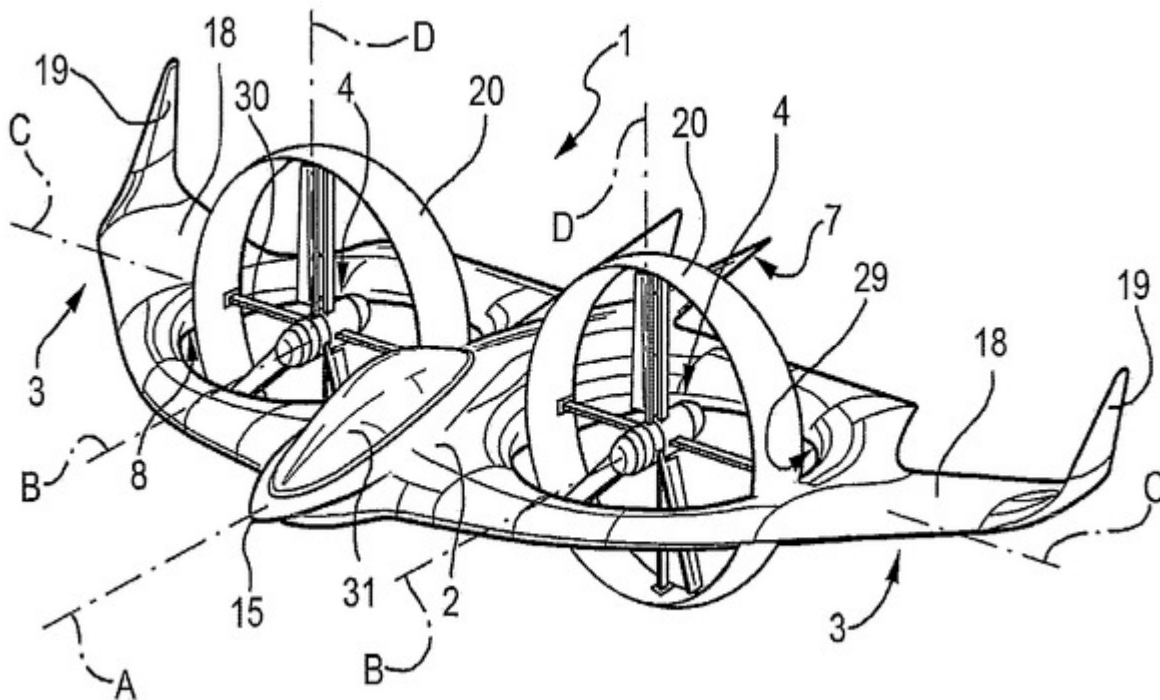


AgustaWestland ha lanciato un programma di dimostratore internamente soprannominato "progetto Zero" per un veicolo tutto-elettrico con un paio di convertiplani incastonato all'interno di una struttura di ala volante.

L'inaugurazione formale presso l'AgustaWestland conferenza stampa alla vigilia della Heli-Expo arriva diverse settimane dopo il concetto è stato rivelato in una domanda di brevetto pubblicata il 31 gennaio.

Il deposito di brevetto mostra un coda a V veicolo identificato come "Convertiplano", con una velocità massima in volo avanti di 270kt (500 km/h) e una normale quota di crociera di 24.600 ft (7, 500 m). Il brevetto è stato assegnato a James Wang, il Vice Presidente di ricerca e sviluppo.



HELI-EXPO 2013: AgustaWestland launches all-electric, tiltrotor demonstrator

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By: [Stephen Trimble](#) Las Vegas

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AgustaWestland has launched a demonstrator programme internally dubbed "Project Zero" for an all-electric vehicle with a pair of tiltrotors embedded within a flying wing structure.

The formal unveiling at the AgustaWestland press conference on the eve of Heli-Expo comes several weeks after the concept was revealed in a patent application published on 31 January.

The patent filing shows a V-tailed vehicle identified as the "Convertiplane", with a top speed in forward flight of 270kt (500km/h) and a normal cruising altitude of 24,600ft (7,500m). The patent was assigned to James Wang, the vice-president of research and development.

Such an aircraft would boast twice the cruising speed, range, ceiling and endurance compared with a conventional helicopter, AgustaWestland claimed in the patent application.

"With respect to a conventional aeroplane, on the other hand, a convertiplane has the advantages of being able to hover, and to take off and land in confined spaces, even in urban areas," adds the company.

The aircraft also replaces a gas turbine engine with electric motors powered by rechargeable batteries, according to the patent filing.

The launch of "Project Zero" shows that AgustaWestland is looking to extend the tiltrotor technology it inherited with the AW609, which it now owns after acquiring Bell Helicopter's share of the programme.