



February 3, 2026

Greetings from Voyager Global!

Welcome to 2026.

I hope this email finds you and your family doing well.

It's time for another update on the progress of our project.

2025 was a busy and educational year.

We are still working through our design phase and hope to finish soon.

In early 2025 we began contacting local investors in the Kansas area in hopes of attracting interest in our project in preparation for our build phase.

The results were disappointing but expected.

Kansas' startup ecosystem was literally on life support at the time.

After the COVID era, the state never really revived its support for startups.

Although there are several state-level organizations that talk a good game, when you dig into the details of their funding options, they often require a matching raise of \$100k or more from the startup's personal network or only focus their investments on minority-owned companies.

We contacted no less than 10 high-profile investors and organizations, including KOCH Disruptive Technologies (KDT), a subsidiary of KOCH Industries headquartered in Wichita, Kansas, which, according to their website, was created for the purpose of supporting business entities from startup to IPO and beyond.

Check out their website at this link:

- Ref: <https://www.kochdisruptivetechologies.com/>

At that time, the only method for contacting KDT was a contact form on their website that only allowed for basic information such as name, phone number, and email address. There was no method for submitting a pitch deck for review.

Today, the form is no longer available, and there is no method for contacting them via their website.

We submitted our contact information via the form on 3/10/2025 but never received any feedback.

On 3/31/2025, I sent a printed version of our pitch deck, via FedEx, to Chase Koch, the founder of KDT.

Finally, on 4/14/2025, I received the following email response:

Hi Chris,

I am a Director with Koch's investment team Koch Disruptive Technologies (KDT). I spend most of my time focused on our supply chain & logistics theme.

*We received your information via mail and through the website. Thank you for thinking of Koch & KDT. I love the **bold and disruptive plan, and intuitively it makes sense! The project is earlier stage than where Koch and KDT invest.** As a large shipper, and mover of goods in general, there is potential for Koch to be a good fit as a partner **once the technology is commercialized.***

I look forward to tracking progress and will be rooting for Voyager!

Thanks,

Keaton



Keaton Goedert
Koch Disruptive Technologies
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This exchange exemplifies our experience with the other investment entities we contacted in Kansas.

Before COVID, WSU (Wichita State University) hosted a monthly event where students and local innovators would come together and pitch their ideas to Kansas investors.

WSU's W. Frank Barton School of Business hosts a school for entrepreneurship that spearheaded the event.

Since COVID, the school no longer hosts the event.

Exacerbating the situation, many of the entities we contacted via email and social media were not accessible due to the high volume of traffic they receive through these avenues, so snail mail or FedEx were the only viable options.

As you can probably imagine, the process of crafting individual emails, social media messages, and letters, mailing, and then tracking them is very time-consuming.

This time could have been better spent working on our design and marketing.

Increasing the complexity of the situation is the fact that we manufacture very little in the US today. As a result, many of our domestic investors lean more toward software, aka soft innovation, rather than physical products, aka hard innovation.

President Trump has often mentioned bringing manufacturing back to the US. One of the first steps toward this goal is strengthening domestic support for hard innovation.

In July of 2025, I visited the Zeppelin museums in Germany to research two primary components from the Hindenburg design that are carried over to our project.

While in Germany, I noticed how open-minded the German population is regarding Lighter-than-Air technology (LTA).

This is primarily due to the German education system ensuring its students and adults are educated in the history of LTA, as it was their ancestors who first developed the technology.

In the museum at Friedrichshafen, they have a full-scale mockup of the Hindenburg's passenger quarters that you can tour as well as many images, documents, and artifacts on display from that era.

Below are the links for the two Zeppelin museums in Germany:

- Friedrichshafen:
 - Ref: <https://www.zeppelin-museum.de/en>
- Meersburg:
 - Ref: <https://www.zeppelinmuseum-meersburg.de/>

This website on airship history contains many images of the passenger quarters:

- Ref: <https://www.airships.net/hindenburg/interiors/>

In addition to the museums, the Zeppelin NT Company operates two prototype airships that provide tourist flights when the weather permits.

- The prototype design is referred to as “the Zeppelin NT”

- NT = New Technology

Here is the link for their website:

- Ref: <https://zeppelinflug.de/de/zeppelin-nt>

The design for these prototypes was first introduced in the 1990s but was never able to attract enough investment to progress to a full-scale build due to its high operational costs.

These costs are due in part to excessive helium leakage, which is caused by the use of pressurized helium in an envelope that's penetrated in no less than 10 locations by the internal airframe.

- For more information on the Zeppelin NT design, visit their website at the following link:
 - Ref: <https://zeppelinflug.de/de/zeppelin-nt/technik>

What's important is that the Zeppelin NT's appearance in the skies over Germany serves as a reminder of the technology's relevance, as they are often used for tourist flights when the weather permits.

During my visit, I engaged many of the locals about LTA's future.

Overwhelmingly, they were supportive of the idea of using the technology to more efficiently transport passengers and cargo.

Because of their familiarity with LTA's rich history, Germany would be one of the easiest places to revive the technology with respect to acceptance of the technology.

However, the German economy is in serious trouble because of rising inflation, high taxes, labor costs, energy costs, and overspending in the EU.

They are literally governed by unelected officials that they cannot be rid of.

The situation is so dire that in 2024 several of the major manufacturers that are headquartered in Friedrichshafen, i.e., ZF, announced they would have to lay off more than 10,000 employees in the coming years just to stay in business.

