Introduction

The Axe

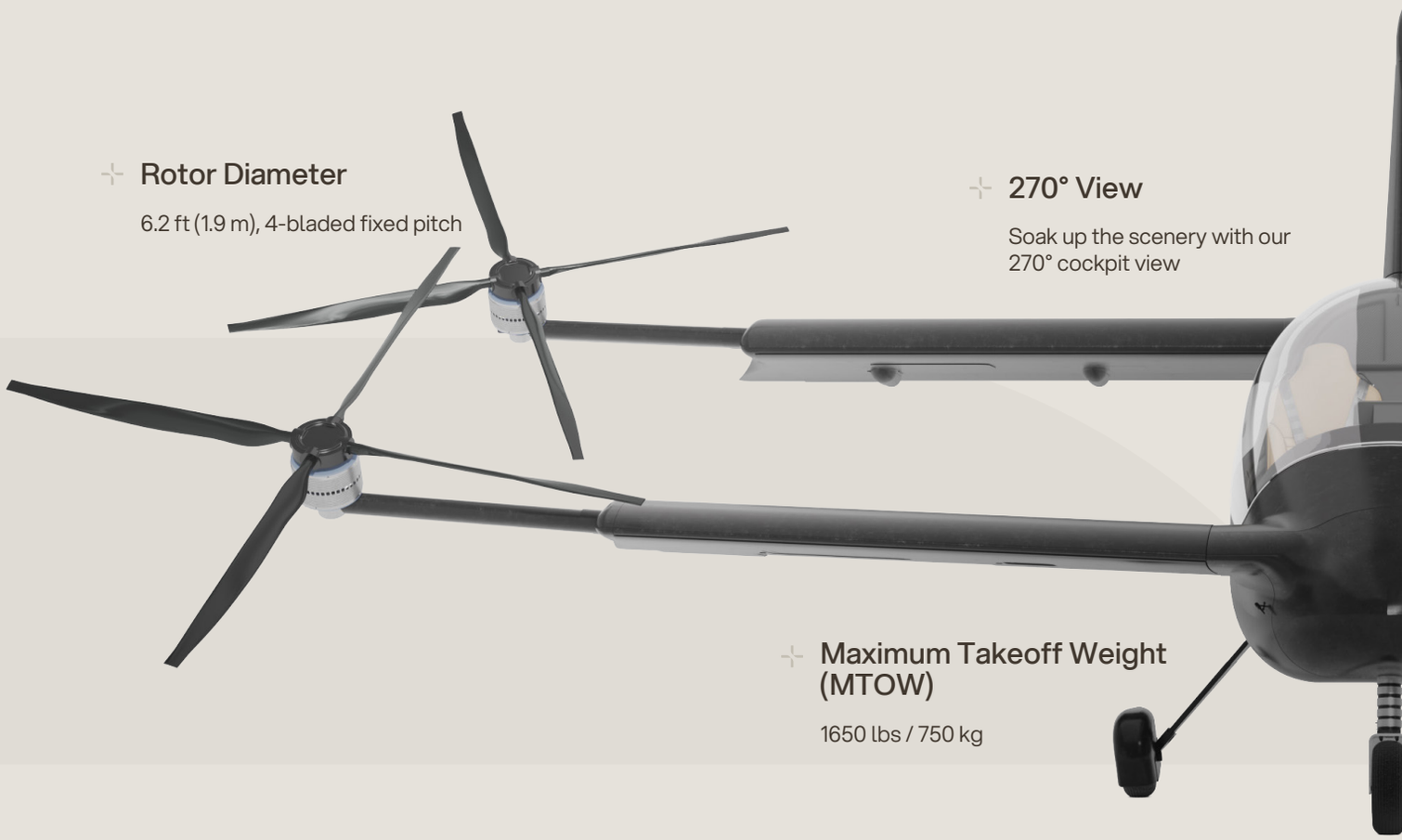
The Axe, a groundbreaking two-seat Vertically Capable Aircraft, combines advanced British aeronautical engineering with design simplicity, offering intuitive controls that make flying as easy as driving, a fully electric range of 100+ nautical miles, and a price point that makes personal aviation more accessible.

Here's how the Axe maximizes safety and operational flexibility:

- **Redundancy for Safety:** 8 motors, 4 propellers, 3 flight control systems, and 1 ballistic parachute.
- **Flight Control Surfaces:** Mechanically actuated so they operate even with all power switched off.
- **Tandem Wing Architecture:** Stall resistant because the canard is designed to reach peak lift before the main wing.
- **Flight Profile Optionality:** Take off using a conventional runway roll, or vertically from a short field or pad and then transition to efficient forward flight on the wing.
- **Quiet:** Electric motors mean reliability, durability, efficiency, low operational costs, and happy neighbors.
- **Axe naturally glides:** A glide ratio of 6:1 is enabled because both wings generate positive lift, unlike traditional horizontal stabilizers.

