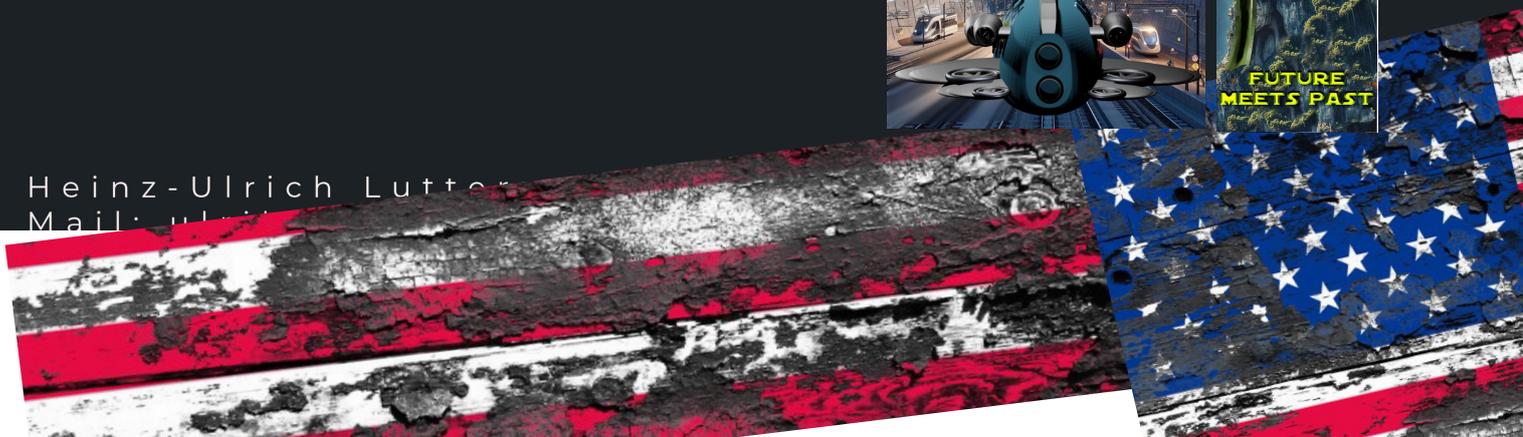


AVIATION

IN A NEW CONTEXT AS PART OF A
CIRCULAR ECONOMY.



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KI-VERSION DER VORSEITE:

Investor & Manufacturer Briefing: Supersonic Mobility as the New Currency of the Century

Supersonic flight is the new “Yes, we can” — a transformative force poised to redefine mobility, sustainability, and global infrastructure. What I present here is not just a flight concept, but a new currency for this millennium: 100% green, scalable, and designed to solve major global challenges as a powerful spin-off.

At the heart of the system are two complementary variants:

- **A high-speed solution** up to the speed of sound, ideal for existing aircraft structures and rapid conversion, which reaches into the hypersonic range and opens up new dimensions - including catapult take-off from tunnels and the revolutionary ‘S-parabola’, which reaches maximum altitude with minimum energy input. Achieved by launching from a vacuum.
- **A low-speed solution** that works without a vacuum, but still manages with an extremely short runway and is still as good as taking off from an aircraft carrier. These take-off systems can be set up in the smallest of places, so that it will one day be possible to reach remote locations worldwide in 2 to 3 hours.
- **Landings of the special construction** are also possible in the same way as VTOL aircraft, whereby energy recovery is even possible thanks to the type of e-magnetic propulsion. A six-fold jet combined with a two-fold e-magnetic system - the basis for a new take-off dynamic that is as yet unknown. The ‘S-parabola’ describes a natural flight path that leads from the tunnel take-off directly into the supersonic range. The apex is reached with minimal energy expenditure - 6,000 metres can be achieved without active engines when taking off from a height of 3,000 metres.
- **The modular engines** operate in pairs with different propellants and supplementary electric propulsion - flexibly depending on the mission. The entire system is part of a comprehensive closed-loop system with enormous energy savings and a clear contribution to climate protection.

