

Ampaire Flies Longest Route to Date for an Electrified Aircraft

Outskirts of LA to San Francisco Bay Area - 341 Miles

Los Angeles, Calif. (October 12, 2020) – Ampaire, a pioneer in electric aviation, has accomplished the longest flight to date for any commercially relevant aircraft employing electric propulsion, in this case a hybrid-electric propulsion system.

Ampaire's Electric EEL, a six-seat Cessna 337 twin-engine aircraft modified with an electric motor in the nose and traditional combustion engine in the rear, took off from Camarillo Airport just north of Los Angeles at 12:20 PM. Test pilot Justin Gillen and Flight Test Engineer Russell Newman, flew up California's Central Valley at 8,500 feet, landing at Hayward Executive Airport at 02:52 PM. Straight line distance was 292 statute miles, and the route as flown 341 statute miles.

Speed during the cruise portion of the 2 hour, 32-minute flight averaged around 135 mph. "The mission was a quite normal cross-country flight that we could imagine electrified aircraft making every day just a few years from now," Gillen said.

This milestone in electric aviation took place after four weeks of flight testing in the Camarillo area for this second Electric EEL test aircraft, which first flew on September 10th. In that period, the aircraft flew over 30 hours during 23 flights, in 28 days, with 100% dispatch reliability. "Our success in taking this



aircraft in a short period from the test environment to the normal, everyday operating environment is a testament to our development and test organization, and to the systems maturity we have achieved with our second aircraft,” said Ampaire General Manager Doug Shane. A former president of Scaled Composites, Shane is one of the world’s foremost experts on the development and flight testing of new aviation concepts.

“The ability to put innovative electric technologies into the air rapidly in order to assess and refine them,” he added, “is central to Ampaire’s strategy to introduce low-emissions aircraft for regional airlines and charter operators within just a few years.”

The EEL flown to Hayward is dubbed the Hawai’i Bird, as it will take part later this year in a series of demonstration flights with Hawai’i-based Mokulele Airlines on its short-haul routes. The flight trials with Mokulele will not only demonstrate the capabilities of the EEL but will help to define the infrastructure required for wide adoption of electric aviation by airlines and airports. These flight demonstrations will mark the first time an electrically-powered aircraft has flown under an FAA “Market Survey” experimental aircraft certificate in order to gain real-world flight experience.

In Hayward, the aircraft will be partially disassembled for shipment to Hawai’i. The Hawai’i flight trials are funded in part by Elemental Excelsior, a global climate-tech accelerator based in Honolulu.

The Electric EEL can generate fuel and emissions savings up to 50 percent on shorter regional routes where the aircraft’s electrical propulsion unit can be



run at high power settings, and generate savings of about 30 percent on longer regional routes such as the Camarillo to Hayward flight.

“The Electric EEL is our first step in pioneering new electric aircraft designs,” said Ampaire CEO Noertker. “Our next step will likely be a 19-seat hybrid electric retrofit program that will lower emissions and operating costs, benefiting regional carriers, their passengers and their communities.”

Ampaire, with funding from NASA and others, is in the midst of design studies for such an aircraft based on the popular de Havilland Twin Otter aircraft. Ampaire has named the hybrid-electric 19-seater aircraft the Eco Otter SX.

About Ampaire

Ampaire is leading the charge in aircraft electrification. The Los Angeles-based company’s mission is to be the world’s most trusted developer of practical and compelling electric aircraft. To start, the company is retrofitting existing passenger aircraft to electric power--the quickest and most capital efficient approach to making commercial electric air travel a reality. Ampaire flew the largest hybrid electric aircraft at the time in May 2019 and is exploring larger aircraft conversions with support from NASA and the US Department of Energy’s ARPA-E research arm. Ampaire’s vision is to make flights more accessible to more people from more airports by providing electric aircraft that are clean, quiet, and affordable. Ampaire is a portfolio company of Elemental Excelsior, the Los Angeles Cleantech Incubator, and Techstars, with additional support from Starburst Accelerator and others. For more information, visit ampaire.com.

About Elemental Excelsior

Elemental Excelsior advances solutions to climate change and deploys them in the communities that need them the most. Each year, it finds 15-20 companies that best fit its mission and funds each company up to \$1 million to improve systems that impact people's lives: energy, mobility, water,



agriculture, and beyond. To date, it has awarded over \$43 million to 117 companies. For more information, please visit elementalexcelerator.com.

About Southern Airways and Mokulele Airlines

Founded in 2013, Southern Airways has quickly grown to become one of the largest commuter airlines in the United States. Operating a fleet of Cessna Caravans and Grand Caravans, Southern, along with its Hawaiian subsidiary, Mokulele Airlines, serves 37 cities with more than 220 peak-day departures from hubs at Baltimore, Dallas/Ft. Worth, Honolulu, Kahului, Los Angeles, Memphis, Nantucket, Palm Beach, and Pittsburgh. In Hawai'i, Mokulele serves more airports with more flights than any other airline. For further information, go to www.iFlySouthern.com, or visit us on all major social media sites.

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Media



Ampaire Electric EEL in flight over Ventura County coastline.

Link to more media:

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