



PRESS RELEASE

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SKYFLY TECHNOLOGIES LTD

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FOR IMMEDIATE RELEASE

Oriens Aviation founder invests in Skyfly EVTOL

- Edwin Brenninkmeyer, founder and CEO of UK based Oriens Aviation and investor in complimentary US aviation businesses, has joined Skyfly as a strategic investor, offering his experience and expertise
- Oriens Aviation is a UK-based aircraft dealership, service centre and operator, working with exclusive rights in the British Isles to represent major business and general aviation Original Equipment Manufacturers (OEMs)
- Edwin's U.S. investments are in disruptive and innovative aerospace markets, uniquely positioned to generate demand for future Advanced Air Mobility (AAM) operators
- Edwin will use his marketing infrastructure and networks to advance the unique proposition of the Axe, with a specific focus on the Axe as a cost-effective fixed-wing/E-VTOL trainer aircraft



"I know Edwin well, and aside from being a professional, high level commercial pilot, he is extremely knowledgeable in the business aviation space, thanks to his venture capital background, his investments in complementary businesses in the USA and his experience from building his firm from a start-up to a well-diversified business aviation service provider in just a few years. His strict analysis, client and supplier networks, experience, knowledge and skills are invaluable for Skyfly, while the sales and marketing network he has built will get the Axe in front of all the right customers."

- Jaap Rademaker, CCO Skyfly

Edwin holds an MBA from Oxford University in business aviation and airport operating models. As well as running Oriens Aviation, he is also a commercial and private pilot, and has a passion for flying to the very highest standards of professionalism and safety, whether flying corporate jets for his charter business or performing aerobatics in high-performance ex-military jets.

With his long-standing family business background, including institutional venture capital experience, Edwin thinks long-term and he has a real passion for doing business ethically and with the highest levels of integrity.

"I am delighted that Edwin, like us, identifies the gap in the market for the affordable 180,000 USD Axe E-VTOL, recognises the quality of our engineers and appreciates the unique aspects of the Axe design, which make it the only two-seat E-VTOL that can be flown both like an airplane and a helicopter, and the only one which can be flown on an existing private pilot license."

- Jaap Rademaker, CCO Skyfly

"Aside from the excellent team, the genius of the Axe lies in its sheer simplicity. This translates directly into safety and low operating costs, while still offering the remarkable versatility of far more complex machines that speculatively rely on infrastructure that does not yet exist to make them viable. The Axe targets a different market, being aimed at private pilots, and using infrastructure that already exists. Additionally, the Axe can operate within a largely pre-existing regulatory framework already enjoyed by very light rotary and fixed-wing aircraft."

- Edwin Brenninkmeyer, CEO Oriens Aviation

What is the Axe E-VTOL?

With a fully-electric range of 100 miles (or 200 miles with an optional hybrid generator), and a cruise speed of 100mph, the Axe by Skyfly is a truly revolutionary two-seat E-VTOL aircraft. It's as easy to fly as a consumer camera drone, and due to its small footprint and low noise, the Axe can be kept at home and flown directly to its destination, all without having to encounter traffic jams, road works, train stations or airports.

Its unique four-winged design (patent pending), developed by renowned aeronautical engineer William Brooks, enables the Axe not just to take off and land vertically like a helicopter, but also to fly like a conventional airplane. This ability to take off and land on a runway offers greater efficiency and safety than other E-VTOL aircraft, and means we are the only personal two-seat E-VTOL aircraft that you can fly with an existing airplane (fixed-wing) pilot's license. The wings provide lift and so give a much bigger range compared to "rotors only" EVTOLs, an extra layer of safety as it glides as well as a Cessna, and they give a mere 30kw energy use in cruise - half that of a Tesla while not needing an eco-unfriendly tarmac road.

Skyfly does not aim to be an air taxi, does not aim to go into city centres and is not venturing down the onerous commercial certification route which leads to a much more expensive end product with owners having to cover costly and lengthy maintenance schedules that are not suitable for a private pilot. Instead, Skyfly follows existing private aircraft kit built certification routes, which greatly reduce costs for the owner, leading to a base price of 180,000 USD.

The Axe is not just an "idea" or "concept", but a fully designed, prototype tested and ready-for-production aircraft. Our team of aircraft engineers has developed the Axe not as a financial proposition for large air taxi businesses, but as a versatile personal aircraft with strict focus on low weight and aerodynamic efficiency. It differs from other E-VTOL manufacturers in that it uses existing technology and proven and tested suppliers to provide various key components including the propulsion system, battery system and flight control system. Also, it has no rotating motor or wing elements, but instead has fixed angle rotors - saving on weight, cost, complexity and maintenance.

Skyfly's Chief engineer, William Brooks, has designed the Axe with efficiency at its core, with the four wings giving it the highest energy efficiency in comparison to other two-seat E-VTOL aircraft. Compared to many other E-VTOL designs, which have no wings, the Axe enjoys useful lift from the wings, improving efficiency, range and safety, while also giving it the ability to fly like a conventional fixed-wing airplane if desired.

Oriens and Skyfly see the Axe as a direct competitor of any traditional two seat airplane or helicopter - one that is much easier to fly, quieter and more affordable to fly and maintain.

In the first months since its official launch, the Axe has secured dozens of orders and has attracted the attention of air mobility specialist investors. This backing allows Skyfly to push forward with its development schedule. The strong and lightweight composite fuselage tooling for series production is ordered, paid for and nearly ready, and with that Skyfly is building its first series production aircraft with test flights due to begin mid-2023 and customer deliveries expected to begin at the end of 2024.

To find out more about the Axe visit www.skyfly.aero

To watch a video of our prototype flying, visit our [YouTube channel](#).