

STRALIS

For immediate release:

The Southern Hemisphere's first hydrogen-electric aircraft taxi, and a proud farewell.

- Brisbane company Stralis Aircraft completes the first hydrogen-electric aircraft taxi in the Southern Hemisphere at Brisbane International Airport.
- Bonnie — a hydrogen-electric Beechcraft Bonanza A36 — taxied on 29 July 2026, powered only by hydrogen fuel cells. Its only emissions, water vapour.
- Stralis Aircraft will close following this taxi milestone, having proven the technology works.

BRISBANE, Australia, 19 August 2026 — A small Australian company has achieved something no one in the Southern Hemisphere has done before: the Stralis Aircraft team taxied a hydrogen-electric aircraft at an international airport.

The aircraft's name is Bonnie, a Beechcraft Bonanza A36 retrofitted with Stralis Aircraft's proprietary hydrogen-electric propulsion system. The moment was four years in the making. It's also, for now, where the Stralis story ends.

Stralis Aircraft will close following this milestone. The company proved the technology works. However, it could not close the gap between proof and commercial readiness quickly enough to sustain the business.

[Download Media Assets](#) ›



Bonnie — a hydrogen-electric Beechcraft Bonanza A36 — airside at Brisbane Airport. Photo Steven Holden.



STRALIS

The taxi

On 29 July 2026, Stralis Chief Engineer and test pilot Steve Holden taxied Bonnie at Brisbane International Airport. The taxi was powered entirely by hydrogen fuel cells generating electricity through an electric motor. No combustion. No emissions. Only water vapour as a byproduct.

It was the first hydrogen-electric aircraft taxi in the Southern Hemisphere conducted at an international airport. For the Stralis team, it was the culmination of immense hard work and belief that there is a more sustainable way to travel.

“Reaching this milestone is a proud moment for all of us. It reflects the dedication of our hardworking team and the trust our investors, partners and supporters placed in us over the last few years. I am proud of what we built — the technology, the company, the community. I want to thank everyone who has been part of the journey.”

— Bob Criner, Co-founder and CEO, Stralis Aircraft

“Brisbane Airport is proud to have hosted this groundbreaking Australian trial and congratulates the Stralis team. The project provided valuable insights into how hydrogen-powered aircraft could operate within an airport environment and will help inform the future development of lower-emissions aviation technologies, supporting Brisbane Airport’s ongoing exploration of sustainable aviation solutions.”

— Raechel Paris, EGM Strategy, Planning & Sustainability, Brisbane Airport



Bonnie — a hydrogen-electric Beechcraft Bonanza A36 — taxied on 29 July 2026. Photo Steven Holden.



STRALIS

Why Stralis is closing

The market for hydrogen-electric aviation is still forming, and Stralis reached the limits of how long it could wait.

The technology proved itself. However, bringing a certified commercial aircraft to market is a long and capital-intensive journey. For most airlines today, the commercial case for hydrogen does not yet outweigh the additional costs, operational changes and infrastructure investment it requires. Without the industry pull, raising the capital to see it through proved beyond Stralis's reach.

Hydrogen will eventually deliver a meaningful advantage for aviation. It offers greater range, increased payload, and lower operating costs in the right applications. But the wider ecosystem — liquid hydrogen supply, component maturity, regulatory pathways, and the refuelling infrastructure — has not yet matured to support the transition. Unfortunately, the advantage is not currently large enough to justify the disruption required to adopt it.

Stralis was also experimenting with hydrogen-propulsion technology for drones. The early tests were promising, and it offered a near-term solution with more immediate market demand. However, the company's line remains firm, the team will wrap up the Stralis story this month. The decision to close was made with clarity, a strong sense of pride, and without regret.

"There are many factors that played into this outcome, including things we could have done differently. We continue to believe that hydrogen has a compelling long-term role in aviation. We are proud of the team, the technology, and every person who backed us. The timing wasn't right for us, but the technology will find its moment, and we hope our work contributes to that."

— Stuart Johnstone, Co-founder and CTO, Stralis Aircraft

Thank you

Stralis would like to thank its investors, partners and supporters who backed the assignment. Stralis also extends a special thanks to all staff over the last four years who have worked tirelessly to achieve this Australian first. The mission was worthy. The technology is real. Stralis is grateful to everyone who believed in it alongside them.



STRALIS

About Stralis Aircraft

Stralis was founded on a singular idea — to be the world's leading emission-free aircraft company producing high-performance, low-operating-cost, hydrogen-electric propulsion systems for a wide range of aircraft. The propulsion system was being designed to incorporate a proprietary next-generation high-temperature fuel cell system that is six times lighter than the current state of the art. Aircraft powered by the hydrogen-electric propulsion system were set to travel 10 times further than battery-electric alternatives and would have been 20–50% cheaper to operate than fossil-fuel-powered aircraft.

www.stralis.aero ›

For more information and interviews, please contact:
Stuart Johnstone | sj@stralis.aero | +61 420 511 575

[Download Media Assets](#) ›



Bonnie — a hydrogen-electric Beechcraft Bonanza A36 — airside at Brisbane Airport. Photo Steven Holden.