



1
00:00:00,000 --> 00:00:22,680
(Music)

2
00:00:22,700 --> 00:00:24,770
Jack Langelaan, Team Pipistrel: The dream, I guess, of everyone for a long time

3
00:00:24,790 --> 00:00:26,410
has been to have a flying car.

4
00:00:26,430 --> 00:00:30,810
And if we can have electric flying cars, that would be wonderful.

5
00:00:30,830 --> 00:00:33,700
Sam Ortega, NASA Centennial Challenges: It really is the dawn of a new era for aviation.

6
00:00:33,720 --> 00:00:38,030
It's general aviation, finally with an electric aircraft.

7
00:00:38,050 --> 00:00:43,650
Erik Lindbergh, LEAP: They'll be cheap, simple, easy to fly, renewable energies, quiet.

8
00:00:43,670 --> 00:00:47,730
That's what we need to revitalize the aviation industry.

9
00:00:47,750 --> 00:00:53,880
Dr. Larry Cooper, NASA Centennial Challenges: This challenge is for a total of \$1.65 million.

10
00:00:53,900 --> 00:00:56,830
Eric Raymond, Team eGenius: We'll use it for further aircraft development.

11
00:00:56,850 --> 00:01:00,070
Just bigger and better, faster. Onward and upward.

12
00:01:00,090 --> 00:01:02,290
(Sound of propeller engine and wind rushing by)

13
00:01:02,310 --> 00:01:06,660

Sam Ortega: We want to fly something or build something that is just as efficient as a Prius.

14

00:01:06,680 --> 00:01:08,970

Pat Anderson, Embry-Riddle Aeronautical University: This is our more cosmic entrance:

15

00:01:08,990 --> 00:01:14,000

a hybrid gas-electric battery-powered airplane, which is the first of its kind.

16

00:01:14,020 --> 00:01:15,340

Lori Costello, Embry-Riddle Aeronautical University: Aviation is definitely one of the most

17

00:01:15,360 --> 00:01:19,540

pollutant transportation industries out there, so trying to move towards a greener

18

00:01:19,560 --> 00:01:24,020

and healthier mode of propulsion is definitely where we're all headed.

19

00:01:24,040 --> 00:01:27,610

Sam Ortega: They all have to fly an average of 100 miles per hour or greater.

20

00:01:27,630 --> 00:01:31,580

Eric Raymond: They require a 200 miles per gallon, per seat.

21

00:01:31,600 --> 00:01:35,840

So, with a 2-seater, we have to average 100 miles per gallon at 100 miles per hour

22

00:01:35,860 --> 00:01:39,040

and there's no gasoline engine that can do that.

23

00:01:39,060 --> 00:01:42,860

Sam Ortega: The other thing is sound. So, you want to be able to fly these at 78 decibels,

24

00:01:42,880 --> 00:01:47,180

basically the sound of a dishwasher measured at 250 feet.

25

00:01:47,200 --> 00:01:50,000

David "Batman" Morss, Team Pipistrel: Two years ago, they came out with a proposal for this,

26

00:01:50,020 --> 00:01:53,340

I laughed, because it was impossible. It just couldn't be done.

27

00:01:53,360 --> 00:01:57,930

And yet, in two years, there's at least two airplanes here that I know of, that are electric,

28

00:01:57,950 --> 00:02:04,370

that I think can meet the criteria. It's happening and it's happening exponentially.

29

00:02:04,390 --> 00:02:08,750

Robin Reid, Team Pipistrel: As the batteries get better, these airplanes are going to get better.