**3rd International Hydrogen Aviation Conference (IHAC 2022)**

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Abstract Submission Deadline: 29.04.2022
Notification of Abstract Acceptance: 31.05.2022
Submission of Final Presentations\*: 01.08.2022
IHAC 2022: 01.09.2022
\* Failure to submit presentation on the stated deadline or absence during live event may result in loss of allocated space as a Speaker!

Abstract Title Description

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Abstract

This here is a sample text: Canada has minimal domestic sources of helium and its supply is unreliable. In contrast, hydrogen gas is available wherever water is found, and it provides 8% more gross lift. The economic benefit of hydrogen and its flexibility are highly desirable. For service in remote northern areas, hydrogen can be produced on site, while helium is logistically difficult to ship. Moreover, if hydrogen is used as fuel, the airship can be a zero-carbon emissions transport vehicle.

Prior to WW2, hydrogen gas cells were fabricated from cow intestines glued to linen sheets. This was the best materials that they had at the time. Although these materials were far from gas-tight no airship accidents were ever attributed to the leakage of hydrogen. Nevertheless, much better materials, methods and sensors are now available. BASI is testing a new hydrogen gas containment system. The outer layer protects the inner gas cell from damage; the inner cell contains the hydrogen. Advances in materials that have been developed for other uses, and sensors that can detect minuscule amounts of hydrogen make safe containment possible…..