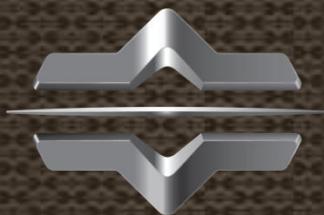


PAL-V

Pressemappe



a joy to drive, a joy to fly



Die PAL-V Liberty feiert ihr **Debut** in England auf der Farnborough International Air Show

Vom 16. bis zum 22. Juli wird die PAL-V Liberty ihr Luftfahrtdebüt auf der Farnborough International Airshow feiern. Vom 16. bis zum 20. Juli ist die Liberty in Halle 4, Stand 4100 ausgestellt. Zwischen dem 21. und 22. Juli wird sich die PAL-V Liberty im Static Display-Bereich befinden. Die PAL-V Liberty ist sowohl auf einer Airshow als auch in Großbritannien zum ersten Mal vertreten.

Während der vergangenen Jahre fokussierte PAL-V sämtliche Anstrengungen auf die Perfektionierung von Design und die Installation von Produktionsprozessen und Lieferketten. Dingemanse verkündet nun mit Stolz, dass er und sein Team die Niederlande durch die PAL-V Liberty erfolgreich in die Liga der Flugzeughersteller zurückgebracht hätten.

Robert Dingemanse, CEO von PAL-V: "Wir sind an dem Punkt, an dem die Mauer zwischen Fiktion und Fakten fällt. Wir sind in der letzten Phase des F&E-Prozesses. Wir werden mit dem ausgestellten Modell und einem Schwestermodell sämtliche Zertifizierungen, die für den Markteintritt erforderlich sind, durchlaufen. Wir sind an dem Punkt, der Pioniere von Träumern unterscheidet."

Die Zertifizierung garantiert nicht nur die Sicherheit des Flugautos, sondern bestätigt außerdem, dass das Gefährt sowohl auf Straßen gefahren als auch in der Luft geflogen werden kann. Dingemanse fuhr fort: "Sobald in 2020 die vollständige Zertifizierung erfolgt ist, werden wir unseren ersten Kunden die Schlüssel der PAL-V Liberty überreichen."

Die PAL-V Liberty durchläuft momentan den letzten Schritt des Zertifizierungsprozesses: den Konformitätsnachweis. "Ausgiebige Testdurchläufe sind erforderlich, um zu beweisen, dass das PAL-V Liberty die Vorschriften erfüllt", so Mike Stekelenburg, Chefsingenieur des PAL-V. Er fährt fort: "Unsere Designphilosophie, die darauf

ausgerichtet ist, bestehende Straßen- und Luftverkehrsbestimmungen zu erfüllen, konnte die Produkteinführungszeit um viele Jahre verkürzen. Anstelle eines Flugautokonzpts auf der Basis bisher noch nicht bestehender bzw. unausgereifter Technologien, die auf neue Bestimmungen angewiesen sind, haben wir uns bewusst dafür entschieden, ein Flugauto mit Einsatz bewährter Technologien zu produzieren. Diese Vorgehensweise ermöglicht einen realistischen und nahen Liefertermin."

In der Zwischenzeit erlangen PAL-Vs erste Kunden Flugerfahrung in Flugschulen rund um den Erdball und bereiten sich so auf die 2020 erfolgende Auslieferung der Fahrzeuge vor. Für sie steht einem Flug- und Fahrerlebnis von Tür zu Tür nichts mehr im Wege.

Weitere Informationen und hochauflösende Bilder finden Sie unter <http://www.PAL-V.com>

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Quelle: PAL-V International BV

Background information:

About PAL-V

PAL-V International B.V., the company that initiated the development of the PAL-V, is located in Raamsdonksveer, The Netherlands. The company was founded in 2007 to commercialize the concept developed since 1999. The management consists of a team of experienced Dutch entrepreneurs with expertise in aviation, automotive, research, and marketing. PAL-V Europe succeeded in gathering the best talent available. Testing its "proof of concept" vehicle for driving in 2008/2009 and for flying and driving in 2011/2012 it has proven technical feasibility and certifiability within the existing regulatory framework. The company is funded by a group of professional and private investors and also received funding from the Dutch Ministry of Economic Affairs. Three Dutch ministries are supporting the project based on its technical innovation and economic potential.



Questions & Answers

Can you tell more about the engine solution?

The dual engine propulsion drive train is based on two fully certified airplane engine from Rotax, one of the leading manufacturers in aviation engines.

What about safety?

The PAL-V LIBERTY is being developed using proven state-of-the-art technologies from the aerospace and automotive industries. In the air, the underlying gyroplane technology guarantees a stable flying platform that supports safe landing even in the very unlikely event of a total power failure. Which in itself is very unlikely thanks to its unique two engine propulsion solution.

A gyroplane as such is already a very safe way of flying. However by a rigid focus on flight safety PAL-V has taken it to the next level. By making small compromises on specification it created the safest gyroplane ever built.

Unlike most small airplanes and gyroplanes the PAL-V LIBERTY is certified under the very strict safety regime of EASA (Europe) and FAA (USA). Many countries in the world follow the same rules.