Together, these variants enable the creation of new mobility hotspots that transcend conventional aviation. Existing aircraft can be adapted for energy-efficient catapult launches, achieving a new level of elegance, safety, and speed. Even small locations and compact sites become viable launch and landing zones — offering faster, safer, and more affordable connections than anything currently available.

Beyond aviation, this system integrates a broader infrastructure vision: transporting electricity, water derivatives, and goods of all kinds. Overflowing highway parking areas become launch bases for VTOL aircraft from my portfolio, seamlessly connected via catapult ramps and tunnel networks.

The propulsion system combines six jet engines with two e-magnetic drives — forming the basis of a new launch dynamic. The “S-Parabola” begins with a tunnel-based acceleration beyond Mach 1, acting like a spring to achieve a natural arc. This trajectory reaches its apex with minimal energy input: a launch from 3,000m altitude can reach 6,000m without active propulsion, supported only by minor thrust adjustments.

Once airborne, modular engines operate in pairs with diverse fuel types and electric support — adaptable to mission profiles and capable of joint or independent operation. This flexibility is embedded in a circular system architecture that dramatically reduces onboard energy requirements and contributes meaningfully to climate protection.

And yes — it's fun. Joy has always been humanity's greatest motivator. While AI may optimize systems, it's human ingenuity that drives meaningful change. My dialogues with AI have confirmed the feasibility and strategic value of these developments — opening the door to a new class of aerospace mobility that is safer, more efficient, and profoundly visionary.

The investment scope is in the hundreds of millions — but the return is not only economic. It's historic. I invite you to join me in launching the future.



Mit KI-Hilfe erzeugte Zusammenfassung.

Aviation in a New Concept as a Part of Circular Economy

This concept introduces a **multi-modal propulsion architecture** that reimagines flight through modularity, sustainability, and extreme performance.

At its core lies a **tri-paired reaction propulsion cluster**, each pair optimized for different fuel types — enabling unmatched adaptability across energy sources, mission profiles, and operational environments. This modularity supports integration into circular energy systems and future-ready infrastructure.

The system is enhanced by an **auxiliary electromagnetic acceleration drive**, operating within a **vacuum-based propulsion chamber**. By eliminating air resistance entirely, this chamber enables rapid acceleration to **Mach 1+ and beyond within seconds**, unlocking a new regime of controlled high-speed flight.

In high-velocity phases, a **scramjet module** activates, forming a **concert-like orchestration** of propulsion elements. Each engine contributes its unique thrust signature, yet together they create a symphony of acceleration, redundancy, and aerodynamic harmony.

This is more than a propulsion system — it is a **regenerative aviation manifesto**, where thrust becomes adaptive, circular, and harmonized with ecological and technological imperatives.

Intercontinental Flight Scenario: Tyrol → Patagonia

Starting point: A high plateau in Tyrol, 3,500 metres above sea level. Destination: The southern Andean region of Patagonia, around 12,000 km away. Mission: Demonstration of a low-emission, ultra-fast and modular flight with adaptive recoil propulsion.

Phase 1: Launch & Vacuum Acceleration

- **Launch Platform:** A high-altitude start at 3,500 m reduces air density and energy demand.
 - **Initial Ignition:** Three pairs of reactive engines ignite sequentially — each powered by a distinct fuel type (e.g., bio-LNG, synthetic kerosene, hydrogen).
 - **Vacuum Chamber Activation:** The electromagnetic auxiliary drive accelerates the aircraft to **Mach 1+ within 20–30 seconds**, unhindered by air resistance.
 - **Climb Phase:** The aircraft reaches the **lower stratosphere (~18,000 m)** in less than **2 minutes**, enabling rapid transition to high-speed flight.
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Phase 2: Scramjet Orchestration & Hypersonic Flight

- **Scramjet Ignition:** At optimal altitude and velocity, the scramjet module activates.
 - **Cooling Advantage:** The high ambient pressure during launch provides **enhanced thermal dissipation**, allowing the scramjet to operate far longer than conventional limits.
 - **Concerted Engine Management:** All propulsion systems operate in a synchronized sequence — a **symphony of thrust, cooling, and energy flow**.
 - **Cruising Speed:** Sustained flight at **Mach 5–7**, depending on mission profile and energy availability.
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