$16M in Planes Already Sold.

$1.5M Builds Them.

Veloce Planes — Composite Aircraft, Flying Now.

MOSAIC Passed • $16M in Signed Orders w/deposits • FAA Production Inspection July 27 • 38 Planes & Kits Sold

250+ sales in the next 5 years - $100M year 5

Jamie Fettig — Founder & CEO

$800K+ of my own money in. jamie@veloceplanes.com | 773-620-9500 (cell)

ABOUT THE FOUNDER

Why I Know I Can Sell 500 Planes

Jamie Fettig — Founder & CEO
2 exits · 2 FDA clearances · $800K+ of his own money in

2000	Broke holistic doctor learns to market — 26 years of direct-response and 25 years of online marketing since. Every dollar earned came from my own marketing. Facts sell; I sell facts.
Stage years	8 years selling natural health — the hardest sell there is — then closing live from the front of the room, on commission.
11 years	$15M of medical devices sold. Myself. No sales team — just staff helping me.
5 years	50 planes sold — and not one American buyer flew one before purchasing: 17 Volato 400s (6 flying in Brazil, bought on video only) · 17 Veloce ANGs (7 flying in Europe, video only) · 21 600-series with no flying prototype at all.

Now give buyers a plane they can actually fly — and a manufacturer handling volume.
500 planes in 5 years is the conservative case.
Two exits before this company. This is my third — and my last.

THE TEAM

The team just got deeper

Jon Mlsna — Chief Operating Officer

Jamie's 11-year business partner

The partnership	Jamie's business partner of 11 years. Jon built Jamie's Vevazz medical devices, and the two share a deep, trust-first partnership. He's relocating to Raleigh (Harnett Regional Jetport) to run the US assembly operation — freeing the founder to focus on product, sales, and growth.
Generalist	A rare all-rounder: manufacturing, race-engine building, and auto fabrication.
Technical	Computer-science degree; strong across electronics, software, and AI.
Leadership	Excellent at people and team leadership — built to scale an assembly line.
Aligned	Taking deferred salary until profitability, with an exit bonus tied to results — a lean, aligned team.

Founder + operator. Key-man risk, cut.

PRODUCTION DE-RISK

Sales Is Solved. Now We De-risk the Build.

Jamie Fettig — Founder/CEO: demand & sales (50+ aircraft sold, direct-response engine)

Jon Mlsna — COO: production & assembly, relocating to Raleigh (11-year partner)

QA & regulatory: S-LSA build procedures written by a retired FAA inspector; FAA production inspection underway

Supplier qualification: destruction-testing program before any partner builds at volume

Most aviation startups fail at production, not sales. We've proven sales — and we're building production with FAA-grade process and the right operators.

THE FOUNDER'S EDGE

Why Veloce Sells What No One Else Can

A 26-year direct-response operator in an industry that never learned to market.

1

Demand-first, NOT product-first

Most aircraft companies build the plane the founder loves, then go hunting for buyers. Veloce starts from what the market already wants and builds to it. You don't create demand — you channel the demand that already exists.

2

Facts, not pressure

No relationship-selling to manufacture a “yes.” Just every fact, instantly and truthfully — and because the product genuinely wins, the truth is the close. Skeptical, burned buyers believe it precisely because there's no pressure behind it.

3

26 years of direct response

Since 2000 — first online-marketing training in 2002, a practice grown to seven figures, Vevazz, two company exits, 100+ verifiable testimonials. Selling is the founder's native language, in a clubby, trade-show industry that never adopted modern marketing.

And the products hold up their end: the twin runs Cirrus's exact #1 playbook — first new twin in 25 years. The high wing beats the top-5 at the reasons they're #1.

THE PROOF — AND WHY IT REPEATS

This Isn't Luck. It's a Method — and It's Repeatable.

50+
aircraft sold across three brands — no American ever flew one before buying

17
Veloce ANGs sold from Europe — buyers saw only video

21
600-series sold with no flying prototype at all

$16M
signed orders with deposits in hand

The punchline: selling was never the hard part for me — building fast enough is.

The demand is a method, not a lucky streak — the top of the funnel is already solved. Give this sales engine a factory and the orders don't slow down.

The model works every time it's run — Cirrus sold the lifestyle, Tesla sold the identity. It has just never been run in small general aviation by an operator with this depth of direct-response marketing.

THE SHORT VERSION

The Reality of This Investment

$16M

in signed sales

Real buyers. Real deposits behind the orders — collected before the first US flight.

$6M

order book, buildable today

Aircraft sold and waiting. A manufacturer can start on this backlog tomorrow morning.