On the road, the PAL-V LIBERTY is complying with the applicable road safety requirements.

An inherent safety aspect is that in case of bad weather conditions you can drive (part of) your journey. This does make your planning much more certain but also increases your safety options dramatically.

Will regulators allow the use of PAL-Vs?

The PAL-V LIBERTY is designed within the current certification and regulations frameworks for the vast majority of countries in the world. No rules or regulations need to be changed to be allowed to use the vehicle.

What specs does it have?

Please view:

<http://www.pal-v.com/>

Why is the gyroplane concept chosen?

Safety first: in case of engine failure the gyroplane can be landed normally in a very small area equivalent to a tennis court. Landing without an engine can be done with +/- 30 km/h (18mph) ground speed on a very small spot (30 meters or 100ft). This makes emergency landing, in combination with the unique double redundant drive train of the PAL-V LIBERTY, multiple times safer than a comparable aircraft or helicopter.



Advantages compared to a conventional airplane:

Safety again: contrary to fixed-wing airplanes, it cannot stall and cross wind landings are easier and safer than with a fixed wing airplane.

Convenience and comfort: in turbulent air it still flies smoothly with excellent stability due to its high rotor speed. You will only experience 20% of the turbulence of a comparable fixed wing aircraft.

Versatility: Because a gyroplane can fly very slowly, it needs very little space to land. Take-off distance ranges from only 90m to 200m (300ft-650ft). As it deals much better with turbulence and cross wind you can safely fly a PAL-V LIBERTY while fixed wing airplanes have to stay on the ground.

Fun and effectiveness: wide speed range, with a low minimum horizontal speed (from 50 km/h up to 180 km/h or 30mph-112mph). The PAL-V LIBERTY exhibits very positive slow flight envelope characteristics, even slow glides are possible up to safe vertical descends.

Advantages compared to a helicopter:

Safety and ease of operation: a gyroplane is very easy and safe to fly because it is a stable mechanical system. A comparable helicopter is the opposite: as it is an unstable system, kept in the air by the skills of the pilot using both hand and feet. A helicopter is much harder to fly and therefore much riskier and challenging to operate.

Versatility: unlike a helicopter, a gyroplane cannot take off or land vertically. Although you may think this to be an important limitation, in practice it is NOT thanks to the driving capability of the PAL-V LIBERTY. Since you can drive the PAL-V LIBERTY to your destination, it is much more useful and versatile even than a helicopter: taking off nearby is good enough and it does not require anybody to stay behind to guard your aircraft at the landing spot. Also landing a helicopter at the spots where you would like to land is very often not allowed or possible because of noise and safety, making helicopter use in practice very cumbersome. Therefore helicopters are not as practical and useful as a PAL-V LIBERTY.

Cheaper to own and operate: a PAL-V Gyroplane has significant lower cost of ownership compared to a helicopter, yet can accomplish most missions that a helicopter can plus other ones. Since you park it in your garage costly hangar space it not required.

What happens when more PAL-Vs take to the sky?

The great news is that because PAL-V is designed within today's existing regulatory framework, all the tools are in place for safe management of transportation in the sky including 2nd Generation air traffic control. Rules and regulations are in place under the International Civil Aviation Organization (ICAO) to allow the use of the first PAL-Vs LIBERTYs.



Is it possible to take off and land everywhere?

No. Apart from the fact that this is not allowed by law, the PAL-V needs a space for take-off measuring about 90-200 by 20 meters (100ft-650ft by 60ft) without surrounding obstacles. In practice all small airstrips, aerodromes, glider sites and/or ultralight airfields will suffice. The PAL-V LIBERTY can operate from either concrete or grass airstrips. As the PAL-V popularity increases, it is expected that more and more small uncontrolled airstrips will be created. Many countries also allow for special permits on private property.

Do people need a license to fly the PAL-V?

Yes, they certainly do need a license to fly. This can be obtained through one of the many flight schools in the world. To be able to operate an airplane you will need some basic knowledge of navigation, instruments, meteorology, aerodynamics and performance. All pilots of aircraft need training and the PAL-V LIBERTY is – for the aviation aspect – no exception. To acquire a license people have to pass a theoretical exam and have a reasonable amount of training first with an instructor and later as a single pilot (solo) to learn to fly a gyroplane. The gyroplane license can usually be obtained within 30 to 40 hours of training, depending on skill and talent.

Will such a “flying car” receive certification for road and sky?

The PAL-V LIBERTY is designed within existing certification requirements on the road as well as in the sky. For flying, CS-27 (Europe) and FAR-27 (USA) are the standards on which the Type Certificate is based. For driving, the road legislation directives of the European Commission and National Highway Transportation Safety Administration (NHTSA) standards are used. The PAL-V ONE "proof of concept" prototype confirmed that the PAL-V LIBERTY can be built to meet these standards without exemptions.

Where will it be produced?

The PAL-V LIBERTY will be assembled in the Netherlands. Specific parts and systems will be manufactured by leading companies from a number of countries.

What about noise?

The noise will be comparable to a small fixed wing plane. It will be much less than a helicopter.

How long does it take to change modes?

To convert from drive to fly mode or vice versa will take 5-10 minutes.

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