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The Allplane Podcast #28 - with David Gallezot, founder of Avions Mauboussin

Pierre Mauboussin was a French aircraft designer, active in the 1920s and all the way through to the post-war years.

Although the brand name was dropped after the business went through a number of mergers and acquisitions (Mauboussin remained a name in jewellery, though, his family's other business!), its memory has remained alive, to the point that French aviation entrepreneur David Gallezot has chosen it for his new aircraft-making venture.

The Avions Mauboussin of today draws from this historical name to develop a family of hybrid (both battery and hydrogen-powered) aircraft for the general aviation and regional air transport market. We are still at least a couple of years away from the first flight of the Alérion, the first of these aircraft, but had the opportunity to talk with David about his project and his vision for the future of aviation.

Just as 100 years ago a whole crop of entrepreneurs and visionaries were busy redefining how people travel and move around, the new generation



of hybrid, electric and hydrogen powered aircraft with STOL capabilities may well do the same for the people of this century, opening new air transport opportunities that we are just starting to envisage.

In this episode we talk about this and about the past as well, about the rich history and heritage of the French aerospace industry and how a first hand encounter at an aeronautical museum sparked in David the idea to re-launch this iconic French aircraft brand.

Without further ado, here is this week's episode with David Gallezot, founder of Avions Mauboussin:



WEB

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Mauboussin aims to link past and future of French aviation



The 1920s and 1930s were a time of experimentation in the aerospace industry.

Fast-evolving aircraft-making technology and barriers of entry still relatively low led to a proper Cambrian explosion of aviation, with entrepreneurs all over the place aiming to define the nascent civilian aviation industry.

One of those entrepreneurs was Pierre Mauboussin, the son of a family of Parisian jewellers, this French aeronautical entrepreneur got into the plane-making business in 1928. In its first incarnation, Avions Mauboussin managed to launch a few light aircraft models throughout the 1930s (the Mauboussin M.120 Corsaire being the most successful with over 100 built) and all the way to the early post-war years until the concern got linked to Fouga, another French plane maker (by the way, its popular Fouga Magister jet trainer is still around and is one of the vintage aircraft that The Aviation Factory offers for demo flights, as we commented in this podcast with its founder!).

This historical background takes on a new relevance as the aviation industry is bracing for another era of entrepreneurship and disruption driven by greener propulsion technologies.

I am saying this because the new Avions Mauboussin has re-emerged in Belfort, in Eastern France (near the Swiss border) with the plan to develop and launch hybrid aircraft designed for regional inter-urban mobility. The firm makes a big point of its STOL capabilities, since, as it is the case of many new electric and hybrid concepts, the aim is to make air transport much more capillar.

Mauboussin has also enrolled several local universities and research institutes in its quest to become airborne before the end of 2022.