

[Homepage](#) » [Industry](#) » University from Singapore tests its eVTOLs at the DLR in Cochstedt

A university from Singapore is testing its eVTOLs at the DLR in Cochstedt

[COCHSTEDT](#) - [DLR](#) - [ELECTRIC FLIGHT](#) - [EVTOL](#) - [FLIGHT TESTING](#) - [NANYANG TECHNOLOGICAL UNIVERSITY](#) - [NTU](#)

The DLR's specialists for unmanned aerial systems hosted a team from Nanyang University (NTU) in Singapore in Cochstedt for a month. There, the visitors tested two eVTOL prototypes that were developed and built in Singapore.

August 26, 2026 by [VOLKER K. THOMALLA](#)



The unmanned prototype of the eVTOL from Nanyang Technological University in Singapore was tested in Cochstedt. It has a wingspan of 8 meters. © NTU

A team from Nanyang Technological University (NTU) in Singapore spent a month testing the prototype of its eVTOL aircraft at the German Aerospace Center's (DLR) National Test Centre for Unmanned Aircraft Systems in Cochstedt, Germany. According to NTU, this is the first electrically powered eVTOL aircraft to be developed and built in the Southeast Asian city-state.

The eVTOL prototypes are designed purely as technology demonstrators and are not intended for transporting cargo or people. NTU built two prototypes, one with a wingspan of 8 meters and one with a wingspan of 3 meters. The 8-meter wingspan prototype reached an altitude of 90 meters during testing, while the smaller aircraft achieved a speed of 120 km/h. The eVTOL prototypes were remotely controlled during their tests in Cochstedt. Control of the aircraft was also transferred from one operator to another during the flights.



The team from Nanyang Technological University in Singapore at the DLR in Cochstedt. © NTU

NTU's eVTOLs use electrically powered lift rotors on the wings for vertical takeoff and hovering. As the aircraft gains forward speed, the wings generate increasing lift, while a tail propeller provides thrust, allowing the aircraft to fly like a conventional airplane.

Wings provide lift during forward flight.

This flight mode enables efficient flight over long distances using the energy of only one motor – unlike conventional eVTOLs, which can use up to eight rotors for hovering and propulsion, according to NTU.

The transition between these flight modes presents a key technical challenge. The flight control system must continuously regulate changes in propulsion, aerodynamic forces, and flight stability as the aircraft transitions from rotor-assisted hovering to wing-assisted flight, according to the university. The data collected during the tests in Cochstedt are now being analyzed in Singapore and will inform the development of further eVTOLs.

Professor James Wang, head of the eVTOL Research and Innovation Centre at NTU's School of Mechanical and Aerospace Engineering, said: *"This is a historic achievement for an aircraft designed, engineered, and built in Singapore. Reaching these altitudes and transitioning from hovering to forward flight marks a new milestone for Singapore-made electric aircraft. It is a wonderful birthday present for Singapore on the 61st anniversary of its independence."*

Singapore celebrates its independence from Malaysia every year on August 9th.

