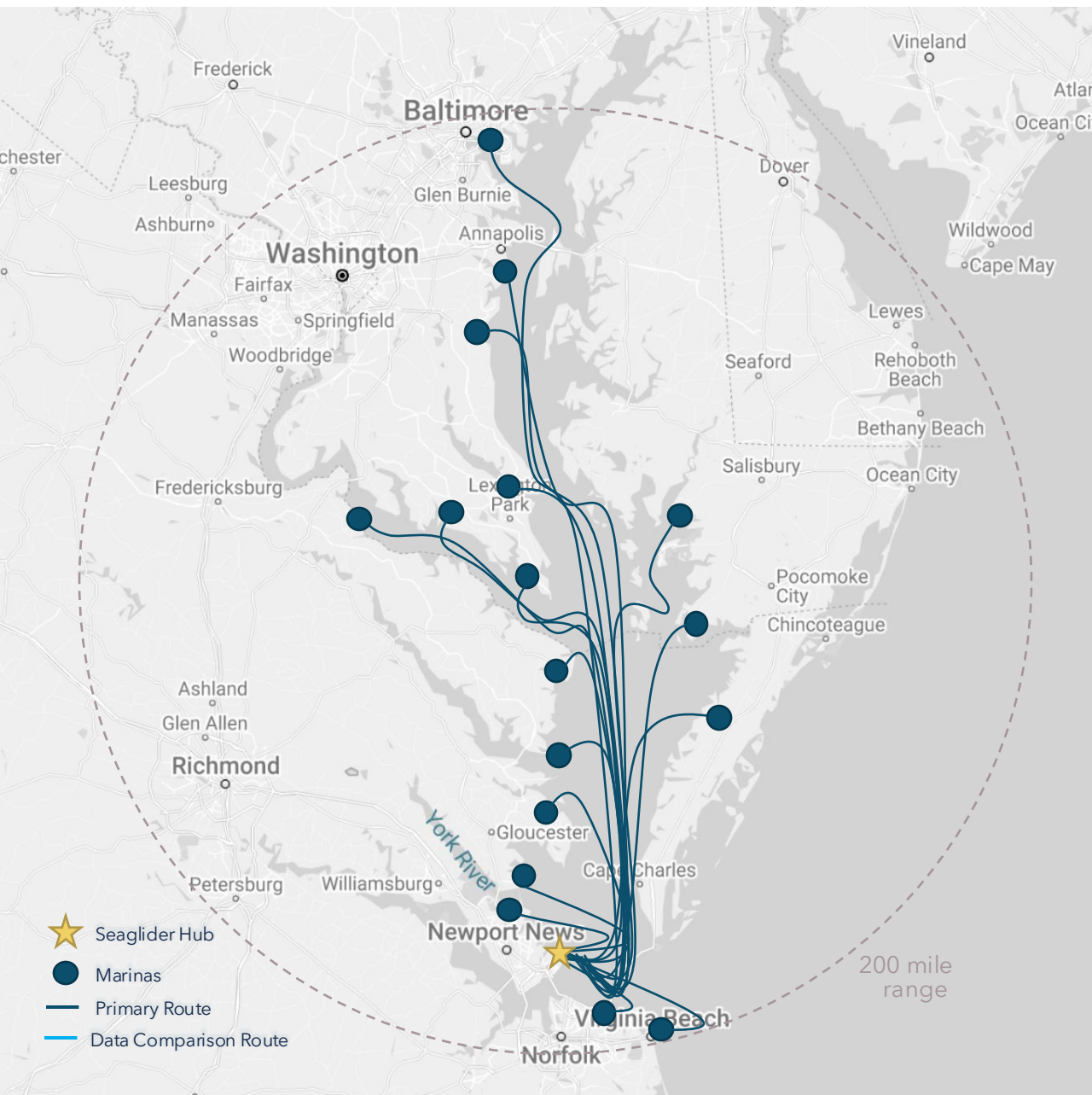


# Seaglidors are a multi-use vehicle for multiple mission sets



# The Chesapeake Connector

REDUCING COSTS, EMISSIONS, & HEADACHES



## Hampton to Baltimore 160 miles



1h+ TSA

4h+

52m



36 gal  
jet fuel