Aircraft

Meet The Axe



Rotor Diameter

6.2 ft (1.9 m), 4-bladed fixed pitch

270° View

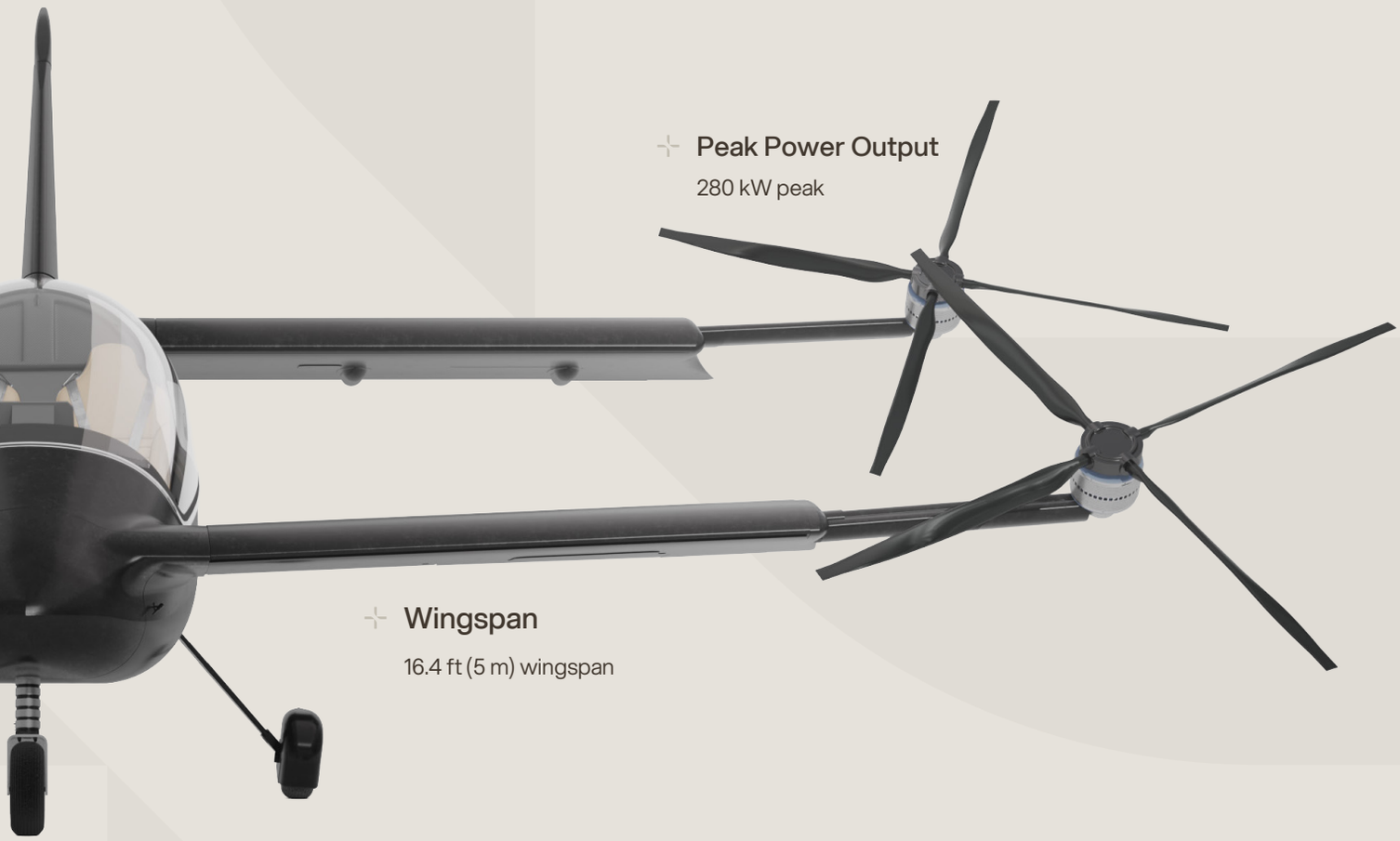
Soak up the scenery with our 270° cockpit view

Maximum Takeoff Weight (MTOW)

1650 lbs / 750 kg

Skyfly's Axe requires no runway for takeoff, much like a helicopter, and cruises in the same way as a plane. But compared to a helicopter, it's quiet. Very Quiet.

