1
00:00:06,260 --> 00:00:04,309
this airplane the XV 15 tiltrotor

2
00:00:07,789 --> 00:00:06,270
represents one of the most versatile

3
00:00:11,360 --> 00:00:07,799
research aircraft coming out of

4
00:00:13,459 --> 00:00:11,370
aeronautical development today the

5
00:00:15,470 --> 00:00:13,469
planes unique feature is that it can set

6
00:00:17,960 --> 00:00:15,480
its rotors at any position from full

7
00:00:20,029 --> 00:00:17,970
upright helicopter mode to nearly 90

8
00:00:23,990 --> 00:00:20,039
degrees forward much like that of a

9
00:00:25,910 --> 00:00:24,000
conventional turboprop the quiet

10
00:00:27,920 --> 00:00:25,920
performance of the tiltrotor combines

11
00:00:30,230 --> 00:00:27,930
the ability to take off and land like a

12
00:00:32,569 --> 00:00:30,240
helicopter with the speed payload

13
00:00:36,479 --> 00:00:32,579

capacity and range of a fixed-wing

14
00:00:41,140 --> 00:00:39,310
initially conceived in the late 1970s

15
00:00:43,660 --> 00:00:41,150
the tiltrotor represents a combined

16
00:00:48,640 --> 00:00:43,670
effort by NASA Ames Research Center the

17
00:00:49,960 --> 00:00:48,650
US Army and bell helicopter textron the

18
00:00:52,030 --> 00:00:49,970
Defense Department is planning to

19
00:00:57,400 --> 00:00:52,040
purchase a larger version this plane

20
00:00:59,259 --> 00:00:57,410
called the jb x the XP 15 total was

21
00:01:01,900 --> 00:00:59,269
unveiled recently to an audience in

22
00:01:06,550 --> 00:01:01,910
washington DC after flying a commuter

23
00:01:08,740 --> 00:01:06,560
tests off from Teterboro New Jersey here

24
00:01:38,630 --> 00:01:08,750
you can follow the tiltrotor as it takes

25
00:01:43,190 --> 00:01:41,210
civil applications range from servicing

26
00:01:46,510 --> 00:01:43,200
offshore oil rates and intercity

27
00:01:49,640 --> 00:01:46,520
transports NASA's John Ward explains

28
00:01:52,790 --> 00:01:49,650
early on the first opportunity would be

29
00:01:57,740 --> 00:01:52,800
a corporate application for a high-speed

30
00:02:00,109 --> 00:01:57,750
corporate helicopter rotorcraft it can

31
00:02:02,450 --> 00:02:00,119
go beyond that very naturally to

32
00:02:05,390 --> 00:02:02,460
commuter applications where you would

33
00:02:10,070 --> 00:02:05,400
use the vehicle at the 30 to 40

34
00:02:13,580 --> 00:02:10,080
passenger size to apply to the inner

35
00:02:16,610 --> 00:02:13,590
city or regional to hub airport

36
00:02:20,509 --> 00:02:16,620
transportation system the tiltrotor has

37
00:02:22,559 --> 00:02:20,519
a perfect application where you can all

38
00:02:25,920 --> 00:02:22,569

very large loads

39
00:02:28,300 --> 00:02:25,930
or long-range I speed without developing

40
00:02:32,680 --> 00:02:28,310
large Airport

41
00:02:35,410 --> 00:02:32,690
the XV 15 NASA technology working for