Federal Technology Symposium

Technology Innovation Showcase

Speakers:

- **Integrated Sensing and Cyber**: Vadum Inc (speaker: Marc Phillips)
- Advanced Robotics and Autonomous Systems: SLA Robotics, NC State University (speaker: Sumedh Beknalkar)
- Integrated Sensing and Cyber: TCOM (speaker: Rick Evans)
- Trusted AI and Autonomy / Integrated Sensing: Ultraview (speaker: Jack Medellin)

SkyPro

VADUM

Contact:
Marc Phillips
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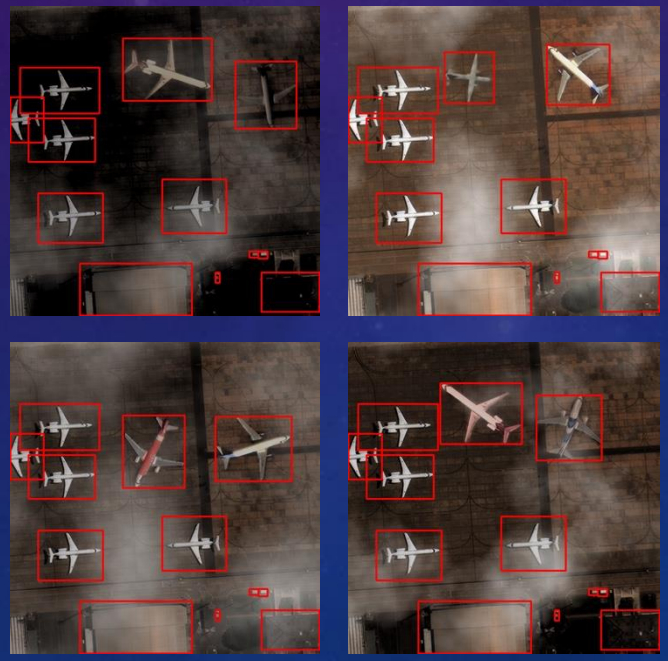
206-276-2567

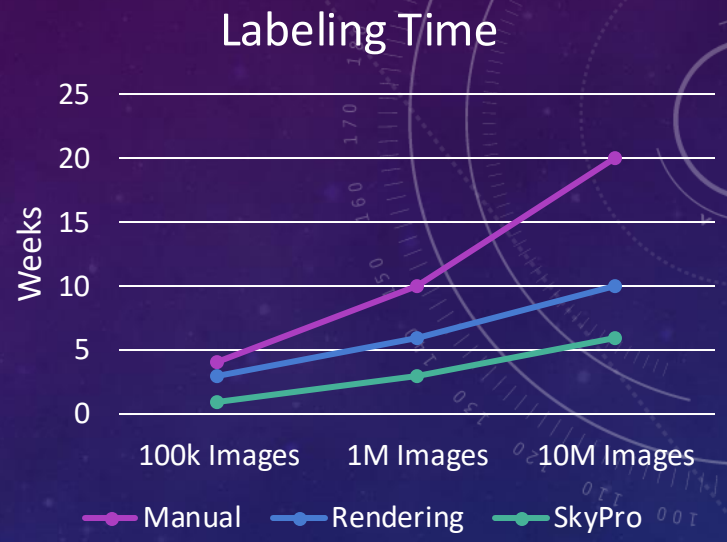
WHAT IS SkyPro ATR?

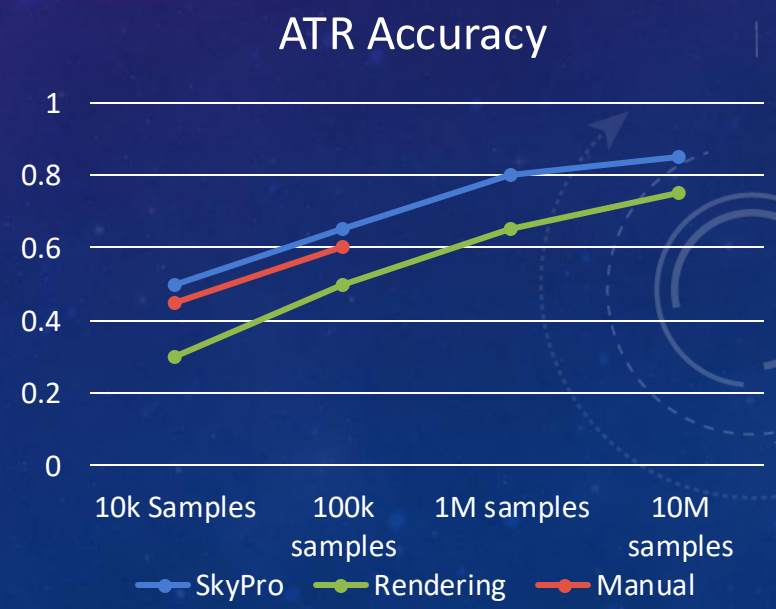
- Realistic image generation for geospatial analysis
- Place **REAL** objects in novel scenes, adding variation for ATR algorithms
- Pixel-perfect labels within generated data
- 1000x faster than manual labeling, 100x faster than rendering
- Geospatial optimized ATR improves accuracy with **NO** additional data

SkyPro



ATR Algorithms





REALISTIC GEOSPATIAL IMAGERY GENERATION

- Wide variety of augmentations for all your data requirements
- Combine any augmentations as needed
- Generate millions of images from a few examples
- **NO** synthetic/rendered data ever used for generation

Seamless Object Placement	
Time-of-Day Shift	
Object Styling	
Cloud Coverage	
Camouflage Obfuscation	

Smart Object Placement

SkyPro

- **Algorithmic placement of objects in scenes**
  - Objects do not collide with each other
  - Placement accounts for context within scene. E.g. cars are typically found on roads, ships typically in water, etc.
    - Non-typical placements and formations are supported with custom logic
  - Objects are placed in the scene with the correct orientation
    - E.g. cars are aligned on roads.
- **Benefits**
  - Increased variety within generated images
    - Variety in # of objects, locations, orientations
  - Automation of generation process enables quality dataset production at scale

Other Data Generation Examples (Natural Perspective)

SkyPro

Solution – Detect UXOs on Runways

SkyPro

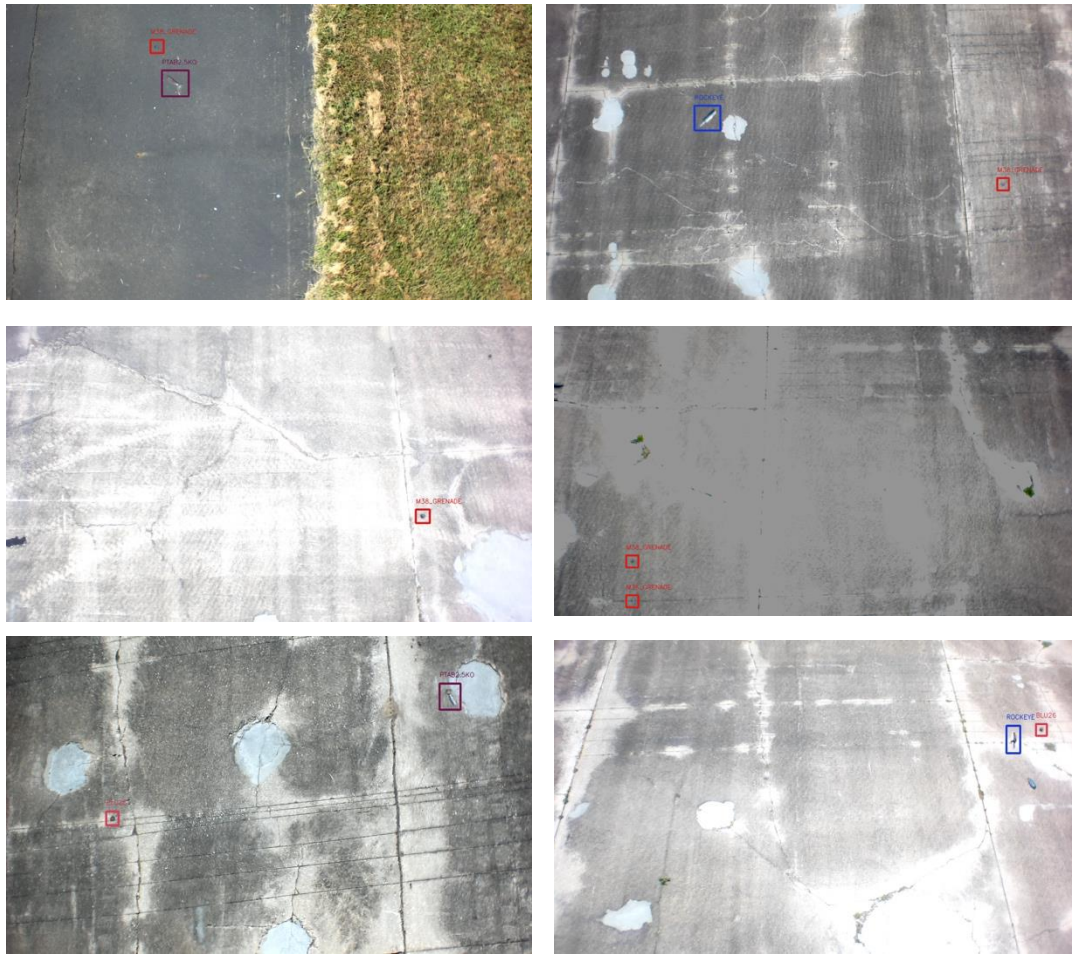
Recall performance on M38 and BLU26 have room for improvement