1

problem: production speed

Selling planes is handled. I cannot build them fast enough. That is the entire problem this raise solves.

The $1.5M buys production — hired out to proven shops. The sales are already done.

Cirrus became #1 with a composite airframe and a chute.
I'm doing the obvious — the same proven recipe, with a twin. Duh.

Aviation Waited 25 Years. The Door Just Opened.

Cirrus rewrote singles 25 years ago. The rules finally changed — and we designed for this moment from day one.

JULY 2025

MOSAIC Passed

The FAA's biggest rule change in a generation: fully-built S-LSA aircraft with modern composites, chutes, and real performance. The 10-year, $100M certification wall became a build-procedures inspection.

JULY 27, 2026

FAA Inspects Our Line

Our S-LSA production manual — written by a retired FAA veteran who did these LSA inspections for a living — gets its inspection. Plane 014, our first S-LSA, is already in the shop.

NOW

One Job From First US Flight

Plane 009's gas tanks are being redone — the last item before its airworthiness certificate. 30 demo-ride buyers are queued for the day it flies.

Five Aircraft. One Platform Strategy.

Every model shares composite construction, tooling know-how, and the similar buyer base.

Model	What it is	Price	Status (July 2026)
Veloce ANG	4-seat, fully built S-LSA	$417–517K	8 flying in Europe, 6 in the US; 17 planes/kits sold by me
Veloce 400T	4-seat twin, fully built	$750K	277 KTAS at FL180
Veloce 600	6-seat pressurized twin, 300 KTAS	$450K kit / $750K Build Assist	Final assembly; half of #2's parts already made; 21+ committed buyers
Veloce 800	8-seat pressurized twin, 333-400 KTAS	$597K kit all-in buyer cost	Twin V8 LS power; hybrid turboprop roadmap to 400 KTAS
Veloce High Wing	Bigger + faster than Cirrus	$617K	NEW: CFD shows ~12:1 glide (Cirrus is 8:1). Takes engines beyond Rotax. FEA finishing now — then the build starts

REVENUE

Four Ways This Makes Money

1

Fully Built Aircraft

ANG, High Wing & 400T — the Cirrus playbook at half the price, in the category MOSAIC just opened. The margin engine.

2

Kits & Build-Assist

600 / 800 / 400T — kit sales fund the company today and fund certification tomorrow. Revenue now, not someday.

3

Engines & Components

We build our own V6/V8 power from the GM LV3/L83 base — and it becomes a product line of its own.

4

The Fleet Future

Autonomous regional fleets — long-term staging, not this raise's promise. Upside, priced at zero today.

Traction — July 2026

$16M in signed sales across 38 aircraft and kits — deposits collected before the first US flight.

38
planes & kits sold across the line

$16M
signed orders with deposits

$20M
projected orders, next 6 months

30
demo rides queued for first US flight

25+
committed 600 buyers when it flies

$1.55M
raised from 13 investors — several invested 2–3x

Manufacturing: From Bottleneck to Moat

The plan that turns 200 parts and 300+ shops into 250 planes a year.

1

Qualify by Destruction

Every candidate shop gets one mold + one piece — destructive-tested. Survivors get 5 more, then 50, then another mold. Down-selects to 5–10 shops we can trust with volume of parts

2

300+ Shops Approached

25+ replies in the first week, 18 in active talks, 4 NDAs signed — including a large American defense contractor.

3

Raleigh Assembly Center

US final-assembly center in the Raleigh, NC area. Jon, my 11-year business partner who built my medical machines, relocates in September to run completion.

4

Europe Keeps Producing

EU composite factory runs 50 of every part up front — kit supply continues uninterrupted while US capacity scales.

Veloce vs. Cirrus SR22 — Better, at a Third of the Price

Not hype — specs proven by 8 flying aircraft.

	VELOCE ANG & High Wing	CIRRUS SR22
Cruise	186–200 KTAS @ 12-14 GPH	~183 KTAS @ 17+ GPH
Stall speed	55 KTAS	61+ KTAS
Useful load	1,650 lbs (true 4-adult)	~1,246 lbs
Cabin width	4 inches WIDER	49 in
Safety	Chute + SafeGlide (auto-land path)	Chute (CAPS) plus autoland on $1.5M new
Price	$417K–$617K fully loaded	$1.2M+ loaded

UNIT ECONOMICS

Margin in Every Model

Model	Price	Gross Margin ($/unit)
Veloce 600 (kit)	$247,000	50% ($123,500)
Veloce 800 (kit)	$297,000	50% ($148,500)
Veloce 400T (fully-built, MOSAIC)	$750,000	30% ($225,000)
High-Wing (build)	$560,000	30% ($168,000)
High-Wing (kit)	$220,000	40% ($88,000)

Blended gross margin
~35%

EBITDA break-even
~13 aircraft/yr

Year-1 plan (25 aircraft)
EBITDA-positive: +$1.9M

Source: Veloce Financial Model V27.

