



Introducing the J-110

Your reliable bladeless, silent, fast and safe aerial cargo for Part 108 compliance

VERTICAL TAKE OFF/LANDING

Powered by a Fluidic Propulsive System® which eliminates propellers or rotors and enables VTOL from locations inaccessible to helicopters or multi-rotors; the thrusters can be made swivable and the turbocompressors are designed in-house

YOUR SOLUTION TO RAPID, HEAVY CARGO LOGISTICS

The architecture is based on our DARPA Lift Pegasus Project combined with the Adaptive FPS® yields excellent aerodynamics and a forward speed 2x faster than a multirotor, silently; the J-110 can lift more payload vs a multirotor cargo UAS with DEP, battery or hybrid electric, without worrying about prop strike or safety of personnel

QUIET PROPULSION

Our Fluidic Propulsive System® thrusters do not chop the air like a propeller; the noise emitted by these thrust augmenting proprietary ejectors is atonal, resembling the wind. This enables us to deploy the system without restrictions related to noise. Using Jet A or Diesel today and SAF compatible, the J-110 uses a reliable turbine and does not depend on magic batteries



Fluidic Propulsive System®
Ultra-light Adaptive FPS® thruster-ejectors



Atonal Noise
Proprietary ejector design



Reliable FTC-100
turbocompressor / turbofan

General characteristics

- Length: 3.8 m (12.5 ft)
- Wingspan: 4.5 m (14.7 ft)
- Height: 1.34 m (4.4 ft)
- Empty weight: 19 kg (42 lb)
- Takeoff weight: 50 kg (110 lb) Part 108 compliant
- MAX Takeoff weight– Aircraft capable of 61kg(135+ lb) takeoff weight
- MAX Payload: 25 kg (55 lb) Part 108 compliant
- MAX Fuel capacity: 40 liters (11.1 US gallons), Part 108 compliant
- MAX Range: 240 miles Part 108 compliant
- Propulsion: 4 Adaptive FPS® thrusters, 4x40+ lbf class
- Powerplant: Jetoptera Proprietary FTC-100 turbocompressors
- MAX Speed: 100 mph Part 108 compliant
- MAX ALT: 5,000 m (16,400 ft)
- Tone-free Noise: -40 dBA lower than bladed equivalent power system