M38_GRENADE BLU26

Generative Machine Learning Process

- SkyPro generative machine learning algorithm places these exemplars in multiple scenes to auto-generate a labeled dataset
- Real objects in real scenes.
- Auto-generated labeled dataset used and re-trained ATR for improved recall performance **in 6 hours.**

Impact: Average recall improved by 11%
Small target recall improved by 32%



Auto-generated labeled data subset with M38 and BLU26. ATR-retraining shows significant improvement in recall performance on these munition types.

SCOUT CARD: SkyPro ATR

Vadum Inc.
POC:
Marc Phillips
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919-341-8241

Problem

Technology name, picture, and brief description: SkyPro ATR delivers higher real world Automatic Target Recognition accuracy using a novel data generation approach for training models to target new objects in hours not weeks.

What problem do you solve? Time delays and unreliable target identification for new high priority objects put missions at risk. Traditional ATR model training is slow and laborious, requiring large amounts of labeled data. Synthetic data can speed training but produces much lower real-world accuracy. SkyPro is fast *and* accurate.

Solution Specifics

How do you solve the problem?

Our high velocity, automated training pipeline injects variability into realistic scenes using real objects from target sensors, significantly enhancing model robustness and reducing overfitting, resulting in highly accurate and reliable ATR models for real-world operational scenarios, without the need for extensive retraining.

Why you? What makes you different from the competition?

Better ATR from more accurate model training from fewer target images than systems requiring large labeled datasets or synthetic data.

Rapid creation of 100% realistic highly variable data sets without 3D model dependency for faster onboarding and re-training.

Impact and Technical Approach

Technology Readiness Level (TRL): 7

What is the Impact of your Solution?

Add New Targets Fast: Train and deploy models for new object recognition in hours not weeks.
Highly Accurate: Up to 32% higher ATR accuracy than state of the art approaches.

What is the Technical Approach?

Targets are placed into environments utilizing a structure-preserving visual representation model which does not require retraining for unseen targets.

Performance

End-user payoff/expected operational value/new capability:

- More targets found, faster. Lower dataset requirements means minimal image requirements, enabling quick turnaround of updated ATR models trained to locate and engage new adversarial objects.
- 1 target generated per second per GPU / Scales linearly per GPU

Dual-Use (Commercial / Military) applications for the technology solution:

- Drone inspections, medical condition identification, agriculture and pest control, construction, satellite imagery, search and rescue.

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SLA ROBOTICS

LASR

Land And Sea Robot

Sumedh Beknalkar, Co-founder (Presenter)
Andre Mazzoleni, Co-founder
Matthew Bryant, Co-founder

SCOUT CARD:

LASR – Autonomous, multi-terrain and amphibious robot for mine detection and ISR in littoral zones

SLA Robotics
POC: Sumedh Beknalkar
+1-412-378-8553
sumedhbeknalkar@gmail.com

LASR – Land And Sea Robot: LASR is the only autonomous submersible vehicle that easily traverses multiple terrains on land, on-water, underwater, on-seabed, on-shore using a screw-based propulsion system, a proprietary buoyancy control mechanism, and AI-based autonomy and control.

Problem: Exposing warfighters to extreme risk – Manned EOD, UXO, reconnaissance, and ISR operations in rough terrain such as surf zones, tidal flats, shallow waters, and nearshore are dangerous to warfighters. Having autonomous, unmanned options significantly increase the mission safety.[1][2]

Gap: Existing robotic platforms are limited to land or sea environments, cannot operate in the surf and shallow water, and lack the autonomy, endurance, and modularity needed to perform persistent inspections in littoral zones. LASR is a robust, all-in-one solution that eliminates these limitations and therefore decreases risks to the warfighter.

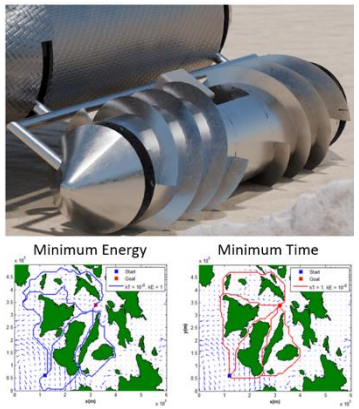
"As EOD technicians, we are always looking to stay remote. Once we have to go hands on, the threat of detonation is much closer to us and that affects our personal being." Master Sgt. Patrick Hilty, Marine Corps [3]

Top to bottom: LASR moving on a beach, swimming underwater, and walking on a seabed

LASR's screw-based propulsion & buoyancy control systems provide unprecedented diversity of applications for one system. Our robot operates on land: in dry and wet sand, mud, clay, dirt, and gravel; on water; underwater; and on the seabed. This multi-terrain capability is unique to LASR and would provide military operations a competitive advantage in its monitoring capabilities.

Competitive advantage: Track-based platforms have unnecessary mechanical complexity and reliability concerns that limit their usefulness in harsh environments. They are also ineffective for variable depth operations. Propeller-based UAVs are limited to subsurface movement and are thus not functional for terrestrial-based operations.

USP: LASR provides an all-in-one AI-informed robotic monitoring solution that is the size of an ATV, offering fully autonomous, remotely piloted, and hybrid modes of control, includes GPS + DVL/IMU-based position and AI-based adaptive path planning and NN-based terrain identification. Our solution enhances the warfighter safety, effectiveness, and accuracy of multi-terrain monitoring operations.



Top to bottom: LASR's screw-based propulsion system and AI-based path planning for survey missions

TRL 4: Fully developed and field-tested prototypes have been developed.
MRL 4: Fully able to be manufactured in the laboratory.

Impact of LASR: Force Protection & Operational Reach: Replaces manned patrols and EOD teams in high-risk surf, beach, and underwater zones with an unmanned platform capable of autonomous operations for MSRO [4].

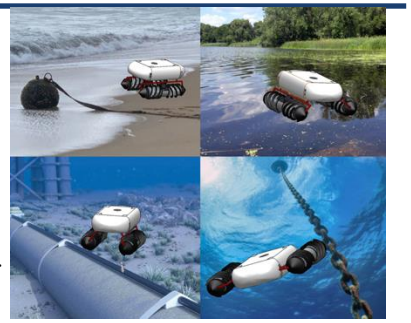
- Operational Efficiency & Mission Agility: Provides persistent surveillance and reconnaissance over wide littoral areas without requiring continuous operator input, and seamlessly transitions between land and water, expanding the battlespace reach of current forces.
- Alignment with DoD Priorities: Supports JADC2 [5] and Project 33 [6] logistics goals by delivering an interoperable, AI-driven platform that enables ISR, mine detection, and expeditionary support in the shoreline-to-seabed battlespace.

