

Statement on the Passing of David Wilcock 27 April 2026

On Saturday the 25th, I attended the 21st AIAA Southern California Aerospace Systems and Technology (SoCal ASAT) Conference at the University of California, Irvine as a speaker. David Wilcock was supposed to accompany me. At 4:30 I presented Stavatti's SM-31 Stiletto Advanced Supersonic Trainer and Light Fighter Aircraft. David was scheduled to be in the audience, supporting our presentation and attendance. This was to be one of many past and future aerospace industry events that David participated in, both as a representative of Stavatti and as a Director on our Board.

My family and I had hoped to host David as a guest at our California home. During this stay, David was not only to participate in the ASAT conference, but also to undergo a diagnosis of alleged yet unconfirmed physical health conditions and, if necessary, begin treatment at a clinic in Santa Monica. He was also going to assist as a member of our proposal team in the drafting of our response to the US Navy Undergraduate Jet Training System (UJTS) RFP to be submitted to NAVAIR on 29 June 2026.

David and I spoke of many plans for near-term events and activities ranging from a proposed Open House and Hangar Exhibition the weekend of June 20th in Niagara Falls, New York, to his engagement in the September 2026 AFA Air, Space & Cyber Conference in National Harbor, MD. Focused also upon film production, David and I were eagerly awaiting the anticipated release of the documentary *Levitation* as well as the creation of future films, documentaries, conferences, and "launches," as he called them, focused upon both aerospace and advanced technologies.

It was with great sorrow and horror that we learned David had died on Monday the 20th after repeated attempts to connect with him following a missed phone call at 9:37 AM. David's passing has left a tremendous void and a massive amount of unrealized experience and potential.

During the Saturday presentation, a Stavatti Aerospace Org Chart was featured on page 34 of our SM-31 Stiletto briefing. This chart outlined our Military Aerospace, Commercial Aerospace and General Aviation Divisions. It also clearly identified Stavatti's Interplanetary and Interstellar Divisions. Later, during the Q&A session, I was asked by a university student attending the conference about the Interstellar Division and what its focus was. I explained that while the Interplanetary Division concentrated upon the design and production of future traditional launch vehicles, including rockets, space shuttles, and future single-stage-to-orbit systems to explore the solar system, the focus of the Interstellar Division was to conduct the bleeding-edge development of future interstellar transportation systems: starships that can travel beyond the solar system into interstellar space. I mentioned that it was under this Division that Stavatti had responded to DARPA's *100 Year Starship* RFI in 2010 and that the focus was achieving interstellar space travel within the lifetime of my children. Our motto is "Warp Drive by 2045."

That Q&A response resulted in excitement, enthusiasm and joy. It isn't every day that a real-life aerospace company announces that it has a division focused upon Interstellar Starships and Warp Drive. It is tremendously encouraging to discover that there exists a serious, professional desire to explore these possibilities and create a future where science fiction transitions into mainstream science fact.

David Wilcock served as Stavatti's Director of Advanced Technologies: a multidisciplinary position which included his direct participation in Stavatti's Interplanetary and Interstellar Divisions. Within these business areas, David could allow his specific professional interests and talents to flourish, with a focus upon the realization, introduction, development, and production of highly advanced, future-defining exotic technologies related to propulsion, energy creation, and ultimately space travel.

David has been categorized as a UFO researcher. As stated within his author bio, David has been "professionally recognized as an author, professorial filmmaker and researcher of ancient civilizations, consciousness science and new paradigms of matter and energy. The New York Times bestselling author of *The Source Field Investigations*, *The Synchronicity Key* and *The Ascension Mysteries*, David served as a consulting producer and regular contributor for the History Channel's *Ancient Aliens*, appearing in more

than 600 television episodes as well as millions of views through YouTube videos and articles.”

Stavatti was focused on providing David with the opportunity and environment where he could transition his talents and abilities from entertaining an audience into being a researcher and communicator who could serve as serious contributor with “real subject matter” that could affect change in his life within his lifetime, going beyond the hypothetical and esoteric. This meant providing David a mechanism whereby real hardware could be developed from first principles into actual prototyped, qualified, and production products within a group he could work with consisting of qualified aerospace industry professionals. This represented a shift from speculative possibilities to spectacular, yet specific, realities. This is where David was given a unique opportunity through Stavatti, and in so doing he found a new direction different than he had ever experienced prior to 2018.

