How to Fly Electric & the Future of Aviation – Interview with Gaute Riise

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I've gained total experience of about, I think 22 to 2300 hours of flying. As a commercial pilot I flew the Dash 8 aircraft. Right now I'm flying the Pipistrel electric aircraft. That's the That's the main aircraft I'm flying right now. You have indicators that you check for there are two batteries on this aircraft. So you check both batteries for the charge and health. Before you fly it, you don't have to warm up the engine for example, you don't have to be worried about the oil temperature being high enough before departure.

Why is an airport operator experimenting with electric aircrafts?

The aim or the vision by Avinor is that by 2040 all domestic flights will be electrified. We expect to see the first commercial flights with electric aircraft in 2025, 2030 within that time span. You flip up four switches and then you can take off right away, It's very simple compared to the traditional aircraft. I feel quite fortunate to be able to be part of this project. It's amazing just to fly the aircraft. But also to be part of a development that will change aviation. That's the start of a new beginning for aviation – you can say it's transforming aviation into this solution to the problem that we all are facing. Of course, I have kids myself and I want to leave the place a bit better than when I arrived. You want to see your kids grow up in in a in a better world on that they will be able to have their kids and that they will be able to grow up and experience the same things that we have experienced.

How does it feel flying an electric aircraft?

It's a very light aircraft, so it's very sensitive to changes in the air, like updrafts downdrafts etc When I'm flying I'm monitoring the temperature of the engine and the inverter and the battery. Here is the power output. We have a power output of about 20 kW/h. You can hear, that there is noise in the cockpit, although it is mostly noise coming from the air going over the air foils and through the propeller but compare this to the combustion engine it's a lot quieter, like a Cessna. So now you have the opera right outside the window. And also flying an electric aircraft: I feel really safe.

How will the future of aviation look?

You might call an, that it is an adventure that we're going out on here and it's very exciting to meet different people talking about this and also seeing that the public is really excited about this as well. We get a lot of people coming and asking Avinor about what's going on with the electric aircraft and the electrification and so on, we're kind of the frontrunner here and that's exciting and to feel that you're part of the development of the future and a new future for aviation I would say. There had to be a change for aviation to continue to develop, there are of course, a lot of things already happening with more efficient engines on existing aircrafts etc. But you need to do more than that, you need initiatives like this, electrifications or at least similar technologies. Definitely electrification will be a part of the future solution for a more emission free aviation sector.

Watch full length video interview: **https://bit.ly/2NFkMFB**