LASR prototypes on land and underwater

Technical Approach: LASR was developed as part of the NSF-funded *MAARCO* [7] project for studying the effects of climate change in the Arctic. As part of the project, the team developed and tested prototypes, the screw propulsion, buoyancy control systems, and the AI-based navigation and control. Following that success, we are expanding the range of terrains to make an even more versatile system.

End-user payoff: Improved Situational Awareness & Safety: Real-time intelligence via EO/IR, sonar, and terrain mapping enhances reconnaissance in cluttered, murky, or visually obstructed environments. Autonomously identifies obstacles, threats (e.g., mines, IEDs), or environmental changes and relays this information to command, improving battlefield awareness.

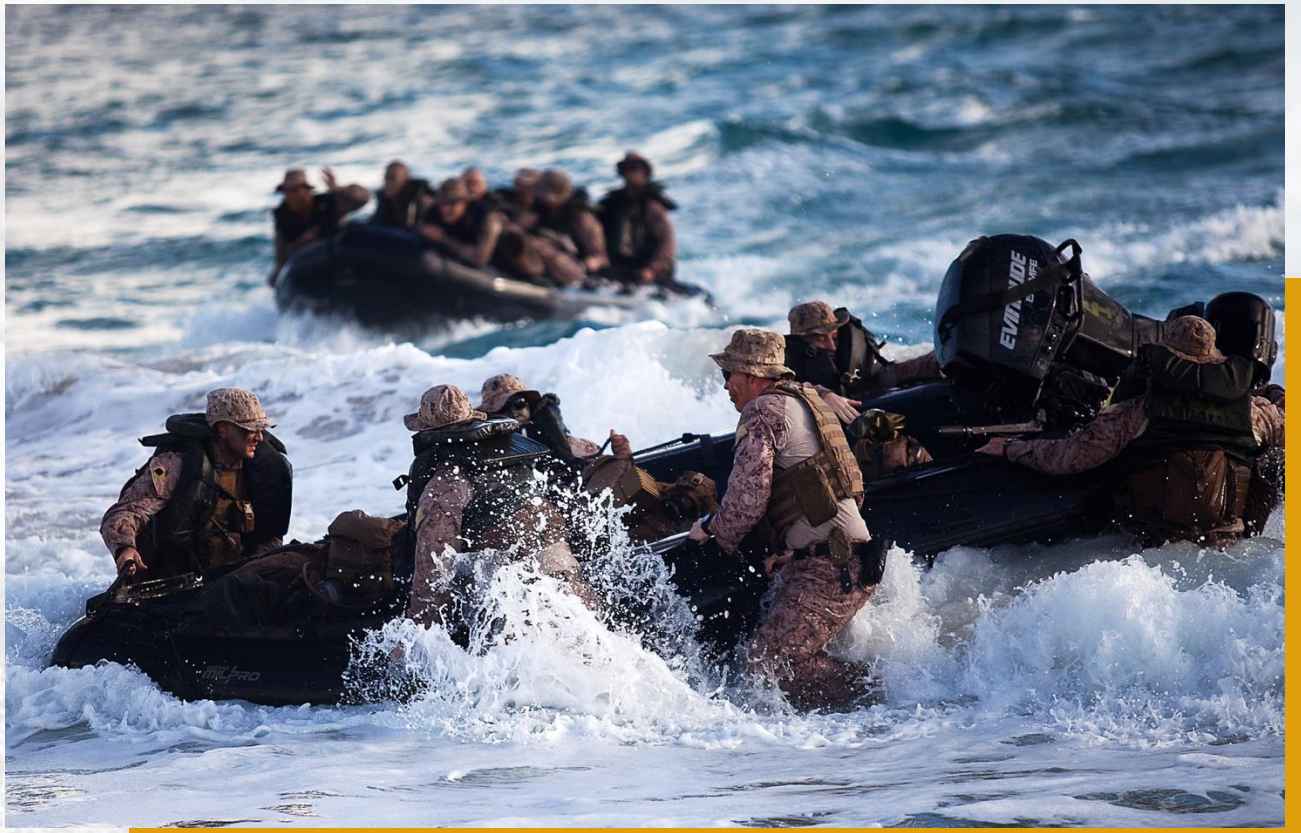
- Enhanced Decision-Making and Threat Analysis: AI-powered terrain interpretation and anomaly detection reduce operator burden and allow for faster, data-informed tactical decisions. Sensor fusion and edge AI inference enable near-instant alerts and threat prioritization.



Dual-Use: Wetland management: Water sample collection in shallow open-water wetlands.

- Marine sciences and coastal engineering: Data and sample collection on beaches, seabeds, oceans.
- Climate change research in the Arctic: Sample and data collection in the diverse Arctic terrain
- Offshore energy (oil, gas, and marine energy): Exploration and offshore wind turbine structure and mooring line inspection

Pre-combat reconnaissance teams

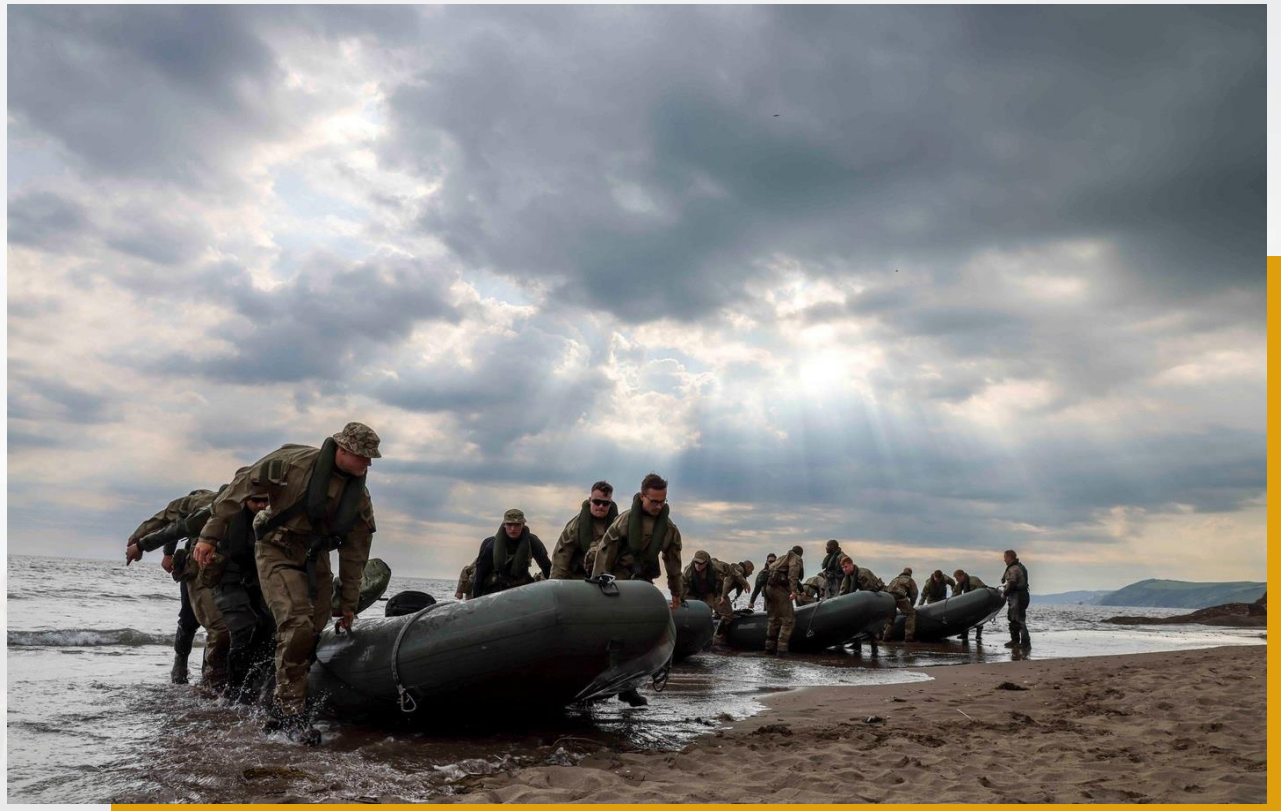


MINE DETECTION, RECON,ISR MISSIONS

18 marines, boots on the ground.