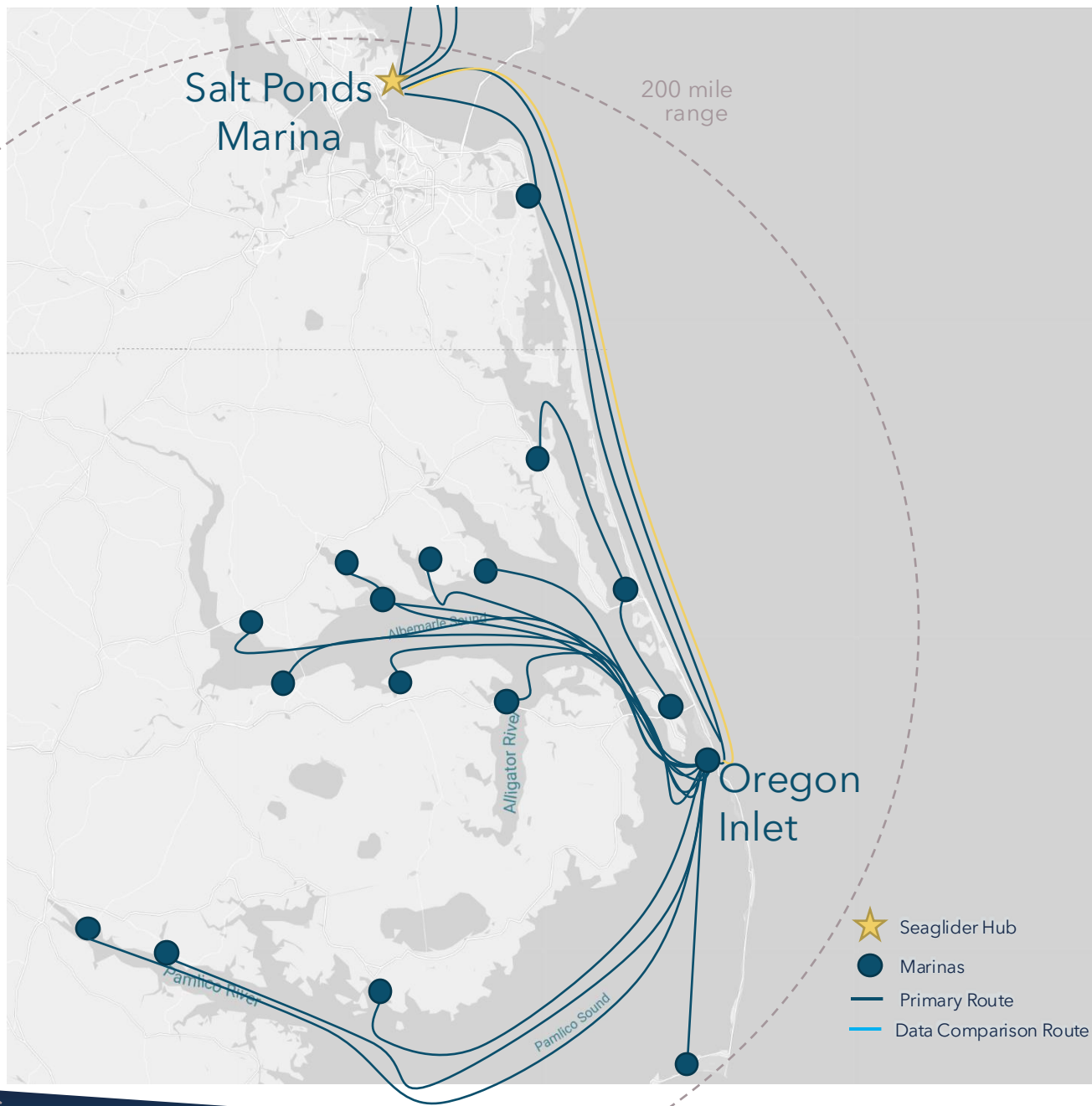
10 gal

0 gal





# The Chesapeake Connector



## Hampton to Oregon Inlet 105 miles



2h 10m

2h  
21m

34m



405  
gal  
diesel

5.5 gal  
unleaded

0 gal







 **REGENT**

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