Fly from your local airport or private land to a vacation destination, friends' party, or simply to experience the joy of flight.



Peak Power Output

280 kW peak

Wingspan

16.4 ft (5 m) wingspan

100+ Nautical miles
Range (All Electric)

87 knots (100 mph)
Cruise Speed

02
Seats

1650 lbs / **750** kg
MTOW

8 x 35 kW
Motors

440 lbs / **200** kg
Useful Load


DURANDAL
S/N EP-345674
NO LOCTITE



Light Sport Aircraft

What Sets the Axe Apart



Vertical Takeoff and Landing

The Axe can take off and land vertically, no runway required. It can operate from small fields, private land, or confined spaces, giving you access to destinations most aircraft can't reach.

Efficient Forward Flight

Once airborne, the Axe transitions to conventional fixed-wing flight for high efficiency and extended range. This combination dramatically improves cruise performance compared with rotor-only designs.

Designed for Real Owners

Built to be affordable and enjoyable to own, the Axe brings personal aviation to a broader community. It's designed to be flown with a standard private pilot license with appropriate training.

Safety by Design

Redundant systems: Eight motors and a triple-redundant flight control system are designed to eliminate single points of failure.
Mechanical flight controls: Even with power set to idle or turned off, wing lift and control linkages can enable a glide to landing.
Ballistic parachute: Additional emergency safety system to protect occupants.

Intuitive Handling

Designed to be easy and intuitive to fly, with automatic stabilization in hover mode and predictable forward-flight handling.

Cost & Accessibility

Competitive pricing compared with other personal aircraft, with low operating costs and no need for hangar fees if operated from private land.




SKYFLY



Benefits

Ownership Experience

Designed Around Real Owners. Built for Everyday Flight.

Owning the Skyfly Axe is more than purchasing an aircraft, it's joining a growing community of pilots who are redefining how personal aviation operates in the modern world.

From where you fly, to how you use the aircraft, to the long-term support you receive, the Axe has been designed to fit naturally into an owner's lifestyle.

Fly From Home

Freedom Beyond the Runway

Flexible Utilization

One Aircraft. Many Missions

Ownership Support

A Long-Term Partnership


G-SFAX

Tech Specs

A New Kind of Personal Aviation

The Axe has been created to make personal flight more accessible, more practical, and more enjoyable. By combining vertical mobility, efficient forward flight, and a thoughtful ownership model, Skyfly is enabling pilots to fly more often and from more places than ever before.



Overall Dimensions	Width = 26.92 ft (8,205 mm) Length = 14.42 ft (4,395 mm) Height = 10.92 ft (3,328 mm)
Wingspan	16.4 ft (5 m), for both Canard and Aft Wing (not including rotors)
Rotor Diameter	6.2 ft (1.9 m), 4-bladed fixed pitch and fixed angle position
Maximum Takeoff Weight	1650 lbs / 750 kg
Basic Empty Weight	1210 lbs / 550 kg (airframe 300 kg + batteries 250 kg)
Useful Load	440 lbs / 200 kg (for pilot, passenger, and baggage)
Peak Power Output	280 kW peak
Hover Power Output	200 kW
Battery Weight & Capacity	250 kg = 60 kWh
Landing Gear	Tricycle (in a conventional configuration)
Cruise Speed	87 kts (100 mph)
Range	100+ nautical miles (Estimated maximum range without reserve)
Stall Speed	48 kts (55 mph) in wing-borne flight
Best Glide Speed	61 kts (70 mph) at 1200 fpm descent rate
Best Glide Ratio	6:1
Best Climb Speed	62 kts (71 mph) = 2300 fpm
Runway Length Required	0 m - VTOL (vertical takeoff and landing) 30-50 m - STOL (short takeoff and landing) 300 m - Glide and power off landing




SKYFLY

Estimated Hourly Operating Cost (including scheduled maintenance)

A third of the cost to fly

Flying 100 hours a year, the Skyfly Axe costs $91-112 per hour to run. A comparable piston helicopter, the Robinson R22, costs $317-423.

