



COCKPIT®

Winter 2025



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COVER PHOTO



Photo Credit: Toni Trani/Electra

Chief Test Pilot **Cody Allee (M)** flies Electra's two-seat EL2 Ultra Short hybrid-electric technology demonstrator – the world's first blown-lift aircraft using distributed electric propulsion to achieve takeoff and landing in just 150 feet. Since its first flight in November 2023, Allee has led an extensive EL2 flight test campaign that directly informs the design of Electra's nine-passenger EL9 production aircraft. First EL9 test flights are planned for 2027, with certification and commercial service entry targeted for late 2029 to 2030 under FAA Part 23 regulations.

Know the Corporate Member - learn more about Electra on page 47

SETP CALENDAR 2026

Southwest Symposium

28 March 2026

The University of Texas at Arlington
Arlington, TX

41st East Coast Symposium

10 April 2026

University System of Maryland at Southern Maryland
California MD

17th Central Symposium

10 April 2026

Textron Aviation Activity Center
Wichita, KS

14th Northwest Symposium

24 April 2026

The Museum of Flight
Seattle, WA

Flight Test Safety Workshop

5-6 May 2026

DoubleTree by Hilton Fort Worth South
Hotel & Conference Center
Fort Worth, TX

6th Canadian Symposium

29 May 2026

Hilton Garden Inn Ottawa Airport
Ottawa, Canada

Indian Symposium

11 July 2026

TBD

55th European Symposium

26-30 July 2026

Edinburgh, Scotland

70th Symposium & Banquet

23-26 September 2026

Grand Californian Hotel & Spa
Anaheim, CA

KNOW THE CORPORATE MEMBER



Electra EL9 Ultra Short nine-passenger aircraft full-scale model. (Credit: Dave Koch/Electra)

At Electra, we believe strategic innovation is the key to unlocking the promise of Advanced Air Mobility (AAM), getting people directly from where they are to where they want to be – saving travelers time, maximizing existing infrastructure, and bringing reliable air service to underserved communities. We call it Direct Aviation. At the heart of this effort is the EL9 Ultra Short, a nine-passenger, piloted aircraft that combines blown-lift aerodynamics with hybrid-electric propulsion to take off and land in just 150 feet – about one-tenth the space required by similarly-sized legacy airplanes.

By opening thousands of new operating locations – ranging from regional airports to unconventional sites such as taxiways, grass fields, or parking areas – the EL9 enables new opportunities for point-to-point regional connectivity for both passengers and cargo. For defense operators, it offers new ways to move troops and supplies, including low signature operations from helicopter-sized spaces in austere environments.

The EL9 combines patented blown-lift aerodynamics with distributed electric propulsion to achieve ultra-short takeoff and landing performance previously limited to helicopters and eVTOLs, but at one-third the cost and with the safety and reliability of a fixed-wing aircraft. Its hybrid electric system delivers reduced noise and emissions, extended range, and inflight battery recharging without need for ground charging infrastructure. Four battery packs and a small turbine-powered generator drive eight electric motors distributed along the wing to provide high lift at low air speeds. The aircraft cruises at 175 knots and carries up to 3,000 pounds max payload for 330 nautical miles, with a maximum ferry range of 1,100 nautical miles with IFR reserves. While equipped with two pilot crew stations, Electra's Safe Single Pilot technology with fly-by-wire controls will enable ease of precision landings for a single pilot.

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Electra EL2 Ultra Short 2-seat technology demonstrator flown by chief test pilot **Cody Allee (M)**. (Credit: Toni Trani/Electra)

Electra has flown our two-seat EL2 technology demonstrator since November 2023, using it as a critical platform to test and validate the Ultra Short aircraft architecture. Electra Chief Test Pilot Cody Allee previously flew test programs as a Marine on the F/A-18A-F, multiple manned and unmanned systems with Aurora Flight Sciences, and has conducted STOL operations as X-31 lead pilot, a USNTPS Instructor in the Beaver and Otter, and a USAF program using an XCub. The EL2 flight-test program is proving the performance and operational characteristics of Electra's blown-lift and hybrid-electric technologies, reducing risk and informing the design of the EL9 production aircraft.

The first EL9 test flights are planned for 2027, with certification and commercial service entry targeted for late 2029 to 2030 under FAA Part 23 regulations. With over 2,200 pre-orders from more than 60 commercial customers worldwide, including both airlines and helicopter operators, the EL9 is already one of the most in-demand aircraft in the advanced air mobility (AAM) sector.

Learn more at www.electra.aero.