



Press Release

28 April 2021

Faradair signs former Boeing, easyJet executives, Randy Tinseth and Tony Anderson to its Advisory Board

Faradair is delighted to announce the appointment of OEM and airline industry titans Randy Tinseth and Tony Anderson to help steer the company through its next phase of growth and continued development of the Bio Electric Hybrid Aircraft (BEHA).

Former Vice President Marketing for Boeing Commercial Airplanes, Randy Tinseth becomes the new head of Faradair Aerospace Limited's Advisory Board. Tony Anderson, former easyJet executive and only the third employee at the famous low-cost carrier also joins the Board.

Between them, they bring a wealth of experience from leading companies in the commercial aircraft sector, providing valuable insight to Faradair's future business model and growth. These appointments are announced ahead of imminent executive and engineering team announcements.

Randy Tinseth said this of the new role: *"I am both honoured and excited to join the Advisory Board for Faradair as they develop, design and bring to market the world's most 'environmental' airplane. This Bio Electric Hybrid Aircraft will bring a unique combination of size, range, efficiency and environmental performance to the market. With its unique capabilities, I believe the BEHA can truly transform regional air mobility in the next decade."*

Tony Anderson commented: *"I have always been an optimist. The post-pandemic challenges facing the aviation industry may seem daunting, but the future belongs to visionary companies that genuinely innovate and lead. Among the range of start-ups and established players seeking to develop new aircraft propositions, Faradair and the BEHA stand out from the crowd as a particularly exciting and compelling concept with a clear plan and strong leadership."*

"I am delighted to have the opportunity to join the Advisory Board of Faradair Aerospace. I look forward to playing a part in making the BEHA the success I firmly believe it can be."

Faradair founder and CEO Neil Cloughley said: *"I have known Randy for many years and I am delighted to have him join us on our journey. He saw the commercial aircraft sector from many angles during his Boeing career and his advice and guidance as we expand will be invaluable."*

"Obtaining the endorsement and engagement of two prominent aerospace professionals is exciting and we are delighted that Randy and Tony share our vision. Tony was among the pioneers of the low-cost air travel. Having him guide us as we look to disrupt the regional air travel market, is invaluable."

High resolution images available on request

To find out more visit www.faradair.com

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Notes for editors:

About Randy Tinseth

Randy Tinseth brings almost 40 years' experience in aviation, the past 13 years as Vice President Marketing for Boeing Commercial Airplanes. He also served as a leading Boeing spokesperson, delivering keynote speeches at the most important aviation conferences and air shows around the world.

About Tony Anderson

Tony Anderson joined easyJet in 1995 as a key member of the start-up team reporting to founder Sir Stelios Haji-Ioannou. Later, as director of marketing for the easyGroup, he set up new ventures under the easy brand; Tony remains as a consultant to the easyGroup. He has also held marketing roles with British Airways, Thomas Cook and Kantar TNS. Tony is an established conference speaker and for the past 10 years has lectured at Imperial College Business School.

About Faradair

Headquartered at the Imperial War Museum Duxford's historic Cambridgeshire airfield, Faradair is developing the 18-passenger/5-tonne payload Bio Electric Hybrid Aircraft (BEHA). Optimised for hybrid power, it will employ a 1MW Honeywell turbogenerator, delivering electricity to a magniX electric propulsion unit.

Partnered with Cambridge Consultants, Gonville & Caius College, Honeywell, IWM Duxford, magniX, Nova Systems, prodrive, Swansea University and vvv, Faradair aims to manufacture and operate 300 aircraft by 2030, in a variety of roles including regional air transport, utility and firefighting. A prototype is expected to fly in 2024.