18 lives risked.

>500 manhours spent.



Article: Unmanned Amphibious Reconnaissance Is Possible

(https://www.usni.org/magazines/proceedings/2019/august/unmanned-amphibious-reconnaissance-possible)

MINE DETECTION, RECON, ISR MISSIONS

**“In Very Shallow Water (VSW) & Surf Zones (SZ)
most humans are most vulnerable to mines”**

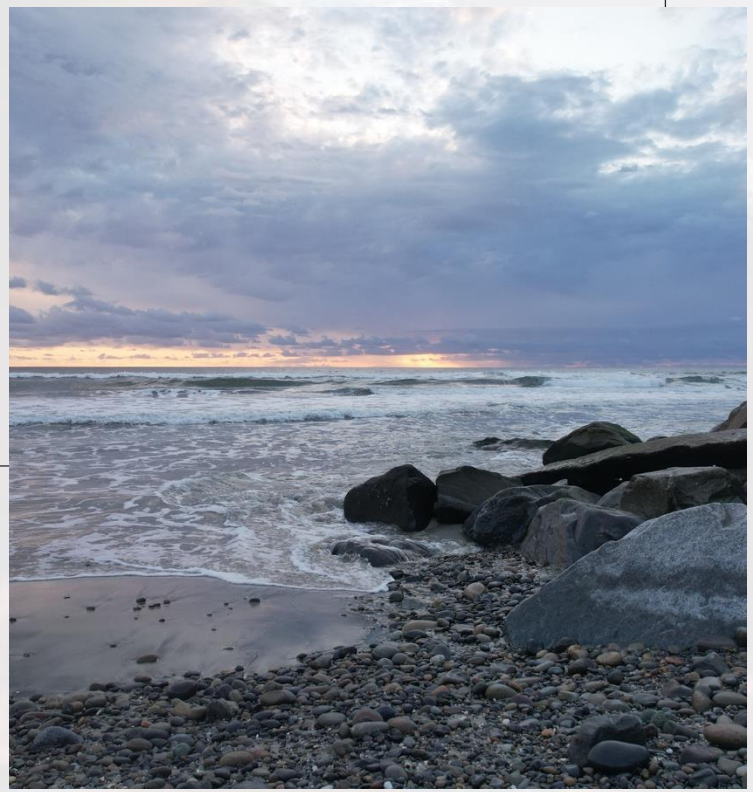
- Unmanned Vehicles in Mine Countermeasures Report

**“Once we have to go hands on, the threat of detonation is much closer to us
and that affects our personal being“**

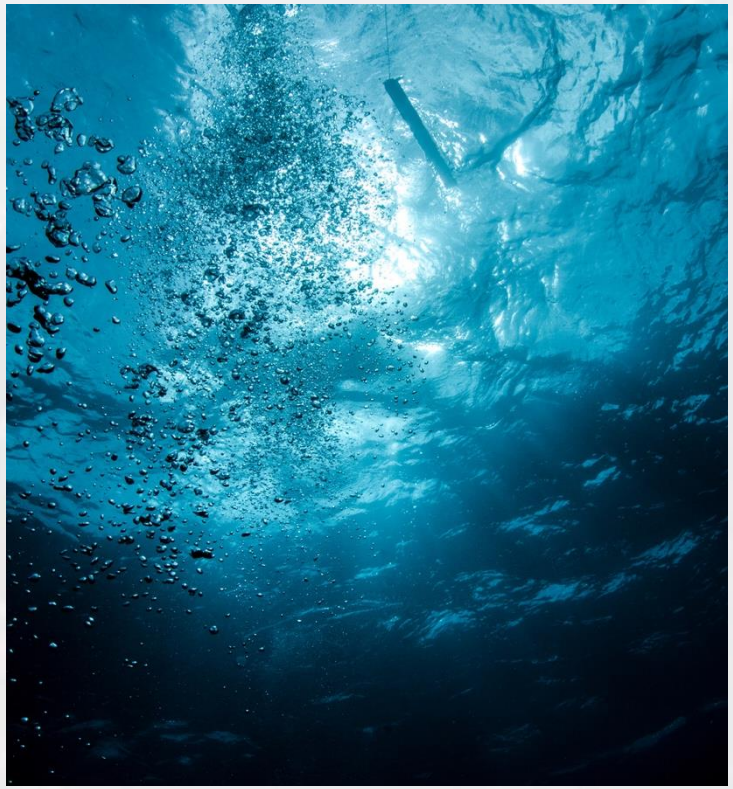
- Master Sgt. Patrick Hilty, Explosive Ordnance Disposal project officer

ROBOTS MUST OPERATE

On **Land**



In **Transition Zones**



In **Water**

PROBLEM

There are **NO** robots in the market that can operate on land, on water, and underwater as required.