Skyfly Axe

$91-112

per flight hour

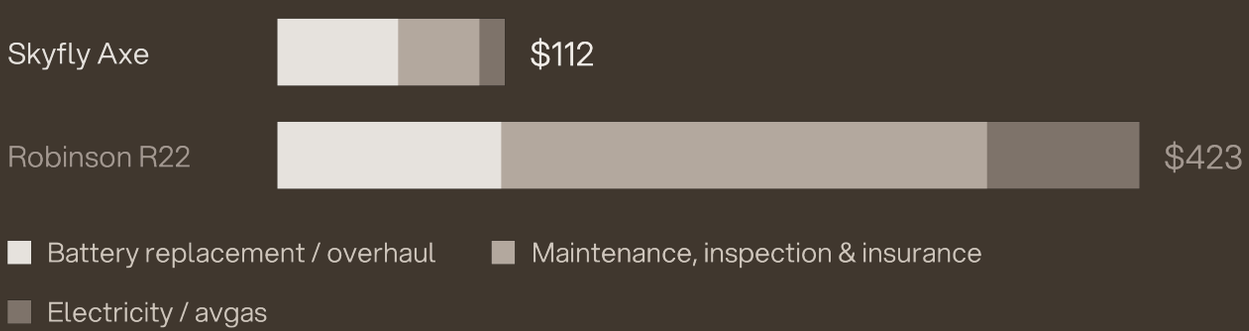
Robinson R22

$317-423

per flight hour

Where each flight hour goes

upper estimates, $ per hour



Saved over 12 years of ownership

$245,000+

Axe $109,200-134,400 versus R22 $380,400-507,600 at 100 hours a year, including the R22's mandatory 12-year overhaul and the Axe's optional battery replacement.

Estimated Cost & Performance Comparison

Side by side

	Skyfly Axe	Robinson R22
COST PER FLIGHT HOUR		
Optional battery replacement / mandatory engine & airframe overhaul	$59	$110
Maintenance, inspection & insurance	$26-40	$132-238
Energy (electricity / avgas)	$6-13	$75
Total per hour	**$91-112**	**$317-423**
OWNERSHIP		
Acquisition value	$400,000	$370,000
Running cost per year (100 hrs)	$9,100-11,200	$31,700-42,300
Mandatory R22 airframe & engine overhaul versus optional Axe battery upgrade	$59,400 at ~1,000 hrs (Optional Upgrade, see notes below)	$132,000 at 2,200 hrs or 12 yrs
Powerplant life	10,000+ hrs (electric motors)	2,200 hrs TBO (Time Between Overhaul)
PERFORMANCE		
Maximum Payload	440 lb	440 lb
Range at Maximum Payload (no reserve)	100+ nm‡ (71+ nm with 20-min reserve)	~72 nm* (~44 nm with 20-min reserve)
Endurance at Maximum Payload (no reserve)	69+ min‡ (49+ min with 20-min reserve)	~50 min* (~30 min with 20-min reserve)
Cruise Speed	87 knots (100 mph)	87 knots (100 mph)

No overhaul cycle

Composite airframe with no fatigue life limit. The battery upgrade is optional and based on condition, not an airworthiness requirement. Inspection-based upkeep means less downtime.

No avgas risk

Leaded aviation fuel is being phased out in the UK, EU and US. The Axe charges from an electrical power outlet.

Simpler to own

No gearbox, fuel, exhaust or oil systems. Sealed wing-mounted motors are inspected in minutes.

Estimated figures based on 100 flight hours per year, using average US costs as of October 2026. Actual costs will vary over time and by location. US energy prices: electricity at $0.18-0.20/kWh; avgas at $7.50/US gal, 10 gal/hr. Axe costs include an optional battery upgrade ($59,400) budgeted at ~1,000 hours (about 10 years at 100 hours a year); this is not an airworthiness requirement, and owners may continue flying with reduced battery capacity. Battery energy density is expected to improve by about 5% per year, which would extend the range of a battery-upgraded Axe.

* At 440 lb payload, the R22 can carry about 50 lb (8.3 US gal) of fuel: 1,370 lb max gross minus 880 lb approximate empty weight (Robinson R22 Beta II brochure, Feb 2026). At 10 gal/hr and 87 kt, that gives about 50 minutes or 72 nm with no reserve, or about 30 minutes or 44 nm keeping a 20-minute reserve. Aircraft with optional equipment weigh more and carry less fuel.

‡ Skyfly Axe figures are preliminary manufacturer estimates at 440 lb payload and 87 kt cruise, in standard conditions (ISA, sea level) with a new battery, using usable battery capacity. 20-minute reserve calculated at cruise power. Actual range and endurance will vary with temperature, altitude, wind, payload, flight profile and battery condition.

Request a Briefing

Speak to our team today.

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All specifications and performance figures are preliminary and may change as the aircraft reaches its final production configuration.