Skyfly takes the Axe to Fort Lauderdale Int Boat Show 2026, bringing runway-free electric flight to the yachting market

Skyfly will display the Axe Vertically Capable Aircraft at the Fort Lauderdale International Boat Show (FLIBS), the largest in-water boat show in the world



Skyfly FLIBS

THORPE MANDEVILLE, UNITED KINGDOM, October 6, 2026 /EINPresswire.com/ -- > The Axe needs no runway and is capable of taking off and landing directly from a superyacht, with a range of more than 100 miles, a 100mph cruising speed and a projected running cost of around £70 ($90) per flying hour
> FLIBS is part of a programme of US shows over the coming year as Skyfly builds its American presence ahead of first deliveries in 2027

> Yacht owners invest heavily in the vessel, then hand the journey ashore to someone else's schedule. The Axe operates from the deck and needs no runway, so the owner decides how and when they travel."
>
> *Michael Thompson, CEO of Skyfly*

Skyfly Technologies Ltd ("Skyfly") will display its Axe Vertically Capable Aircraft at the Fort Lauderdale International Boat Show (FLIBS), which runs from 28 October to 1 November 2026. FLIBS draws more than 100,000 visitors, 1,000 exhibiting brands and over 1,300 vessels across seven locations each year. It is Skyfly's first appearance at a marine event of this scale, and one of the largest audiences the Axe has faced to date.

Yacht owners have the freedom to reach almost anywhere on the water. Moving between the yacht, the marina and the places onshore is where that freedom runs out. Road transfers and helicopter charters both rely on infrastructure the owner does not control, and

both add time, cost and dependency to every journey.


Skyfly AXE Super Yacht

The Axe is Skyfly's answer. It is a modern, quiet, easy-to-fly two-seater with a projected running cost of around £70 ($90) per flying hour, a range of more than 100 miles, a flight time of 60 to 90 minutes, a cruising speed of 100mph and a 200kg payload. With no runway required, it can operate from the open space that already exists at marinas, private docks and coastal estates, and it is capable of taking off and landing directly on a superyacht's deck. Operated this way, the Axe becomes part of the vessel's own capability alongside its tenders and other craft, with no reliance on a nearby airfield.

The yachting market aligns closely with the Axe's intended owner: people who put a premium on freedom of movement, privacy and access to locations that are hard to reach by conventional means. Skyfly is now putting the aircraft in front of them for the first time.

The airframe is technology-agnostic, so new battery and motor technology can be fitted as it becomes available. It is built around aggressive weight reduction through advanced composite structures, delivering what Skyfly describes as industry-leading efficiency measured in kilowatts per passenger mile.

The Axe's winged architecture is what sets it apart. Most small personal eVTOL designs rely on rotors alone and, with nothing generating aerodynamic lift, can burn up to four times more energy in cruise. The Axe hovers on eight fixed-angle electric motors and then lets its wings carry it in forward flight, so it can also take off, cruise and land like a conventional aeroplane whenever a runway is available. There are no tilting motors or rotating wings, which removes the weight, complexity and failure modes those mechanisms introduce. If power is ever lost, the aircraft glides.

Under the FAA's updated Light Sport Aircraft rules, the Axe is a two-seat, Light Sport-class electric Vertically Capable Aircraft (eVCA), a category of eVTOL designed for private ownership and operation. Simplified pilot qualification requirements significantly lower the barriers to owning and flying one.

FLIBS is one of several US shows Skyfly will attend over the coming year as it builds its presence in the American market ahead of first deliveries in 2027. It follows the company's appearances at EAA AirVenture Oshkosh and the signing of a Letter of Intent with the Florida Department of

Transportation to establish a US operations hub at SunTrax. Those milestones established Skyfly within US aviation. FLIBS takes the Axe to prospective owners outside it.

Michael Thompson, CEO of Skyfly said: "Yacht owners invest heavily in the vessel, then hand the journey ashore to someone else's schedule. The Axe operates from the deck and needs no runway, so the owner decides how and when they move between sea and shore. FLIBS puts the aircraft in front of the people who understand that problem best."

Visitors can see the Axe at Skyfly's stand, SYVL1 in the Super Yacht Village, throughout the show.

ENDS

About Skyfly
Skyfly Technologies develops manned and unmanned aircraft and systems for civilian and defence markets. Its flagship product, the Axe, is a two-seat, fully electric, vertically-capable aircraft with a range of more than 100 miles and a cruise speed of 100mph, requiring no runway for take-off or landing. The Longbow is its hybrid-electric unmanned derivative for defence and government customers. Skyfly is based in Thorpe Mandeville, Oxfordshire.

Visit www.skyfly.aero for more information.
Media Contact: press@skyfly.aero

Press enquiries | press@skyfly.aero
General enquiries | aircraft@skyfly.aero
Sales enquiries | sales@skyfly.aero
Investors | investors@skyfly.aero
Careers | hiring@skyfly.aero

Jules Tipler
Influence emobility

This press release can be viewed online at: https://www.einpresswire.com/article/947679254

EIN Presswire's priority is source transparency. We do not allow opaque clients, and our editors try to be careful about weeding out false and misleading content. As a user, if you see something we have missed, please do bring it to our attention. Your help is welcome. EIN Presswire, Everyone's Internet News Presswire™, tries to define some of the boundaries that are reasonable in today's world. Please see our Editorial Guidelines for more information.
© 1995-2026 Newsmatics Inc. All Right Reserved.