Lighter-Than-Air Systems
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Lecture – 106
Aeroscraft ML 866 Hybrid Airship

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Then there are some airship companies who are looking at innovative concepts. One of them is this worldwide Aeros Corporation. They have come up with this particular vehicle. **(Video Starts: 00:28) (Video Ends: 06:34)** So it is a slightly promotional video. Well, that is okay. It basically tells you the logic behind their design. And we have seen various buoyancy compensation systems.

And in that there was one system called as compressed gas system in which I said that if you have onboard compression of gas, you could reduce the volume of the lifting gas and that is what they are doing here. But it is economical and viable only on such large systems. You try to do this on a small remotely controlled airship, you will find that it is unviable from the point of view of weight and complexity.

So it is an iterative system where one of the basic operational problem of airships that is how to handle change in buoyancy when payload is removed without the need to ballast it is tackled in a very innovative fashion. So the company is struggling to make this a reality. These are

very expensive system as you can see. The hanger itself is such a large one. So the success of this project depends a lot on whether they are able to convince financers to finance them.

Whether they are able to convince someone to place the first order to take the risk for operating this system. Because when you have a system like this, then you are the first person to actually go and tackle the regulatory bodies, the operators, the air traffic controllers. Everybody is going to resist introduction of a totally new system because it complicates their life. So in some businesses there is a first mover advantage. In some businesses, there is a disadvantage. There are high costs, but if you get into right then other people will take time to catch up.