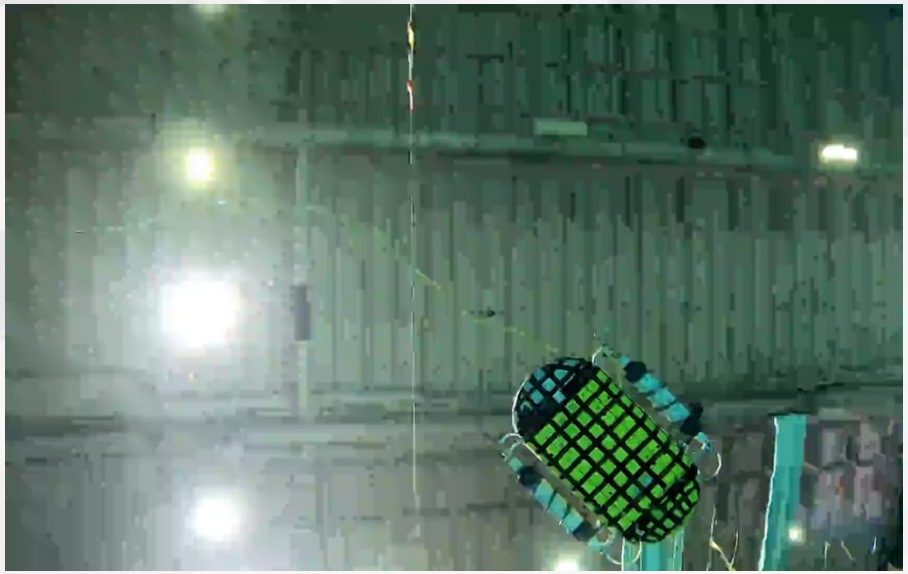
THE SOLUTION

LASR
LAND AND SEA ROBOT

First-ever Submersible
Screw Propelled Vehicle

TRL 4/5

Proof-of-concept prototype

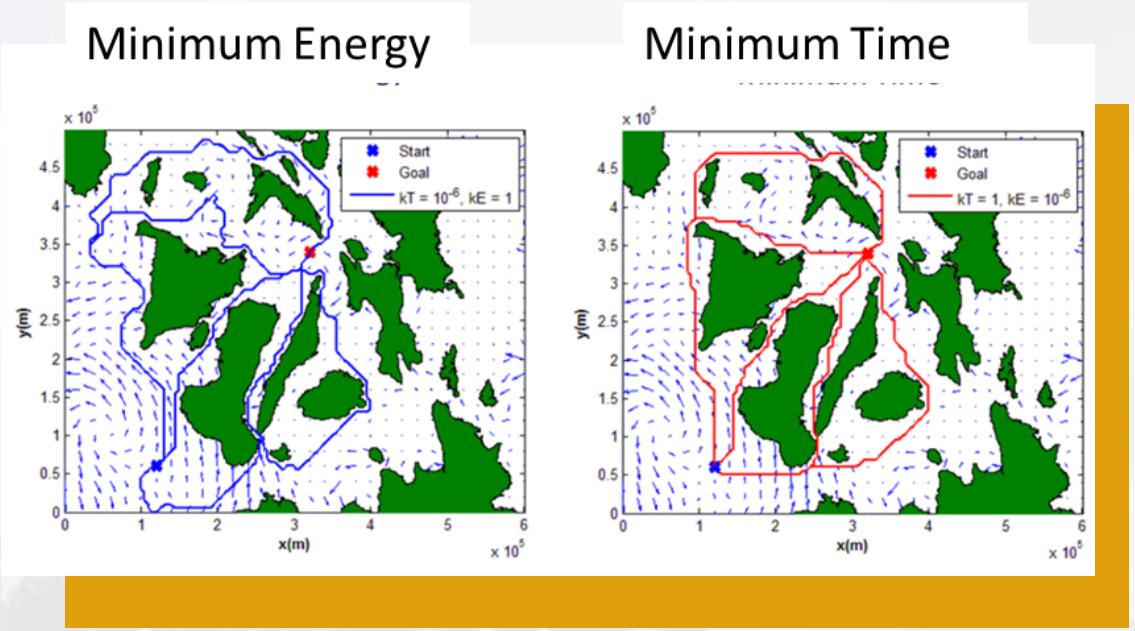


AI-based autonomy and control

AI-based terrain identification

adaptive path planning

AI-powered terrain identification and anomaly detection reduce operator burden and allow for faster, data-informed tactical decisions



Autonomous + Remote Operated

Offering fully autonomous, remotely piloted, and hybrid modes of control, includes GPS + DVL/IMU-based position

PROTOTYPE

MODES OF LOCOMOTION

"It goes where others **can't.**"

On Land

In Water

On Seabed

TRL 4/5

Impact of LASR

Force Protection

Replaces manned patrols and EOD teams in high-risk surf

Operational Efficiency

Provides persistent surveillance and reconnaissance over wide littoral areas without requiring continuous operator input

Aligns with DoD Priorities

Supports JADC2 and Project 33 logistics goals by delivering an interoperable

MARKET

MINE DETECTION / ISR ROBOTS

US ISR Robots

$ 3.15 B

(8.7% CAGR until 2034)

Very Shallow Water & Surf Zones

$472 M

(15% missions)