At one point during his early days with Stavatti, David shared with me a three-view drawing of a vehicle that he was told was a “space fighter” by a person close to him with whom he had worked many times on-air in the past. He will remain unidentified, but the insider was not very good at differentiating between a space fighter and a canceled Navy attack aircraft. The insider was attempting to convince David that he had super-secret knowledge by sharing with David a line drawing of the A-12 Avenger II with its carrier landing hook deployed. David was highly suspicious of the drawing and information, but at the time he was not an aviation expert. I swiftly identified the aircraft for David and shared with him the history of the A-12 program. At that point David realized beyond any shadow of a doubt that the insider had been misinforming him for many years and did not have the secret information he claimed, especially regarding alleged off-planet experiences and fabled interfaces with a secret space alliance. David continued to break ties with that individual, shifting his attention and focus while discovering the real history of breakthrough aviation, along with the canceled A-12 Avenger II. This was one of many eye-opening discoveries for David as his career and understanding of the world evolved.

During his time with Stavatti, David made a major change in who he worked with. This undoubtedly upset some people in the UFO and “disclosure” community, but David’s focus migrated to the reality of aerospace and not with investigating alleged insider accounts. David moved from exploring the tales of William Tompkins to studying the conceptual aircraft design of Dan Raymer.

Change does not happen overnight, nor does understanding. With an emphasis placed upon arriving at technologies that can be mass-produced and sold as functional products, the goal was no longer to tell a story or explore mythology, but to design and create tangible products. While David was not expected to design, build, or engineer, he was expected to research and develop the skill set necessary to distinguish between what was a real, repeatable phenomenon that could lead to a production article versus something purely conjectural. He was also expected to provide insightful contributions regarding the ethics and viable business model for specific technologies. This he achieved, and he did so with stunning detail.

As a renowned celebrity figure, David was given the opportunity to be on the ground floor of the planning and conceptualization of real aircraft and space hardware, including propulsion systems and spacecraft. That is like a dream come true, but the expectation was not only to talk about it, but to achieve real things.

This fostered David’s deep dive exploration, study, and significant understanding of advanced and exotic technologies ranging from Charge Clusters and Exotic Vacuum Objects (EVOs) to the patents of Salvatore Pais and even advanced high-performance meta-materials. These are all elements that ultimately may find direct application in future interplanetary and interstellar spacecraft. In so doing, David’s public interactions shifted from the speculative to an attempt to achieve clear comprehension of advanced technologies that have been or were being proven in the lab, and how those technologies result in deployable, manufactured products with a sound business case.

Stavatti Corporation was founded on 20 July 1994. Stavatti Aerospace of Minnesota was incorporated in April 2014. David became the 28th shareholder of Stavatti Aerospace Ltd of Minnesota in 2018 when he joined the Stavatti Board as one of 17 Directors. When Stavatti Aerospace Ltd of Wyoming was organized in December 2019, David was issued common stock in the new company as the 23rd founding shareholder, serving as one of a 14-member board. David began directly investing in Stavatti Aerospace Ltd after he had already joined the board of directors, contributing directly into the company as a co-founding qualified accredited investor between April 2019 and February 2024. David’s peak investment,

which constituted 87% of all of his monies invested, was between October 2020 and January 2021. This coincided with the purchase of 9400 Porter Road and the expenses associated with that acquisition. In so doing, David was a significant force in the acquisition of Stavatti's headquarters and prototyping center in Niagara Falls, New York. David invested substantially into Western New York with a focus upon not only creating new aircraft, but reviving an aerospace presence that had greatly diminished with the closure of the Bell Aerospace Textron plant less than a mile away from Stavatti's former USARC facility.

In support of business development, a portion of David's investment was directly applied to addressing government relations consulting services paid to Russkap Holdings, LLC in September 2020. Led by President Rabbi Yehuda Kaploun (current US Special Envoy to Monitor and Combat Antisemitism), Russkap Holdings had a team that included Ed Russo and Mick Mulvaney and resulted in initial communications with Peter Navarro in which David engaged directly during a two-day October 2020 meeting at the Trump International Hotel, Washington D.C. There is much that could be recounted regarding this meeting and the significant role David played through his attendance. David engaged in many meetings with Stavatti. Ranging from Aerospace Industry Team Zoom calls to our sponsorship and presentation at the 2025 Air Dominance Summit in Henderson, Nevada. David had transitioned significantly from a researcher and content creator to a capable business professional over the eight years he was a Director.