Where the $1.5M Goes — and Why We Don't Burn It

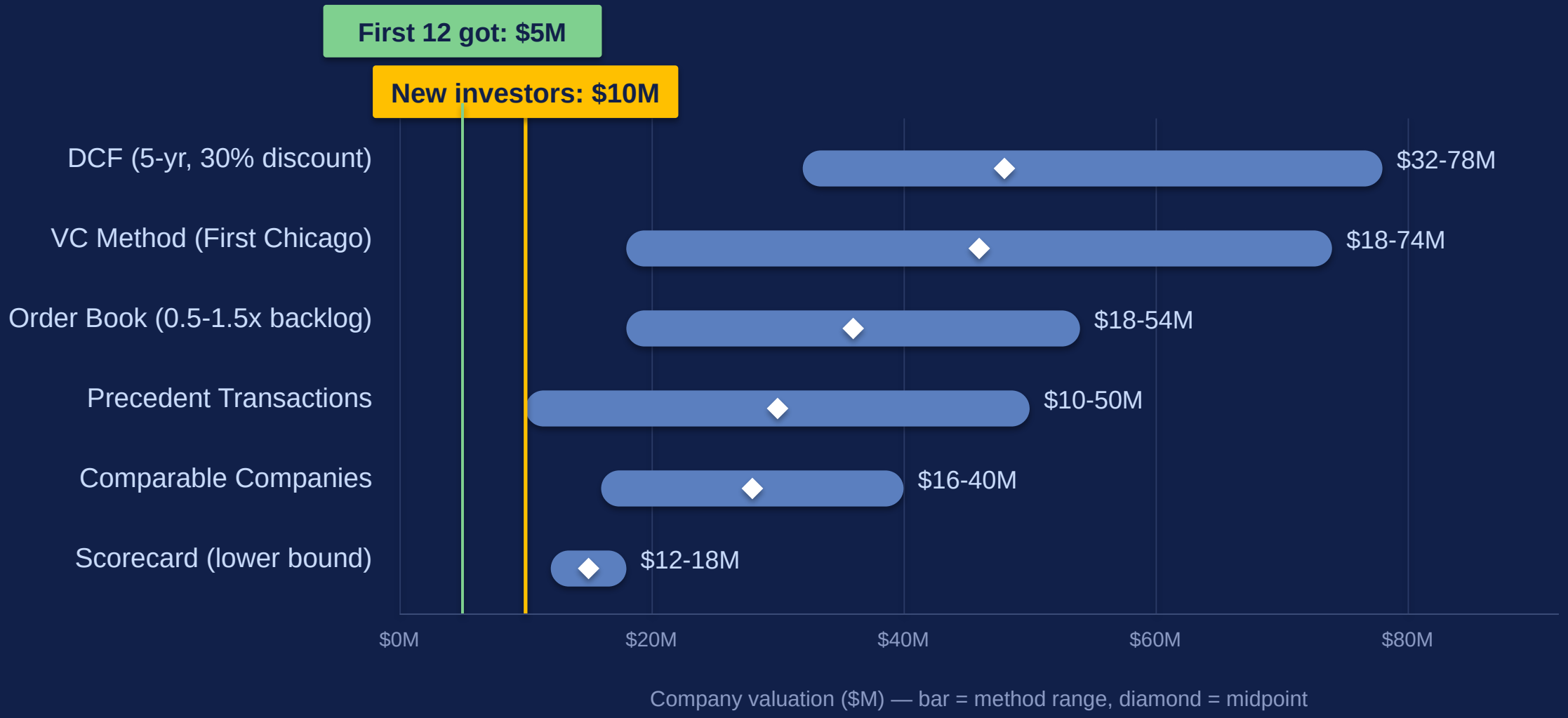
We're already cash-flow positive. This isn't runway to survive — it's capital to build faster.

- **Use of funds:** production tooling, build-partner ramp, and working capital to fulfill the $16M backlog
- **Trailing 12 months:** roughly cash-neutral (net +$110K) — we run on customer deposits + revenue
- The model assumes no additional equity — growth funded by deposits + profits, with optionality for strategic capital if we choose to accelerate
- **Year-1 ending cash (with deposits):** ~$6.5M

Model figures (V27).

