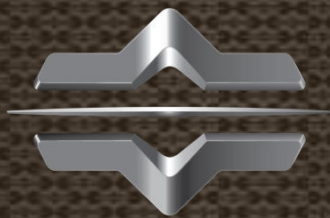


PAL-V

HINDI
PRESS FOLDER



विश्व की पहली उरण कार का आवरण, उरने वाली कार अब एक वास्तविकता.

एक सपना जो अब साकार होने जा रहा है | मार्च 6 और 7 2018 को (केवल प्रेस के लिए) व मार्च 8 से 18 2018 जो की सार्वजनिक प्रदर्शन दिन हैं आप सभी टेक्नालजी प्रशंसक पाल-वी लिबर्टी का अनावरण देख सकते हैं | यह दिन, न केवल पाल-वी लिबर्टी उरण कार के लिए एक निर्णायक तिथि है बल्कि यह दिन फ्लाइयिंग कारो के इतिहास में एक मील के पत्थर की तरह आंका जाएगा | यह दिन, फ्लाइयिंग कारो की प्रगती में एक एतिहासक दिन की तरह याद किया जाएगा |

इस महत्वपूर्ण दिवस पे पाल-वी कंपनी के मुख्या कार्यकारिणी ऑफीसर मिसटर रॉबर्ट दिग्मंनसे ने कहा की " हमारा उत्पादन मॉडेल एक वास्तविकता का पल हैं और इस ही के साथ ही आज कल्पना और तथ्यों की दीवार नष्ट हो जाती है | हमारा यह प्रोडक्शन मॉडेल अनुसंधान प्रक्रिया का अन्तिम चरण हैं। व्यावसायीकरण के लिए आवश्यक सभी प्रमाणपत्र इस उत्पादन मॉडल के आधार पर दिए जाएंगे। यह एक महत्वपूर्ण मुद्दा है जो हमारी कार के उपभोक्ताओं को प्रमाण देता है की वह जिनीवा मोटोर शो में पाल-वी फ्लाइयिंग कार के वास्तविक मॉडल को देखने और समझने का अवसर प्राप्त करने जा रहे हैं | यह केवल एक मात्र सपना नहीं है!

यह प्रमाण पत्र न केवल उड़ान कार की सुरक्षा की गारंटी देता है बल्कि यह भी अनुमोदन करता है कि वाहन सड़कों पर संचालित हो सकता है और हवा में भी सफलता से उड़ सकता है। डींगेमांसे ने कहा: "एक बार पूरा प्रमाणन जब 2019 में प्रदान किया जाएगा हम

पाल-वी लिबर्टी की चाबियाँ हमारे पहले ग्राहकों को सौंप देंगे।"

पिछले वर्षों में, पाल-वी ने अपने फ्लाइयिंग कार के डिजाइन को पूरा करने और उत्पादन प्रक्रिया और सप्लाई चैन प्रबंध को स्थापित करने के लिए सभी प्रयासों की तरफ ध्यान केंद्रित किया। डींगेमांसे को अब कहने पर गर्व है कि पाल-वी लिबर्टी स्थापना के साथ, वह और उनकी टीम अपने देश नीदरलैंड को विमान निर्माताओं के लीग में सफलतापूर्वक वापस ला पाए हैं |

आपको यह जानकार प्रसनाता होगी की जनेवा मोटर शो के तुरंत बाद, पाल-वी लिबर्टी प्रमाणीकरण प्रक्रिया के अंतिम चरण पूर्ण करने में तल्लीन हो जाएगी, अतः डेमॉन्स्ट्रेशन कंप्लाइयेन्स की कार्य प्रणाली भी इस ही के साथ आरंभ हो जाएगी | इन कार्यक्रमों को साबित करने के लिए पाल-वी की टेक्निकल टीम को सरकार के समक्ष बहुत सारे परीक्षण प्रदर्शित करने पारते है कि पाल-वी लिबर्टी अंतरराष्ट्रीय नियमों का अनुपालन करती है": माइक स्टेकेलनबर्ग, पाल-वी के मुख्य अभियंता ने कहा । उन्होंने आगे कहा: "मौजूदा सड़क और वायु नियमों का पालन करने के हमारे सटीक डिजाइन कार्यक्रम ने बाजार में कई सालों से हमें बचा लिया, इन आधुनिक टेक्निकल फिलॉसॉफी के आधार से हमने बहुत अधिक जल्दी से सफर तह किया |

हमारी टेक्निकल टीम ने अभी तक मौजूदा और स्थापित टेक्नालजीस के आधार पर फ्लाइयिंग कार का निर्माण किया, उन्होंने जो भी उन्नत टेक्नालजी प्रयोग में थी ,उस ही के आधार पर अपनी डिजाइन, इंजिनियरिंग को आगे बराया

और मौजूदा प्रौद्योगिकियों के साथ एक फ्लाइंग कार का निर्माण कर लिया | यह दृष्टिकोण हमारे लिए यथार्थवादी रहा और इस की वजह से हम पाल-वी लिबर्टी को मार्केट में समय से पहले ला सके हैं। "

इस बीच, हमें यह बताते हुए प्रसन्नता होती है की पाल-वी के अग्रणी ग्राहक संसार के विभिन्न ट्रेनिंग स्कूलों में पाल-वी फ्लाइयिंग कार उराने की ट्रेनिंग ग्रहण कर रहे हैं | यह ग्राहक कुछ चुनिंदा लोग होंगे जो अपनी फ्लाइयिंग कार 'डोर टु डोर' ,हवा और सरक दोनों पर चला सकेंगे |

More information and high res images at www.PAL-V.com

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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 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 has been developed by 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 time safer than a comparable aircraft or helicopter.

Advantages compared to a conventional airplane:

Safety again: contrary to fixed-wing airplanes, it cannot stall and crosswind 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.

Inquiries:

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PAL-V