HOW WE STACK UP

COMPETITIVE LANDSCAPE

LASR

Multi terrain

On Water

Underwater

Surf zone

On Seabed

Helix - Neptune

Multi terrain

On Water

~~Underwater~~

~~Surf zone~~

~~On Seabed~~

Bayonet

Multi terrain

~~On Water~~

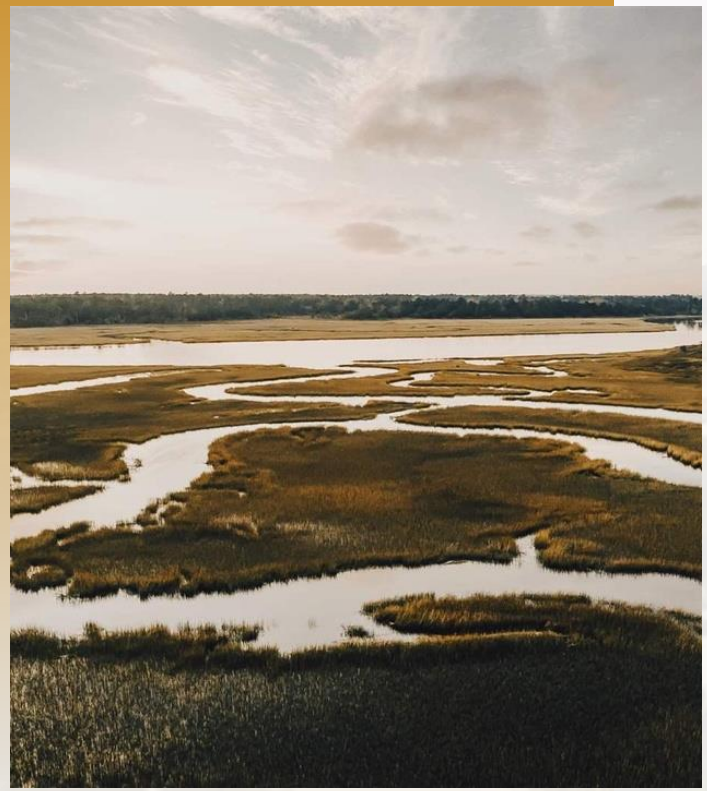
~~Underwater~~

Surf zone

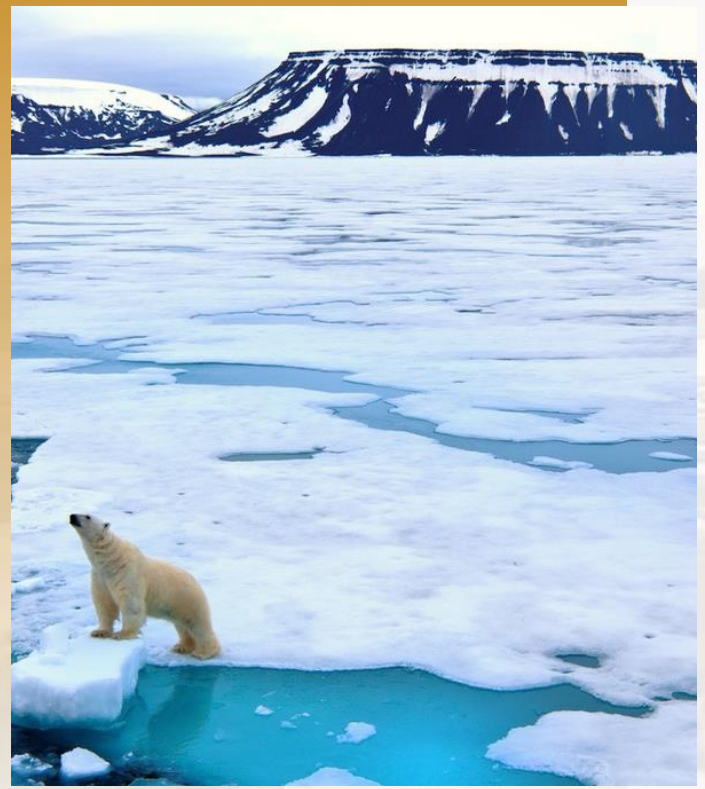
On Seabed

APPLICATIONS

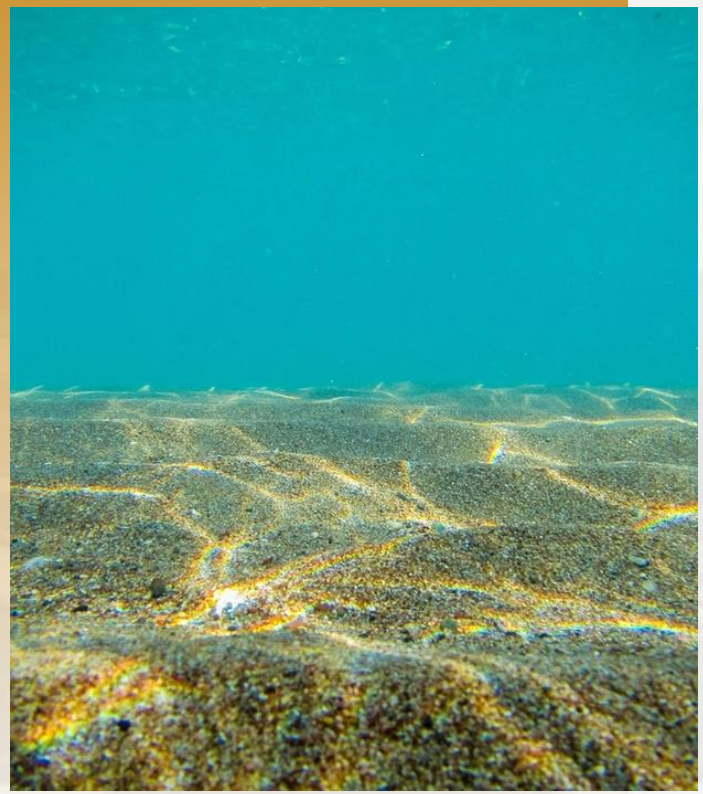
DUAL USE TECHNOLOGY



Wetlands



Arctic



Ocean Floor

APPLICATIONS

DUAL USE TECHNOLOGY

Wetland monitoring

Monitoring Structures

Monitoring pH, O2

Sample collection

Research

Climate Change

Marine biology

Glaciology

Near/Offshore Energy

Oil & Gas

Tidal Energy

Wave Energy

WHO WE ARE

MEET THE TEAM

Co-founder

Sumedh Beknalkar
PhD Candidate
MAE, NCSU

Co-founder

Andre Mazzoleni
Professor
MAE, NCSU

Co-founder

Matthew Bryant
Professor
MAE, NCSU

Technical Consultant

Hank Lobe
Founder, Severn Marine Technologies

Mentors and Advisors

Nannette Stangle-Castor

Tom Collopy

Howard Glicksman

Andrews Launch Accelerator

Haley Huie, Josh Guter

NC STATE UNIVERSITY Office of Research Commercialization

Amy Parker, Zach Williams, Lisa Chang

ON THE HORIZON

What are we doing next?

THE ASK

Connecting with **program managers & directors**

ERDCWERX, USACE, DEVCOM, NRL

Mentorship for non-dilutive funding

SBIR/STTR, OTA grants

Partnerships

Expanding our team

SLA ROBOTICS

Andre Mazzoleni

Matthew Bryant

Sumedh Beknalkar

Booth #11

SLA Robotics

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TCOM L.P.

September 2025

SCOUT CARD:
Persistent Elevated Sensing Platforms

TCOM L.P.
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Problem

Technology name, picture, and brief description:

- Te-UAS, Aerostat, High Altitude Balloon (HAB) platforms for persistent elevated sensing



What problem do you solve?

- Persistent, extended range, multi-domain C5ISR- T at the tactical edge. Maximize sensor effectiveness and range with extended LOS

Solution Specifics

How do you solve the problem?

- Maximize sensor effectiveness and range by extending the line of sight (LOS) and over and into terrain features and other obstructions with elevation

Why you? What makes you different from the competition?

- Multi-sensor, multi-mission platforms for numerous applications (ISR-T, Comms, C-UAS, EW, Force Protection, etc.) Can operate Te-UAS on the move at 25 mph

Impact and Technical Approach

Technology Readiness Level (TRL): **Te-UAS, Aerostat, HAB = TRL 9**

Manufacturing Readiness Level (MRL): **Te-UAS, Aerostat = MRL 10; Te-UAS = MRL 8**

What is the Impact of your Solution?

- Solves critical capability gap in persistent (30 day +), 360°, long rage sensing for numerous mission sets (ISR-T, Comms, C-UAS, EW, Force Protection, etc.)

What is the Technical Approach?

- All platforms mission ready. Future effort is to match sensors to specific requirements and mission needs and vehicle or vessel integration for Te-UAS

Performance

End-user payoff/expected operational value/new capability:

- Sense and detect threats at greater ranges to increase time available for early warning, commander's decision-making and response options, maximize kinematic range of interceptors, and enhance situational awareness

Dual-Use (Commercial / Military) applications for the technology solution:

- Scientific missions, Disaster relief/recovery, DHS/CBP, critical infrastructure protection, commercial comms, etc.

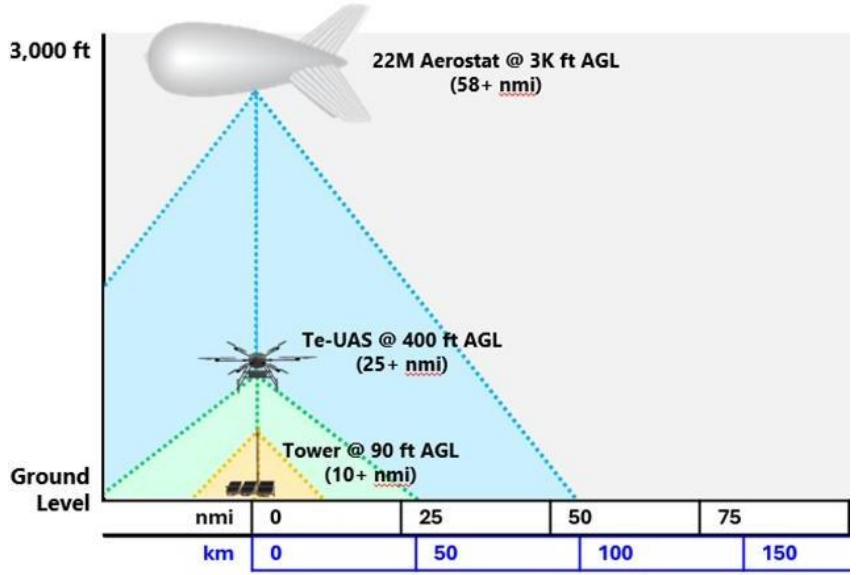
Problem

Persistent Elevated Sensing Platforms

- Tethered-UAS (Te-UAS), Aerostat, and High Altitude Balloons (HABs)
- Provide extended range, multi-domain sensing at various echelons
- Highly flexible and rapidly adaptable: payload/sensor agnostic
- Numerous mission areas: ISR-T, Comms Relay, C-UAS, EW missions, Border Protection/Homeland Defense, Force Protection, etc.

What Warfighter problem do you solve?

- Continuous sensor coverage of a given area; mobile, tactical edge operations with Te-UAS platform
- Elevated platforms maximize sensor effectiveness and range and minimize the effects of terrain features providing extended LOS
- Increases awareness expands the battlespace enabling longer reaction times providing warfighter advantage



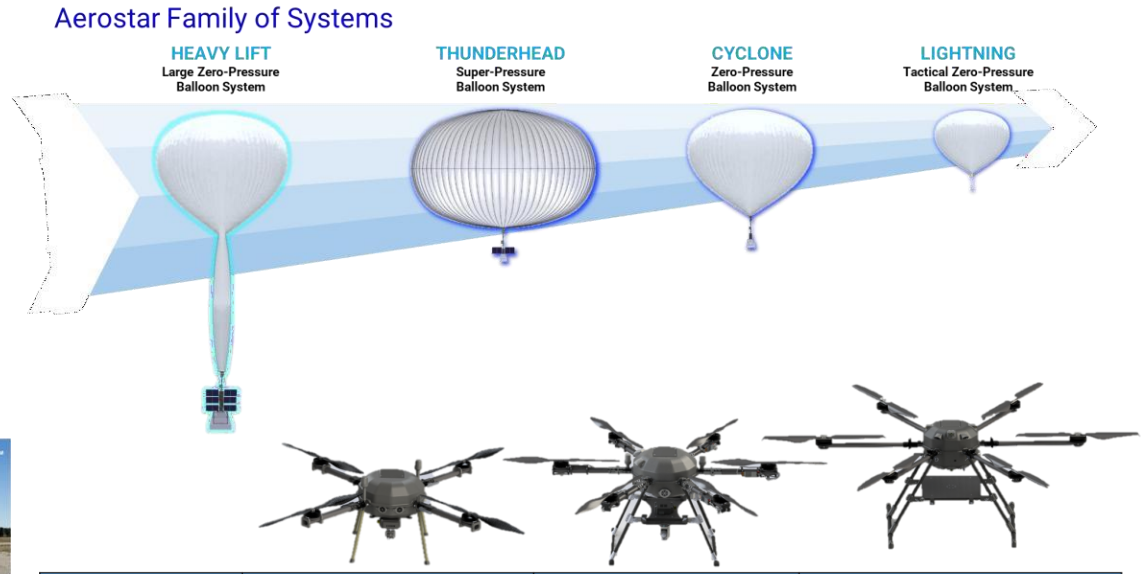
ncmbc
CONNECTING MILITARY AND BUSINESS

Solution Specifics

How do you solve the problem?