- Ref: <https://www.forbes.com/sites/michaeltaylor/2025/10/02/zf-joins-bosch-in-layoffs-as-europes-ev-pushback-bites-in-germany/>

Another example is Volkswagen, which in 2024 had gambled on the future of EVs and lost. As a result of falling EV sales, they were forced to close a manufacturing facility in

Dresden, Germany. This was the first closure of its kind by the automotive manufacturer in its history.

- Ref: <https://www.france24.com/en/live-news/20251216-vw-stops-production-at-german-site-for-first-time>

In a media interview, the executives of one German manufacturer announced that unless significant changes were enacted, it would be forced to relocate to a more business-friendly country such as Turkey.

Unfortunately, the outlook for 2026 isn't much better.

While in Germany, I also engaged several contacts regarding investment in our project.

Unfortunately, many of the investors in Germany and Europe in general are in a play-it-safe mode while they assess what the future holds for their economies.

After Germany, I visited two additional countries where I engaged other foreign investors.

China was my final stop before returning to the US.

While in China, I interviewed with a state-run startup incubator.

A startup incubator is an organization that assists startup founders with product development as well as funding opportunities.

Besides local millionaires and billionaires, the government of China also invests in startups, with deals often resulting in Chinese ownership being as high as 40 to 50% of the company.

There are more than 20 incubators in China that have multi-round contests twice a year designed to attract innovators from around the world.

The contest I was going to enter had 230 innovators in the first round.

In addition to the interview, I was able to experience the culture in China and gain a better understanding of why the Chinese government maintains such tight state control.

Also, I witnessed firsthand the enormity and diversity of Chinese manufacturing, especially in the tech realm.

From these experiences, I can confidently say we have not only lost our manufacturing but are also losing our innovators and their new technologies to China.

With respect to support for startups and the startup ecosystem, China is operating on a completely different plane from the US and the West in general.

As an example, in 2024 Tesla led global electric car manufacturing in revenue and units sold.

However, in 2025 the Chinese company BYD (Build Your Dreams) surpassed Tesla in revenue and units sold by selling 2.26 million electric vehicles globally versus Tesla's 1.64 million.

The difference in 2025 annual revenue, BYD being \$118 billion versus Tesla's \$95 billion, was \$23 billion.

BYD can sell their top-of-the-line EV for much less than Tesla primarily because their country's monetary system isn't being assaulted by the inflation hikes experienced in the US.

- Ref: <https://www.nytimes.com/2026/01/02/business/tesla-electric-vehicles-fourth-quarter-sales.html>
- Ref: <https://companiesmarketcap.com/byd/revenue/>
- Ref: <https://thetechportal.com/2026/01/29/tesla-reports-first-ever-revenue-decline-in-2025-with-profit-falling-46-and-discontinues-model-s-and-model-x/>

As an example of the difference in pricing between the US and Chinese economies, a meal that costs \$25 in the US only costs \$8 in China.

A \$50 taxi ride in the US is only \$15 in China.

A \$100 per night hotel room in the US is only \$35 per night in China.

Etc.

This gap is only going to increase as we print more and more paper to cover the cost of our overspending as a country.

Am I considering moving our project to another more business-friendly country where the taxes are lower and minds are more open to LTA?

Yes, I am considering it as an option, and I would like to hear your thoughts if you want to share them—just respond to this email.

LTA is a global, multi-market technology, and choosing the right home could mean billions of dollars in saved revenue.

Regarding countries like Germany that are more open to LTA, China recently announced it will be investing in its “Low Altitude Economy” (aka LAE), meaning any new technology that operates at or below an altitude of 3,280 feet above ground level, such as drones, PAVs, and other electric aircraft.

- For more information on this topic, see the following document on Bank of America’s website:
 - Ref: <https://institute.bankofamerica.com/content/dam/transformation/low-altitude-economy.pdf>

Just last year, China built and began testing its own blimp design and will be using the platform for tourist flights and to train LTA pilots and crew.

In addition, in 2024 Russia issued an official government decree outlining support for any company wishing to bring their LTA technology to their country.

One of the main drivers of the decree is the decreasing stability of the roads and railways in the Siberian region, which has been brought on by the softening of the permafrost layer due to shorter periods of winter.

The good news is that global interest in LTA is increasing.

It’s my ambition to be one of the first to reintroduce the technology to the global community.

As previously mentioned, our LTA design closely mimics the Hindenburg, which represents the German Zeppelin Company’s most advanced airship design.

In 2025, we moved closer to the completion of our 3D modeling phase by simplifying a complicated component carried over from the Hindenburg design.

This accomplishment represents a significant decrease in overall material and labor cost, as this component was used in more than 1,700 locations throughout the airframe.

To date, we have succeeded in reducing overall labor cost for the project by at least 40%, made possible in part due to the availability of stronger, lighter build materials.

In addition, in 2025 we expanded our network of contacts for the project to include Germany and several other countries and realized a more cost-effective option for our build facility.

For 2026, our goals are to complete our 3D design phase, estimate the total build cost for our first airship, and begin raising capital for the build.

We will be reaching out to each of our current investors when we kick off our next crowdfunding campaign.

If you haven't visited our website lately, please be sure to check out the new sections, "Zeppelin History Primer," "Prototyping," and "Safety and Survivability," on our home page, as they address the rich history of the German Zeppelin airship program, our philosophy on prototyping, and the safety of airship travel today.

We are constantly updating our website with relevant information and improving our marketing message.

We appreciate your continued support and confidence in our project as we move forward in completing our goals for 2026.

Thank you again.

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