



REACHING PEOPLE **ANYWHERE**

Dear friends,

In 2021 we witnessed the Maiden Flight of our MiniFreighter. To see it actually fly was a dream coming true and a big step towards realisation of our mission. The year was, as usual, eventful and full of fellowship. A coalition worthy.

Let's Operate in 2022!

The Wings For Aid team

JANUARY



Ready for departure

Manufacturing partner Pipistrel implements some improvements and we pick up the MiniFreighter at their factory in Slovenia. Next destination: Switzerland, Schaffhausen, for taxi tests in the Swiss snow. We get a good feel for driving the aircraft around Europe which turns out to be an essential quality anyway in 2021. The credo is to keep moving to, eventually, reach people in need everywhere.

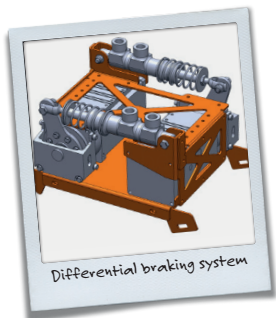
We continue the test program with our friends at the German aerospace institute (DLR). They have acquired a new test site in Cochstedt and turn it into a proper drone test centre. We are honored and express gratitude to the site's and crew and management. We get some 'tops and tips' for free that we incorporate into our procedures quickly. With DLR in Braunschweig, we reach agreement to take part in their Drones4Good program, while Kees 't Hooff, TU Delft intern, joins us and brings the Content Management System to-level.



Test site in Cochstedt

FEBRUARY

MARCH



Differential braking system

The Covid virus leads us into far too many on-line meetings and conferences, including those with investors. Lead engineer Alexis and VanBerlo/ Accenture design a smart actuator bracket for a differential braking system. Following highway testing with our multi-functional Mercedes van, we perform a satellite antenna test at Hilversum airfield with our aircraft "Good"-I-D224.

MAY



The MiniFreighter at the FlySynthesis factory

Skilled craftsmen in the Cochstedt area get spare parts ready within hours when we have a bent forefork. Alexis applies orange spray paint and off we go. We again receive valuable feedback which is the basis for additional instrumentation on the aircraft for flight testing. Ruth Burer joins Wings For Aid as project assistant and we reach agreement with the Royal Dutch Airforce on future cooperation with Lt.col. Bart Hoeben and Lt.col. Valette Jacobs as paranymphs to the Lt.gen.

JUNE



Signing the agreement with the Royal Dutch Airforce

APRIL



Alexis and Hans Heerkens

The MiniFreighter moves to Enschede, for taxi tests in the presence of dr. Hans Heerkens, founder of the Platform for Unmanned Cargo Aircraft. During high-speed taxi tests at DLR in Cochstedt, the aircraft makes an unintended first mini-jump. It is only 15cm Above Ground Level, but the Fishermans-friend effect is apparent. The day after, team and aircraft are unstoppable and make the Maiden Flight happen.

We establish contact with FlySynthesis in Italy, maker of the basic airframe that carries our cargo bay and avionics pylon in the first place. With Amazilia Aerospace in Munich, we discuss the next production model of the Ground Control Station, Flight Control Computers, Avionics and software.

Maydenflight - ever closer to
the realisation of the mission



JULY



MiniFreighter To-Go
at Rhenus Schiphol

European summer brings a site survey Cape Town where it is spring. We engage in talks with SkyHigh and exchange thoughts with other stakeholders. At the Wings For Aid secretariat and HQ the shipment of the MiniFreighter to South Africa is prepared. We implement QR codes for easy reference and customs transparency. 40ft sea container is stowed with our friends at Rhenus Schiphol, including the road trailer.

Site surveys in the Western Cape province, South Africa. The container with our precious first MiniFreighter arrives at Rhenus Cape Town, and is transported to Morningstar airfield. An additional patent number 2024246 is granted to the quite brilliant fifth' flap of our delivery box. We reach agreement with the Dutch Ministry of Foreign affairs on the grant to build capacity for our first projects with World Food Programme and Red Cross.



The fifth flap

AUGUST

It turns out that the transport and import of a separated ballistic rescue chute is even more complex than we thought. But as always, we find a way: with Rhenus Logistics South Africa, we establish direct contact to the South African Police Service. Rhenus, boosting its practical partnership approach, teams up with a specialised colleague in minutes via phone and What's App. With the completed aircraft, we move to the first test site to record the first African flight. And the first crash. Back to Cape Town for repairs. Carry on.

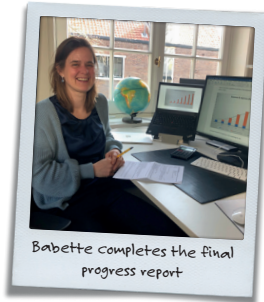


Ready for the first
African flight

SEPTEMBER

NOVEMBER

Production of the next five aircraft starts at FlySynthesis in Italy, quite close to Slovenia where Pipistrel designed the first one. In-between Covid waves, we host a booth at DroneX in London and exchange thoughts with prospective partners such as Inmarsat and Thales. Nothing beats a good trade show. React-EU co-funding is granted by Kansen voor West and Alderwomen Bruines of The Hague for the next innovation: 'Airport in a box' - our operating platform.



Babette completes the final
progress report

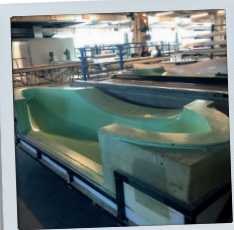
Almost Xmas. With the test aircraft on its gears again it is time to test the new heading control software from Amazilia Aerospace in Munich. In an incremental step-by-step program, we work towards high-speed taxi testing (45 kts) at Cape Winelands airfield. Target has always been to drop boxes before Xmas but, father-Covid related travel restrictions prevent our test pilot from travelling South. We convene and mourn about it but also celebrate an intensified partnership with To70, promising equipment from Inmarsat and a new patent. One more on-line Board meeting. Hey, holidays!



One more online board meeting

DECEMBER

OCTOBER



Production moulds

South Africa's engineering legacy pays off and the aircraft wiring diagrams are brought to industry standard. We enter into dialogue with training and maintenance organisations to set targets for Manuals. At the Secretariat, the team works with TechForce to complete the final Progress Report for the first round of funding. Three Ministries are involved and all expenses are accounted for. The basis is set for lasting monetary transparency and accountability.

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