



FLUTR is developing the technology to enable door-to-door aerial transport. For **everybody**.

With rapidly evolving air regulations and technology, this dream is finally becoming real.

The FLUTR vehicle achieves a few world firsts;

- it is the only air vehicle design capable of being certified for use in an urban environment, and

- it is the only VTOL vehicle capable of being flown by a person with minimum training.

This is achieved by its design configuration, which generates minimum noise, its vertical take-off and landing (VTOL) capability, and its certifiable safety systems including ballistic parachute.

It also has a unique tilt wing rotor system enabling it to zip along at a design speed of 250 km/h (160mph), enviably faster than anybody sitting in traffic.

Super responsive maneuvering ducts give a smooth flight in any gusty conditions. Unlike UAV style designs or designs with small motors which are unstable and induce air sickness, this is like “driving a DeLorean, on a rainbow, in space”, says founder and CEO Cameron Spencer.

And shrouded rotors prevent unwanted decapitation, which can really ruin your day.

A decent design range of 45 minutes flight time plus mandatory 15 minutes reserve gives it real usability.

Powered by a hybrid turbine electric system, and fueled by hydrogen or bio-diesel, FLUTR can land at any gas station and refuel in only 3 minutes, making it a practical vehicle for everyday use.

A remote pilot will intricately supervise all elements of the flight, as aviation experience tells us that autonomous flight is an accident waiting to happen.



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Training is achieved with a short 2 day fun course that teaches everything that the vehicle can't do. The vehicle and remote flight management system handles 99% of the traditional pilot's job, but it is important to keep humans in the loop.

And a folding design means that it fits neatly in your garage.

People often ask "so do I have to launch from an airfield or heliport?"

".. Why should you have to drive for 20 minutes at each end of your trip? That's just silly", says Cameron. "Flutr is designed from the outset for true door-to-door capability, with an emphasis on minimizing noise, and being simple to use. We see it as becoming the MiniCooper of the skies"

The initial model ("the Flutr model 1") is for 2 adults (or 1 adult + 3 children), plus luggage.

FLUTR is based in Munich, at the site of the famous wartime Messerschmitt and Dornier factory, close to the heartland of German automotive production. It is founded by Cameron Spencer, an Australian commercial pilot and aerospace engineer who has flown Boeing 777's and Airbus A340's, and worked in aviation and design for over 25 years. The design team has extensive aerospace and automotive industry experience, having worked on projects such as the Solar Impulse, and for various aerospace and automotive companies, such as Airbus, BMW, Jeep and others. Additionally it is augmenting design with AI techniques to achieve more rapid design optimization.

The name FLUTR comes from a shortened version of the word "flutter", which was inspired by the aerial elegance of a butterfly's wings.

FLUTR currently offers the ability to pre-order vehicles for

private use/ownership for commuting, meetings, general daily use such as shopping and leisure trips,

for corporate ownership to give more flexibility than existing corporate jets,

for fleet/air-taxi use, and

for safety and community organisations such as air ambulance, beach patrol and emergency use in developing countries.

And will be setting up affordable vehicle share options, similar to car share services.

Cameron wants everyone to be able to enjoy the god like thrill of flying, with the frictionless user experience of an automobile, from their front door, at neighbor friendly noise levels, and at a reasonable price.

And FLUTR is not just for jillionaires; low cost and low maintenance air transport can really help a lot of people in 1st world and 3rd world countries.

As the aviation industry has stagnated at the consumer end for a long time, due to high operating prices, complicated regulations and training procedures, and as high end automobiles are now similarly priced



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to aircraft, Cameron believes that an innovative design and vehicle management solution can bridge the two segments and allow more people to get into the air easier than ever before.

FLUTR looks forward to sharing flight test footage (full size vehicle, at real take-off weights and cruise speeds, and with audio to hear the vehicle noise), technical and regulatory application progress details, training and licensing details, and development and production schedule information soon.



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