Valuation: Six Methods, One Conclusion

Every method floors at $10–12M — consensus range $18M–$45M. New money enters at $10M: below every floor.



Internal analysis using standard methods as of July 2026. Not an independent appraisal. Projections are estimates, not guarantees.

THE VALUATION NO FORMULA CAN ARGUE WITH

What It Would Cost to Rebuild This

REBUILD THE COMPANY FROM ZERO

- Five aircraft designs with molds and tooling — proven by 8 flying aircraft
- FAA build center + certification path, walked by a retired FAA inspector
- A supply chain mapped: 200 parts, 300+ shops vetted
- $16M order book, 1,000+ tracked prospects, a brand buyers trust sight-unseen

$10M+ and 2-5 years — if everything works the first time. It rarely does.

REPLACE THE FOUNDER

- 26 years of direct-response marketing, 25 years online
- $15M of medical devices sold personally — no sales team
- 50 aircraft sold — American buyers bought without ever flying one
- Hiring that skill set: $500K+/year plus equity, years to ramp — if you can find it

$5M+ over five years — and you still don't get the person who already did it.

Replacement cost: $15M+ and half a decade. This raise prices it at $10M — founder included.

OUR MOAT

Why the Lead Compounds — Our Moat

- **$16M in signed orders with deposits** — demand locked to us, not up for grabs
- **Patents on core designs** (Veloce 600 and others)
- **One platform, five aircraft** — shared tooling; a competitor starts from zero on each
- **A qualified build-partner & supplier network** — the hard part rivals can't shortcut
- **A direct-response funnel + 1,000+ tracked prospects** — a selling machine no incumbent has

The innovation isn't just the aircraft — it's a demand engine and a backlog a competitor can't copy overnight.

The Raise: $1.5M for 15% (SAFE)

Working capital to swing into high production — priced below every valuation floor until the ANG flies.

Terms

SAFE — raising $1.5M for 15% of Veloce Planes LLC ($10M post-money). Any amount from $50K up. Accredited investors. Prefer one $1M partner who can manufacture.

Use of Funds

Money goes to manufacturing. Ideal: a manufacturing partner invests the $1.5M and builds everything in their existing capacity. Short of that: contract manufacturers I hire and pay directly.

Why Now

This is the tipping point: The Orders are real, manufacturers getting lined up, FAA date on the calendar, demo list full. Everything is in place except the working capital. After 009 flies and the FAA signs off, I re-value.

Roadmap to the Exit

Milestones, not moonshots.

Jul 27, 2026	FAA inspects S-LSA build procedures — correction list, fix, cleared to build
Aug 2026	009 airworthiness + first US flight; 30 demo rides convert (~10 buyers) then revaluation
late 2026–Early 2027	600 prototype flies; position 1 & 2 auction; Raleigh center online; production ramp
Begin 2027–2030	800 certification program (~$10M, Epic model — SLSA fund it); High Wing to market; 250/yr capacity
3–5 years	Exit paths: strategic acquisition, growth equity, or dividend value. Conservative comp set: $30M+; certified-fleet scenarios well beyond — automated fleet way beyond, and Electric Flight schools way beyond

Projections are estimates with real-world milestones — not guarantees.

THE CAPITAL ROADMAP

The Path to 300+ Aircraft/Year — Funded by Demand

Year	Aircraft	Revenue	EBITDA
2026	25	$11.4M	**+$1.9M**
2027	49	$22.8M	**+$3.7M**
2028	98	$46.7M	**+$9.0M**
2029	196	$95.7M	**+$20.2M**
2030	315	$157.6M	**+$35.8M**

5-year cumulative revenue: $334M

This $1.5M unlocks production. From there, the model funds scale from deposits and profits — with optionality to add strategic capital to accelerate.

Model figures (V27).

Risk, Transparency & Next Step

Aviation startups are risky. Most fail. Here's why this one is worth your diligence.

What's different here:

- Founder with two exits and two FDA clearances — and $800K+ of his own money at risk
- Demand validated before first US flight: 38 sold, $16M signed with deposits
- Real production plan — every 600 part made, final assembly underway, supply chain being qualified
- Full financials under NDA. Come to the shop, see the planes, meet the team.
- No pressure — facts, proof, and transparency.
- **Before you wire a dollar: full data room — every order, every deposit, every correction. Come to Raleigh and touch the planes.**

Talk to the founder.

Not a sales team. 15 minutes, real answers.

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Not an offer to sell securities. Any offer is made only to accredited investors through definitive documents. Investing involves substantial risk, including total loss.