- Elevation and Persistence solves key gap
  - 30 day + durations
  - Elevation from 250ft to 80,000ft
- High SWAP, multi-payload systems

Aerostat Model	12M®	17M®	22M®	28M®	34M™	55M®	71M®	74M™	117M™
Nominal Payload Capacity (lbs) STP	60	300	445	850	1,550	2,000	4,750	7,000	18,000
Payload Power	500 W	2 kW	2 kW	5 kW	5 kW	23.5 kVA	23.5 kVA	70 kVA	130 kVA
Nominal Alt (ft)	1,000	2,000	3,000	5,000	5,000	7,500	15,000	10,000	16,000
Flight Duration	7 days	14 days	14 days	30 days	30 days	30 days	30 days	30 days	60 days
Typical Set Up	2 hrs	2 hrs	6 hrs	12 hrs	24 hrs	4 weeks	4 weeks	120 hrs	8 weeks
Wind Speeds – Operational (kts)	40	40	55	55	55	70	70	70	80
Wind Speeds – Survival (knots)	50	55	70	70	75	90	90	100	90



SPECS	FALCON EFFICIENT	FALCON MEDIUM	FALCON HEAVY
Ground Power	2.4kW @110-250V AC	6kW @220-250V AC	10kW @220-250V AC
UAS Weight	22 lbs.	30 lbs.	55 lbs.
Max Payload Weight	8 lbs.	15 lbs.	30 lbs.
Tether Length	250ft	400ft	400ft
Wind Tolerance	15 mph sust, 25 mph gust	25 mph sust, 35 mph gust	25 mph sust, 35 mph gust
Flight Time	Up to 30 days		
User Interface	Tablet/Laptop/IP Network	Tablet/Laptop/IP Network	Tablet/Laptop/IP Network
Optical Navigation	Yes, with mobile launch, operation, and land up to 27 mph		
Safety Features	Backup battery, custom autonomy		

Comprehensive Suite of Solutions from the Surface to the Stratosphere

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ULTRAVIEW

Maintaining the Safety of Flight

Automation of Aircraft Exterior Inspection

Problem/Opportunity

10% incident increase

Class A & Class B mishaps per year increased from **68 to 75** between FY19-FY23

“The Air Force doesn’t know why maintenance mishaps spiked in 2023

https://www.airforcetimes.com/news/your-air-force/2024/05/22/the-air-force-doesnt-know-why-maintenance-mishaps-spiked-in-2023/

Capability Gap

Manual inspection put maintainers at repeated, avoidable risk

Labor shortage causes existing maintainers to overwork - 600k maintainers needed by 2034

The Problem

The commercial aviation industry faces a growing shortage of skilled technicians, with an estimated **700,000 new aircraft technicians** are needed over the next decade. This shortage may lead to a higher # of AOG (Aircraft on Ground) events **costing airlines up to $150,000** per day per aircraft in lost revenue and compensation.

Inspections are

Manual Inspections

"Initial [human] reports often contain errors" - Ascent Aviation Services

Labor Intensive

Avg of **220 hours** per plane for first pass inspection

"Everything is manual including our logbooks increasing inspection time" - Alaska Airlines

Error Prone

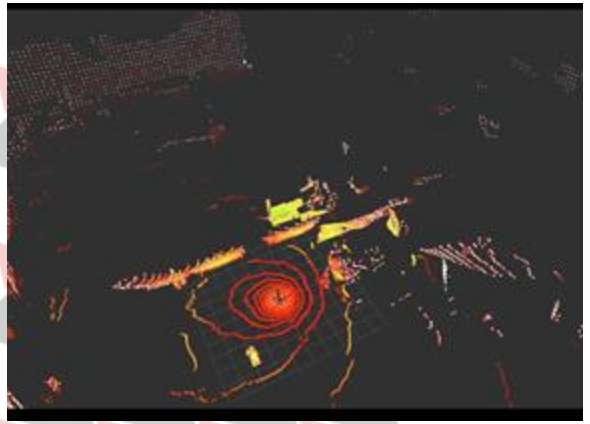
Measurements are often missed or performed incorrectly

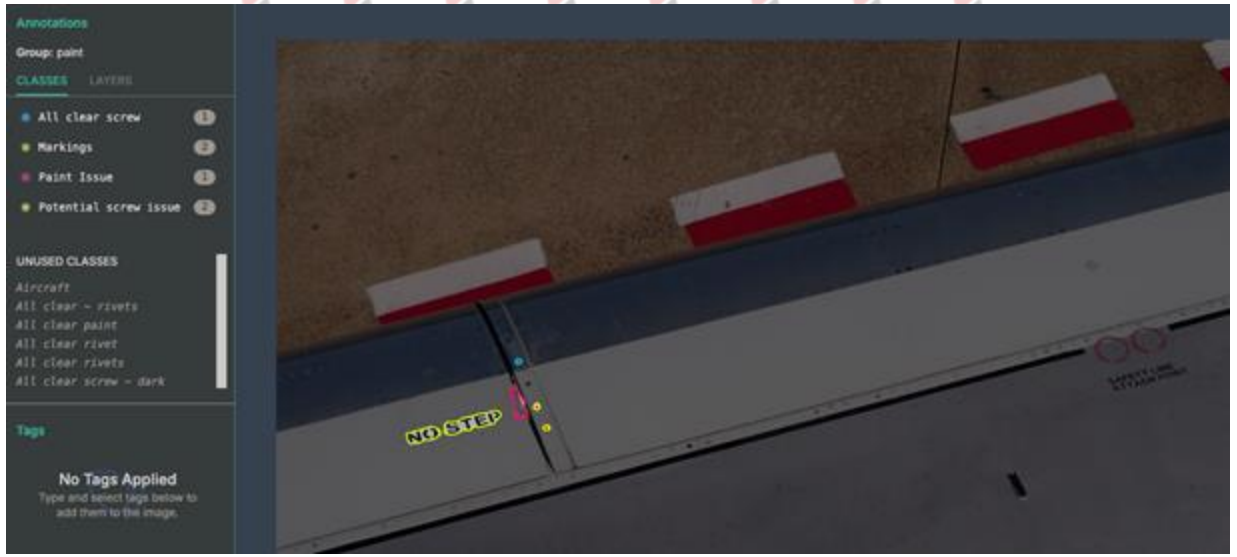
DragunFly GVI

25min
flight time

UAS
(Unmanned Aircraft System)
custom-built quadcopter
modular gimbal design

Sensors
64-Channel Ouster Lidar
Sony IMX253 CMOS 4K 12MP RGB camera w/ high speed data throughput