While we are all encouraged to embrace personal change and broaden our horizons, in practice many fail to do so. David actually did. The David Wilcock of 1992, 2002, and 2012 was a remarkably different person in terms of individual growth, business acumen, technical knowledge, and contributions than the David Wilcock of 2022 and even one week ago. David also experienced a personal spiritual transition from aspects of New Age philosophy into a Christian focused world view while at the same time exploring the nature of the universe.

One may ask what qualifications David Wilcock had to serve on the board of directors of an aerospace company. Aside from being a seven-figure investor (which is often the only standard that many new and ascending companies require of their directors) David had developed a comprehensive understanding of the aerospace industry and even NASA history. David could explain how Stavatti aircraft flew and operated in great detail to a crowd of Air Force Officers who often had far less understanding of aviation than he did. David had the unique ability to quickly study and master nearly any topic, and while he focused on the esoteric on a personal basis, his work for Stavatti rested heavily upon technical understanding.

That cannot be said of many directors for other companies. Recently a certified public accountant was appointed to the board of directors of a very significant, multi-billion-dollar utility company. Reviewing this new board member, in my personal opinion it could be argued that the board member is completely unsuited to serve on the board of the utility. It is very plain upon studying the situation that David Wilcock has a far more appropriate skill set to serve on the board of a utility than the candidate I am referring to. The truth of the matter is that many corporate boards are populated by people who genuinely are not qualified in any technical or business capacity to serve on those boards. They may have a direct financial stake as a significant investor which enables them to serve on the board, but in terms of actual cognitive abilities, aptitudes, and skill sets, many board members are simply lacking, and as a result poor decisions which can negatively impact the lives of millions are made by these people.

David Wilcock was morally grounded. During the last years of his life, David focused upon living a very good life. David was not a user of alcohol, tobacco, or even chocolate. He had eliminated, to a large degree, as much sugar from his diet as possible and literally drank mountain spring water. David was very focused on his health and eating well, with some of the finest home-cooked meals being those I had while visiting David. If you watched David's shows, you saw this change, and the result was a far more serious individual who was capable of using his investigative skills to begin creating tangible good.

In 2024 David began playing a more technical role with Stavatti. He was directly involved in supporting the Stavatti SM-31 Stiletto as our potential solution for the US Navy Undergraduate Jet Training System (UJTS): an aircraft to replace the T-45 Goshawk. In this capacity David had entered into a CUI agreement with NAVAIR and was participating in Industry Day meetings and events throughout 2025. David was directly involved in the support side of Stavatti's entry into the USAF Future Tanker program focused on our SM-940K widebody airborne tanker as well as our low-observable SM-635 stealth tanker, also at the CUI level. To lighten the mood, a standing statement was that while the B-2 and B-21 do not use

electrogravitic propulsion, our SM-635 just might. While David did not design or engineer these aircraft, he supported them in a manner that no Boeing or Lockheed Martin board member ever would: as a hands-on contributor focused on advancing the program to the extent his skills and abilities enabled. These programs will continue, but throughout their program history we will never forget the role that David played in helping foster them into existence.

There were many great things on the horizon for David. Beyond his professional excellence, David was a warm, gifted, and deeply loving person whose positive presence and hopeful attitude enriched our team. Nearly everyone associated with Stavatti knew him in this light, distinct from any public persona, and we were privileged to experience his intelligence, kindness, generosity and unwavering dedication.

David will be extremely missed by all of us who love him. Our hearts and our company are considerably broken with his passing. We are devastated by this loss and extend our profound condolences to David's family, loved ones, and everyone whose life he touched.

David died at the genesis of something wonderful. In the words of James T. Kirk, "of my friend I can only say this: Of all the souls I have encountered in my travels, his was the most...human."

Chris

Christopher R. Beskar
Founder, President & CEO
Stavatti Aerospace Ltd