U.S. designed & manufactured

Onboard Compute
Nvidia Orin NX 16GB
Cloud-Agnostic

Compliance

NDAA

DUAL-USE TECH

200+ hours saved

Our Inspection

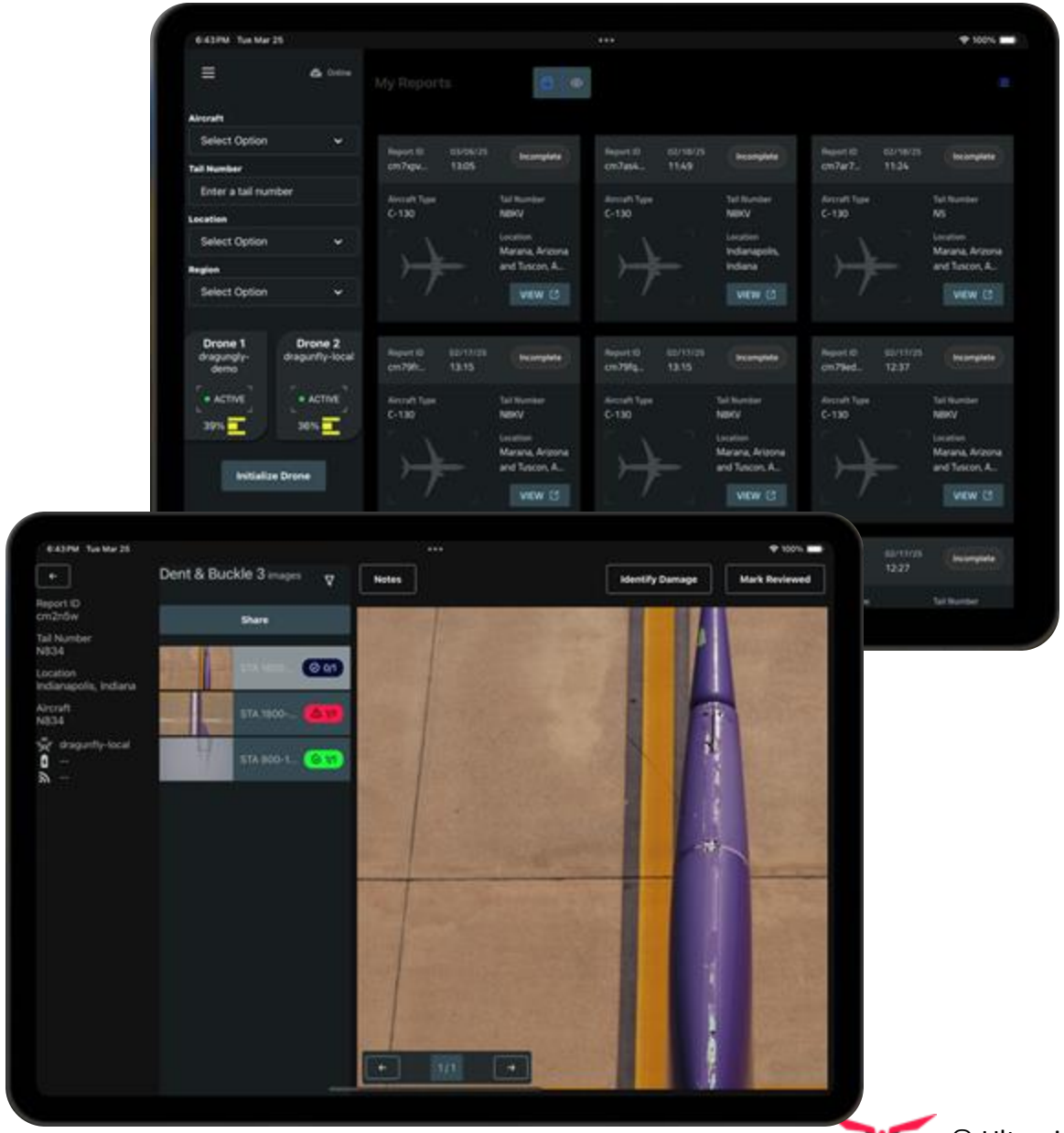
Labor saving

1 hour total scan, freeing up existing workers to tackle more critical tasks

Trusted measurements

Removing the human element with advanced vision models

"I trust the drone more than my eyes"



Solution at Work

Reduced Base and Line maintenance downtime

Reduced aircraft inspection labor hours **by up to 75%**

Improved inspection review process with digital tools

Reduced labor costs while maintaining efficiency

Improved compliance with regulators using digital imagery

Traction & GTM

Demand Signal

Letters of Intent valued at **1.4M ARR**

Grants

Supported by **Warner Robins**

Targeted Partnerships

Active projects to advance our capabilities with **Alaska Airlines** & **Boeing**

"...A true revolution for the USAF"

BRIG. GEN.
MAX STITZER (RET)
Air Force

Defense

U.S. AIR FORCE

BOEING

LOCKHEED MARTIN

MRO

FEAM AERO

ASCENT AVIATION SERVICES

A/C Operator

Alaska AIRLINES

Southwest

The Global Market

$42B

Emerging market spend estimation

300k AOG Events

Aircraft on ground events

$150k /incident

Average cost per day

$4.2B SOM

10% of value captured from AOG events

Key Customer Prospects

*(GVI) = general visual inspection

Airline	Fleet Size	Annual GVI Cost
American Airlines	1569	$31M
United Airlines	1467	$29M
Delta	1293	$25M
Fedex	694	$13M
Southwest	828	$17M
Air Canada	362	$7M
Alaska Airlines*	324	$6.5M
Jetblue	300	$6M
Westjet	159	$3M
Amazon Air*	83	$2M

Top North American Airlines by Fleet

Average GVI + $140M

Team

We're maintaining the safety of flight by revolutionize aircraft sustainment and automating exterior inspections, reducing labor burdens, and increasing mission readiness.

Colby Harvey

Co-Founder & CEO

7 yr Aviation Industry expert
Raised and deployed over $7M

Google

Jack Medellin

Co-Founder & VP of Defense

Former Lockheed Martin, 6 year tenure on F-35 Program

LOCKHEED MARTIN

Advisors

BRIG. GEN. MAX STITZER (RET)

Air Force

CAM MURPHY

FEAM Aero

DEVON BLAKE

NexTech Solutions

TOM ALLEN

Alaska Airlines

Management Team

Matthew Kammerait
Chief Technology Officer
8y Technology VP at AAR

Gabriel Rucker
Global Sales & Partnerships Director
11y Sales & Marketing Leader

Idan Fiksel
Co-founder / Lead Hardware Engineer
13y Hardware & Robotics Engineer
Red Dot Award winning designer

Russell Fromm
Lead Robotics Engineer
11y Software & Robotics Engineer

Total team

Our team includes 6 engineers, 1 product managers, 2 sales leaders, and 4 advisors. All US-citizens.

Backed By

techstars_

a16z

NSIN

Actuate ventures

SCOUT CARD: DragunFly GVI

Ultraview AI
POC: Jack Medellin
jack@ultraview.io
(469) 879-5715

NAICS: 541715, 336411, 541330, 811310

Problem

DragunFly GVI

- Autonomous, non-contact, NDAA-compliant sUAS inspection system for aircraft using industrial-grade sensors and AI/ML damage detection algorithms.

What problem do you solve?

- USAF maintenance-related mishaps are up to 75 in FY23 (10% increase) and an expected technician labor shortfall of 610,000+ by 2034

Solution Specifics

How do you solve the problem?

- Operators select from pre-optimized inspection paths, then press 'Go' for the drone to triangulate its position, conduct the inspection, and return the report in 30% of the time of standard methods

Why you? What makes you different from the competition?

- DragunFly GVI is the only US-made product with this capability and the only industry product to drive ease of use through reusable inspection paths

Impact and Technical Approach

Technology Readiness Level (TRL): TRL-8
Manufacturing Readiness Level (MRL): MRL-7

What is the Impact of your Solution?

- The direct impact is saving over $150M from mishaps and 1000s of manhours saved from inspections per year. Indirect impacts of $1B+ in better allocated personnel, funding, and predictive maint. per year

What is the Technical Approach?

- DragunFly GVI utilizes a 360 LiDAR and onboard processing for contested & GPS-denied environments, along with a 4K camera for millimeter precision

Performance

End-user payoff/expected operational value/new capability:

- Warfighter safety, increased efficiency, single inspection solution in CONUS & forward-deployed locations, fast & reliable data driving JADC2

Dual-Use (Commercial / Military) applications for the technology solution:

- DragunFly GVI is a Dual-Use product as it is directly applicable to all sectors
- Ultraview is already working with commercial customers as commercial aircraft require similar repairs and follow similar processes to military, except the military has slightly more requirements (a/c mods, LO, etc)

ULTRAVIEW

Maintaining the Safety of Flight

Jack Medellin
jack@ultraview.io

ULTRAVIEW
